

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT OF
579-619 LAKESHORE ROAD EAST AND
1022 AND 1028 CAVEN STREET
PART OF LOTS 81, 82, 83, 84, AND 85,
ALL OF LOTS 86, 88, 89 AND 90, REGISTERED PLAN B-19,
PART OF LOT 11, CONCESSION 2 SDS,
GEOGRAPHIC TOWNSHIP OF TORONTO, FORMER PEEL COUNTY
CITY OF MISSISSAUGA, R.M. PEEL, ONTARIO**

ORIGINAL REPORT

Prepared for:

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Archaeological Licence P449 (Bhardwaj)
MHSTCI PIF P449-0483-2020
ASI File: 20PL-294

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EXECUTIVE SUMMARY

ASI was contracted by Star Seeker Inc. to undertake a Stage 1 Archaeological Assessment of 579-619 Lakeshore Road East and 1022 and 1028 Caven Street, Part of Lots 81, 82, 83, 84 and 85, All of Lots 86, 88, 89, and 90, Registered Plan B-19, Part of Lot 11, Concession 2 SDS, in the Geographic Township of Toronto, Former Peel County, now in the City of Mississauga. The subject property is 2.42 ha.

The Stage 1 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.

The Stage 1 background assessment entailed consideration of the proximity of previously registered archaeological sites, the original environmental setting of the property, and nineteenth and twentieth-century settlement trends. This research suggested there was potential for the presence of Indigenous and Euro-Canadian archaeological sites within the subject property. It was concluded, however, that the recovery of any *in situ* archaeological material was unlikely due to the widespread and intensive ground disturbance from previous development.

The Stage 1 field review confirmed that the subject property has no remaining archaeological potential due to previous ground disturbance. As such, it is recommended that no further archaeological assessment of the property be required.



PROJECT PERSONNEL

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<i>Project Manager:</i>	Robb Bhardwaj, MA (P449) Associate Archaeologist Project Manager — Planning Assessment Division
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1.0 PROJECT CONTEXT

ASI was contracted by Star Seeker Inc. to undertake a Stage 1 Archaeological Assessment of 579-619 Lakeshore Road East and 1022 and 1028 Caven Street, Part of Lots 81, 82, 83, 84 and 85, All of Lots 86, 88, 89, and 90, Registered Plan B-19, Part of Lot 11, Concession 2 SDS, in the Geographic Township of Toronto, Former Peel County, now in the City of Mississauga. The subject property is 2.42 ha.

1.1 Development Context

This assessment was conducted under the senior project management of Ms. Beverly Garner, and the project management and project direction of Mr. Robb Bhardwaj (P449) under the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) PIF P449-0483-2020. All activities carried out during this assessment were completed as part of a Site Plan application, as required by the City of Mississauga and the *Planning Act* (Ministry of Municipal Affairs and Housing 1990). All work was completed in accordance with the *Ontario Heritage Act* (Ministry of Culture 1990) and the *Standards and Guidelines for Consultant Archaeologists* (S & G) (Ministry of Tourism and Culture [MTC] 2011; now administered by the Ministry of Heritage, Sport, Tourism and Culture Industries [MHSTCI]).

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 January 29, 2021.

1.2 Historical Context

The purpose of this section is to describe the past and present land use and the settlement history, and any other relevant historical information gathered through the Stage 1 background research. First, a summary is presented of the current understanding of the Indigenous land use of the general area of subject property. This is followed by a review of historic Euro-Canadian settlement trends.

The subject property is located within the southern portion of Lot 11, Concession 2 SDS, Geographic Township of Toronto in the former County of Peel, now in the City of Mississauga. The property comprises of the two extant residences at 1022 and 1028 Caven Street, a pharmacy at 619 Lakeshore Road East, a shopping plaza at 579-613 Lakeshore Road East, associated asphalt driveways, and landscaped grassed areas.

