

Ministry of Tourism, Culture and Sport  
Confirmation Letter  
Dated: December 22, 2011

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Culture and Sport**

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December 22, 2011

Mr. Ray Roth  
Vice President  
Saturn Power Inc.  
100 Mill Street, Unit F  
New Hamburg, ON  
N3A 2K9

RE: **David Brown Solar Project**

**Location: Part Lots 20 to 24, concession 2, Township of South Stormont, United Counties of Stormont, Dundas and Glengarry**

**OPA Reference Number: FIT -F2J4W2H**  
**FIT Contract Number: F-001562-SPV-130-505**

**MTC DPR file no.: PLAN-01EA025**

Dear Mr. Roth:

This letter constitutes the Ministry of Tourism, Culture and Sport's written comments as required by s. 23(3)(a) of O. Reg. 359/09 under the *Environmental Protection Act* regarding heritage assessments undertaken for the above project.

Based on the information contained in the report you have submitted for this project, the Ministry is satisfied with the heritage assessment. Please note that the Ministry makes no representation or warranty as to the completeness, accuracy or quality of the heritage assessment report.\*

The report recommends the following:

**7.0 Study Results and Recommendations**

No properties protected as per the table in Section 19, O. Reg. 359/09 were identified within or adjacent to the Study Area.

One Resource of cultural heritage value, the CN Rail corridor, was identified adjacent to the Study Area. No direct or indirect Project-related impacts have been identified in terms of: destruction; alteration; isolation; shadows; obstruction of views; or change in land-use.

It is recommended that the Project be released from further heritage requirements.

The Ministry is satisfied with these recommendations.

This letter does not waive any requirements which you may have under the *Ontario Heritage Act*. Also, this letter does not constitute approval of the renewable energy project. Approvals of the project may be required under other statutes and regulations. It is your responsibility to obtain any necessary approvals or licences.

Please feel free to contact me if you have questions or require additional information.

Sincerely,

**Laura Hatcher**  
Heritage Planner

cc. Christienne Uchiyama, Archaeologist and Heritage Planning Consultant  
Stantec Consulting Ltd.

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

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\* 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(s) 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 artifacts or heritage resources are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.



**DAVID BROWN SOLAR PROJECT  
HERITAGE ASSESSMENT**

File No. 161011028  
December 9, 2011

Prepared for:

**Saturn Power Inc.**  
100 Mill Street, Unit F  
New Hamburg, ON N3A 2K9

Prepared by:

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

## **Executive Summary**

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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 Saturn Power Inc. to conduct a Heritage Assessment of the location of the David Brown Solar Project.

The assessment included a review of historic period maps, aerial imagery and Census data as well as records and inventories held by the Township of South Stormont, the Ontario Heritage Trust and the Ontario Ministry of Tourism and Culture. A visual survey was completed on October 12 and 13, 2011 to determine the existence of any potential built heritage resources within the Study Area. The Study Area was also assessed for any groupings of resources that might constitute a cultural heritage landscape.

No protected cultural resources or landscapes have been identified within or adjacent to the Study Area.

A CN Railway line is adjacent to the Study Area, to the south. The railway line is part of the first trunk railway to be constructed by the Grand Trunk Railway Company in 1850 to link Toronto and Montreal. This specific portion of the rail line was relocated to its current position as part of the St. Lawrence Seaway project in the 1950s. The Project will not have any direct impact on character-defining elements of the railway line. No mitigation has been recommended.

No significant cultural heritage landscapes were identified.

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**

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Stantec Consulting Ltd. (Stantec) was retained by Saturn Power 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 3 Solar Facility and will follow the requirements identified in O.Reg.359/09 for such a facility.

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, B.A., Archaeologist and Heritage Planning Consultant with Stantec. Colin Varley, M.A., Senior Archaeologist and Heritage Planning Consultant 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), (2) and (3). O. Reg.359/09 s.23 (1) 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*



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HERITAGE ASSESSMENT**

*Policies of the Ontario Provincial Policy Statement, 2005* (MTC, 2006a), is presented in Section 6.

**1.2 PROJECT DESCRIPTION**

Saturn Power Inc. (Saturn) has proposed to construct the David Brown Solar Park (the Project), a solar power generating facility in Part Lots 20 to 24, Concession 2, in the Township of South Stormont, United Counties of Stormont, Dundas and Glengarry, Ontario (Figure 1). The subject property includes approximately 346 ha (140 acres) of private industrial zoned land bounded to the north by Highway 401, the south by the CN Rail corridor, to the east by Dickinson Road and the west by the extension of Farrans Point Road.

The total nameplate capacity of the proposed Project is 10 MW. The basic components of the Project are up to 55,000 solar panels which will be pole mounted on approximately 5,000 solar arrays, a racking system to support the solar panels, direct current cabling and combiner boxes, ten 1 MVA inverter stations consisting of 2 - 500kW inverters and a 1 MVA step-up transformer per inverter station, an underground AC collection system, a distribution pole line, temporary construction laydown area, access roads and an additional potential constructible area and a transformer substation that facilitates connection to an existing Hydro One Networks Inc. (HONI) distribution line at the point of common coupling (PCC).

**1.3 STUDY METHODOLOGY**

The Heritage Assessment study was composed of a program of archival research and visual assessment of potentially significant 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 histories 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 were reviewed in order to compile a catalogue of existing identified heritage resources.

