

Stage 1 Archaeological Assessment Lakeshore Corridor Part C Lot 6, Range 1 Credit River I.R. and Port Credit Town Plot, (Former Toronto Township, County of Peel) City of Mississauga, Regional Municipality of Peel, Ontario

Original Report

Prepared for:

HDR, Inc.

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PIF P383-0309-2021

Archaeological Services Inc. File: 20EA-246

06 Sept 2022



Executive Summary

Archaeological Services Inc. was contracted by HDR Inc., on behalf of the City of Mississauga, to conduct a Stage 1 Archaeological Assessment as part of the Lakeshore Corridor Part C Transit Project Assessment Process and Preliminary Design in the City of Mississauga. This project involves the preliminary design for an Active Transportation Bridge Crossing over the Credit River north of Lakeshore Road.

The Stage 1 background study determined that while 15 previously registered archaeological sites, including the Fort Toronto village site (AjGv-13) and the Rewa burial site (AjGv-57), are located within one kilometre of the Study Area, none are within 50 metres (see Section 1.3.3). It was also concluded that portions of the Study Area had been previously assessed without further recommendations (ASI, 2006b: P057-166, 2017b: P057-0834-2016, 2021a: P383-0185-2019). A review of past aerial and satellite imagery of the Study Area demonstrated the Study Area had been subject to deep and extensive soil disturbances.

The Stage 1 property inspection was conducted on November 12, 2021, in accordance with the *Ontario Heritage Act* and the S & G. The property inspection confirmed that the majority of the Study Area did not have archaeological potential on account of previous deep soil disturbance events associated with the stabilization of the Credit River shoreline, construction of Port Credit Memorial Area, Port Credit Memorial Park, and the Port Credit Royal Canadian Legion Branch 82. Given the proximity to highly significant and sensitive archaeological finds the Study Area required Stage 2 to confirm the extent of existing disturbances.

Due to the Study Area's overlap with the Credit River, it's archaeological potential must be evaluated following the M.H.S.T.C.I.'s *Criteria For Evaluating Marine Archaeological Potential* checklist if impacts to the riverbed are proposed.

The following recommendations are made:



1. The Study Area requires Stage 2 test pit survey in order to confirm the extent of existing disturbances;
2. The marine archaeological potential of Credit River is to be evaluated following the M.H.S.T.C.I.'s *Criteria For Evaluating Marine Archaeological Potential* checklist if impacts to the river or creek beds are proposed;
3. The remainder of the Study Area does not require further archaeological assessment; and
4. Should the proposed work extend beyond the current Study Area, or should changes to the project design or temporary workspace requirements result in the inclusion of previously un-surveyed lands, these lands should be subject to a Stage 2 archaeological assessment.



Project Personnel

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1.0 Project Context

Archaeological Services Inc. (ASI) was contracted by HDR Inc., on behalf of the City of Mississauga, to conduct a Stage 1-2 Archaeological Assessment as part of the Lakeshore Corridor Part A Transit Project Assessment Process (T.P.A.P.) and Preliminary Design in the City of Mississauga (Figure 1). This project involves the preliminary design for an Active Transportation Bridge Crossing over the Credit River north of Lakeshore Road.

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (Ontario Heritage Act, R.S.O. c. O.18, 1990, as amended in 2019) and the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Heritage, Sport, Tourism and Culture Industries (M.H.S.T.C.I. 2011).

1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (Environmental Assessment Act, R.S.O., 1990 as amended 2020) and regulations made under the Act, and are therefore subject to all associated legislation.

Authorization to carry out the activities necessary for the completion of the Stage 1-2 archaeological assessment was granted by HDR Inc. on May 19, 2021.

1.1.1 Treaties and Traditional Territories

The Study Area is within Treaty 13a, 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 one-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, 2001; Mississaugas of the Credit First Nation, 2017).

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 (B.P.) (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 B.P., the environment had progressively warmed (Edwards & Fritz, 1988) and populations now occupied less extensive territories (Ellis & Deller, 1990).

Between approximately 10,000-5,500 B.P., 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 B.P.; 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 B.P. and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Brown, 1995, p. 13; Ellis et al., 1990, 2009).



Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence et al., 1990, pp. 136, 138) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al., 1990, pp. 155, 164). By 1,500 B.P. there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolith evidence for maize in central New York State by 2,300 B.P. - it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch & Williamson, 2013, pp. 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 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), 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, p. 317). By 1300-1450 C.E., this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al., 1990, p. 343). From 1450-1649 C.E. this process continued with the coalescence of these small villages into larger communities (Birch & 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 C.E., the Huron-Wendat communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. Samuel de Champlain in 1615 reported that a group of Iroquoian-speaking people situated between the Haudenosaunee and the Huron-Wendat were at peace and remained "la nation neutre". Like the Huron-Wendat, Petun, and Haudenosaunee, the Neutral or Attawandaron people were settled village



agriculturalists. In the 1640s, the Attawandaron and the Huron-Wendat (and their Algonquian allies such as the Nipissing and Odawa) were decimated by epidemics and ultimately dispersed by the Haudenosaunee. 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 Post-Contact Settlement

Historically, the Study Area is located in the Former Toronto Township, County of Peel in Lot 6, Range 1 I.R. and Port Credit Town Plot.

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 metres 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 2006a).

Toronto Township and the City of Mississauga

The City of Mississauga is comprised of the historical communities of Clarkson, Cooksville, Dixie, Erindale, Lakeview, Lorne Park, Malton, Meadowvale Village, Port Credit and Streetsville, which formed part of the Township of Toronto.

The Township of Toronto was originally surveyed in 1806 and 1807 by Samuel Wilmot, the Deputy Surveyor of Upper Canada. The first settler in this Township was Colonel Thomas Ingersoll. Philip Cody was an early settler who opened an in Sydenham, later known as Fonthill and then as Dixie. The whole population of the Township in 1808 consisted of seven families, scattered along Dundas Street. The number of inhabitants gradually increased until the War of 1812 broke out, which gave considerable check to its progress. When the war was over, the Township's growth revived. The Credit River and numerous creeks provided for the establishment of saw and grist mills. Communities began to emerge, usually along the river or at crossroads along Dundas Street, which developed into the villages of Clarkson, Cooksville, Dixie, Erindale, Malton, Meadowvale Village, Port Credit and Streetsville, as well as the hamlet of Lakeview and numerous other settlements which later disappeared. In 1821 the township's population was 803. By 1851 over 7,500 people lived in the township and more than 36,000 acres were being farmed to produce barley, wheat, oats, vegetables, and fruit. Small industries were located throughout the township, manufacturing products ranging from hosiery to ploughshares (ASI, 2020).

