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Appendix A: Stage 1 Archaeological Assessment Main Report

**Stage I Archaeological Assessment
Regional Road 25 Transportation Corridor Improvement
Speers Road to Derry Road
Part of Lot 29, Concession 2 NDS
Part of Lots 30 and 31, Concessions 1 and 2 NDS
Part of Lots 30 and 31, Concessions 1-3 SDS
Part of Lots 1-10, Concessions 2 and 3
Geographic Township of Trafalgar
Former Halton County
Now Towns of Oakville and Milton
Regional Municipality of Halton, Ontario**

Original Report

Submitted to:
Ministry of Citizenship and Multiculturalism

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Project No: 2022-013
Dated: September 27, 2023



EXECUTIVE SUMMARY

Halton Region's Transportation Master Plan – The Road to Change (2011) identified the need for additional capacity in the Regional Road 25 corridor. To improve network connectivity and address forecasted travel demand to 2031, Halton Region is undertaking a Municipal Class Environmental Assessment (MCEA) study to consider improvements to Regional Road 25 from Speers Road to Derry Road in the Town of Milton and Town of Oakville. The study is being completed in accordance with Schedule 'C' of the MCEA (October 2000, amended in 2007, 2011, & 2015), as approved under the Ontario Environmental Assessment Act.

The purpose of the Regional Road 25 MCEA study (Speers Road to Derry Road) is to examine a wide range of multi-modal transportation improvements, including widening of the roadway, cross-sectional requirements, active transportation, intersection improvements, and overall traffic operations, while considering the impact of such improvements on the social, cultural, and natural environments. In support of this MCEA study, Timmins Martelle Heritage Consultants Inc. (TMHC) have been retained by CIMA+ on behalf of Halton Region to undertake a Stage I archaeological assessment. The project area consists of roughly 141.7 ha (350.14 ac) of land within the existing right-of-way (ROW) and a 20 m buffer along the 15.2 km corridor. The work was undertaken in accordance with the *Environmental Assessment Act* and *The Master Plan of Archaeological Resources of the Regional Municipality of Halton*. The purpose of the assessment was to determine whether there was potential for the discovery of archaeological resources within the project area.

The Stage I background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. According to the map-based review and background research, potential for the discovery of archaeological sites is indicated by the presence of or proximity (within 300 m) to:

- areas of 19th century settlement (e.g., hamlets of Boyne and Palermo);
- 19th century travel routes (e.g., Bronte Road (Regional Road 25), Derry Road, Britannia Road, Lower Baseline, Henderson Road, Dundas Street (Highway 5), Upper Middle Road, Queen Elizabeth Way, and the Hamilton and Toronto Railway);
- mapped 19th century structures (numerous homesteads and other buildings);
- nearby listed and designated heritage properties (20 in total);
- historic watercourses (Bronte Creek - its tributaries and wetland; Fourteen Mile Creek - its tributaries and wetlands; and, Sixteen Mile Creek - its tributaries and wetlands); and,
- previously registered archaeological sites (62 sites within 300 m).

The Stage I property inspection confirmed several areas of low or no archaeological potential within the project area, most of which are related to previous disturbances associated with road and driveway construction, buried utilities, and drainage improvements (62.4 ha; 44.0%). Additionally, a large portion of the project area has been subject to previous archaeological assessment, where no further archaeological assessment was recommended (59.3 ha; 41.8%). Other areas of low or no potential that do not require further archaeological assessment include steeply sloped lands (1 ha; 0.7%), as well as low-lying and permanently wet areas associated with Sixteen Mile Creek and Fourteen Mile Creek (1 ha; 0.7%). The Bowes United Church Cemetery occupies an additional 0.1 ha (0.1%) of the project area. The remainder of the project area is comprised of fallow lands, agricultural fields, and manicured lawns which appear to retain archaeological potential (18 ha; 12.7%). These areas require further archaeological assessment.



All work met provincial standards and the Stage I background research and property inspection identified several areas retaining archaeological potential. The recommendations for the Stage I project area are presented below.

- All previously assessed portions of the project area where no further archaeological concern was identified do not require further assessment (59.3 ha; 41.8%).
- All portions of the project area identified as extensively disturbed (62.4 ha; 44.0%), low and permanently wet (1 ha; 0.7%), steeply sloped (1 ha; 0.7%), and otherwise of low archaeological potential do not require further assessment.
- The portions of the project area that retain archaeological potential require Stage 2 archaeological assessment prior to ground disturbing activities (18 ha; 12.7%), if they will be impacted by the planned improvements. For cultivated fields where impacts will be greater than 10 m, the Stage 2 assessment should consist of pedestrian survey at 5 m intervals. For all unploughable lands or narrow width impacts in cultivated fields (<10m), the Stage 2 assessment should consist of a test pit survey at 5 m intervals.
 - Additional efforts should be made during the Stage 2 assessment to retrieve documentation for the 1975 Bronte Creek Provincial Park survey to confirm the location of AiGw-47 (SD Map 12). If no artifacts are identified during the Stage 2 assessment in the vicinity of the site, reduced survey intervals may be required to confirm whether the AiGw-47 site is present within the project area.
 - AiGw-547 was partially excavated as part of previous road improvement works, and was demonstrated to extend outside the excavated area, within the current project area limits (SD Map 13). Stage 2 assessment is required for the undisturbed portion of the property. If no artifacts are identified during the Stage 2 assessment in the vicinity of the site, reduced survey intervals may be required to confirm whether the AiGw-547 site is present outside of the previously excavated area. Based on the results of the Stage 2 assessment, Stage 3 archaeological assessment may be required to address the remainder of the site within the project area.
- The portion of the project area that is located within Bowes Cemetery (0.06 ha; 0.1%) is an area of continued archaeological concern. If possible, impacts to cemetery lands should be avoided. If this is not possible, additional archaeological assessment and/or cemetery investigation may be required as determined through consultation with MCM and the BAO.
- Should impacts be planned for outside of the project area reviewed in this report, additional archaeological assessment may be required.

Our recommendations are subject to the conditions laid out in Section 7.0 of this report and to the MCM's review and acceptance of this report into the provincial register of archaeological reports.



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STATEMENT OF QUALIFICATIONS AND LIMITATIONS

The attached Report (the “Report”) has been prepared by TMHC Inc. (TMHC) for the benefit of the Client (the “Client”) in accordance with the agreement between TMHC and the Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”);
- represents TMHC’s professional judgment in light of the Limitation and industry standards for the preparation of similar reports;
- may be based on information provided to TMHC which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement

TMHC shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. TMHC accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

TMHC agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but TMHC makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

Except (1) as agreed to in writing by TMHC and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

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This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.



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I PROJECT CONTEXT

I.1 Development Context

I.1.1 Introduction

Halton Region's Transportation Master Plan – The Road to Change (2011) identified the need for additional capacity in the Regional Road 25 corridor. To improve network connectivity and address forecasted travel demand to 2031, Halton Region is undertaking a Municipal Class Environmental Assessment (MCEA) study to consider improvements to Regional Road 25 from Speers Road to Derry Road in the Town of Milton and Town of Oakville. The study is being completed in accordance with Schedule 'C' of the MCEA (October 2000, amended in 2007, 2011, & 2015), as approved under the Ontario Environmental Assessment Act.

The purpose of the Regional Road 25 MCEA study (Speers Road to Derry Road) is to examine a wide range of multi-modal transportation improvements, including widening of the roadway, cross-sectional requirements, active transportation, intersection improvements, and overall traffic operations, while considering the impact of such improvements on the social, cultural, and natural environments. In support of this MCEA study, Timmins Martelle Heritage Consultants Inc. (TMHC) have been retained by CIMA+ on behalf of Halton Region to undertake a Stage I archeological assessment. The project area consists of roughly 141.7 ha (350.14 ac) of land within the existing right-of-way (ROW) and a 20 m buffer along the 15.2 km corridor. The work was undertaken in accordance with the *Environmental Assessment Act* and *The Master Plan of Archaeological Resources of the Regional Municipality of Halton*. The purpose of the assessment was to determine whether there was potential for the discovery of archaeological resources within the project area.

All archaeological assessment activities were performed under the professional archaeological license of Lara Wood (P1078) and in accordance with the 2011 *Standards and Guidelines for Consultant Archaeologists* (MTC 2011). Permission to commence the study was coordinated by Katherine Jim of CIMA+ and Halton Region.

I.1.2 Purpose and Legislative Context

The *Ontario Heritage Act* (R.S.O. 1990) makes provisions for the protection and conservation of heritage resources in the Province of Ontario. The *Environmental Assessment Act* provides for the protection and conservation of the environment. In this case, the environment is widely defined to cover "cultural heritage" resources. Section 5(3)(c) of the Act stipulates that heritage resources to be affected by a proposed undertaking be identified during the environmental screening process. The Municipal Class EA applies to municipal infrastructure projects including roads, water and wastewater projects. Since projects undertaken by municipalities can vary in their environmental impact, such projects are classified in this Class EA in terms of schedules. This project is proceeding under Schedule C.

The Regional Municipality of Halton's Master Plan of Archaeological Resources is a planning tool developed to implement these requirements by identifying areas where there is potential for archaeological sites to exist (ASI 1998; 2009a). If properties are deemed to have potential for archaeological sites, a Stage 1 and 2 archaeological assessment is required.



2 STAGE I BACKGROUND REVIEW

2.1 Research Methods and Sources

A Stage I overview and background study was conducted to gather information about known and potential cultural heritage resources within the study area. According to the *Standards and Guidelines*, a Stage I background study must include a review of:

- an up-to-date listing of sites from the Ministry of Citizenship and Multiculturalism (MCM) PastPortal for 1 km around the property;
- reports of previous archaeological fieldwork within a radius of 50 m around the property;
- topographic maps at 1:10,000 (recent and historical) or the most detailed scale available;
- historical settlement maps (e.g., historical atlas, survey);
- archaeological management plans or other archaeological potential mapping when available; and,
- commemorative plaques or monuments on or near the property.

For this project, the following activities were carried out to satisfy or exceed the above requirements:

- a database search was completed through MCM's PastPortal system that compiled a list of registered archaeological sites within 1 km of the study area (completed July 7, 2022);
- a review of known prior archaeological reports for the property and adjacent lands;
- Ontario Base Mapping (1:10,000) was reviewed through ArcGIS and mapping layers under the Open Government Licence – Canada and the Open Government Licence- Ontario;
- detailed mapping provided by the client was also reviewed;
- a series of historic maps and photographs was reviewed related to the post-1800 land settlement;
- *The Master Plan of Archaeological Resources of the Regional Municipality of Halton: Planning and Technical Report* (ASI 1998); and,
- *Master Plan of Archaeological Resources of the Regional Municipality of Halton 2008 Update* (ASI 2009a).

Additional sources of information were also consulted, including modern aerial photographs, local history accounts, soils data provided by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), physiographic data provided by the Ontario Ministry of Northern Development and Mines, and detailed topographic data provided by Land Information Ontario.

When compiled, background information was used to create a summary of the characteristics of the study area, in an effort to evaluate its archaeological potential. The Province of Ontario (MTC 2011; Section 1.3.1) has defined the criteria that identify archaeological potential as:

- previously identified archaeological sites;
- water sources;
 - primary water sources (e.g., lakes, rivers, streams, creeks);
 - secondary water sources (e.g., intermittent streams and creeks, springs, marshes, swamps);
 - features indicating past water sources (e.g., glacial lake shorelines, relic river or stream channels, shorelines of drained lakes or marshes, cobble beaches);
 - accessible or inaccessible shorelines (e.g., high bluffs, sandbars stretching into a marsh);
- elevated topography (e.g., eskers, drumlins, large knolls, plateau);



- pockets of well-drained sandy soils;
- distinctive land formations that might have been special or spiritual places (e.g., waterfalls, rock outcrops, caverns, mounds, promontories and their bases);
- resource areas, including:
 - food or medicinal plants (e.g., migratory routes, spawning areas, prairies);
 - scarce raw materials (e.g., quartz, copper, ochre, or chert outcrops);
 - early Settler industry (e.g., fur trade, logging, prospecting, mining);
- areas of early 19th-century settlement, including:
 - early military locations;
 - pioneer settlement (e.g., homesteads, isolated cabins, farmstead complexes);
 - wharf or dock complexes;
 - pioneer churches;
 - early cemeteries;
- early transportation routes (e.g., trails, passes, roads, railways, portage routes);
- a property listed on a municipal register, designated under the *Ontario Heritage Act*, or that is a federal, provincial, or municipal historic landmark or site; and,
- a property that local histories or informants have identified with possible archaeological sites, historical event, activities, or occupations.

In Southern Ontario (south of the Canadian Shield), any lands within 300 m of any of the features listed above are considered to have potential for the discovery of archaeological resources.

Typically, a Stage I assessment will determine potential for Indigenous and 19th-century period sites independently. This is due to the fact that lifeways varied considerably during these eras, so the criteria used to evaluate potential for each type of site also varies.

It should be noted that some factors can also negate the potential for discovery of intact archaeological deposits. The *Standards and Guidelines* (MTC 2011; Section 1.3.2) indicates that archaeological potential can be removed in instances where land has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. Major disturbances indicating removal of archaeological potential include, but are not limited to:

- quarrying;
- major landscaping involving grading below topsoil;
- building footprints; and,
- sewage and infrastructure development.

Some activities (agricultural cultivation, surface landscaping, installation of gravel trails, etc.) may result in minor alterations to the surface topsoil but do not necessarily affect or remove archaeological potential. It is not uncommon for archaeological sites, including structural foundations, subsurface features and burials, to be found intact beneath major surface features like roadways and parking lots. Archaeological potential is, therefore, not removed in cases where there is a chance of deeply buried deposits, as in a developed or urban context or floodplain where modern features or alluvial soils can effectively cap and preserve archaeological resources.



2.2 Project Context: Archaeological Context

2.2.1 Project Area: Overview and Physical Setting

The project area for the proposed road improvements encompasses the existing ROW and a 20 m buffer for a roughly 15.2 km route along Regional Road 25 between Speers Road in the Town of Oakville to Derry Road in the Town of Milton, located in the historical Township of Trafalgar, Halton County, Now Regional Municipality of Halton, Ontario (Maps 1 and 2). The project area is comprised of the existing ROW and 20 m buffer along Regional Road 25 located within part of Lot 29, Concession 2 North of Dundas (NDS), part of Lots 30 and 31, Concessions 1 and 2 NDS, part of Lots 30 and 31, Concessions 1-3 South of Dundas Street (SDS), and part of Lots 1-10, Concessions 2 and 3. The project area is primarily situated within a suburban area with a mixture of residential and agricultural properties; however, the area surrounding the southern portion of the project area contains several commercial and industrial properties as well as Bronte Creek Provincial Park.

2.2.1.1 Physiographic Region

The project area is located within the Iroquois Plain, South Slope, and Peel Plain physiographic regions (Map 3), as defined by Chapman and Putnam (1984). The Iroquois Plain is an extensive, flat to undulating lowland plain stretching along the western part of Lake Ontario for a distance of 306 km from the Niagara River to the Trent River. The plain follows the current Lake Ontario shore and extends inland to the former shoreline of glacial Lake Iroquois, which separates the region from the drumlinized till plain of the South Slope to the north. The South Slope essentially parallels the Iroquois Plain and the current Lake Ontario shoreline. The slope fades from a gently rolling till plain in the east near the Trent River to a ground moraine with irregular knolls and hollows in the west where it meets the Niagara Escarpment (Chapman and Putnam 1984:172). Specifically, the project area crosses the Trafalgar Moraine aspect of the broader South Slope physiographic region. The moraine extends from the Niagara Escarpment northeast to the Streetsville area of Mississauga. Lake Peel formed between the Trafalgar Moraine, Oak Ridges Moraine and the Niagara Escarpment during deglaciation of the region. The Peel Plain is the former Lake Peel bottom and consists of a relatively flat tract of clay soils covering large portions of the Regional Municipalities of York, Peel, and Halton. The plain is dominated by till soils that contain large amounts of shale and limestone. The portion of the project area within the Peel Plain is located on a bevelled till plain. The underlying geological material is mainly reddish shale of the Queenston Formation, as well as limestone from Verulam and Lindsay Formations and grey shale of the Georgian Bay Formation (Chapman and Putnam 1984:289-90).



2.2.1.2 Soils

Soils within this area range from well-drained to poorly drained (Gillespie et al 1971) and are summarized in Table I (Map 4).

Table I: Soil Types within the Project Area

Soil Type	Classification	Drainage	% of Project Area
Chinguacousy Clay Loam	Gleyed gray-brown luvisol	Imperfectly Drained	58.65%
Jeddo Clay Loam	Orthic humic gleysol	Poorly Drained	7.27%
Oneida Clay Loam	Brunisolic gray-brown luvisol	Moderately well-drained	4.98%
Brady Sandy Loam	Gleyed grey-brown luvisol	Imperfectly Drained	0.16%
Grimsby Sandy Loam	Brunisolic gray-brown luvisol	Well-drained	0.20%
Fox Sandy Loam	Brunisolic gray-brown luvisol	Well-drained	0.07%
Bottom Land	Various	Various	2.19%
Urban Land	Various	Various	26.47%

2.2.1.3 Drainage

The project area is encompassed by the Bronte Creek, Fourteen Mile Creek, and Sixteen Mile Creek watershed and crosses numerous tributaries within these watersheds (Map 1). These watersheds drain into Lake Ontario and have been the focus of settlement for millennia.



2.2.2 Summary of Registered or Known Archaeological Sites

According to information provided to THMC by the MCM, there are 140 sites located within 1 km of the project area, indicating the archaeological potential of the area. After reviewing TMHC corporate records and previous assessments it was determined that there are 146 registered sites within 1 km of the project area (Table 2). Of the 146 sites, 62 are situated within 300 m of the project area. Of these 62 sites, 25 are located within 50 m of the project area including six within the project area. Some of the sites in close proximity to the project area have further cultural heritage value or interest (CHVI) and require additional archaeological assessment. Others have been documented to the level required by the MCM, and no longer are of archaeological concern. Sites within 50 m of the project area are discussed in detail below, and sites within or within close proximity to the project area have been bolded in Table 2.

