

Heritage Impact Assessment: 14475 Highway 50, Caledon, Ontario

Final Report

June 11, 2026

Prepared for:
Oakbank Estates Inc.
3550 Langstaff Road
Woodbridge, ON L4L 9G3

Prepared by:
Stantec Consulting Ltd.
100-300 Hagey Boulevard
Waterloo, ON N2L 0A4

Project/File:
160941285



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Prepared by  Digitally signed by Giansante, Christian
Date: 2026.06.11 11:26:25 -04'00'

(signature)

Christian Giansante, CAHP
Cultural Heritage Specialist

Reviewed by  Digitally signed by Walter, Laura
Date: 2026.06.11 11:50:55 -04'00'

(signature)

Laura Walter, MA, CAHP
Cultural Heritage Specialist

Approved by  Digitally signed by Carmichael, Tracie
Date: 2026.06.12 08:57:37 -04'00'

(signature)

Tracie Carmichael, B.A., B.Ed.
Business Centre Practice Leader



Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by Oakbank Estates Inc. (the Proponent) to prepare a *Heritage Impact Assessment* (HIA) for the property located at 14475 Highway 50 (Regional Road 50), in the Town of Caledon (the Town), Ontario. In accordance with Section 27(1) of the *Ontario Heritage Act* (OHA) (Government of Ontario 1990a), the Town maintains a register of properties that are of potential cultural heritage value or interest (CHVI). The Town's *Heritage Registry Application* identified 14475 Highway 50 as containing a residence built *circa* 1877 (Town of Caledon n.d.). The Proponent is proposing to demolish the residence due to its severely deteriorated condition. As a listed property on the Town's heritage register, this HIA has been prepared to supplement a demolition permit.

According to the Town of Caledon Official Plan (Town of Caledon 2025), an HIA is required when there is the potential for adverse impacts on cultural heritage resources. The Study Area is comprised of the municipal property boundary of 14475 Highway 50. The objectives of this are as follows:

- Identify and evaluate the cultural heritage value or interest (CHVI) of the Study Area
- Identify potential direct and indirect impacts on the Study Area and adjacent listed properties on the Town's register
- Identify mitigation measures where impacts to cultural heritage resources are anticipated to address the conservation of heritage resources, where applicable

The Study Area was evaluated according to *Ontario Regulation* (O. Reg.) 9/06 and it was determined to meet one criterion for its historical association with Henry Harper and his son Alfred Harper, who were both significant to the former Township of Albion. As the Study Area did not meet two or more criteria of O. Reg. 9/06, it is not considered to have sufficient CHVI to warrant a Statement of CHVI. Therefore, an impact assessment and mitigation measures were not prepared for the Study Area.



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Executive Summary

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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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Project Personnel

Project Manager:	Christian Giansante, CAHP
Report Writer:	Paige Murray, MA, CAHP-Intern
Fieldwork Team:	Christian Giansante, CAHP Paige Murray, MA, CAHP-Intern
GIS Specialist:	Sofia Tomic, B.Sc.
Quality Reviewer	Laura Walter, MA, CAHP
Independent Reviewer	Tracie Carmichael, B.A., B.Ed.



Acronyms / Abbreviations

BNHSP	Bolton North Hill Secondary Plan
CAHP	Canadian Association of Heritage Professionals
CHVI	Cultural Heritage Value or Interest
HIA	Heritage Impact Assessment
km	Kilometres
MA	Master of Arts
MCM	Ministry of Citizenship and Multiculturalism
n.d.	No Date
OHA	Ontario Heritage Act
OnLand	Ontario Land Registry Access
O. Reg.	Ontario Regulation
PPS	Provincial Planning Statement



1 Introduction

Stantec Consulting Ltd. (Stantec) was retained by Oakbank Estates Inc. (the Proponent) to prepare a *Heritage Impact Assessment* (HIA) for 14475 Highway (Regional Road) 50, in the Town of Caledon (the Town), Ontario. In accordance with Section 27(1) of the *Ontario Heritage Act* (OHA) (Government of Ontario 1990a), the Town maintains a heritage register of properties that are of potential cultural heritage value or interest (CHVI). The Town's *Heritage Registry Application* identified 14475 Highway 50 as containing a residence built *circa* 1877 (Town of Caledon n.d.). The Proponent is proposing to demolish the residence due to its severely deteriorated condition. As a listed property on the Town's heritage register, this HIA has been prepared to supplement a demolition permit.

According to the Town of Caledon Official Plan (Town of Caledon 2025), an HIA is required when there is the potential for adverse impacts on cultural heritage resources. For the purpose of this HIA, the Study Area is compromised of the municipal property boundary of 14475 Highway 50 (Figure 1 and Figure 2). The Town's heritage register identifies 14475 Highway 50 as a farmstead associated with Henry Harper, a large landowner in the area. The heritage register also notes the etched transom in the west façade of the farmhouse as a notable feature (Town of Caledon n.d.a.). The barn and outbuilding to the rear of the residence were demolished between 2023 and 2024, based on recent aerial photographs.

The objectives of this HIA are as follows:

- Identify and evaluate the CHVI of the Study Area
- Identify potential direct and indirect impacts to Study Area and adjacent listed properties on the Town's register
- 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 HIA contains the following content:



Heritage Impact Assessment: 14475 Highway 50, Caledon, Ontario

1 Introduction

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

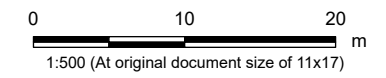


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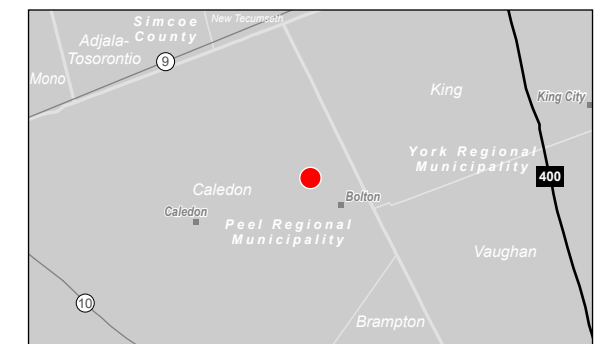


Legend

- Study Area
- Watercourse (Permanent)



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Contains information licensed under the Open Government Licence – Ontario, and the Open Government Licence - Canada, accessed 2026.
 3. Orthoimagery provided by New York State, Peel Region, Microsoft, Vantor.



Project Location: 160941285
Town of Caledon, ON
Prepared by stomic on 2026-04-28
Technical Review by flast on yyyy-mm-dd

Client/Project
TOWN OF CALEDON
14475 HIGHWAY 50, CALEDON, ONTARIO
HERITAGE IMPACT ASSESSMENT

Figure No.
2

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 1990b)

2.1.2 The Provincial Planning Statement

The *Provincial Planning Statement* (PPS) 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

The Minister of Municipal Affairs and Housing approved the Future Caledon Official Plan in October 2025. The Future Caledon Official Plan (Town of Caledon 2025) identifies “Conserve Our Cultural Heritage,” as a guiding principle to achieve the Town’s vision, with policies that support this principle specifically in Chapter 6, and throughout the Official Plan. The following policies from Chapter 6 are applicable to this HIA:

6.2.5 Where the Town is considering a proposal to alter, remove or demolish a cultural heritage resource that is protected under the *Ontario Heritage Act*, or repeal a



designating by-law under the Act, it will ensure that it has before it any required heritage impact assessment or sufficient information to review and consider:

- a) how the proposal affects the heritage attributes and cultural heritage value or interest of the cultural heritage resource; and,
- b) options that reduce, minimize or eliminate impacts to the cultural heritage resource.

6.3.2 The Town may require a cultural heritage evaluation report, heritage impact assessment and/or archaeological prepared by a qualified professional in support of a proposed *development, redevelopment*, or demolition, including an *infrastructure* project.

6.3.3 A *cultural heritage resource* should be evaluated to determine its cultural heritage value or interest and *heritage attributes* before or concurrent with the preparation of any heritage impact assessment of proposed *development* on the *cultural heritage resource*.

6.3.8 Cultural heritage resources that are lost through development, *redevelopment*, or demolition, including an *infrastructure* project, should be documented and commemorated.

