

# Appendix B – Archaeology and Cultural Heritage

Schedule “C” Class Environmental Assessment for Airport  
Road from Braydon Boulevard / Stonecrest Drive to  
Countryside Drive



# B.1 – Stage 1 Archaeology Assessment Report

Schedule “C” Class Environmental Assessment for Airport  
Road from Braydon Boulevard / Stonecrest Drive to  
Countryside Drive



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
AIRPORT ROAD IMPROVEMENTS  
BRAYDON BOULEVARD TO COUNTRYSIDE DRIVE  
PART OF LOTS 13-16, CONCESSION 6 EAST OF CENTRE ROAD  
(FORMER TOWNSHIP OF CHINGUACOUSY)  
AND PART OF LOTS 13-16, CONCESSION 7 NORTHEASTERN DIVISION  
(FORMER TOWNSHIP OF TORONTO GORE)  
COUNTY OF PEEL  
CITY OF BRAMPTON  
REGIONAL MUNICIPALITY OF PEEL, ONTARIO**

**ORIGINAL REPORT**

Prepared for:

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Ministry of Tourism, Culture and Sport PIF# P1066-0047-2017  
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**Stage 1 Archaeological Assessment  
Airport Road Improvements  
Braydon Boulevard to Countryside Drive  
Part of Lots 13-16, Concession 6 East of Centre Road  
(Former Township of Chinguacousy)  
and Part of Lots 13-16, Concession 7 Northeastern Division  
(Former Township of Toronto Gore)  
County of Peel  
City of Brampton  
Regional Municipality of Peel, Ontario**

**EXECUTIVE SUMMARY**

Archaeological Services Inc. (ASI) was contracted by HDR Inc. to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Airport Road Improvements Class Environmental Assessment, which involves widening of Airport Road between Braydon Boulevard/Stonecrest Drive and Countryside Drive in the City of Brampton, Regional Municipality of Peel, Ontario.

The Stage 1 background study determined that 23 previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 assessment.

In light of these results, the following recommendations are made:

1. Part of the Study Area exhibits archaeological potential. These lands require Stage 2 archaeological assessment by test pit survey at five metre intervals, prior to any proposed impacts to the property;
2. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance. These lands do not require further archaeological assessment; and,
3. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.



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## 1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by HDR Inc. to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Airport Road Improvements Class Environmental Assessment, which involves widening of Airport Road between Braydon Boulevard/Stonecrest Drive and Countryside Drive in the City of Brampton, Regional Municipality of Peel, Ontario (Figure 1).

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (1990, as amended in 2009) and the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Tourism, Culture and Sport (MTCS).

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

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

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

## 1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (1990) and regulations made under the Act, and are therefore subject to all associated legislation. This project is being conducted in accordance with the Municipal Engineers' Association document *Municipal Class Environmental Assessment* (2000 as amended in 2007, 2011 and 2015).

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted by HDR Inc. on June 21, 2017.





## 1.2 Historical Context

The purpose of this section, according to the S & G, Section 7.5.7, Standard 1, is to describe the past and present land use and the settlement history and any other relevant historical information pertaining to the Study Area. A summary is first presented of the current understanding of the Indigenous land use of the Study Area. This is then followed by a review of the historical Euro-Canadian settlement history.

### 1.2.1 Indigenous Land Use and Settlement

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

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990, 2009; Brown 1995:13).

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

From approximately 1,000 BP until approximately 300 BP, lifeways became more similar to that described in early historical documents. During the Early Iroquoian phase (AD 1000-1300), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By the second quarter of the first millennium BP, during the Middle Iroquoian phase (AD 1300-1450), this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). In the Late Iroquoian phase (AD 1450-1649) this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. By AD 1600, the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the



traditional enmity between the Haudenosaunee<sup>1</sup> and the Huron-Wendat (and their Algonkian allies such as the Nippissing and Odawa) led to the dispersal of the Huron-Wendat.

Archaeologists have been able to reconstruct century long settlement sequences for one or perhaps two ancestral Huron-Wendat communities in the Humber valley between A.D. 1400 and 1600: one in the middle Humber-Black Creek drainage area and the other in the upper reaches of the Humber Valley. A number of Late Iroquoian period villages have also been identified along the east and west branches of the Don River in the City of Vaughan.

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

When the Senecas established Teiaiagon at the mouth of the Humber, they were in command of the traffic across the peninsula to Lake Simcoe and the Georgian Bay. Later, Mississauga and earliest European presence along the north shore, was therefore also largely defined by the area's strategic importance for accessing and controlling long established economic networks. Prior to the arrival of the Seneca, these economic networks would have been used by indigenous groups for thousands of years. While the trail played an important part during the fur trade, people would also travel the trail in order to exploit the resources available to them across south-central Ontario, including the various spawning runs, such as the salmon coming up from Lake Ontario or herring or lake trout in Lake Simcoe.

Due, in large part, to increased military pressure from the French upon their homelands south of Lake Ontario, the Haudenosaunee abandoned their north shore frontier settlements by the late 1680s, although they did not relinquish their interest in the resources of the area, as they continued to claim the north shore as part of their traditional hunting territory. The territory was immediately occupied or re-occupied by Anishinaabek groups, including the Mississauga, Ojibwa (or Chippewa) and Odawa, who, in the early seventeenth century, occupied the vast area extending from the east shore of Georgian Bay, and the north shore of Lake Huron, to the northeast shore of Lake Superior and into the upper peninsula of Michigan. Individual bands were politically autonomous and numbered several hundred people. Nevertheless, they shared common cultural traditions and relations with one another and the land. These groups were highly mobile, with a subsistence economy based on hunting, fishing, gathering of wild plants, and garden farming. Their movement southward also brought them into conflict with the Haudenosaunee.

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

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<sup>1</sup> The Haudenosaunee are also known as the New York Iroquois or Five Nations Iroquois and after 1722 Six Nations Iroquois. They were a confederation of five distinct but related Iroquoian-speaking groups - the Seneca, Onondaga, Cayuga, Oneida, and Mohawk. Each lived in individual territories in what is now known as the Finger Lakes district of Upper New York. In 1722 the Tuscarora joined the confederacy.



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

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

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

Historically, the Study Area is located in the County of Peel, on part of Lots 13-16, Concession 6, former Chinguacousy Township, and on part of Lots 13-16, Concession 7 Northern Division in the former Toronto Gore Township.

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

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

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



### *Chinguacousy Township*

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

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

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

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

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

### *Toronto Gore Township*

The Township of Toronto Gore was established in 1831, and its name is derived from its particular boundary shape, as it resembles a wedge introduced between the adjacent townships of Chinguacousy, Toronto, Vaughan, and Etobicoke. The area that would eventually comprise the Township of Toronto Gore was formally surveyed in 1818, and the first “legal” settlers took up their lands later in that same



year. The first landowners in the township were composed of settlers from New Brunswick, the United States, and also some United Empire Loyalists and their children. The Township of Toronto Gore remained a part of the County of Peel until 1973, and in 1974, the Township became a part of the City of Brampton (Mika and Mika 1981; Armstrong 1985:142).

### *Tullamore*

The hamlet of Tullamore was located at the intersection of what are now Mayfield Road and Airport Road, reportedly named by Abraham Odlum after his birth place in Ireland (City of Brampton 2016). By 1877, the hamlet consisted of numerous town lots and streets, and its earliest settlers included the Lindsay, Sargent, Curberry, Robinson and Hendycot families (Walker and Miles 1877:5, 66). Registered plans of subdivision for this village date from 1856. It was a thriving village during the mid-19th century, but its prosperity dwindled following the construction of the railways. As early as 1851, it was described as “a miserable, tumble-down, dilapidated looking place”, and it contained a school, a church, stores, a cabinet maker, a blacksmith, a wagon maker, a harness maker, a boot and shoemaker and one hotel (Smith 1851:281; Crossby 1873:340; Charters 1967:267; Winearls 1991:847).

### *Stanley’s Mills*

The village of Stanley’s Mills is located along what is now Airport Road in Lot 13 of Concessions 6, Township of Chinguacousy and Concession 7, Township of Toronto Gore. The 1877 indicates that the village contained a store, post office, wagon and carriage factory, blacksmith shop, hotel and a grist mill with a population of approximately 100 people (Walker and Miles 1877:63). The mill, owned by William Anderson, was the principal business of the village.