During the second half of the nineteenth century, railways were built, and the markets shifted. Water-powered industries in the rural areas could no longer compete with those in larger centres which were run by electricity. By 1901 the township's population had dropped considerably to 4,690. The economy did not recover until the 1950s, when new industries moved into the township and spurred massive growth. When the Township of Toronto became the Town of Mississauga in 1968, it had a population of 107,000 and covered 70,598 acres. It grew very quickly, and the rural township transformed into an urban area, with



over 1,200 industries locating in Mississauga by the 1970s. In 1974 the towns of Port Credit, Streetsville and Mississauga were amalgamated to become the City of Mississauga (Mika & Mika, 1981).

The southeastern corner of Toronto Township appears to have become known as Lakeview in the 1920s (Hicks, 2005). During the nineteenth century it was farmland. Early settlers included the Caven, Duck, Lynd, and Ogden families. The paving of Lakeshore Road in 1915 and the proximity to the GTR made Lakeview an attractive place for Toronto commuters to live. During World War II, Lakeview became an important centre for the production of small arms for Allied forces. In 1962, Ontario's largest electric generating station was completed just east of Lakeshore Road and Cawthra Road. It closed in 2005 (Heritage Mississauga, n.d.).

Credit River

The mouth of the Credit is a location of historical and cultural significance, due to its use as a trading place and from its role in the Mississauga fishery in the eighteenth and nineteenth centuries, and one the part of many Indigenous communities during the preceding millennia. It took on additional significance following the development of the Port Credit harbour.

1.2.3 Map Review

The 1859 *Tremaine's Map of the County of Peel* (Tremaine, 1859), 1877 *Illustrated Historical Atlas of the County of Peel* (Walker and Miles, 1877), the 1909 *Topographic Map Brampton Sheet* (Department of Militia and Defence, 1909), and the 1994 *Topographic Map Brampton Sheet* (Department of Energy, Mines and Resources, 1994) were examined to determine the presence of historic features within the Study Area during the nineteenth and twentieth centuries (Figures 2-5).

The 1859 map depicts the Study Area adjacent the Hamilton & Toronto Railway, over the Credit River within the community of Port Credit (Figure 2). Stavebank Road and Front Street are shown to be historically surveyed road allowances.



The map depicts the Study Area as crossing the Credit River immediately south of the Hamilton & Toronto Railway at the northern limits of the settlement of Port Credit. A rail depot is depicted to the north of the Study Area adjacent to the rail line. No individual property owners are noted, however the surveyed roads and shading within Port Credit indicate that the area was densely settled at the time. Front Street and Stavebank Road are shown to be historically surveyed roads within the Study Area.

The 1877 map depicts the Study Area in a similar context adjacent to the railway, now labelled as the Great Western Railway (Figure 3). The settlement of Port Credit is depicted to have similar boundaries as earlier mapping, and the Study Area is still located along the northern limits of the settlement.

The 1909 map shows the width of the river as narrower than previously depicted, suggesting that the area south of the rail line was subject to infill and channel modifications (Figure 4). The railway is now labelled the Grand Trunk Railway. The Grand Trunk Railway bridge is depicted as an iron structure.

The 1994 map depicts residential development in the vicinity of the Study Area, with the railroad and river in a similar alignment as described earlier. A large park (Port Credit Memorial Park) and arena are located east of the Study Area, on the north side of the Credit River.

1.2.4 Aerial and Orthoimagery Review

The 1954 aerial photography (Hunting Survey Corporation Limited, 1954) depicts the Study Area within Port Credit spanning the Credit River, on the south side of the adjacent Canadian National Railway (Figure 6). Residential development within Port Credit accelerated in the mid-twentieth century, with significant residential construction noted south and northeast of the study area.

A large area of soil disturbance, including a portion of the Study Area, is observed on the east side of the Credit River, immediately south of the railway corridor, within present-day Port Credit Memorial Park (Figure 6). This disturbance in combination with the irregularly straight alignment of the Credit River shoreline in this location is suggestive of modification. Aerial imagery from 1966 shows that



this disturbance was likely caused during the construction of the adjacent Port Credit Memorial Area and the two baseball diamonds between the arena and the river (Photograph 1).

Similar soil disturbance is observed on the west side of the Credit River, immediately south of the railway corridor, and is attributed to the 1966 construction of the Port Credit Royal Canadian Legion Branch 82 located at 35 Front Street North (Photograph 1). This area of disturbance continued to exist as a gravel parking lot until at least 2006 (Photograph 4). Aerial photography from the City of Mississauga (2021) shows earth moving activities on the property of 1139 Mississauga Road in 1989 (Photograph 2) and a new house within the property in 1992 (Photograph 3).

A review of available Google satellite imagery since 2004 shows:

- The removal of two baseball diamonds and the development of Port Credit Memorial Park between 2005-2006 (see Photograph 2); and
- Earth moving activities related to the widening of the Lakeshore West Railway Corridor around the railway corridor between 2009-2013 (Photographs 5-7). A parking lot was constructed here by at least 2013.

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 M.H.S.T.C.I. through “*Ontario’s Past Portal*”; published and unpublished documentary sources; and the files of ASI.

1.3.1 Current Land Use and Field Conditions

The Study Area is in the City of Mississauga on the east and west banks of the Credit River north of Lakeshore Road and surrounding the Lakeshore West rail



corridor. The Study Area consists of the proposed bridge crossing location from Stavebank Road in the north and Front Street North in the south and is generally bound by recreational and residential properties.

