
Appendix K

Stage 1 Archaeological Assessment Report

**Stage 1 Archaeological Assessment
(Background Research and Property Inspection)**

**Mayfield Road Class Environmental Assessment
Chinguacousy Road to Heart Lake Road
Regional Municipality of Peel, Ontario**

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July 5, 2012



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**Stage 1 Archaeological Assessment
(Background Research and Property Inspection)**

**Mayfield Road Class Environmental Assessment
Chinguacousy Road to Heart Lake Road, Regional Municipality of Peel, Ontario**

EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by GENIVAR, Markham, on behalf of the Regional Municipality of Peel, to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Mayfield Road Class Environmental Assessment study. The Mayfield Road study corridor extends from Chinguacousy Road to Heart Lake Road in the City of Brampton and the Town of Caledon, Regional Municipality of Peel, Ontario. The purpose of the study is to evaluate the current and future levels of service on Mayfield Road, identify long-term improvements for the horizon year of 2031, provide reasonable alternatives, and recommend a solution through a comprehensive and environmentally sound planning process with public participation. This assessment is being conducted as a Schedule 'C' project under the Municipal Class Environmental Assessment process.

The Stage 1 Archaeological Assessment determined that twenty-five archaeological sites have been registered within a 1 km of the Mayfield Road study corridor. A review of the archaeological and historical context of the study corridor also suggests that it has potential for the identification of Aboriginal and Euro-Canadian archaeological resources.

Based on the results of the property inspection it was determined that the Mayfield Road right-of-way (ROW) is heavily disturbed but there is archaeological potential beyond the ROW limits throughout the length of the study corridor. In light of these results, ASI makes the following recommendations:

1. The Mayfield Road ROW does not retain archaeological potential due to previous disturbances. Additional archaeological assessment is not required for road improvements within the current ROW boundaries. The Mayfield Road ROW can be cleared of further archaeological concern, and;
2. Sections of land beyond the limits of the current Mayfield Road ROW exhibit archaeological potential. If the proposed Mayfield Road improvements require new lands beyond the current ROW limits then a Stage 2 Archaeological Assessment should be conducted on lands determined to have archaeological potential. This work will be done in accordance with the Ministry of Tourism and Culture's (MTC) 2011 *Standards and Guidelines for Consultant Archaeologists* in order to identify any archaeological remains that may be present.

Notwithstanding the results and recommendations presented in this study, Archaeological Services Inc. 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 Ministry of Tourism and Culture should be immediately notified.



**ARCHAEOLOGICAL SERVICES INC.
ENVIRONMENTAL ASSESSMENT DIVISION**

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1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by GENIVAR, Markham, on behalf of the Regional Municipality of Peel, to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Mayfield Road Class Environmental Assessment study. The Mayfield Road study corridor extends from Chinguacousy Road to Heart Lake Road in the City of Brampton and the Town of Caledon, Regional Municipality of Peel, Ontario (Figure 1). The purpose of the study is to evaluate the current and future levels of service on Mayfield Road, identify long-term improvements for the horizon year of 2031, provide reasonable alternatives, and recommend a solution through a comprehensive and environmentally sound planning process with public participation. This assessment is being conducted as a Schedule 'C' project under the Municipal Class Environmental Assessment process.

This assessment was conducted under the project management of Sarah Jagelewski and the project direction of Lisa Merritt (PIF P094-067-2011), both of ASI.

Section 1 of the Ministry of Tourism and Culture's (MTC) 2011 *Standards and Guidelines for Consultant Archaeologists* discusses the objectives of a Stage 1 assessment as follows:

- To provide information about the geography, history, previous archaeological fieldwork and current land condition of the study area;
- To evaluate in detail the archaeological potential of the study area which can be used, if necessary, to support recommendations for Stage 2 Archaeological Assessment for all or parts of the property; and
- To recommend appropriate strategies for Stage 2 Archaeological Assessment, if necessary.

This report describes the Stage 1 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 archaeological and historical context for the project study area; Section 2.0 addresses the field methods used for the property inspection that was undertaken to document its general environment, current land use history and conditions of the study area; Section 3.0 analyses the characteristics of the project study area and evaluates its archaeological potential; Section 4.0 provides recommendations for the next assessment steps; and the remaining sections contain other report information that is required by the MTC's Standards and Guidelines, e.g., advice on compliance with legislation, works cited, mapping and photo-documentation.

1.1 Development Context

All activities carried out during this assessment were completed in accordance with the Municipal Engineers' Association document *Municipal Class Environmental Assessment* (2007), the Ministry of the Environment (MOE) terms of the Code of Practice for Class Environmental Assessments, the *Ontario Heritage Act* (2005), and the MTC's *Standards and Guidelines for Consultant Archaeologists* (2011).

Authorization to carry out the activities necessary for the completion of the Stage 1 assessment was granted to ASI by Genivar on April 11, 2011.

1.2 Archaeological Context



This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Mayfield Road study corridor, 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 housed at the MTC; published and unpublished documentary sources; and the files of ASI.

The Stage 1 property inspection was conducted by Peter Carruthers, (P163), ASI, on June 30, 2011 in order to gain first-hand knowledge of the geography, topography, and current conditions of the Mayfield Road study corridor. During the inspection the archaeological potential of the corridor was evaluated and mapped. Field observations are compiled onto maps of the study areas in Section 7.0 (Figures 7-15) and associated photography is presented in Section 8.0 (Plates 1-33).

1.2.1 Known Archaeological Sites

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

According to the OASD (email communication, Robert von Bitter, MTC Data Coordinator, June 16 2011), twenty-five archaeological sites have been previously registered within 1 km of the study area (Table 1).

Table 1: List of previously registered within 1 km of the study area

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGw-14	Allison	Possible hunting camps	Undetermined	Rick Adams
AkGw-15	Clearbrook	Historic homestead	Euro-Canadian	Nick Adams
AkGw-16	Mellow Gardens	Homestead	Euro-Canadian	Nick Adams
AkGw-88	Bartholomew Snell Homestead	Euro-Canadian	Homestead	Robert Pearce, LMA
AkGw-90	Ontario Seed 4	Pre-Contact	Camp	Jim Wilson
AkGw-107	Elias Snell Pioneer Homestead	Euro-Canadian	Homestead	Robert Pearce, LMA
AkGw-196	-	Pre-Contact, Vanport	Findspot	Martin Cooper, ASI
AkGw-199	-	Pre-Contact	Findspot	Martin Cooper, ASI
AkGw-200	-	Middle Archaic	Findspot	Martin Cooper, ASI
AkGw-202	-	Pre-Contact	Lithic scatter	Martin Cooper, ASI
AkGw-203	-	Pre-Contact	Findspot	Martin Cooper, ASI
AkGw-237	McCarthy	Woodland (Middlesex Horizon)	Findspot	Rick Sutton
AkGw-295	Heart Lake Garden	Archaic	Campsite	Philip J. Woodley
AkGw-309	Stopover 2	Pre-Contact	Undetermined	C. Crinnion, TRCA
AkGw-310	Stopover 3	Pre-Contact, Euro-Canadian	Undetermined	C. Crinnion, TRCA
AkGw-311	Stopover	Pre-Contact	Undetermined	C. Crinnion, TRCA



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGw-312	Stopover 4	Pre-Contact, Euro-Canadian	Undetermined	C. Crinnion, TRCA
AkGw-320	Stopover 5	Pre-Contact	Findspot	C. Crinnion, TRCA
AkGw-332	*	Early Woodland	Findspot	Debbie Steiss, ASI
AkGw-333	Kennedy Road	Euro-Canadian	Midden	Debbie Steiss, ASI
AkGw-380	Tortuga	Pre-Contact	Undetermined	C. Crinnion, TRCA
AkGw-426	Mayfield H1	Euro-Canadian	Homestead	K. Slocki
AkGw-430	Mayfield P1	Aboriginal	Findspot	K. Slocki
AkGw-431	Mayfield P2	Aboriginal, Pre-Contact	Findspot	K. Slocki
AkGw-432	Mayfield P3	Aboriginal, Pre-Contact	Findspot	K. Slocki

Of the twenty-five sites located within 1 km of the study corridor, seven are located on or directly adjacent to Mayfield Road. These include:

The **Allison** site (AkGw-14) is located on Mayfield Road from the Ministry of Environment installation to north of Heart Lake Road. The site was found on a small knoll, across from a marshy area on the south side of the road. A former creek ran past the site on the left hand side. Three flakes of Onondaga chert were recovered from the site, which is thought to be a hunting camp. The Allison site was researched in 1988 by Rick Adams.

The **Bartholomew Snell Homestead** (AkGw-88) is located on a knoll in a field behind a row of houses on the north side of Mayfield Road and east of Hurontario Street. Etobicoke Creek runs past the site. The site consists of a root cellar, smokehouse cellar, well and sheet midden. Robert Pearce, with the London Museum of Archaeology (LMA), researched and totally excavated the site in 1997.

