

# Appendix O – Stage 1 Archaeology Report



**407 TRANSITWAY – WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400**

**MINISTRY OF TRANSPORTATION - CENTRAL REGION**

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
407 TRANSITWAY FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400  
LOTS 12-13, CONCESSION I WEST AND LOTS 12-15, CONCESSION I-VI EAST, FORMER TOWNSHIP OF TORONTO;  
LOTS 1-2, CONCESSION V-VI EAST, FORMER TOWNSHIP OF CHINGUACOUSY;  
LOTS 1, 2, AND 15, CONCESSION VII-IX EAST, FORMER TOWNSHIP OF TORONTO GORE (COUNTY OF PEEL);  
LOT 40, CONCESSION A AND I-IV, TOWNSHIP OF ETOBICOKE;  
LOTS 1-4, CONCESSION V-IX TOWNSHIP OF VAUGHAN (COUNTY OF YORK)  
CITIES OF VAUGHAN, MISSISSAUGA, AND BRAMPTON  
REGIONAL MUNICIPALITIES OF PEEL, YORK AND TORONTO**

**REVISED REPORT**

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**LOT 40, CONCESSION A AND I-IV, TOWNSHIP OF ETOBICOKE;**  
**LOTS 1-4, CONCESSION V-IX TOWNSHIP OF VAUGHAN (COUNTY OF YORK)**  
**CITIES OF VAUGHAN, MISSISSAUGA, AND BRAMPTON**  
**REGIONAL MUNICIPALITIES OF PEEL, YORK AND TORONTO**

**EXECUTIVE SUMMARY**

Archaeological Services Inc. was contracted by LGL Limited to conduct a Stage 1 Archaeological Assessment as part of the Transit Project Assessment Process for the 407 Transitway from west of Hurontario Street to east of Highway 400. MTO is proposing a 23 km segment of a transitway facility along the Highway 407 corridor. The Project Limits consist of the proposed station locations and a 30 m buffer around the preferred transitway alignments. The Project Limits are located in the Cities of Vaughan, Mississauga, and Brampton, Regional Municipalities of Peel, York and Toronto.

This 23 km segment forms part of the 150 km long, high-speed interregional facility planned to be ultimately constructed on a separate ROW that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking, and access connections. This Transitway is a component within the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

The Stage 1 background research determined that 72 previously registered archaeological sites are located within one kilometre of the Project Limits, 19 of which are within 50 metres of the Project Limits, and 13 of which are located within the Project Limits. Only two sites within the Project Limits were identified as retaining further CHVI and require additional archaeological assessment (AjGw-490 and AkGv-121).

The property inspection determined that parts of the Project Limits have been subject to deep and extensive land disturbance. These lands do not retain archaeological potential. The remainder of the 407 Transitway West Project Limits, however, do exhibit archaeological potential and require further archaeological assessment. These lands require Stage 2 archaeological assessment prior to any proposed project impacts.

In light of these results, ASI makes the following recommendations:

1. Parts of the 407 Transitway West Project Limits retain archaeological potential. These lands must be subject to test pit survey or pedestrian survey, both at five metre intervals, where appropriate, prior to any proposed impacts by the project;
2. The James Cracker site (AjGw-490) is located within the Project Limits and has been documented to retain further CHVI. This site requires Stage 3 site-specific assessment to determine the nature and extent of the cultural deposits, prior to any proposed impacts to the site;



3. The ROW site (AkGv-121) is located within the Project Limits and has been documented to retain further CHVI. This site requires Stage 3 site-specific assessment to determine the nature and extent of the cultural deposits, prior to any proposed impacts to the site;
4. The remainder of the Project Limits is documented to have been subject to previous archaeological assessment or does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions. These lands do not require further archaeological assessment; and,
5. Should the proposed work extend beyond the current Project Limits then further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.



## PROJECT PERSONNEL

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## 1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by LGL Limited (LGL) to conduct a Stage 1 Archaeological Assessment as part of the Transit Project Assessment Process (TPAP) for the 407 Transitway from west of Hurontario Street to east of Highway 400. MTO is proposing a 23 km segment of a transitway facility along the Highway 407 corridor. The Project Limits consist of the proposed station locations and a 30 m buffer around the preferred transitway alignments (Figure 1). The Project Limits are located in the Cities of Vaughan, Mississauga, and Brampton, Regional Municipalities of Peel, York and Toronto. Historically, the Project Limits are located within the County of Peel on part of Lots 12-13, Concession I West and Lots 12-15, Concession I-VI East, Township of Toronto; Lots 1-2, Concession V-VI East, Township of Chinguacousy; and, Lots 1, 2, and 15, Concession VII-IX East, Township of Toronto Gore. In the County of York, the Project Limits are historically located on part of Lot 40, Concession A and I-IV, Township of Etobicoke; and, Lots 1-4, Concession V-IX, Township of Vaughan.

This is a total project management (TPM) assignment, where the consultant delivers all aspects of the study on behalf of MTO. The TPM prime consultant is Parsons, who has assembled a team of engineering and environmental specialists to provide the services required for this study. LGL Limited will be providing environmental design and planning services on behalf of Parsons.

The study will follow the Transit Project Assessment Process (TPAP) prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* under the *Environmental Assessment Act*. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way (ROW), running along the Highway 407 Corridor. This section of the transitway facility will consist of 23 km of runningway and a number of stations whose locations will be determined as part of this study. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off facilities, bus lay by facilities, and on street integration with local transit, shelters, buildings and other amenities. Subject to the outcome of the study, the 407 Transitway will be implemented initially as Bus Rapid Transit (BRT) with the opportunity to convert to Light Rail Transit (LRT) in the future.

This 23 km segment forms part of the 150 km long, high-speed interregional facility planned to be ultimately constructed on a separate ROW that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking, and access connections. This Transitway is a component within the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (2005), the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Tourism, Culture and Sport (MTCS).

In the S & G, Section 1, the objectives of a Stage 1 archaeological assessment are discussed as follows:

- To provide information about the history, current land conditions, geography, and previous archaeological fieldwork of the Project Limits;
- To evaluate in detail the archaeological potential of the Project Limits that can be used, if necessary, to support recommendations for Stage 2 archaeological assessment for all or parts of the Project Limits; and,
- To recommend appropriate strategies for Stage 2 archaeological assessment, if necessary.



This report describes the Stage 1 archaeological assessment that was conducted for this project and is organized as follows: Section 1.0 summarizes the background study that was conducted to provide the historical and archaeological contexts for the Project Limits; Section 2.0 addresses the field methods used for the property inspection that was undertaken to document the general environment, current land use history and conditions of the Project Limits; Section 3.0 analyses the characteristics of the Project Limits and evaluates its archaeological potential; Section 4.0 provides recommendations for the next assessment steps; and, the remaining sections contain other report information that is required by the S & G, e.g., advice on compliance with legislation, works cited, mapping and photo-documentation.

## 1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (1990) and regulations made under the Act, and is therefore subject to all associated legislation.

The *City of Toronto Archaeological Management Plan* (ASI In-preparation), the *Archaeological Masterplan of the Town of Vaughan* (MPP 1986), and the *Draft Archaeological Management Plan* (ASI 2013) of York Region were all consulted as part of the background research.

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted to ASI by LGL on September 14, 2016. Permission to enter for the property inspection was provided to ASI by LGL on behalf of several property owners on September 20, 2016.

## 1.2 Historical Context

The purpose of this section, according to the S & G, Section 7.5.7, Standard 1, is to describe the past and present land use and the settlement history and any other relevant historical information gathered through the Stage 1 background research. First, a summary is presented of the current understanding of the Indigenous land use of the Project Limits. This is followed by a review of the historical Euro-Canadian settlement history.

### 1.2.1 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier, approximately 13,500 before present (BP) (Ferris 2013: 13). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the environment had progressively warmed (Edwards and Fritz 1988), and populations now occupied less extensive territories (Ellis and Deller 1990: 62-63).

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries



dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990; Ellis et al. 2009; cf. Brown 1995:13).

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. Exchange and interaction networks broaden at this time (Spence et al. 1990: 136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al. 1990: 155, 164). It is also during this period that maize was first introduced into southern Ontario, though it would have only supplemented people's diet (Birch and Williamson 2013: 13-15). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From approximately 1,000 BP until approximately 300 BP, lifeways became more similar to that described in early historical documents. The groups occupying the Project Limits during this period were largely immigrants from the north shore of the Lake Ontario region and were Iroquoian-speakers. The Iroquoian communities established in the Project Limits were likely involved in complex negotiations and interactions with the local Algonquin-speaking populations. During the Early Iroquoian phase (AD 1000-1300), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990: 317). By the second quarter of the first millennium BP, during the Middle Iroquoian phase (AD 1300-1450), this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990: 343). In the Late Iroquoian phase (AD 1450-1649) this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed.

By AD 1610, the ancestral Huron-Wendat communities located along the north shore of Lake Ontario had moved northward to confederate with other Wendat communities living in Wendake, the historic Wendat homeland situated between Lake Simcoe and Georgian Bay. In the 1640s, the traditional enmity between the Haudenosaunee (Five Nation Iroquois) and the Wendat (and their Algonkian allies such as the Nipissing and Odawa) led to the latter's dispersal from southcentral Ontario.

After the dispersal, The Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario, including Teiaiagon, near the mouth of the Humber River; and Ganestiquiagon, near the mouth of the Rouge River. Their locations near the mouths of the Humber and Rouge Rivers, two branches of the Toronto Carrying Place, strategically linked these settlements with the upper Great Lakes through Lake Simcoe. The west branch of the Carrying Place followed the Humber River valley northward over the drainage divide, skirting the west end of the Oak Ridges Moraine, to the East Branch of the Holland River. Another trail followed the Don River watershed.

When the Senecas established Teiaiagon at the mouth of the Humber, they were in command of the traffic across the peninsula to Lake Simcoe and the Georgian Bay. Later, Mississauga and earliest European presence along the north shore was therefore also largely defined by the area's strategic importance for accessing and controlling long established economic networks. Prior to the arrival of the Seneca, these economic networks would have been used by the Huron-Wendat for over five hundred years. While the trail played an important part during the fur trade, people would also travel the trail in order to exploit the



resources available to them across south-central Ontario, including the various spawning runs, such as the salmon coming up from Lake Ontario or herring or lake trout in Lake Simcoe.

Due, in large part, to increased military pressure from the French upon their homelands south of Lake Ontario, the Iroquois abandoned their north shore frontier settlements by the late 1680s, although they did not relinquish their interest in the resources of the area, as they continued to claim the north shore as part of their traditional hunting territory. The settlement vacuum, however, was immediately filled by the Anishinaubeg, including the Mississauga, Ojibwa (or Chippewa) and Odawa. At the time of European contact in the early seventeenth century, the Anishinaubeg “homeland” was a vast area extending from the east shore of Georgian Bay, and the north shore of Lake Huron, to the northeast shore of Lake Superior and into the upper peninsula of Michigan. Individual bands were politically autonomous and numbered several hundred people. These groups were highly mobile, with a subsistence economy based on hunting, fishing, gathering of wild plants, and garden farming. Their movement southward also brought them into conflict with the Haudenosaunee, which is reflected in their oral histories.

Peace was achieved between the Iroquois and the Anishinaabek Nations in August of 1701 when representatives of more than twenty Anishinaabek Nations assembled in Montreal to participate in peace negotiations (Johnston 2004:10). During these negotiations captives were exchanged and the Iroquois and Anishinaabek agreed to live together in peace. Peace between these nations was confirmed again at council held at Lake Superior when the Iroquois delivered a wampum belt to the Anishinaabek Nations.

In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases to the north of Lake Ontario in the early nineteenth century, the Crown acknowledged the Mississaugas as the owners of the lands between Georgian Bay and Lake Simcoe and entered into negotiations for additional tracts of land as the need arose to facilitate European settlement.

The eighteenth century saw the ethnogenesis in Ontario of the Métis, when Métis people began to identify as a separate group, rather than as extensions of their typically maternal First Nations and paternal European ancestry (Métis Nation of Canada [MNC] n.d.). Living in both Euro-Canadian and Indigenous societies, the Métis acted as agents and subagents in the fur trade but also as surveyors and interpreters. Métis populations were predominantly located north and west of Lake Superior, however, communities were located throughout Ontario (MNC n.d.; Stone and Chaput 1978:607,608). During the early nineteenth century, many Métis families moved towards locales around southern Lake Huron and Georgian Bay, including Kincardine, Owen Sound, Penetanguishene, and Parry Sound (MNC n.d.). By the mid-twentieth century, Indigenous communities, including the Métis, began to advance their rights within Ontario and across Canada, and in 1982, the Métis were federally recognized as one of Canada's distinct Indigenous peoples. Recent decisions by the Supreme Court of Canada (R. V. Powley, 2003; Daniels v. Canada, 2016) have reaffirmed that Métis people have full rights as one of the Indigenous people of Canada under subsection 91(24) of the Constitution Act, 1867.

### ***1.2.2 Euro-Canadian Land Use: Township Survey and Settlement***

Historically, the Project Limits are located within the County of Peel on part of Lots 12-13, Concession I West and Lots 12-15, Concession I-VI East, Township of Toronto; Lots 1-2, Concession V-VI East, Township of Chinguacousy; and Lots 1, 2, and 15, Concession VII-IX East, Township of Toronto Gore. In the County of York, the Project Limits are historically located on part of Lot 40, Concession A and I-IV, Township of Etobicoke; and Lots 1-4, Concession V-IX, Township of Vaughan.



The S & G stipulates that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries are considered to have archaeological potential. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario Heritage Act* or a federal, provincial, or municipal historic landmark or site are also considered to have archaeological potential.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those that are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 m of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006).

#### *Toronto Township*

The Township of Toronto was originally surveyed in 1806 by Mr. Wilmot, Deputy Surveyor. The first settler in this township, and also the County of Peel, was Colonel Thomas Ingersoll. The whole population of the township in 1808 consisted of seven families scattered along Dundas Street. The number of inhabitants gradually increased until war broke out in 1812, which gave considerable check to its progress. When the war was over, the township's growth revived and the northern part of the township was surveyed and called the "New Survey." The greater part of the New Survey was granted to a colony of Irish settlers from New York City who suffered persecution during the war.

The Credit River runs through the western portion of the township and proved to be a great source of wealth to its inhabitants as it was not only a good watering stream but afforded abundant mill privileges along the entire length of the river. Within the Township of Toronto, several villages of varying sizes had developed by the end of the nineteenth century, including Streetsville, Meadowvale, Churchville, and Malton. A number of crossroad communities also began to grow by the end of the nineteenth century. These included Britannia, Derry, Frasers Corners, Palestine, Mt. Charles, and Grahamsville.

#### *Chinguacousy Township*

The land now encompassed by the Township of Chinguacousy has a cultural history which begins approximately 10,000 years ago and continues to the present. The Project Limits are located within lands of the 1818 "Ajetance Treaty" between the Crown and the Mississauga Nation of the River Credit, Twelve and Sixteen Mile Creeks (Aboriginal Affairs and Northern Development Canada [AANDC] 2013). This treaty, however, excluded lands within one mile on either side of the Credit River, Twelve Mile Creek and Sixteen Mile Creek. In 1820, Treaties 22 and 23 were signed which acquired these remaining lands except a 200 acre parcel along the Credit River (Heritage Mississauga 2012:18).



The township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River meaning “young pine.” Other scholars assert that it was named in honour of the Ottawa Chief Shinguaquose, which was corrupted to the present spelling of ‘Chinguacousy,’ “under whose leadership Fort Michilimacinac was captured from the Americans in the War of 1812” (Mika 1977:416; Rayburn 1997: 68). The township was formally surveyed in 1818, and the first legal settlers took up their lands later in that same year. The extant Survey Diaries indicate that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock, and pine. It was recorded that the first landowners in Chinguacousy included settlers from New Brunswick, the United States, and also United Empire Loyalists and their children (Pope 1877:65; Mika 1977:417; Armstrong 1985:142).

