

Appendix H-1:

Heritage Impact Assessment Report

CULTURAL HERITAGE IMPACT ASSESSMENT

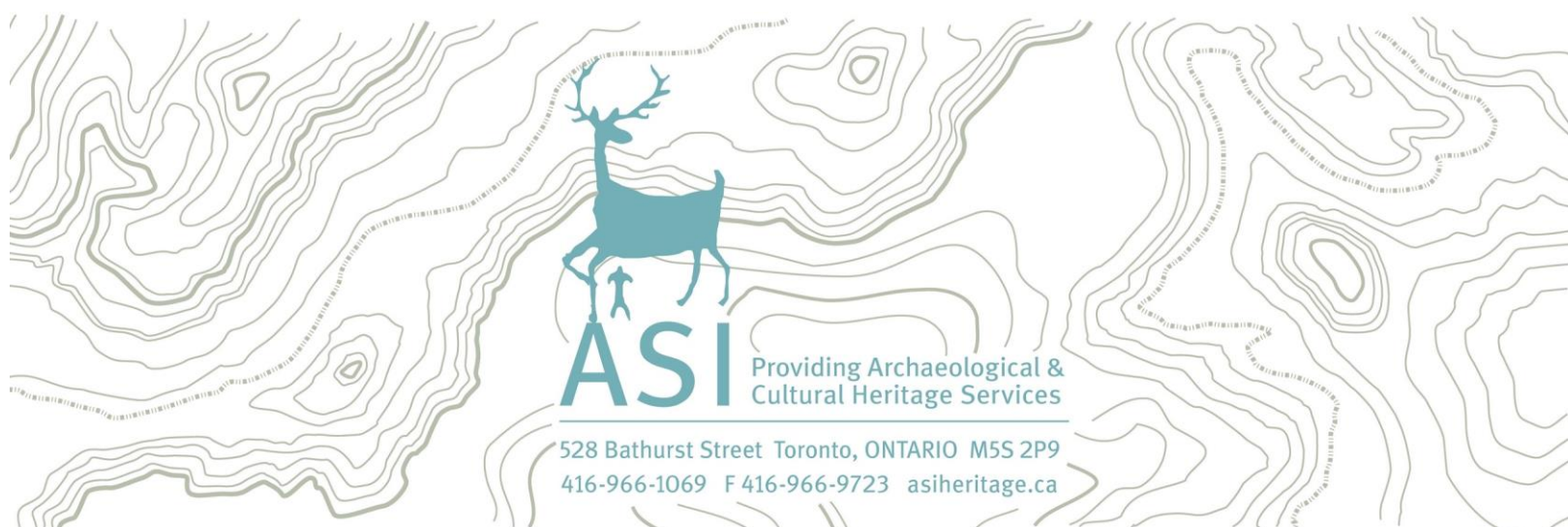
**16000 AIRPORT ROAD
TOWN OF CALEDON, ONTARIO**

Prepared for:

IBI Group
7th Floor – 55 St. Clair Avenue West
Toronto, ON M4V 2Y7

ASI File: 19CH-085

November 2019 (Revised March 2020)



CULTURAL HERITAGE IMPACT ASSESSMENT

16000 AIRPORT ROAD
TOWN OF CALEDON, ONTARIO

EXECUTIVE SUMMARY

ASI was contracted by IBI Group to prepare a Cultural Heritage Impact Assessment (CHIA) of the property at 16000 Airport Road in the Town of Caledon. The subject property contains the LCBO, formerly Burrell's General Store, which is considered a landmark building in the local context. The structure is a four bay Neoclassical commercial building, currently listed on the Town of Caledon's *Heritage Register*. The property was identified as part of the Cultural Heritage Resource Assessment (CHRA) completed by ASI as part of the Airport Road Between King Street and Huntsmill Drive Municipal Class Environmental Assessment (ASI 2018). The proposed improvements to Airport Road include modifications to the intersections between King Street and Huntsmill Drive, including the intersection with Old Church Road in the location of the subject property to improve circulation patterns. The proposed undertaking will result in the extension of Old Church Road west of Airport Road to Ivan Avenue through the subject property. The proposed extension is anticipated to result in direct and permanent negative impacts to the subject property at 16000 Airport Road through the complete removal of the structure.

The intent of the HIA is to determine the cultural heritage value of the property using the criteria described in O. Reg. 9/06 and the Town of Caledon's Official Plan and to determine the impact of the proposed development on any parts of the property determined to possess cultural heritage value. The evaluation of the property under O. Reg. 9/06 criteria determined that the property has cultural heritage value. The building has direct associations with the Herbert and Burrell-Cannon families, some of the earliest families to settle in Caledon East. Also, members of the families were prominent figures within the community. As a commercial property situated within the settlement area of Caledon East, the property is physically, functionally, visually, and historically linked to its surroundings. Given that the property retains cultural heritage value under O. Reg 9/06 it should be considered eligible for designation.

Based on the identified heritage value of the subject property following the O. Reg. 9/06 evaluation, the proposed demolition of the building is inconsistent with the heritage policies outlined in the Town of Caledon *Official Plan*. As such, where technically feasible, this report concludes that removal of the building as a result of the proposed road extension should be avoided.

The following recommendation is proposed as part of the proposed development:

1. Based on the cultural heritage value of this property, the preferred option is the retention of all heritage attributes identified in the draft Statement of Significance found in Section 5.0 of this report. As the subject property was found to retain cultural heritage value under O. Reg. 9/06 it should be considered eligible for designation as per the *Town of Caledon Official Plan* 3.3.3.1.9. As such, the proposed extension of Old Church Road west of Airport Road to Ivan Avenue should be realigned to avoid impacts to identified heritage attributes, where technically feasible.



2. Should it be determined that it is not technically feasible to realign the proposed extension to avoid the subject property, consideration should be given to relocating the structure to ensure the retention of physical heritage attributes.
3. If relocation of the subject structure is under consideration, a structural engineer with experience in heritage architecture should be hired to determine if relocation is feasible. Additionally, a relocation and documentation plan should be prepared by a qualified heritage professional to document the resource prior to relocation.
4. Should it be determined that it is not technically feasible to realign the proposed extension to avoid the subject property or to relocate the structure, the building should be documented as per “best practices” in the form of a Salvage and Documentation Report, including detailed photographs and measured drawings.
 - i. Such a documentation report should be submitted to the Town for its records and any local institution (such as the Peel Art Gallery, Museum and Archives) that may have interest.
 - ii. In addition, as part of this report a list of salvageable materials should be created and submitted to the Town of Caledon. The property owner and Town should cooperate to determine the potential appropriate reuse of any materials.
 - iii. Further mitigation including the completion of a 3D scan of the building and construction of a 3D model and should be investigated.
 - iv. Consideration should be given to a heritage interpretive strategy including (but not limited to) a commemorative plaque with historical information and archival photographs of the structure. Heritage staff at the Town of Caledon should be consulted regarding this heritage interpretive strategy.
5. This report should be submitted for review and comment to Douglas McGlynn, Heritage Resource Officer at the Town of Caledon, heritage staff at the Region of Peel, the Ministry of Heritage, Sport, Tourism, and Cultural Industries (Formerly the Ministry of Tourism, Culture, and Sport), and any other stakeholders that may have an interest in the project.

PROJECT PERSONNEL

Senior Project Manager:

Lindsay Graves, MA CAHP
Senior Cultural Heritage Specialist | Senior Project
Manager, Cultural Heritage Division

Project Manager:

John Sleath, MA
Cultural Heritage Specialist | Project Manager, Cultural
Heritage Division

Project Administrator

Katrina Thach, Hon. BA
Archaeologist | Project Coordinator, Environmental
Assessment Division

Historical Research:

Kirstyn Allam, Hon. BA, Dip. Museum Studies
Cultural Heritage Assistant, Cultural Heritage Division

Field Review:

John Sleath

Kirstyn Allam

Report Preparation:

Kirstyn Allam

Graphics Preparation:

Eric Bongelli, MA
Archaeologist | Geomatics Specialist, Operations
Division

Report Reviewers:

John Sleath

Lindsay Graves



TABLE OF CONTENTS

EXECUTIVE SUMMARY ii
 PROJECT PERSONNEL iii
 TABLE OF CONTENTS iv
 1.0 INTRODUCTION 1
 1.1. Location and Study Area Description 2
 1.2. Policy Framework 3
 1.3. Project Consultation 8
 1.4. Cultural Heritage Value 9
 1.5. Adjacent Cultural Heritage Resources 9
 2.0 HISTORICAL RESEARCH 10
 2.1. Township and Settlement History 10
 2.1.1. Caledon Township 10
 2.1.2. Village of Caledon East 10
 2.2. Land Use History 11
 2.2.1. 16000 Airport Road 11
 3.0 EXISTING CONDITIONS 16
 3.1. 16000 Airport Road 16
 3.1.1. Exterior 16
 3.1.2. Interior 19
 3.1.3. Landscape 21
 4.0 CULTURAL HERITAGE VALUE 24
 4.1. Comparative Analysis 24
 4.1.1. Town of Caledon Heritage Register 24
 4.2. Ontario Regulation 9/06 Evaluation 27
 5.0 DRAFT STATEMENT OF SIGNIFICANCE 28
 6.0 PROPOSED DEVELOPMENT 29
 6.1. Proposed Work 29
 6.2. Impact Assessment 31
 6.3. Considered Alternatives and Mitigations Strategies 31
 7.0 CONCLUSION 32
 7.1. Recommendations 32
 8.0 REFERENCES 34
 APPENDIX A Property Inventory Sheet 37