A visual survey was conducted on October 12 and 13, 2011 and Google Streetview imagery was available for the north end of the Study Area. The Study Area was surveyed for extant buildings, outbuildings or other built heritage remains. Built heritage resources which might satisfy criteria outlined under Ontario Regulation 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.

In general, buildings and structures of more than forty years of age were evaluated 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 value. 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.

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This Study defines *built heritage resources* according to the definition provided in the MTC's guidance document, *InfoSheet #1 Built Heritage Resources in Heritage Resources in the Land Use Planning Process: Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005* which states: "The PPS, 2005 defines *built heritage resources* as involving "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" (MTC, 2006b).

The Study Area was also 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* (MTC, 2006c). *InfoSheet #2* defines *cultural heritage landscapes* as "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."

In addition to archival research and the site visit, the Township of South Stormont was contacted to determine existing designations or previously identified resources of heritage interest.

Evaluation of potentially significant cultural heritage resources 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.

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Identification of potential direct and indirect Project impacts on significant cultural heritage resources and landscapes was conducted as per the Ministry of Culture's *InfoSheet #5 Heritage Impact Assessments and Conservation Plans in Heritage Resources in the Land Use Planning Process: Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement, 2005* (MTC, 2006a) and considered the proposed site plan (Figure 1). 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 archaeological resources.

Land disturbances are being assessed in a separate Stage 1 Archaeological Assessment and have not been included in the current evaluation.

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 would require mitigative measures, up to and including the relocation of Project infrastructure.



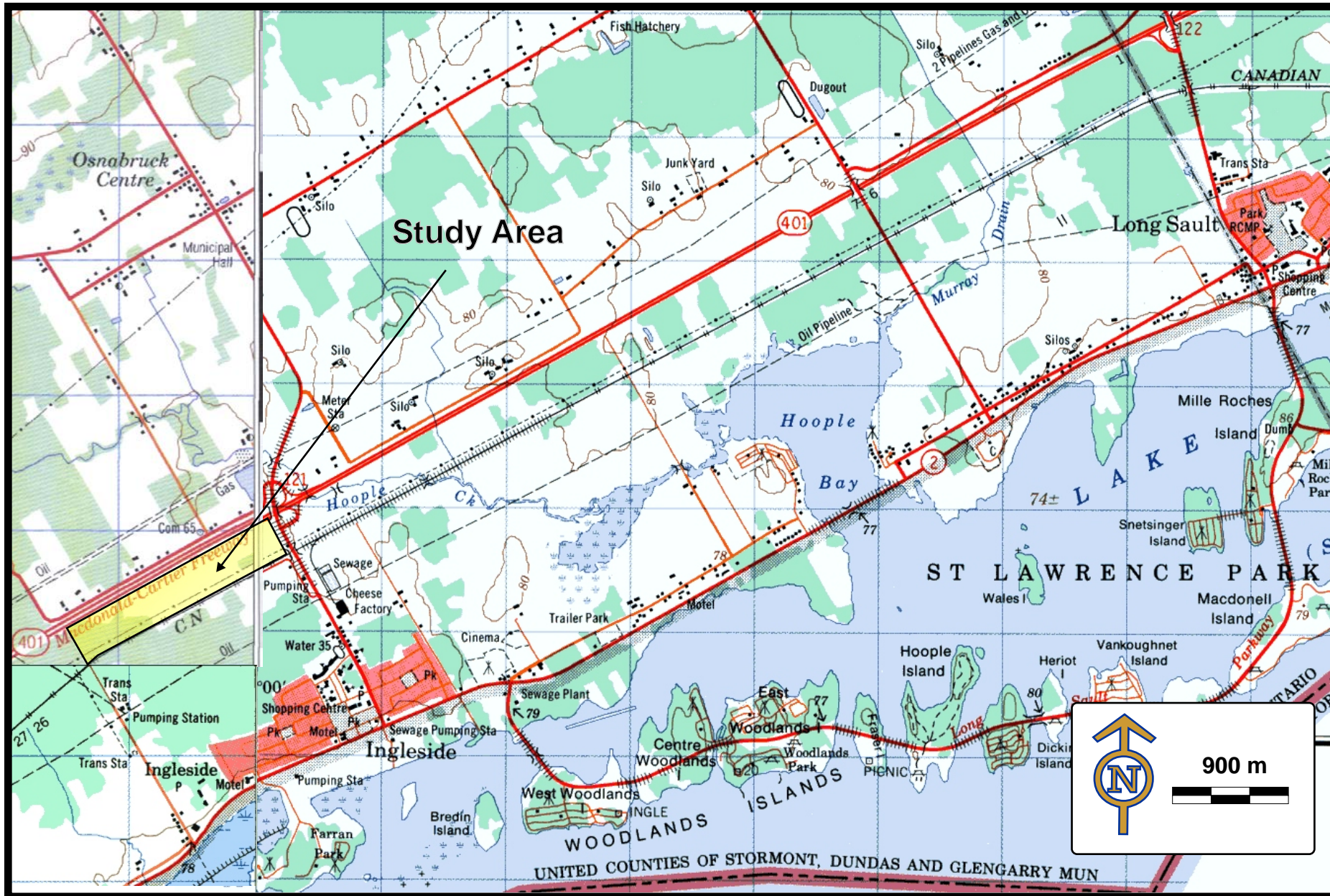


Figure 1 - Location of Study Area

## **2.0 Study Area**

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The Study Area is composed of approximately 346 ha (140 acres) of mostly undeveloped land in Part of Lots 20-24, Concession 2, in the former Township of Osnabruck, now Township of South Stormont, United Counties of Stormont, Dundas and Glengarry, Ontario, Ontario (Figure 1). The Study Area, measuring approximately 1800 m (E-W) by 290 m (N-S), is bounded to the north by Highway 401, the south by the CN Rail corridor, to the east by Dickinson Road and the west by the extension of Farrans Point Road.

