McCormick Property
Part Lot 12, Concession 2 EHS,
Town of Caledon, Region of Peel
For Blueland Farms Limited

BUILT HERITAGE AND CULTURAL
HERITAGE LANDSCAPE ASSESSMENTS
February 2013
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1.0 INTRODUCTION

1.1 PURPOSE

This Cultural Heritage Landscape Study has been prepared as recommended by the Town of Caledon. A Cultural Heritage Landscape, as defined in the Ontario Provincial Policy Statement (2005), is a “geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts”.

This study explored the potential for Cultural Heritage Landscapes present on the McCormick Property, Part Lot 12, Concession 2 EHS, Town of Caledon, Region of Peel, where aggregate extraction is proposed.

1.2 STUDY AREA

The McCormick Property is approximately 40.5 hectares (100 acres) in area and is located within the Niagara Escarpment Planning Area on the west side of Heart Lake Road about 2km southeast of Caledon Village in Part of Lot 12, Concession 2 EHS, in the Town of Caledon, Regional Municipality of Peel. This property is currently designated as Rural Area in the Niagara Escarpment Plan and the Town of Caledon Official Plan. This Cultural Heritage Landscape Study focuses on the lands within the McCormick property.
1.3 PROPOSED DEVELOPMENT

Blueland Farms is proposing aggregate extraction on a portion of the McCormick Property. Site Plans have been prepared by Harrington McAvan Ltd. to illustrate the proposed phasing of operations, location of berms, and rehabilitation works. Together with a license, the Site Plans will control the sequence and process of aggregate extraction, and the rehabilitated landform to be created.

The proposed haul route to transport the aggregate to market would be north from the subject property on Heartlake Road to Charleston Sideroad, either east or west on Charleston Sideroad, and south on either Highway No. 10 or Airport Road.

1.4 STUDY METHODOLOGY

The methodology utilized for this study was based on Heritage Property Evaluation: A guide to Listing, Researching and Evaluating Cultural Heritage Property in Ontario Communities (Ministry of Tourism and Culture, 2006) and Criteria for the Identification of Cultural Heritage Landscapes (ENVision, 2003) prepared for the Town of Caledon. This study involved:

- A preliminary site visit and conversation with the previous property owner (May 28, 2011);
- A review of relevant policies;
- A review of the historical context;
- An assessment of the McCormick Property and review of the previously completed archaeological assessment of the property;
- A second site visit to confirm any physical findings and another conversation with the previous property owner (June 16, 2011);
- An evaluation for Cultural Heritage Landscapes on the McCormick Property, the integrity of these findings, and evaluation of any character defining elements;
- A summary and recommendations.
2.0 PRELIMINARY SITE VISIT (May 28, 2011)

A preliminary site visit was completed the afternoon of May 28, 2011. A visual inspection of the existing landscape and building structures was completed and these features were noted and recorded.

The existing landscape on the McCormick Property consists of rough pasture, small deciduous woodlots and scrub vegetation. There are also three (3) hayfields on the subject property with gently to moderately sloping terrain: two (2) along the northeastern edge of the subject property adjacent to Heartlake Road; and one (1) hayfield located at the western corner of the subject property hidden from view from Heartlake Road. The southern portion of the property consists of hummocky topography.

From Heartlake Road there is a gravel driveway leading to the existing built structures on the property: a house, a shed, and a barn.

Through personal communication during this site visit with the current tenant and previous owner of the property, Mr. Jim McCormick, further information on the existence of the building structures was attained.

The two (2) buildings closest to Heartlake Road are a house (Figure 2), currently used as a residence, and an accompanying small shed (Figure 3). The original farmhouse on the property was destroyed in a fire circa 1958. It was replaced by the present day house and shed which were relocated to their current locations from the Kipling area in the City of Toronto (McCormick, May 28, 2011).