LIST OF FIGURES

Figure 1: Location of the property at 16000 Airport Road 1
 Figure 2: Aerial photograph of the subject property 2
 Figure 3: 1859 Tremaine Map (Tremaine 1859) 12
 Figure 4: 1877 Illustrated County Atlas Map (Walker and Miles 1877) 12
 Figure 5: Photograph of the property at 16000 Airport Road, circa 1900 (Caledon East and District Historical Society n.d.) 13
 Figure 6: Photograph of Airport Road with the property located at the left of the picture, unknown date (Caledon East and District Historical Society n.d.) 13
 Figure 7: 1919 NTS Map (Department of Militia and Defence 1919) 14
 Figure 8: 1940 NTS Map (Department of National Defence 1940) 15
 Figure 9: 1954 Aerial Map (Plate: 437.794, Hunting Survey Corporation Limited 1954) 15



Figure 10: Subject property and proposed roadwork overlaid on a portion of mapping from the Town of Caledon Interactive Map (Town of Caledon n.d.).....16

Figure 11: East elevation of the structure at 16000 Airport Road.....17

Figure 12: Detail of the alterations to the east elevation fronting on Airport Road.17

Figure 13: South elevation, looking north. Note the small covered entrance and porch at left.17

Figure 14: Detail of the original covered southern entrance.17

Figure 15: View of the northern elevation, looking south.....18

Figure 16: North elevation and west elevation of the original portion of the building, looking southeast.18

Figure 17: Detail of the change in vinyl siding signalling the 1985 addition at right and the earlier addition at left..18

Figure 18: West elevation of the 1985 addition and the rear of the property with garage entrance and extension. 18

Figure 19: Detail of replaced window on the second floor of the east elevation.18

Figure 20: View of the R. W. Burrell plaque on the east elevation.....18

Figure 21: Interior of the main floor inside the LCBO outlet.19

Figure 22: Interior of the main floor towards the entrance.19

Figure 23: Staircase to upper floor, looking down to the exit.20

Figure 24: View to landing area at the top of the staircase with the bathroom at left and crawlspace door at right.20

Figure 25: Utility closet to the north of the landing.....20

Figure 26: Bathroom to the east of the landing.20

Figure 27: Kitchen area, looking south from the living room. Note the bathroom in the rear left.20

Figure 28: Living room, looking south with the kitchen at right. Note the drop panel ceilings and low baseboards. 20

Figure 29: Attic hatch visible in the living room where ceiling panels were removed.21

Figure 30: Two bedrooms and closet on the east wall with the first bedroom at right, closet at centre, and second bedroom at left.....21

Figure 31: First bedroom. Note the tall and plain painted baseboards.....21

Figure 32: Second bedroom. Note the tall painted baseboards with a slight bead at the top.21

Figure 33: Parking lot to the north of the building, looking southwest.....22

Figure 34: Parking lot at the west of the structure with access from Ivan Avenue, looking east.22

Figure 35: View of the yard south of the building, looking west.22

Figure 36: View of the south yard, looking northeast towards the structure.22

Figure 37: Airport Road adjacent to the subject property, looking north.23

Figure 38: Airport Road at Old Church Road, looking south with the subject property at right.23

Figure 39: Ivan Avenue, looking southwest from the western portion of the subject property.....23

Figure 40: Ivan Avenue, looking northwest from the western portion of the subject property.....23

Figure 41: Property adjacent to the north of 16000 Airport Road.23

Figure 42: Log House Dental, with plaque commemorating the Albion Hotel at front right.23

Figure 43: Subject property and Airport Road, looking west from the intersection of Airport Road and Old Church Road.....24

Figure 44: Old Church Road streetscape with a view of the subject property and Airport Road at rear, looking west towards Airport Road24

Figure 45: Alton General Store, 1459 Queen Street West, Alton (ASI 2019). The Alton General Store is designated under Part IV of the *Ontario Heritage Act*.25

Figure 46: Cheltenham Store, 14386 Creditview Road, Cheltenham (image courtesy of Google Streetview). The Cheltenham Store is designated under Part IV of the *Ontario Heritage Act*.25

Figure 47: 15958 Airport Road, Caledon (image courtesy of Google Streetview). 15958 Airport Road is a listed commercial property in the Town of Caledon *Heritage Register*.26

Figure 48: 16023 Airport Road, Caledon (ASI 2019). 16023 Airport Road is a listed commercial property in the Town of Caledon *Heritage Register*.26

Figure 49: 12097 Kennedy Road, Caledon (image courtesy of Google Streetview). 12097 Kennedy Road is a listed Neoclassical house on the *Heritage Register*.26

Figure 50: 1545 Queen Street East, Alton (image courtesy of Google Streetview). 1545 Queen Street East is a listed Neoclassical house on the *Heritage Register*.26

Figure 51: 5 Walker Road West, Caledon (image courtesy of Google Streetview). 5 Walker Road West is a listed Neoclassical house on the *Heritage Register*.26

Figure 52: Commercial Hotel at 1051 Derry Road in the City of Mississauga, a representative example of a Neoclassical commercial structure in the Region of Peel (City of Mississauga 2014:57).26

Figure 53: Proposed road improvements showing the existing building to be removed (Spatial files provided by IBI on 3 October 2019).....30



1.0 INTRODUCTION

ASI was contracted by IBI Group to prepare a Cultural Heritage Impact Assessment (CHIA) for the property at 16000 Airport Road in the Town of Caledon (Figure 1). The property was identified as part of the Cultural Heritage Resource Assessment completed as part of the Municipal Class Assessment process for proposed improvements to Airport Road. The proposed road improvements involve extending Old Church Road west of Airport Road through the subject property to Ivan Avenue to improve circulation patterns. The subject property contains the LCBO, formerly Burrell's General Store, which is considered a landmark building in the local context. The structure is a four bay Neoclassical commercial building, currently listed on the Town of Caledon's *Heritage Register*. Based on the Town's Official Plan, Section 3.3.3, a CHIA is required if the proposed development will have any impacts on the cultural heritage value of the property. The present report satisfies this requirement.

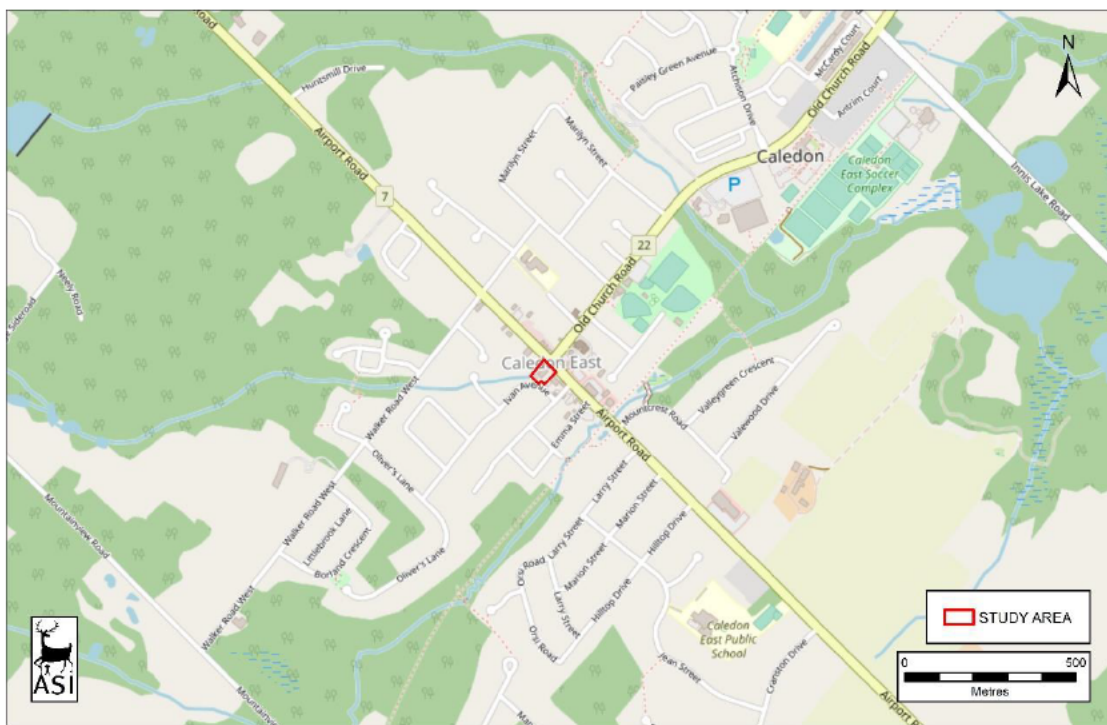


Figure 1: Location of the property at 16000 Airport Road.

Base Map: ©OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)

The research, analysis, and site visit were conducted under the project direction of Lindsay Graves, Senior Project Manager of the Cultural Heritage Division, ASI. The CHIA follows the Ministry of Heritage, Sport, Tourism and Cultural Industries' *Ontario Heritage Toolkit* (2006), Section 3.3.3.1.5 of the *Town of Caledon Official Plan* (2018) and the *Standards and Guidelines for the Conservation of Historic Places in Canada* (Parks Canada 2010). Research was completed to investigate, document and evaluate the property and measure the impact of the proposed road improvements on the heritage property.

This document will provide:

- a historical overview and analysis of the property;

- an evaluation of the property's cultural heritage value under O. Reg. 9/06;
- a description of the proposed development;
- an assessment of impacts of the proposed development on the cultural heritage resources on the property; and
- recommendations including potential options for reducing impacts with suitable mitigation measures.

1.1. Location and Study Area Description

The proposed road improvement is designed to extend through the property at 16000 Airport Road in the Town of Caledon, Ontario to improve local circulation patterns. The subject property is located on the west side of Airport Road at the intersection of Airport Road and Old Church Road (Figure 2). The property is approximately 0.75 acres and contains the former Burrell's General Store, which is listed on the Town of Caledon's *Heritage Register* by Council Resolution in October 2019 (Douglas McGlynn, Town of Caledon personal communication, Town of Caledon n.d.). The surrounding area is a mix of commercial and residential properties in the community of Caledon East. Airport Road is currently a two-lane road with paved shoulders and sidewalks on either side that carries north and southbound vehicular and pedestrian traffic.



