



3.2.5.1 Fisherville

Located at Concession Road 4 in the centre of Rainham Township, the post office of Fisherville was established in 1864. It was named after a Family residing in the area. It has consistently held a small population and few local businesses. This settlement is located at the centre of the German community in Rainham Township. It once had a wagon shop, a hotel and a blacksmith shop as well as other businesses (H. R. Page and Company, 1877/9: 12). Since the 19th century the size of Fisherville has decreased but today there are still a few old buildings and homes that remain (Plate 3).



Plate 3: Streetscape of Fisherville, Looking Southwest

3.2.5.2 Rainham Centre

Settlers began to arrive in what became Rainham Centre in the early 1800s. When the Rainham Road was constructed in the 1830s, a few small stores and hotels were built to serve travelers. The small community became a post office stop in 1841. According to the late 19th century historical atlas (H.R. Page and Company, 1877/9), at that time there were two churches with associated cemeteries, a schoolhouse and a town hall at this location (Figure 4). The two cemeteries remain in the area, but the only building from this time period still standing is the school house which has now been converted to a family home.



3.2.5.3 Selkirk

The town of Selkirk was established around the early mills at Stoney Creek and nearby Rainham Road. Its earliest residents were the Hoover family. It is the oldest village in Walpole Township, and the second Post Office in the County, dating to 1831. Its first store was constructed in 1834. At this date, it was the only store that existed between Dunnville and Port Dover on the Rainham Road. By 1877 it had a steam grist mill and steam carding mill (Selkirk 1792-1985, 1985).

Today, Selkirk still provides many conveniences for the surrounding community including a restaurant, store, bank, community centre and library. The community centre and library are situated in the former continuation school which was built in 1917 and is located on the main street in Selkirk. Locally, this building is quite significant as it provides a centre for activity for residents from both Rainham and Walpole Townships (Selkirk 1792-1985, 1985).

3.2.5.4 Sweets Corners

Sweets Corners is located at the junction of Highway 3 and Sweets Corners Road. The town was originally named Rainham. It was established as a post office in 1840, and by 1867 three churches had been constructed nearby. In 1879, there were about six structures at the post office centre. Only one church was located nearby and a schoolhouse had been added. West of the post office on lot 18 there was a stone quarry and brick yard.

3.2.5.5 Jarvis

Jarvis is located just outside the limits of the Study Area but has been included in this land use history due to the fact that it has, and has had, an influence over the surrounding rural community. The town of Jarvis originated at the crossings of the Talbot Road and the Hamilton-Port Dover Road in the 1830s. A blacksmith shop was built at the site to provide for road construction. When the road had been completed, a toll house was erected by W.C. Shannon, who became the first resident in the town. Soon afterwards, others came to build residences, hotels, taverns and stores. Population continued to grow when the Loop Line Railway was constructed through the town in 1870. A fire in 1873 destroyed much of the village, but better class buildings were constructed as a result, and the town continued to flourish. By the 1870s, the town contained a grist and flour mill operated by steam and two steam factories which produced ploughs and doors and windows, respectively (H.R. Page and Company, 1877/9).

Today, Jarvis still provides many conveniences for the surrounding area. When looking at a current streetscape of Jarvis a mixture of both late 19th century architecture and modern industrial buildings can be seen (Plate 4).



Plate 4: Streetscape of Jarvis, Intersection of Talbot Road West and Main Street North, Looking North

3.2.6 Rural Churches and Schoolhouses

Churches and schoolhouses once dotted the landscape of Rainham and Walpole Townships, serving the needs of the rural communities. There were several Christian denominations brought to the area by a wide array of immigrant settlers, including the Mennonite faith, which was brought by groups of Mennonites who immigrated to Upper Canada from the United States; Catholic, Methodist and Baptist denominations; and also Lutheran which was established by German settlers. There are currently no churches or former schoolhouses located at the Project Location.

3.2.7 Transportation

Most of the major roads in the Townships of Rainham and Walpole were constructed by early settlers in order to provide access to other settlement areas with mills or to act as links to larger commercial centres. These roads were surveyed and made passable sometimes decades before the townships were officially surveyed. Their positioning dictated the layout and survey patterns of the County.



