

Appendix P – Stage 2 Archaeology Report



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

MINISTRY OF TRANSPORTATION - CENTRAL REGION

**STAGE 2 ARCHAEOLOGICAL ASSESSMENT
407 TRANSITWAY FROM WEST OF HURONTARIO STREET TO EAST OF HIGHWAY 400**

**LOT 12, CONCESSION I WEST AND LOTS 12-15, CONCESSION I-VI EAST, FORMER TOWNSHIP OF TORONTO;
LOT 1, CONCESSION VI EAST, FORMER TOWNSHIP OF CHINGUACOUSY;
LOT 1, CONCESSION VII-IX EAST, FORMER TOWNSHIP OF TORONTO GORE (COUNTY OF PEEL);
LOT 40, CONCESSION IV, TOWNSHIP OF ETOBICOKE;
LOTS 1-2, CONCESSION V-IX TOWNSHIP OF VAUGHAN (COUNTY OF YORK)
CITIES OF VAUGHAN, MISSISSAUGA, BRAMPTON, AND TORONTO
REGIONAL MUNICIPALITIES OF PEEL AND YORK**

ORIGINAL REPORT

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**Stage 2 Archaeological Assessment
407 Transitway from West of Hurontario Street to East of Highway 400
Lot 12, Concession I West and Lots 12-15, Concession I-VI East, Former Township of Toronto;
Lot 1, Concession VI East, Former Township of Chinguacousy;
Lot 1, Concession VII-IX East, Former Township of Toronto Gore (County of Peel);
Lot 40, Concession IV, Township of Etobicoke;
Lots 1-2, Concession V-IX Township of Vaughan (County of York)
Cities of Mississauga, Brampton, Vaughan, and Toronto
Regional Municipalities of Peel and York**

EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by LGL Limited, on behalf of the Ministry of Transportation (MTO), to conduct a Stage 2 Archaeological Assessment as part of the Final Environmental Project Report (EPR) for the 407 Transitway from west of Hurontario Street to east of Highway 400, spanning the cities of Brampton, Mississauga, Vaughan, and Toronto and the Regional Municipalities of Peel and York. The scope of the project involves the construction of a 23 km segment of transitway along the southern limits of the extant 407 ETR corridor. This Stage 2 assessment has been commissioned to assess the areas recommended for further work by ASI in a previous 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.

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 cultural heritage value and require additional archaeological assessment (AjGw-490 and AkGv-121). The Stage 1 property inspection determined that although some parts of the Project Limits had been previously disturbed, a large portion of the lands retained archaeological potential and should be subject to Stage 2 assessment.

This Stage 2 assessment is being completed as part of the EPR for the 407 Transitway Project and as per MTO instructions, only includes Stage 2 survey within 300 m of known watercourses (where permission was secured). Lands beyond 300 m of watercourses were not assessed as part of this Stage 2 assessment and have been recommended for Stage 2 survey prior to construction. Due to several alignment changes to the 407 Transitway Project Limits during the TPAP, the area surveyed as part of this assessment is larger than the final alignment.

The Stage 2 archaeological assessment for the 407 Transitway Project from west of Hurontario Street to east of Highway 400, was conducted intermittently between October 5, 2017 and June 15, 2018. The total area surveyed comprises 128.08 ha of both open and closed lands that encompasses the current Project Limits alignment (118.15 ha). The Stage 2 assessment determined that 42.8 % (54.82 ha) of the area surveyed had been subject to previous archaeological assessment, and that 9.3% (11.88 ha) did not retain archaeological potential due to previous deep



and extensive ground disturbance, severe slope (>20°), and permanently low and wet conditions. Approximately 32.89 ha of the lands that were identified as requiring Stage 2 are within the current 407 Transitway Project Limits and will require Stage 2 survey prior to construction. The remaining 22.2 % (28.49 ha) of land surveyed was subject to Stage 2 pedestrian and test pit surveys.

As a result of this assessment three pre-contact Indigenous findspots (P2, P5, and P6) and two pre-contact Indigenous sites (P3 and P4) were identified. Due to their non-diagnostic nature and overall paucity of artifacts, findspots P2, P5, and P6 do not have further cultural heritage value or interest and do not meet the requirements for Stage 3 assessment. Site P3 (AkGv-349) is a non-diagnostic precontact Indigenous lithic site that does not meet the artifact density requirements for Stage 3 assessment and can be considered free of archaeological concern. Site P4 (AkGv-350) is an Early Archaic precontact Indigenous site that consists of two Nettling projectile points (ca. 9500-8900 BP). As site P4 dates to the Early Archaic period, it meets the requirements for Stage 3 assessment and therefore requires further work prior to any soil disturbing activities. In addition to the archaeological finds identified during the Stage 2 assessment, the previously registered ROW Site (AkGv-121) also lies within the current Project Limits of the 407 Transitway. It represents a small Archaic lithic scatter that has been previously recommended for Stage 3 assessment. The ROW Site should therefore be subject to Stage 3 assessment prior to any soil disturbing activities.



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1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by LGL Limited, on the ultimate behalf of the Ministry of Transportation (MTO), to conduct a Stage 2 archaeological assessment as part of the Final Environmental Project Report for the 407 Transitway from west of Hurontario Street to east of Highway 400; the 'Project'. MTO is proposing a 23 km segment of transitway along the Highway 407 corridor. The Project Limits consist of the proposed station locations and a 30 m buffer around the preferred transitway alignment (Figure 1). The Project Limits are located in the Cities of Vaughan, Mississauga, Brampton, and Toronto, Regional Municipalities of Peel and York. Historically, the Project limits are located within the County of Peel on part of Lot 12, Concession I West and Lots 12-15, Concession I-VI East, former Township of Toronto; Lot 1, Concession VI East, former Township of Chinguacousy; and, Lot 1, Concession VII-IX East, former Township of Toronto Gore. In the County of York, the Project limits are historically located on part of Lot 40, Concession IV, Township of Etobicoke; and, Lots 1-2, 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 follows the Transit Project Assessment Process (TPAP) prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* under the *Environmental Assessment Act* (RSO), 1990. As part of the TPAP, an Environmental Project Report (EPR) will be filed by Parsons documenting any potential environmental effects and mitigation requirements of the Project. This Stage 2 archaeological assessment is being completed as part of the EPR for the 407 Transitway from west of Hurontario Street to east of Highway 400 and includes Stage 2 survey within 300 m of known watercourses (where permission was secured). Lands beyond 300 m from watercourses were not assessed as part of this Stage 2 assessment and have been recommended for Stage 2 survey prior to construction.

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 is divided into eight segments (A-H) and will consist of 23 km of roadway and seven stations: Hurontario Station, Dixie Road Station, Airport Road Station, Goreway Station, Highway 50 Station, Highway 27 Station, and Pine Valley Road Station. 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.

This report presents the results of the Stage 2 Archaeological Assessment and makes recommendations as appropriate.

The objectives of this Stage 2 report are:



- To summarize information previously presented in the preceding Stage 1 report, including the geography, history, previous archaeological fieldwork, and current land condition of the Study Area;
- To determine whether the Study Area contains archaeological resources with cultural heritage value or interest (CHVI) that would require further assessment; and,
- To recommend appropriate Stage 3 Archaeological Assessment strategies for any archaeological sites identified.

This report describes the Stage 2 Archaeological Assessment that was conducted for this project and is organized as follows: Sections 1.0 and 2.0 describe the project context and summarize the background study that was conducted to provide the historical and archaeological contexts for the Project Limits; Section 3.0 describes the field methods used during the archaeological assessment and summarizes the results of the property survey; Section 4.0 describes any archaeological resources recovered during the property survey; Section 5.0 provides an analysis of the property assessment results and evaluates the archaeological potential of the Project Limits; and Section 6.0 provides recommendations; the remaining sections contain other report information that is required by the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Tourism, Culture and Sport (MTCS), previously the Ministry of Tourism and Culture (MTC). e.g., advice on compliance with legislation, works cited, mapping and photo-documentation.

2.0 Development Context

All activities carried out during this assessment were completed in accordance with the *Environmental Assessment Act*, RSO (1990), the *Ontario Heritage Act* (MTC 2005), and the S & G. This Stage 2 assessment has been commissioned to satisfy the recommendations of the previous Stage 1 Archaeological Assessment that was undertaken as part of the TPAP for the 407 Transitway from west of Hurontario Street to east of Highway 400 (ASI 2017).

Authorization to carry out all activities necessary for the completion of the assessment was granted to ASI by LGL on September 14, 2016. Permission to enter (PTE) for the Stage 2 assessment was provided to ASI by LGL on behalf of several property owners between June 8, 2017 and April 27, 2018.

2.1 Historical Context

A comprehensive review of the pre-contact Indigenous and Euro-Canadian occupations of the Peel, York, and Toronto Regions are presented in the Stage 1 report (ASI 2017). To summarize, background research indicates that the general vicinity of the Study Area has been attractive to human settlement for thousands of years, primarily by Indigenous people and more recently by Euro-Canadian settlers. Historically, the Project limits are located within the County of Peel on part of Lot 12, Concession I West and Lots 12-15, Concession I-VI East, former Township of Toronto; Lot 1, Concession VI East, former Township of Chinguacousy; and, Lot 1, Concession VII-IX East, former Township of Toronto Gore. In the County of York, the Project limits are historically located on part of Lot 40, Concession IV, Township of Etobicoke; and, Lots 1-2, Concession V-IX, Township of Vaughan.



2.2 Archaeological Context

2.2.1 Previously Registered Archaeological Sites

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 Study Area under review is located in Borden blocks *AkGw*, *AkGv*, and *AjGw*.

According to a 2017 and 2018 review of the OASD, 141 previously registered archaeological sites are located within one kilometre of the study corridor (MTCS 2018). Details of the sites are summarized in Table 1.

Table 1: List of previously registered sites within 1 km of the Project Limits

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AjGw-250	Tilt	Euro-Canadian	Homestead	Stewart 1996
<i>AjGw-251</i>	<i>George Graham</i>	<i>Euro-Canadian</i>	<i>Farmstead</i>	<i>Stewart 1996</i>
AjGw-255	McKillip	Euro-Canadian	Homestead, midden	Mayer 1996
AjGw-367	Derry West Anglican Church	Euro-Canadian	Church, cemetery	ASI 2004
AjGw-379	Wiggins	Euro-Canadian	Farmstead	ASI 2005; Fischer 2007
AjGw-394	Fletcher's Creek Site	Precontact Indigenous	Lithic scatter	ASI 2005
AjGw-489	De Zen	Precontact Indigenous	Lithic scatter	AMICK 2008
AjGw-490	James Cracker	Precontact Indigenous	Lithic scatter	AMICK 2008
AjGw-84	Fletcher's Creek	Euro-Canadian	Homestead	ASI 1987
AkGv-104	Burkholder House	Euro-Canadian; Precontact 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 1990</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
AkGv-118	Tegis	Archaic	Camp	Burgar 1991



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGv-119	Flood	Precontact Indigenous	Lithic scatter	Burgar 1991
AkGv-121	ROW	Archaic	Camp	Burgar 1991
AkGv-122	Drizzle	Unknown	Unknown	ROM 1991
AkGv-123	Legu	Precontact Indigenous	Lithic scatter	Burgar 1991
AkGv-134	Highway 407 Operations Centre 1	Late Archaic; Early Woodland	Findspot	Mayer 1995
<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
AkGv-196	N/A	Post-contact	Unknown	TRCA 2004
AkGv-197	N/A	Post-contact	Unknown	TRCA 2004
AkGv-198	N/A	Post-contact	Unknown	TRCA 2004
<i>AkGv-200</i>	<i>Wray</i>	<i>Euro-Canadian</i>	<i>Homestead</i>	<i>ASI 2003</i>
AkGv-204	N/A	Precontact Indigenous	Unknown	TRCA 2004
AkGv-205	Claireville 2	Middle Archaic	Camp	TRCA 2004
AkGv-206	Claireville 44	Precontact Indigenous	Camp	TRCA 2004
AkGv-207	Claireville 4	Post-contact	Unknown	TRCA 2004
AkGv-208	Claireville 1	Precontact Indigenous	Unknown	TRCA 2004
AkGv-209	Claireville 3	Precontact Indigenous	Unknown	TRCA 2004
AkGv-21	Johnson-Thain	Archaic	Camp	Dibb 1983
AkGv-210	Claireville 5	Post-contact	Unknown	TRCA 2004
AkGv-211	Claireville 6	Post-contact	Unknown	TRCA 2004
AkGv-212	Claireville 7	Post-contact	Unknown	TRCA 2004
AkGv-213	Claireville 8	Precontact Indigenous	Unknown	TRCA 2004
AkGv-214	Claireville 9	Precontact Indigenous	Unknown	TRCA 2004
AkGv-215	Claireville 10	Post-contact	Unknown	TRCA 2004
AkGv-216	Claireville 11	Post-contact	Unknown	TRCA 2004
AkGv-217	Claireville 12	Precontact Indigenous	Unknown	TRCA 2004
AkGv-219	Claireville 14	Precontact Indigenous	Unknown	TRCA 2004
AkGv-220	Claireville 15	Post-contact	Unknown	TRCA 2004
AkGv-221	Claireville 16	Precontact Indigenous	Unknown	TRCA 2004
AkGv-222	Claireville 17	Post-contact	Unknown	TRCA 2004
AkGv-223	Claireville 18	Precontact Indigenous	Unknown	TRCA 2004
AkGv-224	Claireville 19	Precontact Indigenous	Unknown	TRCA 2004
AkGv-225	Claireville 20	Precontact Indigenous	Unknown	TRCA 2004
AkGv-226	Claireville 21	Precontact Indigenous	Unknown	TRCA 2004
AkGv-227	Claireville 22	Precontact Indigenous	Unknown	TRCA 2004
AkGv-228	Claireville 23	Early Archaic	Unknown	TRCA 2004
AkGv-229	Claireville 24	Paleo-Indian	Unknown	TRCA 2004
AkGv-230	Claireville 25	Post-contact	Unknown	TRCA 2004



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGv-231	Claireville 26	Precontact Indigenous	Unknown	TRCA 2004
AkGv-232	Claireville 27	Precontact Indigenous	Unknown	TRCA 2004
AkGv-233	Claireville 28	Precontact Indigenous	Unknown	TRCA 2004
AkGv-234	Claireville 29	Precontact Indigenous	Unknown	TRCA 2004
AkGv-235	Claireville 30	Post-contact	Unknown	TRCA 2004
AkGv-236	Claireville 31	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-237	Claireville 32	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-238	Claireville 34	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-240	Claireville 57	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-241	Claireville 37	Early Woodland	Unknown	TRCA 2004
AkGv-242	Claireville 38	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-243	Claireville 39	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-244	Claireville 40	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-245	Claireville 41	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-246	Claireville 42	Post-contact	Unknown	TRCA 2004
AkGv-247	Claireville 43	Middle Woodland	Camp	TRCA 2004
AkGv-248	Claireville 45	Precontact Indigenous	Camp	TRCA 2004
AkGv-25	John Wray	Precontact Indigenous	Findspot	MPP 1985
AkGv-250	Claireville 47	Woodland	Camp	TRCA 2004
AkGv-251	Claireville 48	Post-contact	Unknown	TRCA 2004
AkGv-252	Claireville 49	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-253	Claireville 50	Post-contact	Unknown	TRCA 2004
AkGv-254	Claireville 51	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-255	Claireville 52	Post-contact	Unknown	TRCA 2004
AkGv-256	Claireville 53	Post-contact	Unknown	TRCA 2004
AkGv-257	Claireville 54	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-258	Claireville 55	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-259	Claireville 56	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-26	William Hartman	Pre-contact Indigenous	Findspot	MPP 1985
AkGv-27	Robert Johnson	Pre-contact Indigenous	Unknown	MPP 1985
AkGv-280	Claireville 58	Pre-contact Indigenous	Camp	TRCA 2007
AkGv-281	Claireville 59	Pre-contact Indigenous	Findspot	TRCA 2007
AkGv-295	N/A	Euro-Canadian	Unknown	ASI 2009
AkGv-303	Richard Brown	Euro-Canadian	Homestead	AI 2010
AkGv-316	BCPV North-1	Pre-contact Indigenous	Findspot	TRCA 2010
AkGv-327	N/A	Pre-contact Indigenous	Findspot	TRCA 2014
AkGv-328	N/A	Pre-contact Indigenous	Findspot	TRCA 2014
AkGv-329	N/A	Pre-contact Indigenous	Findspot	TRCA 2014
AkGv-332	Islington H1 Site	Post-contact	Homestead	AI 2016
AkGv-334	N/A	Pre-contact Indigenous	Findspot	TMHC 2016



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGv-336	N/A	Post-contact	Homestead	TMHC 2016
AkGv-341	Dalziel	Post-contact	Homestead	TRCA 2010
AkGv-343	Site 1	Pre-contact Indigenous	Unknown	TRCA 2004
AkGv-344	Site 3	Post-contact	Unknown	TRCA 2004
AkGv-346	Dalziel Brick House	Post-contact	Homestead	TRCA 2010
AkGv-75	Familiaris	Late Paleo-Indian	Camp	Burgar 1988
AkGv-77	Syvil	Pre-contact Indigenous	Lithic scatter	Burgar 1988
AkGv-78	Vulpes	Pre-contact Indigenous	Lithic scatter	Burgar 1988
<i>AkGv-79</i>	<i>Sunshine</i>	<i>Paleo-Indian</i>	<i>Camp</i>	<i>Burgar 1988</i>
<i>AkGv-90</i>	<i>Thornbush</i>	<i>Pre-contact Indigenous</i>	<i>Camp</i>	<i>Warrick 1989</i>
AkGv-91	Ageing Maple	Paleo-Indian	Camp	Warrick 1989
<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
AkGw-19	Connery	Pre-contact Indigenous	Findspot	ASI 1989
AkGw-251	Brampton Sports Park I	Pre-contact Indigenous	Unknown	ASI 2004b
AkGw-255	N/A	Middle Woodland	Findspot	ASI 2004b
<i>AkGw-263</i>	<i>N/A</i>	<i>Middle Woodland</i>	<i>Findspot</i>	<i>ASI 2004b</i>
AkGw-4	Grahamsville	Euro-Canadian	House	Scully and Smith 1981
<i>AkGw-423</i>	<i>N/A</i>	<i>Post-contact</i>	<i>Agricultural</i>	<i>Stantec 2014</i>
AkGw-461	Grahamsville W.M. Church	Post-contact	Unknown	ASI 2012
AkGw-476	Soper Site/GTA - Segment A Site 2	Post-contact	Homestead	DRPA 2014; TMHC 2014, 2015; Stantec 2016
<i>AkGw-477</i>	<i>Moore site/GTA Segment A site 1</i>	<i>Post-contact</i>	<i>Homestead</i>	<i>DRPA 2013; TMHC 2014; Stantec 2016</i>
AkGw-48	Airport Road	Euro-Canadian	Midden	Unknown 1990
AkGw-6	Davis	Euro-Canadian	Homestead	ASI 1981
AkGw-7	Leonard Thompson	Euro-Canadian	Homestead	MPP 1986
AkGw-72	N/A	Middle Archaic	Findspot	Unknown 1993
AkGw-73	N/A	Middle Woodland	Findspot	Unknown 1993
AkGw-74	N/A	Pre-contact Indigenous	Findspot	Warrick 1993
AkGw-78	Beanfield	Early/Middle Archaic	Camp	Stewart 1993, 1994
AkGw-79	Sniper	Middle/Late Woodland	Camp	Stewart 1994
<i>AkGw-8</i>	<i>N/A</i>	<i>Late Archaic</i>	<i>Findspot</i>	<i>MPP 1986</i>
AkGw-80	N/A	Early Woodland	Findspot	Stewart 1994
AkGw-81	Wild Pear	Pre-contact Indigenous	Findspot	Stewart 1994
AkGw-82	Spitfire	Archaic	Findspot	Stewart 1994
AkGw-83	Zydeco	Early Woodland	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



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGw-9	Bramalea Park	Euro-Canadian; Late Archaic	Midden; Lithic scatter	Burse 1987

N.B. – sites in *italics* are within 50 m of the Project Limits, sites in **bold** are within the Project Limits
 AI – Archeoworks Inc.
 ASI – Archaeological Services Inc.
 DRPA – D. R. Poulton & Associates Inc.
 MPP – Mayer, Pihl, Poulton & Associates Inc.
 MTO – Ministry of Transportation
 ROM – Royal Ontario Museum
 TMHC – Timmins Martelle Heritage Consultants Inc.
 TRCA – Toronto and Region Conservation Authority

2.2.2 Previous Archaeological Assessments

Stage 1 Archaeological Assessment

ASI (2017) was contracted by LGL Limited to conduct a Stage 1 background study and property inspection as part of the TPAP for the 407 Transitway from west of Hurontario Street to east of Highway 400. The Project Limits consisted of the proposed station locations and a 30 m buffer around the 23 km long preferred transitway alignments. The Stage 1 background research determined that 72 previously registered archaeological sites were located within one kilometre of the Project Limits, 19 of which were within 50 metres of the Project Limits, and 13 of which were located within the Project Limits. Only two sites within the Project Limits were identified as retaining further CHVI and would require Stage 3 archaeological assessment if impacted by the Project; the James Cracker site (AjGw-490) and the ROW site (AkGv-121). The property inspection determined that parts of the Project Limits had been subject to deep and extensive land disturbance. These lands did not retain archaeological potential. The remainder of the 407 Transitway West Project Limits, however, did exhibit archaeological potential and would require further archaeological assessment. ASI recommended that these lands be subject to Stage 2 assessment prior to any proposed project impacts, and that the ROW site (AkGv-121) should be subject to Stage 3 assessment.

Previous Archaeological Assessments within 50 m of Project Limits

Through background research, ASI is aware of 26 previous archaeological assessments that detail fieldwork within 50 metres of the current Stage 2 Project Limits. These assessments are summarized chronologically 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 Stage 2 Project Limits. A total of 895 artifacts were recovered, comprising pottery, glass, bone, metal, and miscellaneous artifact classes. The report recommended that site AkGv-4 had very high scientific value. No record of this site exists within the OASD, and based on the site location described in the report, the site is not located within 50m of the current Stage 2 Project Limits.



In 1985, Paul Lennox conducted an archaeological survey for the proposed construction of the Highway 400/Highway 7, Highway 7/Weston Road, and Highway 407/Weston Road interchanges in the Regional Municipality of York (W.P. 164-79-04). The areas to be impacted were in various states of ground cover allowing for some surface examination to be undertaken in conjunction with test pit survey and test unit excavation at a minimum interval of 15 m. Nothing of archaeological significance was identified.

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, and the area has since been disturbed. The OASD places the William Hartman site within the current Stage 2 Project Limits (Supplementary Documentation [SD]: Figures 1 and 4).

Mayer, Pihl, Poulton & Associates Inc. (1986) conducted a Stage 1-2 assessment for three different alternative locations for the Petro-Sun Inc. Resource Recovery Facility in the City of Mississauga. During the course of the Stage 1-2 assessment two sites were identified; the Leonard Thompson site (AkGw-7) representing a Euro-Canadian homestead, and site AkGw-8, a Late Archaic findspot. Mayer, Pihl, Poulton & Associates Inc. recommended that the Leonard Thompson site be subject to mitigative plough zone stripping and feature excavation. The OASD does not provide any details on the recommendations for findspot AkGw-8, but places the site within 50 m of the current Stage 2 Project Limits.

Burgar (1988) conducted a Stage 2 archaeological assessment on Lot 1, Concession 9 during an inventory of archaeological resources on TRCA property. A pedestrian survey identified the Sunshine Site (AkGv-79); 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. The OASD places the Sunshine site within 50 m of the current Stage 2 Project Limits.

According to the OASD, Gary Warrick (1989) conducted a Stage 2 archaeological assessment 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. The OASD places the location of the mitigated Thornbush site within 50 m of the current Stage 2 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 m of the current Stage 2 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, representing Early Archaic occupations, were fully mitigated and later impacted by the Highway 407 and Jane Street interchange construction. The OASD places the Kipling 1 and 2 sites, and Dave's Dugout within 50 m of the current Stage 2 Project Limits.



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 impacts (SD: Figures 1 and 3). A review of the OASD determined that the other sites are not within 50 m of the current Project Limits.

Gary Warrick, on behalf of MTO, conducted a survey for Highway 407 in 1993. This survey resulted in the identification of site AkGw-74; an indeterminate Indigenous findspot comprising one flake manufactured from Onondaga chert. Although site AkGw-74 is located within the current Stage 2 Project Limits, the OASD states that the site does not have continued CHVI. No archaeological survey report or archaeological licence number are associated with this survey in the OASD.

Mayer (1995) conducted a Stage 1-2 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. The OASD places the Highway 407 Operations Centre 2 site within 50 m of the current Stage 2 Project Limits.

Stewart (1996) conducted Stage 3 and Stage 4 excavations of the George Graham site (AjGw-251) in advance of the construction of the 407 near Kennedy Road between Steeles Avenue and Derry Road. The site was located 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 excavation included the mechanical removal of topsoil from 1300 metres. No further work was recommended. The OASD places site AjGw-251 within 50 m of the current Stage 2 Project Limits.

ASI (2000) conducted a Stage 1-2 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 1-2 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 km 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 confirm disturbance. The area was found to be intensively disturbed from construction activities associated with Highway 407 and Steeles Avenue. Therefore AkGv-79 was considered to be 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. It was suggested that the site represents a single occupation from 1830 to the 1860s and was recommended for further archaeological investigation. The OASD places the Wray site within 50 m of the current Stage 2 Project Limits.



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 had been registered on the property, 32 sites had been registered within a radius of approximately two kilometres. The Stage 2 assessment of the property determined that the entire study area had been previously 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 at the time no archaeological sites had been registered within the subject property, five sites had been registered within a two-kilometre radius, and four sites had been registered within 250 metres of the subject property. One precontact findspot and five precontact sites were encountered during the Stage 2 pedestrian survey; P5, AkGw-251, AkGw-252, AkGw-253, AkGw-254, and AkGw-255 respectively. AkGw-255, a Middle Woodland findspot consisting of a Vanport projectile point, is within the current Stage 2 Project Limits. The Stage 2 assessment determined that those portions of the subject property west of the substantial tributary of Etobicoke Creek that had been subject to archaeological assessment may be considered free from further archaeological concern, and that 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 then determined that AkGw-251 and AkGw-252 retained archaeological potential and should be subject to Stage 3 assessment. The Stage 3 assessments consisted of controlled surface collection and test unit excavation. During the course of the Stage 3 assessments, two additional findspots were documented; P9 and AkGw-263. At the conclusion of the Stage 3 assessments, ASI determined that findspot P9, and sites AkGw-251, AkGw-252, and AkGw-653 did no longer retain archaeological potential and were considered free of archaeological concern. The OASD places site AkGw-263 within 50 m of the current Stage 2 Project Limits.