(Town of Caledon 2025: C-16 to C-18)

In addition, Chapter 6 contains the following general planning objectives with regard to cultural heritage:

- a) respect the past while planning for the future
- b) engage and work cooperatively with Indigenous communities, residents, businesses, the Region of Peel, Conservation Authorities and other agencies to promote sound *conservation* practices



- c) use available powers and tools to ensure that all new *development* and *site alteration* conserve cultural heritage resources
- d) encourage and promote heritage conservation and stewardship to support *sustainable*, healthy, and prosperous communities

(Town of Caledon 2025: C-15)

2.1.4 Bolton North Hill Secondary Plan

The Study Area is located within a proposed Secondary Plan Area referred to as the Bolton North Hill Secondary Plan (BNHSP). The BNHSP 3rd submission for Official Plan Amendment is currently under the Town's review (received March 3, 2026). It includes approximately 167 hectares (412 acres) of land along Highway 50, north of the existing Bolton Rural Service Centre. The Land Use Plan for the BNHSP includes residential neighbourhoods with mix-use areas and natural features, and areas with parks, a community centre, schools, and stormwater pond. The Study Area is identified on the Land Use Plan as a heritage resource. The BNHSP contains Cultural Heritage Conservation policies in Section 34.6 in accordance with Chapter 6 of the Town's Official Plan (Bolton North Landowners Group 2026).

As part of the BNHSP Official Plan Amendment application, a *Cultural Heritage Assessment* report (CHAR) was prepared by TMHC Inc. in February 2026 to consider the potential heritage value of the BNHSP. The CHAR completed the assessment from the public right-of-way. The CHAR identified the Study Area (14475 Peel Regional Road 50) to have potential CHVI for its vernacular farmhouse dating to the late 19th century, and historically associated with the Bolton family, in particular James Charles Bolton and his son Henry (TMHC Inc. 2026: 67). The CHAR recommended the inclusion of heritage policies within the BNHSP, an HIA be undertaken for the Study Area as part of future development applications, the retention of listed buildings as part of future development, and commemoration through street, school, and park naming, and through plaques and signage (TMHC Inc. 2026: 27-28).



2.2 Background History

To understand the historical context of the Study Area, resources such as land registry records, secondary sources, and online archival databases were consulted. Historical mapping from 1859, 1877, 1914, 1919, 1926, 1934, 1938, 1939 and 1940 and aerial photography from 1954 were reviewed to help understand the past land use of the Study Area.

2.3 Field Program

A site assessment was undertaken on April 20, 2026, by Christian Giansante and Paige Murray, Cultural Heritage Specialists, both with Stantec. The weather conditions were cold and sunny. The field program included exterior visual assessment of the structure at 14475 Highway 50, the surrounding landscape, and adjacent streetscape. The interior of the structure was not accessible due to health and safety concerns as a result of the roof collapse.

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 2023). If a property meets two or more of the below criteria, then it may be considered for designation at the discretion of the Council under Part IV of the OHA (Government of Ontario 1990a). 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.



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 on 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
- 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 HIA also evaluated the potential for indirect impacts resulting from the vibrations of demolition and the transportation of project components and personnel. This was categorized together with land disturbance. Although the effect of traffic and construction/demolition 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; National Park Service 2001; Rainer 1982; Wiss 1981;). The proximity of the proposed demolition 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 2006)



3 Site History

3.1 Introduction

The Study Area is located at 14475 Highway 50 in the Town of Caledon, Ontario. Historically, the property is located on part lot 13, concession 7 in the former Township of Albion, in the former County of Peel. 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 (km). The South Slope stretches from the Niagara Escarpment in the west to the Trent River in the east, covering about 2,434 square km. The Study Area is in a part of the South Slope 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 soils 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 subwatershed. The larger Humber River watershed encompasses an area of 911 square km. The West Humber subwatershed begins in Caledon, within the rolling hills of the South Slope, and flows 45



km south, where it merges with the main branch of the Humber River in the City of Toronto (Toronto and Region Conservation Authority n.d.).

3.3 Indigenous Context

Prior to Crown purchases, the Mississaugas of the Credit held 648,000 acres of land north of the Head of the Lake Purchase lands, that extended into the unceded territory of the Chippewa of Lakes Huron and Simcoe, in addition to three small reserves (Mississaugas of the Credit 2020). In the aftermath of the American Revolution, the Crown began to purchase large tracts of land from the Mississauga Nation, in anticipation of Loyalists fleeing to Upper Canada following the war. The first purchase between the Crown and the Mississauga Nation was in 1781 (Heritage Mississauga 2018). By the turn of the 19th century, the only territory that remained in Mississauga control along the north shore of Lake Ontario was a parcel that ran from Etobicoke Creek to Burlington Bay, known as the Mississauga Tract (Heritage Mississauga 2018). In 1805, the Crown began negotiations to purchase sections of the Tract, beginning with the signing of Treaty 13-A that year (Heritage Mississauga 2018). Treaty 13-A retained Mississauga control over lands one mile either side of the Credit River, as well as land around Twelve Mile Creek and Sixteen Mile Creek, and land in the interior of the Tract which allowed them to continue practicing their traditional ways of living (Heritage Mississauga 2018).

In the fall of 1818, the Chippewa ceded their land to the Crown in the Lake Simcoe-Nottawasaga Treaty. Shortly after, the Crown sought to also purchase the adjacent lands of the Mississaugas of the Credit (Mississaugas of the Credit 2020). To purchase the lands, the Deputy Superintendent of the Indian Department, William Claus, met with the Mississaugas in the fall of 1818 and proposed the Mississaugas sell the entirety of their 648,000 acres in exchange for an annual amount of goods. The Mississaugas' traditional economy had been weakened by the continual influx of settlers to their lands and fisheries. As such, Chief Ajetance, on behalf of the Mississauga people agreed for the sale of their lands for the cost of £522 of goods to be paid annually (Mississaugas of



the Credit 2020). The 648,000 acres of land was immediately surveyed for European settlement.

3.4 Township of Albion

3.4.1 Survey and Settlement

In 1818, surveyor James Chewett began the survey of the Township of Albion (Thomas 1967a: 228). Chewett laid out the township using the single front system, which produced long, narrow lots of 200 acres each (Thomas 1967a: 228) (Plate 1). For every five lots, a side road was laid and numbered (The Caledon East and District Historical Society 2000). Chewett finished the survey in 1819 and as payment for his work, Chewett was given 2,635 acres in the newly laid out township and was granted the first patent in the township (Heyes 1961).



Plate 1: Single Front Survey System (Dean 1969)

The Township of Albion was named after the ancient name for England and was surveyed concurrently with Caledon Township and Erin Township, whose names come from the ancient names for Scotland and Ireland respectively (Gardiner 1899: 235, Middleton 1927: 1189). William Downey was the first settler in the Township of Albion, building a house in 1819 (Thomas 1967a: 228). Soon after Downey settled, he was joined by the Roadhouse family, Joseph Hudson, and James Bolton, who settled near



the future site of the town of Bolton (located 3.6 km south of the Study Area) (Thomas 1967a: 228). The population of the fledging township in 1821 was only 120 (Thomas 1967a: 228). In 1824, James Bolton's brother, George, joined him in the township and they built a grist mill. Other early township settlers included the Robinsons, Wilsons, Squires, Lawrences, Smiths, and Shevins (Thomas 1967a: 228).

3.4.2 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 a doubling of the population every ten years (McCalla 1993: 3-4). The Township of Albion benefited from this wave of immigration and the township population increased from 2,154 in 1842 to 4,281 in 1851 (Smith 1846; Census of the Canadas 1855). In 1851, the Township of Albion contained 567 houses, three of which were stone, 10 were brick, 106 were frame, 429 were log, and 19 were shanties (Census of the Canadas 1855).

In 1846, *Smith's Canadian Gazetteer*, described the township as having a hilly and broken landscape with a large quantity of pine. Towards the south side of the township the land had better arable land for farming. The Township of Albion also had four grist mills, two sawmills, and two distilleries. A total of 41,829 acres were taken up in the township with 10,000 acres under cultivation (Smith 1846). At the time of publication, the Township of Albion was experiencing an era of prosperity as a result of increased revenue from crop farming. This increased revenue was in part due to the preferential treatment given to Canadian crop exports going to the United Kingdom due to the new Corn Laws passed by the British government (Heyes 1961). In addition, protective tariffs against American imports allowed township farmers to sell their crops domestically with little competition.

