Appendix G:

Stage 1 Archaeological Assessment Report

STAGE 1 ARCHAEOLOGICAL ASSESSMENT
AIRPORT ROAD IMPROVEMENTS
KING STREET TO HUNTSMILL DRIVE
PART OF LOTS 1-23, CONCESSION 1, LOTS 27-34, CONCESSION 6 EHS AND LOTS 1-6, CONCESSION 6 EHS
(FORMER TOWNSHIPS OF ALBION, CHINGUACOUSY, AND CALEDON)
COUNTY OF PEEL
TOWN OF CALEDON
REGIONAL MUNICIPALITY OF PEEL, ONTARIO

ORIGINAL REPORT

Prepared for:

IBI Group
100 - 175 Galaxy Blvd
Toronto ON M9W 0C9 Canada

Archaeological Licence #P094 (Merritt)
Ministry of Tourism, Culture and Sport PIF# P094-0262-2017
ASI File: 17EA-077

4 February 2020

ASI Providing Archaeological & Cultural Heritage Services
528 Bathurst Street Toronto, ONTARIO M5S 2P9
416-966-1069 F 416-966-9723 asiheritage.ca

Stage 1 Archaeological Assessment
Airport Road Improvements King Street to Huntsmill Drive
Part of Lots 1-23, Concession 1,
Lots 27-34, Concession 6 EHS and
Lots 1-6, Concession 6 EHS
(Former Townships of Albion, Chinguacousy, and Caledon)
County of Peel
Town of Caledon
Regional Municipality of Peel, Ontario

EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by IBI Group to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the proposed Airport Road improvements between King Street and approximately 300 metres northwest of Huntsmill Drive, Town of Caledon, Project 16-4360. The project involves road and intersection improvements, such as signalized crossings and roundabouts.

The Stage 1 background study determined that eight previously registered archaeological sites are located within one kilometre of the Study Area, two of which are within the Study Area and retain Cultural Heritage Value or Interest. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 assessment, prior to any impacts.

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

1. Parts of the Study Area exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit and pedestrian survey, both at five metre intervals, where appropriate, prior to any proposed impacts;

2. Part of the Tarbox Site (AlGx-382) is within the Study Area and retains CHVI. If impacted by the Airport Road project, the site will require Stage 3 site-specific assessment, in order to more fully identify the character, extent and significance of the archaeological deposits, prior to any proposed development;

    - The Stage 3 assessment should commence with the creation of a recording grid on a fixed datum, the position of which has been recorded using a GPS. A series of one-metre by one-metre units will then be excavated across the entire site area at five metre intervals within an established grid in order to determine the nature and extent of the cultural deposits. An additional 20% of the total number of units excavated on the grid will be strategically excavated at five metre intervals throughout the site, around units of high artifact counts, or in 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 troweled and all soil profiles examined for undisturbed cultural deposits.

- The results of the Stage 3 assessment will be used to evaluate the significance of the site and to develop a series of recommendations concerning any further mitigative options that may be necessary.

3. Part of the Yeoman Site (AkGw-453) is within the Study Area and retains CHVI. If impacted by the Airport Road project, the site will require Stage 4 mitigation, prior to any proposed development;

    - As no midden area was identified, Stage 4 excavation of the Site should begin with the mechanical topsoil removal of fill on the east side of the site to expose natural topsoil. Additional one-metre units should be placed on the existing Stage 3 grid at five-metre intervals under the area of fill. If a midden is identified, it must be hand excavated. Once complete, mechanical topsoil removal can resume for the remainder of the property. The exposed subsoil surface should be cleaned by shovel or trowel to identify any subsurface cultural features. Two opposing quadrants at minimum should be hand excavated in larger cellar features and all exposed profiles will be recorded. Any architectural or structural remains should be documented with scale drawings and photographs. Where removal of architectural or structural remains is required by excavation, they should be mapped and drawn, and any intact cultural layers beneath should be hand excavated.

4. Parts of the Study Area have been previously assessed and do not require further archaeological assessment;

5. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, or slopes in excess of 20 degrees. These lands do not require further archaeological assessment; and,

6. 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.

PROJECT PERSONNEL

Senior Project Manager:	Lisa Merritt, MSc. (P094) *Partner | Director* *Environmental Assessment Division*
Project Coordinator:	Sarah Jagelewski, Hon. BA (R405) *Archaeologist | Assistant Manager* *Environmental Assessment Division*
Project Director (Licensee):	Lisa Merritt
Project Manager:	Eliza Brandy, MA (R1109) *Archaeologist | Project Manager* *Environmental Assessment Division*
Field Director:	Peter Carruthers (P163) *Senior Associate*
Report Preparation:	Eliza Brandy
Graphics:	Blake Williams, MLitt (P383) *Archaeologist | Geomatics Specialist* *Operations Division* Jonas Fernandez, MSc (R281) *Archaeologist | Assistant Manager - Fleet & Geomatics Specialist* *Operations Division*
Report Reviewer:	Lisa Merritt

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF PLATES

1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by IBI Group to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the proposed Airport Road improvements between King Street and approximately 300 metres northwest of Huntsmill Drive, Town of Caledon, Project 16-4360 (Figure 1). The project involves road and intersection improvements, such as signalized crossings and roundabouts.

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (2019, 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 analyzes 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 (Ministry of the Environment 1990 as amended 2010) 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* (MCEA 2000, last amended 2015).

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted by IBI Group on September 26, 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; Ellis et al. 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. The Woodland period begins around 2500 BP and 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). By 1500 BP there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2300 BP - it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (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 the beginning of the Late Woodland period at approximately 1,000 BP, lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (CE), 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 1300-1450 CE, this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). From 1450-1649 CE 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 1600 CE, 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[1] and the Huron-Wendat (and their Algonkian allies such as the Nippissing and Odawa) led to the dispersal of the Huron-Wendat.

The Humber River watershed exhibits two well documented ancestral Huron-Wendat settlement sequences, one in the middle Humber River area spanning the fifteenth century (eg. Black Creek site, Emerson 1954; and Parsons Site, Robertson and Williamson 1998) and one in the area of the Humber River headwaters spanning the late-fifteenth century (eg. Damiani Site, ASI 2012a) to late sixteenth century (eg. Skandatut Site, ASI 2012b). By the turn of the seventeenth century, the north shore of Lake Ontario was devoid of permanent settlement and the Humber River populations are believed to have relocated to join either the Huron-Wendat Nation or perhaps the Tionontaté (Petun) Nation (Williamson 2014).

Shortly after dispersal of the Wendat and their Algonquian allies, Ojibwa began to expand into southern Ontario and Michigan from a "homeland" along the east shore of Georgian Bay, west along the north shore of Lake Huron, and along the northeast shore of Lake Superior and onto the Upper Peninsula of Michigan (Rogers 1978:760–762). This history was constructed by Rogers using both Anishinaabek oral tradition and the European documentary record, and notes that it included Chippewa, Ojibwa, Mississauga, and Saulteaux or "Southeastern Ojibwa" groups. Ojibwa, likely Odawa, were first encountered by Samuel de Champlain in 1615 along the eastern shores of Georgian Bay. Etienne Brule later encountered other groups and by 1641, Jesuits had journeyed to Sault Sainte Marie (Thwaites 1896:11:279) and opened the Mission of Saint Peter in 1648 for the occupants of Manitoulin Island and the northeast shore of Lake Huron. The Jesuits reported that these Algonquian peoples lived "solely by hunting and fishing and roam as far as the "Northern sea" to trade for " Furs and Beavers, which are found there in abundance" (Thwaites 1896-1901, 33:67), and "all of these Tribes are nomads, and have no fixed residence, except at certain seasons of the year, when fish are plentiful, and this compels them to remain on the spot" (Thwaites 1896-1901, 33:153). Algonquian-speaking groups were historically documented wintering with the Huron-Wendat, some who abandoned their country on the shores of the St. Lawrence because of attacks from the Haudenosaunee (Thwaites 1896-1901, 27:37).

Other Algonquian groups were recorded along the northern and eastern shores and islands of Lake Huron and Georgian Bay - the "Ouasouarini" [Chippewa], the "Outchougai" [Outchougai], the "Atchiligouan" [Achiligouan] near the mouth of the French River and north of Manitoulin Island the "Amikouai, or the nation of the Beaver" [Amikwa; Algonquian] and the "Oumisagai" [Missisauga; Chippewa] (Thwaites 1896-1901, 18:229, 231). At the end of the summer 1670, Father Louys André began his mission work among the Mississagué, who were located on the banks of a river that empties into Lake Huron approximately 30 leagues from the Sault (Thwaites 1896-1901, 55:133-155).

After the Huron had been dispersed, the Haudenosaunee began to exert pressure on Ojibwa within their homeland to the north. While their numbers had been reduced through warfare, starvation, and European diseases, the coalescence of various Anishinaabek groups led to enhanced social and political strength (Thwaites 1896-1901, 52:133) and Sault Sainte Marie was a focal point for people who inhabited adjacent areas both to the east and to the northwest as well as for the Saulteaux, who considered it their home (Thwaites 1896-1901, 54:129-131). The Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. From east to west, these

[1] 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.

villages consisted of Ganneious, on Napanee Bay, an arm of the Bay of Quinte; Quinte, near the isthmus of the Quinte Peninsula; Ganaraske, at the mouth of the Ganaraska River; Quintio, at the mouth of the Trent River on the north shore of Rice Lake; Ganatsekwyagon (or Ganestiquiagon), near the mouth of the Rouge River; Teyaiagon, near the mouth of the Humber River; and Quinaouatoua, on the portage between the western end of Lake Ontario and the Grand River (Konrad 1981:135). 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 inhabitants of these villages were agriculturalists, growing maize, pumpkins and squash, but their central roles were that of portage starting points and trading centres for Iroquois travel to the upper Great Lakes for the annual beaver hunt (Konrad 1974; Williamson et al. 2008:50–52). Ganatsekwyagon, Teyaiagon, and Quinaouatoua were primarily Seneca; Ganaraske, Quinte and Quintio were likely Cayuga, and Ganneious was Oneida, but judging from accounts of Teyaiagon, all of the villages might have contained peoples from a number of the Iroquois constituencies (ASI 2013a).

During the 1690s, some Ojibwa began moving south into extreme southern Ontario and soon replaced, the Haudenosaunee by force. By the first decade of the eighteenth century, the Michi Saagiig Nishnaabeg (Mississauga Nishnaabeg) had settled at the mouth of the Humber, near Fort Frontenac at the east end of Lake Ontario and the Niagara region and within decades were well established throughout southern Ontario. In 1736, the French estimated there were 60 men at Lake Saint Clair and 150 among small settlements at Quinte, the head of Lake Ontario, the Humber River, and Matchedash (Rogers 1978:761). This history is based almost entirely on oral tradition provided by Anishinaabek elders such as George Copway (Kahgegagahbowh), a Mississauga born in 1818 near Rice Lake who followed a traditional lifestyle until his family converted to Christianity (MacLeod 1992:197; Smith 2000). According to Copway, the objectives of campaigns against the Haudenosaunee were to create a safe trade route between the French and the Ojibwa, to regain the land abandoned by the Huron-Wendat. While various editions of Copway's book have these battles occurring in the mid-seventeenth century, common to all is a statement that the battles occurred around 40 years after the dispersal of the Huron-Wendat (Copway 1850:88; Copway 1851:91; Copway 1858:91). Various scholars agree with this timeline ranging from 1687, in conjunction with Denonville's attack on Seneca villages (Johnson 1986:48; Schmalz 1991:21–22) to around the mid- to late-1690s leading up to the Great Peace of 1701 (Schmalz 1977:7; Bowman 1975:20; Smith 1975:215; Tanner 1987:33; Von Gernet 2002:7–8).

Robert Paudash's 1904 account of Mississauga origins also relies on oral history, in this case from his father, who died at the age of 75 in 1893 and was the last hereditary chief of the Mississauga at Rice Lake. His account in turn came from his father Cheneebeesh, who died in 1869 at the age of 104 and was the last sachem or Head Chief of all the Mississaugas. He also relates a story of origin on the north shore of Lake Huron (Paudash 1905:7-8) and later, after the dispersal of the Huron-Wendat, carrying out coordinated attacks against the Haudenosaunee. Francis Assikinack, an Ojibwa of Manitoulin Island born in 1824, provides similar details on battles with the Haudenosaunee (Assikinack 1858:308–309).

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.

From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there is no interruption to Anishinaabek control and use of southern Ontario. While hunting in the territory was shared, and subject to the permission of the various nations for access to their lands, its occupation was by

Anishinaabek until the assertion of British sovereignty, the British thereafter negotiating treaties with them. Eventually, with British sovereignty, tribal designations changed (Smith 1975:221–222; Surtees 1985:20–21). According to Rogers (1978), by the twentieth century, the Department of Indian Affairs had divided the "Anishinaubag" into three different tribes, despite the fact that by the early eighteenth century, this large Algonquian-speaking group, who shared the same cultural background, "stretched over a thousand miles from the St. Lawrence River to the Lake of the Woods." With British land purchases and treaties, the bands at Beausoleil Island, Cape Croker, Christian Island, Georgina and Snake Islands, Rama, Sarnia, Saugeen, the Thames, and Walpole, became known as "Chippewa" while the bands at Alderville, New Credit, Mud Lake, Rice Lake, and Scugog, became known as "Mississauga." The northern groups on Lakes Huron and Superior, who signed the Robinson Treaty in 1850, appeared and remained as "Ojibbewas" in historical documents.

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 throughout Ontario in the early nineteenth century, and entered into negotiations with various Nations 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.). 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.). Recent decisions by the Supreme Court of Canada (Supreme Court of Canada 2003; Supreme Court of Canada 2016) have reaffirmed that Métis people have full rights as one of the Indigenous people of Canada under subsection 91(24) of the Constitution Act, 1867.

The Study Area is within Treaty 19, the Ajetance Purchase, signed in 1818 between the Crown and the Mississaugas (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 Creeks. 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).

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 1-23, Concession 1, former Albion Township; part of Lots 27-34, Concession 6 East of Hurontario Street (EHS), former Chinguacousy Township; and part of Lots 1-6, Concession 6 ECR, former Caledon 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 2006).

In 1788, the County of Peel was part of the extensive district known as the "Nassau District". Later called the "Home District", its administrative centre was located in Newark, now called Niagara. After the province of Quebec was divided into Upper and Lower Canada in 1792, the Province was separated into nineteen counties, and by 1852, the entire institution of districts was abolished and the late Home Districts were represented by the Counties of York, Ontario and Peel. Shortly after, the County of Ontario became a separate county, and the question of separation became popular in Peel. A vote for independence was taken in 1866, and in 1867 the village of Brampton was chosen as the capital of the new county (Armstrong 1985; Walker and Miles 1877).

Albion Township

The land within Albion Township was acquired by the British from the Mississaugas in 1818. The first township survey was undertaken in 1819, and the first legal settlers occupied their land holdings in the same year. The township was named by surveyor James G. Chewett after a poetic name for Britain. Eleven concessions comprised the township and were laid out west to east. Early settlement and development in the area is attributed to the emergence of water-power mill sites located near the Humber River, which ran through the whole length of the township. Albion was initially settled by the children of Loyalists, soldiers who had served during the War of 1812, and by immigrants from England, Scotland and Ireland. By the 1840s, the township was noted for its good farms (Armstrong 1985:141; Rayburn 1997:6; Smith 1846:2).

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 Chippewa Chief Shinguacose, which was corrupted to the present spelling of 'Chinguacousy,' "under whose leadership Fort Michilimacinac was captured from the Americans in the War of 1812" (Mika 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; Smith 1851:279). The principal crops grown in Chinguacousy included wheat, oats, peas, potatoes, and turnips. It was estimated that the only township in the province which rivaled Chinguacousy in wheat production at that time was Whitby. Other farm products included maple sugar, wool, cheese, and butter (Smith 1851:279).

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

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

Caledon Township

The land within Caledon Township was acquired by the British from the Mississaugas in 1818. The first township survey was undertaken in 1819, using the "double-front" system of 200 acre lots, and the first legal settlers occupied their land holdings in the following year. The township was named after the Roman designation for Scotland. Caledon was initially settled by the children of Loyalists, soldiers who served during the War of 1812, and by immigrants from England, Scotland and Ireland. By the 1840s, the township was noted for its good farms (Armstrong 1985:142; Rayburn 1997:51; Smith 1846:27). When the Toronto, Grey and Bruce Railway was constructed as the first railway crossing the region in 1871, there were major stations at Bolton, Mono Road, Caledon Village, Alton, and Melville. The Hamilton and North Western Railway (H&NW) was constructed through Caledon in the 1870s with stations at Terra Cotta, Cheltenham, Inglewood, Caledon East, Centreville, and Palgrave.