Due to the small population of the newly acquired tract, Chinguacousy was initially amalgamated with the Gore of Toronto Township for political and administrative purposes. In 1821, the population of the united townships numbered just 412. By 1837, the population of the township had reached an estimated 1,921. The numbers grew from 3,721 in 1842 to 7,469 in 1851. Thereafter the figures declined to 6,897 in 1861, and to 6,129 by 1871 (Walton 1837:71; Pope 1877:59). Chinguacousy Township was the largest in Peel County and was described as one of the best settled townships in the Home District. It contained excellent, rolling land which was timbered mainly in hardwood with some pine intermixed. Excellent wheat was grown here. The township contained one grist mill and seven saw mills. By 1851, this number had increased to two grist mills and eight sawmills (Smith 1846:32; Smith 1851:279). The principal crops grown in Chinguacousy included wheat, oats, peas, potatoes, and turnips. It was estimated that the only township in the province which rivaled Chinguacousy in wheat production at that time was Whitby. Other farm products included maple sugar, wool, cheese, and butter (Smith 1851:279).

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

In 1974, part of the township was amalgamated with the City of Brampton, and the remainder was annexed to the Town of Caledon (Pope 1877:59; Mika 1977:417-418; Armstrong 1985:152; Rayburn 1997:68).

#### *Toronto Gore Township*

The Township of Toronto Gore was established in 1831, and its name is derived from its particular boundary shape, as it resembles a wedge introduced between the adjacent townships of Chinguacousy, Toronto, Vaughan, and Etobicoke. This geographical position and boundary allotment would prove to impact future settlement and development in the township. Prior to 1831, the Township of Toronto Gore was amalgamated with Chinguacousy Township. The Township of Toronto Gore remained a part of the County of Peel until 1973, and in 1974 the Township became a part of the City of Brampton.

#### *Township of Etobicoke*

The Township of Etobicoke was originally under the authority of the Nassau District Land Board which sat at Newark (Niagara) until the district boards were abolished by John Graves Simcoe in November 1794. When Simcoe redefined the administrative and electoral boundaries for Upper Canada, the area which covers the modern City of Toronto and Etobicoke formed part of the County of York in the East Riding of York in the Home District.



The first survey of Etobicoke was made by Abraham Iredell in April 1795, and the first legal settler took up land in 1800 (Armstrong 1985: 143). Several of the modern streets in Etobicoke follow the survey lines set down by Iredell, and his field notes were used by William Hawkins when he corrected and confirmed parts of the township survey in 1856-1857. Other parts of Etobicoke, such as the extensive tract in the southwest corner of the township which was granted to the Hon. Samuel Smith, remained unsurveyed until this work was undertaken by Samuel Wilmot in 1811. Other early township surveys were undertaken by Augustus Jones in 1797 and by William Hambly in 1798. A survey of a road leading across the township to the King's Mill was undertaken by Thomas Ridout and soldiers from the garrison at York during the summer of 1814. The irregular shape of the township, as well as the various surveyors who laid out the concessions, caused Etobicoke to be "laid out in a fragmentary and unsystematic fashion" (Robertson 1914: 97). William Canniff also speculated that part of the haphazard survey found in Etobicoke may have been in an effort to permit as many settlers as possible to "obtain a frontage upon a water way" (Miles & Co. 1878: xxi).

In 1805, Etobicoke was briefly described by D'Arcy Boulton. Boulton writes, "further to the westward (that is, between the Humber and the head of the Lake Ontario) the Tobicoake, the Credit, and two other rivers, with a great many smaller streams, join the main waters of the lake; they all abound with fish, particularly salmon. At this place is a small house for the entertainment of travelers." He further noted that "the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues" (Boulton 1805: 48). One of the early alternate names given to the Etobicoke Creek was "Smith's River".

The early European population of Etobicoke was composed of a mixture of Loyalists and their children and American settlers, but was greatly augmented during the post War of 1812 period by emigrants from the United Kingdom, Ireland, and Scotland.

In 1846, Etobicoke was described as "a well settled township, containing good land" although some of the land near the lake was "generally poor and sandy." The timber was principally pine and hardwood, including beech, maple, elm, and basswood. The township contained five grist mills and nine sawmills. The population of the township had reached 2,467 in 1842 (Smith 1846: 57).

In 1851, it was noted that although Etobicoke was a small township, it was well settled and property values had increased greatly. During the late 1820s and early 1830s, land was available for purchase at \$6 per acre, but by 1851 it had increased to £10-12 (about \$50-60) per acre. The population in that year was 2,904. The township contained five grist mills and seven saw mills. The primary crops enumerated in the agricultural census included wheat, barley, oats, peas, potatoes, wool, cheese, and butter (Smith 1852: 18). The price of land did not jump dramatically during the latter half of the nineteenth century, and it was estimated that good agricultural land could be purchased for between \$60-\$80 per acre in 1885 (Mulvany 1885: 102).

### *Vaughan Township*

The land within Vaughan Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1793, and the first legal settlers occupied their land holdings in 1796. The township was named in honour of Benjamin Vaughan, who was one of the negotiators for the Treaty of Paris which ended the American Revolutionary War in 1783. In 1805, D'Arcy Boulton (1805:89) noted that the soil in Vaughan was "much improved," and due to its proximity to York "may be expected to form an early and flourishing settlement." Vaughan was initially settled by Loyalists, the children of



Loyalists, disbanded soldiers, and by Americans including the Pennsylvania Dutch, French Huguenots, and Quakers. By the 1840s, the township was noted for its excellent land and “well cleared and highly cultivated farms” (Smith 1846:199; Reaman 1971:19; Armstrong 1985:148; Rayburn 1997:355).

#### *The Ontario, Huron and Simcoe Railway (Northern Railway)*

The Toronto, Simcoe, and Lake Huron Union Rail Road Company was incorporated in 1844 and in 1850 was renamed the Ontario, Simcoe, and Huron Union Rail Road Company. The rail line opened on May 16, 1853, and connected Toronto to Aurora (formerly Matchell’s Corners) via a 48 kilometre track (Andrae 1997). The line was expanded with service to Bradford on June 13, 1853, and further expanded to Barrie on October 11, 1853 (forming the path for the present Barrie rail corridor). The inaugural trip on May 16, 1853 from Toronto to Aurora is commemorated by a plaque at Toronto’s Union Station, as it was the first steam locomotive operated in Ontario (Mika and Mika 1977).

In 1858, the company underwent a third name change becoming the Northern Railway Company of Canada. Subsequently, the Ontario, Simcoe, and Huron Railway became known simply as the Northern Railway, until 1888 when the ownership amalgamated with the Grand Trunk Railway Company of Canada. Rail tracks were quickly laid across Ontario, as well as other parts of the country, linking settlements and provinces. While the population of Canada doubled between 1851 and 1901, the miles of rail laid increased exponentially from 159 to 18,294 miles (Andrae 1997). The Northern Railway attracted businesses to the Counties of York and Simcoe, causing those communities with a station to thrive and those without to falter (Town of Newmarket 2014). In 1923, the railway company was again amalgamated, this time with the government-owned Canadian National Railway (CN).

Commuter service began on the line in 1972, operated by CN as part of the CN Newmarket Subdivision. This commuter service was taken over by VIA Rail in 1978, and then by GO Transit in 1982. GO Transit continues to operate commuter service today.

### **1.2.3 Historic Map Review**

The 1859 *Tremaine’s Map of the County of Peel* and 1860 *Tremaine’s Map of the County of York* as well as the 1877 *Illustrated Historical Atlas of the County of Peel* and 1878 *Illustrated Historical Atlas of the County of York* were reviewed to determine the potential for the presence of historical resources in the Project Limits in the nineteenth century (Figures 2-8).

To best use historic mapping to reconstruct/predict the location of former features within the modern landscape, maps are reviewed using geographic information systems (GIS). Using reference points which are likely to have remained constant through time, such as unimproved road intersections or Concession Lot vertices, these maps are georeferenced in order to project the most accurate location of former map features. There are numerous potential sources of error inherent in this process. These include idealism in the original map production, map scale, image resolution and reproduction accuracy. The significance of such potential error is often mitigated, however, through critical analysis of the sources in comparison with other map sources as well as the property inspection results.

It should be noted, also, 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. Details of historic property owners and features are provided in Table 1.

Table 1: Nineteenth-Century Property Owners and Historical Features

Con. #	Lot #	Property Owner(s) (1859/1860)	Property Owners (1877/1878)	Historical Feature(s) (1859/1860)	Historical Feature(s) (1877/1878)
<i>Township of Toronto, County of Peel</i>					
I W	12	David Wiggins John Tilt	James McCracker Joseph Tilt	Waterway (1)	Farmsteads (2) Orchards (2) Waterway (1)
	13	John Tilt Andrew Cheyne	William Tilt Robert Cheyne	“Berry West Cottage” Waterway (1)	Farmsteads (2) Orchards (2) Waterway (1)
I E	12	G. Graham Tho’s Graham	Josh Graham Tho’s Graham	n/a	Farmsteads (2) Orchards (2)
	13	Jas. Graham Geo. Rutledge John Rutledge	Jos’h Graham Geo. Rutledge	n/a	Farmsteads (2) Orchards (2)
II E	12	W’m Reid Tho’s Montgomery	William Reed William Montgomery	n/a	Farmsteads (2) Orchards (2)
	13	W’m Robinson Geo. Rutlege Tho’s Montgomery	Ja’s Graham George Rutledge William Montgomery	Farmstead (1) Waterway (1)	Farmsteads (4) Orchard (1) Waterway (1)
III E	12	Tho’s Reid W’m Reid	William Reed	Farmstead (1) Waterway (1)	Farmsteads (3) Orchards (2) Waterways (2)
	13	Jas. Stewart Jos. Graham	Benjamin Stewart John Graham	Waterways (2)	Farmsteads (2) Orchards (2) Waterway (1)
	14	Jas. Stewart Jos. Armstrong	Benjamin Stewart Jos’h Armstrong	Waterway (1)	“Orange Hall” Farmsteads (3) Orchards (3) Waterways (2)
IV E	12	Tho’s Martin	Nicholas Barker	Waterway (1)	Farmstead (1) Orchard (1) Waterway (1)
	13	Rob’t Moore Jas. Grogan	Rob’t Moore Est. of James Grogen	Waterways (3)	Farmsteads (2) Orchard (1) Cemetery (1) Waterways (2)
	14	John Davis Jos. Armstrong Jos. Graham Martin Townley	James Graham Jos’h Armstrong John Davis Henry Gilpin	Farmstead (1) Waterways (2)	Farmsteads (2) Orchards (2) Waterways (2)
	15	Est. of Rob’t Fraser Mart’n Morrison	Est. of Rob’t Fraser Mathew Cransic	Farmstead (1) Settlement of Frasers Corners	Farmsteads (2) Orchards (3) Hotel (1)



Con. #	Lot #	Property Owner(s) (1859/1860)	Property Owners (1877/1878)	Historical Feature(s) (1859/1860)	Historical Feature(s) (1877/1878)
				Waterways (2)	Waterways (2)
V E	13	Fran's Johnston	Est. of F. Johnston Geo. Foster	n/a	Farmsteads (2) Orchards (3) Grand Trunk Railway (1)
	14	[?] Beazley	Jno. Soper Jos'h Key	n/a	Farmsteads (2) Orchards (2) Grand Trunk Railway (1)
	15	John Gill Dr. Aikin	James Mitchell Geo. Steel	Farmstead (1)	Farmsteads (2) Orchards (2) Grand Trunk Railway (1)
VI E	14	Tho's H. Alderman	James Mitchell	n/a	Farmstead (1) Orchard (1) Waterway (1)
	15	Jos. Graham Tho's Graham Es.	Jos'h Graham Peter Lampier	Store (1) Post Office (1) Settlement of Grahamsville	Farmsteads (2) Orchards (2) Store (1) Grahamsville P.O. W. Meth. Church and cemetery Waterway (1)
<i>Township of Chinguacousy, County of Peel</i>					
V E	1	John G. Watson	Jno. Watson	Farmstead (1)	Residences (2) Barns (2) Orchards (3) Schoolhouse (1)
VI E	1	Iaac Bird Geo. Graham	Jno. Sanderson Rob't Dorsey	Watsons [?] Settlement of Grahamsville	Residences (2) Orchards (2) Settlement of Grahamsville
	II	Geo. Teasdale Jos. Brown	Jno. Jackson Est. of Jos. Brown	Farmsteads (2)	Residences (2) Barn (1) Orchards (2) Cemetery (1)
<i>Township of Toronto Gore, County of Peel</i>					
VII E	1	T. B. Phillips Esq.	Dr. T. G. Philips	Farmstead (1) Settlement of Grahamsville Waterway (1)	Farmstead (1) Settlement of Grahamsville Waterway (1)
	2	Stephen Garbutt Cha's Sharer	Stephen Garbutt Chase Sharer	Farmstead (1) Waterway (1)	Farmsteads (2) Orchards (3) Waterway (1)
	15	T. Graham Jas. Burgess	Jno. Sims	Settlement of Grahamsville Wannol Hotel	Farmstead (1) Settlement of Grahamsville Fairground Magnet Hotel Waterway (1)



Con. #	Lot #	Property Owner(s) (1859/1860)	Property Owners (1877/1878)	Historical Feature(s) (1859/1860)	Historical Feature(s) (1877/1878)
VIII E	1	Thomas Graham Esq.	Mrs. Watson Thos. Munholland Harry Munholland	n/a	Farmsteads (2)
	2	W'm Woodhall John Wiley	W. Woodall Est. of L. Wiley W'm Wiley	Waterway (1)	Farmsteads (3) Orchards (3) Waterway (1)
	15	John P. de La Haye Esq.	Jas. Piercey Est. of J. P. De La Haie	Farmstead (1)	n/a
XI	1	Rob't Bowerman	Jas. Bowman	Settlement of Claireville Waterway (1)	Farmsteads (4) Orchards (3) Waterways (2)
	2	Elisha Lawrence	Isaac H. Lawrence	Farmstead (1) Inn (1) Waterway (1)	Farmsteads (2) Orchard (1) Waterways (2)
	15	John P. de la Haye Esq.	W'm Porter Jno. Button	Farmstead (1) Inn (1) Settlement of Claireville Waterway (1)	Farmsteads (2) Orchard (1) Humber P.O. Inn (1) Settlement of Claireville Waterway (1)
<i>Township of Etobicoke, County of York</i>					
A	40	John P. de la Haye	Wilson Linton	Settlement of Claireville	Post Office (1) Church (2) Settlement of Claireville
I	40	Pal're Smith	W'm Watson	Waterway (1)	Farmstead (1) Orchard (1) Waterway (1)
II	40	W'm A. Wallis	W'm A. Wallis	Residence (1) Barn (1) Waterway (1)	Farmstead (1) Orchard (1) Waterway (1)
III	40	W'm A. Wallis Jo's T. W. Wallis	W'm A. Wallis Jos'h W. Wallis	n/a	Farmstead (1)
IV	40	Jo's T. W. Wallis	Jos'h Wallis	Farmstead (1) Waterway (1)	Farmstead (1) Orchard (1)
<i>Township of Vaughan, County of York</i>					
V	1	William and James Dalziel	Ja's Dalziel		Farmstead (1) Saw Mill (1) Water way (1)
	2	Richard Brown	Rich'd Brown	Farmstead (1) Waterway (1)	Farmsteads (2) Waterway
	3	Brown	Jos. Brown	n/a	Farmsteads (2)
	4	Michael Whitmore	Eph'm Whitmore Lafayette Whitmore Aaron Whitmore	n/a	Farmsteads (3)



Con. #	Lot #	Property Owner(s) (1859/1860)	Property Owners (1877/1878)	Historical Feature(s) (1859/1860)	Historical Feature(s) (1877/1878)
VI	1	Caster	Jno Deveris Geo Castator Dever[e]s H.Y. Casta[b's] Jno Reilly	n/a	Farmsteads (3)
	2	John Stong Th. Stong	Jno Stong Rob't Conway W'm Jackson W'm Clark	n/a	Farmsteads (3) Orchards (2)
	3	John Stong	Noah Stong	n/a	Farmstead (1) Orchard (1)
	4	H. Sharer Stephenson	Elisha Farr Ja's Stevenson	n/a	Farmsteads (2) Orchard (1)
VII	1	Madill Estate C. Peterson W'm McKay	Gno Topper H'y Peters Sam Madhill	Inn (1) Roadway (1) Waterways (2)	Farmstead (1) Hotel (1) Roadway (1) W.M. Church Bruce Railway
	2	W'm McKay Joe Watson	Ch.'s Huston Jacob McKay	Roadway (1) Waterways (2)	Farmstead (2) Orchard (1) Roadway (1) Bruce Railway Waterways (2)
	3	James Hardie	J.E. J.A. Jno. Kaiser Dav. Adams Mr. Geo. Wallace	Saw Mill (1) Roadway (1) Waterway (1)	Saw Mill (1) Roadway (1) Waterway
	4	James Hardie	Geo. Topper Jno. Kaiser	Farmstead (1) Waterway (1)	Roadway (1) Bruce Railway Waterway (1)
VIII	1	William Hartman	William Hartman	Waterway (1)	Farmstead (1) Roadway (1) Waterway (1)
	2	Mrs. Wallice Rob't Johnson	W'm Wallis Rob't Johnson	Waterway (1)	Farmstead (2) Roadway (1) Waterway (1)
IX	1	Watson J. Wray	Tho.'s Watson Jno Wray	Waterway (1)	Farmsteads (2) Orchard (1) Settlement of Claireville
	2	Mrs. Callahan R. Burton	Geo. Turner W.'m Burton	Waterway (1)	Farmsteads (3) Waterway (1)



The nineteenth century maps demonstrate the Project Limits consisted of rural agricultural land in the mid and late nineteenth-century. Numerous historical features are depicted on lots within the Project Limits, including farmsteads, schools, churches, cemeteries, hotels, orchards, roadways, railways, and watercourses.