When settlement in the County first began, many lots were purchased by land speculators, who held large blocks of land without settling and farming them. All early roads were cleared and maintained by statute labour provided by those whose property the road bordered. As many of the lots were vacant, those who did settle along a road were subject to more labour than usually required. To alleviate the burden of these settlers, an act was passed in 1835 that charged increasing taxes on those who owned unoccupied lots. The tax stopped when the lot became occupied. Within a decade, most of the lots in the area were settled (Harper, 1950).

3.2.7.1 *Old Talbot Road/ Highway 3*

The Talbot Road was originally designed as a military road by Colonel Thomas Talbot. The road led from the Talbot settlement in Elgin County to Brantford (Harper, 1950; H.R. Page and Company, 1877/9). In 1920, the Talbot Road became part of the newly designated King's Highway 3, which connected Windsor to Fort Erie (Bever, 2010).

3.2.7.2 *Hamilton to Port Dover Plank Road*

The building of roads off the original survey grid provided faster, more efficient access between commercial centres. This also spurred the beginnings of other communities, located at major crossroads. The town of Jarvis grew from the intersection of the Talbot Road and the Hamilton and Port Dover Road, constructed between 1839 and 1843. The plank road initially operated as a toll road, but fell to disrepair by the 1860s. In 1863 a petition was sent to the legislature by County Council to have the road repaired. Eventually, the County assumed responsibility for the road, and tolls ceased. The road also was a key factor in encouraging settlement in the area; nearly five years after the road's completion, almost all the land along the road had been cleared and settled (Harper, 1950).

3.2.7.3 *Rainham Road*

The beginnings of the Rainham Road stem from the Hoover Family. In 1817, Benjamin Hoover was designated pathmaster for a route extending from Stoney Creek to the Indian Line. Much of this road passed through property occupied by his family members. In 1825, a mill and dam were constructed in Dunnville, located to the east. The dam allowed boats from the Welland Canal to enter Dunnville, creating an important commercial centre for the County. The residents of Rainham Township recognized the importance of constructing a direct route to Dunnville, and petitioned the government to survey one. The district surveyor agreed to this petition, provided that the residents of the Township covered the costs of the survey. They were unable to do this, and a settler, Peter Culver, was chosen to survey it himself with a pocket compass (Harper, 1950; Haldimand County Archives, 1950). The road was later extended to Port Dover. When the Township was surveyed in 1829, the Rainham Road was selected as the second Concession Road.



3.2.7.4 Lake Shore Road

The Lake Shore Road was one of the earliest travelled paths in the townships. Aptly named, it follows the shoreline of Lake Erie, and may have been a path originally travelled by the region's First Nations population. The route was also used by the earliest settlers of the County, as they travelled from the Niagara Peninsula to seek their new homes (Haldimand County Archives, 1950). Due to its location along the lakeshore, much of the road was winding and would have been constantly subject to flooding, making the journey exceptionally difficult. When the Township was surveyed, the Lake Shore Road became the Broken Front/First Concession Road, as noted in the late 19th century historical atlas of Haldimand County (H.R. Page and Company, 1877/9).

3.2.7.5 Railways

Two historic railway lines ran through the study area: the Hamilton and Lake Erie Line and the Great Western Loop Line.

The Hamilton and Lake Erie Railway Company was established in 1896. Their line was constructed from Hamilton to Caledonia. In 1873 the line was extended to Jarvis. The company joined with the Hamilton and Northwestern Railway Company in 1875, and in three years the line was extended again, to Port Dover. Use of the line began to decline in the late 1880s. As a revival scheme, it was rehabilitated in the 1890s for use in Shenango coal imports across Lake Erie. The company saw several amalgamations and changes in ownership, eventually merging with other companies to become the Canadian National (CN) Railways in 1923. By 1931 the section between Jarvis and Port Dover had been decommissioned and the entire line was abandoned by 1935 (Yesterdays' News, 2002; H.R. Page and Company, 1877/9 and Andreae, 1997).

The Great Western Loop Line was completed in 1870. It crossed through Jarvis, intersecting with the Hamilton and Lake Erie line. The Loop Line branched off the main line of the Great Western at Glencoe, southwest of London. It ran through Norfolk and Haldimand Counties. In Haldimand, it made station stops in Jarvis, Nelles Corners, Decewsville, Cayuga and Canfield. The Great Western Railway Company was taken over by Grand Trunk in 1882 and eventually merged as part of the CN. By the 1950s this line only carried freight traffic. In 1970 a spur line was constructed from the loop line south of Jarvis to Nanticoke. Although sections of the line remain in service today, most of the line was abandoned in stages in the late 1990s and early 2000s (Yesterdays' News, 2002; H.R. Page and Company, 1877/9 and Andreae, 1997).