Village of Sandhill

This village was located at the intersection of what is now Airport Road and King Street, on part of Lot 10 Concession 1, Albion Township, and on part Lots 27 and 28 Concession 6 East, Chinguacousy Township. The settlement was first named "Newton Hewitt" after its earliest settler, John Hewitt. The name of the village was officially changed to Sandhill when the post office was relocated here in 1844. It contained three churches (Presbyterian, Wesleyan Methodist and Anglican), two hotels one of which was known as the Sandhill Commercial Hotel or 'Little Hotel', two stores, blacksmith shops, saddlery, shoe

maker, tanners, carriage and wagon makers, harness shop and telegraph office. Other hotels in the immediate vicinity of Sandhill included the Temperance Hotel or the Morning Stage Hotel, and also the "Four Alls" Hotel. A school stood to the south of Sandhill on Airport Road which was known as the Kennedy School (SS19 Chinguacousy). Two other churches stood south of Sandhill near the intersection of Bramalea and Old School Roads. The population of Sandhill was about 200 in 1873 (Smith 1851:281; Crossby 1873:307; Heyes 1961:280–282; Charters 1967:231; Davies 2000).

Village of Caledon East

The settlement of Caledon East, formerly known as Paisley, lies along Airport Road at the former H&NW on the border between Caledon and Albion Townships. Five of the first property owners in Caledon East were women: Mary Heward, Mary Mulloy, Mary Horman, Rebecca Greer, and Elizabeth Tarbox, who arrived in the 1820s and became the original namesake of the village. First known as Tarbox Corners, then Munsey's Corners (after the hamlet's first postmaster James Munsie), and later Paisley, it became Caledon East in 1857. Many of the village's late 19th century buildings were constructed of distinctive yellow bricks made at the local brickworks, located east of the village just south of the railroad crossing on Innis Lake Road. During the paving of Airport Road in 1962, remains of a corduroy road were excavated from dark bog soil approximately three metres below the surface near Centre Creek (Headwaters Tourism 2017). The H&NW was built with a station in the village in 1877, and the village grew to have three hotels, general stores, merchants, three churches, Masonic and Orange lodges, and other trades. Caledon became a police village in 1913, gained independent status in 1957, and became part of the Town of Caledon in 1974, for which it is currently the seat of municipal government (Headwaters Tourism 2017; Heritage Caledon 2016; Mika and Mika 1977:321).

Hamilton & North Western Railway

The H&NW was formed in 1872. Construction began in 1877 and by late that year had reached Barrie and by mid-1879, Collingwood. Due to economic recession and railway politics, the H&NW merged with the Northern Railway of Canada to form the Northern & North Western Railway. The Northern & North Western Railway was acquired by the Grand Trunk Railway in 1888 (Cooper 2001).

The Caledon Trailway Path was constructed in 1994, after being purchased by the Town of Caledon in 1989 to convert a 35 kilometre section of the former H&NW corridor into a gravel multi-use trailway from Winston Churchill Boulevard north of King Street in Terra Cotta, through Caledon East, to Mill Street west of Queen Street in Tottenham. The Caledon Trailway became the first designated portion of the Trans Canada Trail, re-named to the Great Trail (Town of Caledon 2018).

Toronto, Grey & Bruce Railway

Opened in 1871, the Toronto, Grey and Bruce Railway (TG&B) was the first railway to arrive in the area, and operated between Toronto and Orangeville (later extended to Owen Sound) (Caledon Community Map 2016). It was extended to Owen Sound in 1873 to facilitate commerce between the agricultural and forest resources of Grey and Bruce counties and the Toronto markets (Ontario Heritage Trust 2016). By 1884 it was purchased by the Canadian Pacific Railway.

1.2.3 Historical Map Review

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

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

		1859		*Map Title*	
Con #	**Lot #**	**Property Owner(s)**	**Historical Feature(s)**	**Property Owner(s)**	**Historical Feature(s)**
Township of Albion					
1	10	William Hewitt	Sandhill Village	Jno Little Sr	Sandhill Village
	11	William Rutherford	None	Wm Rutherford	House, orchards, church
	12	Robert Dwyre John Kee	None School House No.4	Jno McKee	House, orchards
	13	Albert Finch	None	Jno Dean	House, orchards, school house
	14	John Elliott	None	Wm Elliott	House, orchards
	15	John Elliott	None	Wm Elliott	Orchards
	16	John Hutchinson	House	John Hutchinson	House, orchards, TG&B
	17	Robert Shields John Shields Robert Shields	None None Saw Mill	Robert Shields	House (3) TG&B, mill
	18	Henry Nixon	House	Henry Nixon	House, orchards, TG&B
	19	James Watson	None	Thos Goodeave	House, orchards
	20	James Munsie	House	Thos Cranston	House, orchards, H&NW, Caledon East Village
	21	William Greer	None	Dr Samuel Allison	House (2), Caledon East Village
	22	Isaac Parsons	None	Jno Parsons	House, orchards

		1859		*Map Title*	
Con #	**Lot #**	**Property Owner(s)**	**Historical Feature(s)**	**Property Owner(s)**	**Historical Feature(s)**
		John Bagwell	None		
	23	Alexander McKee	None	Alex McKee	House
				W. Corkett	House
Township of Chinguacousy					
6 ECR	27	James Clark	Sandhill Village House	James Clark	Sandhill Village House, orchards
	28	John Yeoman	Inn	Thomas Wilson	Sandhill Village House, orchards
	29	Alexander McKee	None	Jno McKee	House, orchards
	30	John Dean	None	Jno Dean	House, orchards
	31	John Johnson	None	Hey Mitchel	House, orchards
				A.J.	House, orchards
	32	Robert Sheils	None	Thos & Jno Little	House, orchards
	33	Thomas White	None	Thos & Jno Little	House, orchards
	34	Henry Stinson	None	H. Montgomery	House, orchards, church Mono Road village
Township of Caledon					
6 ECR	1	James Caldbeck	House	Fredk Nixon	House (3), TG&B
	2	Thomas McClugh	None	Jas & Chas Judge	House (2), orchards
	3	William Stone	Store	Jno Miles	House, orchards
	4	James Munsie	Paisley Village	James Walker	Paisley Village, Caledon East P.O.
		Elisha Tarbox	None		
				Dr. Samuel Allison MD	House
	5	John Judge	None	Samuel Allison	House
				Wm Mono (?)	House, orchards
				P.C. Campbell	None
	6	Edward Hillock	None	James McCarty	House

According to the maps, the Study Area was located within a rural agricultural landscape along what is now Airport Road through the historical communities of Sandhill and Paisley/Caledon East. By 1877, the community of Mono Road was also established when the TG&B was built across Airport Road, and that the H&NW was built through Caledon East village. The maps also indicate that Old Church Road, Olde Base Line Road, Castlederg Sideroad/Boston Mills Road, and King Street were all historically surveyed roads. Numerous structures are illustrated on both sides of Airport Road within and adjacent to the Study Area, including farmsteads, houses, an inn, shops, two churches, School House No.4, a saw mill, and post offices.

1.2.4 Twentieth-Century Mapping Review

The 1919, 1940, and 1994 National Topographic System Bolton Sheets (Department of Militia and Defence 1919; Department of National Defence 1940; Department of Energy, Mines and Resources 1994), as well as the 1954 air photo of Caledon (Hunting Survey Corporation Limited 1954) were examined to determine the extent and nature of development and land uses within the Study Area (Figures

4-7).The 1919 map illustrates the villages of Sandhill and Caledon East, as well as Mono Road Station along what had become the Orangeville and Owen Sound Branch of the Canadian Pacific Railway. The H&NW had become part of the Grand Trunk Railway on the Hamilton, Beeton and Allandale Branch through Caledon East village. The 1940 map and 1954 photograph illustrate that the Study Area remained relatively unchanged within a rural agricultural landscape into the mid-twentieth century. The 1994 map shows the development of Caledon East, while Mono Road and Sandhill remained crossroad communities with little development in the southeastern end of the Study Area.

A review of available Google satellite imagery shows that the Study Area has remained relatively unchanged since 2004.

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 December 7, 2017 and October 17, 2018 that noted the Study Area is located along Airport Road between King Street and 300 metres northwest of Huntsmill Drive in the Town of Caledon. It passes through the historical communities of Sandhill, Mono Road, and Caledon East. Throughout the Study Area, the right-of-way (ROW) ranges between approximately 15-30 metres wide, including a gravel shoulder, drainage ditches, and sidewalks in the communities. The Study Area slopes into a valley at Caledon East with low lying cedar wetlands north of the settlement area.

The southern portion of the Study Area is within the historical community of Sandhill, with commercial and residential development. The area immediately north of the intersection of Airport Road and King Street is characterized by active agricultural fields and rural residences. The intersection of Olde Base Line Road and Airport Road is in the historical community of Mono Road, with commercial and residential development. Further north, Airport Road passes through the historical community of Caledon East. Within this section of the road, the east and west sides of the Study Area includes mixed commercial and residential development.

The Study Area contains part of the Hamilton and North Western Railway Line that currently operates as the Caledon Trailway Path and intersects with Airport Road in Caledon East between Emma Street and Mountcrest Road. A tributary of the Humber River is carried under Airport Road immediately south of the former railway by a large culvert.

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 within the Oak Ridges Moraine, Niagara Escarpment and South Slope physiographic regions of southern Ontario (Chapman and Putnam 1984).

The Niagara Escarpment, one of the most prominent features in southern Ontario, extends from the Niagara River to the northern tip of the Bruce Peninsula, continuing through the Manitoulin Islands (Chapman and Putman 1984:114-122). Vertical cliffs along the brow mostly outline the edge of the dolostone of the Lockport and Amabel Formations, which the slopes below are carved in red shale. Flanked by landscapes of glacial origin, the rock-hewn topography stands in striking contrast, and its steep-sided valleys are strongly suggestive of non-glacial regions. From Queenston, on the Niagara River, westward to Ancaster, the escarpment is a simple topographic break separating the two levels of the Niagara Peninsula. The Niagara Escarpment is a designated United Nations Educational, Scientific and Cultural Organization (UNESCO) World Biosphere Reserve.

The Oak Ridges Moraine physiographic region of southern Ontario (Chapman and Putnam 1984:166-169) extends from the Niagara Escarpment to the Trent River forming the height of land separating the drainage basin of Lake Ontario from the drainage basins of Georgian Bay and the Trent. This physiographic region, covering approximately 1,300 square kilometres, is characterized by hilly, “knob and basin” topography of sandy or gravelly till. The Moraine was created during the melting of the Laurentian Glaciers 13,000-12,000 B.P. The meltwater ran into present day Georgian Bay and Lake Simcoe areas, and into the Great Lakes, forming Lake Iroquois to the south (over present day Lake

Ontario), and Lake Algonquin to the north (over present day Lake Huron, Georgian Bay and Lake Simcoe). On the moraine itself, glacial melting formed a series of kettle lakes (Bennett and Glasser 1996:262).

The South Slope physiographic region (Chapman and Putnam 1984: 172-174) is the southern slope of the Oak Ridges Moraine (Figure 8). The South Slope meets the Moraine at heights of approximately 300 metres above sea level, and descends southward toward Lake Ontario, ending, in some areas, at elevations below 150 metres above sea level. Numerous streams descend the South Slope, having cut deep valleys in the till. In the vicinity of the study area, the South Slope is ground moraine of limited relief.

Figure 9 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by Glaciolacustrine-derived silty to clayey till; glaciofluvial deposits; and ice-contact stratified deposits of sand and gravel (Ontario Geological Survey 2010). Soil drainage is illustrated in Figure 10. Soils in the Study Area consist of Pontypool sandy loam, Brighton sandy loam, and Oneida clay loam, all grey-brown podzolic soils with good drainage; Chinguacousy clay loam and Milliken loam, both grey-brown podzolic soils with imperfect drainage; Jeddo clay loam a dark grey gleisoluic soil with poor drainage; and Bottom Land, characterized as alluvial deposits with variable drainage and consistency with little horizontal differentiation (Hoffman and Richards 1953).

The Study Area is along the northeastern boundary of the Credit River watershed in the village of Mono Road, and within the northwestern part of the Humber River watershed. It contains the main branch of the Humber River and its headwater tributary Centreville Creek. The Centreville Creek subwatershed covers approximately 2200 ha from the Niagara Escarpment and Oak Ridges Moraine through Caledon East and predominantly rural land used for agricultural and forest management (Toronto and Region Conservation Authority 2008). 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).

The Credit River drains an area of approximately 860 square kilometres from its headwaters in Orangeville, Erin, and Mono, passing through part of the Niagara Escarpment and the Oak Ridges Moraine, and draining into Lake Ontario at the town of Port Credit (Credit Valley Conservation 2009). The river was named "*Mis.sin.ni.he*" or "*Mazinigae-zeebi*" by the Mississaugas, and surveyor Augustus Jones believed this signified "the trusting creek", or could also be translated as "to write or give and make credit", while the French name used when the river was first mapped in 1757 was "*Riviere au Credit*". These names refer to the fur trading period, when French, British, and Indigenous traders would meet along this river (Jameson 1838:73–74; Smith 1987:255–257; Rayburn 1997:84; Scott 1997:182; Gibson 2002:177; Robb et al. 2003:6). The Credit River was historically considered to be one of the best potential power sources for milling in all of southern Ontario, which led to the development of early saw and grist mill industries, and later textile mills, distilleries, bottling plants, and hydro-electric plants spawned communities throughout the river valley, typically close to the Niagara Escarpment (Town of Caledon 2009:7.1).

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 *AlGx*, *AlGw*, and *AkGw*.

According to the OASD, 16 previously registered archaeological sites are located within one kilometre of the Study Area, two of which are within the Study Area and one is within 50 m of the Study Area (Ministry of Tourism, Culture and Sport 2018). A summary of the sites is provided below.

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

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGw-409	*Robert Hodgson Blacksmith Shop*	*Euro-Canadian*	*Blacksmith shop*	*AMICK 2010*
AkGw-453	**Yeoman***	**Euro-Canadian**	**Homestead**	**Archeoworks 2015; TAI 2017**
AlGw-173	n/a	Euro-Canadian	Scatter	Detritus 2013
AlGw-174	n/a	Euro-Canadian	Scatter	Detritus 2013
AlGw-176	n/a	Euro-Canadian	Scatter	Detritus 2013
AlGw-89	Peel 1-1	Euro-Canadian	Unknown	TRCA 2005
AlGw-90	Peel 1-2	Pre-Contact Indigenous	Unknown	TRCA 2005
AlGw-91	Peel 1-3	Early Archaic	Unknown	TRCA 2005
AlGw-98	Peel 2-4	Pre-Contact Indigenous	Unknown	TRCA 2005
AlGx-12	Heward	Euro-Canadian	Homestead	ASI 1989
AlGx-22	Nigro	Pre-Contact Indigenous	Scatter	ASI 2002
AlGx-26	n/a	Late-Middle Archaic	Findspot	Pearce 2007
AlGx-382	**Tarbox***	**Euro-Canadian**	**Homestead**	**ASI 2017**
AlGx-383	n/a	Unknown	Unknown	Detritus 2013
AlGx-385	n/a	Euro-Canadian	Homestead	Detritus 2013
AlGx-386	n/a	Euro-Canadian	Homestead	Detritus 2013

Sites in *italics* are within 50 m of the Study Area
Sites in **bold** are within the Study Area
* – site retains Cultural Heritage Value or Interest
TAI – The Archaeologists Inc.
ASI – Archaeological Services Inc.

At the time the background research was conducted, nine previous reports detail fieldwork within 50 m of the Study Area.

