

**Stage 1 Archaeological
Assessment: Regional Road 25
Transportation Corridor
Improvements from Steeles
Avenue (Regional Road 8) to 5
Side Road**

Part of Lots 1 to 5, Concessions 2
and 3, Geographic Township of
Esquesing, now Town of Milton,
Regional Municipality of Halton,
Ontario



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ORIGINAL REPORT

December 4, 2017

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

Table of Contents

EXECUTIVE SUMMARY	V
1.0 PROJECT CONTEXT	1.1
1.1 PROJECT CONTEXT	1.1
1.1.1 Objectives	1.1
1.2 HISTORICAL CONTEXT	1.2
1.2.1 Pre-contact Aboriginal Resources	1.2
1.2.2 Post-Contact Aboriginal Resources	1.2
1.2.3 Euro-Canadian Resources	1.4
1.3 ARCHAEOLOGICAL CONTEXT	1.7
1.3.1 Natural Environment	1.7
1.3.2 Known Archaeological Sites and Surveys	1.8
1.3.4 Existing Conditions	1.10
2.0 FIELD METHODS	2.1
3.0 ANALYSIS AND CONCLUSIONS	3.1
4.0 RECOMMENDATIONS	4.1
5.0 ADVICE ON COMPLIANCE WITH LEGISLATION.....	5.1
6.0 BIBLIOGRAPHY AND SOURCES	6.1
7.0 IMAGES.....	7.1
7.1 PHOTOS	7.1
8.0 MAPS	8.1
9.0 CLOSURE.....	9.1

LIST OF TABLES

Table 1: Cultural Chronology of Halton County	1.2
Table 2: Property Owners Features and Structures Depicted in the 1858 Map of Halton County	1.5
Table 3: Property Owners Features and Structures Depicted in the 1877 Illustrated Historical Atlas of the County of Halton	1.6
Table 4: Archaeological Sites Registered within One Kilometre of Study Area	1.9

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

LIST OF FIGURES

Figure 1: Study Area8.2

Figure 2: Treaties and Purchases (Adapted from Morris 1943)8.3

Figure 3: Portion of 1858 Map of Esquesing Township8.4

Figure 4: Portion of 1877 Map of Esquesing Township8.5

Figure 5: Areas of Archaeological Potential.....8.6

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

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STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by the Regional Municipality of Halton to conduct a Stage 1 archaeological assessment for the proposed improvements to the Regional Road 25 Transportation Corridor from Steeles Avenue (Regional Road 8) to 5 Side Road, located on part of Lots 1 to 5, Concession 2, and part of Lots 1 to 5, Concession 3, Geographic Township of Esquesing, now Town of Milton, Regional Municipality of Halton, Ontario.

The Regional Municipality of Halton is proposing to widen the existing Regional Road 25 from four to six lanes along a 3.1 kilometre corridor from Steeles Avenue to 5 Side Road which could include: the addition of on-road and off-road active transportation facilities; overpass, interchange and intersection improvements; and possible widening of vertical and horizontal alignments. The current study area will tie-in to previous work that includes the improvements at the intersection of Regional Road 25 and Steeles Avenue.

This Stage 1 archaeological assessment was completed as part of a Schedule "C" Municipal Engineers Association Municipal Class Environmental Assessment (MCEA) (MCEA 2000) and was conducted in accordance with the Ministry of Tourism, Culture and Sport's (MTCS) 2011 *Standards and Guidelines for Consultant Archaeologists*.

Initial desktop research determined that the study area exhibited archaeological potential for pre-contact and post-contact Aboriginal sites and Euro-Canadian sites. A property inspection was conducted on August 9, 2017 to confirm if archaeological potential was still present. The inspection found that while a majority of the study area has been subject to extensive and deep land alterations which have removed any archaeological potential, other portions of the study area still exhibit moderate to high potential for the identification and recovery of archaeological resources. **It is therefore recommended that a Stage 2 archaeological assessment be conducted on areas identified as having archaeological potential.**

Stage 2 archaeological assessment will consist of test pit survey at five metre intervals in areas inaccessible for ploughing as outlined in Section 2.1.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). The MTCS standards require that each test pit be approximately 30 centimetres in diameter, excavated to at least five centimetres in to subsoil, and have all soil screened through six-millimetre hardware cloth to facilitate the recovery of any artifacts that may be present. Prior to backfilling, each test pit will be examined for stratigraphy, cultural features, or evidence of fill.

The areas identified during the Stage 1 property inspection as having been subject to extensive and deep modern disturbances are not recommended for further assessment. Should any additional areas of disturbance or features indicating that archaeological potential has been removed, including permanently wet areas, not previously identified during the Stage 1 property inspection be encountered during the Stage 2 archaeological assessment, they will be

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

documented as outlined in Section 2.1.8 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011).

The MTCS is asked to review the results presented and accept this report into the Ontario Public Register of Archaeological Reports.

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

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

1.0 PROJECT CONTEXT

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The Regional Municipality of Halton is proposing to widen the existing Regional Road 25 from four to six lanes along a 3.1 kilometre corridor from Steeles Avenue to 5 Side Road which could include: the addition of on-road and off-road active transportation facilities, overpass, interchange and intersection improvements and possible widening of vertical and horizontal alignments. The current study area will tie-in to previous work that includes the improvements at the intersection of Regional Road 25 and Steeles Avenue.

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1.1.1 Objectives

In compliance with the provincial standards and guidelines set out in the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), the objectives of the Stage 1 Archaeological Overview/Background Study are as follows:

- To provide information about the study area's geography, history, previous archaeological fieldwork, and current land conditions;
- To evaluate the study area's archaeological potential which will support recommendations for Stage 2 survey for all or parts of the study area; and
- To recommend appropriate strategies for Stage 2 survey.

To meet these objectives, Stantec archaeologists employed the following research strategies:

- A review of relevant archaeological, historic, and environmental literature pertaining to the study area;
- A review of the land use history, including pertinent historic maps; and
- An examination of the Ontario Archaeological Sites Database (ASDB) to determine the presence of known archaeological sites in and around the study area.

Archaeological field work was conducted from existing road rights-of-way (ROW) with permission granted by the Region of Halton.



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

1.2 HISTORICAL CONTEXT

1.2.1 Pre-contact Aboriginal Resources

This portion of southern Ontario has been demonstrated to have been occupied by people as far back as 11,000 years ago as the glaciers retreated. For the majority of this time, people were practicing hunter-gatherer lifestyles with a gradual move towards more extensive farming practices. Table 1 provides a general outline of the cultural chronology of Halton County, based on Ellis and Ferris (1990).

Table 1: Cultural Chronology of Halton County

Period	Characteristics	Time Period	Comments
Early Paleo-Indian	Fluted Projectiles	9,000 – 8,400 B.C.	spruce parkland/caribou hunters
Late Paleo-Indian	Hi-Lo Projectiles	8,400 – 8,000 B.C.	smaller but more numerous sites
Early Archaic	Kirk and Bifurcate Base Points	8,000 – 6,000 B.C.	slow population growth
Middle Archaic	Brewerton-like points	6,000 – 2,500 B.C.	environment similar to present
Late Archaic	Lamoka (narrow points)	2,000 – 1,800 B.C.	increasing site size
	Broad Points	1,800 – 1,500 B.C.	large chipped lithic tools
	Small Points	1,500 – 1,100 B.C.	introduction of bow hunting
Terminal Archaic	Hind Points	1,100 - 950 B.C.	emergence of true cemeteries
Early Woodland	Meadowood Points	950 - 400 B.C.	introduction of pottery
Middle Woodland	Dentate/Pseudo-Scallop Pottery	400 B.C. - A.D. 500	increased sedentism
	Princess Point	A.D. 550 - 900	introduction of corn
Late Woodland	Early Ontario Iroquoian	A.D. 900 - 1300	emergence of agricultural villages
	Middle Ontario Iroquoian	A.D. 1300 - 1400	long longhouses (100m +)
	Late Ontario Iroquoian	A.D. 1400 - 1650	tribal warfare and displacement
Contact Aboriginal	Various Algonkian Groups	A.D. 1700 - 1875	early written records and treaties
Late Historic	Euro-Canadian	A.D. 1796 - present	European settlement

1.2.2 Post-Contact Aboriginal Resources

“Contact” is typically used as a chronological benchmark in discussing Aboriginal archaeology in Canada and describes the contact between Aboriginal and European cultures. The precise



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

moment of *contact* is a constant matter of discussion. Contact in what is now the province of Ontario is broadly assigned to the 16th century (Loewen and Chapdelaine 2016).

