APPENDIX 6

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT
MILL STREET RECONSTRUCTION
LOTS 29-30, CONS 3-5 WCR
(FORMER TOWNSHIP OF CHINGUACOUSY, COUNTY OF PEEL)
TOWN OF CALEDON,
REGIONAL MUNICIPALITY OF PEEL, ONTARIO

ORIGINAL REPORT

Prepared for:

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Ministry of Heritage, Sport, Tourism and Culture Industries PIF# P1066-0178-2020
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Stage 1 Archaeological Assessment
Mill Street Reconstruction
Lots 29-30, Cons 3-5 WCR
(Former Township of Chinguacousy, County of Peel)
Town of Caledon,
Regional municipality of Peel, Ontario

EXECUTIVE SUMMARY

ASI was contracted by R.V. Anderson & Associates Limited to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of Caledon Growth Related Roads Detailed Design in the Town of Caledon. This project involves undertaking a program for the urban reconstruction of Mill Street from Mississauga Road to Creditview Road, to review and identify required road, intersection and drainage improvements along the corridor. Various options will be evaluated to enhance safety, improve traffic operations and to better accommodate all users.

The Stage 1 background study determined that no previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 assessment.

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

1. The Study Area exhibits archaeological potential. These lands require Stage 2 archaeological assessment by test pit/pedestrian survey at five metre intervals, where appropriate, prior to any proposed impacts to the property;

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

3. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

PROJECT PERSONNEL

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1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by R.V. Anderson & Associates Limited to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of Caledon Growth Related Roads Detailed Design in the Town of Caledon. This project involves undertaking a program for the urban reconstruction of Mill Street from Mississauga Road to Creditview Road, to review and identify required road, intersection and drainage improvements along the corridor (Figure 1). Various options will be evaluated to enhance safety, improve traffic operations and to better accommodate all users.

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (1990, as amended in 2018) and the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI 2011), formerly the Ministry of Tourism, Culture and Sport.

1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (Ministry of the Environment 1990 as amended 2010) and regulations made under the Act, and are therefore subject to all associated legislation. This project is being conducted in accordance with the Municipal Engineers' Association document *Municipal Class Environmental Assessment* (2000 as amended in 2007, 2011 and 2015).

The *Town of Caledon Archaeological Management Plan Draft Report* (ASI 2020)was also consulted.

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted by R.V. Anderson & Associates Limited on October 27, 2020.

1.2 Historical Context

The purpose of this section, according to the S & G, Section 7.5.7, Standard 1, is to describe the past and present land use and the settlement history and any other relevant historical information pertaining to the Study Area. A summary is first presented of the current understanding of the Indigenous land use of the Study Area. This is then followed by a review of the historical Euro-Canadian settlement history.

1.2.1 Indigenous Land Use and Settlement

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

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling

trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990; Ellis et al. 2009; Brown 1995:13).

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 BP and exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 BP, evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). By 1,500 BP there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2,300 BP - it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch and Williamson 2013:13–15). As is evident in detailed Anishinaabek ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 BP, lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (CE), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By 1300-1450 CE, this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). From 1450-1649 CE this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed.

By 1600 CE, the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee and the Huron-Wendat (and their Algonquian allies such as the Nippissing and Odawa) led to the dispersal of the Huron-Wendat. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. By the 1690s however, the Anishinaabeg were the only communities with a permanent presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg control and use of southern Ontario.

1.2.2 Treaties

The Study Area is within Treaty 19, the Ajetance Purchase, signed in 1818 between the Crown and the Mississaugas (Crown-Indigenous Relations and Northern Affairs 2016). This treaty, however, excluded lands within one mile on either side of the Credit River, Twelve Mile Creek, and Sixteen Mile Creeks. In 1820, Treaties 22 and 23 were signed which acquired these remaining lands, except a 200 acre parcel along the Credit River (Heritage Mississauga 2012:18).

1.2.3 Euro-Canadian Land Use: Township Survey and Settlement

Historically, the Study Area is located in the Former Chinguacousy Township, County of Peel in Lots 29-30 & Concessions 3-5 West of Centre Road (WCR).

The S & G stipulates that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries are considered to have archaeological potential. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario Heritage Act* or a federal, provincial, or municipal historic landmark or site are also considered to have archaeological potential.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those that are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 m of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006).

Chinguacousy Township

The township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River meaning “young pine.” Other scholars assert that it was named in honour of Chippewa Chief Shinguacose, which was corrupted to the present spelling of ‘Chinguacousy,’ “under whose leadership Fort Michilimacinac was captured from the Americans in the War of 1812” (Mika and Mika 1977:416; Rayburn 1997:68). The township was formally surveyed in 1818, and the first legal settlers took up their lands later in that same year. The extant Survey Diaries indicate that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock, and pine. It was recorded that the first landowners in Chinguacousy included settlers from New Brunswick, the United States, and also United Empire Loyalists and their children (Walker and Miles 1877:65; Mika and Mika 1977:417; Armstrong 1985:142).

Due to the small population of the newly acquired tract, Chinguacousy was initially amalgamated with the Gore of Toronto Township for political and administrative purposes. In 1821, the population of the united townships numbered just 412. By 1837, the population of the township had reached an estimated 1,921. The numbers grew from 3,721 in 1842 to 7,469 in 1851. Thereafter the figures declined to 6,897 in 1861, and to 6,129 by 1871 (Walton 1837:71; Walker and Miles 1877:59). Chinguacousy Township was the largest in Peel County and was described as one of the best settled townships in the Home District. It contained excellent, rolling land which was timbered mainly in hardwood with some pine intermixed. The township contained one grist mill and seven saw mills. By 1851, this number had increased to two grist mills and eight sawmills (Smith 1846:32; Smith 1851:279). It was estimated that the only township in the province which rivaled Chinguacousy in wheat production at that time was Whitby (Smith 1851:279).