ASI (2005) conducted a Stage 1-2 archaeological assessment of part of Lot 12, Concession 1 WHS, in advance of the construction of 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 historical 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 recovery 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 (2006a) conducted a Stage 1-2 archaeological assessment on 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 recovery of any archaeological resources and was cleared of further archaeological concern.

ASI (2006b) 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 m along the creek, adjacent to the current Stage 2 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.



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). Neither site is located within 50m of the currently Project Limits. The James Cracker site was identified as a non-diagnostic lithic scatter that retains further CHVI requiring additional archaeological assessment prior to any proposed impact.

ASI (2008a) was contracted by KMK Consultants Limited, Brampton, on behalf of the Region of Peel, to conduct a Stage 2 archaeological assessment as part of the Class Environmental Assessment for the sanitary sewer diversion connecting the existing Fletcher's Creek trunk sewer (1200/1350 mm) to the existing Etobicoke Creek trunk sewer (1050 mm). The preferred alternative was a gravity sewer diverting flow from the Fletcher's Creek sewer to the Etobicoke Creek sewer by way of the proposed sewer along the City of Brampton/City of Mississauga boundary. During the course of the Stage 2 assessment, one site and one findspot were identified. Site P1 is a lithic scatter consisting of eleven chert flakes, situated on the crest of a gentle slope down to a small stream course. Findspot P2 consists of an isolated chert flake and despite close interval examination in the vicinity, no additional material was located. Stage 3 archaeological assessment was recommended for Site P1 (AjGw-394) in order to determine the nature and extent of the deposit.

ASI (2008b) was contracted by LGL Limited, King City, on behalf of MTO, to conduct a Stage 1 Archaeological Assessment of the 407 Transitway project study corridor, from Highway 400 to Kennedy Road, Regional Municipality of York, Ontario. The study corridor extended 500 metres on either side of Highway 407 and measured approximately 23 km in length. Background research determined that 47 archaeological sites had been registered within the study corridor, and a review of the general physiography and local nineteenth century land uses of the study corridor suggested that it encompassed large areas that exhibit archaeological potential. ASI recommended Stage 2 assessment for all lands determined to have archaeological potential prior to any ground disturbing activities.

ASI (2009a) was contracted by Genivar, on behalf of the Region of Peel, to conduct a Stage 1 assessment as part of the Steeles Avenue (Regional Road 15) Class Environmental Assessment, in the City of Brampton, Ontario. The proposed undertaking involved improvements to the intersections of Finch Avenue/Steeles Avenue and Highway 50/Steeles Avenue. Background research determined that 25 archaeological sites had been registered within 2 km of the study corridor. Three of these sites were located immediately adjacent to the study corridor. A review of the general physiography and local nineteenth century land use suggested that the study corridor exhibited archaeological potential for both Indigenous and Euro-Canadian archaeological resources. A property inspection determined that the ROW lands along Steeles Avenue, Highway 50/Albion Road, and Finch Avenue/Gorewood Drive have been previously disturbed, however, a few areas adjacent to the disturbed ROWs were considered to have archaeological potential and were recommended for Stage 2 assessment.

ASI (2009b) was contracted by SNC-Lavalin Inc., Toronto, on behalf MTO, to conduct a Stage 1 assessment for the Widening of Highway 427 Northbound and Southbound Lanes from Campus Road/Fasken Drive to Steeles Avenue/Albion Road, in the City of Toronto. Background research determined that 22 archaeological sites had been registered within 2 km of the study corridor, none of which were located immediately adjacent to it. A review of the general physiography and local nineteenth century land use within the study corridor suggests that it exhibited potential for both pre-contact Indigenous and historical Euro-Canadian archaeological resources. A field review determined that the entire corridor had been previously disturbed by construction activities or exhibited low and wet



conditions and, therefore, did not exhibit archaeological potential. ASI determined that further archaeological assessment was not required, and the study corridor was clear of 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 Stage 2 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.

D. R. Poulton & Associates Inc. (2012) was contracted by Dillon Consulting Limited to conduct a Stage 1 assessment of Segment A of the Proposed Enbridge Gas GTA Project, within the Regional Municipalities of Halton and Peel. Two routing options were considered for the installation of a 36-inch diameter high pressure steel gas line and were subject to Stage 1 assessment. Background research determined that 161 archaeological sites had been registered within one kilometer of the proposed pipeline for Segment A. A property inspection determined that the Preliminary Preferred Route demonstrated archaeological potential and would require systematic Stage 2 assessment, and that Alternative Route 2 demonstrated less archaeological potential but would still require some Stage 2 assessment.

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.

2.2.3 Current Land Use and Field Conditions

The Stage 2 Project Limits for the 407 Transitway Project from west of Hurontario Street to east of Highway 400 comprises a 23 km segment of transitway composed of station layouts and a 30 m wide buffer around the preferred alignment covering approximately 118.15 hectares (ha) (Figures 1-19). The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive ROW running along the south side of the existing 407 ETR corridor. This section of the transitway facility will be divided into eight segments (A-H) and will provide access to seven proposed station stops: Hurontario Station, Dixie Road Station, Airport Road Station, Goreway Station, Highway 50 Station, Highway 27 Station, and Pine Valley Road Station.

The current Stage 2 Project Limits will impact agricultural and fallow fields, woodlots, hydro corridors, existing municipal and 407 ETR ROWs, sport fields, wetlands, and rail corridors, in addition to privately, municipally, provincially, and federally owned industrial, commercial, and vacant lands (Plates 1-97).

The Stage 2 assessment for the 407 Transitway Project was conducted intermittently between October 5, 2017 and June 15, 2018, under the field direction of Alanna Martini (R1088) and Poorya Kashani (R1133). Specific dates of survey are presented in Appendix A.

2.2.4 Physiography

A comprehensive summary of the geology and physiography of the Peel, York, and Toronto Regions is provided in the Stage 1 report (ASI 2017). To summarize, the Project Limits are situated within the Peel



Plain physiographic region of southern Ontario in bevelled till plains and sand plains. 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).

3.0 FIELD METHODS

The Stage 2 archaeological assessment for the 407 Transitway Project from west of Hurontario Street to east of Highway 400, was conducted intermittently between October 5, 2017 and June 15, 2018, under the field direction of Alanna Martini (R1088) and Poorya Kashani (R1133), in accordance with the S & G Section 2 (Appendix A). During all periods of field assessment, weather and lighting conditions permitted good visibility and were in accordance with the S & G, Section 2.1, Standard 3. Photographs of all field conditions were taken (Plates 1-97), and the location and direction of each photograph is mapped in Figures 3-19.

This Stage 2 archaeological assessment is being completed as part of the EPR for the 407 Transitway Project and includes Stage 2 survey within 300 m of known watercourses (where permission was secured). Lands beyond 300 m of watercourses were not assessed as part of this Stage 2 assessment and have been recommended for Stage 2 survey prior to construction (Figures 3-19).

The current Stage 2 Project Limits comprise 118.15 ha of open and closed lands and is composed of agricultural and fallow fields, woodlots, hydro corridors, existing municipal and Highway 407 ETR ROWs, sport fields, wetlands, and rail corridors, in addition to privately, municipally, provincially, and federally owned industrial, commercial, and vacant lands (Figures 3-19; Plates 1-97). Due to alignment changes to the 407 Transitway Project Limits during the TPAP, the 128.08 hectares surveyed as part of this assessment is larger than the final alignment.



Following the recommendations put forth by the Stage 1 report (ASI 2017) and the S & Gs, ASI's Stage 2 assessment methodology is as follows:

- Lands documented as not having archaeological potential due to previous archaeological assessment were not subject to Stage 2 survey as per S & G Section 2.1, Standard 2c;
- Lands documented as not having archaeological potential during the Stage 2 assessment due to previous deep and extensive ground disturbance, severe slope ($>20^\circ$), and permanently low and wet conditions were not subject to Stage 2 survey as per S & G Section 2.1, Standard 2;
- According to S & G Section 2.1.2, test pit survey is required on closed 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 m wide. Closed lands documented as having archaeological potential were subject to test pit survey at 5 m intervals until disturbance was encountered, and then increased to 10 m intervals to confirm previous disturbance as per S & G Section 2.1.8b. All test pits were excavated following the S & G Section 2.1.2 Standards 4-9. All test pits were excavated by hand to a minimum of 30 cm in diameter. All test pits were excavated into the first five centimetres of subsoil where viable and examined for stratigraphy, cultural features and evidence of fill. Test pit fill was screened through six millimetre mesh to facilitate artifact recovery. Afterwards, all test pits were backfilled and their locations were recorded on field maps. Any factors that precluded the excavation of test pits (e.g. excessive slope, drainage, exposed bedrock, previous disturbance) were noted, and the areas were mapped and photographed;
- According to S & G Section 2.1, pedestrian survey is required on actively or recently cultivated fields. Open lands documented as having archaeological potential were subject to ploughing to ensure total topsoil exposure (but not deeper than previous ploughing), disking was implemented to further break up the clay-loam soils, and soil weathering was allowed for to ensure greater than 80% surface visibility, as per S & G Section 2.1.1, Standards 1-5. Pedestrian survey was conducted following S & G Section 2.1.1, Standards 6-9, and was initially conducted at five metre intervals. When appropriate based on crop conditions, survey transects were reduced to one metre intervals to achieve the minimum visibility of 80% as per S & G Section 2.1.1, Guideline 2. Pedestrian survey transects were also reduced to one metre intervals when archaeological resources were encountered, and covered a 20 m radius around each find to determine whether it was isolated artifact or part of a larger scatter. The location of every artifact collected was recorded using a Garmin Oregon 450 GPS unit and collected (SD: Figures 2-6); and
- Lastly, lands demonstrating archaeological potential within 300 m of known watercourses that were inaccessible due to PTE restrictions were not subject to Stage 2 survey as part of this assessment, and therefore still retain archaeological potential. These areas should be subject to Stage 2 survey prior to any proposed construction.

3.1 Segment A (Figures 3-4)

Segment A of the 407 Transitway Project extends from the western Project Limits just west of Hurontario Street, and extends east to its boundary at Kennedy Road, in the City of Brampton, and contains the footprint of the proposed Hurontario Station. The results of the Stage 1 assessment (ASI 2017)



determined that 9.1 % of Segment A did not retain archaeological potential due to previous archaeological assessment and was not subject to Stage 2 survey (Figures 3-4; Table 3). In addition, 9.1 % (1.17 ha) of Segment A was found to have no archaeological potential during the Stage 2 assessment due to previous deep and extensive ground disturbance, severe slope (>20°), and permanently low and wet conditions and was therefore not subject to Stage 2 survey (Figures 3 and 4; Table 3). Lands subject to previous deep and extensive ground disturbance resulting in the removal of archaeological potential include the raised Kennedy Road ROW and the access road for the Hydro One substation located west of Hurontario Street (Figures 3 and 4; Plates 1 and 2). Similarly, tributaries of Fletcher’s Creek and the west branch of Etobicoke Creek within Segment A demonstrate permanently low and wet conditions, and in some cases sloped banks, that indicate the absence of archaeological potential (Figures 3 and 4; Plates 3 and 4).

Overall, 10.3 % (1.33 ha) of Segment A retains archaeological potential and should be subject to Stage 2 assessment prior to any proposed developmental impacts (Figures 3 and 4; Table 3). This includes a small section of the Hurontario Street ROW (0.05 ha) that could not be subject to Stage 2 survey due to PTE restrictions (Figure 3; Plate 5; Table 3).

The remainder of Segment A was assessed as having archaeological potential and was subject to Stage 2 test pit survey and pedestrian survey. Judgmental test pit survey was conducted at 10 m intervals to confirm previous disturbance adjacent to the Hydro One raised access road, the Derrycrest Drive ROW, the driving range east of Hurontario Street, fallow scrubland and floodplain located between agricultural fields, and a vacant residential property just west of Kennedy Road (Figures 3 and 4; Plates 5-11; Tables 2 and 3). It should be noted that the driving range on the east side of Hurontario Street could not be ploughed due to subsurface utilities associated with the facility (Figure 3; Plate 6). It is likely that the disturbance encountered within Segment A can largely be attributed to the construction of the existing Highway 407 ETR corridor, the Hydro One substation, and the Kennedy Road ROW. Disturbed soil profiles encountered within Segment A are described below in Table 2.

Table 2: Stratigraphic Profiles within Segment A

Location	Soil Description	Plates
Hydro One access road ROW	Approximately 100 cm of compact dark yellowish-brown sand fill (10YR 4/4) containing coarse gravel, overlying a yellowish-brown (10YR 5/6) clay subsoil	2, 5, 9
Derrycrest Drive ROW, Hurontario Street driving range, fallow scrubland, and residence on Kennedy Road	Approximately 40 cm of brown sandy clay fill (10YR 5/3) containing coarse gravel, overlying a yellowish-brown (10YR 5/6) clay subsoil	6, 7, 8, 10
Fallow scrubland in creek floodplain	Approximately 100 cm of very dark gray sandy clay fill (GLEY 1 3/1) containing coarse gravel, overlying a yellowish-brown (10YR 5/6) clay subsoil	3, 11

The remainder of Segment A demonstrating archaeological potential was subject to pedestrian survey at five metre intervals (Figures 3 and 4; Plates 12-16; Table 3). Soils encountered are composed of a brown (10YR 5/3) sandy-clay ploughzone containing coarse gravel. It is likely that the agricultural fields that lie within Segment A of the Project Limits have been disturbed during the construction of the Highway 407 ETR corridor.



Table 3: Stage 2 Results for Segment A

Survey Method	Survey Result	# Hectares Affected	% of Segment A	Plates
Previously assessed (ASI 2017)	No archaeological potential	1.17	9.1	N/A
Previously disturbed; visual inspection	No archaeological potential	0.83	6.4	1, 2
Permanently low and wet; visual inspection	No archaeological potential	0.29	2.3	2, 3
Severely sloped (> 20°); visual inspection	No archaeological potential	0.05	0.4	4
Judgmental test pit survey (10 m)	Disturbed soils; no archaeological potential	1.90	14.7	5-8, 10
Pedestrian survey (5 m)	No further work required	7.34	56.8	12-16
Unassessed lands	Requires Stage 2 survey	1.33	10.3	N/A
		12.92	100.00	

A detailed breakdown of the Stage 2 results by property PIN for Segment A can be found in Appendix A.

3.2 Segment B (Figures 4-6)

Segment B of the 407 Transitway Project extends from its western boundary at Kennedy Road to its eastern boundary at Tomken Road, in the City of Brampton. The results of the Stage 1 assessment (ASI 2017) determined that 48.8 % of Segment B did not retain archaeological potential due to previous archaeological assessment and was not subject to Stage 2 survey (Figures 4-6; Table 5). In addition, 1.9 % (0.14 ha) of Segment B was found to have no archaeological potential during the assessment due to previous deep and extensive ground disturbance and was therefore not subject to Stage 2 survey (Figures 4-5). Areas of previous disturbance resulting in the removal of archaeological potential include the Kennedy Road ROW and a portion of the commercial property on Farmhouse Court (Figures 4-6; Plates 1 and 17).

Approximately 7.6 % of Segment B retains archaeological potential and should be subject to Stage 2 assessment prior to any proposed construction (Figure 5; Table 5).

The remainder of Segment B was assessed as having archaeological potential and was subject to Stage 2 test pit survey and pedestrian survey. Test pit survey at five metre intervals was conducted on scrubland between the agricultural fields east of Kennedy Road and west of Farmhouse Court (Plates 18-20, 24), and then increased to 10 m intervals to confirm previous disturbance likely caused by the construction of the 407 ETR and Highway 410 (Figures 4-6; Plates 21-23; Tables 4 and 5). Judgmental test pit survey at 10 m intervals was also employed to confirm disturbance of the fallow scrubland east and west of Farmhouse Court running alongside the 407 ETR ROW (Figure 5; Plates 25-27; Tables 4 and 5). These areas were likely disturbed during the construction of the 407 ETR and the commercial property located on Farmhouse Court.

Table 4: Stratigraphic Profiles within Segment B

Location	Soil Description	Plates
Scrubland adjacent to agricultural fields	Approximately 30 cm of compact grayish-brown (10YR 5/2) and very dark gray (10YR 3/1) clay topsoil overlying a yellowish-brown (10YR 5/6) clay subsoil	18, 19, 20, 24



Location	Soil Description	Plates
Scrubland within floodplain adjacent to HWY 407/HWY 410 interchange	Approximately 75 cm of grayish brown (10YR 5/2) clay fill overlying a yellowish-brown (10YR 5/6) clay subsoil	21, 22, 23
Scrubland west of Farmhouse Court, and commercial property on Farmhouse Court	Approximately 80 cm of grayish brown (10YR 5/2) clay fill mixed with coarse gravel overlying a yellowish-brown (10YR 5/6) clay subsoil	25, 26, 27

The remainder of Segment B demonstrating archaeological potential was subject to pedestrian survey at five metre intervals (Figures 4-5; Plates 28-30; Table 5). Soils encountered are composed of a very dark grayish-brown (10YR 3/2) clay-loam ploughzone containing coarse gravel. It is likely that the agricultural fields that lie within Segment B of the Project Limits have been disturbed during the construction of the existing 407 ETR corridor.

Table 5: Stage 2 Results for Segment B

Survey Method	Survey Result	# Hectares Affected	% of Segment B	Plates
Previously assessed (ASI 2000)	No archaeological potential	1.34	19.0	N/A
Previously assessed (ASI 2008)	No archaeological potential	0.55	7.8	N/A
Previously assessed (ASI 2017)	No archaeological potential	1.55	22.0	N/A
Previously disturbed; visual inspection	No archaeological potential	0.14	1.9	1, 17
Judgmental test pit survey (10 m)	Disturbed soils; no archaeological potential	0.77	11.0	21-23
Pedestrian survey (5 m)	No further work required	2.01	28.5	28-30
Test pit survey (5 m)	No further work required	0.15	2.1	18-20, 24
Unassessed lands	Requires Stage 2 survey	0.54	7.6	N/A
		7.04	100.00	

A detailed breakdown of the Stage 2 results by property PIN for Segment B can be found in Appendix A.

3.3 Segment C (Figures 6-8)

Segment C of the 407 Transitway Project extends from its western boundary at Tomken Road to its eastern boundary at Torbram Road, in the City of Brampton. The results of the Stage 1 assessment (ASI 2017) determined that 58.8 % of Segment C did not retain archaeological potential due to previous archaeological assessment and was not subject to Stage 2 survey (Figures 6-8; Table 7). In addition, 4.3 % (0.99 ha) of Segment C was found to have no archaeological potential during the Stage 2 assessment due to previous deep and extensive ground disturbance, severe slope (>20°), and permanently low and wet conditions and was therefore not subject to Stage 2 survey (Figures 6-8; Table 7). Lands subject to previous deep and extensive ground disturbance resulting in the removal of archaeological potential include the Hydro One access road and subsurface gas main located on the east side of Dixie Road (Plates 31-32), industrial access roads on the east and west sides of Bramalea Road (Plates 33-35), portions of the industrial complex and 407 ETR Bramalea Road onramp located on the northeast corner of the 407 ETR and Bramalea Road (Plate 36), and the raised ROW of Torbram Road (Plate 37). Severe slope resulting in the removal of archaeological potential was documented adjacent to the agricultural field located just east of Dixie Road (Plate 38). Lastly, areas documented as permanently low and wet include existing watercourses and their surrounding floodplains (Plates 39-41).



Approximately 4.2 % of Segment C retains archaeological potential and should be subject to Stage 2 assessment prior to any proposed construction (Figures 6-8; Table 7).

The remainder of Segment C was assessed as having archaeological potential and was subject to Stage 2 test pit survey and pedestrian survey. Test pit survey at five metre intervals was conducted on scrubland located just east of Dixie Road (Figure 6; Plates 42 and 50; Table 7). Disturbed soils were encountered and assessed by judgmental test pit survey at 10 m intervals on scrubland located just east of Dixie Road (Plate 43), either side of Bramalea Road (Plates 44-45), and the scrubland located between the agricultural fields adjacent to the 407 ETR ROW west of Torbram Road (Figures 6-8; Plate 46; Tables 6 and 7). The lands immediately adjacent to the 407 ETR ROW were likely disturbed during the construction of the highway.

Table 6: Stratigraphic Profiles within Segment C

Location	Soil Description	Plates
Scrubland east of Dixie Road	Approximately 30 cm of dark brown (10YR 3/3) sandy-loam topsoil, overlying yellowish-brown (10YR 5/4) sandy-clay subsoil	42, 50
Scrubland between Dixie Road and Torbram Road	45-100 cm of grayish brown (10YR 5/2) clay fill overlying a yellowish-brown (10YR 5/6) clay subsoil	43-46, 51-52

The balance of Segment C demonstrating archaeological potential was subject to pedestrian survey at five metre intervals and reduced to one metre intervals when weed cover reduced visibility below 80% (Figures 6-8; Plates 47-48; Table 7). Agricultural fields located on the east and west sides of Dixie Road are characterized by a very dark grayish-brown (10YR 3/2) clay-loam ploughzone, while the fields located on the west side of Torbram Road are characterized by brown (10YR 5/3) sandy-clay ploughzone containing coarse gravel. It is likely that the later have been disturbed during the construction of the 407 ETR corridor immediately adjacent to the Project Limits (Figure 8).

Table 7: Stage 2 Results for Segment C

Survey Method	Survey Result	# Hectares Affected	% of Segment C	Plates
Previously assessed (ASI 2000)	No archaeological potential	0.04	0.2	N/A
Previously assessed (ASI 2004b)	No archaeological potential	7.27	31.6	N/A
Previously assessed (ASI 2017)	No archaeological potential	4.31	18.7	N/A
Previously assessed (MPPA 1986)	No archaeological potential	1.92	8.3	N/A
Previously disturbed; visual inspection	No archaeological potential	0.50	2.2	31-37
Permanently low and wet; visual inspection	No archaeological potential	0.48	2.1	39-41
Severely sloped (> 20°); visual inspection	No archaeological potential	0.01	0.0	38
Test pit survey (5 m)	No further work required	0.26	1.1	42, 50
Judgmental test pit survey (10 m)	Disturbed soils; no archaeological potential	1.23	5.3	43-46, 51-52
Pedestrian survey (5 m)	No further work required	5.36	23.2	48-49
Pedestrian survey (1 m)	No further work required	0.68	3.0	47
Unassessed lands	Requires Stage 2 survey	0.98	4.2	N/A
		23.04	100.00	

A detailed breakdown of the Stage 2 results by property PIN for Segment C can be found in Appendix A.



3.4 Segment D (Figures 9-11)

Segment D of the 407 Transitway Project extends from its western boundary at Torbram Road to its eastern boundary at Goreway Drive, in the City of Brampton. The results of the Stage 1 assessment (ASI 2017) determined that 34.4 % of Segment D did not retain archaeological potential due to previous archaeological assessment and was not subject to Stage 2 survey (Figures 9-11; Table 8). In addition, 3.3 % (0.71 ha) of Segment D was found to have no archaeological potential during the Stage 2 assessment due to previous deep and extensive ground disturbance, severe slope (>20°), and permanently low and wet conditions and was therefore not subject to Stage 2 survey (Figures 10-11; Table 8). Lands subject to previous deep and extensive ground disturbance resulting in the removal of archaeological potential include the raised CN rail corridor and the Goreway Drive ROW (Figure 10-11; Plates 53-57). Severe slope resulting in the removal of archaeological potential was documented adjacent to Mimico Creek running through the Project Limits east of the CN rail corridor and west of Goreway Drive (Plate 58). Lastly, areas documented as permanently low and wet include Mimico Creek and smaller tributaries of Mimico Creek running through the Project Limits east and west of the CN rail corridor (Plates 56, 59-60).

Approximately 48.2 % (10.29 ha) of Segment D retains archaeological potential and should be subject to Stage 2 assessment prior to any proposed construction (Figures 9-11; Table 8). This includes a small section of scrubland adjacent to the 407 ETR ROW (0.20 ha), just east of Airport Road and west of the CN rail corridor, which could not be subject to Stage 2 survey due to PTE restrictions (Figures 9-10; Table 8).

The remainder of Segment D was assessed as having archaeological potential and was subject to Stage 2 test pit survey and pedestrian survey. Test pit survey at five metre intervals was conducted on the woodlot immediately east of the CN rail corridor (Figure 10; Plate 61; Table 8). Soils within the woodlot were undisturbed and composed of 30 cm of dark grayish-brown (10YR 4/2) clay-loam topsoil overlying a brownish-yellow (10YR 6/6) clay subsoil (Plate 62). Disturbed soils were encountered on either side of the CN rail corridor and assessed by judgmental test pit survey at 10 m intervals (Figure 10; Plates 53, 63; Table 8). The stratigraphy encountered in these locations is composed of approximately 80 cm of compact yellowish-brown (10YR 5/4) clay containing coarse gravel overlying a brownish-yellow clay subsoil (Plate 64).

The balance of Segment D demonstrating archaeological potential was subject to pedestrian survey at five metre intervals and reduced to one metre intervals when artifacts were encountered (Figures 9-10; Plate 65; Table 8). Soils of the agricultural field consist of clay-loam ploughzone. During the course of the Stage 2 survey within Segment D three pre-contact Indigenous findspots (P2, P5, and P6) and two pre-contact Indigenous sites (P3/AkGv-349 and P4/AkGv-350) were encountered (SD: Figure 2). Of the two sites identified, Site P4 (AkGv-350) requires Stage 3 assessment (see Section 4.0 for details).