AMEC (2010; 2012) conducted Stage 1 and Stage 2 archaeological assessments for the Old Church Road Municipal Class Environmental Assessment, including parts of the current Study Area. The corridor was found to exhibit potential, and the Stage 2 survey in 2012 was conducted by test pit survey at five metre intervals within a 3.1 hectare area. No archaeological materials were identified and the area was considered clear of further concern. P141-141-2010 and P354-003-2012

AMICK (2010) conducted Stage 1-3 archaeological assessment of the southeast corner of the intersection of Airport Road and King Street, part of which is within the current Study Area. The Stage 2 survey consisted of approximately 0.88 hectares subject to test pit survey at five metre intervals. No archaeological resources were identified, however due to the background research indicating very high potential for nineteenth-century structures as part of the village of Sandhill, the area was recommended for Stage 3 assessment. The Stage 3 consisted of 57 one metre square units which were excavated in all areas not previously disturbed or low and wet, resulting in the collection of 13293 artifacts. Locus 1 (adjacent to the current Study Area) was the area of the nineteenth-century Robert Hodgson Blacksmith Shop (AkGw-409). Locus 2 (within the current Study Area) was related to the former Cook residence dating to the early twentieth century. It was determined that the blacksmith shop itself had been demolished. AkGw-409 and Locus 2 were not recommended to retain Cultural Heritage Value or Interest (CHVI) and the area was cleared for redevelopment. P058-486-2009

Archeoworks (2015) conducted a Stage 1-2 archaeological assessment in 2011 of the 0.58 hectare parcel of land located on the northwest corner of Airport Road and King Street, within the current Study Area. The survey consisted of test pit survey at five metre intervals, and identified the Yeoman site (AkGw-453), a mid to late-nineteenth Euro-Canadian homestead. The site was recommended for Stage 3 assessment prior to development. P334-143-2011

The Archaeologists Inc. (2017) conducted a Stage 3 archaeological assessment of the Yeoman Site (AkGw-453) in 2016, within the current Study Area. The assessment consisted of test unit excavation within an area approximately 35 by 15 metres and resulted in the recovery of 4466 artifacts. As avoidance and protection is not a viable option, the report recommends that AkGw-453 be subject to Stage 4 mitigation (see *Supplementary Documentation*). P052-0722-2016

ASI (1990) conducted an archaeological resource assessment ahead of construction of the proposed subdivision on part of Lot 2, Concession 6 East of Hurontario Street, including part of the current Study Area. The fieldwork was conducted by pedestrian and test pit survey at five metre intervals. Part of the property was found to be disturbed under soccer fields on either side of the existing public school. No archaeological materials were identified and the area was considered clear of further archaeological concern. It has since been developed as the residential subdivision roughly between what is now Cranston Drive and Hilltop Drive. #90-021

ASI (2013b) conducted a Stage 1 archaeological assessment as part of the Airport Road EA from 1.0 km north of Mayfield Road to 0.6 km north of King Street in the Town of Caledon, part of which was within the current Study Area. The property inspection determined that parts of the study area beyond the disturbed road and recent commercial and residential development, exhibited archaeological potential and required Stage 2 survey prior to development. P057-723-2012

ASI (2016) conducted a Stage 2 archaeological assessment in 2014 of those areas identified to exhibit potential in the Stage 1 from 1.0 km north of Mayfield Road to 0.6 km north of King Street, including parts of the current Study Area. The Stage 2 property assessment was conducted in 2014 by test pit survey at five metre intervals, resulting in the identification of one archaeological site (beyond 50 m from the

current Study Area) between King Street and Old School Road. This historical Euro-Canadian site was recommended for Stage 3 assessment prior to development. P094-0194-2014

ASI (2017) conducted a Stage 1-2 archaeological assessment of the property at 16114 Airport Road, on Lot 4, Concession 6 EHS within the current Study Area. The subject property was approximately 2.2 ha in size and was subject to test pit survey at five metre intervals. The survey identified the Tarbox site (AlGx-382), a ca. 1830s to ca. 1850s domestic occupation of the property. The Crown Patent for Lot 4 was granted to Elizabeth Lawrence Tarbox in 1821. It is possible that the site is associated with Elisha and Elizabeth Tarbox's second cabin site. The site is therefore considered to have CHVI and was recommended for Stage 3 archaeological assessment prior to development (see *Supplementary Documentation*). P046-0236-2016

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 December 7 2017 and October 17, 2018 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 11-18) and associated photographic plates are presented in Section 8.0 (Plates 1-52).

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 (Humber River, Centreville Creek);
- Early historic transportation routes (Airport Rd, Old Church Rd, Olde Baseline Rd, Castlederg Side Rd, King St, TG&B, H&NW);
- Proximity to early settlements (Caledon East, Mono Road, Sandhill); and
- Well-drained soils (Pontypool sandy loam, Brighton sandy loam, Oneida clay 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 Town of Caledon Heritage Register was consulted and four properties within the Study Area in the village of Caledon East are Listed or Designated under the Ontario Heritage Act:

- 16114 Airport Road: Allison's Grove c.1888
- 16024 Airport Road: Cranston-Moses-Graham House c.1880
- 16081 Airport Road: Johnston-Wallis House c.1886
- 16078 Airport Road: former Knox Presbyterian Church c.1860

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 the Study Area exhibits archaeological potential. These areas will require Stage 2 archaeological assessment prior to any development. According to the S & G Section 2.1.1, pedestrian survey is required in actively or recently cultivated fields (Plates 2, 5, 8, 13, 15, 16, 21, 22, 52; Figures 12-18: areas highlighted in orange). 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 (Plates 3, 4, 7, 9, 20, 21, 28, 31, 37, 38, 44-46, 50-51; Figures 12-18: areas highlighted in green).

The Tarbox site (AlGx-382) and the Yeoman site (AkGw-453) were identified as being partially located within the Study Area and are considered to retain further Cultural Heritage Value or Interest. Site AlGx-382 requires Stage 3 archaeological assessment and AkGw-453 requires Stage 4 mitigation, prior to any impacts associated with the Airport Road project (see *Supplementary Documentation*).

Part of the Study Area has been previously assessed (AMEC 2012, AMICK 2010, Archeoworks 2015; TAI 2017; ASI 2013, 2016, 2017). These areas do not require additional Stage 2 survey (Figures 12, 16, 17, 18: areas highlighted in red).

The property inspection determined that some of the lands within the Study Area are sloped in excess of 20 degrees, and according to the S & G Section 2.1 do not retain potential (Plates 26, 33-35; Figures 16-18: areas highlighted in pink). A part of the study area is located in low and wet conditions, and according to the S & G Section 2.1 does not retain potential (Plate 6, 28, 34; Figures 13, 16-18: areas highlighted in blue). The remainder of the Study Area has been subjected to deep soil disturbance events associated with construction of the ROWs, and twentieth and twenty-first-century residential and commercial development, and according to the S & G Section 1.3.2 do not retain archaeological potential (Plates 2-5, 7-12, 14, 16-27, 28-52; Figures 12-18: areas highlighted in yellow). These areas do not require further survey.

3.3 Conclusions

The Stage 1 background study determined that eight previously registered archaeological sites are located within one kilometre of the Study Area, two of which are within the Study Area and retain CHVI. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 assessment, prior to any impacts.

4.0 RECOMMENDATIONS

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

1. Parts of the Study Area exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit and pedestrian survey, both at five metre intervals, where appropriate, prior to any proposed impacts;

2. Part of the Tarbox Site (AlGx-382) is within the Study Area and retains CHVI. If impacted by the Airport Road project, the site will require Stage 3 site-specific assessment, in order to more fully identify the character, extent and significance of the archaeological deposits, prior to any proposed development;

    - The Stage 3 assessment should commence with the creation of a recording grid on a fixed datum, the position of which has been recorded using a GPS. A series of one-metre by one-metre units will then be excavated across the entire site area at five metre intervals within an established grid in order to determine the nature and extent of the cultural deposits. An additional 20% of the total number of units excavated on the grid will be strategically excavated at five metre intervals throughout the site, around units of high artifact counts, or in 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 troweled and all soil profiles examined for undisturbed cultural deposits.

    - The results of the Stage 3 assessment will be used to evaluate the significance of the site and to develop a series of recommendations concerning any further mitigative options that may be necessary.

3. Part of the Yeoman Site (AkGw-453) is within the Study Area and retains CHVI. If impacted by the Airport Road project, the site will require Stage 4 mitigation, prior to any proposed development;

    - As no midden area was identified, Stage 4 excavation of the Site should begin with the mechanical topsoil removal of fill on the east side of the site to expose natural topsoil. Additional one-metre units should be placed on the existing Stage 3 grid at five-metre intervals under the area of fill. If a midden is identified, it must be hand excavated. Once complete, mechanical topsoil removal can resume for the remainder of the property. The exposed subsoil surface should be cleaned by shovel or trowel to identify any subsurface cultural features. Two opposing quadrants at minimum should be hand excavated in larger cellar features and all exposed profiles will be recorded. Any architectural or structural remains should be documented with scale drawings and photographs. Where removal of architectural or structural remains is required by excavation, they should be mapped and drawn, and any intact cultural layers beneath should be hand excavated.

4. Parts of the Study Area have been previously assessed and do not require further archaeological assessment;

5. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, or slopes in excess of 20 degrees. These lands do not require further archaeological assessment; and,

6. 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.

- 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.

6.0 REFERENCES CITED

Aboriginal Affairs and Northern Development Canada
2013 Ajetance Treaty, No. 19. *Treaty Texts – Upper Canada Land Surrenders*. https://www.aadnc-aandc.gc.ca/eng/1370372152585/1370372222012#ucls17.

AMEC
2010 *Stage 1 Archaeological Background Study Schedule "B" Environmental Assessment Study for Old Church Road From West of Marilyn Street to East of Innis Lake Road, Town of Caledon, Region of Peel, Ontario*.

2012 *Stage 2 Archaeological Background Study Schedule "B" Environmental Assessment Study for Old Church Road From West of Marilyn Street to East of Innis Lake Road, Town of Caledon, Region of Peel, Ontario*.

AMICK Consultants Ltd.
2010 *Stage 1-3 Archaeological Assessment Airport Rd & King St S-E Corner Airport Rd and King St Part of West Half of Lot 10, Con. 1 (Geographic Township of Albion) Town of Caledon (Sandhill) Regional Municipality of Peel*.

Archeoworks Inc.
2015 *Stage 1-2 Archaeological Assessment: Proposed Development within Part of Lot 28, Concession 6 East of Hurontario Street Geographic Township of Chinguacousy Town of Caledon Regional Municipality of Peel Ontario*. [P334-143-2011].

Armstrong, F.H.
1985 *Handbook of Upper Canadian Chronology*. Dundurn Press, Toronto.

ASI, (Archaeological Services Inc.)
1990 *An Archaeological Resource Assessment of Revised Draft Plan of Subdivision, Part of East Half of Lot 2, Concession 6, E.H.S., Town of Caledon, Regional Municipality of Peel, Ontario*.

2006 *Historical Overview and Assessment of Archaeological Potential Don River Watershed, City of Toronto.*

2012a *Report on the Stage 3-4 Mitigative Excavation of the Damiani Site (AlGv-231), City of Vaughan, Regional Municipality of York, Ontario.*

2012b *Stage 3 Archaeological Resource Assessment to Define the North Limits of the Skandatut Site (AlGv-193), Lot 24, Concession 7, Geographic Township of Vaughan, City of Vaughan, Ontario.*

2013a *Archaeological Potential Model for Durham Region*.

2013b *Archaeological Assessment: Stage 1 Background Study and Property Inspection Airport Road from 1 Km North of Mayfield Road to 0.6 Km North of King Street Class Environmental Assessment Study Former Townships of Chinguacousy and Albion, Peel County Town of Caldeon, Regional Municipality of Peel*.

ASI, (Archaeological Services Inc.)
2016 *Stage 2 Archaeological Assessment Airport Road from 1.0 Km North of Mayfield Road to 0.6 Km North of King Street, Former Township of Chinguacousy and Albion, County of Peel, Town of Caledon, Regional Municipality of Peel.*

ASI, (Archaeological Services Inc.)
2017 *Stage 1 and 2 Archaeological Assessment of 16114 Airport Road Part of Lot 4, Concession 6 EHS, Geographic Township of Caledon, Peel County, Town of Caledon, Regional Municipality of Peel, Ontario*.

Assikinack, F.
1858 Legends and Traditions of the Odawa Indians. *The Canadian Journal, Second Series* III:115–125.

Bennett, M.R., and N.F. Glasser
1996 *Glacial Geology: Ice Sheets and Landforms*. John Wiley, London.

Birch, J., and R.F. Williamson
2013 *The Mantle Site: An Archaeological History of an Ancestral Wendat Community*. Rowman & Littlefield Publishers, Inc., Latham.

Bowman, I.
1975 *History of the Peninsula Portage and Canoe Route: Colpoy's Bay to Lake Huron - with an Overview of Indian Occupation of the Bruce Peninsula.* Toronto.

Brown, J.
1995 On Mortuary Analysis – with Special Reference to the Saxe-Binford Research Program. In *Regional Approaches to Mortuary Analysis*, L. A. Beck, ed, pp. 3–23. Plenum Press, New York.

Caledon Community Map
2016 Toronto Grey & Bruce Railway. http://www.caledoncommunitymap.org/report.php?ListType=Historic%20Sites&ID=121.

Canadian Heritage Rivers System
2016 Humber River. http://chrs.ca/the-rivers/humber/.

Chapman, L.J., and F. Putnam
1984 *The Physiography of Southern Ontario*. Vol. 2. Ontario Geologic Survey, Special

Volume. Ontario Ministry of Natural Resources, Toronto.

Charters, C.V.
1967 *A History of Peel County to Mark It's Centenary as a Separate County 1867-1967*. Charters Publishing Company Ltd., Brampton, Ontario.

Cooper, C.
2001 *Hamilton's Other Railway*. Bytown Railway Society, Ottawa.

Copway, G.
1850 *The Traditional History and Characteristic Sketches of the Ojibway Nation*. Charles Gilpin, London.

1851 *The Traditional History and Characteristic Sketches of the Ojibway Nation.* Benjamin B. Mussey & Co., Boston.

1858 *Indian Life and Indian History*. Albert Colby and Company, Boston.

Credit Valley Conservation
2009 *Rising to the Challenge: A Handbook for Understanding and Protecting the Credit River Watershed*.

Crossby, P.A.
1873 *Lovell's Gazetteer of British North America.* John Lovell, Montreal.

Davies, D., ed,
2000 *Settling the Hills. Historical Reflections Caledon East and District.* Eastend Books for the Caledon East and District Historical Society, Toronto.

Department of Energy, Mines and Resources
1994 Bolton Sheet. National Topographic System.

Department of Militia and Defence
1919 Bolton Sheet No. 59. National Topographic System.

Department of National Defence
1940 Bolton Sheet. National Topographic System.

Dodd, C.F., D.R. Poulton, P.A. Lennox, D.G. Smith, and G.A. Warrick
1990 The Middle Ontario Iroquoian Stage. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds, pp. 321–360. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.

Edwards, T.W.D., and P. Fritz
1988 Stable-Isotope Palaeoclimate Records from Southern Ontario, Canada: Comparison of Results from Marl and Wood. *Canadian Journal of Earth Sciences* 25:1397–1406.

Ellis, C.J., and D.B. Deller
1990 Paleo-Indians. In *The Archaeology of Southern Ontario to A.D. 1650,* C. J. Ellis and N. Ferris, eds, pp. 37–64. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.

Ellis, C.J., I.T. Kenyon, and M.W. Spence
1990 The Archaic. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds, pp. 65–124. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.

Ellis, C.J., P.A. Timmins, and H. Martelle
2009 At the Crossroads and Periphery: The Archaic Archaeological Record of Southern Ontario. In *Archaic Societies: Diversity and Complexity across the Midcontinent.*, T. D. Emerson, D. L. McElrath, and A. C. Fortier, eds, pp. 787–837. State University of New York Press, Albany, New York.

Emerson, J.N.
1954 The Archaeology of the Ontario Iroquois. PhD, University of Chicago, Chicago, Illinois.

Ferris, N.
2013 Place, Space, and Dwelling in the Late Woodland. In *Before Ontario: The Archaeology of a Province*, pp. 99–111. McGill-Queen's University Press. http://www.jstor.org/stable/j.ctt32b7n5.15.

Gibson, M.M.
2002 Changes at the River's Mouth: The Port Credit Community. In *Mississauga: The First Ten Thousand Years*. F.A. Dieterman. Eastend Books, Toronto.

Headwaters Tourism
2017 Caledon Historical Tidbits. http://headwaters.ca/explore/arts-and-heritage/caledon-historical-tidbits/.

Heritage Caledon
2016 *Caledon East*. Heritage Caledon Walking Tour.

Heritage Mississauga
2012 Heritage Guide: Mississauga. <http://www.heritagemississauga.com/assets/Heritage%20Guide%20-%20Final%20-%202012.pdf>.

Heyes, E.
1961 *The Story of Albion.* Bolton Enterprise, Bolton, Ontario.

Hoffman, D.W., and N.R. Richards
1953 *Soil Survey of Peel County*. Ontario Soil Survey. Experimental Farm Service, Canada Department of Agriculture and the Ontario Agricultural College, Guelph.