By 1849, the population of the township had practically doubled to 3,957 (Thomas 1967a: 228). That year the township produced 71,000 bushels of wheat, 32,000 bushels



of potatoes, 23,000 bushels of oats, 14,000 bushels of maple sugar, 13,000 bushels of wool, 13,000 bushels of peas, and 9,000 bushels of turnips (Thomas 1967a: 229). In the early 1850s, a series of knock-on events in Europe boosted the finances of the agricultural regions of Upper Canada, including the Township of Albion. In 1853, European wheat crops failed at the same time as the start of the Crimean War, which cut off Russian wheat exports from Western Europe and drove the price of Canadian wheat to exaggerated levels (Heyes 1961). Lumber was also an important resource for the township, with six sawmills producing sawn lumber for export to the United States in 1851 (Heyes 1961).

The township had informal governance amongst its citizen leaders until the passing of the *Municipal Incorporations Act* (known as the Baldwin Act) in 1849, which established the creation of municipal corporations, and in doing so set up the foundations of local governance in Upper Canada (British North America Legislative Database 1849). An elected township body was formed, with a reeve, deputy reeve, and three councilmembers (Thomas 1967a: 232). By 1855 there were 13 schools in the township, as economic prosperity drove population growth (Heyes 1961). Several smaller villages sprung into existence during the mid-19th century, such as Mono Mills, Mono Road, Sandhill, Shiloh, Castlederg, and Mount Wolfe, all of which grew in popularity as the township boomed and gained rail connections (Thomas 1967a: 229-230).

The largest community in the Township of Albion was Bolton. The community of Bolton was named after James Bolton, an early settler who built his home on Lot 14, Concession 9, very close to the centre of what would become the town (Thomas 1967b: 233). After being joined by his brother George, and after the construction of a mill on Lot 9, Concession 7, the area started to be known as Bolton Mills, or Bolton Hollow (Thomas 1967b: 233). George Bolton opened the first store in the village in 1836, and a few years later sold it to Captain William Stearns. Stearns continued operating the store but expanded it to include groceries and whiskey from a distillery he built nearby (Thomas 1967b: 233). By 1840 a tannery was also working in the village, and 12 other



log homes were standing. In 1842 a log schoolhouse was built near George Bolton's mill, although records from the time note the existence of an earlier school, and the first church in Bolton was built in 1843 (Thomas 1967b: 233).

In the 1840s and 1850s, a land surveyor named Prosser drew up a map of the village and the nearby communities of Glasgow and Nunnsville. Prosser divided the vacant lands into quarter-acre and half-acre lots, and sold them for prices as high as \$350, an extremely high price for undeveloped land at the time (Thomas 1967b: 233). This was Bolton's first real estate boom. Indeed, the 1859 Tremaine map notes a sizeable assortment of businesses in the village, including: a boot and shoe maker, a tailor, a builder, a butcher, a tin and copper smith, a baker, three general stores, two sawmills, a grist mill, a woolen mill, and the tannery (Thomas 1967b: 233). Later mid-19th century industries came in the form of a brickworks, an agricultural works making ploughs and other farm equipment, a carriage and wagon factory, a soap and candle factory, and two coopers (Thomas 1967b: 233-234). Businesses grew, expanded, gained competition, and Bolton flourished as a hotbed of economic activity in the township. In 1870, J.N. Bolton began publishing a newspaper in town, first as *The Cardwell Observer*, then as *The British Standard*, before being handed to H.H. Bolton who again changed the name to *The Bolton Enterprise*. In 1872 the Toronto, Grey, and Bruce Railway put a station in the village, handling passengers and freight for Bolton and nearby communities (Thomas 1967b: 235). At this time Bolton residents wishing for greater autonomy in their governance, voted to sever the village from the Township of Albion and form as a separate municipality (Thomas 1967b: 235).

The height of both population count, and economic success came in the latter half of the 19th century for the Township of Albion. The township harvested 24,045 bushels of spring wheat, 70,957 bushels of winter wheat, 86,611 bushels of barley, 68,379 bushels of oats, and 350 bushels of rye in 1871 (Census of Canada 1871). By 1891 this had grown to 35,460 bushels of spring wheat, 79,902 bushels of winter wheat, 83,977 bushels of barley, 141,661 bushels of oats, and 6,148 bushels of rye (Census of



Canada 1891). The population of the township peaked at 4,857 in 1871, slowly descending to 3,142 by 1891 (Dominion Bureau of Statistics 1953a).

Barley was in high demand for American breweries, until the McKinley Tariff of 1890 severely curtailed export to the United States (Heyes 1961). Livestock breeding of cattle, sheep, pigs, oxen, and horses grew during this period, and lumber processing reached its peak between 1880 and 1890 (Heyes 1961).

3.4.3 20th Century Development

The boom times of the Township of Albion waned as the 20th century dawned. Crop exports declined, and by 1910 less than 8% of the township's forests remained standing due to overlogging (Heyes 1961). The communities of the township slowly dwindled as the population decreased, with Bolton's population dropping from 712 in 1911 to 679 in 1921, before reaching a low of 556 in 1931 (Dominion Bureau of Statistics 1953a). The township's population in general fell from 3,141 in 1891 to 2,545 by 1911, and further to a low of 2,039 by 1940 (Dominion Bureau of Statistics 1953a). This contraction of population 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, improvements in farm equipment and the mechanization of farming meant that less labour was required on a farm (Samson 2012). This encouraged out-migration from rural areas to the burgeoning cities of Ontario (Drummond 1987: 30).

Dairy farming became the largest single source of income for many of the township's farmers. The 1921 Agricultural Census enumerated 36,733 cattle in Peel County, valued at \$1,925,378. That number remained relatively stable throughout the Depression, but by 1951 there were 41,599 cattle in Peel County, valued at \$11,695,464 (Dominion Bureau of Statistics 1925; Dominion Bureau of Statistics 1936; Dominion Bureau of Statistics 1953b). In the Township of Albion, there were 3,758 cows for milking enumerated in 1951 (Dominion Bureau of Statistics 1953b).



Following the Second World War, the post-war baby boom triggered rapid population growth across North America, and the Township of Albion was no different. As the Greater Toronto Area began to see significant growth, the neighbouring counties began to develop as suburban commuter hubs. As a result of this growth, Paisley would ultimately be renamed as Caledon East and would incorporate as a town in 1956 (Heyes 1961). Strong links by rail and roadways to Southern Ontario, as well as the building of Toronto International Airport, made Peel County an appealing location for Toronto commuters who sought to move out of the downtown core (Ciuman-Eger 1977). By 1960, the Township of Albion had grown its population back up to 3,000, not including the populations of the incorporated municipalities of Bolton and East Caledon (Heyes 1961).

As the major urban areas of the province grew in the post-war era, local governments had to adapt to more effectively manage their growing populations. The historic counties of the province were slowly phased out in favour of regional municipalities, who were given greater powers regarding land-use planning, social services, and major roadways (Government of Ontario 2025). Regional municipalities were formed by amalgamating townships and larger urban areas together, although they often kept the borders of their historic counties (Government of Ontario 2025). In 1973, Peel County was replaced by the Regional Municipality of Peel, and three municipalities within the Regional Municipality were created out of 10 communities within the old county. The Town of Caledon was created by combining the communities of Bolton and Caledon East with the townships of Albion, Caledon and part of Chinguacousy (Moreau 2022). In the latter decades of the 20th century, Caledon came to grow as a suburb of the Greater Toronto Area. A population of 34,965 was enumerated in 1991, growing to 39,893 by 1996 and to a significant increase of 50,595 by 2001 (Statistics Canada 1996, Statistics Canada 2001). By 2021, the Town of Caledon had a population of 76,581 (Statistics Canada 2021).



3.5 Property History

On January 5, 1847, the Crown granted the patent for the west half of Lot 13, Concession 7, which totaled 100 acres, to William Morrison (Ontario Land Registry Access [OnLand] 2026). Morrison was the son of Thomas Morrison, who settled in Upper Canada in 1804 (Bull 1935).