The post-contact Aboriginal occupation of southern Ontario was heavily influenced by the dispersal of various Iroquoian-speaking communities by the New York State Iroquois and the subsequent arrival of Algonkian-speaking groups from northern Ontario at the end of the 17th century and beginning of the 18th century (Konrad 1981; Schmalz 1991). By 1690, Algonkian speakers from the north appear to have begun to repopulate Bruce County (Rogers 1978). This is the period in which the Mississaugas are known to have moved into southern Ontario and the lower Great Lakes watersheds (Konrad 1981). In southwestern Ontario, however, members of the Three Fires Confederacy (Chippewa, Ottawa, and Potawatomi) were immigrating from Ohio and Michigan in the late 1700s (Feest and Feest 1978).

The nature of Aboriginal settlement size, population distribution, and material culture shifted as European settlers encroached upon their territory. However, despite this shift, "written accounts of material life and livelihood, the correlation of historically recorded villages to their archaeological manifestations, and the similarities of those sites to more ancient sites have revealed an antiquity to documented cultural expressions that confirms a deep historical continuity to...systems of ideology and thought" (Ferris 2009:114). As a result, First Nations peoples have left behind archaeologically significant resources throughout southern Ontario which show continuity with past peoples, even if they have not been recorded in Euro-Canadian documentation.

The study area is documented in the Euro-Canadian historic record on August 2, 1805 as part of Treaty Number 13A. Treaty Number 13A was:

...conveyed by the Principal Chiefs of the Mississa[uga] Nation to William Claus, Esquire, Deputy Superintendent General and Deputy Inspector General of Indians and their Affairs,...[C]ommencing at the eastern bank of the mouth of the River Etobicoke, being in the limit of the western boundary line of the Toronto Purchase, in the year 1787; then north twenty-two degrees west, six miles; thence south 38 degrees west, twenty-six miles more or less, until it intersects a line on the course north 45 degrees west, produced from the outlet of Burlington Bay; then along the said produced line, one mile more or less to the lands granted to Captain Brant; then north 45 degrees east one mile and a half; then south 45 degrees east, three miles and a half more or less to Lake Ontario; then north easterly along the water's edge of Lake Ontario to the eastern bank of the River Etobicoke begin the place of beginning.

This treaty comprises the fronts of the Townships of Toronto, Trafalgar and Nelson...

(Morris 1943:22)

While it is difficult to exactly delineate treaty boundaries today, Figure 2 provides an approximate outline of Treaty Number 13A (identified by the letter "M").



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

1.2.3 Euro-Canadian Resources

The study area is situated on part of Lots 1 to 5, Concession 2, and part of Lots 1 to 5, Concession 3, Geographic Township of Esquesing, now Town of Milton, Regional Municipality of Halton, Ontario. Halton County was established in 1816 as part of the Gore District in Upper Canada (McDonald 2011). The county was named after William Halton, private secretary to the Lieutenant-Governor. Originally, the area of Halton County included what is now known as Wellington, Brant, and Waterloo Counties. In 1853, Halton County was reduced to its current size.

The Township of Esquesing was surveyed in 1818 by Charles Kennedy and Richard Bristol (Widdis 1982). The name Esquesing translates into the “land of the tall pines” or “last creek out” in the language of the Mississauga First Nation (Walker & Miles 1877). A block of land was set aside in the southwest corner of township within the study area, known as the Scottish Block for a group of new immigrants from Perthshire, Scotland. The block was granted by the Upper Canada government following a petition in 1819 from John and James Stewart (McDonald 2011).

Settlers began arriving to the township in 1819, with the majority from the British Isles. Settlements in the township developed along the waterways that provided the water power for mills and accessible transportation prior to the construction of roads. This included Acton, Georgetown, Glen Williams, Limehouse and Norval (Walker & Miles 1877). The population in 1821 was 424 (Walker & Miles 1877). Accessibility was increased through the township with the construction of York Road (now Highway 7) in 1832, between York and Guelph. In 1846, the Trafalgar, Esquesing and Erin Road Company was formed to construct a plank road from Oakville north to Fergus. The roadway was constructed in 1850 as an extension of Trafalgar Road with toll gates installed every few kilometres (Oakville Historical Society n.d). Villages developed at the intersections of the Trafalgar Road, including Hornby, Ashgrove, Stewarttown, and Ballinfad. The largest village in the township was Stewarttown, which also served as the capital of the township and held township council meetings from 1850 until 1963 (McDonald 1996).

The arrival of the railway provided stimulus for the villages of Acton and Georgetown. In 1856, the Toronto and Guelph Railway, a branch of the Grand Trunk Railway (G.T.R.) opened through the township with stations in Acton, Limehouse and Georgetown (McDonald 2011). Georgetown became a railway centre in the township, with the construction of the Hamilton and Northwestern Railway line through the township, within the study area in 1877, with a station in the village. The railway led to the development of numerous industries in Georgetown including the Georgetown Carriage Factory, Boot and Shoe Manufactory, Franz and Pope Knitting Machine Manufacturing Company, and Georgetown Envelope Company. Georgetown was incorporated as a village in 1864 and Acton in 1873 (Walker & Miles 1877).

However, the study area is also related to the Geographic Township of Trafalgar and the Town of Milton, since the study area bordered the township line and is now part of the Town of Milton. Milton's growth was similar to that of communities in Esquesing Township. It was founded by the Martin family who ran a milling business once Jasper Martin and his young family settled in the

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

area in 1821. The Martin business featured a grist mill and by 1825 a sawmill and an ashery. In order to access the mill, a road was built as a continuation of Second Line in Esquesing Township – now known as Rural Road 25 (a portion of which forms the current study area) – into the community of Milton in Trafalgar Township (Case 1970).

The resulting village that grew around these industries was originally named Martin's Mills or Milltown but renamed Milton in 1837. The community was incorporated as a town in 1857. It experienced accelerated growth when the railway was built through Milton in the 1870s, with continued growth to the present day (Case 1970; McDonald 2011). The study area, being immediately north of Milton, therefore bears a close association with this town.

On January 1, 1974, the Township of Esquesing was integrated within the Regional Municipality of Halton. Included within the municipality is the City of Burlington and the Towns of Halton Hills, Milton, and Oakville. The study area was amalgamated as part of the Town of Milton (McDonald 2011).

Table 2 identifies the occupants/owners of the properties and any features and/or structures within the study area as identified in the 1858 Halton County Map (Tremaine 1858) (Figure 3).

