

# Airport Road Improvements



APPENDICES

ESR

2

Municipal Class Environmental  
Assessment  
Airport Road  
from 1.0km north of Mayfield Road to  
0.6km north of King Street

October 2015

 Region of Peel  
*Working for you*

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## **CULTURAL HERITAGE**

**(including individual Cultural  
Heritage Assessments for 13803  
Airport Road and Norris Bridge)**

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# Individual Cultural Heritage Impact Statements

# CULTURAL HERITAGE IMPACT STATEMENT

**13803 AIRPORT ROAD  
TOWN OF CALEDON**

**PREPARED BY  
SU MURDOCH HISTORICAL CONSULTING for PROPERTY  
OWNERS**

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MAY 2011



## SUMMARY

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It is the conclusion of this scoped Cultural Heritage Impact Statement that the core of the dwelling at 13803 Airport Road may have been built about 1850 when a one acre parcel of land was severed from the larger acreage of Lot 10, Concession 1, Albion Township. The extent of the alterations and the deteriorated condition of this structure are such that its integrity as an example of 19<sup>th</sup> century residential architecture has been permanently compromised. There is merit in documenting the dwelling, if and when it is demolished, with particular attention paid to determining its original building technology. Only the plank flooring on the second floor and some structural timber/log members seem worthy of salvage. If any program of historic commemoration is undertaken for the Sandhill community, this property could be marked as the site of an early tradesman's dwelling.

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## CULTURAL HERITAGE IMPACT STATEMENT

### 13803 AIRPORT ROAD, TOWN OF CALEDON

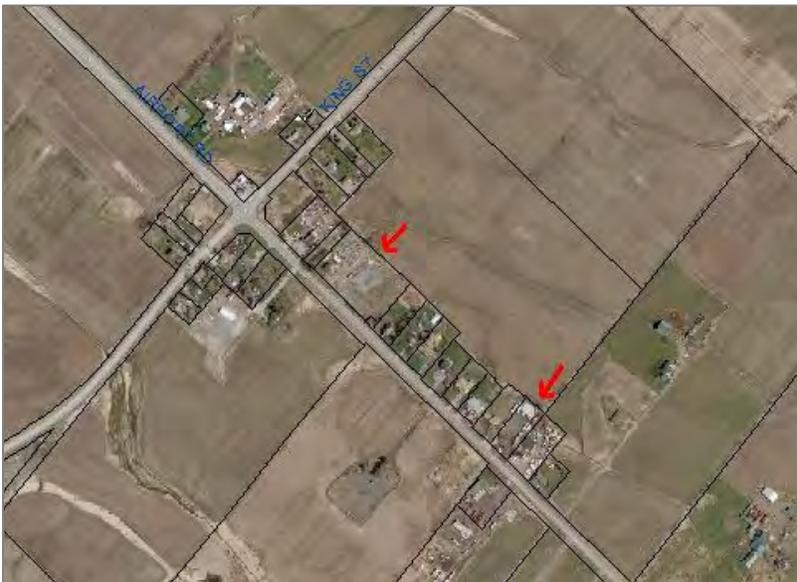
### PART, WEST HALF, LOT 10, CONCESSION 1, ALBION TOWNSHIP

## 1.0 REPORT OBJECTIVE AND METHODOLOGY

Property is approximately one acre of land within the west half of Lot 10, Concession 1, Albion Township, now 13803 Airport Road, in the Town of Caledon. It is south of King Street in the Sandhill settlement area. The property is currently zoned rural residential and the owners have applied for zoning to accommodate a variety of industrial/commercial uses.

This property contains a 19<sup>th</sup> century dwelling facing west, 0.36 metres from the Airport Road east property line. A road widening of 4.91 metres across the entire frontage of the subject property is required by the Region of Peel to secure the 36 metre right of way width for Airport Road. The Region of Peel requires widening as a condition of site plan approval, but not zoning approval. This may eventually result in the demolition of the dwelling. It is currently being used as a commercial office and the property is for sale.

This property is not protected under the Ontario Heritage Act (“Act”) but is on the Town of Caledon’s Built Heritage Resources Inventory as ID 280, “a neoclassical structure, estimated to have been constructed between 1850-1874.” The property is not listed on the Town’s Register of Cultural Heritage Resources, as defined by s.27 of the Act.



The hamlet of Sandhill is at the crossroads.

The upper arrow indicates the farmhouse on the original acreage of Lot 10, Concession 1, Albion Township.

The lower arrow is the subject property at 13803 Airport Road.

(Town of Caledon)



The rezoning application of the current owners triggered the requirement for a Cultural Heritage Impact Statement (“CHIS”) for this property. Due to past alterations and fire damage to the dwelling in 2008, the requirements of the CHIS were scoped by the Town to include only historical documentation and the identification of salvage potential. The property is not being evaluated in this CHIS as a candidate for protection under the Ontario Heritage Act. The owners contracted professional heritage consultant Su Murdoch of Su Murdoch Historical Consulting, Barrie, Ontario, to undertake this scoped CHIS.

The findings of this CHIS are based on documentary research, a property title search, a site visit by the heritage consultant on May 3, 2011, information provided by the owners’ planning consultant, Anne E. McCauley, and historical background materials provided by the Town of Caledon’s Heritage Resource Officer. The documentary research was limited by the continuing closure of the Region of Peel Archives.

No structural assessment/engineer’s report was commissioned to determine the structural condition of the building. No archaeological assessment is included as that fieldwork can only be undertaken by an archaeologist licensed under the Ontario Heritage Act.

## **2.0 HISTORICAL BACKGROUND**

### **2.1 ALBION TOWNSHIP**

Albion Township is intersected by the Humber River, which historically presented several good locations for water powered mills. A branch of the Humber crosses north/south near the east boundary of Lot 10, Concession 1, Albion (the southwest corner of Lot 10 contains the subject property). The township was opened for settlement after being surveyed in 1818-1819. According to the 1877 *Illustrated Historical Atlas of the County of Peel*, “Mr. Wm. Downey, a bachelor, was the first to succeed in reaching his land in the township, where he built a house in 1819.” In 1821, the population of Albion was 110 with 62 acres of land reported as cultivated. By 1848, the population had increased to 3,567.<sup>1</sup> As railways such as the Toronto, Grey & Bruce, Hamilton & Northwestern, and Credit Valley developed in the 1870s, Albion and the surrounding areas experienced accelerated settlement and increasing prosperity. The Town of Caledon was established on January 1, 1974, as an amalgamation of Albion, Caledon, and the northern half of Chinguacousy townships.

### **2.2 SANDHILL**

The nearest historic community to the subject property is Sandhill (Sand Hill) at the northwest corner of Lot 10, Concession 1, Albion Township, at the crossroads of King Street and Airport Road. Some confusion in the use of the name “Sandhill” is explained in the account of *Place Names in Peel County* (following next page):

#### TOWNSHIP OF ALBION.

The Township of Albion comprises the north-east portion of the County of Peel, being bounded on the south by the northern division of the Gore of Toronto, on the east by the County of York, on the north by the County of Simcoe, and on the west by the Township of Chinguacousy. Albion is a township of good land, well supplied with water by the River Humber, which runs with many windings and many branches entirely through the whole length of the township, giving good mill privileges in different parts of the township. The population of Albion in 1821 was only 110, with only 62 acres of land cultivated. In 1848 the population had increased to 3,567, and according to the last census in 1871 was 4,857. Previous to the year 1819 there was no white settler in the township. In the fall of 1818 and the year 1819, Albion was surveyed by the Government, after which settlers commenced coming in. Mr. Wm. Downey, a bachelor, was the first to succeed in reaching his land in the township, where he built a house in 1819. In October, 1819, the Roadhouses and several others who had drawn land in the township started from the County of York through the Township of Vaughan, in search of their lands in Albion. They had with them about a week's provisions, and after tramping over the ridges, with which the township abounds, and through the wild and almost impassable country for several days, they were obliged to return, unsuccessful, to York. In December of the same year Wm. Downey, Joseph Hudson, Wm. Roadhouse, sr., and Wm. Roadhouse, jr., hired an engineer to pilot them, and after a weary pilgrimage they succeeded in locating their lands. From all accounts these four gentlemen were the first white settlers who ever slept in the Township of Albion. Among the first settlers besides the gentlemen already mentioned were George Bolton, Thomas Coats, John Grant, and others. About the same time James Bolton came in and settled near what is now called the village of Bolton, while on the other side of the township Messrs. Wilson, Squires and Shevins also settled at that time. Those early pioneers, although met at every turn with trouble, hardships and disappointments, persevered, the thought of making a home for themselves cheered them on and helped to drive away despondency, and although for many days their food consisted of boiled potatoes for breakfast, potatoes baked in a Dutch oven for dinner, and potatoes roasted in hot coals for supper, with an occasional piece of corn bread, the corn of which had been pounded in a large stump, they were generally a happy and contented people. When we consider what those pioneers deprived themselves of in order to settle a new country, we cannot help but regard them with admiration and profound respect. They left civilization with all its conveniences, such as railroads, post offices, the mighty telegraph, steamboats, schools, and almost deprived themselves of the worship of God for a time. Happily, however, there were ministers who delighted in hardships in serving their Master, who were not long in following those pioneers and cheering them with the ever welcome truths of that Book of Books. In passing we must not forget to mention Mr. George Taylor, the celebrated pioneer mail carrier for this part of the country. He has carried the mail regularly through the Township of Albion for the last forty-five years. He first commenced by carrying it on his back, and now he sometimes goes on horseback, gig, sled, &c. In all that time he was only assaulted once and that was during the rebellion. There are several villages in this township, the only incorporated one being

*Illustrated Historical Atlas of the County of Peel, 1877*

**Sandhill:** Newtown Hewitt, commemorating the first settler John Hewitt, was the first name for this place on the Albion and Chinguacousy township line south of Mono Road. A post office bearing the name Sandhill was opened at this locale in 1842 when one of the same name was closed on the Sixth Line. To add to the confusion Burnamthorpe in southern Peel was also known as Sandhill. Hence, there were in Peel's history three places of the same name; however, the present one is the only one to survive. The place was so named because it has some of the finest soil in the county. On some sources the name appears as two words.

According to the record of post offices in Canada, the post office at "Sandhill" (or possibly Sixth Line, referring to Concession 6, Chinguacousy Township, which abuts Concession 1, Albion Township, on the west) was established on July 6, 1841, with Henry Yeoman as postmaster.<sup>2</sup> The *Canada Directory* for 1856-1857 lists Sandhill as:

A Village on the Townline between Albion and Chinguacousy, commonly called the 6<sup>th</sup> Line in the County of Peel. A Cattle Fair is held here four times a year. Distant from Toronto 29 miles, and from the Malton Station of the Grand Trunk Railway 12 miles. There is a daily stage to Malton, connecting with trains on the Grand Trunk Railway. Daily mail. Population about 150.

The 1856-1857 *Canada Directory* lists in Sandhill a tailor, storekeepers, postmaster, carpenter, shoemaker, blacksmiths, physician and surgeon, painter, saddler, innkeepers, plasterer, builder, waggonmaker, and stage proprietor. None of the names associated with the subject property at this date are listed.<sup>3</sup>

The 1869 *Province of Ontario Gazetteer and Directory* describes "Sand Hill" as "A post office in the Township of Chinguacousy, County Peel, 14 miles from Brampton, the County Town, and 29 from Toronto. A Stage from Malton to Mono Mills passes through the Village. Daily Mail. Population 150.

The 1877 *Historical Atlas of Peel County* contains a history of the village:

### **Sand Hill**

Is a small village on the sixth line Chinguacousy, or town line between Chinguacousy and Albion, containing about 200 inhabitants. By its name one would imagine that there was considerable sand about the village, but on the contrary the soil is a heavy clay. The village was first named Newton Hewitt, after the first settler, Mr. John Hewitt. The reason of the change of name to Sand Hill was the removal of the Sand Hill post office from the sixth line. Robert Finch occupied the position of post master until his death, when Mr. Yeoman was appointed. It was removed in 1844 and Robert Dwyer received the appointment of first post master for the present village of Sand Hill. Held the position for 26 years, when he resigned and John Orr was appointed, and finally the present P.M. The earliest settlers were John McConnell and John Hewitt. In 1839 Francis Logan built and opened the first store; Alex McKee built the first frame

house, and James Porter the second. The first church was built by the Methodists about the year 1837. It was destroyed by fire in 1843 and rebuilt with brick. There is not, at present, quite as much business done in the village as formerly, owing to the advent of railroads and the springing up of rival villages, but still there is a considerable amount of money changing hands. The largest factory in the place is the carriage factory of J.B. Burbidge, who established his works two years ago, and though the position is not as central as he could wish, still he has succeeded in turning out a large number of carriages and wagons, which are pronounced by excellent judges to be first class. Messrs. W.C. Hughes and W. Deen keep the only general stores; Robert Hodgins, Thos. Scott and W. Mitchell have blacksmith shops; W.G. Coleman a saddler shop; Joseph Elliott, shoe store; Jas. Elliott builder and contractor. The only hotel in the village is kept by Geo. Lougheed. There are three churches, Church of England, Rev. W.H. Clark; Methodist, Rev. J.A. McClung, and the Presbyterian Church is at present supplied by students from Knox's College, Toronto. There are two fine brick schools in the vicinity, an Orange Hall, &c.

Sandhill has not been identified or classified by the Town of Caledon as either a cultural heritage landscape or an area of cultural heritage character. The properties containing the c.1850 Master's House on Airport Road (north of the subject property) and the former St. Mark's Anglican Church on King Street are protected under s.29 of the Act. The road widening in 1981 resulted in the removal of a stone, carriage works and blacksmith shop. An early 20<sup>th</sup> century dwelling that occupied the northwest corner of the village was demolished about three years ago.<sup>4</sup> In 2011, Sandhill had name signage and was an identifiable cluster of 19<sup>th</sup> and 20<sup>th</sup> century buildings at the crossroads of King Street and Airport Road.

## 3.0 PROPERTY HISTORY

### 3.1 EARLY HISTORY

The Upper Canada Land Records index lists Timothy Terry receiving the two hundred acres of Lot 10, Concession 1, Albion Township, on May 5, 1819. This was a free grant to which he was entitled as the son of a United Empire Loyalist. Terry patented the lot from the Crown on February 3, 1823. The 1837 *City of Toronto and the Home District Commercial Directory* lists a Timothy Terry on Lot 12, Concession 6, East Hurontario Street, Chinguacousy Township. There are no listings for Lot 10, Concession 1, Albion.

Terry sold Lot 10 on November 8, 1837, to Mary Hewett [Hewitt]. In May 1840, she sold an acre of Lot 10 for a church and burial grounds. Mary died about 1844. It was John Hewitt who sold a  $\frac{3}{4}$  acre parcel of Lot 10 to Robert Hodgson in October 1846.<sup>5</sup> The first name for Sandhill was Newtown Hewitt, said to acknowledge John Hewitt as the first settler.

On May 4, 1848, Hewitt sold all of Lot 10 (minus the one acre and  $\frac{3}{4}$  acre parcels) to Alexander McKee. The purchase price was £800. Hewitt and McKee are identified on the indenture (deed)

as Albion Township yeomen (farmers). In March and April of 1849, McKee began to sell building lots within the northwest part of Lot 10 (Joseph Mulligan,  $\frac{3}{4}$  acre; Matthew McKee, one acre; David Kee, one acre). These lots are nearer or within what was becoming the hamlet of Sandhill, north of the subject property. According to the 1877 history of Sandhill, "Alex McKee built the first frame house."

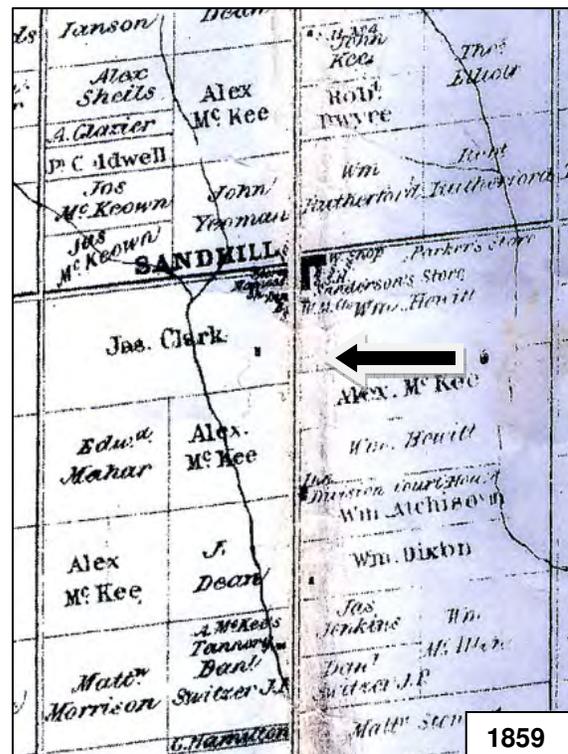
### 3.2 SAMUEL KEE (OWNER 1850-1862)

On January 23, 1850, Alexander McKee sold one acre at the southwest corner of Lot 10, Concession 1, Albion, to Samuel Kee for £52. This is the subject property now known as 13803 Airport Road. By then, McKee was living in Chinguacousy Township and still a farmer. Kee was an Albion Township weaver. The parcel is described as:

Part of the west half of Lot number ten in the first concession of the aforesaid township of Albion that is to say commencing at the southerly angle of the said half lot then north westerly in front along the concession line two chains, then to the rear to run parallel with the side line between the said lot number ten and nine, five chains, then parallel to the said concession line, two chains, then along the aforesaid side line to the place of beginning five chains.

The 1851 personal census for Albion Township lists a Samuel Kee as a weaver, age 62, born in Ireland and of Wesleyan Methodist faith. He and his wife Mary, 60, and daughter Mary, 22, lived in a one storey, single family, log house. On one side was Matthew Kee; on the other was a James Hewitt. This is believed to be the Samuel Kee who owned the subject acre.

In 1851 and 1852, the ownership of the larger farm acreage of Lot 10 transferred back and forth between Alexander McKee and John Hewitt. In 1853, McKee sold to Hewitt. The 1859 Tremaine map of Albion Township (shown right) identifies a William Hewitt on this acreage.<sup>6</sup> The severed parcel indicated on the map at the southwest corner of Lot 10 is presumed to be the subject acre. No buildings are plotted, but this is not definitive proof that no buildings were standing. There are several buildings at the four corners of Sandhill. McKee and Hewitt owned other farm lots in the vicinity.



The 1861 personal census for Albion Township lists a Samuel Kee, age 70, a weaver, as a widower. He is the head of a household with David Kee, 39, a school teacher, and his wife Margaret, 31. David and Margaret's children were Samuel, Mary, William, Eliza, Joseph, and David between the ages of fourteen and one. Samuel, Sr., David, Margaret, and Samuel, Jr., were born in Ireland; the others in Canada. Their dwelling is described as a 1.5 storey, single family, log structure. The change in description from a one storey in 1851, to a 1.5 storey log dwelling in 1861, may be a product of a change in the description of dwellings for census enumeration (and property tax) purposes, than an actual physical change in the structure.

### **3.3 GEORGE HUTCHINSON (OWNER 1862-1868)**

On October 22, 1862, Samuel Kee, described as an Albion farmer, sold the subject acre for £65 to George Hutchinson, a Chinguacousy farmer.

### **3.4 ELIJAH HEACOCK (OWNER 1868-1872)**

On May 2, 1868, Hutchinson sold the acre for \$200 to Elijah Heacock, believed to be of Chinguacousy.<sup>7</sup> By then, Hutchison was living in Albion. The 1871 personal census for Albion Township lists an Elijah Heacock, 39, born in Ontario, and a Quaker. He was a mail carrier and unable to write. He was married to Naomi, 30, also born in Ontario and a Quaker. Their children were Sherman, 6; Mary Elizabeth, 4; and James William, 2. Also in the household was Archey McGilvery, 13. The census places them on one acre of Lot 10, Concession 1, Albion.

### **3.5 JOHN DEAN (OWNER 1872-1874)**

Elijah Heacock was identified as a "stage proprietor"<sup>8</sup> living in Albion and married to Naomi when he sold the property to John Dean on November 26, 1872. Dean is identified on the deed as a Chinguacousy farmer. He paid \$200 for the property.

### **3.6 WILLIAM NOLEND (OWNER 1874-1875)**

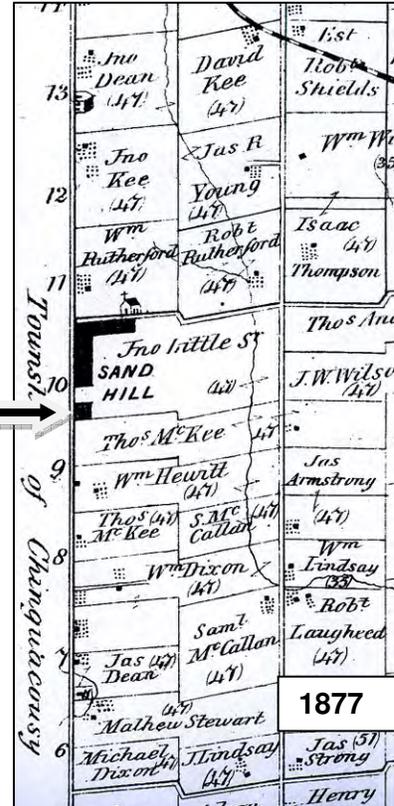
On May 2, 1874, John Dean was still a resident of Chinguacousy when he sold the acre to William Noland of the City of Toronto. The purchase price was \$325.

### **3.7 JAMES HAYS (OWNER 1875-1876)**

On October 25, 1875, William Noland, an "agent" residing in the City of Toronto, released the property to James Hays (or Hayes), gentleman, of the Township of Holland. Noland had defaulted on a \$235 mortgage held by Hays with the acre as collateral.

