

Stage 1 Archaeological Assessment of 69 and 117 John Street, Part of Lot 15, Concession 1 North of Dundas Street, Geographic Township of Toronto, County of Peel, now in the City of Mississauga, Regional Municipality of Peel

Original Report

Prepared for:

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Archaeological Licence: P449 (Bhardwaj)

Project Information Form: P449-0685-2022

Archaeological Services Inc. File: 22PL-335

25 January 2023



Executive Summary

Archaeological Services Inc. was contracted by 13545130 Canada Inc. to undertake a Stage 1 Archaeological Assessment of 69 and 117 John Street, Part of Lot 15, Concession 1 North of Dundas Street, Geographic Township of Toronto, County of Peel, now in the City of Mississauga, Regional Municipality of Peel. The subject property is approximately 1.9 hectares.

The Stage 1 background research 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. This research indicated that typically there would be potential for the presence of Euro-Canadian and Indigenous archaeological resources on the subject property, given the proximity to water sources and historical features.

However, despite possessing certain criteria indicative of Indigenous and historical Euro-Canadian archaeological potential, a review of aerial photography and satellite imagery from the twentieth- and twenty-first centuries, in conjunction with the field review conducted on December 8, 2022, has determined that the subject property has undergone significant and widespread ground disturbance through much of the twentieth century and that there is no potential for the survival of any archaeological resources.

In light of these results, it is recommended that no further archaeological assessment of this subject property be required.



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1.0 Project Context

Archaeological Services Inc. was contracted by 13545130 Canada Inc. to undertake a Stage 1 Archaeological Assessment of 69 and 117 John Street, Part of Lot 15, Concession 1 North, of Dundas Street, Geographic Township of Toronto, County of Peel, now in the City of Mississauga, Regional Municipality of Peel (Figure 1). The subject property is approximately 1.9 hectares.

1.1 Development Context

This assessment was conducted under the senior project management of Jennifer Ley (R376), the project management of Christopher Brown (P361) and the project direction of Robb Bhardwaj (P449) under Ministry of Citizenship and Multiculturalism (hereafter “the Ministry”) Project Information Form P449-0685-2022. All activities carried out during this assessment were completed as part of an Official Plan Amendment and Zoning By-law Amendment, 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; now the Ministry) and the *Standards and Guidelines for Consultant Archaeologists* (hereafter referred to as the Standards) (Ministry of Tourism and Culture, 2011; now the Ministry).

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 September 16, 2022.

1.2 Historical Context

The purpose of this section is to describe the past and present land use and 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 subject property. This is followed by a review of historical Euro-Canadian settlement trends.



1.2.1 Pre-Contact Settlement

Southern Ontario has a cultural history that began approximately 13,000 years ago and continues to the present. Table 1 provides a general summary of the pre-contact Indigenous settlement of the subject property and surrounding area.

Table 1: Pre-contact Indigenous Temporal Culture Periods in Southern Ontario

Period	Description
Paleo 13,000 Before Present – 9,000 Before Present	<ul style="list-style-type: none"> • First human occupation of Ontario • Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • Language Unknown • Small occupations • Non-stratified populations
Archaic 9,000 Before Present – 3,000 Before Present	<ul style="list-style-type: none"> • Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • Small occupations • Non-stratified populations • Mortuary ceremonialism • Extensive trade networks for raw materials and finished objects
Early Woodland 3,000 Before Present – 2,400 Before Present	<ul style="list-style-type: none"> • Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • General trend in spring/summer congregation and fall/winter dispersal • Small and large occupations • First evidence of community identity • Mortuary ceremonialism • Extensive trade networks for raw materials and finished objects



Period	Description
Middle Woodland 2,400 Before Present – 1,300 Before Present	<ul style="list-style-type: none"> • Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • A general trend in spring/summer congregation and fall/winter dispersal into large and small settlements
Transitional Woodland 1,300 Before Present – 1,000 Before Present	<ul style="list-style-type: none"> • Kin-based political system • Increasingly elaborate mortuary ceremonialism • Incipient agriculture in some regions • Longer term settlement occupation and reuse
Late Woodland (Early) <i>Anno Domini</i> 900 – <i>Anno Domini</i> 1300	<ul style="list-style-type: none"> • Foraging with locally defined dependence on agriculture • Villages, specific and special purpose sites • Socio-political system strongly kinship based
Late Woodland (Middle) <i>Anno Domini</i> 1300 – <i>Anno Domini</i> 1400	<ul style="list-style-type: none"> • Major shift to agricultural dependency • Villages, specific and special purpose sites • Development of socio-political complexity
Late Woodland (Late) <i>Anno Domini</i> 1400 – <i>Anno Domini</i> 1650	<ul style="list-style-type: none"> • Complex agricultural society • Villages, specific and special purpose sites • Politically allied regional populations

1.2.2 Post-Contact Settlement

Head of the Lake Purchase – Treaty 13a

The subject property 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).

County of Peel

In 1788, the County of Peel was part of the extensive district known as the 'Nassau District'. Later called the 'Home District', its administrative centre was located in Newark, now Niagara-on-the-Lake. After the province of Quebec was divided into Upper and Lower Canada in 1792, the province was separated into nineteen counties, and by 1852, the entire institution of districts was abolished, and the late Home Districts were represented by the Counties of York, Ontario and Peel. Shortly 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 (Armstrong, 1985).

