APPENDIX A

SUMMARY EURO-CANADIAN HISTORY

Thematic Overview of the Focused Analysis Area

The first European settlement in the Detroit-Windsor area occurred in the year 1701 when the Sieur De Lamothe Cadillac and approximately 100 military and civilian personnel arrived to found Fort Pontchartrain on the Detroit side of the river.

European settlement remained largely on the Detroit side until 1748 when the Jesuit mission to the Huron Indians was established on the south shore near the foot of the present Huron Church Road and the Ambassador Bridge. From 1748 to 1760, a French agricultural settlement developed in this area paralleling a similar settlement across the water.

Although Fort Pontchartrain surrendered to the British in 1760 and the Detroit side of the river was again officially surrendered to the United States in 1783, both sides remained under British control until 1796, when U.S. forces took up actual occupation of Detroit. During this period, the settlement continued to grow but remained predominantly French in population. Few buildings from the period of French settlement have survived, although the street pattern of the City still reflects the French method of agricultural land division i.e. long narrow farms fronting the river. In 1797, the original townsite of **Sandwich** was established to accommodate persons of both French and British origin from the U.S. who wished to remain under British rule following American occupation of Detroit. This constituted the first urban settlement in what is now the City of Windsor, and also the first significant migration of English speaking people into the Windsor area. Sandwich developed over the following decades as the seat of government and the courts for the County of Essex. The surrounding area remained largely rural until the early twentieth century when a variety of housing subdivisions were registered.

As the chief port-of-entry to the region opposite Detroit, the **Town of Windsor** (now the downtown area) was already catching up to Sandwich, in terms of population, when the Great Western Railway chose Windsor as its termination point in 1854. The arrival of the railway also marked the beginning of significant industrial development in Windsor. The railway also sparked the foundation of the third of Windsor's oldest settlements, **Walkerville**. In 1857, Hiram Walker established his distillery at the point east of downtown, where the Great Western Railway first met the waterfront. On his lands running south of the river, Walker planned a complete town including provisions for industry, commerce, residences and agriculture (Walker Farms). The housing, a large part of which was built by Walker's own contractors, ranged from E. Chandler Walker's estate of Willistead (1906), built in the style of a Tudor manor house, to blocks of row housing for his industrial workers (1880s).

Although the Ford Motor Car Company was established in Windsor as early as 1904 to gain the benefit of Imperial trade preferences, it was the period during and following World War I that saw the auto industry assume predominance in the city. An area known as **Ford**

City was developed around the industrial complex. Numerous large residences were built overlooking the river at that time although most have since been demolished.

The automotive industry changed Windsor from a relatively slow growing collection of border communities to a rapidly growing, modern, industrial city. By the early 1930s, the separate Border Cities of Windsor, East Windsor (Ford City), Walkerville and Sandwich amalgamated politically into a single community with a population of over 100,000. During World War II, industrial production increased dramatically attracting many new workers and resulting in substantial residential growth within the city and in the surrounding townships. In 1966 the City annexed the *Towns of Riverside* and *Ojibway*, and parts of *Sandwich East*, *Sandwich South* and *Sandwich West* Townships.

South of Windsor along the Detroit River is the *Town of Amherstburg*. Amherstburg came into being around 1796 when a portion of the *Fort Malden* military reserve was laid out as a town site and settled by United Empire Loyalists from Detroit. However, the region's European history can be traced even earlier to the early French explorers, the days of French rule and the arrival of French traders and settlers in the 1730's. By 1763, when France surrendered Canada to the British, several hundred French settlers were scattered along the Detroit River. The French colony continued to flourish under British rule, and few British settlers came to the area until the American Revolution brought an influx of Loyalists. The first to take up land grants in the vicinity of Amherstburg were members of Butler's Rangers who came in 1784.

By 1851 the settlement of Amherstburg was separated from the *Township of Malden* and was incorporated as a village with town powers. Amherstburg was incorporated as a town in 1878 and by the 1880s's it had become a thriving mercantile and manufacturing centre. Amherstburg is also known as an important stop along the Underground Railway that helped black slaves escape from their servitude south of the border. By the 1840s, Amherstburg had become the centre of Ontario's Black population.

Amherstburg amalgamated with the neighbouring Townships of *Anderdon* and *Malden* in January of 1999 to create the *Town of Amherstburg*. **Anderdon Township** was surveyed as a part of Essex County in 1839, but the settlement had already begun prior to that date in the northern portion around the River Canard by French people coming south from **Sandwich Township** and in the southern portion by United Empire Loyalists. By 1850 there were 774 settlers in the township, concentrated in two main settlements, *Gordon* on the shore of the Detroit River, and *McGregor* on the eastern boundary. In the 1860's the Canada Southern Railway was built through the township and this encouraged growth in the largely agricultural township. There remains only three small communities of any size within the original historic boundary: *Auld, River Canard* and *McGregor*.

Malden Township was surveyed as part of Essex County in the early nineteenth century and it likewise contained a mix of early French and Loyalist settlers. Like Anderdon, Malden's rural economy benefited greatly from the construction of the Canada Southern Railway, which constructed a branch line from Amherstburg to Essex.

Summary Review of Historic Mapping

A survey of selected historical sources and a review of historical mapping were conducted in order to provide location information with respect to land use following the arrival of Europeans in the area, and to clarify the history of settlement in the vicinity from the late seventeenth century through the late nineteenth century.

The French Regime (Late 17th Century to 1760)

The earliest maps showing the south-western portion of the province of Ontario pre-date the actual settlement of the Detroit area by the French by nearly half a century. The first reference to a map of what was to become Essex County was drawn by the Jesuit Father Chaumont in 1641. This map referred to an Aboriginal village named "Khioetoa," which the missionaries renamed St. Michel. There is no known copy of that map today, although it may have served as the basis for two subsequent maps. The first extant map which showed this region was published by Pierre Mariette for geographer Sanson d'Abbeville in Paris in 1656, and was entitled "*Le Canada, ou Nouvelle France &c.*" The map reflects with some degree of accuracy the early understanding of the position of the Great Lakes and the major watersheds which flowed into them. The re-named Aboriginal village of St. Michel was shown. This was followed shortly thereafter by a map published in 1660 by the Jesuit historian Du Creux which did not differ significantly in detail from the previous Sanson map.

The next map produced was in 1670 following a voyage undertaken by Casson and Galinee who were ordered to follow the Ohio River in order to determine whether it entered the South Sea and provided a route to China. This map does not provide a significant amount of detail about the south-western peninsula with the exception of the remark "grandes prairies."

The first European settlement in the area was in 1701, when Sieur De Lamothe Cadillac and approximately 100 civilians and military personnel established Fort Pontchartrain on what is now the Michigan side of the Detroit River (ASI 2002). Sometime thereafter, Black and Aboriginal slaves were first brought into the area, the importation of Black slave labourers to New France having been authorized by King Louis XIV in 1701 (Hill 1981: 4; Winks 1971: 5).

In 1730, a map was published by DeBoishebert entitled "*Carte du Detroit Erie montent jusqu'au Lac Huron*" which showed the "village des 8aouacs (Outaouais)" in the vicinity of Windsor.

French settlement remained largely on the Michigan side of the Detroit River until 1748, when a Jesuit mission was established on what is now the Ontario shore, near the foot of present-day Huron Church Road and the Ambassador Bridge. From 1748 to 1760, a French agricultural settlement developed in this area paralleling a similar settlement across the water (ASI 2002).

The first detailed French map of the south (Ontario) shore was not produced until 1749. Entitled "*Carte de la Riviere Du Detroit*" this map was published by Chaussegros De Lery in Paris in 1749. It showed the first "nouvelle habitation française de 1749" with the land divided along the river into the long, narrow "seigneurial" allotments characteristic of the French *ancien regime*. A few farms were somewhat larger, such as the tract of 12 arpans

in width occupied by Mr. Le Chevalier de Longueuil. The main area of the "nouvelle habitation" was situated along the Detroit River south of the area that would later become the old town of Sandwich. This area was known as Petite Côte.

On the same 1749 map, Aboriginal settlements include a "village outa8ois," "village huron," and a "village huron abandonne en 1748." The European presence is shown by "ruisseau de la Parise," "emplacement du forgeron des Hurons" and "emplacement des R.P. Jesuites missionnaire ou est une Eglise."

In 1754 a "*Plan Topographique du Detroit*" was published by De Lery. This map showed that the limits of the French settlement within a five year period had extended south of Turkey Creek. The map also indicates the "Village et Culture des Hurons" on the site of present day Windsor, as well as the "Cimetière des Ottawas."

In 1709, the government of New France formally established the institution of slavery with the legal ruling that Black and Aboriginal people who had been purchased were the property of their purchasers (Winks 1971: 6), removing any vestiges of doubt with respect to the legality of slavery following the royal authorization of 1701. Slaves remained a part of the French settler society in the area, although the absolute number of slaves was relatively small in comparison to the British colonies to the south. Most slaves were domestic workers, although many worked as field labourers (Winks 1971: 12; Hill 1981: 4).

