



May 19, 2016

## STAGE 1 ARCHAEOLOGICAL ASSESSMENT

### Portage Parkway Municipal Class Environmental Assessment, Part of Lot 7, Concession 5 and Lots 6 and 7 Concession 4, former Geographic Township of Vaughan, York County, now City of Vaughan, Regional Municipality of York, Ontario

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ORIGINAL REPORT





## Executive Summary

A Stage 1 archaeological assessment was conducted on behalf of CIMA+ (the Client) by Golder Associates Ltd. (Golder), as part of the City of Vaughan Municipal Class Environmental Assessment study for the Portage Parkway Widening and Extension to Creditstone Road, as a standard condition of development under the *Environmental Assessment Act*. Vaughan City Council's adopted Official Plan (2010) and associated Transportation Master Plan (TMP) A New Path (2013) identified the widening of Portage Parkway and its extension to Creditstone Road by crossing the Black Creek Channel as priority projects. The Environmental Assessment will establish the preferred design alternative for the project considering the technical, environmental, socio-economic and financial criteria as the basis for the alternative solution assessment. The archaeological study area (hereafter referred to as the Project Area) has been defined as having a 50 m wide buffer on either side of Portage Parkway and continuing from the intersection of Portage Parkway and Jane Street, across the Black Creek Channel, to Creditstone Road (Map 1). The Project Area passes through Lot 7, Concession 5 and Lots 6 and 7, Concession 4, former Geographic Township of Vaughan, York County, now City of Vaughan, Regional Municipality of York, Ontario.

The objective of the Stage 1 archaeological assessment is to evaluate the Project Area's archaeological potential and to provide recommendations for further archaeological assessment, if required.

The Stage 1 archaeological assessment indicates that no archaeological sites have been registered within the Project Area but one archaeological site has been registered within a 1 km radius of the Project Area. The Stage 1 archaeological assessment indicates that the Project Area has general archaeological potential for the recovery of both pre-contact and Euro-Canadian archaeological resources, but that this archaeological potential has been removed through disturbance associated with the urban development of the Project Area. Given the findings of the Stage 1 archaeological assessment of the Project Area, the following recommendations are made:

- 1) The majority of the Portage Parkway Municipal Class Environmental Assessment Archaeological Project Area has been subject to complete and intensive disturbance, as indicated on Map 7, has low to no archaeological potential and no further archaeological assessment of these areas is required.
- 2) Portions of the Portage Parkway Municipal Class Environmental Assessment Archaeological Project Area that are low and wet or steeply sloped, as indicated on Map 7, have low to no archaeological potential and no further archaeological assessment of these areas is required.
- 3) Portions of the Portage Parkway Municipal Class Environmental Assessment Archaeological Project Area have been previously subject to archaeological assessment, as indicated on Map 7, and have been determined to be of no further archaeological concern.
- 4) In summary, the entirety of the Portage Parkway Municipal Class Environmental Assessment Archaeological Project Area may be considered free of further archaeological concern. No further archaeological assessment of the Project Area is required.

The Ministry of Tourism, Culture and Sport (MTCS) is requested to review, and provide a letter indicating their satisfaction with, the results and recommendations presented herein, with regard to the 2011 *Standards and*



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*Guidelines for Consultant Archaeologists* and the terms and conditions for archaeological licences, and to enter this report into the Ontario Public Register of Archaeological Reports.

*The Executive Summary highlights key points from the report only; for complete information and findings, as well as the limitations, the reader should examine the complete report.*



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## **1.0 PROJECT CONTEXT**

### **1.1 Development Context**

A Stage 1 archaeological assessment was conducted on behalf of CIMA+ (the Client) by Golder Associates Ltd. (Golder), as part of the City of Vaughan Municipal Class Environmental Assessment study for the Portage Parkway Widening and Extension to Creditstone Road, as a standard condition of development under the *Environmental Assessment Act*. Vaughan City Council's adopted Official Plan (2010) and associated Transportation Master Plan (TMP) A New Path (2013) identified the widening of Portage Parkway and its extension to Creditstone Road by crossing the Black Creek Channel as priority projects. The Environmental Assessment will establish the preferred design alternative for the project considering the technical, environmental, socio-economic and financial criteria as the basis for the alternative solution assessment. The archaeological study area (hereafter referred to as the Project Area) has been defined as having a 50 m wide buffer on either side of Portage Parkway and continuing from the intersection of Portage Parkway and Jane Street, across the Black Creek Channel, to Creditstone Road (Map 1). The Project Area passes through Lot 7, Concession 5 and Lots 6 and 7, Concession 4, former Geographic Township of Vaughan, York County, now City of Vaughan, Regional Municipality of York, Ontario.

The Stage 1 archaeological assessment property inspection was conducted on July 20, 2015 by Dr. Peter Popkin (MTCS PIF P362-0108-2015). The assessment was conducted in accordance with the Ministry of Tourism, Culture and Sport's *Standards and Guidelines for Consultant Archaeologists* (SGCA) (MTCS 2011) and the *Ontario Heritage Act* (1990). The property inspection was carried out on publicly accessible land so no permission to enter private property was sought or required.

### **1.2 Historical Context**

#### **1.2.1 Post-contact Aboriginal Context**

The post-contact Aboriginal occupation of southern Ontario was heavily influenced by the dispersal of various Iroquoian-speaking peoples by the New York State Iroquois and the subsequent arrival of Algonkian-speaking groups from northern Ontario at the end of the 17th century and beginning of the 18th century (Schmalz 1991).

Étienne Brûlé, who arrived in New France with Samuel Champlain in 1608, is recorded as the first European to enter what is now known as Ontario (Given 2007:15, Reaman 1971:8). Brûlé, like many early *coureurs de bois*, explored uncharted wilderness, interacted with the Aboriginal groups, learning their language and customs, and traded various European goods for fur.

Following the introduction of Europeans to North America, the nature of First Nations settlement size, population distribution, and material culture shifted as settlers began to colonize the land. Despite this shift in First Nations' life ways, "written accounts of material life and livelihood, the correlation of historically recorded villages to their archaeological manifestations, and the similarities of those sites to more ancient sites have revealed an antiquity to documented cultural expressions that confirms a deep historical continuity to Iroquoian systems of ideology and thought" (Ferris 2009:114). As a result, First Nation peoples of southern Ontario have left behind archaeologically significant resources throughout southern Ontario which show continuity with past peoples, even if this connection has not been recorded in historical Euro-Canadian documentation.

The Study Area first enters the historical record when the Mississauga First Nation entered into a treaty arrangement known as Treaty 13, commonly known as the "Toronto Purchase."



*On the 23rd day of September, 1787, ... Sir John Johnson, representing the King and Wabukanyne, Neace and Paquan, Principal Chief and Warchiefs of the Mississ[auga] Nation at the Carrying Place, did execute an agreement for the purpose of conveying a tract of land to the King, but it has been ascertained that the Instrument was defective and imperfect, and nothing was done about carrying it out until the first day of August, 1805, an Indenture was made, at the River Credit at Lake Ontario, between William Claus, Esquire, Deputy Superintendent General and Deputy Inspector General of Indians and of their Affairs, for and in behalf of Our Sovereign Lord the King and the Principal Chiefs, Warriors and people of the Mississ[auga] Nation of Indians. This purchase ..., is known at the Toronto Purchase and described as follows: "Commencing at the east bank of the south outlet of the River Etobicoke; thence up the same following the several windings and turnings of the said river to a maple tree, blazed on 4 sides at a distance of three quarters in a straight line from the mouth of the said river; thence north twenty-two degrees west twenty-four miles and one quarter; thence north sixty-eight degrees east fourteen miles; thence south twenty-two degrees east twenty-eight miles more or less to Lake Ontario; then westerly along the waters edge of Lake Ontario, to the eastern bank of the south outlet of the River Etobicoke, being the pace of beginning, together with all the woods and waters thereon." This last described parcel is only a small portion of the parcel, supposed to have been conveyed by the Indians, September 23rd, 1787.*

Morris 1943:21-22

The initial Crown purchase under Treaty 13 from the native Mississaugas was for £1,700, in 1787. Due to the irregularities of this earlier land transaction, British surveyor Alexander Aitkin was obtained to survey the disputed western boundary. The Crown paid 10 shillings for the additional lands in 1805; however, the purchase was never formally ratified. The 1805 purchase encompassed approximately 250,880 acres of land, most of what is now metropolitan Toronto.

### **1.2.2 Euro-Canadian Context**

Following the Toronto Purchase, the Province of Quebec was divided into four political districts: Lunenburg, Mechlenburg, Nassau and Hesse. When the Province of Upper Canada was formed in 1791, the names of the four districts were changed to Eastern, Midland, Home and Western, respectively. The Project Area, which was later included in Vaughan Township, fell within Home District.

In the autumn of 1792, John Graves Simcoe, the Lieutenant Governor of the newly formed Province of Upper Canada, settled in Newark (present-day Niagara-on-the-Lake). Realizing that Newark was an unsuitable capital given its proximity to the American border, Simcoe proposed moving the capital to a more defensible position. York (present-day Toronto) was eventually chosen given its secure harbor and tie to the St. Lawrence River, and on July 20, 1793, 100 Queen's Rangers sailed from Newark to York to establish a military base. Nine days later, the remainder of the regiment, a few government officials, including Simcoe and his family, sailed for York aboard the schooner *Mississauga* (Given 1971:22).

