

TOWN OF CALEDON
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CULTURAL HERITAGE IMPACT ASSESSMENT

12541 AIRPORT ROAD

TOWN OF CALEDON, ONTARIO

8181926 Canada Inc.
160 Avenue Labrosse
Pointe-Claire, QC H9R 1A1

ASI File: 21CH-156

February 2022



**CULTURAL HERITAGE IMPACT ASSESSMENT
12541 AIRPORT ROAD
TOWN OF CALEDON, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by 8181926 Canada Inc. to conduct a Cultural Heritage Impact Assessment (CHIA) for the property at 12541 Airport Road in the Town of Caledon. This property consists of a residence, garage, barn, small outbuilding, a residence at 12577 Airport Road, and surrounding farmlands. The CHIA is being undertaken to fulfill requirements for Temporary Use Zoning Bylaw applications to permit truck trailer parking on the property. The property is listed on the Town of Caledon's Heritage Register. The intent of the CHIA is to determine the cultural heritage value of the property and if necessary, measure the impacts of the proposed development on its cultural heritage value.

The evaluation was prepared in consideration of data regarding the design, historical/associative, and contextual values within the Town of Caledon. The evaluation determined that the property at 12541 Airport Road did not meet the criteria outlined in *Ontario Regulation 9/06* and as such does not merit designation under the *Ontario Heritage Act*.

Based on the evaluation of the property under *Ontario Heritage Act Regulation 9/06*, the following recommendations are proposed as part of the proposed development of the property:

1. The property at 12541 Airport Road is not known to meet criteria contained in Ontario Regulation 9/06 and therefore does not retain cultural heritage value or interest.
2. This report should be submitted to heritage planning staff at the Town of Caledon for review.
3. Given the agricultural surroundings of the property, consideration should be given to the design of the acoustic barriers so that they are sympathetic in material and aesthetic to the setting and context of the area.



PROJECT PERSONNEL

Senior Project Manager: Annie Veilleux, MA CAHP
Senior Cultural Heritage Specialist | Manager - Cultural Heritage Division

Project Coordinator Jessica Bisson, BFA (Hon), Dip. Heritage Conservation
Project Administrator – Cultural Heritage Division

Historical Research: Michael Wilcox, PhD
Cultural Heritage Technician | Technical Writer and Researcher - Cultural Heritage Division

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Archaeologist | GIS Technician – Operations Division

Report Reviewer: Annie Veilleux



QUALIFIED PERSONS INVOLVED IN THE PROJECT

Annie Veilleux, M.A., C.A.H.P.

Senior Cultural Heritage Specialist, Manager - Cultural Heritage Division

The Senior Project Manager for this Cultural Heritage Report is **Annie Veilleux** (M.A., C.A.H.P.), who is a Senior Cultural Heritage Specialist and Manager of the Cultural Heritage Division. She was responsible for: overall project scoping and approach; development and confirmation of technical findings and study recommendations; application of relevant standards, guidelines, and regulations; and implementation of quality control procedures. Annie is academically trained in the fields of cultural landscape theory, history, archaeology, and collections management and has over 15 years of experience in the field of cultural heritage resource management. This work has focused on the identification and evaluation of cultural heritage resources, both above and below ground. Annie has managed and conducted numerous built heritage and cultural heritage landscape assessments, heritage recordings and evaluations, and heritage impact assessments as required for Environmental Assessments and Planning projects throughout the Province of Ontario. Annie has extensive experience leading and conducting research for large-scale heritage planning studies, heritage interpretation programs, and projects requiring comprehensive public and Indigenous engagement programs. She is fully bilingual in English and French and has served as a French language liaison on behalf of Archaeological Services Inc. Annie is a member of the Ontario Archaeological Society, the National Trust for Canada, ICOMOS Canada, and IAP2 Canada. She is also a professional member in good standing of the Canadian Association of Heritage Professionals.

Michael Wilcox, PhD

Cultural Heritage Technician | Technical Writer and Researcher - Cultural Heritage Division

The report writer for this report is **Michael Wilcox** (PhD, History), who is a Cultural Heritage Technician and Technical Writer and Researcher within the Cultural Heritage Division at ASI. He was responsible for preparing and contributing to background historical research, reviewing existing heritage inventories, and technical reporting for this project. His current responsibilities focus on identifying and researching historical documents as well as background research, assessment, and evaluation of cultural heritage resources in Ontario. He has over a decade of combined academic and workplace experience in conducting historical research and crafting reports, presentations, articles, films, and lectures on a wide range of Canadian history topics.



TABLE OF CONTENTS

EXECUTIVE SUMMARY i
 PROJECT PERSONNEL ii
 QUALIFIED PERSONS INVOLVED IN THE PROJECT iii
 TABLE OF CONTENTS iv
 1.0 INTRODUCTION 1
 1.1 Location and Description of the Property 1
 1.2 Ownership Information 4
 1.3 Policy Framework 4
 1.4 Project Consultation 6
 1.5 Cultural Heritage Value 7
 2.0 HISTORICAL RESEARCH 9
 2.1 Summary of Early Indigenous History in Southern Ontario 9
 2.2 Euro-Canadian Settlement History 11
 2.2.1 Township of Albion 11
 2.2.2 Village of Tullamore 12
 2.3 Historical Chronology and Setting 12
 3.0 EXISTING CONDITIONS 24
 3.1 Landscape 24
 3.2 Residence 29
 3.2.1 Exterior 29
 3.2.2 Interior 33
 3.3 Outbuildings 40
 3.3.1 Second House at 12577 Airport Road 43
 4.0 CULTURAL HERITAGE VALUE 44
 4.1 Comparative Analysis 44
 4.1.1 19778 Main Street, Alton 44
 4.1.2 10693 Old Highway 9 45
 4.1.3 12282 Bramalea Road 46
 4.1.4 Summary 46
 4.2 Ontario Regulation 9/06 Evaluation 47
 5.0 PROPOSED DEVELOPMENT 48
 5.1 Proposed Work 48
 5.2 Impact Analysis 49
 6.0 CONCLUSION 49
 6.1 Recommendations 49
 7.0 REFERENCES 50
 APPENDIX A: Conceptual Layout for Transport Truck/Trailer Parking at 12541 Airport Road 54

List of Tables

Table 1: Results of Agency Data Collection 7
 Table 2: Evaluation of 12541 Airport Road – *Ontario Regulation 9/06* 47

List of Figures

Figure 1: Location of the subject property at 12541 Airport Road 2
 Figure 2: The location of the subject property overlaid on a 2021 aerial image 3
 Figure 3: Front (west) elevation of residence at 12541 Airport Road (ASI 2021) 4
 Figure 4: Aerial photo with border of 12541 Airport Road property (Town of Caledon 2020c) 8



Figure 5: 1946 aerial photograph showing the subject property at 12541 Airport Road (NAPL 1946).....15
 Figure 6: Detail from 1946 aerial photograph showing the subject property at 12541 Airport Road (NAPL 1946) ...15
 Figure 7: The location of the subject property overlaid on the 1859 Tremaine Map of the County of Peel17
 Figure 8: The location of subject property overlaid on the 1877 Illustrated Historical Atlas of Peel County18
 Figure 9: The location of the subject property overlaid on a 1914 topographical map, Bolton Sheet19
 Figure 10: The location of the subject property overlaid on a 1940 topographical map, Bolton Sheet20
 Figure 11: The location of the subject property overlaid on a 1954 aerial photograph.....21
 Figure 12: The location of the subject property overlaid on a 1974 aerial photograph.....22
 Figure 13: The location of subject property overlaid on a 1994 topographical map, Bolton Sheet23

List of Plates

Plate 1: View looking north from 12541 Airport Road (ASI 2021)25
 Plate 2: View looking northwest from 12541 Airport Road (ASI 2021)25
 Plate 3: View looking south from 12541 Airport Road (ASI 2021).....26
 Plate 4: View looking north to 12541 Airport Road (ASI 2021)26
 Plate 5: Former horse track set amidst the cornfields east of the residence (ASI 2021)27
 Plate 6: Former paddock north of the residence (ASI 2021)27
 Plate 7: Residence at 12542 Airport Road (ASI 2021).....28
 Plate 8: Residence at 12620 Airport Road (ASI 2021).....28
 Plate 9: Western elevation of 12541 Airport Road (ASI 2021)29
 Plate 10: Porch and decorative trellis (ASI, 2021)30
 Plate 11: Southern elevation of 12541 Airport Road (ASI 2021)30
 Plate 12: Eastern elevation of 12541 Airport Road (ASI 2021)31
 Plate 13: Northern elevation of 12541 Airport Road (ASI 2021)31
 Plate 14: Concrete block foundation and parging (ASI 2021).....32
 Plate 15: Chimney from original building and from rear (east) addition, looking northwest (ASI 2021)32
 Plate 16: Concrete block walls and wood beams in basement (ASI 2021)33
 Plate 17: View of the chimney base (ASI 2021)34
 Plate 18: Crawl space underneath the eastern addition (ASI 2021)34
 Plate 19: Foyer, with closet (ASI 2021)35
 Plate 20: Open concept kitchen and dining/living room (ASI 2021)35
 Plate 21: Main floor bedroom (ASI 2021)36
 Plate 22: Main floor bathroom (ASI 2021).....36
 Plate 23: Staircase landing area off kitchen on main floor (ASI 2021).....37
 Plate 24: Rear extension with wood-burning fireplace (ASI 2021)37
 Plate 25: Enclosed sunroom off the rear addition (ASI 2021)38
 Plate 26: Upstairs bedroom, looking west (ASI 2021)38
 Plate 27: Window surround in staircase landing area (ASI 2021).....39
 Plate 28: Moulding and surround in bathroom (ASI 2021).....39
 Plate 29: Outbuilding to the east of the residence at 12541 Airport Road (ASI 2021)40
 Plate 30: Garage, looking northwest (ASI 2021)41
 Plate 31: West façade of barn, looking northeast (ASI 2021).....41
 Plate 32: East façade of barn, looking west (ASI 2021)42
 Plate 33: Barn’s interior, featuring former horse pens (ASI 2021)42
 Plate 34: Remnants of former garage (ASI 2021)43
 Plate 35: The residence at 12577 Airport Road (ASI 2021)44
 Plate 36: 19778 Main Street, Alton (Courtesy of Google Streetview 2021)45
 Plate 37: 10693 Old Highway 9 (Courtesy of Google Streetview 2021)45
 Plate 38: 12282 Bramalea Road (Courtesy of Google Streetview 2014)46



1.0 INTRODUCTION

ASI was contracted by 8181926 Canada Inc. to conduct a Cultural Heritage Impact Assessment (CHIA) for the property at 12541 Airport Road in the Town of Caledon. The CHIA is being undertaken to fulfill requirements for Temporary Use Zoning Bylaw applications to permit truck trailer parking on the property. The project proposes transforming the 11.85 hectare agricultural property to one primarily dedicated to truck trailer parking. The parking area is proposed to encompass 7.78 hectares, while vegetative groundcover will encompass 2.89 hectares and an environmental area will encompass 1.18 hectares. The existing structures on the property will not be directly impacted by the proposed undertaking. The property is listed on the Town of Caledon's Heritage Register. The intent of the CHIA is to determine the cultural heritage value of the property and if necessary, measure the impacts of the proposed development on its cultural heritage value through a CHIA.