Table 8: Stage 2 Results for Segment D

Survey Method	Survey Result	# Hectares		Plates
		Affected	% of Segment D	
Previously assessed (ASI 2003)	No archaeological potential	1.55	7.2	N/A
Previously assessed (ASI 2017)	No archaeological potential	5.81	27.2	N/A
Previously disturbed; visual inspection	No archaeological potential	0.47	2.2	53-57
Permanently low and wet; visual inspection	No archaeological potential	0.19	0.9	56, 59-60
Severely sloped (> 20°); visual inspection	No archaeological potential	0.04	0.2	58
Test pit survey (5 m)	No further work required	0.42	1.9	61-62



Survey Method	Survey Result	# Hectares Affected	% of Segment D	Plates
Judgmental test pit survey (10 m)	Disturbed soils; no archaeological potential	0.13	0.6	53, 63-64
Pedestrian survey (5 m)	Site P4 requires Stage 3 assessment; no further work required on the remainder of lands subject to pedestrian survey	2.47	11.5	65
Unassessed lands	Requires Stage 2 survey	10.29	48.2	N/A
		21.38	100.00	

A detailed breakdown of the Stage 2 results by property PIN for Segment D can be found in Appendix A.

3.5 Segment E (Figures 11-13)

Segment E of the 407 Transitway Project extends from its western boundary at Goreway Drive to its eastern boundary just east of Highway 427, in the City of Vaughan. The results of the Stage 1 assessment (ASI 2017) determined that 82.4 % of Segment E did not retain archaeological potential due to previous archaeological assessment and was not subject to Stage 2 survey (Figures 11-13; Table 9). In addition, 0.5% (0.12 ha) of Segment E was found to have no archaeological potential during the Stage 2 assessment due to permanently low and wet conditions and was therefore not subject to survey (Figures 11-12; Table 9). Lands documented as permanently low and wet include low lying areas immediately adjacent to the Goreway Drive and Gorewood Drive ROWs (Figures 11-12; Plates 66-67).

Approximately 10.0 % (2.20 ha) of Segment E retains archaeological potential and should be subject to Stage 2 assessment prior to any proposed construction (Figure 11-13; Table 9). This includes a large section of agricultural field adjacent to the Highway 407 ETR ROW (1.91 ha), located between Goreway Drive and Gorewood Drive/Finch Avenue West, which could not be subject to Stage 2 survey due to PTE restrictions (Figures 11-12; Table 9). In addition, approximately 1.4 % (0.31) of Segment E has been registered as the ROW Site (AkGv-121) and requires Stage 3 assessment (Burgar 1991) (Table 9; SD: Figure 3). Stage 3 assessment on the ROW Site should be conducted prior to any proposed developmental impacts.

The remainder of Segment E was assessed as having archaeological potential and was subject to Stage 2 test pit survey and pedestrian survey. Test pit survey at five metre intervals was conducted on the woodlot immediately west of Gorewood Drive/Finch Avenue West (Figure 12; Plate 68; Table 9). Soils within the woodlot were undisturbed and composed of 30 cm of dark yellowish-brown (10YR 4/4) sandy-loam topsoil overlying a yellow (10YR 7/8) sand subsoil (Plate 69). Disturbed soils were encountered within the scrubland immediately west of Gorewood Drive/Finch Avenue West and assessed by judgmental test pit survey at 10 m intervals (Figure 12; Plates 70; Table 9). The stratigraphy encountered in these locations is composed of approximately 50 cm of compact white (10YR 8/1) clay containing coarse gravel overlying a brownish-yellow (10YR 6/6) silty-sand subsoil (Plate 71).

The balance of Segment E demonstrating archaeological potential was subject to pedestrian survey at five metre intervals (Figure 11; Plate 72; Table 9). Soils encountered within the agricultural field consist of clay-loam ploughzone containing coarse gravel. It is likely that the agricultural fields that lie within Segment E of the Project Limits have been disturbed during the construction of the 407 ETR corridor.



Table 9: Stage 2 Results for Segment E

Survey Method	Survey Result	# Hectares Affected	% of Segment E	Plates
Previously assessed (ASI 2003)	No archaeological potential	7.01	32.0	N/A
Previously assessed (ASI 2009)	No archaeological potential	0.12	0.5	N/A
Previously assessed (ASI 2017)	No archaeological potential	10.96	50.0	N/A
Previously assessed (Burgar 1991)	ROW Site (AkGv-121); requires Stage 3 assessment	0.31	1.4	N/A
Permanently low and wet; visual inspection	No archaeological potential	0.12	0.5	66-67
Test pit survey (5 m)	No further work required	0.02	0.1	68-69
Judgmental test pit survey (10 m)	Disturbed soils; no archaeological potential	0.20	0.9	70-71
Pedestrian survey (5 m)	No further work required	1.01	4.6	72
Unassessed lands	Requires Stage 2 survey	2.20	10.0	N/A
		21.94	100.00	

A detailed breakdown of the Stage 2 results by property PIN for Segment E can be found in Appendix A.

3.6 Segment F (Figures 14-15)

Segment F of the 407 Transitway Project extends from its western boundary just east of Highway 427 to its eastern boundary at just east of Martin Grove Road, in the City of Vaughan. The results of the Stage 1 assessment (ASI 2017) determined that 41.3 % of Segment F did not retain archaeological potential due to previous archaeological assessment and was not subject to Stage 2 survey (Figures 14-15; Table 10). In addition, 18.9 % (2.64 ha) of Segment F was found to have no archaeological potential during the Stage 2 assessment due to previous deep and extensive ground disturbance, severe slope (>20°), and permanently low and wet conditions and was therefore not subject to Stage 2 survey (Figures 14-15; Table 10). Lands subject to previous deep and extensive ground disturbance resulting in the removal of archaeological potential include the newly constructed 407 ETR Concession Company Ltd. parking lot, staging area, and paved access road (Plates 73-76), gravel farm lane and associated structures (Plate 77), the Highway 27 ROW (Plate 78), and the 407 ETR corridor berm (Figures 14-15; Plate 19). Severe slope resulting in the removal of archaeological potential was documented between the 407 ETR Concession Company Ltd. facility and the farm on the northwest corner of Steeles Avenue West and Highway 27, which slopes down into permanently wet lowlands to the east (Plate 76).

Approximately 16.0 % (2.23 ha) of Segment F retains archaeological potential and should be subject to Stage 2 assessment prior to construction (Figures 14-15; Table 10).

The remainder of Segment F was assessed as having archaeological potential and was subject to Stage 2 test judgmental pit survey and pedestrian survey. Judgmental test pit survey at 10 m intervals was employed to determine that previous disturbance had removed the archaeological potential of some portions of the farm located on the northwest corner of Steeles Avenue West and Highway 27, and the Highway 407 ETR berm (Figures 14-15; Plate 78 and 80). Soils encountered within the farm were composed of 80-100 cm of mottled yellowish-brown (10YR 5/8), dark brown (10YR 3/3), very dark brown (10YR 2/2), and gray (10YR 5/1) sandy clay with coarse gravel atop a yellowish-brown (10YR 5/4) sandy-clay subsoil (Plate 81). It is likely that the construction of the Highway 407 ETR corridor, Highway 27, and Steeles Avenue West disturbed the entire farm property. Similarly, disturbed soils of the Highway 407 ETR berm are composed of at least 100 cm of mottled dark brown (7.5YR 3/2) and strong



brown (7.5YR 5/8) clay fill with coarse gravel (Plate 82). The water table was encountered before subsoil could be reached, however the pervasive disturbance associated with the construction of the highway indicates a complete removal of archaeological potential in the highway corridor.

The balance of Segment F demonstrating archaeological potential was subject to pedestrian survey at five metre intervals (Figure 14; Plate 83; Table 10). Soils of the agricultural field consist of clay-loam ploughzone containing coarse gravel. It is likely that the agricultural fields that lie within Segment F of the Project Limits have been disturbed during the construction of the Highway 407 ETR corridor.

Table 10: Stage 2 Results for Segment F

Survey Method	Survey Result	# Hectares Affected	% of Segment F	Plates
Previously assessed (ASI 2003)	No archaeological potential	1.69	12.1	N/A
Previously assessed (ASI 2004a)	No archaeological potential	0.22	1.6	N/A
Previously assessed (ASI 2006)	No archaeological potential	0.63	4.5	N/A
Previously assessed (ASI 2017)	No archaeological potential	3.22	23.1	N/A
Previously disturbed; visual inspection	No archaeological potential	2.39	17.1	73-79
Permanently low and wet; visual inspection	No archaeological potential	0.21	1.5	76
Severely sloped (> 20°); visual inspection	No archaeological potential	0.04	0.3	76
Judgmental test pit survey (10 m)	Disturbed soils; no archaeological potential	1.43	10.2	78, 80
Pedestrian survey (5 m)	No further work required	1.90	13.6	83
Unassessed lands	Requires Stage 2 survey	2.23	16.0	N/A
		13.97	100.00	

A detailed breakdown of the Stage 2 results by property PIN for Segment F can be found in Appendix A.

3.7 Segment G (Figures 15-17)

Segment G of the 407 Transitway Project extends from its western boundary just east of Martin Grove Road to its eastern boundary at Islington Avenue, in the City of Vaughan. The results of the Stage 1 assessment (ASI 2017) determined that 11.8 % of Segment G did not retain archaeological potential due to previous archaeological assessment and was not subject to Stage 2 survey (Figures 16-17; Table 11). The remaining 88.2 % (5.90 ha) of Segment G was found to have no archaeological potential during the Stage 2 assessment due to previous deep and extensive ground disturbance (Figures 15-17; Table 11). Lands subject to previous ground disturbance resulting in the removal of archaeological potential include large berms, culverts, redirected watercourses, and the Canadian Pacific Railway (CPR) within 407 ETR corridor (Figures 15-17; Plates 84-92).

Table 11: Stage 2 Results for Segment G

Survey Method	Survey Result	# Hectares Affected	% of Segment G	Plates
Previously assessed (ASI 2017)	No archaeological potential	0.79	11.8	N/A
Previously disturbed; visual inspection	No archaeological potential	5.90	88.2	84-92
		6.69	100.00	

A detailed breakdown of the Stage 2 results by property PIN for Segment G can be found in Appendix A.



3.8 Segment H (Figures 17-19)

Segment H of the 407 Transitway Project extends from its western boundary at Islington Avenue to its eastern boundary at just east of Highway 400, in the City of Vaughan. The results of the Stage 1 assessment (ASI 2017) determined that 20.7 % of Segment H did not retain archaeological potential due to previous archaeological assessment and was not subject to Stage 2 survey (Figures 17-18; Table 12). In addition, 1.0 % (0.21 ha) of Segment H was found to have no archaeological potential during the Stage 2 assessment due to previous deep and extensive ground disturbance and permanently low and wet conditions and was therefore not subject to Stage 2 survey (Figure 18; Table 12). Lands subject to previous deep and extensive ground disturbance resulting in the removal of archaeological potential comprise an overgrown hydro corridor gravel access road (Figure 18; Plate 93). Lands documented as permanently low and wet include the areas surrounding a tributary of the Lower Humber River (Figure 18; Plate 94).

Approximately 72.6 % (15.32 ha) of Segment H retains archaeological potential and should be subject to Stage 2 assessment prior to any proposed construction (Figures 17-19; Table 10).

The remainder of Segment H was assessed as having archaeological potential and was subject to Stage 2 test judgmental pit survey and pedestrian survey. Judgmental test pit survey at 10 m intervals was employed to determine that previous disturbance had removed the archaeological potential of the scrubland within the hydro corridor east of Pine Valley Drive (Figure 18; Plate 95). Soils encountered within the corridor were composed of approximately 60 cm of dark brown (10YR 3/3) sandy-clay fill, followed by 40 cm of dark brown sandy-clay fill mottled with white (10YR 8/1), pale brown (10YR 6/3), and yellowish-brown (10YR 5/8) clay, overlying a yellowish-brown (10YR 5/4) sandy-clay subsoil (Plate 96). It is likely that the construction of the hydro corridor and associated gravel access road resulted in the documented disturbance.

The balance of Segment H demonstrating archaeological potential was subject to pedestrian survey at five metre intervals (Figure 18; Plate 97; Table 12). Soils of the agricultural field consist of clay-loam ploughzone.

Table 12: Stage 2 Results for Segment H

Survey Method	Survey Result	# Hectares Affected	% of Segment H	Plates
Previously assessed (ASI 2017)	No archaeological potential	4.37	20.7	N/A
Previously disturbed; visual inspection	No archaeological potential	0.02	0.1	93
Permanently low and wet; visual inspection	No archaeological potential	0.19	0.9	94
Judgmental test pit survey (10 m)	Disturbed soils; no archaeological potential	0.32	1.5	95, 96
Pedestrian survey (5 m)	No further work required	0.90	4.3	97
Unassessed lands	Requires Stage 2 survey	15.32	72.6	N/A
		21.11	100.00	

A detailed breakdown of the Stage 2 results by property PIN for Segment H can be found in Appendix A.

4.0 RECORD OF FINDS



As a result of this assessment three pre-contact Indigenous findspots and two pre-contact Indigenous sites were identified (SD: Figure 2). All findspots and sites were identified during the pedestrian survey of Segment D at five metre intervals. Whenever finds encountered during pedestrian survey were discovered within close proximity to one another they were grouped appropriately during the preparation of the field mapping and analysis of the artifacts. Based on the initial Stage 2 results, any finds that were found less than 10 m apart were grouped together and any artifact greater than 10 m away from the nearest artifact was recorded as a findspot.

According to Section 7.6 of the *Standards and Guidelines for Consultant Archaeologists (S & G)* administered by the Ministry of Tourism, Culture and Sport (MTCS), any information that pinpoints the location of an archaeological site (e.g., detailed assessment results mapping, tables of GPS coordinates for site locations) must not be included in the project report and should only be provided in the Supplementary Documentation. This allows the MTCS to exclude it from the Ontario Public Register of Archaeological Reports, if necessary. Archaeological site location information is considered by MTCS to be confidential and/or sensitive information that cannot be made public.

4.1 Unregistered Pre-contact Indigenous Findspots

During the course of the Stage 2 assessment three lithic findspots, represented by five lithic artifacts, were encountered and recovered within the 407 Transitway Project Limits (SD: Figure 2). Forty-five percent of all lithic artifacts were recovered from within the agricultural fields of the Project Limits and were recorded as findspots. Findspots are defined as less than three artifacts collected in one location, and do not meet the requirements for registration into the OASD as defined by the S & G Section 7.12. Findspots P2, P5, and P6 do not have continued CHVI as per S & G Section 2.2, Standard 1ai, and therefore do not require Stage 3 assessment. Table 13 provides a summary of these findspots while detailed artifact catalogues can be found in Appendix B. Plate 98 illustrates lithic debitage representative of all three findspots.

Table 13: Summary of Unregistered Pre-contact Indigenous Findspots

Field Designation	Site Size	Artifacts	Artifact Type	Temporal /Cultural Affiliation
	N/S x E/W m	Collected /Encountered		
P2	5 x 1	2/2	Secondary knapping flakes	Unknown
P5	7 x 1	2/2	Secondary retouch flake, flake fragment	Unknown
P6	1 x 1	1/1	Medial biface fragment	Unknown

4.2 Registered Pre-contact Indigenous Sites

A total of two pre-contact Indigenous lithic sites were encountered during the Stage 2 assessment and registered into the OASD following S & G Section 7.12. Fifty-five percent of all lithic artifacts were recovered from within the agricultural fields of the Project Limits and were recorded as sites. A pre-contact Indigenous site is distinguished from a findspot by either the quantity of material encountered (three or more artifacts) or by the presence of a diagnostic artifact, e.g. a projectile point. Table 14 provides a summary of these sites, while detailed artifact catalogues can be found in Appendix B.



Table 14: Summary of Registered Pre-contact Indigenous Sites

Field Designation	Borden #	Site Size N/S x E/W m	Artifacts		Temporal /Cultural Affiliation
			Collected	/Encountered	
P3	AkGv-349	10 x 7	4/4	Secondary knapping flake, flake fragments	Unknown
P4	AkGv-350	6 x 1	2/2	Nettling projectile points	Early Archaic

4.2.1 Site AkGv-349 (P3)

This site is located in Segment D of the 407 Transitway Project Limits, approximately 530 m southwest of the intersection of Goreway Drive and Steeles Avenue East in the City of Brampton (SD: Figure 2). Site P3 is a non-diagnostic precontact Indigenous site consisting of one secondary knapping flake and three flake fragments, all manufactured from Onondaga chert (Appendix B; Plate 98). No artifacts demonstrate thermal alteration. Site P3 does not meet the artifact density requirements for Stage 3 assessment following S & G Section 2.2, Standard 1.a.i, and therefore does not require further work.

4.2.2 Site AkGv-350 (P4)

This site is located immediately adjacent to the 407 Transitway Project Limits of Segment D, approximately 490 m southwest of the intersection of Goreway Drive and Steeles Avenue East in the City of Brampton (SD: Figure 2). Site P4 is an Early Archaic precontact Indigenous site consisting of two Nettling projectile points which date to ca. 9500-8900 BP (Appendix B). The first projectile point is manufactured from Bois Blanc chert and demonstrates minimal shoulder and edge damage (Cat. #L1; Plate 98). It measures 37.9 mm in length, 21.9 mm in width, and 6.5 mm in thickness. The second projectile point is manufactured from Onondaga chert and demonstrates more damage than the first; its tip and basal ear are missing (Cat. #L2; Plate 98). It measures 41.6 mm in length, 23.3 mm in width, and 6.4 mm in thickness. Neither projectile point demonstrates thermal alteration. As site P4 dates to the Early Archaic period, it meets the requirements for Stage 3 assessment as per S & G Section 2.2, Standard 1.b.iii, and therefore requires further work.

4.3 Documentary and Material Record

The documentation related to this archaeological assessment will be curated by ASI until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner(s), the MTCS, and any other legitimate interest groups.

Table 15 provides an inventory and location of the documentary and material record for the project in accordance with the S & G, Sections 6.7 and 7.8.2.3.

Table 15: Inventory of Documentary and Material Record



Document/Material	Location	Comments
Written Field Notes, Annotated Field Maps, GPS Logs, etc.	ASI, 528 Bathurst Street, Toronto, ON M5S 2P9	108 sheets field notes, GPS data (digital)
Field Photography (Digital)	As above	549 digital photos stored on ASI network servers
Research/Analysis/Reporting Materials (Various Formats)	As above	4 digital files stored on ASI network servers
Artifacts	As above	All sealed in plastic bags measuring 13 cm x 21 cm and stored in one bankers box

5.0 ANALYSIS AND CONCLUSIONS

ASI was contracted by LGL Limited, on the ultimate behalf of MTO, to conduct a Stage 2 archaeological assessment as part of the Final EPR for the 407 Transitway from west of Hurontario Street to east of Highway 400, located in the Cities of Vaughan, Mississauga, Brampton, and Toronto, Regional Municipalities of Peel and York.

This Stage 2 assessment is being completed as part of the EPR for the 407 Transitway Project and includes Stage 2 survey within 300 m of known watercourses (where permission was secured). Lands beyond 300 m of watercourses were not assessed as part of this Stage 2 assessment and have been recommended for Stage 2 survey prior to construction. Due to alignment changes to the 407 Transitway Project Limits during the TPAP, the area surveyed as part of this assessment is larger than the final alignment (Figures 1-19).

The Stage 2 archaeological assessment for the 407 Transitway Project from west of Hurontario Street to east of Highway 400, was conducted intermittently between October 5, 2017 and June 15, 2018. The total area surveyed comprises 128.08 ha of both open and closed lands that encompasses the current Project Limits alignment (118.15 ha). The Stage 2 assessment determined that 42.8 % (54.82 ha) of the area surveyed had been subject to previous archaeological assessment, and that 9.3 % (11.88 ha) did not retain archaeological potential due to previous deep and extensive ground disturbance, severe slope (>20°), and permanently low and wet conditions (Table 16).

Due to shifts in the Project Limits alignment and difficulties obtaining some permission to enter, not all areas within 300 m of a watercourse could be assessed as part of this report and are therefore recommended for Stage 2 survey prior to construction. In total 25.7 % (32.89 ha) of all open and closed lands, both within and outside of the 300 m water buffer, have been recommended for Stage 2 assessment (Table 16). Approximately 31.89 ha of the lands that were identified as requiring Stage 2 are within the current 407 Transitway Project Limits and will require Stage 2 survey prior to construction. The remaining 28.49 ha (22.2 %) was subject to Stage 2 pedestrian and test pit surveys.

Stage 2 judgmental test pit survey and visual inspections determined that a significant portion of closed lands initially demonstrating archaeological potential within the 407 Transitway Project Limits have been subject to previous disturbance. Given that the current Project Limits lie within and immediately adjacent to the existing 407 ETR ROW, it is not surprising that these lands have been subject to previous disturbance. Discussions with lease holders of agricultural lands within the Project Limits revealed that during the construction of the existing 407 ETR, the entire corridor and beyond (including agricultural



fields) were graded and the topsoil was later replaced. This would account for the level of disturbance encountered within both the open and closed lands of the Project Limits.

Table 16: Summary of Stage 2 Results for the 407 Transitway Project

Survey Method	Survey Result	# Hectares Affected	% of Project Limits
Previously assessed (ASI 2000)	No archaeological potential	1.38	1.1
Previously assessed (ASI 2003)	No archaeological potential	10.25	8.0
Previously assessed (ASI 2004a)	No archaeological potential	0.22	0.2
Previously assessed (ASI 2004b)	No archaeological potential	7.27	5.7
Previously assessed (ASI 2006)	No archaeological potential	0.63	0.5
Previously assessed (ASI 2008)	No archaeological potential	0.55	0.4
Previously assessed (ASI 2009)	No archaeological potential	0.12	0.1
Previously assessed (ASI 2017)	No archaeological potential	32.18	25.1
Previously assessed (MPPA 1986)	No archaeological potential	1.92	1.5
Previously assessed (Burgar 1991)	ROW Site (AkGv-121); requires Stage 3 assessment	0.31	0.2
Previously disturbed; visual inspection	No archaeological potential	10.25	8.0
Permanently low and wet; visual inspection	No archaeological potential	1.48	1.2
Severely sloped (> 20°); visual inspection	No archaeological potential	0.14	0.1
Test pit survey (5 m)	No further work required	0.85	0.7
Judgmental test pit survey (10 m)	Disturbed soils; no archaeological potential	5.98	4.7
Pedestrian survey (5 m)	Site P4 requires Stage 3 assessment; no further work required on the remainder of lands subject to pedestrian survey	20.97	16.4
Pedestrian survey (1 m)	No further work required	0.68	0.5
Unassessed lands	Requires Stage 2 survey	32.89	25.7
		128.08	100.00

As a result of this assessment three pre-contact Indigenous findspots (P2, P5, and P6) and two pre-contact Indigenous sites (P3 and P4) were identified (SD: Figure 2). All findspots and sites were identified during the pedestrian survey of Segment D at five metre intervals. Due to their non-diagnostic nature and overall paucity of artifacts, findspots P2, P5, and P6 do not have continued CHVI as per S & G Section 2.2, Standard 1ai, and therefore do not meet the requirements for Stage 3 assessment.

Site P3 (AkGv-349) is a non-diagnostic precontact Indigenous site measuring 10 m x 7 m in size and consists of one secondary knapping flake and three flake fragments, all manufactured from Onondaga chert. As Site P3 does not meet the artifact density requirements for Stage 3 assessment following S & G Section 2.2, Standard 1.a.i, it does not require further assessment and can be considered free of archaeological concern.

Site P4 (AkGv-350) is an Early Archaic precontact Indigenous site measuring 6 m x 1 m in size and consists of two Nettling projectile points (ca. 9500-8900 BP). As site P4 dates to the Early Archaic period, it meets the requirements for Stage 3 assessment as per S & G Section 2.2, Standard 1.b.iii, and therefore requires further work.

The previously registered ROW Site (AkGv-121) was first encountered by Burgar (1991) during an archaeological assessment on TRCA lands for the Highway 407 ROW. It is located within the Steeles Avenue East ROW and lies within the current Project Limits of the 407 Transitway. The site represents a



small Archaic lithic scatter that has been recommended for Stage 3 assessment. As such the ROW Site should be subject to Stage 3 Site-specific assessment following S & G Section 3.2.

6.0 RECOMMENDATIONS

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

1. Pre-contact Indigenous findspots P2, P5, and P6 are isolated and non-diagnostic in nature. They do not have sufficient CHVI for Stage 3 Site-specific assessment as per S & G Section 2.2, Standard 1ai, therefore no further archaeological assessment is required;
2. Registered pre-contact Indigenous Site P3 (AkGv-349) is an isolated/ephemeral site with low artifact density and as such does not have sufficient cultural heritage value or interest for Stage 3 Site-specific assessment as per S & G Section 2.2, Standard 1ai, therefore no further archaeological assessment is required;
3. Early Archaic Indigenous Site P4 (AkGv-350) exhibits CHVI as per S & G Section 2.2, Standard 1.b.iii, and therefore meets the requirements for Stage 3 Site-specific Assessment. Stage 3 assessment is recommended prior to any construction or soil disturbing activities to clarify the nature and extent of the cultural deposit, and to aid in the determination of a Stage 4 mitigation strategy, if one is required.
 - a. Following S & G Table 3.1 for small precontact sites with undetermined cultural heritage value, the Stage 3 archaeological assessments should commence with the creation of a recording grid on a fixed datum, the position of which has been recorded using a GPS. Then, a controlled surface collection must be conducted to precisely define the nature and extent of the sites. This work may require that the site area be re-ploughed and allowed to weather for a least one heavy rainfall prior to commencing this work (resulting in greater than 80 % surface visibility). The location of each artifact should be mapped with the aid of a tape measure and transit, total station, or sub-metre GPS, and a surface map produced for the sites.
 - b. Each site will be excavated by hand, placing one metre square units in an established five metre grid across each site with additional units amounting to 20% of the site grid total. These will be placed strategically in areas of interest around units of high artifact counts or other significant areas of the site. The test units should be excavated five cm into the sterile subsoil and soil fills screened through six mm wire mesh to facilitate artifact recovery. The sterile subsoil should be trowelled and all soil profiles examined for undisturbed cultural deposits.
4. The pre-contact Indigenous ROW Site (AkGv-121) is a small Archaic lithic scatter that has been previously recommended for Stage 3 assessment (Burgar 1991). It is located within the Steeles Avenue East ROW and lies within the current Project Limits of the 407 Transitway. As such, Stage 3 Site-specific assessment should be conducted prior to any construction or soil disturbing activities to clarify the nature and extent of the cultural deposit, and to aid in the determination of a Stage 4 mitigation strategy, if one is required.