### 3.8 SAMUEL ALLISON (OWNER 1876-1884)

James Hays did not sell the property until May 4, 1876. By then, he was a resident of Albion Township. He sold to physician Samuel Allison of Caledon Township for \$250. The 1877 map of Albion Township (shown right) marks the southwest corner of Lot 10 (the subject parcel) as developed, but no owner or occupant's name is plotted.



### 3.9 SUSANNA CRAIG WILSON (OWNER 1884-1930)

On April 8, 1884, Samuel Allison was still a resident of Caledon Township when he sold the acre for \$200 to Susanna Craig of Chinguacousy. The daughter of David and Mary Ann Craig, Susanna, 28, married a labourer, John Wilson, 26, on April 24, 1884, in Brampton. Both were of Chinguacousy Township.<sup>9</sup>

The 1891 personal census for Albion Township lists John Wilson, 31, as a labourer of English ancestry and a member of the English Church. His wife Susanna, 47, was Irish. Their son David, 5, was born in Ontario. They occupied a wood, one storey, five room dwelling. In the 1901 personal census, John's date of birth is given as November 10, 1860. He was a farmer and blind. Susanna was born March 20, 1846. Their son David C. was born February 26, 1886. The 1911 census places them on the west part of Lot 10, Concession 1, Albion. In the household were John and Susannah, with their son D. Craig and his wife Mabel (born October 1890 and of English ancestry).

Susanna died on February 14, 1917. Her Last Will and Testament dated November 13, 1916, bequeathed the "house and lot" to her son David Craig Wilson on the following condition:

That he gives a home to his father John Brewster Wilson and takes proper care of him as long as he lives, and his bedroom containing, one feather bed, three pillows, three blankets and three quilts to be left as it is and my husband to have full control of the above mentioned bedroom and contents while he lives, after the death of my husband John B. Wilson everything goes to my son David Craig Wilson.

### 3.10 JOHN LITTLE (OWNER 1930-1954)

It was June 11, 1930, when David Wilson, his wife Annie Mabel, and John Brewster Wilson (widower of Susanna), sold the acre to John Little. David was an Albion Township farmer; Little was a retired farmer living in Chinguacousy.

When John Little died in Brampton on June 27, 1938, his life insurance was paid to his daughters Ellen Rosetta and Alice Lillian. The balance of his estate was bequeathed to his wife Mary as a life lease, and on her death to sons Irwin and Harry. John was a resident of Albion Township when writing his Last Will and Testament dated November 5, 1935.

Harry died on September 15, 1953, leaving his estate to his widow Mabel and sons William Robert Clarkson Little and Harry Gordon Little. Harry was a watchman in the City of Toronto.

### **3.11 BRUCE AND MARGARET EVES (OWNER 1954-1965)**

On February 10, 1954, Irwin Little of Nassagawey Township and his wife Lorena; Mabel Little of the City of Toronto (widow of Harry); and Mary Little of Brampton (widow of John) sold the property to Bruce H. Eves and his wife Margaret. Bruce was a fireman in Albion Township. In June 1957, Bruce and Margaret Eves acquired a half acre of the east half of Lot 10, Concession 1, Albion (near the road allowance between Lots 10 and 11).

### **3.12 FOSTER AND ALLINE SEELEY (OWNER 1965-1966)**

In August 1965, the Eves sold both of their parcels of Lot 10 to Foster and Alline Seeley.

### **3.13 SUBSEQUENT AND CURRENT OWNERS (OWNERS 1966-CURRENT)**

Foster Seeley sold both properties in June 1966 to Adrianus Durand, a bricklayer, and his wife Aafje, both of Whitchurch Township. At that date, Foster Seeley was a widower in Albion. The ownership of both parcels transferred several times before being sold to separate owners. The current owners of 13803 Airport Road, Surjit Aujla and Amarjeet Benipal, acquired the one acre in March 2006. At that date, the subject dwelling was vacant.

## **4.0 CURRENT DESCRIPTION**

### **4.1 EXTERIOR**

The front facade of this 1.5-storey, frame dwelling faces west to Airport Road. It is essentially a main structure with a rectangular plan and gable roof, typical of modest Georgian (sometimes called Neoclassical) style inspired dwellings erected throughout the 19<sup>th</sup> century. There is a lesser, north side addition with a gable roof; and a flat roofed, east (rear) addition that spans the width of the main structure. The existing north and rear additions are later constructs than the main section. The roof of the main structure may have been raised and/or extended east, giving the north and south facades an unusually broad (width) appearance.

When built, there may have been a side wing for any number of possible uses (tradesman's shop, second unit for family, kitchen). The placement of the front door and flanking window openings of the main structure may have been somewhat asymmetrical. This conjecture is based on the appearance of the dwelling at 13949 Airport Road (north of the subject dwelling, also within the west half of Lot 10) that may be of similar age (shown below).



The dwelling at 13949 Airport Road has a three bay front facade (R half); and a wing (L half).





**Above:** South facade. The massing (width) of the main structure is broad, suggesting the roof has been raised and/or extended east, 2011.

**Below:** South facade of east addition, 2011





East facade (flat roofed addition), 2011





**Above:** North facade of main section, showing north addition, 2011

**Below:** North addition, showing west (front) facade (R), 2011





**Above:** West (front) facade. There are no corresponding openings on the interior, 2011.

**Below:** West facade (L); and south facade, 2011





**Above:** Delaminated plywood and insulation under the exterior siding, 2011

**Below:** Modern materials on eaves, front facade, 2011



The main section of the subject dwelling appears to have been built with a front (west), three bay facade (door and two window openings). All door and window openings have been blocked and/or altered several times, and new openings cut through. There is no longer a front (west) entry or window openings.

The exterior cladding is a mix of vinyl and aluminum siding. A section where the siding has fallen away reveals delaminated plywood sheathing behind which is fibreglass insulation.

The chimneys are not original. The main gable roof has metal sheeting and the roof of the north addition is clad in asphalt shingles. The rear roof is flat. The soffits and fascia are clad in modern materials (plywood and strip siding).

According to the current owners, there is a "small basement" under the north addition. Under the main section, dirt is excavated to about three feet deep. (This area was not observed during the May 3, 2011 site visit due to water problems.)

## **4.2 INTERIOR**

The ground floor of the interior has been gutted to the exterior walls and rebuilt (where visible) with new studding, drywall, tile flooring, and services. This is due to several renovations during years of residential occupancy, and the result of an electrical fire in the rear addition in 2008. One possible remnant of the original dwelling may be the centre staircase to the second floor, rising west to east. The risers, treads, and baluster are modern materials. A brick fireplace (inoperable) is on the south end of the east wall of the main section. Its chimney is within the east addition. This likely dates to the 1950s or later.

The second floor is a half storey divided into a stair landing, north and south rooms, and an east crawl space. There are knee walls and the ceilings are lower than on the ground floor. The walls of the north room are clad in simulated panelling (fibreboard). The walls of the south room are clad in smooth fibreboard. A vertical section of structural timber used in the interior wall, south side of the stairwell, is visible in the south room. A partial timber (or log) with some bark is visible as a ceiling rafter in the south room. A section of early plank flooring is visible within the east crawl space. These are random widths (approximately six to fourteen inches or more) and short lengths. Some may be recycled from elsewhere within the interior. As most of the second floor is clad with a subfloor and other coverings, the extent to which these planks survive is unknown.

The interior of the north addition was a (modern) kitchen in 2006 and since remodelled into office space. The interior of the rear addition is an unfinished workshop with an exterior doorway. This area sustained the most damage from the 2008 fire and has since been repaired.



**Above:** Interior of ground floor looking northwest from entrance on south facade.



**Left:** Fireplace to the northeast of the entrance on south facade (on east wall of main space)



**Above:** Staircase in centre of ground floor looking east (L) and south (R)

**Below:** Ceiling of rear addition showing fire damage and repair





**Above:** Second floor, north room, looking southeast toward stair landing (C) and inside crawl space (L)

**Below:** Second floor, south room, south wall (L), west wall (R)





**Above:** Second floor, south room, southeast corner



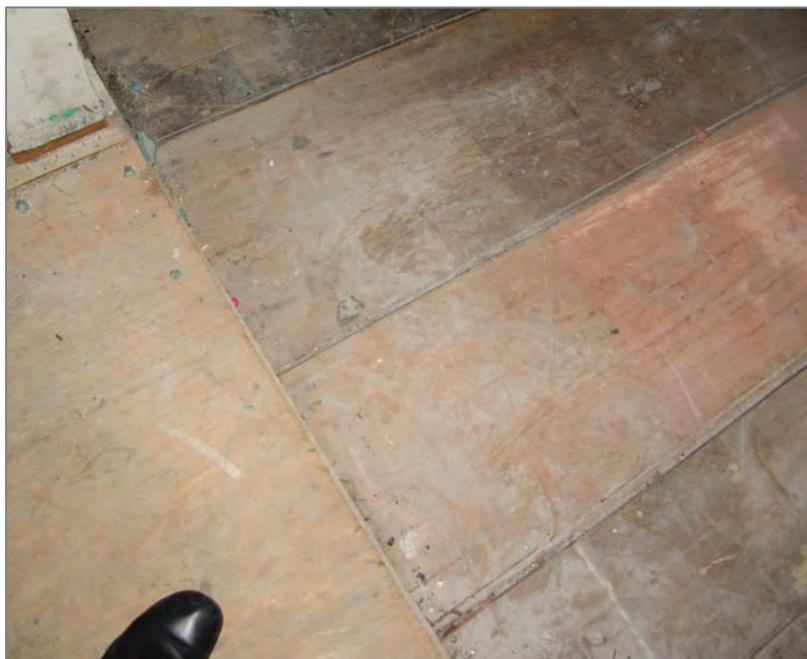
**Right:** Second floor, south room showing vertical timber at midpoint of north wall

**Below:** Second floor, south room, showing timber/log with bark in ceiling/roof structure





This crawl space is along the east end of the second floor, looking northeast (L) and southeast (R). The plank flooring is random width and short ends, and may be recycled from elsewhere. This space may have been created by an east extension of the original roof.



### 4.3 CULTURAL HERITAGE LANDSCAPE ELEMENTS

The site visit was conducted in early spring and during a rainstorm, but it appears that the land is primarily cleared and paved in asphalt. There are some specimen trees but generally the vegetation is sparse. There is a brick lined well (in use) at the midpoint of the dwelling, between the front facade and Airport Road. A frame garage on the property in 2007 was demolished by the current owners.



## 5.0 CONCLUSIONS AND RECOMMENDATIONS

### 5.1 DATE OF CONSTRUCTION

The Town of Caledon has dated this dwelling to between 1850 and 1874. The former is the date the acre was severed from the farm acreage of Lot 10, Concession 1, Albion Township. The 1874 date may have been chosen as it corresponds to an increase in purchase price from \$200 in 1872 to \$325 in 1874. This type of modest dwelling was still being erected in the early 1870s; however, it seems improbable that one dwelling would be demolished to erect one of similar scale. The increase in value could be attributed to other improvement(s) on the property and/or a general increase in local real estate values.

Architecturally, this combination of form, massing, and gable roof was commonly used throughout the 19<sup>th</sup> century as modest housing. Given the plank flooring remnants, visible timber/log members, and property history, it is reasonable to conclude that the main section of this dwelling was constructed about 1850. Clues identified during the demolition process may prove or change this conclusion.

### 5.2 CULTURAL HERITAGE VALUE

This one acre lot is associated with the early development of the village of Sandhill. It is one of four building lots severed in 1849 and 1850 from the larger farm acreage of Lot 10, Concession 1, Albion Township. These four lots were in addition to two previously severed for a church and burial ground (1841), and for a blacksmith shop (1846). The purchase of the acre in 1850 by a weaver, Samuel Kee, suggests there was importance assigned to being on Airport Road, near the growing post office community of Sandhill, and within a farming community in need of his services.

### 5.3 RECOMMENDATIONS

Given the extensive alteration and deterioration of this dwelling, it no longer holds historic integrity or authenticity and is likely to be demolished. If and when this is undertaken, it is recommended that it be done within the following parameters:

1. The plank flooring on the second floor is carefully removed and salvaged.
2. The demolition is conducted in such a way that the alterations and later claddings are peeled away to reveal the original construction materials and technology, presumably a timber/log frame with jointing. This process should be photodocumented as a record of 19<sup>th</sup> century construction techniques.
3. Any elements of the timber/log frame found to be in sound condition, and related elements such as 19<sup>th</sup> century builder's hardware (fasteners, locks, hinges, etc.), are considered for salvage as historic artifacts.
4. The future disposition of any salvaged elements/artifacts is discussed with the Town of Caledon Heritage Resource Officer.
5. If any commemoration of the history of Sandhill is undertaken, this location could be marked as that of an early tradesman's dwelling.

## DISCLAIMER

This Cultural Heritage Impact Statement is based on a review of the known and relevant archival sources available and information provided by the client. The study of a cultural heritage resource is an ongoing process that involves interpretation and analysis of the available source materials and an examination of the subject property. Conclusions and recommendations based on the findings are made in a professional and conscientious manner, without bias. Further archival and physical evidence may reveal information about the property that could not have been known to the heritage consultant and may alter future conclusions and recommendations regarding this property.

## SOURCES

Abstract of Title, Lot 10, Concession 1, Albion Township, and related documents. Peel Region Land Registry Office.

Census enumerations for Albion Township, 1851-1911. Ancestry.ca and Barrie Public Library.

Post Office Records. National Archives of Canada online database.

Directories for Peel County. Private Collection.

Tremaine, G.R. & G.M., publisher. *Tremaine's Map of the County of Peel Canada West*. Toronto, 1859.

Walker & Miles, *Illustrated Historical Atlas of the County of Peel, Ontario*. Toronto, 1877. Reprint edition.

Walton, George, ed. *City of Toronto and the Home District Commercial Directory and Register*. Toronto, 1837. Reprint edition. Barrie Public Library.

Research materials about Sandhill provided by the Town of Caledon.

## ENDNOTES

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<sup>1</sup> Walker & Miles, *Illustrated Historical Atlas of the County of Peel, Ontario*. 1877.

<sup>2</sup> **Name of Office:** Sand Hill **Federal Electoral District:** Peel (Ontario)

**Dates:**

<i>Establishment</i>	<i>Re-openings</i>	<i>Closings</i>
----------------------	--------------------	-----------------

1841-07-06		
------------	--	--

		1916-01-15
--	--	------------

**Postmaster Information:**

<b>Name Postmaster</b>	<b>of Military Status</b>	<b>Date Birth</b>	<b>of Date Appointment</b>	<b>of Date Vacancy</b>	<b>of Cause of Vacancy</b>
Robert Dwyer - Jr.	-	-	PM in 1853	1868-10-01	Resignation
Henry Yeoman	-	-	1841-07-06	-	-
John Orr	-	-	1868-12-01	1872-05-13	Resignation
W.C. Hughes	-	-	1872-07-01	1890-11-24	Resignation
Robert Rutherford	-	-	1891-01-01	1899-02-17	Resignation
Caine Hubble	-	-	1899-04-01	1914-01-20	Death - Closed R.M.D.

Source: Post Office Records. National Archives Canada.

<sup>3</sup> Directories are often compiled by subscription only, meaning those who did not pay for a subscription, do not appear in the listing.

<sup>4</sup> This information was provided by Town of Caledon Heritage Resource Officer Sally Drummond.

<sup>5</sup> The 1857-1858 *Canada Directory* lists a Robert Hodgins as a blacksmith in Sandhill.

<sup>6</sup> On the 1859 Tremaine map, Alexander McKee and William Hewitt are plotted on several other parcels of land in the immediate vicinity. "A.McKee Tannery" is plotted on a branch of the Humber River in Chinguacousy Township, southwest of the subject property.

<sup>7</sup> This document number 16648 is nearly illegible, but seems to identify Heacock as "of Chinguacousy."

<sup>8</sup> "Mail carrier" may be synonymous with "stage proprietor" as the mail was carried by stage to Sandhill at this date.

<sup>9</sup> Marriage record. Ancestry.ca

**Cultural Heritage Evaluation and  
Heritage Impact Assessment:  
Norris Bridge**

**Airport Road**

**Lot 20, Concession VI East in former Chinguacousy Township and  
Lot 3, Concession I in former Albion Township, Peel County  
Town of Caledon, Regional Municipality of Peel**

Prepared for:

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ASI File 14EA-258

November 2014 (Revised January 2015)



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**Cultural Heritage Evaluation and  
Heritage Impact Assessment:  
Norris Bridge**

**Airport Road  
Lot 20, Concession VI East in former Chinguacousy Township and  
Lot 3, Concession I in former Albion Township, Peel County  
Town of Caledon, Regional Municipality of Peel**

**EXECUTIVE SUMMARY**

Archaeological Services Inc. (ASI) was contracted by IBI Group Limited to conduct a Cultural Heritage Evaluation and Heritage Impact Assessment of the Norris Bridge located on Airport Road in the Town of Caledon. This report will establish the cultural heritage significance of the structure and assess impacts of the proposed undertaking in consideration of its determined cultural heritage value. This assessment is being conducted under the Municipal Class Environmental Assessment Process as part of the Airport Road from Mayfield Road to King Street Class EA Study. The bridge carries one lane each of northbound and southbound vehicular traffic over Salt Creek in the Town of Caledon, Regional Municipality of Peel. According to available bridge documentation, the bridge was built in 1955 and has never been rehabilitated.

Based on the results of archival research, an analysis of bridge design and construction in Ontario, field investigations and application of *Ontario Heritage Act* Regulation 9/06, the Norris Bridge was not determined to retain cultural heritage value.

Given this evaluation of the structure, the following recommendations should be considered and implemented:

- 1) This report should be filed with the heritage staff at the Town of Caledon, the Town of Caledon Heritage Committee, and other local heritage stakeholders that may have an interest in this project
- 2) This report should be archived at the Ontario Archives.
- 3) This report should be filed with the Ministry of Tourism, Culture, and Sport for review and comment.
- 4) This report serves as sufficient documentation of the bridge.



**ARCHAEOLOGICAL SERVICES INC.  
CULTURAL HERITAGE DIVISION**

**PROJECT PERSONNEL**

<i>Senior Project Manager:</i>	Annie Veilleux, MA <i>Cultural Heritage Specialist Manager, Cultural Heritage Division</i>
<i>Project Manager:</i>	Joel Konrad, Ph.D. <i>Cultural Heritage Specialist</i>
<i>Cultural Heritage Specialist:</i>	Joel Konrad
<i>Project Coordinator:</i>	Sarah Jagelewski, Hon. BA <i>Staff Archaeologist Assistant Manager, Environmental Assessment Division</i>
<i>Project Administrator:</i>	Carol Bella, Hon. BA <i>Research Archaeologist</i>
<i>Archival Research:</i>	Joel Konrad
<i>Report Preparation:</i>	Joel Konrad
<i>Graphics Preparation:</i>	Joel Konrad  Blake Williams, MLitt <i>Geomatics Specialist</i>
<i>Report Reviewer:</i>	Annie Veilleux



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## 1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by IBI Group Limited to conduct a Cultural Heritage Evaluation and Heritage Impact Assessment of the Norris Bridge located on Airport Road in the Town of Caledon. This report will establish the cultural heritage significance of the structure and assess impacts of the proposed undertaking in consideration of its determined cultural heritage value. This assessment is being conducted under the Municipal Class Environmental Assessment Process as part of the Airport Road from Mayfield Road to King Street Class EA Study. The bridge carries one lane each of northbound and southbound vehicular traffic over Salt Creek in the Town of Caledon, Regional Municipality of Peel (Figure 1). According to available bridge documentation, the bridge was built in 1955 and has never been rehabilitated.

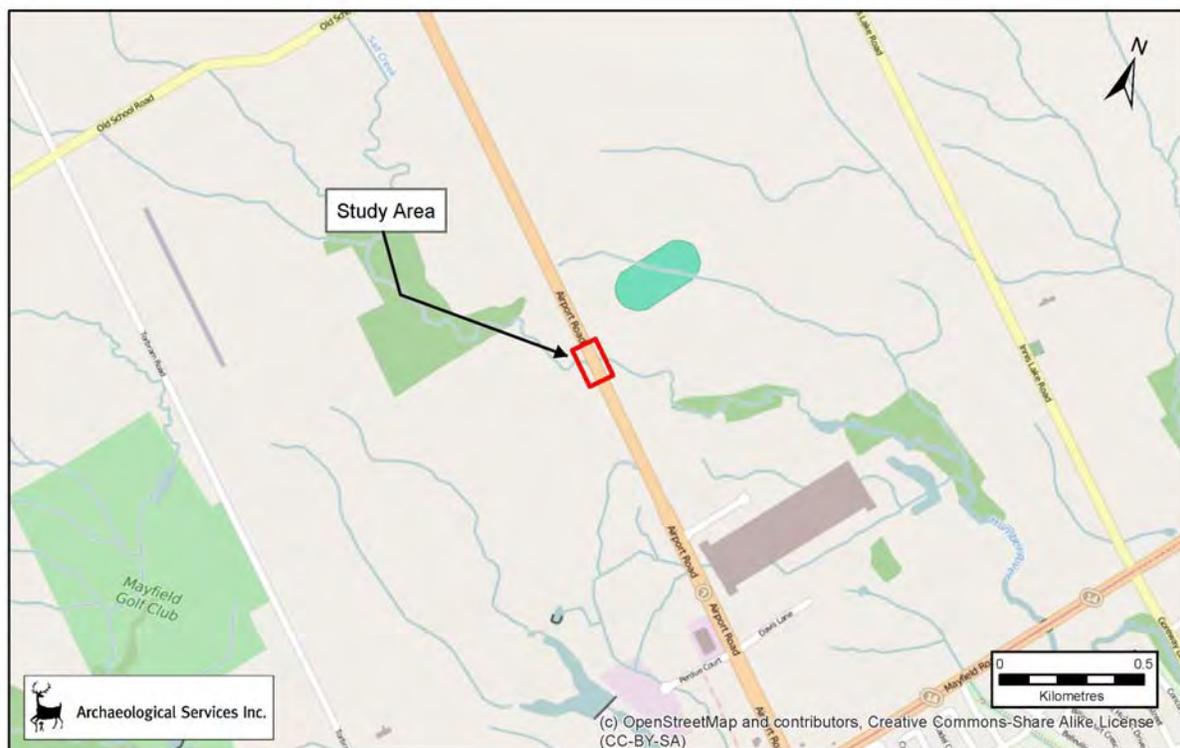


Figure 1: Location of the Study Area.