Historical mapping also demonstrates that there were two nineteenth-century settlements in the Project Limits: Claireville and Grahamsville. Claireville is depicted as a small crossroads community located at the intersection of Albion Road and Steeles Avenue West, while Grahamsville is located at the intersection of Goreway Drive and Steeles Avenue West. Located to the north and outside of the present Project Limits, the Village of Burwick (illustrated as the Village of Woodbridge in the 1859 *Tremaine Map*) is depicted as the largest settlement in the immediate area. The village is located at the intersection of Islington Avenue and Highway 7. The Humber River and the Northern Railway (now CNR) pass through the eastern section of the Project Limits, while the former Toronto and Guelph Line of the former Grand Trunk Railway (now CNR) passes through the western section.

Several historical roads are shown in the vicinity of the Project Limits, from McLaughlin Road in the Township of Toronto to Jane Street in Vaughan Township, between the historical thoroughfares of Derry Road in Toronto Township to Highway 7 in Vaughan Township. Many of the thoroughfares within the vicinity of the Project Limits have disappeared or have been greatly altered due to twentieth-century development, and in particular the construction of large highways such as the 410, 427, 400, and 407. A list of the historical roads in the Project Limits includes: Hurontario Street, Kennedy Road, Dixie Road, Bramalea Road, Torbram Road, Airport Road, Goreway Drive, Albion Road, Islington Avenue, Pine Valley Drive, Weston Road, Jane Street, and Steeles Avenue West. A proposed canal is illustrated on both the 1860 *Tremaine's Map* and the 1878 *Illustrated Historical Atlas of the County of York Map* through Lots 1 to 4 of Concession VII, but was never completed.

### 1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Project Limits, the environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the MTCS through “Ontario’s Past Portal”; published and unpublished documentary sources; and, the files of ASI.

#### 1.3.1 Current Land Use and Field Conditions

A Stage 1 property inspection was conducted on October 5-6, 2016 of the proposed station locations and the 30 m buffer around the preferred transitway alignments. The Project Limits runs through agricultural, commercial and industrial landscapes. It follows south of the Highway 407 ROW, in parts through a hydro corridor, and the CN Railway corridor. Highway 407 is a 129.3 kilometre, five to six lane controlled-access highway that encircles the Greater Toronto Area and, within the Project Limits, consists of six lanes of east-west traffic, narrow paved shoulders, a concrete median, and wide grassy areas at either side, sometimes with a drainage ditch, and often hilly to provide a sound barrier. Highway 407 intersects the Humber River twice near Islington and Finch Avenues, and has 11 major interchanges within the Project Limits. The Project Limits lie within the Credit River, Etobicoke Creek, Mimico Creek and Humber River watersheds, with numerous tributaries crossing through the study corridor.



### 1.3.2 Geography

In addition to the known archaeological sites, the state of the natural environment is a helpful indicator of archaeological potential. Accordingly, a description of the physiography and soils, are briefly discussed for the Project Limits.

The S & G stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Water has been identified as the major determinant of site selection and the presence of potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in Ontario since 5,000 BP (Karrow and Warner 1990: Figure 2.16), proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

Other geographic characteristics that can indicate archaeological potential include: elevated topography (eskers, drumlins, large knolls, and plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, and, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including food or medicinal plants (migratory routes, spawning areas), are also considered characteristics that indicate archaeological potential (S & G, Section 1.3.1).

The Project Limits are situated within the Peel Plain physiographic region of southern Ontario in bevelled till plains and sand plains (Figure 9). The till plain was formed during the retreat of the Lake Ontario ice lobe of the Laurentide glacier, and it indicates directionality of glacial advance and retreat. Till is produced from the advance of continental glacial ice. Soil and rock is carried forward by the ice, mixed and milled, producing a heterogeneous soil that is characteristic of glaciations (Chapman and Putnam 1984:10, 16).

The Peel Plain is a level-to-undulating area of clay soil which covers an area of approximately 77,700 hectares across the central portions of the Regional Municipalities of York, Peel, and Halton (Chapman and Putnam 1984: 174-176). The Peel Plain has a general elevation of between 500 and 750 feet above sea level with a gradual uniform slope towards Lake Ontario. The Peel Plain is sectioned by the Credit, Humber, Don, and Rouge Rivers with deep valleys as well as a number of other streams such as the Bronte, Oakville, and Etobicoke Creeks. These valleys are in places bordered by trains of sandy alluvium. The region is devoid of large undrained depressions, swamps, and bogs though nevertheless the dominant soil possesses imperfect drainage.

The Peel Plain overlies shale and limestone till which in many places is veneered by occasionally varved clay. This clay is heavy in texture and more calcareous than the underlying till and was presumably deposited by meltwater from limestone regions and deposited in a temporary lake impounded by higher ground and the ice lobe of the Lake Ontario basin. The Peel Plain straddles across the contact of the grey



and red shales of the Georgian Bay and Queenston Formations, respectively, which consequently gives the clay southwest of the Credit River a more reddish hue and lower lime content than the clay in the eastern part of the plain. Additionally the region exhibits exceptional isolated tracts of sandy soil north of Brampton where there is a partially buried esker. The region does not possess any good aquifers and the high level of evaporation from the clay's now deforested surface is a disabling factor in ground-water recharge (Chapman and Putnam 1984).

Figure 9 depicts the surficial geology for the Project Limits. The surficial geology mapping demonstrates that the Project Limits contains areas of diamicton (poorly sorted sediments), silt, sand, Paleozoic bedrock, and organic deposits. The diamicton or till deposits are clay to silt textured and are derived from glaciolacustrine deposits or shale. The organic deposits consists of peat, muck and marl. The sand deposits consist of Holocene alluvial deposits and include deposits of clay, silt, gravel and organic remains (OGS 2010).

A review of soils information indicates that while most of the Project Limits consist of imperfectly or poorly drained soils, parts of the Project Limits include well-drained sandy soil (Hoffman and Richards 1953; 1955; Ontario Geological Survey [OGS] 2010) (Figure 10).

### **1.3.3 Previous Archaeological Research**

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MTCS. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The Project Limits under review is located in Borden blocks *AjGw*, *AkGv*, and *AkGw*.

According to the Ontario Archaeological Sites Database (OASD) maintained by the MTCS, there are 72 previously registered archaeological sites located within a one kilometre radius of the Project Limits, 19 of these sites are located within 50 metres of the Project Limits (MTCS 2016). Thirteen of these 19 sites are located within the immediate Project Limits. These sites and their respective recommendations are detailed below in Table 2.



Table 2: Registered Archaeological Sites Registered within 1 km of the Project Limits

<b>Borden #</b>	<b>Site Name</b>	<b>Cultural Affiliation</b>	<b>Site Type</b>	<b>Researcher</b>
AjGw-85	Fletcher's creek	Euro-Canadian	Homestead	ASI 1987
AjGw-86	n/a	Precontact Indigenous	Findspot	ASI 1987
AjGw-250	Tilt	Euro-Canadian	Homestead	Stewart 1996
<b>AjGw-251</b>	<b>George Graham</b>	<b>Euro-Canadian</b>	<b>Farmstead</b>	<b>Stewart 1996</b>
AjGw-255	McKillip	Euro-Canadian	Homestead, Midden	Mayer 1996
AjGw-367	Derry West Anglican Church	Euro-Canadian	Church, Cemetery	ASI 2004
<b>AjGw-379</b>	<b>Wiggins</b>	<b>Euro-Canadian</b>	<b>Farmstead</b>	<b>ASI 2005; Fischer 2007</b>
AjGw-394	Fletcher's Creek	Precontact Indigenous	Lithic Scatter	ASI 2005
AjGw-489	De Zen	Precontact Indigenous	Lithic Scatter	AMICK 2008
<b>AjGw-490</b>	<b>James Cracker</b>	<b>Precontact Indigenous</b>	<b>Lithic Scatter</b>	<b>AMICK 2008</b>
AkGv-21	Johnson-Thain	Archaic	Camp	Dibb 1983
<b>AkGv-25</b>	<b>John Wray</b>	<b>Precontact Indigenous</b>	<b>Findspot</b>	<b>MPP 1985</b>
<b>AkGv-26</b>	<b>William Hartman</b>	<b>Precontact Indigenous</b>	<b>Findspot</b>	<b>MPP 1985</b>
AkGv-27	Robert Johnson	Precontact Indigenous	Unknown	MPP 1985
AkGv-75	Familiaris	Late Paleo-Indian	Camp	Burgar 1988
AkGv-77	Syvil	Precontact Indigenous	Lithic Scatter	Burgar 1988
AkGv-78	Vulpes	Precontact Indigenous	Lithic Scatter	Burgar 1988
<b>AkGv-79</b>	<b>Sunshine</b>	<b>Paleo-Indian</b>	<b>Camp</b>	<b>Burgar 1988</b>
<b>AkGv-90</b>	<b>Thornbush</b>	<b>Precontact Indigenous</b>	<b>Camp</b>	<b>Warrick 1989</b>
<b>AkGv-91</b>	<b>Ageing Maple</b>	<b>Paleo-Indian</b>	<b>Camp</b>	<b>Warrick 1989</b>
<i>AkGv-92</i>	<i>Dave's Dugout</i>	<i>Late Archaic</i>	<i>Findspot</i>	<i>MTO 1989</i>
AkGv-94	Collins	Middle Archaic	Findspot	MTO 1990
AkGv-104	Burkholder House	Euro-Canadian; Pre-Contact Indigenous	House; Findspot	MTO 1990
AkGv-105	n/a	Precontact Indigenous	Findspot	MTO 1991
AkGv-106	Goose	Precontact Indigenous	Lithic Scatter	MTO 1991
AkGv-107	Bingo	Precontact Indigenous	Lithic Scatter	MTO 1991
AkGv-108	n/a	Early Archaic	Findspot	MTO 1991
AkGv-109	Left Shoe	Precontact Indigenous	Lithic Scatter	MTO 1991
AkGv-110	Right Shoe	Precontact Indigenous	Lithic Scatter	MTO 1991
AkGv-111	Boot	Precontact Indigenous	Lithic Scatter	MTO 1991
<i>AkGv-112</i>	<i>Kipling 1</i>	<i>Early Archaic</i>	<i>Tool manufacturing</i>	<i>MTO 1991</i>
<i>AkGv-113</i>	<i>Kipling 2</i>	<i>Early Archaic</i>	<i>Lithic Scatter</i>	<i>MTO 1991</i>
AkGv-114	Kipling 3	Late Archaic	Camp	MTO 1991; Muller 1994
AkGv-116	n/a	Early Archaic	Findspot	MTO 1991; Muller 1994
AkGv-117	Wild Turkey Surprise	Early Archaic	Findspot	MTO 1991; Muller 1994





<b>AkGv-118</b>	<b>Tegis</b>	<b>Archaic</b>	<b>Camp</b>	<b>Burgar 1991</b>
AkGv-119	Flood	Precontact Indigenous	Lithic Scatter	Burgar 1991
<b>AkGv-121</b>	<b>ROW</b>	<b>Archaic</b>	<b>Camp</b>	<b>Burgar 1991</b>
AkGv-123	Legu	Precontact Indigenous	Lithic Scatter	Burgar 1991
<b>AkGv-134</b>	<b>Highway 407 Operations Centre 1</b>	<b>Late Archaic; Early Woodland</b>	<b>Findspot</b>	<b>Mayer 1995</b>
<i>AkGv-135</i>	<i>Highway 407 Operations Centre 2</i>	<i>Precontact Indigenous</i>	<i>Findspot</i>	<i>Mayer 1995</i>
AkGv-174	CCA-20-1	Precontact Indigenous; Euro-Canadian	Findspot; Homestead	TRCA 2000
AkGv-194	Townley	Euro-Canadian	Homestead	ASI 2003
<i>AkGv-200</i>	<i>Wray</i>	<i>Euro-Canadian</i>	<i>Homestead</i>	<i>ASI 2003</i>
AkGv-280	Claireville 58	Precontact Indigenous	Camp	TRCA 2007
AkGv-281	Claireville 59	Precontact Indigenous	Findspot	TRCA 2007
AkGv-295	n/a	Euro-Canadian	Unknown	ASI 2009
AkGv-303	Richard Brown	Euro-Canadian	Homestead	Slocki 2010
AkGv-327	n/a	Precontact Indigenous	Findspot	TRCA 2014
AkGv-328	n/a	Precontact Indigenous	Findspot	TRCA 2014
AkGv-329	n/a	Precontact Indigenous	Findspot	TRCA 2014
AkGw-4	Grahamsville	Euro-Canadian	House	Scully and Smith 1981
AkGw-6	Davis	Euro-Canadian	Homestead	ASI 1993
AkGw-7	Leonard Thompson	Euro-Canadian	Homestead	MPP 1986
AkGw-8	n/a	Late Archaic; Late Archaic, Broad Point	Findspot; Findspot	MPP 1986
AkGw-9	Bramalea Park	Euro-Canadian; Late Archaic	Midden; Lithic scatter	Burse 1987
AkGw-19	Connery	Precontact Indigenous	Findspot	ASI 1989
<i>AkGw-48</i>	<i>Airport Road</i>	<i>Euro-Canadian</i>	<i>Midden</i>	<i>unknown, 1990</i>
AkGw-72	n/a	Middle Archaic	Findspot	unknown, 1993
AkGw-73	n/a	Middle Woodland	Findspot	unknown, 1993
<b>AkGw-74</b>	<b>n/a</b>	<b>Precontact Indigenous</b>	<b>Findspot</b>	<b>Warrick 1993</b>
AkGw-78	Beanfield	Archaic	Camp	Stewart 1994, 1995
AkGw-79	Sniper	Middle/Late Woodland	Camp	Stewart 1994, 1995
AkGw-80	n/a	Early Woodland	Findspot	Stewart 1994
AkGw-81	Wild Pear	Precontact Indigenous	Findspot	Stewart 1994
AkGw-82	Spitfire	Archaic	Findspot	Stewart 1994
AkGw-83	Zydeco	Early Woodland; Meadowood	Unknown; Camp	Stewart 1995



AkGw-84	n/a	Late Archaic	Findspot	Stewart 1994
AkGw-85	Dixie 1	Euro-Canadian	Homestead, Midden	Stewart 1994
AkGw-86	Dixie 2	Euro-Canadian	Homestead, Midden	Stewart 1995
<b>AkGw-255</b>	<b>n/a</b>	<b>Middle Woodland</b>	<b>Findspot</b>	<b>ASI 2004</b>
AkGw-263	n/a	Middle Woodland	Findspot	ASI 2004

N.B. – sites in *italics* are within 50 metres of the Project Limits, sites in **bold** are within the Project Limits  
 ASI – Archaeological Services Inc.  
 MPP – Mayer, Pihl, Poulton & Associates Inc.  
 MTO – Ministry of Transportation  
 TRCA – Toronto and Region Conservation Authority

According to the background research, 19 previous archaeological assessments detail fieldwork within 50 metres of the Project Limits, which are summarized below.

Mary T. Ambrose (1982) conducted an archaeological survey of Highway 407 from Highway 10 to Airport Road. The report does not describe any background research or the survey methodology. The survey discovered one site (AkGv-4) located in the southwest corner of Lot 13, Concession 4 east of Hurontario Street, outside of the current study area. The assemblage comprised of pottery, glass, bone, metal, and miscellaneous artifact classes and a total of 895 artifacts were recovered. The report recommended that the Davis site had very high scientific value. The site is not within 50 m of the current study area.

