



**Cultural Heritage Impact
Statement - 12861 Dixie Road,
Town of Caledon**

Final Report

June 25, 2025

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Limitations and Sign-off

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Executive Summary

QuadReal Property Group (the Proponent) retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Impact Statement (CHIS) for the proposed redevelopment of 12861 Dixie Road in the Town of Caledon (the Town), Region of Peel, Ontario (the Study Area). The Study Area is approximately half a kilometre southeast of Old School Road. It contains a two and one half storey brick residence, barn, outbuildings, creek area, mature trees and vegetation, and agricultural fields. The proposed redevelopment of the Study Area includes the construction of an industrial facility with a truck trailer and car parking, loading space, environmental area, and stormwater management area. The existing farmstead would be removed under the proposal; however, the existing residence is proposed to be retained *in situ*.

In accordance with Section 27(1) of the *Ontario Heritage Act* (OHA) (Government of Ontario 1990b), the Town maintains a register of properties that are of potential cultural heritage value or interest (CHVI). The Town's *Heritage Register* identified 12861 Dixie Road as an Edwardian Classical style farmhouse with a red brick exterior built between 1900 and 1924 (Town of Caledon 2022).

The purpose of the CHIS is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process. Where a change is proposed within or adjacent to a protected heritage property, consideration must be given to the conservation of cultural heritage resources. The objectives of the report are as follows:

- Identify and evaluate the CHVI of the Study Area
- Identify potential direct and indirect impacts on cultural heritage resources
- Identify mitigation measures where impacts to cultural heritage resources are anticipated to address the conservation of heritage resources, where applicable

Determination of CHVI for 12861 Dixie Road was undertaken according to the criteria outlined in *Ontario Regulation* (O. Reg.) 9/06 (subject to amendments by O. Reg. 569/22) made under the OHA (Government of Ontario 1990b). The property was determined to meet four criteria according to O. Reg. 9/06:

- Criterion 1: The property was determined to contain a representative example of a late 19th century Ontario vernacular residence with Italianate and Queen Anne Revival style design influences. The property also contains as a representative example of a late-19th century gambrel roof bank barn.
- Criterion 2: The residence on the property demonstrates a high degree of craftsmanship through its decorative woodwork and glasswork.
- Criterion 4: The property is directly associated to the Little family who were an early settler family to the Township of Chinguacousy and were involved in local politics.



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- Criterion 8: The residence on the property is visually linked to its surroundings as it is positioned on a rise overlooking a small meandering creek associated with the West Humber River watershed.

The CHIS identified indirect impacts to the residence at 12861 Dixie Road, related to the property's change in land use and proposed construction activities. The following mitigation measures have been identified for the residence to conserve its identified CHVI:

- 1) Retention *In Situ*: The residence will be retained *in situ* but the property will be subject to a change in land use. The residence may be altered in the future to support adaptive reuse, but these alterations are not contemplated as part of this application. For the Official Plan Amendment and Zoning By-Law Amendment, the residence will be zoned for a variety of uses to support different adaptive reuse options. It is understood that the Town of Caledon intends to pursue designation of the residence under Part IV of the OHA. The Town has acknowledged that the designation could be applicable to a small parcel encompassing the identified heritage attributes. This would need to be determined by a reference plan. Discussions on the potential designation of the residence will be ongoing between the Town, Client, and Stantec in 2025. A Strategic Conservation Plan is required at the Draft Plan of Subdivision stage or Site Plan stage. The SCP should be prepared by a qualified Heritage Consultant and should identify immediate repair needs for the residence and long-term conservation measures.
- 2) Site Plan Controls: To address the potential for vibrations associated with construction, a qualified person(s) should be retained to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics). Should the residence be determined to be within the zone of influence, additional steps should be taken to secure the building from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones).
- 3) Vegetative Buffer and Screening: It is recommended that softscaping elements be incorporated into the proposed development to support the CHVI of the residence. This may include planting shrubs and trees, some of which may partially screen or grow to screen the proposed development from the existing residence.
- 4) Interpretive Materials: To support the CHVI of the property, an interpretive sign or panel should be established near the existing residence that explains the history of the property, its association with the Little family.

The CHIS identified direct impacts to the barn at 12861 Dixie Road, which is identified as a heritage attribute of the property. The barn is proposed to be removed to accommodate the proposed development. Two mitigation measures have been identified:



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- 1) Relocation: A building condition specialist should be consulted to determine if the barn could be relocated. If relocation is feasible, alternatives within the site should be sought for the barn if a viable location would allow the barn to remain in use or be adaptively re-used. If this is not feasible, offsite relocation should be explored by advertising the barn for sale for a nominal fee to members of the public, with the understanding that the purchaser would relocate the barn.
- 2) Documentation and Salvage: **Detailed documentation is recommended prior to changes made to the barn, including relocation or demolition.** If relocation is not feasible or the barn is not deemed sound enough to withstand relocation, documentation and salvage of the property are the next preferred mitigation options. Documentation activities should be carried out through a full recording of the farmstead through photography, mapping, photogrammetry, and/or LiDAR scan. Documentation should be carried out in advance of any changes made to the property. Salvage activities should include identifying and recovering re-useable materials by a reputable salvage company or charity. The documentation and salvage work should be carried out under the direction of a Cultural Heritage Specialist in good professional standing with the Canadian Association of Heritage Professionals (CAHP). Salvaged materials should be incorporated into the proposed development to express the CHVI of the property.

The executive summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.



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Abbreviations

CAHP	Canadian Association of Heritage Professionals
CHIS	Cultural Heritage Impact Statement
CHVI	Cultural Heritage Value or Interest
MA	Master of Arts
MLA	Master of Landscape Architecture
n.d.	No date
O. Reg.	Ontario Regulation
OHA	<i>Ontario Heritage Act</i>
MCM	Ministry of Citizenship and Multiculturalism
PPS	Provincial Planning Statement
SCP	Strategic Conservation Plan



1 Introduction

1.1 Study Purpose

Stantec Consulting Ltd. (Stantec) was retained by QuadReal Property Group (the Proponent) to prepare a Cultural Heritage Impact Statement (CHIS) for the property located at 12861 Dixie Road in the Town of Caledon, Ontario. In accordance with Section 27(1) of the *Ontario Heritage Act* (OHA), the Town of Caledon (the Town) maintains a register of properties that are of potential cultural heritage value or interest (CHVI). The town's register identifies 12861 Dixie Road as an Edwardian Classical style farmhouse with a red brick exterior built between 1900 and 1924 (Town of Caledon 2022).

The purpose of the CHIS is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process. Where a change is proposed within or adjacent to a protected heritage property, consideration must be given to the conservation of cultural heritage resources. The objectives of the report are as follows:

- Identify and evaluate the CHVI of the Study Area
- Identify potential direct and indirect impacts to cultural heritage resources
- Identify mitigation measures where impacts to cultural heritage resources are anticipated to address the conservation of heritage resources, where applicable

To meet these objectives, this CHIS contains the following content:

- Summary of project methodology
- Review of the background history of the Study Area and historical context
- Evaluation of CHVI
- Description of the proposed site alteration
- Assessment of impacts of the proposed site alterations on cultural heritage resources
- Review of development alternatives or mitigation measures where impacts are anticipated
- Recommendations for the preferred mitigation measures

For the purpose of this CHIS, the Study Area is comprised of the municipal property boundary of 12861 Dixie Road (Figure 1). Directly adjacent to the Study Area is a listed property 12862 Dixie Road (formerly 12892 Dixie Road), a separate CHIS has been prepared for this property that is subject to a separate development.





- Legend
- Study Area
 - Existing Outbuildings
 - Residence
 - Barn

Notes

Project Location Caledon, Ontario		160623115 Prepared by KB on 2023-05-19
Client/Project QuadReal Property Group Cultural Heritage Impact Statement – 12861 Dixie Road, Town of Caledon		
Figure No. 1		
Title Study Area		

2 Methodology

2.1 Policy Framework

2.1.1 Planning Act

The *Planning Act* provides a framework for land use planning in Ontario, integrating matters of provincial interest in municipal and planning decisions. Part I of the *Planning Act* identifies that the Minister, municipal councils, local boards, planning boards, and the Municipal Board shall have regard for provincial interests, including:

(d) The conservation of features of significant architectural, cultural, historical or scientific interest

(Government of Ontario 1990)

2.1.2 The 2024 Provincial Planning Statement

A new Provincial Planning Statement came into effect in 2024 and is intended to provide policy direction for land use planning and development regarding matters of provincial interest. Cultural heritage is one of many interests contained within the PPS. Section 4.6 of the PPS states that a “protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved” (Government of Ontario 2024).

Under the PPS definition, conserved means:

The identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Under the PPS definition, significant means:

In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.

Under the PPS, “protected heritage property” is defined as follows:



Property designated under Part IV or VI of the *Ontario Heritage Act*; property included in an area designated as a heritage conservation district under Part V of the *Ontario Heritage Act*; property subject to a heritage conservation easement or covenant under Part II or Part IV of the *Ontario Heritage Act*; property identified by a provincial ministry or a prescribed public body as a property have cultural heritage value or interest under the *Standards and Guidelines for the Conservation of Provincial Heritage Properties*; property protected under federal heritage legislation; and UNESCO World Heritage Sites.

(Government of Ontario 2024)

2.1.3 Town of Caledon Official Plan

According to the Town of Caledon Official Plan (Town of Caledon 2018), where it is determined that a CHIS is required, the following content is required:

- *A description of the proposed development*
- *A description of the cultural heritage resource(s) to be affected by the development*
- *A description of the effects upon the cultural heritage resource(s) by the proposed development*
- *A description of the measures necessary to mitigate the adverse effects of the development upon the cultural heritage resource(s); and,*
- *A description of how the policies and guidance of any relevant Cultural Heritage Planning Statement have been incorporated and satisfied.*

In addition, the Town of Caledon Official Plan contains the following general objectives with regard to cultural heritage resources:

- *To identify and conserve the Town's cultural heritage resources, in balance with the other objectives of this Plan, through the implementation of appropriate designations, policies and programs including public and private stewardship and partnering with other heritage organizations in the community*
- *To promote the continuing public and private awareness, appreciation and enjoyment of Caledon's cultural heritage through educational activities and by providing guidance on sound conservation practices.*
- *To develop partnerships between various agencies and organizations to conserve and promote cultural heritage resources.*



- *To use as appropriate all relevant Provincial legislation that references the conservation of cultural heritage resources, particularly the provisions of the Ontario Heritage Act, the Planning Act, the Environmental Assessment Act, the Municipal Act, the Cemeteries Act and the Niagara Escarpment Planning and Development Act in order to conserve Caledon's cultural heritage.*

(Town of Caledon 2018)

2.2 Background History

To understand the historical context of the property, resources such as land registry records, secondary sources, and online archival databases were consulted.

Historical mapping from 1859, 1877, 1914, 1919, 1926, 1934, and 1940 and aerial photography from 1954 were reviewed to understand the past land use of the Study Area.

2.3 Field Program

A site assessment was undertaken on May 2, 2023, by Laura Walter, Cultural Heritage Specialist, and Kimberley Beech, Landscape Architect Intern, both with Stantec. The weather conditions were cool and rainy. The site visit included a pedestrian survey of the property, including the residence, barn, outbuildings, and landscape. The interior of the residence was not accessible due to tenants in the building. The interior of the barn was not accessible as it was still actively used for cattle.

2.4 Evaluation of Heritage Value or Interest

The criteria for determining CHVI is defined by O. Reg. 9/06 (subject to amendments of O. Reg. 569/22) (Government of Ontario 2006a). If a property meets two or more of the below criteria, then it may be considered for designation at the discretion of Council under Part IV of the OHA (Government of Ontario 1990b). To identify CHVI at least one or more of the following criteria must be met:

1. *The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material, or construction method.*
2. *The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.*
3. *The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.*



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4. *The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community.*
5. *The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.*
6. *The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.*
7. *The property has contextual value because it is important in defining, maintaining, or supporting the character of an area.*
8. *The property has contextual value because it is physically, functionally, visually, or historically linked to its surroundings.*
9. *The property has contextual value because it is a landmark.*

(Government of Ontario 2023)

2.5 Assessment of Impacts

The assessment of impacts is based on the impacts defined in the Ministry of Citizenship and Multiculturalism (MCM) *Infosheet #5 Heritage Impact Assessments and Conservation Plans* (Infosheet #5) (Government of Ontario 2006). Impacts to heritage resources may be direct or indirect.

Direct impacts include:

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

Indirect impacts do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the CHVI of a property by creating:

- *Shadows that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden*
- *Isolation of a heritage attribute from its surrounding environment, context or a significant relationship*
- *Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features*



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- *A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces*
- *Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an archaeological resource*

(Government of Ontario 2006)

In addition to direct impacts related to destruction, this CHIS also evaluated the potential for indirect impacts resulting from the vibrations of construction and the transportation of project components and personnel. This was categorized together with land disturbance. Although the effect of traffic and construction vibrations on historic period structures is not fully understood, vibrations may be perceptible in buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis 1987; Rainer 1982; Wiss 1981). The proximity of the proposed development to heritage resources was considered in this assessment.