The Study Area is located in the Glengarry Till Plain physiographic region of Ontario, an area of low relief located between the east end of the Ottawa River and the St. Lawrence River (Chapman and Putnam, 1984). The physiographic region is characterized by the presence of a large number of small streams, many of which are slow-flowing for great distances from their headwaters. The major physiographic characteristic of the region is the stoniness of the till soil (Chapman and Putnam, 1984).

Ecological land classification of the property completed for this project indicates that there are three areas of swamp/marsh, an area of maple and ash forest, and two grasslands within the property, along with a disturbed area from a former quarrying operation and an agricultural field.

### **3.0 Historical Background**

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The Township of Osnabruck was originally established in 1784 as part of the original eight “Royal Townships” along the north shore of the St. Lawrence River, in the then Province of Quebec, which were designated for the settlement of United Empire Loyalists after the conclusion of the American Revolution. Osnabruck, then designated as Township # 4, was one of the five townships settled by the First Battalion of the King's Royal Regiment of New York (Fryer, 1984). Of the original eight townships Osnabruck received the fewest number of settlers, 75 in total (Gentilcore *et al.*, 1998). Of these 75 settlers approximately 70% were men, with women and children making up about 15% each of the settlers, indicating that most of these settlers were unmarried, and possibly younger, men. This is in sharp contrast to most of the other townships, where the distribution of settlers was far more equitable (Gentilcore *et al.*, 1998).

The 1852 Maclear map of the townships between the Ottawa and St. Lawrence Rivers suggests that there was little development in the township north of the riverfront (Figure 2). Aside from the road along the river between Dickensons Landing and Charlesville there are only two roads indicated within the township, one generally following along present day Highway 14 in the centre of the township and the other where present day Highway 12 is located at the east end of the township. More detailed evaluations of whether specific lots were occupied are difficult due to the loss of the 1851 census records.

If the Maclear map is accurate with regard to the level of development in the township then there must have been a considerable boom in settlement in the ensuing decade as the 1862 Walling map indicates (Figure 3). By 1862 there was a wide network of roads, and all of the lots within the Study Area were occupied. Of note, several houses along the Dafoe Road are indicated with a T.H., for Temperance House, indicating that that household was dry, or teetotaling. The temperance movement had originated in the early 19<sup>th</sup> century but became much more prominent after the establishment in Canada of the Sons of Temperance lodge, a fraternal and prohibitionist society modeled on the Odd Fellows.

All of the houses indicated on the Walling map fronted very closely to the road. The south side of Dafoe Road eventually became the route of the Macdonald-Cartier Freeway (Highway 401), the construction of which removed those houses, or their remnants. The current Study Area lies immediately south of the location of those houses (Figure 3).

The 1868 Gatey map of Osnabruck Township indicates several features, including the location of buildings, type and quality of roads and areas of clay soils (Figure 4). At that time only five buildings are indicated along the south side of the Dafoe Road. Dafoe Road itself is described on the map as a “good road, except after rain”. Farrans Point Road is indicated as being only a “fair road but bad after rain” (Figure 4). No churches, schools or commercial enterprises (blacksmiths, mills) are shown as being located in any proximity to the Study Area.

**DAVID BROWN SOLAR PROJECT  
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The 1879 Belden Atlas map shows that some consolidation of lands had occurred within the Study Area, as some earlier farmers sold their properties to others and then moved on (Figure 5). Five houses continue to be shown along the south side of Dafoe Road in the same general location as those shown in 1862 and 1868. By this time, however, there was a schoolhouse located on the north side of the road in Lot 19 (Figure 5).

In 1958 Farran's Point, located to the south of the Study Area, was among the seven villages and three hamlets flooded by the St. Lawrence Seaway and International Hydro Electric project. The waterway project was officially begun on August 10, 1954 and resulted in the July 1, 1958 flooding of the communities which included the villages of: Aultsville; Dickinson's Landing; Farran's Point; Iroquois; Mille Roches; Moulinette; and Wales, and the hamlets of: Maple Grove; Santa Cruz; and Woodlands (The Lost Villages Historical Society, 2011).

Prior to the Seaway project the St. Lawrence River was unsuited to steamship transportation. The 1868 Gatey map indicates rapids in the St. Lawrence River, south of the Study Area (Figure 4) and as early as 1783 canals were being constructed to by-pass the Long Sault Rapids (The Lost Villages Historical Society, 2011).



