



Appendix D.6 Built Heritage Impact Study

Environmental Review Report

East Windsor Generation Facility Expansion

Capital Power Corporation

SLR Project No.: 241.030524.00024

July 2024

Built Heritage Impact Study

2879 Riverside Drive East

City of Windsor, Ontario

Final Report

Prepared for:

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Archaeological Services Inc. File: 23CH-190

March 2024 (Revised 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 Built Heritage Impact Study (B.H.I.S., also known as a Heritage Impact Assessment) for the property at 2879 Riverside Drive East in the City Windsor, Ontario. The property was originally known as Our Lady of the Rosary Church, and consists of an ornate former church constructed circa 1907 with Renaissance Revival and Classical Revival architectural details. The property is designated under Part IV of the *Ontario Heritage Act* (By-law 209-2008) for its design/physical value, historical value, and contextual value. A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment completed for the East Windsor Generation Facility Expansion Project (the Project) identified the subject property as requiring a B.H.I.S. as it is directly adjacent to the proposed Project works municipally known as 228 to 276 Cadillac Street (hereby referred to as the “Project Site”). As the subject property is designated under Part IV of the *Ontario Heritage Act*, and there are construction and staging activities anticipated on the adjacent property, the Cultural Heritage Report recommended a resource-specific B.H.I.S. be completed (A.S.I. (Archaeological Services Inc.), 2023). This report satisfies this recommendation.

The property requires a B.H.I.S. to determine if there are any direct or indirect impacts of the proposed work on the property’s identified cultural heritage value and heritage attributes. The proposed undertaking includes the development of a new 107-megawatt (M.W.) gross simple cycle natural gas generation facility located adjacent to the existing East Windsor Cogeneration Centre (E.W.C.C.¹) in

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.



the City of Windsor, Ontario (Capital Power, 2023).

The Project will be located within the existing E.W.C.C. fenceline, but will be owned and operated by a separate Capital Power entity, and the Project will be contracted, metered, and dispatched independently of the E.W.C.C. by Ontario's Independent Electricity System Operator (I.E.S.O.). The Project Site is approximately 0.61 hectares in size (Capital Power, 2023). The work will be located in the southwestern portion of the property parcel away from Riverside Drive East; however, the majority of the Project will be sited within an equipment building, and the transformer will be sited behind a noise abatement wall along Cadillac Street. The Project will also make use of some existing infrastructure on the adjacent leased lands where the E.W.C.C. is sited.

The subject property is being assessed as a requirement of the *City of Windsor's Official Plan* clause 9.3.7.1 c(i) (City of Windsor, 2013), and the analysis presented herein has been completed in accordance with *the Ontario Heritage Toolkit* (M.T.C.S., 2006) and the *City of Windsor Built Heritage Impact Study/Heritage Impact Assessment Guidelines* (City of Windsor, 2023a).

No direct adverse negative impacts to any identified cultural heritage attributes of the subject property are anticipated as a result of the proposed Project. However, potential minor, temporary, indirect impacts are possible during construction. These include temporary impacts to the structure through construction-related vibrations and an increase in construction vehicle and equipment traffic in the immediate area, which could lead to accidental collisions with heritage attributes. Mitigation measures outlined in this report have been prepared to minimize or eliminate these impacts, and should be implemented as appropriate to the extent practicable. Implementation of the proposed intervention should be planned to decrease the physical and visual impacts of the intervention where practicable.

The following recommendations and mitigation measures have been developed and should be implemented:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to the subject property. Avoidance measures may include, but are not limited to:



erecting temporary fencing or plywood hoarding, establishing buffer zones, issuing instructions to construction crews to avoid identified features, etc. No permanent adverse direct or indirect impacts are anticipated for any identified attributes of the subject property at 2879 Riverside Drive East if suitable avoidance and mitigation measures are employed.

2. Vibration during construction may impact the subject property as a result of its location within 50 metres of construction and staging activities. To ensure the subject property is not adversely impacted, a baseline vibration assessment should be undertaken as early as possible during detail design or during the Site Plan Approval process. As vibration assessment is anticipated to be completed during the Site Plan Approval process, this recommendation is expected to be fulfilled by the proponent.
3. This report should be submitted to the City of Windsor and the Ministry of Citizenship and Multiculturalism (M.C.M.) for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to the M.C.M., City of Windsor, and history holdings of the City of Windsor Library 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.



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Table of Contents

Executive Summary	1
Report Accessibility Features	4
Project Personnel	5
Table of Contents	6
1.0 Introduction	10
1.1 Description of Property	12
2.0 Historical Context	14
2.1 Ford City / East Windsor	14
2.2 Land Use History- 2879 Riverside Drive East	16
3.0 Statement of Cultural Heritage Value or Interest	28
4.0 Assessment of Existing Conditions	36
5.0 Description and Purpose of Proposed Activity	47
6.0 Impact Assessment	52
6.1 Analysis of Potential Impacts	53
7.0 Mitigation Measures	54
8.0 Information Gathering	56
8.1 Relevant Agencies/Stakeholders Contacted	56
8.2 Community Engagement	57
8.3 Agency Review	57
9.0 Recommendations	58
10.0 References	60
Appendix A: Qualified Persons Involved in the Project	65



List of Figures

Figure 1: Location of the subject property at 2870 Riverside Drive East in the City of Windsor (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))	13
Figure 2: North and west elevations of the church on the subject property	13
Figure 3: The subject property overlaid on the 1877 Map of Essex County (Walling, 1877)	18
Figure 4: The subject property overlaid on the 1881 Illustrated Historical Atlas of Essex County (Belden, 1881)	19
Figure 5: The charred remains of Our Lady of the Lake Church, March 18, 1907 (Kristy, 2014)	20
Figure 6: Corner stone noting October 27, 1907 (Waymarking, 2024)	21
Figure 7: “Lady of Lake St. Clair, R.C., at Ford”, 1913 (Gardner, 1913)	22
Figure 8: Our Lady of the Lake Church, 1915 (International Stationery Co., 1915)	22
Figure 9: Roman Catholic Churches of the Border Cities, Ont., Canada, 1924, with Our Lady of the Rosary Church in upper left (Souvenir Folder of the Border Cities, 1924b)	23
Figure 10: Ford Motor Company of Canada postcard, with Our Lady of the Rosary Church at far left, 1924 (Souvenir Folder of the Border Cities, 1924a)	23
Figure 11: Our Lady of the Rosary, 1925 (Photogelatine Engraving Co., 1925)	24
Figure 12: The subject property 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).	25
Figure 13: The subject property overlaid on the 1954 aerial photograph (Hunting Survey Corporation Limited, 1954)	26
Figure 14: Ford City Town Hall (right) and Our Lady of the Lake Church (left), 1960 (Walkerville Times Collection, 1960)	26
Figure 15: The subject property overlaid on the 1975 Windsor sheet (Department of Energy, Mines and Resources, 1975)	27
Figure 16: Location of the subject property at 2879 Riverside Drive East	35
Figure 17: Project Site Plan.	50
Figure 18: Proposed work areas and laydown areas in the Project.	51

List of Plates

Plate 1: The north elevation of the former church, looking south (A.S.I. 2023)	39
Plate 2: Renaissance style staircase on the north elevation leading to the main entrance, looking south (A.S.I. 2023)	40
Plate 3: Oblique view of the north elevation, with Riverside Drive East at left, looking southeast (A.S.I. 2023)	41
Plate 4: Oblique view of the north elevation and a portion of the east elevation, with Riverside Drive East at right, looking west (A.S.I. 2023)	41
Plate 5: Oblique view of north and west elevations, looking southeast (A.S.I. 2023)	42
Plate 6: East elevation, with southern addition at far left, looking west (A.S.I. 2023)	42
Plate 7: Oblique view of the east elevation, with southern addition at far left, looking southwest (A.S.I. 2023)	43
Plate 8: East elevation, with stone block foundation and evenly-spaced bays bound by pilasters, looking west (A.S.I. 2023)	43
Plate 9: South elevation, with original church structure covered in ivy at left, and later addition at right. Note the parking lot in foreground and garage at rear left (A.S.I. 2023)	44
Plate 10: Western parking lot, with the western tower on the northern elevation visible at far right, looking north. Note Drouillard Road to the far left (A.S.I. 2023)	44
Plate 11: Cadillac Street, looking south from Riverside Drive East. The subject property and church are at right, with the existing E.W.C.C. and proposed Project Site at left behind fencing (A.S.I. 2023)	45
Plate 12: Interior of the subject church, looking north towards the main entrance on Riverside Drive East (https://watersedgeeventcentre.ca/portfolio-item/grande-ballroom/)	45
Plate 13: Interior of the subject church, looking south towards the former chancel (https://watersedgeeventcentre.ca/portfolio-item/grande-ballroom/)	46

Plate 14: Interior of the subject church, with detail of painting and curved arches near the former chancel (<https://watersedgeeventcentre.ca/portfolio-item/grande-ballroom/>)

46

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 Built Heritage Impact Study (B.H.I.S., also known as a Heritage Impact Assessment) for the property at 2879 Riverside Drive East in the City Windsor, Ontario. The property was originally known as Our Lady of the Rosary Church, and consists of an ornate former church constructed circa 1907 with Renaissance Revival and Classical Revival architectural details. The property is designated under Part IV of the *Ontario Heritage Act* (By-law 209-2008) for its design/physical value, historical value, and contextual value. A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment completed for the East Windsor Generation Facility Expansion Project (the Project) identified the subject property as requiring a B.H.I.S. as it is directly adjacent to the proposed Project works municipally known as 228 to 276 Cadillac Street (hereby referred to as the “Project Site”). As the subject property is designated under Part IV of the *Ontario Heritage Act*, and there are construction and staging activities anticipated on the adjacent property, the Cultural Heritage Report recommended a resource-specific B.H.I.S. be completed (A.S.I. (Archaeological Services Inc.), 2023). This report satisfies this recommendation.