The Port Credit Memorial Arena and Memorial Park are located east of the Credit River within the Study Area. The Port Credit Royal Canadian Legion Branch 82 is located to the west of the Credit River within the Study Area. The Lakeshore West rail corridor is in a general east-west alignment through the Study Area with the parking lot for the Port Credit GO Station at the northern terminus of the Study Area. The area surrounding the Study Area is primarily residential in nature.

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 B.P. (Karrow & Warner, 1990, p. 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 sand plains of the Iroquois Plain physiographic region of southern Ontario (Chapman & Putnam, 1984). The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat, and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 kilometres (Chapman and Putnam 1984:190). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984:196).

Figure 7 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by coarse-textured glaciolacustrine deposits of sand, gravel, minor silt and clay, foreshore and basinal deposits; and modern alluvial deposits of clay, silt, sand, gravel, and organic remains (Ontario Geological Survey, 2010).

Soils in the Study Area consist of Fox sand, a grey brown podzolic with good drainage; and Bottom Land, an alluvial with variable drainage (Figure 8).

The Study Area traverses the Credit River. The Credit River watershed 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 the French, British, and Indigenous traders would meet along this river (Gibson, 2002, p. 177; Jameson, 1838, pp. 73–74; Rayburn, 1997, p. 84; Robb et al., 2003, p. 6; Scott, 1997, p. 182; Smith, 1987, pp. 255–257). 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 of 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, p. 7.1)

1.3.3 Previously Registered Archaeological Sites

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (O.A.S.D.) maintained by the M.H.S.T.C.I.. 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 kilometres east to west, and approximately 18.5 kilometres 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 *AjGv*.

According to the O.A.S.D., 15 previously registered archaeological sites are located within one kilometre of the Study Area, none of which are located within 50 metres (MHSTCI, 2021). A summary of this sites is provided below.



Table 1: Registered Sites within One Kilometre of the Study Area

Borden Number	Site Name	Temporal/ Cultural Affiliation	Site Type	Researcher
AjGv-1	Hare	Archaic; Woodland, Middle	Campsite	Konrad 1971
AjGv-5	Glenbunny	Pre-Contact Indigenous	Campsite	Unknown 1971
AjGv-9	Avonbridge	Archaic	Campsite	Unknown 1971
AjGv-10	Stavebank	Unknown	Unknown	Unknown 1971
AjGv-11	Port Street	Unknown	Unknown	Unknown 1971
AjGv-13	Fort Toronto	Pre-Contact Indigenous	Village	Konrad 1971
AjGv-32	Scott O’Brien	Archaic, Middle; Woodland, Middle; Woodland, Early	Campsite	Mayer, Pihl, Poulton & Associates 1988; ASI 1989, 1991
AjGv-46	Not applicable	Pre-Contact Indigenous	Findspot	ASI 1999
AjGv-57	Rewa	Woodland, Middle	Burial	ASI 2003

Borden Number	Site Name	Temporal/ Cultural Affiliation	Site Type	Researcher
AjGv-71	James Taylor	Euro-Canadian	Warehouse	ASI 2010
AjGv-73	Not applicable	Woodland, Middle	Scatter	ASI 2011
AjGv-74	Stavebank Roal Site	Woodland, Middle; Woodland, Late	Short term	ASI 2011; New Directions Ltd. 2012
AjGv-75	Not applicable	Pre-Contact Indigenous	Scatter	ASI 2011
AjGv-83	Not applicable	Archaic, Middle; Archaic, Late; Woodland	Campsite	ASI 2016
AjGv-84	Kane	Woodland; Euro-Canadian	Unknown; Domestic	New Directions Archaeology 2016

The Fort Toronto site (AjGv-13) is a village site within one kilometre of the Study Area. According to the O.A.S.D., the site has been destroyed and the area has been developed.

The Rewa site (AjGv-57) is a burial site dating to the Middle Woodland. All skeletal remains and associated artifacts were reinterred in 2005.

1.3.4 Previous Archaeological Assessments

ASI identified six previous reports that detail fieldwork within and within 50 metres of the Study Area.

Reports within the Study Area

(ASI, 2006b) Revised Report Stage 1 Archaeological Assessment GO Train Lakeshore West Corridor Rail Expansion Environment Assessment Between Port Credit Station and Kerr Street, City of Mississauga and Town of Oakville, Ontario (P057-166) - ASI file 05EA-128.

ASI conducted a Stage 1 Archaeological Assessment of the GO Train Lakeshore West Corridor Rail Expansion, which includes a portion of the current Study Area. Background research and a site inspection determined the overlapping area was previously disturbed during the rail corridor construction, and no further work in this area was recommended.

(ASI, 2017b) Stage 1 Archaeological Assessment GO Rail Network Electrification TPAP City of Toronto, Regional Municipalities of Peel, Halton, York and Durham, County of Simcoe, Ontario (P057-0834-2016) - ASI file 15EA-037.

ASI conducted a Stage 1 Archaeological Assessment of the GO Rail Network Electrification TPAP, which includes a portion of the current Study Area. The background research and property inspection determined the overlapping and adjacent areas to be disturbed and recommended no further archaeological assessment.



(ASI, 2021a) Stage 1 Archaeological Assessment Metrolinx OnCorr Non-Priority Works – Lakeshore West Corridor Various Lots and Concessions (Former Townships of York and Etobicoke, County of York; Former Townships of Toronto, County of Peel; Former Township of Trafalgar and Nelson, County of Halton; Former Township of Barton and Saltfleet, County of Wentworth; Former Township of Stamford, County of Welland) City of Toronto, City of Mississauga, Town of Oakville, City of Burlington, City of Hamilton and City of Niagara Falls, Ontario (P383-0185-2019) – ASI File 19EA-235.

ASI conducted a Stage 1 Archaeological Assessment of the Metrolinx OnCorr Non-Priority Works along the Lakeshore West Corridor, which includes a portion of the current Study Area. The background research and property inspection determined the overlapping lands were previously assessed without further recommendations (ASI 2017), while the section that overlaps with the Credit River was recommended for marine archaeological potential evaluation.

Reports within 50 metres of the Study Area

(ASI, 2017a) Stage 1 Archaeological Assessment, Assignment 1: Sewage Pumping Station Upgrades in Mississauga, Part of Lots 5 and 7, Range 1 Credit Indian Reserve, Part of Lot 6, Range 2 Credit Indian Reserve, and Part of Lot 23, Concession 3 South of Dundas Street (Former Township of Toronto, County of Peel) City of Mississauga, Regional Municipality of Peel, Ontario (P1066-0029-2017) – ASI file 16EA-262.