AMICK (2008) conducted a Stage 1, 2, and 3 archaeological investigation of the area within the De Zen Property on part of Lots 11 and 12, Concession 1 WHS in the City of Mississauga. The Stage 2 in 2008 identified the De Zen site (AjGw-489) and the James Cracker site (AjGw-490). The De Zen site is not within 50 m of the study area, however the James Cracker site is within the current study area, west of Hurontario Street, and was identified as a non-diagnostic lithic scatter that retains further cultural heritage value or interest (CHVI) requiring additional archaeological assessment prior to any proposed impact (see detailed site location information in *Supplementary Documentation*).

ASI (2000) conducted a Stage 1 and 2 archaeological assessment of the Falco Property lands on part of Lot 12, Concession 3 EHS in the City of Mississauga. The Stage 2 did not result in the identification of any archaeological material and the study area was considered free of archaeological concern.

ASI (2003) conducted a Stage 1 and 2 archaeological assessment as part of the Class EA Study of the York-Peel Sanitary Sewer Division, Steeles Avenue Twin Forcemain, in the City of Vaughan, Regional Municipality of York; the City of Brampton, Regional Municipality of Peel; and, the City of Toronto. The study area was approximately 10 kilometres of the Steeles Avenue ROW from just east of Kipling Avenue to just west of Airport Road. A field review determined there were areas of archaeological potential outside of the ROWs that require Stage 2 assessment. The subsequent Stage 2 determined that the majority of the study area was disturbed, low and wet, or sloped, and therefore did not retain archaeological potential. This study area also included the location of the Sunshine Site (AkGv-79), therefore the area within which the site was previously registered was test pitted at judgmental intervals to confirmed disturbance (ASI 2003:12-13). The area was found to be intensively disturbed from construction activities associated with Highway 407 and Steeles Avenue. Therefore AkGv-79 is considered free of archaeological concern. One historic Euro-Canadian site, the Wray Site (AkGv-200), was identified during the Stage 2 assessment on the east half of Lot 1, Concession 9 in the City of Vaughan, on the north side of the ROW near 6911 Steeles Avenue West. It was suggested that the site



represents a single occupation from 1830 to the 1860s and was recommended for further archaeological investigation.

ASI (2004a) conducted a Stage 1 and 2 archaeological assessment of the proposed development Window City, located at 5690 Steeles Avenue West, in the City of Vaughan, Regional Municipality of Peel, Ontario. While no archaeological sites have been registered on the property, 32 sites have been registered within a radius of approximately two kilometres. The Stage 2 assessment of the property determined that the entire study area had previously been disturbed.

ASI (2004b) conducted a Stage 1 to 3 Archaeological Assessment for the proposed Brampton Sports Park at Dixie Road and Highway 407 in the City of Brampton, Regional Municipality of Peel. The study area was approximately 33 hectares on the east side of Dixie Road, immediately south of Highway 407. While no archaeological sites have been registered within the subject property, five sites have been registered within a two-kilometre radius and four sites have been registered within 250 metres of the subject property. One precontact findspot and five precontact sites were encountered during the Stage 2 pedestrian survey. AkGw-255, a Middle Woodland findspot consisting of a Vanport projectile point, is within the current Project Limits. Stage 3 consisted of controlled surface collection and test unit excavation. Two additional findspots were documented. Those portions of the subject property west of the substantial tributary of Etobicoke Creek that have been subject to archaeological assessment may be considered free from further archaeological concern. The east portion of the subject property was not assessed and it was recommended that this area be test pitted at five metre intervals.

ASI (2005) conducted a Stage 1 and 2 archaeological assessment of part of Lot 12 Concession 1 WHS ahead of construction of the Greenfield North Power Plant in Mississauga. The floodplain and the creek bank of Fletchers Creek were subject to test pit survey and pedestrian survey was conducted on the field to the east. Two loci of an historic site were identified atop the creek bank and in the field through pedestrian survey and test pit survey, and both were registered as the Wiggins site (AjGw-379). Fisher Consulting Ltd. (2005) conducted the Stage 3 controlled surface pick-up and excavation of the Wiggins Site (AjGw-379), resulting in the location of 797 artifacts associated with a mid to late 1800s Euro-Canadian occupation. The Wiggins site probably coincides with the historic homestead of James McCracken depicted in the 1877 historical atlas. The site was not recommended for further work.

ASI (2006b) conducted a Stage 1 and 2 archaeological assessment of part of Lot 1, Concession 8, in the former Township of Vaughan, County of York, in the City of Vaughan, Regional Municipality of York. The study area was located east of Highway 27, north of Steeles Avenue. The property encompassed an area of approximately 5.25 ha. The investigation did not result in the documentation of any archaeological resources and was cleared of further archaeological concern.

ASI (2006c) conducted a Stage 2 archaeological assessment as part of the Etobicoke Trunk Sewer Section S.13B Twinning in the Regional Municipality of Peel. The study corridor is situated to the northwest of Pearson International Airport and extends 2463 metres along the creek, adjacent to the current Project Limits near Highway 407 and Tomken Road. The investigation did not result in the documentation of any archaeological resources and was cleared of further archaeological concern.

ASI (2011) conducted a Stage 2 archaeological assessment for the Western Vaughan Transportation Improvements Individual Environmental Assessment (IEA) in the western portion of the City of Vaughan, Regional Municipality of York. The Highway 27 study corridor from Highway 7 to Steeles Avenue is the only section adjacent to the present Project Limits. Stage 2 investigations conducted in 2009 found that the corridor follows the existing four lane roadway and in all but three locations were



within existing disturbed ROW. No archaeological resources were identified and the study area was cleared of further archaeological concern.

ASI (2014) conducted a Stage 2 archaeological assessment as part of the East Brampton Trunk Sewer Twinning Municipal Class EA in the City of Brampton, Regional Municipality of Peel. The study corridor was confirmed to be disturbed and was cleared of further archaeological concern.

Stewart (1996) conducted a Stage 3 and Stage 4 of the George Graham site (AjGw-251) ahead of the construction of the 407 near Kennedy Road between Steeles Avenue and Derry Road. The site was north of the existing Georgian house on the west side of Kennedy Road. Over 4000 Euro-Canadian artifacts were recovered from 60 features dating to the 1850s. Stage 4 included the mechanical removal of topsoil from 1300 metres. No further work was recommended.

Mayer (1995) conducted a Stage 1 and 2 assessment in advance of construction of the Highway 407 Operations Centre north of Steeles Avenue near what is now the Highway 427 interchange. Pedestrian survey identified the Highway 407 Operations Centre 1 (AkGv-134) and the Highway 407 Operations Centre 2 (AkGv-135) sites, however no further work was recommended.

Mayer, Pihl, Poulton & Associates Inc. (1985) conducted a Stage 2 assessment north of Steeles Avenue east of Highway 427 in what was then an agricultural field. The survey identified the John Wray site (AkGv-25) consisting of a single flake, and the William Hartman site (AkGv-26), consisting of three non-diagnostic lithics. Neither site was recommended for further work. The area has since been disturbed.

Burgar (1988) conducted a Stage 2 archaeological assessment on Lot 1 Concession 9 during an inventory of archaeological resources on Toronto and Region Conservation Authority property. A pedestrian survey identified the Sunshine Site (AkGv-79) which is within the current Project Limits. The site represents a Middle Woodland period campsite, situated on the west bank of the West Humber River between Steeles Avenue and what is now Highway 407. It has since been confirmed (ASI 2003) that the lands between the site and the Steeles Avenue ROW have been extensively disturbed and no longer retain archaeological potential.

Burgar (1991) identified the Tegis site, AkGv-118 during the archaeological assessment of the proposed Highway 407 ROW. The site represents an Archaic period campsite, situated on the west bank of the West Humber River. The site was fully excavated and documented and was not recommended for further work. The Legu Site (AkGv-123), a small lithic scatter, and the ROW site (AkGv-121), a small Archaic period lithic scatter, were also identified in the Claireville Conservation Area during the 1991 archaeological assessment on TRCA lands. Only the ROW site is within the current Project Limits and retains further CHVI. It should be subject to further archaeological investigation prior to any proposed impact (see *Supplementary Documentation*). The other sites are not within 50 m of the current Project Limits.

According to the OASD, MTO conducted Stage 2 excavations in advance of the Highway 407 construction in Mississauga between 1989 and 1991. The project identified three sites within 50 metres of the current Project Limits. Dave's Dugout (AkGv-92), a single Late Archaic Crawford Knoll projectile point, was cleared of further archaeological concern and was later impacted by the construction of Highway 407. The Kipling 1 (AkGv-112) and Kipling 2 (AkGv-113) sites, both Early Archaic sites, were fully mitigated and later impacted by the Highway 407 and Jane Street interchange construction.



According to the OASD, Gary Warrick conducted a Stage 2 archaeological assessment in 1989 in advance of the Highway 407 construction in the City of Vaughan. The test pit survey identified the Thornbush site (AkGv-90) and the Ageing Maple site (AkGv-91) between Martin Grove Road and Rainbow Creek, a tributary of the Humber River, on Lot 2 Concession 8. The site record forms indicate that AkGv-90 was subject to Stage 3 excavation of 57 units, within an area of 70 square metres, and consisted of approximately 600 lithics. AkGv-91 was also subject to Stage 3 excavation of 19 units within a 25 square metre area near AkGv-90, and consisted of 100 lithics with a single diagnostic Hi-Lo projectile point. Both sites were cleared of further archaeological concern and were impacted by construction of the Highway 407 ROW.

## 2.0 FIELD METHODS

A Stage 1 property inspection must adhere to the S & G, Section 1.2, Standards 1-6, which are discussed below. The entire property and its periphery must be inspected. The inspection may be either systematic or random. Coverage must be sufficient to identify the presence or absence of any features of archaeological potential. The inspection must be conducted when weather conditions permit good visibility of land features. Natural landforms and watercourses are to be confirmed if previously identified. Additional features such as elevated topography, relic water channels, glacial shorelines, well-drained soils within heavy soils and slightly elevated areas within low and wet areas should be identified and documented, if present. Features affecting assessment strategies should be identified and documented such as woodlots, bogs or other permanently wet areas, areas of steeper grade than indicated on topographic mapping, areas of overgrown vegetation, areas of heavy soil, and recent land disturbance such as grading, fill deposits and vegetation clearing. The inspection should also identify and document structures and built features that will affect assessment strategies, such as heritage structures or landscapes, cairns, monuments or plaques, and cemeteries.

The Stage 1 archaeological assessment property inspection of the proposed station locations and the 30 m buffer around the preferred transitway alignments was conducted by Robert Pihl (P057) on October 5-6, 2016, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential. It was a visual inspection only and did not include excavation or collection of archaeological resources.

Weather conditions for the inspection were sunny to overcast with seasonally cool temperatures. Previously identified features of archaeological potential were examined; additional features of archaeological potential not visible on mapping were identified and documented as well as any features that will affect assessment strategies. Field observations are compiled onto maps of the Project Limits in Section 7.0 (Figures 11-18) and associated photographic plates are presented in Section 8.0 (Plates 1-30).

## 3.0 ANALYSIS AND CONCLUSIONS

The historical and archaeological contexts have been analyzed to help determine the archaeological potential of the Project Limits. This data is presented below in Section 3.1. Results of the analysis of the property inspection are then presented for the Project Limits in Section 3.2.



### 3.1 Analysis of Archaeological Potential

The S & G, Section 1.3.1, lists criteria which are indicative of archaeological potential. The Project Limits meet the following criteria which are indicative of archaeological potential:

- Proximity to Euro-Canadian settlements (farmsteads; Grahamsville; Claireville);
- Proximity to historic transportation routes (Grand Trunk Railway; Steeles Avenue);
- Well-drained sandy soils (Fox sandy loam);
- Proximity to previously registered archaeological sites (see Table 2); and,
- Proximity to water sources (Fletchers Creek, Etobicoke Creek, Etobicoke Creek West, Spring Creek, Mimico Creek, West Humber River, Albion Creek, Humber River, Rainbow Creek and Black Creek);

These criteria are indicative of potential for the identification of Indigenous and Euro-Canadian archaeological resources, depending on the soil conditions and the degree to which soils have been subject to disturbance.

### 3.2 Analysis of Property Inspection Results

The property inspection conducted on October 5 and 6, 2016 determined that parts of the Project Limits retain archaeological potential. Following S & G Section 1.3.1, these lands must be subject to test pit survey at five-metre intervals and pedestrian survey at five metre intervals, where appropriate, in accordance with the S & G, Section 2.1, prior to any proposed impacts by the project (Plates 1, 4, 5, 7, 9, 10, 12, 14, 15, 17, 20, 23, 25-30; Figures 11-18: areas marked in green). According to the S & G Section 2.1.1, pedestrian survey is required in actively or recently cultivated fields (e.g. Plates 4, 5, 7, 9, 14, 15, and 20). According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (e.g. Plates 1, 12, 17, 23, 25, 28-30). According to Section 1.3.2 and 2.1.8, judgemental test pitting should be employed to confirm disturbance in areas where complete disturbance could not be documented during the Stage 1 property inspection.

Parts of the Project Limits have been subject to deep and extensive land disturbance, and these lands are considered to not retain archaeological potential, such as the Highway 407 ROW and interchanges, Steeles Avenue ROW, industrial and commercial developments (Plates 2, 6, 11, 13, 17-19, 22, 24; Figures 11-18: areas marked in yellow). Other areas are documented as low and wet (Plates 3, 8, 12, 16, 19, 21; Figures 11, 13, 14, 17, 18: areas marked in blue). As per the S & G Section 1.3.2, these lands do not retain archaeological potential and therefore do not require further archaeological assessment. The remainder of the Project Limits is documented to have been subject to previous archaeological assessment and no further assessment is required (Figures 12-16: areas marked in grey).

#### *Segment A (Figure 11)*

The Project Limits within Segment A (west of Hurontario Street to Kennedy Rd) contain two proposed locations for the Hurontario Station. Most of the segment retains archaeological potential. The James Cracker Site (AjGw-490) is located within the agricultural field south of the hydro station and is recommended for further assessment prior to any proposed impacts (see *Supplementary Documentation*).



*Segment B (Figure 12)*

Parts of the Project Limits within Segment B (Kennedy Road to Tomken Road) are in cultivated fields and retain potential. Parts of the Project Limits within the Highway 410 interchange ROW are disturbed with no archaeological potential. The remainder of the Project Limits in this segment west of Tomken Road was previously assessed by ASI (2000) and does not require further assessment.

*Segment C (Figure 13)*

The Project Limits within Segment C (Tomken Road to Torbram Road) contain the proposed locations for the Dixie Road Station, partially located in the Brampton Sports Park, which has been previously assessed by ASI (2004b) and does not require further assessment. Part of the proposed station south of the sports park retains potential. The segment includes two alternative alignments for the transitway, one east of the Del Industrial Metals plant which retains potential, and one to the west of the plant, which is within the disturbed Highway 407 ROW. Parts of the Project Limits in this segment retain potential and require Stage 2 survey. Parts of the Project Limits near the ROWs are disturbed with no archaeological potential. Parts of the segment are within low and wet areas and do not retain potential.

*Segment D (Figure 14)*

The Project Limits within Segment D (Torbram Road to Goreway Drive) contain the proposed locations for the Airport Road and Goreway Drive Stations, both of which contain lands which retain potential beyond the disturbed ROWs. Most of the transitway alignment is within the disturbed Highway 407 ROW and does not retain potential. The remainder of the segment was previously assessed by ASI (2003) and does not require further assessment.

*Segment E (Figure 15)*

The Project Limits within Segment E (Goreway Drive to Highway 427) contain the proposed location for the Highway 50 Station, which is within the disturbed ROWs of Highways 407 and 427, as well as disturbed commercial/industrial lands south of Highway 50. Parts of the transitway alignment retain potential. The ROW site (AkGv-121) is located within the undisturbed corridor between Highway 407 and Steeles Avenue northeast of Finch Avenue West and is recommended for further assessment prior to any proposed impacts (see *Supplementary Documentation*). The remainder of the segment was previously assessed by ASI (2003) and does not require further assessment.

