Appendix D

STAGE 1 ARCHAEOLOGICAL ASSESSMENT REPORT

CITY OF VAUGHAN

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

VAUGHAN METRO CENTRE

JANUARY 24, 2022

ORIGINAL

PIF P365-0147-2021

DOUGLAS YAHN – P365

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

VAUGHAN METRO CENTRE

CITY OF VAUGHAN

LOTS 4 TO 7, CONCESSION 4 AND LOTS 4 TO 7, CONCESSION 5, FORMER GEOGRAPHIC TOWNSHIP OF VAUGHAN, COUNTY OF YORK, NOW CITY OF VAUGHAN, REGIONAL MUNICIPALITY OF YORK.

ORIGINAL REPORT

PROJECT NO.: 20M-01179-00
DATE: JANUARY 24, 2022

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January 24, 2022

Original Report

Stage 1 Archaeological Assessment

Vaughan Metro Centre

Lots 4 to 7, Concession 4 and Lots 4 to 7, Concession 5, former Geographic Township of Vaughan, County of York, Now City of Vaughan, Regional Municipality of York.

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SIGNATURES AND DISCLAIMERS

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EXECUTIVE SUMMARY

WSP Canada Inc. (WSP) was retained by the City of Vaughan (the Client), to conduct a Stage 1 archaeological assessment as part of Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) process for the extensions of Interchange Way, from Highway 400 to Creditstone Road, and Millway Avenue from Highway 7 to Interchange Way. This extension is part of the wider City of Vaughan Transportation Master Plan Update.

The current study area is centered on the intersection of Jane Street and Highway 7. Covering an area of approximately 208 hectares (ha), it ranges from Highway 400 in the west to Creditstone Road to the east, Portage Parkway in the north and Highway 407 in the south. It is situated on Lots 4 to 7, Concession 4 and Lots 4 to 7, Concession 5, former Geographic Township of Vaughan, County of York, Now City of Vaughan, Regional Municipality of York (Figure 1 and Figure 2).

This archaeological assessment was triggered by the MCEA process under the *Environmental Assessment Act* to ensure the Client is compliant with the *Ontario Heritage Act, 1990*. The assessment was carried out in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*.

The Stage 1 archaeological assessment of the study area includes a review of previous archaeological research, historic maps, aerial imagery, land registry documents, and local histories. A property inspection was conducted to better understand the current conditions of the study area. The boundaries of the assessment correspond to limits provided by the Client at the outset of the assessment. The property inspection was conducted on November 26th, 2020, and all work was conducted from public lands.

The resultant archaeological recommendations have been made based on the results of background historic research, an understanding of the geography and natural environment of the study area, and the property inspection to confirm the presence and/or absence of indicators of archaeological potential as outlined in *Standards and Guidelines for Consultant Archaeologists*. With the exception of three small areas, the study area was confirmed to have been significantly previously disturbed with potential for the presence of archaeological resources removed. **Based on the results of the Stage 1 archaeological assessment, it has been determined that the areas identified as retaining archaeological potential must be subject to Stage 2 archaeological assessment (Figure 14)**.

The recommendations for the Stage 2 archaeological assessment are to follow the requirements of Section 2 of the *Standards and Guidelines for Consultant Archaeologists* (MHSTCI, 2011). The Stage 2 archaeological assessment for the three areas determined to retain archaeological potential must be subject to the following:

- Given current land conditions, test pit survey is to be conducted at 5 m intervals as per Standard 2.1.2 of the *Standards and Guidelines for Consultant Archaeologists*. In areas of confirmed disturbance, test pit survey may be increased to 10 m intervals based on professional judgement.

It should be noted that areas determined to no longer retain archaeological potential should not be subject to ground disturbing activities until the recommendations stated herein have been accepted by the Ontario Ministry of Heritage, Sport, Tourism and Cultural Industries and the report has been entered into the Public Register of Archaeological Reports.

PROJECT PERSONNEL

WSP

Project Manager	Lara Wood, MA (P1078) *Professional Archaeologist/Previous Licencee*
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1 PROJECT CONTEXT

1.1 OBJECTIVES

The objectives of a Stage 1 Archaeological Assessment are as follows:

- Provide information regarding the property's geography, history, previous archaeological fieldwork, and current land condition;
- Provide a detailed evaluation of the property's archaeological potential; and
- Recommend appropriate strategies for Stage 2 survey when required.

A property inspection allows the archaeologist to gain first-hand knowledge of the geography, topography, and current conditions of the property that allows for a more confident determination of archaeological potential.

1.2 DEVELOPMENT CONTEXT

WSP Canada Inc. (WSP) was retained by the City of Vaughan (the Client), to conduct a Stage 1 archaeological assessment as part of Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) process for the extensions of Interchange Way, from Highway 400 to Creditstone Road, and Millway Avenue from Highway 7 to Interchange Way. This extension is part of the wider City of Vaughan Transportation Master Plan Update.

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1.3 HISTORICAL CONTEXT

The following sections provide a brief outline of the pre-contact and post-contact periods of Southern Ontario, the Township of Vaughan, and the study area, specifically, to provide a generalized historical framework for the archaeological assessment.

1.3.1 PRE-CONTACT PERIOD

The pre-contact period in Ontario has been reconstructed, primarily, from the archaeological record and interpretations made by archaeologists through an examination of material culture and site settlement patterns. Technological and temporal divisions of the pre-contact period have been defined by archaeologists based on changes to natural, cultural, and political environments that are observable in the archaeological record. It is pertinent to state that although these divisions provide a generalized framework for understanding the broader events of the pre-contact period, they are not an accurate reflection of the fluidity and intricacies of cultural practices that spanned thousands of years. The following sections present a sequence of Indigenous land-use during periods defined by archaeologists from the earliest human occupation of Ontario following deglaciation to the period when Europeans began to settle the land. These periods are:

- The Paleo Period (formerly Paleo-Indian)
- The Archaic Period
- The Woodland Period
- The Post-Contact Period

PALEO PERIOD

Paleo period populations were the first to occupy what is now Southern Ontario, moving into the region following the retreat of the Laurentide Ice Sheet approximately 11,000 years before present (BP). The first Paleo period populations to occupy Southern Ontario are referred to by archaeologists as Early Paleo (Ellis & Deller, 1990).

Early Paleo period groups are identified by their distinctive projectile point morphological types, exhibiting long grooves, or 'flutes', that likely functioned as a hafting mechanism (method of attaching the point to a wooden shaft). These Early Paleo group projectile point types include Gainey (ca. 10,900 BP), Barnes (ca. 10,700), and Crowfield (ca. 10,500) (Ellis & Deller, 1990). By approximately 10,400 BP, Paleo projectile points transitioned to various unfluted varieties, such as Holcombe (ca. 10,300 BP), Hi Lo (ca. 10,100 BP), and Unstemmed and Stemmed Lanceolate (ca. 10,400 to 9,500 BP). These tool types were used by Late Paleo period groups (Ellis & Deller, 1990). Both Early and Late Paleo period populations were highly mobile, participating in the hunting of large game animals. Paleo period sites often functioned as small campsites where stone tool production and maintenance occurred (Ellis & Deller, 1990).

ARCHAIC PERIOD

By approximately 8,000 BP, climatic warming supported the growth of deciduous forests in Southern Ontario. These forests introduced new flora and faunal resources, which resulted in subsistence shifts and a number of cultural adaptations. This change is reflected in the archaeological record by new tool-kits that are reflective of a shift in subsistence strategies and has been categorized as the Archaic period.

The Archaic period in Southern Ontario is sub-divided into the Early Archaic (ca. 10,000 to 8,000 BP), Middle Archaic (ca. 8,000 to 4,500 BP), and the Late Archaic (ca. 4,500 to 2,800 BP) periods. Generally, in North America, the Archaic period represents a transition from big game hunting to broader, more generalized subsistence strategies based on local resource availability. This period is characterized by the following traits:

- An increase in stone tool variation and reliance on local stone sources,
- The emergence of notched and stemmed projectile point types,
- A reduction in extensively flaked tools,

- The use of native copper,
- The use of bone tools for hooks, gorges, and harpoons,
- An increase in extensive trade networks, and
- The production of ground stone tools and an increase in larger, less portable tools.

The Archaic period is also marked by population growth with archaeological evidence suggesting that, by the end of the Middle Archaic period (ca. 4,500 BP), populations had steadily increased in size (Ellis, et al., 1990).

Over the course of the Archaic period, populations began to rely on more localized hunting and gathering territories and were shifting to more seasonal encampments. From the spring into the fall, settlements were focused in lakeshore/riverine locations where a variety of different resources could be exploited. Settlement in the late fall and winter months moved to interior sites where the focus shifted to deer hunting and the foraging of wild plants (Ellis et al., 1990, p. 114). The steady increase in population size and the adoption of a more localized seasonal subsistence strategy led to the transition into the Woodland period.

EARLY AND MIDDLE WOODLAND PERIODS

The beginning of the Woodland period is defined by the emergence of ceramic technology. Similar to the Archaic period, the Woodland period is separated into three timeframes: the Early Woodland (ca. 2,800 to 2,000 BP), the Middle Woodland (ca. 2,000 to 1,200 BP), and the Late Woodland (ca. 1,200 to 350 BP) (Spence et al., 1990; Fox, 1990).

The Early Woodland period is represented in Southern Ontario by two cultural complexes: the Meadowood Complex (ca. 2,900 to 2,500 BP), and the Middlesex Complex (ca. 2,500 to 2,000 BP). During this period, the life ways of Early Woodland populations differed little from that of the Late Archaic with hunting and gathering representing the primary subsistence strategies. The pottery of this period is characterized by its relatively crude construction and lack of decoration. These early ceramics exhibit cord impressions, which are likely the result of the techniques used during manufacture rather than decoration (Spence et al., 1990).

The Middle Woodland period has been differentiated from the Early Woodland period by changes in lithic tool forms (e.g. projectile points, expedient tools), and the increased decorative elaboration of ceramic vessels (Spence et al., 1990). Additionally, archaeological evidence suggests the rudimentary use of maize (corn) horticulture by the end of the Middle Woodland Period (Warrick, 2000).

In Southern Ontario, the Middle Woodland has been divided into three different complexes based on regional cultural traditions: the Point Peninsula Complex, the Couture Complex, and the Saugeen Complex. These groups are differentiated by sets of characteristics that are unique to regions within the province, specifically regarding ceramic decorations.

The Point Peninsula Complex extends from south-central and eastern Ontario into southern Quebec. The northernmost borders of the complex can be found along the Mattawa and French Rivers. Ceramics are coil constructed with conical bases, outflaring rims, and flat, rounded, or pointed lips. The interior surfaces of vessels are often channelled with a comb-like implement, creating horizontal striations throughout. The exterior is smoothed, or brushed, and decoration generally includes pseudo-scallop stamps or dentate impressions. Occasionally, ceramics will have been treated with a red ochre wash (Spence et al, 1990).

The Saugeen Complex is found generally in south-central Ontario and along the eastern shores of Lake Huron. The Saugeen Complex ceramics are similar in style to Point Peninsula Complex; however, the vessels tended to be cruder than their Point Peninsula counterparts. They were characterized by coil construction with thick walls, wide necks, and poorly defined shoulders. Usually, the majority of the vessel was decorated with pseudo-scallop stamps

or dentate impressions, with the latter occurring more frequently at later dates (Spence et al., 1990). The Couture Complex is found in southwestern Ontario and outside of the scope of the study area.

LATE WOODLAND PERIOD

There is much debate as to whether a transitional phase between the Middle and Late Woodland periods is present in Southern Ontario, but it is generally agreed that the Late Woodland period begins around 1,100 BP. The Late Woodland period in Southern Ontario can be divided into three cultural sub-phases: The early, middle, and late Late Woodland periods. The early Late Woodland is characterized by the Glen Meyer and Pickering cultures and the middle Late Woodland is characterized by the Uren and Middleport cultures. These groups are ancestral to the Iroquoian-speaking Neutral-Erie (Neutral), the Huron-Wendat (Huron), and Petun Nations that inhabited Southern Ontario during the late Late Woodland period (Smith, 1990, p. 285).

The Pickering and Glen Meyer cultures co-existed within Southern Ontario during the early Late Woodland period (ca. 1250-700 BP). Pickering territory is understood to encompass the area north of Lake Ontario to Georgian Bay and Lake Nipissing (Williamson, 1990). Glen Meyer is centred around Oxford and Norfolk counties, but also includes the southeastern Huron basin and the western extent is demarcated by the Ekfrid Clay Plain southwest of London, Ontario (Noble, 1975). Villages of either tradition were generally smaller in size (~1 ha) and composed of smaller oval structures, which were later replaced by larger structures later in the Late Woodland period. Archaeological evidence suggested a mixed economy where hunting and gathering played an important role, but small-scale horticulture was present, indicating a gradual shift from hunting-gathering to a horticultural economy (Williamson, 1990).

The first half of the middle Late Woodland period is represented by the Uren culture (700-650 BP) and the second half by the Middleport (650-600 BP). Uren and Middleport sites of the middle Late Woodland share a similar distribution pattern across much of southwestern and south-central Ontario. (Dodd et al., 1990). Significant changes in material culture and settlement-subsistence patterns are noted during this short time. Iroquois Linear, Ontario Horizontal, and Ontario Oblique pottery types are the most well-represented ceramic assemblages of the middle Late Woodland period (Dodd et al., 1990). At Middleport sites, material culture changes included an increase in the manufacture and use of clay pipes as well as bone tools and adornments (Dodd et al., 1990; Ferris & Spence, 1995).

During this period, evidence in the archaeological record of small year-round villages, secondary ossuary burials, and what are thought to be semi-subterranean sweat lodges suggest a marked increase in sedentism in Southern Ontario during the Uren and Middleport cultures (Ferris & Spence, 1995). The increasing permanency of settlements was a result of the development of small-scale cultivation and a subsequent increased reliance on staple crops such as maize, beans, and squash (Dodd et al., 1990; Warrick, 2000; Ferris & Spence, 1995).

Archaeological evidence from the middle Late Woodland sites also documents increases in population size, community organization and village fissioning, and the expansion of trade networks. The development of trade networks with northern Algonquian peoples has also been inferred from findings at Middleport sites along the northern parts of southwestern and south-central Ontario. These changes resulted in the more organized and complex social structures observed in the late Late Woodland period.

During the late Late Woodland period, village size significantly increased as did the complexity of community and political systems. Villages were often fortified with palisade walls and ranged in size from smaller villages with a few longhouses to larger villages with over 100 longhouses. Larger longhouses oriented differently than others in the village have been associated with primary familial groups, while longhouses that were located outside of palisade walls may have been for visiting groups for the purposes of trade or social gatherings (Ramsden, 1990). More recent research has indicated that smaller, temporary camp or cabin sites were often used seasonally for the tending of agricultural fields or as fishing camps (Ramsden, 1990). By this time, large-scale agriculture had taken

hold, making year-round villages even more practical with the improved ability to store large crop yields over winter.

Late Woodland villages in the vicinity of the study area were typically associated with the Huron-Wendat nations who occupied areas as far east as the Trent River and as far west as the Niagara Escarpment. They typically inhabited each village for several decades before moving settlements to more fertile land when resources were exhausted. Throughout the fifteenth and sixteenth centuries, these settlement shifts often included northern migrations and the incorporation of multiple smaller villages into larger coalescent villages (Williamson, 2014).

The Huron-Wendat eventually migrated out of the Toronto area and into present-day Simcoe County and the Penetanguishene Peninsula, an area known as Historic Wendake. This movement northward is considered to be the result of a number of socio-political factors, including increased conflict with the Five Nations Iroquois, an increased complexity in political organization, increasing trade relations with Northern Algonquian groups, and interactions with early European traders (Ramsden, 1990; Birch, 2012; Ferris & Spence, 1995).

During the fifteenth century, ceramic styles on Huron village sites were typically consistent with the Lalonde High Collar type, which included high collars and a complex neck decoration. Artifact assemblages became more heterogenous by the sixteenth century as ceramic styles began to favor castellation for decoration. Huron-Wendat ceramic motifs also began to reflect influences from Iroquoian speaking groups from the St. Lawrence River area to the east. European goods obtained through extensive trade routes have also been found at Huron-Wendat village sites during this time. These goods include iron kettles, axes, and knives, as well as glass beads (Ramsden, 1990). Changes in ceramic styles observed in the archaeological record also reflect increasing levels of inter-community relationships, integration, and trade between different groups during this period. For example, oral histories of the Michi Saagiig (Mississauga Anishinaabeg) speak to the arrival of, and relationships with, the Huron “corn growers” (Migizi & Kapyrka, 2015, pp. 127-136).

Early contact with European settlers at the end of the Late Woodland period resulted in extensive changes to the traditional lifestyles of most populations inhabiting Ontario including settlement size, population distribution, and material culture. The introduction of European-borne diseases significantly increased mortality rates, resulting in a drastic drop in population size (Warrick, 2000).

1.3.2 POST-CONTACT PERIOD

Early European presence within the study area began as early as 1615 with the travels of the French explorer Etienne Brulé who travelled with the Huron along the major portage route known as the Toronto Carrying Place Trail, which connected Lake Ontario with Lake Simcoe to the north by way of the Humber River and the Holland Marsh. In September of 1615, Brulé camped on the shores of Humber Bay with the Huron (Mika & Mika, 1977, p. 694; Steckley, 1987; Ramsden, 1990). In 1615-1616, Samuel De Champlain also travelled with the Huron northward to Georgian Bay. By the 1640s, the Huron, Petun, Neutral, and Mississauga Anishinaabeg (Michi Saagiig) had dispersed out of this region of Southern Ontario as a result of increasing conflicts with the Five Nations Iroquois, and the warfare and disease that had arrived with European colonization.

The large-scale population dispersals gave way for the Five Nations Iroquois to occupy the territory north of Lake Ontario where they settled along inland-running trade routes. These settlements included the villages of Ganatsekwyagon on the Rouge River and Teiaiagon on the Humber River at the head of the Toronto Carrying Place Trail (Steckley, 1987; Ramsden, 1990). Due to increased military pressure from the French, and the Anishinaabe Nations (Ojibwa, Odawa, and Potawatomi) who had previously retreated to the north, the Iroquois abandoned their villages along Lake Ontario.

By the 1680s, the Anishinaabeg had returned and re-occupied the land along Lake Ontario, as well as northward beyond the Haliburton Highlands. The Anishinaabeg later participated in a significant number of treaty agreements with the British Crown, establishing the foundation of Euro-Canadian settlement in Southern Ontario (Ferris & Spence, 1995).

In addition to archaeological interpretations, oral histories provide a valuable contribution to our understanding of the history of Indigenous peoples in Ontario. The following oral history, provided by Michi Saagiig elder Gitiga Migizi, speaks to the occupation of this area of Southern Ontario by the Anishinaabeg throughout the pre-contact and post-contact periods (see Appendix A for the full text provided):

> The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds onwhich they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.
>
> The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the "Peacekeepers" among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.
>
> Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the "Old Ones" who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo periods. They are the original inhabitants of Southern Ontario, and they are still here today.
>
> The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.
>
> Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Gitiga Migizi and Kapyrka

2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig.

The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.

Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.

The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear.

Often times, southern Ontario is described as being "vacant" after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.

The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation. The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.

Migizi and Kapyrka pp. 127-136 (2015)

In addition to the Michi Saagig oral history, a brief history of the Huron-Wendat has been provided by the Huron-Wendat Nation for a broader understanding of Indigenous occupation in the area:

As an ancient people, traditionally, the Huron-Wendat, a great Iroquoian civilization of farmers and fishermen-hunter-gatherers representing between 30,000 and 40,000 individuals, travelled widely across a territory stretching from the Gaspé Peninsula in the Gulf of Saint Lawrence and up along the Saint Lawrence Valley on both sides of the Saint Lawrence River all the way to the Great Lakes.

According to our own traditions and customs, the Huron-Wendat are intimately linked to the Saint Lawrence River and its estuary, which is the main route of its activities and way of life. The Huron-Wendat formed alliances and traded goods with other First Nations among the networks that stretched across the continent.

Today, the population of the Huron-Wendat Nation is composed of 1497 on-reserve members and 2390 off-reserve members for a total of 3900 members of the Huron-Wendat Nation.

The Huron-Wendat Nation band council (CNHW) is headquartered in Wendake, the oldest First Nations community in Canada, located on the outskirts of Quebec City (20 km north of the city) on the banks of

the Saint-Charles River. There is only one Huron-Wendat community, whose ancestral territory is called the Nionwentsïo, which translates to "our beautiful land" in the Wendat language.

The Huron-Wendat Nation is also the only authority that has the authority and rights to protect and take care of her ancestral sites in Wendake South.

A. Bédard-Daigle (personal communication, October 21, 2021)

YORK COUNTY

The study area is situated in the historic County of York, now the City of Toronto. The land that includes York County was surrendered by the Mississauga to the British Crown as part of Treaty No. 13, the Toronto Purchase (1805). After the American Revolution ended in 1783, those who remained loyal to the British Crown (United Empire Loyalists) began to move into Southern Ontario, creating a greater demand for land.

In 1787, senior officials from the former Indian Department met with the Mississaugas of the Carrying Place to acquire land along the northern shores of Lake Ontario extending northward toward Lake Simcoe (Surtees, 1994, p. 107). Due to irregularities in the land boundaries of the original 1787 land surrender, the Deputy Superintendent of Indian Affairs, William Claus, entered into negotiations with the Mississauga to redefine the northern and western boundaries as well as purchase a larger tract of land. The irregularities disputed between the Crown and the Mississauga over the original 1787 land surrender was whether or not the Humber or Etobicoke Creek was the western boundary of the purchase (Harris, n.d.). Stretching from the Scarborough Bluffs in the east and Etobicoke Creek in the west, the final agreement included much of what was once the western half of York County, including Etobicoke Township. In 1805, the Crown purchased the 250,000 acres of land that is included in the Toronto Purchase.

After the British conquest of the area, the land that became York County was originally part of the District of Nassau and, later, the Home District. York County was created in 1791 and consisted of an east and west Riding extending from the County of Durham to the east, the La Trench River (now Thames River) to the west, and Lake Geneva (now Burlington Bay) to the south (Mika & Mika, 1983, p. 681). Governor John Graves Simcoe was among the first to settle in the newly established county. Accompanied by the Queen’s Rangers, he occupied the area around what was once Fort Rouille on the modern-day Exhibition lands in Toronto. Fort Rouille was originally constructed by the French in 1751 to control the fur trade in the area and was subsequently destroyed in 1759 to prevent its use by the British. It was at this site that Simcoe began to lay the foundations of York, the new capital of Upper Canada (Mika & Mika, 1983, p. 681).

Early settlers in York County included the Pennsylvania Quakers, Germans from Genesee Valley, Pennsylvania Dutch, and French Royalists. The population in the county grew rapidly as a result of the construction of two major transportation routes, historic Yonge and Dundas Streets, and the desire to settle in the capital of Upper Canada. Yonge Street was constructed from Toronto Harbour to Holland Landing in the north, and Dundas Street was established from Downtown Toronto to London in the West. These became major transportation routes as they allowed for settlement and trade with the interior of Southern Ontario (Mika & Mika, 1983, p. 682).

In 1851, the County of York encompassed the townships of Etobicoke, Vaughan, Markham, Scarborough, York, King, Whitchurch, Gwillimbury East, and Gwillimbury North. The County of York was briefly united with the County of Peel from 1853 to 1866. Municipalities including the Township of Georgina, the City of Toronto, and villages of Aurora, Holland Landing, Newmarket, Richmond Hill, and Yorkville were added to the boundaries of York County after 1866 (Mika & Mika, 1983, p. 682).

TOWNSHIP OF VAUGHAN

The study area is situated within the Geographic Township of Vaughan. The first survey of the township was completed by Abraham Tredell in 1795 at the request of Sir John Graves Simcoe. His goal was to establish a road (present-day Yonge Street) through the township to connect the community of York, present-day Toronto, with more northerly trading areas, including Georgian Bay. The concessions were laid out with Yonge Street marking the border in the east and present-day Highway 50 in the west. The township eventually covered a total of 67,510 acres (Reaman, 1971). It was the third largest township in York County and was named after Benjamin Vaughan, a representative of Lord Melbourne who was involved with peace negotiations with the Americans in 1783 (Mika & Mika, 1983, p. 574). While the township survey was not completed until 1851, European settlers began to arrive in 1796, including German settlers of Pennsylvania, French Huguenots and English Quakers (Mika & Mika, 1983, p. 574). The first sawmill was built in 1801 by John Lyons, and was constructed at time when the population sat at only 103 inhabitants. By 1817, the population had risen to 510 (Mika & Mika, 1983, p. 574).

Between 1815 and 1840, patents for lands around the Humber River were issued, encouraging an influx of settlers from the British Isles. The first schoolhouse was built in 1815 and, by 1825, the township had grown to see the establishment of 19 schoolhouses. By this time, Vaughan Township included at least six sawmills and two grist mills. Between 1825 and 1840, the number of mills constructed to support the growing need for lumber and the processing of agricultural products had increased to include 34 sawmills, 5 grist mills, and a number of flour and woollen mills (Mika & Mika, 1983, p. 574). By 1842, the township residents had cleared and planted 18,026 acres of land, mostly for wheat, and the population was recorded at 4,187. Most of the farming in Vaughan Township was small-scale until horsepower gradually replaced manpower after 1840.This shift helped to significantly increase crop yields (Mika and Mika, 1983, p. 575).

By 1849, the township was incorporated and a municipal system of government was implemented (Reaman, 1971). A thriving agricultural industry supported the continual growth of the township, and the development of extensive transportation infrastructure over the next several decades. Major transportation routes constructed through the township included the establishment of the Northern Railway between 1851 and 1855, the Vaughan Plank Road in 1860, the Metropolitan Railway in 1896, and the Toronto Suburban Electric Railway in 1914 (Mika & Mika, 1983, 574).

In the early 1900s, Vaughan experienced an influx of inhabitants as Toronto began to grow beyond its early established boundaries. With this influx of inhabitants, small suburban communities were quickly developed and, by 1911, the population of the township had reached over 20,000 people (Reaman, 1971). Over the course of the twentieth century, the area was increasingly dominated by suburban developments inhabited by those commuting to Toronto for work (Mika & Mika, 1983, 575). In 1971, the Township was incorporated as the Town of Vaughan and, 20 years later, it became the City of Vaughan (City of Vaughan, 2020).

COMMUNITY OF EDGELEY

Edgeley is a small community that developed at the intersection of present-day Highway 7 and Jane Street, at the center of the study area. Settlement in the area began before 1820 and, during this time, it became a thriving agricultural community (Mika & Mika, 1977, p. 634). Many of the earliest settlers were Mennonite from Somerset County, Pennsylvania. They constructed a church on present-day Jane Street in 1824, which was used until 1923 and housed the community cemetery (Vaughan Township Historical Society, 1972). One of the earlier industries in the area was a shingle mill, which also made coffins and casket pillows. The community eventually grew to include a general store, a cider mill, and a blacksmith shop. By 1872, Edgeley received a post office, which was operated by the owner of the general store. It also included a hotel, located on the northwest corner of Highway 7 and Jane Street, two slaughterhouses, a carriage and wagon shop, a dress-making establishment, a chopping mill, and a

community centre known as Edgeley Hall (Vaughan Township Historical Society, 1972; Mika & Mika, 1977, p. 634).