The **Stopover** sites (AkGw-309-AkGw 312, AkGw-320) are located near the intersection of Mayfield Road and Heart Lake Road. The sites are located in a smooth to moderately sloping landscape with marshy and forested areas. These sites feature Pre-Contact and Euro-Canadian finds including flakes, ceramics, shatter, lithics, a core, a metal hook, and a ring. The Stopover sites were researched by Crinnion (TRCA) in 2006.

1.2.2 Geography

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

The *Standards and Guidelines* (MTC 2011) 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 after the Pleistocene era, 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 (Section 1.3.1 MTC 2011).

The study corridor is situated within the South Slope physiographic region of southern Ontario. The South Slope region tilts southward from the heights of the Oak Ridges Moraine into the Lake Ontario basin and is a broad, relatively featureless till plain which spans an area of approximately 2300 square kilometres (Chapman and Putnam 1984:172-174). The South Slope overlies the limestones of the Verulam and Lindsay Formations, the grey shale of the Georgian Bay Formation and the red shale of the Queenston Formation. Till soils of this physiographic region are more sandy in the east and clayey in the west (Chapman and Putnam 1984:173). (See Figure 2 for Surficial Geology and Figure 3 for Soil Drainage).

Soils within the study corridor consist of heavily textured till and shallow soil over bedrock (Hoffman and Richards 1953). The heavy textured till types within the Mayfield Road corridor include Chinguacousy and Oneida tills. The Chinguacousy till is a clay loam that has smooth and gentle sloping features and has imperfect drainage. The Oneida till is a clay loam that has smooth and moderately clogging characteristics and has good drainage. The study corridor also features Muck, which is a shallow soil over bedrock. It is variable and depressional with bog like qualities. It has very poor drainage.

Etobicoke Creek and Heart Lake are the main water sources in the study area. Etobicoke Creek is a subwatershed of the Credit River Valley watershed. The Etobicoke Creek subwatershed is relatively small and has a drainage area of 191 square kilometres. It originates on the south slope of the Oak Ridges Moraine and travels south to Lake Ontario (TRCA 2011a). Etobicoke Creek runs through the study corridor between Hurontario Street and Kennedy Road. In addition to Etobicoke Creek, numerous small watercourses cross Mayfield Road throughout the study area.

Heart Lake is a spring-fed, kettle lake which derives its name from its roughly heart shaped outline (TRCA 2011b). It is located southeast of the study corridor and west of Heart Lake Road.

1.3 Historical Context

This section provides a brief summary of historic research for the study area. A review of available primary and secondary source material was undertaken to produce a contextual overview of the study corridor, including a general description of Euro-Canadian settlement and land use. Historically, the study corridor consists of the road allowance between Lots 17 and 18, in Concessions I to III west and Concession I to III east, in the Township of Chinguacousy, County of Peel.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth



century maps) are likely to be captured by the basic proximity to the water model outlined in Section 1.2, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes 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 *Standards and Guidelines* (MTC 2011: 5) stipulates that 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.

1.3.1 Contact Period

Beginning in the mid-18th century, the Mississauga replaced the Seneca as the controlling Aboriginal group along the north shore of Lake Ontario since the Iroquois confederacy had overstretched their territory between the 1650s and 1670s (Williamson 2008). The Iroquois could not hold the region and agreed to form an alliance with the Mississauga peoples and share hunting territories with them. In the late 1690s, the Mississaugas established their settlement of Teiaiagon on the Humber River, which sat astride the most important route of the Toronto Passage. This route connected Lake Ontario with waterways and trails to Georgian Bay and the north and gave the Mississaugas a strategic trading position (Williamson 2008). The Mississaugas traded with both the British and the French in order to have wider access to European materials at better prices, and used their strategic position on the Humber to act as trade intermediaries between the British and tribes in the north.

The study corridor falls within the Chinguacousy Township, which is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River, and which signified “young pine.” Other scholars assert that it was named in honour of the Ottawa Chief Shinguacose, which was corrupted to the present spelling of ‘Chinguacousy,’ “under whose leadership Fort Michilimacinac was captured from the Americans in the War of 1812” (Mika and Mika 1977; Rayburn 1997:68). Part of the land which encompasses Chinguacousy Township was alienated by the British from the native Mississaugas through a provisional treaty dated October 28, 1818 (Canada 1891:47).

1.3.2 Mayfield Road Township Survey and Settlement

The land within Chinguacousy Township was acquired by the British from the Mississaugas in 1818. The first legal settlers occupied their land holdings in the same year. Chinguacousy 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. The township 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. A provisional council for Peel was not established until 1865, and the first official meeting of the Peel County council did not occur until 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 (Smith 1846:32; Pope 1877:59; Mika 1977:417-418; Armstrong 1985: 142, 152; Rayburn 1997:68).



Due to the small population of the newly acquired tract, Chinguacousy was initially united 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 (Pope 1877:59).

The Chinguacousy Township was the largest in Peel County and was described as one of the best settled townships in the district. It contained excellent, rolling land which was timbered mainly in hardwood with some pine intermixed. 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 rivalled Chinguacousy in terms of wheat production at that time was Whitby. Other farm products included maple sugar, wool, cheese and butter (Smith 1851:279).

The historical settlement of Edmonton developed at the intersection of what is now the intersection of Mayfield Road and Hurontario Street, on part Lots 17 and 18, Concessions 1 East and West. The post office was opened in July 1851, with Thomas Watson appointed as the first postmaster. This office was merged with the Snelgrove office in November 1895 (the area is now known as Snelgrove). The community contained churches, one school, two halls, a post office, stores, a carriage factory, blacksmith shops, a harness maker, boot and shoe makers, and one hotel. Edmonton also contained the township hall. The population numbered about 150 in 1873 (Crossby 1873:109)

1.3.3 *Mayfield Road Historic Map Review*

The 1859 *Tremaine Map of the County of Peel* and the 1877 *Illustrated Historical Atlas of the Country of Peel* were reviewed to determine the potential for the presence of historical archaeological remains along the study area during the nineteenth century (Figures 4 and 5). 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.

Historically, the study corridor formed part of the road allowance between Lot 17 and 18, in Concessions I to III East and I to III West. The available data regarding property owners and historical features gathered from the historic mapping is summarized in Table 2.

Table 2: Mayfield Road – Nineteenth-century property owner(s) and historical features(s)

Lot #	Con #	1859 Tremaine Map		1877 Illustrated Historical Atlas	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
17	III West	John Moody	---	Hy Moody	---
	II West	Jas. Nicholl	---	Robert Hall	---
		Walter Cation & Bros	---	Walter Cation	---

Lot #	Con #	1859 Tremaine Map		1877 Illustrated Historical Atlas	
		Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
	I West	Walter Cation & Bros	---	Walter Cation	---
		John Sheils	---	T. Shields	Railroad
		Edmonton	Two Inns	Edmonton	n/a
	I East	Edmonton	Town Hall; Store; Church; Inn	Edmonton	n/a
		Andrew Ransier	---	D. Craig	Creek
		Barth Snell	---	Jno. Snell	---
		Elias Snell	---	Edward Hillock	---
	II East	Robert Giffen	---	Peter Archdeacon	---
		Thomas Archdekin	---	Jas. Large	---
	III East	Mrs. Deazley	---		
18	III West	Pat McLean	“Cat. Sh.”	Pat McLean	Two residences; orchard
	II West	Wm Craig	Residence	J. Rice	Residence; orchard
		Wm Rae	---	Jno. May	Residence; orchard
	I West	Jas Duckworth	---	Jas Duckworth	Residence; orchard
		John Giffin	---	Jno Giffin	Residence; orchard
		Edmonton	n/a	Edmonton	n/a
18	I East	Edmonton	n/a	Edmonton	Church
		Bart Snell	Residence; Creek	Robt Craig	Residence; orchard; Creek; Pond
		Elias Snell	---	Elias Snell	---
	II East	Sam Snell Esq	---	Wm Pateson	Pond
		Neil McKechnie	---	Neil Ms Earchren	Residence; orchard
	III East	Jos. Gardner	---	Jos. Gardner	---

Transportation and communication networks are important because they serve to integrate social and economic activities between disparate settlement centres. As these settlements grew, and traffic increased between them, toll gates, taverns, hotels and other services for travellers were established where major transportation routes were crossed. Early overland routes followed the natural topography, avoiding swamps or rocky outcrops. The historic thoroughfares within the study corridor, however, were opened along the straight survey lines, creating the familiar grid system of lots and concessions. Historic north-south thoroughfares located along the study corridor include Mayfield Road, Chincagousy Road, McLaughlin Road, Hurontario Street, Kennedy Road, and Heart Lake Road.

A series of topographic maps dating from 1909 to 1973 illustrates the development of the study corridor during the course of the twentieth century (Figure 6). In 1909 a wooden bridge carried Mayfield Road over Etobicoke Creek and between 1909 and 1933 the number of structures along the study corridor seems to have remained constant. Mayfield Road itself, however, had been “improved” by 1933 and Hurontario Street had been paved. The other thoroughfares intersecting the study corridor remained unimproved dirt roads until 1951 to 1963. By 1963, Mayfield Road west of Snelgrove had been paved and the crossroads community continued to develop. The entire study corridor was paved by 1973.