Capital Power, through its affiliate East Windsor (Expansion) L.P., is proposing 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 gross additional 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.)². 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 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 property requires a B.H.I.S. to determine if there are any direct or indirect impacts of the proposed work on the property's identified cultural heritage value and heritage attributes. The work will be located in the southwestern portion of the property parcel away from Riverside Drive East, however the majority of the Project will be sited within an equipment building, and the transformer will be sited behind a noise abatement wall along Cadillac Street. The Project will also make use of some existing infrastructure on the adjacent leased lands where the E.W.C.C. is sited.

No direct adverse negative impacts to any identified cultural heritage attributes of the subject property at 2879 Riverside Drive East are anticipated as a result of

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.



the Project. However, potential minor, temporary, indirect impacts are possible during construction. These impacts include temporary changes to the historical setting though construction-related noise, dust, and potential construction-related vibrations. Mitigation measures outlined in this report have been prepared to minimize these impacts, and should be implemented as appropriate to the extent practicable. Implementation of the proposed intervention should be planned to decrease the physical and visual impacts of the intervention where practicable.

1.1 Description of Property

The subject property is at 2879 Riverside Drive East, at the southwest corner of the intersection of Riverside Drive East and Cadillac Street, in the City of Windsor, Ontario (Figure 1). The property is approximately 0.45 hectares in size and features a former church (now used as Water's Edge Event Centre), landscaped gardens, lawns, large parking areas, and a small two-storey addition used as commercial space. The addition is not contemporaneous with the main church structure and is not considered to be a heritage attribute on the subject property.

The property was originally known as Our Lady of the Rosary Church and consists of an ornate former church constructed circa 1907 with Renaissance Revival and Classical Revival architectural details (Figure 2).



Figure 1: Location of the subject property at 2870 Riverside Drive East in the City of Windsor (Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA))



Figure 2: North and west elevations of the church on the subject property

2.0 Historical Context

The following section provides background information on the historical context of the subject property. It includes a review of historical mapping, land use history, information on the construction and use of Our Lady of the Rosary Roman Catholic Church, and historical photographs. Information on the history of the property and surrounding area prior to the late nineteenth century is included in the Cultural Heritage Report completed for the Project (A.S.I. (Archaeological Services Inc.), 2023).

2.1 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, 2023b; 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, 2023b; 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, 2023b; 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, 2023b; Price & Kulisek, n.d.; Windsor Architectural Conservation Advisory Committee, 1997).

2.2 Land Use History- 2879 Riverside Drive East

The former Our Lady of the Rosary Church is located on Lot 99, Concession 1, in the Township of Sandwich East. The Crown grant for this lot was allotted to Francois Drouillard in 1829, though it is likely that he was already occupying the land as early as 1821 (O.L.R.A., n.d.a). The Drouillards likely established a homestead in the vicinity of where the church is now located, as it was close to Riverside Drive (also known as Bordage Road, Front Road, and Sandwich Street) and was historically a path used by Indigenous peoples in the eighteenth century, and perhaps earlier (City of Windsor By-Law 209-2008, A By-Law to Designate the Lands and Premises Situated within the City of Windsor, Municipally Known as 2879 Riverside Drive East, to Be of Cultural Heritage Value or Interest under the Provisions of the Ontario Heritage Act, 2008).

Francois Drouillard married Pelagie Prat in the early nineteenth century, and the couple had nine children between 1811 and 1830. They were a French-Catholic farming family, part of a vast network of Drouillards who had first settled in southwestern Ontario in the eighteenth century. Francois was “well known as a guide to those needing someone with an intimate knowledge of the woods and the rivers” of Essex County, and was “much admired for his prowess and bravery” (The Windsor Star, 1933).

The 1851 census notes that Francois was 67 and Pelagie was 65. The couple, who had two children and one boarder residing with them, as well as a second family, occupied a single-storey frame dwelling on Lot 99. The corresponding agricultural census identifies Drouillard as the occupant of 120 acres on Lot 99. Sixty acres were under cultivation, with 20 under crops, 38 under pasture, and 2 for gardens or orchards. The other 60 acres were “under wood or wild”. The family grew barley, oats, corn, potatoes, hay, and apples, and presumably had enough sheep to yield 15 pounds of wool (Library and Archives Canada, 1851).

Francois Drouillard died in 1852, and the land within Lot 99 appears to have been divided among his widow Pelagie and their children Elizabeth, Matilda, Peter Joseph, and Francois Xavier Drouillard (O.L.R.A., n.d.a). It seems that it was Francois Xavier – sometimes referred to as Francis in census and other records –



came to own the subject property. Francois Xavier (1823-1909), who married Charlotte Villers in 1849, continued to own and farm on the subject property for decades, while also working as a contractor or carpenter at the nearby Walkerville Distillery. The 1861 agricultural census identifies Francis Drouillard as the occupant of Lot 99. At this time, he held 75 acres, with 55 acres under cultivation: 43 acres under crops, 10 acres under pasture, and two under orchards or gardens. The other 20 acres were “under wood or wild.” The family grew wheat, barley, peas, oats, buckwheat, corn, potatoes, and beans, as well as hay. The property also had four steers or heifers under three years of age, three milch cows, four horses over three years of age, three colts or fillies under three years of age, and five pigs (Library and Archives Canada, 1861).

The 1866-67 Essex Gazetteer and General and Business Directory continues to name Francis Drouillard as the occupant on Lot 99 and he’s identified as a carpenter at this time (*County of Essex Gazetteer and General Business Directory For 1866-7*, 1866). The 1870 Tax Assessment Roll notes that both Joseph, aged 42, and Francis, aged 47, occupied Lot 99 in the first concession, though only the latter appears to have had a house thereon, with the former sharing a house with the neighbour on Lot 100. Francis owned 75 acres of land, with a value of \$850, far surpassing the neighbouring properties. He also had four cattle, 10 sheep, two pigs, and three horses (Essex County, 1870).

The 1871 census identifies François Drouillard as a 47-year-old French-Catholic farmer, married to 41-year-old Charlotte and with eight children in the household. The farm at this time was listed as 100 acres in size, with one residence, three barns/outbuildings, and the family owned two carriages or sleighs, two waggons or sleds, one boat, four ploughs and cultivators, one reaper and mower, and one fanning mill. Of the 100 acres, 75 was under cultivation in the year of the census, with 25 in pasture. The farm continued to yield wheat, barley, oats, peas, beans, corn, and potatoes, as well as hay. Apples and other assorted fruits were grown on the small orchard on the property. There also continued to be animals on the farm, including three horses, one milch cow, five other horned cattle, ten sheep, and ten pigs (Library and Archives Canada, 1871). The 1877 and 1881 maps (Figure 3 and Figure 4) show



the subject property on the south side of what is now known as Riverside Drive, with a Distillery and the Detroit River across the road, the small community of Walkerville to the west, and a railway corridor to the south. Only the 1881 map depicts a residence on the Drouillard property, and it appears to be located on the same spot as the church ultimately gets built on years later.



