

**Archaeological Assessment:  
Stage 1 Background Study and Property Inspection**

**McLaughlin Road  
Class Environmental Assessment Study**

**Concession 1 West, Lots 2-6 and Concession 2 West, Lots 2-6  
Former Township of Toronto, Peel County**

**City of Mississauga, Regional Municipality of Peel, Ontario**

Prepared for:

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**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 McLaughlin Road Intersection Improvements Class Environmental Assessment (EA). The project involves the completion of a Class EA and Preliminary Design for McLaughlin Road from Bristol Road West to Britannia Road West, including all intersections.

The Stage 1 Background Study determined that 37 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 majority of the McLaughlin Road study area has been previously disturbed by road construction and recent development but that parcels of land beyond the McLaughlin Road ROW retain archaeological potential.

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 McLaughlin Road ROW do not retain archaeological potential. These ROW lands do not require further archaeological assessment;
3. 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**

**PROJECT PERSONNEL**

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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 McLaughlin Road Intersection Improvements Class Environmental Assessment (EA). The project involves the completion of a Class EA and Preliminary Design for McLaughlin Road from Bristol Road West to Britannia Road West, including all intersections (Figure 1).

This assessment was conducted under the project management of Heidy Schopf and senior project management of Lisa Merritt, both of ASI; Rob Pihl was the licensee for the project (PIF P057-720-2012).

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 Property Assessment for all or parts of the property; and
- To recommend appropriate strategies for Stage 2 Property 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 Environmental Assessment (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 in the road allowance between Concession 1 West, Lots 2-6 and Concession 2 West, Lots 2-6 in the former Township of Toronto, Peel County.

### **1.2.1 Contact Period**

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 2011). 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-16<sup>th</sup> 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 16<sup>th</sup> 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, an ancient 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-18<sup>th</sup> 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***

The Township of Toronto was originally surveyed in 1806 by Mr. Wilmot, Deputy Surveyor. The first settler in this Township, and also the County of Peel, was Colonel Thomas Ingersoll. The whole population of the Township in 1808 consisted of seven families, scattered along Dundas Street. The number of inhabitants gradually increased until the War of 1812, which checked growth considerably. When the war was over, interest in settlement was revived, and the 'rear' or northern portion of the Township was surveyed and called the "New Survey". The greater part of the New Survey was granted to a colony of Irish settlers from New York City who suffered persecution during the war.

Tributaries of the Credit River run through the western portion of the Township, and this proved to be a great source of wealth to its inhabitants. The river was not only a good watering stream, but there were endless mill privileges along the entire length of the river system.

Within the Township of Toronto, several villages of varying sizes had developed by the end of the nineteenth century, including Port Credit, Streetsville, Meadowvale, Churchville, and Malton.





A number of crossroad communities also began to grow by the end of the nineteenth century. These included Clarkson, Cooksville, Dixie, Summerville, Britannia, and Burnhamthorpe (MHF [...]).

The study area is located in close proximity to the hamlet of Britannia. Britannia was a pioneer hamlet that was originally known as Gardner's Clearing. Some of the earliest grand of land in the vicinity of Britannia were registered in 1821 (Wilkinson 2009). One of the earliest references to the community was to "Gardner's Clearing," which referred to the two Gardner family farms that were located near the crossroads of Centre Road and Britannia Road (formerly known as Elmbank Sideroad). Joseph Gardner was an early prominent settler and farmer. He established the first Methodist Church in 1843 and served as the Justice of the Peace. The community continued to grow during the 1830s and 1840s and boasted a wagon shop, carpenter, general store, and a blacksmith shop by the mid-1800s (Wilkinson 2009).

One property of note is the Britannia Farm property. Britannia Farm is located in Concession 1 West, Lot 3 and is shown on both the 1858 and 1877 maps (See Section 1.2.3 of this report). In 1833 King William IV of England granted 200 acres of land to the Peel District School Board as an educational trust. The revenue generated by the farm was to be used to support the Old Britannia Schoolhouse and to advance the education of the County of Peel (Peel District School Board 2012). The Old Britannia Schoolhouse was in operation from 1852 until 1929, at which point it closed. The Peel District School Board still owns the property and has preserved the old school house and rural character of the entire lot. The school board currently uses the property as a field centre to educate students about pioneer life and local history.

In 1968, the Township of Toronto was incorporated as the Town of Mississauga. In 1974, Mississauga was incorporated as a City through the amalgamation of the Town of Mississauga and the villages of Port Credit and Streestville, as well as portions of the Townships of Toronto Gore and Trafalgar. It has since grown to become the sixth largest city in Canada.

### **1.2.3 Historic Map Review**

The 1859 *Tremaine's Map of Peel County* and the 1877 *Illustrated Historical Map of the County of Peel* 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 in road allowance between Concession 1 West, Lots 2-6 and Concession 2 West, Lots 2-6 in the former Township of Toronto, Peel County. Details of historic property owners and historic features in the study area are listed in Table 1.



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

Con. #	Lot #	Property Owner(s) 1858	Property Owners (1877)	Historical Feature(s) (1858)	Historical Feature(s) (1877)
1 West	2	Samuel McClelland	William Cawthra, Alexander Lawson	-	-
	3	John Wilson (lease)	William Jordon, Leasee	School Reserve, school house	School Reserve, school house
	4	Jas. Nesbitt	Jno. Clark		Farm lane, homestead, orchard
	5	Jas. Gardner Senior	Estate of Robert Gardner, Miss A.M. Quinn	-	-
	6	Jas. Gardner Senior	Joseph Gardner	-	-
2 West	2	Thos. Sibbald, John Irwin	Francis Sibbald, Estate of Jno. Irwin	-	-
	3	Jas. Oliver	Estate of Dr. Crumby	-	Farm lane, homestead
	4	Matt Waite	Matthew Waite	-	Farm lane, homestead, orchard
	5	Jos. Chester	Joshua Chester	-	Homestead, orchard
	6	Jos. Brown	Joseph Brown	-	Farm lane, homestead, orchard

Historic mapping was reviewed as part of historical research, and it was determined that the study area was a rural, agricultural landscape from the early township settlement period in the early nineteenth century until the mid-1980s. The nearest settlement was the small hamlet of Britannia, located at the intersection of Britannia Road and Hurontario Street. Historic mapping from 1859 and 1877 show that McLaughlin Road and Britannia Road are historic roads. The other two roads that intersect the study area, Matheson Boulevard West and Bristol Road West, were built in the late-1980s when the area came under suburban development. Nineteenth-century historic mapping also depicts the names of owners/occupants of farms and properties adjacent to the study area, and the location and arrangement of residences and farmsteads. Britannia Farm is identified on both historic maps as a school reserve.