*Segment F (Figure 16)*

The Project Limits within Segment F (Highway 427 to Martin Grove Road) contain the proposed locations for the Highway 27 and Martin Grove Road Stations, both of which retain potential beyond the disturbed ROWs. Most of the transitway alignment follows disturbed industrial lands north of Steeles Avenue. Parts of the alignment within the hydro corridor retain potential. The remainder of the segment was previously assessed by ASI (2003) and does not require further assessment. The location of the Wray Site (AkGv-200) was found to have been recently subject to extensive disturbance and the site is no longer considered to retain archaeological potential.

*Segment G (Figure 17)*

The Project Limits within Segment G (Martin Grove Road to Islington Avenue) contain a section of the proposed location of the Martin Grove Road Station, as well as two alternative alignments for the transitway through the Humber River/Rainbow Creek valley. One alternative alignment is adjacent to the 407 ROW at the top of a wooded slope, which retains potential. The other follows the railway corridor, which does not retain potential unless impacted beyond the disturbed ROW. The alternatives both cross over a tributary of the Humber River, which is low and wet.



### *Segment H (Figure 18)*

The Project Limits within Segment H (Islington Avenue to east of Highway 400) contain the proposed location for the Pine Valley Station which contains lands that retain potential beyond the disturbed ROW. The segment also includes two alternative alignments for the transitway, one which follows the disturbed railway corridor, and one that is within disturbed lands south of the Brafasco centre and follows into lands which retain potential within the hydro corridor. Most of the transitway alignment follows the disturbed railway corridor until east of Highway 400 into the hydro corridor, which retains potential.

## **3.3 Conclusions**

The Stage 1 background research determined that 72 previously registered archaeological sites are located within one kilometre of the Project Limits, 19 of which are within 50 metres of the Project Limits, and 13 of which are located within the Project Limits. Only two sites within the Project Limits were identified as retaining further CHVI and require additional archaeological assessment (AjGw-490 and AkGv-121).

The property inspection determined that parts of the Project Limits have been subject to deep and extensive land disturbance. These lands do not retain archaeological potential. The remainder of the 407 Transitway West Project Limits, however, do exhibit archaeological potential and require further archaeological assessment. These lands require Stage 2 archaeological assessment prior to any proposed project impacts.

## **4.0 RECOMMENDATIONS**

In light of these results, ASI makes the following recommendations:

1. Parts of the 407 Transitway West Project Limits retain archaeological potential. These lands must be subject to test pit survey or pedestrian survey, both at five metre intervals, where appropriate, prior to any proposed impacts by the project;
2. The James Cracker site (AjGw-490) is located within the Project Limits and has been documented to retain further CHVI. This site requires Stage 3 site-specific assessment to determine the nature and extent of the cultural deposits, prior to any proposed impacts to the site;
3. The ROW site (AkGv-121) is located within the Project Limits and has been documented to retain further CHVI. This site requires Stage 3 site-specific assessment to determine the nature and extent of the cultural deposits, prior to any proposed impacts to the site;
4. The remainder of the Project Limits is documented to have been subject to previous archaeological assessment or does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions. These lands do not require further archaeological assessment; and,
5. Should the proposed work extend beyond the current Project Limits then further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.





Notwithstanding the results and recommendations presented in this study, ASI notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Cultural Programs Unit of the MTCS should be immediately notified.

## 5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

ASI advises compliance with the following legislation:

- This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c. 18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the MTCS, a letter will be issued by the Ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development;
- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*;
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*;
- The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner; and,
- Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the *Ontario Heritage Act* and may not be altered, nor may artifacts be removed from them, except by a person holding an archaeological license.



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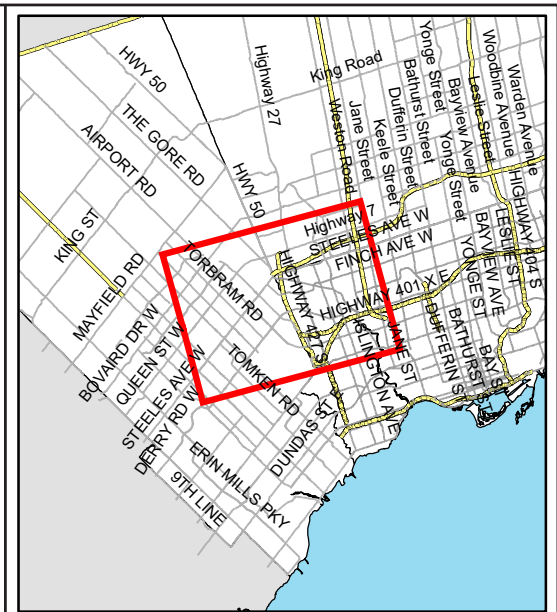
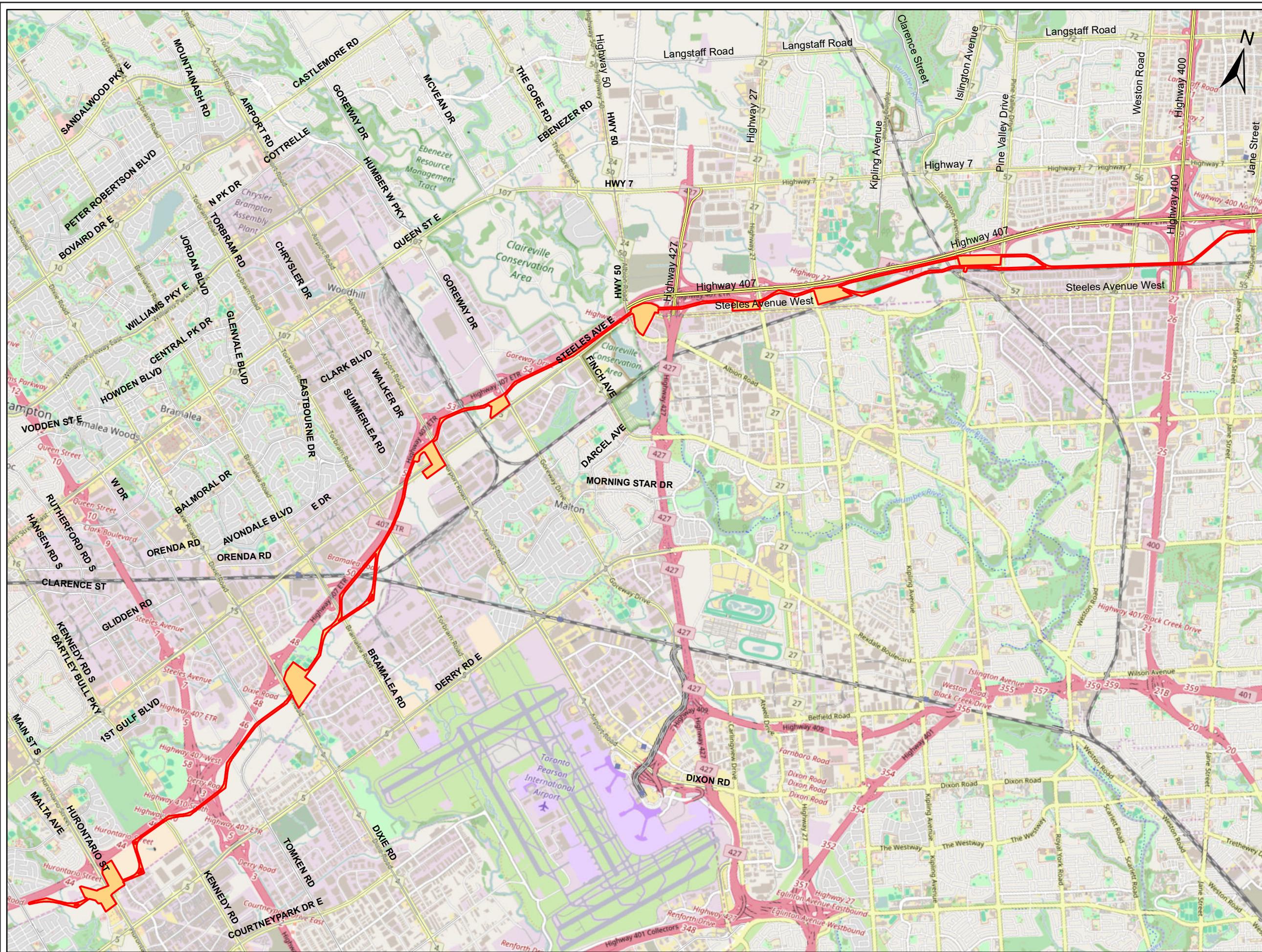
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## 7.0 MAPS







 Project Limits

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ASI PROJECT NO.: 15EA-076  
 DATE: 02 Nov 2016  
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 FILE: 15EA076\_fig1



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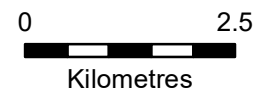
Figure 1: 407 Transitway West Location of the Project Limits




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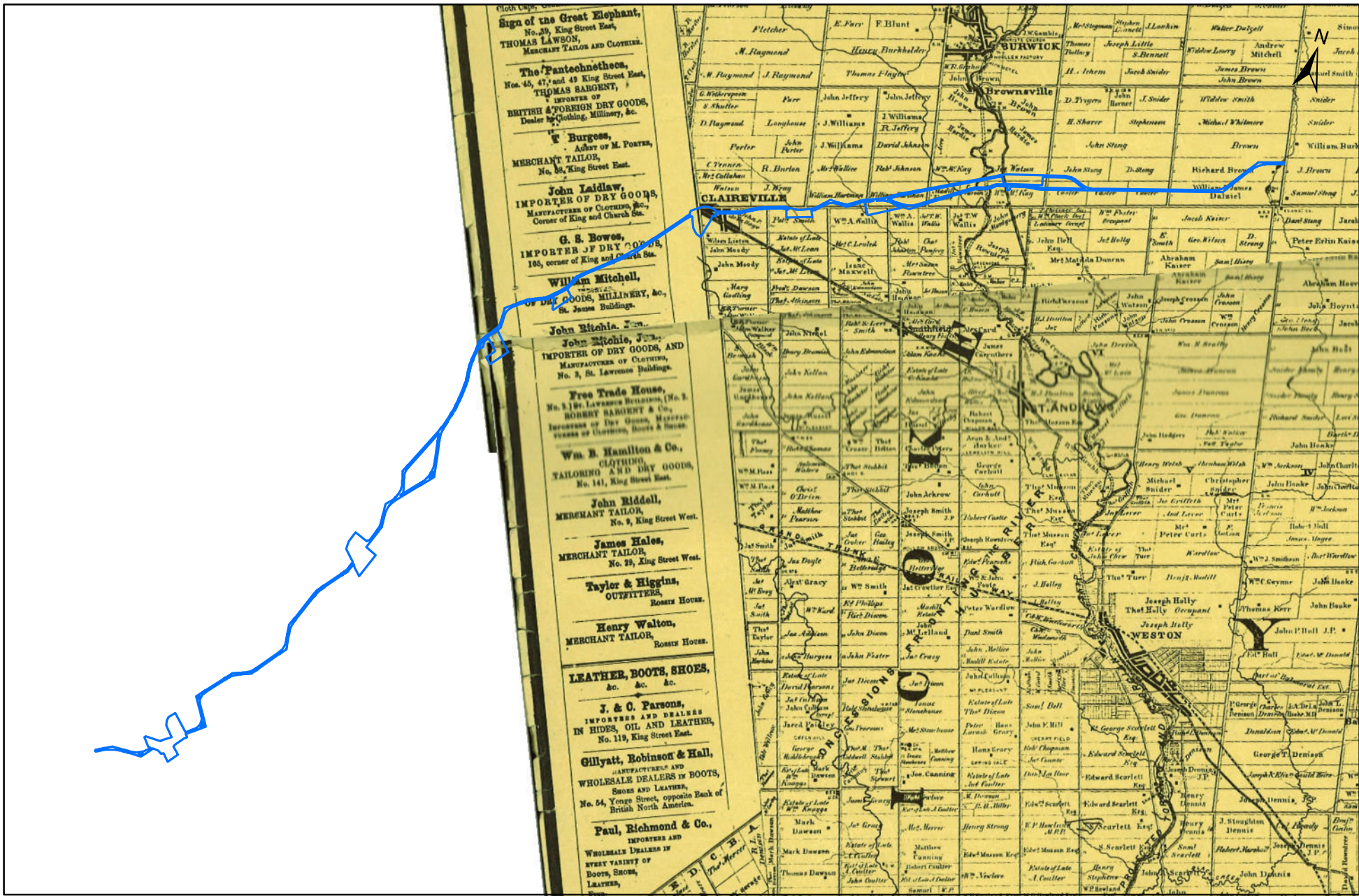
 Project Limits

Tremaine Map  
 York 1860  
 Peel 1859




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Figure 2: 407 Transitway West Project Limits overlaid on 1859 map of County of Peel




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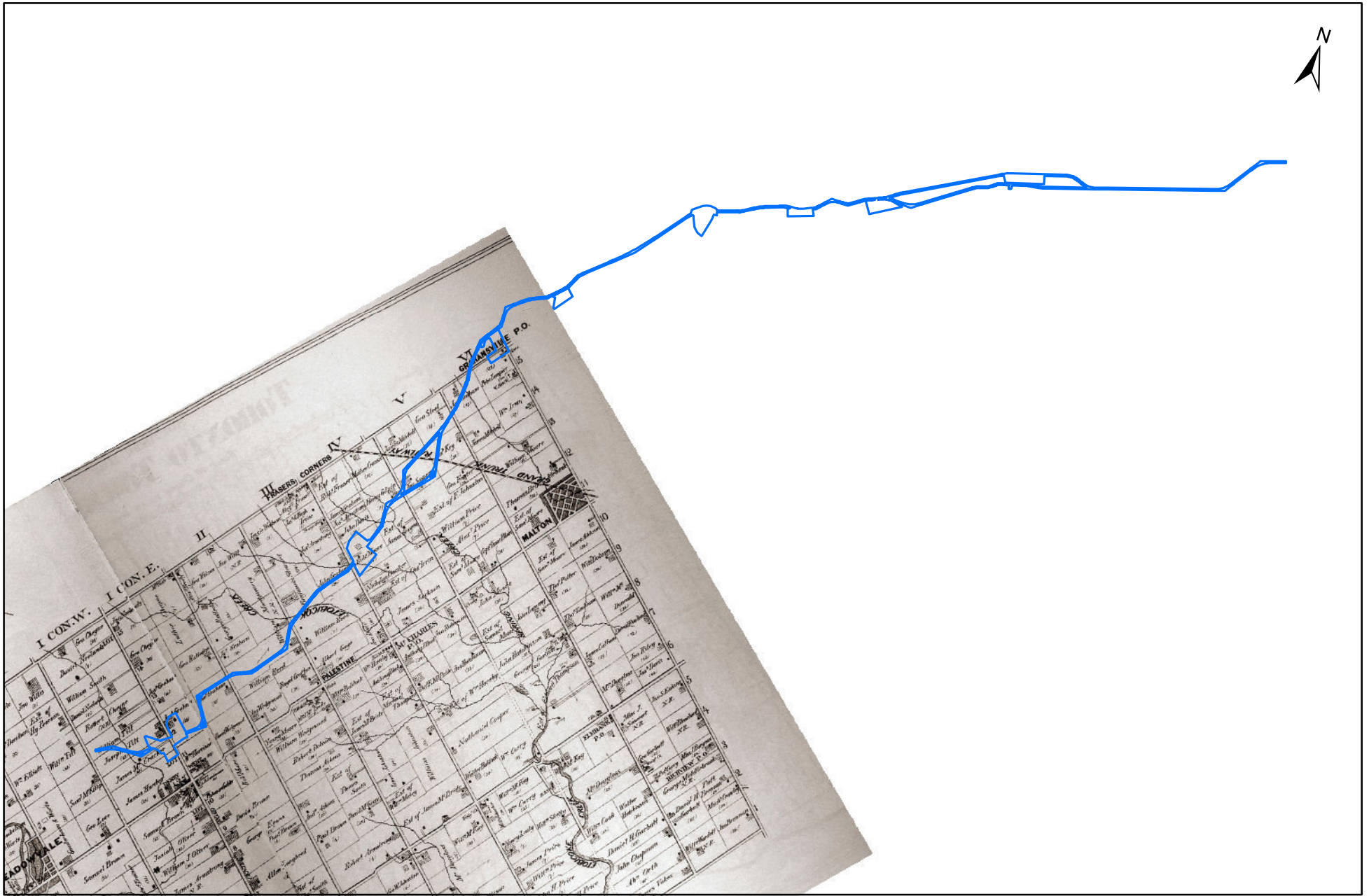
 Project Limits

