

# Appendix H:

## Cultural Heritage Resource Assessment Report

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**CULTURAL HERITAGE REPORT:  
EXISTING CONDITIONS AND PRELIMINARY IMPACT ASSESSMENT**

**AIRPORT ROAD BETWEEN KING STREET AND HUNTSMILL DRIVE  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

**TOWN OF CALEDON  
REGIONAL MUNICIPALITY OF PEEL, ONTARIO**

**FINAL REPORT**

Prepared for:

**IBI Group**  
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Toronto, ON M9W 0C9

ASI File: 17CH-072

February 2018 (Revised April, June, and October 2018; September 2021)



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**TOWN OF CALEDON  
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**EXECUTIVE SUMMARY**

ASI was contracted by IBI Group, on behalf of the Regional Municipality of Peel, to conduct a Cultural Heritage Report as part of the Airport Road between King Street and Huntsmill Drive (hereafter Airport Road) Municipal Class Environmental Assessment (EA). The EA involves road and intersection improvements along Airport Road. The two alternatives under consideration for intersection improvements are signalized/stop controlled crossings and roundabouts. The project study area is centred on Airport Road between King Street in the south and 300 metres north of Huntsmill Drive in the north and is generally located in a rural agricultural context, and passes through the historical communities of Sandhill, Mono Road, and Caledon East.

The purpose of this report is to present an inventory of known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

The results of background historical research and a review of secondary source material, including historical mapping, revealed a study area with a rural land use history dating to the early nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are 54 known BHRs and CHLs within the Airport Road between King Street and Huntsmill Drive Class EA study area. An additional nine potential BHRs were identified during background research and field review.

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources. In particular, no-go zones should be established adjacent to all identified cultural heritage resources (BHRs 1-50 and CHLs 1-13) and instructions to construction crews should be issued in order to prevent impacts.
2. Indirect impacts to BHR 2 – BHR 16, BHR 22 – BHR 24, BHR 26 – 50, CHL 2 - CHL 3, CHL 5, CHL 7, and CHL 9 are anticipated as a result of their location adjacent to the proposed Signalized/Stop -control option. To ensure these properties are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance monitoring assessment conclude that the structure(s) on these properties



will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.

3. Indirect impacts to BHR 7 – BHR 16, BHR 33 – BHR 38, BHR 41, and BHR 48 – BHR 50 are anticipated as a result of their location adjacent to the proposed Roundabout option. To ensure these properties are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance monitoring assessment conclude that the structure(s) on these properties will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.
4. Impacts to 12 identified BHRs and CHLs are anticipated as a result of the Signalized/Stop Control option. If this option is selected as the preferred alternative, resource specific HIAs are recommended for the following identified cultural heritage resources: 15388 Airport Road (BHR 12); 15420 Airport Road (BHR 13); 15421 Airport Road (BHR 14); 15426 Airport Road (BHR 15); 16000 Airport Road (BHR 25); 16075 Airport Road (BHR 35); 16078 Airport Road (BHR 36); 16114 Airport Road (BHR 38); 5 Walker Road West (BHR 40); 14892 Airport Road (CHL 7); 15049 Airport Road (CHL 8); and 15717 Airport Road (CHL 11).
5. Impacts to 12 identified BHRs and CHLs are anticipated as a result of the Roundabout Intersection option. If this option is selected as the preferred alternative, resource specific HIAs are recommended for the following identified cultural heritage resources: 15388 Airport Road (BHR 12); 15420 Airport Road (BHR 13); 15421 Airport Road (BHR 14); 16075 Airport Road (BHR 35); 16078 Airport Road (BHR 36); 16081 Airport Rd (BHR 37); 16114 Airport Road (BHR 38); 5978 Olde Base Line Road (BHR 48); 14799 Airport Road (CHL 5); 14892 Airport Road (CHL 7); 15049 Airport Road (CHL 8); and 15717 Airport Road (CHL 11).
6. A resource-specific HIA should be conducted where the preferred solution is anticipated to impact any identified BHRs or CHLs.
7. Upon completion of the preliminary design, this report should be updated to ensure there are no changes or additional negative impacts to the identified BHRs or CHLs.
8. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.
9. This report should be submitted to heritage planning staff at the Town of Caledon and the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) for review and comment, and any other local heritage stakeholders that may have an interest in this project. Feedback



received will be considered and incorporated into the final report, as appropriate. The final report should be submitted to the Town of Caledon for their records.



## PROJECT PERSONNEL

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



## GLOSSARY

| Term                              | Definition   |
|-----------------------------------|--|
| Adjacent                          | “contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of-way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan” (Ministry of Tourism, Culture and Sport 2010).  |
| Built Heritage Resource (BHR)     | “...a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the <i>Ontario Heritage Act</i> , or that may be included on local, provincial, federal and/or international registers” (Government of Ontario 2020:41).  |
| Cultural Heritage Landscape (CHL) | “...a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the <i>Ontario Heritage Act</i> , or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms” (Government of Ontario 2020:42). |
| Cultural Heritage Resource        | Includes above-ground resources such as built heritage resources and cultural heritage landscapes, and built or natural features below-ground including archaeological resources (Government of Ontario 2020).   |
| Known Cultural Heritage Resource  | A known cultural heritage resource is a property that has recognized cultural heritage value or interest. This can include a property listed on a Municipal Heritage Register, designated under Part IV or V of the <i>Ontario Heritage Act</i> , or protected by a heritage agreement, covenant or easement, protected by the <i>Heritage Railway Stations Protection Act</i> or the <i>Heritage Lighthouse Protection Act</i> , identified as a Federal Heritage Building, or located within a UNESCO World Heritage Site (Ministry of Tourism, Culture and Sport 2016).   |
| Impact                            | Includes negative and positive, direct and indirect effects to an identified cultural heritage resource. Direct impacts include destruction of any, or part of any, significant heritage attributes or features and/or unsympathetic or incompatible alterations to an identified resource. Indirect impacts include, but are not limited to, creation of shadows, isolation of heritage attributes, direct or indirect obstruction of significant views, change in land use, land disturbances (Ministry of Tourism and Culture 2006). Indirect impacts also include potential vibration impacts  |



|                                      |   |
|--------------------------------------|---|
|                                      | (See Section 2.5 for complete definition and discussion of potential impacts).  |
| Mitigation                           | Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated.   |
| Potential Cultural Heritage Resource | A potential cultural heritage resource is a property that has the potential for cultural heritage value or interest. This can include properties/project area that contain a parcel of land that is the subject of a commemorative or interpretive plaque, is adjacent to a known burial site and/or cemetery, is in a Canadian Heritage River Watershed, or contains buildings or structures that are 40 or more years old (Ministry of Tourism, Culture and Sport 2016).  |
| Significant                          | With regard to cultural heritage and archaeology resources, significant means “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 <i>Ontario Heritage Act</i> . While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation” (Government of Ontario 2020:51).  |
| Vibration Zone of Influence          | Area within a 50 m buffer of construction-related activities in which there is potential to affect an identified cultural heritage resource. A 50 m buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the MHSTCI (Wiss 1981; Rainer 1982; Ellis 1987; Crispino and D’Apuzzo 2001; Carman et al. 2012). This buffer accommodates the additional threat from collisions with heavy machinery or subsidence (Randl 2001). |



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## **1.0 INTRODUCTION**

### **1.1 Report Purpose**

ASI was contracted by IBI Group, on behalf of the Regional Municipality of Peel, to conduct a Cultural Heritage Report as part of the Airport Road between King Street and Huntsmill Drive (hereafter Airport Road) Municipal Class Environmental Assessment. The purpose of this report is to present an inventory of known and potential built heritage resources (BHRs) and cultural heritage landscapes (CHLs), identify existing conditions of the project study area, provide a preliminary impact assessment, and propose appropriate mitigation measures.

### **1.2 Project Overview**

The Airport Road Municipal Class Environmental Assessment involves road and intersection improvements. The two alternatives under consideration for intersection improvements are signalized/stop controlled crossings and roundabouts. The project study area is centred on Airport Road between King Street in the south and 300 metres north of Huntsmill Drive in the north and is generally located in a rural agricultural context, and passes through the historical communities of Sandhill, Mono Road, and Caledon East.

### **1.3 Description of Study Area**

This Cultural Heritage Report will focus on the project study area and adjacent properties (Figure 1). This project study area has been defined as inclusive of those lands that may contain BHRs or CHLs that may be subject to direct or indirect impacts as a result of the proposed undertaking. Properties within the study area are located in the Town of Caledon.



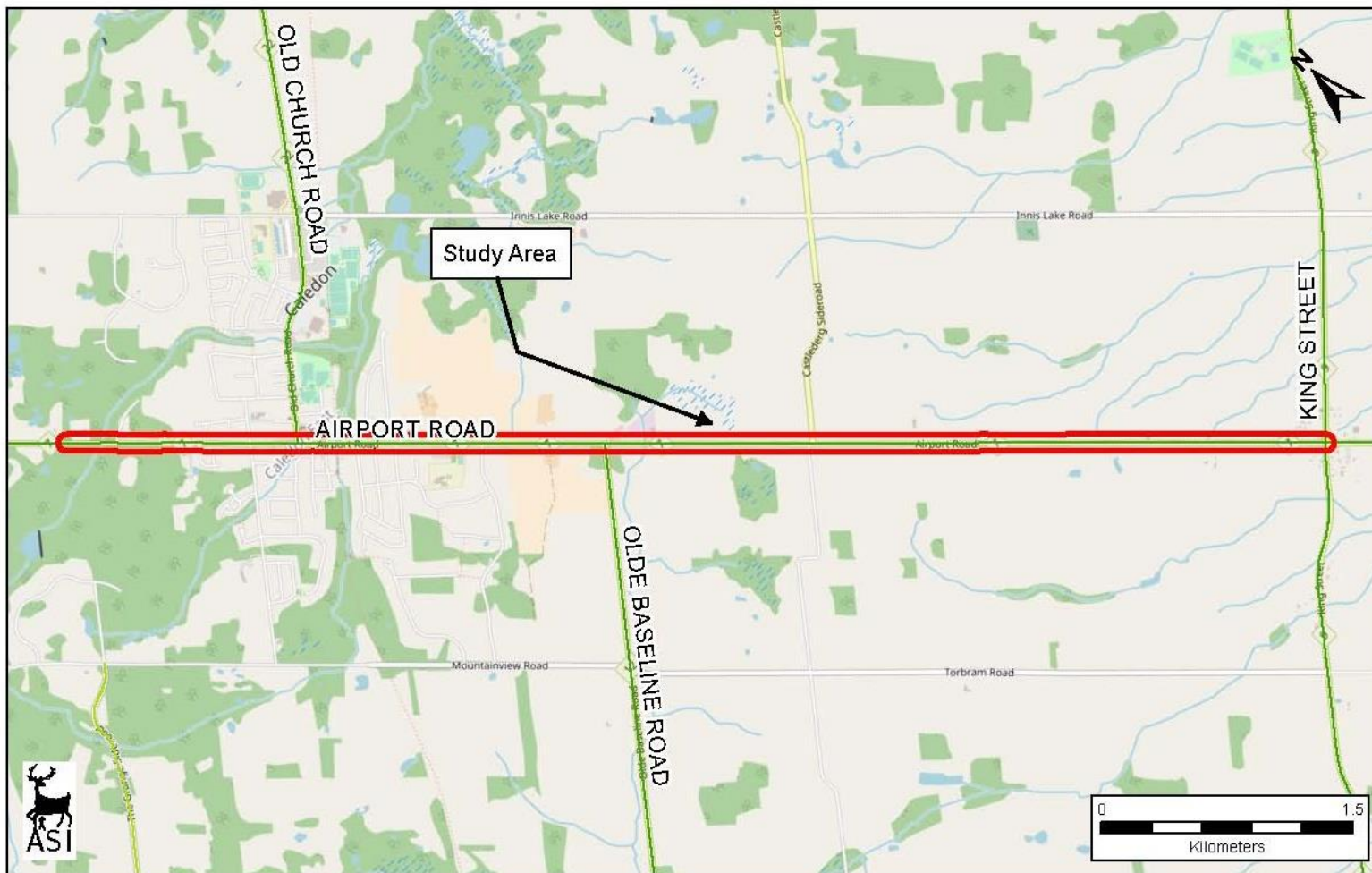


Figure 1: Location of the study area

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

## 2.0 METHODOLOGY

### 2.1 Regulatory Requirements

The *Ontario Heritage Act* (OHA) (Ministry of Culture 1990) is the primary piece of legislation that determines policies, priorities and programs for the conservation of Ontario's heritage. There are many other provincial acts, regulations and policies governing land use planning and resource development support heritage conservation including:

- The *Planning Act* (Ministry of Municipal Affairs and Housing 1990), which states that "conservation of features of significant architectural, cultural, historical, archaeological or scientific interest" (cultural heritage resources) is a "matter of provincial interest". The Provincial Policy Statement (Government of Ontario 2020), issued under the Planning Act, links heritage conservation to long-term economic prosperity and requires municipalities and the Crown to conserve significant cultural heritage resources.
- The *Environmental Assessment Act* (Ministry of the Environment 1990), which defines "environment" to include cultural conditions that influence the life of humans or a community. Cultural heritage resources, which includes archaeological resources, built heritage resources and cultural heritage landscapes, are important components of those cultural conditions.

The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) is charged under Section 2.0 of the OHA with the responsibility to determine policies, priorities, and programs for the conservation, protection, and preservation of the heritage of Ontario. The Ministry of Tourism, Culture and Sport (now administered by MHSTCI) published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (Ministry of Tourism, Culture and Sport 2010) (hereinafter "Standards and Guidelines"). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest (CHVI). The Standards and Guidelines provide a series of guidelines that apply to provincial heritage properties in the areas of identification and evaluation; protection; maintenance; use; and disposal. For the purpose of this report, the Standards and Guidelines provide points of reference to aid in determining potential heritage significance in identification of BHRs and CHLs. While not directly applicable for use in properties not under provincial ownership, the Standards and Guidelines are regarded as best practice for guiding heritage assessments and ensure that additional identification and mitigation measures are considered.

Similarly, the *Ontario Heritage Tool Kit* (Ministry of Culture 2006) provides a guide to evaluate heritage properties. To conserve a BHR or CHL, the *Ontario Heritage Tool Kit* states that a municipality or approval authority may require a heritage impact assessment and/or a conservation plan to guide the approval, modification, or denial of a proposed development.

### 2.2 Municipal/Regional Heritage Policies

The study area is located within the Town of Caledon, in the Regional Municipality of Peel. Policies relating to cultural heritage resources were reviewed from the following sources:

- *Town of Caledon Official Plan* (2018a)





### **2.3 Identification of Built Heritage Resources and Cultural Heritage Landscapes**

This Cultural Heritage Report follows guidelines presented in the *Ontario Heritage Tool Kit* (Ministry of Culture 2006) and *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* (Ministry of Tourism, Culture and Sport 2016). The objective of this report is to present an inventory of known and potential BHRs and CHLs, and to provide a preliminary understanding of known and potential BHRs and CHLs located within areas anticipated to be directly or indirectly impacted by the proposed project.

In the course of the cultural heritage assessment process, all potentially affected BHRs and CHLs are subject to identification and inventory. Generally, when conducting an identification of BHRs and CHLs within a study area, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of BHRs and CHLs in a geographic area: background research and desktop data collection; field review; and identification.

Background historical research, which includes consultation of primary and secondary source research and historical mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study area. This stage in the data collection process enables the researcher to determine the presence of sensitive heritage areas that correspond to nineteenth- and twentieth-century settlement and development patterns. To augment data collected during this stage of the research process, federal, provincial, and municipal databases and/or agencies are consulted to obtain information about specific properties that have been previously identified and/or designated as having cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles or construction methods, associated with an important person, place, or event, and contribute to the contextual facets of a particular place, neighbourhood, or intersection.

A field review is then undertaken to confirm the location and condition of previously identified BHRs and CHLs. The field review is also used to identify potential BHRs or CHLs that have not been previously identified on federal, provincial, or municipal databases or through other appropriate agency data sources.

During the cultural heritage assessment process, a property is identified as a potential BHR or CHL based on research, the MHSTCI screening tool, and professional expertise. In addition, use of a 40-year-old benchmark is a guiding principle when conducting a preliminary identification of BHRs and CHLs. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this benchmark provides a means to collect information about resources that may retain heritage value. Similarly, if a resource is slightly younger than 40 years old, this does not preclude the resource from having cultural heritage value or interest.

### **2.4 Background Information Review**

To make an identification of previously identified known or potential BHRs and CHLs within the study area, the following resources were consulted as part of this Cultural Heritage Report.



#### **2.4.1 Review of Existing Heritage Inventories**

A number of resources were consulted in order to identify previously identified BHRs and CHLs within the study area. These resources, reviewed on 22 January, 2018, include:

- The Town of Caledon's *Heritage Register* provides a list of cultural heritage resources that are designed under Part IV and Part V of the *Ontario Heritage Act*. The register also provides a list of non-designated properties that are cultural heritage value or interest (Town of Caledon 2020);
- The *Town of Caledon Built Heritage Resources Inventory Report of Findings* (Stewart and Dilse 2008) a municipal inventory that contains information of heritage properties including those listed and designated under Part IV and V of the *Ontario Heritage Act*;
- The Town of Caledon's *Cultural Heritage Landscapes Inventory* (Scheinman 2009);
- The inventory of Ontario Heritage Trust easements (Ontario Heritage Trust n.d.);
- The Ontario Heritage Trust's Ontario Heritage Plaque Guide: an online, searchable database of Ontario Heritage Plaques (Ontario Heritage Trust n.d.);
- Inventory of known cemeteries/burial sites in the Ontario Genealogical Society's online databases (Ontario Genealogical Society n.d.);
- Canada's Historic Places website: available online, the searchable register provides information on historic places recognized for their heritage value at the local, provincial, territorial, and national levels (Parks Canada n.d.);
- Directory of Federal Heritage Designations: a searchable on-line database that identifies National Historic Sites, National Historic Events, National Historic People, Heritage Railway Stations, Federal Heritage Buildings, and Heritage Lighthouses (Parks Canada n.d.);
- Canadian Heritage River System: a national river conservation program that promotes, protects and enhances the best examples of Canada's river heritage (Canadian Heritage Rivers Board and Technical Planning Committee n.d.); and,
- United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Sites (UNESCO World Heritage Centre n.d.).

#### **2.4.2 Stakeholder Data Collection**

The following individuals, groups, and/or organizations were contacted to gather information on known and potential BHRs and CHLs, active and inactive cemeteries, and areas of identified Indigenous interest within the study area:

- Pamela Vega, Heritage Coordinator, Policy and Sustainability, Town of Caledon, was contacted to gather any information on potential cultural heritage resources or concerns within and/or adjacent to the study area (email communication 23 January 2018). On 8 February 2018, Pamela provided a list of cultural heritage resources adjacent to the study area, including properties that were not of high significance that are on the Town of Caledon Built Heritage Resources Inventory, 2008.<sup>1</sup> The Town also internally updates this Inventory when new information

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<sup>1</sup> The *Town of Caledon Built Heritage Resources Inventory Report of Findings* (Stewart and Dilse 2008) online only provides a list of cultural heritage resources by addresses that are of high significance. The complete inventory by address is not available online.



becomes available regarding heritage resources. Further email consultation was undertaken with Douglas McGlynn, Heritage Resource Officer, to confirm the location of previously identified resources within and adjacent to the expanded study area (email communication 15 and 21 October, 2018). Further information was still unavailable at the time of report submission.

- The MHSTCI (email communication 23 and 26 January 2018). A response indicated that there are no provincial heritage properties within the study area.

## 2.5 Preliminary Impact Assessment Methodology

To assess the potential impacts of the undertaking, identified BHRs and CHLs are considered against a range of possible negative impacts, based on the *Ontario Heritage Tool Kit InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (Ministry of Tourism and Culture 2006). These include:

- Direct impacts:
  - Destruction of any, or part of any, significant heritage attributes or features; and
  - Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.
- Indirect impacts
  - Shadows created 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; and
  - Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

Indirect impacts from construction-related vibration have the potential to negatively affect BHRs or CHLs depending on the type of construction methods and machinery selected for the project and proximity and composition of the identified resources. Potential vibration impacts are defined as having potential to affect an identified BHRs and CHLs where work is taking place within 50 m of features on the property. A 50 m buffer is applied in the absence of a project-specific defined vibration zone of influence based on existing secondary source literature and direction provided from the MHSTCI (Wiss 1981; Rainer 1982; Ellis 1987; Crispino and D'Apuzzo 2001; Carman et al. 2012). This buffer accommodates any additional or potential threat from collisions with heavy machinery or subsidence (Randl 2001).

Several additional factors are also considered when evaluating potential impacts on identified BHRs and CHLs. These are outlined in a document set out by the Ministry of Culture and Communications (now MHSTCI) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992) and include:

- Magnitude: the amount of physical alteration or destruction which can be expected;



- Severity: the irreversibility or reversibility of an impact;
- Duration: the length of time an adverse impact persists;
- Frequency: the number of times an impact can be expected;
- Range: the spatial distribution, widespread or site specific, of an adverse impact; and
- Diversity: the number of different kinds of activities to affect a heritage resource.

The proposed undertaking should endeavor to avoid adversely affecting known and potential BHRs and CHLs and interventions should be managed in such a way that identified significant cultural heritage resources are conserved. When the nature of the undertaking is such that adverse impacts are unavoidable, it may be necessary to implement alternative approaches or mitigation strategies that alleviate the negative effects on identified BHRs and CHLs. Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, and documentation of the BHR or CHL if to be demolished or relocated.

Various works associated with infrastructure improvements have the potential to affect BHRs and CHLs in a variety of ways, and as such, appropriate mitigation measures for the undertaking need to be considered.

### **3.0 SUMMARY OF HISTORICAL DEVELOPMENT WITHIN THE STUDY AREA**

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

#### **3.1 Physiography**

The study area is situated within the Niagara Escarpment, Oak Ridges Moraine, and South Slope physiographic regions of southern Ontario (Chapman and Putnam 1984).

The Niagara Escarpment, one of the most prominent features in southern Ontario, extends from the Niagara River to the northern tip of the Bruce Peninsula, continuing through the Manitoulin Islands (Chapman and Putnam 1984). Vertical cliffs along the brow mostly outline the edge of the dolostone of the Lockport and Amabel Formations, which the slopes below are carved in red shale. Flanked by landscapes of glacial origin, the rock-hewn topography stands in striking contrast, and its steep-sided valleys are strongly suggestive of non-glacial regions. From Queenston, on the Niagara River, westward to Ancaster, the escarpment is a simple topographic break separating the two levels of the Niagara Peninsula. The Niagara Escarpment is a designated UNESCO World Biosphere Reserve.

The Oak Ridges Moraine physiographic region of southern Ontario (Chapman and Putnam 1984) extends from the Niagara Escarpment to the Trent River forming the height of land separating the drainage basin of Lake Ontario from the drainage basins of Georgian Bay and the Trent. This physiographic region, covering approximately 1,300 square kilometres, is characterized by hilly, “knob and basin” topography of sandy or gravelly till. The moraine was created during the melting of the Laurentian Glaciers 13,000-



12,000 B.P. The meltwater ran into present day Georgian Bay and Lake Simcoe areas, and into the Great Lakes, forming Lake Iroquois to the south (over present day Lake Ontario), and Lake Algonquin to the north (over present day Lake Huron, Georgian Bay and Lake Simcoe). On the moraine itself, glacial melting formed a series of kettle lakes (Bennett and Glasser 1996:262).