In March 1847, Morrison sold the property to Henry Boulton (OnLand 2026). In historical mapping from 1859, Boulton is depicted as the owner of the property (Figure 4). There is no residence depicted on the property at that time. However, a structure could have existed, as George Tremaine only included the houses of subscribers on his maps. In 1861, Boulton was recorded as a farmer, living in the Township of Albion with his wife, Elizabeth and their children Mary J., Henrietta, Maria, and John. The family is listed as living in a one storey log residence (Library and Archives Canada 1861a). In the 1861 Agricultural Census, Henry Boulton is noted as having 52 acres under cultivation, 32 acres under crops, 20 acres under pasture, and 48 acres under wood or wild (Library and Archives Canada 1861b). The acres under crop produced include fall wheat, spring wheat, peas, oats, and potatoes (Library and Archives Canada 1861b). The property was worth \$2,400 (Library and Archives Canada 1861b). By 1871, Boulton was living with his wife, Elizabeth and their children, Mary Jane and John (Library and Archives Canada 1871). It was not confirmed through background research whether Henry Boulton was related to the early pioneer family in the Township of Albion, however Henry does appear to have lived previously in Leeds County in 1851, before relocating to the Township of Albion by 1861 (Library and Archives Canada 1851).

On November 3, 1873, Boulton sold the property to Henry Harper (OnLand 2026). Harper was a local landowner, who prior to the purchase of the west half of Lot 13, Concession 7, owned the neighbouring east half of Lot 13, Concession 6. Henry Harper settled in Albion Township in 1834 and married his first wife Mary Foster in 1855 (Bull n.d.; Canada, Ontario District Marriage Registers, 1801-1858). In 1867, Harper married his second wife, Jane, after the death of Mary (Canada, Ontario County Marriage



Registers, 1858-1869). In 1871, Harper was recorded in the census as a farmer, living in the Township of Albion with Jane, and their children Alfred Thomas, Esther Ann, Henry Albert, Margaret Jane, Frederick, and William Herbert (Library and Archives Canada 1871). By April 1880, when Henry and Jane's daughter Eva Maud was born, the family was recorded as living on their original piece of land at Lot 13, Concession 6 (Canada, Ontario, Births, 1869-1912). There is no indication that Henry Harper ever lived on the west half of Lot 13, Concession 7.

While Henry Harper likely never lived on the property, the current residence was likely constructed during his ownership. In 1875, the value of the west half of Lot 13, Concession 7 was recorded as \$800 (Canada, Ontario, Tax Assessment Rolls 1827-1922a). In 1877, historical mapping depicted a residence and orchard (Figure 4). By 1881, the value of the property had increased to \$3,000 (Canada, Ontario, Tax Assessment Rolls 1827-1922b). Based on the architectural features and massing of the surviving residence, historical mapping, and tax assessment records, it is likely that the residence on the property was constructed *circa* 1876-1877. The cladding material of the residence suggests that it was reclad with concrete, then brick shingling, and finally stucco, through the 20th century.

In 1881, Henry and Jane were living in the Township of Albion with their children Alfred, Henry, Margaret, Frederick, William, Elizabeth, Morrow, John, Milton, Malinda, Leynard, and Eva Maud (Library and Archives Canada 1881). Henry Harper was the Overseer of Highways from 1870-1874, the Trustee of the local Wesleyan Methodist Church in 1876, the Fenceviewer from 1877-1888, and a Councillor for the Township of Albion from 1889-1893 (Bull n.d.).

In 1887, Henry Harper split the property into a north and south half and sold the south 50 acres to his son, Alfred Thomas Harper (OnLand 2026). By the 1891 Census, Alfred T. Harper was living on the property, next door to his father, with his wife Jane Harper, and a servant, George Lee (Library and Archives Canada 1891).



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3 Site History

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After the death of Henry Harper in 1893, Alfred's mother, Jane, sold Alfred the north half of the property in 1895 (OnLand 2026). In 1901, Alfred Harper was recorded as a farmer living with his wife, Jane, and their children Mary G., Henry R., and James A. (Library and Archives Canada 1901). In 1911, the census states that Alfred, and his family, were living at Lot 13, Concession 7 (Library and Archives Canada 1911). Topographic mapping from 1914 shows the property containing a single brick residence (Figure 5). In 1931, the census described that Alfred lived in a 10 room, concrete house (Library and Archives Canada 1931). As such, the residence was likely paraged between 1915-1930. Alfred was the Overseer of Highways from 1895-1897 and 1901-1910 and Fenceviewer from 1899-1919 (Bull n.d.).

On August 14, 1936, Alfred T. Harper passed away (Canada, Ontario, Death, 1869-1937 and Overseas Deaths, 1939-1947). By 1949, the property was co-owned by Alfred's sons James A. Harper and Henry R. Harper (OnLand 2026). In June 1949, James and Henry sold a portion of the property (not including the Study Area) to Westney Maton who subsequently began leasing the property to Supertest Petroleum Corporation (OnLand 2026). Aerial photography from 1954 shows the changing landscape surrounding the Study Area (Figure 6). The Harper's continued to own the property until at least the 1960s when they began subdividing portions of the property.





NOT TO SCALE

Notes

1. Tremaine, Geo. R. 1859. County of Peel, Canada West. Brantford: Geo. R. Tremaine

Project Location
Town of Caledon, ON

160941285

Prepared by stomic on 2026-04-28
Technical Review by flast on yyyy-mm-dd

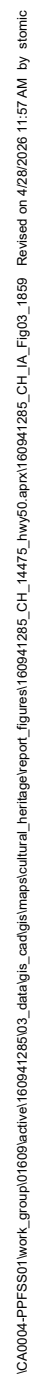
Client/Project
TOWN OF CALEDON
14475 HIGHWAY 50, CALEDON, ONTARIO
HERITAGE IMPACT ASSESSMENT

Figure No.

3

Title

Historical Mapping, 1859





- Legend
- Study Area Location (Approximate)

NOT TO SCALE

Notes
Source: Walker & Miles. 1881. Historical Atlas of Waterloo and Wellington Counties Ontario.

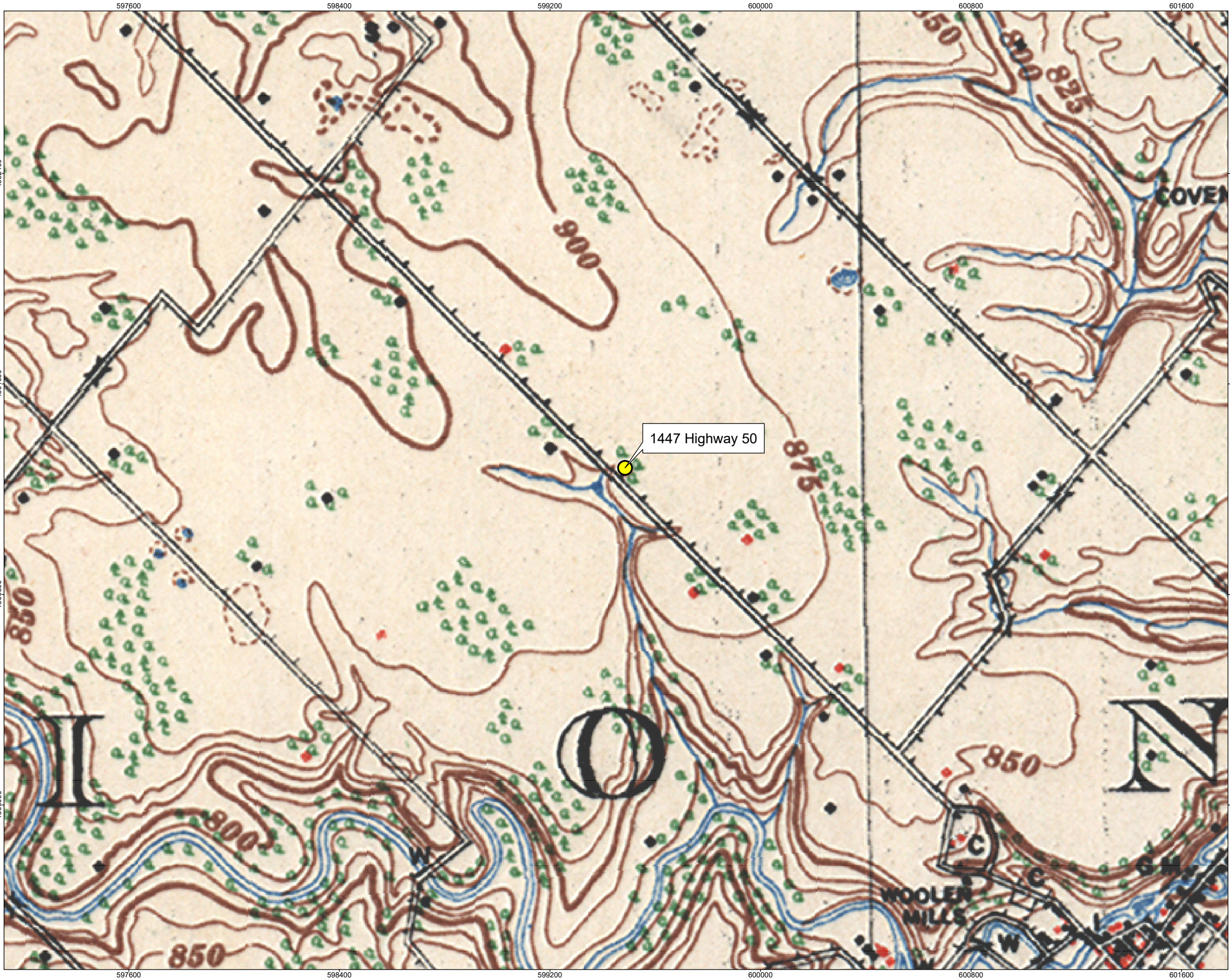
Project Location	160941285
Town of Caledon, ON	Prepared by stomic on 2026-04-28
	Technical Review by flast on yyyy-mm-dd