Figure 2: Aerial photograph of the subject property.

1.2. Policy Framework

The authority to request this Heritage Impact Assessment arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act* (1990), the *Provincial Policy Statement* (2014), and the *Town of Caledon Official Plan* (2018).

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

The *Planning Act* (1990) and related *Provincial Policy Statement* (hereafter *PPS*; 2014) 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. In order 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 - Implementation/Interpretation, that:

- 4.7 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.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

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 heritage features are contained in Section 2, *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 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 relative provisions:

- 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.

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*.

Section 3.3 of the Town of Caledon's *Official Plan (2018)* provides policies on the protection of the Town's cultural heritage. The following policies have particular relevance to the completion of Heritage Impact Assessments:

3.3.3.1.3 Cultural Heritage Planning Statements

Where the concentration and/or significance of cultural heritage resources in an area requires that detailed guidance be provided to conserve and enhance the cultural heritage of an area, the Town will prepare Cultural Heritage Planning Statements. The Cultural Heritage Planning Statements will be prepared in part to guide development and redevelopment proposals. Cultural Heritage Planning Statements shall be incorporated through an amendment to this Plan. Where the Cultural Heritage Planning Statement forms part of a secondary planning process, the Cultural Heritage Planning Statement will be incorporated into this Plan by way of that secondary planning process.

In the context of conserving and enhancing the cultural heritage of an area, the Cultural Heritage Planning Statement shall address the following:

- a) Historical development context of the area;
- b) Existence of cultural heritage resources and their significance;
- c) Priorities as to the conservation of these cultural heritage resources;
- d) Redevelopment concerns;
- e) Improved public access to the area or individual site;
- f) The inclusion of areas of open space;
- g) The provision of interpretive devices such as plaques and displays;
- h) Architectural design guidelines; and,
- i) Streetscape guidelines.

3.3.3.1.4 Cultural Heritage Surveys

All development or redevelopment proposals will be reviewed by the Town to determine whether a Cultural Heritage Survey is required or whether, as appropriate, a Cultural Heritage Survey will be requested. In making this determination, the Town will consider the scope of the proposal and,



through reference to the archaeological master plan, built heritage resources inventory, cultural heritage landscape inventory, or local information, the likelihood of significant cultural heritage resources being encountered.

Where a Cultural Heritage Survey is required, the proponent is encouraged to consult with the Town and other relevant agencies concerning the scope of the work to be undertaken. The Cultural Heritage Survey will be the responsibility of the proponent and must be undertaken by a qualified professional with appropriate expertise, and it should generally:

- a) Identify the level of significance of any cultural heritage resources, including archaeological resources and potential, existing on and in close proximity to the subject lands; and,
- b) Make recommendations for the conservation of the cultural heritage resources including whether a Cultural Heritage Impact Statement should be prepared.

3.3.3.1.5 Cultural Heritage Impact Statements

- a) Where it is determined that further investigations of cultural heritage resources beyond a Cultural Heritage Survey or Cultural Heritage Planning Statement are required, a Cultural Heritage Impact Statement may be required. The determination of whether a Cultural Heritage Impact Statement is required will be based on the following:
 - i) the extent and significance of cultural heritage resources identified, including archaeological resources and potential, in the Cultural Heritage Survey or Cultural Heritage Planning Statement and the recommendations of the Cultural Heritage Survey or Cultural Heritage Planning Statement;
 - ii) the potential for adverse impacts on cultural heritage resources; and,
 - iii) the appropriateness of following other approval processes that consider and address impacts on cultural heritage resources.
- b) Where it is determined that a Cultural Heritage Impact Statement should be prepared, the Cultural Heritage Impact Statement shall be undertaken by a qualified professional with expertise in heritage studies and contain the following:
 - i) a description of the proposed development;
 - ii) a description of the cultural heritage resource(s) to be affected by the development;
 - iii) a description of the effects upon the cultural heritage resource(s) by the proposed development;
 - iv) a description of the measures necessary to mitigate the adverse effects of the development upon the cultural heritage resource(s); and,
 - v) a description of how the policies and guidance of any relevant Cultural Heritage Planning Statement have been incorporated and satisfied.

Where a Cultural Heritage Impact Statement is required, the proponent is encouraged to consult with the Town and other relevant agencies concerning the scope of the work to be undertaken.



3.3.3.1.7 Should a development proposal change significantly in scope or design after completion of an associated Cultural Heritage Survey, Cultural Heritage Planning Statement or Cultural Heritage Impact Statement, additional cultural heritage investigations may be required by the Town.

3.3.3.1.8 Appropriate conservation measures, identified in a Cultural Heritage Planning Statement, Cultural Heritage Survey, or Cultural Heritage Impact Statement, may be required as a condition of any development approval. Where the Town has the authority to require development agreements and, where appropriate, the Town may require development agreements respecting the care and conservation of the affected cultural heritage resource. This provision will not apply to cultural heritage resources in so far as these cultural heritage resources are the subject of another agreement respecting the same matters made between the applicant and another level of government or Crown agency.

3.3.3.1.9 Designation

Pursuant to the Ontario Heritage Act, Council may by by-law designate cultural heritage resources, including individual properties, conservation districts and landscapes, and archaeological sites.

3.3.3.1.10 Securities

Where any development requiring the approval of the Town involves lands on which a cultural heritage resource(s) is to be retained the Town may, where it has the authority to do so and where appropriate, require that the applicant enter into an agreement which will provide for the retention of the cultural heritage resource(s) on the subject lands. Such agreement may also require the applicant to provide sufficient securities to the Town for the specific purposes set out in the agreement. This provision will not apply to cultural heritage resources in so far as these cultural heritage resources are the subject of another agreement respecting the same matters made between the applicant and another level of government or Crown agency.

3.3.3.1.11 Secondary Plans

In carrying out Secondary Plans or other forms of neighbourhood planning the Town shall ensure that cultural heritage resources are identified, evaluated, and conserved. This should normally be accomplished through the preparation and inclusion of a Cultural Heritage Planning Statement within the Secondary Planning or neighbourhood planning process.

3.3.3.1.12 Public Undertakings

The Town shall ensure that cultural heritage resources are identified, evaluated and conserved prior to municipal, Regional or Provincial public works or other development activities, and where necessary, suitable mitigation measures taken.

3.3.3.1.13 Heritage Easements and Acquisitions



The Town may pass by-laws for the entering into of easements or covenants with owners of property of cultural heritage value or interest for the purposes of conservation. The Town may also acquire, by purchase, lease or donation, property of cultural heritage value or interest for the purposes of conservation.

3.3.3.1.14 Cultural and Natural Landscapes

In its consideration of all development and redevelopment proposals, the Town will have regard for the interrelationship between cultural heritage landscapes and scenic natural landscapes, in accordance with Section 3.2.3.5 of this Plan.

3.3.3.3 Built Heritage Resources

3.3.3.3.2 Built Heritage Resources Inventory

An inventory of built heritage resources and their contextual landscape elements shall be prepared and maintained through the Heritage Resource Office. Inventoried built heritage resources may be considered for designation under the *Ontario Heritage Act* and/or for conservation in the Town's consideration of any proposed development or undertaking, subject to all relevant legislation.

Criteria will be developed pertaining to the significance of built heritage resources which will guide rankings within the inventory. Revisions to the initial inventory may occur as a result of additional investigations and field checks.

3.3.3.3.3 Retention/Relocation of Heritage Buildings

The Town shall encourage the retention of significant built heritage resources in their original locations whenever possible. Before such a building is approved for relocation to another site, all options for on-site retention shall be investigated. The following alternatives, in order of priority, shall be examined prior to approval for relocation:

- a) Retention of the building on-site in its original use. In a residential subdivision, a heritage dwelling could be retained on its own lot for integration into the residential community;
- b) Retention of the building on-site in an adaptive re-use, e.g. in a residential subdivision, a heritage dwelling could be retained for a community centre or a day care centre;
- c) Relocation of the building on the development site. A heritage building, if of significant historical, architectural or contextual importance, could be relocated to another location within the proposed development; and,
- d) Relocation of the building to a sympathetic site. If interest is demonstrated, the heritage building could be relocated to an available lot at a sympathetic site within the Town.

3.3.3.5 Areas with Cultural Heritage Character

3.3.3.5.1 The Town may identify through the Zoning By-law areas of existing settlements that have cultural heritage character. It is intended that:



- a) Conversion, redevelopment or new construction in these areas is sympathetic to and compatible with the prevailing cultural heritage character of the area;
- b) Infilling be permitted provided that heritage buildings and features are retained and not removed to create vacant parcels of developable land; and,
- c) Re-development of non-residential land and/or buildings for residential purposes will be encouraged.

3.3.3.5.2 All forms of conversion or redevelopment must be sympathetic to existing cultural heritage conditions. Conversion or redevelopment shall be achieved through:

- a) Retention of the original building fabric and architectural features;
- b) Avoidance of alterations to principal façades;
- c) Limiting the height of new additions, including garages or car ports, to the height of the existing building;
- d) Placement of new additions, including garages or car ports, to the rear of the building or setback substantially from the principal façade;
- e) Placement or required on-site parking behind the existing building line; and,
- f) Compliance with any other policies, streetscape or community design guidelines approved by the municipality.

The subject property also falls within the Caledon East Secondary Plan. Section 7.7 of the Town of Caledon's Official Plan provides policies on the protection of the Town's cultural heritage. The following policies have particular relevance to the completion of Heritage Impact Assessments:

7.7.14 Heritage Resources

7.7.14.2 It is the intent of this Secondary Plan to encourage the retention and conservation of buildings of archaeological and/or historical merit and to promote the integration of these resources into new development proposals. In this context, the retention of the existing heritage farm houses, structures and hedgerows within new development areas is strongly encouraged and will be promoted through the review and approval of draft plans of subdivision and site-specific development proposals.