2.0 FIELD METHODS (PROPERTY INSPECTION)



As mentioned in Section 1.2.3, the Stage 1 property inspection was conducted Peter Carruthers, (P163), ASI, on June 30, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Mayfield Road corridor. It was a visual inspection only and does not include excavation or collection of archaeological resources.

Weather conditions for the inspection were clear and sunny with temperatures between 12-25°C. Previously identified features of archaeological potential were examined, additional features of archaeological potential not visible on mapping were identified and documented as well as any features that will affect assessment strategies. Field observations are compiled onto maps of the study areas in Section 7.0 (Figures 7-15) and associated photography is presented in Section 8.0 (Plates 1-50).

3.0 ANALYSIS AND CONCLUSIONS

The archaeological and historical context has been analyzed to help determine the archaeological potential of the study area. This data is presented below in Section 3.1. Results of the analysis of the property inspection are then presented for the Mayfield Road study corridor.

3.1 Analysis of Archaeological Potential

The *Standards and Guidelines for Consultant Archaeologists* list characteristics that indicate where archaeological resources are most likely to be found (MTC 2011: 4-5). Archaeological potential is confirmed when one or more features of archaeological potential are present.

Per Section 1.3.1 of the standards and guidelines, the study area meets the following criteria used for determining archaeological potential:

- Previously identified archaeological sites (i.e. Bartholomew Snell Homestead);
- Water sources: primary secondary, or past water source (i.e. Heart Lake);
- Areas of Euro-Canadian Settlement (i.e. Edmonton);
- Elevated topography (i.e. Knolls);
- Early historic transportation routes (i.e. Chincagousy Road)

These criteria characterize the study area as having potential for the identification of Aboriginal and Euro-Canadian archaeological resources.

3.2 Analysis of Property Inspection Results

As mentioned in Section 1.0, the overall project involves the evaluation of Mayfield Road from Chinguacousy Road to Heart Lake Road in the City of Brampton and the Town of Caledon as a part of the Mayfield Road Class Environmental Assessment study.



Part of the Mayfield Road study corridor is comprised of a right-of-way (ROW). Typically, a ROW can be divided into two areas: the disturbed ROW, and ROW lands beyond the disturbed ROW. The typically disturbed ROW extends outwards from either side of the centerline of the traveled lanes, and it includes the traveled lanes and shoulders and extends to the toe of the fill slope, the top of the cut slope, or the outside edge of the drainage ditch, whichever is furthest from the centerline. Subsurface disturbance within these lands may be considered extreme and pervasive, thereby negating any archaeological potential for such lands.

ROW construction disturbance may be found to extend beyond the typical disturbed ROW area, and this generally includes additional grading, cutting and filling, additional drainage ditching, watercourse alteration or channelization, servicing, removals, intensive landscaping, and heavy construction traffic. Areas beyond the typically disturbed ROW generally require archaeological assessment in order to determine archaeological potential relative to the type or scale of disturbances that may have occurred in these zones.

The Mayfield Road study corridor spans from Chinguacousy Road to Heart Lake Road. It runs through the historic settlement of Edmonton and features five major intersections. The Mayfield Road ROW has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. ROW disturbances can be attributed to typical road construction, including grading, filling, and utility installation (i.e. hydro, water, and lighting) (Plates 6, 7, 11, 12, 15, 18, 20, 24-26, 28, 29, 31). Commercial and residential development has also disturbed some of the adjacent landscape (Plates 9, 10, 13, 14, 16, 17, 19, 22). Due to the extent of previous disturbance, the Mayfield Road ROW and portions of the adjacent lands do not exhibit archaeological site potential. No further archaeological assessment is required on these lands (Figures 7-15: areas marked in yellow).

Beyond the disturbed ROW, several areas have remained relatively undisturbed and exhibit archaeological potential. Most of the areas of potential are relatively undisturbed fields that have not been impacted by construction activities (Plates 1-5, 9, 21, 23, 27, 32, 33). Other areas of potential are located on areas of elevated topography (Plates 30). Should road improvements encroach upon these undisturbed lands beyond the disturbed ROW, a Stage 2 property assessment should be conducted (Figures 7-15: areas marked in green).

4.0 RECOMMENDATIONS

The Stage 1 Archaeological Assessment was conducted to assist with the Mayfield Road Class Environmental Assessment study. The assessment determined that twenty-five sites have been registered within a 1 km of the study area. A review of the archaeological and historical context of the study area also suggested that it has potential for the identification of Aboriginal and Euro-Canadian archaeological resources. In light of these results, the following recommendations are made:

1. The Mayfield Road ROW does not retain archaeological potential due to previous disturbances (Figures 7-15, areas marked in yellow). Additional archaeological assessment is not required for road improvements within the current ROW boundaries. The Mayfield Road ROW can be cleared of further archaeological concern, and;
2. Sections of land beyond the limits of the current Mayfield Road ROW exhibit archaeological potential. If the proposed Mayfield Road improvements require new lands beyond the current



ROW limits then a Stage 2 Archaeological Assessment should be conducted on lands determined to have archaeological potential (Figures 7-15, areas marked in green). This work will be done in accordance with the MTC's 2011 *Standards and Guidelines for Consultant Archaeologists* in order to identify any archaeological remains that may be present.

Notwithstanding the results and recommendations presented in this study, Archaeological Services Inc. 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 Ministry of Tourism and Culture 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 and Culture 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 and Culture, 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) requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Consumer Services.
- The documentation related to this archaeological assessment will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the



Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner(s), the Ontario Ministry of Tourism and Culture, and any other legitimate interest groups.



6.0 WORKS CITED

Archaeological Services Inc.

