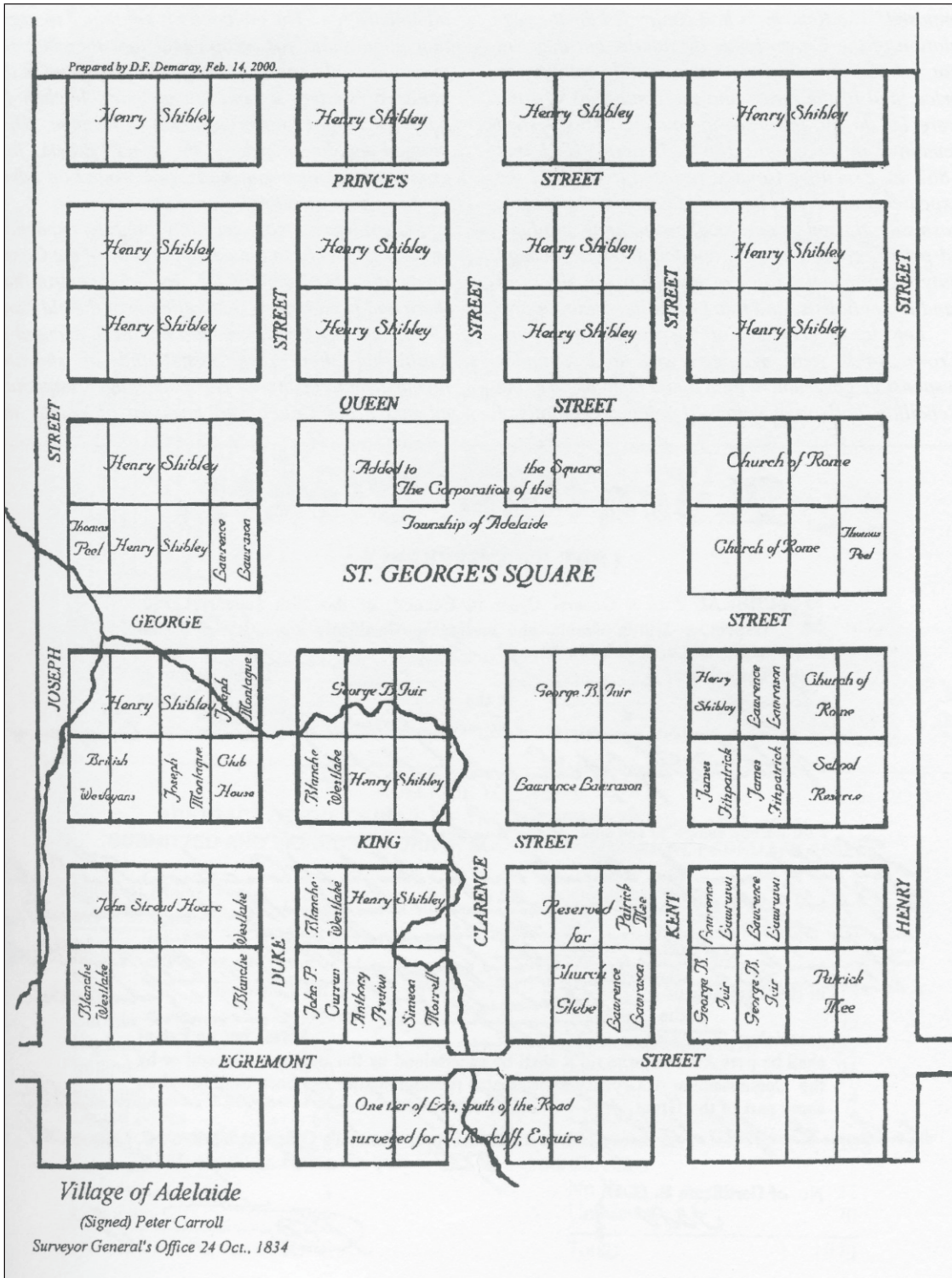


Prepared by D.F. Demaray, Feb. 14, 2000.



REFERENCE

DRAWING BASED ON
 Adelaide Township Heritage Group
 2001 *Adelaide Township... a history*. Adelaide Township
 Heritage Group, Strathroy. p. 25.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ
 IN CONJUNCTION WITH ACCOMPANYING TEXT.