1.3. Project Consultation

The following organizations, websites, online heritage documents, and online heritage mapping tools were consulted to confirm the level of significance of the subject property, the location of additional previously identified cultural heritage resources adjacent to the study area, and to request additional information generally:



- Town of Caledon *Heritage Register* [Accessed 2 October 2019];
- Town of Caledon *Built Heritage Resources Inventory* [Accessed 2 October 2019];
- Town of Caledon *Cultural Heritage Landscape Inventory* [Accessed 2 October 2019];
- Communication with Douglas McGlynn, Heritage | Urban Design Planner Town of Caledon [18 through 28 October 2019];
- Communication with Jacob Keszei, Archivist Peel Art Gallery, Museum and Archives (PAMA) [23 and 25 October 2019];
- Email sent to Kira Dorward, President, Caledon East and District Historical Society [18 October 2019];
- Email sent to Caledon Heritage Foundation [18 October 2019];
- Canadian Register of Historic Places [Accessed 22 October 2019] at <http://www.historicplaces.ca/en/pages/about-afpropos.aspx>;
- Parks Canada website (national historic sites) [Accessed 22 October 2019] at <http://www.pc.gc.ca/eng/progs/lhn-nhs/index.aspx>;
- Peel County Land Registry Office; and
- Historical and genealogical records at Ancestry.com.

Consultation with these stakeholders provided additional information on the history and heritage recognition of the subject property. Douglas McGlynn, Heritage | Urban Design Planner at the Town of Caledon confirmed that the subject property was recently listed by the Town of Caledon, provided information on adjacent heritage properties (see Section 1.5), and suggested additional local stakeholders to consult (25 October 2019). Consultation with PAMA provided an archival photograph of the subject building and information regarding their archival holdings related to the subject property (24 October 2019).

1.4. Cultural Heritage Value

16000 Airport Road is listed in the Town of Caledon's *Heritage Register* (Town of Caledon n.d.) as a Neoclassical commercial building featuring timber-frame construction, built circa 1896. The property has also been included in the Town of Caledon *Built Heritage Resources Inventory* (Stewart and Dilse 2008). The property inventory sheet can be found in Appendix A.

1.5. Adjacent Cultural Heritage Resources

The subject property at 16000 Airport Road is within the Heritage Character Area for Caledon East and is adjacent to the heritage properties identified in the Town of Caledon *Built Heritage Resources Inventory* at 16008 and 16018 Airport Road that are directly north of the subject property.

The following heritage properties are located to the north of the subject property on the west side of Airport Road, but are not directly adjacent to the subject property:

- 16024 Airport Road, designated under Part IV of the Ontario Heritage Act;
- 16036 Airport Road, Listed on the Heritage Register;
- 16040 Airport Road, Listed on the Heritage Register; and
- 16048 Airport Road, Listed on the Heritage Register.



There is also a plaque on the east side of Airport Road across from the subject property at 15995 Airport Road for the Albion Hotel and the Heritage Character Area for Caledon East (Douglas McGlynn, email communication 25 October 2019).

2.0 HISTORICAL RESEARCH

A review of available primary and secondary source material was undertaken to produce a historical overview of the subject property, including a general description of Euro-Canadian settlement and land-use. The following section provides the results of this research.

The subject property is located in Lot 4, Concession 6 East of Hurontario Street (EHS) in the former Caledon Township.

2.1. Township and Settlement History

2.1.1. *Caledon Township*

The land within Caledon Township was acquired by the British from the Mississaugas in 1818. The first township survey was undertaken in 1819, using the “double-front” system of 200 acre lots, and the first Euro-Canadian settlers occupied their land holdings in the following year. The township was named after the Roman designation for Scotland. Caledon was initially settled by the children of Loyalists, soldiers who served during the War of 1812, and by immigrants from England, Scotland and Ireland. By the 1840s, the township was noted for its good farms (Armstrong 1985; Rayburn 1997; Smith 1846). When the Toronto, Grey and Bruce Railway was constructed as the first railway crossing the region in 1871, there were major stations at Bolton, Mono Road, Caledon Village, Alton, and Melville. The Hamilton and Northwestern Railway was constructed through Caledon in the 1870s with stations at Terra Cotta, Cheltenham, Inglewood, Caledon East, Centreville, and Palgrave.

2.1.2. *Village of Caledon East*

The settlement of Caledon East, formerly known as Paisley Village, lies along Airport Road at the former Hamilton and North Western Railway line on the border between Caledon and Albion Townships. Five of the first property owners in Caledon East were women: Mary Heward, Mary Mulloy, Mary Horman, Rebecca Greer, and Elizabeth Tarbox, who arrived in the 1820s and became the original namesake of the village. First known as Tarbox Corners, then Munsey’s Corners (after the hamlet’s first postmaster James Munsie), and later Paisley, it became Caledon East in 1857.

The Hamilton & Northwestern Railway was built with a station in the village in 1877, and the village grew to have three hotels, general stores, merchants, three churches, Masonic and Orange lodges, and other trades. Caledon became a police village in 1913, and independent status in 1957, and became part of the Town of Caledon in 1974, for which it is currently the seat of municipal government (Headwaters Tourism 2017; Heritage Caledon 2016a; Mika and Mika 1977).



2.2. Land Use History

The following land-use history is based on a combination of land registry records, historic mapping, census records and local history resources.

2.2.1. 16000 Airport Road

The property at 16000 Airport Road is located in Lot 4, Concession 6 East of Hurontario Street (EHS) in the former Caledon Township.

The crown patent for Lot 4, Concession 6 EHS was granted to Elizabeth Tarbox (also spelt Tarbon), in 1821 (Land Registry Office Abstract Index). Elizabeth Tarbox was married to Elisha Tarbox, a farmer. Elizabeth had claim to the grant as she was the daughter of Richard Lawrence, a United Empire Loyalist (Heritage Caledon 2016b). The Tarboxs began to divide the property in 1822 and in 1844 they sold a portion of the east half of the lot to James Warbrick (Instrument No. 23436 Land Registry Office Abstract Index). According to the 1846 Brown's Directory and the 1851 Census of Canada, James Warbrick was living in Albion Township, it is therefore likely that he would have only owned the property in Caledon East and did not reside there after he purchased the land (AO 1851; Brown 1846).

In April 1852, Joseph Carter received a mortgage of 100 pounds from the Ontario Building Society for one acre of land (Instrument No. 44055), in March 1854 Carter is listed under an Indenture to Elisha Tarbon and Spouse for one acre of land for 25 pounds (Instrument number 3756), and then in December 1857 Carter is listed as purchasing one acre of land from James Warbrick and Spouse for 20 pounds (Instrument number 42628, Abstract Index p.1). The 1855 Map of Paisley (Prosser 1855, not included in this report) depicts the subject property as 'Carter's Acre'. According to the 1851 Census of Canada West, Joseph Carter is a 40 year old male that resided in Caledon East with wife Janet Carter (aged 33) and children Joseph Jr. (a farmer, age 14), Janet (age 7), Sarah (age 5), and Elizabeth (age 2) (AO 1861). Carter, a prominent local builder, is also responsible for building the Albion Hotel on the east side of Airport Road and is also reported to have built the first store in the town (Davies 2000:31). The exact location of this store is not known. The 1859 *Tremaine's Map* and the 1877 *Illustrated Historical Atlas* (Figure 3 and Figure 4) both depict the subject property as within or just outside of the settlement of Caledon East, however the 1859 mapping appears to have slightly inaccurate settlement boundaries when compared with the Prosser map (Prosser 1855).

While Carter is depicted in the 1855 mapping, the subject property is also known to be associated with Andrew Herbert, who purchased land in Lot 4 from James Warbrick in 1884 for \$475 (Instrument No. 6207 Land Registry Office Abstract Index). Ann Herbert, a widow, sold the property to her son, Charles Herbert, in 1896. Charles would sell the property in 1903 to Richard W. Burrell and son, William C. Burrell for \$650 (Instrument Nos. 9983, 11628 Land Registry Office Abstract Index). According to *Settling the Hills*, the Burrells had purchased the old Herbert store (Davies 2000:37). While the main floor stocked grocery items, the upstairs was rented out for some time as a millinery store. The Burrells had been merchants in another nearby community, Lockton (Davies 2000). Early photographs of the property at 16000 Airport Road (Figure 5 and Figure 6) depict how the building would have looked circa 1900.





Figure 3: 1859 Tremaine Map (Tremaine 1859)



Figure 4: 1877 Illustrated County Atlas Map (Walker and Miles 1877)



Figure 5: Photograph of the property at 16000 Airport Road, circa 1900 (Caledon East and District Historical Society n.d.)



Figure 6: Photograph of Airport Road with the property located at the left of the picture, unknown date (Caledon East and District Historical Society n.d.)

The 1919 national topographic system (NTS) map (Figure 7) illustrates the growth that occurred in Caledon East with the community expanding to the south along Airport Road and east along Old Church Road. A wooden structure is now illustrated on the map in the approximate location of the extant structure.



Figure 7: 1919 NTS Map (Department of Militia and Defence 1919)

William B. Cannon, Richard W. Burrell's grandson purchased the property in 1930 from Annie M. Burrell and continued the operation of the store. The 1940 NTS map and the 1954 aerial photograph (Figure 8 and Figure 9) depict the property and the community of Caledon East in a similar context as the earlier mapping. The Cannon family continued the operation of the store until 1991 after which they leased it to the Liquor Control Board of Ontario (LCBO) as a retail location. The Cannon family owned and operated a store in this location from 1903 until 1991 and are considered to have significant ties to the community of Caledon East. Along with owning the store, Robert Cannon (1935-2014), great-grandson to Richard W. Burrell, was also a Councilor for the Town of Caledon (1978-1988) in addition to holding many other volunteer roles within Caledon (Toronto Star 2014). As such, Robert Cannon in particular is considered to be a prominent member of the local community. The 1994 NTS map (Figure 10) illustrates the growth of the community of Caledon East around the subject property.