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7.0 MAPS

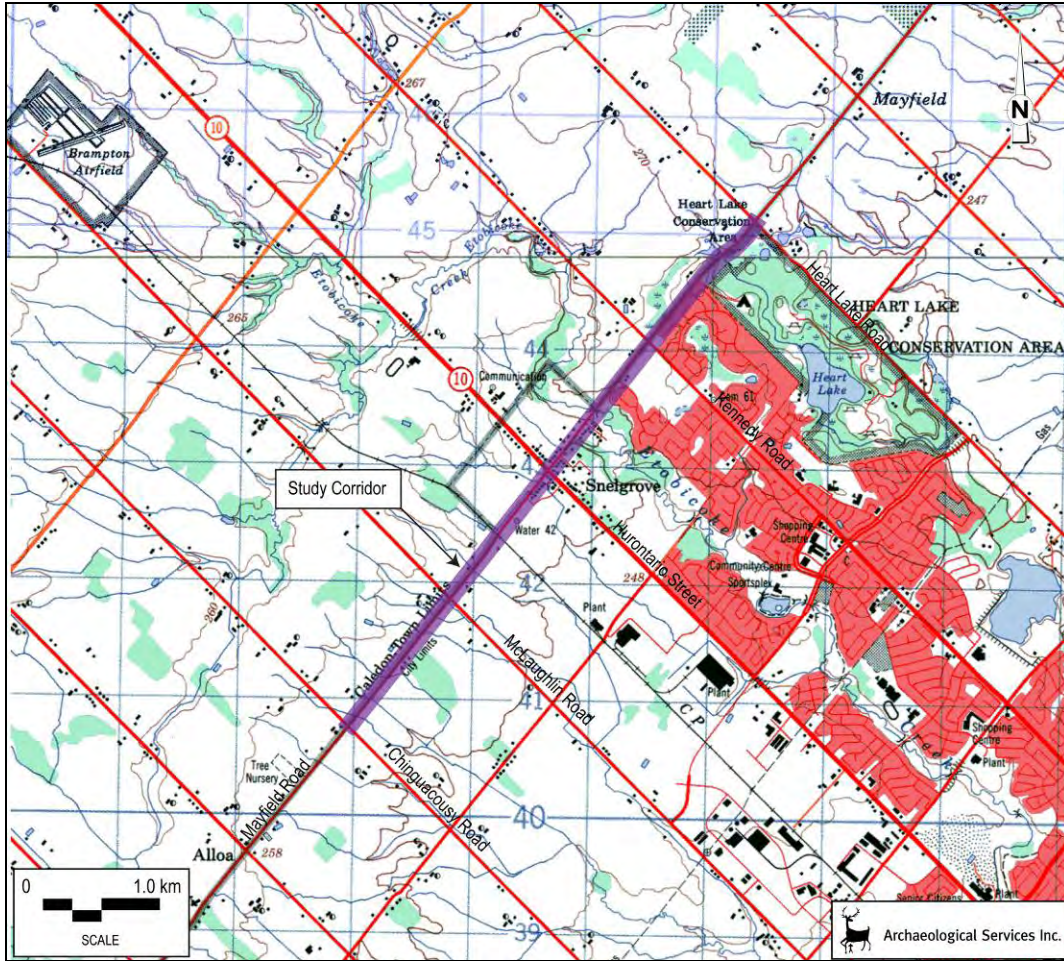
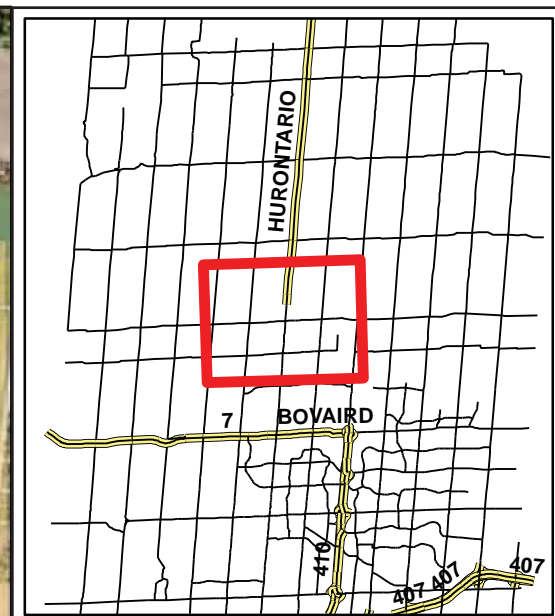
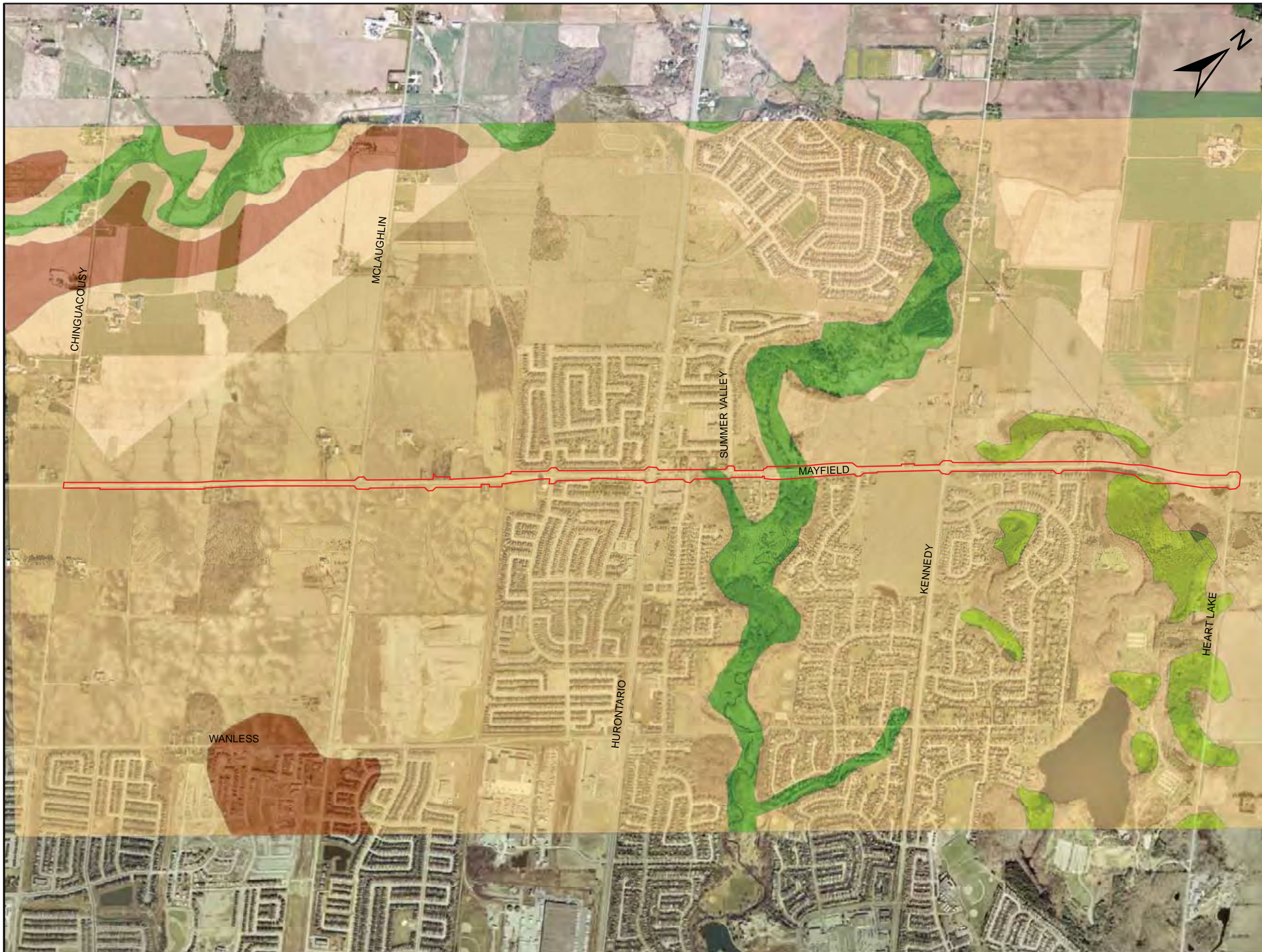


Figure 1: Location of the study corridor in the City of Brampton and the Town of Caledon.
Base Map: NTS Sheets 30 M/12 (Brampton) and 30 M/13 (Bolton)



LEGEND

Study Corridor

SURFICIAL GEOLOGY
SINGLE PRIMARY DEPOSITS

- Diamicton
- Organic Deposits
- Sand
- Silt

BASE: Surficial Geology:
Dataset produced by the Ontario Geological Survey,
Ministry of Northern Development and
Mines, © Queen's Printer for Ontario, 2003.

Aerial Photo:
(c) 2010 Microsoft Corporation and its data suppliers

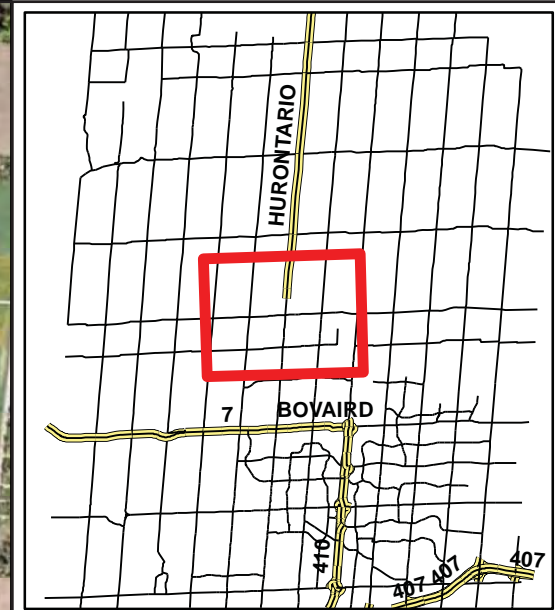


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Figure 2: Mayfield Road Class Environmental Assessment - Surficial Geology



LEGEND

- Study Corridor
- SOIL DRAINAGE**
- Poorly Drained Soils
- Very Poorly Drained Soils

BASE: Soil Data:
Guelph Geomatics Services,
Ontario Ministry of Agriculture and AgriFood

Aerial Photo:
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Figure 3: Mayfield Road Class Environmental Assessment - Soil Drainage

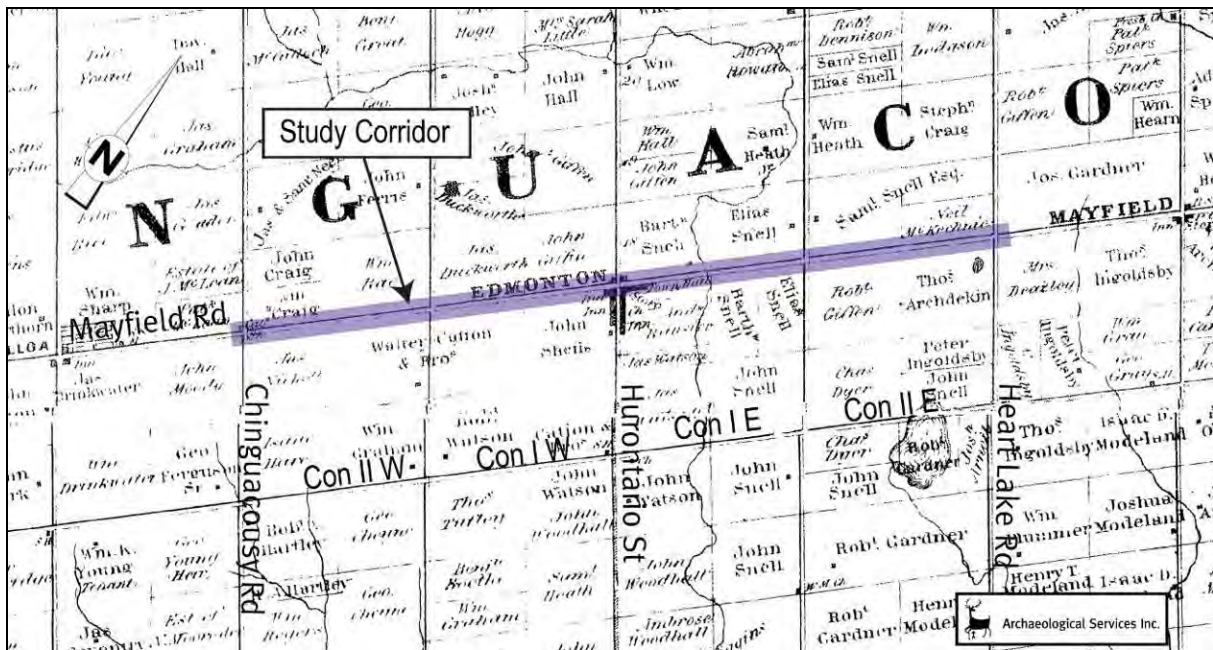


Figure 4: Approximate location of the study corridor in the Township of Chinguacousy, 1859.
 Base Map: Tremaine Map of the County of Peel, 1859