The British Regime (1760 to 1867)

Fort Pontchartrain surrendered to the British in 1760. Perhaps the first detailed British map for the Windsor border area was published by John Montresor shortly after the conquest and Pontiac's uprising in 1763. Entitled "Plan of Detroit with its Environs," this map showed the layout of the cultivated fields directly opposite Detroit as well as the Aboriginal villages.

Following the end of the American Revolutionary War, a number of Loyalists, including Black Loyalists, and disbanded troops settled around Detroit on the American side of the river. Black Loyalists also settled on the opposite (Sandwich/Windsor) side of the river in the 1780s (Hill 1981: 46). The settlement at Detroit continued to grow but remained predominantly French in population (ASI 2002). The growing requirements for land in the area, and the recognition that the Michigan area was to be transferred to the United States, prompted the British to begin acquiring Aboriginal land on the Canadian side of the river. By 1791, the first surveys of this territory were undertaken by Patrick McNiff. Newcomers to the area, including slaves and perhaps free Black people, began to settle on the land around what would become Sandwich, and around Fort Malden to the south (Amherstberg) (Hill 1981: 13).

Few buildings from the period of French settlement have survived, although the street pattern of Detroit and the pattern of lots along the waterfront in Windsor and south of the town of Sandwich still reflect the French method of "seigneurial" agricultural land division, i.e. long narrow farms fronting the river.

McNiff's survey showed details not included on the earlier French maps such as the position of six windmills, two labelled as "Battishaw" and "Maisonville." His map of 1791 also showed the "Huron Church" and "land reserved for Indians."

Following the 1763 Treaty of Paris, by which the French territory in Canada became British, the institution of slavery in former French land was protected and governed by British law, and the importation of slaves was re-invigorated (Hill 1981: 6; Silverman 1985:

2). However, until the end of the American Revolutionary War in 1783, the actual use of slaves continued in the previously established fashion, i.e., comparatively few slaves, many or most of whom are domestic workers (the remainder largely put to work in the fields) (Silverman 1985: 5; Winks 1971: 24-29). During the American Revolutionary War, slaves who volunteered to join the British forces were offered freedom; however, slaves captured during the war were treated as booty. A number of free Black people in areas of troop movement were captured and enslaved as well (Winks 1971: 29-30). Free and enslaved Black people arriving after 1783 included skilled labourers and tradespeople, and slaves began to work at a far greater variety of jobs, rather than just performing domestic work and field work.

During the American Revolutionary War and after, various American states began passing anti-slavery legislation. An enactment of 1787 applied to the Northwest Territory and therefore, theoretically, to the lands on the American side of the Detroit River (Hill 1981: 13). The British continued to occupy and govern this area for several years, and slavery remained in practice there as well as in the rest of British North America, yet several slaves from the Canadian side of the river escaped across the water, encouraged by the promise of freedom.

In 1793, Upper Canada's first Legislative assembly passed a bill that prohibited the importation of slaves. The bill also provided that children of those currently enslaved would be free at age 25 (Winks 1971: 96-99; Hill 1981: 16-17). Although no slaves were freed by this bill, the decline of the slave population and of slavery as an institution began once the importation of new slaves was prevented (Winks 1971: 99). Manumission (freeing) of slaves was also promoted and the freeing of slaves increased thereafter, spurred on by the new legislation, the rise of abolitionist feeling, and the fact that slave-owning was relatively unprofitable in Upper Canada (Hill 1981: 18; Silverman 1985: 13; Winks 1971: 112). This bill also had the effect of encouraging slaves to escape to free territories such as the American Northwest Territory.

After Jay's Treaty was ratified and implemented in 1796, the British transferred governance of Detroit to the Americans, and British subjects in the Detroit area were resettled in Upper Canada. Slaves from Upper Canada continued to escape into the Michigan area, even forming a militia in Detroit (Winks 1971: 99).

In 1797, the original town site of Sandwich was established (ASI 2002). This constituted the first urban settlement in what is now the City of Windsor, and Sandwich developed over the following decades as the seat of government and the courts for the County of Essex.

It is important to note that during the War of 1812, the Essex County area was the scene of several battles. The Windsor/Sandwich area and the area along the Detroit River down to Fort Malden (Amherstberg) formed a contested zone through which several significant troop movements (both American and British-allied) were carried out and in which several battles or skirmishes were fought.

In 1815, after the war ended, the number of Black people entering Upper Canada increased as Black veterans were offered land grants and Black refugees from the war made their way north as well (Winks 1971: 113; Hill 1981: 18). Fugitives from slavery in America also began to arrive in Upper Canada, including many who settled in the Windsor and Sandwich area between 1817 and 1822 (Hill 1981: 18, 48). By the 1820s, significant numbers of freedom-seekers were crossing the Detroit River and settling on the Canadian side, most notably in the Amherstberg area (Winks 1971: 144-145), perhaps encouraged

by the 1819 pronouncement of the Attorney General of Upper Canada that Black people taking up residence in Canada were free and legally protected by British law, regardless of their status in their former country of residence (Hill 1981: 25; Silverman 1985: 36).

The escape of fugitive slaves into Canada was becoming organized as part of a developing system known as the Underground Railroad, by means of which freedom-seekers were assisted in escaping to northern American states (that had abolished slavery) and to Canada (Hill 1985: 25-28). The extension of the Underground Railroad into Canada, and the migration of free Black people from northern states into Canada as well, was motivated by harshly discriminatory laws in those northern states (Silverman 1971: 22). Meanwhile, as manumission continued, the institution of slavery in Upper Canada was dying and, by the end of the 1820s, was effectively dead in the province (Silverman 1985: 12; Winks 1971: 110). Slavery was not, however, illegal in Upper Canada until 1833, when it was abolished throughout the British Empire by the Imperial Act (Silverman 1985: 13; Winks 1971: 111).

Throughout the 1830s and 1840s, freedom-seekers came in increasing numbers to settle in the Sandwich area and in many parts of Upper Canada—Canada West after 1840 (Winks 1971: 145). This was accompanied by a rise in racial tension in many places, the beginnings of unofficial racial segregation, and the *de facto* exclusion of Black people from many churches and schools (Hill 1981: 91-102; Winks 1971: 148).

In 1826, a church congregation was formed in Amherstburg to meet the needs of a growing community of Black refugees, and in 1828, the African Methodist Episcopal Nazrey Church was organized in the same community (Hill 1981: 132; Silverman 1985: 89). A church building was constructed by this congregation in 1839. Amherstburg's First Baptist Church was founded between 1838 and 1841 (Hill 1981: 140). The First Baptist Church in Sandwich was founded in 1840 as The Close Communion of Baptists, by 11 ex-slaves who met, according to D.G. Hill (1981: 141), "at the foot of Huron Road." It is unclear if Hill is referring to Huron Church Road or Brock Street (former Huron Street), although Brock Street seems more likely. The congregation gathered outside or in homes until 1848, when the members (who numbered 29 in 1847) built a small log structure (Hill 1981: 141-142). A patent was given to Henry Brown allowing him to use a half-hectare of land for a church and graveyard and, by 1851, the congregation had built a brick church, by their own labour, on Lot 22, West Peter Street (Hill 1981: 142). This church is still standing today at 3652 Peter Street, and is designated a National Historic Site of Canada.

In 1846, a Black convention was held in Windsor to address the issue of Black unemployment in the region, due to the concentration of approximately four thousand poor Black people living in the area around Amherstburg (Silverman 1985: 58; Hill 1981: 74). The convention formed the Sandwich Mission with the intention of buying up a large tract of land north of Amherstburg, some of it already owned by Blacks, for re-sale to the freedom-seekers (Silverman 1985: 58; Hill 1981: 74). The plan was to create a Black community, and by 1851, T. Willis, a Black, Methodist preacher, had purchased 80 hectares for the Mission (Hill 1981: 74). In 1852, the Sandwich Mission, having already been re-named the Fugitives Union Society, merged with the Refugee Home Society from Michigan (Silverman 1985: 205). The Refugee Home Society planned to undertake community-building on a much larger scale and set about purchasing land in a number of places in northwest Essex County (Hill 1981: 74-75; Silverman 1985: 58-59; Winks 1971: 205). Freedom-seekers did buy land and a community was begun, but it ultimately failed to develop and the settlers disbanded in the 1860s (Hill 1981: 76; Winks 1971: 208).

Many of the British-produced maps of the Windsor area are concerned with administrative and defensive matters. Other surveys laid out new county towns, confirmed previously granted lands held by French settlers, and allocated new lands for Loyalists and disbanded soldiers. Other maps show details of the early infrastructure important to provincial administrators and the land board. These include features such as the location of saw and grist mills, wind mills, wharves and water lots, roads and bridges. Other maps attempt to demarcate the boundaries of British settlement and establish the limits of the Aboriginal reserve. One map, produced by the Baron de Rottenburg around 1850, consolidated many of these features and included a final important feature—taverns and inns situated upon the Front Road.