Figure 3: The subject property overlaid on the 1877 Map of Essex County (Walling, 1877)

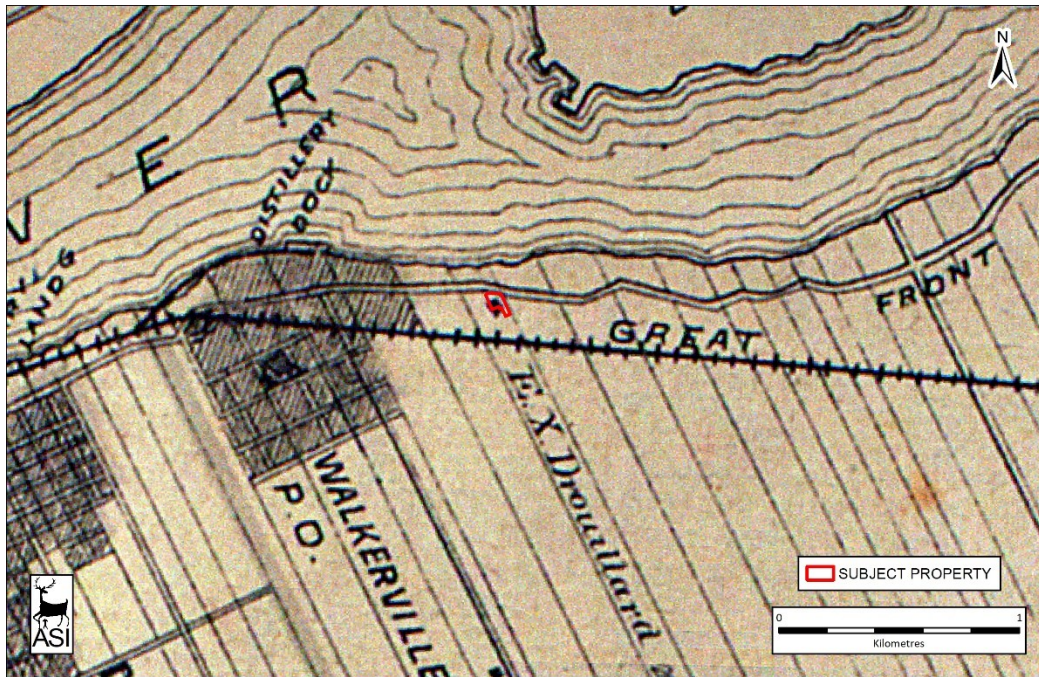


Figure 4: The subject property overlaid on the 1881 Illustrated Historical Atlas of Essex County (Belden, 1881)

In 1883, Francois Xavier Drouillard, by then a widower, deeded a small portion of Lot 99 to the Roman Catholic Episcopal Corporation of the Diocese of London (O.L.R.A., n.d.a). Fifty years later, *The Windsor Star* featured a history of the Drouillard family in southwestern Ontario, and noted that it was Francois Xavier Drouillard who “gave the land for Our Lady of the Lake Church, and was instrumental in building it” (The Windsor Star, 1933). The parish was founded by a Father Wagner in 1884 and was originally known as Our Lady of the Lake, or Notre Dame du Lac, given that many of the parishioners were French speakers (City of Windsor By-Law 209-2008, A By-Law to Designate the Lands and Premises Situated within the City of Windsor, Municipally Known as 2879 Riverside Drive East, to Be of Cultural Heritage Value or Interest under the Provisions of the Ontario Heritage Act, 2008).

The first church at this location was built in the 1880s. The Episcopal Corporation took out a mortgage for \$21,500 in 1887 and it was eventually discharged in 1906 (O.L.R.A., n.d.a). The associated Our Lady of the Lake Cemetery was established in 1890 and is located south of the church at the

intersection of Drouillard Road and Seminole Street (Ford City Arts & Heritage Festival, 2015).

Our Lady of the Lake Church was gutted by a fire on 18 March 1907 (Figure 5).



Figure 5: The charred remains of Our Lady of the Lake Church, March 18, 1907 (Kristy, 2014)

In the wake of the fire, and with plans to rebuild likely underway, Lucy and Julia Drouillard sold the easterly 30 feet of Lots 1, 2, and 3 on Plan 487 to the Roman Catholic Episcopal Corporation of the Diocese of London in August 1907 (O.L.R.A., n.d.b). A new church was constructed at the same location as its predecessor in 1907-08. The cornerstone was laid 27 October 1907 though it was not complete until the following year (Figure 6) (Whipp, 2002).



Figure 6: Corner stone noting October 27, 1907 (Waymarking, 2024)

According to the designation report, the new church was designed by the Williams Brothers, noted to be “a well-known firm in the area” (City of Windsor By-Law 209-2008, A By-Law to Designate the Lands and Premises Situated within the City of Windsor, Municipally Known as 2879 Riverside Drive East, to *Be of Cultural Heritage Value or Interest under the Provisions of the Ontario Heritage Act*, 2008). The Williams Brothers established their firm, with offices in both Detroit and Windsor, in 1901. They designed several schools, houses, as well as institutional, industrial, and commercial buildings in the Windsor/Detroit area in the early twentieth century. Most notably, they designed the Belle Isle Creamery in Detroit, the Town Hall in Highland Park (Michigan), the County and Town Municipal Offices Building in Sandwich, and both Immaculate Conception (Windsor) and Our Lady of the Lake (Ford City) Catholic churches (Biographical Dictionary of Architects in Canada, n.d.).

Soon after construction, the church was renamed Our Lady of the Rosary. However, the name Our Lady of the Lake remained commonly used for decades thereafter, as many of the following images attest (Figure 7 to Figure 11).



Figure 7: “Lady of Lake St. Clair, R.C., at Ford”, 1913 (Gardner, 1913)

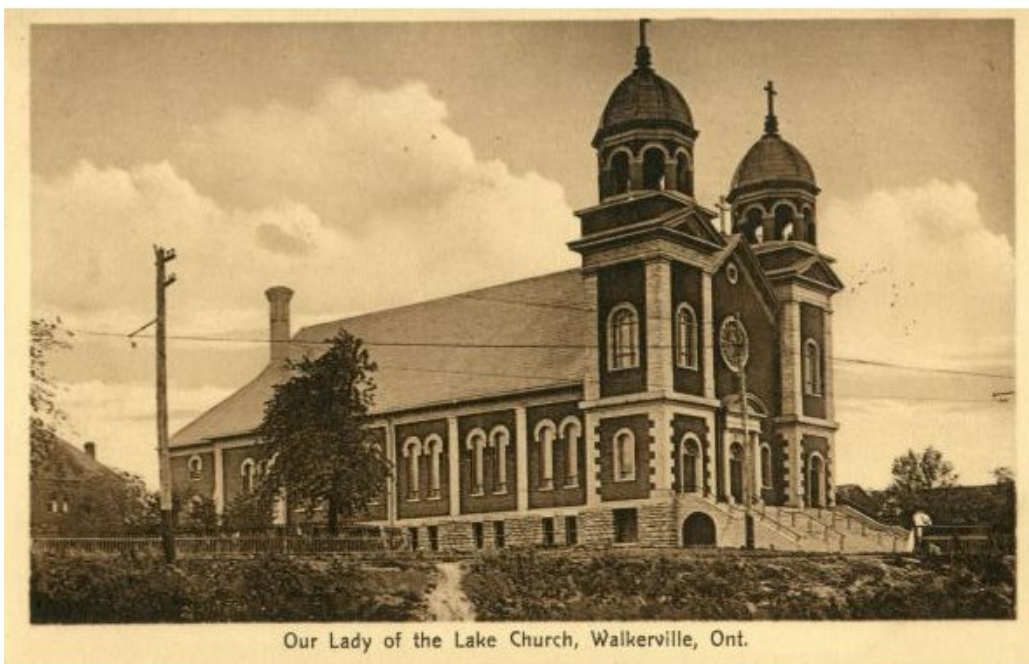


Figure 8: Our Lady of the Lake Church, 1915 (International Stationery Co., 1915)



Figure 9: Roman Catholic Churches of the Border Cities, Ont., Canada, 1924, with Our Lady of the Rosary Church in upper left (Souvenir Folder of the Border Cities, 1924b)



Figure 10: Ford Motor Company of Canada postcard, with Our Lady of the Rosary Church at far left, 1924 (Souvenir Folder of the Border Cities, 1924a)

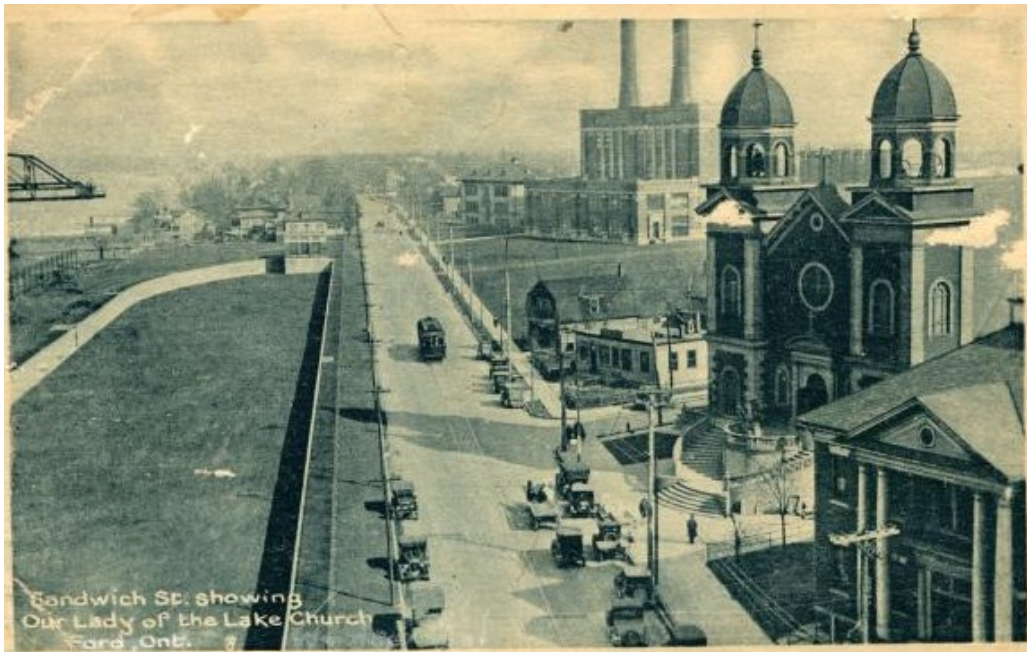


Figure 11: Our Lady of the Rosary, 1925 (Photogelatine Engraving Co., 1925)

