Ministry of Tourism,Culture and Sport

Confirmation Letter

April 17, 2013

Ministry of Tourism, Culture and Sport

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17 April 2013

Colin Varley
Senior Heritage Planning Consultant
Stantec
2781 Lancaster Road
Suite 200
Ottawa, ON K1B 1A7

Project:	**Amherst Island Wind Energy Project**
OPA Reference Number:	**F-004563-WIN-130-601**
Report Title:	**Heritage Assessment**
Applicant:	**Windlectric Inc.**
Location:	**Amherst Island, Township of Loyalist, County of Lennox and Addington**
MTCS File No.:	**11EA020**

Dear Mr. Varley:

This office has reviewed the above-mentioned report (the "Report"), which has been submitted to this ministry as required under O. Reg. 359/09, as amended (Renewable Energy Approvals under the *Environmental Protection Act*) (the "REA regulation"). This letter constitutes the Ministry of Tourism, Culture and Sport (the "Ministry") comments for the purposes of section 23(3)(a) of the REA regulation regarding the heritage assessment undertaken for the above project.

The Report recommends the following:

Study Results and Recommendations

A total of 24 built heritage resources and four cultural heritage landscapes have been identified and assessed by this study for potential Project-related negative impacts. A summary of potentially affected resources and landscapes and recommended mitigation is presented in Table 25.

Table 1: Summary of Recommended Mitigation

BHR/CHL #	Address/Name	Recommended Mitigation
BHR 4	3500 South Shore Road	• Avoid Project activities within a 50 m bufferzone of structures on the property;
BHR 5	4125 South Shore Road	• in the event that Project activities within a 50 m bufferzone cannot be avoided, it is recommended that maximum acceptable vibration, or peak particle velocity
BHR 6	2750 Front Road	

BHR 19 BHR 20 BHR 21	3475 Second Concession Road 4725 Second Concession Road 5950 Second Concession Road	(PPV), levels be determined by a qualified engineer prior to Project activities and that activities be monitored to ensure that maximum PPV levels are not exceeded. • All Project activities should cease if levels are exceeded until a solution can be determined.
BHR 7 BHR 18	3190 Front Road Emerald 40 Foot Road and Second Concession Road	• Avoid Project activities within a 50 m bufferzone of structures or dry stone walls on the property; • in the event that Project activities within a 50 m bufferzone cannot be avoided, it is recommended that maximum acceptable vibration, or peak particle velocity (PPV), levels be determined by a qualified engineer prior to Project activities be monitored to ensure that maximum PPV levels are not exceeded; • Prior to any Project activities within 50 m of the property, the dry stone wall and any building containing heritage value should be documented. Any damage resulting from the construction should be repaired to a pre-Project state immediately following construction.
CHL 4	Ferry Landscape	• Documentation of ferry landscape prior to the construction of permanent and temporary Project infrastructure.
CHL 1 CHL 3	Village of Stella St. Paul's Presbyterian Church	• Avoid Project activities within a 50 m bufferzone of any structures in the CHL; • in the event that Project activities within a 50 m bufferzone cannot be avoided, it is recommended that maximum acceptable vibration, or peak particle velocity (PPV), levels be determined by a qualified engineer prior to Project activities and that activities be monitored to ensure that maximum PPV levels are not exceeded; • Photographically record condition of burial vault and monitor its physical condition during construction process; • All Project activities should cease if levels are exceeded or change in physical condition of burial vault occurs until a solution can be determined.

In order to lessen or avoid potential indirect negative impacts from construction vibrations on BHRs 4, 5, 6, 19, 20 and 21 and components of CHLs 1 and 3, the following recommendations have been made:

- Project activities should be avoided within 50 m of identified BHRs and any structures or buildings within identified CHLs.
- If Project activities within a 50 m bufferzone cannot be avoided, maximum acceptable vibration levels, or peak particle velocity (PPV) levels, should be determined by a qualified engineer with previous experience working with built heritage resources under similar circumstances.

- Project activities within the 50 m bufferzone should be monitored to ensure that PPV levels are not exceeded.
- Photographically record condition of burial vault and monitor its physical condition during construction process;
- All Project activities should cease immediately if levels are exceeded, or changes to resources occur, until a solution can be determined.

With respect to the dry stone walls associated with BHRs 7 and 18, the following recommendations have been made:

- It is recommended that Project activities be avoided within a 50 m bufferzone of any dry stone walls.
- In the event that Project activities cannot be avoided within 50 m of any dry stone wall, the wall should be documented prior to the commencement of said activities.
- The stone wall should be assessed periodically by a qualified individual during Project activities to ensure that no damage is occurring.
- Project activities should cease immediately if vibrations are found to be resulting in damage until the wall can be adequately reinforced or supported.
- The stone wall should be evaluated by a qualified mason or engineer following Project activities to ensure that no damage has occurred and any damage to the wall should be repaired immediately following Project activities.

Finally, prior to construction of shoreline Project infrastructure, views from the Ferry Landscape should be more thoroughly documented, particularly towards the proposed locations of new permanent and temporary infrastructure. This documentation should include, at the very least, a photographic record of existing conditions and views.

Based on the information contained in the Report, the Ministry is satisfied that the heritage assessment process and reporting are consistent with the applicable heritage assessment requirements established in s. 23 of O. Reg. 359/09. Please note that the Ministry makes no representation or warranty as to the completeness, accuracy or quality of the heritage assessment report (please see Note 1).

This letter does not waive any requirements under the *Ontario Heritage Act*.

This letter does not constitute approval of the renewable energy project. Approvals or licences for the project may be required under other statutes and regulations. Please ensure that you obtain all required approvals and/or licences.

Please ensure that the proponent is aware that, if new information or substantive project changes arise after issuance of this letter, the applicant should discuss them with you to determine if any additional assessment or reporting is required. If additional reporting or

revisions are required, they should be submitted to the Ministry for review. Upon completion of that review, the Ministry will determine if any revisions to the content of this letter are required.

Should you have any questions or require further information, please do not hesitate to contact me.

Sincerely,

Katherine Kirzati
Heritage Planner
416.314.7643
katherine.kirzati@ontario.ca

cc. Sean Fairfield, Senior Project Manager
Algonquin Power

Doris Dumais, Director
Environmental Approvals Access & Service Integration Branch, Ministry of the Environment

Ian Parrott, Director (A)
Environmental Approvals Branch, Ministry of the Environment

Chris Schiller, Manager
Culture Services Unit, Ministry of Tourism, Culture and Sport

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

Heritage Assessment

AMHERST ISLAND WIND ENERGY PROJECT

HERITAGE ASSESSMENT

File No. 160960595
December 6, 2012
Revised April 4, 2013

Prepared for:

Windlectric Inc.
2845 Bristol Circle
Oakville, ON L6H 7H7

Prepared by:

Stantec Consulting Ltd
2791 Lancaster Rd., Suite 200
Ottawa, ON K1B 1A7

FIT No.: F-001563-WIN-130-601

Note:
Blank pages were inserted into the report for double sided printing and have been removed for the electronic version, which affects page numbering. No technical information was removed from this document during the creation of the electronic version.

Executive Summary

Specific sections of the *Ontario Regulation 359/09, Renewable Energy Approvals Under Part V.0.1 Of The Environmental Protection Act* pertain to Heritage Resources, specifically heritage resources and cultural heritage landscapes. In order to meet the conditions of the regulation, Stantec Consulting Ltd was retained by Windlectric Inc. to conduct a Heritage Assessment of the location of the Amherst Island Wind Energy Project.

The assessment included a review of historic period maps, aerial imagery and Census data as well as records and inventories held by Loyalist Township, the Lennox and Addington Archives, and the Amherst Island Museum and Gallery.

A visual survey was completed on July 7th and 8th, 2011 to determine the presence of potential built heritage resources within the Study Area. During the site visit, the Study Area was also assessed for any groupings of resources that might constitute a cultural heritage landscape.

A total of 24 significant built heritage resources were identified within the Study Area based on criteria set out under O.Reg 9/06 of the Ontario Heritage Act. Four significant cultural heritage landscapes were identified within the Study Area.

Potential Project-related impacts on the significant built heritage resources and cultural heritage landscape were assessed as per the Ontario Ministry of Tourism and Culture 2006 guidance for Heritage Impact Assessments.

Potential negative impacts were identified for eight built heritage resources and three cultural heritage landscapes:

- 4125 South Shore Road, BHR 5;
- 2750 Front Road, BHR 6;
- 3190 Front Road, BHR 7;
- The Dry Stone Fence at Emerald 40 Foot Road and Second Concession Road, BHR 18;
- 3475 Second Concession Road, BHR 19;
- 4725 Second Concession Road, BHR 20;
- 5950 Second Concession Road, BHR 21;
- 3775 Third Concession Road, BHR 22;
- Village of Stella Cultural Heritage Landscape, CHL 1;
- St. Paul's Presbyterian Church, CHL 3; and
- The Ferry Landscape, CHL 4.

The following report details the findings of the Heritage Assessment as completed under Section 23 of O.Reg 359/09.

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1.0 Introduction

Stantec Consulting Ltd. (Stantec) was retained by Windlectric Inc. to prepare a Renewable Energy Approval (REA) Application, as required under *Ontario Regulation 359/09 – Renewable Energy Approvals under Part V.0.1 of the Environmental Protection Act* (O.Reg. 359/09). According to subsection 6.(3) of O.Reg. 359/09, the Project is classified as a Class 4 Wind Facility and will follow the requirements identified in O.Reg.359/09 for such a facility.

The Project Study Area includes Amherst Island, and approximately 3 - 15 kilometre wide corridor stretching between the Island and the mainland where the submarine cable is proposed. The mainland portion of the Project Study Area stretches from the mainland shoreline, north of the Invista Transformer Station and is generally bounded by i) County Road 4 to the West; ii) the Canadian National Railway line to the North; and iii) approximately 500 m East of Jim Snow Drive to the East (Figure 1).

This Heritage Assessment Report is one component of the REA Application for the Project, and has been prepared in accordance with O. Reg. 359/09. The study was conducted by Christienne Uchiyama, M.A. Heritage Planning Consultant with Stantec. A visual survey was conducted on July 7th and 8th, 2011 by Christienne Uchiyama. Colin Varley acted as Senior Reviewer.

1.1 O.REG. 359/09 REQUIREMENTS, HERITAGE ASSESSMENT

This Heritage Assessment Report has been conducted in accordance with O.Reg. 359/09, s.23 (1) and (3) which states that:

23. (1) If, as a result of the consideration mentioned in subsection 20 (1), a person concludes that engaging in the renewable energy project may have an impact on a heritage resource described in paragraph 2 of subsection 20 (1), the person shall,

(a) conduct a heritage assessment consisting of,

(i) an evaluation of whether there are any heritage resources at the project location, applying the criteria set out in Ontario Regulation 9/06 (Criteria for Determining Cultural Heritage Value or Interest) made under the Ontario Heritage Act

Section 4 of this report satisfies the requirements of O.Reg.359/09, s.23(1)(a)(i).

The Regulation further states that:

(ii) if any heritage resources are identified as a result of the evaluation under subclause (i), an evaluation of any impact of the renewable energy project on the heritage resources and proposed measures to avoid, eliminate or mitigate the impact, which may include a heritage conservation plan.

In order to satisfy O.Reg.359/09, s.23(1)(a)(ii), an assessment of potential Project-related negative impacts was carried out for each significant built heritage resource and cultural heritage landscape within the Study Area. This assessment, conducted as per InfoSheet #5 in *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005* (MTCS, 2006a), is presented in Section 4.

1.2 LOYALIST TOWNSHIP OFFICIAL PLAN

Loyalist Township's 2010 Official Plan (OP) includes a number of policies pertaining specifically to heritage resources in the township and, more specifically, on Amherst Island. The intention of heritage policies laid out in Section 5.5 of the OP is to "establish a strategy that will guide the management of the Township's heritage features and will preserve that heritage where feasible". Although many of the policies are more applicable to demolitions, alterations and in-fill of individual buildings rather than to the current Project, there policies which do apply.

Under Section 5.5.1 of the OP,

> *j) When considering development applications for properties which include elements designated under Part IV of the Ontario Heritage Act, or which are located wholly or in part within a Heritage Conservation District (designated under Part V of the Ontario Heritage Act), Council may require the preparation of a Heritage Impact Statement.*

This current report, along with the Protected Properties Report for the Project, satisfies this policy.

With respect to heritage resources on Amherst Island specifically, Section 5.11.3.5 of the OP states that "any upgrades needed to public roads to facilitate the transfer of wind turbine components and necessary construction and maintenance vehicles…shall not negatively impact heritage stone fencing found along roads on Amherst Island."

A number of these dry stone walls are visible from public property and their presence has been noted in the descriptions of individual cultural heritage resources, where associated, and accounted for in assessment of potential impacts. Although private property was not accessed as part of the visual survey for the heritage assessment, archaeological field staff undertaking Stage 2 Archaeological Assessment of all Project locations were aware of the potential of encountering dry stone walls, or extant portions of dry stone walls. No further walls were recorded within close proximity to proposed Project locations.

1.3 PROJECT DESCRIPTION

Windlectric Inc. (the Proponent or Windlectric) is proposing to develop, construct, and operate the 56 - 75 megawatt (MW) Amherst Island Wind Energy Project (the Project) within Loyalist Township (the Township) in the County of Lennox and Addington (the County) in eastern Ontario, in response to the Government of Ontario's initiative to promote the development of renewable electricity in the province.

The basic components of the proposed Project include up to 36 Siemens wind turbines. The turbine model proposed utilizes the same 36 turbine pad locations that have been subject to the assessment required under REA. The layout includes 34 Siemens SWT-2.3-113 2300 kW and two (2) Siemens SWT-2.3-113 2221 kW model wind turbines. The final layout will result in a total installed nameplate capacity of approximately 56 - 75 MW. The number of wind turbines will be dependent upon final selection of the model of the wind turbine most appropriate to the proposed Project. The proposed Project will also include a 34.5 kilovolt (kV) underground and/or overhead electrical power line collector system, fibre optic data lines from each turbine and/or wireless technology for the communication of data, a transmission line, truck turnaround areas, a submarine cable, an operations and maintenance building, permanent dock, a substation, a switching station, an un-serviced storage shed, one connection point to the existing electrical system, cable vault areas, meteorological tower(s) (met tower(s)), access road(s) to the met tower site(s), and turbine access roads with culvert installations, as required, at associated watercourse crossings.

Temporary components during construction may include staging areas for the turbines, access roads, met tower(s), collector lines and transmission lineas well as crane paths, a temporary dock, site office(s), batch plant, central staging areas, and associated watercourse crossings. The electrical power line collector system would transport the electricity generated from each turbine to the substation, along the submarine cable to the mainland and then to a switching station located near to an existing Hydro One Networks Inc. (HONI) 115 kV transmission line.

The Proponent has elected to assess and seek approval for some alternative Project configurations. The Renewable Energy Approval (REA) application process will consider:

- two alternative mainland transmission line routes;
- two alternative switching station locations and corresponding point of common coupling with the HONI line;
- three alternative mainland temporary dock locations along the mainland;

- a submarine cable with three alternative submarine cable routes near the mainland;
- three alternative mainland submarine cable landing locations and corresponding cable vault locations;
- up to three alternative met tower locations; and,
- up to four potential locations for an operations and maintenance building.

Final selection of the sites to be used would be based on the results of consultation activities, detailed design / engineering work, and the conditions experienced during construction.

1.4 STUDY METHODOLOGY

The Heritage Assessment study was composed of a program of archival research and visual assessment of potential built heritage resources and potential components of cultural heritage landscapes within the vicinity of the Study Area. To familiarise the study team with the Study Area, local historical societies were consulted, archival documents were reviewed and a summary historical background of the local area was prepared. Listings of provincially and locally designated built heritage sites, districts and easements and buildings of architectural or historical interest for each municipality were reviewed in order to compile a catalogue of existing identified heritage resources.

A visual survey was conducted on July 7th and 8th, 2011. The Study Area was surveyed for extant buildings, outbuildings or other built heritage remains. During the site visit built heritage resources which might satisfy criteria outlined under O.Reg. 9/06 *Criteria for Determining Cultural Heritage Value or Interest, Under the Ontario Heritage Act, 2006* and components of potential cultural heritage landscapes were photographed and their locations recorded. Where municipal addresses were not available locations were recorded using a handheld Global Positioning System (GPS).

In general, buildings and structures of more than forty years of age were evaluated during the survey for their potential to satisfy O.Reg. 9/06 criteria. The use of the forty year threshold is generally accepted by both the federal and provincial authorities as a preliminary screening measure for heritage interest or values. This practice does not imply that all buildings and structures more than forty years of age are inherently of significant heritage value, nor does it exclude exceptional examples constructed within the past forty years of being of significant cultural heritage value.

The Study Area was assessed for groupings of resources and environs that might potentially constitute cultural heritage landscapes as defined by the Ministry of Culture's *InfoSheet #2 Cultural Heritage Landscapes* in *Heritage Resources in the Land Use Planning Process:*

Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005 (MTCS, 2006b).

Evaluation of potentially significant cultural heritage resources was performed using criteria set out under O.Reg.9/06 of the *Ontario Heritage Act* (*OHA*). Resources meeting one or more of the criteria under O.Reg.9/06 are considered by this study to be of significant cultural heritage value.

Identification of potential impacts on significant cultural heritage resources and landscapes considered the proposed site plan for the layout of turbines and other Project infrastructure including road improvements resulting from the Project (Figures 2 through 5). Layout of Project components was undertaken separately from this study with the understanding that negative impacts on significant cultural heritage resources identified by this study might require mitigative measures, up to and including the relocation of Project infrastructure.

1.5 METHODOLOGY

1.5.1 Resource Evaluation Methodology

As per O.Reg. 359/09, evaluation of potentially significant built heritage resources in the Study Area was performed using criteria set out under O.Reg 9/06 of the *Ontario Heritage Act (OHA)*. A property meeting one or more of the following criteria is considered significant under the *OHA*.

1. The property has design value or physical value because it,

i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,

ii. displays a high degree of craftsmanship or artistic merit, or

iii. demonstrates a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it,

i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,

ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or

iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

3. The property has contextual value because it,

i. is important in defining, maintaining or supporting the character of an area,

ii. is physically, functionally, visually or historically linked to its surroundings, or

iii. is a landmark. O. Reg. 9/06, s. 1 (2).

1.5.2 Impact Assessment Methodology

Assessment of potential direct or indirect impacts of the project on identified built heritage resources in the Study Area considered Ministry of Tourism and Culture guidelines concerning *Heritage Impact Assessments and Conservation Plans* (MTCS, 2006a).

The Ministry of Tourism and Culture outlines seven potential negative impacts on heritage resources:

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

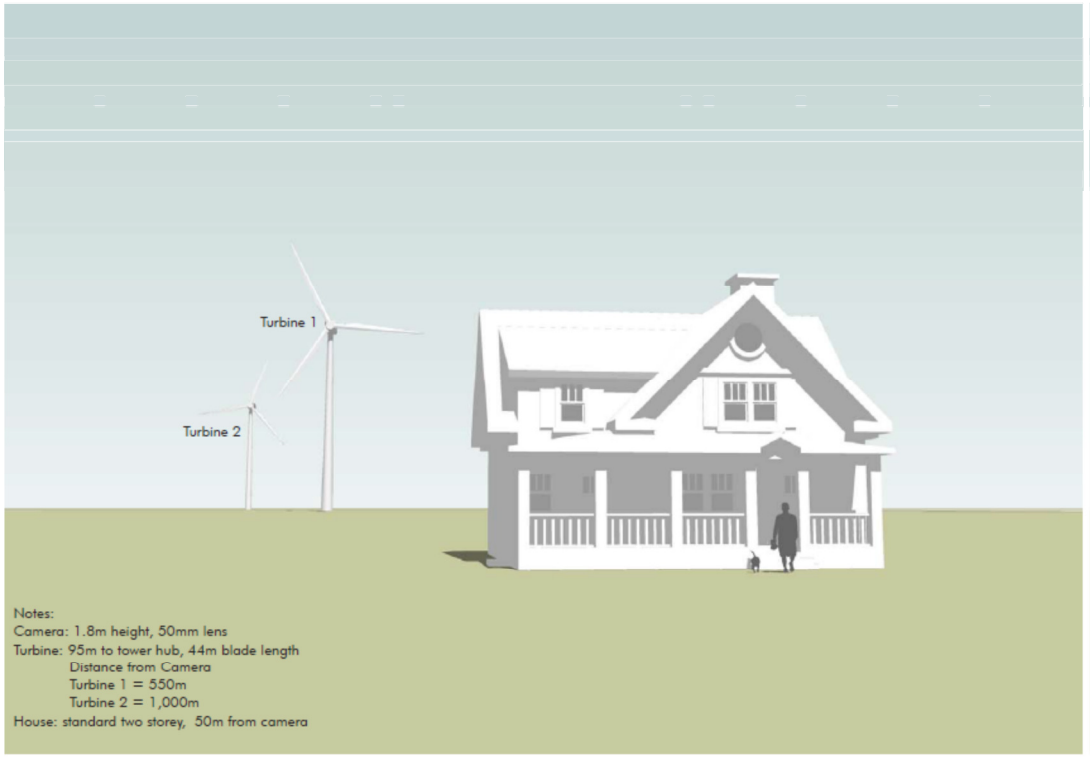
Land disturbances are being assessed in a separate Stage 1 Archaeological Assessment and have not been included in the current evaluation (Stantec, 2012a and 2012b). An Underwater Archaeological Assessment has also been undertaken to identify potential marine cultural heritage resources within the proposed submarine cable route and dock facilities (Stantec, 2012c). Although being undertaken separately, the findings of the archaeological studies have been taken into consideration throughout the course of this study and vice versa.

Identification of potential impacts considered the proposed site plan in relation to identified heritage resources (Figures 2 through 5).

In order to evaluate the potential visual impact of turbines, visual modelling was used. Visual Aid 1 presents the scale of a turbine with a height similar to those expected for the current Project at

a distance of 550 m and 1000 m from a typical two storey residential building. Visual Aid 2 presents that same model with trees at various locations and distances in order to evaluate the effectiveness of tree-cover as an effective mitigative measure. A series of Visual Simulations have also been undertaken as part of the overall Project (Appendix A). These simulations we also used to inform the assessment of potential visual impacts.

In addition to direct impacts related to destruction, this assessment also evaluated the potential for indirect impacts resulting from the vibrations of construction and the transportation of Project components and personnel. Although the effect of traffic and construction vibrations on historic period structures is not fully understood, negative effects have been demonstrated on buildings with a setback of less than 40 m from the curbside (Crispino and D'Apuzzo, 2001; Ellis, 1987; Rainer, 1982; Wiss, 1981). The proximity of Project components to resources of protected properties was considered in this assessment, particularly those within 50 m – in order to encompass a wide enough buffer zone to account for built resources less than 40 m from curbside or potential Project activities.