Tremaine Map  
 York 1860  
 Peel 1859


0 2.5  
  
 Kilometres

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Figure 3: 407 Transitway West Project Limits overlaid on 1860 map of county of York




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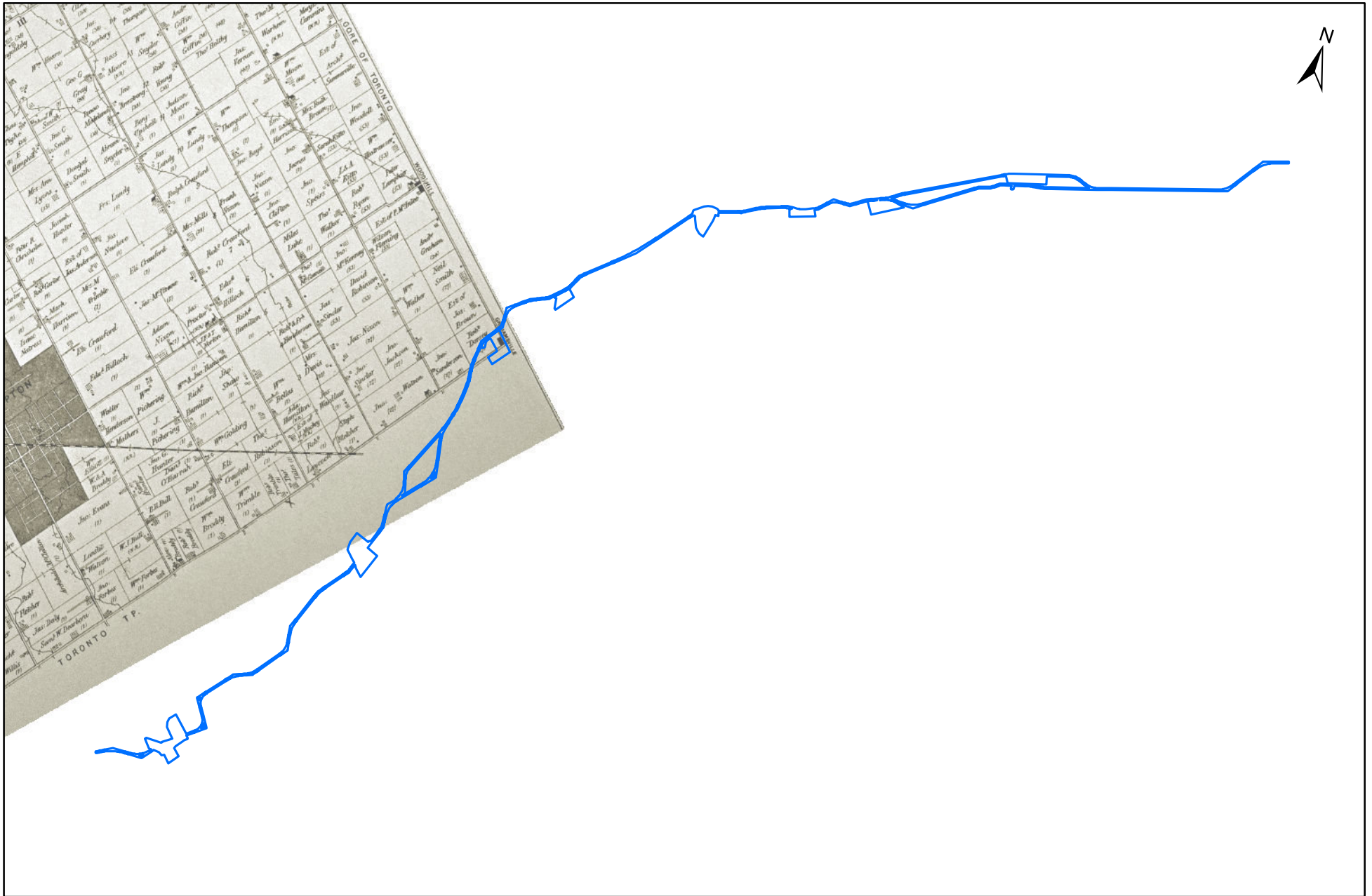
 Project Limits

Historical Atlas  
 York 1878  
 Peel 1877


0  2.5  
 Kilometres

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Figure 4: 407 Transitway West Project Limits overlaid on 1877 map of Northern Part of Township of Toronto




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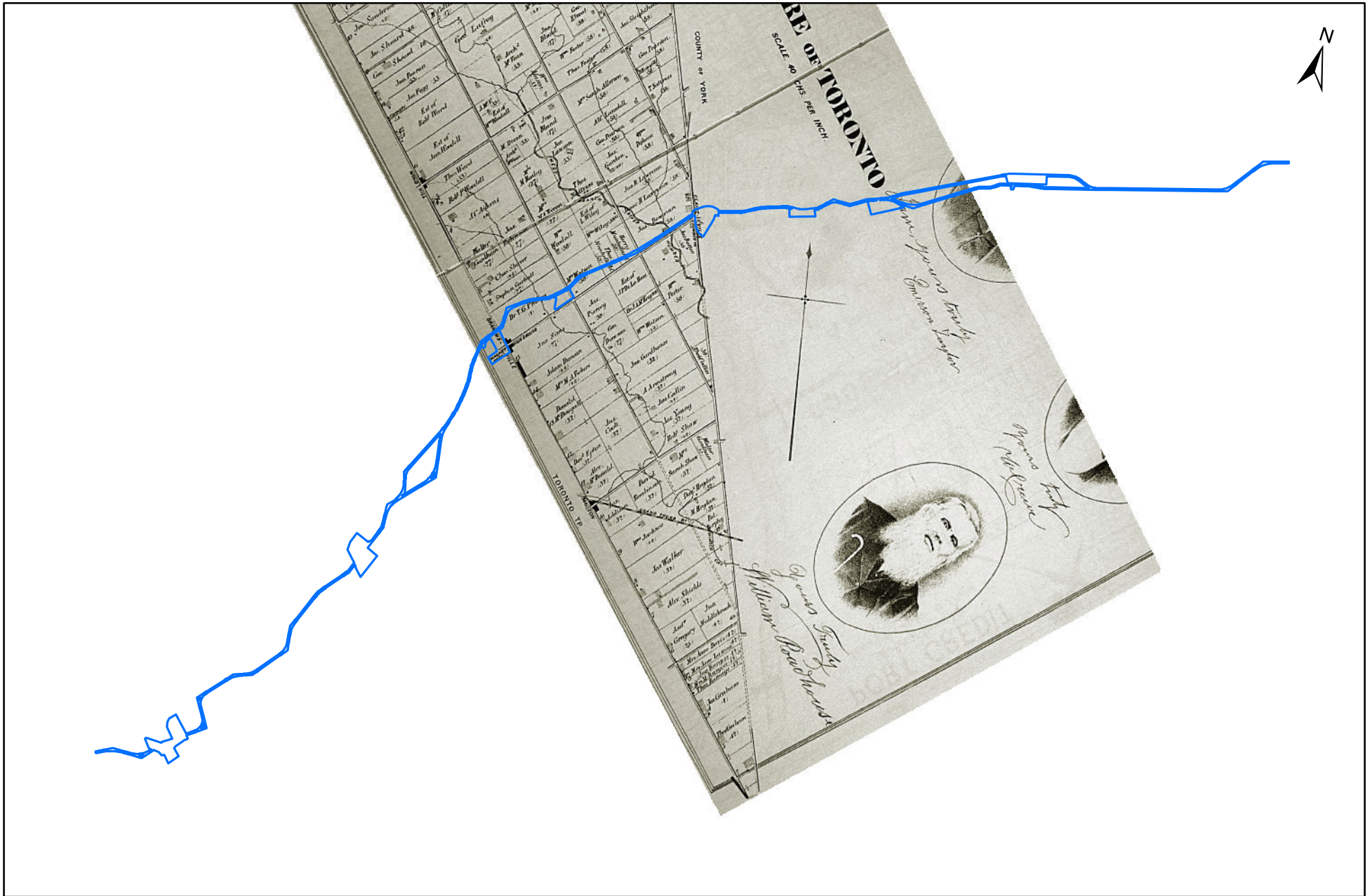
 Project Limits

Historical Atlas  
 York 1878  
 Peel 1877


0  2.5  
 Kilometres

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Figure 5: 407 Transitway West Project Limits overlaid on 1877 map of Southern Part of Township of Chinguacousy




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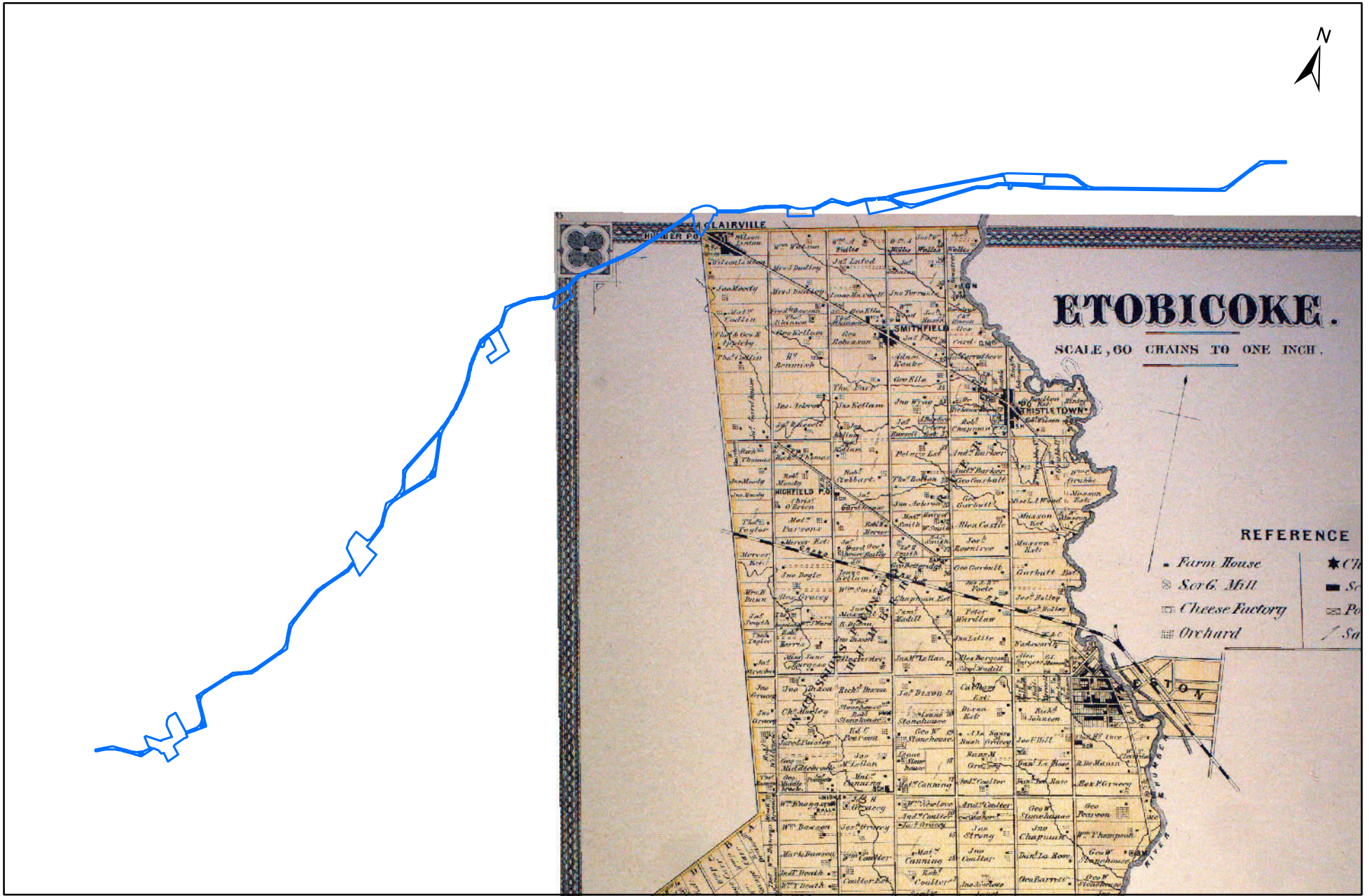
 Project Limits

Historical Atlas  
 York 1878  
 Peel 1877


0  2.5  
 Kilometres

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Figure 6: 407 Transitway West Project Limits overlaid on 1877 map of Township of Toronto Gore





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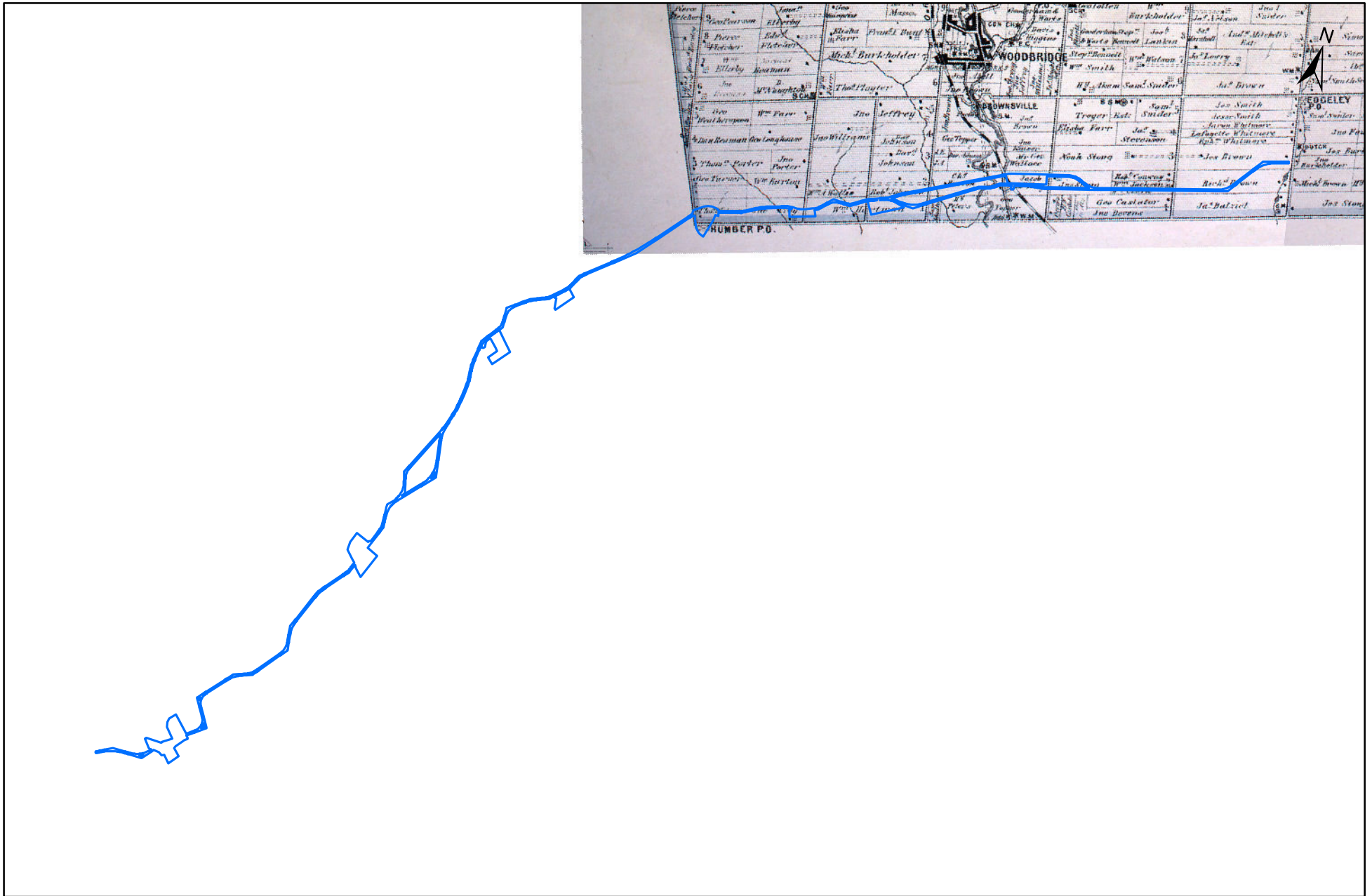
Project Limits