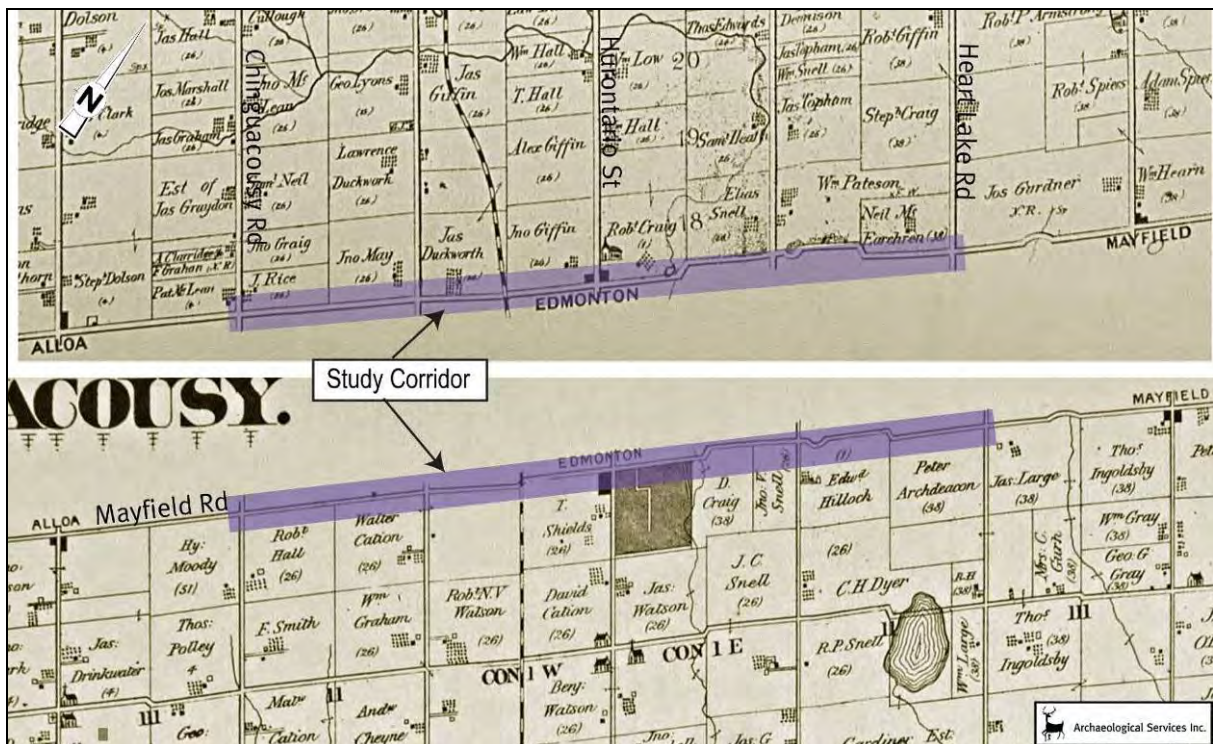


Figure 5: Approximate location of the study corridor in the Township of Chinguacousy, 1877.
 Base Map: Illustrated Historical Atlas of the County of Peel, 1877

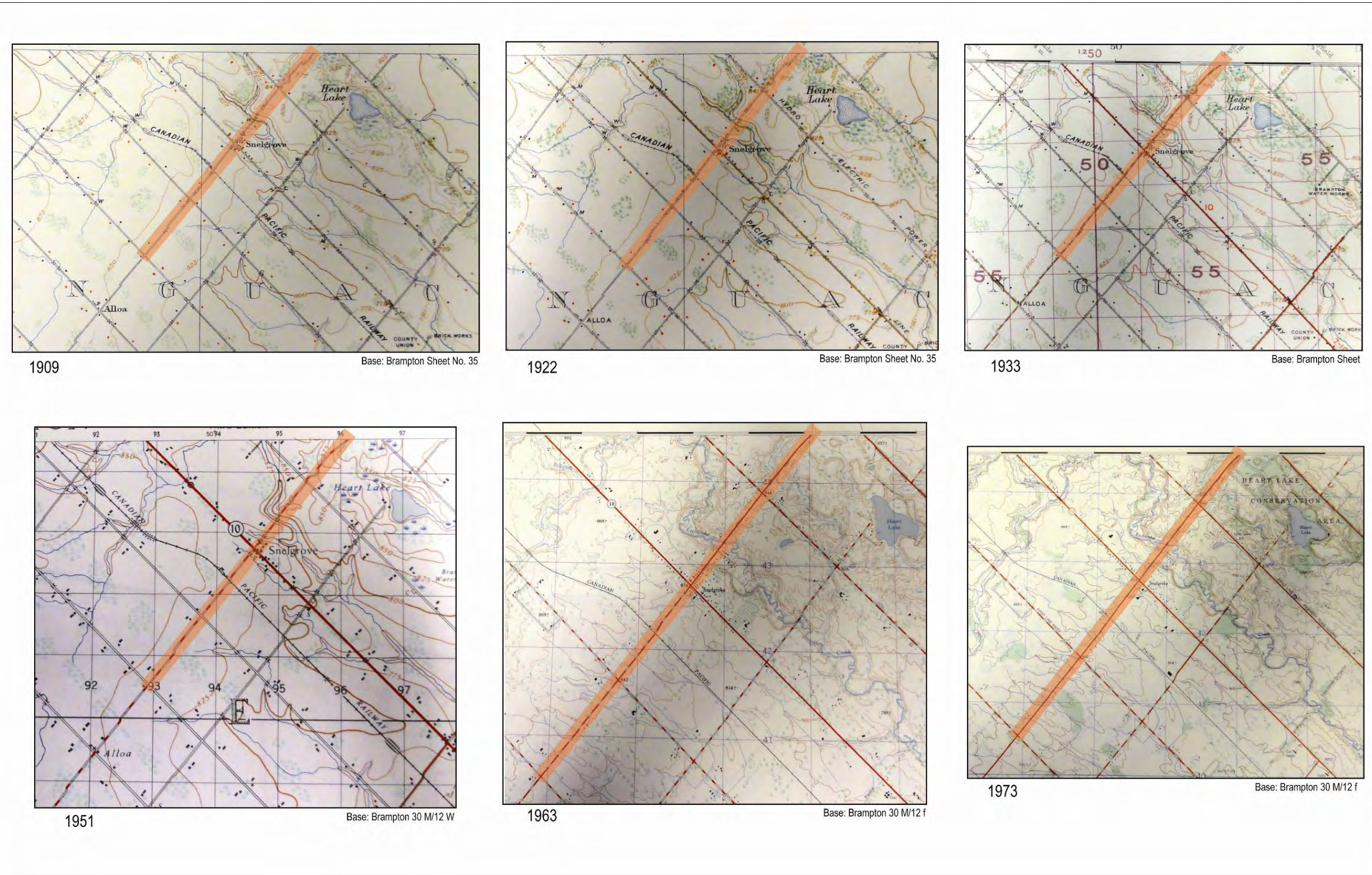
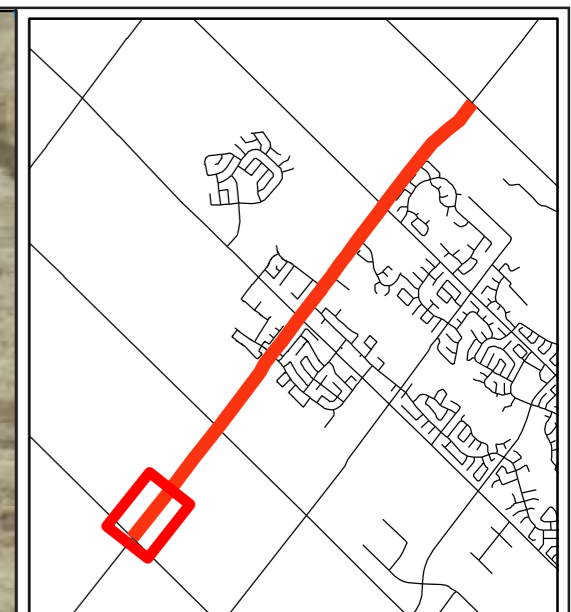


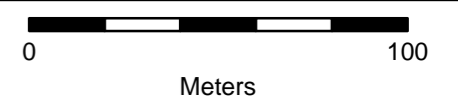
Figure 6: Location of the Mayfield Road study corridor on a series of topographic maps.