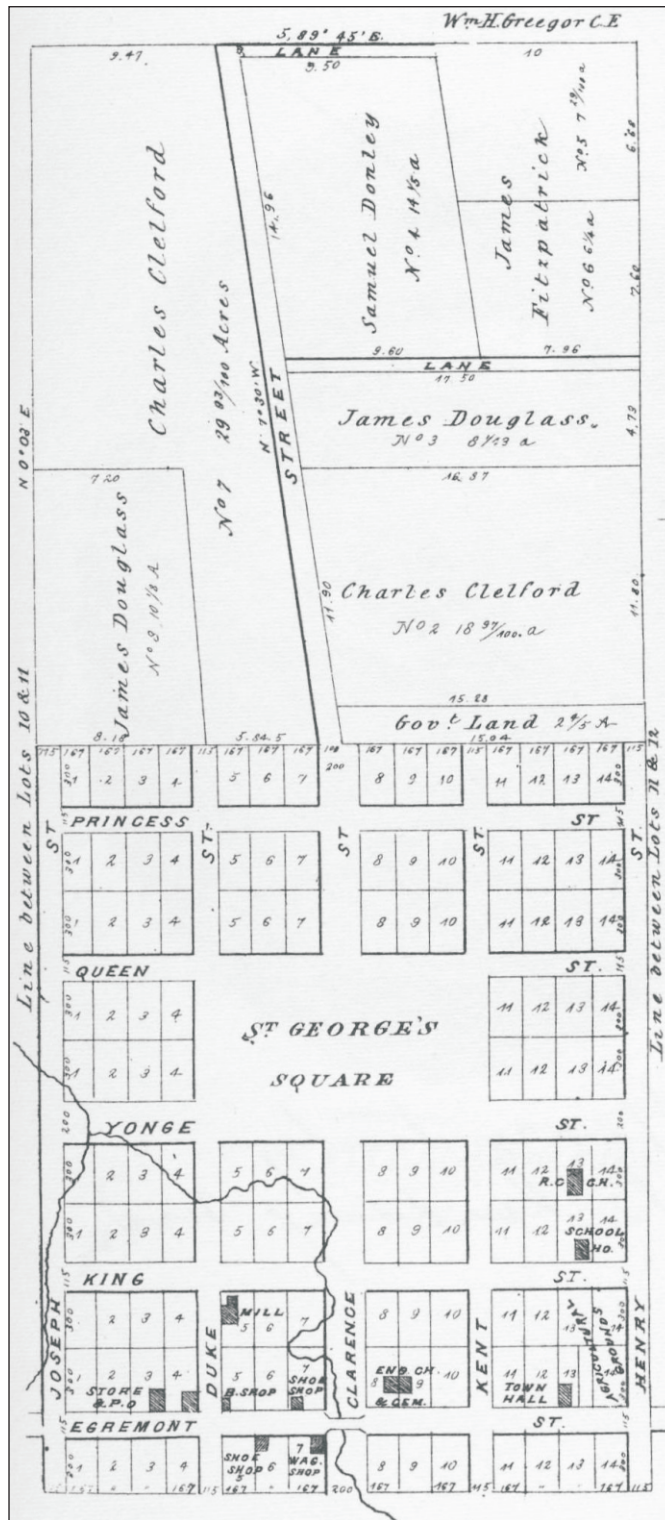
ALL LOCATIONS ARE APPROXIMATE.

PROJECT
**Built Heritage and Cultural Landscape Study
 Adelaide Wind Farm
 Geo. Twp. of Adelaide, Middlesex County, Ontario**

TITLE
**Original 1833 Town Plot for the
 Village of Adelaide (Redrawn)**



PROJECT No.	07-1112-0151-1800	FILE No.	0711120151-1800-R02009
CADD	JM	Feb 26/09	SCALE NOT TO SCALE REV.
CHECK			FIGURE 9



REFERENCE

DRAWING BASED ON
 H.R. Page and Company
 1878 *Illustrated Historical Atlas of the County of Middlesex*.
 1972 reprint. Edward Phelps, Sarnia. p. 51.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ
 IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE.

PROJECT
**Built Heritage and Cultural Landscape Study
 Adelaide Wind Farm
 Geo. Twp. of Adelaide, Middlesex County, Ontario**

TITLE
**1878 Town Plot for the
 Village of Adelaide in the *Illustrated
 Historical Atlas of the County of Middlesex***



PROJECT No.	07-1112-0151-1800	FILE No.	0711120151-1800-R02010
CADD	JM	Feb 26/09	SCALE NOT TO SCALE REV.
CHECK			FIGURE 10

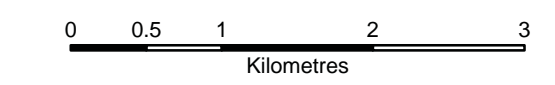
INSET: Notable Historic Structures Standing in 1878 According to the 1878 Historic Atlas