## **1.2.3 Historical Map Review**

The 1859 *Map of the County of Peel* (Tremaine 1859) and the 1877 *Historic Illustrated Atlas of the County of Peel* (Walker and Miles 1877), Chinguacousy and Toronto Gore Townships, were examined to determine the presence of historic features within the Study Area during the nineteenth century (Figures 2 and 3).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location of any property on historic mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.



Table 1: Nineteenth-century property owner(s) and historical features(s) within or adjacent to the Study Area

		<i>1859</i>		<i>1877</i>	
Con #	Lot #	Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
6	13	(?) Dale	None	Wm. Anderson	House (2), mill, orchards, Stanley's Mills town lots
		H. Pearen	House, Village of Stanley's Mills		
	14	A(?) Fleming	None	Jas Fleming	House, orchards
	15	Arthur Shaw	None	Arthur Shaw	House (2), orchards
7	13	John Baine	House	Noah Chant	House, orchards
		Geo Belfour	Village of Stanley's Mills	Jas Belfour	House (3), orchards (3)
	John Dale	Inn	Miles Fenlon (NR)	House, Stanley's Mills town lots	
	14	Jas McGee	None	Rich Berryman	House, orchards
	15	J Morrison	None	W. Endacott	House, orchards
		Mary Morrison	None	Robt Morrison	House
16	Wm Sargent	None	Wm Sargent	School house, house, orchards	

NR – Non Resident

According to the 1859 map, structures associated with the village of Stanley's Mills are illustrated within the Study Area in Lot 13 of both concessions, including an inn, as well as a structure along the creek in Concession 6 and a house on Lot 16, concession 6. The maps also illustrate the hamlet of Tullamore and that Airport Road was a historically surveyed road forming the township line between Chinguacousy and Toronto Gore. By 1877, there are 16 structures illustrated along Airport Road, including William Anderson's mill near Stanley's Mills and the school house near Tullamore.

#### 1.2.4 Twentieth-Century Mapping Review

The 1919, 1934, and 1994 National Topographic System Bolton Sheet (Department of Militia and Defence 1919; Department of National Defence 1934; Department of Energy, Mines and Resources 1994), as well as the 1954 aerial photo of Brampton (University of Toronto 1954), were examined to determine the extent and nature of development and land uses within the Study Area (Figures 4-7). The maps and air photo illustrates that the Study Area remained relatively unchanged within a rural agricultural landscape throughout the twentieth century and only a few structures within or adjacent to the Study Area.

A review of available Google satellite imagery shows that the residential subdivision along the northwest part of the Study Area was previously agricultural fields until construction began in 2006, and that the lands surrounding the creek banks remained relatively unchanged since 2004. A house within the Study Area was located on the north side of Yellow Avens Boulevard is shown to have been demolished and the land heavily graded and filled after 2007 (Plate 5).

### 1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Study Area, its environmental characteristics (including drainage, soils or



surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the MTCS through “Ontario’s Past Portal”; published and unpublished documentary sources; and the files of ASI.

### ***1.3.1 Current Land Use and Field Conditions***

A Stage 1 property inspection was conducted on July 12, 2017 that noted the Study Area is located along Airport Road, currently a four-lane road within the right-of-way (ROW) which includes a centre median and sidewalks on both sides in grassy boulevards. The Study Area is surrounded by modern residential subdivisions and crosses two tributaries of the West Humber River between Brock Drive/Yellow Aves Boulevard and Eagle Plains Drive. Two stormwater management (SWM) ponds are located on the southwest side of the ROW.

### ***1.3.2 Geography***

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

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

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

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

The Study Area is on bevelled till plains within the Peel Plain, 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. 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 specifically in Trafalgar Township, near Unionville, and north of Brampton where in the latter location there is a partly 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. Further, deep groundwater accessed by boring is often found to be saline (Chapman and Putnam 1984:174–175).

Figure 8 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by clay to silt-textured till deposits as well as fine-textured and coarse-textured glaciolacustrine silt, sand, and gravel deposits (Ontario Geological Survey 2010). Soils in the Study Area consist of Fox sandy loam, a grey-brown podzolic with good drainage; Chinguacousy clay loam, a grey-brown podzolic with imperfect drainage; and Bottom Land, an alluvial soil with variable drainage. Figure 9 illustrates that most of the Study Area is imperfectly drained.

The Study Area is adjacent to two tributaries of the West Humber River. The Humber River watershed encompasses an area of 911 square kilometers with a main, east and west branch, originating on the Niagara Escarpment and the Oak Ridges Moraine and flowing through York and Peel Regions into the City of Toronto where it drains into Lake Ontario (Toronto and Region Conservation Authority 2016). The Humber River was designated as a Canadian Heritage River System in 1999 for its Carolinian forests, farms and old mills, and as its 10,000 year history of human settlement and significance as the Carrying Place Trail (Canadian Heritage Rivers System 2016).

### ***1.3.3 Previous Archaeological Research***

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

According to the OASD, 23 previously registered archaeological sites are located within one kilometre of the Study Area, one of which is within 50 metres (Ministry of Tourism, Culture and Sport 2017). A summary of the sites is provided below.





Table 2: List of previously registered sites within one kilometre of the Study Area

<b>Borden #</b>	<b>Site Name</b>	<b>Cultural Affiliation</b>	<b>Site Type</b>	<b>Researcher</b>
AkGw-96	Raine	Euro-Canadian	Homestead	ASI 1997
AkGw-131	N/A	Early Archaic	Findspot	MHCI 1999
AkGw-133	N/A	Early Woodland	Findspot	MHCI 1999
AkGw-134	Castlemore	Pre-Contact Indigenous	Findspot	Pearce 1999
AkGw-142	Shaw 1	Euro-Canadian	Homestead	ASI 1999
<b>AkGw-143</b>	<b>Shaw II</b>	<b>Euro-Canadian</b>	<b>Homestead</b>	<b>ASI 1999</b>
AkGw-154	N/A	Pre-Contact Indigenous	Findspot	Archeoworks Inc 2001
AkGw-159	Knap Off II	Pre-Contact Indigenous	Scatter	Archeoworks Inc. 2001
AkGw-160	Knap Off III	Pre-Contact Indigenous	Scatter	Archeoworks Inc. 2001
AkGw-161	Knap Off IV	Early Woodland	Scatter	Archeoworks Inc. 2001
AkGw-165	N/A	Pre-Contact Indigenous	Findspot	Archeoworks Inc. 2001
AkGw-175	Lacville	Pre-Contact Indigenous	Camp	ASI 2001
AkGw-176	Skyway	Pre-Contact Indigenous	Scatter	ASI 2001
AkGw-205	N/A	Pre-Contact Indigenous	Findspot	ASI 2002
AkGw-206	N/A	Early Woodland	Findspot	ASI 2002
AkGw-207	N/A	Pre-Contact Indigenous	Findspot	ASI 2002
AkGw-264	Tullamore Tenant (H1)	Euro-Canadian	Homestead	ASI 2004
AkGw-265	Farley (H2)	Euro-Canadian	Homestead	ASI 2004
AkGw-273	AkGw-273-P2	Early Woodland	Findspot	ASI 2004
AkGw-282	N/A	Late Archaic	Findspot	Archeoworks Inc. 2005
AkGw-321	Parkmount H1	Euro-Canadian	Homestead	Archeoworks Inc. 2007
AkGw-398	Terrace	Pre-Contact Indigenous	Unknown	AAL 2009
AkGw-401	McIntosh	Euro-Canadian	Homestead	Archeoworks Inc. 2008

Sites in **bold** are within 50m of the Study Area  
 MHCI – Mayer Heritage Consultants Inc.  
 AAL – Archaeological Assessments Ltd.

According to the background research, three previous reports detail fieldwork within 50 m of the Study Area.

ASI (1999) conducted a Stage 1 and 2 archaeological assessment for the residential subdivision in part of Lot 15, Concession 7 along the northeast side of Airport Road, at the time part of the Castlemore Golf and County Club lands. No archaeological materials were identified and the area was considered clear of archaeological concern.