Table 2: Property Owners Features and Structures Depicted in the 1858 Map of Halton County

Lot	Concession	Owner/Resident	Features
1 (east half)	2	Alex Bowman	East and south side fronts road
2 (east half)	2	James Lawson	Water course runs diagonally (northwest to southeast) through property; east side fronts road
3 (east half)	2	Hiram Anderson	Water courses run through southeast and northeast corners; east side fronts road
4 (east half)	2	James Campbell	Water course runs diagonally (northwest to southeast) through property; east side fronts road
5	2	Alex Robertson	Schoolhouse on northeast corner of property; Water course runs diagonally (northwest to southeast) through property; east and north side fronts road
1	3	William Elliot	One watercourse bisects property north-south; one watercourse runs diagonally northwest to southeast; west and south side fronts road
2	3	Archibald McNabb	Watercourse runs north-south through west side of property

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

Lot	Concession	Owner/Resident	Features
3	3	Duncan Stewart.	Watercourse runs through southwest corner of property; west side fronts road
4 (west half)	3	David Knight Maines	West side fronts road
5 (west half)	3	James Laidlaw	North and west side fronts road

Table 3 identifies the occupants/owners of the properties and any structures within the study area as identified in the *Illustrated Historical Atlas of the County of Halton* (Walker & Miles 1877) (Figure 4).

Table 3: Property Owners Features and Structures Depicted in the 1877 *Illustrated Historical Atlas of the County of Halton*

Lot	Concession	Owner/Resident	Features
1(east half)	2	David Bowman Senior	Structure, laneway, and orchard on south side; east and south side fronts road
2 (east half)	2	Malcom Chisholm	Structure, laneway and orchard on east side; water course runs diagonally (northwest to southeast) through property; east side fronts road
3 (east half)	2	Estate of D. Cottrell	Structure, laneway, and orchard on east side; structure and orchard on south side; water courses run through southwest and northeast corners; east side fronts road
4 (east half)	2	Estate of James Campbell	Structure, laneway, and orchard on east side; water course runs diagonally (northwest to southeast) through property between structure and orchard; east side fronts road
5	2	Owen Robertson	Structure, laneway, and orchard on west side of property; school house now north of property; water course runs diagonally (northwest to southeast) through property; east and north side fronts road
1	3	William Elliott	One watercourse bisects property north-south with structure and orchard on east side; one watercourse runs diagonally northwest to southeast; west and south side fronts road
2	3	Archibald and Alexander McNab	Structure, laneway, and orchard on west side of property facing road; watercourse runs north-south through west side of property and bisects orchard
3	3	Alexander Stewart	Watercourse runs through southwest corner of property; west side fronts road
4 (west half)	3	Robert Knight – Maines Farm	Structure, laneway, and orchard on west side of property facing road; west side fronts road
5 (west half)	3	Peter Peddie	Structure, laneway, and orchard on west side of property facing road; north and west side fronts road



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

Historical mapping from 1858 depicts numerous property owners on both sides of Regional Road 25 within the study area limits. Most notably, a blacksmith shop is depicted at the southwest side of the intersection of Regional Road 25 and Steeles Avenue (Tremaine 1858). In addition, mapping from 1877 depicts that there were several historical farmsteads and orchards along Regional Road 25 between Steeles Avenue and 5 Side Road, including four farmsteads and orchards on the east side of Regional Road 25 and six farmsteads and orchards on the west side (Walker & Miles 1877).

It should be remembered that historical county atlases were produced primarily to identify factories, offices, residences, and landholdings of subscribers and were funded by subscription fees. Landowners who did not subscribe were not always listed on the maps (Caston 1997:100). As such, all structures were not necessarily depicted or placed accurately (Gentilcore and Head 1984). However, the 1877 historic map of Esquesing Township appears to be detailed. By 1877, much of the current road system was constructed and is still recognizable today.

Most of the region surrounding the study area has been subject to European-style agricultural practices for over 100 years, having been settled by Euro-Canadian farmers by the mid-19th century. Much of the region today continues to be used for agricultural purposes, although as a part of the Town of Milton the study area has experienced considerable development as demonstrated in Section 2.0.

No historic plaque or monuments related to the study area were identified. The *Town of Milton Heritage List* was reviewed to determine the presence of listed or designated properties near the study area (Town of Milton 2016). No heritage properties within or adjacent to the study area are listed on the *Town of Milton Heritage List*.

1.3 ARCHAEOLOGICAL CONTEXT

1.3.1 Natural Environment

Most of the study area falls within the Peel Plain physiographic region of southern Ontario (Chapman and Putnam 1984: 113). The Peel Plain:

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

(Chapman and Putnam 1984:174)



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

The water supply in the region has historically been a constraint to settlement, due to the density of the till, and the lack of thick beds of sand to serve as aquifers. This is combined with the high degree of evaporated water from the deforested clay surface (Chapman and Putnam 1984: 174-175).

A small section of the north end of the study area falls within the South Slope physiographic region of southern Ontario (Chapman and Putnam 172-142). The South Slope:

The South Slope is the southern slope of the Oak Ridges Moraine but it includes the strip south of the Peel plain. ...it rises 300 to 400 feet in an average width of 6 or 7 miles. Extending from the Niagara Escarpment to the Trent River it covers approximately 940 square miles. The central portion is drumlinized...The streams flow directly down the slope; being rapid they have cut sharp valleys in the till...Bare grey slopes, where soil is actively eroding are common in this area.

(Chapman and Putnam 1984:172-174)

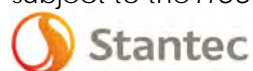
The soils of the study area are dominated by Chinguacousy clay loam, which is imperfectly drained but is used extensively for general farming and is considered an important agricultural soil. As is typical with the Chingacousy series soils, small pockets of poorly drained Jeddo clay loam appears in narrow shallow drainage basins, and sloped areas consist of well-drained Oneida silt loam (Gillespie *et al.* 1971). These qualities are suitable for Aboriginal agriculture.

Major watercourses that traverse this region include the Credit River, Humber River, Don River, Rouge River, Bronte Creek, Oakville Creek, and Etobicoke Creek. The closest source of potable water includes two unnamed tributaries of Sixteen Mile Creek which run through the study area.

1.3.2 Known Archaeological Sites and Surveys

In Canada, archaeological sites are registered within the Borden system, a national grid system designed by Charles Borden in 1952 (Borden 1952). The grid covers the entire surface area of Canada and is divided into major units containing an area that is two degrees in latitude by four degrees in longitude. Major units are designated by upper case letters. Each major unit is subdivided into 288 basic unit areas, each containing an area of 10 minutes in latitude by 10 minutes in longitude. The width of basic units reduces as one moves north due to the curvature of the earth. In southern Ontario, each basic unit measures approximately 13.5 kilometres east-west by 18.5 kilometres north-south. In northern Ontario, adjacent to Hudson Bay, each basic unit measures approximately 10.2 kilometres east-west by 18.5 kilometres north-south. Basic units are designated by lower case letters. Individual sites are assigned a unique, sequential number as they are registered. These sequential numbers are issued by the MTCS who maintain the ASDB. The study area is located within Borden block AjGx.

Information concerning specific site locations is protected by provincial policy, and is not fully subject to the *Freedom of Information and Protection of Privacy Act* (Government of Ontario



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

1990a). The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The MTCS will provide information concerning site location to the party or an agent of the party holding title to a property, or to a licensed archaeologist with relevant cultural resource management interests.

An examination of the ASDB has shown that there are 33 archaeological sites that have been registered within a one kilometre radius of the study area (Government of Ontario 2017).

