

Appendix O – Stage 1 Archaeology Report



407 TRANSITWAY – WEST OF BRANT STREET TO WEST OF HURONTARIO STREET
MINISTRY OF TRANSPORTATION - CENTRAL REGION

**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**

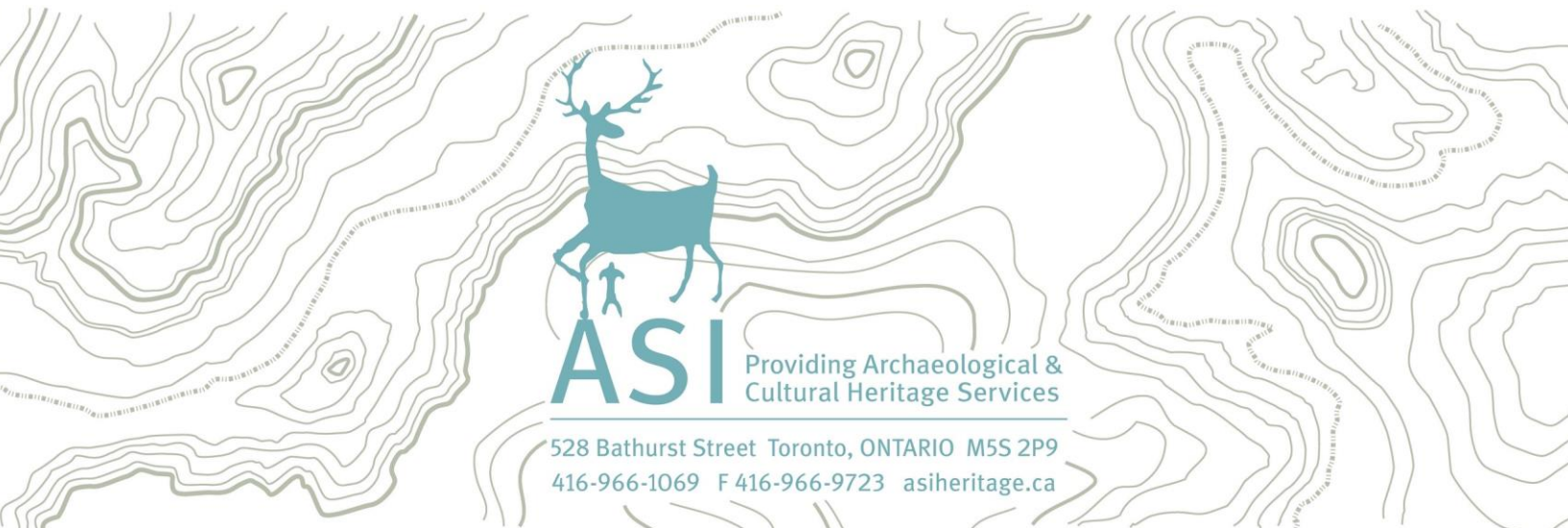
ORIGINAL REPORT

Prepared for:

LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6

Archaeological Licence #P380 (Cooper)
Ministry of Heritage, Sport, Tourism and Culture Industries PIF# P380-0055-2019
ASI File: 16EA-257

21 April 2020



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

EXECUTIVE SUMMARY

ASI was contracted by LGL Limited (LGL) on behalf of the Ministry of Transportation (MTO) to conduct a Stage 1 archaeological assessment (Background Research and Property Inspection) for the 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The Stage 1 Study Area consists of the approximately 43 km long Final Preferred Design from west of Hurontario Street to west of Brant Street and seven preferred stations with a modification to the existing station at Lisgar. Additional Assessed Areas are also included in the Stage 1 Study Area and represent the earlier phases of proposed designs.

The Stage 1 background study determined that 300 previously registered archaeological sites are located within one kilometre of the Study Area, 43 of which are within 50 m of the Final Preferred Design and 25 which are within the Final Preferred Design. The property inspection determined that parts of the Study Area (including the Final Preferred Design and Additional Assessed) exhibit archaeological potential and will require Stage 2 assessment.

In light of these results, the following recommendations are made:

1. The Study Area within the Final Preferred Design exhibits archaeological potential. These lands require Stage 2 archaeological assessment by test pit/pedestrian survey at five metre intervals, where appropriate, prior to any construction activities;
2. Parts of the Additional Assessed Areas exhibit archaeological potential, and will require further archaeological assessment, if impacted, prior to any proposed construction activities;
3. AjGw-33 is within the Study Area and is considered to retain further CHVI. The site is recommended for Stage 2 survey to relocate it, due to the passage of time and paucity of mapping from when it was first identified;
4. Part of the River Site (AjGw-68) is within the Final Preferred Design. The site should be subject to Stage 2 test pit survey, prior to any construction activities, in order to relocate the site;
5. Parts of the Final Preferred Design and Additional Assessed Areas have been previously assessed and determined to be cleared of further archaeological concern;



6. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, or slopes in excess of 20 degrees. These lands do not require further archaeological assessment; and,
7. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.



PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Lisa Merritt, MSc. (P094) <i>Partner / Director</i> <i>Environmental Assessment Division</i>
<i>Project Coordinator:</i>	Katrina Thach, Hon. BA (R1225) <i>Archaeologist / Project Coordinator</i> <i>Environmental Assessment Division</i>
<i>Project Director (Licensee):</i>	Martin Cooper, MA (P380) <i>Senior Associate</i>
<i>Project Manager:</i>	Eliza Brandy, MA (R1109) <i>Associate Archaeologist / Project Manager</i> <i>Environmental Assessment Division</i>
<i>Field Director:</i>	Eliza Brandy John Sleath, MA (P382) <i>Associate Archaeologist / Cultural Heritage Associate</i> <i>Cultural Heritage Division</i>
<i>Report Preparation:</i>	Eliza Brandy Danielle Bella, Hon. BA <i>Archaeologist / Analyst – Laboratory and Fieldwork Services</i> <i>Operations Division</i> Caitlin Lacy, BA (R303) <i>Associate Archaeologist / Project Manager</i> <i>Environmental Assessment Division</i>
<i>Graphics:</i>	Adam Burwell, MSc <i>Archaeologist / Geomatics Specialist</i> <i>Operations Division</i> Eric Bongelli, MA <i>Archaeologist / Geomatics Specialist</i> <i>Operations Division</i>
<i>Report Reviewer:</i>	Lisa Merritt



TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
PROJECT PERSONNEL	iii
TABLE OF CONTENTS	iv
1.0 PROJECT CONTEXT	1
1.1 Development Context	1
1.2 Historical Context.....	2
1.2.1 <i>Indigenous Land Use and Settlement</i>	2
1.2.2 <i>Euro-Canadian Land Use: Township Survey and Settlement</i>	6
1.2.3 <i>Historical Map Review</i>	9
1.2.4 <i>Twentieth-Century Mapping Review</i>	11
1.3 Archaeological Context.....	11
1.3.1 <i>Current Land Use and Field Conditions</i>	11
1.3.2 <i>Geography</i>	12
1.3.3 <i>Previous Archaeological Research</i>	15
2.0 FIELD METHODS: PROPERTY INSPECTION	20
3.0 ANALYSIS AND CONCLUSIONS	21
3.1 Analysis of Archaeological Potential	21
3.2 Analysis of Property Inspection Results	23
3.3 Conclusions	24
4.0 RECOMMENDATIONS	25
5.0 ADVICE ON COMPLIANCE WITH LEGISLATION	26
6.0 REFERENCES CITED	27
7.0 MAPS	37
8.0 IMAGES	69
9.0 APPENDIX A - Previously Registered Archaeological Sites within 1km of the Study Area	74
10.0 APPENDIX B – Previous Archaeological Assessments within 50 m of the Study Area	86

LIST OF TABLES

Table 1: Nineteenth-century property owner(s) and historical features(s) within or adjacent to the Study Area 10	
Table 2: List of previously registered sites within 50 m of the Study Area.....	16
Table 3: Summary of Potential Cultural Heritage Resources Within or Adjacent to the Study Area	21

LIST OF FIGURES

Figure 1: Location of the Study Area	38
Figure 2: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location) Overlaid on the 1859 Map of the County of Peel and the 1858 Map of the County of Halton	39
Figure 3: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location) Overlaid on the 1858 Map of the County of Halton	40
Figure 4: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location) Overlaid on the 1858 Map of the County of Halton	41
Figure 5: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlases of the Townships of Toronto and Trafalgar	42
Figure 6: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlases of the Township of Trafalgar	43
Figure 7: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlases of the Townships of Trafalgar and Nelson	44



Figure 8: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location)
 Overlaid on the 1909 National Topographic System Brampton and Hamilton Sheets..... 45

Figure 9: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location)
 Overlaid on the 1909 National Topographic System Brampton and Hamilton Sheets..... 46

Figure 10: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location)
 Overlaid on the 1909 National Topographic System Brampton and Hamilton Sheets..... 47

Figure 11: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location)
 Overlaid on the 1954 Aerial Photography..... 48

Figure 12: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location)
 Overlaid on the 1954 Aerial Photography..... 49

Figure 13: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location)
 Overlaid on the 1954 Aerial Photography..... 50

Figure 14: Highway 407 Transitway Hurontario Street to Brant Street Study Area (Approximate Location)
 Overlaid on the 1994/1999 National Topographic System Brampton and Hamilton-Burlington Sheets51

Figure 15: Highway 407 Transitway Hurontario Street to Brant Street Study Area - Physiographic Regions 52

Figure 16: Highway 407 Transitway Hurontario Street to Brant Street Study Area - Surficial Geology 53

Figure 17: Highway 407 Transitway Hurontario Street to Brant Street Study Area - Soil Drainage 54

Figure 18: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Key
 Plan)..... 55

Figure 19: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 1)..... 56

Figure 20: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 2) 57

Figure 21: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 3) 58

Figure 22: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 4) 59

Figure 23: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 5)..... 60

Figure 24: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 6) 61

Figure 25: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 7)..... 62

Figure 26: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 8) 63

Figure 27: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 9) 64

Figure 28: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 10)..... 65

Figure 29: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 11) 66

Figure 30: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 12)..... 67

Figure 31: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet
 13)..... 68

LIST OF PLATES

Plate 1: SW view McLaughlin Rd and Hwy 407; Area requires Stage 2 survey..... 69

Plate 2: W view 2018 Google StreetView across rail corridor; Area beyond disturbed corridor requires Stage 2
 survey 69

Plate 3: W view 2018 Google StreetView of Credit River crossing; Area beyond low and wet river banks requires
 Stage 2 survey..... 69



Plate 4: N view Financial Dr and Hwy 407, Area beyond disturbed ROW requires Stage 2 survey 69
Plate 5: SW view Mississauga Rd and Hwy 407; Area beyond disturbed ROW requires Stage 2 survey 69
Plate 6: E view Heritage Rd and Hwy 407; Area beyond disturbed ROW requires Stage 2 survey 69
Plate 7: NW view Meadowpine Blvd; Area beyond disturbed ROW requires Stage 2 survey 70
Plate 8: W view Argentia Rd and 10th Line; Area is disturbed, no potential..... 70
Plate 9: NW view Argentia Rd and 10th Line; Area is disturbed, no potential 70
Plate 10: SW view from Lisgar GO Station; Area beyond disturbed rail ROW requires Stage 2 survey 70
Plate 11: NW view of 9th Line rail crossing; Area beyond disturbed road and rail ROWs requires Stage 2 survey
..... 70
Plate 12: SW view from 9th Line; Area requires Stage 2 survey..... 70
Plate 13: S view 9th Line and Derry Rd; Area south of disturbed ROW requires Stage 2 survey71
Plate 14: SW view 9th Line north of Britannia Rd; Area is disturbed, no potential71
Plate 15: SE view 9th Line at McDowell Dr; Area west of disturbed road ROW requires Stage 2 survey71
Plate 16: NE view E Lower Base Line/Eglinton Ave and Hwy 407; Area is disturbed, no potential71
Plate 17: NE view Trafalgar Rd; Area beyond disturbed road ROW requires Stage 2 survey71
Plate 18: NE view 6th Line and Hwy 407; Area beyond disturbed road ROW requires Stage 2 survey71
Plate 19: W view 4th Line and Hwy 407; Area beyond disturbed road ROW requires Stage 2 survey 72
Plate 20: NE 2018 Google StreetView of Hwy 407 16 Mile Creek crossing; Areas at top and bottom of slopes
require Stage 2 survey 72
Plate 21: NE view from east of Bronte Rd; Area beyond previous assessment requires Stage 2 survey 72
Plate 22: SW view Tremaine Rd and Hwy 407; Area beyond disturbed ROW requires Stage 2 survey..... 72
Plate 23: NW view Appleby Line and Palladium Way; Area is disturbed, no potential..... 72
Plate 24: SW view Walkers Line and Hwy 407; Area beyond disturbed ROW requires Stage 2 survey 72
Plate 25: SW view Walkers Line and Hwy 407; Area beyond disturbed ROW requires Stage 2 survey 73



1.0 PROJECT CONTEXT

ASI was contracted by LGL Limited (LGL) on behalf of the Ministry of Transportation (MTO) to conduct a Stage 1 archaeological assessment (Background Research and Property Inspection) for the 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003. The Stage 1 Study Area consists of the approximately 43 kilometre long Final Preferred Design from west of Hurontario Street to west of Brant Street and seven preferred stations with a modification to the existing station at Lisgar (Figure 1: areas outlined in red). Additional Assessed Areas are also included in the Stage 1 Study Area and represent the earlier phases of proposed designs (Figure 1: areas outlined in yellow).

This is a total project management (TPM) assignment, where the consultant delivers all aspects of the study on behalf of MTO. The TPM prime consultant is Parsons, who has assembled a team of engineering and environmental specialists to provide the services required for this study. LGL Limited will be providing environmental design and planning services on behalf of Parsons.

The Ontario Ministry of Transportation (MTO) is undertaking the Planning Phase, the Environmental Assessment (EA), and the Preliminary Design for the 407 Transitway from west of Brant Street to west of Hurontario Street G.W.P. 16-20003 study will follow the Transit Project Assessment Process (TPAP) prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* under the *Environmental Assessment Act*. The 407 Transitway will be a two-lane, fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 Corridor. This section of the transitway facility will consist of approximately 60 km of Runningway and a number of stations whose locations will be determined as part of this study. The station layouts will include vehicular and pedestrian access(es), park and ride and pick-up/drop off (PPUDO) facilities, bus lay bay facilities, on street integration with local transit, shelters, buildings and other amenities. The transitway and the stations will initially be designed to support a two-lane busway service with provisions for future conversion to a two-track light-rail transit technology.

This 43 km segment forms part of the 150 km long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407 from Burlington to Highway 35/115, with stations, parking and access connections. This transitway is a component within the official plans of the stakeholder municipalities and of the Province's commitment to support transit initiatives in the Greater Golden Horseshoe through the Metrolinx Regional Transportation Plan.

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (1990, as amended in 2018) and the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI 2011), formerly the Ministry of Tourism, Culture and Sport.

1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (Ministry of the Environment 1990 as amended 2010) and regulations made under the Act, and are therefore subject to all associated legislation.

The study will follow the Transit Project Assessment Process (TPAP) prescribed in *Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings* under the *Environmental Assessment Act*.



The *Archaeological Master Plan for the Regional Municipality of Halton* (ASI 1998; ASI 2008) was consulted. The Master Plan provides further refinement with regards to potential buffers surrounding any noted features or characteristics which affect archaeological potential.

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted by LGL on September 5, 2017.

1.2 Historical Context

The purpose of this section, according to the S & G, Section 7.5.7, Standard 1, is to describe the past and present land use and the settlement history and any other relevant historical information pertaining to the Study Area. A summary is first presented of the current understanding of the Indigenous land use of the Study Area. This is then followed by a review of the historical Euro-Canadian settlement history.

1.2.1 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (BP) (Ferris 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 BP, the environment had progressively warmed (Edwards and Fritz 1988) and populations now occupied less extensive territories (Ellis and Deller 1990).

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990; Ellis et al. 2009; Brown 1995:13).

