

Airport Road Improvements



APPENDICES

ESR

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Municipal Class Environmental
Assessment
Airport Road
from 1.0km north of Mayfield Road to
0.6km north of King Street

October 2015

 Region of Peel
Working for you

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ARCHAEOLOGY STAGE 1 AND 2

**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**

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**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 Caledon, Regional Municipality of Peel**

EXECUTIVE SUMMARY

Archaeological Services Inc (ASI) was contracted by IBI Group to conduct a Stage 1 Background Study and Property Inspection as part of the Airport Road from 1.0 km north of Mayfield Road to 0.6 km north of King Street Class Environmental Assessment (EA). The project involves the widening of Airport Road (Regional Road 7) from 1.0 km north of Mayfield Road Regional Road 14 to 0.6 km north of King Street (Regional Road 9) in the Town of Caledon, Regional Municipality of Peel.

The Stage 1 background study determined that two archaeological sites have been registered within 1 km of the study area. A review of the geography and history of the study area suggested that the study area has potential for the identification of Aboriginal and Euro-Canadian archaeological resources.

The Stage 1 property inspection determined that the existing ROWs, and some lands beyond the ROWs, have been disturbed by previous construction activity but that archaeological potential exists in parcels of land beyond the existing Airport Road, Healey Street, Old School Road, and King Street ROWs.

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

1. Archaeological potential exists in the study area. These lands require a Stage 2 Property Assessment, which will be conducted by test pit survey and/or pedestrian survey. A test pit survey includes the systematic excavation of small test pits by hand at 5 m intervals and can only be conducted when ploughing for pedestrian survey is not feasible;
2. Due to extensive and deep land alterations that have severely damaged the integrity of any potential archaeological resources, the lands within the existing ROWs, and parcels of land beyond the ROWs, do not retain archaeological potential. These lands do not require further archaeological assessment;



3. Parts of the study area do not retain archaeological potential due to permanently wet conditions and steeply sloping lands. These lands do not require further archaeological assessment; and,
4. Should the proposed work extend beyond the current study area then further Stage 1 assessment must be conducted to determine the archaeological potential of the surrounding lands.



**ARCHAEOLOGICAL SERVICES INC.
ENVIRONMENTAL ASSESSMENT DIVISION**

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1.0 PROJECT CONTEXT

Archaeological Services Inc (ASI) was contracted by IBI Group to conduct a Stage 1 Background Study and Property Inspection as part of the Airport Road from 1.0 km north of Mayfield Road to 0.6 km north of King Street Class Environmental Assessment (EA). The project involves the widening of Airport Road (Regional Road 7) from 1.0 km north of Mayfield Road Regional Road 14 to 0.6 km north of King Street (Regional Road 9) in the Town of Caledon, Regional Municipality of Peel (Figure 1).

This assessment was conducted under the project management of Heidi Schopf and senior project management of Lisa Merritt, both of ASI; Robert Pihl is the licensee for the project (PIF P057-723-2012).

The objectives of this report are:

- 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 describes the project context and summarizes the background study that was conducted to provide the archaeological and historical context for the project study area; Section 2.0 describes the field methods used during the assessment and summarizes the results of the property inspection; Section 3.0 provides an analysis of the assessment results and evaluates the archaeological potential of the study area; Section 4.0 provides recommendations for the next assessment steps; and the remaining sections contain other report information that is required by the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011), which is administered by the Ministry of Tourism, Culture and Sport (MTCS), e.g., advice on compliance with legislation, works cited, mapping and photo-documentation.

1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (1990) and regulations made under the Act, and are therefore subject to all associated legislation. This project is being conducted under Schedule C of the Municipal Class EA process.

All activities carried out during this assessment were completed in accordance with the terms of the *Ontario Heritage Act* (2005) and the *Standards and Guidelines for Consultant Archaeologists* (S&G).

Permission to carry out all activities necessary for the completion of the assessment was granted by IBI Group on September 19, 2012.



1.2 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, including a general description of settlement and historic land use. Historically, the study area is located within part of Lots 19 to 28, Concession 6 East in Chinguacousy Township, and part of Lots 2 to 11, Concession 1 in Albion Township.

1.2.1 *Aboriginal Land Use*

The Aboriginal settlement of the lands located north of Lake Ontario is reflected in the archaeological record of this region. The known archaeological sites in this region reflect the long-term occupation of the lands north of Lake Ontario, which begins approximately 13 000 years ago and continues to present day (ASI 2011a). The diversity and richness of the natural environment has fostered the Aboriginal settlement of the region which dates from the Paleo-Indian period (13 000-11 000 BP) to the Contact period (1600-1800 AD).

For over 10,000 years the Aboriginal peoples of southern Ontario were primarily organized in small extended family groups that lived in temporary camps following the seasonal rounds. With the introduction of maize-based agriculture about 2000 years before present (BP) some of these groups gradually opted to live in larger and more permanent settlements since they could rely on stored crops over the winter season.

The contact period for the north shore of Lake Ontario begins in the early 17th century with the arrival of French explorers, traders and missionaries. The ancestral Huron-Wendat are thought to have been the main group who controlled the region and the presence of European trade goods is first evident in the mid-16th century where European artifacts start to make an appearance at some ancestral Huron-Wendat sites. The occurrence of European artifacts on Huron-Wendat sites increases towards the end of the 16th century as the interaction between the Huron-Wendat and French explorers, traders, and missionaries continued to increase in frequency and intensity. The Huron were eventually dispersed by the Five Nations Iroquois in 1649 at which point the Seneca mainly took over control of the region (Ramsden 1990).

By 1600, most, if not all, of the Aboriginal communities located on the north shore of Lake Ontario had moved inland, although the Five Nations Iroquois, and in particular the Seneca, were still using the central north shore of Lake Ontario for hunting, fishing, and for participation in the fur trade. The main settlements were located near the mouths of the Humber and Rouge Rivers, which were the two branches of the Toronto Carrying Place. This route that linked Lake Ontario to the upper Great Lakes through Lake Simcoe.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Aboriginal 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 for Great Lakes traffic and convenient access, by means of the various waterways and overland trails, into the hinterlands. Chief among these was Fort Rouillé, a small, wooden trading post on the shore of Lake Ontario east of the Humber River, which was built for the purpose of intercepting Aboriginal traders before they could cross the lake to trade with the English on the south shore. Jean Baptiste Rosseau established another substantial trading post at the mouth of the



Humber. Early transportation routes followed existing Aboriginal trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006).

Between 1615 and 1649 numerous French traders, *coureurs de bois* and missionaries traveled to Huronia (near Midland) to strengthen trade relationships and develop social and religious ties between the Huron-Wendat and France. In 1616 Etienne Brule, the French explorer was the first European to travel the Carrying Place Trail with the Huron-Wendat. Aboriginal peoples established the Carrying Place Trail, a portage route running 45 kilometres from Lake Ontario to Lake Simcoe by way of the Humber and Rouge River systems.

By 1651 the Huron-Wendat were completely displaced by the New York Iroquois who had invaded the region after the Huron-Wendat population was decimated by European disease, successive years of drought, crop failure, and famine. The Iroquois occupation did not last and by the end of the seventeenth century, the Lake Simcoe region and nearly all of southern Ontario was held by the Ojibway.

Beginning in the mid-18th century, the Mississauga replaced the Seneca as the controlling Aboriginal group in the region 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 Mississaugas 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 (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.

With construction of Yonge Street, the Carrying Place Trail soon fell into disuse and Yonge Street became a major transportation route, not only for military activity and trade between the Lake Huron shore and the Lake Ontario shore, but for settlers accessing newly opened lands. From Yonge Street, settlement spread westward along the newly surveyed township roads.

1.2.2 Township Survey and Settlement

Township of Chinguacousy

The land within Chinguacousy Township was acquired by the British from the Mississaugas in 1818. The first township survey was undertaken in 1818, and the first legal settlers occupied their land holdings in the same year. The township 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,’ who led the capture of Fort Michilimacinac from the Americans in the War of 1812. 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. By the 1840s, the township was noted for its excellent land, many good farms and the excellent wheat grown there (Mika and Mika 1977: 416; Smith 1846:32; Armstrong 1985:142; Rayburn 1997:68).



Township of Albion

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. The word is Celtic in origin and means “the land.” 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 (Smith 1846:2; Armstrong 1985:141; Rayburn 1997:6).

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 2000:66, 87, 104, 110, 114-115, 117).

Tullamore

This post office village was located south of the study area at the intersection of what is now Airport Road and Mayfield Road, on part Lots 17 and 18, Concession 6 East, in Chinguacousy Township, part of Lot 1, Concession 1, in Albion Township and on part Lot 17 Concession 7, in Toronto Gore Township. Registered plans of subdivision for this village date from 1856. It was a thriving village during the mid-19th century, but its prosperity dwindled following the construction of the railways. As early as 1851, it was described as “a miserable, tumble-down, dilapidated looking place.” The name of the village was suggested by a settler named Abraham Odlum after his native place in Ireland. It contained a school, a church, stores, a cabinet maker, a blacksmith, a wagon maker, a harness maker, a boot and shoemaker and one hotel (Smith 1851:281; Crossby 1873:340; Charters 1967:267; Winearls 1991:847).