Client/Project	TOWN OF CALEDON
	14475 HIGHWAY 50, CALEDON, ONTARIO
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Figure No.	4
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Title	Historical Mapping, 1877
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- Legend
- Study Area Location (Approximate)

NOT TO SCALE

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

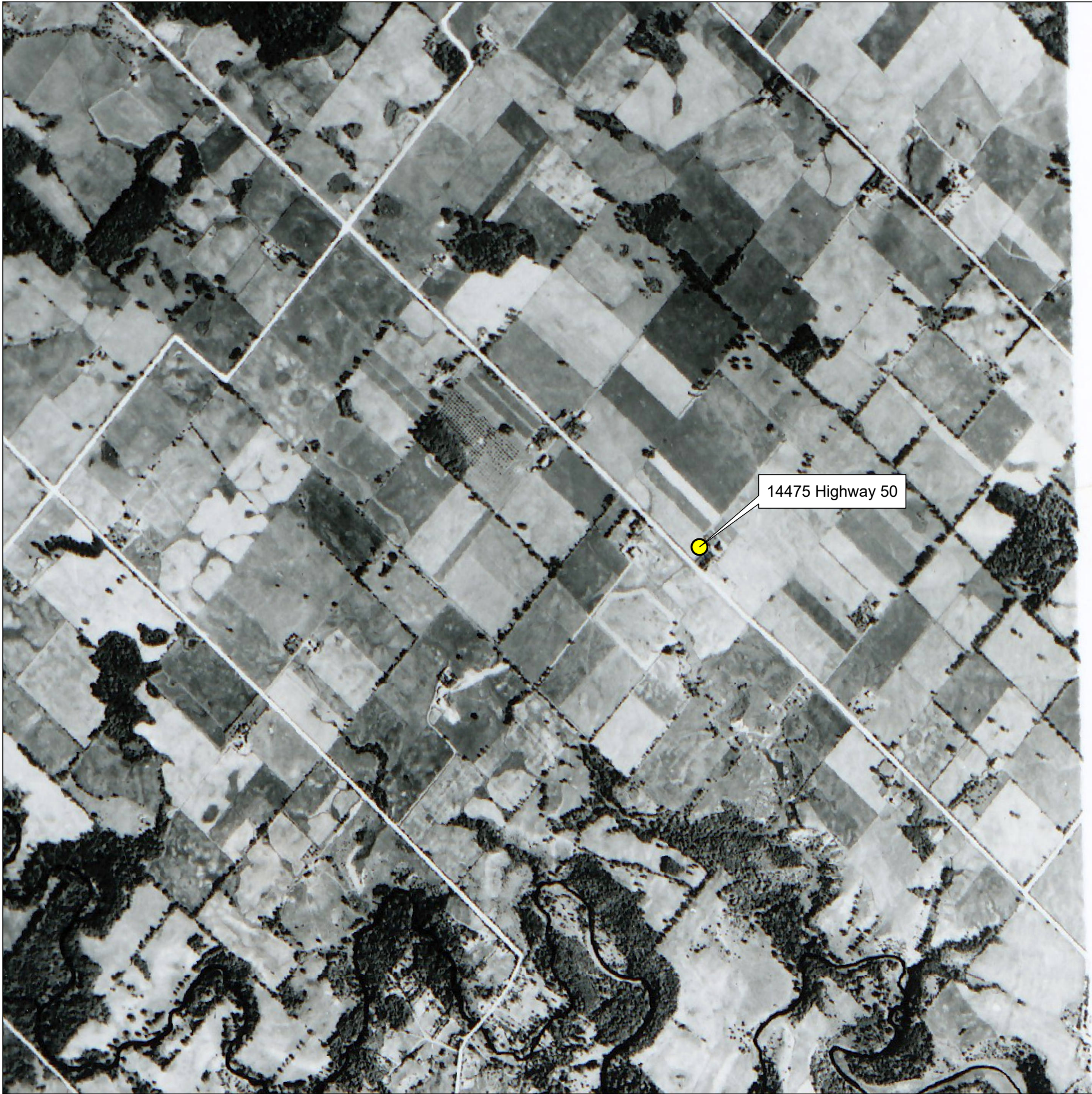
Project Location	160941285
Town of Caledon, ON	Prepared by stomic on 2026-04-28
	Technical Review by flast on yyyy-mm-dd

Client/Project	TOWN OF CALEDON
	14475 HIGHWAY 50, CALEDON, ONTARIO
	HERITAGE IMPACT ASSESSMENT

Figure No.	5
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Title	Topographic Mapping, 1914
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Legend

-  Study Area Location (Approximate)

NOT TO SCALE

Notes
Source: Air Photos of Southern Ontario, 1954. 438.794.

Project Location	160941285
Town of Caledon, ON	Prepared by stomic on 2026-04-28
	Technical Review by flast on yyyy-mm-dd

Client/Project
TOWN OF CALEDON
14475 HIGHWAY 50, CALEDON, ONTARIO
HERITAGE IMPACT ASSESSMENT

Figure No.
6

Title
Aerial Photograph, 1954

4 Site Description

4.1 Landscape Setting

The Study Area consists of a rural lot that contains a residence (Photo 1). The residence fronts Highway 50 and is immediately surrounded by a mixture of deciduous and coniferous trees. To the north, south, and east of this portion of the property are agricultural fields (Photo 2 and Photo 3). It is located along the east side of Highway 50. Highway 50 is a two-lane paved road with large, paved shoulders (Photo 4). The roadway is primarily flanked by vegetation and powerlines (Photo 5). To the north at its intersection with Emil Kolb Parkway a roundabout was added between 2013 and 2015. The area is historically rural transitioning towards an industrial area, as evidenced by the remnant 19th century farm properties alongside late 20th century commercial and industrial developments on the east and west sides of Highway 50. To the west of the Study Area is an industrial property with contemporary structures that date to the late 20th to early 21st century (Photo 6). To the south is a gas and service station that dates to the mid to late 20th century (Photo 7). To the north, and adjacent to the Study Area is a listed property that contains an early 20th century red brick Edwardian style residence.