By 1917, a Farmers' Co-operative was established in Edgeley, which provided the local farmers with many of the supplies that they needed. However, as transportation and agricultural facilities improved over the twentieth century, business was diverted to larger centers and the prosperity of Edgeley declined, like many other rural communities in Ontario. In 1971, when the Township of Vaughan and the Village of Woodbridge were amalgamated, Edgeley became part of the newly established Town of Vaughan (Mika & Mika, 1977, p. 634; City of Vaughan, 2020).

1.3.3 STUDY AREA SPECIFIC HISTORY

To better understand the historic land use of the study area, the Tremaine 1860 *Map of the County of York, Canada West* (Figure 3) and the Miles & Co 1878 *Illustrated Historical Atlas of the County of York and the Township of West Gwillimbury & Town of Bradford in the County of Simcoe, Ontario* (Figure 4) were reviewed to examine whether historic features are located within or near to the study area. This analysis contributes to the determination of archaeological potential. The property information is presented in Table 1 below.

Table 1: Historical Land Use Summary by Lot and Concession

Concession	Lot	1860 Tremaine Map		1878 Atlas Map	
		Occupants	Features	Occupants	Features
4	4	Snider (West)	River in west	Johnathan Faulkner	House, river, and orchard in west
		Snider (East)	N/A		
	5	Snider (West)	River in west	Sam Snider (West)	Edgeley post office, house with orchard and river in west
		Snider (East)	N/A	Dan Snider (Center)	Structure with orchard in east
				Sam C Snider (East)	Structure with orchard in north
	6	Samuel Smith (West)	Structure and river in west	Samuel Smith (West)	Structure with orchard in southwest, river in west
		Daniel Smith (East)	N/A	Daniel Smith (East)	Structure with orchard in southeast
	7	Jacob Smith	River in west	Sam Smith (North)	Two structures, a river, and a schoolhouse in west
				Abraham Smith (South)	Structure and river in west
5	4	Michael Whitmore	N/A	Aaron Whitmore (North)	Structure in east
				Lafayette Whitmore (Center)	Structure in east
				Ephraim Whitmore (South)	Structure in east
	5	Widdow Smith	N/A	Joseph Smith (North)	Two structures in east
				Jesse Smith (South)	Structure with orchard in east
	6	James Brown (North)	N/A	James Brown	Two structures with orchards in the east
		John Brown (South)	N/A		
	7	Widdow Lowry (West)	N/A	James Lowry (West)	Structure with orchard and roadway to Weston Road

		Andrew Mitchell (East)	Structure in east	Andrew Mitchell's Estate (East)	Structure with orchard to northeast, church to southeast

By 1860, both Jane Street and Highway 7 are notable as historical transportation corridors. Each parcel within the study area is owned but there were only a few features of potential depicted within the vicinity of Jane Street and Highway 7. A structure associated with Andrew Mitchell was depicted on the western side of Jane Street on Lot 7, Concession 5, just north of the study area. Another structure associated with Samuel Smith was depicted on the eastern side of Jane Street on Lot 6, Concession 6 within the study area. Interestingly, although the community of Edgeley was established in the 1820s, there is no indication of any development at the intersection of present-day Highway 7 and Jane Street. This is likely because the post office was not established until 1872, and so the community was not illustrated. This is pertinent to note as it indicates that the absence of historic homesteads and settlements on these maps does not preclude their presence at the time of publication.

By 1878, dozens of structures, a church, and the Edgeley post office are illustrated along Jane Street and Black Creek. Many of these structures were within the boundaries of the study area. At this time, Edgeley was recorded as having, among other establishments, a hotel, two slaughterhouses, a carriage and wagon shop, a dress-making establishment, a chopping mill, and a community centre known as Edgeley Hall. The hotel was situated on the northwest corner of the intersection of Highway 7 and Jane Street but neither it nor any of these other notable structures were specifically illustrated (Vaughan Township Historical Society, 1972; Mika & Mika, 1977, p. 634)

To gain a better understanding of the more recent land use of the study area, aerial imagery from 1954 to 2013 were reviewed (available from the University of Toronto and Google Earth). In 1954, the study area was predominantly rural with a landscape that appears to have remained under agricultural use since 1878 (Figure 5). The construction of Highway 400 represents the most significant development. By the late 1960s and early 1970s, major developments begin to appear within the study area. It was during this time that the area to the southeast of Highway 7 and Jane Street was developed. This development involved extensive grading and landscaping activity that can be seen in the aerial imagery (Figure 6). By 1977, the construction and associated laydown yards indicate that there was significant grading and disturbance in the area to the southwest of Highway 7 and Jane Street (Figure 7).

From 1987 to 1989, further development to the northwest and northeast of Highway 7 and Jane Street is evident. There were also extensive alterations to the intersection of Highway 400 and Highway 7, which included the realignment of the on- and off-ramps (Figure 8 and 9). By 1991, the construction for Highway 407 had begun, which involved the temporary twinning of Highway 400. This required extensive and intensive ground disturbance to the corridors of both highways (Figure 10). The remaining areas were developed over the next three decades, including the large condominium buildings north along Highway 7 between Jane Street and Creditstone road (Figure 11). As a result of significant commercial and infrastructure development, there are very few sections within the study area that have not been subject to extensive grading and deep ground disturbance.

1.4 ARCHAEOLOGICAL CONTEXT

1.4.1 CURRENT CONDITIONS

The current study area is centered on the intersection of Jane Street and Highway 7. Covering an area of approximately 208 ha, it ranges from Highway 400 in the west to Creditstone Road to the east, Portage Parkway in the north and Highway 407 in the south. It is situated on Lots 4 to 7, Concession 4 and Lots 4 to 7, Concession 5, former Geographic Township of Vaughan, County of York, Now City of Vaughan, Regional Municipality of York.

At the very edges western and southern edges of the study area, it consists of Highway 400, Highway 407, and their associated right-of-ways, on-ramps, off-ramps and interchanges. Aside from a small undeveloped area in the northwest, the rest of the area is heavily urbanized and developed. The buildings in these areas include office buildings, construction yards, condominiums, warehouses, arts centres, hotels, major retail complexes and more. It should be noted that a very significant portion of the study area is dedicated simply to the parking lots for these structures as well.

1.4.2 PHYSIOGRAPHY AND ECOLOGY

The study area is situated on a bevelled till plain on the Peel Plain physiographic region. The Peel Plain is a clay tract that covers an area of approximately 300 square miles over the central areas of the Regional Municipalities of York, Peel, and Halton. (Chapman & Putnam, 1984, pp. 174-175). A number of large rivers and streams have cut deep valleys across the plain, leaving much of the area fairly well drained. The plain is largely shale and limestone, covered in either level or undulating heavy, usually red, clay. The clay is often a veneer on the plain but can also be quite deep with evidence of varving. It is more calcareous than the underlying shale till which is the result of being brought in from limestone areas in the east and north by meltwater. The clay is most often imperfectly drained, dark brown Peel clay followed by a sub-surface layer of brown-grey, clay loam (Chapman & Putnam, 1984, pp. 174-175). The Peel clay is found across the study area (Hoffman & Richards, 1955). This soil type is ideal for agricultural purposes and would have been desirable for both pre-contact and European settlement.

The first settlers in this area favored grain and wheat, which thrived in this soil, and became abundant enough to be exported as cash crops to the rest of Ontario. The focus on crops would later shift to a focus on livestock and animal products, including beef cattle, hogs, and dairy. Much of the Peel Plain was later developed by the increasing level of urbanization as a result of the expansion of the City of Toronto (Chapman & Putnam, 1983, pp. 174-175).

The study area lies within the Mixed-wood Plains Ecozone and the Lake Erie-Lake Ontario Ecoregion (Ecoregion 7E). The Lake Erie-Lake Ontario Ecoregion has a hot and moist climate in the summer and is cool in the winter, with a mean annual temperature range of 6.3 to 9.4 degrees Celsius. Surface topography is generally flat and overlain with deep undulating ground moraine deposits. Historic lakes that once occupied the Ecoregion have left substantial glaciolacustrine deposits in many areas (Crins et al., 2009).

The flora and fauna of Ecoregion 7E are the most diverse in Canada and would have provided significant food resources for human occupation throughout the pre- and post-contact periods. Characteristic mammals, birds, reptiles and fish include white-tailed deer, northern racoon, striped skunk, Virginia opossum, green heron, Virginia rail, Cooper's hawk, eastern kingbird, willow flycatcher, brown thrasher, yellow warbler, common yellowthroat, northern cardinal, savannah sparrow, red-backed salamander, American toad, eastern garter snake, Midland painted turtle, longnose gar, channel catfish, smallmouth bass, yellow perch, walleye, northern hog sucker, banded killifish, and spot tail shiner (Crins et al., 2009).

The Lake Erie-Lake Ontario Ecoregion is associated with the Deciduous Forest Region. During the pre-contact and early post-contact periods, this area would have been characterised by broad leaved deciduous trees including sugar maple, beech, white elm, basswood, red ash, white oak and butternut. It also marks the northern limit of the tulip-tree, cucumber-tree, pawpaw, red mulberry, Kentucky coffee-tree, black gum, blue ash, sassafras, mockernut hickory, pignut hickory, the black oak, and the pin oak. The Deciduous Forest Region also contains black walnut, sycamore and the swamp white oak. Some conifers can be found in the area including the eastern white pine, tamarack, eastern red cedar, and the eastern hemlock (Rowe, 1972).

Black Creek is within the study area. It is a tributary of the Humber River and part of its watershed. The main branch of the Humber is 126 km long. The Humber River includes 1,800 km of waterway. It is also a designated

Canadian Heritage River with a long history of human occupation spanning from the pre-contact period to the present day. Most notably, it is part of the Toronto Carrying Place, an extensively used indigenous trade route which runs from the mouth of the Humber River in Lake Ontario to the Holland Marsh in the north. It connects the Toronto area with Lake Simcoe to the north, and the Trent-Severn waterway to the northeast (Toronto Region Conservation Authority, 2021). Early European explorers also often used this trade route to travel inland. In September of 1615, Brulé camped on the shores of Humber Bay with the Huron, and also travelled along the Carrying Place (Mika & Mika, 1977, p. 694).

1.4.3 PREVIOUS ARCHAEOLOGICAL ASSESSMENTS

A search of the MHSTCI's *Ontario Public Register of Archaeological Reports* on November 30th, 2020 indicates that 17 archaeological assessments have been conducted on or within 50 m of the study area (Figure 12). A list of the previous assessments is provided in Table 2 below. Of these, 15 assessments include sections within the current study area. Those reports are bolded:

Table 2: Previous archaeological assessments within 50 m of the study area

Year	PIF	Title	Researcher
1983	N/A	An Archaeological Survey of Highway 400 and 407 Interchange - Highway 7 Northerly 2.1 km - Regional Municipality of York. W.P.164-79-04.	Mary Ambrose, MTO
1985	**N/A**	**An Archaeological Survey of the Area to be Impacted by the Proposed Construction of the Hwy 400/7, Hwy 7/Weston Rd and Hwy 407/ Weston Rd Interchanges, Vaughan Twp, RM of York. W.P. 164-79-04.**	**Paul Lennox, MTO**
1993	**92-032**	**An Archaeological Assessment of Highway 407 and the Highway 407/ Jane Street Interchange (WP 140-87-00).**	**Andrew Murray, MTO**
2001	**2000-116-45**	**Stage 1 Archaeological Assessment, First Vaughan Investments Ltd. 400 & 7 Industrial Subdivision Phase 2 (19T-99009V) and Additional Lands Owned by the Applicant Adjacent to the South Side of the Subdivision.**	**Archaeological Services Inc.**
2001	2000-116-49	Stage 1 Archaeological Assessment, Applewood Crescent Extension from Edgeley Boulevard westerly approximately 800 metres to Chrislea Road, City of Vaughan, Regional Municipality of York, Ontario.	Archaeological Services Inc.
2001	**2001-020**	**Stage 3 Archaeological Assessment of the A1 White Site, AkGv-181, First Vaughan Investments Ltd. 400 and 7 Industrial Subdivision Phase 2 (19T-99009V) on Part of Lots 6, 7, and 8, Concession 5, City of Vaughan, Regional Municipality of York, Ontario.**	**Archaeological Services Inc.**
2005	**P057-140**	**Stage 1 Archaeological Assessment, Highway 7 and Vaughan North-South Link Transitway, City of Vaughan, Town of Richmond Hill and the Town of Markham, R. M. of York, Ontario.**	**Archaeological Services Inc.**
2011	**P094-075-2011**	**Stage 2 Property Assessment, VivaNext H2 Preliminary Engineering, Highway 7 Corridor, Islington Avenue to Yonge Street Connection Road Public Transit**	**Archaeological Services Inc.**

Year	PIF	Title	Researcher
		Improvements, Former Townships of York, Vaughan, and Markham, York County, Regional Municipality of York, Ontario.	
2013	P383-0018-2013 P383-0030-2013	Stage 1 and 2 Archaeological Assessment of the Vaughan Municipal Centre Lands, Part of Lots 6 and 7, Concession 4, Geographic Township of Vaughan, County of York, Now in the City of Vaughan, Regional Municipality York.	Archaeological Services Inc.
2014	P035-0208-2013	The Stage 1 Archaeological Assessment for Roadworks Associated with the Highway 400 Ramp Realignments at Highway 7, City of Vaughan, York Region (Y. R. Project No. 82690) (Part Lots 5 & 6, Concession 5, Geo. Twp. Vaughan, County of York).	A. M. Archaeological Associates
2014	P392-0125-2014	Stage 1 & 2 Archaeological Assessment (Background Study and Property Assessment) Edgeley Stormwater Management Pond Improvements, Municipal Class Environmental Assessment, Part of Lot 6, Concession 4, Former Township of Vaughan, County of York, City of Vaughan, Regional Municipality of York, Ontario.	Archaeological Services Inc.
2016	P334-0266-2016	Stage 1 Archaeological Assessment for the Proposed Redevelopment of 3201 Highway 7 Within Part of Lot 5, Concession 5 In the Geographic Township of Vaughan Former County of York, City of Vaughan, Regional Municipality of York, Ontario.	Archeoworks Inc.
2017	P013-1202-2017	The Stage 1-2 Archaeological Assessment of the Exchange Avenue and Interchange Way Property, Part of Lot 4, Concession 5, Geographic Township of Vaughan, City of Vaughan, Regional Municipality of York.	Archaeological Assessments Ltd.
2017	P390-0225-2016	Stage 1 Archaeological Assessment for the Vaughan Metropolitan Centre Black Creek, Renewal Class EA, Within Part of Lots 4-5, Concessions 4 and 5 and the Road Allowance Between Concessions 4 and 5 In the Geographic Township of Vaughan Former County of York City of Vaughan Regional Municipality of York, Ontario.	Archeoworks Inc.
2018	P052-0850-2017	Stage 1 & 2 Archaeological Assessment for 2938 Highway 7, Part of Lot 6, Concession 4, Geographic Township of Vaughan, County of York.	The Archaeologists Inc.
2018	P390-0318-2018	Stage 1 Archaeological Assessment, Vaughan Metropolitan Centre: 2748355 Canada Inc., Block 3 North, Part of Lot 5, Concession 5, Geographical Township of Vaughan, County of York, now City of Vaughan, Regional Municipality of York, Ontario.	Golder Associates Ltd.

Year	PIF	Title	Researcher
2019	**P1059-0009-2019**	**Stage 2 Archaeological Assessment for the Proposed Development of 7551 and 7601 Jane Street Part of Lot 25, Registered Plan 7977 and Part of Lot 16, Registered Plan 8070 Within Part of Lot 4 & 5, Concession 4 In the Geographic Township of Vaughan Former County of York Now the City of Vaughan Regional Municipality of York, Ontario.**	**Archeoworks Inc.**

In 1983, Mary Ambrose conducted a Stage 1 and 2 archaeological assessment of the Highway 400 and 407 interchange that included Highway 7 on behalf of the Ministry of Transportation, Ontario (MTO). This assessment included lands within the study area. No archaeological resources were recovered and therefore the study area was considered free of archaeological concern (Ambrose, 1983).

In 1985, Paul Lennox, on behalf of the MTO, conducted an archaeological survey of the areas proposed construction, widening and realignment at the intersections of Highway 400 and Highway 7; Highway 7 and Weston Road; and Hwy 407 and Weston Road in the Regional Municipality of York. The eastern portion of this assessment is in the western part of the current study area. The property was assessed by test pit survey at intervals of at least 15 m. No archaeological resources were recovered and therefore the study area was considered free of archaeological concern (Lennox, 1985).

In 1993, Andrew Murray, on behalf of the MTO, conducted an archaeological assessment of the area to be impacted by the construction of Highway 407 at the Jane Street Interchange. This assessment included the very southern edge of the current study area. The general methodology of the assessment was pedestrian survey with 5 m transects and test pit survey at 5 m intervals. Seven sites and two isolated finds were identified. The seven sites consisted of two Euro-Canadian sites: Whitmore House and Burkholder Sites; and five pre-contact sites: Goose Site (AkGv-106, Bingo Site (AkGv-107), Boot (AkGv-108), Left Site (AkGv-109), and Right Site (AkGv-110). The Bingo Site (AkGv-107) was subject to further assessment with the excavation of 21 test units and subsequently considered free of archaeological concerns. The Whitmore House site was subject to further test excavation. The Burkholder Site was subject to a further six test units and a 2.5 m trench. Neither Euro-Canadian site contained undisturbed pre-1830 deposits and therefore now free of archaeological concerns. The remaining sites were ploughed again and re-assessed but did not result in the recovery of additional artifacts and therefore considered free of archaeological concerns (Murray, 1993).

In 2001, Archaeological Services Inc. (ASI) was retained to conduct a Stage 1-2 archaeological assessment of 30 ha of land for an industrial subdivision. It was bounded by Highway 400 to the west, Highway 7 to the south and Edgeley Boulevard to the east. As a result, it included part of the northwest of the current study area. Approximately 70% was subject to pedestrian survey with 5 m transects while 10% was subject to test pit survey at 5 m intervals. The remainder was either disturbed or low and wet. The assessment resulted in the identification of the pre-contact A1 White Site (AkGv-181). It was recommended for Stage 3 archaeological assessment. No other sites were identified and the rest of the property was determined to be free of archaeological concern (ASI, 2001a).

In 2001, ASI was retained to conduct a Stage 1 archaeological assessment of an approximately 800 m long area from Edgeley Boulevard in the east to Chrislea Road in the west, just north of the current study area. The assessment determined that only an area from 125 m west of Edgeley Boulevard to Highway 400 had archaeological potential and was recommended for Stage 2 archaeological assessment. The rest of the study area was considered free of archaeological concern (ASI, 2001b).

In 2001, ASI was retained to conduct a Stage 3 archaeological assessment of the A1 White Site (AkGv-181). It was bounded by Highway 400 to the west, Highway 7 to the south and Edgeley Boulevard to the east. The site was subject to a controlled surface collection and a total of 22 test units were excavated. A total of 90 lithic artifacts were recovered. The site was considered to be a limited occupation. No further work was recommended and the area was considered free of archaeological concern (ASI, 2001c).

In 2005, ASI was retained to conduct a Stage 1 archaeological assessment for a proposed 39 km transit corridor for York Region from Highway 50 in the west to York/Durham Line in the east, which included much of the central and southeastern portions of the current study area. It was determined that areas on the corridor had archaeological potential and required Stage 2 archaeological assessment before any ground disturbing activities occurred (ASI, 2005).

In 2011, ASI was retained to conduct a Stage 2 archaeological assessment for an environmental assessment on Highway 7 from Islington Avenue to Centre Street. Areas with archaeological potential were subject to test pit survey at 5 m intervals. No archaeological resources were recovered and no further work was recommended (ASI, 2011).

In 2013, ASI was retained to conduct a Stage 1-2 archaeological assessment of the Vaughan Municipal Centre Lands. It was bounded by Portage Parkway in the north, Jane Street in the east, Highway 7 in the south and Highway 400 in the west. It included most of the current study area northwest of Highway 7 and Jane Street. Approximately 15% of the area was determined to still have archaeological potential. This area was subject to pedestrian survey at 5 m intervals. No archaeological resources were recovered and no further work was recommended (ASI, 2013).

In 2014, A. M. Archaeological Associates was retained to conduct a Stage 1 archaeological assessment for lands associated with the detail design of the planned realignment of the of South-East/West and East-North ramps on Highway 400 at the Highway 7 intersection. This assessment included the ramps in the current study area associated with the Highway 7 and Highway 400 intersection. The 12.8 ha area was determined to be subject to intensive and extensive disturbance and no longer had archaeological potential. No further work was recommended (A. M. Archaeological Associates, 2014).

In 2014, ASI was retained to conduct a Stage 1- 2 archaeological assessment of the proposed Edgeley Stormwater Management Pond Improvements, located northeast of the intersection of Highway 7 and Jane Street and within the current study area. Most of the property was determined to be disturbed except for a small plateau in the center. The plateau was subject to test pit survey at 5 m interval but no archaeological resources were recovered. No further work was recommended (ASI, 2014).

In 2016, Archeoworks Inc. (Archeoworks) was retained to conduct a Stage 1 archaeological assessment of 3201 Highway 7, the hotel just southeast of Highway 7 and Edgeley Boulevard and within the current study area. The area was determined to have be subject to intensive and extensive disturbance from the construction of the hotel and no longer had any archaeological potential. No further work was recommended (Archeoworks, 2016).

In 2017, Archaeological Assessments Ltd. was retained to conduct a Stage 1-2 archaeological assessment of a 5.3 ha property between Exchange Avenue and Interchange Way, situated on part of Lot 4, Concession 5. Located within the current study area, it consisted of primarily scrublands. Areas that were not disturbed were subject to 5 m interval test pit survey. No archaeological resources were recovered and no further work was recommended (Archaeological Assessments Ltd., 2017).

In 2017, Archeoworks was retained to conduct a Stage 1 archaeological assessment as part of the Vaughan Metropolitan Centre Black Creek Renewal Class Environmental Assessment. The study area was bounded by

Highway 7 in the north, Maplecrest road in the east, Highway 400 in the south, and Jane St in the west. It covered most of the current study area to the southeast of Highway 7 and Jane Street. Most of the property was determined to be disturbed. The areas where archaeological potential remained were recommended for Stage 2 archaeological assessment with a 5 m interval test pit survey, recommendations which have been included in this report (Archeoworks, 2016).

In 2018, The Archaeologists Inc. were retained to conduct a Stage 1-2 archaeological assessment for 2938 Highway 7. The Stage 1 archaeological assessment determined the property had archaeological potential. It was subject to a test pit survey at 5 m intervals but no archaeological resources were recovered. No further work was recommended (The Archaeologists Inc., 2018).

In 2018, Golder Associates Ltd. was retained to conduct a Stage 1 archaeological assessment on a 2.57 ha property that was bounded by Commerce Street to the south and west, Interchange Way to the east, Highway 7 to the north. Located just southwest of Highway 7 and Edgeley Boulevard, it is within the current study area. The area was determined to have be subject to intensive and extensive disturbance from commercial developments and no archaeological potential remained. No further work was recommended (Golder Associates Ltd., 2018).

In 2019, Archeoworks was retained to conduct a Stage 2 archaeological assessment for 7551-7601 Jane Street. Only a small area of manicured grass retained archaeological potential. It was subject to test pit survey at 10 m intervals, but no archaeological resources were uncovered. No further work was recommended (Archeoworks, 2019).

1.4.4 REGISTERED ARCHAEOLOGICAL SITES

A search of the *Ontario Archaeological Sites Database* (OASD) indicates that there are 21 registered archaeological sites within 1 km of the study area (MHSTCI, 2020). No sites were identified within the study area.

Of the 21 sites, 13 had a pre-contact component, ten had a post-contact Euro-Canadian component, and two were multi-component. Many of the sites in close proximity to the study area have been excavated, were subsequently subject to development, and no longer exist in situ. A list of the sites is provided in Table 3 below.

Table 3: Registered archaeological sites within 1 km of the study area

Borden	Site Name	Time Period	Cultural Affinity	Site Type	Current Development Status
AkGu-72	-	Pre-Contact	Indigenous*	Findspot	No further work required*
AkGv-104	Burkholder House	Post-Contact, Pre-Contact	Indigenous*, Euro-Canadian	House	No further work required*
AkGv-105	-	Pre-Contact	Indigenous*	Findspot	No further work required*
AkGv-106	Goose	Pre-Contact	Indigenous*	-	No further work required*
AkGv-107	Bingo	Pre-Contact	Indigenous*	-	No further work required*
AkGv-108	-	Archaic, Early	Indigenous*	-	No further work required*
AkGv-109	Left Shoe	Pre-Contact	Indigenous*	-	No further work required*
AkGv-110	Right Shoe	Pre-Contact	Indigenous*	-	No further work required*
AkGv-111	Boot	Pre-Contact	Indigenous*	-	No further work required*
AkGv-181	A1 White Site*	Pre-Contact*	Indigenous*	-	No further work required*
AkGv-274	Stong	Post-Contact	Euro-Canadian*	Homestead	Further work required
AkGv-303	Richard Brown	Post-Contact	Euro-Canadian	Homestead	No further work required*
AkGv-310	Hoover Homestead	Post-Contact	Euro-Canadian	Agricultural, farmstead, midden	Further work required
AkGv-311	Maloca Gardens	Post-Contact	Euro-Canadian	Homestead	Further work required
AkGv-316	BCPV North-1	Pre-Contact	Indigenous*	Findspot	No further work required

AkGv-339	Stong Homestead	Post-Contact	Euro-Canadian*	Residential	Further work required
AkGv-341	Dalziel	Post-Contact	Euro-Canadian*	Homestead	Further work required
AkGv-346	Dalziel Brick House	Post-Contact	Euro-Canadian*	Homestead	Further work required
AkGv-70	Boynton	Post-Contact	Euro-Canadian	Homestead	No further work required*
AkGv-71	Bramalae	Pre-Contact*	Euro-Canadian*	Other, Findspot	No further work required*
AkGv-96	William Watson	Post-Contact, Pre-Contact	Indigenous*, Euro-Canadian	Findspot, homestead	No further work required*

- denotes no information listed

* denotes inferences made by author

Archaeological site AkGu-72 was an isolated biface findspot identified by Archaeological Services Inc. (ASI) in 2009 (MHSTCI, 2020). AkGv-104 through AkGv-111 were sites identified in the archaeological assessments in advance of the construction of Highway 407. Seven sites and two isolated finds were identified during this assessment. The seven sites consisted of two Euro-Canadian sites: Whitmore House and Burkholder Sites; and five pre-contact sites: Goose Site (AkGv-106, Bingo Site (AkGv-107), Boot (AkGv-108), Left Site (AkGv-109), and Right Site (AkGv-110). The Bingo Site (AkGv-107) was subject to further assessment with the excavation of 21 test units and was subsequently considered free of archaeological concerns. The Whitmore House site was subject to further test excavation. The Burkholder Site was subject to a further six test units and a 2.5 m trench. Neither Euro-Canadian site contained undisturbed pre-1830 deposits and where therefore considered free of archaeological concerns. The remaining sites were re-ploughed and re-assessed but did not result in the recovery of additional artifacts and therefore considered free of archaeological concerns. Based on the contemporary methodology, no further work was required for these sites (Murray, 1993).