There were originally two (2) barns standing on the property, one of which collapsed due to age and wear and tear (McCormick, May 28, 2011). The remaining barn (Figure 4 and 5) is currently used for storage. Repairs have been done to the barn over time for maintenance purposes. For example, the barn doors have been replaced (McCormick, May 28, 2011). This barn is built upon a concrete foundation and its exterior walls are metal cladding.
Remains of a wooden post and rail fence (Figure 6) and the old stone foundation from the fallen barn (Figure 7) were also noted during this preliminary site visit.
3.0 REVIEW OF RELEVANT POLICIES

3.1 ONTARIO PROVINCIAL POLICY STATEMENT (2005)

The “Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment”. The province recognizes the importance of mineral resources and cultural heritage resources “for their economic, environmental and social benefits”.

As defined in the Ontario Provincial Policy Statement (2005), Cultural Heritage Landscape “means a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value”

The following policies from Section 2.6, Cultural Heritage and Archaeology, are relevant to the subject property and the purpose of this study:

“2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.”

“2.6.3 Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

Mitigative measures and/ or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.”

3.2 ONTARIO HERITAGE ACT (LAST AMENDMENT 2009)

The Ontario Heritage Act provides municipalities and the provincial government rights to protect heritage properties and archaeological sites to preserve the heritage of Ontario.

Part II – Ontario Heritage Trust

Objects of Trust
7. The objects of the Trust are:
   (a) to advise and make recommendations to the Ministry on any matter relating to the conservation, protection and preservation of the heritage of Ontario;
   (b) to receive, acquire and hold property in trust for the people of Ontario;
   (c) to support, encourage and facilitate the conservation, protection and preservation of the heritage of Ontario;
   (d) to preserve, maintain, reconstruct, restore and manage property of historical, architectural, archaeological, recreational, aesthetic, natural and scenic interest;
(e) to conduct research, educational and communications programs necessary for heritage conservation, protection and preservation. R.S.O. 1990, c. O.18, s. 7; 2005, c. 6, ss. 1, 5."

3.3 THE NIAGARA ESCARPMENT PLAN (2013)

The study area is designated as Escarpment Rural Area on the Excerpt of Niagara Escarpment Plan Map 4 Peel Region, Map No. 47 of the Niagara Escarpment Plan.

Part 1.5, Escarpment Rural Area, of the plan includes Development Policies for Mineral Extraction.

1. In evaluating applications for amendment to the Niagara Escarpment Plan to redesignate Escarpment Rural Area to Mineral Resource Extraction area, the following matters will be considered:

   a) Protection of the natural and cultural environment, namely:

      viii) Significant cultural heritage features.

Part 2.11, Mineral Resources, includes policies relevant to this study:

1. Extractive operations including wayside pits and quarries and haul routes shall not conflict with the following criteria:

   e) The preservation of the natural and cultural landscapes as much as possible during extraction and after rehabilitation.

3.4 THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2006)

The Growth Plan for the Greater Golden Horseshoe was established to “guide decisions on a wide range of issues – transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage and resource protection – in the interest of promoting economic prosperity”. The following policies are relevant to this study:

Section 4.2.4, A Culture of Conservation

“1. Municipalities will develop and implement official plan policies and other strategies in support of the following conservation objectives:

   e) Cultural heritage conservation, including conservation of cultural heritage and archaeological resources where feasible, as built-up areas are intensified.”
3.5 REGION OF PEEL OFFICIAL PLAN (2008)

One goal of this plan is:

1.3.6.1 To create a healthy regional community of communities for those living and working in Peel which is characterized by physical, mental, economic and social well-being; minimized crime, hunger and homelessness; a recognition and preservation of the region’s natural and cultural heritage; and an emphasis on the important of Peel’s future as a caring community.

3.6.2.3 Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of cultural heritage resources in Peel, as prescribed by the Ministry of Citizenship, Culture and Recreation’s archaeological assessment and mitigation guidelines, in cooperation with the area municipalities.

5.6.4.2.7 Protect and preserve the natural environment, consistent with the objectives and policies in this Plan, the area municipal official plans, the Environmental Assessment procedures, and if applicable, the Niagara Escarpment Plan where Regional roads are proposed to be widened, reconstructed or improved. Where portions of Regional roads have scenic, environmental, or cultural heritage characteristics, it is intended to retain and protect the unique features of the road section. For rural villages and settlements in the region appropriate exceptions have been made and will be considered for reduced Regional rights-of-way to maintain historic streetscapes and heritage characteristics of the village or settlement.