The 1922 historic topographic map indicates that the study area landscape remained a sparsely settled area in the township in the early twentieth century (Figure 4). The map shows the location of frame and brick farmhouses (black dots represent frame houses, red dots represent brick/masonry houses), woodlots, creeks, roads, and the location of the Toronto-Guelph Radial Railway, an electric inter-suburban railway. This line opened in 1917 and ran until it was closed in 1931, with the tracks being removed a few years later in 1936. In its heyday, the line was running 42 radial train trips per day. The Guelph Radial Railway closed due to a high number of accidents, low profits, and rising operational costs (MHF 2009).

Aerial mapping of the City of Mississauga is available online and date to as early as 1954 (City of Mississauga 2012). A review of these aerials and relevant archival photographs, illustrates the size and shape of agricultural fields adjacent to McLaughlin Road, the location and arrangement



of farm complexes, and the extent of vegetation in the study area (Figure 5 and 6). By 1988/1989, the area to the south of the study area was under residential subdivision development, and the north end began to see commercial/warehouse development. By the year 2000, the residential subdivisions at the south end of the study area, and to the west of McLaughlin Road, were complete, as were the warehouses and other commercial developments at the north end of the study area. In the 1990s, McLaughlin Road was widened to its present appearance. Only one section of the study area remains undeveloped: a large woodlot and former agricultural lands which are located east of McLaughlin Road, just north of Bristol Road West.

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 although the study area was mainly rural, it does retain archaeological potential due to the presence of historic features within and/or in close proximity to the study area. The study area includes McLaughlin Road and part of Britannia Road, which are both historic transportation routes and are therefore, indicators of archaeological potential.

Further, the background research demonstrates that the study area retains potential for the recovery of pre-contact and contact period archaeological resources. The McLaughlin 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 McLaughlin 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 October 26, 2012. The study area is located along McLaughlin Road between Britannia Road and Bristol Road, including the intersections. The study area is bordered by a mix of recent residential, commercial, and industrial development. One exception is Britannia Farm property, which remains relatively undisturbed due to the preservation efforts of the Peel District School Board. The study area also features a number of old trees and woodlots, which indicate that while some areas have been recently developed some parcels of land may remain relatively undisturbed.

### **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 falls within the South Slope physiographic region of Ontario. This 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 (asl) and descends southward toward Lake Ontario, ending at elevations around 150 m asl 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, Jeddo clay loam, Oneida clay loam and Bottom Land soils (Hoffman and Richards 1953). Chinguacousy clay loam is an imperfectly drained soil that has smooth gently sloping topography. The natural vegetation consists mainly of elm and soft maple with ash and oak also occurring.

Oneida clay loam is well drained and has smooth moderately sloping topography. Oak, sugar maple, pine, beech, and elm are commonly found in woodlots.

Jeddo clay loam is poorly drained and has smooth very gently sloping topography. The natural vegetation in woodlots consists mainly of elm, ash, and cedar.

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 8 and soil information is presented in Figure 9.

In terms of water sources, the study area falls within the Lake Ontario Shoreline East Subwatershed, which is part of the Credit Valley Watershed (Credit Valley Conservation 2009). Cooksville Creek is approximately 650 m east of the study area and runs roughly parallel to McLaughlin Road.

### **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 AjGw.

According to the OASD (email communication, Robert von Bitter, MTCS Data Coordinator, November 1, 2012), 37 identified archaeological sites are located within 1 km of the study area. Details of the registered sites are provided in Table 2.

**Table 2: Details of archaeological sites registered within 1 km of the study area**

<b>Borden #</b>	<b>Site Name</b>	<b>Cultural Affiliation</b>	<b>Site Type</b>	<b>Researcher/Year</b>
AjGw-7	Britannia	Woodland	Campsite	Konrad (1972)
AjGw-86	-	Prehistoric	Campsite	-
AjGw-87	-	Early Woodland	Findspot	-
AjGw-88	Daniels 1	Prehistoric	Findspot	MIA (1988)
AjGw-91	Daniels 4	Prehistoric	Findspot	MIA (1988)
AjGw-92	Daniels 5	Historic Canadian	-	MIA (1988)
AjGw-139	-	Historic European	Cabin	MIA (1988)



<b>Borden #</b>	<b>Site Name</b>	<b>Cultural Affiliation</b>	<b>Site Type</b>	<b>Researcher/Year</b>
AjGw-140	Wilkinson	Prehistoric, Euro-Canadian	Findspot, homestead	ASI (1988, 1990)
AjGw-142	Saucer	Euro-Canadian	Homestead	ASI (1991)
AjGw-144	-	Prehistoric	Findspot	ASI (1991)
AjGw-170	-	Early Woodland	Findspot	MIA (1989)
AjGw-171	-	Prehistoric	Findspot	MIA (1989)
AjGw-172	-	Euro-Canadian	Homestead	MIA (1989)
AjGw-178	-	Early Archaic	Findspot	MIA (1989)
AjGw-173	-	Prehistoric	Findspot	MIA (1989)
AjGw-174	-	Prehistoric	Findspot	MIA (1989)
AjGw-175	-	Euro-Canadian	Undetermined	MIA (1989)
AjGw-176	-	Early Archaic	Findspot	MIA (1989)
AjGw-177	-	Early Woodland	Findspot	MIA (1989)
AjGw-179	-	Prehistoric	Findspot	MIA (1989)
AjGw-180	-	Prehistoric	Findspot	MIA (1989)
AjGw-181	-	Prehistoric	Findspot	MIA (1989)
AjGw-182	-	Prehistoric	Findspot	MIA (1989)
AjGw-183	-	Prehistoric	Findspot	MIA (1989)
<b>AjGw-184</b>	-	<b>Prehistoric</b>	<b>Findspot</b>	<b>MIA (1989)</b>
<b>AjGw-185</b>	-	<b>Euro-Canadian</b>	<b>Homestead</b>	<b>MIA (1989)</b>
AjGw-200	McTavish	Historic	Homestead	ASI (1989)
AjGw-202	-	Prehistoric	Findspot	MIA (1989)
AjGw-203	-	Late Archaic	Findspot	MIA (1989)
AjGw-204	-	Prehistoric	Findspot	MIA (1989)
AjGw-291	Heartland 1	Euro-Canadian	Undetermined	Mayer HCI (1988)
AjGw-292	Heartland 2	Pre-Contact	Findspot	Mayer HCI (1998)
AjGw-293	Heartland 3	Early Woodland, Meadowood	Findspot	Mayer HCI (1998)
AjGw-294	Heartland 4	Middle Archaic, Brewerton	Findspot	Mayer HCI (1998)
AjGw-295	Heartland 5	Early Archaic, Nettling	Findspot	Mayer HCI (1998)
AjGw-296	Heartland 6	Euro-Canadian	Midden	Mayer HCI (1998)
AjGw-297	Heartland 7	Euro-Canadian	Homestead	Mayer HCI (1998)