The A1 White site was subject to Stage 2 and 3 excavations by ASI in 2001. During the Stage 3, the site was subject to a controlled surface collection and a total of 22 test units were excavated. A total of 90 lithic artifacts were recovered. The site was considered to be a limited occupation at which point, it was considered free of further archaeological concern and no further work was recommended (ASI, 2001a, 2001c).

The Richard Brown site (AkGv-303) was a nineteenth century Euro-Canadian homestead which was subject to Stage 3 and Stage 4 by Archeoworks in 2010. As it was fully mitigated, no further work was recommended (MHSTCI, 2020). The Hoover Homestead (AkGv-310) is another historic nineteenth century Euro-Canadian site, located on the York University property of the designated heritage property the Abraham Hoover House. It was first identified by Stage 2 by ASI in 2010 and subject to Stage 3 by CRM Labs Archaeological Services (CRM Labs) in 2017. While the site was predominantly disturbed, potential remains for undisturbed cultural features and it was recommended for Stage 4 avoidance and protection (CRM Labs, 2017). According to the OASD, the Maloca Gardens (AkGv-311), located on York University property by ASI in 2010, is a mid-nineteenth century Euro-Canadian homestead which has been subject to Stage 2 survey but has been recommended for further archaeological assessment (MHSTCI, 2020).

The Boynton site (AkGv-70), a nineteenth Euro-Canadian homestead located at the intersection of Niagara Road and Murray Ross Parkway, was subject to pedestrian survey and mechanical topsoil removal in 1988. The Bramalae site (AkGv-71), was a pre-contact site with a lithic Onondaga scraper fragment and flake found during a pedestrian survey in 1988. The Boynton and Bramalea site have since been destroyed by development (MHSTCI, 2020).

The Euro-Canadian William Watson Site (AkGv-96) was identified and subsequently subject to further archaeological assessment in 1994 by D. R. Poulton & Associates. The William Watson site was re-ploughed for a controlled surface collection before being stripped by mechanical topsoil removal. (D. R. Poulton & Associates, 1994).

The remaining nineteenth century Euro-Canadian sites were subject to archaeological assessment by the Toronto Region Conservation Authority in associated with the Black Creek Pioneer Village (Stong, BCPV North-1, Stong

Homestead, Dalziel, Dalziel Brick House) (MHSTCI, 2020). Together with the other Euro-Canadian sites in the area (Burkholder House, Whitmore House, Boynton, Hoover Homestead, Maloca Gardens), they demonstrated the strong association the area has with historical Euro Canadian settlement and in particular, early pioneer.

1.4.5 ARCHAEOLOGICAL MANAGEMENT PLAN

The Archaeological Management Plan (AMP) for the Regional Municipality of York was developed by ASI in 2014 (York Region, 2014). The Regional Municipality of York provided mapping based on this report was consulted to inform the determination of archaeological potential of the current study area as per Section 1.1, Standard 1, and Section 7.5.6, Standard 2 of the *Standards and Guidelines for Consultant Archaeologists* (2011; York Region, 2020).

According to the potential mapping, based on the 2014 AMP, the majority of the study area is devoid of archaeological potential (Figure 13). Background research indicates that there were areas of the archaeological potential recorded in the AMP that have subsequently been assessed and cleared of archaeological concerns. The areas subject to previous assessment are illustrated in the previous Figure 12.

It should be noted that while the AMP is useful to assist in municipal planning and the stewardship of archaeological resources, they do not negate the MHSTCI's requirement for a site inspection or archaeological field survey to confirm actual conditions.

1.4.6 LISTED AND DESIGNATED HERITAGE PROPERTIES

A search of the Heritage Register for Regional Municipality of York indicates that one designated heritage property is located within the study area and that there are no other listed or designated heritage properties were within 300 m (York Region, n.d.). Two cemeteries, one of them established in the early nineteenth century, are within 300 m of the study area. A list of the properties is provided in Table 4 below.

Table 4: Listed and Designated Heritage Properties and Cemeteries within 300 m of the study area

Property	Built	Status	Address	Details
Sawyer's House	1830s	Part IV Designated	Originally Lot 6, Concession 5 in the Village Edgeley, now at Black Creek Pioneer Village, 7060 Jane Street, Concord, Ontario	Example of early vernacular Georgian style. May have been occupied by a worker, specifically a sawyer
Edgeley Cemetery	1824	N/A	7981 Jane St, Concord	Mennonite Cemetery
Beechwood Cemetery	1965	N/A	7241 Jane St, Concord	N/A

2 FIELD METHODS

2.1 PROPERTY INSPECTION

A property inspection was completed on November 26th, 2020 to gain first-hand knowledge of the geography, topography, and the current conditions of the study area. The assessment was undertaken during overcast conditions with lighting adequate for documenting features of archaeological potential. The temperature was 9 ºC and, despite the inspection occurring in late November, at no point did field conditions inhibit the completion of the archaeological assessment.

The property inspection was conducted from publicly accessible lands and the property inspection covered the study area with the exception of areas which were not safely accessible. The Highway 400 northbound on-ramps from Highway 407 were not accessed as the high-speed traffic and minimal shoulder space presented significant health and safety hazards.

The study area is heavily urbanized and consists primarily of multi-floor offices, commercial buildings, retail, and residential buildings interspersed with only a few small bush-lot areas (Images 1-21). Significant deep disturbance is further evidenced by above and under-ground utilities, sewage and water infrastructure, sidewalks, parking lots (including underground parking), and extensive landscaping (Images 22-79). The on- and off-and overpasses for Highway 407, Highway 400, and Jane Street-Highway 407 overpass have been subject to extensive and intensive ground disturbing activities as is evident by the highly elevated berms, artificial grading, scrubland with drainage canals, and a sizable storm water management pond (Images 80-86).

The lot between Highway 7 and Commerce Street still retains archaeological potential on its western half but it is removed on the eastern half. The eastern half is disturbed by extensive landscaping, including an artificial pond and culverts. The western half only has surficial disturbance; definitive evidence of deep disturbance was not confirmed. This portion of the area can be characterized as a bush lot with dumped garbage, soil stockpiles, etc. (Images 87-91).

All encountered field conditions were photo-documented and referenced images are located on Figure 14.

2.2 INVENTORY OF DOCUMENTATION RECORDS

The following represents all the documentation taken in the field relating to this project and is being retained by WSP:

- 1 page of field notes
- 548 digital photographs in JPG format

3 ANALYSIS AND CONCLUSIONS

3.1 ARCHAEOLOGICAL POTENTIAL

Based on the results of the background study, there is high potential for the presence of archaeological resources within the study area. The criteria for determining the level of archaeological potential is primarily focused on physiographic variables that include distance and nature of the nearest source/body of water, distinguishing features in the landscape (e.g. ridges, knolls, eskers, wetlands), the agricultural viability of soils, resource availability, and other features which would have made the area more suitable for settlement and occupation. A more comprehensive list of features indicative of archaeological potential, as outlined in the *Standards and Guidelines for Consultant Archaeologists* (MHSTCI, 2011), can be found in Appendix B.

Based on the results of the background review, the study area has high pre-contact archaeological potential as it is in close proximity to Black Creek and its tributaries. It is also within 1 km of 12 archaeological sites with pre-contact components.

Background and archival research, including reviews of historic maps and county/township histories provide the basis for determining historic archaeological potential. The potential for the presence of historic Euro-Canadian archaeological resources on the property is high based on the proximity to present-day Jane Street and Highway 7. Both were historic transportation routes that have been used since the late nineteenth century. It is also situated within the historic community of Edgeley, an area of Euro-Canadian settlement since the early nineteenth century, and within 300 m of one designated heritage property (Sawyer's house). Ten historical archaeological sites are within 1 km.

Although background research indicates that the study area is in proximity to features of archaeological potential, the property inspection and a review of aerial imagery from 1954 to 2013 determined that the study area has been subject to significant ground disturbance from urban development, particularly from the 1970s onward. This development has removed archaeological potential across from nearly the entire study area. These ground disturbing activities are evident through the recent construction of large modern retail and business complexes, grading and paving activities associated with roadways and parking lots, underground infrastructure, and extensive landscaping.

3.2 CONCLUSION

The significant urban development of the study area has removed the potential for the presence of archaeological resources across the majority of the study area. Additionally, the archaeological potential mapping provided by Regional Municipality of York supports the conclusion that the study area is largely devoid of the potential for archaeological resources. Based on the property inspection, only three sections of the study area retain archaeological potential: the western section of the property located between Commerce Street and Highway 7; a small parcel of land northeast of Jane Street and Highway 7; and several sections along Black Creek (Figure 14).

4 RECOMMENDATIONS

The Stage 1 archaeological assessment was carried out in accordance with the Ontario MHSTCI's *Standards and Guidelines for Consultant Archaeologists* (MHSTCI, 2011) supporting the *Ontario Heritage Act, 1990.* The resultant archaeological recommendations have been made based on the results of background historic research, an understanding of the geography and natural environment of the study area, and the property inspection to confirm the presence and/or absence of indicators of archaeological potential as outlined in *Standards and Guidelines for Consultant Archaeologists*. With the exception of three small areas, the study area was confirmed to have been significantly previously disturbed with potential for the presence of archaeological resources removed. **Based on the results of the Stage 1 archaeological assessment, it has been determined that the areas identified as retaining archaeological potential must be subject to Stage 2 archaeological assessment (Figure 14)**.

The recommendations for the Stage 2 archaeological assessment are to follow the requirements of Section 2 of the *Standards and Guidelines for Consultant Archaeologists* (MHSTCI, 2011). The Stage 2 archaeological assessment for the three areas determined to retain archaeological potential must be subject to the following:

- Given current land conditions, test pit survey is to be conducted at 5 m intervals as per Standard 2.1.2 of the *Standards and Guidelines for Consultant Archaeologists*. In areas of confirmed disturbance, test pit survey may be increased to 10 m intervals based on professional judgement.

It should be noted that areas determined to no longer retain archaeological potential should not be subject to ground disturbing activities until the recommendations stated herein have been accepted by the Ontario Ministry of Heritage, Sport, Tourism and Cultural Industries and the report has been entered into the Public Register of Archaeological Reports.

5 ADVICE ON COMPLIANCE WITH 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*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the Standards and Guidelines for Consultant Archaeologists (2011) that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation 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 fieldwork 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 Archaeological 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 human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

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7 IMAGES

Image 1: Field condition of commercial complex. Facing northwest.

Image 2: Field conditions of demolished gas station. Facing northwest.

Image 3: Field conditions of business park. Facing west.

Image 4: Field condition of business park. Facing northeast.

Image 5: Field conditions of condominium complex. Facing southwest.

Image 6: Field conditions of arts complex. Facing northwest.

Image 7: Field conditions of townhouses and condominium building. Facing southwest.

Image 8: Field conditions of bush lot. Facing north.

Image 9: Field conditions of bush lot. Facing southeast.

Image 10: Field conditions of private auto businesses. Facing northwest.

Image 11: Field conditions of private auto businesses. Facing northeast.

Image 12: Field conditions of private auto businesses. Facing south.

Image 13: Field conditions of mason. Facing southwest.

Image 14: Field conditions of well monitoring area. Facing southeast.

Image 15: Field conditions of large commercial retail complex. Facing northeast.

Image 16: Field conditions of large commercial retail complex. Facing east.

Image 17: Field condition of office space. Facing southeast.

Image 18: Field condition of office space. Facing southeast.

Image 19: Field conditions of hotel. Facing west.

Image 20: Field conditions of construction and manufacturing center. Facing southwest.

Image 21: Field conditions of construction and manufacturing center. Facing southeast.

Image 22: Field conditions of Jane Street. Facing south.

Image 23: Field conditions of Barnes Crescent. Facing west.

Image 24: Field condition of Maplecrete Road. Facing south.

Image 25: Field conditions of Exchange Avenue. Facing east.

Image 26: Field conditions of Interchange Way. Facing north.

Image 27: Field conditions of Jane Street. Facing south.

Image 28: Evidence of underground infrastructure. Note: man hole in foreground. Facing south.

Image 29: Evidence of underground infrastructure. Note: sewer drain in foreground. Facing northwest.

Image 30: Evidence of underground infrastructure. Note: sewer drains in foreground. Facing west.

Image 31: Evidence of underground infrastructure. Note: sewer drains in foreground. Facing northeast.

Image 32: Evidence of underground infrastructure. Note: man hole in foreground. Facing southeast.

Image 33: Evidence of underground infrastructure. Note: sewer drain and fire hydrant in foreground. Facing east.

Image 34: Evidence of underground infrastructure. Note: sewer drain in foreground. Facing southwest.

Image 35: Evidence of underground infrastructure. Note: sewer drain in foreground. Facing south.

Image 36: Evidence of underground infrastructure. Note: sewer drain in foreground. Facing northwest.

Image 37: Evidence of underground infrastructure. Note: underground parking. Facing southwest.

Image 38: Evidence of extensive grading of construction yard. Note: retaining wall. Facing southeast.

Image 39: Evidence of extensive grading of construction yard. Note: retaining wall. Facing northeast.

Image 40: Active construction and ground disturbance in former gas station. Facing north.

Image 41: Active construction with extensive foundations. Facing south.

Image 42: Ground disturbance from construction activities. Facing east.

Image 43: Ground disturbance from construction activities. Facing southeast.

Image 44: Ground disturbance from construction activities. Facing south.

Image 45: Evidence of underground infrastructure under manicured boulevard. Note: man hole and access panels in foreground. Facing south.

Image 46: Evidence of underground infrastructure under manicured boulevard. Note: man hole and access panel in foreground. Facing north.

Image 47: Evidence of underground infrastructure under manicured boulevard. Note: man hole and access panel in foreground and transformer in background. Facing northeast.

Image 48: Evidence of underground infrastructure under manicured boulevard. Note: utilities and access panel in foreground. Facing northwest.

Image 49: Evidence of underground infrastructure under manicured boulevard. Note: utilities and access panel in foreground. Facing northwest.

Image 50: Evidence of underground infrastructure under manicured boulevard. Note: utilities and access panel in foreground. Facing east.

Image 51: Evidence of underground infrastructure under manicured boulevard. Note: fire hydrant in background and gravel landscaping in foreground. Facing southeast.

Image 52: Evidence of underground infrastructure under manicured boulevard. Note: man hole in foreground. Facing east.

Image 53: Evidence of underground infrastructure under manicured boulevard. Note: man hole in foreground. Facing east.

Image 54: Evidence of underground infrastructure under manicured boulevard. Note: buried cable flag in foreground, transformer and fire hydrant in back ground. Facing southeast.

Image 55: Evidence of underground infrastructure under manicured boulevard. Note: access panel and man hole in foreground. Facing north.

Image 56: Evidence of underground infrastructure under manicured boulevard. Note: man hole in foreground, transformers in back ground. Facing south.

Image 57: Evidence of underground infrastructure under manicured boulevard. Note: access panel and sewer drain in foreground. Facing southwest.

Image 58: Evidence of underground infrastructure under manicured boulevard. Note: fire hydrant in foreground. Facing northwest.

Image 59: Evidence of underground infrastructure under manicured boulevard. Note: sewer drain in foreground. Facing southeast.

Image 60: Evidence of underground infrastructure under manicured boulevard. Note: access panel, man hole, transformer in foreground. Facing northwest.

Image 61: Evidence of underground infrastructure under manicured boulevard. Note: man holes in foreground. Facing northwest.

Image 62: Evidence of underground infrastructure under manicured boulevard. Note: underground in foreground, transformer and fire hydrant in background. Facing north.

Image 63: Evidence of underground infrastructure under manicured boulevard. Note: man hole in foreground. Facing northeast.

Image 64: Evidence of underground infrastructure under manicured boulevard. Note: storm in foreground. Facing southwest.

Image 65: Evidence of artificial grading of boulevards. Facing north.

Image 66: Evidence of artificial grading of boulevards. Facing east.

Image 67: Evidence of artificial grading of boulevards. Note: separate grade of boulevard and parking lot. Facing north.

Image 68: Evidence of artificial grading of boulevards. Facing east.

Image 69: Evidence of artificial grading of boulevards with berm. Facing northeast.

Image 70: Evidence of artificial grading of boulevards. Note: slope in background. Facing southeast.

Image 71: Evidence of artificial grading of boulevards. Note: slope between parking lots background. Facing north.

Image 72: Evidence of artificial grading of boulevards. Note: berm underneath fencing. Facing south.

Image 73: Evidence of artificial grading of boulevards. Note: gravel along berm. Facing southeast.

Image 74: Evidence of artificial grading of boulevards. Facing south.

Image 75: Evidence of underground infrastructure in bush lots. Note: gravel area and artificial slope. Facing southeast.

Image 76: Low and wet channel of Black Creek. Facing east.

Image 77: Evidence of underground infrastructure in bush lots. Note: sewer outlet in foreground. Facing southwest.

Image 78: Artificially sloped drain of Black Creek. Facing northeast.

Image 79: Evidence of underground infrastructure in bush lots. Note: sewer outlet in background continuing underground. Facing southwest.

Image 80: Berm and overpass for Highway 407 overpass. Facing southeast.

Image 81: Berm for Jane Street Overpass. Facing northeast.

Image 82: Highway 407 scrubland. Facing southwest.

Image 83: Ditching and berm of Highway 407 and Highway 400 connection. Facing southwest.

Image 84: Highway 407 and Highway 400 storm water management pond. Facing southwest.

Image 85: Ditching, channel and berm of Highway 407 and Highway 400 connection. Facing northwest.

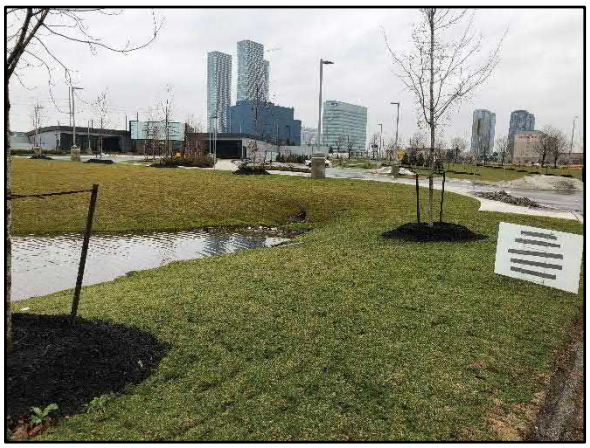


Image 86: Artificially landscaped area with culvert. Facing northeast.

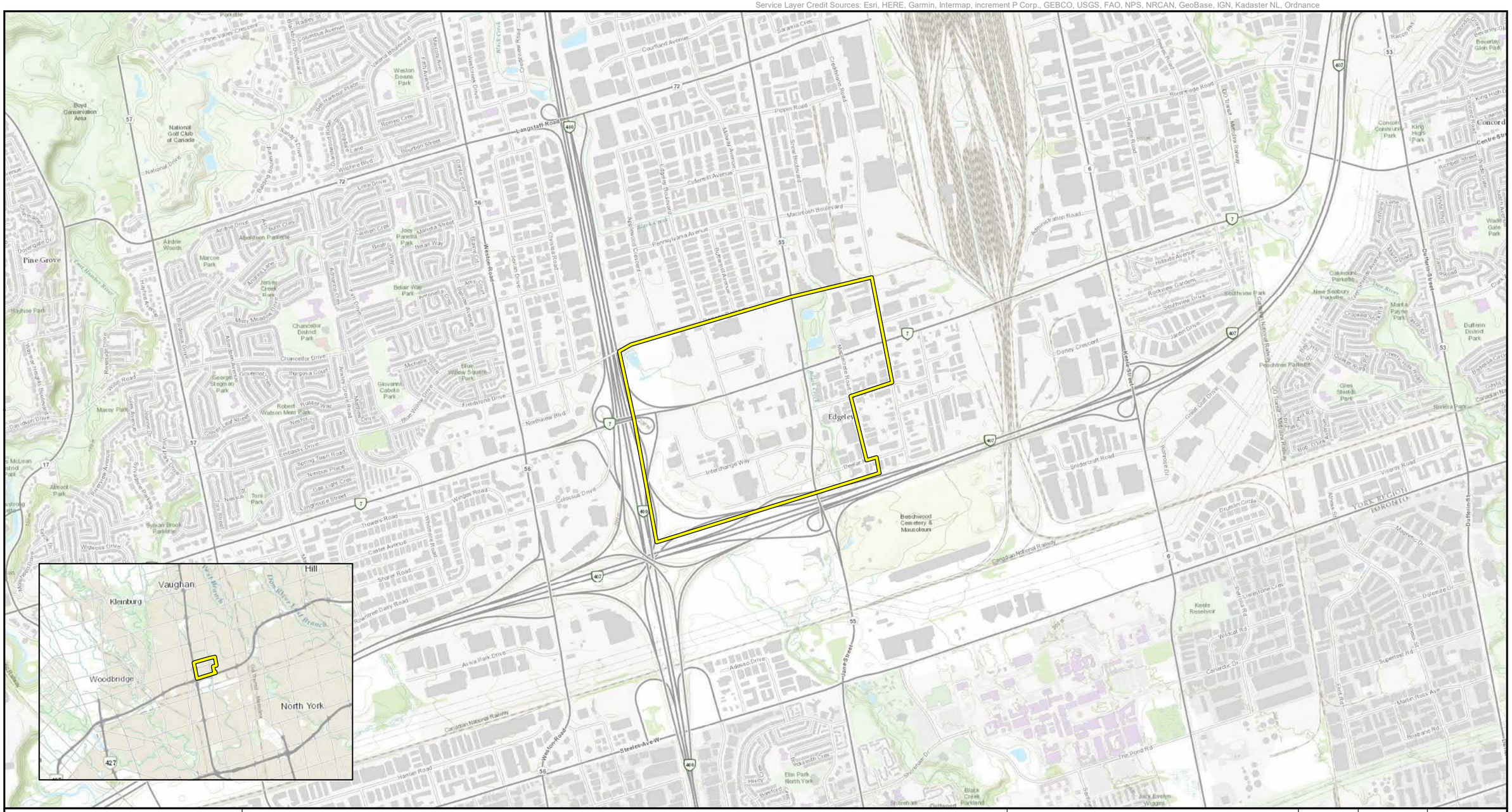
Image 87: Artificially landscaped area. Note: man hole in foreground. Facing northeast.

Image 88: Gravel path within area with only surficial disturbance. Facing north.

Image 89: Surficial disturbance and construction debris. Facing north.

8 FIGURES

Service Layer Credit Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance



LEGEND

Study Area

TITLE: FIGURE 1: PROJECT LOCATION

SCALE:	PROJECT NO:	DATE:
1:25,000	20M-01179-00	25 JAN 2021
DRAWN BY: JAS	CLIENT: CITY OF VAUGHAN	

PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE

CREDITS:

0 500 1,000 m

N

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig1_ProjectLoc.mxd

Service Layer Credit Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

wsp

LEGEND

Study Area

TITLE: FIGURE 2: STUDY AREA

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	25 JAN 2021
DRAWN BY: JAS	CLIENT: CITY OF VAUGHAN	

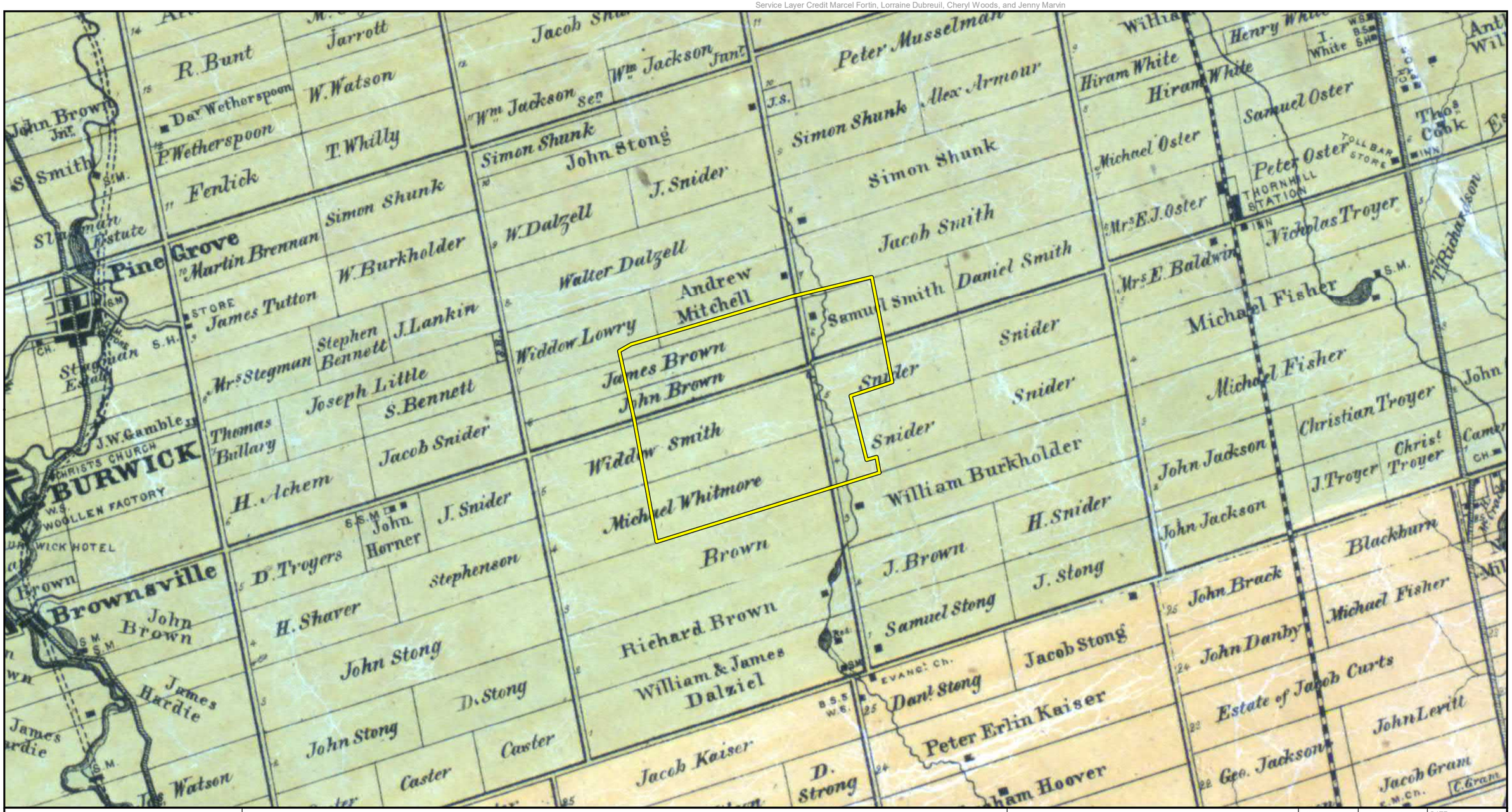
PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

