

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT OF RATHBURN ROAD, FROM DUKE
OF YORK BOULEVARD TO SHIPP DRIVE, CITY OF MISSISSAUGA**

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INTRODUCTION

This report discusses the results of the Stage 1 archaeological assessment of Rathburn Road, from Duke of York Blvd in the west to Shipp Drive/Sherwoodtown Blvd in the east, City of Mississauga (Figure 1). The purpose of this assessment was to determine whether there is potential for the recovery of any historic or prehistoric archaeological sites within this corridor. The Stage 1 archaeological assessment was completed for McCormick Rankin Corporation, Mississauga.

This project was completed as an extension/supplement to the Mississauga BRT East study. McCormick Rankin Corporation is undertaking a Transit Project assessment for the conversion of two lanes on Rathburn Road from general use to transit-only. The project will involve relocation of the ramp adjacent to Cooksville Creek, and the localized widening of Rathburn Road at intersections within the existing road right-of-way. As part of this project, it was determined that an assessment was required to determine the potential for recovering archaeological material in the study area. New Directions Archaeology Ltd. was contracted to complete the Stage 1 assessment of this corridor.

All assessment activities were performed according to the Ontario Heritage Act (R.S.O. 1980; C.O. 18) under an archaeological consulting license (#P018) issued to Philip Woodley of New Directions Archaeology Ltd. The Stage 1 field survey was conducted on November 9, 2009 under excellent conditions. Permission to Enter was provided by the City of Mississauga and McCormick Rankin Corporation. All notes and photographs will be stored at New Directions Archaeology Ltd.

LOCATION OF THE STUDY AREA

The study area is located in the City of Mississauga in the Regional Municipality of Peel (Figures 1 and 2). The section of Rathburn Road to be assessed is located between Duke of York Blvd on the west end to Shipp Drive on the east (Figure 1). This linear corridor is contained within the existing Rathburn Road right-of-way (ROW) and is bounded by various developed/residential areas (Figure 2).

The Rathburn Road corridor is located in the South Slope physiographic region (Chapman and Putnam 1984: 172-174). The South Slope is situated between Lake Ontario and the Oak Ridges Moraine; this physiographic region is higher than the glacial Lake Iroquois plain and extends from the Niagara Escarpment to the Trent River (Chapman and Putnam 1984: 172). The South Slope is primarily a ground moraine with irregular knolls and hollows with Chinguacousy clay loam soil (Chapman and Putnam 1983: 174). This description is in contrast with the study corridor which is fairly flat with little topographical relief.