Township of Toronto

The Township of Toronto was originally surveyed in 1806 by Samuel Wilmot, Deputy Surveyor, and the first settler in this Township, indeed the first settler of Peel County itself, was Colonel Thomas Ingersoll. The population of the Township in 1808 consisted of just seven families scattered along Dundas Street. Although the number of inhabitants increased gradually over the next few years, the rate of settlement was checked considerably by the outbreak of war in 1812. When the war was over, however, growth of the Township revived, and the "New Survey" was conducted on the lands in the rear part of the Township. The greater part of the New Survey lands was granted to a colony of Irish settlers from New York City who had suffered persecution during the war.

The Credit River, which runs through the western portion of the Township, proved to be a great source of wealth to its inhabitants. Not only was it a good watering stream, but there were also endless mill privileges along the entire length of the river.



Historic Community of Cooksville

The historical settlement of Cooksville, now in the City of Mississauga, was located at the intersection of Hurontario Street and Dundas Street East approximately 600 metres to the south of the subject property.

The first settler of Cooksville was Daniel Harris, who arrived from the United States of America in 1808 and the settlement was originally named Harrisville (Heritage Mississauga, 2009). The name was changed in 1836 to Cooksville after local entrepreneur Jacob Cook purchased the land upon which the village was located in 1814. Cooksville was a mail hub in the region and an important waypoint on the journey between York and Niagara. Early on, the village of Cooksville was thriving and known as one of the liveliest villages west of Toronto. By the mid 1800s, the village had a number of businesses, and continued to prosper until 1852, when a fire destroyed much of it, leaving only a few of the homes standing (Heritage Mississauga, 2009; Mika and Mika, 1977: 479). The community soon recovered, and by the 1870s, was once again thriving, including the expansion of winemaking, oil refining, and brick-making industries. The winery is believed to be one of the first in Ontario, established by J.M DeCourtnay in 1866. Some 30 acres of grapes were grown which produced yearly 50,000 gallons of wine (Mika and Mika, 1977:479). The oil refinery was located on the outskirts of the village, and operated by Melville Parker and Andrew Robertson Gordon in the 1870s. At this time the village also had a sawmill, a carriage works, a bakery, a blacksmith, two hotels and a rail station. The rail station was located on the Credit Valley Railway Line, opened in 1871, which ran from Port Credit to Orangeville. In 1873, Cooksville was chosen as the seat for Toronto Township (Heritage Mississauga, 2009).

By 1950, the original historic character of Cooksville began changing, due in part to the community's status as a suburban satellite to the City of Toronto. By 1968, Cooksville had amalgamated with other villages in the Township of Toronto and formed the Town of Mississauga, and in 1974 municipal restructuring of the former Counties of Halton and Peel resulted in the formation of the City of Mississauga (Marshall, 2011).



Credit Valley Railway

The Credit Valley Railway was incorporated in 1871 to build a railway line between Toronto and Orangeville via Streetsville and the Credit River Valley. The project was backed by George Laidlaw, a Scot who immigrated to Canada in 1855. Laidlaw was known as the 'Prince of the Bonus Hunters' based on his ability to successfully find government agencies and municipalities willing to subsidize the construction of new railway lines. The railway was opened in the 1870s, after several years of construction, and over subsequent years, several branches were added. In 1883 the line was taken over by the Canadian Pacific Railway (Boles, 2019).

1.2.3 Review of Map Sources

A review of nineteenth- and early twentieth-century mapping was completed to determine if these sources depict any nineteenth-century Euro-Canadian settlement features that may represent potential historical archaeological sites within or adjacent to the subject property. Historical map sources are used to reconstruct/predict the location of former features within the modern landscape by cross-referencing points between the various sources and then georeferencing them in order to provide the most accurate determination of the location of any property from historical mapping sources. The results can be imprecise (or even contradictory) because sources of error, such as the vagaries of map production, differences in scale or resolution, and distortions caused by the reproduction of the sources, introduce error into the process. The impacts of this error are dependent on the size of the feature in question, the constancy of reference points on mapping, the distances between them, and the consistency with which both are depicted on historical mapping.

In addition, not all settlement features were depicted systematically in the compilation of these historical map sources, given that they were financed by subscription, and subscribers were given preference with regards to the level of detail provided. Thus, not every feature of interest from the perspective of archaeological resource management would have been within the scope of these sources.



On both the 1859 *Tremaine Map of the County of Peel* (Figure 2) and the 1877 *Illustrated Historical Atlas of the County of Peel* (Figure 3), the subject property overlays part of the central portion of Lot 15, Concession 1 North of Dundas Street, under the ownership of John. C Price (Pope, 1877; Tremaine, 1859). No structures or settlement features are depicted within the subject property on either map. By 1877, the Credit Valley Railway (Orangeville-Brampton Railway branch line) is depicted bordering the subject property along its entire northwest side. The course of Hurontario Street is illustrated on both maps approximately 200 metres to the southwest, while the expanding historic village of Cooksville is depicted within the southeast extent of Lot 15, Concession 1 North of Dundas Street, approximately 350-400 metres from the subject property limits. Both maps also depict the location of Cooksville Creek as between approximately 175-200 metres to the northeast of the subject property.