Table 4: Archaeological Sites Registered within One Kilometre of Study Area

Borden Number	Site Name	Site Type	Cultural Affiliation
AjGx-3	Carton Village	Village	Neutral
AjGx-4	Carton Ossuary	Ossuary	Neutral
AjGx-25	McCallum	Unknown	Pre-contact Aboriginal
AjGx-34	McKinnon	Unknown	Pre-contact Aboriginal
AjGx-35	Maple Ridge Farm	Farmstead	Euro-Canadian
AjGx-36	Schouten Farm	Farmstead	Euro-Canadian
AjGx-37	Ritterspack	Unknown	Pre-contact Aboriginal
AjGx-101	Graywood #1	Campsite	Pre-contact Aboriginal
AjGx-102	Graywood # 2	Campsite	Pre-contact Aboriginal
AjGx-103	Graywood # 3	Lithic scatter	Pre-contact Aboriginal
AjGx-104	Graywood # 4	Lithic scatter	Pre-contact Aboriginal
AjGx-108	Dixon	Homestead	Euro-Canadian
AjGx-110	Clements	Homestead	Euro-Canadian
AjGx-111	Graywood # 5	Campsite	Pre-contact Aboriginal
AjGx-113	Graywood # 7	Isolated findspot	Late Archaic
AjGx-114	Graywood # 8	Campsite	Pre-contact Aboriginal
AjGx-115	Graywood # 9	Campsite	Pre-contact Aboriginal
AjGx-131	Dublin	Campsite	Early Archaic
AjGx-132	Emery 1	Campsite	Pre-contact Aboriginal
AjGx-133	Emery 2	Isolated findspot	Early Archaic
AjGx-134	Emery 3	Isolated findspot	Early Archaic; Kirk-Nettling
AjGx-135	Emery 4	Isolated findspot	Pre-contact Aboriginal
AjGx-138	Boston	Isolated findspot	Middle Woodland-Snyders
AjGx-139	Sauder	Isolated findspot	Pre-contact Aboriginal
AjGx-140	Water	Campsite	Pre-contact Aboriginal
AjGx-148	Cooper	Campsite	Pre-contact Aboriginal
AjGx-149	MGM	Campsite	Pre-contact Aboriginal



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

Borden Number	Site Name	Site Type	Cultural Affiliation
AjGx-150	John White	Homestead	Late 19 th century Euro-Canadian
AjGx-151	Bestpipe	Campsite	Pre-contact Aboriginal
AjGx-154	n/a	Homestead	Euro-Canadian
AjGx-155	n/a	Isolated findspot	Late Archaic
AjGx-168	Bovine	Unknown	Pre-contact Aboriginal
AjGx-169	Triangular Field	Isolated findspot	Middle Archaic

The number of sites found within one kilometre of the study area demonstrates that people have been in the area for at least 10,000 years, with dateable sites ranging from the Early Archaic – a lithic campsite such as Dublin (AjGx-131) – to the post-contact Late Ontario Iroquoian Neutral – the Carton Village (AjGx-3) and Ossuary (AjGx-4). The site types range from isolated findspots of projectile points, to lithic scatters assumed to be campsites, to villages and associated ossuaries. There are also 19th Euro-Canadian homesteads – for example, the John White site (AjGx-150) – and farmsteads – for example, Schouten Farm (AjGx-36) – within one kilometre of the study area.

A previous Stage 1 and 2 Archaeological Assessment of the corridor from the 401 overpass to 5 Side Road (referred to as Campbellville Road in the report) which only included the existing ROW by Archaeological Services Inc (ASI) did not recover any archaeological resources (ASI 2005; 2010). However, the study recommended that additional archaeological assessment be carried out if future construction activities extend beyond the previously disturbed ROW of Regional Road 25 (ASI 2010). This current Stage 1 archaeological assessment addresses this recommendation.

In addition to the above, in 2008 ASI provided an update to the *Master Plan of Archaeological Resources of the Regional Municipality of Halton* (ASI 2008). This update added an additional 190 pre-contact Aboriginal sites to an inventory of 589 sites previously identified in the original 1998 *Master Plan* (ASI 1998). For Euro-Canadian sites, the 2008 update included the addition of 2,281 rural farmsteads and homesteads previously excluded from the 1998 *Master Plan*. The 1998 *Master Plan* simply identified zones of potential that included schools, churches, commercial buildings and early transportation routes. The 2008 *Master Plan* update identified 70 historic Euro-Canadian sites that have been registered within the Regional Municipality of Halton since the completion of the original 1998 *Master Plan*. The results from the ASDB in this current report complement the Master Plan since they were obtained in 2017 and the *Master Plan* dates to 2008.

1.3.3 Existing Conditions

The study area occupies parts of Lots 1 to 5, Concession 2, and part of Lots 1 to 5, Concession 3, Geographic Township of Esquesing, now Town of Milton, Regional Municipality of Halton, Ontario. It comprises approximately 31 hectares of grassy, non-agricultural areas, manicured lawn, low



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Project Context
December 4, 2017

and permanently wet areas, and previous construction disturbances including: the existing Regional Road 25 and Highway 401 ROWs; other infrastructure; existing commercial properties, and associated ground disturbance such as paved pathways and parking lots (Figure 5).

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Field Methods
December 4, 2017

2.0 FIELD METHODS

A property inspection was undertaken in order to determine if archaeological potential was still present within the limits of the study area. The property inspection was completed under archaeological consulting license P362 issued to Peter Popkin, Ph.D., on August 9, 2017 in accordance with Section 1.2 of the Ontario Ministry of Tourism, Culture and Sport's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). The property inspection involved examine the study area and its periphery to identify the presence or absence of any features of archaeological potential (Figure 5). During the property inspection, the weather was warm and sunny, and visibility of land features was excellent. At no time were field or weather conditions detrimental to the identification of features of archaeological potential.

Approximately 15% of the study area consists of unploughable lands, both grassy non-agricultural land (7%) and manicured lawns (8%). There are a few small areas that are low and permanently wet (6%). North of Highway 401, ASI previously subjected 8% of the lands to Stage 1 and 2 archaeological assessment (ASI 2005; ASI 2010). The remaining 71% of the study area consists of roads and highway, existing commercial and residential properties, and associated ground disturbance such as ditches, culverts, and paved driveways and pathways. These areas are previously disturbed and are unable to be surveyed.

Photographs from the property inspection are presented in Section 7.1 and confirm that the requirement for a Stage 1 property inspection were met, as per Section 1.2 and Section 7.7.2 Standard 1 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011).

Photos 2 and 19 depicts areas of grassy-non-agricultural land within the study area, and Photos 3 and 21, examples of manicured lawns. These are inaccessible for ploughing and, in accordance with Section 2.1.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), will require Stage 2 assessment using the test pit survey method at a five metre interval.

Photos 3, 7, 8 and 18 provide examples of low and permanently wet areas within the study area. As per Section 2.1, Standard 2a of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011) these areas have been evaluated as having low potential and Stage 2 survey is not required.

Photos 1 ,4, 5, 9, 11, 13, 15 to 17 and 20 provide examples of various paved roads, including Regional Road 25 and Highway 401, that cross the study area and their associated ROWs and drainage ditches. As per Section 1.3.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). these areas have been evaluated as



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Field Methods
December 4, 2017

having low potential due to deep land alteration that has severely damaged the integrity of archaeological resources and as such, Stage 2 survey is not required.

Photos 10, 12, 14 and 21 provide examples of existing commercial properties, paved pathways, and associated ground disturbance within the study area. As per Section 1.3.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), these areas have also been evaluated as having low potential due to deep land alteration that has severely damaged the integrity of archaeological resources and Stage 2 survey is not required.

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Analysis and Conclusions
December 4, 2017

3.0 ANALYSIS AND CONCLUSIONS

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. Stantec applied archaeological potential criteria commonly used by the MTCS (Government of Ontario 2011) to determine areas of archaeological potential within the region under study. These variables include proximity to previously identified archaeological sites, distance to various types of water sources, soil texture and drainage, glacial geomorphology, elevated topography, and the general topographic variability of the area.