ASI (2003) conducted a Stage 1 and 2 archaeological assessment for Phase 3 of the residential development on the Castlemore Golf and County Club lands, on part of Lot 15, Concession 7, south of



Countryside Drive and East of Airport Road. No archaeological materials were identified and the area was considered clear of archaeological concern.

ASI (2000) conducted a Stage 1 and 2 archaeological assessment for the residential subdivision in part of 15, Concession 6 southwest of the intersection of Airport Road and Countryside Drive. The Stage 2 pedestrian survey identified the Shaw II site (AkGw-143) just over 50 metres from the current Study Area. The site consisted of 22 Euro-Canadian homestead artifacts spread over an area approximately 40 m by 50 m. The site was not considered to have further cultural heritage value or interest and was cleared for development.

## **2.0 FIELD METHODS: PROPERTY INSPECTION**

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

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Peter Carruthers (P163) of ASI, on July 12, 2017, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a visual inspection only and did not include excavation or collection of archaeological resources. Fieldwork was only conducted when weather conditions were deemed suitable, per S&G Section 2. Previously identified features of archaeological potential were examined; additional features of archaeological potential not visible on mapping were identified and documented as well as any features that will affect assessment strategies. Field observations are compiled onto the existing conditions of the Study Area in Section 7.0 (Figures 10-11) and associated photographic plates are presented in Section 8.0 (Plates 1-12).

## **3.0 ANALYSIS AND CONCLUSIONS**

The historical and archaeological contexts have been analyzed to help determine the archaeological potential of the Study Area. These data are presented below in Section 3.1. Results of the analysis of the Study Area property inspection are presented in Section 3.2.



### 3.1 Analysis of Archaeological Potential

The S & G, Section 1.3.1, lists criteria that are indicative of archaeological potential. The Study Area meets the following criteria indicative of archaeological potential:

- Previously identified archaeological sites (see Table 2);
- Water sources: primary, secondary, or past water source (West Humber River tributaries);
- Early historic transportation routes (Airport Road, Countryside Drive);
- Proximity to early settlements (Tullamore, Stanley's Mills); and
- Well-drained soils (Fox sandy loam)

According to the S & G, Section 1.4 Standard 1e, no areas within a property containing locations listed or designated by a municipality can be recommended for exemption from further assessment unless the area can be documented as disturbed. The Municipal Heritage Register was consulted and no properties within the Study Area are Listed or Designated under the Ontario Heritage Act.

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

### 3.2 Analysis of Property Inspection Results

The property inspection determined that parts of the Study Area exhibit archaeological potential adjacent to a tributary of the West Humber River and the north side of Countryside Drive adjacent to the ROW (Plates 11; Figures 10-11: areas highlighted in green). These areas will require Stage 2 archaeological assessment prior to any development. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide.

The remainder of the Study Area has been subjected to deep soil disturbance events associated with the construction of the ROW and residential subdivisions, and according to the S & G Section 1.3.2 do not retain archaeological potential (Plates 1-12; Figures 10-11: areas highlighted in yellow). These areas do not require further survey.

### 3.3 Conclusions

The Stage 1 background study determined that 23 previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 assessment.



#### 4.0 RECOMMENDATIONS

In light of these results, the following recommendations are made:

1. Part of the Study Area exhibits archaeological potential. These lands require Stage 2 archaeological assessment by test pit survey at five metre intervals, prior to any proposed impacts to the property;
2. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance. These lands do not require further archaeological assessment; and,
3. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

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



## 5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

ASI also advises compliance with the following legislation:

- This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, 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 Ministry of Tourism, Culture and Sport, 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 *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.



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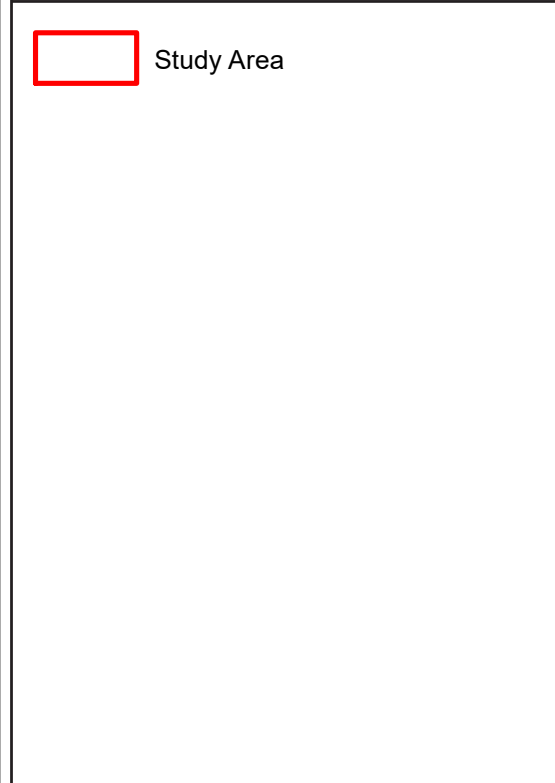
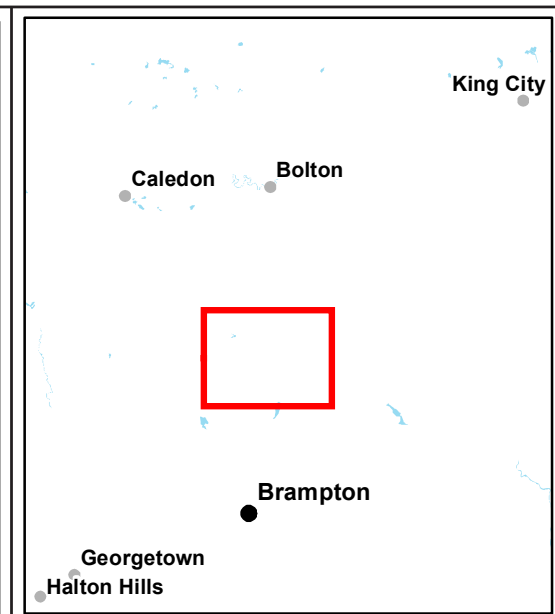
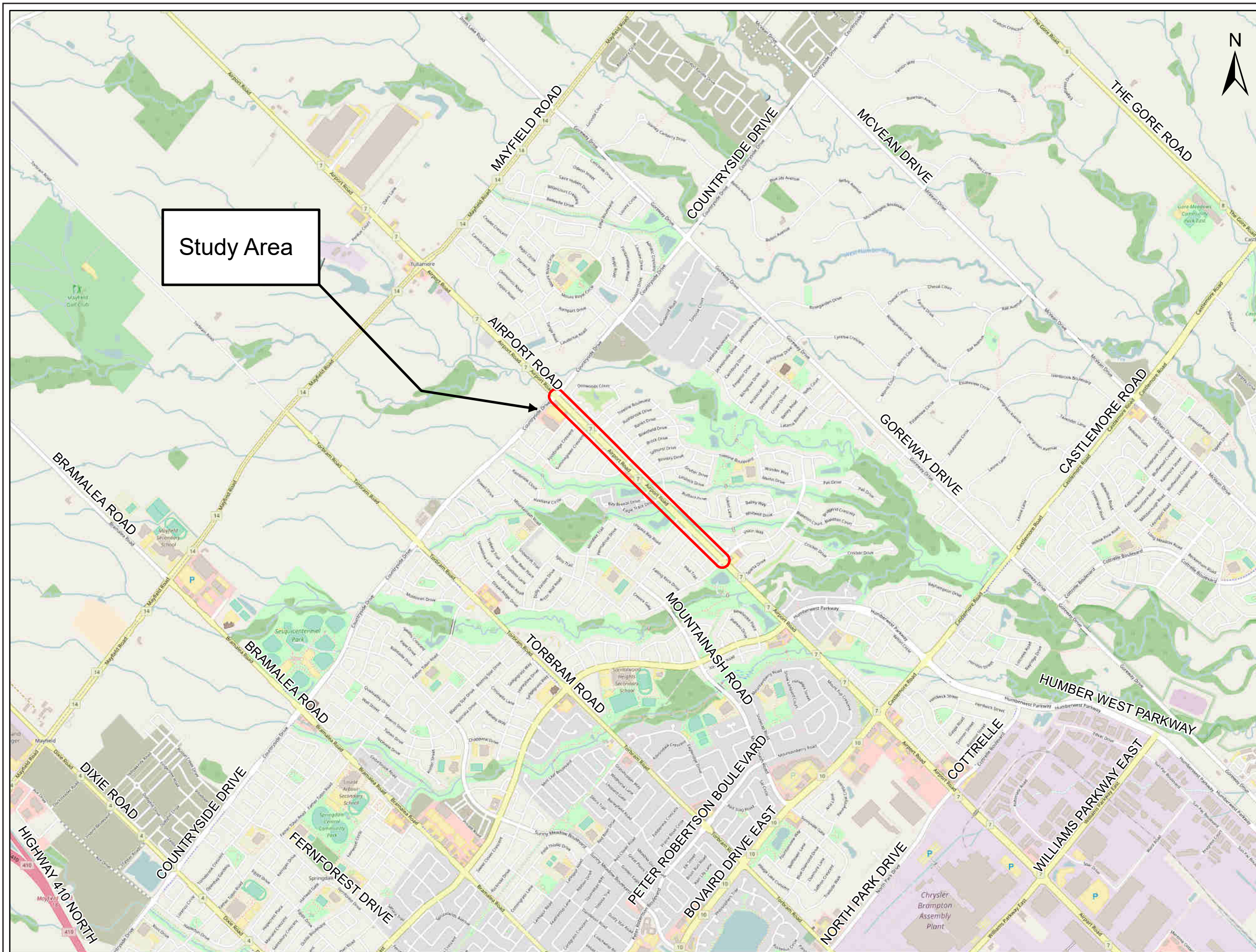
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## 7.0 MAPS