2.6 Mitigation Options

In addition to providing a framework to assess the impacts of a proposed undertaking, the MCM Infosheet #5 also provides methods to minimize or avoid impacts on cultural heritage resources. These include, but are not limited to:

- *Alternative development approaches*
- *Isolating development and site alteration from significant built and natural features and vistas*
- *Design guidelines that harmonize mass, setback, setting, and materials*
- *Limiting height and density*
- *Allowing only compatible infill and additions*
- *Reversible alterations*
- *Buffer zones, site plan control, and other planning mechanisms*

(Government of Ontario 2006b)



3 Site History

3.1 Introduction

The Study Area is located at 12861 Dixie Road (Regional Road 4) in the Town of Caledon, Ontario. Historically, the property is in the former Township of Chinguacousy, on the west half of Lot 22, Concession 4, East of Centre Road. The following sections outline the historical development of the Study Area from the period of Euro-Canadian settlement to the present day.

3.2 Physiography

The Study Area is in Southern Ontario's South Slope physiographic region. The South Slope region is located between Lake Ontario and the Oak Ridges Moraine and has an average rise of 90 metres to 120 metres and an average width of 9.5 to 11.2 kilometres. The South Slope stretches from the Niagara Escarpment in the west to the Trent River in the east, covering about 2,434 square kilometres. The Study Area is in a part of the South Slope located between the Oak Ridge Moraine and Peel Plain (Chapman and Putnam 1984: 173).

The soils of the South Slope range from generally suitable to excellent for agriculture. The soil in the South Slope region west of Toronto, including the Study Area, are known as Chinguacousy clay loam and Oneida clay loam. While these soils are acidic and difficult to work, they are regarded as suitable for agriculture. Historically, wheat farming and then the dairy industry were important in the western part of the South Slope region, which benefitted from its proximity to markets in Toronto (Chapman and Putnam 1984: 174).

The Study Area is within the West Humber River watershed. The Humber River watershed encompasses an area of 911 square kilometres. The West Humber begins in Caledon, within the rolling hills of the South Slope, and flows 45 kilometres south where it merges with the main branch of the Humber River in the City of Toronto (Toronto and Region Conservation Authority 2023). A small meandering creek associated with the West Humber River watershed is within the Study Area.



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3.3 Township of Chinguacousy

3.3.1 Survey and Settlement

The Township of Chinguacousy was surveyed by the partnership of Richard Bristol and Timothy Street beginning in June of 1819. Bristol and Street were originally contracted to survey the southern half of the township. However, demand for land proved so high that they were awarded a second contract for the remainder of the township. The survey of the entire township was completed in October 1819 (McKinney 1967: 245). The Township of Chinguacousy was surveyed using the double front survey system (Dean 1969). The double front system was widely used in Upper Canada between 1815 and 1829. This survey system created 200-acre lots with road allowances located in front of each concession and every fifth or sixth lot (Plate 1). This system allowed 100-acre grants of half lots since road allowances were located on both the front and rear halves of the lot (Weaver 1968: 14,16). The Township was named in 1819 by Lieutenant Governor Sir Peregrine Maitland after the Mississauga designation for the Credit River, which means 'young pine.' It appears to be coincidental that the name resembles that of Ottawa chief Shinguacose, who took part in the capture of Fort Michilimackinac during the War of 1812 (Rayburn 1997).



Plate 1: Double Front Survey System (Dean 1969)



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The early settlement of the township was partly impeded by land speculation and absentee ownership. Some military veterans and Loyalist heirs who received early land grants in the township declined to settle on their allotted land. Others received land grants of multiple lots and only improved one, leaving the others undeveloped (McKinney 1967: 245). Despite these obstacles to settlement, Chinguacousy Township had 213 settlers in 1827. That year, 27,211 acres of land were occupied in the township. Of that acreage, 3,702 acres had been cleared. The total amount of land owned constituted about a third of the available land in the township. The township also contained one sawmill and two stores (McKinney 1967: 246).

3.3.2 19th Century Development

Largescale emigration from the United Kingdom to Upper Canada peaked between the 1830s and 1850s (Craig 1963: 124). This resulted in an annual growth rate percent of about seven percent in the colony and doubling the population every ten years (McCalla 1993: 3-4). The Township of Chinguacousy benefited from this wave of immigration, and the township population increased from 1,930 in 1831 to 7,469 in 1851 (McKinney 1967: 249).

Smith's Canadian Gazetteer, published in 1846, described the township as containing a rolling topography, forests of hardwood and pine, and the soil as being conducive to wheat growth. The Gazetteer reported that 74,977 acres of land in the township was occupied, 26,266 acres were under cultivation, and that the township contained seven sawmills and one gristmill. Smith wrote glowingly of the township, stating "This is one of the best settled townships in the Home District, containing excellent land, and many good farms" (Smith 1846: 32).

As the township grew, many hamlets developed. The largest was Brampton, which was incorporated as a village in 1853. Other significant hamlets in the township included Victoria, Tullamore, Terra Cotta, Cheltenham, Snelgrove, and Campbell's Corners (McKinney 1967: 249). In relation to the Study Area, the hamlet of Mayfield developed at the intersection of the 3rd Concession East and the 17th Sideroad in the mid-19th century. The hamlet was established by English immigrants, who named the area after their hometown of Mayfield, England. A post office was opened in Mayfield in 1853, with William Speirs as the first postmaster (Library and Archives Canada 2023). The 1859 *Tremaine's Map of the County of Peel* depicts the hamlet of Mayfield including the Study Area, a blacksmith shop, a post office/store, and an inn (Figure 2).



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During the first half of the 19th century, most wheat grown in the township was shipped from Port Credit. In 1856, the Grand Trunk Railway was built through the township (McKinney 1967: 250; Andrae 1997: 126). The completion of the railway provided an economic boon to local farmers and reduced dependence on local roads and the Port Credit Harbour (McKinney 1967: 250).

The population of Chinguacousy Township reached its 19th century peak in 1871 when the population was recorded as 6,129. That year, the township had the highest population in Peel County, narrowly surpassing Toronto Township, which had a population of 5,974 (Dominion Bureau of Statistics 1953). The Agricultural Census of 1871 indicated that the township contained 80,231 acres of occupied land. Of that acreage, 51,794 acres were under crops, 9,400 acres were pasture, and 1,229 acres were gardens or orchards. The predominant crops grown included wheat, barley, oats, potatoes, turnips, and hay (Census of Canada 1871). In relation to the Study Area, Mayfield remained a small hamlet in the late 19th century. In the *Directory of the County of Peel for 1873-4*, the community included a blacksmith, an innkeeper, a postmaster, a labourer, a gentleman, and seven farmers (Lynch 1874: 106). By 1877, the hamlet had a population of about 50 (Walker and Miles 1877: 91). Mayfield is depicted on the 1877 Chinguacousy Township map and includes the Study Area (Figure 3). The population of Chinguacousy Township declined to 5,476 in 1881 and 4,744 in 1891 (Dominion Bureau of Statistics 1953).

3.3.3 20th Century Development

During the first decades of the 20th century, the Township of Chinguacousy continued to steadily decline in population, reaching a nadir of 3,635 in 1921 (Dominion Bureau of Statistics 1925). Population contraction in the township was part of a broader trend of urbanization in the late 19th and early 20th centuries. The emergence of industrialization and urbanization increased the number of wage workers required in cities and towns. At the same time, farm equipment improvements and farming mechanization meant that less labour was required on a farm (Sampson 2012). This encouraged out-migration from rural areas to the burgeoning cities of Ontario (Drummond 1987: 30). Peel County's Townships experienced a population decline between 1891 and 1901 (Dominion Bureau of Statistics 1953).

The Agricultural Census of 1921 lists Chinguacousy Township as containing 42,138 acres under crop, 4,135 acres as idle or fallow, and 19,055 acres as pasture (Dominion Bureau of Statistics 1925). The increase in pastureland in the township was due to the increasing importance of cattle and dairy farming. The dairy products produced within the township were within trucking distance to growing markets in Toronto (Chapman and Putnam 1984: 174).



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The Township of Chinguacousy remained predominantly rural until after the Second World War when industries expanded into the township from the more developed parts of Peel County to the east and south. The township also began a suburban residential construction boom during the 1950s and 1960s. Between 1957 and 1958, over 6,000 acres of land were assembled for the planned community of Bramalea. The growth of the suburbs in the township is reflected in its rapid population growth in the 1960s. In 1960, the population of Chinguacousy Township was 6,286. By 1966, it grew to 15,996 and contained 287,999 square metres of industrial space (McKinney 1967: 254).

The rapid growth of the Township of Chinguacousy and other communities in Peel County put strain on a county government unaccustomed to administering such large services and planning operations. In response, the provincial government saw increased cooperation between municipalities as a solution. In 1974, the County of Peel was dissolved and replaced with the Regional Municipality of Peel. Under regional government, regional planning and large services, such as public health, waste management, policing, and long-term care, would be administered by the region. Lower-tier governments would provide local services such as parks and libraries. When the Region of Peel was created the Township of Chinguacousy was dissolved. The southern part of the township, which was more heavily suburbanized, was amalgamated into the new City of Brampton. The more rural northern part of the township, including the Study Area, was amalgamated into the new Town of Caledon (Peel Art Gallery, Museum + Archives n.d.).

The population of the Town of Caledon was 66,502 in 2016, an increase of 11.8% since 2011 (Statistics Canada 2017). The population of the Region of Peel was recorded as 1,484,000 in 2016 (Region of Peel 2019).

3.4 Property History

The Study Area includes the northwest quarter of Lot 21, Concession 4 East of Centre Road and the west half of Lot 22, Concession 4 East of Centre Road. The existing residence, barn, and outbuildings are on the west half of Lot 22, Concession 4 East of Centre Road.



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In 1835, the west half of Lot 22, Concession 4 East of Centre Road was sold from John Crum (Crumbie) to William Little. In 1844, Crum also sold the west half of Lot 21, Concession 4 East of Centre Road to William Little. In 1850, Little divided and sold the west half of Lot 21 into two quarters: the southwest quarter to William Spiers and the northwest quarter to John Little. In 1860, John Little sold the property back to William Little (ONLAND 2023a). William Little was born in Hawick, Scottish Borders, Scotland in 1801 (Find A Grave 2012). He immigrated to Upper Canada and settled in the Township of Chinguacousy in about 1834 (The Conservator 1923). William Little (age 50) is listed on the 1851 Census in the Township of Chinguacousy as a farmer of Scottish descent, along with his wife Mary (age 38) and their children Elizabeth (age 19), William (age 17), Archibald (age 15), David (age 13), Neil (age 11), Simon (age 9), Catherine (age 7), Martha (age 5), Joseph (age 3), and Duncan (age 1). The family is listed as living in a one-storey log house (Library and Archives Canada 1851). William Little is depicted on the property on the 1859 *Tremaine's Map of the County of Peel, Canada West* (Tremaine 1859) (Figure 2). No structures are shown on the property. A creek is depicted through the west half of the property.

William Little (age 58) is listed on the 1861 Census in the Township of Chinguacousy as a farmer along with his wife Mary (age 46), and their children David (age 22), Neil (age 19), Simon (age 17), Catherine (age 16), Martha (age 14), Joseph (age 12), and Duncan (age 9). The family is listed as living in a one and one half storey log residence (Library and Archives Canada 1861). On the 1861 Agricultural Census in the Township of Chinguacousy, William Little is listed on the property with 150 acres under his ownership, 125 acres of which were under cultivation (Library and Archives Canada 1861). Ten years later, Little (age 69) is listed on the 1871 Census in the Township of Chinguacousy as a farmer along with his wife Mary (age 57) and their children Neil (age 27) and Duncan (age 19) (Library and Archives Canada 1871). William Little is listed on the property in the 1873-1874 Directory for the County of Peel (Lynch 1874).

William Little is depicted on the property in the 1877 *Illustrated Historical Atlas of the County of Peel, Ont.* (Walker and Miles 1877), with two structures and orchards (Figure 3). One structure is depicted in the northwest corner of the property at the present-day intersection of Dixie Road and Old School Road, and another is depicted in relation to the existing residence east of the creek. Little died on March 28, 1877 (Find A Grave 2012). That year, the property, including the northwest quarter of Lot 21 and the west half of Lot 22, Concession 4 East of Centre Road, was willed to Neil Little and his wife. That same year, an annuity deed was listed on the west half of Lot 22 for Mary Little (ONLAND 2023b). Mary Little died on January 13, 1883 (Find A Grave 2012).