Visual Aid 1: Wind Turbine Scale Schematic

Visual Aid 2: Wind Turbine Scale Schematic, with trees

Notes

1. Coordinate System: UTM NAD 83 - Zone 18 (N).
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March 2013
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WINDLECTRIC INC.
AMHERST ISLAND WIND ENERGY PROJECT

Figure No.

1

Title

Site Location

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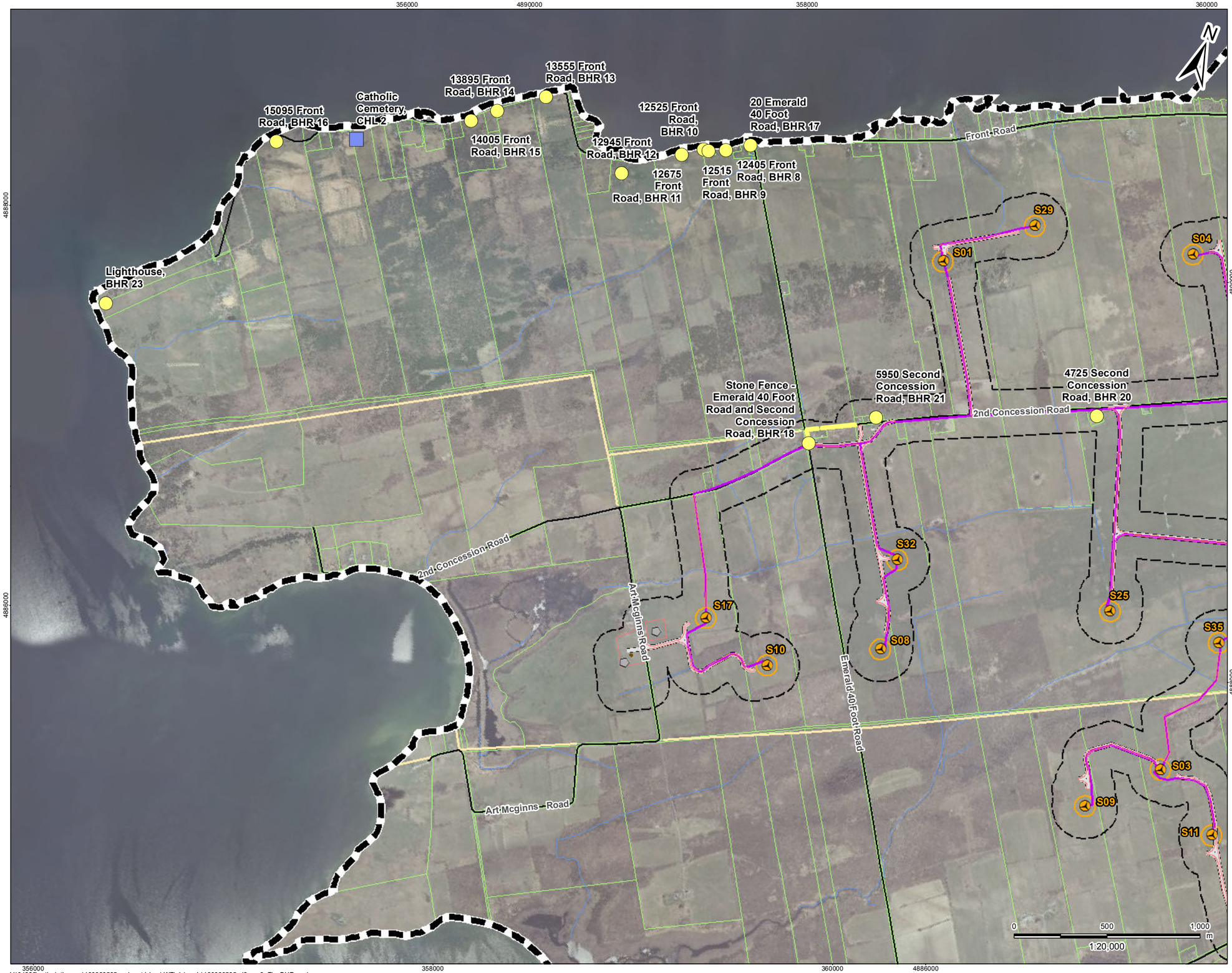

Legend

- Project Study Area
- 120m Zone of Investigation
- Built Heritage Resource
- Protected Property
- Cultural Heritage Landscape
- Stone Fence

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse
- Property Boundaries

Notes

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AMHERST ISLAND WIND ENERGY PROJECT

Figure No.
2

Location of Built Heritage Resources (Western Portion)

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Revised: 2013-03-04 By: sarogers

Legend

- Project Study Area
- 120m Zone of Investigation
- Built Heritage Resource
- Protected Property
- Cultural Heritage Landscape
- Stone Fence

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse
- Property Boundaries

Notes

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WINDLECTRIC INC.
AMHERST ISLAND WIND ENERGY PROJECT

Figure No.
3

Location of Built Heritage Resources (Central Portion)

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Revised: 2013-03-04 By: sarogers

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Ferry Landscape, CHL 4
Village of Stella, CHL 1
Neilson's General Store
Trinity United Church
St. Paul's Presbyterian Church, CHL 3
3rd Concession Road
Front Road
3190 Front Road, BHR 7
2750 Front Road, BHR 6
Pentland Cemetery
Lower 40 Foot Road
Stella 40 Foot Road
South Shore Road
3500 South Shore Road, BHR 4
4125 South Shore Road, BHR 5
2450 South Shore Road, BHR 3
2090 South Shore Road, BHR 2
1830 South Shore Road, BHR 1

S01 S02 S03 S04 S05 S06 S07 S08 S09 S10 S11 S12 S13 S14 S15 S16 S17 S18 S19 S20 S21 S22 S23 S24 S25 S26 S27 S28 S29 S30 S31 S32 S33 S34 S35 S36 S37

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Revised: 2013-04-02 By: sarogers

Legend

- Project Study Area
- 120m Zone of Investigation
- Built Heritage Resource
- Protected Property
- Cultural Heritage Landscape
- Stone Fence

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse
- Property Boundaries

Notes

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WINDLECTRIC INC.
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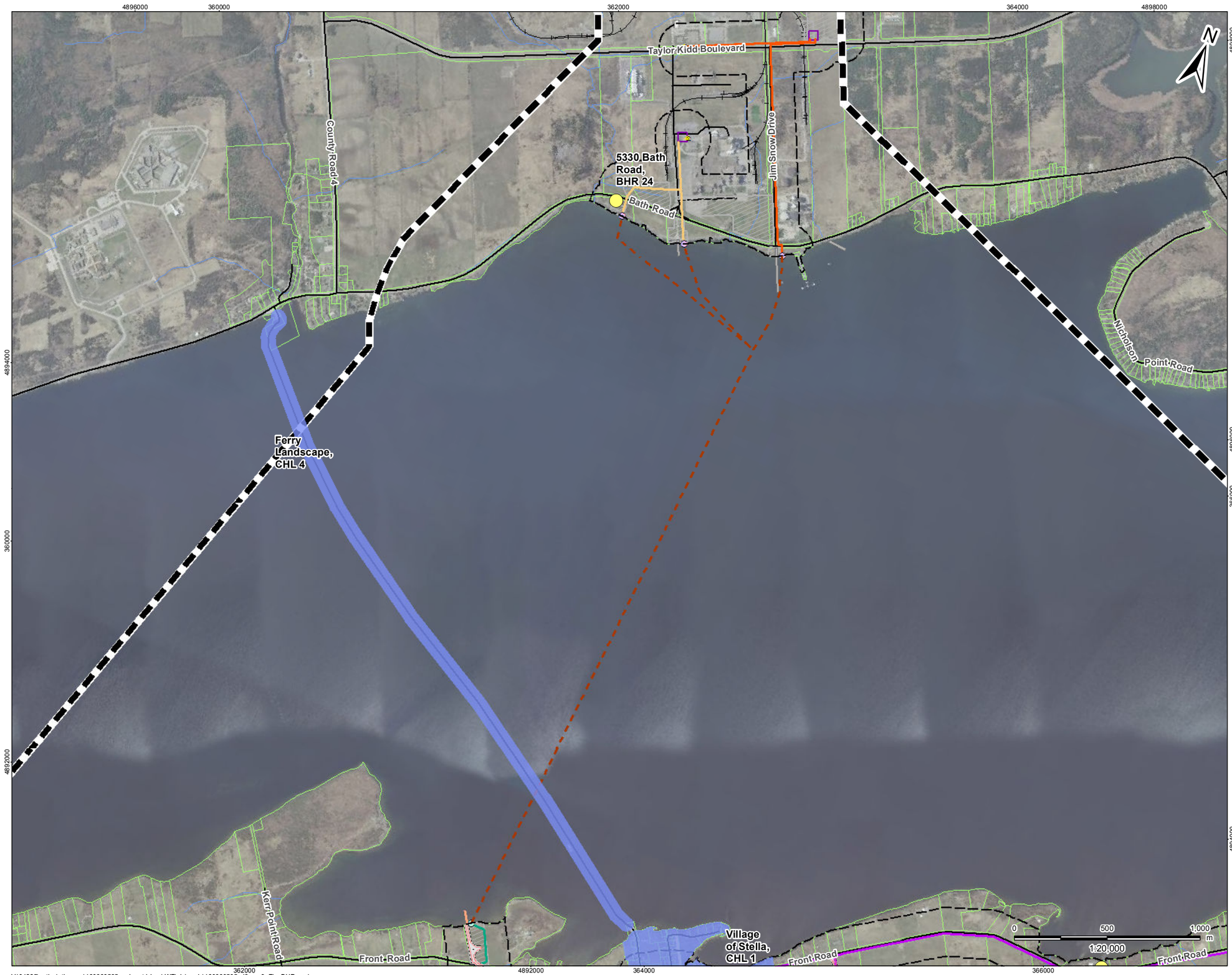
Figure No.
4

Location of Built Heritage Resources (Eastern Portion)



Legend

- Project Study Area
- 120m Zone of Investigation
- Built Heritage Resource
- Protected Property
- Cultural Heritage Landscape
- Stone Fence

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse
- Property Boundaries

Notes

1. Coordinate System: UTM NAD 83 - Zone 18 (N).
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Figure No.
5

Location of Built Heritage Resources (Mainland Portion)

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Revised: 2013-03-04 By: sarogers

2.0 Study Area

In accordance with O. Reg. 359/09, the Project Location includes all land and buildings/structures associated with the Project and any air space in which the Project will occupy. This includes structures such as turbines, access roads and power lines as well as any temporary work areas (the 'constructable area' for the Project) which are required to be utilized during the construction of the Project.

Although O. Reg. 359/09 considers the REA process in terms of the Project Location, the siting process for wind projects is an iterative process, and final location of Project components is not available at Project outset. Therefore, a Project Study Area is developed to examine the general area within which the Project components (*e.g.,* wind turbines, collector lines, access roads, the submarine cable, temporary docks) may be sited; information gathered within this larger area feeds into the siting exercise.

The Project Study Area includes Amherst Island and an approximately 3 - 15 kilometre wide corridor stretching between the Island and the mainland where the submarine cable is proposed. The mainland portion of the Project Study Area stretches from the mainland shoreline, north of the Invista Transformer Station and is generally bounded by i) County Road 4 to the West; ii) the Canadian National Railway line to the North; and iii) approximately 500 m East of Jim Snow Drive to the East (Figure 1).

The Study Area is entirely located within Loyalist Township in the County of Lennox and Addington in eastern Ontario. Land use in the island portion of the Study Area is primarily agricultural with some areas of undeveloped forest or wetland, while land use on the mainland portion is industrial. Settlements located within and in the general vicinity of the Study Area include Stella, Emerald, Millhaven, Ernestown, Amherstview, and Bath.

The Study Area is located in the Napanee Plain physiographic region, encompassing a geographic area of approximately 700 square miles around the Town of Napanee. It is characterized by a flat–to-undulating plain of limestone with clay deposits to the south and a small amount of long, thin drumlins (Chapman and Putnam, 1984). Drumlins within the Study Area are comprised of Bondhead Loam, a calcareous, stony loam characterized by good drainage (Gillespie, Wickland & Matthews, 1963).

Major topographic features are the Bay of Quinte along the north of the Island and Lake Ontario along the south of the Island. There are numerous secondary watercourses running throughout the entirety of the Study Area (Figure 1).

3.0 Historical background

Early maps of Amherst Island use the name “Isle Tonti”. Henri de Tonti first arrived in New France with Robert de La Salle in 1678, the year following the rebuilding of Fort Frontenac in present-day Kingston. Although the island was granted to de Tonti, it is likely that he never stepped foot on Amherst Island as he left the area less than a month after his arrival to travel with La Salle through the Great Lakes, along the Illinois River and to the mouth of the Mississippi (Burleigh, 1980).

Fort Frontenac was destroyed in 1758 by an expedition led by Lt. Colonel John Bradstreet, giving the British control of the Bay of Quinte. At the time of the fort’s destruction, no European development of Amherst Island had taken place (Burleigh, 1980). Following the American Revolution, the land along the Bay of Quinte and the Upper St. Lawrence River were identified as an ideal location for settlement and the reconstruction of Fort Frontenac and the survey of land to layout Townships were undertaken in 1783.

The western half of the island was granted to Sir John Johnson in 1796 as compensation for land lost as a result of the American Revolutionary War, with the eastern half being granted to him at a later date. Johnson, an American-born aristocrat, was a Loyalist Brigadier General and leader of the King’s Royal Regiment of New York. He was forced to abandon many thousands of acres in New York State, particularly in the Mohawk Valley, when he fled to Canada with his followers and tenants (Burleigh, 1880). After the war he was appointed by Governor Frederick Haldimand to supervise settlement along the St. Lawrence and Bay of Quinte. Johnson never settled on the island but instead left his son to act as his agent. He also appointed Richard Hitchins to act as an agent in 1823. A notice in the Kingston Chronicle and Gazette dated June 2, 1828 reads:

> *Notice to Emigrants*
>
> *Persons desirous of settling in Upper Canada, may procure LANDS, on the Island of Tanti, situated in Lake Ontario, 9 miles above Kingston. There are several thousand acres yet unoccupied, which will be either Sold or Leased upon reasonable terms. The situation is pleasant, and the soil generally of an excellent quality. Further information may be obtained by application to Rich’d Hichins, Esquire residing on the Island, or to A.K. Johnson, Esquire at Prescott.*

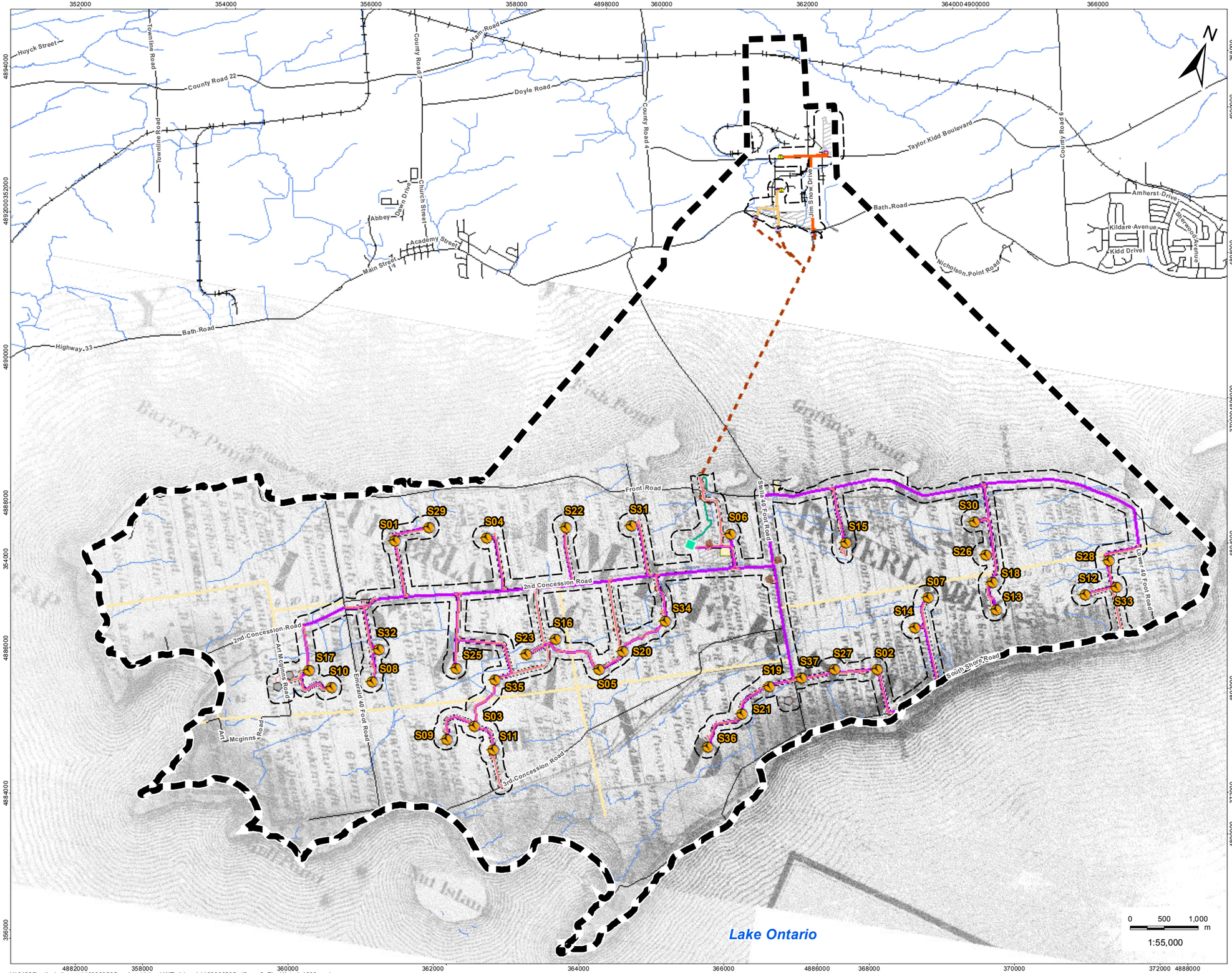
The island as an entire holding changed hands a number of times, including once whereby Maria Bowes (Johnson’s daughter) lost it in a game of cards to the Earl of Mountcashel, whose later financial troubles forced its seizure by the Sherriff in 1857. Following the seizure, the

property was purchased by Colonel Robert Percival Maxwell of Ireland, who appointed his cousin William Moutray to act as his land agent on the Island (Burleigh, 1980). Mr. Moutray settled on the Island, living in Stella until his death.

By 1803, settlement had begun along the northern shore of the island. Early settlers were primarily United Empire Loyalists, having lost property in the United States during the American Revolution, including several of Johnson's own officers (Burleigh, 1980). A wave of Irish settlers also arrived on the Island and the population steadily climbed, with over 2000 inhabitants by the early 1840s.

Walling's 1860 Map of Amherst Island shows the extent of development in the mid-19th century (Figure 6). Along the north shore, the settlements of Emerald and Stella were established and several churches and one school had been constructed.

Meacham's 1878 Map (Figures 7 through 10) shows further development of the island with four churches of different denominations, including one Catholic church and one Presbyterian church established to accommodate the large wave of Irish immigration to the island mid-century (Burleigh, 1980). The Pentland and Catholic cemeteries are depicted at either end of the north shore as are three schools, including one serving the southern shore. Also evident are the shipping docks and a Post Office associated with the hamlet of Emerald (Figure 11).



Legend

Project Components

- Project Study Area
- 120m Zone of Investigation
- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Laydown Area and Crane Pad
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse

Notes

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Figure No.
6

Title

Walling's 1860 Historic Mapping of Amherst Island Overlaid by Project Components

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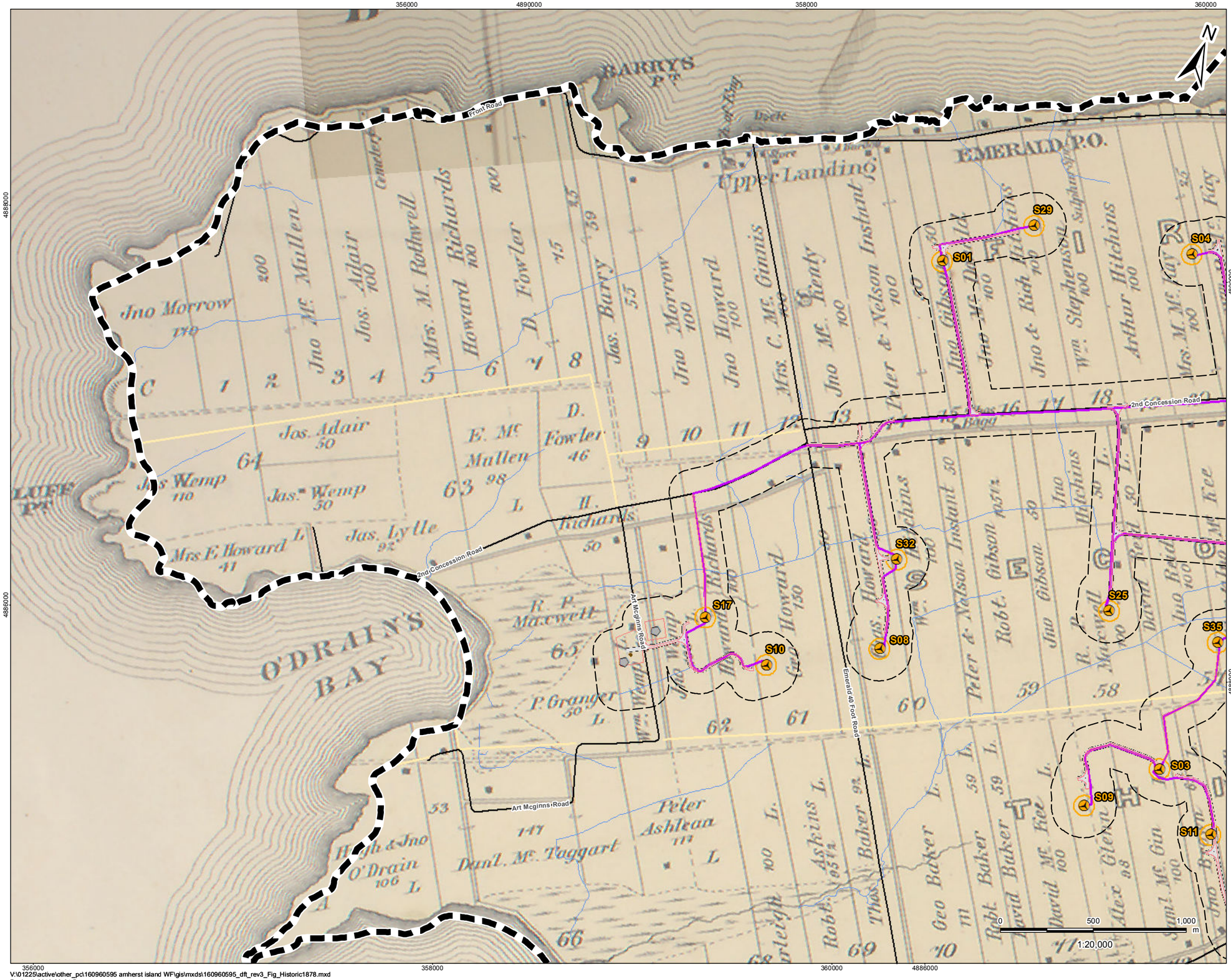
Revised: 2013-04-02 By: sarogers



Legend

- Project Study Area
- 120m Zone of Investigation

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Laydown Area and Crane Pad
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse

Notes

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Figure No.

