

**STAGE 1 AND 2 ARCHAEOLOGICAL ASSESSMENT OF
7211-7233 AIRPORT ROAD (PART 1, 2 AND 3, PLAN 43R-25518),
PART LOT 12, CONCESSION 7 SERA DIVISION, GEOGRAPHIC TOWNSHIP OF TORONTO GORE, PEEL COUNTY,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL, ONTARIO**

ORIGINAL REPORT

Prepared for:

Weston Consulting
201 Millway Avenue, Suite 19
Vaughan, ON L4K 5K8
T 905-738-6637

Archaeological Licence P046 (Clish)
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ASI Archaeological & Cultural
Heritage Services

528 Bathurst Street Toronto, ONTARIO M5S 2P9
416-966-1069 F 416-966-9723 asiheritage.ca

**STAGE 1 AND 2 ARCHAEOLOGICAL ASSESSMENT OF
7211-7233 AIRPORT ROAD (PART 1, 2 AND 3, PLAN 43R-25518),
PART LOT 12, CONCESSION 7 SERN DIVISION, GEOGRAPHIC TOWNSHIP OF TORONTO GORE, PEEL COUNTY,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL, ONTARIO**

EXECUTIVE SUMMARY

ASI was contracted by Weston Consulting to undertake a Stage 1 and 2 Archaeological Assessment of 7211-7233 Airport Road (Parts 1, 2 and 3, Plan 43R-25518), part of Lot 12, Concession 7 SERN Division, Geographic Township of Toronto Gore, Peel County, City of Mississauga, Regional Municipality of Peel. The assessment was carried out in advance of an application for proposed development. The subject property is approximately 0.865 hectare in size. Permission to access the subject property and to carry out all activities necessary for the completion of the assessment was granted by the proponent on June 21, 2016.

The Stage 1 background review entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with Indigenous and Euro-Canadian settlement trends. This research has concluded that there is potential for the presence of pre-contact Indigenous and historical Euro-Canadian archaeological resources, depending on the degree of recent land disturbances.

The Stage 2 field survey determined that the entire subject property had been disturbed. The property was assessed by means of a test pit survey employed at five metre intervals. Despite careful scrutiny, no archaeological resources were encountered during the course of the survey.

It is recommended that no further archaeological assessment of the property be required.



PROJECT PERSONNEL

<i>Project Manager:</i>	Beverly Garner, Hons. BA Staff Archaeologist & Manager of Stage 1 and 2 Projects, Planning Division
<i>Project Director:</i>	Andrew Clish, BES (P046) Senior Archaeologist & Geomatics Specialist
<i>Project Administrator:</i>	Jennifer Ley, Hons. BA (R376) Staff Archaeologist & Assistant Manager of Stage 1 and 2 Projects, Planning Division
<i>Field Director:</i>	Robb Bhardwaj, MA (P449)
<i>Field Archaeologists:</i>	Alex Boyle, Hons. BA Lauren Vince, Hons. BA
<i>Report Preparation:</i>	Deborah Pihl, BA (R130) Staff Archaeologist
<i>Graphics:</i>	Blake Williams, MLitt (P383) Staff Archaeologist & Geomatics Specialist
<i>Report Reviewers:</i>	Jamie Houston-Dickson, MA (R398) Jennifer Ley



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1.0 PROJECT CONTEXT

1.1 Development Context

ASI was contracted by Weston Consulting to conduct a Stage 1 and 2 Archaeological Assessment of 7211-7233 Airport Road (Parts 1, 2 and 3, Plan 43R-25518), part of Lot 12, Concession 7 SERN Division, Geographic Township of Toronto Gore, Peel County, City of Mississauga, Regional Municipality of Peel (Figure 1). The overall size of the subject property is approximately 0.865 hectare.

This assessment was conducted under the project management of Ms. Beverly Garner and project direction of Mr. Andrew Clish (MTCS PIF P046-0235-2016). The assessment was required as a condition of site plan and rezoning applications for proposed development, as part of the pre-development approvals process required by the City of Mississauga and the *Ontario Planning Act*. The proposed development includes construction of a new residence for seniors.

All work was completed in accordance with the *Ontario Heritage Act* and the Ministry of Tourism, Culture and Sport's 2011 *Standards and Guidelines for Consultant Archaeologists* (MTC 2011).

Permission to access the subject property and to carry out all activities necessary for the completion of the assessment was granted by the proponent on June 21, 2016. Buried utility locates were obtained prior to fieldwork.

1.2 Historical Context

A Stage 1 background review involves research to describe the known and potential archaeological resources within the vicinity of a subject property. The background research for such an assessment incorporates a review of Indigenous land use, nineteenth- and twentieth-century development, previous archaeological research, and physiography for the subject property.

The subject property is located at the southwestern end of Lot 12, Concession 7 SERN Division, Geographic Township of Toronto Gore, in the former County of Peel. It is now in the City of Mississauga. The subject property, situated on the east side of Airport Road, is currently a vacant lot that is covered mainly by herbaceous vegetation.