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

The following report is presented as part of an approved planning and design process subject to Environmental Assessment (EA) requirements. This portion of the EA study is intended to address the proposed replacement/rehabilitation of the subject structure. The principal aims of this report are to:

- Describe the methodology that was employed and the legislative and policy context that guides heritage evaluations of bridges over 40 years old;
- Provide an historical overview of the design and construction of the bridge within the broader context of the surrounding township and bridge construction generally;

- Describe existing conditions and heritage integrity;
- Evaluate the bridge within Regulation 9/06 of the *Ontario Heritage Act* and draw conclusions about the heritage attributes of the structure; and
- If warranted, assess impacts of the undertaking, ascertaining sensitivity to change in the context of identified heritage attributes and recommend appropriate mitigation measures.

## **2.0 LEGISLATION AND POLICY CONTEXT**

Infrastructure projects have the potential to impact cultural heritage resources in a variety of ways. These include 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.

A 40-year-old threshold is used as a guiding principle when considering cultural heritage resources in the context of improvements to specified areas. 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 analysis used throughout the cultural heritage resource assessment process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines:

- *Environmental Assessment Act* (R.S.O. 1990, Chapter E.18)
  - *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCC 1992)
  - *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (MCR 1981)
- *Ontario Heritage Act* (R.S.O. 1990, Chapter O.18) and a number of guidelines and reference documents prepared by the Ministry of Tourism and Culture (MTC):
  - *Ontario Heritage Tool Kit* (MCL 2006)
  - *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (November 2010)

## **2.1 Municipal Context and Policies**

### **2.1.1 *The Town of Caledon Official Plan***

Section 3.2 of the Town of Caledon's Official Plan emphasizes the active stewardship of cultural heritage, stating that the "Town seeks to wisely manage cultural heritage resources within its municipal boundaries that are of historical, architectural and archaeological value" (Town of Caledon 2008: 19).

Section 3.2.3 outlines the Town of Caledon's heritage policies, with particular attention paid to Cultural Heritage Surveys outlined in section 3.2.3.1.4:

Cultural Heritage Surveys:



All development or redevelopment proposals will be reviewed by the Town to determine whether a Cultural Heritage Survey is required or whether, as appropriate, a Cultural Heritage Survey will be requested. In making this determination, the Town will consider the scope of the proposal and, through reference to the archaeological master plan, built heritage resources inventory, cultural heritage landscape inventory, or local information, the likelihood of significant cultural heritage resources being encountered.

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

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

Additionally, section 3.2.3.1.7 states that “should a development proposal change significantly in scope or design after completion of an associated Cultural Heritage Survey, Cultural Heritage Planning Statement or Cultural Heritage Impact Statement, additional cultural heritage investigations may be required by the Town.” Section 3.2.3.1.8 continues:

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

The Town of Caledon also encourages the conservation of significant cultural heritage landscapes and vegetation, as outlined in sections 3.2.3.1.14 and 3.2.3.1.15. These sections place a “regard for the interrelationship between cultural heritage landscapes and scenic natural landscapes” and promote the “retention of significant cultural heritage vegetation” in development contexts. In addition, the latter section emphasizes the importance of conserving cultural heritage vegetation “along streets and roads.”

### **2.2.1 Municipal Consultation**

The Town of Caledon was consulted for additional information pertaining to the bridge and it was confirmed that the structure is not a recognized as a heritage resource by the Town.<sup>1</sup>

---

<sup>1</sup> Email correspondence occurred on 12 November 2014.



## **2.2 Cultural Heritage Evaluation and Heritage Impact Assessment Report**

The scope of a Cultural Heritage Evaluation (CHE) is guided by the Ministry of Tourism, Culture and Sport's *Ontario Heritage Toolkit* (2006). Generally, CHEs include the following components:

- 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.

Using background information and data collected during the site visit, the cultural heritage resource is evaluated using criteria contained within Regulation 9/06 of the *Ontario Heritage Act*.

*Ontario Heritage Act* Regulation 9/06 provides a set of criteria, grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

Should the potential heritage resource meet one or more of the above mentioned criteria, a Heritage Impact Assessment (HIA) is required and the resource considered for designation under the *Ontario Heritage Act*.

In early 2011, the Ministry of Tourism and Culture (MTC) indicated that bridges not owned by the Ministry of Transportation be evaluated against Ontario Regulation 9/06 and not the Ministry of Transportation's *Ontario Heritage Bridge Guidelines* (Interim, 2008) or the *Ontario Heritage Bridge Program* (1991). With this in mind, the MTC recommends that a Heritage Impact Assessment is necessary for structures found to have potential heritage significance, as determined by the cultural heritage evaluation (MTC, June 2011).

The scope of a Heritage Impact Assessment (HIA) is provided by the MTC's *Ontario Heritage Tool Kit*. An HIA is a useful tool to help identify cultural heritage value and provide guidance in supporting environmental assessment work. As part of a heritage impact assessment, proposed site alterations and project alternatives are analyzed to identify impacts of the undertaking on the heritage resource and its heritage attributes. The impact of the proposed development on the cultural heritage resource is assessed, with attention paid to identifying potential negative impacts, which may include, but not limited to:

- Destruction of any, or part of any, significant heritage attributes or features;
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- Shadows created that alter the appearance of a heritage attribute or change the viability of an associated 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 church to a multi-unit residence) where the change in use negates the property's cultural heritage value;
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect a cultural heritage resource, including archaeological resources.

Where negative impacts of the development on the cultural heritage resource are identified, mitigative or avoidance measures, alternative development, or site alteration approaches are considered.

### **3.0 HISTORICAL CONTEXT AND CONSTRUCTION**

#### **3.1 Introduction**

Built in 1955, the Norris Bridge is a single span concrete rigid frame structure carrying two lanes of Airport Road vehicular traffic over Salt Creek in the Town of Caledon, Regional Municipality of Peel. Historically, the study corridor forms the road allowance between Lot 20, Concession VI East in Chinguacousy Township and Lot 3, Concession I in Albion Township, Peel County (Figures 2 and 3).

Cultural heritage resources are those buildings or structures that have one or more heritage attributes. Heritage attributes are constituted by and linked to historical associations, architectural or engineering qualities and contextual values. Inevitably many, if not all, heritage resources are inherently tied to "place"; geographical space, within which they are uniquely linked to local themes of historical activity and from which many of their heritage attributes are directly distinguished today. In certain cases, however, heritage features may also be viewed within a much broader context. Section 3.0 of this report details a brief historical background to the settlement of the surrounding area. A description is also provided of the construction of the bridge within its historical context.

#### **3.2 Local History and Settlement**

##### ***3.2.1 Township of Chinguacousy***

The land within Chinguacousy Township was acquired by the British from the Mississaugas in 1818. The first township survey was undertaken in 1818, and the first legal settlers occupied their land holdings in the same year. The township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River, and which signified "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,' who led the capture of Fort Michilimacinac from the Americans in the War of 1812. Chinguacousy 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 excellent land, many good farms and the excellent wheat grown there (Mika and Mika 1977: 416; Smith 1846:32; Armstrong 1985:142; Rayburn 1997:68).



### **3.2.2 Township of Albion**

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. The word is Celtic in origin and means “the land.” 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 (Smith 1846:2; Armstrong 1985:141; Rayburn 1997:6).

### **3.2.3 Sandhill**

This village was located at the intersection of what is now Airport Road and King Street, on part 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 also 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, known as the Hope/Grove Primitive Methodist Churches, stood south of Sandhill near the intersection of Bramalea and Old School Roads. The population was about 200 in 1873 (Smith 1851:281; Crossby 1873:307; Heyes 1961:280-282; Charters 1967:231; Davies 2000:66, 87, 104, 110, 114-115, 117).

### **3.2.4 Tullamore**

This post office village was located south of the study corridor at the intersection of what is now Airport Road and Mayfield Road, on part Lots 17 and 18, Concession 6 East, in Chinguacousy Township, part Lot 1, Concession 1, in Albion Township and on part Lot 17 Concession 7, in Toronto Gore Township. Registered plans of subdivision for this village date from 1856. It was a thriving village during the mid-nineteenth century, but its prosperity dwindled following the construction of the railways. As early as 1851, it was described as “a miserable, tumble-down, dilapidated looking place.” The name of the village was suggested by a settler named Abraham Odlum after his native place in Ireland. It contained a school, a church, stores, a cabinet maker, a blacksmith, a wagon maker, a harness maker, a boot and shoemaker and one hotel. It had a population of about 250 (Smith 1851:281; Crossby 1873:340; Charters 1967:267; Winearls 1991:847).



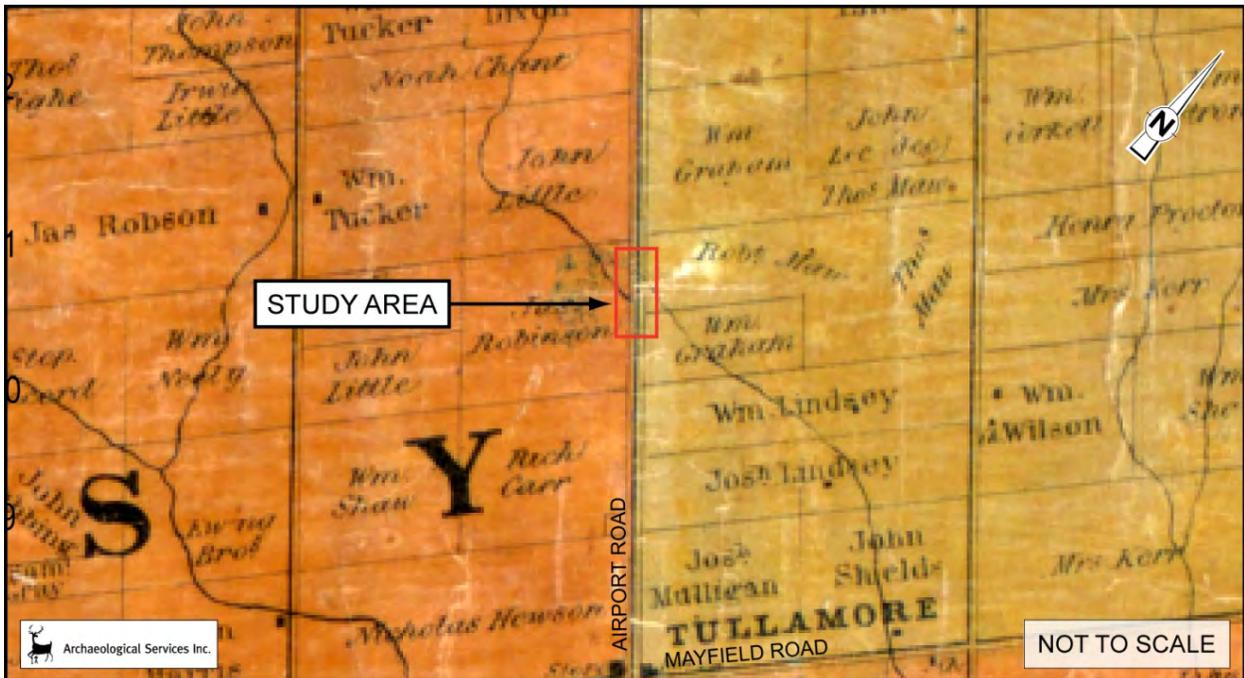


Figure 2: Location of the Study Area on mapping from 1859.

Base Map: *Tremaine's Map of the County of Peel, 1859*

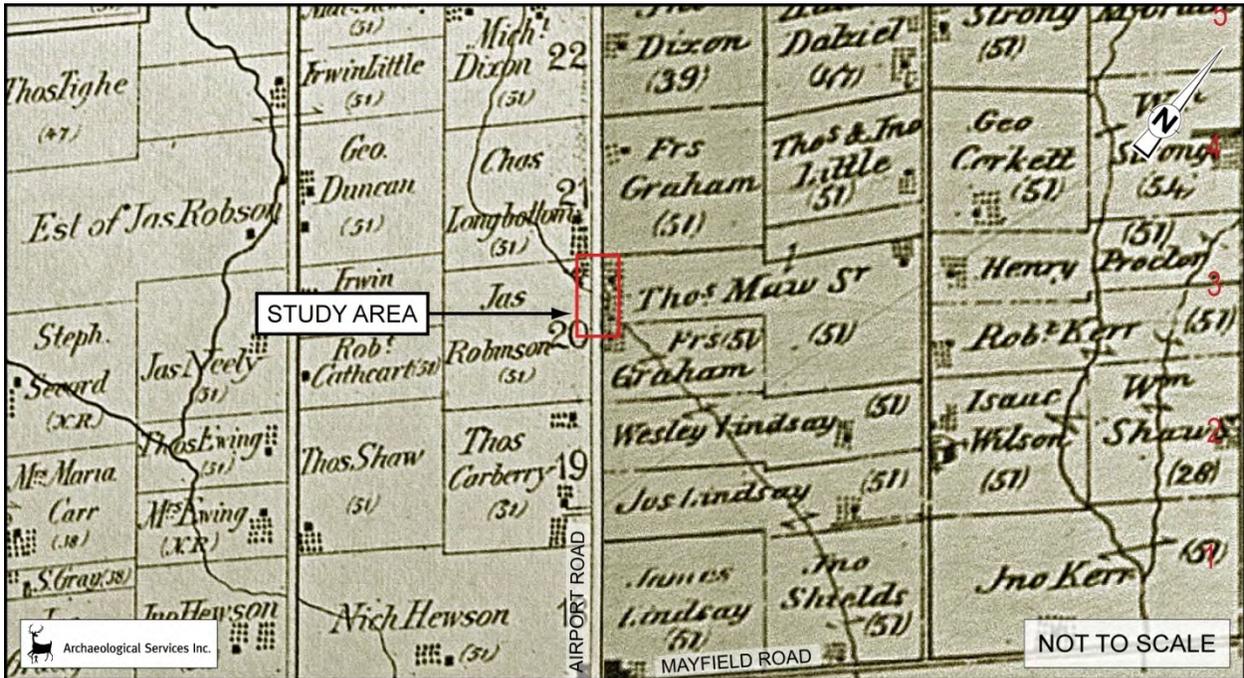
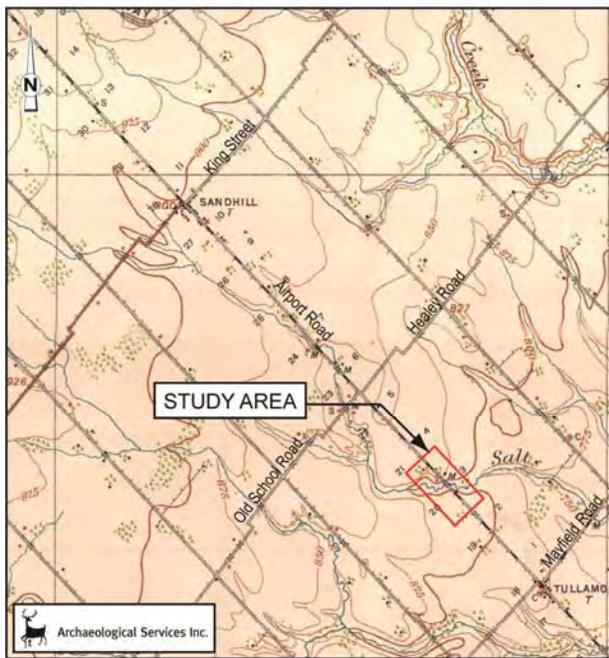
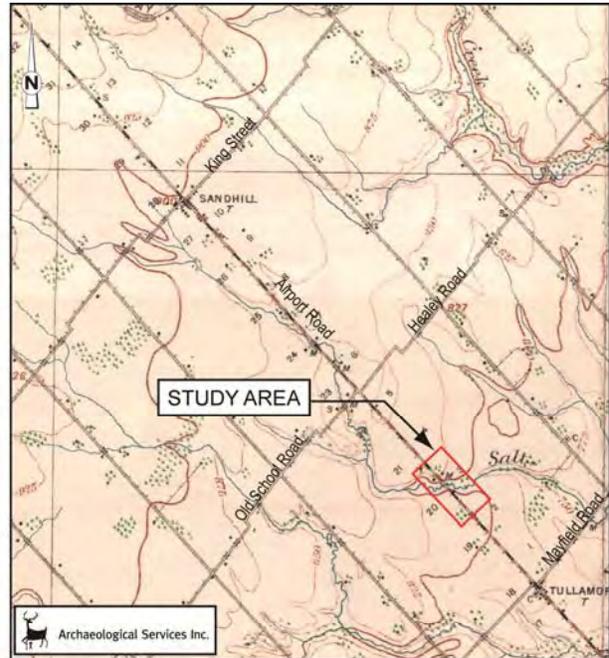


Figure 3: Location of the study area on 1877 mapping.

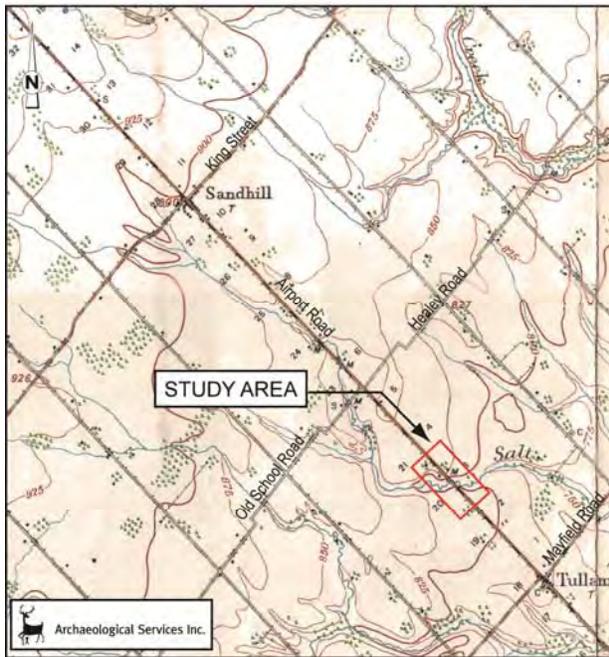
Base Map: *Illustrated Historical Atlas of the County of Peel, Ont., 1877*



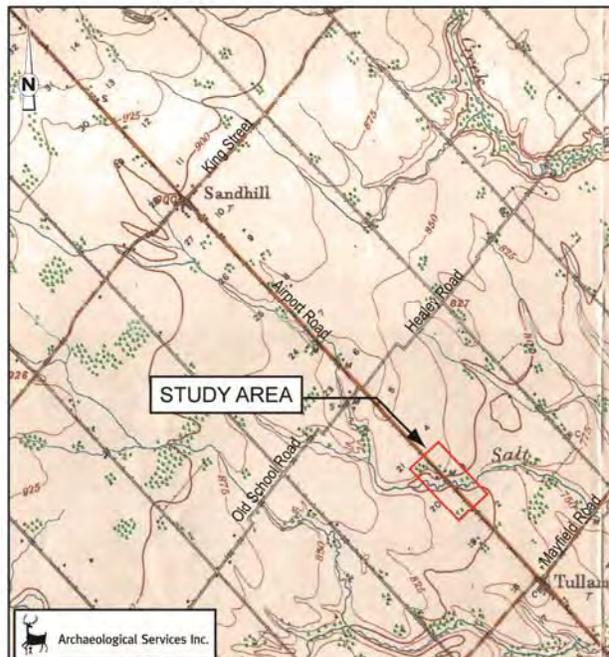
Bolton Sheet No. 59  
Department of Militia and Defence 1914; Reprinted with corrections 1919



Bolton Sheet No. 59  
Department of National Defence; Reprinted with corrections 1926



Bolton Sheet  
Department of National Defence 1914; Revised 1934



Bolton Sheet  
Department of National Defence 1914; Reprinted 1940

Figure 4: Location of the study area in the Townships of Chinguacousy and Albion on a series of Topographic Maps.



Figure 5: Location of the study area in the Townships of Chinguacousy and Albion, 1954.  
Base Map: Hunting Survey Corporation Limited, 1954



Figure 6: Location of the study area in the Town of Caledon, Regional Municipality of Peel.  
Base Map: NTS Sheet Bolton (30 M/13)

### 3.3 Previous Bridge Crossings

Historically, the subject bridge is situated within the road allowance between Lot 20, Concession VI East in Chinguacousy Township and Lot 3, Concession I in Albion Township, Peel County, Ontario. The structure was built in 1955 to carry what is now Airport Road over Salt Creek. Airport Road was an historically surveyed road. As a result, a previous structure must have spanned the watercourse. A review of historic mapping reveals that this was a “Masonry” bridge, though archival records and periodicals could not confirm any further details.