The research and analysis for this report were conducted by Michael Wilcox, Cultural Heritage Technician, and Annie Veilleux, Senior Cultural Heritage Specialist, ASI. The CHIA is guided by the Ministry of Tourism and Culture's (now administered by the Ministry of Heritage, Sport, Tourism and Culture Industries) *Infosheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism and Culture 2006) and the Town of Caledon's *Cultural Heritage Impact Assessment Terms of Reference* (Town of Caledon 2019).

This document will provide:

- A historical overview and analysis of the property;
- A description of the existing conditions of the property;
- An evaluation of the property under Ontario Regulation 9/06;
- A proposed Statement of Significance (if necessary);
- An assessment of impacts of the proposed development on the cultural heritage value of the property (if necessary); and
- A list of alternatives for consideration and mitigation measures to ensure that any impacts to the cultural heritage value of the property is minimized (if necessary).

1.1 Location and Description of the Property

The property at 12541 Airport Road in the Town of Caledon is on the east side of Airport Road, a nineteenth-century transportation route previously known as Mono Road (Figure 1). The property is bordered by Airport Road to the west and agricultural properties to the north, east, and south (Figure 2). The property features a one-and-a-half-storey vernacular residence (Figure 3), two outbuildings, a barn, a second residence, and a large agricultural property. Salt Creek traverses the property's southwestern corner and a tributary of Salt Creek traverses through the middle. It should be noted that the second residence (12577 Airport Road) is not included as part of the municipal heritage listing for 12541 Airport Road. As such, the heritage evaluation focuses on the built structures and landscape features associated with 12541 Airport Road as illustrated in Figure 4 below.

The surrounding area primarily consists of agricultural lands to the north, east, and west. To the south is primarily agricultural lands before switching to a mix of industrial and residential lands.



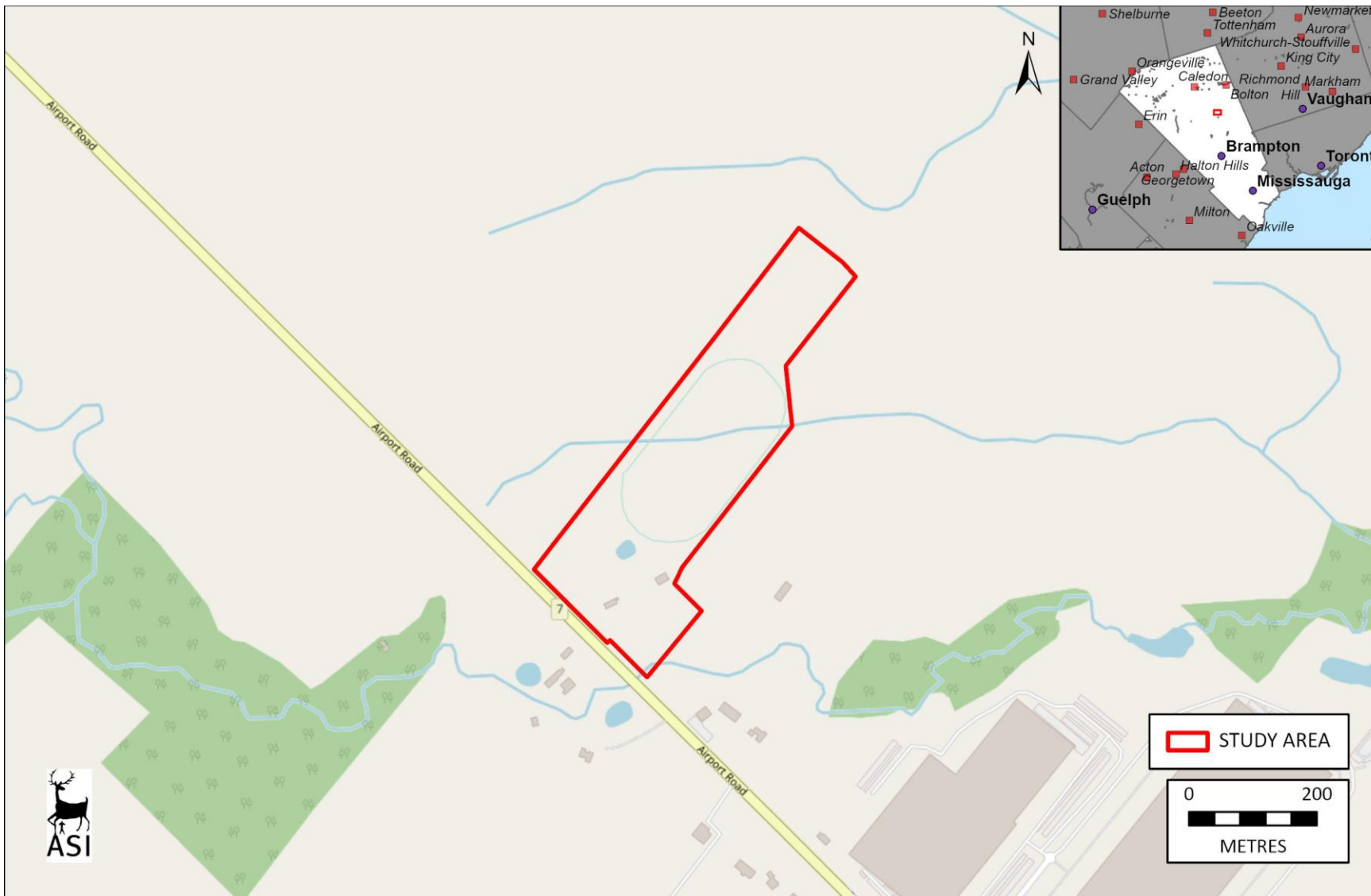


Figure 1: Location of the subject property at 12541 Airport Road
Source: (c) Open Street Map contributors, Creative Commons n.d.



Figure 2: The location of the subject property overlaid on a 2021 aerial image
Source: Satellite Imagery, 2021



Figure 3: Front (west) elevation of residence at 12541 Airport Road (ASI 2021)

1.2 Ownership Information

8181926 Canada Inc.
160 Avenue Labrosse
Pointe-Claire, QC H9R 1A1

1.3 Policy Framework

The authority to request this CHER/CHIA arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act* (Ministry of Municipal Affairs and Housing 1990), the *Provincial Policy Statement* (Government of Ontario 2020), and the Town of Caledon *Official Plan* (Town of Caledon 2018).

The *Ontario Heritage Act (OHA)* (M.H.S.T.C.I. 1990) enables designation of properties and districts under Part IV and Part V, Sections 26 through 46 and provides the legislative bases for applying heritage easements to real property.

The *Planning Act* (Ministry of Municipal Affairs and Housing 1990) and related *Provincial Policy Statement (PPS)* (Government of Ontario 2020) make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial

interest in provincial and municipal planning decisions. To inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2 (i) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.

The *PPS* indicates in Section 4.0 - Implementation/Interpretation, that:

- 4.6 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of particular relevance for the conservation of cultural heritage are contained in Section 2.0, *Wise Use and Management of Resources*, in which the preamble states that "Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits".

Accordingly, in subsection 2.6, *Cultural Heritage and Archaeology* makes the following provisions relevant to this assessment:

- 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.3 Planning authorities shall not permit *development and site alteration on adjacent lands to protected heritage property* except where the proposed *development and site alteration* has been evaluated and it has been demonstrated that the *heritage attributes of the protected heritage property* will be *conserved*.

Italicized terms in the foregoing policy statements are defined in Section 6.0 Definitions of the *PPS* and have been considered as part of the present assessment.

This provides the context not only for discrete planning activities detailed in the *Planning Act* but also for the foundation of policy statements issued under Section 3 of the *Planning Act*.



The Town of Caledon's *Official Plan* (Town of Caledon 2018) provides policy direction for cultural heritage resources within the city. Policies related to Cultural Heritage Conservation are outlined in Section 3.3 and specific policies relevant to this proposal and reviewed as part of this assessment include:

- 3.3.3.1 General Policies
- 3.3.3.3 Built Heritage Resources
- 3.3.3.4 Cultural Heritage Landscapes

1.4 Project Consultation

Available federal, provincial, and municipal heritage inventories and databases were also consulted to obtain information about the properties. These included:

- The Town of Caledon's *Heritage Register* (Town of Caledon 2020a);
- The Town of Caledon's *Designation Story Map* (Town of Caledon 2020b)
- The *Ontario Heritage Act Register* (Ontario Heritage Trust n.d.);
- The *Places of Worship Inventory* (Ontario Heritage Trust n.d.);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust n.d.);
- The Ontario Heritage Trust's *Ontario Heritage Plaque Guide*: an online, searchable database of Ontario Heritage Plaques (Ontario Heritage Trust n.d.);
- Parks Canada's *Directory of Federal Heritage Designations*, an on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada n.d.); and
- Parks Canada's *Historic Places* website, an on-line register that provides information on historic places recognized for their heritage value at all government levels (Parks Canada n.d.).

Previous consultant reports associated with potential above-ground cultural heritage resources and archaeological resources within and/or adjacent and/or in the vicinity of the subject property in the Town of Caledon included the following:

- SABE Study: Cultural Heritage Resource Assessment – Existing Conditions Report (ASI 2020b)
- Cultural Heritage Impact Assessment – 16000 Airport Road (ASI 2020a)

A full list of references consulted can be found in Section 7.0 of this document.

Heritage staff at the Town of Caledon and relevant agencies were contacted through email to confirm the presence of previously identified cultural heritage resources in or near the study area, to inquire if there are any 'in progress' Part IV or Municipal Heritage Register properties in the study area, and to request information relating to the history of the subject property. See Table 1 for a list of organizations contacted and a description of information received.



Table 1: Results of Agency Data Collection

Contact Name/ Position	Organization	Contact Information	Date(s) of Communications	Description of Information Received
Cassandra Jasinski Heritage Planner	Town of Caledon	cassandra.jasinski@caledon.ca	24 and 25 November 2021	Provided information regarding adjacent and nearby heritage properties.
Karla Barboza Team Lead, Heritage	MHSTCI	Karla.Barboza@ontario.ca	24 November and 1 December 2021	Response confirmed that the subject property is not a provincial heritage property nor adjacent to provincial heritage properties.
Kevin De Mille Natural Heritage Coordinator	Ontario Heritage Trust	Kevin.DeMille@heritagetrust.on.ca	24 and 25 November 2021	Confirmed that the subject property nor adjacent properties are Trust-owned or subject to OHT conservation easements.
Kyle Neill Senior Archivist	Peel Art Gallery, Museum and Archives	kyle.neill@peelregion.ca	3 December 2021	Requested information on the subject property, including information on the Maw, Carrothers, and Norris families, as well as any photographs or aerial images that the Archives may have. PAMA provided research files for each family from the Perkins Bull collection, aerial photographs from 1974, and Planning Department map books.
Valerie Mackie, Historian	Albion-Bolton Historical Society	http://boltonhistory.com/contact-us/	10 and 11 January 2022	Requested information on the subject property, including information on the Maw, Carrothers, and Norris families, as well as any photographs that the ABHS might have. After checking their records, no information was available.

