ARCHEOWORKS INC.

Stage 2 Archaeological Assessment
For Two Properties of Participating Landowners
Within the Humber Station Villages Secondary Plan Area:
Parcel 1 Located at 12713 Humber Station Road and
Parcel 2 Located at 12519 Humber Station Road
Within Part of Lots 3 and 4, Concession 5
And Stage 3 Archaeological Assessment
For the Solmar H6 (AlGw-130) Site
As Part of the Proposed Development of Parcel 1
(12713 Humber Station Road)
Within Part of Lot 4, Concession 5
All in the Geographic Township of Albion
Historic County of Peel
Now in the Town of Caledon
Regional Municipality of Peel
Ontario

Project #: 061-8155-07
Licensee (#): Ian Boyce (P1059)
PIF #: P1059-0160-2024 (Stage 2)
P1059-0159-2024 (Stage 3)

Supplementary Document

November 17, 2024

Presented to:
PLD Humber Station Investment LP
185 The West Mall, Suite 700
Toronto, Ontario
M9C 5L5
T: 647.258.2617

Prepared by:
Archeoworks Inc.
16715-12 Yonge Street, Suite 1029
Newmarket, Ontario
L3X 1X4
T: 416.676.5597
F: 647.436.1938

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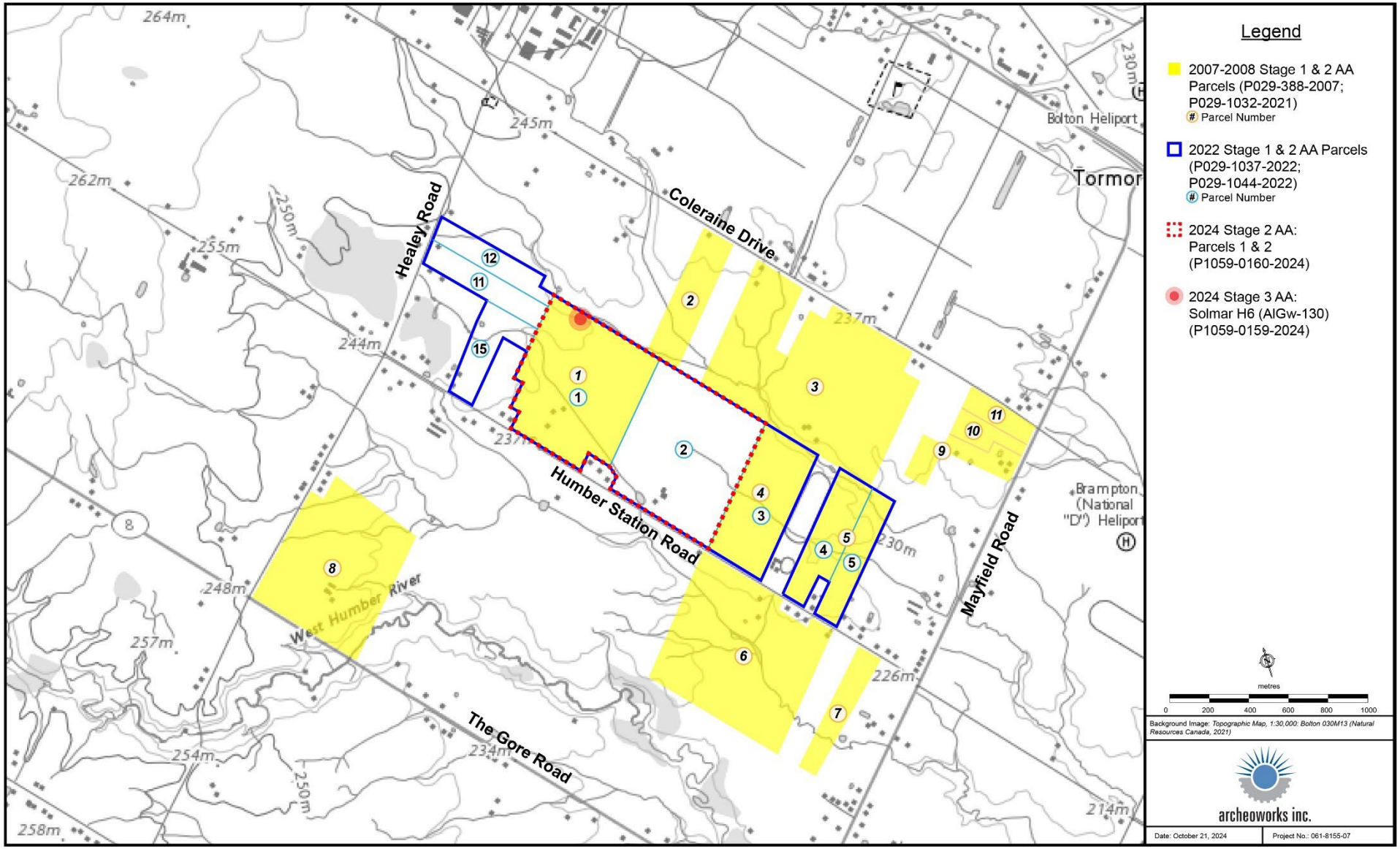

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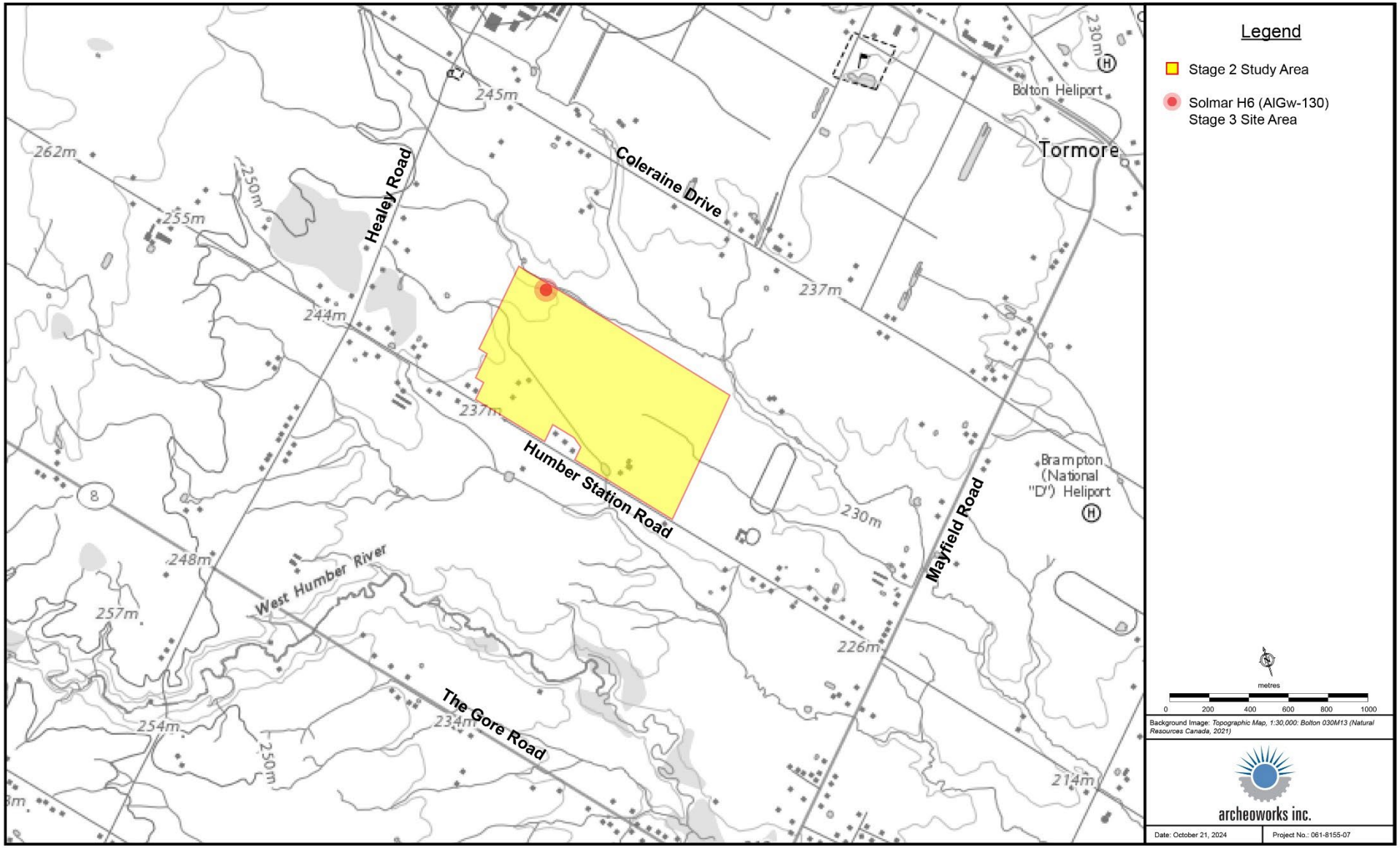

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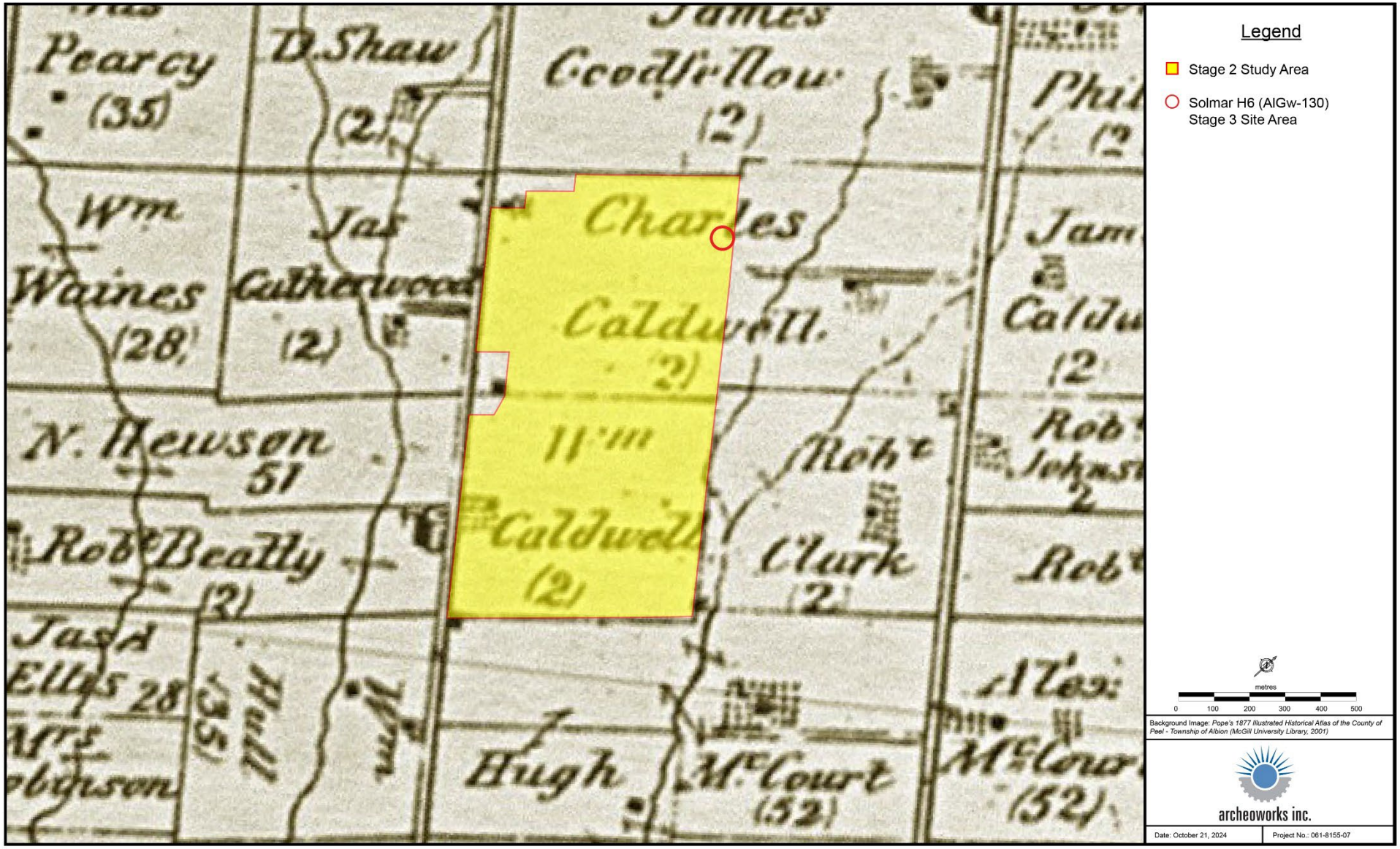

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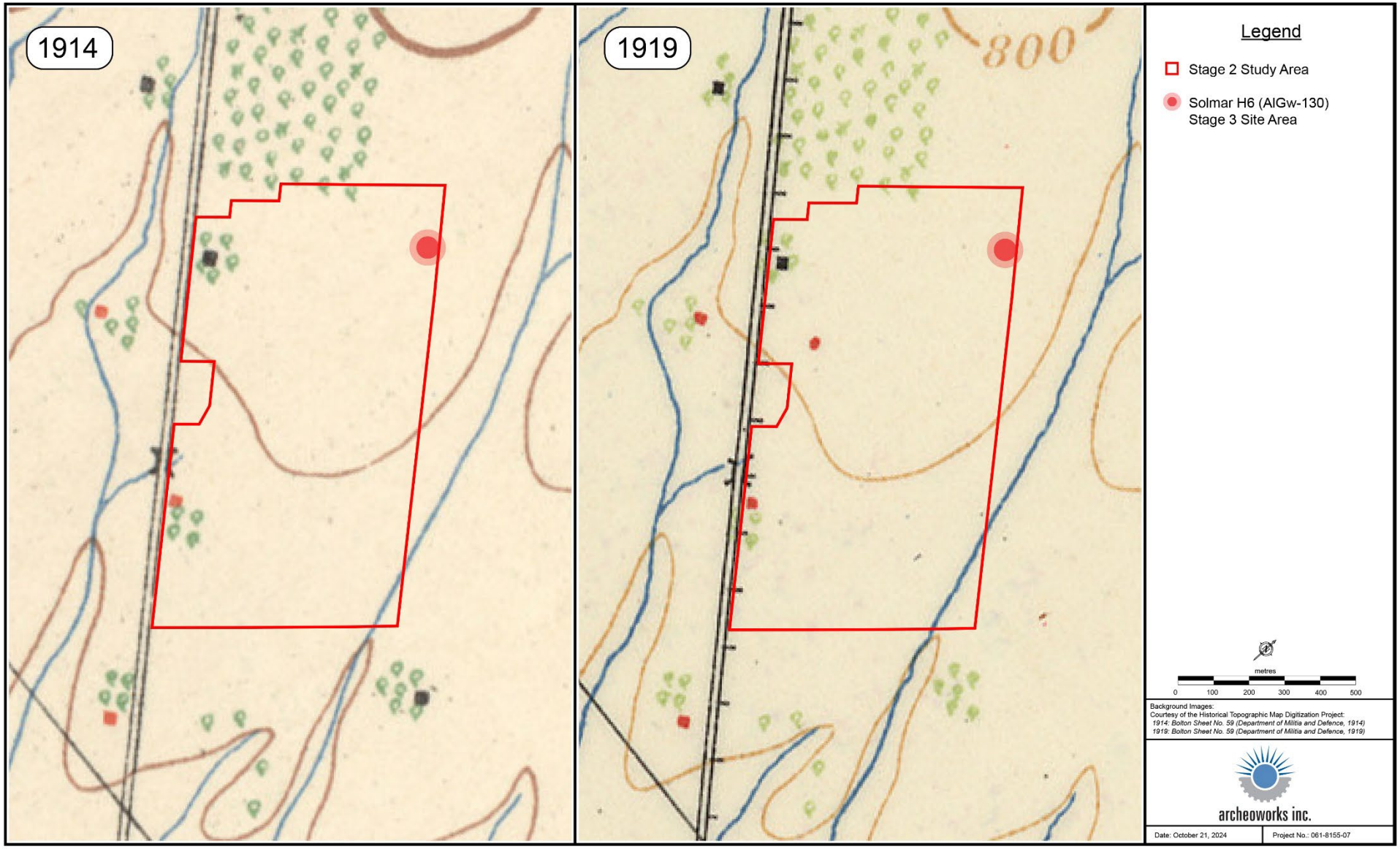

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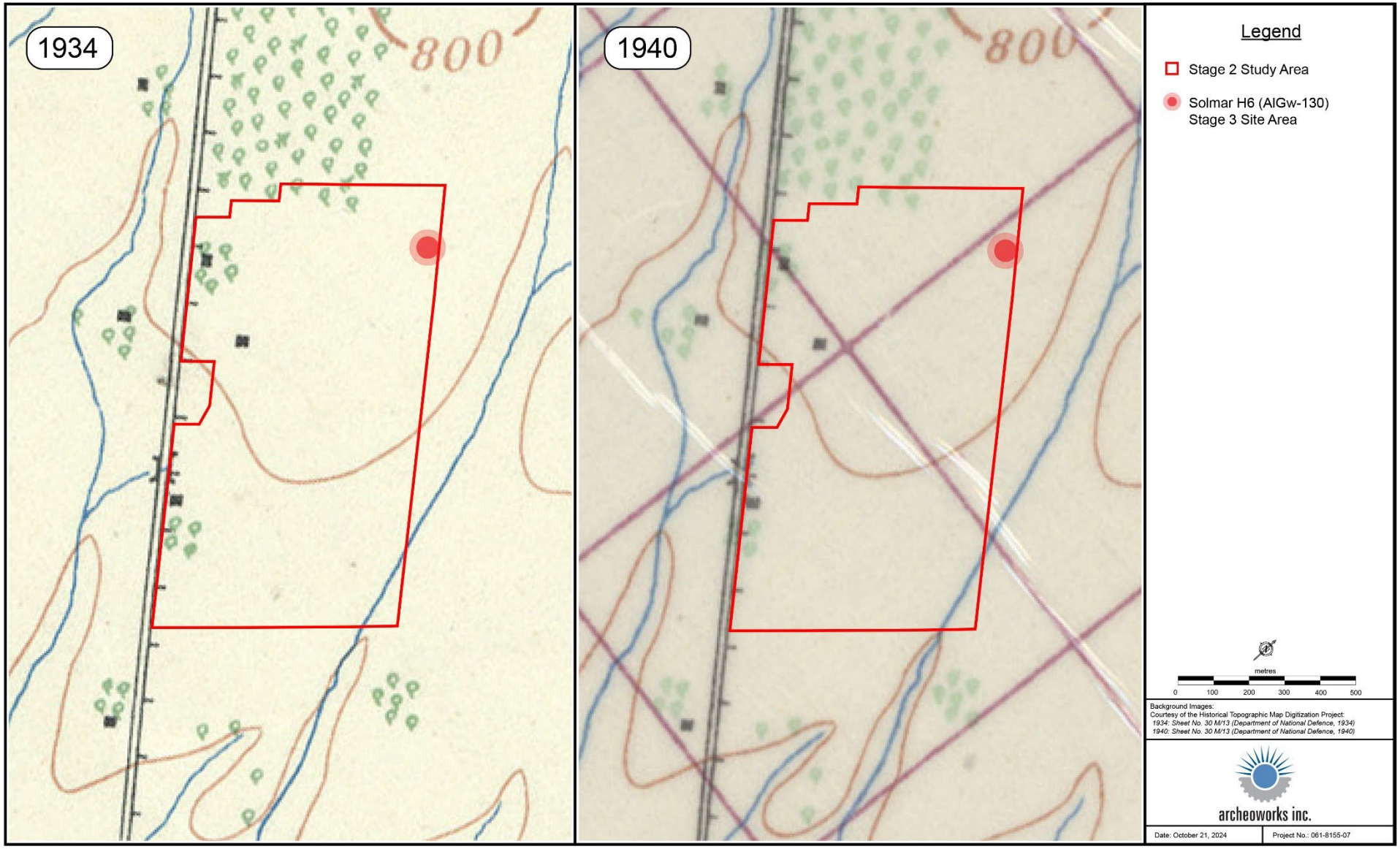

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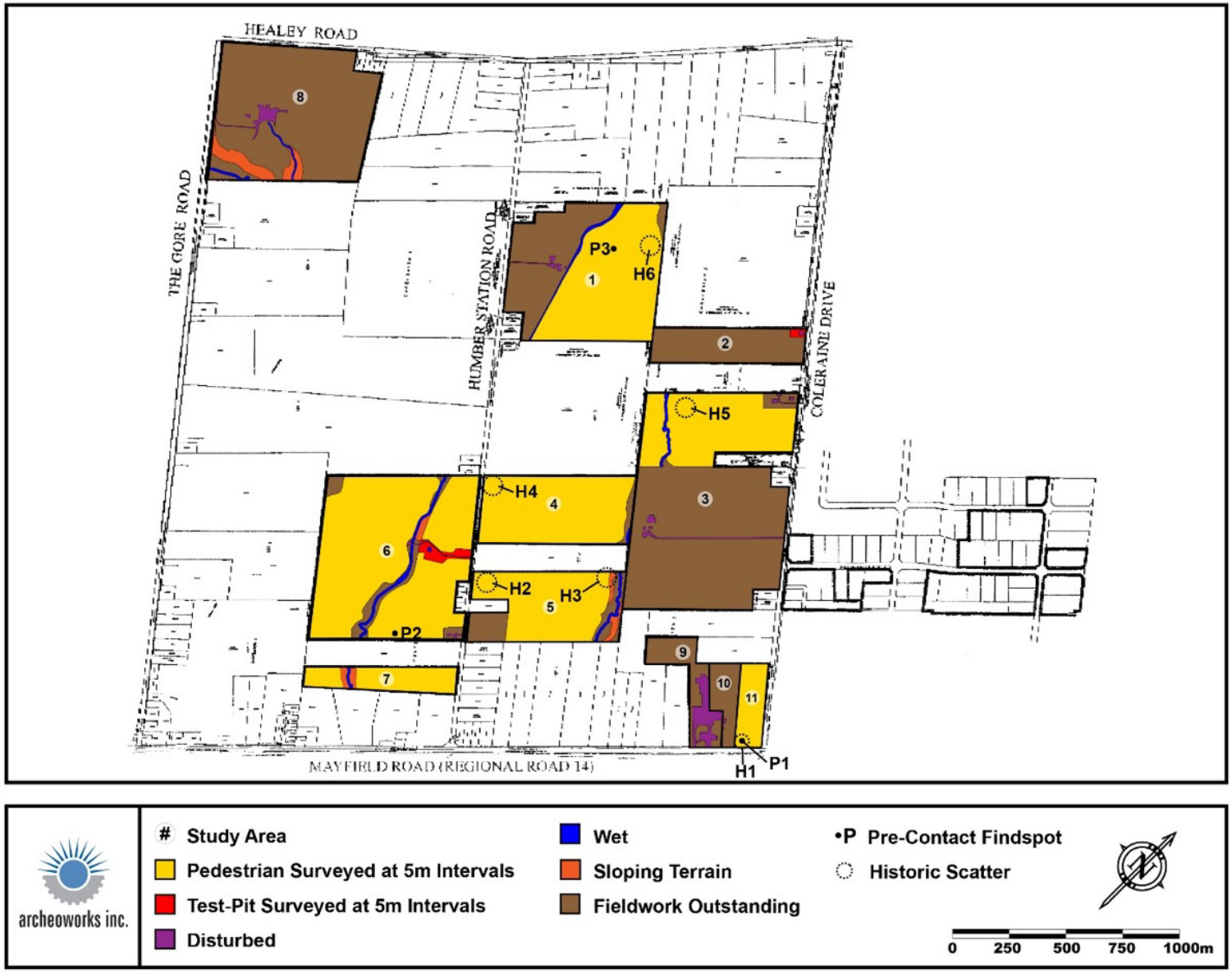