The South Slope physiographic region (Chapman and Putnam 1984) is the southern slope of the Oak Ridges Moraine. The South Slope meets the Moraine at heights of approximately 300 metres above sea level, and descends southward toward Lake Ontario, ending, in some areas, at elevations below 150 metres above sea level. Numerous streams descend the South Slope, having cut deep valleys in the till. Near the study area, the South Slope is ground moraine of limited relief.

The study area is along the northeastern boundary of the Credit River watershed in the village of Mono Road, and within the northwestern part of the Humber River watershed. It contains the main branch of the Humber River and its headwater tributary Centreville Creek. The Centreville Creek sub-watershed covers approximately 2200 ha from the Niagara Escarpment and Oak Ridges Moraine through Caledon East and predominantly rural land used for agricultural and forest management (Toronto and Region Conservation Authority 2008). The Humber River watershed encompasses an area of 911 square kilometres with a main, east, and west branch, originating on the Niagara Escarpment and the Oak Ridges Moraine and flowing through York and Peel Regions into the City of Toronto where it drains into Lake Ontario (TRCA 2016). The Humber River was designated as a Canadian Heritage River System in 1999 for its Carolinian forests, farms and old mills, and its 10,000 year history of human settlement and significance associated with the Carrying Place Trail (Canadian Heritage Rivers System 2016).

The Credit River drains an area of approximately 860 square kilometres from its headwaters in Orangeville, Erin, and Mono, passing through part of the Niagara Escarpment and the Oak Ridges Moraine, and draining into Lake Ontario at the town of Port Credit (Credit Valley Conservation 2009). The river was named "*Mis.sin.ni.he*" or "*Mazinigae-zeeb*" by the Mississaugas, and surveyor Augustus Jones believed this signified "the trusting creek," or could also be translated as "to write or give and make credit." The French name used when the river was first mapped in 1757 was "*Riviere au Credit*." These names refer to the fur trading period, when French, British, and Indigenous traders would meet along this river (Jameson 1838:73–74; Smith 1987:255–257; Rayburn 1997:84; Scott 1997:182; Gibson 2002:177; Robb et al. 2003:6). The Credit River was historically considered to be one of the best potential power sources for milling in all of southern Ontario, which led to the development of early saw and grist mill industries, and later textile mills, distilleries, bottling plants, and hydro-electric plants spawned communities throughout the river valley, typically close to the Niagara Escarpment (Town of Caledon 2009).

### 3.2 Summary of Early Indigenous History in Southern Ontario

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago, or 11,000 Before the Common Era (B.C.E.) (Ferris 2013).<sup>2</sup> During the

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



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

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

The Woodland period (c. 1,000 B.C.E. to 1650 C.E.) saw several trends and aspects of life remain consistent with previous generations. Among the more notable changes, however, was the introduction of pottery, the establishment of larger occupations and territorial settlements, incipient horticulture, more stratified societies, and more elaborate burials. Later in this period, settlement patterns, foods, and the socio-political system continued to change. A major shift to agriculture occurred in some regions, and the ability to grow vegetables and legumes such as corn, beans, and squash ensured long-term settlement occupation and less dependence upon hunting and fishing. This development contributed to population growth as well as the emergence of permanent villages and special purpose sites supporting those villages. Furthermore, the socio-political system shifted from one which was strongly kinship based to one that involved tribal differentiation as well as political alliances across and between regions (Ellis and Deller 1990; Williamson 1990; Dodd et al. 1990; Birch and Williamson 2013).

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

The study area is within Treaty 19, the Ajetance Purchase, signed in 1818 between the Crown and the Mississaugas (Crown-Indigenous Relations and Northern Affairs 2016). This treaty excluded lands within one mile on either side of the Credit River, Twelve Mile Creek, and Sixteen Mile Creeks. In 1820, Treaties 22 and 23 were signed which acquired these remaining lands, except a 200 acre parcel along the Credit River (Heritage Mississauga 2012:18).



### **3.3 Historical Euro-Canadian Township Survey and Settlement**

Historically, the study area is located in part of Lots 1-23, Concession I in the former Albion Township; in part of Lots 27-34, Concession VI East of Hurontario Street (EHS), in the former Chinguacousy Township, and part of Lots 1-6, Concession VI EHS, former Caledon Township; all within the County of Peel.

In 1788, the County of Peel was part of the extensive district known as the “Nassau District.” Later called the “Home District,” its administrative centre was located in Newark, now called Niagara. After the province of Quebec was divided into Upper and Lower Canada in 1792, the Province was separated into 19 counties, and by 1852, the entire institution of districts was abolished, and the late Home Districts were represented by the Counties of York, Ontario, and Peel. Shortly after, the County of Ontario became a separate county, and the question of separation became popular in Peel. A vote for independence was taken in 1866, and in 1867 the village of Brampton was chosen as the capital of the new county (Armstrong 1985; Walker and Miles 1877).

#### **3.3.1 Albion Township**

The land within Albion Township was acquired by the British from the Mississaugas in 1818. The first township survey was undertaken in 1819, and the first legal settlers occupied their land holdings in the same year. The township was named by surveyor James G. Chewett after a poetic name for Britain. Eleven concessions comprised the township and were laid out west to east. Early settlement and development in the area is attributed to the emergence of water-power mill sites located near the Humber River, which ran through the whole length of the township. Albion was initially settled by the children of Loyalists, soldiers who had 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 1985:141; Rayburn 1997:6; Smith 1846:2).

#### **3.3.2 Township of Chinguacousy**

The land now encompassed by the Township of Chinguacousy has a cultural history which begins approximately 10,000 years ago and continues to the present. The study area is located within lands of the 1818 “Ajetance Treaty” between the Crown and the Mississauga Nation of the River Credit, Twelve and Sixteen Mile Creeks (Crown-Indigenous Relations and Northern Affairs 2016). This treaty, however, excluded lands within one mile on either side of the Credit River, Twelve Mile Creek and Sixteen Mile Creek. In 1820, Treaties 22 and 23 were signed which acquired these remaining lands except a 200 acre parcel along the Credit River (Heritage Mississauga 2012).

The township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River meaning “young pine.” Other scholars assert that it was named in honour of the Ottawa Chief Shinguacose, which was corrupted to the present spelling of ‘Chinguacousy,’ “under whose leadership Fort Michilimacinac was captured from the Americans in the War of 1812” (Mika and Mika 1977; Rayburn 1997). The township was formally surveyed in 1818, and the first legal settlers took up their lands later in that same year. The extant Survey Diaries indicate that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock, and pine. It was



recorded that the first landowners in Chinguacousy included settlers from New Brunswick, the United States, and also United Empire Loyalists and their children (Pope 1877; Mika and Mika 1977; Armstrong 1985).

Due to the small population of the newly acquired tract, Chinguacousy was initially amalgamated with the Gore of Toronto Township for political and administrative purposes. In 1821, the population of the united townships numbered just 412. By 1837, the population of the township had reached an estimated 1,921. The numbers grew from 3,721 in 1842 to 7,469 in 1851. Thereafter the figures declined to 6,897 in 1861, and to 6,129 by 1871 (Walton 1837; Pope 1877). Chinguacousy Township was the largest in Peel County and was described as one of the best settled townships in the Home District. It contained excellent, rolling land which was timbered mainly in hardwood with some pine intermixed. Excellent wheat was grown here. The township contained one grist mill and seven saw mills. By 1851, this number had increased to two grist mills and eight sawmills (Smith 1846; Smith 1851). The principal crops grown in Chinguacousy included wheat, oats, peas, potatoes, and turnips. It was estimated that the only township in the province which rivaled Chinguacousy in wheat production at that time was Whitby. Other farm products included maple sugar, wool, cheese, and butter (Smith 1851).

Chinguacousy was originally included within the limits of the Home District until 1849, when the old Upper Canadian Districts were abolished. It formed part of the United Counties of York, Ontario and Peel until 1851, when Peel was elevated to independent county status under the Provisions 14 & 15. A provisional council for Peel was not established until 1865, and the first official meeting of the Peel County council occurred in January 1867.

In 1974, part of the township was amalgamated with the City of Brampton, and the remainder was annexed to the Town of Caledon (Pope 1877; Mika and Mika 1977; Armstrong 1985; Rayburn 1997).

### **3.3.3 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 legal 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 1985:142; Rayburn 1997:51; Smith 1846:27). 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.

### **3.3.4 Village of Sandhill**

This village was located at the intersection of what is now Airport Road and King Street, on part of Lot 10 Concession 1, Albion Township, and on part Lots 27 and 28 Concession 6 East, Chinguacousy Township. The settlement was first named “Newton Hewitt” after its earliest settler, John Hewitt. The name of the





village was officially changed to Sandhill when the post office was relocated here in 1844. It contained three churches (Presbyterian, Wesleyan Methodist and Anglican), two hotels one of which was known as the Sandhill Commercial Hotel or 'Little Hotel', two stores, blacksmith shops, saddlery, shoe maker, tanners, carriage and wagon makers, harness shop and telegraph office. Other hotels in the immediate vicinity of Sandhill included the Temperance Hotel or the Morning Stage Hotel, and the "Four Alls" Hotel. A school stood to the south of Sandhill on Airport Road which was known as the Kennedy School (SS19 Chinguacousy). Two other churches stood south of Sandhill near the intersection of Bramalea and Old School Roads. The population of Sandhill was about 200 in 1873 (Smith 1851:281; Crossby 1873:307; Heyes 1961:280–282; Charters 1967:231; Davies 2000)

### **3.3.5 Village of Caledon East**

The settlement of Caledon East, formerly known as Paisley Village, lies along Airport Road at the former Hamilton and Northwestern Railway (H&NW) 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. Many of the village's late nineteenth century buildings were constructed of distinctive yellow bricks made at the local brickworks, located east of the village just south of the railroad crossing on Innis Lake Road. During the paving of Airport Road in 1962, remains of a corduroy road were excavated from dark bog soil approximately three metres below the surface near Centre Creek (Headwaters Tourism 2017). The H&NW 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 2016; Mika and Mika 1977:321).

### **3.3.6 Village of Mono Road**

This settlement is located at the junction of Olde Base Line and Airport Road. The community sprang up in the early 1870s in direct response to the arrival of the Toronto Grey & Bruce Railway. From the 1870s until the railway line closed in 1933, Mono Road was a bustling community. Grain, potatoes and other local produce was shipped from the train station and the village boasted two hotels and general stores, a church, cheese factory, saw mill, carriage works, saddlers, tinsmith and blacksmith. Today, most business have disappeared and the railway tracks pulled up, but a cluster of residences remain to mark the once vibrant centre. (Credit Valley Conservation n.d.).

### **3.3.7 Hamilton & Northwestern Railway**

The Hamilton and Northwestern Railway (H&NW) was formed in 1872. Construction began in 1877 and by late that year had reached Barrie and by mid-1879, Collingwood. Due to economic recession and railway politics, the H&NW merged with the Northern Railway of Canada to form the Northern &



Northwestern Railway. The Northern & Northwestern Railway was acquired by the Grand Trunk Railway in 1888 (Cooper 2001).

The Caledon Trailway Path was constructed in 1994, after being purchased by the Town of Caledon in 1989 to convert a 35-kilometre section of the former H&NW corridor into a gravel multi-use trailway from Winston Churchill Boulevard north of King Street in Terra Cotta, through Caledon East, to Mill Street west of Queen Street in Tottenham. The Caledon Trailway became the first designated portion of the Trans Canada Trail, re-named to the Great Trail (Town of Caledon 2018b).

### **3.3.8 Toronto, Grey & Bruce Railway**

Opened in 1871, the Toronto, Grey and Bruce Railway (TG&B) was the first railway to arrive in the area, and operated between Toronto and Orangeville (later extended to Owen Sound) (Caledon Community Map 2016). It was extended to Owen Sound in 1873 to facilitate commerce between the agricultural and forest resources of Grey and Bruce counties and the Toronto markets (Ontario Heritage Trust 2016). By 1884 it was purchased by the Canadian Pacific Railway.

## **3.4 Review of Historical Mapping**

The 1859 *Tremaine's Map of the County of Peel* (Tremaine 1859) and the 1877 *Illustrated Historical Atlas of the County of Peel* (Walker and Miles 1877) were reviewed to determine the potential for the presence of cultural heritage resources within the study area from the nineteenth century (Figure 2 and Figure 3). Airport Road is clearly noted in its present location, and serves as the boundary between the townships of Albion on the east and Chinguacousy and Caledon to the west.

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location of any property on historical mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.

Historically, the study area is located in the Geographic Townships of Albion, Caledon, and Chinguacousy, in Peel County. Details of historical property owners and historical features in the study area are listed in **Table 1**.



Table 1: Airport Road Study Area – Nineteenth-century property owner(s) and historical features(s)

|                            |   | <i>1859 Tremaine's Map of the County of Peel</i> |                              | <i>1877 Illustrated Historical Atlas of the County of Peel</i> |   |   |
|----------------------------|---|--|------------------------------|--|---|---|
| <b>Con #</b>               | <b>Lot #</b>                            | <b>Property Owner(s)</b>                         | <b>Historical Feature(s)</b> | <b>Property Owner(s)</b>                                       | <b>Historical Feature(s)</b>                      |   |
| <i>Township of Albion</i>  |   |  |                              |  |   |   |
| 1                          | 10                                      | William Hewitt                                   | Sandhill Village             | Jno Little Sr  | Sandhill Village                                  |   |
|                            | 11                                      | William Rutherford                               | None                         | William Rutherford   | House, orchard, church                            |   |
|                            | 12                                      | Robert Dwyre<br>John Kee                         | None<br>School House No.4    | John McKee   | House, two orchards                               |   |
|                            | 13                                      | Albert Finch                                     | None                         | John Dean  | House, two orchards, school house                 |   |
|                            | 14                                      | John Elliott                                     | None                         | William Elliott  | House, two orchards                               |   |
|                            | 15                                      | John Elliott                                     | None                         | William Elliott  | Orchard   |   |
|                            | 16                                      | John Hutchinson                                  | House                        | John Hutchinson  | House, orchard, TG&B                              |   |
|                            | 17                                      | Robert Shields<br>John Shields<br>Robert Shields | None<br>None<br>Saw Mill     | Robert Shields   | House (3) TG&B, Mono Road Village                 |   |
|                            | 18                                      | Henry Nixon                                      | House                        | Henry Nixon  | House, orchard, TG&B                              |   |
|                            | 19                                      | James Watson                                     | None                         | Thomas Goodeave  | House, orchard                                    |   |
|                            | 20                                      | James Munsie                                     | House                        | Thomas Cranston  | House, orchard, H&NW, Caledon East Village        |   |
|                            | 21                                      | William Greer                                    | None                         | Dr Samuel Allison  | House (2), Caledon East Village (Paisley Village) |   |
|                            | 22                                      | Isaac Parsons<br>John Bagwell                    | None<br>None                 | John Parsons   | House, orchard                                    |   |
|                            | 23                                      | Alexander McKee                                  | None                         | Alexander McKee<br>W. Corkett                                  | House<br>House                                    |   |
|                            | <i>Township of Chinguacousy (North)</i> |  |                              |  |   |   |
|                            | 6<br>EHS                                | 27   | James Clark                  | Sandhill Village<br>House                                      | James Clark                                       | Sandhill Village<br>House, orchard          |
|                            |   | 28   | John Yeoman                  | Inn  | Thomas Wilson                                     | Sandhill Village<br>House, orchard          |
|                            |   | 29   | Alexander McKee              | None   | John McKee  | House, orchard                              |
|                            |   | 30   | John Dean                    | None   | John Dean   | House, orchard                              |
|                            |   | 31   | John Johnson                 | None   | Henry Mitchel<br>A.J.                             | House, orchard<br>House, orchard            |
|                            |   | 32   | Robert Sheils                | None   | Thomas & John Little                              | House, orchard                              |
|                            |   | 33   | Thomas White                 | None   | Thomas & John Little                              | House, orchard                              |
|                            |   | 34   | Henry Stinson                | None   | H. Montgomery                                     | House, orchard, church<br>Mono Road village |
| <i>Township of Caledon</i> |   |  |                              |  |   |   |
| 6<br>EHS                   |   | 1  | James Caldbeck               | House  | Frederick Nixon                                   | House (3), TG&B                             |
|                            | 2                                       | Thomas McClugh                                   | None                         | Jas & Chas Judge   | House (2), orchard                                |   |
|                            | 3                                       | William Stone                                    | Store                        | John Miles   | House, orchard                                    |   |
|                            | 4                                       | James Munsie<br>Elisha Tarbox                    | Paisley Village<br>None      | James Walker   | Paisley Village, Caledon East Post Office         |   |



| <i>1859 Tremaine's Map of the County of Peel</i> |              |                          |                              | <i>1877 Illustrated Historical Atlas of the County of Peel</i> |                              |
|--|--------------|--------------------------|------------------------------|--|------------------------------|
| <b>Con #</b>                                     | <b>Lot #</b> | <b>Property Owner(s)</b> | <b>Historical Feature(s)</b> | <b>Property Owner(s)</b>                                       | <b>Historical Feature(s)</b> |
|  |              |                          |                              | Dr. Samuel Allison MD  | House                        |
|  | 5            | John Judge               | None                         | Samuel Allison<br>William Mono (?)                             | House<br>House, orchard      |
|  | 6            | Edward Hillock           | None                         | P.C. Campbell<br>James McCarty                                 | None<br>House                |

According to the maps, the study area was located within a rural agricultural landscape along what is now Airport Road through the historical communities of Sandhill, Mono Road, and Paisley/Caledon East. By 1877, the community of Mono Road was established when the TG&B was built across Airport Road, and the H&NW was built through Caledon East village. The maps also indicate that Old Church Road, Olde Base Line Road, Castlederg Sideroad/Boston Mills Road, and King Street were all historically surveyed roads. Numerous structures are illustrated on both sides of Airport Road within and adjacent to the study area, including farmsteads, houses, an inn, shops, two churches, School House No.4, a saw mill, and post offices.

In addition to nineteenth-century mapping, topographic mapping and aerial photographs from the twentieth century were examined. This report presents maps and aerial photographs from 1919, 1940, 1954, and 1994. These do not represent the full range of maps consulted for this study but were judged to cover the full range of land uses that occurred in the area during each period.

The 1919, 1940, and 1994 National Topographic System (NTS) Bolton Sheets (Department of Militia and Defence 1919; Department of National Defence 1940; Department of Energy, Mines and Resources 1994), as well as the 1954 air photo of Caledon (Hunting Survey Corporation Limited 1954) were examined to determine the extent and nature of development and land uses within the study area (Figure 4 - Figure 7). The 1919 map illustrates the villages of Sandhill and Caledon East, as well as Mono Road Station along what had become the Orangeville and Owen Sound Branch of the Canadian Pacific Railway. In addition, the H&NW had become part of the Grand Trunk Railway on the Hamilton, Beeton, and Allandale Branch through Caledon East village at that time. The 1940 map and 1954 photograph illustrate that the study area remained relatively unchanged as a rural agricultural landscape into the mid-twentieth century. The 1994 map shows the development in Caledon East, while Mono Road and Sandhill remained crossroad communities with little development at the southeastern end of the study area.

A review of available Google satellite imagery shows that the study area has remained generally unchanged since 2004.







Figure 3: The study area overlaid on the 1877 *Illustrated Historical Atlas*

Base Map: (Walker and Miles 1877)

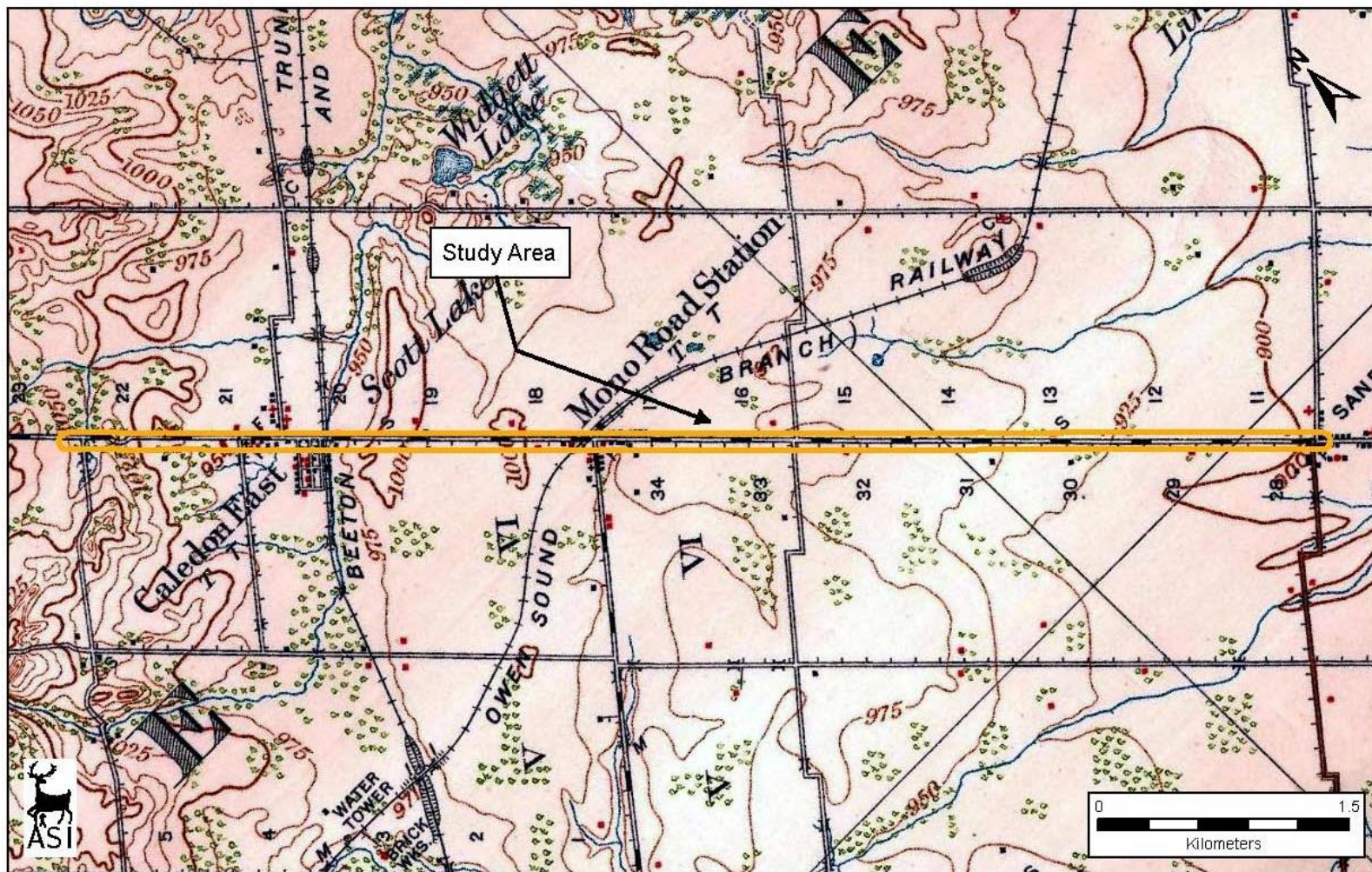


Figure 4: The study area overlaid on the 1919 Bolton topographic map

Base Map: (Department of Militia and Defence 1919)