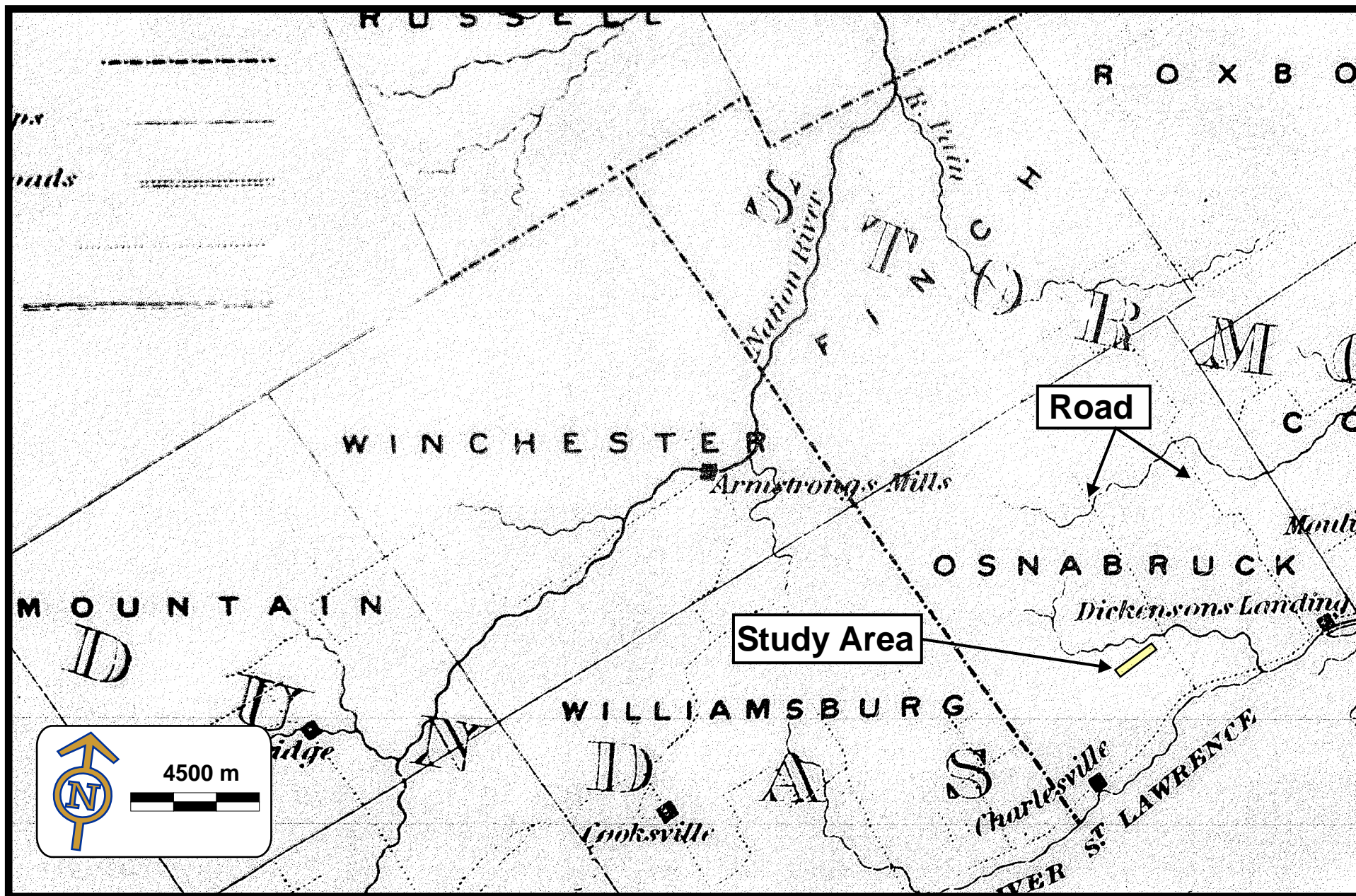


Figure 2 - Study Area as Shown Over 1852 Maclear Map



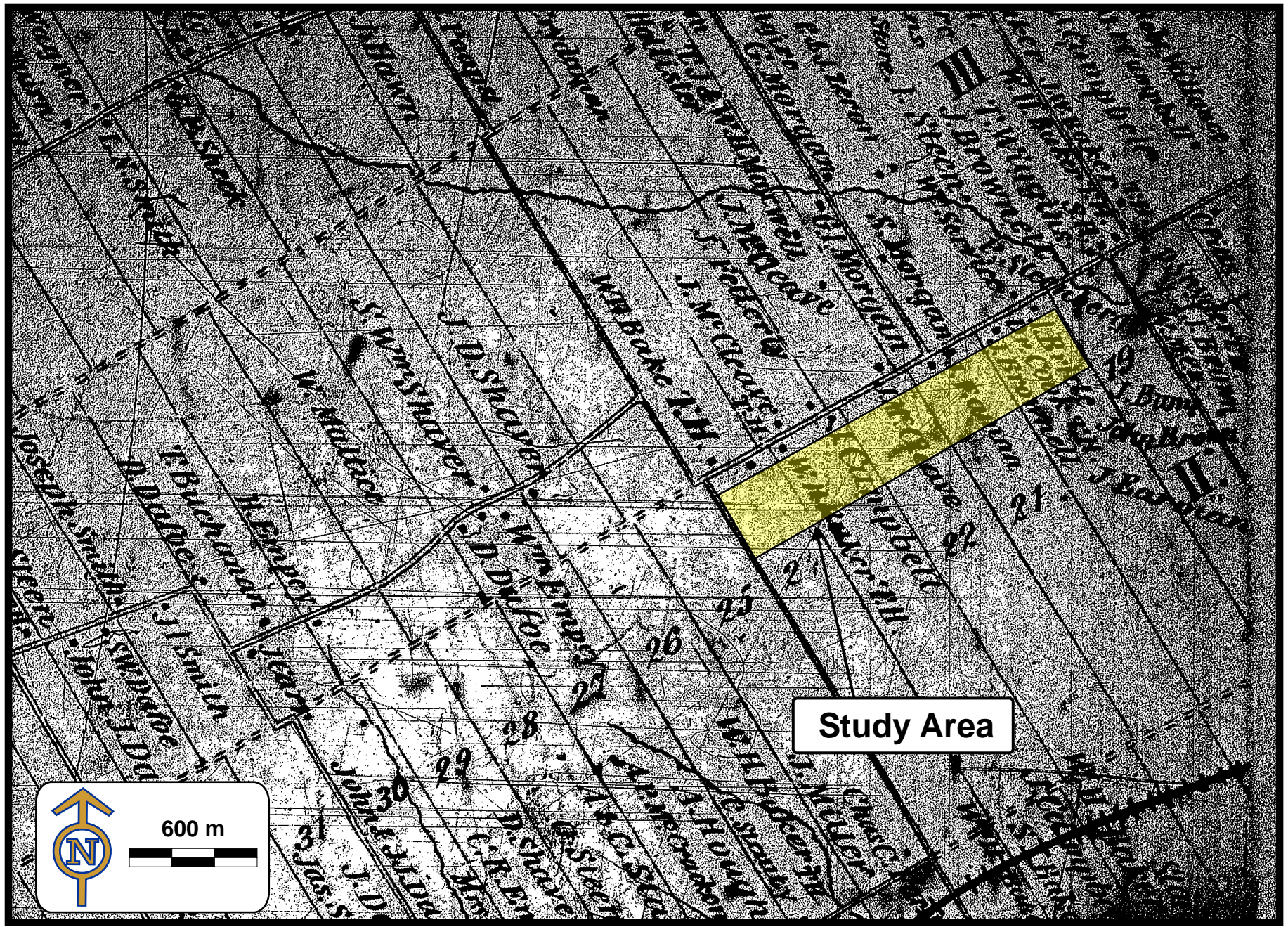


Figure 3 - Study Area as Shown Over Detail From 1862 Walling Map



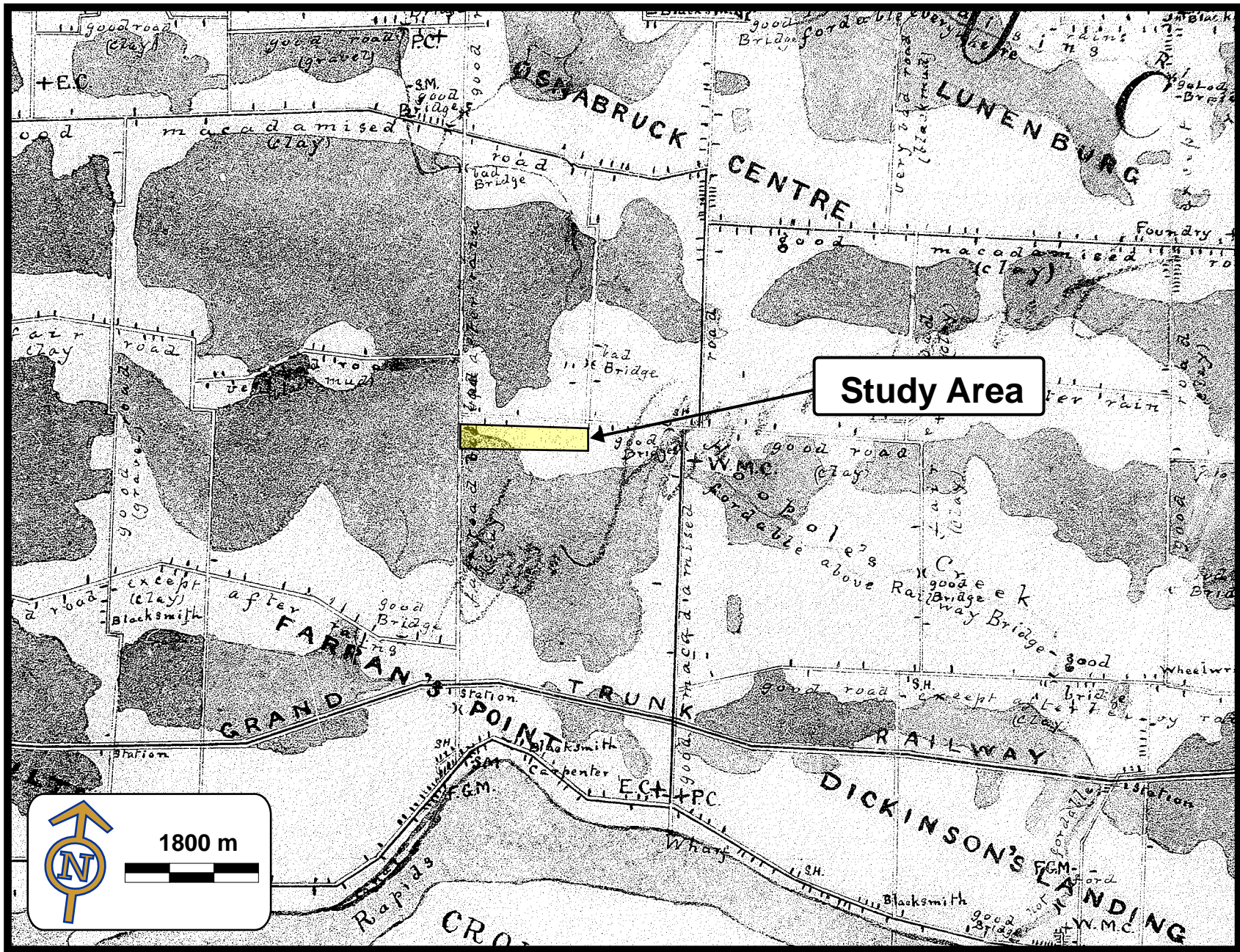


