

THE STAGE 1 ARCHAEOLOGICAL ASSESSMENT FOR  
THE PROPERTY KNOWN AS 70 MISSISSAUGA ROAD SOUTH  
AND 181 LAKESHORE ROAD WEST, CITY OF MISSISSAUGA  
(LOTS 9, 10 AND PART LOT 11, BROKEN FRONT CONCESSION, GEO. TOWNSHIP OF TORONTO,  
SOUTH, COUNTY OF PEEL)

*Prepared for*  
Port Credit West Village Partners (PCWVP)

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## EXECUTIVE SUMMARY

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment for the proposed redevelopment known as 70 Mississauga Road South and 181 Lakeshore Road West, City of Mississauga (Lots 9, 10 & Part Lot 11, Broken Front Concession, Geo. Township Of Toronto, South, County of Peel). The property was assessed for archaeological potential prior to mixed use redevelopment. This assessment was conducted as part of due diligence prior to any specific request by the City of Mississauga under the *Planning Act*. The assessment was conducted for Port Credit West Village Partners (PCWVP) who arranged for permission to enter the site property on June 7, 2017.

The 72.1-acre site is bounded by Mississauga Road to the east, waterfront lands not subject to this application and Lake Ontario to the south, Lakeshore Road West on the north and the backyards of residential properties along Pine Avenue South to the west (Map 1). The site was formerly an oil refinery site, but operations on the site have since ceased. Currently, gas station buildings (including store, pumps, canopy and carwash) located at the north-east corner of the site still exist and have only recently ceased operations. Residential areas bound the property to the east and west and a commercial area to the north.

The proximity to a small creek and Lake Ontario may have indicated the potential for precontact prior to twentieth-century disturbances. There may also have been potential for late nineteenth-century archaeological remains related to the early period of the Nightingale Pressed Brick Company.

Continued development of the brick yards through first 30 years of the twentieth century removed much of the archaeological potential from the southeastern quadrant of the study area. The period of development of the oil processing and storage facility from the 1930s to the 1980s removed archaeological potential from the remaining portion of the study area. The demolition and removal of most of the structures within the study area have intensified the extent of this disturbance. This includes removing any archaeological potential from the earliest period of brickyard buildings circa 1890.

The detailed documentary research and site visit conclude that archaeological potential has been removed from the entire 70 Mississauga Road and 181 Lakeshore Road West study area by intensive and extensive disturbance.

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

70 Mississauga Road South and 181 Lakeshore Road West study area does not have archaeological potential due to intensive and extensive disturbance. No further archaeological assessment is required.

## TABLE OF CONTENTS

PROJECT PERSONNEL	ii
EXECUTIVE SUMMARY	iii
TABLE OF CONTENTS	v
LIST OF IMAGES	v
LIST OF MAPS	vii
1.0 PROJECT CONTEXT	1
1.1 Development Context	1
1.2 Historic Context	1
1.2.1 General Area	1
1.2.1.1 Pre-contact era	1
1.2.1.2 Early contact era	2
1.2.1.3 Historic Euro-Canadian Settlement	3
1.2.2 Property History	3
1.3 Archaeological Context	5
1.3.1 Environmental Setting	5
1.3.2 Registered Archaeological Sites	5
1.3.3 Past Projects	6
2.0 METHODOLOGY	6
2.1 GIS Methods	6
2.2 Property Visit	7
2.3 Inventory of the Documentary Record	7
3.0 ANALYSIS AND CONCLUSIONS	7
3.1 Archaeological Potential	7
3.2 Conclusions	8
4.0 RECOMMENDATIONS	9
5.0 ADVICE ON COMPLIANCE WITH LEGISLATION	9
6.0 BIBLIOGRAPHY AND SOURCES	10
7.0 IMAGES	13
8.0 MAPS	24

## LIST OF IMAGES

Image 1: Port Credit Brick Works in 1907 (Mississauga Library System 1907).	13
Image 2: Port Credit Brick Works in 1908 (Mississauga Library System 1908).	13
Image 3: South view of the study area during brick yard era in 1916 showing rolling topography.	14
Image 4: Texaco Refinery, Port Credit, c1950, looking north on Mississauga Road (Insauga 2017).	14
Image 5: Texaco oil refinery view in 1980 looking south across employee parking lot (Mississauga Library System 1980).	15
Image 6: Texaco oil refinery view in 1985 (Mississauga Library System 1985).	15
Image 7: North view of paving remnants in north area along Mississauga Road.	16
Image 8: West view of ditching.	16
Image 9: South view of ditching.	16

Image 10: NW view of the remnant of the former garage (only standing structure remaining).	16
Image 11: Southwest view of pavement remnants and ditching.	16
Image 12: Southeast view of scraped area.	16
Image 13: Southeast view of poured concrete near former ship channel.	17
Image 14: Southeast view of poured concrete chunks near former ship channel.	17
Image 15: Southeast view of poured concrete chunks near former ship channel.	17
Image 16: Southeast view of landscaping near former ship channel.	17
Image 17: Southwest view along southern study area boundary showing berm.	17
Image 18: Southwest view of oil storage facility remains.	17
Image 19: North view of oil storage facility remains.	18
Image 20: North view of oil storage facility remains.	18
Image 21: North view of intensively disturbed landscape.	18
Image 22: Southeast view of intensively disturbed landscape	18
Image 23: West view of oil storage facility remains	18
Image 24: Northeast view of driveway cut.	18
Image 25: South view of oil storage facility remains (phenol separator).	19
Image 26: Northwest view towards shale pit.	19
Image 27: North view of oil storage facility remains (API separator).	19
Image 28: North view of ditching between former oil storage tanks (left) and shale pit (right).	19
Image 29: East view of disturbed berm between study area and Lake Ontario.	19
Image 30: West view of disturbed berm between study area and Lake Ontario.	19
Image 31: Northwest view of disturbance along west side of study area.	20
Image 32: East view of disturbance.	20
Image 33: East view of disturbed hillside cut near former oil storage tanks.	20
Image 34: North view of disturbances.	20
Image 35: South view of disturbances.	20
Image 36: East view of disturbances.	20
Image 37: North view of major berm near middle of study area.	21
Image 38: South view from berm across disturbances along west side of study area.	21
Image 39: Southeast view of disturbed landscape with major berm on left.	21
Image 40: South view of lane and berm along western limit of study area.	21
Image 41: East view of disturbances in northwest corner of study area.	21
Image 42: South view of disturbances in northwest corner of study area.	21
Image 43: South view of disturbances with major berm on right.	22
Image 44: East view of ditching and disturbances.	22
Image 45: Northwest view of berm and lane along north study area limit at Lakeshore Road West.	22
Image 46: West view of disturbed berm near northern study area limit.	22
Image 47: West view of disturbed berm near northern study area limit.	22
Image 48: South view of disturbances in northeast corner of study area.	22
Image 49: East view of disturbed berm on in northeast corner.	23
Image 50: North view of ditching and disturbances and former employee parking lot.	23
Image 51: NWest view of south end of former service station at intersection of Lakeshore Road West and Mississauga Road.	23
Image 52: Northwest view of south end of former service station.	23