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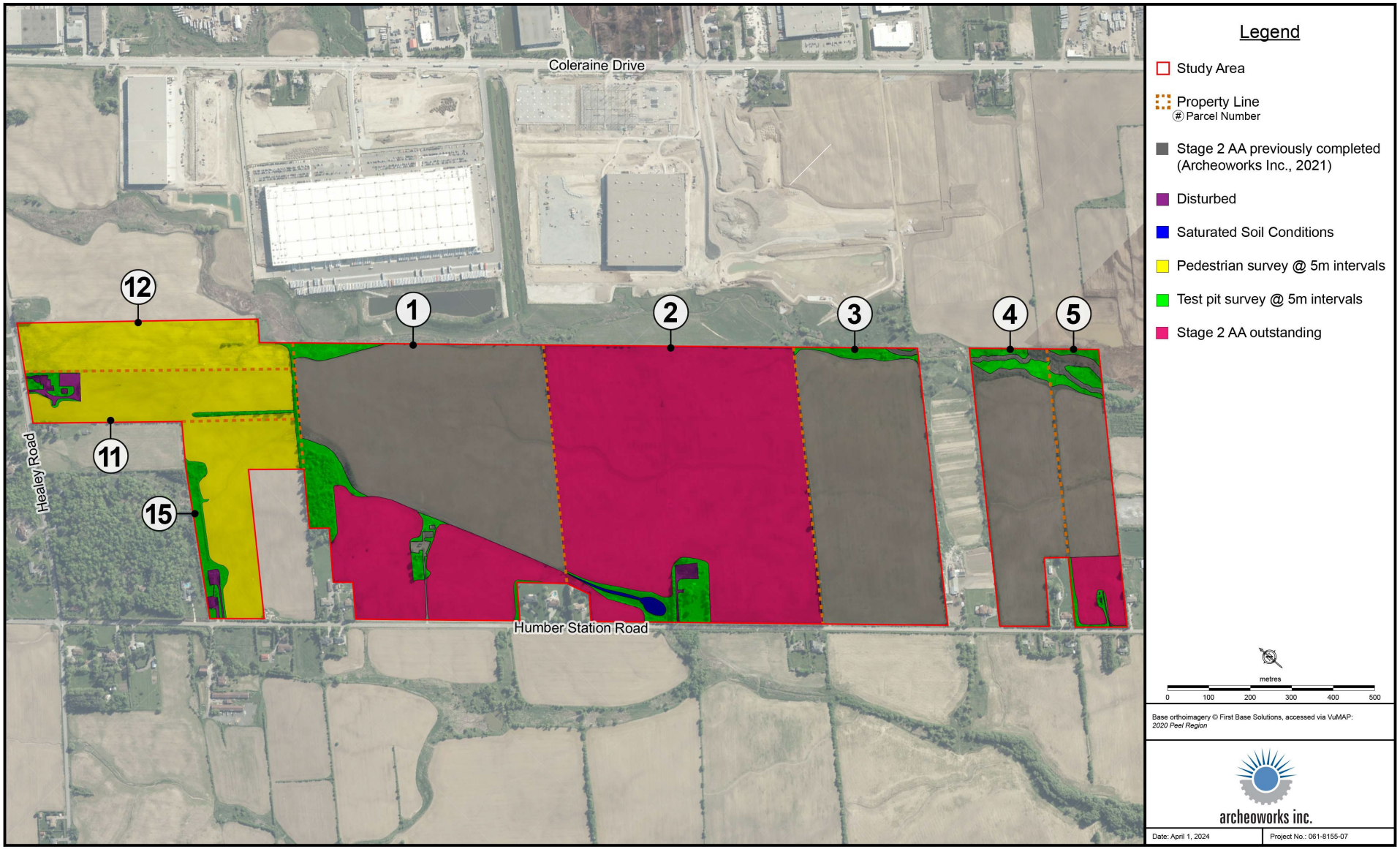

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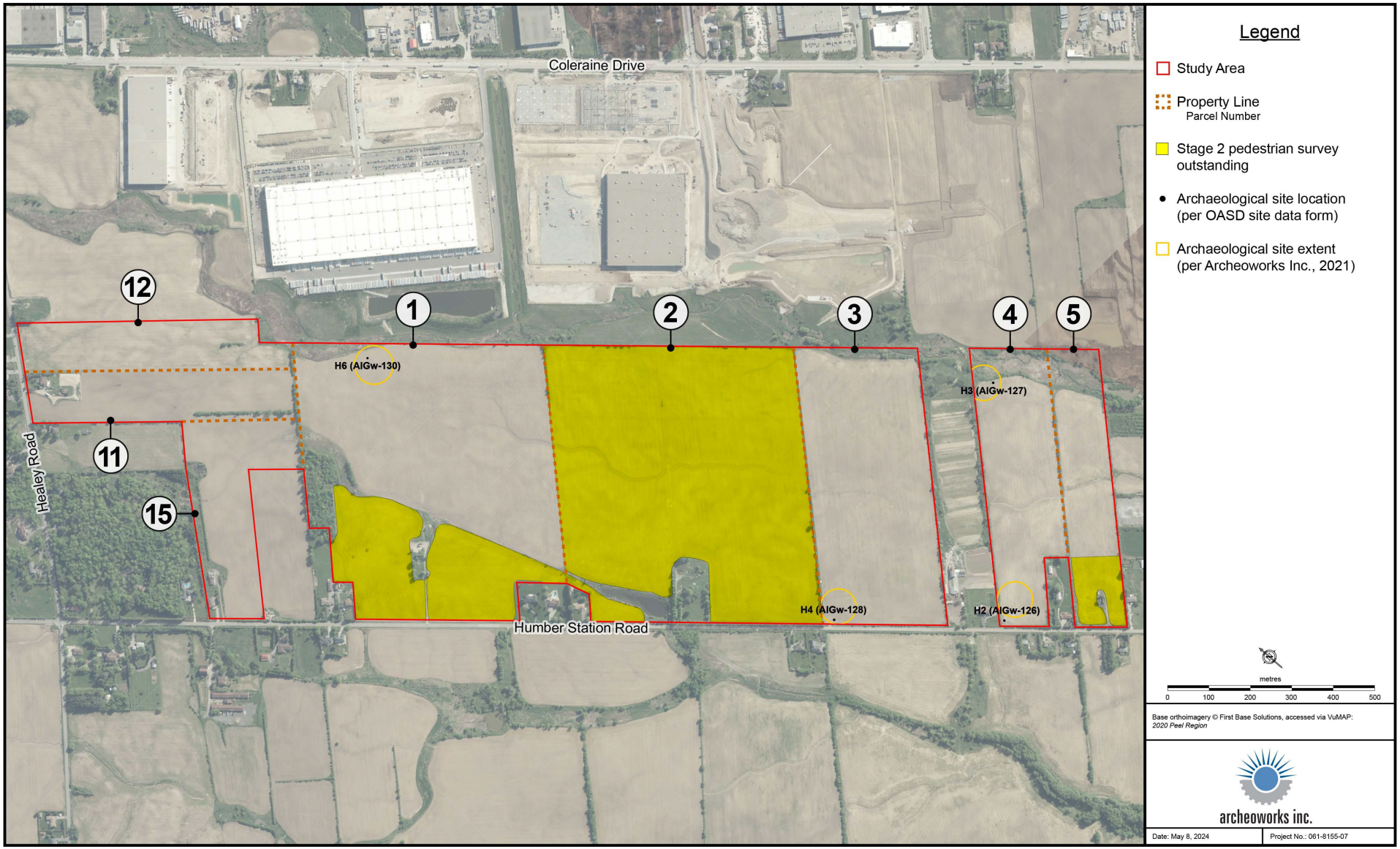

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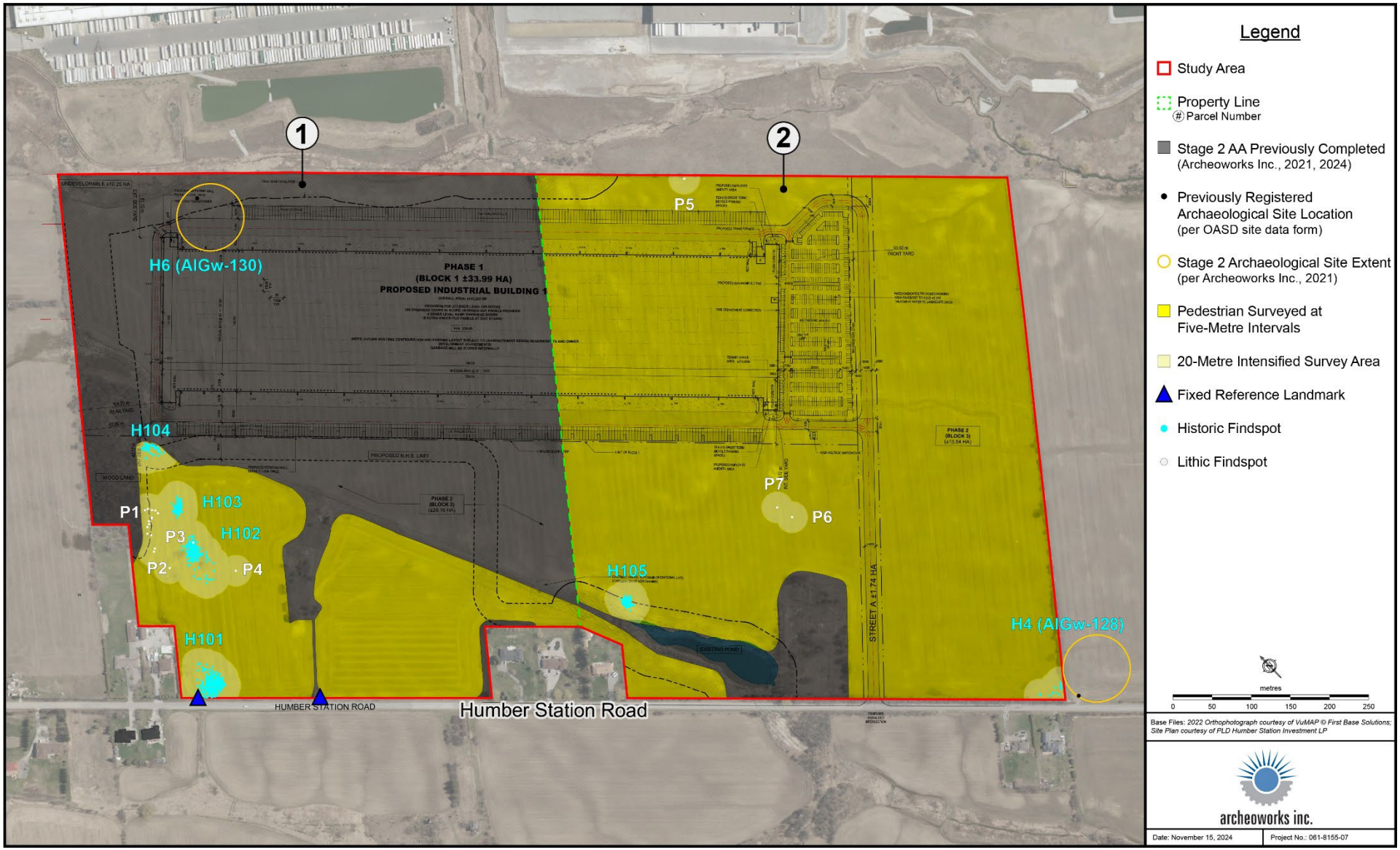

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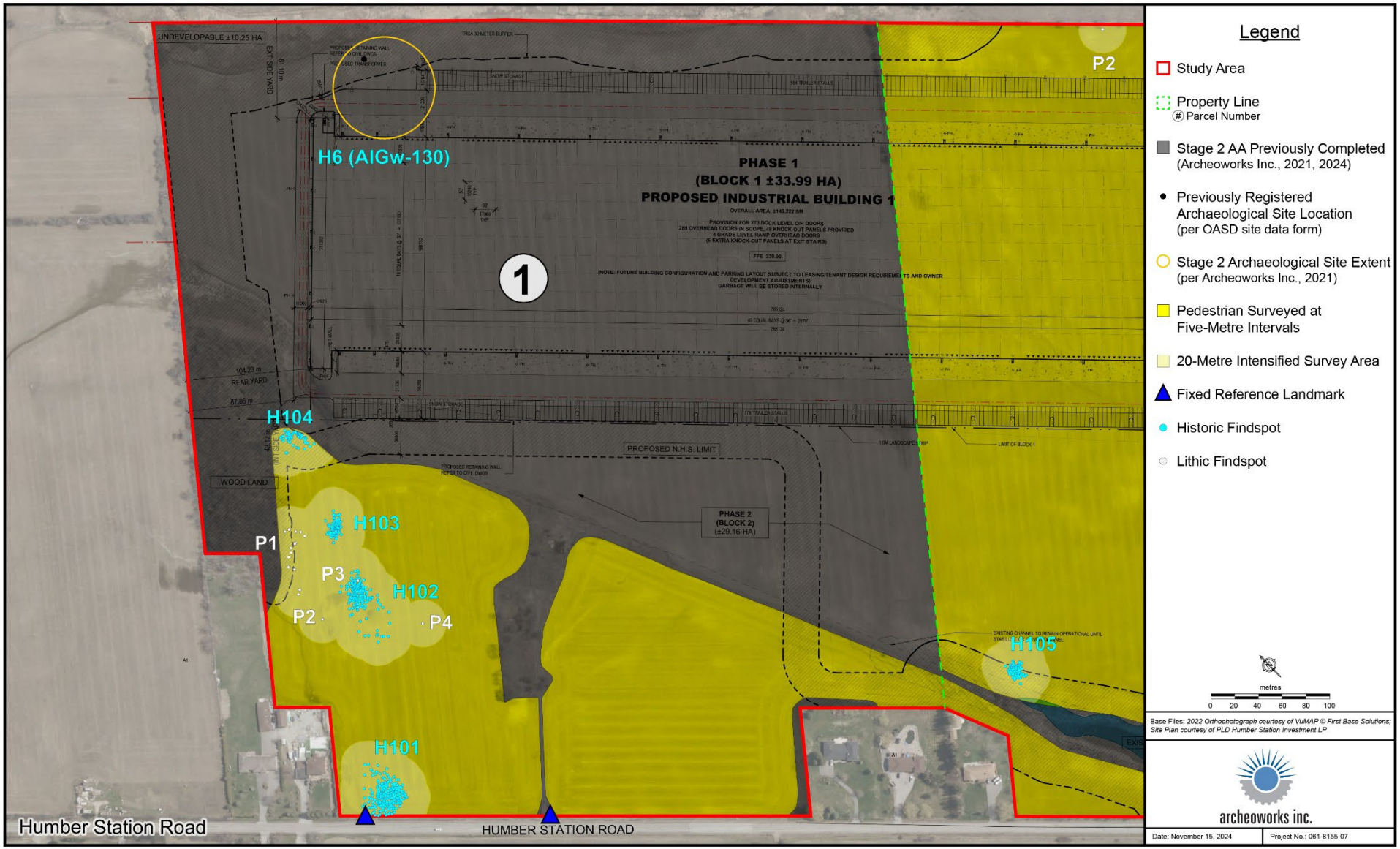

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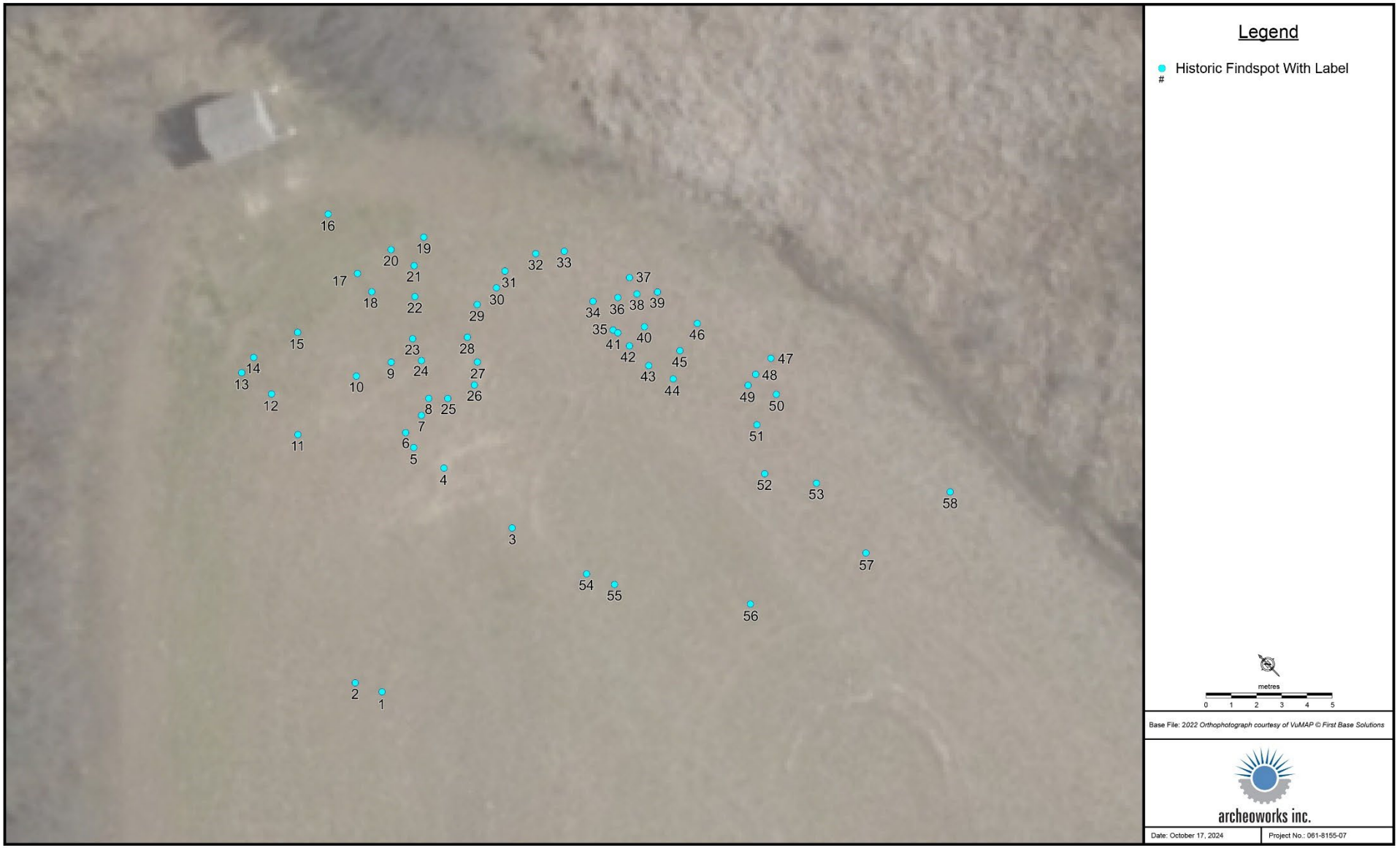

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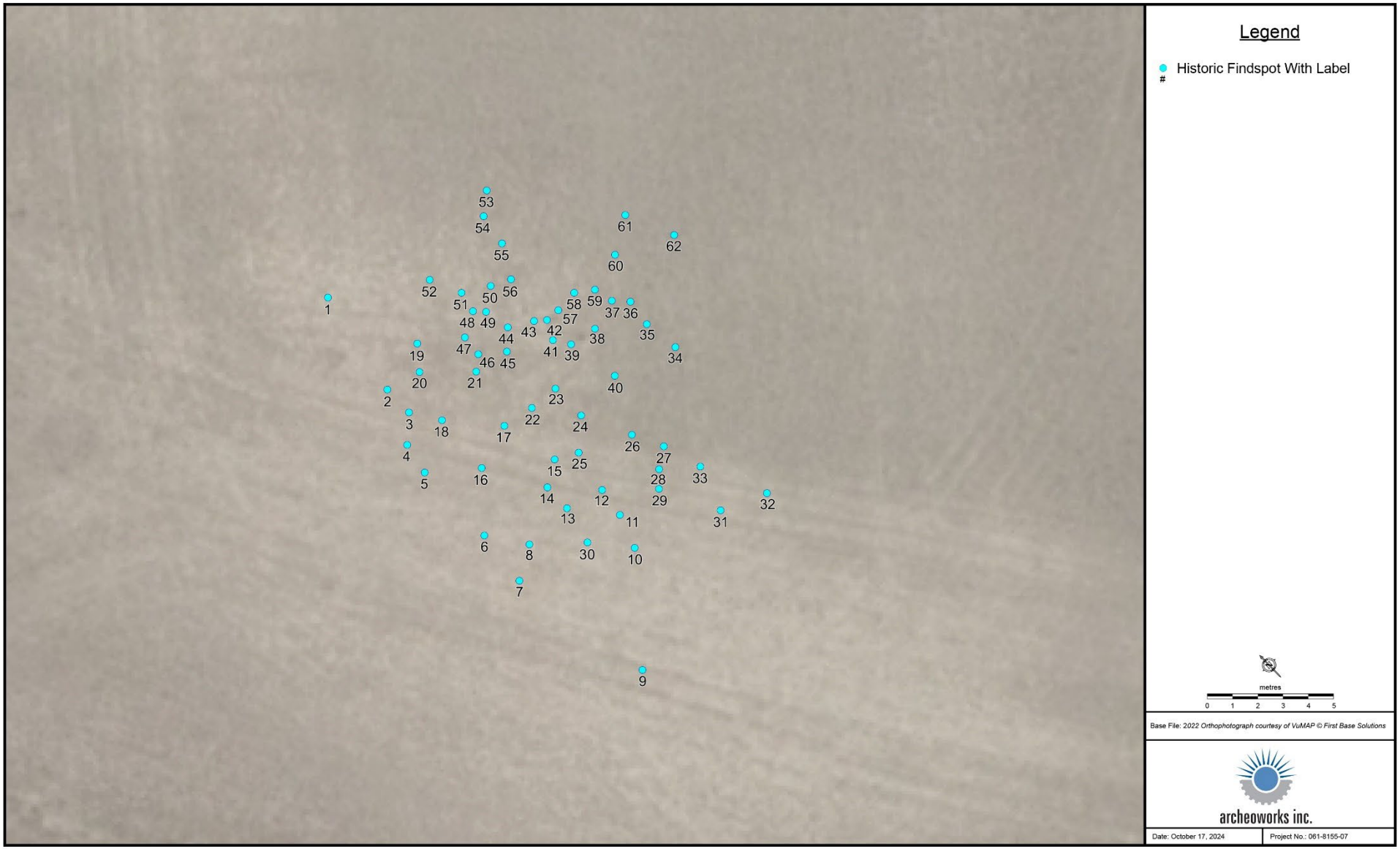

