

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT OF THE TRAFALGAR ROAD
CORRIDOR, PART OF LOTS 1 TO 21, CONCESSION 8, AND PART OF LOTS 3 TO
21, CONCESSION 7, TOWN OF HALTON HILLS, GEOGRAPHIC TOWNSHIP OF
ESQUESING, REGION OF HALTON**

Original License Report

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EXECUTIVE SUMMARY

This report details the Stage 1 archaeological assessment of the Trafalgar Road Corridor, Part of Lots 1-21 , Concession 8 and Part of Lots 3-21, Concession 7, Town of Halton Hills, Geographic Township of Esquesing, Region of Halton. The study corridor extends from just north of Steeles Avenue to just north of Highway 7, between the Town of Milton and The Town of Halton Hills. The Stage 1 assessment included a background study and visual assessment to determine the potential of the study corridor for recovering archaeological resources. The study corridor is along a transportation corridor, the southern two-thirds of which are dominated by agricultural land use while the northerly third has had commercial and light industrial development. The study corridor includes a much wider area to consider a road realignment west of urban development. It is in close proximity to historic roads and railways. The Stage 1 archaeological assessment concluded that the area within the current right-of-way is completely disturbed by previous roadway construction, and therefore requires no further assessment. However, if the proposed Trafalgar Road widening extends beyond the current right-of-way, it is recommended to the Ministry of Tourism, Culture and Sport that further Stage 2 archaeological assessment is required on all areas outside the current right-of-way.

PROJECT PERSONNEL

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PROJECT CONTEXT: DEVELOPMENT

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment of the Trafalgar Road Corridor, Part of Lots 1-21, Concessions 8, and Part of Lots 3-21, Concessions 7, Town of Halton Hills, Geographic Township of Esquesing, Region of Halton (Figure 1). The assessment was undertaken on behalf of MMM Group Limited as part of the Class Environmental Assessment for the Trafalgar Road Corridor between Steeles Avenue and Highway 7. Stage 1 is the background study of archaeological sites located within or near the study corridor and visual assessment of the study corridor to assess archaeological potential. For this aspect of the project, the archaeological site registry database files at the Ministry of Tourism, Culture, and Sport in Toronto were examined to determine if there are any registered archaeological sites located within or near the study corridor. Historic documents were also examined to determine if any possible historic sites are located within the project limits, as well as to determine the proximity of historic transportation routes.

Assessment activities were conducted in accordance with the provisions of the *Ontario Heritage Act* (R.S.O. 1990, c.o. 18) in compliance with the *Standards and Guidelines for Consultant Archaeologists* (2011) under an archaeological consulting license (#P018) issued to Philip Woodley of New Directions Archaeology Ltd. The field notes, photos and related documents will be curated at the office of New Directions Archaeology Ltd.

PROJECT CONTEXT: HISTORICAL

The Trafalgar Road Corridor passes through Part of Lots 1-21, Concession 8, and Part of Lots 3-21, Concession 7, Town of Halton Hills, Geographic Township of Esquesing, County of Halton. Historic Halton County was bordered on the south by Lake Ontario, on the east by Peel County, on the north by Wellington County, and on the west by Wentworth County. Previous to 1853, Halton and Wentworth were united as one region. However, as smaller units of government became desirable, the two regions were separated into different counties, and Halton County was further divided into the Townships of Esquesing, Trafalgar, Nelson and Nassagaweya. In 1857 the Towns of Milton and Oakville were included and in 1874 the Villages of Burlington and Acton joined the County of Halton (Cumming 1971: 54).

Farming was a prosperous endeavor in Halton County, with soil suitable for agriculture and plenty of land for grazing animals. In the western portion of the County, the Burlington

Mountains run from south to north. There are a number of significant watercourses, notably the Credit River, the Twelve-Mile Creek, and the Sixteen-Mile Creek (Cumming 1971: 54). Halton is also home to a number of railways; these include the Grand Trunk Railway, which runs from east to west through the northern portion of the County; the Great Western Railway, which runs through the south of the County; the Hamilton and North-Western Railways, which cut diagonally through the County from Burlington to Georgetown; and the Credit Valley Railway, which cuts through the County on a diagonal in the opposite direction (Cumming 1971: 54).

The Township of Esquesing is located on the northwest border of the County of Halton, above the Township of Nassagaweya. The name “Esquesing” can be translated to “the land of the tall pines”, as the region had been covered in pine trees previous to European settlement (Cumming 1971: 55). The region was settled primarily by immigrants from the British Isles and United Empire Loyalists, who took up farming throughout the region and established churches, schools, and wealthy residences (Cumming 1971: 55). Many early settlers arrived in the township via York Road, which ran from York to Guelph and was opened as far as Georgetown by 1832 (Cumming 1971: 55). The Township of Esquesing was first settled in 1819 and within two years had a population of 424 (Cumming 1971: 55). By 1846, the region had four grist mills and 11 saw mills in operation and 23,225 ha had been acquired, of which 7,947 ha were under cultivation (Smith 1846: 56). By 1877, the population of Esquesing had grown to 6,000 persons excluding Georgetown and Acton (Cumming 1971: 55). The Grand Trunk Railway, built in the 1850s, runs through the northern portion of the township, and the Hamilton & North Western Railway, built in the 1870s, cuts diagonally through Esquesing from south to North. Historically, Esquesing was also known as an excellent source of building stones and timber (Cumming 1971: 55).

An examination of an 1877 map of the Township of Esquesing (Cumming 1971:8-9) indicates the study corridor, at this time, runs through Lots 3-21, Concession 7 and Lots 1-21, Concession 8. Table 1 lists the property owners by lot and concession, as well as any structures or points of interest depicted on the 1877 map of the Township of Esquesing. Considering the close proximity to historic structures (less than 300m), historic roadways (less than 100m), and that historic railways bisect the study corridor multiple times, there is a high probability of locating historic artifacts in the study corridor.

Of special note may be the indication of cemeteries in Lot 9, Concession 7; Lot 1, Concession 8; Lot 4, Concession 8; Lot 13, Concession 8; and Lot 21, Concession 8. Modern

aerial images of the area seem to indicate that none of the five cemeteries mentioned above still function as cemeteries. Lot 9, Concession 7 appears to have a residential property with a narrow fallow field in the vicinity of the cemetery indicated on the historic map. The historic cemetery located in Lot 1, Concession 8 seems to be well outside the current study corridor, and appears to now function as an agricultural field. Lot 4, Concession 8 also contained a historic cemetery, but now seems to be under use as a manicured golf course. A parking lot has been placed over the area in which a cemetery was indicated on the historic map for Lot 13, Concession 8.