3.6 TOWN OF CALEDON OFFICIAL PLAN (2008)

5.11.2.4.12 a) The Cultural Heritage Survey as described by section 5.11.2.4.2 (f) will be carried out in accordance with Section 3.2.3.1.4 of this Plan and in the case of the traffic studies required by sections 5.11.2.4.2 (b) and/or 5.11.2.4.4 (c), shall include an evaluation of cultural heritage resources in so far as they relate to roads not identified pursuant to section 5.11.2.5.1. The level of cultural heritage resource investigation associated with these traffic studies will be survey level appropriate to the nature of the cultural heritage resources encountered and the nature of the anticipated impacts on these resources associated with the proposed haul route.

b) Cultural heritage resource conservation measures may include, as appropriate, retention and use or adaptive re-use of heritage buildings and structures, incorporation of cultural heritage elements such as fence lines and tree lines where possible, and carrying out appropriate salvage and recording of cultural heritage resources that may be removed as a result of aggregate extraction operations.

5.11.2.8.5 The Town of Caledon will promote and encourage rehabilitation of aggregate operations in a manner which has regard for cultural and heritage resources in or adjacent to the site, including the conservation of significant cultural or heritage features where practical.
4.0  HISTORICAL CONTEXT

The County of Peel was created in 1805, the Townships of Albion, Caledon and Chinguacousy were opened for settlement in 1820, and the Townships were amalgamated into the Town of Caledon January 1, 1974. The Peel Plain, the Niagara Escarpment, and the Oak Ridges Moraine are major landforms in the area which have been influential to the development of the Town. Although some of the historic hamlets have disappeared over time, the Town of Caledon communities continue to reflect early settlement patterns.

The 1877 Historical Atlas Map of the Town of Caledon illustrates the lot and concession grid pattern established along with the former townships in 1820. At the time of this map, Part of Lot 12, Concession 2 EHS, which is the study area, was owned by Mr. William McCormack. The current existing licence west of the study area was owned by Mr. Isaac Harrison, and the Toronto Gray and Bruce Railway crossed through the northeast corner of the study area.

FIGURE 8. 1877 Historical Atlas of the County of Peel
5.0 ASSESSMENT OF THE SUBJECT PROPERTY

The study area is located about 2km southeast of Caledon Village in Part of Lot 12, Concession 2 EHS, on the west side of Heartlake Road, south of Charleston Road and north of Escarpment Road.

5.1 PHYSIOGRAPHIC DESCRIPTION

The manner in which the Town of Caledon and its settlement areas were established “is unique within Ontario” (ENVision, 2003) due to the presence of and relationships between three (3) distinctive landforms within the municipality. The Oak Ridges Moraine, the Niagara Escarpment, and the Credit and Humber River Systems have shaped and provided character to the settlement areas and early industries.

The Niagara Escarpment has been designated as a World Biosphere Reserve by the United Nations Education, Scientific and Cultural Organization (UNESCO) and is the most prominent feature in the Town of Caledon. Located northwest of the escarpment, the study area is designated as Escarpment Rural Area in the Niagara Escarpment Plan.

According to the Quaternary Geology of the Bolton Area – Geological Report 117 (Owen White, MNR 1975), the study area sits within the Caledon Meltwater channel, the Paris-Galt Moraines, and Wentworth till. The hummocky topography of the study area consists of steep sided knolls and enclosed depressions within the southern part of the site which is associated with the Paris Moraine.

5.2 LAND USES AND ACTIVITIES

The terrain, soil capability for agriculture, and the distance to market provided for a poor quality of farmland. The study area was used mostly for rough pasture with shrubby or scattered deciduous trees and for growing some hay and beans on the smooth to gently to moderately sloping areas.

The Reciprocity Treaty with the U.S.A., in 1854-1865, and the arrival of the railway in the mid 19th century “encouraged farmers to diversify, including an increase in livestock”. The Toronto Gray and Bruce Railway crossed the northern corner of the study area, according to the 1877 Historical Atlas of the County of Peel, and the property was greatly used for the raising of livestock.

The Stage 1-3 Archaeological Assessment, completed for the McCormick Property, recovered a significant quantity of artifacts consistent with the presence of a mid-19th century occupation site close to where the Toronto Gray and Bruce Railway once crossed the property.