Figure 4 - Study Area as Shown Over Detail From 1868 Gatey Map



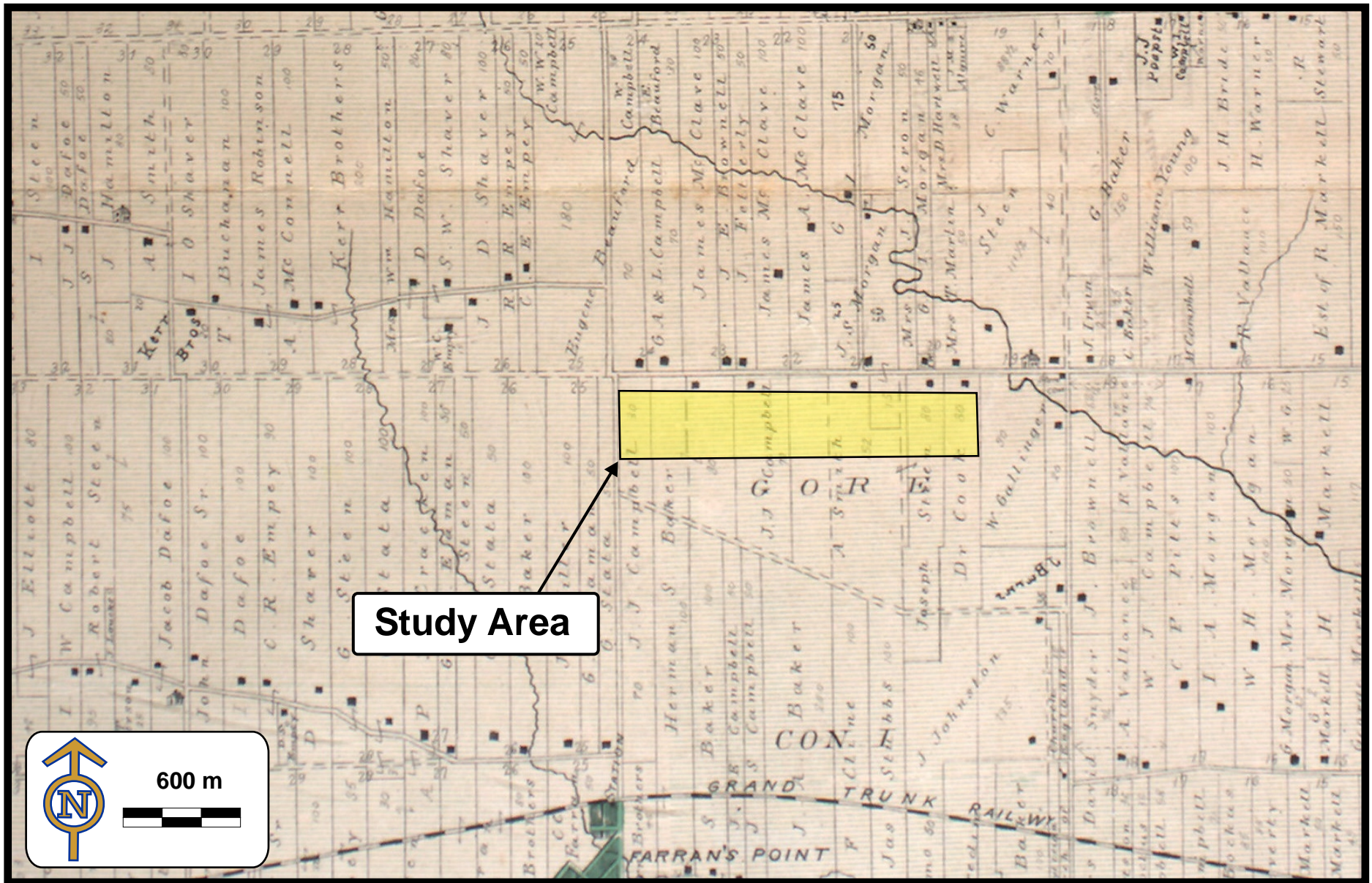


Figure 5 - Study Area as Shown Over Detail From 1879 Belden Atlas

## 4.0 Built Heritage Resources

### 4.1 EXISTING HERITAGE DESIGNATIONS, EASEMENTS AND CONSERVATION DISTRICTS

There are no properties protected under the *Ontario Heritage Act*, or under any instrument outlined in the Table in Section 19 of O.Reg. 359/09 (Table 1), located within or adjacent to the Study Area (de Haan, 2011 pers. comm.).

