

Region of Peel
Public Works & Transportation

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Highway 50 & Mayfield Road Class Environmental Assessment Final Environmental Study Report

Volume 2: Appendix E.3 to Appendix G

Submitted by:
HDR Corporation
144 Front Street West
Suite 655
Toronto, ON M5J 2L7

www.hdrinc.com



Appendix E.3
Stage 1 Archaeological Assessment

**Stage 1 Archaeological Assessment
(Background Research and Property Inspection)**

**Highway 50 and Mayfield Road Class Environmental Assessment,
City of Brampton, Region of Peel, Ontario**

Prepared for:

HDR/iTRANS Consulting Inc.
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J8
Tel: 905-882-4100
Fax: 905-882-1557

Archaeological Licence P057 (Robert Pihl)
MTC PIF P057-590-2010
ASI File 09EA-219

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Archaeological Services Inc.
528 Bathurst St. T 416-966-1069
Toronto, Ontario F 416-966-9723
Canada, M5S 2P9 info@iASI.to/www.iASI.to

Stage 1 Archaeological Assessment (Background Research and Property Inspection)

Highway 50 and Mayfield Road Class Environmental Assessment, City of Brampton, Region of Peel, Ontario

EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by HDR/iTRANS Consulting, Inc., on behalf of the Region of Peel, to conduct a Stage 1 archaeological assessment (background research and property inspection) as part of the Highway 50 and Mayfield Road Class Environmental Assessment (EA), City of Brampton, Region of Peel, Ontario. The study corridor extends along Highway 50 from Castlemore Road to Mayfield Road and along Mayfield Road from Highway 50 to Coleraine Drive.

The Stage 1 archaeological assessment determined that 10 archaeological sites have been registered within 1 km of the study corridor. A review of the geography and local nineteenth century land use of the study corridor suggested that it has potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

The Ministry of Tourism and Culture's (MTC) *Draft Standards and Guidelines for Consultant Archaeologists* list characteristics that indicate where archaeological resources are most likely to be found. Archaeological potential is confirmed when one or more features of archaeological potential are present. Per Section 1.3.1 of the MTC's 2009 *Draft Standards and Guidelines for Consultant Archaeologists*, the study corridor meets four of the criteria used for determining archaeological potential:

- Previously identified archaeological sites (i.e. AkGw-299, AkGw-300, AkGw-301);
- Water source: primary secondary, or past water source (i.e. West Humber River tributaries);
- Early historical transportation route (i.e. Highway 50, Mayfield Road).
- Early historic settlement features (i.e. orchard, homestead, cemetery)

These criteria characterize the study corridor as having potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

Based on the results of the property inspection, it was determined that the existing Highway 50 and Mayfield Road ROW has been subjected to significant past disturbance and therefore has no archaeological potential; however, some of the lands immediately adjacent the existing ROW are deemed to have archaeological potential.

In light of these results, ASI makes the following recommendations:

1. The existing ROW does not retain archaeological site potential due to previous ground disturbances. Additional archaeological assessment is therefore not required along this portion of the study corridor;
2. If construction extends beyond the disturbed ROW, a Stage 2 assessment is recommended on any lands along the study corridor where there is potential for archaeological sites, in accordance with Ministry of Tourism and Culture's 2009 *Draft Standards and Guidelines for Consultant Archaeologists*; and
3. Prior to any land-disturbing activities adjacent to Shiloh Cemetery, a Stage 3 archaeological assessment should be conducted. This work will be done in accordance with the Ministry of Tourism and Culture's *Draft Standards and Guidelines for Consultant Archaeologists* (2009), in order to confirm the presence or absence of unmarked graves within the ROW. This work will involve the removal of the topsoil with a Gradall followed by the shovel shining of the exposed surfaces and subsequent inspection for grave shafts.



**ARCHAEOLOGICAL SERVICES INC.
ENVIRONMENTAL ASSESSMENT DIVISION**

PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Robert Pihl, MA, CAHP [MTC license P057] <i>Partner and Senior Archaeologist Manager, Environmental Assessment Division</i>
<i>Project Director (licensee):</i>	Robert Pihl
<i>Project Manager/Archaeologist:</i>	Caitlin Lacy, Hon. BA [MTC licence R303] <i>Staff Archaeologist</i>
<i>Project Coordinator</i>	Sarah Jagelewski, Hon. BA <i>Research Archaeologist</i>
<i>Field Director:</i>	Andrew Riddle, Hon. BA [MTC license R146] <i>Staff Archaeologist</i>
<i>Report Writer and Graphics:</i>	Andrew Riddle
<i>Report Reviewer:</i>	Robert Pihl



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1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by HDR/iTRANS Consulting Inc., on behalf of the Region of Peel, to conduct a Stage 1 archaeological assessment (background research and property inspection) as part of the Highway 50 and Mayfield Road Class Environmental Assessment (EA), Brampton, Region of Peel, Ontario. The study corridor extends along Highway 50 from Castlemore Road to 500 m past Mayfield Road on both Highway 50 and Albion-Vaughan Road, and along Mayfield Road from Highway 50 to Coleraine Drive (Figure 1).

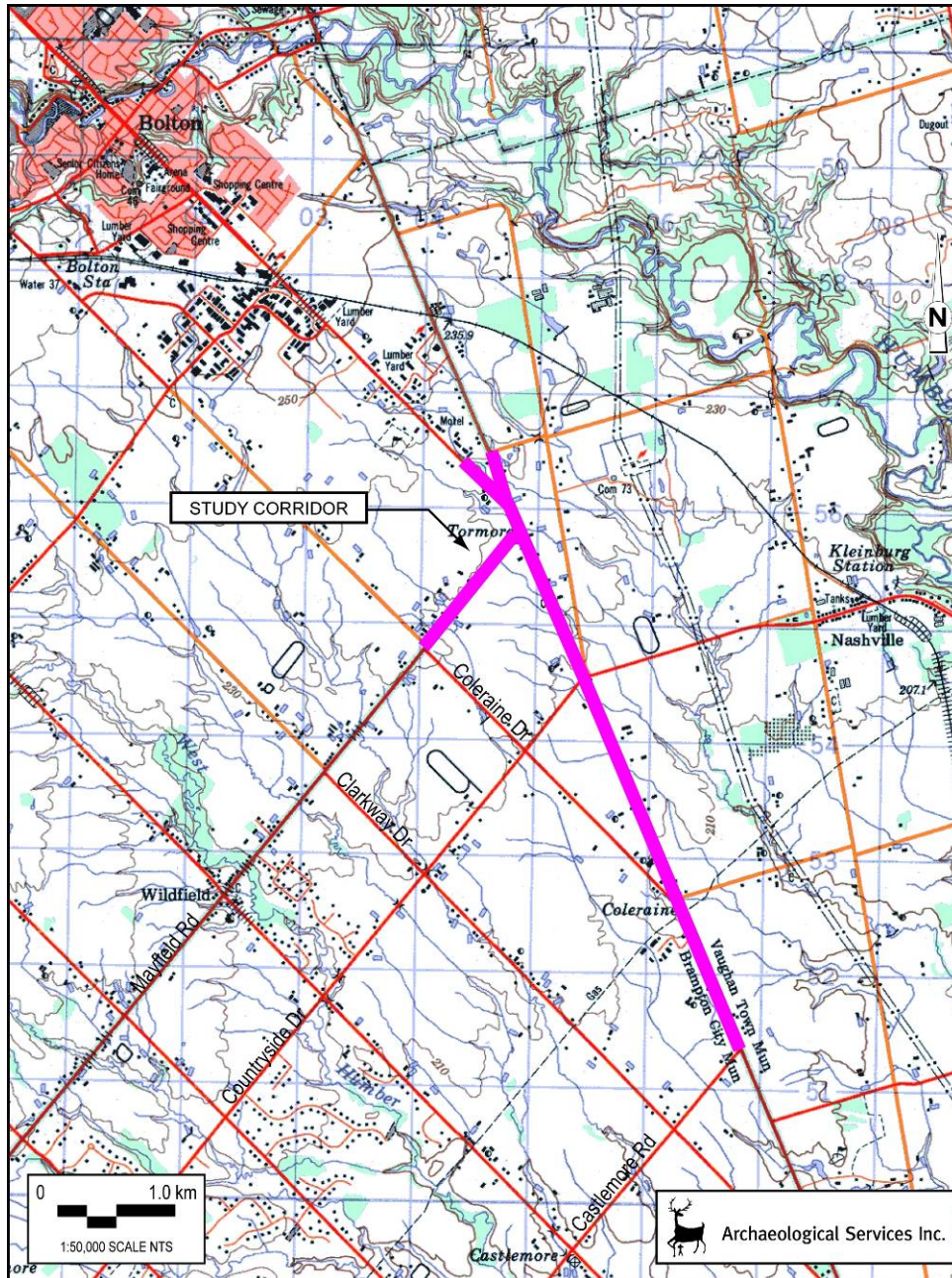


Figure 1: Location of the study corridor [NTS Sheet 30 M/13 (Bolton)]

Authorization to carry out the activities necessary for the completion of the Stage 1 assessment was granted to ASI by HDR/iTRANS Consulting on October 30, 2010.