7

Title

Meacham's 1878 Historic Mapping Overlaid by Project Components (Western Portion)

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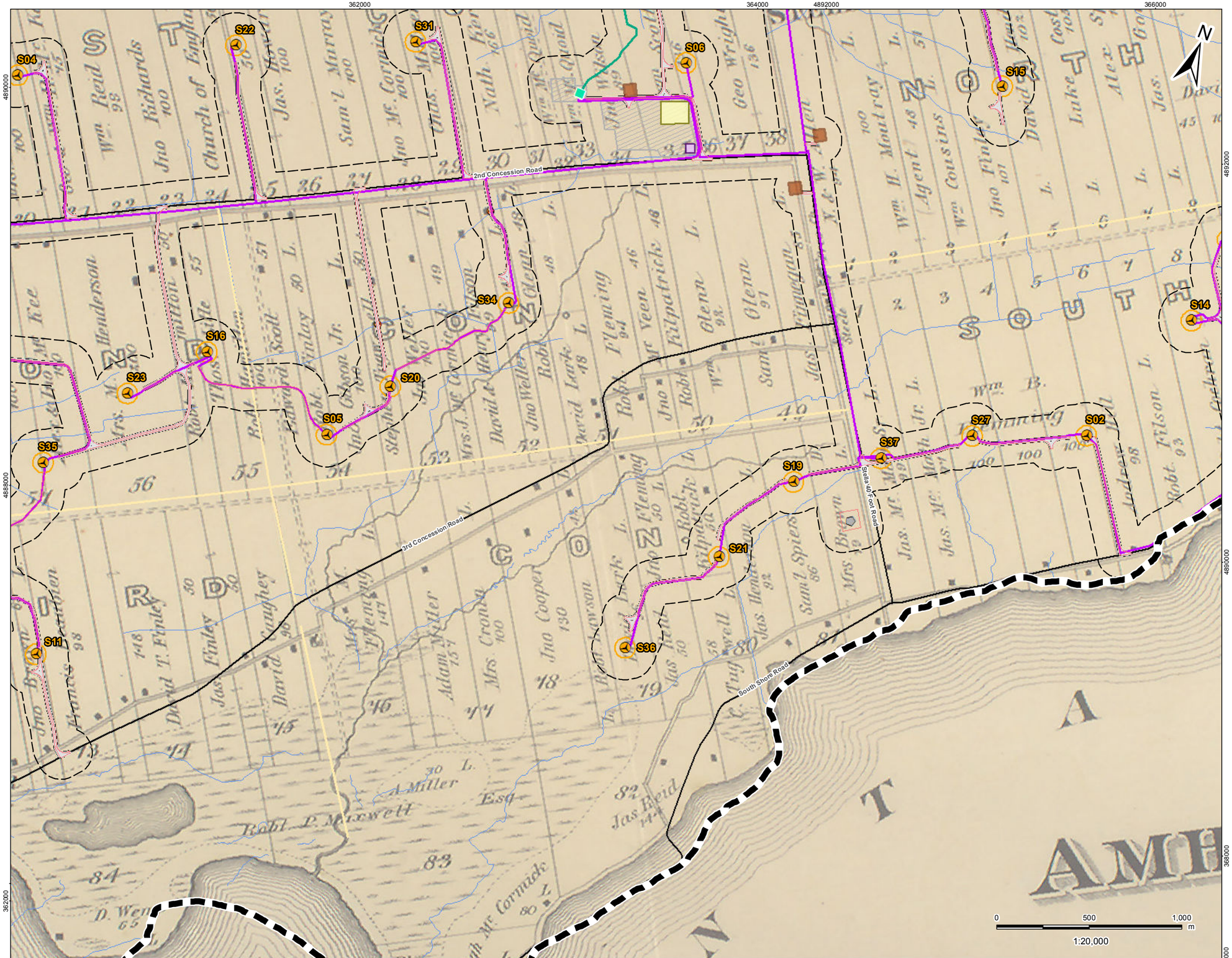
Revised: 2013-03-04 By: sarogers



Legend

- Project Study Area
- 120m Zone of Investigation

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Laydown Area and Crane Pad
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse

Notes

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Figure No.

8

Title

Meacham's 1878 Historic Mapping Overlaid by Project Components (Central Portion)

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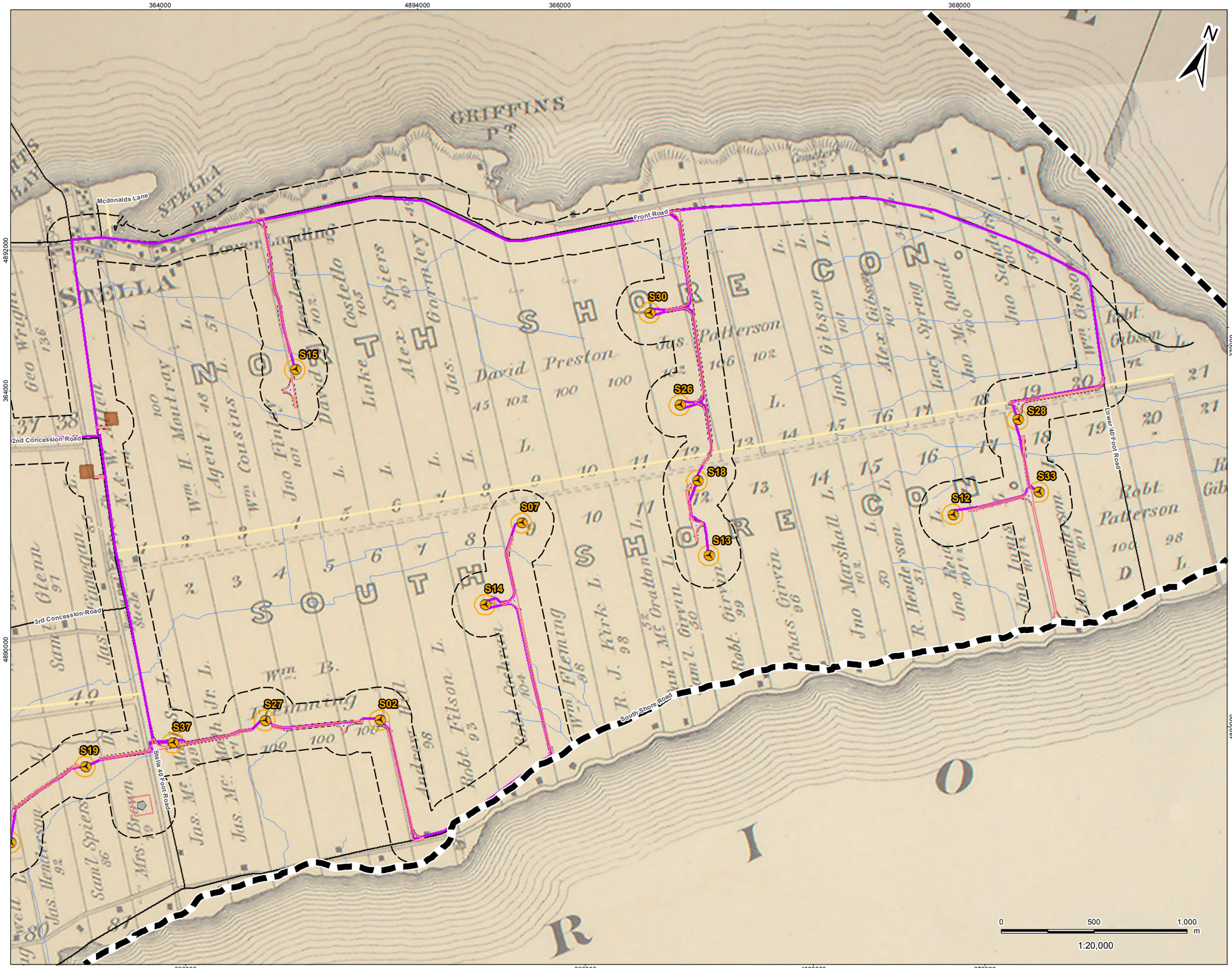
Revised: 2013-03-04 By: sarogers



Legend

- Project Study Area
- 120m Zone of Investigation

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Laydown Area and Crane Pad
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse

Notes

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Figure No.
9

Title

Meacham's 1878 Historic Mapping Overlaid by Project Components (Eastern Portion)

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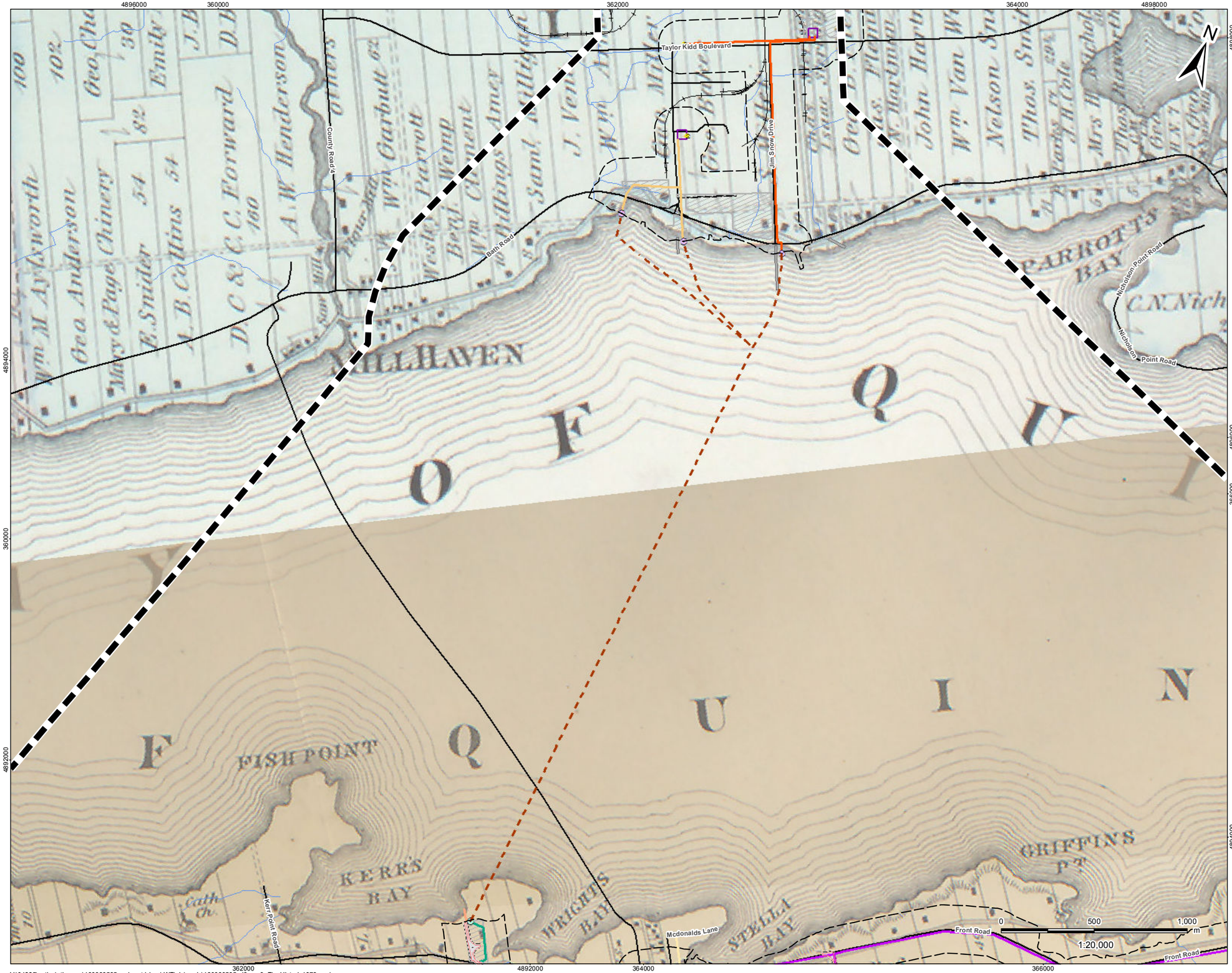
Revised: 2013-04-02 By: sarogers



Legend

- Project Study Area
- 120m Zone of Investigation

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Laydown Area and Crane Pad
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse

Notes

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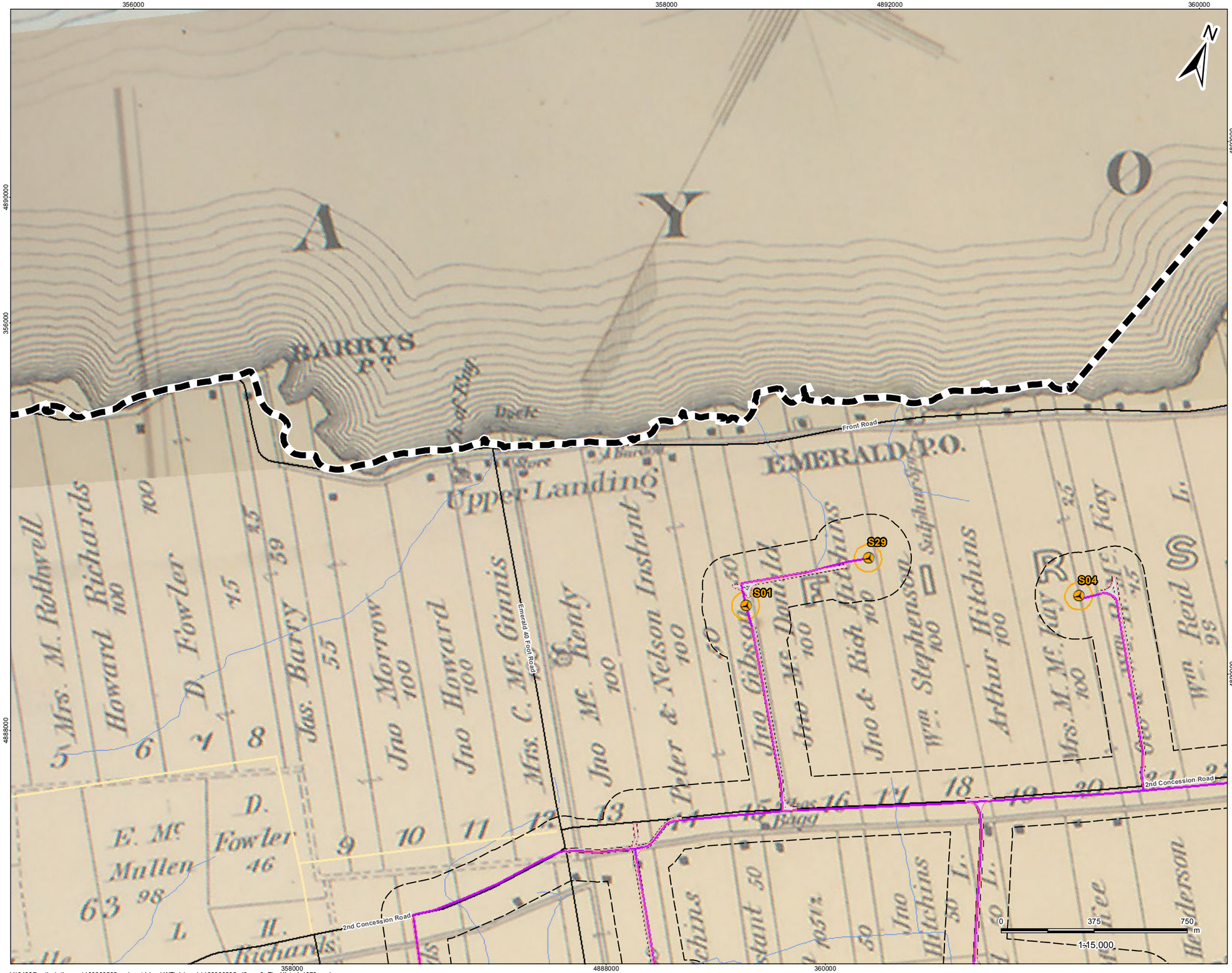
Figure No.

10

Title

Meacham's 1878 Historic Mapping Overlaid by Project Components (Mainland Portion)

V:\01225\active\other_pc\160960595 amherst island WF\gis\mxds\160960595_dft_rev3_Fig_Historic1878.mxd
Revised: 2013-03-04 By: sarogers



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Revised: 2013-03-04 By: sarogers

Legend

- Project Study Area
- 120m Zone of Investigation

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Laydown Area and Crane Pad
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse

Notes

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Figure No.
11

Title

Meacham's 1878 Historic Mapping Overlaid by Project Components (Detail of Emerald)

4.0 Existing Protected Properties

There are a total of three (3) protected properties as outlined in the table in Section 19, O.Reg.359/09 located within or adjacent to the Study Area: Neilson's General Store; Trinity United Church; and Pentland Cemetery.

There are no properties located within or adjacent to the Study Area which are subject to an agreement, covenant, or easement with the Ontario Heritage Trust under clause 10(1)(b) of the *Ontario Heritage Act* (Fraser, 2011).

At the time of writing, the Loyalist Township Municipal Heritage Committee was reviewing a number of dry stone walls on Amherst Island as heritage resources that could potentially be designated in the future (Sova, 2012, pers. comm.). No Notice of Intent to Designate has been issued; however, the dry stone walls are identified specifically with the township's OP as resources to be avoided (see Section 1.2). A number of these dry stone walls are visible from public property and their presence has been noted in the descriptions of individual cultural heritage resources, where associated, and accounted for in assessment of potential impacts. Although private property was not accessed as part of the visual survey for the heritage assessment, archaeological fieldstaff undertaking Stage 2 Archaeological Assessment of all Project component locations were aware of the potential of encountering dry stone walls, or extant portions of dry stone walls. No further walls were recorded within close proximity to proposed Project components.

The assessment of impacts on Protected Properties is outlined in a separate Protected Properties Report.

5.0 Evaluation of Resources and Landscapes

5.1 BUILT HERITAGE RESOURCES

A total of 24 built heritage resources have been identified, within the Study Area, which satisfy the criteria outlined under O.Reg. 9/06. In addition, three protected properties and four cultural heritage landscapes have been identified within the Study Area. The Stella cultural heritage landscape is comprised of several dozen built heritage resources.

Built heritage resources (BHR) are defined as "one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the *Ontario Heritage Act* (*OHA*), or listed by local, provincial or federal jurisdictions" (MTCS, 2006c).

5.2 CULTURAL HERITAGE LANDSCAPES

During the site visit in July, 2011 the Study Area was assessed for groupings of resources and environs that might potentially constitute cultural heritage landscapes as defined by the MTCS.

Cultural Heritage Landscapes (CHL) for the purposes of this study are, "a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. A landscape involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts" (MTCS, 2006b).

There are three widely accepted types of cultural heritage landscapes (better known internationally as cultural landscapes). This typology was adopted by the United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Committee in the 1992 revisions to their Operational Guidelines which defines cultural landscapes as the "combined works of nature and of man" (UNESCO, 2008). The Operation Guidelines identify the three types as:

- **Designed Landscapes**: those which have been intentionally designed and created by man. (*e.g.,* historic gardens and parks);
- **Evolved Landscapes**: this type includes both *relict* and *continuing* landscapes resulting from social, economic, administrative, and/or religious imperative and has developed into its present form as a result of its natural environmental context; and

- **Associative Landscapes**: those with powerful religious, artistic or cultural associations of the natural element rather than material or built cultural evidence.

Four cultural heritage landscapes were identified: CHL 1, the Village of Stella; CHL 2, the Catholic Cemetery; CHL 3, St. Paul's Presbyterian Church; and the Ferry Landscape, CHL 4.

5.3 HERITAGE IMPACT ASSESSMENTS

5.3.1 1830 South Shore Road, BHR 1

The residence at 1830 South Shore Road was identified during the visual survey as a property with potentially significant heritage value (Figure 4). The building is an early example of the Ontario Cottage Style. It is a one and a half storey structure with a wide gable above the front door with a simple, one storey wing on the west. The one storey wing is built on a simple cottage design with a central door and a covered porch along the front. Character-defining decorative details include the peaked headers above the windows and doors that are pediment-like in design, suggestive of a Classic Revival influence. The Classic Revival Style was popular in Canadian architecture from circa 1830 to1860 (Humphreys and Sykes, 1980). Wide front door frame with multi-pane transom and sidelights is seen throughout the island. This particular example includes raised wooden details (painted white) along the wooden door frame. When viewed from the street, the property is framed by tall, mature trees (Plate 1).

The building is located on the north side of the road in Lot 14, South Shore Concession. The lot is one of the properties included in the large acreage of land granted to Sir John Johnson in 1796. The 1851 Agricultural Census indicates that James McMath occupied Lot 14 and half of Lot 15. Of the 150 acres leased by Mr. McMath, approximately 130 were under cultivation, suggesting a substantial history of occupation (LAC, 1851). James McMath, a farmer originally from Ireland, lived with his wife Margaret and six children in a one storey log house. The one storey west wing of the extant residence may in fact be this log house; however, given the existing cladding it is not possible to make that determination when viewing the property from the road. The McMath occupation of the property pre-dated the influx of Irish immigrants following the 1857 purchase of much of the Island by Colonel R.P. Maxwell.

Walling's 1860 map of Amherst Island indicates a building in the house's current location and a structure is indicated in the building's location on Meacham's 1878 map when the property was leased by John Marshall (Figure 9).

Table 1: Evaluation of 1830 South Shore Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The residence at 1830 South Shore Road is vernacular. The materials and construction method are not visibly rare; however, it is quite likely that the one storey wing of the building is log construction. Furthermore, the decorative elements suggest a Classic Revival influence and include the multi-paned transom window and sidelights which is a detail found in other examples on the Island. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The building incorporates some decorative details above windows and around the front entrance, but cannot be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The farmhouse at 1830 South Shore Road is not directly associated with any persons, events, beliefs, organizations or institutions that are significant to the community. Themes that have been identified in the community include early settlement, the mid-19th century influx of Irish immigrants, and seasonal residency. The property is not considered to be directly related to any of the significant community themes. The subject property does not satisfy this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
1830 South Shore Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The Ontario Cottage Style residence certainly suits the general rural character of Amherst Island. Both the building and the surrounding canopy support the character of the South Shore and play a role in defining and maintaining that character. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The residence at 1830 South Shore Road is consistent with the rural character of Amherst Island and is visually linked to the surrounding landscape. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Impact Assessment

1830 South Shore Road is adjacent to the location of Turbines S13 and S18, located approximately 690 m and 1095 m, north-northwest of the farmhouse (Figure 4). S12 is located approximately 1075 m to the east-northeast (Figure 4).