1.2.1 Indigenous Land Use

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier, approximately 13,500 before present (BP) (Ferris 2013:13). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the environment had progressively warmed (Edwards and Fritz 1988), and populations now occupied less extensive territories (Ellis and Deller 1990:62-63).

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced rising water levels, and many sites which previously would have been located on those former shorelines were subsequently submerged. This period produces the earliest evidence of heavy wood-working tools and is indicative of greater investment of labour in felling trees for fuel, to build shelter, or to produce tools, and is ultimately indicative of prolonged seasonal residency at sites. By approximately 8,000 BP, evidence exists for polished stone implements and worked native copper. The source for the latter from the north shore of



Lake Superior is evidence of extensive exchange networks. Early evidence exists at this time for the creation of communal cemeteries and ceremonial funerary customs. This evidence is significant for the establishment of band territories. These communal places indicate shared meaning across the community and are reflective of a people's cosmology (Brown 1995:13; Holloway and Hubbard 2001:74; Parker Pearson 1999:141). Between approximately 4,500-3,000 BP, there is evidence for construction of fishing weirs. These structures indicate not only the group sharing of resources, but also the organization of communal labour (Ellis *et al.* 1990; Ellis *et al.* 2008).

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

From approximately 1,000 BP until approximately 300 BP, lifeways became more similar to those described in early historical documents. Populations in the area would have been Iroquoian-speaking, though full expression of Iroquoian culture is not recognised archaeologically until the fourteenth century. During the Early Iroquoian phase (AD 1000-1300), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By the second quarter of the first millennium BP, during the Middle Iroquoian phase (AD 1300-1450), this episodic community disintegration was no longer practised, and populations now communally occupied sites throughout the year (Dodd *et al.* 1990:343). In the Late Iroquoian phase (AD 1450-1649), this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the Indigenous Nations was developed, as described historically by the French and English explorers who first visited southern Ontario.

The subject property is located within the Mimico Creek watershed, between Etobicoke Creek to the west and the Humber River to the east. The Credit River (west of the Etobicoke Creek) watershed has a well-documented ancestral Huron-Wendat settlement sequence dating from the beginning of the fourteenth century (Antrex site - ASI 2010) until the mid-sixteenth century (Emerson Springs - Hawkins 2004; Wallace site - Crawford 2003). The Humber River (east of the Etobicoke Creek) watershed exhibits two ancestral Huron-Wendat settlement sequences, one in the middle Humber River area spanning the fifteenth century (Black Creek site - Emerson 1954; Parsons site - Williamson and Robertson 1998), and one in the area of the Humber River headwaters spanning the mid-fifteenth century (Damiani site - ASI 2012a) to late sixteenth century (Skandatut site - ASI 2012b). The Etobicoke Creek and Mimico Creek watersheds would have been utilized by Indigenous peoples for settlement and resource extraction however may have been a liminal territory between the former two settlement sequences. By the turn of the seventeenth century, the north shore of Lake Ontario was devoid of permanent settlement, and the Credit River and Humber River populations are believed to have relocated to join either the Huron-Wendat Nation or, perhaps more likely, the Tionontaté (Petun) Nation (Birch and Williamson 2013:40). The inhabitants of the Etobicoke Creek and Mimico Creek watersheds likely had a similar trajectory.

By AD 1600, the Five Nations Iroquois, in particular the Seneca, were the principle group using the central north shore of Lake Ontario, in particular for hunting, fishing, and for participation in the fur trade. By AD 1649, the Seneca mainly took over control of the region (Heidenreich 1990:489; Ramsden 1990). Compared to settlements of the New York Iroquois, the "Iroquois du Nord" occupation of the landscape was less intensive. Only seven villages are identified by the early historic cartographers on the



north shore of Lake Ontario, and they are documented as considerably smaller than those in New York State. The populations were agriculturalists, growing maize, pumpkins, and squash. These settlements also played the important alternate role of serving as stopovers and bases for New York Iroquois travelling to the north shore of Lake Ontario for the annual beaver hunt (Konrad 1974).

Beginning in the mid-late seventeenth century, the Mississaugas began to replace the Seneca as the controlling Indigenous group along the north shore of Lake Ontario since the Five Nations Iroquois confederacy had overstretched their territory between the 1650s and 1670s (Williamson 2008). The Five Nations Iroquois could not hold the region and agreed to form an alliance with the Mississauga peoples and share hunting territories with them. The Mississaugas traded with both the British and the French in order to have wider access to European materials at better prices, and they acted as trade intermediaries between the British and tribes in the north.

The eighteenth century saw the ethnogenesis in Ontario of the Métis. Métis people are of mixed First Nations and French ancestry, but also mixed Scottish and Irish ancestry as well. The Métis played a significant role in the economy and socio-political history of the Great Lakes during this time. Living in both Euro-Canadian and Indigenous societies, the Métis acted as agents and subagents in the fur trade but also as surveyors and interpreters. Métis populations were predominantly located north and west of Lake Superior, however Métis populations lived throughout Ontario (Métis Nation of Canada [MNC] n.d.; Stone and Chaput 1978:607-608).