Early topographic mapping was also reviewed for the presence of potential historical features. Land features such as waterways, wetlands, woodlots, and elevation are clearly illustrated on this series of mapping, along with roads and structure locations. The 1909 *Brampton Topographic Map* depicts the subject property within an agricultural landscape on the perimeter of Cooksville and adjacent to the former Credit Valley Railway line, now Canadian Pacific Railway (Department of Militia and Defence, 1909) (Figure 4). Part of the extensive wooded lands bordering Cooksville Creek is depicted within the northeast portion of the property. As previously, no structures are depicted within the subject property limits, with the closest fronting Hurontario Street, approximately 200 metres to the southwest. An iron bridge is illustrated spanning Cooksville Creek, approximately 150 metres to the northeast. Areas to the immediate south of the subject property (and possibly within it) are shown to have been in use as a gravel pit. The 1942 *Brampton Topographic Map* depicts the subject property as within a mixed agricultural and residential area (Department of National Defence, 1942) (Figure 5). The subject property remains bordered by the Canadian Pacific Railway line to the northwest with the as additional detail that the line passed through Cooksville on a raised, embankment. As previously, no structures or settlement features are depicted within the subject property. A building located at the end of a side road



(approximately aligned with the course of present Kirwin Avenue) is depicted approximately 60 metres to the east. Both maps depict Cooksville Creek as between approximately 120 and 160 metres to the northeast. Contour lines within the property on both maps indicate an elevation of 400 feet (122 metres) above sea level.

1.2.4 Review of Aerial Imagery

In order to further understand the previous land use on the subject property, twentieth century aerial imagery (City of Mississauga, 2022) and twenty-first-century satellite imagery (Google Earth Pro, 2022) was reviewed (Figures 6-8).

In 1954 aerial imagery, the subject property is situated within a mixed agricultural, commercial and residential landscape. The lot immediately adjacent to the southwest has been developed as a commercial property, served by John Street, which here is shown in the early phases of its development (Figure 6). As depicted in earlier mapping, the subject property remains bordered to the northwest by a Canadian Pacific Railway line. A woodlot borders the subject property to the south. At this time the subject property is entirely disturbed and in use as a gravel quarry, with a large pit shown in the southeast-central area.

By 1966, the subject property is within a similar landscape, with further residential development to the south. The course of John Street has been paved to the southwest of the subject property, however it exists as a gravel lane or dirt track along the southeast property limits, where it has been extended to the northeast (Figure 6). By this time, the subject property appears to no longer be in use as a quarry, with the earlier central pit now infilled. The property contains two buildings in the southwest portion, both surrounded by cleared parking areas and fronting onto the laneway in the location of present John Street. The northeast portion of the subject property has clearly visible ground disturbance and features partially overgrown mounded earth areas created as a result of the previous quarrying activities.

By 1989 the landscape surrounding the subject property has much changed, with the expansion of the suburban areas of the City of Mississauga, indicated by the presence of dense residential streets and commercial lots (Figure 7). The



course of John Street has been extended further to the northeast and has been paved and formalized, with a landscaped boulevard and sidewalks, ending in a cul-de-sac adjacent to the eastern corner of the property. Residences are now shown bordering the northeast side of the subject property. The commercial lot immediately adjacent to the southwest now consists of a self-storage facility with paved parking. The woodlot previously adjacent to the southeast has been removed and has been developed for residential use. The two buildings shown previously within the southwest portion of the subject property remain, surrounded by parking areas, while the railway embankment is visible along the northwest property limits. The northeast portion of the property, which is separated from the balance of the property by a row of scrub growth, has been leveled and is in use for parking and storage.

In 1997, the subject property remains much the same, however the former parking areas in the southwestern portion have become overgrown and the adjacent structures appear to not be in use at the time. (Figure 7).

By 2004, the two southwest buildings have been demolished, and their visible footprints are surrounded by overgrown, former parking areas (Figure 8). The northwest portion of the property remains in use as a commercial truck parking lot and storage yard.

By 2015, the central property division has been removed and the southwest portion of the property has been cleared. The bulk of the subject property comprises a commercial truck parking lot and storage yard, with a visitor site entrance and portacabin in the south corner, fronting John Street (Figure 8).

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, amongst others), 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 Ministry, published and unpublished documentary sources, and the files of Archaeological Services Inc.

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

According to the Archaeological Sites Database, two archaeological sites have been registered within a one-kilometre radius of the subject property (the Ministry, 2022; accessed from PastPortal on October 27, 2022). The closest of which is the Cooksville Site (AjGv-92), an Indigenous lithic findspot and Euro-Canadian homestead (the latter related to the historic settlement of Cooksville), located approximately 725 metres to the south of the subject property. A detailed summary of nearby sites is available in Table 2.

Table 2: Registered Sites within a one-kilometre radius of the Subject Property

Borden Number	Site Name	Temporal/ Cultural Affiliation	Site Type	Researcher
AjGv-18	Cherry Hill	Mississauga; Euro-Canadian	Village; Homestead	Peel County Historical Society; Ontario Archaeological Society (Savage), 1972



Borden Number	Site Name	Temporal/ Cultural Affiliation	Site Type	Researcher
AjGv-92	Cooksville	Indigenous; Euro-Canadian	Findspot; Homestead	Amick Consultants Limited, 2019; Archaeological Services Inc., 2020

1.3.2 Previous Assessments

During the course of the background research, no archaeological assessments were identified within 50 metres of the subject property.