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 BP and exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). By 1,500 BP there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2,300 BP - it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch and Williamson 2013:13-15). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 BP, lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era



(CE), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By 1300-1450 CE, this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). From 1450-1649 CE this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. By 1600 CE, the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee¹ and the Huron-Wendat (and their Algonquian allies such as the Nipissing and Odawa) led to the dispersal of the Huron-Wendat.

Samuel de Champlain in 1615 reported that a group of Iroquoian-speaking people situated between the Haudenosaunee and the Huron-Wendat were at peace and remained “la nation neutre”. In subsequent years, the French visited and traded among the Neutral, but the first documented visit was not until 1626, when the Recollet missionary Joseph de la Roche Daillon recorded his visit to the villages of the Attiwandaron, whose name in the Huron-Wendat language meant “those who speak a slightly different tongue” (the Neutral apparently referred to the Huron-Wendat by the same term). Like the Huron-Wendat, Petun, and Haudenosaunee, the Neutral people were settled village agriculturalists. Several discrete settlement clusters have been identified in the lower Grand River, Fairchild-Big Creek, Upper Twenty Mile Creek, Spencer-Bronte Creek drainages, Milton, Grimsby, Eastern Niagara Escarpment and Onondaga Escarpment areas, which are attributed to Iroquoian populations. These settlement clusters are believed by some scholars to have been inhabited by populations of the Neutral Nation or pre- (or ancestral) Neutral Nation (Lennox and Fitzgerald 1990).

Between 1647 and 1651, the Neutral were decimated by epidemics and ultimately dispersed by the Haudenosaunee, who subsequently settled along strategic trade routes on the north shore of Lake Ontario for a brief period during the mid seventeenth-century. Compared to settlements of the Haudenosaunee, the “Iroquois du Nord” occupation of the landscape was less intensive. Only seven villages are identified by the early historic cartographers on the north shore, and they are documented as considerably smaller than those in New York State. The populations were agriculturalists, growing maize, pumpkins, and squash. These settlements also played the important alternate role of serving as stopovers and bases for Haudenosaunee travelling to the north shore for the annual beaver hunt (Konrad 1974).

Shortly after dispersal of the Huron-Wendat, Ojibwa began to expand into southern Ontario and Michigan from along the east shore of Georgian Bay, west along the north shore of Lake Huron, and along the northeast shore of Lake Superior and onto the Upper Peninsula of Michigan (Rogers 1978:760–762). This history was constructed by Rogers using both Anishinaabek oral tradition and the European documentary record, and notes that it included Chippewa, Ojibwa, Mississauga, and Saulteaux or “Southeastern Ojibwa” groups. Ojibwa, likely Odawa, were first encountered by Samuel de Champlain in 1615 along the eastern shores of Georgian Bay. Etienne Brule later encountered other groups and by 1641, Jesuits had journeyed to Sault Sainte Marie (Thwaites 1896:11:279) and opened the Mission of Saint Peter in 1648 for the occupants of Manitoulin Island and the northeast shore of Lake Huron. The Jesuits reported that these Algonquian peoples lived “solely by hunting and fishing and roam as far as the “Northern sea” to trade for “ Furs and Beavers, which are found there in abundance” (Thwaites 1896-1901, 33:67), and “all

¹ The Haudenosaunee are also known as the New York Iroquois or Five Nations Iroquois and after 1722 Six Nations Iroquois. They were a confederation of five distinct but related Iroquoian-speaking groups – the Seneca, Onondaga, Cayuga, Oneida, and Mohawk. Each lived in individual territories in what is now known as the Finger Lakes district of Upper New York. In 1722 the Tuscarora joined the confederacy.



of these Tribes are nomads, and have no fixed residence, except at certain seasons of the year, when fish are plentiful, and this compels them to remain on the spot” (Thwaites 1896-1901, 33:153). Algonquian-speaking groups were historically documented wintering with the Huron-Wendat, some who abandoned their country on the shores of the St. Lawrence because of attacks from the Haudenosaunee (Thwaites 1896-1901, 27:37).

Other Algonquian groups were recorded along the northern and eastern shores and islands of Lake Huron and Georgian Bay - the “Ouasouarini” [Chippewa], the “Outchougai” [Outchougai], the “Atchiligouan” [Achiligouan] near the mouth of the French River and north of Manitoulin Island the “Amikouai, or the nation of the Beaver” [Amikwa; Algonquian] and the “Oumisagai” [Mississauga; Chippewa] (Thwaites 1896-1901, 18:229, 231). At the end of the summer 1670, Father Louys André began his mission work among the Mississagué, who were located on the banks of a river that empties into Lake Huron approximately 30 leagues from the Sault (Thwaites 1896-1901, 55:133-155).

After the Huron-Wendat had been dispersed, the Haudenosaunee began to exert pressure on Ojibwa to the north. While their numbers had been reduced through warfare, starvation, and European diseases, the coalescence of various Anishinaabek groups led to enhanced social and political strength (Thwaites 1896-1901, 52:133) and Sault Sainte Marie was a focal point for people who inhabited adjacent areas both to the east and to the northwest as well as for the Saulteaux, who considered it their home (Thwaites 1896-1901, 54:129-131). The Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. From east to west, these villages consisted of Ganneious, on Napanee Bay, an arm of the Bay of Quinte; Quinte, near the isthmus of the Quinte Peninsula; Ganaraske, at the mouth of the Ganaraska River; Quintio, at the mouth of the Trent River on the north shore of Rice Lake; Ganatsekwyagon (or Ganestiquiagon), near the mouth of the Rouge River; Teyaiagon, near the mouth of the Humber River; and Quinaouatoua, on the portage between the western end of Lake Ontario and the Grand River (Konrad 1981:135). Their locations near the mouths of the Humber and Rouge Rivers, two branches of the Toronto Carrying Place, strategically linked these settlements with the upper Great Lakes through Lake Simcoe. The inhabitants of these villages were agriculturalists, growing maize, pumpkins and squash, but their central roles were that of portage starting points and trading centres for Iroquois travel to the upper Great Lakes for the annual beaver hunt (Konrad 1974; Williamson et al. 2008:50–52). Ganatsekwyagon, Teyaiagon, and Quinaouatoua were primarily Seneca; Ganaraske, Quinte and Quintio were likely Cayuga, and Ganneious was Oneida, but judging from accounts of Teyaiagon, all of the villages might have contained peoples from a number of the Iroquois constituencies (ASI 2013).

During the 1690s, some Ojibwa began moving south into extreme southern Ontario and soon replaced, the Haudenosaunee by force. By the first decade of the eighteenth century, the Michi Saagiig Nishnaabeg (Mississauga Nishnaabeg) had settled at the mouth of the Humber, near Fort Frontenac at the east end of Lake Ontario and the Niagara region and within decades were well established throughout southern Ontario. In 1736, the French estimated there were 60 men at Lake Saint Clair and 150 among small settlements at Quinte, the head of Lake Ontario, the Humber River, and Matchedash (Rogers 1978:761). This history is based almost entirely on oral tradition provided by Anishinaabek elders such as George Copway (Kahgegagahbowh), a Mississauga born in 1818 near Rice Lake who followed a traditional lifestyle until his family converted to Christianity (MacLeod 1992:197; Smith 2000). According to Copway, the objectives of campaigns against the Haudenosaunee were to create a safe trade route between the French and the Ojibwa, to regain the land abandoned by the Huron-Wendat. While various editions of Copway’s book have these battles occurring in the mid-seventeenth century, common to all is a statement that the battles occurred around 40 years after the dispersal of the Huron-Wendat (Copway 1850:88; Copway 1851:91; Copway 1858:91). Various scholars agree with this timeline ranging from



1687, in conjunction with Denonville's attack on Seneca villages (Johnson 1986:48; Schmalz 1991:21–22) to around the mid- to late-1690s leading up to the Great Peace of 1701 (Schmalz 1977:7; Bowman 1975:20; Smith 1975:215; Tanner 1987:33; Von Gernet 2002:7–8).

Robert Paudash's 1904 account of Mississauga origins also relies on oral history, in this case from his father, who died at the age of 75 in 1893 and was the last hereditary chief of the Mississauga at Rice Lake. His account in turn came from his father Cheneebeesh, who died in 1869 at the age of 104 and was the last sachem or Head Chief of all the Mississaugas. He also relates a story of origin on the north shore of Lake Huron (Paudash 1905:7–8) and later, after the dispersal of the Huron-Wendat, carrying out coordinated attacks against the Haudenosaunee. Francis Assikinack, an Ojibwa of Manitoulin Island born in 1824, provides similar details on battles with the Haudenosaunee (Assikinack 1858:308–309).

Peace was achieved between the Haudenosaunee and the Anishinaabek Nations in August of 1701 when representatives of more than twenty Anishinaabek Nations assembled in Montreal to participate in peace negotiations (Johnston 2004:10). During these negotiations captives were exchanged and the Iroquois and Anishinaabek agreed to live together in peace. Peace between these nations was confirmed again at council held at Lake Superior when the Iroquois delivered a wampum belt to the Anishinaabek Nations.

From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there is no interruption to Anishinaabek control and use of southern Ontario. While hunting in the territory was shared, and subject to the permission of the various nations for access to their lands, its occupation was by Anishinaabek until the assertion of British sovereignty, the British thereafter negotiating treaties with them. Eventually, with British sovereignty, tribal designations changed (Smith 1975:221–222; Surtees 1985:20–21). According to Rogers (1978), by the twentieth century, the Department of Indian Affairs had divided the "Anishinaubag" into three different tribes, despite the fact that by the early eighteenth century, this large Algonquian-speaking group, who shared the same cultural background, "stretched over a thousand miles from the St. Lawrence River to the Lake of the Woods." With British land purchases and treaties, the bands at Beausoleil Island, Cape Croker, Christian Island, Georgina and Snake Islands, Rama, Sarnia, Saugeen, the Thames, and Walpole, became known as "Chippewa" while the bands at Alderville, New Credit, Mud Lake, Rice Lake, and Scugog, became known as "Mississauga." The northern groups on Lakes Huron and Superior, who signed the Robinson Treaty in 1850, appeared and remained as "Ojibbewas" in historical documents.

According to Rogers (1978), by the twentieth century, the Department of Indian Affairs had divided the "Anishinaubag" into three different tribes, despite the fact that by the early eighteenth century, this large Algonquian-speaking group, who shared the same cultural background, "stretched over a thousand miles from the St. Lawrence River to the Lake of the Woods." With British land purchases and treaties, the bands at Beausoleil Island, Cape Croker, Christian Island, Georgina and Snake Islands, Rama, Sarnia, Saugeen, the Thames, and Walpole, became known as "Chippewa" while the bands at Alderville, New Credit, Mud Lake, Rice Lake, and Scugog, became known as "Mississauga." The northern groups on Lakes Huron and Superior, who signed the Robinson Treaty in 1850, appeared and remained as "Ojibbewas" in historical documents.

In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases throughout Ontario in the early nineteenth century, and entered into negotiations with various Nations for additional tracts of land as the need arose to facilitate European settlement.



In 1805, the Mississaugas were granted one mile (approximately 1.6 km) on either side of the Credit River, Twelve Mile Creek and Sixteen Mile Creek. In 1818, the majority of the Mississauga Tract was acquired by the Crown excluding the lands tracts flanking the Credit River, Twelve Mile Creek and Sixteen Mile Creek. In 1820, the remainder of Mississauga land was surrendered except approximately 81 hectares (ha) along the Credit River (Heritage Mississauga 2012:18). In 1825-26 the Credit Indian Village was established as an agricultural community and Methodist mission near present day Port Credit (Heritage Mississauga 2019; Mississaugas of the Credit First Nation 2014). By 1840 the village was under significant pressure from Euro-Canadian settlement that plans began to relocate the settlement. In 1847 the Credit Mississaugas were made a land offer by the Six Nations Council to relocate at the Grand River. In 1847, 266 Mississaugas settled at New Credit, approximately 23 km southwest of Brantford. In 1848 a mission of the Methodist Church was established there by Rev. William Ryerson (Woodland Indian Cultural Education Centre 1985). Although the majority of the former Mississague Tract had been surrendered from the Mississauga by 1856 (Gould 1981), this does not exclude the likelihood that the Mississauga continued to utilise the landscape at large during travel (Ambrose 1982) and for resource extraction.

The eighteenth century saw the ethnogenesis in Ontario of the Métis, when Métis people began to identify as a separate group, rather than as extensions of their typically maternal First Nations and paternal European ancestry (Métis National Council n.d.). Métis populations were predominantly located north and west of Lake Superior, however, communities were located throughout Ontario (MNC n.d.; Stone and Chaput 1978:607,608). During the early nineteenth century, many Métis families moved towards locales around southern Lake Huron and Georgian Bay, including Kincardine, Owen Sound, Penetanguishene, and Parry Sound (MNC n.d.). Recent decisions by the Supreme Court of Canada (Supreme Court of Canada 2003; Supreme Court of Canada 2016) have reaffirmed that Métis people have full rights as one of the Indigenous people of Canada under subsection 91(24) of the Constitution Act, 1867.

The Study Area is within Treaties 3 $\frac{3}{4}$ and 13a. Treaty 3 $\frac{3}{4}$, signed in 1795 and confirmed in 1797 between the Mississaugas and the Crown for the parcel of 3450 acres on the present site of the City of Burlington, as chosen by Mohawk Chief Joseph Brant in recognition of his military service in the American Revolutionary War (Mississaugas of the Credit First Nation 2017a; Aboriginal Affairs and Northern Development Canada 2016). Treaty 13a was signed on August 2, 1805 by the Mississaugas and the British Crown in Port Credit at the Government Inn. A provisional agreement was reached with the Crown on August 2, 1805, in which the Mississaugas ceded 70,784 acres of land bounded by the Toronto Purchase of 1787 in the east, the Brant Tract in the west, and a northern boundary that ran six miles back from the shoreline of Lake Ontario. The Mississaugas also reserved the sole right of fishing at the Credit River and were to retain a 1 mile strip of land on each of its banks, which became the Credit Indian Reserve. On September 5, 1806, the signing of Treaty 14 confirmed the Head of the Lake Purchase between the Mississaugas of the Credit and the Crown (Mississaugas of the Credit First Nation 2017b; Mississauga of the New Credit First Nation 2001).

1.2.2 Euro-Canadian Land Use: Township Survey and Settlement

Historically, the Study Area is located in The Township of Toronto in the County of Peel, and the Townships of Trafalgar and Nelson in the County of Halton, in the following lots and concessions:

The Township of Toronto, County of Peel

- Concession I West of Center Road, Lots 12-13
- Concession II West of Center Road, Lot 13



- Concession III West of Center Road, Lot 13
- Concession IV West of Center Road, Lot 13
- Concession V West of Center Road, Lots 13- 14
- Concession VI West of Center Road, Lot 14

The Township of Trafalgar, County of Halton

- Concession IX, Lots 1-13
- Concession X, Lots 12-13
- Concession XI, Lot 13-14
- Concession I NDS, Lots 27-35
- Concession II NDS, Lots 6-27

The Township of Nelson, County of Halton

- Concession I NDS, Lots 1-14
- Concession I SDS, Lots 14-18
- Concession II SDS, Lots 19-20

The S & G stipulates that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries are considered to have archaeological potential. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario Heritage Act* or a federal, provincial, or municipal historic landmark or site are also considered to have archaeological potential.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those that are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 m of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006).

Toronto Township

The Township of Toronto was originally surveyed in 1806 by Mr. Wilmot, Deputy Surveyor. The first settler in this Township, and also the County of Peel, was Colonel Thomas Ingersoll. The whole population of the Township in 1808 consisted of seven families, scattered along Dundas Street. The number of inhabitants gradually increased until the war broke out in 1812, which gave considerable check to its progress. When the war was over, the Township's growth revived and the rear part of the Township was surveyed and called the "New Survey". The greater part of the New Survey was granted to a colony of Irish settlers from New York City, who suffered persecution during the war.



The Credit River runs through the western portion of the Township, and proved to be a great source of wealth to its inhabitants, as it was not only a good watering stream, but there were endless mill privileges along the entire length of the river.