Figure 8: 1940 NTS Map (Department of National Defence 1940)



Figure 9: 1954 Aerial Map (Plate: 437.794, Hunting Survey Corporation Limited 1954)

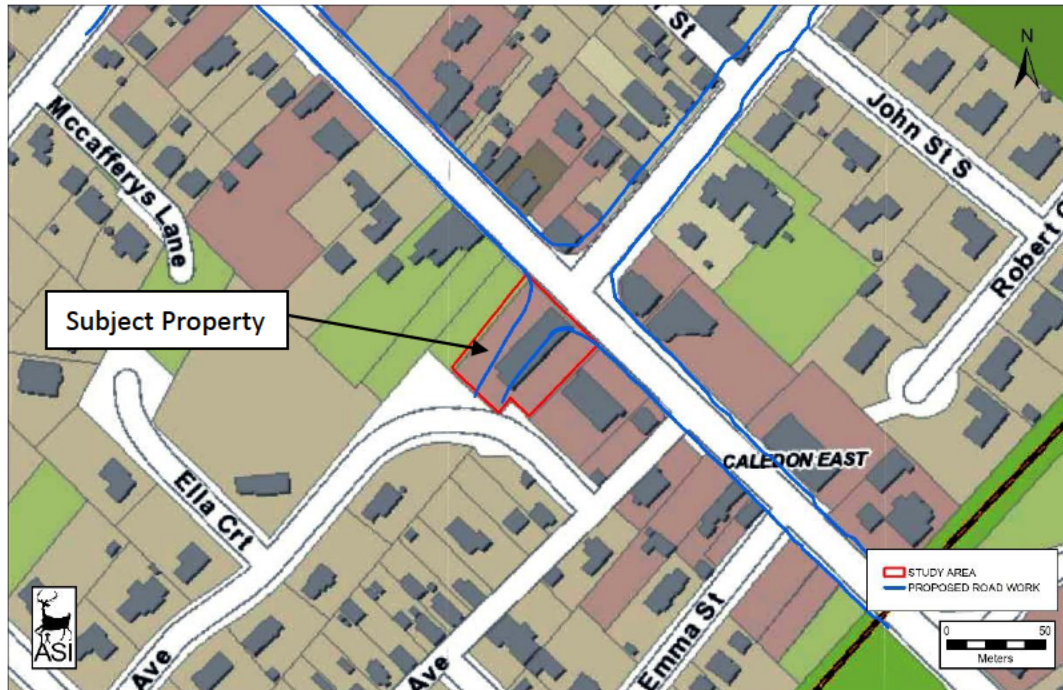


Figure 10: Subject property and proposed roadwork overlaid on a portion of mapping from the Town of Caledon Interactive Map (Town of Caledon n.d.)

3.0 EXISTING CONDITIONS

3.1. 16000 Airport Road

A field review was conducted by John Sleath, Cultural Heritage Specialist and Kirstyn Allam, Cultural Heritage Assistant, both of ASI on 17 October 2019 to survey and document the property at 16000 Airport Road. This section will provide an overview of the exterior and interior of the Neoclassical commercial building. An overview of the landscape and its associated features is also provided in this section.

3.1.1. Exterior

The circa 1896 Neoclassical building (Figure 11 to Figure 20) is a two-storey timber frame structure with single-storey additions to the rear of the building. The original portion of the building features a generally rectangular footprint with a gable roof with asphalt shingles while the rear additions feature flat roofs. The building originally had a small addition to the rear which was extended in 1985 by the owners (Rob Cannon, 17 October 2019 personal communication). The roof of the building has two chimneys, one at the north end and one at the south. The building has been covered in vinyl-siding with a stucco applied on the first storey of the east elevation fronting on Airport Road. All the windows appear to have been replaced, although most windows are in the same location as depicted in historical photographs (Figure 19).

The first storey of the east elevation has been significantly altered from the depiction in the 1900 photograph (Figure 5). The entrance to the building is currently located to the north of centre with two

large windows on either side. A metal awning extends the length of the front façade between the first and second storeys. A plaque is located near the entranceway in recognition to R.W. Burrell and the general store (Figure 20).

The southern elevation of the building has a small side porch with a covered entrance that appears to be depicted in a 1900 photograph (Figure 5). A second storey window is located near the rear of the house. The northern elevation of the building features a single window on the second storey that overlooks the parking lot. The limits of the 1985 rear addition are visible from the north elevation as the vinyl-siding changes from horizontal on the original structure to vertical on the addition (Figure 17). The rear of the original building has two windows on the second storey. The addition to the building features two doorways, a garage door, and a covered extension (Figure 18).



Figure 11: East elevation of the structure at 16000 Airport Road.



Figure 12: Detail of the alterations to the east elevation fronting on Airport Road.



Figure 13: South elevation, looking north. Note the small covered entrance and porch at left.



Figure 14: Detail of the original covered southern entrance.



Figure 15: View of the northern elevation, looking south.



Figure 16: North elevation and west elevation of the original portion of the building, looking southeast.



Figure 17: Detail of the change in vinyl siding signalling the 1985 addition at right and the earlier addition at left.



Figure 18: West elevation of the 1985 addition and the rear of the property with garage entrance and extension.



Figure 19: Detail of replaced window on the second floor of the east elevation.



Figure 20: View of the R. W. Burrell plaque on the east elevation.

3.1.2. Interior

The main floor interior of the structure is principally accessed through the main door located on the east elevation. The main floor has been converted from the original commercial and living space to a retail space for the LCBO (Figure 21 and Figure 22). According to the owner, the LCBO began leasing the property in 1991 at which time they extensively altered the interior of the structure (Rob Cannon, 17 October 2019 personal communication). No original heritage attributes appeared to be retained at the time of field inspection. Further, personal communication with the property owner revealed that the original main floor supports and crawlspace beneath were removed and replaced with a poured concrete subfloor when they performed the renovations in 1991.

The second floor features a two bedroom residential apartment and is accessed from the covered porch on the south elevation. This exterior access leads to a staircase located along the south wall of the building (Figure 23). According to the owners, the stairs were moved at some point and are not in the original location (Rob Cannon, 17 October 2019 personal communication). The residential space on the second floor has been altered numerous times according to the owners, with no heritage elements visible during field inspection with the exception of some potential early-twentieth century baseboard. The stairs on the south wall lead to a landing area at the top of the stairs and a utility closet (Figure 24 and Figure 25). A small crawlspace is located to the west of the landing and a bathroom is located near to the immediate east of the landing (Figure 26). The kitchen is located on the west wall with an open living room occupying the northern portion of the second floor. Both the kitchen and living room feature a drop ceiling, with the attic hatch visible above the living room (Figure 27 to Figure 29). A closet is located between the two bedrooms that occupy the southeast portion of the area (Figure 30). The first bedroom is located in the southeast corner of the residence with the bathroom to the immediate west. The baseboard in the first bedroom is taller than in the kitchen and living room and appears to be from the early twentieth century (Figure 31). The second bedroom is located to the north of the first bedroom (with a closet in between), near the central portion of the east wall (Figure 32). The second bedroom also has its potentially early twentieth-century baseboard, although it is not the same as the baseboard in the first bedroom.



Figure 21: Interior of the main floor inside the LCBO outlet.



Figure 22: Interior of the main floor towards the entrance.



Figure 23: Staircase to upper floor, looking down to the exit.



Figure 24: View to landing area at the top of the staircase with the bathroom at left and crawlspace door at right.

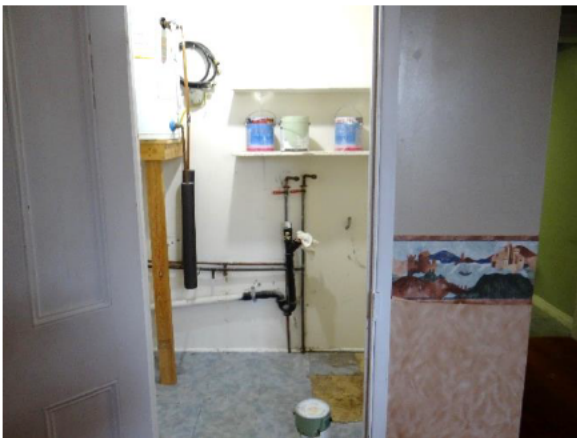


Figure 25: Utility closet closest to the north of the landing.

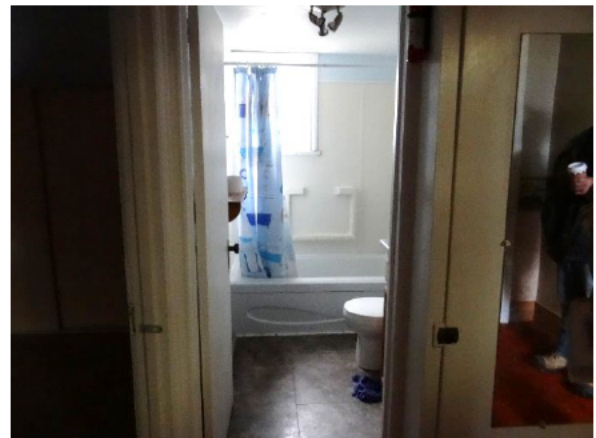


Figure 26: Bathroom to the east of the landing.



Figure 27: Kitchen area, looking south from the living room. Note the bathroom in the rear left.



Figure 28: Living room, looking south with the kitchen at right. Note the drop panel ceilings and low baseboards.