LEGEND

-  Road Allowance of Study Corridor
-  Watercourse
-  Archaeological Potential
-  No Potential - Disturbed
-  No Potential - Wet
-  Photo Location and Direction

BASE:
 Peel Region Ortho
 2010 Microsoft Corporation and its data suppliers

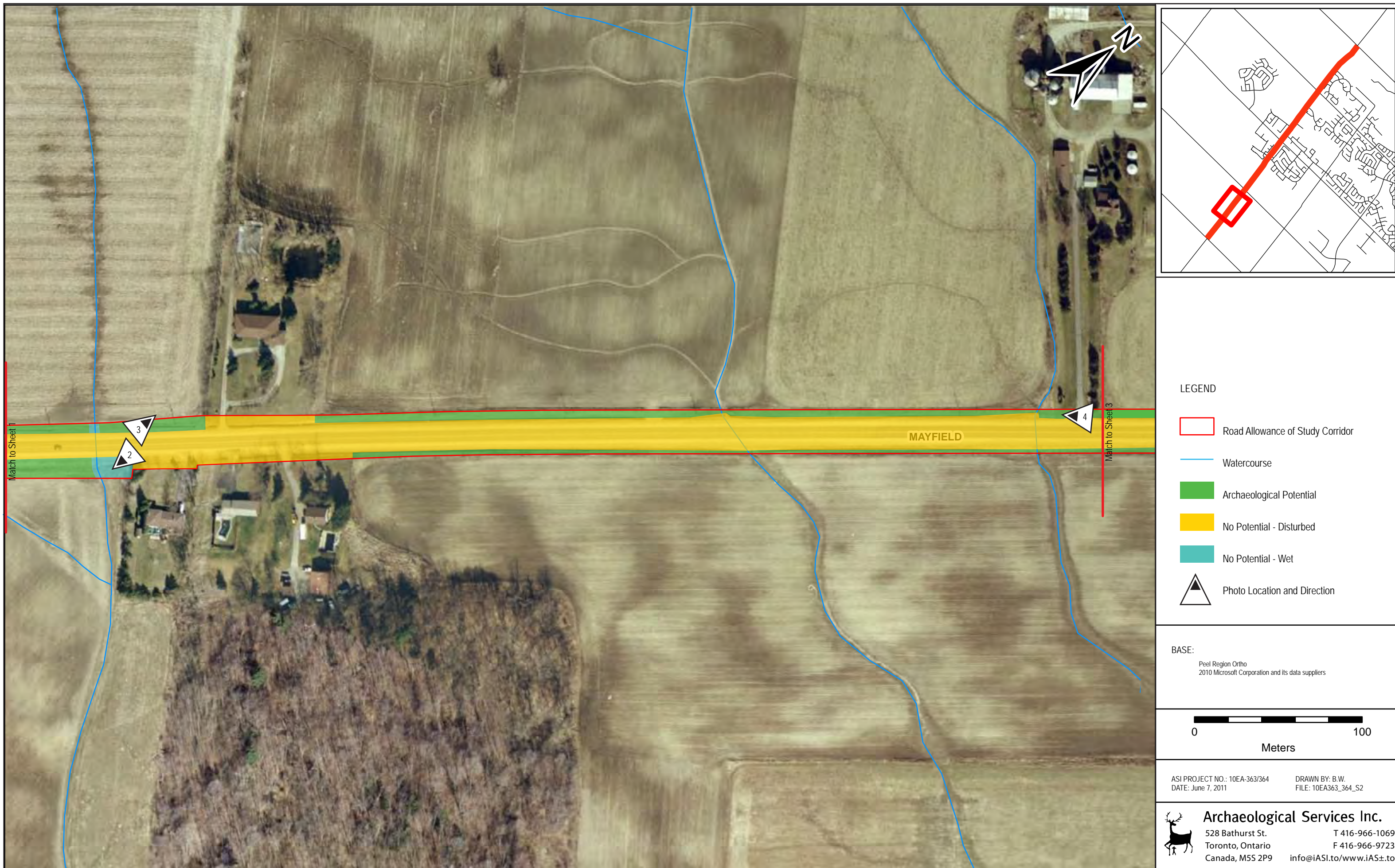


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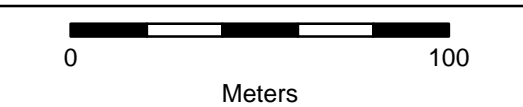
Figure 7: Mayfield Road (Sheet 1) - Results of Stage 1 Archaeological Assessment



LEGEND

-  Road Allowance of Study Corridor
-  Watercourse
-  Archaeological Potential
-  No Potential - Disturbed
-  No Potential - Wet
-  Photo Location and Direction

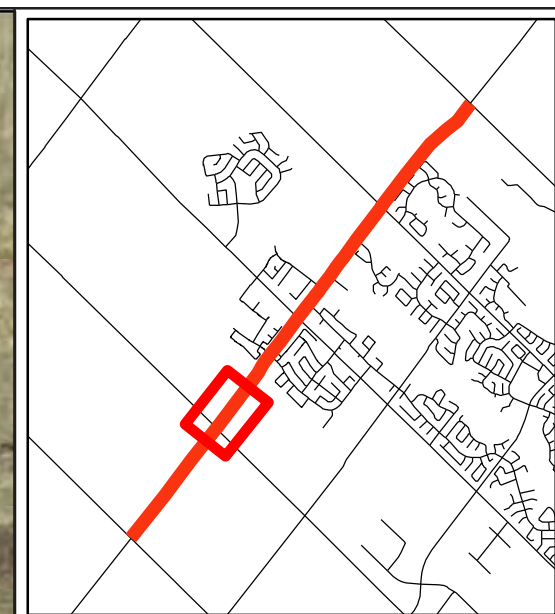
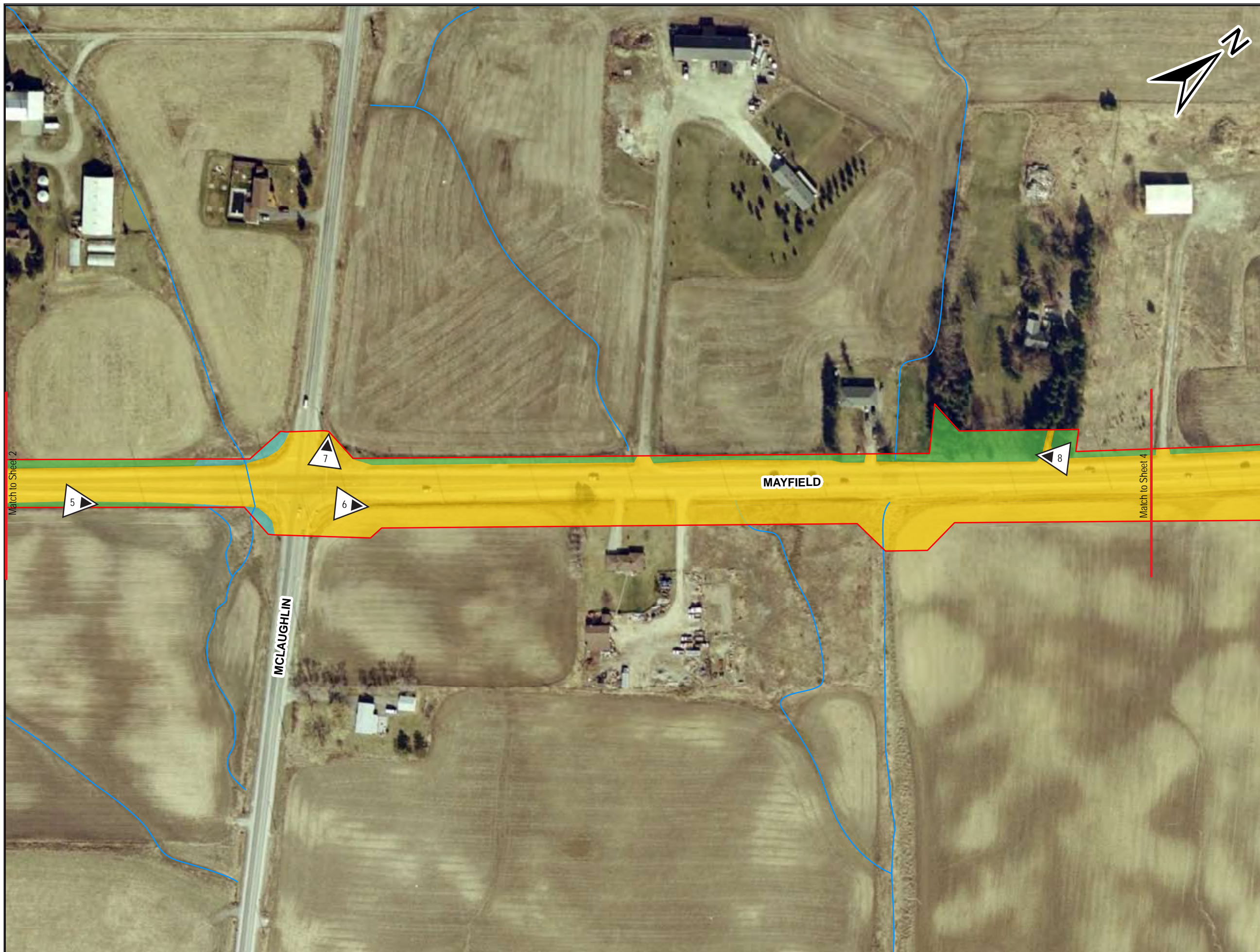
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Figure 8: Mayfield Road (Sheet 2) - Results of Stage 1 Archaeological Assessment