The objectives of this report are:

- To provide information about the geography, history, previous archaeological fieldwork and current land condition of the study corridor;
- To evaluate in detail the archaeological potential of the study corridor which can be used, if necessary, to support recommendations for Stage 2 survey for all or parts of the property; and
- To recommend appropriate strategies for Stage 2 survey, if necessary.

2.0 BACKGROUND RESEARCH

The Stage 1 archaeological assessment was conducted in accordance with the *Ontario Heritage Act* (2005) and the Ontario Ministry of Tourism and Culture's (MTC) *Draft Standards and Guidelines for Consultant Archaeologists* (2009). It involves a background study to provide detailed documentary research on the archaeological and land use history and present conditions of the study corridor. Specifically, the background study provides information about previous archaeological fieldwork around the study corridor, its geography and history, and current land conditions.

2.1 Previous Archaeological Research

In order that an inventory of archaeological resources could be compiled for the study corridor, three sources of information were consulted: the site record forms for registered sites housed at the MTC; published and unpublished documentary sources; and the files of ASI.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MTC. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The study corridor under review is located in Borden blocks *AkGw* and *AkGv*.

According to the OASD (email communication, Robert von Bitter, MTC Data Coordinator, January 28, 2009), ten archaeological sites have been registered within 1 km of the study corridor (Table 1), and five are within 300 m of it.

ASI has completed archaeological assessments of properties in the study area. The results of this work are summarized below and used to supplement the discussion regarding archaeological site potential in Section 3.0.



Table 1: List of registered sites within 1km of the study corridor.

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGv-159	None	Aboriginal – Archaic	Isolated Find	D.R. Poulton 1999
AkGw-17	South Coleraine	Euro-Canadian	Homestead	D.R. Poulton 1999
AkGw-299	East Yellow Park	Aboriginal – Unknown	Lithic Scatter	ASI 2006
AkGw-300	Yellow Park	Aboriginal – Unknown	Lithic Scatter	ASI 2006
AkGw-301	West Yellow Park	Aboriginal – Unknown	Lithic Scatter	ASI 2006
AlGw-40	None	Aboriginal – Woodland	Findspot	MIA 1989
AlGw-41	None	Euro-Canadian	Findspot	MIA 1989
AlGw-65	None	Aboriginal – Unknown	Findspot	C. A. Theriault 2000
AlGw-80	Graham	Euro-Canadian	Farmstead	ASI 2005
AlGw-81	None	Aboriginal – Archaic	Findspot	ASI 2005

*Sites in bold are within 300 m of study corridor

In 2005, ASI conducted a Stage 2 assessment of part of the eastern half of Lot 1, Concession 6, in the former Township of Albion (ASI 2005). This survey yielded two sites: the Graham site (AlGw-80) and an unnamed site (AlGw-81). The Graham site was located in the northern portion of the property, adjacent to Highway 50 and consists of 38 artifacts surface collected from a 25 m by 40 m area. Diagnostic artifacts from the Graham site are typical of mid-nineteenth century domestic Euro-Canadian sites and include straight blue edgeware, scalloped blue edgeware, underglazed transferprints, spongeware, banded slipware and ironstone. The site was considered to have archaeological significance, in particular for its potential to provide insight into the historic Euro-Canadian occupation of the property ca. 1830-1870, and it was recommended for further archaeological investigation. AlGw-81 is an isolated findspot represented by a single Early Archaic bifurcate base projectile point of Onondaga chert. No other artifacts were recovered from this locus, and it was thus deemed to not warrant further archaeological concern.

ASI (2006) completed Stage 2 and 3 archaeological assessments of the Yellow Park property in Brampton in 2006. The property, 9.8 hectares in size, comprises part of Lot 10, Concession 11, Northern Division, in the former Township of Toronto Gore, County of Peel, Ontario. Three sites were identified as a result of the Stage 2 assessment—East Yellow Park (AkGw-299), Yellow Park (AkGw-300), and West Yellow Park (AkGw-301), and they were subsequently recommended for Stage 3 assessment.

The Yellow Park site is located in the northeast field, nearly halfway between Highway 50 and the Humber River tributary on generally level ground. The site consists of six lithic artifacts, all surface finds, distributed over a 40 by 15 m area. The assemblage includes a biface, one flake and four pieces of shatter. Subsurface testing yielded no additional cultural materials, and the site was considered free from further archaeological concern.

The East Yellow Park site was also encountered in the northeast field on a knoll approximately 20 m east of a floodplain and 40 m west of AkGw-300. The site consists of 15 chert artifacts distributed over an area of approximately 45 by 20 m. Eleven of these artifacts were surface finds and the remaining four were recovered from test units. All of the artifacts are made from Onondaga chert and include a preform (probable projectile point base fragment), flakes and shatter. Based on the low test unit yields, the site was considered free from further archaeological concern.

The West Yellow Park site was encountered in the southwest field between the Humber River tributary and Clarkway Drive, on a knoll approximately 25 m west of the floodplain. The site consists of two distributions of artifacts separated by approximately 20 m. The southern concentration was discovered



during the one metre interval survey conducted after the discovery of the first scatter, and consisted of a piece of Onondaga chert shatter and a quartzite biface fragment. The northern locus consisted of a primary thinning flake, a biface fragment and three pieces of shatter, all of Onondaga chert. Subsurface testing yielded only one additional piece of lithic material and, consequently, the site was considered free from further archaeological concern.

2.2 Geography

The study corridor is located within the Peel Plain physiographic region of southern Ontario (Chapman and Putnam 1984: 174-176). The Peel Plain physiographic region covers a large area across the central portions of the Regional Municipalities of York, Peel and Halton. The surface of the plain is characterized by level to gently rolling topography, with a consistent, gradual slope toward Lake Ontario. While the clay soils of the plain tend to be heavy and imperfectly drained, there are no large undrained depressions, bogs or swamps as several major rivers, including the Humber River, cut across the plain, draining southward into Lake Ontario.

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

The MTC's *Draft Standards and Guidelines for Consultant Archaeologists* (2009:5) stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Other geographic characteristics that can indicate archaeological potential include: elevated topography (eskers, drumlins, large knolls, plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including; food or medicinal plants (migratory routes, spawning areas, prairie) and scarce raw materials (quartz, copper, ochre, or outcrops of chert) are also considered characteristics that indicate archaeological potential (MTC 2009:5-6). If present, these characteristics are described in Section 3.0.

Therefore, due to the proximity of tributaries of the West Humber River, it may be concluded that there is potential for the recovery of Aboriginal cultural material within the study corridor.



2.3 Land-Use History

2.3.1 Township Survey and Settlement

Township of Toronto Gore

The Township of Toronto Gore was established in 1831 and its name is derived from its particular boundary shape, as it resembles a wedge introduced between the adjacent townships of Chinguacousy, Toronto, Vaughn, and Etobicoke. This geographical position and boundary allotment would prove to impact future settlement and development in the township. Prior to 1831, the Township of Toronto Gore was part of the Chinguacousy Township. Part of the land which encompasses Chinguacousy Township was alienated by the British from the native Mississaugas through a provisional treaty dated October 28, 1818 (Indian Treaties 1891: #19 p. 47).

The Chinguacousy Township is said to have been named by Sir Peregrine Maitland after the Mississauga word for the Credit River, and which signified “young pine.” Other scholars assert that it was named in honour of the Ottawa Chief Shinguacose, which was corrupted to the present spelling of ‘Chinguacousy,’ “under whose leadership Fort Michilimacinac was captured from the Americans in the War of 1812” (Mika 1977:416; Rayburn 1997: 68).