In 1855, the Hamilton and Toronto Railway completed its lakeshore line. In 1871, the railway was amalgamated with the Great Western Railway, which in turn, was amalgamated in 1882, with the Grand Trunk Railway, and then in 1923, with Canadian National Railway (Andrae 1997:126–127). Several villages of varying sizes had developed by the end of the nineteenth century, including Streetsville, Meadowvale, Churchville, and Malton. A number of crossroad communities also began to grow by the end of the nineteenth century. These included Britannia, Derry, Frasers Corners, Palestine, Mt Charles, and Grahamsville.

Trafalgar Township

Trafalgar was simply known as Township Number 2 when it was first surveyed by Samuel S. Wilmot, and was subsequently renamed Alexander Township in honour of Alexander Grant, who was President and Administrator of the Province of Upper Canada (Mathews 1953:6). Shortly thereafter, when news reached Upper Canada of Lord Nelson's victorious sea battle off the coast of Spain, the names of two townships in the county were changed to Nelson and Trafalgar. The New Survey of Trafalgar was undertaken by Richard Bristol between April and June 1819. Bristol noted that the timber was primarily elm, beech, maple, white oak, "black ash" and pine. Trafalgar Township originally formed part of the West Riding of York in the Home District and following 1816, it became part of the Gore District, with Hamilton as the administrative District seat. Although the old Districts of Upper Canada were abolished by legislation in May 1849, the area which was to subsequently become Halton remained as part of the United Counties of Wentworth and Hamilton until it was finally separated and elevated to independent County status by an act of legislature in June 1853.

Dundas Street, the baseline survey road in Trafalgar Township had been surveyed in 1793 as a military road connecting Lake Ontario, Lake Erie, Lake St. Clair and Lake Huron, as well as a road to aid Loyalist settlement and deter expansionist claims in Upper Canada. After the two concessions south of Dundas St. were opened up, two new east-west concession line access roads, the Upper Middle Road and the Lower Middle Road, were surveyed. These early east-west roads were later complemented in 1832 by the Lakeshore Road, which was constructed nearby and parallel to an aboriginal pathway skirting Lake Ontario. The concession roads of the 1806 survey, and the line roads running perpendicular, blocked out the township in areas a mile and quarter square (approximately 324 ha) with five 200-acre (approximately 81 ha) lots to a square. Between every five lots ran a line road (Mathews 1953: 45).

By 1817, the population had increased to 548, and the township contained one grist mill and four saw mills. The value of land had increased to 22 shillings per acre. In 1846, the township was described as "well settled... containing numerous well cleared and cultivated farms, most which have good orchards" (Smith 1846:198-199). By 1850, the population had increased to 4,513, and the township contained three grist and nineteen saw mills (Smith 1850:261). The timber cover in the township was described as "principally hardwood with a little pine intermixed" (Smith 1850:261).

The earliest families to settle within the township included those of Sovereign, Proudfoot, Katting, Freeman, Post, Biggar, Mulholland, Kenney, Chalmer, Albertson, Chisholms, Sproat, Brown and Hagar.



Nelson Township

The land within the Township of Nelson was acquired by the British from the Mississaugas in 1795. The first township survey was undertaken in 1806, and the first legal settlers occupied their land holdings in the same year. The township was first named “Alexander Township” in honour of Alexander Grant, the administrator of Upper Canada. In 1806, it was renamed in honour of Horatio Viscount Nelson, after his victory at Cabo Trafalgar in Spain the previous year. Nelson was initially settled by the children of Loyalists, soldiers who served during the War of 1812, and by immigrants from England, Scotland and Ireland. By the 1840s, the township was noted for its good land and excellent farms (Smith 1846:121; Armstrong 1985:143; Rayburn 1997:237). In 1817, it was estimated that the Township of Nelson contained sixty-eight inhabited houses, with a total population of 476. At that time it contained two grist mills and three saw mills (Smith 1851:257–258; Pope 1877). In 1841, Nelson Township contained 3,059 inhabitants. The oldest principal village in the township during the nineteenth century was Burlington, which had originally been named “Wellington Square.” Other villages within the township during the nineteenth century included Nelson, Zimmerman, Lowville, Willbrook, Cumminsville and Kilbride (Smith 1846:121; Crossby 1873:92; Pope 1877:38–39).

By the 1850s, Nelson contained 3,792 inhabitants and was well settled with schools, churches, prosperous farms and an established system of municipal government. There were five grist mills and 17 sawmills within the township (Smith 1851:258; Pope 1877:60). Additional prosperity was brought to Nelson Township when the Toronto branch of the Great Western Railway was constructed across the township in 1854-55. In 1878, the Northern and North Western Railway constructed a rail line diagonally across the township between the towns of Burlington and Milton. This line is now owned and operated by the Canadian National Railway and runs approximately two kilometers northwest of the Study Area.

1.2.3 Historical Map Review

The 1859 Map of the County of Peel (Tremaine 1859a), 1858 Map of the County of Halton (Tremaine 1858), and 1859 Map of the County of Wentworth (Tremaine 1859b), as well as the 1877 Historical Atlas of the County of Peel (Walker and Miles 1877), and the 1877 Historical Atlas of the County of Halton (Pope 1877) were examined to determine the presence of historic features within the Study Area during the nineteenth century (Table 1; Figures 2-7).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location of any property on historic mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.



Table 1: Nineteenth-century property owner(s) and historical features(s) within or adjacent to the Study Area

Township	Historic Feature	Location of Historic Features	
		County Atlases (1858 and 1859)	Illustrated Historic Atlases (1875 and 1877)
Toronto	n/a	n/a	n/a
Trafalgar	Saw Mill/Grist Mill	Concession II N, Lot 21	n/a
	School House	Concession IX, Lot 11	Concession IX, Lot 11 Concession II N, Lot 21
	Church	Concession IX, Lot 10	Concession IX, Lot 10 Concession IX, Lot 6
Nelson	Post Office	n/a	Concession INDS, Lot 15 (Nelson PO)
	Church	n/a	Concession INDS, Lot 16
	Inn	Concession III S, Lot 20	n/a
	Depot	Concession III S, Lot 20	n/a
	School House	n/a	Concession INDS, Lot 15

Many natural features which influenced the construction of mills and the development of historical settlements, individual homesteads, and the route of railways, are also illustrated on the nineteenth-century maps. These include the rivers and their many associated tributaries and ponds that are part of the following watersheds (from east to west): Credit River, Joshua Creek, Sixteen Mile Creek, Bronte Creek, Grindstone Creek, and the Lake Ontario Waterfront. Railways include branches of the Credit Valley Railways, Hamilton and Northwestern Railway, and the Great Western Railway. Historic settlements adjacent to the Study Area include Derry West, Meadowvale, Churchville, Palermo, Nelson and Burlington. Historical east-west thoroughfares located in the Study Area include (from north to south):

- Derry Road
- Britannia Road
- Eglinton Avenue
- Burnhamthorpe Road
- Dundas Street
- Upper Middle Road

Historical north-south thoroughfares include (from west to east):

- | | | |
|-------------------------------|-----------------|------------------|
| • Winston Churchill Boulevard | • Fourth Line | • Walkers Line |
| • Ninth Line | • Bronte Road | • Guelph Line |
| • Trafalgar Road | • Tremaine Road | • Brant Street |
| • Sixth Line | • Appleby Line | • Waterdown Road |



1.2.4 Twentieth-Century Mapping Review

The 1909 National Topographic System (NTS) Brampton and Hamilton Sheets (Department of Militia and Defence 1909a; Department of Militia and Defence 1909b; Department of Energy, Mines and Resources 1994; Natural Resources Canada 1999), 1954 aerial photography, and the 1994/1999 NTS Brampton and Hamilton-Burlington Sheets were examined to determine the extent and nature of development and land uses within the Study Area (Figures 8-14).

A steady trend of urbanization along traditional settlement roads occurred between 1909 and 1954. During this period, settlements such as Whatley's Corners, and Nelson increased in size while additional residences appeared in the surrounding rural landscape. However, the larger settlement of Burlington appears to have had moderate growth prior to 1954. The trend of urbanization continued at an accelerated rate in the Study Area during the second half of the twentieth century. Late nineteenth-century mapping demonstrates that the settlements of Streetsville, Oakville, and Burlington underwent rapid and considerable expansion between 1954 and 1994. The core of Streetsville is located to the east, and the core of Oakville is located to the south of the Study Area, with minor development encroaching near the Study Area. The City of Burlington, however, occupies much of the Study Area in the late twentieth century.

1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Study Area, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the MHSTCI through "Ontario's Past Portal"; published and unpublished documentary sources; and the files of ASI.

1.3.1 Current Land Use and Field Conditions

The Study Area is a 60 km segment of a long high-speed interregional facility planned to be ultimately constructed on a separate right-of-way that parallels Highway 407. This section of the transitway facility will consist of the approximately 60 km long Final Preferred Design from west of Hurontario Street to west of Brant Street and six preferred station locations.

A review of available Google satellite imagery shows that lands within the Final Preferred Design have remained relatively unchanged since 2004 within rural agricultural fields, hydro corridor, and undeveloped lands within the Regions of Peel and Halton. In 2004 construction is shown to have impacted the western part of the Study Area at the Final Preferred Design Station location at Mississauga Road north of Highway 407. Construction of the Lisgar GO Station west of Tenth Line can be seen in 2009, including extensive grading activities in part of the larger, northern portion of the station footprint and part of the Final Preferred Design within the Study Area. Topsoil stripping and development is illustrated as part of the commercial landscaping business expansion since 2004 at the northwest corner of Ninth Line and Britannia Road. By 2013, the 407 GO Oakville Carpool Lot is shown to have been built on the west side of Trafalgar Road. In 2013 topsoil stripping associated with construction of the transformer station is shown to have impacted part of the Study Area on the west side of Tremaine Road.



The eastern end of the Final Preferred Design begins to the west of Hurontario Street, south of Highway 407 in the City of Brampton. The Study Area travels mostly parallel to the highway through naturalized areas. West of Mavis Road, the Final Preferred Design travels through naturalized area that is adjacent to the Meadowvale Conservation Area in Mississauga and crosses the Credit River on the north side of Highway 407. It passes through the Streetsville Glen Golf Club to the north of Highway 407. One of the Final Preferred Design station sites is to the west of Mississauga Road in an agricultural field north of Highway 407. The station alignment also follows along Hereford Street west of Mississauga Road. The Final Preferred Design crosses to the south side east of Heritage Road.

The Study Area continues west where it transects Highway 407 east of Heritage Road. The Study Area continues through an agricultural context transecting Meadowpine Boulevard and Winston Churchill Boulevard where it then takes a 45° turn south and crosses Highway 401.

South of Highway 401 the Study Area runs in a southern direction through agricultural fields and is parallel to commercial properties. It then transects Tenth Line West. Between Argentia Road to the Metrolinx Milton rail corridor is a Final Preferred Design station site. The site runs through a hydro corridor and the Lisgar GO Station property.

The Study Area then travels west along the rail corridor passing Ninth Line. It then curves to the south and continues parallel to the east side of Highway 407 through an agricultural area. To the north of Derry Road West is a Final Preferred Design station site. The Study Area for the Final Preferred Design alignment continues south. There is another Final Preferred Design station site south of Britannia Road.

To the north of Highway 403, the Study Area for the Final Preferred Design alignment begins to curve to the west and follows Highway 407. West of Trafalgar Road and south of Highway 407 is a Final Preferred Design station site. The Study Area for the alignment travels through a rural agricultural area from Trafalgar Road to Bronte Road, transecting Sixteen Mile Creek. East of Bronte Road, south of Highway 407 is a Final Preferred Design station site.

From Bronte Road the Study Area continues south of Highway 407 to the east of Tremaine Road where it transects the highway and begins to travel on the north side.

The Study Area remains north of the Highway, intersecting with rail corridor and Bronte Creek. To the west of Appleby Line is a Final Preferred Design station site. The Study Area continues to follow the route of the highway through an agricultural area until Dundas Street. A Final Preferred Design station site is to the west of Walkers Line.

South of Dundas Street the Study Area for the Final Preferred Design alignment is travelling parallel to Highway 407 through a residential area. It travels through this area until its terminus west of Brant Street north of North Service Road in Burlington.

1.3.2 Geography

In addition to the known archaeological sites, the state of the natural environment is a helpful indicator of archaeological potential. Accordingly, a description of the physiography and soils are briefly discussed for the Study Area.



The S & G stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Water has been identified as the major determinant of site selection and the presence of potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in Ontario since 5,000 BP (Karrow and Warner 1990:Figure 2.16), proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

Other geographic characteristics that can indicate archaeological potential include: elevated topography (eskers, drumlins, large knolls, and plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including: food or medicinal plants (migratory routes, spawning areas) are also considered characteristics that indicate archaeological potential (S & G, Section 1.3.1).

A review of the physiography of the Study Area is situated within the Peel Plain, South Slope, Niagara Escarpment, and Iroquois Plain physiographic regions of southern Ontario (Figure 15).

The Peel Plain is a level-to-undulating area of clay soil which covers an area of approximately 77,700 hectares across the central portions of the Regional Municipalities of York, Peel, and Halton. The Peel Plain has a general elevation of between 500 and 750 feet above sea level with a gradual uniform slope towards Lake Ontario. The Peel Plain is sectioned by the Credit, Humber, Don, and Rouge Rivers with deep valleys as well as a number of other streams such as the Bronte, Oakville, and Etobicoke Creeks. These valleys are in places bordered by trains of sandy alluvium. The region is devoid of large undrained depressions, swamps, and bogs though nevertheless the dominant soil possesses imperfect drainage.

The Peel Plain overlies shale and limestone till which in many places is veneered by occasionally varved clay. This clay is heavy in texture and more calcareous than the underlying till and was presumably deposited by meltwater from limestone regions and deposited in a temporary lake impounded by higher ground and the ice lobe of the Lake Ontario basin. The Peel Plain straddles across the contact of the grey and red shales of the Georgian Bay and Queenston Formations, respectively, which consequently gives the clay southwest of the Credit River a more reddish hue and lower lime content than the clay in the eastern part of the plain. Additionally the region exhibits exceptional isolated tracts of sandy soil specifically in Trafalgar Township, near Unionville, and north of Brampton where in the latter location there is a partly buried esker. The region does not possess any good aquifers and the high level of evaporation from the clay's now deforested surface is a disabling factor in ground-water recharge. Further, deep groundwater accessed by boring is often found to be saline (Chapman and Putnam 1984:174–175).

The South Slope physiographic region (Chapman and Putnam 1984: 172-174) is the southern slope of the Oak Ridges Moraine. The South Slope meets the Moraine at heights of approximately 300 metres above



sea level, and descends southward toward Lake Ontario, ending, in some areas, at elevations below 150 metres above sea level. Numerous streams descend the South Slope, having cut deep valleys in the till. In the vicinity of the Study Area, the South Slope is ground moraine of limited relief.

The Niagara Escarpment, one of the most prominent features in southern Ontario, extends from the Niagara River to the northern tip of the Bruce Peninsula, continuing through the Manitoulin Islands (Chapman and Putman 1984:114-122). Vertical cliffs along the brow mostly outline the edge of the dolostone of the Lockport and Amabel Formations, which the slopes below are carved in red shale. Flanked by landscapes of glacial origin, the rock-hewn topography stands in striking contrast, and its steep-sided valleys are strongly suggestive of non-glacial regions. From Queenston, on the Niagara River, westward to Ancaster, the escarpment is a simple topographic break separating the two levels of the Niagara Peninsula. The Niagara Escarpment is a designated UNESCO World Biosphere Reserve.

The Iroquois Plain physiographic region of southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat, and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 km (Chapman and Putnam 1984:190). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984:196).