Distance to modern or ancient water sources is generally accepted as the most important determinant of past human settlement patterns and, considered alone, may result in a determination of archaeological potential. However, any combination of two or more other criteria, such as well-drained soils or topographic variability, may also indicate archaeological potential. Finally, extensive land disturbance can eradicate archaeological potential (Wilson and Horne 1995).

As discussed above, distance to water is an essential factor in archaeological potential modeling. When evaluating distance to water it is important to distinguish between water and shoreline, as well as natural and artificial water sources, as these features affect site location and type to varying degrees. The MTCS categorizes water sources in the following manner:

- Primary water sources: lakes, rivers, streams, creeks;
- Secondary water sources: intermittent streams and creeks, springs, marshes and swamps;
- Past water sources: glacial lake shorelines, relic river or stream channels, cobble beaches, shorelines of drained lakes or marshes; and
- Accessible or inaccessible shorelines: high bluffs, swamp or marshy lake edges, sandbars stretching into marsh.

The study area lies within the Sixteen Mile Creek watershed. The closest primary source of extant potable water includes two unnamed tributaries of Sixteen Mile Creek which run through the study area.

Soil texture can be an important determinant of past settlement, usually in combination with other factors such as elevated topography. The soils of the study area are classified as imperfectly drained loams and would have been suitable for Aboriginal agriculture.

The presence of 27 pre-contact Aboriginal sites within the vicinity of the study area also is an indicator of archaeological potential for the study area.

For Euro-Canadian sites, archaeological potential can be extended to areas of early Euro-Canadian settlement, including places of military or pioneer settlements, early transportation



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Analysis and Conclusions
December 4, 2017

routes, and properties listed on the municipal register or designated under the *Ontario Heritage Act* or property that local histories or informants have identified with possible historical events. The 1858 and 1877 maps of Esquesing Township show that the study area had been occupied by Euro-Canadian inhabitants since the mid-19th century. The existing Euro-Canadian documentary record demonstrates that the study area and its environs were farmed throughout the last half of the 19th century. Much of the established road and rail networks and agricultural settlement from that time is still visible today. The community of Milton was founded just south of the study area and six Euro-Canadian archaeological sites have been documented within one kilometre of the study area, all serving as indicators of archaeological potential within the study area.

When the above listed criteria are applied to the study area, the archaeological potential for pre-contact Aboriginal and post-contact Aboriginal sites is considered to be moderate to high. Archaeological potential for historic Euro-Canadian homestead sites is considered to be moderate to high.

The property inspection revealed that the archaeological potential in portions of the study area had been removed due to extensive and deep modern disturbances, including the existing Regional Road 25 and Highway 401 ROWs, other infrastructure, existing commercial buildings, and associated ground disturbance such as parking lots and paved laneways. These construction activities have subjected the relevant portions of the study area to extensive and deep land alterations which would have severely damaged the integrity of any archaeological resources, thus removing archaeological potential as per Section 7.7.3 Standard 2 of the *Standards and Guidelines for Consultant Archaeologists*. This determination is further confirmed for a portion of the study area north of the Highway 401 interchange where ASI had also confirmed disturbance in their Stage 1 and 2 archaeological reporting (ASI 2005; ASI 2010).

Nonetheless, three areas were found to still retain archaeological potential within the study area, since the property inspection could not determine whether there was modern disturbance (Figure 5):

- West corner of the intersection of Chisholm Drive and Martin Street, immediately southeast of the Highway 401 off ramp;
- Northeast side of Martin Street (the name for Rural Road 25 within the Town of Milton) straddling the railway bridge overpass; and
- Southwest side of Martin Street at Chris Hadfield Park.

In summary, following Section 1.3.1 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), the Stage 1 archaeological assessment has determined that portions of the study area exhibit moderate to high potential for the identification and recovery of archaeological resources (Figure 5).

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Recommendations
December 4, 2017

4.0 RECOMMENDATIONS

The Stage 1 archaeological assessment, involving background research and a property inspection, resulted in the determination that while a majority of the study area has been subject to extensive and deep land alterations which have removed any archaeological potential, other portions of the study area still exhibit moderate to high potential for the identification and recovery of archaeological resources. **It is therefore recommended that a Stage 2 archaeological assessment be conducted on areas identified as having archaeological potential (Figure 5).** These areas include:

- West corner of the intersection of Chisholm Drive and Martin Street, immediately southeast of the Highway 401 off ramp;
- Northeast side of Martin Street (the name for Rural Road 25 within the Town of Milton) straddling the railway bridge overpass; and
- Southwest side of Martin Street at Chris Hadfield Park.

Stage 2 archaeological assessment will consist of test pit survey at five metre intervals in areas inaccessible for ploughing as outlined in Section 2.1.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). The MTCS standards require that each test pit be approximately 30 centimetres in diameter, excavated to at least five centimetres in to subsoil, and have all soil screened through six-millimetre hardware cloth to facilitate the recovery of any artifacts that may be present. Prior to backfilling, each test pit will be examined for stratigraphy, cultural features, or evidence of fill.

The areas identified during the Stage 1 property inspection as having been subject to extensive and deep modern disturbances are not recommended for further assessment. Should any additional areas of disturbance or features indicating that archaeological potential has been removed, including permanently wet areas, not previously identified during the Stage 1 property inspection be encountered during the Stage 2 archaeological assessment, they will be documented as outlined in Section 2.1.8 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011).

The Ontario Ministry of Tourism, Culture and Sport is asked to review the results of this report and accept this report into the Ontario Public Register of Archaeological Reports.

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Advice on Compliance with Legislation
December 4, 2017

5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c.0.18 (Government of Ontario 1990b). The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism, Culture and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* (Government of Ontario 1990b) for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act* (Government of Ontario 1990b).

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* (Government of Ontario 1990b). The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990b).

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (Government of Ontario 2002) 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.

Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990b) and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Bibliography and Sources
December 4, 2017

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STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

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STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

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STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Images
December 4, 2017

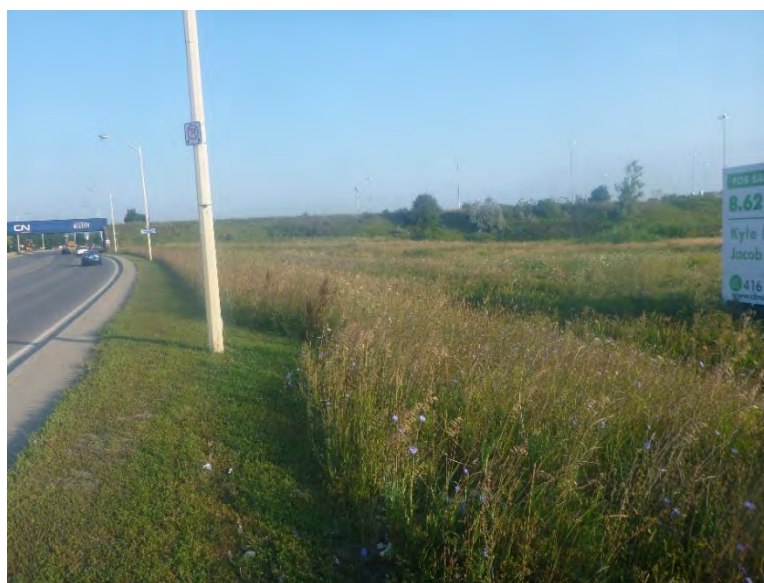
7.0 IMAGES

7.1 PHOTOS

Photo 1: View of Disturbed ROW, Paved Driveways, and Parking Lot, along Regional Road 25 at Steeles Avenue, facing northwest



Photo 2: View of ROW and Grassy, Non-agricultural Area, facing northwest



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

Images

December 4, 2017

Photo 3: View of Low and Permanently Wet Area, Culvert, and Manicured Lawn, facing southeast