### 3.4 History of Airport Road

Road and bridge building and maintenance were underdeveloped in Albion and Chinguacousy Townships during the first half of the nineteenth century due to regular flooding of the region’s abundant creeks. However, settlement intensified in the townships by mid century and, as a result, roads were needed to facilitate commerce. According to the *Tremaine’s Map of the County of Peel, 1877* (Figure 2), what is now Airport Road was a surveyed concession road at that time. Though the creek is evident on the map, no bridge is indicated, however this does not preclude the existence of an earlier structure. The *Illustrated Historical Atlas of the County of Peel, 1877* (Figure 3), records Salt Creek crossing what is now Airport Road. In addition, the map reveals that two residences were located on the east side of the road, one to the north and one to the south of Salt Creek, while one residence was located to the west, on the north side of the creek. The map indicates that orchards surrounded all three residences, suggesting an area of high agricultural fertility.

National Topographic Mapping dating to 1919 (Figure 4) demonstrates that an improved road, likely macadamized, existed between the lots at that time and that a bridge was extant. Though the mapping does confirm that a stone bridge existed prior to the Norris Bridge, no information on the bridge size could be determined using available archival documents and reports. The three residences adjacent to the study were still extant at this time and the map indicates an abundance of vegetation in the area. While topographic mapping from 1926 (Figure 4) indicates no significant change from 1919, topographic mapping from 1934 and 1940 (Figure 4) indicate that Airport Road had been paved by that time. According to available aerial photography, the area had changed little by 1954 (Figure 5). NTS mapping dating to 1994 (Figure 6) demonstrates that Airport Road to the north and south of the Norris Bridge had been graded, indicating that a larger structure might have existed prior to the present bridge. Additional structures are recorded to the northeast and northwest of the bridge, though no changes in the stream or Airport Road appear.

### 3.5 Bridge Construction

#### 3.5.1 Early Bridge Building in Ontario

Up until the 1890s, timber truss bridges were the most common bridge type built in southern Ontario. Stone and wrought iron materials were also employed but due to higher costs and a lack of skilled craftsmen, these structures were generally restricted to market towns. By the 1890s, steel was becoming the material of choice when constructing bridges given that concrete was less expensive and more durable than its wood and wrought iron predecessors. Steel truss structures were very common by 1900, as were steel girder bridges. The use of concrete in constructing bridges was introduced at the beginning of the



twentieth century, and by the 1930s, it was challenging steel as the primary bridge construction material in Ontario (Ministry of Culture and Ministry of Transportation [n.d.]:7-8).

### **3.5.2 Construction of Norris Bridge**

Norris Bridge is a single span, rigid frame bridge carrying two lanes of Airport Road over Salt Creek in the Town of Caledon, Regional Municipality of Peel, Ontario. According to the Biennial Bridge Inspection Report on the Norris Bridge, completed by Engineered Management Systems Inc. in 2010, the subject bridge was built in 1955. Despite a review of Council Minutes, county and township histories, and sundry available archival documents, no further information could be gleaned about the construction of the structure.

According to the available reference documents, no refurbishments have been undertaken on the subject bridge.

## **4.0 EXISTING CONDITIONS AND INTEGRITY**

A field review was undertaken by Joel Konrad on 9 October 2014 to conduct photographic documentation of the bridge crossing and to collect data relevant for completing a heritage evaluation of the structure. Results of the field review and bridge inspection reports received from the client were then utilized to describe the existing conditions of the bridge crossing. This section provides a general description of the bridge crossing and associated cultural heritage features. For ease of description the bridge is considered to have a north-south orientation. Photographic documentation of the bridge crossing is provided in Appendix A.

The Norris Bridge is located in the road allowance between Lot 20, Concession VI East in Chinguacousy Township and Lot 3, Concession I in Albion Township, Peel County, Ontario. According to available information, the single span rigid frame bridge was built in 1955 to carry two lanes of Airport Road traffic over Salt Creek. The bridge crossing is bounded by fields under cultivation to the northeast, wetlands to the east and grasslands to the south. Grassland and wooded areas are visible to the northwest, west, and southwest of the structure. The subject bridge is not identified as a heritage structure by the Town of Caledon, and thus is not designated under Part IV of the *Ontario Heritage Act* and is not currently on the *Ontario Heritage Bridge List*.

The Norris Bridge is currently owned/maintained by the Region of Peel. According to an inspection undertaken in 2010, the structure features a crossing length of 10.7 m, a travelled deck width of 6.85 m and an overall width of 17.2 m (*Biennial Bridge Inspection Report 2010*: 1). The speed limit is posted as 80 km, though there is no load limit posted for the structure. The bridge features an asphalt wearing surface atop a concrete deck and abutments. The wearing surface of the bridge deck is bounded by concrete guttering, asphalt shoulders, and single metal railings atop concrete barriers to form the overall railing system. A metal barrier system extends from the railing system, attached to the interior of concrete barriers at all four corners of the bridge. Both the north and south abutments terminate at Salt Creek and retain wingwalls decorated with horizontal fluting. The concrete soffit retains plastic piping for drainage.

According to the data received from the client, the bridge has not been refurbished by the Region of Peel.



The *Biennial Bridge Inspection Report* for the Norris Bridge, completed in 2010, presented the following recommendations:

- Approaches: Transverse cracking should be sealed;
- Wearing Surface: All cracks should be sealed; and
- Degradation affecting the bottom water bed – water bed protection should be taken into account to protect the frame legs.

#### 4.1 Comparative Geographic and Historic Context of Bridges in the Region of Peel

ASI requested IBI Group to procure an inventory of bridges owned by the Region of Peel. Unfortunately, no inventory could be provided.

#### 4.2 Additional Cultural Heritage Resources

There are no identified cultural heritage resources located adjacent to the subject bridge.

### 5.0 HERITAGE EVALUATION OF THE NORRIS STREET BRIDGE

Table 1 contains the evaluation of the Norris Bridge against criteria as set out in *Ontario Heritage Act* Regulation 9/06. Within the Municipal EA process, Regulation 9/06 is the prevailing evaluation tool when determining if a heritage resource, in this case a bridge, has cultural heritage value.

**Table 1: Evaluation of the Norris Bridge using *Ontario Heritage Act* Regulation 9/06**

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

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	The Norris Bridge's rigid frame construction and build date are common within Ontario. Unfortunately, no data was available to compare the bridge to other structures in the region.
ii. displays a high degree of craftsmanship or artistic merit, or;	While the horizontal fluting on the wingwalls points to some consideration of artistic ornamentation, the subject bridge generally exhibits a low degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	This bridge exhibits a low degree of technical achievement given its build date, short span, easy access, and gentle water flow.

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

<i>Ontario Heritage Act</i> Criteria	Analysis
i. has direct associations	The structure maintains a direct connection with Airport Road, a road



**Table 1: Evaluation of the Norris Bridge using *Ontario Heritage Act* Regulation 9/06**

with a theme, event, belief, person, activity, organization or institution that is significant to a community;	associated with settlement, growth, and development in the Region, and previous structures fording Salt Creek. Though it was determined that a stone bridge was extant on the site prior to the Norris Bridge, no further information concerning this or earlier structures is available.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	This criterion is not satisfied given that the structure does not contribute to an understanding of a community or culture.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	This criterion is not satisfied given that the architect and contractor are unknown.

3. The property has contextual value because it:

<i>Ontario Heritage Act</i> Criteria	Analysis
i. is important in defining, maintaining or supporting the character of an area;	The design, scale, and general massing of the bridge is simple, reflecting the surrounding natural/agricultural landscape.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	The bridge is physically, functionally and historically linked to its surroundings. It serves as a bridging point for vehicles over the creek and is physically associated with the creek and the surrounding rural landscape.
iii. is a landmark.	Due to the relatively small scale of the bridge and its proximity to a major settlement, the structure does not serve as a landmark feature.

The cultural heritage evaluation of the Norris Bridge determined that the subject structure does not retain cultural heritage value. Therefore, a Heritage Impact Assessment of the bridge does not need to be conducted as part of the environmental assessment work.

## 6.0 RECOMMENDATIONS

Based on the results of archival research, an analysis of bridge design and construction in Ontario, field investigations and application of *Ontario Heritage Act* Regulation 9/06, the Norris Bridge was not determined to retain cultural heritage value.

Given this evaluation of the Norris Bridge, the following recommendations should be considered and implemented:

- 1) This report should be filed with the heritage staff at the Town of Caledon, the Town of Caledon Heritage Committee, and other local heritage stakeholders that may have an interest in this project



- 2) This report should be archived at the Ontario Archives.
- 3) This report should be filed with the Ministry of Tourism, Culture, and Sport for review and comment.
- 4) This report serves as sufficient documentation of the bridge.



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**APPENDIX A:  
Photographic Plates**



**Plate 1: East elevation of the subject bridge, looking northwest.**



**Plate 2: West elevation of the bridge, looking northeast.**





Plate 3: Oblique view of the east elevation, looking south.



Plate 4: Oblique view of west elevation, looking south.





Plate 5: Detail of the east elevation, looking northwest.



Plate 6: View of the bridge deck, concrete drainage system, asphalt shoulders, and concrete railing system, looking southwest.





Plate 7: View towards the railing system and metal barrier system located on the west side of the bridge, looking west.



Plate 8: Detail of the metal railing system at the northeast corner of the bridge.





Plate 9: Detail of metal barrier system and concrete railing system located at the southeast corner of the bridge.



Plate 10: Detail of south abutment, looking east. Note the horizontal fluting on the wingwall.





Plate 11: Detail of the abutment, deck, and concrete railing system on the southeast side of the bridge.



Plate 12: View underneath the bridge, looking east.





Plate 13: View towards the north abutment, looking northeast.



Plate 14: Detail of the north abutment. Note the indication of fluctuating water level.





**Plate 15: Detail of the bridge soffit and south abutment, looking southwest.**



**Plate 16: Detail of the bridge soffit and north abutment, looking west.**





Plate 17: View of Salt Creek to the east of the bridge, looking south.



Plate 18: View of Salt Creek to the west of the subject bridge, looking west.





Plate 19: View of the northern approach to the bridge, looking south.





**Cultural Heritage Assessment Report:  
Built Heritage Resources and Cultural Heritage Landscapes**

**Existing Conditions – Impact Assessment**

**Class Environmental Assessment  
Airport Road from 1.0 km North of Mayfield Road to  
0.6 km North of King Street  
Regional Municipality of Peel, Ontario**

Prepared for:

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**EXECUTIVE SUMMARY**

Archaeological Services Inc. (ASI) was contracted by IBI Group, on behalf of the Regional Municipality of Peel, to conduct a cultural heritage resource assessment as part of the Airport Road Class Environmental Assessment. The study corridor extends along Airport Road (Regional Road 7) from 1.0 km north of Mayfield Road (Regional Road 14) to 0.6 km north of King Street (Regional Road 9) in the Town of Caledon. The project involves the proposed widening of Airport Road and is being conducted under Schedule ‘C’ of the Municipal Class Environmental Assessment process.

Based upon the results of background data collection and the field review, 26 cultural heritage resources were identified along the Airport Road study corridor. Based on the results of the assessment the following is recommended:

1. Staging and construction activities should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources;
2. BHR 1, 6, 8, 10, 12, 14, and 15 are expected to be significantly impacted through the demolition of built features, alteration to the landscape setting through property acquisition, and the introduction of elements that are not in keeping with the historic setting of these properties. A resource-specific heritage impact statement should be carried out for each resource prior to construction to evaluate the cultural heritage value of these resources, identify cultural heritage attributes, and develop appropriate mitigation measures. Potential mitigation measures may include documentation prior to construction and post-construction landscaping to restore pre-construction conditions;
3. Post-construction landscaping and rehabilitation plans should be undertaken in a manner that is sympathetic to the overall setting. Wherever possible, landscaping with appropriate/sympathetic historic plant materials is recommended, and fence rows should be preserved where extant. In particular, post-construction landscape recommendation is recommended for all properties that will be subject to the removal of vegetation (i.e. trees, shrubs, and flower beds) during construction. Post-construction landscaping to re-establish pre-construction conditions should be considered for BHR 2, 3, 5, 7, 9, 11 and CHL 1-11;



4. The feasibility of implementing tree protection zones should be investigated for all identified cultural heritage resources where tree removals are planned. If possible, tree protection zones should be implemented for BHR 2-3 and CHL 1-2; and,
5. 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.



**ARCHAEOLOGICAL SERVICES INC.  
BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPE PLANNING DIVISION**

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## 1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by IBI Group, on behalf of the Regional Municipality of Peel, to conduct a cultural heritage resource assessment as part of the Airport Road Class Environmental Assessment. The study corridor extends along Airport Road (Regional Road 7) from 1.0 km north of Mayfield Road (Regional Road 14) to 0.6 km north of King Street (Regional Road 9) in the Town of Caledon<sup>1</sup> (Figure 1). The project involves the proposed widening of Airport Road and is being conducted under Schedule 'C' of the Municipal Class Environmental Assessment process.

The purpose of this report is to present a built heritage and cultural landscape inventory of cultural heritage resources in the study corridor, identify general impacts to identified cultural heritage resources, and propose appropriate mitigation measures. This research was conducted under the project direction of Rebecca A. Sciarra, Cultural Heritage Specialist.

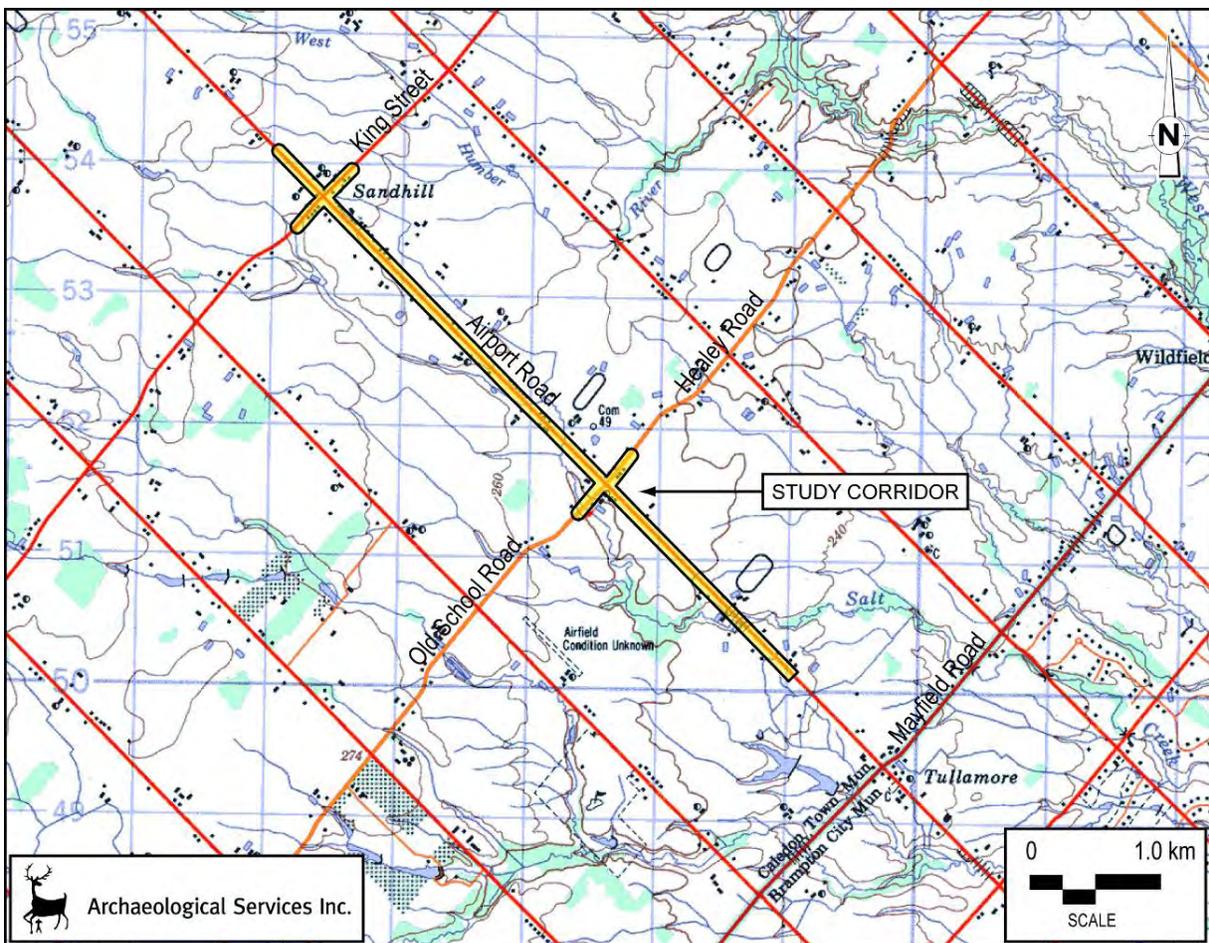


Figure 1: Location of the study corridor in the Town of Caledon, Regional Municipality of Peel.  
Base Map: NTS Sheet Bolton (30 M/13)

<sup>1</sup> For ease of description, Airport Road is described as a north-south road for the purposes of this report. In reality, it has a northwest-southeast orientation. Similarly, King Street and Old School Road/Healy Road are described as east-west roads.

## 2.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT CONTEXT

### 2.1 Approach and Methodology

This cultural heritage assessment considers cultural heritage resources in the context of improvements to specified areas, pursuant to the *Environmental Assessment Act*. This assessment addresses above ground cultural heritage resources over 40 years old. Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). 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.

For the purposes of this assessment, the term cultural heritage resources was used to describe both cultural heritage landscapes and built heritage resources. A cultural landscape is perceived as a collection of individual built heritage resources and other related features that together form farm complexes, roadsides and nucleated settlements. Built heritage resources are typically individual buildings or structures that may be associated with a variety of human activities, such as historical settlement and patterns of architectural development.

The analysis throughout the study process addresses cultural heritage resources under various pieces of legislation and their supporting guidelines. Under the *Environmental Assessment Act* (1990) environment is defined in Subsection 1(c) to include:

- cultural conditions that influence the life of man or a community, and;
- any building, structure, machine, or other device or thing made by man.

The Ministry of Tourism, Culture and Sport is charged under Section 2 of the *Ontario Heritage Act* with the responsibility to determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario and has published two guidelines to assist in assessing cultural heritage resources as part of an environmental assessment: *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (1992), and *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1981). Accordingly, both guidelines have been utilized in this assessment process.

The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (Section 1.0) states the following:

When speaking of man-made heritage we are concerned with the works of man and the effects of his activities in the environment rather than with movable human artifacts or those environments that are natural and completely undisturbed by man.

In addition, environment may be interpreted to include the combination and interrelationships of human artifacts with all other aspects of the physical environment, as well as with the social, economic and cultural conditions that influence the life of the people and communities in Ontario. The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* distinguish between two basic ways of visually experiencing this heritage in the environment, namely as cultural heritage landscapes and as cultural features.



Within this document, cultural heritage landscapes are defined as the following (Section 1.0):

The use and physical appearance of the land as we see it now is a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole. Urban cultural landscapes are sometimes given special names such as townscapes or streetscapes that describe various scales of perception from the general scene to the particular view. Cultural landscapes in the countryside are viewed in or adjacent to natural undisturbed landscapes, or waterscapes, and include such land uses as agriculture, mining, forestry, recreation, and transportation. Like urban cultural landscapes, they too may be perceived at various scales: as a large area of homogeneous character; or as an intermediate sized area of homogeneous character or a collection of settings such as a group of farms; or as a discrete example of specific landscape character such as a single farm, or an individual village or hamlet.

A cultural feature is defined as the following (Section 1.0):

...an individual part of a cultural landscape that may be focused upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater, such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

The Minister of Tourism, Culture, and Sport has also published *Standards and Guidelines for Conservation of Provincial Heritage Properties* (April 2010; Standards and Guidelines hereafter). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. They are mandatory for ministries and prescribed public bodies and have the authority of a Management Board or Cabinet directive. Prescribed public bodies include:

- Agricultural Research Institute of Ontario
- Hydro One Inc.
- Liquor Control Board of Ontario
- McMichael Canadian Art Collection
- Metrolinx
- The Niagara Parks Commission.
- Ontario Heritage Trust
- Ontario Infrastructure Projects Corporation
- Ontario Lottery and Gaming Corporation
- Ontario Power Generation Inc.
- Ontario Realty Corporation
- Royal Botanical Gardens
- Toronto Area Transit Operating Authority
- St. Lawrence Parks Commission

The Standards and Guidelines provide a series of definitions considered during the course of the assessment:

A provincial heritage property is defined as the following (14):



Provincial heritage property means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed public body; or that is occupied by a ministry or a prescribed public body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines.

A provincial heritage property of provincial significance is defined as the following (14):

Provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O.Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance.

A built heritage resource is defined as the following (13):

...one or more significant buildings (including fixtures or equipment located in or forming part of a building), structures, earthworks, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community. For the purposes of these Standards and Guidelines, “structures” does not include roadways in the provincial highway network and in-use electrical or telecommunications transmission towers.

A cultural heritage landscape is defined as the following (13):

... a defined geographical area that human activity has modified and that has cultural heritage value. Such an area involves one or more groupings of individual heritage features, such as structures, spaces, archaeological sites, and natural elements, which together form a significant type of heritage form distinct from that of its constituent elements or parts. Heritage conservation districts designated under the Ontario Heritage Act, villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trails, and industrial complexes of cultural heritage value are some examples.

Additionally, the *Planning Act* (1990) and related *Provincial Policy Statement (PPS)*, which was updated in 2014, make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

2.(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest

Part 4.7 of the *PPS* states that:

The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.



Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

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

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2-Wise Use and Management of Resources, wherein Subsection 2.6 - Cultural Heritage and Archaeological Resources, makes the following provisions:

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

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include built heritage resources and cultural heritage landscapes.

A *built heritage resource* is defined as: “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 Aboriginal community” (PPS 2014).

A *cultural heritage landscape* is defined as “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 Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association” (PPS 2014). Examples may include, but are not limited to farmscapes, historic settlements, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, and industrial complexes of cultural heritage value.