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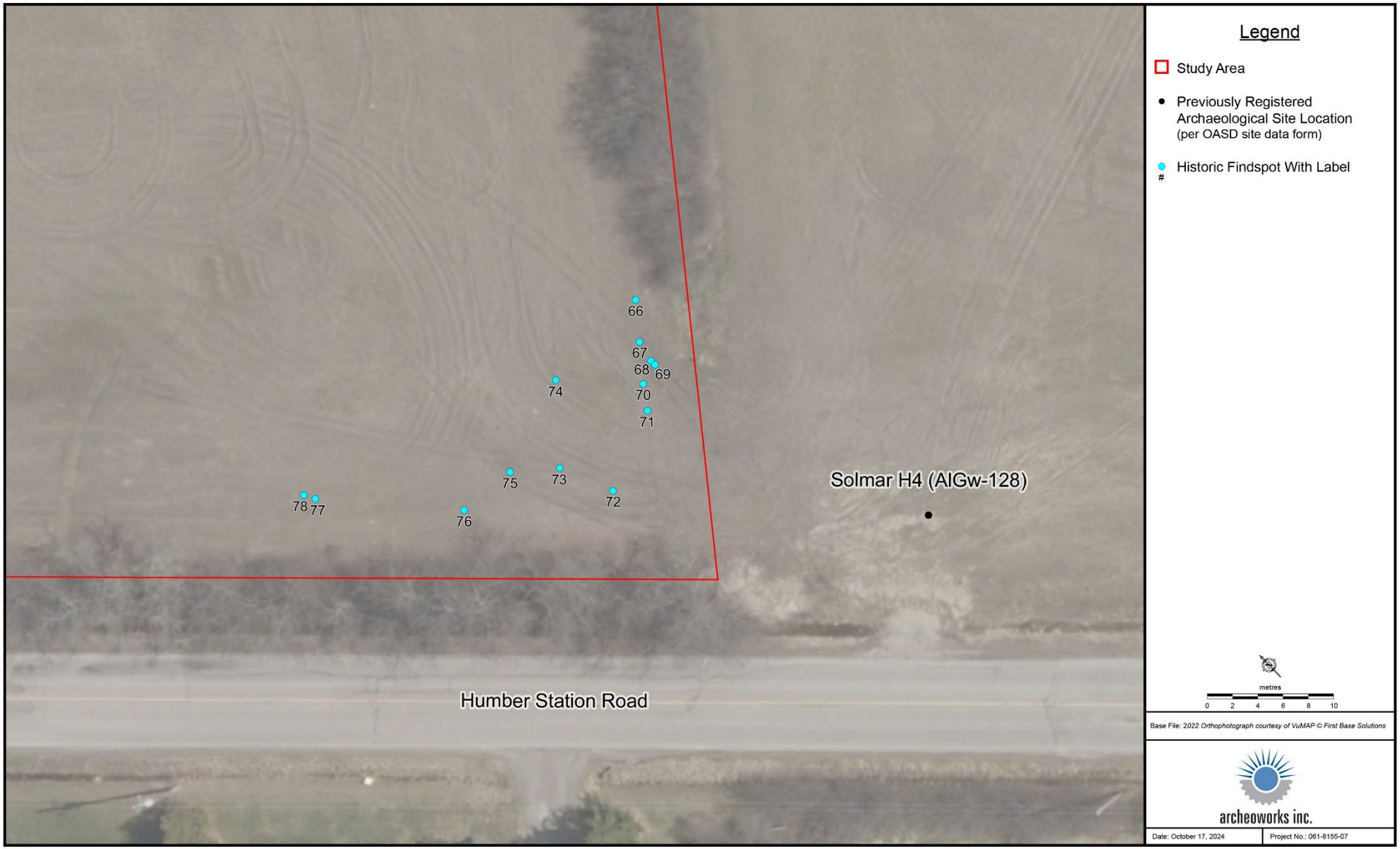

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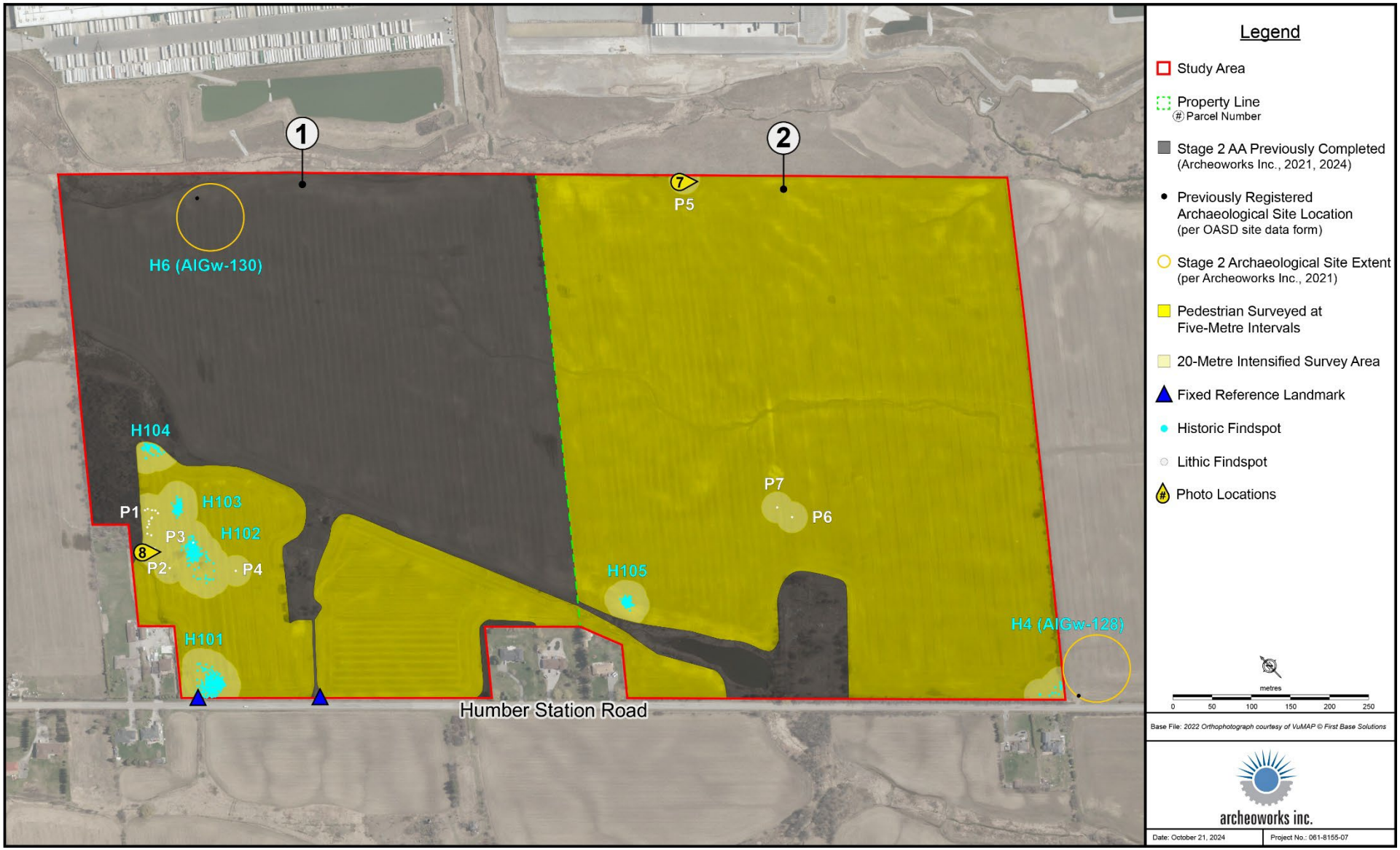

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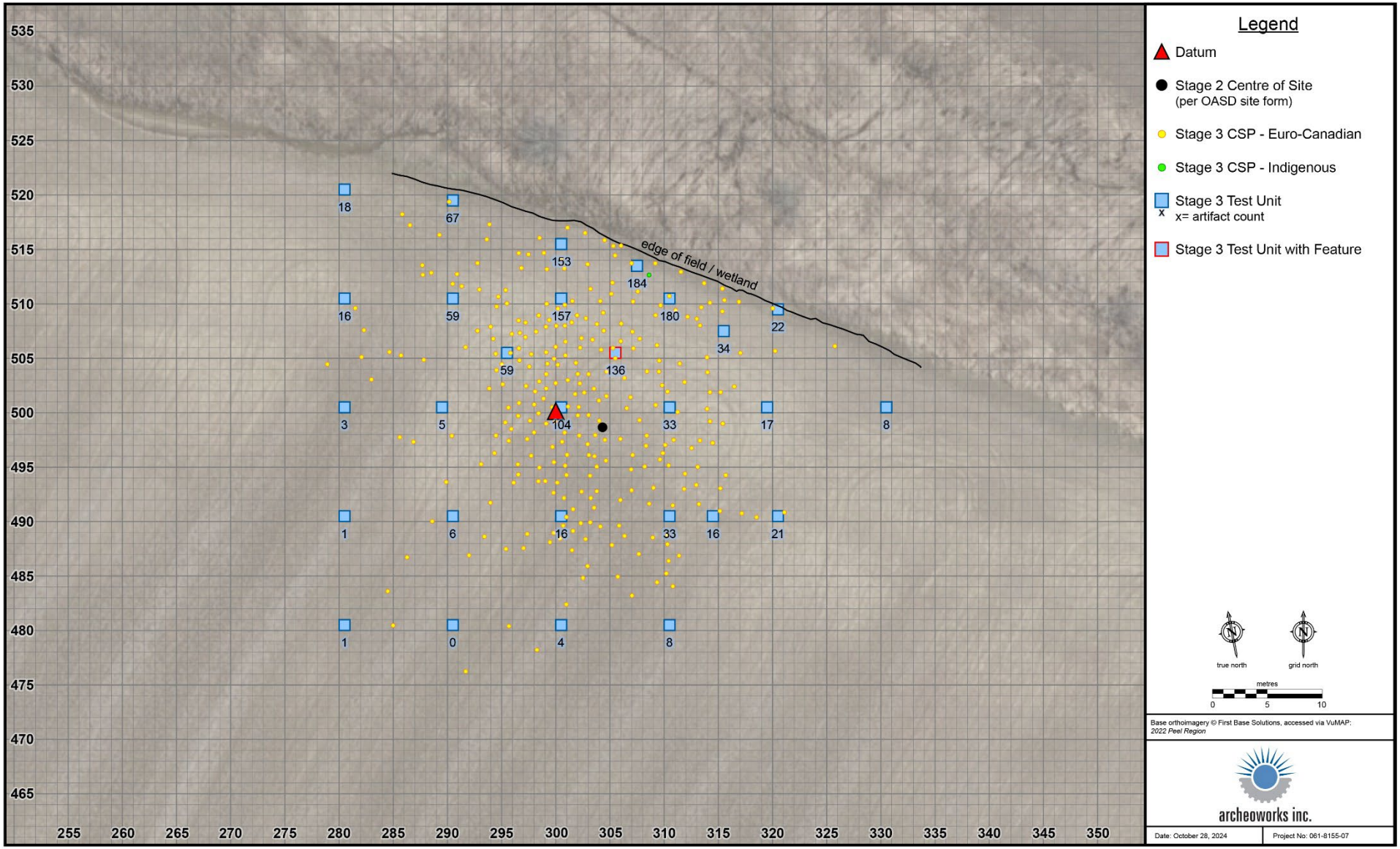

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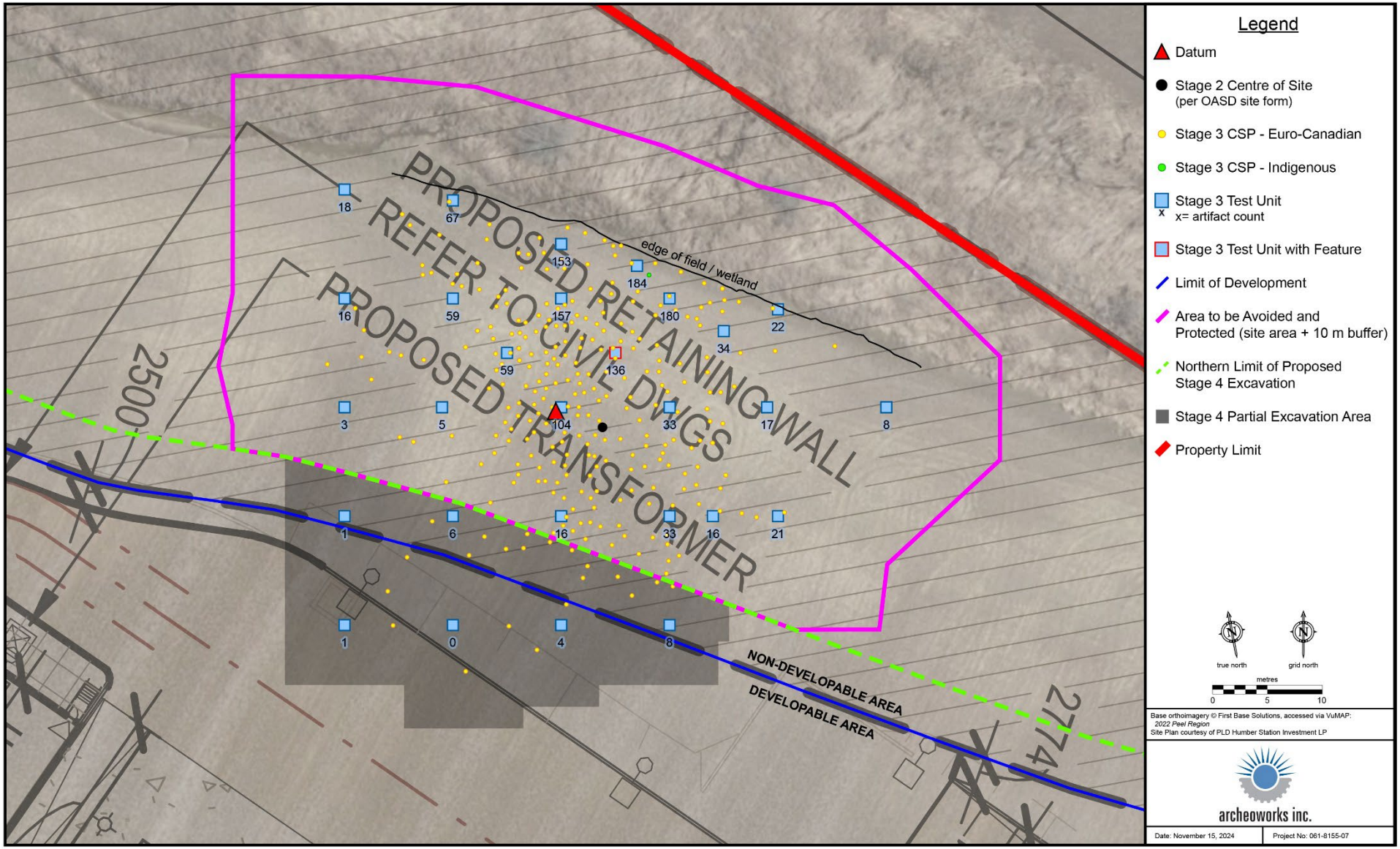

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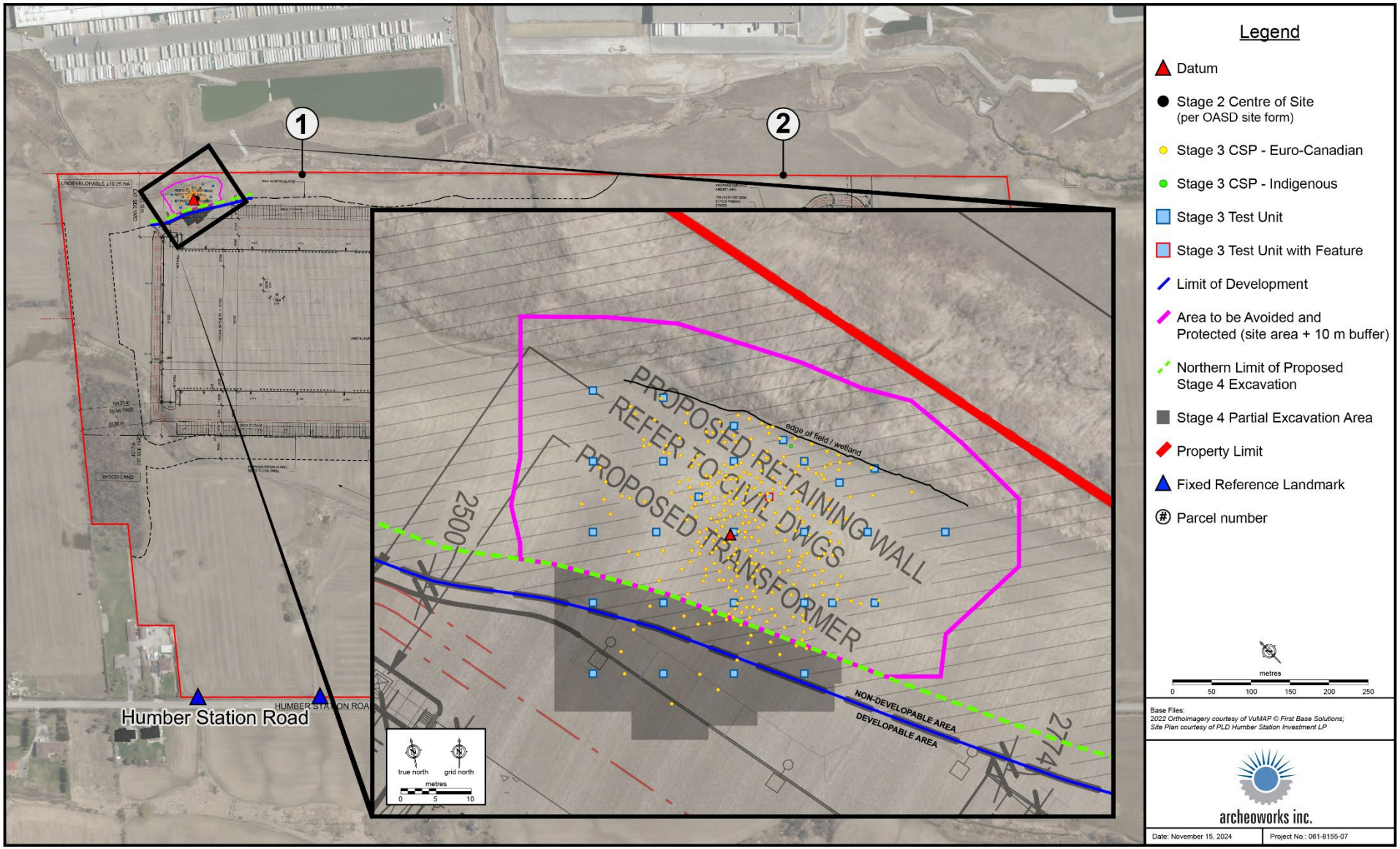

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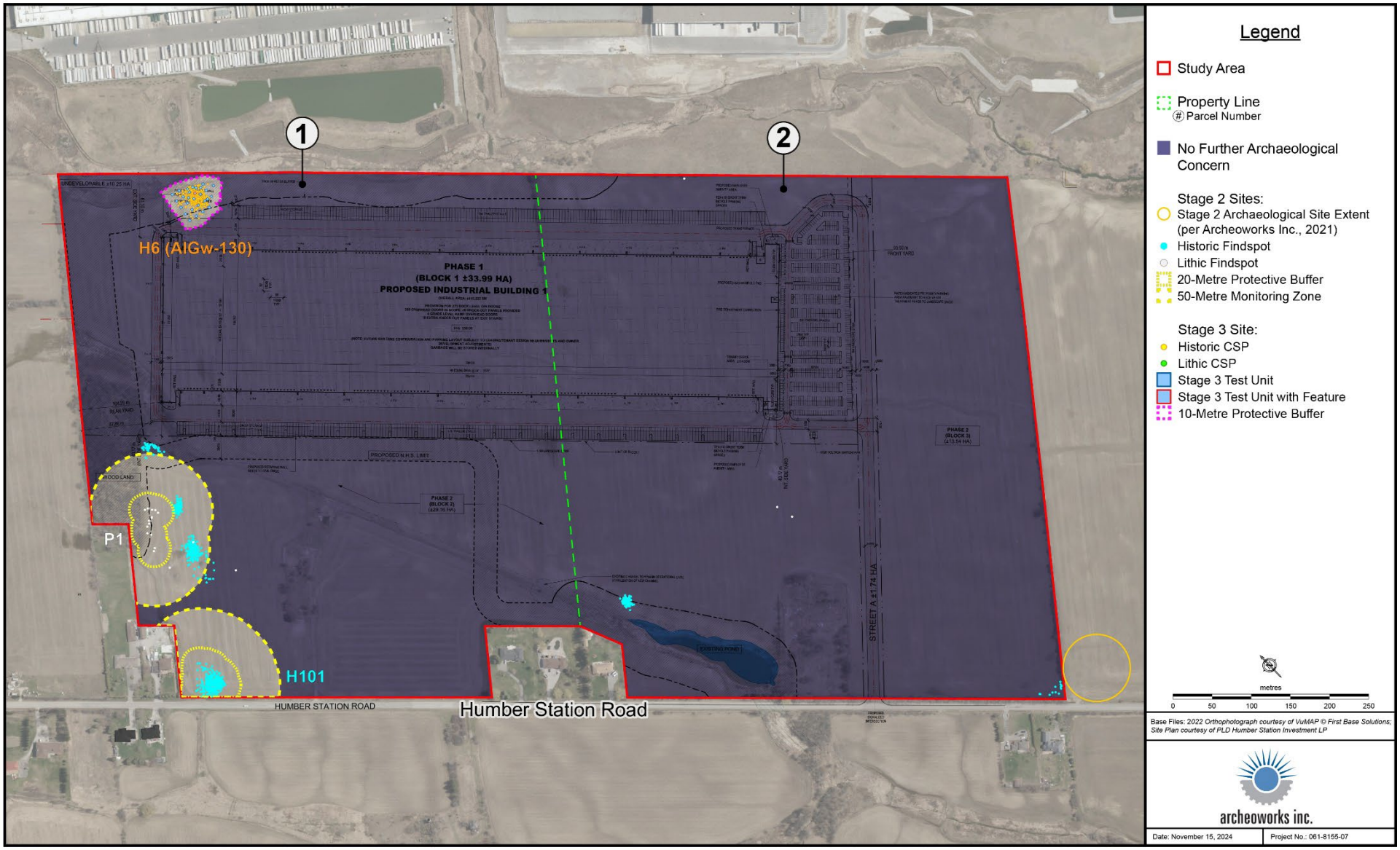

Map S28: Recommendations for partial clearance within the study area.