Figure 16 depicts surficial geology for the Study Area (Ontario Geological Survey 2010). The surficial geology mapping demonstrates that the Study Area is underlain by:

- Clay to silt-textured till (derived from glaciolacustrine deposits or shale)
- Modern alluvial deposits of clay, silt, sand, gravel, may contain organic remains;
- Older alluvial deposits of clay, silt, sand, gravel, may contain organic remains;
- Fine-textured glaciolacustrine deposits: silt and clay, minor sand and gravel, interbedded silt and clay and gritty, pebbly flow till and rainout deposits;
- Coarse-textured glaciolacustrine deposits: sand, gravel, minor silt and clay, foreshore and basinal deposits; and
- Paleozoic bedrock

Drainage within the Study Area is illustrated in Figure 17. Soil types consist of:

- Font sandy loam, well drained
- Oneida clay loam, well drained
- Chinguacousy clay loam, imperfectly drained
- Berrien sandy loam, imperfectly drained
- Tuscola silt loam, imperfectly drained
- Bottom land, variable drainage
- Jeddo clay, poorly drained

The Study Area is within the watersheds of the Credit River, Sixteen Mile Creek, Fourteen Mile Creek, Bronte Creek, and the Urban Creeks.

The Credit River Watershed drains an area of approximately 860 square kilometres from its headwaters in Orangeville, Erin, and Mono, passing through part of the Niagara Escarpment and the Oak Ridges Moraine, and draining into Lake Ontario at the town of Port Credit (Credit Valley Conservation 2009).



The river was named “Mis.sin.ni.he” or “Mazinigae-zeebi” by the Mississaugas, and surveyor Augustus Jones believed this signified “the trusting creek”, or could also be translated as “to write or give and make credit”, while the French name used when the river was first mapped in 1757 was “Riviere au Credit”. These names refer to the fur trading period, when the French, British, and Indigenous traders would meet along this river (Jameson 1838:73–74; Smith 1987:255–257; Rayburn 1997:84; Scott 1997:182; Gibson 2002:177; Robb et al. 2003:6). The Credit River was historically considered to be one of the best potential power sources for milling in all of southern Ontario, which led to the development of early of saw and grist mill industries, and later textile mills, distilleries, bottling plants, and hydro-electric plants spawned communities throughout the river valley, typically close to the Niagara Escarpment (Town of Caledon 2009:7.1).

The Sixteen Mile Creek watershed is a 357 square kilometre subwatershed composed of a west, middle and eastern branch, which converge below the Niagara Escarpment and flow south through the deeply incised creek valley into Lake Ontario at Oakville. The steep banks and stepped terraces of the Valley were created by glacial meltwater, and erosion of the till and shale deposits left behind by retreating glaciers and is protected as an environmentally sensitive area, as it provides habitat for rare species, has relatively undisturbed blocks of woodland, and significant geological features. The creek was known as Nanzuhzaugewazog or 'having two outlets' by the Mississauga, because it was very shallow and had a gravel bar dividing the mouth at Lake Ontario. European settlers named it Sixteen Mile Creek based on its distance from Burlington Bay (Campbell et al. 2017; Conservation Halton 2017; Town of Oakville 2017).

Fourteen Mile Creek is mainly an urban and suburban creek with it's headwaters north of Old Base Line Road and flows southeast into Lake Ontario through the City of Oakville. The watershed north of the Queen Elizabeth Way is recognized as an Environmentally Sensitive Area (Oakvillegreen Conservation Association 2017; The Friends of the Greenbelt Foundation 2019).

The Bronte Creek watershed is the second largest watershed within the Conservation Halton jurisdiction, draining over 300 square kilometers through the City of Hamilton, City of Burlington, Town of Milton, Town of Oakville, and Puslinch Township into Lake Ontario (Conservation Halton 2009). The main branch of Bronte Creek is approximately 48 kilometres long with 12 tributaries (Conservation Halton 2017). The watershed encompasses a variety of significant natural areas including large provincially significant wetlands, the Niagara Escarpment, headwater wetlands and forests, significant valley systems and coldwater fish habitat.

The Urban Creek watersheds consist of 18 small watersheds located along the north shore of Lake Ontario primarily within the City of Burlington and the Town of Oakville, with small portions located within the City of Hamilton and the City of Mississauga (Conservation Halton 2017). All the creeks originate at or below the Niagara Escarpment, flowing into Lake Ontario, and despite heavy development, contains some interesting natural features such as the Niagara Escarpment, Carolinian forest, old-growth forest, and remnants of both prairie and oak savannah (Conservation Halton 2008; Conservation Halton 2017).

1.3.3 Previous Archaeological Research

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MHSTCI. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km



north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The Study Area under review is located in Borden blocks *AjGw*, *AiGw*, and *AiGx*.

According to the OASD, 300 previously registered archaeological sites are located within one kilometre of the Study Area, 43 of which are within 50 m of the Final Preferred Design and 25 which are within the Final Preferred Design (MHSTCI 2019). A summary of all 300 sites is provided in Appendix A. Table 2 below only lists sites within 50 m of the Study Area and whether they are considered to retain further Cultural Heritage Value or Interest (CHVI).

Table 2: List of previously registered sites within 50 m of the Study Area

Borden #	Site Name	Cultural Affiliation	Site Type	CHVI (y/n)
AiGw-97	Bob Alton	Archaic, Late	Unknown	N
AiGw-129	80-403-8	Pre-Contact Indigenous	Camp	N
AiGw-132	80-403-12	Archaic, Early	Camp	N
AiGw-138	81-403-10	Pre-Contact Indigenous	Findspot	N
AiGw-139	81-403-11	Pre-Contact Indigenous	Findspot	N
AiGw-140	81-403-12	Pre-Contact Indigenous	Findspot	N
AiGw-161	81-403-33	Pre-Contact Indigenous	Unknown	N
AiGw-163	81-403-34	Pre-Contact Indigenous	Findspot	N
AiGw-164	81-403-35	Pre-Contact Indigenous	Findspot	N
AiGw-165	81-403-36	Archaic, Early	Findspot	N
AiGw-166	81-403-38	Pre-Contact Indigenous	Findspot	N
AiGw-167	81-403-167	Pre-Contact Indigenous	Findspot	N
AiGw-168	81-403-40	Pre-Contact Indigenous	Findspot	N
AiGw-171	81-403-43	Pre-Contact Indigenous	Findspot	N
AiGw-174	81-403-53	Pre-Contact Indigenous	Findspot	N
AiGw-301	Bucolic	Middle Archaic	Camp	N
AiGw-302	Downstairs	Early-Late Archaic, Early Woodland	Camp	N
AiGw-303	Upstairs	Early Archaic	Camp	N
AiGw-305	Doug	Archaic, Early; Archaic, Middle	Unknown	N
AiGw-315	n/a	Pre-Contact Indigenous	Findspot	N
AiGw-316	n/a	Pre-Contact Indigenous	Findspot	N
AiGw-317	n/a	Pre-Contact Indigenous	Scatter	N
AiGw-318	n/a	Pre-Contact Indigenous	Scatter	N
AiGw-319	n/a	Pre-Contact Indigenous	Scatter	N
AiGw-323	n/a	Late Archaic	Findspot	N
AiGw-324	n/a	Late Woodland	Findspot	N
AiGw-327	Attic	Woodland, Middle	Scatter	N
AiGw-328	n/a	Pre-Contact Indigenous	Findspot	N
AiGw-340	n/a	Pre-Contact Indigenous	Findspot	N
AiGw-341	n/a	Early Archaic	Unknown	N
AiGw-342	Pendant	Pre-Contact Indigenous	Scatter	N
AiGw-386	Tremaine	Late Archaic	Findspot	N



Borden #	Site Name	Cultural Affiliation	Site Type	CHVI (y/n)
AiGw-455	n/a	Pre-Contact Indigenous	Findspot	N
AiGw-511	n/a	Pre-Contact Indigenous	Camp; Scatter	N
AiGw-512	n/a	Pre-Contact Indigenous	Camp; Scatter	N
AiGw-513	n/a	Pre-Contact Indigenous	Findspot	N
AiGw-514	n/a	Late Archaic; Pre-Contact Indigenous	Scatter	N
AiGw-515	n/a	Late Archaic; Pre-Contact Indigenous	Findspot	N
AiGw-516	n/a	Pre-Contact Indigenous	Findspot	N
AiGw-518	n/a	Pre-Contact Indigenous	Findspot	N
AiGx-39	Ireland	Late Paleo; Late Woodland	Camp	N
AiGx-40	N. of Skeet Club	Late Archaic; Early Woodland	Unknown	Y
AiGx-63	n/a	Pre-Contact Indigenous	Camp	N
AiGx-74	Ganong	Euro-Canadian	Midden	N
AiGx-75	n/a	Pre-Contact Indigenous	Findspot	N
AjGw-2	n/a	Pre-Contact Indigenous	Camp	N
AjGw-3	C. Stewart	Archaic	Camp	Y
AjGw-27	80-403-13	Early Woodland	Camp	N
AjGw-28	80-403-14	Pre-Contact Indigenous	Findspot	N
AjGw-29	80-403-15	Pre-Contact Indigenous	Findspot	N
AjGw-32	81-403-49	Pre-Contact Indigenous	Findspot	N
AjGw-33	81-403-51	Euro-Canadian	Midden	Y
AjGw-34	81-403-53	Pre-Contact Indigenous	Findspot	N
AjGw-43	n/a	Pre-Contact Indigenous	Findspot	N
AjGw-63	Junction	Pre-Contact Indigenous	Findspot	N
AjGw-66	Pengilly	Ancestral Huron-Wendat; Euro-Canadian	Village, burial; homestead	Y
AjGw-68	River	Late Woodland; Middle Woodland; Late Archaic	Village; Camp; Camp	Y
AjGw-226	Meadowvale TS	Pre-Contact Indigenous	Findspot	N
AjGw-248	Mullet Creek	Pre-Contact Indigenous	Camp	Y
AjGw-250	Tilt	Euro-Canadian	Homestead	N
AjGw-254	Laneway	Euro-Canadian	Midden	N
AjGw-280	River Knoll	Archaic, Late Euro-Canadian	Camp Cabin	N Y
AjGw-464	n/a	Pre-Contact Indigenous	Unknown	N
AjGw-465	n/a	Pre-Contact Indigenous	Scatter	N
AjGw-467	n/a	Early Woodland	Findspot	N
AjGw-480	Credit Flats I	Pre-Contact Indigenous	Camp	N
AjGw-481	Credit Flats II	Pre-Contact Indigenous	Camp	N
AjGw-482	Credit Flats III	Pre-Contact Indigenous	Camp	N

Sites in bold are within the Final Preferred Design



According to the background research, ASI was able to identify 100 previous archaeological assessments to date that detail fieldwork within 50 m of the Study Area (see Appendix B for details of these reports). Selected reports which inform the present archaeological assessment are summarised in detail below. Previously assessed areas within the Study Area are illustrated on Figures 18-31.

Previous assessments associated with the construction of Highway 407 overlap with the current Study Area. Two early reports on archaeological assessments within the Study Area were for Phases 1 and 2 of MTO's Preliminary Design Report of the Highway 403 Freeman Interchange to Highway 403/Oakville Link completed by Rob Pihl for the Museum of Indian Archaeology (now the London Museum of Archaeology) in 1980-1981 (Pihl 1982). The Phase 1 and 2 surveys identified seven sites and 56 findspots. More intensive archaeological survey of the corridor was conducted by Mary Ambrose in 1983 (Ambrose 1984). This work involved the testing of ten sites identified by Pihl. Subsequent to this testing, six sites were recommended for further work: AiGx-76, AiGw-124, AiGw-39, AiGw-132, AiGw-100 and AiGw-74. Ambrose additionally tested two historic sites, the Rasputine site (AjGw-34) and the Ganong site (AiGx-74). While the Ganong site was recommended for further work and consequently salvage excavated in 1984 (1993), the Rasputine site was cleared of further archaeological concern.

In 1993, Material Culture Management undertook testing and salvage excavation of five sites, including AiGw-129 within 50 m of the current Study Area (Material Culture Management Inc. 1994). In 1994, the White Beard site (AiGw-132) was salvage excavated by the MTO (Murphy 1995).

AMAA (1998) carried out Stage 1, 2 and 3 archaeological assessments of the Highway 407 corridor between Sixth Line Dundas Street West, east of Guelph Line in 1995, 1996 and 1998. The systematic survey consisted of test pit and pedestrian survey at five metre intervals where possible within the current 407 ROW property lines, at minimum 90 metres in width, as well as additional survey units that extended into adjacent properties, for a total of 81 acres (approximately 33 ha). Eight sites were recommended for further Stage 4 mitigation (AiGw-301, -302, -303, -304, -305, -306, -307, and -327). The remainder of the 407 ROW was considered clear of further archaeological concern.

Some survey units between Regional Road 25/Bronte Road and Dundas Street which could not be assessed by AMAA, due to lack of permission to enter the properties, were later assessed by ASI in 1998 (ASI 1999). The areas assessed by ASI were considered clear of further archaeological concern and any sites identified were fully mitigated by Stage 3 assessment (including AiGw-327 within 50 m of the current Study Area).

AAL (2008) conducted a Stage 1-2 archaeological assessment of a property at Highway 407 and Credit River, consisting of approximately 21 acres of valleylands. The Stage 2 survey in 2007 consisted of test pitting at five metre intervals, which identified the River Knoll site (AjGw-280), and the Credit Flats I, II and III sites (AjGw-480, -481, -482). All four sites were recommended for Stage 3 archaeological assessment. Credit Flats II is located along the north limit of the Final Preferred Design.

Fisher Archaeological Consulting (2008) conducted a Stage 3 assessment of the four sites previously identified by AAL at the Credit River and Highway 407. The River Knoll site (AjGw-280) is situated on top a terrace on the east bank of the Credit River and consists of both Late Archaic and mid-to-late nineteenth century components. The Credit Flats I, II and III sites (AjGw-480, -481, -482) are all situated on the west side of the Credit River on a slight rise in a meadow. The three Credit Flats sites represent indeterminate pre-contact camp sites. Based on the Stage 3 findings, the Credit Flats I, II and III sites (AjGw-480, -481, -482) are not considered archaeological significant and are clear of further archaeological concern. The pre-contact component of the River Knoll site (AjGw-280) is also not



considered to be archaeological significant and is clear of further archaeological concern. However, the Euro-Canadian component of the River Knoll site (AjGw-280) was recommended for further Stage 4 mitigation. The Final Preferred Design was realigned to avoid the River Knoll Site (AjGw-280) and there will be no anticipated impacts associated with this project.

The Pengilley Site (AjGw-66) was first identified in 1985 and 1986 (Mayer, Pihl, Poulton and Associates Inc. 1985a; 1985b; 1986; Mayer, Poulton and Associates Inc. 1991). Dillon Consulting Limited also conducted Stage 2 and 3 archaeological assessment for the Pengilley Site in 1994 and 1995, as part of the Highway 407 project, which encountered a Euro-Canadian component of the Pengilley Site in addition to late Woodland Huron-Wendat village (Dillon Consulting Ltd. 1994). Dillon completed Stage 3 and Stage 4 mitigative excavations for parts of the Pengilley Site (Dillon Consulting Ltd. 1997a; Dillon Consulting Ltd. 1997b).

In 2013 and 2014 DRPA (D.R. Poulton & Associates Inc. 2014) conducted Stage 2 for the Enbridge GTA project which determined that the Pengilley Site (AjGw-66) would require Stage 3 archaeological assessment to inform future Stage 4 mitigative excavation for the portion within the project area. Stage 3 and Stage 4 archaeological assessments for the portion of the Pengilley Site (AjGw-66) occurred in 2014 by DRPA (2015; 2016). The Stage 4 salvage excavation encountered a multiple secondary human burial in 2014. A site disposition agreement between Infrastructure Ontario and the Huron-Wendat was signed in the spring of 2016, following a declaration by the Registrar and the Huron-Wendat of Wendake held a final ceremony for the burial in mid June of 2016. Avoidance and protective measures are recommended for the reburial. Stantec (2016) was retained by Enbridge Gas Distribution Inc. to conduct the Stage 4 archaeological monitoring of the Pengilley Site (AjGw-66) and burial located outside of the mitigated Enbridge GTA Project Segment A lands. Protective fencing remained intact at all times, and the protected site and secondary burial remained unaffected by construction activities. As no additional archaeological resources or impacts to the protected portions of the archaeological site occurred, Stantec has no new recommendations. The site and burial will not be impacted by the Final Preferred Design (see *Supplementary Documentation*).