Note: Sites in bold are located within 50 m of the study area

Of the 37 archaeological sites located within 1 km of the study area, two are located within 50 m of the study area boundaries. These include the *AjGw-184* and *AjGw-185* sites, which are briefly discussed below.

The *AjGw-184* site was located within a proposed subdivision at the southwest corner of Britannia Road and McLaughlin Road. The site consisted of a single chert flake that was recovered in gently rolling farm land of clay loam. *AjGw-184* was researched by Robert Pearce of the Museum of Indian Archaeology (MIA) in 1989.

The *AjGw-185* site was located at the southwest corner of Britannia Road and McLaughlin Road. The site yielded a total of 1129 historic artifacts including ceramics, crockery, glass, bottles, window glass, buttons, nails, pipes, and metal. The site was located on gently rolling farm land that was drained by two tributaries of Cooksville Creek. Robert Pearce of MIA researched the site in 1989.



### **1.3.4 Summary of Archaeological Context**

The review of archaeological work conducted in the area demonstrated that 37 archaeological sites have been registered within 1 km of the study area. The registered sites consist of both prehistoric Aboriginal and historic Euro-Canadian sites, which reflect the long and continued settlement of the area.

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 well drained soils and is located in close proximity to Cooksville Creek.

The presence of known archaeological sites, well-drained soils, and a water source 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 McLaughlin 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 McLaughlin Road study area was inspected systematically during optimal weather conditions which permitted good visibility of land features;
- Weather conditions were sunny and clear with temperatures between 19 and 22°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 maps of the study area in Section 7.0 (Figures 9-12) and associated photography is presented in Section 8.0 (Plates 1-10).

## **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 McLaughlin 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 McLaughlin Road study area meets the following criteria used for determining archaeological potential:

- Previously known archaeological sites (e.g. Britannia *AjGw-7*)
- Water source: primary, secondary, or past water source (e.g. Cooksville Creek)
- Pockets of well-drained sandy soil (e.g. Oneida clay loam)
- Early historical transportation routes (e.g. McLaughlin Road)
- Areas of early Euro-Canadian settlement (e.g. homesteads)
- Property that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations (e.g. Britannia Farm)

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 McLaughlin Road project involves the completion of a Class EA and Preliminary Design for McLaughlin Road from Bristol Road West to Britannia Road West, including all intersections.

The McLaughlin 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 McLaughlin 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 1-10; Figures 10-12: area marked in yellow).





Areas of potential exist in the McLaughlin Road study area. These areas include woodlots with old oak trees and open green spaces that appear relatively undisturbed (Plates 2, 3, 6, 7 and 9). These lands retain archaeological potential and will require further archaeological assessment should they be impacted by the proposed work (Figures 10-12: areas marked in green).

### **3.3 Conclusions**

The Stage 1 Background Study and Property Inspection was conducted to assist with the McLaughlin Road Class EA. The assessment determined that 37 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 majority of the McLaughlin Road study area has been previously disturbed by road construction and recent development but that several parcels of land beyond the McLaughlin Road ROW retain archaeological potential.

### **4.0 RECOMMENDATIONS**

In light of the results of the background research and property inspection undertaken for the Stage 1 Archaeological Assessment of the McLaughlin Road Class EA, ASI makes the following recommendations:

1. Archaeological potential exists in the study area (Figures 10-12: 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 McLaughlin Road ROW do not retain archaeological potential. These ROW lands do not require further archaeological assessment (Figures 10-12: areas marked in yellow);
3. 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