0 200 400 m

N

CREDITS: LAND INFORMATION ONTARIO

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig2_StudyArea.mxd



LEGEND

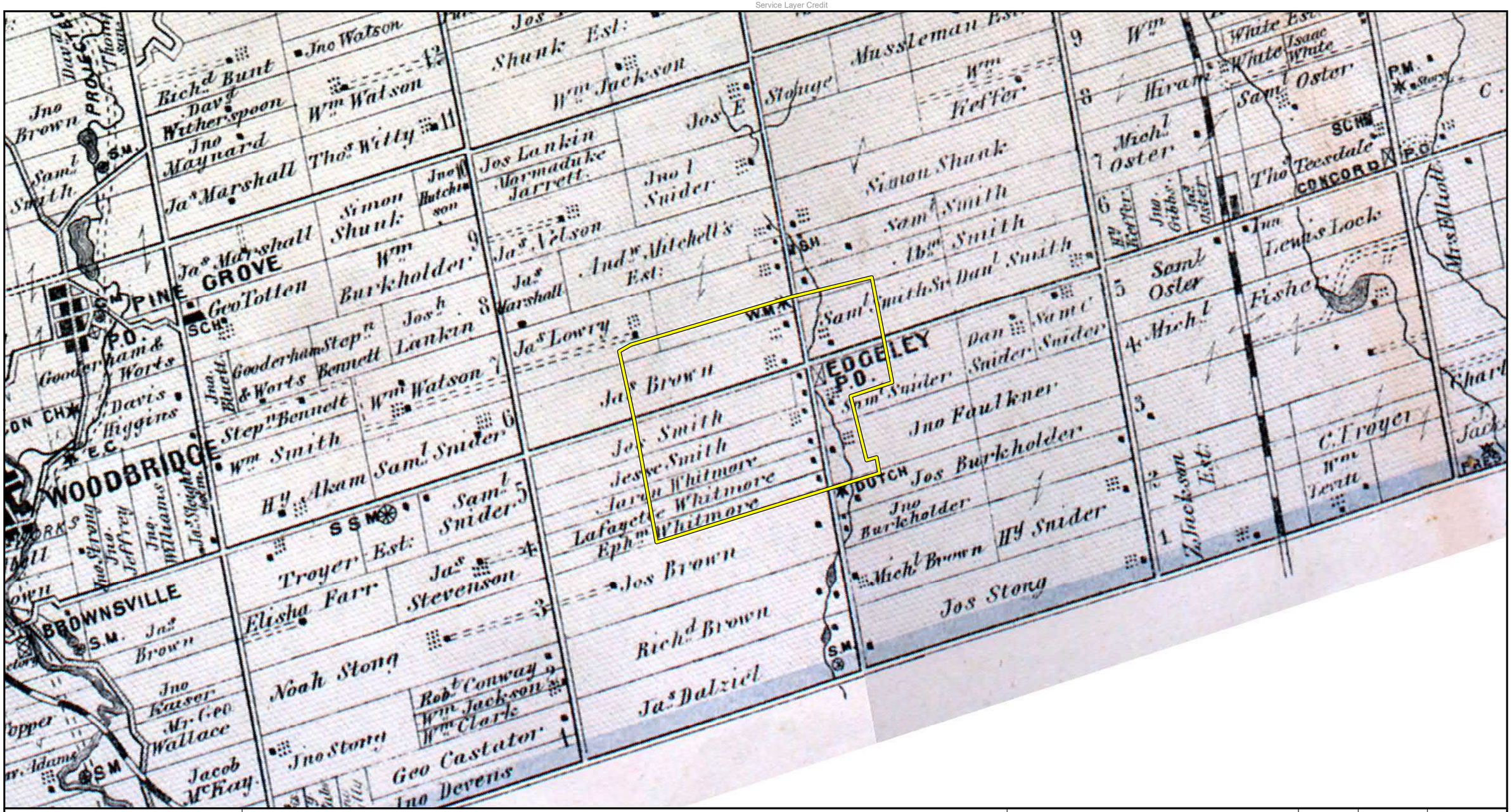
Study Area

TITLE: FIGURE 3: HISTORICAL MAPPING (1860)	SCALE: 1:25,000	PROJECT NO: 20M-01179-00	DATE: 25 JAN 2021
	DRAWN BY: JAS	CLIENT: CITY OF VAUGHAN	
PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE	CREDITS: TREMAINE, 1860		

0 500 1,000 m

N

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig3_1860.mxd



LEGEND

Study Area

TITLE: FIGURE 4: HISTORICAL MAPPING (1878)

SCALE:	PROJECT NO:	DATE:
1:25,000	20M-01179-00	25 JAN 2021
DRAWN BY: JAS	CLIENT: CITY OF VAUGHAN	

PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

CREDITS: MILES & CO., 1878

0 500 1,000 m

N

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig4_1878.mxd

Service Layer Credit

LEGEND

Study Area

TITLE: FIGURE 5: AERIAL IMAGERY (1954)

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	25 JAN 2021
DRAWN BY:	CLIENT:	
JAS	CITY OF VAUGHAN	

PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

0 200 400 m

N

CREDITS: UNIVERSITY OF TORONTO
MAP AND DATA LIBRARY

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig5_1954.mxd

Service Layer Credit

LEGEND

Study Area

TITLE: FIGURE 6: AERIAL IMAGERY (1970)

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	25 JAN 2021
DRAWN BY:	CLIENT:	
JAS	CITY OF VAUGHAN	

PROJECT:
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

0 200 400 m

N

CREDITS:
CITY OF TORONTO ARCHIVES
FLIGHT 1970, PHOTO 253 & 270

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig6_1970.mxd

Service Layer Credit

LEGEND

Study Area

TITLE:
FIGURE 7: AERIAL IMAGERY (1977)

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	25 JAN 2021
DRAWN BY:	CLIENT:	
JAS	CITY OF VAUGHAN	

PROJECT:
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

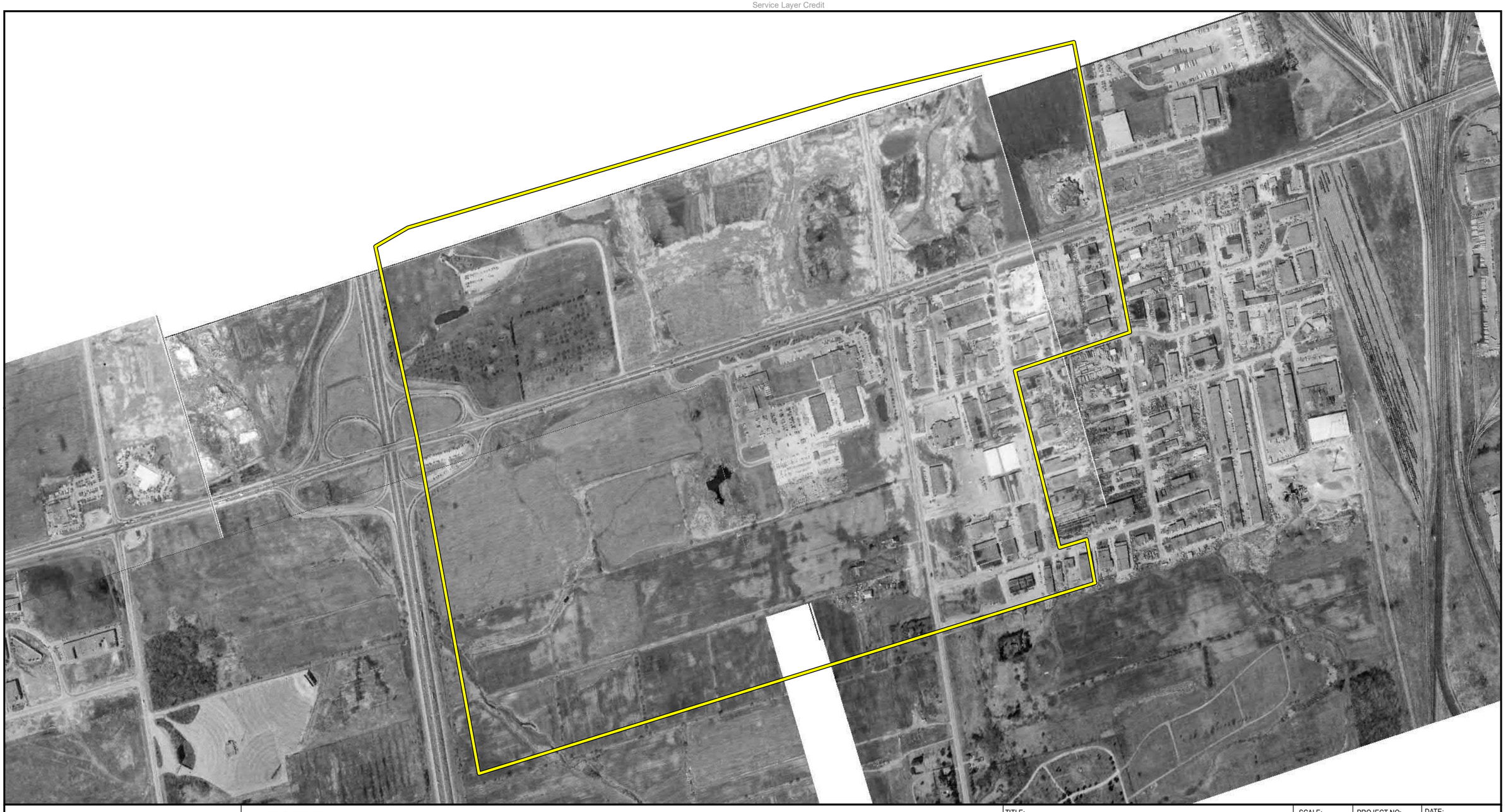
0 200 400 m

N

CREDITS:
CITY OF TORONTO ARCHIVES
FLIGHT 1977, PHOTO 152

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig7_1977.mxd

Service Layer Credit



LEGEND

Study Area

TITLE: FIGURE 8: AERIAL IMAGERY (1987)

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	25 JAN 2021
DRAWN BY:	CLIENT:	
JAS	CITY OF VAUGHAN	

PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

0 200 400 m

N

CREDITS:

CITY OF TORONTO ARCHIVES
FLIGHT 1987, PHOTO 46R & 47R

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig8_1987.mxd

Service Layer Credit

LEGEND

Study Area

TITLE:
FIGURE 9: AERIAL IMAGERY (1989)

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	25 JAN 2021
DRAWN BY:	CLIENT:	
JAS	CITY OF VAUGHAN	

PROJECT:
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

0 200 400 m

N

CREDITS:
CITY OF TORONTO ARCHIVES
FLIGHT 1989, PHOTO 46R & 47R

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig9_1989.mxd

Service Layer Credit

LEGEND

Study Area

TITLE: FIGURE 10: AERIAL IMAGERY (1992)

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	25 JAN 2021
DRAWN BY: JAS	CLIENT: CITY OF VAUGHAN	

PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

0 200 400 m

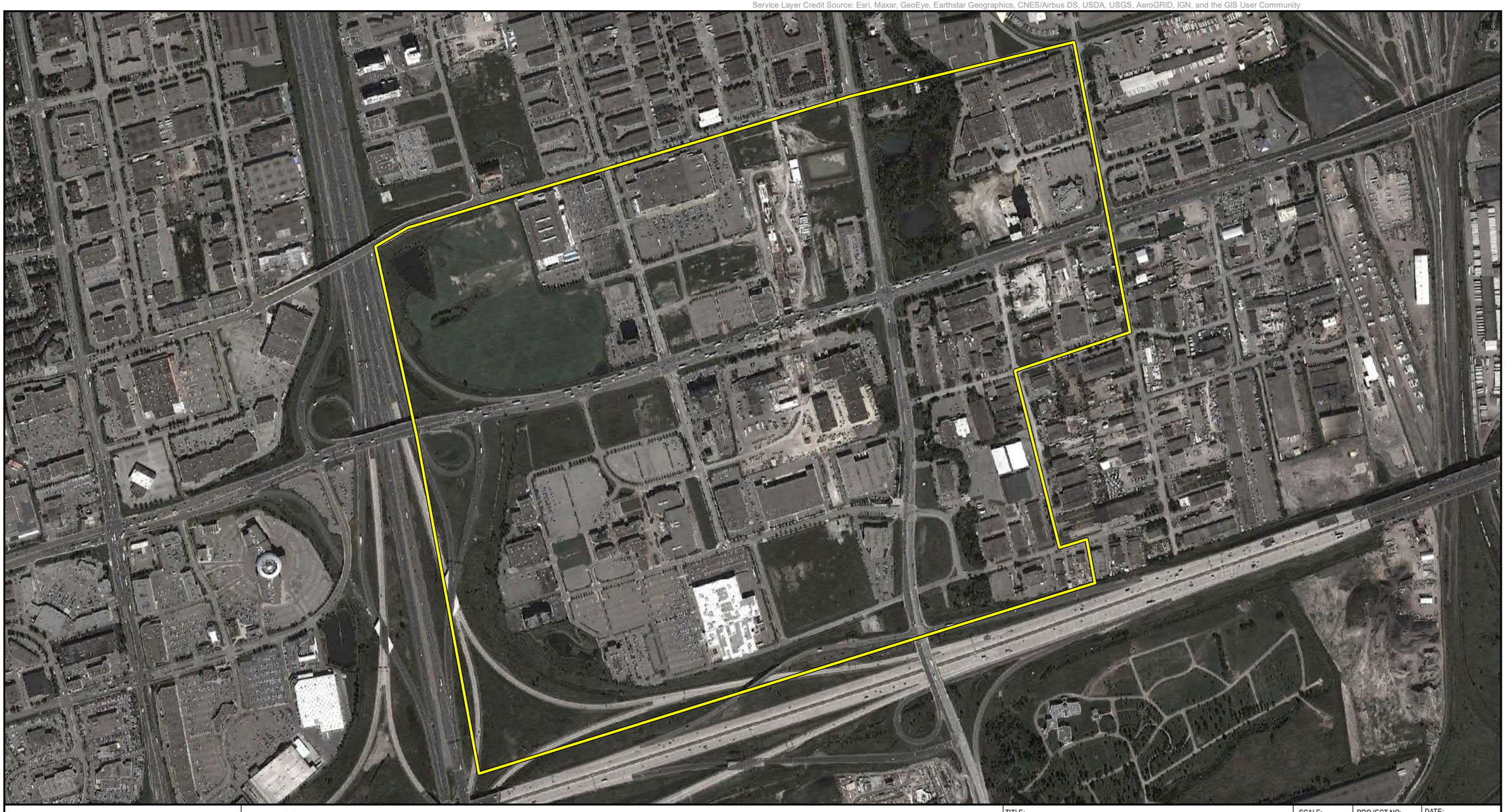
N

CREDITS:

CITY OF TORONTO ARCHIVES
FLIGHT 1992, PHOTO 46R & 47R

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig10_1992.mxd

Service Layer Credit Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



wsp

LEGEND

Study Area

TITLE: FIGURE 11: AERIAL IMAGERY (2013)

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	25 JAN 2021
DRAWN BY:	CLIENT:	
JAS	CITY OF VAUGHAN	

PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

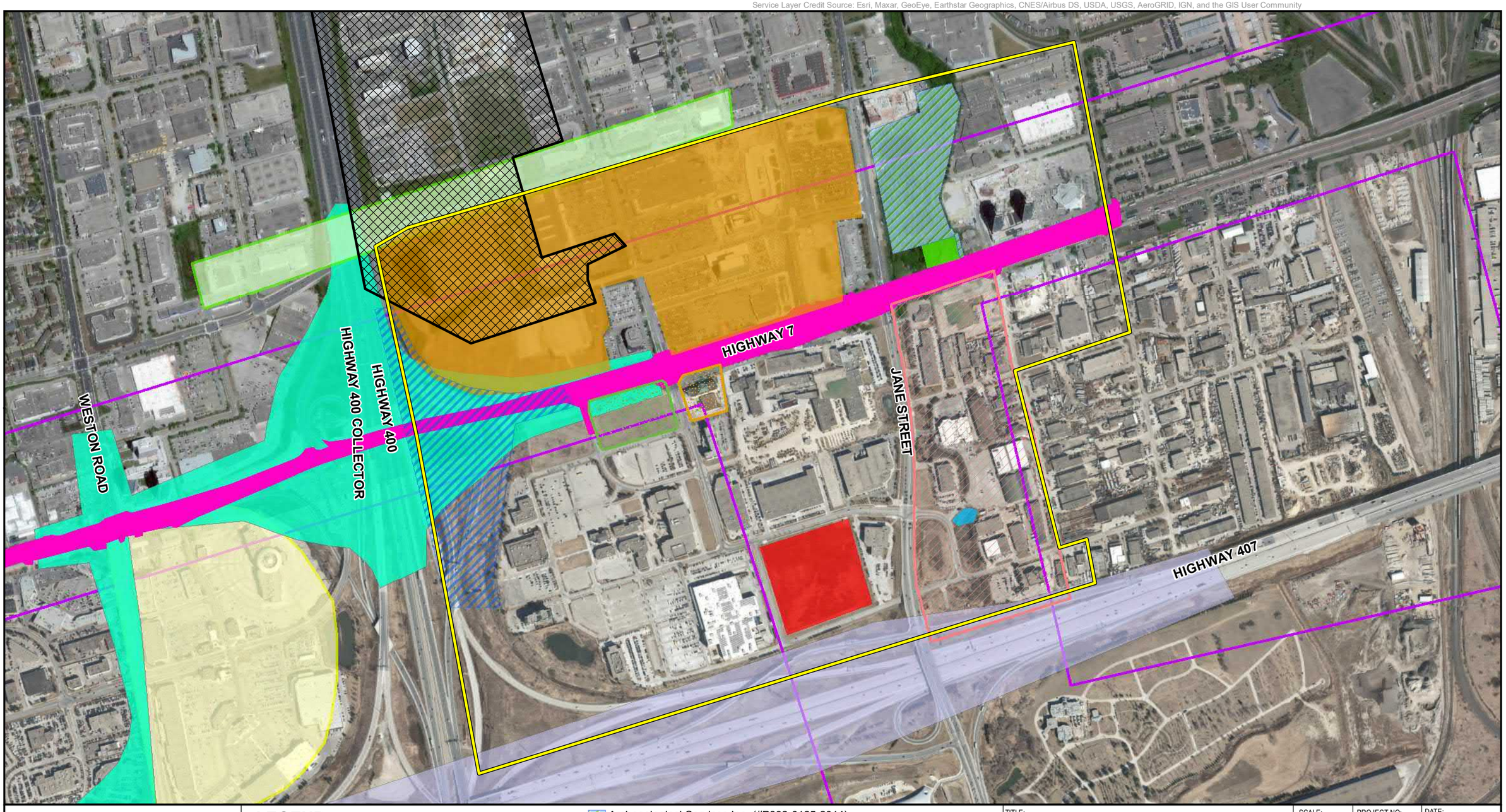
CREDITS: MAXAR TECHNOLOGIES 9/17/2013

0 200 400 m

N

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig11_2013.mxd

Service Layer Credit Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



wsp

LEGEND

- Study Area
- Archaeological Assessments Ltd. (#P013-1202-2017)
- Archaeological Services Inc. (#98-014)
- Archaeological Services Inc. (#P057-140)
- Archaeological Services Inc (#2000-116-045 & #2001-020-081
- Archaeological Services Inc. (#2000-116-049)
- Archaeological Services Inc. (#P094-075-2011)
- Archaeological Services Inc. (#P383-0030-2013)
- Archaeological Services Inc. (#P392-0125-2014)
- Archeoworks Inc. (#P334-0266-2016)
- Archeoworks Inc. (#P390-0225-2016)
- Archeoworks Inc. (#P1059-0009-2019)
- A.M. Archaeological Associates (#P035-0208-2013)
- Ministry of Transportation and Communications (85-31)
- Ministry of Transportation (92-032)
- Golder Associates Ltd. (#P390-0318-2018)
- The Archaeologists Inc. (#P052-0850-2017)

TITLE:
FIGURE 12: PREVIOUS ASSESSMENTS

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	25 JAN 2021
DRAWN BY:	CLIENT:	
JAS	CITY OF VAUGHAN	

PROJECT:
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

CREDITS:
LAND INFORMATION ONTARIO

0 200 400 m

N

Document Path: C:\Users\Andrew.S.Turner\Projects\20M-01179-00 - VMC Stage 1 Phase 463\VMC_Fig12_PrevAssess.mxd

Service Layer Credit Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

wsp

LEGEND

- Study Area
- Archaeological Potential

TITLE: FIGURE 13: ARCHAEOLOGICAL POTENTIAL

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	25 JAN 2021
DRAWN BY:	CLIENT:	
JAS	CITY OF VAUGHAN	

PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

0 200 400 m

N

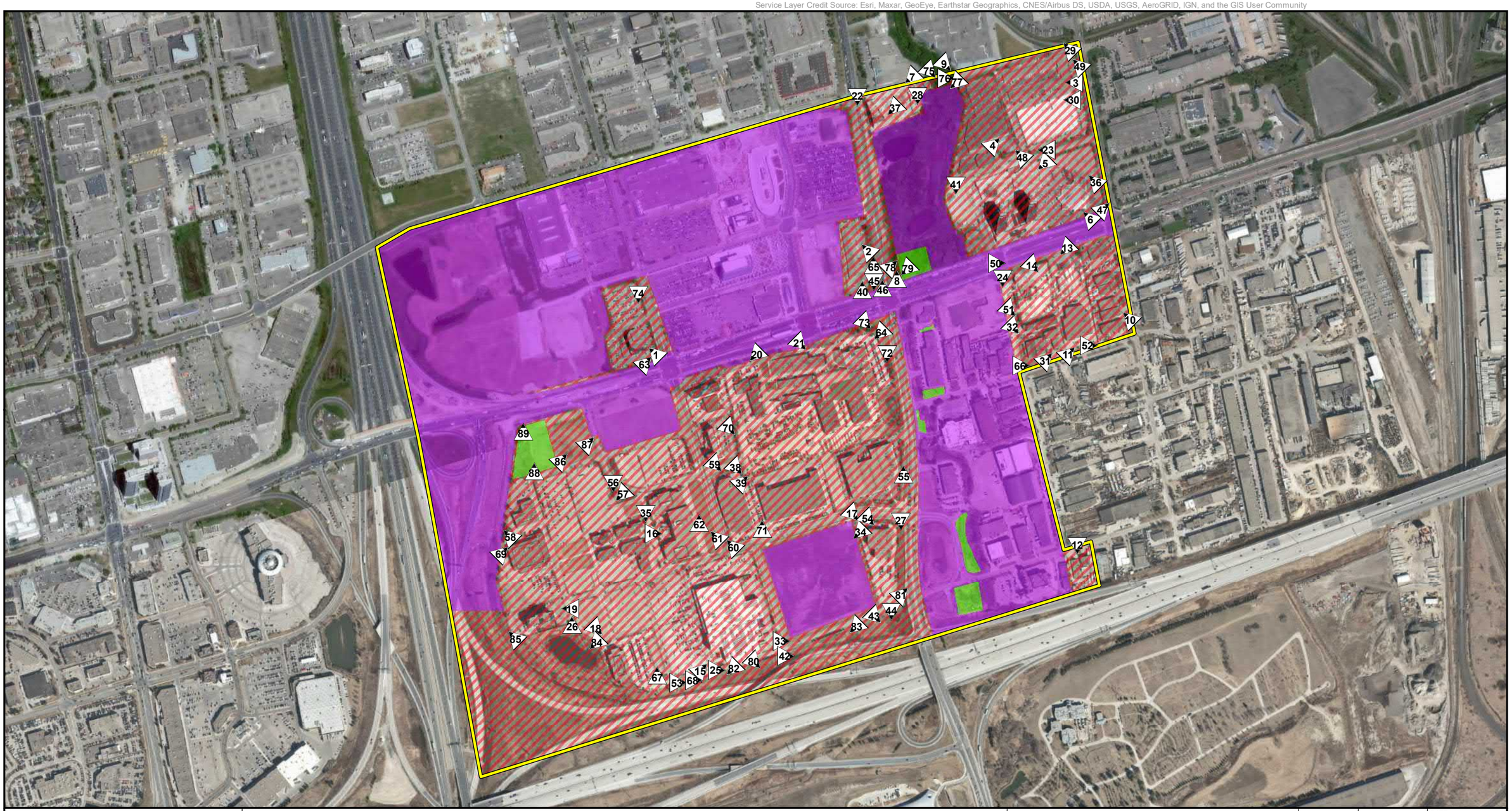
CREDITS:

LAND INFORMATION ONTARIO

YORK REGION LAND INFORMATION

Document Path: C:\Users\jason.stephenson\Documents\GIS\2021\VMC\VMC_Fig13_AMP.mxd

Service Layer Credit Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



LEGEND

- Photograph Locations
- Study Area

Recommendations:

- Disturbed - No Further Assessment Required
- Previously Assessed - No Further Assessment Required
- Test Pit at 5 m Intervals Required

TITLE: FIGURE 14: RECOMMENDATIONS

SCALE:	PROJECT NO:	DATE:
1:9,000	20M-01179-00	04 FEB 2021
DRAWN BY: AST	CLIENT: CITY OF VAUGHAN	

PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT
VAUGHAN METRO CENTRE

0 200 400 m

N

CREDITS: LAND INFORMATION ONTARIO

Document Path: C:\Users\Andrew.S.Turner\Projects\20M-01179-00 - VMC Stage 1 Phase 463\VMC_Fig14_Results.mxd

APPENDIX

A MIICHI SAAGIG HISTORIES

APPENDIX

MICHI SAAGIIG HISTORICAL/BACKGROUND CONTEXT

The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig are known as "the people of the big river mouths" and were also known as the "Salmon People" who occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds on which they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.

The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the "Peacekeepers" among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.

Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the "Old Ones" who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo-Indian periods. They are the original inhabitants of southern Ontario, and they are still here today.

The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.

Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Gitiga Migizi and Kapyrka 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig.

The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.

Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.

APPENDIX

The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear.

Michi Saagiig Elder Gitiga Migizi (2017) recounts:

"We weren't affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.

There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario.

We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony.

Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn't mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis."

Often times, southern Ontario is described as being "vacant" after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.

The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation.

Note: This historical context was prepared by Gitiga Migizi, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation.