BASE: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)

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 DATE: 12-Jul-17  
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**Archaeological & Cultural Heritage Services**  
 528 Bathurst Street Toronto, ONTARIO M5S 2P9  
 416-966-1069 | F416-966-9723 | asiheritage.ca

Figure 1: Airport Road Improvements Braydon Boulevard to Countryside Drive - Location of the Study Area

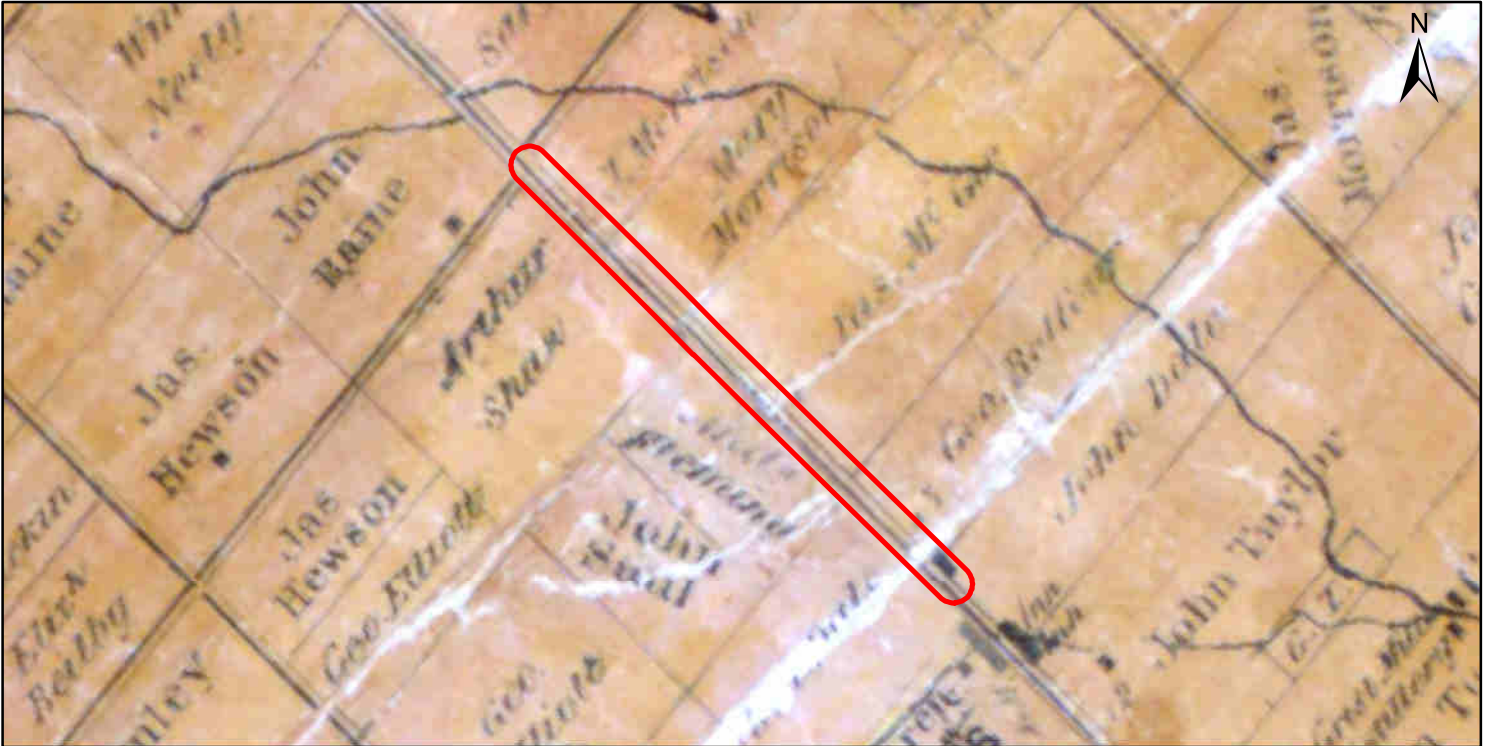


Figure 2: Airport Road Improvements Braydon Boulevard to Countryside Drive Study Area (Approximate Location) Overlaid on the 1859 Map of the County of Peel

