APPENDIX M

Cultural Heritage Evaluation Report – 8000 Dixie Road
Proposed Bramalea Paralleling Station Site
METROLINX GO RAIL ELECTRIFICATION

Quality Assurance
Document Release Form

Name of Firm: Archaeological Services Inc. (ASI)

Document Name: Final Cultural Heritage Evaluation Report: 8000 Dixie Road Proposed Bramalea Paralleling Station Site Rev.2

Submittal Date: September 8, 2017

Discipline: Environmental Assessment

Prepared By: Lindsay Graves Date: February 15, 2017

Reviewed By: Annie Veilleux Date: September 8, 2017

Approved By: Rebecca Sciarra Date: September 8, 2017 Project Manager

The above electronic signatures indicate that the named document is controlled by GF Canada ULC, and has been:

1. Prepared by qualified staff in accordance with generally accepted professional practice.
2. Checked for completeness and accuracy by the appointed discipline reviewers and that the discipline reviewers did not perform the original work.
3. Reviewed and resolved compatibility interfaces and potential conflicts among the involved disciplines.
4. Updated to address previously agreed-to reviewer comments, including any remaining comments from previous internal or external reviews.
5. Reviewed for conformance to scope and other statutory and regulatory requirements.
6. Determined suitable for submittal by the Project Manager.

Prepared By: ASI 09-08-2017
# REVISION HISTORY

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<td>August 30, 2016</td>
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<td>1</td>
<td>February 15, 2017</td>
<td>Revised report reflecting new information, corrected information, client review comments, etc.</td>
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REPORT DISCLAIMER

NOTWITHSTANDING the results and recommendations presented in this study, Archaeological Services Inc. notes that no cultural heritage assessment, no matter how thorough or carefully completed, can necessarily identify every property and/or structure that has not been previously identified as a known or potential cultural heritage resource. Cultural heritage assessments for transportation related projects are limited to the public right-of-way, and as such, potential cultural heritage resources on private property may be screened from view by vegetation and/or other barriers. In the event that a potential cultural heritage resource is found during subsequent construction activities, the consultant cultural heritage specialist and approval authority should be immediately notified.
Executive Summary

Archaeological Services Inc. (ASI) was contracted by Morrison Hershfield on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) and Cultural Heritage Evaluation Recommendation Report (CHERR) of the property at 8000 Dixie Road on the Kitchener rail corridor as part of the GO Rail Network Electrification Transit Project Assessment Project (TPAP). Metrolinx is undertaking a TPAP study under Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings for electrification of the GO Rail Network. 8000 Dixie Road was identified as a Conditional Heritage Property as part of the Cultural Heritage Screening Report completed for the GO Rail Network Electrification TPAP.

The property at 8000 Dixie Road is located on the GO Transit Kitchener rail corridor, and is owned by the Ford Motor Company Limited. The property features a sales and parts distribution facility and was built in the 1960s. It is located at the northwest corner of intersection of Dixie Road and Steeles Avenue East in the City of Brampton.

Part 1 of this CHER provides a description of the potential cultural heritage resources, including a summary of its historical and current context (Section 1), a description of methodology and sources (Section 2), existing heritage recognition of the resource (Section 3), a description of adjacent lands (Section 4), summary of previous archaeological assessment (Section 5), community input (Section 6), and discussion of cultural heritage value (Section 7). A data sheet is provided in Section 8 and figures, including mapping and photographs, are provided in Section 9. Part 2 of this CHER contains the Recommendations Report which presents the evaluation tables outlining criteria set out in Ontario Regulations 9/06 and 10/06 and recommended outcome of the evaluation.