Home District was reorganized in 1798 to include the counties of Simcoe and York. Additional counties were created through the years, that by 1838, the Townships of Etobicoke and Vaughan were situated within the first riding of York County, and Toronto Gore Township was situated within the second riding of York County (MGCS 2013). In 1850, the Municipal Council of York County was formed comprising Reeves and



Deputy-Reeves of the different townships, including Vaughan and Etobicoke (Miles and Co. 1878:11). A year later, Peel County was created from a portion of York County, and a provisional council was formed in 1865, with the village of Brampton elected as the capital of the new county two years later. In 1867, Toronto Gore Township became a part of Peel County.

### **1.2.2.1** *Vaughan Township, York County*

Vaughan Township, named after a British Diplomat, Benjamin Vaughan, who helped secure the Peace of Paris treaties that ended the American Revolutionary War (1775-1783), is approximately 272 square kilometres in area, being wider at the north end than the south. The eastern boundary is Yonge Street, and the western boundary is the western line of the Toronto Purchase.

Settlement of Vaughan Township began some 50 years prior to its incorporation in 1850. In 1797, tax assessors enumerated 103 settlers in the area: 19 men, 17 women, and 67 children (Reaman 1971:53). The first settlers were predominately from the United States, many Pennsylvania Dutch, who were encouraged through Philadelphia newspapers adverts to travel north for the opportunity of acquiring land to cultivate and improve (Reaman 1971:47). Following the War of 1812, an influx of immigrants from the British Isles settled in the area, and by 1840, Vaughan's population had grown to almost 4,000 and nearly 40,000 acres (around 16,000 ha) of land was under cultivation (Reaman 1971:62). Much of the free land, including lots adjacent to the Humber River initially reserved for the government, had been let (Reaman 1971:19-21).

Early settlement was clustered within the eastern portion of the township adjacent to Yonge Street. The first sawmill in Vaughan was built for John Lyons in 1801 on the main branch of the Don River, where it crosses Yonge Street (Reaman 1971:54-55). The following year, Lyon constructed a small grist mill, dam and pond. This pond was later used to conceal stores shipped from the Government warehouse in York during the American occupation of York in 1813 (Reaman 1971:55). By 1825, eight saw and grist mills were reported in the township between Concessions 1 and 5 (Reaman 1971:56). On the western side of the township, a sawmill was built on the banks of the Humber River near Burwick (present-day Woodbridge) by John Brown in the early 1800s (Reaman 1971:56). A flour mill was erected in 1837. Upstream, in Kleinburg, John Kline operated a flour mill in 1847.

By 1850 Yonge Street had been improved and provided a means for farmers to transport their products to Toronto markets. In addition to wheat, rye, oats, peas, potatoes and corn were also grown. During the mid-nineteenth century, Albion Road to Claireville and a portion of Highway 50 were planked. Later, the Vaughan Plank Road Company planked from Thistletown, through Woodbridge, Pine Grove and Kleinburg. Tolls were originally charged for travel along these roadways; pleasure vehicles drawn by one horse or other beast of draught were charged two pence (Reaman 1971:81). Because of the poor condition of the roadways, farmers openly revolted against the tolls, and tolls were retracted. By 1896, the roads became a municipal responsibility (Reaman 1971:80).

Two railways were built through Vaughan Township in the nineteenth century, the Toronto, Grey & Bruce Railway (TGBR) in the west side of the township and the Ontario, Simcoe and Huron Union Railroad (OS&HURR) on the east side. The Charter for the TGBR was granted during the first session of the Ontario Legislature in 1867-1868, and construction began at Weston on 5 October 1869 with a sod turning ceremony led by Prince Arthur, who was visiting from England at the time (Robin 1873:7). By April 1871, 49 miles (78.9 km) of narrow gauge track (3' 6", 1.07 m) had been laid from Weston to Orangeville. Construction was





begun on the OS&HURR in 1851 and the first passenger train travelled the line in 1853. The OS&HURR was renamed the Northern Railway of Canada (NRC) in 1858, and it amalgamated with several small branch lines in the mid-1800s prior to being purchased by the Grand Trunk Railway (GTR) in 1888. The OS&HURR line ran approximately 2.5 km to the east of the Project Area.

The population of Vaughan Township decreased slightly between 1871 and 1881, possibly due to immigration to the United States or the Canadian northwest. In 1871, the population was 7,657 and in 1881, the population dropped to 6,828 (Reaman 1971:64). By 1878, several farmsteads, a Wesleyan Methodist church, a cemetery, and a school house had been built along the road dividing Concessions 4 and 5 (now Jane Street) (Map 2). Note that the cemetery, the Edgeley Mennonite Burying Ground, located at 8001 Jane Street, which was opened in 1823, is not indicated on the Tremaines' 1860 map or the Miles & Co. 1878 map of Vaughan Township (Map 2). The cemetery is located approximately 130 m north of the Project Area.

The closest settlement to the Project Area was the village of Edgeley, located at the intersection of Lots 5 and 6 and Concession 4 and 5, now Jane Street and Highway 7 (Map 2). Edgeley post office opened in 1872 and remained in use until 1960. The building was demolished prior to the widening of Highway 7 (Reaman 1971:104). At one time, the small village contained a store, a hotel, a cider mill, a shingle and chopping mill, a church, hall, blacksmith and slaughter house (Reaman 1971:103). Many of the nineteenth-century buildings that remained standing in Edgeley in the 1970s were re-located to the Black Creek Pioneer Village, located to the south of the Project Area near Jane and Steeles.

During the twentieth century, the Township of Vaughn continued to grow. In the 1920s, Sir Donald Mann leased land in the Township to search for oil. Instead of oil, Mann discovered a mineral water deposit, which he began to bottle a health tonic, named Raysol. His attempts failed though as the water was too salty (Reaman 1971:64). In 1971, the Township of Vaughan merged with the Village of Woodbridge to form the Town of Vaughan. In 1991, the Town of Vaughan officially changed its designation to the City of Vaughan.

### 1.2.3 Historical Mapping

Data from the Tremaines' 1860 map of York County and Miles & Co.'s 1878 *Illustrated Historical Atlas of the County of York* (Map 2) is summarized in Tables 1 and 2. It should be noted that historical maps do not record every standing structure and the absence of a structure on the map does not necessarily mean that one was not present. Furthermore, while the accuracy of historical mapping is generally reasonable, structures may not have been located exactly where indicated on the maps.

**Table 1: Property Owners and Historic Features Within and Adjacent to the Project Area in 1860**

Concession	Lot	Year	Owner	Mapped Historical Feature Within 300 m of the Project Area
5	7	1860	Widdow Lowry (west half)	none
5	7	1860	Andrew Mitchell	Homestead
4	7	1860	Jacob Smith	none
4	6	1860	Samuel Smith (west half)	Homestead





**Table 2: Property Owners and Historic Features Within and Adjacent to the Project Area in 1878**

Concession	Lot	Year	Owner	Historical Feature Within 300 m of the Project Area
5	7	1878	James Lowry (west half)	Homestead, orchard and driveway
5	7	1878	Andrew Mitchell's Estate (east half)	Wesleyan Methodist Church
4	7	1878	Abraham Smith	Homestead
4	6	1878	Samuel Smith Sr. (west half)	Orchard

More recent aerial photographs of the Project Area (Map 4) demonstrate the significant disturbance of the Project Area related to the area's development in the past 30 years.

### 1.3 Archaeological Context

#### 1.3.1 Natural Environment

The study area is situated within the "Peel Plain" physiographic region (Chapman and Putnam 1984: 174-176).

*The Peel plain is a level-to-undulating tract of clay soils covering 300 square miles across the central portions of the Regional Municipalities of York, Peel, and Halton. The general elevation is from 500 to 750 feet a.s.l. and there is a gradual and fairly uniform slope toward Lake Ontario. Across this plain the Credit, Humber, Don, and Rouge Rivers have cut deep valleys, as have other streams such as the Bronte, Oakville, and Etobicoke Creeks.*

*Chapman and Putnam 1984:174*

The Project Area is within an area of Chinguacousy clay loam, an imperfectly drained member of the Oneida catena (Hoffman and Richards 1955:41), and a small portion of bottom land in the vicinity of Black Creek (Map 3). These soils would be suitable for pre-contact Aboriginal agricultural use, as well as Euro-Canadian agricultural use. The closest potable water source is Black Creek, a tributary of the Humber River, which runs through the eastern side of the Project Area.

#### 1.3.2 Pre-contact Aboriginal Context

A general outline of the culture history for York County is presented in Table 3 (based on Ellis and Ferris 1990).