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

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

Cheltenham

The village of Cheltenham is situated on the Credit River in the former Township of Chinguacousy. The first settler to the area was Charles Haines, who first settled in the area along the Credit River in 1820, naming the settlement in honour of his hometown of Cheltenham in England. The land that would become the village was cleared in 1820 and by 1827 Haines had constructed a log grist mill, which served the first settlers in the area (Scheinman 2009). In 1847, Haines built a larger grist mill to meet the demand from increased local wheat production, which maintained its role as an economic and industrial pillar in the community until 1945 when the mill burned down (Scheinman 2009). By the 1850s, the village also had three hotels, a post office, a tavern, and two distilleries. In 1874 the Hamilton and Northwestern Railway (later the Grand Trunk Railway then Canadian National Railway) created two stops in Cheltenham bringing minor industrial development, however greater development occurred further south on the line in Brampton. The original structures within the commercial core of the village, which were constructed primarily of wood, were razed during a fire in 1886. As a result, many of the buildings that were constructed within the core following the fire utilized local brick and stone (Scheinman 2009). The Cheltenham Brickworks was established in 1914, which quarried and manufactured bricks from local Queenstown Shale. At the height of its operation, the brickworks was producing 90,000 bricks a day and was a major employer in the area (Scheinman 2009). The brickworks was closed in 1958 as the traditional pressed-brick process used on the site struggled to remain competitive in the increasing mechanized and modernizing marketplace. Cheltenham was amalgamated into the Town of Caledon in 1974 (Mika and Mika 1977).

Railways

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

1.2.4 Historical Map Review

The 1859 *Tremaine's Map of the County of Peel* (Tremaine 1859) and the 1877 *Illustrated Historical Atlas of the County of Peel* (Walker and Miles 1877) were examined to determine the extent and nature of development and land uses within the Study Area (Figures 2-3).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given

preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location of any property on historic mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.

Table 1: Nineteenth-century property owner(s) and historical features(s) within or adjacent to the Study Area

		1859		*1877*	
Con #	**Lot #**	**Property Owner(s)**	**Historical Feature(s)**	**Property Owner(s)**	**Historical Feature(s)**
3 WCR	29	John Campbell	Cheltenham structures	Jno Campbell	Cheltenham structures
4 WCR	29	Thos Lyons	Structure	Thos Lyons	None
		Chas Haines Sen	Gist mill, structures, Credit River	F. Haines	Credit River Cheltenham post office Cheltenham structures
5 WCR	29	Thos Lyons	None	Thos Lyons	Railway
3 WCR	30	Peter Crawford	Cheltenham structures	Peter Crawford	Cheltenham structures
4 WCR	30	John Lyons	Church, Credit River	Jno Lyons	Railway
5 WCR	30	Alex Campbell	None	Thos Lyons	None

Nineteenth-century mapping indicates settlement at the village centre of Cheltenham built around the Credit River, surrounded by rural land use.

The 1859 map shows that Mississauga Road, Mill Street, John Street and Creditview Road were historically surveyed roadways, following their present alignments. Areas of village density are shown along Creditview Road at Mill Street in Cheltenham. Further areas of density are shown along Mill Street where the roadway jogs southward before carrying over the river and meeting Creditview Road. A schoolhouse and grist mill are labelled in this section of roadway.

The 1877 map depicts the Hamilton and North Western Railway cutting across the lots and concessions in a northeast-southwest direction. It runs through the west end of the Study Area where Mississauga Road and Mill Street meet. A structure is drawn on the north side of Mill Street, likely the schoolhouse indicated in 1859. The areas of density have expanded, encompassing the short roadways that extend from Mill Street and land north of the Credit River on Creditview Road, indicating the growth and development of the village core. The area is now labelled as “Cheltenham P.O.” indicating that the village

contained a post office, pointing to its establishment as a village. The area surrounding the Study Area continues to show agricultural land use.

1.2.5 Twentieth-Century Mapping Review

The National Topographic System (NTS) 1918-1919 Brampton and Bolton Sheets (Department of Militia and Defence 1918; 1919), 1954 aerial photography (Hunting Survey Corporation Limited 1954), and 1994 NTS Bolton Sheet (Department of Energy, Mines and Resources 1994) were examined to determine the extent and nature of development and land uses within the Study Area (Figures 4-6).

The 1918-1919 map shows two tributaries of the Credit River intersecting the Study Area west of the main branch. Seven bridges are shown within the Study Area. The surrounding topography is indicated to be sloped. Four of these bridges are shown where the road intersects the Credit River or its tributaries or the railway. Twenty houses, one grist mill, one post office and one blacksmith shop are illustrated within the Study Area. Station Road is also illustrated. The brickworks is labeled west of the Study Area. The area is serviced by a telephone line and office.

The 1954 aerial photography shows the western portion of the Study Area remained largely agricultural in use while the density of buildings increased along the east end of Mill Street and Creditview Road, in the village core of Cheltenham. Crop fields and forested areas buffering the Credit River and its tributaries are notable in the area. Smaller parcels can be noted along Mill Street between the jog in the roadway and Creditview Road.

The 1994 map indicates additional structures on both sides of the roadway along the western portion of Mill Street. The surrounding area is shown to have maintained its rural character into the late twentieth century.

1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Study Area, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the MHSTCI through “Ontario’s Past Portal”; published and unpublished documentary sources; and the files of ASI.

1.3.1 Current Land Use and Field Conditions

A review of available Google satellite imagery shows that the Study Area has remained relatively unchanged since 2004, with exception of earth moving activities in 2009 at the Cheltenham Brickworks located west of Mississauga Road.

A Stage 1 property inspection was conducted on November 11, 2020 that noted the Study Area is located along Mill Street, buffered by 50 metres from the road centreline, and includes 100 metres in both directions at the intersections of Mississauga Road and Creditview Road. For ease of description, the

Study Area and features within are described as being located in an east-west orientation, however, the Study Area is actually oriented in a slightly northeast to southwest alignment.

1.3.2 Geography

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

The S & G stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Water has been identified as the major determinant of site selection and the presence of potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in Ontario since 5,000 BP (Karrow and Warner 1990:Figure 2.16), proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

Other geographic characteristics that can indicate archaeological potential include: elevated topography (eskers, drumlins, large knolls, and plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including; food or medicinal plants (migratory routes, spawning areas) are also considered characteristics that indicate archaeological potential (S & G, Section 1.3.1).

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

Figure 7 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by fine-textured glaciolacustrine deposits of silt and clay, minor sand and gravel, massive to well laminated; clay to silt-textured till derived from glaciolacustrine deposits or shale; Modern alluvial deposits of clay, silt, sand, gravel, and organic remains; and Paleozoic bedrock (Ontario Geological Survey 2010). A bedrock quarry is indicated within the area underlain by Paleozoic bedrock west of Mississauga Road. Soils in the Study Area consist of Oneida clay loam and Lockport clay, grey-

brown podzolics with good drainage; Chinguacousy clay loam, a grey-brown podzolic with imperfect drainage; and Bottom Land, an alluvial with variable drainage (Figure 8).

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

1.3.3 Previous Archaeological Research

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

According to the OASD, no previously registered archaeological sites are located within one kilometre of the Study Area (MHSTCI 2020).