1.3.3 Physiography

The subject property is located in the drumlinized till plains of the South Slope physiographic region. The South Slope physiographic region in Southern Ontario is the southern slope of the Oak Ridges Moraine, oriented roughly east to west. It extends from the Trent River in the east to the Niagara Escarpment in the west, covering an area of approximately 240,000 hectares. The South Slope meets the Moraine at heights of approximately 300 metres above sea level, and descends southward toward Lake Ontario, ending, in some areas, at elevations below 150 metres above sea level. Numerous streams descend the South Slope, having cut deep valleys in the moderately rolling till plains (Chapman and Putnam, 1984:172-174).

Soil deposits within the subject property are coarse-textured glaciolacustrine deposits, including sand, gravel, minor silt and clay. A gravel pit is recorded within the subject property limits, also evidenced on 1954 aerial imagery (see 1.2.3; Figure 6) (Ontario Geological Survey, 2018).

The subject property is within the Lake Ontario Watershed, and the Cooksville Creek subwatershed. The Cooksville Creek watershed drains an area of approximately 33.9 square kilometres. Cooksville Creek originates in the City of Mississauga near Hurontario Street and Britannia Road and flows south to its



confluence with Lake Ontario west of Cawthra Road (Aquafor Beech Limited, 2012). Cooksville Creek is located approximately 180 metres to the east of the subject property.

1.3.4 Existing Conditions

The subject property is approximately 1.9 hectares and is located within a mixed residential and commercial area within the City of Mississauga (Figure 9). It is bounded by a Canadian Pacific Railway line embankment to the northwest, residences to the northeast, John Street to the southeast, and a self-storage commercial premises to the southwest. The subject property comprises a vacant commercial lot, consisting mainly of an overgrown compact gravel parking area.

1.3.5 Review of Archaeological Potential

The Standards, Section 1.3.1 stipulates that primary water sources (lakes, rivers, streams, creeks), secondary water sources (intermittent streams and creeks, springs, marshes, swamps), as well as 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.) are characteristics that indicate archaeological potential. Geographic characteristics also indicate archaeological potential and include distinct topographic features and soils.

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modelling of site location.

Other geographic characteristics that can indicate pre-contact 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, and distinctive land formations that might have been special or spiritual places for indigenous populations, such as waterfalls, rock outcrops, caverns,



mounds, and promontories and their bases. There may be physical indicators of their use by indigenous peoples, 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 pre-contact archaeological potential.

For the post-contact period, Section 1.3.1 of the Standards stipulates those areas of early Euro-Canadian settlement, including places of early military or pioneer 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 historical 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 (that is, 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 historical transportation route are considered to have potential for the presence of Euro-Canadian archaeological sites.

Based upon its proximity to Cooksville Creek and the historical route of the Credit Valley Railway, the subject property would typically be considered to fall within an area of potential for the presence of both Indigenous and Euro-



Canadian archaeological resources. Nevertheless, the extensive ground disturbance associated with quarrying activities in the early- to mid-twentieth century, as well as the property's subsequent restoration for commercial use, has altered the original topography to such an extent that any remains of earlier occupations that may have been present would have been removed.

2.0 Field Methods

A Stage 1 field review was completed on December 8, 2022, in order to assess the geography, topography, and current conditions of the subject property, as well as to evaluate and map archaeological potential of the subject property prior to development. The field review was conducted by Christopher Brown (P361). The weather conditions and lighting were appropriate for the completion of the fieldwork and permitted good visibility of the land features.

Representative photos documenting the field conditions during the Stage 1 fieldwork are presented in Section 7.0 of this report and select photo locations and field observations have been compiled on project mapping (Images 1-11; Figure 10).

2.1 Findings

In accordance with the Standards, the Stage 1 field review was conducted by means of visual inspection across all accessible portions of the subject property. During this review, the entire subject property was confirmed to have no potential for the presence of archaeological resources due to extensive and deep alterations resulting from its use as a gravel quarry in the early- to mid-twentieth century, and its later use for commercial truck parking and storage. The subject property now consists of the remains of an enclosed and demolished former storage yard, with paved asphalt driveways (Images 1-2), and a compact gravel parking lot covering approximately 86% of the property area (Images 3-7, 9). Exposed building foundations were encountered in the southwest of the property, associated with structures present in aerial imagery from the second half of the twentieth century (Image 4). The northwest limits consist of a steeply sloping, railway embankment supporting the adjacent Canadian Pacific Railway lines (Images 6-8). The southeastern limits are



composed of a narrow (2-3 metre) strip of landscaped lawn and trees, created following the use of this area as a quarry and the construction of John Street in the second half of the twentieth century. This strip, adjacent to the John Street right of way, includes buried utilities (Images 10-11). In accordance with the Standards, Section 1.3.2, this degree of extensive and deep land alteration has removed all potential for the survival of archaeological resources within the subject property.

3.0 Analysis and Conclusions

Archaeological Services Inc. was contracted by 13545130 Canada Inc. to undertake a Stage 1 Archaeological Assessment of 69 and 117 John Street, Part of Lot 15, Concession 1 North, of Dundas Street, PIN 13156-0004 (LT) and PIN 13156-0005 (LT), Geographic Township of Toronto, County of Peel, now in the City of Mississauga, Regional Municipality of Peel. The subject property is approximately 1.9 hectares.

The Stage 1 background research 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.

This research indicated there would typically be potential for the presence of both Indigenous and Euro-Canadian archaeological resources on the subject property, given the proximity to water sources and historical features. However, given the extensive development of the property in the early- to mid-twentieth century for use as a quarry or pit and its subsequent use as a commercial property, there is no potential for the presence of any archaeological resources.