**Table 3: Cultural Chronology for the Wellington County**

Period	Characteristic Elements	Time Period	Comments
Early Palaeo-Indian	Fluted Projectiles	9000 - 8400 B.C.	spruce parkland/caribou hunters
Late Palaeo-Indian	Hi-Lo Projectiles	8400 – 8000 B.C.	smaller but more numerous sites
Early Archaic	Kirk and Bifurcate Base Points	8000 - 6000 B.C.	slow population growth
Middle Archaic	Brewerton-like points	6000 - 2500 B.C.	environment similar to present
Late Archaic	Lamoka (narrow points)	2000 - 1800 B.C.	increasing site size
	Broadpoints	1800 - 1500 B.C.	large chipped lithic tools
	Small Points	1500 - 1100B.C.	introduction of bow hunting
Terminal Archaic	Hind Points	1100 - 950 B.C.	emergence of true cemeteries



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**Table 3: Cultural Chronology for the Wellington County (continued)**

Period	Characteristic Elements	Time Period	Comments
Early Woodland	Meadowood Points	950 - 400 B.C.	introduction of pottery
Middle Woodland	Dentate/Pseudo-Scallop Pottery	400 B.C. - A.D. 550	increased sedentism
	Princess Point	A.D. 550 - 900	introduction of corn
Late Woodland	Early Ontario Iroquoian	A.D. 900 - 1300	emergence of agricultural villages
	Middle Ontario Iroquoian	A.D. 1300 - 1400	long longhouses (100m +)
	Late Ontario Iroquoian	A.D. 1400 - 1650	tribal warfare and displacement
Contact Aboriginal	Various Algonkian Groups	A.D. 1700 - 1875	early written records and treaties
Historic	Euro-Canadian	A.D. 1796 - present	European settlement

Previous archaeological assessments and research surveys have demonstrated that the City of Vaughan was utilized by pre-contact Aboriginal peoples as early as the Paleo-Indian period and that occupation continued up to the contact period with the presence of palisaded village sites in the Humber-Black Creek drainage area (ASI 2010). Black Creek, a feature of general archaeological potential, flows through the eastern portion of the Project Area.

### 1.3.3 Documented Archaeological Sites and Surveys

A query of the Ontario Archaeological Sites Database (OASD), maintained by MTCS, was submitted to MTCS on July 9, 2015 to determine whether any archaeological sites are registered within the vicinity of the Project Area (MTCS 2015). The Project Area is within Borden Block AkGv. There is one archaeological site registered in the OASD located within 1 km of the Project Area: The AI White site (AkGv-181) (Table 4). The AI White (AkGv-181) site is a pre-contact Aboriginal site located approximately 570 m north of the Project Area, measuring approximately 15 m east-west by 15 m north-south which yielded a total of 90 lithic artifacts, including a partial biface or projectile point tip, all made of Onondaga chert (ASI 2001b). None of the artifacts recovered are attributable to any cultural or temporal affiliation other than the pre-contact period generally. The Stage 3 archaeological assessment of the site determined that the site possessed no further cultural heritage value or interest and recommended that no further archaeological assessment of the site was required (ASI 2001b).

**Table 4: Registered Archaeological Sites Within One Kilometre of the Project Area**

Borden	Site Name	Cultural Affiliation	Site Type	Researcher	Proximity
AkGv-181	AI White	Pre-contact	Indeterminate	ASI 2001	Within 1km

A query of the Ontario Public Register of Archaeology Reports, maintained by MTCS, indicated that two reports (ASI 2013, 2015) may document archaeological work within 50 m of the Project Area (von Bitter 2015). Further background research conducted by Golder indicates that several other reports document work in the vicinity of the Project Area (AMICK 2005, 2007; ASI 2001a, 2001b, 2005, 2006).



## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

ASI (2001a) conducted a Stage 1 and 2 archaeological assessment of part of Lots 6, 7, and 8, Concession 5, Vaughan Township, that overlapped with the western end of the Project Area (Map 7). The assessment found that there were no archaeological resources within the ASI project area (including the current Project Area), other than the Al White site (AkGv-181), located in the northwest corner of the ASI project area, approximately 570 m north of the current Project Area. The Al White site (AkGv-181) was subject to Stage 3 archaeological assessment and cleared of all further archaeological concern (ASI 2001b).

AMICK (2005) conducted a Stage 1 and 2 archaeological assessment on part of Lot 6, Concession 4, Vaughan Township, approximately 160 m south of the eastern end of the Project Area (Map 7). The assessment indicated that the entire AMICK 2005 project area had been disturbed by extensive topsoil grading and removal associated with the development of the surrounding land and the property was recommended to be free of further archaeological concern (AMICK 2005).

ASI (2005) conducted a high-level Stage 1 archaeological assessment of the Highway 7 Transit Corridor from Highway 50 to the York/Durham Line. The 2005 study corridor included the Highway 7 rights-of-way and adjacent areas to be impacted by construction activities. The 2005 study corridor was located approximately 400 m south of the current Project Area. This archaeological assessment recognized that much disturbance had occurred in the area due to urban development but recommended that Stage 2 field survey should be performed on all areas where archaeological potential remained. As there is no overlap in project areas, and because of the high-level, non-specific recommendations contained within this report, these findings are not relevant to the current archaeological assessment.

ASI (2006) conducted a Stage 1 and 2 archaeological assessment on part of Lot 6, Concession 5, Vaughan Township, approximately 330 m south of the Project Area (Map 7). At the time of the survey approximately 90% of the property was ploughed field and 10% of the property was disturbed through the construction and grading activities related to development of the adjacent roadways (ASI 2006). No archaeological resources were identified and the land was recommended to be free of further archaeological concern.

AMICK (2007) conducted a Stage 1 and 2 archaeological assessment of 7895 Jane Street, City of Vaughan, within the Project Area (Map 7). Visual inspection of the property indicated several areas of disturbance including two twentieth-century structures, now demolished, and associated landscaping. All areas that were not disturbed were subject to test pitting at 5 m intervals (AMICK 2007). No archaeological resources were identified or recovered from the property and the land was recommended to be free of further archaeological concern.

ASI (2013) conducted a Stage 1 and 2 archaeological assessment on part of Lots 6 and 7, Concession 5, Vaughan Township which overlapped with the southwestern quarter of the current Project Area (Map 7). All portions of the ASI 2013 project area located within the current Project Area were identified as being disturbed. Disturbance was caused by several factors including deep grading and soil movement related to the development of existing commercial buildings, paved parking areas, roadways, walkways, landscaping and buried utilities (ASI 2013). No archaeological resources were identified on the property and the land was recommended to be free of further archaeological concern.

ASI (2015) conducted a Stage 1 and 2 archaeological assessment on part of Lot 6, Concession 4, Vaughan Township as part of the Edgeley Stormwater Management Pond Improvements Municipal Class Environmental Assessment. The ASI 2015 project area intersects a small portion of the current Project Area in the vicinity of



Black Creek, a tributary of the Humber River (Map 7). Ninety-four percent of the ASI 2015 project area, including the areas adjacent to Black Creek, were found to be disturbed through grading and pond and channel construction. No archaeological resources were identified on the property and the land was recommended to be free of further archaeological concern.

### 1.3.4 Field Methods: Existing Conditions and Current Land Use of the Project Area

The Stage 1 property inspection of the Project Area was conducted by Dr. Peter Popkin on July 20, 2015 under the professional archaeological consulting licence P362 (P362-0108-2015) in order to observe the current land conditions and evaluate the Project Area's archaeological potential. All portions of the Project Area, including its periphery, was inspected and photographed from publicly accessible right-of-ways (Image 1 to 37 and Map 5). The weather on the day was approximately 29 degrees Celsius and mostly sunny. The lighting conditions were good. At no time during the archaeological assessment were weather or lighting conditions detrimental to the observation of features of archaeological potential.

The majority of the Project Area is made up of Portage Parkway and the adjacent commercial buildings and their associated parking lots, utilities, and landscaped grassed and treed areas (Images 8-17, 20, 21, 25-27, 29, 31, 32, 35-37). There are several open areas without standing structures on the western end of the property, both north and south of Portage Parkway (Images 1-7), as well as in the centre of the Project Area, on the south side of Portage Parkway (Images 18, 19, 22-24) and immediately east of Jane Street (Image 28). The Project Area also crosses a portion of Black Creek and its valley between Jane Street and Creditstone Road (Images 30, 33, 34). The Black Creek valley edges have a slope of greater than 20 degrees. There are no listed or registered heritage properties or cemeteries within the Project Area, or within 50 m of the Project Area.

## 1.4 Archaeological Potential Assessment Criteria

Archaeological potential is established by determining whether any features or characteristics indicating archaeological potential are located on or in the vicinity of a Project Area. Features and characteristics that indicate archaeological potential are defined within Section 1.3.1 of the SGCA (MTCS 2011:17-18) and include:

- Previously identified archaeological sites
- Water sources:
  - Primary water sources (e.g. lakes, rivers, streams, creeks)
  - Secondary water sources (e.g. intermittent streams and creeks; springs; marshes; swamps)
  - Features indicating past water sources (e.g. glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels, shorelines of drained lakes or marshes, and cobble beaches)
  - Accessible or inaccessible shoreline (e.g. high bluffs, swamps or marsh fields by the edge of a lake, sandbars stretching into marsh)



## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

- Elevated topography (eskers, drumlins, large knolls, plateaux)
- Pockets of well drained sandy soil, especially near areas of heavy soil or rocky ground
- Distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases
- Resource areas including:
  - Food or medicinal plants
  - Scarce raw minerals (e.g., quartz, copper, ochre or outcrops of chert)
  - Early Euro-Canadian industry (fur trade, logging, prospecting, mining)
- Areas of early Euro-Canadian settlement including:
  - 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 a federal, provincial or municipal historic landmark or site
- Property that local histories or informants have identified with possible archaeological sites, historical events, activities or occupations.