Source

Migizi, G. & J Kapyrka (2015). Before, During, and After: Mississauga Presence in the Kawarthas. In D. Verhulst (eds.) *Peterborough Archaeology* (pp.127-136). Peterborough, Ontario: Peterborough Chapter of the Ontario Archaeological Societ

APPENDIX

B

FEATURES OF ARCHAEOLOGICAL POTENTIAL

APPENDIX

FEATURES INDICATING ARCHAEOLOGICAL POTENTIAL

The following are features or characteristics that indicate archaeological potential:

- Previously identified archaeological sites.
- Water sources:
- Primary water sources (lakes, rivers, streams, creeks).
- Secondary water sources (intermittent streams and creeks, springs, marshes, swamps).
- Features indicating past water sources (e.g. glacial lake shorelines, relic river or stream channels, shorelines of drained lakes or marshes, cobble beaches).
- Accessible or inaccessible shoreline (e.g. high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh).
- Elevated topography (e.g. 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.
- Resource areas, including:
- Food or medicinal plants (e.g. migratory routes, spawning areas, prairie).
- Scarce raw materials (e.g. quartz, copper, ochre, or outcrops of chert).
- Early Euro-Canadian industry (e.g. fur trade, logging, prospecting, mining).
- Areas of early Euro-Canadian settlement. These include places of early military or pioneer settlement (e.g. pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries.
- Early historical transportation routes (e.g. trails, passes, roads, railways, portage routes).
- Property listed on a municipal register or designated under the Ontario Heritage Act or that is federal, provincial or municipal historic landmark or site.
- Property that local histories or informants have identified with possible archaeological sites, historic events, activities, or occupations

Source

Section 1.3. Ministry of Heritage, Sport, Tourism, and Culture Industries. (2011). *Standards and Guidelines for Consultant Archaeologists.* Toronto, Ontario: Queen's Printer for Ontario.

PIF P1006-0131-2023

ALEXANDRA MULLAN – P1006

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

VAUGHAN METRO CENTRE, ADDITIONAL LANDS

CITY OF VAUGHAN

PART OF LOTS 4 TO 7, CONCESSION 4 AND PART OF LOTS 4 TO 7, CONCESSION 5, FORMER GEOGRAPHIC TOWNSHIP OF VAUGHAN, COUNTY OF YORK, NOW CITY OF VAUGHAN, REGIONAL MUNICIPALITY OF YORK, ONTARIO

DRAFT

PROJECT NO.: CA-WSP-20M-01179-00
DATE: MAY 01, 2024

WSP
6925 CENTURY AVENUE, SUITE #100
MISSISSAUGA, ON
CANADA, L5N 7K2

+1 905 567 4444
WSP.COM

I have Signatures And Disclaimers

Prepared by	Reviewed by
DRAFT	DRAFT
Martha Tildesley, MA	Rhiannon Fisher, MSc, RPA
Archaeologist	Lead Archaeologist

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The conclusions presented in this report are based on work performed by trained, professional and technical staff, in accordance with their reasonable interpretation of current and accepted engineering and scientific practices at the time the work was performed.

The content and opinions contained in the present report are based on the observations and/or information available to WSP at the time of preparation, using investigation techniques and engineering analysis methods consistent with those ordinarily exercised by WSP and other engineering/scientific practitioners working under similar conditions, and subject to the same time, financial and physical constraints applicable to this project.

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In preparing this report, WSP has relied in good faith on information provided by others, as noted in the report. WSP has reasonably assumed that the information provided is correct and WSP is not responsible for the accuracy or completeness of such information.

Benchmark and elevations used in this report are primarily to establish relative elevation differences between the specific testing and/or sampling locations and should not be used for other purposes, such as grading, excavating, construction, planning, development, etc.

The original of this digital file will be kept by WSP for a period of not less than 10 years. As the digital file transmitted to the intended recipient is no longer under the control of WSP, its integrity cannot be assured. As such, WSP does not guarantee any modifications made to this digital file subsequent to its transmission to the intended recipient.

This limitations statement is considered an integral part of this report.

Executive Summary

WSP E&I Canada Ltd. (WSP) was retained by the City of Vaughan (the Client) to conduct a Stage 1 archaeological assessment of additional lands as part of Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) process, from Highway 400 to Creditstone Road, and Highway 407 to north of Portage Parkway. This extension is part of the wider City of Vaughan Transportation Master Plan Update (Figure 1 and Figure 2).

This archaeological assessment was triggered by the MCEA process under the *Environmental Assessment Act* to ensure the Client is compliant with the *Ontario Heritage Act, 1990.* The assessment was carried out in accordance with the Ministry of Citizenship and Multiculturalism's (MCM) *Standards and Guidelines for Consultant Archaeologists* (MCM, 2011).

In 2022, WSP completed a Stage 1 archaeological assessment for the project, which identified portions of the study area as retaining potential for archaeological resources and were therefore recommended for Stage 2 archaeological assessment (WSP, 2022). In 2023, additional lands were added to the overall project area, and this Stage 1 archaeological assessment was undertaken to assess those additional areas.

The current Stage 1 archaeological assessment of the study area includes a review of previous archaeological research, historic maps, aerial imagery, land registry documents, and local histories for these additional lands. A property inspection was conducted on November 23, 2023, to better understand the current conditions of the study area. The boundaries of the assessment correspond to new limits provided by the Client at the outset of the assessment.

The background historic research, the natural environment of the study area, and the property inspection were used to confirm the presence and/or absence of archaeological potential as outlined in the *Standards and Guidelines for Consultant Archaeologists* (MCM 2011). Based on these results, it was determined the majority of the study area has been previously assessed (WSP, 2022). Most of the remaining study area was determined to have been extensively disturbed and the potential for archaeological resources removed, though a few small sections were found to retain archaeological potential.

Based on the results of the Stage 1 archaeological assessment, a **Stage 2 archaeological assessment is recommended for the portions of the study area determined to retain archaeological potential (**Figure 13).

The Stage 2 archaeological assessment must follow Section 2.1 of the *Standards and Guidelines for Consultant Archaeologists* (MCM, 2011) and the recommendations are as follows:

- Areas that cannot be subject to ploughing, including manicured lawn, scrub, and woodlot, must be subject to test pit survey at 5 m intervals as per section 2.1.2 of the *Standards and Guidelines for Consultant Archaeologists* (2011); and

- Test pit survey can be increased to 10 m intervals in areas of encountered disturbance to confirm the extent of disturbance. In areas of suspected disturbance, test pits may be placed throughout the areas according to professional judgement to confirm the degree of disturbance following Section 2.1.8 of the *Standards and Guidelines for Consultant Archaeologists* (2011).

It should be noted that the results of this Stage 1 archaeological assessment are not considered final until the above stated recommendations have been reviewed by the Ministry of Citizenship

and Multiculturalism and the report has been accepted into the *Ontario Public Register of Archaeological Reports.*

Project Personnel

Project Manager	Alexandra Mullan, MA (P1006) *Professional Archaeologist*
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Administration	Sunita Parajuli

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1 Project Context

1.1 Objectives

The objectives of a Stage 1 archaeological assessment are:

- To provide information regarding the property's geography, history, previous archaeological fieldwork, and current land condition;
- To provide a detailed evaluation of the property's archaeological potential; and
- To recommend appropriate strategies for Stage 2 survey when required.

A property inspection provides first-hand knowledge of the geography, topography, and current conditions of the property, which allows for a more accurate determination of archaeological potential.

1.2 Development Context

WSP E&I Canada Ltd. (WSP) was retained by the City of Vaughan (the Client) to conduct a Stage 1 archaeological assessment of additional lands as part of Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) process, from Highway 400 to Creditstone Road, and Highway 407 to north of Portage Parkway. This extension is part of the wider City of Vaughan Transportation Master Plan Update (Figure 1 and Figure 2).

This archaeological assessment was triggered by the MCEA process under the *Environmental Assessment Act* to ensure the Client is compliant with the *Ontario Heritage Act, 1990.* The assessment was carried out in accordance with the Ministry of Citizenship and Multiculturalism's (MCM) *Standards and Guidelines for Consultant Archaeologists* (MCM, 2011).

In 2022, WSP completed a Stage 1 archaeological assessment for the project, which identified portions of the study area as retaining potential for archaeological resources and were therefore recommended for Stage 2 archaeological assessment (WSP, 2022). In 2023, additional lands were added to the overall project area, and this Stage 1 archaeological assessment was undertaken to assess those additional areas. The Stage 1 archaeological assessment of the study area includes a review of previous archaeological research, historic maps, aerial imagery, land registry documents, and local histories. The boundaries of the assessment correspond to limits provided by the Client at the outset of the assessment. A property inspection was completed on November 23, 2023, to better understand the current conditions of the study area. All work was conducted from public lands.

1.3 Historical Context

The following sections provide a general review of the pre-contact and post-contact periods of southern Ontario as well as the history of the study area, specifically, to provide a generalized historical framework for the archaeological assessment.

1.3.1 Pre-Contact Period

The following provides a generalized cultural history of Indigenous people within the region the study area is situated. Information is primarily derived from the archaeological record and the interpretations of archaeologists. Technological or temporal divisions have been defined to describe adaptations to changing climates, physiography, subsistence patterns, and geopolitical pressures which do not necessarily provide an accurate reflection of fluid cultural practices spanning thousands of years. The following presents a sequence of Indigenous land-use from earliest human occupation following deglaciation to the recent past based on periods defined by archaeologists as:

- The Paleo Period
- The Archaic Period
- The Woodland Period

Paleo Period

Paleo period populations were the first to occupy what is now southern Ontario, moving into the region following the retreat of the Laurentide Ice Sheet approximately 11,000 years before present (BP). The first Paleo period populations to occupy southern Ontario are referred to by archaeologists as Early Paleo (Ellis and Deller, 1990).

Early Paleo period groups are identified by their distinctive projectile point types, exhibiting long grooves, or 'flutes', that likely functioned as a hafting mechanism (method of attaching the point to a wooden shaft). These Early Paleo group projectile types include Gainey (ca. 10,900 BP), Barnes (ca. 10,700), and Crowfield (ca. 10,500) (Ellis & Deller, 1990). By approximately 10,400 BP, Paleo projectile points transitioned to various unfluted varieties, such as Holcombe (ca. 10,300 BP), Hi Lo (ca. 10,100 BP), and Unstemmed and Stemmed Lanceolate (ca. 10,400 to 9,500 BP). These types were utilized by Late Paleo period groups (Ellis and Deller, 1990). Both Early and Late Paleo period populations were highly mobile, participating in the hunting of large game animals. Paleo period sites often functioned as small campsites where stone tool production and maintenance occurred (Ellis and Deller, 1990).

Archaic Period

Climatic warming, approximately 8,000 BP, was accompanied by the arrival of the deciduous forest in southern Ontario. With this shift in flora came new faunal resources, resulting in a change in cultural adaptations in the region. This change is reflected in new tool-kits and associated subsistence strategies referred to archaeologically as the Archaic period. The Archaic period in southern Ontario is divided into three phases: the Early Archaic (ca. 10,000 to 8,000 BP), the Middle Archaic (ca. 8,000 to 4,500 BP), and the Late Archaic (ca. 4,500 to 2,800 BP) (Ellis et al. 1990). Generally, in North America, the Archaic period represents a transition from big game hunting to broader, more generalized subsistence strategies dependent on local environmental parameters. This period is characterized by the following traits:

- An increase in stone tool variation and reliance on local stone sources,
- The emergence of notched and stemmed projectile point types,
- A reduction in extensively flaked tools,
- The use of native copper,
- The use of bone tools for hooks, gorges, and harpoons,
- An increase in extensive trade networks, and,
- The production of ground stone tools and an increase in larger, less portable tools.

The Archaic period is also marked by population growth. Archaeological evidence suggests that by the end of the Middle Archaic period (ca. 4,500 BP) populations were steadily increasing in size (Ellis et al., 1990). Over the course of the Archaic period, populations began to rely on more localized hunting and gathering territories. By the end of the Archaic period, populations were utilizing more encampments that are seasonal. From spring to fall, the archaeological record shows populations were shifting their settlement patterns on a regular, seasonal basis. From spring to fall, settlements would exploit lakeshore/riverine locations where a broad-based subsistence strategy could be employed, while the late fall and winter months would be spent at interior site where deer hunting was likely a primary focus with some wild edibles likely being collected (Ellis et al. 1990, p. 114). This steady increase in population size and adoption of a more localized seasonal subsistence strategy eventually evolved into what is termed the Woodland period.

Early and Middle Woodland Periods

The beginning of the Woodland period is defined by the emergence of ceramic technology. Similar to the Archaic period, the Woodland period is separated into three timeframes: the Early Woodland (ca. 2,800 to 2,000 BP), the Middle Woodland (ca. 2,000 to 1,200 BP), and the Late Woodland (ca. 1,200 to 350 BP) (Spence et al., 1990; Fox, 1990).

The Early Woodland period is represented in southern Ontario by two cultural complexes: the Meadowood Complex (ca. 2,900 to 2,500 BP), and the Middlesex Complex (ca. 2,500 to 2,000 BP).

During this period, the life ways of Early Woodland populations differed little from that of the Late Archaic with hunting and gathering representing the primary subsistence strategies. The pottery of this period is characterized by its relatively crude construction and lack of decoration. These early ceramics exhibit cord impressions, which are likely the result of the techniques used during manufacture rather than decoration (Spence et al., 1990).

The Middle Woodland period has been differentiated from the Early Woodland period by changes in lithic tool forms (e.g. projectile points, expedient tools), and the increased decorative elaboration of ceramic vessels (Spence et al., 1990). Additionally, archaeological evidence suggests the rudimentary use of maize (corn) horticulture by the end of the Middle Woodland Period (Warrick, 2000).

In southern Ontario, the Middle Woodland has been divided into three different complexes based on regional cultural traditions: the Point Peninsula Complex, the Couture Complex, and the Saugeen Complex. These groups are differentiated by sets of characteristics that are unique to regions within the province, specifically regarding ceramic decorations.

The Point Peninsula Complex extends from south-central and eastern Ontario into southern Quebec. The northernmost borders of the complex can be found along the Mattawa and French Rivers. Ceramics are coil constructed with conical bases, outflaring rims, and flat, rounded, or pointed lips. The interior surfaces of vessels are often channelled with a comb-like implement, creating horizontal striations throughout. The exterior is smoothed, or brushed, and decoration generally includes pseudo-scallop stamps or dentate impressions. Occasionally, ceramics will have been treated with a red ochre wash (Spence et al, 1990).

The Saugeen Complex is found generally in south-central Ontario and along the eastern shores of Lake Huron. The Saugeen Complex ceramics are similar in style to Point Peninsula Complex; however, the vessels tended to be cruder than their Point Peninsula counterparts. They were characterized by coil construction with thick walls, wide necks, and poorly defined shoulders. Usually, the majority of the vessel was decorated with pseudo-scallop stamps or dentate impressions, with the latter occurring more frequently at later dates (Spence et al., 1990).

Late Woodland Period

There is much debate as to whether a transitional phase between the Middle and Late Woodland periods is present in Southern Ontario, but it is generally agreed that the Late Woodland period begins around 1,100 BP. The Late Woodland period in Southern Ontario can be divided into three cultural sub-phases: The early, middle, and late Late Woodland periods. The early Late Woodland is characterized by the Glen Meyer and Pickering cultures and the middle Late Woodland is characterized by the Uren and Middleport cultures. These groups are ancestral to the Iroquoian-speaking Neutral-Erie (Neutral), the Huron-Wendat (Huron), and Petun Nations that inhabited Southern Ontario during the late-Late Woodland period (Smith 1990, p. 285).

The Pickering and Glen Meyer cultures co-existed within Southern Ontario during the early Late Woodland period (ca. 1250-700 BP). Pickering territory is understood to encompass the area north of Lake Ontario to Georgian Bay and Lake Nipissing (Williamson, 1990). Glen Meyer is centred around Oxford and Norfolk counties, but also includes the southeastern Huron basin and the western extent is demarcated by the Ekfrid Clay Plain southwest of London, Ontario (Noble 1975). Villages of either tradition were generally smaller in size (~1 ha) and composed of smaller oval structures, which were later replaced by larger structures later in the Late Woodland period. Archaeological evidence suggested a mixed economy where hunting and gathering played an important role, but small-scale horticulture was present, indicating a gradual shift from hunting-gathering to a horticultural economy (Williamson 1990).

The first half of the middle Late Woodland period is represented by the Uren culture (700-650 BP) and the second half by the Middleport (650-600 BP). Uren and Middleport sites of the middle Late Woodland share a similar distribution pattern across much of southwestern and south-central Ontario. (Dodd et al., 1990). Significant changes in material culture and settlement-subsistence patterns are noted during this short time. Iroquois Linear, Ontario Horizontal, and Ontario Oblique pottery types are the most well-represented ceramic assemblages of the middle Late Woodland period (Dodd et al. 1990). At Middleport sites, material culture changes included an increase in the manufacture and use of clay pipes as well as bone tools and adornments (Dodd et al., 1990; Ferris & Spence, 1995).

During this period, evidence in the archaeological record of small year-round villages, secondary ossuary burials, and what are thought to be semi-subterranean sweat lodges suggest a marked increase in sedentism in Southern Ontario during the Uren and Middleport cultures (Ferris & Spence, 1995). The increasing permanency of settlements was a result of the development of small-scale cultivation and a subsequent increased reliance on staple crops such as maize, beans, and squash (Dodd et al. 1990; Warrick, 2000; Ferris & Spence, 1995).

Archaeological evidence from the middle Late Woodland sites also documents increases in population size, community organization and village fissioning, and the expansion of trade networks. The development of trade networks with northern Algonquian peoples has also been inferred from findings at Middleport sites along the northern parts of southwestern and south-central Ontario. These changes resulted in the more organized and complex social structures observed in the late Late Woodland period.

During the late Late Woodland period, village size significantly increased as did the complexity of community and political systems. Villages were often fortified with palisade walls and ranged in size from smaller villages with a few longhouses to larger villages with over 100 longhouses. Larger longhouses oriented differently than others in the village have been associated with primary familial groups, while longhouses that were located outside of palisade walls may have been for visiting groups for the purposes of trade or social gatherings (Ramsden, 1990). More recent research has indicated that smaller, temporary camp or cabin sites were often used seasonally for the tending of agricultural fields or as fishing camps (Ramsden 1990). By this time, large-scale

agriculture had taken hold, making year-round villages even more practical with the improved ability to store large crop yields over winter.

Late Woodland villages in the vicinity of the study area were typically associated with the Huron-Wendat nations who occupied areas as far east as the Trent River and as far west as the Niagara Escarpment. They typically inhabited each village for several decades before moving settlements to more fertile land when resources were exhausted. Throughout the fifteenth and sixteenth centuries, these settlement shifts often included northern migrations and the incorporation of multiple smaller villages into larger coalescent villages. This pattern of settlement is notable at the McKenzie-Woodbridge (AkGv-2), Boyd (AkGv-3), and Seed-Barker (AkGv-1) village sites, which are located between 3-5 km to the east and northeast of the study area along the Humber River (Williamson 2014).

The Huron-Wendat eventually migrated out of the Toronto area and into present-day Simcoe County and the Penetanguishene Peninsula, an area known as Historic Wendake. This movement northward is considered to be the result of a number of socio-political factors, including increased conflict with the Five Nations Iroquois, an increased complexity in political organization, increasing trade relations with Northern Algonquian groups, and interactions with early European traders (Ramsden, 1990; Birch, 2012; Ferris & Spence, 1995).

During the fifteenth century, ceramic styles on Huron village sites were typically consistent with the Lalonde High Collar type, which included high collars and a complex neck decoration. Artifact assemblages became more heterogenous by the sixteenth century as ceramic styles began to favor castellation for decoration. Huron-Wendat ceramic motifs also began to reflect influences from Iroquoian speaking groups from the St. Lawrence River area to the east. European goods obtained through extensive trade routes have also been found at Huron-Wendat village sites during this time. These goods include iron kettles, axes, and knives, as well as glass beads (Ramsden, 1990). Changes in ceramic styles observed in the archaeological record also reflect increasing levels of inter-community relationships, integration, and trade between different groups during this period. For example, oral histories of the Michi Saagiig (Mississauga Anishinaabeg) speak to the arrival of, and relationships with, the Huron “corn growers” (Migizi & Kapyrka 2015, pp. 127-136).

Early contact with European settlers at the end of the Late Woodland period resulted in extensive changes to the traditional lifestyles of most populations inhabiting Ontario including settlement size, population distribution, and material culture. The introduction of European-borne diseases significantly increased mortality rates, resulting in a drastic drop in population size (Warrick, 2000).

1.3.2 Post-Contact Period

Early European presence within the study area began as early as 1615 with the travels of the French explorer Etienne Brulé who travelled with the Huron along the major portage route known as the Toronto Carrying Place Trail, which connected Lake Ontario with Lake Simcoe to the north by way of the Humber River and the Holland Marsh. In September of 1615, Brulé camped on the shores of Humber Bay with the Huron (Mika & Mika 1977, p. 694; Steckley 1987; Ramsden 1990). In 1615-1616, Samuel De Champlain also travelled with the Huron northward to Georgian Bay. By the 1640s, the Huron, Petun, Neutral, and Mississauga Anishinaabeg (Michi Saagiig) had dispersed out of this region of Southern Ontario as a result of increasing conflicts with the Five Nations Iroquois, and the warfare and disease that had arrived with European colonization.

The large-scale population dispersals gave way for the Haudenosaunee to occupy the territory north of Lake Ontario where they settled along inland-running trade routes. These settlements included the villages of Ganatsekwyagon on the Rouge River and Teiaiagon on the Humber River at the head of the Toronto Carrying Place Trail (Steckley, 1987; Ramsden 1990). Due to increased military pressure from the French, and the Anishinaabe Nations (Ojibwa Odawa, and Potawatomi) who had previously retreated to the north, the Haudenosaunee abandoned their villages along Lake Ontario.

By the 1680s, the Anishinaabeg had returned and re-occupied the land along Lake Ontario, as well as northward beyond the Haliburton Highlands. The Anishinaabeg later participated in a significant number of treaty agreements with the British Crown, establishing the foundation of Euro-Canadian settlement in Southern Ontario (Ferris & Spence 1995).

In addition to archaeological interpretations, oral histories provide a valuable contribution to our understanding of the history of Indigenous peoples in Ontario. The following oral history, provided by Michi Saagiig elder Gitiga Migizi, speaks to the occupation of this area of Southern Ontario by the Anishinaabeg throughout the pre-contact and post-contact periods (see Appendix A for the full text provided):

> The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds onwhich they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.
>
> The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the “Peacekeepers” among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the

Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.

Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the "Old Ones" who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo periods. They are the original inhabitants of Southern Ontario, and they are still here today.

The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.

Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Gitiga Migizi and Kapyrka 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig.

The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.

Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were

given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.

The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear.

Often times, southern Ontario is described as being "vacant" after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.

The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation. The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.

Migizi and Kapyrka pp. 127-136 (2015)

York County

The study area is situated in the historic County of York, now the City of Toronto. The land that includes York County was surrendered by the Mississauga to the British Crown as part of Treaty No. 13, the Toronto Purchase (1805). After the American Revolution ended in 1783, those who remained loyal to the British Crown (United Empire Loyalists) began to move into Southern Ontario, creating a greater demand for land.

In 1787, senior officials from the former Indian Department met with the Mississaugas of the Carrying Place to acquire land along the northern shores of Lake Ontario extending northward toward Lake Simcoe (Surtees, 1994, p. 107). Due to irregularities in the land boundaries of the original 1787 land surrender, the Deputy Superintendent of Indian Affairs, William Claus, entered into negotiations with the Mississauga to redefine the northern and western boundaries as well as purchase a larger tract of land. The irregularities disputed between the Crown and the Mississauga over the original 1787 land surrender was whether or not the Humber or Etobicoke Creek was the

western boundary of the purchase (Harris, n.d.). Stretching from the Scarborough Bluffs in the east and Etobicoke Creek in the west, the final agreement included much of what was once the western half of York County, including Etobicoke Township. In 1805, the Crown purchased the 250,000 acres of land that is included in the Toronto Purchase.

After the British conquest of the area, the land that became York County was originally part of the District of Nassau and, later, the Home District. York County was created in 1791 and consisted of an east and west Riding extending from the County of Durham to the east, the La Trench River (now Thames River) to the west, and Lake Geneva (now Burlington Bay) to the south (Mika & Mika, 1983, p. 681). Governor John Graves Simcoe was among the first to settle in the newly established county. Accompanied by the Queen's Rangers, he occupied the area around what was once Fort Rouille on the modern-day Exhibition lands in Toronto. Fort Rouille was originally constructed by the French in 1751 to control the fur trade in the area and was subsequently destroyed in 1759 to prevent its use by the British. It was at this site that Simcoe began to lay the foundations of York, the new capital of Upper Canada (Mika & Mika 1983, p. 681).

Early settlers in York County included the Pennsylvania Quakers, Germans from Genesee Valley, Pennsylvania Dutch, and French Royalists. The population in the county grew rapidly as a result of the construction of two major transportation routes, historic Yonge and Dundas Streets, and the desire to settle in the capital of Upper Canada. Yonge Street was constructed from Toronto Harbour to Holland Landing in the north, and Dundas Street was established from Downtown Toronto to London in the West. These became major transportation routes as they allowed for settlement and trade with the interior of Southern Ontario (Mika & Mika 1983, p. 682).

In 1851, the County of York encompassed the townships of Etobicoke, Vaughan, Markham, Scarborough, York, King, Whitchurch, Gwillimbury East, and Gwillimbury North. The County of York was briefly united with the County of Peel from 1853 to 1866. Municipalities including the Township of Georgina, the City of Toronto, and villages of Aurora, Holland Landing, Newmarket, Richmond Hill, and Yorkville were added to the boundaries of York County after 1866 (Mika & Mika 1983, p. 682).

Township of Vaughan

The study area is situated within the Geographic Township of Vaughan. The first survey of the township was completed by Abraham Tredell in 1795 at the request of Sir John Graves Simcoe. His goal was to establish a road (present-day Yonge Street) through the township to connect the community of York, present-day Toronto, with more northerly trading areas, including Georgian Bay. The concessions were laid out with Yonge Street marking the border in the east and present-day Highway 50 in the west. The township eventually covered a total of 67,510 acres (Reaman 1971). It was the third largest township in York County and was named after Benjamin Vaughan, a representative of Lord Melbourne who was involved with peace negotiations with the Americans in 1783 (Mika & Mika 1983, p. 574). While the township survey was not completed until 1851,

European settlers began to arrive in 1796, including German settlers of Pennsylvania, French Huguenots and English Quakers (Mika & Mika, 1983, p. 574). The first sawmill was built in 1801 by John Lyons, and was constructed at time when the population sat at only 103 inhabitants. By 1817, the population had risen to 510 (Mika & Mika 1983, p. 574).

Between 1815 and 1840, patents for lands around the Humber River were issued, encouraging an influx of settlers from the British Isles. The first schoolhouse was built in 1815 and, by 1825, the township had grown to see the establishment of 19 schoolhouses. By this time, Vaughan Township included at least six sawmills and two grist mills. Between 1825 and 1840, the number of mills constructed to support the growing need for lumber and the processing of agricultural products had increased to include 34 sawmills, 5 grist mills, and a number of flour and woollen mills (Mika & Mika 1983, p. 574). By 1842, the township residents had cleared and planted 18,026 acres of land, mostly for wheat, and the population was recorded at 4,187. Most of the farming in Vaughan Township was small-scale until horsepower gradually replaced manpower after 1840.This shift helped to significantly increase crop yields (Mika and Mika 1983, p. 575).