The CHER was conducted by Lindsay Graves, Cultural Heritage Specialist and Assistant Manager of the Cultural Heritage Division, ASI.
Introduction

Archaeological Services Inc. (ASI) was contracted by Morrison Hershfield on behalf of Metrolinx to conduct a Cultural Heritage Evaluation Report (CHER) and Cultural Heritage Evaluation Recommendation Report (CHERR) of 8000 Dixie Road in the City of Brampton, as part of the GO Rail Network Electrification Transit Project Assessment Process (TPAP). Metrolinx is undertaking a Transit Project Assessment study under Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings for electrification of the GO Rail Network. The purpose of the Project is to convert the GO Network from diesel to electric power. 8000 Dixie Road was identified as a Conditional Heritage Property as part of the Cultural Heritage Screening Report completed for this Project.

The objective of this CHER is to provide evidence as to why the subject resource may be of cultural heritage value or interest, and identify the physical elements that contribute to its heritage value. Research for this CHER was conducted under the senior project management of Lindsay Graves, Assistant Manager of the Cultural Heritage Division, ASI.

1.1 Description of Property

The property at 8000 Dixie Road is currently owned by the Ford Motor Company Limited. The property was originally known as the Ford National Part Depot and continues to be responsible for the distribution of automotive parts. The 60 acre property features a large rectangular warehouse with offices fronting onto Dixie Road at Steeles Avenue East. The building is surrounded by a paved staff/customer parking lot on the south side, and paved storage space for rail/trucking containers on the east, west and north sides. The Kitchener rail line forms the northwest border of the property. A rail spur extends from the main railway line southerly through the west part of the property.

1.2 Historical Summary

The Ford Motor Company Limited property at 8000 Dixie Road was built on former agricultural land. This property, in addition to hundreds of acres in the surrounding vicinity, was purchased by Bramalea Consolidated Developments Limited in the late 1950s to develop an industrial complex in Bramalea, now a part of the City of Brampton. Construction on the subject property began November 1963. The general construction contract was awarded to Taylor Woodrow (Canada) Ltd., of Toronto. The facility was designed by Allward & Gouinlock Architects, and it opened in July 1964.
corridor to the northwest. The general area is characterized by industrial and commercial properties that were built within the same decade as the subject Ford Motor Company building.

Figure 1-1: Location of study area in the City of Brampton, Ontario (Open Street Map)

Figure-1-2: East elevation of 8000 Dixie Road, City of Brampton, Ontario
2 Methodology and Sources

2.1 Legislation and Policy Context

This cultural heritage evaluation considers cultural heritage resources in the context of improvements to specified areas, pursuant to Ontario Regulation 231/08: Transit Projects and Metrolinx Undertakings (Transit Projects Regulation) and the Ontario Environmental Assessment Act (EAA 1990). Pursuant to the Environmental Assessment Act, applicable infrastructure projects are subject to assessment so as to determine related impacts on above ground cultural heritage resources (MTO 2006). Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways such as loss or displacement of resources through removal or demolition and the disruption of resources by introducing physical, visual, audible or atmospheric elements that are not in keeping with the resources and/or their setting.

When considering cultural heritage resources in the context of improvements to specified areas, a 40 year old threshold is used as a guiding principle when identifying cultural heritage resources. While identification of a resource that is 40 years old or older does not confer outright heritage significance, this threshold 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 retaining heritage value.

The TPAP is defined in sections 6-17 in Ontario Regulation 213/08: Transit Projects and Metrolinx Undertakings, and provides a series of relevant provisions and definitions. The TPAP Guide (January 2014) includes provisions to consider when the proposed project may have a negative impact on a matter of provincial importance, which is defined as follows (2014: 2):

“...a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest...”

The TPAP Guide further notes that identification and assessment of potentially impacted built heritage resources, cultural heritage landscapes, and protected heritage properties are relevant in determining if a matter is of ‘provincial importance’ (2014: 10). It should be noted that the TPAP Guide acknowledges that a built heritage resource, cultural heritage landscape, or protected heritage property does not necessarily need to meet criteria set out under Regulation 10/06 of the Ontario Heritage Act to be considered of ‘provincial importance’.

The analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under other various pieces of legislation and their supporting guidelines:

- Environmental Assessment Act (R.S.O. 1990, Chapter E.18)
2.2 Approach to Cultural Heritage Evaluation Report


- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the Ontario Heritage Act criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.
A site visit was conducted by Lindsay Graves, ASI, on August 17th 2016 to conduct photographic
documentation of the subject resource. The assessment was conducted from publicly-accessible areas
only.

Using background information and data collected during the site visit, the cultural heritage resource is
evaluated using criteria contained within Regulation 9/06 and 10/06 of the Ontario Heritage Act. The
two criteria sets share a requirement to fully understand the history, design and associations of all
cultural heritage resources of the property. The following differences between the two sets of criteria
should be noted (Metrolinx 2014: 12):

- Regulation 9/06 requires a consideration of the community context
- Regulation 10/06 requires a consideration of the provincial context

2.2.1 List of Key Sources and Research Limitations

Key Sources
Background historical research, which includes the consultation of primary and secondary source
documents, photos, and historic mapping, was undertaken to identify early settlement patterns and
broad agents or themes of change in a study area. In addition, on-site archival research was undertaken
at the following libraries and archives to build upon information gleaned from other primary and
secondary materials:

- Peel Archives and Museum Association
- Brampton Local History Library
- Ford Motor Company of Canada Archives, Oakville (via email\textsuperscript{1}/telephone)
- www.thehenryford.org (Henry Ford Museum and Benson Ford Research Center collections,
  searchable database)
- University of Windsor Archives (via email)
- Archives of Ontario

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

\textsuperscript{1} Pers. Comm. Via email, August 15 and August 19 2016, John J. Albano (Ford Archivist) at jalbano3@ford.com

Prepared By: ASI 09-08-2017
2.3 Consultation
Consultation with the Ontario Heritage Trust, the Ministry of Tourism, Culture, and Sport (MTCS), and heritage staff at the City of Brampton regarding the subject property took place as part of the Cultural Heritage Screening Report (ASI 2016). However, given that the property at 8000 Dixie Road in Brampton is identified as retaining municipal heritage recognition, additional consultation with heritage staff was undertaken as part of this CHER.

Stav Kassaris, Heritage Coordinator at the City of Brampton was consulted August 8th and 9th, 2016, via email. She confirmed that the property is listed on the Municipal Register of Cultural Heritage Resources and provided some information they had on file for this property.

3 Heritage Recognitions
3.1 Municipal
The subject resource retains heritage recognition at the municipal level for the following reasons:
The property is listed on the City of Brampton’s Municipal Register of Cultural Heritage Resources. The property is identified as a B Category listing, meaning that based on preliminary assessment, it is a significant property that is worthy of preservation and may be considered for designation under the Ontario Heritage Act.

3.2 Provincial
The subject resource does not retain heritage recognition at the provincial level for the following reasons:

- The property is owned by Ford Motor Company Ltd, and it has not previously been identified as a Provincial Heritage Property; and
- The property has not been commemorated by the Ontario Heritage Trust.

3.3 Federal
The subject resource does not retain heritage recognition at the federal level for the following reasons:

- The property does not contain a Federal Heritage Building; and
- The property is not a National Historic Site.

4 Adjacent Lands
The Ford Motor Company property at 8000 Dixie Road in Brampton is not adjacent to protected heritage property.

5 Summary of Archaeological Assessments
The Stage 1 Archaeological Assessment for the GO Rail Network Electrification TPAP is currently underway (ASI, in progress). Once completed, this report will provide information about archaeological potential in the study area.

6 Community Input
Stakeholder groups were contacted and asked to complete a questionnaire to collect any information relating to the Ford Motor Company property in Brampton. See Table 1 for a list of organizations contacted and a description of information received.
A review of various online sources did not reveal any interest from the community in the potential heritage value of the Ford Motor Company property in Brampton.