1.2.1 Indigenous Overview

Table 1: 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	Huron, Neutral, Petun, Odawa, Ojibwa	AD 1600-1650	Tribal displacements
Late	6 Nations, Ojibway	AD 1650-1800's	
	Euro-Canadian	AD 1800-present	European settlement

1.2.2 Historical Overview

Township of Toronto

At the conclusion of the American War of Independence (1774-1783), the British were forced to recognize the emergence of a new political frontier, one that had to be maintained by a strong military presence. In addition, a number of British loyalists travelled north and crossed the border in order to remain in British territory. Many of them were given land grants by the Crown in exchange for loyal service. These new developments ultimately led to the purchase of Mississauga land by the Crown in 1787 (although boundary disputes were not resolved until the signing of a treaty in 1805). The subject property is located within these “New Survey” lands which were surveyed in 1806.

In 1788, the County of Peel was part of the extensive district known as the “Nassau District.” After the province of Quebec was divided into Upper and Lower Canada in 1792, the Nassau District became known as the Home District. The same year, Upper Canada was subdivided into nineteen counties by its first Lieutenant Governor, Colonel John Graves Simcoe, and by 1852, the Home District was replaced by the Counties of York, Ontario and Peel. Shortly after, 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 first transportation routes to be established followed early Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers. Local roads were initially cleared by the grantees of adjacent land as part of their settlement duties although the many rivers and creeks posed a challenge to the gridded road system, and nineteenth-century maps detail the many jags and detours necessary to avoid bad crossing points.

After Simcoe established York as the capital of Upper Canada, he commissioned the Queen’s Rangers to build the Dundas Highway (also known as the Governor’s Road) running west to Ancaster and east toward Kingston, hooking up with Kingston Road. This important transportation corridor was intended to provide an overland military route between Lake Ontario, Lake St. Clair, and Lake Huron. The road (later known as Dundas Street now Highway 5) was intended to serve a dual purpose – to support settlement in Upper Canada, and as a deterrent to expansionist American interests. Work on the Governor’s Road began in 1793, but the rocky and heavily treed landscape made progress slow, and the route was still barely passable when Simcoe returned to England in 1796. Eventually, Dundas Street served the purpose of supporting settlement in southern Ontario once the colonial government had purchased new lands adjacent to it.



Along the lakeshore, the pre-existing trail was widened and improved as a public road by 1798, but there was no bridge across the Humber River at that time (a ferry operated between 1802 and 1815). Lakeshore Road opened through Etobicoke in 1804, was planked in 1820, and by 1826, a regular stagecoach service ran between York and Niagara. The Toronto Road Company purchased the Lakeshore Road in 1850, turning it into a toll road.

The Hamilton and Toronto Railway was formed in 1852, and in 1855, completed its lakeshore route across the south end of Lot 11. In 1871, the railway was amalgamated with the Great Western Railway, which in turn, was amalgamated in 1882, with the Grand Trunk Railway. The Grand Trunk Railway was nationalized in 1923, as the Canadian National Railway (Andreae 1976: 126-127).

The subject property is within Treaty 13a, or the Toronto Purchase, signed on August 2, 1805 by the Mississaugas and the British Crown in Port Credit at the Government Inn. A provisional agreement was reached with the Crown on August 2, 1805, in which the Mississaugas ceded 70,784 acres of land bounded by the Toronto Purchase of 1787 in the east, the Brant Tract in the west, and a northern boundary that ran six miles back from the shoreline of Lake Ontario. The Mississaugas also reserved the sole right of fishing at the Credit River and were to retain a 1-mile strip of land on each of its banks, which became the Credit Indian Reserve. On September 5, 1806, the signing of Treaty 14 confirmed the Head of the Lake Purchase between the Mississaugas of the Credit and the Crown (Mississauga of the New Credit First Nation 2017; Mississauga of the New Credit First Nation 2001).