Historically, the parish was closely associated with French settlers in the area. One of the first priests was Father Beaudoin, who was well liked by the French parishioners. However, he was followed by F.X. Laurendeau in 1917. Despite his French surname, Laurendeau had been appointed by Bishop Michael Fallon, who was regarded as anti-French and there was a fear that Laurendeau would be more tied to English-language interests (Gervais, 2002; Hill, 2015).

Prior to his arrival, a riot broke out on 8 September 1917. French-speaking and English-speaking parishioners clashed with sticks, stones, rakes, and shovels on the steps of the church, preventing the new priest from entering. The police ultimately carted several parishioners to jail. While the Ford City Riot was understood locally as a battle about the Bishop's right to appoint priests, local Catholics understood it as part of a broader clash between English and French speakers, which manifested itself in controversies over Catholic education as well as French instruction (Donegan, 1994; Hill, 2015; Wilcox, 2013).

While many of the French-speaking parishioners boycotted the church for approximately a year, Laurendeau ultimately won them over and the parish

flourished, growing to approximately 3,000 people by the time he left in 1942 (Hill, 2015).

The 1923/1931 topographic map (Figure 12) depicts the church amidst an industrial and residential context along Riverside Drive in Walkerville. The Detroit River is located to the north and a railway corridor with a southeast/northwest orientation runs to the south.



Figure 12: The subject property 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).

In the 1950s, the area around the church continued to be developed. The 1954 aerial photograph (Figure 13) shows significant urban-industrial growth surrounding the church, with much of it tied to auto manufacturing. Adjacent to the church was the Ford City Town Hall (later known as the East Windsor City Hall) which was derelict, but still standing, in 1960 (Figure 14).



Figure 13: The subject property overlaid on the 1954 aerial photograph (Hunting Survey Corporation Limited, 1954)



Figure 14: Ford City Town Hall (right) and Our Lady of the Lake Church (left), 1960 (Walkerville Times Collection, 1960)

In the latter half of the twentieth century, the church continued to be an imposing structure along Riverside Drive, and visible from across the river in Detroit. The 1975 Windsor sheet (Figure 15) depicts the church in an industrial-residential context in East Windsor, with automotive plants, reservoirs, and other industrial buildings in its vicinity.

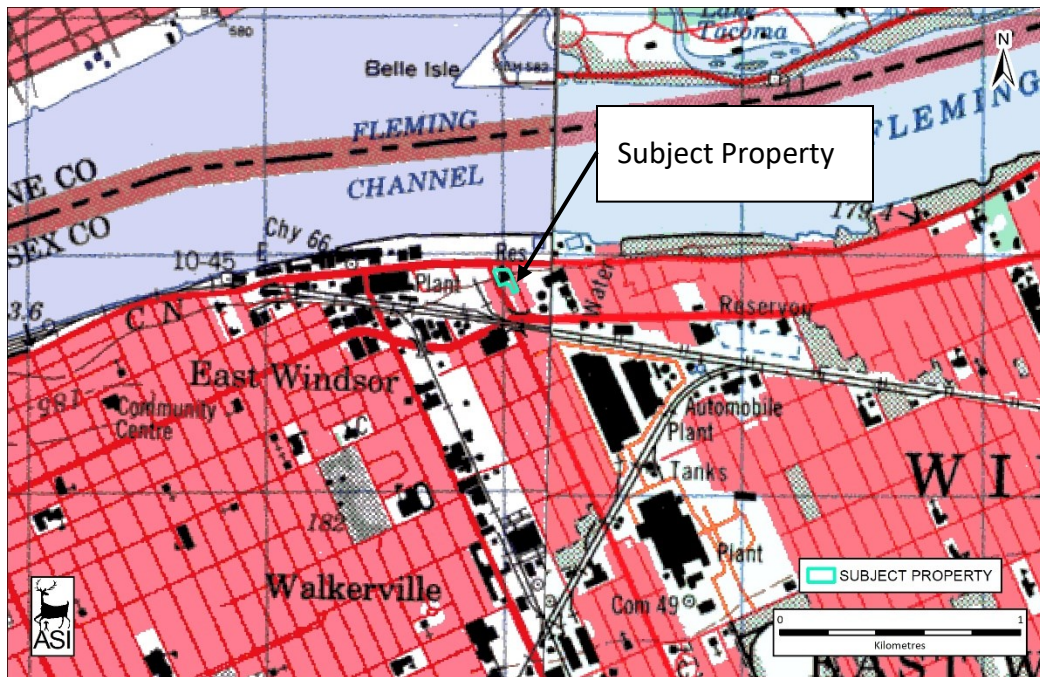


Figure 15: The subject property overlaid on the 1975 Windsor sheet (Department of Energy, Mines and Resources, 1975)

The parish population declined and the church structure itself deteriorated in the last quarter of the twentieth century. Renovations to the church occurred from 2000-2002, and included “restoration of the tower, front steps, stained glass windows, confessional, kitchen, hall and rectory.” Upon its reopening, Bishop John Sherlock noted that “This church is a gem. It’s an historical church, a famous landmark” (Whipp, 2002). However, without enough of a population to sustain its maintenance, the church was closed in 2007. Local businessman Larry Horwitz purchased the church and ultimately converted it into the Water’s Edge Event Centre, which opened in 2015 and hosts weddings, corporate gatherings, and other social events.

3.0 Statement of Cultural Heritage Value or Interest

The subject property at 2879 Riverside Drive East in the City of Windsor was originally constructed in 1907 as a church, and was known as Our Lady of the Rosary Roman Catholic Church. The structure functioned as a church and held services from its construction in 1907 until 2007, after which time it was converted for use as an event space. The property is currently operated as the Water's Edge Event Centre.

The property is approximately 0.45 hectares in size, and is located south of Riverside Drive East between Drouillard Road and Cadillac Street. The former church structure is located on the northeast portion of the property, with a large parking lot to the west and a small two-storey addition with associated parking on the southeast. The addition is not contemporaneous with the church, and is not considered to be a heritage attribute on the subject property. The general context of the area is mixed industrial, with the E.W.C.C. and Ford Powerhouse to the east, a large parking lot (Albert Street Parking Lot) to the west, a recreational park and the railway to the south, and vacant former industrial lands fronting on the Detroit River to the north.

The following is copied directly from the *Schedule B: Reasons for Designation in Designation By-Law 209-2008* (City of Windsor By-Law 209-2008, A By-Law to Designate the Lands and Premises Situated within the City of Windsor, Municipally Known as 2879 Riverside Drive East, to Be of Cultural Heritage Value or Interest under the Provisions of the Ontario Heritage Act, 2008).

Description of Historic Place

Our Lady of the Rosary Roman Catholic Church is located in the former Ford City on Riverside Drive facing the Detroit River. The church has served the community since 1884.

Cultural Heritage Value

Historical Values

Our Lady of the Lake (as formerly known) is located in Ford City, which was one of the municipalities known as the Border Cities. According to the Our Lady of the Rosary Parish, 1984 Centennial booklet by Mary-Kate Brogan, in 1881 Sandwich East was primarily an agricultural community settled in the French settlement pattern of long, narrow farms with small fronts on the Detroit River that extended back to the Third Concession Road. Today many Windsor roads follow these settlement patterns and are named after the founding farming families who were allotted land in the 1700's. There were at least 50 families fanning the area of Sandwich East in 1760.

Our Lady of the Rosary exists because of these French settlers and was built on the Detroit River at the end of a French farmstead. Our Lady of the Rosary was founded in 1884, and was then called Our Lady of the Lake. The name was in honour of Lake St. Clair and the Mother of God.

Before Our Lady of the Lake was established St. Alphonsus in Windsor was the closest church for people residing in Sandwich East. This was a very long journey on horse and buggy, and many would travel by foot. Father Wagner, the founder of Our Lady of the Lake, realized there was a need for a parish that was accessible for the residents of Sandwich East.