### Table 6-1: Results of Community Consultation for 8000 Dixie Road, Brampton

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<tr>
<th>Contact</th>
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<td>Michael Avis</td>
<td>Brampton Historical Society</td>
<td><a href="mailto:bramhis@rogers.com">bramhis@rogers.com</a></td>
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## 7 Discussion of Cultural Heritage Value

### 7.1 Discussion of Historical or Associative Value

The subject property is located in part of Lot 1 and 2, Concession III East, Township of Chinguacousy, Peel County.

#### 7.1.1 Settlement History

*Township of Chinguacousy Township*

The land within Chinguacousy Township was acquired by the British from the Mississaugas in 1818. The first legal settlers occupied their land holdings in the same year. Chinguacousy was initially settled by Loyalists who had served during the War of 1812, and by immigrants from England, Scotland and Ireland. The township 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. A provisional council for Peel was not established until 1865. The first official meeting of the Peel County council did not occur until 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 (Armstrong 1985: 142, 152; Mika and Mika 1977: 417-418; Pope 1877: 59; Rayburn 1997: 68; Smith 1846: 32).

*Railway Development*

The Kitchener Corridor follows the track alignment originally built between Toronto and Guelph by the Toronto & Guelph Railway Company (TGR) between 1852 and 1856. The railway tracks from Guelph to Kitchener also opened in 1856 by the Grand Trunk Railway (GTR), eventually extending to Stratford and London, Ontario. The railway led to development and population booms in each of these settlements. The GTR had previously amalgamated with the TGR in 1853 (Garcia & Bow 2015).

Due to financial difficulty, control of the GTR was assumed by the Canadian Government in 1919 and by 1923 the GTR was amalgamated with Canadian National Railways (CNR) (Andreae 1997). The CNR continued to operate freight and passenger trains along this rail corridor on a regular basis, initiating a
commuter services between Guelph and Toronto in the 1950s. However, by the mid-twentieth century, automobiles and highways were replacing trains and railways as the preferred mode of transportation, and it became economically unviable for the CNR to continue passenger services. The following decades saw the introduction of GO Transit commuter rail service and the creation of VIA Rail Canada by the federal government to ensure the continuity of intercity passenger train services (VIA Rail n.d.).

GO Transit service began on this line on April 29, 1974, between Union Station and Georgetown. Stops were made at Brampton, Malton, Weston and Bloor Station, and later Etobicoke North. Then known as the Georgetown line, it was Go Transit’s second train line to start service, after the Lakeshore Corridor line. In 2011, service was extended from Georgetown to Kitchener (Garcia & Bow 2015).

The Kitchener Corridor extends from downtown Toronto to the northwest towards Weston, then westwards through Brampton, Georgetown, Acton, Rockwood, Guelph, and finally Kitchener. The corridor is confronted with a number of significant natural landscape features, including the Humber River, the Credit River, the Eramosa River, the Speed River, and the Grand River.

8000 Dixie Road, Brampton
A review of nineteenth-century and twentieth-century mapping (Figures 9-1 to 9-7) demonstrates that the study area was agricultural land until the 1960s. The 1877 Historic Atlas illustrates (Figure 9-1) that the southern three-quarters of the study area was farmland owned by Thomas Tales. The Tales farmhouse, barn, and orchard were located at the southwest corner of the 50 acre farm, fronting on to Steeles Avenue East. Land Registry records confirm that Thomas Tales owned the farm from 1876 to 1899. Tale purchased the property from the Trimble family, who received the land as part of their original Crown Patent in 1836. Thomas Baldock owned the subject property from 1899 to 1923. Between 1923 and 1958, the property transferred ownership six times, finally being sold to Bramalea Consolidated Development Limited. The northern quarter of the study area was owned by Thomas Robinson in 1877, whose farm was bisected by the railway corridor. The Robinson farm was previously owned and occupied by Robert Gawley, James McBride, and Philip Huffman who received the original Crown Patent in 1834. Similar to Lot 1, Lot 2 exchanged hands a number of times in the twentieth century, and was purchased by Bramalea Consolidated Development Limited in the late 1950s.