According to the background research, no previous reports detail fieldwork within 50 m of the Study Area.

2.0 FIELD METHODS: PROPERTY INSPECTION

A Stage 1 property inspection must adhere to the S & G, Section 1.2, Standards 1-6, which are discussed below. The entire property and its periphery must be inspected. The inspection may be either systematic or random. Coverage must be sufficient to identify the presence or absence of any features of archaeological potential. The inspection must be conducted when weather conditions permit good visibility of land features. Natural landforms and watercourses are to be confirmed if previously identified. Additional features such as elevated topography, relic water channels, glacial shorelines, well-drained soils within heavy soils and slightly elevated areas within low and wet areas should be identified and documented, if present. Features affecting assessment strategies should be identified and documented such as woodlots, bogs or other permanently wet areas, areas of steeper grade than indicated on topographic mapping, areas of overgrown vegetation, areas of heavy soil, and recent land disturbance such as grading, fill deposits and vegetation clearing. The inspection should also identify and document structures and built features that will affect assessment strategies, such as heritage structures or landscapes, cairns, monuments or plaques, and cemeteries.

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Martin Cooper (P380) of ASI, on November 11, 2020, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a visual inspection from publicly accessible lands/public right-of-ways only and did not include excavation or collection of archaeological resources. Fieldwork was conducted when weather conditions were deemed clear with good visibility (mostly sunny with seasonal temperatures), per S & G Section 1.2., Standard 2. Field observations are compiled onto the existing conditions of the Study Area in Section 7.0 (Figures 9-10) and associated photographic plates are presented in Section 8.0 (Plates 1-10).

Mississauga Road is a north-south running paved roadway with one lane of traffic in each direction. The roadway features narrow paved shoulders and grassed ditches with mature trees and vegetation on both sides. Crop fields are typically located beyond the ditches, with occasional farmstead or residential buildings. Within the Study Area Mississauga Road follows a relatively flat topography, however, outside of the Study Area and the surrounding lands follows a sloping and undulating topography.

Mill Street runs eastward from its T-intersection with Mississauga Road. Mill Street is a two-lane, single lane per direction, asphalt urban roadway with east-west orientation. The roadway features narrow gravel shoulders and ditches on both sides with mature trees and vegetation buffering the roadway and the crop fields and residential properties on the road. The Caledon Trailway Path, following the abandoned rail line diagonally from Mississauga Road through Mill Street, is a gravel pathway. A distinctive south-turning jog in the roadway is located towards the east end of the Study Area. The residential properties located between Mississauga Road to the end of the jog appear to have been constructed generally between 1960 to 2000. East of the jog the residential buildings date to the late-nineteenth and early-twentieth century. All residential properties along Mill Street are typically set back from the roadway and contain a large, grassed lawn with forested areas and/or mature trees. Approaching Creditview Road, Mill Street carries over the Credit River via a bridge constructed in 1962. Mill Street follows a gently undulating topography, sloping downward slightly as it meets Creditview Road with a T-intersection.

Creditview Road is north-south running paved roadway with one lane of traffic in each direction marked with a centre traffic line. A low concrete curb lines both sides of the roadway with a paved pedestrian sidewalk on the west side of the roadway north of Mill Street, which extends to the driveway of the property located adjacent to a bridge that carries Creditview Road over the Credit River just outside of the Study Area. Within the Study Area the properties located on Creditview Road appear to have been constructed in the late nineteenth and early twentieth centuries, with a few exceptions representing later dates of construction. Nineteenth-century commercial buildings are located on the west side of the roadway, to the north of Mill Street, and one former industrial site (the location of a nineteenth-century mill) are within the Study Area and form part of the village core. The remaining properties are residential. The structures located on the west side of Creditview Road are typically constructed close to the lot line, near Creditview Road, with narrow properties boundaries and occasional mature trees. The rears of these lots have grassed lawns or vegetation that lead to the banks of the Credit River behind these properties. The properties on the east side of Creditview Road are typically set back from the roadway on larger lots, surrounded by grassed lawns and contain mature trees and/or forestation. Creditview Road follows a generally flat topography north of its intersection with Mill Street, however, south of this intersection is a steep incline that extends beyond the boundary of the Study Area.

3.0 ANALYSIS AND CONCLUSIONS

The historical and archaeological contexts have been analyzed to help determine the archaeological potential of the Study Area. Results of the analysis of the Study Area property inspection and background research are presented in Section 3.1.

3.1 Analysis of Archaeological Potential

The S & G, Section 1.3.1, lists criteria that are indicative of archaeological potential. The Study Area meets the following criteria indicative of archaeological potential:

- Water sources: primary, secondary, or past water source (Credit River);
- Early historic transportation routes (Mississauga Road, Creditview Road, Mill Street, John Street);
- Proximity to early settlements (Cheltenham); and
- Well-drained soils (Oneida clay loam and Lockport clay)

According to the S & G, Section 1.4 Standard 1e, no areas within a property containing locations listed or designated by a municipality can be recommended for exemption from further assessment unless the area can be documented as disturbed. The Municipal Heritage Register was consulted and 14 properties within the Study Area are Listed or Designated under the Ontario Heritage Act:

Table 2: Summary of cultural heritage resources within the Study Area

Location	Heritage Recognition	Description	Archaeological Potential
1402 Mill Street	Designated under Part IV of the *Ontario Heritage Act*	Haines-Dennis House – part of Cheltenham Village Core	Test pit survey required
1406 Mill Street	Designated under Part IV of the *Ontario Heritage Act*	Haines-Reid House – part of Cheltenham Village Core	Test pit survey required
1499 Mill Street	Designated under Part IV of the *Ontario Heritage Act*	Horatio Haines House – part of Cheltenham Village Core	Test pit survey required
14376 Creditview Road	Designated under Part IV of the *Ontario Heritage Act*	Haines-Thoman House – part of Cheltenham Village Core	Frontage is disturbed from ROW construction and utilities. Rear yard requires test pit survey
14377 Creditview Road	Designated under Part IV of the *Ontario Heritage Act*	Edwards-Andrews House – part of Cheltenham Village Core	Test pit survey required
14386 Creditview Road	Designated under Part IV of the *Ontario Heritage Act*	Cheltenham Store – part of Cheltenham Village Core	Frontage is disturbed from ROW construction and utilities. Rear yard requires test pit survey