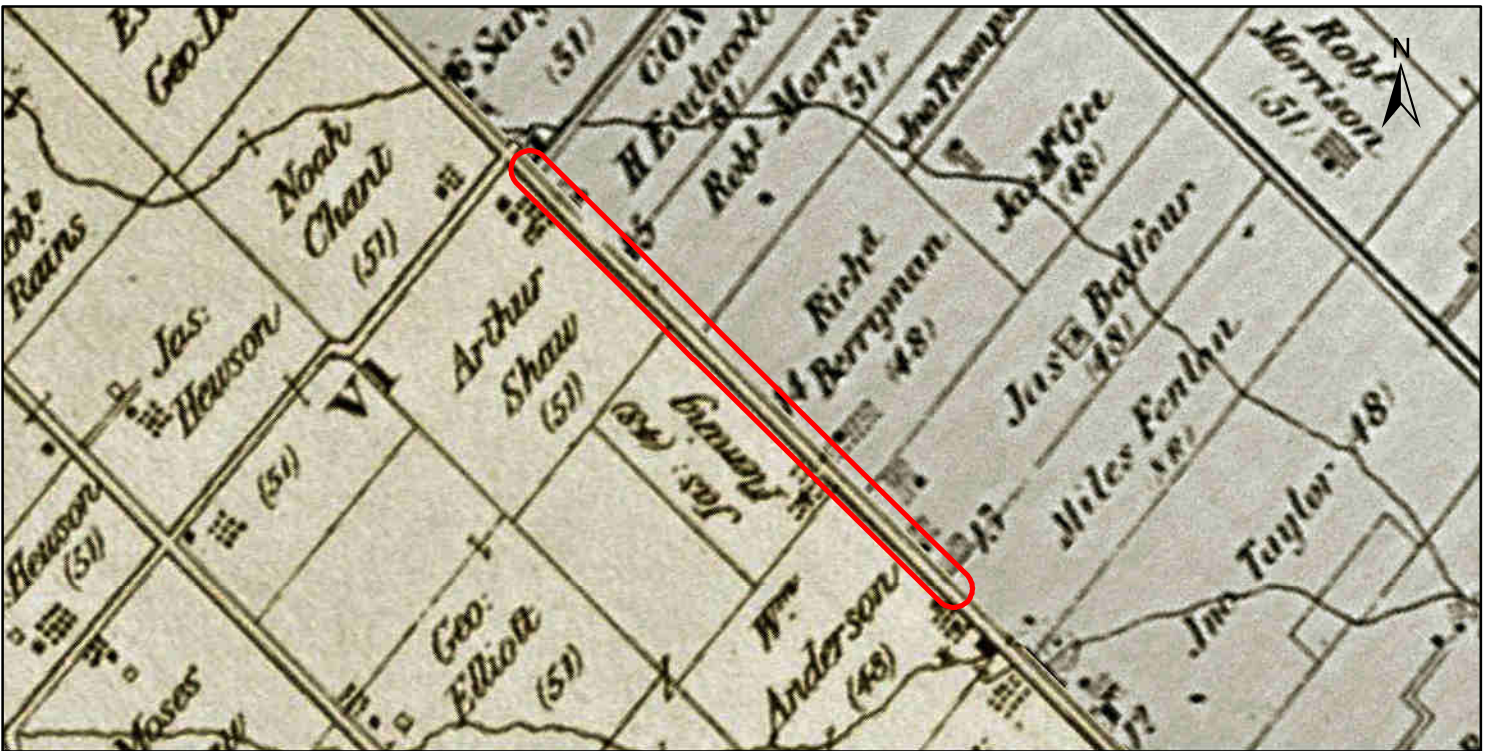



Figure 3: Airport Road Improvements Braydon Boulevard to Countryside Drive Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of the County of Peel

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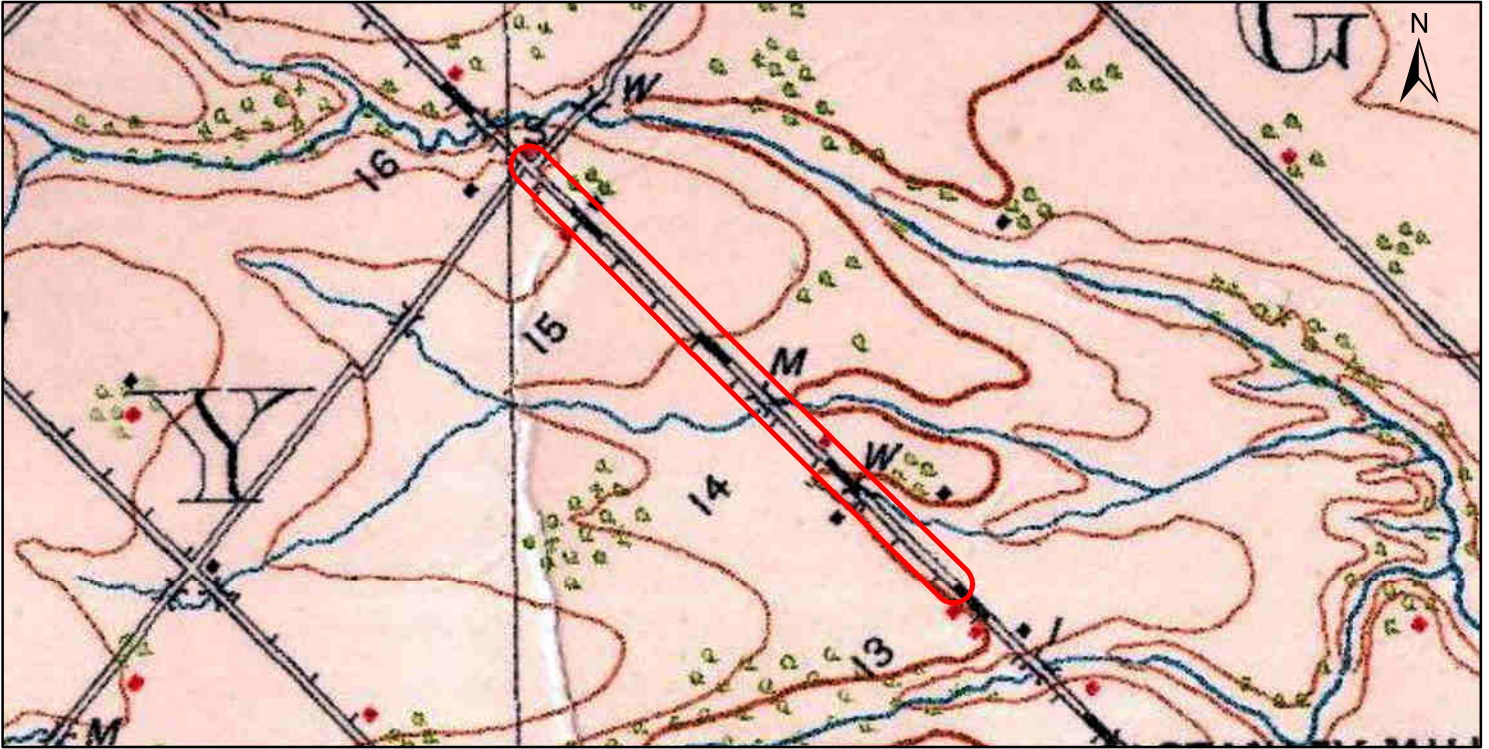


Figure 4: Airport Road Improvements Braydon Boulevard to Countryside Drive Study Area (Approximate Location) Overlaid on the 1919 National Topographic System Bolton Sheet

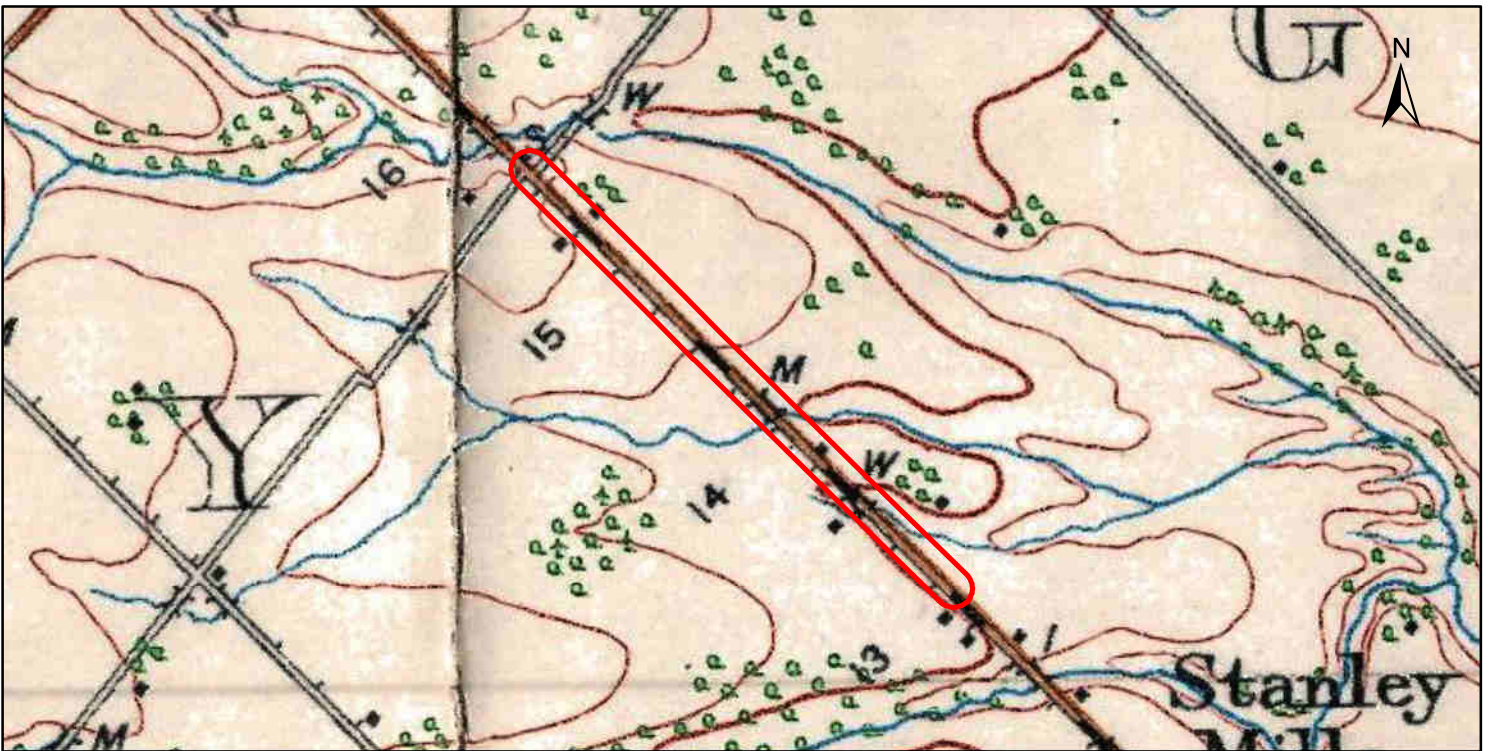


Figure 5: Airport Road Improvements Braydon Boulevard to Countryside Drive Study Area (Approximate Location) Overlaid on the 1934 National Topographic System Bolton Sheet