4.0 ANALYSIS OF CULTURAL FEATURES

4.1 Protected Properties

There are four properties located within the Study Area that have been designated by Heritage Haldimand under the Ontario Heritage Act. A photograph inventory, brief description and siting in relation to the Project Location are provided below for each of the four properties. The location of each of the four properties is indicated on Figure 6. There are currently no protected properties at the Project Location or adjacent to or abutting the Project Location.

4.1.1 Cooper-Fess Residence, 27 Erie Street South, Selkirk, Ontario

Description

This house was built in 1870 and was designated because it provides an excellent example of a residential dwelling in the Second Empire style (Haldimand County, 2010).

Siting in Relation to the Project Location

This designated house is located in the town of Selkirk and therefore is not at the Project Location or adjacent to or abutting the Project Location (Figure 6).



Plate 5: Cooper-Fess Residence



4.1.2 Charles Reicheld House, 601 Regional Road 12, Fisherville, Ontario

Description

Built in 1885, this house was designated because it is an excellent example of a bracketed style farmhouse in Haldimand County. It also stands as an exemplar of the early German carpentry of the area (Haldimand County, 2010).

Siting in Relation to the Project Location

This designated house is located on the northwest corner of Regional Road 12 and Concession Road 6 and therefore is not at the Project Location or adjacent to or abutting the Project Location (Figure 6).



Plate 6: Charles Reicheld House

4.1.3 Cottonwood Mansion, 740 Regional Road 53, Selkirk, Ontario

Description

Cottonwood is a 6,000 square foot, Italianate brick mansion, which was built *circa* 1865-1870 by William Holmes. This mansion was constructed on a 200 acre farm which was inherited by Holmes' first wife, Mary Hoover.



The mansion was owned by the Holmes family up until 1910. During the 20th century Cottonwood was owned by a series of different families and progressively fell into disrepair. In 1988 Larry Hamilton, a descendent of the Hoover family, purchased the mansion which was at that time in very poor condition. Hamilton founded the Cottonwood Mansion Preservation Foundation and donated the property to it. Hamilton also spearheaded the complete restoration of the mansion. The restoration was undertaken with great care and according to historically precise details in order to accurately recreate its original splendour. Today, Cottonwood Mansion is maintained as a museum, a centre for local genealogical research and a venue for private events. A caretaker lives in the back section of the mansion. Cottonwood is one of the few remaining examples of a mansion in Haldimand County (Haldimand County, 2010; Cottonwood Mansion Preservation Foundation, 2010).

Siting in Relation to the Project Location

The Cottonwood Mansion is located on Regional Road 53, north of Concession Road 4, on an approximately five acre parcel of land, which has been severed from the original 200 acre farm. Cottonwood is not at the Project Location or adjacent to or abutting the Project Location (Figure 6). The mansion is located two parcels away from the Project Location. Overhead collector cables are proposed to run along Regional Road 53, on the opposite side of the road from the mansion, on municipal property, along pre-existing hydro poles. Due to the fact that Cottonwood Mansion is not adjacent to, or abutting the Project Location, additional impact analysis is not required.



Plate 7: Cottonwood Mansion, Looking Northeast



Plate 8: Cottonwood Mansion, Looking South

4.1.4 Hoover Log House, 59 Concession Road 4, Fisherville, Ontario

Description

The Hoover Log House was built by Daniel Hoover's family in circa. 1793. This building was designated a heritage structure due to the fact that it is one of the oldest remaining log homes in Haldimand County. The house was originally located close to the Lake Erie shoreline, in Rainham Township on the lot owned by the Daniel Hoover family (Figure 4). During the early part of the 19th century, this log cabin had a larger frame home constructed around it. In 1994, a fire consumed the frame house and the Hoover log cabin which stood inside of it was partially salvaged. What remained of the log home following the fire was dismantled and moved to Bill Fletcher's farm where it was reassembled and stands today (Haldimand County 2010 and B. Fletcher, personal communication September 17, 2010).

Siting in Relation to the Project Location

The Hoover Log House is located on Concession Road 4, east of Regional Road 53. This log house is not at the Project Location, but it is on a property located adjacent to the Project Location (Figure 6). Due to the fact that this heritage building is located adjacent to the Project Location a comprehensive Heritage Impact Assessment is required under O. Reg. 359/09. This assessment can be found in Section 5.0 of this report.