As the chief port-of-entry to the region opposite Detroit, the Town of Windsor (now the downtown area of the City of Windsor) was already catching up to Sandwich, in terms of population, when the Great Western Railway (now part of the CN Rail network) chose Windsor as its termination point in 1854 (ASI 2002). The arrival of the railway marked the beginning of significant industrial development in Windsor.

The Fugitive Slave Act, passed in 1850, caused widespread fear and dismay by giving legal authority to slave-hunters tracking down fugitives anywhere in the U.S. and led to both an increase in the danger to freedom-seekers and their helpers in the Underground Railroad movement and to the numbers of freedom-seekers arriving in the Windsor and Sandwich area via the Underground Railroad (Hill 1981: 32, 53). The majority of these freedom-seekers settled in Essex and Kent Counties, and the Black populations of centres such as Windsor and Sandwich came to account for a quarter of the total populations of these towns (Silverman 1985: 151). In 1855, 21 Black families were counted in the town of Sandwich by Benjamin Drew (1856), who estimated a Black population of 100 based on this figure. Drew also visited Windsor and counted 50 families, some boarding freedom-seekers in their homes. Drew records an estimate of approximately 500 Black people living within the town of Amherstburg (Drew 1856: 321-348).

The Black population of these areas declined in the 1860s due to enlistment in the American Union Army and to a return migration of many freedom-seekers after the abolition of slavery in the U.S. When President Abraham Lincoln proclaimed emancipation in 1863 and in the same year announced that Black people could join the Union Army, many Blacks from Canada West moved quickly to enlist (Silverman 1985: 158). Following the end of the war in 1865, the freedom-seekers began to return to the U.S. in large numbers, such that by 1871, less than half of the freedom-seekers remained in Canada West (Silverman 1985: 159).

Post-Confederation (After 1867)

The late nineteenth century and early-to-mid twentieth century saw significant development in the Windsor area and by the early 1930s, the separate border cities of Windsor, East Windsor (Ford City), Walkerville, and Sandwich amalgamated politically into a single community with a population of over 100,000. During World War II, industrial production increased dramatically, attracting many new workers and resulting in substantial residential growth within the city and in the surrounding townships.

In 1966, the City of Windsor annexed the Towns of Riverside and Ojibway, and parts of Sandwich East, Sandwich South, and Sandwich West Townships (ASI 2002).

APPENDIX B

HERITAGE SENSITIVE AREAS WITHIN THE INITIAL STUDY AREA

Introduction

The following areas have been identified through various data sources and are considered to be of special heritage significance. They represent aggregate areas of historic activity and resources within the initial study area.

Results were mapped using GIS data co-ordinates (see Figure 2).

Heritage Sensitive Areas

Ambassador Bridge

The Ambassador Bridge, built in 1929, is listed on the Ontario Heritage Bridge List. This list includes approximately 90 heritage bridges of provincial significance. It helps ensure that the significance of these bridges is taken into account when municipalities undertake construction projects covered by the *Environmental Assessment Act.* Alterations to the bridge are subject to a heritage impact assessment and to the approval of the Ontario Ministry of Culture.

Sandwich

The original town of Sandwich retains a number of buildings of the pre-confederation era that are of historical significance and/or which exemplify the Neo-classical and Georgian styles of architecture, which were in vogue during the first half of the nineteenth century. A number of designated heritage properties can be found along the following streets: Russell Street, Sandwich Street, Peter Street, Detroit Street, Mill Street, Brock Street, Chippewa Street, South Street, Watkins Street and Prince Road.

Highway 18

King's Highway 18, between Amherstburg and Leamington, is a heritage highway and is generally considered to be the oldest road in Ontario. Portions of Highway 18 between Amherstburg and Windsor have been altered from their original alignment, particularly within the Windsor City Limits.

Huron Church Road

Between University Avenue and Wyandotte St. W., Huron Church Road has several properties of heritage interest.

Town of Windsor

Due to numerous fires and the continuous redevelopment of the area over the decades, few of the early buildings in downtown Windsor still exist, but a number of late nineteenth century and early twentieth century buildings remain, including in particular a number of larger, upper income houses in areas immediately adjacent to the downtown area. Of particular heritage interest is Victoria Avenue, along which several designated properties are situated.

Highway 3 (The Talbot Road)

First surveyed by Colonel John Talbot beginning in 1809, the Talbot Road (the old Indian trail and now Highway 3) was interrupted by the War of 1812, but reached Essex County in 1818. The Talbot Road was surveyed to follow a natural ridge of glacial moraine which stretched from Windsor to Point Pelee. It was termed a corduroy road for in areas of swampy land, three inch planks, flattened on the upward side, were laid down side by side across the road. Highway 3 (the Talbot Road) is celebrated with a provincial plaque west of St. Thomas that attests to its heritage interest and value. Significant villages along the route include *Oldcastle* and *Maidstone.*

Highway 46 (The Middle Road)

Also surveyed by Colonel Talbot (and incorporating a native trail), the settlers along the Middle Road were largely emigrants from Ireland who came to escape the potato famine of the 1840s. Along the Middle Road and up toward Lake St. Clair the "Irish Settlement" grew and fourth and fifth generation descendants remain today. The village of Maidstone was the centre of the Irish community.

Amherstburg

Bounded by the Detroit River to the west, Alma Street to the north, the Lowes Side Road to the south and Meloche Road to the east, and situated approximately 32 km southwest of Windsor across from Boblo Island (Bois Blanc), Amherstburg is one of the oldest towns in the province. As early as 1640, French explorers, Jesuit and Recollect missionaries, are known to have paddled the river past the site where Amherstburg now stands. In 1796, the British military post was re-established and the area played a major role in the War of 1812 with the Capture of Fort Detroit and the Canadian Rebellion of 1837-38. In 1851 when the Municipal Act was passed, Amherstburg was one of the first towns to be incorporated as a "village with town powers", thus entering into its independent existence. Being the nearest British town, Amherstburg served as a launching point into Canada for fugitive slaves fleeing from American states. The North American Black Historical Museum is located here as is Fort Malden National Historic Park. Restoration architect Peter J. Stokes completed a preliminary inventory of heritage properties in 1976 and it has not been updated. However, the following streets have the highest concentration of heritage structures and are therefore considered to be of particular heritage interest: Brock Street, George Street, King Street, Seymour Street, Sandwich Street, Bathurst Street, Ramsay Street, Dalhousie Street, North Road, Rankin Avenue, Richmond Street, Murray Street, Gore Street, Simcoe Street, Park Street.

Despite its modern business establishment and plants, Amherstburg retains its historic atmosphere. In the older section of town the streets are narrow and houses front directly

on the sidewalk.

Fort Malden National Historic Park

Located on Laird Avenue in Amherstburg, Fort Malden preserves elements of the second fort built by the British on the eastern bank of the Detroit River to defend the Canadian border from American attack in the first half of the 19th century. The first post, known as Fort Amherstburg, was constructed in 1796 near the mouth of the Detroit River where it empties into Lake Erie. This post was the headquarters for the British forces in southwestern Upper Canada during the War of 1812. Fort Malden was erected after the war and rebuilt in 1838-40 and served once again as a centre for the British defence during the Upper Canada Rebellion of 1837-39. Today the 4.5 hectare site includes remains of the 1840-period earthworks and four buildings, including a restored and furnished 1819 brick barracks.

APPENDIX C
HERITAGE PROPERTIES IN THE INITIAL STUDY AREA

Introduction

The following properties have been previously identified as being of heritage significance. They have been grouped according to the status and protection conferred upon them by various easements and government designations. Results were mapped using GIS data co-ordinates (see Exhibit 3).

National Historic Sites of Canada

On the advice of the Historic Sites and Monuments Board of Canada, the Minister of the Environment has designated the following properties as *National Historic Sites of Canada*. These sites are administered by Parks Canada.