By 1849, the township was incorporated, and a municipal system of government was implemented (Reaman 1971). A thriving agricultural industry supported the continual growth of the township, and the development of extensive transportation infrastructure over the next several decades. Major transportation routes constructed through the township included the establishment of the Northern Railway between 1851 and 1855, the Vaughan Plank Road in 1860, the Metropolitan Railway in 1896, and the Toronto Suburban Electric Railway in 1914 (Mika & Mika, 1983, 574).

In the early 1900s, Vaughan experienced an influx of inhabitants as Toronto began to grow beyond its early established boundaries. With this influx of inhabitants, small suburban communities were quickly developed and, by 1911, the population of the township had reached over 20,000 people (Reaman 1971). Over the course of the twentieth century, the area was increasingly dominated by suburban developments inhabited by those commuting to Toronto for work (Mika & Mika 1983, 575). In 1971, the Township was incorporated as the Town of Vaughan and, 20 years later, it became the City of Vaughan (City of Vaughan 2020).

Community of Edgeley

Edgeley is a small community that developed at the intersection of present-day Highway 7 and Jane Street, at the center of the study area. Settlement in the area began before 1820 and, during this time, it became a thriving agricultural community (Mika & Mika 1977, p. 634). Many of the earliest settlers were Mennonite from Somerset County, Pennsylvania. They constructed a church on present-day Jane Street in 1824, which was used until 1923 and housed the community cemetery (Vaughan Township Historical Society 1972). One of the earlier industries in the area was a shingle mill, which also made coffins and casket pillows. The community eventually grew to include a general store, a cider mill, and a blacksmith shop. By 1872, Edgeley received a post

office, which was operated by the owner of the general store. It also included a hotel, located on the northwest corner of Highway 7 and Jane Street, two slaughterhouses, a carriage and wagon shop, a dress-making establishment, a chopping mill, and a community centre known as Edgeley Hall (Vaughan Township Historical Society, 1972; Mika & Mika 1977, p. 634).

By 1917, a Farmers' Co-operative was established in Edgeley, which provided the local farmers with many of the supplies that they needed. However, as transportation and agricultural facilities improved over the twentieth century, business was diverted to larger centers and the prosperity of Edgeley declined, like many other rural communities in Ontario. In 1971, when the Township of Vaughan and the Village of Woodbridge were amalgamated, Edgeley became part of the newly established Town of Vaughan (Mika & Mika, 1977, p. 634; City of Vaughan, 2020).

1.3.3 Study Area Specific History

To better understand the historic land use of the study area, the Tremaine 1860 *Map of the County of York, Canada West* (Figure 3) and the Miles & Co 1878 *Illustrated Historical Atlas of the County of York and the Township of West Gwillimbury & Town of Bradford in the County of Simcoe, Ontario* (Figure 4) were reviewed to examine whether historic features are located within or near to the study area. This analysis contributes to the determination of archaeological potential. The property information is presented in Table 1 below.

Table 1: Historical Land Use Summary by Lot and Concession

Concession	Lot	1860 Tremaine Map		1878 Atlas Map	
		Occupants	Features	Occupants	Features
4	4	Snider (West)	River in west	Johnathan Faulkner	House, river, and orchard in west
		Snider (East)	N/A		
	5	Snider (West)	River in west	Sam Snider (West)	Edgeley post office, house with orchard and river in west
		Snider (East)	N/A	Dan Snider (Center)	Structure with orchard in east
				Sam C Snider (East)	Structure with orchard in north
	6	Samuel Smith (West)	Structure and river in west	Samuel Smith (West)	Structure with orchard in southwest, river in west

Concession	Lot	1860 Tremaine Map		1878 Atlas Map	
		Occupants	Features	Occupants	Features
		Daniel Smith (East)	N/A	Daniel Smith (East)	Structure with orchard in southeast
	7	Jacob Smith	River in west	Sam Smith (North)	Two structures, a river, and a schoolhouse in west
				Abraham Smith (South)	Structure and river in west
5	4	Michael Whitmore	N/A	Aaron Whitmore (North)	Structure in east
				Lafayette Whitmore (Center)	Structure in east
				Ephraim Whitmore (South)	Structure in east
	5	Widow Smith	N/A	Joseph Smith (North)	Two structures in east
				Jesse Smith (South)	Structure with orchard in east
	6	James Brown (North)	N/A	James Brown	Two structures with orchards in the east
		John Brown (South)	N/A		
	7	Widow Lowry (West)	N/A	James Lowry (West)	Structure with orchard and roadway to Weston Road
		Andrew Mitchell (East)	Structure in east	Andrew Mitchell's Estate (East)	Structure with orchard to northeast, church to southeast

By 1860, both Jane Street and Highway 7 are notable as historical transportation corridors. Each parcel within the study area is owned but there were only a few features of potential depicted within the vicinity of Jane Street and Highway 7. A structure associated with Andrew Mitchell is illustrated on the western side of Jane Street on Lot 7, Concession 5, directly adjacent to the northern boundary of the study area. Another structure associated with Samuel Smith is illustrated on the eastern side of Jane Street on Lot 6, Concession 6 within the northeastern portion of the study area. Although the community of Edgeley was established in the 1820s, there is no indication of any development at the intersection of present-day Highway 7 and Jane Street. This is likely because the post office was not established until 1872, and so the community was not illustrated. This is pertinent to note as it indicates that the absence of historic homesteads and settlements on these maps does not preclude their presence at the time of publication.

By 1878, dozens of structures, a church, and the Edgeley post office are illustrated along Jane Street and Black Creek. Many of these structures were within the boundaries of the study area. At this time, Edgeley was recorded as having, among other establishments, a hotel, two slaughterhouses, a carriage and wagon shop, a dress-making establishment, a chopping mill, and a community centre known as Edgeley Hall. The hotel was situated on the northwest corner of the intersection of Highway 7 and Jane Street but neither it nor any of these other notable structures were specifically illustrated (Vaughan Township Historical Society, 1972; Mika & Mika 1977, p. 634)

To gain a better understanding of the more recent land use of the study area, aerial imagery from 1954 to 2013 were reviewed (available from the University of Toronto and Google Earth). In 1954, the study area was predominantly rural with a landscape that appears to have remained under agricultural use since 1878 (Figure 5). The construction of Highway 400 represents the most significant development. By the late 1960s and early 1970s, major developments begin to appear within the study area. It was during this time that the area to the southeast of Highway 7 and Jane Street was developed. This development involved extensive grading and landscaping activity that can be seen in the aerial imagery (Figure 6). By 1977, the construction and associated laydown yards indicate that there was significant grading and disturbance in the area to the southwest of Highway 7 and Jane Street (Figure 7).

By 1988, further development to the northwest and northeast of Highway 7 and Jane Street is evident. There were also extensive alterations to the intersection of Highway 400 and Highway 7, which included the realignment of the on- and off-ramps (Figure 8). By 1991, the construction for Highway 407 had begun, which involved the temporary twinning of Highway 400. This required extensive and intensive ground disturbance to the corridors of both highways (Figure 9). The remaining areas were developed over the next three decades, including the large condominium buildings north along Highway 7 between Jane Street and Creditstone road (Figure 10). As a result of significant commercial and infrastructure development, there are very few sections within the study area that have not been subject to extensive grading and deep ground disturbance.

1.4 Archaeological Context

1.3.1 Current Conditions

The current study area extends from Highway 400 in the west, Creditstone Road in the east, Highway 407 in the south, and north of Portage Parkway in the north. It is situated on Lots 4 to 7, Concession 4 and Lots 4 to 7, Concession 5, former Geographic Township of Vaughan, County of York, Now City of Vaughan, Regional Municipality of York.

The western and southern edges of the study area consist of Highway 400 and Highway 407. Aside from a few small, manicured lawns in the southwest, the remainder of the area is heavily

urbanized and developed. The buildings in these areas include office buildings, construction yards, warehouses, arts centres, hotels, major retail complexes and their associated parking lots.

1.3.2 Physiography and Ecology

The study area is situated on a bevelled till plain on the Peel Plain physiographic region. The Peel Plain is a clay tract that covers an area of approximately 300 square miles over the central areas of the Regional Municipalities of York, Peel, and Halton. (Chapman & Putnam 1984, pp. 174-175). A number of large rivers and streams have cut deep valleys across the plain, leaving much of the area fairly well drained. The plain is largely shale and limestone, covered in either level or undulating heavy, usually red, clay. The clay is often a veneer on the plain but can also be quite deep with evidence of varving. It is more calcareous than the underlying shale till which is the result of being brought in from limestone areas in the east and north by meltwater. The clay is most often imperfectly drained, dark brown Peel clay followed by a sub-surface layer of brown-grey, clay loam (Chapman & Putnam, 1984, pp. 174 -175). The Peel clay is found across the study area (Hoffman & Richards 1955). This soil type is ideal for agricultural purposes and would have been desirable for both pre-contact and European settlement.

The first settlers in this area favored grain and wheat, which thrived in this soil, and became abundant enough to be exported as cash crops to the rest of Ontario. The focus on crops would later shift to a focus on livestock and animal products, including beef cattle, hogs, and dairy. Much of the Peel Plain was later developed by the increasing level of urbanization as a result of the expansion of the City of Toronto (Chapman & Putnam 1983, pp. 174-175).

The study area lies within the Mixed-wood Plains Ecozone and the Lake Erie-Lake Ontario Ecoregion (Ecoregion 7E). The Lake Erie-Lake Ontario Ecoregion has a hot and moist climate in the summer and is cool in the winter, with a mean annual temperature range of 6.3 to 9.4 degrees Celsius. Surface topography is generally flat and overlain with deep undulating ground moraine deposits. Historic lakes that once occupied the Ecoregion have left substantial glaciolacustrine deposits in many areas (Crins et al. 2009).

The flora and fauna of Ecoregion 7E are the most diverse in Canada and would have provided significant food resources for human occupation throughout the pre- and post-contact periods. Characteristic mammals, birds, reptiles and fish include white-tailed deer, northern racoon, striped skunk, Virginia opossum, green heron, Virginia rail, Cooper's hawk, eastern kingbird, willow flycatcher, brown thrasher, yellow warbler, common yellowthroat, northern cardinal, savannah sparrow, red-backed salamander, American toad, eastern garter snake, Midland painted turtle, longnose gar, channel catfish, smallmouth bass, yellow perch, walleye, northern hog sucker, banded killifish, and spot tail shiner (Crins et al. 2009).

The Lake Erie-Lake Ontario Ecoregion is associated with the Deciduous Forest Region. During the pre-contact and early post-contact periods, this area would have been characterised by broad leaved deciduous trees including sugar maple, beech, white elm, basswood, red ash, white oak and

butternut. It also marks the northern limit of the tulip-tree, cucumber-tree, pawpaw, red mulberry, Kentucky coffee-tree, black gum, blue ash, sassafras, mockernut hickory, pignut hickory, the black oak, and the pin oak. The Deciduous Forest Region also contains black walnut, sycamore and the swamp white oak. Some conifers can be found in the area including the eastern white pine, tamarack, eastern red cedar, and the eastern hemlock (Rowe 1972).

A channelized section of Black Creek flows through the eastern portion of the study area., which is a tributary of the Humber River and part of its watershed. The main branch of the Humber is 126 km long. The Humber River includes 1,800 km of waterway. It is also a designated Canadian Heritage River with a long history of human occupation spanning from the pre-contact period to the present day. Most notably, it is part of the Toronto Carrying Place, an extensively used indigenous trade route which runs from the mouth of the Humber River in Lake Ontario to the Holland Marsh in the north. It connects the Toronto area with Lake Simcoe to the north, and the Trent-Severn waterway to the northeast (Toronto Region Conservation Authority 2021). Early European explorers also often used this trade route to travel inland. In September of 1615, Brulé camped on the shores of Humber Bay with the Huron, and also travelled along the Carrying Place (Mika & Mika 1977, p. 694).

1.3.3 Previous Archaeological Assessments

A search of the *Ontario Public Register of Archaeological Reports* indicates that 19 archaeological assessments have been conducted n or within 50 metres (m) of the study area (Figure 11). These reports are detailed in Table 2. Of these, 18 assessments include sections within the current study area. Those reports are bolded.

Table 2: Previous archaeological assessments on or within 50 m of the study area

Year	PIF	Title	Researcher
1983	N/A	An Archaeological Survey of Highway 400 and 407 Interchange - Highway 7 Northerly 2.1 km - Regional Municipality of York. W.P.164-79-04.	Mary Ambrose, MTO
1985	**N/A**	**An Archaeological Survey of the Area to be Impacted by the Proposed Construction of the Hwy 400/7, Hwy 7/Weston Rd and Hwy 407/ Weston Rd Interchanges, Vaughan Twp, RM of York. W.P. 164-79-04.**	**Paul Lennox, MTO**
1993	**92-032**	**An Archaeological Assessment of Highway 407 and the Highway 407/ Jane Street Interchange (WP 140-87-00).**	**Andrew Murray, MTO**

Year	PIF	Title	Researcher
2001a	2000-116-45	Stage 1 Archaeological Assessment, First Vaughan Investments Ltd. 400 & 7 Industrial Subdivision Phase 2 (19T-99009V) and Additional Lands Owned by the Applicant Adjacent to the South Side of the Subdivision.	Archaeological Services Inc.
2001b	2000-116-49	Stage 1 Archaeological Assessment, Applewood Crescent Extension from Edgeley Boulevard westerly approximately 800 metres to Chrislea Road, City of Vaughan, Regional Municipality of York, Ontario.	Archaeological Services Inc.
2001c	2001-020	Stage 3 Archaeological Assessment of the A1 White Site, AkGv-181, First Vaughan Investments Ltd. 400 and 7 Industrial Subdivision Phase 2 (19T-99009V) on Part of Lots 6, 7, and 8, Concession 5, City of Vaughan, Regional Municipality of York, Ontario.	Archaeological Services Inc.
2005	P057-140	Stage 1 Archaeological Assessment, Highway 7 and Vaughan North-South Link Transitway, City of Vaughan, Town of Richmond Hill and the Town of Markham, R. M. of York, Ontario.	Archaeological Services Inc.
2011	P094-075-2011	Stage 2 Property Assessment, VivaNext H2 Preliminary Engineering, Highway 7 Corridor, Islington Avenue to Yonge Street Connection Road Public Transit Improvements, Former Townships of York, Vaughan, and Markham, York County, Regional Municipality of York, Ontario.	Archaeological Services Inc.
2013	P383-0018-2013 P383-0030-2013	Stage 1 and 2 Archaeological Assessment of the Vaughan Municipal Centre Lands, Part of Lots 6 and 7, Concession 4, Geographic Township of Vaughan, County of York, Now in the City of Vaughan, Regional Municipality York.	Archaeological Services Inc.
2014	P035-0208-2013	The Stage 1 Archaeological Assessment for Roadworks Associated with the Highway 400 Ramp Realignments at Highway 7, City of Vaughan, York Region (Y. R. Project No. 82690) (Part Lots 5 & 6, Concession 5, Geo. Twp. Vaughan, County of York).	A. M. Archaeological Associates

Year	PIF	Title	Researcher
2014	P392-0125-2014	Stage 1 & 2 Archaeological Assessment (Background Study and Property Assessment) Edgeley Stormwater Management Pond Improvements, Municipal Class Environmental Assessment, Part of Lot 6, Concession 4, Former Township of Vaughan, County of York, City of Vaughan, Regional Municipality of York, Ontario.	Archaeological Services Inc.
2016	P334-0266-2016	**Stage 1 Archaeological Assessment for the** Proposed Redevelopment of 3201 Highway 7 Within Part of Lot 5, Concession 5 In the Geographic Township of Vaughan Former County of York, City of Vaughan, Regional Municipality of York, Ontario.	Archeoworks Inc.
2017	P013-1202-2017	The Stage 1-2 Archaeological Assessment of the Exchange Avenue and Interchange Way Property, Part of Lot 4, Concession 5, Geographic Township of Vaughan, City of Vaughan, Regional Municipality of York.	Archaeological Assessments Ltd.
2017	P390-0225-2016	**Stage 1 Archaeological Assessment for the** Vaughan Metropolitan Centre Black Creek, Renewal Class EA, Within Part of Lots 4-5, Concessions 4 and 5 and the Road Allowance Between Concessions 4 and 5 In the Geographic Township of Vaughan Former County of York City of Vaughan Regional Municipality of York, Ontario.	Archeoworks Inc.
2018	P052-0850-2017	Stage 1 & 2 Archaeological Assessment for 2938 Highway 7, Part of Lot 6, Concession 4, Geographic Township of Vaughan, County of York.	The Archaeologists Inc.
2018	P390-0318-2018	Stage 1 Archaeological Assessment, Vaughan Metropolitan Centre: 2748355 Canada Inc., Block 3 North, Part of Lot 5, Concession 5, Geographical Township of Vaughan, County of York, now City of Vaughan, Regional Municipality of York, Ontario.	Golder Associates Ltd.
2019	P1059-0009-2019	Stage 2 Archaeological Assessment for the Proposed Development of 7551 and 7601 Jane	Archeoworks Inc.

Year	PIF	Title	Researcher
		Street Part of Lot 25, Registered Plan 7977 and Part of Lot 16, Registered Plan 8070 Within Part of Lot 4 & 5, Concession 4 In the Geographic Township of Vaughan Former County of York Now the City of Vaughan Regional Municipality of York, Ontario.	
2022	**P365-0147-2021**	**Stage 1 Archaeological Assessment Vaughan Metro Centre Lots 4 to 7, Concession 4 and Lots 4 to 7, Concession 5, Former Geographic Township of Vaughan, County of York, Now City of Vaughan, Regional Municipality of York.**	**WSP Canada Inc.**
2022	**P383-0259-2021**	**Stage 2 Archaeological Assessment Black Creek Renewal Part of Lots 4-5, Concessions 4-5 (Former Township of Vaughan, York County) City of Vaughan, Regional Municipality of York**	**Archaeological Services Inc.**

In 1983, Mary Ambrose conducted a Stage 1 and 2 archaeological assessment of the Highway 400 and 407 interchange that included Highway 7 on behalf of the Ministry of Transportation, Ontario (MTO). This assessment included lands within the study area. No archaeological resources were recovered and therefore the study area was considered free of archaeological concern (Ambrose 1983).

In 1985, Paul Lennox, on behalf of the MTO, conducted an archaeological survey of the areas proposed construction, widening and realignment at the intersections of Highway 400 and Highway 7; Highway 7 and Weston Road; and Hwy 407 and Weston Road in the Regional Municipality of York. The eastern portion of this assessment is in the western part of the current study area. The property was assessed by test pit survey at intervals of at least 15 m. No archaeological resources were recovered and therefore the study area was considered free of archaeological concern (Lennox 1985).

In 1993, Andrew Murray, on behalf of the MTO, conducted an archaeological assessment of the area to be impacted by the construction of Highway 407 at the Jane Street Interchange. This assessment included the very southern edge of the current study area. The general methodology of the assessment was pedestrian survey with 5 m transects and test pit survey at 5 m intervals. Seven sites and two isolated finds were identified. The seven sites included two historical Euro-Canadian sites: Whitmore House and Burkholder Sites; and five pre-contact Indigenous sites: Goose Site (AkGv-106), Bingo Site (AkGv-107), Boot Site (AkGv-108), Left Site (AkGv-109), and Right Site (AkGv-110). The Bingo Site (AkGv-107) was subject to further assessment via the excavation of 21 test

units and subsequently considered free of archaeological concerns. The Whitmore House site was subject to further test excavation. The Burkholder Site was subject to a further assessment through the excavation of six test units and a 2.5 m trench. Neither Euro-Canadian site contained undisturbed pre-1830 deposits and were deemed free of archaeological concerns. The remaining sites were ploughed again and re-assessed but did not result in the recovery of additional artifacts and therefore are considered free of archaeological concerns (Murray, 1993).

In 2001, Archaeological Services Inc. (ASI) was retained to conduct a Stage 1-2 archaeological assessment of 30 ha of land for an industrial subdivision. It was bounded by Highway 400 to the west, Highway 7 to the south and Edgeley Boulevard to the east. As a result, it included part of the northwest section of the current study area. Approximately 70% was subject to pedestrian survey with 5 m transects while 10% was subject to test pit survey at 5 m intervals. The remainder was either disturbed or low and wet. The assessment resulted in the identification of the pre-contact A1 White Site (AkGv-181). It was recommended for Stage 3 archaeological assessment. No other sites were identified and the rest of the property was determined to be free of archaeological concern (ASI, 2001a).

In 2001, ASI was retained to conduct a Stage 1 archaeological assessment of an approximately 800 m long area from Edgeley Boulevard in the east to Chrislea Road in the west, which was located within the northern portion of the current study area. The assessment determined that only an area from 125 m west of Edgeley Boulevard to Highway 400 had archaeological potential and was recommended for Stage 2 archaeological assessment. The rest of the study area was considered free of archaeological concern (ASI 2001b).

In 2001, ASI was retained to conduct a Stage 3 archaeological assessment of the A1 White Site (AkGv-181). It was bounded by Highway 400 to the west, Highway 7 to the south and Edgeley Boulevard to the east. The site was subject to a controlled surface collection and a total of 22 test units were excavated. A total of 90 lithic artifacts were recovered. The site was considered to be a limited occupation. No further work was recommended and the area was considered free of archaeological concern (ASI 2001c).

In 2005, ASI was retained to conduct a Stage 1 archaeological assessment for a proposed 39 km transit corridor for York Region from Highway 50 in the west to York/Durham Line in the east, which included much of the central and southeastern portions of the current study area. It was determined that areas on the corridor had archaeological potential and required Stage 2 archaeological assessment before any ground disturbing activities occurred (ASI 2005).

In 2011, ASI was retained to conduct a Stage 2 archaeological assessment for an environmental assessment on Highway 7 from Islington Avenue to Centre Street, which was located west to east along Highway 7, and is located within the current study area Areas with archaeological potential were subject to test pit survey at 5 m intervals. No archaeological resources were recovered and no further work was recommended (ASI 2011).

In 2013, ASI was retained to conduct a Stage 1-2 archaeological assessment of the Vaughan Municipal Centre Lands. It was bounded by Portage Parkway in the north, Jane Street in the east, Highway 7 in the south and Highway 400 in the west. It included most of the current study area northwest of Highway 7 and Jane Street. Approximately 15% of the area was determined to still have archaeological potential. This area was subject to pedestrian survey at 5 m intervals. No archaeological resources were recovered and no further work was recommended (ASI 2013).

In 2014, A. M. Archaeological Associates was retained to conduct a Stage 1 archaeological assessment for lands associated with the detail design of the planned realignment of the of South-East/West and East-North ramps on Highway 400 at the Highway 7 intersection. This assessment included the ramps in the current study area associated with the Highway 7 and Highway 400 intersection. The 12.8 ha area was determined to be subject to intensive and extensive disturbance and no longer had archaeological potential. No further work was recommended (A. M. Archaeological Associates 2014).

In 2014, ASI was retained to conduct a Stage 1- 2 archaeological assessment of the proposed Edgeley Stormwater Management Pond Improvements, located northeast of the intersection of Highway 7 and Jane Street and within the current study area. Most of the property was determined to be disturbed except for a small plateau in the center. The plateau was subject to test pit survey at 5 m interval but no archaeological resources were recovered. No further work was recommended (ASI 2014).

In 2016, Archeoworks Inc. (Archeoworks) was retained to conduct a Stage 1 archaeological assessment of 3201 Highway 7, the hotel just southeast of Highway 7 and Edgeley Boulevard and within the current study area. The area was determined to have been subject to intensive and extensive disturbance from the construction of the hotel and no longer had any archaeological potential. No further work was recommended (Archeoworks, 2016).

In 2017, Archaeological Assessments Ltd. was retained to conduct a Stage 1-2 archaeological assessment of a 5.3 ha property between Exchange Avenue and Interchange Way, situated on part of Lot 4, Concession 5. Located within the current study area, it consisted of primarily scrublands. Areas that were not disturbed were subject to 5 m interval test pit survey. No archaeological resources were recovered and no further work was recommended (Archaeological Assessments Ltd. 2017).

In 2017, Archeoworks was retained to conduct a Stage 1 archaeological assessment as part of the Vaughan Metropolitan Centre Black Creek Renewal Class Environmental Assessment. The study area was bounded by Highway 7 in the north, Maplecrest road in the east, Highway 400 in the south, and Jane St in the west. It covered most of the current study area to the southeast of Highway 7 and Jane Street. Most of the property was determined to be disturbed. The areas where archaeological potential remained were recommended for Stage 2 archaeological assessment with a 5 m interval test pit survey, recommendations which have been included in this report (Archeoworks 2016).

In 2018, The Archaeologists Inc. were retained to conduct a Stage 1-2 archaeological assessment for 2938 Highway 7. The Stage 1 archaeological assessment determined the property had archaeological potential. It was subject to a test pit survey at 5 m intervals but no archaeological resources were recovered. No further work was recommended (The Archaeologists Inc. 2018).

In 2018, Golder Associates Ltd. was retained to conduct a Stage 1 archaeological assessment on a 2.57 ha property that was bounded by Commerce Street to the south and west, Interchange Way to the east, Highway 7 to the north. Located just southwest of Highway 7 and Edgeley Boulevard, it is within the current study area. The area was determined to have been subject to intensive and extensive disturbance from commercial developments and no archaeological potential remained. No further work was recommended (Golder Associates Ltd., 2018).

In 2019, Archeoworks was retained to conduct a Stage 2 archaeological assessment for 7551-7601 Jane Street. Only a small area of manicured grass retained archaeological potential. It was subject to test pit survey at 10 m intervals, but no archaeological resources were uncovered. No further work was recommended (Archeoworks 2019).

In 2021, WSP Canada Inc. was retained by the City of Vaughan to conduct a Stage 1 archaeological assessment of a 208 ha property that ranged from Highway 400 in the west to Creditstone Road in the east, Portage Parkway in the north and Highway 407 in the south, which covers most of the current study area. Most of the property was determined to be disturbed. The areas where archaeological potential remained were recommended for Stage 2 archaeological assessment with a 5 m interval test pit survey, recommendations which have been included in this report (WSP 2022).

In 2021, Archaeological Services Inc. was retained to complete the Stage 2 archaeological assessment as part of the Black Creek Renewal project. A portion of the study area was subject to judgemental test pit survey at 10 metre intervals to confirm previous disturbance. Lands demonstrating archaeological potential could not be accessed at the time of survey and must still be subject to 5 m interval test pit survey prior to any land disturbing activities.

1.3.4 Registered Archaeological Sites

A search of the *Ontario Archaeological Sites Database* indicates that there are 20 registered archaeological sites within 1 kilometer (km) of the study area. Of these 20 sites, ten had a pre-contact Indigenous component, eight had a post-contact Euro-Canadian component, and two were multicomponent. Eight of these sites are located within 300 m of the study area. Details on the sites identified are provided in Table 3.