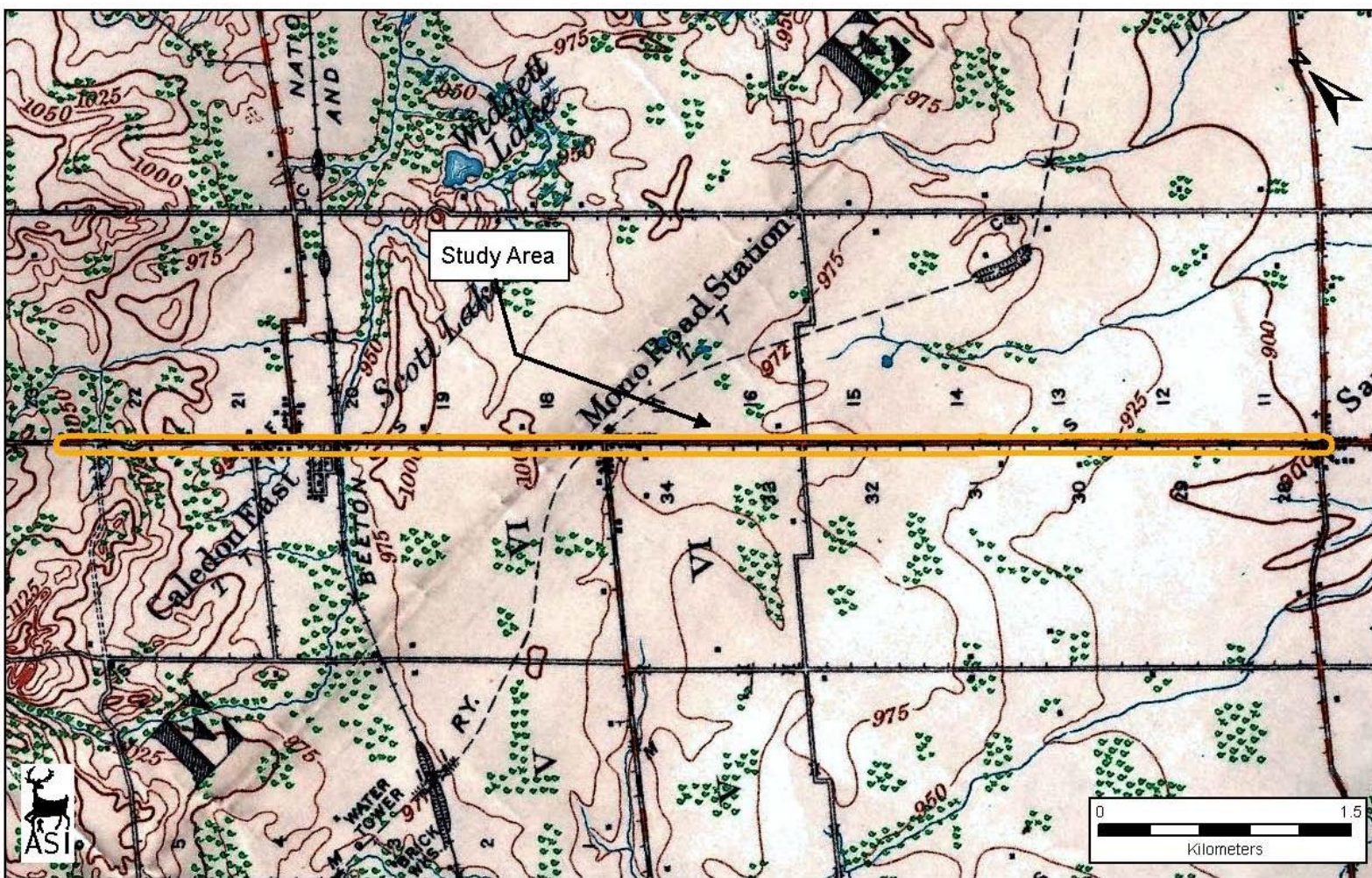


Figure 5: The study area overlaid on the 1940 Bolton topographic map

Base Map: (Department of National Defence 1940)





Figure 6: The study area overlaid on the 1954 aerial photograph of Caledon

Base Map: Plates 437.794 and 438.794(Hunting Survey Corporation Limited 1954)

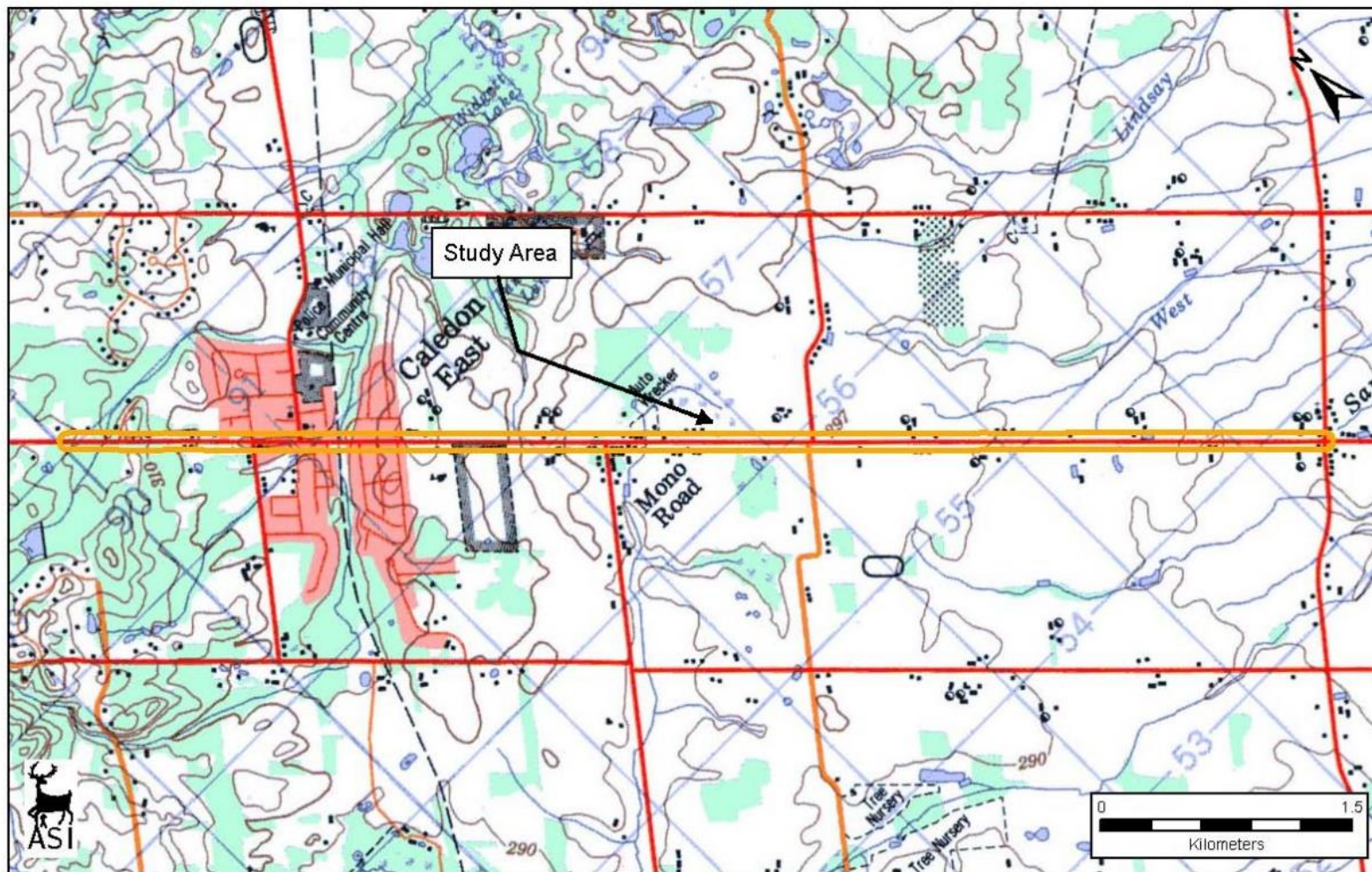


Figure 7: The study area overlaid on the 1994 Bolton NTS map

Base Map: Bolton Sheet 30M/13 (Department of Energy, Mines and Resources 1994)

## **4.0 EXISTING CONDITIONS**

### **4.1 Description of Field Review**

A field review of the study area was undertaken by Peter Carruthers on 7 December 2017, John Sleath on 18 January 2018, and Joel Konrad on 7 April 2018, of ASI, to document the existing conditions of the study area from existing rights-of-way. Following a change in scope to include lands associated with intersection improvements, an additional field review was conducted by John Sleath on 17 October 2018. The field reviews were preceded by a review of available, current and historical, aerial photographs and maps (including online sources such as Bing and Google maps). These large-scale maps were reviewed for any potential cultural heritage resources which may be extant in the study area. The existing conditions of the study area are described below and captured in Plate 1 to Plate 18.

The study area is located along Airport Road between King Street and 300 metres north of Huntmill Drive in the Town of Caledon. The study area passes through the historical communities of Sandhill, Mono Road, and Caledon East. Throughout the study area, the right-of-way (ROW) is approximately 30 metres wide, including a gravel shoulder, drainage ditches, and sidewalks in the areas of settlement. The study area slopes into a valley at Caledon East.

The southern portion of the study area is within the historical community of Sandhill, and features a car dealership on the southwest corner, vacant lots on the northwest and southeast, and a former gas station on the northeast. The area immediately north of the intersection of Airport Road and King Street features active agricultural fields and rural residences.

The intersection of Olde Base Line Road and Airport Road is the historical community of Mono Road, and features residences on the east and west side of Airport Road and a few commercial structures. Further north, Airport Road passes through the historical community of Caledon East. Within this section of the road, the east and west sides of the study area feature mixed commercial and residential structures fronting Airport Road.

In addition to the residential, agricultural, and commercial properties located on Airport Road, the study area also features the former Hamilton and Northwestern Railway Line that currently operates as the Caledon Trailway Path and intersects with Airport Road in Caledon East between Emma Street and Mountcrest Road. Centreville Creek, a tributary of the Humber River (a Canadian Heritage River) is carried under Airport Road immediately south of the former railway by a large culvert.





Plate 1: Southwest corner of the intersection of Airport Road and King Street, looking southeast.



Plate 2: Northwest corner of the intersection of Airport Road and King Street, looking north.



Plate 3: Gravel shoulders lining Airport Road in the southern portion of the study area.



Plate 4: Active agricultural fields adjacent to the southern portion of the study area.



Plate 5: Intersection of Airport Road and Castelderg Side Road, looking northeast.



Plate 6: Commercial structures on Airport Road in settlement of Mono Road, looking northwest.



Plate 7: Southern limit of the community of Caledon East, looking northeast.



Plate 8: Southern limit of the community of Caledon East, looking northwest.



Plate 9: Former rail alignment presently used as a recreational trail, looking east from Airport Road in Caledon East.



Plate 10: Airport Road within Caledon East, looking north from the recreational trail.





Plate 11: Airport Road within the commercial core of Caledon East, looking north.



Plate 12: Airport Road within the commercial core of Caledon East, looking south.



Plate 13: Intersection of Airport Road and Huntsmill Drive, looking northeast.



Plate 14: Gravel shoulders in the north portion of the study area, at the intersection of Airport Road and Huntsmill Drive, looking south.



Plate 15: Boston Mills Road, looking west from Airport Road.



Plate 16: Olde Church Road, looking east from Airport Road in Caledon East.



Plate 17: Walker Road, looking east towards Airport Road.



Plate 18: Ivan Road, looking east towards Airport Road.

## **4.2 Identification of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes**




Based on the results of the background research and field review, 50 BHRs and 13 CHLs were identified within the study area. There are 54 known BHRs and CHLs, these include: four properties designated under Part IV of the OHA (these properties are also listed in the Heritage Register, 50 properties listed on the BHR Inventory<sup>3</sup>, one property listed in the CHL Inventory, and one river designated a Canadian Heritage River. There are nine potential BHRs that were identified during background research and field review. A detailed inventory of known and potential BHRs and CHLs within the study area is presented in Table 2. See Figure 9 to Figure 21 for mapping showing the location of identified BHRs and CHLs.

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<sup>3</sup> The four designated properties under Part IV of the OHA are also included on the BHR Inventory.






Table 2: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes within the Study Area



| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition                             | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image   |
|------------|------------------|---------------------|---|--|--|
| BHR 1      | Commercial       | 14001 Airport Rd    | Known BHR - BHR Inventory; Demolition permit issued in 2015 | <p>BHR 1 has been demolished.</p> <p>Historical:<br/>                     -The commercial structure was formerly part of Elite Gas Bar and Convenience Store.<br/>                     -The structure was likely built after 1940 since it is not illustrated on the 1940 NTS map (Figure 5).</p> <p>Design:<br/>                     -The one-and-a-half storey frame structure was an example of a mid-twentieth century commercial building in a simplified colonial-revival style. It was characterized by a gable dormer on the front facade. The structure featured vinyl siding and modern windows and doors.</p> <p>Context:<br/>                     -The property is located on the east side of Airport Road at the northeast corner of Airport Road and King Street, both early transportation routes.<br/>                     -Since the resource has been removed it no longer reflects twentieth century commercial development along Airport Road.<br/>                     -The property is situated in the nineteenth century cross-roads community of Sandhill (Figure 3).</p> |  <p>Plate 19: View of property at 14001 Airport Road. BHR 1 has been removed (ASI 2018).</p>  <p>Plate 20: Former commercial structure at 14001 Airport Road (Google Maps, October 2014).</p> |
| BHR 2      | Barn             | 15245 Airport Rd    | Known BHR - BHR Inventory                                   | <p>Historical:<br/>                     -A farmhouse was illustrated on the property, east of the current house, on the 1877 <i>Historical Atlas</i> map (Figure 3).<br/>                     -This agricultural property was located just south of the illustrated settlement area of Mono Road as shown on the 1877 map.</p> <p>Design:<br/>                     -The house on the property is modern.<br/>                     -The barn, as illustrated in the BHR Inventory, appears to be extant to the east of the house.</p> <p>Context:<br/>                     -The property is located on the east side of Airport Road near the nineteenth century settlement area of Mono Road.<br/>                     -The barn is set far back from Airport Road.</p>  |  <p>Plate 21: View of 15245 from Airport Road</p>   |



| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|---------------------|---------------------------------|--|---|
|            |                  |                     |                                 |  |  <p data-bbox="2026 667 2551 693">Plate 22: Photograph of barn on the BHR Inventory</p>  <p data-bbox="2026 1171 2862 1225">Plate 23: Aerial photograph of the property at 15245 Airport Road (Google Maps 2018)</p> |
| BHR 3      | Residence        | 15277 Airport Rd    | Known BHR - BHR Inventory       | <p data-bbox="1087 1264 1989 1417"><b>Historical:</b><br/>                     -The property is located just south of the illustrated settlement area of Mono Road, as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3).<br/>                     -There is no house illustrated near BHR 3 on the 1877 <i>Historical Atlas</i> map or on the 1940 NTS map (Figure 5).</p> <p data-bbox="1087 1453 1989 1538"><b>Design:</b><br/>                     -Mid-twentieth century vernacular Four Square two storey frame house with a hipped roof.</p> <p data-bbox="1087 1574 1989 1695"><b>Context:</b><br/>                     -This rural property contributes to the rural nature to this portion of Airport Road, an early transportation route.<br/>                     -The house sits close to the east side of Airport Road.</p> |  <p data-bbox="2026 1707 2411 1733">Plate 24: View of 15277 Airport Road</p>   |



| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|---------------------|---------------------------------|--|---|
| BHR 4      | Residence        | 15340 Airport Rd    | Known BHR - BHR Inventory       | <p><b>Historical:</b><br/>                     -The house is not illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3), but it is illustrated in the vicinity of BHR 4 as a frame house by 1919 (Figure 4).</p> <p><b>Design:</b><br/>                     -A late nineteenth century one-and-half storey residence clad in vinyl siding with a gable roof and a rectangular-shaped plan.</p> <p><b>Context:</b><br/>                     -The residential property is located just south of the nineteenth century settlement area of Mono Road on the west side of Airport Road, an early transportation route.<br/>                     -The house is set back from the road.</p>  |  <p>Plate 25: View of 15340 Airport Road</p>   |
| BHR 5      | Residence        | 15341 Airport Rd    | Known BHR - BHR Inventory       | <p><b>Historical:</b><br/>                     -Located in settlement area of Mono Road as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3)<br/>                     - There is no house illustrated near BHR 5 on the 1940 NTS map (Figure 5).</p> <p><b>Design:</b><br/>                     -A twentieth century one-and-a-half storey house with a gable roof and a T-shaped plan. There are two widely window spaced windows in the front façade gable. The eaves of the gable do not align with the eaves of the roof. A porch spans the front façade. The house was designed to model after the Ontario house style of the late nineteenth century.</p> <p><b>Context:</b><br/>                     -The residential property is located within the nineteenth century settlement area of Mono Road on the east side of Airport Road, an early transportation route.<br/>                     -The house sits relatively close to Airport Road.</p> |  <p>Plate 26: View of 15341 Airport Road</p>  |
| BHR 6      | Residence        | 15345 Airport Rd    | Known BHR - BHR Inventory       | <p><b>Historical:</b><br/>                     -Located in settlement area of Mono Road as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3)<br/>                     - A frame house is illustrated near BHR 6 on the 1919 NTS map (Figure 4).</p> <p><b>Design:</b><br/>                     -A one-and-a-half storey vernacular house with a gable roof and a rectangular plan and a rear addition. There are two windows on the west elevation with an entrance on the north elevation. The modern cladding may be obscuring architectural details.</p> <p><b>Context:</b><br/>                     -The residential property is located within the nineteenth century settlement area of Mono Road on the east side of Airport Road, an early transportation route.<br/>                     -The house sits relatively close to Airport Road.</p>   |  <p>Plate 27: View of 15345 Airport Road</p> |








| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|---------------------|---------------------------------|--|---|
| BHR 7      | Residence        | 15346 Airport Rd    | Known BHR - BHR Inventory       | <p><b>Historical:</b><br/>                     -Located in settlement area of Mono Road as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3)<br/>                     -A frame house is illustrated near BHR 7 on the 1919 NTS map (Figure 4).</p> <p><b>Design:</b><br/>                     -A one storey vernacular Neoclassical house with a low pitched gable roof and a rectangular plan. There is a saltbox rear addition. The windows have been altered. The house has been clad in synthetic material.</p> <p><b>Context:</b><br/>                     -The residential property is located within the nineteenth century settlement area of Mono Road on the east side of Airport Road, an early transportation route.<br/>                     -The house sits relatively close to Airport Road.</p> |  <p>Plate 28: View of 15346 Airport Road</p>   |
| BHR 8      | Residence        | 15366 Airport Rd    | Known BHR - BHR Inventory       | <p><b>Historical:</b><br/>                     -Located in settlement area of Mono Road as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3)<br/>                     -A frame house is illustrated near BHR 8 on the 1919 NTS map (Figure 4).</p> <p><b>Design:</b><br/>                     -A one-and-a-half storey frame Ontario farmhouse with a gable roof, a rectangular plan and a rear addition. The windows are rectangular. There is a portico surrounding the front façade entrance.</p> <p><b>Context:</b><br/>                     -The residential property is located within the nineteenth century settlement area of Mono Road on the west side of Airport Road, an early transportation route.<br/>                     -The house is set back from Airport Road.</p>                        |  <p>Plate 29: View of 15366 Airport Road</p>  |
| BHR 9      | Residence        | 15368 Airport Rd    | Known BHR - BHR Inventory       | <p><b>Historical:</b><br/>                     -Located in settlement area of Mono Road as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3)<br/>                     -A frame house is illustrated in the vicinity of BHR 9 on the 1919 NTS map (Figure 4).</p> <p><b>Design:</b><br/>                     -A one-and-a-half storey vernacular frame house with a steeply pitched gable roof and a rectangular plan. The windows are rectangular.</p> <p><b>Context:</b><br/>                     -The residential property is located within the nineteenth century settlement area of Mono Road on the west side of Airport Road, an early transportation route.<br/>                     -The house is set back from Airport Road.</p>  |  <p>Plate 30: View of 15368 Airport Road</p> |




| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image   |
|------------|------------------|---------------------|---------------------------------|---|--|
| BHR 10     | Residence        | 15371 Airport Rd    | Known BHR - BHR Inventory       | <p><b>Historical:</b><br/>                     -Located in settlement area of Mono Road as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3)<br/>                     -A brick house is illustrated near BHR 10 on the 1919 NTS map (Figure 4).</p> <p><b>Design:</b><br/>                     -A one-and-a-half storey red brick Ontario farmhouse has an intersecting gable roof and a T-shaped plan. A portion of the front façade of the house is obscured by trees. There is a portico surrounding the front façade entrance.</p> <p><b>Context:</b><br/>                     -The residential property is located within the nineteenth century settlement area of Mono Road on the east side of Airport Road, an early transportation route.<br/>                     -The house is set back from Airport Road.</p>   |  <p>Plate 31: View of 15371 Airport Road</p>  |
| BHR 11     | Residence        | 15378 Airport Rd    | Known BHR - BHR Inventory       | <p><b>Historical:</b><br/>                     -Located in settlement area of Mono Road as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3)<br/>                     - A house is illustrated near BHR 11 by 1940 (Figure 5).</p> <p><b>Design:</b><br/>                     -A mid-twentieth century two storey frame vernacular house has a gable roof and a rectangular plan. The house has been clad in stucco. The façade facing the street has two upper floor windows and two larger ground floor windows- indicating the main level of the house may have been used for commercial purposes. The entrance is on the north elevation of the house.</p> <p><b>Context:</b><br/>                     -The residential property is located within the nineteenth century settlement area of Mono Road on the west side of Airport Road, an early transportation route.<br/>                     -The house sits very close to Airport Road.</p> |  <p>Plate 32: View of 15378 Airport Road</p> |



| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition              | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image   |
|------------|------------------|---------------------|--|---|--|
| BHR 12     | Commercial       | 15388 Airport Rd    | Known BHR - BHR Inventory, High Significance | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-The commercial structure is located within the settlement area of Mono Road as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3)</li> <li>-A brick building is illustrated near BHR 12 in 1919 (Figure 4).</li> <li>-An early photograph indicates the structure was a general store in the 1940s.</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-The structure is a one-and-a-half storey red brick building with a gable roof and a rectangular-shaped plan.</li> <li>-The main floor on the west elevation features a large glazed storefront window. The commercial storefront has been altered with modern windows.</li> <li>-The tall central chimney is no longer extant based on the 1940s photograph.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-Located on the west side of Airport Road, an early transportation route.</li> <li>-Reflects late nineteenth or early twentieth century commercial development along Airport Road.</li> <li>-Situated in the late nineteenth century cross-roads community of Mono Road.</li> <li>-The structure sits very close to the road.</li> </ul> |  <p>Plate 33: East elevation of structure at 15388 Airport Road</p>  <p>Plate 34: Hutchinson Store, Mono Road c.1940s<br/>         (https://cvc.ca/wp-content/uploads/2011/10/Hutchinson-store-Mono-Road1940sm.jpg)</p> |