Many of the above features of archaeological potential have a buffer assigned to them, extending the zone of archaeological potential beyond the physical feature. The following buffers are commonly accepted by the MTCS and specifically indicated in Section 1.4 of the SGCA (MTCS 2011:20-21).

- 300 m buffer: previously identified archaeological site; water sources; areas of early Euro-Canadian settlement; or locations identified through local knowledge or informants
- 100 m buffer: early historical transportation route
- No buffer, potential is restricted to the physical limits or the feature: elevated topography, pockets of well-drained sandy soil, distinctive land formations, resources areas, listed or designated properties and landmark properties.

Features of archaeological potential found on or in the vicinity of the Project Area include: water sources, areas of early Euro-Canadian settlement, early historical transportation routes and listed or designated properties. The Project Area's general archaeological potential, as determined by the location of these features, is indicated in Map 6. Also taken into consideration in determining the Project Area's general archaeological potential is the existing archaeological potential mapping of the City of Vaughan (ASI 2010).



### **1.4.1 Archaeological Integrity**

A negative indicator of archaeological potential is extensive below grade land disturbance. This includes widespread earth movement activities that would have eradicated or relocated any archaeological resources to such a degree that their information potential and cultural heritage value or interest has been lost.

Activities that are recognized to cause sufficient disturbance to remove archaeological potential include: quarrying, major landscaping involving grading below topsoil, building footprints and infrastructure development. Activities including agricultural cultivation, gardening, minor grading and landscaping do not necessarily remove archaeological potential (MTCS 2011:18).

Natural physical features can also indicate that all or portions of a Project Area have low or no archaeological potential including: permanently wet areas, exposed bedrock and slopes greater than 20 degrees (except in locations likely to contain pictographs or petroglyphs).



## **2.0 ANALYSIS AND CONCLUSIONS**

The Stage 1 archaeological assessment of the Project Area determined that it had general archaeological potential to contain both pre-contact and Euro-Canadian archaeological resources (Map 6).

A significant amount of disturbance has occurred within the Project Area through the late twentieth and early twenty-first century development of the City of Vaughan, removing much of its archaeological potential (Map 4). Disturbance activities include the construction of roadways, infrastructure, and buildings and the major landscaping involving grading below topsoil associated with all of those activities. The majority of the central and eastern portions of the Project Area have been disturbed through urban development sufficiently that there is no potential for the recovery of archaeological resources of cultural heritage value or interest within those portions of the Project Area in a meaningful context. This conclusion is consistent with the definition of 'complete and intensive disturbance' described in Section 1.3.2 of the SGCA (MTCS 2011:18).

These urban development disturbances have also been confirmed by several other Stage 1 and Stage 1-2 archaeological assessments partially within the Project Area (AMICK 2007; ASI 2001, 2013, 2015) as indicated on Map 7. These portions of the Project Area require no further archaeological assessment.

The Project Area crosses the Black Creek Channel, a tributary of the Humber River, which runs through the eastern portion of the Project Area. Black Creek has been channelized through the Project Area and to the south of the Project Area as determined by the ASI Stage 1 archaeological assessment of a portion of the Black Creek valley within the Project Area and the land immediately to the south of the Project Area (ASI 2015) (Map 7). The creek itself is low and wet and contains no archaeological potential, as indicated on Map 7, and the channelized banks of the creek have been sufficiently disturbed that they also no longer contain archaeological potential. The portion of the Black Creek valley that passes through the Project Area has steep slopes that do not possess archaeological potential, as indicated on Map 7.

The background research and property inspection conducted for this Stage 1 property inspection has determined that despite the general archaeological potential within the Project Area, the Project Area has low to no archaeological potential and does not require further archaeological assessment because it has been previously assessed and cleared of archaeological concern, previously disturbed through urban development, contains steep slopes or is low and wet (Map 7). This conclusion is consistent with the SGCA (MTCS 2011), Section 1.4.1, Standard 1.f and Section 2.1, Standard 2.a.i. and 2.a.iii.





### **3.0 RECOMMENDATIONS**

Given the findings of the Stage 1 archaeological assessment, the following recommendations are made:

- 1) The majority of the Portage Parkway Municipal Class Environmental Assessment Archaeological Project Area has been subject to complete and intensive disturbance, as indicated on Map 7, has low to no archaeological potential and no further archaeological assessment of these areas is required.
- 2) Portions of the Portage Parkway Municipal Class Environmental Assessment Archaeological Project Area that are low and wet or steeply sloped, as indicated on Map 7, have low to no archaeological potential and no further archaeological assessment of these areas is required.
- 3) Portions of the Portage Parkway Municipal Class Environmental Assessment Archaeological Project Area have been previously subject to archaeological assessment, as indicated on Map 7, and have been determined to be of no further archaeological concern.
- 4) In summary, the entirety of the Portage Parkway Municipal Class Environmental Assessment Archaeological Project Area may be considered free of further archaeological concern. No further archaeological assessment of the Project Area is required.

Despite best efforts and all due diligence, no archaeological assessment can necessarily account for all potential archaeological resources. Should deeply buried archaeological resources be identified during ground disturbance activity associated with future development of the Project Area, ground disturbance activities should be immediately halted and the Archaeology Division of the Culture Programs Unit of the Ministry of Tourism, Culture and Sport notified.



## **4.0 ADVICE ON COMPLIANCE WITH LEGISLATION**

This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c O.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological 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 Tourism, Culture and Sport, 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 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 Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

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

The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33, requires that any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. It is recommended that the Registrar of Cemeteries at the Ministry of Consumer Services is also immediately notified.



## **5.0 BIBLIOGRAPHY AND SOURCES**

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- 2007 Report on the 2007 Stage 1-2 Archaeological Assessment of Proposed Development of 7895 Jane Street, City of Vaughan, Regional Municipality of York (Formerly the Township of Vaughan, County of York. (PIF P058-249-2007)

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- 2010 City of Vaughan Official Plan Archaeological and First Nations Policy Study.
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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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## **6.0 IMAGES**

All photo locations and directions are indicated on Map 5

*Image 1: Stage 1 property inspection, disturbed open area north of Portage Parkway, facing southwest*



*Image 2: Stage 1 property inspection, disturbed open area north of Portage Parkway, west of Applewood Crescent, facing northwest*







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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 3: Stage 1 property inspection, disturbed open area south of Portage Parkway, facing southwest*



*Image 4: Stage 1 property inspection, disturbed open area south of Portage Parkway, facing southwest*







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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 5: Stage 1 property inspection, disturbed open area south of Portage Parkway, facing south. Note the fill pile surrounded by silt fencing related to the previous development activities on the property*

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*Image 6: Stage 1 property inspection, disturbed open area north of Portage Parkway, facing southwest*

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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 7: Stage 1 property inspection, disturbed open area north of Portage Parkway, facing southwest*



*Image 8: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lot and landscaping, north of Portage Parkway, facing northeast*







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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 9: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lots and landscaping, south of Portage Parkway, facing southeast*



*Image 10: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lot and landscaping, north of Portage Parkway, facing northeast*





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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 11: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lots and landscaping, south of Portage Parkway, facing northeast*



*Image 12: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lot and landscaping, north of Portage Parkway, facing southwest*







## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

*Image 13: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lot and landscaping, north of Portage Parkway, facing northeast*



*Image 14: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lot and landscaping, south of Portage Parkway, facing southwest*





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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 15: Stage 1 property inspection, Portage Parkway and landscaping, south of Portage Parkway, facing northeast*



*Image 16: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lot and landscaping, south of Portage Parkway, facing southwest*







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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 17: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lot and landscaping, south of Portage Parkway, facing southwest*



*Image 18: Stage 1 property inspection, disturbed open area south of Portage Parkway, facing northeast*







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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 19: Stage 1 property inspection, disturbed open area south of Portage Parkway, facing south*



*Image 20: Stage 1 property inspection, Millway Avenue, commercial buildings, parking lot and landscaping, north of Portage Parkway, facing northwest*





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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 21: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lot and landscaping, north of Portage Parkway, facing northeast*



*Image 22: Stage 1 property inspection, disturbed open area south of Portage Parkway, facing northeast*







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**STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
PORTAGE PARKWAY MCEA**

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*Image 23: Stage 1 property inspection, disturbed open area south of Portage Parkway, facing south*



*Image 24: Stage 1 property inspection, disturbed open area south of Portage Parkway, facing south*





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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 25: Stage 1 property inspection, Jane Street and disturbed open area south of Portage Parkway, facing south*



*Image 26: Stage 1 property inspection, Jane Street and disturbed area south of Portage Parkway, facing south*







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**STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
PORTAGE PARKWAY MCEA**

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*Image 27: Stage 1 property inspection, disturbed gravel paved area east of Jane Street, facing east*



*Image 28: Stage 1 property inspection, disturbed open area east of Jane Street, facing southeast*





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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 29: Stage 1 property inspection, disturbed gravel paved area east of Jane Street, adjacent to Black Creek channel, facing southeast*