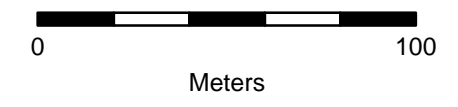


LEGEND

-  Road Allowance of Study Corridor
-  Watercourse
-  Archaeological Potential
-  No Potential - Disturbed
-  No Potential - Wet
-  Photo Location and Direction


BASE:

Peel Region Ortho
2010 Microsoft Corporation and its data suppliers



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Figure 9: Mayfield Road (Sheet 3) - Results of Stage 1 Archaeological Assessment



Figure 10: Mayfield Road (Sheet 4) - Results of Stage 1 Archaeological Assessment

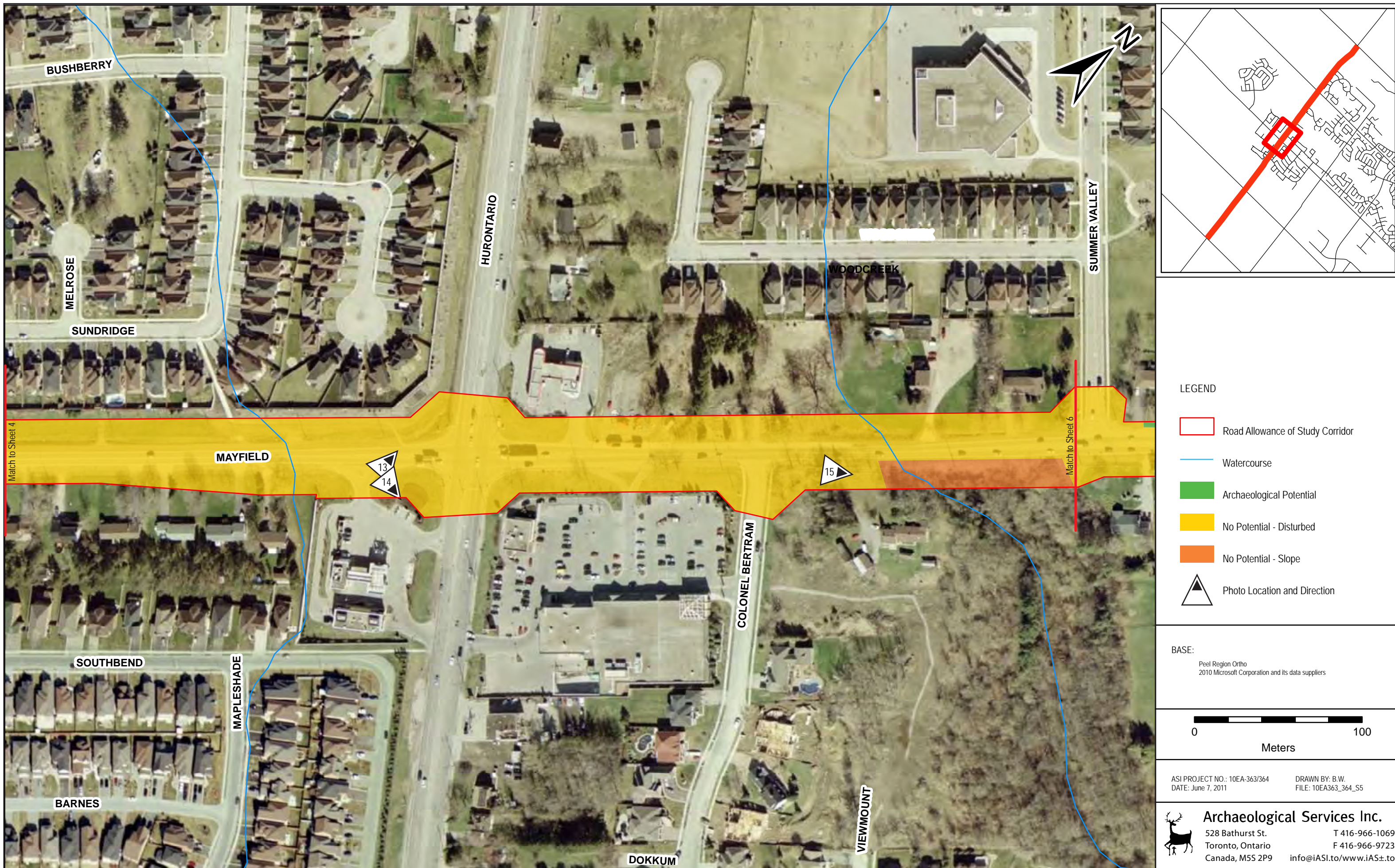


Figure 11: Mayfield Road (Sheet 5) - Results of Stage 1 Archaeological Assessment

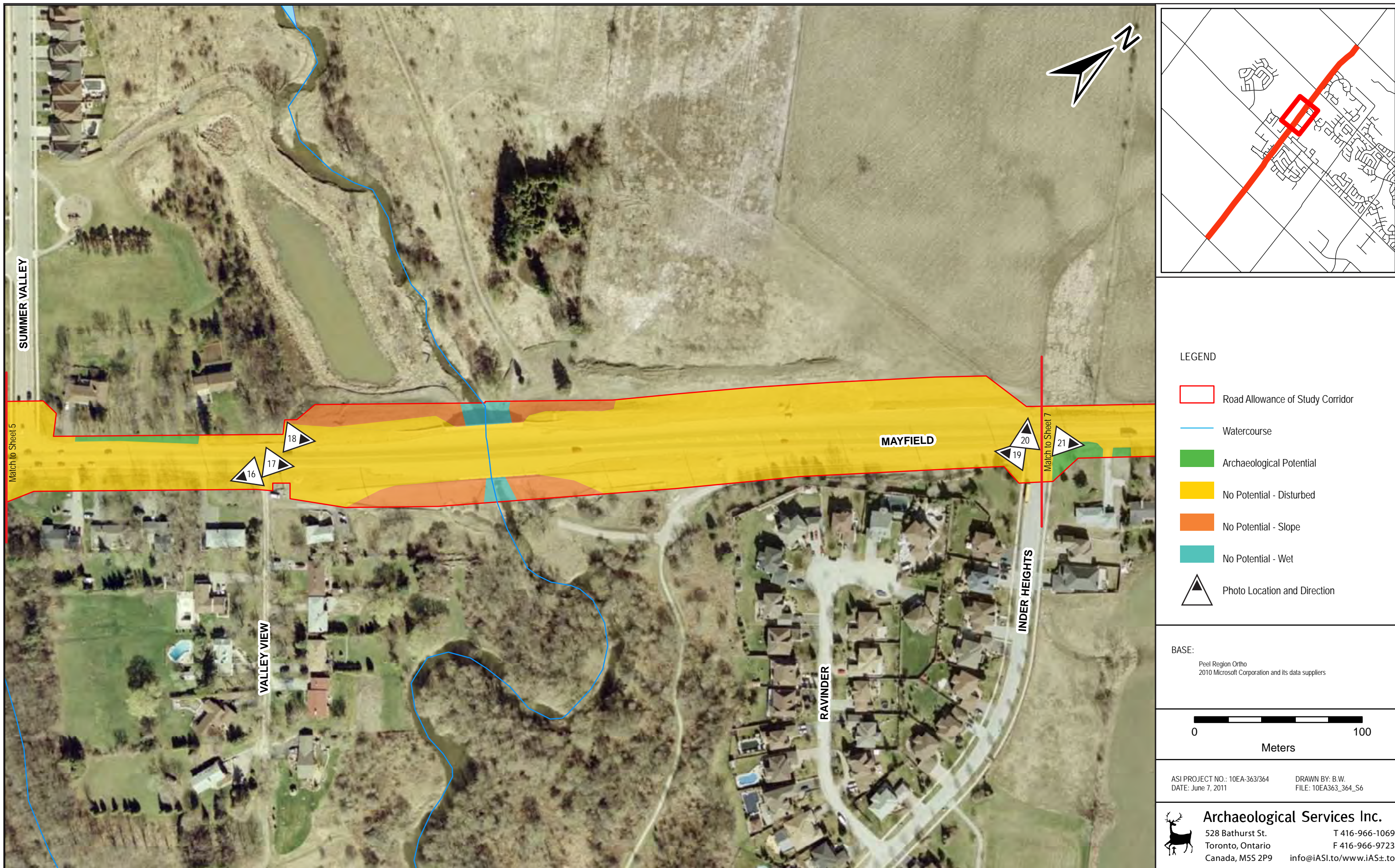









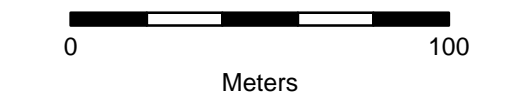
Figure 12: Mayfield Road (Sheet 6) - Results of Stage 1 Archaeological Assessment