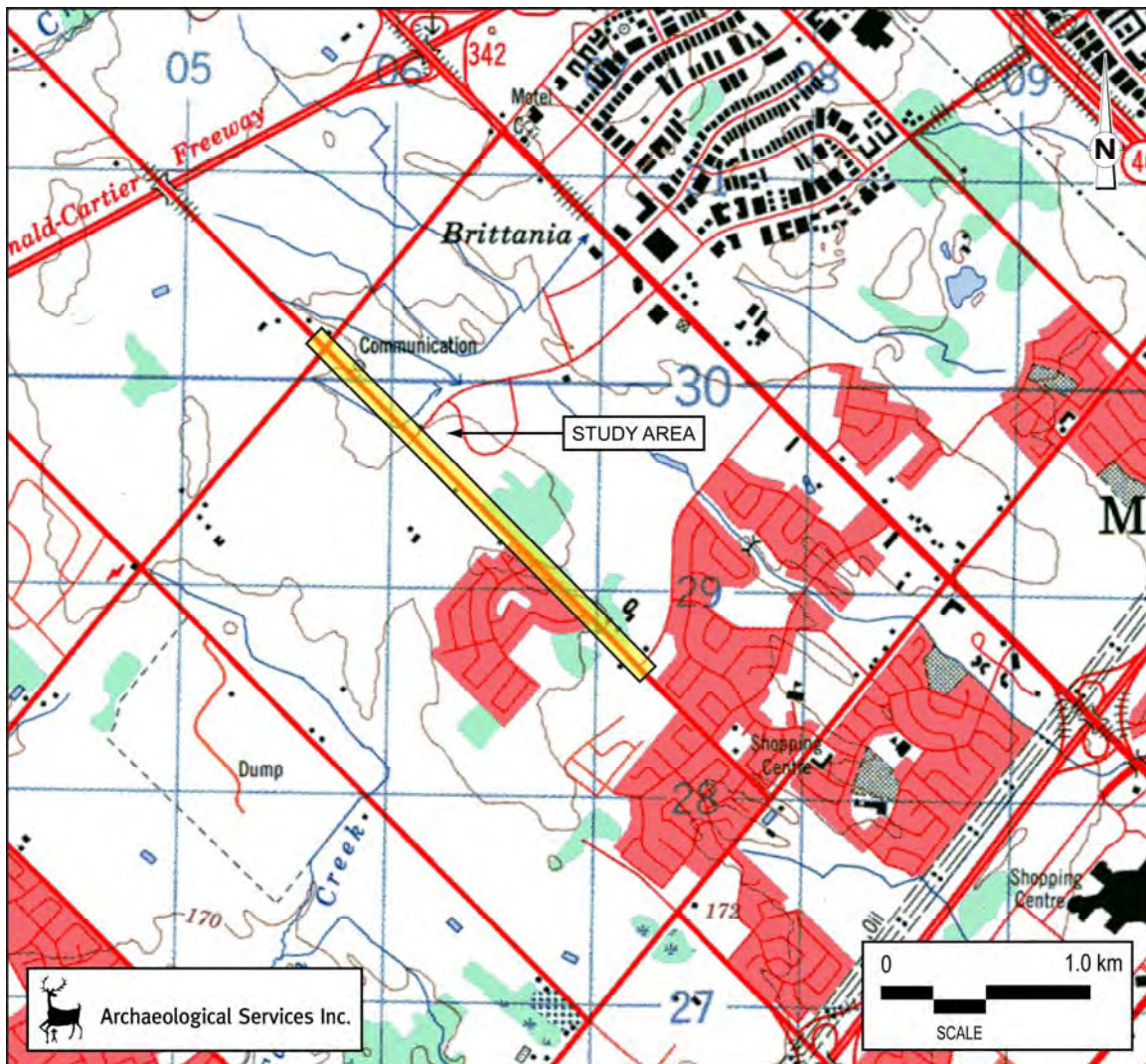


Figure 1: Location of the study area

Base Map: NTS Sheet 30 M/12 (Brampton)





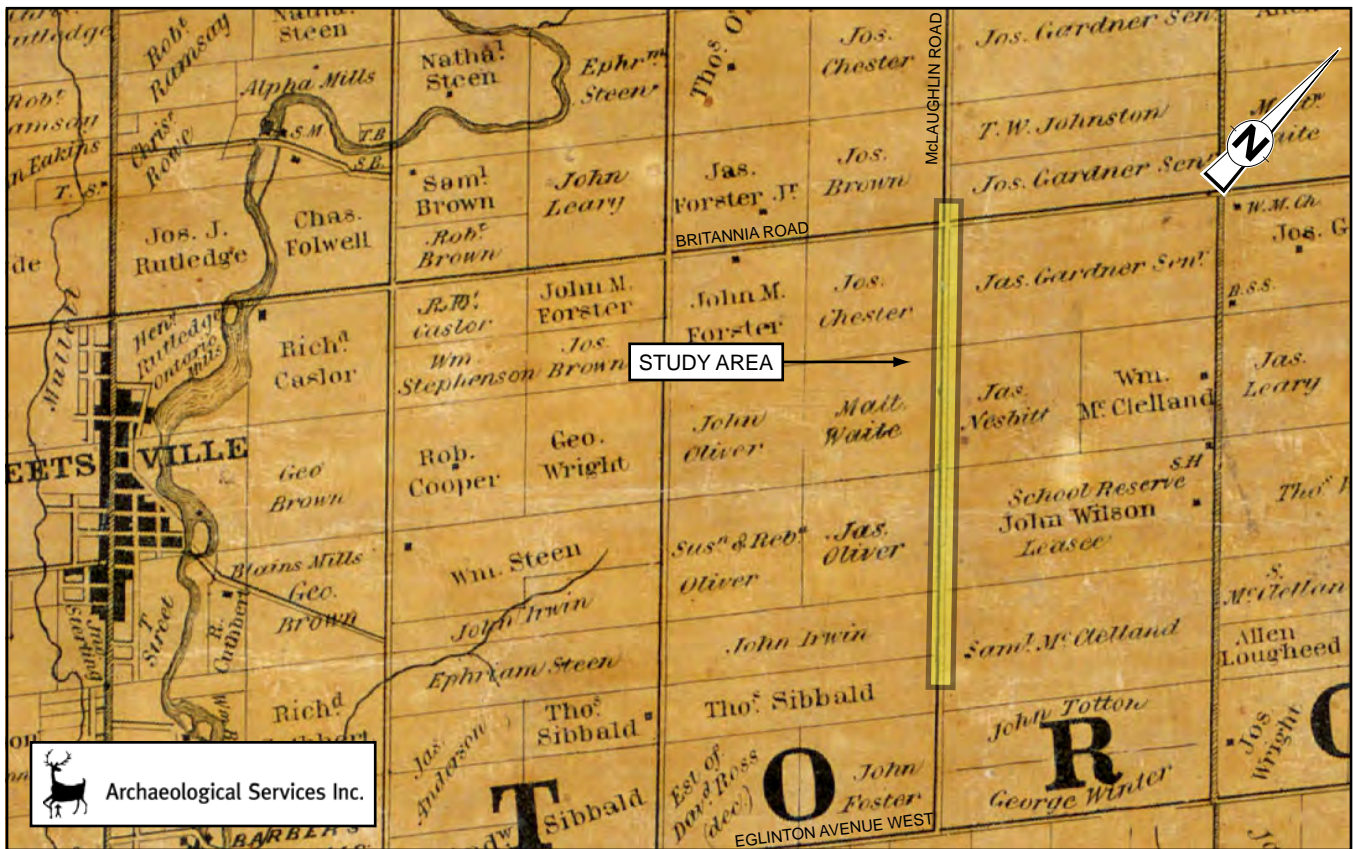


Figure 2: The study area overlaid on Tremain's 1859 Map of Peel County

Base Map: Tremain's Map of the County of Peel, Canada West (Tremain 1859)