Photo 4: View of Disturbed ROW and Drainage Ditch, facing northwest



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

Images

December 4, 2017

Photo 5: View of ROW and Entrance Ramp to Highway 401, facing northwest



Photo 6: View of Exit Ramp from Highway 401 onto Regional Road 25, facing southeast



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

Images

December 4, 2017

Photo 7: View of ROW and Low and Permanently Wet Area, facing northwest



Photo 8: View of ROW and Low and Permanently Wet Area, facing northwest



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

Images
December 4, 2017

Photo 9: View of Disturbed ROW and Paved Roadway, facing northwest



Photo 10: View of Disturbed ROW and Paved Parking Lot, facing northwest



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

Images

December 4, 2017

Photo 11: View of Disturbed ROW and ditch, facing northwest



Photo 12: ROW and Modern Disturbance, facing northwest



STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Images
December 4, 2017

Photo 13: View of Disturbed ROW along Regional Road 25, facing southeast



Photo 14: Modern Disturbance, facing southeast



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

Images
December 4, 2017

Photo 15: View of ROW, Ditch, and Parking Lot, facing southeast



Photo 16: Disturbed ROW and Ditch, facing southeast



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

Images

December 4, 2017

Photo 17: ROW and Exit Ramp to Highway 401, facing southeast



Photo 18: Disturbed ROW and Low and Permanently Wet Area, facing southeast



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

Images

December 4, 2017

Photo 19: View of ROW and Grassy, Non-agricultural Area, facing southeast



Photo 20: Disturbed ROW Along Regional Road 25, facing southeast



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR
IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD**

Images

December 4, 2017

**Photo 21: View of ROW, Paved Pathway, and Manicured Lawn at Chris Hadfield Park,
facing southeast**



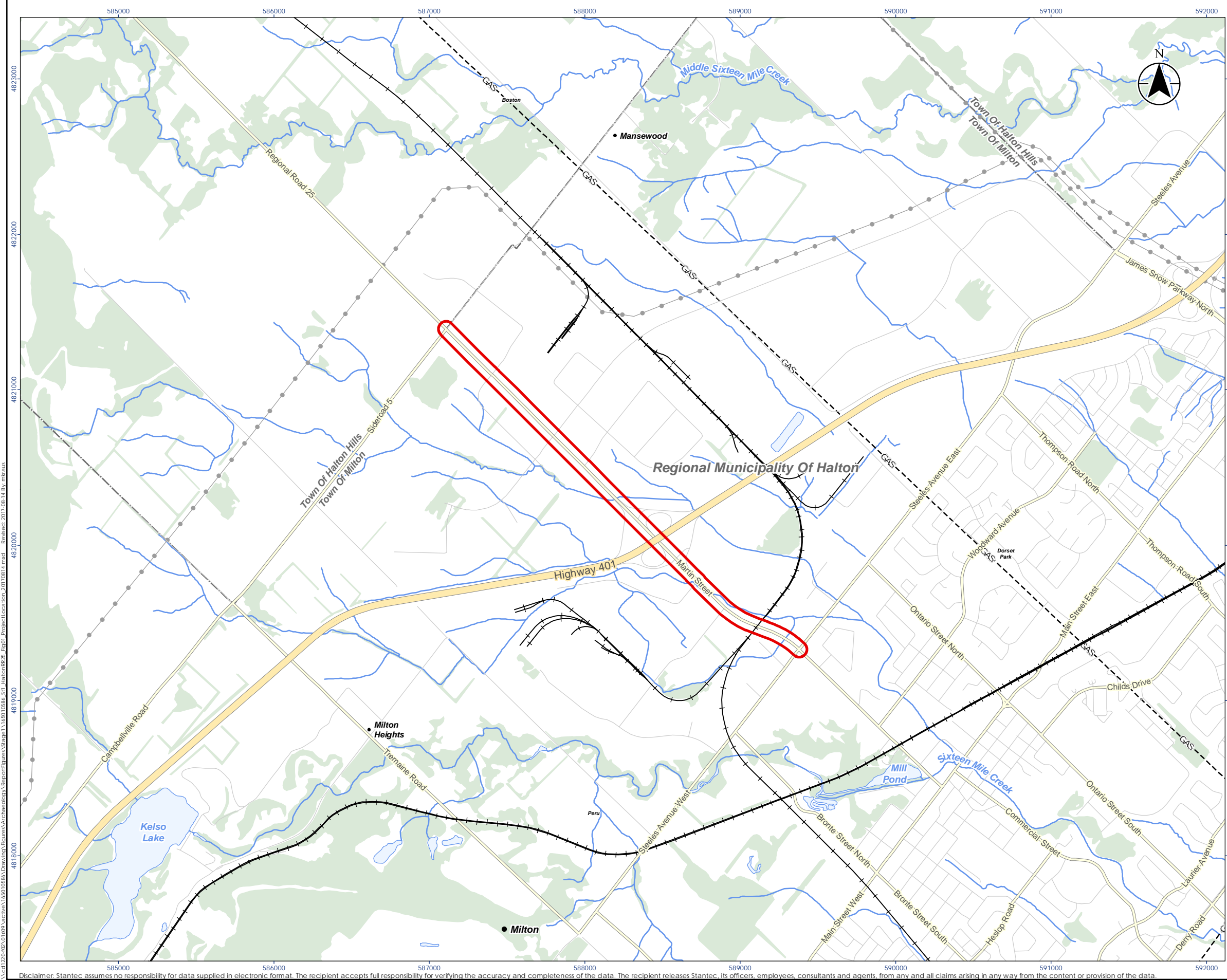
STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Maps

December 4, 2017

8.0 MAPS

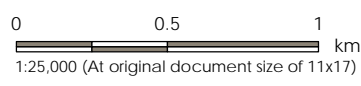
All maps will follow on succeeding pages.



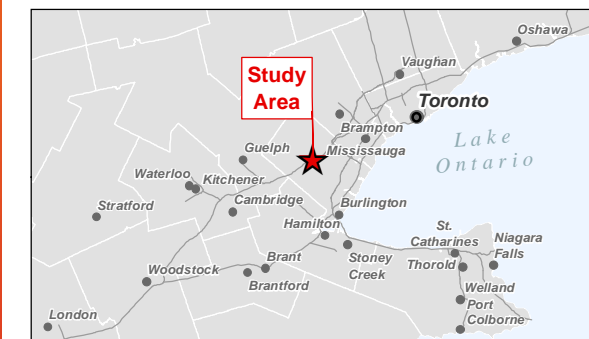
Legend

- Study Area
- Existing Features
 - Expressway / Highway
 - Major Road
 - Minor Road
 - GAS - Gas Pipeline
 - Hydro Line
 - +

 Railway - Operational
 - Watercourse
 - Municipal Boundary - Lower Tier
 - Municipal Boundary - Upper Tier
 - Waterbody
 - Wooded Area



- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2016.