3652 Peter St	Windsor	Sandwich First Baptist Church	1851
254 Pitt St W	Windsor	Francois Baby House	1811
Boblo Island	Amherstburg	Bois Blanc (Boblo) Lighthouse	1837
Boblo Island	Amherstburg	Bois Blanc (Boblo) Blockhouse	1839
240-250 Dalhousie Street	Amherstburg	Amherstburg Naval Yard	1831
525 Dalhousie Street	Amherstburg	Bellevue House	1816
277 King Street	Amherstburg	Nazrey A. M. E. Church (museum)	1848
100 Laird Avenue	Amherstburg	Fort Malden Barracks	1819
100 Laird Avenue	Amherstburg	Fort Malden Earthworks	1838

Heritage Easements

The following properties have heritage easements held on them in perpetuity by either the local municipality or the Ontario Heritage Foundation

350 Huron Church Rd	Windsor	Assumption R.C. Church	1843
Riverside Dr W near Huron Church Rd		Windsor -- Assumption Park	n/a

3277 Sandwich St	Windsor	Mackenzie Hall - Court House	1855
350 Devonshire Rd	Windsor	Walkerville Town Hall (relocated)	1904
420 Devonshire Rd	Windsor	Walkerville post office	1914
546 Devonshire Rd	Windsor	Semi-detached house	1889
548 Devonshire Rd	Windsor	Semi-detached house	1889
606-610 Devonshire Rd	Windsor	Bank building	n/a
650 Devonshire Rd	Windsor	Semi-detached house	n/a
3203 Peter St	Windsor	Mason-Girardot House	1877
224 Sunset Ave	Windsor	Jasperson-Appel House	n/a
694 Victoria Ave	Windsor	Abner F. Nash House	n/a
1900-42 Wyandotte St E	Windsor	Imperial Building	n/a
317 Ramsay Street	Amherstburg	Christ Anglican Church	1818

Designated Under Part IV of the *Ontario Heritage Act*

The following properties are protected under Part IV of the *Ontario Heritage Act*.

253 Freedom Way/ 37 University Ave E	Windsor	Property	n/a
401 Sunset Avenue	Windsor	The University of Windsor	1857
3069 Alexander Blvd	Windsor	Masson-Deck House	1924
819 Argyle Rd	Windsor	Wallmay Carriage House	n/a
823 Argyle Rd	Windsor	Elmscroft Carriage House	n/a
378 Brock St	Windsor	Windsor Jail MBS-ORC	1925
356 Brock St	Windsor	Registry Office - Windsor Jail	1876
567 Church St	Windsor	Revell-D'Avignon House	n/a
City Hall Square	Windsor	All Saints Anglican Church	1855

204 Curry St	Windsor	Robert Gordon House	n/a
908 Dawson	Windsor	fieldstone & stucco bungalow	1925
378-396 Devonshire Rd	Windsor	Crown Inn	1892
982 Devonshire Rd	Windsor	Foxley	1924
415 Devonshire Rd	Windsor	Bank of Commerce	1907
656 Devonshire Rd	Windsor	Semi-detached house	n/a
325 Devonshire Rd	Windsor	Walker Power Building	1911
1094 Drouillard St	Windsor	St. John the Divine Church	1950
705 Erie St E	Windsor	St. Angela Merici Church	1939
Farm Lot 108	Windsor	Property/Building	n/a
167 Ferry St	Windsor	Windsor Star Building	1926
115 Giles St E	Windsor	Shaar Hashomayim Congregation	1929
400 Huron Church Line	Windsor	Assumption University	1875
849 Kildare Rd	Windsor	The Cobbles	1906
889 Kildare Rd	Windsor	Griggs House	n/a
904 Lawrence Rd	Windsor	property/building	1920
711 McEwan St	Windsor	Holy Name of Mary Church	1928
1960 Meldrum	Windsor	Grachanica Serbian Church	1951
363 Mill St	Windsor	Sandwich Fire Hall & Stable	1921
351 Mill St	Windsor	Langlois house	1888
245 Mill St	Windsor	Queen Anne Revival style house	1895
221 Mill St	Windsor	Duff-Baby House	1798
245 Mill St	Windsor	Property	n/a
716 Monmouth Rd	Windsor	Semi-detached house	n/a
704 Monmouth Rd	Windsor	Semi-detached house	n/a

756 Monmouth Rd	Windsor	Semi-detached house	n/a
744 Monmouth Rd	Windsor	Semi-detached house	n/a
1899 Niagara St	Windsor	Willistead Manor	1906
1899 Niagara St	Windsor	Willistead Manor gatehouse	1906
1899 Niagara St	Windsor	Queen Victoria Fountain	1897
1899 Niagara St	Windsor	Willistead Manor coach house	1906
2021 Ontario St	Windsor	Low-Martin house	1928
374 Ouellette	Windsor	Canada Building	1930
986 Ouellette Ave	Windsor	Border Masonic Temple	n/a
1011 Ouellette Ave	Windsor	Medical Arts Building	n/a
Park St E	Windsor	St. Alphonsus RC Church	1871
280 Park St W	Windsor	Royal Windsor Apartments	1929
511 Pelissier St	Windsor	YMCA	1925
Pelletier St	Windsor	Windsor CN railway station	1910
3281 Peter St	Windsor	Gauthier House 1	1895
2100 Richmond St	Windsor	Walkerville High School	1922
Riverside Drive	Windsor	Our Lady of the Rosary Church	1909
4371 Riverside Dr E	Windsor	Patrice Parent House	n/a
2072 Riverside Dr E	Windsor	Hiram Walker & Sons Building	1892
5325 Riverside Dr E	Windsor	property/building	1928
3200-04 Sandwich St	Windsor	Robinet Winery	1895
3118 Sandwich St	Windsor	McGregor-Cowan House	1809
3201 Sandwich St	Windsor	Sandwich post office	1905
3164 Sandwich St	Windsor	Wigle-Nanaka house	1890

3140 Sandwich St	Windsor	Dominion House	1880
3199 Sandwich St	Windsor	John Spiers' general store	1880
3402 Sandwich St	Windsor	Baby-Lajeunese house	1855
3305 Sandwich St	Windsor	St. John's Church & cemetery	1871
1983 St. Mary's Gate	Windsor	St. Mary's Church & rectory	1904
Sunset St	Windsor	Dillon Hall - University of Windsor	1928
166 Tecumseh Rd W	Windsor	St. Clare of Assisi church	1931
245 Tecumseh St E	Windsor	W. C. Kennedy High School	1929
37 University Ave E	Windsor	Windsor Armoury	1900
101 University Ave W	Windsor	The Capitol Theatre	n/a
719 Victoria Ave	Windsor	Treble-Large House	1895
803 Victoria Ave	Windsor	Henderson House	1900
742 Victoria Ave	Windsor	Taylor-Growe House	n/a
1148 Victoria Ave	Windsor	property/building	n/a
916-918 Victoria Ave	Windsor	William McGregor House	1917
Victoria Ave & Park St W	Windsor	St. Andrew's Presbyterian Church	1895
739 Walker Rd	Windsor	Semi-detached house	n/a
753 Walker Rd	Windsor	Semi-detached house	n/a
731 Walker Rd	Windsor	Semi-detached house	n/a
749 Walker Rd	Windsor	Semi-detached house	n/a
721 Walker Rd	Windsor	Semi-detached house	n/a
763 Walker Rd	Windsor	Semi-detached house	n/a
2011 Willistead Cres	Windsor	Easton House	n/a
2086 Willistead Cres	Windsor	Dr. Charles Hoare Residence	n/a
1799 Wyandotte St E	Windsor	Bank of Montreal building	1912

1495 Wyandotte St W	Windsor	John Richardson Library	n/a
225 Brock Street	Amherstburg	St. John the Baptist RC Church	1844
214 Dalhousie Street	Amherstburg	Pensioner's Cottage	n/a
214 Dalhousie Street	Amherstburg	Park House Museum	1796
240-250 Dalhousie Street	Amherstburg	Callam Residence – Commissariat	1831
252 Dalhousie Street	Amherstburg	Salmoni Building	1849
262 Dalhousie Street	Amherstburg	Gordon House	1798
267 Dalhousie Street	Amherstburg	Bullock's Tavern	1836
273 Dalhousie Street	Amherstburg	Jones China Shop	1849
449 Dalhousie Street	Amherstburg	Murray Smith Residence	1870
455 Dalhousie Street	Amherstburg	Robertson Residence	n/a
459 Dalhousie Street	Amherstburg	Fox Residence	1875
232 George Street	Amherstburg	First Baptist Church	1849
109 Gore Street	Amherstburg	Lloyd Brown Residence	1865
193 Gore Street	Amherstburg	Gibb House	1837
197 Gore Street	Amherstburg	Blacksmith Shop	n/a
207 Gore Street	Amherstburg	Bondy Residence	1837
217 Gore Street	Amherstburg	Ralph Jimmerfield saltbox house	n/a
246 King Street	Amherstburg	Church of God in Christ	n/a
266 King Street	Amherstburg	St. John the Baptiste Parish Hall	1875
277 King Street	Amherstburg	North American Black Historical MuseumTaylor Log Cabin	1860
281 King Street	Amherstburg	Melvin Simpson residence	n/a
187 Murray Street	Amherstburg	Adriano Tonon residence	n/a
273 Ramsay Street	Amherstburg	Dunbar residence	1849

284 Ramsay Street	Amherstburg	Frank Kehl residence	1840
296 Ramsay Street	Amherstburg	Chittendon House	1840
298 Ramsay Street	Amherstburg	John Askin residence	n/a
140 Richmond Street	Amherstburg	Michigan Central Railway Station	1892
259 Richmond Street	Amherstburg	Roman Catholic Convent	1850
232 Sandwich Street	Amherstburg	Carnegie Public Library	1911
129 Simcoe Street	Amherstburg	St. Andrew's Presbyterian Church	n/a
9399 Townline Road	Amherstburg	St. Joseph's Church	1910

Ontario Heritage Bridge List

The following sites have been placed on the Ontario Heritage Bridge List compiled by the Ministry of Culture.