Neil Little married Sarah Hewson in the township on January 23, 1873. Sarah Hewson was the daughter of James Hewson and Sarah Owen. (Archives of Ontario 1873). The Hewsons were an early settler family in the Township of Chinguacousy. James Hewson immigrated to Upper Canada in the 1830s, from Yorkshire England (City of Brampton 2018). The couple and their children William Wilber, Richard, Mable, and Mary



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Josephine are listed on the 1881 and 1891 census records in the Township of Chinguacousy. Neil is listed on the census records as a farmer (Library and Archives Canada 1881 and 1891). The existing red brick residence on the property was constructed in 1896, as indicated in the date stone on the front (west) façade. The date stone also indicates that the farmstead was known as Burn Brae. The use of the name reflects the Scottish words burn, which referred to small watercourses, and brae, which referred to a hillside. Given the farm's location on a hillside near a small winding stream, it was an apt name for the farm bestowed by farmers of Scottish descent. The existing red brick residence is depicted on the property on the 1914 topographic map of Bolton (Figure 4). Another structure is depicted on the property to the southwest between the creek and Dixie Road. I

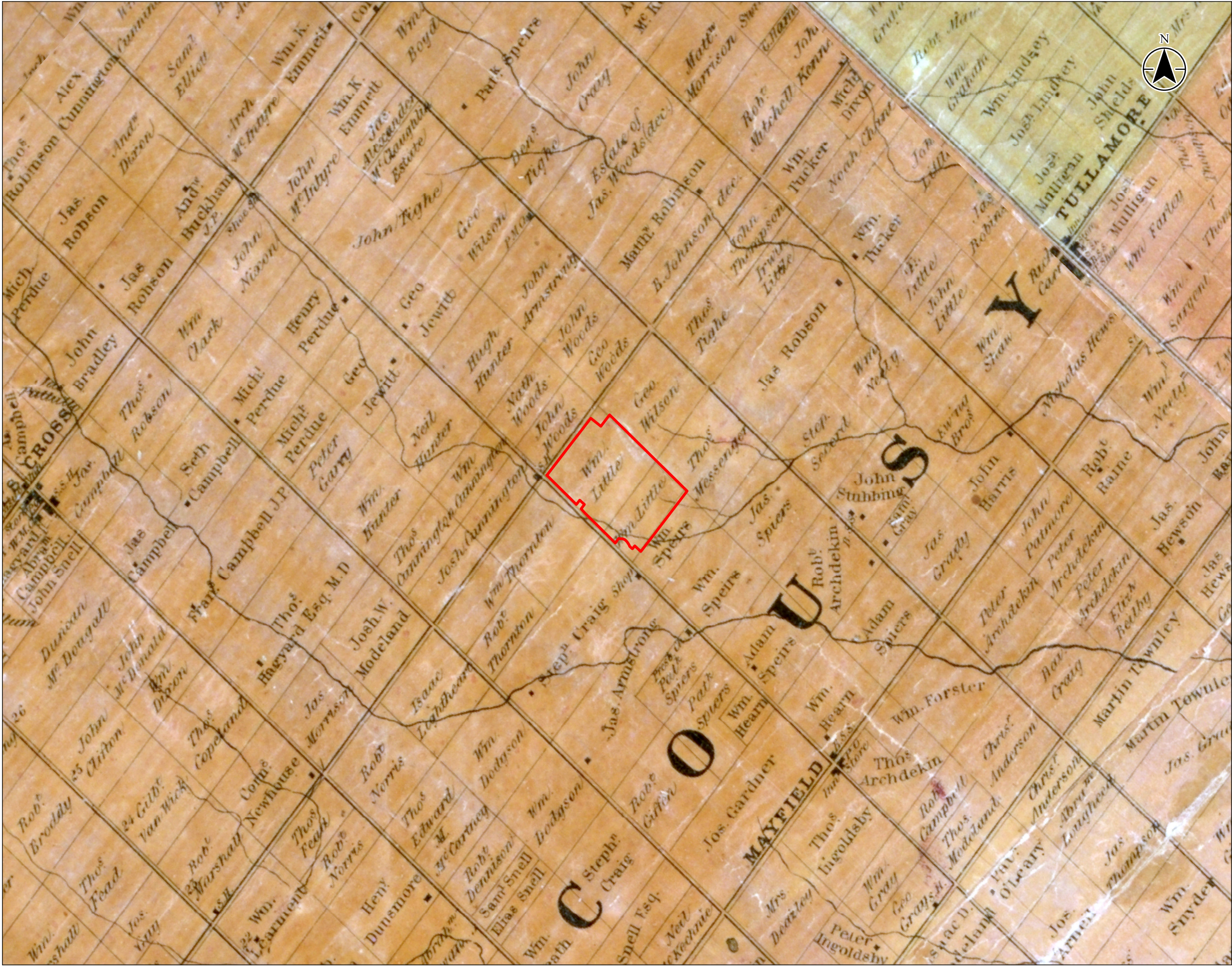
In 1921, Neil Little and his wife sold the west half of Lot 22 to their son, Richard Little. By 1921, Neil and Sarah retired to Brampton, as they are listed as living at 173 Scott Street on the 1921 Census (Library and Archives Canada 1921/The Conservator 1927a). Neil Little died on November 10, 1927 (Find a Grave 2012). In 1928, Sarah Little *et al.*, Neil Little's estate executors, granted Richard Little the remaining property in Lot 21 (ONLAND 2023c). Neil and Sarah's son Wilbur Little was involved in local politics in the 1920s, including serving as deputy reeve, chief executive, and reeve of the Township of Chinguacousy (The Conservator 1927b).

Richard Sinclair Little had married Violet May Holtby on June 14, 1911 (Archives of Ontario 1911). Richard (age 54) is listed on the 1931 Census as a general farmer, along with his wife Violet (age 48), and their daughter Mabel (age 9). The family is listed as living in a single-detached brick residence with 10 rooms, at a value of \$22,000 (Library and Archives Canada 1931). Richard and Violet were active community and church members in Mayfield. Richard was the treasurer of Mayfield United Church for 25 years and a member of the church session, while Violet taught a Sunday school class and played the organ at the church. Richard Little owned and farmed the property until 1943, when he and Violet retired to Brampton. On March 25, 1943, Mayfield United Church held a farewell event for Richard and Violet Little. Members of the church paid tribute to the couple and offered praise to their service to the church and the community (Peel Art Gallery, Museum + Archives 1943).

The property, the northwest quarter of Lot 21 and the west half of Lot 22, Concession 4 East of Centre Road, were sold to Oscar Graham. In 1953, Oscar Graham and his wife granted Ruth E. and Russel J. Graham the property. In 1959, Ruth and Russel Graham sold a half-acre part of Lot 22 to Carl and Ruth Markvorsen. In 1968, the Grahams sold another small two-acre parcel of Lot 22 to Dorothy and Francis Ackroyd. In 1973, the Grahams sold the remaining property to Allan and Shelia Shields. That year, the Shields added the one-storey addition to the residence. The property remained in the Shields family until the 21st century (ONLAND 2023c).



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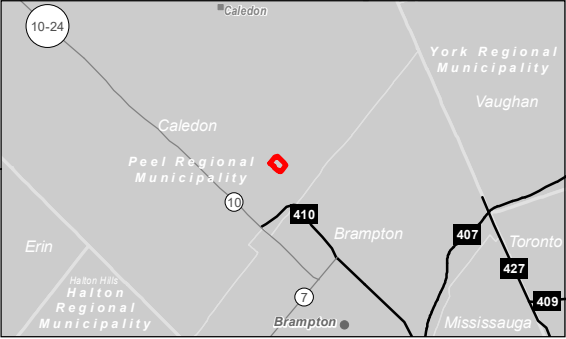
Stantec

Legend

Study Area (Approximate)

Notes

1. Historic image not to scale.
2. Source: Tremaine, George R. 1859. Tremaine's Map of the County of Peel, Canada West. Toronto: G.R. & C.M. Tremaine.



Project Location
Town of Caledon

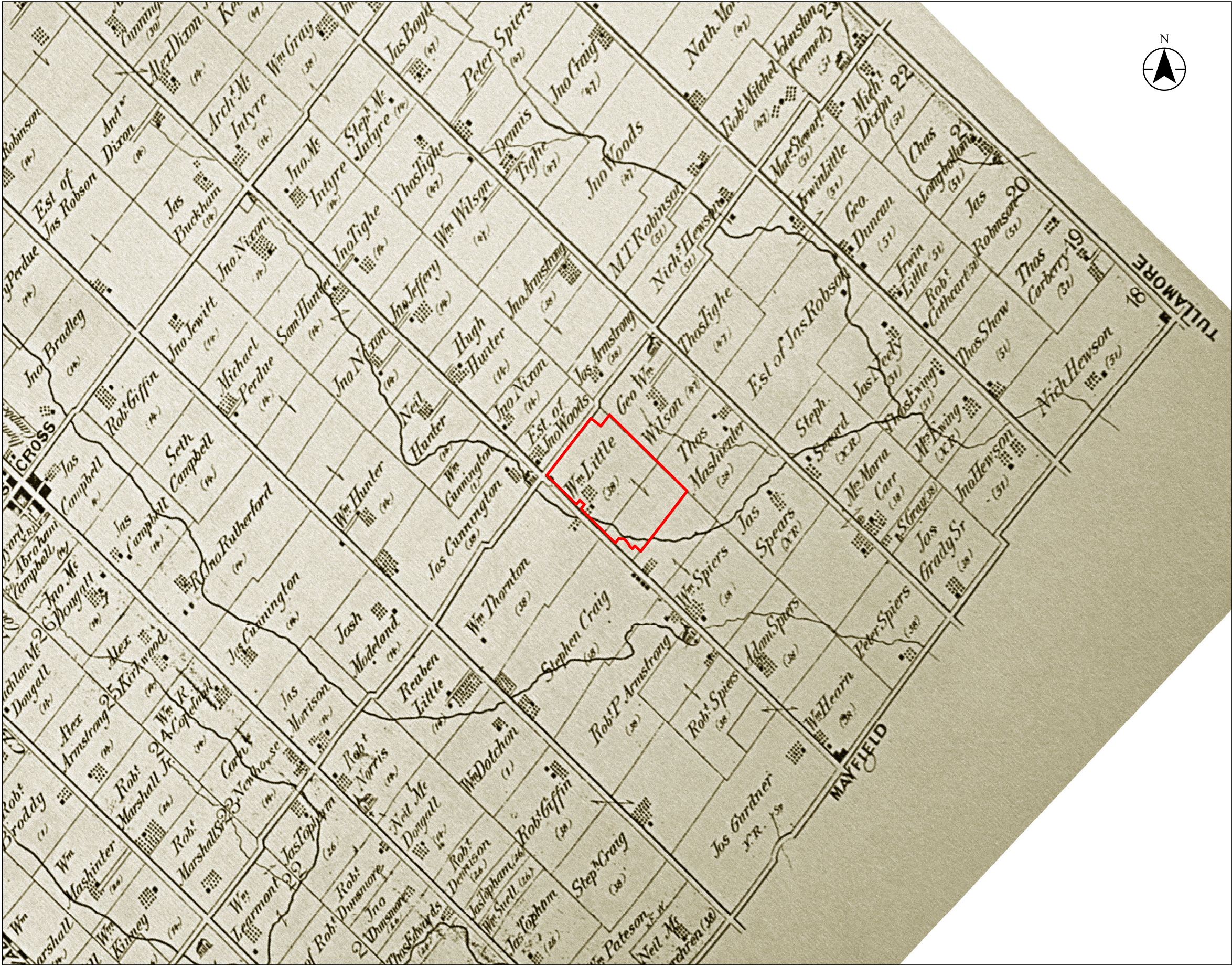
160623115 REV1
Prepared by BF on 2024-10-08

Client/Project
QUADREAL PROPERTY GROUP
CULTURAL HERITAGE IMPACT STATEMENT:
12861 DIXIE ROAD, TOWN OF CALEDON

Figure No.
2

Title
County of Peel, 1859

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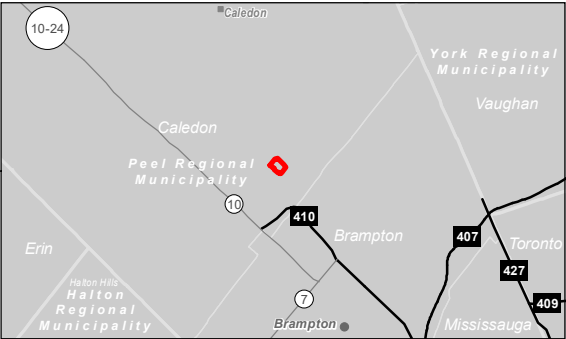
Stantec

Legend

Study Area (Approximate)

Notes

1. Historic image not to scale.
2. Source: Walker and Miles, 1877. Illustrated Historical Atlas of the County of Peel, Ont. Toronto: Walker and Miles.



Project Location
Town of
Caledon

160623115 REV1
Prepared by BF on 2024-10-08

Client/Project

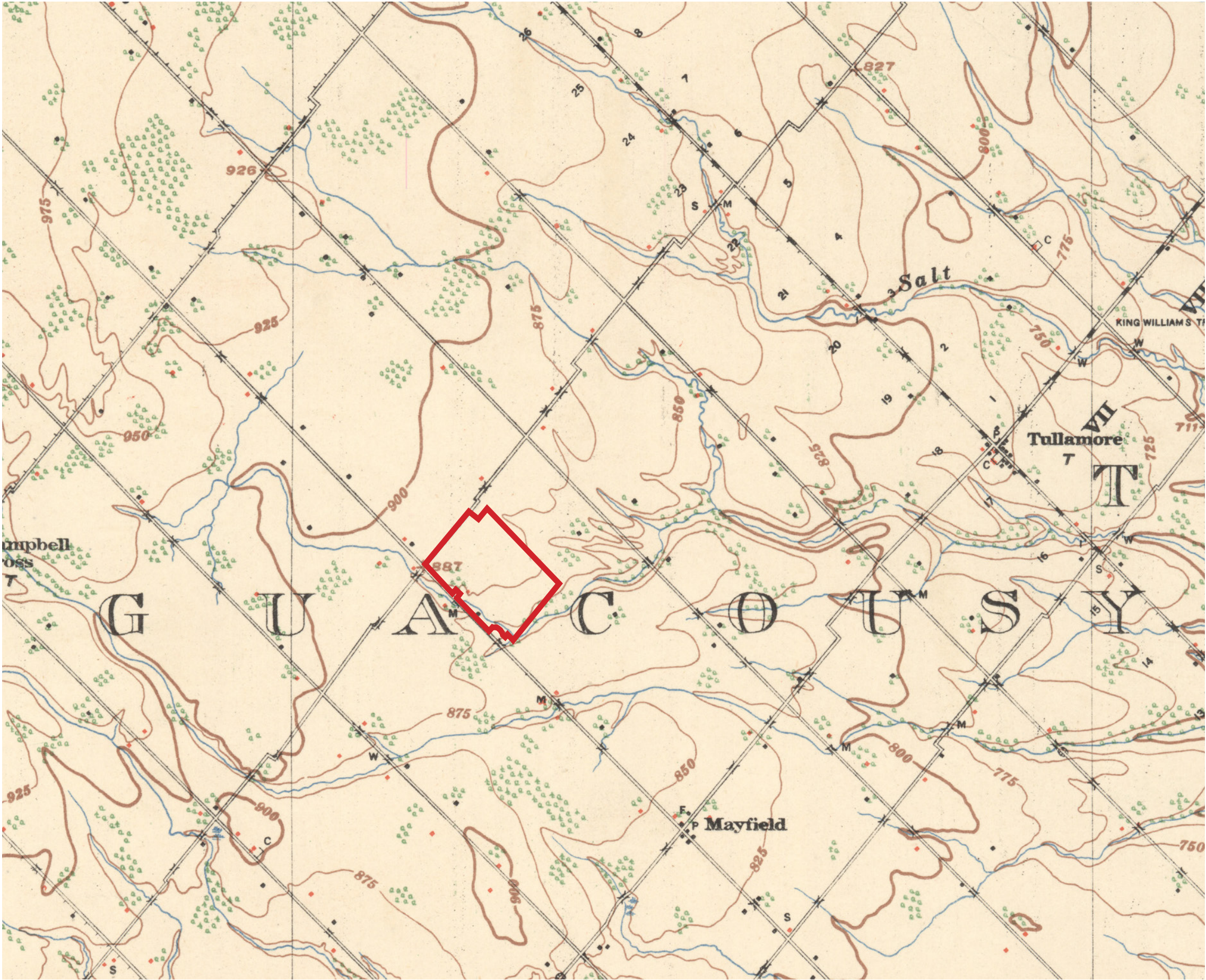
QUADREAL PROPERTY GROUP
CULTURAL HERITAGE IMPACT STATEMENT:
12861 DIXIE ROAD, TOWN OF CALEDON

Figure No.