Table 2: Registered Archaeological Sites within 1 km of the Project Area

Borden Number	Site Name	Time Period	Affinity	Site Type	Status	Distance
AiGw-10	Snedden	Pre-Contact	Indigenous	findspot		< 1 km
AiGw-13	Sneddon House	Archaic	Indigenous	Other: camp/campsite		< 1 km
AiGw-14	Stuart	Pre-Contact	Indigenous	Other: camp/campsite		< 300 m
AiGw-15						< 1 km
AiGw-17	North Service Road	Archaic	Indigenous	Unknown		< 1 km
AiGw-19	Asparagus Patch					< 1 km
AiGw-21	Burloak Drive 2	Archaic	Indigenous	Unknown		< 1 km
AiGw-23	North Service					< 1 km
AiGw-26	Ontario Sports	Woodland	Indigenous	Other: camp/campsite		< 1 km
AiGw-28	Bronte Road North					< 1 km
AiGw-33	Riverside	Archaic; Woodland		Other: camp/campsite; Other: camp/campsite	No Further CHVI	< 1 km
AiGw-34	Field 3	Woodland, Early	Indigenous	findspot		< 1 km
AiGw-36	Riverside	Post-Contact	Indigenous	camp / campsite	No Further CHVI	< 300 m
AiGw-37	Stream Bed	Archaic, Early	Indigenous	Other: camp/campsite	No Further CHVI	< 1 km
AiGw-38	Harmer	Archaic	Indigenous	Other: camp/campsite		Within
AiGw-43	Core Development	Archaic	Indigenous	findspot		< 1 km



Borden Number	Site Name	Time Period	Affinity	Site Type	Status	Distance
AiGw-10	Snedden	Pre-Contact	Indigenous	findspot		< 1 km
AiGw-13	Sneddon House	Archaic	Indigenous	Other: camp/campsite		< 1 km
AiGw-14	Stuart	Pre-Contact	Indigenous	Other: camp/campsite		< 300 m
AiGw-15						< 1 km
AiGw-17	North Service Road	Archaic	Indigenous	Unknown		< 1 km
AiGw-19	Asparagus Patch					< 1 km
AiGw-21	Burloak Drive 2	Archaic	Indigenous	Unknown		< 1 km
AiGw-23	North Service					< 1 km
AiGw-26	Ontario Sports	Woodland	Indigenous	Other: camp/campsite		< 1 km
AiGw-28	Bronte Road North					< 1 km
AiGw-33	Riverside	Archaic; Woodland		Other: camp/campsite; Other: camp/campsite	No Further CHVI	< 1 km
AiGw-34	Field 3	Woodland, Early	Indigenous	findspot		< 1 km
AiGw-36	Riverside	Post-Contact	Indigenous	camp / campsite	No Further CHVI	< 300 m
AiGw-37	Stream Bed	Archaic, Early	Indigenous	Other: camp/campsite	No Further CHVI	< 1 km
AiGw-38	Harmer	Archaic	Indigenous	Other: camp/campsite		Within
AiGw-43	Core Development	Archaic	Indigenous	findspot		< 1 km
AiGw-45	The Playing Field					< 1 km
AiGw-47	Office	Woodland	Indigenous	village		< 50 m
AiGw-48	Flake Tool					< 300 m
AiGw-50	East of 25	Archaic	Indigenous	Unknown		< 1 km
AiGw-54	Perry	Archaic	Indigenous	Unknown		< 1 km
AiGw-55	Broughton					< 1 km
AiGw-56	Three Clusters	Archaic	Indigenous	Other: camp/campsite; findspot		Within



Borden Number	Site Name	Time Period	Affinity	Site Type	Status	Distance
AiGw-62	West of Fence					< 1 km
AiGw-63	Demonstration Farm	Pre-Contact	Indigenous	findspot		< 1 km
AiGw-64	Cherry Orchard					< 1 km
AiGw-73	Farm Lane	Archaic, Late	Indigenous	Unknown		< 1 km
AiGw-74	North End of Field					< 1 km
AiGw-104	Proud	Archaic	Indigenous	Unknown		< 1 km
AiGw-106	Death					< 1 km
AiGw-112	Atkins					< 300 m
AiGw-113	George Atkins	Archaic	Indigenous	Unknown		< 50 m
AiGw-114	Old Atkins Farm					< 50 m
AiGw-117	Lynn Timbers	Pre-Contact	Indigenous	findspot		< 300 m
AiGw-118	Skeet Field					< 1 km
AiGw-127	80-403-6	Pre-Contact	Indigenous	Unknown		< 1 km
AiGw-128	80-403-7	Pre-Contact	Indigenous	Other: camp/campsite		< 50 m
AiGw-129	80-403-8	Pre-Contact	Indigenous	Other: camp/campsite	Further CHVI	< 300 m
AiGw-130	80-403-9	Pre-Contact	Indigenous	findspot		< 300 m
AiGw-131	80-403-10	Pre-Contact	Indigenous	findspot		< 300 m
AiGw-144	81-403-16	Pre-Contact	Indigenous	findspot		< 1 km
AiGw-145	81-403-5	Pre-Contact	Indigenous	findspot		Within
AiGw-146	81-403-18	Pre-Contact	Indigenous	findspot		< 1 km
AiGw-147	81-403-19	Pre-Contact	Indigenous	findspot		< 1 km
AiGw-148	81-403-19	Pre-Contact	Indigenous	findspot		< 1 km
AiGw-183						< 1 km
AiGw-184		Woodland, Late; Woodland, Late	Iroquoian	findspot		< 1 km
AiGw-186						< 1 km
AiGw-188		Archaic, Late	Indigenous	findspot		< 300 m
AiGw-189						< 300 m
AiGw-190		Archaic, Late	Indigenous	Other: camp/campsite		< 1 km
AiGw-204		Woodland, Early	Indigenous	findspot		< 1 km



Borden Number	Site Name	Time Period	Affinity	Site Type	Status	Distance
AiGw-233						< 50 m
AiGw-292		Archaic, Early; Archaic, Early	Indigenous	findspot	No Further CHVI	< 1 km
AiGw-293		Pre-Contact	Indigenous	scatter	No Further CHVI	< 1 km
AiGw-300		Pre-Contact	Indigenous	scatter	No Further CHVI	< 1 km
AiGw-304	Corfu	Archaic, Late; Archaic, Late	Indigenous	Other: camp/campsite		< 50 m
AiGw-343	SFI				No Further CHVI	Within
AiGw-346**	Ludy	Archaic, Early	Indigenous	scatter	Further CHVI	< 300 m
AiGw-347**	Casey	Pre-Contact	Indigenous	Other: tool manufacturing	Further CHVI	< 300 m
AiGw-348		Post-Contact	19th-century	cabin	Further CHVI	< 300 m
AiGw-349**	Bear	Pre-Contact	Indigenous	Other: tool manufacturing; scatter	Further CHVI	< 1 km
AiGw-350**		Archaic, Middle	Indigenous	findspot	No Further CHVI	< 300 m
AiGw-351**		Archaic, Middle	Indigenous	findspot	No Further CHVI	< 50 m
AiGw-352**		Pre-Contact	Indigenous	scatter	No Further CHVI	Within
AiGw-353**		Pre-Contact	Indigenous	findspot	No Further CHVI	< 300 m
AiGw-354**		Other		Other: findspot_	No Further CHVI	< 50 m
AiGw-355**		Pre-Contact	Indigenous	findspot	No Further CHVI	< 50 m
AiGw-356**		Pre-Contact	Indigenous	findspot	No Further CHVI	< 1 km
AiGw-357**		Pre-Contact	Indigenous	findspot	No Further CHVI	< 300 m
AiGw-358**		Pre-Contact	Indigenous	findspot	No Further CHVI	< 1 km
AiGw-368					No Further CHVI	< 1 km



Borden Number	Site Name	Time Period	Affinity	Site Type	Status	Distance
AiGw-379	Richview II	Pre-Contact	Indigenous	scatter	No Further CHVI	< 1 km
AiGw-380	Richview III	Archaic, Early	Indigenous	findspot	No Further CHVI	< 1 km
AiGw-381	Pineberry Site	Pre-Contact	Indigenous	Other: camp/campsite	No Further CHVI	< 1 km
AiGw-382	Pineberry II	Archaic, Early	Indigenous	scatter	No Further CHVI	< 1 km
AiGw-388	Umiak #1	Pre-Contact	Indigenous	Other: camp/campsite	Further CHVI	< 1 km
AiGw-389	Umiak #2	Archaic, Late	Indigenous	Other: camp/campsite	Further CHVI	< 1 km
AiGw-390	Umiak #3	Pre-Contact	Indigenous	Other: camp/campsite	Further CHVI	< 1 km
AiGw-391	Umiak #4	Archaic, Late	Indigenous	Other: camp/campsite	Further CHVI	< 1 km
AiGw-392	Umiak #5	Pre-Contact	Indigenous	Other: camp/campsite	Further CHVI	< 1 km
AiGw-393	Umiak #6	Archaic, Late	Indigenous	findspot		< 1 km
AiGw-394	Umiak #7	Pre-Contact	Indigenous	scatter		< 1 km
AiGw-425	Oakville Assembly II	Pre-Contact				< 1 km
AiGw-519*	Location 4	Pre-Contact	Indigenous	findspot		< 300 m
AiGw-520*	Location 6	Pre-Contact	Indigenous	findspot		< 300 m
AiGw-521*	Location 10	Archaic, Late	Indigenous	findspot		< 50 m
AiGw-530	AiGw-530 - H1	Post-Contact	19 th -century	homestead	No Further CHVI	< 1 km
AiGw-531	AiGw-531 H3	Post-Contact	19 th -century	homestead	No Further CHVI	< 1 km
AiGw-537		Archaic, Late; Pre-Contact	Indigenous, Indigenous	findspot; findspot	No Further CHVI	< 50 m
AiGw-538		Archaic, Middle; Pre-Contact	Indigenous, Indigenous	findspot; findspot	No Further CHVI	< 300 m
AiGw-539	Location 11	Post-Contact	19 th -century	house	Further CHVI	< 1 km
AiGw-546	RR25H1	Post-Contact	19 th -century			Within
AiGw-547	RR25H2	Post-Contact	19 th -century	homestead	Further CHVI	< 50 m



Borden Number	Site Name	Time Period	Affinity	Site Type	Status	Distance
AiGw-553	Burnhamthorpe H2	Post-Contact	19 th -century	Other: barn, stable, outbuilding		< 300 m
AiGw-565	Boyne H2 site	Post-Contact	19 th -century	homestead	No Further CHVI	< 1 km
AiGw-567	FS I	Archaic, Early	Indigenous	findspot	No Further CHVI	Within
AiGw-569	George Buck	Post-Contact	19 th -century	homestead; house	No Further CHVI	< 1 km
AiGw-570	Teetzel	Post-Contact	19 th -century	homestead	Further CHVI	< 1 km
AiGw-988	Vale	Archaic, Early		findspot	No Further CHVI	< 50 m
AiGw-1009		Pre-Contact	Indigenous	camp / campsite	No Further CHVI	< 1 km
AiGw-1010		Post-Contact; Pre-Contact	Indigenous, 19 th -century	Other: refuse; camp / campsite	No Further CHVI	< 1 km
AiGw-1011		Other	Unknown	Unknown	No Further CHVI	< 1 km
AiGw-1013		Post-Contact; Pre-Contact	Indigenous, 19 th -century	Other: Refuse; findspot	No Further CHVI	< 1 km
AiGw-1020		Pre-Contact	Indigenous	cache, biface	Further CHVI	< 1 km
AiGw-1028	Dead Pine	Post-Contact; Pre-Contact	Indigenous	farmstead; findspot	No Further CHVI	< 300 m
AiGw-1038	HI	Post-Contact	19 th -century	homestead	No Further CHVI	< 300 m
AiGw-1042*		Woodland	Indigenous	Unknown	Further CHVI	< 300 m
AiGw-1043*		Pre-Contact	Indigenous	scatter	Further CHVI	< 300 m
AiGw-1044*		Pre-Contact	Indigenous	Unknown	Further CHVI	< 300 m
AiGx-62	Ruhl	Woodland	Indigenous	Unknown		< 1 km
AiGx-95						< 1 km
AiGx-96		Archaic, Late	Indigenous	findspot		< 1 km
AiGx-97		Woodland, Early	Indigenous	findspot		< 1 km
AiGx-98						< 1 km



Borden Number	Site Name	Time Period	Affinity	Site Type	Status	Distance
AiGx-99						< 1 km
AiGx-100		Archaic, Late	Indigenous	findspot		< 1 km
AiGx-233	Boyne Site	Post-Contact		Other: Domestic site, food preparation, storage and service	Further CHVI	< 50 m
AiGx-269		Archaic		findspot	No Further CHVI	< 1 km
AiGx-270		Pre-Contact		camp / campsite	No Further CHVI	< 1 km
AiGx-343	Buchanan	Post-Contact		farmstead	No Further CHVI	< 50 m
AiGx-344	Capozzi	Pre-Contact	Indigenous	Other: camp/campsite	No Further CHVI	< 1 km
AiGx-367		Archaic, Middle; Pre-Contact	Indigenous, Indigenous	hunting; hunting		< 300 m
AiGx-368		Pre-Contact; Woodland, Late	Indigenous, Indigenous	hunting; hunting		< 1 km
AiGx-374	Site x	Post-Contact	19 th -century	cabin	No Further CHVI	< 300 m
AiGx-375	Site Y					< 300 m
AiGx-376	Main Sail site I	Archaic, Early	Indigenous			< 1 km
AiGx-382	Forbes Site	Post-Contact	Other	homestead		< 300 m
AiGx-420	Andrew Robinson	Post-Contact	19 th -century	homestead	Further CHVI	< 1 km
AiGx-421	Matthew Langrill	Post-Contact; Woodland	Indigenous, 19 th -century	farmstead; scatter	Further CHVI	< 1 km
AiGx-435	Ruggiero Site	Post-Contact	20 th -century	agricultural; residential	No Further CHVI	< 50 m
AjGx-6	Wilmott					< 1 km
AjGx-55						< 300 m
AjGx-56		Post-Contact; Pre-Contact	Indigenous, Indigenous, 19 th -century	Unknown; Unknown		< 50 m
AjGx-57	Thomas Robson					< 50 m



Borden Number	Site Name	Time Period	Affinity	Site Type	Status	Distance
AjGx-122	Derry Road site	Post-Contact			No Further CHVI	< 300 m
AjGx-136	Paira	Archaic; Post-Contact	Indigenous, Indigenous, 19 th -century	Other: other; Other: other; homestead; scatter; scatter	No Further CHVI	< 1 km
AjGx-142		Pre-Contact	Indigenous	Unknown	No Further CHVI	< 1 km
AjGx-144	-					< 1 km
AjGx-152	Fitzsimmons	Post-Contact	19 th -century	homestead	Further CHVI	< 1 km
AjGx-153	Flying Snake	Pre-Contact	Indigenous	scatter	Further CHVI	< 300 m
AjGx-163		Post-Contact	19 th -century	midden	No Further CHVI	< 1 km
AjGx-178		Post-Contact	19 th -century	house		< 300 m
AjGx-208	Rose Hill Farm	Post-Contact	19 th -century	homestead		< 300 m
AjGx-209		Archaic, Middle	Indigenous	hunting		< 300 m
NDFS-0112		Pre-Contact	Indigenous	Unknown	Further CHVI	< 1 km

*Site Data not included in the data provided by the MCM.

**Location data within Past Portal does not match coordinates and descriptions provided within the report (Archeoworks 2000).

Distance based on GPS coordinates provided in the report.

The majority of the sites within 50 m of the project area were first recorded through a variety of research and development projects prior to the year 2000 (n=17). As a consequence, the associated reports and details regarding these sites are often limited or unavailable. TMHC was unable to obtain the reports associated with the following sites and no further details regarding their current status was available:

- Harmer (AiGw-38), an Archaic Period site identified during Arthur Robert's 1974 survey;
- Office (AiGw-47), a Woodland Period village site identified during the Bronte Park survey in 1975;
- George Atkins (AiGw-113), an Archaic Period site along the edge of Bronte Gorge subject to damage from erosion;
- Old Atkins Farm (AiGw-114), apparently part of the Three Clusters site (AiGw-56); and
- AiGw-233.

The following paragraphs discuss the sites mapped within the current project area followed by a discussion of the remaining sites within 50 m of the project area. The sites listed as retaining further CHVI within 50 m of the project area are discussed separately.

2.2.2.1 Registered Sites within the Project Area with Further CHVI

The Speers site (AiGw-547) is a 19th-century homestead identified in 2009 during a Stage 2 assessment for the Regional Road 25 widening project, which included widening the road from two to four lanes (Archeoworks



2012a). The site was subject to Stage 3 archaeological assessment which resulted in the recovery of 411 artifacts suggesting a domestic habitation site dating from c.1830-1870 and the site was recommended for Stage 4 mitigation (Archeoworks 2012b). Stage 4 excavations were carried within the study corridor and resulted in the recovery 8,840 artifacts and the identification of eight cultural features. As it was evident that the site extended beyond the study corridor, avoidance and protection measures were recommended during construction (Archeoworks 2016a). The unexcavated portion of the site retains further CHVI and further assessment is required.

2.2.2.2 Registered Sites within the Project Area with No Further CHVI or Development Status Unlisted

The Three Clusters (AiGw-56) was originally identified by Terry Hutchinson during the 1975 Bronte Creek survey and is mapped within the current project area. During the initial surface survey Hutchinson recovered 262 artifacts (PHC 2021). Additional surface collection in 1976 resulted in the identification of three loci or clusters of artifacts (Cluster A, B, and C). Cluster A consisted of 1071 chert artifacts, a Middle Archaic projectile point, two ground stone artifacts, and 36 pieces of fire cracked rock (PHC 2021:14). Cluster B consisted of eight projectile points and fragments, 236 chert artifacts, four ground stone artifacts, and 31 pieces of fire cracked rock. The projectile points included Brewerton Side Notched and Vosberg type points indicative of a Middle Archaic Period site. Cluster C was likely the Stuart site (AiGw-14), and Indigenous site consisting of 29 chert artifacts originally identified in 1972 (PHC 2021:14). AiGw-56 is located within an area recently developed for residential use within the project area.

AiGw-145 was located in a flat area west of Regional Road 25 within the current project area. The location consisted of one piece of chipping detritus (MIA 1982). Under current provincial standards AiGw-145 does not meet the requirements for further assessment (MTC 2011:40, Section 2.2) and was likely destroyed during the construction of Highway 407.

AiGw-343 was a large greywacke biface preform that was undiagnostic and located within the current project area (HHI 2000a). Intensification at the location recovered one fragment of chert detritus and no further assessment was recommended.

AiGw-352 is an Indigenous site first identified during a Stage 1 and 2 archaeological assessment for the West Oak Trails II subdivision in 2000. The site was located on a highpoint on the west side of a tributary of Fourteen Mile Creek and consisted of four pieces of chipping detritus within an area measuring 15 m in diameter. No further assessment was recommended.

RR25 H1 (AiGw-546) is an early to mid 19th-century site initially identified in 2009 during a Stage 2 archaeological assessment for improvements to Regional Road 25. A total of 72 artifacts were recovered during the Stage 2 assessment and the site was recommended for further assessment (Archeoworks 2012a). In 2011, Archeoworks conducted a Stage 3 archaeological assessment at the site consisting of eight test units which resulted in the recovery of 104 artifacts from disturbed contexts (Archeoworks 2012b). The overall artifact assemblage suggested a domestic habitation site dating from the mid to late 19th-century with a small 20th-century component. Due to the disturbed context of the site, no further assessment was recommended (Archeoworks 2012b).

AiGw-567 is a multi-component site consisting of a late 19th to early 20th-century component and an Early Archaic Period component. The Early Archaic Period component consisted of a single diagnostic Nettling Point. While no further assessment was recommended for the late 19th to early 20th century component, the Early Archaic Period component met the provincial criteria and was recommended for further assessment



(NDA 2014). A Stage 3 assessment was conducted for the Early Archaic component, but no further Indigenous artifacts were recovered and no further work was recommended.

2.2.2.3 Registered Sites within 50 m of the Project Area with No Further CHVI or Development Status Unlisted

AiGw-128 is an Indigenous site identified during surveys for Highway 407 in 1980 and 1981. The site was located on a slight ridge east of Regional Road 25 and consisted of four pieces of chipping detritus and one core (MIA 1982). The site was likely destroyed during the construction of Highway 407.

The Corfu site (AiGw-304) a Late Archaic site first identified in 1998 during test pit survey for the Highway 407 project (AMAA 1998). The site was subsequently subject to Stage 4 excavations resulting in the recovery of 249 pieces of chipping detritus, one projectile point, one projectile point fragment, one biface, two pieces of intrusive bone. The site was fully excavated and no further assessment was recommended (MCMI 1999).

AiGw-351 is a Middle Archaic site first identified during a Stage 1 and 2 archaeological assessment for the West Oak Trails II subdivision (Archeoworks 2000). The site consisted of a fragment of a Brewton corner-notched projectile point. No further assessment was recommended.

AiGw-354 is an Indigenous site first identified during a Stage 1 and 2 archaeological assessment for the West Oak Trails II subdivision (Archeoworks 2000). The site consisted of one biface and two pieces of chipping detritus. No further assessment was recommended.

AiGw-355 an Indigenous site first identified during a Stage 1 and 2 archaeological assessment for the West Oak Trails II subdivision (Archeoworks 2000). The site consisted of one biface fragment that may represent the midsection of an unidentified projectile point, drill or knife. No further assessment was recommended.

AiGw-521 is a Late Archaic Period find spot first identified during pedestrian survey for the Stage 1 and 2 archaeological assessment of the Diocese of Hamilton Cemetery property. The find spot consisted of one Late Archaic Period projectile point (Archaeologix 2008). No further assessment was recommended.

AiGw-537 is a Late Archaic Period find spot first identified during pedestrian survey for the Stage 1 and 2 archaeological assessment of the Milton Operations Centre. The find spot consisted of one Late Archaic Narrow Point projectile point (FAC 2009). No further assessment was recommended.