Examination of current aerial images in comparison to the 1877 map of the Township of Esquesing (Cumming 1971:8-9) reveals that the area in Lot 21, Concession 8, containing the historic cemetery is now occupied by a nursing home and public works building. Fortunately this area received an Archaeological Assessment in 1992 by Mayer Heritage Consultants Inc (Corporate Project Number: 92-007). This assessment included background research conducted by Dalmar Services (1991), as well as by Elaine Robinson Bertrand, in addition to mechanical topsoil remove and test pit excavation. In essence both background information reports come to the same conclusions: that this was a small cemetery associated with the Wesleyan Methodist Church (Meeting Hall) and in 1896 people were no longer being interred and it was issued that friends or family had three years to remove remains from the property. It would seem to suggest that some of the deceased were exhumed and headstones, posts, and markers also removed while others with no surviving family members or those without surviving family members with financial means may have remained. Following this, the cemetery was allowed to fall into neglect and disrepair, and was also likely impacted by the approximately four feet of overburden placed in the vicinity during the 1925 construction of a new curve in the Highway 7/Trafalgar Road corner. A cemetery status questionnaire conducted by the Ontario Department of Health in 1956 indicates that there were approximately 12 to 15 graves and that the cemetery was in a poorly maintained state. The Archaeological Assessment performed by Mayer Consultants Inc. in 1992 exposed and documented structural remains of what is presumed to be the Meeting House and has been registered as an archaeological site (AjGx-67). They were unable to uncover any evidence of grave shafts, coffins, or human skeletal remains. However given the likelihood that at least some remains were left in the original plot, construction activities in this area should be closely monitored.

Table 1: Past occupants of Esquesing Township by lot and concession as well as any structures.

Lot	Concession	Owner	Structures, Orchards, Other
3	7	Robt. S. Hall	7 Farmhouses, 1 Orchard, 1 Mill or Manufactory
4	7	C. Taylor, Joseph Brownridge	2 Farmhouses, 2 Orchards
5	7	Joseph Brownridge	1 Farmhouse, 1 Orchard
6	7	H.W. Wylde, Jos. Cunningham, E. Thornton	3 Farmhouses, 1 Orchard
7	7	Allen Holmes	1 Farmhouse, 1 Orchard
8	7	Jas. H. Nixon	2 Farmhouses , 2 Orchards
9	7	Jos. Ruddell	2 Farmhouses, 1 Orchard, 1 Cemetery
10	7	Wm. Thompson	1 Farmhouse, 1 Orchard, AshGrove
11	7	Jas Y. Nixon, Geo. Wigglesworth	1 Farmhouse, 2 Orchards
12	7	Geo. Hume, Richard H. Graham	2 Farmhouses, 2 Orchards
13	7	Richard H. Graham, Jas Y. Nixon	2 Farmhouses, 1 Orchard
14	7	F.M. Howe, P. Thompson, D. Coventry, Wm. Thompson	2 Farmhouses, 2 Orchards
15	7	John W. Reid, Wm. Thompson	2 Farmhouses, 2 Orchards, 1 Schoolhouse, Stewart Town
16	7	HY Lawson, Jno. Johnston, Wm. Thompson	4 Farmhouses, 2 Orchards, Stewart Town
17	7	Est of Jno Harrison, Jas. Bradley	2 Farmhouses, 2 Orchards
18	7	E. Deveraux	2 Farmhouses, 1 Orchard
19	7	Jno. Bessey	1 Farmhouse, 3 Orchards
20	7	J.W. Kennedy N.R., Dr. Robt. McCullough, T Ruston, B. Adai	5 Farmhouses, 4 Orchards
21	7	J. Short Sr, N. Lindsay	3 Farmhouses, 2 Orchards
1	8	Sam Brooks, Jn. McMillan P.M., Mrs. HM Clarkie	West Hornby, Hornby P.O., Drill Shed, 2 Farmhouses, 2 Orchards, 1 Cemetery
2	8	Jas. Boyd, Chas. Campbell, John Campbell	3 Farmhouses, 3 Orchards

Lot	Concession	Owner	Structures, Orchards, Other
3	8	Geo. Hardy, M. Hughes	3 Farmhouses, 2 Orchards, 1 Church, 1 Mill or Manufactory
4	8	E. Pencast, John Irvine, Rob. Brockelbank	4 Farmhouses, 1 Orchard, 1 Cemetery
5	8	Rich. Howson, P. Fitzimmons	3 Farmhouses, 2 Orchards
6	8	Thos. M. Crawford, Neil McCallum	4 Farmhouses, 2 Orchards
7	8	Rob Miller, John McKinnon, Neil McCallum	2 Farmhouses, 2 Orchards, 1 Mill of Manufactory
8	8	John Wrigglesworth, John Hunter Esq.	1 Farmhouse, 1 Orchard
9	8	Geo. Wrigglesworth	3 Farmhouses, 3 Orchards, 1 Church
10	8	Mrs. M. Wilson, John Wilson	2 Farmhouses, 2 Orchards
11	8	Henry Huffmon	1 Farmhouse, 2 Orchards, AshGrove
12	8	Robt. A. Reed, Thos. A. Reed	2 Farmhouses, 2 Orchards
13	8	Andrew Miller, John S. Applebee	4 Farmhouses, 2 Orchards, 1 Cemetery
14	8	P.M. Rowe, Henry A. Reid	2 Farmhouses, 4 Orchards
15	8	Mrs. Ann J. Johnson, S. Campbell, Mrs. Wm. Webber, Thos. Sparrow, Henry A. Reid	4 Farmhouses, 4 Orchards
16	8	W.P. Applebee, Major Geo Thompson	2 Farmhouses, 2 Orchards, Stewarttown
17	8	C. Barnes	1 Farmhouse, 2 Orchards, Georgetown
18	8	Wm. Joyce, David Cross	4 Farmhouses, 3 Orchards, Georgetown
19	8	David Cross	Georgetown
20	8	F. Ruddeli	1 Farmhouse, 1 Orchard, Georgetown
21	8	Dr. Robt. McCullough, Geo. Kennedy	2 Farmhouses, 2 Orchards, 1 Cemetery

PROJECT CONTEXT: ARCHAEOLOGICAL

The study corridor is located along Trafalgar Road, Part of Lots 1-21, Concession 8, and Part of Lots 3-21, Concession 7, Town of Halton Hills, Geographic Township of Esquesing, County of Halton. The study corridor is centered around Trafalgar Road between Steeles Avenue and Highway 7. The southern three quarters of the study corridor are dominated by agricultural land use, while the northern quarter is mostly agricultural land west of Trafalgar Rd., and residential development comprising the outskirts of Georgetown east of Trafalgar Rd. The northern portion of the study area widens to consider road realignment to the west of urban development.