5.3 PATTERNS OF SPATIAL ORGANIZATION

The survey of the Townships of Albion, Caledon and Chinguacousy were conducted in 1818-1819. In the Caledon Township, six (6) concessions were laid out on either side of Hurontario Street and later denoted by ‘West of Hurontario Street’ (WHS) and ‘East of Hurontario Street’
(EHS). The 200 acre lots were generally granted in square 100 acre parcels to facilitate farming and access to transportation corridors.

Early settlements developed around water-powered mill sites on the Credit and Humber Rivers. Further settlements were encouraged in the 1870’s with the establishment of the Toronto Gray & Bruce, the Hamilton & Northwestern, and the Credit Valley Railways. The natural landforms of the Oak Ridges Moraine, the Niagara Escarpment, and the Credit and Humber River Systems also played a role in the development of settlements and arrangements of houses and barns.

A portion of the original property was severed around the 1990's and a house was built on this lot.

5.4 CIRCULATION NETWORKS

Circulation routes to the study area are all paved and continue to be along the historic network of concession roads and sideroads. The study area fronts Heartlake Road, which is paved. The driveway to the residential property within the study area has a granular surface and is used for access to the house and barn.

A review of the 1877 Historical Map of the County of Peel revealed that the “Toronto Gray & Bruce Railway” crossed through the northern corner of the study area, and the Niagara Escarpment Plan shows this railway as being abandoned. The “Toronto Gray & Bruce Railway” was identified in the Town of Caledon Cultural Heritage Landscapes Inventory (ENVision, 2009) to be a candidate Cultural Heritage Landscape Study requiring further investigation. However, a railway was not noted during the preliminary site visit.

5.5 CULTURAL TRADITIONS

From the 1877 Historical Map of the County of Peel and through observation, most farmsteads were situated within view of the roads. Typically a laneway would lead from the roadway down to the farmstead. The farmstead would not be located too far from the roadways, perhaps for transportation purposes. Existing vegetation on the property would be cut down for timber and firewood. The McCormick Property is surrounded by a heavily wooded area to the southeast which is a continuation from the deciduous woodlot located along that perimeter of the study area. There is also scrub vegetation in the portion of the property furthest away from the roadway.

5.6 VEGETATION RELATED TO LAND USE

As noted during the preliminary site visit on May 28, 2011, the existing landscape of the subject property consists of rough pasture, hayfields, deciduous woodlots, and scrub vegetation. All of which are typical to its surrounding areas.
5.7 BUILDING STRUCTURES

The current built features on the McCormick Property include a wood frame house, shed, barn, and remains of a wooden post and rail fence. The property has been kept within the McCormick family over generations. According to the 1877 Historical Map of the County of Peel, Mr. William McCormack was the owner of this land.

As mentioned earlier, it was discovered through personal communication with Mr. Jim McCormick that the present day house and shed are not the original buildings on the property and only one (1) of the two (2) original barns remains.

The remains of the old stone foundation of the fallen barn provide some evidence that the structure may have been a modest English two bay hay barn. It was common practice around 1854-1865 to raise these barns on stone foundations.

Visual inspection of the barn that remains on the property revealed a concrete foundation and metal cladding. Therefore, due to the construction materials and methods this barn is speculated to be the second barn built on the property.

The remains of the wooden post and rail fence appear to have been used at one point in time to contain livestock.

5.8 ARCHAEOLOGICAL SITES

An “Archaeological Assessment (Stage 1-3) McCormick Pit” was completed in March 2004 by Archaeologix Inc. on this property on Part of Lot 12, Concession 2 EHS. The assessment recovered a significant quantity of mid-19th century artifacts consistent with the presence of an occupation site at the north end of the subject property, which is approximately where the original farmhouse stood (McCormick, May 28, 2011). Due to the relative rarity and high significance of these artifacts, it was recommended that this location be subject to a Stage 4 assessment or protected from the proposed aggregate extraction operations.

5.9 SITE CONTEXT

The lands to the northwest, north, northeast, and southeast of the study area, and including the study area itself, are mainly in agricultural use and/ or open space. This current land use is consistent with the existing and historic context of the area, while the proposed interim land use for aggregate extraction is consistent with the extraction operations located throughout the Town of Caledon.