1.2.4 Review of Map Sources

A review of available historical mapping was undertaken in order to determine the presence of settlement features within the subject property during the nineteenth century and early twentieth century that may represent potential historical archaeological sites on the property¹. 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 regards 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 Peel County* (Figure 2) shows Lot 11 divided lengthwise into thirds. The subject property is situated within the southern portion of the central and eastern thirds, adjacent to what is now Lakeshore Road East. The owner of the central third is Joseph Caven, and William Caven is the owner of the east third. A farmstead is depicted on the Joseph Caven lands within the subject property, in the southwest corner, fronting present-day Lakeshore Road East. The subject property is located in-between Cooksville Creek and Cawthra Creek. The subject property is situated south of the Hamilton and Toronto Railway corridor, which runs parallel to Lakeshore Road East.

¹ Use of historic 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 georeferenced 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. These include 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.



The 1877 *Illustrated Historical Atlas of Peel County* (Figure 3) indicates the landowners as the widows of Joseph Caven and William Caven. The rail line to the north of the subject property is now operated by the Great Western Railway. A farmstead is illustrated in the north-western portion of the subject property adjacent to an orchard. The map also depicts the subject property, once again, in-between Cawthra Creek and Cooksville Creek.

Twentieth-century topographic maps show features such as structures, streams, roads, and woodlots. The 1909 *DMD* Brampton sheet (Figure 4) depicts the majority of the subject property as wooded with two brick structures in the southern portion of the subject property, fronting present-day Lakeshore Road East. The subject property remains in-between Cooksville Creek and Cawthra Creek, with Cooksville Creek approximately 130m west of the subject property. The railway north of the subject property is now labelled as the Grand Trunk Railway.

1.2.5 Review of Aerial Imagery

In order to further assess the previous land use of the subject property, aerial photography from 1954, 1966, 1977, 1989, 1992, and 2002 was reviewed (Figures 5-6) (City of Mississauga 2021). These aerial images were reviewed in order to identify previous land use and/or disturbance on the property.

The earliest available aerial photograph which includes the subject property dates to 1954, and shows the subject property transitioning from a rural to urban setting. The post-war housing development along Caven Street, of which the subject property house lots at 1022 and 1028 Caven are a part, was constructed following grading of the lots, resulting in the complete removal of the original soils, followed by landscaping of the yards, as is typical of the second half of the twentieth century in suburbanized areas. The majority of the property consists of an open area with structures including a barn scattered along the western limits and remnants of the orchard at the north end. Cooksville Creek is visible to the west of the subject lands however Cawthra Creek, which was located to the east of the subject property has now been incorporated into the city underground water management system.

In 1966, the majority of the subject property now consists of the present shopping plaza and asphalt parking lot. While the residences fronting Caven Street remain, only a small area along the northern boundary appears to be open land. The barn structure in the 1954 aerial photograph has been demolished.

In 1977, the subject property is largely unchanged from 1966. The narrow band of open land, which occupied the northern limits of the subject property is now under construction as additional parking for the shopping plaza. Additionally, an apartment complex has been completed to the north beyond the subject property. To the west, Cooksville Creek has been channelized. The changes visible in the 1989 photograph, include the completion of the northern parking lot.

In 1992, the majority of the subject property looks unchanged from the prior image. By 2002, a medical centre has replaced the residence at the southeast corner of the property at 619 Lakeshore Road East. The remaining portions of the subject property are unaltered from 1992.

1.2.6 Review of Historical Archaeological Potential

The *Standards and Guidelines for Consultant Archaeologists* (MTC 2011:18) stipulates that that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf



or dock complexes, pioneer churches and early cemeteries, are considered to have archaeological potential. 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, such as Lakeshore Road East, are also considered to have potential for the presence of Euro-Canadian archaeological sites.

As the historic mapping illustrates the location of nineteenth century farmsteads within the property in addition to the subject lands being located adjacent to a historic transportation route, these features would typically be considered to indicate Euro-Canadian archaeological site potential, depending upon the degree of more recent development disturbances. However, aerial imagery indicates that the majority of the property was thoroughly graded prior to the construction of the shopping plaza in 1966 and pharmacy in 2002. The post-war housing development along Caven Street, of which the house lots at 1022 and 1028 Caven are a part, was constructed following grading of the lots, resulting in the complete removal of the original soils, followed by landscaping of the yards, as is typical of the second half of the twentieth century in suburbanized areas. Given the extent of these disturbances, it is unlikely that any *in situ* nineteenth-century Euro-Canadian material remains on the subject property.