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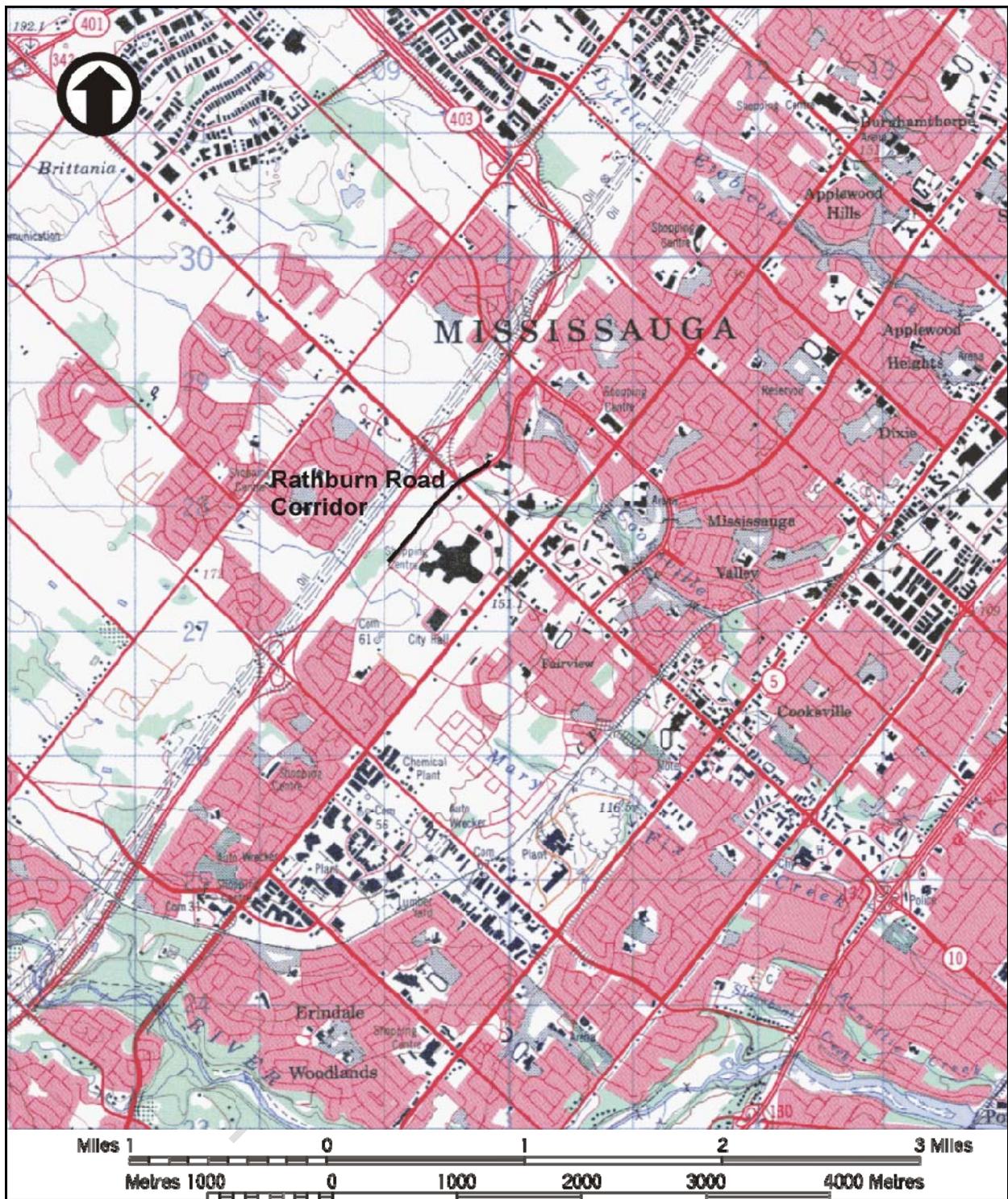


Figure 1: Location of the Rathburn Road Subject Corridor.