- c. Following S & G Table 3.1 for small precontact sites with undetermined cultural heritage value, the Stage 3 archaeological assessments should commence with the creation of a recording grid on a fixed datum, the position of which has been recorded using a GPS.
 - d. Each site will be excavated by hand, placing one metre square units in an established five metre grid across each site with additional units amounting to 20% of the site grid total. These will be placed strategically in areas of interest around units of high artifact counts or other significant areas of the site. The test units should be excavated five cm into the sterile subsoil and soil fills screened through six mm wire mesh to facilitate artifact recovery. The sterile subsoil should be trowelled and all soil profiles examined for undisturbed cultural deposits.
5. Lands within the final alignment of the 407 Transitway Project Limits that have been documented as having archaeological potential and requiring Stage 2 assessment should be subject to Stage 2 survey prior to any construction or soil disturbing activities. These lands include those that were not surveyed as part of this assessment due to PTE restrictions, alignment changes, and distance from existing watercourses (>300 m);
 6. Should the proposed work extend beyond the current Project Limits, then further archaeological assessment must 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.

7.0 ADVISE ON COMPLIANCE WITH LEGISLATION

In addition, the following advice on compliance is provided:

- 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*, RSO 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation and protection 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 field work 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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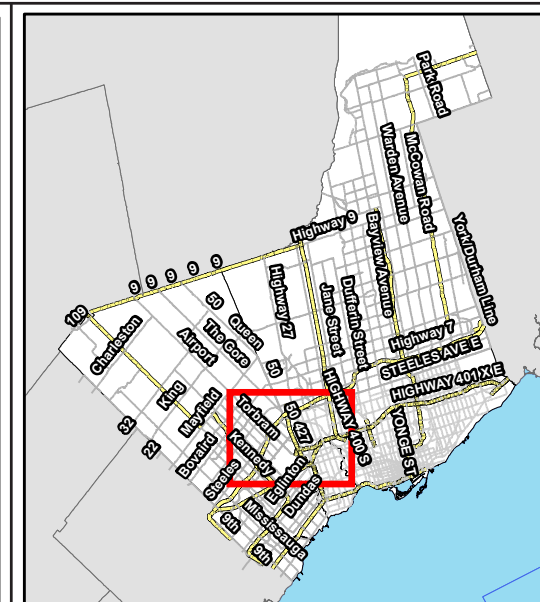
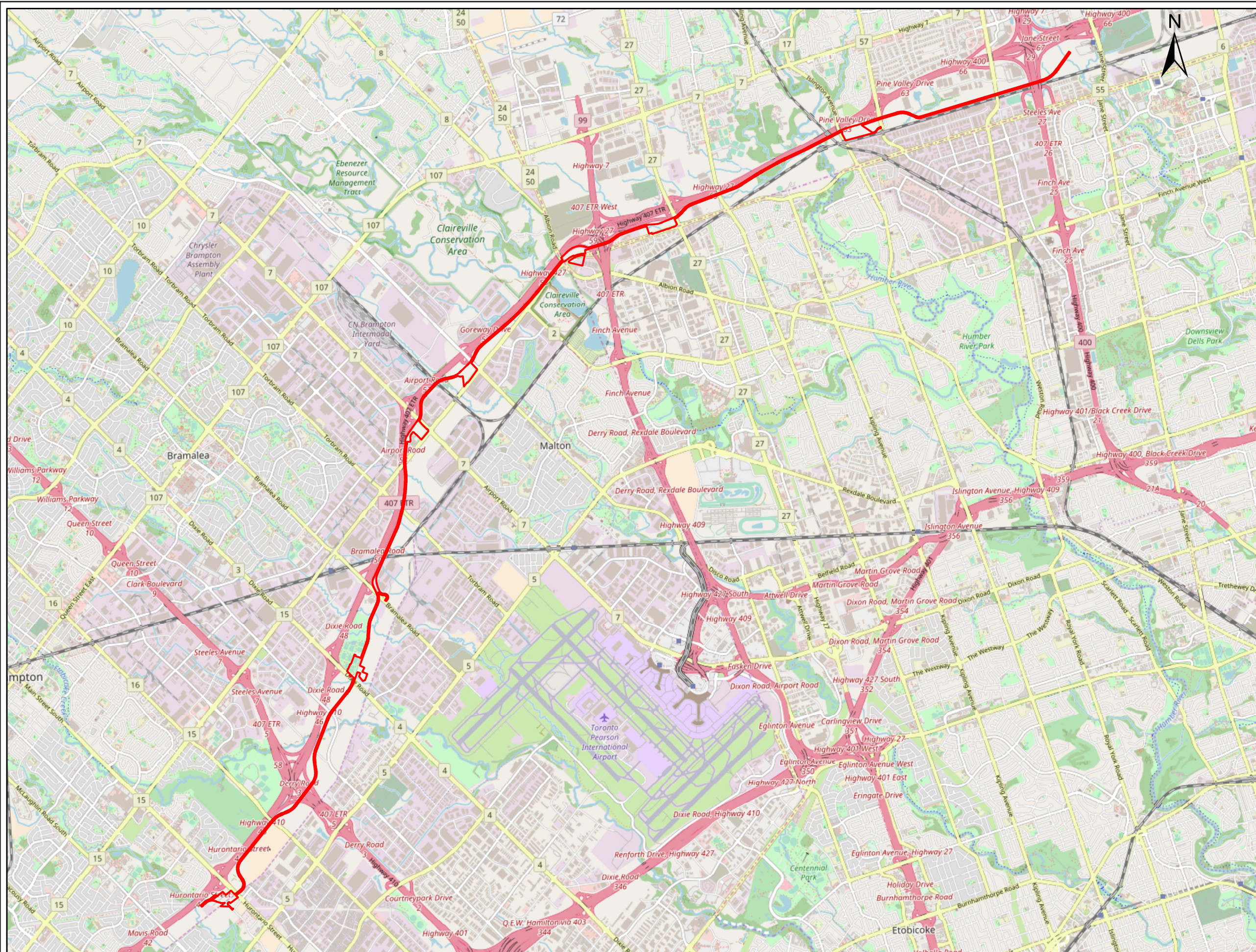
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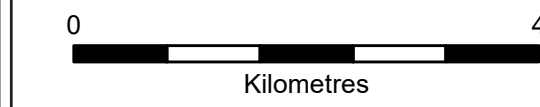
9.0 MAPPING





 407 Transitway Project Limits

BASE:
 (c) OpenStreetMap and contributors,
 Creative Commons-Share Alike
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ASI PROJECT NO.: 16EA-058
 DATE: 7/18/2018
 DRAWN BY: JF
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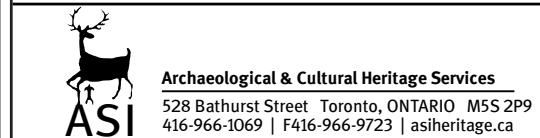


Figure 1: Location of the 407 Transitway Project from West of Hurontario Street to East of Highway 400, Cities of Mississauga, Brampton, Vaughan, and Toronto.

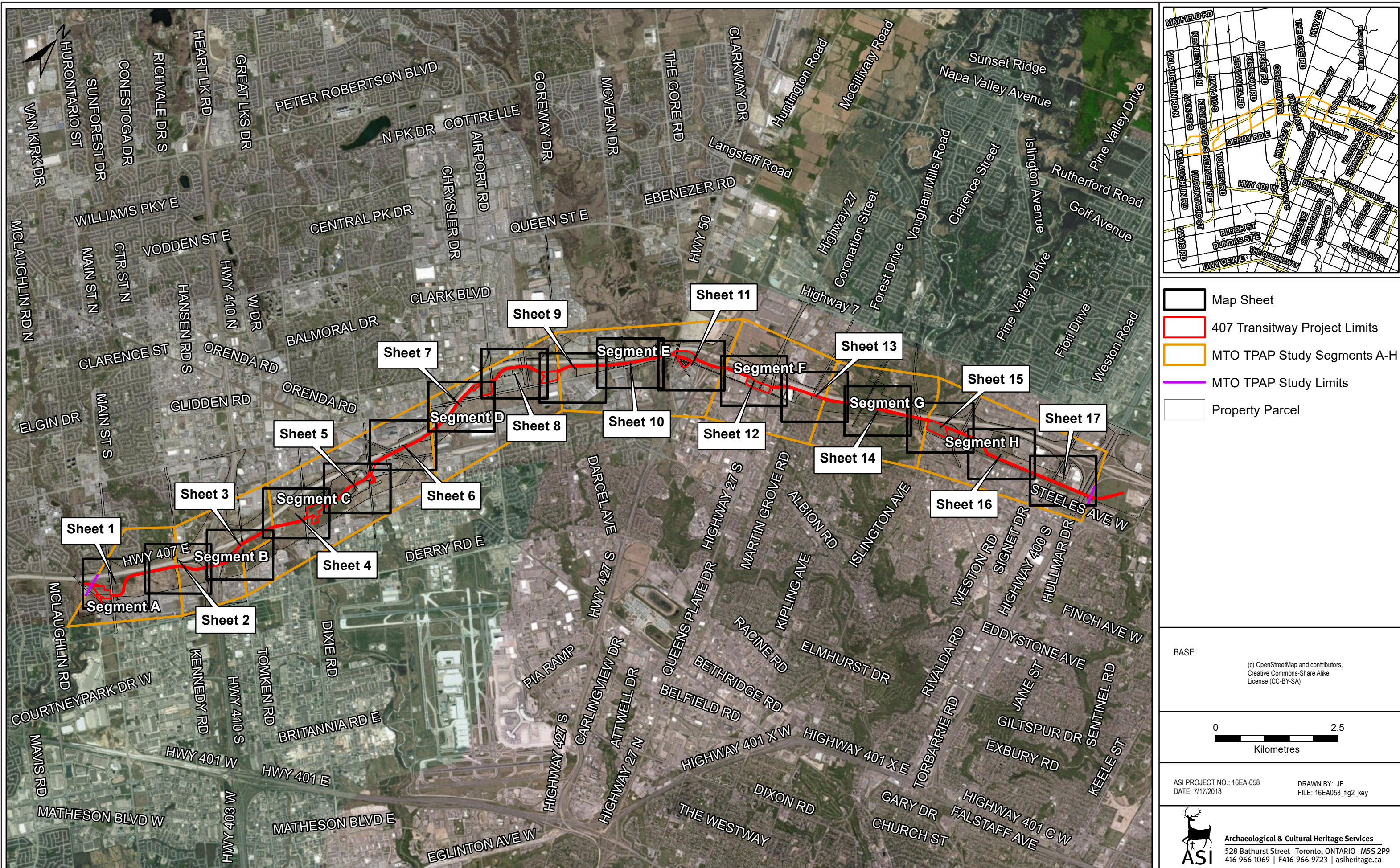


Figure 2: Stage 2 Assessment Results for the 407 Transitway Project (Key Map)

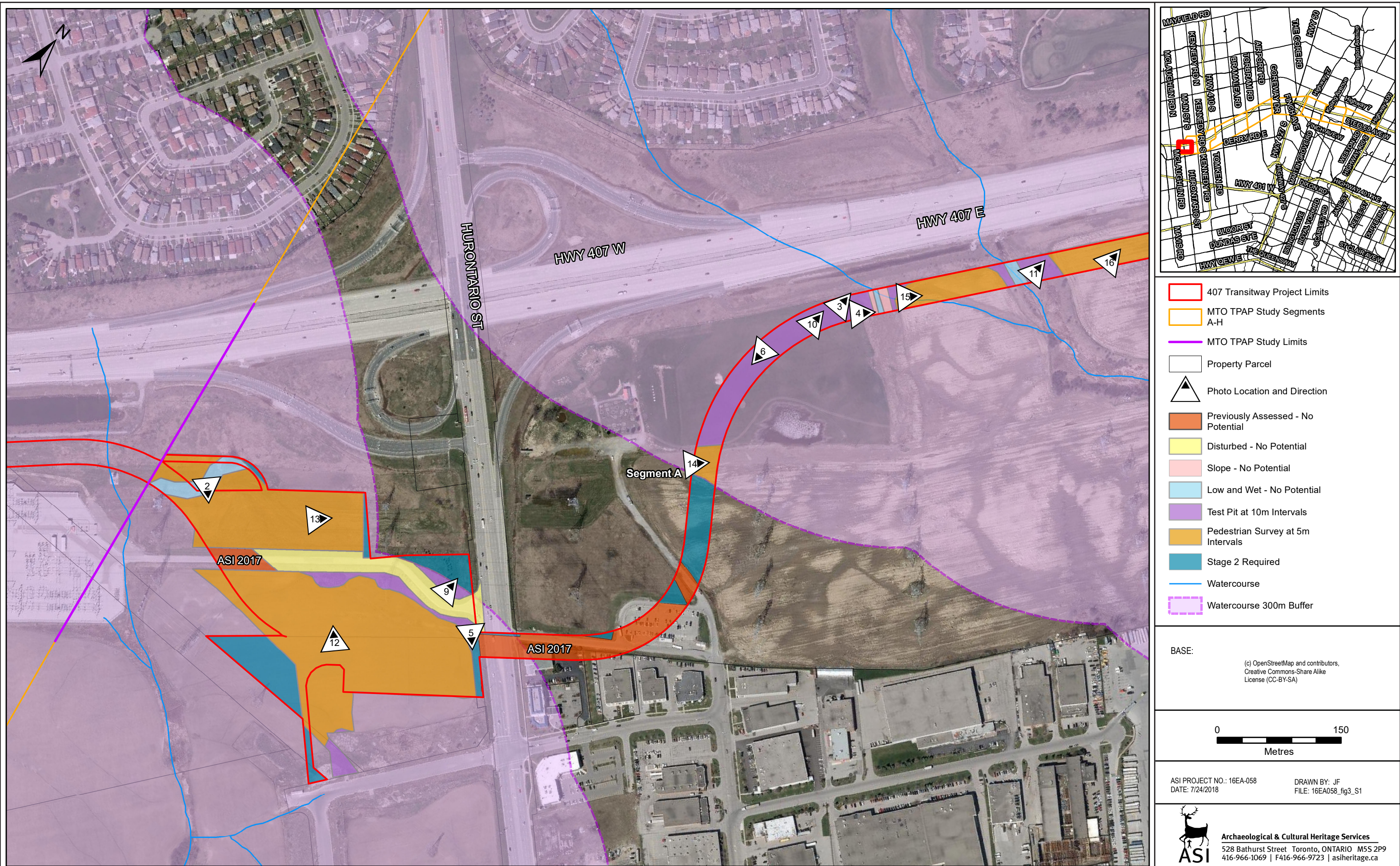
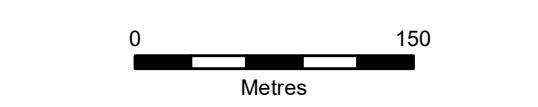


Figure 3: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 1)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- Property Parcel
- Photo Location and Direction
- Datum
- Previously Assessed - No Potential
- Disturbed - No Potential
- Test Pit at 10m Intervals
- Test Pit at 5m Intervals
- Pedestrian Survey at 5m Intervals
- Watercourse
- Watercourse 300m Buffer

BASE:
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Figure 4: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 2)

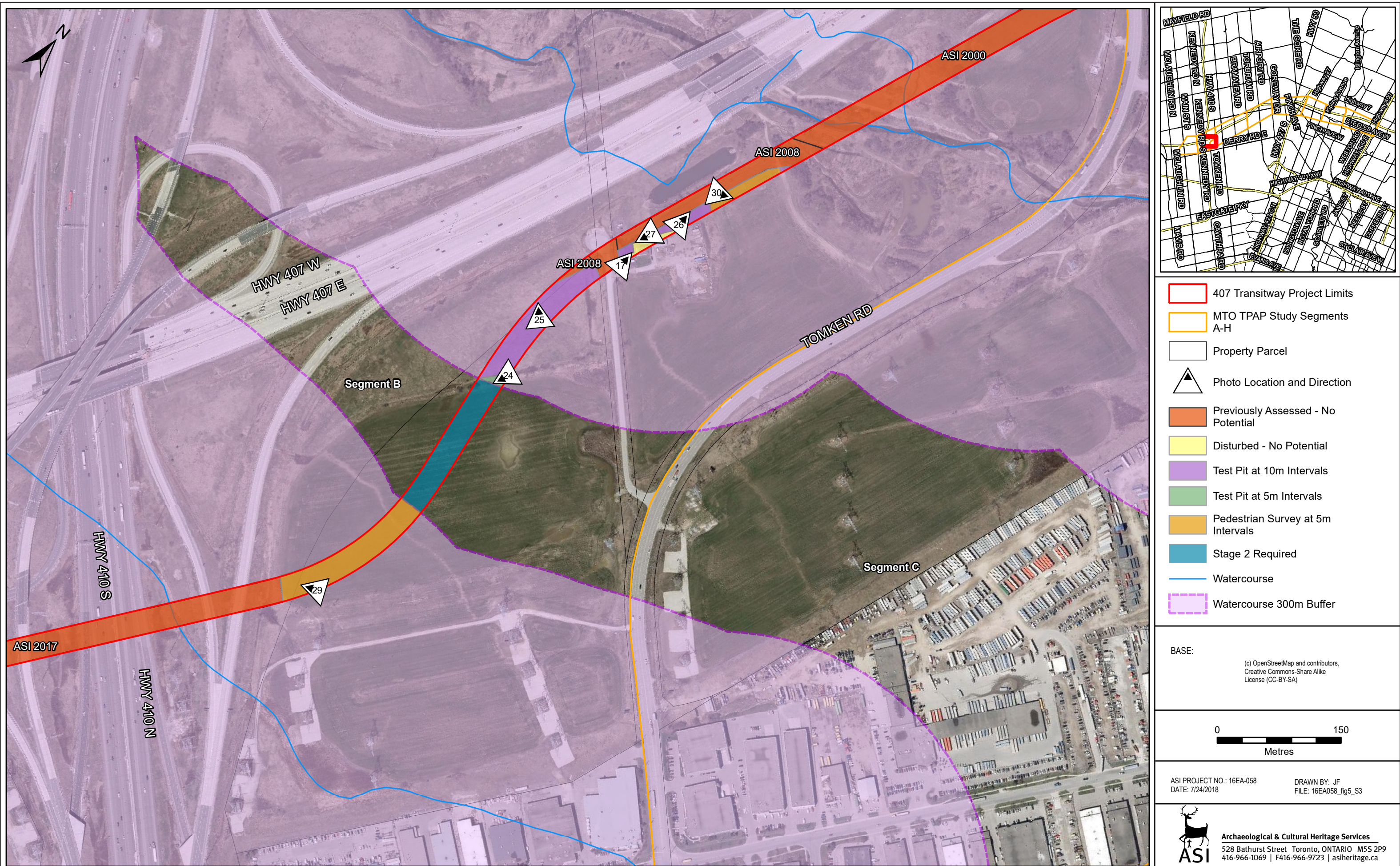


Figure 5: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 3)

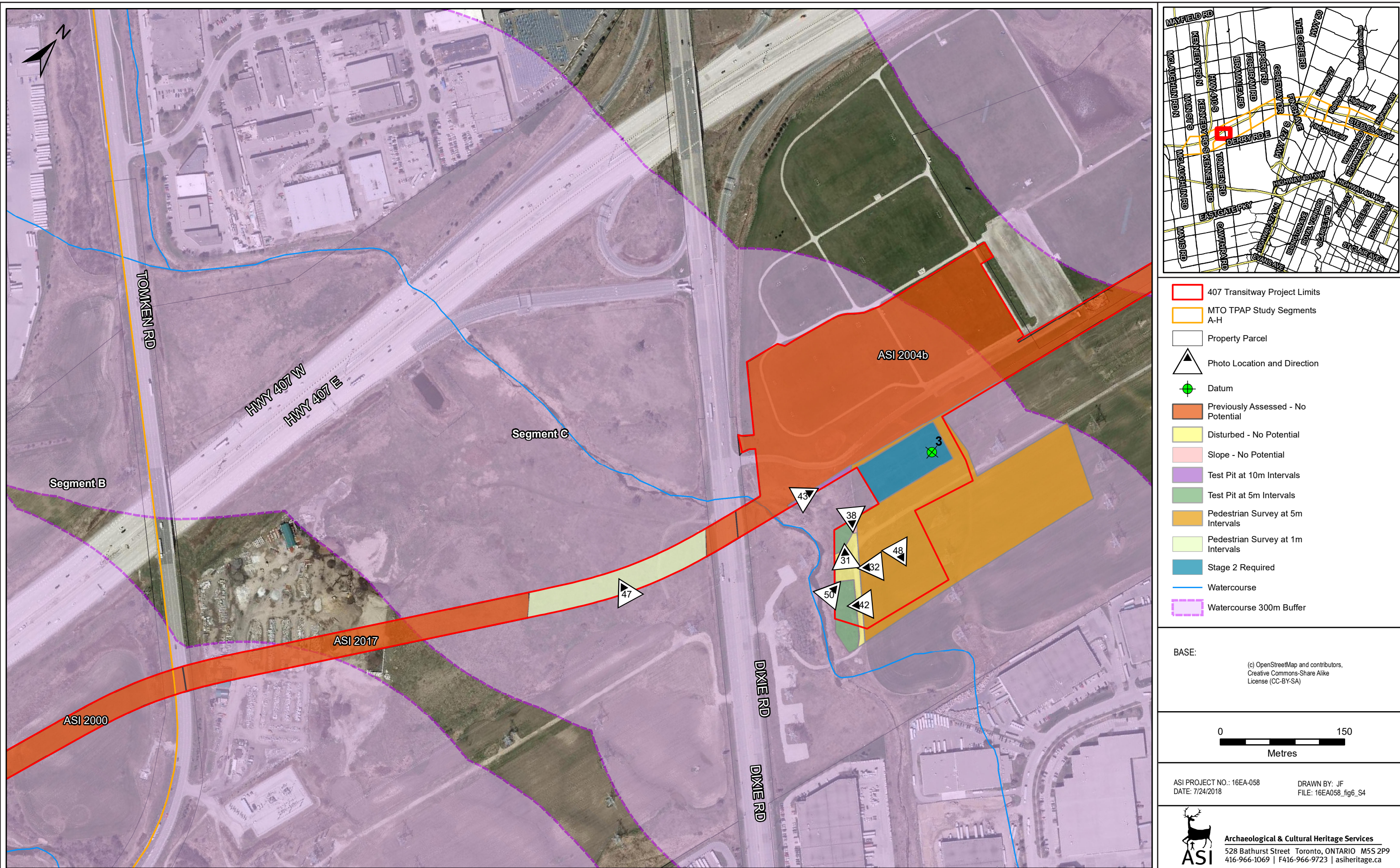
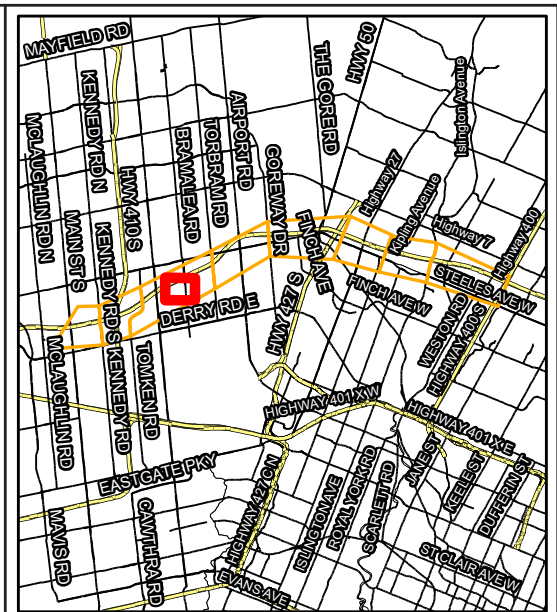
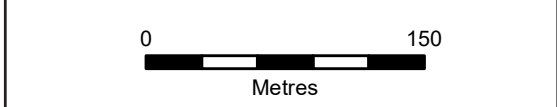


Figure 6: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 4)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- Property Parcel
- Photo Location and Direction
- Previously Assessed - No Potential
- Disturbed - No Potential
- Slope - No Potential
- Low and Wet - No Potential
- Test Pit at 10m Intervals
- Pedestrian Survey at 5m Intervals
- Stage 2 Required
- Watercourse
- Watercourse 300m Buffer

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Figure 7: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 5)