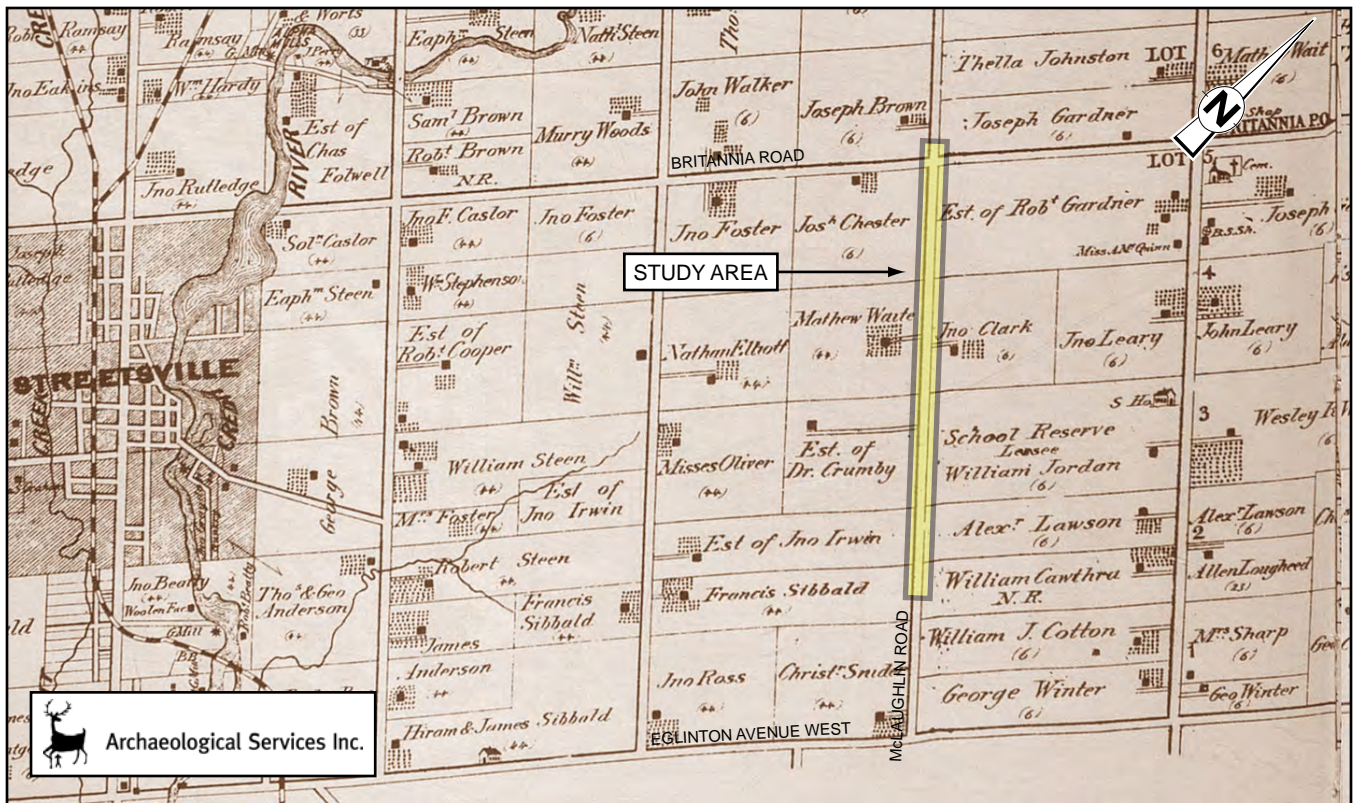


Figure 3: The study area overlaid on the 1877 map of Toronto Township

Base Map: Illustrated Historical Map of the County of Peel (Walker & Miles 1877)