1.2.3 Historic Map Review

The 1859 *Tremaine’s Map of the County of Peel* and the 1877 *Illustrated Historical Atlas of the County of Peel, Ont.* were reviewed to determine the potential for the presence of historic archaeological resources within the study area during the nineteenth-century (Figures 2 and 3). It should be noted, however, that not all features of interest were mapped systematically in the



Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases. Historically, the study area is located within part of Lots 19 to 28, Concession 6 East in Chinguacousy Township, and part of Lots 2 to 11, Concession 1 in Albion Township. Details of property owners and historic features in the study area are provided in Table 1.

Table 1: Airport Road – Nineteenth-century property owner(s) and historical features(s)

Con. #	Lot #	Property Owner(s) 1859	Property Owners (1877)	Historical Feature(s) (1859)	Historical Feature(s) (1877)
<i>Township of Chinguacousy</i>					
6 East	19	Rich. Carr, Wm. Shaw	Thos. Corberry, Thos. Shaw	-	Farmsteads (3), orchards (4)
	20	Jas. Robinson, Th. Little, John Little	Jas. Robinson, Irwin Little, Robt. Cathcart	-	Farmsteads (3), orchards 2)
	21	John Little, Wm. Tucker	Chas. Longbottom, Geo. Duncan	Farmstead	Farmsteads (3), orchards (2)
	22	Noah Chant, Mich. Dixon, Wm. Tucker	Mich. Dixon, Mat. Steward, Irwin Little	Farmstead	Farmsteads (2), orchards (2)
	23	Johnston Kennedy, Rob. Mitchell, J. Hamilton	Johnston Kennedy, Rob. Mitchel	Farmstead	Farmsteads (2), orchards (3), School
	24	A. McKee, Ban. Switzer Jr., Matt Morrison	Nath. Morrison	Farmsteads (2), Tannery	Farmsteads (4), orchards (2)
	25	J. Dean, Alex McKee	Alex Dean	-	Farmsteads (2), orchard
	26	Alex McKee, Edward Mahar	Alex McKee, Nich. Maher	-	Farmsteads (2), farm lanes (2), orchards (2)
	27	Jas. Clark	Jas. Clark	Farmstead, Hamlet of Sandhill	Farmsteads (2), farm lane, orchards (2), Hamlet of Sandhill
	28	John Yeoman, Jos McKrown, Jas. McKrown	Thos. Wilson, Jas. McKrown, Wm. Rutherford	Hamlet of Sandhill	Farmsteads (3), orchards (3), Hamlet of Sandhill
<i>Township of Albion</i>					
1	2	Wm. Lindsey, Josh. Lindsey	Josh. Lindsay, Wesley Lindsay	Farmsteads (2)	Farmsteads (2), orchards (2)
	3	Wm. Graham, Robt. Maw, Thos. Maw	F. Graham, Thos. Maw Sr.	Farmstead	Farmsteads (3), orchards (3)
	4	Wm. Graham, John -, Thos. Maw	Frs. Graham, Thos & Ino. Little	-	Farmsteads (2), orchards (2)
	5	Mich. Dixon, John Lindsey	Jno. Dixon, Adam Daniel	-	Farmsteads (2), orchards (3)
	6	Mich. Dixon, Matt. Stewart, I.	Michael Dixon, Mathew Stewart,	-	Farmstead, orchard



Con. #	Lot #	Property Owner(s) 1859	Property Owners (1877)	Historical Feature(s) (1859)	Historical Feature(s) (1877)
	7	Lester Dan. Switzer, Wm. McAllen, Jas. Jenkins	J. Lindsay Jas. Dean, Sam. McCallan	-	Farmsteads (2), orchards (3)
	8	Wm. Dixon, Wm. Atchieson	Wm. Dixon, Thos. McKee, S. McCallan	Farmstead, Divisional Court House	Farmstead, orchard
	9	Alex McKee, Wm. Hewitt	Wm. Hewitt, Thos. McKee	-	Farmstead, orchard
	10	Wm. Hewitt	Jno. Little	Sanderson's Store, Hamlet of Sandhill	Hamlet of Sandhill
	11	Wm. Rutherford, Robt. Rutherford	Wm. Rutherford, Robt. Rutherford	Hamlet of Sandhill	Hamlet of Sandhill, Church, farmsteads (2), orchards 2

The crossroad community of Sandhill was located within the study area at the intersection of what is now Airport Road and King Street and the settlement of Tullamore was located south of the study area, at the intersection of what is now Airport Road and Mayfield Road. Details on these early settlements are presented in Section 1.2.2 above. Both the 1858 and 1877 maps show that Airport Road as well as intersecting King Street and Old School Road/Healey Road are historic roads. The nineteenth-century mapping also depicts the names of owners/occupants of farms and properties along the study area, and the location and arrangement of residents, farmsteads, and other historic features of interest. Of particular note includes: a schoolhouse in Lot 23 (Chinguacousy Township) in 1859 and 1877; an 'Inn' and 'Division Courthouse' in Lots 8/9 (Albion Township) in 1859; and various establishments including shops, stores, an inn, school and church in Sandhill.

A series of topographic maps published in 1919 and 1926 illustrates the development of the study area and its surroundings in the first half of the twentieth century (Figures 4 and 5). These show that, with the exception of the hamlet of Sandhill, the study area landscape remained a sparsely settled area in the townships during this time. The maps show the location of houses and other structures (the 1919 map differentiates between frame structures in black and brick/stone structures in red), woodlots, creeks, roads, and bridges. In 1919, Sandhill featured two stone or brick churches as well as a blacksmith shop. The school house illustrated on Lot 23, Chinguacousy Township on nineteenth-century mapping continues to be illustrated throughout the early twentieth century.

Mid-twentieth century aerial photography of the study area depict the size and shape of agricultural fields adjacent to Airport Road, the location and arrangement of farm complexes, and the extent of vegetation in the study area (Figure 6).

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 1.2.2 of this report since these occupations were subject to similar environmental constraints.



Section 1.3.1 of 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.

1.2.4 Summary of Historical Context

The background research and historic mapping demonstrates that the study area contains a number of historic settlements and features. In addition, Airport Road, King Street, Old School Road and Healey Road are all depicted as historically surveyed roads, and are therefore indicators of archaeological potential.

Further, the background research demonstrated that the study area retains potential for the recovery of pre-contact and contact period archaeological resources. The Airport Road study area lands are part of the former territory of the Huron-Wendat, which were subsequently used by the Iroquois and the Mississauga peoples.

1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Airport Road 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 in the study area; the site record forms for registered sites housed at the MTCS; published and unpublished documentary sources; and the files of ASI.

1.3.1 Current Land Use and Field Conditions

The Stage 1 property inspection was conducted by Peter Carruthers (P163) ASI, on November 2, 2012. The study area includes Airport Road and the Healey Road, Old School Road, and King Street intersections. The property inspection found that the majority of lands adjacent to these roads were rural in character and included a mix of agricultural fields, historic farmsteads, and recent residential and commercial developments. The property inspection also found that sections of land beyond the road rights-of-way were low and wet and/or steeply sloping. The majority of lands beyond the study appeared relatively undisturbed and retained archaeological potential.

1.3.2 Geography

In addition to the known archaeological sites, the state of the natural environment is an important predictor of archaeological potential. Accordingly, a description of the study area physiography and soils is provided below.



Section 1.3.1 of 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 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.

Section 1.3.1 of the *S&G* also lists other geographic characteristics that can indicate archaeological potential including: elevated topography (eskers, drumlins, large knolls, 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. Physical indicators of use may be present, 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.

The study area is situated within the South Slope physiographic region of southern Ontario. The South Slope region comprises the southern slope of the Oak Ridges Moraine (Chapman and Putnam 1984:172-174). The South Slope meets the moraine at heights of approximately 300 m above sea level and descends southward toward Lake Ontario, ending at elevations below 150 m above sea level at some areas. The South Slope extends from the Niagara Escarpment to the Trent River and covers approximately 2435 square kilometres (Chapman and Putnam 1984: 172). Numerous streams descend the South Slope, which have cut deep valleys into the till.

Soils in the study area consist of Chinguacousy Clay Loam, Peel Clay, and Bottom Land. Chinguacousy soils have smooth gently rolling topography and imperfect soil drainage, thus they are used chiefly for dairying although some general farming is also practiced (Hoffman and Richards 1953: 42). In addition to crops grown in association with dairying, some cash crops, such as wheat, corn beans, and tomatoes can be grown where the climate permits.

Peel Clay has smooth gently sloping topography and is imperfectly drained. The internal drainage of this soil is low and the runoff is slow except where the slope is sufficient to provide more rapid drainage. The natural vegetation in existing woodlots is mainly soft maple and elm (Hoffman and Richards 1953:55). In terms of agriculture, the soil is suited to the production of cereal grains, hay, and pasture.

Part of the study area features Bottom Land soils. Bottom Land soils occur along stream courses, which are subject to flooding. The drainage varies but is generally poor. Typical vegetation consists of willow, elm, and cedar. Bulrushes, sedges, and marsh grasses occur where the land is flooded for most of the season.



Surficial geology information is mapped and presented in Figure 7 and soil information is presented in Figure 8.