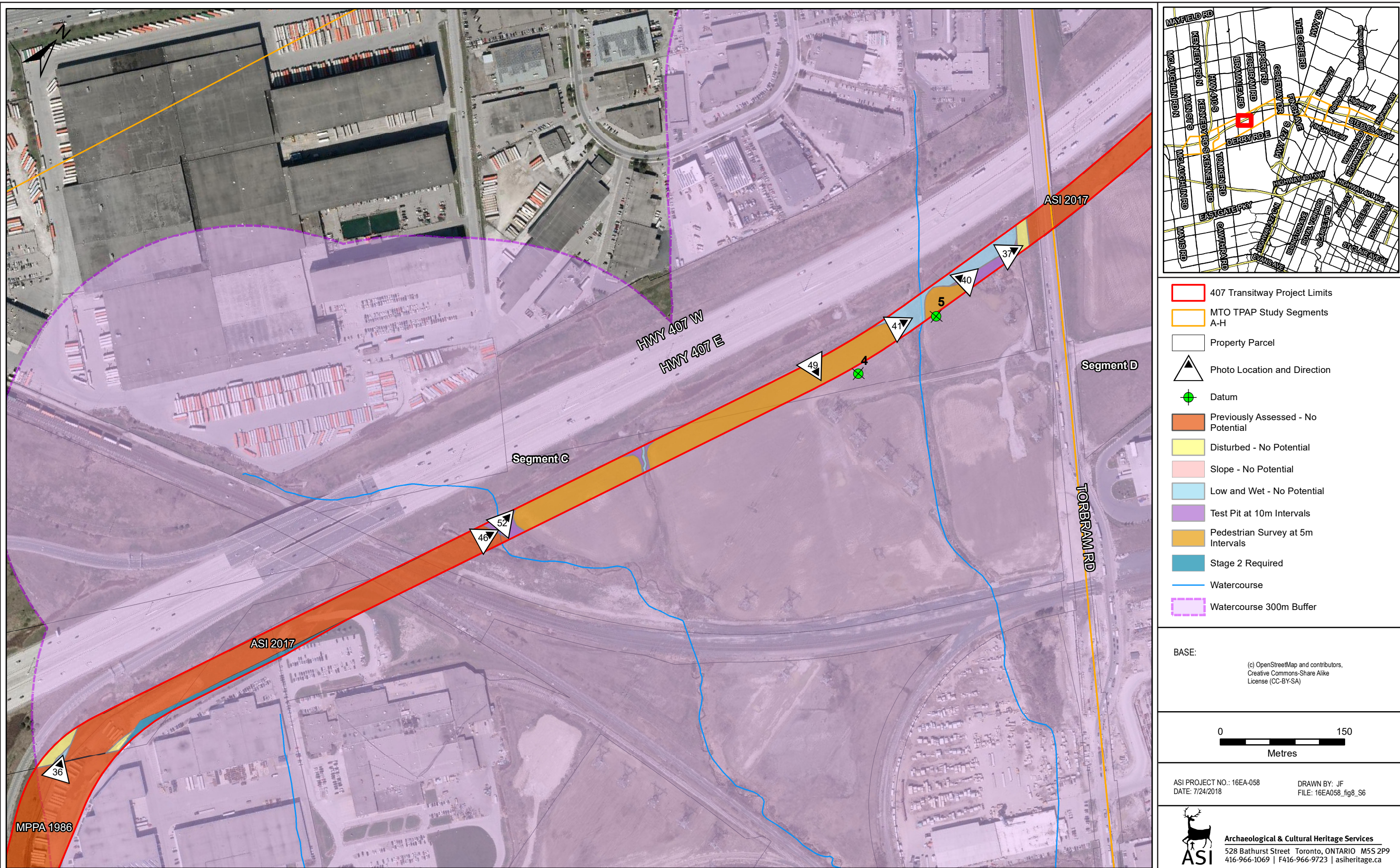
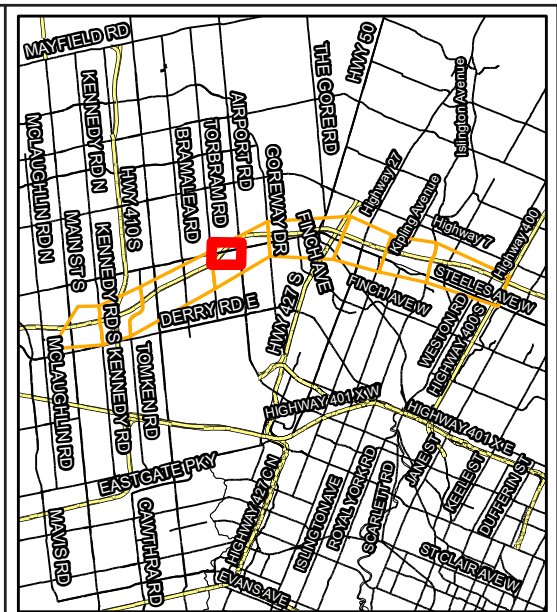
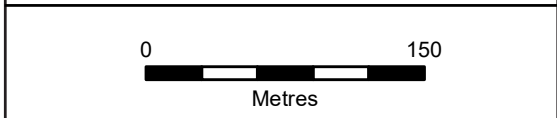


Figure 8: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 6)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- Property Parcel
- Previously Assessed - No Potential
- Stage 2 Required
- Watercourse
- Watercourse 300m Buffer

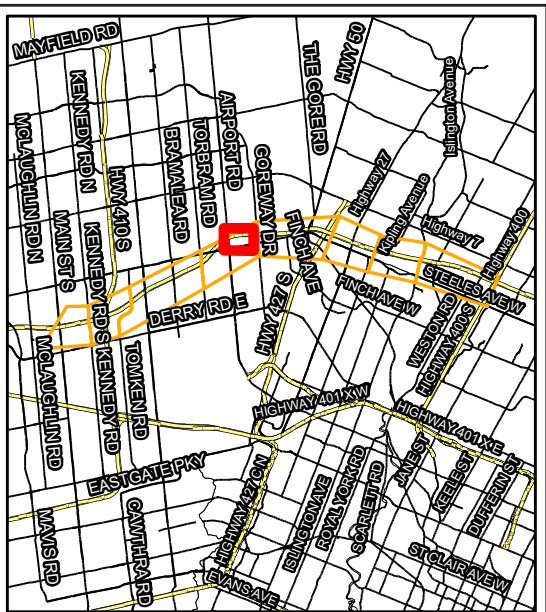
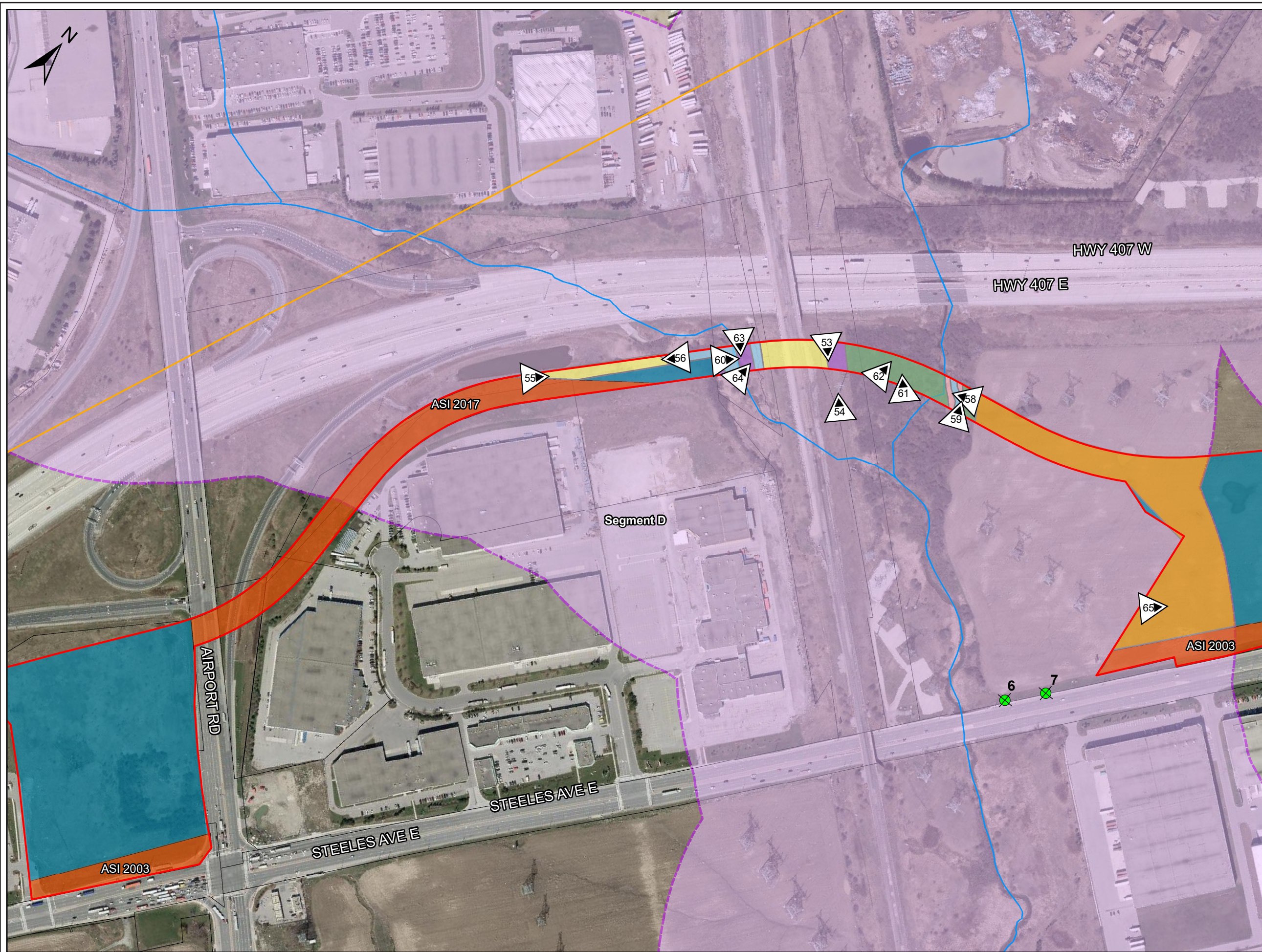
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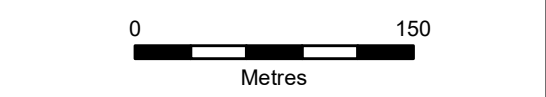
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Figure 9: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 7)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- Property Parcel
- Photo Location and Direction
- Datum
- Previously Assessed - No Potential
- Disturbed - No Potential
- Slope - No Potential
- Low and Wet - No Potential
- Test Pit at 10m Intervals
- Test Pit at 5m Intervals
- Pedestrian Survey at 5m Intervals
- Stage 2 Required
- Watercourse
- Watercourse 300m Buffer

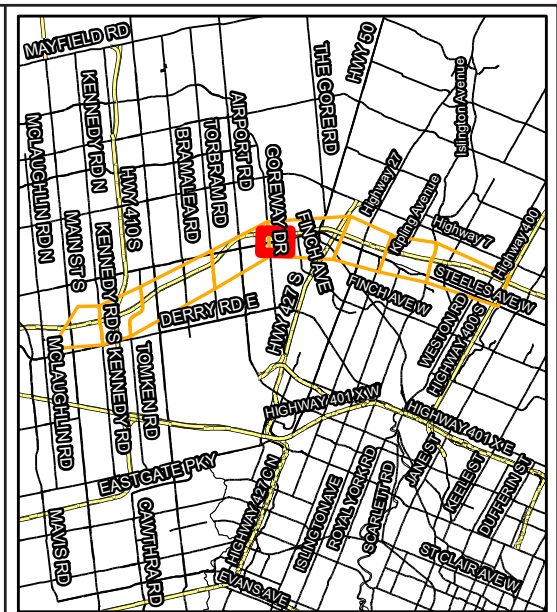
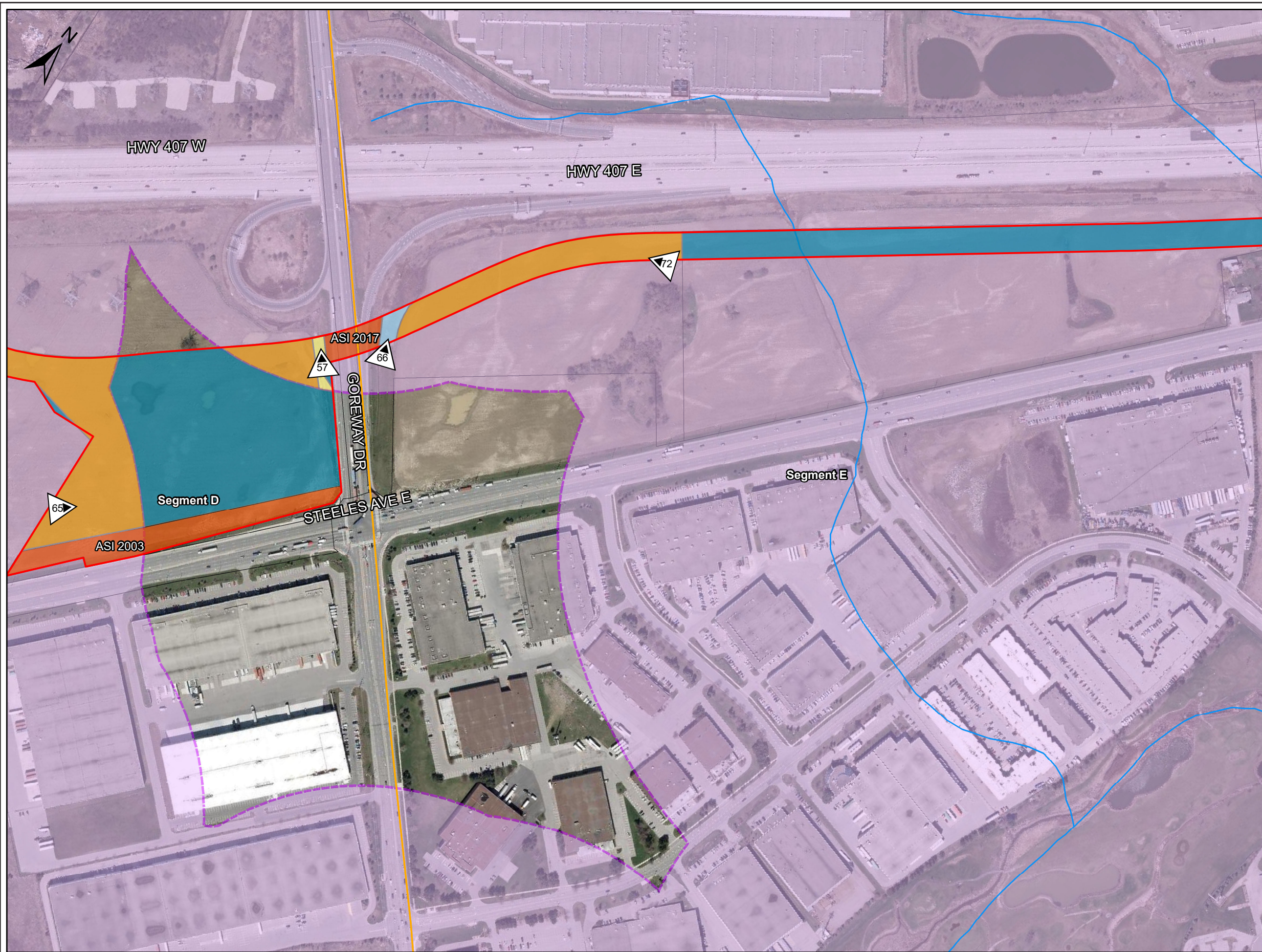
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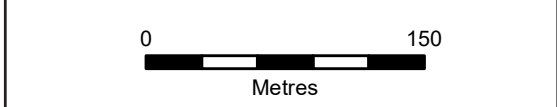
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Figure 10: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 8)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- Property Parcel
- Photo Location and Direction
- Previously Assessed - No Potential
- Disturbed - No Potential
- Low and Wet - No Potential
- Pedestrian Survey at 5m Intervals
- Stage 2 Required
- Watercourse
- Watercourse 300m Buffer

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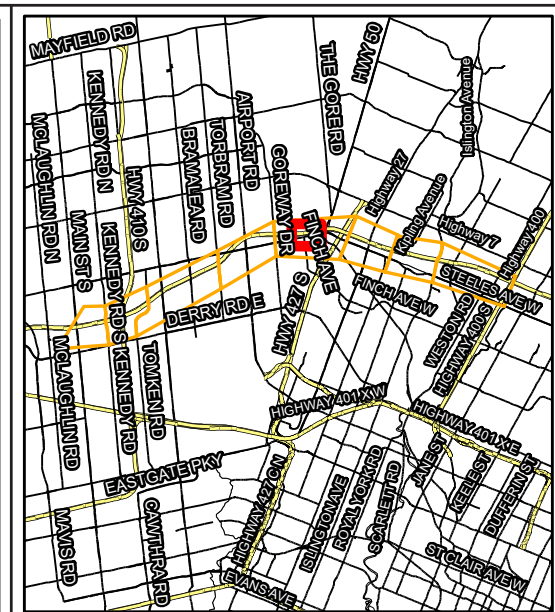
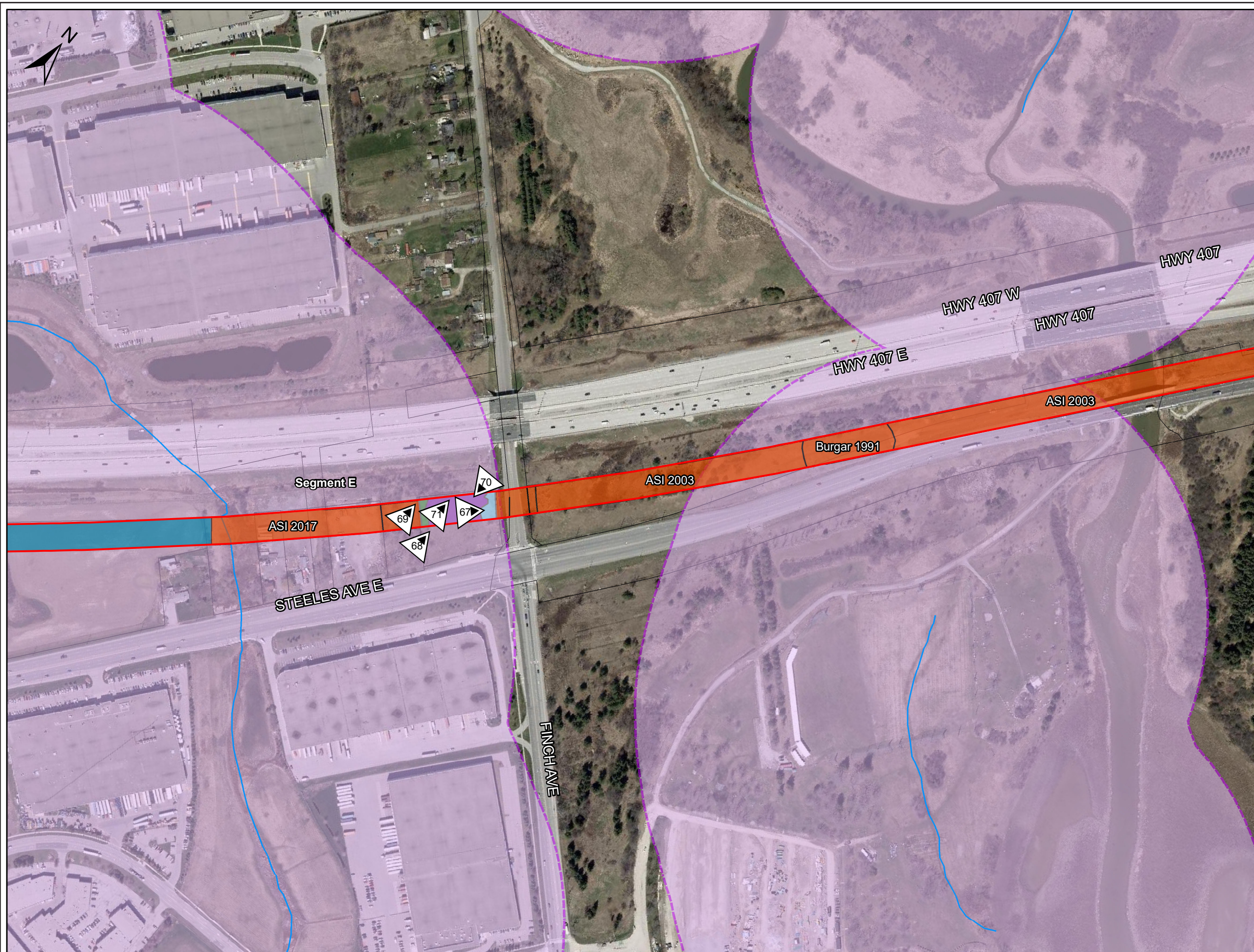


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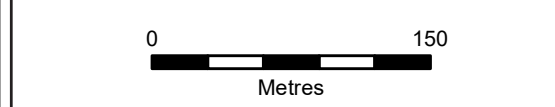
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Figure 11: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 9)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- Property Parcel
- Photo Location and Direction
- Previously Assessed - No Potential
- Low and Wet - No Potential
- Test Pit at 10m Intervals
- Test Pit at 5m Intervals
- Stage 2 Required
- Watercourse
- Watercourse 300m Buffer

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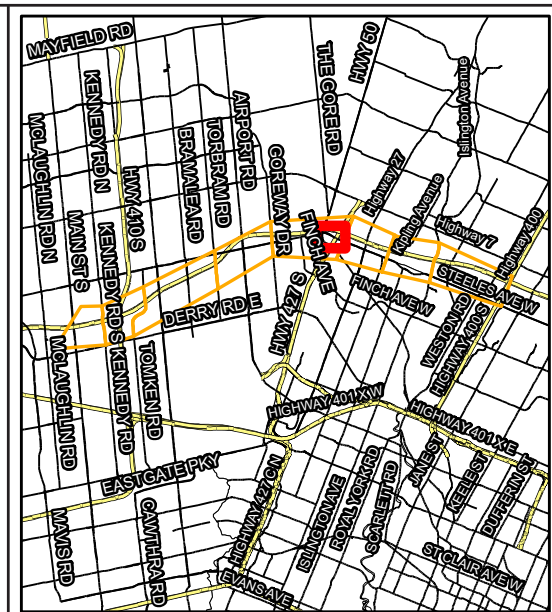
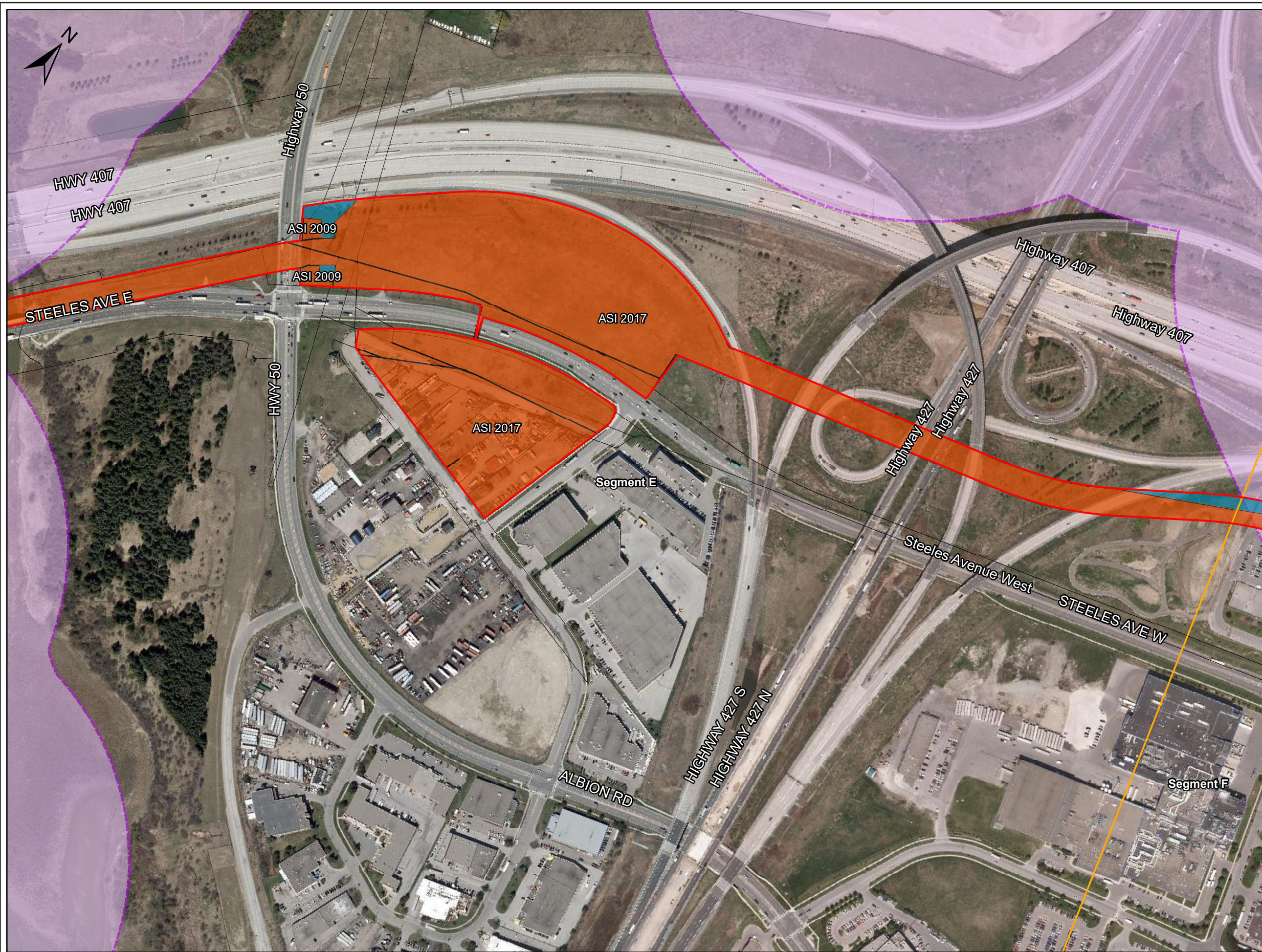


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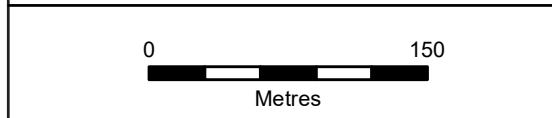
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Figure 12: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 10)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- Property Parcel
- Previously Assessed - No Potential
- Stage 2 Required
- Watercourse 300m Buffer

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Figure 13: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 11)