ASI conducted a Stage 1 Archaeological Assessment as part of the Sewage Pumping Station Upgrades, including lands within 50 metres of the current Study Area. Background research and a property inspection determined that while portions of the Rosemere Road pumping station footprint was largely disturbed, some portions exhibited archaeological potential and were recommended for Stage 2 assessment.



(WSP, 2018) Stage 1 Archaeological Assessment Port Credit GO Station Part of Lots 2 through 5, Range 1 Credit River I.R., and part of Port Credit Town Plot, in the City of Mississauga, former Toronto Township, Former County of Peel, Regional Municipality of Peel, in the Province of Ontario (P394-0065-2018).

WSP conducted a Stage 1 Archaeological Assessment of the Port Credit GO Station, including lands within 50 metres of the current Study Area. Background research and a property inspection determined the majority of the project area was disturbed or previously assessed; however, parts were assessed as requiring Stage 2 test pit survey.

(ASI, 2021b) Stage 1-2 Archaeological Resource Assessment of Port Credit Memorial Park (West), Front Street North, City of Mississauga, Regional Municipality of Peel, Ontario (P372-0084-2020) – ASI file 19PL-170.

ASI conducted a Stage 1-2 Archaeological Assessment for Port Credit Memorial Park, including lands within 50 metres of the Study Area. While background research suggested the project area to have archaeological site potential, test pit survey at five and judgmental intervals did not identify intact topsoil or archaeological resources. No further work was recommended.

2.0 Field Methods

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 Alexis Dunlop (P1146) of ASI, on November 12, 2021, 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 systematic 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 (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 8.0 (Figure 9) and associated photographic plates are presented in Section 7.1 (Images 1-6).

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:

- Previously identified archaeological sites (See Table 2);
- Water sources: primary, secondary, or past water source (Credit River);
- Early historic transportation routes (Stavebank Road, Front Street, and Hamilton & Toronto Railway/Great Western Railway);
- Proximity to early settlements (Port Credit); and



- Well-drained soils (Fox sand)

According to the S & G, Section 1.4 Standard 1.e, 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 two structures within the Study Area are Listed or Designated under the *Ontario Heritage Act*:

- 40 Stavebank Road, Port Credit Memorial Arena; and
- 35 Front Street North, Port Credit Royal Canadian Legion Branch 82, 1966

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

Part of the Study Area has been previously assessed (ASI, 2006b: P057-166, 2017b: P057-0834-2016, 2021a: P383-0185-2019) and does not require further archaeological assessment (Figure 19; areas highlighted in orange).

The majority of the Study Area has been subjected to deep soil disturbance events due to the construction and widening of the Lakeshore West rail corridor, the construction of the Port Credit Memorial Area, Port Credit Royal Canadian Legion Branch 82 and its associated parking lot, and the construction of 1139 Mississauga Road between 1989 and 1992. Additionally, the Credit River shoreline has been disturbed by the installation of armourstone and retaining wall structures. According to the S & G Section 1.3.2 these areas do not retain archaeological potential (Images 1-5, and 7; Figure 9; areas highlighted in yellow) and do not require further survey.

Given the proximity of the Credit River, significant archaeological sites and the high archaeological potential of the area ASI recommends Stage 2 test pit survey using professional judgement to confirm the extent of disturbance on the east side of the Credit River between Port Credit Memorial Park and the Lakeshore West rail corridor (Images 6 and 8; Figure 9; areas highlighted in green).



The remainder of the Study Area is represented by a portion of the Credit River. While no impacts have been proposed for the Credit River, it's archaeological potential must be evaluated following the M.H.S.T.C.I.'s *Criteria For Evaluating Marine Archaeological Potential* checklist if impacts to the riverbed are proposed (Figure 9; area highlighted in blue).

3.2 Conclusions

The Stage 1 background study determined that while 15 previously registered archaeological sites, including the Fort Toronto village site (AjGv-13) and the Rewa burial site (AjGv-57), are located within one kilometre of the Study Area, none are within 50 metres (see Section 1.3.3). It was also concluded that portions of the Study Area had been previously assessed without further recommendations (ASI, 2006b: P057-166, 2017b: P057-0834-2016, 2021a: P383-0185-2019). A review of past aerial and satellite imagery of the Study Area demonstrated the Study Area had been subject to deep and extensive soil disturbances.

The property inspection confirmed that the majority of the Study Area did not have archaeological potential on account of previous deep soil disturbance events associated with riverbank stabilization, construction of Port Credit Memorial Area, Port Credit Memorial Park, and the Port Credit Royal Canadian Legion Branch 82. Given the proximity to highly significant and sensitive archaeological finds the Study Area required Stage 2 to confirm the extent of existing disturbances.

Due to the Study Area's overlap with the Credit River, it's archaeological potential must be evaluated following the M.H.S.T.C.I.'s *Criteria For Evaluating Marine Archaeological Potential* checklist, if impacts to the riverbed are proposed.

4.0 Recommendations

The following recommendations are made:

1. The Study Area requires Stage 2 test pit survey in order to confirm the extent of existing disturbances;



2. The marine archaeological potential of Credit River is to be evaluated following the M.H.S.T.C.I.'s *Criteria For Evaluating Marine Archaeological Potential* checklist if impacts to the river or creek beds are proposed (Figure 9; area highlighted in blue);
3. The remainder of the Study Area does not require further archaeological assessment; and
4. Should the proposed work extend beyond the current Study Area, or should changes to the project design or temporary workspace requirements result in the inclusion of previously un-surveyed lands, these lands should be subject to a Stage 2 archaeological assessment.

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 Archaeology Programs Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries should be immediately notified.

The above recommendations are subject to Ministry approval, and it is an offence to alter any archaeological site without Ministry of Heritage, Sport, Tourism and Culture Industries concurrence. No grading or other activities that may result in the destruction or disturbance of any archaeological sites are permitted until notice of M.H.S.T.C.I. approval has been received.