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**LIST OF MAPS**

Map 1: Location of the 70 Mississauga Road South and 181 Lakeshore Road West study area (NRC 2010).	24
Map 2: Location of the study area on 1859 map of Peel County showing F. C. Capreol (Tremaine 1859).	25
Map 3: 1877 Toronto, South Township map location of study area showing vacant lands of Peel Manufacturing Company (Walker and Miles 1877).	26
Map 4: Location of 70 Mississauga Road South and 181 Lakeshore Road West study area showing proximity to former stream to the northeast and brick yards (DMD 1909).	27
Map 5: Location of 70 Mississauga Road South and 181 Lakeshore Road West study area showing proximity to former stream to the northeast and brick yards (DMD 1918).	28
Map 6: Location of 70 Mississauga Road South and 181 Lakeshore Road West study area showing proximity to former stream to the northeast and brick yards (DMD 1922).	29
Map 7: Location of 70 Mississauga Road South and 181 Lakeshore Road West study area showing proximity to former stream to the northeast and brick yards (DMD 1931).	30
Map 8: 1931 air photo showing layout of brick works buildings just prior to site conversion to oil processing facility (National Air Photo Library 1931; reproduced from exp report at 1:5000 scale).	31
Map 9: 1946 air photo showing early layout of oil processing facility (National Air Photo Library 1946; rescaled from exp report at 1:8000 scale).	32
Map 10: 1950 air photo showing expansion of oil processing facility (National Air Photo Library 1950; rescaled from exp report at 1:8000 scale).	33
Map 11: 1950 oblique angle view of refinery (insuaga 2017).	34
Map 12: 1960 oblique angle view of refinery (insuaga 2017).	34
Map 13: Location of 70 Mississauga Road South and 181 Lakeshore Road West study area showing proximity to former stream to the northeast and oil refinery (DND 1951).	35
Map 14: Fire insurance plan of 1952 showing structures in northeast quadrant (Underwriter's Service Bureau 1952).	36
Map 15: Fire insurance plan of 1952 showing structure and extent of shale pit and ship canal (Underwriter's Service Bureau 1952).	37
Map 16: Peel County soil map showing Chinguacousy Clay (Chc) and Bottomlands (B.L.) (Hoffman and Richards 1953).	38
Map 17: 1956 air photo showing expansion of oil processing facility (National Air Photo Library 1956; reproduced from exp report at 1:5000).	39
Map 18: 1965 air photo showing expansion of oil processing facility (National Air Photo Library 1965; rescaled from exp report at 1:11000).	40
Map 19: 70 Mississauga Road South and 181 Lakeshore Road West South study area showing locations of ground level photographs and removed archaeological potential with overlay of tanks and other structures from Ontario Base Map (MNR 2004).	41
Map 20: 70 Mississauga Road South and 181 Lakeshore Road West study area showing locations of ground level photographs and removed archaeological potential (reduced from original at 1:1,000 scale).	42
Map 21: Historical site plan circa 1965 - 1985 (from exp report).	43
Map 22: Survey plan for 70 Mississauga Road South and 181 Lakeshore Road West study area (at 25% scale provided by client).	44

## **1.0 PROJECT CONTEXT**

### **1.1 Development Context**

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment for the proposed redevelopment known as 70 Mississauga Road South and 181 Lakeshore Road West, City of Mississauga (Lots 9, 10 & Part Lot 11, Broken Front Concession, Geo. Township Of Toronto, South, County of Peel). The property was assessed for archaeological potential prior to mixed use redevelopment. This assessment was conducted as part of due diligence prior to any specific request by the City of Mississauga under the *Planning Act*. The assessment was conducted for Port Credit West Village Partners (PCWVP) who arranged for permission to enter the site property on June 7, 2017.

All archaeological assessment activities were performed according to the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011). All work was done under the archaeological consulting license, P158, issued to Jackie Dolling of A. M. Archaeological Associates under the *Ontario Heritage Act*. All records pertaining to this project will be curated at the offices of A. M. Archaeological Associates.

The 72.1-acre site is bounded by Mississauga Road to the east, waterfront lands not subject to this application and Lake Ontario to the south, Lakeshore Road West on the north and the backyards of residential properties along Pine Avenue South to the west (Map 1). The site was formerly an oil refinery site, but operations on the site have since ceased. Currently, gas station buildings (including store, pumps, canopy and carwash) located at the north-east corner of the site still exist and have only recently ceased operations. Residential areas bound the property to the east and west and a commercial area to the north.

### **1.2 Historic Context**

#### *1.2.1 General Area*

##### *1.2.1.1 Pre-contact era*

The story of Port Credit begins long before the arrival of non-Native settlers. Archaeological evidence suggests that Iroquois, Algonquin and Ojibwa speaking peoples were attracted to the Credit River Valley over a period of thousands of years. The archaeological record described in *Section 1.3.2 Registered Archaeological Sites* indicates that Indigenous people intensively used the Credit River from at least the Middle Archaic period onwards (500 B.C. – 500 A.D.).



### **1.2.1.2 Early contact era**

The French adventurer Etienne Brûlé likely visited the area in 1615 using the Lake Simcoe, Holland River, Credit River portage route known to Indigenous populations for millennia to access Lake Ontario from the north. There is some dispute whether Brûlé utilised the Credit River versus the Humber River as part of the route, but he may have visited the Seneca village, Teiaiagon, on the Humber River and Rouge Rivers. Another Seneca village, Ganatsekwyagon, was located on the Rouge River from 1665 to 1687.

By 1700, the Ojibwa had replaced the Iroquois from the North Shore of Lake Ontario, and a group of Ojibwa, known as the Mississauga, had settled around the mouth of the Credit River. In the 1720s, the French had established many trading posts around Lake Ontario, one of which was located at the mouth of the river. The Mississaugas referred to the river as “Missinihe” or “Trusting Water”, but the river came to be known as the Credit River, a name derived from the custom of trading on credit. After the decline of French power in the region, the British established their trade with the Mississaugas, building a trading post and Government Inn on the east bank of the mouth of the river in 1798. On August 2nd, 1805, at the mouth of the Credit River, the Mississaugas signed a land treaty with the British Crown. The Mississaugas reserved a one-mile strip of land on either side of the River that included the study area. The Mississaugas signed another treaty in 1818 and a third treaty in 1820. The result was that the Mississaugas were left with a 200-acre reserve of land. The resourcefulness of the Mississauga people under the leadership of Peter Jones (Kahkewaquonaby) meant they were successful which led to resentment by some local settlers. In an effort to assimilate the Mississaugas, the Government built a village for them, north of Port Credit in 1826, at the current site of the Mississauga Golf and Country Club. Old Port Credit Village was surveyed in 1834, and construction of a harbour began almost immediately. By 1847, it was clear that the Mississauga people had not prospered in the new location, and the Six Nations Confederacy offered the Mississauga First Nation 4,800 acres (1,900 ha) of land inside their own property as a gift of thanks to the Mississauga First Nation for their authorization for the purchase of the land in 1784. Their departure created an opportunity for commercial expansion, and Port Credit went through a period of tremendous economic growth as a harbour. This prosperity was brief and ended in the mid-1850s as a result of both a great fire, which destroyed the west end of the harbour and the construction of the Grand Trunk and Great Western Railways also diverted

commerce away from the village. Port Credit became a “police village” in 1909 and was incorporated as a “village” in 1914. It acquired Town status in 1961 and was amalgamated into the City of Mississauga in 1974. In 2005, Old Port Credit Village was designated as a Heritage Conservation District.

### ***1.2.1.3 Historic Euro-Canadian Settlement***

The historical European settlement of the north shore of Lake Ontario began in 1793 when John Graves Simcoe established the town of York. The early settlement was focussed on the Military Reserve near Fort York and around the area of present-day Front and Jarvis (Guillet 1946). The Township of Toronto, South was originally part of the much larger Home District which included York, Simcoe, Ontario, Peel and other Counties. Peel County was not separated until 1865 by which time it was largely settled (Lynch 1874). Toronto Township South was first surveyed by Samuel Wilmot in 1806.