Hunting Survey Corporation Limited
1954 Digital Aerial Photographs, Southern Ontario 1954.

http://maps.library.utoronto.ca/data/on/AP_1954/index.html.

Jameson
1838 *Winter Studies and Summer Rambles in Canada*. London.

Johnson, I.V.B.
1986 The Early Mississauga Treaty Process, 1781-1819 in Historical Perspective. PhD Dissertation, University of Toronto.

Johnston, D.
2004 *Connecting People to Place: Great Lakes Aboriginal in Cultural Context*. Unpublished paper prepared for the Ipperwash Commission of Inquiry. http://www.attorneygeneral.jus.gov.on.ca/inquiries/ipperwash/transcripts.pdf.

Karrow, P.F., and B.G. Warner
1990 The Geological and Biological Environment for Human Occupation in Southern Ontario. In *The Archaeology of Ontario to A.D. 1650*, pp. 5–36. Occasional Publications 5. London Chapter, Ontario Archaeological Society, London.

Konrad, V.A.
1974 Iroquois Villages on the North Shore of Lake Ontario, 1665-1687. presented at the Fall Meeting of the Ontario Historical Geographers, November 9, Carleton University, Ottawa, Ontario.

1981 An Iroquois Frontier: The North Shore of Lake Ontario during the Late Seventeenth Century. *Journal of Historical Geography* 7(2):129–144.

MacLeod, P.
1992 The Anishinabeg Point of View: The History of the Great Lakes Region to 1800 in Nineteenth-Century Mississauga, Odawa, and Ojibwa Historiography. *Canadian Historical Review* 73(2):194–210.

Métis National Council
n.d. The Métis Nation. <http://www.metisnation.ca/index.php/who-are-the-metis>.

n.d. Métis Historic Timeline. http://www.metisnation.org/culture-heritage/m%C3%A9tis-timeline/.

Mika, N., and H. Mika
1977 *Places In Ontario: Their Name Origins and History, Part I, A-E*. Vol. I. Encyclopedia of Ontario. Mika Publishing Company, Belleville.

Ministry of Heritage, Sport, Tourism and Culture Industries
2019 Ontario Heritage Act, R.S.O. 1990, c. O.18 [as Amended in 2019]. Province of Ontario.

Ministry of the Environment
1990 Environmental Assessment Act, R.S.O. Province of Ontario.

Ministry of Tourism, Culture and Sport
2011 *Standards and Guidelines for Consultant Archaeologists*. Cultural Programs Branch, Ontario Ministry of Heritage, Sport, Tourism and Culture Industries, Toronto.

2018 Ontario's Past Portal. *PastPortal*. https://www.pastport.mtc.gov.on.ca.

Municipal Engineers Association
2000 *Municipal Class Environmental Assessment, Last Amended 2015*.

Ontario Geological Survey
2010 Surficial Geology of Southern Ontario. Miscellaneous Release — Data 128 – Revised. http://www.geologyontario.mndm.gov.on.ca/mndmaccess/mndm_dir.asp?type=pub&id=MRD128-REV.

Ontario Heritage Trust
2016 Plaque Information: The Toronto, Grey and Bruce Railway. http://www.heritagetrust.on.ca/Resources-and-Learning/Online-Plaque-Guide/Plaque-information.aspx?searchtext=879.

Rayburn, A.
1997 *Place Names of Ontario*. University of Toronto Press, Toronto.

Robb, G., P. Dilse, H. Henderson, B. Hermsen, W. Shearer, and P. Stewart
2003 *Heritage Conservation Feasibility Study of Old Port Credit Village, Stage 1 Report. Prepared for the City of Mississauga*. November 28.

Robertson, D.A., and R.F. Williamson
1998 The Archaeology of the Parsons Site: Summary and Conclusions. *Ontario Archaeology* 65/66:146–150.

Rogers, E.S.
1978 Southeastern Ojibwa. In *Handbook of North American Indians: The Northeast*, 15:. Smithsonian Institution, Washington.

Schmalz, P.S.
1977 *The History of the Saugeen Indians*. Ontario Historical Society, Ottawa.

1991 *The Ojibwa of Southern Ontario*. University of Toronto Press.

Scott, W.B.
1997 *Ontario Place Names: The Historical, Offbeat or Humorous Origins of More Than 1,000 Communities*. Lone Pine Publishing, Edmonton.

Smith, D.B.
1975 Who Are the Mississauga? *Ontario History* 67(4):311–222.

Smith, D.B.
1987 *Sacred Feathers: The Reverend Peter Jones (Kahkewaquonaby) & the Mississauga Indians*. University of Toronto Press, Toronto.

Smith, D.B.
2000 Kahgegagahbowh. *Dictionary of Canadian Biography Online*. http://www.biographi.ca/009004-119.01-e.php?&id_nbr=4517.

Smith, W.H.
1846 *Smith's Canadian Gazetteer, Comprising Statistical and General Information Respecting All Parts of the Upper Province, or Canada West*. H. & W. Rowsell, Toronto.

1851 *Canada: Past, Present and Future, Being a Historical, Geographical, Geological and Statistical Account of Canada West.* Vol. 1. Thomas Maclear, Toronto.

Spence, M.W., R.H. Pihl, and C. Murphy
1990 Cultural Complexes of the Early and Middle Woodland Periods. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.

Stone, L.M., and D. Chaput
1978 History of the Upper Great Lakes. In *Handbook of North American Indians*, Bruce G. Trigger, ed, pp. 602–609. Smithsonian Institution, Washington.

Supreme Court of Canada
2003 *R. v. Powley*. September 19. https://scc-csc.lexum.com/scc-csc/scc-csc/en/item/2076/index.do.

2016 *Daniels v. Canada (Indian Affairs and Northern Development)*. April 14. https://scc-csc.lexum.com/scc-csc/scc-csc/en/item/15858/index.do.

Surtees, R.
1985 *A Cartographic Analysis of Indian Settlements and Reserves in Southern Ontario and Southern Quebec, 1763-1867. Research Branch, Indian and Northern Affairs Canada, Ottawa.*

Tanner, H. H., ed,
1987 *Atlas of the Great Lakes Indian History*. Oklahoma University Press, Norman.

The Archaeologists Inc.
2017 *Stage 3 Site-Specific Archaeological Assessment of the Yeoman Site (AkGw-453), Part of Lot 28, Concession 6 East of Hurontario Street, Geographic Township of Chinguacousy, Town of Caledon*. P052-0722-2016.

Thwaites, R.G.
1896 *The Jesuit Relations and Allied Documents: Travel and Explorations of the Jesuit Missionaries in New France, 1610-1791; the Original French, Latin, and Italian Texts, with English Translations and Notes*. 73 vols. Burrows Brothers, Cleveland.

Toronto and Region Conservation Authority
2008 *Centreville Creek Subwatershed Study Synthesis Report*.

2016 Humber River Watershed. https://trca.ca/conservation/watershed-management/humber-river/.

Town of Caledon
2009 *Cultural Heritage Landscape Inventory Report*.

2018 Trails. https://www.caledon.ca/en/live/hikingtrailsandpathways.asp.

Tremaine, G.C.
1859 Tremaine's Map of the County of Peel. George C. Tremaine, Toronto.

Von Gernet, A.
2002 *'Within the Prick'd Line': The Historical Context of the 1701 Deed from the Iroquois to the King of England of a Vast Tract of Land. Report Prepared for the Province of Ontario.*

Walker and Miles
1877 Illustrated Historical Atlas of the County of Peel, Ont. Walker and Miles, Toronto.

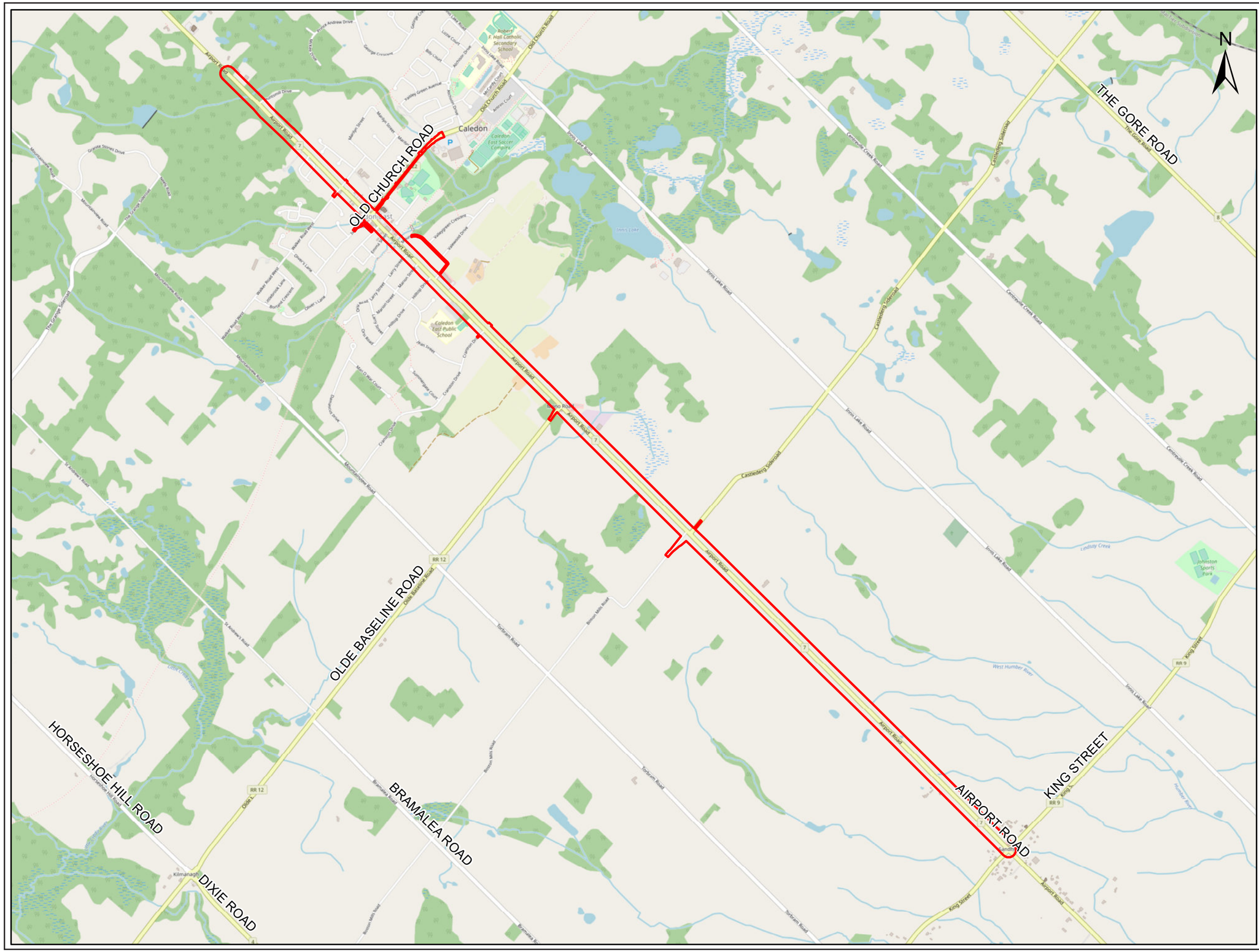
Walton, G.
1837 *The City of Toronto and Home District Commercial Directory*. Dalton and Coates, Toronto.

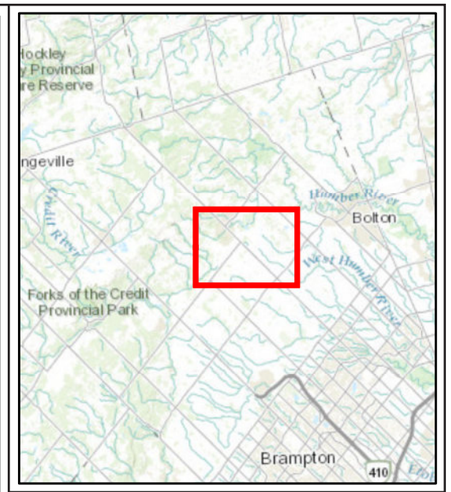
Williamson, R.F.
1990 The Early Iroquoian Period of Southern Ontario. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds, pp. 291–320. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.

Williamson, R.F.
2014 The Archaeological History of the Wendat to A.D. 1651: An Overview. *Ontario Archaeology* 94:3–64.

Williamson, R.F., D.A. Robertson, M.S. Cooper, R.I. MacDonald, S.J. Austin, and R.H. Pihl
2008 Life and Death at the Quarry: The Early Woodland Archaeology of the Peace Bridge Site. *Ontario Archaeology* 85–88:39–68.

7.0 MAPS





Study Area

BASE:

0 1.5

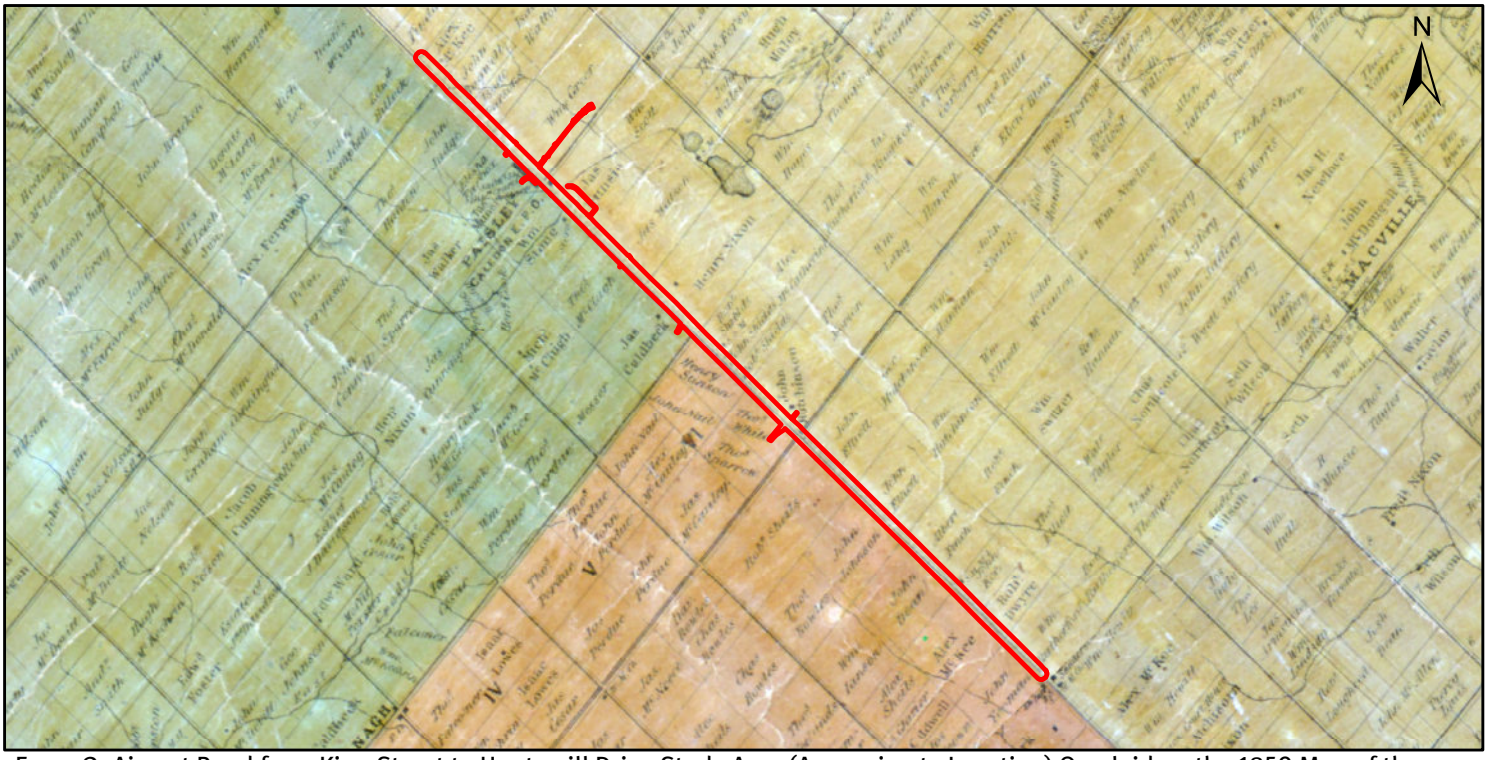
Kilometres

ASI PROJECT NO.: 17EA-077
DATE: 10/25/2018

DRAWN BY: BW
FILE: 17EA077_Fig1_v3

ASI
Archaeological & Cultural Heritage Services
528 Bathurst Street Toronto, ONTARIO M5S 2P9
416-966-1069 | F416-966-9723 | asiheritage.ca