LEGEND

-  Road Allowance of Study Corridor
-  Watercourse
-  Waterbody
-  Archaeological Potential
-  No Potential - Disturbed
-  No Potential - Wet
-  Photo Location and Direction

BASE:
 Peel Region Ortho
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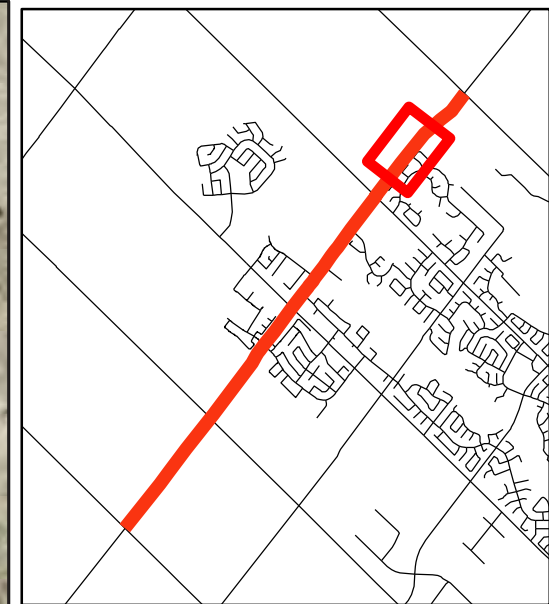







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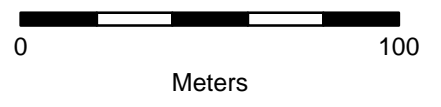
Figure 13: Mayfield Road (Sheet 7) - Results of Stage 1 Archaeological Assessment



LEGEND

-  Road Allowance of Study Corridor
-  Watercourse
-  Waterbody
-  Archaeological Potential
-  No Potential - Disturbed
-  No Potential - Slope
-  Photo Location and Direction

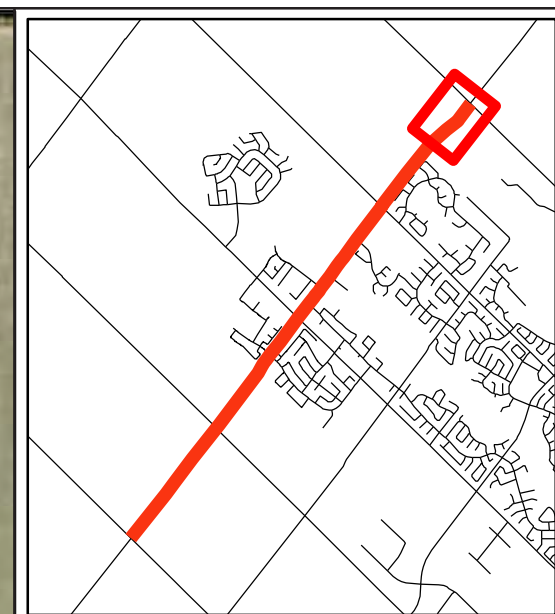
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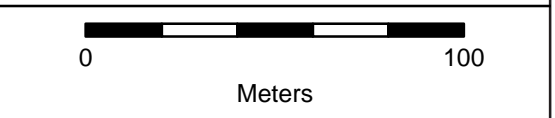
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Figure 14: Mayfield Road (Sheet 8) - Results of Stage 1 Archaeological Assessment



- LEGEND**
- Road Allowance of Study Corridor
 - Watercourse
 - Waterbody
 - Archaeological Potential - Pedestrian Survey
 - No Potential - Disturbed
 - No Potential - Slope
 - No Potential - Wet
 - Photo Location and Direction

BASE:
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Figure 15: Mayfield Road (Sheet 9) - Results of Stage 1 Archaeological Assessment

8.0 IMAGES



Plate 1: Northeast view along Mayfield Road. Potential on both sides of road beyond ROW, ditch and fencing.



Plate 2: South view of field beside Mayfield Road. Potential in field beyond disturbed ROW.



Plate 3: North view along Mayfield Road. Potential in field beyond disturbed ROW.



Plate 4: Southwest view beside Mayfield Road. Potential in lawn and field.



Plate 5: Northeast view along Mayfield Road. Potential in field beyond ROW.



Plate 6: Northeast view along Mayfield Road. Lawn is disturbed with grading, filling and utilities. No potential.





Plate 7: Northwest view along McLaughlin Road. Disturbed ROW and ditch.



Plate 8: Southwest view along Mayfield Road. Lawn has potential in treed area.



Plate 9: South view towards subdivision located off Mayfield Road. No potential.



Plate 10: East view from Mayfield Road. Lot is disturbed and filled. No potential.



Plate 11: North-northwest view of rail line. Disturbed and no potential.



Plate 12: Northeast view along Mayfield Road. Lot is graded and filled. Disturbed and no potential.





Plate 13: North view across intersection of Mayfield Road and Hurontario. All disturbed and no potential.



Plate 14: East view towards Mayfield Road and Hurontario intersection. All disturbed and no potential.



Plate 15: Northeast view along Mayfield Road. Disturbed ROW and slope in backyard. No potential.



Plate 16: South-southwest view along Mayfield Road. All disturbed and no potential.

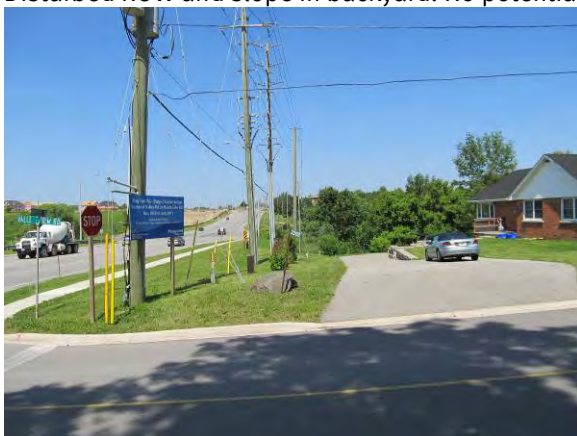


Plate 17: Northeast view along Mayfield Road. All disturbed and no potential.



Plate 18: Northeast view towards valley. No potential due to slope and disturbed ROW.





Plate 19: Southwest view along Mayfield Road. Area is landscaped and disturbed. No potential.



Plate 20: Northwest view across Mayfield Road and Inder Heights intersection. All disturbed and no potential.



Plate 21: Northeast view from Mayfield Road. Lawn has potential beyond disturbed ROW.



Plate 22: Southwest view from Kennedy Road. Area is disturbed and wet. No potential.



Plate 23: Southwest from corner of Kennedy Road and Mayfield Road. Field has potential beyond fence.



Plate 24: Northeast view from corner of Mayfield Road and Kennedy Road. Disturbed ditch, utilities and storm water management pond.





Plate 25: Northeast view along Mayfield Road. Disturbed ROW and recent subdivision. No potential.

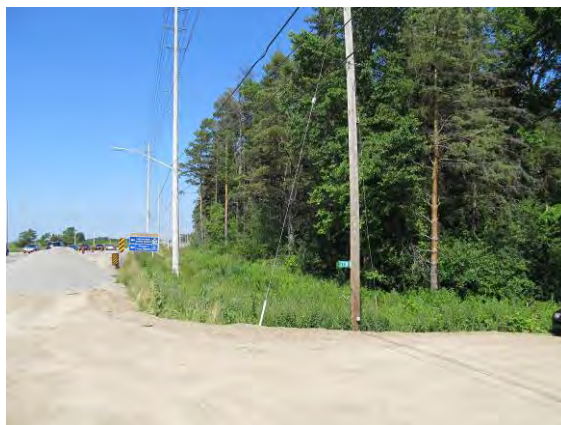


Plate 26: Northeast view along Mayfield Road. Disturbed ROW and forested slope. No potential.



Plate 27: Northeast view along Mayfield Road. Potential left of fence line. Disturbed to right of fence.



Plate 28: Southwest view along Mayfield Road. Storm water management pond, slope, and disturbed ROW. No potential.



Plate 29: East-northeast view from Mayfield Road. Slope from Mayfield Road to wetland. Disturbed and no potential.



Plate 30: Northeast view towards Mayfield Road from top of knoll. Knoll in foreground has potential.





Plate 31: Southeast view towards Heart Lake Road. Sloped ground is graded and disturbed. No potential.



Plate 32: South-southwest view towards Mayfield Road. Potential in field beyond disturbed ROW.



Plate 33: Northwest view across Mayfield Road. Potential beyond fence.