Historical Atlas  
 York 1878  
 Peel 1877

0 2.5  
  
 Kilometres

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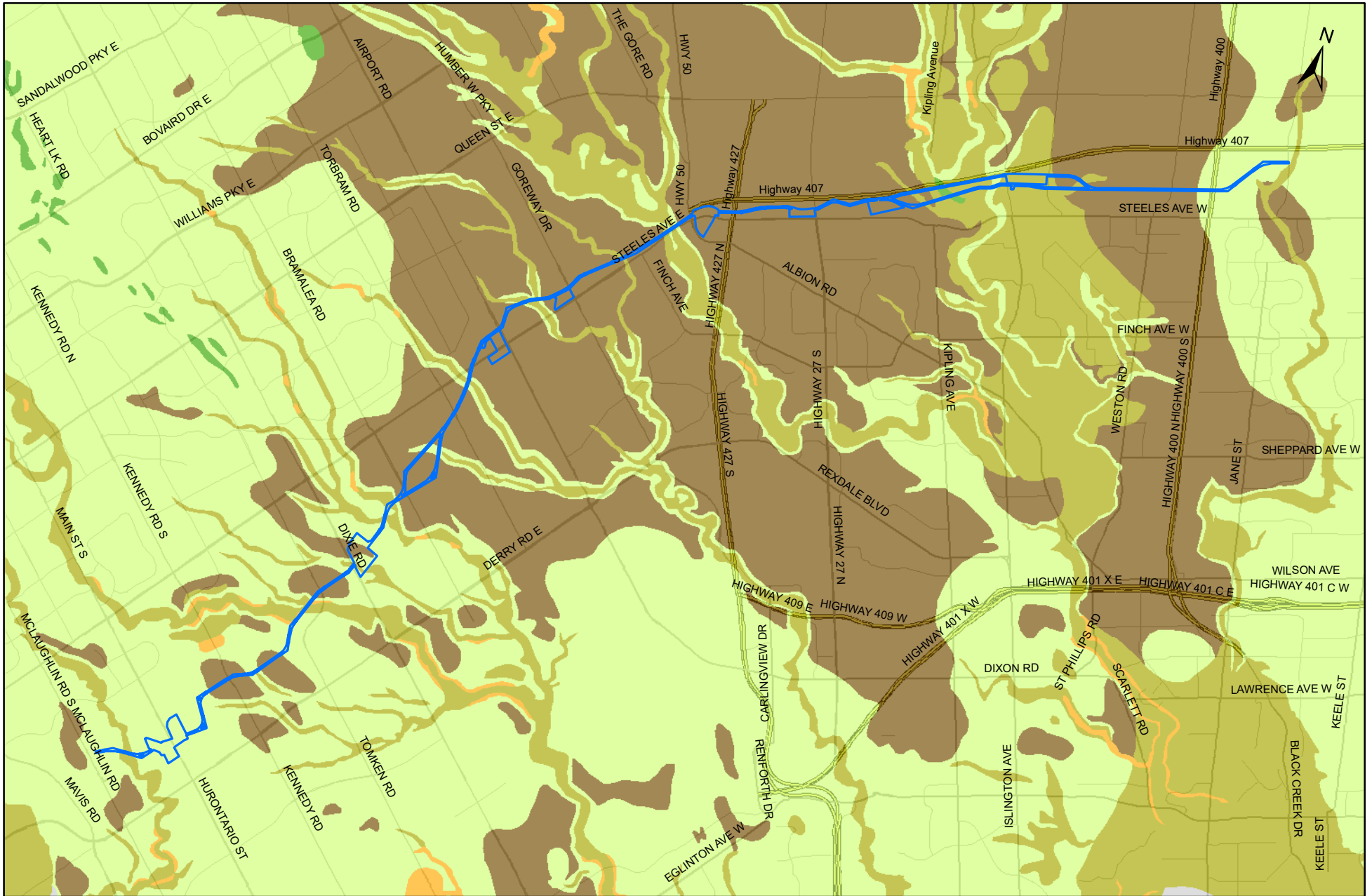
Figure 7: 407 Transitway West Project Limits overlaid on 1878 map of Township of Etobicoke










 <p><b>Archaeological &amp; Cultural Heritage Services</b>          528 Bathurst Street Toronto, ONTARIO M5S 2P9          416-966-1069   F416-966-9723   asiheritage.ca</p>	 Project Limits	<p>Historical Atlas          York 1878          Peel 1877</p>	<p>0 <span style="margin-left: 100px;">2.5</span></p>  <p>Kilometres</p> <p>ASI PROJECT NO.: 15EA-076 DRAWN BY: JF &amp; BW          DATE: 02 Nov 2016 FILE: 15EA076_Fig8_hist</p>
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Figure 8: 407 Transitway West Project Limits overlaid on 1878 map of Township of Vaughan







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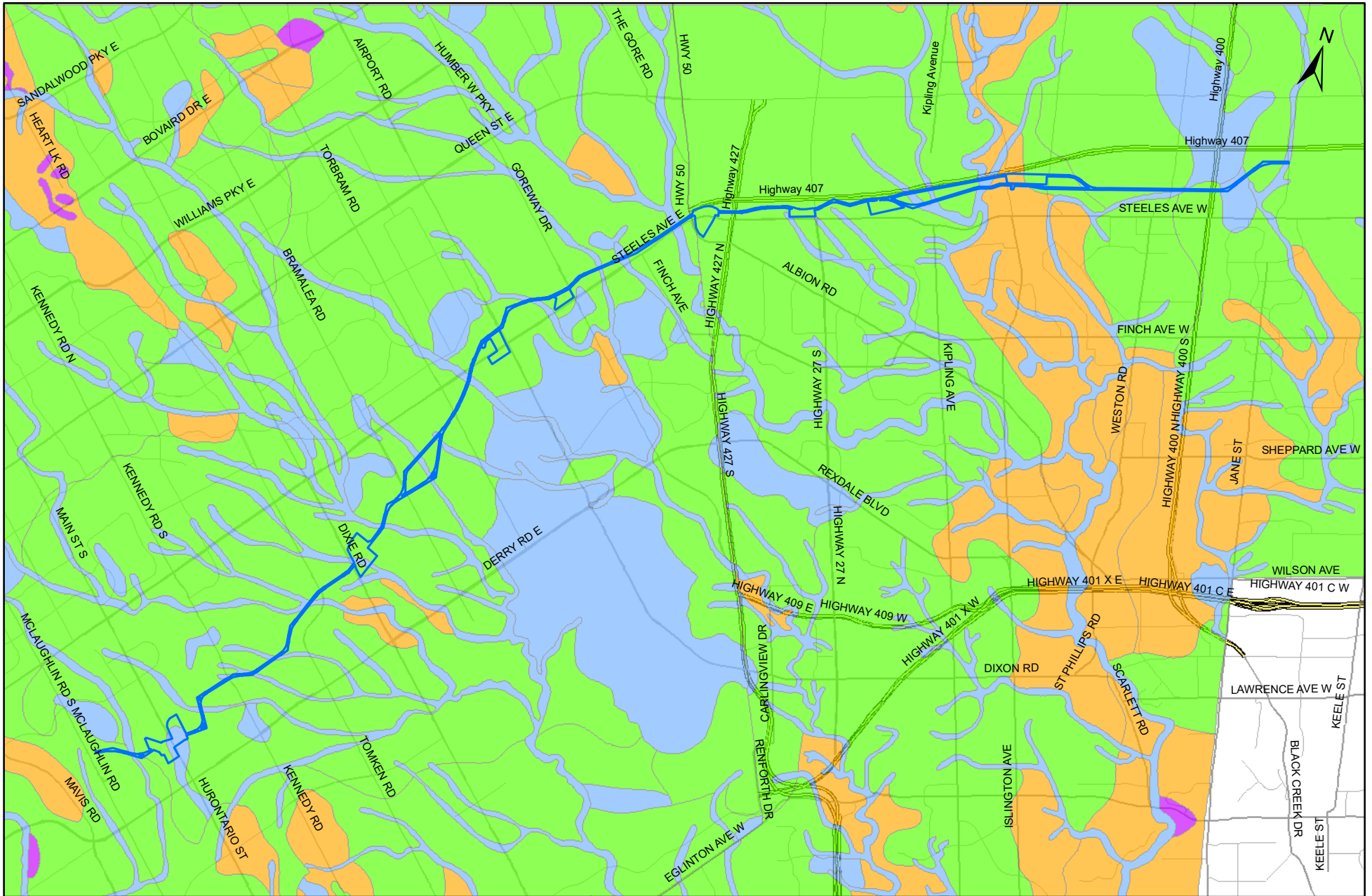
 Project Limits	 Gravel
<b>Single Primary Deposit</b>	 Organic Deposits
 Paleozoic Bedrock	 Sand
 Diamicton	 Silt

Datum and Projection  
 NAD 83 UTM Zone 17T






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Figure 9: 407 Transitway West Project Limits Surficial Geology




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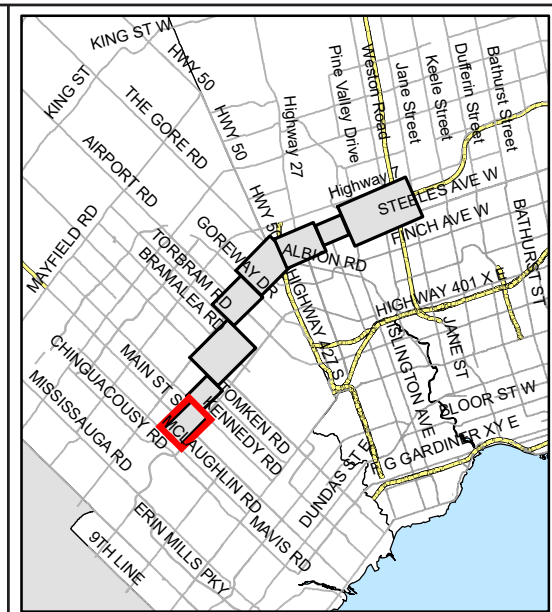
 Project Limits	 Imperfectly
<b>Soil Drainage</b>	 Poorly
 Well Drained	 Very Poorly

Datum and Projection  
NAD 83 UTM Zone 17T

0  2.5  
Kilometres

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Figure 10: 407 Transitway West Project Limits Soil Drainage



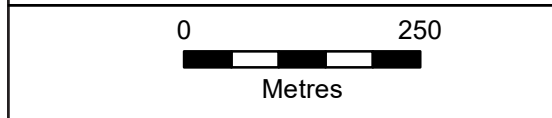
▲ Photo Location and Direction

▭ Project Limits

**Stage 1 Assessment**

- ▭ Previously Assessed
- ▭ Disturbed - No Potential
- ▭ Low & Wet - No Potential
- ▭ Archaeological Potential

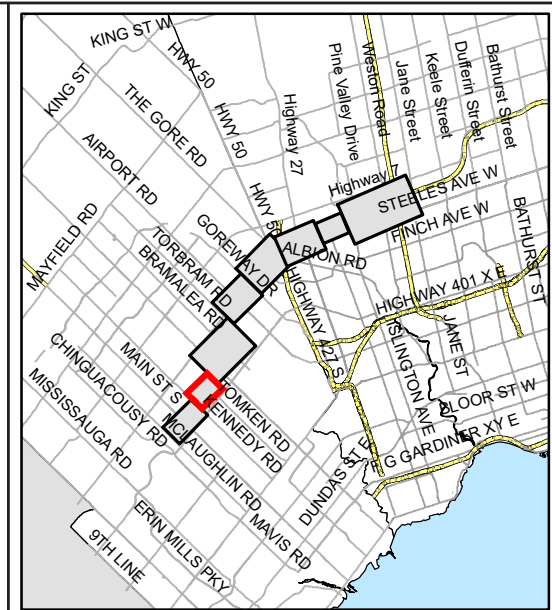
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Figure 11: 407 Transitway West Project Limits - Results of Property Inspection (Segment A)



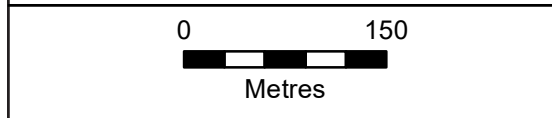
▲ Photo Location and Direction

▭ Project Limits

**Stage 1 Assessment**

- ▭ Previously Assessed
- ▭ Disturbed - No Potential
- ▭ Low & Wet - No Potential
- ▭ Archaeological Potential

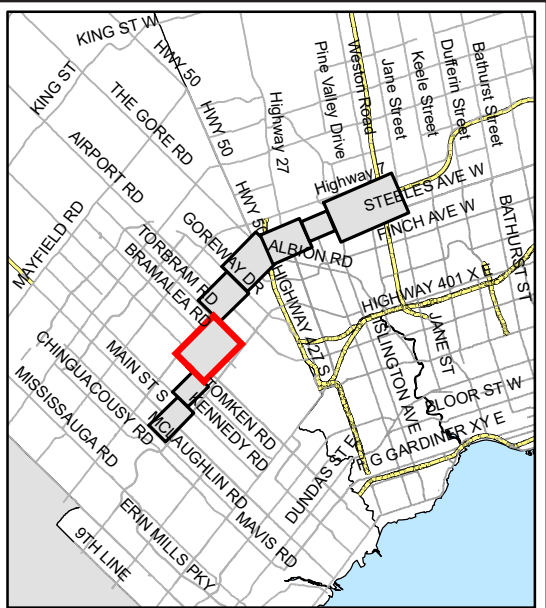
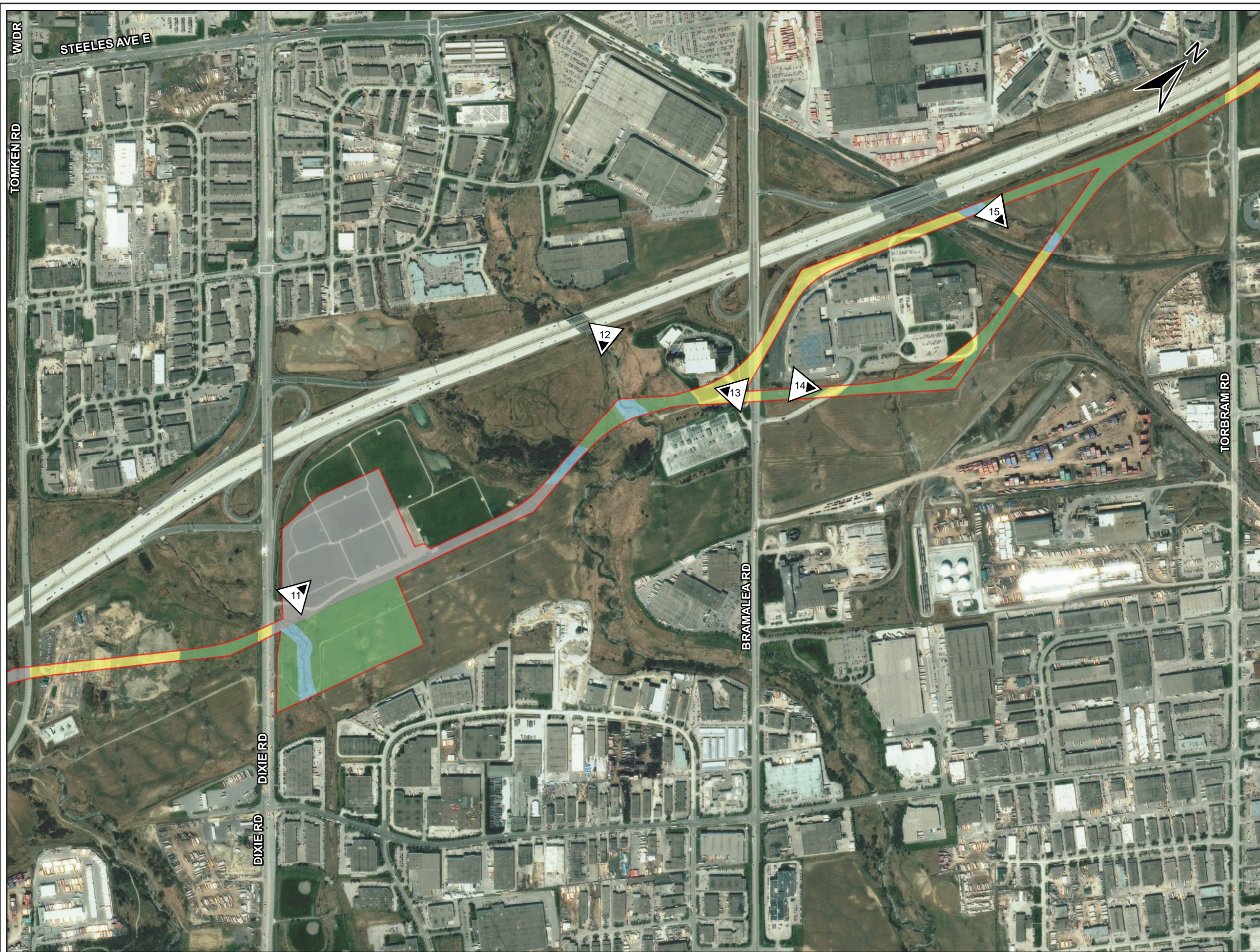
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Figure 12: 407 Transitway West Project Limits - Results of Property Inspection (Segment B)