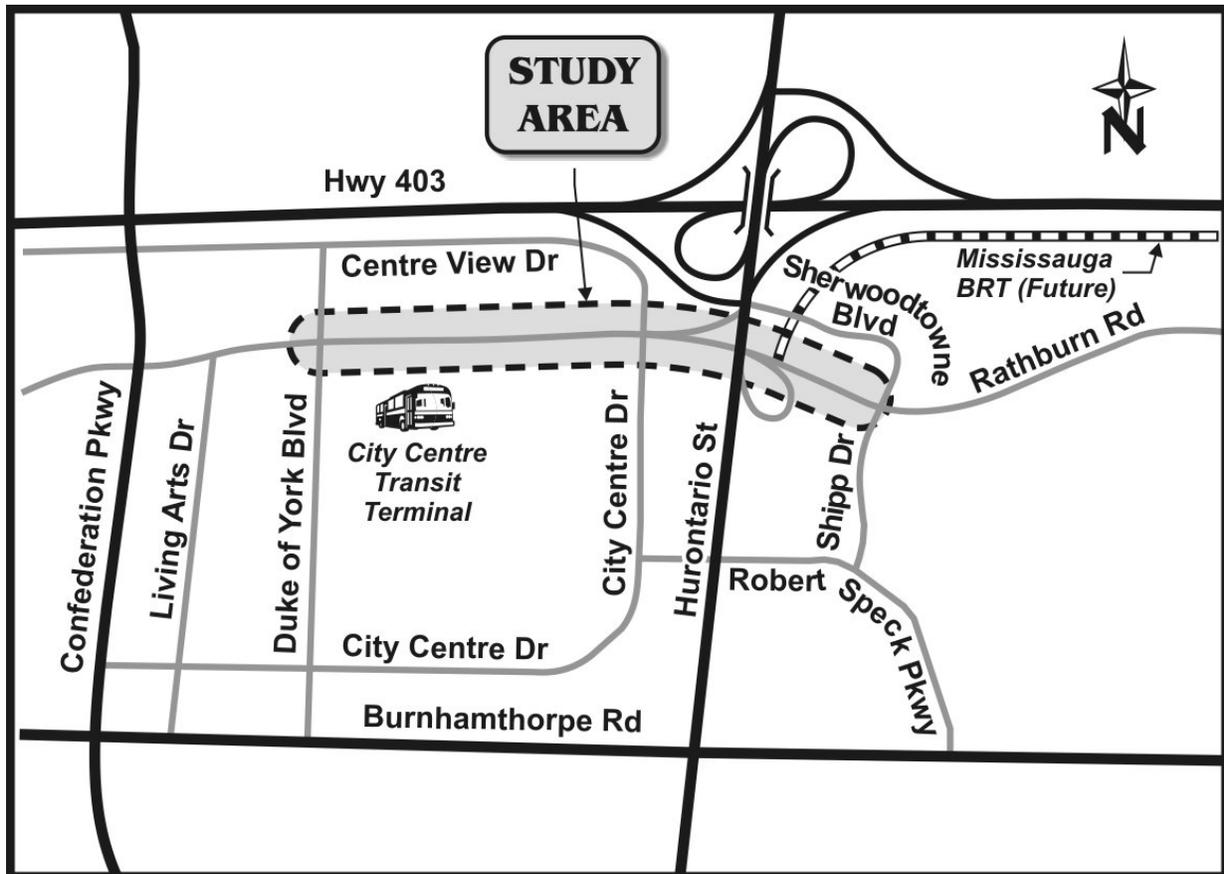


Figure 2: Key plan showing the location of the Rathburn Road Corridor (not to scale).

BACKGROUND RESEARCH

Archaeological

A survey of the Ministry of Culture archaeological site registry database in Toronto revealed that there are no registered sites located within the Rathburn Road corridor. There is, however, one registered site within two kilometres of the corridor (Table 1). It appears to be an isolated prehistoric find from which no culturally or temporally diagnostic artifacts were recovered. This is a fairly low frequency of archaeological sites near the subject corridor, most likely because this area was developed before completing archaeological assessment was required.

Historical

The subject corridor is located in what was Toronto Township in Peel County, now part of the City of Mississauga. Most of Peel County was settled in approximately 1819 (Walker and Miles 1877: 84), however some areas were settled earlier than this. The Old Survey of Toronto Township was initially settled from 1808 to 1810 with settlers from New Brunswick, the United States and other parts of Upper Canada. Most of the early settlement was along Dundas Street with numerous mills built along the Credit River (Walker and Miles 1877:85-86).

An 1877 map of Toronto Township is provided as Figure 3 (Walker 1881: 20-21) and indicates some historic buildings near but not on the corridor. The population of this area in 1877 combined with the fact that the study area is located near major roadways, suggests a fairly high probability of locating historic sites along the subject corridor.