The study corridor is located in the Peel Plain and Niagara Escarpment physiographic regions. The Peel Plain covers an area of approximately 300 square miles, and encompasses central portions of the Region of Halton (Chapman and Putnam 1984: 174-175). A number of large rivers and streams have cut deep valleys across the plain, leaving much of the area fairly well drained. The plain is largely shale and limestone, covered in heavy, usually red clay (Chapman and Putnam 1984: 174-175). Bands of sand have been observed in the Peel Plain near streams and in areas close to the study corridor (Chapman and Putnam 1984: 174-175).

The Niagara Escarpment physiographic region is positioned between the South Slope physiographic region to the east and the Flamborough Plain and Horseshoe Moraines physiographic regions to the west (Chapman and Putnam 1984: 114). The Niagara Escarpment slopes upward from south to north, reaching its most mountainous peak near Collingwood (Chapman and Putnam 1984: 117). From approximately 60 km south of the study area in Dundas Valley to approximately 30 km north of the study area in the Forks of the Credit, the brow of the escarpment increases in elevation from about 800 to 1,450 feet above sea level. A wealth of creeks and a number of large valleys run through this area, the valleys of which are used for both roadway and railway transportation.

A survey of the Ministry of Tourism, Culture, and Sport archaeological site registry database files in Toronto revealed that there are 20 registered sites within one kilometre of the study corridor (Table 2). In addition, an examination of the study corridor using Ontario Base Mapping (OBM) 1:10 000 was performed to identify potential. In summary, four of the sites have not been named, and two of those sites also have undetermined temporal or cultural affiliation and site type. Of the 18 with a determined affiliation and site type, eight are Euro-

Canadian and the other 10 pre-contact. Five of the Euro-Canadian sites are homesteads, one is a meeting house and cemetery, one is a manufactory, and one is undetermined. Seven of the ten pre-contact sites are findspots, one is a village, and two are undetermined. There are eight reports which may document archaeological work within 50 m of the study corridor, these are presented in Table 3. Given that the study corridor is in proximity to a number of registered archaeological sites and waterways, there is a high potential for locating archaeological material in the study corridor.

Table 1: Previous Archaeology Fieldwork within 50 m.

Author	Year	Report Title
Amick	2002	Report on the 2002 Stage 1-2 Archaeological Assessment of the Proposed Trafalgar Sports Park - Phase 1, Part of Lot 18, Concession 7, Town of Halton Hills, Regional Municipality of Halton
TMHC	2003	Stage 1 & 2 Archaeological Assessment Proposed Catholic Cemetery, West Half Lot 18, Conc. 7, Town of Halton Hills, Geog. Twp. of Esquesing, R. M. of Halton, Ontario
Archeoworks	2006	Stage 1 Archaeological Assessment (AA) for Eight Proposed Reservoir Sites and Several Feedermain Routes for Milton Zone 5, Town of Halton Hills, RM of Halton, Ontario
ASI	2006	Stage 1 AA: Steeles Avenue (RR 8) Transportation Corridor Class EA Study from James Snow Parkway to 250 m west of Trafalgar Rd, Town of Halton Hills, RM of Halton, Ontario
ASI	2009	Stage 1 & 2 Archaeological Assessment of Halton Rogers Tower. 9348 Trafalgar Road, Part of East Half of Lot 7, Concession 7 Geographic Township of Esquesing South Town of Halton Hills, R.M. of Halton
Powers	2011	Stage 1 & 2 Archaeological Assessment of the Stewarttown Road Bridge Replacement, Regional Municipality of Halton, Ontario

Table 2. Registered Archaeological Sites Within One Kilometre of the Study Corridor*

Borden Number	Site Name	Temporal or Cultural Affiliation	Type of Site
AjGw-471	Eighth Line Methodist Chapel	Euro-Canadian	Homestead
AjGw-474	Hornby Village	Euro-Canadian	Homestead
AjGw-476	FS1.001	Pre-Contact	Findspot
AjGw-477	FS 1.001	Pre-Contact	Findspot
AjGw-478	FS1.001	Pre-Contact	Findspot
AjGx-15	-	-	-
AjGx-19	-	-	-
AjGx-59	Greig	Iroquoian, Neutral	Village
AjGx-63	Trafalgar Country	Early Archaic	Findspot
AjGx-67	Wesleyan Meeting House	Euro-Canadian	Meeting House, Cemetery
AjGx-83	-	Early Archaic	Findspot
AjGx-90	-	Early Archaic	Findspot
AjGx-100	Brady	Euro-Canadian	Homestead
AjGx-202	Mattamy I	Euro-Canadian	Homestead
AjGx-203	Mattamy 5	Pre-Contact: Early Archaic	Findspot
AjGx-204	Mattamy 6	Pre-Contact	Undetermined
AjGx-205	Mattamy 7	Euro-Canadian	Homestead

AjGx-206	Mattamy 9	Pre-Contact	Undetermined
AjGx-207	Mattamy 10	Euro-Canadian	Undetermined
AjGx-229	Tolten Property	Euro-Canadian	Manufactory

*Information is from the MTCS Archaeological Site Registry Database, Toronto.

FIELD METHODOLOGY

The Stage 1 visual assessment was conducted on October 8, 2014 under cold and sunny conditions, resulting in excellent visibility. The Stage 1 assessment included background research and visual assessment of the study corridor to determine the potential for recovering archaeological resources. The study corridor was visually assessed on foot and photo documented (see Figure 4 for plate location and direction, and Figure 5-7 for field results). The digital copy of development plans is the most accurate digital mapping available and has been provided to indicate field methodology and the location and direction of photos taken. Appendix I provides an unaltered image of the development plans.

The study corridor includes a 12.5 kilometer stretch of corridor encompassing Trafalgar Road from just north of Steeles Avenue at the south end, to just north of Highway 7 at the north end. Throughout this corridor, Trafalgar Road is a two-lane paved roadway with gravel shoulder that is surrounded by mostly agricultural land, with some areas of residential and commercial land use (Plates 1-33). The corridor is mainly flat terrain and is intersected by two railways at the north end, and is located less than 10km from the Credit River. One hundred percent of the study corridor was visually assessed, and it was determined that the area within the right-of-way has been completely disturbed by the existing roadway, gravel shoulders, and ditching associated with roadway construction. However, much of the area outside of the study corridor appears undisturbed. Therefore, it is recommended to the Ministry of Tourism, Culture and Sport that the study corridor within the right-of-way is completely disturbed, and will require no further assessment. It is also recommended to the Ministry of Tourism, Culture and Sport that any land that is outside of the right-of-way will require Stage 2 archaeological assessment if that land is to be impacted by future roadway construction.