The Vale site (AiGw-988) is an Early Archaic Period find spot consisting of one Nettling projectile point and two pieces of chipping detritus (NDA 2017a; NDA 2017b). The site was identified during pedestrian survey for the Go Park and Ride parking lot at the intersection of Highway 407 and Regional Road 25 and was subject to Stage 3 archaeological assessment. Following the Stage 3 Assessment, no further assessment was recommended.

The Buchanan site (AiGx-343) is a mid 19th-century homestead identified during a Stage 1 and 2 archaeological assessment of the properties at 6400 and 6424 Regional Road 25. A total of 5,663 artifacts were recovered during the Stage 2 and 3 investigations and the site was recommended for Stage 4 mitigation (AAL 2008a). The site was subject to Stage 4 excavations in 2006 during with a total of 19 cultural features and 4 post moulds or footings were identified. The site was fully excavated and no further work was recommended (AAL 2008b).



The Ruggiero site (AiGx-435) is an early to mid 20th-century site identified during pedestrian survey of the property at 6110 Regional Road 25. The site consisted of 17 pieces of cultural material most likely associated with a 1960s habitation (PHC 2018). The Ruggiero site (AiGx-435) was determined to have been sufficiently documented under the provincial framework and no further assessment was recommended.

AjGx-56 is an Indigenous site identified during surveys for the Union Gas Limited NPS 48 pipeline. The site consisted of 35 pieces of chipping detritus, four utilized chert flakes, one chert core and a small quantity of historic artifacts (MIA 1991). Under current provincial standards AjGx-56 likely requires for further assessment (MTC 2011:40, Section 2.2, Standard 1.a.i[2]).

AjGx-57 is an Indigenous site identified during surveys for the Union Gas Limited NPS 48 pipeline. Initially the site consisted of 11 pieces of chipping detritus, three utilized chert flakes, and one chert scraper (MIA 1991). Although the site spanned a 55 m by 20 m area, it included a cluster of seven flakes within a 1 m radius (DRPA 1992). Further assessment of the site by DRPA resulted in the recovery of three pieces of chipping detritus and an end scraper. The portion of the site with the pipeline corridor was subsequently stripped and no cultural features identified. Further assessment was recommended for the extant portion of the site south of the pipeline corridor (DRPA 1992).

The Boyne site (AiGx-233) is a 19th-century domestic habitation site initially identified during a Stage 2 assessment for the Halton Water and Wastewater pipelines. The site possibly relates to the Blacksmith shop marked on the 1858 and a small Stage 4 excavation was conducted for the portion of the site within the study corridor (HHI 2000a; 2000b). TMHC was unable to obtain the Stage 3 and 4 excavation report prior to the production of this report.

2.2.2.4 Registered Sites with Further CHVI within 50 m of the Project Area

While the report for the 1975 Bronte Creek Provincial Park survey was not available for review prior to the production of this report, the Office site (AiGw-47), a Woodland Period village site identified during the Bronte Park survey in 1975 (SD Map 12) is located in close proximity to the current project area.



2.2.3 Summary of Past Archaeological Investigations within 50 m

During the course of this study, it was established that at least 66 archaeological assessments have occurred within 50 m of the project area. These were identified through a review of TMHC corporate records, industry knowledge, and MCM records. However, it should be noted that the MCM currently does not provide an inventory of archaeological assessments to assist in this determination. A summary of the previous assessments in the vicinity of the project area is provided in Table 3. Detailed summaries of previous assessments which overlap the current project area or identified sites within 50 m of the current project area are provided in sections 2.2.3.1 to 2.2.3.14.

Table 3: Previous Assessment in the Vicinity of the Project Area

Report Title	Relevant Site(s) Identified	PIF(s)	Reference/ Maps	Project Overlap (Y/N)
<i>The Stage 1-3 Archaeological Assessment of 6400 Regional Road 25 and 6424 Regional Road 25, Part of Lot 8, Concession 2, New Survey, Town of Milton, Regional Municipality of Halton</i>	AiGx-343	P013-135; P013-135-STG3	AAL 2006	N
<i>Executive Summary of the Stage 3 Assessment of the Copozzi Site (AiGx-344) and the Stage 3-4 Excavation of the Buchanan Site (AiGx-345), 6400 Regional Road 25 and 3424 Regional Road 25, Part of Lot 8, Concession 2, New Survey, Town of Milton, Regional Municipality of Halton</i>	AiGx-343	P013-218-2006	AAL 2008a (Map 42; SD Map 5)	N
<i>The Stage 4 Excavation of the Buchanan Site (AiGx-343), 6400 Regional Road 25 and 6424 Regional Road 25, Part of Lot 8, Concession 2, New Survey, Town of Milton, Regional Municipality of Halton</i>	AiGx-343	P013-218-2006	AAL 2008b (Map 43)	N
<i>The Stage 1-2 Archaeological Assessment of 6439 Regional Road 25, Part of Lot 8, Concession 3 New Survey, Geographic Township of Trafalgar, Town of Milton, Halton Region</i>		P013-1189-2017	AAL 2017	N
<i>The Archaeological Assessment of Highway 407 West (Stages 1-3), Agreement # 9820-7411-2835</i>	AiGw-304	PIF-98-3-LIC-1998-050; PIF-98-3-LIC-1998-050-STG3	AMAA 1998 (Map 23; SD Map 4)	Y
<i>Report on the 2008 Stage 1-2 Archaeological Assessment of 6667 Regional Road 25, Part of Lot 9, Concession 3 (Geographic Township of Trafalgar), Town of Milton, Regional Municipality of Halton</i>		P058-264-2007; P058-314-2008	AMICK 2008	N
<i>Stage 1 Archaeological Background Study, Proposed Bronte Green Subdivision, 1401 Bronte Road, Part of Lots 28, 29 & 30, Concession 2 (Geographic Township of Trafalgar South, County of Halton), Town of Oakville, Regional Municipality of Halton</i>		P058-889-2012	AMICK 2016	N



Report Title	Relevant Site(s) Identified	PIF(s)	Reference/ Maps	Project Overlap (Y/N)
Stage 1 Archaeological Background Study, Merton Tertiary Plan, Part of Lots 26, 27, 28, 29, 30 & 31, Concession 2 South of Dundas Street (Geographic Township of Trafalgar South, County of Halton), Town of Oakville, Regional Municipality of Halton		P058-914-2013	AMICK 2017a (Map 41)	Y
Stage 2 Archaeological Assessment, Proposed Bronte Green Subdivision, 1401 Bronte Road, Part of Lots 28, 29 & 30, Concession 2 (Geographic Township of Trafalgar South, County of Halton), Town of Oakville, Regional Municipality of Halton		P038-472-2012; P038-0851-2016	AMICK 2017b	N
Stage 3 Site-specific Assessment: Riverside Site (AiGw-33), 1401 Bronte Road, Part of Lot 29, Concession 2, Township of Trafalgar South, County of Halton, now in the Town of Oakville, Ontario	AiGw-33	PI024-0178-2016	AMICK 2017c	N
Stage 1 and 2 Archaeological Assessments 3122 South Service Road West Project No. D65707 Part 2, Plan 1338 and Parts 2–5, Plan 20R-2500 Town of Oakville Regional Municipality of Halton Part of Lots 31–32, Concession 3 SDS Geographic Township of Trafalgar Former Halton County, Ontario		P007-0841-2017	ARA 2017	N
Stage 1 and 2 Archaeological Assessments Oakville – 730 Bronte Road Project No. D1055322 Property No. P60907/P65590 Part 1, Plan 20R-5484 and Part 1, Plan 20R-4741 Town of Oakville Regional Municipality of Halton Part of Lot 31, Concession 3 South of Dundas Street Geographic Township of Trafalgar Halton County, Ontario		P007-0998-2019	ARA 2019	N
Stage 1 Archaeological Background Study, Merton Tertiary Plan, Part of Lots 26, 27, 28, 29, 30 & 31, Concession 2 South of Dundas Street (Geographic Township of Trafalgar South, County of Halton), Town of Oakville, Regional Municipality of Halton		P058-914-2013	AMICK 2017a (Map 41)	Y
Archaeological Assessment (Stage 1 & 2), Proposed Diocese of Hamilton Cemetery, Part of Lot 1, Concession 2, New Survey, Township of Trafalgar, Town of Milton, Regional Municipality of Halton, Ontario	AiGw-106, AiGw-519, AiGw-520, AiGw-521	P001-472-2008	Archaeologix 2008 (SD Map 7)	Y



Report Title	Relevant Site(s) Identified	PIF(s)	Reference/ Maps	Project Overlap (Y/N)
<i>Stage 1-2 Archaeological Assessment of West Oak Trails II – Proposed Subdivision (24T-99013/1429 Revised), Part of Lots 29-30, Concession 1 SDS, and Stage 3 Archaeological Assessment of 4 sites (AiGw-346, 347, -348, -349), Town of Oakville, Regional Municipality of Halton, Ontario.</i>	AiGw-346, AiGw-347, AiGw-348, AiGw-349, AiGw-350, AiGw-351, AiGw-352, AiGw-353, AiGw-354, AiGw-355, AiGw-356, AiGw-357, AiGw-358	2000-026-02; 2000-026-03; 2000-026-12; and, 2000-026-13	Archeoworks 2000	Y
<i>Stage 1 Archaeological Assessment for The New Burnhamthorpe Road Study Area: Bounded by Bronte Road, Dundas Street, Ninth Line and Burhamthorpe Road/Highway 407, Town of Oakville, Regional Municipality of Halton, Ontario</i>		P029-164	Archeoworks 2005	N
<i>Stage 2 Archaeological Assessment (AA) of: Proposed Regional Road 25 Reconstruction from Highway 407 to Britannia Road, Town of Milton and Town of Oakville, Regional Municipality of Halton, Ontario</i>	AiGw-546; AiGw-547	P334-050-2011	Archeoworks 2012a (Maps 15-20)	Y
<i>Stage 3 Archaeological Assessment of RR25 H1 (AiGw-546) and RR25 H2 (AiGw-547) Sites, Within Lots 29 and 31, Concession 2 North of Dundas Street, Geographic Township of Trafalgar South, Towns of Oakville and Milton, Regional Municipality of Halton, Ontario</i>	AiGw-546; AiGw-547	P334-145-2011; P334-146-2011	Archeoworks 2012b (Map 21)	Y
<i>Stage 2 Archaeological Assessment (AA) of: Proposed Burnhamthorpe Road Construction, From Bronte Road (Regional Road 25) to Third Line, Within Part of Lots 24-31, Concession 1 NDS, Town of Oakville, Regional Municipality of Halton, Ontario</i>		P334-186-2011	Archeoworks 2012c (Map 38)	Y
<i>Stage 1 Archaeological Assessment for the: Proposed Development of 6360 and 6260 Regional Road 25, Within Lot 7, Concession 2, In the Geographic Township of Trafalgar (North), Historical County of Halton, Now the Town of Milton, Regional Municipality of Halton, Ontario</i>		PI016-0046-2014	Archeoworks 2015a	N
<i>Stage 2 Archaeological Assessment for the: Proposed Development of 6360 and 6260 Regional Road 25, Within Lot 7, Concession 2, In the Geographic Township of Trafalgar (North), Historical County of Halton, Now the Town of Milton, Regional Municipality of Halton, Ontario</i>		PI016-0079-2014	Archeoworks 2015b	N



Report Title	Relevant Site(s) Identified	PIF(s)	Reference/ Maps	Project Overlap (Y/N)
<i>Stage 4 Partial Excavation of the: Speers Site (AiGw-547), Within Lot 31, Concession 2 North of Dundas Street, Geographic Township of Trafalgar, Historical County of Halton, now in the Town of Milton, Regional Municipality of Halton, Ontario</i>	AiGw-547	P334-160-2012	Archeoworks 2016a (Map 22)	Y
<i>Stage 4 Monitoring Report for the: Speers Site (AiGw-547), Within Lot 31, Concession 2 North of Dundas Street, Geographic Township of Trafalgar South, Historical County of Halton, Now Municipality of Halton, Ontario</i>	AiGw-547	P390-0075-2013	Archeoworks 2016b (SD Map 2)	Y
<i>Stage I Archaeological Assessment, Regional Road 25 Improvements, From Highway 407 to Derry Road (Regional Road 7) Towns of Oakville and Milton, (Former Trafalgar Township, Halton County), Regional Municipality of Halton, Ontario</i>		P050-024	ASI 2003 (Maps 9-11)	Y
<i>Stage I Archaeological Assessment, Boyne Trunk Sewer Class Environmental Assessment, Regional Municipality of Halton, Ontario</i>		P057-523-2009	ASI 2009b (Map 6)	Y
<i>Stage 2 Archaeological Assessment, Regional Road 25 Widening between Derry Road (RR7) and Britannia Road (RR8), Class Environmental Assessment, Town of Milton, Regional Municipality of Halton, Ontario</i>		P057-518-2008	ASI 2009c (Maps 12-14)	Y
<i>Stage 2 Archaeological Assessment (Property Assessment), Halton Boyne Trunk Wastewater Main Detailed Design, Former Township of Trafalgar, Halton County, Regional Municipality of Halton, Ontario</i>		P347-017-2011	ASI 2011a (Map 7)	Y
<i>Stage I Archaeological Assessment Background Study, Dundas Street Bus Rapid Transit Planning Study, Brant Street to Trafalgar Road, City of Burlington and Town of Oakville, Regional Municipality of Halton</i>		P094-032-2011	ASI 2011b (Map 39)	Y
<i>Stage I and 2 Archaeological Assessment of 6200 Regional Road 25, Part of Lot 7, Concession 2, New Survey, (Geographic Township of Trafalgar), Town of Milton, Regional Municipality of Halton, Ontario</i>		P383-0084-2013	ASI 2014	N



Report Title	Relevant Site(s) Identified	PIF(s)	Reference/ Maps	Project Overlap (Y/N)
<i>Stage 2 Archaeological Assessment, Halton Biosolids Management Centre Facility, Part of Lots 27-29, Concession 2 NDS (Former Township of Trafalgar, County of Halton), Town of Oakville, Regional Municipality of Halton, Ontario</i>		P1066-0054-2017	ASI 2017a (Map 8)	Y
<i>Stage 1 and 2 Archaeological Assessment of the Northeast Corner of Derry Road West and Regional Road 25, Part of Lot 10, Concession 3, Geographic Township of Trafalgar, Halton County, Town of Milton, Regional Municipality of Halton, Ontario</i>		P449-0108-2017	ASI 2017b	N
<i>Stage 1 and 2 Archaeological Assessment of 320, 338, 346 and 350 Bronte Road, Part of Lots 30 and 31 and Part of the Road Allowance between Lots 30 and 31, Concession 3 South of Dundas Street, Geographic Township of Trafalgar, County of Halton, Town of Oakville, Regional Municipality of Halton</i>		P449-0268-2018	ASI 2018	N
<i>Stage 1 Archaeological Assessment, Wyecroft Road Improvements from Bronte Road to Kerr Street, Part of Lots 16-31, Concession 3 SDS, and Lots 22-25, Concession 2 SDS (Former Township of Trafalgar, County of Halton), Town of Oakville, Regional Municipality of Halton, Ontario</i>		P094-0283-2018	ASI 2019 (Map 40)	Y
<i>Stage 1 Archaeological Assessment 407 Transitway from West of Hurontario Street to West of Brant Street, G.W.P. 16-20003, (Former Township of Toronto, County of Peel and Former Townships of Trafalgar, and Nelson, County of Halton), City of Brampton and City of Mississauga, Peel Region; Town of Halton Hills, Town of Milton, Town of Oakville, and City of Burlington; Halton Region, Ontario</i>		P380-0055-2019	ASI 2020a (Map 30)	Y
<i>Stage 2 Archaeological Assessment 407 Transitway from West of Hurontario Street to West of Brant Street, G.W.P. 16-20003, (Former Township of Toronto, County of Peel and Former Townships of Trafalgar, and Nelson, County of Halton), City of Brampton and City of Mississauga, Peel Region; Town of Halton Hills, Town of Milton, Town of Oakville, and City of Burlington; Halton Region, Ontario</i>		P383-0164-2019	ASI 2020b (Map 31)	Y
<i>Stage 1-2 Archaeological Assessment 1354 Bronte Road, Oakville Part of Lot 31, Concession 2 South of Dundas Street, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton, Ontario</i>		P017-0973-2021	Detritus 2022	N



Report Title	Relevant Site(s) Identified	PIF(s)	Reference/ Maps	Project Overlap (Y/N)
<i>An Archaeological Resource Assessment, Survey and Mitigation of the Proposed Union Gas Limited NPS 48 Milton to Parkway Pipeline, Trafalgar Township, R.M. of Halton, Ontario</i>	AjGx-57	1991-004	DRPA 1992	Y
<i>Milton Operations Centre, Town of Milton, Regional Municipality of Halton - Archaeological Stage 1: Background Research and Stage 2: Assessment - Final Report</i>	AiGw-537	P042-165-2008; P042-175-2009	FAC 2009 (SD Map 6)	Y
<i>Stage 1 and 2 Archaeological Assessment, Martin Property, Part of Lot 7, Concession 3, Geographic Township of Trafalgar (North), Town of Milton, Regional Municipality of Halton, ON</i>	AiGw-549	P243-278-2011	Golder 2013a (Map 44)	Y
<i>Stage 3 Archaeological Assessment, Historic Bowes Cemetery Boundary Assessment, Mattamy Martin Property, Part of Lot 7, Concession 3, Former Geographic Township of Trafalgar (North), Now Town of Milton, Regional Municipality of Halton, Ontario</i>		P362-0045-2013	Golder 2013b (Map 46)	N
<i>Stage 3 Archaeological Assessment, Martin Property (AiGw-549), Part of Lot 7, Concession 3, Geographic Township of Trafalgar (North), Town of Milton, Regional Municipality of Halton, Ontario</i>	AiGw-549	P218-214-2012	Golder 2013c (Map 45)	N
<i>Stage 3 Archaeological Assessment, Historic Bowes Cemetery Boundary Assessment Mattamy Martin Property, Part of Lot 7, Concession 3, Former Geographic Township of Trafalgar (North), Now Town of Milton, Regional Municipality of Halton, Ontario</i>		P243-0382-2017	Golder 2018a (Map 47)	N
<i>Stage 1-2 Archaeological Assessment, 2444-2468 Old Bronte Road, Part of Lot 31, Concession 1, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton</i>		P243-0386-2018	Golder 2018b	N
<i>Archaeological Assessment, Stages 1 to 3, Final Report, Halton Water & Wastewater Pipeline Corridor</i>	AjGx-122; AiGx-233	1999-026-013	HHI 2000a (Map 5; SD Map 1)	Y
<i>Archaeological Assessment Halton Water & Wastewater Pipeline Corridor – Boyne Site (AiGx-233) Stage 3 & 4 Excavation Final Report</i>	AiGx-233	1999-026-015	HHI 2000b	Y



Report Title	Relevant Site(s) Identified	PIF(s)	Reference/ Maps	Project Overlap (Y/N)
Highway 407 West ROW (Agreement Number 9820-7411-2865), The Corfu Site (AiGw-304) Stage 4: Salvage Excavation, Final Report	AiGw-304	98-905-01B	MCMI 1999 (Map 24)	N
Final Report on the Phase I and II Archaeological Resource Assessment of the Highway 403 Project from Highway 5 to the Oakville Link	AiGw-128, AiGw-145	81-84	MIA 1982 (SD Map 3)	Y
Site Selection Process Phase 4a: Selection of A Preferred Site(s) - Archaeology		1984-15	MIA 1985	N
Report on Archaeological Consulting Licence 89-160B	AjGx-56, AjGx-57	1989-160B	MIA 1991	Y
The Initial Archaeological Assessment of the Rattlesnake Point Golf Course, Town of Milton, Regional Municipality of Halton: Part 5 (Z2323.2)		1999-027-07	NDA 1999	N
Stage I Archaeological Assessment of 2480-2496 Old Bronte Road, Part of Lot 31, Concession I South of Dundas Street, Geo Twp of Trafalgar, Town of Oakville Regional Municipality of Halton		P018-451-2013	NDA 2013 (Map 48)	N
Stage 2 Archaeological Assessment of 2480-2496 Old Bronte Road, and Stage 3 Assessment of AiGw-567, Part of Lot 31, Concession I South of Dundas Street, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton	AiGw-567	P018-0665-2014; P018-0673-2014	NDA 2014 (Map 48; SD Map 9)	N
Stage I Archaeological Assessment of the Bronte Road Park and Ride on Lot 30, Concession I North of Dundas, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton		P018-0755-2015	NDA 2016 (Map 25)	Y
Stage 2 Archaeological Assessment of the Bronte Road Park and Ride on Lot 30, Concession I North of Dundas, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton	AiGw-988	P018-0847-2016	NDA 2017a (Map 26)	Y
Stage 3 Archaeological Assessment of the Vale Site (AiGw-988) on Lot 30, Concession I North of Dundas, in the Geographic Township of Trafalgar, Halton County, in the Town of Oakville, Regional Municipality of Halton	AiGw-988	P018-0869-2017	NDA 2017b (Map 27)	Y
Stage I Archaeological Assessment for the Highway 407/Bronte Road Park and Ride North-West Ramp Realignment on Lots 30 and 31, Concession I North of Dundas, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton		P018-0896-2017	NDA 2017c (Map 28)	Y