Location	Heritage Recognition	Description	Archaeological Potential
14396 Creditview Road	Designated under Part IV of the *Ontario Heritage Act*	Former Cheltenham Hotel – part of Cheltenham Village Core	Frontage is disturbed from ROW construction and utilities. Rear yard requires test pit survey
14404 Creditview Road	Designated under Part IV of the *Ontario Heritage Act*	Rowe's Hall – part of Cheltenham Village Core	Frontage is disturbed from ROW construction and utilities. Rear yard requires test pit survey
14409 Creditview Road	Designated under Part IV of the *Ontario Heritage Act*	Beaver Hall – part of Cheltenham Village Core	Test pit survey required
14411 Creditview Road	Designated under Part IV of the *Ontario Heritage Act*	King-Brown House – part of Cheltenham Village Core	Test pit survey required
1431 Mill Street	Listed on the Town of Caledon's Heritage Register	Part of Cheltenham Village Core	Test pit survey required
1443 Mill Street	Listed on the Town of Caledon's Heritage Register	Part of Cheltenham Village Core	Test pit survey required
14365 Creditview Road	Listed on the Town of Caledon's Heritage Register	Part of Cheltenham Village Core	Test pit survey required
14387 Creditview Road	Listed on the Town of Caledon's Heritage Register	Part of Cheltenham Village Core	Test pit survey required

The *Town of Caledon Archaeological Management Plan Draft Report* (ASI 2020) indicates the majority of the Study Area has archaeological potential. Integrity is shown to have been removed through deep and extensive soil disturbance events west of Mississauga Road at the Cheltenham Brickworks (Plate 14). Excessive slope of 20 degrees or greater is shown around tributaries of the Credit River (Plates 3, 5-6) and on the west side of Creditview Road at the south end of the Study Area (Plate 13).

These criteria are indicative of potential for the identification of Indigenous and Euro-Canadian archaeological resources, depending on soil conditions and the degree to which soils have been subject to deep disturbance.

The property inspection determined that the Study Area exhibits archaeological potential. These areas will require Stage 2 archaeological assessment prior to any construction activities. According to the S & G Section 2.1.1, pedestrian survey is required in actively or recently cultivated fields (Figures 9-10: areas highlighted in orange). According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Plates 1-2, 6-10; Figures 9-10: areas highlighted in green).

A combination of property inspection, review of topographic mapping (ESRI 2021), and consultation of the *Town of Caledon Archaeological Management Plan Draft Report* (ASI 2020) indicates that some of lands within the Study Area are sloped in excess of 20 degrees, and according to the S & G Section 2.1 do not retain potential (Plates 3, 5-6, 13; Figures 9-10: areas highlighted in pink).

The property inspection determined that the remainder of the Study Area has been subjected to deep and extensive soil disturbance events associated with the Cheltenham Brickworks, the construction of Mill Street and Creditview Road, with deeply buried utility installation, and with residential and commercial building construction. The *Town of Caledon Archaeological Management Plan Draft Report* (ASI 2020) and 2009 review of According to the S & G Section 1.3.2 do not retain archaeological potential (Plates 1-10, 14; Figures 9-10: areas highlighted in yellow). These areas do not require further survey.

3.2 Conclusions

The Stage 1 background study determined that no previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area beyond the disturbed ROW and residential buildings exhibit archaeological potential and will require Stage 2 assessment.

4.0 RECOMMENDATIONS

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

1. The Study Area exhibits archaeological potential (Figures 9-10: areas highlighted in green and orange). These lands require Stage 2 archaeological assessment by test pit/pedestrian survey at five metre intervals, where appropriate, prior to any proposed impacts to the property;

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

3. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

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

5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

ASI also advises compliance with the following legislation:

- This report is submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, RSO 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological field work on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act.*

- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.

- The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

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7.0 MAPS

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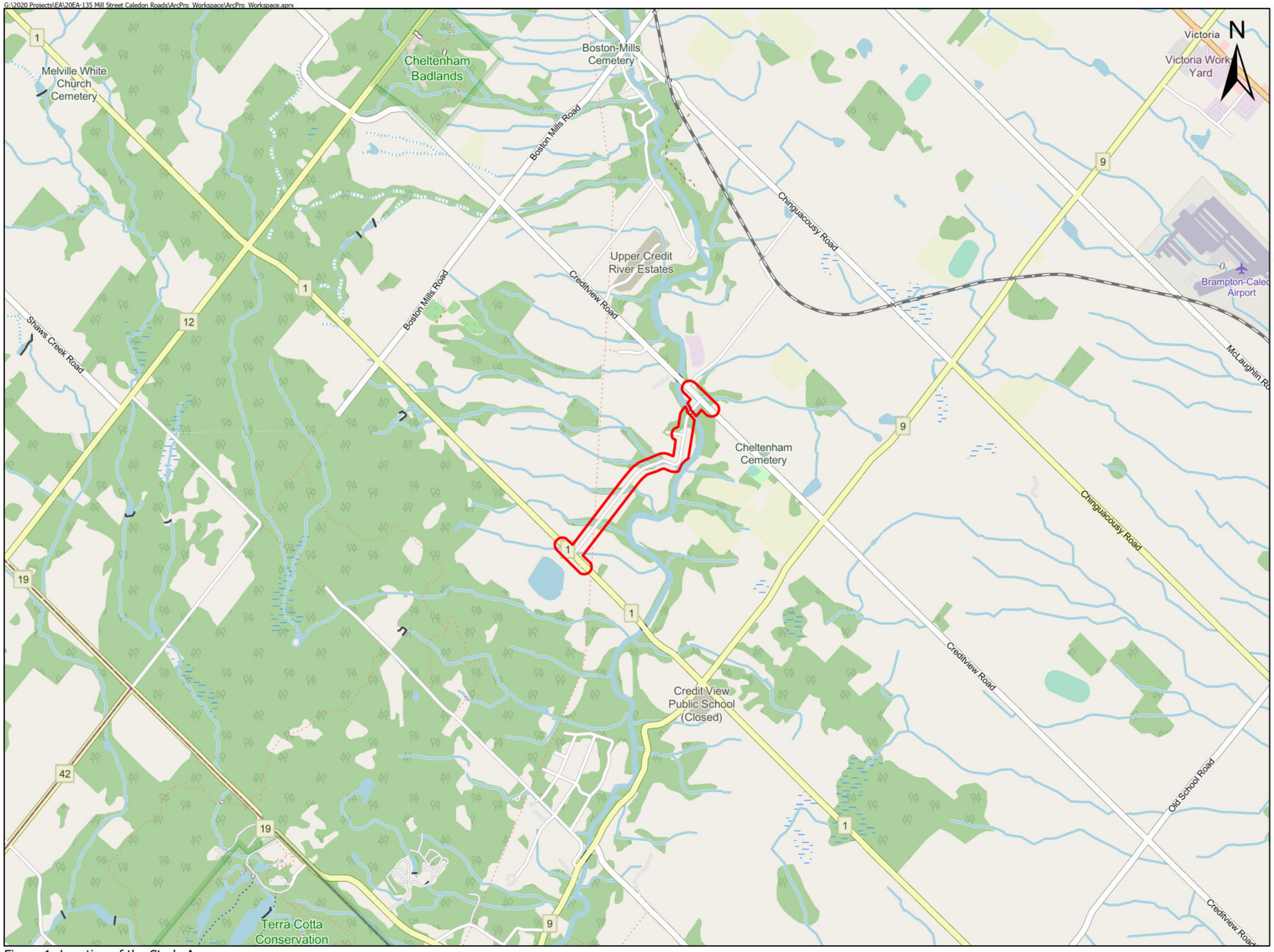