Number	Lot	Concession	Structure	Current Status
1	2	2 S.E.R.	Factory	No longer standing
2	3	1 S.E.R.	Church/Cemetery	West Adelaide Presbyterian Cairn
3	6	2 N.E.R.	Schoolhouse	No longer standing
4	7	5 N.E.R.	Church	No longer standing
5	7	5 N.E.R.	Schoolhouse	No longer standing
6	7	4 N.E.R.	Post Office	No longer standing
7	7	4 N.E.R.	Brickyard	No longer standing
8	7	2 S.E.R.	Schoolhouse	No longer standing
9	7	3 S.E.R.	Church	No longer standing
10	11	1 N.E.R.	Schoolhouse	No longer standing
11	11	1 N.E.R.	Roman Catholic Church	Only cemetery remains at this location
12	11	1 N.E.R.	Anglican Church/Cemetery	Still Standing
13	11	1 N.E.R.	Mill	No longer standing
14	11	1 N.E.R.	Post Office	No longer standing
15	12	3 S.E.R.	Church	No longer standing
16	13	2 N.E.R.	Church	No longer standing
17	13	4 S.E.R.	Lime Kiln	No longer standing
18	14	4 S.E.R.	Schoolhouse	No longer standing
19	18	3 S.E.R.	Schoolhouse	No longer standing
20	19	1 N.E.R.	Schoolhouse	No longer standing
21	19	2 N.E.R.	Schoolhouse	No longer standing

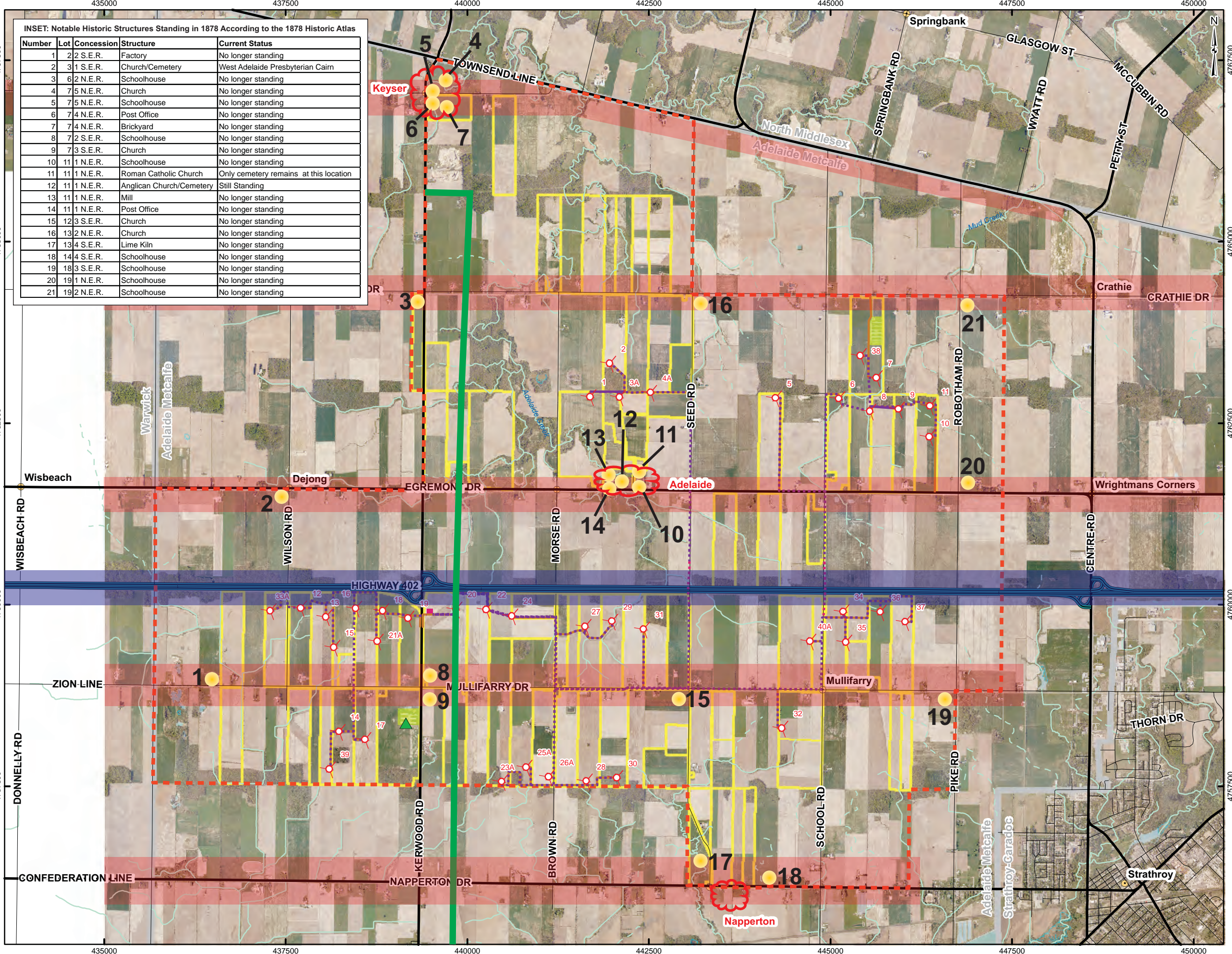
- LEGEND**
- Turbine
 - Permanent MET Mast
 - Overhead Cable
 - Underground Cable
 - Access Road
 - Substation
 - Site Study Area
 - Expressway
 - Major Road
 - Local Road
 - Watercourse, Permanent
 - Watercourse, Intermittent
 - Proposed Laydown / Staging Area
 - Optioned Lots
 - Municipal Boundary
 - Waterbody, Permanent
 - Wetland, Permanent
 - Approximate Location of Settlement in 1878 Historic Atlas
 - Approximate Location of Structure in 1878 Historic Atlas
 - 88** Number of Historic Structure Listed in Inset
 - Approximate Location of Farmsteads
 - Approximate Location of Highway 402 Corridor
 - Approximate Location of Hydro Corridor