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, surficial geology, 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 MHSTCI; 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 MHSTCI. 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 *AjGv* Borden block.



According to the OASD (MHSTCI 2021), three archaeological sites are registered within a one km radius. All sites are presented below in Table 2. The closest site, the Adamson Estate site (AjGv-39), a Euro-Canadian residence, is found over 400 metres distant from the subject property limits.

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

Borden No.	Name	Temporal/ Cultural Affiliation	Site Type	Researcher
AjGv-39	Adamson Estate	Euro-Canadian	Homestead	ASI 1994
AjGv-51	Hillerman	Late Archaic - Small Point, Early Woodland	Campsite	Fisher 2001
AjGv-55	Hornick	Undetermined Pre-contact	Burial	Dieterman 2002

1.3.2 Previous Assessment

The background research has revealed one previous archaeological assessment completed within 50 metres of the subject property.

ASI completed a Stage 1-2 Archaeological Assessment of 565 Lakeshore Road East, Geographic Township of Toronto, County of Peel, now in the City of Mississauga, Regional Municipality of Peel, under license P049-079. The Stage 1-2 assessment took place immediately to the west of the current subject property on approximately 4.85 hectares. During the course of the test pit survey, the entire subject property was found to be disturbed, and no further archaeological assessment was recommended (ASI 2004).

1.3.3 Physiography

The subject property is situated within the Iroquois Plain physiographic region, which is the former bed of glacial Lake Iroquois. In the vicinity of Port Credit, the Lake Iroquois Strand is situated approximately 5.5 kilometres inland from the current Lake Ontario shore. Below the strand, the quaternary sediments are dominated by outwash sands typical of nearshore deposits. The balance of the plain, towards the modern lake shore, is dominated by fine sediments of silt and clay, typical of offshore deposits, overlying till (Chapman and Putnam 1984; Gravenor 1957). 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 watercourses, including the Humber River and the Don River, cut across the plain, draining southward into Lake Ontario. The subject property is located within approximately three km south of the Lake Iroquois Strand and approximately 2.5 km from the current Lake Ontario shoreline (Chapman and Putnam 1984:191-2). The subject property is situated on the lower clay plain. Soils are Chinguacousy clay loam, an imperfectly drained soil formed on clay parent material (Hoffman and Richards 1953).

Glacial Lake Iroquois came into existence by about 12,000 B.P., as the Ontario lobe of the Wisconsin glacier retreated from the Lake Ontario. Isostatic uplift of its outlet, combined with blockage of subsequent lower outlets by glacial ice, produced a water plain substantially higher than modern Lake Ontario. Beginning around 12,000 B.P., water levels dropped stepwise during the next few centuries in response to sill elevations at the changing outlet. By about 11,500 B.P., when the St. Lawrence River outlet became established, the initial phase of Lake Ontario began, and this low water phase appears to have lasted until at least 10,500 B.P. At this time the waters stood as much as 100 metres below current levels. However, isostatic uplift was already raising the outlet at Kingston so that by 10,000 B.P., the water level had risen to about 80 metres below present. Uplift since then has continued to tilt Lake Ontario upward to the northeast, propagating a gradual transgressive expansion throughout the basin. The



flooded mouths of creeks and rivers that rim the basin—such as are preserved at Grenadier Pond and the mouth of the Humber, provide visible reminders of this process (Anderson and Lewis 1985; Karrow 1967:49; Karrow and Warner 1990).

1.3.4 Review of Pre-contact Archaeological Potential

The S & G, Section 1.3.1 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 characteristics that indicate 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 used variables for predictive modelling of site location.

Various mapping sources were reviewed to determine the nearest source of water to the subject property. According to the 1909 DMD mapping, the closest current water source is Cooksville Creek (Figure 4). The creek is approximately 130 m west of the subject property (Figure 1). Cawthra Creek, which previously flowed to the east of the property (Figure 4), was diverted as part of the municipal stormwater management system and now extends underground east of Cawthra Road.