Plate 9: Hoover Log House

4.2 Cultural Landscapes

Two cultural landscapes have been identified within the Study Area. The majority of the Study Area lands can be defined as part of a vernacular rural cultural heritage landscape. This vernacular rural cultural heritage landscape consists of a homogeneous land use pattern of agricultural fields, pastures, woodlots and associated farmsteads. A few small villages and hamlets are located at various crossroads across the Study Area, but they blend in as part of the surrounding rural landscape. The initial surveys of Rainham and Walpole Townships had profound effects on the modern cultural heritage landscape. The grid from the surveys ultimately established the road and settlement patterns. The farmsteads are primarily clustered along the concession roads and in most cases the structures that exist along the side roads were built long after the initial phase of settlement (Figures 4 and 5).

The second cultural landscape that has been identified within the Study Area is a vernacular cottage landscape which exists along the Lake Erie shoreline. Only a small portion of the Study Area is part of this cultural landscape. Some of the earliest settlement in the Study Area occurred along Lake Erie, in Rainham Township. The houses of these early settlers were located at the southern ends of the various lots of Concession 1, Rainham (Figure 4).



The vernacular cottage landscape developed during the 20th century and occurred on the opposite side of the road allowance from the earlier farm settlements. The Lake Shore Road is today dotted with cottages that were constructed throughout the 20th century. These rows of tightly packed cottages form the vernacular cottage landscape which separates the shoreline from the early farm lots located on Concession 1 in Rainham Township (Plate 10).

The Project Location lands are all part of the vernacular rural cultural heritage landscape and do not contain smaller, specialized cultural landscapes. This rural cultural landscape that spans the Project Location is typical of what is found across central Ontario. Therefore, there are no cultural landscapes located at the Project Location that have been determined to have cultural heritage value or interest.



Plate 10: Example of Vernacular Cottage Landscape of Study Area

4.3 Inventory of Cultural Features at the Project Location

Cultural features that are at the Project Location were photographed and evaluated according to Ontario Regulation 9/06. This material is included in Appendix A along with a map (Tile 1) which indicates the location of each cultural feature. Access to private properties was not available as part of this work and all identification was undertaken from public road allowances.



A total of 91 buildings and structures, on 56 properties (listed in Appendix A) were visually identified as being greater than 40 years old at the time of the field survey.

The 91 structures include 37 barns. Due to their size these buildings contribute, in a very visible manner, to the late 19th and early 20th century agricultural character of the Study Area. Generally barns should be considered significant cultural resources because this type of structure is no longer viable for modern agriculture and are at risk through abandonment or removal. The barns that have been included in this inventory are typical of the types of barns that are still prevalent across central Ontario.

All of the houses within the Project Location were of local vernacular designs with some elements of high architecture rather than designed in a particular formal architectural style. The house sizes are indicative of the prosperity of individual farmers and/or eras of profitable agriculture. Collectively, these houses, like the barns, contribute to the late 19th and early 20th century agricultural character of the Study Area.

One of the houses (Site 23) was included on a Heritage Haldimand inventory of properties of potential heritage significance which was created prior to 1991. This house was included on the inventory at that time for architectural reasons, but was never designated a heritage property (Haldimand County 2010). Anne Unyi from the Haldimand County Heritage and Culture Division was contacted regarding this home and she reported that there was no additional documentation pertaining to this home available in their records. In its current condition this two storey red brick home has been heavily modified with a one storey modern addition on the back, a modern roof and a modern two storey porch on the front façade (Appendix A, Site 23). From the current evaluation, this house has been determined to not have cultural heritage value or interest.

4.4 Summary

As discussed above, the Project Location has been determined to represent a single rural cultural heritage landscape consisting of a homogeneous land use pattern of agricultural fields, pastures, woodlots and associated farmsteads, with no separate or highly sensitive cultural landscapes identified. This rural cultural landscape that spans the Project Location is typical of what is found across central Ontario. Therefore, there are no cultural landscapes located within the limits of the Project Location that have been determined to have cultural heritage value or interest.

All individual cultural features that are located within the Project Location were photographed and evaluated according to Ontario Regulation 9/06. The 91 structures (54 houses and 37 barns) that were identified to be greater than 40 years old at the Project Location have been determined to have general historical significance. When further applying the criteria set out in Ontario Regulation 9/06, none of the structures that are located within the Project Location lands have been determined to have cultural heritage value or interest. These buildings are heritage resources, for the fact that they do contribute to a broad understanding of agricultural development in the area, but they are not significant enough to warrant designation or further investigation.