When the new church was announced in 1881 the community rallied together to make Our Lady of the Lake a reality. The architects were Claude Reaume, J.S. Viger and William Waldman who volunteered for the positions in support of the new church. The contractors were Francois Xavier Drouillard and his cousin Adolphe Labadie. The church drew from the area defined between Howard Avenue and all the way to Little River and four concessions back from the Detroit River.

The cornerstone of the church was laid on May 18, 1884, which was three years after the first plans were initiated for the building of Our Lady of the Rosary. At that time the church cost \$12,745.49.

On March 16, 1907 a fire destroyed the church and a total rebuild was required. The church was then renamed Our Lady of the Rosary and served the community of Ford City, which is now part of Windsor. This new building was referred to as “one of the finest religious edifices in Western Ontario” (Brogan, 1984). A spark from a passing train caused the fire that set the Ideal Fence Company (corner of Cadillac Street) on fire and then spread to Our Lady of the Lake. The church was rebuilt bigger and better to accommodate the growing population of the area. The new architects were from William Brothers, a well-known firm in the area. At this time Ford of Canada had been established, some roads were being paved, and a streetcar connecting Windsor and Tecumseh was built.

Our Lady of the Rosary Parish booklet reports that Ford City was booming in 1917 as 3000 people were employed there. Major infrastructure projects took place and a new city hall for Ford City was built next to Our Lady of the Rosary costing \$35,000. Our Lady of the Rosary church served mainly the French community. In 1917 after the current pastor Fr. Beaudion died the parish felt that a French-speaking pastor was very important to them, due to the English educational system that was enforced at the time. F. X. Laurendeau was announced as the new pastor on August 23, 1917. Despite his French name, the parish felt that he was unsympathetic to the French language issues of the time.

Upon Fr. Laurendeau’s arrival at Our Lady of the Rosary a riot broke out between the French and English communities.

According to Our Lady of the Rosary Parish booklet, the church experienced a decline in parish numbers due to the lack of support for the new pastor. Most traveled to other churches, even as far as Detroit.



It did not take long for the people of Our Lady of the Rosary to band together, and realized that Fr. Laurendeau would deliver his sermons in both French and English. Under Fr. Laurendeau's leadership the parish rose to 3000 people.

Over the years Our Lady of the Rosary has given back to the community most notably through Drouillard Place, which is still active today. The East Windsor Citizen's Committee and Our Lady of the Rosary Church founded Drouillard Place in 1979. The centre offers quality programs and services for area families and youth. Drouillard Place is also striving to redevelop and revitalize the neighborhood of Ford City.

Our Lady of the Rosary has had several daughter parishes over the years including: St. Anne, St. Rose de Lima, St Therese, Most Precious Blood, St. Cyril and Methodius, St. Joseph, St. Francis, and Our Lady of Guadalupe.

In May 2007 the Auxiliary Bishop of London wrote a letter to the parish of Our Lady of the Rosary announcing the closure of the church. This news came a year after Our Lady of the Rosary was recommended to remain open. The new recommendation was based on the facts that the numbers of parishioners are declining, and rising costs of upkeep for Our Lady of the Rosary.

Design Values

The style may be considered Renaissance Revival, but includes Classical Revival details. The twin bell towers are visible from the Detroit River and from the Detroit shore, lending distinction to the Canadian vista. The towers flank the gabled entrance with a rose window and arched pediment over the imposing main entrance. The original flight of steps, which stretched across the entire façade, was later replaced with a Renaissance inspired design. There is a stone carving in the middle of the front steps.

According to a Windsor Star article dated September 12, 2002, Our Lady of the Rosary was the first to have an illuminated crucifix displayed on the exterior of the church.

Our Lady of the Rosary went through major reconstruction projects - like the restoring of the towers in the mid 1980's and refurbishing the front entranceway in the late 1990's. In 2002 the parish celebrated the completion of a \$2 million renovation project.

Interior features that contribute to the architectural importance:

The interior has a half dome-shaped ceiling over the sanctuary that is the end of an arched vaulted ceiling over the central aisle way of the church. Both sides of the aisle way have ionic style capital columns that extend to support the half dome as well. The rear (North) of the church has a balcony that has been used for the organ at one time.

Contextual Values

Our Lady of the Rosary faces Detroit and is visible from the U.S. shoreline. The church is an important element of the Windsor skyline, which gives it landmark status. Its location on Riverside Drive, a historical street, is also significant in Windsor. Riverside Drive is very historic due to its origins as a path for Ottawa Indians in the 1700's. Riverside Drive was previously called Bordage Road, Front Road and Sandwich Street

Heritage Attributes (Character Defining Elements)

Items that contribute to the historical value of Our Lady of the Rosary include:

- *Its association with early French settlement of Sandwich East.*
- *Its association with the prosperity of Ford City and the beginnings of the Ford Motor Company of Canada.*
- *Its involvement in the Ford City riot of 1917.*

- *Its connection with many daughter parishes in the City of Windsor.*

Exterior features that contribute to the architectural value of the Our Lady of the Rosary include:

- *Its symmetrical front (North) façade, with a bell tower at the North East and North West corners of the church.*
- *Renaissance style staircase leading up to the entrance of the church.*
- *Red brick and white brick trim, accents and relief.*
- *Three arched wooden door entranceways on the front (North) façade of the church. Two into the bell towers and one in the centre of the North façade.*
- *An arched stained glass window above each entranceway in the bell towers.*
- *A copper dome sits atop each bell tower housing the bells of the church. The domes are supported by 6 arched openings.*
- *A cross once extended from each dome.*
- *A cross at the peak of the roof and one over the entranceway.*
- *The rose window over the entranceway.*
- *The central entranceway being housed by pillars and a small canopy.*
- *The six sets of stained glass along the East and West facades of the church separated by white brick pilasters.*
- *Stained glass windows on either side of the central entranceway.*

Interior features that contribute to the architectural value of the Our Lady of the Rosary include:

- *Arched vaulted ceiling of the central aisle way of the main public space that ends in a half dome at the front (South) of the church.*
- *Columns supporting the church down both sides of the main aisle way that also support the half dome, with ionic style capital.*
- *Balcony at the back (North) of the church.*

Characteristics that contribute to the contextual value of the Our Lady of the Rosary include:

- *Its location on Riverside Drive East.*
- *Its landmark status in Ford City on Riverside Drive East.*
- *Its visibility from the Detroit River and the shores of Detroit making Our Lady of the Rosary an important part of the Windsor skyline.*



Figure 16: Location of the subject property at 2879 Riverside Drive East³

³ Note that Cadillac Street to the east of the subject property is alternately depicted as Henry Ford Centre Drive in this map. This report describes it as Cadillac Street in all other cases.

4.0 Assessment of Existing Conditions

A field review of the subject property was undertaken by Lindsay Graves of A.S.I., on 25 October 2023 to document the existing conditions from Riverside Drive East, Drouillard Road, and Cadillac Street rights-of-way. Additional photographs are from fieldwork completed on 11 July 2023 during preparation of the Cultural Heritage Report (A.S.I. (Archaeological Services Inc.), 2023). As permission to enter the property was not granted, this description of existing conditions primarily focuses on the exterior of the church and the property, with photographs provided in Plate 1 to Plate 11. A brief description of the interior is provided along with photographs from the Water's Edge Event Centre website (Plate 12 to Plate 14). For a full description of the church interior, and additional description of the exterior, see the Statement of Cultural Heritage Value or Interest in Section 3.0.

The subject property is at 2879 Riverside Drive East, at the southwest corner of the intersection of Riverside Drive East and Cadillac Street in the City of Windsor, Ontario. The property is approximately 0.45 hectares in size, and features a former church (Our Lady of the Rosary Roman Catholic Church, now used as Water's Edge Event Centre), lawns with mature trees, large parking areas, and a small two-storey addition used as commercial space. The former church occupies approximately the northeastern third of the property and is surrounded by grassed lawns with mature trees on the east fronting on Cadillac Street, and on the north fronting on Riverside Drive East. A large parking lot occupies approximately the northwestern third of the property, adjacent to the west elevation of the church, and is bound by Drouillard Road on the west and Riverside Drive East on the north. The two-storey commercial addition and associated parking lot occupies approximately the southeastern third of the property. The addition is not contemporaneous with the main church, and is not considered to be a heritage attribute on the subject property.

The structure on the subject property is an ornate brick and stone former church constructed circa 1907 with Renaissance Revival and Classical Revival architectural details. The main hall of the church is rectangular in plan with a



gable roof. The north (main) elevation of the structure features the gable end with a rose window at centre and a circular vent at the gable peak. The roofline features overhanging eaves with dentillated fascia, painted white to contrast with the dark brown brick of the walls. The main entrance of the church is accessed by an ornate curving stone Renaissance style staircase on the north elevation. The staircase features concrete railings with turned balusters, and an elevated curved balcony at the centre in front of the doorway. The main entrance is at the centre of the elevation, and features two wooden doors topped with a curved transom with five lights. The entranceway includes a door surround featuring large stone columns and topped with a curving pediment. Two small windows with segmental brick arch lintels flank the main entrance at ground level.