By 1805, the lands from Burlington Bay to the Etobicoke River north of Eglinton Avenue were known as the “Mississague Tract” (Boulton 1805:48; Heritage Mississauga 2012:18; Smith 2002). In 1806, the lands south of Eglinton Avenue from Etobicoke Creek to Burlington Bay, excluding the Brant Tract and reserves along the Twelve Mile Creek, the Sixteen Mile Creek and the Credit River, were purchased by the Crown from the Mississaugas as part of the “Head of the Lake Treaty” (Indigenous Affairs and Northern Development Canada [AANDC] 2013b). In 1818, the lands of the Mississauga Tract north of Eglinton Avenue were purchased by the crown from the Mississaugas of the Twelve Mile Creek, the Sixteen Mile Creek and the Credit River as part of the “Ajetance Treaty” (AANDC 2013a). In 1820, the remainder of Mississauga land was surrendered except for approximately 81 ha along the Credit River (Heritage Mississauga 2012:18). In 1825-26, the Credit Indian Village was established as an agricultural community and Methodist mission near present day Port Credit (Heritage Mississauga 2009; MNCFN n.d.). By 1840, the village was under significant pressure from Euro-Canadian settlement so that plans were formulated to relocate the settlement. In 1847, the Credit Mississaugas were made a land offer by the Six Nations Council to relocate at the Grand River. In 1847, 266 Mississaugas settled at New Credit, approximately 23 km southwest of Brantford. The majority of the former Mississague Tract had been ceded from the Mississauga by 1856 (Gould 1981).

1.2.2 Euro-Canadian Land Use: Township Survey and Settlement

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



The township was probably named due to its triangular shape which formed a “gore” between Vaughan, Etobicoke, Albion, and Chinguacousy Townships. This township 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 (Smith 1846:193; Tavender 1967; Armstrong 1985:148; Rayburn 1997:347).

The land within Toronto Gore Township was acquired by the British from the Mississaugas in 1805. The first township survey was undertaken in 1818, and the first legal settlers occupied their land holdings in the same year. The extant Survey Diaries indicated that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock, and pine. The Township of Toronto Gore was established in 1831 and its name is derived from its particular boundary shape, as it resembles a wedge introduced between the adjacent townships of Chinguacousy, Toronto, Vaughn, and Etobicoke. This geographical position and boundary allotment would prove to impact future settlement and development in the township. Prior to 1831, the Township of Toronto Gore was part of the Chinguacousy Township.

The Township of Toronto Gore remained a part of the County of Peel until 1973. In 1974, the Township of Albion became a part of the Town of Caledon, and the Township of Toronto Gore became a part of the City of Brampton.

1.2.3 Review of Nineteenth and Twentieth Century Historical Mapping

A review of historical mapping was undertaken in order to determine the presence of historic features within the subject property during the nineteenth and early twentieth centuries that may represent potential historical archaeological sites on the property (Figures 2-4). It should be noted 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.

The 1859 *Tremaine Map of the County of Peel* (Figure 2) indicates the south half of Lot 12 was under the ownership of Thomas Mulholland (Tremaine 1859). The historical concession road that is present-day Airport Road borders the west end of the lot as well as the west side of the township. An inn fronting on the road is indicated near the southwestern corner of the lot, as well as the subject property. The village of Malton is situated just south of Lot 12, on the opposite side of Airport Road. The village occupies the northwest corner at the intersection of Airport Road and Derry Road, and lines both sides of the Grand Trunk Railway line west of Airport Road.

The 1877 *Illustrated Historical Atlas of the County of Peel* (Figure 3) indicates the southwest corner of Lot 12 was under the ownership of David Epton (Pope 1877). Two structures fronting on Airport Road are present at the west end of the lot. They appear to be situated near the northwest and the southeast corners of the subject property, with an orchard between them. The village of Malton is again indicated at the intersection of Airport Road and Derry Road.

Also consulted was the early twentieth-century NTS topographic map series which includes features such as structures, streams, roads, and woodlots. On the 1909 *NTS Brampton Sheet* (Figure 4), the surrounding road network is clearly visible, with the village of Malton indicated south of the subject property and largely on the west side of Airport Road (DMD 1909). A brick structure is indicated towards the south end of the subject property, and a tributary of Mimico Creek intersects the north end.



1.2.4 Review of Twentieth-Century Aerial Imagery

The City of Toronto Archives possesses a series of aerial photographs which illustrate the development of the general area (City of Toronto 2016). Images between 1962 and 1992 illustrate the rapid development of the rural area on the north edge of the village of Malton (Figure 5). In 1962, the subject property included two houses fronting on Airport Road. The northern house was part of a farmstead and included a large barn. At that time the stream which intersects the property had already been channelized, and the housing development to the south is present. In 1968 earthmoving begins on the lands to the north in preparation for a housing subdivision, and by 1970, the houses have been constructed and the channelized stream course has been relocated a little further to the north.

Google Earth Pro aerial imagery provides information on more recent development within the area between June 2003 and April 2016. By 2003, both houses have been removed and the area is an open field. The only visible evidence of the former residences is the farmstead's semi-circular laneway (Figure 6).