The River Site (AjGw-68) is a multi-component site including a Late Woodland village ca. 1400-1450 CE; a Middle Woodland camp consisting of six vessels and a projectile point, suggested to be affiliated with the Point Peninsula Complex ca. 300 B.C. to 500 CE; and a Broad Point Archaic component ca. 1800-1400 CE. The site was originally affiliated with a Euro-Canadian component in the north end of the site, which has since been designated as The River Knoll site (AjGw-280).

The River site was first identified in 1985 and 1986 (Mayer, Pihl, Poulton and Associates Inc. 1985a; 1985b; 1986; Mayer, Poulton and Associates Inc. 1991). In 1986 MPP conducted salvage excavations of the River Site including block excavation for the proposed NPS 36 Parkway Belt West Pipeline project, south of the Final Preferred Design of the current Study Area.

Further excavations of the River site were conducted in advance of the proposed construction of Highway 407 by Dillon Consulting Limited in 1994 and 1995 (Dillon Consulting Ltd. 1997a; Dillon Consulting Ltd. 1997b; Dillon Consulting Ltd. 1997c). The 1994 work focussed on the meadow area that defined the northern portion of the site, while work in 1995 included test pits throughout the entire site at 2.5 metre intervals and block excavations of artifact rich units south of the southern limit of the Highway 407 corridor (shown in Figure 4 of the Dillon 1997c report). Following the establishment of the proposed centreline, the salvage excavations of the Highway 407 corridor through the River site were confined to a corridor that extended 50 metres either side of the centre line of the highway. The 1995 salvage excavations encompassed a total surface area of 4,190 square metres. The excavations covered an



irregularly shaped area that straddled the proposed centre line. They revealed the presence of four parallel closely grouped longhouses within the proposed Highway 407 alignment. Relatively few features or post moulds were present inside the longhouses, no palisade was located, and nine discrete middens were located in Dillon's project area. Three separate human bone specimens were recovered from a localized area at the east end of House 3, none of which were within a specific feature. Feature depths reached a maximum of approximately 100-110 centimetres below surface level. Dillon (1997c) noted that a village such as this located adjacent to a major river and without palisades was an anomaly. The report also noted that although the ceramics were representative of ancestral Huron-Wendat style, a high percentage of lithics resemble Neutral manufacture. Dillon's final report recommended that the portion of the site within the Highway 407 ROW was fully excavated, and that up to 50 metres from the ROW centreline was clear of further concern.

In 2013 and 2014 DRPA (D.R. Poulton & Associates Inc. 2014) conducted Stage 2 for the Enbridge GTA project, south of the Highway 407 ROW, which determined the River Site (AjGw-68) remained undisturbed however the site could be avoided by project designs, and would not require further assessment at that time. DRPA suggested that roughly half the River Site remains both intact and well-preserved south of the Highway 407 ROW.

The Final Preferred Design for the 407 Transitway lies just north of Dillon's clearance zone. Part of the River Site as mapped by DRPA (D.R. Poulton & Associates Inc. 2015) overlaps with the Final Preferred Design (see *Supplementary Documentation*) and will require additional assessment in accordance with the S&Gs.

ASI is currently undertaking Stage 2 survey of six properties which overlap with the Final Preferred Design, in advance of their redevelopment by Mattamy Homes, along the west side of Ninth Line between the Union Gas property south of Derry Road and Eglinton Avenue. At the time of writing, Stage 2 was completed (ASI 2019a; ASI 2020a; ASI 2020a; ASI 2020b) at four parcels for which reports have been submitted to MHSTCI (PIF P449-0382-2019, P449-0355-2019, P449-0386-2019, P449-0354-2019). Two properties have ongoing Stage 2 which will be completed in 2020 (PIFs P449-0385-2019 P449-0317-2019).

2.0 FIELD METHODS: PROPERTY INSPECTION

A Stage 1 property inspection must adhere to the S & G, Section 1.2, Standards 1-6, which are discussed below. The entire property and its periphery must be inspected. The inspection may be either systematic or random. Coverage must be sufficient to identify the presence or absence of any features of archaeological potential. The inspection must be conducted when weather conditions permit good visibility of land features. Natural landforms and watercourses are to be confirmed if previously identified. Additional features such as elevated topography, relic water channels, glacial shorelines, well-drained soils within heavy soils and slightly elevated areas within low and wet areas should be identified and documented, if present. Features affecting assessment strategies should be identified and documented such as woodlots, bogs or other permanently wet areas, areas of steeper grade than indicated on topographic mapping, areas of overgrown vegetation, areas of heavy soil, and recent land disturbance such as grading, fill deposits and vegetation clearing. The inspection should also identify and document structures and built features that will affect assessment strategies, such as heritage structures or landscapes, cairns, monuments or plaques, and cemeteries.

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Eliza Brandy (R1109) and John Sleath (P382) with the assistance of Kirstyn Allam of ASI on November



28, 2018 and on August 1 and 22, 2019, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a visual inspection only and did not include excavation or collection of archaeological resources. Fieldwork was only conducted when weather conditions were deemed suitable and seasonally appropriate, per S & G Section 1.2., Standard 2. Previously identified features of archaeological potential were examined; additional features of archaeological potential not visible on mapping were identified and documented as well as any features that will affect assessment strategies. Field observations are compiled onto the existing conditions of the Study Area in Section 7.0 (Figures 18-31) and associated photographic plates are presented in Section 8.0 (Plates 1-26).

3.0 ANALYSIS AND CONCLUSIONS

The historical and archaeological contexts have been analyzed to help determine the archaeological potential of the Study Area. These data are presented below in Section 3.1. Results of the analysis of the Study Area property inspection are presented in Section 3.2.

3.1 Analysis of Archaeological Potential

The S & G, Section 1.3.1, lists criteria that are indicative of archaeological potential. The Study Area meets the following criteria indicative of archaeological potential:

- Previously identified archaeological sites (see Table 2 and Appendix A);
- Water sources: primary, secondary, or past water source (Credit River, Sixteen Mile Creek, Fourteen Mile Creek, Bronte Creek, and the Urban Creeks);
- Early historic transportation routes (Derry Road, Britannia Road, Eglinton Avenue, Burnhamthorpe Road, Dundas Street, Upper Middle Road, Winston Churchill Boulevard, Ninth Line, Trafalgar Road, Sixth Line, Fourth Line, Bronte Road, Tremaine Road, Appleby Line, Walkers Line, Guelph Line, Brant Street, Waterdown Road; historic railways)
- Proximity to early settlements (Derry West, Meadowvale, Churchville, Palermo, Nelson and Burlington); and
- Well-drained soils (Font sandy loam, Oneida clay loam)

According to the S & G, Section 1.4 Standard 1e, no areas within a property containing locations listed or designated by a municipality can be recommended for exemption from further assessment unless the area can be documented as disturbed. The Municipal Heritage Registers were consulted and six properties Designated under the Ontario Heritage Act and 23 Listed properties are adjacent to the Study Area (see Table 3). For additional information see ASI's Cultural Heritage Resource Assessment for the project (ASI 2019b).

Table 3: Summary of Potential Cultural Heritage Resources Within or Adjacent to the Study Area

Location/ Address	Property Type	Recognition
7420 Ninth Line, Mississauga.	Remnant farmscape	Designated, Part IV (By-law 74-96)
7564 Tenth Line West, Mississauga.	Farmscape	Designated, Part IV (By-law 857-79)
185 Burnhamthorpe Road West, Oakville.	Farmscape	Designated Part IV, (By-law 1993-43)



Location/ Address	Property Type	Recognition
2168 Guelph Line, Burlington.	Museum	Designated, Part IV of the <i>OHA</i>
3318 Dundas Street, Burlington. Churchville Heritage Conservation District.	Church and Cemetery Heritage Conservation District	Designated, Part IV of the <i>OHA</i> Designated, Part V (By-law 219-90, 221-2002 (A))
3451 Tremaine Road, Oakville.	Farmscape	Listed by the Town of Oakville
2483 Burnhamthorpe Road West, Oakville.	Farmscape	Listed by the Town of Oakville
2381 Burnhamthorpe Road West, Oakville.	Residence	Listed by the Town of Oakville
2401 Burnhamthorpe Road West, Oakville.	Farmscape	Listed by the Town of Oakville
1495 Burnhamthorpe Road West, Oakville.	Residence	Listed by the Town of Oakville
4119 Fourth Line, Oakville.	Residence	Listed by the Town of Oakville
Glenorchy Bridge, Fourth Line, Oakville	Bridge	Listed by the Town of Oakville
4022 Fourth Line, Oakville.	Farmscape	Listed by the Town of Oakville
263 Burnhamthorpe Road West, Oakville.	Remnant farmscape	Listed by the Town of Oakville
4243 Sixth Line, Oakville.	Farmscape	Listed by the Town of Oakville
4233 Trafalgar Road, Oakville.	Farmscape	Listed by the Town of Oakville
906 Brant Street, Burlington.	Former residence	Listed by the City of Burlington
3015 Dundas Street, Burlington.	Residence	Listed by the City of Burlington
7044 Ninth Line, Mississauga.	Remnant farmscape	Listed by the City of Mississauga
5768 Ninth Line, Mississauga.	Farmscape	Listed by the City of Mississauga
7696 Heritage Road, Brampton.	Farmscape	Listed by the City of Brampton
6056 Ninth Line, Mississauga.	Church and Cemetery	Listed by the City of Mississauga
6136 Ninth Line, Mississauga.	Remnant farmscape	Listed by the City of Mississauga
6432 Ninth Line, Mississauga.	Farmscape	Listed by the City of Mississauga



Location/ Address	Property Type	Recognition
6588 Ninth Line, Mississauga.	Remnant Farmscape	Listed by the City of Mississauga
7228 Ninth Line, Mississauga.	Remnant Farmscape	Listed by the City of Mississauga
5104 Ninth Line, Mississauga.	Farmscape	Listed by the City of Mississauga
3269-3271 Dundas Street West, Oakville.	Farmscape	Listed by the City of Oakville

These criteria are indicative of potential for the identification of Indigenous and Euro-Canadian archaeological resources, depending on soil conditions and the degree to which soils have been subject to deep disturbance.

3.2 Analysis of Property Inspection Results

The property inspection was conducted from the public ROWs at representative locations throughout the Study Area. Google StreetView imagery from along Highway 407 in 2018 supplements the field photos in locations of major watercourse crossings. The property inspection determined that parts of the Final Preferred Design exhibit archaeological potential (Plates 1-7, 10-15, 17-22, 23-25; Figures 18-31: areas highlighted in green and orange). These areas will require Stage 2 archaeological assessment prior to any development. According to the S & G Section 2.1.1, pedestrian survey is required in actively or recently cultivated fields (Figures 18-31: areas outlined in red and highlighted in orange). According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Figures 18-31: areas outlined in red and highlighted in green).

Part of the River Site (AjGw-68) is within the Final Preferred Design (see *Supplementary Documentation*). The site should be subject to Stage 2 test pit survey, prior to any construction activities, in order to relocate the site due to the passage of time since it was first identified and partially mitigated in 1995, prior to the S & Gs. Further, there was less previous archaeological assessment within the northern end of the site, compared to south of Highway 407, where the balance of the site is located. Results of the Stage 2 survey may result in a recommendation for Stage 3 assessment.

Parts of the Final Preferred Design overlap with previous archaeological assessments (see Section 1.3.3 and Appendix B). Reports on previous work within the Highway 407 corridor that pre-date the MTCS 2011 S & Gs were critically reviewed due to the passage of time and lack of modern and accurate GIS mapping, and it was determined that any lands within the extant 407 ROW property line could be considered cleared of further archaeological concern. Properties within the Final Preferred Design that were previously assessed were also critically reviewed to determine whether further work was required due to the presence of archaeological sites with further CHVI within 50 m of the Study Area. Based on this review, significant portions of the Study Area may be considered cleared of further archaeological concern (Figures 18-31: areas outlined in red and highlighted in light red).

Part of the Final Preferred Design is within properties where Stage 2 is currently in-progress by ASI at the time of writing (Figures 22-24: areas outlined in red and outlined in purple).

A combination of property inspection and review of GIS data for contours, floodlines, waterbodies,



wetlands, and watercourses determined that some of lands within the Final Preferred Design are sloped in excess of 20 degrees and in low lying wet conditions (Figures 18-31: areas outlined in red and highlighted in pink and blue, respectively). According to the S & G Section 2.1 these lands do not retain potential.

The remainder of the Final Preferred Design has been subjected to deep soil disturbance events and according to the S & G Section 1.3.2 do not retain archaeological potential (Plates 4-11, 13-19, 22-25; Figures 18-31: areas outlined in red and highlighted in yellow).

If impacted, parts of the Additional Assessed Areas exhibit archaeological potential, and will require Stage 2 survey, prior to any proposed development (Figures 18-31: areas outlined in yellow and highlighted in green and orange). The remainder of the Additional Assessed Areas do not exhibit potential and will not require further survey, due to being sloped, low and wet, or subjected to deep soil disturbance events (Figures 18-31: areas outlined in yellow and highlighted in pink, blue and yellow).

3.3 Conclusions

The Stage 1 background study determined that 300 previously registered archaeological sites are located within one kilometre of the Study Area, 43 of which are within 50 m of the Final Preferred Design and 25 which are within the Final Preferred Design. The property inspection determined that parts of the Study Area (including the Final Preferred Design and Additional Assessed) exhibit archaeological potential and will require Stage 2 assessment.



4.0 RECOMMENDATIONS

In light of these results, the following recommendations are made:

1. The Study Area within the Final Preferred Design exhibits archaeological potential. These lands require Stage 2 archaeological assessment by test pit/pedestrian survey at five metre intervals, where appropriate, prior to any construction activities;
2. Parts of the Additional Assessed Areas exhibit archaeological potential, and will require further archaeological assessment, if impacted, prior to any proposed construction activities;
3. AjGw-33 is within the Study Area and is considered to retain further CHVI. The site is recommended for Stage 2 survey to relocate it, due to the passage of time and paucity of mapping from when it was first identified;
4. Part of the River Site (AjGw-68) is within the Final Preferred Design. The site should be subject to Stage 2 test pit survey, prior to any construction activities, in order to relocate the site;
5. Parts of the Final Preferred Design and Additional Assessed Areas have been previously assessed and determined to be cleared of further archaeological concern;
6. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, or slopes in excess of 20 degrees. These lands do not require further archaeological assessment; and,
7. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

NOTWITHSTANDING the results and recommendations presented in this study, ASI notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Cultural Programs Unit of the MHSTCI should be immediately notified.



5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

ASI also advises compliance with the following legislation:

- This report is submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, RSO 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 field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries, 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 field work 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 archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.
- The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.
- Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, nor may artifacts be removed from them, except by a person holding an archaeological license.



6.0 REFERENCES CITED

A. M. Archaeological Associates

1998 *The Archaeological Assessment of Highway 407 West (Stages 1-3).*

Aboriginal Affairs and Northern Development Canada

2016 Treaty Texts – Upper Canada Land Surrenders. <https://www.aadnc-aandc.gc.ca/eng/1370372152585/1370372222012>.

Ambrose, M.T.

1982 *An Archaeological Survey of Highway 407 from Highway 10 to Airport Road (W.P. 87-78-00), Regional Municipality of Peel.*

1984 *An Archaeological Assessment of Highway 403.*

Andreae, C.

1997 *Lines of Country: An Atlas of Railway and Waterway History in Canada.* Boston Mills Press, Erin, Ontario.

Archaeological Assessments Limited

2008 *The Stage 1-2 Archaeological Assessment of the Huronia Regional Centre Property, Part of Lots 10 and 11, Concession 2 and Part of Lots 10, 11, 12, 13 AND 14, Concession 3, South Orillia Geographic Township, City of Orillia, County of Simcoe, Ontario Realty Corporation Project No. D00430.*

Armstrong, F.H.

1985 *Handbook of Upper Canadian Chronology.* Dundurn Press, Toronto.