Windsor	Ambassador Bridge	1929

Municipal Heritage Inventories

The City of Windsor and Town of Amherstburg Heritage Inventories contain listings of over 700 properties with heritage structures. These sites may be worthy of designation under Part IV of the *Ontario Heritage Act*, or they may simply contribute to the character of the street through their surviving heritage features. Regardless of their provincial status, all identified heritage resources are subject to survey when municipalities undertake road projects covered by the *Environmental Assessment Act.* Appropriate mitigation measures must be municipally approved (in consultation with the Windsor or Amherstburg Architectural Conservation Advisory Committees—advisory bodies to City Councils and municipalities on matters pertaining to built heritage in the City of Windsor and the Town of Amherstburg) when disruptions or displacement are anticipated for inventoried properties.

The City of Windsor's inventory is updated on an on-going basis and the current listing as at April 2005 was been mapped using GIS co-ordinates (see Exhibit 3).

The Town of Amherstburg's inventory was compiled in 1976 by restoration architect Peter J. Stokes and has not been updated since that time. Given the age of the document, the Amherstburg inventory needs to be field checked to confirm accuracy. However, Section 3.2 lists streets of particular heritage interest within the town centre. These streets were chosen because they contain a high concentration of previously inventoried structures. The boundary of this heritage sensitive area has been mapped using GIS co-ordinates (see Exhibit 3).

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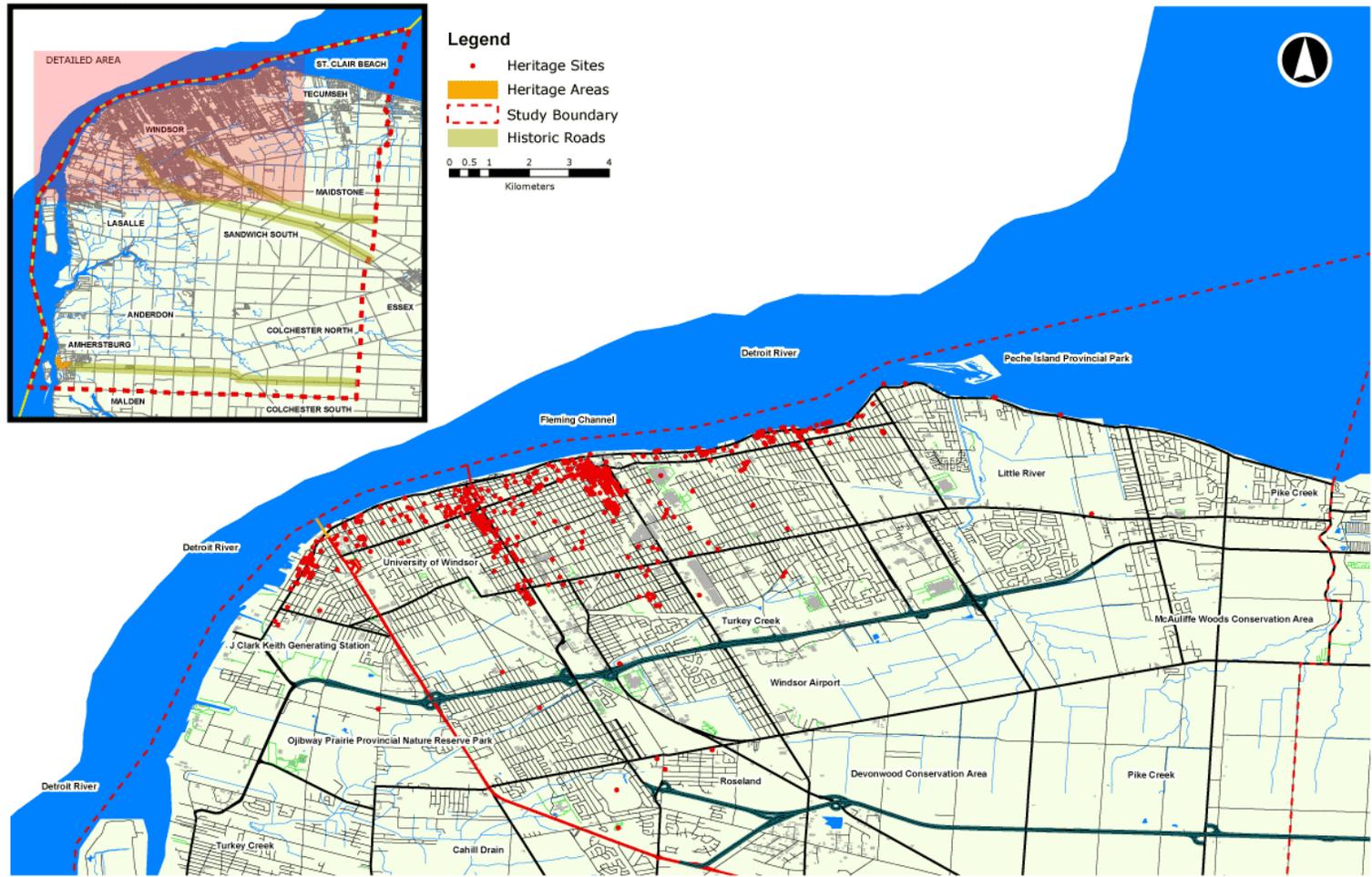
Exhibit 3. Heritage Features within the Initial Study Area

APPENDIX D

CULTURAL HERITAGE RESOURCE INVENTORY WITHIN THE AREA OF CONTINUED ANALYSIS

Built Heritage Feature: BHF 1
Address: 2746 Talbot Road

Feature Type: House

Construction Period: Pre-1900; 1930s rear additions and textual concrete

Construction Material: Stone and textural concrete foundation

Description: One and one-half storey house with an asphalt side gable roof and synthetic siding. There is a front porch stretching across the width of the house. The house is much altered with newer windows.

Architecture Type: Vernacular

Integrity: Fair

Historical Associations: Township settlement

Other Comments: This former 19th century farmhouse sits on a rise above Talbot Road. It is on the edge of a subdivision that has maintained a number of mature trees, including a portion of a former orchard. During the field assessment, the present owner came forward and indicated that this house may have been associated with Colonel Talbot; this was later withdrawn. Over the 20th century, archaeological finds have been associated with this property and the area.

Built Heritage Feature: BHF 2
Address: 3920 Huron Church Line

Feature Type: Royal Canadian Legion Branch 594

Construction Period: 1961

Construction Material: Concrete walling on unknown foundation

Description: One storey structure with a flat roof

Architecture Type: Typical Legion design

Integrity: Very good

Historical Associations: Post-war Military history

Other Comments: There is a small museum within the Legion, including a display case and historic photographs.

Built Heritage Feature: BHF 3
Address: 3905 Huron Church Line

Feature Type: House

Construction Period: 1901-1939

Construction Material: Unknown walling on textured concrete foundation

Description: One and one-half storey structure with an asphalt cross gable roof with a gabled dormer window. The house is clad with synthetic cladding. It has an enclosed porch and aluminum windows.

Architecture Type: Vernacular

Integrity: Fair

Historical Associations: Township settlement

Other Comments: This abandoned farmhouse has an associated shed as well as an outbuilding to the rear. It is bordered to the south and west by productive agricultural land.

Built Heritage Feature: BHF 4
Address: 3495 Huron Church Road

Feature Type: House

Construction Period: 1901-1939

Construction Material: Unknown walling on textured concrete foundation

Description: One and one-half storey structure with an asphalt side gable roof and synthetic
                                     siding. The house has some aluminum windows and a centre dormer which is
                                     likely a later addition.

Architecture Type: Vernacular

Integrity: Good

Historical Associations: Township settlement

Other Comments: The house is angled sideways reflecting the former seigniorial pattern.

Built Heritage Feature: BHF 5
Address: 2765 Reddock Avenue

Feature Type: House

Construction Period: 1901-39

Construction Material: Unknown walling on textured concrete foundation

Description: Two storey structure with an asphalt hipped roof and a center dormer on the second floor. The house is clad in synthetic siding. This sizeable early twentieth century house has an enclosed porch and a rear outbuilding. There are some newer windows.

Architecture Type: Vernacular; Four-square

Integrity: Fair

Historical Associations: Township settlement

Other Comments: Mature trees dot the property.

During an archaeological assessment conducted to the rear of the house, a stone faced crossed was recovered. The association of this artifact to the property is unknown.

Built Heritage Feature: BHF 6
Address: 2261 Spring Garden Road

Feature Type: House

Construction Period: 1901-39

Construction Material: Unknown walling on textured concrete foundation

Description: One storey bungalow with an asphalt hipped roof and synthetic siding. It has a
                                     full length front porch, a central chimney stack and newer windows.