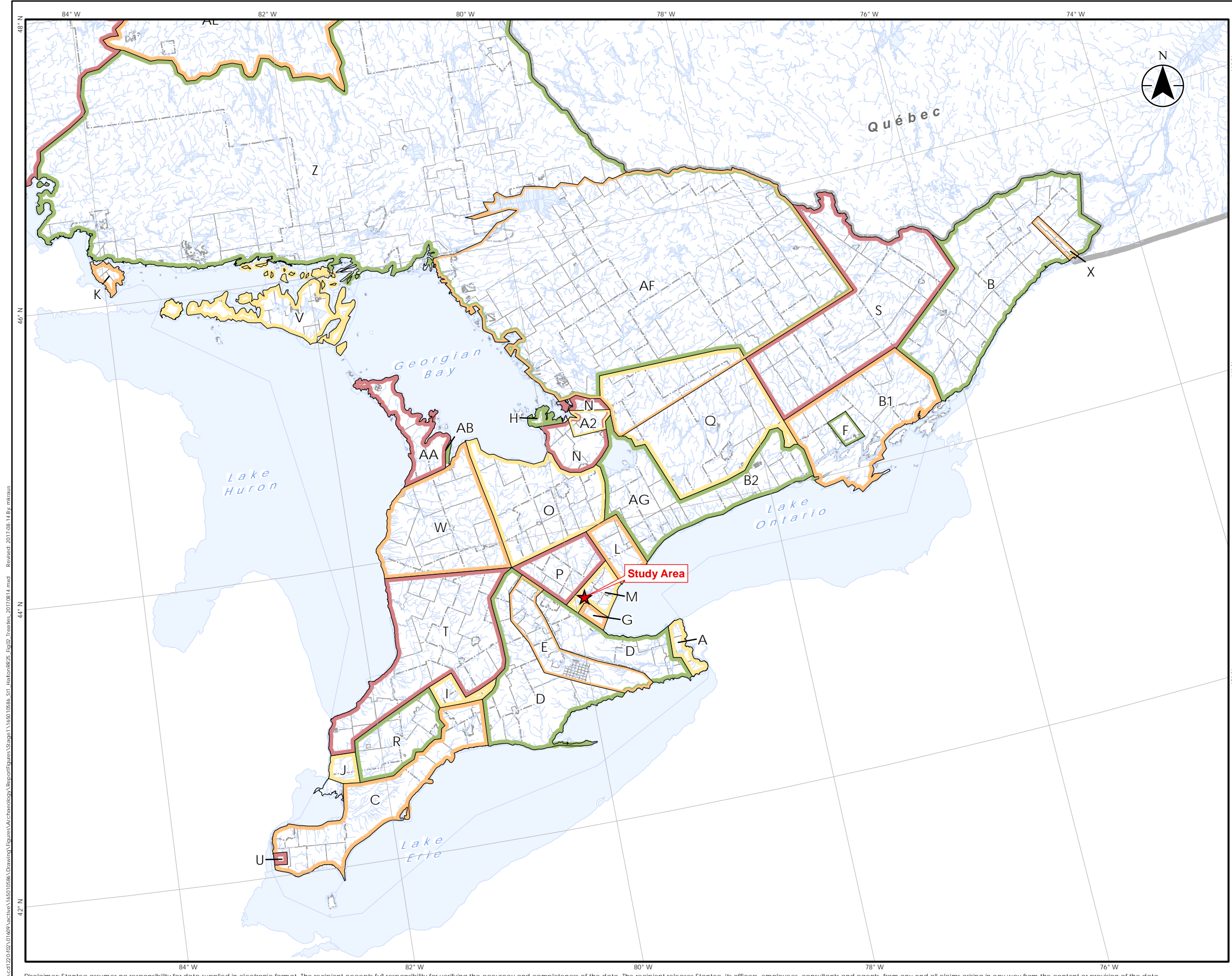



Project Location: Town of Milton
165010586 REVA
Prepared by MDK on 2017-08-14
Technical Review by ABC on yyyy-mm-dd
Independent Review by ABC on yyyy-mm-dd

Client/Project: REGION OF HALTON - REG. RD. 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVE. TO 5 SIDE RD. STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.: 1

Title: Location of Study Area





Legend

- ★ Study Area
- Watercourse
- Waterbody
- Municipal Boundary - Upper Tier
- Municipal Boundary - Lower or Single Tier

A Treaty No. 381, May 9th, 1781 (Mississauga and Chippewa)
B Crawford's Purchase, October 9th, 1783 (Algonquin and Iroquois)
B1 Crawford's Purchase, October 9th, 1783 (Mississauga)
B2 Crawford's Purchases, 1784, 1787 And 1788 (Mississauga)
A2 John Collins' Purchase, 1785 (Chippewa)
C Treaty No. 2, May 19th, 1790 (Odawa, Chippewa, Pottawatomi, and Huron)
D Treaty No. 3, December 2nd, 1792 (Mississauga)
E Haldimand Tract:from the Crown to the Mohawk, 1793
F Tyendinaga:from the Crown to the Mohawk, 1793
G Treaty No. 3 3/4:from the Crown to Joseph Brant, October 24th, 1795
H Treaty No. 5, May 22nd, 1798 (Chippewa)
I Treaty No. 6, September 7th, 1796 (Chippewa)
J Treaty No. 7, September 7th, 1796 (Chippewa)
L Treaty No. 13, August 1st, 1805 (Mississauga)
M Treaty No. 13A, August 2nd, 1805 (Mississauga)
N Treaty No.16, November 18th, 1815 (Chippewa)
O Treaty No. 18, October 17th, 1818 (Chippewa)
P Treaty No. 19, October 28th 1818 (Chippewa)
Q Treaty No. 20, November 5th, 1818 (Chippewa)
R Treaty No. 21, March 9th, 1819 (Chippewa)
S Treaty No. 27, May 31st, 1819 (Mississauga)
T Treaty No. 27½, April 25th, 1825 (Ojibwa and Chippewa)
U Treaty No. 35, August 13th, 1833 (Wyandot or Huron)
V Treaty No. 45, August 9th, 1836 (Chippewa and Odawa, "For All Indians To Reside Thereon")
W Treaty No. 45½, August 9th, 1836 (Saugeen)
X Treaty No. 57, June 1st, 1847 (Iroquois of St. Regis)
Z Treaty No. 61, September 9th, 1850 (Robinson Treaty:Ojibwa)
AA Treaty No. 72, October 30th, 1854 (Chippewa)
AB Treaty No. 82, February 9th, 1857 (Chippewa)
AF Williams Treaty, October 31st and November 15th, 1923 (Chippewa and Mississauga)
AG Williams Treaty, October 31st, 1923 (Chippewa)

050100

km

1:3,000,000 (At original document size of 11x17)

Notes

- Coordinate System: NAD 1983 Statistics Canada Lambert
- Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2016.
- Treaty boundaries adapted from Morris 1943 (1964 reprint). For cartographic representation only.

Project Location

Town of Milton

165010586 REVA

Prepared by MDK on 2017-08-14

Technical Review by ABC on yyyy-mm-dd

Independent Review by ABC on yyyy-mm-dd

Client/Project

REGION OF HALTON - REG. RD. 25 TRANSPORTATION

CORRIDOR IMPROVEMENTS FROM STEELES AVE. TO 5 SIDE RD.

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.

2

Title

Treaties and Purchases

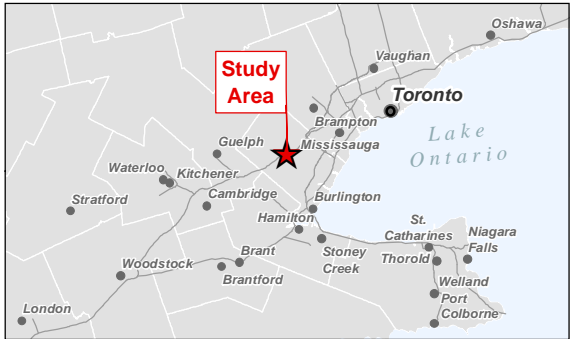
(Adapted from Morris 1943)



Legend
Study Area

Figure Not to Scale

Notes
1. Tremaine, George. 1858. *Tremaine's Map of the County of Halton, Canada West*. Toronto.