Destruction - No Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – No direct visual obstruction is expected as a result of the Project. The farmhouse and property are located on the north side of the road and it is possible that Turbines S13, S18, and S12 may be visible in the background when viewing the property; however, at distances of greater than 690 m the turbines will not detract views of the residence, especially given the thick tree cover along the road in the vicinity of BHR 1.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of significant views; or change in land-use.

No mitigation is, therefore, recommended.

Plate 1: 1830 South Shore Road, BHR 1

5.3.2 2090 South Shore Road, BHR 2

The residence at 2090 South Shore Road was identified during the visual survey as a property with potentially significant heritage value. The building appears to be an early example of the Ontario Cottage Style. The one and a half storey, three bay cottage has small rectangular windows on the second storey below the gable and on the western elevation. The building is plaster-clad and has a wide front door frame with side lights; vegetation conceals the transom that is likely extant. Patches on the metal roof suggest that the building may have once had two chimneys or possibly stovepipes at either end. The soffits and openings lack decoration. The house is framed by mature trees (Plate 2).

The building is located on the north side of the road in Lot 13, South Shore Concession (Figure 4). The 1851 Census indicates that Lots 12 and 13 were occupied by Samuel Girvin, age 42, his wife Elvira, and their five children; one daughter having died that year (LAC, 1851). Although all of their children were born in Upper Canada, Samuel and his wife were originally from Ireland. The census indicates that the family lived in a one storey log house and that Samuel was a farmer. It is unclear whether their home was located in Lot 12 or Lot 13. It is likely, however, that the home was located in the vicinity – if not the same location – as 2090 South Shore Road.

Walling's 1860 map of Amherst Island shows Lot 12 was occupied, or possibly owned by Samuel Girvin and Lot 13 as occupied or owned by Mrs. Girvin (Figure 6). A structure is clearly indicated in the southeast corner of Lot 13. The entire 96 acres of the lot and the residence were owned by their youngest son, Charles Girvin in 1878. The map, however, indicates that although Lots 12 and 13 were owned by his sons Robert and Charles, respectively, the east half of Lot 11 was being leased by Samuel (Figure 9).

Plate 2: 2090 South Shore Road, BHR 2

Table 2: Evaluation of 2090 South Shore Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The south shore of Amherst Island was settled later than the north and, as a result, the prevailing architectural style is the Ontario Cottage Style. This utilitarian construction personifies the substantially less wealthy group of Irish immigrants moving onto the island leading up to and following the mid 19th century. The building at 2090 South Shore Road represents this local design; particularly if – as suspected – portions of the original log house are extant within the existing building. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The building lacks decorative details and cannot be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.

iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The farmhouse at 2090 South Shore Road is not directly associated with any persons, events, beliefs, organizations or institutions that are significant to the community. Themes that have been identified in the community include early settlement, the mid-19th century influx of Irish immigrants, and seasonal residency. As a result of the settlement and occupation of the property by the Girvin family throughout at least the second half of the 19th century, the property is considered by this study to be associated with the theme of Irish settlement of the Island. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
2090 South Shore Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The Ontario Cottage Style residence certainly suits the general rural character of Amherst Island. Both the building and the surrounding canopy support the character of the South Shore and play a role in defining and maintaining that character. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The property at 2090 South Shore Road is consistent with the rural character of Amherst Island and is visually linked to the surrounding landscape. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Impact Assessment

2090 South Shore Road is located south of turbines S13 and S18, approximately 605 m and 1005 m, respectively, north of the farmhouse, approximately 1400 m and 1520 m southwest of turbines S07 and S14, and 1270 m, 1800 m, and 1730 m southeast of turbines S12, S28, and S33, respectively (Figure 4).

Destruction - No Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – No direct obstruction is expected as a result of the Project. The farmhouse and property are located on the north side of the road and it is possible that turbines will be visible in the background when viewing the property; however, at distances of greater than 600 m, the turbines will not detract from views of the residence, especially given the thick tree cover around the farmhouse.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of significant views; or change in land-use.

No mitigation is, therefore, recommended.

5.3.3 2450 South Shore Road, BHR 3

The residence at 2450 South Shore Road was identified during the visual survey as a property with potentially significant heritage value. The building is an example of the Ontario Cottage Style with a low gable at the front, above a wide from door frame. The rounded arch window below the gable is Regency Gothic in design. The wide front verandah is also evocative of Regency examples, particularly given the low railing with spindles around the perimeter. A large front porch would not have been an unusual feature in a rural home, especially given that this example looks out onto Lake Ontario. 2090 South Shore Road, although framed by several trees, is also characterized by the openness of the property (Plate 3).

The building is located on the north side of the road in Lot 12, South Shore Concession (Figure 4). The 1851 Census indicates that Lots 12 and 13 were occupied by Samuel Girvin, age 42, his wife Elvira, and their five children; one daughter having died that year (LAC, 1851). Although all of their children were born in Upper Canada, Samuel and his wife were originally from Ireland. The census indicates that the family lived in a one storey log house and that Samuel was a farmer. It is unclear whether their home was located in Lot 12 or Lot 13. Walling's 1860 map of Amherst Island shows Lot 12 was occupied, or possibly owned by Samuel Girvin and Lot 13 as occupied or owned by Mrs. Girvin. A structure is shown in each of the lots on the north side of the road (Figure 6). The 99 acres comprising Lot 12 were owned by Robert Girven at the time of Meacham's 1878 map of Amherst Island. Robert would have been 41 years at the time (LAC, 1851). The map shows two structures in the southeast corner of the lot (Figure 9).

Plate 3: 2450 South Shore Road, BHR 3

Table 3: Evaluation of 2450 South Shore Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The south shore of Amherst Island was settled later than the north and, as a result, the prevailing architectural style is the Ontario Cottage Style. This utilitarian construction personifies the substantially less wealthy group of Irish immigrants moving onto the island leading up to and following the mid 19th century. The building at 2450 South Shore Road represents this local design and incorporates a large front porch, facing onto Lake Ontario. It is very likely that such porches were a common feature on the Island at the time of the building's construction given both the setting and the popularity of large porches and verandahs in rural architecture at the time (Downing, 1850). The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The building, in general, lacks decorative details with the exception of the porch which includes decoration at the tops of the posts. The property cannot, however, be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community

The farmhouse at 2450 South Shore Road is not directly associated with any persons, events, beliefs, organizations or institutions that are significant to the community. Themes that have been identified in the community include early settlement, the mid-19th century influx of Irish immigrants, and seasonal residency. As a result of the settlement and occupation of the property by the Girvin family throughout at least the second half of the 19th century, the property is considered by this study to be associated with the theme of Irish settlement of the Island. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
2450 South Shore Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The Ontario Cottage Style residence certainly suits the general rural character of Amherst Island and the building support the characters of the South Shore and play a role in defining and maintaining that character. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The residence at 2450 South Shore Road is consistent with the rural character of Amherst Island and is visually linked to the surrounding area. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Impact Assessment

2450 South Shore Road is located south of turbines S13 and S18, approximately 630 m and 1040 m, respectively, north of the farmhouse, approximately 1270 m and 1225 m southwest of turbines S07 and S14, and 1558 m, 2170 m, and 2040 m southeast of turbines S12, S3, and S33, respectively (Figure 4).

Destruction - No Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – No direct obstruction is expected as a result of the Project. The farmhouse and property are located on the north side of the road and it is possible that turbines will be visible in the background when viewing the property; however, at

distances of greater than 630 m, the turbines will not detract from views of the residence, especially given the tree cover around the farmhouse.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of significant views; or change in land-use.

No mitigation is, therefore, recommended.

5.3.4 3500 South Shore Road, BHR 4

The residence at 3500 South Shore Road was identified during the visual survey as a property with potentially significant heritage value. The building, built in 1878, is an example of the Ontario Cottage Style with a low gable above a wide front door. The door, transom and sidelights do not appear to be original, nor do the majority of the windows. The house includes a number of Gothic Revival decorative details that are otherwise absent from the South Shore including bargeboard along the gable and a finial at the apex. The rounded arch window below the gable is of a later date than the more Regency-style example at 2450 South Shore Road and is not unlike other Ontario examples from the last quarter of the 19th century. The house is associated with several 19th to early 20th century agricultural outbuildings including one with fieldstone foundations. Large trees line the front of the property, but to the rear of the house the property is characterized by open agricultural fields (Plate 4).

The farmhouse and associated outbuildings are located on the north side of the road in Lot 9, South Shore Concession (Figure 4). Given the date plaque above the front door indicates a date of construction of 1878. It is very likely then that the house was built for William B. Fleming, who is shown on Meacham's 1878 map of the Island or possibly one of his adult children (Figure 9). William, his wife Mary and their five adult children are included in the 1881 Nominal Census (LAC, 1881). At the time of the census William, originally from Ireland, was a 56 year old farmer. William Fleming also owned Lots 3, 4, and 5 and structures are indicated in two of those properties (Figure 9).

Plate 4: 3500 South Shore Road, BHR 4

Table 4: Evaluation of 3500 South Shore Road as per O.Reg.9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The south shore of Amherst Island was settled later than the north and, as a result, the prevailing architectural style is the Ontario Cottage Style. This utilitarian construction personifies the substantially less wealthy group of Irish immigrants moving onto the island around the mid-19th century. The building at 3500 South Shore Road is similar in plan to nearby, earlier examples of the design, but clearly incorporates contemporary decorative features such as the bargeboard and final along the gable and the sunburst-like design of the arched window below the gable. The placement of the house in relation to the outbuildings and the materials and construction of those outbuildings further enforce the rural character/style of this property in general. The property represents a continuity in construction methods and vernacular design. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The building, in general, lacks decorative details with the exception of the porch which includes decoration at the tops of the posts. The property cannot, however, be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.

iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The farmhouse at 3500 South Shore Road is not directly associated with any persons, events, beliefs, organizations or institutions that are significant to the community. Themes that have been identified in the community include early settlement, the mid-19th century influx of Irish immigrants, and seasonal residency. This property is not considered to meet this criterion, as the late date of construction indicates that it does not represent the original settlement of Irish immigrants to the Island. The subject property does not satisfy this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
3500 South Shore Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The farmhouse, outbuildings and agricultural fields certainly suit the general rural character of Amherst Island and the building supports the characters of the South Shore and play a role in defining and maintaining that character. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The property at 3500 South Shore Road is consistent with the rural character of Amherst Island and is visually linked to the surrounding landscape. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Impact Assessment

3500 South Shore Road is adjacent to turbines S07 and S14, situated approximately 1250 m and 800 m to the north, respectively (Figure 4). Turbines S02, S27, and S37 are also in the vicinity of the subject property; being approximately 795 m, 1385 m, and 1865 m west of the farmhouse. In addition to the turbines, the proposed buried (unless Township requests overhead) collector line runs along the South Shore Road allowance/ road, the centerline of which is 14 m from the nearest building on the property (Figure 4).

Destruction – No direct Project-related negative impacts are expected with respect to destruction; however, there is the potential for indirect impacts resulting from construction vibrations.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – No direct obstruction is expected as a result of the Project. Although above-ground collector infrastructure has the potential to obstruct views, any direct obstruction would be localized to very specific vantage points directly between poles and the resource. Furthermore, above-ground poles and lines are located along roads throughout the island and are not likely to detract from views due to their ubiquitous nature.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

If construction within a 50 m bufferzone cannot be avoided, maximum acceptable vibration levels, or peak particle velocity (PPV) levels, should be determined by a qualified engineer. Construction should be monitored to ensure that PPV levels are not exceeded. All Project activities should cease if levels are exceeded until a solution can be determined.

It is further recommended that Project activities related to the collector line avoid removal of or damage to the mature trees lining South Shore Road in front of 3500 South Shore Road.

5.3.5 4125 South Shore Road, BHR 5

The residence at 4125 South Shore Road was identified during the visual survey as a property with potentially significant heritage value. The building was originally a schoolhouse and has been converted to residential use in recent years. The original construction dates to the first half of the 19th century. The building has a low-pitched, metal roof and symmetrical proportions. The window frames are simple, but the slight peaks above the first storey windows suggest attention to design detail. The entire building is plaster-clad (Plate 5).

The building is one of the few situated on the south side of the road. It is located in Lot 6, South Shore Concession (Figure 4). A schoolhouse is shown in its location on both Walling's 1860 map and Meacham's 1878 map (Figures 6 and 9). S.S. No. 2 was constructed in 1872, replacing the earlier log building (Amherst Island Women's Institute, n.d.). Although its use has been converted, it remains the sole example of rural schoolhouse architecture in this style on the Island.

Table 5: Evaluation of 4125 South Shore Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The schoolhouse at 4125 South Shore Road is the only remaining example of 19th century rural schoolhouse architecture on the island. The only other example (on the east side of Emerald 40 Foot Road, between Front Road and Concession 2) was converted into a barn in the 20th century. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The property cannot be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The building at 4125 South Shore Road is directly related to the development of the community. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
4125 South Shore Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The schoolhouse contributes to the character of the South Shore of the Island. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The property at 4125 South Shore, as a schoolhouse is linked to the community; however, the activities that once physically and visually linked that building to the community are no longer present. As a schoolhouse, the building at 4125 South Shore Road was present for the better part of the 19th and 20th century and was integrally linked to several generations of children in the area. Although the function is no longer the same, the building (as a readily recognizable reminder of that function) remains linked historically to its surroundings. The subject property satisfies this criterion.
iii. is a landmark
Is a landmark. The subject property satisfies this criterion.

Plate 5: 4125 South Shore Road, BHR 5

Impact Assessment

4125 South Shore Road is adjacent to turbines S02 and S27, approximately 695 m and 1075 m north and northwest of the schoolhouse, respectively. S37 and S18 are also located approximately 1455 m and 2420 m to the west-northwest, respectively and S14 and S07 are located approximately 1308 m and 1775 m to the north-northeast (Figure 4). The proposed buried collector line runs along the South Shore Road allowance/ road, between 18 m and 29 m north of 4125 South Shore Road (Figure 4).

Destruction – No direct Project-related negative impacts are expected with respect to destruction; however, there is the potential for indirect impacts resulting from construction vibrations within the road Right-of-Way (RoW).

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views –The building is located on the south side of the road and all turbines will be at the viewers' back when viewing the property. As a result, no negative impacts are expected with regard to Project components. Although above-ground collector infrastructure has the potential to obstruct views, any direct obstruction would be localized to very specific vantage points directly between poles and the resource. Furthermore, above-ground poles and lines are located along roads throughout the island and are not likely to detract from views due to their ubiquitous nature.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

Given that the limits of the road RoW are between 11 m and 21 m north of the residence at 4125 South Shore Road, it is unlikely that construction within a 50 m bufferzone can be avoided. Maximum acceptable vibration levels, or peak particle velocity (PPV) levels, should be determined by a qualified engineer. Construction should be monitored to ensure that PPV levels are not exceeded. All Project activities should cease if levels are exceeded until a solution can be determined.

5.3.6 2750 Front Road, BHR 6

The residence at 2750 Front Road was identified during the visual survey as a property with potentially significant heritage value. Although the eastern portion of the building is a more recent construction, the western portion of the building is a one and a half storey plaster-clad, stone Classic Revival cottage style residence. Character-defining features of the building include lug sills below each window and a multi-pane transom above the front door. Although the roofing material has been replaced with asphalt shingles, the roof retains its Classical Revival corner returns and projecting verges on the western elevation with moulded soffit (Plate 6). The front elevation of the building is asymmetrical with a central door, two windows west of the door and one window east of the door. The first floor windows are twelve-over-twelve and the second floor windows are four-over-four (Plate 6).

The residence is located on the north side of Front Road in Lot 15, North Shore Concession (Figure 4). The lot was included in the large sum of land granted to John Johnson in 1796, later purchased by J.A. Macdonnell Esq. (Burleigh, 1980). The house was constructed around 1838 by Hugh Patterson.

Both the 1860 Walling map and the 1878 Meacham map show John Gibson as the occupant of the property (Figures 6 and 9). Furthermore, both maps indicate a building in the same location as 2750 Front Road. The 1851 Nominal and Agricultural Census data records John Gibson as a

sixty year old school teacher (LAC, 1851). The census also includes his wife Jane and eight children, his youngest son John was four at the time of the 1851 census and is likely the John Gibson indicated on the 1878 map of the Island. The census also indicates that the family lived in a one storey log house (LAC, 1851). Based on the form of the extant western portion of the building, it is possible that siding and subsequent plaster-cladding mask the original log house.

Plate 6: 2750 Front Road, BHR 6

Table 6: Evaluation of 2750 Front Road as per O.Reg.9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The western portion of 2750 Front Road is an excellent example of cottage-style Classic Revival architecture which dates from circa 1830 to 1860 (Humphreys and Sykes, 1980). The modest cottage style is not unlike examples found in nearby Kingston. It is furthermore possible that the plaster-cladding is masking log construction which would certainly be considered rare on the Island. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The exterior of the building, in general, lacks decorative details with the exception of subtle cornice returns and a moulded soffit. The property cannot, however, be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.

iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
If, in fact, this is the home built for/by the elder John Gibson then it would certainly meet this criterion as being directly associated with one of the Island's first school teachers. The building would also be associated with the theme of Irish immigration, as Mr. Gibson and his wife were originally from Ireland. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
2750 Front Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
2750 Front Road overlooks the Bay of Quinte and is sheltered from the road by large trees. Furthermore, the style and scale of the building is consistent with the character of the rural portions of Front Road. The building supports the character of the surrounding cultural landscape. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The property at 2750 Front Road is consistent with the rural character of Amherst Island and more specifically the Front Road landscape. It is visually linked to the Front Road landscape. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Impact Assessment

2750 Front Road is located on the north side of Front Road, opposite one of the proposed Operations and Maintenance Building locations (Figure 4). It is situated approximately: 865 m, 1200 m, 1560 m, and 1950 m northwest of turbines S30, S26, S18, and S13, respectively, and 1810 m, 1980 m, and 2160 m northwest of turbines S28, S12, and S33 (Figure 4). The proposed buried collector line is also located along the Front Road allowance in the vicinity of 2750 Front Road (Figure 4). The collector line RoW is located between 19 m and 36 m south of the nearest structure at 2750 Front Road.

Destruction - No direct Project-related negative impacts are expected with respect to destruction; however there is the potential for the construction indirect impacts resulting from construction vibrations.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – The building is located on the north side of the road and all turbines will be at the viewers' back when viewing the property. As a result, no negative impacts are expected with regard to Project components. Although above-ground collector infrastructure has the potential to obstruct views, any direct obstruction would be localized to very specific vantage points directly between poles and the resource. Furthermore, above-ground poles and lines are located along roads throughout the island and are not likely to detract from views due to their ubiquitous nature.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

Given that the buried collector line will be located between 27 m and 34 m from the residence at 2750 Front Road, maximum acceptable vibration levels, or peak particle velocity (PPV) levels, should be determined by a qualified engineer. Construction should be monitored to ensure that PPV levels are not exceeded. All Project activities should cease if levels are exceeded until a solution can be determined.

5.3.7 3190 Front Road, BHR 7

3190 Front Road, Poplar Dell, located on the north side of the road in Lot 11, North Concession, was identified during the visual survey as a property with potentially significant heritage value (Figure 4). The property includes a residential building, agricultural outbuildings and fields, stone fencing and numerous mature trees that provide a canopy east of the residence (Plates 7, 8 and 9). The residence was constructed in three separate building events, over several generations, representing three different architectural styles (Plate 7).

The Preston family arrived on Amherst Island in 1822 and settled Poplar Dell. The westernmost portion building was constructed shortly after their arrival in stone. The second stone building (the eastern portion) was constructed in 1846 using stone cut at the Kingston Penitentiary and was subsequently occupied by David H. Preston following his 1850 marriage to Eliza Howard. The building is shown on both the 1860 Walling map and the 1878 Meacham map of the Island (Figures 6 and 9). The Walling map shows David H. Preston to be the occupant of Lot 11 and possibly Lot 10 (Figure 6). This is consistent with 1851 census data, which indicates that David Preston (age 28) farmed Lot 10 and Isaac Preston (age 25) farmed Lot 11 (LAC, 1851). The census indicates that both were living in one storey stone houses at the time; Isaac in the western structure and David in the later eastern structure. The wooden structure in the centre

was constructed at a later unknown date to connect the two (Amherst Island Women's Institute, n.d.).

The westernmost portion of the building is limestone stone with plaster-cladding. The one and a half storey building is vernacular, but most closely resembles the Regency style, having second storey dormers, a covered porch across the front with decorated posts, and a wide door frame with sidelights. Windows on both storeys of the front elevation are eight-over-eight panes with lug sills. A chimney is located near the centre of the wing (Plate 7). A closed in porch is located on the rear elevation.

The central portion of 3190 Front Road is a two storey vernacular residential building with a steep gabled roof and a stone foundation (Plate 7). Windows are rectangular, including the cellar windows. The entrance to the building is located on the western elevation, leading onto the front porch of the western wing. Decorative features include the detailed bargeboard along the gable.

The easternmost portion of the building is constructed in stone in a Gothic Revival style (Plate 8). The gable above the door is quite severe and is bordered with decorative bargeboard. All of the windows are rectangular, with lugsills and flat arch headers in stone. Cellar windows are visible from the road. The central door is framed by multi-pane sidelights (also with lug sills) and an arched transom. Chimneys are located at either end of this wing. This portion of the building is the only example of Gothic Revival Cottage architecture in stone recorded on the island. An interesting Gothic Revival Cottage variant of this example is the second gable above a second storey window (Plate 8). This pattern is mirrored on the rear elevation.

Poplar Dell may be associated with William Lyon Mackenzie's 1837 rebellion in Upper Canada. Toward the end of the rebellion, radicals reportedly arrived in boats late one night to attack the Preston home. They were subsequently turned back by Mr. Preston and his sons (PROPEL, 1982).