One designated heritage building, the Hoover Log House, is located adjacent to the Project Location and therefore a Heritage Impact Assessment is required under O. Reg. 359/09. This assessment can be found in Section 5.0 of this report.



5.0 IMPACT ASSESSMENT

5.1 Background Information

The Hoover Log House was built circa.1793 by the Hoover family, who were one of the first families of European descent to settle in the Haldimand County area (Haldimand County 2010). The house was originally located close to the Lake Erie shoreline, in Rainham Township. On the 1877 map of Rainham Township the owner of the lot where the house was located is indicated as Daniel Hoover (Figure 4). Shortly following the initial construction of the cabin, the Hoover family grew substantially in numbers and therefore in circa. 1803 a larger frame home was constructed around the cabin to provide additional living space (N. Feerman, personal communication December, 2010). Descendants of the Daniel Hoover family occupied the frame house through to the second half of the nineteenth century. Several other families owned and occupied the home from the late nineteenth century through to the second half of the twentieth century (B. Fletcher and N. Feerman, personal communications December, 2010). In 1994, a fire destroyed the frame house which at that time stood vacant. Following the fire, it was discovered that the Hoover log cabin, which still stood inside of the larger frame home, was partially salvageable (B. Fletcher, personal communication December 9, 2010). What remained of the log home was dismantled and moved to Bill Fletcher's farm where it was reassembled and stands today (Haldimand County 2010 and B. Fletcher, personal communication September 17, 2010).

Plate 11 is a photograph that was taken during the late nineteenth century, showing the Hoover frame house. The log cabin was incorporated into the southeast corner of the frame house which appears on the left side of this photograph (Plate 11). The two windows located to the left of the front door correspond with the south facing end of the cabin as it stands today (see Plate 9). The two windows and the door that were located on the left end of the frame house in Plate 11, correspond with the location of the front door and windows of the log cabin as it currently stands (Plate 9). Bill Fletcher explained that the left side of the frame house (Plate 11) appeared askew, due to the incorporation of the log cabin into the design and the lack of a singular foundation for the home (B. Fletcher, personal communication December, 2010). Plate 12 shows the Daniel Hoover Homestead as it appeared around circa.1900 along the Lake Erie shoreline. The log cabin was located at the far end of the frame home as it appears in this photograph (B. Fletcher, personal communication December, 2010).



Plate 11: The Hoover Frame House, circa. Late Nineteenth Century, built around the Hoover log cabin which was located on the left side of the house as seen in this photograph



Plate 12: The Hoover Homestead, circa. 1900 and original location of the Hoover Log House



Plate 13 is a photograph that was taken in 1994 following the fire and shows what remained of the original log cabin. As can be seen in the photograph the log cabin was originally a two storey structure. Due to the damage from the fire, the upper logs from the second storey could not be salvaged (B. Fletcher, personal communication December, 2010). The salvageable logs from the first storey and the floor were disassembled and moved to Bill Fletcher's farm to be reassembled. Prior to the dismantling of the structure the logs were numbered (B. Fletcher, personal communication December, 2010). The new location where the cabin was reconstructed on the Fletcher farm is located approximately seven kilometres north and inland from where it was originally situated along the Lake Erie shore line (Figure 6, see location on map of Plate 9).



Plate 13: Portion of the Hoover Log Cabin that remained following the fire in 1994

When the Hoover log home was reassembled on Bill Fletcher's property the original floor boards were reused and the logs from the ground floor were reassembled in the same order, with the original openings for the door and windows maintained. A half storey addition was added to the structure using new materials, along with a new roof, window frames, window panes and door. A porch which was also not original to the home was added on the west side of the structure (B. Fletcher, personal communication December, 2010). Plate 14 shows the state of the log cabin after it was reassembled at its new location in 1998. The only change that has occurred since the reconstruction in 1995 is that the new lumber that was used to rebuild the home has weathered to the same gray as the logs (Plate 9).



Plate 14: Hoover Log House following the Reconstruction

5.2 Significance and Heritage Attributes

The Hoover log house was designated a heritage structure by Heritage Haldimand due to the fact that it is one of the oldest remaining homes in Haldimand County and was originally built by the Hoover family who were one of the earliest families of European descent to settle in the area (Haldimand County 2010). The Haldimand County website does not list any designated heritage features for this structure (Haldimand County 2010).