1.5 Cultural Heritage Value

The property at 12541 Airport Road is listed as a Non-Designated property on the Town of Caledon's *Heritage Register* (Town of Caledon 2020a).

The property was added to the *Heritage Register* in May 2020 through Council Resolution #2020-91, as part of the batch listing of the remaining 509 properties from the Town's Built Heritage Resource Inventory (BHRI). The listing information sheet for the property identifies the residence as a "bungalow style farmhouse," constructed between 1925 and 1945, as part of an "early Albion Township farmstead" (Town of Caledon 2020c).



A snapshot of the map for the listing provided in the Staff Report is provided below (Figure 4). It should be noted that the listing information sheet excludes the residence at 12577 Airport Road from the listing.



Figure 4: Aerial photo with border of 12541 Airport Road property (Town of Caledon 2020c)

In the vicinity of the subject property is 12542 Airport Road which is located on the west side of Airport Road, and 12620 Airport Road which is located north of the subject property and on the west side of Airport Road. Both properties are listed as Non-Designated properties on the Town of Caledon’s *Heritage Register*. There are no heritage properties adjacent to the subject property.¹

¹ As it relates to Cultural Heritage and Archaeology, the *Provincial Policy Statement* (Government of Ontario 2020) defines adjacent as “those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan.”

2.0 HISTORICAL RESEARCH

Background historical research, which includes consulting primary and secondary source documents, photos, and historical mapping, was undertaken to identify early settlement patterns and broad agents or themes of change in the study areas. The following libraries and archives provided further information:

- Peel Art Gallery, Museum, and Archives
- Archives of Ontario
- Library and Archives Canada
- National Air Photo Library

This section provides a brief summary of historical research. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study area, including a general description of Indigenous land use and Euro-Canadian settlement.

2.1 Summary of Early Indigenous History in Southern Ontario

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris 2013).² During the Paleo period (c. 11,000 B.C.E. to 9,000 B.C.E.), groups tended to be small, nomadic, and non-stratified. The population relied on hunting, fishing, and gathering for sustenance, though their lives went far beyond subsistence strategies to include cultural practices including but not limited to art and astronomy. Fluted points, beaked scrapers, and gravers are among the most important artifacts to have been found at various sites throughout southern Ontario, and particularly along the shorelines of former glacial lakes. Given the low regional population levels at this time, evidence concerning Paleo-Indian period groups is very limited (Ellis and Deller 1990).

Moving into the Archaic period (c. 9,000 B.C.E. to 1,000 B.C.E.), many of the same roles and responsibilities continued as they had for millennia, with groups generally remaining small, nomadic, and non-hierarchical. The seasons dictated the size of groups (with a general tendency to congregate in the spring/summer and disperse in the fall/winter), as well as their various sustenance activities, including fishing, foraging, trapping, and food storage and preparation. There were extensive trade networks which involved the exchange of both raw materials and finished objects such as polished or ground stone tools, beads, and notched or stemmed projectile points. Furthermore, mortuary ceremonialism was evident, meaning that there were burial practices and traditions associated with a group member's death (Ellis and Deller 1990; Ellis et al. 2009).

The Woodland period (c. 1,000 B.C.E. to 1650 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture,

² While many types of information can inform the precontact settlement of Ontario, such as oral traditions and histories, this summary provides information drawn from archaeological research conducted in southern Ontario over the last century.



more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Ellis and Deller 1990; Williamson 1990; Dodd et al. 1990; Birch and Williamson 2013).

The arrival of European trade goods in the sixteenth century, Europeans themselves in the seventeenth century, and increasing settlement efforts in the eighteenth century all significantly impacted traditional ways of life in Southern Ontario. Over time, war and disease contributed to death, dispersion, and displacement of many Indigenous peoples across the region. The Euro-Canadian population grew in both numbers and power through the eighteenth and nineteenth centuries and treaties between colonial administrators and First Nations representatives began to be negotiated. The subject property is located on Treaty #19 territory.

The Ajetance Purchase, or Treaty #19, included 648,000 acres of land occupying portions of present-day Halton and Peel Region as well as Dufferin and Wellington County. This area was the last large tract of land ceded by the Mississaugas of the Credit First Nation, following the settlement of the Head of the Lake purchase (Treaty 14) in 1806, and is also surrounded by Treaty #3 (1784/1792) to the west, Treaty 13 (1788/1805) to the east, and Treaty 18 (1818) to the north (Government of Canada 2016). By 1818, the Mississaugas were experiencing a rapid decline in population due to increased encroachment by settlers, and declining resources and the area to the north had just been ceded by Chippewa nations (Mississaugas of the Credit First Nation 2017a).

On October 23, 1818, Deputy Superintendent William Claus met with Chief Ajetance and other delegates of the Mississaugas of the Credit First Nation to negotiate the sale of this tract of land. The payment offered for this land consisted of the yearly sum of five hundred and twenty-two pounds ten shillings in goods annually. By 1820, the Mississaugas of the Credit negotiated the sale of the remainder of their lands except for a 200 acre parcel near the mouth of the Credit River (Surtees 1984; Mississaugas of the Credit First Nation 2017b; Crown-Indigenous Relations and Northern Affairs 2016). The Ajetance Purchase is also significant due to its relationship to the Haldimand Tract. On October 25, 1784, the Governor of Quebec Sir Frederick Haldimand signed a proclamation that allotted land six miles (10 km) on either side of the Grand River to the Six Nations People for their assistance during the American revolutionary war (Filice 2018; Surtees 1984).

Upon review of the Haldimand Proclamation, however, politician and Indian Department official Sir John Johnson noted an error involving the location of the northern boundary of the tract. Governor Haldimand had mistakenly assumed in 1784 that the headwaters of the Grand River resided within the area negotiated under Treaty #3. However, the headwaters extended to the present-day community of Dundalk, Grey County, which was not negotiated until 1818 under Treaty #18. Additionally, the northern reach of the Grand River crosses through the northwestern corner of the Ajetance Purchase lands in Dufferin and Wellington County (Government of Canada 2016; Filice 2018; Surtees 1984). Due to this inconsistency, the northern boundaries of the Haldimand Tract were redefined in 1793 under Treaty #4 to end at Jones Base Line in Fergus, Ontario – at the boundary of Treaty #3 and Treaty #19. This decision to end the Haldimand tract within Treaty #3 lands rather than continuing the tract up to the headwaters



of the Grand River is still disputed by Six Nations of the Grand River and the community continues to contest the redefined territory with the Government of Canada (Filice 2018).

2.2 Euro-Canadian Settlement History

Historically, the subject property was located in the Township of Albion in Peel County, now the Region of Peel. It was located on the northwest corner of Lot 3, Concession 1, north of the village of Tullamore.

2.2.1 Township of Albion

Instructions were issued for the first survey of Albion on May 15, 1819. This work appears to have been completed before October of that same year when the first patent plans were produced. Eleven concessions comprised the township and were laid out west to east. The first settlers arrived in the township in 1819-20 to take up their lands. Many of these early settlers travelled via Mono Road, now Airport Road, since it was the only north-south roadway at this time, and much of the settlement occurred in lots 1-30 between Mono Road and Albion Road (Concessions 1-3) (Alderdice 1963).

Early settlement and development in the area is attributed to the emergence of water-power mill sites located near the Humber River, which ran through the whole length of the township. Albion was primarily settled by immigrants from England but later influxes came from elsewhere in the British Isles and Ireland. There were few absentee owners in the first half of the nineteenth century, and by the 1840s, the township was noted for its good farms, almost all of which had been established and settled on (Armstrong 1985; Smith 1846; Alderdice 1963).

By 1842, a total of 41,829 acres (16,928 ha) of land had been taken up in Albion. Approximately one quarter of that, or 10,000 acres (4,047 ha), was under cultivation and assessed at £26,279. The northern part of the township was “hilly and broken, with a great deal of pine land.” The southern part of the township contained better land and farms. The township then contained two saw mills, four grist mills and two distilleries (Smith 1846). By the early 1850s, Albion was described as being an “English township,” although “there are natives of other countries scattered in amongst the English emigrants.” By 1851, the township contained four grist mills and six saw mills. The primary crops included wheat, oats, peas, potatoes and turnips. Important farm produce included maple sugar and wool (Smith 1851). The population at this time was 4,281, and grew to 5,078 in 1861. By 1871 this number had decreased slightly to 4,875 (Smith 1851; Walker and Miles 1877).

Small villages, including the important centre of Bolton, began to emerge by mid-century, and railroads began to appear in Albion in the 1870s. Even as the number of farms declined from 589 in 1911 to 357 in 1951, farming remained the dominant industry – especially in the southern areas of the township where the soil was more fertile – and the area benefited from its proximity to Toronto (Alderdice 1963).

The township’s population rose in the post-Second World War era, though primarily in the urban settlements such as Bolton. By the 1970s, municipalities across the province were re-organizing, and Albion Township was no exception. It was annexed to the Town of Caledon in 1974.



2.2.2 Village of Tullamore

Located at the intersection of Mayfield Road and Airport Road, the name for the post office for this place was suggested by Abraham Odlum in honor of his birthplace in Ireland. In 1851, Tullamore was described as being a “small settlement...a miserable, tumble-down, dilapidated looking place.” It then contained an Episcopal Church and about 100 inhabitants. The original plan of survey for this village was surveyed by Messrs. Bristow and Fitzgerald in November 1856 for the land owner I.M. Chafee. The plan shows a number of buildings and building lots, laid out along three streets. In 1859, the village contained at least two stores (Joseph Mulligan, J & J Lindsay), a post office, wagon maker, two shoe makers, two tailors, and a blacksmith shop kept by John Duncan. The businesses in the 1870s included a cabinet factory, three stores, a blacksmith, wagon shop, harness shop, hotel, school, and the Church of England (St. Mary’s, located on Lot 17). By the 1870s, the population numbered approximately 250 inhabitants. However, following the introduction of the railway through the township in the 1870s, the amount of business carried out in this village began to wane and the population began to decline (Smith 1851; Lovell 1857; Crossby 1873; Alderdice 1963). The area remained largely agricultural throughout the twentieth century. However, the main intersection and surrounding area began to shift around the turn of the twenty-first century, with the arrival of gas stations, subdivisions (to the southeast), and other large commercial and industrial operations. The Town of Caledon’s *Official Plan* (Town of Caledon 2018) notes the creation of the Tullamore Secondary Plan on both sides of Airport Road, north of Mayfield Road, an area that features allocated areas for further industrial and commercial development in this former crossroads community.

2.3 Historical Chronology and Setting

The following provides a brief overview of the historical chronology of the subject property. It includes a history of the people who lived on or owned the property, as provided in available sources as well as a mapping review. It is based on a variety of primary and secondary source materials, including maps, census data, tax assessment rolls, and abstract indexes.

The crown patent for this property, found on Concession 1, Lot 3 of the former Albion Township, went to John Ross in 1823 (OLRA n.d.). Ross and his wife then sold it to Robert Maw in 1824 (OLRA n.d.). Maw and his family likely erected a residence (at an unknown location on the property) and lived there for the following few decades, though 50 acres on the southwest corner was sold in 1825 (OLRA n.d.).