Table 7: Evaluation of 3190 Front Road as per O.Reg.9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The residential building at 3190 Front Road provides excellent examples of three different architectural styles which were common on the Island and in this region of Upper Canada at the time of their construction. The property also provides examples of numerous 19th century agricultural outbuildings. The property furthermore includes an example of the stone dry-fencing that was once found throughout the Island. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit

The property is well-constructed and maintained and is demonstrative of a high degree of craftsmanship over several generations.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
Given the association of this property with the Preston family, early settlers to the Island and the properties possible association with the 1837 Rebellion, this property is considered to have direct associations to persons and events that are significant to the community. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
3190 Front Road has the potential to yield information that would contribute to the understanding of the community of Amherst Island. The subject property satisfies this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building demonstrates the work of Isaac Preston. The subject property satisfies this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The residence, outbuildings, and stone fencing support the character of the area. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The property at 3190 Front Road is consistent with the character of Amherst Island and more specifically the rural Front Road Landscape. The property is visually and historically linked to the surrounding landscape. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 7: 3190 Front Road, BHR 7

Plate 8: 3190 Front Road, Gothic Revival Cottage wing

Plate 9: 3190 Front Road, Irish stone fence

Impact Assessment

Turbines in the vicinity of 3190 Front Road include: S30, S18, and S13 approximately 755 m, 1600 m, and 1970 m to the southeast, respectively; S07 and S14 approximately 1560 m and 2015 m to the south, respectively; and S15 approximately 1470 m to the southwest, respectively (Figure 4). In addition to the turbines in the vicinity of the property, the proposed buried collector line runs along the Front Road road allowance, between 2 m and 15 m south of the dry stone fence and 16 m to 25 m south of the nearest structure (Figure 4).

Destruction - No direct Project-related negative impacts are expected with respect to destruction; however, there is the potential for transportation of heavy machinery and Project components or any below-grade construction of the collector line to indirectly affect the structural integrity of narrowly set back structures and features, including the structures and vulnerable fixtures of the residence, outbuildings, the 1820s brick bake oven, and dry stone fencing throughout the property (Plate 9).

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – No direct obstructions are expected as a result of the turbines. The building is situated on the north side of the road and, as a result, views from the road will not be directly or indirectly obstructed by the turbines, all of which are located on the south side of the road (Figure 4). Although above-ground collector infrastructure has the potential to obstruct views, any direct obstruction would be localized to very specific vantage points directly between poles and the resource. Furthermore, above-ground poles and lines are located along roads throughout the island and are not likely to detract from views due to their ubiquitous nature.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

Given that construction cannot be avoided within a 50 m bufferzone of the structures at 3190 Front Road (the nearest structure is located between 16 m and 23 m north of the collector line RoW), maximum acceptable vibration levels, or peak particle velocity (PPV) levels, should be determined by a qualified engineer. Construction related to the buried collector line should be monitored to ensure that PPV levels are not exceeded. All Project activities should cease if levels are exceeded until a solution can be determined.

Prior to any Project activities within 50 m of the property, the dry stone wall and any buildings containing heritage value should be documented. Any damage resulting from the construction should be repaired to a pre-Project state immediately following construction.

5.3.8 12405 Front Road, BHR 8

The residence at 12405 Front Road was identified during the visual survey as a property with potentially significant heritage value. The one storey Regency style residence at 12405 Front Road is likely frame construction. Character-defining elements of the building include the hip roof with chimneys at both ends and the large, multi-pane windows. The front door has a wide frame with a substantial lintel and sidelights (Plate 10).

The building is situated on the south side of the road in Lot 12, Concession 1 (Figure 2). The building is likely the one shown immediately west of the inn in J. McGuiness' property on Walling's 1860 map (Figure 6). A building is also shown in its location on the 1878 map of the Island in the property owned by Miss C. McGuiness (Figure 7). The residence is located near Emerald, at the crossroads of Front Road and Emerald 40 Foot Road, which at its height was the location of a thriving dock and general store.

Table 8: Evaluation of 12405 Front Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
12405 Front Road is rare example of Regency-style architecture on the Island and its design is unique on the Island. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The property cannot be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The building at 12405 Front Road is related to the development of Emerald and its shipping industry. It is also associated with the McGuiness family and the mid-19th century Irish immigration to the Island. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
12515 Front Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The residence at 12405 Front Road is considered by this study to be an important component in the character of Emerald. It is likely the oldest example of vernacular residential architecture at the crossroads of Emerald 40 Foot Road and Front Road. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The building is visually and historically linked to the surrounding Emerald landscape. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 10: 12405 Front Road, BHR 8

Impact Assessment

12405 Front Road is not adjacent to any Project components. The closest Project components are turbines S01 and S29, approximately 1290 m and 1700 m to the southeast (Figure 2).

Destruction – No direct Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views –The building is located on the south side of the road and is surrounded by hedges and trees (Plate 10). Based on the distance of the turbines to the property and the treed nature of the property the turbines are unlikely to be visible from most vantage points when viewing 12405 Front Road (Visual Aid 2).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.9 12515 Front Road, BHR 9

The residence at 12515 Front Road was identified during the visual survey as a property with potentially significant heritage value. The one and a half storey cottage-style residential building is constructed on a rectangular plan with a metal gable roof and wood cladding (Plate 11). The building has a wide front door frame with rectangular windows on either side. The window on the second storey is off-centre. One character-defining element of the building is the covered porch along the front with decorated posts (Plate 11).

The building is situated on the south side of the road in Lot 12, Concession 1 (Figure 2). The building is likely the second shown west of the inn in J. McGuiness' property on Walling's 1860 map (Figure 6). A building is also shown in its location on the 1878 map of the Island in the property owned by Miss C. McGuiness (Figure 9). The residence is located near Emerald, at the crossroads of Front Road and Emerald 40 Foot Road, which at its height was the location of a thriving dock and general store (Figure 11).

Table 9: Evaluation of 12515 Front Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
12515 Front Road is an example of vernacular cottage-style architecture. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The property cannot be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.

The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The building at 12515 Front Road is related to the development of Emerald and its shipping industry. It is also associated with the McGuiness family and the mid-19th century Irish immigration to the Island. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
12515 Front Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The residence at 12515 Front Road is considered by this study to be an important component in the character of Emerald. It is likely the oldest example of vernacular residential architecture at the crossroads of Emerald 40 Foot Road and Front Road. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
12515 Front Road is visually and historically linked to the surrounding Emerald cultural landscape. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 11: 12515 Front Road, BHR 9

Impact Assessment

12515 Front Road is not adjacent to any Project components. The closest Project components are turbines S01 and S29, approximately 1415 m and 1825 m to the southeast (Figure 2).

Destruction – No direct Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views –The building is located on the south side of the road and is surrounded by hedges and trees (Plate 11). Based on the distance of the turbines to

the property and the treed nature of the property the turbines are unlikely to be visible when viewing 12515 Front Road (Visual Aid 2).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.10 12525 Front Road, BHR 10

The church at 12525 Front Road was identified during the visual survey as a property with potentially significant heritage value. The one storey red brick building was constructed around 1877 as Christ Church. Christ Church was deconsecrated in 1975 and was leased as a summer residence until 1987 when it became St. Bartholomew's Roman Catholic Church following the 1986 fire that destroyed the original Catholic Church (Amherst Island Women's Institute, n.d.). Pressure for the construction of the church came from the Fowler and Howard families. Daniel Fowler is believed to have contributed up to half of the cost of construction and is known to have been heavily involved in the church's design.

The building is frame construction with red brick on three exterior walls. The rear wall is plaster-clad with three lancet arch windows behind the altar (Plate 12). The church is generally a simple rural design with a small vestibule leading to a nave. The building has a simple gable roof with delicate bargeboard trim along the eaves and finials at the apex of both gables (Plate 13). Details such as the decoration around the windows are evidence of Daniel Fowler's influence on the design of the church (Plate 14).

The building is located on the south side of Front Road, in Lot 12, Concession 1 (Figure 2). The church is shown on Meacham's 1878 map of the Island (Figure 7). The c. 1877 church was constructed on land donated by the McGinnis family.

Table 10: Evaluation of 12525 Front Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The church at 12525 Front Road is an excellent example of mid-19th century rural church architecture. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The church displays a high degree of artistic merit. The subject property satisfies this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it does not demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The church is directly associated with both the Church of England and the Roman Catholic Church. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
12525 Front Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building demonstrates the work or ideas of Daniel Fowler. The subject property satisfies this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The church at 12525 Front Road supports the character of its surroundings. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
As the church is currently active, it is considered by this study to be functionally and historically linked to the surrounding area. The subject property satisfies this criterion.
iii. is a landmark
The subject property satisfies this criterion.

Plate 12: Rear of St. Bartholomew's Catholic Church, BHR 10

Plate 13: Front elevation, St. Bartholomew's Catholic Church, BHR 10

Plate 14: Detail of windows, St. Bartholomew's Catholic Church, BHR 10

Impact Assessment

12525 Front Road is not adjacent to any Project components. The closest Project components are turbines S01 and S29, approximately 1420 m and 1830 m to the southeast (Figure 2).

Destruction – No direct Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views –The building is located on the south side of the road and is surrounded by trees (Plate 13). Based on the distance of the turbines to the property and the treed nature of the property the turbines are unlikely to be easily visible when viewing 12525 Front Road (Visual Aid 2).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.11 12675 Front Road, BHR 11

The residence at 12675 Front Road was identified during the visual survey as a property with potentially significant heritage value. The one and a half storey Ontario Cottage style residential building is constructed on a rectangular plan with a metal gable roof and wood cladding (Plate 15). The building has a wide front door frame with rectangular windows on either side. Character-defining elements of the building include: the wide front door frame with transom window and sidelights, and the wide covered porch with decorative woodwork below the eaves. One of the key features of this property is the stone dry fence along the road (Plate 15).

The building is situated on the south side of the road in Lot 11, Concession 1 (Figure 2). The building is in the same location as one shown on Walling's 1860 map (Figure 6). A building is also shown in its location on the 1878 map of the Island in the property owned by John Howard (Figure 7).

Table 11: Evaluation of 12675 Front Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
12675 Front Road is an example of Ontario Cottage architecture. It is one of the few surviving *in situ* examples of stone dry-fencing in a residential setting. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property and fencing is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. Neither can be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
The dry stone fencing associated with this property satisfies this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The building at 12675 Front Road was likely constructed in the second half of the 19th century by John Howard who is included in the 1851 Nominal Census as the eldest son Edward Howard, one of the early settlers of Amherst Island. The dry stone fencing, which was once a prevalent feature of the Island, is representative of the ingenuity of early settlers of the Island in adapting to the natural elements. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture

12675 Front Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The residence at 12675 Front Road is certainly in keeping with the rural character of its surroundings. The stone fencing along the road provides a rare example of *in situ* stone fencing and is considered by this study to be important in maintaining the character of the Island, representing the settlers' ingenuity in adapting to the natural environment. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The farmhouse at 12675 and its stone fencing are visually linked to the surrounding area. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 15: 12675 Front Road, BHR 11

Impact Assessment

12675 Front Road is not adjacent to any Project components. The closest Project components are turbines S01 and S29, approximately 1515 m and 1920 m to the southeast (Figure 2).

Destruction – No direct Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views –The building is located on the south side of the road and is surrounded by trees (Plate 15). Based on the distance of the turbines to the property and the treed nature of the property the turbines are unlikely to be visible when viewing 12675 Front Road (Visual Aid 2).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.12 12945 Front Road, BHR 12

The residence at 12945 Front Road was identified during the visual survey as a property with potentially significant heritage value. The one and a half storey redbrick Ontario Cottage style building has a wide front gable and a metal roof. Character-defining features of the building include: wide lug sills below the windows, a wide front door with an arched multi-pane transom and multi-pane sidelights, the arched window below the front gable, and monochromatic brick headers above each of the openings (Plate 16).

The building is located on the south side of the road in Lot 10, Concession 1 (Figure 2). It was most likely constructed for John Morrow sometime before 1851. The 1851 census data indicates that John Morrow, a forty year old farmer from Ireland, lived on the property with his wife Catherine and four children (LAC, 1851). This is likely the frame house indicated on the 1851 Census. Walling's 1860 map of the Island shows a structure in the same location, as does the 1878 Meacham map (Figures 6 and 7).

Table 12: Evaluation of 12945 Front Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
12945 Front Road is a rare example of brick Ontario Cottage style on the Island. The residence is furthermore, an early example of the style (pre-1851). The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The residence is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. It cannot be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it does not demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The building at 12945 Front Road was constructed in the first half of the 19th century for John Morrow and his family. The building is directly associated with the early settlement of the Island by Irish immigrants. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
12945 Front Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The farmhouse at 12945 Front Road is well-suited to its surrounding area in terms of the style, age, scale, and set back of the building and the treed nature of the property in general. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The farmhouse at 12945 and its treed property is visually and historically linked to the surrounding landscape. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 16: 12945 Front Road, BHR 12

Impact Assessment

12945 Front Road is not adjacent to any Project components. The closest Project component is turbine S01, approximately 1790 m to the southeast (Figure 2).

Destruction – No direct Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views –The building is located on the south side of the road and is surrounded by trees (Plate 16). Based on the distance of the turbines to the property and the treed nature of the property the turbines are unlikely to be visible when viewing 12945 Front Road (Visual Aid 2).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.13 13555 Front Road, BHR 13

The residence, with its associated barn and stone fence, at 13555 Front Road was identified during the visual survey as a property with potentially significant heritage value. The one storey, wood-clad, cottage style building is a rare remaining example of low income vernacular architecture which was at one point very common on the Island, particularly during the settlement of Irish immigrants during the mid-19th century. The property is characterized by the modest scale of the frame house, the closely associated vernacular barn with fieldstone foundation, and the stone dry-fence with large, round gate posts (Plates 17 and 18).

The residence, barn and fencing are located in Lot 9, Concession 1, on the south side of Front Road (Figure 2). When the 1860 Walling map of the Island was made, Samuel Barry occupied the lot with his wife Jane and six children. Samuel Barry, originally from Ireland, settled on the Island in the first half of the 19th century. A house is shown in the same location as 13555 Front Road on the 1860 Walling map and the 1878 Meacham map (Figures 6 and 7).

Table 13: Evaluation of 13555 Front Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
13555 Front Road is representative of one storey frame construction that would have been quite common on Amherst Island throughout the 19th century. The residence's close association with the vernacular barn directly east and the stone dry-fence that runs along the road are also quite representative of what would have been very common among Irish settlers. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The residence is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. Neither can be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
The dry stone fencing satisfies this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The property is associated with the Barry family and, as a result, the Irish settlement of the Island in the 19th century. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture

13555 Front Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The property and all of its components (*i.e.,* the house, the barn, the fence) is consistent with the surrounding landscape. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The property is visually and functionally linked to the surrounding cultural landscape. This property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 17: 13555 Front Road, BHR 13

Plate 18: Barn at 13555 Front Road

Impact Assessment

13555 Front Road is not adjacent to any Project components. The nearest visible Project components, turbines S01 and S17, are located approximately 2260 m and 2890 m to the southeast, respectively (Figure 2).

Destruction – No direct Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – Based on the distance of Project components to the property, Project components are unlikely to be visible in a way that detracts from the residence, barn and stone fencing when viewing 13555 Front Road (Visual Aids 1 and 2).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.14 13895 Front Road, BHR 14

The residence at 13895 Front Road was identified during the visual survey as a property with potentially significant heritage value. The one storey building is a rare example of cottage/residential architecture in the modern style. The building is set back from the road on elevated topography (Plate 19). The treed backdrop and canopy exemplify the modern residential style of the 1960s as does the triangular front elevation with large windows.

Table 14: Evaluation of 13895 Front Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The residential building at 13895 Front Road is a rare example of modern architecture on Amherst Island. The building is a good example of the style and it exemplifies the integral relation between modern architecture and nature. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The residence is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. Neither can be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
No direct associations have been identified to any theme, event, belief, person, activity, organization or institution that is significant to the community. The subject property does not satisfy this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
13895 Front Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The property is important in defining the evolution of land use along the western end of Front Road. This property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
This property is visually and historically linked with the evolution of the surrounding cultural landscape. This property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 19: 13895 Front Road, BHR 14

Impact Assessment

13895 Front Road is not adjacent to any Project components. The nearest visible Project components, turbines S01 and S17, are located approximately 2510 m and 2910 m to the southeast, respectively (Figure 2).

Destruction – No direct Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – Based on the distance of Project components to the building and the treed nature of the property, Project components are unlikely to be visible when viewing 13895 Front Road (Visual Aids 1 and 2).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.15 14005 Front Road, BHR 15

The residence at 14005 Front Road, 'the Cedars', was identified during the visual survey as a property with potentially significant heritage value. The one and a half storey Ontario Cottage style building is plaster-clad. The building is surrounded by trees, some of them cedars. Character-defining features of the building include the geometric trim along the eaves that is designed to cast shadows on the walls throughout the day, diamond-shaped finial at the peak of the front gable, dark green borders around the windows and front door, and the latticework pavilion in the front yard where the family is said to have taken their meals during the summer months (Amherst Island Women's Institute, n.d.).

Daniel Fowler immigrated to Upper Canada in 1843 with his wife Elizabeth and three children, settling in Lot 7, Concession 1. The extant building was constructed by Fowler himself from 1848 to 1850 after the original home was lost to fire. The residence is shown on both the 1860 Walling's map and the 1878 Meacham map (Figures 6 and 7). The Illustrated Historical Atlas of the Counties of Frontenac, Lennox and Addington includes a sketch of the Cedars as it stood in 1878. The extant property has changed little from the time of the sketch, although the trees have matured and the front yard of the building is no longer as open (Meacham, 1878).

Daniel Fowler was born in London in 1810 and studied law prior to the death of his father. Fowler studied under landscape artist J.D. Harding. Poor health led him to emigrate to Upper Canada and upon arriving he gave up painting until the 1860s to focus on farming. Fowler is known for painting dead game, flowers and landscapes. Of his landscapes, several depict Amherst Island. Fowler attained modest success winning several prizes at the Provincial Exhibition in Kingston and other competitions in Canada and the United States. He also became, by invitation, a member of the newly formed Ontario Society of Artists (Meacham, 1878).

A plaque erected by the Ontario Archaeological and Historic Sites Board was erected on the property on October 11, 1959, to commemorate Daniel Fowler (Plate 21). Information received from the Coordinator of the Ontario Heritage Trust Plaque Program regarding the plaque is included in Appendix C.

Table 15: Evaluation of 14005 Front Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
Unlike the majority of buildings on the Island which are modest, vernacular constructions lacking ornate detail, the property at 14005 Front Road is unique in that the builder, Daniel Fowler, included highly artistic details. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The residence and pavilion were designed by Daniel Fowler himself. The trim along the eaves illustrate the artist's understanding of the way shadows would be cast on the walls. Attention has been paid to other decorative details which include borders around the doors and windows. The subject property satisfies this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The building is directly associated with Daniel Fowler. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
Although the property likely has the potential to yield information contributing to an understanding of Fowler's work, it is not likely to yield information that contributes to an understanding of the community as a whole. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building was designed and built (at least in part) by Daniel Fowler. The unique trim along the eaves, in particular, demonstrates Fowler's understanding and use of shadows and light. The lattice-work pavilion in the in front of the residence is an important representation of Daniel Fowler's relationship with nature as it is the place where the family is said to have taken meals during the summer months. The subject property satisfies this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
14005 Front Road certainly supports the character of the northwest end of the Island and is considered by this study to be an important feature in defining that character, a key feature of which is the treed nature of the road and which opens up to reveal the historic properties lining the road. Daniel Fowler and his family were integral in creating that character which epitomizes the romantic landscape principals of pathways leading to new and surprising 'scenes' or 'pictures'. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The residence at 14005 Front Road and its associated components are visually and historically linked to the surrounding cultural landscape. This property satisfies this criterion.
iii. is a landmark
The residence at 14005 Front Road can be considered to be a landmark on Amherst Island. The property includes a plaque commemorating Daniel Fowler. The subject property satisfies this criterion.

Plate 20: 14005 Front Road, BHR 15

Plate 21: Plaque at 14005 Front Road, BHR 15

Impact Assessment

14005 Front Road is not adjacent to any Project components. The nearest visible Project components, turbines S01 and S17, are located approximately 2630 m and 2935 m to the southeast, respectively (Figure 2).

Destruction – No direct Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – Based on the distance of Project components to the building and the treed nature of the property, Project components are unlikely to be visible when viewing 14005 Front Road (Plate 20, Visual Aids 1 and 2).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.16 15095 Front Road, BHR 16

The residence at 15095 Front Road was identified during the visual survey as a property with potentially significant heritage value. The one and a half storey stone cottage style house is an excellent example of early 19th century stone construction. The residence is associated with: a stone outbuilding, stone fencing along the road, and mature trees which create a canopy over the buildings (Plate 22). Character-defining features of the residential building include the wide front door frame with sidelights, two large windows on either side of the door, smaller second storey windows, corner returns on the side elevations, stone front porch, and protruding lug sills. The stone fencing along the property includes vertical stones along the top and stone columns at the ends and corners (Plate 22). The outbuilding is one of the best preserved and largest examples of stone outbuilding architecture on the Island.

The buildings and stone fence are located in Lot 3, Concession 1 on the south side of Front Road (Figure 2). The building was constructed by the McMullen family around 1842. Neil McMullen, his wife Bridget and his father Eneus emigrated from Ireland and settled in Lot 3, Concession 1, where Neil and his wife raised their five children. The 1851 census indicates that the family lived in a one storey stone house, which is almost certainly the extant residence. The house is shown on the 1860 Walling's map (Figure 6). The 1878 Meacham map indicates that John McMullen, the couple's second eldest son, owned the property at the time (Figure 7).

Table 16: Evaluation of 15095 as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
15095 Front Road is an excellent example of early 19th century stone cottage-style construction with what is likely the longest example of extant stone fencing on a residential property on the Island. The outbuilding visible from the road is perhaps the best example of stone outbuilding architecture on Amherst Island. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The residence is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The outbuilding and fencing, on the other hand, appear to display a high degree of craftsmanship. The subject property satisfies this criterion.
iii. demonstrates a high degree of technical or scientific achievement
The dry stone fencing satisfies this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The property at 15095 is associated with the McMullen family and therefore the theme of early Irish settlement on the island. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
15095 Front Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The property at 15095 is considered by this study to be important in defining and maintaining the character of the northwest end of Amherst Island. Front Road, in the vicinity of the property, is characterized by a thick canopy that opens up around bends to uncover specific residences. In particular, it includes a number of mature trees that reinforce the canopy of the area and as the viewer passes the property, they encounter various views of the property that include the stone fence, cottage and the outbuilding. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The property is visually and historically linked to the surrounding landscape. This property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 22: 15095 Front Road, BHR 16

Impact Assessment

15095 Front Road is not adjacent to any Project components. The nearest visible Project components, turbines S01 and S17, are located approximately 3610 m and 3445 m to the southeast, respectively (Figure 2).