STUDY AREA

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

Figure 1: Location of the Study Area

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Figure 2: Study Area (Approximate Location) Overlaid on the 1859 Map of the County of Peel

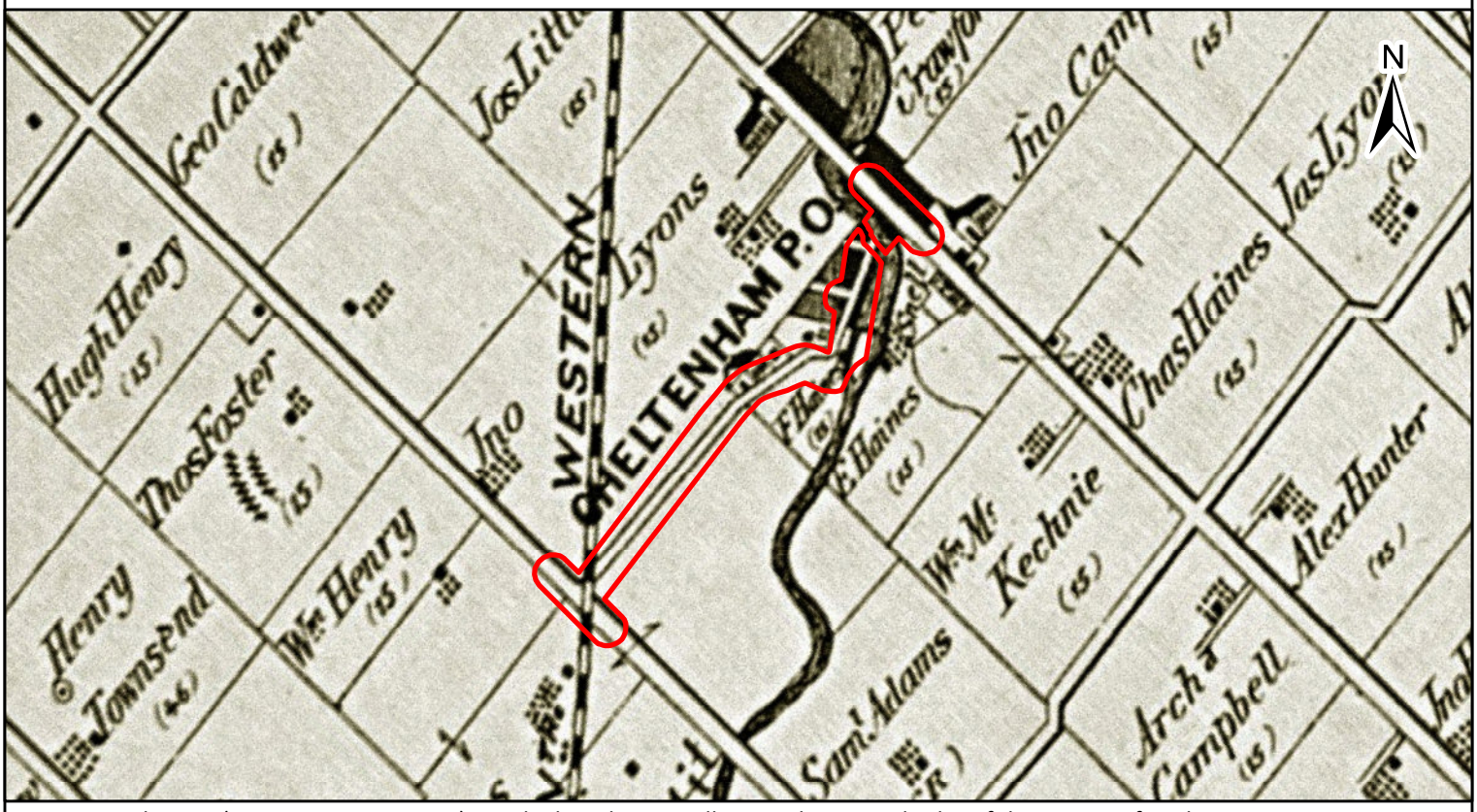

Figure 3: Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of the County of Peel