### ***1.2.2 Property History***

Lot 9, 10 and 11, Broken Front (BF) was awarded to James R. Shaw in 1850. The 1837, 1846 and 1850 directories for Toronto Township do not list any occupants on “Broken Front” concession (Walton 1837; Brown 1846; Armstrong 1850). The lots depicted as part of the holdings of Frank C. Capreol by 1859 who had purchased the lands in 1855 (Tremaine 1859) (Map 2). Capreol founded the Peel Manufacturing Company in 1863, and the lots are shown as part of the company holdings by 1877 (Province of Canada 1863: 144; Walker and Miles 1877) (Map 3). Despite the plans of Capreol and the Peel Manufacturing Company, there was no development within the study area until the late nineteenth century.

Thomas Nightingale established the Nightingale Pressed Brick Company on the property in 1889 (Robb 2003). Nightingale died later in 1891, and the brickworks was transferred to another board member, Francis S. Stuart, in 1893. From 1894 to 1906, the property title was under Port Credit P.B. & T.C. Co., and from 1906 to 1931 it was under Port Credit Brick Company Limited (Chris Uchiyama Heritage 2017). The operation used three layers of shale blasted from a centrally located pit (Bureau of Mines 1906). The blasted shale was hauled by a rail car to pan mills then ground and transferred to a Berg press (Bureau of Mines 1906). In 1905, foundations had been dug for five new kilns as well as planned improvements such as a chain conveyor and electrical power from Niagara Falls (Bureau of Mines 1906). The bricks

were wheeled to a large building called a Hoffman continuous kiln with 18 chambers arranged in an oval (Bureau of Mines 1906) (Images 1, 2 and 3). The topographic map of 1909 depicts a wood frame structure at the intersection of Lakeshore and Mississauga Road, two brick structures along a creek in the northeastern quadrant, a rail line with two spurs and a structure labelled “Brick Yard” (Map 4). By 1918, a second wood frame structure has been added at the intersection of Lakeshore Road West and Mississauga Road as well as two brick structures along Lakeshore Road West and one on Mississauga Road (Map 5). Three more structures had been added along Mississauga Road between the topographic maps of 1922 and 1931 (Maps 6 and 7). These buildings along Mississauga Road can be seen in an oblique angle aerial image around 1950 (Image 4). When the brickworks ceased operations in 1927, the industrial structures included a brick office, workshop, six rectangular brick kilns, a frame pressed brick plant, a large brick and frame dryer and machine house, a brick house, a bunk house, outhouses and a railway spur in the southeastern quadrant of the study area (Underwriters Survey Bureau 1928) (Maps 7 and 8). There was a small creek running southeasterly across the northeastern quadrant of the property (Maps 4 - 7). The property title was transferred to Lloyd Refineries Limited in 1933, although the refinery appears to have been established in 1932.

In 1937, the refinery was purchased by Good Rich Oil in East Toronto (Chris Uchiyama Heritage 2017). The property changed hands several times between this date and 1985 with a gradual increase in the extent of the facility (Maps 8 - 21). In 1946 Good Rich sold the refinery to Trinidad Leaseholds, a subsidiary of Central Mining Company with headquarters in the United Kingdom. The refinery then became known as Trinidad Leaseholds Canada Ltd and was later renamed Regent Refining Company, a subsidiary of Trinidad Leaseholds. In 1955 McColl-Frontenac, a Canadian subsidiary of Texaco, moved into the refinery and in 1959 the name was changed to Texaco Canada Ltd. The Port Credit refinery was closed in 1978 when the Nanticoke facility began operations. One of the last areas to be developed is the employee parking lot along Lakeshore Road (Image 5). In 1985 the decommissioning of the Texaco Refinery was begun with the removal of the tank storage area (Image 6).

By 1965 two small rectangular buildings and an exposed gas pump had been constructed at the southwest corner of the intersection Lakeshore Road West and Mississauga Road Map 17. The buildings were replaced by a larger rectangular structure and two pump islands by 1975. By 1985, the pumps appear to have been covered by a small rectangular canopy. In the mid-1990s the property underwent a significant reconfiguration. The earlier pump stands, canopy and

service centre buildings were removed, and the layout of the property was reorganised. A car wash and associated drive-thru were constructed in the southwest corner of the property, and the pumps and convenience store were constructed in the northeast corner of the property. The property operated as a gas station and car wash until early in 2016.

### **1.3 Archaeological Context**

The 72.1-acre site is bounded by Mississauga Road to the east, waterfront lands not subject to this application and Lake Ontario to the south, Lakeshore Road West on the north and the backyards of residential properties along Pine Avenue South to the west (Map 1). The site was formerly an oil refinery site, but operations on the site have since ceased. Currently, gas station buildings (including store, pumps, canopy and carwash) located at the north-east corner of the site still exist and have only recently ceased operations. The property is bounded by residential areas to the east and west and a commercial area to the north.

#### *1.3.1 Environmental Setting*

The property is located in the Iroquois Plain physiographic region on a sand plain approximately 1.5 km south of shale plan (Chapman and Putnam 1984 and 2007). The Iroquois Plain was formed as part of glacial Lake Iroquois and is comprised of myriad soil variations ranging from clays to deposits of sand and gravel associated with the ancient shoreline and beach bars (Chapman and Putnam 1984). The soils of the property are shallow Chinguacousy clay over shale bedrock with a narrow band of bottomlands much around a former creek in the northeastern quadrant (Hoffman and Richards 1953) (Map 16). The property fronts onto waterfront/shoreline lands of Lake Ontario that are not subject to this application. There was also a small creek running southeasterly across the northeastern quadrant of the property, so all the study area was within 300 metres of a water source. The study area is mainly flat at an elevation of 80 metres with artificial variations in relief from a shale pit, settling and separation ponds and a ship channel.

#### *1.3.2 Registered Archaeological Sites*

A search of the Ministry of Tourism and Culture's archaeological sites database revealed 14 archaeological sites within a one-kilometre radius of the study area (MTCS 2017). Only the

Port Street, AjGv-11, is within 300 metres of the study area. Overall, the sites indicate the considerable presence of an Indigenous population in the area from the Middle Archaic period through into the Late Woodland period. The lower Credit River seems to have been a particular focus during the Middle Woodland period (500 B.C. – 500 A.D.).

<b>Borden #</b>	<b>Site Name</b>	<b>Time Period</b>	<b>Site Type</b>	<b>Reference</b>
AjGv-1	Hare	Archaic, Woodland, Middle	Camp	Konrad 1971
AjGv-10	Stavebank			Konrad 1971
AjGv-11	Port Street	Not recorded	Unknown	Konrad 1971
AjGv-13	Fort Toronto	Post-Contact		Konrad 1971
AjGv-32	Scott-O'Brien	Archaic, Middle, Woodland, Early, Woodland, Middle	Camp/campsite	MPP 1988; ASI 1991
AjGv-46		Pre-Contact	Isolated lithic find	ASI 1999
AjGv-47		Pre-Contact	Isolated lithic find	ASI 1999
AjGv-48		Pre-Contact	Isolated lithic find	ASI 1999
AjGv-49	Klinker	Archaic, Late	Camp/ campsite	ASI 1991
AjGv-50	Atoka	Woodland, Early, Woodland, Middle	Camp/ campsite	ASI 1991
AjGv-57		Pre-Contact	Burial	ASI 2003
AjGv-71	James Taylor	Not entered	Unknown	Not entered
AjGv-83		Archaic, Late, Archaic, Middle, Woodland	Camp / campsite	ASI 2016
AjGv-84	Kane	Post-Contact, Woodland	Unknown	NDA 2016

### 1.3.3 Past Projects

A search of the PastPort site report titles using keywords “Pine”, “Lakeshore”, and Lots 9, 10 and 11 in Toronto Township, Peel County did not recover the details of any reports of nearby archaeological assessments within 50 metres of the current study area.