3

Title

Township of Chinguacousy, 1877



Legend

 Study Area

Notes

Source: Department of Militia and Defence. 1914.
Topographic Map, Ontario, Bolton Sheet.

Project Location	160623115
Caledon, Ontario	Prepared by KB on 2023-05-19

Client/Project
QuadReal Property Group
Cultural Heritage Impact Statement –
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Figure No.
4

Title
Topographic Mapping, 1914

4 Site Description

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4 Site Description

4.1 Property Setting

The property is on the east side of Dixie Road, between Old School Road and Mayfield Road (Photo 1 and Photo 2). The property is in a rural area of the Town just north of the City of Brampton. South of the property near the intersection of Mayfield Road and Dixie Road, the area is transitioning from rural and agricultural land use to a suburban setting containing new residential construction, office parks, and industrial buildings. This development is starting to extend north of the City of Brampton into the rural and agricultural lands of the Town.

Dixie Road is a two-lane asphalt paved roadway with gravel shoulders. The west side of Dixie Road is lined with utility poles and bordered by a drainage ditch. Agricultural fields, other farmsteads, rural mid-20th century and contemporary estate-style residences, and a late 20th century golf course surround the property. Directly opposite the property is 12862 (formerly 12892) Dixie Road, a listed property on the Town's *Heritage Register* (Town of Caledon 2022). The residence at 12862 Dixie Road is set on a rise behind vegetation and is not visible from Dixie Road (Photo 3). The residence was built between 1862 and 1877 in a Classical Revival style.



Photo 1: Dixie Road looking southwest from the Study Area



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Photo 2: Dixie Road looking northwest from Study Area

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Photo 3: 12862 Dixie Road looking west from the Study Area

4.2 Residence

The residence is a two and one half storey structure with a medium-pitched hipped roof with gabled bays. The roof is clad in asphalt shingles and has two brick chimneys a metal finial, and a lightning rod (Photo 4). The structure has wide wood eaves with decorative wood brackets. The structure stands on a stone foundation with a watertable formed with a splayed stretcher and three brick courses above the stone masonry (Photo 5). The exterior cladding is double-wythe red brick laid entirely in stretcher bond. The stone foundation is interspersed with basement windows set within wood segmental frames with brick voussoirs (Photo 5). The residence has a one-storey rear addition that was added in 1973, with a hip roof, asphalt shingles, a brick chimney, red brick cladding, and a concrete block foundation.



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Photo 4: Metal roof finial looking north



Photo 5: Example of a basement window with a segmental frame and brick voussoir

The front façade has a projecting gabled bay with decorative woodwork on its fascia (Photo 6). The first storey window on the bay is a large fixed wood window with leaded glass sidelights and a semi-elliptical leaded glass transom (Photo 7). The window has a semi-elliptical brick voussoir and a concrete sill. The second-storey window on the bay is two 1/1 windows within a wood segmental frame, with a brick voussoir and concrete sill (Photo 8). The half-storey on the bay has two 8/1 wood windows inset within a wood segmental frame with a brick voussoir and a concrete sill. The front and east elevations have a covered wraparound wood porch with decorative spindlework, decorative brackets, and turned wooden support columns (Photo 9). The porch has contemporary wood decking. The front entry has a wood half-glass door with decorative woodwork and panelling. The door has a metal storm door. They are set within a segmental frame with a brick voussoir (Photo 10). Above the porch is a date stone that reads, “Burn Brae 1896” (Photo 11). Burn Brae is a name of Scottish origin, with Burn meaning stream, and Brae a word for hills. Adjacent to the date stone is a 1/1 window within a wood semi-circular frame with a semi-circular brick voussoir, concrete sill, and wood louvred shutters.

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Photo 6: Front façade looking west



Photo 7: First-storey bay window with leaded glass sidelights and semi-elliptical leaded glass transom



Photo 8: Second and half storey bay windows



Photo 9: Detail of spindle work on the porch



Photo 10: Detail of front entry door with metal storm door



Photo 11: "Burn Brae" date stone on front façade



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The south elevation has an angular projecting bay section, with 1/1 wood windows within wood segmental frames (Photo 12). The windows have brick voussoirs and concrete sills, and three have wood louvred shutters. The second-storey window that does not have shutters is covered with decorative brackets set on an angle. To the west of the bay is a 1/1 wood window with a leaded glass multi-pane transom. To the east of the bay, the first storey has a covered porch with a stone base, wood columns, and decorative woodwork (Photo 13). The side entry has a wood half-glass door with multi-pane lites within a segmental frame with a metal storm door. Adjacent to the entry and on the second storey are 1/1 windows within segmental frames. The windows each have a brick voussoir and concrete sill. A second-storey window has one wood louvred shutter remaining. A contemporary metal chimney pipe extends between the second-storey windows. The 1973 addition on its west elevation has a contemporary bay window, and on its south elevation, a contemporary sliding glass door (Photo 14 and Photo 15).



Photo 12: South elevation looking north



Photo 13: South elevation porch looking north



Photo 14: West elevation of addition looking northeast



Photo 15: South elevation of addition looking north

The east elevation of the addition includes two contemporary entry doors with metal storm doors and a contemporary metal sliding window (Photo 16). The east elevation of the original residence has two 1/1 windows within wood segmental frames with brick voussoirs and concrete sills (Photo 17).



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Photo 16: East elevation of addition looking west



Photo 17: East elevation of the original residence looking southwest

The north elevation has five 1/1 windows within wood segmental frames with brick voussoirs and concrete sills (Photo 18 and Photo 19). The gabled bay has a small segmental frame window with leaded glass (Photo 20). The north elevation of the addition has a metal garage door, a contemporary entry door with a storm door, a partial concrete porch with metal railings, and a contemporary window (Photo 21).



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Photo 18: North elevation looking south



Photo 19: North elevation looking southeast



Photo 20: North elevation gabled bay looking southeast



Photo 21: North elevation of addition looking southwest

4.3 Barn

The barn is a timber framed structure with a gambrel roof clad with metal and lightning rods (Photo 22). The structure is clad with vertical planks. The barn has a fieldstone foundation with cut stone corners (Photo 23). The north elevation has an earth bank providing access to the second storey through large sliding wood doors. The upper storey of the north elevation has four rectangular wood frame openings. Only one opening has a wood multi-paned window. To the east of the earth bank is an attached wood one-storey outbuilding with a gabled roof with asphalt shingles (Photo 24). The structure is clad in horizontal wood and has wood frame windows.

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Photo 22: North elevation of the barn looking south



Photo 23: Detail of fieldstone foundation with cut stone corners



Photo 24: North elevation looking southwest

The west elevation contains a gambrel end with an arched window opening at its peak (Photo 25 and Photo 26). Directly below the peak are two boarded-up arched window openings and remnants of a name on the barn. Only an “R”, “I”, “S”, and “H” remain on the wood nameplate. The lower storey has been modified with a wood-panelled entry door, a louvred ventilator, and a boarded-up door within a concrete section. Adjacent to the concrete sections are two wood frame window openings with wood sills. Within the openings are wood multi-pane and metal 1/1 windows.



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Photo 25: West elevation looking east



Photo 26: West elevation looking east

The south elevation of the barn has a 20th or 21st century addition in its southwest corner (Photo 27 and Photo 28). The addition is a one-storey structure with a metal-clad gable roof. The structure is clad in corrugated metal and has a concrete foundation. The structure has two wood doors clad with corrugated metal. The window has been boarded up. Attached to the west elevation of the addition is a 20th century metal silo.

The south elevation of the original barn has two sliding doors and four rectangular wood frame openings that have been boarded up (Photo 29). The second storey of the barn, as visible from the south elevation, is being used to store hay. While the lower storey is being used to house cattle. The lower storey has a rectangular opening, four wood frame window openings with wood sills, and a wood door.

The east elevation contains a gambrel end with a rectangular wood frame window. The elevation has a one-storey addition with a gable roof clad with metal. The exterior of the structure is clad with metal and has wood frame windows (Photo 30).



Photo 27: South elevation looking northeast



Photo 28: South elevation of addition looking north



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Photo 29: South elevation looking northeast



Photo 30: East elevation looking southwest

4.4 Outbuildings

Within the farm complex to the rear of the residence are four outbuildings and a cast-in-place concrete silo.

Driveshed

The driveshed is an evolved structure. The centre portion of the driveshed is the oldest section, dating to the late 19th to early 20th century, based on construction materials, with additions to the west and east. The west addition was added in the mid-20th century, and the east portion between 1974 and 1985, based on aerial photography. The centre portion is clad with vertical planks, while the west and east portions are clad in corrugated metal. The one-storey structure has a gable roof clad with metal and lightning rods. The south elevation includes all the access doors to the outbuilding (Photo 31). The south elevation of the west portion has two large sliding doors clad in corrugated metal and a steel entry door. The south elevation of the centre and east portions each have two large rectangular openings (Photo 32 and Photo 33). The east and north elevations do not have any openings (Photo 34 to Photo 36). The west elevation has two small wood frame windows (Photo 37). The interior of the west portion is a wood frame structure clad with wood panelling and has concrete flooring (Photo 38). The interior of the centre portion has hand-hewn beams and posts, with a wood frame ceiling clad with wide wood boards (Photo 39 and Photo 40). The interior of the east portion is a wood frame structure with steel braces (Photo 41).

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Photo 31: Driveshed south elevation, west portion looking north



Photo 32: Driveshed south elevation, centre portion looking north



Photo 33: Driveshed south elevation, east portion looking north



Photo 34: Driveshed east elevation looking northwest



Photo 35: Driveshed north elevation, east portion looking south



Photo 36: Driveshed north elevation, west and centre portion looking southeast



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Photo 37: Driveshed west and south elevations looking northeast



Photo 38: Driveshed interior, west portion



Photo 39: Driveshed interior, centre portion



Photo 40: Driveshed interior, centre portion



Photo 41: Driveshed interior, east portion

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Storage Driveshed

Northeast of the driveshed is a storage driveshed that was added to the property between 1985 and 1996, determined through aerial photography (Photo 42). The outbuilding is a one-storey structure with a gable roof clad in metal. Its exterior is clad in metal. The south elevation has a horizontal sliding window and metal ventilators (Photo 43). The east elevation has a steel entry door, a rectangular metal louvred opening, and ventilators (Photo 44). The north elevation has no openings (Photo 45). The west elevation has two large rectangular openings and a rectangular metal louvred opening (Photo 46). The outbuilding is a wood frame structure with wood panelling and concrete flooring (Photo 47 and Photo 48).



Photo 42: Storage driveshed, south and east elevations looking northwest



Photo 43: Storage driveshed, south elevation looking north



Photo 44: Storage driveshed, east elevation looking west



Photo 45: Storage driveshed, north elevation looking south

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Photo 46: Storage driveshed, west elevation looking east



Photo 47: Storage driveshed, interior



Photo 48: Storage driveshed, interior

Cattle Outbuilding

South of the barn is a cattle outbuilding added to the property between 1974 and 1986, determined through aerial photography. The outbuilding is a one-storey structure with a gable roof with a saltbox side on its north elevation (Photo 49). The roof is clad with metal. The exterior is clad in corrugated metal. The west elevation has a steel garage door. The north elevation has two large rectangular openings that provide access to the outdoor space for the cattle (Photo 50).

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Photo 49: Cattle outbuilding west elevation looking east



Photo 50: Cattle outbuilding north elevation looking southeast

Storage Outbuilding

The storage outbuilding southeast of the barn was added to the property between 1974 and 1985. It is a one-storey structure with a gable roof clad with metal (Photo 51 to Photo 53). Its exterior is clad in corrugated metal. The north elevation has a steel garage door and a steel entry door. The west and east elevations each have two contemporary horizontal sliding windows.