5.3 Evaluation of Property According to Ontario Regulation 9/06

5.3.1 Design Value/Physical Value

- the only original features that have been maintained are the floor and logs from the first storey
- appearance has been greatly altered; original structure was a two storey building and now is a one and a half storey building; addition of porch which was not original to the building; new materials used entirely on half storey addition, roof, window frames, window panes, door and porch addition



5.3.2 Historical Value/Associative Value

- structure is associated with the Hoover family, one of the first families of European descent to settle in the Haldimand region
- it is an artifact of early rural settlement of the Haldimand area
- possible connection to War of 1812 (local family traditions exist maintaining that the frame home that was built around the Hoover log house was used as a potential refuge for soldiers during the war) (Haldimand County, 2010)

5.3.3 Contextual Value

- not applicable; structure has been moved from its original location and surrounding cultural landscape; was originally located along the Lake Erie shoreline; is now located inland on a farmstead, close to a road and surrounded by non-associated agricultural out buildings

5.4 Potential Impacts

An undertaking can have direct or indirect impacts on built heritage features and cultural heritage landscapes. Tables 2 and 3 outline possible direct and indirect impacts and potential mitigation options for the Project specific to the Hoover log house. Figure 7 illustrates the location of the Hoover log house in relation to the adjacent proposed project infrastructure and is intended to provide a visual aid to accompany the following impact assessment.

Table 2: Types of Potential Direct Impacts, Relevance to the Hoover Log House and Mitigation Measures

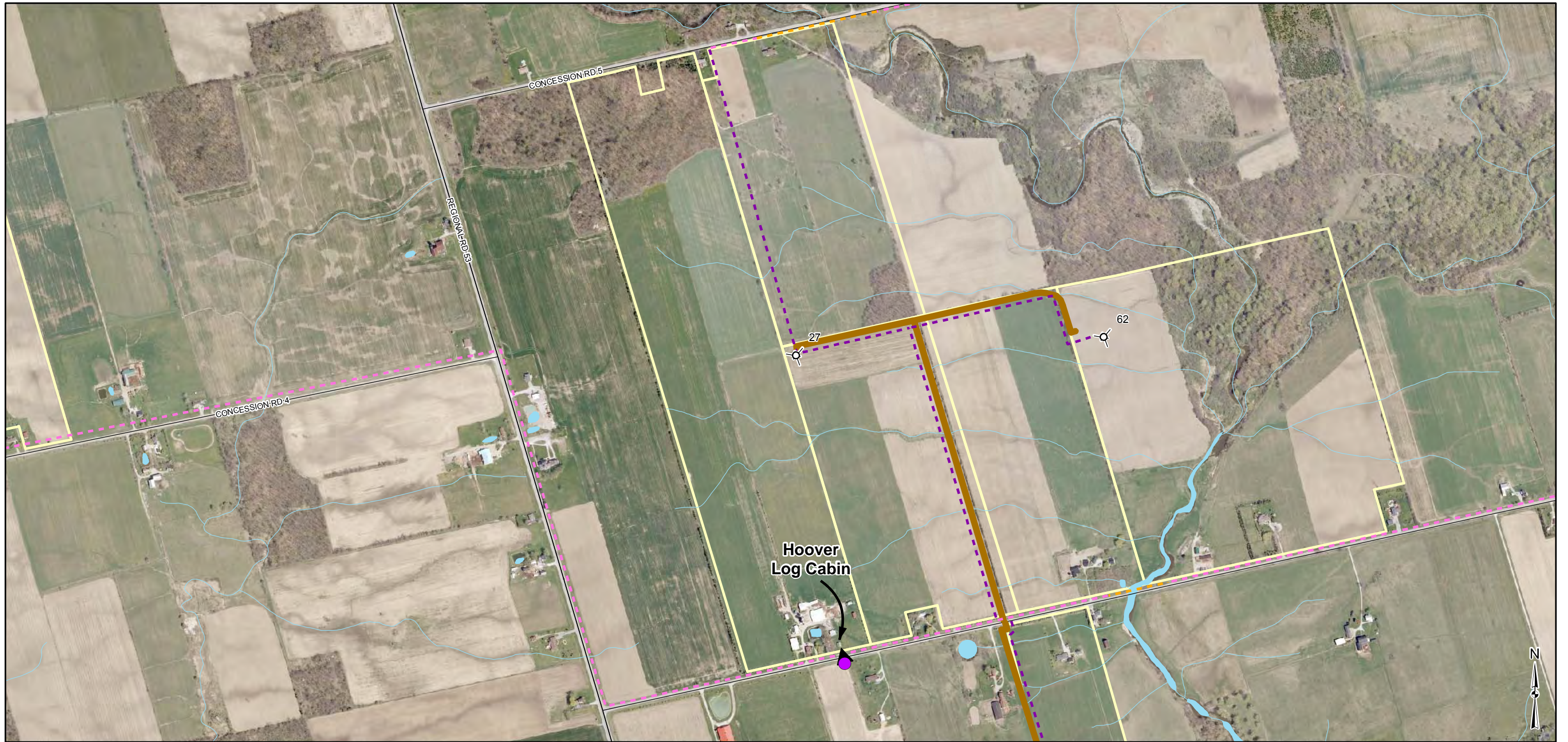
Direct Impacts (structure will be physically impacted by an undertaking)	Relevance to the Hoover Log House	Mitigation Measures
Destruction - of any, or part of any, significant heritage attribute or feature	not applicable	none recommended
Vibration Damages - to a structure during construction or because of subsequent changes to the building or adjacent land use	not applicable: vibration impacts not anticipated with the construction adjacent to the heritage resource; closest turbine to be located 633m northeast of the house and the closest access road and underground	none recommended