Figure 1: Airport Road from King Street to Huntsmill Drive - Location of the Study Area



Fgure 2: Airport Road from King Street to Huntsmill Drive Study Area (Approximate Location) Overlaid on the 1859 Map of the County of Peel

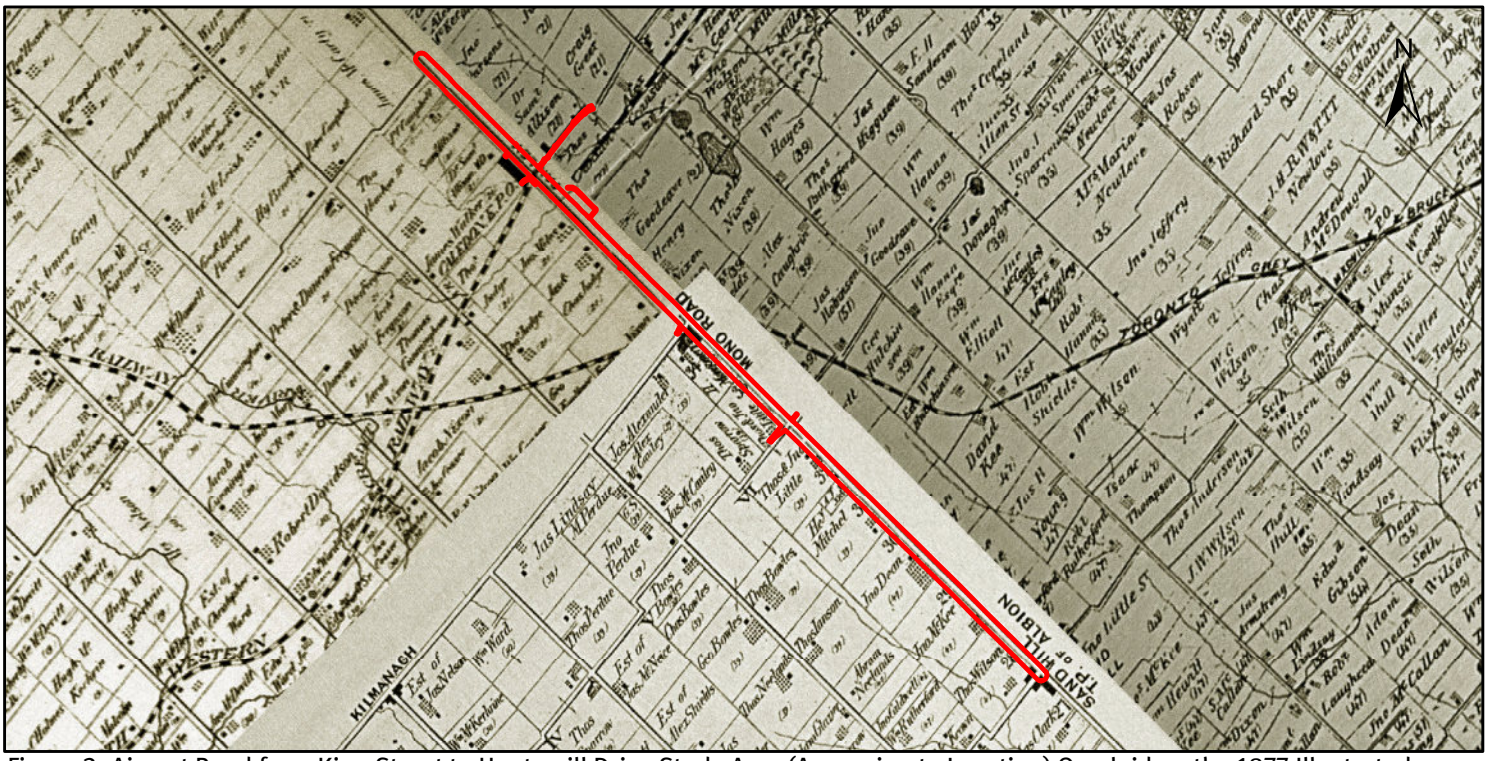


Figure 3: Airport Road from King Street to Huntsmill Drive Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of the County of Peel

Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 | F416-966-9723 | asiheritage.ca	Study Area	Base: 1859 Map of the County of Peel 1877 Illustrated Historical Atlas of the County of Peel	0 1.5 Kilometres ASI PROJECT NO.: 17EA077 DATE: 10/25/2018 DRAWN BY: JF FILE: 17EA077_fig2_3_hist_v3

Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_Hist_portrait.mxd

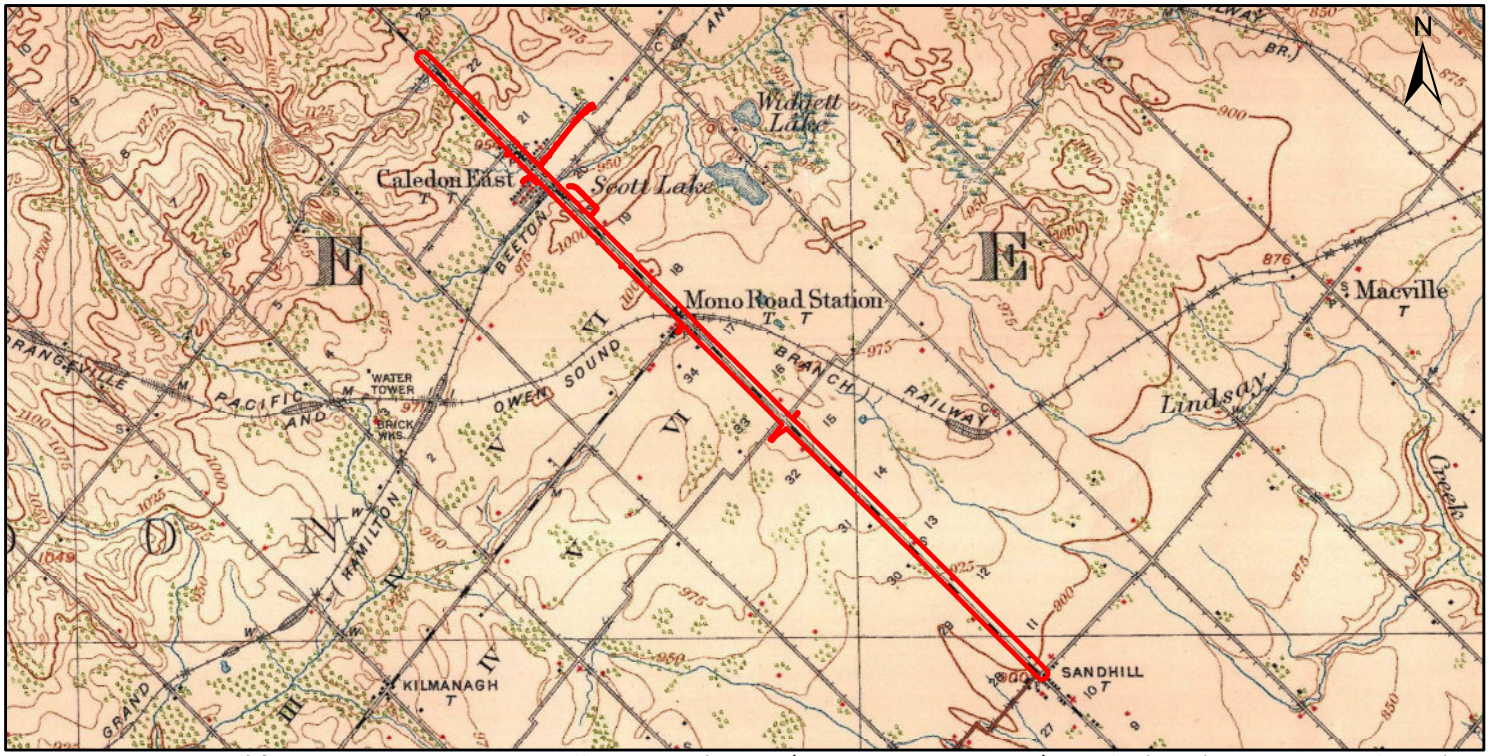


Figure 4: Airport Road from King Street to Huntsmill Drive Study Area (Approximate Location) Overlaid on the 1919 NTS Bolton Sheet

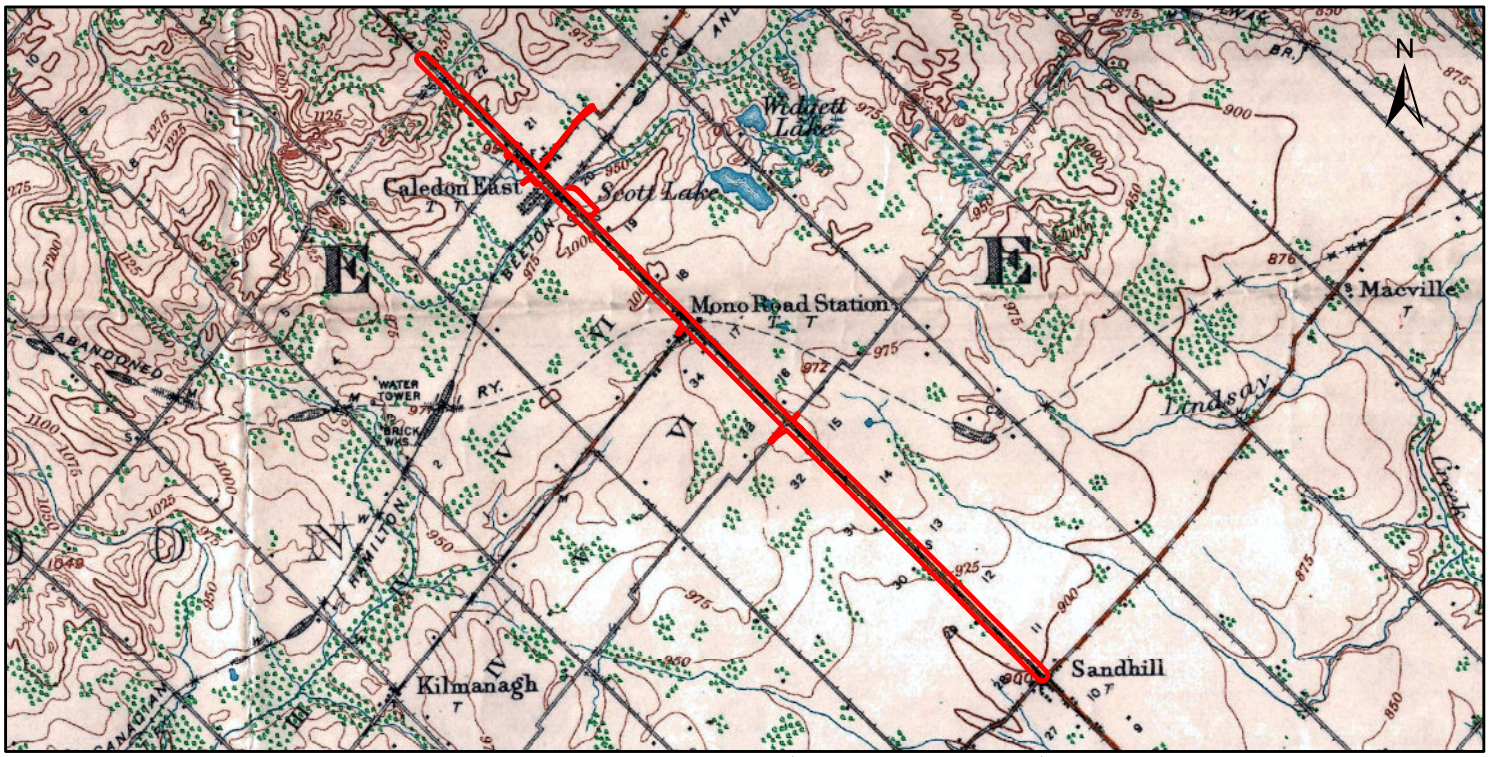


Figure 5: Airport Road from King Street to Huntsmill Drive Study Area (Approximate Location) Overlaid on the 1940 NTS Bolton Sheet

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

Study Area

Base:
1919 NTS Bolton Sheet
1940 NTS Bolton Sheet

0 1.5
Kilometres

ASI PROJECT NO.: 17EA077
DATE: 10/25/2018

DRAWN BY: JF
FILE: 17EA077_fig4_5_hist_v3

Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_Hist_portrait.mxd

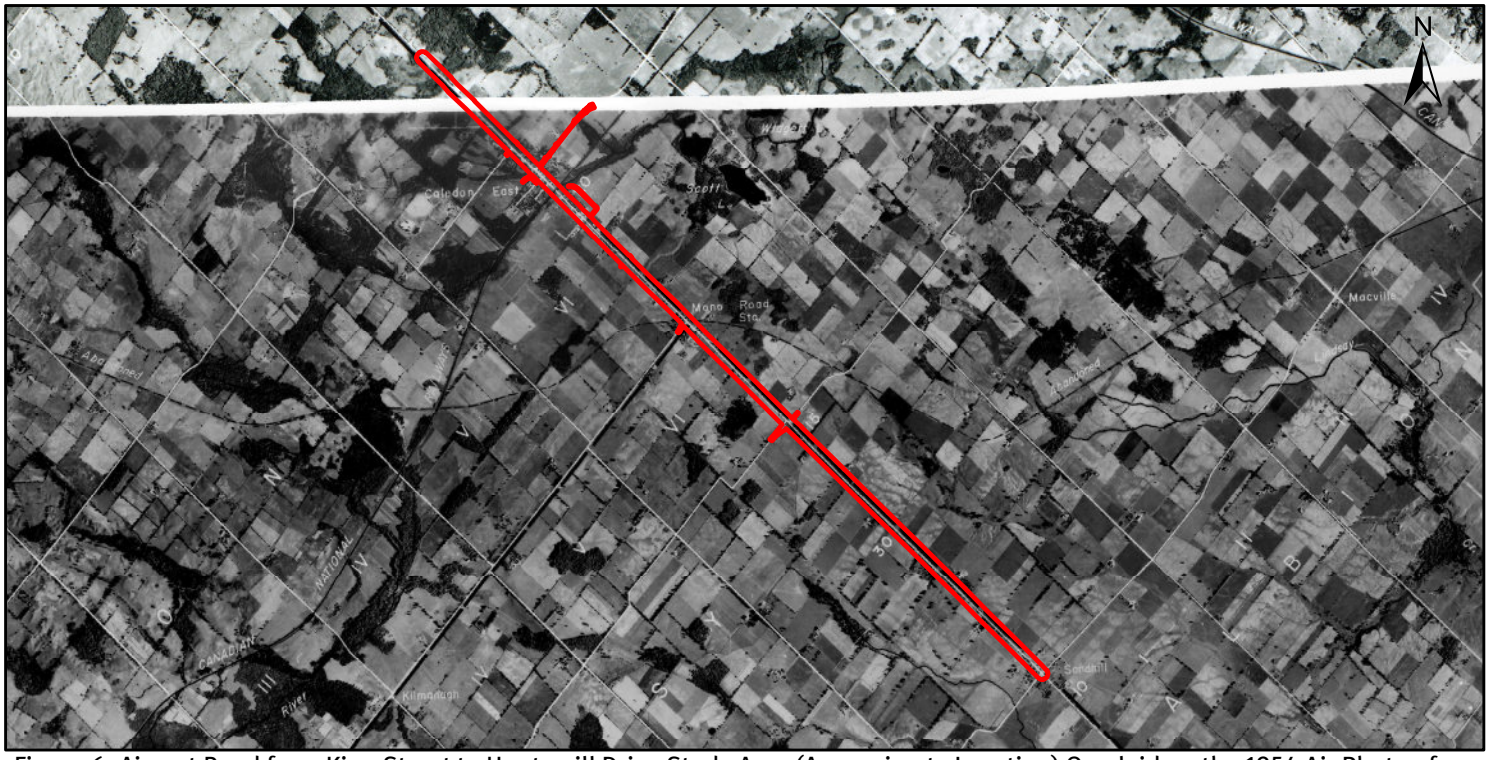


Figure 6: Airport Road from King Street to Huntsmill Drive Study Area (Approximate Location) Overlaid on the 1954 Air Photo of Caledon