Photo 51: Storage outbuilding, north elevation looking southwest



Photo 52: Storage outbuilding, west elevation looking southeast

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Photo 53: Storage outbuilding, east elevation looking west

Silo

The silo is a concrete stave tower structure that was added to the property between 1985 and 1996, determined through aerial photography (Photo 54).



Photo 54: Silo looking northeast

4.5 Landscape Elements

The structures on the property are accessed by a gravel driveway that has been modified over the years through widening and gravel fill. The structures are set on a rise above the roadway (Photo 55). Between the residence and Dixie Road is a low-lying creek area within the Humber River watershed (Photo 56). Lining the driveway and surrounding the residence are deciduous trees and Norway spruce trees (Photo 58 and Photo 59). Based on their size and the 1954 aerial photograph, the trees date to the early to mid-20th century. These trees were either planted as a wind or snow break or to aesthetically line the driveway. Planting a wind or snow break was common in 19th and 20th century farmsteads. The remaining trees do not form a full line towards Dixie Road and thus are more of a remnant break. To the rear of the residence, the gravel driveway connects to the barn and outbuildings, as well as the adjacent agricultural fields (Photo 60 and Photo 61).



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Photo 55: View of property looking southeast toward residence



Photo 56: Creek area looking south



Photo 57: Residence set on the rise surrounded by trees



Photo 58: Tree-lined gravel drive looking west

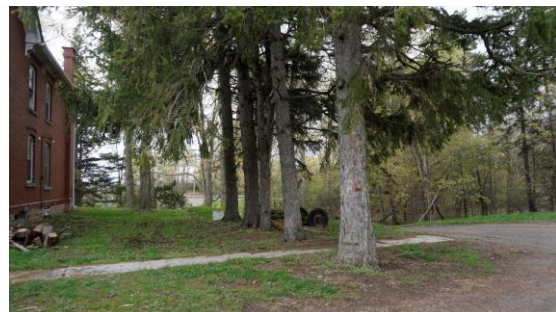


Photo 59: Line of Norway spruce on the north side of the residence



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Photo 60: Rear farmyard looking west



Photo 61: Agricultural fields looking east



5 Comparative Analysis

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5 Comparative Analysis

The Town's *Heritage Register* (Town of Caledon 2022) identifies 12861 Dixie Road as an Edwardian Classical style farmhouse with a red brick exterior built between 1900 and 1924 (Town of Caledon 2022). From the background research, date stone, and site assessment, the property was determined to contain an Ontario vernacular residence with Italianate and Queen Anne Revival design influences and was constructed in 1896. Ontario vernacular buildings make use of local forms and materials and may have limited architectural influences from one style or numerous styles. In some cases, vernacular buildings refer to regional cues that stem from the settlement history of a particular area or are based on periodicals or pattern books. In this case, the residence at 12861 Dixie Road was influenced by the popular architectural styles of its late 1890s construction date.

The Italianate style is seen on the residence through its projecting front-gabled bay and its wide eaves with decorative brackets. The Italianate style was popular in the province between 1850 and 1900 (Blumenson 1990). As this residence was built at the end of the Italianate style's popularity, it also includes design elements from the Queen Anne Revival style, which was prominent between 1880 and 1910. Queen Anne Revival style elements include its two and one half storey height, asymmetrical red brick exterior, decorative woodwork, including its porch, and leaded glass windows.

The residence on the property was constructed north of the community of Mayfield that developed at the present-day intersection of Dixie Road and Mayfield Road. Six residences are directly adjacent to this intersection and along Dixie Road from the mid-19th to early 20th century (Table 1). The residence at 12861 Dixie Road is one of the latest 19th century residences in the streetscape.

Table 1: 19th to early 20th Century Community of Mayfield and Dixie Road Properties

Municipal Address	Building Date	Architectural Design	Associated Owners
12035 Dixie Road	1847 to 1861	Italianate	William Hearn and family
12489 Dixie Road	1852-1861	Neoclassical Cottage	William Spiers and family
12862 Dixie Road	1862-1877	Classical Revival	Thornton and Craig families
4585 Mayfield Road	1860s	Gothic Revival	Peter Archdekin and family



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Municipal Address	Building Date	Architectural Design	Associated Owners
12861 Dixie Road	1896	Ontario vernacular with Italianate and Queen Anne Revival design influences	William Little and family
12434 Dixie Road	1908	Edwardian Classical	John Spiers and family

The property features a timber-framed bank barn with a gambrel roof, a design characteristic of Central Ontario Barns, as described by Ennals in 1972. These barns, which are typically 60 to 100 feet long and 40 to 50 feet wide, are based on the three-bay English barn design (Ennals 1972, 256). They either come with a ramp for accessing the second-level central bay or are built into a slope, earning them the name 'bank barn'. The central bay is used as a drive floor, threshing floor, or storage for work equipment, while the other two bays serve as storage or mows for hay, straw, or grain, and a granary. The first level is dedicated to housing livestock, with feed chutes leading from the second level (Plate 2) (Ennals 1972, 258).

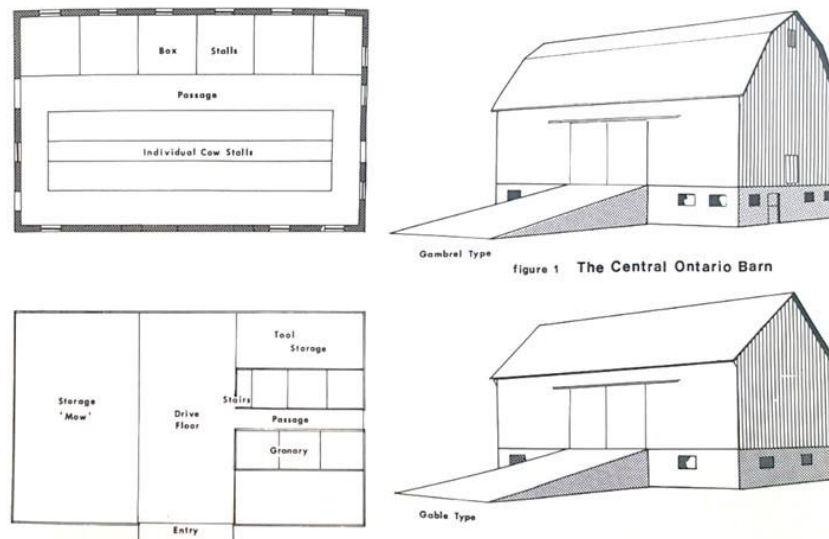


Plate 2: Plan and Aspect of the Gambrel and Gable types of the Central Ontario Bank Barn. Source: Ennals 1968, 19.

Central Ontario Barns gained popularity in the late 1860s and initially featured gable roofs until the gambrel roof style was introduced around 1880. This style, which was popular in the Midwestern United States in the 1870s due to innovative lumber construction techniques, reached Southern Ontario in the 1880s (Ennals 1972, 267).



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Gambrel roof barns became more prevalent in the late 19th century as they offered more storage space on the second floor than their gable-roofed counterparts. The gambrel roof design allows for a larger floor area and a higher roof ridge, thereby increasing the interior volume (McIlwraith 1976, 184-185).

The property also contains four gable roof outbuildings dating to the late 20th century. The driveshed is an evolved structure with its original section dating to the late 19th to early 20th century, determined through its construction materials. Farm outbuildings were simple structures as they were exposed to harsh treatment from animals, manure, water, silage, cleansing, machinery, and stored products (Research Branch Agriculture Canada 1988: 14).



6 Evaluation of Cultural Heritage Value or Interest

6.1 Introduction

The criteria for determining CHVI is defined by O. Reg. 9/06 (see Section 2.4). If a property meets two or more of the criteria it is determined to contain, or represent, a cultural heritage resource. A summary statement of cultural heritage value will be prepared, and a list of heritage attributes which define the CHVI identified. Given the identification of a cultural heritage resource, consideration should be given to the effects of a proposed change on the heritage attributes of that property. The evaluation of the property according to O. Reg. 9/06 is provided in subsequent sections below.

6.2 Design or Physical Value

The residence is representative of a late 19th century Ontario vernacular residence with Italianate and Queen Anne Revival style design influences. The Italianate style is seen on the residence through its projecting front gabled bay and its wide eaves with decorative brackets. The Italianate style was popular in the province between 1850 and 1900 (Blumenson 1990). As this residence was built at the end of the Italianate style's popularity, it also includes design elements from the Queen Anne Revival style, which was prominent between 1880 and 1910. Queen Anne Revival style elements include its two and one half storey height, asymmetrical red brick exterior, decorative woodwork, including its porch, and leaded glass windows.

The residence displays a high degree of craftsmanship through its decorative woodwork in its porches, brackets, bargeboard, window surrounds, and front door, and through its glasswork in its leaded glass windows. The exterior of the residence retains a high degree of heritage integrity. As a moderately sized residence and agricultural building both erected on a site that did not present challenging terrain, the house and barn do not demonstrate a high degree of technical or scientific achievement.

The barn also has design value as a representative late 19th century timber framed Central Ontario bank barn with a gambrel roof. The timber frame structure, with its gambrel roof and stone foundation, is typical of late 19th century barn construction. As the barn utilized typical construction techniques and methods of the late 19th century, it does not display a high degree of craftsmanship of merit, nor does it demonstrate a high degree of technical or scientific achievement.



The outbuildings on the property mostly date to the late 20th century, except for a central portion of the driveshed that has materials that date to the late 19th to early 20th century. The farm outbuildings on the property are typical purpose-built outbuildings that were constructed based on the designs and materials typical for their structure type and construction date. The outbuildings utilized common construction materials and techniques related to their era of construction; they do not display a high degree of craftsmanship or merit. They also do not demonstrate techniques or include features that demonstrate a high degree of technical or scientific achievement.

The property at 12861 Dixie Road is predominantly a contemporary agricultural property set on a landscape that has evolved and continues to operate. While the residence and barn retain design value as late 19th century structures, the rest of the property has been modified since 1973, and the Shields family owns and operates the farm. The current farm building layout and circulation pattern dates to the late 20th century (ca. 1985-1996), determined through aerial photography.

Based on the above discussion, 12861 Dixie Road meets criteria 1 and 2 of O. Reg. 9/06, for its representative late 19th century Ontario vernacular residence with Italianate and Queen Anne Revival design influences, and its late 19th century gambrel roof bank barn. The residence displays a high degree of craftsmanship as seen in its decorative woodwork and glasswork, which have high degree of integrity.

6.3 Historic or Associative Value

The property is directly associated to the Little family who were an early settler family to the Township of Chinguacousy and were involved in local politics. The property's 19th to mid-20th century ownership is connected to the Little family, who owned the property from 1835 (west half of Lot 22)/1844 (west half of Lot 21) until 1943. William Little, of Scottish descent, was an early settler in the Township of Chinguacousy who arrived in about 1824. William Little owned and farmed the property from the mid-19th century until he died in 1877. The existing residence and barn were constructed on the property under the ownership of William's son, Neil. He owned and farmed the property from 1877 until the 1920s. Neil's wife Sarah Hewson, was the daughter of James Hewson, another early settler family to the Township of Chinguacousy in the 1830s.

Neil's son, Richard, owned and farmed the property following his father until 1943. Richard and Violet Little were active community and church members in Mayfield. Richard was the treasurer of Mayfield United Church for 25 years and a member of the church session, while Violet taught a Sunday school class and played the organ at the church. In 1943, the couple retired to Brampton and the property was sold to Oscar Graham.



Allan and Shelia Shields purchased the property in 1973. They updated the farmstead to its current condition and layout, including the rear addition to the residence and the late 20th century farm outbuildings. The Little family is similar to other Scottish settlers who arrived in the township and Upper Canada between the 1830s and 1850s and took up land for settlement and cultivation.

The property does not provide evidence of notable or influential aspects of the community's history or the history of a particular culture. The property does not yield information important to an understanding the Township of Chinguacousy, and the architect is unknown.

Based on the above discussion, 12861 Dixie Road does not meet the historic/associative criteria of O. Reg. 9/06.

6.4 Contextual Value

The property at 12861 Dixie Road is set in an area in the process of urbanization. Former agricultural lands to the south have been replaced with contemporary residences and commercial and industrial structures. Agricultural fields, other farmsteads, rural mid-20th century and contemporary estate-style residences, and a late 20th century golf course surround the property. The character is that of a streetscape and area in transition, reflected by the numerous new construction projects. The property has evolved over the years to meet the needs of a contemporary agricultural business and no longer resembles a 19th century farmstead. The property is becoming a remnant landscape and does not define, maintain, or support the area's character.

The residence on the property is visually linked to its surroundings as it is positioned on a rise overlooking a small meandering creek associated with the West Humber River watershed. The residence was named Burn Brae following its construction in 1896, in reference to the Scottish words burn, which refers to small watercourses, and brae, which referred to a hillside. The background research determined that the property is not historically linked to its surroundings. While it is opposite 12862 Dixie Road, another late 19th century former farmstead, there was no direct link between the two properties in the background research. The structures on these properties are also set back from the roadway on a rise behind vegetation; thus, there is no clear visual connection between the two properties. No physical or functional links were identified for the property to its surroundings.

The structures are set back from the roadway on a rise behind vegetation. They are not visible in the public viewscape. Thus, the property at 12861 Dixie Road is not considered a landmark.



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Based on the above discussion, 12861 Dixie Road does not meet the contextual criteria of O. Reg. 9/06.