The 1851 census (Library and Archives Canada 1851) identifies Robert Maw, aged 64, his wife Elizabeth, aged 64, and their two children James, 22, and Mark, 19. Robert Maw is identified as a farmer, and a native of Ireland, and the family are all Wesleyan Methodists. The family lived in a single-storey frame house. Though it is not specified as to where in Albion Township it was located, it was likely on Concession 1, Lot 3.³ Robert Maw sold the most easterly 50 acres of Lot 3 to his son Thomas Maw in 1854. The 1859 Tremaine Map for Peel County shows the extent of ownership and the land allotment at this time (Figure 7). While no residence is depicted, it was not uncommon for map makers at this time to

³ The 1851 Agricultural Census, which normally identify occupants of lots and concessions, is not available for Albion Township.



exclude features and structures that were in fact extant. Robert Maw then sold another 50 acres on the east half to Thomas Maw in 1861 (OLRA n.d.).

Robert Maw and/or members of his extended family likely continued to farm Lot 3 – including the subject property – until the late 1860s. In 1868, the Tax Assessment Roll notes that the west half of Lot 3 was divided between two farmers: Francis Graham, a 50-year-old freeholding farmer who owned 50 acres on the south side and Mark Maw, Robert Maw’s son, a 33-year-old freeholding farmer who owned 50 acres on the north side, which is the site of the subject property. However, it is not clear if he lived on the subject property, and if so, what type of residence he lived in (Albion Township 1868). Moreover, Robert Maw continued to be recognized as the owner in the Abstract/Parcel Register Book. The 1868 Assessment Roll also notes that 46-year-old freeholding farmer Thomas Maw owned and resided upon 100 acres on the east side of Lot 3 as well as 25 acres on the east side of Lot 4 (Albion Township 1868).

Robert Maw died c. 1868, and his 50-acre property was left to Elizabeth Maw et al in his will. The et al likely included William Barber, as he sold the land to Thomas Thompson in 1869. The 1869 Tax Assessment Roll notes that the west half of Lot 3 continued to be divided into two halves, with Francis Graham’s property on the south side and Thomas Thompson’s property on the north (Albion Township 1869). Thompson likely never lived on the subject property, though, as the 1870 Tax Assessment shows that he rented the 50 acres out to Stephen Whitworth, identified as a Tenant Householder (Albion Township 1870). Thomas Thompson’s son or brother, Robert Thompson, sold the north half of the west half (50 acres) to Thomas Maw in 1875 (OLRA n.d.).

As of 1875, therefore, Lot 3 was divided into two owners: Thomas Maw Senior, who owned 150 acres, including the subject property, and Francis Graham, who owned 50 acres in the lot’s southwest corner. It is unknown when exactly Graham began renting out his portion of the lot, but beginning in 1874, he rented out his 50 acres to John Carrothers, a 35-year-old farmer (Albion Township 1874).⁴ The 1875 Tax Assessment notes that Thomas Maw Senior was 53 years old, and owned 50 acres on the northwest corner of Lot 3. His two sons, Thomas Maw Junior and Joseph Maw, were joint tenants on the neighbouring 125 acres (100 acres on the east half of Lot 3 and 25 acres on the east half of Lot 4). This suggests that Thomas Maw Senior was living in a residence on the subject property, John Carrothers was living in a residence to the south, and Thomas Maw Junior and Joseph Maw were living in a residence on the east half of Lot 3. All three residences are visible on the 1877 Historical Atlas (Figure 8).

Thomas Maw Junior appears to have moved onto the subject property between 1877 and 1879 according to the 1879 Assessment Roll (Albion Township 1879). He was still listed as the tenant householder in the 1882 Assessment Roll, at which point he had six cows, five sheep, two pigs, and one horse (Albion Township 1882). His father still owned the subject property at this time. At some point between 1882 and 1893, Thomas Maw Junior’s brother Frederick Maw (1866-1942) came to be the freeholding farmer on the subject property. It is plausible that his move coincided with his marriage to Margaret Spiers in 1890. They continued to reside on the property throughout the 1890s (Albion Township 1893; Albion Township 1899). In 1900, Frederick officially inherited the subject property following his father’s death. Three years later, he took ownership of the 100 acres on the east half of the lot as well (OLRA n.d.).

⁴ Note that Graham also rented out 100 acres he owned on Lot 4 to Carrothers.



On the 1911 census, Frederick and Margaret Maw and their four children are listed as living on the east side of Lot 3, and owning 150 acres on the lot. This means that they were presumably renting out a house on what is now Airport Road. That residence is depicted on the 1914 topographic map within a rural-agricultural context. Salt Creek flows along a diagonal angle near the southwestern most corner of his property. A residence, likely belonging to George Carrothers who secured ownership of the southwest corner of Lot 3 in 1908, is also depicted just south of the study area along what is now Airport Road (Figure 9).⁵ Frederick Maw continued to own the subject property until 1926. That year, he sold the 50-acre property to George W. Carrothers, who, as noted above, was likely living in a house immediately to the south (OLRA n.d.).⁶ Carrothers appears to have sold the house and property on the south side of the lot to his brother-in-law George F. Norris in 1919, though Carrothers, Norris, and his wife Frances may have all lived together on the southern part of the lot til c. 1926.

The Inventory Listing Sheet for 12541 Airport Road notes that the subject house's estimated period of construction is between 1925 and 1945 (Stewart and Dilse 2008). Correspondence with Bruce Norris, a longtime owner and occupant of the residence and now 80 years old, confirms the lower range of this broad date range. More specifically, Norris – who was Carrothers' nephew – notes that Carrothers moved the subject structure from the village of Tullamore to its present location in 1934. Several horses were involved in the moving process and in placing it on the foundation. Given its location, it is likely that Carrothers placed the subject residence near to the same location as a previous residence, which may have been a log house. Note that the 1914 topographic map depicts a residence slightly north of a ridge line while the 1940 topographic map (Figure 10) depicts the subject residence slightly south of the same ridge line.

By 1946, the subject property was a fully operational farm with a complex of structures (Figure 5). Tree-lined hedge rows are visible along the property boundary as it was at the time. Agricultural fields are located to the north, east, and south of the residence, and are divided into different sections. Given the dotted pattern and spacing of the dots, the rectangular section in the northern middle portion of the property may be fruit tree stakes. It is unknown why there is an empty space in the middle of that section, though it may be connected to an unnamed creek traversing through it. The subject residence, which at this time did not include the rear extension, is depicted surrounded by four barns/outbuildings, several mature trees, and what may be a penstock (Figure 6).

⁵ Note that George, aged 32, and his sister Jane, aged 46, are listed as living on the west side of Lot 3 on the 1911 Census (Library and Archives Canada 1911).

⁶ George's parents, John and Mary Carrothers, had been renting and/or owning the lands directly north and south of the subject property from the 1870s to the early twentieth century, and ultimately sold their lands to him in 1908. He sold the 50 acres on the southwest of Lot 3 in 1919.





Figure 5: 1946 aerial photograph showing the subject property at 12541 Airport Road (NAPL 1946)



Figure 6: Detail from 1946 aerial photograph showing the subject property at 12541 Airport Road (NAPL 1946)

Carrothers likely lived and farmed on the subject property until his death c. 1950. He sold one acre on the northwestern most corner of his property to Mihiel Kralik in 1949, and Kralik erected a residence (now 12577 Airport Road) sometime thereafter (OLRA n.d.). Carrothers arranged an “L. of P.” with Henry B. Norris for “Part W ½” in 1950 (OLRA n.d.). Henry B. Norris – otherwise known as Bruce – was the grandson of George (d. 1950) and Frances Norris (d. 1948), and Frances was Carrothers’ sister, so there is a family connection in the change of property title. Correspondence with Bruce Norris confirmed that he did inherit the property from George Carrothers at the age of nine. The “L. of P.” was likely an arrangement agreed upon between Carrothers and Bruce Norris’ parents.

The 1954 aerial image (Figure 11) shows the subject property in a rural-agricultural context. The residence on the subject property is extant, with barns visible to the east. A tree-lined hedge row is visible along the northern border and Salt Creek runs along its extant course near the southwest corner of the property. The dotted pattern in the northeastern most section is no longer visible. The 1974 aerial image (Figure 12) depicts the property in a similar fashion, though the fields have been divided into different sections.

Bruce Norris continued to remain the owner of the subject property until 2010. At some point between 1976 and 1994, an oval-shaped horse-track was added to the rear of the property, which remained in a rural-agricultural context (Figure 13).

In 2010, Bruce Norris sold the property to the Trustees of Toronto’s Sungrak Church who in turn sold the property to a numbered company in 2015.⁷

⁷ This information is provided in the Teranet report for the subject property.





Figure 7: The location of the subject property overlaid on the 1859 Tremaine Map of the County of Peel
Source: Map of the County of Peel (Tremaine 1859)

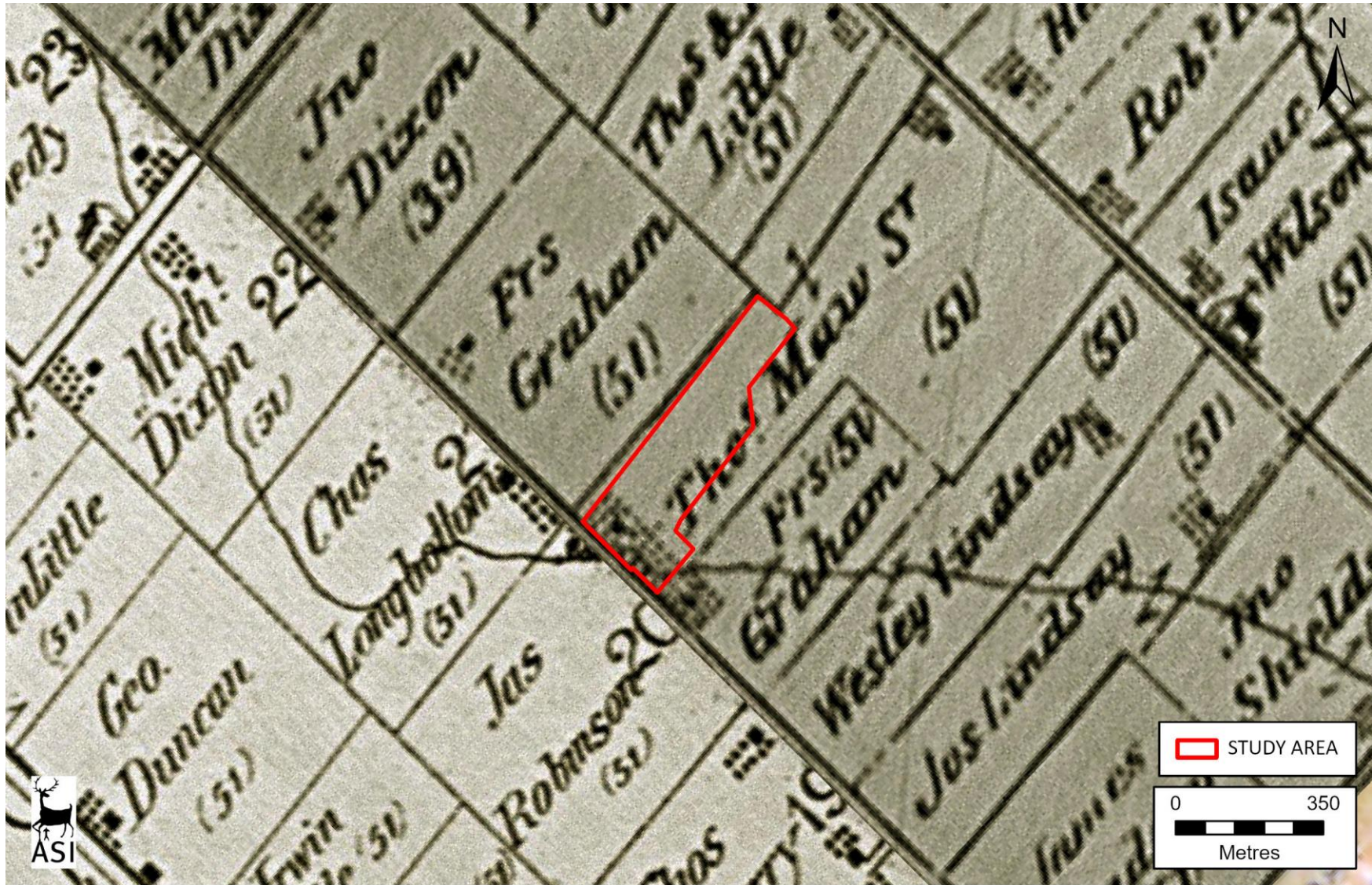


Figure 8: The location of subject property overlaid on the 1877 Illustrated Historical Atlas of Peel County
Source: Illustrated Historical Atlas of Peel County (Walker and Miles 1877)