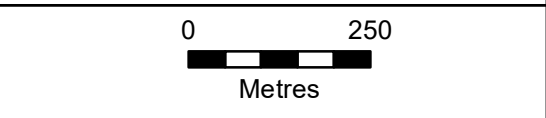
▲ Photo Location and Direction

▭ Project Limits

**Stage 1 Assessment**

- ▭ Previously Assessed
- ▭ Disturbed - No Potential
- ▭ Low & Wet - No Potential
- ▭ Archaeological Potential

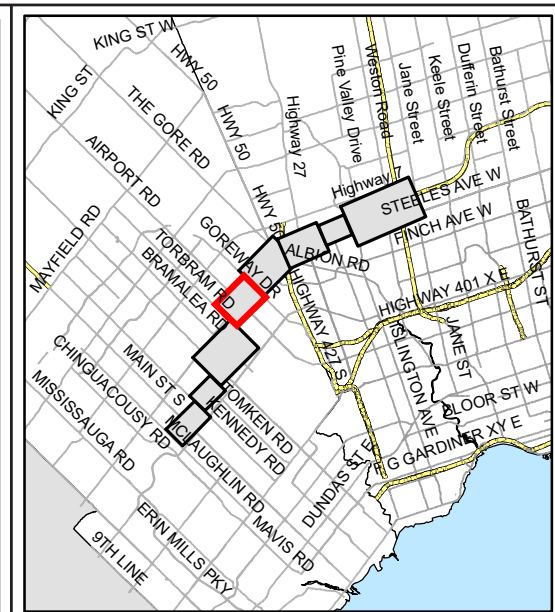
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Figure 13: 407 Transitway West Project Limits - Results of Property Inspection (Segment C)



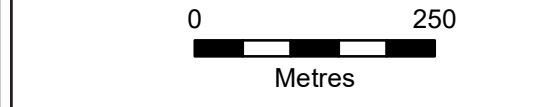
▲ Photo Location and Direction

▭ Project Limits

**Stage 1 Assessment**

- ▭ Previously Assessed
- ▭ Disturbed - No Potential
- ▭ Low & Wet - No Potential
- ▭ Archaeological Potential

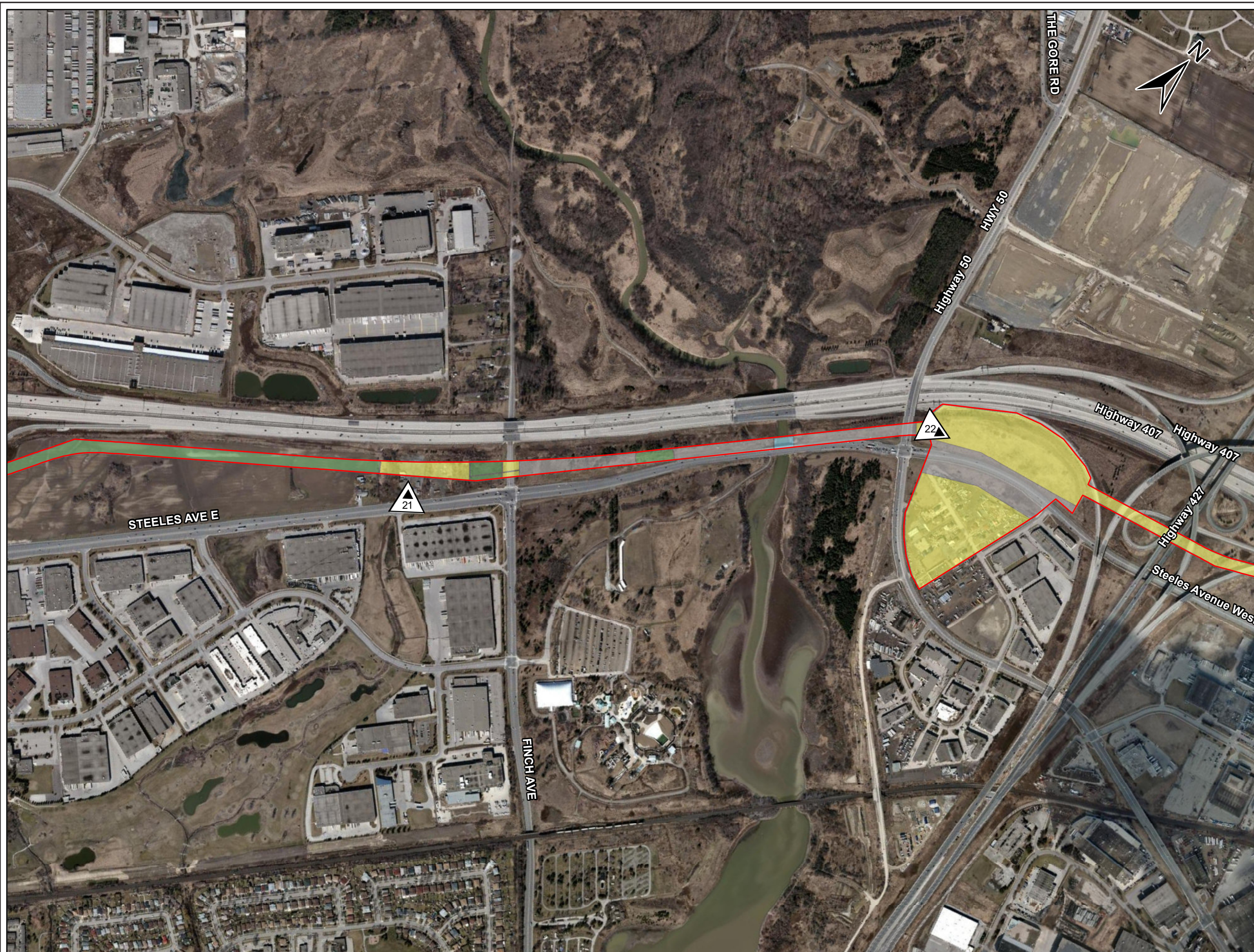
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Figure 14: 407 Transitway West Project Limits - Results of Property Inspection (Segment D)



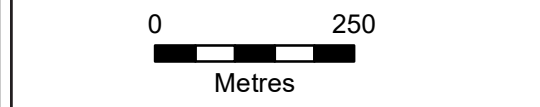
▲ Photo Location and Direction

▭ Project Limits (Alignment plus 15m Buffer)

**Stage 1 Assessment**

- ▭ Previously Assessed
- ▭ Disturbed - No Potential
- ▭ Low & Wet - No Potential
- ▭ Archaeological Potential

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Figure 15: 407 Transitway West Study Area - Results of Property Inspection (Segment E)



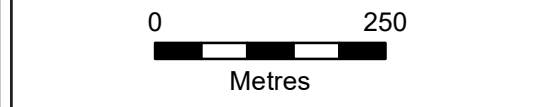
▲ Photo Location and Direction

▭ Project Limits

**Stage 1 Assessment**

- ▭ Previously Assessed
- ▭ Disturbed - No Potential
- ▭ Low & Wet - No Potential
- ▭ Archaeological Potential

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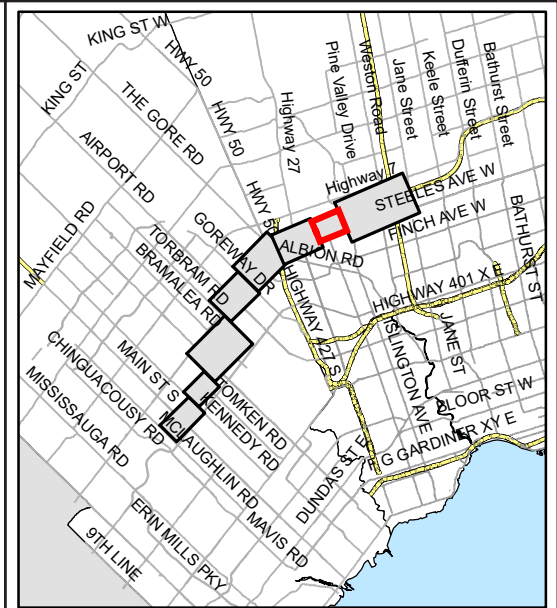




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Figure 16: 407 Transitway West Project Limits - Results of Property Inspection (Segment F)





 Photo Location and Direction  
 Project Limits

**Stage 1 Assessment**

-  Previously Assessed
-  Disturbed - No Potential
-  Low & Wet - No Potential
-  Archaeological Potential

BASE:  
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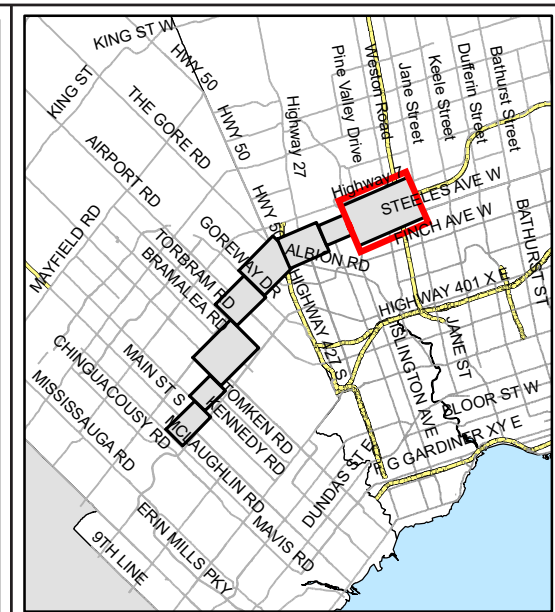


ASI PROJECT NO.: 15EA-076      DRAWN BY: JF  
 DATE: 10/14/2016                FILE: 15EA076\_fig17\_G



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Figure 17: 407 Transitway West Project Limits - Results of Property Inspection (Segment G)



▲ Photo Location and Direction

▭ Project Limits

**Stage 1 Assessment**

- ▭ Previously Assessed
- ▭ Disturbed - No Potential
- ▭ Low & Wet - No Potential
- ▭ Archaeological Potential

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Figure 18: 407 Transitway West Project Limits - Results of Property Inspection (Segment H)

## 8.0 IMAGES



Plate 1: North view of Project Limits near McLaughlin Rd; field around hydro towers retain archaeological potential, require Stage 2 survey



Plate 2: Northeast view of Highway 407 ROW area west of Hurontario St; Areas within the 407 ROW to the fenceline are disturbed, no potential



Plate 3: Northeast view of Project Limits from St. Barbara Blvd; Areas beyond low and wet creek lands require Stage 2 survey



Plate 4: North view of proposed Hurontario station alternative; Fields around hydro towers retain archaeological potential, require Stage 2 survey



Plate 5: West view of proposed Hurontario station alternative; Fields around hydro complex retain archaeological potential, require Stage 2 survey



Plate 6: North view of mini-golf course/driving range; Parking and playing area is disturbed with no archaeological potential. Lands beyond retain archaeological potential, require Stage 2 survey



Plate 7: Northwest view at Edwards Blvd; Fields beyond golf course road and around hydro towers retain archaeological potential, require Stage 2 survey



Plate 8: Southeast view of Project Limits east of Hurontario St; Lands adjacent to creek are low and wet, no potential. Lands beyond retain archaeological potential, require Stage 2 survey



Plate 9: Northeast view at Kennedy Rd S; Areas beyond ROW retain archaeological potential, require Stage 2 survey



Plate 10: Northeast view at Farmhouse Court; Areas beyond ROW retain archaeological potential, require Stage 2 survey



Plate 11: North view of proposed Dixie station; area was previously assessed and is now disturbed, no potential



Plate 12: Southeast view of Project Limits near Bramalea Rd; Creek lands to the south are low and wet, no potential. Areas adjacent to industrial complex retain potential, require Stage 2 survey



Plate 13: Southwest view of Project Limits from Bramalea Rd; area is disturbed, no potential



Plate 14: Northeast view of Project Limits from Bramalea Rd; Area beyond ROW around hydro towers retains potential, requires Stage 2 survey



Plate 15: East view of Project Limits at railway overpass; Areas between ROW and rail corridor retains potential, require Stage 2 survey



Plate 16: North view of Project Limits east of Torbram Rd; Area beyond ROW is low and wet, and disturbed no potential



Plate 17: South view of proposed Airport Rd station; Area between Airport Rd and hotel property retains potential and requires Stage 2 survey. Parking lot and ROWs are disturbed, no potential

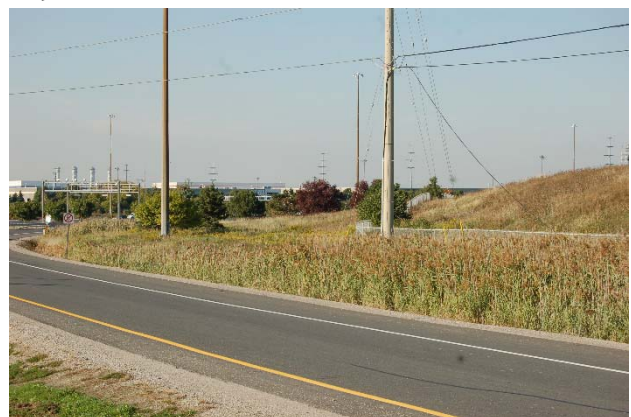


Plate 18: North view of Project Limits from Airport Rd; area is disturbed, no potential



Plate 19: West view of Project Limits east of Airport Rd; Area is low and wet and disturbed within the rail corridor, no potential



Plate 20: Southwest view of Project Limits at Goreway Rd; Area beyond ROWs retains potential, requires Stage 2 survey



Plate 21: Northwest view of Project Limits at Steeles Ave west of Finch Ave; Area is disturbed, no potential



Plate 22: East view of proposed Highway 50 station; Area has been subject to grading and filling, disturbed, no potential



Plate 23: West view of Project Limits from Highway 27; Area beyond ROW retains potential, requires Stage 2 survey



Plate 24: Northeast view of Project Limits at Highway 27; Area is disturbed, no potential. Area has also been previously assessed



Plate 25: East view of Project Limits of proposed Martin Grove Rd station; Area beyond ROWs retains potential, requires Stage 2 survey



Plate 26: East view of Project Limits east of Martin Grove Rd; Area at top of slope retain potential, requires Stage 2 survey



Plate 27: East view of Project Limits near Islington Ave; Area at top of slope retain potential, requires Stage 2 survey



Plate 28: East view of Project Limits from Pine Valley Dr; Area within hydro corridor retains potential, requires Stage 2 survey



Plate 29: West view of Project Limits; Areas adjacent to railway and within trucking lot/junkyard is disturbed, no potential.

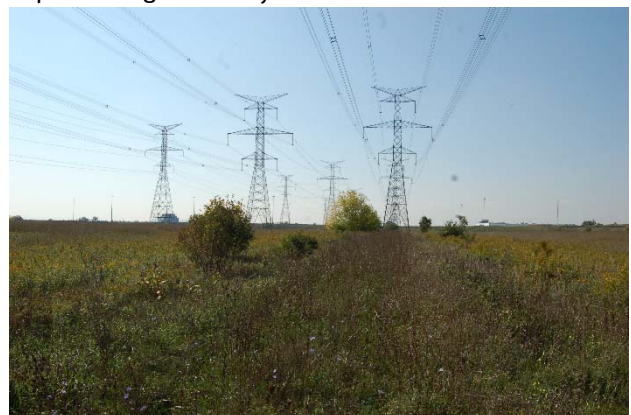


Plate 30: West view of Project Limits east of Highway 400; Area within hydro corridor retains potential, requires Stage 2.