DISCUSSION AND CONCLUSIONS

The Ministry of Tourism, Culture and Sport has provided a 2011 *Standards and Guidelines for Consultant Archaeologists* to assist in identifying archaeological potential. Under these guidelines all property is identified as having archaeological potential that is: within 300 metres of registered archaeological sites; 300 metres of water sources (primary, secondary, historic and glacial); elevated

topography; well drained soils; distinctive land formations; resource areas (food, medicinal plants, source raw materials and early Euro-Canadian industry); areas within 300 metres of early Euro-Canadian settlement; areas within 100 metres of historic transportation routes; areas containing Ontario Heritage designated properties; and properties identified by local informants as having potential (MTCS 2011: 17-18). The study corridor meets most of these criteria.

The study corridor is located along Trafalgar Road, from Steeles Avenue Highway 7. It appears to be in close proximity to water sources and historic transportation routes (roads, railway) (Figures 2-3). As previously discussed, 20 registered sites are located within 1km of the study corridor, and the only areas that could be visually identified as disturbed are within the current right-of-way. Given this, it is recommended to the Ministry of Tourism, Culture and Sport that the study corridor within the right-of-way is completely disturbed, and will not require further assessment. However, given that there is such high potential for locating sites outside of the right-of-way, it is recommended to the Ministry of Tourism, Culture and Sport that any land that is outside of the right-of-way that will be impacted by future roadway development will require Stage 2 archaeological assessment.

RECOMMENDATIONS

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

1. The Stage 1 archaeological assessment for the Trafalgar Road Corridor, Part of Lot 8, Concessions 1-21, and Part of Lot 7, Concessions 3-21, Town of Halton Hills, Geographic Township of Esquesing, County of Halton concluded that the study corridor is completely disturbed within the limits of the current right-of-way. Given this, it is recommended to the Ministry of Tourism, Culture and Sport that the area within the current right-of-way is free from archaeological concern, and no further assessment will be required.
2. The Stage 1 archaeological assessment identified areas of archaeological potential outside of the current right-of-way. Given this, it is recommended to the Ministry of Tourism, Culture and Sport that any land that is outside of the right-of-way that will be impacted by future roadway construction will require Stage 2 archaeological assessment.
3. Should plans change and property is required outside of the areas investigated for this assessment, further assessment of these areas will be required.
4. Construction should not proceed before receiving confirmation that the Ministry of Tourism, Culture and Sport has entered the report into the provincial register of reports. This report is filed with the Minister of Tourism, Culture and Sport in compliance with sec. 65 (1) of the *Ontario Heritage Act*. The ministry reviews reports to ensure that the licensee has met the terms and conditions of the license and archaeological resources have been identified and documented according to the standards and guidelines set by the ministry, ensuring the conservation, protection and preservation of the heritage of Ontario.

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ADVICE ON COMPLIANCE WITH LEGISLATION

1. 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. 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 alteration to archaeological sites by the proposed development.
2. 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 to remove any artifact or other physical evidence of past human use or activity from the site, until such times 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 Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
3. 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 Section 48 (1) of the *Ontario Heritage Act*.
4. *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) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

FIGURES

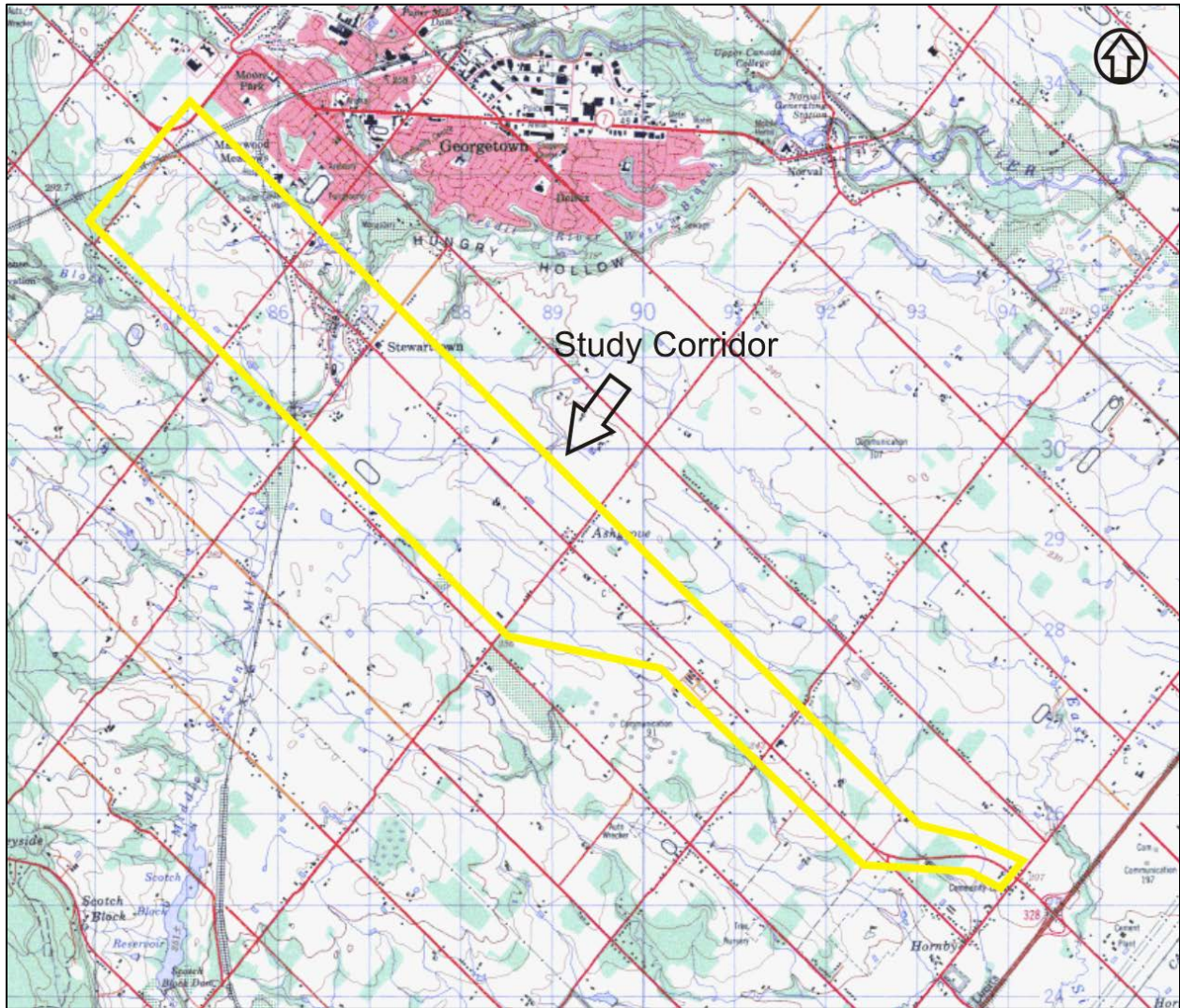


Figure 1: Location of the study area (NTS map 30 M/12).