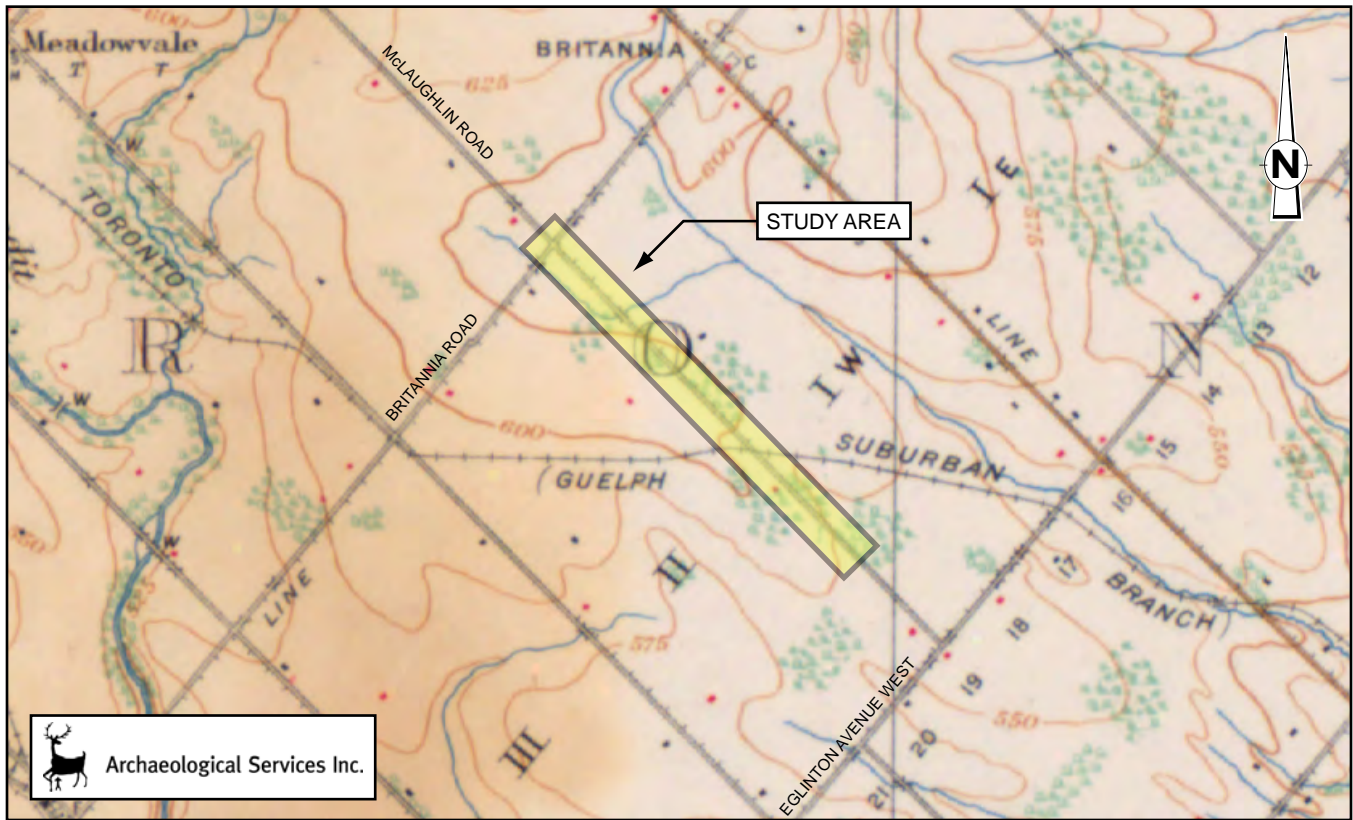


Figure 4: The study area overlaid on the 1922 historic topographic map of Brampton

Base Map: Brampton Sheet (1913/1922)





Figure 5: 1980s photograph of McLaughlin Road prior to development  
Source: McLaughlin Road Streetscape Study (1988)

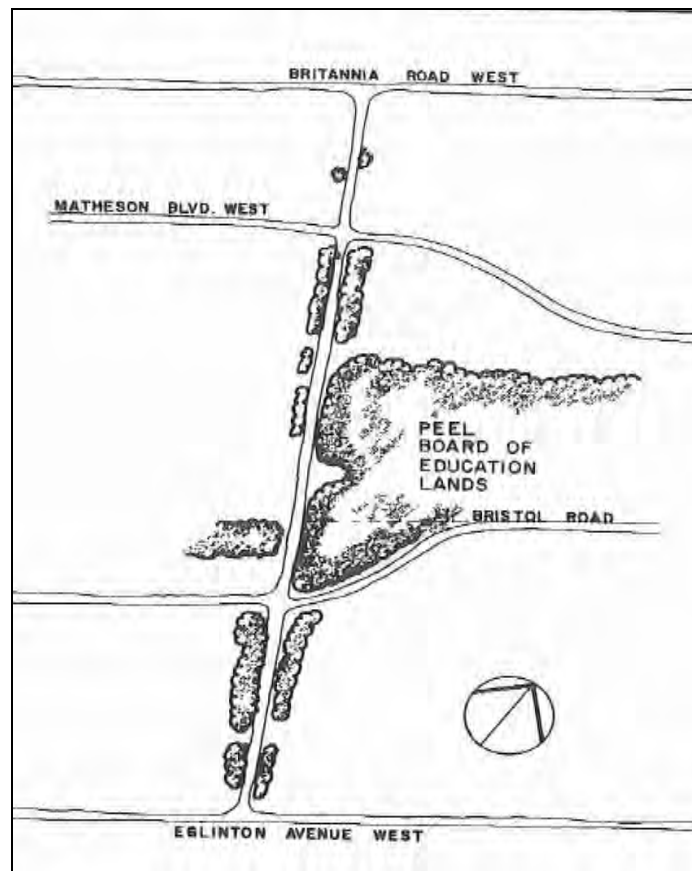


Figure 6: Existing Forest Cover in 1988  
Source: McLaughlin Road Streetscape Study (1988)