Other geographic characteristics that can indicate archaeological potential include 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. 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, 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 have existed around the subject property.

Therefore, given the proximity to Cooksville Creek and Cawthra Creek, now a part of the municipal stormwater management system these features would typically be considered to indicate Euro-Canadian archaeological site potential, depending upon the degree of more recent development disturbances. However, aerial imagery indicates that the majority of the property was thoroughly graded prior to the construction of the residential lots along Caven Street, the shopping plaza in 1966 and pharmacy in 2002. Given the extent of these disturbances, it is unlikely that any *in situ* Indigenous material remains on the subject property.



1.3.5 Subject Property Description

The subject property is approximately 2.42 hectares and is bounded by Caven Road to the east, and by residential development to the north and west, and Lakeshore Road East to the south (Figure 7). The property comprises of the two extant residences at 1022 and 1028 Caven Street, a pharmacy at 619 Lakeshore Road East, a shopping plaza at 579-613 Lakeshore Road East, and associated asphalt driveways and landscaped grassed areas. The terrain across the subject property is level. Cooksville Creek is present to the west of the subject property.

2.0 FIELD METHODS

A Stage 1 field review was completed by Mr. Robb Bhardwaj (P449) on March 15, 2021. In accordance with the S & G, Section 1.2, the field review was conducted by means of a visual inspection of the subject property to gain first-hand knowledge of the geography, topography, and current conditions, and to evaluate and map the archaeological potential of the property prior to development. The weather and lighting conditions were appropriate for the completion of fieldwork and permitted good visibility of the land features.

Representative photos documenting the field conditions during the Stage 1 field survey are presented in Section 7.0 of this report, and photo locations and field observations have been compiled on project mapping (Figure 8).

2.1 Subject Property Findings

The subject property comprises of the shopping plaza at 579-613 Lakeshore Road East (Plates 1-4), a medical centre at 619 Lakeshore Road East (Plate 5), multiple asphalt parking lots (Plates 6-7), and the extant residences and asphalt driveways at 1022 and 1028 Caven Street (Plates 8-11).

Upon conclusion of the Stage 1 field review it was determined that the entire subject property is devoid of archaeological potential (Figure 8). The entire subject property has been thoroughly disturbed due to past grading, construction activities; the nature and extent of these disturbances across the property is supported by aerial imagery from 1954-2002. In accordance with the S & G, Section 2.1, Standard 2b, these disturbances are considered too deep and extensive to warrant further survey.

3.0 ANALYSIS AND CONCLUSIONS

ASI was contracted by Star Seeker Inc. to undertake a Stage 1 Archaeological Assessment of 579-619 Lakeshore Road East and 1022 and 1028 Caven Street, Part of Lots 81, 82, 83, 84 and 85, All of Lots 86, 88, 89, and 90, Registered Plan B-19, Part of Lot 11, Concession 2 SDS, in the Geographic Township of Toronto, Former Peel County, now in the City of Mississauga. The subject property is 2.42 ha in size.

The Stage 1 background assessment entailed consideration of the proximity of previously registered archaeological sites, the original environmental setting of the property, and nineteenth and twentieth-century settlement trends. This research suggested there was potential for the presence of Indigenous and Euro-Canadian archaeological sites within the subject property. It was concluded, however, that the



recovery of any *in situ* archaeological material was unlikely due to the widespread and intensive ground disturbance from previous development.

The Stage 1 field review confirmed that the entire subject property had been heavily altered by previous ground disturbance resulting from extensive grading, construction of the shopping plaza, the house lots at 1022 and 1028 Caven Street, driveways and surface parking, and landscaping. The construction techniques employed during these activities would have obliterated any traces of early occupation within the property.

4.0 RECOMMENDATIONS

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

1. No further archaeological assessment of the subject 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 Heritage, Sport, Tourism and Culture Industries should be immediately notified.