| Feature ID | Type of Property         | Address or Location | Heritage Status and Recognition              | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image  |
|------------|--------------------------|---------------------|--|---|---|
| BHR 13     | Residence                | 15420 Airport Rd    | Known BHR - BHR Inventory                    | <p><b>Historical:</b><br/>                     -A house is illustrated near BHR 13 on the 1919 NTS map (Figure 4).</p> <p><b>Design:</b><br/>                     -Residence is a two-storey buff brick house with an intersecting gable roof and a rectangular plan.<br/>                     -There is a single-storey addition on the west elevation.</p> <p><b>Context:</b><br/>                     -Located on the west side of Airport Road, an early transportation route in the settlement of Mono Road.<br/>                     -Reflects the nineteenth-century settlement along Airport Road.<br/>                     -Associated with the late nineteenth century cross-roads community of Mono Road.<br/>                     -The house sits close to Airport Road.</p>  |  <p data-bbox="2029 788 2750 812">Plate 35: East and north elevations of residence at 15420 Airport Road</p> |
| BHR 14     | Residence and Drive shed | 15421 Airport Rd    | Known BHR - BHR Inventory, High Significance | <p><b>Historical:</b><br/>                     -A house is illustrated in a similar location as BHR 14 on the 1919 NTS map (Figure 4), just north of the railway tracks.</p> <p><b>Design:</b><br/>                     -The farmhouse is an example of a late nineteenth century one-and-a-half storey frame Gothic Revival house with a rectangular shaped plan. The house has a tall two storey rear addition.<br/>                     -The property includes a detached garage and a vertical board drive shed.<br/>                     -Landscape features include circulation routes, deciduous trees around the house, and active agricultural fields with fenced/vegetation-lined boundaries.</p> <p><b>Context:</b><br/>                     -Located on the west side of Airport Road, an early transportation route in the settlement of Mono Road.<br/>                     -This rural residential property reflects the nineteenth-century settlement along Airport Road.<br/>                     -Associated with the late nineteenth century cross-roads community of Mono Road.</p> |  <p data-bbox="2029 1292 2595 1316">Plate 36: View of the farmhouse at 15421 Airport Road</p>               |



| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image   |
|------------|------------------|---------------------|---------------------------------|--|--|
| BHR 15     | Commercial       | 15426 Airport Rd    | Known BHR - BHR Inventory       | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-A building is illustrated near BHR 15 on the 1919 NTS map (Figure 4).</li> <li>-Formerly the building was used as small farm equipment rental store.</li> <li>-Currently the building is vacant.</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-This one-and-a-half storey frame vernacular house has a gable roof and a rectangular plan. The house has been clad in modern siding. The façade facing the street has one upper floor window. There is one large ground floor window- indicating the main level of the house was used for commercial purposes. The entrance is on the south elevation of the house.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-The residential property is located within the nineteenth century settlement area of Mono Road on the west side of Airport Road, an early transportation route.</li> <li>-The building sits close to Airport Road.</li> </ul>                              |  <p data-bbox="2026 731 2408 758">Plate 37: View of 15426 Airport Road</p>    |
| BHR 16     | Residence        | 15521 Airport Rd    | Known BHR - BHR Inventory       | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located just north of the settlement area of Mono Road as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3). There was no farmhouse illustrated in the vicinity of BHR 16 in 1877 and the building is not illustrated on the 1919 NTS map (Figure 4), however it is present by 1940 (Figure 5).</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-This twentieth century one-and-a-half storey rug brick farmhouse has an intersecting gable roof, and a rectangular plan with a rear addition. The windows are rectangular and are of various proportions, not typical of a nineteenth century Ontario farmhouse style.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-This rural residential property is located within the nineteenth century settlement area of Mono Road on the east side of Airport Road, an early transportation route.</li> <li>-The house sits slightly back from Airport Road.</li> </ul> |  <p data-bbox="2026 1286 2408 1312">Plate 38: View of 15521 Airport Road</p> |




| Feature ID | Type of Property | Address or Location                | Heritage Status and Recognition | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image   |
|------------|------------------|------------------------------------|---------------------------------|---|--|
|            |                  |                                    |                                 |   |  <p data-bbox="2026 760 2613 788">Plate 39: View of the rear addition at 15521 Airport Road</p> |
| BHR 17     | Residence        | 15825 Airport Rd                   | Known BHR - BHR Inventory       | <p data-bbox="1090 820 1982 975"><b>Historical:</b><br/>                     -Located just south of the settlement area of Caledon East as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3).<br/>                     - The building is near a brick schoolhouse as illustrated as still extant on the 1940 NTS map (Figure 5).</p> <p data-bbox="1090 1010 1867 1096"><b>Design:</b><br/>                     -A mid to late twentieth century one story rusticated concrete block house.<br/>                     -There are two mature Blue Spruce trees in the front yard.</p> <p data-bbox="1090 1130 1982 1217"><b>Context:</b><br/>                     -The house is located on the east side of Airport Road, an early transportation route.<br/>                     -The house sits close to Airport Road; however the property is elevated from the road.</p>   |  <p data-bbox="2026 1264 2411 1292">Plate 40: View of 18525 Airport Road</p>                   |
| BHR 18     | Residence        | 15831 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory       | <p data-bbox="1090 1324 1982 1447"><b>Historical:</b><br/>                     -Located within settlement area of Caledon East as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3).<br/>                     - There is no house shown on the property on the 1940 NTS map (Figure 5).</p> <p data-bbox="1090 1481 1982 1661"><b>Design:</b><br/>                     -This mid-twentieth century one-and-a-half storey vernacular frame house has a gable roof. The main building has a rectangular plan with a large addition on the rear. The windows are rectangular. The house has been clad in synthetic siding.<br/>                     -There are a Norway Spruce and Sugar Maple in the front yard and a split rail fence along the front of the property.</p> <p data-bbox="1090 1695 1982 1784"><b>Context:</b><br/>                     -The residential property helps maintain the heritage character of CHL 12. The house is located on the east side of Airport Road, an early transportation route.</p> |  <p data-bbox="2026 1768 2411 1796">Plate 41: View of 15831 Airport Road</p>                  |




| Feature ID | Type of Property         | Address or Location             | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|--------------------------|---------------------------------|---------------------------------|--|---|
| BHR 19     | Residence and Drive Shed | 15849 Airport Rd- within CHL 12 | Known BHR - BHR Inventory       | <p>-The house sits slightly back from Airport Road on elevated ground.</p> <p>Historical:<br/>                     -Located within the settlement area of Caledon East as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3).<br/>                     - There is no house shown on the property on the 1940 NTS map (Figure 5).</p> <p>Design:<br/>                     -This one-and-a-half storey Ontario House has an intersecting gable roof. The building has an L-shaped plan. A verandah covers the length of the front façade.<br/>                     -Large orchard trees surround the house.<br/>                     -There is a woven wire fence along frontage.<br/>                     -The board and batten drive shed documented on the BHR Inventory is not visible from Airport Road.</p> <p>Context:<br/>                     -The rural residential property helps maintain the heritage character of CHL 12. The house is located on the east side of Airport Road, an early transportation route.<br/>                     -The house sits close to Airport Road, slightly elevated from the road.</p> |  <p>Plate 42: View of 15849 Airport Road</p>   |
| BHR 20     | Residence                | 15867 Airport Rd- within CHL 12 | Known BHR - BHR Inventory       | <p>Historical:<br/>                     -Located within the settlement area of Caledon East as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3).<br/>                     - The house is in the vicinity of a frame structure illustrated on the 1919 NTS map (Figure 4).</p> <p>Design:<br/>                     -There is a log building which is attached to the rear of a mid-twentieth century one-and-a-half storey house.<br/>                     -There is a split rail fence along the front of the property.</p> <p>Context:<br/>                     -The rural residential property helps maintain the heritage character of CHL 12. The house is located on the east side of Airport Road, an early transportation route.<br/>                     -The house sits slightly back from Airport Road. The log structure is obscured by the front addition.</p>   |  <p>Plate 43: View of 15867 Airport Road</p>  <p>Plate 44: View of log building at the rear of the mid-twentieth century house</p> |



| Feature ID | Type of Property                           | Address or Location             | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image   |
|------------|--|---------------------------------|---------------------------------|--|--|
| BHR 21     | Residence and Drive shed                   | 15869 Airport Rd- within CHL 12 | Known BHR - BHR Inventory       | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located within the settlement area of Caledon East as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>- The building is illustrated as a frame structure on the 1919 NTS map (Figure 4).</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-The frame one-and-a-half storey vernacular Late Victorian Ontario House has a gable roof and an L-shaped plan. The windows are rectangle in shape. The house has been clad in synthetic siding.</li> <li>-The property includes a small horizontal board drive shed and a split rail fence along the front of the property.</li> <li>-Mature sugar maples are present on the property.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-The rural residential property helps maintain the heritage character of CHL 12. The house is located on the east side of Airport Road, an early transportation route.</li> <li>-The house sits slightly back from Airport Road.</li> </ul>   |  <p data-bbox="2026 727 2408 753">Plate 45: View of 15869 Airport Road</p>    |
| BHR 22     | Commercial/Former Residence and Drive shed | 15879 Airport Rd- within CHL 12 | Known BHR - BHR Inventory       | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located within the settlement area of Caledon East as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>- The building is illustrated as a frame structure on the 1919 NTS map (Figure 4).</li> <li>-The building is currently used as a medical spa.</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-The red brick vernacular Late Victorian Ontario house has a cross gable roof and an L-shaped plan. The windows are rectangle in shape. There are protruding red brick accents over the windows and in the front gable. There is a porch on the front facade.</li> <li>-There is a board and batten drive shed and a wood fence along the front of the property.</li> <li>-The house is surrounded by mature trees</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-The rural residential property helps maintain the heritage character of CHL 12. The house is located on the east side of Airport Road, an early transportation route.</li> <li>-The house sits slightly back from Airport Road.</li> </ul> |  <p data-bbox="2026 1286 2408 1312">Plate 46: View of 15879 Airport Road</p> |







| Feature ID | Type of Property | Address or Location                | Heritage Status and Recognition | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image  |
|------------|------------------|------------------------------------|---------------------------------|---|---|
| BHR 23     | Commercial       | 15954 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory       | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located within the settlement area of Caledon East as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-The building is illustrated in the vicinity of BHR 23 as a frame structure on the 1919 NTS map (Figure 4).</li> <li>-The main floor of the building is currently occupied by Pizza Express and Wings.</li> <li>-A plaque documented on the BHR Inventory reads “Shore Sister/Milliner/1904-1935”</li> <li>-Around 1903-1904 a blacksmith, Thomas Duke, did business in this building. Then it was operated as a very successful Hat Shop by the Shore sisters until 1935. Since then the building has housed many enterprises and tenants and for some years a very popular fish and chips shop. (Caledon East and District Historical Society, n.d.:18)</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-The structure is a one-and-a-half storey frame building with modern siding and a gable roof and a rectangular-shaped plan. The main floor on the west elevation features two large storefront windows and a central entrance. The second floor windows are rectangular.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-This commercial helps maintain the heritage character of CHL 12. The building is located on the west side of Airport Road, an early transportation route.</li> <li>-The building sits directly adjacent to Airport Road.</li> </ul> |  <p>Plate 47: View of 15954 Airport Road</p>   |
| BHR 24     | Commercial       | 15958 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory       | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located within the settlement area of Caledon East as illustrated on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-There is no building illustrated in the vicinity of BHR 24 on the 1919 NTS map (Figure 4).</li> <li>-The main floor of the building is currently occupied by an automotive store.</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>- The structure is a two storey frame building with board and batten siding and a gable roof and a rectangular-shaped plan. The main floor on the west elevation features a storefront window including the central entrance. The second floor windows are rectangular.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-This commercial helps maintain the heritage character of CHL 12. The building is located on the west side of Airport Road, an early transportation route.</li> <li>-The building sits directly adjacent to Airport Road.</li> </ul>   |  <p>Plate 48: View of 15958 Airport Road</p> |




| Feature ID | Type of Property | Address or Location                | Heritage Status and Recognition              | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image  |
|------------|------------------|------------------------------------|--|---|---|
| BHR 25     | Commercial       | 16000 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory, High Significance | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located in settlement area of Caledon East on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-There is a building illustrated near BHR 25 on the 1919 NTS map (Figure 4).</li> <li>-In 1902 Richard W. Burrell and his son William bought the old Herbert store which was on his property and started a long successful general store. In 1927, William B. Cannon took over the store and ran it for 50 years. In 1991 the building was leased to L.C.B.O. (Caledon East and District Historical Society, n.d.:6)</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-Mid to late nineteenth century two-storey, four-bay Neoclassical commercial structure clad in vinyl siding with a gable roof and a rectangular-shaped plan.</li> <li>-The windows have been altered and the verandah has been removed and replaced by an awning.</li> <li>-Structure features internal brick chimneys on the north and south elevations.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-Located on the west side of Airport Road, an early transportation route.</li> <li>-Reflects nineteenth-century commercial development along Airport Road and is considered a local landmark (Stewart and Dilse 2008).</li> <li>-The building helps maintain the character of CHL 12.</li> <li>-The building sits directly adjacent to Airport Road.</li> </ul> |  <p>Plate 49: East elevation of structure at 16000 Airport Road</p>  <p>Plate 50: (Caledon East and District Historical Society, n.d.:6)</p> |
| BHR 26     | Commercial       | 16023 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory                    | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located in settlement area of Caledon East on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-There is a building illustrated in the vicinity of BHR 26 on the 1919 NTS map (Figure 4).</li> <li>-A plaque on the BHR Inventory reads "Imperial/Bank of Canada/1907-1955.</li> <li>-The Bank of Canada opened on this site in 1915. In 1956 the building was used as an office for a local dentist. In 2010 it had been recently renovated and had reopened as an up-scale catering service (Caledon East and District Historical Society, 2010:7)</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-An early twentieth century two-storey commercial structure clad in vinyl siding with a gable roof and a rectangular-shaped plan.</li> <li>-The main elevation has a storefront window and entrance.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-Situated directly adjacent to the east side of Airport Road, an early transportation route.</li> <li>-Reflects twentieth century commercial development along Airport Road.</li> </ul>   |  <p>Plate 51: View of 16023 Airport Road (Google Maps Nov.2016)</p>  |



| Feature ID | Type of Property | Address or Location                | Heritage Status and Recognition   | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image   |
|------------|------------------|------------------------------------|---|---|--|
|            |                  |                                    |   | <p>-The building helps maintain the character of CHL 12.<br/>                     -Severed lot with 16019 Airport Road.</p>   |  <p>Plate 52: Caledon Main Street, ca. 1905<br/> <a href="https://www.caledonenterprise.com/community-story/4875695-learn-about-the-history-of-caledon-east-at-historical-society-meeting/">https://www.caledonenterprise.com/community-story/4875695-learn-about-the-history-of-caledon-east-at-historical-society-meeting/</a></p>  <p>Plate 53: (Caledon East and District Historical Society, 2010:7)</p> |
| BHR 27     | Residence        | 16024 Airport Rd-<br>within CHL 12 | <p>Known BHR - Designated, Part IV (By law 1987-239); Heritage Register; BHR Inventory, High Significance</p> | <p>Historical:<br/>                     -Known as the Cranston-Moses-Graham House, built about 1880.<br/>                     -Locally known as the Parsonage- after 1972 when the Manse was sold and the owners had a antique business called "Parsonage Antiques"<br/>                     -The house was built for Thomas Cranston. In 1918, the Methodist Church purchased the house and it was used for over fifty years as a United Church Manse.</p> <p>Design:<br/>                     -Residence is a one-and-a-half storey High Victorian Ontario buff brick house with a cross-gable roof and an L-shaped plan with a kitchen wing. The building retains many of its original features complimented by a newer verandah.<br/>                     -The windows have segmented heads with surrounded arched, radiating voussoirs. There are heart-shaped pendants etched into the brickwork at the ends of the window surrounds. There is decorative wood trim in a drop-leaf pattern hanging from the cornice on the front projecting bay of the house.<br/>                     -Single-storey addition on the west elevation.<br/>                     -Gable roof horizontal-sided barn located directly behind the residence.<br/>                     -The couch house which was noted to have been retained on the lot and is used for commercial purposes in the By-law is no longer extant.<br/>                     (By-law 87-289; Steward and Dilse 2008:27; Cranston-Moses-Graham House Criteria for Designation)</p> |  <p>Plate 54: East elevation of residence at 16024 Airport Road</p>   |

| Feature ID | Type of Property         | Address or Location                | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image   |
|------------|--------------------------|------------------------------------|---------------------------------|--|--|
|            |                          |                                    |                                 | <p>Context:</p> <ul style="list-style-type: none"> <li>-This property helps maintain the heritage character of CHL 12.</li> <li>-It is situated slightly set back from the west side of Airport Road, an early transportation route in the settlement of Caledon East.</li> <li>-Reflects the nineteenth-century settlement along Airport Road.</li> </ul>   |  |
| BHR 28     | Residence                | 16025 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory       | <p>Historical:</p> <ul style="list-style-type: none"> <li>-Located in settlement area of Caledon East on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-There is a frame building illustrated near BHR 28 on the 1919 NTS map (Figure 4).</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-A two-storey structure clad in vinyl siding with a gable roof and a rectangular-shaped plan. The large window on the main elevation may have been a storefront window.</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>-Located directly adjacent to the east side of Airport Road, an early transportation route.</li> <li>-Reflects early twentieth century commercial development along Airport Road.</li> <li>-The building helps maintain the character of CHL 12.</li> </ul>   |  <p data-bbox="2029 949 2408 973">Plate 55: View of 16025 Airport Road</p>                  |
| BHR 29     | Residence and Drive shed | 16029 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory       | <p>Historical:</p> <ul style="list-style-type: none"> <li>-Located in settlement area of Caledon East on the 1877 <i>Historical Atlas</i> map (Figure 3). Residence present in a similar location as BHR 29 on the 1919 NTS map (Figure 4).</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-Late nineteenth century one-and-a-half-storey buff frame Ontario farmhouse with an intersecting gable roof and a rectangular plan.</li> <li>-The property includes a plank drive shed.</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>-This property helps maintain the heritage character of CHL 12.</li> <li>-The property is set back from the east side of Airport Road, an early transportation route in the settlement of Caledon East. The property is set back behind the main street of commercial buildings.</li> <li>-Reflects the late nineteenth century settlement along Airport Road.</li> </ul> |  <p data-bbox="2029 1453 2542 1477">Plate 56: View of the house at 16029 Airport Road</p> |



| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image  |
|------------|------------------|---------------------|---------------------------------|---|---|
|            |                  |                     |                                 |   |  <p>Plate 57: View of the drive shed from Airport Road</p> |
| BHR 30     | Commercial       | 16033 Airport Road  | Known BHR - BHR Inventory       | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located in settlement area of Caledon East on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-There is a frame building illustrated near BHR 30 on the 1919 NTS map (Figure 4).</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-A mid-twentieth century one-and-a-half storey structure clad in synthetic siding with a gable roof and a rectangular-shaped plan.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-Located adjacent to the east side of Airport Road, an early transportation route.</li> <li>-Reflects early twentieth century commercial development along Airport Road.</li> <li>-The building helps maintain the character of CHL 12.</li> </ul> |  <p>Plate 58: View of 16033 Airport Road</p>              |



| Feature ID | Type of Property | Address or Location                | Heritage Status and Recognition              | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|------------------------------------|--|--|---|
| BHR 31     | Residence        | 16036 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory                    | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located in settlement area of Caledon East on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A residence present in similar location as BHR 31 on the 1919 NTS map (Figure 4).</li> <li>-House was built in 1891 for Dr. Sam Allison. He rented to George W. Berney. In 1930 Thomas Allison sold the house, and in 1958 William E. Berney moved in the house from Toronto and lived there until his death. The property changed hands many times since then but remains a private residence (Caledon East and District Historical Society, n.d.:5).</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-Late nineteenth century one-and-a-half-storey local buff brick-clad Gothic Revival house with a gable roof and a rectangular plan.</li> <li>-Front (east) elevation features a covered porch and bay window.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-This property helps maintain the heritage character of CHL 12.</li> <li>-Located on the west side of Airport Road, an early transportation route in the settlement of Caledon East.</li> <li>-Reflects the late nineteenth century settlement along Airport Road.</li> <li>-The house is set back from Airport Road.</li> </ul>  |  <p>Plate 59: East elevation of residence at 16036 Airport Road</p>  |
| BHR 32     | Residence        | 16041 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory, High Significance | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located in settlement area of Caledon East on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A residence present in similar location as BHR 32 on the 1919 NTS map (Figure 4).</li> <li>-In 1893, this large brick house was sold to George H. Evans by John Kingsborough. In 1920 James C. Ward, a Massey-Harris Dealer (farm supplies dealership), bought the home. He also had a repair shop on the property and supplied the first electricity from his generator to several stores on Main Street (now Airport Road). This building is now a private residence (Caledon East and District Historical Society 2010:7).</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-This late nineteenth-century residence is a two-and-a-half storey red brick-clad Edwardian style house with a hipped roof with a front dormer with three windows, a rectangular plan, straight stone window accents, and plain roof eaves. The main floor on the front façade has a large window.</li> <li>-The east elevation features an addition.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-This property helps maintain the heritage character of CHL 12.</li> <li>-Located on the east side of Airport Road, an early transportation route in the settlement of Caledon East.</li> <li>-Reflects early twentieth century settlement along Airport Road.</li> <li>-The house is set back from Airport Road.</li> </ul> |  <p>Plate 60: West elevation of residence at 16041 Airport Road</p> |



| Feature ID | Type of Property | Address or Location                | Heritage Status and Recognition | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image  |
|------------|------------------|------------------------------------|---------------------------------|---|---|
| BHR 33     | Residence        | 16060 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory       | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located in settlement area of Caledon East on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A residence present in similar location as BHR 33 on the 1919 NTS map (Figure 4).</li> <li>-James Donaldson ran an undertaking business, selling coffins and fine furniture from his store on the east side of Airport Road. BHR 33 was his home constructed of block (probably from the Proctor and White Mill) in 1910. In 1960 Ed MacKenzie, a radio and television and repairman bought the property. It has housed many enterprises including an antique shop and ice cream parlour. Now a private residence (Caledon East and District Historical Society 2010).</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-Early twentieth century two-and-a-half-storey rusticated concrete block Edwardian house with a hipped roof, wide eaves, a front dormer with two windows and a rectangular plan.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-Located on the west side of Airport Road, an early transportation route in the settlement of Caledon East.</li> <li>-Reflects early twentieth century settlement along Airport Road.</li> <li>-This house helps maintain the heritage character of CHL 12.</li> <li>-The house is set back from Airport Road.</li> </ul> |  <p>Plate 61: West elevation of residence at 16060 Airport Road</p>  <p>Plate 62: (Caledon East and District Historical Society, 2010:3)</p> |
| BHR 34     | Residence        | 16074 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory       | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located in settlement area of Caledon East on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A residence is not illustrated on the 1919 NTS map (Figure 4).</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-A one-and-a-half storey vernacular house. The house has been altered.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-Located on the west side of Airport Road, an early transportation route in the settlement of Caledon East.</li> <li>-Reflects twentieth century settlement along Airport Road.</li> <li>-This house helps maintain the heritage character of CHL 12.</li> </ul>  |  <p>Plate 63: View of 16074 Airport Road (Google Maps Nov. 2016)</p>   |



| Feature ID | Type of Property | Address or Location                | Heritage Status and Recognition                                     | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|------------------------------------|---|--|---|
| BHR 35     | Residence        | 16075 Airport Rd-<br>within CHL 12 | Known BHR - BHR Inventory   | <p>Historical:</p> <ul style="list-style-type: none"> <li>-Located in settlement area of Caledon East on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A residence present in similar location as BHR 35 on the 1919 NTS map (Figure 4).</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-Early twentieth century one-and-a-half storey frame house.</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>-Set far back on the east side of Airport Road, an early transportation route in the settlement of Caledon East.</li> <li>-Reflects early twentieth century settlement along Airport Road.</li> <li>-This house helps maintain the heritage character of CHL 12.</li> </ul>   |  <p>Plate 64: View of 16075 Airport Road</p>                                 |
| BHR 36     | Church           | 16078 Airport Rd-<br>within CHL 12 | Known BHR - Designated, Part IV (By law 2002-19); Heritage Register | <p>Historical:</p> <ul style="list-style-type: none"> <li>-Knox Presbyterian Church constructed c. 1860</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-Church is a single-storey red vernacular style brick church with a gable roof and a rectangular plan. It represents early Protestant church architecture.</li> <li>-The building has undergone alterations as the congregation sought to improve architectural elements, but have been largely sympathetic to the original lines and the materials used reflective of the fashion of the period.</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>-Located close to the west side of Airport Road, an early transportation route in the settlement of Caledon East.</li> <li>-Reflects the nineteenth century settlement along Airport Road.</li> <li>-The church, which helps maintain the heritage character of CHL 12, is the oldest standing church in Caledon East and is a community landmark at the corner of Airport Road and Walker's Road.</li> </ul> <p>(By-law 2002-19)</p> |  <p>Plate 65: East and south elevations of church at 16078 Airport Road</p> |