6.5 Summary of Evaluation

Table 2 summarizes the findings of CHVI based on an evaluation according to O. Reg. 9/06.

Table 2: O. Reg. 9/06 Evaluation

Criteria of O. Reg. 9/06	Yes/No	Comments
Design or Physical Value		
1. Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method	Yes	The residence is representative of a late 19th century Ontario vernacular residence with Italianate and Queen Anne Revival style design influences. The Italianate style is seen on the residence through its projecting front gabled bay and its wide eaves with decorative brackets. Queen Anne Revival style elements include its two and one half storey height, asymmetrical red brick exterior, decorative woodwork, including its porch, and leaded glass windows. The barn also has design value as a representative late 19th century timber framed bank barn with a gambrel roof. The outbuildings on the property mostly date to the late 20th century, except for a central portion of the driveshed that has materials that date to the late 19th to early 20th century. The farm outbuildings on the property are typical purpose-built outbuildings that were constructed based on the designs and materials typical for their structure type and construction date. They were not determined to have design or physical value.



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Criteria of O. Reg. 9/06	Yes/No	Comments
2. Displays a high degree of craftsmanship or artistic merit	Yes	The residence displays a high degree of craftsmanship through its decorative woodwork and glasswork, which retains a high degree of heritage integrity. The barn and outbuildings were all built with a standard level of craftsmanship for their construction period. They do not display a high degree of craftsmanship or artistic merit.
3. Demonstrates a high degree of technical or scientific achievement	No	The residence, barn, and outbuildings use common materials and techniques for their construction period.
Historical or Associative Value		
4. Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	Yes	The property is directly associated to the Little family who were an early settler family to the Township of Chinguacousy and were involved in local politics. The property's 19 th to mid-20 th century ownership is connected to the Little family, who owned the property from 1835 (west half of Lot 22)/1844 (west half of Lot 21) until 1943. William Little, of Scottish descent, was an early settler in the Township of Chinguacousy who arrived in about 1824. William Little owned and farmed the property from the mid-19 th century until he died in 1877.



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Criteria of O. Reg. 9/06	Yes/No	Comments
		The existing residence and barn were constructed on the property under the ownership of William's son, Neil. He owned and farmed the property from 1877 until the 1920s. Neil's wife Sarah Hewson, was the daughter of James Hewson, another early settler family to the Township of Chinguacousy in the 1830s. Neil's son Richard owned and farmed the property from 1921 until 1943. Richard and Violet Little were active community and church members in Mayfield. Richard was the treasurer of Mayfield United Church for 25 years and a member of the church session, while Violet taught a Sunday school class and played the organ at the church. In 1943, the couple retired to Brampton and the property was sold to Oscar Graham.
5. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The property does not contribute to an understanding of the community.
6. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	No	The property does not reflect the work or ideas of a particular architect, artist, builder, designer or theorist who is significant to the community.



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6 Evaluation of Cultural Heritage Value or Interest

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Criteria of O. Reg. 9/06	Yes/No	Comments
Contextual Value		
7. Is important in defining, maintaining, or supporting the character of an area	No	The property at 12861 Dixie Road is set in an area in the process of urbanization. No distinct historical character remains along Dixie Road between Mayfield Road and Old School Road. The property is becoming a remnant landscape and does not define, maintain, or support the area's character.
8. Is physically, functionally, visually, or historically linked to its surroundings	Yes	The residence on the property is visually linked to its surroundings as it is positioned on a rise overlooking a small meandering creek associated with the West Humber River watershed. The residence was named Burn Brae following its construction in 1896, in reference to the Scottish words burn, which refers to small watercourses, and brae, which referred to a hillside. While the property is opposite 12862 Dixie Road, another late 19th century former farmstead, no direct historical link between the two properties was found in the background research. The structures on these properties are also set back from the roadway on a rise behind vegetation; thus, there is no clear visual connection between the two properties. No physical or functional links were identified between the property and its surroundings.
9. Is a landmark	No	The residence is not discernible in the streetscape. It is not a landmark as a remnant rural landscape within an area of transition with contemporary commercial, industrial, and residential properties.

6.6 Statement of Cultural Heritage Value

Following the evaluation of the property according to O. Reg. 9/06, it was determined to merit CHVI as it met two criteria for design and physical value. A Statement of Cultural Heritage Value and heritage attributes has been prepared for the property.



6.6.1 Description of Property

The property at 12861 Dixie Road is in the Town of Caledon, Ontario. It is on the east side of Dixie Road, between Mayfield Road and Old School Road. The property contains a late 19th century farmhouse and bank barn, late 20th century farm outbuildings, deciduous and coniferous vegetation, a meandering creek associated with the West Humber River watershed, and agricultural fields.

6.6.2 Cultural Heritage Value

The two-and-one-half storey farmhouse at 12861 Dixie Road has design or physical value as a representative example of a late 19th century Ontario vernacular farmhouse with Italianate and Queen Anne Revival style design influences. A date stone on the second storey of the front façade identifies the farmhouse's date of construction, 1896, and its name, Burn Brae. The farmhouse's Italianate style elements include its projecting front and side bays, wide eaves with decorative paired brackets, and louvred shutters. Queen Anne Revival elements include its asymmetrical red brick cladding, decorative brick and woodwork, and its first storey fixed window on the front façade with coloured glass side lites and leaded glass transom. The residence displays a high degree of craftsmanship through its decorative woodwork of its porches, roof brackets, fascia, window surrounds, its entry doors, and the coloured glasswork in the fixed front façade window. The exterior of the residence retains a high degree of heritage integrity.

The property also has design and physical value for its representative late 19th century timber framed bank barn with a gambrel roof. The timber framed structure, with its gambrel roof and stone foundation, is typical of late 19th century barn construction.

The property has historical value for its direct association with the Little family who were early settlers to Chinguacousy Township and were involved in local Mayfield church community. The Little family owned the property for 108 years, from 1835 until 1943. The farmhouse was constructed under the ownership of Neil Little, who owned the property from 1877 until the 1920s. Neil's wife Sarah Hewson, was the daughter of James Hewson, another early settler family to Chinguacousy Township. Neil and Sarah's son Richard owned and farmed the property from 1921 until 1943. Richard served as treasurer of Mayfield United Church for 25 years and was a member of the church session, while Violet Little taught Sunday school and was the church organist.

The property has contextual value as it is visually linked to its surroundings, positioned on a rise overlooking a small meandering creek associated with the West Humber River watershed. Its Scottish name 'Burn Brae', commemorated in the farmhouse datestone, reflects the building's position in the landscape as burn refers to the property's meandering creek and brae to the hillside on which it sits.



6.6.3 Heritage Attributes

The following heritage attributes have been identified for the property at 12861 Dixie Road.

Elements that contribute to the design value of the property include:

- Residence
 - Two-and-one-half storey structure
 - Hipped roof
 - Asymmetrical massing
 - Brick chimneys
 - Metal finial on roof
 - Lightning rods with glass balls on the roof ridge
 - Wide wood eaves with paired wood brackets
 - Red brick cladding in stretcher course and brick water table above foundation
 - Original window opening and 1/1 arched wood windows
 - Fixed leaded glass window (attic storey, north elevation)
 - Arched brick voussoirs
 - Wood louvred shutters
 - Stone foundation
 - Front façade
 - Projecting gabled bay with decorative woodwork on its fascia
 - Fixed window with coloured glass side lites and a semi-elliptical leaded glass transom
 - Second storey paired, 1/1 wood windows separated by decorative wood moulding
 - 8/1 wood windows in the gable
 - Decorative woodwork of front and side porches, including spindles, brackets, turned wood columns, and front pediment
 - Wood half-glass entry doors with decorative woodwork and panelling
 - Date stone, "Burn Brae 1896"
 - South elevation



- Projecting angular bay section with decorative vergeboard
 - Covered wood porch with stone base, decorative woodwork, and columns
 - Wood-half glass entry door with multi-pane lites
- Barn
 - Timber framed structure
 - Gambrel roof
 - Vertical plank exterior
 - Fieldstone foundation with cut stone corners
 - Earth bank (north elevation)
 - Rectangular wood frame openings
 - Wood frame windows and doors
- Elements that contribute to the historic or associative value of the property include:
 - Its association with the Little family, of Scottish ancestry, demonstrated by the date stone “Burn Brae 1896”
- Elements that contribute to the contextual value of the property include:
 - Its position on a rise overlooking the meandering creek to the south



7 Impact Assessment

7.1 Description of Proposed Undertaking

The proposed redevelopment of the site includes the construction of an industrial facility with truck trailer and car parking, loading space, environmental areas, and stormwater management areas. The Conceptual Grading Plan is included in Appendix B. At this stage, the Proponent is seeking an Official Plan Amendment (OPA) and a Zoning By-Law Amendment (ZBA). The proposed OPA seeks to re-designate the lands from Prime Agricultural Area to General Industrial. The proposed ZBA proposes to rezone the lands from Agricultural (A1) and Environmental Policy Area 2 Zone (EPA2) to a site-specific Serviced-Industrial Exception, Environmental Policy Area 1 Zone, and Open Space zones. The existing residence is proposed to remain *in situ*, with a vehicle parking area located to the north and east of the residence. A future use has not been determined for the residence. For the OPA and ZBA, the residence will be zoned for a variety of uses to support different adaptive reuse options in the future. The barn and outbuildings on site are proposed to be removed.

7.2 Assessment of Impacts

The property at 12861 Dixie Road has CHVI since it meets two criteria for determining CHVI included in O. Reg. 9/06 (as amended by O. Reg. 569/22). Accordingly, the assessment of potential impacts is limited to the CHVI and heritage attributes of 12861 Dixie Road associated with the residence and barn.

Impacts are defined by Infosheet #5, as discussed in Section 2.5. Table 3 and Table 4 discuss impacts as defined in Infosheet #5. Other potential impacts, such as encroachment or construction vibration, may also be considered. Historical structures, particularly those built in masonry, are susceptible to damage from vibration caused by pavement breakers, plate compactors, utility excavations, and increased heavy vehicle travel in the immediate vicinity. Like any structure, they are also threatened by collisions with heavy machinery, subsidence from utility line failures, or excessive dust (Randl 2001, 3-6).

In the Impact Anticipated column, 'A' is used when impacts are anticipated, 'P' is used when there is a potential for indirect impacts, and when no impacts to cultural heritage resources are anticipated, 'N' is listed in the column. Many impact categories are not applicable, given the scope of the proposed undertaking and the position of the identified heritage attributes. Where this is the case, 'N/A' is entered in the table.



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Table 3: Evaluation of Potential Direct Impacts

Direct Impact	Impact Anticipated	Relevance to 12861 Dixie Road
Destruction of any, or part of any, <i>significant heritage attributes</i> or features.	A	The barn, identified as a heritage attribute, is proposed to be demolished to accommodate the development. The proposed development will retain the existing residence and its heritage attributes <i>in situ</i> . Therefore, mitigation measures are required for the barn.
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.	N	The proposed undertaking retains the existing residence <i>in situ</i> . Alterations may be required to rehabilitate the residence to an amenity space or supportive use but are not contemplated as part of this application. Therefore, no mitigation measures are required.

Table 4: Evaluation of Potential Indirect Impacts

Indirect Impact	Impact Anticipated	Relevance to 12861 Dixie Road
Shadows created that alter the appearance of a <i>heritage attribute</i> or change the viability of a natural feature or plantings, such as a garden.	N	The residence is situated more than 75 m southwest of Industrial Building 1. The proposed undertaking does not anticipate resulting in shadow impacts on the identified heritage attributes given the setback between the residence and Industrial Building 1. Therefore, no mitigation measures are required.
Isolation of a <i>heritage attribute</i> from its surrounding environment, context or a <i>significant</i> relationship.	N	The residence is proposed to remain <i>in situ</i> on the east side of Dixie Road. Its context adjacent to Mayfield United Church, and its south-facing orientation will not be disturbed. Therefore, no mitigation measures are required.



Indirect Impact	Impact Anticipated	Relevance to 12861 Dixie Road
Direct or indirect obstruction of <i>significant</i> views or vistas within, from, or of built and natural features.	N	No significant views were identified as heritage attributes. Therefore, no mitigation measures are required.
A change in land use such as rezoning a battlefield from open space to residential use, allowing new <i>development</i> or <i>site alteration</i> to fill in the formerly open spaces.	A	The proposed undertaking will result in the property being rezoned from agricultural to industrial, with environmental and open space areas. Therefore, mitigation measures are required.
Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an <i>archaeological resource</i> .	P	Typically, indirect impacts resulting from land disturbances apply to archaeological resources, which are beyond the scope of this report. However, land disturbance from construction (e.g., site grading and related construction activities) may also have the potential to impact the residence through temporary vibrations during the construction period that may cause shifts in the foundations or masonry walls of the residence, as the residence is less than 50m from where grading and parking lot construction will occur. Therefore, mitigation measures are required.

7.3 Discussion of Impacts

The impact assessment determined a potential for a direct impact if the barn is removed from the property. Mitigation options and alternatives must be examined in consultation with the Proponent to conserve the identified CHVI. The impact assessment determined that there will be indirect impacts on the property, with a change in land use from agricultural to industrial.



While vibration impacts on heritage buildings are not well understood, studies have shown that impacts may be perceptible in buildings 40 metres from the curbside when heavy traffic is present (Ellis 1987). The residence is within 50 metres of the proposed new parking areas. Construction of the proposed undertaking may involve heavy vehicles on site to grade, excavate, or pour concrete, which may result in vibrations that potentially affect the fabric of the heritage residence (National Park Service 2001). If left unaddressed, these could result in longer-term issues for maintenance, continued use, and building conservation.