*Image 30: Stage 1 property inspection, steep western slope of Black Creek channel, facing southeast*







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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 31: Stage 1 property inspection, Jane Street, commercial buildings, parking lot and landscaping, north of Portage Parkway, facing northeast*



*Image 32: Stage 1 property inspection, Portage Parkway, commercial buildings, parking lot and landscaping, north of Portage Parkway, facing southwest*





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**STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
PORTAGE PARKWAY MCEA**

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*Image 33: Stage 1 property inspection, steep eastern slope of Black Creek channel, facing northwest*



*Image 34: Stage 1 property inspection, steep eastern slope of Black Creek channel, facing northwest, note the top of vegetation significantly below the upper grade of the slope*







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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 35: Stage 1 property inspection, commercial/industrial buildings, asphalt and landscaping at the eastern end of the Project Area, facing northeast*



*Image 36: Stage 1 property inspection, commercial/industrial buildings, roadway, railway and landscaping at the eastern end of the Project Area, facing west*





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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT PORTAGE PARKWAY MCEA

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*Image 37: Stage 1 property inspection, commercial/industrial buildings, roadway, and landscaping at the eastern end of the Project Area, facing northwest*



*Image 38: Stage 1 property inspection, previously assessed open area, east of Jane Street, facing southeast*

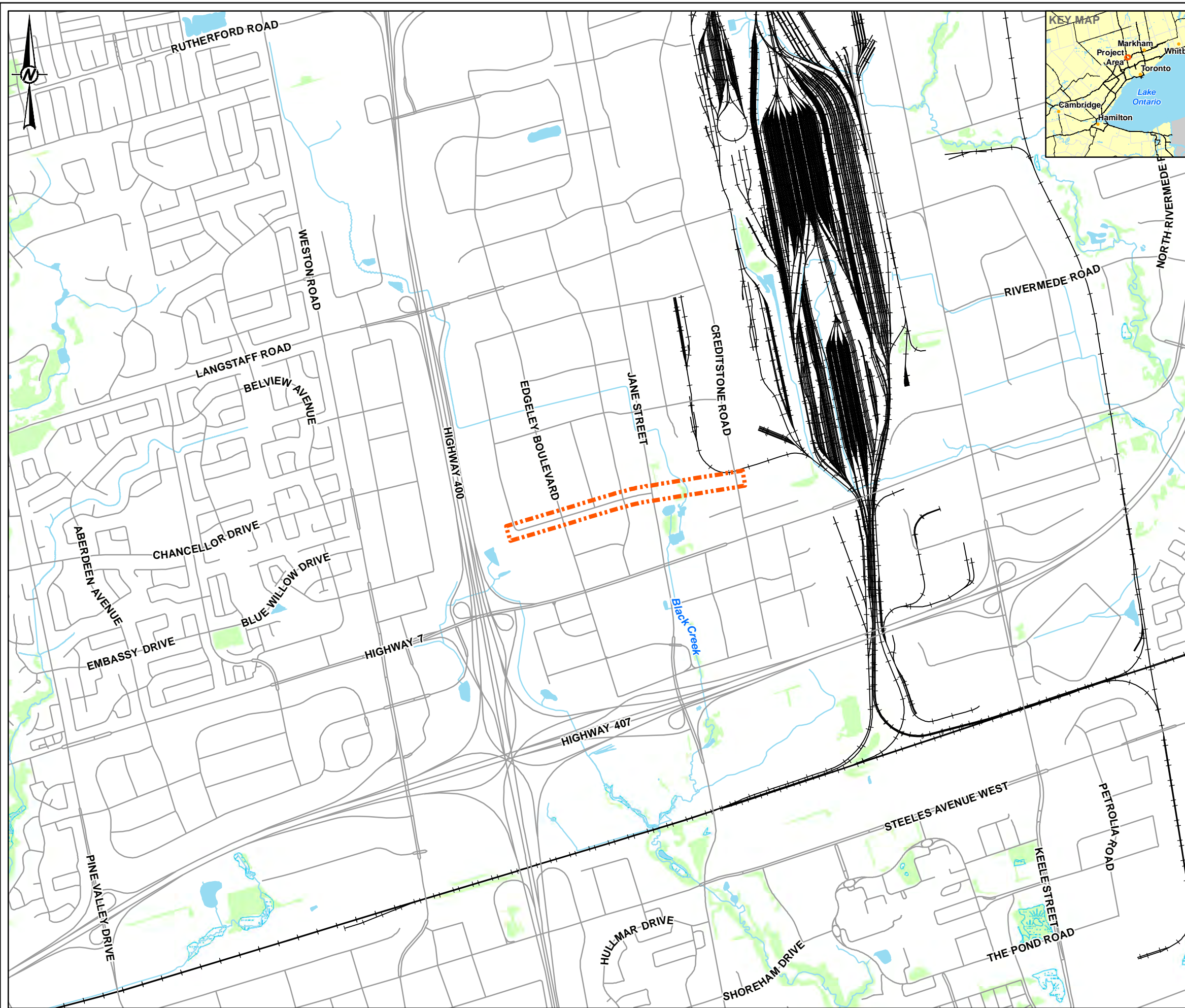




## **7.0 MAPS**

All maps follow on succeeding pages.





- LEGEND**
- ROAD
  - +— RAILWAY
  - WATERCOURSE
  - WATERBODY
  - WETLAND
  - WOODED AREA
  - PROJECT AREA



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 CITY OF VAUGHAN

PROJECT  
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 ASSESSMENT

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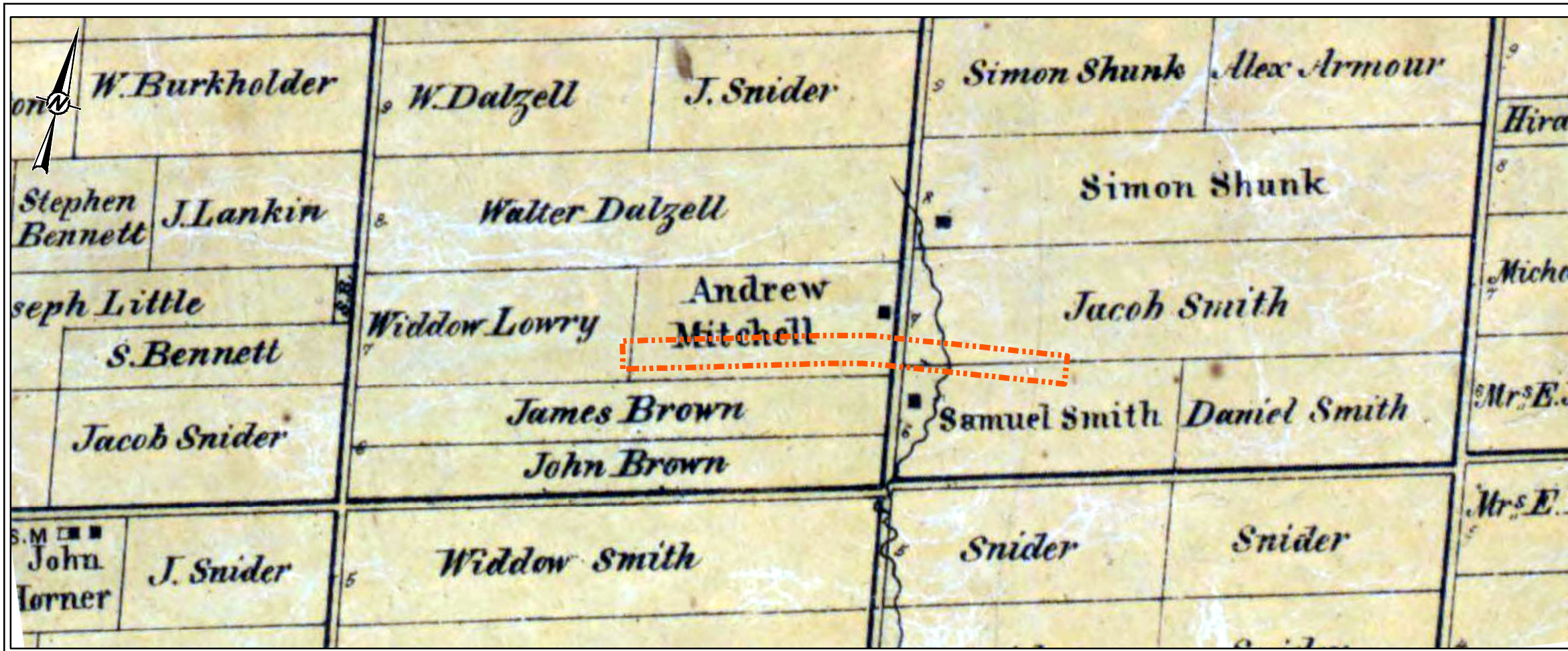
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PREPARED	ME	
REVIEWED	PRWP	
APPROVED	PRWP	