5.0 Legislation Compliance Advice

ASI 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 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 regards 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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7.0 Images

7.1 Field Photography



Image 1: Previously disturbed Front Street north right-of-way; no potential.



Image 2: Previously disturbed Front Street north right of way and Lakeshore West rail corridor embankment in background; no potential.



Image 3: Previously graded lands for the Port Credit Royal Canadian Legion Branch 82 and parking lot; no potential.



Image 4: Previously graded lands for the Port Credit Royal Canadian Legion Branch 82 and parking lot; no potential.



Image 5: Previously disturbed shoreline on west side of Credit River.



Image 6: View of treed area between Credit River Memorial Park and Lakeshore West rail embankment. test pit survey required to confirm extend of disturbance.



Image 7: Previously disturbed shoreline within Port Credit Memorial Park; no potential. The Credit River requires marine archaeological potential evaluation.



Image 8: View of north end of Credit River Memorial Park. T

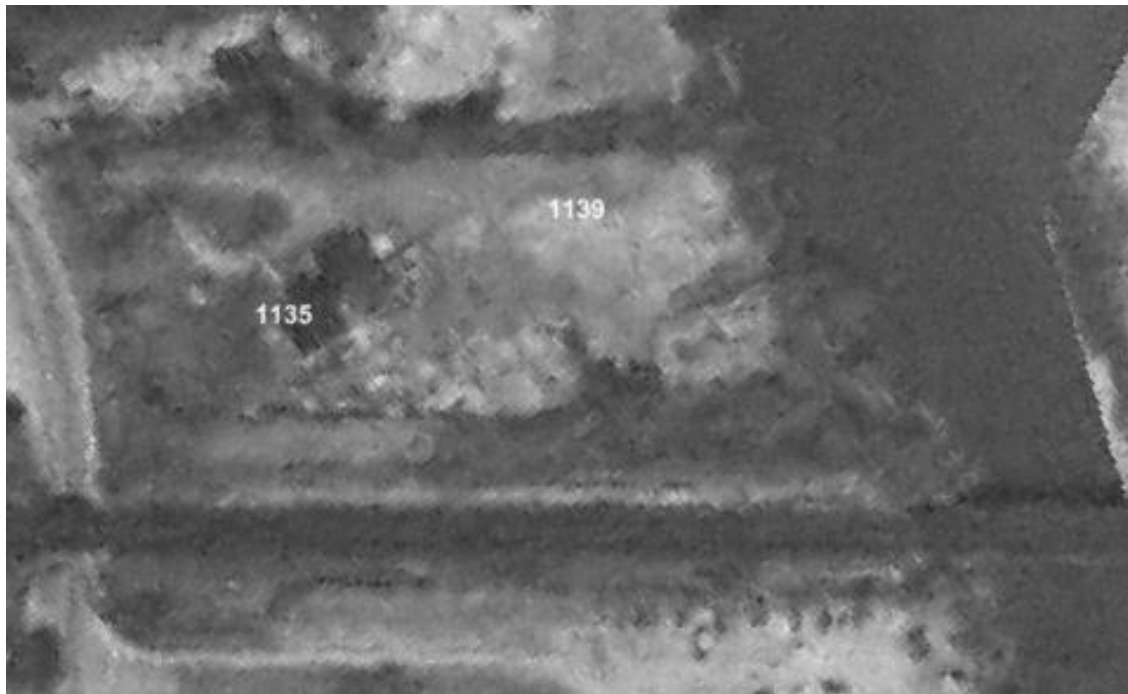


est pit survey required to confirm extend of disturbance.

7.2 Historical Imagery



Photograph 1: Aerial photography of Port Credit *circa* 1966 (City of Mississauga, 2021)



Photograph 2: Aerial photography *circa* 1989 of earthmoving activities relating to the construction of the house at 1139 Mississauga Road (City of Mississauga, 2021)



Photograph 3: Aerial photograph *circa* 1992 of the newly constructed house at 1139 Mississauga Road (City of Mississauga, 2021)



Photograph 4: Aerial photograph of Port Credit *circa* 2006 (City of Mississauga, 2021)



Photograph 5: Aerial photograph west of the Credit River *circa* 2008 showing the widening of the Lakeshore West rail corridor (City of Mississauga, 2021)



Photograph 6: Aerial photography west of the Credit River *circa* 2008 showing the widening of the Lakeshore West rail corridor (City of Mississauga, 2021)



Photograph 7: Aerial photography of Port Credit *circa* 2009 showing the widening of the Lakeshore West rail corridor (City of Mississauga, 2021)