In addition, significance is also more generally defined. It is assigned a specific meaning according to the subject matter or policy context, such as wetlands or ecologically important areas. With regard to cultural heritage and archaeology resources, resources of significance are those that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people (PPS 2014).

Criteria for determining significance for the resources are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation (PPS 2014).

Accordingly, the foregoing guidelines and relevant policy statement were used to guide the scope and methodology of the cultural heritage assessment.



## 2.2 Municipal Policies

The Town of Caledon provides objectives and policies for cultural heritage conservation in Section 3.3 of the Town of Caledon Official Plan (consolidated 4 June 2014). Policies relevant to this study are listed below:

### 3.3.3.1.4 Cultural Heritage Surveys

All development of redevelopment proposals will be reviewed by the Town to determine whether a Cultural Heritage Survey will be requested. In making this determination, the Town will consider the scope of the proposal and, through reference to the archaeological master plan, built heritage resources inventory, cultural heritage landscape inventory, or local information, the likelihood of significant cultural heritage resources being encountered.

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

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

### 3.3.3.1.5 Cultural Heritage Impact Statements

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



- iv. A description of the measures necessary to mitigate the adverse effects of the development upon the cultural heritage resource(s); and,
- v. A description of how the policies and guidelines of any relevant Cultural Heritage Planning Statement have been incorporated and satisfied.

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

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

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

3.3.3.1.12 Public Undertakings

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

## 2.3 Data Collection

In the course of the cultural heritage assessment, all potentially affected cultural heritage resources are subject to inventory. Short form names are usually applied to each resource type, (e.g. barn, residence). Generally, when conducting a preliminary identification of cultural heritage resources, three stages of research and data collection are undertaken to appropriately establish the potential for and existence of cultural heritage resources in a particular geographic area.

Background historic research, which includes consultation of primary and secondary source research and historic mapping, is undertaken to identify early settlement patterns and broad agents or themes of change in a study corridor. 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 retaining cultural heritage value. Typically, resources identified during these stages of the research process are reflective of particular architectural styles, 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 cultural heritage resources. The field review is also utilized to identify cultural heritage resources that have not been previously identified on federal, provincial, or municipal databases.

Several investigative criteria are utilized during the field review to appropriately identify new cultural heritage resources. These investigative criteria are derived from provincial guidelines, definitions, and past experience. During the course of the environmental assessment, a built structure or landscape is identified as a cultural heritage resource if it is considered to be 40 years or older<sup>2</sup>, and if the resource satisfies at least one of the following criteria:

Design/Physical Value:

- It is a rare, unique, representative or early example of a style, type, expression, material or construction method.
- It displays a high degree of craftsmanship or artistic merit.
- It demonstrates a high degree of technical or scientific achievement.
- The site and/or structure retains original stylistic features and has not been irreversibly altered so as to destroy its integrity.
- It demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period.

Historical/Associative Value:

- It has a direct association with a theme, event, belief, person, activity, organization, or institution that is significant to: the Town of Caledon; the Province of Ontario; or Canada.
- It yields, or has the potential to yield, information that contributes to an understanding of the history of the: the Town of Caledon; the Province of Ontario, or Canada.
- It demonstrates or reflects the work or ideas of an architect, artist builder, designer, or theorist who is significant to: the Town of Caledon; the Province of Ontario; or Canada.
- It represents or demonstrates a theme or pattern in Ontario's history.
- It demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage.
- It has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use.
- It has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province.

Contextual Value:

- It is important in defining, maintaining, or supporting the character of an area.
- It is physically, functionally, visually, or historically linked to its surroundings.
- It is a landmark.
- It illustrates a significant phase in the development of the community or a major change or turning point in the community's history.

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<sup>2</sup> Use of a 40 year old threshold is a guiding principle when conducting a preliminary identification of cultural heritage resources (Ministry of Transportation 2006; Ministry of Transportation 2007; Ontario Realty Corporation 2007). 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 landscape contains a structure other than a building (fencing, culvert, public art, statue, etc.) that is associated with the history or daily life of that area or region.
- There is evidence of previous historic and/or existing agricultural practices (e.g. terracing, deforestation, complex water canalization, apple orchards, vineyards, etc.)
- It is of aesthetic, visual or contextual important to the province.

If a resource meets one of these criteria it will be identified as a cultural heritage resource and is subject to further research where appropriate and when feasible. Typically, detailed archival research, permission to enter lands containing heritage resources, and consultation is required to determine the specific heritage significance of the identified cultural heritage resource.

When identifying cultural heritage landscapes, the following categories are typically utilized for the purposes of the classification during the field review:

Farm complexes:	comprise two or more buildings, one of which must be a farmhouse or barn, and may include a tree-lined drive, tree windbreaks, fences, domestic gardens and small orchards.
Roadscapes:	generally two-lanes in width with absence of shoulders or narrow shoulders only, ditches, tree lines, bridges, culverts and other associated features.
Waterscapes:	waterway features that contribute to the overall character of the cultural heritage landscape, usually in relation to their influence on historic development and settlement patterns.
Railscapes:	active or inactive railway lines or railway rights of way and associated features.
Historical settlements:	groupings of two or more structures with a commonly applied name.
Streetscapes:	generally consists of a paved road found in a more urban setting, and may include a series of houses that would have been built in the same time period.
Historical agricultural Landscapes:	generally comprises a historically rooted settlement and farming pattern that reflects a recognizable arrangement of fields within a lot and may have associated agricultural outbuildings, structures, and vegetative elements such as tree rows;
Cemeteries:	land used for the burial of human remains.

Results of the desktop data collection are contained in Sections 3.0 and 4.0, while Section 5.0 contains conclusions and recommendations.



### **3.0 BUILT HERITAGE RESOURCE AND CULTURAL HERITAGE LANDSCAPE ASSESSMENT**

#### **3.1 Introduction**

This section provides a brief summary of historic research and a description of identified above ground cultural heritage resources that may be affected by the proposed road improvements. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study corridor, including a general description of Euro-Canadian settlement and land use. Historically, the study corridor forms the road allowance between Concession 6 East in Chinguacousy Township and Concession 1 in Albion Township, Peel County. The study corridor extends from Lot 19 to Lot 28 in Chinguacousy Township and from Lot 2 to Lot 11 in Albion Township.

#### **3.2 Township Survey and Settlement**

##### ***3.2.1 Township of Chinguacousy***

The land within Chinguacousy Township was acquired by the British from the Mississaugas in 1818. The first township survey was undertaken in 1818, and the first legal settlers occupied their land holdings in the same year. The township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River, and which signified “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,’ who led the capture of Fort Michilimacinac from the Americans in the War of 1812. Chinguacousy 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 excellent land, many good farms and the excellent wheat grown there (Mika and Mika 1977: 416; Smith 1846:32; Armstrong 1985:142; Rayburn 1997:68).

##### ***3.2.2 Township of Albion***

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. The word is Celtic in origin and means “the land.” 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 (Smith 1846:2; Armstrong 1985:141; Rayburn 1997:6).

##### ***3.2.3 Sandhill***

This village was located at the intersection of what is now Airport Road and King Street, on part 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 also 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, known as the Hope/Grove Primitive Methodist Churches, stood south of Sandhill near the intersection of Bramalea and Old School Roads. The population was about 200 in 1873 (Smith 1851:281; Crossby 1873:307; Heyes 1961:280-282; Charters 1967:231; Davies 2000:66, 87, 104, 110, 114-115, 117).

### **3.2.4 Tullamore**

This post office village was located south of the study corridor at the intersection of what is now Airport Road and Mayfield Road, on part Lots 17 and 18, Concession 6 East, in Chinguacousy Township, part Lot 1, Concession 1, in Albion Township and on part Lot 17 Concession 7, in Toronto Gore Township. Registered plans of subdivision for this village date from 1856. It was a thriving village during the mid-19th century, but its prosperity dwindled following the construction of the railways. As early as 1851, it was described as “a miserable, tumble-down, dilapidated looking place.” The name of the village was suggested by a settler named Abraham Odlum after his native place in Ireland. It contained a school, a church, stores, a cabinet maker, a blacksmith, a wagon maker, a harness maker, a boot and shoemaker and one hotel. It had a population of about 250 (Smith 1851:281; Crossby 1873:340; Charters 1967:267; Winearls 1991:847).

## **3.3 Review of Historic Mapping**

The 1859 *Tremaine’s Map of the County of Peel* and the 1877 *Illustrated Historical Atlas of the County of Peel, Ont.* were reviewed to determine the potential for the presence of cultural heritage within the study corridor during the nineteenth-century (Figures 2 and 3). 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. Historically, the study corridor is located within part of Lots 19 to 28, Concession 6 East in Chinguacousy Township, and part of Lots 2 to 11, Concession 1 in Albion Township.

The crossroad community of Sandhill was located within the study corridor at the intersection of what is now Airport Road and King Street and the settlement of Tullamore was located south of the study corridor, at the intersection of what is now Airport Road and Mayfield Road. Details on these early settlements are presented in Section 3.2 above. Both the 1858 and 1877 maps show that Airport Road as well as intersecting King Street and Old School Road/Healey Road are historic roads. The nineteenth-century mapping also depicts the names of owners/occupants of farms and properties along the study corridor, and the location and arrangement of residents, farmsteads, and other historic features of interest. Of particular note includes: a schoolhouse in Lot 23 (Chinguacousy Township) in 1859 and 1877; an ‘Inn’ and ‘Division Courthouse’ in Lots 8/9 (Albion Township) in 1859; and various establishments including shops, stores, an inn, school and church in Sandhill.

A series of topographic maps published between 1919 and 1940 illustrates the development of the study corridor and its surroundings in the first half of the twentieth century (Figure 4). These show that, with the exception of the hamlet of Sandhill, the study corridor landscape remained a sparsely settled area in the townships during this time. The maps show the location of houses and other structures (the 1919 map differentiates between frame structures in black and brick/stone structures in red), woodlots, creeks,



roads, and bridges. In 1919, Sandhill featured two stone or brick churches as well as a blacksmith shop; the former is still illustrated in the 1940 map while the latter is only illustrated up to the 1926 map. The school house illustrated on Lot 23, Chinguacousy Township on nineteenth-century mapping continues to be illustrated throughout the early twentieth century. Improvements to Airport Road appear to have been conducted by 1934 when it is described as an 18' wide improved road.

Mid-twentieth century aerial photography of the study corridor depict the size and shape of agricultural fields adjacent to Airport Road, the location and arrangement of farm complexes, and the extent of vegetation in the study corridor (Figure 5).



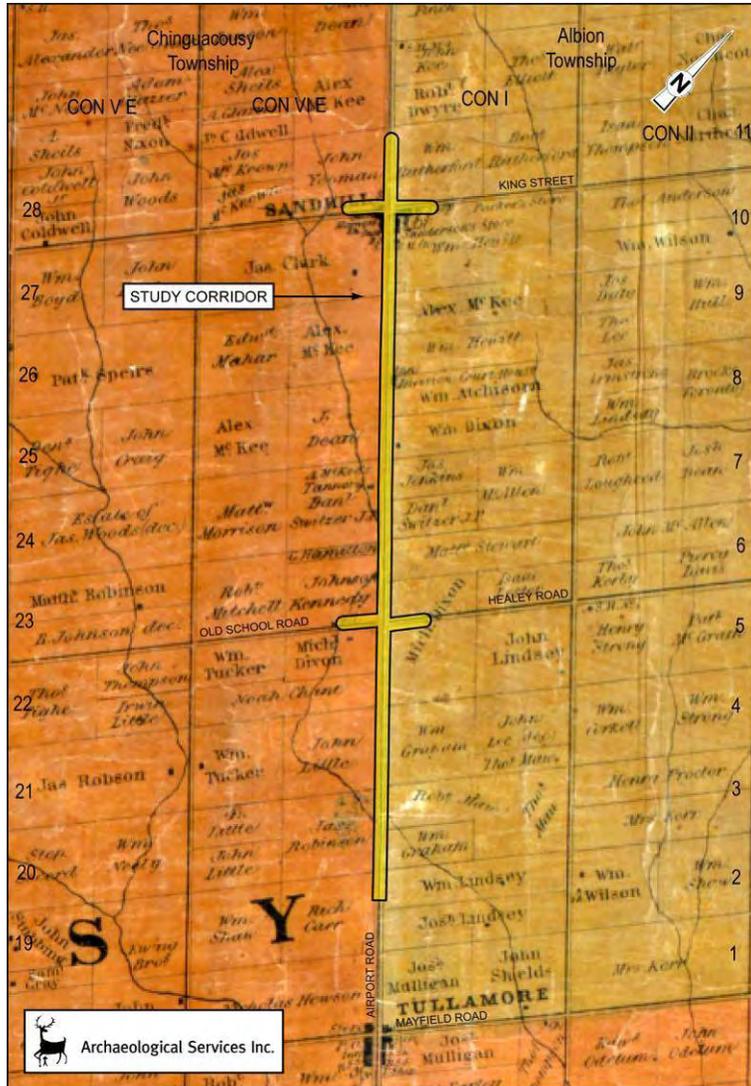


Figure 2: Location of the study corridor in the Townships of Chinguacousy and Albion, 1859.  
 Base Map: *Tremaine's Map of the County of Peel, 1857*

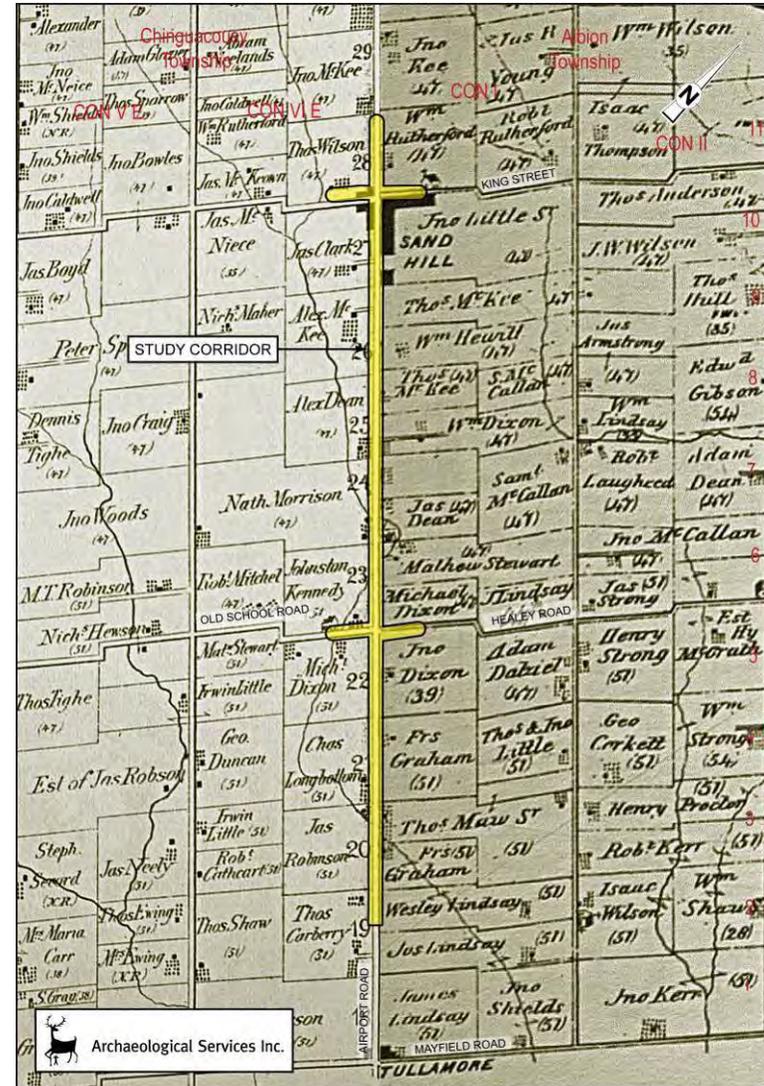


Figure 3: Location of the study corridor in the Townships of Chinguacousy and Albion, 1877.  
 Base Map: *Illustrated Historical Atlas of the County of Peel, Ont., 1877*

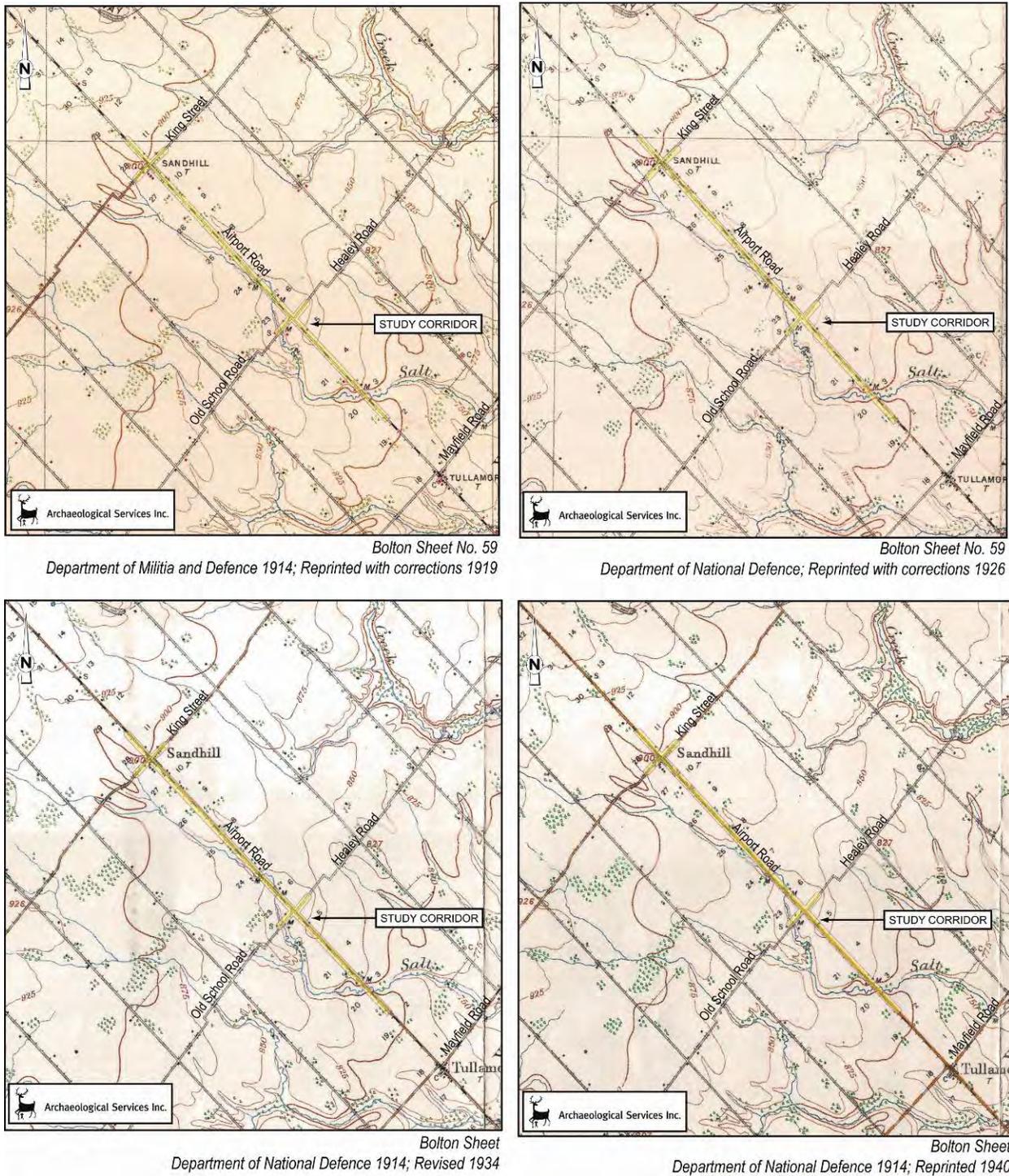


Figure 4: Location of the study corridor in the Townships of Chinguacousy and Albion on a series of Topographic Maps.



Figure 5: Location of the study corridor in the Townships of Chinguacousy and Albion, 1954.

Base Map: Hunting Survey Corporation Limited, 1954

### 3.4 Existing Conditions

A number of resources were consulted for the preliminary identification of built heritage resources and cultural heritage landscapes along the Airport Road study corridor, including: the Canadian Register of Historic Places<sup>3</sup>; the *Town of Caledon Cultural Heritage Landscape Inventory* (Scheinman 2009); the *Town of Caledon Built Heritage Resources Inventory Report Findings* (Stewart and Dilse 2008); and the Town of Caledon Municipal Heritage Register (last updated June 2012).<sup>4</sup> The Heritage Resources Officer

<sup>3</sup> The Canadian Register contains information about recognized places of local, provincial, territorial and national significance. To be included in the Register, a place must be formally recognized under the *Ontario Heritage Act* through municipal designation by-law, ownership by the Ontario Heritage Trust, or a heritage conservation easement. It must also meet eligibility criteria and documentation standards. The searchable database is available online: <http://www.historicplaces.ca/en/pages/register-repertoire.aspx> (accessed November 13, 2012).

<sup>4</sup> The Cultural Heritage Landscape Inventory report, Built Heritage Resources Inventory Report, and Municipal Heritage Register are publicly available on the Town of Caledon website:

at the Town of Caledon was also contacted for information concerning properties of cultural heritage interest within and adjacent to the study corridor. The Heritage Resources Officer identified a number of properties that have been added to the Built Heritage Resources Inventory since 2008.<sup>5</sup>

A field review was undertaken by Annie Veilleux in November 2012 to document the existing conditions of the study corridor (Plates 1 to 8). For ease of description, Airport Road is treated as a north-south thoroughfare for the purposes of this report. In reality, the road follows a more northwest-southeast orientation. As part of the field review, all properties falling within 50 metres on either side of the Airport Road centre line, from 1 km north of Mayfield Road to 0.6 km north of King Street, were assessed for their cultural heritage potential. In addition, the field assessment extended 300 metres east and west of Airport Road along the intersecting sideroad, including Old School Road/Healy Road and King Street. The same 50 metre buffer on either side of the centre lines was applied to the assessment of the sideroads.