8 Mitigation Options

The property at 12861 Dixie Road was determined to have CHVI as it meets two criteria of O. Reg 9/06. Specifically, the CHVI of the property is related to its design and physical value as a representative late 19th century Ontario vernacular residence with Italianate and Queen Anne Revival style design influences, with a high degree of craftsmanship. The barn also has design and physical value as a representative late 19th century Central Ontario gambrel roof bank barn.

As identified in Table 3 and Table 4, the proposed undertaking will have potential direct and indirect impacts on the CHVI of the property. Accordingly, four mitigation options are presented, including:

- Retention *in situ*
- Relocation
- Documentation and Salvage
- InfoSheet #5 Mitigation Options (see Section 2.6)

Each option is considered for the appropriateness of the mitigation in the context of the CHVI identified and the feasibility of the mitigation option. Also considered is understanding the surrounding context within which the property is located.

8.1.1 Retention

Generally, retention *in situ* is the preferred option when addressing any structure where CHVI has been identified, even if limited. The benefits of retaining a structure, or structures, must be balanced with site-specific considerations. Not only must the CHVI be considered, but so must the heritage resource's structural condition, the site development plan, and the context within which the structure, or structures, would be retained.

In the case of 12861 Dixie Road, the Proponent considered the feasibility of retention *in situ* for the barn. Given the project's requirements, it was not considered feasible to retain the barn *in situ*. The size of the facility, parking areas, and trailer stalls is an essential component of the proposed undertaking and reductions were determined not to be feasible by the planning team. Furthermore, barns are challenging structures for adaptive reuse, particularly in the industrial/commercial context, as it is difficult to bring them up to building code standards to create an effective new use.



8.1.2 Relocation

Where retention *in situ* is not feasible or preferred, relocation is often the next option considered to mitigate the loss of a heritage resource. As with retention, relocation of a structure or structures must be balanced with the CHVI identified. Relocation removes the resource from its contextual setting but allows for the preservation of noteworthy heritage attributes, particularly those identified to be of design or physical value. This is a viable option where the CHVI identified merits preservation, and the heritage integrity of the structure is determined to be sound.

In the case of the barn at 12861 Dixie Road, the structure was not identified to demonstrate contextual value. As such, relocation is an appropriate mitigation measure to consider.

Two relocation options should be considered for the barn, including:

- Relocation within the property
- Relocation to an unknown but sympathetic site

Based on the above discussion, relocation of the barn should be considered a viable mitigation option. Relocation may be considered within the subject property or on an external site. A qualified structural engineer or environmental specialist with heritage experience should be consulted to determine whether the barn could withstand relocation and whether suitable locations onsite could accommodate the barn.

Relocation of the barn should also be considered only if there is viable interest in a private owner purchasing the building for residential, civic, or commercial use.

Relocating the building only to leave it vacant, vulnerable to trespassing, damage, and decay is not a preferred alternative. To determine whether this is a viable option, the proponent should extend an offer to the community seeking interest in the relocated barn should a location within the subject property not be found.

Given that the barn was not identified to have contextual heritage value, relocation offsite would be an appropriate mitigation measure that would preserve the design and physical value of the barn. Relocation off-site should also be determined in response to the community's value of the building. The proponent should extend an offer to interested community members (via local newspaper advertisements) to seek offers to purchase the barn for a nominal fee for relocation to an off-site location at their own expense. The offer should be extended for a defined period (e.g. one to two months); if no interest is expressed, other mitigation measures should be explored.



8.1.3 Documentation and Salvage

Detailed documentation and salvage are often the preferred mitigation strategy where retention or relocation is not feasible or warranted. Documentation creates a public record of the structure, or structures, which provides researchers and the general public with a land use history, construction details, and photographic record of the resource. Through the selective salvage of identified heritage attributes and other materials, the CHVI of the property can be retained, albeit in a different context. Documentation and salvage of heritage attributes in their current context and, where feasible, allow for reuse.

In the case of 12861 Dixie Road, detailed documentation should be undertaken prior to any changes made to the structure, including relocation or demolition. As the barn was still in active use during the site assessment for this HIA, and the interior of the barn was not accessible, detailed documentation is needed to create a record of the interior of the structure. If relocation is not determined to be a viable option, and demolition of the barn is the preferred option, documentation and salvage is also an appropriate mitigation measure for the barn. This mitigation alternative is appropriate, considering there are similar remaining examples of 19th century barns in the Town of Caledon.

Although documentation and salvage would not lessen the impact of these alterations, it would seek to record the CHVI identified, making the buildings available for future study. Documentation activities should be carried out through photography, mapping, photogrammetry, and/or LiDAR scan. Documentation should be carried out in advance of any changes made to the property.

Materials salvaged from the barn should be retained and incorporated into on-site features, such as entrance gates, landscape walls/garden beds, site furniture, or transportation infrastructure to be integrated into the site (e.g. a bus shelter/waiting area). Salvaged items should include:

- Foundation stones
- Barn timbers
- Barnboard

8.2 InfoSheet #5 Mitigation Options

The mitigation options presented in InfoSheet #5 (see Section 2.6) have been explored below in Table 5:



8 Mitigation Options

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Table 5: InfoSheet #5 Mitigation Options

Mitigation Option	Discussion
Alternative development approaches	The proposed development is required to meet specific targets for building size, parking allowances, environmental considerations, and stormwater requirements. There are no other alternative locations for access roads on the property due to the existing watercourse, environmental features, and requirements for stormwater management ponds. The possibility of alternative development approaches and isolating development from the heritage resource was considered by the project team but was considered not to be feasible due to numerous site constraints. As such, alternative developments that would result in reconfigurations of the site to reduce the distance from cultural heritage resources are not feasible.
Isolating development and site alteration from significant built and natural features and vistas	The heritage attributes of the residence will remain <i>in situ</i> and have been isolated from the development. Due to the requirements of building size, parking space, access roads, environmental considerations, and stormwater requirements, isolating development from the barn is not feasible for the property. The project team considered the possibility of alternative development approaches and isolating development from the barn, but it was not feasible due to numerous site constraints. As such, isolating development and site alteration from the heritage resource is not feasible.
Design guidelines that harmonize mass, setback, setting, and materials	The proposed undertaking will result in the property transitioning from agricultural to industrial use. The Site Plan includes one large industrial facility. The property will be permanently altered from a design perspective. While there are limited design features associated with the proposed development that could harmonize with the existing residence, there may be opportunities to prepare a landscape plan that establishes a small vegetative buffer between the residence and the proposed new development.



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Mitigation Option	Discussion
Limiting height and density	Limiting the height and density of the proposed undertaking is not feasible, given the project's requirements. The size of the facility, parking areas, and trailer stalls is an essential component of the proposed undertaking and reductions were determined not to be feasible by the planning team.
Allowing only compatible infill	The proposed undertaking will result in the property transitioning from agricultural to industrial use. The Site Plan includes one large industrial facility. The property will be permanently altered from a design perspective. While there are limited design features associated with the proposed development that would be compatible with the existing residence, there may be opportunities to prepare a landscape plan that establishes a small vegetative buffer between the residence and the proposed new development to provide a distinct setting for the existing residence. The Urban Design Brief prepared by Ware Malcomb (October 16, 2024) includes landscape screening between the residence and the adjacent trailer storage and loading areas (Ware Malcomb 2024: 6).
Reversible alterations	Given the proposed removal of the cultural heritage resource and the extent of the development, reversible alterations are not applicable within the scope of the proposed undertaking.
Buffer zones, site plan controls, and other planning mechanisms	The proposed undertaking may result in the potential for land disturbance to the existing residence during the construction phase of the project. As such, planning mechanisms and site plan controls may be considered at this phase of the study to avoid impacts on the built heritage resource. Site plan controls and planning mechanisms may be used to identify appropriate thresholds for vibration or zones of influence related to construction activity. Construction activity should be planned to minimize vibrations on the residence.



9 Recommendations

9.1 Residence

9.1.1 Retention *In Situ*

The residence will be retained *in situ* but the property will be subject to a change in land use. The residence may be altered in the future to support adaptive reuse, but these alterations are not contemplated as part of this application. For the OPA and ZBA, the residence will be zoned for a variety of uses to support different adaptive reuse options. It is understood that the Town of Caledon intends to pursue designation of the residence under Part IV of the OHA. The Town has acknowledged that the designation could be applicable to a small parcel encompassing the identified heritage attributes. This would need to be determined by a reference plan. Discussions on the potential designation of the residence will be ongoing between the Town, Client, and Stantec in 2025.

The residence is currently inhabited and in good condition. Continued habitation is the best way to keep a structure maintained, monitored, and in good repair. A Strategic Conservation Plan (SCP) is required at the Draft Plan of Subdivision Stage or Site Plan Stage. The SCP should be prepared by a qualified Heritage Consultant and should identify any immediate repair needs for the residence. The SCP to advise on the short-term, medium-term, and long-term conservation strategies for the residence that can be applied to its future adaptive re-use. The SCP to include floorplans of the residence with interior image numbers for ease of reference for the reader/user.

9.1.2 Site Plan Controls

Site plan controls are intended to lessen the impact on identified heritage attributes resulting from the potential for land disturbance due to temporary vibrations during the construction phase of the project. The location of the residence within 50 metres of the proposed undertaking may put historic components such as foundations, walls, and finishes at risk of indirect impacts through temporary vibrations.

A typical approach to mitigating the potential for vibration effects is twofold. First, a pre-construction vibration assessment can be completed to determine acceptable vibration levels given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics). Second, further action may be required in site plan controls, site activity monitoring, or avoidance, depending on the assessment outcome. This should be considered prior to the commencement of any construction activities onsite.



9.1.3 Vegetative Buffering and Screening

The proposed development will result in a new backdrop to the residence, softscaping elements should be incorporated into the proposed development to support the CHVI. This may include planting shrubs and trees, some of which may partially screen or grow to screen the proposed development from the existing residence.

9.2 Interpretive Materials

An interpretive sign or panel should be established near the existing residence that explains the history of the property, its association with the Little family.

9.3 Barn

9.3.1 Relocation

An assessment of impacts resulting from the proposed undertaking at 12861 Dixie Road has determined that the proposed undertaking would directly impact 12861 Dixie Road by demolishing the barn. Based on the adverse impacts identified to this cultural heritage resource, the retention of the barn at 12861 Dixie Road *in situ* is the preferred alternative method from a heritage perspective since the CHVI of the barn would be retained in its entirety. However, retention of the barn is not feasible due to site plan requirements.

Therefore, relocation is the preferred mitigation measure, if feasible. The barn could potentially be relocated if an appropriate new site is identified and the barn is structurally sound. Alternatives for relocation both on- and off-site should be explored by extending a notice through newspaper advertisement to determine if there is potential for interested buyers. Relocation of the barn should only be considered if the barn will remain in use or adaptively re-used. Relocation off-site should include offering the barn for purchase to the community for a nominal fee in exchange for undertaking the costs associated with moving the structure to a new location.

9.3.2 Documentation and Salvage

Detailed documentation is recommended prior to any changes made to the barn, including relocation or demolition. As the barn was still in active use during the site assessment for this HIA, and the interior of the barn was not accessible, detailed documentation is needed to create a record of the interior of the structure. If relocation is not feasible, or if the barn is determined not to be able to withstand relocation, then documentation and salvage of the barn are the next preferred mitigation options. Documentation activities should be carried out through a full recording of the farmstead through photography, mapping, photogrammetry, and/or LiDAR scan. Documentation



9 Recommendations

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should be carried out in advance of any changes made to the property. Salvage activities should include identifying and recovering re-useable materials by a reputable salvage company or charity, with materials retained to be repurposed on-site through landscape and built features. Salvaged materials should include:

- Foundation stones
- Barn timbers
- Barnboard

The documentation and salvage work should be carried out under the direction of a Cultural Heritage Specialist in good professional standing with the Canadian Association of Heritage Professionals (CAHP).