2.0 DETAILED SITE LOCATION INFORMATION

Table S1: Location Information for All Stage 2 Sites

GPS Device	*Trimble GeoExplorer*
Universal Transverse Mercator (UTM) grid zone	17T
Datum	NAD 1983 CSRS
Method of Correction	Base Differential Correction
Accuracy	Less than one metre
Fixed Reference Landmarks	17T 601650.93 4855244.14 (hydro pole on the northeast side of Humber Station Road, southeast of the driveway entrance to 12713 Humber Station Road) 17T 601539 4855348 (hydro pole on the northeast side of Humber Station Road, southeast of 12779 Humber Station Road)

Table S2: H101 Detailed Site Location Information

Borden Number	AlGw-220
Site Name	H101
Description of Location	The site area is located in an agricultural field within Parcel 1 (12713 Humber Station Road). The centre of site is approximately 44 metres due directly east and approximately 31 metres due northeast from Humber Station Road centreline, approximately 754 metres due southeast from Healey Road centreline, and approximately 2,312 metres northwest of Mayfield Road centreline. The elevation of the centre of site is at 236 metres above sea level. Driveway access from Humber Station Road.
Size of Site	Roughly 46 metres north-south by 38 metres east-west in size.
Site Extent	Centre: 17T 601566.05 4855358.4 North: 17T 601573.3 4855382.6 East: 17T 601584.8 4855353.8 South: 17T 601563.2 4855336.6 West: 17T 601547.3 4855358.8
Recorded GPS Coordinates	FS08: 17T 601563.2 4855336.6 FS09: 17T 601560.6 4855337.3 FS10: 17T 601560.1 4855339.5 FS11: 17T 601558.6 4855338.9 FS12: 17T 601556.5 4855339.9 FS13: 17T 601556.6 4855341.8 FS14: 17T 601552.9 4855343.7 FS15: 17T 601551.5 4855344 FS16: 17T 601549.8 4855346.1 FS17: 17T 601547.1 4855349.1 FS18: 17T 601549.6 4855348.7 FS19: 17T 601551.3 4855348.9 FS20: 17T 601553 4855352.4 FS21: 17T 601551.8 4855353.1 FS22: 17T 601550.5 4855354.5 FS23: 17T 601547.3 4855358.8 FS24: 17T 601550.1 4855358.6 FS25: 17T 601553.6 4855357.9 FS118: 17T 601563.8 4855353.5 FS119: 17T 601564.8 4855352.4 FS120: 17T 601565.8 4855353.4 FS121: 17T 601566.6 4855353.6 FS122: 17T 601564 4855351.5 FS123: 17T 601563.6 4855351 FS124: 17T 601564.4 4855350 FS125: 17T 601563.4 4855349.3 FS126: 17T 601560.8 4855350 FS127: 17T 601561.2 4855348.9 FS128: 17T 601560.2 4855351.1 FS129: 17T 601560.4 4855347.7 FS130: 17T 601561.1 4855347.2 FS131: 17T 601562.8 4855347.2 FS132: 17T 601563.7 4855346.1 FS133: 17T 601564.6 4855346.8 FS134: 17T 601565.4 4855345.9 FS135: 17T 601566.1 4855345.1

FS26	17T 601553.4 4855362.8	FS136	17T 601565 4855342.5
FS27	17T 601556.3 4855360.5	FS137	17T 601568.2 4855342.7
FS28	17T 601556.7 4855358.7	FS138	17T 601569 4855340.9
FS29	17T 601557.9 4855357.6	FS139	17T 601570.4 4855340.8
FS30	17T 601558.6 4855355.5	FS140	17T 601571.4 4855340.9
FS31	17T 601556 4855355.2	FS141	17T 601572 4855341.6
FS32	17T 601554.6 4855353.7	FS142	17T 601573.6 4855340.9
FS33	17T 601555 4855351.9	FS143	17T 601574.6 4855341.2
FS34	17T 601554.4 4855350.3	FS144	17T 601575.1 4855339.7
FS35	17T 601554.5 4855346.2	FS145	17T 601577 4855339.4
FS36	17T 601555.7 4855345.2	FS146	17T 601579.3 4855338.5
FS37	17T 601557.6 4855344.9	FS147	17T 601579.3 4855340.2
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FS43	17T 601566.6 4855337.9	FS153	17T 601582 4855347.3
FS44	17T 601569.9 4855337.2	FS154	17T 601584.2 4855348.3
FS45	17T 601572.3 4855338.4	FS155	17T 601584.8 4855353.8
FS46	17T 601573 4855339.6	FS156	17T 601583.4 4855355.1
FS47	17T 601571.6 4855339.4	FS157	17T 601583.6 4855358.4
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	FS83	17T 601571.6 4855371.5		FS193	17T 601574 4855347
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	FS116	17T 601566.1 4855354.4		FS226	17T 601578 4855349
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Recommendation	This site is considered to have significant cultural heritage value and interest. Stage 3 AA is recommended.				

Table S3: H102 Detailed Site Location Information

Borden Number	AlGw-221
Site Name	H102

Description of Location

The site area is located in an agricultural field within Parcel 1 (12713 Humber Station Road). The centre of site is approximately 260 metres due directly east and approximately 185 metres due northeast from Humber Station Road centreline, approximately 765 metres due southeast from Healey Road centreline, and approximately 2,305 metres northwest of Mayfield Road centreline. The elevation of the centre of site is at 237 metres above sea level. Driveway access from Humber Station Road.

Size of Site

Roughly 60 metres north-south by 35 metres east-west in size.

Site Extent

Centre	17T 601665.57 4855476.15
North	17T 601672.67 4855506.04
East	17T 601683.18 4855477.32
South	17T 601663.06 4855446.26
West	17T 601647.95 4855480.8

Recorded GPS Coordinates

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FS20	17T 601659.75 4855456.35
FS21	17T 601657.47 4855453.47
FS22	17T 601656.46 4855453.63
FS23	17T 601653.68 4855448.68
FS24	17T 601658.85 4855450.09
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FS26	17T 601663.06 4855446.26
FS27	17T 601671.58 4855453.3
FS28	17T 601651.58 4855458.13
FS29	17T 601649.15 4855460.28
FS30	17T 601647.95 4855466.29
FS31	17T 601654.77 4855471.66
FS32	17T 601654.16 4855480.57
FS33	17T 601652.27 4855480.8
FS34	17T 601655.85 4855485.59
FS35	17T 601658 4855484.02
FS36	17T 601659.79 4855482.79

FS91	17T 601670.51 4855495.81
FS92	17T 601668.9 4855495.83
FS93	17T 601665.28 4855492.72
FS94	17T 601663.51 4855491.89
FS95	17T 601662.5 4855490.98
FS96	17T 601661.13 4855491.16
FS97	17T 601660.92 4855490.27
FS98	17T 601658.68 4855489.51
FS99	17T 601660.56 4855485.31
FS100	17T 601662.3 4855484.04
FS101	17T 601663.21 4855483.92
FS102	17T 601664.76 4855485.03
FS103	17T 601663.53 4855483.41
FS104	17T 601666.13 4855484.35
FS105	17T 601667.32 4855485.85
FS106	17T 601668.36 4855485.44
FS107	17T 601670.25 4855485.7
FS108	17T 601671.85 4855485.95
FS109	17T 601673.07 4855487.28
FS110	17T 601675.4 4855487.68
FS111	17T 601674.77 4855488.42
FS112	17T 601675.8 4855489.73
FS113	17T 601676.8 4855490.25
FS114	17T 601675.73 4855490.94
FS115	17T 601674.63 4855491.27
FS116	17T 601674.8 4855492.1
FS117	17T 601675.25 4855492.97
FS118	17T 601675.46 4855493.6
FS119	17T 601675.95 4855494.26
FS120	17T 601677.13 4855495.27
FS121	17T 601675.43 4855494.97
FS122	17T 601674.21 4855495.02
FS123	17T 601673.25 4855495.4
FS124	17T 601672.68 4855496.29
FS125	17T 601672.17 4855496.91
FS126	17T 601671.88 4855495.5

FS37	17T 601660.95 4855481.9		FS127	17T 601671.01 4855495.24
FS38	17T 601659.82 4855480		FS128	17T 601670.63 4855494.6
FS39	17T 601662.09 4855481.47		FS129	17T 601669.52 4855494.64
FS40	17T 601663.78 4855479.7		FS130	17T 601668.51 4855494.24
FS41	17T 601665.16 4855479.67		FS131	17T 601668.12 4855493.32
FS42	17T 601665.4 4855480.9		FS132	17T 601667.36 4855492.65
FS43	17T 601666.9 4855481.49		FS133	17T 601665.83 4855491.95
FS44	17T 601667.87 4855482.13		FS134	17T 601666.47 4855491.25
FS45	17T 601667.82 4855483.15		FS135	17T 601665.94 4855490.49
FS46	17T 601669.53 4855483.27		FS136	17T 601665.14 4855489.87
FS47	17T 601671.66 4855483.14		FS137	17T 601663.9 4855489.92
FS48	17T 601672.56 4855483.9		FS138	17T 601664.26 4855489.21
FS49	17T 601674.71 4855484.49		FS139	17T 601662.2 4855488.52
FS50	17T 601676.32 4855485.6		FS140	17T 601663.44 4855487.1
FS51	17T 601679.74 4855484.85		FS141	17T 601664.16 4855487.37
FS52	17T 601678.1 4855488.99		FS142	17T 601664.1 4855485.98
FS53	17T 601677.51 4855492.79		FS143	17T 601664.79 4855486.09
FS54	17T 601677.52 4855494.66		FS144	17T 601665.29 4855486.89
FS55	17T 601678.36 4855495.34		FS145	17T 601666.37 4855486.53
FS56	17T 601678.71 4855495.74		FS146	17T 601666.37 4855487.43
FS57	17T 601681.42 4855494.55		FS147	17T 601665.63 4855487.72
FS58	17T 601679.91 4855498.22		FS148	17T 601666.37 4855488.59
FS59	17T 601678.9 4855498.24		FS149	17T 601666.27 4855489.62
FS60	17T 601679.68 4855500.92		FS150	17T 601666.76 4855490.33
FS61	17T 601682.29 4855501.9		FS151	17T 601667.43 4855490.49
FS62	17T 601683.18 4855503.8		FS152	17T 601668.3 4855491.86
FS63	17T 601681.38 4855505.03		FS153	17T 601668.65 4855492.58
FS64	17T 601678.26 4855506.04		FS154	17T 601669.03 4855493.48
FS65	17T 601675.27 4855502.82		FS155	17T 601670.08 4855493.45
FS66	17T 601674.36 4855502.57		FS156	17T 601671.21 4855493.9
FS67	17T 601671.02 4855501.31		FS157	17T 601672.34 4855494.49
FS68	17T 601668.2 4855501.32		FS158	17T 601672.61 4855493.63
FS69	17T 601667.17 4855500.77		FS159	17T 601673.81 4855493.53
FS70	17T 601664.06 4855503.95		FS160	17T 601673.78 4855491.89
FS71	17T 601659.94 4855501.1		FS161	17T 601673.42 4855491.09
FS72	17T 601663.32 4855495.53		FS162	17T 601672.82 4855491.81
FS73	17T 601664.25 4855494.55		FS163	17T 601672.58 4855492.11
FS74	17T 601664.52 4855495.43		FS164	17T 601671.64 4855493.12
FS75	17T 601665.41 4855498.89		FS165	17T 601671.09 4855492.55
FS76	17T 601668.08 4855499.57		FS166	17T 601670.01 4855492.73
FS77	17T 601669.95 4855497.96		FS167	17T 601669.58 4855491.79
FS78	17T 601671.62 4855498.44		FS168	17T 601668.69 4855490.76
FS79	17T 601672.82 4855498.98		FS169	17T 601668.37 4855489.8
FS80	17T 601672.67 4855499.91		FS170	17T 601668.43 4855488.89
FS81	17T 601674.57 4855500.18		FS171	17T 601669.92 4855486.95
FS82	17T 601676.98 4855499.59		FS172	17T 601670.86 4855487.01
FS83	17T 601675.92 4855499.66		FS173	17T 601672.18 4855488.41
FS84	17T 601675.76 4855498.97		FS174	17T 601671.47 4855489.06
FS85	17T 601674.6 4855498.91		FS175	17T 601672.56 4855489.42
FS86	17T 601674.69 4855498.18		FS176	17T 601674.03 4855489.03

	FS87	17T 601673.69 4855497.88	FS177	17T 601673.19 4855490.01
	FS88	17T 601673.92 4855497.35	FS178	17T 601671.57 4855490.76
	FS89	17T 601671.88 4855497.79	FS179	17T 601670.65 4855491.51
	FS90	17T 601671.06 4855496.98		
Recommendation	This site is not considered to have significant cultural heritage value and interest. No further AA is recommended.			

Table S4: H103 Detailed Site Location Information

Borden Number	AlGw-222				
Site Name	H103				
Description of Location	The site area is located in an agricultural field within Parcel 1 (12713 Humber Station Road). The centre of site is approximately 357 metres due directly east and approximately 254 metres due northeast from Humber Station Road centreline, approximately 751 metres due southeast from Healey Road centreline, and approximately 2,324 metres northwest of Mayfield Road centreline. The elevation of the centre of site is at 237 metres above sea level. Driveway access from Humber Station Road.				
Size of Site	Roughly 27 metres northeast-southwest by 14 metres northwest-southeast in size.				
Site Extent	Centre	17T 601694.11 4855543.78			
	Northeast	17T 601703.61 4855554.22			
	Southeast	17T 601699.28 4855539.72			
	Southwest	17T 601684.93 4855534.86			
	Northwest	17T 601688 4855548			
Recorded GPS Coordinates	FS59	17T 601705.29 4855548.21	FS101	17T 601693.01 4855545.6	
	FS60	17T 601703.93 4855548.73	FS102	17T 601692.55 4855544.42	
	FS61	17T 601703.61 4855554.22	FS103	17T 601690.82 4855544.2	
	FS62	17T 601702.13 4855550.43	FS104	17T 601691.6 4855543.62	
	FS63	17T 601701.53 4855551.81	FS105	17T 601692.07 4855543.34	
	FS64	17T 601700.13 4855549.68	FS106	17T 601693.23 4855542.99	
	FS65	17T 601699.39 4855549.53	FS107	17T 601693.33 4855542.19	
	FS66	17T 601692.8 4855552.84	FS108	17T 601693.03 4855541.43	
	FS67	17T 601692.35 4855548.8	FS109	17T 601693.74 4855541.18	
	FS68	17T 601692.66 4855548.02	FS110	17T 601694.5 4855541.35	
	FS69	17T 601691.76 4855547.28	FS111	17T 601693.81 4855540.84	
	FS70	17T 601686.08 4855543.91	FS112	17T 601693.51 4855540.16	
	FS71	17T 601687.87 4855544.45	FS113	17T 601693.26 4855539.68	
	FS72	17T 601687.93 4855543.15	FS114	17T 601693.05 4855538.37	
	FS73	17T 601687.55 4855542.2	FS115	17T 601691.62 4855537.37	
	FS74	17T 601688.7 4855542.44	FS116	17T 601690.67 4855537.57	
	FS75	17T 601688.14 4855540.48	FS117	17T 601688.62 4855538.62	
	FS76	17T 601686.55 4855539.5	FS118	17T 601689.56 4855538.56	
	FS77	17T 601684.93 4855534.86	FS119	17T 601689.5 4855539.33	
	FS78	17T 601688.31 4855535.95	FS120	17T 601690.04 4855539.24	
	FS79	17T 601689.16 4855535.4	FS121	17T 601689.98 4855540.13	
	FS80	17T 601694.34 4855535.26	FS122	17T 601690.49 4855541.19	
	FS81	17T 601694.86 4855537.81	FS123	17T 601691.28 4855540.03	
	FS82	17T 601695.14 4855539.04	FS124	17T 601692.96 4855539.47	
	FS83	17T 601695.44 4855539.5	FS125	17T 601693.19 4855540.39	
	FS84	17T 601696.11 4855539.73	FS126	17T 601693.95 4855543.13	

	FS85	17T 601696.79 4855540.17	FS127	17T 601694.5 4855542.53
	FS86	17T 601697.89 4855540.16	FS128	17T 601695.03 4855543.08
	FS87	17T 601698.74 4855540.07	FS129	17T 601695.7 4855543.23
	FS88	17T 601699.25 4855542.12	FS130	17T 601695.79 4855543.8
	FS89	17T 601699.1 4855543.16	FS131	17T 601696.03 4855544.47
	FS90	17T 601700.1 4855543.59	FS132	17T 601696.46 4855544.75
	FS91	17T 601702.78 4855546.22	FS133	17T 601697.51 4855544.82
	FS92	17T 601701.52 4855545.46	FS134	17T 601698.38 4855544.38
	FS93	17T 601700.09 4855545.5	FS135	17T 601701.71 4855543.41
	FS94	17T 601700.56 4855546.6	FS136	17T 601698.04 4855543.5
	FS95	17T 601698.25 4855547.42	FS137	17T 601697.47 4855543.99
	FS96	17T 601698.36 4855545.65	FS138	17T 601697.24 4855542.48
	FS97	17T 601697.03 4855546.41	FS139	17T 601696.21 4855542.51
	FS98	17T 601696.31 4855545.73	FS140	17T 601696.19 4855541.77
	FS99	17T 601695.37 4855546.97	FS141	17T 601696.46 4855541.08
	FS100	17T 601695.11 4855545.16		
Recommendation	This site is not considered to have significant cultural heritage value and interest. No further AA is recommended.			

Table S5: H104 Detailed Site Location Information

Borden Number	AlGw-223			
Site Name	H104			
Description of Location	The site area is located in an agricultural field within Parcel 1 (12713 Humber Station Road). The centre of site is approximately 459 metres due directly east and approximately 326 metres due northeast from Humber Station Road centreline, approximately 729 metres due southeast from Healey Road centreline, and approximately 2,349 metres northwest of Mayfield Road centreline. The elevation of the centre of site is at 237 metres above sea level. Driveway access from Humber Station Road.			
Size of Site	Roughly 26 metres north-south by 22 metres east-west in size.			
Site Extent	Centre	17T 601720.27 4855618.73		
	North	17T 601721.39 4855631.31		
	East	17T 601730.04 4855617.93		
	Southeast	17T 601731.47 4855606.15		
	West	17T 601709.07 4855617.2		
Recorded GPS Coordinates	FS01	17T 601709.62 4855616.17	FS30	17T 601724.15 4855624.53
	FS02	17T 601709.07 4855617.2	FS31	17T 601724.86 4855624.77
	FS03	17T 601717.91 4855617.23	FS32	17T 601726.23 4855624.41
	FS04	17T 601717.63 4855620.84	FS33	17T 601727.11 4855623.69
	FS05	17T 601717.34 4855622.26	FS34	17T 601726.54 4855621.46
	FS06	17T 601717.52 4855622.91	FS35	17T 601726.31 4855620.08
	FS07	17T 601718.45 4855622.97	FS36	17T 601727.35 4855620.91
	FS08	17T 601719.13 4855623.25	FS37	17T 601728.24 4855621.12
	FS09	17T 601719.07 4855625.33	FS38	17T 601728.04 4855620.49
	FS10	17T 601717.68 4855625.9	FS39	17T 601728.65 4855619.93
	FS11	17T 601714.38 4855625.85	FS40	17T 601727.3 4855619.3
	FS12	17T 601714.8 4855627.73	FS41	17T 601726.37 4855619.87
	FS13	17T 601714.53 4855629.22	FS42	17T 601726.34 4855619.17

	FS14	17T 601715.31 4855629.33	FS43	17T 601726.37 4855618.07
	FS15	17T 601717.28 4855628.79	FS44	17T 601726.67 4855617.01
	FS16	17T 601721.39 4855631.31	FS45	17T 601727.67 4855617.61
	FS17	17T 601720.58 4855628.8	FS46	17T 601728.91 4855617.93
	FS18	17T 601720.44 4855627.91	FS47	17T 601730.04 4855614.89
	FS19	17T 601723.48 4855628.07	FS48	17T 601729.16 4855614.85
	FS20	17T 601722.2 4855628.54	FS49	17T 601728.63 4855614.75
	FS21	17T 601722.42 4855627.44	FS50	17T 601729.25 4855613.76
	FS22	17T 601721.57 4855626.54	FS51	17T 601727.82 4855613.41
	FS23	17T 601720.34 4855625.4	FS52	17T 601726.65 4855611.76
	FS24	17T 601719.99 4855624.56	FS53	17T 601727.87 4855610.05
	FS25	17T 601719.65 4855622.74	FS54	17T 601718.76 4855613.85
	FS26	17T 601720.81 4855622.36	FS55	17T 601719.26 4855612.77
	FS27	17T 601721.54 4855622.94	FS56	17T 601722.62 4855608.48
	FS28	17T 601721.98 4855623.96	FS57	17T 601727.38 4855606.73
	FS29	17T 601723.14 4855624.58	FS58	17T 601731.47 4855606.15
Recommendation	This site is not considered to have significant cultural heritage value and interest. No further AA is recommended.			