Airport Road from 1 km north of Mayfield Road to 0.6 km north of King Street generally features a two-lane paved road with wide gravel shoulders and grassy ditches on both sides of the right-of-way. At the intersection with King Street, the right-of-way has been widened and improved to include turning lanes, curbs, and paved shoulders. The intersection with Old School Road/Healy Road has not been improved and retains the jog that was created during early survey activities. Airport Road is a straight thoroughfare and follows the generally flat topography. The topography rises slightly toward the north and gently undulates at creek crossings.

The landscape on either side of Airport Road is generally characterized by active agricultural fields and meadows that are part of large farm complexes many of which are bounded by post-and-wire fencing. A number of former agricultural properties have been transformed into commercial/industrial properties, some of which still retain early farmhouses. The study corridor also features small pockets of mid- to late-twentieth century (and potentially early twenty-first century) homes that occupy small residential lots that were severed from the larger agricultural properties.

The hamlet of Sandhill is located at the intersection of King Street and Airport Road. Background research revealed that the Town of Caledon, through various cultural heritage studies, has not identified or classified Sandhill as either a cultural heritage landscape or an area of cultural heritage character (Scheinman 2009; Stewart and Dilse 2008: 20). There are no extant nineteenth-century structures at the immediate corners of the intersection. The northwest and southeast quadrants have been graded, the northeast quadrant features a gas station (BHR 12), and the southwest quadrant is comprised of a car lot.

Based on the results of the background research and field review, a total of 25 cultural heritage resources were identified within or adjacent to the Airport Road study corridor, including 14 built heritage resources (BHR) and 11 cultural heritage landscapes (CHL). Table 1 lists the identified cultural heritage resources while Section 6.0 provides feature location mapping of these resources. Every effort was made to capture the existing limits of the identified properties as illustrated on mapping provided by IBI Group.

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[http://www.town.caledon.on.ca/townhall/departments/planningdevelopment/heritage\\_office.asp](http://www.town.caledon.on.ca/townhall/departments/planningdevelopment/heritage_office.asp) (accessed November 14, 2012).

<sup>5</sup> Email communications, Heritage Resource Officer, Town of Caledon, November 8, 2012.





Plate 1: Looking north along Airport Road. Note the wide gravel shoulders.



Plate 2: Looking north along Airport Road toward the intersection with King Street. Note the road improvements.



Plate 3: Looking east along Old School Road toward Airport Road and Healy Road. Note the jog at the intersection.



Plate 4: Looking north along Airport Road and the Salt Creek crossing. Note the change in topography.



Plate 5: View of a typical field along Airport Road.



Plate 6: Example of a commercial/industrial establishment along Airport Road.



Plate 7: View of one of the pockets of mid- to late-twentieth century housing along Airport Road.



Plate 8: Looking west along King Street toward intersection with Airport Road (Sandhill). Note the lack of nineteenth century structures at the intersection.



<b>Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)</b>		
<b>Feature</b>	<b>Inventory Description</b>	<b>Photograph(s)</b>
BHR 1	<p><i>Description:</i>                      The Norris Bridge, which carries Airport Road over Salt Creek, was built in 1955. The rigid frame bridge features one continuous cast-in-place concrete span. The barriers are also of cast-in-place concrete topped with steel handrails (EMSI 2010).</p> <p><i>Location:</i> Salt Creek, 1.6 km north of Mayfield Road  <i>Feature Type:</i> Bridge  <i>Recognition:</i> Identified; Background research and field assessment</p>	 <p>Looking north along Airport Road and Norris Bridge.</p>
BHR 2	<p><i>Description:</i>                      The one-and-a-half storey stone structure is a mid-nineteenth century residence reflective of the Neo-Classical architectural style. The residence features a side gable roof with internal chimneys with brick stacks at both gable ends. The stone structure is characterized by a three-bay façade, red brick flat arches over the window and door openings, as well as returned eaves. A gravel drive provides access to the farmhouse, which is fronted by a number of established trees.</p> <p>The Town’s BHR inventory indicates the presence of an early board-and-batten building on the same property, evidence of which was not visible during the field assessment. The property currently also features a modern two-storey residence.</p> <p>A farmhouse associated with Charles Longbottom is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 12620 Airport Road  <i>Feature Type:</i> Residence  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>View of the historic (left) and modern (right) residences at 12620 Airport Road.</p>  <p>View of the gravel drive and established trees on the property.</p>

Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 3	<p><i>Description:</i>                      Identified as the Kennedy-Breen House, the one-and-a-half storey brick structure was constructed c. 1867 and is reflective of the Neo-classical architectural style. The red brick structure is characterized by a three-bay façade, side gable roof, white brick detailing, such as quoining and banding under the roof line, as well as a covered veranda with detailed woodwork and a number of six-over-six pane windows. The one-and-a-half storey rear tail and the central gable dormer appear to be more recent additions.</p> <p>A few established trees dot the landscaped property surrounding the house. An outbuilding found on aerial mapping to the west of the residence is no longer standing. Another outbuilding of indeterminate age and use is located behind the residence.</p> <p>A farmhouse and orchard associated with Johnston Kennedy is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 5962 Old School Road  <i>Feature Type:</i> Residence  <i>Recognition:</i> Designated, Part IV <i>Ontario Heritage Act</i></p>	 <p>South elevation of the residence.</p>  <p>West and south elevations of the residence.</p>
BHR 4	<p><i>Description:</i>                      The current two-storey residence sits on the site of a former schoolhouse identified on historic mapping dating from 1859 to the 1940. The schoolhouse is identified as Union School Section #19 Chinguacousy and #1 Albion, and known locally as Elmvale Academy. Built in 1892, it was a one-room, red brick structure and is thought to have been the third schoolhouse on the site. The schoolhouse was closed in 1960 and the building converted into an automotive garage. In the 1970s, the then owner built on new additions and added siding, effectively masking the schoolhouse (pers. communication, Town of Caledon Heritage Resources Officer, Nov. 20, 2012).</p>	 <p>South and east elevations of the residence on the site of the former schoolhouse.</p>



Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
	<p><i>Location:</i> 5894 Old School Road  <i>Feature Type:</i> Former school house  <i>Recognition:</i> Identified; Town of Caledon, Schoolhouse Inventory</p>	 <p>South and east elevations of the schoolhouse, 1951.</p>
BHR 5	<p><i>Description:</i>                      The one-and-a-half storey structure is a mid-nineteenth century residence reflective of the Neo-Classical architectural style. The residence features a brick construction and/or veneer that has been painted white, and a side gable roof with an external chimney at the north gable end. The structure is characterized by a three-bay façade, a recessed front door with sidelights, a one-and-a-half storey rear tail and returned eaves. Two gravel drives, one of which is lined with apple trees, provide access to the farmhouse and the remainder of the property which houses the business “LVG Auctions.”</p> <p>A farmhouse and orchard associated with Alex McKee is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 13726 Airport Road  <i>Feature Type:</i> Residence  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>East and south elevations of the residence.</p>  <p>View of the residence and “LVG Auctions” property from Airport Road.</p>

<b>Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)</b>		
<b>Feature</b>	<b>Inventory Description</b>	<b>Photograph(s)</b>
BHR 6	<p><i>Description:</i>                      This highly altered one-and-a-half storey frame dwelling was constructed in the mid-nineteenth century. The main structure has a rectangular plan, a three-bay façade and gable roof; it is reflective of the Neo-Classical architectural style. The structure features a single-storey accretion with gable roof on its north façade, and a flat-roofed rear addition. There is a wide chimney with brick stack on the east elevation, at the junction of the main structure and the rear addition. The structure is set close to the Airport Road right-of-way.</p> <p><i>Location:</i> 13803 Airport Road  <i>Feature Type:</i> Residence  <i>Recognition:</i> Listed, Municipal Heritage Register</p>	 <p>North and west elevations of the residence.</p>
BHR 7	<p><i>Description:</i>                      The Sandhill United Church was constructed in 1900. It features frame construction with red brick veneer, a front gable roof, a brick chimney stack, stone foundations, subtle buff brick detailing and Gothic-style architectural elements such as pointed arch window and door openings.</p> <p><i>Location:</i> 13889 Airport Road  <i>Feature Type:</i> Church  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>North and west elevations of the church.</p>

Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 8	<p><i>Description:</i>                      The one-and-a-half storey frame structure is a nineteenth-century residence reflective of the Neo-Classical architectural style. The main structure has a rectangular plan, a three-bay façade and a side gable roof. A single-storey rear accretion has been added, and windows, doors, and siding has been updated. There is a small enclosed porch at the front entrance. A mature tree sits on the small front lawn.</p> <p><i>Location:</i> 5968 King Street  <i>Feature Type:</i> Residence  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>South and east elevations of the residence</p>
BHR 9	<p><i>Description:</i>                      The two-storey Regency structure, known as the ‘Masters House’, was constructed c. 1850. It features a low-pitched hipped roof with projecting eaves, a rectangular footprint and a symmetrical three-bay façade with large window openings. The slightly recessed front door is framed by sidelights and retains its original neo-classical wooden surround. Upper-storey window openings are quite small. The structure is clad in stucco and its foundations are not visible from the Airport Road right-of-way. It features a single-storey rear accretion.</p> <p><i>Location:</i> 13941 Airport Road  <i>Feature Type:</i> Residence  <i>Recognition:</i> Designated, Part IV Ontario Heritage Act</p>	 <p>West and south elevations of the residence.</p>  <p>North and west elevations of the residence.</p>

Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 10	<p><i>Description:</i>                      The one-and-a-half storey frame dwelling was constructed in the mid-nineteenth century and features the original three-bay structure (right) and a one-and-a-half storey accretion with a single window on its front façade (left). Both sections of the structure feature a continuous side gable roof. There is an additional single-storey rear accretion with a shed roof on the original structure. The dwelling is clad in insul-brick and is characterized by a variety of window styles and sizes, most of which feature wooden surrounds. The structure is set close to the Airport Road right-of-way and is fronted by a post-and-rail fence and established trees.</p> <p>The dwelling is a nineteenth-century remnant of the historic settlement of Sandhill which developed at the intersection of what is now King Street and Airport Road.</p> <p><i>Location:</i> 13949 Airport Road  <i>Feature Type:</i> Residence  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>West elevation of the residence.</p>  <p>West and south elevations of the residence.</p>
BHR 11	<p><i>Description:</i>                      The one-and-a-half storey residence is shielded from the Airport Road right-of-way by a number of trees. It features frame construction, a three-bay façade and a side gable roof. The Town of Caledon’s Built Heritage Inventory describes it as a Neo-classical structure constructed between 1850 and 1874.</p> <p><i>Location:</i> 13958 Airport Road  <i>Feature Type:</i> Residence  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>East elevation of the residence.</p>

Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 12	<p><i>Description:</i>                      The one-and-a-half storey frame structure, which is part of the Elite Gas Bar and Convenience Store, is an example of an early- to mid-twentieth century commercial structure in a simplified colonial-revival style. It is characterized by a gambrel roof and a central gable dormer on the front façade. The structure features vinyl siding and modern windows and doors.</p> <p><i>Location:</i> 14001 Airport Road  <i>Feature Type:</i> Commercial  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>South and east elevations of the store.</p>
BHR 13	<p><i>Description:</i>                      The Shiloh Apostolic Church/North Peel Community Church (formerly St. Mark's Anglican Church) was constructed around 1871. It features frame construction with red brick veneer, buff brick detailing, a high-pitched front gable roof, a brick chimney stack, brick steeple, cedar shingles and Gothic-style architectural elements such as pointed arch window and door openings. There is a two-storey modern accretion on the north elevation.</p> <p><i>Location:</i> 5968 King Street  <i>Feature Type:</i> Church  <i>Recognition:</i> Designated, Part IV <i>Ontario Heritage Act</i></p>	 <p>South and east elevations of the church.</p>
BHR 14	<p><i>Description:</i>                      This highly altered one-and-a-half storey dwelling is described as a log house constructed between 1850 and 1874. The small gable-end windows located under the eaves are indicative of a log construction as are the thick walls. The structure is currently clad in stucco and features a number of additions as well as new doors and windows.</p> <p><i>Location:</i> 5964 King Street  <i>Feature Type:</i> Residence  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>South and east elevations of the residence.</p>

Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
BHR 15	<p><i>Description:</i>                      This single-storey frame hall has a front gable-roof, a poured concrete foundation, an enclosed porch, an internal chimney with brick stack, and is clad in insul-brick. This structure is the last Orange Hall in the Town of Caledon. The hall is now used by the Sandhill Pipes and Drums. The structure is set close to the Airport Road right-of-way.</p> <p><i>Location:</i> Between 13889 and 13941 Airport Road  <i>Feature Type:</i> Hall  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>North and west elevations of the hall.</p>
CHL 1	<p><i>Description:</i>                      This farmscape is comprised of a nineteenth-century farmhouse, a number of outbuildings and various landscape features evocative of early settlement and agricultural land use. The farmhouse features a one-and-a-half storey scale; rectangular footprint; brick construction (painted white); three-bays; gable roof; two internal chimneys with brick stacks at both gable ends; 6/6 pane sash windows and stone foundations. The dwelling faces south overlooking Salt Creek and the façade is shielded from view by a line of trees. There are at least two metal-clad frame outbuildings on the property. A number of mature and established trees are found around the built structures and Salt Creek meanders through part of the property. The residence is set relatively close to the Airport Road right-of-way and is fronted by a post-and wire-fence with a metal gate.</p> <p>A farmhouse and orchard associate with James Robinson is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 12542 Airport Road  <i>Feature Type:</i> Farmscape  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>North and east elevations of the farmhouse.</p>  <p>Looking north toward CHL 1.</p>



Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 2	<p><i>Description:</i>                      This farmscape is comprised of a mid- to late-nineteenth century farmhouse, a number of agricultural outbuildings and various landscape features evocative of early settlement and agricultural land use. The farmhouse features a one-and-a-half storey scale; frame construction; side gable roof with central gable dormer; chimney with brick stack; and a single-storey rear accretion with a shed roof. The north elevation appears to be clad in brick while the west and south elevations are clad in synthetic siding. Windows appear to have been updated. The property features a number of agricultural outbuildings of various uses and size. One of the barns is of solid brick construction, with a metal-clad gambrel roof and a centrally located internal chimney with brick stack. Aerial photography indicates the presence of large barn ruins behind the standing structures. A number of established and mature trees are found around the built structures and thick hedges line the front of the house. The property also features a long gravel drive and other circulation routes as well as various types of fencing.</p> <p>A farmhouse with orchard associated with Jno Dixon is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 12863 Airport Road  <i>Feature Type:</i> Farmscape  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>West elevation of the farmhouse.</p>  <p>North elevation of farmhouse and one of the barns.</p>

Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 3	<p><i>Description:</i>                      This farmscape features a large two-storey brick residence, a gambrel barn and silo, as well as other outbuildings and various landscape features that are evocative of early settlement and agricultural land use. Most of the architectural features of the house are shielded by trees, making it impossible to confirm the approximate date of construction. The dwelling has a hipped roof and an attached garage. Both the house and the garage feature rounded window and door openings topped with brick voussoirs and keystones. The gambrel barn, which is listed on the Town of Caledon’s BHR Inventory, was constructed in the late nineteenth century and features vertical board siding, metal clad roof and painted foundations of indeterminate material. A concrete stave silo is located beside the barn. Salt Creek meanders through part of the property.</p> <p>A farmhouse and orchard associated with Mathew Stewart is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 13123 Airport Road  <i>Feature Type:</i> Farmscape  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>West and south elevations of the farmhouse and barn.</p>  <p>West elevations of the farmhouse and barn.</p>
CHL 4	<p><i>Description:</i>                      This farmscape includes a late nineteenth-century farmhouse, a large and active farm complex, as well as various landscape features evocative of early settlement and agricultural land use. The farmhouse features a one-and-a-half storey scale; brick construction and/or veneer; metal-clad cross gable roof; rounded, segmental and flat window openings; covered porches and internal chimneys with brick stacks. The house is characterized by its colour scheme: the red brick and bright red roof is offset by a variety of white decorative elements. These include quoins; eaves; windows and doors; intricate window surrounds; porch posts with brackets and decorative trim on the gable ends.</p>	 <p>South and east elevation of the farmhouse.</p>

Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
	<p>The large barn complex has a T-plan, metal clad gambrel roof and stone foundations. A number of other agricultural structures are found on the property, all of which are painted red. Established and mature trees surround the farmhouse, fence lines mark the various field boundaries and Salt Creek meanders throughout part of the property.</p> <p>A farmhouse and orchard associated with Nath Morrison is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 13256 Airport Road  <i>Feature Type:</i> Farmscape  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>Looking northwest at the farm complex.</p>
CHL 5	<p><i>Description:</i>                      The farmscape is comprised of a mid-nineteenth century farmhouse, a gable barn, two silos and other outbuildings associated with the active “Caledon Equestrian School” and various landscape features evocative of early settlement and agricultural land use. The farmhouse features a one-and-a-half storey scale; a symmetrical three-bay façade; brick construction and/or veneer and side gable roof. The red brick structure is characterized by white brick quoining, banding under the roof line and window and door surrounds.</p> <p>The gable barn has horizontal board cladding, metal roof sheeting and painted foundations of indeterminate type and the two concrete stave silos have rounded tops. Field boundaries and horse runs are delineated by various types of fencing. A long gravel drive provides access to the built structures which are located far back from Airport Road. Mature and established trees surround the farmhouse.</p> <p>A house with orchard associated with William Dixon is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 13441 Airport Road  <i>Feature Type:</i> Farmscape</p>	 <p>West elevation of the farmhouse.</p>  <p>Looking east from Airport Road at the farm complex.</p>

Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
	<i>Recognition:</i> Identified; Town of Caledon, BHR Inventory	
CHL 6	<p><i>Description:</i>                      The farmscape is comprised of a mid- to late-nineteenth century farmhouse, a number of silos and outbuildings and various landscape features evocative of early settlement and agricultural land use. The farmhouse features a one-and-a-half storey scale; red brick construction and/or veneer with buff brick detailing; a side gable roof clad in metal sheeting; a symmetrical three-bay façade; a gable dormer with returned eaves; a covered veranda; and decorative frieze.</p> <p>The property features a gravel drive and other circulation routes as well as a number of mature and established trees. A low stone and concrete wall, potentially constructed around the mid-twentieth century, borders the front yard of the dwelling, quite close to the Airport Road right-of-way. A sign on the property identifies it as the “Moonset Farm, and the “Dean Homestead since 1830”. A farmhouse and orchard associated with Alex Dean is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 13440 Airport Road  <i>Feature Type:</i> Farmscape  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>East elevation of the farmhouse.</p>  <p>View of the farm complex from Airport Road.</p>
CHL 7	<p><i>Description:</i>                      The farmscape is comprised of a nineteenth-century farmhouse, a large active farm complex (Bridavue Farms) and various landscape features evocative of early settlement and agricultural land use. The farmhouse features a one-and-a-half storey scale with a single-storey kitchen tail; frame construction; gable roof; interior chimney with brick stack at one gable end and vertical siding (possibly board and batten). The large barn complex features an older gambrel barn with numerous additions of various sizes. A number of established trees surround the farmhouse and a mature willow marks the location of</p>	 <p>West elevation of the farmhouse.</p>

<b>Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)</b>		
<b>Feature</b>	<b>Inventory Description</b>	<b>Photograph(s)</b>
	<p>Salt Creek which meanders through part of the property. Various types of fencing, including post-and-beam fencing, which extends to Airport Road, are found on the property.</p> <p>A farmhouse with orchard associated with David Hewitt is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 13649 Airport Road  <i>Feature Type:</i> Farmscape  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>View of the farm complex from Airport Road.</p>
CHL 8	<p><i>Description:</i>                      The farmscape is comprised of three separate dwellings, a gambrel barn, and landscape features that are evocative of early settlement and agricultural land use. The nineteenth-century farmhouse features a one-and-a-half storey scale; frame construction; gable roof with central gable on the three-bay façade; and a covered porch on two elevations. Immediately behind this house is a two-storey dwelling with a hipped roof and a brick construction and/or veneer. A review of aerial mapping indicates that the two houses are attached. The third dwelling is located halfway between the older farmstead and Airport Road along the straight gravel drive. This structure is of modern construction. The large gambrel barn appears to be clad in metal sheeting. The built structures are set back from the Airport Road right-of-way.</p> <p><i>Location:</i> 13755 Airport Road  <i>Feature Type:</i> Farmscape  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>West and south elevations of two houses and barn.</p>  <p>View of the farm complex from Airport Road.</p>



Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 9	<p><i>Description:</i>                      According to the Town of Caledon’s BHR Inventory, a Neo-Classical farmhouse constructed between 1850 and 1874 used to be located on this property. The farmhouse has since been removed. Its former location is marked by the gravel drive and mature trees on a slightly elevated plateau. A farmhouse and orchard associated with James Clark is illustrated at this location on the 1877 atlas map.</p> <p><i>Location:</i> 13846 Airport Road  <i>Feature Type:</i> Remnant Farmscape  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>View of the remnant farmscape from Airport Road.</p>
CHL 10	<p><i>Description:</i>                      The farmscape is comprised of a nineteenth-century farmhouse, a large active farm complex, and various landscape features evocative of early settlement and agricultural land use. The farmhouse features a one-and-a-half storey scale; frame construction; rear tail; gable roof with returned eaves; three-bay façade with central gable; covered porch and enclosed veranda and parged foundations of unknown material. Windows, doors and cladding have all been updated. The property features a number of agricultural outbuildings of various sizes including a gambrel barn. Tree lines, fence lines and circulation routes are concentrated around the core of the farm complex. Salt Creek meanders through part of the property.</p> <p><i>Location:</i> 14045 Airport Road  <i>Feature Type:</i> Farmscape  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>West and south elevations of the farmhouse.</p>  <p>View of the farm complex from Airport Road.</p>

Table 1: Airport Road EA – Identified Built Heritage Resources (BHR) and Cultural Heritage Landscapes (CHL)		
Feature	Inventory Description	Photograph(s)
CHL 11	<p><i>Description:</i>                      The farmscape is comprised of mid- to late-nineteenth century farmhouse. The Town of Caledon BHR Inventory also includes a driveshed/carriage house/garage on the property, which was not visible from the Airport Road right-of-way. Landscape features such as tree lines, fence lines, circulation routes and Salt Creek are evocative of early settlement and agricultural land use. The farmhouse features a one-and-a-half storey scale; rectangular footprint with large modern rear tail; red brick construction with buff brick detailing (including quoining, banding below the roof line and window and door surrounds); side gable roof with returned eaves and symmetrical three-bay façade. Windows and doors appear to have been updated.</p> <p><i>Location:</i> 13940 Airport Road  <i>Feature Type:</i> Farmscape  <i>Recognition:</i> Identified; Town of Caledon, BHR Inventory</p>	 <p>South and east elevations of the farmhouse.</p>

### 3.5 Screening for Potential Impacts

To assess the potential impacts of the undertaking, identified cultural heritage resources are considered against a range of possible impacts as outlined in the document entitled *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* (MTC September 2010) which include:

- Destruction of any, or part of any, significant heritage attribute or feature (III.1).
- Alteration which means a change in any manner and includes restoration, renovation, repair or disturbance (III.2).
- Shadows created that alter the appearance of a heritage attribute or change the visibility of a natural feature of plantings, such as a garden (III.3).
- Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship (III.4).
- Direct or indirect obstruction of significant views or vistas from, within, or to a built and natural feature (III.5).
- 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 (III.6).
- Soil Disturbance such as a change in grade, or an alteration of the drainage pattern or excavation (III.7)

A number of additional factors are also considered when evaluation potential impacts on identified cultural heritage resources. These are outlined in a document set out by the Ministry of Culture and Communications (now Ministry of Tourism, Culture and Sport) and the Ministry of the Environment entitled *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 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.