ASI

1998 *Archaeological Master Plan for the Regional Municipality of Halton.*

1999 *An Archaeological Assessment of the Highway 407 ETR - West Extension.*

2006 *Historical Overview and Assessment of Archaeological Potential Don River Watershed, City of Toronto.*

2008 *Master Plan of Archaeological Resources of the Regional Municipality of Halton 2008 Update.*

2013 *Archaeological Potential Model for Durham Region.*

2019a *Stage 2 Archaeological Assessment of 6314 and 6302 Ninth Line, Part of Lot 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of*



Mississauga, Regional Municipality of Peel, Ontario (MHSTCI PIF P449-0355-2019). Original Report. Report on file at MHSTCI, Toronto.

2019b *Preliminary Cultural Heritage Resource Assessment: Built Heritage Resources and Cultural Heritage Landscapes Existing Conditions and Preliminary Impact Assessment 407 Transitway TPAP From West of Brant Street to West of Hurontario Street G.W.P. 16-20003 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.*

2020a *Stage 2 Archaeological Assessment of 6252 Ninth Line, Part of Lot 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario (MHSTCI PIF P449-0355-2019)*. Original Report. Report on file at MHSTCI, Toronto.

2020b *Stage 2 Archaeological Assessment of Part of Lot 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario (MHSTCI PIF P449-0355-2019)*. Original Report. Report on file at MHSTCI, Toronto.

Assikinack, F.

1858 Legends and Traditions of the Odawa Indians. *The Canadian Journal, Second Series* III:115–125.

Birch, J., and R.F. Williamson

2013 *The Mantle Site: An Archaeological History of an Ancestral Wendat Community*. Rowman & Littlefield Publishers, Inc., Latham.

Bowman, I.

1975 *History of the Peninsula Portage and Canoe Route: Colpoy's Bay to Lake Huron - with an Overview of Indian Occupation of the Bruce Peninsula*. Toronto.

Brown, J.

1995 On Mortuary Analysis – with Special Reference to the Saxe-Binford Research Program. In *Regional Approaches to Mortuary Analysis*, L. A. Beck, ed, pp. 3–23. Plenum Press, New York.

Campbell, S., B.J. Lawrence, and A. Von Gernet

2017 The Town of Oakville: The Mississauga People (1701-1800).
<http://www.oakville.ca/culturerec/firstnations-essay5.html>.

Chapman, L.J., and F. Putnam

1984 *The Physiography of Southern Ontario*. Vol. 2. Ontario Geologic Survey, Special Volume. Ontario Ministry of Natural Resources, Toronto.

Conservation Halton

2008 *Urban Creeks and Supplemental Monitoring. Long Term Environmental Monitoring*



Program.

2009 *Bronte Creek and Supplemental Monitoring. Long Term Environmental Monitoring Program.*

2017 Conservation Halton Watersheds. <http://www.conservationhalton.ca/conservation-halton-watersheds>.

Copway, G.

1850 *The Traditional History and Characteristic Sketches of the Ojibway Nation.* Charles Gilpin, London.

1851 *The Traditional History and Characteristic Sketches of the Ojibway Nation.* Benjamin B. Mussey & Co., Boston.

1858 *Indian Life and Indian History.* Albert Colby and Company, Boston.

Credit Valley Conservation

2009 *Rising to the Challenge: A Handbook for Understanding and Protecting the Credit River Watershed.*

Crossby, P.A.

1873 *Lovell's Gazetteer of British North America.* John Lovell, Montreal.

Department of Energy, Mines and Resources

1994 Brampton Sheet 30M/12. National Topographic System.

Department of Militia and Defence

1909a Brampton Sheet No. 35. National Topographic System.

1909b Hamilton Sheet No. 33.

Dillon Consulting Ltd.

1994 *Canadian Highways International Constructors - Archaeological Assessment of Highway 407 ROW – Stage 2 Assessment & Stage 3 Testing - 1994 Field Season.*

1997a *Canadian Highways International Constructors, Archaeological Assessment of Highway 407 ROW - Final Report: Stage 3 Testing and Stage 4 Mitigation – Pengilley Site (AjGw-66) Prehistoric Component.*

1997b *Canadian Highways International Constructors, Archaeological Assessment of Highway 407 ROW - Final Report: Stage 3 Testing and Stage 4 Mitigation – Pengilley Site*



(AjGw-66) *James Burns Historic Component.*

1997c *Canadian Highways International Constructors Archaeological Assessment of Highway 407 ROW River Site (AjGw-68) Stage 3: Testing & Stage 4: Mitigation Final Report.*

Dodd, C.F., D.R. Poulton, P.A. Lennox, D.G. Smith, and G.A. Warrick
1990 The Middle Ontario Iroquoian Stage. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds, pp. 321–360. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.

D.R. Poulton & Associates Inc.
2014 *The 2013-2014 Stage 2 Archaeological Assessment of Segment A of the Proposed Enbridge Gas Distribution GTA Project, Regional Municipalities of Halton, Peel & York, Ontario.*

2015 *The 2014 Stage 3 Archaeological Assessment of the Pengilley Site (AjGw-66), Segment A of the Proposed Enbridge Gas Distribution Inc. GTA Project, City of Brampton, Regional Municipality of Peel, Ontario.*

2016 *The 2014 Stage 4 Archaeological Assessment of the Pengilley Site (AjGw-66), Segment A of the Proposed Enbridge Gas Distribution Inc. GTA Project, City of Brampton, Regional Municipality of Peel, Ontario.*

Edwards, T.W.D., and P. Fritz
1988 Stable-Isotope Palaeoclimate Records from Southern Ontario, Canada: Comparison of Results from Marl and Wood. *Canadian Journal of Earth Sciences* 25:1397–1406.

Ellis, C.J., and D.B. Deller
1990 Paleo-Indians. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds, pp. 37–64. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.

Ellis, C.J., I.T. Kenyon, and M.W. Spence
1990 The Archaic. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds, pp. 65–124. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.

Ellis, C.J., P.A. Timmins, and H. Martelle
2009 At the Crossroads and Periphery: The Archaic Archaeological Record of Southern Ontario. In *Archaic Societies: Diversity and Complexity across the Midcontinent.*, T. D. Emerson, D. L. McElrath, and A. C. Fortier, eds, pp. 787–837. State University of New York Press, Albany, New York.

FAC, (Fisher Archaeological Consulting)
2008 *Archaeological Stage 3: Testing of Four Sites AjGw-280, -480, -481 & -482. Credit River & Highway 407, City of Brampton.* Final. Report on File with the Ministry of Heritage, Sport,



Tourism and Culture Industries, Toronto, Ontario.

Ferris, N.

2013 Place, Space, and Dwelling in the Late Woodland. In *Before Ontario: The Archaeology of a Province*, pp. 99–111. McGill-Queen's University Press.
<http://www.jstor.org/stable/j.ctt32b7n5.15>.

Gibson, M.M.

2002 Changes at the River's Mouth: The Port Credit Community. In *Mississauga: The First Ten Thousand Years*. F.A. Dieterman. Eastend Books, Toronto.

Gould, A.

1981 *History of the Mississauga Indians. Appendix to the Maracle Site Report.*

Heritage Mississauga

2012 Heritage Guide: Mississauga.
<<http://www.heritagemississauga.com/assets/Heritage%20Guide%20-%20Final%20-%202012.pdf>>.

2019 Port Credit. <http://www.heritagemississauga.com/page/Port-Credit>.

Jameson

1838 *Winter Studies and Summer Rambles in Canada*. London.

Johnson, I.V.B.

1986 The Early Mississauga Treaty Process, 1781-1819 in Historical Perspective. PhD Dissertation, University of Toronto.

Johnston, D.

2004 *Connecting People to Place: Great Lakes Aboriginal in Cultural Context*. Unpublished paper prepared for the Ipperwash Commission of Inquiry.
<http://www.attorneygeneral.jus.gov.on.ca/inquiries/ipperwash/transcripts.pdf>.

Karrow, P.F., and B.G. Warner

1990 The Geological and Biological Environment for Human Occupation in Southern Ontario. In *The Archaeology of Ontario to A.D. 1650*, pp. 5–36. Occasional Publications 5. London Chapter, Ontario Archaeological Society, London.

Konrad, V.A.

1974 Iroquois Villages on the North Shore of Lake Ontario, 1665-1687. presented at the Fall Meeting of the Ontario Historical Geographers, November 9, Carleton University, Ottawa, Ontario.

1981 An Iroquois Frontier: The North Shore of Lake Ontario during the Late Seventeenth Century. *Journal of Historical Geography* 7(2):129–144.



Lennox, P.A., and W.R. Fitzgerald

1990 The Culture History and Archaeology of the Neutral Iroquoians. In *The Archaeology of Southern Ontario to A.D. 1650*, C.J. Ellis and N. Ferris, eds, pp. 405–456. Occasional Publication of the London Chapter, OAS Number 5. Ontario Archaeological Society Inc., London.

MacLeod, P.

1992 The Anishinabeg Point of View: The History of the Great Lakes Region to 1800 in Nineteenth-Century Mississauga, Odawa, and Ojibwa Historiography. *Canadian Historical Review* 73(2):194–210.

Material Culture Management Inc.

1994 *Archaeological Testing and Salvage of Four Sites on Highway 403. Phase I Report for Site AiGw-129.*

Mathews, H.C.

1953 *Oakville and the Sixteen. The History of an Ontario Port.* University of Toronto Press, Toronto.

Mayer, Pihl, Poulton and Associates Inc.

1985a *An Archaeological Resource Assessment of the Proposed Parkway Belt West Pipeline in Halton, Peel and York Regional Municipalities, Ontario.*

1985b *Mitigative Investigations at Three Archaeological Sites on the Proposed Parkway Belt West Pipeline.*

1986 *An Interim Report on the 1986 Mitigative Excavations at the Pengilley and River Sites.*

Mayer, Poulton and Associates Inc.

1991 *Report on the 1985-1986 Mitigative Excavations of the River and Pengilley Sites.*

Métis National Council

n.d. The Métis Nation. <<http://www.metisnation.ca/index.php/who-are-the-metis>>.

n.d. Métis Historic Timeline. <http://www.metisnation.org/culture-heritage/m%C3%A9tis-timeline/>.

MHSTCI, (Ministry of Heritage, Sport, Tourism and Culture Industries)

1990 *Ontario Heritage Act, R.S.O. 1990, c. O.18 [as Amended in 2019].*

Ministry of Heritage, Sport, Tourism and Culture Industries

2019 Ontario's Past Portal. *PastPortal*. <https://www.pastport.mtc.gov.on.ca>.

Ministry of the Environment

1990 Environmental Assessment Act, R.S.O. Province of Ontario.



Ministry of Tourism and Culture

2011 *Standards and Guidelines for Consultant Archaeologists*. Cultural Programs Branch, Ontario Ministry of Tourism and Culture, Toronto.

Mississauga of the New Credit First Nation

2001 *Toronto Purchase Specific Claim: Arriving at an Agreement*. Hagersville.

Mississaugas of the Credit First Nation

2014 History. <http://www.newcreditfirstnation.com/our-culture.html>.

2017a The Brant Tract Purchase (Treaty 8). <http://mncfn.ca/treaty8/>.

2017b Treaty Lands and Territory. <http://mncfn.ca/category/treaty-lands-and-territory/>.

Murphy, C.

1995 *Archaeological Test Excavation of the White Beard Site (AiGw-132). Highway 407W, Town of Oakville*.

Natural Resources Canada

1999 Hamilton-Burlington Sheet. National Topographic System.

Oakvillegreen Conservation Association

2017 Fourteen Mile Creek: Small Creek Big Heart. <http://oakvillegreen.org/discover-your-creek/fourteen-mile-creek-small-creek-big-heart/>.

Ontario Geological Survey

2010 Surficial Geology of Southern Ontario. Miscellaneous Release — Data 128 – Revised. http://www.geologyontario.mndm.gov.on.ca/mndmaccess/mndm_dir.asp?type=pub&id=MRD128-REV.

Paudash, R.

1905 The Coming of the Mississagas. *Ontario Historical Society Papers and Records* 6(190).

Pihl, R.H.

1982 *Final Report on the Phase I and II Archaeological Assessment of the Highway 403 Project from Highway 5 to Oakville Link*.

Pope, J.H.

1877 *Illustrated Historical Atlas of the County of Halton, Ont.* Walker and Miles, Toronto.

Rayburn, A.

1997 *Place Names of Ontario*. University of Toronto Press, Toronto.

Robb, G., P. Dilse, H. Henderson, B. Hermsen, W. Shearer, and P. Stewart

2003 *Heritage Conservation Feasibility Study of Old Port Credit Village, Stage 1 Report. Prepared for the City of Mississauga*. November 28.



- Rogers, E.S.
1978 Southeastern Ojibwa. In *Handbook of North American Indians: The Northeast*, 15:.
Smithsonian Institution, Washington.
- Schmalz, P.S.
1977 *The History of the Saugeen Indians*. Ontario Historical Society, Ottawa.

1991 *The Ojibwa of Southern Ontario*. University of Toronto Press.
- Scott, W.B.
1997 *Ontario Place Names: The Historical, Offbeat or Humorous Origins of More Than 1,000 Communities*. Lone Pine Publishing, Edmonton.
- Smith, D.B.
1975 Who Are the Mississauga? *Ontario History* 67(4):311–222.
- Smith, D.B.
1987 *Sacred Feathers: The Reverend Peter Jones (Kahkewaquonaby) & the Mississauga Indians*. University of Toronto Press, Toronto.
- Smith, D.B.
2000 Kahgegagahbowh. *Dictionary of Canadian Biography Online*.
http://www.biographi.ca/009004-119.01-e.php?&id_nbr=4517.
- Smith, W.H.
1846 *Smith's Canadian Gazetteer, Comprising Statistical and General Information Respecting All Parts of the Upper Province, or Canada West*. H. & W. Rowsell, Toronto.
- Smith, W.H.
1851 *Canada: Past, Present and Future, Being a Historical, Geographical, Geological and Statistical Account of Canada West*. Thomas Maclear, Toronto.
- Spence, M.W., R.H. Pihl, and C. Murphy
1990 Cultural Complexes of the Early and Middle Woodland Periods. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.
- Stantec Consulting Ltd.
2016 *Stage 4 Avoidance and Protection: Pengilley Site (AjGw-66), Enbridge Gas Distribution Inc., GTA Project Part of Lot 13, Concession 3, Geographic Township of Toronto, Former Peel County, Now City of Brampton, Regional Municipality of Peel, Ontario*.
- Stone, L.M., and D. Chaput
1978 History of the Upper Great Lakes. In *Handbook of North American Indians*, Bruce G. Trigger, ed, pp. 602–609. Smithsonian Institution, Washington.
- Supreme Court of Canada
2003 *R. v. Powley*. September 19. <https://scc-csc.lexum.com/scc-csc/scc->



csc/en/item/2076/index.do.

2016 *Daniels v. Canada (Indian Affairs and Northern Development)*. April 14. <https://scc-csc.lexum.com/scc-csc/scc-csc/en/item/15858/index.do>.

Surtees, R.

1985 *A Cartographic Analysis of Indian Settlements and Reserves in Southern Ontario and Southern Quebec, 1763-1867*. Research Branch, Indian and Northern Affairs Canada, Ottawa.

Tanner, H. H., ed,

1987 *Atlas of the Great Lakes Indian History*. Oklahoma University Press, Norman.

The Friends of the Greenbelt Foundation

2019 Fourteen Mile Creek. *Green Belt*. https://www.greenbelt.ca/fourteen_mile_creek.

Thwaites, R.G.

1896 *The Jesuit Relations and Allied Documents: Travel and Explorations of the Jesuit Missionaries in New France, 1610-1791; the Original French, Latin, and Italian Texts, with English Translations and Notes*. 73 vols. Burrows Brothers, Cleveland.

Town of Caledon

2009 *Cultural Heritage Landscape Inventory Report*.

Town of Oakville

2017 Sixteen Mile Creek Information Station. <http://www.oakville.ca/culturerec/is-sixteen.html>.

Tremaine, G.C.

1859a Tremaine's Map of the County of Peel. George C. Tremaine, Toronto.

1859b Tremaine's Map of the County of Wentworth. George C. Tremaine, Hamilton, Ontario.

Tremaine, G.R.

1858 Tremaine's Map of the County of Halton, Canada West. George C. Tremaine, Oakville.

Von Gernet, A.