The area that would eventually comprise the Township of Toronto Gore was formally surveyed in 1818, and the first “legal” settlers took up their lands later in that same year. The extant Survey Diaries indicated that the original timber stands within the township included oak, ash, maple, beech, elm, basswood, hemlock and pine. The survey crew working in the township in the summer of 1819 suffered under extreme conditions. One of the complaints noted by the surveyor was that of “musketoes miserable thick.” Due to heavy rain part of the crew became separated from the rest of the party and they spent a wet, uncomfortable night alone in the woods. One of the men, named Montgomery, badly cut his foot and had to be sent home. The work within this township was summed up by the surveyor as “pretty tuff times.”

It was recorded that the first landowners in Chinguacousy were composed of settlers from New Brunswick, the United States and also some United Empire Loyalists and their children (Pope 1877:65; Mika 1977:417; Armstrong 1985:142).

Within the Township of Toronto Gore, several villages of varying sizes had developed by the end of the 19th century, however most of these villages were situated on boundary lines of the adjacent townships. The village of Tullamore, located in the former Township of Chinguacousy, abuts the western limit of the study area. Additionally, based on historical atlas maps, there appears to be evidence of a crossroads settlement, located on the road allowance between the 9th and 10th Concessions, Lot 17, which is now known as the hamlet of Wildfield.

Township of Albion

The Township of Albion was surveyed in 1818-1819 and opened for European-American settlement in 1820. Eleven concessions comprised the township and were laid out west to east. Early settlement and development in the area is attributed to the emergence of water-power mill sites located near the Humber River, which ran through the whole length of the township. In 1821, the population of the entire township



totalled 110, and, by 1848, the population had increased to 3,567. The census of 1871 records shows that the population of the Township of Albion had reached 4,857.

Within the Township of Albion, Bolton's Mills became a major population centre in the mid-nineteenth century. Bolton's Mill was located between Concession 6 and 7 in the Township of Albion. Construction of a grist mill in Bolton's Mills encouraged population growth and inspired the emergence of associated businesses, which included a cooperage, blacksmith, and homes for mill employees. By the 1840s, the village known as Bolton's Mills had grown quickly, featuring a store, distillery, and hotel. In 1842, the first school in the area was established, with the first church established one year later. By 1872, Bolton's Mills had grown considerably, causing the village to sever its connection with the Township of Albion and become a separate municipality.

Township of Vaughan

The land within Vaughan Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1793, and the first legal settlers occupied their land holdings in 1796. The township was named in honour of Benjamin Vaughan, who was one of the negotiators for the Treaty of Paris which ended the American Revolutionary War in 1783. In 1805, Boulton noted that the soil in Vaughan was "much improved," and due to its proximity to York "may be expected to form an early and flourishing settlement." Vaughan was initially settled by Loyalists, the children of Loyalists, disbanded soldiers, and by Americans including the Pennsylvania Dutch, French Huguenots, and Quakers. By the 1840s, the township was noted for its excellent land and "well cleared and highly cultivated farms" (Boulton 1805:89; Smith 1846:199; Reaman 1971:19; Armstrong 1985:148; Rayburn 1997:355).

2.3.2 Historic Map Review

The 1859 *Tremaine's Map of Peel County* and the 1877 *Historical Atlas of the County of Peel* were reviewed to determine the potential for the presence of historical archaeological remains within the study corridor during the nineteenth century (Figures 2 and 3).

Historically, the study corridor was located in the Former Township of Vaughan on part of Lots 16 to 25 in Concession X, and Lots 25 to 29 of Concession XI. The corridor also includes parts of Lots 10 to 12 of Concession XI and Lots 12 to 18 of Concession XII in the former Township of Toronto Gore and part of Lot 1 of Concession VII in Albion Township. The historical maps provide limited details regarding property owners and features along the study corridor. The available data gathered from these sources are summarized in Tables 2 and 3. It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be captured by the basic proximity to the water model outlined in Section 2.2, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses.



Accordingly, undisturbed lands within 100 m of an early settlement road, such as Highway 50, are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The MTC's *Draft Standards and Guidelines for Consultant Archaeologists* (2009: 6) stipulates that that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries, are considered to have archaeological potential. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario Heritage Act* or a federal, provincial, or municipal historic landmark or site, and properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations are also considered to have archaeological potential.

Therefore, based on the proximity to early historic transportation routes, it may be concluded that there is potential for the recovery of Euro-Canadian cultural material within the study corridor.

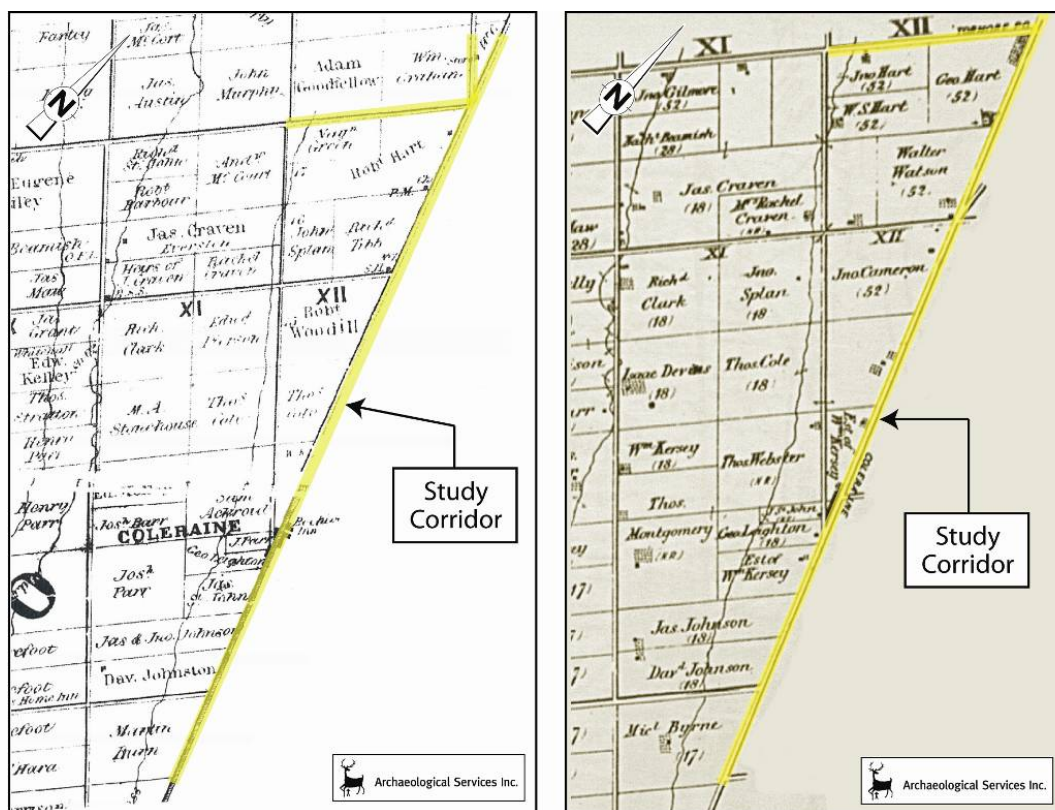


Figure 2: Location of study corridor overlaid on the Township of Toronto Gore on the 1859 *Tremain's Map of the County of Peel* (Left) and the 1877 *Historical Atlas of the County of Peel* (Right).

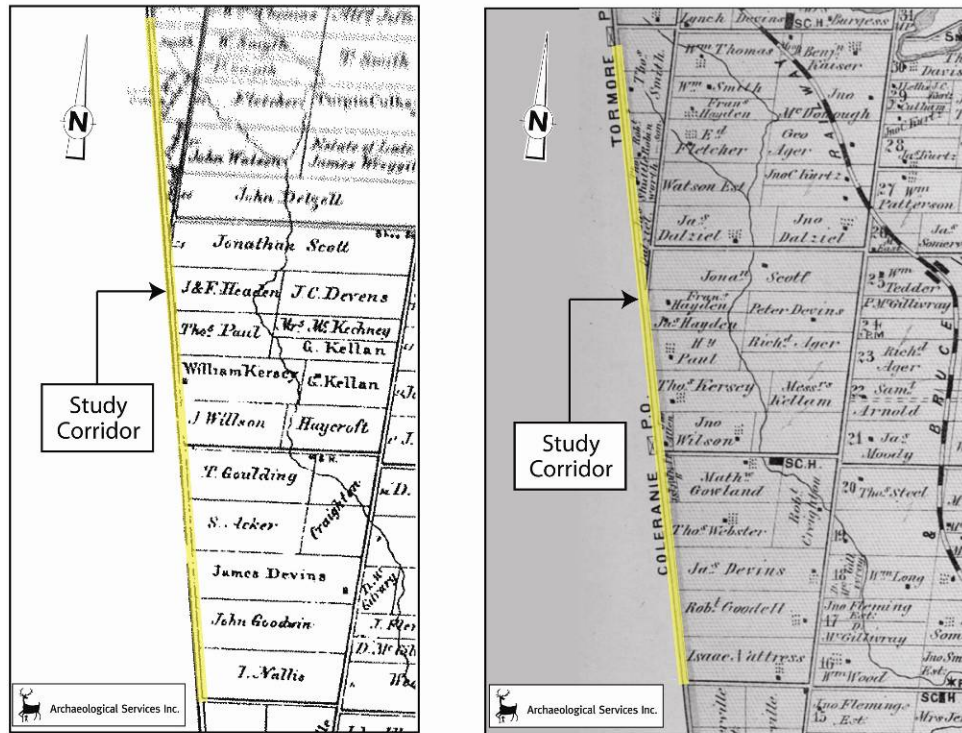


Figure 3: Location of study corridor overlaid on the Township of Vaughan on the 1859 *Tremain's Map of the County of York* (Left) and the 1877 *Historical Atlas of the County of York* (Right).