In terms of water sources, the study area falls within the Humber River Watershed (TRCA 2012). The headwaters for the Humber River Watershed originate on the Niagara Escarpment and Oak Ridges Moraine and then flow down to Lake Ontario. Overall, this watershed includes 1800 km of waterways and over 600 bodies of water (TRCA 2012). Several tributaries of the West Humber River are located in close proximity to the Airport Road study area. Salt Creek runs along the length of the study area and crosses Airport Road in three places.

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 blocks *AkGw* and *AlGw*.

According to the OASD (email communication, Robert von Bitter, MTCS Data Coordinator, October 31, 2012), two identified archaeological sites are located within 1 km of the study area. These include the Robert Hodgson Blacksmith Shop (*AkGw-409*) site and *AkGw-188* site.

The Robert Hodgson Blacksmith Shop (*AkGw-409*) is located near the intersection of Airport Road and King Street. Over 13,000 artifacts were recovered that were related to the Cook residence and the 19th century blacksmith shop. The site dates to the mid-late 19th century. It was researched by M. Henry in 2009 who carried out Stage 1-3 assessment of the property.

The *AkGw-188* site is located south of Mayfield Road and east of Airport Road near a tributary of Salt Creek. The site consisted of an isolated biface fragment and no further work was recommended. ASI researched the site in 2001.

ASI conducted research in the vicinity of the Airport Road study area in 2010. This work consisted of a Stage 1 assessment of part of the Caledon East Additional Water Supply and Storage Class EA (ASI 2010). The study area included the Village of Sandhill and lands north of King Street. The study consisted of background research only and did not include a property inspection. Accordingly, a Stage 1 property inspection was recommended on all lands within the study area prior to any development.

ASI also conducted research in the vicinity of the Airport Road study area in 2009 (ASI 2011b). The study area included lands west of Airport Road between Old Base Line Road and Mayfield Road, including the entire length of the current Airport Road study area. The report included background research for a large scale area and a property inspection for the preferred alignment for the proposed work. The property inspection did not include any lands in the vicinity of the present study area.



1.3.4 Summary of Archaeological Context

The review of archaeological work conducted in the area demonstrated that two archaeological sites have been registered within 1 km of the study area. The registered sites include one pre-contact site and one historic Euro-Canadian site.

As discussed in Section 1.3.3 of this report, archaeological potential is associated with the presence of certain topographic features. The study area features is located on in close proximity to Salt Creek and numerous tributaries of the Humber River.

The presence of a known archaeological sites and water sources indicate that the study area has the potential for the recovery of prehistoric and historic archaeological resources.

2.0 FIELD METHODS

A property inspection was conducted in order to gain first-hand knowledge of the geography, topography, and current conditions of the Airport Road study area as per Section 1.2 of the *S&G*. A property inspection is a visual inspection only and does not include excavation or collection of archaeological resources.

Where applicable, Section 1.2, Standards 1-5 of the *S&G* were met as follows during the course of the property inspection:

- The Airport Road study area was inspected systematically during optimal weather conditions which permitted good visibility of land features;
- Weather conditions were overcast with light rain and temperatures around 0°C;
- Coverage was sufficient to identify previously identified features of archaeological potential and additional features not visible on mapping; and,
- Additional features were documented as well as any features that will affect assessment strategies.

Field observations are compiled onto a map of the study area in Section 7.0 (Figures 9-12) and associated photography is presented in Section 8.0 (Plates 1-18).

3.0 ANALYSIS AND CONCLUSIONS

The archaeological and historical context was analyzed to help determine the archaeological potential of the study area. A summary of the archaeological potential of the Airport Road study area is presented in Section 3.1 of this report and an evaluation of the property inspection results is presented in Section 3.2.

3.1 Analysis of Archaeological Potential

Section 1.3.1 of the *S&G* lists characteristics that indicate where archaeological resources are most likely to be found, and archaeological potential is confirmed when one or more features of



archaeological potential are present. Accordingly, the Airport Road study area meets the following criteria used for determining archaeological potential:

- Previously known archaeological sites (e.g. Robert Hodgson Blacksmith Shop *AkGw-409*)
- Water source: primary, secondary, or past water source (e.g. Salt Creek)
- Early historical transportation routes (e.g. Airport Road)
- Areas of early Euro-Canadian settlement (e.g. Village of Sandhill, farmsteads)
- Property Listed on a municipal register or designated under the Ontario Heritage Act or that is a federal, provincial or municipal landmark or site (Divisional Court House)

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 of this report, the project involves the widening of Airport Road (Regional Road 7) from 1.0 km north of Mayfield Road Regional Road 14 to 0.6 km north of King Street (Regional Road 9) in the Town of Caledon.

The Airport Road study area is mainly comprised of a right-of-way (ROW). Typically, the 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 property inspection revealed that the Airport Road study area consists of existing ROW lands with associated grading/ditching. These lands have been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. These ROW disturbances can be attributed to typical road construction activities including paving, utility installation, grading, and ditching. These areas do not retain archaeological potential and do not require further work (Plates 1, 2, 4-10, 12, and 14-18; Figures 10-13: areas marked in yellow).

Sections of the study area feature low and wet conditions (Plates 2, 3, 7, and 16; Figures 10-13: areas marked in blue). These areas do not retain archaeological potential and do not require further work. This determination is made in accordance with Section 2.1 Standard 2a(i) of the S&G, which states that Stage 2 survey is not required on permanently wet areas.



Sections of the study area feature steeply sloping conditions (Plates 2 and 3; Figure 10: areas marked in orange). These areas do not retain archaeological potential and do not require further work. This determination is made in accordance with Section 2.1 Standard 2a(iii) of the *S&G*, which states that Stage 2 survey is not required on lands with steep slopes greater than 20° except in locations likely to contain pictographs or petroglyphs.

Areas of potential exist in the Airport Road study area. These lands include open green space, fields and forested areas that appear relatively undisturbed (Plates 4, 6, 9, 11, 13, 17 and 18). These lands retain archaeological potential and will require further archaeological assessment should they be impacted by the proposed work (Figures 10-13: areas marked in green).

3.3 Conclusions

The Stage 1 Background Study and Property Inspection was conducted to assist with the Airport Road Class EA. The assessment determined that two archaeological sites have been registered within 1 km of the study area. A review of the geography and history of the study area suggested that the study area has potential for the identification of Aboriginal and Euro-Canadian archaeological resources. The property inspection determined that the existing ROWs, and some lands beyond the ROWs, have been disturbed by previous construction activity but that archaeological potential exists in parcels of land beyond the existing Airport Road, Healey Street, Old School Road, and King Street ROWs.

4.0 RECOMMENDATIONS

In light of the results of the Stage 1 Background Study and Property Inspection undertaken for the Airport Road Class EA, ASI makes the following recommendations:

1. Archaeological potential exists in the study area (Figures 10-13: areas marked in green). These lands require a Stage 2 Property Assessment, which will be conducted by test pit survey and/or pedestrian survey. A test pit survey includes the systematic excavation of small test pits by hand at 5 m intervals and can only be conducted when ploughing for pedestrian survey is not feasible;
2. Due to extensive and deep land alterations that have severely damaged the integrity of any potential archaeological resources, the lands within the existing ROWs, and parcels of land beyond the ROWs, do not retain archaeological potential. These lands do not require further archaeological assessment (Figures 10-13: areas marked in yellow);
3. Parts of the study area do not retain archaeological potential due to permanently wet conditions and steeply sloping lands (Figures 10-13: areas marked in blue and orange). These lands do not require further archaeological assessment; and,
4. Should the proposed work extend beyond the current study area then further Stage 1 assessment must be conducted to determine the archaeological potential of the surrounding lands.



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, Culture and Sport should be immediately notified.

5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

ASI advises compliance with the following legislation:

- This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 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 fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the 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 fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*; and
- The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.