 <p>Archaeological &amp; Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069   F416-966-9723   asih heritage.ca</p>	 Study Area		<p>0 500 Metres</p> <p>ASI PROJECT NO.: 17EA-016 DATE: 29-Aug-17</p> <p>DRAWN BY: BW FILE: 17EA016_Fig4_5</p>
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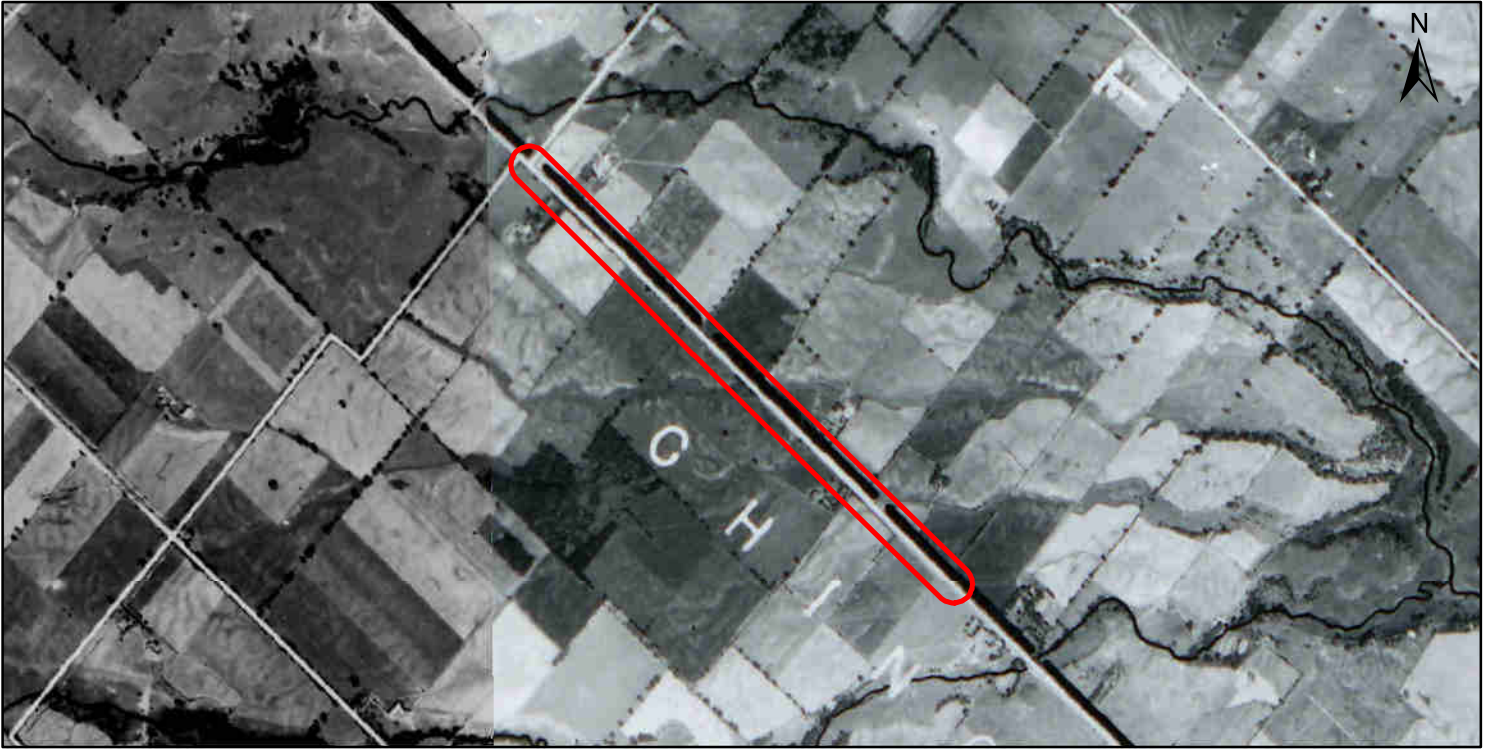


Figure 6: Airport Road Improvements Braydon Boulevard to Countryside Drive Study Area (Approximate Location) Overlaid on the 1954 Air Photo of Brampton

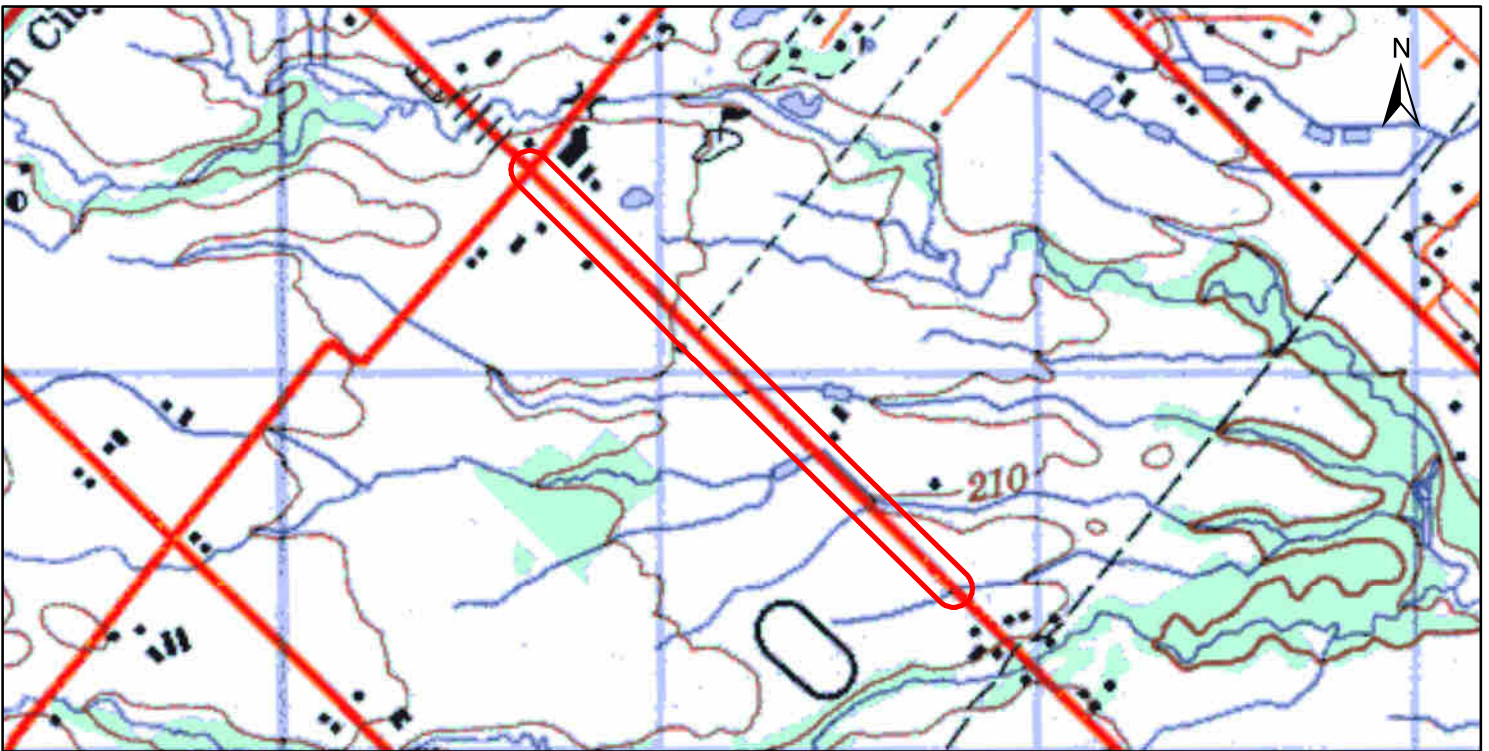


Figure 7: Airport Road Improvements Braydon Boulevard to Countryside Drive Study Area (Approximate Location) Overlaid on the 1994 National Topographic System Bolton Sheet