Figure 29: Attic hatch visible in the living room where ceiling panels were removed.



Figure 30: Two bedrooms and closet on the east wall with the first bedroom at right, closet at centre, and second bedroom at left.



Figure 31: First bedroom. Note the tall and plain painted baseboards.



Figure 32: Second bedroom. Note the tall painted baseboards with a slight bead at the top.

3.1.3. Landscape

The subject property is located on the west side of Airport Road, at the T-intersection of Airport Road and Old Church Road. The mostly rectangular shaped property is within the settlement centre of Caledon East. The building is situated in the middle of the property, bounded by an asphalt-paved parking lot to the north and a grass lawn yard to the south. Trees and shrubs line the southern portion of the property (Figure 33 to Figure 36).

The parking lot can be accessed from both Airport Road on the east and Ivan Avenue on the west. Airport Road is a two-lane roadway with curbs and sidewalks that carries north and southbound vehicular and pedestrian traffic in a commercial/residential context adjacent to the subject property. Ivan Avenue is also a two-lane roadway with no shoulder or curb on either side and is in a primarily residential context (Figure 37 to Figure 40).

To the north and south of the property there is a mixture of commercial and residential properties that are typically one or two-storey structures. Directly adjacent to the north of the subject structure is a

vacant lot that formerly featured a structure based on a staircase off Airport Road (Figure 41). A plaque commemorating the former Albion Hotel is located to the east of Airport Road across from the subject property (Figure 42).



Figure 33: Parking lot to the north of the building, looking southwest.



Figure 34: Parking lot at the west of the structure with access from Ivan Avenue, looking east.



Figure 35: View of the yard south of the building, looking west.



Figure 36: View of the south yard, looking northeast towards the structure.



Figure 37: Airport Road adjacent to the subject property, looking north.



Figure 38: Airport Road at Old Church Road, looking south with the subject property at right.



Figure 39: Ivan Avenue, looking southwest from the western portion of the subject property.



Figure 40: Ivan Avenue, looking northwest from the western portion of the subject property.



Figure 41: Property adjacent to the north of 16000 Airport Road.



Figure 42: Log House Dental, with plaque commemorating the Albion Hotel at front right.



Figure 43: Subject property and Airport Road, looking west from the intersection of Airport Road and Old Church Road.



Figure 44: Old Church Road streetscape with a view of the subject property and Airport Road at rear, looking west towards Airport Road

4.0 CULTURAL HERITAGE VALUE

4.1. Comparative Analysis

4.1.1. *Town of Caledon Heritage Register*

An examination of the Town of Caledon's *Heritage Register* (Town of Caledon n.d.) was conducted to identify buildings with a similar function and aesthetic for the purposes of establishing a comparative context for evaluating this property.

The Town of Caledon has 13 commercial buildings in its *Heritage Register*. Three of these buildings are designated under Part IV of the *Ontario Heritage Act*.

The construction dates for these buildings range from circa 1850 to the late 1940s, the oldest of these constructed circa 1850 to 1874 (17277 Old Main Street). The date range would make the subject property with a circa 1896 construction date a mid-range example of this building type within the local context.

The thirteen identified commercial buildings display varying types of architectural style. The subject property is the only Neoclassical-style commercial building in the *Heritage Register*; however, there are 47 Neoclassical residences in the *Heritage Register*. A selection of commercial properties with identified heritage value and Neoclassical buildings with identified cultural heritage value are included below (Figure 45 to Figure 51).

Generally, Neoclassical buildings follow the Georgian symmetry of windows around the central doorway but feature a wider entranceway. Sidelights and transoms are important aspects to the front entrance. The buildings have rectangular footprints, moderately-pitched roofs, and are made of brick or wood. As with Georgian structures, the roofs are gabled, and the chimneys are dominant components along the ridge at both gable ends. Decorative elements such as Classical inspired columns, pilasters, and

moulding are common and are typically thin in proportion to present a lighter feel to the building (Blumenson 1990; Mikel 2004; Maitland et al. 1992). The structure at 16000 Airport Road displays some characteristic architectural features that are typical of the Neoclassical style, such as the symmetry of the fenestration of the building, the chimneys at the gable ends, and the decorative elements of the covered southern entranceway. However, subsequent modifications including the removal of the columns supporting the awning and the addition of the stucco finish on the east elevation detract from the Neoclassical style of the structure. Further, the additions to the west elevation of the structure have impacted the original footprint and massing of the structure. As such, the subject structure is not considered an outstanding or representative example of Neoclassical architecture within the local context.

An example of a representative Neoclassical commercial structure in the Region of Peel is the Commercial Hotel (Designated under Part V) in Meadowvale Village Heritage Conservation District in the City of Mississauga at 1051 Old Derry Road (City of Mississauga 2014:57). The Commercial Hotel was built in 1852 and features representative Neoclassical architectural elements such as a rectangular footprint, moderately pitched gable roof, Classical-inspired columns on the covered porches, and symmetrical fenestration (Figure 52).



Figure 45: Alton General Store, 1459 Queen Street West, Alton (ASI 2019). The Alton General Store is designated under Part IV of the *Ontario Heritage Act*.



Figure 46: Cheltenham Store, 14386 Creditview Road, Cheltenham (image courtesy of Google Streetview). The Cheltenham Store is designated under Part IV of the *Ontario Heritage Act*.



Figure 47: 15958 Airport Road, Caledon (image courtesy of Google Streetview). 15958 Airport Road is a listed commercial property in the Town of Caledon *Heritage Register*.



Figure 48: 16023 Airport Road, Caledon (ASI 2019). 16023 Airport Road is a listed commercial property in the Town of Caledon *Heritage Register*.



Figure 49: 12097 Kennedy Road, Caledon (image courtesy of Google Streetview). 12097 Kennedy Road is a listed Neoclassical house on the *Heritage Register*.



Figure 50: 1545 Queen Street East, Alton (image courtesy of Google Streetview). 1545 Queen Street East is a listed Neoclassical house on the *Heritage Register*.



Figure 51: 5 Walker Road West, Caledon (image courtesy of Google Streetview). 5 Walker Road West is a listed Neoclassical house on the *Heritage Register*.



Figure 52: Commercial Hotel at 1051 Derry Road in the City of Mississauga, a representative example of a Neoclassical commercial structure in the Region of Peel (City of Mississauga 2014:57).

4.2. Ontario Regulation 9/06 Evaluation

Table 1 contains the evaluation of the property at 16000 Airport Road against criteria as set out in O. Reg. 9/06 of the *Ontario Heritage Act*.

Table 1: Evaluation of 16000 Airport Road using Ontario Regulation 9/06

1. The property has design value or physical value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	The property at 16000 Airport Road meets this criterion. The property contains an altered two-storey Neoclassical commercial and residential timber frame structure that features symmetrically- placed windows, a moderately-pitched roof, chimneys at the gable ends, and a southern covered entranceway with decorative elements. Based on an examination of historical photographs (Figure 5 and Figure 6), the structure has been altered with several additions on the west elevation and alterations to the east elevation fronting on Airport Road. However, the main portion of the structure first built c. 1896 are retained and are assumed to feature the original structural timber frame elements. As such, the structure is an early example of timber-frame commercial architecture in Caledon East.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 16000 Airport Road does not meet this criterion. The building does not appear to display a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 16000 Airport Road does not meet this criterion. The building does not appear to demonstrate a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 16000 Airport Road meets this criterion. The property is directly associated with the Carter, Herbert, and Burrell-Cannon families, some of the earliest families to settle in the area. Joseph Carter was a prominent local builder in Caledon East, while members of the Cannon family were prominent members of the Town of Caledon community. Also, the significance of the family and the building have been documented several times in writings about the histories of the area.
ii. yields, or has the potential to yield, information that contributes to an understanding of a	No	The property at 16000 Airport Road does not meet this criterion. The property does not appear to yield or have the potential to yield information that would contribute to an understanding of the community or a specific culture.

Table 1: Evaluation of 16000 Airport Road using Ontario Regulation 9/06

community or culture, or;		
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The property at 16000 Airport Road is not known to meet this criterion. The architect of the existing building is unknown.
3. The property has contextual value because it:		
<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 16000 Airport Road meets this criterion. The subject property is a commercial and residential building located within the settlement centre of Caledon East, and has maintained and supported this commercial and residential context of the main street of Caledon East on Airport Road since its construction circa 1896.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 16000 Airport Road meets this criterion. As a mixed commercial and residential property that has been continuously occupied since its construction circa 1896 within a settlement centre it is physically, functionally, visually and historically linked to its surroundings.
iii. is a landmark.	Yes	The property at 16000 Airport Road meets this criterion. The property has been identified in inventories and writings about the area as a landmark building (Town of Caledon n.d.).

This Ontario Regulation 9/06 evaluation has determined that the property at 16000 Airport Road has physical or design value, historical or associative value, and contextual value. Given that the property retains cultural heritage value under O. Reg 9/06 it should be considered eligible for designation.

5.0 DRAFT STATEMENT OF SIGNIFICANCE

The property at 16000 Airport Road is located at the west of the T-intersection of Airport Road and Old Church Road. The property contains a two-storey Neoclassical commercial/residential building constructed circa 1896 that has been altered from its original construction. Given that the property retains cultural heritage value under O. Reg 9/06 it should be considered eligible for designation.

The property at 16000 Airport Road has cultural heritage significance for physical/design, historical/associative, and contextual reasons. The property features a two-storey commercial and residential timber frame structure on land once owned by Joseph Carter, an important local builder in Caledon East. The building was likely constructed by the Herbert family c.1896 and was subsequently owned by the Burrell-Cannon family, and operated as the Burrell's General Store. It operated as a

general store from prior to 1903 to 1991 and continued to function in a commercial retail capacity at the time of field review. The association with Joseph Carter and the Burrell-Cannon family provides the property with historical significance, as Carter was an important local builder and the Burrell-Cannon family have long been important members of the community of Caledon East.