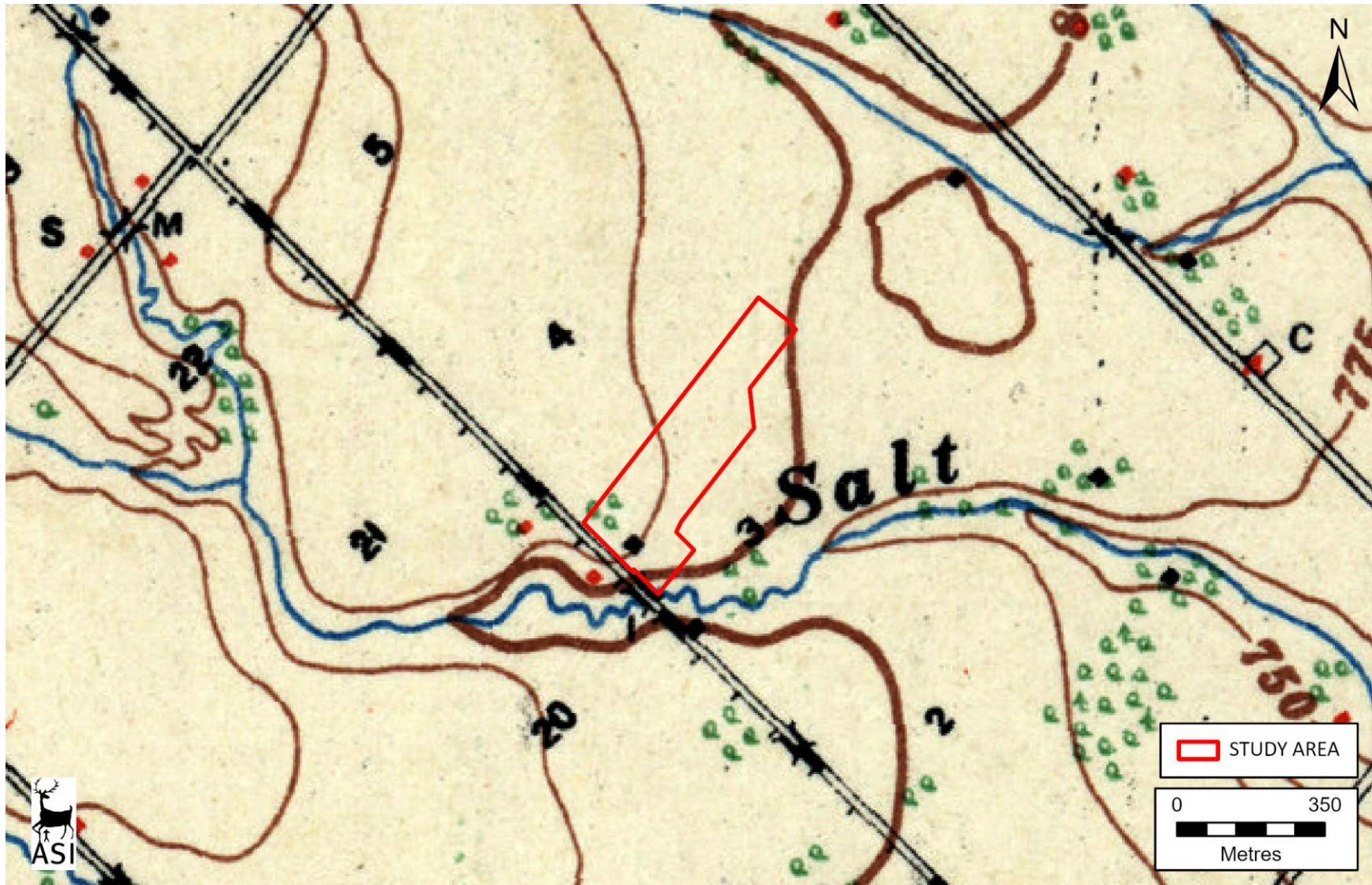


Figure 9: The location of the subject property overlaid on a 1914 topographical map, Bolton Sheet
Source: (Department of Militia and Defence 1914)

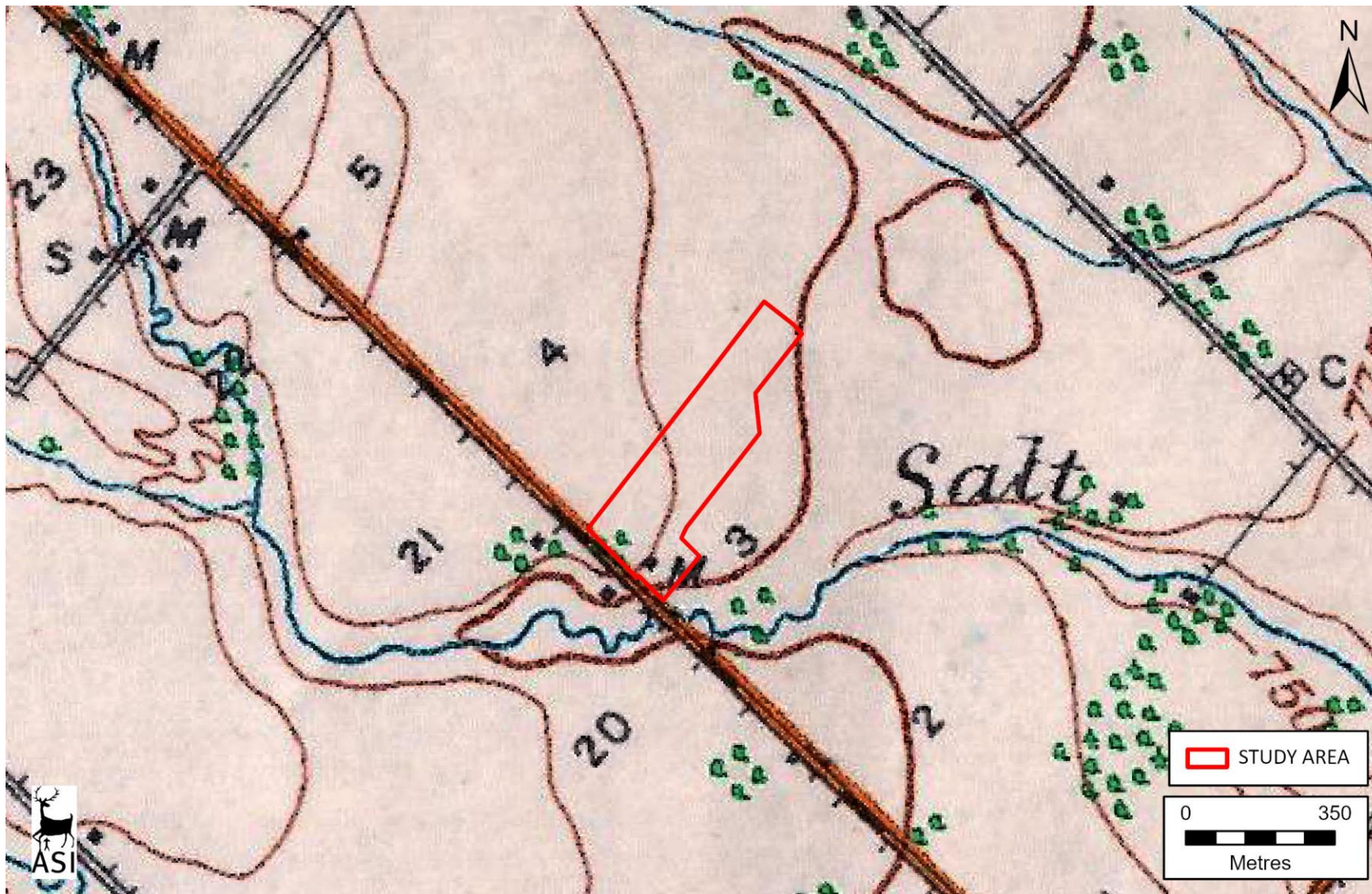


Figure 10: The location of the subject property overlaid on a 1940 topographical map, Bolton Sheet
Source: (Department of National Defence 1940)