REFERENCE

Base Data - MNR NRVIS, obtained 2004, CANMAP v2006.4
 Produced by Golder Associates Ltd under licence from Ontario Ministry of Natural Resources, © Queens Printer 2010
 Air Photo - Spring 2006 First Base Solutions.
 Datum: NAD 83 Projection: UTM Zone 17N



PROJECT	ADELAIDE WIND FARM PROJECT			
TITLE	General Historical Thematic Map of the Study Area			
	PROJECT NO.	07-1112-0151	SCALE AS SHOWN	REV. 0
	DESIGN	PP	05 Mar 2008	
	GIS	PP	26 Mar 2010	
	CHECK	LHJR	26 Mar 2010	
	REVIEW	JW	26 Mar 2010	FIGURE: 11



G:\Projects\2007-1112-0151_TCA\AdelaideWindFarm\GIS\MapDocs\Draft\EA\March2010\Sitelayout.mxd



5.1.5 Architecture

5.1.5.1 Architectural Development within the Area

As discussed in Section 4.1.1.1, settlement and agriculture go hand in hand; this is reflected in the architectural development within the area. Almost all of the buildings remaining within the study area are still being used within an agricultural context, with a few exceptions that are solely residential. Although many earlier buildings within the study area have obviously been lost, a substantial number of 19th century farmhouses remain, along with the systems of outbuildings that once attended them.

Upper Canada settlers generally constructed a log house as their first home. As sawn lumber became readily available in Middlesex County many settlers built frame homes to replace these early, often crudely made structures. Others remained in their log cabins for longer periods and modified them to suit their changing needs (Kenyon 1985: 23).

Popular styles of early residence in the Township that replaced log homes were Ontario Cottages and Ontario Farm Houses. The Ontario Cottages were usually single storey frame dwellings with a centre doorway and windows on either side that ranged from simple to elaborate styles (ATHG 2001: 543). The cottages were eventually replaced by larger wood frame houses or houses made of brick. These houses were constructed in the Georgian style. Georgian homes – from early settlement to approximately the 1820's – and later Gothic Revival and Victorian homes were familiar styles found in Adelaide Township that can still be seen today.

The Georgian plan was especially popular from the early 19th century to around the time of Confederation in 1867. This style featured a shallow gable roof with a symmetrical three- or five-bay façade parallel with the ridgeline of the roof. The typical Georgian style residence in Adelaide Township consists of a symmetrical form: a centre doorway with windows on either side (similar to the Ontario cottage) and three windows on top with a gable on both sides. While most of the houses built of brick in this area were cream to yellow coloured, some brick houses built prior to 1870 were pinkish in colour, due to uncontrolled firing techniques (ATHG 2001: 544).

Gothic Revival became popular with the waning of Georgian architecture in Ontario in the mid-19th century. The three main features of Gothic Revival are the Gothic windows with flat topped headings; finials, the carved wood at the peak of the gables; and bargeboards, the ornamental woodwork around the gables (ATHG 2001: 546).