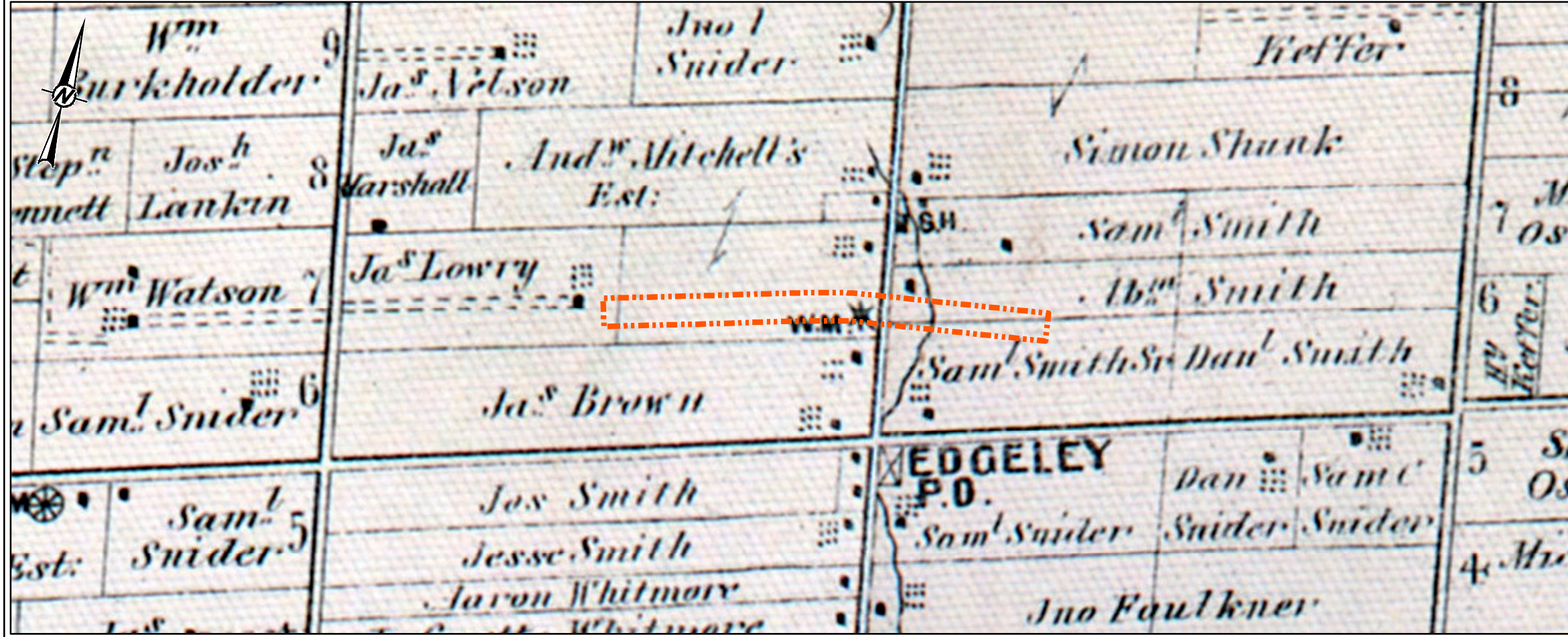
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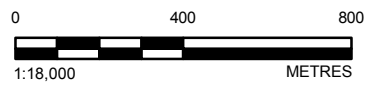


Tremaine 1860



Miles & Co. 1878

LEGEND  
 PROJECT AREA



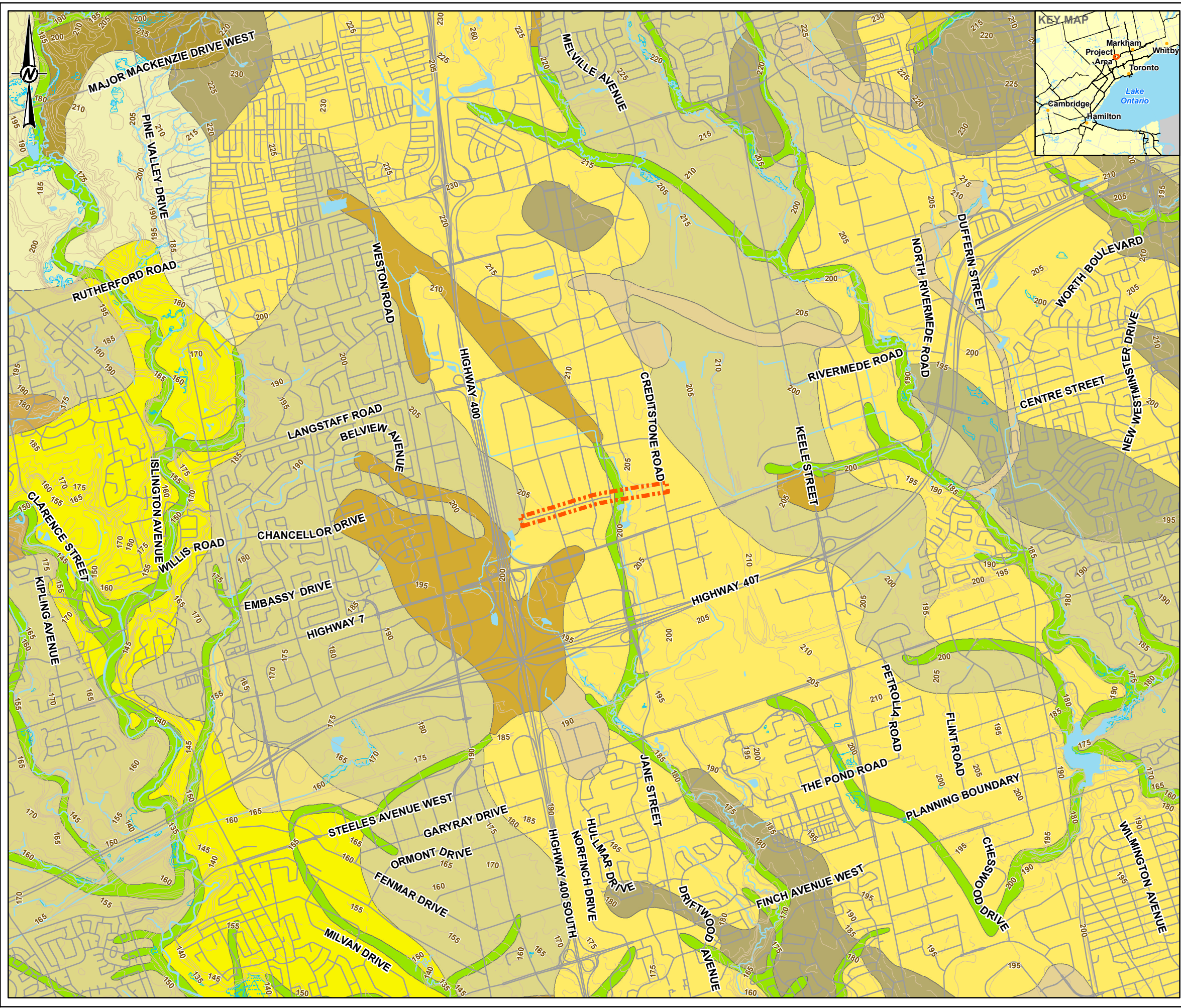
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CONSULTANT	YYYY-MM-DD	2015-07-08
	DESIGNED	ME
	PREPARED	ME
	REVIEWED	PRWP
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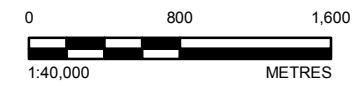
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- LEGEND**
- ROAD
  - CONTOUR
  - WATERCOURSE
  - WATERBODY
  - PROJECT AREA

- Soil Name**
- BERRIEN SANDY LOAM
  - BOTTOM LAND
  - CASHEL CLAY
  - CHINGUACOUSY CLAY LOAM
  - FOX SANDY LOAM
  - JEDDO CLAY LOAM
  - KING CLAY LOAM
  - MALTON CLAY
  - ONEIDA CLAY LOAM
  - PEEL CLAY
  - PONTYPOOL SANDY LOAM
  - SIMCOE CLAY LOAM
  - WOBURN LOAM



**REFERENCE(S)**  
 BASE DATA - MNR LIO, OBTAINED 2015  
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CLIENT  
 CITY OF VAUGHAN

PROJECT  
 VAUGHAN PORTAGE PKWY EA: STAGE 1 ARCHAEOLOGICAL ASSESSMENT

TITLE  
**SOILS AND ELEVATION OF THE PROJECT AREA**

CONSULTANT	DATE
	YYYY-MM-DD
	DESIGNED
	PREPARED
	REVIEWED
	APPROVED

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1988



1999



2007



2013

LEGEND  
 PROJECT AREA

**REFERENCE(S)**  
 BASE DATA - MNR LIO, OBTAINED 2015  
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 ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2015  
 IMAGERY - 2007: CITY OF VAUGHAN, MAP IMAGE EXTRACTED FROM VAUGHAN NAVIGATOR -  
 HTTP://WWW.VAUGHANMAPS.CA, 2013: ESRI WORLD IMAGERY WMS, CNES/AIRBUS DS, 0.5M,  
 4/22/2013  
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 17