The property's physical value derives from the two-storey Neoclassical commercial and residential timber frame structure that features symmetrically- placed windows, a moderately-pitched roof, chimneys at the gable ends, and a southern covered entranceway with decorative elements. While subject to alterations, the main portion of the structure first built c.1896 is retained and is assumed to feature the original structural timber frame elements. As such, the structure is a representative example of mid-nineteenth century architecture in Caledon East.

The property's contextual value derives from its location within the settlement of the former village of Caledon East and its landmark status at the intersection of two major transportation routes, Airport Road and Old Church Road. These traits physically, functionally, visually, and historically link the building to the character of the area.

Key heritage attributes that embody the historical, associative, and contextual value of the subject property include:

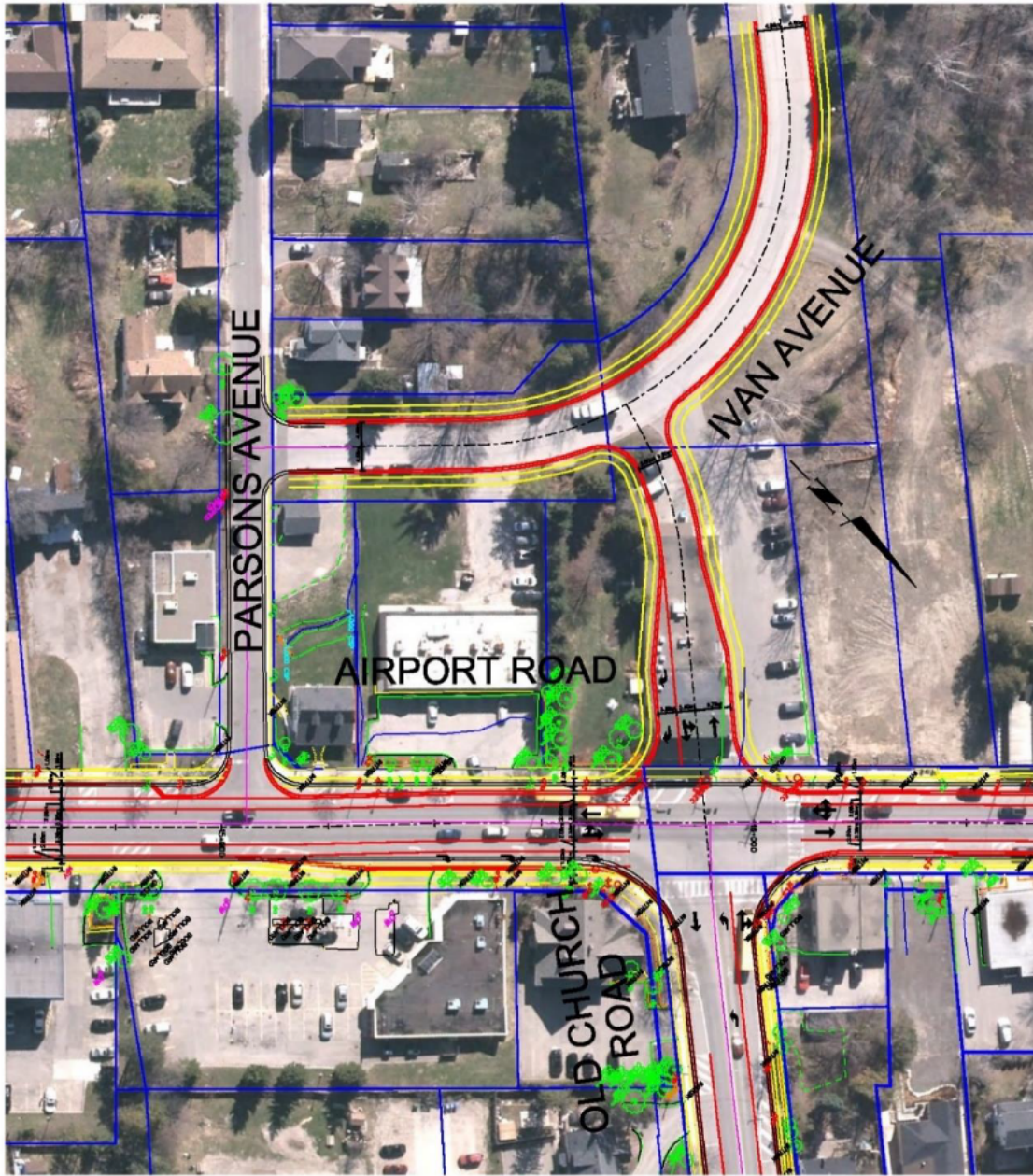
- Association with the Burrell-Cannon family, an early and prominent family in Caledon East;
- Longstanding function of the structure as a commercial/residential building from its construction circa 1896 to the present;
- Landmark status at a prominent intersection in Caledon East; and
- Maintains and supports the commercial/residential context of Airport Road in Caledon East.

6.0 PROPOSED DEVELOPMENT

6.1. Proposed Work

The proposed improvements to Airport Road involve reconfiguring the intersection with Old Church Road and extending the roadway to Ivan Avenue. The proposed extension of Old Church Road will result in direct and permanent negative impacts to the subject property at 16000 Airport Road through demolition of the building. An overlay of the proposed roadwork is found below (Figure 53).

OLD CHURCH ROAD EXTENSION - IVAN AVENUE RECONFIGURATION



Aug 8, 2018

DRAFT PRELIMINARY FOR
DISCUSSION PURPOSES

Figure 53: Proposed road improvements showing the existing building to be removed (Spatial files provided by IBI on 3 October 2019)

6.2. Impact Assessment

The following impact assessment is intended to evaluate the impact of the proposed development on the property's cultural heritage value. The proposed development involves the demolition of the building on the property for the extension of Old Church Road westward to Ivan Avenue. The property at 16000 Airport Road is listed in the Town of Caledon's *Heritage Register*.

In Section 4 of this CHIA, the property, including the Neoclassical commercial building, was evaluated under Ontario Regulation 9/06 to determine if it merits designation under the *Ontario Heritage Act*. This evaluation determined that the property merits designation for historical/associative and contextual reasons. The property retains historical and associative value in the local context due to the ownership by the Burrell-Cannon family, prominent citizens of Caledon East. The property also retains contextual value as a commercial/residential structure along the main street of Caledon East that has been in continuous operation as a commercial retail establishment from circa 1896 until the present. The subject property maintains and supports the commercial/residential context of Airport Road in Caledon East. As the subject property retains cultural heritage value following an application of O. Reg 9/06, it should be considered eligible for designation.

Section 3.3.3.3 of the Town of Caledon Official Plan states that, "The Town shall encourage the retention of significant built heritage resources in their original locations whenever possible. Before such a building is approved for relocation to another site, all options for on-site retention shall be investigated." Furthermore, Section 7.7.14.2 of the Town of Caledon's Official Plan within the Caledon East Secondary Plan states that:

It is the intent of this Secondary Plan to encourage the retention and conservation of buildings of archaeological and/or historical merit and to promote the integration of these resources into new development proposals. In this context, the retention of the existing heritage farm houses, structures and hedgerows within new development areas is strongly encourage and will be promoted through the review and approval of draft plans of subdivision and site-specific development proposals.

Given that the property was determined to retain cultural heritage value following an O. Reg. 9/06 evaluation, the demolition of the building would result in the loss of cultural heritage value on the property. As such, the subject property should be retained in the proposed undertaking, where technically feasible.

6.3. Considered Alternatives and Mitigations Strategies

The demolition of the building would result in the removal of the property's cultural heritage value and the impact cannot be mitigated in the proposed undertaking as currently designed. Where feasible, the preferred alternative should be redesigned in a manner that retains the subject structure. If feasible, the proposed alignment of the Old Church Road extension should be moved to the north so that it passes through the exiting parking lot and the vacant lot to the north of the subject property, avoiding impacts to the structure.



If redesigning the proposed alignment of the Old Church Road extension is determined to be infeasible due to technical or safety concerns, consideration should be given to relocating the structure on the subject property. If feasible, relocating the structure to the south of the proposed Old Church Road extension would retain the contextual associations of the property at the intersection of Airport Road and Old Church Road, both important historical thoroughfares in Caledon East. Relocation would also retain the landmark status of the structure and reduce the impacts of the intervention on the heritage character of the commercial core of Caledon East.

If redesigning the proposed alignment of the Old Church Road extension and relocation of the structure is determined to be infeasible and demolition is the only viable solution, a Salvage and Documentation Report should be conducted for the structure at 16000 Airport Road to serve as a permanent record of the structure. This documentation report should be completed by a qualified heritage specialist, and include photographs, measured drawings, and a list of any potentially salvageable architectural elements that could be incorporated in other structures with identified heritage value in Caledon East. Further mitigation could also include the completion of a 3D scan of the building and construction of a 3D model and should be investigated. Further, consideration should be giving to a heritage interpretive strategy including (but not limited to) a commemorative plaque with historical information and archival photographs of the structure. Heritage staff at the Town of Caledon should be consulted regarding this heritage interpretive strategy.

7.0 CONCLUSION

This Cultural Heritage Impact Assessment addressed the proposed demolition of the Neoclassical commercial/residential building at 16000 Airport Road which is listed on the Town of Caledon's *Heritage Register*. An evaluation under Ontario Regulation 9/06 of the property determined that the property retains cultural heritage value of the property due to its historical/associative and contextual value.

Based on the identified heritage value of the subject property following the O. Reg. 9/06 evaluation, the proposed demolition of the building is inconsistent with the heritage policies outlined in the Town of Caledon *Official Plan*. As such, where technically feasible, this report concludes that removal of the building as a result of the proposed road extension should be avoided.