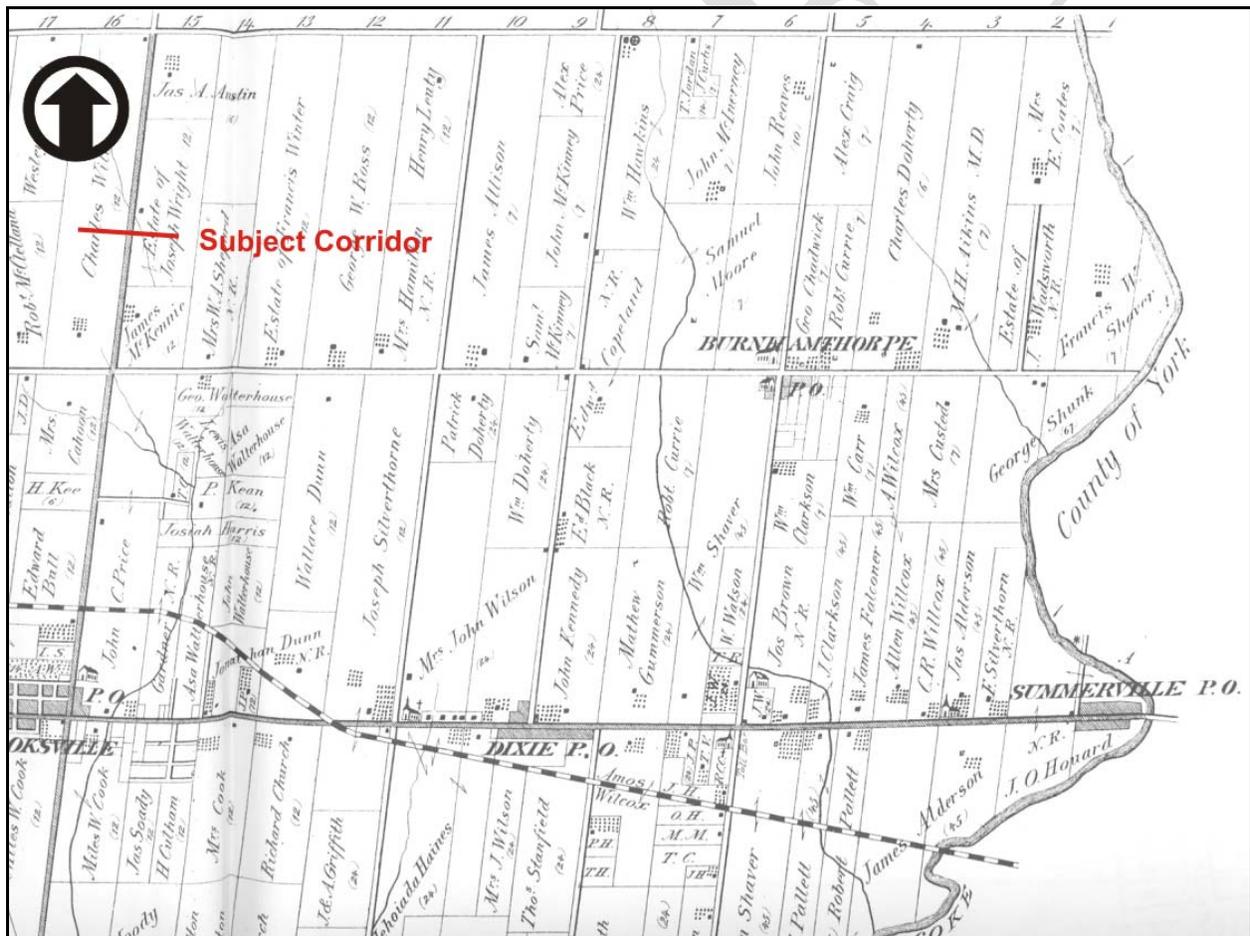


Figure 3: 1881 map of Toronto Township, Peel County (H. Belden and Company 1881:31) showing the approximate location of the Rathburn Road corridor.

ARCHAEOLOGICAL SITE POTENTIAL

The Ontario Ministry of Citizenship, Culture and Recreation (now the Ministry of Culture) has defined guidelines for determining site potential. These guidelines (MCZCR 1997:12-15) have been defined using the following criteria:

A. Known Archaeological Resources:

1) *Are there any known archaeological resources on or adjacent to the development application?*

There are no registered archaeological sites situated on the subject corridor. There is, however, one registered sites located approximately one kilometer north of the subject corridor. This site has been identified as a precontact isolated find.

B. Physiographic Features:

2) *Is there a water source on or adjacent to the development property?*

As shown in Figure 1, there are a few tributaries or streams near the subject corridor that flow into the Credit River.

3) *Is the development property situated in an area of elevated topography?*

No. This corridor is fairly flat with few changes in elevation.

4) *Is the development property on well-drained sandy soil?*

No. The soils of the South Slope physiographic region tend to be fairly heavy clay. The drainage varies depending on location within this physiographic region.

5) *Is the development property associated with distinctive or unusual land formations?*

This refers primarily to waterfalls, rock outcrops, rock faces, caverns and mounds as well as other features. None of these features are found in the study corridor.