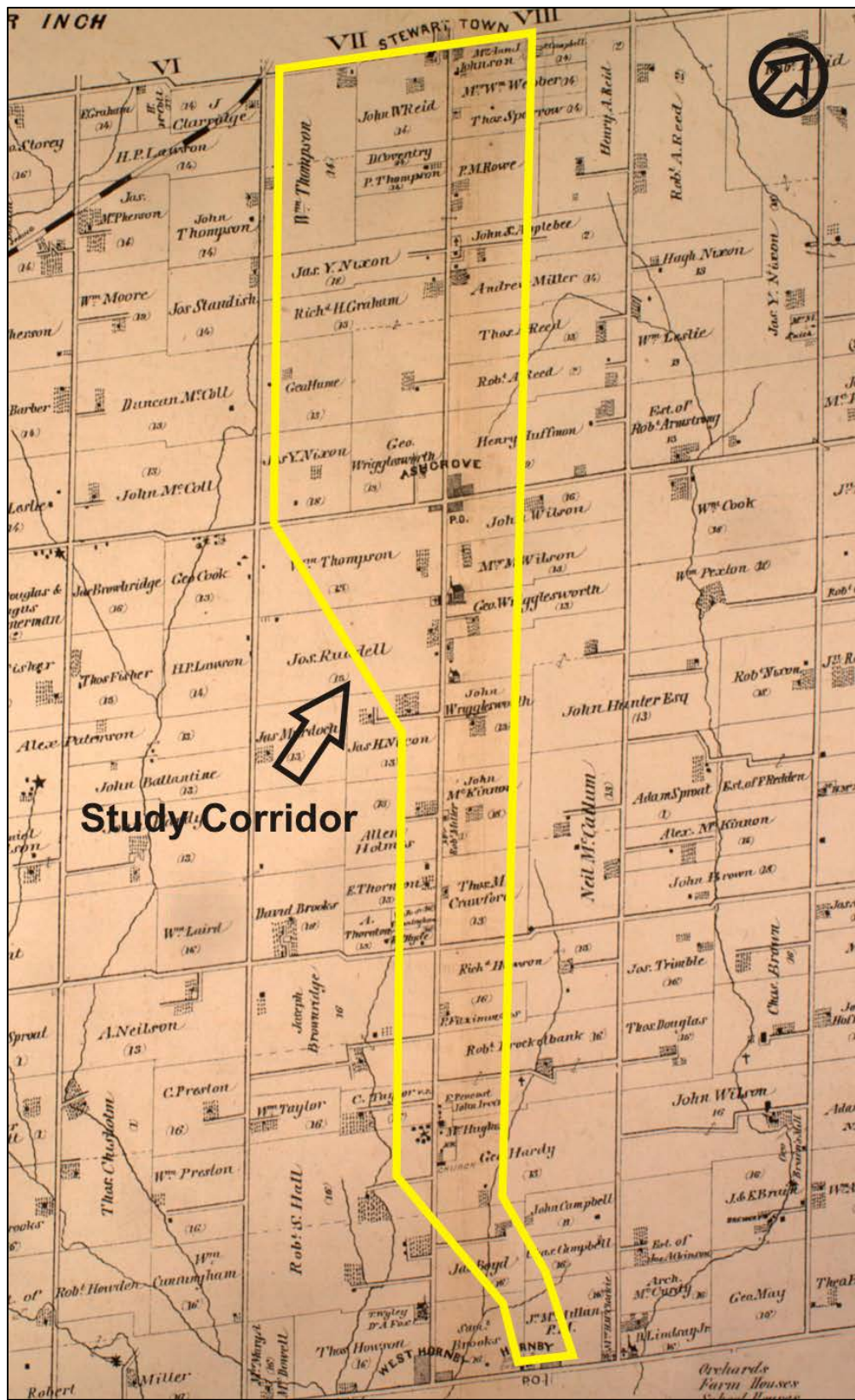


Figure 2: Location of the study corridor on 1877 Map of southern part of Esquesing Township (Cumming 1971:9).