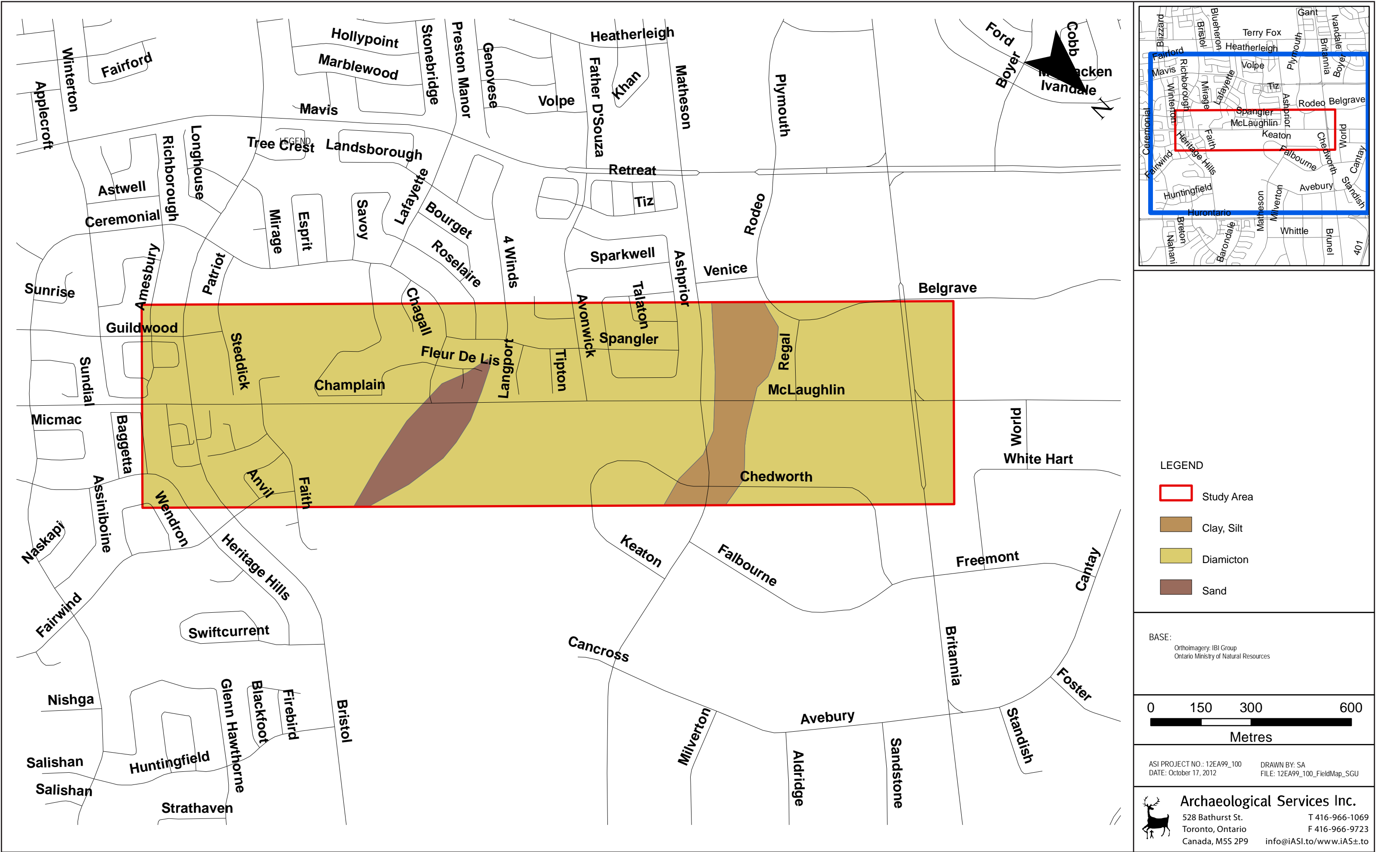


Figure 7: Surficial geology in the study area



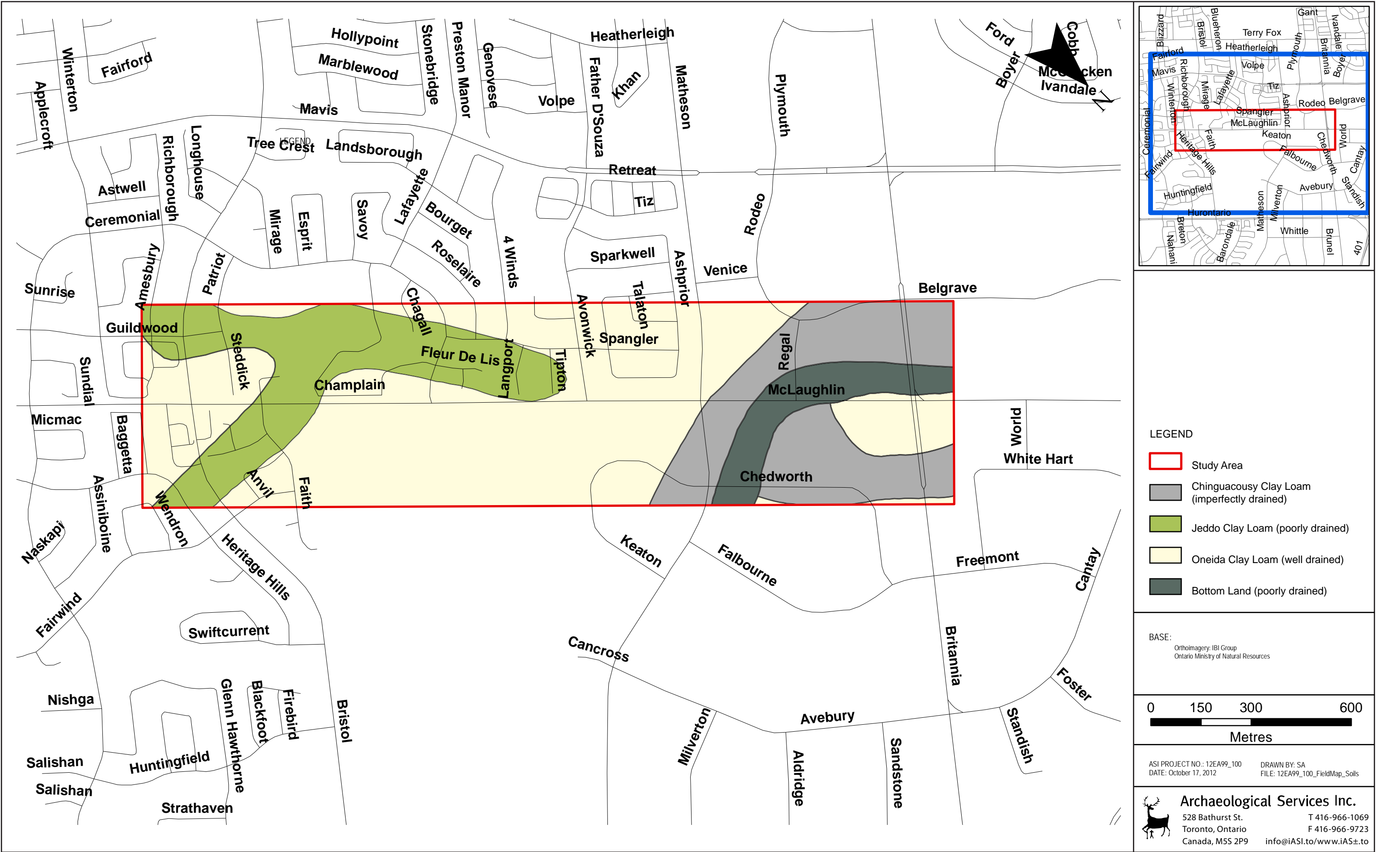


Figure 8: Soils in the study area







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



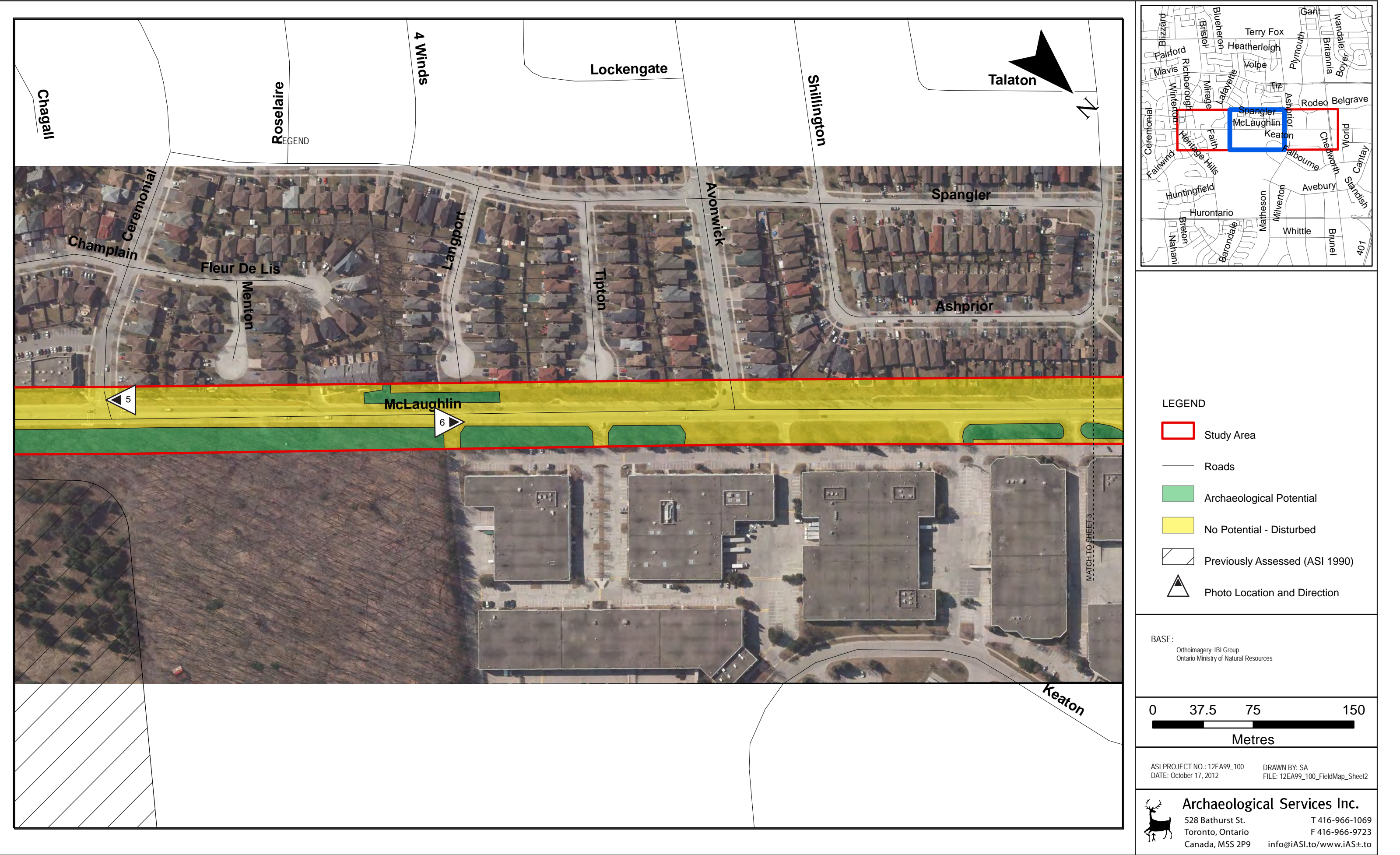
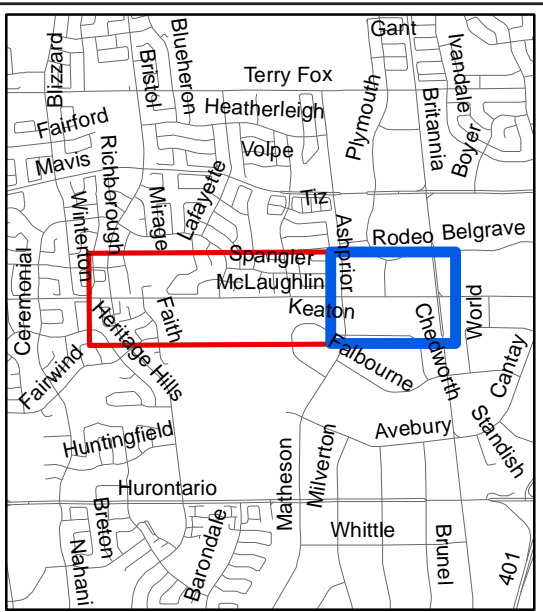


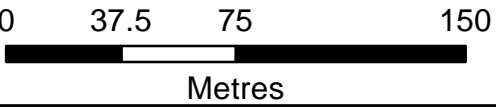
Figure 11: McLaughlin Road - Results of Stage 1 Property Inspection (Sheet 2)





- LEGEND
- Study Area
  - Roads
  - Archaeological Potential
  - No Potential - Disturbed
  - Photo Location and Direction

BASE:  
Orthoimagery: IBI Group  
Ontario Ministry of Natural Resources



ASI PROJECT NO.: 12EA99\_100  
DATE: October 17, 2012  
DRAWN BY: SA  
FILE: 12EA99\_100\_FieldMap\_Sheet3


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



## 8.0 IMAGES



Plate 1: Southeast view across Bristol Road West. All disturbed and no potential.



Plate 2: West view across McLaughlin Road. ROW is disturbed – potential beyond ROW in treed areas.