6.0 INDUSTRY

6.1 Description/Character

6.1.1 Natural Resources

In 1956 a number of holes were drilled on Orville Hodgson's farm, located north and west of the village of Adelaide, in order to test for salt (Aitken 1967: 7). The community was excited about the potential industry in the area; however, with the development of a salt mine in Goderich, the testing in Adelaide came to a halt (Aitken 1967: 7). Today, there is no visual evidence of this salt testing on the local landscape.

There are two aggregate pits located south of the hamlet of Keyser, at 29984 Kerwood Road, located just east of Kerwood Road (Figure 2). These have been owned by Jeff Maes since 1982.

An oil pipeline cuts through the northern end of the study area from west to east and follows closely with the concession line dividing Concession 3 and Concession 4, N.E.R. (Figure 1). There is also an oil facility along this line located on the eastern side of Kerwood Road (Figure 1). Visibly, the oil line has changed the landscape of this area where trees have been cleared through the wood lots which the pipeline transects.

6.1.2 Mills

Grinding grain was of great importance to early settlers. The establishment of a mill was determined by the availability of power, the quantity of grain growing and the presence of a population large enough to support the operations. The process of land clearing for agriculture saw the first removal of timber. The wood from clearing was necessary for both house and barn construction. As markets developed for lumber, sawmills were established. Water power was the principal source of power for early saw and grist mills.

Through the historical record it has been documented that both a saw mill and grist mill were once located in the village of Adelaide. Both of these mills were said to have been situated on the west side of Adelaide Creek, North of Egremont Road. One of the mills is indicated on the 1878 town plot of Adelaide on the corner of King and Duke Street (Figure 10). The location of this illustrated mill is far enough away from the creek that it must have been steam powered. The second mill is not indicated on the map, but it may have been located closer to the creek which could have been used as a source of power. Today, there is no visual evidence of these mills in the area.



6.1.3 Agriculture Related

Most Middlesex County farmers during the late 19th and early 20th centuries kept at least a few head of cattle. There were also a large number of more substantial dairy farms existing in Middlesex County, including that of Adelaide Township. Due to the presence of dairy operations on all scales, both butter creameries and cheese factories were common complements to this industry and therefore dotted the countryside.

A cheese and butter factory existed in the historic village of Keyser. It was originally named the Adelaide Cheese Manufacturing Company, but changed its name to the Keyser Cheese Factory in 1874. The factory was in operation from 1870 until sometime in the 1920s (Grainger 2002: 9). The factory is no longer standing, but it was located on the west side of Kerwood Road and therefore would have been outside the study area.

6.1.4 Brick and Tile Yards

By the mid-to-late 19th century many Adelaide Township residents were building brick residences to replace their earlier log cabins or framed homes. Brick manufacturing became a family industry, making use of local sources of clay which led to the same colour of brick being widely used within a region. In Adelaide Township the composition of the clay meant that most of the bricks produced were a cream or creamy-yellow colour (ATHG 2001:544).

There was a local brick and tile yard in the village of Keyser, operated by John Philip Keyser and his family from the 1860's until sometime during the First World War. This yard was located behind the Keyser house on part of Lot 7, Concession 4 N.E.R. (ATHG 2001: 515, Grainger 2002: 9-10). The clay from his property was used to make the bricks and tiles and they were stamped with the "KEYSER" label. Numerous buildings in the surrounding area were constructed using Keyser bricks (Grainger 2002: 10). There is no longer any visual evidence of the brick and tile yard.

6.1.5 Electric Power

The date by which Adelaide Township, as a whole, obtained hydro has not yet been determined. Hydro was installed throughout Adelaide Village in the 1930's (ATHG 2001: 506). Prior to that several homes within the village and, likely the township in general, made use of a Delco power plant, which was a gas motor with a generator that charged batteries, which then supplied enough electricity to provide lights for a home (ATHG 2001: 506).

A hydro corridor transects the study area running north to south along the east side of Kerwood Road (Figure 1 and Figure 11).



7.0 TRANSPORTATION

7.1 Description/Character

7.1.1 Railways

In 1856 a crucial decision was made that would forever change the future urban growth and industrial potential of Adelaide Village and the surrounding area. Adelaide land owners had been negotiating with railway officials for the Great Western Railway from London to Sarnia to pass through their village. The railway officials chose Strathroy over Adelaide which led to Strathroy growing into a larger industrial centre and Adelaide Village, like so many other early Ontario communities, dwindling into an almost obscure hamlet (ATHG 2001: 505).

7.1.2 Roads/Highways

Unlike most townships the baseline road (Egremont Road) runs through the centre of Adelaide Township and the rest of the township was surveyed north and south from this point. The township as a whole has an angular shape to it and the road grid was laid out within this odd shape. The concession roads that fall within the study area are almost all gravel or tar and chip roads with the exception of Napperton Drive, Egremont Drive and the Townsend Line. The side roads are also primarily gravel or tar and chip with the exception of Kerwood Road (Figure 2).