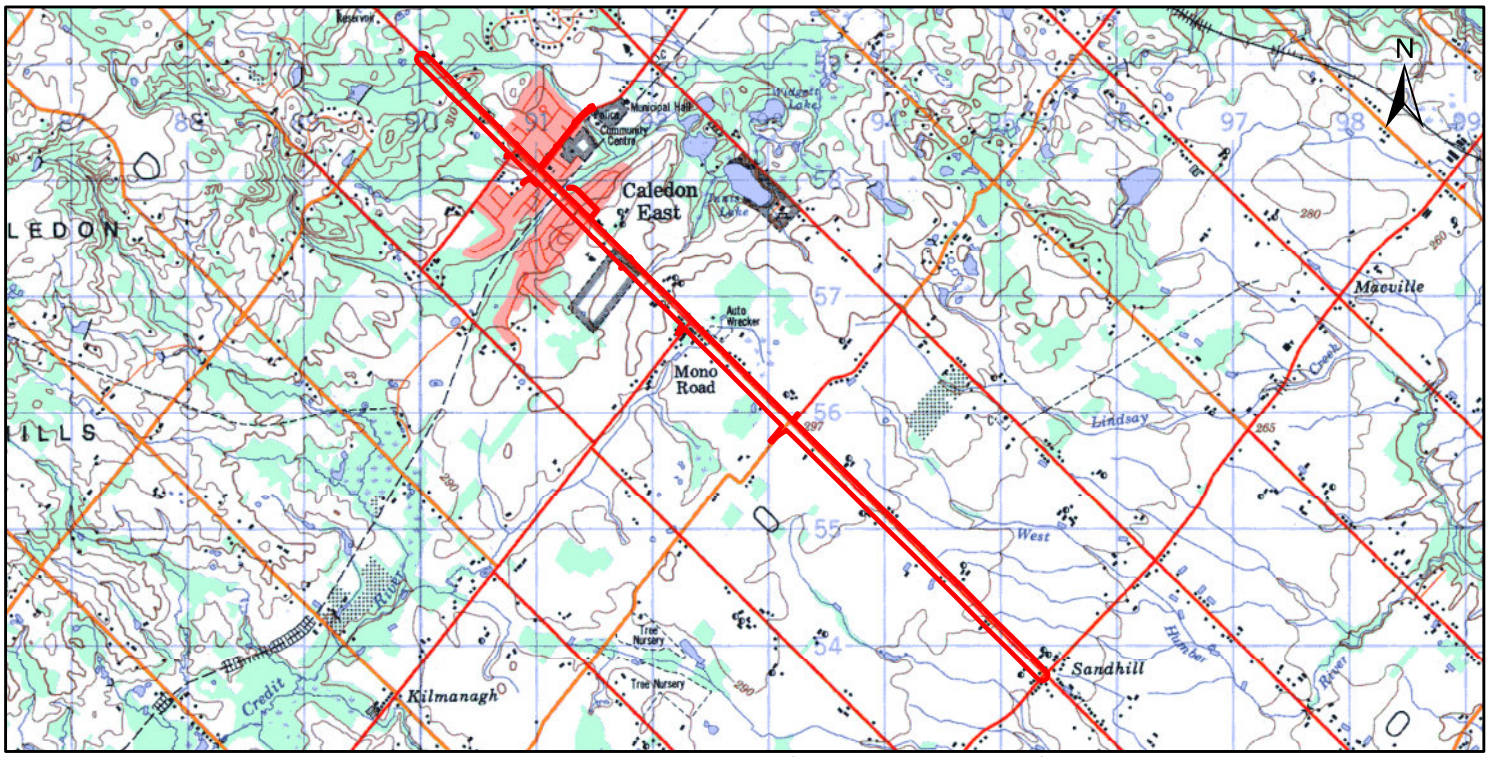


Figure 7: Airport Road from King Street to Huntsmill Drive Study Area (Approximate Location) Overlaid on the 1994 NTS Sheet

Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 | F416-966-9723 | asiheritage.ca	Study Area	Base: 1954 Air Photo of Caledon 1994 NTS Bolton Sheet	0 1.5 Kilometres ASI PROJECT NO.: 17EA077 DATE: 10/25/2018 DRAWN BY: JF FILE: 17EA077_fig6_7_hist_v3

Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_Hist_portrait.mxd

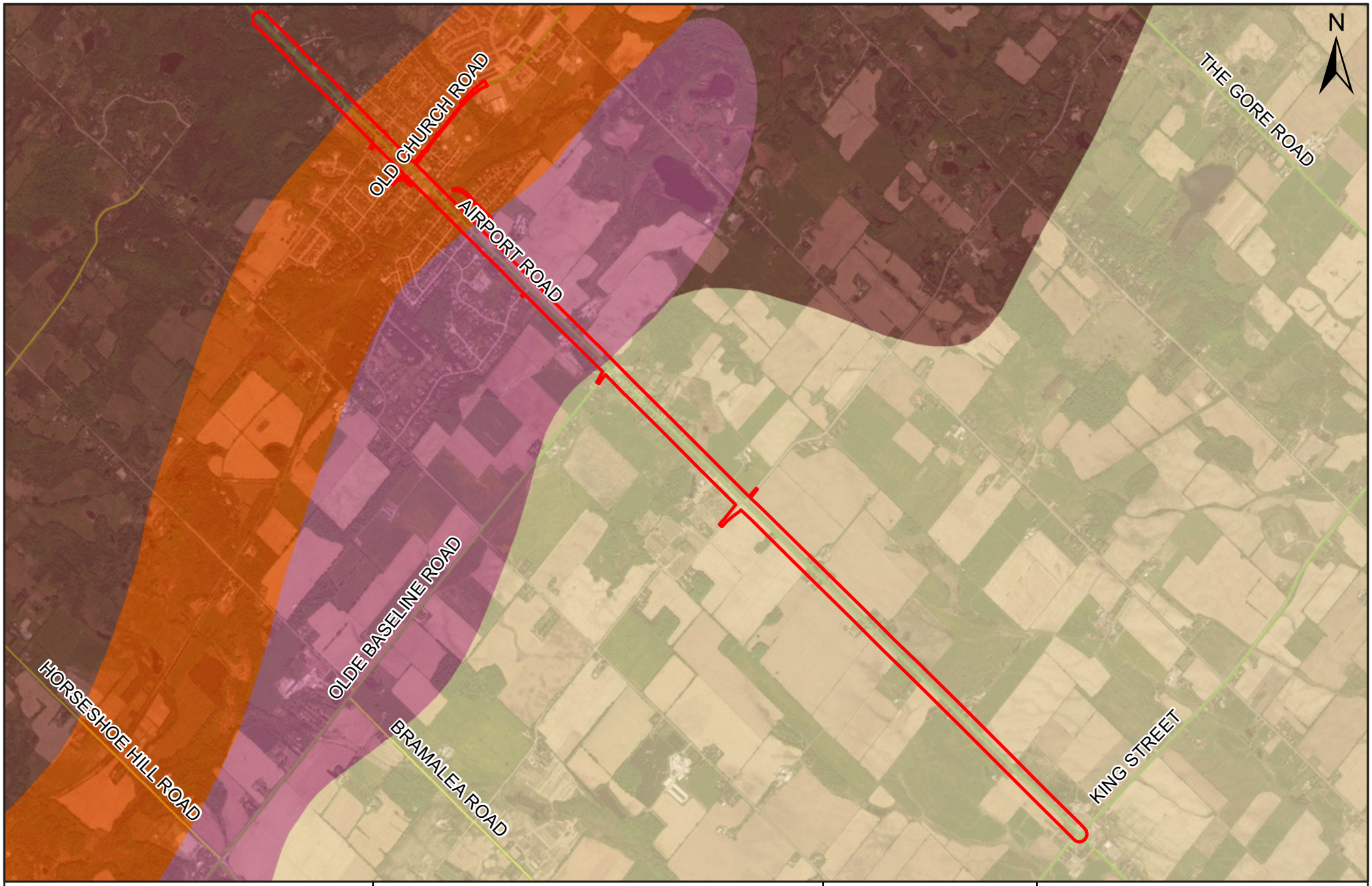


Figure 8: Airport Road from King Street to Huntsmill Drive Study Area - Physiographic Regions

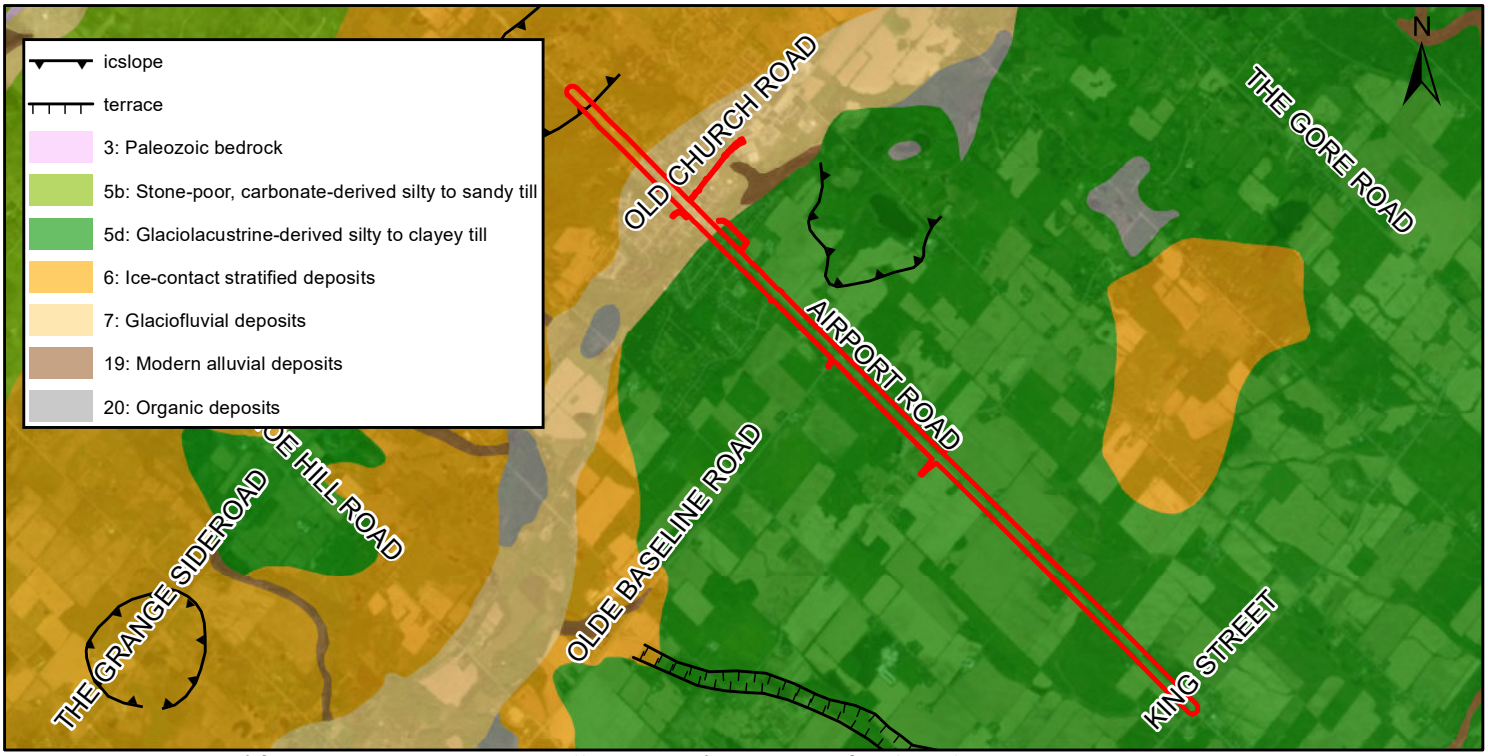


Figure 9: Airport Road from King Street to Huntsmill Drive Study Area - Surficial Geology

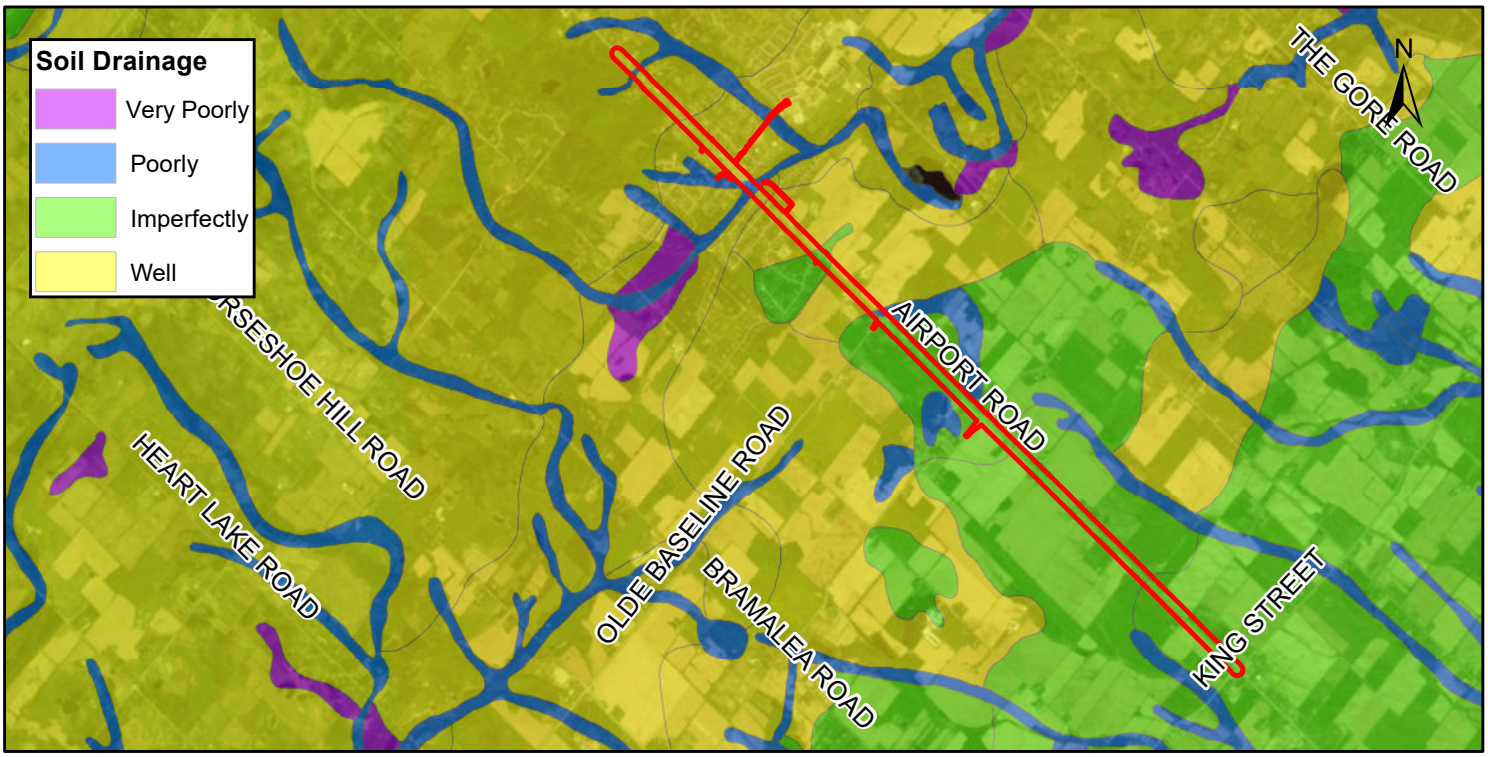


Figure 10: Airport Road from King Street to Huntsmill Drive Study Area - Soil Drainage