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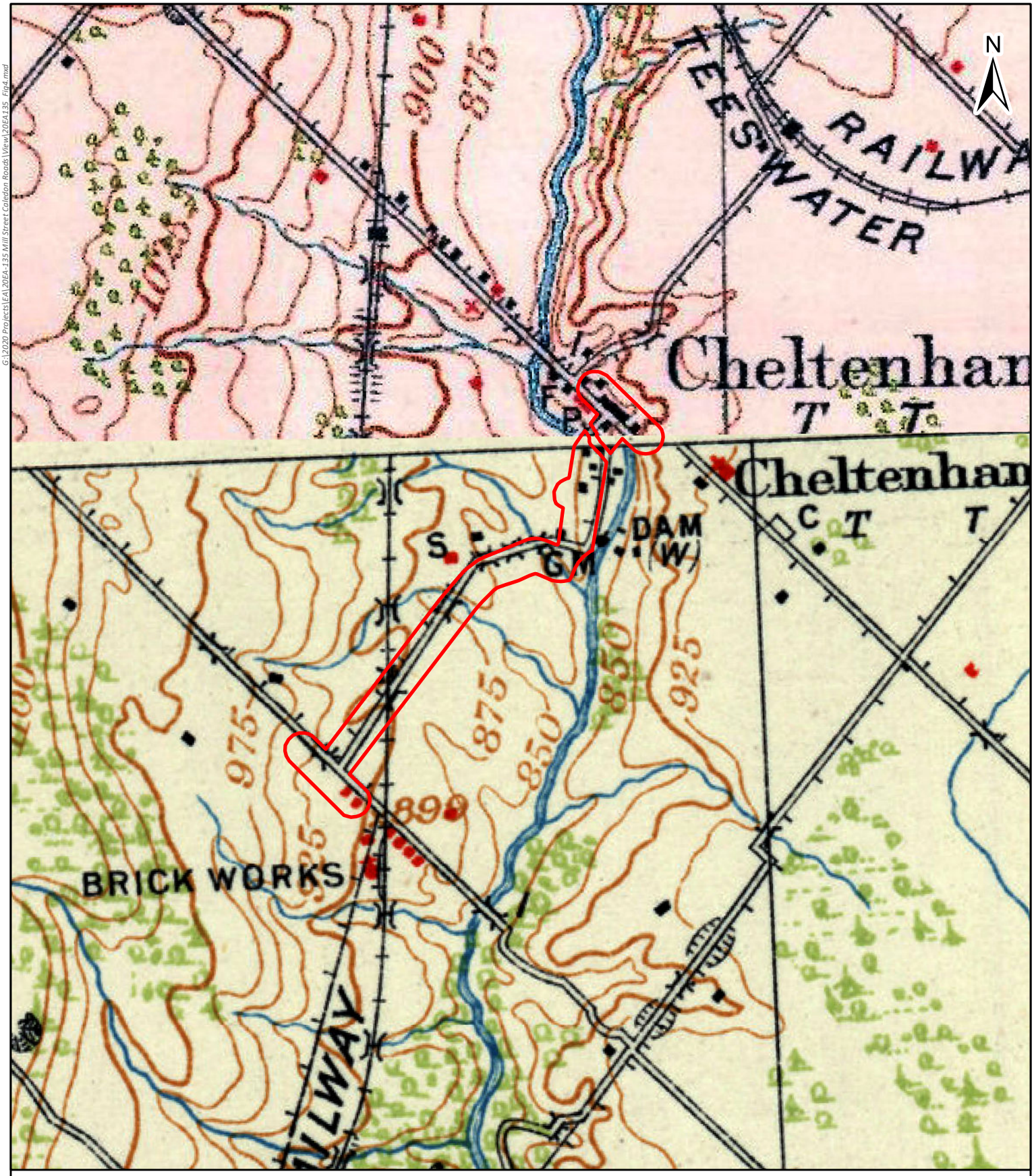

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Figure 4: Study Area (Approximate Location) Overlaid on the 1918-1919 NTS Brampton and Bolton Sheets

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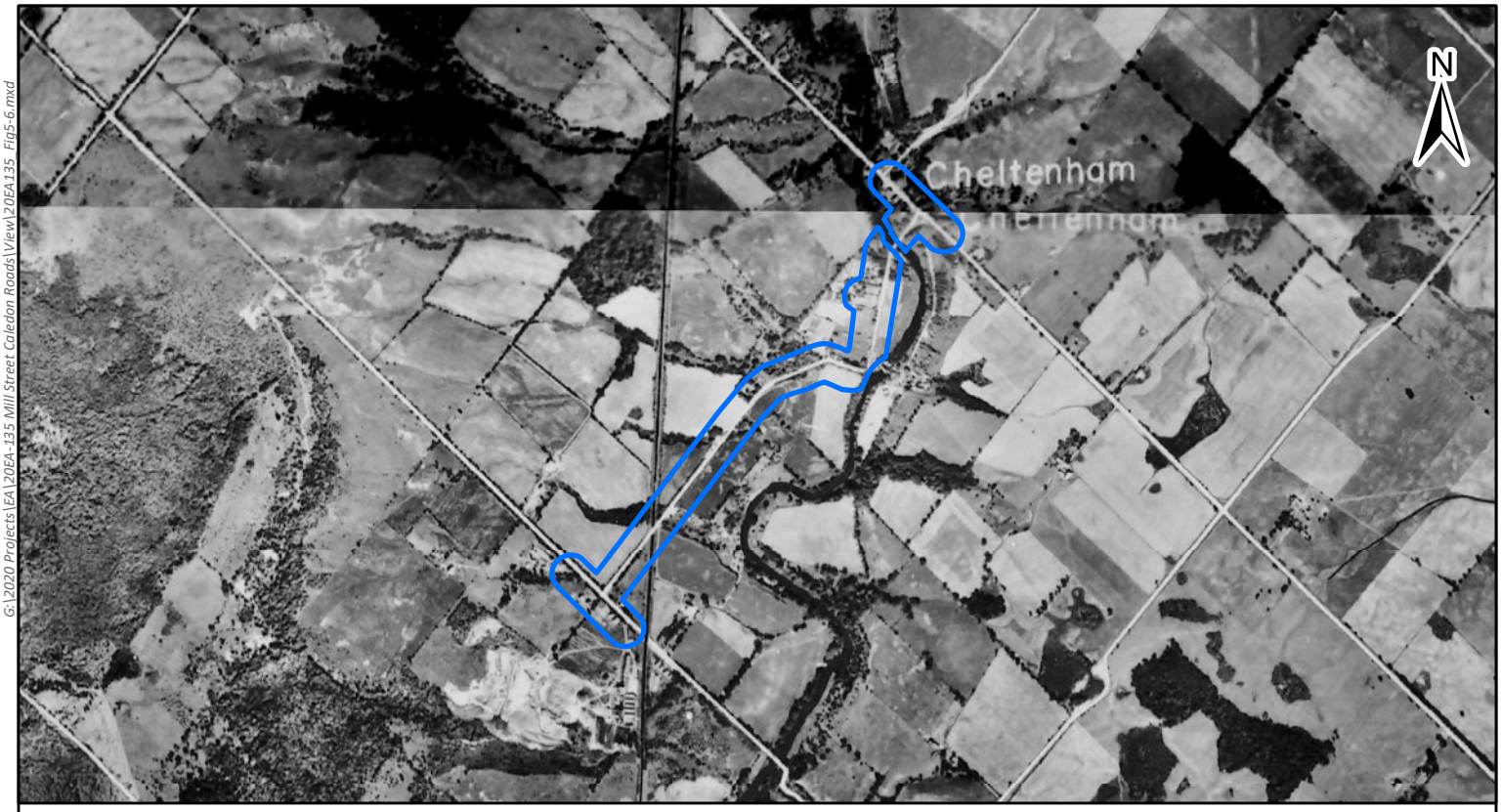

Figure 5: Study Area (Approximate Location) Overlaid on the 1954 Aerial Photography