7.1. Recommendations

The following recommendations are proposed as part of the proposed development:

1. Based on the cultural heritage value of this property, the preferred option is the retention of all heritage attributes identified in the draft Statement of Significance found in Section 5.0 of this report. As the subject property was found to retain cultural heritage value under O. Reg. 9/06 it should be considered eligible for designation as per the *Town of Caledon Official Plan* 3.3.3.1.9. As such, the proposed extension of Old Church Road west of Airport Road to Ivan Avenue should be realigned to avoid impacts to identified heritage attributes, where technically feasible.



2. Should it be determined that it is not technically feasible to realign the proposed extension to avoid the subject property, consideration should be given to relocating the structure to ensure the retention of physical heritage attributes.
3. If relocation of the subject structure is under consideration, a structural engineer with experience in heritage architecture should be hired to determine if relocation is feasible. Additionally, a relocation and documentation plan should be prepared by a qualified heritage professional to document the resource prior to relocation.
4. Should it be determined that it is not technically feasible to realign the proposed extension to avoid the subject property or to relocate the structure, the building should be documented as per “best practices” in the form of a Salvage and Documentation Report, including detailed photographs and measured drawings.
 - i. Such a documentation report should be submitted to the Town for its records and any local institution (such as the Peel Art Gallery, Museum and Archives) that may have interest.
 - ii. In addition, as part of this report a list of salvageable materials should be created and submitted to the Town of Caledon. The property owner and Town should cooperate to determine the potential appropriate reuse of any materials.
 - iii. Further mitigation including the completion of a 3D scan of the building and construction of a 3D model and should be investigated.
 - iv. Consideration should be given to a heritage interpretive strategy including (but not limited to) a commemorative plaque with historical information and archival photographs of the structure. Heritage staff at the Town of Caledon should be consulted regarding this heritage interpretive strategy.
5. This report should be submitted for review and comment to Douglas McGlynn, Heritage Resource Officer at the Town of Caledon, heritage staff at the Region of Peel, the Ministry of Heritage, Sport, Tourism, and Cultural Industries (Formerly the Ministry of Tourism, Culture, and Sport), and any other stakeholders that may have an interest in the project.

8.0 REFERENCES

AO, (Archives of Ontario)

1851 Microfilm of 1851 Census Rolls, Albion Township.

1861 Census Rolls, Caledon Township. Microfilm Reel C-1062.

Armstrong, F. H.

1985 *Handbook of Upper Canadian Chronology*. Dundurn Press, Toronto.

ASI, (Archaeological Services Inc.)

2018 *Cultural Heritage Resource Assessment: Airport Road Between King Street and Huntmill Drive Municipal Class Environmental Assessment. Town of Caledon, Regional Municipality of Peel*. Cultural Heritage Resource Assessment. Report on file at ASI.

Blumenson, John

1990 *Ontario Architecture*. Fitzhenry & Whiteside.

Brown, George

1846 *Brown's Toronto City and Home District Directory, 1846-7*. George Brown, Toronto.

Caledon East and District Historical Society

n.d. Pictures. <http://www.cedhs.ca/pictures.html>.

City of Mississauga

2014 *Meadowvale Village Heritage Conservation District Plan*.
http://www7.mississauga.ca/Departments/Rec/celebration-square/culture_website/cultureplanning/resources/HeritageConservationPlan_Full_Meadowvale.pdf.

Davies, D., editor,

2000 *Settling the Hills. Historical Reflections Caledon East and District*. Eastend Books for the Caledon East and District Historical Society, Toronto.

Department of Militia and Defence

1919 Bolton Sheet No. 59. National Topographic System.

Department of National Defence

1940 Bolton Sheet. National Topographic System.

Headwaters Tourism

2017 Caledon Historical Tidbits. <http://headwaters.ca/explore/arts-and-heritage/caledon-historical-tidbits/>.



Heritage Caledon

2016a *Caledon East*. Heritage Caledon Walking Tour.

2016b Heritage Caledon Walking Tour Series: Caledon East Tour.

<https://www.visitcaledon.ca/en/tourism/resources/walking-tours/Caledon-East-Walking-Tour-FINAL.pdf>.

Hunting Survey Corporation Limited

1954 Digital Aerial Photographs. <https://mdl.library.utoronto.ca/collections/air-photos/1954-air-photos-southern-ontario/index>.

Land Registry Office Abstract Index

Lot 4, Concession 6 EHS, Caledon Township, Peel County. Ontario Archives, Toronto, Ontario.

Maitland, Leslie, Jacqueline Hucker, and Shannon Ricketts

1992 *A Guide to Canadian Architectural Style*. Broadview Press, Peterborough.

MHSTCI, (Ministry of Heritage, Sport, Tourism and Culture Industries)

2006 Ontario Heritage Tool Kit.

http://www.mtc.gov.on.ca/en/heritage/heritage_toolkit.shtml.

Mika, N., and H. Mika

1977 *Places In Ontario: Their Name Origins and History, Part I, A-E*. Vol. I. Encyclopedia of Ontario. Mika Publishing Company, Belleville.

Mikel, R.

2004 *Ontario House Styles*. James Lorimer & Company Ltd., Toronto, Ontario.

Ministry of Municipal Affairs and Housing

1990 *Planning Act, R.S.O. 1990, c. P.13*.

2014 *Provincial Policy Statement*. Toronto, Ontario.

Parks Canada

2010 Standards and Guidelines for the Conservation of Historic Places in Canada. Canada's Historic Places. <https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>.

Prosser, T.

1855 Map of Paisley, Laid out on SE 1/4 Lot No.4 Con.VI, Caledon East. Plan of Survey. Albion.

Rayburn, A.

1997 *Place Names of Ontario*. University of Toronto Press, Toronto.



Smith, W.H.

1846 Smith's Canadian Gazetteer.

Stewart, Peter, and Paul Dilse

2008 Town of Caledon Built Heritage Resources Inventory. Town of Caledon, October 7.

https://www.caledon.ca/en/explore/resources/Built_Heritage_Resources_Inventory_Report_2008.pdf.

Toronto Star

2014 Obituary for Robert Fleetham Cannon.

<https://www.legacy.com/obituaries/thestar/obituary.aspx?n=robert-fleetham-cannon&pid=171509800&fhid=17671>.

Town of Caledon

n.d. Heritage Register. <https://www.caledon.ca/en/live/listing.asp>.

n.d. Town of Caledon Interactive Map.

https://maps.caledon.ca/h5/index.html?viewer=Address_Search.Address_Search.

2018 Town of Caledon Official Plan.

https://www.caledon.ca/en/townhall/resources/Official_Plan_Master_Copy_-_complete.pdf.

Tremaine, G.C.

1859 Tremaine's Map of the County of Peel. George C. Tremaine, Toronto.

Walker and Miles

1877 Illustrated Historical Atlas of the County of Peel, Ont. Walker and Miles, Toronto.



APPENDIX A Property Inventory Sheet



Municipal Emergency No. **Inventory ID**
Street Name **GIS Map Link**
Assessment Roll No.

Legal Description
Historic Settlement Centre/Former Township Location
No. of Built Heritage Resources on Property

Resource Type(s)

Resource Category **Resource Type** **Resource ID**
Any Name(s) Given to Resource
External Wall Material
Style or Type of Design or
Estimated Period of Construction or

Images



Photo File Name **Resource ID**
Roll No. [Go to full screen image](#)
Frame No.

Contextual Landscape Elements

Notes

PROPERTY OF HIGH SIGNIFICANCE
 plaque reads: "R.W. Burrell + Son / General Merchants / Est. 1896"; eaves returns; historic photograph in Ken Weber's Settling the Hills, p.37

Year of Record 2005 - 2007 Recorder's Name

Reason(s) why the Resource is on the Inventory

1.
2.
3.
4.

Caledon East Walking Tour Entry (Heritage Caledon 2016b:3)

4



Photo Courtesy Peter Elms

16060 Airport Road James Donaldson House *circa 1920s*
This house was built for James Donaldson using rusticated concrete block, a popular early 20th century building material. The house has elements of Edwardian Classical style including an asymmetric floor plan, pyramidal hip roof and dormer attic window. Donaldson ran an undertaking business from this establishment, selling coffins and fine furniture until 1940. Since then, it has housed various business enterprises and is now a private residence.

5



Photo Courtesy Betty Ward

16040 Airport Road Bradley Building *circa 1870*
This frame building was built in 1870 and was purchased by Susannah Bradley in 1892 as her residence. Over the ensuing years, it was used by Masonic Lodge members as a meeting place, housed an insurance business, a radio club, a farm implement dealer's office and an insurance/real estate business. The main floor is still in commercial use. The front façade of the building has been altered and was re-clad with brick in the early 1900s.

6



Photo Courtesy Betty Ward

16036 Airport Road Dr. Allison House *circa 1891*
This Victorian Gothic house was built using local Caledon East yellow brick. Initially built for Dr. Samuel Allison, it became home to the George W. Berney family for many years and is still a private residence. Berney was a tinsmith and in 1918, he took over the local hardware store which his family operated as 'Berney's Hardware' until it closed in 2012.

7



Photo Courtesy Betty Ward

16024 Airport Road *Thomas Cranston House *circa 1880*
This Victorian Gothic house was built for Thomas Cranston and is another example of the use of local yellow brick. The L shaped house has a front bay window and wrap-around verandah. It was sold to the Methodist church in 1918 for use as a manse. After 1974 it was used as a business and private residence.

8



Photo Courtesy Bob Cannon

16000 Airport Road Burrell's General Store *circa 1896*
This timber frame Victorian commercial building is located at the crossroad of the village and is a local landmark. First established as a general store in 1896, it was operated by the Burrell family from 1902 to 1927 and then by the Cannon family until 1991. Since then, it has been leased to the LCBO.

*emphasis added by ASI