

watercourse alteration or channelization, servicing, removals, intensive landscaping, and heavy construction traffic. Areas beyond the typically disturbed ROW generally require archaeological assessment in order to determine archaeological potential relative to the type or scale of disturbances that may have occurred in these zones.

The project involves the preliminary design of 23 km of Transitway mainline, a works yards located east of Highway 400, and 11 Transitway stations within the project limits. In light of the relative size of the study corridor, the field review was limited to areas immediately surrounding the proposed 407 Transitway alignment and the proposed station locations. The field review of the study corridor proceeded from west to east, starting at Highway 400.

From just west of Highway 400 to Jane Street, the proposed 407 Transitway alignment follows the hydro corridor (Plate 1) and passes through open fields (Plate 2) that have remained relatively undisturbed. A Transitway station has been proposed just west of Jane Street on lands that have also remained relatively undisturbed (Plate 3). Should the proposed project encroach upon these undisturbed lands, a Stage 2 assessment should be conducted (Figure 4-1: areas marked in green). Black Creek bisects a portion of the alignment. For the most part, the land around the creek can be characterized as being sloped (Figure 4-1: areas marked in purple). This portion of the study corridor does not have archaeological potential, and no further archaeological assessment is required.

Between Jane Street and Keele Street, the proposed alignment runs parallel to and within the existing Highway 407 ROW. For the most part, the area has been heavily disturbed by typical road construction (Plates 5-7; Figures 4-1 to 4-2: areas marked in yellow). Due to the extent of previous disturbance, the Highway 407 ROW does not exhibit archaeological site potential. Two small sections of land at the western and eastern edges of the Beechwood Cemetery have remained relatively undisturbed (Plate 4; Figures 4-1 to 4-2: areas marked in green). Should the proposed project encroach upon these undisturbed areas, a Stage 2 assessment should be conducted.

The Beechwood Cemetery is an active cemetery containing 120 ac of gently rolling landscape. If construction activities are proposed within the limits of the cemetery (Figure 4-1), a Stage 3 archaeological investigation will be necessary in order to determine the presence and extent of burial features in the proposed disturbance area.

From Keele Street to Dufferin Street, the proposed alignment dips north slightly to by-pass the Highway 407 interchange at Keele Street, and then heads northeast, crossing to the north side of the Highway 407 at the CN rail line. Two areas of archaeological potential are extant within this portion of the proposed alignment: immediately east of Keele Street, between Great Golf Drive and Highway 407 (Plate 8), and adjacent to the CN rail line, between Highway 7 and Highway 407 (Plates 10-11; Figures 4-2 to 4-3: areas marked in green). A Transitway station has been proposed at each of these locations as well. The west branch of the Don River also bisects this section of the study corridor. Should the proposed project encroach upon these undisturbed lands, a Stage 2 assessment should be conducted.

Between Dufferin Street and Bathurst Street, the proposed alignment crosses back over to the south side of Highway 407 and runs parallel to the hydro corridor. These lands have remained relatively undisturbed