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Photo 1: Property at 14475 Highway 50, looking east



Photo 2: Agricultural fields, looking east



Photo 3: Agricultural fields, looking south



Photo 4: Highway 50, looking north

4 Site Description

June 11, 2026



Photo 5: Highway 50, looking south



Photo 6: Adjacent industrial development, looking west



Photo 7: Adjacent gas station, looking south

4.2 Exterior

The residence is a late 19th century Ontario Vernacular structure which has been modified over time (Photo 8). The one and one half storey structure has an elongated L-shaped cross-gable roof clad in asphalt shingles. The roof has collapsed on the residence's east façade. The structure is clad in poured concrete with an additional layer of brick veneer, and stucco with a wood soffit throughout (Photo 9 to Photo 11). The structure has a parged concrete foundation (Photo 12).



4 Site Description

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The south façade of the structure has a south facing gable bay with a single red brick chimney (Photo 13 and Photo 14). The gable end has one second storey window and two first storey windows within segmental frames (Photo 15). The second storey window is a wood sash window within a wood frame with a wood sill. The first storey windows have been boarded-up and have concrete sills. The rest of the south façade has a boarded up doorway and a window, both within segmental frames. The east façade has a partial height parged chimney, a small second storey 2/2 wood window within a segmental frame, and a boarded-up wood door (Photo 16 and Photo 17).

The north façade has two north facing gable bays, one symmetrical with the south façade, and a second smaller and steeper gable peak (Photo 18). This façade has a parged chimney (Photo 19). This façade has three second storey windows, each being 2/2 wood windows within segmental frames (Photo 20 and Photo 21). This façade has two first storey windows within segmental frames that have been boarded-up. The windows on the north façade have a mixture of wood and concrete sills. The west façade has two second storey windows that are 2/2 wood windows within segmental frames with concrete sills (Photo 22 and Photo 23). The first storey has a boarded-up window within a segmental frame. The etched transom noted in the Town's listing of the property was not visible.



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4 Site Description

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Photo 8: Residence at 14475 Highway 50, looking northeast



Photo 9: Detail of exterior cladding



Photo 10: Detail of concrete cladding



Photo 11: Detail of wood soffit



Photo 12: Detail of parged concrete foundation



Photo 13: South façade, looking north



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Photo 14: South façade chimney, looking north



Photo 15: First storey windows on south façade, looking north



Photo 16: East façade, looking west



Photo 17: East façade roof, looking west



Photo 18: North façade, looking south

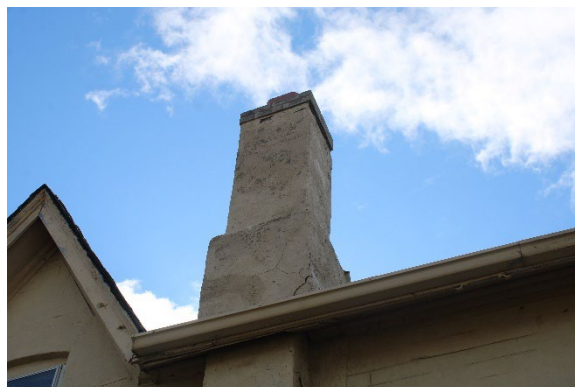


Photo 19: North façade chimney, looking south



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Photo 20: Second storey gable peak on north façade, looking south



Photo 21: Second storey window on north façade, looking south



Photo 22: West façade, looking east



Photo 23: Second storey window on west façade, looking northeast

5 Property Type and Context

The property consists of a typical Ontario vernacular residence that was constructed in the late 19th century and modified throughout the 20th century. 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. Common characteristics of Ontario vernacular structures can include, but are not limited to, a include one- and one-half storey height, a front facing gable, and an asymmetrical exterior. These Ontario vernacular components are seen throughout the province and are not specifically of local design.

While the residence at 14475 Highway 50 was likely initially made of frame or brick construction, the residence was reclad throughout the 20th century with concrete, brick veneer, and stucco. The use of concrete as a construction material was widespread by the 1890s and was limited to portions of a structure, such as walls and foundations. The use of poured concrete for the construction of entire buildings did not gain traction in Canada until the early 1900s. The earliest examples of poured concrete in Canada include residential structures, such as the David Smith House in Port Hope, which was constructed in 1858 using a crude concrete mixture of consisting beach gravel, pebbles, sand and lime (Heritage Port Hope n.d.); and the Snyder-Seagram House in Waterloo, which was constructed in 1903 using a more modern concrete mixture (Historic Waterloo n.d.). The first industrial uses of poured concrete were adopted in the early 1900s for industrial because they could be built quickly, were fireproof and could withstand vibrations better than other construction methods (Jester 1995: 94-96).

To understand the surrounding character of the area for the purpose of comparative analysis, a desktop review of nearby listed and designated properties was undertaken based on the Town's heritage register. A radius of approximately 5 km was applied to capture listed and designated properties in the surrounding area. This radius does not



include properties within the community of Bolton. See Table 1 for additional information about these properties.

The surrounding area contains 42 mid to late 19th century to early 20th century residences identified as farmhouses on the Heritage Register Map. Of these properties, 38 were identified with a specific architectural style, including Neo Classical, Edwardian Classical, Gothic Revival, and Italianate. One property at 9961 Old Church Road was identified by the Town as vernacular. This vernacular structure is one and one half storeys, with a gable roof, and red brick exterior with buff brick detailing. It is not similar in design to the residence in the Study Area.

The remaining six listed properties were not noted by the Town to have a specific architectural style. After reviewing these properties, three were assigned an architectural style, as they resemble other similar listed properties and two were not visible for desktop review. One of the properties assigned an architectural style, 7403 King Street, was identified as a vernacular farmhouse. This structure is one and one half storeys with a gable roof, rectangular plan, and brick exterior. It is not similar to the residence in the Study Area. As such, the vernacular residence in the Study Area is a typical evolved farmhouse seen across the province, and is not a distant vernacular to the Town of Caledon.

Within the immediate streetscape of the Study Area along Highway 50 from Columbia Way to Castlederg Side Road are four listed properties, including 14328 Highway 50 (centre gabled farmhouse), 14291 Highway 50 (vernacular farmhouse), 14685 Highway 50 (Edwardian residence), and 14818 Highway 50 (Neo Classical farmhouse). The closest residence in design to the Study Area is 14291 Highway 50, a one and one half storey structure with a cross gable roof, gable peak and a painted or parged exterior. This property is set far back from Highway 50 and is not clearly discernible in the streetscape.



Table 1 Listed Properties within 5 km of the Study Area

Municipal Address	Architectural Style	Date of Construction
14685 Highway 50	Edwardian Classical Farmhouse* ¹	<i>circa</i> 1900s
14291 Highway 50	Vernacular	<i>circa</i> 1870s
14818 Highway 50	Neo Classical Farmhouse	1850-1874
14905 Duffy's Lane	Neo Classical Farmhouse	1850-1874
8688 Castlederg Sideroad	Edwardian Classical Farmhouse	1900-1924
15282 Highway 50	Gothic Revival Farmhouse	1874-1899
15452 Mount Hope Road	Italianate Farmhouse	1875-1899
15826 Highway 50	Edwardian Classical Farmhouse	1900-1924
15890 Mount Hope Road	Neoclassical Farmhouse	1875-1899
8686 Old Church Road	Edwardian Classical Farmhouse	1900-1924
16441 Humber Station Road	Edwardian Classical Farmhouse	1900-124
15915 Mount Hope Road	High Victorian Gothic Farmhouse	1875-1899
9961 Old Church Road	Vernacular Farmhouse	1875-1899
10416 Castlederg Sideroad	Neo Classical Farmhouse	1850-1874
15351 Mount Hope Road	Italianate Farmhouse	1875-1899
15172 Mount Pleasant Road	Neo Classical Farmhouse*	1850-1874

¹ Listed properties with an architectural style followed by an asterisk have been assigned an architectural style not included in the Town of Caledon's Heritage Register Map. These assigned architectural styles have been determined based on similar characteristics to other identified properties included in this chart. The architectural styles have been assigned to aid in the comparative analysis.