Egremont Drive and Highway 402 provide the main east-west access to the region. Highway 402 from London to Sarnia was constructed in stages between 1975 and 1982. The location of Highway 402 was chosen in order to minimize as much as possible the disruption to the local farmers and as such it follows the blind line between Concessions 1 and 2 S.E.R. along the backs of the farms (Figure 11). Kerwood Road provides a highway interchange at Highway 402. In addition to the interchange, both School Road and Seed Road extend over Highway 402, connecting the areas north and south of the highway. The highway underpasses that are located on these roads have substantial earth work approaches helping them to blend in with the rural nature of the side roads (Plate 10).

From 1927 until 1930 Egremont Drive (as referred to within the limits of the study area) was part of Provincial Highway 22 and from 1930 until 1998 it was part of King's Highway 22 (Bever 2009). The last gravel section of the road was paved in 1930 (Bever 2009). The overall use of Highway 22 somewhat declined with the completion of the 402 in the 1980's however it is still well used by the local inhabitants. Today, Highway 22 has been redesignated as Lambton Road 22 and Middlesex Road 22. Through London, the route is also referred to as Fanshawe Park Road, which changes to Egremont Drive at the municipal line dividing Middlesex Centre and Adelaide Metcalfe (formerly the line dividing Lobo Township and Adelaide Township).



HERITAGE RESOURCE ASSESSMENT AIR ENERGY TCI ADELAIDE WIND FARM

Plate 10: Earth Work Approach of Highway 402 Underpass, Looking North on School Road





8.0 ANALYSIS OF CULTURAL FEATURES

8.1 Introduction

The results of the background historic research and review of secondary source information has concluded that the study area has its historic origins in 19th century survey and settlement. There is a homogeneous land use pattern existing throughout the study area consisting of agricultural fields, pastures, woodlots and associated farmsteads. Settlement and development of agriculture in Middlesex County moved from pioneer farming in the early 19th century to wheat growing and mixed farming in the late 19th century through to the present. The surviving farmsteads located within the study area represent changing eras of rural change from the mid-19th century onwards.

8.2 Previously Known Buildings or Cultural Landscapes of Heritage Significance

According to the Clerk of Adelaide Metcalfe Township, there is no Heritage Committee in either Middlesex County or Adelaide Metcalfe; however, the Heritage Trail through the Middlesex Department of Tourism, identifies heritage resources throughout the entire county. According to this Heritage Trail, one site of heritage interest is located within the study area, St. Ann's Anglican Church. This church is located within the village of Adelaide and is not located on a participating parcel (Figure 11, Appendix B). There are no federally or provincially recognized cultural heritage resources, plaques or cemeteries located on project lands and land abutting project lands.

8.3 Cultural Landscape

The study area is defined as a rural cultural 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. One small urbanized area, the village of Adelaide, is located in the central portion of the study area and blends in as part of the surrounding rural landscape. The study area is located very close to Strathroy, which is a major urbanized settlement for the general vicinity. The initial survey of Adelaide Township had profound effects on the modern cultural heritage landscape. The grid from the survey 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 (Figure 8 and Figure 11).



Farmsteads

The surviving farmsteads within the study area represent changing eras of rural land use from the mid-19th century onwards. This can be seen in the variety of domestic architecture and barn designs.

Social Institutions

Virtually nothing remains of rural social institutions in the study area. All of the schools and all but one of the churches (St. Ann's Church still stands and only the cemetery of St. Patrick's Church remains) have been removed. There are no social institutions located on participating parcels.

Rural Industry

There is no visible evidence of historic rural industry within the study area. However, more recent industrial development is evident within the study area. The corridor of hydro electric transmission lines is a fairly prominent industrial feature as it transects the western end of the study area. The gravel pits are a prominent industrial feature in the study area landscape and are evidence to the changing land use patterns of the area over time.

Transportation

Highway 402 and its associated underpasses is the most prominent transportation related cultural feature in the study area landscape (Figure 11). All other roads within the study area outside of the village of Adelaide are based on the original transportation grid established in the early 19th century, with Egremont Road (now Egremont Drive) being the most prominent and historically significant.

8.4 Built Heritage

Cultural features that are located on participating parcels where proposed wind turbines and associated collector cables, substation and access roads are to be installed were photographed and evaluated according to OHA Regulation 9/06. This material is included in Appendix A along with a map (Tile 1) which indicates the location of each. Structures included in Appendix B are representative potentially heritage structures within the study area, or structures on participating parcels that will not contain potential project infrastructure. Access to the properties was not available as part of this work and all identification was undertaken from public road allowances.