Report Title	Relevant Site(s) Identified	PIF(s)	Reference/ Maps	Project Overlap (Y/N)
<i>Stage 2 Archaeological Assessment for the Highway 407/Bronte Road Park and Ride North-West Ramp Realignment on Lots 30 and 31, Concession 1 North of Dundas, Geographic Township of Trafalgar, Former Halton County, Town of Oakville, Regional Municipality of Halton</i>		P018-0913-2017	NDA 2018 (Map 29)	Y
<i>Stage 1 and 2 Archaeological Assessment, Part of Lot 6, Concession 2, Formerly Township of Trafalgar, Now Town of Milton, Halton Region, Ontario</i>	AiGx-435	P243-0394-2018	PHC 2018 (SD Map 8)	Y
<i>Stage 2 Archaeological Assessment: 1300, 1316, 1326, 1342, and 1350 Bronte Road, Part of Lot 31, Concession 2, Trafalgar Township, Halton County, now Town of Oakville, Region of Halton, Ontario</i>	AiGw-1028	PI153-0006-2020	PHC 2021	N
<i>Stage 3 Site Specific Assessment of AiGw-1028 - Part Lot 31, Concession 2, Trafalgar Township, Halton County, now Town of Oakville, Region of Halton</i>	AiGw-1028	PI153-0016-2021	PHC 2022	N
<i>Stage 1 Archaeological Assessment for the Proposed Waterdown to Finch Project, Various Lots and Concessions, Geographic Townships of East Flamborough, Nelson, Trafalgar, Toronto, Toronto Gore, Etobicoke & York, Now City of Hamilton, City of Burlington, Town of Milton, Town of Oakville, City of Mississauga & City of Toronto, Ontario</i>		P336-0194-2017	PRASI 2019 (Map 32)	Y
<i>Stage 2 Archaeological Assessment for the Imperial Oil Limited Waterdown to Finch Project, 2018 & 2019 Fieldwork - Town of Milton, Lots 1 to 3, Concession 2 North of Dundas Street, Geographic Township of Nelson and Lots 6 to 21 and 30 to 35, Concession 2 North of Dundas Street, Geographic Township of Trafalgar, Now Town of Milton, Regional Municipality of Halton</i>		P336-0237-2018	PRASI 2020a (Map 33)	Y
<i>Stage 2 Archaeological Assessment for the Imperial Oil Limited Waterdown to Finch Project, 2018 & 2019 Fieldwork - Town of Oakville, Lots 21 to 30, Concession 2 North of Dundas Street, Geographic Township of Trafalgar, Now Town of Oakville, Regional Municipality of Halton</i>		P336-0242-2018	PRASI 2020b (Map 34)	Y



Report Title	Relevant Site(s) Identified	PIF(s)	Reference/ Maps	Project Overlap (Y/N)
<i>Stage 2 Archaeological Assessment, Imperial Oil Limited Waterdown to Finch Project, 2020 Fieldwork - Town of Oakville, Lots 21 to 30, Concession 2 North of Dundas Street, Geographic Township of Trafalgar, Now Town of Oakville, Regional Municipality of Halton</i>		P324-0505-2020	TMHC 2020a (Map 37)	Y
<i>Stage 2 Archaeological Assessment, Imperial Oil Limited Waterdown to Finch Project, 2020 Fieldwork - Town of Milton, Lots 1 to 3, Concession 2 North of Dundas Street, Geographic Township of Nelson, Lots 6 to 21, and 30 to 35, Concession 2, North of Dundas Street, Geographic Township of Trafalgar, Halton County, Now Town of Milton</i>		P324-0506-2020	TMHC 2020b (Map 36)	Y
<i>Revised Report: Stage 1 & 2 Archaeological Assessment: Integrity Dig Location 106-12920-2018 (Dig 106) Along the Imperial Oil Limited SPPL NPS 12 (Waterdown to Finch) Corridor, Part of Lot 30, Concession 2 (NDS), in the Geographic Township of Trafalgar, County of Halton, Now in the Town of Milton, Ontario</i>		P348-0058-2019	Wood 2019 (Map 35)	Y

2.2.3.1 Halton Water and Wastewater Projects

In 1999, Historic Horizon Inc. (HHI) was retained by Dillon Consulting Limited (Dillon) to conduct Stage 1, 2 and 3 assessments prior to the construction of the Halton Water and Wastewater pipelines along Regional Road 25 and Derry Road in the Region of Halton (SD Map 1). The project extended from an existing pump station 0.5 km south of Upper Middle Road and Regional Road 25 north along Regional Road 25 to Derry Road where it continued east along the south side of Derry Road to Fourth Line. As the majority of the study area was determined to retain archaeological potential and was subject to Stage 2 pedestrian and test pit survey at 5 m intervals depending on the conditions. However, the section along Thompson Road was subject to test pit survey at 10 m intervals as the area was more than 250 m from a watercourse. A number archaeological locations were identified during the survey through positive test pits and surface finds, some of which were thought to possibly relate to previously registered sites (AjGx-6 and AiGw-304). Only three archaeological locations were determined to meet the provincial standards to be registered in the provincial database (AiGw-343, AjGx-122, and AiGx-233). AiGw-343 was a large greywacke biface preform that was undiagnostic, intensification at the location recovered one fragment of chert detritus and no further assessment was recommended. The Boyne Site (AiGx-233), a mid 19th-century domestic site, was identified during Stage 2 test pit survey and recommended for further Stage 3 and Stage 4 assessment. The Derry Site (AjGx-122), an Indigenous lithic scatter, was initially identified during Stage 2 pedestrian survey through the recovery of four lithic artifacts. The site was subsequently subject to Stage 3 assessment (Map 5). A total of 12 test units were excavated across the site resulting in the recovery of an additional 68 lithic artifacts. As the Stage 3 assessment identified test units with more than 10 but less than 20 artifacts, the site was not recommended for further assessment based on the provincial standards of the time (MTC 2011:58, Section



3.4.1). The results of this assessment are presented in a report entitled: *Archaeological Assessment, Stages 1 to 3, Final Report, Halton Water & Wastewater Pipeline Corridor* (HHI 2000a; Licensee Heather Henderson, 1999-026-013).

Later in 1999, HHI conducted Stage 3 and Stage 4 excavations at the Boyne Site (AiGx-233). The report detailing the results of this assessment was not available for review prior to the production of this report. The report is entitled: *Archaeological Assessment Halton Water & Wastewater Pipeline Corridor – Boyne Site (AiGx-233) Stage 3 & 4 Excavation Final Report* (HHI 2000b; Licensee Heather Henderson, 1999-026-015).

In 2009, Archaeological Services Inc. (ASI) was contracted by Dillon on behalf of Halton Region to conduct a Stage I archaeological assessment for the Boyne Trunk Sewer Class Environmental Assessment in the Towns of Oakville and Milton, Regional Municipality of Halton, Ontario (Map 6). The study considered two possible routes connecting the Boyne Sewage Pumping Station to the intersection of Dundas Street and Third Line. Both routes partially overlap with the current project area where they follow Regional Road 25 between Dundas Street and just south of the Village of Boyne. As portions of the study area corresponded with the assessment area for the Halton Water and Wastewater Pipelines project, these areas were determined to have been previously assessed and no further assessment was recommended. The results of this assessment are presented in a report entitled: *Stage I Archaeological Assessment, Boyne Trunk Sewer Class Environmental Assessment, Regional Municipality of Halton, Ontario* (ASI 2009b; Licensee Robert Pihl, P057-523-2009).

In 2011, ASI was contracted by Dillon to conduct the Stage 2 assessment for the Boyne Trunk Wastewater project for the areas identified in the Stage I assessment as retaining archaeological potential. Included in the assessment were twenty-seven 10 m square bore locations necessary for geophysical testing and directional drilling as well as four 25 m wide corridor sections adjacent to two streams. One of the borehole locations (TEL-01) overlaps with the current project area and was subject to test pit survey at 5 m intervals (Map 7). No archaeological locations were identified during the assessment and no further work was recommended. The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment (Property Assessment), Halton Boyne Trunk Wastewater Main Detailed Design, Former Township of Trafalgar, Halton County, Regional Municipality of Halton, Ontario* (ASI 2011b; Licensee Andrew Riddle, P347-017-2011).

In 2017, ASI was contracted by Dillon to conduct a Stage 2 archaeological assessment for proposed improvements to the Halton Biosolids Management Centre Facility. The project involved the installation of underground infrastructure between the Halton Biosolids Management Centre facilities and Regional Road 25 along both sides of Johnson Way Roadway. These lands had been identified in the Stage I assessment for the Boyne Trunk Wastewater project as retaining archaeological potential and were assessed by test pit and pedestrian survey at 5 m intervals. Where Johnson Way Roadway intersects with Regional Road 25, the study area overlaps with the current project area (Map 8). No archaeological locations were identified during the assessment and no further work was recommended. The results of the assessment are presented in a report entitled: *Stage 2 Archaeological Assessment, Halton Biosolids Management Centre Facility, Part of Lots 27-29, Concession 2 NDS (Former Township of Trafalgar, County of Halton), Town of Oakville, Regional Municipality of Halton, Ontario* (ASI 2017a; Licensee Jessica Lytle, P1066-0054-2017).

2.2.3.2 Regional Road 25 Improvement Projects – Two to Four Lanes

In 2003, ASI was contracted by Philips Engineering Ltd. to conduct a Stage I archaeological assessment of proposed improvements to Regional Road 25 between Highway 407 and Derry Road (Regional Road 7) in the Towns of Oakville and Milton, Regional Municipality of Halton. As such the study area overlaps with the current project area between Highway 407 and Derry Road. The Stage I background research indicated that



the study corridor retained archaeological potential and a field review was undertaken. The field review determined that the construction of Regional Road 25 and its associated ditches and road cuts had extensively disturbed the breadth of the ROW such that no further assessment was recommended for the ROW (Maps 9-11). However, a cemetery boundary investigation was recommended for the portion of the ROW abutting the historic Bowes Cemetery. The results of this assessment are presented in a report entitled: *Stage I Archaeological Assessment, Regional Road 25 Improvements, From Highway 407 to Derry Road (Regional Road 7) Towns of Oakville and Milton, (Former Trafalgar Township, Halton County), Regional Municipality of Halton, Ontario* (ASI 2003; Licensee David Robertson, P050-024).

In 2008, ASI was contracted by MMM Group Ltd. to conduct a Stage 2 archaeological assessment as part of the Regional Road 25 Widening between Derry Road (RR7) and Britannia Road (RR8), Town of Milton, Regional Municipality of Halton, Ontario (Maps 12-14). The study corridor was assessed by test pit survey at 5 m intervals and did not result in the identification of any archaeological locations. As such, no further work was recommended with the exception of the area of the ROW abutting the historic Bowes Cemetery, which was recommended for a preliminary cemetery investigation. The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment, Regional Road 25 Widening between Derry Road (RR7) and Britannia Road (RR8), Class Environmental Assessment, Town of Milton, Regional Municipality of Halton, Ontario* (ASI 2009c; Licensee Robert Pihl, P057-518-2008).

In 2009, Archeoworks Inc. (Archeoworks) was retained by R.V. Anderson Associates Ltd. on behalf of the Halton Region to conduct a Stage 2 archaeological assessment for a segment of Regional Road 25 between Highway 407 and Britannia Road including Lower Baseline as part of the larger Regional Road 25 improvement project (Maps 15-20). The Stage 2 assessment consisted of test pit and pedestrian survey at 5 m intervals based on the relevant conditions. The assessment resulted in the identification of two archaeological locations; RR25 H1 (AiGw-546) and RR25 H2 (AiGw-547, subsequently renamed the Speers site). Both sites were recommended for further assessment which was subsequently undertaken. The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment (AA) of: Proposed Regional Road 25 Reconstruction from Highway 407 to Britannia Road, Town of Milton and Town of Oakville, Regional Municipality of Halton, Ontario* (Archeoworks 2012a; Licensee Jessica Marr, P334-050-2011).

In 2011, Archeoworks was retained to undertake the Stage 3 archaeological assessment of RR25 H1 (AiGw-546) and the Speers site (AiGw-547). Stage 3 excavations at RR25 H1 (AiGw-546) consisted of eight 1 m² test units which resulted in the recovery of 104 artifacts from disturbed contexts (Map 21). The overall artifact assemblage suggested a domestic habitation dating from the mid to late 19th-century with a small 20th-century component. Due to the disturbed context of the site, no further assessment was recommended. Stage 3 excavations at the Speers site (AiGw-547) consisted of ten 1 m² test units resulting in the recovery of 411 artifacts (Map 21). The overall artifact assemblage suggested a domestic habitation dating from c.1830-1870 and the site was recommended for Stage 4 mitigation. The results of this assessment are presented in a report entitled: *Stage 3 Archaeological Assessment of RR25 H1 (AiGw-546) and RR25 H2 (AiGw-547) Sites, Within Lots 29 and 31, Concession 2 North of Dundas Street, Geographic Township of Trafalgar South, Towns of Oakville and Milton, Regional Municipality of Halton, Ontario* (Archeoworks 2012b; Licensee Jessica Marr, P334-145-2011 and P334-146-2011).

In 2012, Archeoworks undertook the partial excavation of the Speers site (AiGw-547). A total of 194 test units were excavated across the portion of the site within the study corridor. Following test unit excavation, the topsoil was mechanically removed from the site area resulting in the identification of additional cultural features (Map 22). In total, 8,840 artifacts were recovered from test unit and feature excavation and eight



cultural features were identified. The overall artifact assemblage recovered from the site spans from the 1830s to the 1860s with the majority dating to the 1840s and 1850s coinciding with the habitation of the area by Archibald Speers. As it was evident that the site extended beyond the study corridor, avoidance and protection measures were recommended during construction. The results of this assessment are presented in a report entitled: *Stage 4 Partial Excavation of the: Speers Site (AiGw-547), Within Lot 31, Concession 2 North of Dundas Street, Geographic Township of Trafalgar, Historical County of Halton, now in the Town of Milton, Regional Municipality of Halton, Ontario* (Archeoworks 2016a; Licensee Jessica Marr, P334-160-2012).

In 2013, Archeoworks monitored and inspected the Stage 4 avoidance and protection measures implemented at the Speers site (AiGw-547) during construction activities associated with the widening of Regional Road 25 (SD Map 2). No archaeological resources were encountered during the monitoring activities and no further assessment was recommended for the study corridor. However, the unexcavated portion of the Speers site (AiGw-547) retains further CHVI and further assessment is required for any construction activities in the vicinity of the site. The results of this assessment are presented in a report entitled: *Stage 4 Monitoring Report for the: Speers Site (AiGw-547), Within Lot 31, Concession 2 North of Dundas Street, Geographic Township of Trafalgar South, Historical County of Halton, Now Municipality of Halton, Ontario* (Archeoworks 2016b; Licensee Nimal Nithiyanantham, P390-0075-2013).

2.2.3.3 Highway 407 Projects

In 1980, the Museum of Indian Archaeology (MIA, now Museum of Ontario Archaeology) was contracted by the Ministry of Transportation and Communication, Central Region (MTO) to conduct archaeological assessments of the Highway 403 Project from Highway 5 to Oakville Link (SD Map 3). The corridor was divided into 173 survey units that were maintained through the project becoming the Highway 407 corridor. The assessment consisted of surface collecting any previously recorded sites and either pedestrian or test pit survey at 10 or 30 m intervals depending on topographic and geographic factors, such as the proximity to water, that were used to determine archaeological potential. Near the intersection of the corridor with the current project area (Regional Road 25 ROW), a total of five archaeological locations were identified; AiGw-128, AiGw-129, AiGw-130, AiGw-131, and AiGw-145. AiGw-128 was located on a slight ridge east of Regional Road 25 and consisted of four pieces of chipping detritus and one core. Under current provincial standards AiGw-128 requires for further assessment (MTC 2011:40, Section 2.2, Standard 1.a.i[2]); however, the site was likely destroyed during the construction of Highway 407. AiGw-129 was located in a flat area east of Regional Road 25 and consisted of one piece of chipping detritus, one biface fragment, and one Late Archaic projectile point. Under current provincial standards AiGw-129 meets the requirements for further assessment (MTC 2011:40, Section 2.2, Standard 1.a.i[1]); however, the site was likely destroyed during the construction of Highway 407. AiGw-130 was located in a flat area east of Regional Road 25 and consisted of one piece of chipping detritus and one core. Under current provincial standards AiGw-130 does not meet the requirements for further assessment (MTC 2011:40, Section 2.2) and was likely destroyed during the construction of Highway 407. AiGw-131 was located on a ridge east of Regional Road 25 and consisted of one piece of chipping detritus. Under current provincial standards AiGw-131 does not meet the requirements for further assessment (MTC 2011:40, Section 2.2) and was likely destroyed during the construction of Highway 407. Finally, AiGw-145 was located in a flat area west of Regional Road 25 and consisted of one piece of chipping detritus. Under current provincial standards AiGw-145 does not meet the requirements for further assessment (MTC 2011:40, Section 2.2) and was likely destroyed during the construction of Highway 407. The results of this assessment are presented in a report entitled: *Final Report on the Phase I and II Archaeological*



Resource Assessment of the Highway 403 Project from Highway 5 to the Oakville Link (MIA 1982; Licensee Robert Pihl, 81-84).

In 1995, 1996, and 1998, the MTO and A.M. Archaeological Associates (AMAA) conducted archaeological assessments for the Highway 407 project between Highway 5 in the City of Burlington and Sixth Line in the City of Oakville, Regional Municipality Halton, Ontario. The MTO and AMAA maintained the same survey units established by MIA during the earlier assessments undertaken for the project. The additional assessment was conducted in areas that either had not been adequately assessed or permission to access the land had not been previously granted, including several survey units in the vicinity of the current project area where Highway 407 intersects Regional Road 25 (SD Map 4). Both the MTO and AMAA employed a 5 m or less survey interval for both test pit and pedestrian survey. The Corfu site (AiGw-304) was identified in the vicinity of the current project area during test pit survey at 5 m intervals (Map 23). A total of 21 pieces of chipping detritus were recovered during the initial assessment of the site and it was recommended for further assessment. The results of this assessment are presented in a report entitled: *The Archaeological Assessment of Highway 407 West (Stages 1-3), Agreement # 9820-7411-2835* (AMAA 1998; Licensee Andrew Murray, PIF-98-3-LIC-1998-050 and PIF-98-3-LIC-1998-050-STG3).

In 1998, Material Culture Management Inc. (MCMI) was retained by the MTO to conduct Stage 4 excavations at the Corfu site (AiGw-304). A total of twenty-two 1 m² units were excavated across the site during the Stage 4 excavations resulting in the recovery of 249 pieces of chipping detritus, one projectile point, one projectile point fragment, one biface, two pieces of intrusive bone (Map 24). The projectile point was categorized as a Late Archaic (1500-1100 BCE) Small Point. The site was fully excavated and MCMI did not recommend any further assessment. The results of this assessment are presented in a report entitled: *Highway 407 West ROW (Agreement Number 9820-7411-2865), The Corfu Site (AiGw-304) Stage 4: Salvage Excavation, Final Report* (MCMI 1999; Licensee Jacqueline Fisher, 98-905-01B).