The crossroads community of Frasers Corners was thriving in 1877 (Figure 9-1), although clearly concentrated on the south side of Steeles Avenue East and Dixie Road, which was at that time part of the Township of Toronto North. The hamlet consisted of a hotel, blacksmith, church, and several residences.

Between 1915 and 1954, the hamlet of Frasers Corners had diminished to remnant hedgerows and a few buildings, and had otherwise been cleared for farmland. The Tales farm on Lot 1 appeared intact on both the 1915 topographic map and the 1954 aerial photograph (Figure 9-2 and Figure 9-3).
Air photos available at the Toronto Archives confirm that the Ford Motor Company building was under construction in 1964 (Figure 9-4). The Dixie Road and Steeles Avenue East intersection and the Dixie Road railway overhead was also under construction at the time, and Dixie Road was shifted to the east to properly align the intersection. The Ford building, road and bridge, appear fully complete by 1965 (Figure 9-5). The 1965 aerial photograph of the study area also clearly shows the location and extent of parking, access points, the railway spur, and a separate square building that is located closer to the railway corridor.

A review of the Brampton Conservator on microfilm for 1964 revealed that the new Ford Motor Company was in the news a few times that year. Articles were published when construction on the facility was completed in July and when the company held a ‘family day’ for new workers and their families in October of 1964. An article published August 19, 1964 reported that the relocation of Ford’s National Parts and Accessories Depot to Bramalea from Windsor was the largest industry move of any industry in Canada (See Appendix A for Newspaper Articles).

Between 1973 and 1975 (Figure 9-6 and Figure 9-7), a rear addition was added to the northwest elevation of the original building on the subject property. Parking and access points were reorganized, similar to how the property appears today.

7.1.2 Significant Themes, Events and/or People

**Allward & Gouinlock Architects**

Hugh Lachlan Allward (1899 – 1971) and George Roper Gouinlock (1896 - 1979) formed a partnership in 1935, Allward & Gouinlock Architects, which was continued by his nephew Peter Allward, after his death. The architecture firm is noted for receiving a number of local and national awards for residential designs completed in the 1930s. They received international attention for their design of a number of modernist buildings after World War II, including Sunnybrook Hospital (1947), the Mechanical Engineering Building at the University of Toronto (1948), and the Department of Veterans Affairs Building in Ottawa (1949 – 1958). Their firm is noted as being one of the first to introduce a modernist aesthetic to institutional buildings in post-war Toronto. Other notable buildings include the Canada’s Sports Hall of Fame (1961), a number of buildings in the Queen’s Park complex, the McLaughlin Planetarium (1967), and the Rolex Watch Company of Canada building (1957). In Brampton, the company designed Bramalea City Centre (1971) as well as the subject Ford Motor Company building (1964). The firm closed in 1976 (Architects in Canada n.d.).

**Taylor Woodrow (Canada) Limited, Builders**

Taylor Woodrow is one of Britain’s largest property developers and construction companies, notable for building private housing, military camps, airfields and factories in the 1930s and 1940s. Founded in
1921, the company expanded to Canada in 1953, having particular success in the development and construction of housing and industrial subdivisions (Gale 2006).