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7.0 MAPS

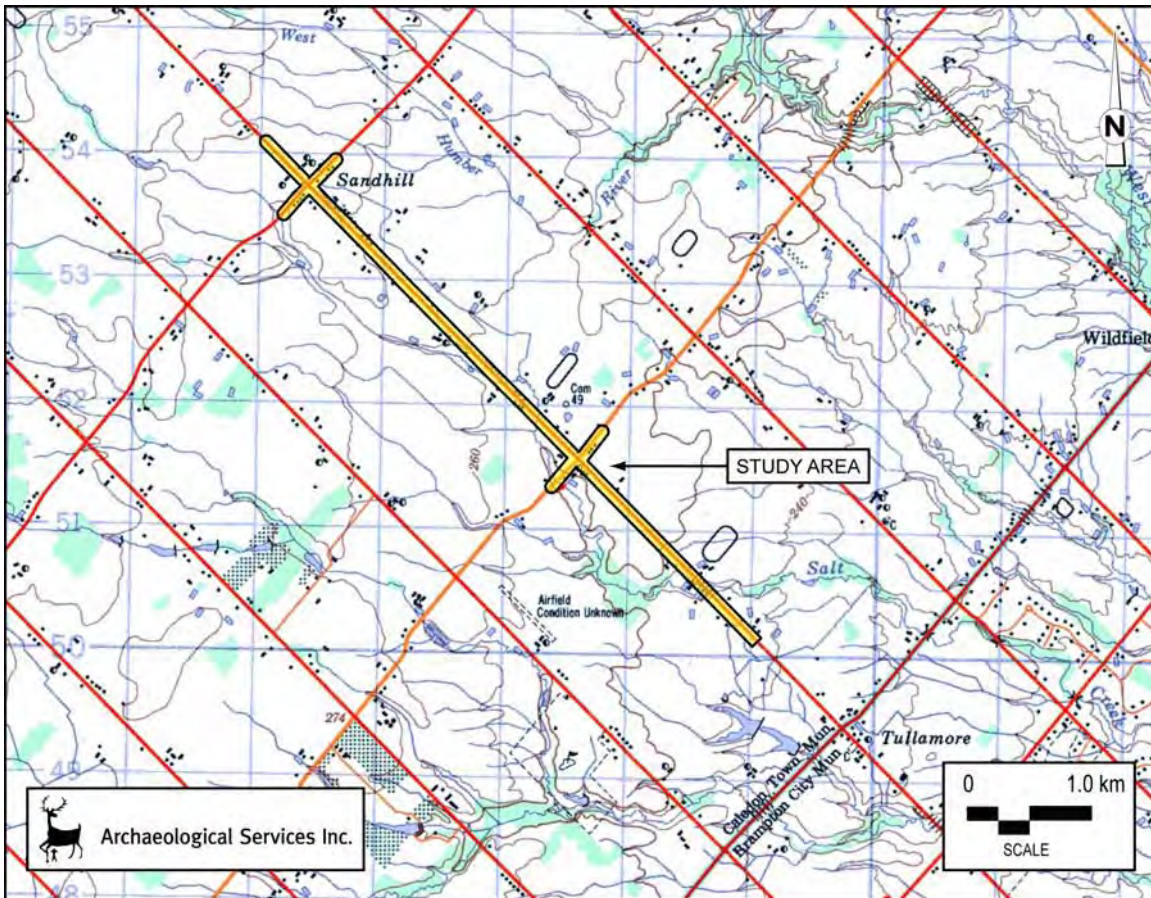


Figure 1: Location of the study area

Base Map: NTS Sheet 30 M.13 (Bolton)

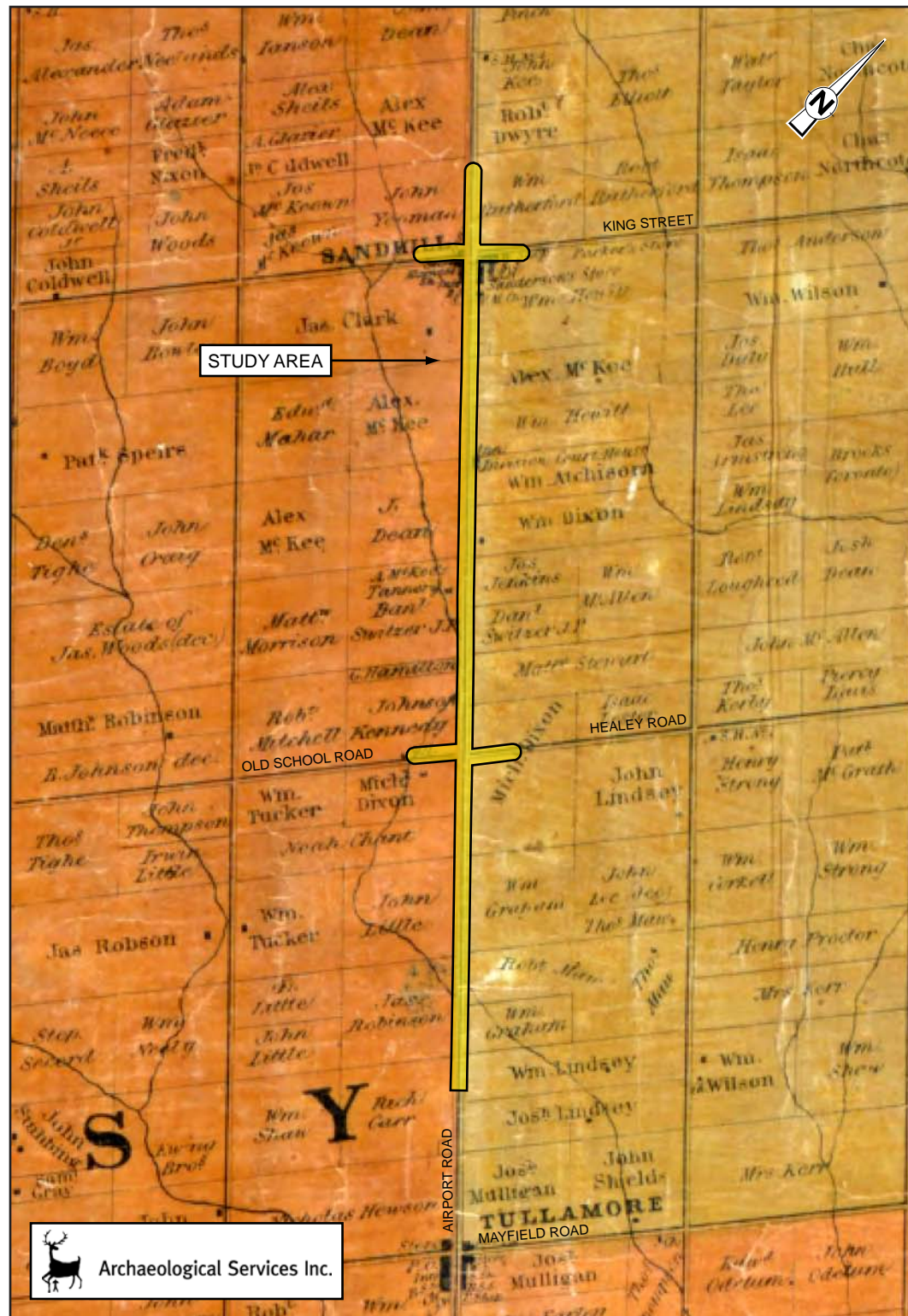


Figure 2: The study area overlaid on the 1859 Tremaine's Map of the County of Peel
 Base Map: Tremaine's Map of the County of Peel (Tremaine 1859)

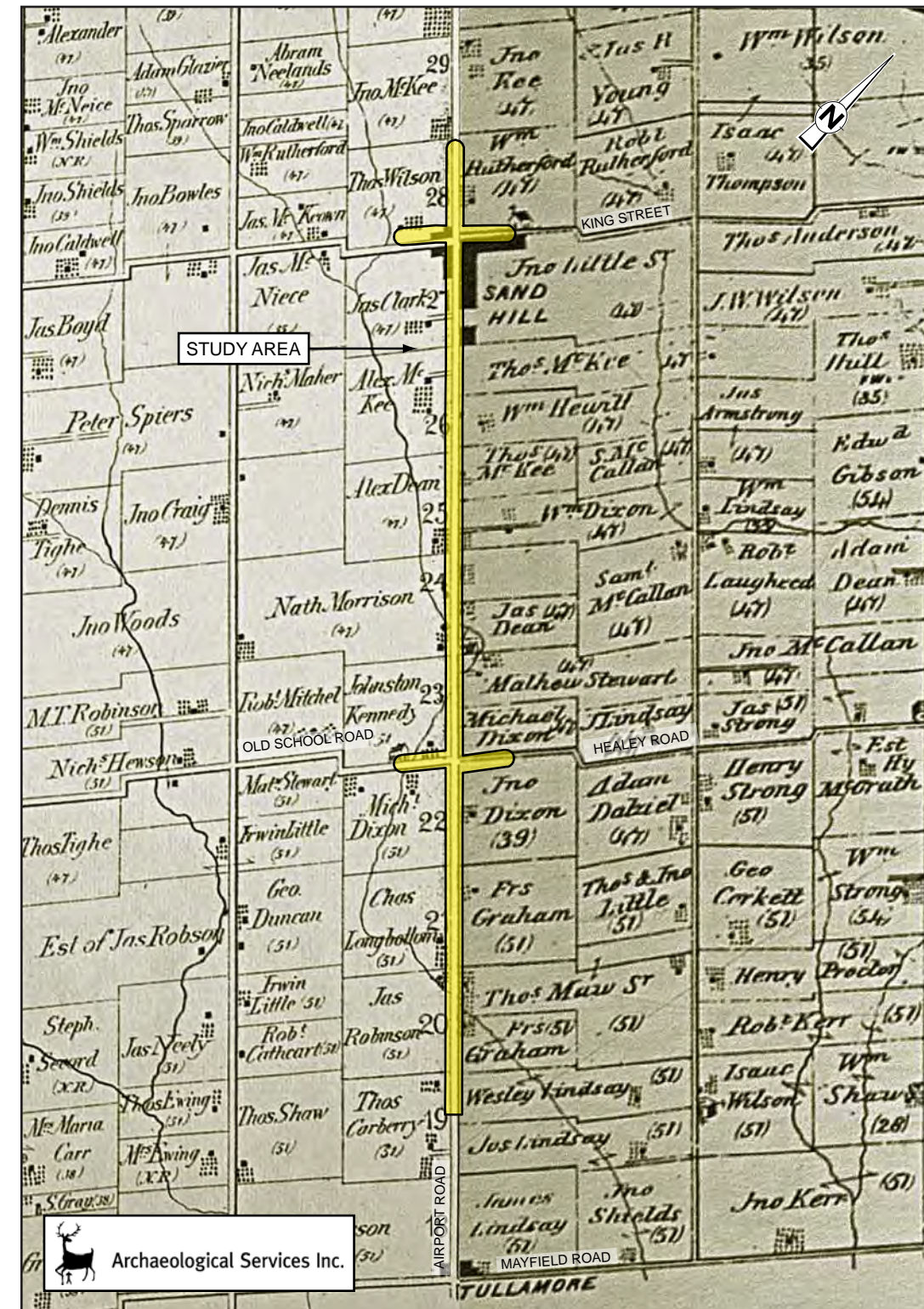


Figure 3: The study area overlaid on the 1877 map of Chinguacousy and Peel Townships
 Base Maps: Illustrated historical atlas of the County of Peel (Walker & Miles 1877)