1.2.5 Review of Historical Archaeological Potential

The *Standards and Guidelines for Consultant Archaeologists* (MTC 2011:18) 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. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks. 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, and properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations are also considered to have archaeological potential.

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, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 metres of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

Given the proximity to the historically importation concession road of present-day Airport Road, there is the potential of encountering nineteenth-century historical sites within the subject property, depending on the degree of recent land disturbances.

1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the subject property, its environmental characteristics (including drainage, soils, topography, etc.), and current land use and field conditions.



1.3.1 Registered Archaeological Sites

In order that an inventory of archaeological resources could be compiled for the subject property, three sources of information were consulted: the site record forms for registered sites housed at the MTCS, published and unpublished documentary sources, and the files of ASI.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) which is maintained by the Ministry of Tourism, Culture and Sport. This database contains archaeological sites registered within the Borden system. The Borden system was first proposed by Dr. Charles E. Borden and is based on a block of latitude and longitude. Each Borden block measures approximately 13 km east-west by 18.5 km north-south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The subject property under review is located within the AkGv Borden block.

No archaeological sites have been registered within the limits or within 50 metres of the subject property (MTCS 2016). There are, however, three sites registered a little more than a kilometre to the southwest, all identified during an assessment conducted in advance of construction of the Pearson International Fuel facilities. All three sites are small lithic scatters. A summary of the registered sites is presented in Table 1, and a general outline of Southern Ontario prehistory can be found in Table 2.

The general paucity of archaeological sites within the area could be attributable to a lack of systematic archaeological survey in the area. Much of this area was subject to development prior to archaeological assessments being conducted under the terms of the Planning and Environmental Assessment acts. It is not a reflection of the intensity of First Nation settlement or land use prior to Euro-Canadian colonization.

Table 2: Registered Sites within a 1 km Radius of the Subject Property

Borden No.	Name	Temporal/ Cultural Affiliation	Type	Researcher
AkGv-270		Early Woodland	Campsite	Archeoworks 2006
AkGv-271		Early Woodland	Campsite	Archeoworks 2006
AkGv-282	Bramalea PIFFC III	Undetermined Indigenous	Campsite	Archeoworks 2007

Table 3: Outline of Southern Ontario Prehistory

Period	Archaeological/ Material Culture	Date Range	Lifeways/ Attributes
PALEO-INDIAN			
Early	Gainey, Barnes, Crowfield	9000-8500 BC	Big game hunters
Late	Holcombe, Hi-Lo, lanceolate	8500-7500 BC	Small nomadic groups
ARCHAIC			
Early	Nettling, Bifurcate-base	7800-6000 BC	Nomadic hunters and gatherers
Middle	Kirk, Stanly, Brewerton, Laurentian	6000-2000 BC	Transition to territorial settlements
Late	Lamoka, Genesee, Crawford Knoll, Innes	2500-500 BC	Polished/ground stone tools (small stemmed)
WOODLAND			
Early	Meadowood	800-400 BC	Introduction of pottery
Middle	Point Peninsula, Saugeen	400 BC-AD 800	Incipient horticulture
Late	Algonkian, Iroquoian	AD 800-1300	Transition to village life and agriculture
	Algonkian, Iroquoian	AD 1300-1400	Establishment of large palisaded villages
	Algonkian, Iroquoian	AD 1400-1600	Tribal differentiation and warfare
HISTORIC			
Early	Wendat, Neutral, Petun, Odawa, Ojibwa	AD 1600-1650	Tribal displacements
Late	Six Nations Iroquois, Ojibwa	AD 1650-1800's	
	Euro/Canadian	AD 1800-present	European settlement



1.3.2 Previous Assessments

There are no known archaeological assessments undertaken within close proximity (50 metres) of the current subject property.

1.3.3 Physiography

The subject property is situated within the Peel Plain physiographic region of southern Ontario (Chapman and Putnam 1984:174-176). The Peel Plain covers a large area across the central portions of the Regional Municipalities of York, Peel, and Halton, and the northern portion of Toronto. The surface of the plain is characterized by level to gently rolling topography, with a consistent, gradual slope toward Lake Ontario. The plain is made up of deep deposits of dense limestone and shale-imbued till, often covered by a shallow layer of clay sediment. While the clay soils of the plain may be imperfectly drained in inter-stream areas, the region is without large swamps or bogs. Several major rivers cut across the plain, draining southward into Lake Ontario, and the subject property is situated within the watershed of Mimico Creek.

The soils on the subject property are imperfectly drained Peel clay formed on heavy clay till of the bevelled till plain clay plain (Hoffman and Richards 1953).

1.3.4 Review of Indigenous Archaeological Potential

The *Standards and Guidelines for Consultant Archaeologists* (MTC 2011:17-18) stipulates that undisturbed lands within 300 metres of 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 considered, at a generic level, to exhibit archaeological potential.

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central 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.

A small channelized Mimico Creek tributary formerly intersected the northeast corner of the subject property (Figure 4). Although that watercourse is still apparent immediately east of the property, to the west it has been diverted into the City's storm and wastewater management system in conjunction with nearby residential development (Figure 7).