*Bramalea Consolidated Developments Limited (Bramalea Limited)*

Bramalea is known as Canada’s first suburban satellite city, involving a combination of residential neighbourhoods, parks, schools, recreational and religious facilities, and a large commercial and industrial base. Bramalea was developed by Bramalea Consolidated Developments Ltd (later Bramalea Ltd), a real estate company who has developed and managed properties throughout North America. Holdings ranged from shopping centres and office buildings to residential and industrial subdivisions. At the time Bramalea was under development, they were one of the largest real estate developers in Canada. Attracting industries to Bramalea was a significant component of this development. Northern Electric (Northern Telecom) and Ford Motor Company were some of the first to move to Bramalea. At 583,000 sq. ft. and with 550 employees, the Ford Motor Company facility was the largest in the Bramalea Industrial Park in 1964 (Figure 9-10). Over 100 new companies moved to Bramalea by 1974, providing work for 10,500 people (Svirplys 2015; Loverseed 1987).

### 7.2 Discussion of Design and Physical Value

#### 7.2.1 Physical Characteristics

The Ford Motor Company industrial building at 8000 Dixie Road was built in 1963-64 to the designs of Allward and Gouinlock Architects. The building was constructed by Taylor Woodrow (Canada) Limited. The low rise building complex includes a long rectangular two-storey office building located at the east corner of the property, fronting onto Dixie Road. The larger warehouse complex is set back and extends to the north and south of the office building, surrounded by loading bays and vehicular parking (Figure 9-11 to Figure 9-19 for Site Photos).

The office is clad in white brick and features a flat roof, ribbon windows on each façade and external steel structural columns, which create a grid-like effect. The main entrance faces Dixie Road and features concrete steps and raised concrete platform, supported by steel posts and covered by a flat roof. The white brick and flat roofline extends to the warehouse buildings as well, which feature truck loading bays, long horizontal windows located towards the roofline, and corrugated metal sheeting between the windows and roofline.

The industrial building exhibits elements of the International Style, a modernist style of architecture that was popular from the 1930s through to the 1960s. These elements include the strong horizontal and vertical lines, lack of ornamentation, flat roof of the building and front portico, and use of white brick and black steel elements.
Other buildings on the property are located in the northwest corner, and were not visible from the public right-of-way. A review of aerial photography indicate that these additional buildings include a circular outbuilding, perhaps a water tower, and a 50 m x 58 m outbuilding that may be associated with the rail spur that enters the property at the northwest corner.

**Modifications**
Between 1973 and 1975, a rear addition was added to the northwest elevation of the original warehouse on the subject property. Parking and access points were reorganized, similar to how the property appears today. Signage and landscaping have also changed overtime, most recently in 2013 in conjunction with intersection improvements to Dixie Road and Steeles Avenue.

### 7.2.2 Comparative Analysis
The International Style is a type of modernist architecture that was popular from the 1930s to the 1960s. This style stresses square or rectangular structures, bold and linear forms, functionalism, plain but bold surfaces, glass and metal curtain walls, and the intentional avoidance of any historical design references. Other buildings influenced by the International Style in Brampton include:

- 1300 Steeles Avenue East – Designated under Part IV – two storey office building that was built c.1975 for the Canadian Airline Pilots Association. The upper section appears to be ‘free-floating’ and features large, horizontally arranged strip windows with a flat roof, and originally rested on a central pedestal section and ground floor triangular pillars. The ground floor has since been enclosed to accommodate additional office space.

- 5 Wellington Street East – Listed Heritage Property – former Peel County Registry Office and Municipal Building – two storey office building

- 134 Queen Street East – a four-storey office building with strong vertical lines supported by narrow windows, flat roof, and white brick

- 8925 Torbram Road – Raised two-storey concrete office building with strong horizontal lines emphasized by ribbon windows, flat roof, and horizontal lines in the concrete finish

- 150 Central Park Drive – Brampton Civic Centre, characterized by flat roof, horizontal lines emphasized by large ribbon windows, corrugated metal siding, and textured concrete.