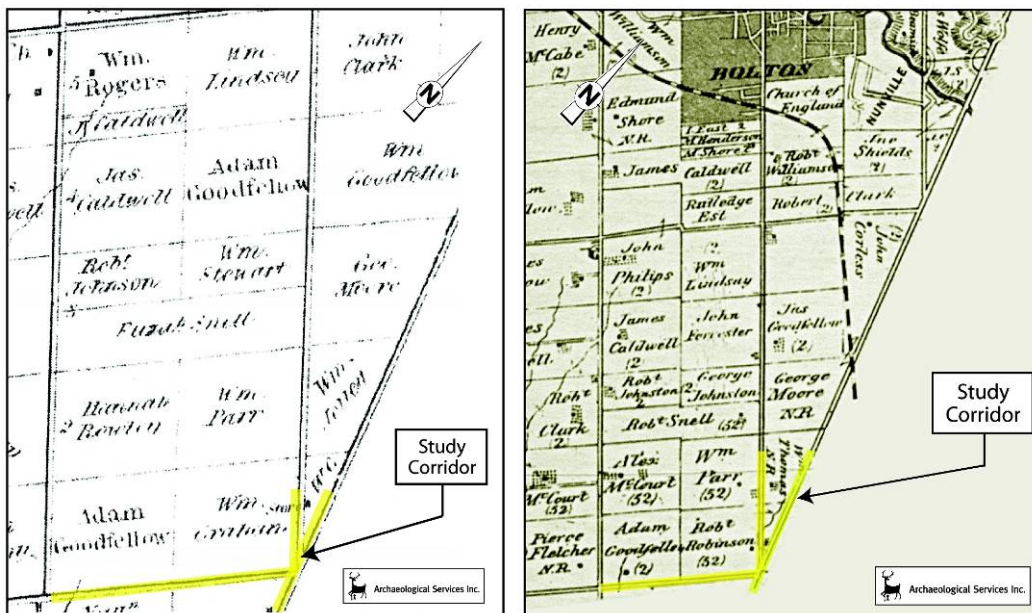


Figure 4: Location of study corridor overlaid on the Township of Albion on the 1859 *Tremain's Map of the County of Peel* (Left), and 1877 *Historical Atlas of the County of Peel* (Right).

Table 2: Summary of Property Owners and Historic Features along the Study Corridor in Vaughan Township

Con.#	Lot#	Property Owners and Historic Features			
		1860		1878	
		Owner	Features	Owner	Features
X	16	I. Nallis		Issac Nattress	Homestead, orchard
	17	John Goodwin		Robert Goodell	Homestead, orchard
	18	James Devine	Homestead	Jason Devins	Homestead, orchard
	19	S. Acker		Thomas Webster	Homestead, orchard
	20	T. Goulding		J.S.J. M.E.B. A.T.	Homestead Homestead Homestead
	21	J. Willson		Jonathan Allen	Homestead
	22	William Kersey	Homestead	Thomas Kersey	Homestead, orchard
	23	Thomas Paul		Henry Paul	Homestead, orchard
	24	J. & F. Headen		Jason Hayden Francis Hayden	Homestead Homestead
	25	Jonathan Scott		Jonathan Scott	Homestead
XI	25-26	Unknown		Jason Dalziel	
	27	Unknown		Thomas Shuttleworth	Homestead
	28	Unknown		Robert Robinson	Homestead
	29	Unknown		Thomas Smith	Homestead

Table 3: Summary of Property Owners and Historic Features along the Study Corridor in Toronto Gore Township

Con.#	Lot#	Property Owners and Historic Features			
		1860		1878	
		Owner	Features	Owner	Features
XI	10	Martin Burn		Michael Byrne	Homestead, orchard
	11	David Johnson	Homestead	David Johnson	Homestead, orchard
		Jason & John Johnson		Jason Johnson	Homestead, orchard
12	Jason St. John George Leighton	Homestead	William Kersey George Leighton	Homestead, orchard Homestead	
XII	13	William Kersey	Historic Inn	William Kersey (Estate of)	Homestead, orchard Coleraine Post Office
	14	Thomas Cole		Thomas Cole	Homestead, orchard
	15	Robert Woodill		John Cameron	Homestead
	16	Richard Tibb	Homestead	Walter Watson	Homestead, orchard
	17	Robert Hart N. Green	Homestead	George Hart	Homestead, orchard, cemetery

Table 4: Summary of Property Owners and Historic Features along the Study Corridor in Albion Township

Con.#	Lot#	Property Owners and Historic Features			
		1860		1878	
		Owner	Features	Owner	Features
VI	1	Adam Goodfellow		Adam Goodfeller	Homestead
		William Craven		Robert Robinson	Homestead
VII	1	William Craven	Store	William Thomas Sr.	Homestead, orchard



3.0 ANALYSIS: ARCHAEOLOGICAL POTENTIAL EVALUATION

The MTC's *Draft Standards and Guidelines for Consultant Archaeologists* list characteristics that indicate where archaeological resources are most likely to be found (2009: 5-6). Archaeological potential is confirmed when one or more features of archaeological potential are present.

Per Section 1.3.1 of the MTC's 2009 draft standards and guidelines, the study corridor meets four of the criteria used for determining archaeological potential:

- Previously identified archaeological sites (i.e. Graham site, AlGw-81, Yellow Park);
- Water source: primary secondary, or past water source (i.e. West Humber River tributaries);
- Early historical transportation route (i.e. Highway 50, Mayfield Road).
- Early historic settlement (i.e. orchard, homestead, cemetery)

These criteria characterize the study corridor as having potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

4.0 PROPERTY INSPECTION

A property inspection of the study corridor was conducted by Andrew Riddle, ASI, on January 26, 2010, in order to gain first-hand knowledge of its geography, topography, and current conditions, and to evaluate and map its archaeological potential. It is a visual inspection only and does not include excavation or collection of archaeological resources. Weather conditions during the property inspection were overcast and 0°C. Visibility was considered acceptable. Field observations have been compiled onto maps of the study area (Figures 6 to 9). Associated photography can be found in Section 7.0.

Typically, rights-of-way (ROW) can be divided into two areas: the disturbed ROW, and ROW lands beyond the disturbed ROW. The typically disturbed ROW extends outwards from either side of the centerline of the traveled lanes, and it includes the traveled lanes and shoulders and extends to the toe of the fill slope, the top of the cut slope, or the outside edge of the drainage ditch, whichever is furthest from the centerline. Subsurface disturbance within these lands may be considered extreme and pervasive, thereby negating any archaeological potential for such lands.

ROW construction disturbance may be found to extend beyond the typical disturbed ROW area, and this generally includes additional grading, cutting and filling, additional drainage ditching, watercourse alteration or channelization, servicing, removals, intensive landscaping, and heavy construction traffic. Areas beyond the typically disturbed ROW generally require archaeological assessment in order to determine archaeological potential relative to the type or scale of disturbances that may have occurred in these zones.

The property inspection proceeded from south to north, starting at Castlemore Road moving northward towards Mayfield Road, and it focused on the Highway 50 and Mayfield Road ROWs and the lands immediately adjacent.