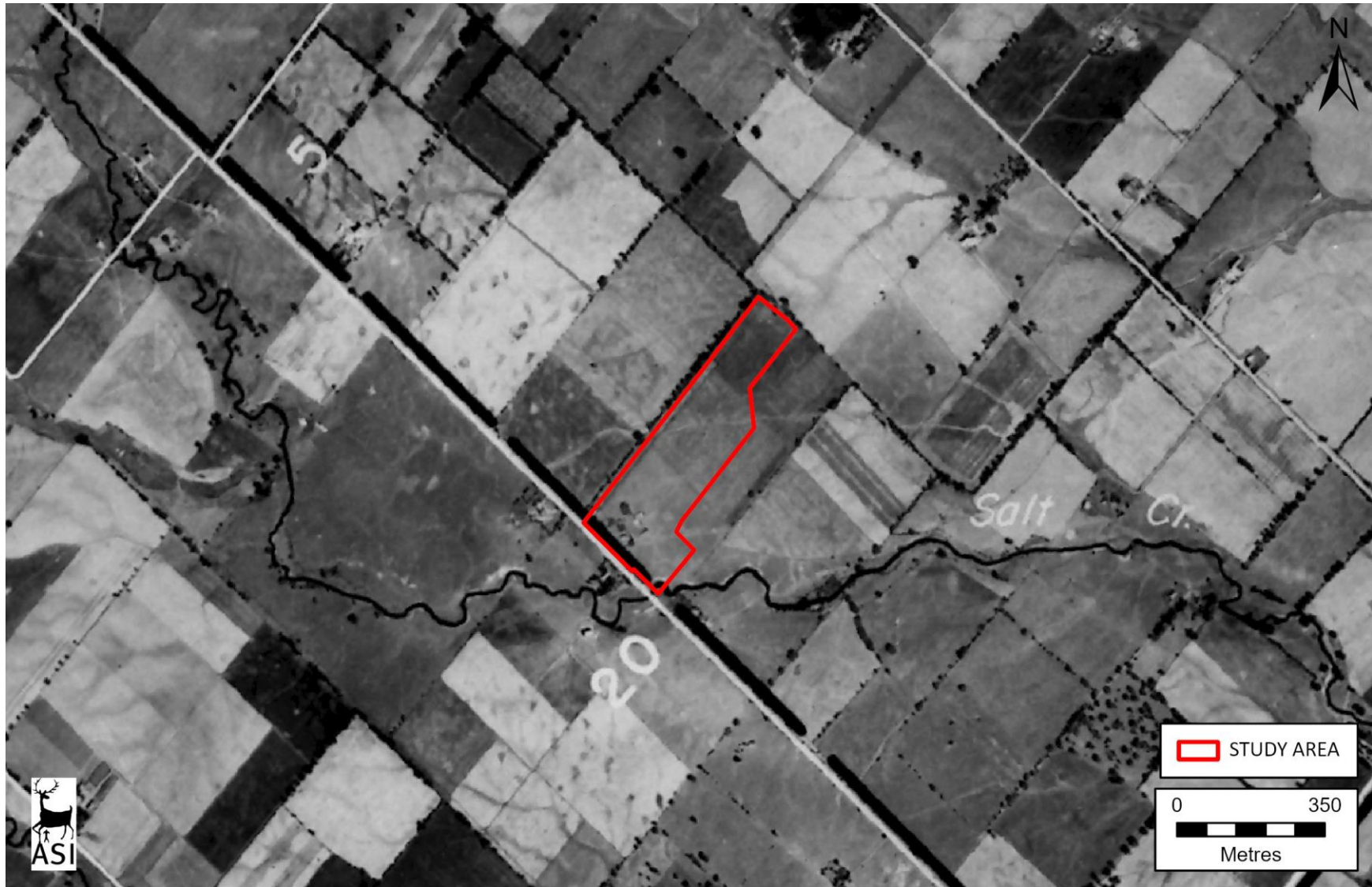


Figure 11: The location of the subject property overlaid on a 1954 aerial photograph
Source: (Hunting Survey Corporation Limited 1954)

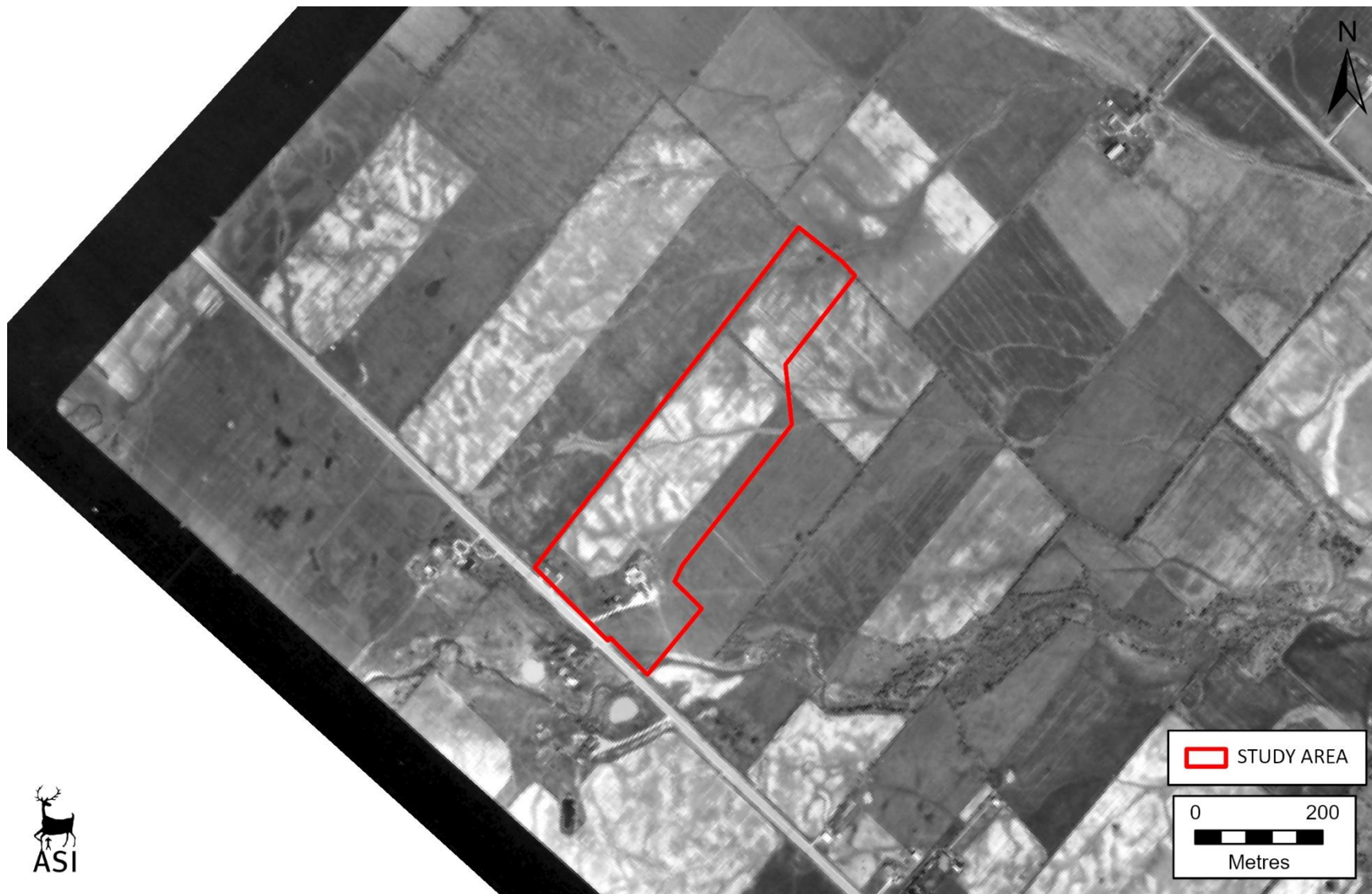


Figure 12: The location of the subject property overlaid on a 1974 aerial photograph
Source: (PAMA)

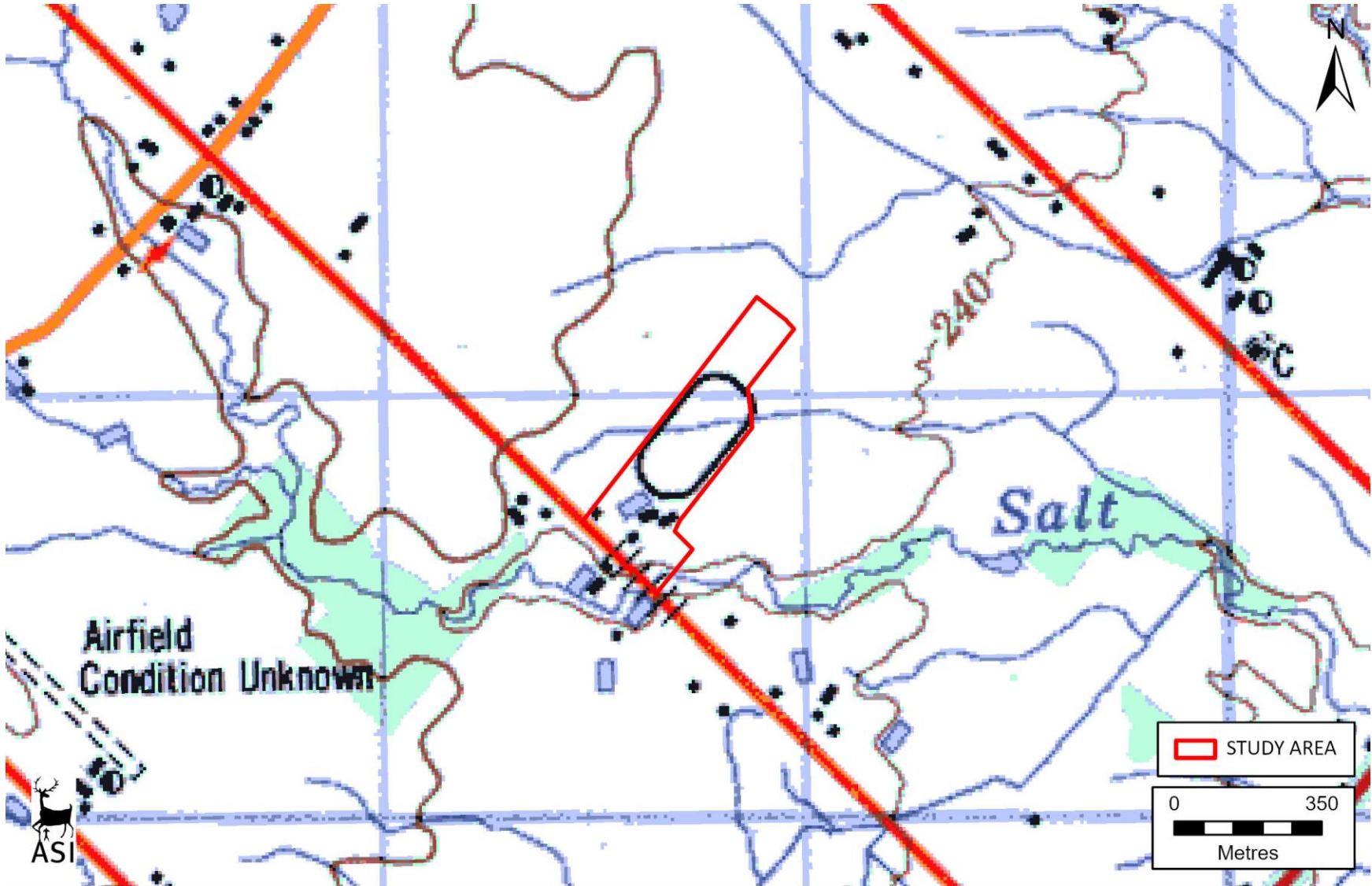


Figure 13: The location of subject property overlaid on a 1994 topographical map, Bolton Sheet
Source: (Department of Energy, Mines and Resources 1994)

3.0 EXISTING CONDITIONS

A site visit to the subject property was conducted on 1 December 2021 by Michael Wilcox and Annie Veilleux, both of ASI. The site visit included photographic documentation of the subject property's exterior and the residence's interior.

The property at 12541 Airport Road in the Town of Caledon is on the east side of Airport Road, a nineteenth-century transportation route previously known as Mono Road. The property features a one-and-a-half-storey vernacular residential building, two outbuildings, a barn, a second house (12577 Airport Road), and a large agricultural property. Photographic plates (Plate 9 to Plate 28) are provided below.

3.1 Landscape

The subject property at 12541 Airport Road in the Town of Caledon is on the east side of Airport Road, a north-south oriented roadway that carries a single lane of vehicular traffic in each direction. To the north and west of the subject property is largely agricultural lands (Plate 1 and Plate 2) and to the south is primarily agricultural before switching to a mix of industrial and residential lands (Plate 3).