The documentation related to this archaeological assessment 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 Heritage, Sport, Tourism and Culture Industries and any other legitimate interest groups.

5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

ASI advises compliance with the following legislation:

- This report is submitted to the Minister of Heritage, Sport, Tourism and Culture Industries 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 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 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 Government and 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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7.0 IMAGES



Plate 1: View of existing shopping plaza.



Plate 2: View of existing shopping plaza.



Plate 3: View of existing shopping plaza from Lakeshore Road East.



Plate 4: View of northern façade of shopping plaza.



Plate 5: View of Medical Centre at 619 Lakeshore Road East.



Plate 6: View of asphalt driveway at 619 Lakeshore Road East.



Plate 7: View of parking lot in northern portion of subject property.



Plate 8: View of existing residence at 1022 Caven Street.



Plate 9: View of existing residence at 1028 Caven Street.



Plate 10: View of driveway in-between 1022 and 1028 Caven Street.

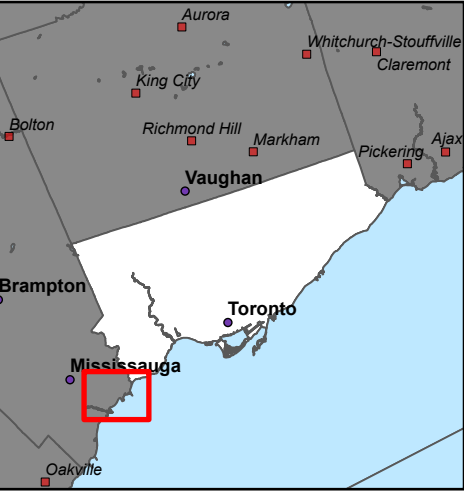
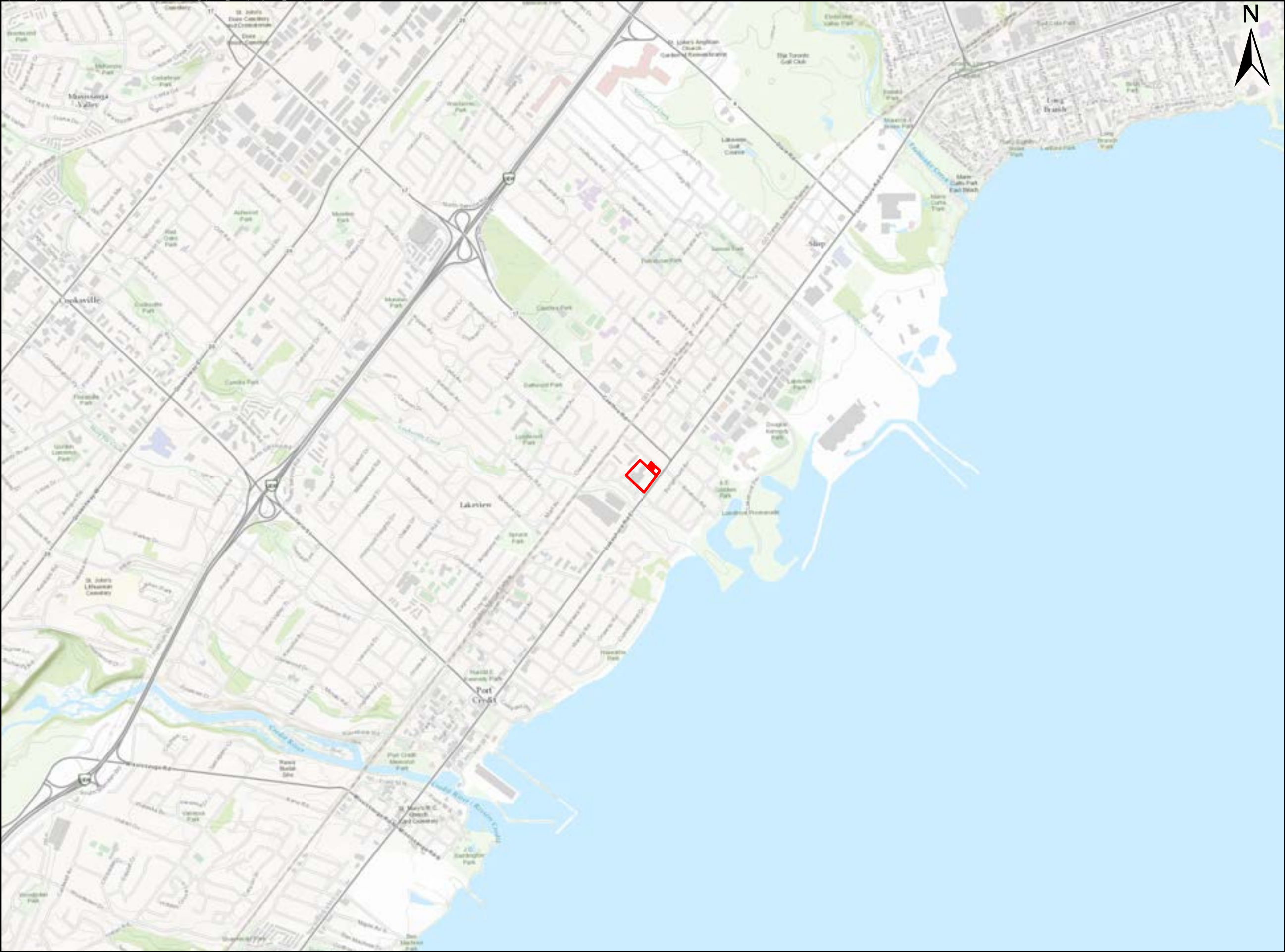