Where any identified, above ground, cultural heritage resources which may be affected by direct or indirect impacts, appropriate mitigation measures should be developed. This may include completing a heritage impact assessment or documentation report, or employing suitable measures such as landscaping, buffering or other forms of mitigation, where appropriate. In this regard, provincial guidelines should be consulted for advice and further heritage assessment work should be undertaken as necessary.

The proposed work for the Airport Road Class EA is provided in Section 7 (Figures 11-14) of this report. Table 2 provides an assessment of impacts.

**Table 2: Potential Impacts to identified built heritage resources and cultural heritage landscapes**

<b>Resource</b>	<b>Potential Impact(s)</b>	<b>Proposed Mitigation Measure(s)</b>
BHR 1	<ul style="list-style-type: none"> <li>• Destruction (III.1) due to removal of bridge</li> </ul>	<ul style="list-style-type: none"> <li>• A heritage impact statement (HIS) should be carried out prior to construction to document the existing conditions of the resource, identify any heritage attributes that may be impacted by the proposed work, and develop appropriate mitigation measures</li> </ul>
BHR 2	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate the feasibility of implementing tree protection zones to retain existing trees on the property; and,</li> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
BHR 3	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition and easement of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate the feasibility of implementing tree protection zones to retain existing trees on the property; and,</li> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
BHR 4	<ul style="list-style-type: none"> <li>• No negative impacts anticipated</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
BHR 5	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>



<b>Resource</b>	<b>Potential Impact(s)</b>	<b>Proposed Mitigation Measure(s)</b>
BHR 6	<ul style="list-style-type: none"> <li>• Destruction (III.1) due to demolition of the structure and alteration (III.2) due to property acquisition and temporary easement of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• A heritage impact statement (HIS) should be carried out prior to construction to document the existing conditions of the resource, identify any heritage attributes that may be impacted by the proposed work, and develop appropriate mitigation measures</li> </ul>
BHR 7	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition along frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
BHR 8	<ul style="list-style-type: none"> <li>• Destruction (III.1) due to demolition of structure and full acquisition of property</li> </ul>	<ul style="list-style-type: none"> <li>• A heritage impact statement (HIS) should be carried out prior to construction to document the existing conditions of the resource, identify any heritage attributes that may be impacted by the proposed work, and develop appropriate mitigation measures</li> </ul>
BHR 9	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
BHR 10	<ul style="list-style-type: none"> <li>• Destruction (III. 1) due to demolition of the structure and alteration (III.2) due to property acquisition and temporary easement of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• A heritage impact statement (HIS) should be carried out prior to construction to document the existing conditions of the resource, identify any heritage attributes that may be impacted by the proposed work, and develop appropriate mitigation measures</li> </ul>
BHR 11	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
BHR 12	<ul style="list-style-type: none"> <li>• Destruction (III.1) due to demolition of structure and full acquisition of property</li> </ul>	<ul style="list-style-type: none"> <li>• A heritage impact statement (HIS) should be carried out prior to construction to document the existing conditions of the resource, identify any heritage attributes that may be impacted by the proposed work, and develop appropriate mitigation measures</li> </ul>
BHR 13	<ul style="list-style-type: none"> <li>• No negative impacts anticipated</li> </ul>	None



<b>Resource</b>	<b>Potential Impact(s)</b>	<b>Proposed Mitigation Measure(s)</b>
BHR 14	<ul style="list-style-type: none"> <li>• Destruction (III.1) due to demolition of structure and full acquisition of property</li> </ul>	<ul style="list-style-type: none"> <li>• A heritage impact statement (HIS) should be carried out prior to construction to document the existing conditions of the resource, identify any heritage attributes that may be impacted by the proposed work, and develop appropriate mitigation measures</li> </ul>
BHR 15	<ul style="list-style-type: none"> <li>• Alteration or destruction (III.1) due to re-siting or demolition of structure and full acquisition of property</li> </ul>	<ul style="list-style-type: none"> <li>• A heritage impact statement (HIS) should be carried out prior to construction to document the existing conditions of the resource, identify any heritage attributes that may be impacted by the proposed work, and develop appropriate mitigation measures</li> </ul>
CHL 1	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate the feasibility of implementing tree protection zones to retain existing trees on the property; and,</li> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
CHL 2	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate the feasibility of implementing tree protection zones to retain existing trees on the property; and,</li> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
CHL 3	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
CHL 4	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to expanded right-of-way along frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
CHL 5	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
CHL 6	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
CHL 7	<ul style="list-style-type: none"> <li>• Alteration (III.2) due to property acquisition of frontage; and,</li> <li>• Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>• Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>



Resource	Potential Impact(s)	Proposed Mitigation Measure(s)
CHL 8	<ul style="list-style-type: none"> <li>Alteration (III.2) due to property acquisition of frontage; and,</li> <li>Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
CHL 9	<ul style="list-style-type: none"> <li>Alteration (III.2) due to property acquisition of frontage; and,</li> <li>Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
CHL 10	<ul style="list-style-type: none"> <li>Alteration (III.2) due to property acquisition of frontage; and,</li> <li>Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>
CHL 11	<ul style="list-style-type: none"> <li>Alteration (III.2) due to property acquisition of frontage; and,</li> <li>Soil disturbance (III.7) due to expanded grading limits</li> </ul>	<ul style="list-style-type: none"> <li>Post-construction landscaping to re-establish pre-construction conditions.</li> </ul>

#### 4.0 CONCLUSIONS

The results of background historic research and a review of secondary source material, including historic mapping, revealed a study corridor with a rural land use history dating back to the early nineteenth century. A review of available heritage inventories along with the field assessment revealed that there is a total of 25 cultural heritage resources along the Airport Road study corridor, 24 of which had been previously identified. The following provides a summary of data collection findings:

##### *Key Findings*

- A total of 15 built heritage resources (BHR) and 11 cultural heritage landscapes (CHL) were identified along the study corridor;
- Three of the built heritage resources are designated under Part IV of the *Ontario Heritage Act* (BHR 9, BHR 3, and BHR 13); one is listed on the Town of Caledon’s Municipal Heritage Register (BHR 6); twenty-one resources are found on the Town of Caledon’s Built Heritage Resources Inventory (BHR 2, BHR 4, BHR 5; BHR 7 to BHR 12, BHR 14, BHR 15 and CHL 1 to CHL 11); and one built heritage resource was identified as a result of background research and field assessment (BHR 1);
- The 15 built heritage resources include: a bridge (BHR 1); two churches (BHR 7 and BHR 13); one hall (BHR 15); one commercial building (BHR 12); one former schoolhouse (BHR 4); and 10 residences (BHR 2, BHR 3, BHR 5, BHR 6, BHR 8 to BHR 12 and BHR 14); and
- The 11 cultural heritage landscapes include: one remnant farmscape (CHL 9); and ten farmscapes (CHL 1 to CHL 8, CHL 10 and CHL 11).



### ***Impact Assessment***

- Of the 26 identified cultural heritage resources, 24 are expected to be negatively impacted by the proposed work (BHR 1-3, 5-12, 14, 15 and CHL 1-11);
- No negative impacts are anticipated for two identified cultural heritage resources (BHR 4 and BHR 13);
- Property-specific heritage impact statements are recommended for seven identified cultural heritage resources that are expected to experience significant impacts resulting from the proposed undertaking (BHR 1, 6, 8, 10, 12, 14, and 15);
- Post-construction landscaping to re-establish pre-construction conditions is recommended for 18 cultural heritage resources that will be subject to minimal impacts resulting from the proposed undertaking (BHR 2, 3, 5, 7, 9, 11, 15 and CHL 1-11); and,
- Establishing tree protection zones to retain existing trees is recommended for all properties where tree removals are planned. In particular, it is recommended that the feasibility of implementing tree protection zones is investigated for BHR 2-3 and CHL 1-2.

## **5.0 RECOMMENDATIONS**

Based upon the results of background data collection and the field review, 25 cultural heritage resources were identified along the Airport Road study corridor. Based on the results of the assessment the following is recommended:

1. Staging and construction activities should be suitably planned and undertaken to avoid impacts to identified cultural heritage resources;
2. BHR 1, 6, 8, 10, 12, 14, and 15 are expected to be significantly impacted through the demolition of built features, alteration to the landscape setting through property acquisition, and the introduction of elements that are not in keeping with the historic setting of these properties. A resource-specific heritage impact statement should be carried out for each resource prior to construction to evaluate the cultural heritage value of these resources, identify cultural heritage attributes, and develop appropriate mitigation measures. Potential mitigation measures may include documentation prior to construction and post-construction landscaping to restore pre-construction conditions;
3. Post-construction landscaping and rehabilitation plans should be undertaken in a manner that is sympathetic to the overall setting. Wherever possible, landscaping with appropriate/sympathetic historic plant materials is recommended, and fence rows should be preserved where extant. In particular, post-construction landscape recommendation is recommended for all properties that will be subject to the removal of vegetation (i.e. trees, shrubs, and flower beds) during construction. Post-construction landscaping to re-establish pre-construction conditions should be considered for BHR 2, 3, 5, 7, 9, 11 and CHL 1-11;



4. The feasibility of implementing tree protection zones should be investigated for all identified cultural heritage resources where tree removals are planned. If possible, tree protection zones should be implemented for BHR 2-3 and CHL 1-2; and,
5. 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.



6.0 CULTURAL HERITAGE RESOURCE LOCATION MAPPING

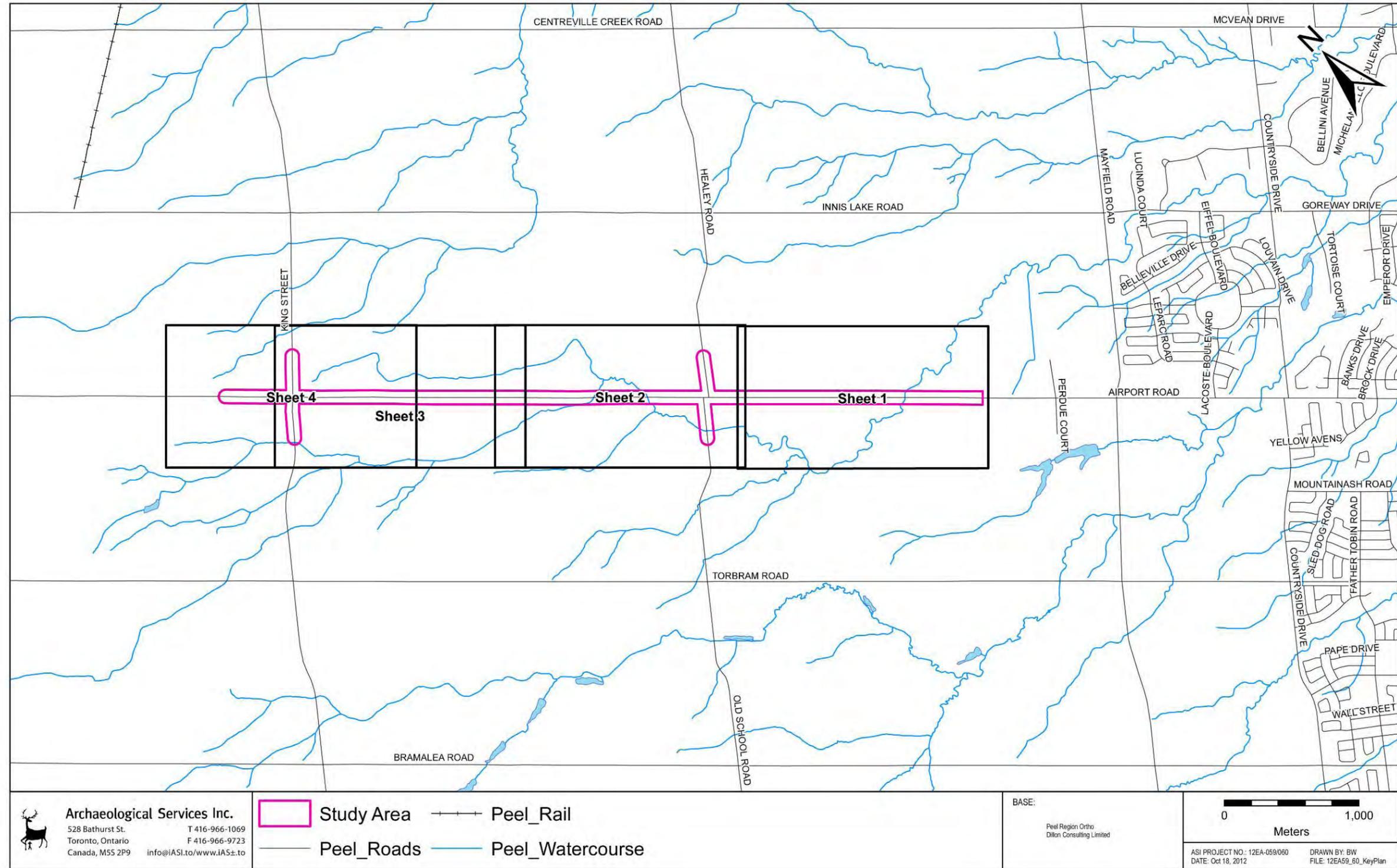


Figure 6: Airport Road EA – Location of identified built heritage resources (BHR) and cultural heritage landscapes (CHL); Key Plan

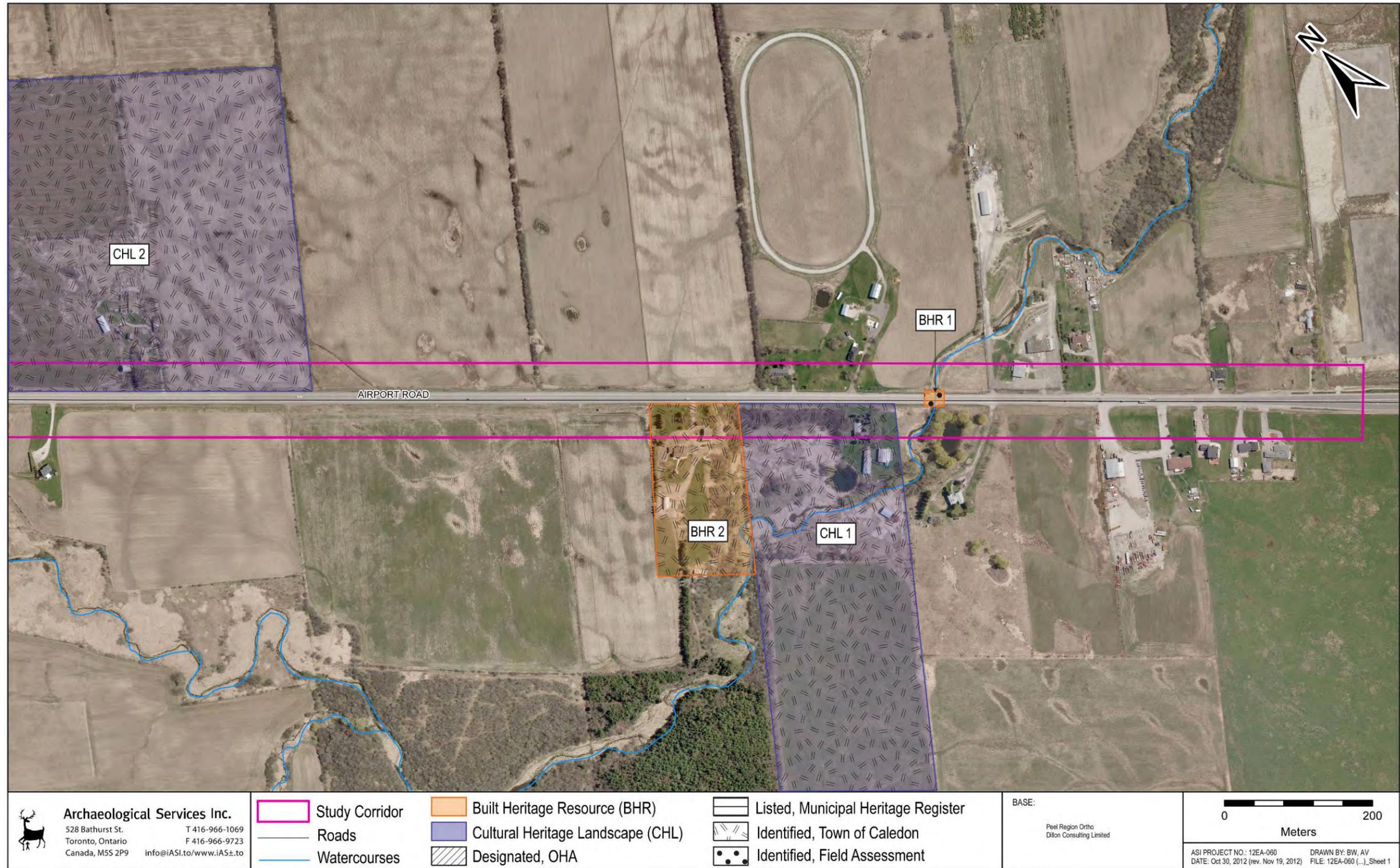


Figure 7: Airport Road EA – Location of identified built heritage resources (BHR) and cultural heritage landscapes (CHL); Sheet 1

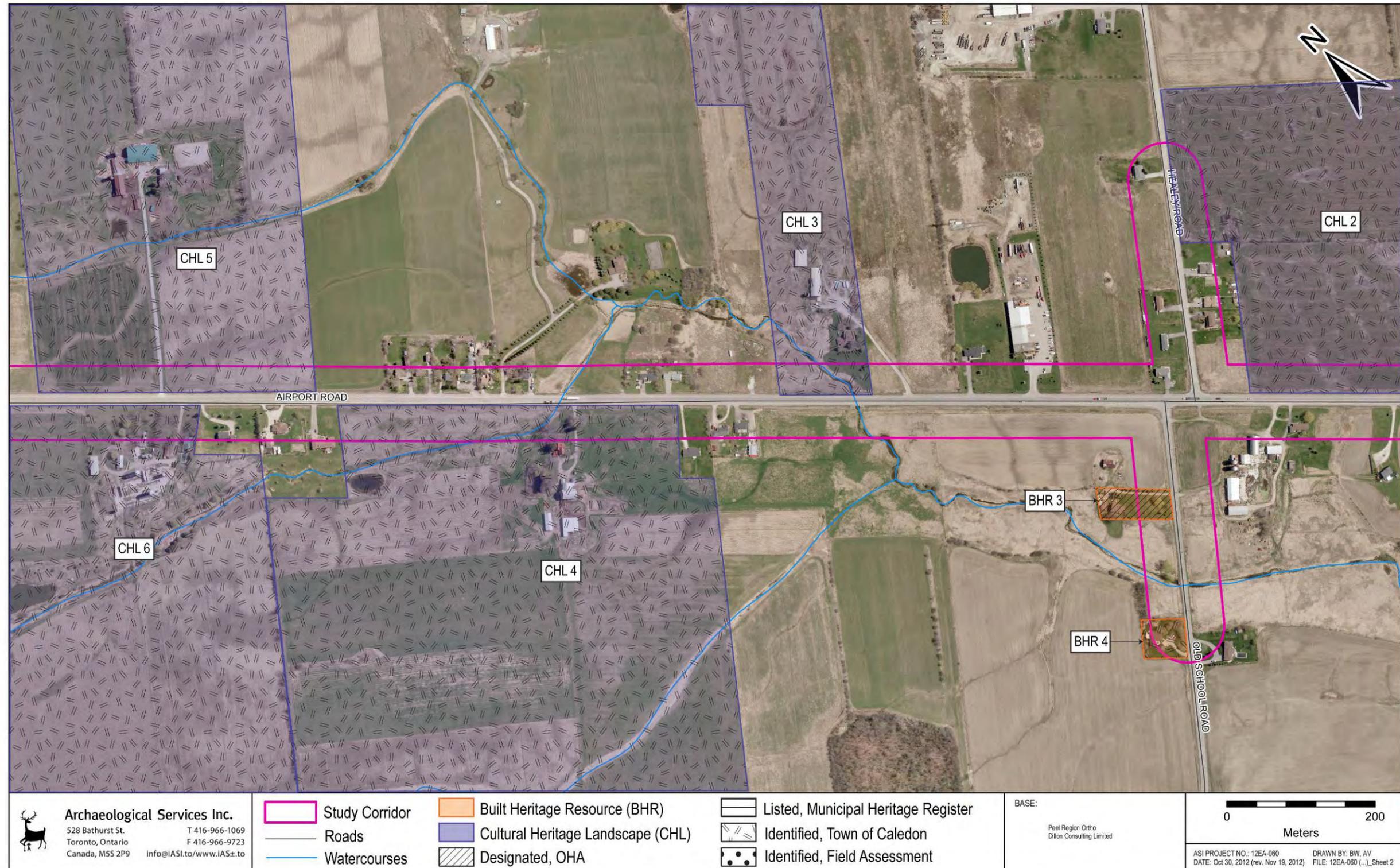


Figure 8: Airport Road EA – Location of identified built heritage resources (BHR) and cultural heritage landscapes (CHL); Sheet 2