Direct Impacts (structure will be physically impacted by an undertaking)	Relevance to the Hoover Log House	Mitigation Measures
	collector cables to be located 358m to the east of the house (Figure 7)	
Alteration - that is not sympathetic, or is incompatible, with the historic fabric or appearance	not applicable: no alterations anticipated	none recommended

Table 3: Types of Potential Indirect Impacts, Relevance to the Hoover Log House and Mitigation Measures

Indirect Impacts (character of a structure will be impacted by an undertaking)	Relevance to the Hoover Log House	Mitigation Measures
Shadows - created that alter the appearance of a heritage attribute	not applicable: closest wind turbine is proposed to be located 633m away from the structure (Figure 7)	none recommended
Isolation - of a heritage attribute from its surrounding environment, context or a significant relationship	not applicable: nature of wind turbine operations will not isolate features	none recommended
Land Disturbance - such as a change in grade that alters historic patterns of topography or drainage	not applicable	none recommended
A Change in Land Use - such as adding industrial features to an agricultural area	not applicable	none recommended
Obstruction/Visual Impact - of significant views or vistas from, within, surrounding or to a built feature	Turbine 27 is proposed to be located 633m to the northeast of the Hoover log house (Figure 7) and will change the visual landscape behind the house when looking at it from the roadside.	The visual impact of Turbine 27 in the background of the log home should be minimized with appropriate plantings in order to provide screening (see Section 5.4).



LEGEND

- Turbine Location
- Direction Of Photo Used For Photomontage (Plates 15 to 17)
- Community
- Utility Line
- Watercourse
- Highway
- Regional Road
- Local Road
- Overhead Cable
- Underground Cable - Directional Drilled
- Underground Cable - Trenched
- Transmission Line
- Wetland
- Waterbody
- Project Area
- Substation / Switchyard / Project Building
- Access Road
- Optioned Lots

REFERENCE

Base Data - MNR NRVIS, obtained 2004, CANMAP v2008.4
 Produced by Golder Associates Ltd under licence from Ontario Ministry of Natural Resources, © Queens Printer 2010
 Projection: UTM Datum: NAD 83 Coordinate System: UTM Zone 17



PROJECT		Summerhaven Wind Energy Centre	
TITLE		DETAIL OF PROJECT INFRASTRUCTURE ADJACENT TO THE HOOVER LOG CABIN	
PROJECT NO.	10-1151-0035	SCALE AS SHOWN	REV.
DESIGN	JR 27 Aug. 2010	 Mississauga, Ontario	FIGURE: 7
GIS	BC 22 Nov. 2010		
CHECK	PP 22 Nov. 2010		
REVIEW			

G:\Projects\2010\10-1151-0035_NexEraNaticoke\Wind\GIS\MXDs\Draft\Report\BuiltHeritage\PlateNumber9.mxd



5.5 Mitigation Measures

Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources and may include such actions as: avoidance, monitoring, protection, relocation, remedial landscaping or full documentation in the case of a planned demolition.