Plate 11: View of existing garage at 1022 Caven Street

8.0 MAPS

See following pages for detailed assessment mapping and figures.





 Subject Property

Sources: York University, City of Toronto, Region of Peel, Province of Ontario, Ontario MNR, Esri, Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, Projection: NAD 1983 UTM Zone 17N Scale: 1:25,000



ASI Project No: 20PL-294 Date: 1/25/2021 10:34 AM Drawn By: pbikoulis File: 20PL294_Fig1



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

Figure 1: Location of Subject Property



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



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

	 Subject Property	Sources: Figure 2: Tremaine Map of Peel County (1859); Figure 3: Illustrated Historical Atlas of Peel County (1877) Projection: NAD 1983 MTM 10 Scale: 1:15,000 Page Size: 8.5 x 11	<div data-bbox="1274 1879 1550 1963">  0 500 Metres </div> <div data-bbox="1258 1974 1570 2026"> ASI Project No.: 20PL-294 Drawn By: pbikoulis Date: 2/25/2021 File: 20PL294_Fig2-3 </div>
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 Subject Property

Source: Department of Militia and
Defence, 1909 (Brampton Sheet)

0 300

Metres

Projection: NAD 1983 MTM 10
Scale: 1:15,000
Page Size: 8.5x11

ASI Project No.: 20PL-294
Date: 2/25/2021

Drawn By: pbikoulis
File: 20PL294_Fig4

Figure 4: Subject Property Located on 1909 DMD topographic mapping (Brampton Sheet)



1954



1966



1977

	 SUBJECT PROPERTY		ASI Project No.: 20PL-294	
			Date: 3/4/2021 3:19 PM	
Projection: NAD 1983 MTM 10 Scale: 1:5,000 Page Size: 11 x 17		Drawn By: pbikoulis File: 20PL294_Fig5		

Figure 5: Subject Property located on 1954, 1966, and 1977 Aerial Photography



1989



1992



2002

	<div><div></div> SUBJECT PROPERTY</div>	City of Toronto, USDA FSA, GeoEye, Maxar		<div><div>0150</div><div><div></div></div><div>Metres</div></div>	
		Projection: NAD 1983 MTM 10 Scale: 1:5,000 Page Size: 11 x 17	ASI Project No.: 20PL-294 Date: 3/4/2021 3:54 PM	Drawn By: pbikoulis File: 20PL294_Fig6	