Project Location 165010586 REVA
Town of Milton Prepared by MDK on 2017-08-14
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Client/Project
REGION OF HALTON - REG. RD. 25 TRANSPORTATION
CORRIDOR IMPROVEMENTS FROM STEELES AVE. TO 5 SIDE RD.
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
3

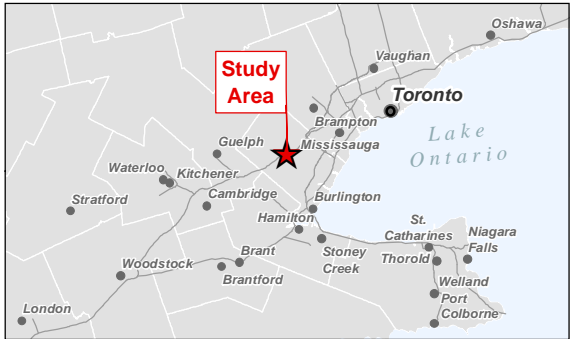
Title
Portion of the 1858 Map of Esquesing
Township



Legend
Study Area

Figure Not to Scale

Notes
1. Walker & Miles, 1877. *Illustrated Historical Atlas of the County of Halton* Toronto: Walker & Miles.

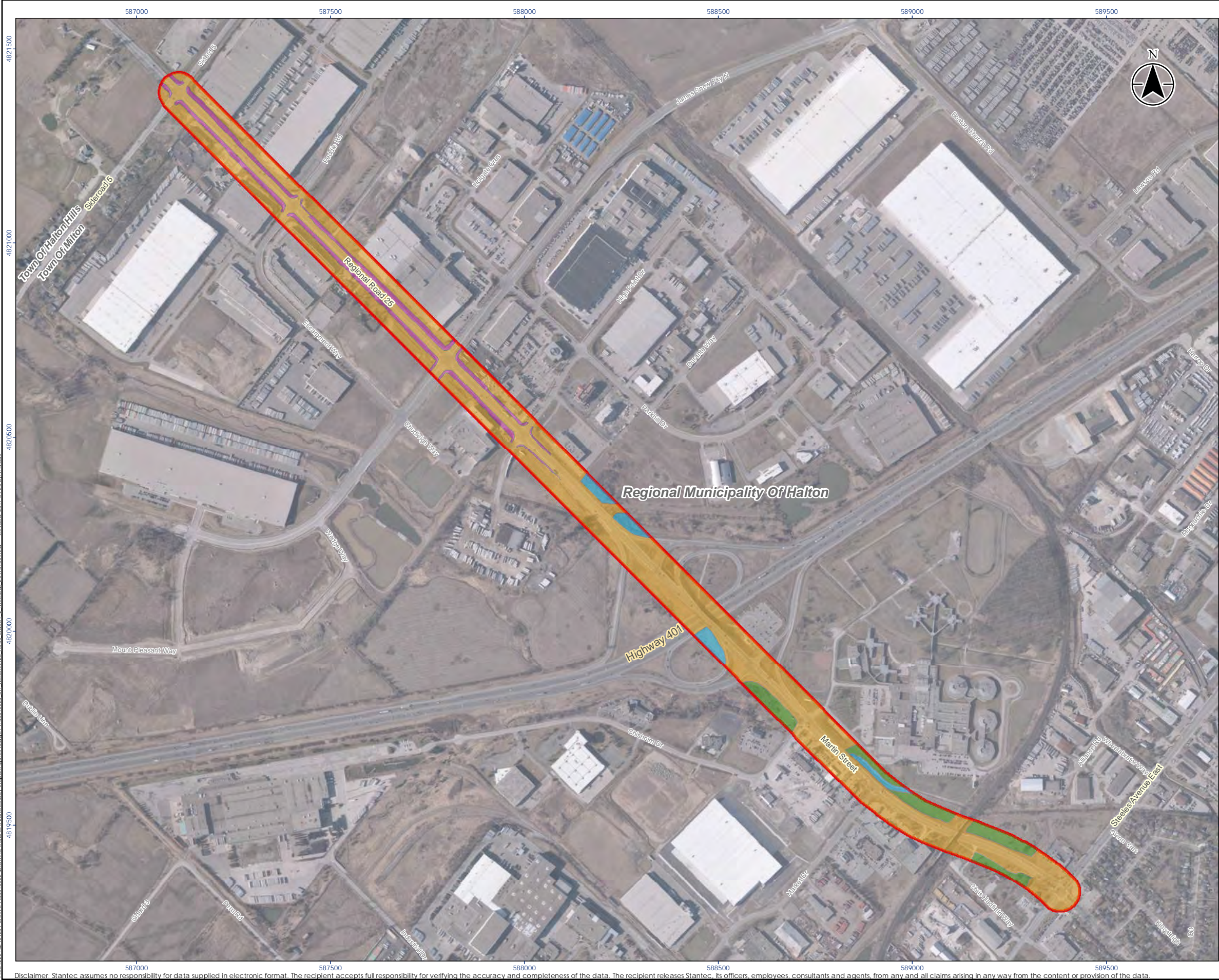



Project Location 165010586 REVA
Town of Milton Prepared by MDK on 2017-08-14
Technical Review by ABC on yyyy-mm-dd
Independent Review by ABC on yyyy-mm-dd

Client/Project
REGION OF HALTON - REG. RD. 25 TRANSPORTATION
CORRIDOR IMPROVEMENTS FROM STEELES AVE. TO 5 SIDE RD.
STAGE 1 ARCHAEOLOGICAL ASSESSMENT


Figure No.
4

Title
Portion of the 1877 Map of Esquesing
Township





Legend

- Study Area
-  Photo Location and Direction
- Area of Archaeological Potential - Stage 2 Assessment Required
- Existing Modern Disturbance - Low to No Archaeological Potential. Stage 2 Assessment Not Required.
- Low and Permanently Wet Area - Low to No Archaeological Potential. Stage 2 Assessment Not Required.
- Area of Previous Archaeological Assessment by ASI, Not Surveyed


0100200

m

1:10,000 (At original document size of 11x17)

Notes

- Coordinate System: NAD 1983 UTM Zone 17N
- Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2016.
- Orthoimagery © First Base Solutions, 2014. Image Date 2015.



Project Location
Town of Milton

165010586 REVA
Prepared by MDK on 2017-09-05
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Independent Review by ABC on yyyy-mm-dd

Client/Project
REGION OF HALTON - REG. RD. 25 TRANSPORTATION
CORRIDOR IMPROVEMENTS FROM STEELES AVE. TO 5 SIDE RD.
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
5

Title
Areas of Archaeological Potential

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: REGIONAL ROAD 25 TRANSPORTATION CORRIDOR IMPROVEMENTS FROM STEELES AVENUE (REGIONAL ROAD 8) TO 5 SIDE ROAD

Closure
December 4, 2017


9.0 CLOSURE

This report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided. No other representations, warranties or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this work has uncovered all potential archaeological resources associated with the identified property.

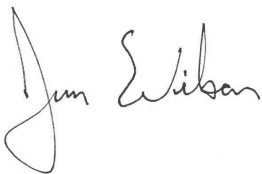
All information received from the client or third parties in the preparation of this report has been assumed by Stantec to be correct. Stantec assumes no responsibility for any deficiency or inaccuracy in information received from others.

Conclusions made within this report consist of Stantec's professional opinion as of the time of the writing of this report, and are based solely on the scope of work described in the report, the limited data available and the results of the work. The conclusions are based on the conditions encountered by Stantec at the time the work was performed. Due to the nature of archaeological assessment, which consists of systematic sampling, Stantec does not warrant against undiscovered environmental liabilities nor that the sampling results are indicative of the condition of the entire property.

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Quality Review 
(signature)

Jeffrey Muir, BA, CAHP (R304)

Independent Review 
(signature)

Jim Wilson, MA (P001)