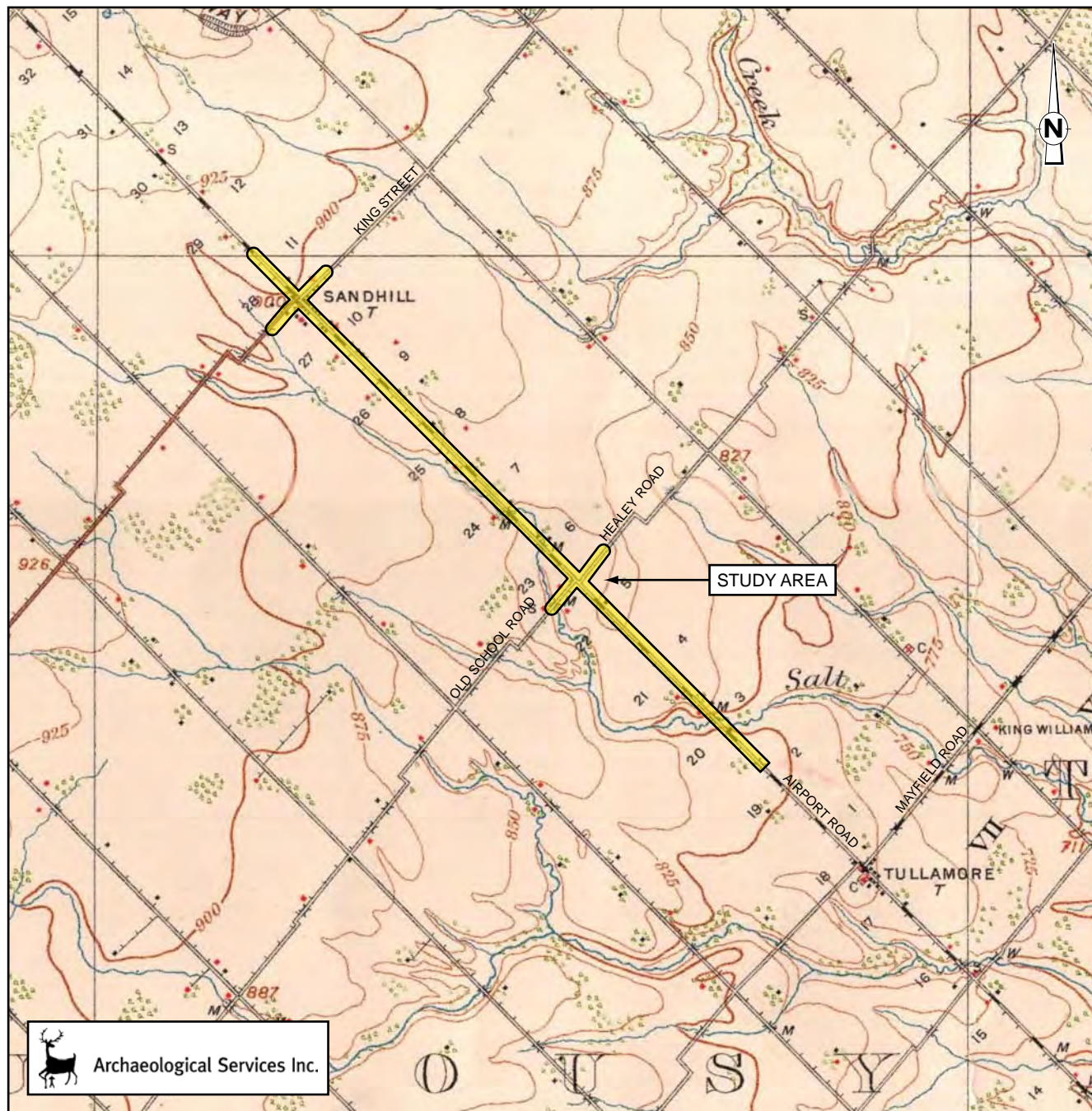


Figure 4: The study area overlaid on the 1919 historic topographic map

Base Map: NTS Sheet 30 M/13 (Bolton 1919)

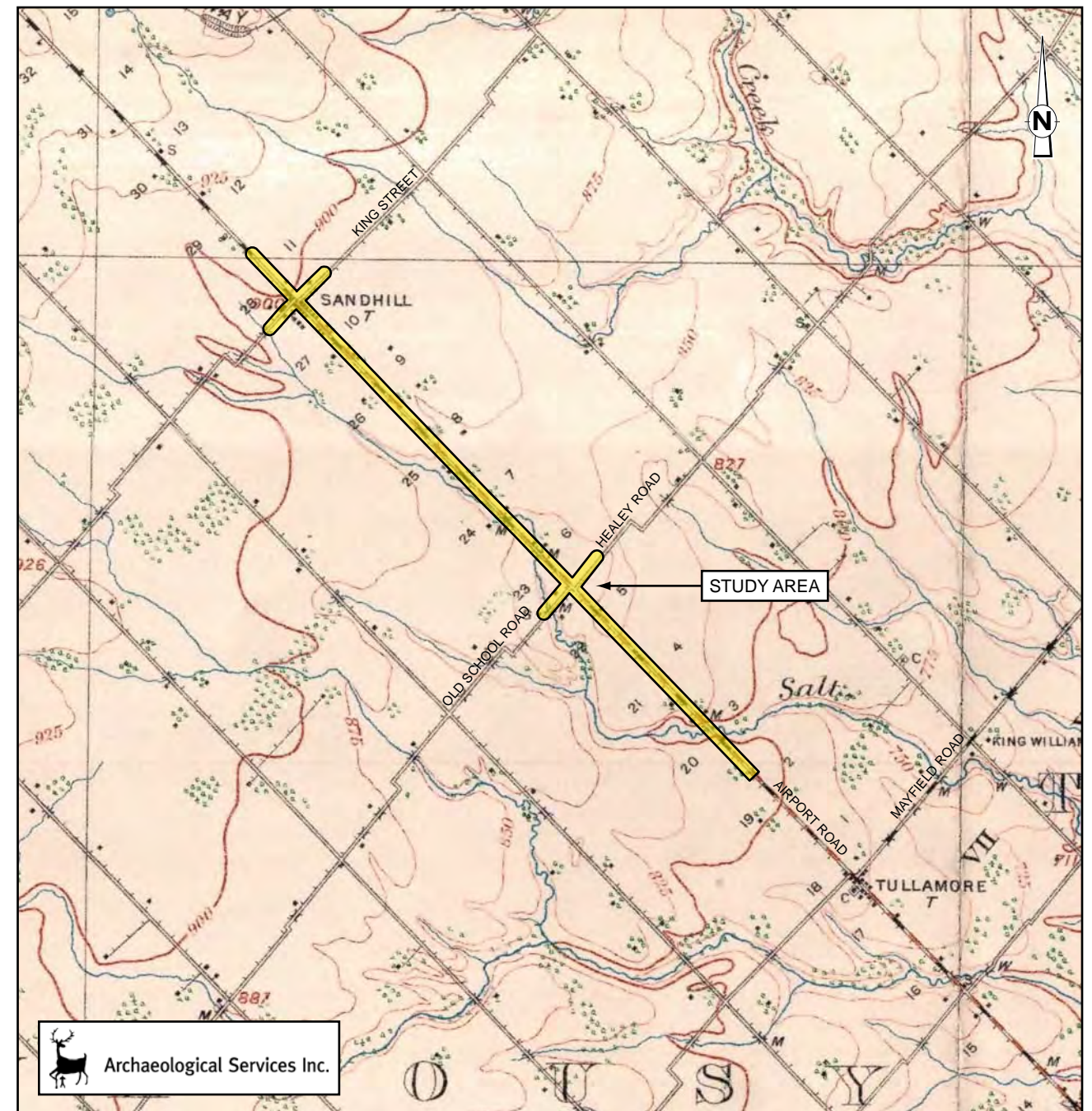


Figure 5: The study area overlaid on the 1926 historic topographic map

Base Map: NTS Sheet 30 M/13 (Bolton 1926)