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5 Property Type and Context

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14975 Mount Pleasant Road	Neo Classical Farmhouse	1850-1874
14930 Mount Pleasant Road	Gothic Revival Farmhouse	1875-1899
14509 Mount Pleasant Road	Edwardian Classical Farmhouse	1900-1924
14328 Highway 50	Centre Gabled Frame Farmhouses	<i>circa</i> 1850s
15919 Duffy's Lane	Neo Classical Farmhouse	1850-1874
8575 Old Church Road	Neo Classical Farmhouse	1875-1899
15684 Duffy's Lane	Edwardian Classical Farmhouse	1900-1924
15461 The Gore Road	Gothic Revival Farmhouse	1875-1899
15348 Humber Station Road	Edwardian Classical Farmhouse	1925-1945
15287 Humber Station Road	Neo Classical farmhouse	1875-1899
8411 Castlederg Sideroad	Neo Classical Farmhouse	1850-1874
7810 Castlederg Sideroad	Gothic Revival Farmhouse	1875-1899
15366 The Gore Road	Gothic Revival Farmhouse	1875-1899
15101 The Gore Road	Edwardian Classical Farmhouse	1900-1924
7426 Castlederg Sideroad	Neo Classical Farmhouse	1850-1874
14832 The Gore Road	Italianate Farmhouse	1875-1899
14695 The Gore Road	Neo Classical Farmhouse	1875-1899
14436 Humber Station Road	Edwardian Classical Farmhouse	Early 20 th century
14275 The Gore Road	Italianate Farmhouse	Late 19 th century



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5 Property Type and Context

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14258 The Gore Road	Edwardian Classical Farmhouse	<i>circa</i> 1900s
7640 King Street	Brick Farmhouse	Mid-late 19 th century
7403 King Street	Vernacular Farmhouse*	1850-1874
7601 King Street	Edwardian Classical Farmhouse	Early 20 th century
13708 The Gore Road	Edwardian Classical Farmhouse	1900-1924
13707 The Gore Road	Edwardian Classical Farmhouse	1900-1924
13495 The Gore Road	Edwardian Classical Farmhouse	1900-1924



6 Evaluation of Cultural Heritage Value or Interest

6.1 Introduction

The criteria for determining CHVI are defined by O. Reg. 9/06 (as amended by O. Reg. 569/22) (Section 2.4). If a property meets two or more criteria, it is determined to contain or represent a cultural heritage resource, a Statement of the CHVI of the property will be prepared, and a list of heritage attributes that contribute to the CHVI of the property will be provided. 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 14475 Highway 50

6.2.1 Design or Physical Value

The residence at 14475 Highway 50 is a typical evolved farmhouse and is vernacular in its design. Based on historical research, the residence was constructed *circa* 1876-1877, however, the current cladding was added in the 20th century. The residence is a typical late 19th century farmhouse as evidenced by its one and one half storey height, elongated L-shaped plan, and front facing gable roof. This type of structure is common across Ontario given its ease of construction and availability of required materials. As a result of its typical evolved farmhouse massing and the 20th century cladding changes, the residence at 14475 Highway 50 does not retain design value as a rare, unique, representative or early example of a vernacular residence in the Town. The layers of cladding have also diminished the historical integrity of the residence.

Further, the residence was constructed of common building materials and design elements that are found throughout 19th and 20th century residences in Ontario. The layers of cladding on the residence reflect the availability of materials for their time period over the 20th century. Concrete cladding, brick veneer, and stucco were all



inexpensive means for their time to clad the exterior. The residence, therefore, does not demonstrate a high degree of craftsmanship or artistic merit nor a high degree of technical or scientific achievement.

6.2.2 Historic or Associative Value

The property at 14475 Highway 50 is most closely historically associated with a variety of property owners including, William Morrison, Henry Boulton, Henry Harper, and Alfred T. Harper. The longest standing owners of the property were Henry Harper, who purchased the property in 1873, and his son Alfred T. Harper. Henry Harper was a significant local landowner, who lived next door. While he never lived on the property, Henry Harper had the residence constructed in 1886-87. In 1887, Henry sold the property to his son, Alfred T. Harper, who owned the property until 1936. Alfred was a local farmer and also served as the Overseer of Highways from 1895-1897 and 1901-1910 and Fenceviewer from 1899-1919. Both Henry Harper and Alfred T. Harper were significant to the local community: Henry as a local landowner and Alfred due to his involvement in the local government, as a longstanding Overseer of Highways and Fenceviewer.

This property does not provide evidence of notable or influential aspects of the community's history or the history of a particular culture. It is a typical evolved farmhouse in the former Township of Albion and Town of Caledon. The property also does not have the potential to yield information that is important to the understanding of the history of the Township of Albion or the communities of Caledon or Bolton. Further, the architect or builder of the dwelling is unknown. There is no evidence to suggest that the property's landscape was designed or influenced by a landscape architect or designer.

6.2.3 Contextual Value

The property is located in a rural area within the Town of Caledon north of the community of Bolton. Between Columbia Way and Castlederg Sideroad, Highway 50



contains a mixture of residential, industrial, agricultural, and commercial properties of various construction dates, styles, and materials. Within this streetscape the listed properties containing mid 19th to early 20th century structures are also of various architectural styles. To the south, 14291 Highway 50, contains a vernacular residence with similar design elements to the residence in the Study Area, however it is set far back from the streetscape and not clearly discernible. As such, the area does not have a distinctive historical character but rather is a typical evolving streetscape of former agricultural properties with residential, commercial, and industrial infill.

The property at 14475 Highway 50 does not have a physical, visual, functional, or historical links to the surrounding properties. The structure at 14475 Highway 50 is mostly screened by vegetation from the road and surrounding properties. It is a typical vernacular farmhouse that does not have a distinct visual link in a streetscape with mixed land uses, architectural styles, and buildings dates. While the property and the neighbouring property to the west share historical ownership, through Henry Harper, there is no longer a tangible link as Harper's residence was removed by the early 21st century and replaced with an industrial property. Harper was a local farmer and landowner and general ownership does not, itself, necessarily and its surroundings do not share historical ownership or operational links to one another. Therefore, the Study Area does not reflect a significant physical, functional, visual, or historical link to its surroundings.

The residence at 14475 Highway 50 is set back from the roadway and is screened from the roadway by vegetation. As a result, the residence at 14475 Highway 50 is not particularly memorable or useful as wayfinding markers within their surrounding context, and the property is therefore not a landmark.

6.2.4 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 for 14475 Highway 50

Criteria of O. Reg. 9/06	Yes/No	Comments
1. Is a rare, unique, representative, or early example of a style, type, expression, material, or construction method	No	The residence at 14475 Highway 50 is an evolved late 19 th century Ontario vernacular structure. The residence does not demonstrate a recognizable style or type of architecture that is particular to a group, time, or place. It is a typical late 19 th century farmhouse seen through its height, elongated L-shaped plan, and asymmetrical massing. As a result, it cannot be considered to serve as a symbol or portrayal of Ontario vernacular architecture.
2. Displays a high degree of craftsmanship or artistic merit	No	The residence does not demonstrate a high degree of craftsmanship or merit and contains common building materials and design elements that are found throughout 19 th to 21 st century residences in Ontario.
3. Demonstrates a high degree of technical or scientific achievement	No	The residence does not demonstrate a high degree of technical or scientific achievement.

Heritage Impact Assessment: 14475 Highway 50, Caledon, Ontario

6 Evaluation of Cultural Heritage Value or Interest

June 11, 2026

Criteria of O. Reg. 9/06	Yes/No	Comments
4. Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community	Yes	The property at 14475 Highway 50 is historically associated with William Morrison, Henry Boulton, Henry Harper, and Alfred T. Harper. The longest standing owners of the property were Henry Harper, who purchased the property in 1873, and his son Alfred T. Harper. Henry Harper was a significant local land owner, who lived next door. While he never lived on the property, Henry Harper had the residence constructed in 1886-87. In 1887, Henry sold the property to his son, Alfred T. Harper, who owned the property until 1936. Alfred was a local farmer and also served as the Overseer of Highways from 1895-1897 and 1901-1910 and Fenceviewer from 1899-1919. Both Henry Harper and Alfred T. Harper were significant to the local community: Henry as a local landowner and Alfred due to his involvement in the local government, as a longstanding Overseer of Highways and Fenceviewer.
5. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture	No	The property does not offer a new or greater understanding of the development of the Township of Albion or the communities of Caledon or Bolton.
6. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community	No	The architect or builder is unknown. There is no evidence to suggest that the property's landscape was designed or influenced by a landscape architect or designer.