Highway 50, formerly Provincial Highway 50, is a boundary road between the Region of Peel and the Region of York and consists of a four-lane rural cross-section. The Highway 50 ROW has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. ROW disturbances can be attributed to typical road construction, exhibiting ditching, grading, and some utility installation (e.g. Plates 7, 12, 19, 38, 43, 49). Due to the extent of previous disturbance, the Highway 50 ROW does not exhibit archaeological site potential. No further archaeological assessment is required (Figures 6 to 9: areas marked in yellow).

Mayfield Road is an east-west arterial road and consists of a two-lane rural cross-section. The Mayfield Road ROW has also been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. ROW disturbances can be attributed to typical road construction, exhibiting ditching, grading, and some utility installation (Plates 55, 59-61). Due to the extent of previous disturbance, the Mayfield Road ROW does not exhibit archaeological site potential. No further archaeological assessment is required (Figures 6 to 9: areas marked in yellow).

Most of the adjacent lands are used for agricultural or residential purposes. The agricultural fields have remained relatively undisturbed. These areas traverse a level to gently undulating landscape, and they exhibit archaeological site potential due to their proximity to numerous water sources, historic transportation routes such as Highway 50 and Mayfield Drive, and historic features. The residential properties, including a number of historic homesteads and one orchard along the corridor (Plates 8, 18, 23, 24, 29, 33, 34, 36, 37, 39, 47 & 58, black areas on Figures 6 - 9), have also remained relatively undisturbed and exhibit archaeological potential. Driveways and gravel or paved parking lots on such properties are considered to be disturbed and have no potential. Should road improvements encroach upon undisturbed land with archaeological potential beyond the disturbed ROW, a Stage 2 property assessment should be conducted (Figures 6 to 9: areas marked in green).

One historic cemetery, Shiloh Cemetery, is present within the study area along Highway 50 (Figure 8 - Plate 15) and appears on the historic period mapping (Figure 2; Table 3). If land disturbances are proposed along the existing road ROW immediately adjacent the cemetery, a Stage 3 archaeological investigation will be necessary in order to determine the presence and extent of burial features adjacent to and within the proposed disturbance area.

5.0 RECOMMENDATIONS AND COMPLIANCE ADVICE

The Stage 1 archaeological assessment is being conducted to assist with the Highway 50 and Mayfield Road Class EA. The assessment determined that ten archaeological sites have been registered within 1 km of the study corridor and five of these are located within 300 m of the corridor. A review of the geography and local nineteenth century land use of the study corridor suggests that it has potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

Based on the results of the property inspection, it was determined that the study corridor has been subject to extensive and deep land alterations. However, minimal disturbance has occurred beyond the disturbed ROW.

In light of these results, ASI makes the following recommendations:



1. The existing ROW does not retain archaeological site potential due to previous ground disturbances. Additional archaeological assessment is therefore not required along this portion of the study corridor;
2. If construction extends beyond the disturbed ROW, a Stage 2 assessment is recommended on any lands along the study corridor where there is potential for archaeological sites (Figures 6 to 9: areas marked in green), in accordance with Ministry of Tourism and Culture's *Draft Standards and Guidelines for Consultant Archaeologists* (MTC 2009); and
3. Prior to any land-disturbing activities adjacent to Shiloh Cemetery, a Stage 3 archaeological assessment should be conducted. This work will be done in accordance with the Ministry of Tourism and Culture's *Draft Standards and Guidelines for Consultant Archaeologists* (MTC 2009), in order to confirm the presence or absence of unmarked graves within the ROW. This work will involve the removal of the topsoil with a Gradall followed by the shovel shining of the exposed surfaces and subsequent inspection for grave shafts.

ASI advises compliance with the following legislation:

- This report is submitted to the Minister of Culture as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, RSO 1990, c 0.18. The report is reviewed to ensure that the licensed consultant archaeologist has met the terms and conditions of their archaeological licence, and that the archaeological fieldwork and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario;
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*; and
- The *Cemeteries Act* requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Consumer Services.

The documentation related to this archaeological assessment will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction.

6.0 REFERENCES CITED

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- [-----]
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7.0 OVERSIZED GRAPHICS

Figure 5: Highway 50 and Mayfield Road Class EA: Key Plan

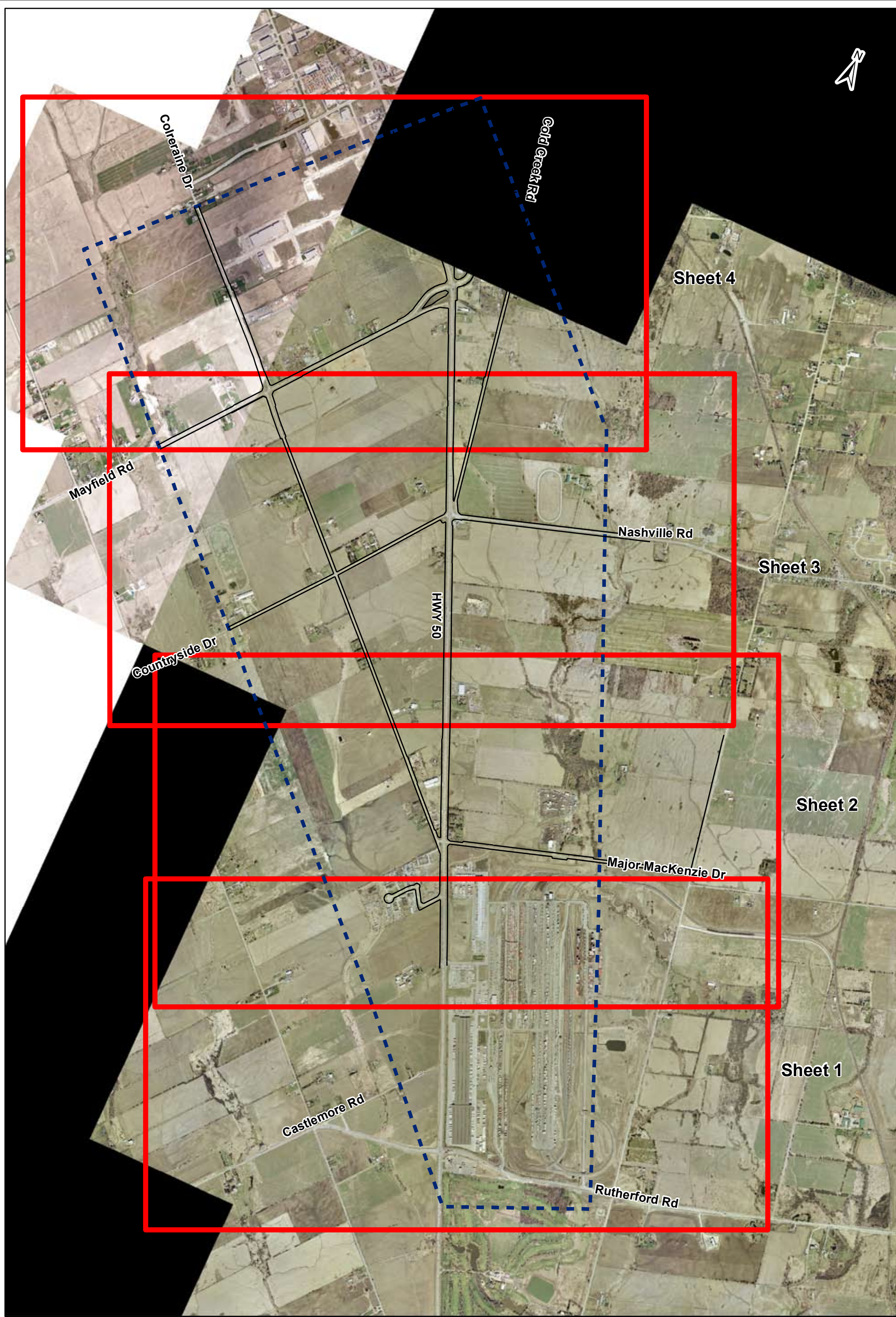
Figure 6: Highway 50 and Mayfield Road Class EA (09EA-219) - Stage 1 Field Assessment Results (Sheet 1)

Figure 7: Highway 50 and Mayfield Road Class EA (09EA-219) - Stage 1 Field Assessment Results (Sheet 2)


Figure 8: Highway 50 and Mayfield Road Class EA (09EA-219) - Stage 1 Field Assessment Results (Sheet 3)

Figure 9: Highway 50 and Mayfield Road Class EA (09EA-219) - Stage 1 Field Assessment Results (Sheet 4)