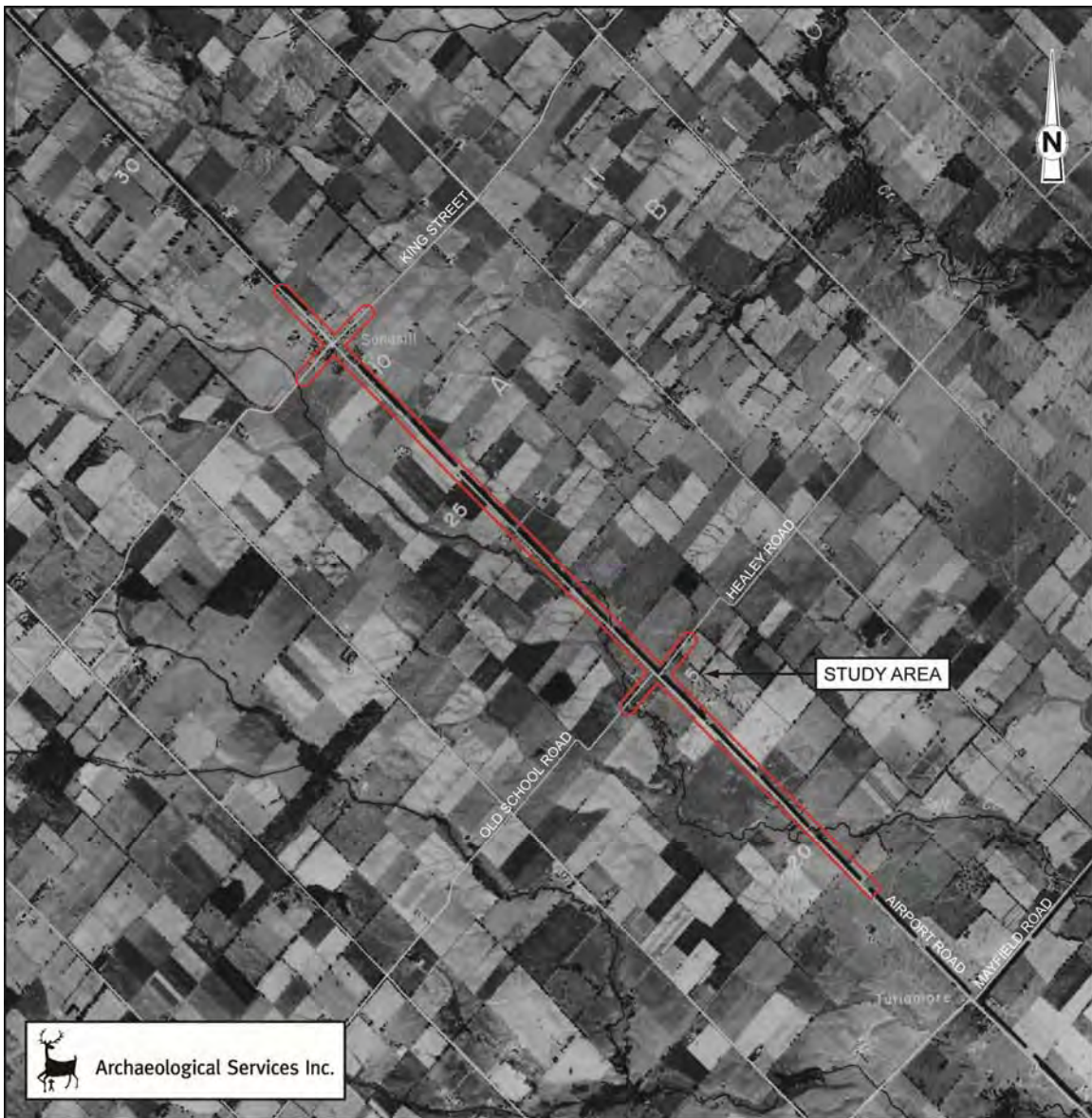
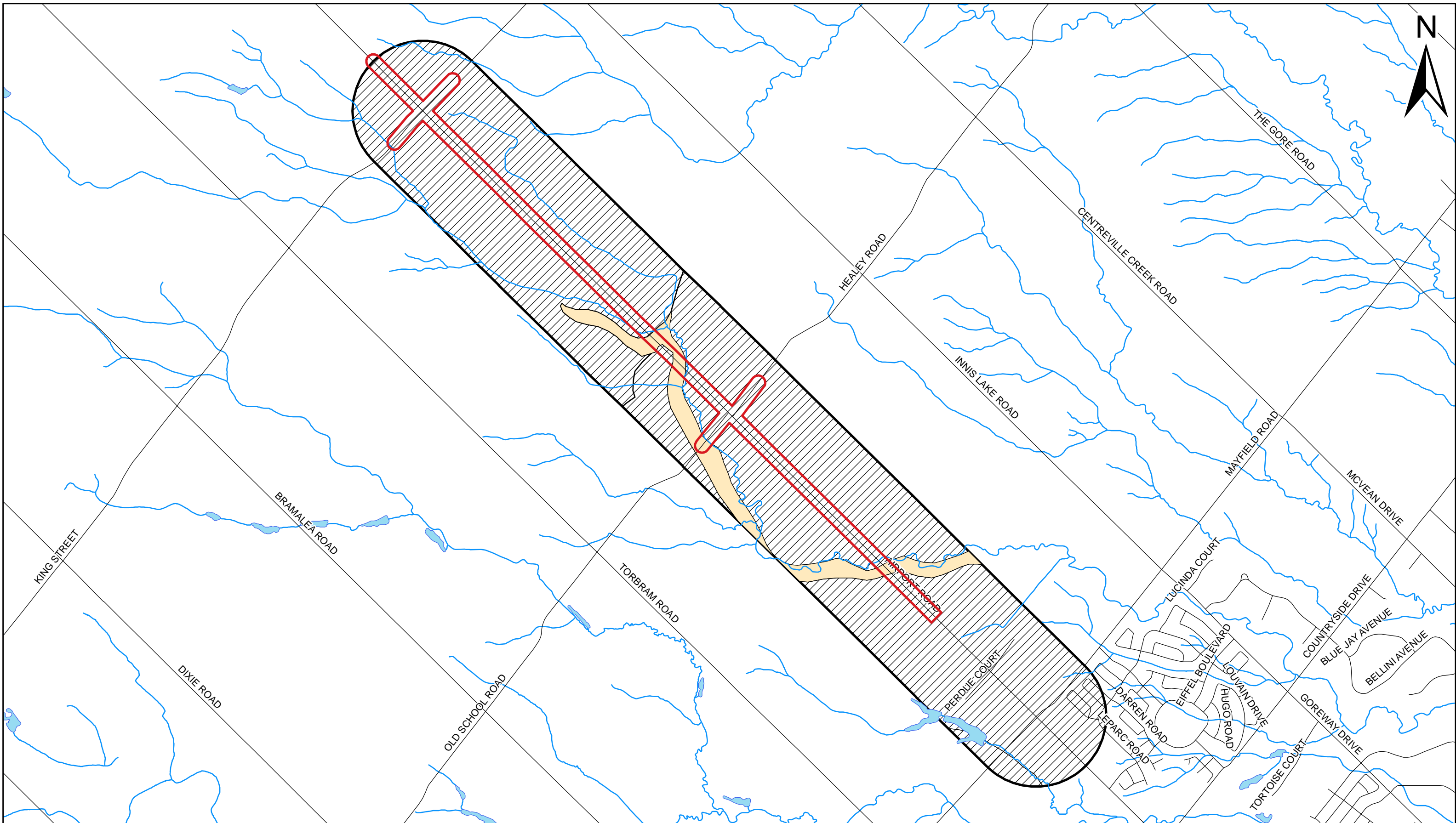








Figure 6: The study area overlaid on a 1954 aerial photograph




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LEGEND

 Study Area	 Peel Rail	 Diamicton
 Peel Roads	 Peel Watercourse	 Sand, silt, gravel