Criteria of O. Reg. 9/06	Yes/No	Comments
7. Is important in defining, maintaining, or supporting the character of an area	No	This property is located in a rural area in the Town of Caledon that contains a mixture of farmsteads, industrial and commercial development, and infill residences. The area does not have a distinct heritage character along Highway 50. Agricultural land use with increasing infill is widespread in the area and across Southern Ontario. Therefore, the property and general area do not have a unique or definable character.
8. Is physically, functionally, visually, or historically linked to its surroundings	No	The property does not have a physical, functional, visual or historical link to the surrounding area. It is a typical vernacular farmhouse that does not have a distinct visual link in a streetscape with mixed land uses, architectural styles, and buildings dates. While the property and the neighbouring property to the west share historical ownership, through Henry Harper, this link does not signify a connection as there is no longer a tangible link as Harper's residence was removed by the early 21st century and replaced with an industrial property.
9. Is a landmark	No	The structures on the property are set back from the streetscape and not clearly visible from the public right of way. As a result, it is not particularly memorable or discernable to passing motorists or pedestrians. There is no indication that the community uses the residence as an orientation guide or wayfinding point.

6.2.5 Statement of Cultural Heritage Value or Interest

A property may only be protected under the OHA when it meets two or more criteria of O. Reg. 9/06. The property in the Study Area was found to meet one evaluation criterion and therefore is not considered to have sufficient CHVI to warrant a Statement of CHVI.



7 Impact Assessment

7.1 Description of the Proposed Undertaking

The Proponent is proposing to demolish the residence in the Study Area due to structural and health and safety concerns. A Building Assessment Brief was completed on June 1, 2026, by Soscia Professional Engineers Inc (Appendix A). It assessed the structural stability of the existing structure and identified:

- Catastrophic roof collapse and failure of the roof structural system.
- Extensive deterioration and displacement of structural framing members.
- Severe water infiltration and prolonged exposure of interior building components.
- Exterior wall systems exhibiting widespread through-wall cracking and structural instability.
- Significant deterioration of masonry, plaster, and wall finishes.
- Building envelope failure and extreme non-compliance with Ontario Building Code requirements.
- Unsafe conditions posing an immediate risk of additional structural collapse.
- Conditions contrary to the intent and requirements of the Ontario Building Code and Occupational Health and Safety Act.

The Building Condition Brief recommended that the building be condemned, secured against entry, and demolished due to severe structural instability, extensive deterioration, and risk of further collapse.

7.2 Assessments of Impacts to Identified Heritage Value

The Study Area did not meet two or more criteria of O. Reg. 9/06. Therefore, a discussion of impacts and mitigation measures are not applicable.



8 Recommendations

8.1 Evaluation

The Study Area was evaluated according to O. Reg. 9/06 and it was determined to meet one criterion for its historical association with Henry Harper and his son Alfred Harper, who were both significant to the former Township of Albion.

8.2 Commemoration

As the Study Area has historical associations with Henry and Alfred Harper, and the Town's Official Plan and BNHSP both include commemoration as a conservation measure for cultural heritage resources, it is recommended that a commemorative plaque on the Harper family and their association with 14475 Highway 50 be included within a community park area as part of the BNHSP or the new roadways adjacent to the Study Area be named in relation to the Harper family.

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Heritage Impact Assessment: 14475 Highway 50, Caledon, Ontario

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Appendices



Appendix A Building Assessment Brief (June 2026)





10376 Yonge Street • Suite 307 • Richmond Hill • Ontario • L4C 3B8 • T: 905•237•5410, F: 905•237•5413, E:ssoscia@sosciaeng.ca

June 1, 2026
26-064 (14475 Hwy 50)

Royal Pine Homes
200-3350 Langstaff Road
Vaughan, Ontario
L4L 9G3

Attention: Mr. Steve Carogioiello

RE: Building Assessment Brief
14475 Highway 50, Caledon, Ontario

Dear Sir,

Soscia Professional Engineers Inc. attended the subject property at 14475 Highway 50, Caledon, Ontario, for the purpose of assessing the structural stability of the existing dwelling and determining whether the structure should be condemned. The assessment was limited to a visual review of accessible building components and observed site conditions. No destructive testing was undertaken, as the extent of visible structural failure was sufficient to determine the condition of the structure.

The dwelling has experienced a major roof collapse resulting in a catastrophic loss of structural integrity. Significant portions of the roof structure have failed and collapsed inward, leaving large areas of the building exposed to the elements. The collapse has compromised the load path of the structure and has resulted in instability throughout the building. Interior observations confirmed extensive structural distress, displaced framing members, failed roof supports, widespread water infiltration, severe deterioration of building materials, and unsafe conditions that present an immediate danger to any person entering the structure.

The exterior wall system consists of an aging face-sealed assembly that has reached the end of its service life and is in an advanced state of deterioration. Extensive through-wall cracking was observed throughout the building envelope, including vertical, diagonal, and shear-related cracking indicative of significant structural movement and loss of stability. The cracking extends through structural wall assemblies and demonstrates that the exterior walls can no longer be relied upon to safely resist gravity, wind, or lateral loading.



Building Assessment Brief
14475 Highway 50, Caledon, Ontario

The building envelope is in extreme non-compliance with current Ontario Building Code requirements. The wall assemblies lack the performance characteristics necessary to provide adequate structural reliability, weather resistance, moisture control, air control, thermal resistance, and durability. Long-term water penetration and exposure have resulted in substantial deterioration of structural and non-structural building components. Conditions conducive to rot, mold growth, material degradation, and ongoing structural decay are present throughout the dwelling.

The following major deficiencies were observed:

- Catastrophic roof collapse and failure of the roof structural system.
- Extensive deterioration and displacement of structural framing members.
- Severe water infiltration and prolonged exposure of interior building components.
- Exterior wall systems exhibiting widespread through-wall cracking and structural instability.
- Significant deterioration of masonry, plaster, and wall finishes.
- Building envelope failure and extreme non-compliance with Ontario Building Code requirements.
- Unsafe conditions posing an immediate risk of additional structural collapse.
- Conditions contrary to the intent and requirements of the Ontario Building Code and Occupational Health and Safety Act.

Based upon our observations, the dwelling is structurally unstable, unsafe, and unsuitable for human occupancy. The extent of the roof collapse, structural deterioration, wall cracking, and building envelope failure is such that repair or rehabilitation is not considered practical or economically viable. In our professional opinion, the structure has suffered irreparable structural failures and presents an immediate threat to public safety.

Accordingly, **we recommend that the dwelling be CONDEMNED**, secured against entry, and removed from service. The structure should not be occupied, repaired, or re-used in its current condition. Demolition of the dwelling is recommended due to severe structural instability, extensive deterioration, and risk of further collapse without warning.



10376 Yonge Street • Suite 307 • Richmond Hill • Ontario • L4C 3B8 • T: 905•237•5410, F: 905•237•5413, E:ssoscia@sosciaeng.ca

Building Assessment Brief
14475 Highway 50, Caledon, Ontario

In summary, the building fails to meet the minimum standards of structural adequacy, life safety, health protection, and building envelope performance required under applicable codes and regulations. **The dwelling is considered unsafe, should be condemned and demolished.**

Yours truly,



Sandro Soscia, P. Eng.
SOSCIA Professional Engineers Inc.

Enclosure: Photographic Appendix



Photographic Appendix

Building Assessment Brief

14475 Highway 50, Caledon, Ontario

- Catastrophic roof collapse and failure of the roof structural system.



- Catastrophic roof collapse and failure of the roof structural system.
- Extensive deterioration and displacement of structural framing members.





Photographic Appendix

Building Assessment Brief

14475 Highway 50, Caledon, Ontario

• Exterior wall systems exhibiting widespread through-wall cracking and structural instability. • Significant deterioration of masonry, plaster, and wall finishes. • Building envelope failure and extreme non-compliance with Ontario Building Code requirements.	
• Catastrophic roof collapse and failure of the roof structural system. • Extensive deterioration and displacement of structural framing members.	