In 2015, New Directions Archaeology Ltd. (NDA) was contracted by MMM Group on behalf of Metrolinx to conduct a Stage I archaeological assessment for a Go Park and Ride parking lot at Bronte Road and Highway 407 in the Town of Oakville, Regional Municipality of Halton (Map 25). The study area overlaps with the current project area where Regional Road 25 (Bronte Road) intersects with Highway 407. Based on the results of the background study and property inspection it was determined that portions of the study area had been disturbed during the widening and paving of Bronte Road and the construction of the eastbound onramp to Highway 407, while the remainder of the study retained archaeological potential. The portions of the study area retaining archaeological potential were recommended for Stage 2 assessment. The results of this assessment are presented in a report entitled: *Stage I Archaeological Assessment of the Bronte Road Park and Ride on Lot 30, Concession 1 North of Dundas, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton* (NDA 2016; Licensee Philip Woodley, P018-0755-2015).

In 2016, NDA conducted the Stage 2 archaeological assessment for the Go Park and Ride parking lot at Bronte Road and Highway 407 (Map 26). The Stage 2 assessment consisted of test pit and pedestrian survey, depending on the conditions, at 5 m intervals and resulted in the identification of eight archaeological locations including seven late 19th-century findspots and an Early Archaic findspot consisting of a Nettling projectile point. The 19th-century archaeological locations did not meet the provincial criteria and no further work was recommended for these locations; however, the Early Archaic Period Vale site (AiGw-988) was determined to retain archaeological potential and further assessment was recommended. The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment of the Bronte Road Park and Ride on Lot 30,*



Concession 1 North of Dundas, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton (NDA 2017a; Licensee Philip Woodley, P018-847-2016).

In 2017, NDA undertook the Stage 3 archaeological assessment of the Vale site (AiGw-988). The Stage 3 assessment consisted of a controlled surface pick up (CSP) and the excavation of five test units. While the CSP did not yield any further artifacts, two pieces of chipping detritus were recovered from a single unit during test unit excavation (Map 27). Based on the results of the Stage 3 excavations, the Vale site (AiGw-988) does not retain further CHVI and was considered fully documented under the provincial framework. No further assessment was recommended. The results of this assessment are presented in a report entitled: *Stage 3 Archaeological Assessment of the Vale Site (AiGw-988) on Lot 30, Concession 1 North of Dundas, in the Geographic Township of Trafalgar, Halton County, in the Town of Oakville, Regional Municipality of Halton (NDA 2017b; Licensee Philip Woodley, P018-0869-2017).*

In 2017, NDA was contracted by WSP Canada Group Inc. (WSP) on behalf of Metrolinx to conduct a Stage I archaeological assessment for the proposed realignment of the 407 ETR/Bronte Road North-West ramp and removal of the existing carpool lot, in the Town of Oakville, Regional Municipality of Halton, Ontario (Map 28). The study area consisted of the existing Park and Ride Lot as well as the northwest on ramp to the 407 ETR from Regional Road 25 (Bronte Road). The study area overlaps with the current project area where the on ramp and park and ride lot intersect with the Regional Road 25 ROW. The background research and property inspection determined that portions of the study area retained archaeological potential and were recommended for Stage 2 assessment, while the remainder of the study area was visually confirmed to be extensively disturbed due to the construction of Highway 407 and the existing Park and Ride parking lot. The results of this assessment are presented in a report entitled: *Stage I Archaeological Assessment for the Highway 407/Bronte Road Park and Ride North-West Ramp Realignment on Lots 30 and 31, Concession 1 North of Dundas, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton (NDA 2017c; Licensee Philip Woodley, P018-0896-2017).*

Later in 2017, NDA completed the Stage 2 assessment for the proposed realignment of the 407 ETR/Bronte Road North-West ramp and removal of the existing carpool lot, in the Town of Oakville, Regional Municipality of Halton, Ontario (Map 29). The Stage 2 assessment consisted of test pit survey at 5 m intervals with the exception of a small area that was subject to judgmental survey to confirm disturbance. No archaeological locations were identified and no further work was recommended. The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment for the Highway 407/Bronte Road Park and Ride North-West Ramp Realignment on Lots 30 and 31, Concession 1 North of Dundas, Geographic Township of Trafalgar, Former Halton County, Town of Oakville, Regional Municipality of Halton (NDA 2018; Licensee Philip Woodley, P018-0913-2017).*

In 2018, ASI was contracted by LGL Limited on behalf of the MTO to conduct a Stage I archaeological assessment for the 407 Transitway from West of Brant Street to west of Hurontario Street. The Stage I study area consisted of an approximately 43 km corridor along Highway 407 and seven preferred stations. Where the study area corridor intersects with the current project area the corridor parallels the southern side of the Highway 407 ROW (Map 30). The Stage I background study and property inspection confirmed that portions of the study area in the vicinity of the current project area retained archaeological potential and were recommended for Stage 2 assessment. The assessment also identified areas that had been previously assessed with no further work required. The results of this assessment are presented in a report entitled: *Stage I Archaeological Assessment 407 Transitway from West of Hurontario Street to West of Brant Street, G.W.P. 16-20003, (Former Township of Toronto, County of Peel and Former Townships of Trafalgar, and Nelson, County of Halton), City*



of Brampton and City of Mississauga, Peel Region; Town of Halton Hills, Town of Milton, Town of Oakville, and City of Burlington; Halton Region, Ontario (ASI 2020a; Licensee Martin Cooper, P380-0055-2019).

In 2019 and 2020, ASI undertook the Stage 2 archaeological assessment for the 407 Transitway from west of Brant Street to west of Hurontario Street. However, the portions of the study area in the vicinity of Regional Road 25 remained outstanding or had been previously assessed (Map 31). The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment 407 Transitway from West of Hurontario Street to West of Brant Street, G.W.P. 16-20003, (Former Township of Toronto, County of Peel and Former Townships of Trafalgar, and Nelson, County of Halton), City of Brampton and City of Mississauga, Peel Region; Town of Halton Hills, Town of Milton, Town of Oakville, and City of Burlington; Halton Region, Ontario* (ASI 2020b; Licensee Blake Williams, P383-0164-2019).

2.2.3.4 Imperial Oil Sarnia Products Pipeline Replacement – Waterdown Station to Finch Terminal

In 2017, Past Recovery Archaeological Services Inc. (PRASI) was retained by Environmental Resources Management (ERM) on behalf of Imperial Oil Limited (Imperial) to undertake a Stage I archaeological assessment of the proposed replacement of the Sarnia Products Pipeline (SPPL) from Waterdown Station in the City of Hamilton to Finch Terminal in the City of Toronto. The study corridor falls within an Imperial owned ROW and a Hydro One Networks Inc. (HONI) corridor that extends approximately 63 km from Waterdown Station to Finch Terminal. Where the study corridor intersects with the current project (Regional Road 25) just south of Johnson Way Roadway, it is situated within the Imperial owned ROW (Map 32). Overall, the assessment resulted in the determination that much of the study corridor retained areas of archaeological potential that were recommended for Stage 2 assessment. In the vicinity of the current project area, the background research and field inspection determined that the area immediately outside of the paved roadway retained archaeological potential and was recommended for Stage 2 assessment. The results of this assessment are presented in a report entitled: *Stage I Archaeological Assessment for the Proposed Waterdown to Finch Project, Various Lots and Concessions, Geographic Townships of East Flamborough, Nelson, Trafalgar, Toronto, Toronto Gore, Etobicoke & York, Now City of Hamilton, City of Burlington, Town of Milton, Town of Oakville, City of Mississauga & City of Toronto, Ontario* (PRASI 2019; Licensee Adam Pollock, P336-0194-2017).

Beginning in 2018 and continuing in 2019, Stage 2 survey was undertaken by PRASI. During the 2019 field season, ASI was also retained to assist PRASI with the field assessment. The project corridor was divided into six operations corresponding with each separate municipality. The current project area (Regional Road 25) was the boundary between Operation 3 (Town of Milton) and Operation 4 (Town of Oakville).

Given that the properties within Operation 3 (Town of Milton) were comprised of a mixture of agricultural fields, forested lands and manicured lawns, the study area was assessed by means of both pedestrian and shovel test pit survey at a maximum of 5m intervals. The area along the western side of Regional Road 25 remained outstanding and required further assessment (Map 33). A total of 16 archaeological locations were identified within the Operation 3 (Town of Milton) study area. Six of these sites met the provincial criteria for further assessment, while eight sites did not. The remaining two archaeological sites remained outstanding requiring further Stage 2 testing. None of the sites are within the vicinity of the current project area. The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment for the Imperial Oil Limited Waterdown to Finch Project, 2018 & 2019 Fieldwork - Town of Milton, Lots 1 to 3, Concession 2 North of Dundas Street, Geographic Township of Nelson and Lots 6 to 21 and 30 to 35, Concession 2 North of Dundas Street, Geographic Township of Trafalgar, Now Town of Milton, Regional Municipality of Halton* (PRASI 2020a; Licensee Adam Pollock, P336-0237-2018).



Given that the properties within Operation 4 were comprised of a mixture of agricultural fields, forested lands and manicured lawns, the study area was assessed by means of both pedestrian and shovel test pit survey at 5m intervals. The area along the eastern side of Regional Road 25 remained outstanding and required further assessment (Map 34). A total of 6 archaeological sites were identified within the Operation 4 (Town of Oakville) Stage 2 study area. Two of these sites met the provincial criteria for further assessment, while four sites did not. None of the sites fall within the vicinity of the current project area. The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment for the Imperial Oil Limited Waterdown to Finch Project, 2018 & 2019 Fieldwork - Town of Oakville, Lots 21 to 30, Concession 2 North of Dundas Street, Geographic Township of Trafalgar, Now Town of Oakville, Regional Municipality of Halton* (PRASI 2020b; Licensee Adam Pollock, P336-0242-2018).

In 2019, Wood Environment & Infrastructure (Wood) was retained by Imperial to conduct a Stage 1 and 2 archaeological assessment for Integrity Dig Location 106-12920-2018 (Dig 106) along the SPPL NPS 12 Waterdown to Finch corridor in the Town of Milton, Ontario. Dig 106 is located on the west side of Regional Road 25 where the SPPL corridor intersects with the current project area (Map 35). Based on the Stage 1 background study and property inspection, Wood determined that the study area retained archaeological potential and a Stage 2 assessment was recommended. The Stage 2 assessment was subsequently carried out and consisted of both test pit and pedestrian survey at 5 m intervals. No archaeological materials or locations were identified during the Stage 2 assessment and no further work was recommended. The results of this assessment are presented in a report entitled: *Revised Report: Stage 1 & 2 Archaeological Assessment: Integrity Dig Location 106-12920-2018 (Dig 106) Along the Imperial Oil Limited SPPL NPS 12 (Waterdown to Finch) Corridor, Part of Lot 30, Concession 2 (NDS), in the Geographic Township of Trafalgar, County of Halton, Now in the Town of Milton, Ontario* (Wood 2019; Licensee Shaun Austin, P348-0058-2019).

In 2020, TMHC Inc. (TMHC) was retained by Dillon on behalf of Imperial to undertake the outstanding Stage 2 archaeological assessment for the proposed replacement of the SPPL Waterdown to Finch corridor. TMHC maintained the same project divisions previously established by PRASI; therefore, Regional Road 25 remained the boundary between Operation 3 (Town of Milton) and Operation 4 (Town of Oakville).

The Stage 2 assessment of Operation 3 (Town of Milton) involved pedestrian and test pit survey resulting in the identification of six archaeological locations. None of the archaeological locations identified during the assessment are within the vicinity of the current project area (Map 36). The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment, Imperial Oil Limited Waterdown to Finch Project, 2020 Fieldwork - Town of Milton, Lots 1 to 3, Concession 2 North of Dundas Street, Geographic Township of Nelson, Lots 6 to 21, and 30 to 35, Concession 2, North of Dundas Street, Geographic Township of Trafalgar, Halton County, Now Town of Milton* (TMHC 2020b; Licensee Matthew Beaudoin, P324-0506-2020).

The Stage 2 assessment of Operation 4 (Town of Oakville) involved pedestrian and test pit survey resulting in the identification of five archaeological locations, none of which were recommended for further assessment. Further, none of the archaeological locations are in the vicinity of the current project area (Map 37). The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment, Imperial Oil Limited Waterdown to Finch Project, 2020 Fieldwork - Town of Oakville, Lots 21 to 30, Concession 2 North of Dundas Street, Geographic Township of Trafalgar, Now Town of Oakville, Regional Municipality of Halton* (TMHC 2020a; Licensee Matthew Beaudoin, P324-0505-2020).



2.2.3.5 Burnhamthorpe Road Widening

In 2012 Archeoworks was retained by R.V. Anderson Associates Limited on behalf of the Halton Region to conduct a Stage 2 archaeological assessment for the proposed widening of Burnhamthorpe Road (Regional Road 27) from Bronte Road (Regional Road 25) to Third Line including intersections and a connection to Old Bronte Road. The study corridor consisted of roughly 2.2 km of the Burnhamthorpe Road ROW within the Town of Oakville, Regional Municipality of Halton, Ontario. A previous Stage I assessment (Archeoworks 2005) covered the majority of the study corridor and indicated that portions of it retained archaeological potential. The study corridor overlaps with the current project area where Burnhamthorpe Road intersects with Regional Road 25 (Map 38). The Stage 2 assessment involved a pedestrian and test pit survey at a maximum 5 m interval and resulted in the identification of three 19th-century archaeological locations (H1, H2 and H3). H1 was identified during the pedestrian survey and consisted of less than 20 artifacts dating to before ca. 1900, as such no further work was recommended. H2 (AiGw-553) and H3 were both identified during test pit survey. A total of 41 19th-century artifacts were recovered during the assessment at H2 (AiGw-553). Based on the analysis of the artifact assemblage it was determined that the site dates to the mid-nineteenth century and was recommended for Stage 3 assessment. H2 (AiGw-553) is situated within 300 m of the current project area. As the test pit survey of H3 resulted in the recovery of less than 20 historic artifacts dating to before ca. 1900, the location was not recommended for further assessment. The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment (AA) of: Proposed Burnhamthorpe Road Construction, From Bronte Road (Regional Road 25) to Third Line, Within Part of Lots 24-31, Concession 1 NDS, Town of Oakville, Regional Municipality of Halton, Ontario* (Archeoworks 2012c; Licensee Jessica Marr, P334-186-2011).

2.2.3.6 Dundas Street Bus Rapid Transit

In 2011, ASI was contracted by McCormick Rankin Corporation on behalf of the Halton Region to conduct a Stage I archaeological assessment for the Dundas Street Bus Rapid Transit Planning Study in the City of Burlington and Town of Oakville, Regional Municipality of Halton, Ontario. The study area intersects with the current project area at the intersection of Dundas Street and Regional Road 25 (Map 39). The Stage I background study determined that a number of areas beyond the disturbed ROW retained archaeological potential and recommended further assessment including the portion which overlaps with the current project area. The results of this assessment are presented in a report entitled: *Stage I Archaeological Assessment Background Study, Dundas Street Bus Rapid Transit Planning Study, Brant Street to Trafalgar Road, City of Burlington and Town of Oakville, Regional Municipality of Halton* (ASI 2011b; Licensee Lisa Merritt, P094-032-2011).

2.2.3.7 Wyecroft Road Improvements

In 2018, ASI was contracted by IBI Group to conduct a Stage I Archaeological Assessment for the Wyecroft Road Improvements Class Environmental Assessment in the Town of Oakville, Regional Municipality of Halton, Ontario. The study area consisted of the Wyecroft Road ROW between Bronte Road (Regional Road 25) and Kerr Street, including South Service Road West. As such, the study area overlaps with the current project area at the intersection of Wyecroft Road and Regional Road 25 (Map 40). The Stage I Background study determined that parts of the study area retained archaeological potential and Stage 2 assessment was recommended, including areas where it intersects with the current project area. The results of this assessment are presented in a report entitled: *Stage I Archaeological Assessment, Wyecroft Road Improvements From Bronte Road to Kerr Street, Part of Lots 16-31, Concession 3 SDS, and Lots 22-25, Concession 2 SDS (Former Township of Trafalgar, County of Halton), Town of Oakville, Regional Municipality of Halton, Ontario* (ASI 2019; Licensee Lisa Merritt, P094-0283-2018).



2.2.3.8 Merton Lands Study

In 2013, AMICK Consultants Limited (AMICK) was engaged by the Town of Oakville to conduct a Stage I archaeological assessment in support of Official Plan Amendments related to lands contained within the planning boundary of the Merton Tertiary Plan. The study area consists of the Merton land bounded to the north by Upper Middle Road West, to the south by Queen Elizabeth Way, to the east by Third line, and to the west by Bronte Street (Regional Road 25). A small segment of the study area extends west of Regional Road 25, which is where it overlaps with the current project area (Map 41). The Stage I background study identified areas which retained archaeological potential and recommended Stage 2 assessment, including where the study area overlaps with the current project area. The results of this assessment are presented in a report entitled: *Stage I Archaeological Background Study, Merton Tertiary Plan, Part of Lots 26, 27, 28, 29, 30 & 31, Concession 2 South of Dundas Street (Geographic Township of Trafalgar South, County of Halton), Town of Oakville, Regional Municipality of Halton* (AMICK 2017a; Licensee Michael B. Henry, P058-914-2013).

2.2.3.9 6400 and 6424 Regional Road 25 Assessments

In 2005, Archaeological Assessment Ltd. (AAL) conducted a Stage I and 2 archaeological assessment for the properties located at 6400 and 6424 Regional Road 25. The Stage 2 assessment involved pedestrian and test pit survey at 5 m intervals and resulted in the identification of three archaeological locations (SD Map 5). Two of the locations were recommended for further assessment (AiGx-343 and AiGx-344). The details of this assessment are presented in a report entitled: *The Stage I-3 Archaeological Assessment of 6400 Regional Road 25 and 6424 Regional Road 25, Part of Lot 8, Concession 2, New Survey, Town of Milton, Regional Municipality of Halton* (AAL 2006; Licensee Richard Sutton, P013-135 and P013-135-STG3). Unfortunately, the report was not available for review prior to the production of this report.

In 2006, AAL conducted a Stage 3 excavation of the Buchanan Site (AiGx-343) and the Capozzi site (AiGx-344) on behalf of 739572 Ontario Limited. The Capozzi site (AiGx-344) is a small Indigenous site with indeterminate temporal or cultural affiliation. A total of 36 pieces of chipping detritus were recovered from the Stage 3 excavations and no further assessment was recommended. The Buchanan Site (AiGx-343) is a mid 19th-century homestead located in the northeastern part of the property approximately 40m west of the Regional Road 25 ROW. A total of 5,663 artifacts were recovered from the Stage 2 and 3 investigations at the Buchanan site and the site was recommended for Stage 4 mitigation (Map 42). The results of this assessment are presented in a report entitled: *Executive Summary of the Stage 3 Assessment of the Capozzi site (AiGx-344) and the Stage 3-4 Excavation of the Buchanan site (AiGx-345), 6400 RR 25 and 6424 RR 25, Part of Lot 8, Conc 2, New Survey, Town of Milton, RM of Halton* (AAL. 2008a; Licensee Richard Sutton, P013-218-2006).

Later in 2006, AAL conducted a Stage 4 excavation at the Buchanan Site (AiGx-343). The Stage 4 excavation of the Buchanan Site (AiGx-343) included topsoil stripping via gradall and the stripped area was shovel shined. A total of 19 cultural features and 4 post moulds or footings were identified (Map 43). All of the features were recorded, profiled, photographed, and excavated. The site was fully excavated and no further work was recommended. The results of this assessment are presented in a report entitled: *The Stage 4 Excavation of the Buchanan Site (AiGx-343), 6400 Regional Road 25 and 6424 Regional Road 25, part of lot 8, Concession 2, New Survey, Town of Milton, Regional Municipality of Halton* (AAL 2008b; Licensee Richard Sutton, P013-218-2006).