The property inspection undertaken on December 8, 2022, confirmed that the entire subject property was disturbed due to extensive and deep land alteration.

4.0 Recommendations

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

1. No further archaeological assessment of the subject property be required.



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

The above recommendations are subject to Ministry approval, and it is an offence to alter any archaeological site without Ministry of Citizenship and Multiculturalism concurrence. No grading or other activities that may result in the destruction or disturbance of any archaeological sites are permitted until notice of Ministry of Citizenship and Multiculturalism approval has been received.

5.0 Advice on Compliance with Legislation

Archaeological Services Inc. advises compliance with the following legislation:

- This report is submitted to the Ministry of Citizenship and Multiculturalism 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 Citizenship and Multiculturalism, 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 Section 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



Image 1: View of the chain link fence and gate enclosing the subject property, at the northeast paved driveway from John Street.



Image 2: View of the chain link gate and partial concrete block fence enclosing the subject property, at the southwest paved driveway from John Street.



Image 3: View of the central portion of the subject property, with an overgrown compact gravel surface and railway line embankment to the right.



Image 4: View of former building footprints in the southwest portion of the subject property, with an overgrown compact gravel surface and the retaining wall of the railway embankment to the right.



Image 5: View of the compact gravel surface in the northeast section of the subject property.



Image 6: View of the northeast portion of the subject property, with compact gravel surface, and railway embankment along the northwest property limits.



Image 7: View of the northeast portion of the subject property, with compact gravel surface, and railway embankment along the northwest property limits.



Image 8: Retaining wall and railway embankment, with an overgrown compact gravel surface in the southwest corner of the subject property.



Image 9: View of the compact gravel surface in the central portion of the subject property.



Image 10: View of the narrow, landscaped lawn fronting John Street with trees and a fire hydrant.

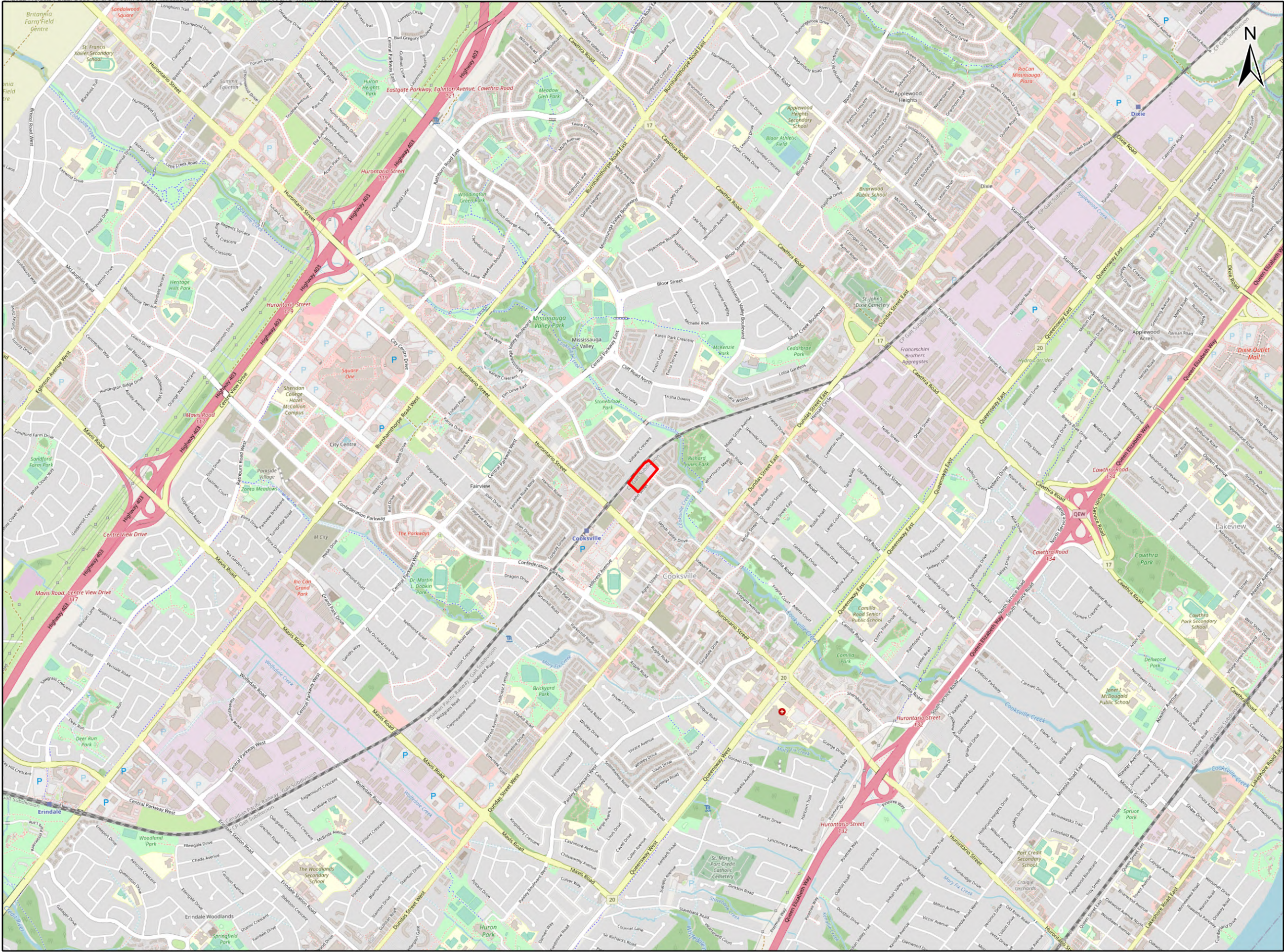


Image 11: View of the narrow, landscaped lawn fronting John Street with trees and overhead electrical poles.