Table S6: H105 Detailed Site Location Information

Borden Number	AlGw-224				
Site Name	H105				
Description of Location	The site area is located in an agricultural field within Parcel 2 (12519 Humber Station Road). The centre of site is approximately 188 metres due directly east and approximately 134 metres due northeast from Humber Station Road centreline, approximately 1,306 metres due southeast from Healey Road centreline, and approximately 1,763 metres northwest of Mayfield Road centreline. The elevation of the centre of site is at 233 metres above sea level. Driveway access from Humber Station Road.				
Size of Site	Roughly 19 metres north-south by 14 metres east-west in size.				
Site Extent	Centre	17T 602023.37 4855057.25			
	North	17T 602022.16 4855066.9			
	East	17T 602030.42 4855057.34			
	South	17T 602022.93 4855047.6			
	West	17T 602016.32 4855056.76			
Recorded GPS Coordinates	FS01	17T 602018.77 4855066.9	FS32	17T 602025.92 4855049.19	
	FS02	17T 602017.88 4855062.66	FS33	17T 602024.71 4855051.78	
	FS03	17T 602017.88 4855061.43	FS34	17T 602027.33 4855055.86	
	FS04	17T 602016.96 4855060.56	FS35	17T 602027.16 4855057.34	
	FS05	17T 602016.66 4855059.3	FS36	17T 602027.34 4855058.42	
	FS06	17T 602016.64 4855055.82	FS37	17T 602026.75 4855058.99	
	FS07	17T 602016.32 4855053.52	FS38	17T 602025.52 4855058.59	
	FS08	17T 602017.64 4855054.31	FS39	17T 602024.4 4855058.85	
	FS09	17T 602017.41 4855047.6	FS40	17T 602024.79 4855056.76	
	FS10	17T 602020.58 4855051.29	FS41	17T 602024.01 4855059.44	
	FS11	17T 602021.1 4855052.66	FS42	17T 602024.34 4855060.14	
	FS12	17T 602021.3 4855053.86	FS43	17T 602023.96 4855060.54	
	FS13	17T 602019.71 4855054.31	FS44	17T 602023.06 4855061.08	
	FS14	17T 602019.76 4855055.44	FS45	17T 602022.39 4855060.46	

	FS15	17T 602020.76 4855056.02	FS46	17T 602021.48 4855061.14
	FS16	17T 602018.43 4855057.81	FS47	17T 602021.55 4855062.04
	FS17	17T 602020.21 4855058.38	FS48	17T 602022.55 4855062.56
	FS18	17T 602018.63 4855060.29	FS49	17T 602022.89 4855062.14
	FS19	17T 602020.08 4855063.15	FS50	17T 602023.73 4855062.81
	FS20	17T 602019.29 4855062.29	FS51	17T 602022.73 4855063.39
	FS21	17T 602020.95 4855060.7	FS52	17T 602022.16 4855064.64
	FS22	17T 602021.55 4855058.13	FS53	17T 602026.25 4855065.58
	FS23	17T 602022.75 4855058.07	FS54	17T 602025.5 4855064.95
	FS24	17T 602022.76 4855056.55	FS55	17T 602025.23 4855063.66
	FS25	17T 602021.64 4855055.58	FS56	17T 602024.55 4855062.39
	FS26	17T 602023.65 4855054.6	FS57	17T 602025.03 4855060.16
	FS27	17T 602024.27 4855053.4	FS58	17T 602025.86 4855060.23
	FS28	17T 602023.51 4855052.9	FS59	17T 602026.55 4855059.74
	FS29	17T 602022.93 4855052.29	FS60	17T 602028.21 4855060.21
	FS30	17T 602019.35 4855052.73	FS61	17T 602029.59 4855061.02
	FS31	17T 602024.1 4855049.98	FS62	17T 602030.42 4855059.16
Recommendation	This site is not considered to have significant cultural heritage value and interest. No further AA is recommended.			

Table S7: Solmar H4 (AlGw-128) Extension Detailed Site Location Information

Borden Number	AlGw-128			
Site Name	Solmar H4			
Previous Stage 2 Centre of Site from OASD Site Form	17T 602352.9429 4854570.567			
Description of Location	The extension of the site area is located in an agricultural field within Parcel 2 (12519 Humber Station Road). The centre of site extension is approximately 29 metres due directly east and approximately 21 metres due northeast from Humber Station Road centreline, approximately 1,831 metres due southeast from Healey Road centreline, and approximately 1,232 metres northwest of Mayfield Road centreline. The elevation of the centre of site is at 230 metres above sea level. Driveway access from Humber Station Road.			
Size of Site	Roughly 17 metres north-south by 30 metres east-west in size.			
Site Extent	Centre	17T 602333.26 4854597.91		
	North	17T 602334.31 4854606.32		
	East	17T 602348.31 4854599.02		
	South	17T 602336.07 4854589.5		
	Northwest	17T 602318.21 4854606.32		
Recorded GPS Coordinates	FS66	17T 602348.31 4854599.02	FS73	17T 602334.31 4854593.53
	FS67	17T 602345.82 4854596.54	FS74	17T 602339.24 4854599
	FS68	17T 602345.59 4854594.76	FS75	17T 602331.2 4854596.07
	FS69	17T 602345.61 4854594.16	FS76	17T 602326.79 4854596.44
	FS70	17T 602344.01 4854593.85	FS77	17T 602318.62 4854605.52
	FS71	17T 602342.76 4854592.14	FS78	17T 602318.21 4854606.32
	FS72	17T 602336.07 4854589.5		
Recommendation	The portion of this site within the study area is not considered to have significant cultural heritage value and interest. No further AA is recommended.			

Table S8: P1 Detailed Site Location Information

Borden Number	AlGw-225
Site Name	P1
Description of Location	The site area is located in an agricultural field within Parcel 1 (12713 Humber Station Road). The centre of site is approximately 315 metres due directly east and approximately 226 metres due northeast from Humber Station Road centreline, approximately 713 metres due southeast from Healey Road centreline, and approximately 2,360 metres northwest of Mayfield Road centreline. The elevation of the centre of site is at 237 metres above sea level. Driveway access from Humber Station Road.
Size of Site	Roughly 54 metres northeast-southwest by 17 metres northwest-southeast in size.
Site Extent	Centre: 17T 601650.56 4855546.68 Northeast: 17T 601662.05 4855570.01 Southeast: 17T 601659.08 4855543.86 Southwest: 17T 601633.45 4855524.21 Northwest: 17T 601646.08 4855554.16
Recorded GPS Coordinates	FS01: 17T 601662.05 4855570.01 FS02: 17T 601665.8 4855568.84 FS03: 17T 601668.63 4855563.8 FS04: 17T 601671.38 4855555.86 FS05: 17T 601661.85 4855557.22 FS06: 17T 601660.96 4855556.81 FS07: 17T 601655.99 4855556.62 FS08: 17T 601653.6 4855553.68 FS09: 17T 601643.31 4855546.51 FS10: 17T 601645.61 4855541.54 FS11: 17T 601637.03 4855526.26 FS12: 17T 601633.45 4855524.21 FS15: 17T 601671.36 4855560.62 FS16: 17T 601649.16 4855552.5
Recommendation	This site is considered to have significant cultural heritage value and interest. Stage 3 AA is recommended.

Table S9: P2 Detailed Site Location Information

Borden Number	AlGw-226
Site Name	P2
Description of Location	The findspot is located in an agricultural field within Parcel 1 (12713 Humber Station Road). The findspot is approximately 250 metres due directly east and approximately 177 metres due northeast from Humber Station Road centreline. Driveway access from Humber Station Road. The elevation of the findspot is at 237 metres above sea level.
Size of Site	Isolated findspot
Site Extent	Isolated findspot
Recorded GPS Coordinates	FS13: 17T 601633.3 4855495.06
Recommendation	This isolated, diagnostic findspot is not considered to have significant cultural heritage value and interest. No further AA is recommended.

Table S10: P3 Detailed Site Location Information

Borden Number	AlGw-227
Site Name	P3
Description of Location	The findspot is located in an agricultural field within Parcel 1 (12713 Humber Station Road). The findspot is approximately 296 metres due directly east and approximately 209 metres due northeast from Humber Station Road centreline. Driveway access from Humber Station Road. The elevation of the findspot is at 237 metres above sea level.
Size of Site	Isolated findspot

Site Extent	Isolated findspot
Recorded GPS Coordinates	FS14 — 17T 601677.5 4855497.48
Recommendation	This isolated, diagnostic findspot is not considered to have significant cultural heritage value and interest. No further AA is recommended.

Table S11: Isolated Findspot Detailed Location Information

Name	Borden Number	Description	GPS Coordinates	Recommendation
P4	N/A	FS17	17T 601691.48 4855433.81	These isolated, non-diagnostic findspots are not considered to have significant cultural heritage value and interest. No further AA is recommended.
P5	N/A	FS63	17T 602452.16 4855392.82	
P6	N/A	FS64	17T 602249.45 4854988.51	
P7	N/A	FS65	17T 602244.48 4855010.6	

Table S12: Solmar H6 (AlGw-130) Site Detailed Location Information

Fixed Reference Landmarks	17T 601650.93 4855244.14 (hydro pole on the northeast side of Humber Station Road, southeast of the driveway entrance to 12713 Humber Station Road) 17T 601539 4855348 (hydro pole on the northeast side of Humber Station Road, southeast of 12779 Humber Station Road)
Borden Number	AlGw-130
Site Name	Solmar H6
Basis of Site Relocation, From OASD Site Form	Centre — 17T 601987.901 4855808.5874
Description of Location	The site area is located along the southwestern edge of an agricultural field at the back of 12713 Humber Station Road. The centre of site is approximately 650 metres northeast of the Humber Station Road centreline and approximately 830 metres southeast of the Healey Road centreline. The elevation of the centre of site is at 240 metres above sea level. Driveway access from 12713 Humber Station Road.
Size of Site	Roughly 45 metres north-south by 55 metres east-west in size.
Site Extent	Site Datum — 17T 601984 4855811 Centre — 17T 601987.495 4855810.8 North — 17T 601967.49 4855833.71 East — 17T 602015.24 4855802.72 South — 17T 601971.34 4855787.89 West — 17T 601959.75 4855795.47
Recorded GPS Coordinates	CSP01 — 17T 601994.639 4855821.593 CSP02 — 17T 601971.536 4855788.639 CSP03 — 17T 601976.197 4855792.041 CSP04 — 17T 601978.362 4855789.432 CSP05 — 17T 602003.085 4855797.889 CSP06 — 17T 602000.464 4855797.899 CSP07 — 17T 601999.192 4855798.494 CSP08 — 17T 601997.247 4855799.055 CSP09 — 17T 601997.651 4855801.102 CSP10 — 17T 601998.356 4855802.214 CSP11 — 17T 601995.449 4855800.024 CSP12 — 17T 601993.045 4855800.327 CSP147 — 17T 601984.402 4855808.687 CSP148 — 17T 601984.03 4855807.889 CSP149 — 17T 601983.068 4855807.584 CSP150 — 17T 601982.943 4855806.174 CSP151 — 17T 601983.882 4855804.804 CSP152 — 17T 601983.916 4855805.683 CSP153 — 17T 601984.266 4855806.624 CSP154 — 17T 601986.013 4855804.361 CSP155 — 17T 601986.772 4855805.077 CSP156 — 17T 601987.702 4855805.47 CSP157 — 17T 601986.731 4855806.048 CSP158 — 17T 601986.252 4855806.251

	CSP13	17T 601992.071 4855797.733		CSP159	17T 601986.311 4855807.261
	CSP14	17T 601991.929 4855796.89		CSP160	17T 601987.141 4855807.954
	CSP15	17T 601992.8 4855795.672		CSP161	17T 601987.943 4855807.362
	CSP16	17T 601991.768 4855795.368		CSP162	17T 601989.372 4855807.202
	CSP17	17T 601991.358 4855794.262		CSP163	17T 601991.409 4855808.593
	CSP18	17T 601991.741 4855792.997		CSP164	17T 601990.449 4855809.885
	CSP19	17T 601990.372 4855793.615		CSP165	17T 601990.96 4855810.82
	CSP20	17T 601987.874 4855792.816		CSP166	17T 601990.724 4855812.662
	CSP21	17T 601986.894 4855794.758		CSP167	17T 601992.886 4855812.889
	CSP22	17T 601981.768 4855793.08		CSP168	17T 601993.966 4855812.68
	CSP23	17T 601983.712 4855795.211		CSP169	17T 601994.169 4855813.666
	CSP24	17T 601984.316 4855796.205		CSP170	17T 601994.218 4855815.1
	CSP25	17T 601983.162 4855797.901		CSP171	17T 601994.579 4855817.845
	CSP26	17T 601982.268 4855799.147		CSP172	17T 601996.483 4855817.968
	CSP27	17T 601981.293 4855798.993		CSP173	17T 601995.196 4855818.654
	CSP28	17T 601981.768 4855799.765		CSP174	17T 601996.14 4855819.354
	CSP29	17T 601979.365 4855800.095		CSP175	17T 601999.514 4855819.956
	CSP30	17T 601978.794 4855798.875		CSP176	17T 601997.58 4855821.359
	CSP31	17T 601977.189 4855799.081		CSP177	17T 601995.396 4855822.549
	CSP32	17T 601975.434 4855800.553		CSP178	17T 601993.237 4855822.952
	CSP33	17T 601973.735 4855799.106		CSP179	17T 601993.35 4855820.289
	CSP34	17T 601965.684 4855793.981		CSP180	17T 601992.751 4855819.452
	CSP35	17T 601965.757 4855797.166		CSP181	17T 601991.321 4855817.642
	CSP36	17T 601968.062 4855799.932		CSP182	17T 601992.205 4855816.733
	CSP37	17T 601970.936 4855802.783		CSP183	17T 601992.754 4855815.969
	CSP38	17T 601972.841 4855806.122		CSP184	17T 601992.031 4855815.203
	CSP39	17T 601974.105 4855810.211		CSP185	17T 601990.991 4855816.052
	CSP40	17T 601970.517 4855810.291		CSP186	17T 601990.171 4855815.56
	CSP41	17T 601969.35 4855810.933		CSP187	17T 601990.219 4855814.596
	CSP42	17T 601967.713 4855816.624		CSP188	17T 601989.202 4855813.519
	CSP43	17T 601963.962 4855818.722		CSP189	17T 601987.781 4855812.185
	CSP44	17T 601967.185 4855818.826		CSP190	17T 601988.797 4855811.309
	CSP45	17T 601967.839 4855821.221		CSP191	17T 601988.044 4855811.036
	CSP46	17T 601967.406 4855823.346		CSP192	17T 601987.743 4855809.197
	CSP47	17T 601969.8 4855818.828		CSP193	17T 601986.864 4855809.875
	CSP48	17T 601970.795 4855818.328		CSP194	17T 601985.683 4855808.174
	CSP49	17T 601972.794 4855817.551		CSP195	17T 601985.891 4855810.021
	CSP50	17T 601976.791 4855818.029		CSP196	17T 601985.154 4855810.985
	CSP51	17T 601978.146 4855819.319		CSP197	17T 601986.112 4855810.773
	CSP52	17T 601979.405 4855819.475		CSP198	17T 601985.984 4855812.007
	CSP53	17T 601979.448 4855818.342		CSP199	17T 601986.834 4855811.985
	CSP54	17T 601979.424 4855816.938		CSP200	17T 601986.587 4855812.891
	CSP55	17T 601979.81 4855815.889		CSP201	17T 601987.529 4855813.59
	CSP56	17T 601979.231 4855815.44		CSP202	17T 601986.555 4855813.779
	CSP57	17T 601978.272 4855813.901		CSP203	17T 601986.564 4855814.814
	CSP58	17T 601979.57 4855814.06		CSP204	17T 601987.196 4855816.123
	CSP59	17T 601979.702 4855811.858		CSP205	17T 601988.447 4855816.646
	CSP60	17T 601979.18 4855810.566		CSP206	17T 601989.067 4855815.595
	CSP61	17T 601979.615 4855809.874		CSP207	17T 601989.612 4855817.284
	CSP62	17T 601979.198 4855808.844		CSP208	17T 601989.108 4855817.997
	CSP63	17T 601978.121 4855809.522		CSP209	17T 601989.861 4855818.921

CSP64	17T 601977.701 4855807.962	CSP210	17T 601989.783 4855820.025
CSP65	17T 601976.309 4855807.171	CSP211	17T 601990.909 4855820.502
CSP66	17T 601976.52 4855803.534	CSP212	17T 601991.186 4855821.491
CSP67	17T 601980.662 4855801.409	CSP213	17T 601991.868 4855823.917
CSP68	17T 601982.761 4855800.279	CSP214	17T 601991.864 4855824.806
CSP69	17T 601983.199 4855800.996	CSP215	17T 601992.567 4855824.707
CSP70	17T 601983.567 4855799.636	CSP216	17T 601991.163 4855825.466
CSP71	17T 601984.398 4855800.215	CSP217	17T 601989.51 4855826.439
CSP72	17T 601985.273 4855800.123	CSP218	17T 601988.004 4855827.208
CSP73	17T 601984.575 4855798.691	CSP219	17T 601985.292 4855826.739
CSP74	17T 601986.124 4855799.587	CSP220	17T 601985.44 4855825.306
CSP75	17T 601986.882 4855797.717	CSP221	17T 601985.453 4855823.778
CSP76	17T 601987.841 4855799.367	CSP222	17T 601986.923 4855824.479
CSP77	17T 601988.169 4855798.343	CSP223	17T 601987.046 4855823.558
CSP78	17T 601989.178 4855796.479	CSP224	17T 601989.229 4855823.573
CSP79	17T 601990.706 4855797.741	CSP225	17T 601989.098 4855821.287
CSP80	17T 601990.934 4855800.864	CSP226	17T 601987.248 4855820.481
CSP81	17T 601991.577 4855802.241	CSP227	17T 601986.494 4855820.248
CSP82	17T 601993.325 4855804.028	CSP228	17T 601987.445 4855819.108
CSP83	17T 601994.678 4855803.001	CSP229	17T 601988.197 4855818.697
CSP84	17T 601994.339 4855801.633	CSP230	17T 601986.838 4855818.555
CSP85	17T 601995.513 4855801.799	CSP231	17T 601986.167 4855818.361
CSP86	17T 601995.939 4855803.417	CSP232	17T 601987.479 4855816.965
CSP87	17T 601995.69 4855805.219	CSP233	17T 601985.957 4855816.913
CSP88	17T 601996.576 4855805.768	CSP234	17T 601984.983 4855816.598
CSP89	17T 601997.685 4855805.348	CSP235	17T 601985.727 4855815.666
CSP90	17T 601998.92 4855806.938	CSP236	17T 601984.642 4855815.537
CSP91	17T 601997.797 4855807.349	CSP237	17T 601984.888 4855814.944
CSP92	17T 601997.735 4855808.524	CSP238	17T 601985.549 4855813.388
CSP93	17T 601998.269 4855809.981	CSP239	17T 601984.397 4855813.311
CSP94	17T 601999.236 4855809.81	CSP240	17T 601983.448 4855812.977
CSP95	17T 602000.569 4855810.11	CSP241	17T 601983.04 4855812.109
CSP96	17T 602001.672 4855813.049	CSP242	17T 601983.692 4855811.177
CSP97	17T 602004.862 4855812.67	CSP243	17T 601982.348 4855810.852
CSP98	17T 602010.36 4855812.138	CSP244	17T 601981.451 4855810.322
CSP99	17T 602005.338 4855816.567	CSP245	17T 601980.462 4855810.955
CSP100	17T 602002.366 4855817.712	CSP246	17T 601980.74 4855812.106
CSP101	17T 602001.077 4855818.095	CSP247	17T 601982.102 4855811.716
CSP102	17T 602000.703 4855817.11	CSP248	17T 601982.394 4855812.886
CSP103	17T 602001.076 4855819.173	CSP249	17T 601981.66 4855813.523
CSP104	17T 601999.723 4855818.105	CSP250	17T 601982.927 4855813.735
CSP105	17T 601998.859 4855817.82	CSP251	17T 601983.688 4855814.283
CSP106	17T 601997.463 4855817.189	CSP252	17T 601983.957 4855815.207
CSP107	17T 601998.26 4855816.849	CSP253	17T 601984.037 4855816.259
CSP108	17T 601998.45 4855816.207	CSP254	17T 601982.654 4855816.321
CSP109	17T 601998.561 4855813.191	CSP255	17T 601982.267 4855815.237
CSP110	17T 601998.367 4855811.833	CSP256	17T 601981.481 4855815.951
CSP111	17T 601996.119 4855811.31	CSP257	17T 601980.78 4855816.775
CSP112	17T 601995.996 4855813.071	CSP258	17T 601981.624 4855817.056
CSP113	17T 601994.034 4855811.389	CSP259	17T 601982.397 4855817.965
CSP114	17T 601994.423 4855810.729	CSP260	17T 601981.963 4855818.445

	CSP115	17T 601993.128 4855809.702	CSP261	17T 601981.205 4855818.477
	CSP116	17T 601995.012 4855808.721	CSP262	17T 601982.045 4855819.591
	CSP117	17T 601994.196 4855806.248	CSP263	17T 601982.645 4855819.289
	CSP118	17T 601993.355 4855805.929	CSP264	17T 601983.962 4855819.724
	CSP119	17T 601992.994 4855805.227	CSP265	17T 601983.458 4855818.297
	CSP120	17T 601992.628 4855804.7	CSP266	17T 601984.433 4855818.569
	CSP121	17T 601991.815 4855807.072	CSP267	17T 601985.383 4855818.487
	CSP122	17T 601991.592 4855806.16	CSP268	17T 601984.832 4855819.136
	CSP123	17T 601990.223 4855805.546	CSP269	17T 601985.816 4855820.021
	CSP124	17T 601989.849 4855804.261	CSP270	17T 601984.877 4855820.643
	CSP125	17T 601991.126 4855804.302	CSP271	17T 601984.014 4855825.422
	CSP126	17T 601989.549 4855802.366	CSP272	17T 601983.153 4855825.693
	CSP127	17T 601988.37 4855801.666	CSP273	17T 601983.156 4855824.295
	CSP128	17T 601985.865 4855801.4	CSP274	17T 601981.368 4855822.551
	CSP129	17T 601985.715 4855802.324	CSP275	17T 601980.591 4855822.078
	CSP130	17T 601986.378 4855802.846	CSP276	17T 601981.262 4855821.325
	CSP131	17T 601984.986 4855803.055	CSP277	17T 601980.277 4855821.206
	CSP132	17T 601983.926 4855801.607	CSP278	17T 601978.985 4855823.03
	CSP133	17T 601983.286 4855802.765	CSP279	17T 601977.439 4855823.614
	CSP134	17T 601982.417 4855803.41	CSP280	17T 601976.65 4855823.967
	CSP135	17T 601982.934 4855804.266	CSP281	17T 601977.201 4855824.796
	CSP136	17T 601981.862 4855804.598	CSP282	17T 601979.247 4855825.457
	CSP137	17T 601981.231 4855804.697	CSP283	17T 601980.472 4855827.447
	CSP138	17T 601978.969 4855804.97	CSP284	17T 601980.963 4855828.771
	CSP139	17T 601979.513 4855805.63	CSP285	17T 601977.669 4855831.473
	CSP140	17T 601979.644 4855806.562	CSP286	17T 601976.244 4855828.628
	CSP141	17T 601981.542 4855805.908	CSP287	17T 601974.889 4855825.325
	CSP142	17T 601980.996 4855807.131	CSP288	17T 601974.086 4855825.276
	CSP143	17T 601980.904 4855808.699	CSP289	17T 601974.195 4855826.156
	CSP144	17T 601981.633 4855809.197	CSP290	17T 601973.724 4855829.981
	CSP145	17T 601982.873 4855809.792	CSP291	17T 601973.2 4855831.105
	CSP146	17T 601983.728 4855809.835		

GPS Device	*Trimble GeoExplorer*
Universal Transverse Mercator (UTM) grid zone	17T
Datum	NAD 1983 CSRS
Method of Correction	Base Differential Correction
Accuracy	Less than one metre
Recommendation	This site is considered to have significant cultural heritage value and interest and requires Stage 4 mitigation of development impacts. The portion lying in the developable area (including a strip five metres north of the development boundary) is recommended to be subjected to excavation, while the remainder is recommended to be subjected to avoidance and protection.