2002 *'Within the Prick'd Line': The Historical Context of the 1701 Deed from the Iroquois to the King of England of a Vast Tract of Land*. Report Prepared for the Province of Ontario.

Walker and Miles

1877 *Illustrated Historical Atlas of the County of Peel, Ont.* Walker and Miles, Toronto.

Williamson, R.F.

1990 The Early Iroquoian Period of Southern Ontario. In *The Archaeology of Southern Ontario to A.D. 1650*, C. J. Ellis and N. Ferris, eds, pp. 291–320. Occasional Publication of the London Chapter OAS Number 5. Ontario Archaeological Society Inc., London.



Williamson, R.F., D.A. Robertson, M.S. Cooper, R.I. MacDonald, S.J. Austin, and R.H. Pihl
2008 Life and Death at the Quarry: The Early Woodland Archaeology of the Peace Bridge Site.
Ontario Archaeology 85–88:39–68.

Woodland Indian Cultural Education Centre
1985 Mississaugas of New Credit Reserve: Community Profile.
<<http://www.casbrant.ca/files/upload/Mississaugas%20of%20the%20New2.pdf>>.



7.0 MAPS



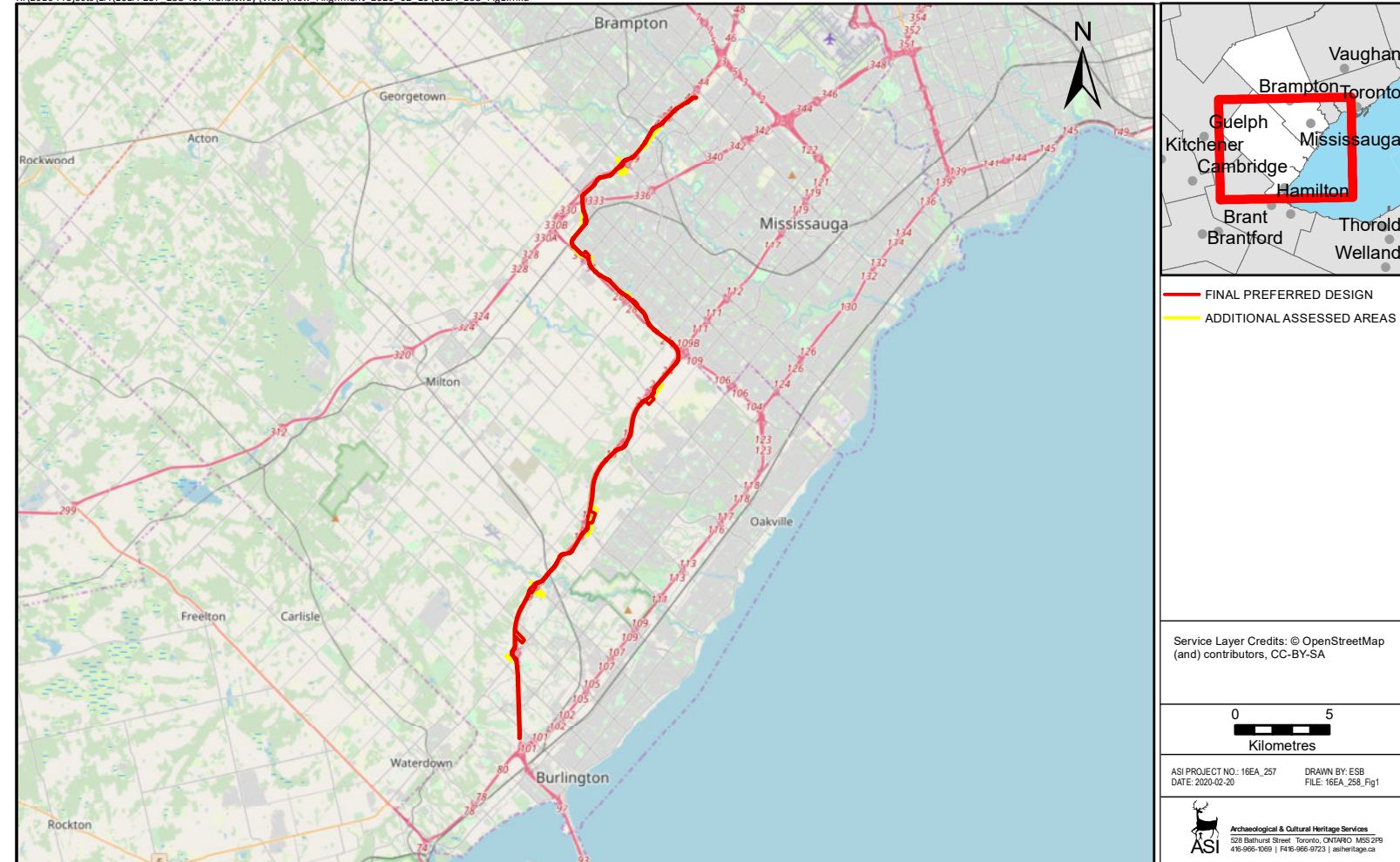
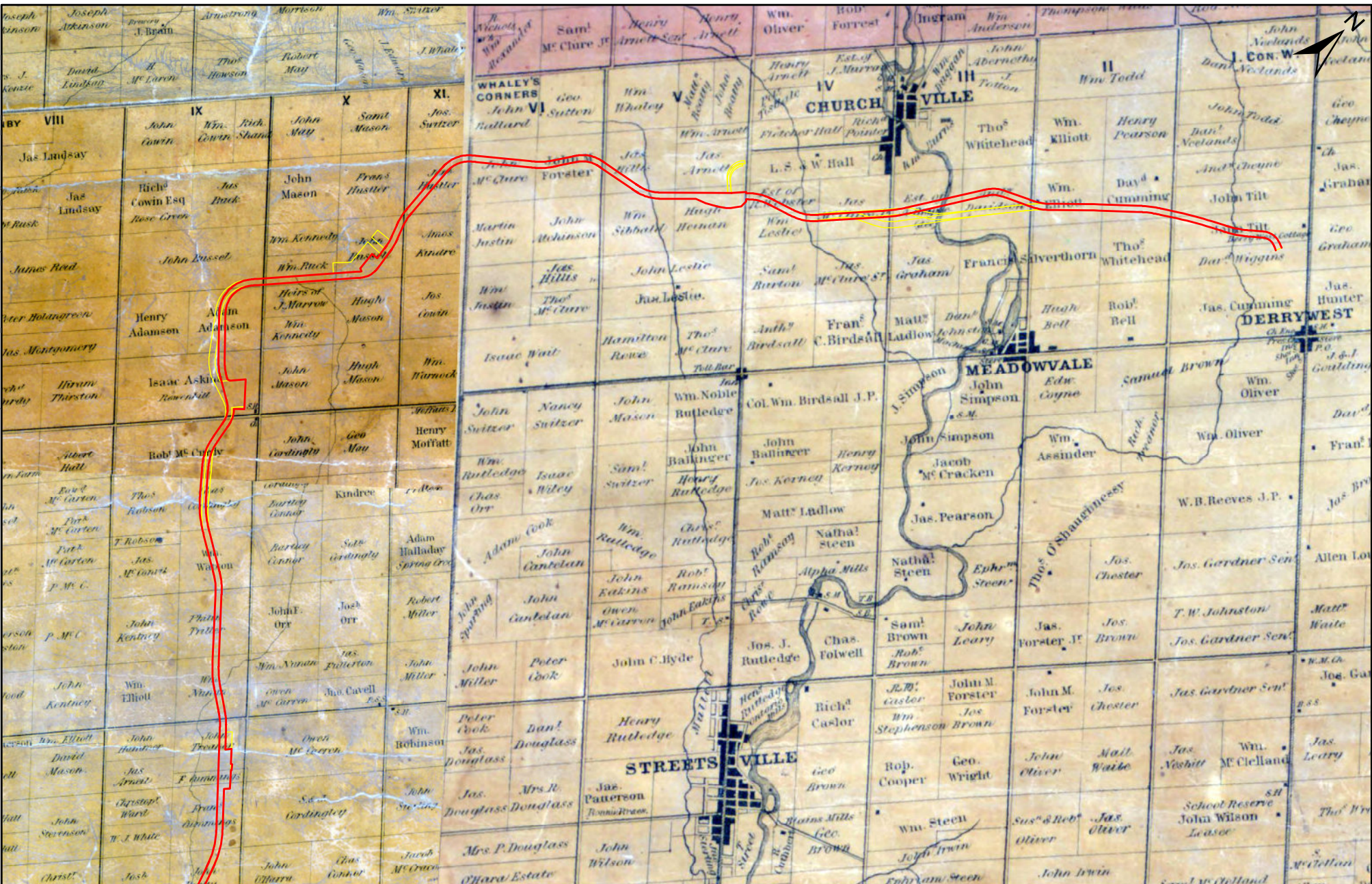


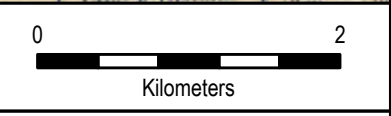
Figure 1: Location of the Study Area.

X:\2016 Projects\EA\16EA-257_258-407 Transitway\View\Alignment_2020_02_19\16EA_257_Historic.mxd



- FINAL PREFERRED DESIGN
- ADDITIONAL ASSESSED AREAS

Sources: Tremaines Maps, 1859
 Projection: NAD 1983 UTM Zone 17N
 Scale: 1:50,000
 Page Size: 8.5 x 11



ASI PROJECT NO.: 16EA_257 DRAWN BY: ESB
 DATE: 2020-02-20 FILE: 16EA_257_Historic

Figure 2: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location) Overlaid on the 1859 Tremain Map of the County of Peel, the 1859 Map of the County of Halton, and the 1859 Map of the County of Wentworth




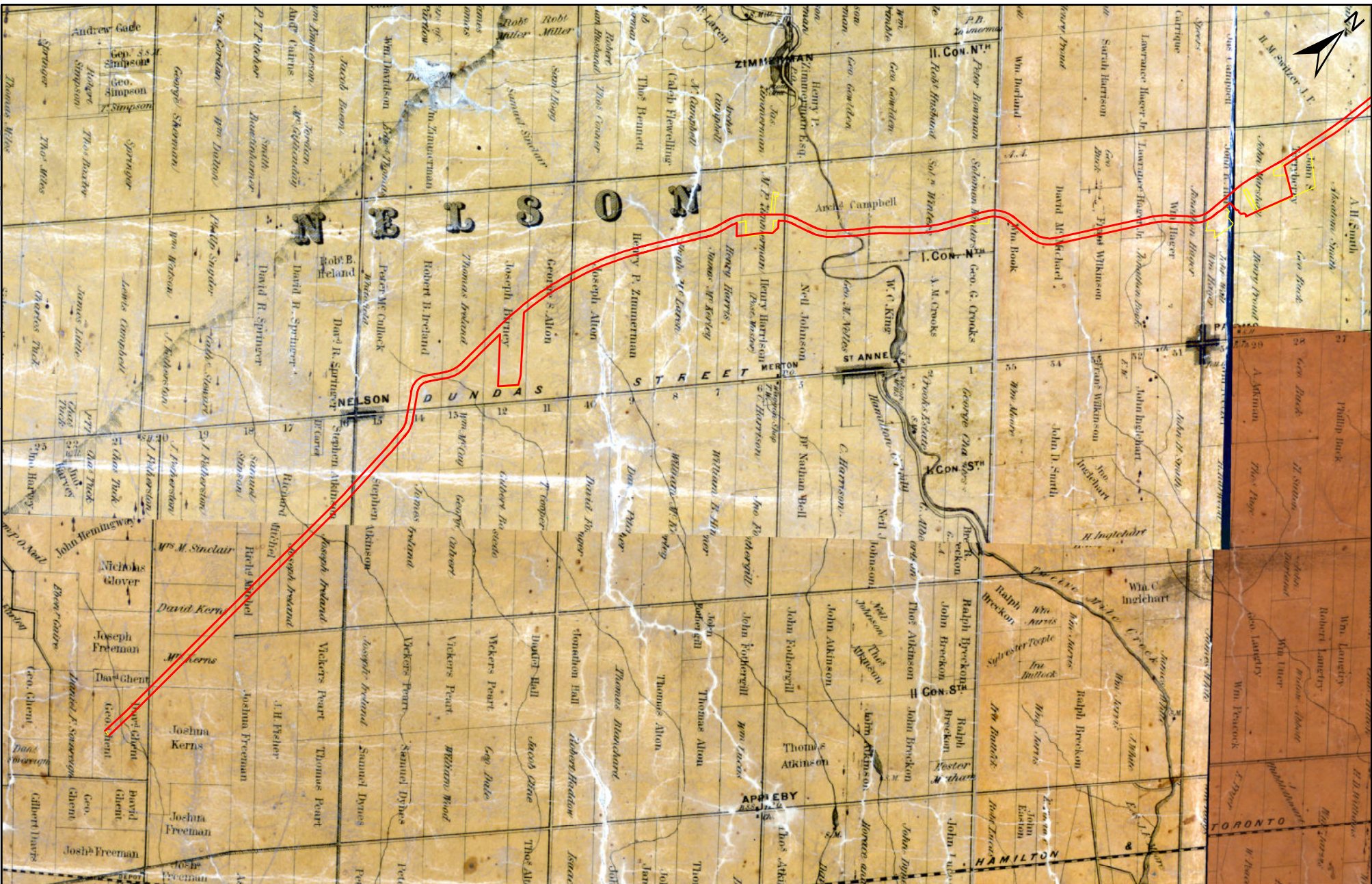
	 FINAL PREFERRED DESIGN	Sources: Tremaines Maps, 1859 Projection: NAD 1983 UTM Zone 17N Scale: 1:50,000 Page Size: 8.5 x 11	 0 2 Kilometers
	 ADDITIONAL ASSESSED AREAS		

Figure 3: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location) Overlaid on the 1859 Map of the County of Peel, the 1858 Map of the County of Halton, and the 1859 Map of the County of Wentworth

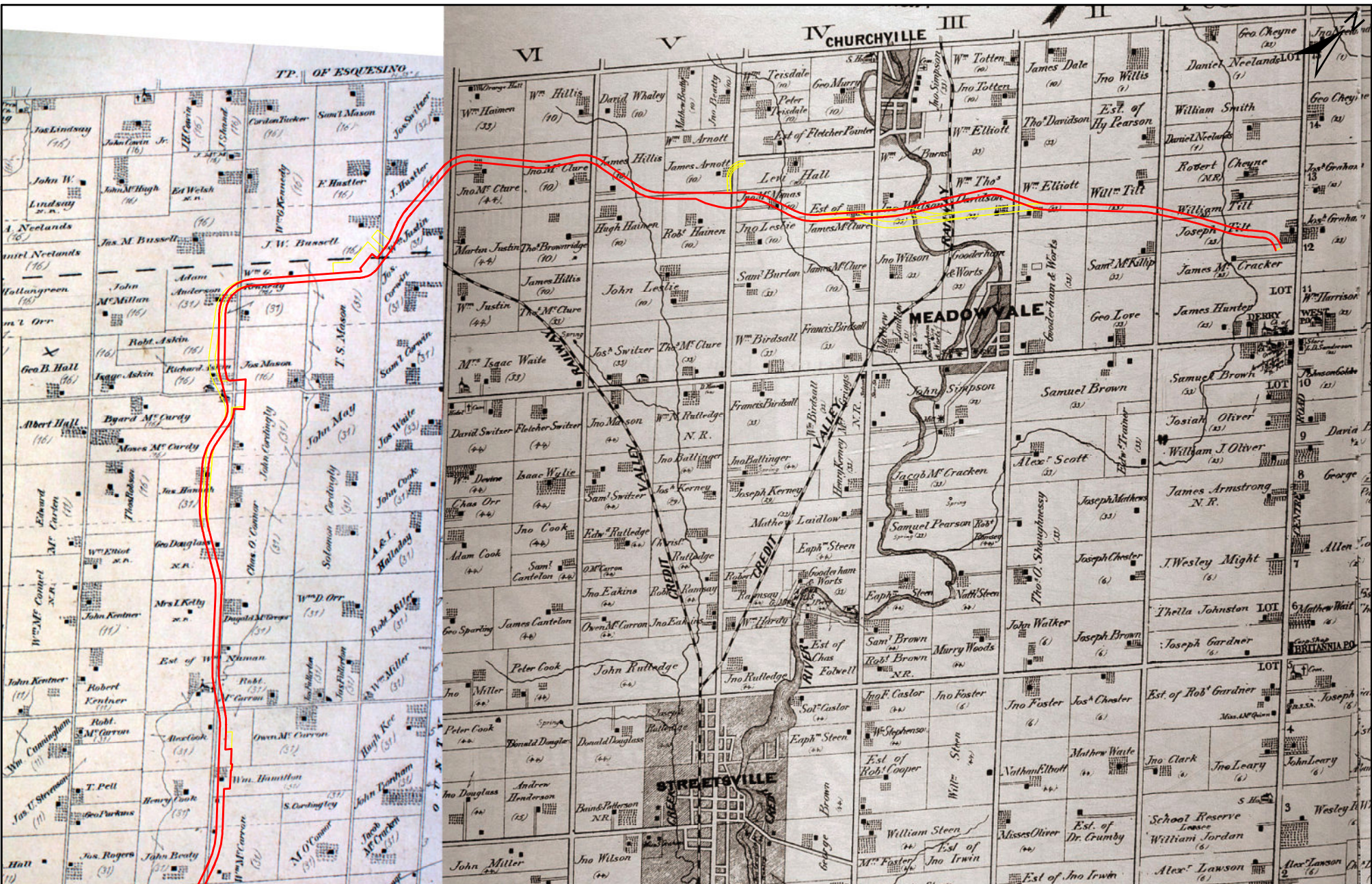


- FINAL PREFERRED DESIGN
- ADDITIONAL ASSESSED AREAS

Sources: Tremaines Maps, 1859
 Projection: NAD 1983 UTM Zone 17N
 Scale: 1:50,000
 Page Size: 8.5 x 11