LEGEND
 - - - Study Area

 **Archaeological Services Inc.**
 528 Bathurst St. T 416-966-1069
 Toronto, Ontario F 416-966-9723
 Canada, M5S 2P9 info@ASI.to/www.iAS±.to

BASE:
 Peel Region, Highway 50 Study Area
 Courtesy of iTRANS Consulting Inc.
 Photos dated 2007


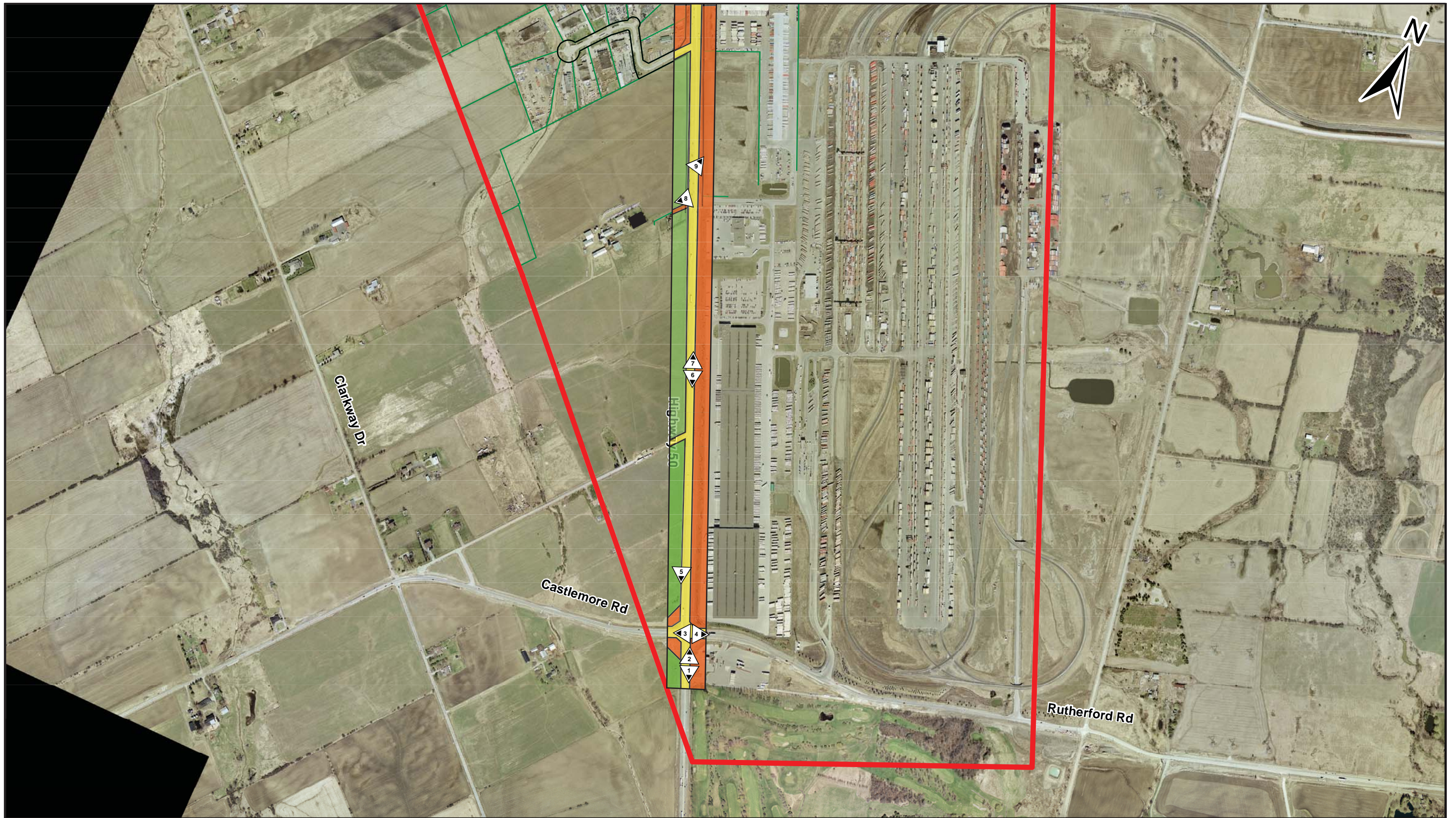

 0 0.5
 Kilometers
 SCALE
 ASI PROJECT NO.: 09EA-219/220 DRAWN BY: Blake Williams
 DATE: February 4th, 2010 FILE: 09EA219_220

Figure 5: Highway 50 and Mayfield Road (O9EA-219) Class EA: Key Plan





Archaeological Services Inc.
 528 Bathurst St. Toronto, Ontario Canada, M5S 2P9
 T 416-966-1069 F 416-966-9723
 info@IASI.to/www.iASi.to

LEGEND	
■	Archaeological Potential
■	Low/Wet- No potential
■	Disturbed- No potential
■	Disturbed ROW- No Potential
■	Historic Feature (Archaeological Potential)
■	Study Area

 Photo location and number

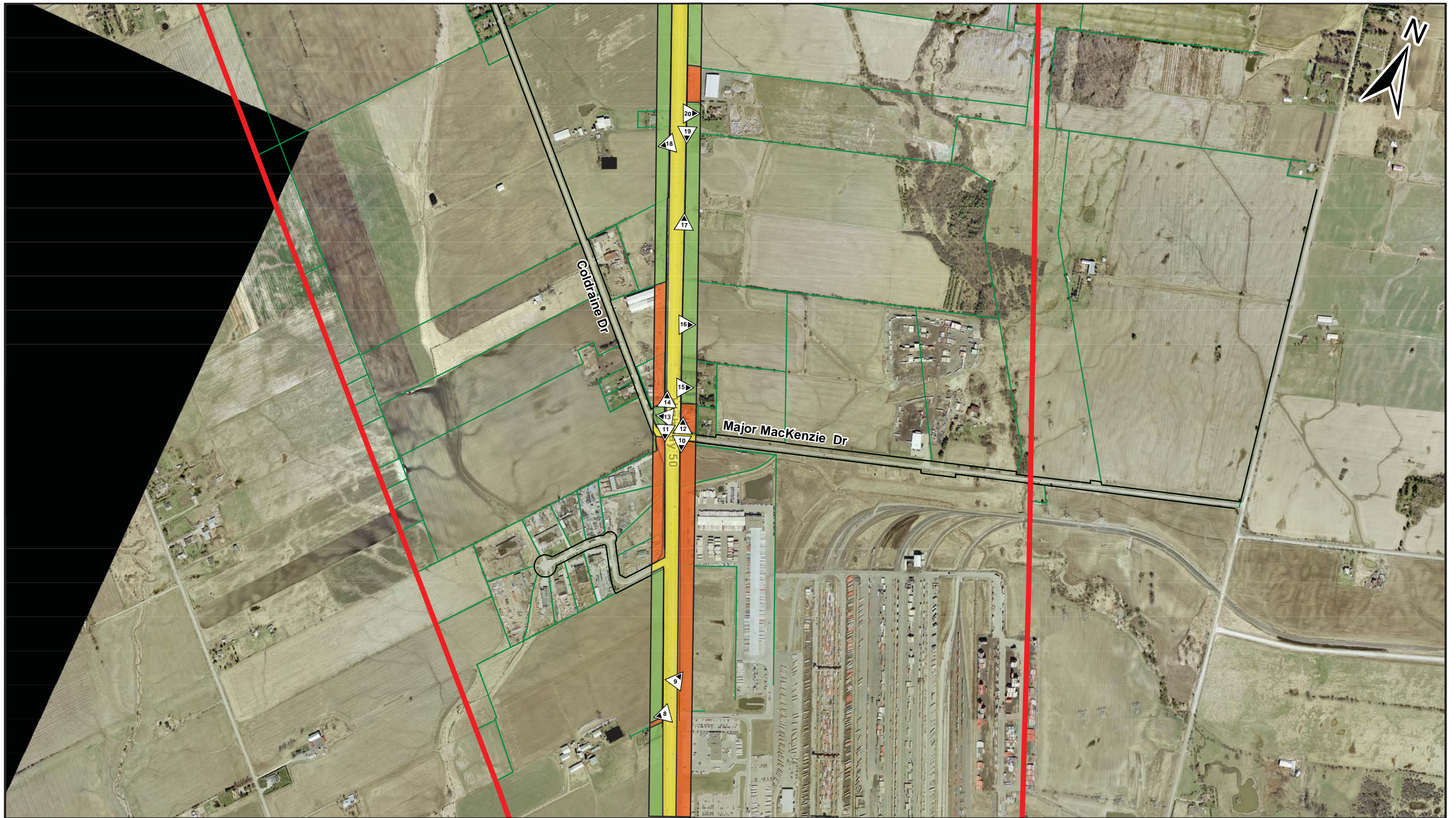
BASE:
 Peel Region, Highway 50 Study Area
 Courtesy of ITRANS Consulting Inc.
 Photos dated 2007/sulting Inc.
 Photos dated 2007