| Feature ID | Type of Property | Address or Location                | Heritage Status and Recognition   | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image   |
|------------|------------------|------------------------------------|---|--|--|
| BHR 37     | Residence        | 16081 Airport Rd-<br>within CHL 12 | Known BHR -<br>Designated, Part IV (By<br>law 1987-239); Heritage<br>Register                                     | <p>Historical:</p> <ul style="list-style-type: none"> <li>-Johnson-Wallis House, constructed c. 1886</li> <li>-Built for Robert Johnston, this house was used as a Presbyterian Manse. Johnston was a local Councillor, Warden, Member of Parliament and County Registrar.</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-Design details during the field review of residence obscured by dense vegetation and established tree lines.</li> <li>-A two storey, Ontario Gothic style L-shaped building built with locally produced buff brick with a kitchen addition. At the rear there is a one-storey buff brick kitchen wing addition.</li> <li>-There is a verandah, now enclosed with fly screen.</li> <li>-The north and west sides have been covered with horizontal siding as the brick deteriorated.</li> <li>-The house features brick quoins, decorative brickwork and some original bargeboard. A band of decorative brickwork runs across the front façade and the north wall. There is a raised diamond in the brickwork at the gable peak. The gable peaks also have decorative bargeboard.</li> <li>-All the window heads are surrounded by arched radiating voussoirs with decorative terra cotta trim along the top of the arch.</li> </ul> <p>(By-law 1987-239; Johnson-Wallis House Criteria for Designation)</p> <p>Context:</p> <ul style="list-style-type: none"> <li>-Located slightly back from the east side of Airport Road, an early transportation route in the settlement of Caledon East.</li> <li>-Reflects the nineteenth century settlement along Airport Road.</li> <li>-The house helps maintain the heritage character of CHL 12.</li> </ul> |  <p>Plate 66: North elevation of residence at 16081 Airport Road</p>  |
| BHR 38     | Residence        | 16114 Airport Rd                   | Known BHR -<br>Designated, Part IV (By<br>law 1993-13); Heritage<br>Register; BHR Inventory,<br>High Significance | <p>Historical:</p> <ul style="list-style-type: none"> <li>-Known as Alison’s Grove, constructed c. 1888</li> <li>-Samuel and Susannah Allison moved in this home in 1888. In 1993, it had never been owned by any other family</li> <li>-House is currently vacant. Location has been proposed for development.</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-Built by the Brampton building company.</li> <li>Residence is a two-storey polychromatic brick house with an intersecting gable roof and multiple gabled windows. Some gables are decorated with bargeboard and some ironwork.</li> <li>-The brickwork was laid in common bond with segmented heads over every window and door. The imitation quoins are also in a half diamond pattern.</li> <li>-Residence has an L-shaped plan and features a covered verandah where the two wings of the house join. The verandah has ornamental posts, detailed bargeboard, and some ironwork.</li> <li>-The right wing has a formal entrance. The front entrance porch, noted in 1991, has been removed.</li> <li>-The front bay window, almost all buff brick. The cast iron decorative railing trim, noted in 1991, has been removed.</li> <li>-The house was damaged by fire in the 1940s, although repaired.</li> </ul>  |  <p>Plate 67: East elevation of farmhouse at 16114 Airport Road</p> |



| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image   |
|------------|------------------|---------------------|---------------------------------|--|--|
|            |                  |                     |                                 | <p>(By-law 1993-13; Allison’s Grover Criteria for Designation)</p> <p>Context:<br/>                     -Located on the west side of Airport Road, an early transportation route in the settlement of Caledon East.<br/>                     -Reflects the nineteenth century settlement along Airport Road.<br/>                     - The house is set back from Airport Road.</p>   |  <p>Plate 68: View of the farmhouse from Airport Road</p> |
| BHR 39     | Residence        | 16219 Airport Rd    | Known BHR - BHR Inventory       | <p>Historical:<br/>                     -Located just north of the Caledon East settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).<br/>                     -A brick or stone house is present in a similar location on the 1919 NTS map (Figure 4).</p> <p>Design:<br/>                     -Early twentieth century two storey stone house with a hipped roof. Stucco is covering the north elevation of the house. Details of the house are obscured by the fence along Airport Road.</p> <p>Context:<br/>                     -Set slightly back from the east side of Airport Road, an early transportation route in the settlement of Caledon East.<br/>                     -Reflects twentieth century settlement along Airport Road.</p> |  <p>Plate 69: View of 16219 Airport Road</p>             |



| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition                | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image   |
|------------|------------------|---------------------|--|--|--|
| BHR 40     | Residence        | 5 Walker Road West  | Potential BHR - Identified During Field Review | <p>Historical:</p> <ul style="list-style-type: none"> <li>-Located just north of the Caledon East settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3)</li> <li>-Residence appears in similar location in 1954 aerial photograph (Figure 6)</li> <li>-Historical plaque on residence reads 'Eliz. and Elisha Tarbox, Settled 1821'</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-One-and-a-half storey frame residence clad in siding</li> <li>-Residence located on large lot with large setback from Walker Road West</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>-Located on the north side of Walker Road, an early transportation route in the settlement of Caledon East.</li> <li>-Reflects twentieth century settlement in Caledon East</li> </ul> |  <p>Plate 70: South elevation of 5 Walker Road West</p>               |
| BHR 41     | Residence        | 4 Walker Road West  | Potential BHR - Identified During Field Review | <p>Historical:</p> <ul style="list-style-type: none"> <li>-Located just north of the Caledon East settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-Residence appears in similar location in 1954 aerial photograph (Figure 6)</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-One-and-a-half storey frame residence with cross gable roof</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>-Located on the south side of Walker Road, an early transportation route in the settlement of Caledon East.</li> <li>-Reflects twentieth century settlement in Caledon East</li> </ul>  |  <p>Plate 71: North elevation of 4 Walker Road West Airport Road</p> |

| Feature ID | Type of Property | Address or Location  | Heritage Status and Recognition               | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image   |
|------------|------------------|----------------------|---|---|--|
| BHR 42     | Church           | 6046 Old Church Road | Known BHR - BHRI Inventory, High Significance | <p>Historical:</p> <ul style="list-style-type: none"> <li>-‘Primitive Methodist, Est. 1880’ written on plaque on south elevation</li> <li>-Located just north of the Caledon East settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A brick church is present in a similar location on the 1919 NTS map (Figure 4).</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-Late nineteenth century red brick church with lancet stained glass windows and gable roof</li> <li>-Small spire and main entrance on south elevation fronting on Old Church Road</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>-Located on the north side of Old Church Road, an early transportation route in the settlement of Caledon East</li> <li>-Reflects nineteenth century religious habits in the settlement of Caledon East</li> </ul> |  <p>Plate 72: South and west elevations of 6046 Old Church Road</p> |
| BHR 43     | Church           | 6029 Old Church Rd   | Known BHR - BHRI Inventory, High Significance | <p>Historical:</p> <ul style="list-style-type: none"> <li>-St. James Anglican Church</li> <li>-Located just north of the Caledon East settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A brick church is present in a similar location on the 1919 NTS map (Figure 4).</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-Late nineteenth century red brick church with lancet windows and gable roof</li> <li>-Octagonal spire and main entrance on north elevation fronting on Old Church Road</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>-Located on the south side of Old Church Road, an early transportation route in the settlement of Caledon East</li> <li>-Reflects nineteenth century religious habits in the settlement of Caledon East</li> </ul>   |  <p>Plate 73: North elevation of 6029 Old Church Road</p>          |



| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition                | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|---------------------|--|--|---|
| BHR 44     | Residence        | 6032 Old Church Rd  | Potential BHR - Identified During Field Review | <p>Historical:</p> <ul style="list-style-type: none"> <li>-Located just north of the Caledon East settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A frame house is present in a similar location on the 1919 NTS map (Figure 4).</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-Single-storey frame residence clad in siding with a gable roof</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>-Located on the north side of Old Church Road, an early transportation route in the settlement of Caledon East</li> <li>-Reflects late-nineteenth or early-twentieth century residential development in the settlement of Caledon East</li> </ul>  |  <p>Plate 74: South elevation of 6032 Old Church Road</p>  |
| BHR 45     | Institutional    | 6028 Old Church Rd  | Potential BHR - Identified During Field Review | <p>Historical:</p> <ul style="list-style-type: none"> <li>-'Peel Masonic Lodge No. 468 Established 1904' written on transom light.</li> <li>-Located just north of the Caledon East settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A frame structure is present in a similar location on the 1919 NTS map (Figure 4).</li> </ul> <p>Design:</p> <ul style="list-style-type: none"> <li>-Early twentieth century single storey institutional structure clad in red brick with a gable roof.</li> </ul> <p>Context:</p> <ul style="list-style-type: none"> <li>-Located on the north side of Old Church Road, an early transportation route in the settlement of Caledon East</li> <li>-Reflects early-twentieth century institutional practices in the settlement of Caledon East</li> </ul> |  <p>Plate 75: South elevation of 6028 Old Church Road</p> |



| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition                | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image  |
|------------|------------------|---------------------|--|---|---|
| BHR 46     | Residence        | 6018 Old Church Rd  | Potential BHR - Identified During Field Review | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located just north of the Caledon East settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A frame house is present in a similar location on the 1919 NTS map (Figure 4).</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-Late nineteenth or early twentieth century one-and-a-half storey frame house clad in siding with a gable roof.</li> <li>-Main entrance is on the south elevation and fronts on Old Church Road.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-Located on the north side of Old Church Road, an early transportation route in the settlement of Caledon East</li> <li>-Reflects late-nineteenth or early-twentieth century residential development in the settlement of Caledon East</li> </ul> |  <p>Plate 76: South and east elevation of 6018 Old Church Road</p> |
| BHR 47     | Residence        | 6015 Old Church Rd  | Potential BHR - Identified During Field Review | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-Located just north of the Caledon East settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).</li> <li>-A frame house is present in a similar location on the 1919 NTS map (Figure 4).</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-Single-storey brick-clad residence with a hipped gable roof</li> <li>-Main entrance is on the north elevation and fronts on Old Church Road.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-Located on the north side of Old Church Road, an early transportation route in the settlement of Caledon East</li> <li>-Reflects late-nineteenth or early-twentieth century residential development in the settlement of Caledon East</li> </ul>  |  <p>Plate 77: North elevation of 6015 Old Church Road</p>         |



| Feature ID | Type of Property | Address or Location    | Heritage Status and Recognition                | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|------------------------|--|--|---|
| BHR 48     | Residence        | 5978 Olde Base Line Rd | Potential BHR - Identified During Field Review | <p>Historical:<br/>                     -Located just north of the Mono Road settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).<br/>                     -A brick or stone house is present in a similar location on the 1919 NTS map (Figure 4).</p> <p>Design:<br/>                     -One-and-a-half storey red brick structure with gable roof.<br/>                     -Structural openings feature buff brick lintels on south elevation.</p> <p>Context:<br/>                     -Located on the north side of Old Base Line Road, an early transportation route in the settlement of Mono Road<br/>                     -Reflects late-nineteenth or early-twentieth century residential development in the settlement of Mono Road</p> |  <p>Plate 78: North elevation of 5978 Olde Base Line Road</p>  |
| BHR 49     | Residence        | 5985 Olde Base Line Rd | Potential BHR - Identified During Field Review | <p>Historical:<br/>                     -Located within the Mono Mills settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).<br/>                     -A frame house is present in a similar location on the 1919 NTS map (Figure 4).</p> <p>Design:<br/>                     -One-and-a-half storey frame house with an L-shaped plan<br/>                     -Main entrance on the north elevation features a verandah.</p> <p>Context:<br/>                     -Located on the south side of Old Base Line Road, an early transportation route in the settlement of Mono Road<br/>                     -Reflects late-nineteenth or early-twentieth century residential development in the settlement of Mono Road</p>                            |  <p>Plate 79: South elevation of 5985 Olde Base Line Road</p> |



| Feature ID | Type of Property | Address or Location      | Heritage Status and Recognition                | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image   |
|------------|------------------|--------------------------|--|---|--|
| BHR 50     | Residence        | 5969 Olde Base Line Road | Potential BHR - Identified During Field Review | <p><b>Historical:</b><br/>                     -Located within the Mono Mills settlement area on the 1877 <i>Historical Atlas</i> map (Figure 3).<br/>                     -A frame house is present in a similar location on the 1919 NTS map (Figure 4).</p> <p><b>Design:</b><br/>                     -One-and-a-half storey frame residence clad in stucco with a gable roof<br/>                     -North elevation features a bay window and the main entrance.</p> <p><b>Context:</b><br/>                     -Located on the south side of Old Base Line Road, an early transportation route in the settlement of Mono Road<br/>                     -Reflects late-nineteenth or early-twentieth century residential development in the settlement of Mono Road</p>  |  <p data-bbox="2023 778 2582 808">Plate 80: South elevation of 5969 Olde Base Line Road</p> |
| CHL 1      | Farmscape        | 14045 Airport Rd         | Known CHL - BHR Inventory                      | <p><b>Historical:</b><br/>                     -A farmhouse is illustrated on the 1877 <i>Historical Atlas</i> map, in the vicinity of CHL 1 (Figure 3).</p> <p><b>Design:</b><br/>                     -This Ontario farmhouse is a one-and-a-half-storey frame structure with an intersecting gable roof and a T-shaped plan.<br/>                     -Farmscape features several large barns, silos, several other outbuildings.<br/>                     -Landscape features include circulation routes, mature trees, and active agricultural fields with fenced/vegetation-lined boundaries.</p> <p><b>Context:</b><br/>                     -This agricultural property contributes to the rural nature of this portion of Airport Road, an early transportation route.<br/>                     -The house is set slightly back from the east side of Airport Road.<br/>                     -Reflects the nineteenth century settlement along Airport Road.</p> |  <p data-bbox="2023 1282 2489 1312">View of the farmscape at 14045 Airport Road</p>        |






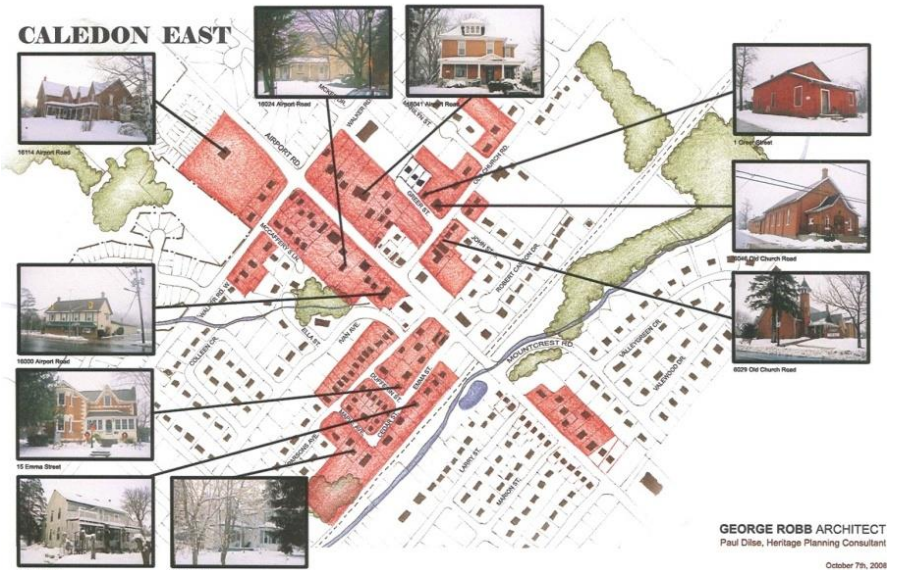
| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|---------------------|---------------------------------|--|---|
| CHL 2      | Farmscape        | 14210 Airport Rd    | Known CHL - CHL Inventory       | <p><b>Historical:</b><br/>                     -A farmhouse is illustrated on the 1877 <i>Historical Atlas</i> map, in the vicinity of CHL 2 (Figure 3).</p> <p><b>Design:</b><br/>                     -Late nineteenth century Italianate style farmhouse is a two-storey polychromatic brick structure with a hipped roof and a rectangular plan.<br/>                     -The east elevation features a covered porch.<br/>                     -Farmscape features a gable roof barn at rear, with details obscured by dense vegetation.<br/>                     -Landscape features include circulation routes, mature trees, and surrounded by active agricultural fields with fenced/vegetation-lined boundaries.</p> <p><b>Context:</b><br/>                     -The agricultural property contributes to the rural nature of Airport Road. Located on the west side of Airport Road.<br/>                     -Reflects the nineteenth century settlement along Airport Road.<br/>                     -The house is set close to Airport Road.</p>   |  <p>Plate 81: East elevation of farmhouse at 14210 Airport Road</p>  |
| CHL 3      | Farmscape        | 14365 Airport Rd    | Known CHL - BHR Inventory       | <p><b>Historical:</b><br/>                     -A farmhouse is illustrated on the 1877 <i>Historical Atlas</i> map, near CHL 3 (Figure 3).<br/>                     -Currently the property is unoccupied</p> <p><b>Design:</b><br/>                     -Mid to late nineteenth century Neoclassical style farmhouse is a one-and-a-half-storey red brick structure with a three bay façade, gable roof and a rectangular plan.<br/>                     -The front (east) elevation features a door surround with pilasters and a shelf-like projecting cornice. A transom and sidelights surround the entrance.<br/>                     -Farmscape features barn ruins and silo at rear.<br/>                     -Landscape features include circulation routes, mature trees, and active agricultural fields with fenced/vegetation-lined boundaries.</p> <p><b>Context:</b><br/>                     -This agricultural property contributes to the rural nature of this portion of Airport Road, an early transportation route.<br/>                     -The house is set back from the east side of Airport Road.<br/>                     -Reflects the nineteenth century settlement along Airport Road.</p> |  <p>Plate 82: West elevation of farmhouse at 14365 Airport Road</p> |

| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition              | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image  |
|------------|------------------|---------------------|--|---|---|
|            |                  |                     |  |   |  <p>Plate 83: View of CHL 3 from Airport Road</p>                    |
| CHL 4      | Farmscape        | 14460 Airport Rd    | Known CHL - BHR Inventory, High Significance | <p><b>Historical:</b><br/>                     -A farmhouse is illustrated on the 1877 <i>Historical Atlas</i> map near CHL 4 (Figure 3).</p> <p><b>Design:</b><br/>                     -Farmhouse is a one-and-a-half-storey polychromatic brick five bay structure with a gable roof and a T-shaped plan.<br/>                     -The house comprises Italianate design elements including a symmetrical composition, a projecting frontispiece, Gothic-like gable, strongly accented corners, corbelling beneath the cornice, and ornate fretwork and a finial on the gable end.<br/>                     -The original window in the gable has been replaced with a smaller window.<br/>                     -Main entrance features a transom and sidelights and the windows consist of six-over-six sash with buff brick lintels.<br/>                     -Farmscape features a gable roof barn at rear of the house.<br/>                     -Landscape features include circulation routes, mature trees, and active agricultural fields with fenced/vegetation-lined and post and wire fence boundaries.</p> <p><b>Context:</b><br/>                     -This agricultural property contributes to the rural nature of this portion of Airport Road, an early transportation route.<br/>                     -The house is set far back from the west side of Airport Road.<br/>                     -Reflects the nineteenth century settlement along Airport Road.</p> |  <p>Plate 84: East elevation of farmhouse at 14460 Airport Road</p> |

| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|---------------------|---------------------------------|--|---|
| CHL 5      | Farmscape        | 14799 Airport Rd    | Known CHL - BHR Inventory       | <p><b>Historical:</b><br/>                     -A farmhouse is illustrated on the 1877 <i>Historical Atlas</i> map, near CHL 5 (Figure 3).</p> <p><b>Design:</b><br/>                     -Farmhouse is an example of a two storey frame Neoclassical house with a rectangular shaped plan. It appears the buff brick has been painted white. An enclosed porch hides the house east elevation. The house has a rear addition.<br/>                     -Farmscape features a large vertical board gambrel roofed barn, silos and several other farm related outbuildings.<br/>                     -Landscape features include circulation routes, deciduous trees around the house, and active agricultural fields with fenced/vegetation-lined boundaries.</p> <p><b>Context:</b><br/>                     -This agricultural property contributes to the rural nature of this portion of Airport Road, an early transportation route.<br/>                     -The house sits far back from the east side of Airport Road.<br/>                     -Reflects the nineteenth century settlement along Airport Road.</p> |  <p>Plate 85: View of 14799 Airport Road</p>                         |
| CHL 6      | Farmscape        | 14628 Airport Rd    | Known CHL - BHR Inventory       | <p><b>Historical:</b><br/>                     -"Spruce Lawn Farm 1927" written on date stone on front (east) elevation.</p> <p><b>Design:</b><br/>                     -Example of a two-and-a-half-storey red brick vernacular Edwardian farmhouse with a hipped roof, broad eaves, and a front gable that shares the hipped roof shape and the main block of the house has a rectangular plan.<br/>                     -The east elevation features a roofed verandah over the main entrance.<br/>                     -Farmscape features two small modern outbuildings to the north of the residence.<br/>                     -Landscape features include circulation routes and active agricultural fields with fenced/vegetation-lined boundaries.</p> <p><b>Context:</b><br/>                     -This agricultural property contributes to the rural nature of this portion of Airport Road, an early transportation route.<br/>                     -The house is set back from the west side of Airport Road.<br/>                     -Reflects twentieth century settlement along Airport Road.</p>          |  <p>Plate 86: East elevation of farmhouse at 14628 Airport Road</p> |

| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition              | Description of Property and Known or Potential CHVI   | Photographs/ Digital Image   |
|------------|------------------|---------------------|--|---|--|
| CHL 7      | Farmscape        | 14892 Airport Rd    | Known CHL - BHR Inventory, High Significance | <p><b>Historical:</b><br/>                     -A farmhouse is illustrated on the 1877 <i>Historical Atlas</i> map, in the vicinity of CHL 7 (Figure 3).</p> <p><b>Design:</b><br/>                     -Example of a mid to late nineteenth century Neoclassical farmhouse is a one-and-a-half-storey random-coursed stone structure with an intersecting gable roof and a rectangular plan.<br/>                     -Main entrance features a transom and sidelights and windows consist of six-over-six sash windows with red brick lintels.<br/>                     -Farmscape features a modern gable roof barn and ruins of an earlier barn at rear.<br/>                     -Landscape features include circulation routes, mature trees, and surrounded by active agricultural fields with fenced/vegetation-lined boundaries.</p> <p><b>Context:</b><br/>                     -This agricultural property contributes to the rural nature of this portion of Airport Road, an early transportation route.<br/>                     -The house is set close to the west side of Airport Road.<br/>                     -Reflects the nineteenth century settlement along Airport Road.</p> |  <p>Plate 87: East elevation of farmhouse at 14892 Airport Road</p> |
| CHL 8      | Farmscape        | 15049 Airport Rd    | Known CHL - BHR Inventory                    | <p><b>Historical:</b><br/>                     -A farmhouse is illustrated on the 1877 <i>Historical Atlas</i> map, near CHL 8 (Figure 3).</p> <p><b>Design:</b><br/>                     -Farmhouse is an example of a mid to late nineteenth century two storey red and buff brick Neoclassical house with a rectangular shaped plan. It appears the buff brick has been painted white. An enclosed porch hides the house east elevation. The house has a rear addition.<br/>                     -Farmscape features a large vertical board gable roofed barn, silo and several other farm related outbuildings.<br/>                     -Landscape features include circulation routes, deciduous trees around the house, and active agricultural fields with fenced/vegetation-lined boundaries.</p> <p><b>Context:</b><br/>                     -This agricultural property contributes to the rural nature of this portion of Airport Road, an early transportation route.<br/>                     -The house sits far back from the east side of Airport Road.<br/>                     -Reflects the nineteenth century settlement along Airport Road.</p>                                 |  <p>Plate 88: View of CHL 8 from Airport Road</p>                  |

| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|---------------------|---------------------------------|--|---|
| CHL 9      | Farmscape        | 15480 Airport Rd    | Known CHL - BHR Inventory       | <p><b>Historical:</b><br/>                     -A farmhouse is illustrated on the 1877 <i>Historical Atlas</i> map, near CHL 9 (Figure 3).</p> <p><b>Design:</b><br/>                     -Farmhouse is an example of a mid to late nineteenth century one-and-a-half-storey frame Neoclassical house with a T-shaped plan, clad in white siding with a gable roof.<br/>                     -Farmscape features several large gambrel roof barns, silos, several other outbuildings and animal paddocks.<br/>                     -Landscape features included circulation routes and active agricultural fields with fenced/vegetation-lined boundaries.</p> <p><b>Context:</b><br/>                     -This agricultural property contributes to the rural nature of this portion of Airport Road, an early transportation route.<br/>                     -The house is set close to the west side of Airport Road.<br/>                     -Reflects the nineteenth century settlement along Airport Road.</p>     |  <p>Plate 89: East elevation of farmhouse at 15480 Airport Road</p>            |
| CHL 10     | Farmscape        | 15535 Airport Rd    | Known CHL - BHR Inventory       | <p><b>Historical:</b><br/>                     -There is no house in the vicinity of CHL 10 on the 1919 NTS map (Figure 4), however the house is present by 1940 (Figure 5).</p> <p><b>Design:</b><br/>                     -Farmhouse is an example of a twentieth century one-and-a-half-storey frame Neoclassical house with a T-shaped plan, clad in white siding with a gable roof.<br/>                     -Farmscape features several large gambrel roof barns, silos, several other outbuildings and animal paddocks.<br/>                     -Landscape features included circulation routes and active agricultural fields with fenced/vegetation-lined boundaries.</p> <p><b>Context:</b><br/>                     -This agricultural property contributes to the rural nature of this portion of Airport Road, an early transportation route.<br/>                     -The house is far back from Airport Road.<br/>                     -Reflects the twentieth century settlement along Airport Road.</p> |  <p>Plate 90: View of 15535 Airport Road on the east side of Airport Road</p> |

| Feature ID | Type of Property        | Address or Location | Heritage Status and Recognition              | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|-------------------------|---------------------|--|--|---|
| CHL 11     | Farmscape               | 15717 Airport Rd    | Known CHL - BHR Inventory, High Significance | <p><b>Historical:</b></p> <ul style="list-style-type: none"> <li>-A farmhouse is illustrated on the 1877 <i>Historical Atlas</i> map, near CHL 11 (Figure 3).</li> <li>-Currently the property, including all buildings, are unoccupied and the property has been proposed for development.</li> </ul> <p><b>Design:</b></p> <ul style="list-style-type: none"> <li>-The farmhouse, built in the last 20-30 years, is visible from Airport Road and is a one-and-a-half-storey red brick house with an intersecting gable roof and a rectangular plan. South elevation features a large verandah.</li> <li>-Although not visible from Airport Road, the property includes the 1860s red and buff brick Gothic Revival farmhouse with a T-shaped plan (the James Watson farmstead).</li> <li>-Farmscape features several large barns, including a vertical-boarded gambrel-roofed banked barn, an old concrete silo, and several other outbuildings.</li> <li>-Landscape features include established circulation routes, an apple orchard in front of the house, a row of cedars along north lot line, deciduous trees around the house and active agricultural fields.</li> </ul> <p><b>Context:</b></p> <ul style="list-style-type: none"> <li>-This agricultural property contributes to the rural nature of this portion of Airport Road, an early transportation route.</li> <li>-The house is set far back from the west side of Airport Road.</li> <li>-Reflects the nineteenth century settlement along Airport Road through its style, scale/massing, set back and landscape features.</li> </ul> |  <p>Plate 91: West elevation of one of the farmhouses at 15717 Airport Road</p>  |
| CHL 12     | Heritage Character Area | Caledon East        | Known CHL - BHR Inventory                    | <ul style="list-style-type: none"> <li>-Commercial core of the settlement of Caledon East has been identified as an area with sufficient heritage character to be considered for study for inclusion in a possible Heritage Conservation District study (Stewart and Dilse 2008).</li> <li>-Area exhibits unique heritage character in the Town of Caledon as an early commercial core and settlement center.</li> <li>-The Heritage Character Area includes built heritage buildings on the BHR Inventory (BHRs 18-029 and 31-37) as well as others noted of interest on the Caledon East walking tour including along Airport Road; the Pavilion and Caledon Trailway, 15964 Airport Road, 16018 Airport Road, and 16040 Airport Road (Caledon East and District Historical Society, 2010)</li> </ul>  |  <p>Plate 92: Map showing the boundaries of the Caledon East Heritage Character Area (Stewart and Dilse 2008).</p> <p>GEORGE ROBB ARCHITECT<br/>         Paul Dilse, Heritage Planning Consultant<br/>         October 7th, 2008</p> |


| Feature ID | Type of Property | Address or Location | Heritage Status and Recognition                  | Description of Property and Known or Potential CHVI  | Photographs/ Digital Image  |
|------------|------------------|---------------------|--|--|---|
| CHL 13     | Humber River     | Watercourse         | Known CHL - Designated a Canadian Heritage River | <p>Historical:</p> <ul style="list-style-type: none"> <li>-Settlements have been located on the Humber River since the first inhabitants of the area arrived approximately 10,000 years ago.</li> <li>-The Carrying Place Trail, an Indigenous transportation route linking Lake Ontario with the Upper Great Lakes, was also used by the first European colonists to arrive in the seventeenth century.</li> <li>-Intensive Euro-Canadian settlement of the Humber River watershed began following the end of the War of 1812.</li> </ul> <p>Reason For Designation as a Canadian Heritage River (2017):<br/>                     "As a result of its outstanding cultural and recreational values, the Humber River was designated to the Canadian Heritage Rivers System in 1999. It flows through a rich mosaic of Carolinian forests, meadows, farms and abandoned mills and finally through the largest urban area in Canada – metropolitan Toronto. A system of greenways along the river's shores maintains the spirit of the historic Toronto Carrying Place Trail and provides an urban oasis in this city of 5 million people" (Canadian Heritage Rivers System 2016)(Canadian Heritage Rivers System 2016)</p> |  <p>Plate 93: Humber River tributary to the west of Airport Road, looking northwest.</p> |



Figure 8: Key Plan of Mapping – Signalized Intersection Option







Figure 9: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Signalized Intersection Option (Sheet 1)



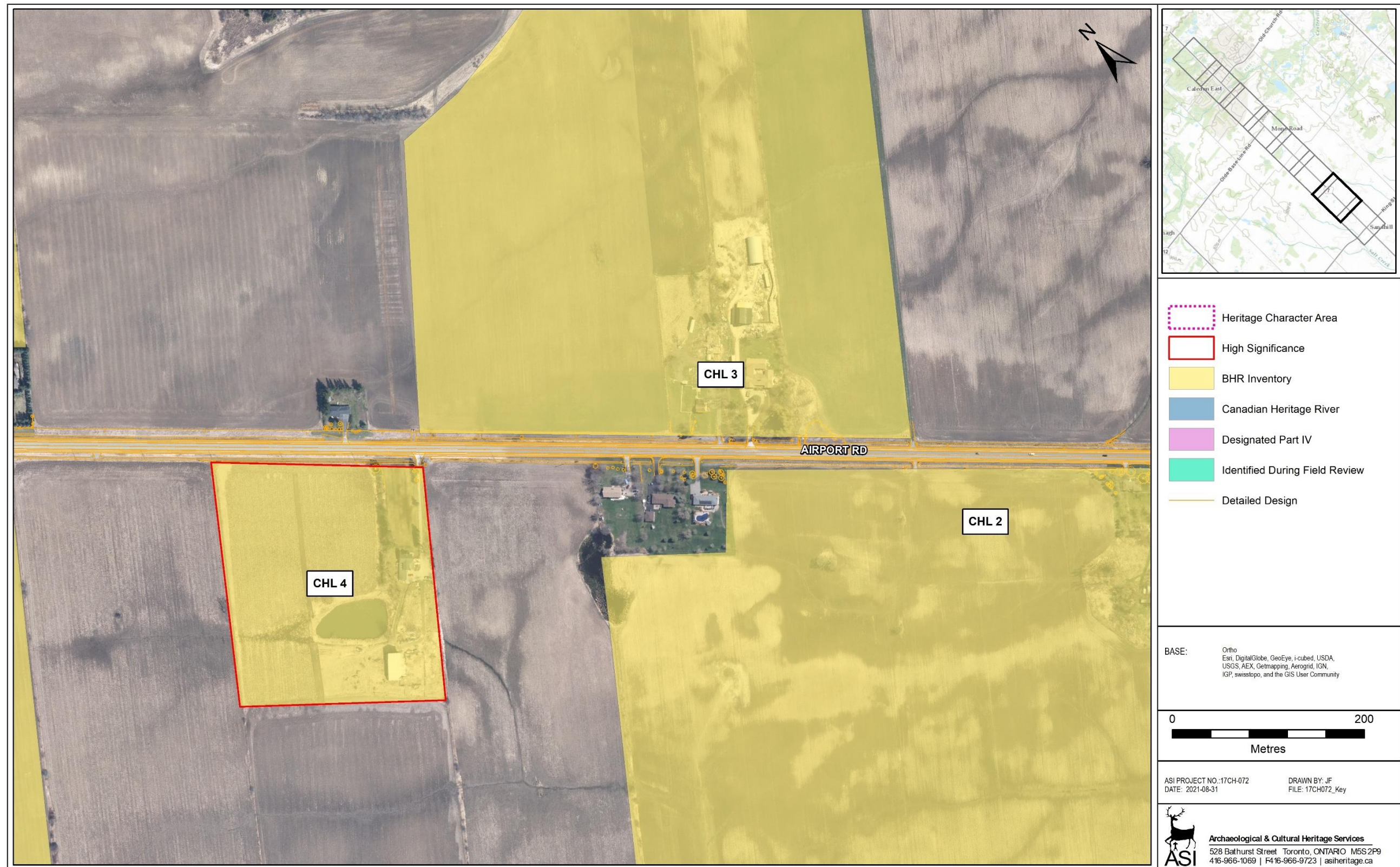


Figure 10: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Signalized Intersection Option (Sheet 2)





Figure 11: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Signalized Intersection Option (Sheet 3)





Figure 12: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Signalized Intersection Option (Sheet 4)



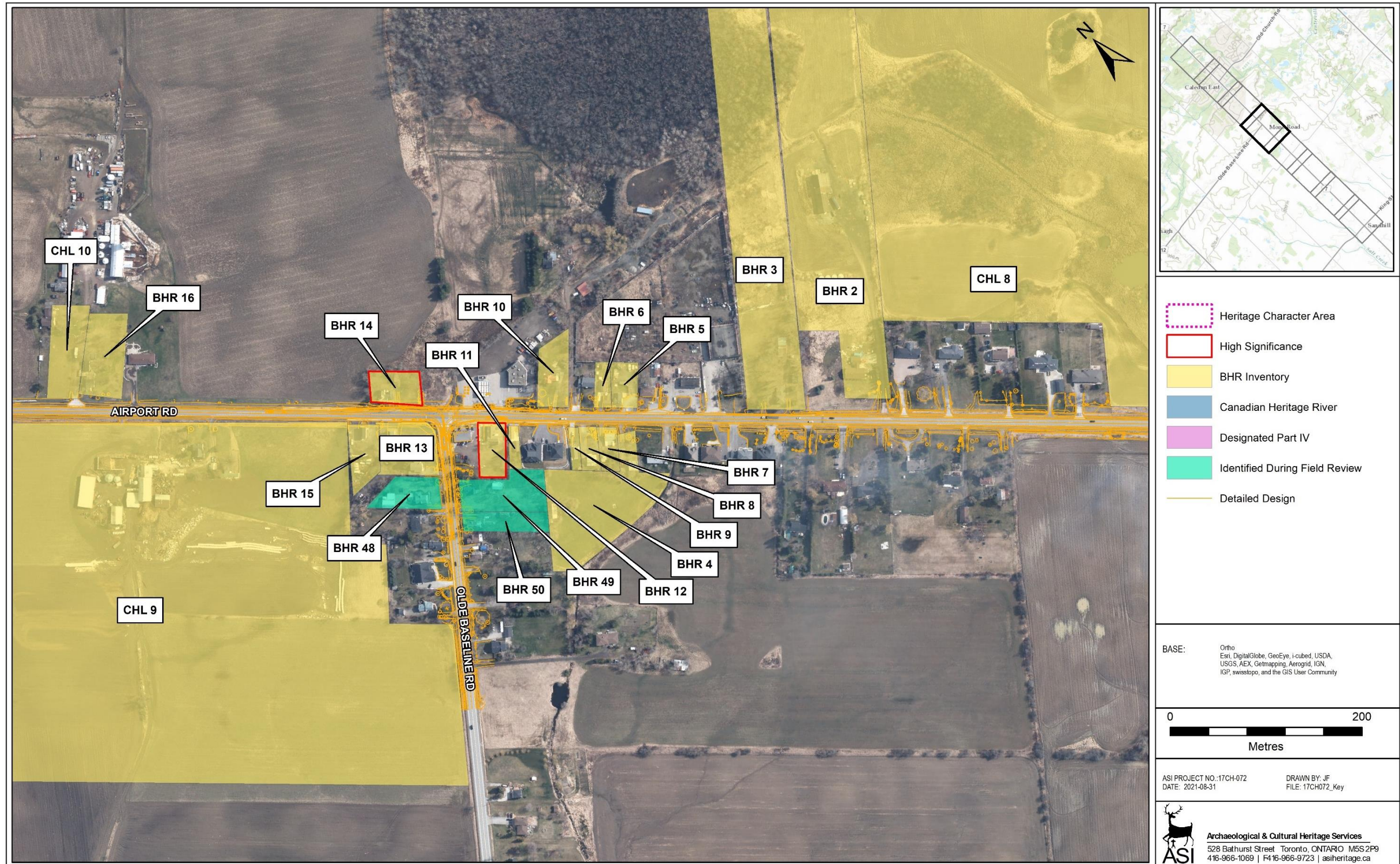


Figure 13: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Signalized Intersection Option (Sheet 5)



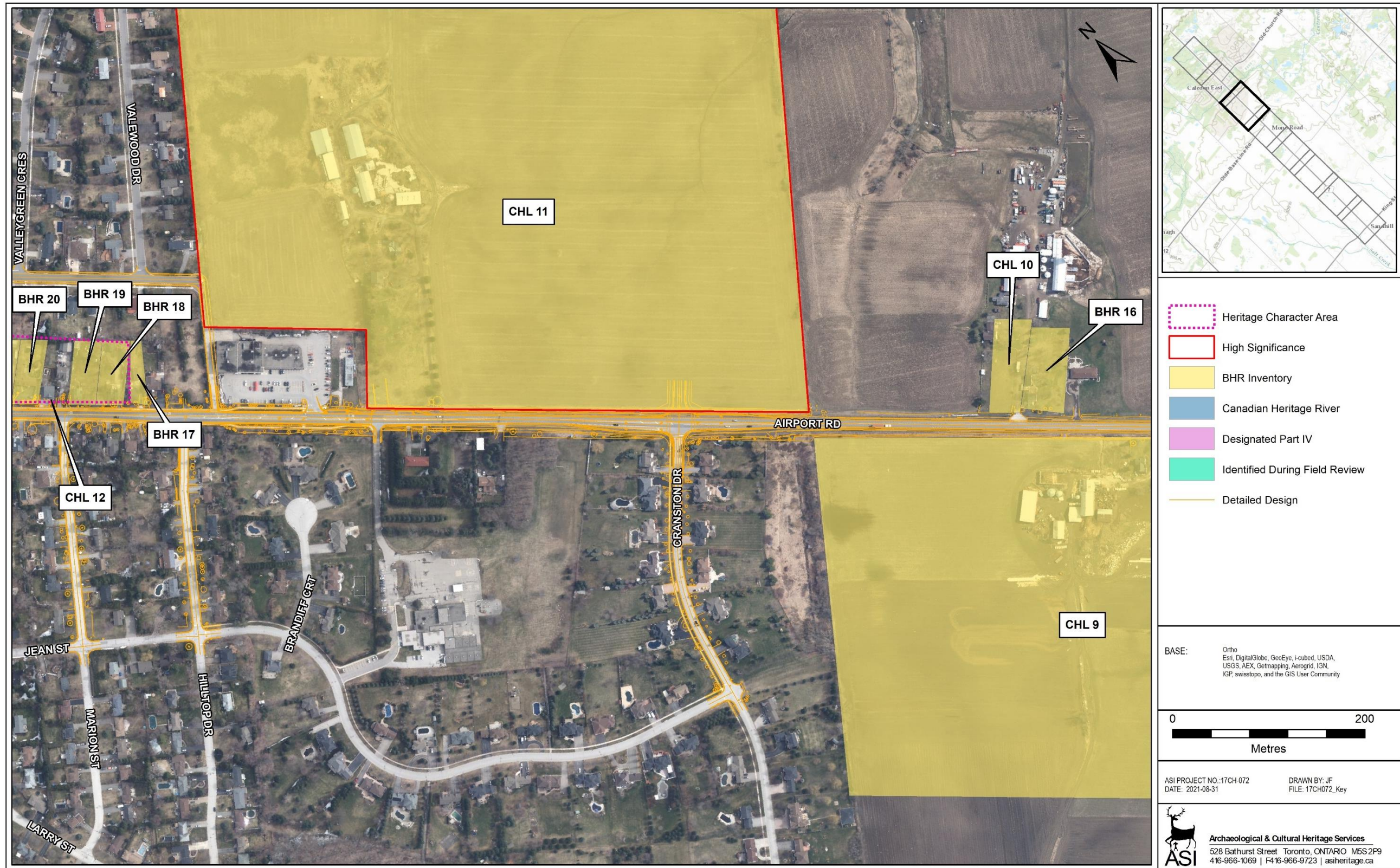


Figure 14: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Signalized Intersection Option (Sheet 6)



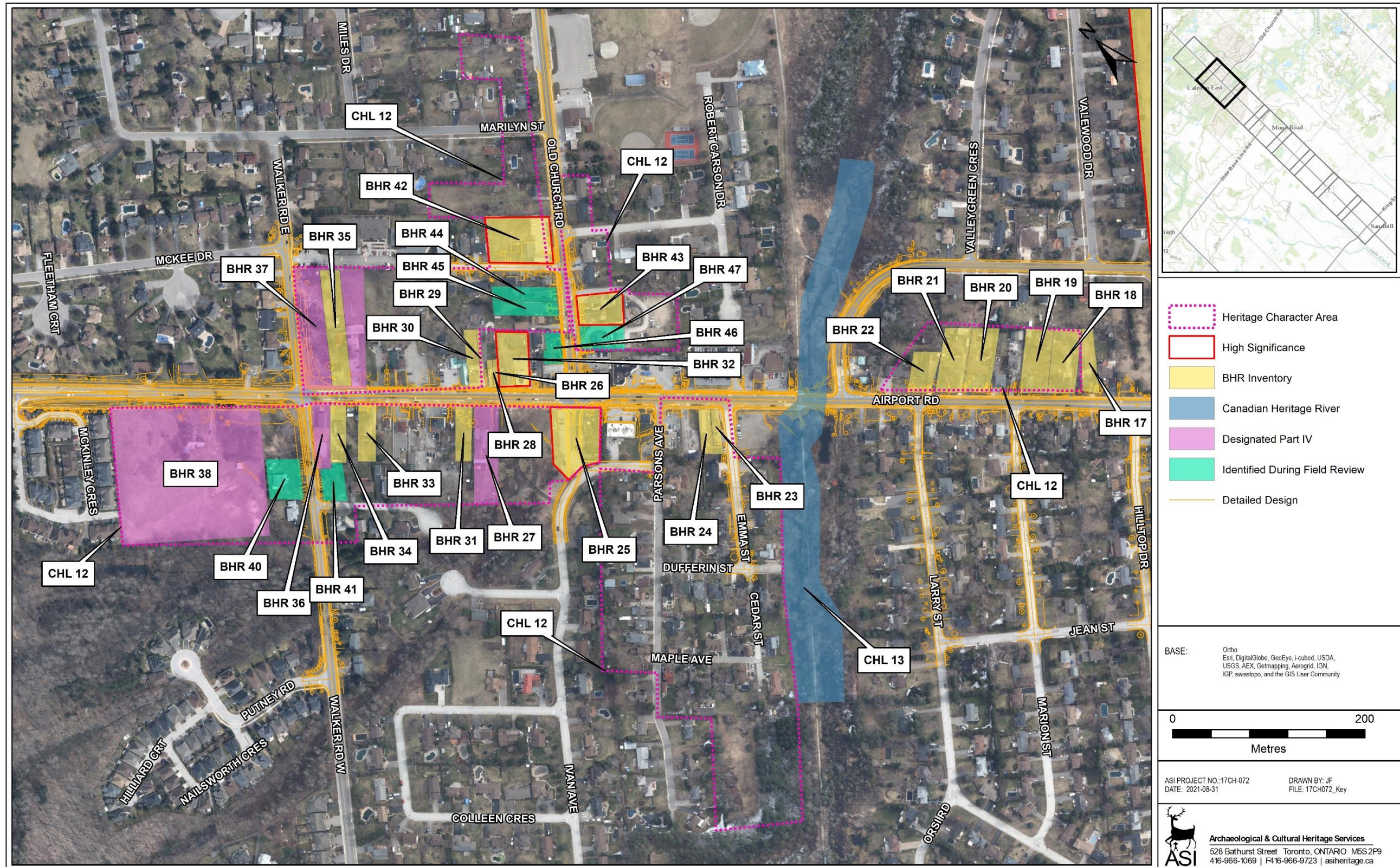


Figure 15: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Signalized Intersection Option (Sheet 7)





Figure 16: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Signalized Intersection Option (Sheet 8)







Figure 17: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Roundabout Option – Boston Mills Road / Castleberg Sideroad