Destruction – No direct Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – Based on the distance of Project components to the building and the treed nature of the property, Project components are unlikely to be visible when viewing 15095 Front Road (Plate 22, Visual Aids 1 and 2).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.17 20 Emerald 40 Foot Road, BHR 17

The currently vacant building at 20 Emerald 40 Foot Road was identified during the visual survey as a property with potentially significant heritage value. The one storey general store building stands at the crossroads of Emerald 40 Foot Road and Front Road (Plates 23 and 24). Little remains of the small shipping yard on the north side of the road that is associated with the store (Plates 25 and 26). The store is a simple vernacular frame construction with wood-cladding. Both the front and rear elevations have a central door flanked by large rectangular windows. The front elevation has a window above the door. It is one of three remaining examples of commercial General Store architecture remaining on the Island and is the only one outside of Stella.

The building is located in Lot 12, Concession 1 at the southwest corner of the intersection of Front Road and Emerald 40 Foot Road in the former hamlet of Emerald (Figure 2). The building was constructed on the land owned by J. McGuiness sometime after the 1860 Walling map of the Island in the location of a former Inn (Figure 6). A building is shown in its location on the 1878 Meacham map (Figure 11). Although the building has not been in use for many years, the building has been maintained and repaired by residents since its abandonment as a commercial building.

Table 17: Evaluation of 20 Emerald 40 Foot Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The Emerald General Store is the only example of rural commercial architecture on the Island and the only General Store not in Stella. The construction of the store is more utilitarian in design than the Island's other General Stores, lacking the front porch and showcase windows found in the Village of Stella examples. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The building is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The outbuilding and fencing, on the other hand, appear to display an high degree of craftsmanship. The subject property satisfies this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The Emerald General Store is associated with the development of the hamlet of Emerald as a shipping port for that portion of the Island. Little remains of the shipping yard itself. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
The Emerald General Store is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
Little remains of the other buildings and structures that serve to interpret the history of Emerald (*i.e.,* the school, the post office, the shipping docks). For that reason, the General Store, situated at the crossroads of Emerald, serves as a signifier for residents and visitors that the crossroads is a defined community. The subject property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The Emerald General Store is historically linked to the hamlet of Emerald and the shipping yards, little evidence of which remains. The subject property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 23: Front elevation of 20 Emerald 40 Foot Road, BHR 17

Plate 24: Rear Elevation of 20 Emerald 40 Foot Road, BHR 17

Plate 25: Extant remains of shipping yard

Plate 26: Extant remains of shipping yard

Impact Assessment

20 Emerald 40 Foot Road is not adjacent to any Project components. The nearest Project components are turbines S01 and S29, approximately 1995 m and 1570 m to the east (Figure 2).

Destruction – No direct Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – Based on the distance of Project components to the building, the narrow setback of the General Store and the fact that the primary significant views of the building which reinforce its contextual and associative value are north towards the lake with the viewers' back to the Project components, the Project is unlikely to have a great impact on views of the Emerald General Store (Plates 23 and 24, Visual Aids 1 and 2).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.18 Emerald 40 Foot Road & Second Concession Road, BHR 18

The Irish dry stone wall at the southeast corner of Emerald 40 Foot Road and Second Concession Road was identified during the visual survey as a potentially significant cultural heritage resource. The fence is a series of flat stones stacked horizontally with a row of vertical stones along the top (Plates 27 and 28). The fence has been restored as part of an initiative by the Amherst Island Women's Institute over the past decade. The practice of dry stone wall construction is characteristic of early Irish settlers and the construction and use of the walls was once widespread on Amherst Island (Dry Stone Walling Across Canada, 2011).

Table 18: Evaluation of Stone Wall, Emerald 40 Foot and Second Concession Roads as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The stone fence at the intersection of Emerald 40 Foot Road and Second Concession Road is of particular interest on the Island because of its scale and the design of the wall, which bends at the intersection of the two roads. The resource satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
Although partially reconstructed, the large scale of the wall is impressive as is the curve at the intersection. The resource satisfies this criterion.
iii. demonstrates a high degree of technical or scientific achievement
The dry-stone fence satisfies this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The use of this particular technique and style of stone fence construction is a material manifestation of the early settlement of the Island by settlers from Ireland. Furthermore, the attention paid by the Women's Institute and their volunteers over the past decade to the restoration of portions of this stone wall and the wall at the Pentland Cemetery illustrates the social importance of the resource. The Amherst Island Women's Institute is one of the earliest in the province, having celebrated their 100th anniversary in 2000. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
The fence is the manifestation of the information that has already been gained in the understanding of this type of stone fence construction. The subject property satisfies this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The fence does not reflect the work of an individual. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The use of stone fences across the island is an important character-defining feature of the Island. The resource satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The fencing is visually and historically linked to its surrounding. The subject property satisfies this criterion.
iii. is a landmark
The fence marks the crossroads of Emerald 40 Foot Road and Second Concession Road and, as such, might be viewed as a landmark. The resource satisfies this criterion.

Plate 27: Stone fence, corner of Emerald 40 Foot Road and Second Concession Road, BHR 18

Plate 28: Stone fence, detail

Impact Assessment

The dry stone fence at the corner of Emerald 40 Foot Road and Second Concession Road is adjacent to the property where turbine S08 is located (Figure 2). Other Project components in the vicinity of the stone fence include turbines S08 and S32, approximately 1150 m and 755 m to the south-southeast, respectively, and S17 and S10, approximately 1070 m and 1190 m to the south-southwest, respectively (Figure 2). The centerlines for the proposed access road and collector line to S32 and S08 are located within 25 m of the dry stone wall, 5 m and 6 m directly south, at its closest point.

Destruction – There is a potential for portions of the dry stone wall to be damaged by transportation of Project components or by the construction new Project infrastructure as a result of its narrow setback the road.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – The Project will not directly or indirectly obstruct significant views of the stone wall.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

Based on the close proximity of the access road and collector line for turbines S32 and S08 to the stone wall, Project activities (*i.e.,* transportation of machinery and Project components or construction of new infrastructure) cannot be avoided within 50 m of the dry stone wall.

Prior to any Project activities within 50 m of the dry stone wall, the wall should be documented. Any damage resulting from the construction should be repaired to a pre-Project state immediately following construction.

5.3.19 3475 Second Concession Road, BHR 19

The residence 3475 Second Concession Road was identified during the visual survey as a property with significant heritage value (Plate 29). The building is a one and a half storey frame Ontario Cottage style house with wood-cladding (Plate 30). Character-defining features of the property include the agricultural fields in the front and rear of the farmhouse and the mature tree line along the laneway east of the farmhouse. Character-defining features of the farmhouse

include the metal roof, rounded arch window below the front gable, decorative bargeboard with finial along the front gable, long wooden headers above the first storey windows and doors, and the wide front door frame with transom and sidelights (Plate 30).

The farmhouse is well set back from the road on the south side of Second Concession Road in part of Lot 53, Concession 2 (Figure 3). The 1851 Census indicates that the property was owned by John Weller, a 38 year old farmer from England, and his wife Jane, originally from Ireland. The couple lived in a one storey frame house with their four young children and John's parents, Thomas and Francis (LAC, 1851). The extant house is in the same position as the one shown on Mr. Weller's property on the 1860 Walling map and the 1878 Meacham map (Figures 6 and 8). Based on its style, it is likely the frame house mentioned in the 1851 Census.

Table 19: Evaluation of 3475 Second Concession Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The farmhouse at 3475 Second Concession Road is well-set back from the road and is closely associated with the property's agricultural fields and mature tree-line. Based on the set-backs of other farmhouses on Meacham's 1878 map, this property is very likely representative of how many of the properties on the road may have appeared in the 19th century. The farmhouse is modestly decorated; however the wide headers above the first storey windows and the front door are unique on the Island, possibly as a result of the Weller's British roots. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The exterior of the building cannot be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
Although the farmhouse was likely constructed prior to 1851, it is not considered by this study to be associated with the early settlement of the island or any other themes, events, beliefs, persons, activities, organizations or institutions that are significant to the community. The subject property does not satisfy this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
3475 Second Concesssion Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area

The farmhouse, surrounding agricultural fields and tree-line along the laneway support the character of the interior of the Island. This property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The property at 3475 Second Concession Road is historically and visually linked with the rural character of Amherst Island and more specifically the interior landscape. This property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 29: 3475 Second Concession Road, BHR 19

Plate 30: Farmhouse at 3475 Second Concession Road, BHR 19

Impact Assessment

The farmhouse at 3475 Second Concession Road is adjacent to the proposed buried collector line. It is also located on the same property as S05, approximately 990 m to the south, and adjacent to S20, approximately 760 m to the south, and its associated access road (approximately 60 m to centreline). Other Project components in the vicinity of 3475 Second Concession Road include: S16 and S23, approximately 940 m and 1420 m to the southwest; S04, approximately 2015 m to the northwest; S22, approximately 1270 m to the north-northwest; S31, approximately 1170 m to the northeast; and S34, approximately 895 m to the southeast (Figure 3).

Destruction – No direct Project-related negative impacts are expected with respect to destruction; however, there is the potential for construction vibrations resulting from the construction of the access road for S20 to have an indirect negative impact on the farmhouse given that the centerline for the access road is located 60 m to the east of the farmhouse (Figure 3).

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – Turbines located on the north side of the road are not expected to be within the viewscape when viewing 3475 Second Concession Road as they would be at the viewers' back (Figure 4).

It is possible that turbines S23, S16, S05, S20 and S34 may be within the viewscape when viewing 3475 Second Concession Road from various angles and vantage points. Presently, views of the property include a variety of components of varying heights, including: the farmhouse, barns, tree-line along the laneway, and numerous trees around the buildings. Views of 3475 Second Concession Road also include agricultural fields to the front and rear of the property and a woodlot located approximately 1200 m south of the farmhouse (Plate 29). The closest turbine, Turbine S20, is located in the property directly east of 3475 Second Concession Road, north of the woodlot. Based on the results of visual modelling for a typical two storey structure (Visual Aid 1) at a distance of approximately 1100 m from the road, S20 is not likely to be visible through the trees that line the laneway when viewing the property from the road. It is possible that S05 and S16 may be visible above the barns west of the farmhouse (Plate 29); however, they are unlikely to detract greatly from views of the farmhouse, barn and agricultural fields.

Although above-ground collector infrastructure has the potential to obstruct views, any direct obstruction would be localized to very specific vantage points directly between poles and the resource. Furthermore, above-ground poles and lines are located along roads throughout the island and are not likely to detract from views due to their ubiquitous nature.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; or change in land-use.

It is recommended that construction related to the access road to S20 be avoided within 50 m of structures at 3475 Second Concession Road. If construction within a 50 m bufferzone cannot be avoided, maximum acceptable vibration levels, or peak particle velocity (PPV) levels, should be determined by a qualified engineer. Construction should be monitored to ensure that PPV levels are not exceeded. All Project activities should cease if levels are exceeded until a solution can be determined.

5.3.20 4725 Second Concession Road, BHR 20

The residence at 4725 Second Concession Road was identified during the visual survey as a property with potentially significant heritage value. The building was constructed in two events; a one storey cottage-style portion with a full front porch, and a larger one and a half storey Ontario Cottage Style portion (Plate 31). Character-defining features include the porch on the one storey building with decorated woodwork along the eaves and a large, rectangular window and off-

centre entrance. Character-defining features of the larger Ontario Cottage Style portion include: the fine detail on the decorative bargeboard along the central gable and on the header of the second storey window, wide headers above the first storey windows and front door, and multi-pane transom and sidelights around the front door (Plate 31). Repair marks on the metal roof suggest that the building once had chimneys at either end. The property is framed by several mature trees.

The building is situated on the south side of the road in part of Lot 57, Concession 2 (Figure 2). The building was likely constructed by James Reed (sometimes Reid). James Reed is included in the 1851 Census as a 35 year old farmer from Ireland. His wife, Elizabeth, was originally from England. The couple lived in a one storey log house, which may survive as the small one storey portion of the farmhouse to the east.

Table 20: Evaluation of 4255 Second Concession Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The farmhouse at 4725 Second Concession Road represents two separate building styles; the earlier one storey portion of the building (likely log beneath the wood-cladding) is representative of constructions erected by Irish settlers to the island in the first half of the 19th century; and the one and a half storey Ontario Cottage Style construction which is representative of prevalent building styles as the settlers established their farms and were able to spend time, energy and money on their more permanent homes. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The woodwork along the eaves of the porch, below the gable and above the second storey window is more delicate and intricate than the majority of examples on the Island. The subject property satisfies this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it cannot be said to demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The farmhouse at 4725 Second Concession Road is associated with the Reed family, early Irish settlers on the Island. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
4725 Second Concession Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,

i. is important in defining, maintaining or supporting the character of an area
The Ontario Cottage Style residence suits the general rural character of Amherst Island. Both the building and the surrounding property support the character of interior of the Island and play a role in defining and maintaining that character. This property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The property at 4725 Second Concession Road is visually and historically linked to the surrounding cultural landscape. This property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 31: 4725 Second Concession Road, BHR 20

Impact Assessment

The farmhouse at 4725 Second Concession Road is adjacent to the proposed buried collector line (located between 12 m and 24 m to the south of the nearest structure on the property) and adjacent to S25, S35, S23, and S16, located approximately 1000 m, 1340 m, 1360 m, and 1650 m to the southeast (Figures 2 and 3). S32 and S08 are also located approximately 1350 m and 1700 m to the southwest. Other turbines located to the north of the farmhouse are unlikely to cause negative impacts to the heritage character of the farmhouse.

Destruction – No Project-related negative impacts are expected with respect to destruction; however there is the potential for the construction of new Project infrastructure, particularly below-grade infrastructure, to have and indirect impact as a result of construction vibrations.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views –It is possible that turbines S25, S35, S23, S32, and S08 will be visible from certain vantage points when viewing 4725 Second Concession Road. However, at distances of more than 1000 m from the farmhouse, turbines are unlikely to detract from views of the farmhouse in a way that would lessen the cultural heritage value of the property. Although above-ground collector infrastructure has the potential to obstruct views, any direct obstruction would be localized to very specific vantage points directly between poles and the resource. Furthermore, above-ground poles and lines are located along roads throughout the island and are not likely to detract from views due to their ubiquitous nature.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: shadows; obstruction of views; or change in land-use.

Given that the collector line RoW is located between 10 m and 18 m to the south of the farmhouse at 4725 Second Concession Road, construction within a 50 m bufferzone cannot be avoided. Maximum acceptable vibration levels, or peak particle velocity (PPV) levels, should be determined by a qualified engineer. Construction should be monitored to ensure that PPV levels are not exceeded. All Project activities should cease if levels are exceeded until a solution can be determined.

5.3.21 5950 Second Concession Road, BHR 21

The residence at 5950 Second Concession Road was identified during the visual survey as a property with significant heritage value. The building is a one and a half storey frame Ontario Cottage style house with wood-cladding (Plate 32). Character-defining features of the property include mature trees, arched multi-pane transom and side lights around the front entrance, lancet arch second storey window, and Classical Revival frames around the first storey windows (Plate 32). The farmhouse is associated with a number of agricultural fields and outbuildings as

well as several of the farmhouses adjacent to the property and the dry stone wall at the intersection of Emerald 40 Foot Road and Second Concession Road.

The farmhouse is located in the east half of Lot 60, Concession 2 (Figure 2). The east half of the Lot was owned by J. Hitchins on the 1860 map of the Island, a structure is shown in the current location of the house (Figure 6). By the time of the 1878 Meacham map, ownership of the property had transferred to William Hitchins (Figure 7).

Table 21: Evaluation of 5950 Second Concession Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The farmhouse at 5950 Second Concession Road is representative of mid-19th century architecture on the Island and incorporates Amherst Island features such as the multi-paned transom and sidelights although this example is manifested in an arched form. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The exterior of the building cannot be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it does not demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The building is associated with the Hitchins family, early settlers to the Island. Richard Hitchins was one of the first land agents for John Johnson. It is not associated with any other themes, events, beliefs, persons, activities, organizations or institutions that are significant to the community. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
5950 Second Concesssion Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The farmhouse supports the character of the interior of the Island; however, the contextual contribution is not considered by this study to be sufficient to satisfy the criterion. The subject property does not satisfy this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The farmhouse at 5950 Second Concession Road is visually and historically linked to its surroundings. This property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 32: 5950 Second Concession Road, BHR 21

Impact Assessment

The farmhouse at 5950 Second Concession Road is adjacent to the proposed buried collector line and the access road for turbines S32 and S08 which are located approximately 740 m and 1215 m to the south (Figure 2). The access road centerline and collector line are located approximately 24 m south of the barn associated with 5950 Second Concession Road, at the closest point. Other turbines in the vicinity of 5950 Second Concession Road include: S25, approximately 1615 m to the southeast; and S10 and S17, approximately 1435 m and 1395 m to the southwest (Figure 2).

Destruction – No Project-related negative impacts are expected with respect to destruction; however, there is the potential for the construction of new Project infrastructure within 50 m (*i.e.,* below-grade collector lines, access roads) to have and indirect impact, resulting from construction vibrations. This is particularly true with respect to the barn, located on the south side of the road on an area of shallow and exposed bedrock.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views –Turbines located on the north side of the road are not expected to be within the viewscape when viewing 5950 Second Concession Road as they would be at the viewers' back (Figure 4.1). It is likely that turbines S32, S08, S25, S10 and S17 will be visible when viewing 5950 Second Concession Road from certain vantage points; however, the location of the farmhouse in relation to the turbines and the presence of mature trees on the property should ensure that the turbines do not detract from views of the property.

Although above-ground collector infrastructure has the potential to obstruct views, any direct obstruction would be localized to very specific vantage points directly between poles and the resource. Furthermore, above-ground poles and lines are located along roads throughout the island and are not likely to detract from views due to their ubiquitous nature.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

It is unlikely that construction can be avoided within 50 m of the barn associated with 5950 Second Concession Road. Maximum acceptable vibration levels, or peak particle velocity (PPV) levels for the barn and its stone foundations, should be determined by a qualified engineer. Construction should be monitored to ensure that PPV levels are not exceeded. All Project activities should cease if levels are exceeded until a solution can be determined.

5.3.22 3775 Third Concession Road, BHR 22

The residence 3775 Third Concession Road was identified during the visual survey as a property with significant heritage value. The building is an irregular two storey vernacular farmhouse that has been added to in various building events over the past century and a half (Plate 33). Character-defining features of the property include mature trees, agricultural fields and outbuildings, and decorated woodwork along the roofline of the small front porch (Plate 33).

The farmhouse is located on the south side of Third Concession Road in the west part of Lot 15, Concession 3 (Figure 3). The 1851 census indicates that Hugh Robinson, a 70 year old farmer originally from Ireland, lived on the property with his wife Jane. Their two sons, John and Hugh, were a 30 year old sailor and a 26 year old farmer, respectively (LAC, 1851). The younger Hugh Robinson was living in Goderich at the time of the census. It is likely that the elder Hugh

Robinson passed away sometime between 1851 and 1860. Walling's 1860 map of Amherst Island shows a house in the location of 3775 Third Concession Road, belonging to J. Robinson (Figure 6). The house shown on the 1860 map is very likely the one storey log house listed in the 1851 Nominal Census (LAC, 1851). By the time of the 1878 map of the Island, the land had transferred ownership to David Caughey whose home was in the same location as both the extant house and the structure shown on the earlier Walling map (Figure 8).

Table 22: Evaluation of 3775 Third Concession Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The farmhouse at 3775 Third Concession Road is a vernacular structure that has clearly been added to and altered over time. The residence and its associated agricultural outbuildings represent the continuous use of the property for more than 150 years. The form is unique on the Island and may very well incorporate the pre-1851 log house. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
The property is well-constructed and maintained; however it does not display an unusually high degree of craftsmanship. The exterior of the building cannot be said to demonstrate a high degree of artistic merit. The subject property does not satisfy this criterion.
iii. demonstrates a high degree of technical or scientific achievement
Although the property appears to be well-constructed, it does not demonstrate an unusually high degree of technical or scientific achievement. The subject property does not satisfy this criterion.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The building is associated with the Caughey family, who has played a role in the community over the past 150 years and is mentioned often in the history of the Island. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
3775 Third Concession Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The farmhouse, surrounding agricultural outbuildings and fields and outbuildings support the character of the interior of the Island. This property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
Although the property at 3775 Third Concession Road is visually and historically to the surrounding landscape. This property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Plate 33: 3775 Third Concession Road, BHR 22

Impact Assessment

Project components in the vicinity of the farmhouse at 3775 Third Concession Road, include:

- Turbines S11, S03, and S09, approximately 1175 m, 1500 m, and 1875 m to the east;
- Turbines S35, S23, and S16, approximately 1560 m, 1595 m, and 1685 m to the north and northwest; and
- Turbines S05 and S20, approximately 1265 m and 1640 m to the northeast (Figure 3).

Destruction – No Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – Views of 3775 Third Concession Road are generally towards the south with nearby Project components to the viewers' back. No negative impacts are expected with respect to views.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No mitigation is recommended.

5.3.23 Lighthouse, BHR 23

A lighthouse located in Lot 3, Concession 1 was recorded during the site visit as a built heritage resource of potentially significant cultural heritage value. The lighthouse is visible from Front Road, but was not accessed as it is located on private property. Neither Walling's 1860 map, nor Meacham's 1878 map indicates any structures in the vicinity of the lighthouse (Figures 6 and 7). It appears, from a distance, to be a 20th century construction (Plate 34).

Table 23: Evaluation of the Lighthouse as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The lighthouse is a unique structure type on the Island. The subject property satisfies this criterion.
ii. displays a high degree of craftsmanship or artistic merit
It is not possible to assess the degree of craftsmanship demonstrated by the lighthouse as the property could not be accessed for the current study.
iii. demonstrates a high degree of technical or scientific achievement
It is not possible to assess the degree of technical or scientific achievement demonstrated by the lighthouse as the property could not be accessed for the current study.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The lighthouse is directly associated with the marine history of the Island, an important historical theme. The subject property satisfies this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
The lighthouse has the potential to yield information that might contribute to further understanding the Province's marine history. The subject property satisfies this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The lighthouse does not demonstrate or reflect the work or ideas of any notable figure significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The lighthouse is considered by this study to be integral in supporting the relationship between the landscape of the Island and the surrounding waters. The subject property satisfies this criterion.

ii. is physically, functionally, visually or historically linked to its surroundings
The lighthouse is linked visually and historically to its surroundings. The waters surrounding Amherst Island are scattered with shipwrecks and the lighthouse is one of the few visual reminders of that history, particularly given the loss of the Emerald shipping yard. The subject property satisfies this criterion.
iii. is a landmark
The subject property satisfies this criterion.

Plate 34: Lighthouse, BHR 23

Impact Assessment

The lighthouse is located at the northwest corner of Amherst Island in Lot C, Concession 1 (Figure 2). No Project components are located within 2000 m of the lighthouse. The closest turbine, S17, is located approximately 3635 m to the east (Figure 2).

Destruction – No Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – No Project-related negative impacts are expected with respect to direct or indirect obstruction of views.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No Mitigation is recommended.