C. Historic Cultural Features:

6) *Is the development property associated with a particular resource-specific feature that would have attracted past subsistence or extractive uses?*

No historic resources are identified near the subject corridor. The main subsistence in Peel County during the nineteenth century was farming. This was not restricted to a specific area, but rather would have been throughout the county.

7) *Is the development in an area of initial, Non-aboriginal settlement?*

No. Peel County was populated fairly early in the nineteenth century, with pioneer occupations primarily close to the Dundas Street and other early roadways. This study corridor also crosses Hurontario Street, which is indicated on the map.

8) *Is the development property associated with an early historic transportation route, such as a trail, pass, road, portage route or canal?*

Most 19th century travel would have focused on early highways. Hurontario Street is indicated on the 19th century map (Figure 3) and therefore would have been a transportation corridor within Toronto Township.

9) *Does the development contain a property designated under the Ontario Heritage Act?*

Not to the best of my knowledge.

D. Features Specific to the Development Application or Study Area:

10) *Has evidence from documentary sources, local knowledge or Aboriginal oral history, associating the property with historic events, activities or occupations, been brought to the reviewer's attention?*

No.

11) *Has the development property or study area been subjected to extensive, intensive land disturbances?*

Yes. This corridor has been heavily impacted by roadway construction. The adjacent lands are also completely impacted by construction and landscaping activities.

DISCUSSION

Using the criteria listed above, most of the study corridor has high potential for locating prehistoric archaeological sites. As indicated on Figure 1, the study corridor is located near the Credit River. Unfortunately, most of the smaller streams and tributaries would have been covered or built around, making it difficult to determine their exact location.

It is possible that there are nineteenth century buildings located close to the subject corridor. Although Peel County was first settled in the early 1800s, the majority of early settlement was located near Dundas Street. Settlement would have expanded outwards from the major transportation corridors. Given that this corridor is located near this early roadway, there is high potential for locating historic sites along the study corridor (Figure 3).

A preliminary field assessment to examine the condition of this corridor was completed on November 9, 2009 as part of this Stage 1 assessment. The results of this examination are provided in Figure 4.

From Duke of York Boulevard eastward to Shipp Drive, the corridor runs through a previously constructed corridor (Plates 1-6). The entire corridor and the adjacent lands have been disturbed by construction; this disturbance was confirmed by a visual inspection. This section of the corridor is adjacent to numerous shopping plazas and parking, an obviously landscaped park and an interchange leading to Highway 10. Given the obvious disturbed nature of this section of corridor, a Stage 2 assessment will not be required.

Given the above-mentioned criteria, it is recommended to the Ministry of Culture that the Rathburn Road Study Corridor is completely disturbed and will not require a Stage 2 archaeological assessment. Given this, it is recommended to the Ministry of Culture that this corridor has no further archaeological concerns and that construction can occur as planned.