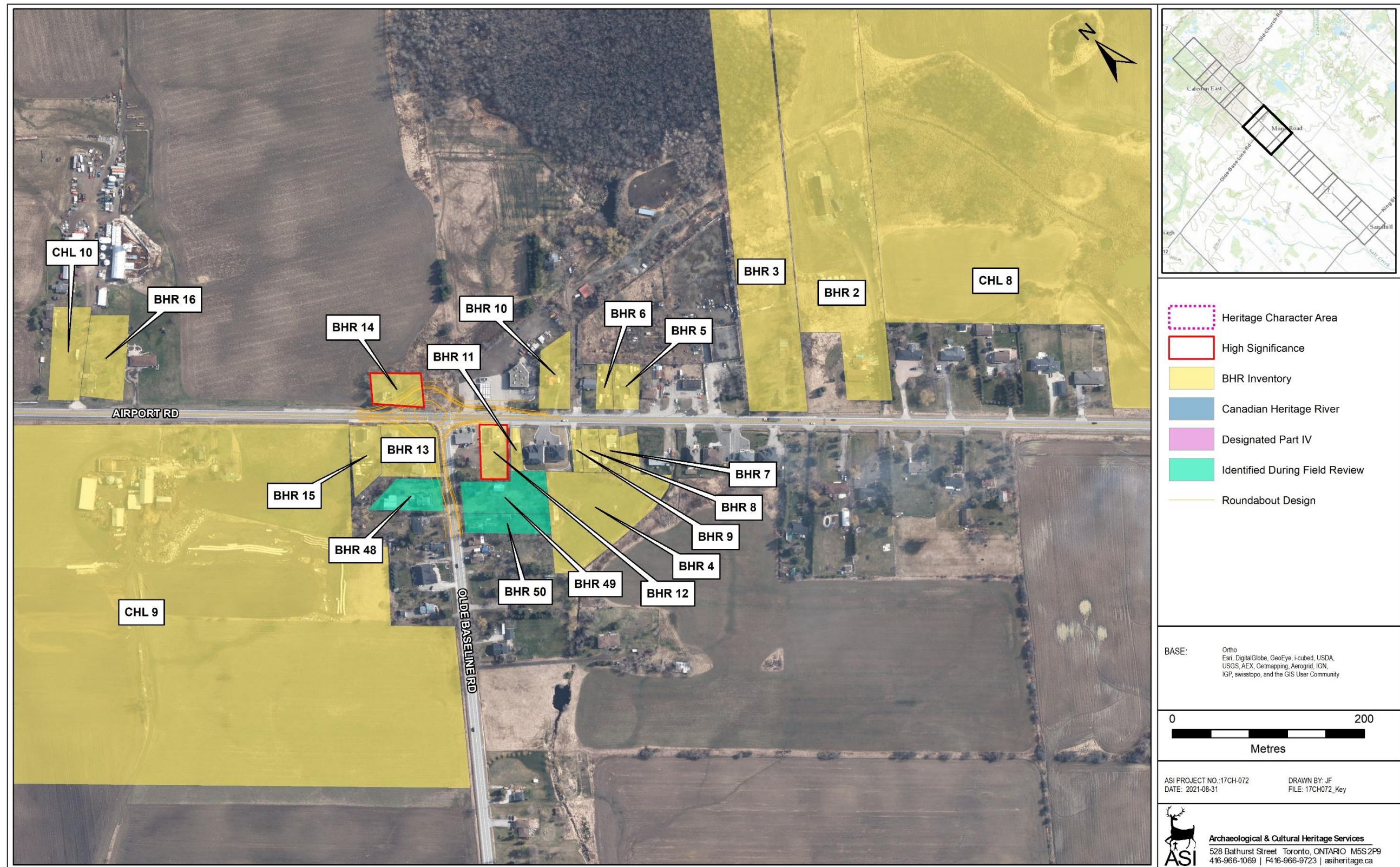


Figure 18: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Roundabout Option – Old Base Line Road

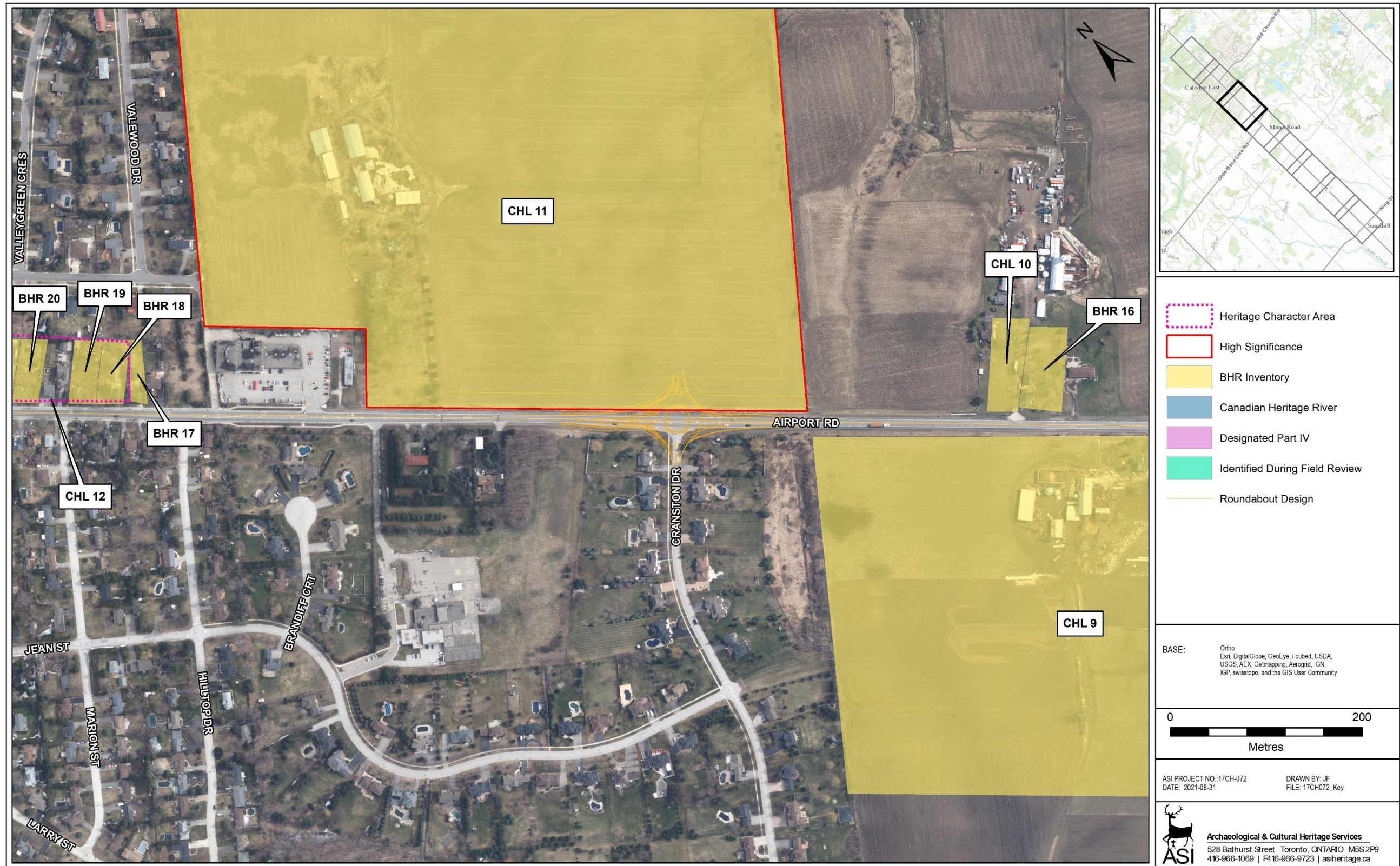


Figure 19: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Roundabout Option – Cranston Drive







Figure 21: Location of Identified Built Heritage Resources and Cultural Heritage Landscapes – Roundabout Option – Huntsmill Drive



## **5.0 PRELIMINARY IMPACT ASSESSMENT**

### **5.1 Description of Proposed Undertaking**

The proposed undertaking for the Airport Road Municipal Class EA study area consists of two short-listed alternatives (Signalized/Stop Control and Roundabouts), each involving general roadway improvements and the proposed installation of a Multi-Use Trail (MUT) along Airport Road and intersection improvements at each of the perpendicular roadways intersecting Airport Road between King Street in the south and Huntsmill Drive in the north. Each of the two proposed interventions will result in improvements to approximately 7.5 kilometres of Airport Road and modifications to six existing intersections with Airport Road, including: Boston Mills Road/ Castlederg Sideroad; Olde Base Line Road; Cranston Drive; Old Church Road; Walker Road; and Huntsmill Drive.

### **5.2 Analysis of Potential Impacts**

The two short-listed proposed intersection options for the proposed undertaking all involve a similar magnitude, severity, duration, frequency, range, and diversity of impacts to the identified cultural heritage resources in addition to those impacts noted in the general Airport Road improvements. The Signalized/Stop Controlled option is anticipated to impact nine BHRs (BHRs 12-15, 25, 35, 36, 38, and 40) and three CHLs (CHLs 7-8, and 11) (See Figure 8 to Figure 16), with 12 resource-specific heritage impact assessments (HIA) recommended to identify the specific impacts and develop appropriate mitigation measures (Table 3). The Roundabout Intersection option is anticipated to result in impacts to eight BHRs (BHR 12-14, 35-38, and 48) and four CHLs (CHLs 5, 7-8, and 11) (See Figure 17 to Figure 21) with 12 resource-specific HIAs recommended to identify the specific impacts and develop appropriate mitigation measures (Table 4).

The general roadway improvements to Airport Road are not anticipated to result in impacts to any identified BHRs or CHLs in addition to the impacts identified for the two proposed alternatives for intersection improvements.

Table 3 outlines the potential impacts based on the signalized/stop-controlled option and Table 4 outlines the impacts of the roundabout option. Table 5 outlines the potential impacts on all identified individual known and potential BHRs and CHLs within the study area at large.

Table 3: Potential Impacts of the Signalized/Stop -Controlled Option

| <b>Intersection with Airport Road</b> | <b>Potential Impact(s) to Identified BHRs and CHLs</b>  |
|---------------------------------------|---|
| Boston Mills Road/Castleberg Sideroad | The proposed undertaking will result in the modification of the existing intersection approximately 120 metres south and 230 metres north of Boston Mills Road/Castleberg Sideroad and 80 metres east and 200 metres west of Airport Road. The proposed intersection improvements will result in the shifting of Boston Mills Road approximately 30 metres south of its present alignment to eliminate the staggered intersection with Castleberg Sideroad to the east of Airport Road. These modifications are anticipated to result in direct impacts to the identified CHL at 14892 Airport Road (CHL 7) with the proposed southward realignment of Boston Mills Road. Further, an increase in the width of the ROW to the northeast of the intersection will result in impacts to CHL 8 (15049 Airport Road). With improvements confirmed to the existing ROW on the southeast of the intersection, CHL 5 is not anticipated to be impacted by the Signalized/Stop Control option if staging and construction activities are suitably planned. As impacts are anticipated to both identified CHLs, resource-specific heritage impact assessments (HIA) are recommended for CHL 7 and CHL 8 to develop suitable mitigation measures if the Signalized/Stop Control option is chosen. |
| Olde Base Line Road                   | The proposed undertaking will result in the modification of the existing intersection approximately 100 metres south and 95 metres north of Olde Base Line Road and 100 metres west of Airport Road. These modifications are anticipated to impact the identified BHRs at 15388 Airport Road (BHR 12), 15420 Airport Road (BHR 13), 15421 Airport Road (BHR 14), and 15426 Airport Road (BHR 15) with the proposed widening of the Airport Road ROW resulting in the encroachment of the roadway on the BHRs. With improvements confirmed to the existing ROW on the southwest of the intersection, BHR 11 is not anticipated to be impacted by the Signalized/Stop Control option if staging and construction activities are suitably planned. As impacts are anticipated to identified BHRs, resource-specific HIAs are recommended for BHR 12, BHR 13, BHR 14, and BHR 15 to develop suitable mitigation measures if the Signalized/Stop Control option is chosen.   |
| Cranston Drive                        | The proposed undertaking will result in the modification of the existing intersection approximately 110 metres south and 300 metres north of Cranston Drive and 70 metres west of Airport Road. Further, the proposed intersection improvements include the extension of the existing Cranston Drive ROW east of Airport Road to service a future residential subdivision. These modifications are anticipated to impact the identified CHL at 15717 Airport Road (CHL 11). As impacts are anticipated to this identified CHL, a resource-specific HIAs is recommended for CHL 11 to develop suitable mitigation measures if the Signalized/Stop Control option is chosen.  |
| Old Church Road (Ivan Road Extension) | The proposed improvements to this intersection include extending Old Church Road west of Airport Road through a parking lot and commercial structure to connect to Ivan Road. These modifications are anticipated to impact the identified BHR at 16000 Airport Road (BHR 25). As impacts are anticipated to this identified BHR, a resource-specific HIA is recommended for BHR 25 to develop suitable mitigation measures if the Signalized/Stop Control option is chosen. <sup>4</sup>   |

<sup>4</sup> A HIA has been completed by ASI (2020) to determine mitigation measures for this property.



| <b>Intersection with Airport Road</b> | <b>Potential Impact(s) to Identified BHRs and CHLs</b>   |
|---------------------------------------|--|
| Old Church Road (Signalized Driveway) | The proposed improvements to this intersection include signaling the existing driveway at 16000 Airport Road (BHR 25). These modifications are anticipated to impact the identified BHR at 16000 Airport Road (BHR 25). As impacts are anticipated to this identified BHR resource, a resource-specific HIA is recommended for BHR 25 to develop suitable mitigation measures if this option is chosen. <sup>5</sup>   |
| Walker Road                           | The proposed undertaking will result in the modification of the existing intersection approximately 75 metres west and 50 metres east of Airport Road. These modifications are adjacent to the identified BHRs at 16075 Airport Road (BHR 35), 16078 Airport Road (BHR 36), 16114 Airport Road (BHR 38), 5 Walker Road West (BHR 40), and 4 Walker Road West (BHR 41). Impacts are anticipated to be confined to the existing ROW adjacent to 4 Walker Road (BHR 41), and as such, it is not anticipated to be impacted by the Signalized/Stop Control option if staging and construction activities are suitably planned. Direct impacts are anticipated to BHR 35 and BHR 40 as a result of the proposed widening of the ROW resulting in the encroachment of the roadway on the identified BHRs. Further, as BHR 35, BHR 36, and BHR 38 are designated under Part IV of the <i>Ontario Heritage Act</i> , any developments adjacent to the properties require the completion of a resource-specific HIAs. Due to anticipated impacts to these identified BHRs, resource-specific HIAs are recommended for BHR 35, BHR 36, BHR 38, and BHR 40 to develop suitable mitigation measures if the Signalized/Stop Control option is chosen. |
| Huntsmill Drive                       | The proposed undertaking will result in the minimal modifications within the existing ROW. As no BHRs or CHLs were identified adjacent to this portion of the study area, there are no anticipated impacts to any BHRs or CHLs as a result of the proposed undertaking.  |

Impacts to 12 identified BHRs and CHLs are anticipated because of the Signalized/Stop Control option. If this option is selected as the preferred alternative, resource specific HIAs are recommended for the following identified BHRs and CHLs: 15388 Airport Road (BHR 12); 15420 Airport Road (BHR 13); 15421 Airport Road (BHR 14); 15426 Airport Road (BHR 15); 16000 Airport Road (BHR 25); 16075 Airport Road (BHR 35); 16078 Airport Road (BHR 36); 16114 Airport Road (BHR 38); 5 Walker Road West (BHR 40); 14892 Airport Road (CHL 7); 15049 Airport Road (CHL 8); and 15717 Airport Road (CHL 11).

<sup>5</sup> A HIA has been completed by ASI (2020) to determine mitigation measures for this property.





Table 4: Potential Impacts of the Roundabout Intersection

| <b>Intersection with Airport Road</b> | <b>Potential Impact(s) to Identified BHRs and CHLs</b>  |
|---------------------------------------|---|
| Boston Mills Road/Castleberg Sideroad | The proposed undertaking will result in the modification of the existing intersection approximately 150 metres south and 90 metres north of Boston Mills Road/Castleberg Sideroad and 125 metres east and 50 metres west of Airport Road. These modifications are anticipated to result in direct impacts to the identified CHLs at 14799 Airport Road (CHL 5), 14892 Airport Road (CHL 7), and 15049 Airport Road (CHL 8) with the proposed expansion of the ROW to the northeast, southwest, and southeast of the intersection. As impacts are anticipated to these identified CHLs, resource-specific HIAs are recommended for CHL 5, CHL 7 and CHL 8 to develop suitable mitigation measures if the Roundabout Intersection option is chosen.   |
| Olde Base Line Road                   | The proposed undertaking will result in the modification of the existing intersection approximately 100 metres south and 90 metres north of Olde Base Line Road and 50 metres west of Airport Road. These modifications are anticipated to impact the identified BHRs at 15388 Airport Road (BHR 12), 15420 Airport Road (BHR 13), 15421 Airport Road (BHR 14), and 5978 Olde Base Line Road (BHR 48) with the proposed widening of the Airport Road ROW resulting in the encroachment of the roadway on the identified BHRs. With improvements confirmed to the existing ROW on the southwest of the intersection, BHR 11 is not anticipated to be impacted by the Roundabout Intersection option if staging and construction activities are suitably planned. As impacts are anticipated to identified BHRs, resource-specific HIAs are recommended for BHR 12, BHR 13, BHR 14, and BHR 48 to develop suitable mitigation measures if the Roundabout Intersection option is chosen. |
| Cranston Drive                        | The proposed undertaking will result in the modification of the existing intersection approximately 100 metres south and 90 metres north of Cranston Drive and 50 metres west of Airport Road. Further, the proposed intersection improvements include the extension of the existing Cranston Drive ROW east of Airport Road to service a future residential subdivision. These modifications are anticipated to impact the identified CHL at 15717 Airport Road (CHL 11). As impacts are anticipated to this identified CHL, a resource-specific HIA is recommended for CHL 11 to develop suitable mitigation measures if the Roundabout Intersection option is chosen.  |
| Walker Road                           | The proposed undertaking will result in the modification of the existing intersection approximately 65 metres south and 85 metres north of Walker Road and 50 metres west and 75 metres east of Airport Road. These modifications are adjacent to the identified BHRs at 16075 Airport Road (BHR 35), 16078 Airport Road (BHR 36), 16081 Airport Rd (BHR 37), and 16114 Airport Road (BHR 38). Direct impacts are anticipated to BHR 35, BHR 36 as a result of the proposed widening of the ROW resulting in the encroachment of the roadway on the identified BHRs. Further, as BHR 38 is designated under Part IV of the <i>Ontario Heritage Act</i> , any developments adjacent to the property require the completion of a resource-specific HIA. Due to anticipated impacts to these identified BHRs, resource-specific HIAs are recommended for BHR 35, BHR 36, and BHR 38 to develop suitable mitigation measures if the Roundabout Intersection option is chosen.             |

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| <b>Intersection with<br/>Airport Road</b> | <b>Potential Impact(s) to Identified BHRs and CHLs</b>  |
|---|---|
| Huntsmill Drive                           | The proposed undertaking will result in the expansion of the existing ROW to the west, northeast, and northwest corners of the intersection. As no BHRs or CHLs were identified adjacent to this portion of the study area, there are no anticipated impacts to any BHRs or CHLs as a result of the proposed undertaking. |

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Impacts to 12 identified BHRs and CHLs are anticipated as a result of the Roundabout Intersection option. If this option is selected as the preferred alternative, resource specific HIAs are recommended for the following identified BHRs and CHLs: 15388 Airport Road (BHR 12); 15420 Airport Road (BHR 13); 15421 Airport Road (BHR 14); 16075 Airport Road (BHR 35); 16078 Airport Road (BHR 36); 16081 Airport Rd (BHR 37), 16114 Airport Road (BHR 38); 5978 Olde Base Line Road (BHR 48); 14799 Airport Road (CHL 5); 14892 Airport Road (CHL 7); 15049 Airport Road (CHL 8); and 15717 Airport Road (CHL 11).



Table 5: Preliminary Impact Assessment for the Signalized/Stop Control Option and the Roundabout Option and Recommended Mitigation Measures

| Feature ID | Location/Name    | Type and Description of Potential/Anticipated Impact of Signalized/Stop Control Option  | Mitigation Strategies  | Type and Description of Potential/Anticipated Impact of Roundabout Option  | Mitigation Strategies     |
|------------|------------------|---|--|--|---------------------------|
| BHR 1      | 14001 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 1, no vibration-related impacts are anticipated.                              | No further work required.  | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 1, no vibration-related impacts are anticipated. | No further work required. |
| BHR 2      | 15245 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 2.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 2, no vibration-related impacts are anticipated. | No further work required. |
| BHR 3      | 15277 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 3.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 3, no vibration-related impacts are anticipated. | No further work required. |
| BHR 4      | 15340 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 4.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 4, no vibration-related impacts are anticipated. | No further work required. |
| BHR 5      | 15341 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 5.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 5, no vibration-related impacts are anticipated. | No further work required. |
| BHR 6      | 15345 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 6.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 6, no vibration-related impacts are anticipated. | No further work required. |

| Feature ID | Location/Name    | Type and Description of Potential/Anticipated Impact of Signalized/Stop Control Option  | Mitigation Strategies   | Type and Description of Potential/Anticipated Impact of Roundabout Option   | Mitigation Strategies   |
|------------|------------------|---|---|---|---|
| BHR 7      | 15346 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 7.<br><br>Undertake assessment during detail design to determine potential vibration impacts.  | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 7.<br><br>Undertake assessment during detail design to determine potential vibration impacts.  |
| BHR 8      | 15366 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 8.<br><br>Undertake assessment during detail design to determine potential vibration impacts.  | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 8.<br><br>Undertake assessment during detail design to determine potential vibration impacts.  |
| BHR 9      | 15368 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 9.<br><br>Undertake assessment during detail design to determine potential vibration impacts.  | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 9.<br><br>Undertake assessment during detail design to determine potential vibration impacts.  |
| BHR 10     | 15371 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 10.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 10.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |
| BHR 11     | 15378 Airport Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 11.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 11.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |
| BHR 12     | 15388 Airport Rd | Direct impacts for this BHR are discussed in Table 3.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 12.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | Direct impacts for this BHR are discussed in Table 4.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 12.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |

| Feature ID | Location/Name                   | Type and Description of Potential/Anticipated Impact of Signalized/Stop Control Option  | Mitigation Strategies   | Type and Description of Potential/Anticipated Impact of Roundabout Option   | Mitigation Strategies   |
|------------|---------------------------------|---|---|---|---|
| BHR 13     | 15420 Airport Rd                | Direct impacts for this BHR are discussed in Table 3.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 13.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | Direct impacts for this BHR are discussed in Table 4.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 14.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |
| BHR 14     | 15421 Airport Rd                | Direct impacts for this BHR are discussed in Table 3.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 14.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | Direct impacts for this BHR are discussed in Table 4.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 14.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |
| BHR 15     | 15426 Airport Rd                | Direct impacts for this BHR are discussed in Table 3.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 15.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 15.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |
| BHR 16     | 15521 Airport Rd                | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 16.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 16, no vibration-related impacts are anticipated.                             | No further work required.   |
| BHR 17     | 15825 Airport Rd                | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 17, no vibration-related impacts are anticipated.                             | No further work required.   | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 17, no vibration-related impacts are anticipated.                             | No further work required.   |
| BHR 18     | 15831 Airport Rd- within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 18, no vibration-related impacts are anticipated.                             | No further work required.   | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 18, no vibration-related impacts are anticipated.                             | No further work required.   |
| BHR 19     | 15849 Airport Rd- within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 19, no vibration-related impacts are anticipated.                             | No further work required.   | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 19, no vibration-related impacts are anticipated.                             | No further work required.   |

| Feature ID | Location/Name                      | Type and Description of Potential/Anticipated Impact of Signalized/Stop Control Option  | Mitigation Strategies   | Type and Description of Potential/Anticipated Impact of Roundabout Option   | Mitigation Strategies     |
|------------|------------------------------------|---|---|---|---------------------------|
| BHR 20     | 15867 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 20, no vibration-related impacts are anticipated.                             | No further work required.   | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 20, no vibration-related impacts are anticipated. | No further work required. |
| BHR 21     | 15869 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 21, no vibration-related impacts are anticipated.                             | No further work required.   | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 21, no vibration-related impacts are anticipated. | No further work required. |
| BHR 22     | 15879 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 22, no vibration-related impacts are anticipated.                             | No further work required.   | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 22, no vibration-related impacts are anticipated. | No further work required. |
| BHR 23     | 15954 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 23.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 23, no vibration-related impacts are anticipated. | No further work required. |
| BHR 24     | 15958 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 24.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 24, no vibration-related impacts are anticipated. | No further work required. |
| BHR 25     | 16000 Airport Rd-<br>within CHL 12 | Direct impacts for this BHR are discussed in Table 3.   | A HIA has been completed by ASI (2020) to determine mitigation measures for this property.  | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 25, no vibration-related impacts are anticipated. | No further work required. |