The main entrance on the north elevation is flanked on both sides by prominent two-storey towers with pediments and topped with hexagonal belfries. The towers each feature a doorway on the main floor and a stained-glass window on the second floor, which are separated by a band course of projecting stone. The belfries have copper roofs, and feature white segmental brick arches resting on brown brick columns. The towers are primarily constructed of brown brick with white brick accents on the corners which project slightly and have straight edges on the second floor above a projecting band and which have quoins on the main floor.

The east elevation, fronting on Cadillac Street, is a single storey with the basement projecting slightly above grade. The main floor walls are made of brown brick with white brick detailing, and the basement is cut limestone. The main floor is divided into six evenly spaced bays, with white brick pilasters delineating the northern bays and an exterior white brick chimney delineating the southernmost bay. Each bay features paired rounded stained-glass windows with segmental arch white brick lintels and stone sill. The basement is cut limestone blocks and features two rectangular windows with stone or concrete lintels under each bay, each of which is aligned under a main floor window. The west elevation is similar to the east, however it lacks the exterior brick chimney at the southern bay.



The south elevation of the original 1907 structure is largely obscured by the later twentieth-century addition on the west portion, and the balance of the east portion was largely covered by climbing vines at the time of field review. However, Google Streetview images indicate that windows on the south elevation are similar in appearance to those on the east and west elevations, and feature rounded heads with segmental arch white brick lintels. The two-storey addition is rectangular in plan and massing, clad in brown brick and features rectangular window openings with plain concrete sills. The east elevation of the addition features a roofed verandah with pillars at the entranceway off Cadillac Street. At the time of field review, the addition was being used as a beauty and aesthetics salon. A single-storey garage featuring two rolling overhead doors is attached to the southwest portion of the addition. A large paved parking lot is south of the addition.

The interior of the church (described in detail in Section 3.0) was not accessed during field review, however photographs on the Water's Edge Event Centre website were reviewed to determine that the interior is largely similar to the description provided in the Statement of Cultural Heritage Value or Interest (Plate 12 to Plate 14). The interior features a high vaulted ceiling at the centre, with an open floorplan. Ionic columns support the transition from the arched ceiling to the flat ceiling at the east and west limits of the structure by the windows. The north portion of the interior features a raised balcony that overlooks the main hall, and the south features the former chancel. A colonnade curves behind the former chancel, maintaining a similar spacing from the walls on the east and west side. Ornate stained glass is visible in all windows in the main hall of the structure.





Plate 1: The north elevation of the former church, looking south (A.S.I. 2023)



Plate 2: Renaissance style staircase on the north elevation leading to the main entrance, looking south (A.S.I. 2023)



Plate 3: Oblique view of the north elevation, with Riverside Drive East at left, looking southeast (A.S.I. 2023)



Plate 4: Oblique view of the north elevation and a portion of the east elevation, with Riverside Drive East at right, looking west (A.S.I. 2023)



Plate 5: Oblique view of north and west elevations, looking southeast (A.S.I. 2023)



Plate 6: East elevation, with southern addition at far left, looking west (A.S.I. 2023)



Plate 7: Oblique view of the east elevation, with southern addition at far left, looking southwest (A.S.I. 2023)



Plate 8: East elevation, with stone block foundation and evenly-spaced bays bound by pilasters, looking west (A.S.I. 2023)



Plate 9: South elevation, with original church structure covered in ivy at left, and later addition at right. Note the parking lot in foreground and garage at rear left (A.S.I. 2023)



Plate 10: Western parking lot, with the western tower on the northern elevation visible at far right, looking north. Note Drouillard Road to the far left (A.S.I. 2023)



Plate 11: Cadillac Street, looking south from Riverside Drive East. The subject property and church are at right, with the existing E.W.C.C. and proposed Project Site at left behind fencing (A.S.I. 2023)

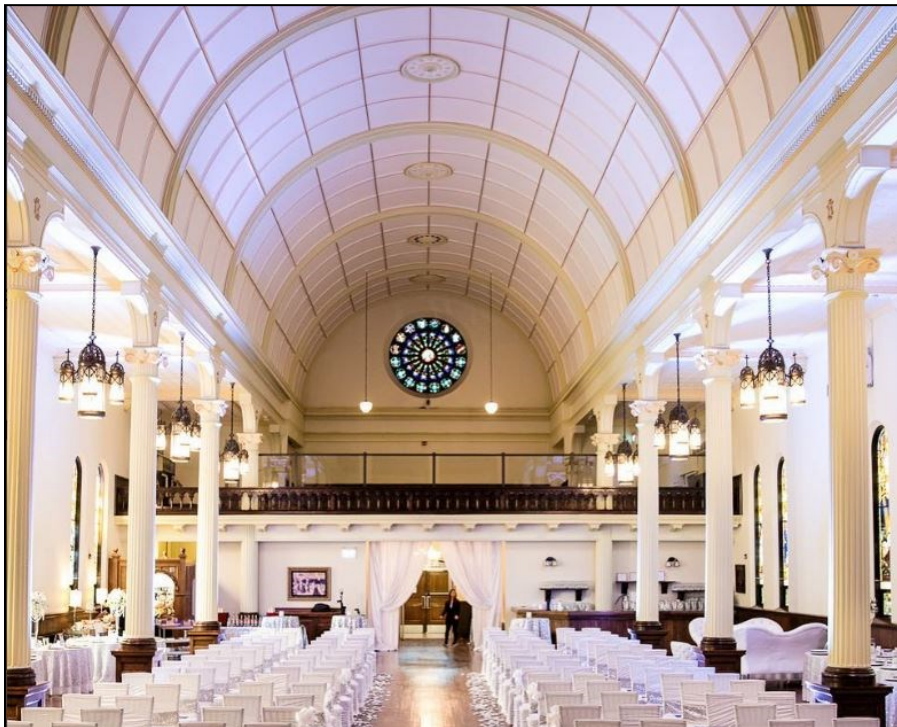


Plate 12: Interior of the subject church, looking north towards the main entrance on Riverside Drive East (<https://watersedgeeventcentre.ca/portfolio-item/grande-ballroom/>)



Plate 13: Interior of the subject church, looking south towards the former chancel (<https://watersedgeeventcentre.ca/portfolio-item/grande-ballroom/>)



Plate 14: Interior of the subject church, with detail of painting and curved arches near the former chancel (<https://watersedgeeventcentre.ca/portfolio-item/grande-ballroom/>)

5.0 Description and Purpose of Proposed Activity

The proposed undertaking is for the development of a new 107-megawatt (M.W.) gross simple cycle natural gas power plant on the Project Site, adjacent to the existing East Windsor Cogeneration Facility (E.W.C.C.) (Capital Power, 2023). The Project Site is owned by Capital Power and is known municipally as 224 Cadillac Street.

A significant need for new power supply in the province was identified in the Ontario Independent Electricity System Operator (I.E.S.O.)'s Annual Planning Outlook (I.E.S.O. 2022a). I.E.S.O. is projecting a generation capacity deficit starting as early as 2025 at the system level. To address the projected shortfall, Ontario requires an additional 4,000 M.W. of new power supply between 2025 and 2027 (I.E.S.O. 2022a).

The I.E.S.O.'s Resource Eligibility Interim Report, dated October 7, 2022, stated that without a limited amount of new natural gas in the near term, the I.E.S.O. would be reliant on emergency actions such as load curtailments or blackouts (I.E.S.O. 2022b). The I.E.S.O. has recommended procurement of a limited amount of natural gas-fired generation to help fuel the energy transition and maintain reliability. Continuing to use natural gas in a limited way will also allow businesses and consumers to continue with their electrification plans and decarbonize the electricity system without risking reliability or impacts to economic growth (I.E.S.O. 2022c).

The Project will be located in an area that was formerly a row of twentieth-century residences that were demolished with the construction of the E.W.C.C. building in 2009. The Project will be located within the existing fenced boundary of the E.W.C.C. facility. The Project Site is approximately 0.61 hectares in size (Capital Power, 2023). A conceptual layout for the Project is shown in Figure 17, with additional staging and laydown locations included in Figure 18. 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):

- One General Electric (G.E.) 7E.03 simple cycle gas turbine generator, including an inlet air filter, exhaust stack, fuel gas compressor, natural gas handling system, and instrumentation and control systems;
- One new single Generator Step Up (G.S.U.) transformer with the output power connecting to the power grid via the existing E.W.C.C. substation yard;
- Integration of the Project into the existing stormwater management system;
- Ancillary features, including an equipment building, storage building, packaged electronic / electrical control compartment, site access and parking, and security and lighting; and
- Landscaping or tree plantings for visual aesthetic purposes.