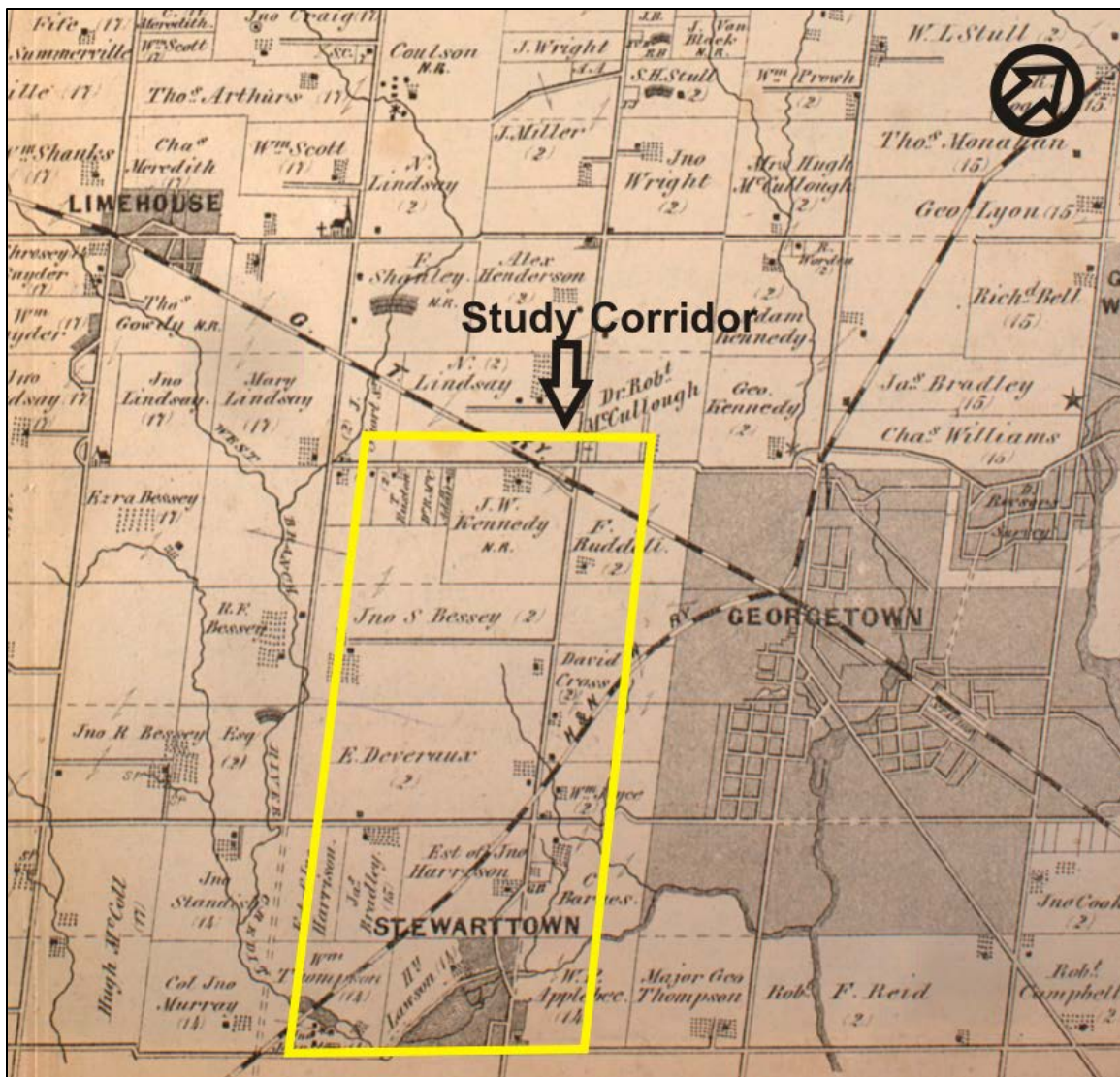


Figure 3: Location of the northern portion of the study corridor on 1877 Map of northern part of Esquesing Township (Cumming 1971:9).



Figure 4: Key Plan of the study corridor showing the area within the right-of-way that have been visually determined to be disturbed, and the areas outside of the right-of-way that have archaeological potential.

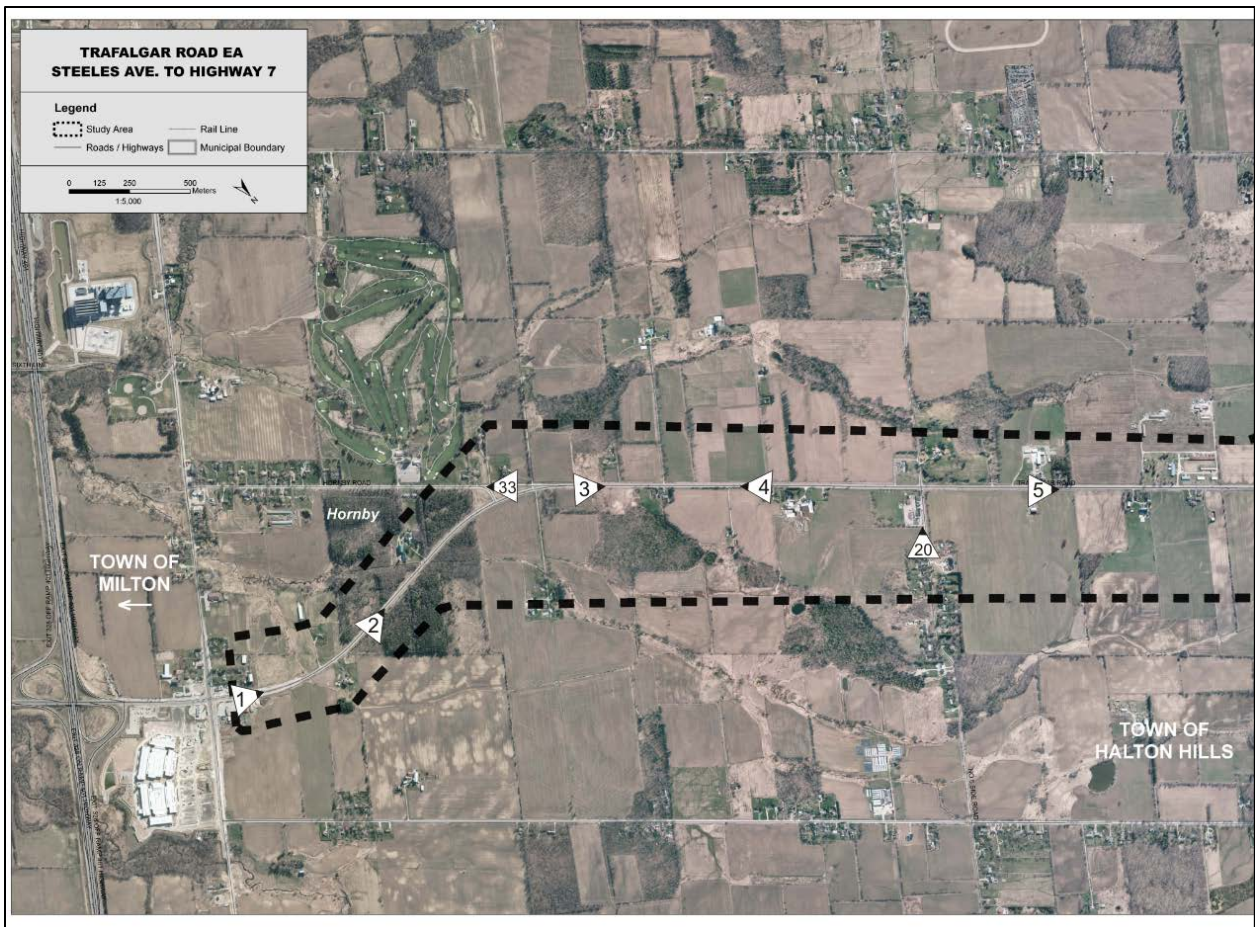


Figure 5: Google Earth development plan showing plate location and direction within the southern section of the study corridor.