2.2.3.10 Milton Operations Centre

In 2008, Fisher Archaeological Consulting (FAC) was retained by Sandwell Consulting Engineers Ltd. To conduct a Stage I and 2 archaeological assessment on the property located on portions of 5694 and 5700



Regional Road 25, Town of Milton, Ontario. The property was bounded on the southeast by Regional Road 25 where the assessment slightly overlaps the current project area. The Stage I background study determined that the property retained archaeological potential and a Stage 2 assessment was subsequently undertaken. The Stage 2 assessment involved pedestrian and test pit survey at 5 m intervals depending on the conditions and resulted in the identification of archaeological locations, all of which were isolated finds. The isolated artifacts included four projectile points, one piece of chipping detritus, one possible hammerstone and a 19th-century Murray-Glasgow clay pipe stem (SD Map 6). SF 1, a Late Archaic Narrow Point was registered as AiGw-537 and was situated within 50 m of the current project area. SF 4, a Brewerton Side-notched point dating to the Middle Archaic period, was registered as AiGw-538 and was situated within 300 m of the current project area. No further assessment was recommended. The results of this assessment are presented in a report entitled: *Milton Operations Centre, Town of Milton, Regional Municipality of Halton - Archaeological Stage I: Background Research and Stage 2: Assessment - Final Report* (FAC 2009; Licensee Jacqueline Fisher, P042-165-2008 and P042-175-2009).

2.2.3.11 Diocese of Hamilton Cemetery

In 2008, Archaeologix Inc. (Archaeologix) conducted a Stage I and 2 archaeological assessment of a property located at the intersection of Lower Base Line and Regional Road 25 for the proposed Diocese of Hamilton Cemetery. The Stage I background study determined that the property retained archaeological potential and a Stage 2 assessment was subsequently undertaken. The Stage 2 assessment involved test pit and pedestrian survey at 5 m intervals and resulted in the identification of ten archaeological locations consisting of Indigenous lithic artifacts (SD Map 7). Two locations consisted of two artifacts each while the remaining eight locations consisted of a single artifact. None of the locations were recommended for further assessment; however, several were registered in the provincial database and one location related to a previously registered site. Location 2 consisted of an isolated biface tip recovered in the same location as the previously registered Death Site (AiGw-106); no other artifacts were found in the immediate vicinity during intensified survey. Location 4 (AiGw-519) consisted of an undiagnostic Onondaga chert projectile point. Location 6 (AiGw-520) consisted of an undiagnostic projectile point base and a single flake of Onondaga chert chipping detritus. Location 10 (AiGw-521) consisted of an isolated Late Archaic projectile point. None of the archaeological locations were recommended for further assessment; however, these sites are still pending completion in Pastportal and were not included in the data provided by the MCM. The results of this assessment are presented in a report entitled: *Archaeological Assessment (Stage I & 2), Proposed Diocese of Hamilton Cemetery, Part of Lot 1, Concession 2, New Survey, Township of Trafalgar, Town of Milton, Regional Municipality of Halton, Ontario* (Archaeologix 2008; Licensee Jim Wilson, P001-472-2008).

2.2.3.12 Martin Property and Historic Bowes Cemetery

In 2011, Golder Associates Ltd. (Golder) conducted a Stage I and 2 archaeological assessment of the Martin Property in the Town of Milton, Regional Municipality of Halton, Ontario on behalf of Mattamy Development Corporation. The property is situated on the east side of Regional Road 25 between Louis St. Laurent Avenue and Britannia Road and overlaps with the current project area (Map 44). The Stage I background study determined that the property retained archaeological potential and a Stage 2 assessment was subsequently undertaken. The Stage 2 assessment involved pedestrian and test pit survey at 5 m intervals and resulted in the identification of two archaeological locations (Location 1 and Location 2). Location 1 (AiGw-549) is a small multi-component site containing an early to late 19th-century component along with a small Indigenous component recommended for Stage 3 assessment. Location 2 is an isolated findspot consisting of a single fragment of Onondaga chert chipping detritus and no further assessment was recommended. A cemetery



boundary investigation was recommended for the portion of the property abutting the historic Bowes cemetery and former church (now a Masonic Lodge) situated in the northwest portion of the property. The results of this assessment are presented in a report entitled: *Stage 1 and 2 Archaeological Assessment, Martin Property, Part of Lot 7, Concession 3, Geographic Township of Trafalgar (North), Town of Milton, Regional Municipality of Halton, ON* (Golder 2013a; Licensee Carla Parslow, P243-278-2011).

In 2012, Golder undertook the Stage 3 archaeological assessment of AiGw-549. The Stage 3 assessment consisted of a CSP and the excavation of 14 test units resulting in the recovery of 35 mid-19th to early 20th-century artifacts (Map 45). Following the Stage 3 assessment, the site was determined to be sufficiently documented under the provincial framework and no further assessment was recommended. The results of this assessment are presented in a report entitled: *Stage 3 Archaeological Assessment, Martin Property (AiGw-549), Part of Lot 7, Concession 3, Geographic Township of Trafalgar (North), Town of Milton, Regional Municipality of Halton, Ontario* (Golder 2013c; Licensee Scott Martin, P218-214-2012).

In 2013, Golder undertook a Cemetery Boundary assessment for the historic Bowes Cemetery. The assessment consisted of the mechanical topsoil stripping of a 10 m wide strip along the eastern and southern fencing bounding the cemetery (Map 46). The assessment did not result in the identification of unmarked graves or other cultural features. As such, no further assessment was recommended. The results of this assessment are presented in a report entitled: *Stage 3 Archaeological Assessment, Historic Bowes Cemetery Boundary Assessment, Mattamy Martin Property, Part of Lot 7, Concession 3, Former Geographic Township of Trafalgar (North), Now Town of Milton, Regional Municipality of Halton, Ontario* (Golder 2013b; Licensee Peter Popkin, P362-0045-2013).

In 2017, Golder was retained by Mattamy Development Corporation to conduct archaeological monitoring of tree removal and Stage 3 mechanical topsoil stripping within a 3 m strip along the eastern and southern fencing bounding the historic Bowes Cemetery (Map 47). The tree and topsoil removal did not result in the identification of unmarked graves or other cultural features. As such, no further assessment was recommended. The results of this assessment are presented in a report entitled: *Stage 3 Archaeological Assessment, Historic Bowes Cemetery Boundary Assessment Mattamy Martin Property, Part of Lot 7, Concession 3, Former Geographic Township of Trafalgar (North), Now Town of Milton, Regional Municipality of Halton, Ontario* (Golder 2018a; Licensee Carla Parslow, P243-0382-2017).

2.2.3.13 6110 Regional Road 25

In 2018, Parslow Heritage Consultancy Inc. (PHC) was retained by Mattamy Development Corporation to conduct a Stage 1 and 2 archaeological assessment of the property at 6110 Regional Road 25 in support of a rezoning application. The property is situated on the west side of Regional Road 25 between Louis St. Laurent Avenue and Britannia Road and slightly overlaps with the current project area (SD Map 8). The Stage 1 background study determined that the property retained archaeological potential and a Stage 2 assessment was subsequently undertaken. The Stage 2 assessment involved pedestrian survey at 1 m intervals and test pit survey at 5 m intervals and resulted in the identification of one archaeological location (AiGx-435). The Ruggiero site (AiGx-435) is an early to mid 20th-century site consisting of 17 pieces of cultural material most likely associated with a 1960s habitation. The Ruggiero site (AiGx-435) was determined to have been sufficiently documented under the provincial framework and no further assessment was recommended. The results of this assessment are presented in a report entitled: *Stage 1 and 2 Archaeological Assessment, Part of Lot 6, Concession 2, Formerly Township of Trafalgar, Now Town of Milton, Halton Region, Ontario* (PHC 2018, Licensee Carla Parslow, P243-0394-2018).



2.2.3.14 2480-2496 Old Bronte Road

In 2013, NDA conducted a Stage I archaeological assessment of 2480-2496 Old Bronte Road on behalf of New Horizon Development Inc. The study area is located on the west side of Regional Road 25 in the hamlet of Palermo and slightly overlaps with the current project area. The Stage I background study determined that a portion of the property was disturbed and free of archaeological potential, while the remainder of the property retained further archaeological potential (Map 48; SD Map 9). A Stage 2 assessment consisting of test pit survey across the undisturbed portions of the project area was recommended. The results of this assessment are presented in a report entitled: *Stage I Archaeological Assessment of 2480-2496 Old Bronte Road, Part of Lot 31, Concession 1 South of Dundas Street, Geo Twp of Trafalgar, Town of Oakville Regional Municipality of Halton* (NDA 2013; Licensee Philip Woodley, P018-451-2013).

In 2014, NDA undertook the Stage 2 of the property as well as the subsequent Stage 3 assessment of AiGw-567. The Stage 2 assessment involved test pit survey at 5 m interval and judgemental test pit survey at 10 m intervals when disturbed conditions were encountered. The assessment resulted in the identification of one archaeological location (AiGw-567) which consisted of 1,138 19th-century artifacts and one Early Archaic period Nettling Point. AiGw-567 is situated within 50 m of the current project area. Analysis of the 19th-century artifact assemblage indicated a late 19th to early 20th century habitation consistent with the historically documented use of the area. As such no further work was recommended regarding the late 19th and 20th century component of the site; however, the presence of a diagnostic Early Archaic period projectile point meant that the Indigenous component met the provincial criteria for further assessment. A Stage 3 assessment of the Indigenous component was subsequently undertaken. The Stage 3 excavation consisted of five 1 m² units from which no further Indigenous material was recovered, but an additional 1,933 late 19th and early 20th-century artifacts were recovered (Map 49). The results of this assessment are presented in a report entitled: *Stage 2 Archaeological Assessment of 2480-2496 Old Bronte Road, and Stage 3 Assessment of AiGw-567, Part of Lot 31, Concession 1 South of Dundas Street, Geographic Township of Trafalgar, Town of Oakville, Regional Municipality of Halton* (NDA 2014; Licensee Philip Woodley, P018-0665-2014 and P018-0673-2014. Report on file with the MCM.

2.2.3.15 Union Gas Limited NPS 48

In 1989, MIA was contracted by Ecoplans Ltd. on behalf of Union Gas Ltd. to undertake an archaeological assessment for the Union Gas Limited NPS 48 pipeline corridor between the Milton Tie-In and the Greenbelt Compression Station. This study corridor overlaps with the current project area where it crosses Regional Road 25 between Derry Road and Louis St. Laurent Avenue. One known site (AjGw-61) and five new archaeological locations (AjGw-159, AjGx-54, AjGx-55, AjGx-56, and AjGx-57) were investigated as part of the assessment. Three of these locations are situated within 300 m of the current project area (AjGx-55, AjGx-56, and AjGx-57). AjGx-55 consisted of one utilized chert flake. AjGx-56 consisted of 35 pieces of chipping detritus, four utilized chert flakes, one chert core, and a small quantity of 19th-century artifacts. AjGx-57 consisted of 11 pieces of chipping detritus, three utilized chert flakes, and one chert scraper. The site spanned a 55 m by 20 m area and included a cluster of seven flakes within a 1 m radius. At the time the proponent planned to avoid impacts to these locations through project redesign and no further work was recommended. However, if avoidance was not possible, limited excavation of AjGx-57 was recommended. Under the current provincial framework both AjGx-56 and AjGx-57 retain CHVI and further assessment would be required. Some of the results of this assessment are presented in a summary report entitled: *Report on Archaeological Consulting Licence 89-160B* (MIA 1991; Licensee Robert J. Pearce, 1989-160B).



In 1991, D.R. Poulton & Associates Inc. (DRPA) were contracted to complete the survey and undertake site testing for the Union Gas Limited NPS 48 pipeline between the Milton Tie-In and the Greenbelt Compression Station (SD Map 10). Although much of the study corridor had previously been surveyed, the Brownridge property remained unassessed and several sites (AjGw-61, AjGw-159, and AjGx-57) held outstanding archaeological concerns. The Brownridge property along with sites AjGw-61 and AjGw-159 are not in the vicinity of the current project area; therefore, only AjGx-57 will be discussed further. AjGx-57 was subject to test pit survey at 5 m intervals which resulted in the recovery of one end scraper near the original concentration of artifacts. Six test units were then excavated across the site resulting in the recovery of an additional three pieces of Onondaga chert chipping detritus (Map 11). The site was then subject to mechanical stripping which did not result in the identification of any sub-surface features. As the site was known to extend beyond the limits of the study corridor, further assessment was recommended if future work was undertaken south of the project corridor. The results of this assessment are presented in a report entitled: *An Archaeological Resource Assessment, Survey and Mitigation of the Proposed Union Gas Limited NPS 48 Milton to Parkway Pipeline, Trafalgar Township, R.M. of Halton, Ontario* (DRPA 1992; Licensee Dana Poulton, 1991-004).

2.2.4 Dates of Archaeological Fieldwork

The Stage I site inspection was conducted on August 25, 2022 in cool and overcast weather. The field inspection was conducted by Lara Wood (P1078).

2.3 Project Context: Historical Context

2.3.1 Indigenous Settlement in Halton Region

The Halton Region attracted considerable Indigenous settlement in the past. Numerous archaeological sites ranging in date from the end of the last glacial maximum through to the modern era are situated throughout the area. Despite an improved understanding of past Indigenous land use and settlement patterns through various cultural resource management surveys and archaeological research projects, our knowledge remains incomplete. This is partially due to a lack of archaeological investigation in many areas prior to urban development. However, using existing data and regional syntheses, it is possible to propose a generalized model of Indigenous settlement in the Halton Region. The general themes, time periods and cultural traditions of Indigenous settlement, based on archaeological evidence, are provided below and in Table 4.

Table 4: Chronology of Indigenous Settlement in the Halton Region

Period	Time Range	Diagnostic Features	Archaeological Complexes
Early Paleo	9000-8400 BCE	fluted projectile points	Gainey, Barnes, Crowfield
Late Paleo	8400-8000 BCE	non-fluted and lanceolate points	Holcombe, Hi-Lo, Lanceolate
Early Archaic	8000-6000 BCE	serrated, notched, bifurcate base points	Nettling, Bifurcate Base Horizon
Middle Archaic	6000-2500 BCE	stemmed, side & corner notched points	Brewerton, Otter Creek, Stanley/Neville
Late Archaic	2000-1800 BCE	narrow points	Lamoka
Late Archaic	1800-1500 BCE	broad points	Genesee, Adder Orchard, Perkiomen
Late Archaic	1500-1100 BCE	small points	Crawford Knoll
Terminal Archaic	1100-950 BCE	first true cemeteries	Hind
Early Woodland	950-400 BCE	expanding stemmed points, Vinette pottery	Meadowood
Middle Woodland	400 BCE-500 CE	dentate, pseudo-scallop pottery	Saugeen
Transitional Woodland	500-900 CE	first corn, cord-wrapped stick pottery	Princess Point
Late Woodland	900-1300 CE	first villages, corn horticulture, longhouses	Pickering
Late Woodland	1300-1400 CE	large villages and houses	Uren, Middleport
Late Woodland	1400-1650 CE	tribal emergence, territoriality	Attawandaron, Wendat, Algonquian groups
Contact Period - Indigenous	1650 CE-present	treaties, mixture of Indigenous & European items	Mississauga, Six Nations
Contact Period - Settler	1796 CE-present	industrial goods, homesteads	pioneer life, municipal settlement



2.3.1.1 Paleo Period

The first human populations to inhabit the area came to the region between 10,000 and 12,000 years ago, coincident with the end of the last period of glaciation. Climate and environmental conditions were significantly different than they are today; local environs were inhospitable to anything but short-term settlement. Commonly referred to as Paleoindians, these people would have crossed the landscape in small groups (i.e., bands or family units) searching for food, particularly migratory game species. In this area, caribou may have provided a dietary staple, supplemented by wild plants, small game and fish. Given the low density of populations on the landscape at this time and their mobile nature, sites from this period are small and ephemeral. They are usually identified by the presence of distinctive fluted projectile points, usually manufactured on high quality raw materials, including Onondaga chert from the Niagara Escarpment and Fossil Hill chert from Blue Mountains. Paleo Period sites have commonly been found in association with relic glacial lakeshores throughout Ontario.

2.3.1.2 Archaic Period

The subsequent Archaic Period (ca. 8,000 to 950 BCE) is poorly represented in this region, but there remains the potential for such sites to exist, particularly in the dry, elevated areas adjacent to watercourses and wetlands. In other parts of the province, settlement and subsistence patterns changed significantly during the Archaic period as both the landscape and ecosystem adjusted to the retreat of the glaciers. Building on earlier patterns, early Archaic populations continued the mobile lifestyle of their predecessors. Through time and with the development of more resource rich local environments, these groups gradually reduced the size of the territories they exploited on a regular basis. A seasonal pattern of warm season riverine or lakeshore settlements and interior cold weather occupations has been documented in the archaeological record. The large cold-weather mammals that formed the basis of the Paleoindian subsistence pattern became extinct or moved northward with the onset of warmer climate conditions. Thus, Archaic populations had a more varied diet, exploiting a range of plant, bird, mammal and fish species. Over time, reliance on specific food resources like fish, deer and nuts became more pronounced and the presence of more hospitable environments and resource abundance led to the expansion of band and family sizes. This is evident in the archaeological record in the form of larger sites and aggregation camps, where several families or bands would come together in times of plenty. The change to more preferable environmental circumstances led to a rise in population density. As a result, Archaic sites are more plentiful than those from the earlier period. Artifacts typical of these occupations include a variety of stemmed and notched projectile points, chipped stone scrapers, ground stone tools (e.g., celts, adzes) and ornaments (e.g., bannerstones, gorgets), bifaces or tool blanks, animal bone (where and when preserved) and waste flakes, a by-product of the tool making process.

2.3.1.3 Early, Middle and Transitional Woodland Periods

Significant changes in cultural and environmental patterns are witnessed in the Early, Middle and Transitional Woodland periods (ca. 950 BCE to 1000 CE). Occupations became increasingly more permanent in this period, culminating in major semi-permanent villages by 1,000 years ago. Archaeologically, one of the most significant changes by Woodland times is the appearance of artifacts manufactured from modeled clay and the emergence of more sedentary villages. The Woodland Period is often defined by the occurrence of pottery, storage facilities and residential areas similar to those that define the early agricultural or Neolithic period in Europe. The earliest pottery was made by the coiling method and early house structures were simple oval enclosures. Both the Early and Middle Woodland sub-periods are characterized by an elaborate burial complex that in some areas in Ontario involved the construction of large burial mounds. Trade in exotic

items, including rare stone and shell objects, became common at this time, reflecting interconnections between Ontario populations and those in the Ohio and Mississippi river valleys to the south.

2.3.1.4 Late Woodland Period

Beginning around ca. 1000 CE the archaeological record documents the emergence of more substantial, semi-permanent settlements and the adoption of corn horticulture. These developments are most often associated with Iroquoian-speaking populations, the ancestors of the Wendat (Huron), Tionontati (Petun) and Attawandaron (Neutral) nations who were known to have resided in the province at the time of the arrival of the first European explorers and missionaries. Iroquoian villages incorporated a number of longhouses, multi-family dwellings that contained several families related through the female line. Precontact Iroquoian sites may be identified by a predominance of well-made pottery decorated with various simple and geometric motifs, triangular projectile points, clay pipes and ground stone artifacts. Sites post-dating European contact are recognized through the appearance of various items of European manufacture. The latter include materials acquired by trade (e.g., glass beads, copper/brass kettles, iron axes, knives and other metal implements) in addition to the personal items of European visitors and Jesuit missionaries (e.g., finger rings, stoneware, rosaries, and glassware).

Large village sites, attributed to the Attawandaron (Neutral) are known from the Milton area and further west, while large village sites attributed to the Huron-Wendat are known from along the upper and middle areas of the Humber and Don Rivers. When European explorers and missionaries arrived in Ontario in the 17th century, the Huron-Wendat no longer inhabited the lakeshore and instead occupied a vast area between Lake Simcoe and Georgian Bay. However, the Jesuit Relations describe several Attawandaron centres still in existence during the 17th century, including a number of sites where missions were later established. By 1650, the Attawandaron were dispersed from the region and their population decimated by the arrival of epidemic European diseases and inter-tribal warfare. Many were adopted into other Iroquoian communities. At least two major Seneca villages were established on the Rouge River later in the 17th century. At the same time, Algonquian-speaking populations were utilizing the region for hunting and trapping.