There are four structures on the property. The main residence sits on a slight rise of land compared to the surrounding fields to the north and east, and with a prominent slope to the south (Plate 4). The driveway is gravel and extends up the slope from Airport Road, and continues past the residence before curving toward the barn and garage. Another outbuilding serving an unknown function is also located east of the main residence. Cornfields dominate the landscape to the east and south of the main residence and these fields include a former horse track (Plate 5). A former paddock for the horses is located to the north of the residence (Plate 6). A pond is located east of the paddock and north of the garage. A tree line stretches along the property's northern and eastern borders and another one runs along the border between the former paddock and the property at 12577 Airport Road. Salt Creek runs diagonally through the most southwestern corner of the property and a tributary of Salt Creek traverses through the middle of the property. Two properties in the vicinity of the subject property are found on the Town of Caledon's *Heritage Register*: the first at 12542 Airport Road (Plate 7) and the second at 12620 Airport Road (Plate 8), both on the west side of Airport Road. Both are non-designated properties listed under Section 27 (1.2) of the *Ontario Heritage Act*.





Plate 1: View looking north from 12541 Airport Road (ASI 2021)



Plate 2: View looking northwest from 12541 Airport Road (ASI 2021)



Plate 3: View looking south from 12541 Airport Road (ASI 2021)



Plate 4: View looking north to 12541 Airport Road (ASI 2021)



Plate 5: Former horse track set amidst the cornfields east of the residence (ASI 2021)



Plate 6: Former paddock north of the residence (ASI 2021)



Plate 7: Residence at 12542 Airport Road (ASI 2021)



Plate 8: Residence at 12620 Airport Road (ASI 2021)

3.2 Residence

3.2.1 Exterior

The residence on the subject property consists of a one-and-a-half storey frame house with a rectangular footprint. The residence originally had a rectangular footprint, which has been extended by a rear single-storey addition on the east elevation. The original residence has a hipped roof and the extension has a gabled roof.

The front (west) façade features a wooden and concrete covered porch with decorative posts. This elevation also features an entrance on its left side, a centrally located window on the first storey, and a hipped dormer on the upper storey (Plate 9 and Plate 10). The south elevation features two large bay windows on the main floor with another hipped dormer on the upper storey. This elevation also features an enclosed addition that serves as the main entrance, as well as a large window on the rear addition (Plate 11). The east elevation includes the single-storey addition as well as a glass-enclosed porch (Plate 12). The north elevation features one large bay window and two smaller windows (Plate 13). The residence features a concrete block foundation which has been parged and two brick chimneys, including an interior chimney associated with the original residence and an exterior chimney on the rear addition (Plate 14 and Plate 15). The exterior of the entire residence is clad in white vinyl siding; underneath the siding is not visible. All windows, doors, and eaves are vinyl.



Plate 9: Western elevation of 12541 Airport Road (ASI 2021)



Plate 10: Porch and decorative trellis (ASI, 2021)



Plate 11: Southern elevation of 12541 Airport Road (ASI 2021)



Plate 12: Eastern elevation of 12541 Airport Road (ASI 2021)



Plate 13: Northern elevation of 12541 Airport Road (ASI 2021)



Plate 14: Concrete block foundation and parging (ASI 2021)



Plate 15: Chimney from original building and from rear (east) addition, looking northwest (ASI 2021)

3.2.2 Interior

The basement of 12541 Airport Road features a concrete block foundation and concrete flooring (Plate 16). There are two vinyl sliding windows on both the north and south elevations. There are three circular wooden column supports as well as a main east-west support beam of three machine cut planks. A brick chimney is evident, as is a blocked off section on the west side of the basement (Plate 17). Note, too, that a crawl space exists under the rear addition (Plate 18).

The semi level of the residence is a later addition and serves as the main entrance into the dwelling. The area consists of a closet, some open space, and two staircases: one down to the basement and one up to the kitchen (Plate 19). The main floor consists of an open-concept kitchen with dining/living room (Plate 20), bedroom (Plate 21), bathroom (Plate 22), and staircase landing area (Plate 23). The rear addition is accessed via the kitchen and consists of a large open space with wood panel siding, wood ceiling, and wood-burning fireplace with stone mantle (Plate 24). A glass sliding door provides access to an enclosed sunroom at the rear of the house (Plate 25). The residence's upper storey is a single bedroom with windows on the west and south sides and a closet on the east side (Plate 26). Overall, there are very little original or early materials or features inside the residence. The exceptions may be the window surrounds on the staircase landing, and potentially some moulding and surrounds in the bathroom (Plate 27 and Plate 28).



Plate 16: Concrete block walls and wood beams in basement (ASI 2021)



Plate 17: View of the chimney base (ASI 2021)



Plate 18: Crawl space underneath the eastern addition (ASI 2021)

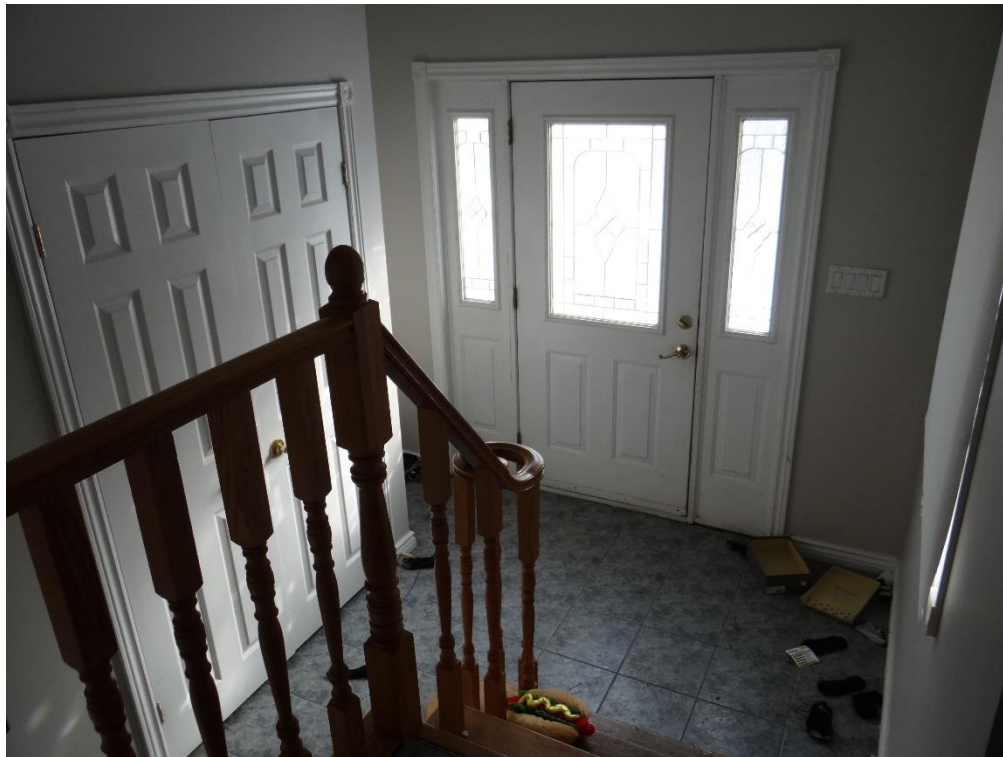


Plate 19: Foyer, with closet (ASI 2021)



Plate 20: Open concept kitchen and dining/living room (ASI 2021)



Plate 21: Main floor bedroom (ASI 2021)



Plate 22: Main floor bathroom (ASI 2021)



Plate 23: Staircase landing area off kitchen on main floor (ASI 2021)



Plate 24: Rear extension with wood-burning fireplace (ASI 2021)



Plate 25: Enclosed sunroom off the rear addition (ASI 2021)



Plate 26: Upstairs bedroom, looking west (ASI 2021)



Plate 27: Window surround in staircase landing area (ASI 2021)



Plate 28: Moulding and surround in bathroom (ASI 2021)

3.3 Outbuildings

The property at 12541 Airport Road features an outbuilding, a garage, and a barn. The outbuilding, erected at an unknown date prior to 2001, served an undetermined purpose. It is a small building with white vinyl siding, a side-gable roof, concrete floor, two windows and two doors, and an overhanging eave (Plate 29). The garage was erected at an unknown date prior to 1994. Its exterior features a single garage door, side-gabled roof, and green aluminum siding (Plate 30). The garage interior was inaccessible during the site visit. The barn was erected at an unknown date prior to 1976. Its exterior features a steel gambrel roof, blue aluminum siding, evenly spaced windows, a barn door on the west façade and garage door on the east façade, with each side having a double set of doors over top (Plate 31 and Plate 32). The barn’s interior features a long central corridor with wooden horse pens along the side. At the time of ASI’s access, the main corridor was filled with debris (Plate 33). Remnants of a former garage are visible approximately halfway between the residence and the barn (Plate 34). Based on aerial imagery on the Town of Caledon website, the barn appears to have burned down or was demolished between 2009 and 2011 (Town of Caledon 2022).



Plate 29: Outbuilding to the east of the residence at 12541 Airport Road (ASI 2021)



Plate 30: Garage, looking northwest (ASI 2021)



Plate 31: West façade of barn, looking northeast (ASI 2021)



Plate 32: East façade of barn, looking west (ASI 2021)



Plate 33: Barn's interior, featuring former horse pens (ASI 2021)



Plate 34: Remnants of former garage (ASI 2021)

3.3.1 Second House at 12577 Airport Road

The property at 12541 Airport Road also includes a second residence at 12577 Airport Road. The single-storey frame structure has a rectangular footprint and a side-gable roof and appears to have been constructed in two stages. The northern section of the house is clad in vinyl siding while the southern portion is clad in brick. The house was likely constructed in the mid-to-late twentieth century (Plate 35). The house at 12577 Airport Road is not part of the heritage listing for 12541 Airport Road.



Plate 35: The residence at 12577 Airport Road (ASI 2021)

4.0 CULTURAL HERITAGE VALUE

4.1 Comparative Analysis

Properties designated under Part IV and Part V of the *Ontario Heritage Act* or listed on the Town of Caledon's *Heritage Register* (Town of Caledon 2020a) were reviewed to identify comparable buildings for the purposes of establishing a comparative context for evaluating the subject property. Comparative examples were selected either to compare architectural style or building typology and to situate the subject property in relation to its local context. The three comparable structures outlined below are all found on the Town of Caledon's *Heritage Register*, and more specifically within the inventory of non-designated properties listed under Section 27 (1.2) of the *Ontario Heritage Act*.

4.1.1 19778 Main Street, Alton

This residence is a one-and-a-half storey Craftsman style bungalow, erected c. 1916 (Plate 36). It is found on Alton's Main Street. The building has a rectangular footprint and features similar size and massing with the residence at 12541 Airport Road. The residence has a brick exterior and features two dormers extending from the upper floor. There is a front verandah with a separate roof from the main residence and brick pillars; the verandah is located across approximately half of the street-facing front side.



Plate 36: 19778 Main Street, Alton (Courtesy of Google Streetview 2021)

4.1.2 10693 Old Highway 9

This residence is a one-and-a-half storey vernacular structure erected in the late nineteenth century (Plate 37). It is found on a rural stretch of Highway 9, which formed the northern border of the former Albion Township. The building has a rectangular footprint and features similar size and massing with the residence at 12541 Airport Road. The residence has a stucco exterior and features a front dormer extending from the upper floor over the enclosed porch, which has a separate roof from the main residence.