However, the study area is mentioned in the archaeology section of a heritage study for adjacent lands of Port Credit to the east completed in 2003 (George Robb Architect 2003). Heather Henderson, Historic Horizon Inc., concludes that the “site of the Nightingale Pressed Brick Company brickyard... may retain some remnant of the building footings and processing areas” (George Robb Architect 2003: 35)

## 2.0 METHODOLOGY

### 2.1 GIS Methods

The existing survey plan was overlaid with nineteenth and twentieth-century mapping using the best available landmarks. The maps were rotated and stretched in both east-west and north-south direction to provide the best fit.

## **2.2 Property Visit**

A site visit was made to the property on June 7, 2017, under clear conditions and temperatures around +23°C. The current property conditions were visually assessed and photo documented from directly within the study area under excellent viewing conditions (Images 7 - 52). Photograph locations were logged by GPS (Maps 18 and 19).

Overall, there are numerous indications of large scale earth moving that have intensively and extensively disturbed the entire landscape within the study area. The disturbances were so extensive that it was not always clear which period of development or decommission was related to a particular feature of disturbance. However, large scale disturbance began with the use of the shale pit in the last decade of the nineteenth century. A portion of the north end of the shale pit has been filled as has the north end of the former ship canal. The study area is crossed by deep ditches which once separated groups of oil storage tanks. There are several large berms in the northeast, northwest, central and southwest portions of the study area as well as across most of the southern boundary with waterfront/shoreline lands of Lake Ontario not subject to this application. There is no remnant of the former creek in the northeastern quadrant, and this area is now crossed by several east-west ditches.

## **2.3 Inventory of the Documentary Record**

The documentary record of the project consists of one GPS track and 129 geo-tagged digital photographs and this report. The documentary record will be stored at the office of A. M. Archaeological Associates until they can be deposited at a long-term storage facility with the approval of the Ministry of Tourism, Culture and Sport.

# **3.0 ANALYSIS AND CONCLUSIONS**

## **3.1 Archaeological Potential**

The proximity to a small creek and Lake Ontario may have indicated the potential for precontact prior to twentieth-century disturbances. There may also have been potential for late nineteenth-century archaeological remains related to the early period of the Nightingale Pressed Brick Company.

Continued development of the brick yards through first 30 years of the twentieth century removed much of the archaeological potential from the southeastern quadrant of the study area. The period of development of the oil processing and storage facility from the 1930s to the 1980s removed archaeological potential from the remaining portion of the study area. The demolition and removal of most of the structures within the study area have intensified the extent of this disturbance. This includes removing any archaeological potential from the earliest period of brickyard buildings circa 1890.

### **3.2 Conclusions**

The detailed documentary research and site visit indicate that archaeological potential has been removed from the entire 70 Mississauga Road and 181 Lakeshore Road West study area by intensive and extensive disturbance. As a result, no Stage 2 archaeological assessment is recommended.

## 4.0 RECOMMENDATIONS

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

The 70 Mississauga Road South and 181 Lakeshore Road West study area does not have archaeological potential due to intensive and extensive disturbance. No further archaeological assessment is required.

## 5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

1. Advice on compliance with legislation is not part of the archaeological record. However, for the benefit of the proponent and approval authority in the land use planning and development process, the report must include the following standard statements:
  - a. This report is submitted to the Minister of Culture, Tourism and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Culture, Tourism and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
  - b. It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
  - c. 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*.
  - d. The Cemeteries Act, R.S.O. 1990 c. C.4 and the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, C.33 (when proclaimed in force) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services.



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Chris Uchiyama Heritage

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**7.0 IMAGES**



Image 1: Port Credit Brick Works in 1907 (Mississauga Library System 1907).



Image 2: Port Credit Brick Works in 1908 (Mississauga Library System 1908).





Image 3: South view of the study area during brick yard era in 1916 showing rolling topography.



Image 4: Texaco Refinery, Port Credit, c1950, looking north on Mississauga Road (Insauga 2017).



Image 5: Texaco oil refinery view in 1980 looking south across employee parking lot (Mississauga Library System 1980).



Image 6: Texaco oil refinery view in 1985 (Mississauga Library System 1985).





Image 7: North view of paving remnants in north area along Mississauga Road.



Image 8: West view of ditching.



Image 9: South view of ditching.



Image 10: NW view of the remnant of the former garage (only standing structure remaining).



Image 11: Southwest view of pavement remnants and ditching.



Image 12: Southeast view of scraped area.





Image 13: Southeast view of poured concrete near former ship channel.



Image 14: Southeast view of poured concrete chunks near former ship channel.



Image 15: Southeast view of poured concrete chunks near former ship channel.



Image 16: Southeast view of landscaping near former ship channel.



Image 17: Southwest view along southern study area boundary showing berm.



Image 18: Southwest view of oil storage facility remains.





Image 19: North view of oil storage facility remains.



Image 20: North view of oil storage facility remains.



Image 21: North view of intensively disturbed landscape.



Image 22: Southeast view of intensively disturbed landscape



Image 23: West view of oil storage facility remains



Image 24: Northeast view of driveway cut.





Image 25: South view of oil storage facility remains (phenol separator).



Image 26: Northwest view towards shale pit.



Image 27: North view of oil storage facility remains (API separator).



Image 28: North view of ditching between former oil storage tanks (left) and shale pit (right).



Image 29: East view of disturbed berm between study area and Lake Ontario.



Image 30: West view of disturbed berm between study area and Lake Ontario.





Image 31: Northwest view of disturbance along west side of study area. Image 32: East view of disturbance.



Image 33: East view of disturbed hillside cut near former oil storage tanks. Image 34: North view of disturbances.



Image 35: South view of disturbances.

Image 36: East view of disturbances.





Image 37: North view of major berm near middle of study area.



Image 38: South view from berm across disturbances along west side of study area.



Image 39: Southeast view of disturbed landscape with major berm on left.



Image 40: South view of lane and berm along western limit of study area.

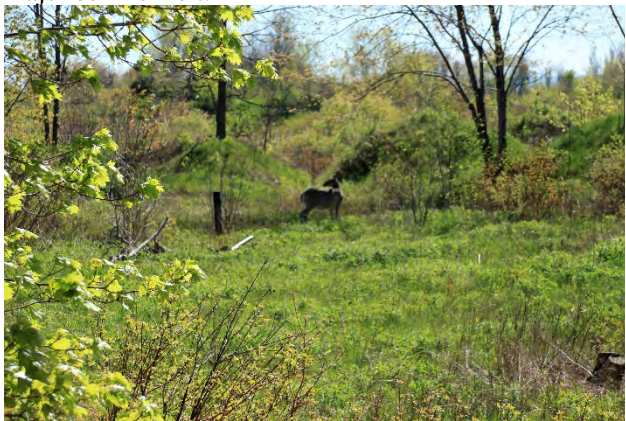


Image 41: East view of disturbances in northwest corner of study area.



Image 42: South view of disturbances in northwest corner of study area.





Image 43: South view of disturbances with major berm on right.



Image 44: East view of ditching and disturbances.