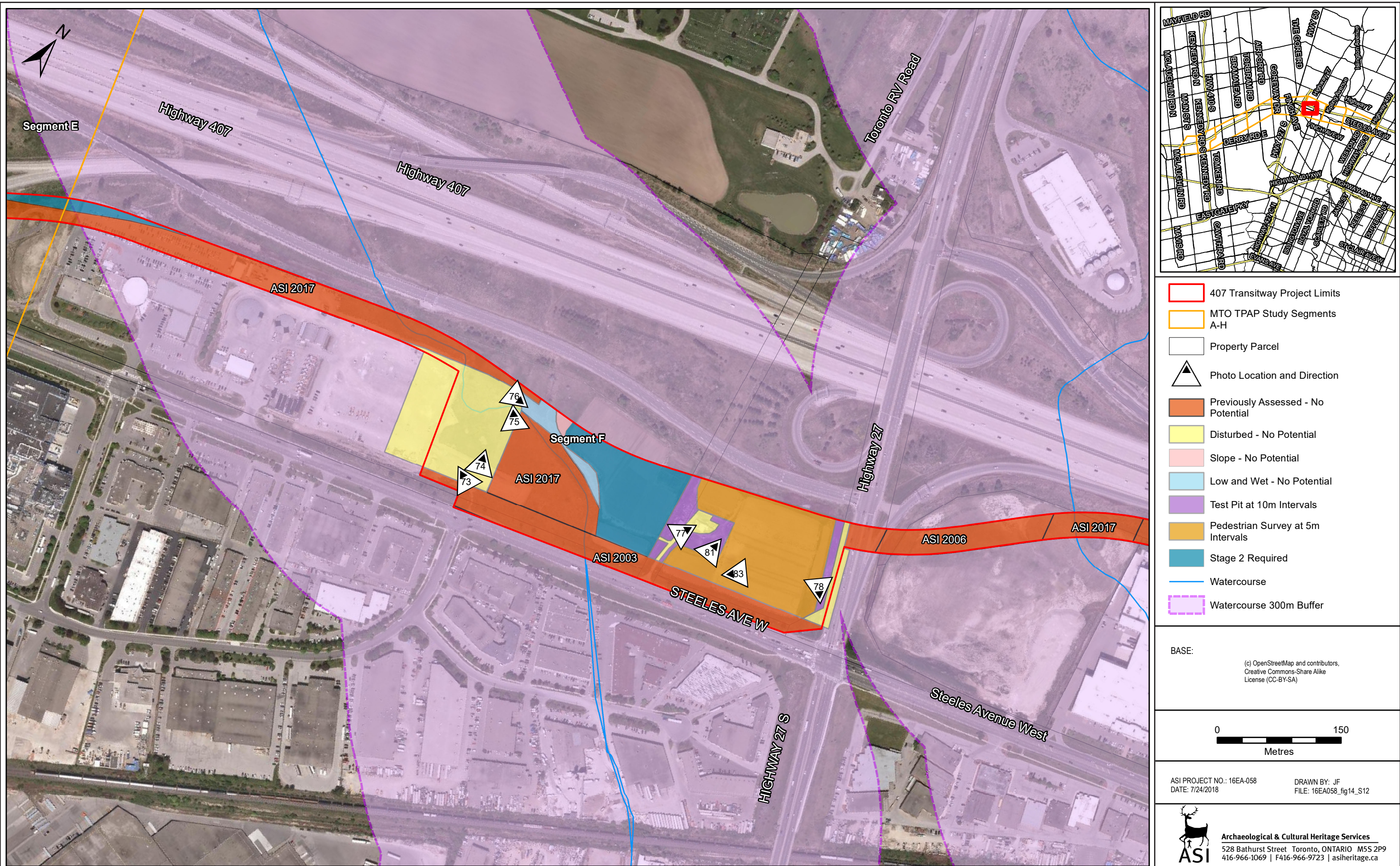
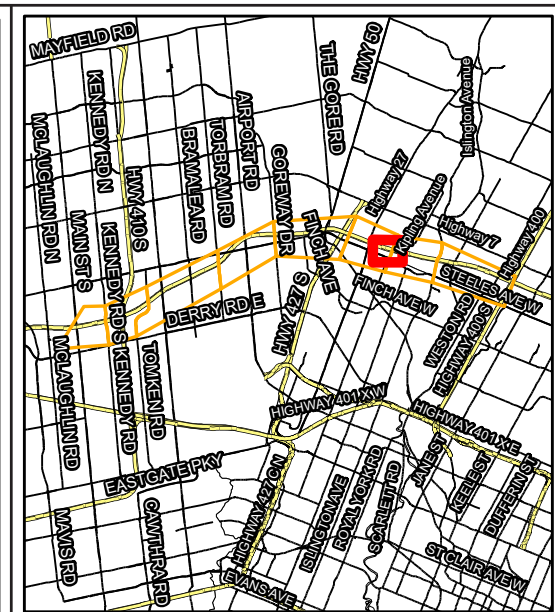
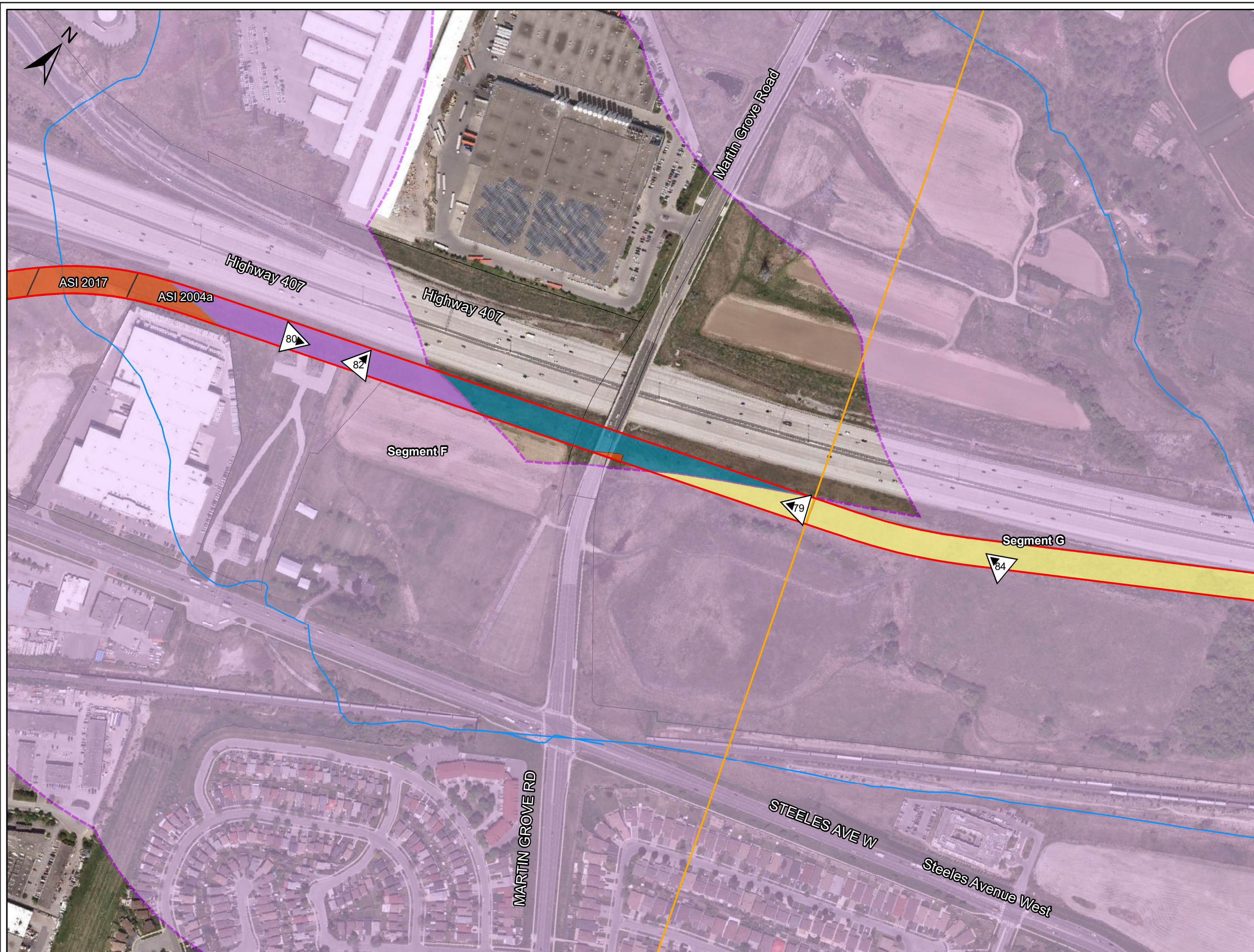
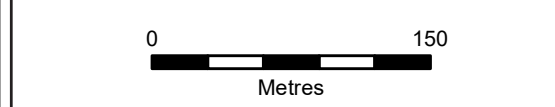


Figure 14: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 12)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- Property Parcel
- Photo Location and Direction
- Previously Assessed - No Potential
- Disturbed - No Potential
- Test Pit at 10m Intervals
- Stage 2 Required
- Watercourse
- Watercourse 300m Buffer

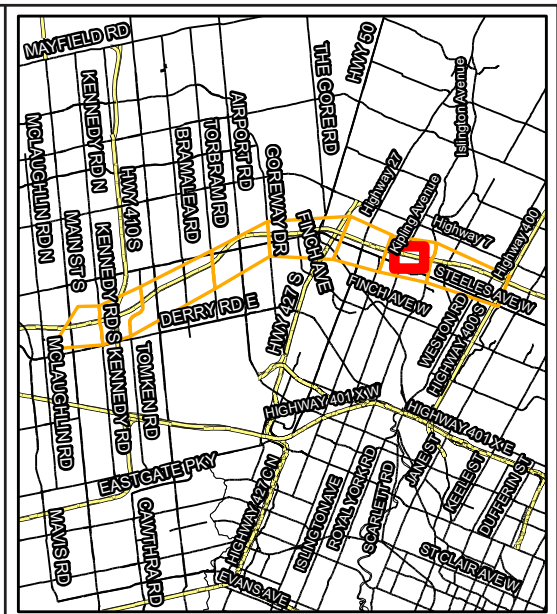
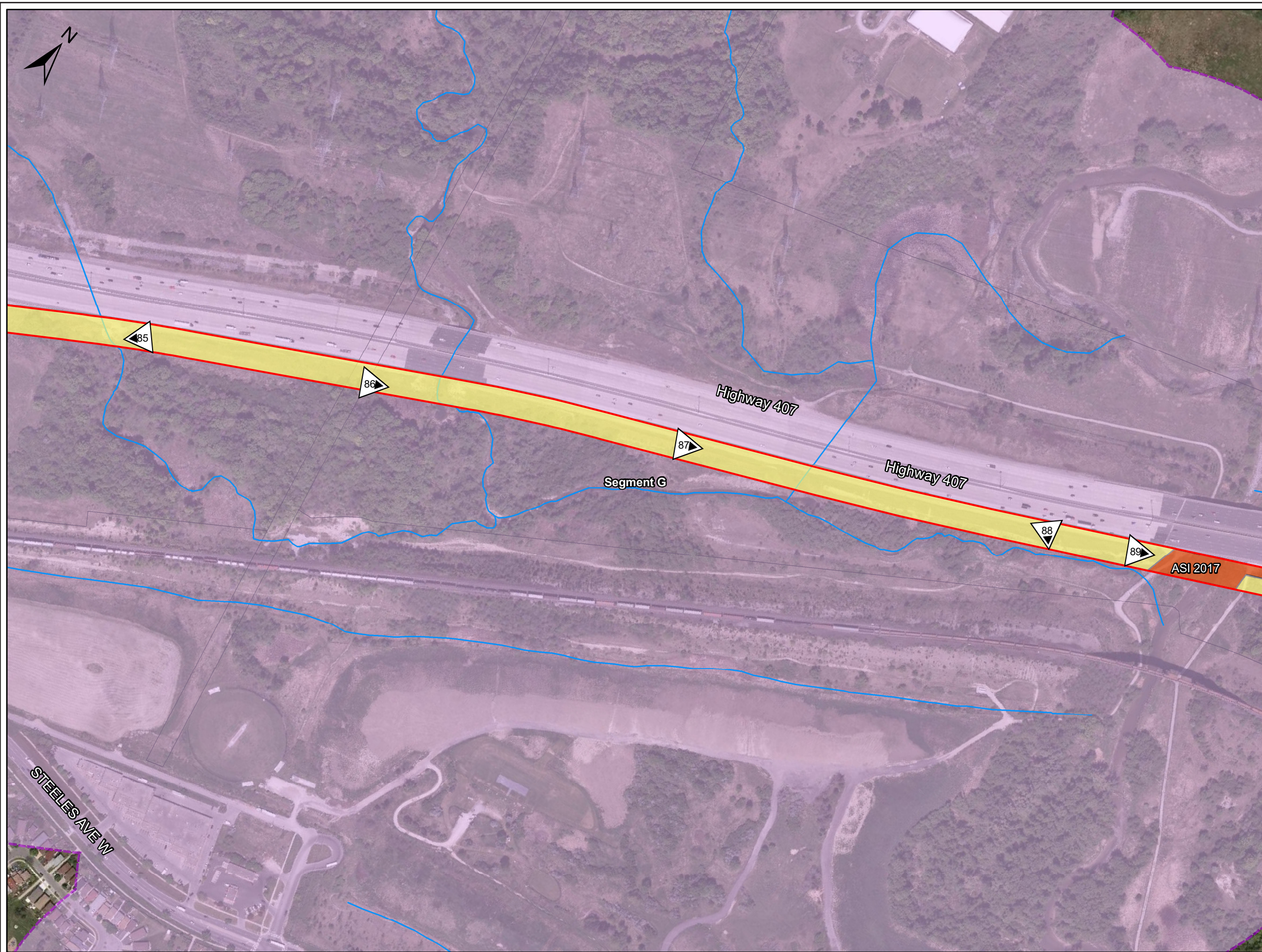
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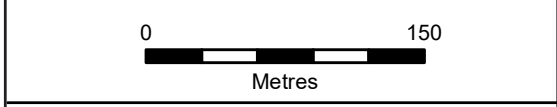
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Figure 15: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 13)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- Property Parcel
- Photo Location and Direction
- Previously Assessed - No Potential
- Disturbed - No Potential
- Watercourse
- Watercourse 300m Buffer

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Figure 16: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 14)

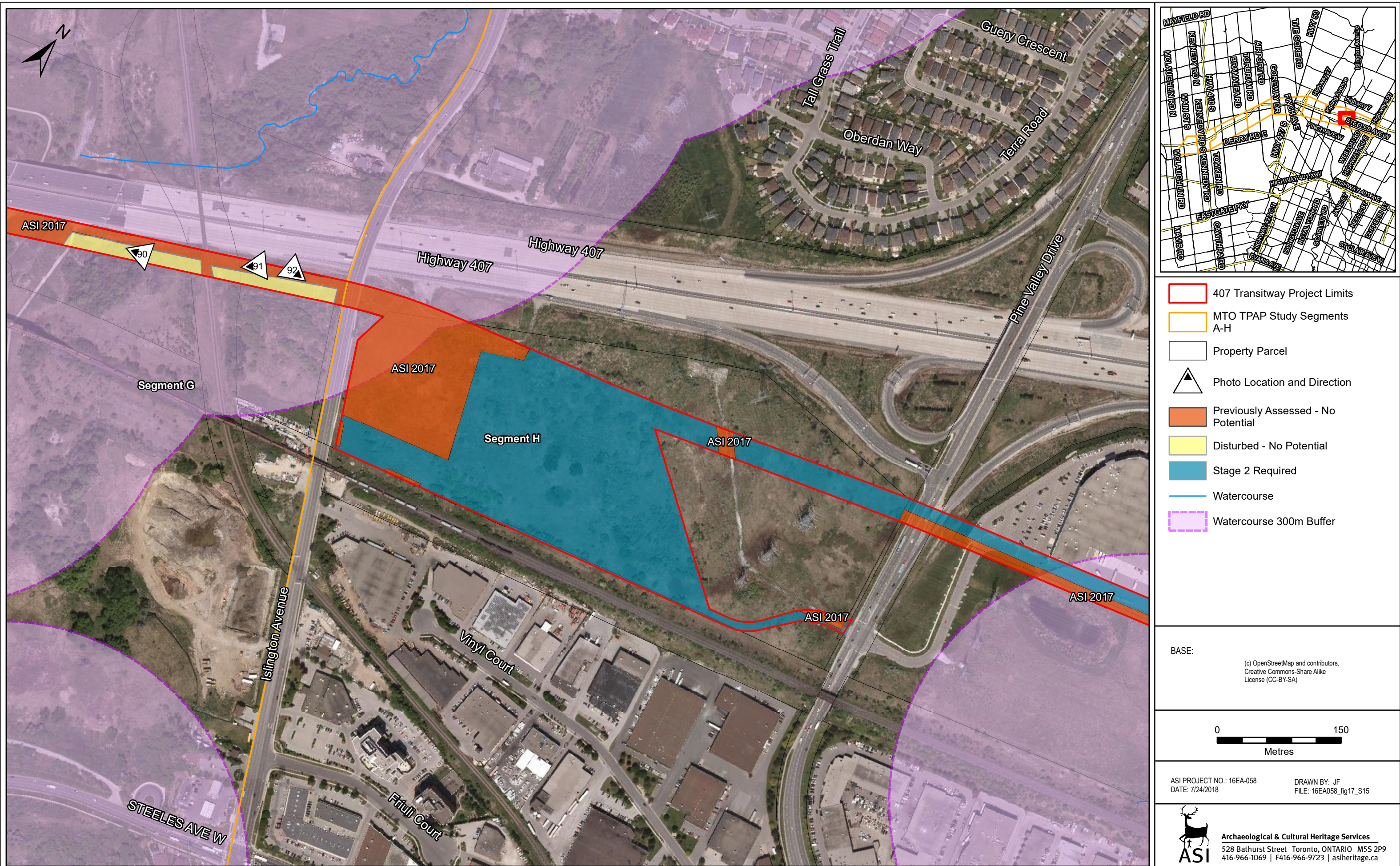
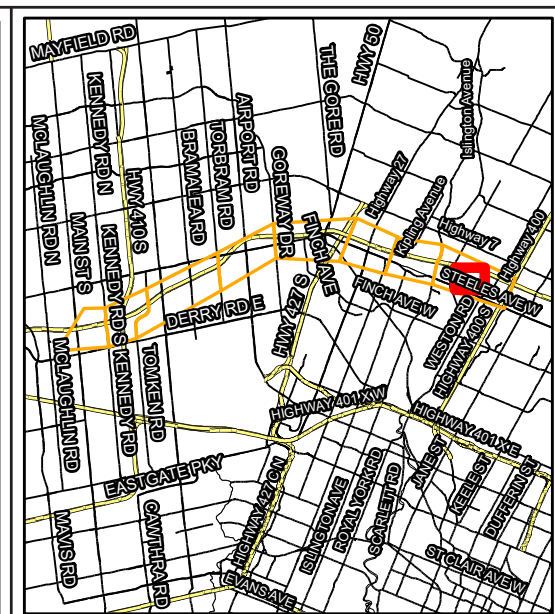
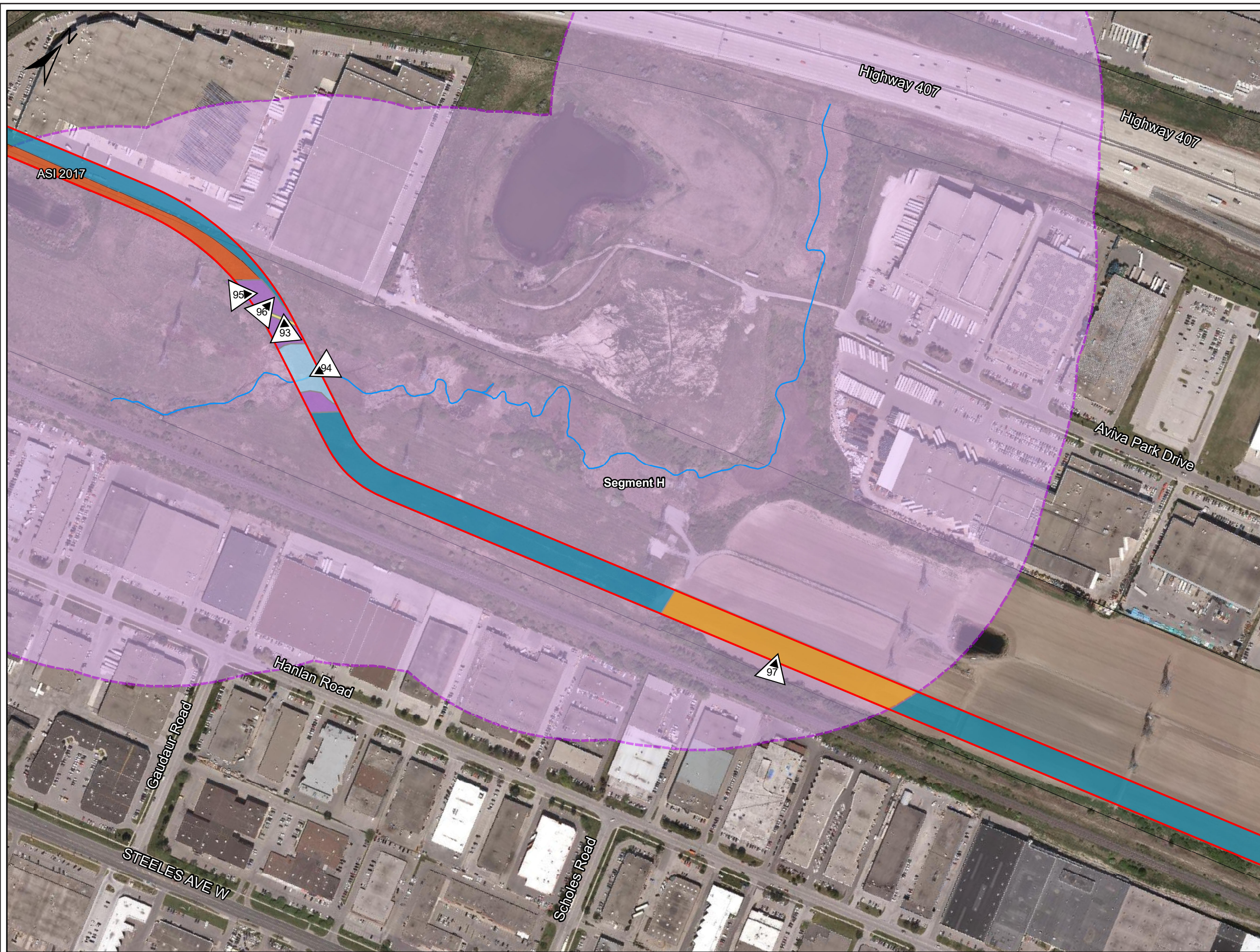
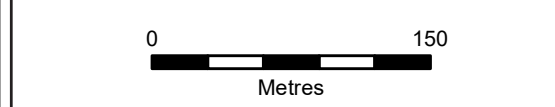


Figure 17: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 15)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- Property Parcel
- Photo Location and Direction
- Previously Assessed - No Potential
- Disturbed - No Potential
- Low and Wet - No Potential
- Test Pit at 10m Intervals
- Pedestrian Survey at 5m Intervals
- Stage 2 Required
- Watercourse
- Watercourse 300m Buffer

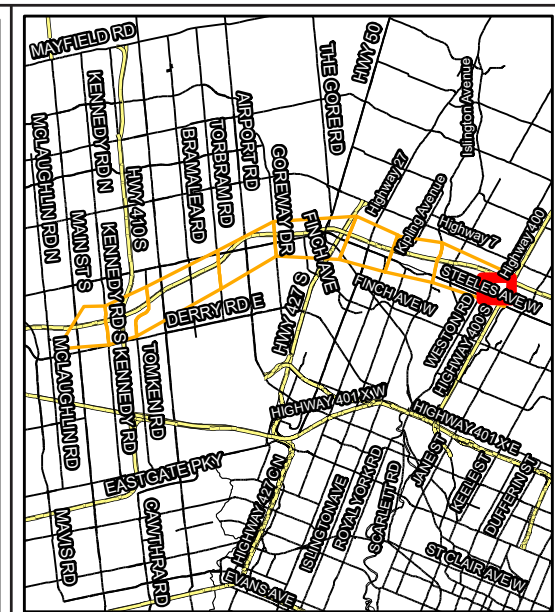
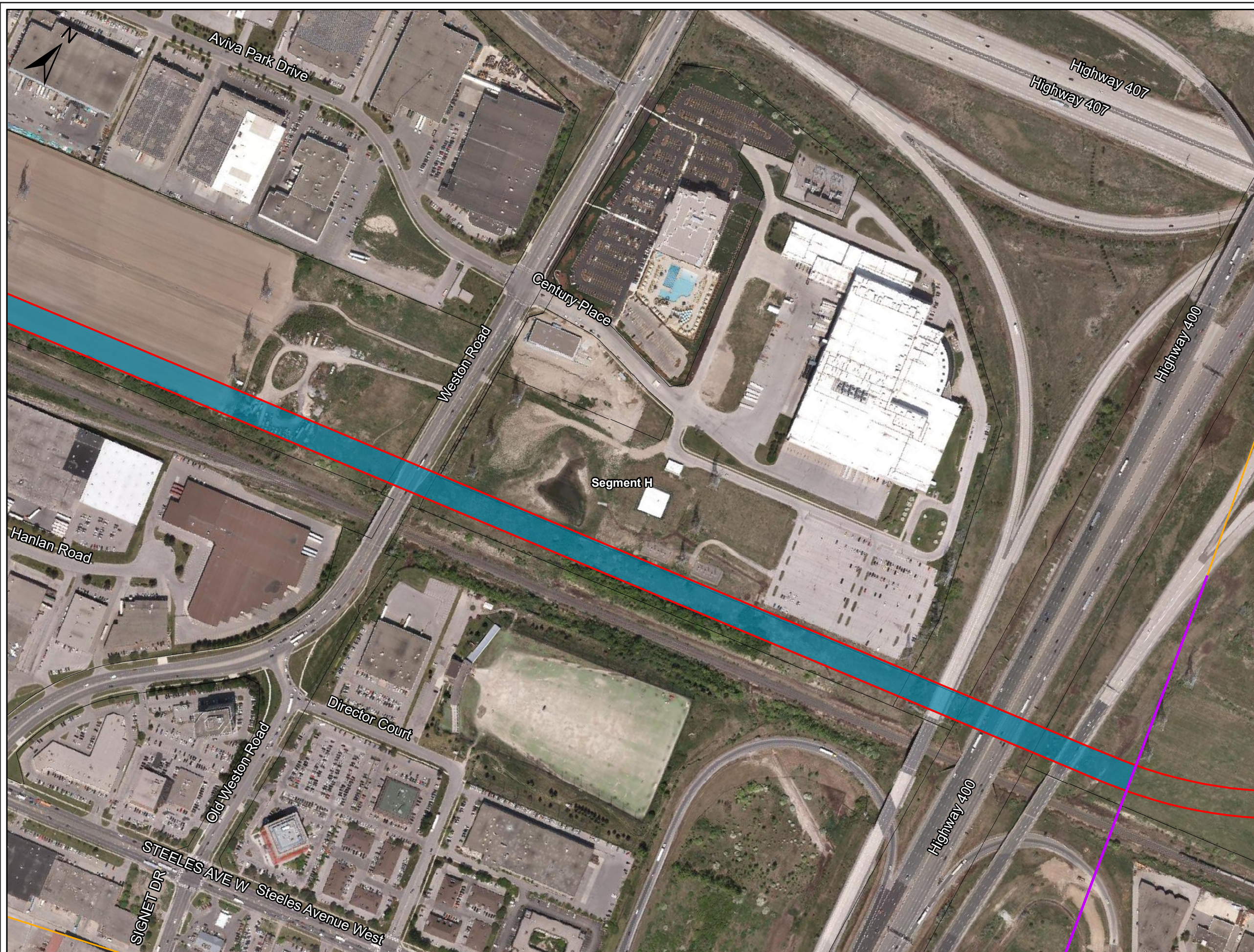
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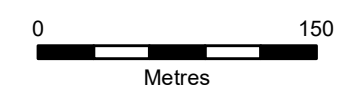
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Figure 18: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 16)



- 407 Transitway Project Limits
- MTO TPAP Study Segments A-H
- MTO TPAP Study Limits
- Property Parcel
- Stage 2 Required