 0 500
Meters
 SCALE

ASI PROJECT NO.: 09EA219
 DATE: Feb 4th, 2010


DRAWN BY: Blake Williams
 FILE: 09EA219

Figure 6: Highway 50 and Mayfield Rd. Class EA (09EA-219): Stage 1 Field Assessment Results (Sheet 1)





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 528 Bathurst St. Toronto, Ontario Canada, M5S 2P9
 T 416-966-1069 F 416-966-9723
 info@IASI.to/www.IASI.to

- LEGEND**
- Archaeological Potential
 - Low/Wet- No potential
 - Disturbed ROW- No Potential
 - Historic Feature (Archaeological Potential)
 - Disturbed- No potential
 - Study Area

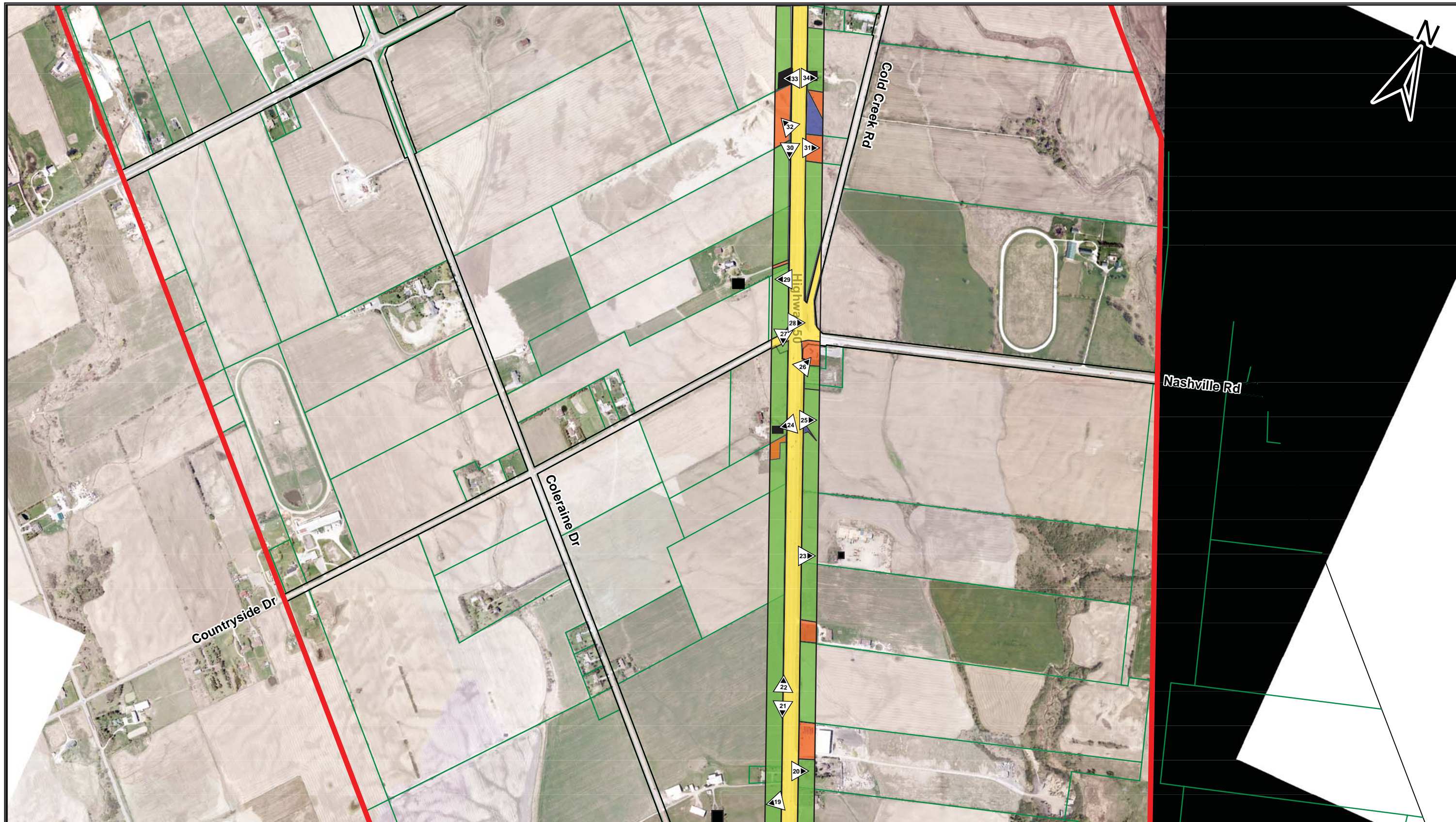
 Photo location and number

BASE:
 Peel Region, Highway 50 Study Area
 Courtesy of ITRANS Consulting Inc.
 Photos dated 2007/sulting Inc.
 Photos dated 2007

0  500
Meters
 SCALE

ASI PROJECT NO.: 09EA219 DRAWN BY: Blake Williams
 DATE: Feb 4th, 2010 FILE: 09EA219


Figure 7: Highway 50 and Mayfield Rd. Class EA (09EA-219): Stage 1 Field Assessment Results (Sheet 2)




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 T 416-966-1069 F 416-966-9723
 info@iASI.to/www.iAS±.to

LEGEND	
■	Archaeological Potential
■	Low/Wet- No potential
■	Disturbed- No potential
■	Disturbed ROW- No Potential
■	Historic Feature (Archaeological Potential)
—	Study Area
▶	Photo location and number

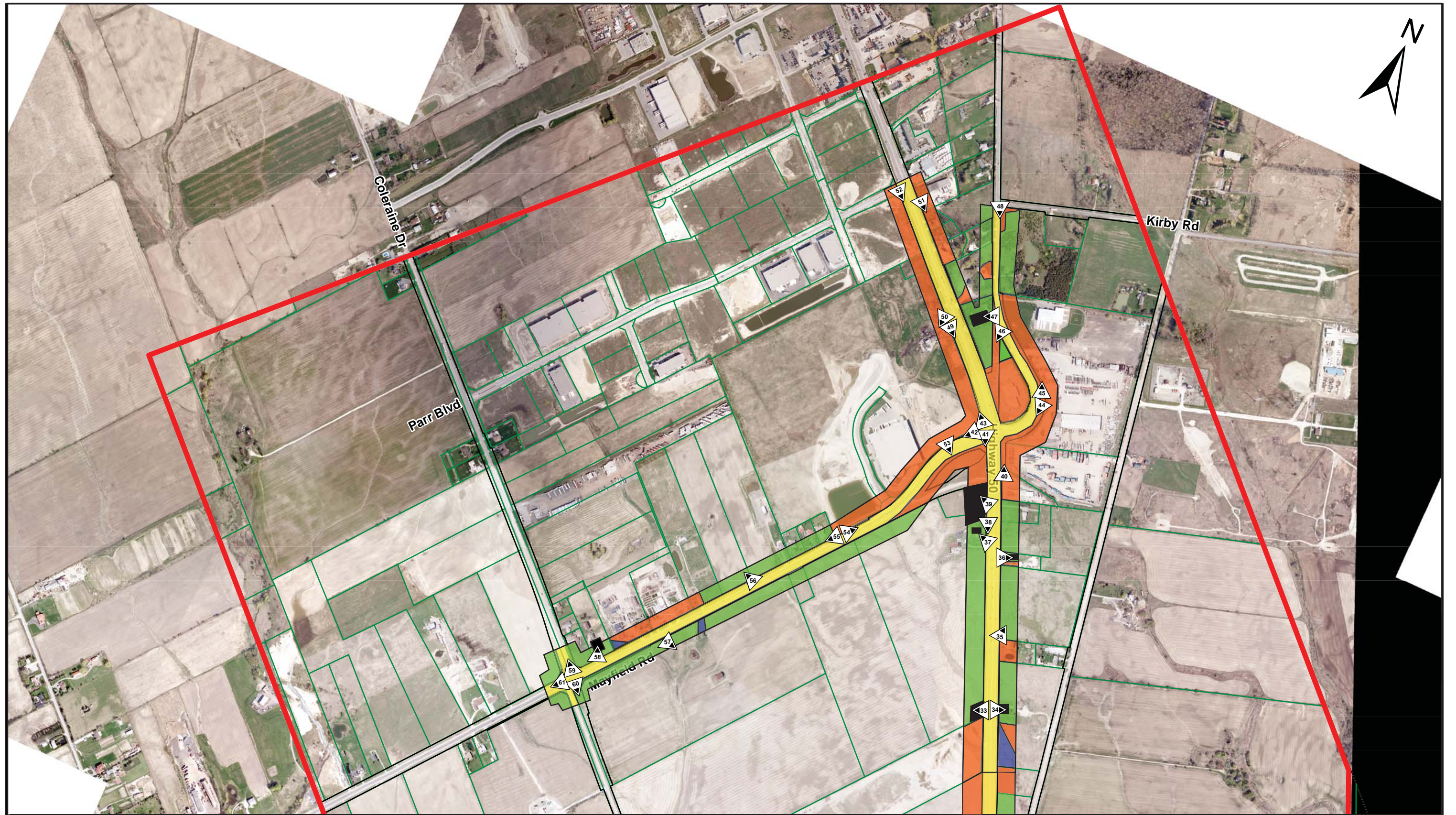
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 Courtesy of ITRANS Consulting Inc.
 Photos dated 2007/sulting Inc.
 Photos dated 2007