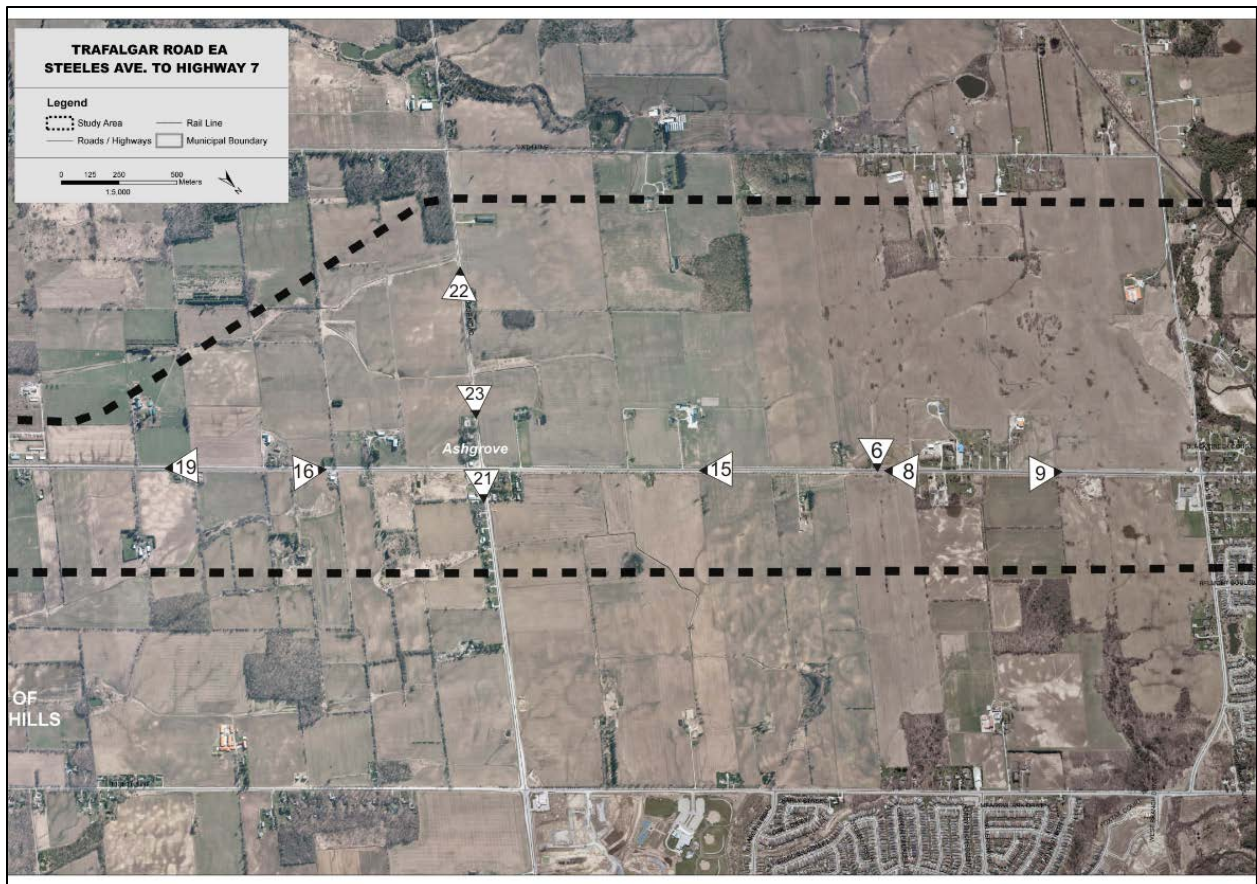


Figure 6: Google Earth development plan showing plate location and direction within the central section of the study corridor.

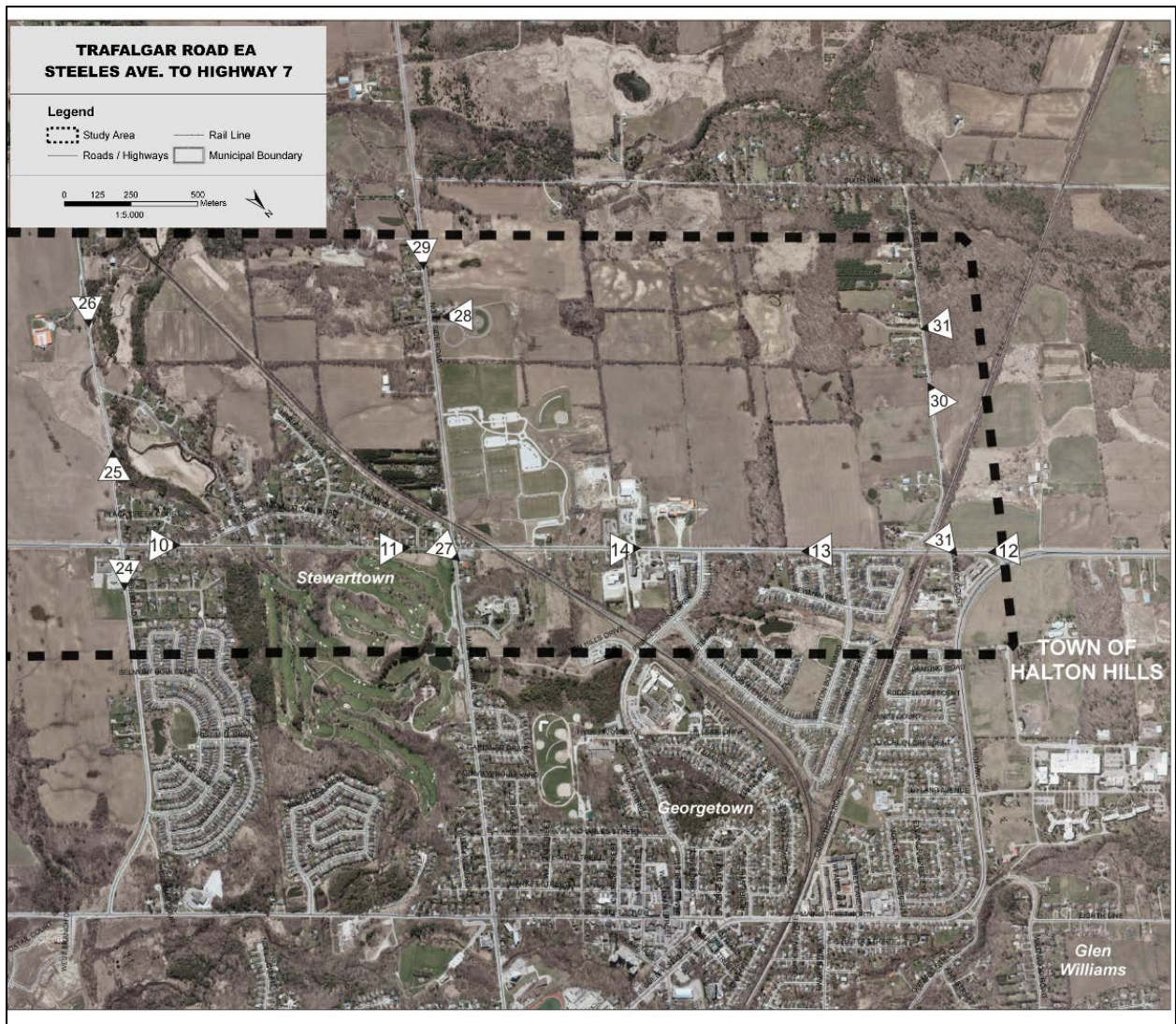


Figure 7: Google Earth development plan showing plate location and direction within the northern section of the study corridor.