By the end of the 17th -century, the Seneca no longer inhabited the Lake Ontario shores and the Algonquin-speaking Mississaugas began moving southward into the area. It was the Mississaugas who had settled the area by the time the British arrived in the late 18th century and from whom the Crown secured land for settlement.

2.3.2 Treaty History

The project area is located on lands connected to the Head of the Lake Purchase (Treaty No. 14), the Ajetance Treaty (Treaty No. 19), and Treaty 22. The Mississauga experienced a period of decline following the successive treaties of the late 18th and early 19th centuries, including the Brant Tract Treaty (1797), the Between the Lakes Treaty (1892), and the Toronto Purchase (1805) (Surtees 1984; MCFN 2017a; 2017b). They reached a provisional agreement with the Crown on August 2, 1805, to cede 70,784 acres of land bounded to the north by a boundary that ran six miles back from the shoreline of Lake Ontario, to the east by the lands within Toronto Purchase of 1787, and to the west by the Brant Tract (MCFN 2017c). The Mississaugas were to receive £1000 of trade goods, the sole right of fisheries at the 12 Mile and 16 Mile Creeks, along with the ownership of each creek's flats, the sole right of fishing at the Credit River, and a 1-mile strip of land on either side of the river. The Head of the Lake Purchase (Treaty 14) was signed September 5, 1806, which includes the modern cities of Oakville, Mississauga, and parts of Burlington.



Following the Head of the Lake Treaty (1806) the Mississaugas retained reserves at their primary settlements at Twelve Mile and Sixteen Mile creeks and along the Credit River. They also held 648,000 acres of increasingly difficult to access land between the Toronto Purchase and Between the Lakes treaty tracts.

The continuous inflow of settlers into their lands and fisheries had weakened the Mississaugas' traditional economy and had left them in a state of impoverishment and a rapidly declining population (MCFN 2017b).

Following the conclusion of the Simcoe-Nottawasaga Purchase with the Chippewa in 1818, Deputy Superintendent of the Indian Department William Claus began negotiations with Chief Ajetance and the Mississaugas for the large tract of land outside of their reserves (Surtees 1984). Ajetance, for which the treaty is named, and Claus agreed to the sale of the land in return for an annual payment of £522.10 of goods. The Ajetance Treaty was provisionally signed October 28, 1818 between the British Crown and the Mississaugas of the Credit (Canada 1891). After the treaty, settlement pressures continued to mount and in 1820, the Mississauga ceded much of their reserve lands (Treaty No. 22) to consolidate their community at the Credit River where they remained until 1848.

The Mississaugas of the Credit First Nation, from their present home near Hagersville, continue to consult on impacts to their unextinguished Indigenous rights within the Head of the Lake and Ajetance Treaty lands, including in the areas of Brampton, Milton, and other nearby municipalities.

2.3.3 Nineteenth-Century and Municipal Settlement

The project area falls within part of Lot 29, Concession 2 NDS, part of Lots 30 and 31, Concessions 1 and 2 NDS, part of Lots 30 and 31, Concessions 1-3 SDS, and part of Lots 1-10, Concessions 2 and 3, historical Township of Trafalgar, Halton County, Ontario. A brief discussion of early settlement in this area is provided below to provide a context for understanding current and past land use and identify features of archaeological potential.

2.3.3.1 Halton County

Halton County was named after Major William Mathew Halton, a British Army officer, who was appointed in 1805 as Secretary to Lieutenant-Governor Sir Francis Gore. Settlers started to arrive in the county in the early 1780s. The south portion of the county was first settled by United Empire Loyalists, while the north part mainly by immigrants from the British Isles. Along with Wentworth County, Halton County was created in 1816 as part of the Gore District consisting of the townships of Trafalgar, Nelson, Flamborough and Beverly, among other lands and was further expanded in 1821. When the Gore District was abolished in 1850, some townships were withdrawn from its boundaries with only the townships of Esquesing, Trafalgar, Nassagaweya and Nelson remaining. As settlement progressed, several towns and villages developed mainly within the southern portion of the county (Pope 1877).

2.3.3.2 Trafalgar Township

The first settlers arrived in the Township of Trafalgar around 1807. Faced with the continual inflow of settlers to the lands north of Lake Ontario and the accelerating erosion of their traditional economy and resource base, Chief Ajetance, on behalf of the Mississauga, agreed to cede additional lands to the Crown through the Ajetance Treaty, No. 19 (1818) (MCFN 2017). The portion of the land purchased was incorporated into an expanded Trafalgar Township, this land was known as the "new survey" and forms what is sometimes referred to as Trafalgar North. Like the County of Halton in general, the township was settled by immigrants who

came directly from the British Isles or by United Empire Loyalist families who journeyed here from Niagara (Clarke 1955:11). Early settlement focused on Sixteen Mile Creek which provided a source of power for grist and saw mills. The earliest settlers concentrated in the then tiny communities like Milton and Oakville. By 1817, the township boasted 548 occupants. The mills soon attracted both industrial and residential growth. Smaller communities including Palermo, Postville (later Trafalgar), Sheridan, Proudfoot Hollow, Merton, Bronte Station, Glenorchy, Ash, Snider, Omaha, Auburn, Drumquin and the Boyne soon appeared throughout the township. By mid-century, the population of the Township had grown to over 4,000 (Pope 1877:59).

2.3.3.3 Milton

The earliest settlers to what would come to be known as Milton were Jasper Martin and his wife Sarah who emigrated from England in 1821. After constructing a grist mill on Sixteen Mile Creek, Martin went on to build a sawmill, ashery, and small store, thus establishing himself as one of the most important early pioneers in the entire county. This is evidenced by the community's earliest moniker, "Martin's Mills". Following his death in 1833 Jasper's four sons suggested the town's name be changed to Milton, after the renowned poet, which was obviously well received (Cook 1977:4-5). It should be noted that Milton hosted the first (provisional) County Council in July 1853 (Pope 1877:54).

2.3.3.4 Oakville

The development of Oakville was based on the foresight of its founder, William Chisholm who saw the commercial possibilities of a harbour at the mouth of Sixteen Mile Creek and a potential power source for manufacturing (Mathews 1953:4). Chisholm shipped White Oak staves and timber down Sixteen Mile Creek for shipment mainly to Quebec (Pope 1877:59). In 1827 he purchased 960 acres of Crown Reserve and immediately began construction of Oakville's harbour which began admitting vessels by 1830 (Pope 1877:59). Oakville became a town by Act of Parliament in July, 1857.

2.3.3.5 Hamlets of Palermo and Boyne

The hamlet of Palermo was one of the earliest established within the Township of Trafalgar. By 1846, it had a population of 200 with an Episcopal Church, daily post delivery, three stores, a foundry, two taverns, two wagon makers, three blacksmiths, two tailors and two shoemakers (Smith 1846). The hamlet of Boyne was named after the Boyne River in Ireland and the area was first settled by Irish immigrants around 1819. The area grew slowly and by 1877 it had a post office, blacksmith shop, wagon shop, and the Boyne Woollen Mills as well as two churches and a brick school house (Pope 1877:81).

2.3.4 Review of Historic Maps

The project area falls within part of Lot 29, Concession 2 NDS, part of Lots 30 and 31, Concessions 1 and 2 NDS, part of Lots 30 and 31, Concessions 1-3 SDS, and part of Lots 1-10, Concessions 2 and 3, historical Township of Trafalgar, Halton County, Ontario. A review of 19th-century mapping was completed to provide insight into historic land use and settlement patterns as well as identify features of archaeological potential. A summary of the individuals and features depicted in the vicinity of the project area is provided as Appendix A.

According to the 1858 *Tremaine's Map of the County of Halton, Canada West*, the project area passes through the 19th-century hamlets of Boyne and Palermo (Maps 50 and 51). Otherwise, the lands appear to be primarily rural in nature, with multiple watercourses including Bronte Creek, Fourteen Mile Creek, Sixteen Mile Creek and their tributaries crossing the project area (Tremaine 1858). Bronte Road (Regional Road 25) and Regional Road 25 are shown as open, as are numerous cross streets including Derry Road, Britannia Road, Lower



Baseline, Henderson Road, Dundas Street, Upper Middle Road, and the road corridor that became the Queen Elizabeth Way. The Hamilton and Toronto Railway is also depicted.

The 1877 *Illustrated Historical Atlas of the County of Halton* depicts numerous structures within and immediately adjacent to the project area, exemplifying the growth in the general area (Pope 1877). This development is also seen in the growth of the hamlets of Boyne and Palermo (Maps 53 and 54).

A review of more recent satellite imagery from 2004 and 2016 provides an indication of previous disturbance within portions of the project area. Satellite imagery from 2004 shows the previous alignment of Regional Road 25, south of its current position at the interchange with the Queen Elizabeth Way (QEW) (Map 55). Additionally, 2016 satellite imagery indicates that the property located east of Regional Road 25, across from the Milton Operations Centre, was stripped of topsoil (Map 56).

2.3.5 Review of Heritage Properties

The *Ontario Heritage Act* allows for municipalities to protect properties that are considered to hold CHVI. There are 20 listed or designated heritage properties within 300 m of the project area. These include four properties designated under Part IV of the *Ontario Heritage Act* and 16 properties listed on municipal registers. Of the 20 heritage properties, 16 are situated within 50 m of the current project area, and no designated properties. It should be noted that several of the heritage buildings have been relocated from where they were originally constructed in order to preserve the structures including the buildings associated with the properties at 1179 Bronte Road, 6311 Regional Road 25, and 963 Stoutt Crescent. There are no plaques located within 300 m of the project area.

Table 5: Listed Heritage Properties within 300 m of the Project Area

Address	Municipality	Designation Status
1242 Bronte Road	Oakville	Listed
1326 Bronte Road	Oakville	Listed
2450 Old Bronte Road	Oakville	Listed
8240 Britannia Road	Milton	Listed
1179 Bronte Road	Milton	Part IV Designated
4473 Henderson Road	Milton	Listed
2523 Lower Base Line	Milton	Listed
2478 Old Bronte Road	Milton	Part IV Designated
5237 Regional Road 25	Milton	Listed
5507 Regional Road 25	Milton	Listed
5694 Regional Road 25	Milton	Listed
6035 Regional Road 25	Milton	Listed
6311 Regional Road 25/ 1335 Basswood Crescent	Milton	Part IV Designated
6317 Regional Road 25	Milton	Listed
6321 Regional Road 25	Milton	Listed
6529 Regional Road 25	Milton	Listed
6649 Regional Road 25	Milton	Listed
6712 Regional Road 25	Milton	Listed
5576 Regional Road 25	Milton	Listed
963 Stoutt Crescent	Milton	Part IV Designated



2.3.6 Cemeteries

2.3.6.1 Holy Family Catholic Cemetery

The Holy Family Catholic Cemetery is located at the intersection of Lower Base Line and Regional Road 25. The cemetery was opened in 2020 and is separated from the ROW by approximately 25 m of fallow lands and a graded drainage feature.

2.3.6.2 Bowes Cemetery

The west half of Lot 7, Concession 3 in Trafalgar Township, Halton County had four different owners before it was settled by Irish immigrant Joseph Bowes in 1825. Within a decade of settling on the lot, the Bowes family donated one half acre of land to William Wilmott and trustees to build a Methodist Church and cemetery. The church opened in July 1837 and later became the Bowes Presbyterian Church (Unterman-McPhail Associates 2010). According to the 1851 Census of Canada (Reel C11726:154,155) Joseph Bowes Sr. was killed in an accident on July 5, 1839 and was buried in the church cemetery.

The church was purchased by Masonic St. Clair Lodge #135 in the 1950's and the affiliated cemetery is maintained by the Town of Milton. The northern edge of the Bowes cemetery is bounded by the Masonic St. Clair Lodge #135, formerly a United/Presbyterian Church, while the western edge of the cemetery is bounded by a fence and Regional Road 25 and its right-of-way. Given the presence of these historic physical boundaries, as well as the fence on the western edge of the cemetery, the northern and western extents of the Bowes cemetery are known and are of no further concern (Golder 2018a; 2). Previous archaeological investigations have confirmed the south and eastern limits of the cemetery (Golder 2013b and Golder 2018a).

3 STAGE I PROPERTY INSPECTION

As the project area was in proximity to several features signaling archaeological potential, a Stage I property inspection was conducted to evaluate the current conditions of the project area and its integrity. The property inspection was conducted on August 25, 2022 in warm and sunny to overcast weather that allowed for good visibility for the inspection of surface features. The field review was completed from public ROWs.

3.1 Speers Road to Dundas Street West (Highway 5)

Images 1-24, Maps 57 to 63, SD Map 12

Through this segment of the project area, Regional Road 25 is a four-lane paved urban road, with a gravel or paved shoulders, ditches on one or both sides of the road, and buried utilities within the ROW (Image 1). At the south end of the project area, the Lakeshore West Rail overpass has resulted in deep and extensive disturbance on both sides of the ROW and extending to the property beyond (Images 2 and 3). Additionally, the previous Regional Road 25 alignment (Images 5, 8-10), QEW bridge over Bronte Creek (Image 6, Map 55) and interchange improvements have disturbed a portion of the study area along Bronte Creek (Images 7 and 11).

This segment of the project area intersects with Speers Road, the Lakeshore West Rail overpass, Wyecroft Road, the Queen Elizabeth Way (QEW) interchange and overpass, Upper Middle Road West, and Dundas Street West, as well as a number of access roads and driveways, which has resulted in deep and extensive disturbance associated with road construction and associated grading and ditching, and utility installation. Industrial and commercial use properties are located on both sides of the project area near the QEW (Images 1, 4, and 12), and intensive development of new residential properties was observed on both sides of the project corridor between the QEW and Dundas Street West (Images 18-24). Grading activities outside the ROW have also impacted the project area, south of Upper Middle Road West where a large berm has been constructed (Image 14). At Upper Middle Road West, near Fourteen Mile Creek, impacts associated with road widening and intersection improvements residential developments have resulted in extensive disturbance (Images 16 and 17).

This portion of the project area also includes forested lands within the Bronte Creek River Valley (Images 9 and 13) and Fourteen Mile Creek, fallow lands south of Upper Middle Road West, and a small area of cultivated lands south of Upper Middle Road West (Image 15).

3.2 Dundas Street West (Highway 5) to Lower Base Line

Images 25-43, Maps 63 to 69

Through this segment of the project area, Regional Road 25 is a two to four-lane paved rural roadway, with a gravel shoulder and grassed ditch on both sides of the road. This portion of the project area intersects with Highway 407, Burhamthorpe Road West, Henderson Road, and Lower Base Line, and numerous residential roads, which has resulted in deep and extensive disturbance associated with road construction and associated grading and ditching, and utility installation within the ROW (Image 27, Image 39). Outside of the existing ROW, this segment of the project area includes agricultural (Images 27, 27, 30), fallow (Image 35), and residential properties (Images 28 and 38) where minimal impacts were observed, as well as commercial (Images 31, 34, 37, 40-43), and industrial use properties (Image 33, 36) where disturbance was observed within the project area. Ongoing grading activities were observed south of Lower Base Line outside the ROW (Images 41-42).



3.3 Lower Base Line to Derry Road

Images 44-68, Maps 69 to 77

Through this segment of the project area, Regional Road 25 is a four-lane paved urban road, with a gravel or paved shoulders, grassed ditches on one or both sides of the road, and buried utilities within the ROW. This portion of the project area intersects with Britannia Road (Image 51) and Louis St. Laurent Avenue (Images 59 and 60), as well as several residential roads and driveways which has resulted in deep and extensive disturbance associated with road construction and associated grading and ditching (Image 49, 54, 55, 62, 65). Recent residential developments on both sides of the ROW have also resulted in significant disturbance within the project area (Image 52, 56, 57, 61). The Halton Waste Management Site is also located within this portion of the project area, where grading and construction of large berms have resulted in extensive disturbance (Image 45 and 46). A gas station is located at the intersection of Regional Road 25 and Derry Road, which has resulted in extensive disturbance.

Agricultural lands and older residential properties are located on either side of the existing ROW (Image 44, 47, 48 50, 53, 54, 64). Disturbances associated with driveways, access roads, and buried septic beds (Image 53) were observed.

Through this segment, the Sixteen Mile Creek and its floodplains are located within the project area, southwest of the project area between Derry Road and Louis St. Laurent Avenue, where Regional Road 25 crosses the Creek (Images 62, 63). Portions of the project area adjacent to the Creek valley are steeply sloped (Image 61)

A newly established cemetery, the Holy Family Catholic Cemetery, is located at the northwest corner of the intersection of Lower Base Line and Regional Road 25, where previous assessment cleared the area of archaeological concern prior to the construction of the cemetery. Cemetery limits are defined by the property boundaries and a graded drainage feature located approximately 25 m west of the Regional Road 25 ROW.

The Saint Clair Masonic Lodge and the Bowes Cemetery are located on the north side of Regional Road 25, at Izumi Gate. The cemetery limits are identified by a concrete post and metal chain fence and a steeply graded ditch between the fenceline and the adjacent sidewalk (Images 58, 67 and 68). A concrete post and chain fence and steeply graded berm define the eastern cemetery limit adjacent to the ROW. Grave markers were observed to be a minimum of 3 m from the eastern cemetery limit.

3.4 Summary

Overall, the property inspection identified several areas of low or no archaeological potential within the project area, most of which are related to previous disturbances associated with road and driveway construction, buried utilities, and drainage improvements (62.4 ha; 44%). Additionally, a large portion of the project area has been subject to previous archaeological assessment, where no further archaeological assessment was recommended (59.3 ha; 41.8%) Other areas of low or no potential that do not require further archaeological assessment include steeply sloped lands (1 ha; 0.7%), as well as low-lying and permanently wet areas associated with Sixteen Mile Creek and Fourteen Mile Creek (1 ha; 0.7%). The Bowes United Church Cemetery occupies an additional 0.1 ha (0.1%) of the project area. The remainder of the project area is comprised of fallow lands, agricultural fields, and manicured lawns which appear to retain archaeological potential (18 ha; 12.7%). These areas require further archaeological assessment.

The results of the Stage I archaeological assessment, as well as the location and orientation of report photographs, are presented on Maps 57 to 77 and SD Maps 12 and 13. As this project remains in the planning



stages, a formal development plan has not yet been produced. The project limits were described to TMHC and the project area was produced using digital ownership and assessment parcel data maintained by Halton Region. The project area was later confirmed by the proponent. Consequently, the results of the archaeological assessment are not shown on proponent mapping.

All files are currently being stored at the TMHC corporate office located at 1108 Dundas Street, Unit 105, London, ON, N5W 3A7 (Table 6).

Table 6: Documentary Records

Date	Field Notes	Field Maps	Digital Images
August 25, 2022	Digital and hard copies	Digital and hard copies	658 Images

4 ANALYSIS AND CONCLUSIONS

As noted in Section 2.1, the Province of Ontario has identified numerous factors that signal the potential of a property to contain archaeological resources. The Stage I background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. According to the map-based review and background research, potential for the discovery of archaeological sites is indicated by the presence of or proximity (within 300 m) to:

- areas of 19th century settlement (e.g., hamlets of Boyne and Palermo);
- 19th century travel routes (e.g., Bronte Road (Regional Road 25), Derry Road, Britannia Road, Lower Baseline, Henderson Road, Dundas Street (Highway 5), Upper Middle Road, Queen Elizabeth Way, and the Hamilton and Toronto Railway);
- mapped 19th century structures (numerous homesteads and other buildings);
- nearby listed and designated heritage properties (20 in total);
- historic watercourses (Bronte Creek - its tributaries and wetland; Fourteen Mile Creek - its tributaries and wetlands; and, Sixteen Mile Creek - its tributaries and wetlands); and,
- previously registered archaeological sites (62 sites within 300 m).