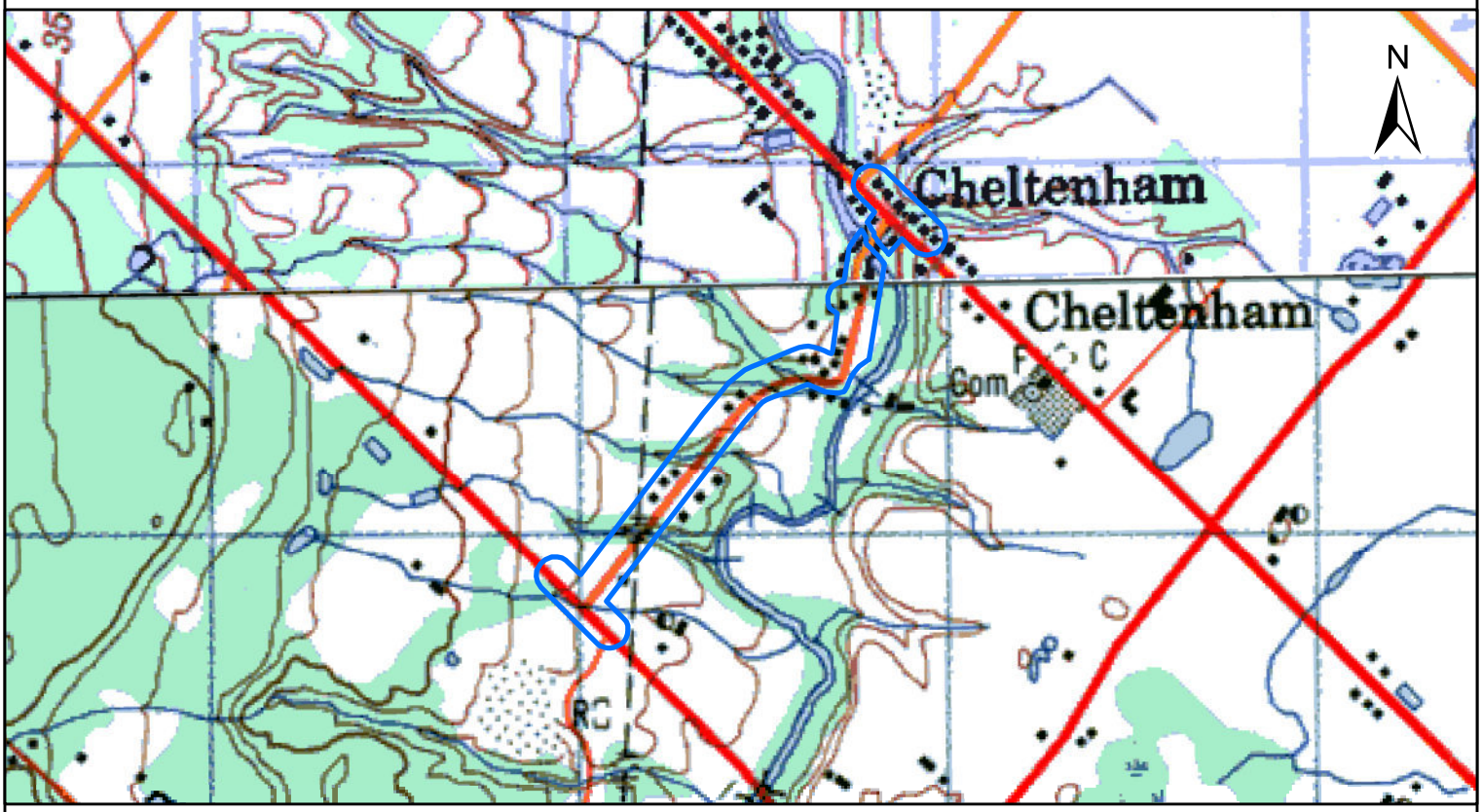

Figure 6: Study Area (Approximate Location) Overlaid on the 1994 NTS Brampton and Bolton Sheets

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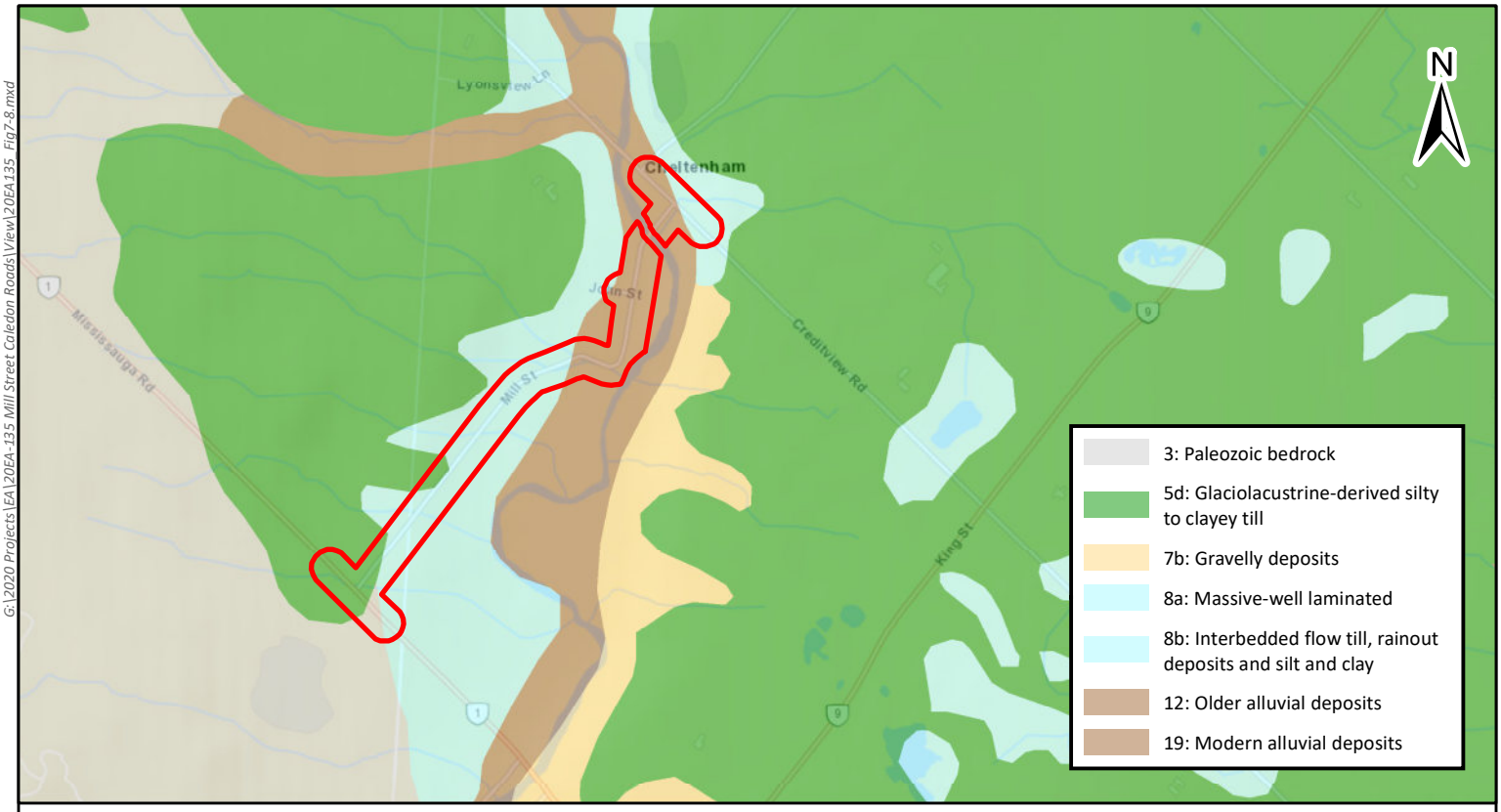