Allward & Gouinlock is a significant and well known architecture firm, with a long list of notable achievements dating from the 1930s to the 1970s. Some of their more prominent works that were influenced by International Style include:

- Sunnybrook Hospital (1947)
- the Mechanical Engineering Building at the University of Toronto (1948)
7.3 Discussion of Contextual Value

7.3.1 Description of Setting and Character of the Property and Surroundings
The Ford Motor Company Ltd property at 8000 Dixie Road is located in the Bramalea industrial park in the City of Brampton. The property is surrounded by similar small to intermediate size, low-rise industrial companies that were built in the 1960s and 1970s. As is typical of many industrial properties in the area, the subject property is characterized by a combination of green space and paved parking lots/loading areas, surrounding a larger warehouse and office building. Also typical of the larger industrial properties is the rail spur linking this property to the rail line that passes through the area. The Ford Motor Company Ltd is adjacent to other industrial properties of similar vintage, including Brampton Engineering, located to the northeast, across Dixie Road, and a number of buildings to the southwest that front on to West Drive. Gas stations and a truck yard are located to the southeast, across Steeles Avenue East.

7.3.2 Community Landmark
The subject property is listed on the Municipal Register of Heritage Properties. Otherwise, it does not appear to stand as a community landmark, and does not stand out as having notable architecture.
## Data Sheet

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<td>Current Function:</td>
<td>Automotive part distribution centre</td>
</tr>
<tr>
<td>Previous Function(s):</td>
<td>n/a</td>
</tr>
<tr>
<td>Heritage Recognition/Protection:</td>
<td>Listed on the Municipal Heritage Register, but not designated</td>
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<tr>
<td>Local Heritage Interest:</td>
<td>Listed as a heritage property</td>
</tr>
<tr>
<td>Adjacent Lands:</td>
<td>None</td>
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</tbody>
</table>

Source: ASI 2016

Source: Google Earth 2016
9 Figures

9.1 Historic Map Review

Figure 9-1: View of the study area on 1877 historic mapping (Walker & Miles 1877)

Figure 9-2: View of the study area on 1915 topographic mapping (Department of Militia and Defense 1915)
Figure 9-3: View of the study area on 1954 aerial photography (Ontario Department of Lands and Forests, #436793)

Figure 9-4: View of the study area on 1964 aerial photography (Toronto Archives 1964)
Figure 9-5: View of the study area on 1965 aerial photography (Toronto Archives 1965)
Figure 9-6: View of the study area on 1973 aerial photography (Toronto Archives 1973)
Figure 9-7: View of the study area on 1975 aerial photography (Toronto Archives 1975)

Figure 9-8: View of the study area on 2015 aerial photography (Google Earth 2015)
9.2 Historical Photographs

Figure 9-9: Southwest elevation of the Ford Building, c.1965 (City of Brampton, n.d.)
Figure 9-10: Advertisement for the Bramalea Industrial Park in the local newspaper, December 1964 (*The Times and Conservator* December 2, 1964)
9.3 Site Visit Photographs

Figure 9-11: Northeast elevation, from the Dixie Road and Steeles Avenue Intersection.

Figure 9-12: Northeast elevation, looking south from Dixie Road.
Figure 9-13: Detail of the main entrance to the office building on the northeast elevation.

Figure 9-14: View of the c.1976 rear extension to the warehouse, northeast elevation.
Figure 9-15: Back of the building (northwest elevation), view from Dixie Road.
Figure 9-16: View of the storage and parking area at the rear of the property, next to the rail corridor, view from Dixie Road.
Figure 9-17: Looking northwest along Dixie Road towards the rail corridor.

Figure 9-18: View of the southeast elevation, looking north from Steeles Avenue.
Figure 9-19: View of the Ford Sign and landscaping, looking east towards the Dixie-Steeles intersection.
10 Chronology