8.0 Maps



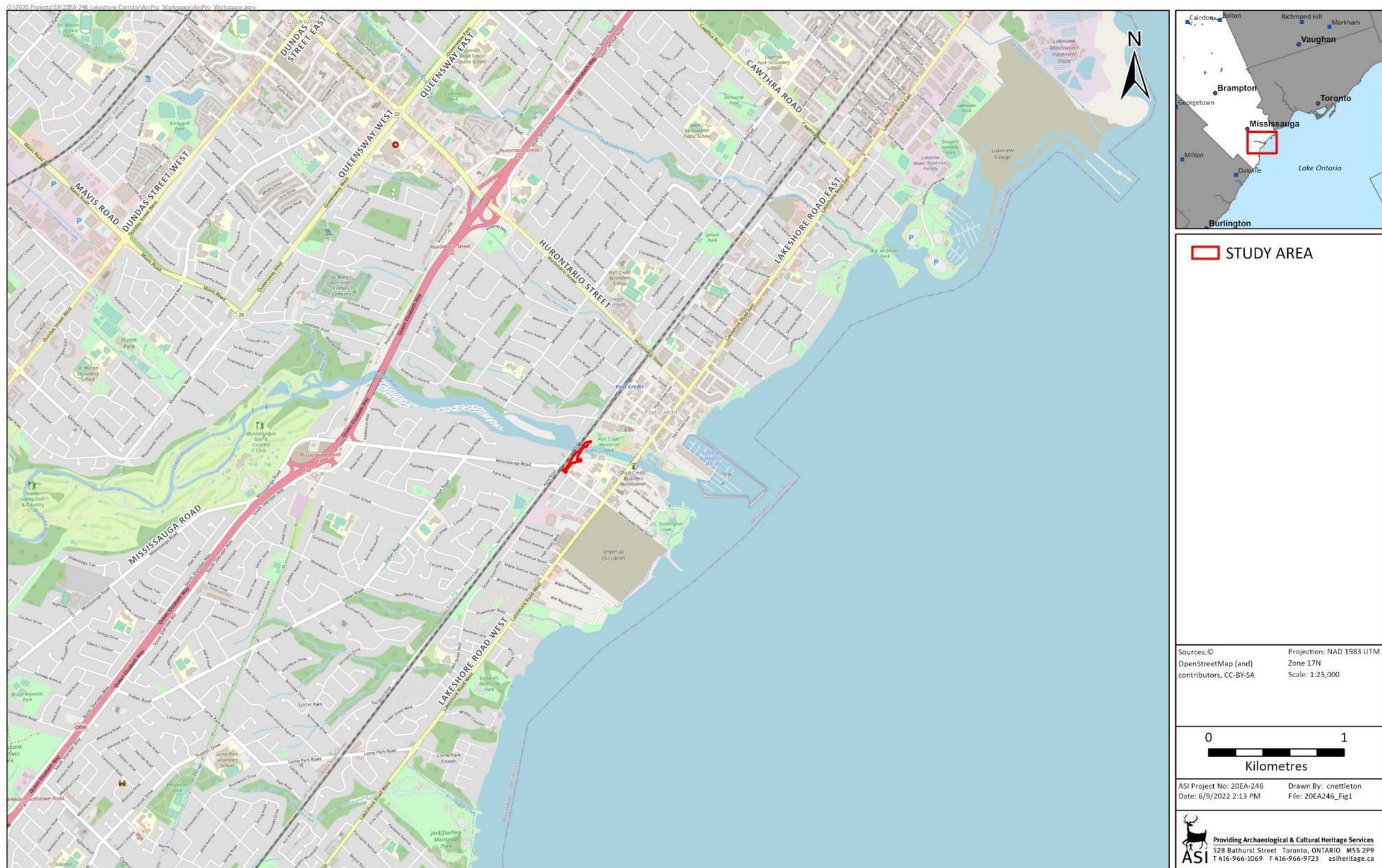


Figure 1: Lakeshore Corridor Part C Study Area





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





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



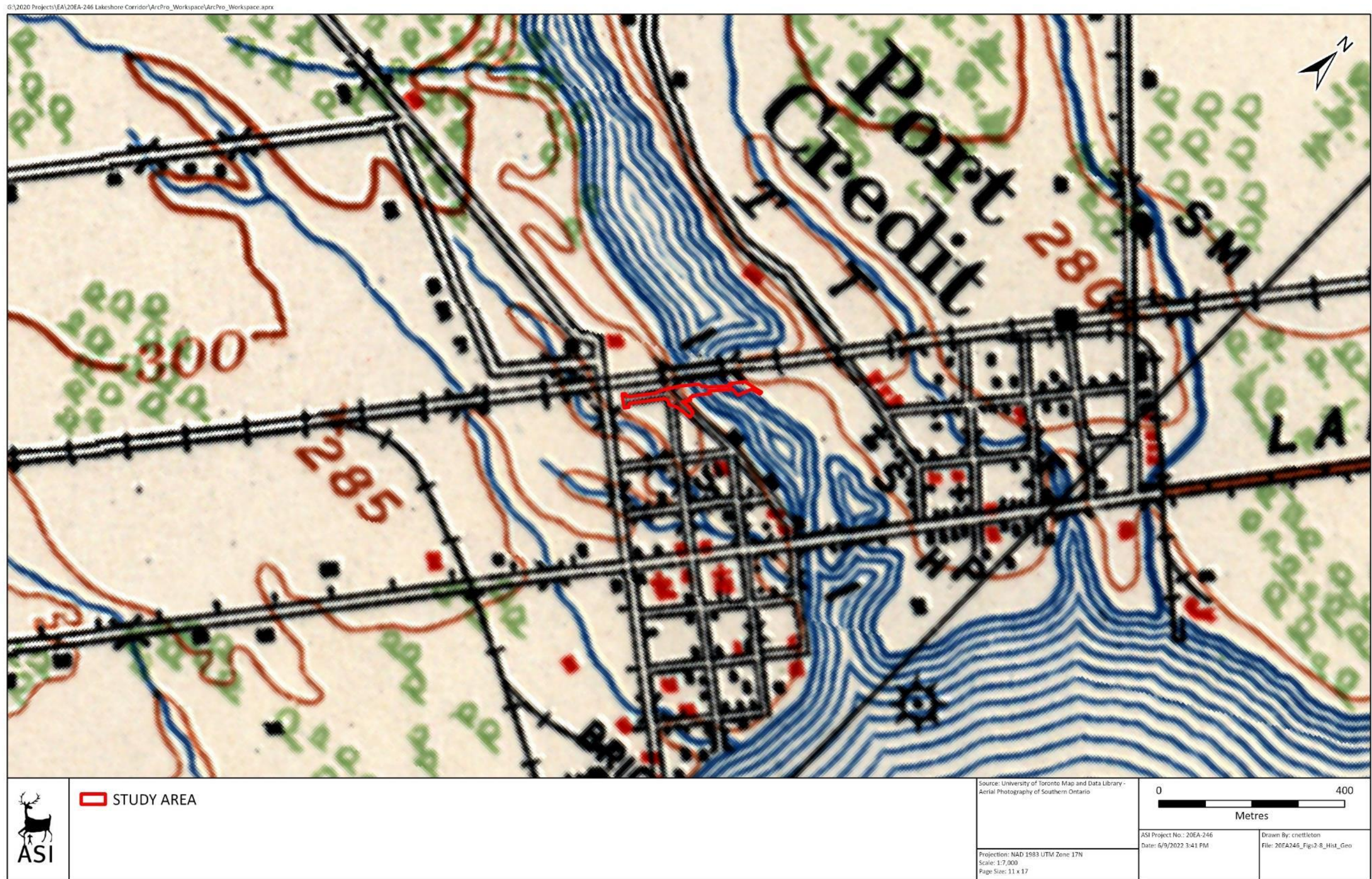


Figure 4: Study Area (Approximate Location) Overlaid on the 1909 Topographic Map Brampton Sheet