3.0 DOCUMENTATION FOR STAGE 4 MITIGATION STRATEGY

PROLOGIS®

November 8, 2024

Ministry of Citizenship and Multiculturalism (MCM)
Archaeology Program Unit
Heritage Branch
Citizenship, Inclusion and Heritage Division
5th Floor, 400 University Ave.
Toronto ON M7A 2R9

RE: Avoidance & Protection of H6 site (AIG1-130), within Humber Station Villages Secondary Plan Area, Town of Caledon

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This letter is to confirm that we have been advised by Archeoworks Inc. that the avoidance and protection of archaeological sites preserves archaeological resources intact. It is the preferred option for the mitigation of impacts to archaeological sites.

We have been further advised that the following approaches can be used on their own, or in combination to reduce or eliminate impacts to archaeological sites:

- **Project redesign**: changing the design, layout, extent, location or timing of the proposed project or planned construction within the project property. The redesign could include relocation or repositioning proposed buildings, roadways, lot sizes or layouts, or project facilities (e.g; construction staging areas or stockpiles).
- **Excluding the area of the archaeological site:** redrawing the boundaries of the area proposed for development so as to exclude the area of the archaeological site from the final development application (eg; a proposed quarry is reduced in scale, a proposed highway or pipeline is diverted from the protected area). In this way, the area of the archaeological site is no longer part of the proposed development. Exclusion is usually viable only before a development application has been submitted, and when the archaeology fieldwork has been completed in the pre-submission phase.
- **Incorporating the area of the archaeological site:** including that area in the final development plans, but without land alteration of any kind in the area containing the site (eg., the site will be within an open space, woodland or parkland setting, restrictive setback, or protected environmentally sensitive area.)

[Ontario Ministry of Citizenship and Multiculturalism (MCM); 2011 *Standards and Guidelines for Consulting Archaeologists*. Toronto.]

Following a review of this information, while avoidance and protection of approximately 75% of Site H6 will be possible, as this portion of the site falls within TRCA regulated/environmentally protected lands, due to the nature of the proposed development, the remaining 25% of the site itself will require full mitigation via Stage 4 excavation for which we are committed to undertaking.

Yours truly,

Carlos Canejo, Director, Development
PROLOGIS

185 The West Mall, Suite 700 Toronto, ON M9C 5L5 Main +1 647 258 2600 Fax +1 647 258 2601 www.prologis.com

4.0 LETTER TO MCM

Archaeological & Heritage Planning
Ministry of Citizenship and Multiculturalism (MCM)
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON, M7A 0A7

RE: Advice on Proposed Stage 4 Partial Excavation Strategy for MCM Project Information Form Number P1059-0159-2024 (Stage 3 – Solmar H6 (AlGw-130)). Archeoworks Inc. Project Number 061-8155-07.

We are writing to the *Ministry of Citizenship and Multiculturalism (MCM)* to seek advice regarding a Stage 4 partial excavation strategy within the limits of construction/grading at the Solmar H6 (AlGw-130) site. This site is located within municipal address 12713 Humber Station Road, within part of Lot 4, Concession 5, in the Geographic Township of Albion, historic County of Peel, now in the Town of Caledon, Regional Municipality of Peel, Ontario (***see Appendix A – Map 1***).

Development Context

This archaeological excavation is being conducted as part of the proposed development of Parcel 1 and Parcel 2 in the Humber Station Villages Secondary Plan Area located between Healey Road, Coleraine Drive, Mayfield Road and Humber Station Road in the Town of Caledon. Parcel 1 encompasses 12713 Humber Station Road (38.33 hectares), in part of the west half of Lot 4, Concession 5. Parcel 2 encompasses 12519 Humber Station Road (40.08 hectares), in part of the west half of Lot 3, Concession 5. *Archeoworks Inc.* initially carried out the Stage 2 pedestrian survey component of the Stage 2 AA (P029-1032-2021) in 2007 and 2008 which resulted in the identification of a Euro-Canadian archaeological site that was registered under the name Solmar H6 and the Borden number AlGw-130 (***see Map 2***). Due to its ca.1830-1850s timeframe, the site was determined to have further cultural heritage value and interest (CHVI). A Stage 3 AA was recommended and subsequently carried out by *Archeoworks Inc.* in 2024 (P1059-0159-2024).

Stage 2 and 3 AA Record of Finds

A total of 104 Euro-Canadian artifacts were collected during the Stage 2 pedestrian survey. Artifacts present in the Stage 2 collection included thick window pane glass, a salt-glazed stoneware bottle, ceramic tablewares (refined white earthenware, creamware, pearlware, ironstone) including edgeware, spongeware, slipware, mocha on yellowware, and transfer print, as well as mould blown glass vessels.

The Stage 3 AA involved a controlled surface pick-up (CSP) to relocate the site followed by test unit excavation. A total of 501 Euro-Canadian artifacts and one Indigenous lithic tool were recovered from 291 findspots during the CSC while 1,364 Euro-Canadian artifacts were recovered from 28 test units – 23 on a ten-metre grid plus five infill (per *Section 3.2.3, Table 3.1, Standards 3-4* and *Section 3.3.1* of the *2011 S&G*). Stage 3 testing extended to the west, south and east until low artifact counts were reached. In the north, Stage 3 testing was limited to the edge of the ploughed field, as land further north comprised sloping and waterlogged wetland. The total site area measures approximately 45 metres long (north-south) by 55 metres wide (east-west) in size. Test units were excavated in the ploughzone to depths of 14 to 36 centimetres overlying subsoil (wherein excavation continued five centimetres in sterile conditions)

or a potential cultural feature. One potential cultural feature was identified in test unit 305-505. This feature appeared to be structural in nature, given the presence of brick and mortar on the surface of the feature deposit.

The highest counts were noted at the northern edge of the site, on the downslope leading to the wetland. This area (specifically around high-yielding test units 300-510, 300-515, 307-513, 310-510) appears to host the primary midden of the site (***see Map 3***). Results of both stages of excavation remain consistent with the ca. 1830 to 1850 timeframe first proposed in the Stage 2 AA report (P029-1032-2021).

The Indigenous tool recovered during the CSP is a biface - a late stage preform or rough spear that was broken and re-purposed into a hafted knife. The lithic raw material type is part of the Lockport Formation, Goat Island member, commonly called Ancaster chert.

Site Attribution and Current Conditions

The Solmar H6 site is in the west half (W½) (also referred to as the southwest half) of Lot 4, Concession 5 (L4C5), measuring 100 acres. The Euro-Canadian component of the site is quite likely related to the initial occupation of a log house on the W½ of the lot principally by owner John Acheson (ca. 1826-1851) and possibly later by tenant farmer Richard Carefoot (ca. 1861-1863).

John Acheson was listed in the 1851 *Census Record* in a one-storey frame house; however, it is likely that this house was located at the northwest corner of L4C5. John Acheson continued to be listed on the W½ of L4C5 in the 1861 *Census Record* as a farmer on 34 acres and living in a one-storey frame house. Richard Carefoot, a local farmer, was also listed on the W½ of L4C5 in the 1861 *Census Record*. He farmed 66 acres and lived in a one-storey log house. It is plausible that the house occupied by Richard Carefoot (1861) was the original log dwelling constructed by John Acheson upon his arrival on L4C5 (ca. 1826 to 1851), though no structures are depicted in earlier mapping (***see Map 4***). This house, which was probably abandoned ca. 1862, is represented by the finds at the Solmar H6 site area.

John Acheson sold the west 100 acres in 1862 to Charles Caldwell, son of the owners/occupants of the east half of the lot. Despite having sold the land, he continued living on a one-acre parcel, likely at the northwest corner, until his death in 1876. Historic mapping from this time indeed depicts the site area in property owned by the Charles Caldwell, but no house is depicted, suggesting that the site area had been converted into farmland by 1877 (***see Map 5***). Direct occupation of the property continued in other places away from the Solmar H6 site in the 20th and 21st centuries, while the site area itself remained part of a cultivated agricultural field (***see Maps 6-9***).

The Indigenous component of the Solmar H6 site consists of a single biface. In terms of affiliation, the biface is Indigenous in origin, and associated with the Early Woodland period. It is a large example of the Adena Stemmed projectile point, sometimes called the Beaver Tail with its signature ovate base. The metrics provided fit within an Adena assemblage from West Virginia (Justice, 1995, p.253). The date of this type of point suggests an age range of about 500 years, starting in about 800 BCE to an end date of 300 BCE (*ibid.*, p.192). Adena points occur over a wide area, encompassing much of Eastern North America, including Southern Ontario. Adena points are most prevalent in the Ohio valley and its tributaries, suggesting the core of the Indigenous peoples who used this type of point were based in this area (*ibid.*, p.196).

Proposed Stage 4 Mitigation Strategy

Per the *2011 S&G*, the Euro-Canadian component of this site is considered to have further CHVI due to its historical value as an early settlement (*Table 3.2*) and with more than 80% of the timespan of occupation dating to before 1870 (*Section 3.4.2, Standard 1.a*). The Indigenous component of the site, consisting of one reworked Early Woodland biface, is also determined to have further CHVI, per *Section 3.4, Standard 1.e* of the *2011 S&G*. Stage 4 mitigation of development impacts is required for both components. For the Stage 4 mitigation, the following options were presented and discussed with the proponent: project redesign; excluding the area of the archaeological site; or incorporating the area of the archaeological site into the project design. As the site straddles the boundary between developable and non-developable lands, a partial long-term avoidance and protection/partial excavation strategy was determined to be possible.

For the portion of the site lying within lands to be left undeveloped, which includes where the Indigenous biface was discovered as well as 90% of the Euro-Canadian component, a recommendation for avoidance and protection is proposed (including a ten-metre buffer zone beyond the established limits of the site). For the portion of the site falling within the developable lands (including a five-metre buffer zone outside/north of the development limit), as this area forms the site's periphery where no middens, activity areas or high artifact yields were encountered, a partial Stage 4 excavation comprising mechanical topsoil removal (MTR) only, followed by hand excavation of any cultural features that may be exposed, is being recommended. Should long-term avoidance and protection of the portion of the Solmar H6 (AlGw-130) site lying within the undevelopable area not be a viable option in future developments, further archaeological investigations will be required in this area, as noted below in the complete recommendations that will be presented in our Stage 3AA report:

1. "The **Solmar H6** (**AlGw-130**) site represents a multi-component Indigenous (Early Woodland) and Euro-Canadian (early to mid-19th century) archaeological resource. According to *Sections 3.5* and *4.2* of the *2011 S&G*, the preferred approach is avoidance and protection of the site. As such, the following options were presented and discussed with the proponent: project redesign; excluding the area of the archaeological site; or incorporating the area of the archaeological site into the project design. A portion of the site lies in undevelopable lands zoned as Environmental Policy Area while the remainder of the site falls in developable lands zoned as New Employment Area. It was therefore subsequently determined that the portion of this site lying within the undevelopable Environmental Policy Area can be avoided and protected *[documentation to be provided with the Stage 3 AA report and supplementary document submission]*; the remainder of the site must be subjected to a comprehensive Stage 4 archaeological salvage excavation in accordance with the requirements set within *Sections 4.2.1 (General Excavation Requirements), 4.2.2 (Excavation by Hand), 4.2.3 (Excavation by Mechanical Topsoil Removal), 4.2.4 (Excavation of Woodland Archaeological Sites), 4.2.7 (Excavation of 19th Century Domestic Sites), 4.3 (Determining the Extent of Excavations)* and *4.4 (Collecting Soil Samples)* of the *2011 S&G*.

   PARTIAL EXCAVATION

   Before beginning partial excavation, the limits of planned impacts, based on the final project design specifications, must be mapped and staked out (in accordance with *Section 4.1.6, Excavation Standard 1* of the *2011 S&G*). The excavated area must extend five metres beyond the edge of the mapped impacts (i.e., five metres beyond the developable lands into the undevelopable lands) to ensure that there are no incidental impacts to intact archaeological

resources (in accordance with *Section 4.1.6, Excavation Standard 2* of the *2011 S&G*). Also, to ensure excavation extends a minimum of ten metres beyond uncovered cultural features, as per *Section 4.3, Standard 1 (Table 4.1)* of the *2011 S&G*, excavation must extend five metres into the site from the edge of the mapped impacts (i.e., five metres beyond the developable lands into the undevelopable lands).

As the portion to be partially excavated includes only the periphery of the Euro-Canadian component, partial excavation is proposed to commence with mechanical topsoil removal in accordance with *Section 4.2.3* of the *2011 S&G*. Topsoil stripping must be carried out using a Gradall machine or back hoe with a smooth bucket under the supervision of a licenced archaeologist. Mechanical topsoil removal must stop at or above the topsoil/subsoil interface and should cover, at minimum, the full extent of all Stage 2 surface finds and artifact-yielding Stage 3 test units in the developable area plus the five-metre buffer beyond the edge of the mapped impacts. In accordance with *Section 4.3, Table 4.1* of the *2011 S&G* mechanical topsoil removal must also extend a minimum of ten metres beyond uncovered cultural features. If a portion of the archaeological site that should have been avoided is accidentally exposed, that portion must be completely excavated and documented (per *Section 4.1.6, Excavation Standard 3* of the *2011 S&G*). Any existing exposed faces within the archaeological site must be recorded, shored up to avoid collapse and then backfilled (per *Section 4.1.6, Excavation Standard 4* of the *2011 S&G*).

All exposed subsoil surfaces must be cleaned by shovel ("shovel shine") or trowel to aid in identifying subsurface cultural features. All identified cultural features must be hand-excavated by systematic levels and fully documented only after complete exposure. All cultural features must be documented with photographs and drawings according to *Section 4.2.1, Standard 9* of the *2011 S&G*, mapped and recorded relative to the grid established during the Stage 3 AA. Furthermore, all cultural features and cultural deposits must be hand-excavated according to *Section 4.2.7*, *Standards 3-5* of the *2011 S&G.* All feature fills and cultural deposits must be screened through mesh with an aperture of no greater than six millimetres to facilitate artifact recovery, except for any samples retrieved from appropriate cultural features that are reserved for specialist analysis. Any soil samples taken for floatation and specialist analysis must be collected in accordance with *Section 4.4* of the *2011 S&G.*

A thorough photographic record of on-site investigations should be maintained. Finally, a report documenting the methods and results of excavation and laboratory analysis, together with an artifact inventory, and all necessary cartographic and photographic documentation should be produced in accordance with the licensing requirements of the *MCM*.

AVOIDANCE AND PROTECTION

The remaining unexcavated portion of the site, the extent of which has been defined through the Stage 3 archaeological assessment, in addition to a ten-metre protective buffer (per *Section 4.1, Standards 1* and *2.b* of the *2011 S&*G) must be avoided and protected (***see Maps 10-11 below***). The area to be avoided and protected must not be subjected to any activities that might alter the archaeological site in any way, either temporarily or permanently. This includes even minor forms of soil disturbance such as tree removal, minor landscaping, utilities installation, etc. (in accordance with *Section 4.1.4, Standard 2* of the *2011 S&G*). If any proposed future developments are to impact the site, excavation by a licensed archaeologist is required.

In accordance with *Section 4.1.1, Standard 1* of the *2011 S&G*, should grading or other soil disturbing activities caused by the development project extend to the edge of the site's protective buffer the proponent must take the following steps to ensure that the protected area is not altered:

a. Erect a temporary barrier around the area to be avoided to the satisfaction of a licensed archaeologist.
b. Issue "no-go" instructions to all on-site construction crews, engineers, architects, or others involved in day-to-day decisions during construction.
c. Show the location of the area to be avoided in all contact drawings, where applicable. Include explicit instructions or labelling to avoid the area.

Per *Section 4.1.1, Standard 2* of the *2011 S&G*, the area to be avoided should be inspected and monitored by a licensed archaeologist during grading and other soil-disturbing activities to verify the effectiveness of avoidance strategies. If alteration of the archaeological site is observed at any time during construction, the *MCM* must be notified immediately. Following the completion of the grading and other soil disturbing activities, the licenced archaeologist must inspect and file a report to the *MCM* on the effectiveness of the strategy in ensuring that the area to be avoided remains intact (*Section 4.1.1, Standard 3* of the *2011 S&G*).

Documentation confirming the ownership of the site area by *PLD Humber Station Investment LP* including their awareness of their obligations to the archaeological site and their willingness and capacity to fulfill those obligations is provided within the **Supplementary Document**. *[documentation to be provided with the Stage 3 AA report and supplementary document submission]*

Should long-term protection of the unexcavated portion of the site become unfeasible in the future, this remaining portion must be subjected to a comprehensive Stage 4 excavation in accordance with *Section 4.2* of the *2011 S&G* as provided below.

COMPLETE EXCAVATION

Block Excavation

The Stage 4 salvage excavation must follow the methodology outlined in *Section 4.2.4 (Woodland archaeological sites)* of the *2011 S&G* for the Indigenous component, and *Section 4.2.7 (19th century domestic archaeological sites)* of the *2011 S&G* for the Euro-Canadian component. As per *Section 4.2.2* of the *2011 S&G*, hand excavation "is the preferred technique for documenting the full range of materials and formation processes at an archaeological site."

Although no midden areas were identified within the Indigenous component (CSP01), it is recommended that the Stage 4AA first entail hand excavation of the plough zone overtop and immediately surrounding the location of the discovered Indigenous biface with the overall aim to recover any additional Indigenous artifacts that may be present on site. With that, per *Section 4.3, Table 4.1* of the *2011 S&G*, hand excavation of a contiguous set of one-metre-square units ("block excavation") proceeding outward from CSP01 is to occur and must continue until there are yields of fewer than 10 artifacts from units at the edge of block excavation. Furthermore, excavation must be continued if units include at least two of the following: 1) formal tools or

diagnostic artifacts, 2) fire-cracked rock, bone or burnt artifacts. Testing of the site periphery (i.e., a five-metre buffer zone beyond the limit of block excavation) must also indicate no further high-artifact yielding units.

As the Euro-Canadian component of the site post-dates ca.1830, hand excavation of a contiguous set of one-metre-square units ("block excavation") of all identified midden areas followed by mechanical topsoil removal is recommended. The aims of hand excavation during Stage 4 at the site are: (1) to recover a greater amount of information about the lifestyles of the occupants by way of artifact recovery from the potential midden areas, (2) to understand deposition processes which resulted in the artifact accumulation within these midden areas, and (3) to recover a greater volume of artifacts overall, by hand excavating around all high-count units, specifically units 300-510, 300-515, 307-513 and 310-510.

Excavation of the Euro-Canadian component should proceed outward from excavated test units until a significant drop in artifact yield is observed. This is meant to address and fully explore the deposits, and to gather information to support an argument for why no further excavation is necessary or worthwhile in the ploughzone. It should be noted, however, that artifact counts should not be the only factor in determining block excavation cut-off: types of artifacts being encountered, and whether new information is coming out of the work being done, should be considered (i.e., are the percentages or ratios of artifacts changing as a result of this work; is the overall nature of the artifact assemblage changing). If there is no apparent change in what is being recovered as block excavation proceeds at the fringes, the redundancy in information and its marginal value in adding to a more comprehensive understanding of the early occupation of the site can also be a valid argument in terminating block excavation.

All hand-excavated units for both components must be excavated into the first five centimetres of subsoil, unless cultural features are encountered, and all excavated soil should be screened through six-millimetre wire mesh to facilitate artifact recovery. All identified cultural features must be excavated and fully documented only after complete exposure. It is important to note that in accordance with *Section 4.2.2, Standard 7.c* of the *2011 S&G* block excavation must extend at least two metres beyond all uncovered cultural features, regardless of unit artifact yields.

Mechanical Topsoil Removal

For both components, in accordance with *Section 4.2.4, Standard 2* and *Section 4.2.7, Standard 2* of the *2011 S&G,* following block excavations, the balance of the site area is to be subjected to mechanical topsoil removal. Topsoil stripping must be carried out under the supervision of a licensed archaeologist, using a Gradall machine or backhoe with a smooth bucket. Mechanical topsoil removal must stop at or above the topsoil/subsoil interface and should cover, at minimum, the full extent of all Stage 2 surface finds as well as the Stage 3 test units. In accordance with *Section 4.3, Table 4.1* of the *2011 S&G* mechanical topsoil removal must extend a minimum of ten metres beyond uncovered cultural features.

Feature Excavation and Other Requirements

All exposed subsoil surfaces must be cleaned by shovel ("shovel shine") or trowel to aid in identifying subsurface cultural features. All identified cultural features must be hand-excavated by systematic levels and fully documented only after complete exposure. All cultural features

must be documented with photographs and drawings according to *Section 4.2.1, Standard 9* of the *2011 S&G*, mapped and recorded relative to the grid established during the Stage 3 AA. All Indigenous component cultural features and cultural deposits must be hand-excavated according to *Section 4.2.4, Standards 3-6* of the *2011 S&G*. All Euro-Canadian component cultural features and cultural deposits must be hand-excavated according to *Section 4.2.7*, *Standards 3-5* of the *2011 S&G.* All feature fills and cultural deposits of both components must be screened through mesh with an aperture of no greater than six millimetres to facilitate artifact recovery, with the exception of any samples retrieved from appropriate cultural features that are reserved for specialist analysis. Any soil samples taken for floatation and specialist analysis must be collected in accordance with *Section 4.4* of the *2011 S&G.*

A thorough photographic record of on-site investigations should be maintained. Finally, a report documenting the methods and results of excavation and laboratory analysis, together with an artifact inventory, and all necessary cartographic and photographic documentation should be produced in accordance with the licensing requirements of the *MCM*."