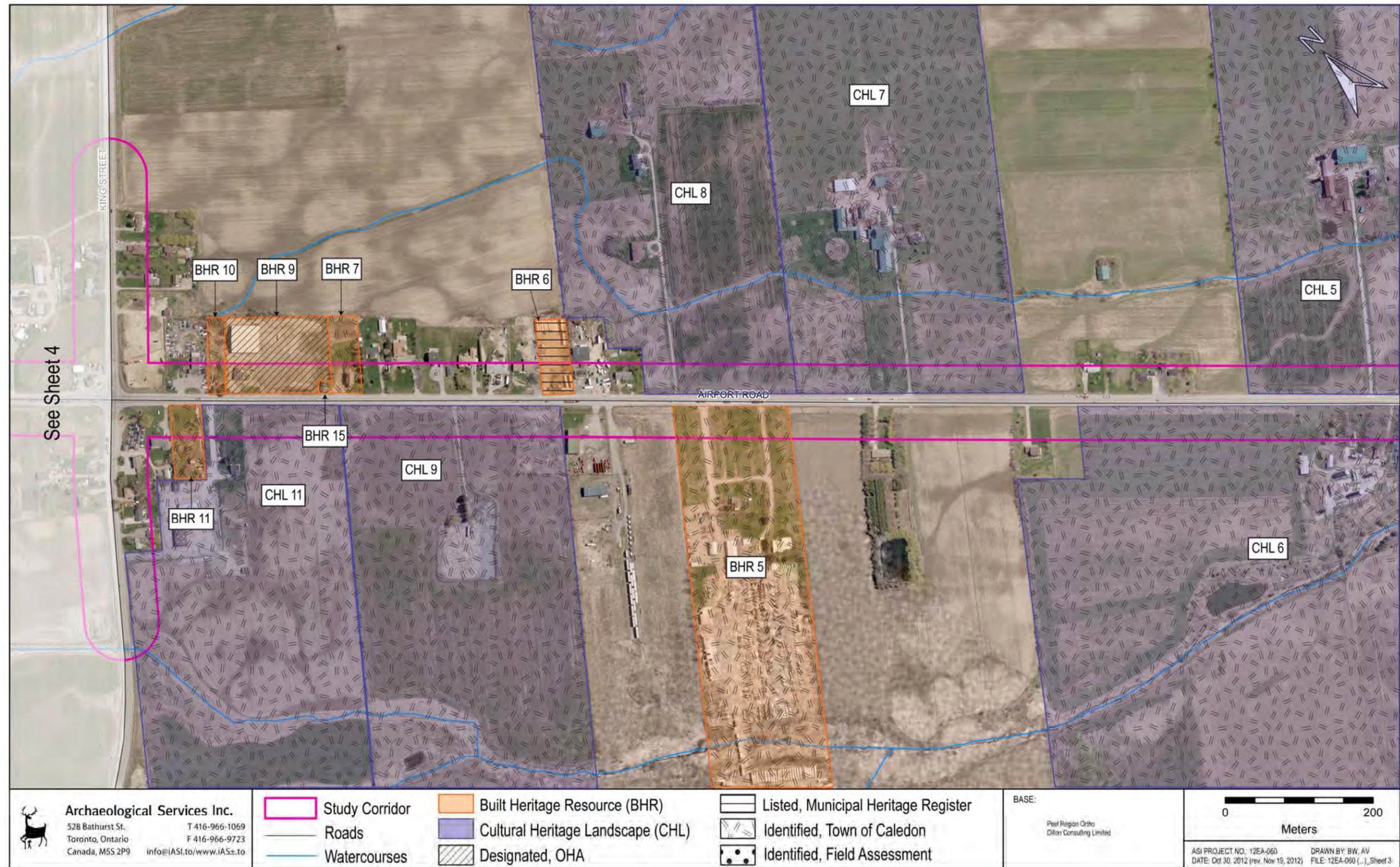


Figure 9: Airport Road EA – Location of identified built heritage resources (BHR) and cultural heritage landscapes (CHL); Sheet 3

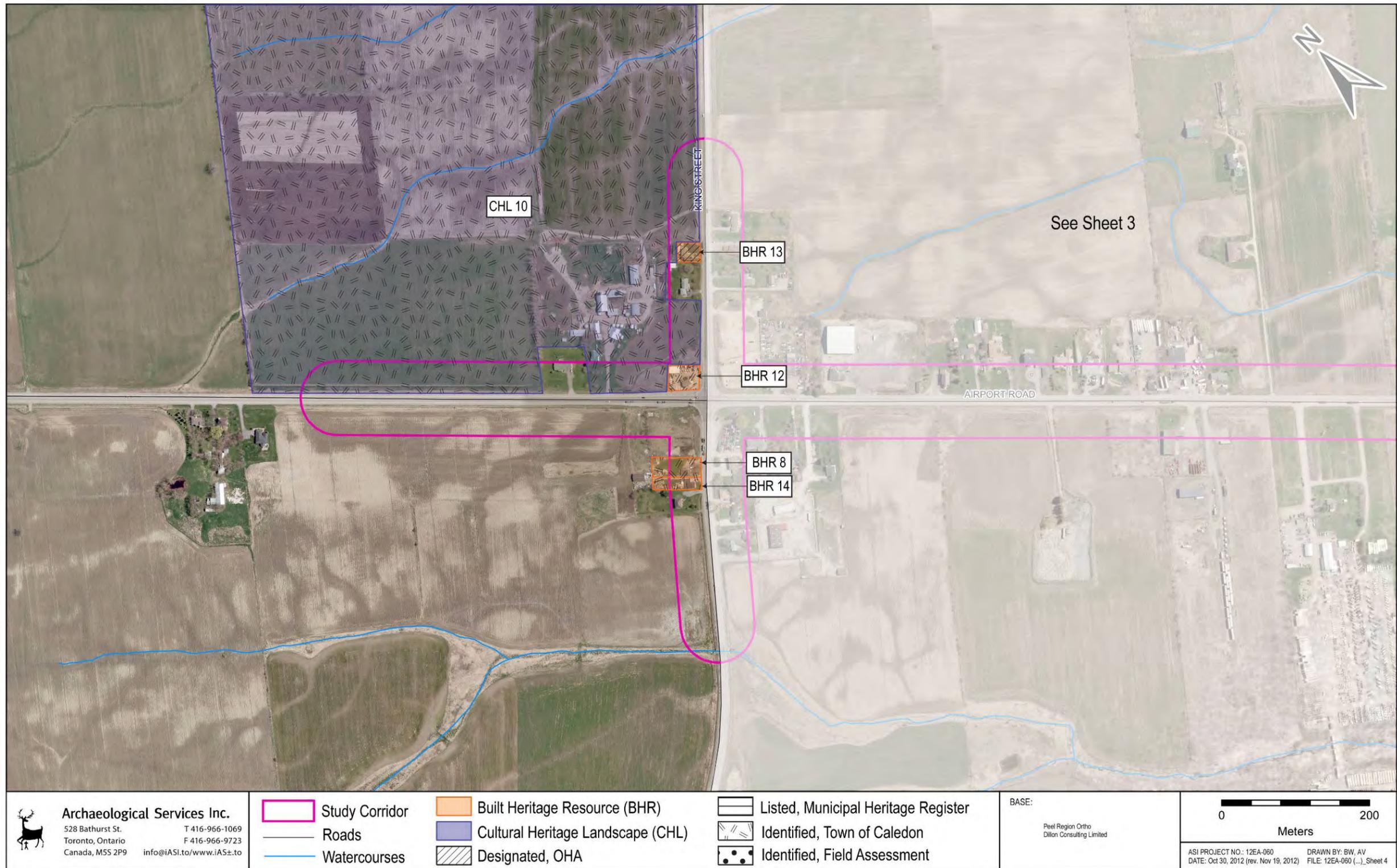


Figure 10: Airport Road EA – Location of identified built heritage resources (BHR) and cultural heritage landscapes (CHL); Sheet 4

7.0 PROPOSED WORK

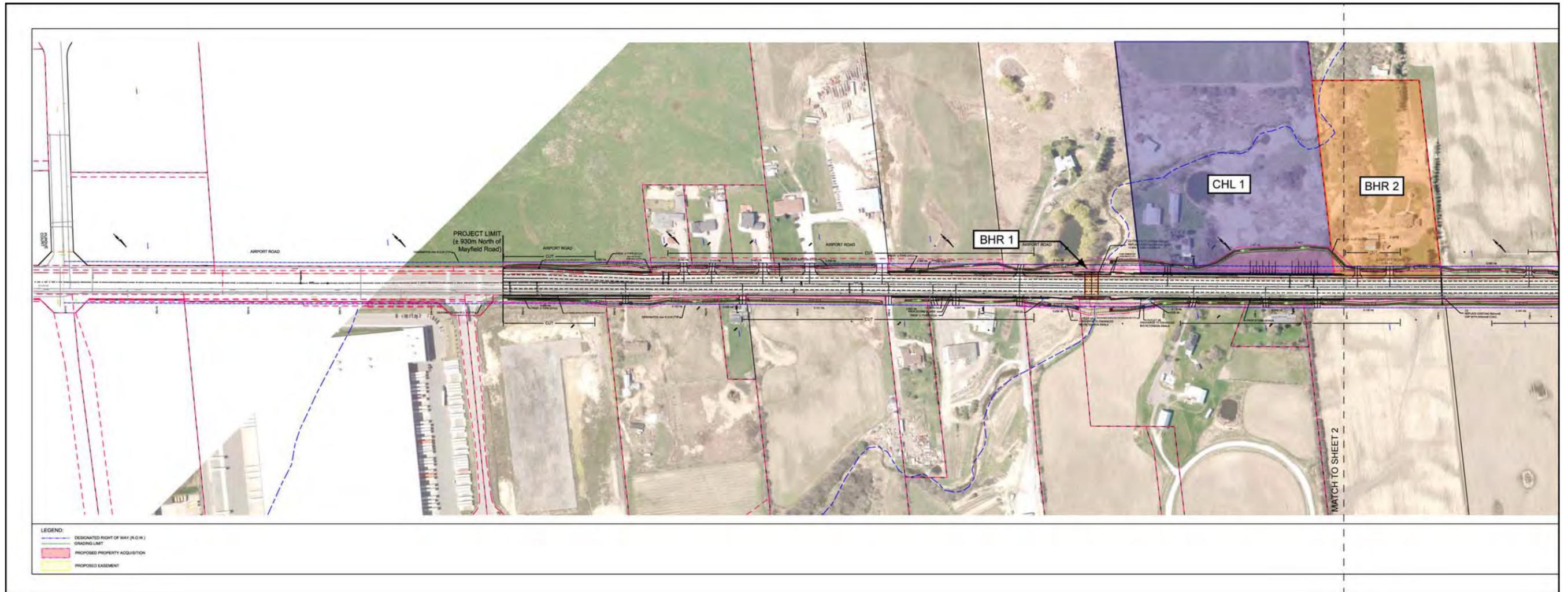


Figure 11: Proposed work for the Airport Road EA (Sheet 1)

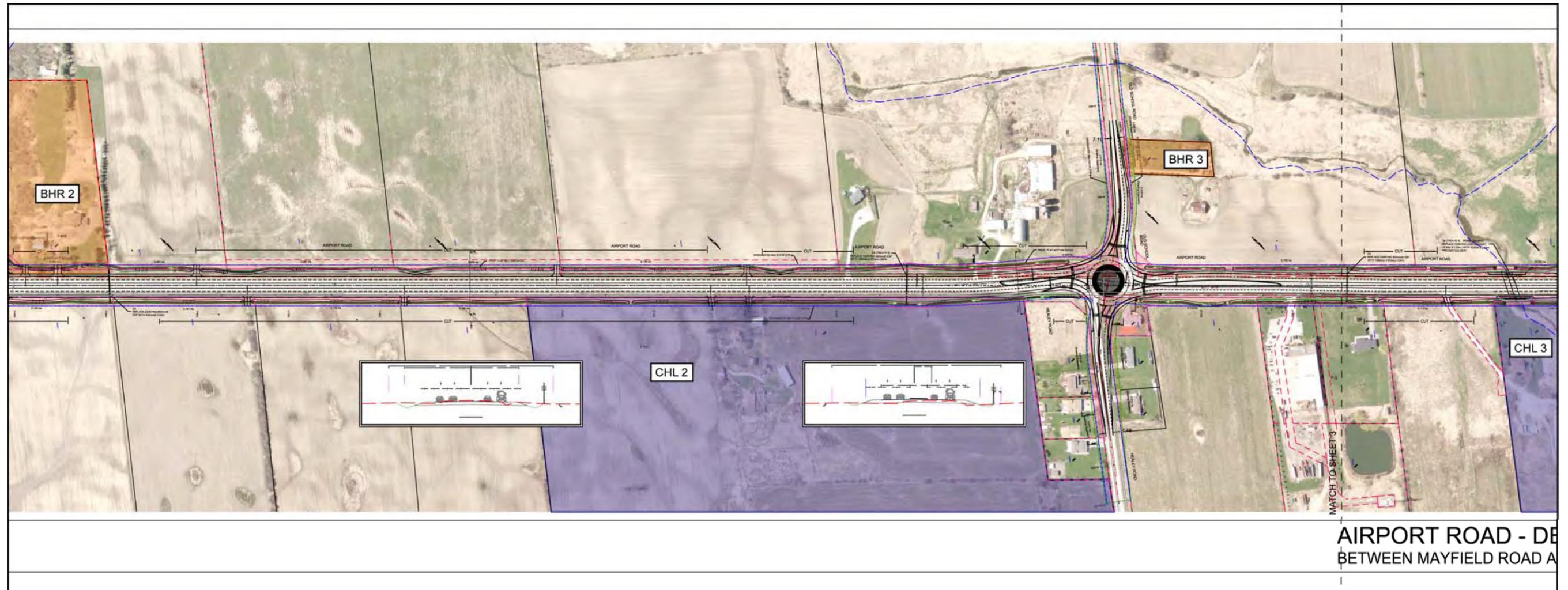


Figure 12: Proposed work for the Airport Road EA (Sheet 2)

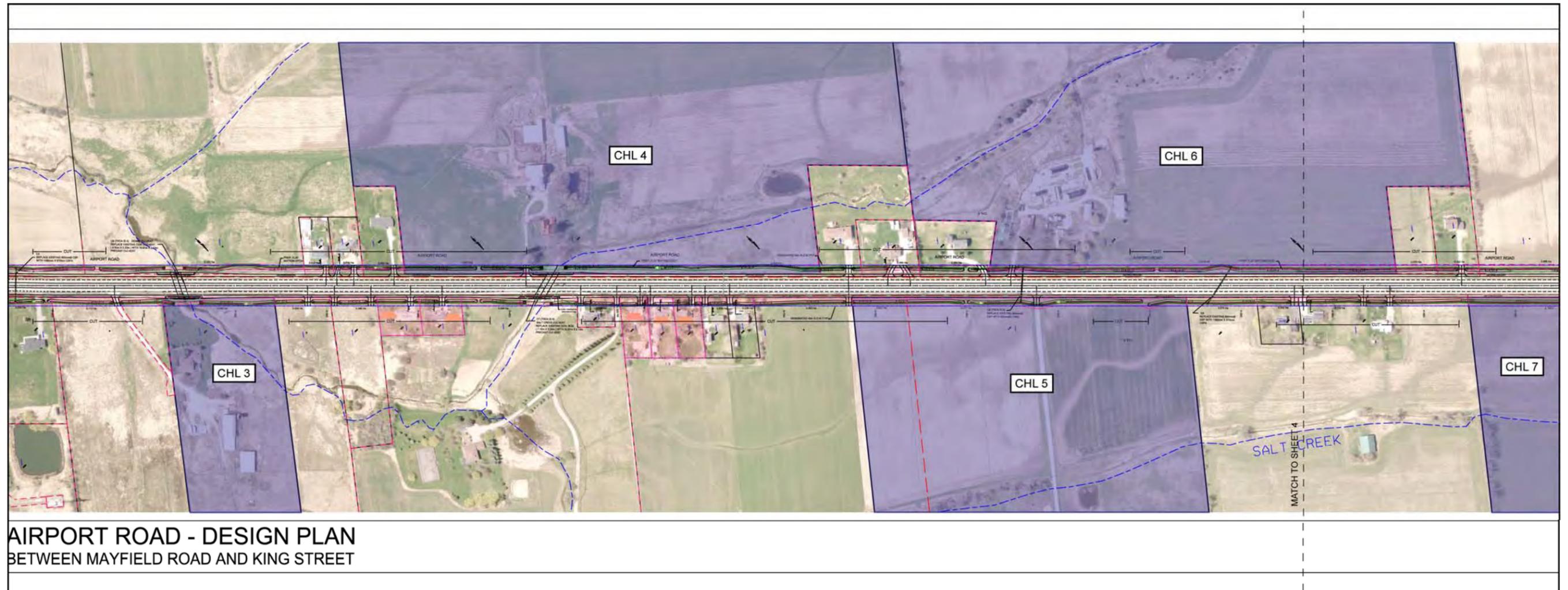


Figure 13: Proposed work for the Airport Road EA (Sheet 3)

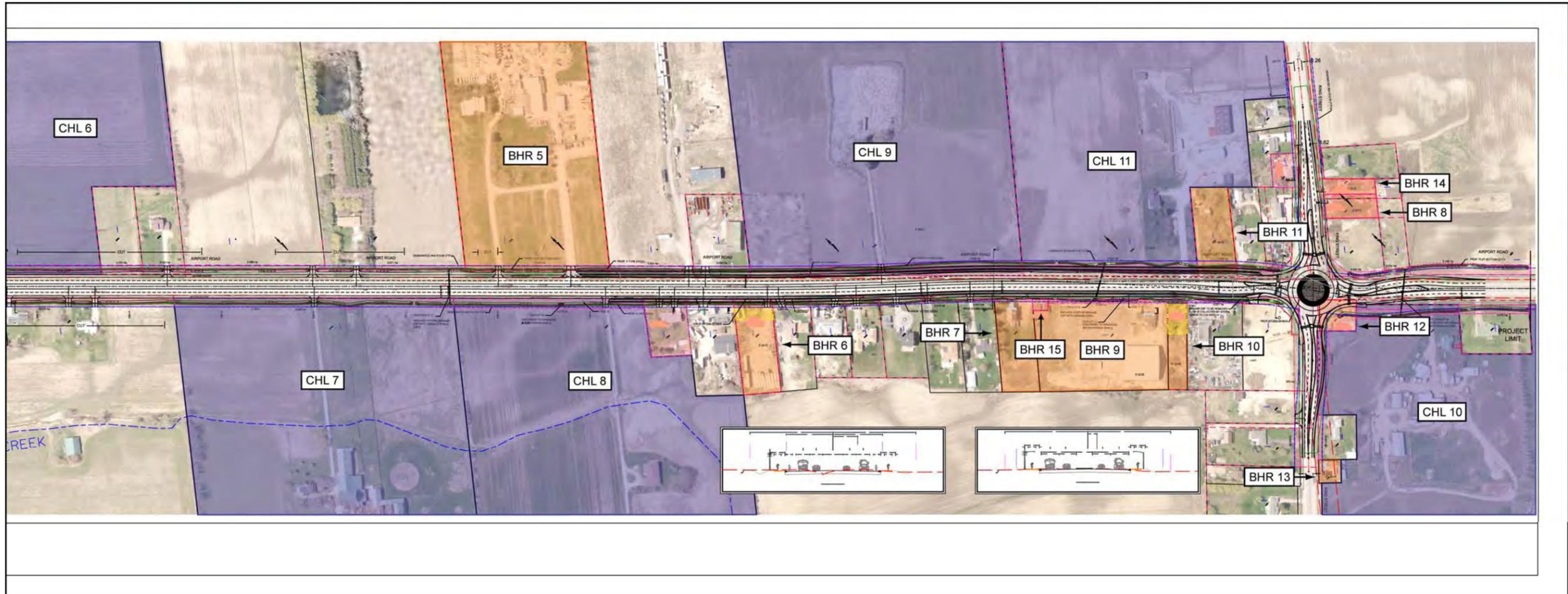


Figure 14: Proposed work for the Airport Road EA (Sheet 4)

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