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

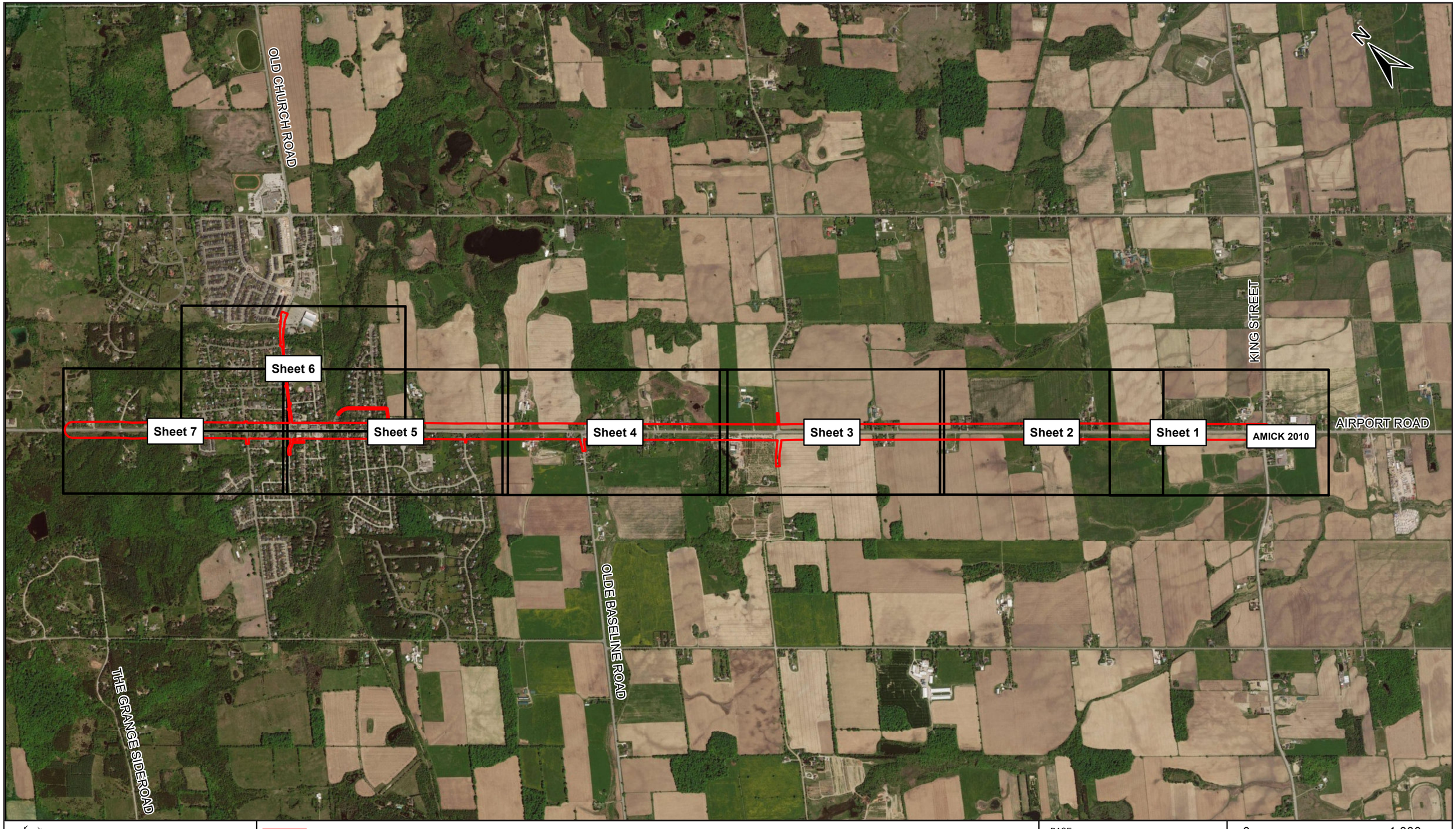
Study Area

Base:
Ontario Geological Survey, Ministry of Northern Development and Mines, © Queen's Printer for Ontario, 2003.

0 1.5
Kilometres

ASI PROJECT NO.: 17EA077
DATE: 10/25/2018
DRAWN BY: JF
FILE: 17EA077_fig9_10_geo_v3

Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_geology.mxd



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

Study Area

Map Sheet

BASE:

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

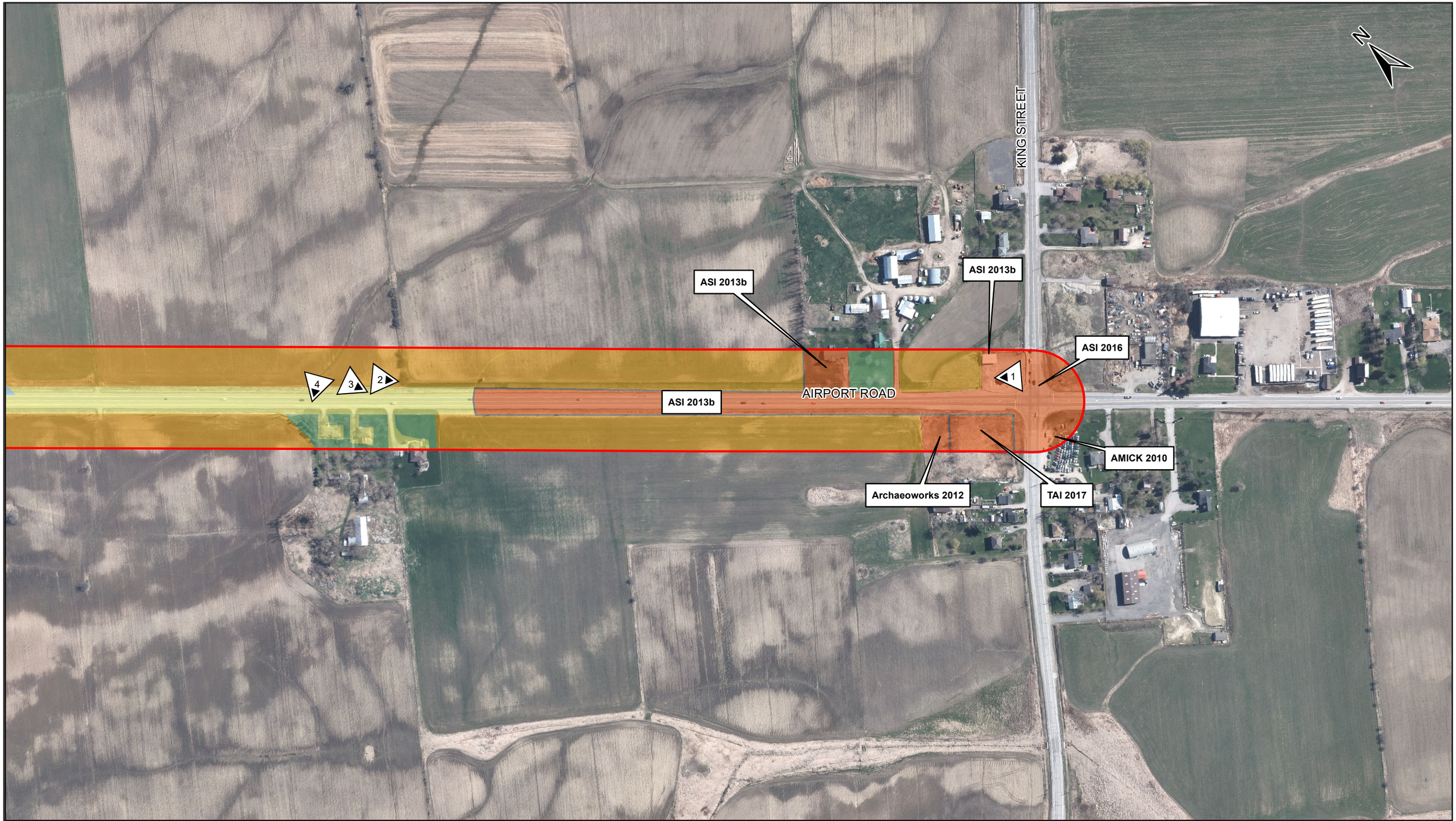
0 1,000
Meters

ASI PROJECT NO.: 17EA-077
DATE: 10/25/2018

DRAWN BY: JF
FILE: 17EA077_Stage1_key

Document Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_stage1.mxd

Figure 11: Airport Road from King Street to Huntsmill Drive - Results of the Property Inpsection (Key)



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

Study Area
Photos
Disturbed - No Potential
Potential - Requires Stage 2 Pedestrian Survey
Potential - Requires Stage 2 Test Pit Survey
Previously Assessed - No Stage 2 required
Low and Wet - No Potential

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

0 150
Meters

ASI PROJECT NO.: 17EA-077
DATE: 1/29/2020
DRAWN BY: JF
FILE: 17EA077_Fig12_S1_ND

Document Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_stage1.mxd

Figure 12: Airport Road from King Street to Huntsmill Drive - Results of the Property Inspection (Sheet 1)

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

Study Area
Photos
Sloped - No Potential
Disturbed - No Potential
Potential - Requires Stage 2 Pedestrian Survey
Potential - Requires Stage 2 Test Pit Survey
Previously Assessed - No Stage 2 required
Low and Wet - No Potential

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

0 150
Meters

ASI PROJECT NO.: 17EA-077
DATE: 1/14/2019
DRAWN BY: JF
FILE: 17EA077_Fig13_S2_ND

Document Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_stage1.mxd

Figure 13: Airport Road from King Street to Huntsmill Drive - Results of the Property Inspection (Sheet 2)

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

Study Area
Photos
Sloped - No Potential
Disturbed - No Potential
Potential - Requires Stage 2 Pedestrian Survey
Potential - Requires Stage 2 Test Pit Survey
Previously Assessed - No Stage 2 required
Low and Wet - No Potential

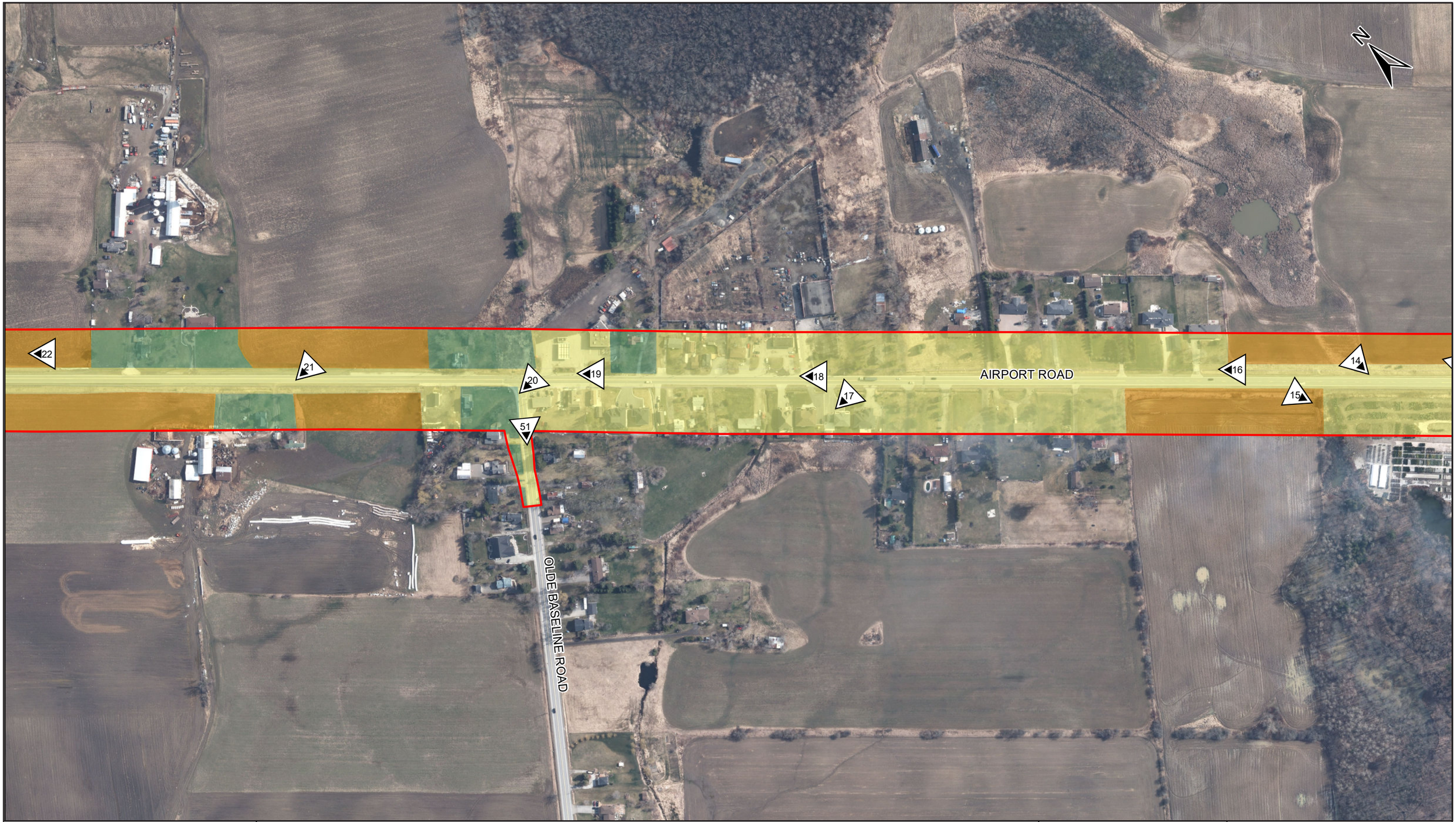
BASE:
Ortho
Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 150
Meters

ASI PROJECT NO.: 17EA-077
DATE: 1/14/2019
DRAWN BY: JF
FILE: 17EA077_Fig14_S3_ND

Document Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_stage1.mxd

Figure 14: Airport Road from King Street to Huntsmill Drive - Results of the Property Inspection (Sheet 3)



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

Study Area
Photos
Sloped - No Potential
Disturbed - No Potential
Potential - Requires Stage 2 Pedestrian Survey
Potential - Requires Stage 2 Test Pit Survey
Previously Assessed - No Stage 2 required
Low and Wet - No Potential

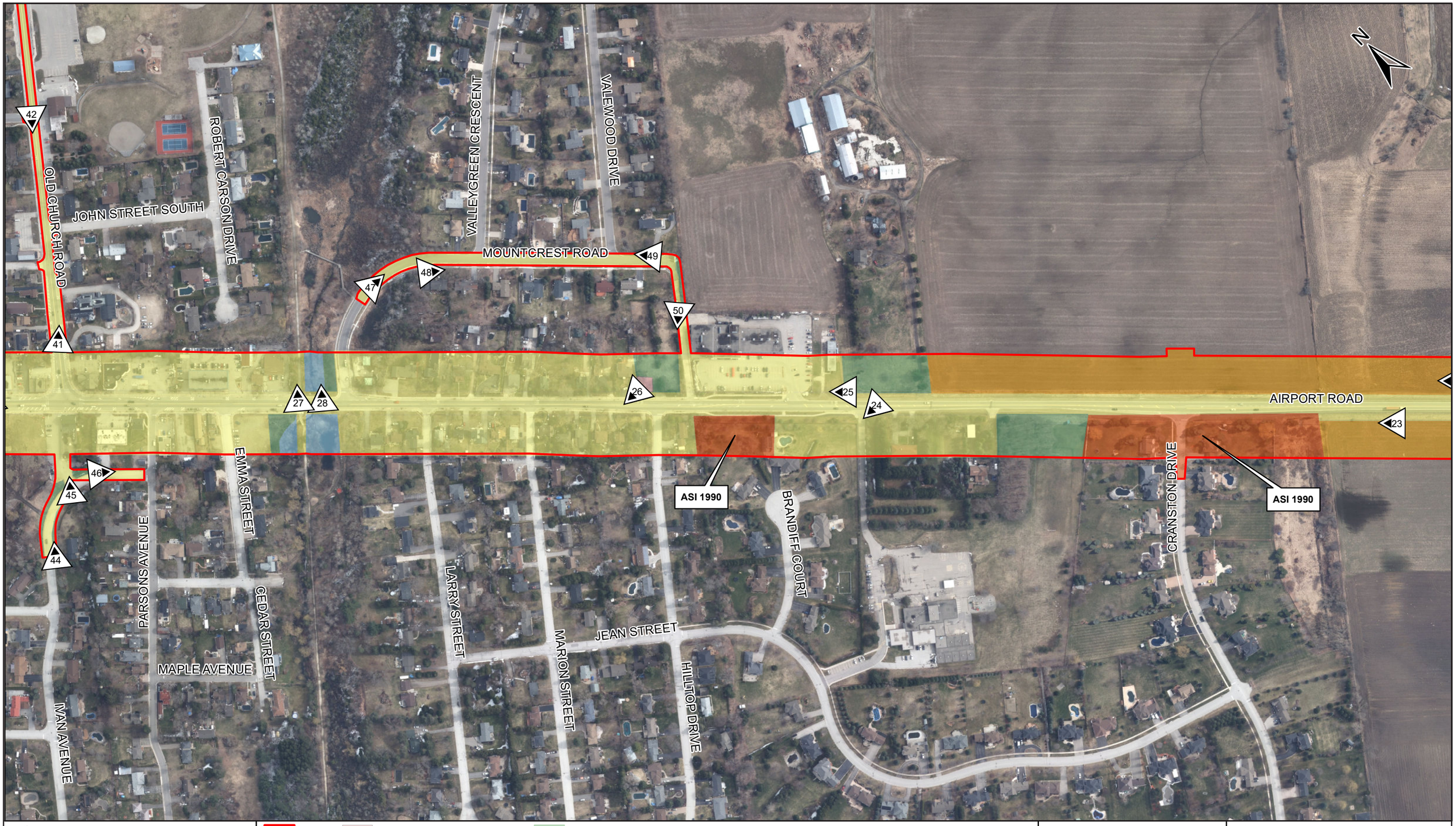
BASE:
Ortho
Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 150
Meters