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



raw materials (quartz, copper, ochre, or outcrops of chert), are also considered characteristics that indicate archaeological potential. None of these special features are known to be located in the immediate vicinity of the subject property.

Therefore, given the presence of a Mimico Creek tributary, there is the potential for the identification of Indigenous sites, depending on the degree of later developments or soil alterations.

1.3.5 Existing Conditions

The subject property is 0.865 hectare in size and is situated in an area of mixed residential, park, and commercial use. The rectangular-shaped property is bordered by Airport Road on the west side. To the north and south are residential developments and to the east there are scrub-covered lowlands along the channelized Mimico Creek tributary. The terrain is level. Vegetation cover is mainly mowed grass and weed patches, with scrub along the south end of the property (Figure 7).

2.0 FIELD METHODS

The Stage 2 field survey was conducted on August 5, 2016 in order to inventory, identify, and describe any archaeological resources extant on the subject property prior to development. All fieldwork was conducted under the field direction of Mr. Robb Bhardwaj (P449).

All fieldwork was carried out in accordance with the *Standards and Guidelines for Consultant Archaeologists*. The weather conditions were appropriate for the completion of fieldwork, permitting good visibility of the land features. Representative photos documenting the field conditions during the Stage 2 fieldwork are presented in Section 8.0 of this report. Photo locations and field observations have been compiled on project mapping for the subject property (Figure 8).

2.1 Areas of No Potential

The assessment was initiated by conducting a visual review. A paved laneway near the middle of the western boundary fronts on Airport Road (Plate 1). In accordance with 2.1 Property Survey, Standard 2b of the 2011 *Standards and Guidelines for Consultant Archaeologists*, these disturbances are considered too deep and extensive to warrant further survey. The visibly disturbed lands comprise approximately 1% of the subject property.

2.2 Test Pit Survey

The subject property comprises an open green space formerly occupied by two residential properties. In accordance with 2.1.2 Test Pit Survey of the 2011 *Standards and Guidelines for Consultant Archaeologists*, these remaining areas with closed surface visibility considered to retain archaeological potential were subject to a test pit survey at a five metre interval (Plates 2-4). Test pits were hand excavated at least five cm into subsoil and all soil was screened through six mm mesh to facilitate artifact recovery. Test pits were examined for stratigraphy, cultural features, and evidence of fill. All test pits were at least 30 cm in diameter and excavated within approximately one metre of all paved surfaces whenever possible. Upon completion, all of the test pits were backfilled.



In accordance with 2.1.2 Test Pit Survey, Standard 4 of the 2011 *Standards and Guidelines for Consultant Archaeologists*, after disturbed soil profiles are identified in the first few test pits, the test pit interval can be widened to 10 metres. However, despite the identification of disturbed profiles over the entire subject property, the five metre test pit interval was maintained.

The typical disturbed soil profile exhibited stratigraphy comprising dark grey (10YR 4/1) clay loam laid topsoil, over brown (10YR 4/3) clay with gravel inclusions, over grey (10YR 5/1) clay subsoil. In various locations on the property the fill inclusions included brick and rubble, gravel, and asphalt. The thicknesses of the various soil layers were variable, with the topsoil layer typically being 8-22 cm and the intermediate fill layer being 12-27 cm. The subsoil depth varied greatly, but typically ranged from 24 to 59 cm in depth (Plate 5). The soil profiles suggest significant disturbance, likely associated with the removal of the structures and trees, and with the channelization of the stream in the northeast corner of the property. Approximately 99% of the subject property was assessed by a test pit survey at five metre intervals.

3.0 RECORD OF FINDS

Despite careful scrutiny, no archaeological resources were found during the course of the Stage 2 field survey. Written field notes, annotated field maps, GPS logs, and other archaeological data related to the subject property are located at ASI.

The documentation and materials related to this project will be curated by ASI until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner(s), the Ontario Ministry of Tourism, Culture and Sport, and any other legitimate interest groups.

4.0 ANALYSIS AND CONCLUSIONS

ASI was contracted by Weston Consulting to conduct a Stage 1 and 2 Archaeological Assessment of 7211-7233 Airport Road (Parts 1, 2 and 3, Plan 43R-25518), part of Lot 12, Concession 7 SERN Division, Geographic Township of Toronto Gore, Peel County, City of Mississauga, Regional Municipality of Peel. The overall size of the subject property is approximately 0.865 hectare.

The Stage 1 background assessment entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth and twentieth century settlement trends. Based on this research, it was determined that the property retained potential for the presence of both Indigenous and Euro-Canadian archaeological resources.

The Stage 2 field assessment was conducted by means of a test pit survey at five metre intervals. Disturbance was encountered throughout the entire subject property and comparison with historical aerial imagery shows that a farmstead had been removed from the central part of the property, a residence had been removed from the southwestern corner of the property, and a channelized stream within the northeastern corner of the property had been relocated. It should also be noted that the structures depicted along the south margin of the subject property on the 1859 *Tremaine Map* and the 1877 *Historical Atlas* were likely impacted by the widening of present-day Airport Road. Despite careful scrutiny, no archaeological resources were encountered during the course of the survey.