8.0 Maps

See following pages for detailed assessment mapping and figures





SUBJECT PROPERTY

Sources: © OpenStreetMap (and) contributors, CC-BY-SA
Projection: NAD 1983 UTM Zone 17N
Scale: 1:25,000



ASI Project No: 22PL-335
Date: 10/26/2022 2:39 PM
Drawn By: cnettleton
File: 22PL335_Fig1



Figure 1: Location of Subject Property

This is a historical map of a city block. A red rectangle highlights a specific lot. The map shows property owners' names, streets, and a church. A red rectangle is drawn on a lot owned by John K. R. Harris.

	<div style="border: 2px solid red; width: 30px; height: 20px; display: inline-block; margin-right: 5px;"></div> SUBJECT PROPERTY	Sources:	<div style="text-align: center;"> <div style="display: flex; justify-content: space-between; width: 100%;"> 0 500 </div>  <p>Metres</p> </div>	
		Projection: NAD 1983 UTM Zone 17N Scale: 1:20,000 Page Size: 8.5 x 11	ASI Project No.: 22PL-335 Date: 11/1/2022	Drawn By: rlatour File: Fig2-3

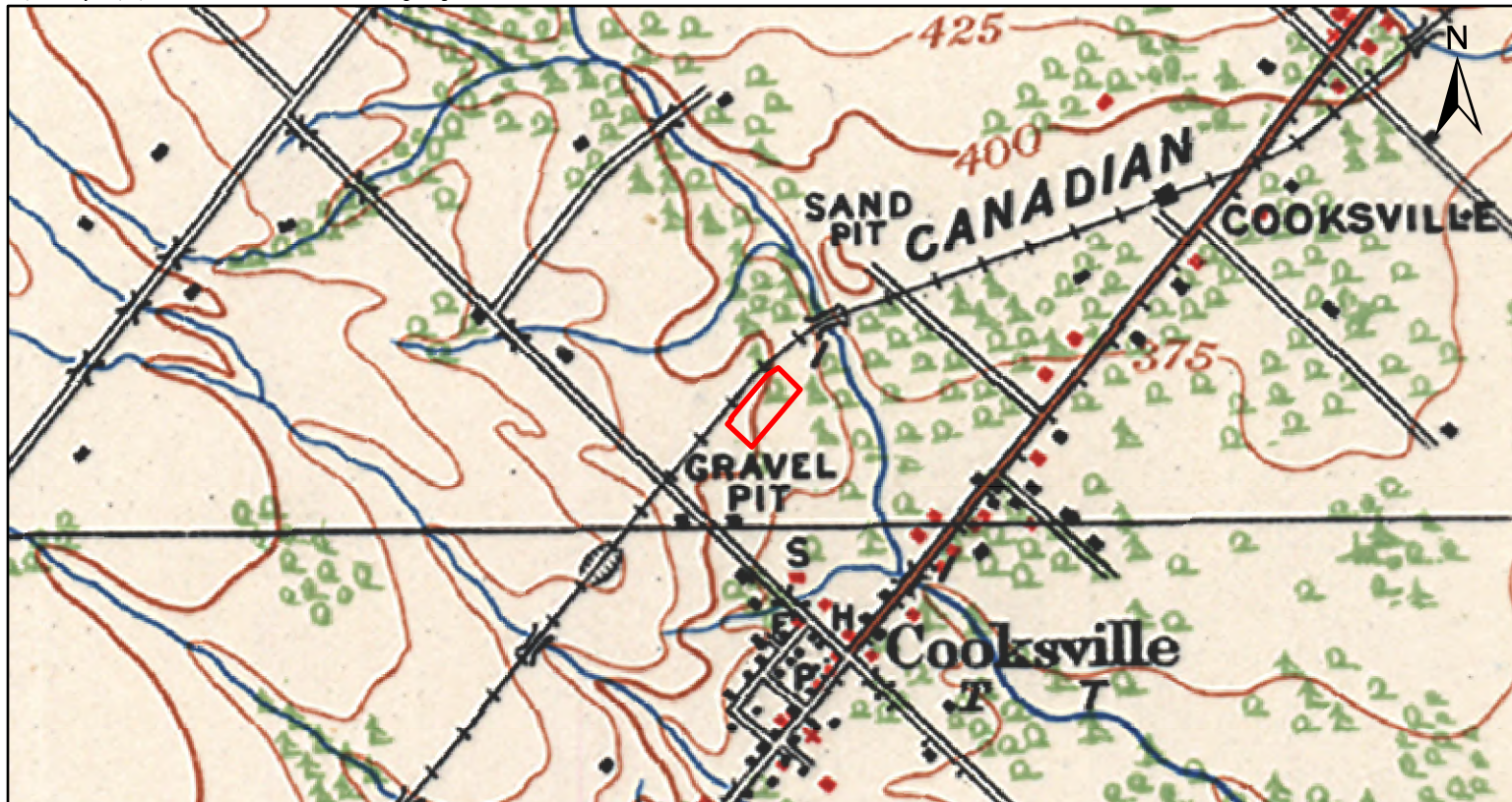


Figure 4: Subject Property Located on the 1909 Brampton Topographic Map

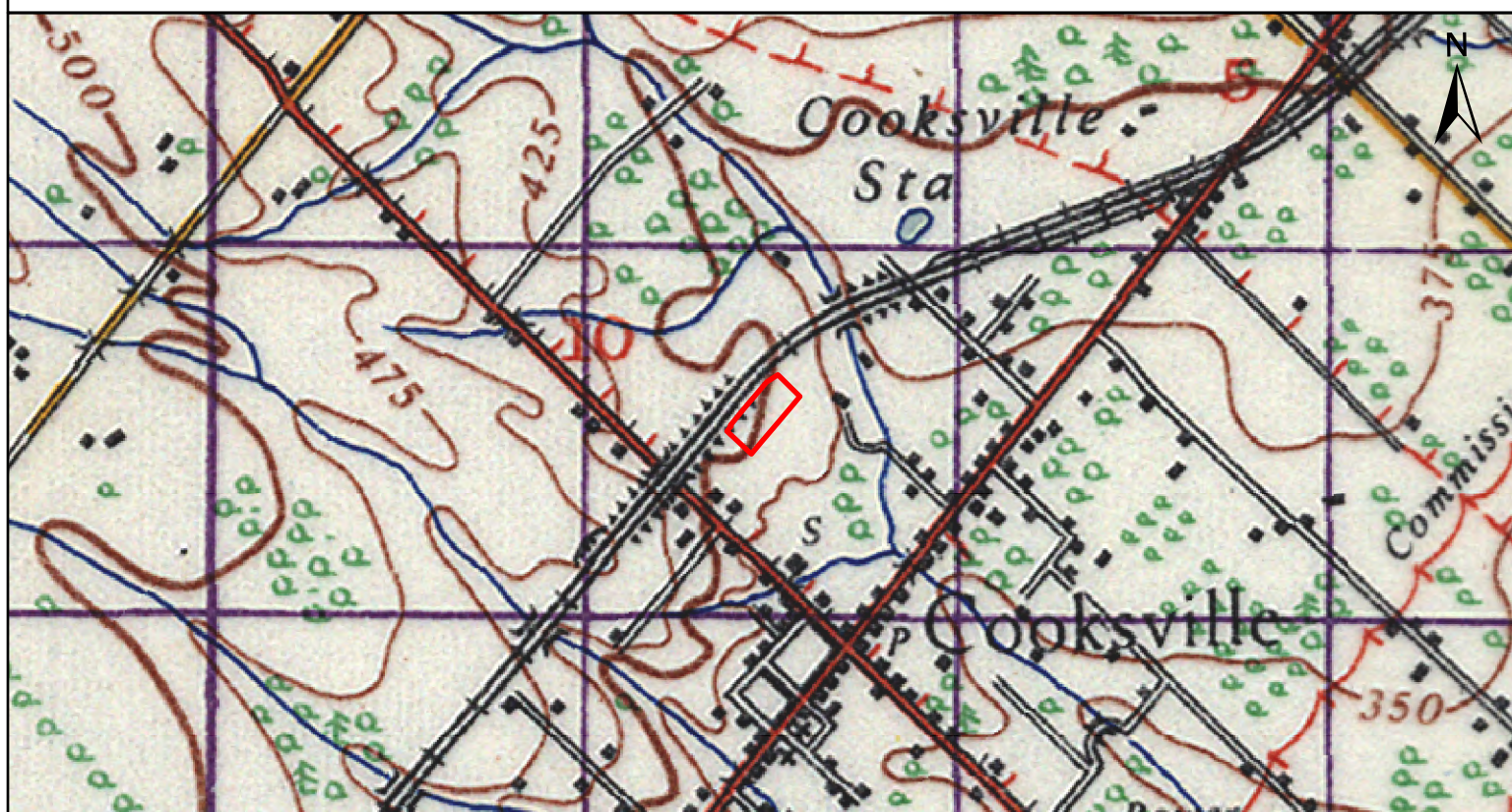
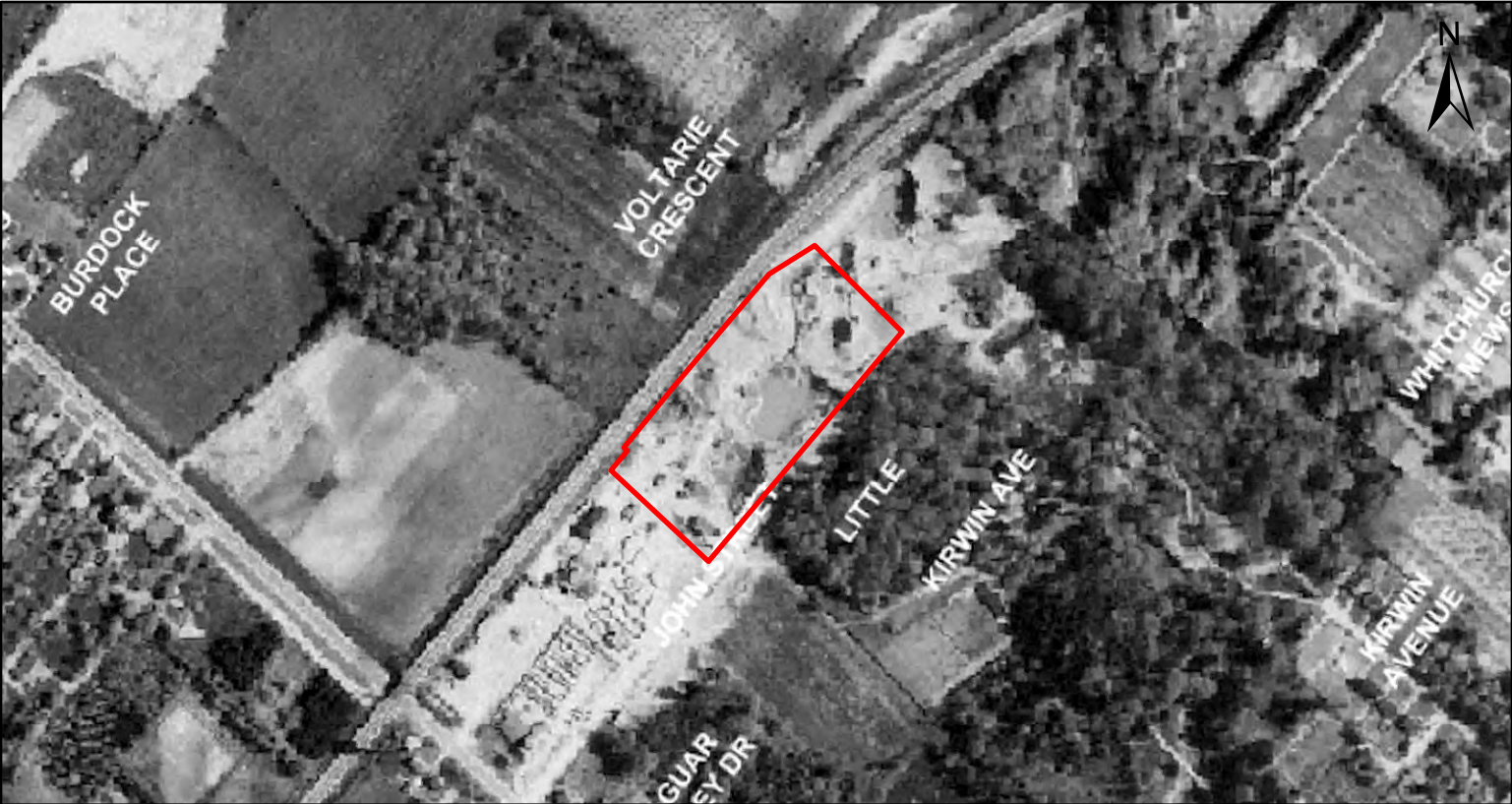