Architecture Type: Vernacular

Integrity: Good

Historical Associations: Early residential housing

Other Comments:

Built Heritage Feature: BHF 7
Address: 2310 Spring Garden Road

Feature Type: House

Construction Period: 1901-39

Construction Material: Asbestos covered frame walling with a textured concrete foundation

Description: One storey bungalow with an asphalt hipped roof with a centre dormer. The front has large windows with shutters and there are newer aluminum windows to the rear. There is also a newer concrete porch.

Architecture Type: Vernacular

Integrity: Good

Historical Associations: Early residential housing

Other Comments: There is a garage/shed in the rear. An oral history provided at a Public Information Centre indicates that this house and 2290 Spring Garden Road (BHF 8) were originally built by two brothers.

Built Heritage Feature: BHF 8
Address: 2290 Spring Garden Road

Feature Type: House

Construction Period: 1929

Construction Material: Frame on textured concrete foundation

Description: One and one-half storey house with a sloping asphalt side gable roof held up by three pillars. A large dormer provides a significant extension on the upper floor. The house is clad in synthetic siding and has newer windows. The front porch has been rebuilt.

Architecture Type: Vernacular Arts and Crafts

Integrity: Very good

Historical Associations: Early residential housing

Other Comments: The property is treed.

An oral history provided at a Public Information Centre indicates that this house and 2310 Spring Garden Road (BHF 7) were originally built by two brothers.

Built Heritage Feature: BHF 9
Address: 2284 Spring Garden Road

Feature Type: House

Construction Period: 1901-39

Construction Material: Frame walling on textured concrete foundation

Description: One and one-half storey house with an asphalt side gable roof with a large dormer. The house has six windows on the front, as well as a front addition. It is clad in synthetic siding.

Architecture Type: Vernacular

Integrity: Good

Historical Associations: Early residential housing

Other Comments: The house is located on larger lot.

Built Heritage Feature:	BHF 10
Address:	4784 Malden Road
Feature Type:	House
Construction Period:	Pre-1900
Construction Material:	Frame walling on textured concrete foundation
Description:	One storey house with an asphalt side gable roof and synthetic siding. There are aluminum windows and a rear porch on a concrete block.
Architecture Type:	Vernacular
Integrity:	Fair. Considerably altered
Historical Associations:	Township settlement
Other Comments:	The house is set back from the road on a treed property. An oral history provided at a Public Information Centre indicates that this house is the original Matchette homestead.

Built Heritage Feature:	BHF 11
Address:	4688 Malden Road
Feature Type:	House
Construction Period:	Pre-1900 with twentieth century alterations
Construction Material:	Mixed stone and brick walling on unknown foundation
Description:	One and one-half storey house with an asphalt side gable roof. There is a stone chimney stack on the south elevation and a brick chimney stack on at the centre/rear of the house. There are decorative stone voussoirs over newer windows.
Architecture Type:	Vernacular
Integrity:	Very good
Historical Associations:	Township settlement
Other Comments:	There is a rear outbuilding and stone gates.

Built Heritage Feature: BHF 12
Address: Ojibway Parkway at Sandwich Street

Feature Type: Monument

Construction Material: Stone walling and foundation

Comments: "The Capture of Detroit", erected by the Historic Sites and Monuments Board of
                                     Canada. Text reads:

THE CAPTURE OF DETROIT

LA PRISE DE DÉTROIT

Confident of victory, General Hull had invaded Canada in July 1812, but
failed to take advantage of his early success and the demoralization of
the defenders. Fear of the Indians then rallying to the British cause and
an inability to maintain supply lines dictated Hull's withdrawal to Detroit.
In a daring move on 16 August General Brock embarked his troops at
McKee's Point, crossed the river and forced the surrender of the
Americans. This important victory raised the spirits of the Canadians
and ensured the continuing support of their Indian allies. [followed by
the French translation]

| **Built Heritage Feature:** | BHF 13 |
| **Address:** | 261 Hill Street |

Feature Type: House

Construction Period: 1901-39

Construction Material: Brick walling on textured concrete foundation

Description: One storey structure with an asphalt side gable roof. This arts and crafts influenced house has wood windows of atypical shapes and wood frames with brick sills. The facing is comprised of irregular wood shingles. The front portion of the house has a sloped roof.

Architecture Type: Vernacular

Integrity: Very good

Historical Associations: Early residential housing

Other Comments: Very decorative.

Built Heritage Feature: BHF 14
Address: 3769 Russell Street

Feature Type: House

Construction Period: Pre-1900

Construction Material: Wood frame on cinderblock foundation

Description: One and one-half storey structure with an asphalt side gable roof. A dormer window projects from the upper floor. The house is clad with synthetic siding. It is entirely altered with new windows, a new roof, and aluminum siding.

Architecture Type: Vernacular

Integrity: Fair. Much altered

Historical Associations: Township settlement

Other Comments: This much altered nineteenth century house sits on a rise above Russell Street. The property has mature trees. Remnants of an older fence are visible. The current owner attended the Public Information Centre and indicated that his family had   owned   the   house   for   quite   some   time.

Built Heritage Feature: BHF 15
Address: 325 Page Street (Brighton Beach)

Feature Type: House

Construction Period: 1901-39

Construction Material: Brick walling on textured concrete foundation

Description: One and one-storey house with an asphalt roof

Architecture Type: Vernacular

Integrity: Fair

Historical Associations: Early residential housing; Brighton Beach

Other Comments: This residence is one of three occupied houses in the Brighton Beach area. There are mature trees on the property.

Built Heritage Feature: BHF 16
Address: 332 Healy Street (Brighton Beach)

Feature Type: House

Construction Period: 1901-39

Construction Material: Brick walling on unknown foundation

Description: Two storey structure with an asphalt hipped roof. A dormer projects from the upper floor.

Architecture Type: Vernacular; Foursquare

Integrity: Fair

Historical Associations: Early residential housing; Brighton Beach

Other Comments: There are mature trees on the property.

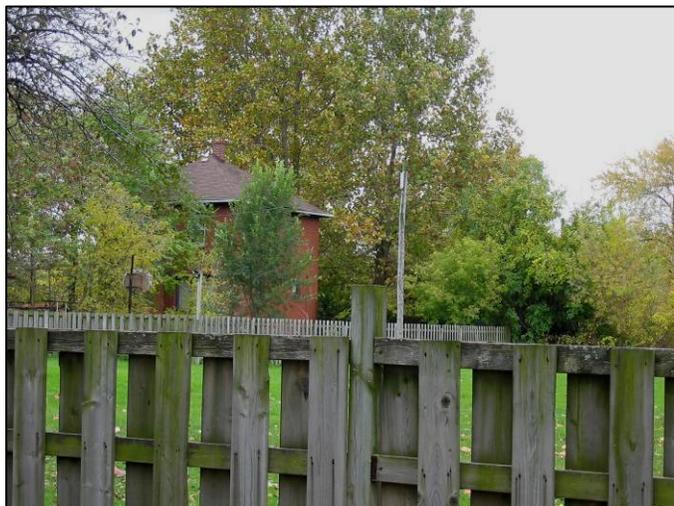**Built Heritage Feature:**   BHF 17
Address: 354 Healy Street

Feature Type: House

Construction Period: Pre-1900

Construction Material: Unknown walling on unknown foundation

Description: One storey structure with an asphalt hipped roof and synthetic siding. The centre
                                   chimney stack indicates an earlier date.

Architecture Type: Vernacular; Ontario cottage

Integrity: Poor. Much altered

Historical Associations: Township settlement

Other Comments: The property is used to store scrap metal.

Built Heritage Feature: BHF 18
Address: 2090 Spring Garden Road (moved from Sandwich West)

Feature Type: House

Construction Period: Pre-1900 (portions)

Construction Material: Wood frame with insulbrick siding.

Description: Two storey structure with a shallow pitched asphalt roof. This much altered house has a pre-1900 structure at the core. The windows are newer aluminum and a chimney has been added to the east elevation.

Architecture Type: Vernacular

Integrity: Poor. Much altered

Historical Associations: Not at original location. Unknown historic associations.

Other Comments:

Built Heritage Feature: BHF 19
Address: 2369 Spring Garden Road

Feature Type: House

Construction Period: Pre-1900

Construction Material: Likely frame, potentially log on an unknown foundation.

Description: One storey structure with a shallow pitched asphalt roof. This potentially early structure has been much altered. It has a three-bay design with newer aluminum windows and synthetic siding. A rear addition slopes in a salt-box design.

Architecture Type: Vernacular

Integrity: Poor. Much altered

Historical Associations: Township settlement

Other Comments: A neighbour who attended a Public Information Centre suggested that this house may have an early log structure at its core and the design supports this idea. It has been added to the inventory based on this report.

Built Heritage Feature: BHF 20
Address: 1649 Chappus Road

Feature Type: House

Construction Period: Pre-1900 (portion)

Construction Material: Unknown walling on unknown foundation

Description: One and a half storey structure with an asphalt roof. Newer aluminum windows.