Request for Advice Regarding Stage 4 Mitigation Strategy

Based on the proposed partial excavation/partial avoidance and protection strategy presented herewith, we are seeking the MCM's approval for this strategy to proceed. We welcome feedback and assistance from the *MCM* regarding this approach and look forward to working through this process to achieve a successful conclusion. Please do not hesitate to call or email the undersigned with any questions, comments or concerns.

Sincerely,

Ian Boyce (P1059), MA., HBa.
E: iboyce@archeoworks.com

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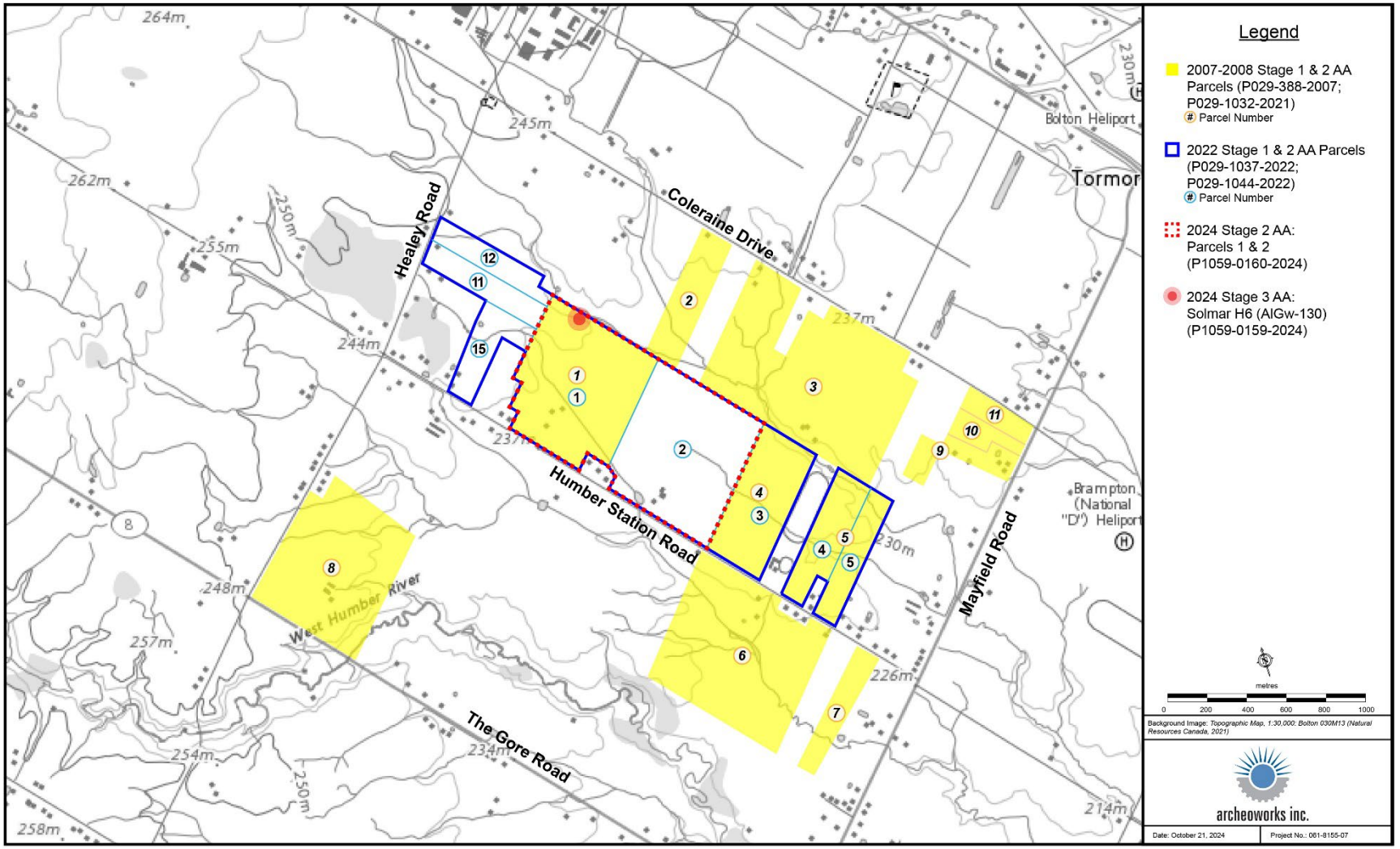
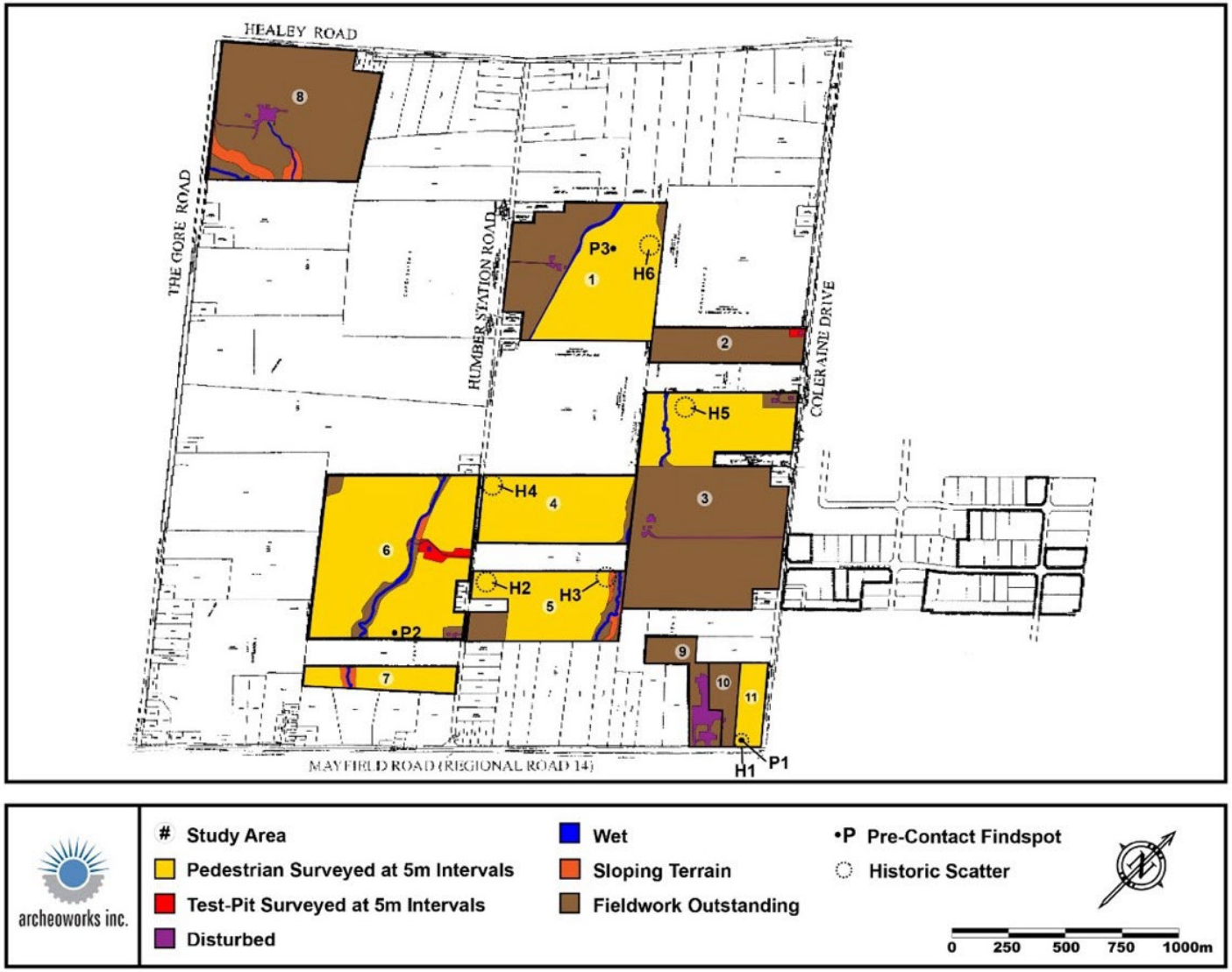
VuMAP ©First Base Solutions (2024)

- *2002, 2018, 2020 and 2022 Orthoimagery*. [Online]. Available at: http://vumap.firstbasesolutions.com/ [Accessed 02 October 2024].

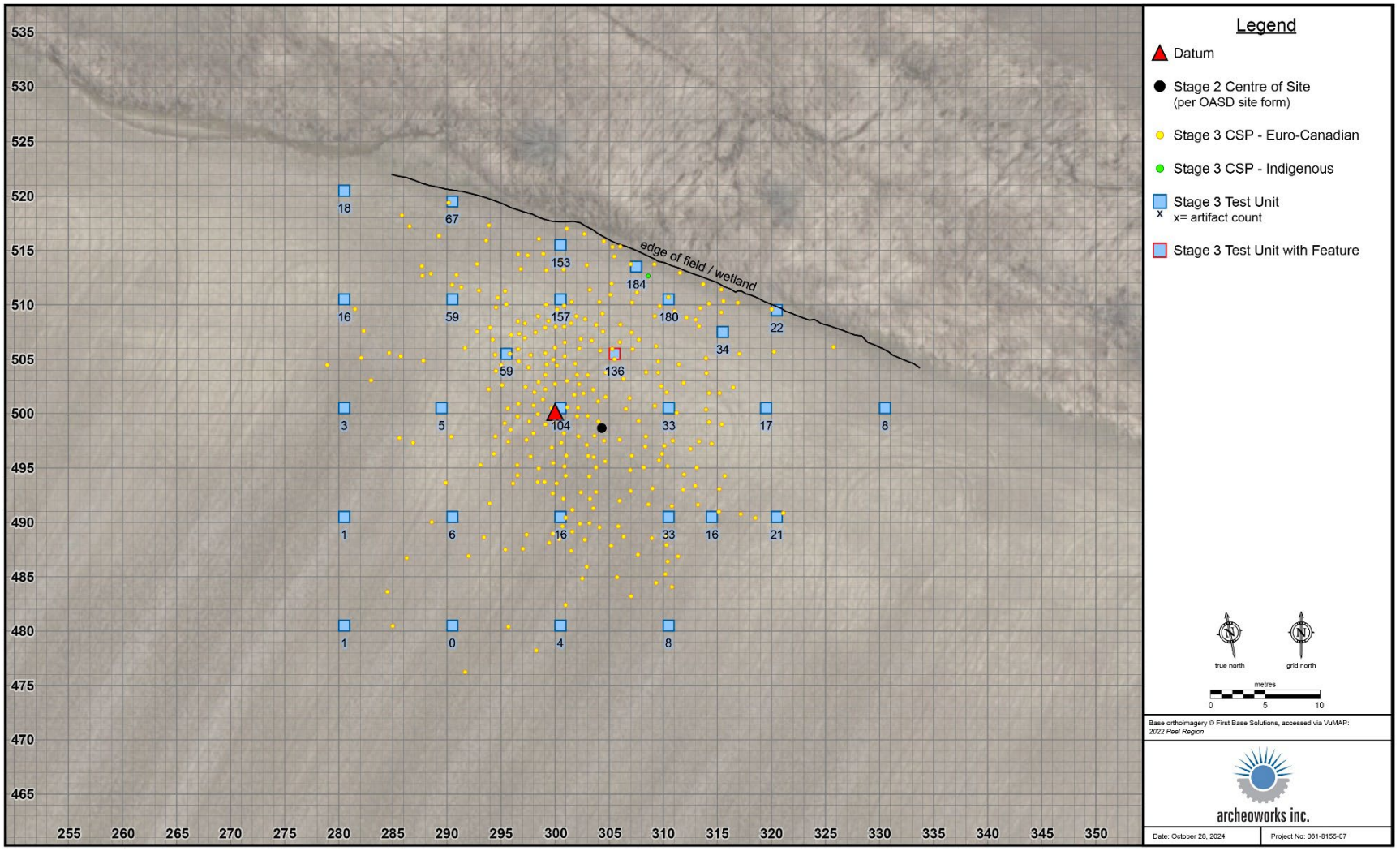
APPENDIX A: MAPS



Map 29: Topographic Map identifying the location of AlGw-130 within the various Stage 1 and 2 AAs carried out since 2007.

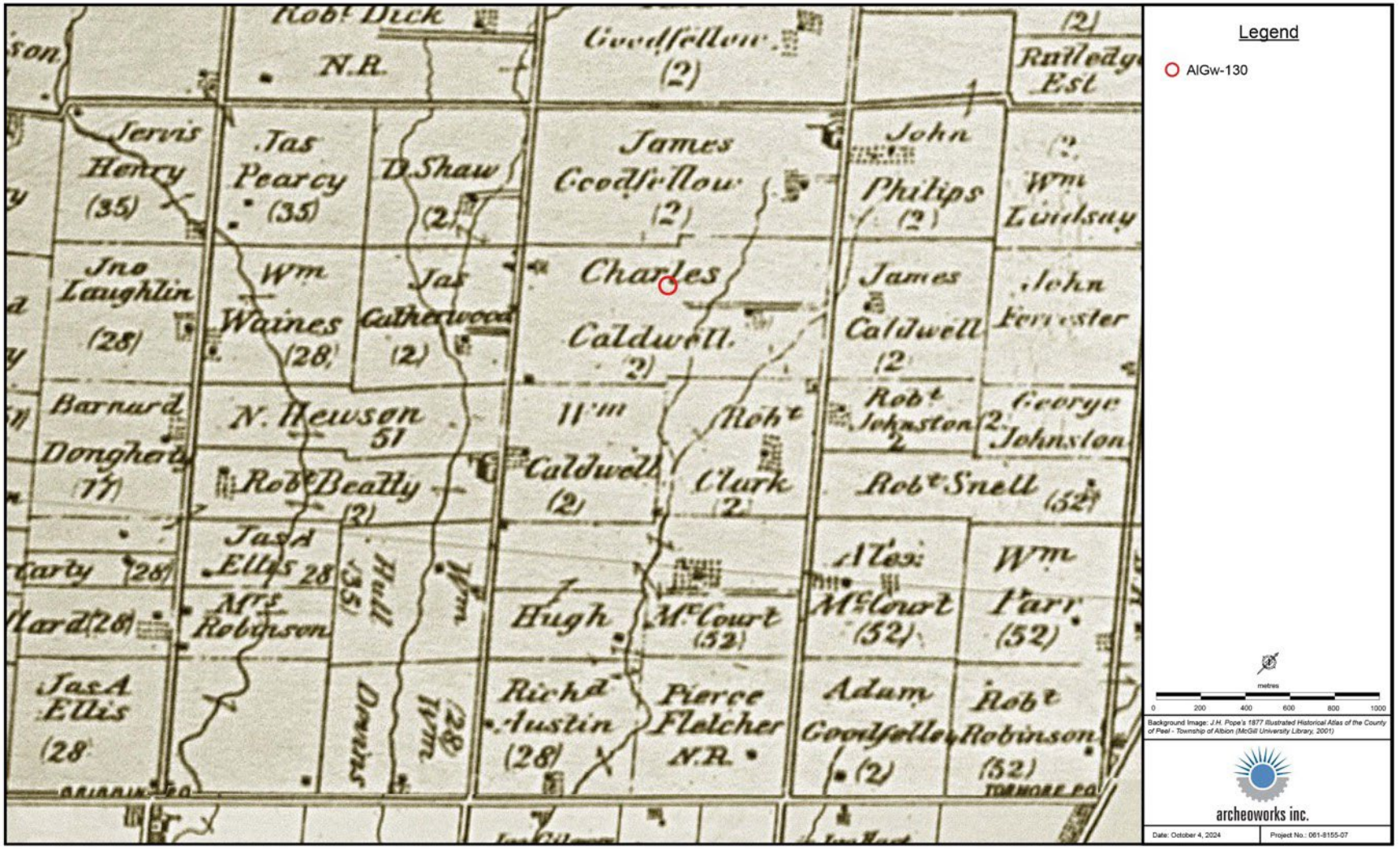

HEALEY ROAD
THE GORE ROAD
HUMBER STATION ROAD
COLERAINE DRIVE
MAYFIELD ROAD (REGIONAL ROAD 14)
1
2
3
4
5
6
7
8
9
10
11
H1
H2
H3
H4
H5
H6
P1
P2
P3
archeoworks inc.
Study Area
Pedestrian Surveyed at 5m Intervals
Test-Pit Surveyed at 5m Intervals
Disturbed
Wet
Sloping Terrain
Fieldwork Outstanding
•P Pre-Contact Findspot
Historic Scatter
0 250 500 750 1000m

Map 30: Results of the Stage 2 AA carried out by *Archeoworks Inc.* in 2007-2008, with locations of historic artifact scatters and isolated pre-contact findspots.

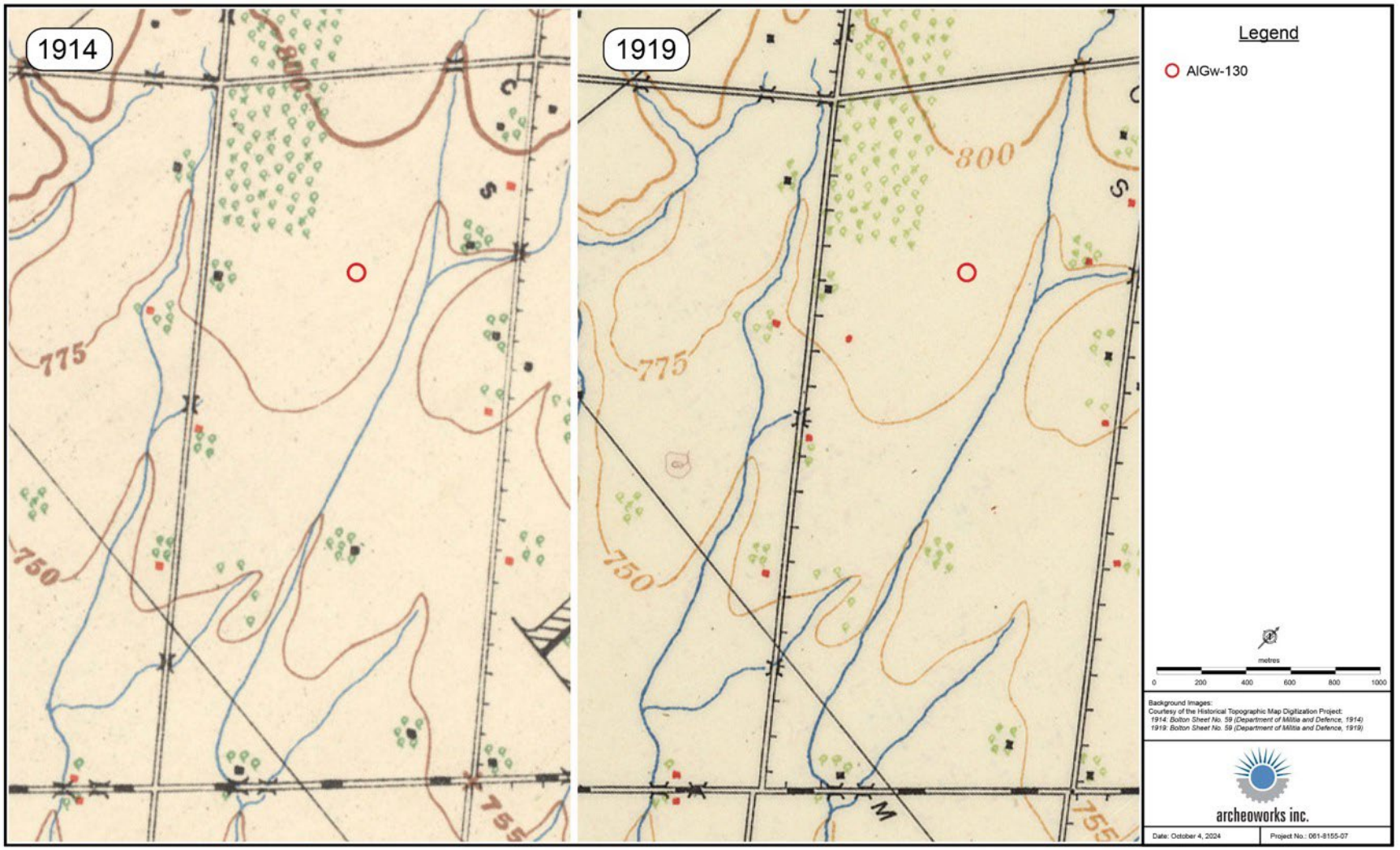


Map 31: Results of Stage 3 AA, with the centre of the site (as recorded in the OASD following the Stage 2 AA) also illustrated.