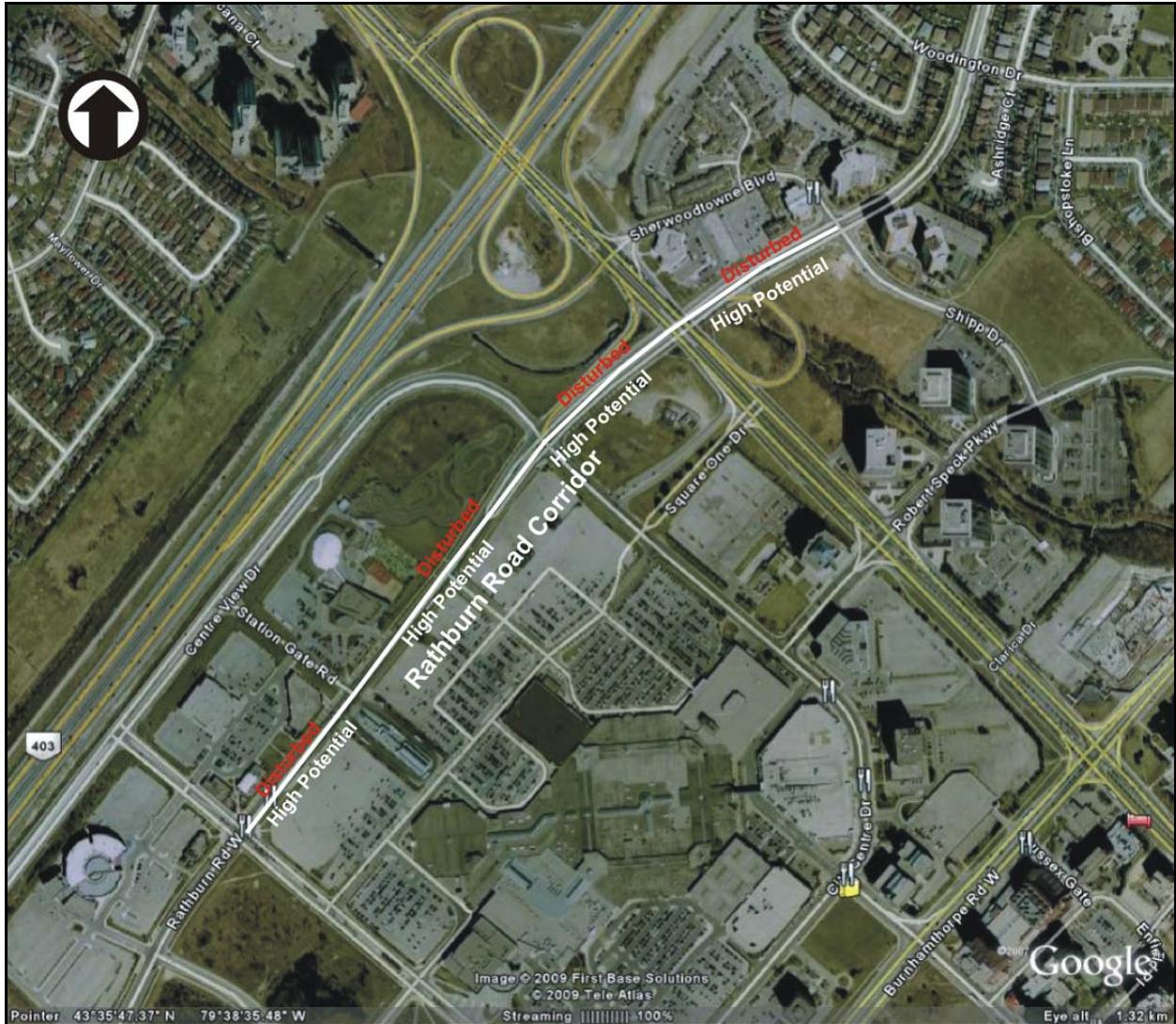


Figure 4: Google satellite image showing the corridor, archaeological potential and disturbance.



Plate 1: Disturbance at the west end of Rathburn corridor at Duke of York Intersection.



Plate 2: Disturbance at the west end of the corridor (looking west).



Plate 3: Disturbance along centre of the corridor in front of Square One plaza.



Plate 4: Disturbance west of Square One entrance.



Plate 5: Disturbance within corridor at Hurontario Street.



Plate 6: Disturbance at east end of corridor at Shipp Drive Intersection.

RECOMMENDATIONS

On the basis of the above information, the following recommendations can be made:

1. It is recommended to the Ministry of Culture that Rathburn Road study corridor, from Duke of York Boulevard to Shipp Drive, City of Mississauga, is completely disturbed by previous construction activities. It is recommended that this corridor will not require Stage 2 assessment and that construction can proceed as planned.
2. Should deeply buried archaeological remains be found on the property during construction activities, Ministry of Culture should be notified immediately.
3. In the event that human remains are encountered during construction, the proponent should immediately contact both Ministry of Culture (416) 314-7452, and the Registrar of the Cemeteries Branch of the Ministry of Government Services (416) 326-8404. The local police department should also be notified.

REFERENCES

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1984 **The Physiography of Southern Ontario, Third Edition.** Ontario Ministry of Natural Resources, Ontario Geological Survey, Special Volume 2.

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