Architecture Type: Vernacular

Integrity: Poor. Much altered

Historical Associations: Township settlement

Other Comments: A neighbour who attended a Public Information Centre suggested that this house may have an early structure at its core. It has been added to the inventory based on this report.

Mature trees on a landscaped property.

Cultural Landscape Unit:	CLU 1
Address:	Chappell Street and Russell Street

Landscape Feature Type: Tunnel

Description: Local history/lore suggests that a tunnel runs under this woodlot to an area behind the now burned and demolished Lido Venice tavern at the corner of Chapell and Sandwich streets.   This tunnel system associated with the Underground Railroad and/or prohibition remains unsubstantiated by existing primary and secondary sources.

Cultural Landscape Unit: CLU 2
Address: Area bordered by Water Street to the west, Chappus to the north, Scotten to the
                                 east and Broadway/Wright to the south

Landscape Feature Type: Brighton Beach subdivision

Description: This planned subdivision was laid out in the early twentieth century and a
                                 community resided there until the area was cleared in the 1970s. Roads and
                                 driveways are evident in the landscapes. There are mature trees in the area.

Cultural Landscape Unit: CLU 3
Address: Sandwich (old town)

Landscape Feature Type: Historic settlement

Description: The original town of Sandwich retains a number of buildings of the pre-
                                      confederation era that are of historical significance and/or which exemplify the
                                      Neo-classical and Georgian styles of architecture, which were in vogue during the
                                      first half of the nineteenth century. A number of designated heritage properties
                                      can be found along the following streets: Russell Street, Sandwich Street, Peter
                                      Street, Detroit Street, Mill Street, Brock Street, Chippewa Street, South Street,
                                      Watkins Street and Prince Road.

APPENDIX E

EVALUATION OF THE PRACTICAL ALTERNATIVES WITHIN THE AREA OF CONTINUED ANALYSIS

Detroit River International Crossing Methodology for Cultural Heritage Ranking and Score

Regulatory Context:

--Ontario Heritage Act (2005)

--Ontario Planning Act (2005)

--Ontario Environmental Assessment Act (1990)

Information Sources:

--Ontario Heritage Bridge Program (MCL and Ministry of Transportation)

--Ontario Heritage Properties Database (MCL)

--City of Windsor Archaeological Master Plan (WAMP): final draft dates to 2002 (note: this document has still not been approved by the City of Windsor)

--GIS data

        --layers from City of Windsor re: sites from Windsor Heritage Inventory

--published and unpublished archaeological literature (e.g. license reports, publications, newspaper articles, etc.)

--Parks Canada, National Historic Sites of Canada

--historical archives including primary and secondary resource material (see attached)

Baseline Conditions

--Built Heritage:

1) location of previously identified Heritage Features: GIS coordinates obtained from the City of Windsor or manually plotted

--Cultural Landscapes: at this time, these resources are only considered within Built Heritage as they are reflected in the various Heritage Inventories for the study area provided by the City of Windsor, Ontario and Canada

Results of Inventory

Built Heritage:

1)   Heritage Features: these features were ranked as follows:

    1:        National Historic sites; score as 100

    1:        Heritage District; score as 100

    1:        Heritage Bridge; score as 100

    2:        Heritage Easements; score as 75

    2:        Heritage Designation (Provincial); score as 75

    3:        Windsor Heritage Inventory; score as 25

4:         Field Review Siting; score as 25 (to be used after field review is completed during practical alternative stage)

4:         Locally identified heritage resource; score as 25

4:         Cultural Landscape; score as 25

Impact Evaluation: *displacement or disruption of built heritage features* within each study area (route segment, plaza or crossing) was evaluated based on the cumulative score of all heritage features mapped within it:

Scores of 100+ are considered to have High Impact and given a *factor score* of 1

Scores of 50-99 are considered to have Medium Impact and given a *factor score* of 2

Scores of 25-49 are considered to have Low Impact and given a *factor score* of 3

Score of 0 are considered to have No Impact and given a *factor score* of 4

A Cultural Heritage Factor Score for each study area (e.g. individual route segment, plaza or crossing, or combination of them) is calculated based on the (rounded off) average of the individual factor scores for Built Heritage Features, Archaeological Sites and Archaeological Site Potential.

ALT 1A to Plaza A

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Malden Rd to Pulford**	**Pulford north of Lennon Drain**	**North of Lennon Drain to Cousineau Rd**	**Cousineau Rd to Howard Ave**	**Howard Ave to Highway 401**	**Highway 3 to North Talbot Rd**	**Comments**
			G-H	**H-I**	**I-J**	**J-K**	**K-L**	**L-M**	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	0 (score of 4)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.9	3.7	4	4	4	4	3.9

ALT 1A to Plaza B or C

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Malden Rd to Pulford**	**Pulford north of Lennon Drain**	**North of Lennon Drain to Cousineau Rd**	**Cousineau Rd to Howard Ave**	**Howard Ave to Highway 401**	**Highway 3 to North Talbot Rd**	**Comments**
			G-H	**H-I**	**I-J**	**J-K**	**K-L**	**L-M**	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	4 (score of 1)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	2 (score of 2)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.6	3.7	4	4	4	4	3.9

ALT 1A Option 2 to Plaza A

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	Criteria/Indicator	Measurement/Units	Malden Rd to Pulford	Pulford north of Lennon Drain	North of Lennon Drain to Cousineau Rd	Cousineau Rd to Howard Ave	Howard Ave to Highway 401	Highway 3 to North Talbot Rd	Comments
			G-H	H-I	I-J	J-K	K-L	L-M	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 1)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	0 (score of 4)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Total Average Factor Score
Average Factor Score			3.8	3.7	4	4	4	4	3.9

ALT 1A Option 2 to Plaza B or C

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	Criteria/Indicator	Measurement/Units	Malden Rd to Pulford	Pulford north of Lennon Drain	North of Lennon Drain to Cousineau Rd	Cousineau Rd to Howard Ave	Howard Ave to Highway 401	Highway 3 to North Talbot Rd	Comments
			G-H	H-I	I-J	J-K	K-L	L-M	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	4 (score of 1)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	2 (score of 2)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.6	3.7	4	4	4	4	3.9

ALT 1B to Plaza A

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	Criteria/Indicator	Measurement/Units	Malden Rd to Pulford	Pulford north of Lennon Drain	North of Lennon Drain to Cousineau Rd	Cousineau Rd to Howard Ave	Howard Ave to Highway 401	Highway 3 to North Talbot Rd	Comments
			G-H	H-I	I-J	J-K	K-L	L-M	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	0 (score of 4)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Total Factor Score
Average Factor Score			3.9	3.7	4	4	4	4	3.9

ALT 1B to Plaza B or C

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Malden Rd to Pulford**	**Pulford north of Lennon Drain**	**North of Lennon Drain to Cousineau Rd**	**Cousineau Rd to Howard Ave**	**Howard Ave to Highway 401**	**Highway 3 to North Talbot Rd**	**Comments**
			G-H	**H-I**	**I-J**	**J-K**	**K-L**	**L-M**	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	4 (score of 1)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	2 (score of 2)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.6	3.7	4	4	4	4	3.9

ALT 1B Option 2 to Plaza A

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	Criteria/Indicator	Measurement/Units	Malden Rd to Pulford	Pulford north of Lennon Drain	North of Lennon Drain to Cousineau Rd	Cousineau Rd to Howard Ave	Howard Ave to Highway 401	Highway 3 to North Talbot Rd	Comments
			G-H	H-I	I-J	J-K	K-L	L-M	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Total Average Factor Score
Average Factor Score			3.7	3.7	4	4	4	4	3.9

ALT 1B Option 2 to Plaza B and C

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Malden Rd to Pulford**	**Pulford north of Lennon Drain**	**North of Lennon Drain to Cousineau Rd**	**Cousineau Rd to Howard Ave**	**Howard Ave to Highway 401**	**Highway 3 to North Talbot Rd**	**Comments**
			G-H	**H-I**	**I-J**	**J-K**	**K-L**	**L-M**	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	4 (score of 1)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	2 (score of 2)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.6	3.7	4	4	4	4	3.9

ALT 2A to Plaza A

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	Criteria/Indicator	Measurement/Units	Malden Rd to Pulford	Pulford north of Lennon Drain	North of Lennon Drain to Cousineau Rd	Cousineau Rd to Howard Ave	Howard Ave to Highway 401	Highway 3 to North Talbot Rd	Comments
			G-H	H-I	I-J	J-K	K-L	L-M	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	2 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	3 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Total Average Factor Score
Average Factor Score			3.7	3.7	4	4	4	4	3.9

ALT 2A to Plaza B or C

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	Criteria/Indicator	Measurement/Units	Malden Rd to Pulford	Pulford north of Lennon Drain	North of Lennon Drain to Cousineau Rd	Cousineau Rd to Howard Ave	Howard Ave to Highway 401	Highway 3 to North Talbot Rd	Comments
			G-H	H-I	I-J	J-K	K-L	L-M	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	2 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	3 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Total Average Factor Score
Average Factor Score			3.7	3.7	4	4	4	4	3.9