5.3.24 5330 Bath Road, BHR 24

The vacant two storey stone residence 5330 Bath Road has been identified as a property with cultural heritage value. The building, located on the mainland, is constructed on a five over five Georgian plan with chimneys at either side elevation. An attached two door garage with patio has been added to the western elevation and a two storey addition is located on the eastern elevation. The building is constructed in stone with stone lug sills and is currently clad in vinyl siding (Plate 35).

The building is an irregular two storey vernacular farmhouse that has been added to in various building events over the past century and a half (Plate 33). Character-defining features of the property include mature trees, agricultural fields and outbuildings, and decorated woodwork along the roofline of the small front porch (Plate 33). The residence is shown on Meacham's 1878 map of the area (Figure 10). The Loyalist Township Municipal Heritage Committee researched the now vacant building as a potential candidate for designation under the *Ontario Heritage Act*, but ultimately chose not to designate (Sova, 2012, pers. comm.).

Plate 35: 5330 Bath Road, BHR 24

Table 24: Evaluation of 5330 Bath Road as per O.Reg. 9/06

The property has design value because it,
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method
The residence at 5330 Bath Road is an example of Georgian architecture in stone dating to the 19th century. As compared to other properties in the Study Area, it is a rare example of the style.
ii. displays a high degree of craftsmanship or artistic merit
The craftsmanship of the building could not be assessed due to the vinyl siding.
iii. demonstrates a high degree of technical or scientific achievement
The degree of technical or scientific achievement of the building could not be assessed due to the vinyl siding.
The property has historical value or associative value because it,
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community
The building is not known to be directly associated with any themes, events, beliefs, persons, activities, organizations or institutions which are significant to the community. The subject property does not satisfy this criterion.
ii. yields or has the potential to yield, information that contributes to an understanding of a community or culture
5330 Bath Road is unlikely to yield information that would contribute to the understanding of the community of Amherst Island. The subject property does not satisfy this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community
The building does not demonstrate or reflect the work or ideas of any notable figure who is significant to the community. The subject property does not satisfy this criterion.
The property has contextual value because it,
i. is important in defining, maintaining or supporting the character of an area
The residence supports the historic landscape along the shore of Lake Ontario between Millhaven and Amherstview. This property satisfies this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings
The property at 5330 Bath Road is historically linked with the character of the shore of Lake Ontario between Millhaven and Amherstview. This property satisfies this criterion.
iii. is a landmark
The subject property does not satisfy this criterion.

Impact Assessment

The house at 5330 Bath Road is located west of one of the proposed transmission line options and one of the vault and cable area options (Figure 5). Construction and operation of the project does not require removal of the house. It is our understanding that the owner of the property is Invista Canada and they plan to remove the house as part of the planned demolition of their company's facilities on the mainland. The demolition of the building is not related to the current Project.

Destruction – No Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – The Project will not directly or indirectly obstruct views of 5330 Bath Road.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; obstruction of views; or change in land-use.

No Mitigation is recommended.

5.3.25 Village of Stella Cultural Heritage Landscape, CHL 1

The Village of Stella was identified during the visual survey as a significant cultural heritage landscape (CHL). The historic Village of Stella stretches from Stella Forty Foot Road to the west along Front Road to St. Alban's Anglican Church to the east. To the north, the village wraps around Stella Bay along McDonald's Lane (Figure 12). Two protected properties are located within Stella, Neilson's General Store at 5170 Front Road (Plate 37) and Trinity United Church at 5555 Front Road (Plate 38).

The Village represents a large collection of 19th and early 20th century residential, commercial and public architecture of various design and construction including, but are not limited to: modest one storey residences such as 5100 and 5110 Front Road (Plate 39); Glenn's General Store at 5695 Front Road (Plate 40); the former blacksmith's shop; the former Land Agent's house at 5300 Front Road (Plate 41); Victoria Hall at 5445 Front Road (Plate 42); the Lodge on Amherst Island (former Stella Continuation School). The varied building stock in the village illustrates the development and growth of the village throughout the island's history and the traditional, vernacular and recent building traditions that this time frame encompasses. The 19th century buildings tend toward simple rectangular plans that include: a cottage-style building type that dates to just before the rise of the Gothic Revival cottage style in the 1840s and 1850s (5100 and 5150 Front Street); commercial buildings (Neilson's General Store and Glenn's General Store); public buildings (Victoria Hall) and religious building (Trinity United Church), St. Alban's Church represents the Gothic Revival style that became popular in Ontario from the

mid-19th century and predominated to the turn of the 20th century.. The CHL also includes the ferry port, a number of residential buildings, cottages, and outbuildings associated with agricultural and shipping activities (Plate 43).

Design or Physical Value – The Village of Stella is comprised of a dense collection of 19th century building stock representing a variety of: ages of construction; architectural styles; and use types (*i.e.,* residential, commercial, and public). The Village, which changed little over the 20th century, is located along Stella Bay on the north central shore of the Island. The village is based along three early roads. a main east-west road, Front Road, and two north-south roads Stella Forty Foot Road and McDonald's Lane. This same road plan persists, with the eastern extension of McDonald's Lane to Stella Point the only major change. Included in the village is the Island's remaining store and restaurant and the location of the ferry offices and library. Containing residential, commercial, industrial and social uses, it is a good example of a thriving community built around a small port that also services the outer rural area.

Historical or Associative Value – Since the initial permanent settlement of the north shore of Amherst Island during the first decades of the 19th century, the history of Stella has been inextricably linked to that of the Island mainly because of its shipping docks and ferry landing (Section 3.0). The ability to land passenger and cargo boats allowed for the development of hotels, carpentry and blacksmith shops and overall a more vibrant economic centre than Emerald. One of the busiest ship building yards in the latter part of the 19th century was the Tait yard at Lower Landing in Stella (Lunn and Lunn, 1967). Following the decline of importance of Emerald as a shipping port, the Village of Stella became the gathering place for the Amherst Island community. It continues to serve this purpose as a gathering place for citizens of Amherst Island.

Contextual Value - The cultural heritage resources comprising the Village of Stella are both historically and functionally linked as components of a surviving community centre for the Island, representing as a whole: residential; commercial; institutional; religious; and recreational land-use. Stella survived as the centre of island activities largely because of its superior geographic location on the sheltered Stella Bay and Wright's Bay. Road patterns are influenced by the shoreline and by the ferry landing and the village arrangement maintains its connection to the 19th century road layout and the landings at the ferry dock and the historical Lower Landing on the south shore of Stella Bay. The location of the village at approximately the middle of the north shore of the island is a contributing factor to its status as the dominant centre of habitation on the island.

Plate 36: St. Alban's Anglican Church

Plate 37: Neilson's General Store

364000

4892000

Ferry Landscape, CHL 4

Mcdonalds Lane

Village of Stella, CHL 1

Neilson's General Store

Front Road

Trinity United Church

S06

S15

Stella 40 Foot Road

0 200 400 m

1:8,000

364000

4892000

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Revised: 2013-04-04 By: sarogers

Legend

- Project Study Area
- 120m Zone of Investigation
- Built Heritage Resource
- Protected Property
- Cultural Heritage Landscape
- Stone Fence

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse
- Property Boundaries

Notes

1. Coordinate System: UTM NAD 83 - Zone 18 (N).
2. Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2013.
3. Imagery Source: First Base Solutions ©, 2012. Imagery Date: 2008.

Stantec

April 2013
160960595

Client/Project

WINDLECTRIC INC.
AMHERST ISLAND WIND ENERGY PROJECT

Figure No.

12

Title

Location of Built Heritage Resources (Detail of the Village of Stella)

Plate 38: Amherst Island United Church

Plate 39: 5100 and 5110 Front Road

Plate 40: Amherst Island (Glenn's) General Store

Plate 41: 5300 Front Road

Plate 42: Victoria Hall

Plate 43: Shipping outbuildings

Impact Assessment

The Village of Stella Cultural Heritage Landscape is centered around the crossroad of Front Road and Stella 40 Foot Road. It extends north to the shore and east along Front Road to St. Alban's Anglican Church (Figure 4).

Project components within the vicinity of the CHL include: the proposed buried collector line along the Front Road and Stella 40 Foot Road road allowances; and Turbines S06 and S15, located approximately 600 m and 845 m to the southwest, respectively (Figure 4).

Destruction – There is a potential new construction related to road improvements, new access roads or below-grade collector lines to have an indirect negative impact on narrowly setback structures in the CHL, many of which are setback less than 5 m from the Front Road RoW.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – No negative impacts are expected for properties north of Front Road with respect to obstruction of views. A combination of narrow setbacks, treed properties and distance to the turbines should result in a minimal visual impact. Although above-ground collector infrastructure has the potential to obstruct views of resources in Stella, any direct obstruction would be localized to very specific vantage points directly between poles and the resource. Furthermore, above-ground poles and lines are located along roads throughout the island and are not likely to detract from views due to their ubiquitous nature (Plates 36, 39, and 42).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: alteration; shadows; or change in land-use.

If possible, it is recommended that Project activities (*e.g.,* transportation of Project components, road improvements, installation of collector lines) be avoided within 50 m of any buildings or structures in the Village of Stella. In the event that construction within a 50 m buffer zone cannot be avoided, it is recommended that maximum acceptable vibration, or peak particle velocity (PPV), levels be determined by a qualified engineer with previous experience working with built heritage resources under similar circumstances prior to Project construction and that

Project activities be monitored to ensure that maximum PPV levels are not exceeded. All Project activities should cease if levels are exceeded until a solution can be determined.

With respect to any necessary road improvements that may be required, widening of paved roads, gravel shoulders, etc., should be avoided throughout the Stella CHL, and if such widening cannot be avoided for the Project, improvements should be designed as to not impact on the heritage character of individual and collective heritage resources.

5.3.26 Catholic Cemetery, CHL 2

The Catholic Cemetery is situated on the south side of Front Road in Lot 5, Concession 1 (Figure 13). The cemetery is associated with St. Bartholomew's Roman Catholic Church. Amherst Island's Catholic Church was originally located on the north side of Front Road in Lot 28, Concession 1 and has, since a 1986 fire, moved to its current location in the former Christ Church. The Cemetery is not shown on the 1860 Walling's map, but was likely established shortly after the 1860 construction of St. Bartholomew's (Figure 6). The cemetery had been established prior to the 1878 Meacham map of the Island (Figure 7). It is a registered cemetery, which is no longer active. The Catholic Cemetery is considered by this study to be a significant Cultural Heritage Landscape.

Design or Physical Value – The Catholic Cemetery meets the criteria of design or physical value. Burial rows were established north-south, such that interments could occur facing east, as prescribed by the Catholic church. The gravemakers located within the cemetery represent local craftsmanship over the period the cemetery was active. Design and symbology used for gravemarkers is also relevant to the study of secular and non-secular decorative motifs in the 19th and 20th century.

Historical or Associative Value – The cemetery has the potential to yield information about the local community, including information regarding burial patterns and practices, dates of birth and death, life expectancy, familial connections, population fluctuations and migration onto and off of Amherst Island.

Contextual Value – The cemetery is historically and visually linked to its setting and is considered to be a landmark. The location of the cemetery at some distance from the original Catholic Church is likely related to the relative shallowness of the soils in the area surrounding the church, which would not readily allow for burial to sufficient depth. The church was built on land provided by the McCormick family. The cemetery was established on land owned by E. McMullen, a Catholic farmer of Irish descent.

Impact Assessment

The Catholic Cemetery is located on the south side of Front Road on a slope. No Project components are located within the vicinity of CHL 2 (Figure 2). The nearest visible Project components are turbines S01 and S17 located approximately 3200 m and 3170 m to the southeast (Figure 2).

Destruction – No Project-related negative impacts are expected with respect to destruction.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – No views of or from the cemetery will be obstructed by the Project.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

No Project-related negative impacts of significant magnitude are expected in terms of: destruction; alteration; shadows; direct or indirect obstruction of views; or change in land-use.

No mitigation is recommended.

Plate 44: Catholic Cemetery, CHL 2

Legend

- Project Study Area
- 120m Zone of Investigation
- Built Heritage Resource
- Protected Property
- Cultural Heritage Landscape
- Stone Fence

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse
- Property Boundaries

Notes

1. Coordinate System: UTM NAD 83 - Zone 18 (N).
2. Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2013.
3. Imagery Source: First Base Solutions ©, 2012. Imagery Date: 2008.

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Figure No.
13

Title

Location of Built Heritage Resources
(Detail of the Catholic Cemetery)

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Revised: 2013-04-04 By: sarogers

5.3.27 St. Paul's Presbyterian Church, CHL 3

St. Paul's Presbyterian Church at 1995 Stella 40 Foot Road was identified during the visual survey as a potentially significant cultural heritage landscape. The St. Paul's Presbyterian Church Cultural Heritage Landscape, CHL 3, is comprised of: the church; gate posts and wrought iron fence; stables; Glenwood Cemetery; the gravel laneway; and the surrounding tree-line. The church is located in the southwest corner of Lot 1, North Shore Concession (Figure 14).

Approaching St. Paul's from the north, the church is visible through the surrounding tree-line (Plate 45). The cornerstone for the impressive stone church was laid in 1883 and the church was dedicated in 1885 (Burleigh, 1980). The stone building replaced an earlier frame church that had served the Island's Presbyterian community since 1851. The church was constructed of stone cut by prisoners at the Kingston Penitentiary and carried across the frozen bay in winter by members of the community (Amherst Island Women's Institute, n.d.). The main church building is comprised of a nave with a large lancet arch-shaped stained glass window at the centre and the steeple, which houses the bells and recessed door, has four lancet arch-shaped ventilation windows (Plate 46). A hall was added to the rear of the church in 1992 to house bathroom and kitchen facilities, meeting rooms, and Sunday School rooms (Glenn, 2004). The hall is similarly constructed in stone (Plate 47).

Glenwood Cemetery is situated directly southeast of the church (Plate 48). The cemetery contains a stone burial vault dug into the slope constructed in 1886 to house bodies that could not be interred as a result of frozen ground (Plate 49). Although the cemetery is still active the burial vault is no longer used.

St. Paul's Presbyterian Church is considered by this study to be a significant Cultural Heritage Landscape. It is comprised of: St. Paul's Presbyterian Church, Glenwood Cemetery, the two stables at the rear of the church, a gravel laneway, gate posts at the Stella 40 Foot Road entrance, and the mature trees on and around the property. All of the individual components are integrally linked visually and thematically as a place of congregation, worship and consecration. In addition to the symbolic role of the church and cemetery as a landmark and a rural religious landscape, the community uses the interior and exterior spaces for a variety of meetings and events, both secular and non-secular.

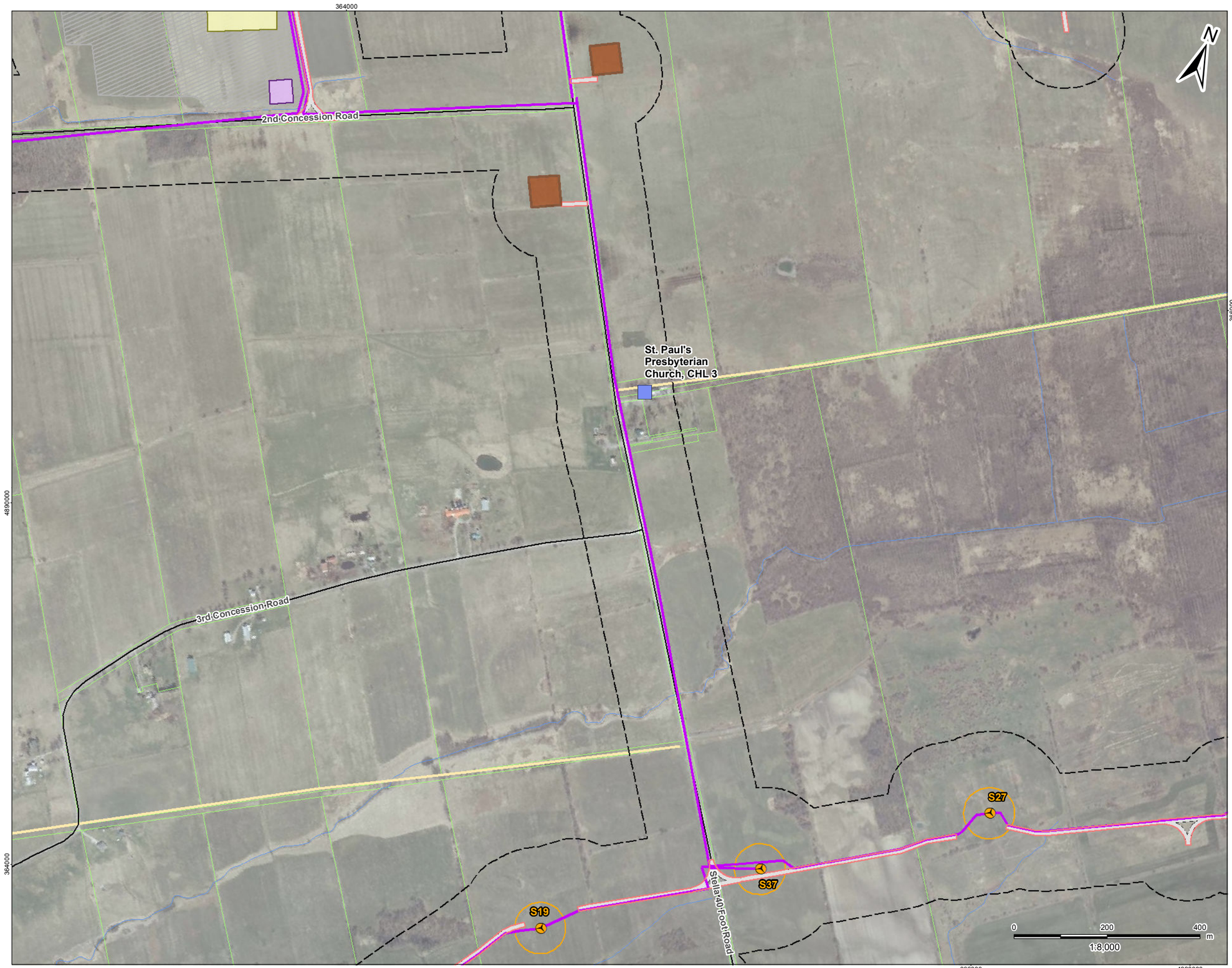
Design or Physical Value – St. Paul's meets the criterion of design or physical value. The property is comprised of the church and stables and a cemetery with gravemarkers and vault. The design of the church and its windows and fixtures demonstrate a high degree of craftsmanship. The stone used for the construction of the church was cut at the Kingston Penitentiary and dragged across the frozen bay in winter. It appears that the building was

constructed by locals as the stone was moved to the island by members of the congregation (Glenn, 2004). Moreover there were a large number of masons, labourers, builders and carpenters on-island that would have been available during the winter months (LAC, 1851a, 1881).

Historical or Associative Value – St. Paul's is directly associated with the Presbyterian Church and the greater Amherst Island community. The property has the potential to yield information about the community, including information regarding burial patterns and practices, dates of birth and death, life expectancy, familial connections, population fluctuations and migration onto and off of Amherst Island.

Contextual Value – St. Paul's is a landmark. The physical structure of the church is a large and imposing structure that is the only island church constructed of stone. The church is located at the top of a rise at approximately the midway point of Stella 40 Foot Road and the church is located at the highest point in the area, near to where both 2nd Concession Road and 3rd Concession Road meet Stella 40 Foot Road and in a central location on the island. The trees that surround the church and cemetery are also distinctive from the surrounding landscape, which is composed mostly of pastureland. Its presence along Stella 40 Foot Road is important in defining the character of the road.

Plate 45: St. Paul's Presbyterian Church, CHL 3, viewed from the north



Legend

- Project Study Area
- 120m Zone of Investigation
- Built Heritage Resource
- Protected Property
- Cultural Heritage Landscape
- Stone Fence

Project Components

- Turbine
- Met Tower (Potential Location)
- Substation (Potential Location)
- Collector Lines
- Access Road
- Submarine Cable Path
- Potential Culvert Location
- Point of Common Coupling
- Mainland Cable Vault (Potential Location)
- Island Cable Vault
- Turbine Blade Tips
- Constructible Area
- Mainland Dock (Potential Location)
- Island Dock
- Batch Plant (Potential Location)
- Site Office (Potential Location)
- Storage Shed
- Operation and Maintenance Building (Potential Location)

TransmissionLine

- Mainland Option1
- Mainland Option 2
- Island Transmission Line

Land Use

- Central Staging Area
- Switching Station (Potential Location)

Existing Features

- Road
- Unopened Road Allowance
- Railway
- Watercourse
- Property Boundaries

Notes

1. Coordinate System: UTM NAD 83 - Zone 18 (N).
2. Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2013.
3. Imagery Source: First Base Solutions ©, 2012. Imagery Date: 2008.

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Figure No.

14

Title

Location of Built Heritage Resources
(Detail of St. Paul's Presbyterian Church)

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Revised: 2013-04-04 By: sarogers

Plate 46: St. Paul's Presbyterian Church, front elevation

Plate 47: St. Paul's Presbyterian Church, facing north

Plate 48: Glenwood Cemetery

Plate 49: Burial Vault, Glenwood Cemetery

Impact Assessment

St. Paul's Presbyterian Church is located on the east side of Stella 40 Foot Road. To the north, the property is sheltered by trees approximately the same height as the church (Plate 45). Due to the public nature of the church and the cemetery, this assessment also considered views from the grounds. Views to the north and east are shielded by trees (Plates 45 and 46). From the front of the church, facing roughly west, across Stella 40 Foot Road the landscape is characterized by expansive agricultural fields with relatively level topography and few trees (Plate 51). Turbine S34 is located approximately 1700 m west of the church in this area of open fields (Figure 3).

Views from Glenwood cemetery are characterised by agricultural fields and woodlots to the north, east and south (Plate 51). Turbines located to the south of CHL 3 include: S36, approximately 2350 m to the southwest of the church building; S21, approximately 1675 m to the southwest; S19, approximately 1170 m to the south; S37, approximately 1085 m to the south; S27, approximately 1160 m to the southeast; and S02, approximately 1610 m to the southeast (Figure 3).

The centerline of the nearest proposed collector line is located within the Stella 40 Foot Road Right-of-Way, approximately 58 m west of the church.

Plate 50: View from St. Paul's Presbyterian Church, facing west

Destruction – No direct Project-related negative impacts are expected with respect to destruction; however, there is a potential for the church and stone vault to experience indirect negative impacts as a result of construction vibrations. Construction vibration may be a special concern for the burial vault as it is already exhibits cracks and missing mortar and may be more susceptible to the effects of ground vibrations.