A total of 47 buildings and structures on 35 properties listed in Appendix A were visually identified as being greater than 40 years old at the time of the field survey. Six of these were dated as having been built in the 1960s and are typical of subdivision style houses found throughout rural and suburban southern Ontario. They are assumed to have no cultural value at this time.

Of the remaining 42 buildings, 15 were barns. Due to their size these buildings contribute, in a very visible manner, to the early 20th century agricultural character of 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.

All of the houses within the study area 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 early 20th century agricultural character of study area.

8.5 Summary of Evaluation for Potential Cultural Heritage Value or Interest

As discussed above, the study area is defined as a rural cultural 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. There are no separate cultural landscapes that have been identified within the study area, or existing on participating parcels that are going to have potential wind turbines or associated infrastructure. This rural cultural landscape that spans the study area is typical of what is found across southwestern Ontario. Therefore, there are no cultural landscapes located within the limits of this project that have been determined to have cultural heritage value or interest.

All of the individual cultural features that are located on participating parcels where proposed wind turbines and associated infrastructure are to be installed were photographed and evaluated according to OHA Regulation 9/06. From the 47 structures that were identified to be greater than 40 years old, 42 (27 houses and 15 barns) were determined to have general historical significance. The 26 houses were labelled as contributing to either late 19th or early 20th century agricultural activity in the area. In addition to this general classification, four of the houses were described as indicative that the original owner had been prosperous and one house was labelled as an abandoned house with an exterior that appears to be unaltered. The house that appears to have an unaltered exterior is in very poor condition and both it and the barn located on the same property appear to be in the course of falling down (Appendix A, Site #7). The 15 barns were determined to be indicative of, and to have contributed to, either late 19th or early 20th century agricultural activity in the area. The majority of the barns were also categorized as a once popular style of barn during the late 19th and early 20th centuries. In addition it was noted that there are many barns of this earlier type still standing in the area.

In summary, when applying the criteria set out in OHA Regulation 9/06, none of the structures that are located on participating parcels with proposed turbines and infrastructure for this project 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.



9.0 IMPACT ASSESSMENT

9.1 Project Description

The project undertaking consists of the installation of 40 wind turbines and associated collector cables; substation, permanent wind measurement (MET) mast and access roads within the defined study area of Adelaide Township (Figure 2). Table 2 provides a breakdown of the proposed project components, potential impacts to the study area and mitigation measures that have been taken in the planning process for the Project.

The proposed turbines are to be located primarily at the back of farm lots away from concession roads, with a cluster south of the Highway 402 Corridor.

None of the potential wind turbines are to be located closer than 500 metres to any heritage structures identified in this report.

Collector cables will be placed above and below ground. In areas where cables cut across fields, they will be placed underground. Above ground cables will be located along existing rights-of-way. There are only two proposed lines of above ground cables that will be constructed on Seed Road and School Road.

The substation will be constructed on Lot 7 of Concession 2 S.E.R., at the back end of a farm lot. It will be located in the northwest corner of the lot near the Highway 402/Kerwood Road interchange.

Access roads will be constructed to access the turbines. When possible, access roads follow lot lines that are already in existence.

Temporary equipment laydown/staging areas may be required during the construction of the turbines. They are located on Lot 6 of Concession 3 S.E.R. and Lot 16 Concession 2 N.E.R.

A permanent MET mast is required to be located on site in order to monitor climatic conditions. This mast will be the same approximate height of the wind turbines and will be located in the staging area near turbine 17 (Figure 2).



HERITAGE RESOURCE ASSESSMENT AIR ENERGY TCI ADELAIDE WIND FARM

Table 2: Breakdown of Proposed Project Components, Potential Impacts to the Study Area and Mitigation Measures that have been taken in the Planning Process