Six previously registered archaeological sites are located within the current project area or in very close proximity, of which two have further CHVI. The Office site (AiGw-47) was identified during a survey of Bronte Creek Provincial Park in 1975, and unfortunately the report could not be obtained to confirm the location of the site. AiGw-47 is identified as an Indigenous Village site, and could be partially located within the current project area (SD Map 12). The MCM data indicates the location of AiGw-547 well outside of the current project area, however, based on the data in the excavation report, the MCM data is incorrect. The corrected location is shown on SD Map 13, within the current project area. AiGq-547 was partially excavated in advance of impacts associated with Regional Road 25 widening from two to four lanes, and the remainder of the site is still present on the unexcavated portion of the property.

The Harmer site (AiGw-38), is an Archaic Period site identified during Arthur Robert's 1974 survey and identified within the current project area. However, the location of the site has been subject to modern disturbance. George Atkins (AiGw-113), an Archaic Period site along the edge of Bronte Gorge that has been impacted by erosion. The Old Atkins Farm site (AiGw-114), part of the Three Clusters site (AiGw-56) is located within an area that has been recently developed for residential use. AiGw-233 has been subject to Stage 3 and Stage 4 excavations, and is located within an area that has been deeply and extensively disturbed for drainage improvements.

The background research and property inspection indicated that the Stage I project area includes part of two cemetery properties: the Holy Family Catholic Cemetery and the Bowes Cemetery. The Holy Family Catholic Cemetery is located at Lower Base Line and Regional 25, and is set back from the current ROW by approximately 25 m and includes a graded drainage feature between the ROW and burial locations. As the area has been previously assessed for archaeological resources, no further archaeological assessment is recommended.

The Bowes Cemetery has been subject to previous archaeological assessment. Through the previous archaeological investigations, the limits of the cemetery have been determined on all sides through historic



research and mechanical topsoil removal. Along the south edge of the cemetery, grave markers are located approximately 3 m from the fence and approximately 5 m from the existing sidewalk (Images 67 and 68).

Impacts to the cemetery properties should be avoided, if possible. If impacts cannot be avoided, additional archaeological assessment may be required, as determined through consultation with the MCM and BAO.

The Stage I background research confirmed that portions of the project area were previously assessed and do not require further assessment. The Stage I background research and property inspection also confirmed that portions of the project area have witnessed prior disturbance and lack integrity. This disturbance primarily relates to the construction of roads, ditches, and the installation of buried utilities. Additionally, areas of low and permanently wet conditions (roadside wetlands and watercourses) were identified and lack archaeological potential. The remainder of the project area is comprised of agricultural fields, fallow lands, manicured lawns, and woodlot, all of which appear to retain archaeological potential and require further assessment:

- east of the Hydro Tower access Road, east of Regional Road 25 (Map 57)
- along Bronte Creek, southwest of Regional Road 25 between the QEW and Littlefield Crescent (Maps 58 and 59);
- west of Regional Road 25 south of Upper Middle Road West (Maps 60 and 61);
- east of Regional Road 25, north of Upper Middle Road West, at the crossing of Fourteen Mile Creek (Map 61);
- along both sides of Regional Road 25, between Dundas Street West and William Halton Parkway (Map 63 and Map 64);
- west of Regional Road 25 between William Halton Parkway and Highway 407 (Map 64 and Map 65);
- west of Regional Road 25, south of Burhamthorpe Road West, and along both sides of Regional Road 25 north of Burhamthorpe Road West (Map 66);
- east and west of Regional Road 25, from south of Henderson Road to Lower Base Line (Map 65 and Map 68);
- west of Regional Road 25 north of Lower Base Line (Map 70);
- west of Regional Road 25 north of the Halton Waste Management site (Map 71 and Map 72);
- along both sides of Regional Road 25 north of the Milton Civic Operations Centre to Britannia Road (Map 72 and Map 73);
- east of Regional Road 25, north of Britannia Road (Map 73 and Map 74);
- east of Regional Road 25, north of the Saint Clair Masonic Lodge, and along both sides of the project area to Louis St. Laurent Avenue (Map 74 and Map 75); and,
- along both sides of the project area adjacent to Sixteen Mile Creek, between Louis St. Laurent Avenue and Derry Road (Map 75 through Map 77).

5 RECOMMENDATIONS

The Regional Road 25 Improvements project Stage I archaeological assessment has been completed as part of the MCEA. All work met provincial standards and the Stage I background research and property inspection identified several areas retaining archaeological potential. The recommendations for the Stage I project area are presented below:

- All previously assessed portions of the project area where no further archaeological concern was identified do not require further assessment (59.3 ha; 41.8%).
- All portions of the project area identified as extensively disturbed (62.4 ha; 44%), low and permanently wet (1 ha; 0.7%), steeply sloped (1 ha; 0.7%), and otherwise of low archaeological potential do not require further assessment.
- The portions of the project area that retain archaeological potential require Stage 2 archaeological assessment prior to ground disturbing activities (18 ha; 12.7%), if they will be impacted by the planned improvements. For cultivated fields where impacts will be greater than 10 m, the Stage 2 assessment should consist of pedestrian survey at 5 m intervals. For all unploughable lands or narrow width impacts in cultivated fields (<10m), the Stage 2 assessment should consist of a test pit survey at 5 m intervals.
 - Additional efforts should be made during the Stage 2 assessment to retrieve documentation for the 1975 Bronte Creek Provincial Park survey to confirm the location of AiGw-47 (SD Map 12). If no artifacts are identified during the Stage 2 assessment in the vicinity of the site, reduced survey intervals may be required to confirm whether the AiGw-47 site is present within the project area.
 - AiGw-547 was partially excavated and demonstrated to extend outside the excavated area, within the current project area limits (SD Map 13). Stage 2 assessment is required for the undisturbed portion of the property. If no artifacts are identified during the Stage 2 assessment in the vicinity of the site, reduced survey intervals may be required to confirm whether the AiGw-547 site is present outside of the previously excavated area. Based on the results of the Stage 2 assessment, Stage 3 archaeological assessment may be required to address the remainder of the site within the project area.
- The portion of the project area that is located within Bowes Cemetery (0.06 ha; 0.1%) is an area of continued archaeological concern. If possible, impacts to cemetery lands should be avoided. If this is not possible, additional archaeological assessment and/or cemetery investigation may be required as determined through consultation with MCM and the BAO.
- Should impacts be planned for outside of the project area reviewed in this report, additional archaeological assessment may be required.

Our recommendations are subject to the conditions laid out in Section 7.0 of this report and to the MCM's review and acceptance of this report into the provincial register of archaeological reports.



6 SUMMARY

A Stage I archaeological assessment was conducted for the Regional Road 25 Improvement project in the Regional Municipality of Halton. The project area consists of roughly 141.7 ha (350.14 ac) of land along roughly 15.2 km of Regional Road 25 from Speers Road in Oakville to Derry Road in Milton, located in the historical Township of Trafalgar, Halton County, now the Regional Municipality of Halton, Ontario. The background research for these lands indicated that the project area was in proximity to features signaling archaeological potential and a Stage I field inspection was undertaken. Of particular interest, two previously identified sites with further CHVI are located within, or in close proximity to, the project area. The Stage I background research and property inspection confirmed that portions of the Stage I project area have been subject to prior disturbance, lacked integrity, or had low archaeological potential. Disturbance identified within the project area is primarily related to the construction of two provincial highways and their interchanges, municipal roads and ditches, buried utilities, and developments for industrial, commercial, and residential use on either side of the ROW. The remainder of the project area consists of fallow and forested areas, manicured lawns, and agricultural fields situated between the road ditch and the edge of the project area limit which appear to retain archaeological potential.



7 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the MCM 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 MCM, 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* 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 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*.

Should previously undocumented (i.e., unknown or deeply buried) 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*.

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and Crystal Forrest, A/Registrar of Burial Sites, Ontario Ministry of Government and Consumer Services. Her telephone number is 416-212-7499 and e-mail address is Crystal.Forrest@ontario.ca.

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

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APPENDIX A: SUMMARY OF HISTORIC MAP REVIEW

Map Year	Lot	Concession	Township	Name	Features Depicted in the Vicinity (< 300m) of the Project Area
1858	1	2	Trafalgar	Elizabeth Elliot	
1858	2	2	Trafalgar	John Jarvis Esq	
1858	3	2	Trafalgar	Joseph Bowes	
1858	4	2	Trafalgar	Levi Wilson Esq (County Sheriff Willow Grove)	
1858	5	2	Trafalgar	Henry Macartney	
1858	6	2	Trafalgar	William Pettigrew	
1858	7	2	Trafalgar	Nick Forbes	
1858	7	2	Trafalgar	Robert Farlow	
1858	8	2	Trafalgar	William Buchanon	
1858	8	2	Trafalgar	Robert Farlow	
1858	8	2	Trafalgar	R.E.	
1858	8	2	Trafalgar	J.W.E	
1858	9	2	Trafalgar	Absalom Dickson	Sixteen Mile Creek
1858	10	2	Trafalgar	Robert Willmott (Rosehill)	Sixteen Mile Creek
1858	11	2	Trafalgar	Thomas Bowes (Maplehill)	Sixteen Mile Creek
1858	1	3	Trafalgar	William Bigger	
1858	2	3	Trafalgar	John Jarvis Esq	
1858	3	3	Trafalgar	Thomas Evans	Sixteen Mile Creek
1858	4	3	Trafalgar	Halda A Smith	Sixteen Mile Creek
1858	4	3	Trafalgar	Sarah L. Smith	Sixteen Mile Creek
1858	4	3	Trafalgar	Eli B. Smith	Sixteen Mile Creek
1858	5	3	Trafalgar	Thomas Crozier	Sixteen Mile Creek
1858	6	3	Trafalgar	William English	Hamlet of Boyne (School House, Blacksmith Shop, Wagon Shop, Sawmill)
1858	7	3	Trafalgar	Joseph W. Bowes (Oakhill)	
1858	8	3	Trafalgar	John Hunter	Sixteen Mile Creek
1858	8	3	Trafalgar	Andrew Robertson	Sixteen Mile Creek
1858	8	3	Trafalgar	M. Langrell	Sixteen Mile Creek
1858	9	3	Trafalgar	William Kennedy	
1858	9	3	Trafalgar	Robert Kennedy	
1858	10	3	Trafalgar	Fitzsimmons	
1858	10	3	Trafalgar	Robert Willmott	
1858	10	3	Trafalgar	George Bousfield	
1858	11	3	Trafalgar	Samuel Fleming	
1858	30	1 NDS	Trafalgar	John R. Hart	



Map Year	Lot	Concession	Township	Name	Features Depicted in the Vicinity (< 300m) of the Project Area
1858	30	1 NDS	Trafalgar	William Hager	Hamlet of Palermo
1858	31	1 NDS	Trafalgar	Jonathon Hager	Hamlet of Palermo
1858	30	1 SDS	Trafalgar	William Teetzel	Tollgate, Hamlet of Palermo
1858	30	1 SDS	Trafalgar	H. Harwood	
1858	31	1 SDS	Trafalgar	John H. Smith	Hamlet of Palermo
1858	29	2 NDS	Trafalgar	James Bigger	
1858	30	2 NDS	Trafalgar	George Harrison	
1858	30	2 NDS	Trafalgar	James Campbell	
1858	31	2 NDS	Trafalgar	Archibald Speers	
1858	30	2 SDS	Trafalgar	James White	School House
1858	31	2 SDS	Trafalgar	William Inglehart	
1858	31	2 SDS	Trafalgar	James White	Sawmill, Bronte Creek (Twelve Mile Creek)
1858	30	3 SDS	Trafalgar	William Riggs	Train Depot, Hamilton Toronto Railway Line
1858	30	3 SDS	Trafalgar	John Riggs	
1858	31	3 SDS	Trafalgar	J.W.	Bronte Creek
1858	31	3 SDS	Trafalgar	E. & J.F. Moore	Hamilton Toronto Railway Line, Grist Mill, Saw Mill
1877	1	2	Trafalgar	Jonathan Tasker	
1877	2	2	Trafalgar	Estate of John Jarvis	Residence, Orchard
1877	3	2	Trafalgar	J.W. Bowes	
1877	4	2	Trafalgar	E. Ockerman	Residence, Orchard
1877	5	2	Trafalgar	H.R. & C.T. Macartney	Residence, Orchard
1877	6	2	Trafalgar	Samuel Pettigrew	Residence, Hamlet of Boyne
1877	7	2	Trafalgar	James Main	Residence, Orchard
1877	7	2	Trafalgar	Robert Farlow	
1877	8	2	Trafalgar	William Buchanon	
1877	8	2	Trafalgar	William Newell	Residence, Two Orchards
1877	8	2	Trafalgar	Robert Farlow	Residence, Orchard
1877	8	2	Trafalgar	J.W.B.	
1877	8	2	Trafalgar	G.C.	Residence
1877	9	2	Trafalgar	Robert Willmott	Sixteen Mile Creek
1877	10	2	Trafalgar	Robert Willmott	Sixteen Mile Creek, Residence, Orchard
1877	11	2	Trafalgar	Thomas Bowes (Maplehill)	Sixteen Mile Creek
1877	1	3	Trafalgar	Mrs. Charles Bigger	Residence, Orchard



Map Year	Lot	Concession	Township	Name	Features Depicted in the Vicinity (< 300m) of the Project Area
1877	1	3	Trafalgar	William Langrill	Residence, Orchard
1877	2	3	Trafalgar	John Jarvis Esq	
1877	3	3	Trafalgar	Thomas Evans	Sixteen Mile Creek
1877	4	3	Trafalgar	William Bousfield	Sixteen Mile Creek
1877	4	3	Trafalgar	Mrs. George Sheridan	Sixteen Mile Creek, Residence
1877	4	3	Trafalgar	William Bousfield	Sixteen Mile Creek, Residence, Orchard
1877	5	3	Trafalgar	Thomas Crozier	Sixteen Mile Creek
1877	5	3	Trafalgar	Mrs. E. Cowin	Sixteen Mile Creek, Hamlet of Boyne
1877	6	3	Trafalgar	H.E. Beaty (N.R.)	Hamlet of Boyne (School House, Post Office)
1877	7	3	Trafalgar	J.W. Bowes (Oak Hill Park)	Cemetery, Residence, Orchard
1877	8	3	Trafalgar	James Hunter	Sixteen Mile Creek, Residence, Orchard
1877	8	3	Trafalgar	A. Robinson	Sixteen Mile Creek, Residence, Orchard
1877	8	3	Trafalgar	M. Langrill	Church, Sixteen Mile Creek, Residence, Orchard
1877	9	3	Trafalgar	W.L.P Eager	Two Residences, Two Orchards
1877	10	3	Trafalgar	Mrs. E. Fitzsimmons	
1877	10	3	Trafalgar	Robert Willmott	
1877	10	3	Trafalgar	Estate of George Bousfield	Residence, Orchard
1877	11	3	Trafalgar	Samuel Fleming	
1877	30	1 NDS	Trafalgar	John Marshall	Residence, Orchard
1877	30	1 NDS	Trafalgar	William Hager	Hamlet of Palermo
1877	30	1 NDS	Trafalgar	M. Switzer Esq.	Hamlet of Palermo
1877	31	1 NDS	Trafalgar	Jonathon Hager	Hamlet of Palermo
1877	30	1 SDS	Trafalgar	Jonathon Hager	Residence, Hamlet of Palermo
1877	30	1 SDS	Trafalgar	W.C.M. Harwood	Residence, Orchard
1877	31	1 SDS	Trafalgar	Caleb Smith	Residence, Orchard, Hamlet of Palermo
1877	29	2 NDS	Trafalgar	James G. Bigger	Residence, Orchard
1877	30	2 NDS	Trafalgar	Mrs. H. Harrison	Residence, Orchard
1877	30	2 NDS	Trafalgar	William Caldwell	
1877	30	2 NDS	Trafalgar	James Campbell	Residence, Orchard
1877	31	2 NDS	Trafalgar	Addison Hager (N.R.)	Residence, Orchard
1877	30	2 SDS	Trafalgar	James White	School House, Residence, Two Orchards
1877	31	2 SDS	Trafalgar	W.C. Inglehart	Residence, Orchard
1877	31	2 SDS	Trafalgar	James White	Two Residences, Orchard, Bronte Creek (Twelve Mile Creek)



Map Year	Lot	Concession	Township	Name	Features Depicted in the Vicinity (< 300m) of the Project Area
1877	30	3 SDS	Trafalgar	W.A. Riggs	Three Residences, Two Orchards, Bronte Train Station, Hamilton and Toronto Branch of Great Western Railway
1877	30	3 SDS	Trafalgar	John Riggs	
1877	31	3 SDS	Trafalgar	T. Shaw	Blacksmith, Residence, Orchard, Bronte Creek



APPENDIX E: ABOUT TMHC AND KEY STAFF

ABOUT TMHC

Established in 2003 with a head office in London, Ontario, TMHC Inc. (TMHC) provides a broad range of archaeological assessment, heritage planning and interpretation, cemetery, and community consultation services throughout the Province of Ontario. We specialize in providing heritage solutions that suit the past and present for a range of clients and intended audiences, while meeting the demands of the regulatory environment. Over the past two decades, TMHC has grown to become one of the largest privately-owned heritage consulting firms in Ontario and is today the largest predominately woman-owned CRM business in Canada.

Since 2004, TMHC has held retainers with Infrastructure Ontario, Hydro One, the Ministry of Transportation, Metrolinx, the City of Hamilton, and Niagara Parks Commission. In 2013, TMHC earned the Ontario Archaeological Society's award for Excellence in Cultural Resource Management. Our seasoned expertise and practical approach have allowed us to manage a wide variety of large, complex, and highly sensitive projects to successful completion. Through this work, we have gained corporate experience in helping our clients work through difficult issues to achieve resolution.

TMHC is skilled at meeting established deadlines and budgets, maintaining a healthy and safe work environment, and carrying out quality heritage activities to ensure that all projects are completed diligently and safely. Additionally, we have developed long-standing relationships of trust with Indigenous and descendent communities across Ontario and a good understanding of community interests and concerns in heritage matters, which assists in successful project completion.

TMHC is a Living Wage certified employer with the [Ontario Living Wage Network](#) and a member of the [Canadian Federation for Independent Business](#).



KEY STAFF BIOS

Matthew Beaudoin, PhD, Principal

Matthew received a PhD in Anthropology from Western University in 2013 and has a professional archaeological license with the Province of Ontario (P324). During his archaeological career, Matthew has conducted extensive field research and artifact analysis in Labrador and Ontario, and has taught the Field Methods Course and Principals of archaeology courses as a part-time faculty member at Western University. Matthew has also conducted ethnographic projects in Labrador, and has volunteered with the OAS to provide archaeological training to several Indigenous communities throughout the province.

Over the course of his career, Matthew has supervised over 600 archaeological assessments in Ontario, including Stages I-4, under a variety of regulatory triggers including provincial and municipal Environmental Assessments, Green Energy projects, development projects under the *Planning Act*, and as due diligence process. Matthew has extensive experience managing large and complex archaeological projects in conjunction with other disciplines, specialists, and Indigenous communities including Enbridge Line 10 Westover Segment, Imperial Oil from Waterdown to Finch, and Highway 3 Widening in Kingsville. Since joining TMHC in 2008, Matthew has also been involved with several notable projects, such as the archaeological assessment of Stoney Point/Camp Ipperwash. For these and other projects, Matthew works closely with heritage staff at TMHC and with heritage staff employed by clients and stakeholder communities.

Matthew is an active member of the Canadian Archaeological Association, the Ontario Archaeological Society, the Society for American Archaeology, and the Society for Historical Archaeology.

Lara Wood, MA – Manager – Transportation Projects

Lara earned her MA in Anthropology from Western University based on her research into Early Woodland subsistence patterns in Ontario and she holds a professional archaeological licence with the Province of Ontario. With over twelve years of experience in the sector, Lara has extensive experience completing archaeological assessments required under a variety of regulatory triggers including Environmental Assessments (EAs), Transit Project Assessment Processes (TPAPs), and private development projects. During this work, Lara has developed meaningful relationships through engagement with multiple Indigenous communities in Ontario. Lara regularly coordinates with clients, Indigenous communities, and various approval authorities to ensure that projects are completed efficiently and conform to provincial and Indigenous community requirements. She is an active member of the Ontario Archaeological Society and the Canadian Archaeological Association.