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Figure 19: Stage 2 Assessment Results for the 407 Transitway Project (Sheet 17)

10.0 IMAGES



Plate 1 [NE]: Foreground: judgmental test pit survey (10 m); background: previously disturbed raised ROW of Kennedy Road, no potential



Plate 2 [SE]: Foreground: permanently low and wet tributary of Fletcher's Creek; midground: area subject to pedestrian survey at 5 m intervals; background: previously disturbed Hydro One access road, no potential



Plate 3 [N]: Culvert for Etobicoke Creek West tributary; permanently low and wet, no potential



Plate 4 [NE]: Sloped banks of Etobicoke Creek West tributary; no potential



Plate 5 [SE]: Foreground: judgmental test pit survey (10 m) adjacent to Hurontario Street ROW; no potential



Plate 6 [S]: Judgmental test pit survey (10 m) of driving range; no potential



Plate 7 [E]: Judgmental test pit survey (10 m) intervals in fallow scrubland adjacent to field; no potential



Plate 8 [NE]: Judgmental test pit survey (10 m) in fallow scrubland; no potential



Plate 9 [N]: Disturbed stratigraphy encountered by Hydro One access road ROW; no potential



Plate 10 [N]: Stratigraphy representative of disturbed soil profiles encountered in driving range, fallow scrubland, and vacant residential property; no potential



Plate 11 [N]: Disturbed soil encountered within the channelized floodplain of Etobicoke Creek West tributary



Plate 12 [NW]: Pedestrian survey at 5 m intervals

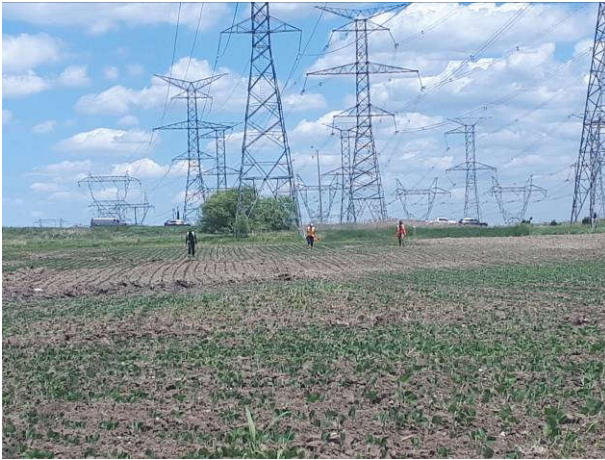


Plate 13 [NE]: Pedestrian survey at 5 m intervals



Plate 14 [NE]: Pedestrian survey at 5 m intervals



Plate 15 [NE]: Pedestrian survey at 5 m intervals



Plate 16 [N]: Pedestrian survey at 5 m intervals



Plate 17 [N]: Former residential lot off of Farmhouse Court
subject to previous disturbance; no potential



Plate 18 [W]: Test pit survey at 5 m intervals east of Kennedy
Road ROW adjacent to agricultural field



Plate 19 [ESE]: Undisturbed stratigraphy encountered during test pit survey (5 m) east of Kennedy Road ROW next to agricultural field



Plate 20 [N]: Undisturbed stratigraphy encountered during test pit survey (5 m) adjacent to tributary of Etobicoke Creek West



Plate 21 [SW]: Judgmental test pit survey (10 m) within floodplain; no potential due to disturbance



Plate 22 [NE]: Judgmental test pit survey (10 m) adjacent to HWY 407 / HWY 427 interchange; no potential



Plate 23 [N]: Disturbed stratigraphy representative of scrubland within floodplain adjacent to HWY 407/HWY 410 interchange; no potential



Plate 24 [SSW]: Scrubland west of Farmhouse court subject to test pit survey at 5 m intervals



Plate 25 [NW]: Scrubland west of Farmhouse Court subject to judgmental test pit survey (10 m); no potential



Plate 26 [N]: Disturbed stratigraphy representative of the soils encountered east and west of Farmhouse Court



Plate 27 [SW]: Judgmental test pit survey (10 m) on the commercial property on Farmhouse Court



Plate 28 [NW]: Pedestrian survey (5 m) of agricultural fields south of HWY 407 ETR, between HWY 410 and Kennedy Road



Plate 29 [WSW]: Pedestrian survey (5 m) of agricultural field south of HWY 407 ETR, between HWY 410 and Farmhouse Court



Plate 30 [NE]: Pedestrian survey (5 m) of agricultural field east of Farmhouse Court



Plate 31 [NW]: Hydro One gravel access road and Enbridge gas line subject to previous disturbance; no potential



Plate 32 [SW]: Enbridge gas line subject to previous disturbance; no potential



Plate 33 [NNE]: Previously disturbed Hydro One gravel access road and area surrounding Enbridge gas line subject to judgmental test pit survey (10 m); no potential



Plate 34 [SW]: Previously disturbed Hydro One gravel access road and area subject to judgmental test pit survey (10 m); no potential



Plate 35 [ESE]: Previously disturbed Enbridge gas line, surrounding area subject to judgmental test pit survey (10 m); no potential

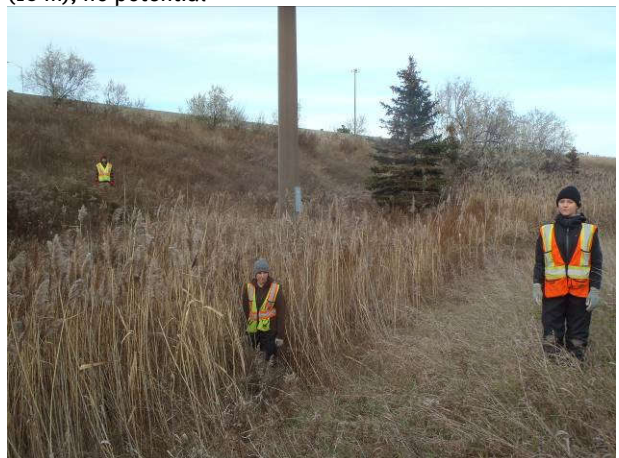


Plate 36 [N]: Previously disturbed and permanently low and wet Bramalea Road 407 on-ramp ROW; no potential



Plate 37 [NE]: Landscaped Torbram Road ROW and area subject to judgmental test pits survey (10 m) ; no potential



Plate 38 [SE]: Sloped area leading down to floodplain; no potential



Plate 39 [SE]: Permanently low and wet Spring Creek; no potential



Plate 40 [SW]: Drainage culvert and permanently low and wet area visible by tall water grasses; no potential



Plate 41 [NE]: Permanently low and wet area of a Mimico Creek tributary; no potential



Plate 42 [SW]: Test pit survey at 5 m intervals



Plate 43 [NNE]: Area subject to judgmental test pit survey (10 m); no potential



Plate 44 [NNE]: Judgmental test pit survey (10 m); no potential due to Enbridge gas main in vicinity



Plate 45 [NW]: Judgmental test pit survey (10 m); no potential



Plate 46 [NNE]: Judgmental test pit survey (10 m) due to disturbance likely caused by HWY 407 ETR corridor; no potential



Plate 47 [W]: Pedestrian survey at 1 m intervals due to weed cover



Plate 48 [E]: Pedestrian survey at 5 m intervals



Plate 49 [SE]: Pedestrian survey at 5m intervals, representative of the agricultural fields west of Torbram Road



Plate 50 [N]: Undisturbed soils encountered east of Dixie Road during test pit survey at 5 m intervals



Plate 51 [N]: Disturbed stratigraphy representative of the soils encountered between Dixie Road and Torbram Road during judgmental test pit survey at 10 m intervals



Plate 52 [N]: Disturbed stratigraphy representative of the soils encountered between Dixie Road and Torbram Road during judgmental test pit survey at 10 m intervals



Plate 53 [SE]: Judgmental test pit survey (10 m) adjacent to previously landscaped and disturbed CN rail corridor; no potential



Plate 54 [NW]: Previously disturbed corridor for CN railway; no potential



Plate 55 [NE]: Previously disturbed landscaped HWY 407 ETR berm for storm pond; no potential



Plate 56 [SW]: Previously disturbed landscaped 407 ETR berm terminating at permanent wetland; no potential



Plate 57 [NW]: Previously disturbed Goreway Drive ROW containing buried utilities; no potential

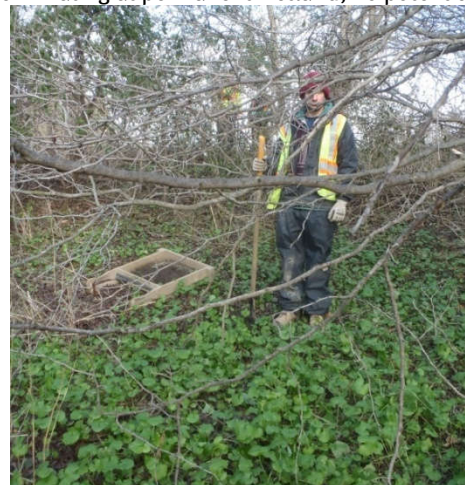


Plate 58 [WSW]: Severe slope adjacent to Mimico Creek; no potential

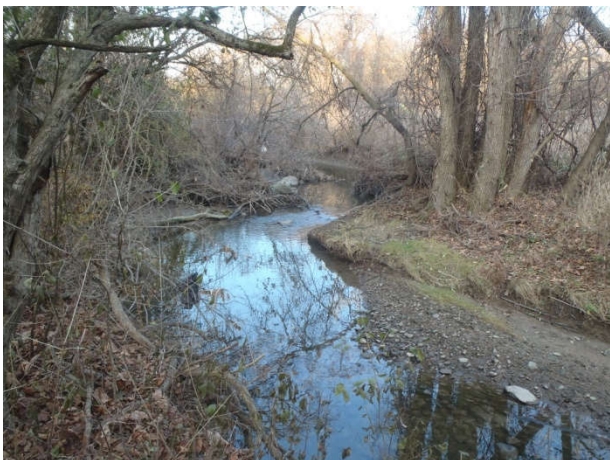


Plate 59 [NNW]: Permanently low and wet Mimico Creek within Project Limits; no potential

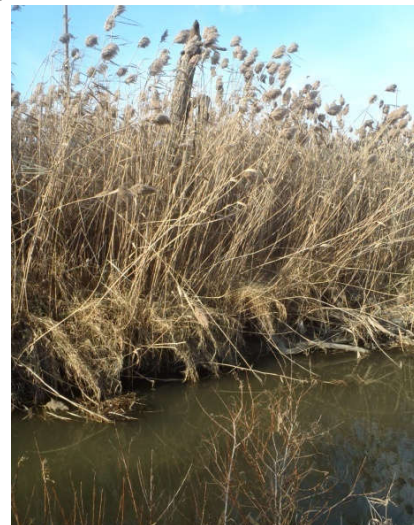


Plate 60 [NE]: Permanently low and wet tributary of Mimico Creek within Project Limits; no potential



Plate 61 [NW]: Test pit survey (5 m) of woodlot east of CN rail corridor



Plate 62 [N]: Undisturbed stratigraphy representative of the woodlot east of CN rail corridor



Plate 63 [SE]: Judgmental test pit survey (10 m) west of CN rail corridor; no potential



Plate 64 [N]: Disturbed stratigraphy representative of the scrubland west of CN rail corridor outside of wetlands



Plate 65 [NE]: Pedestrian survey at 5 m intervals



Plate 66 [NNW]: Goreway Drive ROW drainage ditch extending from permanently wet lowlands; no potential



Plate 67 [NE]: Permanently wet lowlands identified by water grasses; no potential



Plate 68 [N]: Test pit survey at 5 m intervals in undisturbed woodlot



Plate 69 [N]: Undisturbed stratigraphy encountered during test pit survey (5 m) in woodlot



Plate 70 [S]: Judgmental test pit survey (10 m) in scrubland; no potential due to previous disturbance



Plate 71 [N]: Disturbed stratigraphy encountered during judgmental test pit survey (10 m) of scrubland



Plate 72 [WSW]: Pedestrian survey at 5 m intervals



Plate 73 [NW]: Newly constructed parking lot for the 407 ETR Concession Company Ltd.; no potential



Plate 74 [N]: Newly paved access road and staging area (right) for the 407 ETR Concession Company Ltd.; no potential



Plate 75 [NW]: Newly installed drainage culvert as part of 407 ETR Concession Company Ltd.; no potential



Plate 76 [E]: Permanently wet lowlands adjacent to 407 ETR Concession Company Ltd. bordered by slope up to agricultural field (left); no potential



Plate 77 [NNE]: Previously disturbed gravel farm lane and storage structures; no potential



Plate 78 [SE]: Judgmental test pit survey at 10 m intervals in scrubland adjacent to agricultural field; HWY 27 ROW beyond; no potential



Plate 79 [WSW]: Previously disturbed Highway 407 ETR berm; no potential



Plate 80 [ENE]: Judgmental test pit survey at 10 m intervals to confirm previous disturbance of HWY 407 ETR berm; no potential



Plate 81 [N]: Disturbed stratigraphy encountered during judgmental test pit survey at 10 m intervals of farm; no potential



Plate 82 [N]: Disturbed stratigraphy encountered during judgmental test pit survey at 10 m intervals of HWY 407 ETR berm; no potential



Plate 83 [SW]: Pedestrian survey at 5 m intervals

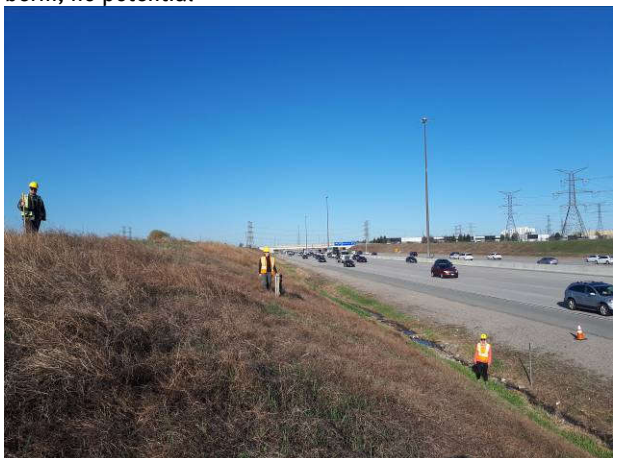


Plate 84 [W]: Previously disturbed landscaped berm and ditch within the HWY 407 ETR corridor; no potential



Plate 85 [SW]: Previously disturbed landscaped berm, ditch, and culvert within the HWY 407 ETR corridor; no potential



Plate 86 [NE]: Previously disturbed landscaped berm, ditch, and culvert within the HWY 407 ETR corridor; no potential



Plate 87 [NE]: Previously disturbed landscaped berm and ditch within the HWY 407 ETR corridor; no potential



Plate 88 [SE]: Previously disturbed HWY 407 ETR corridor, redirected watercourse, and CPR raised rail bed; no potential

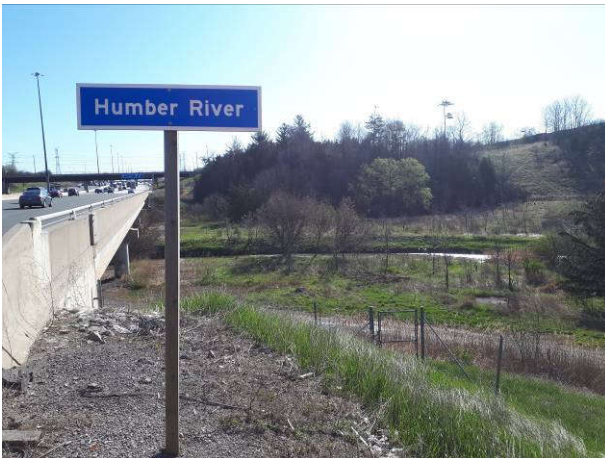


Plate 89 [NE]: Previously disturbed HWY 407 ETR corridor, assessed by ASI (2017); no potential



Plate 90 [SW]: Previously disturbed landscaped berm and ditch within the HWY 407 ETR corridor; no potential



Plate 91 [SW]: Previously disturbed landscaped berm and ditch within the HWY 407 ETR corridor; no potential



Plate 92 [E]: Previously disturbed landscaped berm and ditch within the HWY 407 ETR corridor; no potential



Plate 93 [NW]: Overgrown gravel access road to hydro corridor; no potential



Plate 94 [SW]: Permanently low and wet tributary of the Lower Humber River; no potential (note: culvert is for overlying hydro corridor gravel access road)



Plate 95 [NE]: Judgmental test pit survey (10 m) of scrubland east of Pine Valley Drive; no potential



Plate 96 [N]: Disturbed stratigraphy encountered during judgmental test pit survey; no potential



Plate 97 [NNW]: Pedestrian survey at 5 m intervals of agricultural field west of Weston Road



Plate 98: Select artifacts recovered during Stage 2 survey from left to right, top to bottom: Early Archaic Nettling projectile point (Site P4, Cat. #L1), Early Archaic Nettling projectile point (Site P4, Cat. #L2), non-diagnostic biface fragment (Site P6, Cat. #L1), a secondary retouch flake (Site P5, Cat. #L1), a secondary knapping flake (Site P2, Cat. #L1), and a flake fragment (Site P3, Cat. #L3).

11.0 APPENDIX A: 407 Transitway Stage 2 Survey Results by PIN

PIN	Property Owner	PTE	Area (ha)	Survey Method	Date of Survey	Results	Figure	Plate
407 TRANSITWAY SEGMENT A								
140291182	City of Brampton	Yes	0.001	Judgmental test pit survey	30-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	3	5
140291182	City of Brampton	Yes	0.061	N/A	N/A	Requires Stage 2 survey	3	N/A
140291182	City of Brampton	Yes	0.166	Previously assessed (ASI 2017)	N/A	N/A	3	N/A
140291182	City of Brampton	Yes	0.051	Visual inspection	30-Nov-17	Previously disturbed; no archaeological potential	3	2
140291198	Unknown	No	0.018	Previously assessed (ASI 2017)	N/A	N/A	3	N/A
140291247	Unknown	No	0.136	Previously assessed (ASI 2017)	N/A	N/A	3	N/A
140291350	City of Brampton	Yes	0.001	Judgmental test pit survey	13-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	4	1
140291350	City of Brampton	Yes	0.042	Previously assessed (ASI 2017)	N/A	N/A	4	N/A
140291350	City of Brampton	Yes	0.089	Visual inspection	13-Nov-17	Previously disturbed; no archaeological potential	4	1
140291352	IO	Yes	1.480	Judgmental test pit survey	13-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	3, 4	1, 6, 7, 8
140291352	IO	Yes	0.410	N/A	N/A	Requires Stage 2 survey	3	N/A
140291352	IO	Yes	1.961	Pedestrian survey	15-Jun-18	Pedestrian survey at 5m intervals	3	14, 15, 16
140291352	IO	Yes	0.540	Previously assessed (ASI 2017)	N/A	N/A	3, 4	N/A
140291352	IO	Yes	0.068	Visual inspection	13-Nov-17	Permanently low and wet; no archaeological potential	3	3
140291352	IO	Yes	0.000	Visual inspection	13-Nov-17	Previously disturbed; no archaeological potential	4	1
140291352	IO	Yes	0.050	Visual inspection	13-Nov-17	Severely sloped (> 20°); no archaeological potential	3	4
140800905	IO	Yes	0.328	Judgmental test pit survey	30-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	3	5
140800905	IO	Yes	0.270	N/A	N/A	Requires Stage 2 survey	3, 4	N/A
140800905	IO	Yes	3.523	Pedestrian survey	30-Nov-17 & 15-Jun-18	Pedestrian survey at 5m intervals	3, 4	12, 13
140800905	IO	Yes	0.262	Previously assessed (ASI 2017)	N/A	N/A	3, 4	N/A
140800905	IO	Yes	0.226	Visual inspection	15-Jun-18	Permanently low and wet; no archaeological potential	3	2
140800905	IO	Yes	0.688	Visual inspection	30-Nov-17	Previously disturbed; no archaeological potential	3	2
140801141	IO	No	0.056	N/A	N/A	Requires Stage 2 survey	3	N/A
140801141	IO	No	0.008	Previously assessed (ASI 2017)	N/A	N/A	3	N/A
140802043	Hydro One	Yes	0.081	Judgmental test pit survey	28-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	3	5
140802043	Hydro One	Yes	0.036	N/A	N/A	Requires Stage 2 survey	3	N/A
140802043	Hydro One	Yes	0.025	Pedestrian survey	30-Nov-17	Pedestrian survey at 5m intervals	3	12, 13
140802043	Hydro One	Yes	0.002	Previously assessed (ASI 2017)	N/A	N/A	3	N/A
140802046	Rosemary Palmieri	Yes	0.030	N/A	N/A	Requires Stage 2 survey	3	N/A
140802048	Rosemary Palmieri	Yes	0.015	Judgmental test pit survey	30-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	3	5
140802048	Rosemary Palmieri	Yes	0.466	N/A	N/A	Requires Stage 2 survey	3	N/A

PIN	Property Owner	PTE	Area (ha)	Survey Method	Date of Survey	Results	Figure	Plate
140802048	Rosemary Palmieri	Yes	1.830	Pedestrian survey	28-Nov-17	Pedestrian survey at 5m intervals	3	12, 14
140802052	City of Mississauga	No	0.002	N/A	N/A	Requires Stage 2 survey	3	N/A
407 TRANSITWAY SEGMENT B								
140280137	Unknown	No	0.043	Previously assessed (ASI 2000)	N/A	N/A	5	N/A
140280344	IO	Yes	0.126	Judgmental test pit survey	5-Oct-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	5	27
140280344	IO	Yes	0.118	Pedestrian survey	1-Jun-18	Pedestrian survey at 5m intervals	5	30
140280344	IO	Yes	1.293	Previously assessed (ASI 2000)	N/A	N/A	5	N/A
140280344	IO	Yes	0.506	Previously assessed (ASI 2008)	N/A	N/A	5	N/A
140280344	IO	Yes	0.017	Previously assessed (ASI 2017)	N/A	N/A	5	N/A
140280344	IO	Yes	0.064	Visual inspection	5-Oct-17	Previously disturbed; no archaeological potential	5	17
140280422	City of Brampton	Yes	0.000	Judgmental test pit survey	5-Oct-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	5	25
140280422	City of Brampton	Yes	0.070	Previously assessed (ASI 2017)	N/A	N/A	5	N/A
140291350	City of Brampton	Yes	0.000	Previously assessed (ASI 2017)	N/A	N/A	4	N/A
140291350	City of Brampton	Yes	0.041	Previously assessed (ASI 2017)	N/A	N/A	4	N/A
140291350	City of Brampton	Yes	0.017	Visual inspection	13-Nov-17	Previously disturbed; no archaeological potential	4	1
143000049	IO	Yes	0.458	Judgmental test pit survey	5-Oct-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	5	25
143000049	IO	Yes	0.537	N/A	N/A	Requires Stage 2 survey	5	N/A
143000049	IO	Yes	0.521	Pedestrian survey	1-Jun-18	Pedestrian survey at 5m intervals	5	29
143000049	IO	Yes	0.006	Previously assessed (ASI 2008)	N/A	N/A	5	N/A
143000049	IO	Yes	0.008	Previously assessed (ASI 2017)	N/A	N/A	5	N/A
143000049	IO	Yes	0.032	Test pit survey	5-Oct-17	Test pit survey at 5m intervals	5	24
143000108	City of Brampton	Yes	0.000	Previously assessed (ASI 2017)	N/A	N/A	4	N/A
143000108	City of Brampton	Yes	0.006	Previously assessed (ASI 2017)	N/A	N/A	4	N/A
143000108	City of Brampton	Yes	0.000	Test pit survey	5-Oct-17	Test pit survey at 5m intervals	4	18
143000108	City of Brampton	Yes	0.054	Visual inspection	5-Oct-17	Previously disturbed; no archaeological potential	4	18
143000171	MTO	Yes	0.057	Judgmental test pit survey	5-Oct-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	4	25
143000171	MTO	Yes	0.066	Pedestrian survey	1-Jun-18	Pedestrian survey at 5m intervals	5	29
143000171	MTO	Yes	0.035	Previously assessed (ASI 2008)	N/A	N/A	4, 5	N/A
143000171	MTO	Yes	1.288	Previously assessed (ASI 2017)	N/A	N/A	4, 5	N/A
143000197	IO	Yes	0.134	Judgmental test pit survey	6-Oct-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	4	21, 22
143000197	IO	Yes	1.302	Pedestrian survey	30-Apr-18	Pedestrian survey at 5m intervals	4	28
143000197	IO	Yes	0.118	Previously assessed (ASI 2017)	N/A	N/A	4	N/A
143000197	IO	Yes	0.119	Test pit survey	5-Oct-17	Test pit survey at 5m intervals	4	18, 19
143000197	IO	Yes	0.000	Visual inspection	5-Oct-17	Previously disturbed; no archaeological potential	4	18