5.0 RECOMMENDATIONS

In light of these results, the following recommendation is made:

1. It is recommended that no further archaeological assessment of the property be required.

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

6.0 LEGISLATION COMPLIANCE ADVICE

ASI advises compliance with the following legislation:

- This report is submitted to the Minister of Tourism and Culture and Sport as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, RSO 2005, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism and Culture and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the Ontario Heritage Act for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological field work on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the Ontario Heritage Act.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the Ontario Heritage Act.
- The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33, requires that any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. It is recommended that the Registrar of Cemeteries at the Ministry of Consumer Services is also immediately notified.



- Archaeological sites recommended for further archaeological field work or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, nor may artifacts be removed from them, except by a person holding an archaeological license.

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8.0 IMAGES



Plate 1: Asphalt laneway fronting Airport Road.



Plate 2: Level terrain and mowed vegetation of subject property.



Plate 3: Test pit survey at five metre intervals in mowed vegetation and scrub.

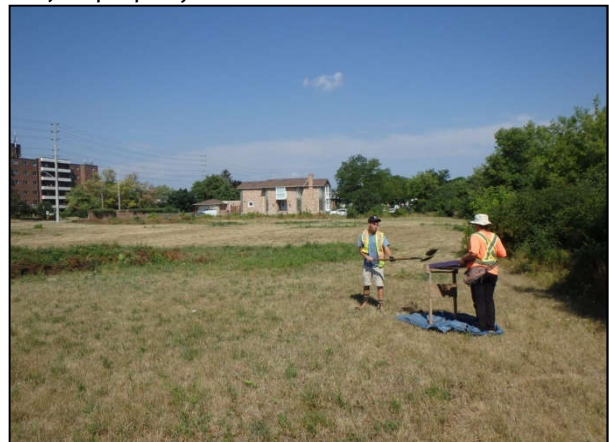


Plate 4: Test pit survey at five metre intervals.



Plate 5: Typical disturbed test pit comprising dark grey clay loam laid topsoil, over brown clay fill, over subsoil.

9.0 MAPS

Please see following pages for detailed assessment mapping and figures.