As outlined in Table 3, one potential indirect impact (obstruction/visual) has been identified for the Hoover log home which is located adjacent to the Project Location and is a designated heritage structure (Figure 7). The proposed location of Turbine 27 (633m to the northeast of the Hoover log house) will change the visual surroundings of the log house when viewing it from the roadside (Concession Road 4).

Due to the fact that this heritage structure has been moved from its original location, and is now situated in a completely different landscape setting (surrounded by a nineteenth century farmhouse and a combination of nineteenth and twentieth century farm out buildings) than was intended when it was built, it is the opinion of Golder that the view of the cabin from a close proximity, or from the immediate roadside is the only view of significance. The log house has local historical significance, so minimizing the visual impact for visitors to the site is what has been determined to be of importance. Therefore, due to the fact that the Hoover log house is no longer located in its original context, mitigation measures are recommended to minimize the visual impact of Turbine 27 to the log house only as seen from a close proximity (ie. the adjacent roadside).

It is recommended that a hedgerow of coniferous trees (in order to provide year round screening) be planted behind and to the east of the Hoover log cabin in order to mitigate the visual impact of Turbine 27 in the background and retain an appropriate setting for the building. These trees should be approximately 10m high, with smaller saplings interspersed to provide for future mitigation. The hedgerow should be planted approximately 10m directly behind the log house and extending to the east in order to provide maximum coverage (see Plate 18). Plate 15 shows the contemporary view of the Hoover log house, taken from the roadside looking in the immediate direction of the proposed location of Turbine 27 (Figure 7). Plate 16 has been modified using GIS techniques in order to place the turbine behind the log house at the exact location where it is proposed to be situated. Plate 17 illustrates with exact proportions how a hedgerow of coniferous trees located to the east of the log house would help to screen the visual impact of the proposed turbine. The trees that have been added to Plate 17 are 10m high. Finally, Plate 18 shows an aerial view of the log house and surrounding area and indicates where the recommended hedgerow should be planted in order to provide maximum screening from the proposed Turbine 27. This recommended mitigation would have to be agreed upon with the property owner and owner of the Hoover log house, Mr. Bill Fletcher (or current owner at the time of project construction).



Plate 15: Contemporary View of Hoover Log House from Roadside



Plate 16: View of Hoover Log House from Roadside with Turbine Superimposed



Plate 17: View of Hoover Log House from Roadside with Turbine and Hedgerow Superimposed



Plate 18: Aerial View showing location of Hoover Log House and Recommended location for Screening Hedgerow



6.0 RECOMMENDATIONS

The Project Location has been determined to represent a single rural cultural heritage landscape consisting of a homogeneous land use pattern of agricultural fields, pastures, woodlots and associated farmsteads that did not contain significant cultural landscapes. The rural cultural heritage landscape located on the Project Location lands has been determined to be typical of what is found across central Ontario and therefore not to be of cultural heritage value or interest.

All individual cultural features that are located within the Project Location were photographed and evaluated according to Ontario Regulation 9/06. The 91 structures (54 houses and 37 barns) that were identified to be greater than 40 years old at the Project Location have been determined to have general historical significance. When further applying the criteria set out in Ontario Regulation 9/06, none of these structures were determined to have cultural heritage value or interest. These buildings are heritage resources, for the fact that they do contribute to a broad understanding of agricultural development in the area, but they are not significant enough to warrant designation or further investigation.

One designated heritage property, the Hoover log house is located adjacent to the Project Location and as such a heritage impact assessment was conducted on this resource. One potential indirect impact (obstruction/visual) has been identified for the Hoover log home due to the fact that the proposed location of Turbine 27 (633m to the northeast of the Hoover log house) will change the visual surroundings of the log house when viewing it from the roadside. As such, it is recommended that a hedgerow of coniferous trees (in order to provide year round screening) be planted behind and to the east of the Hoover log cabin, located at 59 Concession Road 4, in order to mitigate the visual impact and to retain an appropriate setting for the building. These trees should be approximately 10m high, with smaller saplings interspersed to provide for future mitigation. The hedgerow should be planted approximately 10m directly behind the log house and extending to the east in order to provide maximum coverage (Plate 18). This recommended mitigation would have to be agreed upon with the property owner and owner of the Hoover log house, Mr. Bill Fletcher (or current owner at the time project construction commences).

The recommendations contained in this report are based on current provincial regulations and guidelines pertaining to the approvals process for wind energy projects in Ontario.

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