ALT 2A Option 2 to Plaza A

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Malden Rd to Pulford**	**Pulford north of Lennon Drain**	**North of Lennon Drain to Cousineau Rd**	**Cousineau Rd to Howard Ave**	**Howard Ave to Highway 401**	**Highway 3 to North Talbot Rd**	**Comments**
			G-H	**H-I**	**I-J**	**J-K**	**K-L**	**L-M**	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	2 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	3 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.7	3.7	4	4	4	4	3.9

ALT 2A Option 2 to Plaza B or C

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Malden Rd to Pulford**	**Pulford north of Lennon Drain**	**North of Lennon Drain to Cousineau Rd**	**Cousineau Rd to Howard Ave**	**Howard Ave to Highway 401**	**Highway 3 to North Talbot Rd**	**Comments**
			G-H	**H-I**	**I-J**	**J-K**	**K-L**	**L-M**	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	2 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	3 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.7	3.7	4	4	4	4	3.9

ALT 2B to Plaza A

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Malden Rd to Pulford**	**Pulford north of Lennon Drain**	**North of Lennon Drain to Cousineau Rd**	**Cousineau Rd to Howard Ave**	**Howard Ave to Highway 401**	**Highway 3 to North Talbot Rd**	**Comments**
			G-H	**H-I**	**I-J**	**J-K**	**K-L**	**L-M**	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	2 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	3 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.7	3.7	4	4	4	4	3.9

ALT 2B to Plaza B or C

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	Criteria/Indicator	Measurement/Units	Malden Rd to Pulford	Pulford north of Lennon Drain	North of Lennon Drain to Cousineau Rd	Cousineau Rd to Howard Ave	Howard Ave to Highway 401	Highway 3 to North Talbot Rd	Comments
			G-H	H-I	I-J	J-K	K-L	L-M	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	2 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	3 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Total Average Factor Score
Average Factor Score			3.7	3.7	4	4	4	4	3.9

ALT 2B Option 2 to Plaza A

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources								
			Segments-Malden Road to North Talbot Rd						
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Malden Rd to Pulford**	**Pulford north of Lennon Drain**	**North of Lennon Drain to Cousineau Rd**	**Cousineau Rd to Howard Ave**	**Howard Ave to Highway 401**	**Highway 3 to North Talbot Rd**	**Comments**
			G-H	**H-I**	**I-J**	**J-K**	**K-L**	**L-M**	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	2 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	3 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.7	3.7	4	4	4	4	3.9

ALT 2B Option 2 to Plaza B or C

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Malden Rd to Pulford**	**Pulford north of Lennon Drain**	**North of Lennon Drain to Cousineau Rd**	**Cousineau Rd to Howard Ave**	**Howard Ave to Highway 401**	**Highway 3 to North Talbot Rd**	**Comments**
			G-H	**H-I**	**I-J**	**J-K**	**K-L**	**L-M**	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	2 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	3 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.7	3.7	4	4	4	4	3.9

ALT 3 to Plaza A

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Malden Rd to Pulford**	**Pulford north of Lennon Drain**	**North of Lennon Drain to Cousineau Rd**	**Cousineau Rd to Howard Ave**	**Howard Ave to Highway 401**	**Highway 3 to North Talbot Rd**	**Comments**
			G-H	**H-I**	**I-J**	**J-K**	**K-L**	**L-M**	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	2 (score of 2)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	4 (score of 1)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	**Total Average Factor Score**
Average Factor Score			3.6	3.7	4	4	4	4	3.9

ALT 3 to Plaza B or C

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	Criteria/Indicator	Measurement/Units	Malden Rd to Pulford	Pulford north of Lennon Drain	North of Lennon Drain to Cousineau Rd	Cousineau Rd to Howard Ave	Howard Ave to Highway 401	Highway 3 to North Talbot Rd	Comments
			G-H	H-I	I-J	J-K	K-L	L-M	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	4 (score of 1)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	2 (score of 2)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Total Average Factor Score
Average Factor Score			3.6	3.7	4	4	4	4	3.9

Parkway to Plaza A

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	Criteria/Indicator	Measurement/Units	Malden Rd to Pulford	Pulford north of Lennon Drain	North of Lennon Drain to Cousineau Rd	Cousineau Rd to Howard Ave	Howard Ave to Highway 401	Highway 3 to North Talbot Rd	Comments
			G-H	H-I	I-J	J-K	K-L	L-M	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	3 (score of 2)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Total Average Factor Score
Average Factor Score			3.7	3.7	4	4	4	4	3.9

Parkway to Plaza B or C

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources							
			Segments-Malden Road to North Talbot Rd					
Performance Measure	Criteria/Indicator	Measurement/Units	Malden Rd to Pulford	Pulford north of Lennon Drain	North of Lennon Drain to Cousineau Rd	Cousineau Rd to Howard Ave	Howard Ave to Highway 401	Highway 3 to North Talbot Rd	Comments
			G-H	H-I	I-J	J-K	K-L	L-M	
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features displaced	4 (score of 1)	4 (score of 1)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Disruption is defined as the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		f) Number of field review identified built heritage features disrupted	2 (score of 2)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
CULTURAL LANDSCAPE UNITS	Displacement or disruption of built cultural landscape features	a) Number of cultural landscapes displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	
		b) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	Total Average Factor Score
Average Factor Score			3.6	3.7	4	4	4	4	3.9

PRACTICAL ALTERNATIVE EVALUATION	Factor: Protect Cultural Resources		Plaza Segments-Crossings to Malden Rd.											
			Plaza A				Plaza B			Plaza B1		Plaza C			
Performance Measure	Criteria/Indicator	Measurement/Units	From Crossing A	From Crossing B	From Crossing C	From Crossing C	From Crossing C			From Crossing B		From Crossing C			
			A-G	B-G	C-G	C-E-G	C-E	E-F	F-G	B-F	F-G	C-D	D-E	E-F	F-G
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		f) Number of field review identified built heritage features displaced	1 (score of 3)	2 (score of 2)	1 (score of 3)	2 (score of 2)	3 (score of 2)	0 (score of 4)	0 (score of 4)	3 (score of 2)	0 (score of 4)	0 (score of 4)	2 (score of 2)	0 (score of 4)	0 (score of 4)
BUILT HERITAGE FEATURES	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	1 (score of 3)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		f) Number of field review identified built heritage features disrupted	3 (score of 2)	2 (score of 2)	2 (score of 2)	4 (score of 1)	2 (score of 2)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	2 (score of 2)	1 (score of 3)	0 (score of 4)	0 (score of 4)
CULTURAL LANDSCAPE UNITS	Displacement or disruption of cultural landscapes	a) Number of cultural landscapes displaced	1 (score of 3)	1 (score of 3)	2 (score of 2)	2 (score of 2)	2 (score of 2)	1 (score of 3)	0 (score of 4)	1 (score of 3)	0 (score of 4)	1 (score of 3)	1 (score of 3)	1 (score of 3)	0 (score of 4)
		a) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)	1 (score of 3)	0 (score of 4)	0 (score of 4)	0 (score of 4)
Average Factor Score			3.7	3.6	3.6	3.3	3.5	3.9	4	3.8	4	3.6	3.7	3.9	4
Total Average Factor Score			3.7	3.6	3.6	3.3	3.8			3.9		3.8			

Plazas	Factor: Changes in Social Environment	PLAZAS			
Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Plaza A**	**Plaza B**	**Plaza B1**	**Plaza C**

Performance Measure	**Criteria/Indicator**	**Measurement/Units**	**Plaza A**	**Plaza B**	**Plaza B1**	**Plaza C**
BUILT HERITAGE FEATURES	Displacement of built heritage features	a) Number of national historic sites displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		b) Number of provincially designated properties displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		c) Number of features with heritage easements displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		d) Number of municipally listed built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		e) Number of locally identified built heritage features displaced	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		f) Number of field review identified built heritage features displaced	1 (score of 3)	3 (score of 2)	3 (score of 2)	2 (score of 2)
BUILT HERITAGE FEATURES	Disruption of built heritage features	a) Number of national historic sites disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		b) Number of provincially designated properties disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		c) Number of features with heritage easements disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		d) Number of municipally listed built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		e) Number of locally identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
		f) Number of field review identified built heritage features disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	1 (score of 3)
CULTURAL LANDSCAPE UNITS	Displacement or disruption of cultural landscapes	a) Number of cultural landscapes displaced	0 (score of 4)	1 (score of 3)	1 (score of 3)	1 (score of 3)
		a) Number of cultural landscapes disrupted	0 (score of 4)	0 (score of 4)	0 (score of 4)	0 (score of 4)
Average Factor Scores			**3.9**	**3.8**	**3.8**	**3.7**