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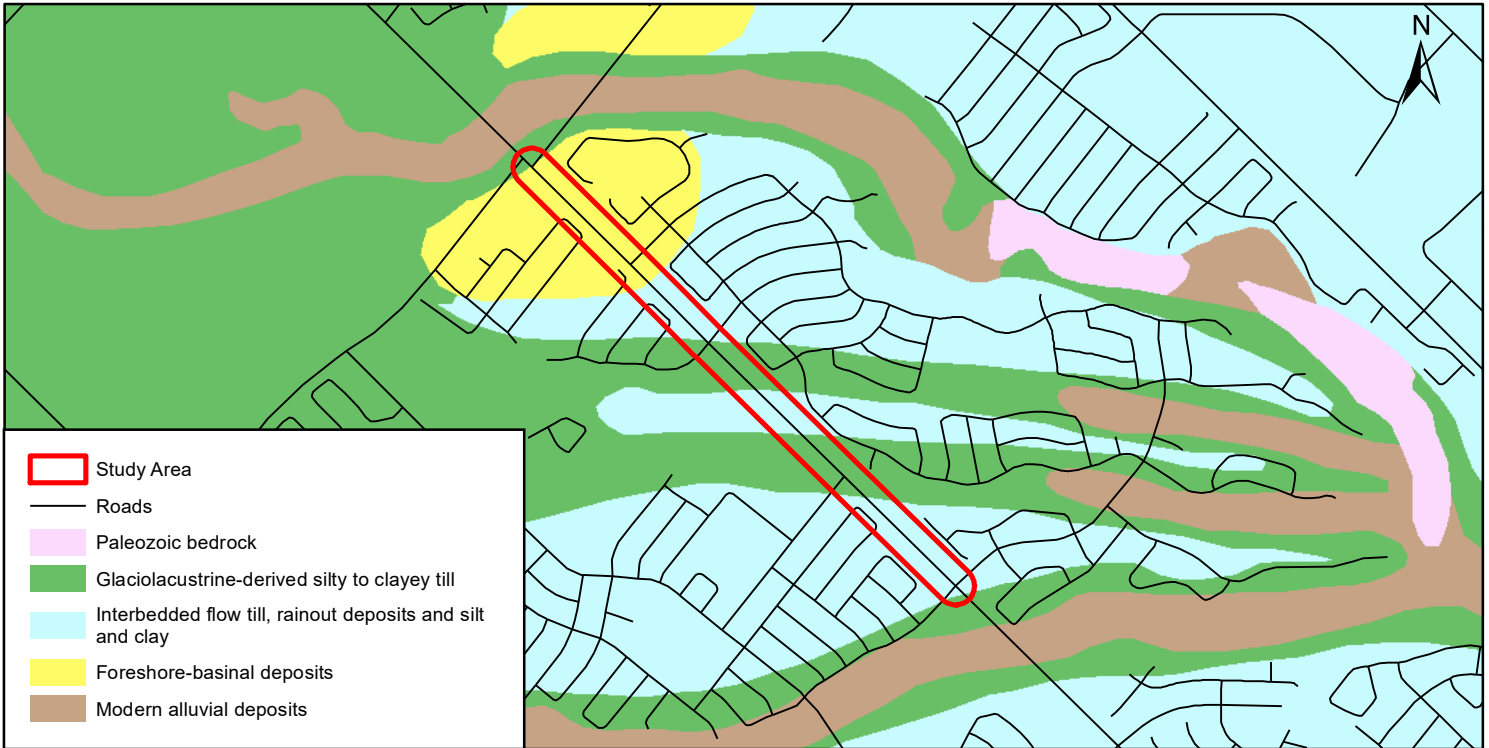


Figure 8: Airport Road Improvements Braydon Boulevard to Countryside Drive Study Area - Surficial Geology