Table 3: Registered Archaeological Sites within 1 km of the Study Area

Borden	Site Name	Time Period	Cultural Affinity	Site Type	Current Development Status
AkGu-72	-	Pre-Contact	Indigenous*	Findspot	No further work required*
AkGv-104+	Burkholder House	Post-Contact, Pre-Contact	Indigenous*, Euro-Canadian	House	No further work required*
AkGv-105+	-	Pre-Contact	Indigenous*	Findspot	No further work required*
AkGv-106+	Goose	Pre-Contact	Indigenous*	-	No further work required*
AkGv-107+	Bingo	Pre-Contact	Indigenous*	-	No further work required*
AkGv-108+	-	Archaic, Early	Indigenous*	-	No further work required*
AkGv-109+	Left Shoe	Pre-Contact	Indigenous*	-	No further work required*
AkGv-110+	Right Shoe	Pre-Contact	Indigenous*	-	No further work required*
AkGv-111+	Boot	Pre-Contact	Indigenous*	-	No further work required*
AkGv-181	A1 White Site*	Pre-Contact*	Indigenous*	-	No further work required*
AkGv-274	Stong	Post-Contact	Euro-Canadian*	Homestead	Further work required

Borden	Site Name	Time Period	Cultural Affinity	Site Type	Current Development Status
AkGv-303	Richard Brown	Post-Contact	Euro-Canadian	Homestead	No further work required*
AkGv-310	Hoover Homestead	Post-Contact	Euro-Canadian	Agricultural, farmstead, midden	Further work required
AkGv-311	Maloca Gardens	Post-Contact	Euro-Canadian	Homestead	Further work required
AkGv-316	BCPV North-1	Pre-Contact	Indigenous*	Findspot	No further work required
AkGv-339	Stong Homestead	Post-Contact	Euro-Canadian*	Residential	Further work required
AkGv-341	Dalziel	Post-Contact	Euro-Canadian*	Homestead	Further work required
AkGv-70	Boynton	Post-Contact	Euro-Canadian	Homestead	No further work required*
AkGv-71	Bramalae	Pre-Contact*	Euro-Canadian*	Other, Findspot	No further work required*
AkGv-96	William Watson	Post-Contact, Pre-Contact	Indigenous*, Euro-Canadian	Findspot, homestead	No further work required*

- denotes no information listed
+ denotes sites are within 300m of study area
* denotes inferences made by author

In 1990, Archaeological Sites AkGv-104 through AkGv-111 were identified during the archaeological assessments completed in advance of the construction of Highway 407. Seven sites and two isolated finds were identified during this assessment. The seven sites included two historical Euro-Canadian sites: Whitmore House and Burkholder Sites; and five pre-contact Indigenous sites: Goose Site (AkGv-106), Bingo Site (AkGv-107), Boot (AkGv-108), Left Site (AkGv-

109), and Right Site (AkGv-110). The Bingo Site (AkGv-107) was subject to further assessment via the excavation of 21 test units and was subsequently considered free of archaeological concerns. The Whitmore House site was subject to further test excavation. The Burkholder Site was subject to further assessment through the excavation of six test units and a 2.5 m trench. Neither Euro-Canadian site contained undisturbed pre-1830 deposits and were therefore considered free of archaeological concerns. The remaining sites were re-ploughed and re-assessed but did not result in the recovery of additional artifacts and therefore considered free of archaeological concerns. Based on the contemporary methodology, no further work was required for these sites (Murray 1993).

1.3.5 ARCHAEOLOGICAL MANAGEMENT PLAN

The Archaeological Management Plan (AMP) for the Regional Municipality of York was developed by ASI in 2014 (York Region, 2014). Mapping based on this report was consulted to inform the determination of archaeological potential of the current study area as per Section 1.1, Standard 1, and Section 7.5.6, Standard 2 of the *Standards and Guidelines for Consultant Archaeologists* (2011; York Region, 2020).

According to the potential mapping, the study area is mostly devoid of archaeological potential (Figure 12). Background research indicated that there were areas of the archaeological potential recorded in the AMP that have subsequently been assessed and cleared of archaeological concerns. The areas subject to previous assessment are illustrated in the previous Figure 11.

It should be noted that while the AMP is useful to assist in municipal planning and the stewardship of archaeological resources, they do not negate the MCM's requirement for a site inspection or archaeological field survey to confirm actual conditions.

1.3.6 Listed and Designated Heritage Properties

A search of the Heritage Register for Regional Municipality of York indicates that one designated heritage property is located within the study area and that there are no other listed or designated heritage properties were within 300 m (York Region n.d.). Two cemeteries, one of them established in the early nineteenth century, are within 300 m of the study area. A list of the properties is provided in Table 4 below.

Table 4: Listed and Designated Heritage Properties and Cemeteries within 300 m of the study area

Property	Built	Status	Address	Details
Sawyer's House	1830s	Part IV Designated	Originally Lot 6, Concession 5 in the Village Edgeley, now at	Example of early vernacular Georgian style. May have

			Black Creek Pioneer Village, 7060 Jane Street, Concord, Ontario	been occupied by a worker, specifically a sawyer
Edgeley Cemetery	1824	N/A	7981 Jane St, Concord	Mennonite Cemetery
Beechwood Cemetery	1965	N/A	7241 Jane St, Concord	N/A

2 Field Methods

2.1 Property Inspection

A property inspection was completed on November 23, 2023, to gain first-hand knowledge of the geography, topography, and current conditions of the study area. The weather conditions during the time of the property inspection were clear with an average temperature of 4˚ Celsius. Lighting was adequate and at no point did field conditions inhibit the identification or documentation of features of archaeological potential. The entire study area was subject to inspection. The property inspection was conducted from publicly accessible lands.

The study area is heavily urbanized and consists of primarily commercial and retail buildings and their associated parking lots interspersed with a few small-manicured lawn areas. Approximately 99.2% of the study area was visually confirmed to have been previously disturbed (Image 1 to Image 18), and 0.8% of the study area consists of potentially undisturbed areas of manicured lawn (Image 19 to Image 20).. Evidence of deep disturbance in areas of visually confirmed disturbance includes building footprints with below grade foundations, evidence of underground utility infrastructure, as well as evident grading and landscaping activities.

All encountered field conditions were photo-documented, and images of these conditions are provided in Section 7 of this report. The results of the background study and property inspection, as well as the location and direction of photographs, are provided on Figure 13.

2.2 Inventory of Documentation Records

The following represents all the documentation taken in the field relating to this project and is being retained by WSP:

- 1 page of field notes
- 330 digital photographs in JPG format

3 Analysis and Conclusions

The criteria for determining the level of archaeological potential are primarily focused on physiographic variables that include distance and nature of the nearest source/body of water, distinguishing features in the landscape (e.g., ridges, knolls, eskers, wetlands), the agricultural viability of soils, resource availability, and other features which would have made the area more suitable for settlement and occupation. Historic background and archival research, including reviews of historic maps and county/township histories, provide the basis for determining historic archaeological potential. A more comprehensive list of features indicative of archaeological potential, as outlined in the *Standards and Guidelines for Consultant Archaeologists* (MCM, 2011), can be found in Appendix B.

Based on the results of the Stage 1 archaeological assessment, it was determined that the majority of the study area has been previously assessed (WSP, 2022). However, while the majority of the remaining study area is extensively disturbed, there is the potential for the presence of pre- and post-contact Indigenous and Euro-Canadian resources to be present within the parts of the additional study area that could not be confirmed to have been previously disturbed. The potential for the presence of pre-contact Indigenous resources is high due to the proximity of the Black Creek and its tributaries, which would have been a source of potable water and food resources during the pre- and post-contact period, as well as being within 1 km of 11 archaeological sites with pre-contact components.

Background and archival research, including reviews of historic maps and county/township histories provide the basis for determining historic archaeological potential. The potential for the presence of historic Euro-Canadian archaeological resources on the property is high based on the proximity to present-day Jane Street and Highway 7. Both were historic transportation routes that have been used since the late nineteenth century. It is also situated within the historic community of Edgeley, an area of Euro-Canadian settlement since the early nineteenth century, and within 300 m of one designated heritage property (Sawyer's house). Nine Euro-Canadian archaeological sites have been identified within 1 km.

Although background research indicates that the study area is in proximity to features of archaeological potential, the property inspection, and a review of aerial imagery from 1954 to 2013 determined that the majority of the study area has been subject to significant ground disturbance from urban development, particularly from the 1970s onward. This development has removed archaeological potential from nearly the entire study area, which is evident through the recent construction of large modern retail and business complexes, grading and paving activities associated with roadways and parking lots, underground infrastructure, and extensive landscaping. This is further supported by the York Region archaeological potential mapping, which indicates that the study area is largely devoid of archeological potential.

While the extensive development of the study area has removed much of the potential for the presence of archaeological potential and resources throughout the majority of the study area, based on the property inspection a small portion of the study area retains archaeological potential/ This includes small areas of manicured lawn within the southeast portion of the study area, bounded by Maplecrete Road in the west, Doughton Road in the north, Creditstone Road in the east, and Highway 407 in the south (Figure 13).

4 Recommendations

The Stage 1 archaeological assessment was carried out in accordance with the MCM's *Standards and Guidelines for Consultant Archaeologists* (2011) to meet the requirements for compliance with the *Ontario Heritage Act, 1990*. Based on the results of the Stage 1 archaeological assessment, while the majority of the study area was previously assessed, and most of the remaining study area is extensively disturbed, there are portions within the additional lands of the study area that retain archaeological potential. A **Stage 2 archaeological assessment is recommended for the portions of the study area determined to retain archaeological potential (**Figure 13).

The Stage 2 archaeological assessment must follow Section 2.1 of the *Standards and Guidelines for Consultant Archaeologists* (MCM, 2011) and the recommendations are as follows:

- Areas that cannot be subject to ploughing, including manicured lawn, scrub, and woodlot, must be subject to test pit survey at 5 m intervals as per section 2.1.2 of the *Standards and Guidelines for Consultant Archaeologists* (2011); and

- Test pit survey can be increased to 10 m intervals in areas of encountered disturbance to confirm the extent of disturbance. In areas of suspected disturbance, test pits may be placed throughout the areas according to professional judgement to confirm the degree of disturbance following Section 2.1.8 of the *Standards and Guidelines for Consultant Archaeologists* (2011).

It should be noted that the results of this Stage 1 archaeological assessment are not considered final until the above stated recommendations have been reviewed by the MCM and the report has been accepted into the *Ontario Public Register of Archaeological Reports.*

5 Advice on Compliance with Legislation

This report is submitted to the Minister Citizenship and Multiculturalism as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the Standards and Guidelines for Consultant Archaeologists (2011a) that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation 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 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 fieldwork 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 Archaeological 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 human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological licence.

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7 Images

Image 1: Evidence of extensive disturbance along Creditstone Road from paving, grading, landscaping, and the installation of subsurface utilities, facing north.

Image 2: Evidence of disturbance along Maplecrete Road from roadway and commercial construction and associated grading,, facing north.

Image 3: Evidence of disturbance along Creditstone Road from

Image 4: Evidence of disturbance along Creditstone Road from

roadway and commercial construction and associated grading facing north.

Image 5: Evidence of disturbance along Doughton Road from roadway and commercial construction and associated grading facing southwest.

roadway and commercial construction, associated grading and underground utilities, ,facing west.

Image 6: Evidence of disturbance along Maplecrete Road from roadway and commercial construction and associated grading, and utilities , facing north.

Image 7: Evidence of disturbance along Maplecrete Road from roadway and commercial construction and associated grading and sewer utilities, facing south.

Image 8: Evidence of disturbance along Maplecrete Road from roadway and commercial construction and associated grading and sewer utilities, facing north.

Image 9: Evidence of disturbance along Portage Parkway from roadway and commercial construction and associated grading, facing north.

Image 10: Evidence of disturbance along Portage Parkway from roadway and commercial construction and associated grading, and utilities, facing south.

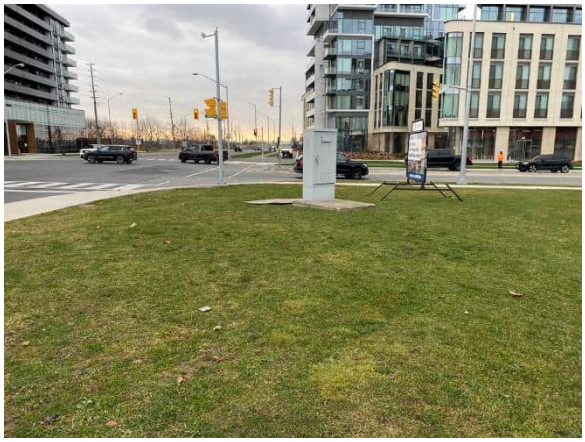


Image 11: Evidence of disturbance along Jane Street from roadway and commercial construction and associated grading, and buried utilities, facing west.

Image 12: Evidence of disturbance along Portage Parkway from roadway and commercial construction and associated grading, and buried utilities , facing south.

Image 13: Evidence of disturbance along Millway Avenue from roadway and commercial construction and

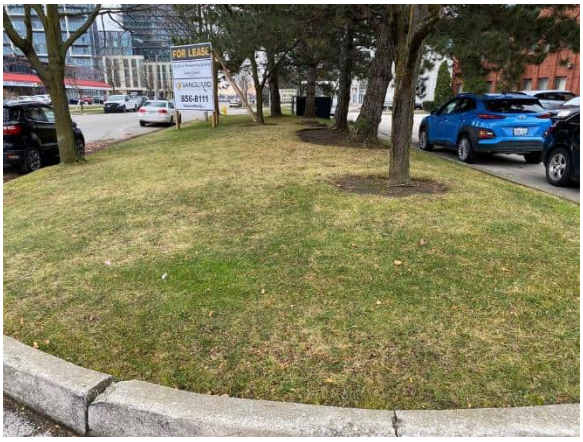


Image 14: Evidence of disturbance along Buttermill Avenue from roadway and commercial

associated grading, and buried utilities, facing north.

Image 15: Evidence of disturbance along Millway Avenue from roadway and commercial construction and associated grading, and buried utilities , facing south.

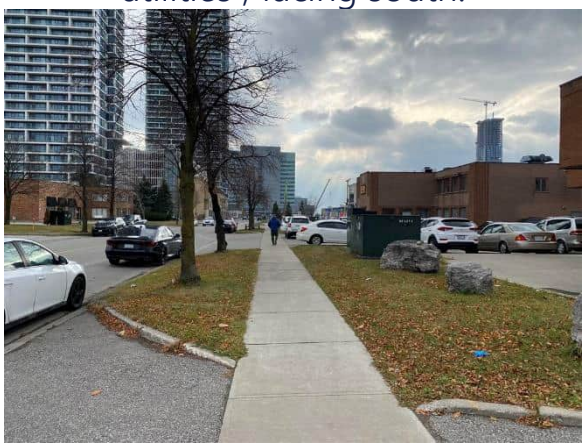


Image 17: Evidence of disturbance along Buttermill Avenue from roadway and commercial

construction and associated grading, and buried utilities, facing south.

Image 16: Evidence of disturbance along Buttermill Avenue from roadway and commercial construction and associated grading, and buried utilities, facing north.

Image 18: Evidence of disturbance along Edgeley Boulevard fom roadway and commercial

construction and associated grading, and buried utilities, facing south.

Image 19: Example of archaeological potential within manicured lawn along Creditstone Road, facing northwest.

construction and associated grading, and buried utilities, facing east.

Image 20: Evidence of disturbance along Maplecrete Road from roadway and commercial construction and associated grading, and utilities , facing north.

8 Figures

Figure 2: Study Area

Figure 3: Historical Mapping (1860)

Figure 4: Historical Mapping (1878)

Figure 5: Aerial Imagery (1954)

Figure 6: Aerial Imagery (1970)

Figure 7: Aerial Imagery (1978)

Figure 8: Aerial Imagery (1988)

Figure 9: Aerial Imagery (1995)

Figure 10: Aerial Imagery (2013)

Figure 11: Previous Assessments

Figure 12: York Archaeological Management Plan

Figure 13: Archaeological Assessment Results and Photo Locations

9 Appendix A

9.1 Michi Saagiig Oral History

MICHI SAAGIIG HISTORICAL/BACKGROUND CONTEXT:

The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig are known as "the people of the big river mouths" and were also known as the "Salmon People" who occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds on which they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.

The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the "Peacekeepers" among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.

Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the "Old Ones" who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo-Indian periods. They are the original inhabitants of southern Ontario, and they are still here today.

The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara

portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.

Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Gitiga Migizi and Kapyrka 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig.

The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.

Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.

The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear.

Michi Saagiig Elder Gitiga Migizi (2017) recounts:

"We weren't affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.

There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown.

We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario.

We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony.

Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn't mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis."

Often times, southern Ontario is described as being "vacant" after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.

The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation.

Note: This historical context was prepared by Gitiga Migizi, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation.

Source

Migizi, G. & J Kapyrka (2015). Before, During, and After: Mississauga Presence in the Kawarthas. In D. Verhulst (eds.) *Peterborough Archaeology* (pp.127-136). Peterborough, Ontario: Peterborough Chapter of the Ontario Archaeological Society.

10 Appendix B

10.1 Features Indicating Archaeological Potential

The following are features or characteristics that indicate archaeological potential:

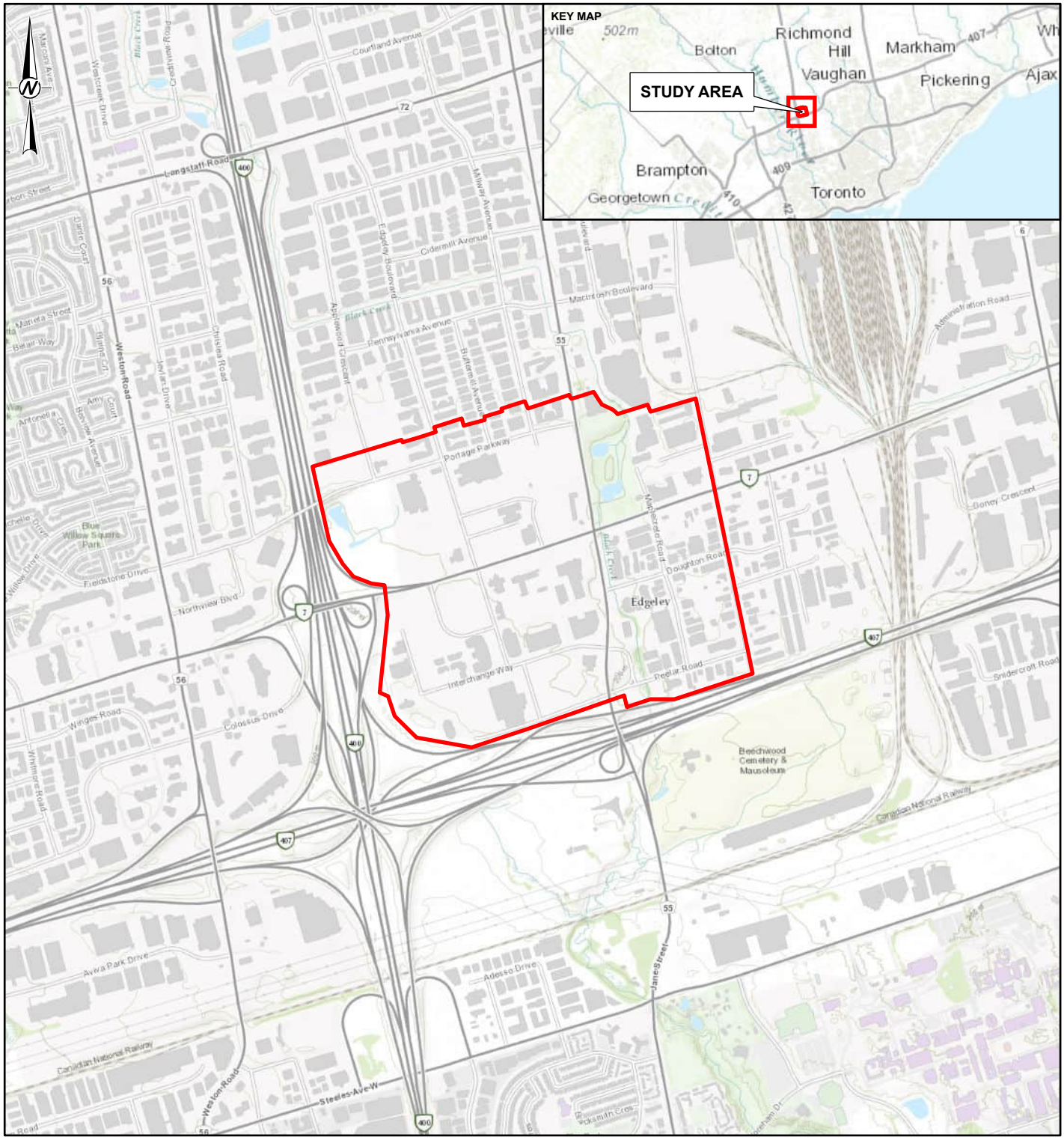
- Previously identified archaeological sites.
- Water sources:
- Primary water sources (lakes, rivers, streams, creeks).
- Secondary water sources (intermittent streams and creeks, springs, marshes, swamps).
- Features indicating past water sources (e.g. glacial lake shorelines, relic river or stream channels, shorelines of drained lakes or marshes, cobble beaches).
- Accessible or inaccessible shoreline (e.g. high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh).
- Elevated topography (e.g. 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.
- Resource areas, including:
- Food or medicinal plants (e.g. migratory routes, spawning areas, prairie).
- Scarce raw materials (e.g. quartz, copper, ochre, or outcrops of chert).
- Early Euro-Canadian industry (e.g. fur trade, logging, prospecting, mining).
- Areas of early Euro-Canadian settlement. These include places of early military or pioneer settlement (e.g. pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries.
- Early historical transportation routes (e.g. trails, passes, roads, railways, portage routes).
- Property listed on a municipal register or designated under the Ontario Heritage Act or that is federal, provincial or municipal historic landmark or site.
- Property that local histories or informants have identified with possible archaeological sites, historic events, activities, or occupations

Source

Ontario Ministry of Citizenship and Multiculturalism

2011 Standards and Guidelines for Consultant Archaeologists

Section 1.3



LEGEND

STUDY AREA

DRAFT

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1:25,000 METRES

NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

1. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO
2. BASE MAP: YORK UNIVERSITY, CITY OF BRAMPTON, CITY OF TORONTO, YORK REGION, PROVINCE OF ONTARIO, ONTARIO MNR, ESRI CANADA, ESRI, HERE, GARMIN, INCREMENT P, USGS, METI/NASA, EPA, USDA, AAFC, NRCAN, ESRI, © OPENSTREETMAP CONTRIBUTORS, HERE, GARMIN, FAO, USGS, NGA, EPA, NPS, AAFC, NRCAN
3. COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 17N

CLIENT
CITY OF VAUGHAN

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE
PROJECT LOCATION

CONSULTANT

wsp

YYYY-MM-DD	2024-02-13
DESIGNED	MT
PREPARED	BR
REVIEWED	----
APPROVED	----

PROJECT NO.	CONTROL	REV.	FIGURE
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25mm

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KEY MAP

SCALE: 1:1,000,000

LEGEND

- STUDY AREA
- ROADWAY
- RAILWAY
- TOPOGRAPHIC CONTOUR, METRES
- WATERCOURSE
- WATERBODY
- TOWNSHIP, CONCESSION AND LOT

DRAFT

0 50 100 200

1:6,500 METRES

NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

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3. COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 17N

CLIENT

CITY OF VAUGHAN

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE

STUDY AREA

CONSULTANT

wsp

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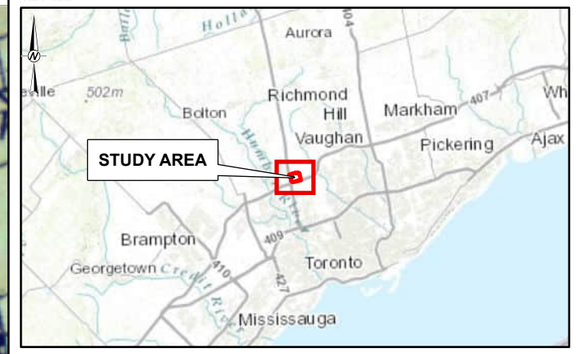

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LEGEND

STUDY AREA

DRAFT

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1:20,000 METRES

NOTE(S)

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REFERENCE(S)

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3. COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 17N

CLIENT

CITY OF VAUGHAN

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE

STUDY AREA OVERLAID ON 1860 TREMAINE MAP

CONSULTANT

wsp

YYYY-MM-DD	2024-02-13
DESIGNED	MT
PREPARED	BR
REVIEWED	----
APPROVED	----

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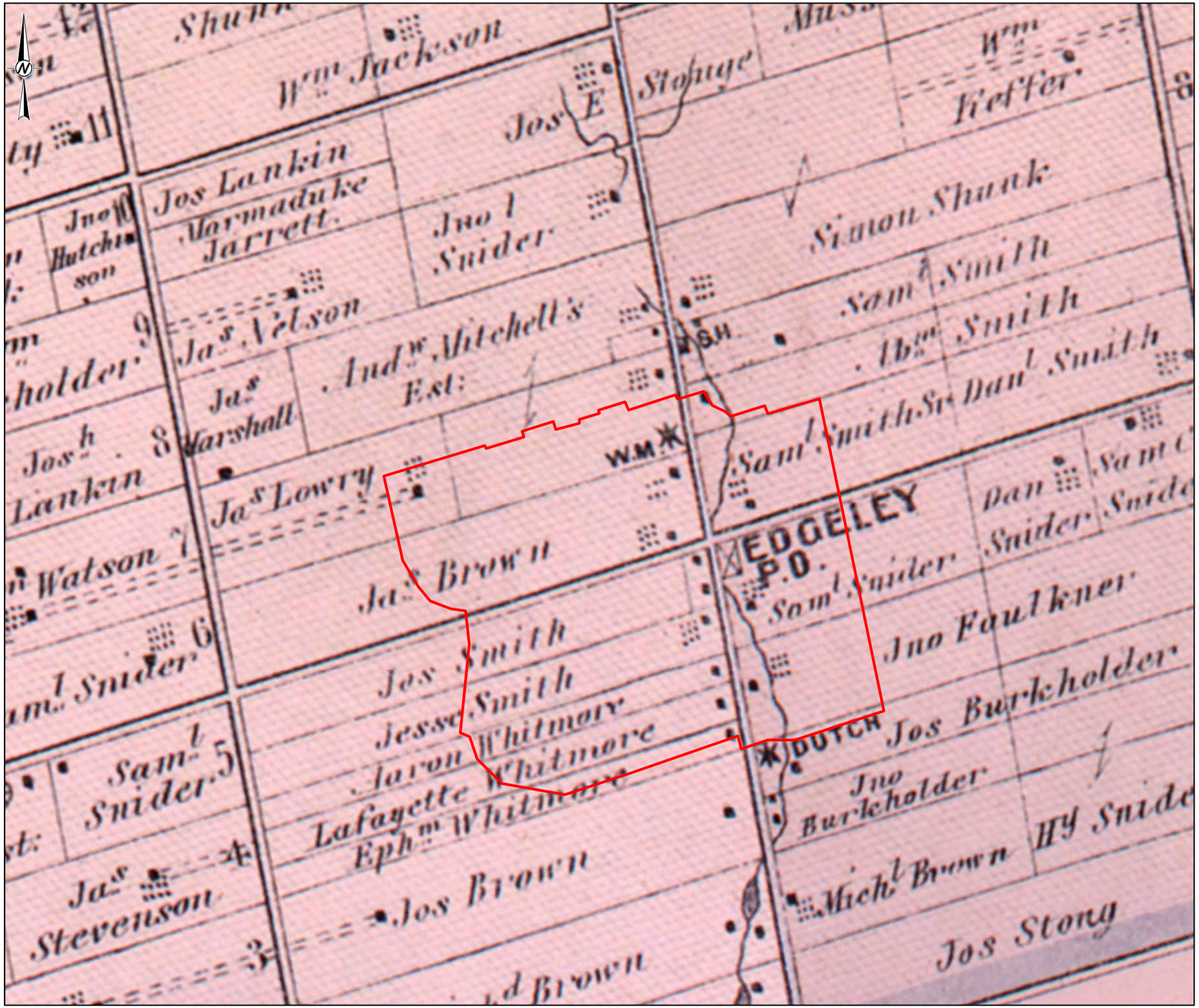