ASI PROJECT NO.: 17EA-077
DATE: 1/14/2019
DRAWN BY: JF
FILE: 17EA077_Fig15_S4_ND

Document Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_stage1.mxd

Figure 15: Airport Road from King Street to Huntsmill Drive - Results of the Property Inspection (Sheet 4)



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

Study Area
Photos
Sloped - No Potential
Disturbed - No Potential
Potential - Requires Stage 2 Pedestrian Survey
Potential - Requires Stage 2 Test Pit Survey
Previously Assessed - No Stage 2 required
Low and Wet - No Potential

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

0 150
Meters

ASI PROJECT NO.: 17EA-077
DATE: 1/14/2019
DRAWN BY: JF
FILE: 17EA077_Fig16_S5_ND

Document Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_stage1.mxd

Figure 16: Airport Road from King Street to Huntsmill Drive - Results of the Property Inspection (Sheet 5)

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

Study Area
Photos
Sloped - No Potential
Disturbed - No Potential
Potential - Requires Stage 2 Pedestrian Survey
Potential - Requires Stage 2 Test Pit Survey
Previously Assessed - No Stage 2 required
Low and Wet - No Potential

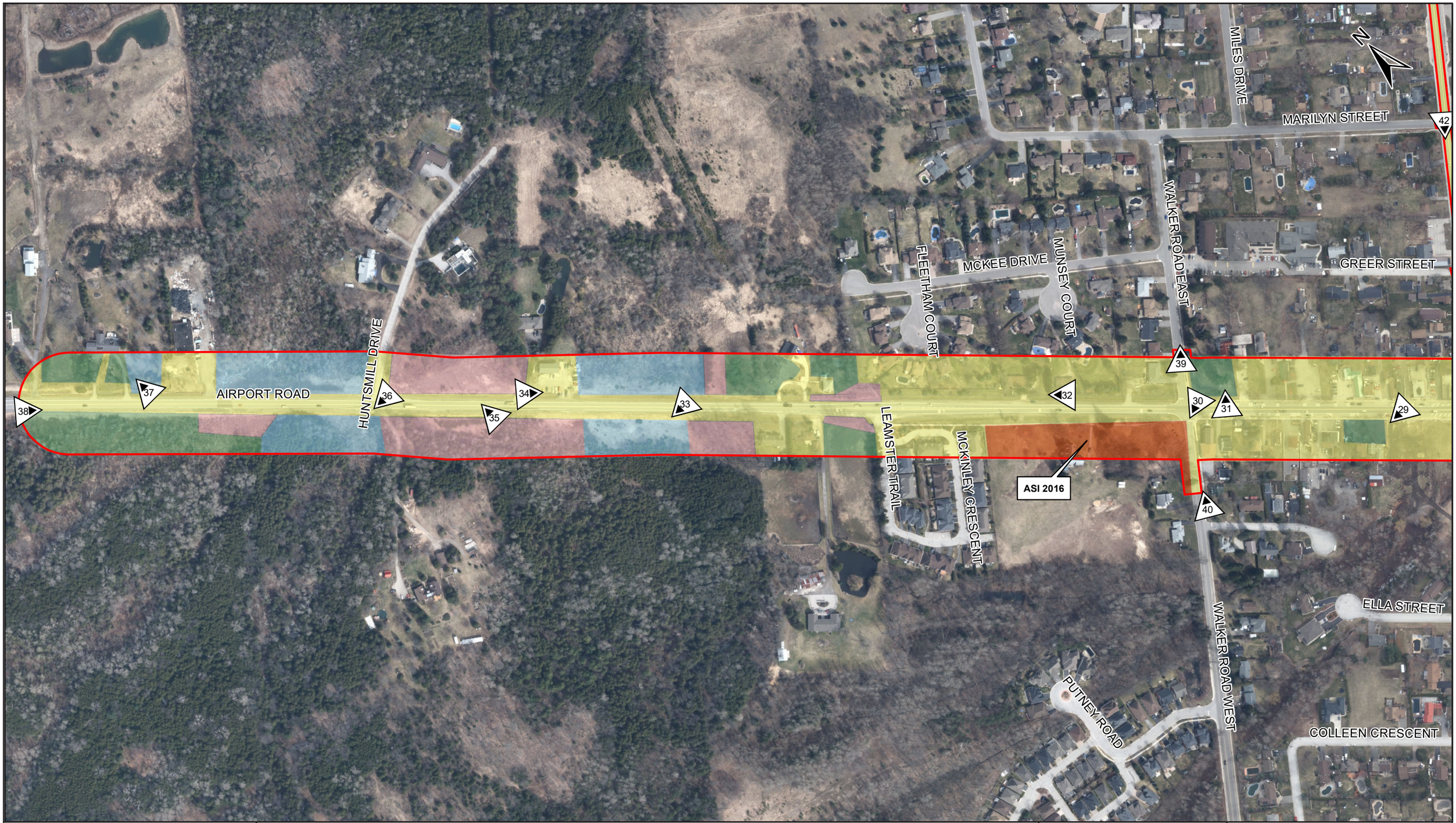
BASE:
Ortho
Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

0 150
Meters

ASI PROJECT NO.: 17EA-077
DATE: 1/14/2019
DRAWN BY: JF
FILE: 17EA077_Fig17_S6_ND

Document Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_stage1.mxd

Figure 17: Airport Road from King Street to Huntsmill Drive - Results of the Property Inpsection (Sheet 6)



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

Study Area
Photos
Sloped - No Potential
Disturbed - No Potential
Potential - Requires Stage 2 Pedestrian Survey
Potential - Requires Stage 2 Test Pit Survey
Previously Assessed - No Stage 2 required
Low and Wet - No Potential

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

0 150
Meters

ASI PROJECT NO.: 17EA-077
DATE: 1/14/2019
DRAWN BY: JF
FILE: 17EA077_Fig18_S7_ND

Document Path: X:\2017 Projects\EA\17EA-077 Airport Rd\View\17EA077_stage1.mxd

Figure 18: Airport Road from King Street to Huntsmill Drive - Results of the Property Inpsection (Sheet 7)

8.0 IMAGES

Plate 1: Northwest view of Airport Rd. at King St.; Area has been previously assessed, no potential

Plate 2: Southeast view of Airport Rd.; Area beyond the disturbed ROW and previously assessed area exhibits potential, requires Stage 2 survey

Plate 3: South view of Airport Rd.; Area beyond the disturbed ROW exhibits potential, requires Stage 2 survey

Plate 4: West view of Airport Rd.; Area beyond the disturbed ROW exhibits potential, requires Stage 2 survey

Plate 5: West view of Airport Rd.; Area beyond the disturbed ROW exhibits potential, requires Stage 2 survey

Plate 6: Northeast view of Airport Rd.; Area is low and wet, no potential

Plate 7: Northwest view of Airport Rd.; Area beyond the disturbed ROW exhibits potential, requires Stage 2 survey

Plate 8: Northwest view of Airport Rd.; Area beyond the disturbed ROW exhibits potential, requires Stage 2 survey

Plate 9: West view of Airport Rd.; Area beyond the disturbed ROW exhibits potential, requires Stage 2 survey

Plate 10: East view of Airport Rd.; Area has been graded and disturbed, no potential

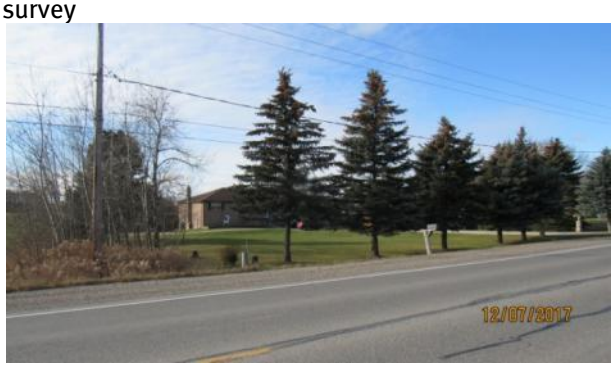


Plate 11: West view of Airport Rd.; Area around modern houses is graded and disturbed, no potential

Plate 12: Northwest view of Airport Rd. towards Glen Echo Nurseries; Area is disturbed, no potential

Plate 13: East view of Airport Rd.; Area beyond the disturbed ROW exhibits potential, requires Stage 2 survey

Plate 14: Southwest view of Airport Rd. towards Glen Echo Nurseries; Area is disturbed, no potential

Plate 15: South view of Airport Rd.; Area beyond the disturbed ROW exhibits potential, requires Stage 2 survey

Plate 16: Northwest view of Airport Rd.; Area beyond the disturbed ROW south of 20th century housing exhibits potential, requires Stage 2 survey

Plate 17: West view of Airport Rd.; Area is disturbed, no potential

Plate 18: Northwest view of Airport Rd.; Area is disturbed, no potential

Plate 19: Northwest view of Airport Rd.; Area is disturbed, no potential

Plate 20: West view of Airport Rd. at Olde Base Line Rd.; Area beyond the disturbed ROW exhibits potential in historic house lot, requires Stage 2 survey

Plate 21: West view of Airport Rd.; Area beyond the disturbed ROW exhibits potential, requires Stage 2 survey


Plate 22: Northwest view of Airport Rd.; Area beyond the disturbed ROW exhibits potential, requires Stage 2 survey

Plate 23: Northwest view of Airport Rd.; Area beyond disturbed ROW exhibits potential, requires Stage 2 survey

Plate 24: West view of Airport Rd.; Area is disturbed, no potential

Plate 25: Northwest view of Airport Rd.; Area is disturbed, no potential

Plate 26: Northwest view of Airport Rd.; Area beyond disturbed ROW is sloped, no potential

Plate 27: Northeast view of Caledon Trailway Path; Area along former railway corridor is disturbed, no potential

Plate 28: Northeast view of the West Humber River; Area is sloping on the north bank to low and wet, no potential. The south bank exhibits potential, requires Stage 2 survey.


Plate 29: West view of 16024 Airport Rd.; Area on designated heritage property exhibits potential, requires Stage 2 survey. Property to the south is disturbed, no potential

Plate 30: West view of 16078 Airport Rd.; Area around designated heritage property is disturbed, no potential

Plate 31: Northeast view of 16081 Airport Rd.; Area on designated heritage property exhibits potential, requires Stage 2 survey. Property to the south is disturbed, no potential

Plate 32: Northwest view of Airport Rd.; Area is disturbed, no potential


Plate 33: Northwest view of Airport Rd.; Area beyond disturbed ROW is low and wet, no potential

Plate 34: Southeast view of Airport Rd.; Area is disturbed, no potential

Plate 35: North view of Airport Rd.; Area beyond disturbed ROW is sloped, no potential

Plate 36: Northwest view of Airport Rd. at Huntsmill Dr.; Area beyond disturbed ROW is low and wet and sloped, no potential

Plate 37: North view of Airport Rd.; Area beyond disturbed ROW is low and wet, no potential

Plate 38: Southeast view of Airport Rd.; Area beyond disturbed ROW exhibits potential, requires Stage 2 survey

Plate 39: Northeast view of Walker Rd.E.; Area is within disturbed ROW, no potential

Plate 40: Northeast view of Walker Rd.W.; Area is within disturbed ROW on south side of the road, north of the road has been previously assessed

Plate 41: Northeast view of Old Church Rd.; Area is within disturbed ROW, no potential.

Plate 42: Southwest view of Old Church Rd.; Area is within disturbed ROW, no potential.

Plate 43: Southwest view of Old Church Rd.; Area is within disturbed ROW, no potential.

Plate 44: Northeast view of Ivan Ave.; Area beyond disturbed ROW exhibits potential, requires Stage 2 survey

Plate 45: Northeast view of Ivan Ave.; Area beyond disturbed ROW exhibits potential, requires Stage 2 survey

Plate 46: Southeast view of Ivan Ave.; Area beyond disturbed ROW exhibits potential, requires Stage 2 survey

Plate 47: East view of Mountcrest Rd.; Area is within disturbed ROW, no potential.

Plate 48: Southeast view of Mountcrest Rd.; Area is within disturbed ROW, no potential.

Plate 49: Northwest view of Mountcrest Rd.; Area is within disturbed ROW, no potential.

Plate 50: Southwest view of Mountcrest Rd.; Area is disturbed, no potential. South of disturbed ROW exhibits potential, requires Stage 2 survey

Plate 51: Southwest view of Olde Baseline Rd.; Area north of disturbed ROW exhibits potential, requires Stage 2 survey

Plate 52: Southwest view of Boston Mills Rd.; Area beyond disturbed ROW exhibits potential, requires Stage 2 survey

Ministry of Heritage, Sport, Tourism, Culture Industries

Archaeology Program Unit
Programs and Services Branch
Heritage, Tourism and Culture Division
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel.: (416) 212-4019
Email: Zeeshan.Abedin@ontario.ca

Ministère des Industries du patrimoine, du sport, du tourisme et de la culture

Unité des programme d'archéologie
Direction des programmes et des services
Division du patrimoine, du tourisme et de la culture
401, rue Bay, bureau 1700
Toronto ON M7A 0A7
Tél. : (416) 212-4019
Email: Zeeshan.Abedin@ontario.ca

Ontario

Feb 7, 2020

Lisa Merritt (P094)
ASI Archaeological and Cultural Heritage Services
528 Bathurst Street Toronto ON M5S 2P9

RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "STAGE 1 ARCHAEOLOGICAL ASSESSMENT AIRPORT ROAD IMPROVEMENTS KING STREET TO HUNTSMILL DRIVE PART OF LOTS 1-23, CONCESSION 1, LOTS 27-34, CONCESSION 6 EHS AND LOTS 1-6, CONCESSION 6 EHS (FORMER TOWNSHIPS OF ALBION, CHINGUACOUSY, AND CALEDON) COUNTY OF PEEL TOWN OF CALEDON REGIONAL MUNICIPALITY OF PEEL, ONTARIO", Dated Jan 30, 2019, Filed with MTCS Toronto Office on Feb 28, 2019, MTCS Project Information Form Number P094-0262-2017, MTCS File Number 0007818

Dear Ms. Merritt:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18.[1] This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 *Standards and Guidelines for Consultant Archaeologists* set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment of the study area as depicted in Figures 12 to 18 of the above titled report and recommends the following:

1. Parts of the Study Area exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit and pedestrian survey, both at five metre intervals, where appropriate, prior to any proposed impacts;

2. Part of the Tarbox Site (AlGx-382) is within the Study Area and retains CHVI. If impacted by the Airport Road project, the site will require Stage 3 site-specific assessment, in order to more fully identify the character, extent and significance of the archaeological deposits, prior to any proposed development;

• The Stage 3 assessment should commence with the creation of a recording grid on a fixed datum, the position of which has been recorded using a GPS. A series of one-metre by one-metre units will then be

excavated across the entire site area at five metre intervals within an established grid in order to determine the nature and extent of the cultural deposits. An additional 20% of the total number of units excavated on the grid will be strategically excavated at five metre intervals throughout the site, around units of high artifact counts, or in 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 troweled and all soil profiles examined for undisturbed cultural deposits.

• The results of the Stage 3 assessment will be used to evaluate the significance of the site and to develop a series of recommendations concerning any further mitigative options that may be necessary.

3. Part of the Yeoman Site (AkGw-453) is within the Study Area and retains CHVI. If impacted by the Airport Road project, the site will require Stage 4 mitigation, prior to any proposed development;

• As no midden area was identified, Stage 4 excavation of the Site should begin with the mechanical topsoil removal of fill on the east side of the site to expose natural topsoil. Additional one-metre units should be placed on the existing Stage 3 grid at five-metre intervals under the area of fill. If a midden is identified, it must be hand excavated. Once complete, mechanical topsoil removal can resume for the remainder of the property. The exposed subsoil surface should be cleaned by shovel or trowel to identify any subsurface cultural features. Two opposing quadrants at minimum should be hand excavated in larger cellar features and all exposed profiles will be recorded. Any architectural or structural remains should be documented with scale drawings and photographs. Where removal of architectural or structural remains is required by excavation, they should be mapped and drawn, and any intact cultural layers beneath should be hand excavated.

4. Parts of the Study Area have been previously assessed and do not require further archaeological assessment;

5. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, or slopes in excess of 20 degrees. These lands do not require further archaeological assessment; and,

6. 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.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 *Standards and Guidelines for Consultant Archaeologists* and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Zeeshan Abedin
Archaeology Review Officer

cc. Archaeology Licensing Officer
Hailey McWilliam,IBI Group (Toronto-Midtown)
Sonya Bubas,Region of Peel

[1] *In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.*