Image 45: Northwest view of berm and lane along north study area limit at Lakeshore Road West.



Image 46: West view of disturbed berm near northern study area limit.



Image 47: West view of disturbed berm near northern study area limit.



Image 48: South view of disturbances in northeast corner of study area.





Image 49: East view of disturbed berm on in northeast corner.



Image 50: North view of ditching and disturbances and former employee parking lot.



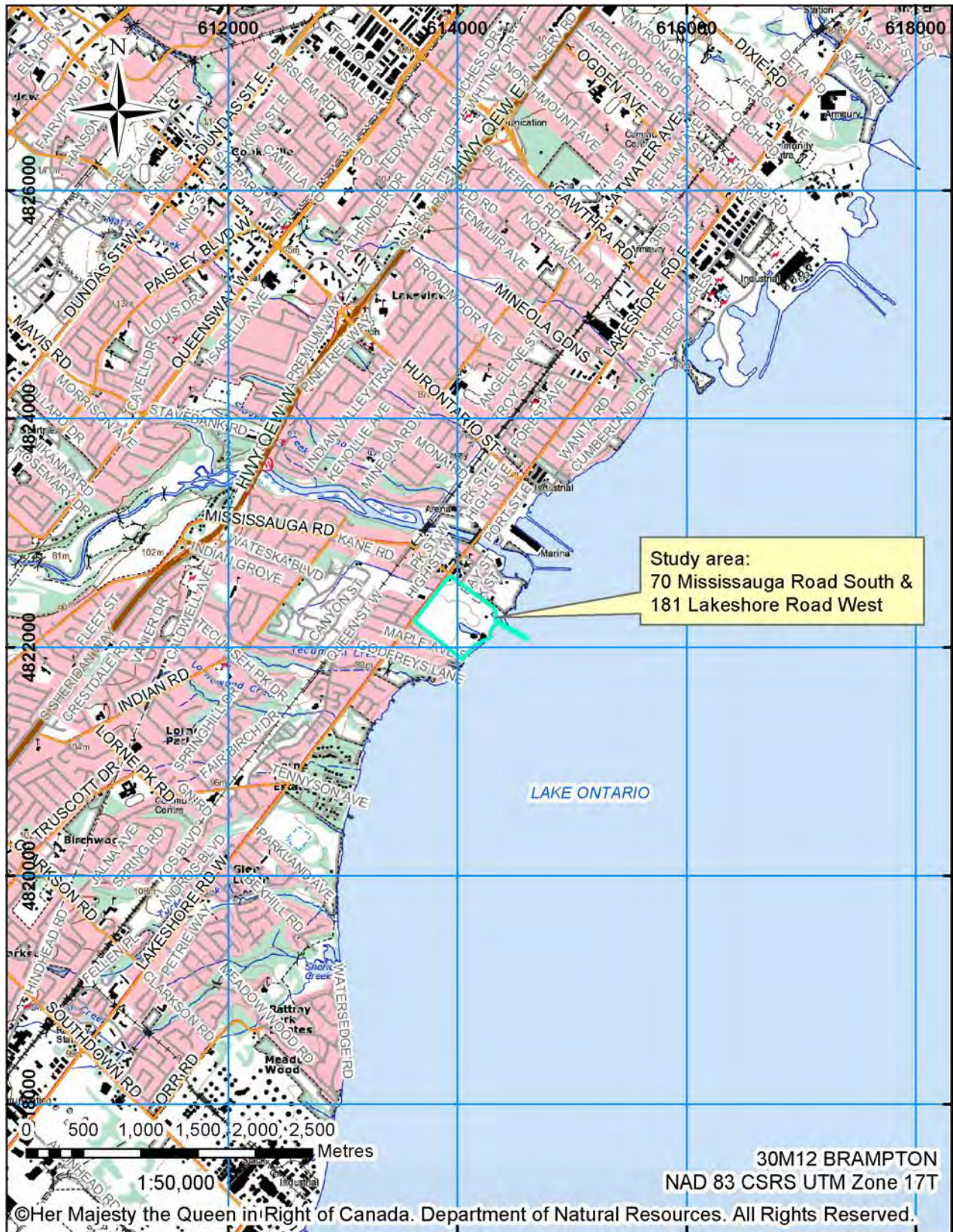
Image 51: NWest view of south end of former service station at intersection of Lakeshore Road West and Mississauga Road.



Image 52: Northwest view of south end of former service station.

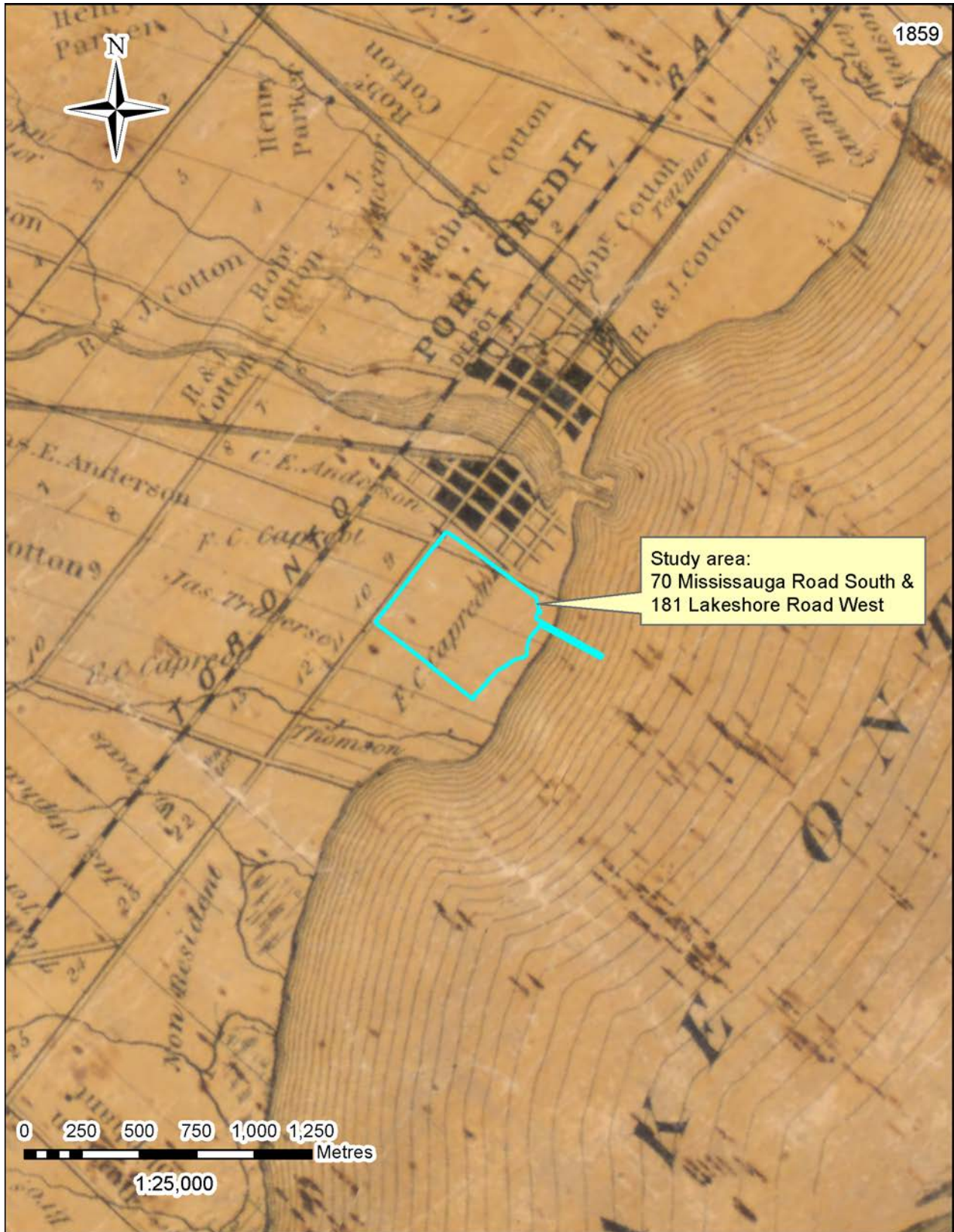


### 8.0 MAPS



Map 1: Location of the 70 Mississauga Road South and 181 Lakeshore Road West study area (NRC 2010).