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Reference</th>
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<tr>
<td>1834 and 1836</td>
<td>Crown Patents for Lot 1 and Lot 2, Concession 3 East, Township of Chinguacousy. Land cleared for agricultural use.</td>
<td>Land Registry Records</td>
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<td>1853</td>
<td>Portion of Lot 2 sold to the Toronto and Guelph Railway</td>
<td>Land Registry Records</td>
</tr>
<tr>
<td>1958</td>
<td>Lots 1 and 2 purchased by Bramalea Consolidated Developments Ltd</td>
<td>Land Registry Records</td>
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<tr>
<td>1963</td>
<td>Construction begins on 8000 Dixie Road by the Ford Motor Company Ltd</td>
<td>Ford Archives</td>
</tr>
<tr>
<td>1964</td>
<td>Ford Motor Company Ltd property is completed and opens in July. Dixie Road is widened and railway overhead is constructed</td>
<td>Ford Archives, Brampton Newspaper, Aerial photograph review.</td>
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<td>1973-1975</td>
<td>Rear extension to the warehouse is constructed</td>
<td>Aerial photograph review</td>
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<tr>
<td>2013</td>
<td>Intersection improvements made to Dixie Road and Steeles Avenue East</td>
<td>Google Earth</td>
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</table>

11 Bibliography

Andreae, C.

Armstrong, F.H.

ASI
2016a Cultural Heritage Screening Report: Built Heritage Resources and Cultural Heritage Landscapes; GO Network Electrification TPAP (ongoing)

In progress Stage 1 Archaeological Assessment, GO Network Electrification TPAP (ongoing)

City of Brampton
n.d. Municipal Register of Heritage Properties

Department of Militia and Defence
1915 Brampton Sheet.

Gale, Thomson

Prepared By: ASI 09-08-2017
Garcia, Daniel and James Bow

Hill, Robert G.

Loverseed, Helga V.

Mika, N., Mika, H.

Metrolinx

Ministry of Culture, Ontario
1981 Guidelines on the Man-Made Heritage Component of Environmental Assessments
1992 Guidelines for Preparing the Cultural Heritage Resource Component of Environmental Assessments
2009 Ontario Heritage Act

Ministry of Tourism and Culture, Ontario
2006 Ontario Heritage Tool Kit
2010 Standards and Guidelines for the Conservation of Provincial Heritage Properties.
2010 Check Sheet for Environmental Assessments: Screening for Impacts to Built Heritage Resources and Cultural Heritage Landscapes

Ministry of Environment, Ontario
2006 Environmental Assessment Act

Ministry of Municipal Affairs and Housing, Ontario
2005 Ontario Planning Act
2014 Provincial Policy Statement

Rayburn, A.

Smith, William H.

Svirplys, Saul
Prepared By: ASI 09-08-2017
12 Project Personnel

Corporate Responsibility: Lisa Merritt, MSc (P094)
Partner, Director
Environmental Assessment Division

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Cultural Heritage Specialist
Assistant Manager, Cultural Heritage Division

Cultural Heritage Specialist: Lindsay Graves

Project Coordinator: Sarah Jagelewski, Hon. BA
Archaeologist
Assistant Manager, Environmental Assessment Division

Project Administration: Carol Bella, Hon. BA
Administrative Assistant

Report Preparation: Lindsay Graves

Graphics: Blake Williams, MLitt
Geomatics Specialist

Report Reviewer: Lauren Archer, Hon. BA
Cultural Heritage Specialist
Cultural Heritage Division
APPENDIX A: 1964 NEWSPAPER ARTICLES

The Times and Conservator, Brampton, August 19, 1964
Ford Plant Completes Largest Industry Move

Took 822 Transport Loads

The largest move of any industry in Canada will be completed next week at the Ford Motor Company’s Bramalea plant. It will be the move of the Bramalea plant to its new site at 8000 Dixie Road in Brampton. The Bramalea plant has been in operation for many years.

CHANNEL ENLARGEMENT

A special unit has been designed and used to make a round trip of the entire warehouse area and take some months.

NURSERY CHILDREN ENJOY FARM HOUSE

From Frank's Notebook

Nursery Children Enjoy Farm House

Put the things you want within your reach.
The Times and Conservator, Brampton, November 11, 1964