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| BHR 26     | 16023 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 26.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 26, no vibration-related impacts are anticipated. | No further work required. |
| BHR 27     | 16024 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 27.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 27, no vibration-related impacts are anticipated. | No further work required. |
| BHR 28     | 16025 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 28.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 28, no vibration-related impacts are anticipated. | No further work required. |
| BHR 29     | 16029 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 29.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 29, no vibration-related impacts are anticipated. | No further work required. |
| BHR 30     | 16033 Airport Road                 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 30.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 30, no vibration-related impacts are anticipated. | No further work required. |
| BHR 31     | 16036 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 31.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 31, no vibration-related impacts are anticipated. | No further work required. |

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| BHR 32     | 16041 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 32.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 32, no vibration-related impacts are anticipated.                             | No further work required.   |
| BHR 33     | 16060 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 33.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 33.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |
| BHR 34     | 16074 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 34.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 34.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |
| BHR 35     | 16075 Airport Rd-<br>within CHL 12 | Direct impacts for this BHR are discussed in Table 3.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 35.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | Direct impacts for this BHR are discussed in Table 4.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 35.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |
| BHR 36     | 16078 Airport Rd-<br>within CHL 12 | Direct impacts for this BHR are discussed in Table 3.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 36.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | Direct impacts for this BHR are discussed in Table 4.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 36.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |
| BHR 37     | 16081 Airport Rd-<br>within CHL 12 | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 37.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | Direct impacts for this BHR are discussed in Table 4.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 37.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |



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| BHR 38     | 16114 Airport Rd     | <p>Direct impacts for this BHR are discussed in Table 3.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.</p>  | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 38.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> | <p>Direct impacts for this BHR are discussed in Table 4.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.</p>  | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 38.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> |
| BHR 39     | 16219 Airport Rd     | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.</p> | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 39.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from BHR 39, no vibration-related impacts are anticipated.</p>                             | <p>No further work required.</p>   |
| BHR 40     | 5 Walker Road West   | <p>Direct impacts for this BHR are discussed in Table 3.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.</p>  | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 40.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from BHR 40, no vibration-related impacts are anticipated.</p>                             | <p>No further work required.</p>   |
| BHR 41     | 4 Walker Road West   | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.</p> | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 41.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.</p> | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 41.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> |
| BHR 42     | 6046 Old Church Road | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.</p> | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 42.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from BHR 42, no vibration-related impacts are anticipated.</p>                             | <p>No further work required.</p>   |
| BHR 43     | 6029 Old Church Rd   | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.</p> | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 43.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from BHR 43, no vibration-related impacts are anticipated.</p>                             | <p>No further work required.</p>   |

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| BHR 44     | 6032 Old Church Rd     | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 44.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 44, no vibration-related impacts are anticipated.                             | No further work required.   |
| BHR 45     | 6028 Old Church Rd     | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 45.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 45, no vibration-related impacts are anticipated.                             | No further work required.   |
| BHR 46     | 6018 Old Church Rd     | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 46.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 46, no vibration-related impacts are anticipated.                             | No further work required.   |
| BHR 47     | 6015 Old Church Rd     | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 47.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>As the proposed work is located more than 50 m from BHR 47, no vibration-related impacts are anticipated.                             | No further work required.   |
| BHR 48     | 5978 Olde Base Line Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 48.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | Direct impacts for this BHR are discussed in Table 4.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.  | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 48.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |
| BHR 49     | 5985 Olde Base Line Rd | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 49.<br><br>Undertake assessment during detail design to determine potential vibration impacts. | It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.<br><br>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work. | Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 49.<br><br>Undertake assessment during detail design to determine potential vibration impacts. |

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| BHR 50     | 5969 Olde Base Line Road | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.</p>               | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 50.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structure sits within 50 m from the proposed work.</p> | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to BHR 50.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> |
| CHL 1      | 14045 Airport Rd         | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 1, no vibration-related impacts are anticipated.</p>                      | No further work required.  | No direct or indirect impacts anticipated as the subject property is not within or adjacent to the roundabout option.  | No further work required.  |
| CHL 2      | 14210 Airport Rd         | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structures sit within 50 m from the proposed work.</p>               | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 2.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p>  | No direct or indirect impacts anticipated as the subject property is not within or adjacent to the roundabout option.  | No further work required.  |
| CHL 3      | 14365 Airport Rd         | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structures sit within 50 m from the proposed work.</p>               | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 3.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p>  | No direct or indirect impacts anticipated as the subject property is not within or adjacent to the roundabout option.  | No further work required.  |
| CHL 4      | 14460 Airport Rd         | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 4, no vibration-related impacts are anticipated.</p>                      | No further work required.  | No direct or indirect impacts anticipated as the subject property is not within or adjacent to the roundabout option.  | No further work required.  |
| CHL 5      | 14799 Airport Rd         | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structures within CHL 5 sits within 50 m from the proposed work.</p> | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 5.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p>  | <p>Direct impacts for this CHL are discussed in Table 4.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 5, no vibration-related impacts are anticipated.</p>   | No further work required.  |

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| CHL 6      | 14628 Airport Rd | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 6, no vibration-related impacts are anticipated.</p>                      | No further work required.   | No direct or indirect impacts anticipated as the subject property is not within or adjacent to the roundabout option.  | No further work required. |
| CHL 7      | 14892 Airport Rd | <p>Direct impacts for this CHL are discussed in Table 3.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structures sit within 50 m from the proposed work.</p>  | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 7.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> | <p>Direct impacts for this CHL are discussed in Table 4.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 7, no vibration-related impacts are anticipated.</p>   | No further work required. |
| CHL 8      | 15049 Airport Rd | <p>Direct impacts for this CHL are discussed in Table 3.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 8, no vibration-related impacts are anticipated.</p>   | No further work required.   | <p>Direct impacts for this CHL are discussed in Table 4.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 8, no vibration-related impacts are anticipated.</p>   | No further work required. |
| CHL 9      | 15480 Airport Rd | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>Indirect adverse impacts due to construction related vibration are possible as the structures within CHL 9 sits within 50 m from the proposed work.</p> | <p>Where feasible, the proposed alignment should be designed in a manner that avoids all impacts to CHL 9.</p> <p>Undertake assessment during detail design to determine potential vibration impacts.</p> | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 9, no vibration-related impacts are anticipated.</p>  | No further work required. |
| CHL 10     | 15535 Airport Rd | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 10, no vibration-related impacts are anticipated.</p>                     | No further work required.   | <p>It is understood that the limits of the proposed alignment will be confined to the existing ROW. No direct adverse impacts to this property are anticipated.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 10, no vibration-related impacts are anticipated.</p> | No further work required. |
| CHL 11     | 15717 Airport Rd | <p>Direct impacts for this CHL are discussed in Table 3.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 11, no vibration-related impacts are anticipated.</p>  | No further work required.   | <p>Direct impacts for this CHL are discussed in Table 4.</p> <p>As the proposed work is located more than 50 m from the structures within CHL 11, no vibration-related impacts are anticipated.</p>  | No further work required. |

| Feature ID | Location/Name | Type and Description of Potential/Anticipated Impact of Signalized/Stop Control Option   | Mitigation Strategies  | Type and Description of Potential/Anticipated Impact of Roundabout Option   | Mitigation Strategies   |
|------------|---------------|--|--|---|---|
| CHL 12     | Caledon East  | <p>Potential impacts to CHL 12 at large are anticipated to be minor, as intersection options will ensure the continued historical context of the commercial core and settlement centre.</p> <p>The signalized/stop-controlled options would more closely align with the existing traffic flow patterns with the current intersection configurations through Caledon East, however the Old Church Road (Ivan Road Extension), the Old Church Road (Signalized Driveway), and Walker Road intersection improvements would result in direct impacts to 16000 Airport Road (BHR 25), 16075 Airport Road (BHR 35), 16078 Airport Road (BHR 36), 16114 Airport Road (BHR 38), and 5 Walker Road West (BHR 40).</p> | <p>Mitigation strategies for the BHRs are discussed in Table 3.</p>  | <p>Potential impacts to CHL 12 at large are anticipated to be minor, as intersection options will ensure the continued historical context of the commercial core and settlement centre.</p> <p>The roundabout option would only alter one intersection, Walker Road, however, would also result in impacts to 16075 Airport Road (BHR 35), 16078 Airport Road (BHR 36), 16081 Airport Road (BHR 37), and 16114 Airport Road (BHR 38).</p> | <p>Mitigation strategies for the BHRs are discussed in Table 4.</p> |
| CHL 13     | Watercourse   | <p>Direct impacts are anticipated as the proposed work crossing the watercourse.</p> <p>Impacts are anticipated to be temporary in duration and are not anticipated to negatively impact the cultural heritage value of the watercourse if suitable mitigation measures are employed.</p>  | <p>Where feasible, the plans for the proposed work should be designed in a manner that avoids all impacts to CHL 13.</p> <p>Given the known cultural heritage value of the Humber River and the minimal anticipated impacts within the watercourse, suitable mitigation measures should be developed to limit impacts where they are required based on project constraints.</p> <p>Suitable mitigation measures include planning construction and staging to avoid any unintended impacts.</p> | <p>No direct or indirect impacts anticipated as the watercourse is not within or adjacent to the roundabout option.</p>   | <p>No further work required.</p>                                    |

Where feasible, the proposed alignments should be designed to avoid indirect impacts to these known and potential BHRs and CHLS. To ensure the structures on these properties are not adversely impacted, construction and staging in the Airport Road ROW should be suitably planned to avoid all impacts to these properties. Suitable mitigation measures could include the establishment of no-go zones with fencing and issuing instructions to construction crews to avoid the cultural heritage resources.

Vibration impacts during construction activities for the Signalized/Stop Control Option may affect: BHR 2 – BHR 16, BHR 22 – BHR 24, BHR 26 – 50, CHL 2 - CHL 3, CHL 5, CHL 7, and CHL 9 as a result of their location in close proximity to the proposed alignment. To ensure the structures are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design on the following properties:

- 15245 Airport Rd (BHR 2);
- 15277 Airport Rd (BHR 3);
- 15340 Airport Rd (BHR 4);
- 15341 Airport Rd (BHR 5);
- 15345 Airport Rd (BHR 6);
- 15346 Airport Rd (BHR 7);
- 15366 Airport Rd (BHR 8);
- 15368 Airport Rd (BHR 9);
- 15371 Airport Rd (BHR 10);
- 15378 Airport Rd (BHR 11);
- 15388 Airport Rd (BHR 12);
- 15420 Airport Rd (BHR 13);
- 15421 Airport Rd (BHR 14);
- 15426 Airport Rd (BHR 15);
- 15521 Airport Rd (BHR 16);
- 15879 Airport Rd (BHR 22);
- 15954 Airport Rd (BHR 23);
- 15958 Airport Rd (BHR 24);
- 16023 Airport Rd (BHR 26);
- 16024 Airport Rd (BHR 27);
- 16025 Airport Rd (BHR 28);
- 16029 Airport Rd (BHR 29);
- 16033 Airport Rd (BHR 30);
- 16036 Airport Rd (BHR 31);
- 16041 Airport Rd (BHR 32);
- 16060 Airport Rd (BHR 33);
- 16074 Airport Rd (BHR 34);
- 16075 Airport Rd (BHR 35);
- 16078 Airport Rd (BHR 36);
- 16081 Airport Rd (BHR 37);
- 16114 Airport Rd (BHR 38);
- 16219 Airport Rd (BHR 39);
- 5 Walker Rd W (BHR 40);
- 4 Walker Rd W (BHR 41);
- 6046 Old Church Rd (BHR 42);
- 6029 Old Church Rd (BHR 43);
- 6032 Old Church Rd (BHR 44);
- 6028 Old Church Rd (BHR 45);
- 6018 Old Church Rd (BHR 46);
- 6015 Old Church Rd (BHR 47);
- 5978 Olde Base Line Rd (BHR 48);
- 5985 Olde Base Line Rd (BHR 49);
- 5969 Olde Base Line Rd (BHR 50);
- 14210 Airport Rd (CHL 2);
- 14365 Airport Rd (CHL 3);
- 14799 Airport Rd (CHL 5);
- 14892 Airport Rd (CHL 7); and
- 15480 Airport Rd (CHL 9)

Should this advance assessment conclude that the any structures will be subject to vibrations, a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction.

Vibration impacts during construction activities for the Roundabout Control Option may affect: BHR 7 – BHR 16, BHR 33 – BHR 38, BHR 41, and BHR 48 – BHR 50 as a result of their location in close proximity to the proposed alignment. To ensure the structures are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design on the following properties:



- 15346 Airport Rd (BHR 7);
- 15366 Airport Rd (BHR 8);
- 15368 Airport Rd (BHR 9);
- 15371 Airport Rd (BHR 10);
- 15378 Airport Rd (BHR 11);
- 15388 Airport Rd (BHR 12);
- 15420 Airport Rd (BHR 13);
- 15421 Airport Rd (BHR 14);
- 15426 Airport Rd (BHR 15);
- 15521 Airport Rd (BHR 16);
- 16060 Airport Rd (BHR 33);
- 16074 Airport Rd (BHR 34);
- 16075 Airport Rd (BHR 35);
- 16078 Airport Rd (BHR 36);
- 16081 Airport Rd (BHR 37);
- 16114 Airport Rd (BHR 38);
- 4 Walker Rd W (BHR 41);
- 5978 Olde Base Line Rd (BHR 48);
- 5985 Olde Base Line Rd (BHR 49); and
- 5969 Olde Base Line Rd (BHR 50).

Should this advance assessment conclude that the any structures will be subject to vibrations, a vibration monitoring plan should be prepared and implemented as part of the detailed design phase of the project to lessen vibration impacts related to construction.

## 6.0 RESULTS AND MITIGATION RECOMMENDATIONS

The results of background historical research and a review of secondary source material, including historical mapping, revealed a study area with a rural land use history dating to the early nineteenth century. A review of federal registers and municipal and provincial inventories revealed that there are 54 known BHRs and CHLs within the Airport Road between King Street and Huntsmill Drive Class Environmental Assessment (EA) study area. An additional nine potential BHRs were identified during background research and field review.

### 6.1 Key Findings

- A total of 50 BHRs and 13 CHLs were identified within the study area.
- Of the 63 identified BHRs and CHLs identified within the study area there are: four properties designated under Part IV of the OHA (these properties are also listed in the Heritage Register), 50 properties listed on the BHR Inventory<sup>6</sup>, one property listed in the CHL Inventory, and one river designated a Canadian Heritage River. Nine properties were identified during background research and field review.
- The identified cultural heritage resources are historically and contextually associated with late-nineteenth century and early to mid twentieth century land use patterns in the Geographic Townships of Chinguacousy, Albion, and Caledon.

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<sup>6</sup> The four designated properties under Part IV of the OHA are also included on the BHR Inventory.



## Results of Preliminary Impact Assessment

- The Signalized/Stop Control option is anticipated to result in impacts to 12 BHRs and CHLs including: 15388 Airport Road (BHR 12); 15420 Airport Road (BHR 13); 15421 Airport Road (BHR 14); 16000 Airport Road (BHR 25); 16075 Airport Road (BHR 35); 16078 Airport Road (BHR 36); 16114 Airport Road (BHR 38); 5978 Olde Base Line Road (BHR 48); 14799 Airport Road (CHL 5); 14892 Airport Road (CHL 7); 15049 Airport Road (CHL 8); and 15717 Airport Road (CHL 11).
- Potential vibration impacts as a result of the Signalized/Stop controlled option is anticipated to result in indirect impacts to 34 known BHRs, nine potential BHRs, and five known CHLs:-
  - 15245 Airport Rd (BHR 2);
  - 15277 Airport Rd (BHR 3);
  - 15340 Airport Rd (BHR 4);
  - 15341 Airport Rd (BHR 5);
  - 15345 Airport Rd (BHR 6);
  - 15346 Airport Rd (BHR 7);
  - 15366 Airport Rd (BHR 8);
  - 15368 Airport Rd (BHR 9);
  - 15371 Airport Rd (BHR 10);
  - 15378 Airport Rd (BHR 11);
  - 15388 Airport Rd (BHR 12);
  - 15420 Airport Rd (BHR 13);
  - 15421 Airport Rd (BHR 14);
  - 15426 Airport Rd (BHR 15);
  - 15521 Airport Rd (BHR 16);
  - 15879 Airport Rd (BHR 22);
  - 15954 Airport Rd (BHR 23);
  - 15958 Airport Rd (BHR 24);
  - 16023 Airport Rd (BHR 26);
  - 16024 Airport Rd (BHR 27);
  - 16025 Airport Rd (BHR 28);
  - 16029 Airport Rd (BHR 29);
  - 16033 Airport Rd (BHR 30);
  - 16036 Airport Rd (BHR 31);
  - 16041 Airport Rd (BHR 32);
  - 16060 Airport Rd (BHR 33);
  - 16074 Airport Rd (BHR 34);
  - 16075 Airport Rd (BHR 35);
  - 16078 Airport Rd (BHR 36);
  - 16081 Airport Rd (BHR 37);
  - 16114 Airport Rd (BHR 38);
  - 16219 Airport Rd (BHR 39);
  - 5 Walker Rd W (BHR 40);
  - 4 Walker Rd W (BHR 41);
  - 6046 Old Church Rd (BHR 42);
  - 6029 Old Church Rd (BHR 43);
  - 6032 Old Church Rd (BHR 44);
  - 6028 Old Church Rd (BHR 45);
  - 6018 Old Church Rd (BHR 46);
  - 6015 Old Church Rd (BHR 47);
  - 5978 Olde Base Line Rd (BHR 48);
  - 5985 Olde Base Line Rd (BHR 49);
  - 5969 Olde Base Line Rd (BHR 50);
  - 14210 Airport Rd (CHL 2);
  - 14365 Airport Rd (CHL 3);
  - 14799 Airport Rd (CHL 5);
  - 14892 Airport Rd (CHL 7); and
  - 15480 Airport Rd (CHL 9)
- The Roundabout Intersection option is anticipated to result in impacts to 12 BHRs and CHLs including: 15388 Airport Road (BHR 12); 15420 Airport Road (BHR 13); 15421 Airport Road (BHR 14); 15426 Airport Road (BHR 15); 16075 Airport Road (BHR 35); 16078 Airport Road (BHR 36); 16081 Airport Rd (BHR 37); 16114 Airport Road (BHR 38); 5 Walker Road West (BHR 40); 14892 Airport Road (CHL 7); 15049 Airport Road (CHL 8); and 15717 Airport Road (CHL 11).
- Potential vibration impacts as a result of the Roundabout option is anticipated to result in indirect impacts to 16 known BHRs and three potential BHRs:





- 15346 Airport Rd (BHR 7);
- 15366 Airport Rd (BHR 8);
- 15368 Airport Rd (BHR 9);
- 15371 Airport Rd (BHR 10);
- 15378 Airport Rd (BHR 11);
- 15388 Airport Rd (BHR 12);
- 15420 Airport Rd (BHR 13);
- 15421 Airport Rd (BHR 14);
- 15426 Airport Rd (BHR 15);
- 15521 Airport Rd (BHR 16);
- 16060 Airport Rd (BHR 33);
- 16074 Airport Rd (BHR 34);
- 16075 Airport Rd (BHR 35);
- 16078 Airport Rd (BHR 36);
- 16081 Airport Rd (BHR 37);
- 16114 Airport Rd (BHR 38);
- 4 Walker Rd W (BHR 41);
- 5978 Olde Base Line Rd (BHR 48);
- 5985 Olde Base Line Rd (BHR 49); and
- 5969 Olde Base Line Rd (BHR 50).

## 6.2 Recommendations

Based on the results of the assessment, the following recommendations have been developed:

1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources. In particular, no-go zones should be established adjacent to all identified cultural heritage resources (BHRs 1-50 and CHLs 1-13) and instructions to construction crews should be issued in order to prevent impacts.
2. Indirect impacts to BHR 2 – BHR 16, BHR 22 – BHR 24, BHR 26 – 50, CHL 2 - CHL 3, CHL 5, CHL 7, and CHL 9 are anticipated as a result of their location adjacent to the proposed Signalized/Stop -control option. To ensure these properties are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance monitoring assessment conclude that the structure(s) on these properties will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.
3. Indirect impacts to BHR 7 – BHR 16, BHR 33 – BHR 38, BHR 41, and BHR 48 – BHR 50 are anticipated as a result of their location adjacent to the proposed Roundabout option. To ensure these properties are not adversely impacted during construction, a baseline vibration assessment should be undertaken during detailed design. Should this advance monitoring assessment conclude that the structure(s) on these properties will be subject to vibrations, prepare and implement a vibration monitoring plan as part of the detailed design phase of the project to lessen vibration impacts related to construction.
4. Impacts to 12 identified BHRs and CHLs are anticipated as a result of the Signalized/Stop Control option. If this option is selected as the preferred alternative, resource specific HIAs are recommended for the following identified cultural heritage resources: 15388 Airport Road (BHR 12); 15420 Airport Road (BHR 13); 15421 Airport Road (BHR 14); 15426 Airport Road (BHR 15); 16000 Airport Road (BHR 25); 16075 Airport Road (BHR 35); 16078 Airport Road (BHR 36); 16114 Airport Road (BHR 38); 5 Walker Road West (BHR 40); 14892 Airport Road (CHL 7); 15049 Airport Road (CHL 8); and 15717 Airport Road (CHL 11).



5. Impacts to 12 identified BHRs and CHLs are anticipated as a result of the Roundabout Intersection option. If this option is selected as the preferred alternative, resource specific HIAs are recommended for the following identified cultural heritage resources: 15388 Airport Road (BHR 12); 15420 Airport Road (BHR 13); 15421 Airport Road (BHR 14); 16075 Airport Road (BHR 35); 16078 Airport Road (BHR 36); 16081 Airport Rd (BHR 37); 16114 Airport Road (BHR 38); 5978 Olde Base Line Road (BHR 48); 14799 Airport Road (CHL 5); 14892 Airport Road (CHL 7); 15049 Airport Road (CHL 8); and 15717 Airport Road (CHL 11).
6. A resource-specific HIA should be conducted where the preferred solution is anticipated to impact any identified BHRs or CHLs.
7. Upon completion of the preliminary design, this report should be updated to ensure there are no changes or additional negative impacts to the identified BHRs or CHLs.
8. Should future work require an expansion of the study area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.
9. This report should be submitted to heritage planning staff at the Town of Caledon and the MHSTCI for review and comment, and any other local heritage stakeholders that may have an interest in this project. Feedback received will be considered and incorporated into the final report, as appropriate. The final report should be submitted to the Town of Caledon for their records.



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