**Table 1: Descriptions of Protections from Section 19, O.Reg. 359/09**

Description of Property (as per Section 19, O.Reg. 359/09)	Buildings in Study Area	Source
A property that is the subject of an agreement, covenant or easement entered into under clause 10 (1)(b) of the <i>Ontario Heritage Act (OHA)</i> .	none	Fraser, 2011
A property in respect of which a notice of intention to designate the property to be of cultural heritage value or interest has been given in accordance with section 29 of the <i>OHA</i> .	none	de Haan, 2011
A property designated by a municipal by-law made under section 29 of the <i>OHA</i>	none	de Haan, 2011
A property designated by order of the Minister of Culture made under section 34.5 of the <i>OHA</i> as a property of cultural heritage value or interest of provincial significance.	none	de Haan, 2011
A property in respect of which a notice of intention to designate the property to be of cultural heritage value or interest of provincial significance has been given in accordance with section 34.6 of the <i>OHA</i> .	none	de Haan, 2011
A property that is the subject of an easement or a covenant entered into under section 37 of the <i>OHA</i> .	none	de Haan, 2011
A property that is part of an area designated by a municipal by-law made under section 41 of the <i>OHA</i> as a heritage conservation district.	none	de Haan, 2011
A property designated as a historic site under Regulation 880 of the Revised Regulation of Ontario, 1990 (Historic Sites) made under the <i>OHA</i> .	none	de Haan, 2011

## **4.2 BUILT HERITAGE RESOURCES**

### **4.2.1 CN Railway Line**

A CN Railway line is adjacent to the Study Area, to the south. The original railway line, which travelled along the north shore of the St. Lawrence River, was part of the first trunk railway to be constructed in Canada by the Grand Trunk Railway (GTR) Company. Construction of the line began in 1850 and was intended to link the cities of Toronto and Montreal which at the time had populations of 25,000 and 55,000, respectively (Andreae, 1997). The GTR was built along the north shore of Lake Ontario and the St. Lawrence and competed directly with steamships using the well-established waterways, except in the winter months. The historical GTR is shown south of the Study Area, passing through the modest Farran's Point station, on the 1862 Walling map, the 1868 Gatey map, and the 1879 Belden Atlas, approximately 800 m north of the St. Lawrence River shoreline (Figures 5, 6 and 7). The Canadian Pacific Railway was established in 1881 and constructed its Montreal-Toronto line north of the GTR, passing through Smith Falls and Peterborough. Despite the construction of a competing railway, demand along the GTR required the doubling of tracks along the Montreal-Toronto line, which began in 1888 (Andreae, 1997).

In 1958 Farran's Point, located to the south of the Study Area, was among the seven villages and three hamlets flooded by the St. Lawrence Seaway and International Hydro Electric project. The waterway project was officially begun on August 10, 1954 and required the relocation of the railway prior to the July 1, 1958 flooding of the communities which included the villages of: Aultsville; Dickinson's Landing; Farran's Point; Iroquois; Mille Roches; Moulinette; and Wales, and the hamlets of: Maple Grove; Santa Cruz; and Woodlands (The Lost Villages Historical Society, 2011). The current CN corridor is approximately 1900 m north of the present-day St. Lawrence River northern shoreline and runs parallel to the original GTR tracks which are still visible during the winter months when water levels in the St. Lawrence River are low.

Although the portion of the CN corridor adjacent to the Study Area is not original to the 1850 GTR tracks, it is one component of a larger cultural heritage resource that is directly related to the development of Canada as a nation. The relocation of this section of the railway was undertaken as part of the greater St. Lawrence Seaway project of the 1950s.

The CN Rail tracks south of the Study Area are considered to be of heritage value as a result of the nature of the railway as a continuous cultural heritage resource and the railway's association with the historic themes of nation-building, transportation and the St. Lawrence Seaway project.



## 5.0 Cultural Heritage Landscapes

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During the site visit in May, 2011 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* (MTC, 2006c). InfoSheet #2 defines *cultural heritage landscapes* as "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."

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.

No significant cultural heritage landscapes were identified during the site visit or subsequent consultation with municipal planning staff and local interest groups.

## **6.0 Impacts and Mitigation**

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### **6.1 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 (MTC, 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 archaeological resources.

Land disturbances are being assessed in a separate Stage 1 Archaeological Assessment and have not been included in the current evaluation.

Identification of potential impacts considered the proposed site plan (Figure 1). 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.

**6.2 IDENTIFICATION OF IMPACTS**

See Table 1 for a summary of potential direct and indirect impacts of the project on the identified cultural heritage resource. Figure 1 shows the locations of the CN corridor in relation to Project components.

**Table 2: Potential Negative Impacts and Recommended Mitigation**

Resource	Potential Negative Impact						Recommended Mitigation
	Destruction	Alteration	Shadows	Isolation	Obstruction of Views	Change in Land Use	
BHR 1 – CN Railway Line	NE	NE	NE	NE	NE	NE	<ul style="list-style-type: none"> <li>No Mitigation Recommended</li> </ul>

**BHR - Built Heritage Resource, CHL - Cultural Heritage Landscape**

**Potential Impacts: R - Reversible, I - Irreversible, NE - Not Expected**

**6.2.1 CN Railway Line**

The CN Rail corridor is adjacent to the Study Area, running along the southern boundary of the Project (Figure 1). One of several routes to access the site is available via the existing Dickinson Road overpass which crosses over the railway.