There are several farm and non-farm residences located along Heartlake Road. The study area is currently not visually buffered from the public travelling along Heartlake Road.
6.0 SITE VISIT TO CONFIRM ANY PHYSICAL FINDINGS (JUNE 16, 2011)

Another site visit was completed the afternoon of June 16, 2011, to confirm any physical findings. In particular, to confirm the existence or find evidence of the “Toronto Gray & Bruce Railway” once crossing through the subject property.

No visual evidence of the abandoned railway or signs that it once crossed through the property. The current land where this railway is documented to have existed has been disturbed and continues to be ploughed for hay.

During this site visit Mr. Jim McCormick confirmed that the abandoned railway had been removed from the property. Mr. McCormick estimated sometime in the late 1800’s - early 1900’s. Mr. McCormick also confirmed that the remains of the dry stone wall noted during the preliminary site visit were indeed part of the stone foundation of the fallen barn.
7.0 EVALUATION

As per the *Criteria for the Identification of Cultural Heritage Landscapes* (ENVision, 2003):

“While any landscape upon which humankind has left their imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the *Inventory Report* that the candidate CHL meets one or more of the following criteria:”

<table>
<thead>
<tr>
<th>Town of Caledon Criteria</th>
<th>Evaluation of Criteria – Blueland Farms Limited Proposed McCormick Pit Property</th>
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<tbody>
<tr>
<td>For Organically Evolved Landscapes and Associative Cultural Landscapes</td>
<td>The <em>Criteria for the Identification of Cultural Heritage Landscapes</em> has identified a general list of historic themes for the Caledon Area:</td>
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<td>A. Is associated with events that made significant contributions to the broad patterns of history (at any level – local, regional, national, etc.) i.e., strong association with central themes; or,</td>
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<td>• Prehistoric land-use/ ritual</td>
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<td>• Survey and pioneer settlement</td>
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<td>• Farming</td>
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<td>- Early subsistence</td>
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<td>- Wheat</td>
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<td>- Mixed</td>
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<td>- Barley</td>
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<td>- Mechanized</td>
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<td>- Farming on the Peel Plain</td>
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<td>- Farming the uplands</td>
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<td>- The effects of loss of soil cover</td>
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<td>• Early Industry</td>
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<td>- Grist and sawmills on the Credit and Humber and elsewhere</td>
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<td>- Logging</td>
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<td>- Woolen mills</td>
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<td>- Other water powered or water based industry e.g. bottling plants</td>
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<td>- Quarrying along the Credit</td>
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<td>- Clay and brick making along the Credit and elsewhere (i.e. Bolton, Caledon East)</td>
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<td>- Hydro</td>
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<td>• Transportation</td>
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<td>- Early paths/ trails/ roads</td>
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<td>- The rivers</td>
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<td>- Stagecoach</td>
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<td>- The railways</td>
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<td>• Recreation</td>
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<td>- Hunting/ fishing – Caledon Mountain Trout Club</td>
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<td>- Hiking – the Bruce Trail, Caledon Trailway, Humber Valley Heritage Trail</td>
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</tbody>
</table>
- Skiing – Caledon Ski Club  
- Parks and Conservation Areas – Belfountain Conservation area (Mack’s Park), Albion Hills CA (first Conservation area).
  - Nature Conservation
    - The Niagara Escarpment
    - The Oak Ridges Moraine
    - Albion Hills
    - Humber River
    - Credit River

Although the McCormick Property possesses some characteristics that may have resulted from the historic Farming and Transportation themes in the Caledon area, it does not appear to have a strong association or have been a significant contribution to the historic themes of the Caledon Area.

B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area; or

The Tremaine’s Map of the County of Peel from 1859 documents Hugh McCloskey as the owner of the property. The 1877 Historical Atlas of the County of Peel documents William McCormack as the property owner.

There does not appear to be a close association between the study area and individuals and/or families who are considered significant to the history of the Caledon area.

C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above; or,

The McCormick Property is about 2km outside of the nearest settlement of Caledon Village, and is being used for its hayfields and rough pasture lands. The current land use is restricted due to the existing soil capability for agriculture and hummocky terrain.