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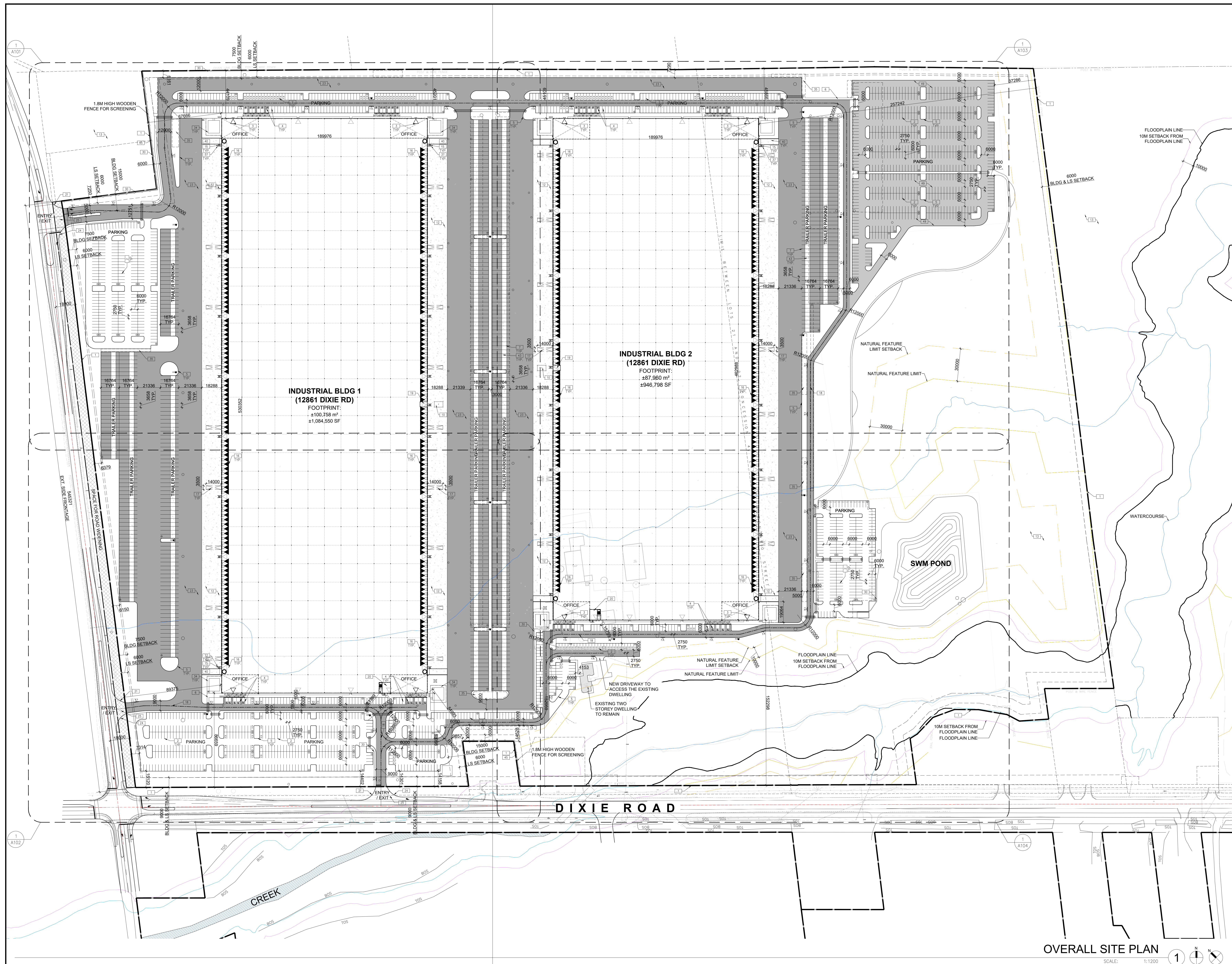
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Appendix A : Site Plan



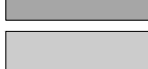
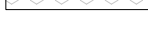
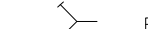


SITE STATISTICS		
Existing Zoning Category		A1
Proposed Zoning Category		MU
Building Classification	G99-03 (O.B. & A-3.1.2.1 + 1.5)	
NET DEVELOPABLE AREA	0.899,263 sq.ft.	455,103,628 sq.ft.
NET FLOOR AREA	6,271,078 sq.ft.	562,696,646 sq.ft.
Zone Permitted Use (From Caledon Zoning By-law 2006-50)		Individual
Section 8 - Zoning Standards - MR Zone		
BUILDING AREA:		
BUILDING 1	1,084,549 SF	100,779.96 m ²
Floor Plate Area	1,058,549 SF	98,335.33 m ²
Office Area	25,901 SF	2,406.27 m ²
Warehouse Area	946,779 SF	87,962.42 m ²
Office Area	905,029 SF	84,491.49 m ²
Total Warehouse Area	28,508 SF	2,650.79 m ²
TOTAL BUILDING AREA	2,031,346 SF	188,812.63 m ²
NET FLOOR AREA:		
BUILDING 1	1,083,440 SF	100,645.28 m ²
Net Floor Area	1,084,549 SF	100,779.96 m ²
Landscaping Area under services, M&E rooms etc.	18,812.63m ²	-
BUILDING 2	945,731 SF	87,861.42 m ²
Net Floor Area	946,787 SF	87,962.42 m ²
Landscaping Area under services, M&E rooms etc.	1,056 SF	99.00 m ²
TOTAL NET AREA	2,029,171 SF	188,812.63 m ²
Requirements	Proposed	Required
Max Lot Area	562,686 sq.m ²	925,000 m ²
Max Floor Area	188,812.63m ²	-
Building Area	188,813.7m ²	50.00%
Max Lot Frontage (m)	91.81	30.00
Min. Front Yard Building Setback (m)	86.00	9.00
Min. Side Yard Building Setback (m)	86.38	7.50
Min. Int. Side Yard Building Setback (m)	257.24	24.00
Min. Rear Yard Building Setback (m) - Abutting Residential	33.33	50.00
Min. Rear Yard Building Setback (m) - Abutting Freeway	44.11	7.50
Maximum Building Height (m) - Building 1	16.01	18.00
Maximum Building Height (m) - Building 2	16.01	18.00
Max. Landscaping Area (% of Lot Area)	39.59%	10.00%
Maximum Area (Sd)	17,827.16m ²	28,268.64m ²
Min. Landscape Buffer (m)	14.16	9.00
Min. Ext. Side Landscape Buffer (m)	6.15	6.00
Min. Int. Side Landscape Buffer (m)	6.00	6.00
Min. Rear Landscape Buffer (m)	6.16	6.00
Min. Landscape Buffer (m) - Abutting EPA or Bnwidth	37.29	-
Parking Calculations	Proposed	Required
C = 139 + 1770/m ² of Net Floor area over 10,000 m ²	915	672
BUILDING 2		
C = 139 + 1770/m ² of Net Floor area over 10,000 m ²	1067	597
Total no. of Parking Spaces (including Accessible Parking Spaces)	1982	1269
% of 207 by 1000 parking spaces is ± plus 2% of total spaces		
More than 10% of parking spaces is 11 plus 1% of total spaces		
BUILDING 1	22	15
BUILDING 2	22	14
	44	29
Total no. of Accessible Parking Spaces	22 Type A	14 Type A
	22 Type B	15 Type B
E/P Parking Spaces		
Standard B = 275m < 600m < 900m	STANDARD B = 275m < 600m < 900m	
ACCESSIBLE TYPE A = 4 min. side access	ACCESSIBLE TYPE A = 4 min. side access	
TYPE B = 2.75m X 4 min.	TYPE B = 2.75m X 4 min.	
1 min. access from parking space	1 min. access from parking space	
Proposed Trailer Parking	Proposed	Required
BUILDING 1	340	340
BUILDING 2	241	-
Total no. of Trailer Parking Spaces	581	340
Loading Space Calculations	Proposed	Required
BUILDING 1	111	111
BUILDING 2	163	162
Total no. of Loading Spaces	274	273
Min. Loading Space Dimensions	3.5m(W) x 14.0m(L) x 3.25m(H)	

GENERAL NOTES

- | | | | | | |
|----|--|----|---|----|--|
| 1 | 275046000 PARKING STALL, PAINTED PARKING STRIPING PER CITY STANDARDS, WITH 6M DOUBLE LOADED ASLE | 20 | PROPOSED MECHANICAL ROOM | 38 | SCREEN WALL |
| 2 | PROMULE ENTRY - TOWN OF WILSON SUBJECT TO INTERIOR ALTERATION PERMIT | 21 | CURB RADI AT ENTRANCES WITHIN MUNICIPAL SIDEWALK | 39 | PROPOSED PLYON SGNAGE |
| 3 | TYPICAL SIZED ACCESSIBLE PARKING STALLS, PAINTED PARKING STRIPING PER CITY STANDARDS, TO HAVE (2) TYPE B | 22 | 1.8M WIDE PAINTED PEDESTRIAN PATHWAY | 40 | DRIVE-IN RAMP WITH GALVANIZED QUARAROL ON EACH SIDE, SEE CIV DWS FOR SLOPE % |
| 4 | (275046000)(2) TYPE A STALLS (340X600)OR ONE OF EACH 1.5M (1500) PATH SIDEWALK, TO BE CONTIGUOUS TO TOWN OF CALLEDON'S ACCESSIBLE PARKING STANDARDS. | 23 | HATCHED AREA DENOTES HEAVY DUTY ASPHALT, TYPICAL FOR ALL AREAS REQUIRING FIRE TRUCK OR TRACTOR TRUCK ACCESS. | 41 | RESERVED |
| 5 | 1500MM WIDE CURB TYPICAL | 24 | 15.0m CENTERLINE RADUS DISTANCE TO FIRE ACCESS ROAD | 42 | DETECTABLE TACTILE WARNING SURFACE, CONFORMING TO 2012 O.B. |
| 6 | MIN. 1500MM WIDE SIDEWALK - TYPICAL U.S.O. | 25 | ROAD CURBS AND SIDEWALK TO BE CONTIGUOUS THROUGH THE DRIVEWAY, DRIVEWAY GRADE TO BE COMPATIBLE WITH EXIST. SIDEWALK AND CURB DEPRESSION WILL BE PROVIDED FOR AT EACH ENTRANCE | 43 | MIN. 3M WIDE WARPED DUTY PAD AT TRAILER STALLS |
| 7 | TRAILER PARKING STALL - 12'-0" x 55'-0" | 26 | INVERTED U-SHAPE GALVANIZED BICYCLE RACKS | 44 | ACCESSIBLE PARKING GRADE SLOPING UP TO MEET PROPOSED CURVE |
| 8 | ACCESSIBLE CURB RAMP AS PER DETAIL | 27 | MIN. 1.8M(6.0)M PER SPACE | 45 | PROPOSED 1.8M HIGH WOODEN FENCE, REFER LANDSCAPE DWGS. |
| 9 | FIRE DEPARTMENT CONNECTION / S/W | 28 | PROPOSED SIGN SIGN PLACEMENT | 46 | WASTE COLLECTION STAGING AREA, TO BE USED TO TEMPORARILY PLACE BINS FOR GARBAGE COLLECTION |
| 10 | PROPOSED LOCATION OF TRANSFORMER C/NE CORNER PAD 15m HIGH BLACK VINYL CHAIN LINK OR APPROVED EQUIV. ALONG DEVELOPMENT LIMIT BOUNDARY | 29 | PRESSED PATTERNERD ASPHALT PEDESTRIAN PATHWAY | 47 | TRUCK WHEEL STOP, REFER TO DETAIL #1/A105 |
| 11 | CONCRETE ASPHALT | 30 | PAINTED YELLOW LINE | 48 | BIKE REPAIR STATION - REFER LANDSCAPE |
| 12 | LANDSCAPE AREA - SEE LANDSCAPE DWGS. | 31 | RETAINING WALL - REFER TO STRUCT DWGS. | 49 | LIGHT COLOURED PAVEMENT TO HAVE INITIAL SOLAR REFLECTANCE OF AT LEAST 0.33 OR AN SRV OF 29 |
| 13 | PEDESTRIAN RAIL (1070mm HIGH) SET INTO RETAINING WALL WHERE GRADE CHANGE GREATER THAN 600mm; PROVIDE CONCRETE-FILLED STEEL BOLLARD AT END OF RETAINING WALL - SEE CIV DWS. | 32 | PROPOSED FIRE ROUTE SIGN LOCATION | | |
| 14 | EXTERIOR STEEL STAIRS W/ TUBE STEEL GUARDRAIL, TYP. | 33 | RESERVED | | |
| 15 | TRUCK LOADING DOCK (TYPICAL) | 34 | PROPOSED AMENITY AREA | | |
| 16 | LOADING SPACE - L.S. (MIN. 3.5m x 14.0m) | 35 | SNOW STORAGE ON SITE AT 2% TOTAL SITE AREA | | |
| 17 | FIRE ACCESS ROUTE W/ 12M TURNING RADIUS (-----) | 36 | PROPOSED CHAIN-LINK FENCE | | |
| 18 | PROPOSED ELECTRICAL ROOM | 37 | CONCRETE/STEEL SAFETY BOLLARD | | |

SITE LEGEND

- | | | | |
|---|--|---|--|
|  | NEW HEAVY DUTY PAVEMENT (HATCHED) |  | PAINTED CARPOOL PARKING SPACE SYMBOL |
|  | LIGHT COLOURED PAVEMENT TO HAVE INITIAL SOLID REFLECTANCE OF AT LEAST 0.35 PER AN HOUR OF DAY |  | BARRIER FREE PARKING SIGN |
|  | LANDSCAPE AREA |  | BARRIER FREE PARKING SIGN WITH VAN TAB |
|  | DETECTABLE TACTILE WARNING SURFACE, CONFORMING TO 2015 C.O.C. |  | DRIVE-IN DOOR |
|  | FIRE ACCESS ROUTE WITH 12.5M TURNING RADIUS |  | NEW STOP SIGN |
|  | TRUCK LOADING DOOR DOOR |  | GAS METER SITE |
|  | KNOCK OUT PANEL |  | GAS METER & PRESSURE REGULATING STATION BY GAS COMPANY |
|  | VAN DOOR ENTRY |  | LIGHT FIXTURES, REFER ELECTRICAL DWG FOR DETAILS |
|  | EXIT DOOR LOCATION |  | TOILET MANHOLE |
|  | FIRE DEPT CONNECTION (VERIFY LOCATION WITH CIVIL DRAWINGS) |  | EXISTING HIGH POLE |
|  | PROPOSED FIRE HYDRANT (VERIFY LOCATION WITH CIVIL DRAWINGS) |  | |
|  | EXISTING FIRE HYDRANT (VERIFY LOCATION WITH CIVIL DRAWINGS) | | |
|  | 1500mm WIDE DEBURSED CURB FOR ACCESSIBLE PARKING AND PEDESTRIAN ACCESS - REFER TO DETAIL 4.4.1.3 | | |
|  | PROPOSED CATOBASIS | | |