Plate 3: Southeast view along McLaughlin Road. ROW is disturbed – potential beyond ROW in treed areas.



Plate 4: South view from McLaughlin Road into recent subdivision. All disturbed and no potential.



Plate 5: Southeast view across Ceremonial Drive. Recent commercial development – all disturbed and no potential.

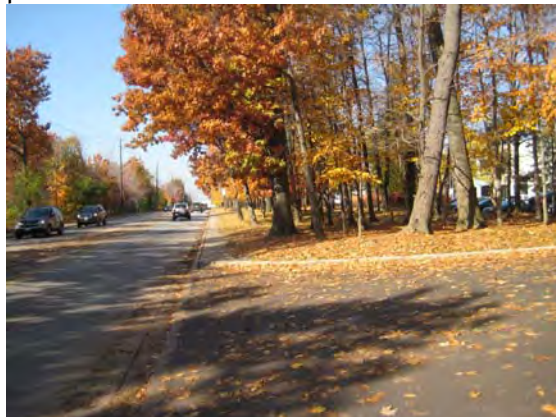


Plate 6: Northwest view along McLaughlin Road. Potential in treed area. ROW is disturbed.





Plate 7: Southeast view from McLaughlin Road. No potential in berm between McLaughlin Road and commercial development. Potential in distance surrounding old/dead oak trees.



Plate 8: Northwest view along McLaughlin Road. All recent development – disturbed and no potential.



Plate 9: Northeast view from McLaughlin Road. Fenced property appears relatively undisturbed and retains archaeological potential.



Plate 10: Southeast view along McLaughlin Road. All recent development – disturbed and no potential.