BASE:
 Peel Region Ortho
 Dillon Consulting Limited


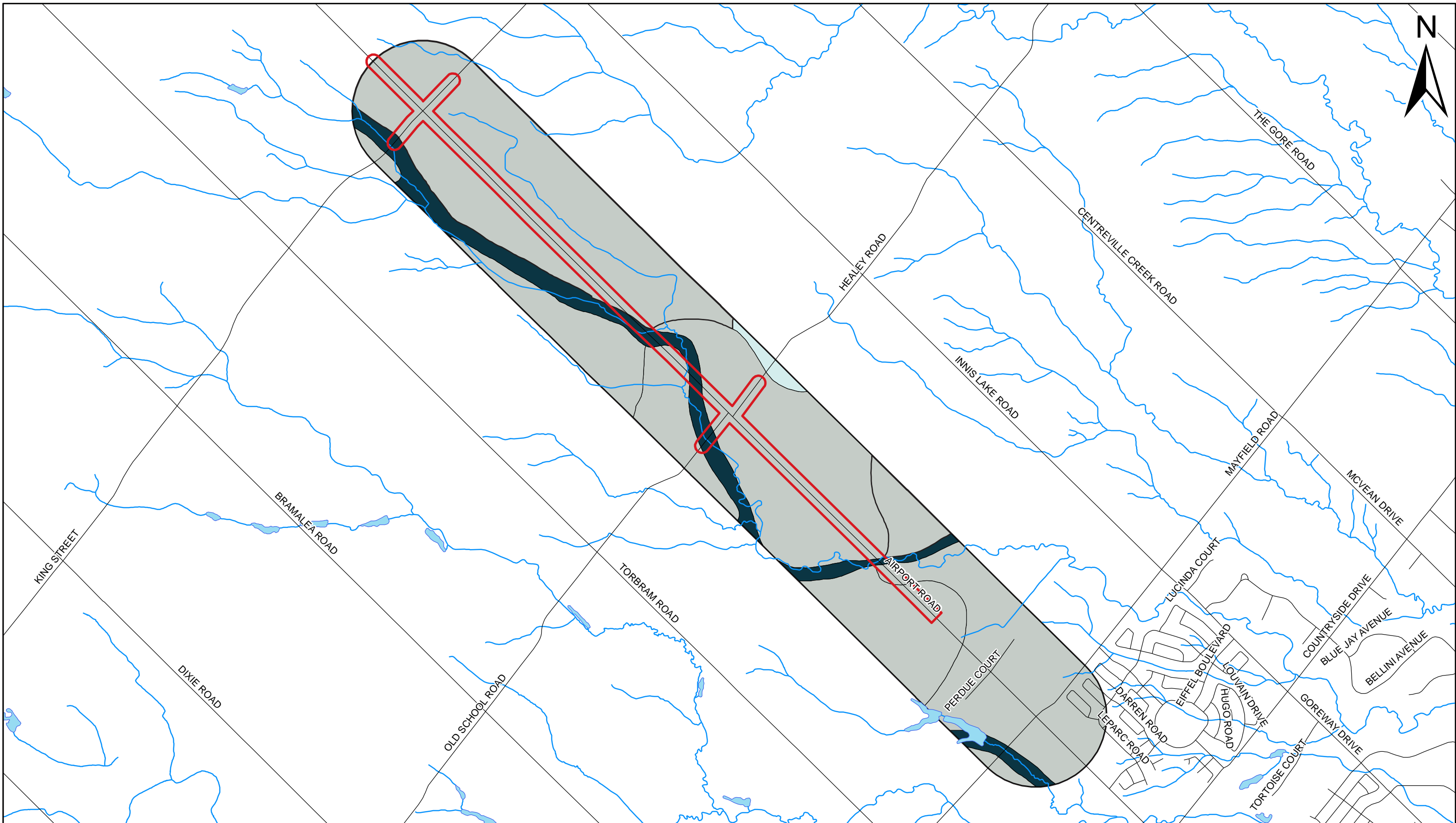








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 ASI PROJECT NO.: 12EA-059/060 DRAWN BY: BW
 DATE: Oct 15, 2012 FILE: 12EA59_60_SGU

Figure 7: Surficial geology in the study area




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LEGEND

 Study Area	 Peel Rail	 Well Drained
 Peel Roads	 Peel Watercourse	 Imperfectly Drained
		 Poorly Drained

BASE:
 Peel Region Ortho
 Dillon Consulting Limited


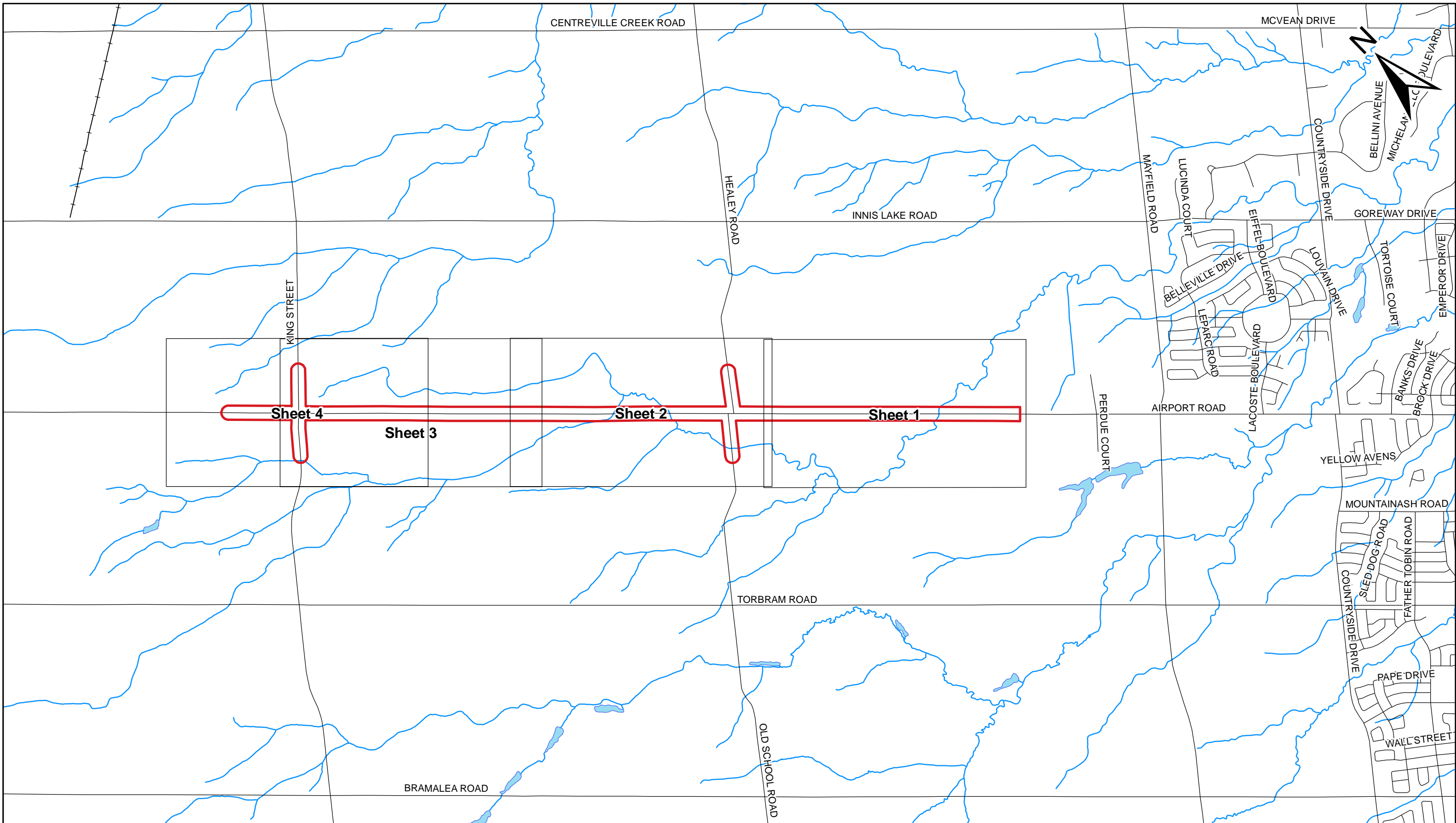

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Figure 8: Soil Drainage in the study area



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LEGEND

- Study Area
- Peel Rail
- Peel Roads
- Peel Watercourse

BASE:
 Peel Region Ortho
 Dillon Consulting Limited

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Meters










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Figure 9: Airport Road - Key Map




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LEGEND	
 Study Area	 Peel Rail
 Peel Roads	 Watercourse
 Archaeological Potential	 No Potential - Low and Wet
 No Potential - Disturbed	 No Potential - Steep Slope
	 Photo Location and Direction

BASE:
 Peel Region Ortho
 Dillon Consulting Limited











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Figure 10: Airport Road - Results of Stage 1 Property Inspection (Sheet 1)




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LEGEND	
 Study Area	 Peel Rail
 Peel Roads	 Watercourse
 Archaeological Potential	 No Potential - Low and Wet
 No Potential - Disturbed	 No Potential - Steep Slope
 Photo Location and Direction	