PLATES



Plate 1: Field conditions within the study corridor, facing northwest. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 2: Field conditions within the study corridor, facing west. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 3: Field conditions within the study corridor, facing northwest. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 4: Field conditions within the study corridor, facing southeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 5: Field conditions within the study corridor, facing northwest. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 6: The Wesleyan Methodist Church Cemetery, located on the east side of the corridor.

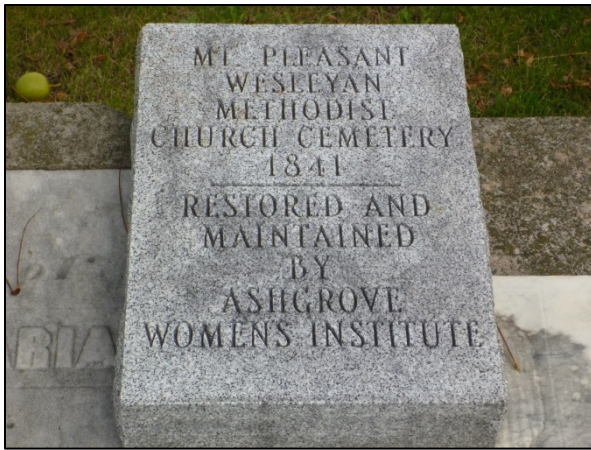


Plate 7: Plaque located in the Wesleyan Methodist Church Cemetery; other graves indicate the cemetery was used as early as 1838.



Plate 8: Field conditions within the study corridor, facing southeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 9: Field conditions within the study corridor, facing northwest. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 10: Field conditions within the study corridor, facing northwest. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 11: Field conditions within the study corridor, facing northwest. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 12: Field conditions within the study corridor, facing southeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 13: Field conditions within the study corridor, facing southeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 14: Field conditions within the study corridor, facing northwest. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 15: Field conditions within the study corridor, facing southeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 16: Cemetery located in Lot 9, Con 7 on the west side of Trafalgar Road. Photo facing southeast.



Plate 17: Graves located within the cemetery in Lot 9, Con 7 indicating a date as early as 1856.



Plate 18: Grave located within the cemetery in Lot 9, Concession 7 indicating a date as early as 1834.



Plate 19: Field conditions within the study corridor, facing southeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 20: Field conditions within the study corridor, facing southwest. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 21: Field conditions within the study corridor, facing northeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 22: Field conditions within the study corridor, facing southwest. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 23: Field conditions within the study corridor, facing northeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 24: Field conditions within the study corridor, facing northeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 25: Field conditions within the study corridor, facing south. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 26: Field conditions within the study corridor, facing northeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 27: Field conditions within the study corridor, facing north. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 28: Field conditions within the study corridor at the Devereaux Cemetery, on the north side of 17 Side Road. Note the proximity of the Columbarium to edge of ROW. Photo facing southeast.



Plate 29: Field conditions within the study corridor, facing northeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 30: Field conditions within the study corridor, facing south. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.



Plate 31: Field conditions within the study corridor, facing southeast. Note disturbance within the ROW, and areas that have been disturbed outside the ROW.



Plate 32: Field conditions within the study corridor at the location of the old Wesleyan Methodist Church at Highway 7 and Trafalgar Road. Note the presence of an unidentified ground marker.



Plate 33: Field conditions within the study corridor, facing southeast. Note disturbance within the ROW, and areas of archaeological potential outside the ROW.

APPENDIX I: Key Plan for the Study Corridor





Halton.ca 311

NOTICE OF STUDY COMMENCEMENT

CLASS ENVIRONMENTAL ASSESSMENT STUDY

Trafalgar Road (Regional Road 3) Transportation Corridor Improvements
Steeles Avenue (Regional Road 8) to Highway 7,
Town of Halton Hills
PR-2960A/PR-2961A

Study

Halton Region is initiating a Class Environmental Assessment (Class EA) study to consider a wide range of options for transportation corridor improvements to satisfy future travel demands to 2031 on Trafalgar Road from Steeles Avenue to Highway 7, in the Town of Halton Hills. The Class EA Study will consider a wide range of road improvement alternatives as well as intersection improvements, active transportation and over-all traffic operations. The impact of alternatives on social, cultural, economic and natural environments will also be evaluated and assessed during the study.

Process

This notice signals the commencement of the Class EA, a study which will define the problem, identify and evaluate alternative solutions, and determine a preferred solution in consultation with the Town of Halton Hills, regulatory agencies and the public. The study is being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment (October 2000, amended 2007 and 2011), which is approved under the Ontario Environmental Assessment Act.

Public and review agency consultation is a key element of the Class EA process and input will be sought throughout this study. Details regarding the upcoming Public Information Centres (PICs) will be advertised as the study progresses. Upon completion of the study, a comprehensive Environmental Study Report will be prepared and placed on the public record for a minimum 30-day review period. The document will detail the planning process and the preferred alternative including how the public and agency input was received.

Comments

Please contact either of the following project team members if you wish to be added to the project mailing list or if you have any questions, comments, or wish to obtain more information about the project.

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The map shows the approximate limits of the study area.



This Notice first issued on April 3, 2014
www.halton.ca/EAprojects

APPENDIX II: Inventory of Documentary Record

Assessment	Field Documents	Total	Nature	Location
Trafalgar Road Widening, Steeles to Hwy 7	Photographs	32	Digital	On server at 1480 Sandhill Drive, Unit 3, Ancaster; Folder Trafalgar Road Widening
	Field Notes	1	Digital and Hard Copy	On server and on file at 1480 Sandhill Drive, Unit 3, Ancaster; Folder Trafalgar Road Widening
	Field Maps	1	Digital and Hard Copy	On server and on file at 1480 Sandhill Drive, Unit 3, Ancaster; Trafalgar Road Widening