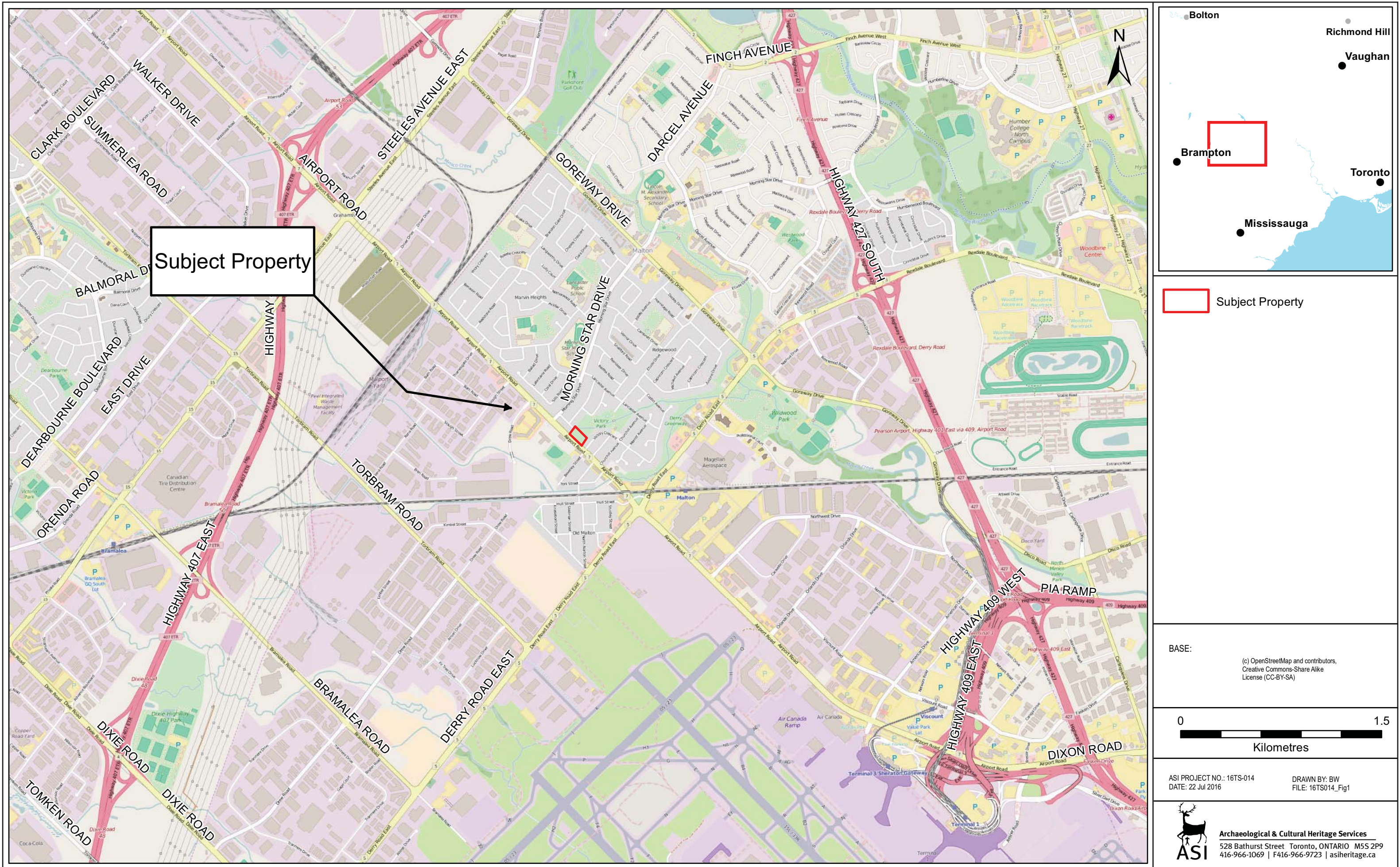


Figure 1: Location of the Subject Property.

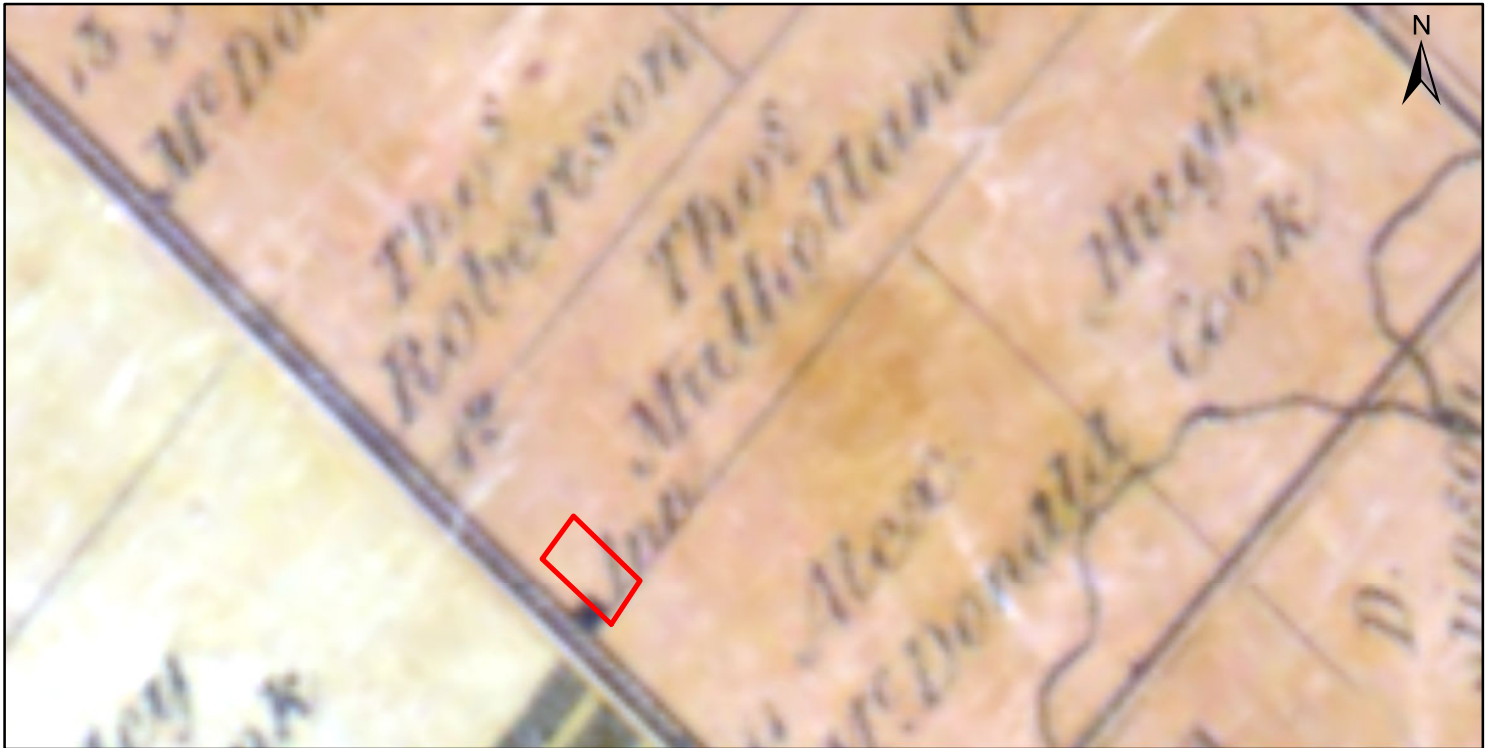


Figure 2: Subject Property located on the 1859 Tremaine Map of the County of Peel