BASE:
 Peel Region Ortho
 Dillon Consulting Limited


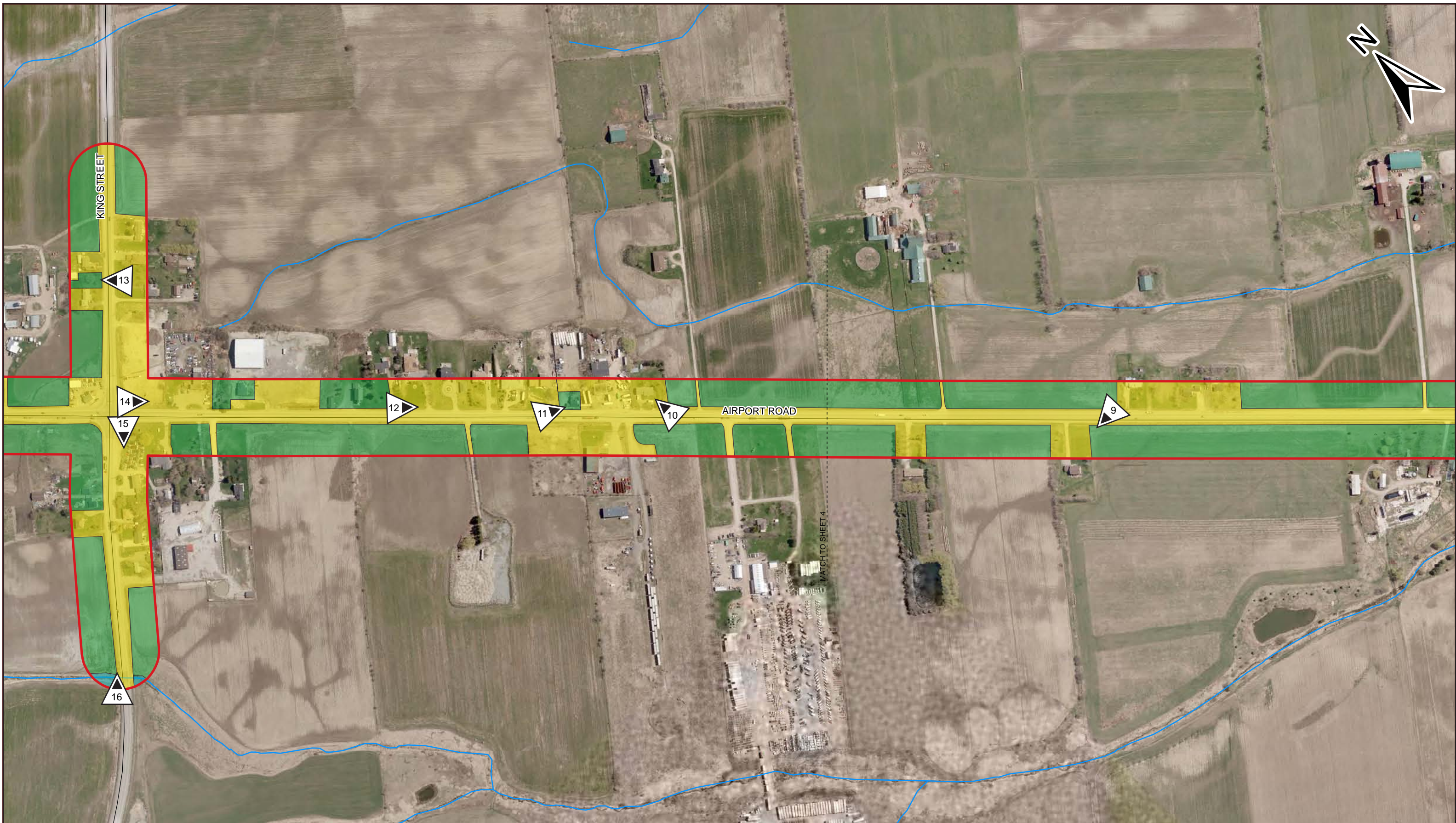










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Figure 11: Airport Road - Results of Stage 1 Property Inspection (Sheet 2)




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LEGEND

 Study Area	 Peel Rail	 Archaeological Potential	 No Potential - Low and Wet
 Peel Roads	 Watercourse	 No Potential - Disturbed	 No Potential - Steep Slope
		 Photo Location and Direction	

BASE:
 Peel Region Ortho
 Dillon Consulting Limited


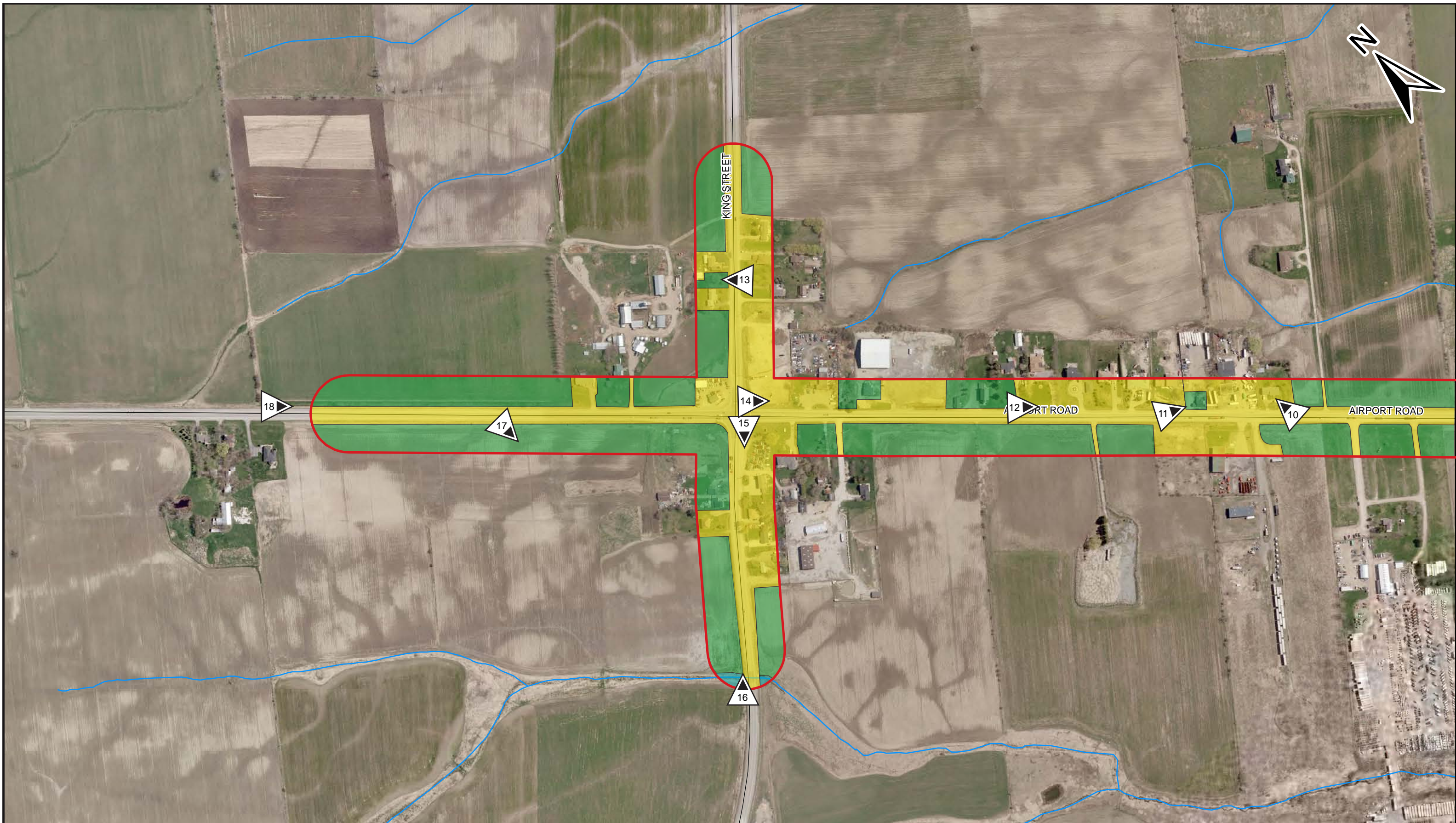










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Figure 12: Airport Road - Results of Stage 1 Property Inspection (Sheet 3)




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LEGEND

 Study Area	 Peel Rail	 Archaeological Potential	 No Potential - Low and Wet
 Peel Roads	 Watercourse	 No Potential - Disturbed	 No Potential - Steep Slope
		 Photo Location and Direction	

BASE:
 Peel Region Ortho
 Dillon Consulting Limited



 0 Meters 200
 ASI PROJECT NO.: 12EA-059/060 DATE: Oct 30, 2012
 DRAWN BY: BW FILE: 12EA59_60_S4

Figure 13: Airport Road - Results of Stage 1 Property Inspection (Sheet 4)

8.0 IMAGES



Plate 1: Northwest view along Airport Road. ROW and utilities – no potential.



Plate 2: North view from Airport Road. ROW is disturbed – no potential. Note wetland and steep slope to right.



Plate 3: West view from Airport Road. Low/wet area and steeply sloped area on to left – no potential.



Plate 4: North view from Airport Road. ROW disturbance to fence line – no potential. Potential beyond fence and around historic farmstead.



Plate 5: Northeast view along Healey Road. ROW, ditching, and recent residential development – all disturbed and no potential.



Plate 6: Northwest view along Airport Road. No potential to right of fence – ditching and ROW. Potential to left of fence in field.





Plate 7: West-northwest view from Airport Road. ROW and ROW – all disturbed and no potential. Low/wet area in mid-distance.



Plate 8: North view from Airport Road. ROW and recent residential development – no potential.



Plate 9: West view across Airport Road. ROW and recent residential development – no potential. Potential in fields adjacent to residential lot.



Plate 10: North view from Airport Road. ROW, utilities, and recent residential development – all disturbed and no potential.



Plate 11: East-southeast view of historic frame building. Building is listed and may have been used as a 19th District Court building. Potential surrounding house.



Plate 12: Southeast view along Airport Road. ROW, ditching and recent residential development. No potential.





Plate 13: Northwest view of North Peel Community Church (formerly Shiloh Presbyterian). Potential surrounding church.



Plate 14: Southeast view from corner of Airport Road and King Street. Entire corner is graded and disturbed – no potential.



Plate 15: Southwest corner of King Street. Corner is all graded and disturbed – no potential.



Plate 16: Northeast view of King Street. Raised road bed over Salt Creek. Disturbed and/or low and wet – no potential.



Plate 17: South view from Airport Road. Disturbed ROW, ditching, and utilities – no potential. Potential in field beyond ROW.



Plate 18: Southeast view along Airport Road. ROW, ditching, and grading until fence line – no potential. Potential beyond fence line.