Map 2: Location of the study area on 1859 map of Peel County showing F. C. Capreol (Tremaine 1859).









Map 4: Location of 70 Mississauga Road South and 181 Lakeshore Road West study area showing proximity to former stream to the northeast and brick yards (DMD 1909).





Map 5: Location of 70 Mississauga Road South and 181 Lakeshore Road West study area showing proximity to former stream to the northeast and brick yards (DMD 1918).





Map 6: Location of 70 Mississauga Road South and 181 Lakeshore Road West study area showing proximity to former stream to the northeast and brick yards (DMD 1922).





Map 7: Location of 70 Mississauga Road South and 181 Lakeshore Road West study area showing proximity to former stream to the northeast and brick yards (DMD 1931).



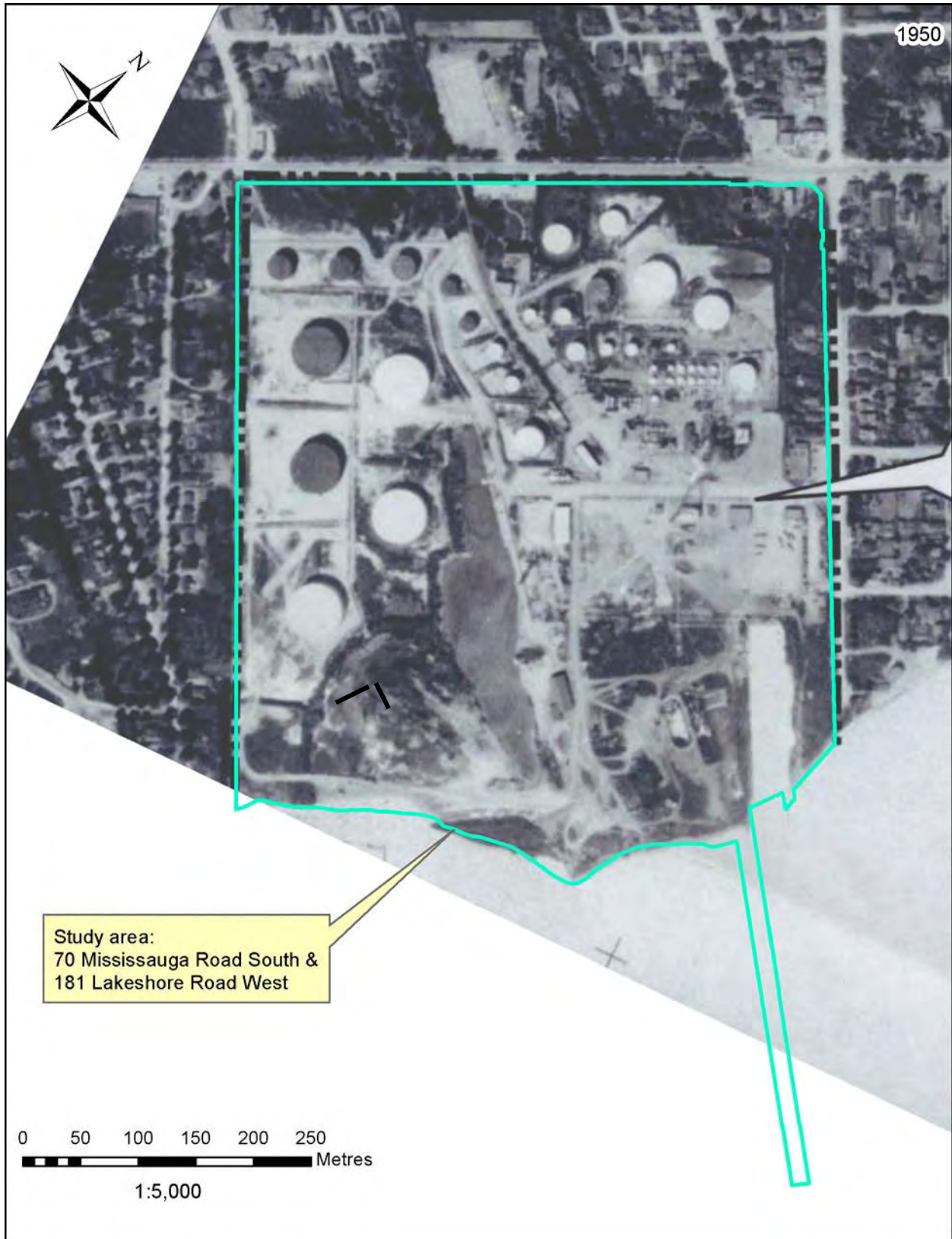


Map 8: 1931 air photo showing layout of brick works buildings just prior to site conversion to oil processing facility (National Air Photo Library 1931; reproduced from exp report at 1:5000 scale).



Map 9: 1946 air photo showing early layout of oil processing facility (National Air Photo Library 1946; rescaled from exp report at 1:8000 scale).





Map 10: 1950 air photo showing expansion of oil processing facility (National Air Photo Library 1950; rescaled from exp report at 1:8000 scale).





Map 11: 1950 oblique angle view of refinery (insuaga 2017).



Map 12: 1960 oblique angle view of refinery (insuaga 2017).