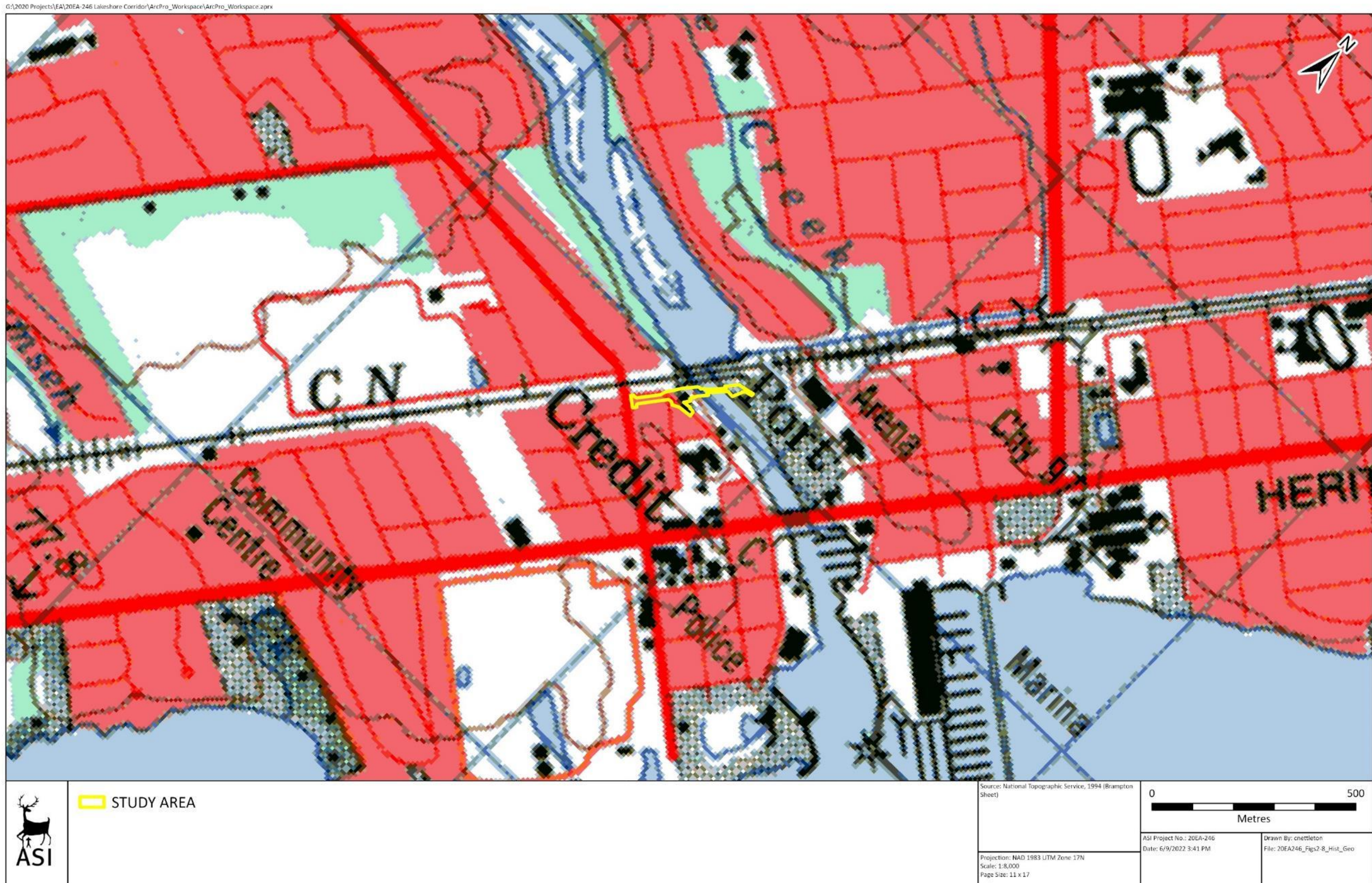


Figure 5: Study Area (Approximate Location) Overlaid on the 1994 Topographic Map Brampton Sheet





Figure 6: Study Area (Approximate Location) Overlaid on the 1954 Aerial Photography



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Figure 7: Study Area - Surficial Geology