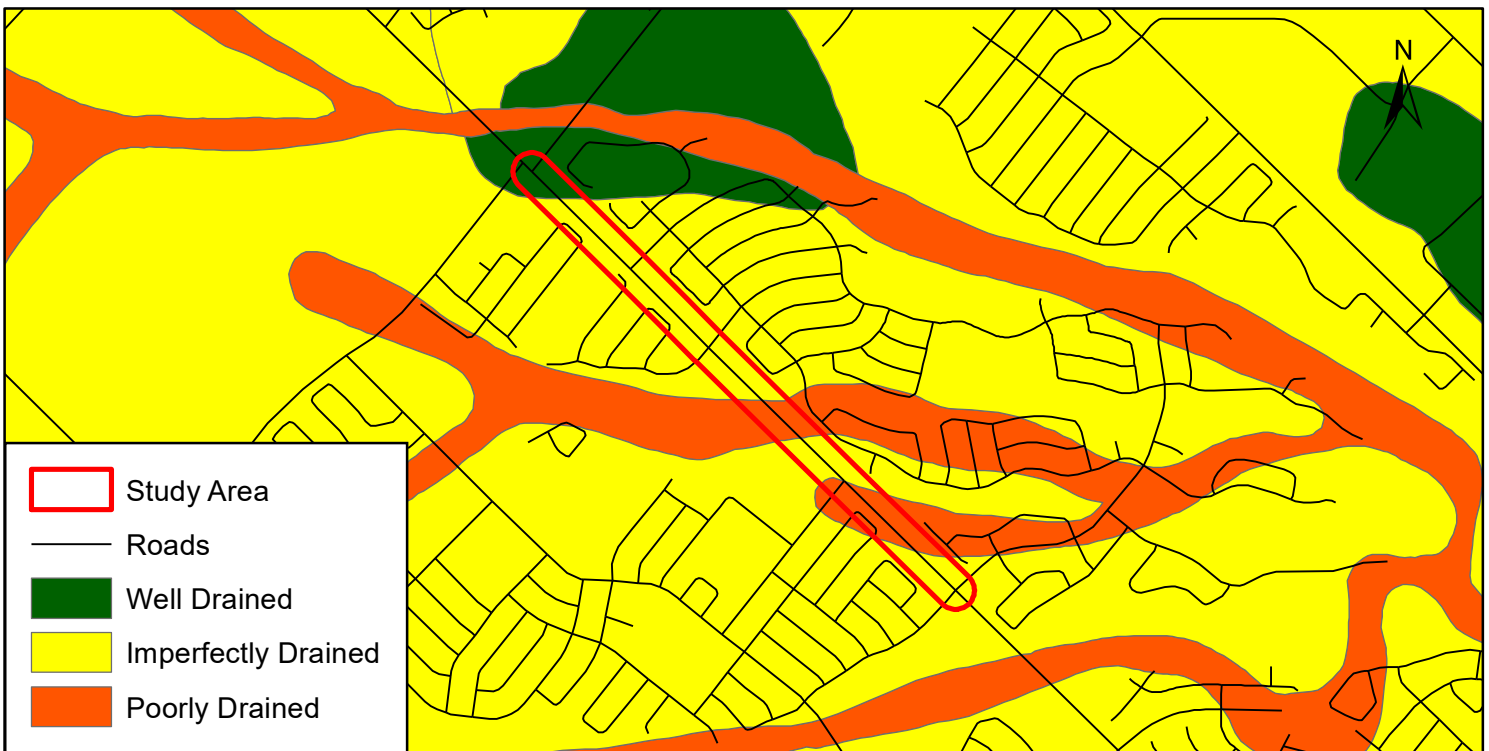
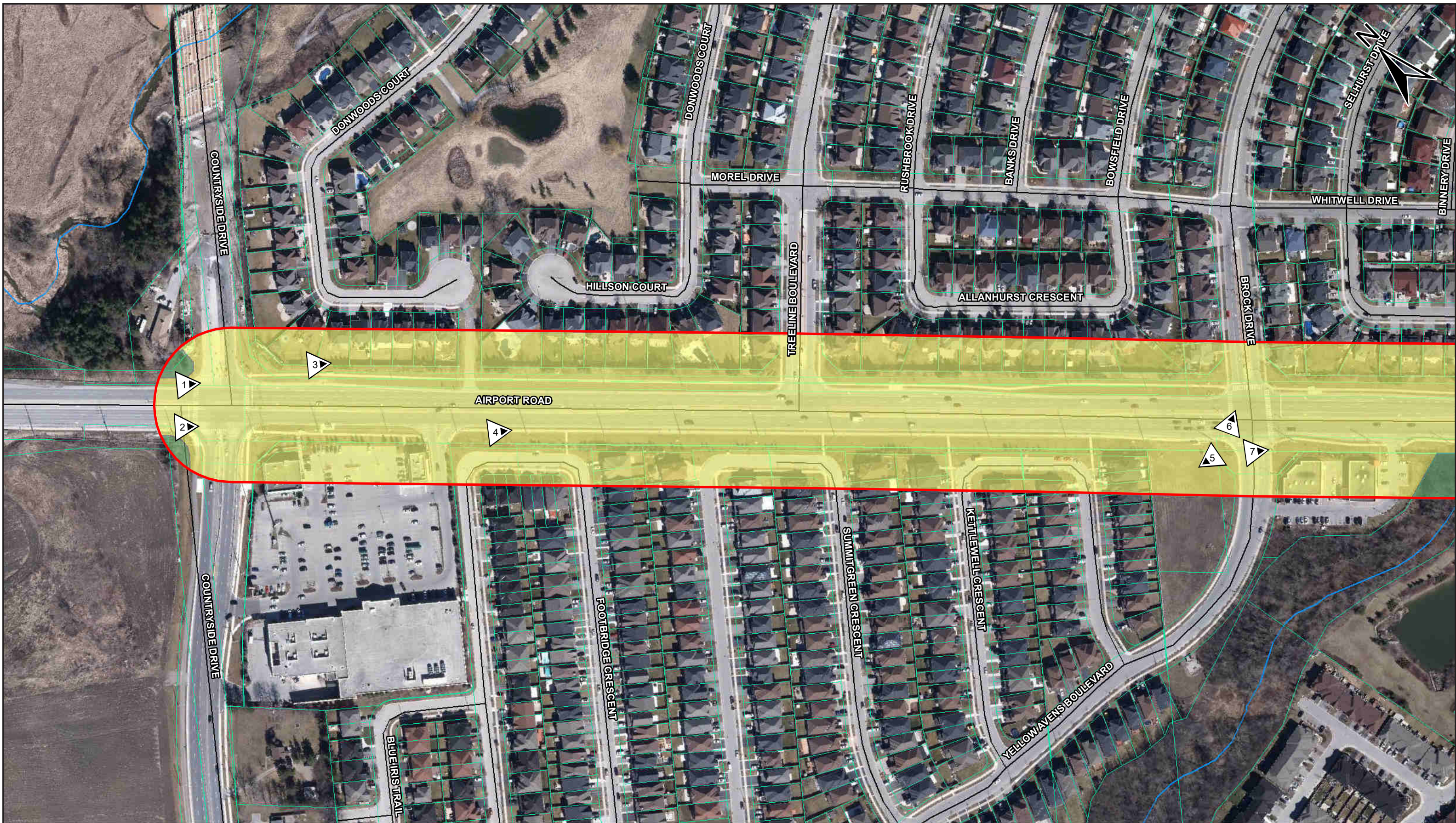









Figure 9: Airport Road Improvements Braydon Boulevard to Countryside Drive Study Area - Soil Drainage

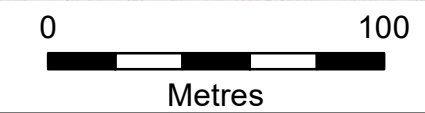




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 Study Area	 Potential - Requires Stage 2 Test Pit Survey	 Parcel Data	 Water
 Photo Plate	 Disturbed - No Stage 2 Required	 Roads	

BASE:  
 Ortho  
 Esri, DigitalGlobe, GeoEye, i-cubed, USDA,  
 USGS, AEX, Getmapping, Aerogrid, IGN,  
 IGP, swisstopo, and the GIS User Community






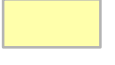
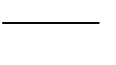


ASI PROJECT NO.: 17EA-016  
 DATE: 30-Aug-17  
 DRAWN BY: BW  
 FILE: 17EA016\_Fig10\_S1

Figure 10 - Airport Road Improvements Braydon Boulevard to Countryside Drive Study Area - Results of the Property Inspection (Sheet 1)




**Archaeological & Cultural Heritage Services**  
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 0 100 <b>Metres</b>	ASI PROJECT NO.: 17EA-016 DATE: 30-Aug-17	DRAWN BY: BW FILE: 17EA016_Fig11_S2
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Figure 11 - Airport Road Improvements Braydon Boulevard to Countryside Drive Study Area - Results of the Property Inspection (Sheet 2)

**8.0 IMAGES**



Plate 1: Southeast view of the Study Area at Countryside Dr.; Area is disturbed, no Stage 2 required



Plate 2: Southeast view of the Study Area at Countryside Dr.; Area is disturbed, no Stage 2 required



Plate 3: Southeast view of the Study Area; Area is disturbed, no Stage 2 required



Plate 4: Southeast view of the Study Area; Area is disturbed, no Stage 2 required



Plate 5: West view of the Study Area at Yellow Aves Blvd.; Area is disturbed from previous grading, no Stage 2 required



Plate 6: East view of the Study Area at Brock Dr.; Area is disturbed, no Stage 2 required



Plate 7: Southeast view of the Study Area at Brock Dr.; Area is disturbed, no Stage 2 required



Plate 8: Southwest view of the Study Area and SWM pond at Camrose St.; Area is disturbed, no Stage 2 required



Plate 9: Southeast view of the Study Area at Camrose St.; Area is disturbed, no Stage 2 required



Plate 10: Southwest view of the Study Area and SWM pond at Eagle Plains Dr.; Area is disturbed, no Stage 2 required

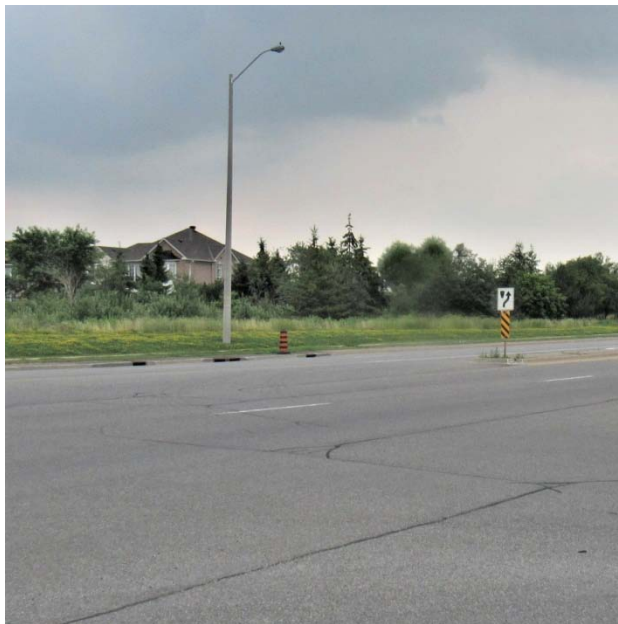


Plate 11: East view of the Study Area and West Humber River tributary; Area beyond disturbed ROW exhibits potential, requires Stage 2 test pit survey



Plate 12: Southeast view of the Study Area at Stonecrest Drive; Area is disturbed, no Stage 2 required