CLIENT  
 CITY OF VAUGHAN

PROJECT  
 VAUGHAN PORTAGE PKWY EA: STAGE 1 ARCHAEOLOGICAL  
 ASSESSMENT

TITLE  
 RECENT DEVELOPMENT OF THE PROJECT AREA

CONSULTANT	YYYY-MM-DD	2015-07-21
DESIGNED	ME	
PREPARED	ME	
REVIEWED	PRWP	
APPROVED	PRWP	

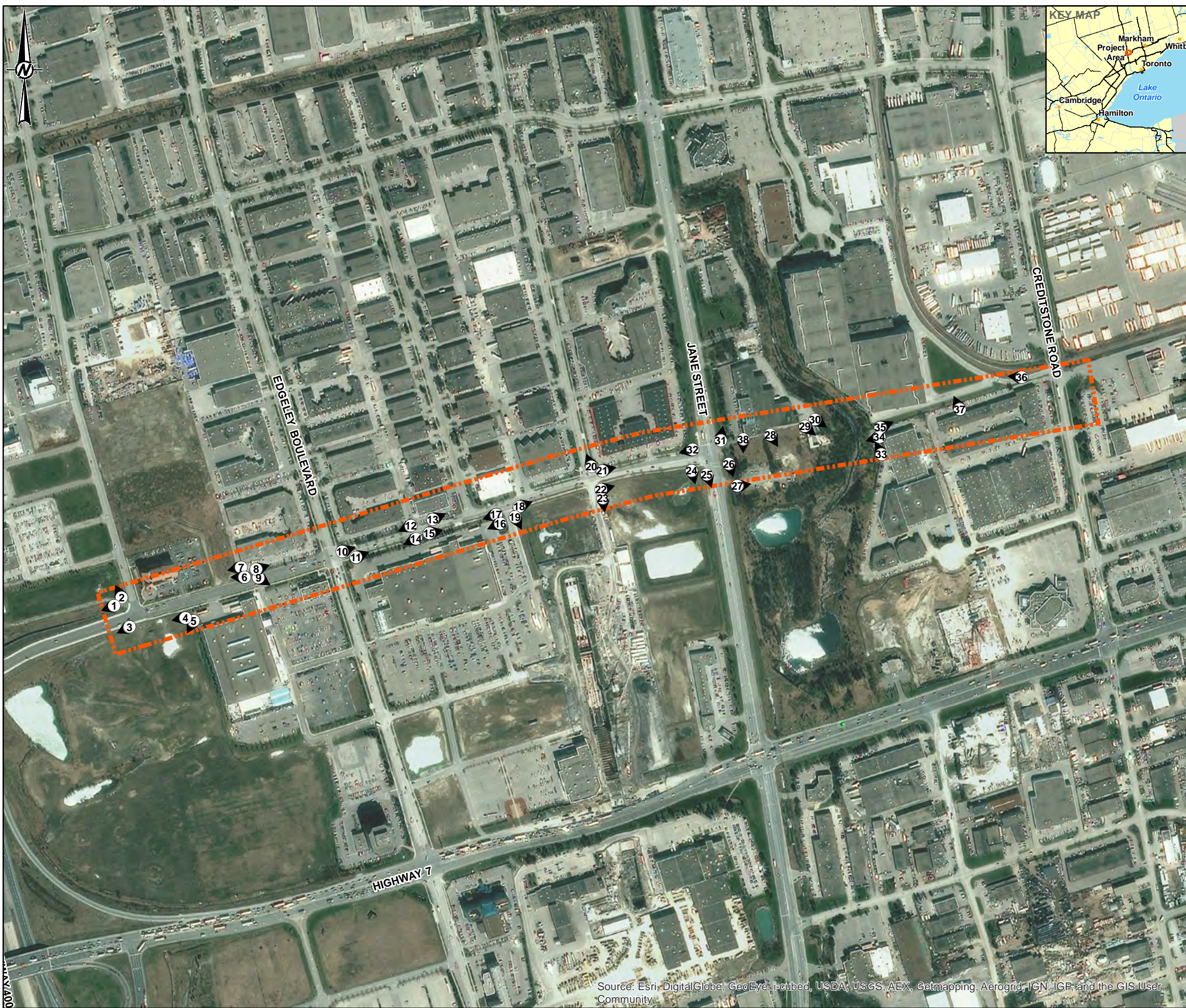


PROJECT NO. 1522372 CONTROL REV. MAP 4

S:\City\City\_of\_Vaughan\CMA\_Portage\_Parkway\08\_PRC\1522372\_Portage\_Parkway\0\_PRC\0003\_Archaeology\1522372-0003-1A-0008.mxd

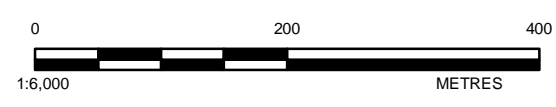
IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm





**LEGEND**

- PHOTO LOCATION AND DIRECTION (SEE SECTION 6.0); ALL PHOTOS TAKEN JULY 20, 2015
- PROJECT AREA



**REFERENCE(S)**  
 BASE DATA - MNR LIO, OBTAINED 2015  
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 IMAGERY - ESRI WORLD IMAGERY WMS, CNES/AIRBUS DS, 0.5M, 4/22/2013  
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 17

CLIENT  
 CITY OF VAUGHAN

PROJECT  
 VAUGHAN PORTAGE PKWY EA: STAGE 1 ARCHAEOLOGICAL ASSESSMENT

TITLE  
 PHOTO LOCATION AND DIRECTION

CONSULTANT	YYYY-MM-DD	2015-07-21
	DESIGNED	ME
	PREPARED	ME
	REVIEWED	PRWP
	APPROVED	PRWP

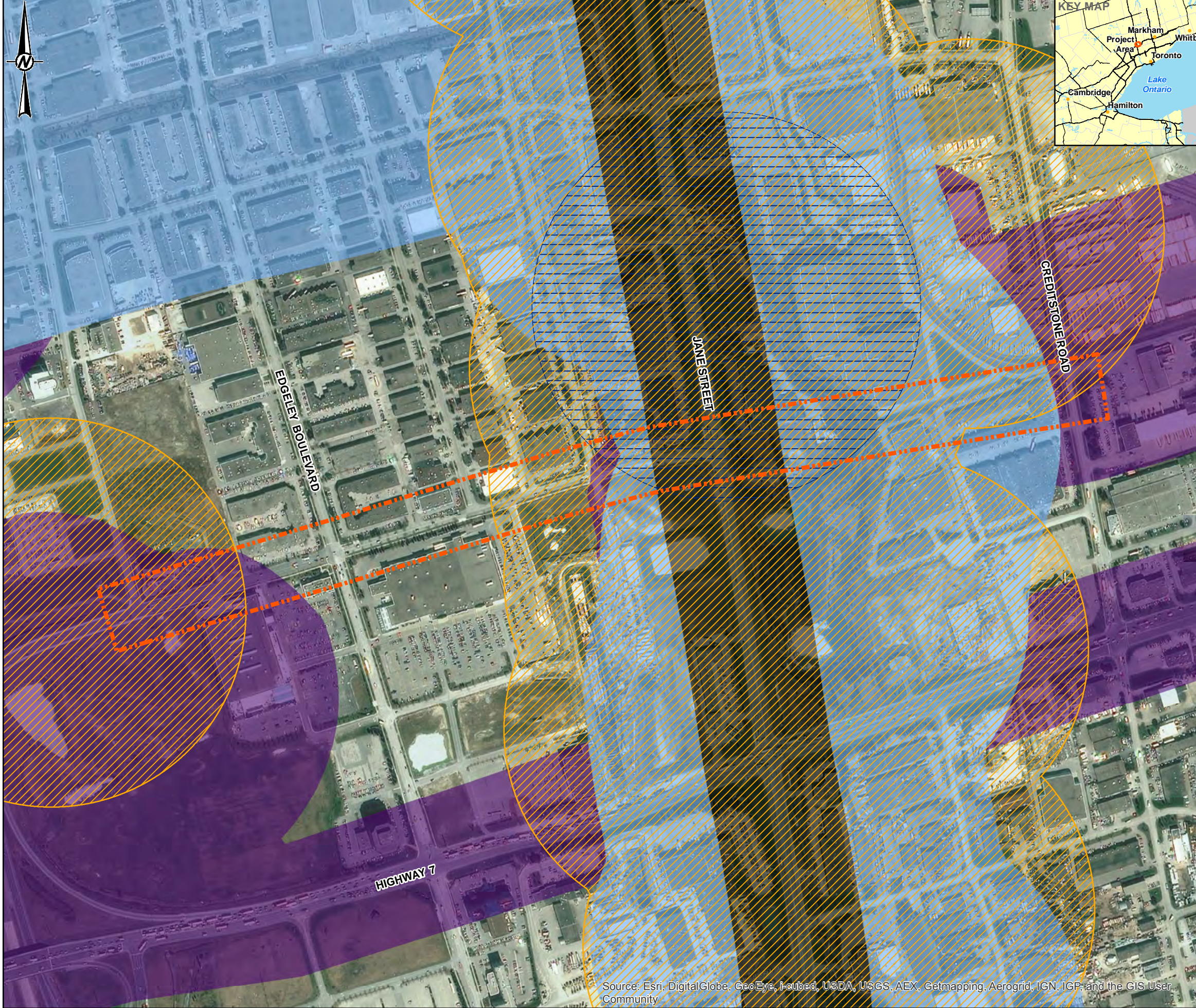
PROJECT NO. 1522372 CONTROL REV. MAP 5

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm





- LEGEND**
- PROJECT AREA
  - ARCHAEOLOGICAL POTENTIAL**
  - WATERCOURSE – 300 M BUFFER
  - HISTORICAL SETTLEMENT – 300 M BUFFER
  - HISTORICAL CEMETERY – 300 M BUFFER
  - HISTORICAL TRANSPORTATION ROUTE – 100 M BUFFER
  - CITY OF VAUGHAN ARCHAEOLOGY POTENTIAL (ASI 2010)