**Destruction** – No direct impacts are expected in terms of destruction. Access to the site will make use of an existing rail crossing which operates under established limits for rail crossings. As a result, no indirect impacts are expected in terms of destruction to the CN rail tracks or components of the tracks.

**Alteration** – The Project will not alter the CN rail line.

**Shadows** – The Project will not cast shadows on the CN rail line.

**Isolation** – The Project will not isolate the CN rail line.



Obstruction of Views – The study considered public views of the CN rail line from municipal and provincial roadways in the vicinity of the Study Area. The tracks are not readily visible from public vantage points surrounding the Study Area, as such, the Project will not obstruct any public views of the tracks, or trains passing by the Study Area.

Change in Land Use – No changes in land use will occur as a result of the proposed Project.

### **6.3 PROPOSED MITIGATION**

No negative impacts have been identified. No mitigation is recommended.

## **7.0 Study Results and Recommendations**

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No properties protected as per the table in Section 19, O. Reg. 359/09 were identified within or adjacent to the Study Area.

One resource of cultural heritage value, the CN Rail corridor, was identified adjacent to the Study Area. No direct or indirect impacts Project-related impacts have been identified in terms of: destruction; alteration; isolation; shadows; obstruction of views; or change in land-use.

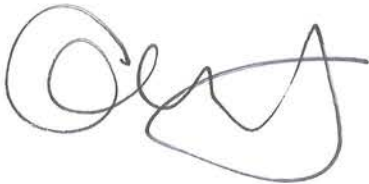
It is recommended that the Project be released from further heritage requirements.

## **8.0 Closure**

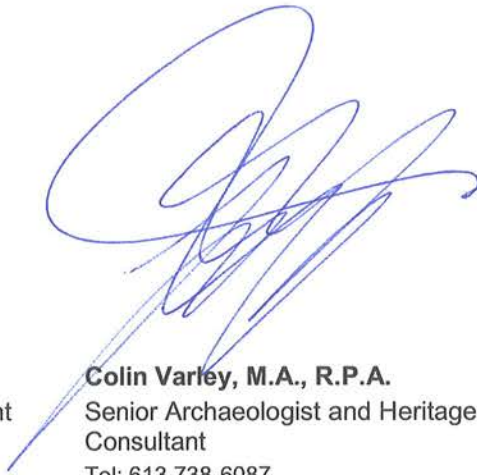
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This report has been prepared for the sole benefit of Saturn Power Inc., and may not be used by any third party without the express written consent of Stantec Consulting Ltd. and Saturn Power Inc. Any use which a third party makes of this report is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

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**DAVID BROWN SOLAR PROJECT  
HERITAGE ASSESSMENT**

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*Ontario Regulation 359/09, Renewable Energy Approvals Under Part V.0.1 Of The Environmental Protection Act, 2009.*

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## **9.3 PERSONAL COMMUNICATIONS**

de Haan, Betty. Clerk, Township of South Stormont. Phone and email. November, 2011.

Fraser, Sean. Manager, Acquisitions and Conservation Services, Ontario Heritage Trust. Letter dated November 29, 2011.

**Stantec**

**DAVID BROWN SOLAR PROJECT  
HERITAGE ASSESSMENT**

# **APPENDIX A**

**Correspondence**



An agency of the Government of Ontario

10 Adelaide Street East  
Toronto, Ontario M5C 1J3

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Fax : 416-325-5071  
www.heritagetrust.on.ca

## VIA MAIL AND EMAIL

November 29, 2011

Stantec Consulting Ltd.  
49 Frederick Street  
Kitchener, ON N2H 6M7

Attention: Julia Kossowski, Project Manager

Dear Ms. Kossowski:

**Re: David Brian Solar Park, Ingleside, Twp of South Stormont, United Counties of Stormont, Dundas and Glengarry**

We are in receipt of your letter of November 16, 2011, providing Notice of Renewable Energy Approval Application for the above-noted solar energy facility to be located within the area shown on the site map enclosed with your letter.

As the Province's lead heritage agency, the Ontario Heritage Trust is mandated to preserve, protect and promote the conservation of the Province's rich natural and cultural heritage. In carrying out the above mandate, the Trust protects many significant cultural heritage and natural heritage sites across Ontario through ownership and conservation easements. The Trust also promotes appropriate measures to protect heritage resources which may be affected by large-scale undertakings.

We have reviewed the study area site map you provided and advise that, as per O. Reg. 359/09, s. 19 the Trust does not protect any property through a conservation easement on lands that will be directly impacted or visually affected by this renewal energy undertaking. However, we encourage you to contact the Ministry of Tourism and Culture, if you have not already done so, to confirm if there are any other cultural heritage interests noted in s. 19 which may be affected by this project.

Should you have any questions, please contact me at 416 325-5019.

Yours truly,

A handwritten signature in blue ink that reads "Sean Fraser".

Sean Fraser

Manager, Acquisitions and Conservation Services  
416-325-5019

Copy to: Chris Schiller, Manager, Culture Services Unit, Ontario Ministry of Tourism and Culture