Figure 7: Study Area - Surficial Geology

Figure 8: Study Area - Soil Drainage

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STUDY AREA

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),

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STUDY AREA

PHOTO LOCATION AND DIRECTION

WATERCOURSE

DISTURBED: NO POTENTIAL

PEDESTRIAN SURVEY REQUIRED

SLOPED: NO POTENTIAL

TEST PIT SURVEY REQUIRED

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File: Stage 1 Results

Figure 9: Mill Street - Results of Stage 1 (Sheet 1)

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STUDY AREA
PHOTO LOCATION AND DIRECTION
WATERCOURSE

DISTURBED: NO POTENTIAL
PEDESTRIAN SURVEY REQUIRED
SLOPED: NO POTENTIAL
TEST PIT SURVEY REQUIRED

HERITAGE RECOGNITION
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File: Stage 1 Results

Figure 10: Mill Street - Results of Stage 1 (Sheet 2)

8.0 IMAGES

Plate 1: View of Mississauga Road towards former Brickworks and SWM pond; West side of Mississauga Rd and ROW is disturbed. Lands on north and south side of disturbed Mill St ROW requires Stage 2 Survey

Plate 2: View of Caledon Trailway Path; Area west of trail requires Stage 2 Survey

Plate 3: View from Mill Street; Area beyond raised and disturbed road is sloped, no potential

Plate 4: View of Mill Street; Area above ROW ditch requires Stage 2 Survey

Plate 5: View of Mill Street; Area beyond disturbed road and ROW is sloped, no potential

Plate 6: View of Mill Street; Area beyond disturbed road/ROW and slope requires Stage 2 Survey

Plate 7: View of Mill Street; Area beyond disturbed ROW requires Stage 2 Survey

Plate 8: View of Mill Street; Area beyond disturbed road ROW requires Stage 2 Survey

Plate 9: View of Mill Street bridge; Area beyond bridge on the banks of the Credit River requires Stage 2 Survey

Plate 10: View of Mill Street; Area requires Stage 2 Survey

Plate 11: View of Creditview Road (Google Maps 2021); ROW is disturbed, no potential. Note steep slope down to Cheltenham.

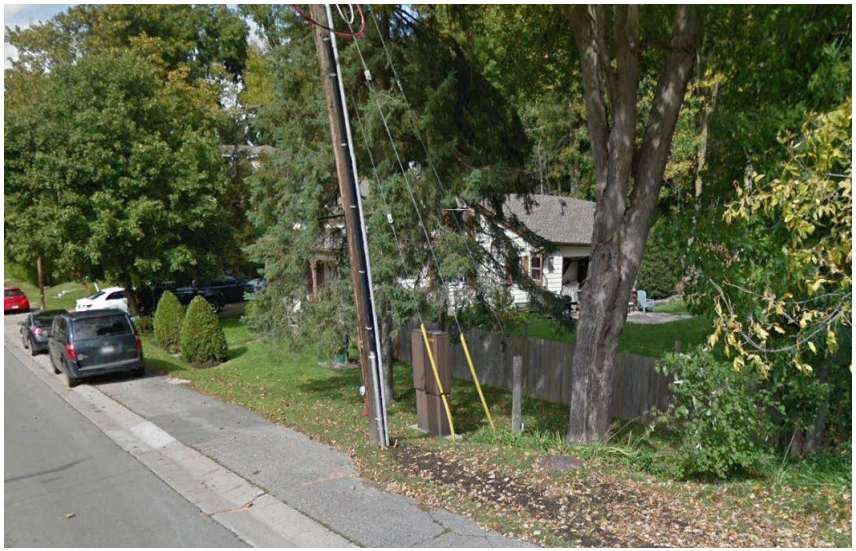

Plate 12: View of Creditview Road (Google Maps 2021); Area beyond disturbed road ROW requires Stage 2 Survey

Plate 13: View of Creditview Road (Google Maps 2021); ROW is sloped, no potential

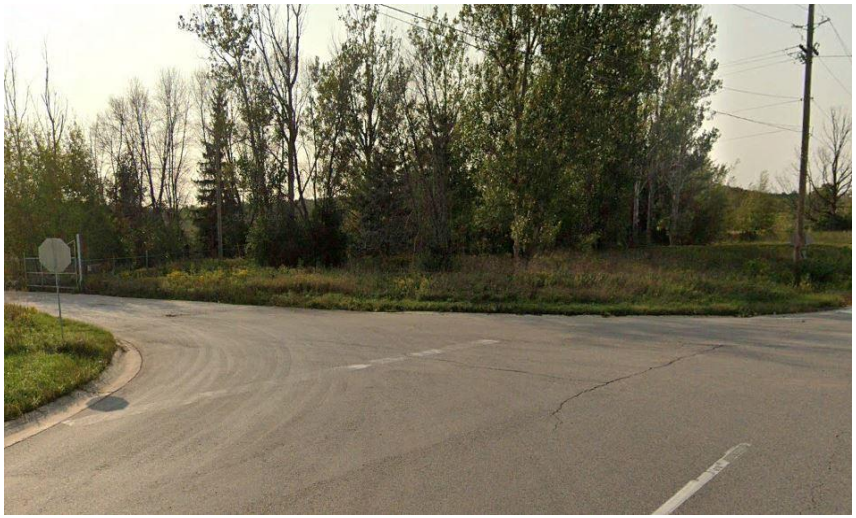

Plate 14: View of Mississauga Road (Google Maps 2021); Area is disturbed, no potential