Figure 5: Subject Property Located on the 1942 Brampton Topographic Map

	<div><div></div>SUBJECT PROPERTY</div>	Sources:	<div><div>0500</div><div><div></div></div><div>Metres</div></div>	
		Projection: NAD 1983 UTM Zone 17N Scale: 1:20,000 Page Size: 8.5 x 11	ASI Project No.: 22PL-335 Date: 11/1/2022	Drawn By: rlatour File: Fig4-5



1954



1966

	<div><div><div></div></div><div>SUBJECT PROPERTY</div></div>	<div>Sources:</div> <div>Projection: NAD 1983 UTM Zone 17N</div> <div>Scale: 1:5,000</div> <div>Page Size: 8.5 x 11</div>	<div><div><div>0</div><div>100</div></div><div>Metres</div></div> <div><div>ASI Project No.: 22PL-335</div><div>Date: 12/8/2022</div></div> <div><div>Drawn By: rlatour</div><div>File: Fig6</div></div>
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Figure 6: Subject Property Located on 1954 and 1966 Aerial Imagery



1989



1997


	<div><div><div></div></div><div>SUBJECT PROPERTY</div></div>	<div>Sources:</div> <div>Projection: NAD 1983 UTM Zone 17N</div> <div>Scale: 1:5,000</div> <div>Page Size: 8.5 x 11</div>	<div><div><div>0</div><div>100</div></div><div>Metres</div></div> <div><div>ASI Project No.: 22PL-335</div><div>Date: 12/8/2022</div></div> <div><div>Drawn By: rlatour</div><div>File: Fig7</div></div>
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Figure 7: Subject Property Located on 1989 and 1997 Aerial Imagery



2004



2015

	<div><div><div></div></div><div>SUBJECT PROPERTY</div></div>	<div>esri_imagery</div> <div>Projection: NAD 1983 UTM Zone 17N Scale: 1:5,000 Page Size: 8.5 x 11</div>	<div><div><div>0</div><div>100</div></div><div>Metres</div></div> <div>ASI Project No.: 22PL-335 Date: 12/8/2022 Drawn By: rlatour File: Fig8</div>
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Figure 8: Subject Property Located on 2004 and 2015 Satellite Imagery



Figure 9: Existing Conditions of the Subject Property



- SUBJECT PROPERTY
- PHOTO LOCATION AND DIRECTION
- DISTURBED - NO ARCHAEOLOGICAL POTENTIAL

Source: City of Toronto, ON, Maxar

Projection: NAD 1983 UTM Zone 17N
Scale: 1:1,500
Page Size: 8.5x11

0 35
Metres

ASI Project No.: 22PL-335
Date: 12/13/2022

Drawn By: pbikoulis
File: Fig10

Figure 10: Stage 1 Archaeological Assessment Results