Alteration - No Project-related negative impacts are expected with respect to alteration.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – Views of the Project to the north, east, and south are shielded by trees surrounding the church (Plates 45, 46 and 47). At a distance of approximately 1700 m to the nearest turbine to west, the Project will not detract from views of agricultural fields to the west. Although above-ground collector infrastructure has the potential to obstruct views, any direct obstruction would be localized to very specific vantage points directly between poles and the resource. Furthermore, above-ground poles and lines are located along roads throughout the island and are not likely to detract from views due to their ubiquitous nature (Plates 45 and 50).

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

Given that the centerline of the nearest proposed buried collector line runs approximately 58 m to the west of the church it is possible that the collector line may be installed within 50 m of the church or stone vault.

It is recommended that construction of the proposed buried collector line be avoided within 50 m of the church building and stone vault. If construction within a 50 m bufferzone cannot be avoided, maximum acceptable vibration levels, or peak particle velocity (PPV) levels, should be determined by a qualified engineer. The existing condition of the burial vault should be photographically recorded and the physical condition of the vault be frequently monitored and checked though the construction process to ensure that no changes to the vault are occurring. Construction should be monitored to ensure that PPV levels are not exceeded. All Project activities should cease if levels are exceeded, or if changes in the physical state of the burial vault occur, until a solution can be determined.

5.3.28 The Ferry Landscape, CHL 4

The ferry from Highway 33 in Millhaven to Stella 40 Foot Road in Stella has played a vital role for Amherst Island since it first crossed the Bay of Quinte in 1929. Prior to the ferry residents and visitors crossed the water in a variety of ways and the histories of the docks on both sides of the bay long pre-date the ferry. The present ferry is provincially run and is a toll portion of the provincial highway system.

The Ferry Landscape was identified during the visual survey as a potentially significant cultural heritage landscape. It is comprised of docks, ferry offices, storage buildings and warehouses, and other infrastructure with indeterminate dates of construction (Plate 51). These resources are located on both sides of the Bay (Figure 5).

Views are also considered by this study to be a character-defining element of the Ferry Landscape (Plate 52). These views include: views of Amherst Island from the ferry; views of Amherst Island from the dock at Millhaven; and views of the mainland from the dock in Stella.

The Ferry Landscape is considered by this study to be a significant Cultural Heritage Landscape.

Design or Physical Value – The ferry landscape and its components are reflective of the development of shipping and transportation on the island. Ship building and repair were a major economic activity on the island, and in particular in the area around Stella. The superior dockage at Stella also made the area round the ferry landing and Stella the centre of island commerce. Although ship building and wharfage are no longer a component of the island economy the current ferry employs islanders and continues the theme to the present day.

Historical or Associative Value – It is associated with the development of shipping and transportation on the island and has the potential to yield information that contributes to an understanding of the communities' marine associations and heritage. The ferry landing also continues the association of the island with marine transportation and marine enabled commerce.

Contextual Value – It is important in maintaining the character of the island as it acts as the gateway from the mainland to the Amherst Island landscape. As such it is intimately tied to the Stella CHL of which the ferry landing area is a constituent part. The ferry landing also contributes to the understanding of the area as the preferred dockage location throughout the 19th and 20th centuries.

Plate 51: Historic buildings in and around the ferry dockyard

Plate 52: View of Amherst Island from the ferry

Impact Assessment

In order to transport Project components to the Island and to construct the submarine cable, it is expected that construction of temporary and permanent docks and shoreline modifications will be required, but this infrastructure will be installed east of the existing ferry landing on the mainland and west of the existing ferry landing on the island (Figure 5). Views of the Island from the ferry and from Millhaven were also considered.

Destruction – No components of the Ferry Landscape are expected to be destroyed by the Project. An Underwater Archaeological Assessment has been undertaken for the proposed submarine cable route and dock facilities (Stantec, 2012c). No marine archaeological resources were encountered within the proposed route or within 80 m on either side, and mitigative measures have been recommended for resources in the vicinity of the proposed route (Stantec, 2012c).

Alteration – Given that new infrastructure is planned for the transportation of Project components and that built infrastructure will not be constructed near either of the exiting ferry landings, the Project is not expected to alter the Ferry Landscape.

Shadows - No Project-related negative impacts are expected with respect to shadows.

Isolation – No Project-related negative impacts are expected with respect to isolation.

Direct or indirect obstruction of significant views – Visual modeling of views of the Project from the mainland (Vantage Points 1 through 4) indicates that turbines will be visible when viewing the Island from the ferry. The introduction of new technology onto the landscape will not detract from an understanding of the cultural heritage values of the ferry landscape, which has traditionally served as the transportation and communication link from the Island to the mainland and vice versa.

Change in land-use - No change in land-use will occur as a direct result of the Project.

Recommended Mitigation

It is recommended that a photographic record of existing conditions and views from the ferry landscape be compiled prior to the commencement of Project activities which will introduce new elements to an evolving landscape.

6.0 Study Results and Recommendations

A total of 24 built heritage resources and four cultural heritage landscapes have been identified and assessed by this study for potential Project-related negative impacts. A summary of potentially affected resources and landscapes and recommended mitigation is presented in Table 25.

Table 25: Summary of Recommended Mitigation

BHR/CHL #	Address/Name	Recommended Mitigation
BHR 4 BHR 5 BHR 6 BHR 19 BHR 20 BHR 21	3500 South Shore Road 4125 South Shore Road 2750 Front Road 3475 Second Concession Road 4725 Second Concession Road 5950 Second Concession Road	• Avoid Project activities within a 50 m bufferzone of structures on the property; • in the event that Project activities within a 50 m bufferzone cannot be avoided, it is recommended that maximum acceptable vibration, or peak particle velocity (PPV), levels be determined by a qualified engineer prior to Project activities and that activities be monitored to ensure that maximum PPV levels are not exceeded. • All Project activities should cease if levels are exceeded until a solution can be determined.
BHR 7 BHR 18	3190 Front Road Emerald 40 Foot Road and Second Concession Road	• Avoid Project activities within a 50 m bufferzone of structures or dry stone walls on the property; • in the event that Project activities within a 50 m bufferzone cannot be avoided, it is recommended that maximum acceptable vibration, or peak particle velocity (PPV), levels be determined by a qualified engineer prior to Project activities be monitored to ensure that maximum PPV levels are not exceeded; • Prior to any Project activities within 50 m of the property, the dry stone wall and any building containing heritage value should be documented. Any damage resulting from the construction should be repaired to a pre-Project state immediately following construction.
CHL 4	Ferry Landscape	• Documentation of ferry landscape prior to the construction of permanent and temporary Project infrastructure.
CHL 1 CHL 3	Village of Stella St. Paul's Presbyterian Church	• Avoid Project activities within a 50 m bufferzone of any structures in the CHL; • in the event that Project activities within a 50 m bufferzone cannot be avoided, it is recommended that maximum acceptable vibration, or peak particle velocity (PPV), levels be determined by a qualified engineer prior to Project activities and that activities be monitored to ensure that maximum PPV levels are not exceeded; • Photographically record condition of burial vault and monitor its physical condition during construction process; • All Project activities should cease if levels are exceeded or change in physical condition of burial vault occurs until a solution can be determined.

In order to lessen or avoid potential indirect negative impacts from construction vibrations on BHRs 4, 5, 6, 19, 20 and 21 and components of CHLs 1 and 3, the following recommendations have been made:

- Project activities should be avoided within 50 m of identified BHRs and any structures or buildings within identified CHLs.
- If Project activities within a 50 m bufferzone cannot be avoided, maximum acceptable vibration levels, or peak particle velocity (PPV) levels, should be determined by a qualified engineer with previous experience working with built heritage resources under similar circumstances.
- Project activities within the 50 m bufferzone should be monitored to ensure that PPV levels are not exceeded.
- Photographically record condition of burial vault and monitor its physical condition during construction process;
- All Project activities should cease immediately if levels are exceeded, or changes to resources occur, until a solution can be determined.

With respect to the dry stone walls associated with BHRs 7 and 18, the following recommendations have been made:

- It is recommended that Project activities be avoided within a 50 m bufferzone of any dry stone walls.
- In the event that Project activities cannot be avoided within 50 m of any dry stone wall, the wall should be documented prior to the commencement of said activities.
- The stone wall should be assessed periodically by a qualified individual during Project activities to ensure that no damage is occurring.
- Project activities should cease immediately if vibrations are found to be resulting in damage until the wall can be adequately reinforced or supported.
- The stone wall should be evaluated by a qualified mason or engineer following Project activities to ensure that no damage has occurred and any damage to the wall should be repaired immediately following Project activities.

Finally, prior to construction of shoreline Project infrastructure, views from the Ferry Landscape should be more thoroughly documented, particularly towards the proposed locations of new permanent and temporary infrastructure. This documentation should include, at the very least, a photographic record of existing conditions and views.

7.0 Closure

This report has been prepared for the sole benefit of Windlectric Inc., and may not be used by any third party without the express written consent of Stantec Consulting Ltd. and Windlectric Inc.. Any use which a third party makes of this report is the responsibility of such third party.

STANTEC CONSULTING LTD.

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8.3 PERSONAL COMMUNICATIONS

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APPENDIX A

Visual Simulations


Vantage Point Locations
VP-1
VP-2
VP-3
VP-4
VP-5
VP-6
VP-7
VP-8
VP-9
VP-10
VP-11
VP-12
Island, Loyalist, ON, Canada
0.5
1
2
5
10
Km


Vantage Point 1
6.1 Km
Island, Loyalist, ON, Canada
1
2
5
10
Km


Vantage Point 1
Existing


NorthWest Wind
Proposed


Vantage Point 2
4.1 Km
Amherst Island, Loyalist, ON, Canada
1
2
5
10
Km

Vantage Point 2


Vantage Point 3
4.5 Km
Island, Loyalist, ON, Canada
1
2
5
10
Km


Vantage Point 3
Existing


NorthWest Wind
Proposed


Vantage Point 4
4.1 Km
1
2
5
10
Km

Vantage Point 4


Vantage Point 5
1-3 Km
Amherst Island, Loyalist, ON, Canada
1
2
5
10
Km

Vantage Point 5


Vantage Point 6
2.3 Km
Amherst Island, Loyalist, ON, Canada
1
2
5
10
Km


Vantage Point 6
Existing


NorthWest Wind
Proposed


Vantage Point 7
763 m
Island, Loyalist, ON, Canada
1
2
5
10
Km

Vantage Point 7


Vantage Point 8
1.4 Km
Amherst Island, Loyalist, ON, Canada
1
2
5
10
Km

Vantage Point 8


Vantage Point 9
1.7 Km
Island, Loyalist, ON, Canada
1
2
5
10
Km

Vantage Point 9


Vantage Point 10
1.7 Km
1
2
5
10
Km


Vantage Point 10
Existing
NorthWest Wind
Proposed

Vantage Point 11

1.1 Km

Amherst Island, Loyalist, ON, Canada

1 2 5 10 Km

Vantage Point 11

Existing

Proposed

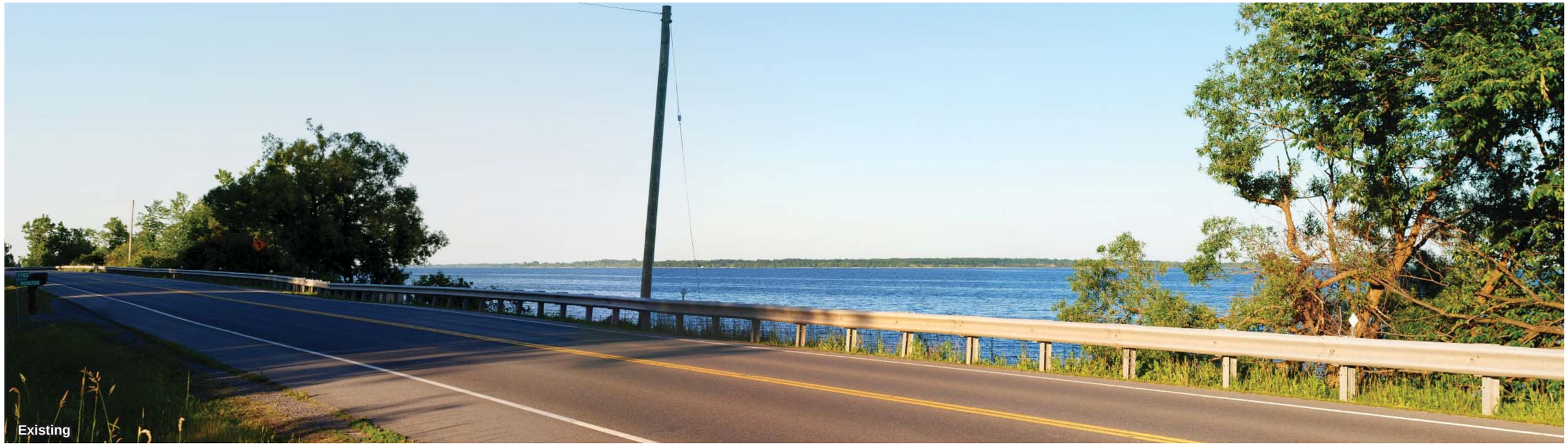
Vantage Point 12

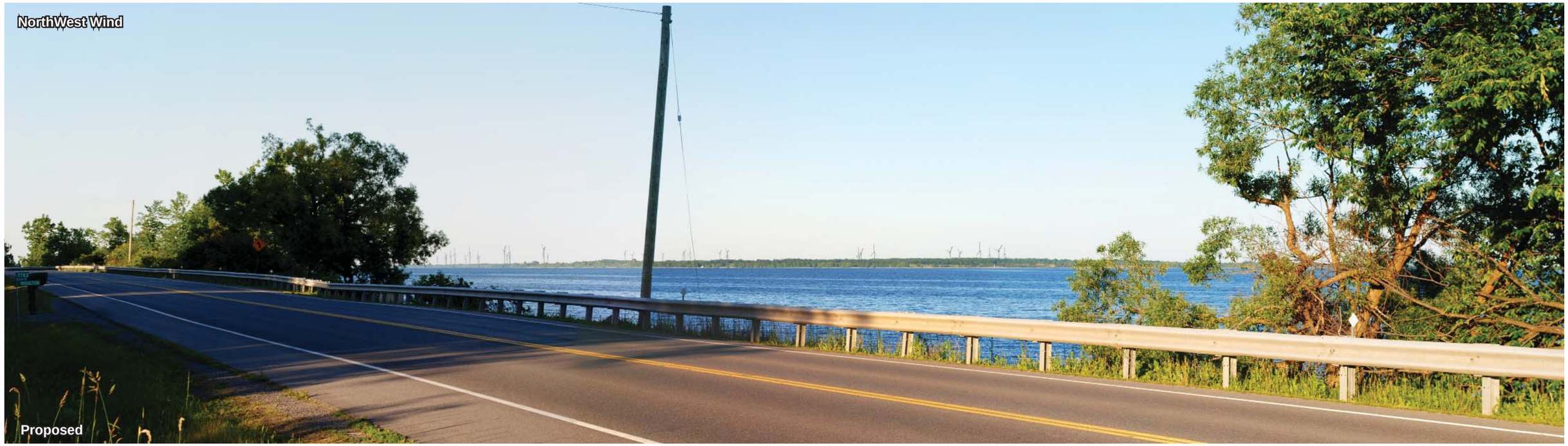
8.1 Km

Island, Loyalist, ON, Canada

1 2 5 10 Km

Vantage Point 12





APPENDIX B

Select Personnel,

Cameos

Cameos: Select Study Personnel

Colin Varley, M.A., R.P.A. Senior Reviewer, Study Director

Colin Varley, M.A., R.P.A., is Senior Archaeologist and Heritage Planning Consultant with Stantec. He is listed with the Register of Professional Archaeologists and has been a practicing archaeologist for over twenty years. Since joining Stantec (then Jacques Whitford) in 1997 Colin has managed hundreds of archaeological and heritage assessment projects in Ontario, Nova Scotia, New Brunswick, Prince Edward Island, Labrador and Saskatchewan, including such major projects as: all phases of archaeological assessment at the Canadian War Museum site at LeBreton Flats, Ottawa; six highway projects; over 500 km of natural gas pipeline routes; the proposed Halifax Superport terminal; the Halifax Harbour Solutions sewage treatment project; numerous road and bridge twinning projects; several hydro powerline corridors; the Lower Churchill River hydro project, and a gold mining operation in Niger, West Africa. Mr. Varley has completed a number of projects for all levels of government and was the Project Manager and Key Client Contact for standing services contracts with the National Capital Commission, the City of Hamilton and the City of Ottawa. Outside of his professional consulting work Mr. Varley has also been a member of the Township of Tiny Heritage and Historical Committee, was a member of the City of Ottawa's Heritage Advisory Committee, acting as Vice-Chair in 2003-2004, and was a member of the City of Ottawa Heritage Master Plan Workgroup.

Christienne Uchiyama, M.A. Heritage Consultant

Christienne is an Archaeologist and Heritage Consultant with Stantec. She completed her M.A. in Heritage Conservation at Carleton University focusing on the history of heritage theory and practice in Canada. Her M.A. thesis examines cultural heritage and heritage impact assessment within the federal permitting process, specifically within the context of the Canadian Environmental Assessment Act. Since joining Stantec in 2003 she has worked on numerous archaeological and heritage assessment projects throughout Ontario and New Brunswick, including such major projects as: all phases of archaeological assessment at the Canadian War Museum site at LeBreton Flats, Ottawa; renewable energy projects; natural gas pipeline routes; railway lines and hydro powerline corridors. Christienne has worked on built heritage and culture heritage landscape projects for numerous municipal governments across Ontario and has experience with heritage conservation at the provincial and federal level. In 2010, she worked with the UNESCO World Heritage Centre at the World Heritage Committee Meeting in Brasilia, Brazil. Ms. Uchiyama has completed the FHBRO course on Heritage Obligations under the Treasury Board Policy on Management of Real Property and has experience working with the 2011 Standards and Guidelines for the Conservation of Historic Places in Canada.

APPENDIX C

Historical Background Paper,
Daniel Fowler, 1810-1894

PLAQUE ON AMHERST ISLAND COMMEMORATES DANIEL FOWLER

On Sunday, October 11, 1959, a historical plaque commemorating the artist Daniel Fowler will be unveiled on the grounds of his former home, located on Concession Road 1 near Emerald, Amherst Island.

This is one in a series of plaques being erected throughout the province by the Department of Travel and Publicity, on the advice of the Archaeological and Historic Sites Board of Ontario.

The unveiling ceremony is being sponsored by the Women's Institutes of Amherst Island. The Reverend W.B. Williston of the Amherst Island Mission will act as programme chairman. Speakers will include Professor G.F.G. Stanley of the Archaeological and Historic Sites Board of Ontario; the Honourable William M. Nickle, M.B.E., M.C., Q.C., Ontario's Minister of Planning and Development; Dr. Charles Comfort, President of the Royal Canadian Academy; Mr. F. Fleming, Reeve of Amherst Island; and Dr. H.C. Burleigh of Bath, a noted local historian.

The plaque will be unveiled by Miss Edna Fowler, a granddaughter of Daniel Fowler.

The plaque reads:

DANIEL FOWLER 1810-1894

> In this house Daniel Fowler, a well known nineteenth-century Canadian artist, lived for over forty years. Born in England, he first took up law, but on the death of his father studied art under the English watercolour painter, J.D. Harding. As a result of ill health he came to Canada in 1843 and settled on this farm on Amherst Island. He subjects ranged from landscapes to still life, and his work was marked by originality and a strong sense of colour. In 1879 he became one of the first members of the Royal Canadian Academy.

HISTORICAL BACKGROUND:

Daniel Fowler was born at Champion Hill, Surrey, England, on February 10, 1810, the fourth child of Daniel Fowler and Mary Ann Pope. He received a formal education in England and at the age of sixteen was articled to Doctors' Common to study law at his father's insistence. Following the death of his father in 1829, Fowler left the practice of law which he had always disliked and took up drawing and painting. As a boy he had made innumerable drawings of his school friends, family, landscapes and still life studies, and from an early age had shown considerable skill in precise rendering of observed objects. After three years of study with the English watercolour painter and lithographer J.D. Harding, and a walking and sketching tour of the Continent in 1834-35, Fowler married Elizabeth Gale and opened a studio in London as a professional artist and teacher.

Suffering from poor health, Fowler was advised to emigrate to the open spaces of North America, and in 1843 he arrived in Canada with his wife and three children. He traveled to various spots in present-day Ontario, and finally decided to settle on Amherst Island where he purchased a 100-acre farms named "The Cedars". During his first fourteen years in Upper Canada, Fowler did not paint professionally. He devoted his time to farming his land and raising his five children. In 1847 fire destroyed "The Cedars" and the next nine years were spent in rebuilding it. In 1854 he was appointed local superintendent of schools for the Township of Amherst Island, a position he held until 1857.

In 1857, Fowler returned to England to visit his mother. Fired by the season's art exhibitions, the impact of the new Pre-Raphaelite school of painting, and a meeting with J.D. Harding, Fowler returned to Canada with his luggage bulging with drawing materials. He then began a second career as an artist in Canada, continuing to draw and paint until about a year before his death in 1894. His first Canadian works were small and experimental and, being somewhat drab, gained little notice. He began to add colour to his work, intensifying the backgrounds to his still life studies, and over the next thirty-five years produced paintings of local scenes and subjects characterized by originality and strong use of colour.

In 1863 Fowler began to exhibit his work, and tool first prize at the Provincial Exhibition at Kingston that year. In 1872 he was elected a founding member of the Ontario Society of Artists, and in 1880 a founding member of the Royal Canadian Academy. In 1876, he was awarded a bronze medal and diploma for his watercolour painting "Hollyhocks" at the International Centennial Exhibition in Philadelphia, the only award made to a Canadian artist on that occasion. Further public honours and awards were presented to the artist over the years, including a medal at the Colonial and Indian Exhibition in London in 1886, and in 1893 fourteen of his watercolours were accepted for exhibition at the World's Fair at Chicago. That year he began writing his autobiography, which exists in manuscript form. Daniel Fowler died at his home on Amherst Island on September 4, 1894.

Working exclusively in watercolour (sometimes over pencil or black chalk) and taking his subject matter from his home and surroundings on Amherst Island, Fowler developed a forceful, mature style which resulted in paintings that, according to art historian and curator Dennis Reid, “crackle with creative energy. [He] could touch existence itself in a single watercolour … what we might venture to call a great artist”.

According to Fowler himself, he was guided by one principle that of:

> producing as nearly as I could the appearance of reality, as if you could cross the bridge or make a call at one of the houses. That is the one quality that I strove to accomplish, and I never leave my work until I had satisfied myself that I had carried it as far as my capacity extended.

Fowler’s sketches and watercolours can be found in many private collections as well as collections of the National Gallery of Canada, the Art Gallery of Ontario, the Royal Ontario Museum, and the Agnes Etherington Art Centre at Queen’s University among others.