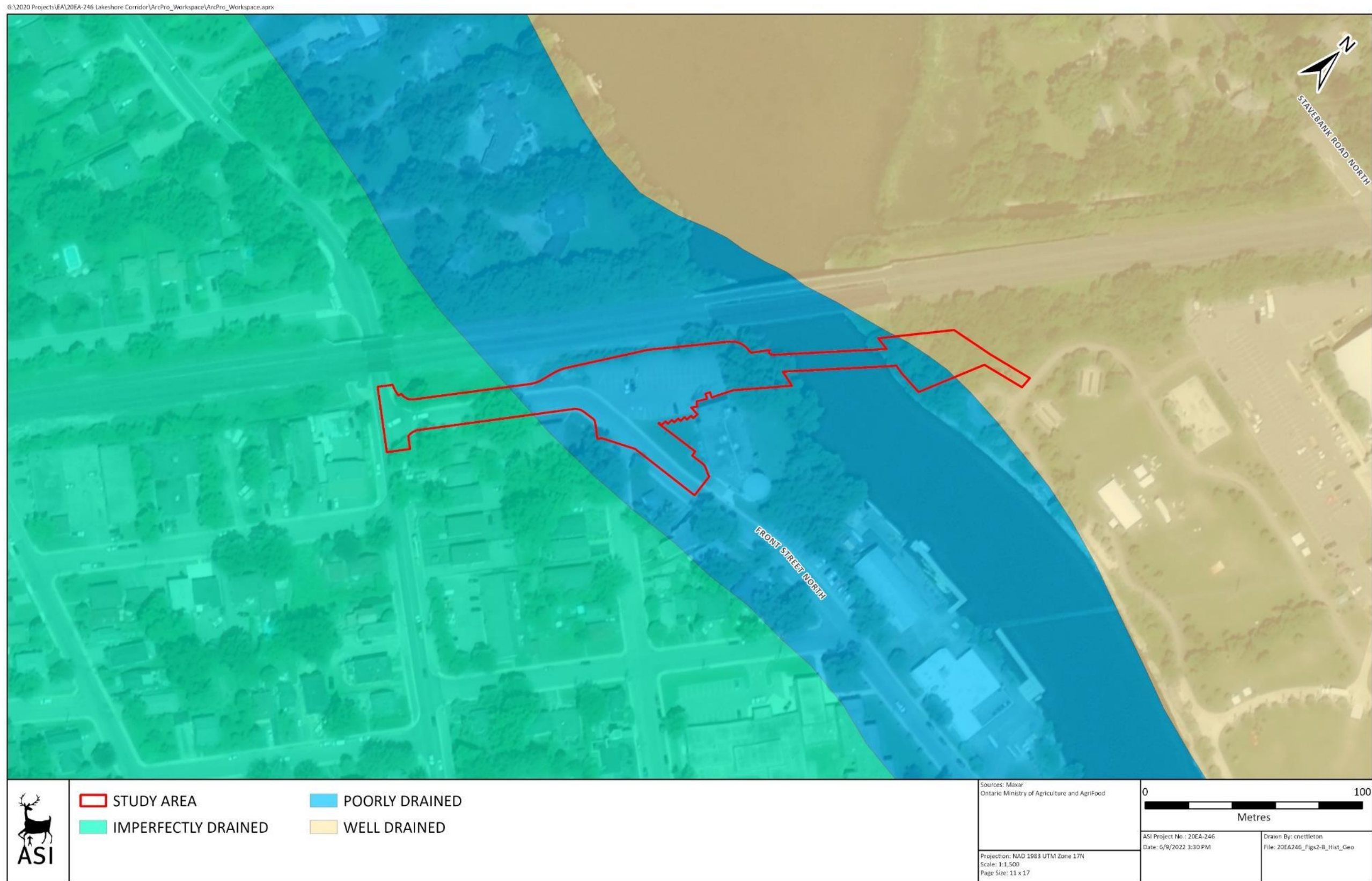


Figure 8: Study Area - Soil Drainage



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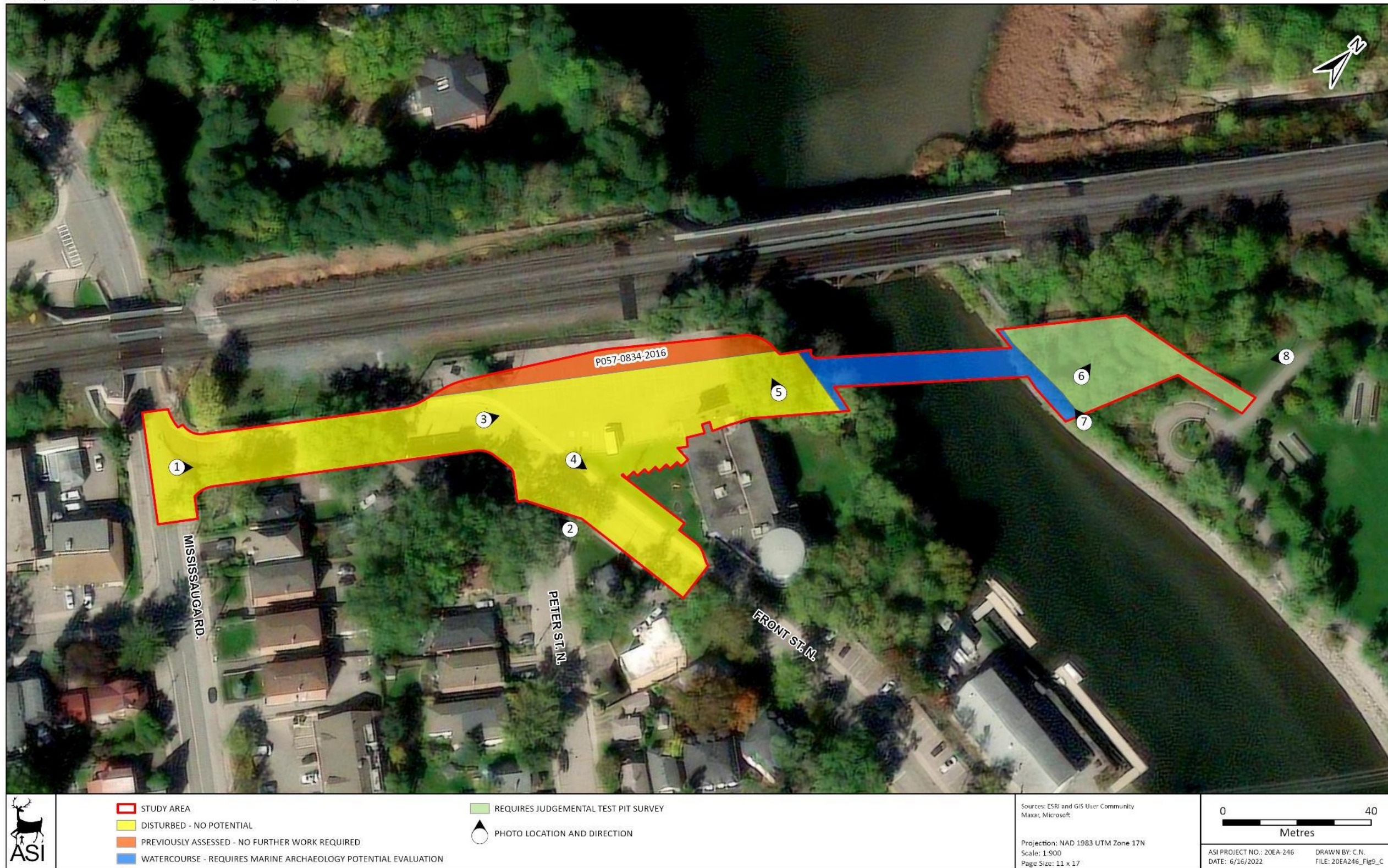


Figure 9: Lakeshore Corridor Part C - Results of Stage 1 Assessment