The “Toronto Gray & Bruce Railway” is listed in the Town of Caledon Cultural Heritage Landscapes Inventory (ENVision, 2009) as a candidate Cultural Heritage Landscape Study requiring further investigation. This inventory states “it is important that any remaining signs of this feature not be obliterated so that at least the potential continues to exist for the creation of, what in effect would be a linear cultural heritage landscape, particularly focusing on areas where its context remains intact, e.g. W ½ Lot 20, Con. II WHS.

The Niagara Escarpment Plan shows an abandoned railway crossing through the northern corner of the subject property. Review of the 1877 Historical Atlas of the County of Peel revealed that this railway was the “Toronto Gray & Bruce Railway”. However, a visual
inspection of this area did not produce any current evidence of this railway or signs of the railway crossing through the property at one point in time. The current land where this railway is documented to have existed has been disturbed and formed into hayfields.

Through personal communication with Mr. McCormick, the abandoned railway had been removed from this location on the property a long time ago. Mr. McCormick estimated sometime in the late 1800’s - early 1900’s.

The study area is within the Niagara Escarpment Rural Area just outside of the Escarpment Protection Area and Significant Woodlands and Wildlife Habitat have been identified, as per the “Natural Environment & Environmental Impact Study” prepared by AWS in association with Savanta Inc. for the subject property.

The majority of the subject property has been a disturbed landscape with the hayfields, pasture lands, and the tree cutting over the years. Therefore, it may be defined as a *Cultural Landscape*, however, there does not appear to be a deep connection with the history of the jurisdiction to identify it as a *Cultural Heritage Landscape*.

A Stage 1-3 Archaeological Assessment was completed in 2004 for the subject property by Archaeologix Inc. The study identified a location containing mid-19th century Euro-Canadian artifacts “consistent with the presence of a domestic structure and associated activity areas.” The assessment recommended a Stage 4 assessment be completed for this location.

For *Designed Landscapes* the following criteria would additionally apply.

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<td>G. Is a representative example of a distinctive style (trend, movement, or school of theory) tradition, time period, or a method of construction; or,</td>
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<td><strong>H.</strong> Represents the work of a recognized master gardener,</td>
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<td>landscape architect, planner, architect, or horticulturalist;</td>
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<td>or,</td>
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<td><strong>I.</strong> Possesses high artistic values or, as a whole, represents</td>
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<td>a significant and distinguishable entity whose components may</td>
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<td>lack individual distinction.”</td>
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This subject property possesses the potential of meeting the criteria to be identified as a *Cultural Heritage Landscape*. However, any physical evidence which would provide historical value and significance are no longer in existence and the landscape has been disturbed to the point where integrity has been lost. In particular:

**CRITERIA C** - The historic “Toronto Gray & Bruce Railway” had once crossed through the northern corner of the property; however, the railway no longer exists in this area and the lands have been disturbed since its removal to the extent that there is no evidence of its existence here except for historic documentation; and

**CRITERIA E** - Mid-19th century Euro-Canadian artifacts “consistent with the presence of a domestic structure and associated activity areas” were found on the subject property. It is believed that the original farmhouse may have originally been standing at this location; however, the original structure had burned down in 1958.
8.0 CONCLUSION

Humankind has left an imprint on this property, therefore, as per definition, is a Cultural Landscape. However, through the evaluation of the subject property against the Town of Caledon criteria for identifying Cultural Heritage Landscapes it was concluded that this cultural landscape does not possess a deep connection with the history of the Caledon Area and, therefore, is not identified as a Cultural Heritage Landscape.

HARRINGTON McAVAN LTD.

[Signature]

Glenn D. Harrington, OALA, FCSLA
9.0 REFERENCES


McCormick, Jim. (May 28, 2011). Personal communications. Former owner and current resident of the subject property. Part of Lot 12, Concession 2 EHS, Town of Caledon, Region of Peel, has stayed within the McCormick family for generations.

McCormick, Jim. (June 16, 2011). Personal communications. Former owner and current resident of the subject property. Part of Lot 12, Concession 2 EHS, Town of Caledon, Region of Peel, has stayed within the McCormick family for generations.


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Tremaine, Geo. M. (1859). *Tremaine’s Map of the County of Peel, Canada West.*

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