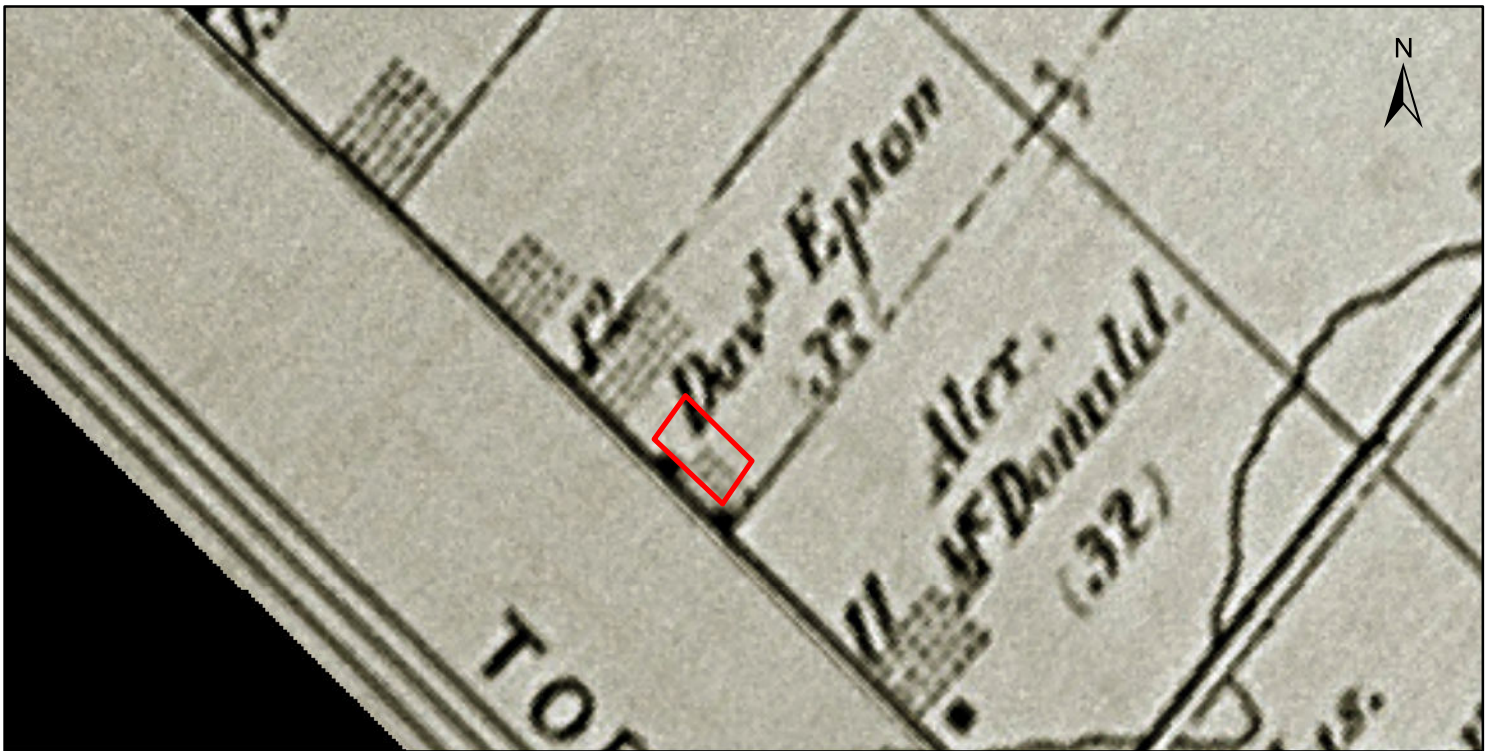


Figure 3: Subject Property located on the 1877 Illustrated Historical Atlas of the County of Peel



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



Subject Property

0 400



Metres

ASI PROJECT NO.: 16TS-014
 DATE: 22 Jul 2016

DRAWN BY: BW
 FILE: 16TS014_Fig4_1909

Figure 4: Subject Property located on the 1909 NTS Brampton Sheet.



1962



1968



1970



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Subject Property

Base:
Toronto Archives
Captured Aug 21 2016

0 200
Metres

ASI PROJECT NO.: 16TS-014
DATE: 31 Aug 2016

DRAWN BY: BW
FILE: 16TS014_Fig5_HistAer

Figure 5: Subject property on aerial imagery from 1962, 1968 and 1970.

Path: X:\2016 Projects\TS\16TS-014AirportRoad\View\16TS014_Fig5_HistAerial.mxd



2003



2004



 <p>Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca</p>	 Subject Property	Google Earth Captured Aug 31 2016	<div> <div>0100</div> <div>Metres</div> </div> <div> <div>ASI PROJECT NO.: 16TS-014</div> <div>DATE: 31 Aug 2016</div> </div> <div> <div>DRAWN BY: BW</div> <div>FILE: 16TS014_Fig6</div> </div>
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Figure 6: Subject property located on aerial imagery 2003 and 2004








 Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 416-966-9723 asiheritage.ca	 Subject Property  Water  Road	BASE: Orto Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community	0  50 Metres
		ASI PROJECT NO.: 16TS-014 DATE: 22 Jul 2016	DRAWN BY: BW FILE: 16TS014_Fig5_Ortho

Figure 7: Existing conditions of the Subject Property.

Path: X:\2016 Projects\TS\16TS-014AirportRoad\View\16TS014_Workspace.mxd