PIN	Property Owner	PTE	Area (ha)	Survey Method	Date of Survey	Results	Figure	Plate
407 TRANSITWAY SEGMENT C								
140280396	IO	Yes	0.764	Judgmental test pit survey	6-Oct-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	7	33, 35, 43, 44
140260007	IO	Yes	0.186	Judgmental test pit survey	6-Oct-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	7	45
140260007	IO	Yes	0.288	N/A	N/A	Requires Stage 2 survey	7	N/A
140260007	IO	Yes	0.000	Previously assessed (MPPA 1986)	N/A	N/A	7	N/A
140260007	IO	Yes	0.019	Visual inspection	6-Oct-17	Previously disturbed; no archaeological potential	7	45
140260012	Unknown	No	0.176	Previously assessed (ASI 2017)	N/A	N/A	7	N/A
140260012	Unknown	No	0.000	Previously assessed (MPPA 1986)	N/A	N/A	7	N/A
140260051	IO	Yes	0.098	Judgmental test pit survey	23-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	6	37
140260051	IO	Yes	0.766	Pedestrian survey	30-Apr-18	Pedestrian survey at 5m intervals	6	49
140260051	IO	Yes	0.050	Previously assessed (ASI 2017)	N/A	N/A	6	N/A
140260051	IO	Yes	0.349	Visual inspection	23-Nov-17	Permanently low and wet; no archaeological potential	6	40, 41
140260051	IO	Yes	0.050	Visual inspection	23-Nov-17	Previously disturbed; no archaeological potential	6	37
140260061	Unknown	No	0.058	Previously assessed (ASI 2017)	N/A	N/A	6	N/A
140260173	MTO	Yes	0.018	Previously assessed (ASI 2017)	N/A	N/A	7	N/A
140260173	MTO	Yes	0.558	Previously assessed (MPPA 1986)	N/A	N/A	7	N/A
140260183	Texran Enterprises Inc.	No	0.055	N/A	N/A	Requires Stage 2 survey	8	N/A
140260183	Texran Enterprises Inc.	No	0.439	Previously assessed (ASI 2017)	N/A	N/A	8	N/A
140260183	Texran Enterprises Inc.	No	0.001	Previously assessed (MPPA 1986)	N/A	N/A	8	N/A
140260183	Texran Enterprises Inc.	No	0.020	Visual inspection	21-Nov-17	Previously disturbed; no archaeological potential	8	36
140260184	MTO	Yes	0.135	Previously assessed (ASI 2017)	N/A	N/A	8	N/A
140260184	MTO	Yes	0.000	Previously assessed (MPPA 1986)	N/A	N/A	8	N/A
140260184	MTO	Yes	0.014	Visual inspection	21-Nov-17	Permanently low and wet; no archaeological potential	8	36
140260184	MTO	Yes	0.069	Visual inspection	21-Nov-17	Previously disturbed; no archaeological potential	8	36
140260184	MTO	Yes	0.000	Visual inspection	21-Nov-17	Permanently low and wet; no archaeological potential	8	36
140260198	2074070 Ontario Inc.	No	0.027	N/A	N/A	Requires Stage 2 survey	8	N/A
140260198	2074070 Ontario Inc.	No	0.438	Previously assessed (ASI 2017)	N/A	N/A	8	N/A
140260199	Texran Enterprises Inc.	Yes	0.000	Judgmental test pit survey	6-Oct-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	7, 8	45
140260199	Texran Enterprises Inc.	Yes	0.069	N/A	N/A	Requires Stage 2 survey	7, 8	N/A
140260199	Texran Enterprises Inc.	Yes	0.320	Previously assessed (ASI 2017)	N/A	N/A	7, 8	N/A
140260199	Texran Enterprises Inc.	Yes	1.137	Previously assessed (MPPA 1986)	N/A	N/A	7, 8	N/A
140260199	Texran Enterprises Inc.	Yes	0.000	Visual inspection	21-Nov-17	Previously disturbed; no archaeological potential	7, 8	36

PIN	Property Owner	PTE	Area (ha)	Survey Method	Date of Survey	Results	Figure	Plate
140260325	IO	Yes	0.114	Judgmental test pit survey	23-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	8	46
140260325	IO	Yes	0.839	Pedestrian survey	30-Apr-18	Pedestrian survey at 5m intervals	8	49
140260325	IO	Yes	0.257	Previously assessed (ASI 2017)	N/A	N/A	8	N/A
140260325	Unknown	No	0.187	Previously assessed (ASI 2017)	N/A	N/A	8	N/A
140260325	IO	Yes	0.012	Visual inspection	21-Nov-17	Permanently low and wet; no archaeological potential	8	40, 41
140280113	IO	Yes	0.683	Pedestrian survey	15-Jun-18	Pedestrian survey at 1m intervals due to weed cover	6	47
140280113	IO	Yes	0.025	Pedestrian survey	15-Jun-18	Pedestrian survey at 1m intervals due to weed cover	6	47
140280113	Unknown	No	0.072	Previously assessed (ASI 2004b)	N/A	N/A	6	N/A
140280113	Unknown	No	0.115	Previously assessed (ASI 2017)	N/A	N/A	6	N/A
140280113	IO	Yes	1.310	Previously assessed (ASI 2017)	N/A	N/A	6	N/A
140280137	Unknown	No	0.039	Previously assessed (ASI 2000)	N/A	N/A	6	N/A
140280137	Unknown	No	0.031	Previously assessed (ASI 2017)	N/A	N/A	6	N/A
140280395	City of Brampton	Yes	0.068	Judgmental test pit survey	6-Oct-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	7	44
140280395	City of Brampton	Yes	1.047	Previously assessed (ASI 2004b)	N/A	N/A	7	N/A
140280395	City of Brampton	Yes	0.273	Previously assessed (ASI 2017)	N/A	N/A	7	N/A
140280396	IO	Yes	0.537	N/A	N/A	Requires Stage 2 survey	6	N/A
140280396	IO	Yes	3.725	Pedestrian survey	1-Jun-18	Pedestrian survey at 5m intervals	6	48
140280396	IO	Yes	6.155	Previously assessed (ASI 2004b)	N/A	N/A	6	N/A
140280396	IO	Yes	0.502	Previously assessed (ASI 2017)	N/A	N/A	7, 8	N/A
140280396	IO	Yes	0.223	Previously assessed (MPPA 1986)	N/A	N/A	7, 8	N/A
140280396	IO	Yes	0.261	Test pit survey	1-Jun-18	Test pit survey at 5m intervals	7	42, 50
140280396	IO	Yes	0.102	Visual inspection	6-Oct-17	Permanently low and wet; no archaeological potential	7	39
140280396	IO	Yes	0.341	Visual inspection	1-Jun-18 & 6-Oct-17	Previously disturbed; no archaeological potential	6	31, 32
140280396	IO	Yes	0.011	Visual inspection	1-Jun-18	Severely sloped (> 20°); no archaeological potential	6	38
407 TRANSITWAY SEGMENT D								
140220076	IO	Yes	0.071	Judgmental test pit survey	20-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	9	53, 54
140210280	Unknown	No	0.062	Previously assessed (ASI 2017)	N/A	N/A	9	N/A
140211232	IO	Yes	0.006	Previously assessed (ASI 2017)	N/A	N/A	11	N/A
140220018	MTO	Yes	0.000	N/A	N/A	Requires Stage 2 survey	10	N/A
140220018	MTO	Yes	0.188	Previously assessed (ASI 2017)	N/A	N/A	10	N/A
140220018	MTO	Yes	0.065	Visual inspection	21-Nov-17	Permanently low and wet; no archaeological potential	10	56
140220018	MTO	Yes	0.190	Visual inspection	21-Nov-17	Previously disturbed; no archaeological potential	10	55
140220019	Unknown	No	0.242	Previously assessed (ASI 2017)	N/A	N/A	10	N/A
140220021	Unknown	No	0.020	Previously assessed (ASI 2017)	N/A	N/A	10	N/A

Stage 2 Archaeological Assessment
Highway 407 Transitway Project – Hurontario Street to Highway 400
Cities of Mississauga, Brampton, Vaughan, and Toronto, Ontario

PIN	Property Owner	PTE	Area (ha)	Survey Method	Date of Survey	Results	Figure	Plate
140220022	Unknown	No	0.001	Previously assessed (ASI 2017)	N/A	N/A	10	N/A
140220033	Canadian National Railway	No	0.184	Visual inspection	21-Nov-17	Previously disturbed; no archaeological potential	10	53, 54
140220045	Unknown	No	0.000	Previously assessed (ASI 2003)	N/A	N/A	10	N/A
140220066	Unknown	No	0.000	N/A	N/A	Requires Stage 2 survey	10	N/A
140220066	Unknown	No	0.099	Previously assessed (ASI 2017)	N/A	N/A	10	N/A
140220068	Unknown	No	0.185	Previously assessed (ASI 2017)	N/A	N/A	10	N/A
140220076	IO	Yes	0.049	Test pit survey	20-Nov-17	Test pit survey at 5m intervals	10	61
140220076	IO	Yes	0.014	Visual inspection	20-Nov-17	Previously disturbed; no archaeological potential	10	53, 54
140220092	City of Brampton	Yes	0.061	Judgmental test pit survey	20-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	10	63
140220092	City of Brampton	Yes	0.102	Visual inspection	20-Nov-17	Permanently low and wet; no archaeological potential	10	60
140220092	City of Brampton	Yes	0.011	Visual inspection	20-Nov-17	Previously disturbed; no archaeological potential	10	53, 54
140220093	City of Brampton	Yes	0.000	Visual inspection	20-Nov-17	Permanently low and wet; no archaeological potential	10	60
140220093	City of Brampton	Yes	0.012	Visual inspection	20-Nov-17	Previously disturbed; no archaeological potential	10	53, 54
140220138	Willow Bunch Developments	No	0.000	N/A	N/A	Requires Stage 2 survey	10	N/A
140220138	Willow Bunch Developments	No	0.203	N/A	N/A	Requires Stage 2 survey	10	N/A
140220138	Willow Bunch Developments	No	0.000	N/A	N/A	Requires Stage 2 survey	10	N/A
140220138	Willow Bunch Developments	No	0.086	Previously assessed (ASI 2017)	N/A	N/A	10	N/A
140220139	Unknown	No	0.695	Previously assessed (ASI 2017)	N/A	N/A	10	N/A
140220141	Unknown	No	0.137	Previously assessed (ASI 2017)	N/A	N/A	10	N/A
140220216	Unknown	No	0.001	Previously assessed (ASI 2003)	N/A	N/A	10	N/A
140220217	IO	Yes	3.697	N/A	N/A	Requires Stage 2 survey	10, 11	N/A
140220217	IO	Yes	2.469	Pedestrian survey	7-May-18	Pedestrian survey at 5m intervals	10, 11	65
140220217	IO	Yes	0.937	Previously assessed (ASI 2003)	N/A	N/A	10, 11	N/A
140220217	IO	Yes	0.043	Previously assessed (ASI 2017)	N/A	N/A	10, 11	N/A
140220217	IO	Yes	0.366	Test pit survey	20-Nov-17	Test pit survey at 5m intervals	10	61
140220217	IO	Yes	0.027	Visual inspection	20-Nov-17	Permanently low and wet; no archaeological potential	10	59
140220217	IO	Yes	0.062	Visual inspection	20-Nov-17	Previously disturbed; no archaeological potential	10	57
140220217	IO	Yes	0.040	Visual inspection	20-Nov-17	Severely sloped (> 20°); no archaeological potential	10	58
140250139	Unknown	No	0.000	N/A	N/A	Requires Stage 2 survey	10	N/A
140250139	Unknown	No	0.001	Previously assessed (ASI 2003)	N/A	N/A	10	N/A
140250139	Unknown	No	0.171	Previously assessed (ASI 2017)	N/A	N/A	10	N/A
140250140	Unknown	No	0.007	N/A	N/A	Requires Stage 2 survey	9, 10	N/A
140250140	Unknown	No	1.431	Previously assessed (ASI 2017)	N/A	N/A	9, 10	N/A

PIN	Property Owner	PTE	Area (ha)	Survey Method	Date of Survey	Results	Figure	Plate
140260061	Unknown	No	0.011	Previously assessed (ASI 2017)	N/A	N/A	10	N/A
140260317	Unknown	No	2.436	Previously assessed (ASI 2017)	N/A	N/A	9	N/A
Unknown	Unknown	No	6.388	N/A	N/A	Requires Stage 2 survey	9, 10	N/A
Unknown	Unknown	No	0.608	Previously assessed (ASI 2003)	N/A	N/A	9, 10	N/A
407 TRANSITWAY SEGMENT E								
32200033	Unknown	No	0.056	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
32200033	Unknown	No	0.000	Previously assessed (ASI 2009)	N/A	N/A	13	N/A
32200038	Unknown	No	0.058	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
32200048	Unknown	No	0.025	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
32200092	Unknown	No	1.960	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
32200092	Unknown	No	0.021	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
32200094	Unknown	No	0.741	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
32200094	Unknown	No	0.001	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
32200107	Unknown	No	0.001	N/A	N/A	Requires Stage 2 survey	13	N/A
32200107	Unknown	No	0.062	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
32200107	Unknown	No	0.003	Previously assessed (ASI 2009)	N/A	N/A	13	N/A
32200107	Unknown	No	0.152	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
32200193	Unknown	No	0.015	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
32200193	Unknown	No	0.001	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
32200194	Unknown	No	0.056	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
32200232	IO	Yes	0.107	N/A	N/A	Requires Stage 2 survey	13	N/A
32200232	IO	Yes	0.817	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
32200232	IO	Yes	6.813	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010001	Unknown	No	0.008	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
73010001	Unknown	No	0.051	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010002	Unknown	No	0.118	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010003	Unknown	No	0.078	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010004	Unknown	No	0.099	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010005	Unknown	No	0.251	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010006	Unknown	No	0.171	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010007	Unknown	No	0.244	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010008	Unknown	No	0.723	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010011	Unknown	No	0.269	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010012	Unknown	No	0.028	Previously assessed (ASI 2017)	N/A	N/A	13	N/A

PIN	Property Owner	PTE	Area (ha)	Survey Method	Date of Survey	Results	Figure	Plate
73010092	Unknown	No	0.001	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
73010098	Unknown	No	0.027	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
73010098	Unknown	No	0.508	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
73010118	Unknown	No	0.049	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
73010133	Unknown	No	0.243	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
73010133	Unknown	No	0.317	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
140210058	Unknown	No	0.090	Previously assessed (ASI 2017)	N/A	N/A	12	N/A
140210059	Unknown	No	0.090	Previously assessed (ASI 2017)	N/A	N/A	12	N/A
140210060	Unknown	No	0.188	Previously assessed (ASI 2017)	N/A	N/A	12	N/A
140210190	Unknown	No	0.759	Previously assessed (ASI 2003)	N/A	N/A	12	N/A
140210190	Unknown	No	0.070	Previously assessed (Burgar 1991)	N/A	ROW Site (AkGv-121) has CHVI; requires Stage 3 assessment	12	N/A
140210192	Unknown	No	0.065	Previously assessed (ASI 2017)	N/A	N/A	12, 13	N/A
140210276	Unknown	No	0.062	Previously assessed (ASI 2017)	N/A	N/A	12	N/A
140210278	IO	Yes	0.166	Previously assessed (ASI 2017)	N/A	N/A	12	N/A
140211056	Unknown	No	0.020	N/A	N/A	Requires Stage 2 survey	12	N/A
140211056	Unknown	No	1.194	Previously assessed (ASI 2003)	N/A	N/A	12	N/A
140211056	Unknown	No	0.004	Previously assessed (ASI 2009)	N/A	N/A	12	N/A
140211056	Unknown	No	0.028	Previously assessed (ASI 2017)	N/A	N/A	12	N/A
140211056	Unknown	No	0.240	Previously assessed (Burgar 1991)	N/A	ROW Site (AkGv-121) has CHVI; requires Stage 3 assessment	12	N/A
140211232	IO	Yes	0.078	Visual inspection	27-Nov-17	Permanently low and wet; no archaeological potential	11, 12	66
140211232	IO	Yes	1.008	Pedestrian survey	7-May-18	Pedestrian survey at 5m intervals	11, 12	72
140211232	IO	Yes	0.023	N/A	N/A	Requires Stage 2 survey	11, 12	N/A
140211232	IO	Yes	0.233	Previously assessed (ASI 2017)	N/A	N/A	11, 12	N/A
140211489	Finch and Steeles Investments	Yes	0.197	Judgmental test pit survey	15-Jun-18	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	12	67, 70, 71
140211489	Finch and Steeles Investments	Yes	0.022	Test pit survey	15-Jun-18	Test pit survey at 5m intervals	12	68, 69
140211489	Finch and Steeles Investments	Yes	0.041	Visual inspection	15-Jun-18	Permanently low and wet; no archaeological potential	12	67
140211489	Finch and Steeles Investments	Yes	0.012	Previously assessed (ASI 2017)	N/A	N/A	12	N/A
140211492	Unknown	No	0.751	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
140211493	Unknown	No	0.105	N/A	N/A	Requires Stage 2 survey	13	N/A
140211493	Unknown	No	0.188	Previously assessed (ASI 2003)	N/A	N/A	13	N/A
140211493	Unknown	No	0.111	Previously assessed (ASI 2009)	N/A	N/A	13	N/A
140211493	Unknown	No	0.108	Previously assessed (ASI 2017)	N/A	N/A	13	N/A

PIN	Property Owner	PTE	Area (ha)	Survey Method	Date of Survey	Results	Figure	Plate
140219504	Claireville Holdings Ltd.	No	1.940	N/A	N/A	Requires Stage 2 survey	11, 12	N/A
Unknown	Unknown	No	0.073	Previously assessed (ASI 2017)	N/A	N/A	13	N/A
407 TRANSITWAY SEGMENT F								
32200026	Unknown	No	0.080	Previously assessed (ASI 2003)	N/A	N/A	14	N/A
32200027	Unknown	No	0.150	Previously assessed (ASI 2003)	N/A	N/A	14	N/A
32200086	IO	Yes	0.090	Visual inspection	27-Nov-17	Previously disturbed; no archaeological potential	14	77
32200086	IO	Yes	0.259	Previously assessed (ASI 2003)	N/A	N/A	14	N/A
32200086	IO	Yes	0.283	Judgmental test pit survey	27-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	14	76, 81
32200086	IO	Yes	1.878	Pedestrian survey	27-Nov-17	Pedestrian survey at 5m intervals	14	83
32200092	Unknown	No	0.434	Previously assessed (ASI 2003)	N/A	N/A	14	N/A
32200109	City of Vaughan	Yes	0.000	N/A	N/A	Requires Stage 2 survey	14	N/A
32200109	City of Vaughan	Yes	0.019	Pedestrian survey	27-Nov-17	Pedestrian survey at 5m intervals	14	83
32200109	City of Vaughan	Yes	0.026	Visual inspection	27-Nov-17	Previously disturbed; no archaeological potential	14	77
32200109	City of Vaughan	Yes	0.059	Previously assessed (ASI 2003)	N/A	N/A	14	N/A
32200109	City of Vaughan	Yes	0.185	Judgmental test pit survey	27-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	14	81
32200232	IO	Yes	0.001	Judgmental test pit survey	27-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	14	81
32200232	IO	Yes	0.038	Visual inspection	27-Nov-17	Severely sloped (> 20°); no archaeological potential	14	76
32200232	IO	Yes	0.210	Visual inspection	27-Nov-17	Permanently low and wet; no archaeological potential	14	76
32200232	IO	Yes	0.593	Previously assessed (ASI 2003)	N/A	N/A	14	N/A
32200232	IO	Yes	1.292	N/A	N/A	Requires Stage 2 survey	14	N/A
32200232	IO	Yes	1.793	Visual inspection	27-Nov-17	Previously disturbed; no archaeological potential	14	73, 74
32200232	IO	Yes	2.726	Previously assessed (ASI 2017)	N/A	N/A	14	N/A
32210001	MTO	Yes	0.007	Previously assessed (ASI 2006)	N/A	N/A	14	N/A
32210001	MTO	Yes	0.114	Previously assessed (ASI 2003)	N/A	N/A	14	N/A
32210001	MTO	Yes	0.132	Previously assessed (ASI 2017)	N/A	N/A	14	N/A
32210001	MTO	Yes	0.175	Visual inspection	27-Nov-17	Previously disturbed; no archaeological potential	14	78
32210087	Unknown	No	0.041	Previously assessed (ASI 2004a)	N/A	N/A	14	N/A
32210089	Unknown	No	0.008	Previously assessed (ASI 2004a)	N/A	N/A	14, 15	N/A
32210089	Unknown	No	0.237	Previously assessed (ASI 2017)	N/A	N/A	14, 15	N/A
32210089	Unknown	No	0.564	Previously assessed (ASI 2006)	N/A	N/A	14, 15	N/A
32210142	MTO	Yes	0.062	Previously assessed (ASI 2006)	N/A	N/A	14, 15	N/A
32210142	MTO	Yes	0.107	Previously assessed (ASI 2017)	N/A	N/A	14, 15	N/A
32210142	MTO	Yes	0.172	Previously assessed (ASI 2004a)	N/A	N/A	14, 15	N/A
32210142	MTO	Yes	0.430	N/A	N/A	Requires Stage 2 survey	14, 15	N/A

PIN	Property Owner	PTE	Area (ha)	Survey Method	Date of Survey	Results	Figure	Plate
32210142	MTO	Yes	0.945	Judgmental test pit survey	1-May-18	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	14, 15	80, 82
32220377	IO	Yes	0.013	Previously assessed (ASI 2017)	N/A	N/A	15	N/A
32220377	IO	Yes	0.311	Visual inspection	7-May-18	Previously disturbed; no archaeological potential	15	79
32220377	IO	Yes	0.394	N/A	N/A	Requires Stage 2 survey	15	N/A
32220711	Unknown	No	0.007	Previously assessed (ASI 2017)	N/A	N/A	15	N/A
32220711	Unknown	No	0.117	N/A	N/A	Requires Stage 2 survey	15	N/A
407 TRANSITWAY SEGMENT G								
32220377	IO	Yes	2.494	Visual inspection	7-May-18	Previously disturbed; no archaeological potential	15, 16	84, 85
32220382	City of Vaughan	Yes	0.067	Visual inspection	7-May-18	Previously disturbed; no archaeological potential	16	86
32220395	IO	Yes	0.192	Previously assessed (ASI 2017)	N/A	N/A	17	N/A
32220395	IO	Yes	0.201	Visual inspection	1-May-18	Previously disturbed; no archaeological potential	17	91, 92
32220705	IO	Yes	0.482	Previously assessed (ASI 2017)	N/A	N/A	16, 17	N/A
32220705	IO	Yes	3.068	Visual inspection	7-May-18	Previously disturbed; no archaeological potential	16, 17	86-90
32220717	Canadian Pacific Railway	No	0.113	Previously assessed (ASI 2017)	N/A	N/A	17	N/A
32220717	Canadian Pacific Railway	No	0.073	Visual inspection	1-May-18	Previously disturbed; no archaeological potential	17	91
32230052	Unknown	No	0.002	Previously assessed (ASI 2017)	N/A	N/A	17	N/A
32230735	Unknown	No	0.000	Previously assessed (ASI 2017)	N/A	N/A	17	N/A
407 TRANSITWAY SEGMENT H								
32230052	Unknown	No	0.021	N/A	N/A	Requires Stage 2 survey	17	N/A
32230052	Unknown	No	0.501	Previously assessed (ASI 2017)	N/A	N/A	17	N/A
32230062	Unknown	No	7.809	N/A	N/A	Requires Stage 2 survey	17	N/A
32230062	Unknown	No	2.426	Previously assessed (ASI 2017)	N/A	N/A	17	N/A
32230063	Unknown	No	0.140	N/A	N/A	Requires Stage 2 survey	17	N/A
32230063	Unknown	No	0.001	Previously assessed (ASI 2017)	N/A	N/A	17	N/A
32240001	Unknown	No	0.071	N/A	N/A	Requires Stage 2 survey	17	N/A
32240001	Unknown	No	0.111	Previously assessed (ASI 2017)	N/A	N/A	17	N/A
32240007	IO	Yes	0.317	Judgmental test pit survey	28-Nov-17	Judgmental test pit survey (10 m) determined previous disturbance; no archaeological potential	17, 18	93, 95, 96
32240007	IO	Yes	3.917	N/A	N/A	Requires Stage 2 survey	17, 18	N/A
32240007	IO	Yes	0.900	Pedestrian survey	15-Jun-18	Pedestrian survey at 5m intervals	18	97
32240007	IO	Yes	1.106	Previously assessed (ASI 2017)	N/A	N/A	18	N/A
32240007	IO	Yes	0.189	Visual inspection	28-Nov-17	Permanently low and wet; no archaeological potential	18	94
32240007	IO	Yes	0.021	Visual inspection	28-Nov-17	Previously disturbed; no archaeological potential	18	93
32240232	Galcat Investments	No	0.637	N/A	N/A	Requires Stage 2 survey	17, 18	N/A

PIN	Property Owner	PTE	Area (ha)	Survey Method	Date of Survey	Results	Figure	Plate
32240232	Galcat Investments	No	0.222	Previously assessed (ASI 2017)	N/A	N/A	17, 18	N/A
32240232	Galcat Investments	No	0.001	Previously assessed (ASI 2017)	N/A	N/A	17, 18	N/A
32280061	Unknown	No	0.287	N/A	N/A	Requires Stage 2 survey	19	N/A
32280073	Unknown	No	0.020	N/A	N/A	Requires Stage 2 survey	19	N/A
32280156	Unknown	No	0.135	N/A	N/A	Requires Stage 2 survey	19	N/A
32280187	Unknown	No	0.001	N/A	N/A	Requires Stage 2 survey	19	N/A
32280190	Unknown	No	0.000	N/A	N/A	Requires Stage 2 survey	19	N/A
32280191	Unknown	No	1.565	N/A	N/A	Requires Stage 2 survey	19	N/A
32280192	Unknown	No	0.193	N/A	N/A	Requires Stage 2 survey	19	N/A
32280275	Unknown	No	0.181	N/A	N/A	Requires Stage 2 survey	19	N/A
32280299	Unknown	No	0.341	N/A	N/A	Requires Stage 2 survey	19	N/A

12.0 APPENDIX B: Lithic Artifact Catalogue

Lithic Catalogue: All Sites

Cat #	Context	Type	Stratum	Qty	Material	TA	Notes
16EA-058 - P2							
L1	Surface	Secondary Knapping Flake	Ploughzone	1	Onondaga Chert	0	
L2	Surface	Secondary Knapping Flake	Ploughzone	1	Onondaga Chert	0	
				2			0
16EA-058 - P3							
L1	Surface	Secondary Knapping Flake	Ploughzone	1	Onondaga Chert	0	
L2	Surface	Flake Fragment	Ploughzone	1	Onondaga Chert	0	
L3	Surface	Flake Fragment	Ploughzone	1	Onondaga Chert	0	
L4	Surface	Flake Fragment	Ploughzone	1	Onondaga Chert	0	
				4			0
16EA-058 - P4							
L1	Surface	Projectile Point	Ploughzone	1	Bois Blanc Chert	0	Nettling (Early Archaic Period [ca. 9500 BP - 8900 BP]); refined; no serration; slight edge and shoulder damage; L 37.9 mm W 21.9 mm T 6.5 mm
L2	Surface	Projectile Point	Ploughzone	1	Onondaga Chert	0	Nettling (Early Archaic Period [ca. 9500 BP - 8900 BP]); refined; slight plano-convex; no serration; basal grinding; missing tip and basal ear; L 41.6 mm W 23.3 mm T 6.4 mm
				2			0
16EA-058 - P5							
L1	Surface	Secondary Retouch Flake	Ploughzone	1	Onondaga Chert	0	
L2	Surface	Flake Fragment	Ploughzone	1	Onondaga Chert	0	
				2			0
16EA-058 - P6							
L1	Surface	Biface	Ploughzone	1	Onondaga Chert	0	medial fragment; refined; substantial edge damage; L 31.4 mm W 32 mm T 5.7 mm
				1			0