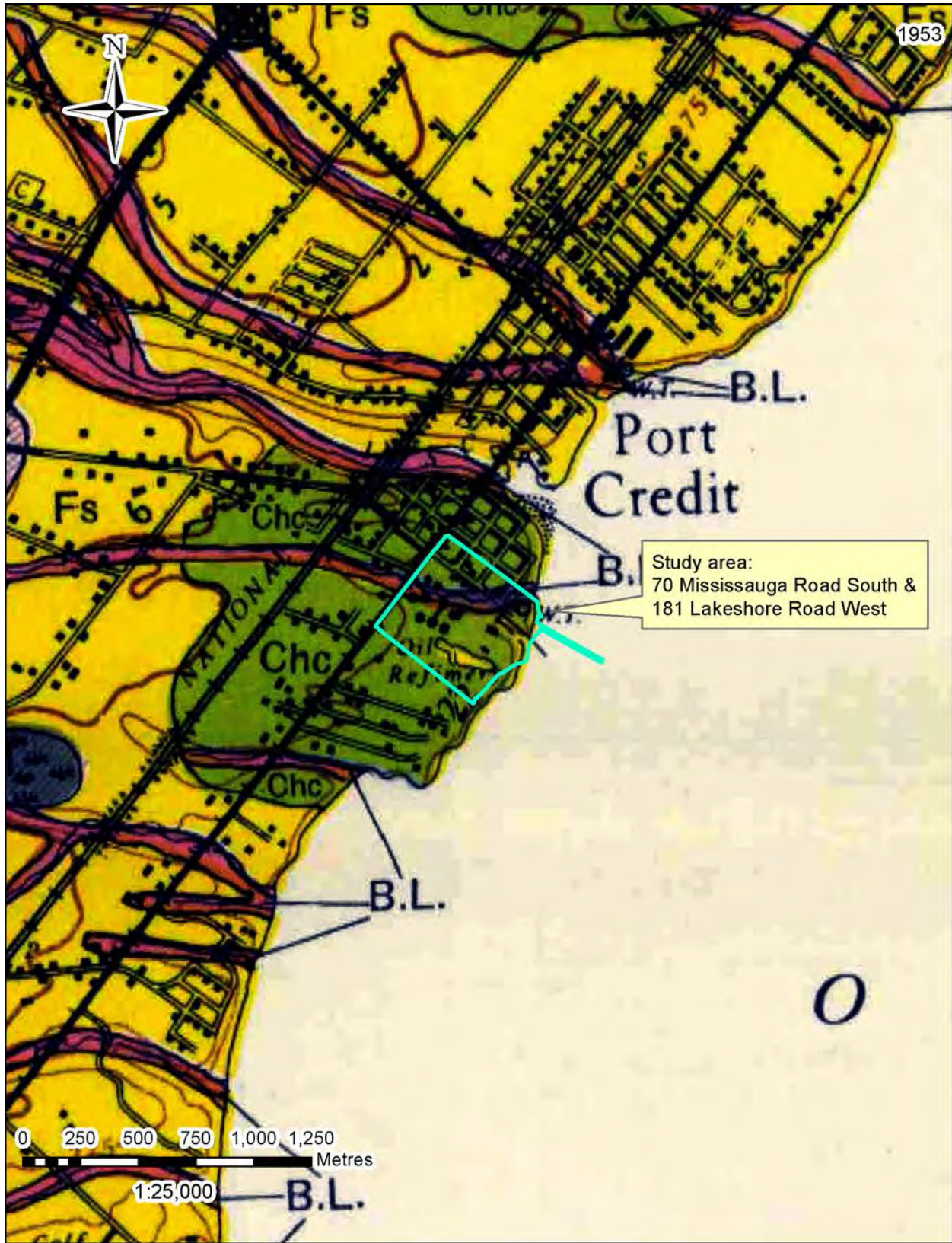
Map 13: Location of 70 Mississauga Road South and 181 Lakeshore Road West study area showing proximity to former stream to the northeast and oil refinery (DND 1951).





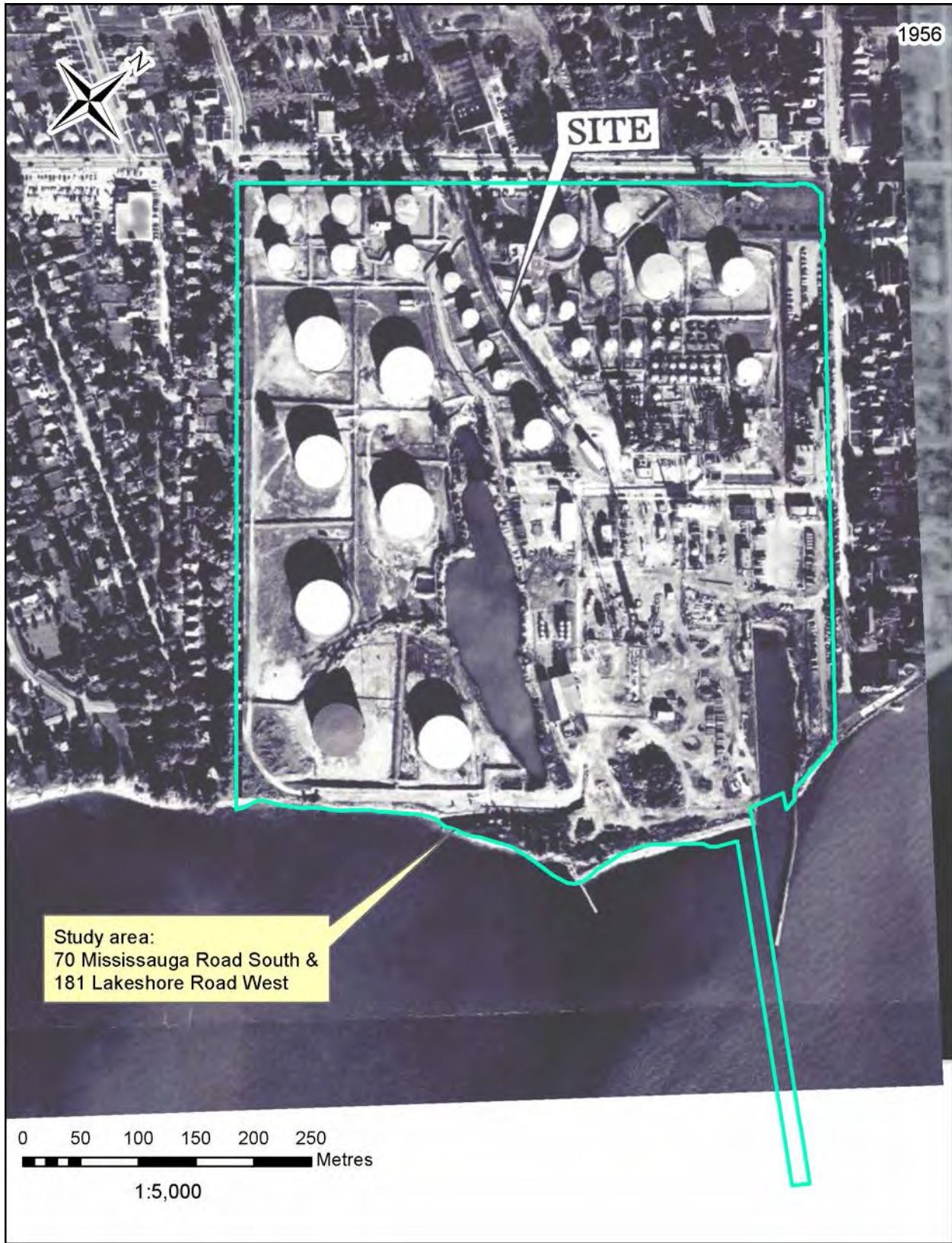






Map 16: Peel County soil map showing Chinguacousy Clay (Chc) and Bottomlands (B.L.) (Hoffman and Richards 1953).





Map 17: 1956 air photo showing expansion of oil processing facility (National Air Photo Library 1956; reproduced from exp report at 1:5000).





Map 18: 1965 air photo showing expansion of oil processing facility (National Air Photo Library 1965; rescaled from exp report at 1:11000).