Figure 6: Subject Property located on 1989, 1992, and 2002 Aerial Photography

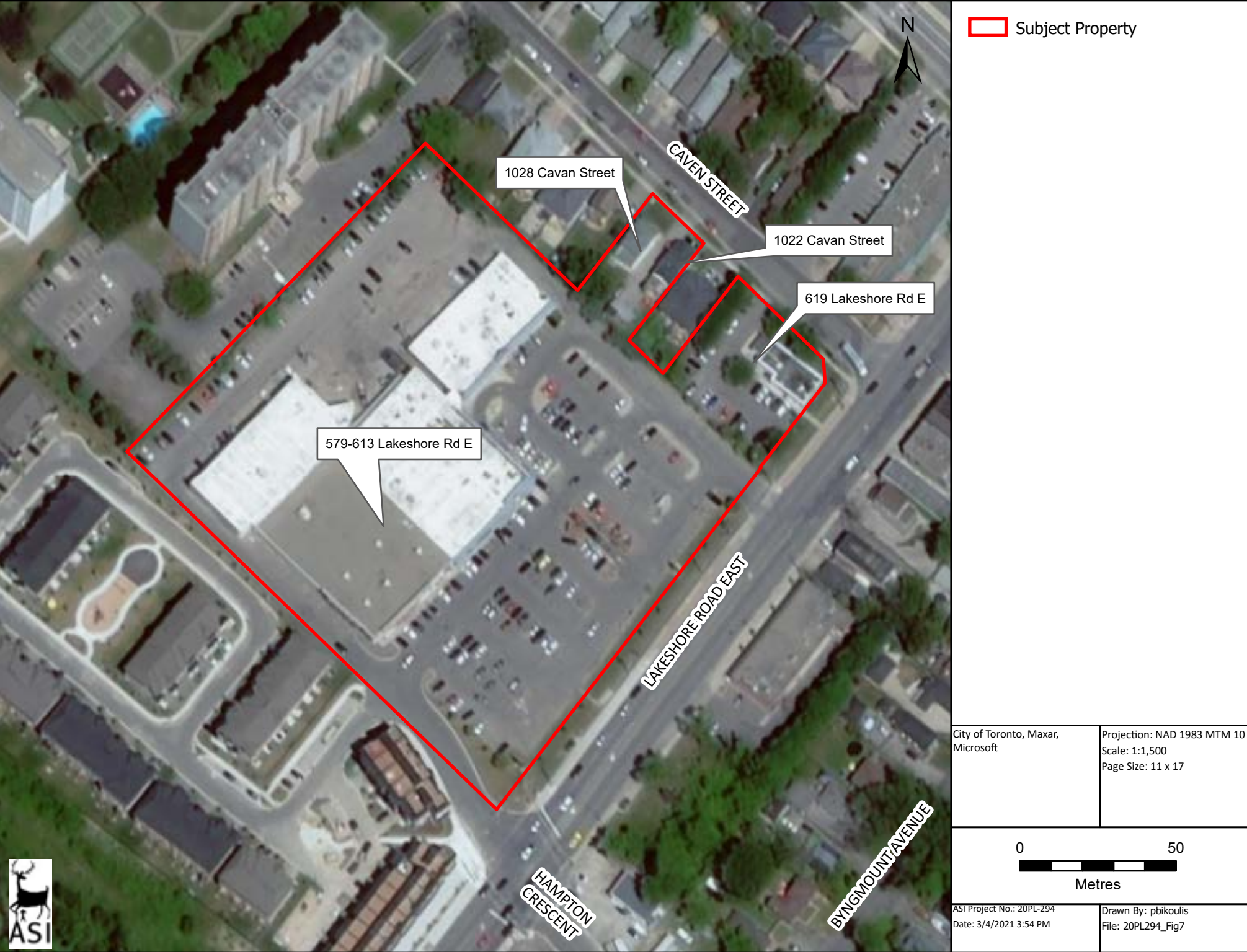


Figure 7: Existing Conditions of Subject Property



Figure 8: Results of Stage 1 Archaeological Assessment