The Project is proposed along the western edge of the existing E.W.C.C. property, municipally known as 228 to 276 Cadillac Street (hereby referred to as the “Project Site”). The Project Site is approximately 0.61 hectares (1.49 acres) in size and is proposed within the fenceline of the existing E.W.C.C. facility, on the east side of Cadillac Street. As the subject property is on the west side of Cadillac Street, no construction-related activities are anticipated on the subject property.

The construction phase of the Project will generally consist of site preparation, closure of portions of Cadillac Street, equipment delivery, construction and installation of gas turbine and associated infrastructure, and interconnection to the existing power grid.

Access to the Project Site will be provided by Cadillac Street, directly adjacent to the subject property. Further, a heavy equipment and material storage and laydown area will be located on the Albert Street Parking Lot immediately west of Drouillard Road. As such, heavy machinery and equipment will be circulating between the storage area to the west of the property, along Riverside Drive East

to the immediate north, and on Cadillac Street immediately east of the subject property.



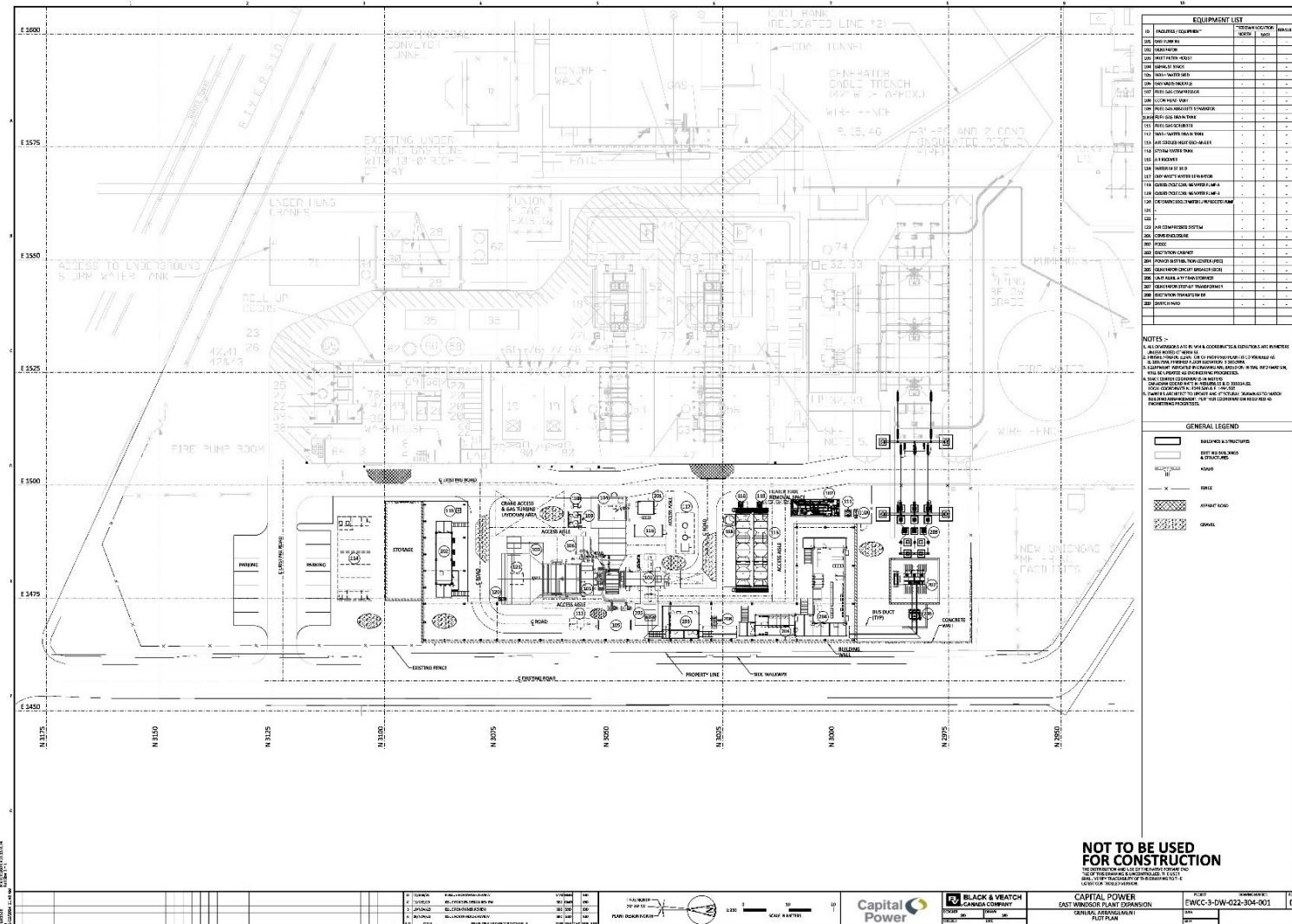


Figure 17: Project Site Plan.



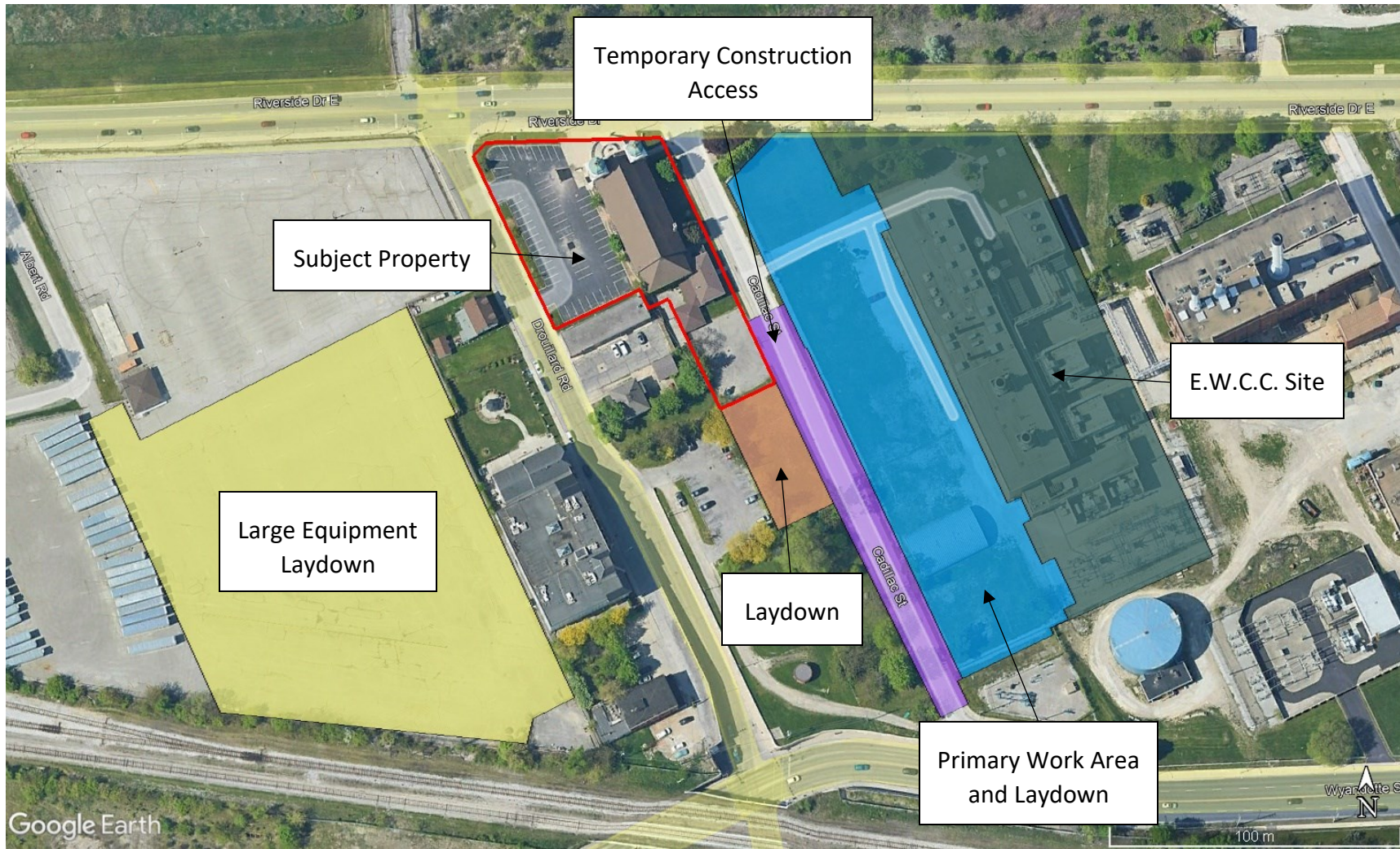


Figure 18: Proposed work areas and laydown areas in the Project.