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Meters
 SCALE






ASI PROJECT NO.: 09EA219
 DATE: Feb 4th, 2010


DRAWN BY: Blake Williams
 FILE: 09EA219

Figure 8: Highway 50 and Mayfield Rd. Class EA (09EA-219): Stage 1 Field Assessment Results (Sheet 3)




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 528 Bathurst St. Toronto, Ontario Canada, M5S 2P9
 T 416-966-1069 F 416-966-9723
 info@IASI.to/www.IASi.to

LEGEND	
	Archaeological Potential
	Low/Wet- No potential
	Disturbed- No potential
	Disturbed ROW- No Potential
	Historic Feature (Archaeological Potential)
	Study Area

 Photo location and number

BASE:
 Peel Region, Highway 50 Study Area
 Courtesy of ITRANS Consulting Inc.
 Photos dated 2007/sulling Inc.
 Photos dated 2007


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Meters
 SCALE
 ASI PROJECT NO.: 09EA219
 DATE: Feb 4th, 2010
 DRAWN BY: Blake Williams
 FILE: 09EA219

Figure 9: Highway 50 and Mayfield Rd. Class EA (09EA-219): Stage 1 Field Assessment Results (Sheet 4)

8.0 PHOTOGRAPHY



Plate 1: View south-southeast from intersection of Rutherford Rd./Castlemore Road and Highway 50.



Plate 2: View north-northwest from intersection of Rutherford Rd./Castlemore Road and Highway 50.



Plate 3: View west-southwest across intersection of Rutherford Rd./Castlemore Road and Highway 50.



Plate 4: View east-northeast from intersection of Rutherford Rd./Castlemore Road and Highway 50.



Plate 5: View south-southeast along Highway 50 at shoulder and wide ditch to fenceline.



Plate 6: View south-southeast along Highway 50 at shoulder and ditch to landscaped property.





Plate 7: View north-northwest along Highway 50 adjacent landscaped Sears property.



Plate 8: View southwest from Highway 50 at historic Johnston property with potential.



Plate 9: View north-northeast through fence at berm (foreground) and disturbed truck lot.



Plate 10: View south-southeast across Major MacKenzie Dr. at disturbed ROW and truck lot.



Plate 11: View south-southeast across Major MacKenzie Dr. at disturbed ROW.



Plate 12: View north-northwest along Highway 50 at disturbed ROW, shoulder and adjacent lot.





Plate 13: View west-southwest at undisturbed property at Coleraine Rd. and Highway 50.



Plate 14: View north-northwest along Highway 50 from Coleraine Road at disturbed ROW and adjacent properties.



Plate 15: View east-northeast from Highway 50 at wooded residential lot with potential.



Plate 16: View east-northeast from Highway 50 at agricultural field with potential.



Plate 17: View north-northwest along Highway 50 at disturbed ROW to fenceline (at right).



Plate 18: View southwest from Highway 50 at historic agricultural property with potential..



Plate 19: View south-southeast parallel Highway 50 at wide ditching (10m) beyond shoulder (at right).



Plate 20: View east-northeast at residential property with potential beyond disturbed ROW.



Plate 21: View south-southeast along Highway 50 at shoulder and shallow ditch adjacent agricultural field with potential.



Plate 22: View north-northwest along Highway 50 at disturbed ROW and adjacent agricultural field with potential.



Plate 23: View east-northeast from Highway 50 at historic property with potential.



Plate 24: View southwest from Highway 50 at historic homestead and property with potential.



Plate 25: View east-northeast from Highway 50 at agricultural field with small drainage.



Plate 26: View north-northeast from Hwy 50 at disturbed ROW and Esso lot at Nashville Rd. intersection.



Plate 27: View south-southeast across Countryside Dr. at disturbed ROW at Highway 50 intersection.



Plate 28: View east-northeast across Highway 50 at Nashville Rd. at disturbed ROW and undisturbed properties beyond with potential.



Plate 29: View west-southwest from Highway 50 at historic property north of Countryside Dr.



Plate 30: View south-southeast along Highway 50 at disturbed ROW.





Plate 31: View east-northeast at disturbed property with fill between Highway 50 and Cold Creek Rd.



Plate 32: View west-northwest from Highway 50 at disturbed lot with no potential.



Plate 33: View west-southwest from Highway 50 south of Mayfield Road at Shiloh Cemetery.



Plate 34: View east-northeast across Highway 50 from Shiloh cemetery at historic property with potential.



Plate 35: View north from Highway 50 at disturbed ROW and adjacent agricultural field with potential.



Plate 36: View east-northeast from Highway 50 at partially disturbed historic property with potential.





Plate 37: View west-northwest from Highway 50 at historic homestead and property with potential.



Plate 38: View south-southeast along Highway 50 at shoulder, ditch and sewer in disturbed ROW.



Plate 39: View northwest from Highway 50 at historic orchard with potential.



Plate 40: View north-northwest adjacent Highway 50 at severely disturbed lands at Mayfield Rd. intersection.



Plate 41: View south-southeast along highway 50 from Mayfield Rd. at disturbed ROW.



Plate 42: View southwest from Highway 50 and Mayfield Rd. at disturbed ROW and adjacent disturbed/landscaped properties.





Plate 43: View northwest from Highway 50 and Mayfield Rd. at disturbed ROW and adjacent lot.



Plate 44: View south from Albion-Vaughan Rd. at disturbed ROW and landscaped properties.



Plate 45: View north-northwest from Albion-Vaughan Rd. at disturbed ROW and landscaped properties.



Plate 46: View south from Albion-Vaughan Rd. across grass lot with potential beyond ditch.



Plate 47: View west-southwest from Albion-Vaughan Rd. at historic property with potential.



Plate 48: View south-southeast along Albion-Vaughan Rd. from Kirby Rd. at disturbed ROW.





Plate 49: View southeast along Highway 50 towards Mayfield Rd. at disturbed ROW and adjacent lot.



Plate 50: View south from Highway 50 at disturbed lot under development with no potential.



Plate 51: View southeast along Highway 50 (east side) towards Mayfield Rd. at disturbed ROW and landscaped properties.



Plate 52: View southeast along Highway 50 (west side) towards Mayfield Rd. at disturbed ROW



Plate 53: View southeast from Mayfield Rd. at property under development.



Plate 54: View northeast along Mayfield Rd. at disturbed ROW and adjacent landscaped properties.





Plate 55: View southwest along Mayfield Rd. at disturbed ROW and adjacent properties with potential.



Plate 56: View northwest from Mayfield Rd. at grass and tilled fields with potential adjacent disturbed ROW.



Plate 57: View southeast from Mayfield Rd. at agricultural lands with potential beyond disturbed ROW.



Plate 58: View north-northwest from Mayfield Rd. at partially disturbed historic property with potential.



Plate 59: View northwest across intersection of Mayfield Rd. and Coleraine Dr. at disturbed ROW.



Plate 60: View southeast from intersection of Mayfield Rd. and Coleraine Dr. at disturbed ROW.





Plate 61: View southwest across intersection of Mayfield Rd. and Coleraine Dr. at disturbed ROW.