Plate 37: 10693 Old Highway 9 (Courtesy of Google Streetview 2021)

4.1.3 12282 Bramalea Road

This residence is a one-and-a-half storey neoclassical style home, erected c. 1900-25 (Plate 38). It is found on a rural stretch of Bramalea Road. The building has a rectangular footprint and features similar size and massing with the residence at 12541 Airport Road. The residence has aluminum or vinyl siding and features a front dormer extending from the upper floor over the front verandah, which has a separate roof from the main residence. The main entrance is centred, and symmetrically-placed windows flank the doorway on either side.



Plate 38: 12282 Bramalea Road (Courtesy of Google Streetview 2014)⁸

4.1.4 Summary

The three identified comparative residences represent varying types of architectural styles. However, they do share similar design elements such as being one-and-a-half stories, dormers on the upper level, and front porches/verandahs. Two are located in a rural context and one is located in an urban context. Each of the comparative buildings retain greater integrity of their architectural style as there have been fewer exterior alterations to them. Furthermore, the construction dates for these three buildings all predate the subject residence.

⁸ Note that the residence is obscured in the 2021 Google Streetview.

4.2 Ontario Regulation 9/06 Evaluation

The evaluation of the subject property at 12541 Airport Road using the criteria set out in *Ontario Regulation 9/06* is presented in the following sections (Table 2).

Table 2: Evaluation of 12541 Airport Road – *Ontario Regulation 9/06*

1. The property has design value or physical value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	N	This one-and-a-half storey vernacular bungalow was moved to the subject property in 1934, though its specific construction date remains unknown. It does not appear to be a rare, unique, representative, or early example of any particular style, type, expression, material, or construction method. Comparative analysis demonstrates that there are a number of other residences from the nineteenth and twentieth century that retain more of their original architectural detailing and material. The subject structure does not meet this criterion.
ii. displays a high degree of craftsmanship or artistic merit; or	N	The property at 12541 Airport Road does not meet this criterion. The residence and all outbuildings appear to be simple structures that do not display a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	N	There is no indication that construction of the residence on the property demonstrates a high degree of technical or scientific achievement. The subject structure does not meet this criterion.
2. The property has historical value or associative value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	N	The residence and/or surrounding property were owned and/or occupied primarily by members of the Maw, Carrothers, and Norris families. They are not known to be significant members of the community of Tullamore, nor Albion Township. The subject property does not meet this criterion.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or	N	There is no indication that the subject structure has the potential to yield information that contributes to an understanding of a community or culture. The subject structure does not meet this criterion.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	N	The subject structure was designed and built by an unknown architect/builder. At this time, it remains unknown if they were significant to the community. The subject structure does not meet this criterion.
3. The property has contextual value because it:		
Ontario Heritage Act Criteria	Response (Y/N)	Analysis
i. is important in defining,	N	The subject property is located in a rural-agricultural



maintaining or supporting the character of an area;		context, though it does not appear to be important in defining, maintaining, or supporting the character of the area. Furthermore, the rural property is on the northern edge of a mixed industrial and residential area north of Brampton, and as such this area does not have a cohesive character that the property would be an important contributor towards. The subject property does not meet this criterion.
ii. is physically, functionally, visually or historically linked to its surroundings; or	N	The property at 12541 Airport Road is not known to meet this criterion. The property is located at the northern edge of a developed area and, while the immediate surroundings of the property are rural in nature, the property does not contain significant elements that physically, functionally, visually, or historically link it to its surroundings. The extant residence replaced an earlier residence, and the barn was built in the second half of the twentieth century. Though there are elements of the property that are typical of a large rural property, such as fields and treelines, these elements alone do not significantly link the property to the surrounding area.
iii. is a landmark.	N	The subject property at 12541 Airport Road is not considered to be a landmark within the local context. It is not physically or visually prominent within its immediate context.

Based on available information, it has been determined that the property at 12541 Airport Road does not meet criteria contained in Ontario Regulation 9/06 and therefore does not have cultural heritage value.

5.0 PROPOSED DEVELOPMENT

5.1 Proposed Work

ASI has reviewed the proposed Conceptual Transport Truck/Trailer Parking Layout by Malone Given Parsons dated 29 November 2021 (see Appendix A). The project proposes transforming the 11.85 hectare agricultural property to one primarily dedicated to truck trailer parking. The parking area is proposed to encompass 7.78 hectares, while vegetative groundcover will encompass 2.89 hectares and an environmental area will encompass 1.18 hectares. The existing structures on the property will not be directly impacted by the proposed undertaking.

Three acoustic barriers will be added behind the buildings. These will measure four to five metres in height. While specific details as to the material and aesthetics of the barriers have not yet been developed, an acoustic barrier could be a combination of an earth berm, wood and/or concrete fencing, masonry wall, etc., as long as the total height and the density requirements are met. According to the noise report developed for this project, these acoustic barriers should meet a minimum surface density



of 20kg/sq m and must have no gaps or openings that would compromise their acoustic performance (client communication, 17 February 2022).

5.2 Impact Analysis

As the property at 12541 Airport Road is listed on the Town of Caledon's Heritage Register, an evaluation of the property's cultural heritage value under Ontario Regulation 9/06 was conducted as part of this report. The report found that the property does not have cultural heritage value and as such does not merit designation under the *Ontario Heritage Act*. As such, no impact analysis is required.

6.0 CONCLUSION

ASI was contracted by 8181926 Canada Inc. to conduct a Cultural Heritage Impact Assessment (CHIA) for the property at 12541 Airport Road in the Town of Caledon. This property consists of a residence, garage, barn, small outbuilding, a residence at 12577 Airport Road, and surrounding farmlands. The CHIA is being undertaken to fulfill requirements for Temporary Use Zoning Bylaw applications to permit truck trailer parking on the property. The property is listed on the Town of Caledon's Heritage Register. The intent of the CHIA is to determine the cultural heritage value of the property and if necessary, measure the impacts of the proposed development on its cultural heritage value.

The evaluation was prepared in consideration of data regarding the design, historical/associative, and contextual values within the Town of Caledon. The evaluation determined that the property at 12541 Airport Road did not meet the criteria outlined in *Ontario Regulation 9/06* and as such does not merit designation under the *Ontario Heritage Act*. Further impact analysis in relation to significant built heritage resources and/or cultural heritage landscapes is not required.

6.1 Recommendations

Based on the evaluation of the property under *Ontario Heritage Act* Regulation 9/06, the following recommendations are proposed as part of the proposed development of the property:

1. The property at 12541 Airport Road is not known to meet criteria contained in Ontario Regulation 9/06 and therefore does not retain cultural heritage value or interest.
2. This report should be submitted to heritage planning staff at the Town of Caledon for review.
3. Given the agricultural surroundings of the property, consideration should be given to the design of the acoustic barriers so that they are sympathetic in material and aesthetic to the setting and context of the area.



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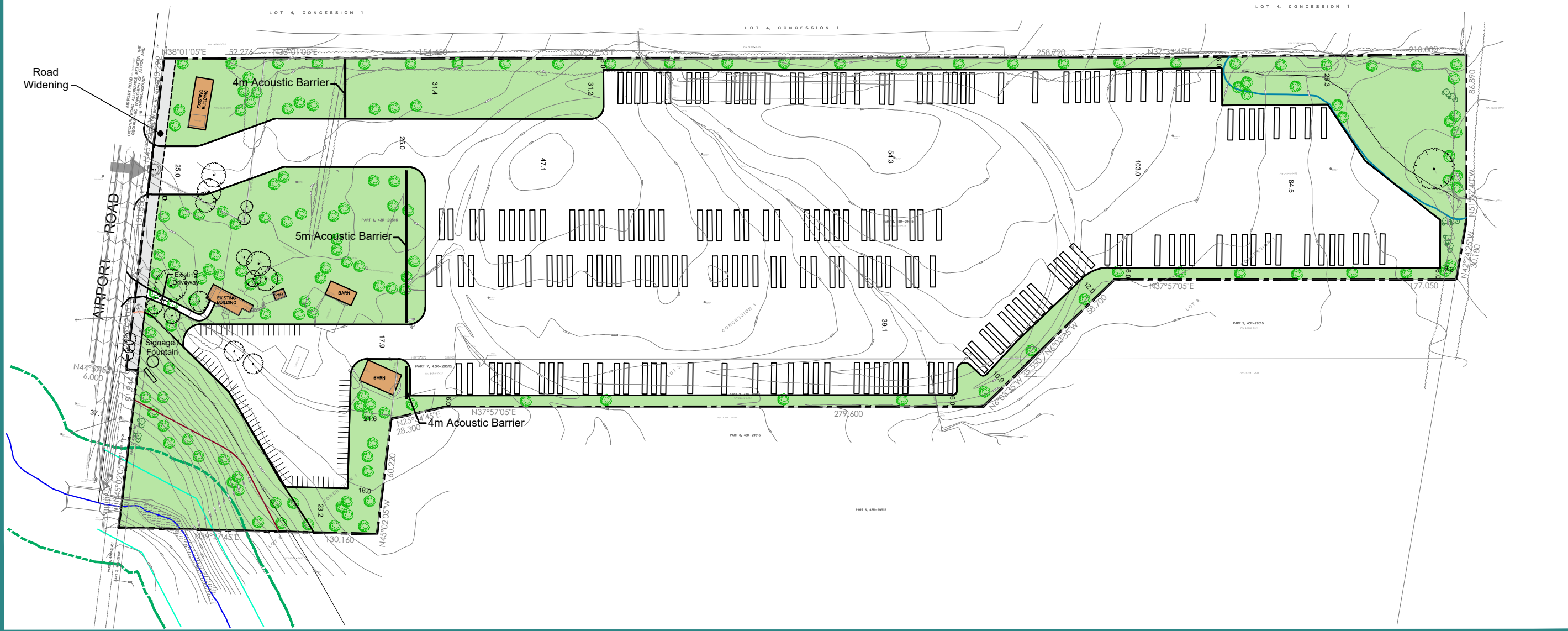
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TOWN OF CALEDON
PLANNING
RECEIVED
Mar 18, 2022

APPENDIX A: Conceptual Layout for Transport Truck/Trailer Parking at 12541 Airport Road

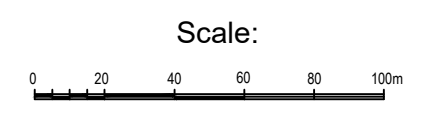
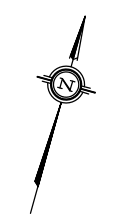




- Subject Lands - 11.85 ha
- Watercourse
- Watercourse +30m
- Meanderbelt
- Meanderbelt +30m
- Swamp Edge
- Top of Bank 10m Buffer
- Wetland 10m Buffer

Schedule of Land Use

Gravel Parking Area	7.78 ha
Vegetation Groundcover	2.89 ha
Environmental Area	1.18 ha
Total Area	11.85 ha



**CONCEPTUAL TRANSPORT
 TRUCK / TRAILER PARKING LAYOUT**

12541 & 12577 AIRPORT ROAD
 Town of Caledon
 Regional Municipality of Peel

Date	Revision	By
Jan 6 / 21		
Nov 3 / 21		
Nov 29 / 21		

Prepared For:



MGP File: 19-2801