6.0 Impact Assessment

To assess the potential impacts of the proposed works on the cultural heritage value of the subject property at 2879 Riverside Drive East, the identified heritage attributes outlined in Section 2.0 were considered against a range of possible impacts. These impacts are outlined in *Ontario Heritage Tool Kit InfoSheet #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.

As part of the analysis of impacts, factors such as scale or severity of impacts, whether they are to be temporary or permanent, reversible, or irreversible, are also considered. In addition, the *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties*, created by the Ministry of



Tourism, Culture and Sport (now administered by the Ministry of Citizenship and Multiculturalism) (Ministry of Tourism Culture and Sport, 2017) was consulted to ensure this assessment was compliant with standards guiding Heritage Impact Assessments for Provincial Heritage Properties⁴. In accordance with this document, direct adverse impacts are identified where the following resulting conditions are anticipated:

- a permanent and irreversible negative affect on the cultural heritage value or interest of a property; and
- loss of a heritage attribute on all or part of the provincial heritage property.

Indirect adverse impacts are identified where activities on or near the property may adversely affect its cultural heritage value or interest and/or heritage attributes. Positive impacts may also result where a property's cultural heritage value or interest and/or heritage attributes is conserved or enhanced.

The results of the impact assessment are based on description of the Project works provided by Capital Power (Figure 18). It considers possible direct adverse impacts, indirect adverse impacts, and positive impacts. See Section 2.0 for a description of the cultural heritage attributes identified for the subject property.

6.1 Analysis of Potential Impacts

As the Project works will be confined to the southwest portion of the Project Site, no direct or indirect permanent adverse impacts to the subject property are anticipated.

Minor, temporary construction-related disturbance is possible as the north portion of the Project Site is directly adjacent to the east of the subject property

⁴ While ensuring compliance with guidelines for Provincial Heritage Properties is not strictly required in this instance as the subject property at 2879 Riverside Drive East is privately owned, the guidance included in Information Bulletin 3 was considered in this assessment to adhere to best practices.



and a heavy machine and equipment laydown and storage area is nearby to the west. As heavy machinery and equipment will be travelling between the storage area to the west of the property, along Riverside Drive East to the immediate north, and on Cadillac Street to the immediate east, potential temporary construction-related disturbance is anticipated to include:

- Increased heavy vehicle traffic on Riverside Drive East and the introduction of heavy machinery on Cadillac Street adjacent to the subject property, which could lead to accidental collision with heritage attributes; and
- Increased vibrations due to construction-related vibrations on the Project Site adjacent to the subject property

These minor, temporary construction-related impacts are not considered to be adverse if suitable mitigation measures suggested in Section 7.0 are implemented.

The introduction of electrical generating equipment behind an equipment storage building and sound wall are not anticipated to result in significant changes to existing views to or from the subject property, as the existing E.W.C.C. facility is visible from the subject property. Additionally, the Ford Powerplant, another electrical generating station, is visible from the subject property to the east of the E.W.C.C. As such, the expansion of existing generating facility infrastructure is not anticipated to result in significant changes to established views to or from the subject property. No changes to the pattern of shadows on the property are anticipated as a result of the Project, and no identified heritage attribute will be isolated from its surrounding environment.

7.0 Mitigation Measures

Minor, temporary impacts to the subject property may occur as a result of its location adjacent to the proposed temporary construction work. To ensure the church on the property is not adversely impacted during construction, a qualified engineer or vibration consultant should be retained to prepare a



baseline vibration assessment as early as possible during detail design or during the Site Plan Approval process to prevent unintended vibration impacts to the structure. If, during the first phase of the vibration assessment, the church is determined to be within the vibration zone of influence for the Project works, a condition assessment of the structure and baseline vibration monitoring should be completed. A condition assessment typically includes pre-construction measurements of background vibrations within the zone of influence, and pre-construction property inspection, including documentation of any visible cracks. This is used to identify any damages caused by construction compared with existing, pre-construction damage to the structure. If the baseline vibration assessment determines that the zone of influence includes the property, vibration monitoring during construction is recommended to determine when further mitigation measures, established through the vibration assessment, are required, e.g., instructions issued to construction crews to cease work if a certain vibration threshold is reached. Further, the contractor must make a commitment to repair any damages caused by vibrations.

As the subject property is directly adjacent to Cadillac Steet, a heavy machinery access road, the feasibility of installing temporary construction fencing between all staging areas/access roads and the church on the property should be investigated and implemented, if feasible, to ensure there are no accidental collisions with machinery. Further, tree protection zones should be implemented where there is risk of potential collision with machinery. Prior to construction staging, the constructor should be notified of the cultural heritage recognition of the subject property, and instructions should be issued to avoid structures on the properties, with no-go zones established.

In order to prevent or minimize impacts of the undertaking, alternatives and mitigation measures should be developed and implemented. With suitable mitigation, no direct or indirect adverse permanent impacts are anticipated, and the project can be completed in a manner that will result in only limited minor temporary impacts to the cultural heritage attributes identified in Section 3.0.



8.0 Information Gathering

The following section outlines the community and agency communications that were undertaken to gather and review information about the subject property.

8.1 Relevant Agencies/Stakeholders Contacted

The following individuals, groups, and/or organizations were contacted with inquiries regarding the heritage status and for information concerning the subject property and any additional adjacent built heritage resources or cultural heritage landscapes within the larger Desktop Study Area during completion of the Cultural Heritage Report (A.S.I. (Archaeological Services Inc.), 2023). The subject property is located within the boundaries of this Desktop Study Area. Groups and individuals contacted include:

- 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.
- The Ministry of Citizenship and Multiculturalism (M.C.M., email communication 18 and 19 July 2023). Email correspondence confirmed that there are no properties designated by the Minister and they are not aware of any Provincial Heritage Properties within 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 had not been reinstalled by 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. No feedback was received by the time of report submission.

8.2 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 with any other relevant stakeholder with an interest in this project. 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 this B.H.R. was received. Should there be any changes to this B.H.I.S. based on comments 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.

8.3 Agency Review

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. The final report should be submitted to the above-mentioned agencies as well as the local history holdings of the City of Windsor Library for archival purposes.

9.0 Recommendations

No direct adverse negative impacts to any identified cultural heritage attributes of the subject property are anticipated as a result of the proposed Project. However, potential minor, temporary, indirect impacts are possible during construction. These include temporary impacts to the structure through construction-related vibrations and an increase in construction vehicle and equipment traffic in the immediate area, which could lead to accidental collisions with heritage attributes. Mitigation measures outlined in this report have been prepared to minimize or eliminate these impacts and should be implemented as appropriate to the extent practicable. Implementation of the proposed intervention should be planned to decrease the physical and visual impacts of the intervention where practicable.

The following recommendations and mitigation measures have been developed and should be implemented:

1. Construction activities and staging should be suitably planned and undertaken to avoid unintended negative impacts to the subject property. Avoidance measures may include, but are not limited to: erecting temporary fencing or plywood hoarding, establishing buffer zones, issuing instructions to construction crews to avoid identified features, etc. No permanent adverse direct or indirect impacts are anticipated for any identified attributes of the subject property at 2879 Riverside Drive East if suitable avoidance and mitigation measures are employed.
2. Vibration during construction may impact the subject property as a result of its location within 50 metres of construction and staging activities. To ensure the subject property is not adversely impacted, a

baseline vibration assessment should be undertaken as early as possible during detail design or during the Site Plan Approval process. As vibration assessment is anticipated to be completed during the Site Plan Approval process, this recommendation is expected to be fulfilled by the proponent.

3. This report should be submitted to the City of Windsor and the Ministry of Citizenship and Multiculturalism (M.C.M.) for review and comment, and any other local heritage stakeholders that may have an interest in this project. The final report should be submitted to the M.C.M., City of Windsor, and history holdings of the City of Windsor Library for their records.

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Appendix A: 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 above ground cultural heritage resources. 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 A.S.I. 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 Evaluation 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, government agencies, 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.

Michael Wilcox, P.h.D.
Historian - Cultural Heritage Division

The historian for this report is **Michael Wilcox** (P.h.D., History), who is a historian within the Cultural Heritage Division. He was responsible for preparing and contributing to background historical research, reviewing existing heritage inventories, and technical reporting for this project. His current responsibilities focus on identifying and researching historical documents as well as background research, assessment, and evaluation of cultural heritage resources in Ontario. He has over a decade of combined academic and workplace experience in conducting historical research and crafting reports, presentations, articles, films, and lectures on a wide range of Canadian history topics. His doctoral dissertation was on the history of the Roman Catholic church and education in Ontario, with a focus on the Christian Brothers. He has published in *Historical Studies*, the journal of the Canadian Catholic Historical Association, and has



several articles about Catholic institutions and figures in the Canadian Encyclopedia.