Project Component	Impact to Study Area	Project Mitigation Measures
Wind Turbines	Large, visible features on the landscape.	<p>Proposed turbines are to be placed in groupings towards the backs of farm lots. A number of turbines to be located along the 402 corridor which is situated at the back of farm lots.</p> <p>Efforts have been made to locate turbines as far away as possible from participating residences, and no turbine is to be located closer than 500m from a residence on a participating property (Figure 2).</p>
Underground Collector Cables	<p>Will be placed underground, some of them cut across agricultural fields.</p> <p>No visual Impact.</p>	<p>Efforts have been made to locate the majority of the underground cables along municipal/county road easements (Figure 2).</p> <p>Other underground cables are to be located along existing lot lines, farm paths or along the edge of agricultural fields.</p>
Overhead Collector Cables	Visually, two stretches of overhead cables will be located along Seed Road and School Road.	To be located on side roads, with no houses, where overhead lines are already located (Figure 2).
Substation	Visually - an approximate 80 by 80 metre compound to be located at corner of Kerwood Road and the 402.	<p>To be placed close to the 402 and away from residences (Figure 2).</p> <p>Appropriate landscape design has been recommended in Section 9.2.2.</p>
Access Roads	In some cases, will cut across agricultural fields and will visually change the shape of the field patterns.	<p>Efforts have been made to locate access roads along existing lot lines, farm access paths and edge of fields.</p> <p>Locations to be agreed upon with landowners.</p>
Laydown/Staging Areas	Temporary, during construction phase of the project.	<p>Locations of staging areas chosen to occur around agricultural buildings where land is already disturbed.</p> <p>No impacts to buildings.</p>



9.2 Potential Impacts to Built Heritage Features and Cultural Heritage Landscapes

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. While this study finds that there are no significant heritage resources on or adjacent to the project location, some mitigation measures are recommended.

Construction of the turbines will have an impact on the cultural heritage landscape of the study area. The land is flat and it is anticipated that the turbines will be prominent, new visual features in the landscape. As well, the construction of the collector lines and access roads may change the shape of field patterns and result in the removal of fence lines, hedgerows and other man-made agricultural features.

9.2.1 Direct Impacts

Table 3: Types of Potential Direct Impacts, Relevance to the Project and Mitigation Measures

Direct Impacts (structure will be physically impacted by an undertaking)	Relevance to this Project	Mitigation Measures
Destruction - of any, or part of any, significant heritage attribute or feature	not applicable: no heritage attribute or feature to be demolished	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 this project	none recommended
Alteration - that is not sympathetic, or is incompatible, with the historic fabric or appearance	not applicable: no alterations anticipated	none recommended



9.2.2 Indirect Impacts

Table 4: Types of Potential Indirect Impacts, Relevance to the Project and Mitigation Measures

Indirect Impacts (character of a structure or landscape will be impacted by an undertaking)	Relevance to this Project	Mitigation Measures
Shadows - created that alter the appearance of a heritage attribute or change the visibility of a natural feature or plantings	not applicable: large distance from turbines	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: no significant alteration to land	none recommended
A Change in Land Use - such as adding industrial features to an agricultural area	Existing land use is agriculture. Proposed addition of energy production may change visual character of agricultural land use.	The visual impact of the substation (Figure 2) should be minimized with appropriate siting/location of the substation, and landscape design such as massing and screening.
Obstruction - of significant views or vistas from, within, or to a built and natural feature	Flat land is distinctive element of the cultural landscape, anticipated that turbines will be prominent, new visual features in landscape.	The visual impact of the substation (Figure 2) should be minimized with appropriate siting/location of the substation, and landscape design such as massing and screening.



10.0 RECOMMENDATIONS

The study area has been determined to represent a single rural cultural heritage landscape with no separate cultural landscapes located on the project lands and land abutting project lands that have been determined to have cultural heritage value or interest. Given that the potential wind turbines and associated infrastructure are to be localized on chosen participating parcels within the study area, the cultural features that are located on those parcels were photographed and evaluated according to OHA Regulation 9/06. From the 47 structures that were identified to be greater than 40 years old, 42 (27 houses and 15 barns) were determined to have general historical significance. When further applying the criteria set out in OHA 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.

The rural cultural heritage landscape located on the project lands and land abutting project lands has been determined not to be of cultural heritage value or interest. However, as the construction of the project turbines and associated structures will have a visual impact on the landscape of the study area, it is recommended that the visual impact of the substation located on the east side of Kerwood Road, south of the 402 (Figure 2) should be minimized with appropriate siting/location of the substation, and landscape design such as massing and screening.

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.

GOLDER ASSOCIATES LTD.

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11.0 IMPORTANT INFORMATION AND LIMITATIONS OF THIS REPORT

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This report has been prepared for the specific site, design objective, developments and purpose described to Golder, by NextEra Energy Canada. The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location.

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Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project.



12.0 REFERENCES CITED

- Adelaide Township Heritage Group (referred to as ATHG in the text). 2001. *Adelaide Township... a history*. Adelaide Township Heritage Group, Strathroy.
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HERITAGE RESOURCE ASSESSMENT AIR ENERGY TCI ADELAIDE WIND FARM

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APPENDIX A

Cultural Structures located on Participating Parcels with Proposed Turbine Related Activities