**REFERENCE(S)**  
 BASE DATA - MNR LIO, OBTAINED 2015  
 PRODUCED BY GOLDER ASSOCIATES LTD UNDER LICENCE FROM  
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 CITY OF VAUGHAN COMPOSITE ARCHAEOLOGICAL POTENTIAL LAYER, CITY OF VAUGHAN - ASI  
 2010, JULY 20, 2009  
 IMAGERY - ESRI WORLD IMAGERY WMS, CNES/AIRBUS DS, 0.5M, 4/22/2013  
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 17

**CLIENT**  
 CITY OF VAUGHAN

**PROJECT**  
 VAUGHAN PORTAGE PKWY EA: STAGE 1 ARCHAEOLOGICAL ASSESSMENT

**TITLE**  
 GENERAL STAGE 1 ARCHAEOLOGICAL POTENTIAL MAP

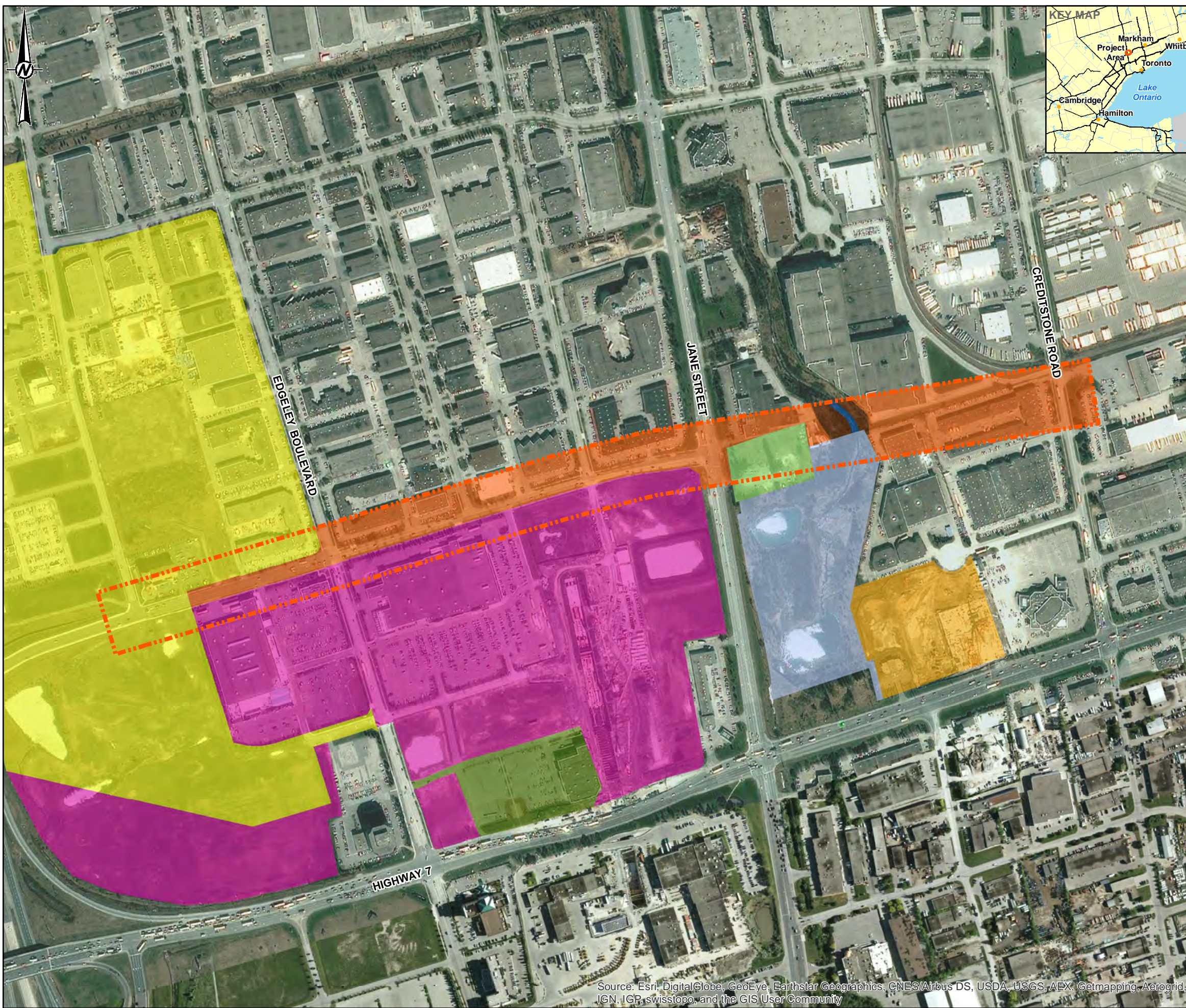
CONSULTANT	YYYY-MM-DD	2015-07-21
	DESIGNED	ME
	PREPARED	ME
	REVIEWED	PRWP
	APPROVED	PRWP

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

S:\CityInfo\City of Vaughan\CIMA\_Parkway\_Parkway09\_PRC\1522372\_Parkway\_Parkway09\_PRC\000003\_Archaeology\1522372\_0003-1A-0007.mxd

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM: 28mm





- LEGEND**
- PROJECT AREA
  - CURRENT STUDY: LOW OR NO ARCHAEOLOGICAL POTENTIAL**
  - DISTURBED
  - STEEP SLOPE
  - LOW AND WET
  - PREVIOUSLY ASSESSED: NO FURTHER ARCHAEOLOGICAL CONCERN**
  - ASI 2001 (CIF 2000-116)
  - AMICK 2005 (CIF P038-1992)
  - AMICK 2007 (CIF P058-249-2007)
  - ASI 2006 (CIF P049-085)
  - ASI 2013 (PIF P303-0018-2013/P383-0030-2013)
  - ASI 2015 (DRAFT) (PIF P392-0125-2014)



**REFERENCE(S)**  
 BASE DATA - MNR LIO, OBTAINED 2015  
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 IMAGERY - ESRI WORLD IMAGERY WMS, CNES/AIRBUS DS, 0.5M, 4/22/2013  
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 17

**CLIENT**  
 CITY OF VAUGHAN

**PROJECT**  
 VAUGHAN PORTAGE PKWY EA: STAGE 1 ARCHAEOLOGICAL ASSESSMENT

**TITLE**  
 STAGE 1 ARCHAEOLOGICAL POTENTIAL MODELLING OF THE PROJECT AREA OF THE PROJECT AREA INDICATING AREAS OF LOW OR NO ARCHAEOLOGICAL POTENTIAL

CONSULTANT	YYYY-MM-DD	2016-04-18
DESIGNED	ME	
PREPARED	JR	
REVIEWED	PRWP	
APPROVED	PRWP	



PROJECT NO. 1522372 CONTROL REV. MAP 7

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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## **8.0 IMPORTANT INFORMATION AND LIMITATION FOR THIS REPORT**

Golder has prepared this report in a manner consistent with that level of care and skill ordinarily exercised by members of the archaeological profession currently practicing under similar conditions in the jurisdiction in which the services are provided, subject to the time limits and physical constraints applicable to this report. No other warranty, expressed or implied is made.

This report has been prepared for the specific site, design objective, developments and purpose described to Golder by CIMA+ (the Client). The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location.

The information, recommendations and opinions expressed in this report are for the sole benefit of the Client. No other party may use or rely on this report or any portion thereof without Golder's express written consent. If the report was prepared to be included for a specific permit application process, then upon the reasonable request of the Client, Golder may authorize in writing the use of this report by the regulatory agency as an Approved User for the specific and identified purpose of the applicable permit review process. Any other use of this report by others is prohibited and is without responsibility to Golder. The report, all plans, data, drawings and other documents as well as electronic media prepared by Golder are considered its professional work product and shall remain the copyright property of Golder, who authorizes only the Client and Approved Users to make copies of the report, but only in such quantities as are reasonably necessary for the use of the report by those parties. The Client and Approved Users may not give, lend, sell or otherwise make available the report or any portion thereof to any other party without the express written permission of Golder. The Client acknowledges that electronic media is susceptible to unauthorized modification, deterioration and incompatibility and therefore the Client cannot rely upon the electronic media versions of Golder's report or other work products.

Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project.

Special risks occur whenever archaeological investigations are applied to identify subsurface conditions and even a comprehensive investigation, sampling and testing program may fail to detect all or certain archaeological resources. The sampling strategies incorporated in this study comply with those identified in the Ministry of Tourism, Culture and Sport's 2011 *Standards and Guidelines for Consultant Archaeologists*.



## Report Signature Page

**GOLDER ASSOCIATES LTD.**

Peter Popkin, PhD, CAHP, MCIfA  
Senior Archaeologist

Carla Parslow, PhD  
Associate, Senior Archaeologist

PRWP/CAP/wlm/mp

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