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CLIENT
CITY OF VAUGHAN

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE
STUDY AREA OVERLAID ON 1878 MILES & CO. MAP

CONSULTANT

wsp

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APPROVED	----

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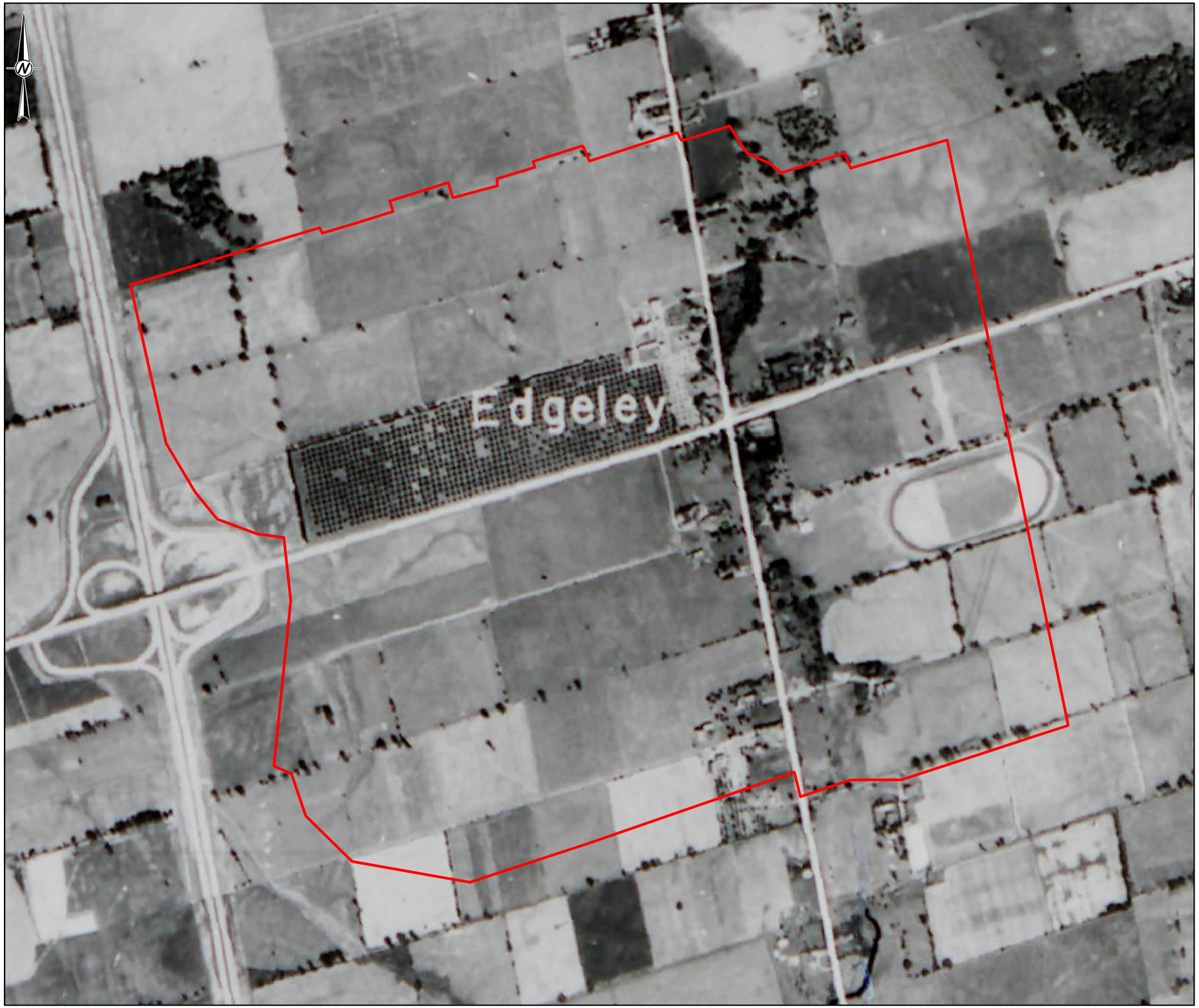

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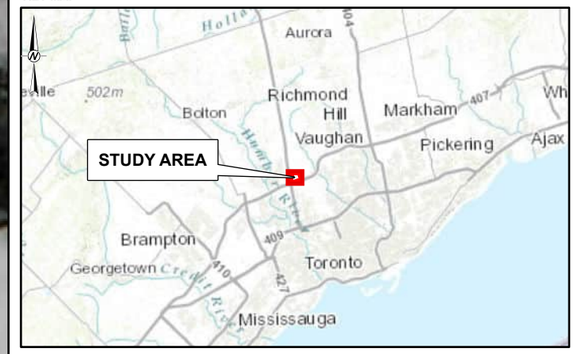

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NOTE(S)

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CLIENT

CITY OF VAUGHAN

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE

AERIAL IMAGERY (1954)

CONSULTANT

wsp

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APPROVED	----

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KEY MAP

SCALE: 1:1,000,000

LEGEND

STUDY AREA

Value

High : 255

Low : 0

IMAGE

DRAFT

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1:8,000 METRES

NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

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CLIENT

CITY OF VAUGHAN

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE

AERIAL IMAGERY (1970)

CONSULTANT

wsp

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APPROVED	----

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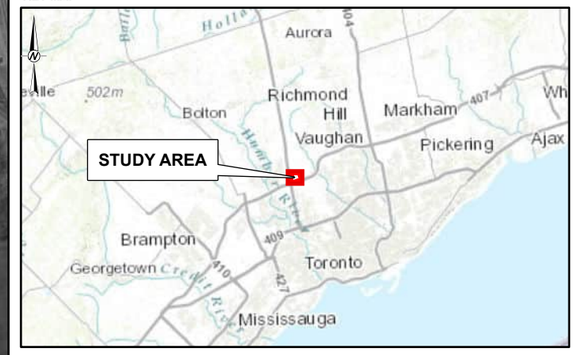

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3. COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 17N

CLIENT
CITY OF VAUGHAN

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE
AERIAL IMAGERY (1978)

CONSULTANT

wsp

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APPROVED	----

PROJECT NO.	CONTROL	REV.	FIGURE
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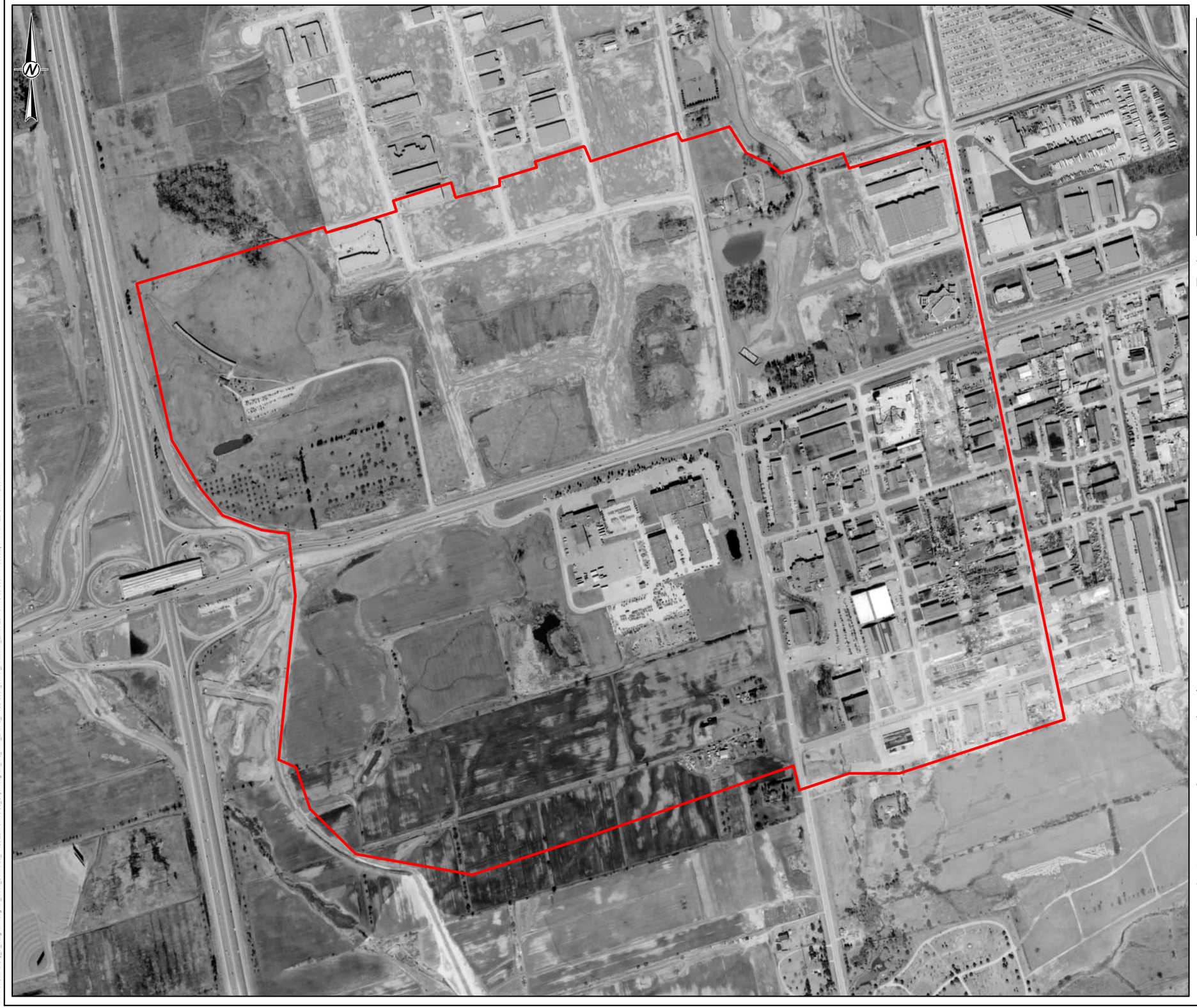

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NOTE(S)

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3. COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 17N

CLIENT

CITY OF VAUGHAN

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE

AERIAL IMAGERY (1988)

CONSULTANT

wsp

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DESIGNED	MT
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REVIEWED	----
APPROVED	----

PROJECT NO.	CONTROL	REV.	FIGURE
20M-01179-00	0001	A	8

KEY MAP

SCALE: 1:1,000,000

LEGEND

STUDY AREA

DRAFT

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1:8,000 METRES

NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

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CLIENT

CITY OF VAUGHAN

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE

AERIAL IMAGERY (1995)

CONSULTANT

wsp

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DESIGNED	MT
PREPARED	BR
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APPROVED	----

PROJECT NO.	CONTROL	REV.	FIGURE
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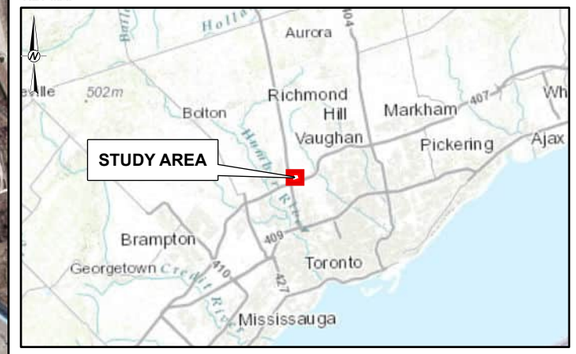

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NOTE(S)

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REFERENCE(S)

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3. COORDINATE SYSTEM: NAD 1983 CSRS UTM ZONE 17N

CLIENT

CITY OF VAUGHAN

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE

AERIAL IMAGERY (2013)

CONSULTANT

wsp

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DESIGNED	MT
PREPARED	BR
REVIEWED	----
APPROVED	----

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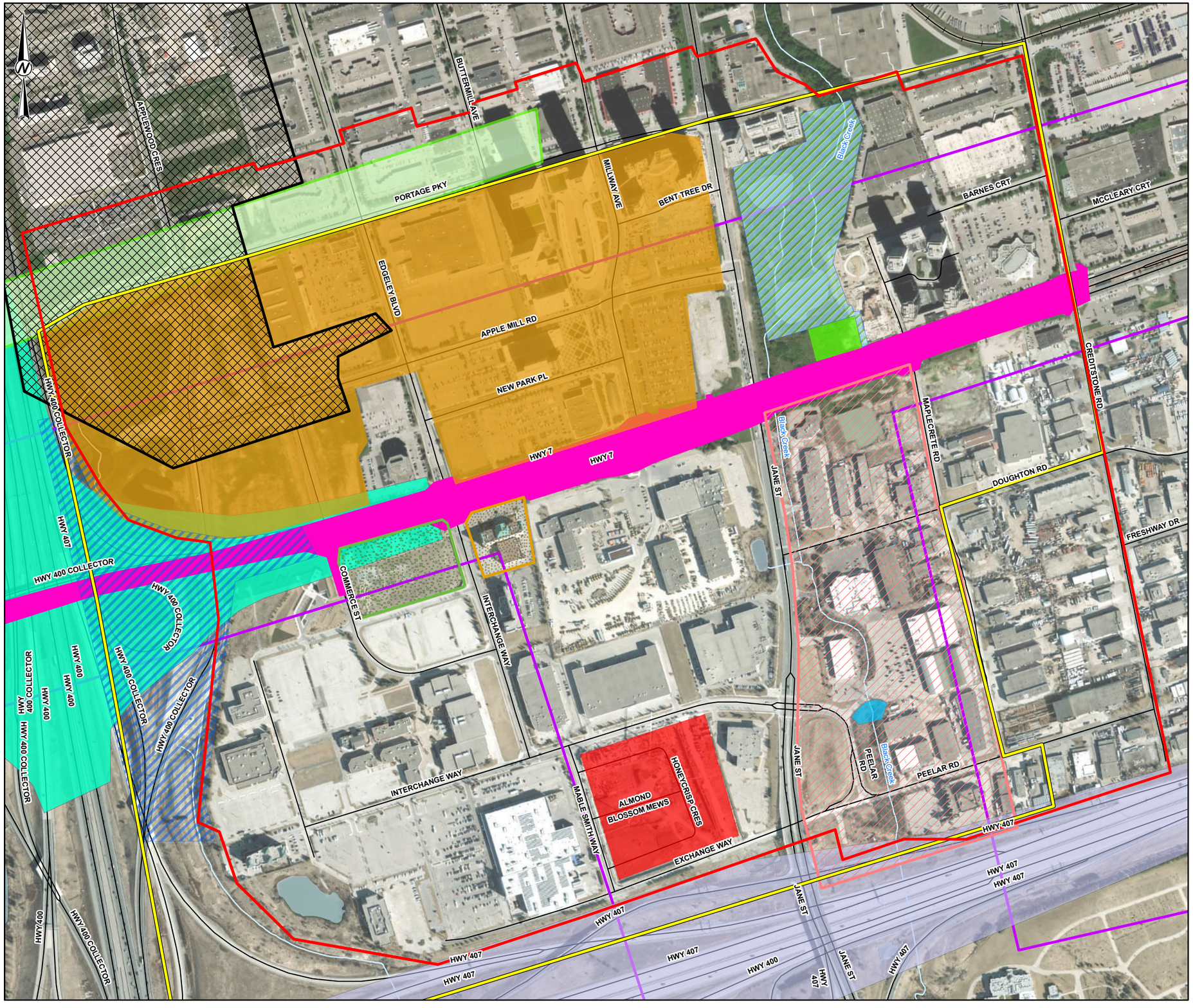

KEY MAP

SCALE: 1:1,000,000

LEGEND

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- RAILWAY
- WATERCOURSE
- WATERBODY
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- ARCHAEOLOGICAL SERVICES INC. (#P094-075-2011)
- ARCHAEOLOGICAL SERVICES INC. (#2000-116-049)
- MINISTRY OF TRANSPORTATION AND COMMUNICATIONS (85-31)
- MINISTRY OF TRANSPORTATION (92-032)
- ARCHAEOLOGICAL SERVICES INC. (#P057-140)
- A.M. ARCHAEOLOGICAL ASSOCIATES (#P035-0208-2013)
- ARCHAEOLOGICAL SERVICES INC. (#P383-0030-2013)
- ARCHEOWORKS INC. (#P334-0266-2016)
- GOLDER ASSOCIATES LTD. (#P390-0318-2018)
- ARCHAEOLOGICAL ASSESSMENTS LTD. (#P013-1202-2017)
- ARCHEOWORKS INC. (#P1059-0009-2019)
- ARCHAEOLOGICAL SERVICES INC. (#P392-0125-2014)
- THE ARCHAEOLOGISTS INC. (#P052-0850-2017)
- ARCHEOWORKS INC. (#P390-0225-2016) & ARCHAEOLOGICAL SERVICES INC. (#P383-0259-2021)
- ARCHAEOLOGICAL SERVICES INC (#2000-116-045 & #2001-020-081

DRAFT

0 50 100 200

1:6,500 METRES

NOTE(S)

1. ALL LOCATIONS ARE APPROXIMATE

REFERENCE(S)

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CLIENT
CITY OF VAUGHAN

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE
PREVIOUS ASSESSMENTS

CONSULTANT

wsp

YYYY-MM-DD	2024-02-16
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APPROVED	----

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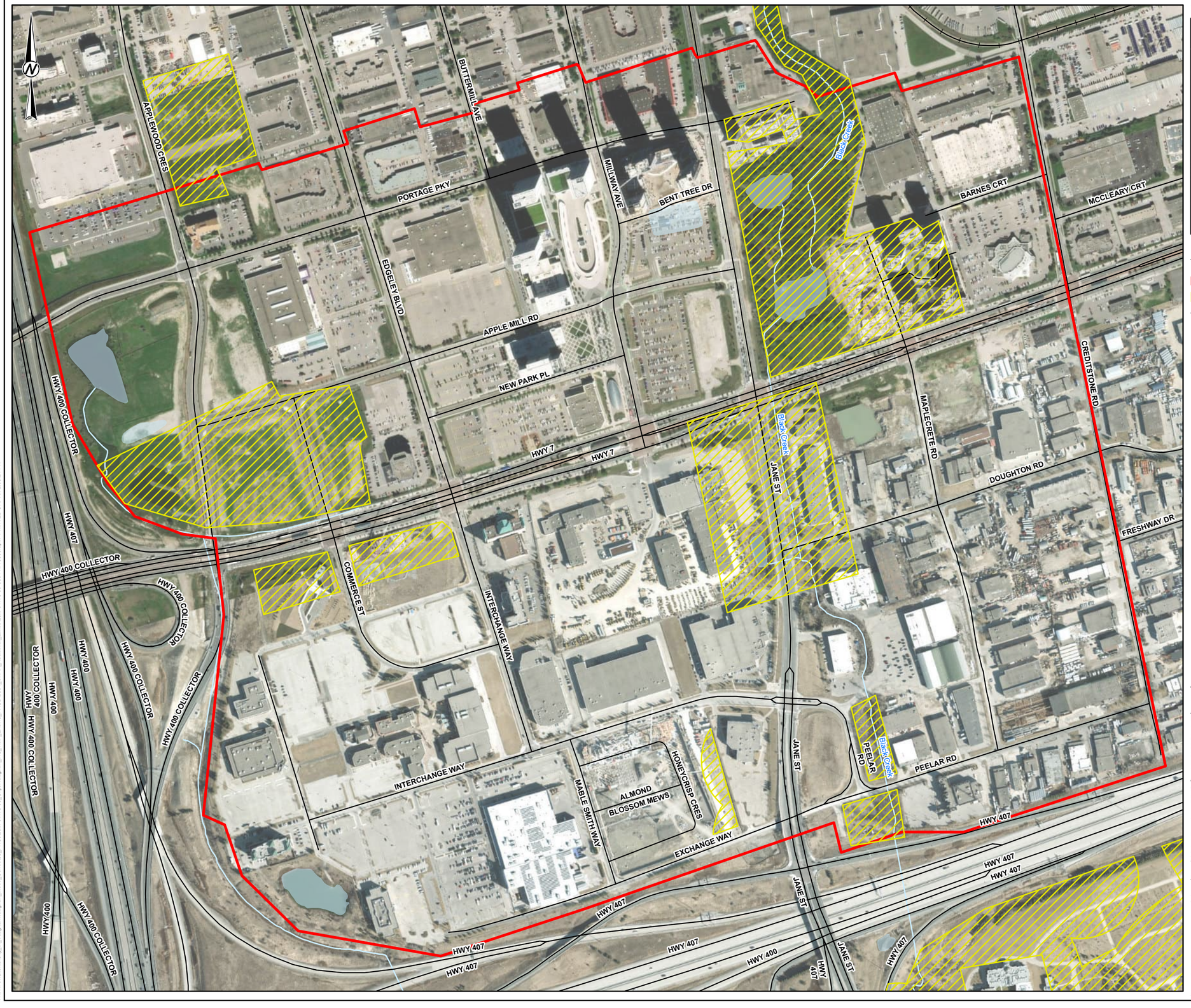

KEY MAP

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LEGEND

- STUDY AREA
- ARCHAEOLOGICAL POTENTIAL
- ROADWAY
- RAILWAY
- WATERCOURSE
- WATERBODY

DRAFT

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1:6,500 METRES

NOTE(S)

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REFERENCE(S)

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CLIENT
CITY OF VAUGHAN

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE
ARCHAEOLOGICAL POTENTIAL

CONSULTANT

wsp

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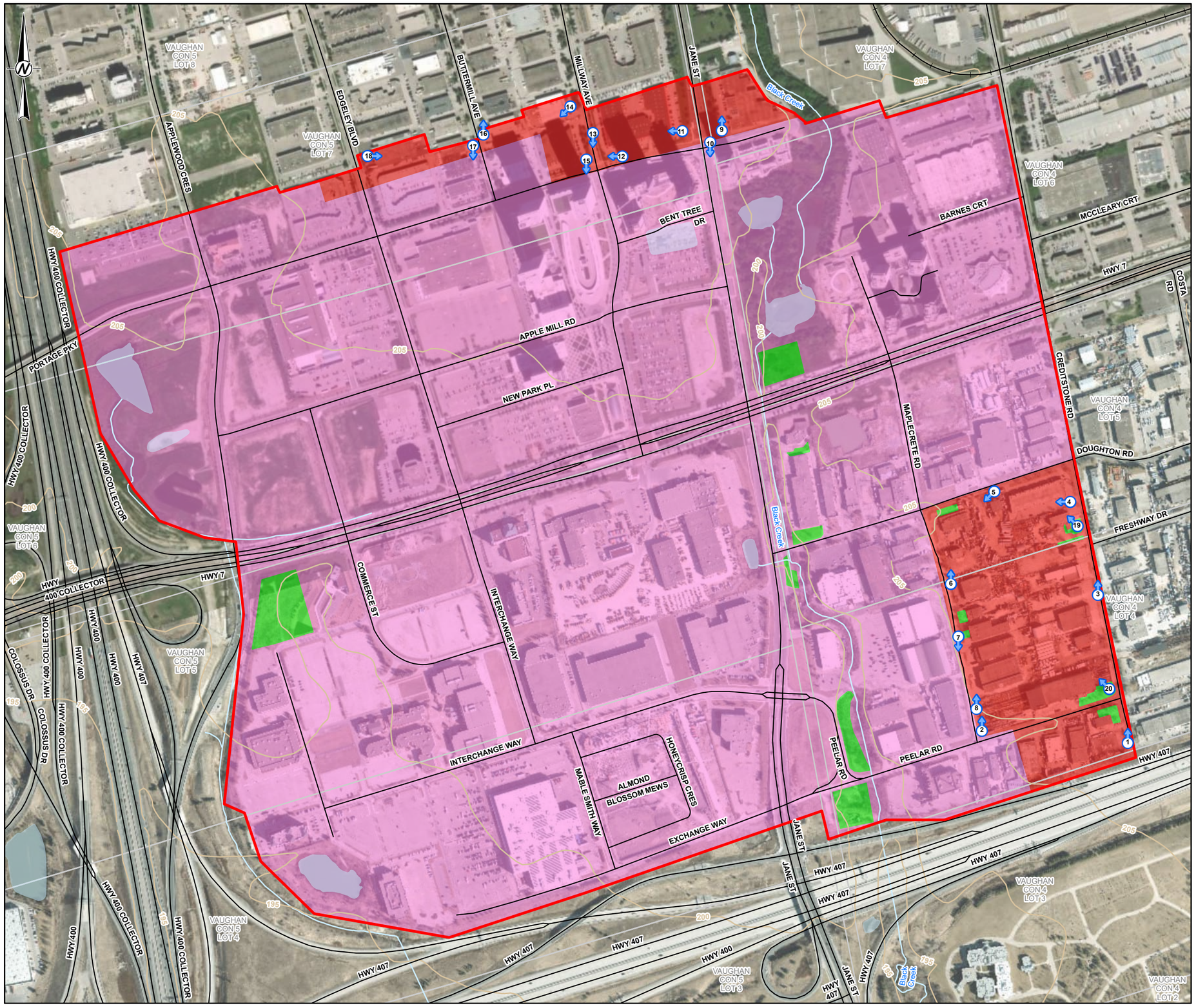

KEY MAP

SCALE: 1:1,000,000

LEGEND

- PHOTO LOCATION AND DIRECTION
- STAGE 2 TEST PIT SURVEY REQUIRED
- PREVIOUSLY ASSESSED
- DISTURBED - N0 FURTHER ASSESSMENT REQUIRED
- STUDY AREA
- ROADWAY
- RAILWAY
- TOPOGRAPHIC CONTOUR, METRES
- WATERCOURSE
- WATERBODY
- TOWNSHIP, CONCESSION AND LOT

DRAFT

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1:6,952 METRES

NOTE(S)

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CLIENT
CITY OF VAUGHAN

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT VAUGHAN METRO CENTRE, ADDITIONAL LANDS

TITLE
STAGE 1 ASSESSMENT RESULTS AND PHOTO LOCATIONS

CONSULTANT

wsp

YYYY-MM-DD	2024-02-16
DESIGNED	MT
PREPARED	BR
REVIEWED	----
APPROVED	----

PROJECT NO.	CONTROL	REV.	FIGURE
20M-01179-00	0001	A	13