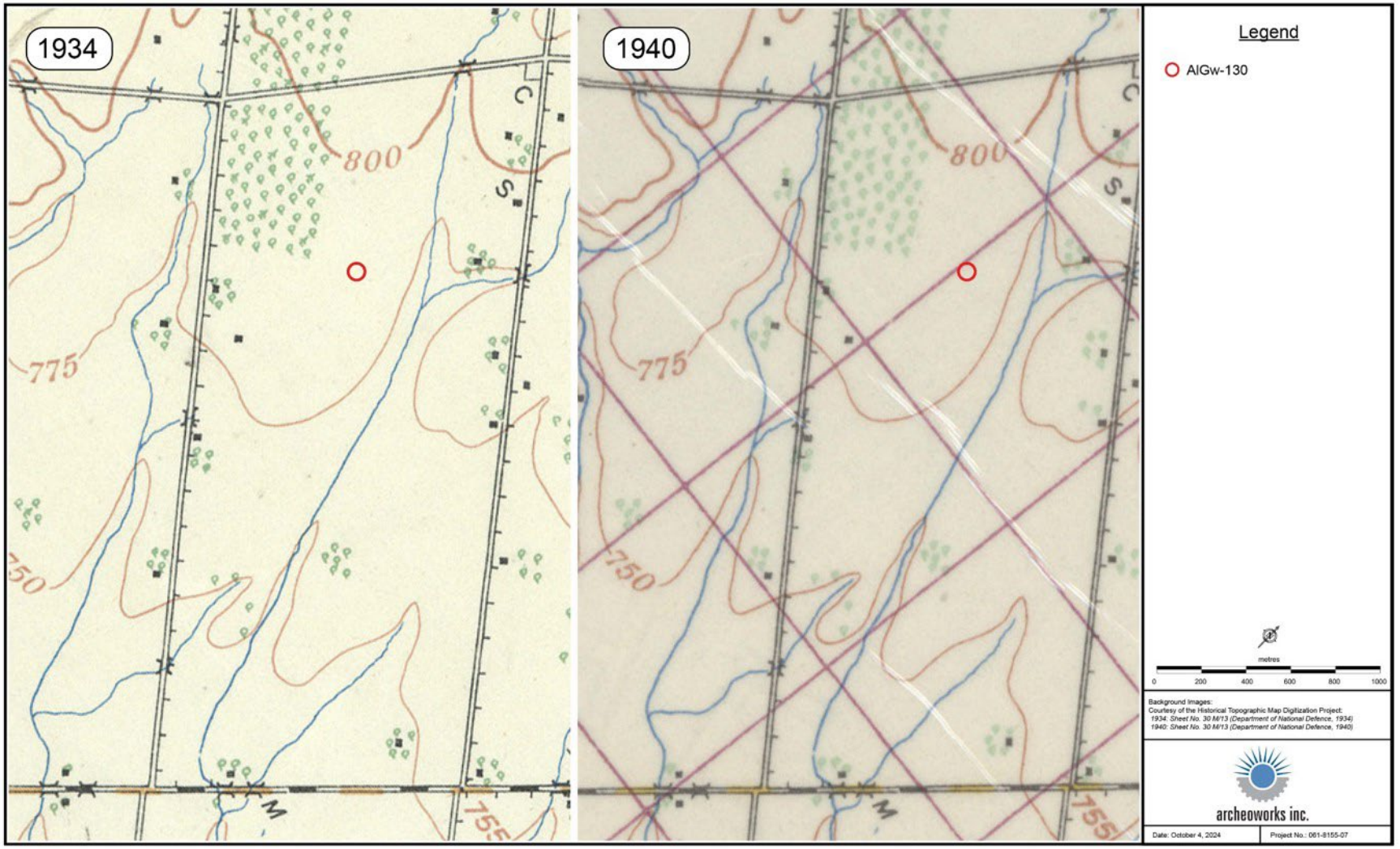
Map 32: AlGw-130 site area within the 1859 *Tremaine's Map of the County of Peel*.



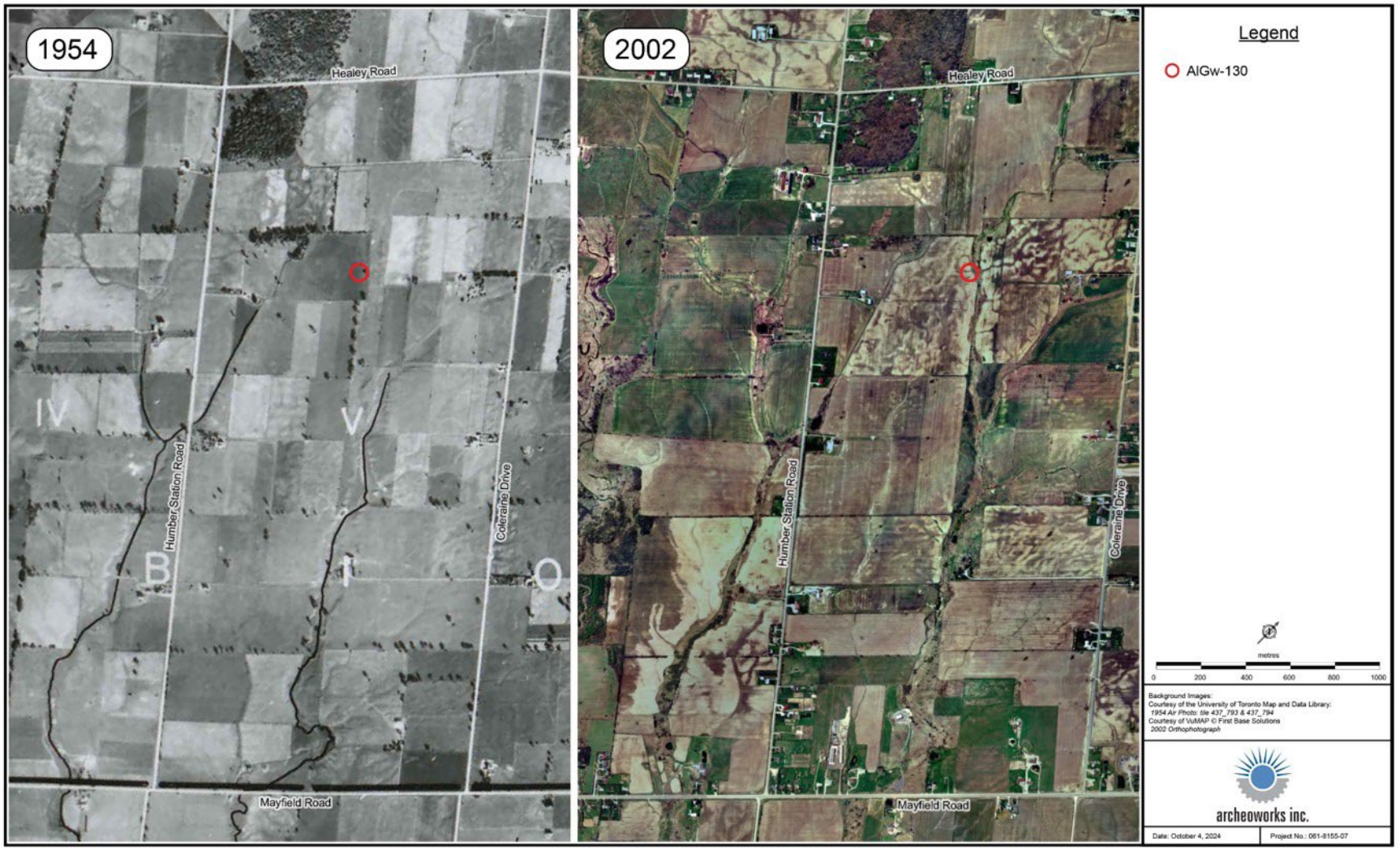
Map 33: AlGw-130 site area within the 1877 *Illustrated Historical Atlas of the County of Peel*.


1914
1919
800
775
750
755
Legend
AlGw-130
metres
0
200
400
600
800
1000
Background Images:
Courtesy of the Historical Topographic Map Digitization Project:
1914: Bolton Sheet No. 59 (Department of Militia and Defence, 1914)
1919: Bolton Sheet No. 59 (Department of Militia and Defence, 1919)
archeoworks inc.
Date: October 4, 2024
Project No.: 061-8155-07

Map 34: AlGw-130 site area within military topographic maps from the first half of the 20th century.



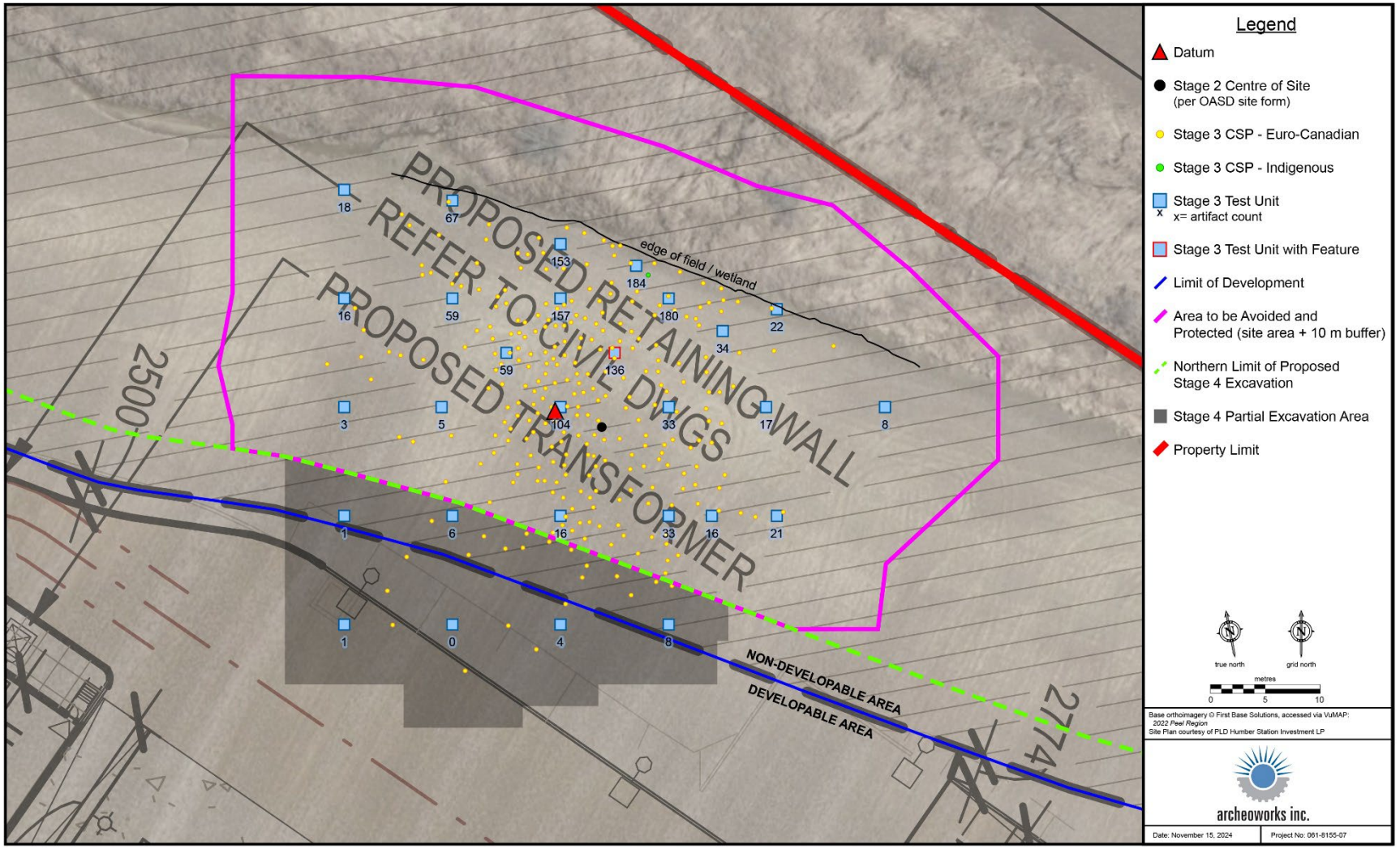
Map 35: AlGw-130 site area within military topographic maps from the first half of the 20th century.



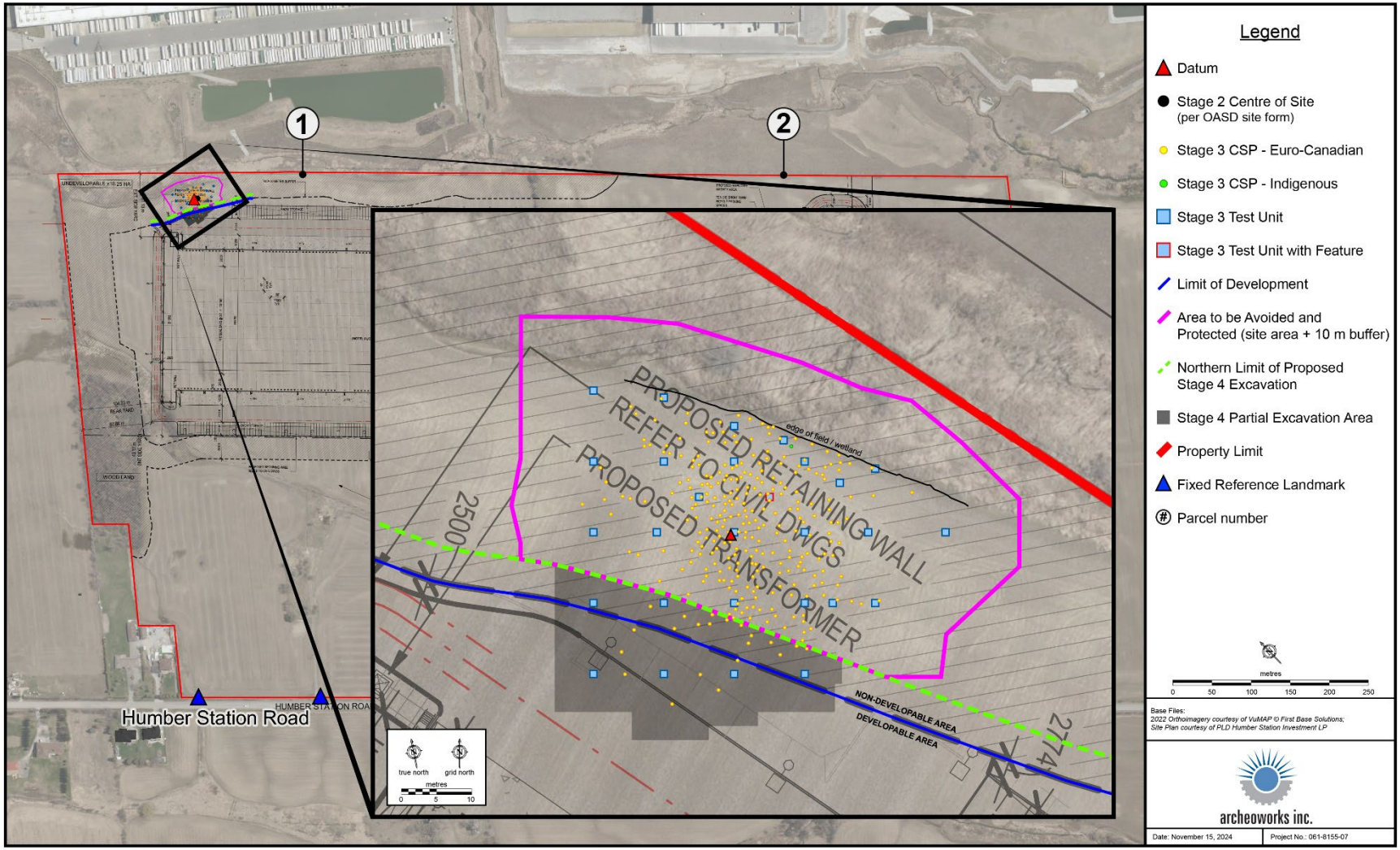
Map 36: AlGw-130 site area within a 1954 aerial photograph and 2002 orthoimagery.


2018
Healey Road
Humber Station Road
Coleraine Drive
Mayfield Road
2020
Healey Road
Humber Station Road
Coleraine Drive
Mayfield Road
Legend
AlGw-130
metres
0 200 400 600 800 1000
Background Images:
Courtesy of VuMAP © First Base Solutions
2018 and 2020 Orthophotographs
archeoworks inc.
Date: October 4, 2024
Project No.: 061-8155-07

Map 37: AlGw-130 site area within 2018 and 2022 orthoimagery.



Map 38: AlGw-130 site Stage 3 AA results with proposed Stage 4 recommendations.



Map 39: AlGw-130 site Stage 3 AA results with proposed Stage 4 recommendations within the larger development plan.

5.0 DOCUMENTATION FOR PARTIAL LONG-TERM AVOIDANCE AND PROTECTION

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November 8, 2024

Ministry of Citizenship and Multiculturalism (MCM)
Archaeology Program Unit
Heritage Branch
Citizenship, Inclusion and Heritage Division
5th Floor, 400 University Ave.
Toronto ON M7A 2R9

Re: Prologis Humber Station Distribution Centre - Protection of Site H6 (AlGw-130), Located in Part of Lot 4, Concession 5, Town of Caledon:
Associated Ministry PIF# P1059-0159-2024

This letter shall serve as confirmation that the developer/land owner of the above noted industrial development project is aware of the presence of Site H6 (AlGw-130), the majority of the site limits for which fall within TRCA lands (see Map 1 below) and that no impacts including, but not limited to, minor landscaping, recreational trail construction, grading or filling, can occur within its established protected limits.

Further, as owners of the property, we commit to the following statements:

1. To erect a temporary barrier around the site area to be avoided if grading or other soil disturbing activities caused by the development project extend to the edge of the area to be avoided
2. That no-go instructions will be issued to all on-site construction crews, engineers, architects, or others involved in day-to-day decisions during construction (ie: contractors, tradesmen, suppliers)
3. That the location of the area to be avoided will be shown in all contract drawings, where applicable and will include explicit instructions or labelling to avoid the site area
4. That during grading and other soil disturbing activities, a consultant archaeologist will inspect and monitor the area to be avoided to verify the effectiveness of avoidance strategies. If alteration of the archaeological site is observed at any time during construction, the consultant archaeologist will notify the ministry immediately
5. After completion of the grading and other soil disturbing activities, a consultant archaeologist will inspect and report to the ministry of the effectiveness of the strategy in ensuring that the area to be avoided remains intact.

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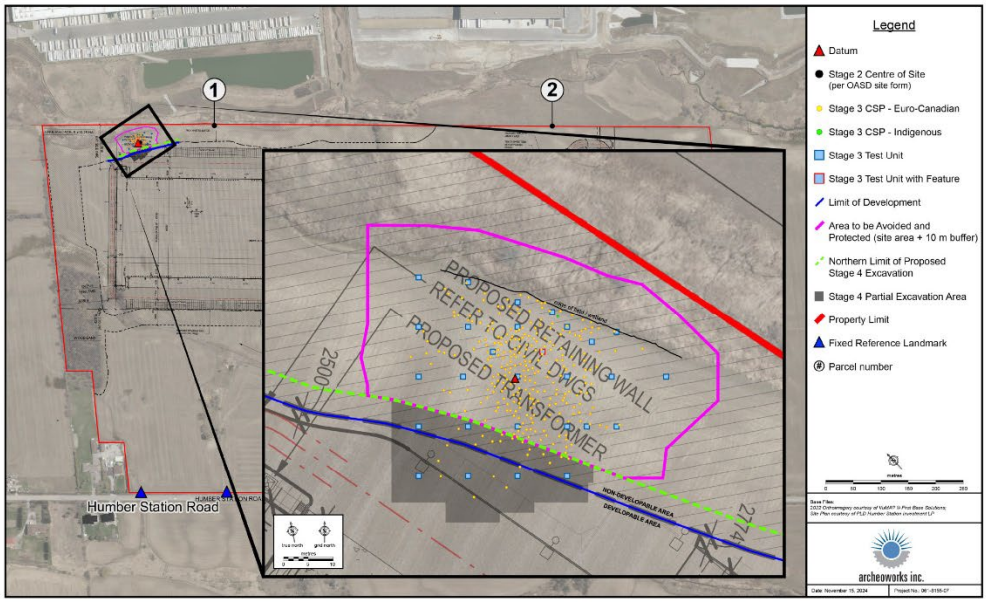
Long-term protection of Site H6 (AlGw-130) is ensured by its location within protected TRCA lands. The TRCA ensures that cultural heritage values are protected in the long term, specifically through their protocols which may include a combination of Zoning protection or conveyance. Once determined, protection measures will be undertaken by conditions of site plan approval including a registered Development Agreement.

Sincerely,

Carlos Canejo, Director, Development
PROLOGIS



Map 1: Site Plan showing location of Site H6 and proposed excavation area within Prologis Humber Station Distribution Centre Property

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6.0 DOCUMENTATION FOR PARTIAL CLEARANCE

PROLOGIS®

November 8, 2024

Ministry of Citizenship and Multiculturalism (MCM)
Archaeology Program Unit
Heritage Branch
Citizenship, Inclusion and Heritage Division
5th Floor, 400 University Ave.
Toronto ON M7A 2R9

Regarding:

- **Stage 2 Archaeological Assessment (AA) of Parcels 1 (12713 Humber Station Road) and 2 (12519 Humber Station Road) within the Humber Station Villages Secondary Plan Area. Associated MCM PIF #P1059-0160-2024**
- **Stage 3 AA of Site H6 (AlGw-130). Associated MCM PIF #P1059-0159-2024**

A proposal to establish a proposed Industrial Building with frontage along Humber Station Road has been submitted to the Town of Caledon. To facilitate approval of a grading permit, we conducted a Stage 1 and Stage 2 AA of the above listed lands. Based on the results of this investigation, three sites containing cultural heritage value were discovered: Site H101 (AlGw-220), Site P1 (AlGw-225) and Site H6 (AlGw-130). As Sites H101 and P1 fall within the southwestern portion of the subject lands not proposed for development, protection of both sites (ie: 20m protective buffer + 50m monitoring zone) until Stage 3 and, if required, Stage 4AA can take place can be accommodated.

Site H6, having recently undergone a Stage 3AA, falls within the development footprint and will be undergoing Stage 4 mitigations. In the interim, however, to facilitate earthworks occurring within the subject lands, as the limits of Site H6 were fully established during the Stage 3AA, protection of this site (ie: 10m protective buffer) can also occur until Stage 4 excavation takes place.

For this reason, we are requesting partial clearance of Site H101 (AlGw-220) and Site P1 (AlGw-225) and, as the proponent of this project, we commit to the following statements:

- That no construction activities, including landscaping and/or servicing, shall take place within the 20 metre protective buffer of each site;
- That any construction activities occurring beyond the 20 metre protective and within the 50 metres monitoring zone of each site, must be undertaken under the supervision of a licensed archaeologist and that the licensed consultant archaeologist is empowered to stop construction if there is a concern for impacts to the archaeological sites.

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- That snow-fencing will be erected around the limits of each site listed above, including the 20 metre protective buffer.

Furthermore, we are requesting partial clearance of Site H6 (AlGw-130) and, as the proponent of this project, we commit to the following statements:

- That no construction activities, including landscaping and/or servicing, shall take place within the 10 metre protective buffer of this site;
- That snow-fencing will be erected around the limits of this site, including the 10 metre protective buffer.

Partial clearance is being requested from the *Ministry Citizenship and Multiculturalism* for all lands assessed for this project located outside of the H101 and P1 Site's 50 metre monitoring zone and outside of H6 Site's 10 metre protective buffer. With this request, we also commit to the following:

- That "no-go" instructions will be issued to all on-site construction crews, engineers, architects, or others involved in day-to-day decisions during construction.
- That the location of the areas to be avoided will be shown in all contact drawings, where applicable and will include explicit instructions or labelling to avoid the areas.

We welcome feedback and assistance from the *Ministry of Citizenship and Multiculturalism* regarding this strategy and look forward to working through this process to achieve a successful conclusion regarding the protection of these archaeological sites until the appropriate archaeological assessments can occur.

Respectfully,

Carlos Canejo, Director, Development
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