Archaeological Study Area:  
70 Mississauga Road South  
& 181 Lakeshore Road West

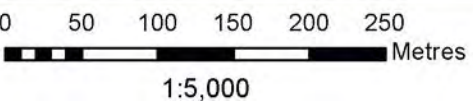
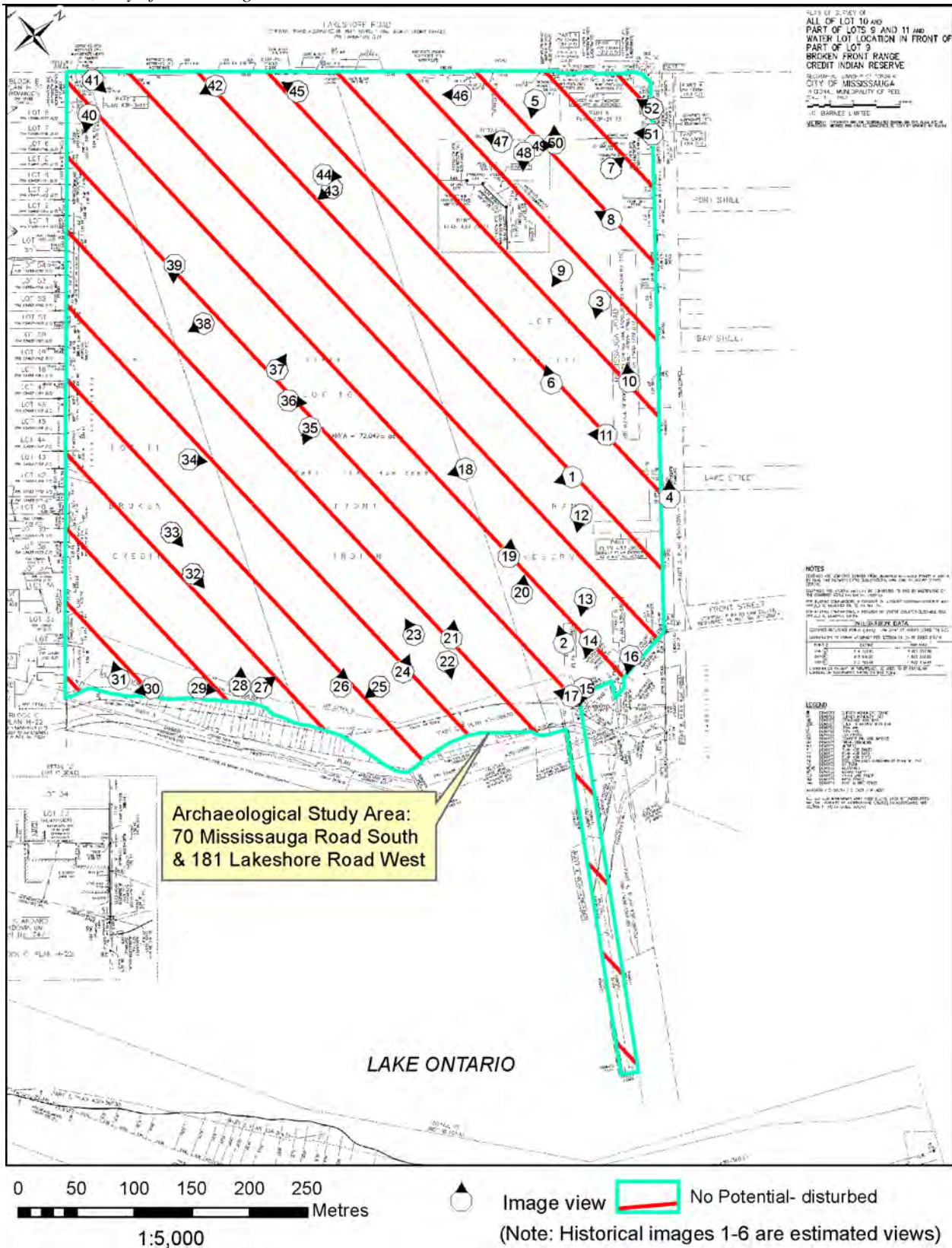


Image view No Potential- disturbed  
(Note: Historical images 1-6 are estimated views)

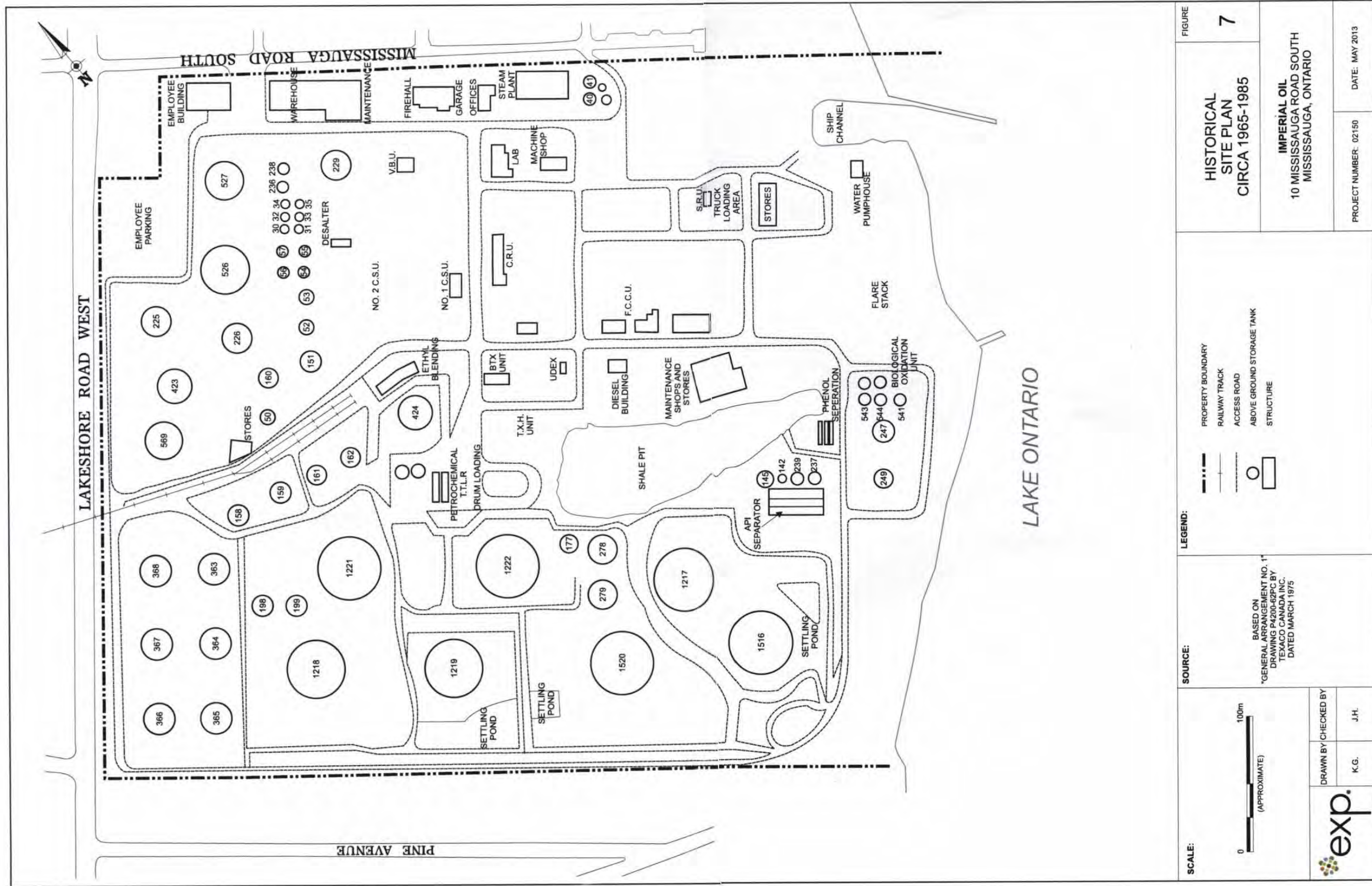
Map 19: 70 Mississauga Road South and 181 Lakeshore Road West South study area showing locations of ground level photographs and removed archaeological potential with overlay of tanks and other structures from Ontario Base Map (MNR 2004).





Map 20: 70 Mississauga Road South and 181 Lakeshore Road West study area showing locations of ground level photographs and removed archaeological potential (reduced from original at 1:1,000 scale).





Map 21: Historical site plan circa 1965 - 1985 (from exp report).