0	2
Kilometers	
ASI PROJECT NO.: 16EA_257	DRAWN BY: ESB
DATE: 2020-02-20	FILE: 16EA_257_Historic

Figure 4: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location) Overlaid on the 1859 Map of the County of Peel, the 1858 Map of the County of Halton, and the 1859 Map of the County of Wentworth



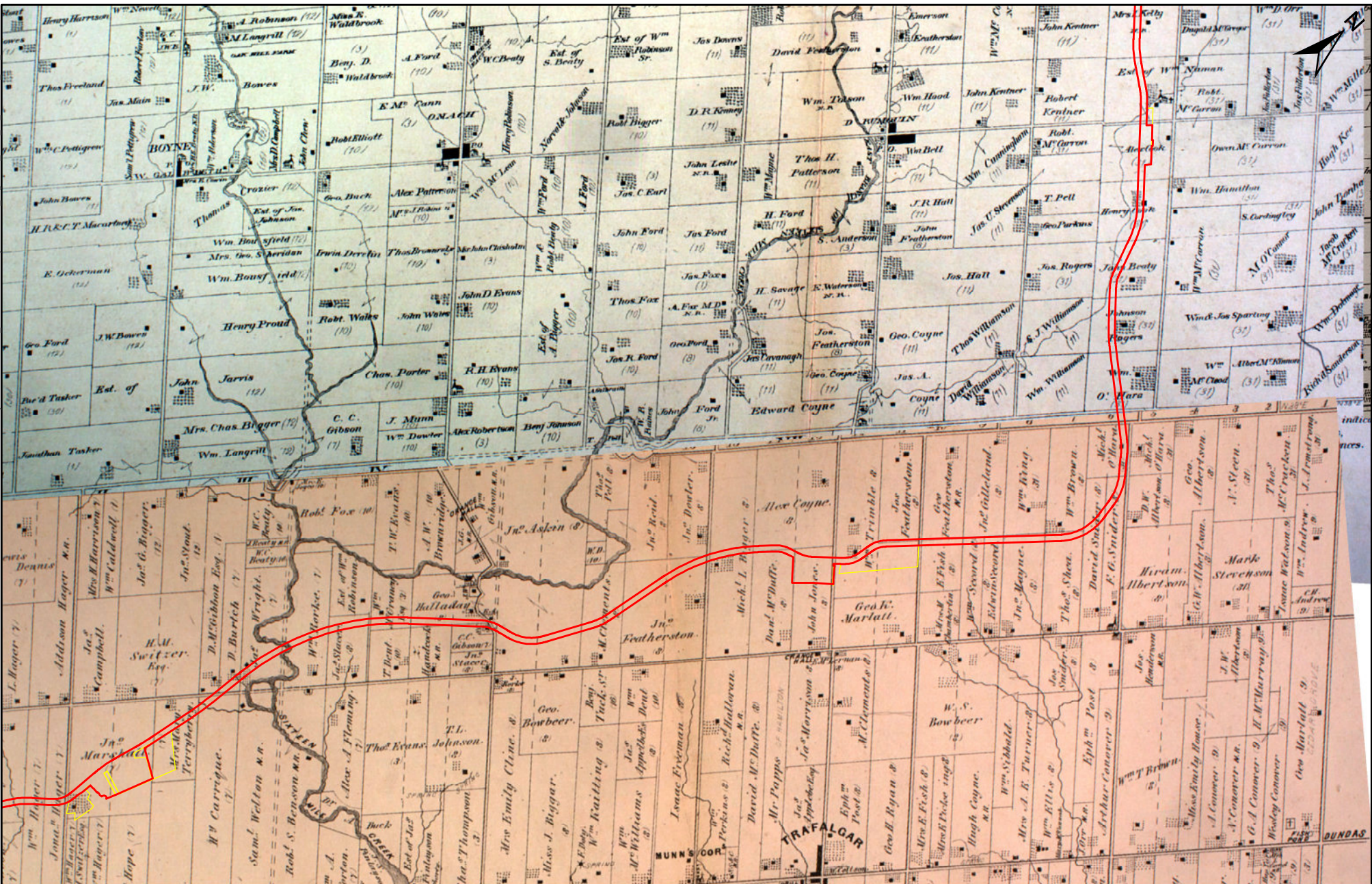
- FINAL PREFERRED DESIGN
- ADDITIONAL ASSESSED AREAS

Sources: Illustrated Historical Atlas, 1877.
 Projection: NAD 1983 UTM Zone 17N
 Scale: 1:50,000
 Page Size: 8.5 x 11

0 2
 Kilometers

ASI PROJECT NO.: 16EA_257 DRAWN BY: ESB
 DATE: 2020-02-20 FILE: 16EA_257_Historic

Figure 5: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of the Townships of Toronto, Trafalgar, Nelson & Flamboro East



- FINAL PREFERRED DESIGN
- ADDITIONAL ASSESSED AREAS

Sources: Illustrated Historical Atlas, 1877.
 Projection: NAD 1983 UTM Zone 17N
 Scale: 1:50,000
 Page Size: 8.5 x 11



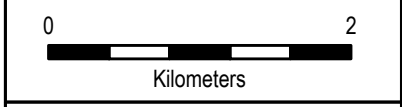
ASI PROJECT NO.: 16EA_257 DRAWN BY: ESB
 DATE: 2020-02-20 FILE: 16EA_257_Historic

Figure 6: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of the Townships of Toronto, Trafalgar, Nelson & Flamboro East



- FINAL PREFERRED DESIGN
- ADDITIONAL ASSESSED AREAS

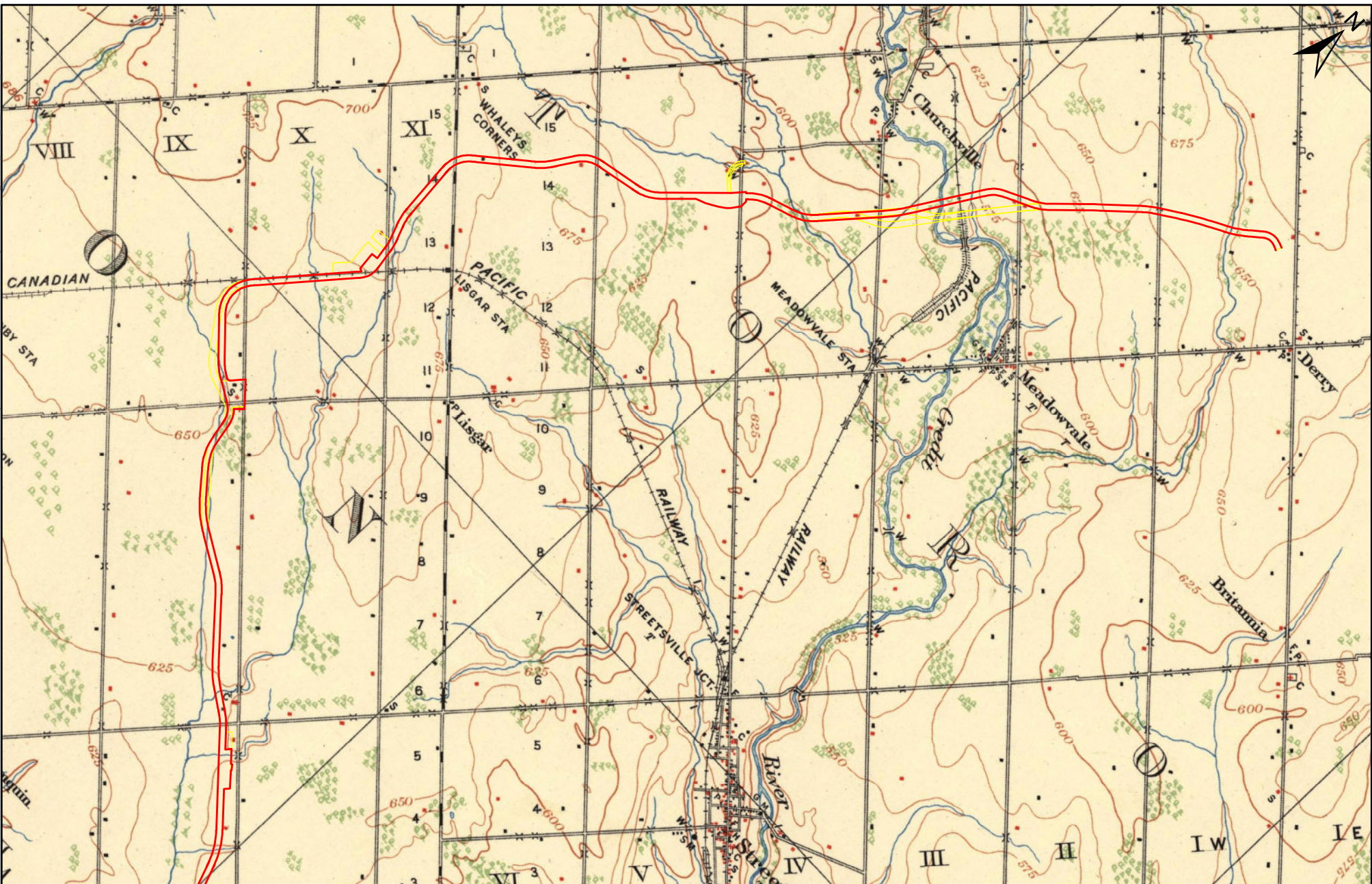
Sources: Illustrated Historical Atlas, 1877.
 Projection: NAD 1983 UTM Zone 17N
 Scale: 1:50,000
 Page Size: 8.5 x 11



ASI PROJECT NO.: 16EA_257 DRAWN BY: ESB
 DATE: 2020-02-20 FILE: 16EA_257_Historic

Figure 7: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of the Townships of Toronto, Trafalgar, Nelson & Flamboro East

X:\2016 Projects\16EA-257_258-407 Transitway\View\New Alignment_2020_02_19\16EA_257_Historic.mxd






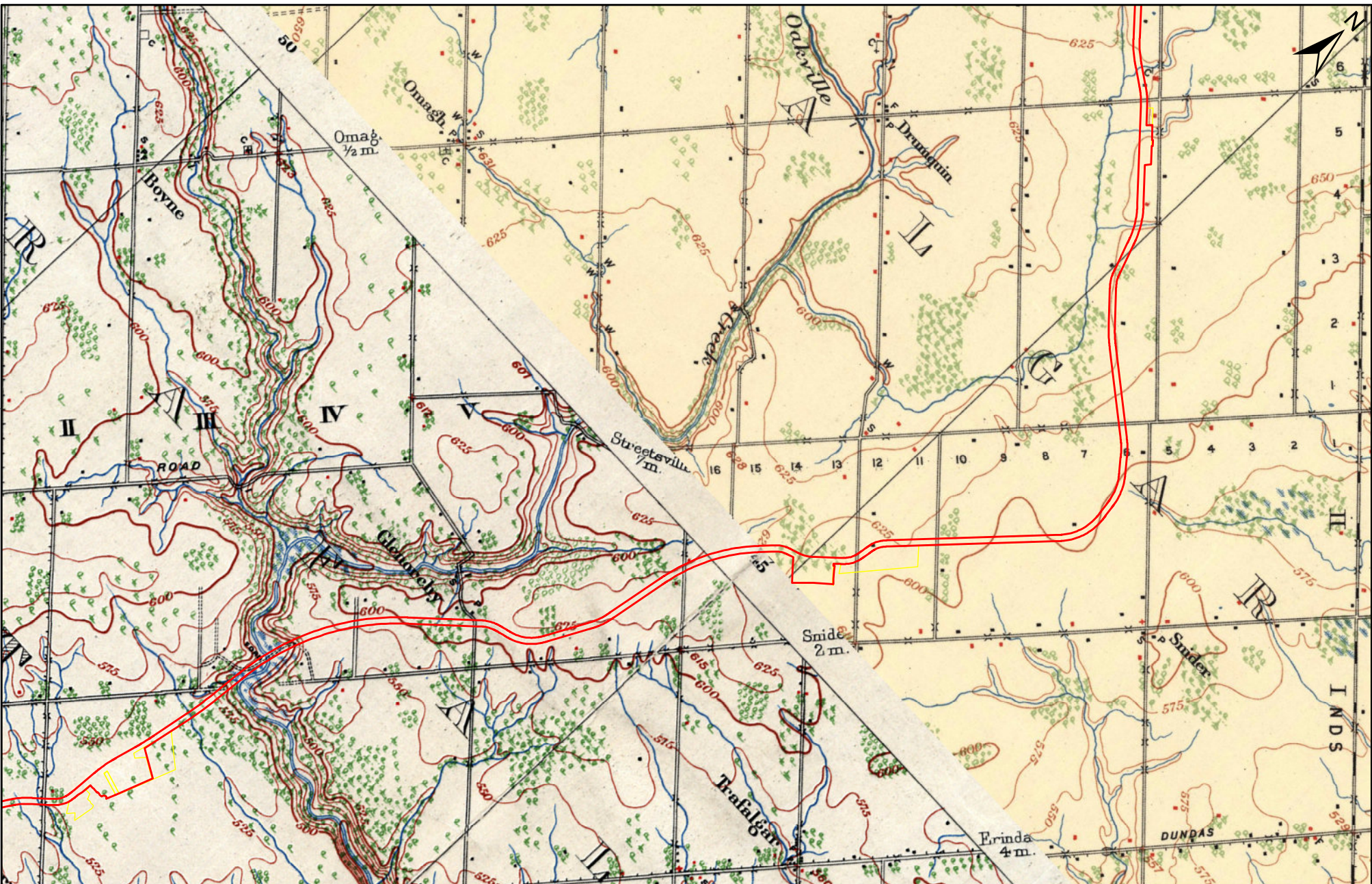
	 FINAL PREFERRED DESIGN	<p>Sources: National Topographic System, Brampton, Hamilton and Burlington Sheets. 1909.</p> <p>Projection: NAD 1983 UTM Zone 17N Scale: 1:50,000 Page Size: 8.5 x 11</p>	<p>0  2</p> <p>Kilometers</p>
	 ADDITIONAL ASSESSED AREAS		

Figure 8: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location) Overlaid on the 1909 National Topographic System Brampton and Hamilton Sheets



- FINAL PREFERRED DESIGN
- ADDITIONAL ASSESSED AREAS

Sources: National Topographic System, Brampton, Hamilton and Burlington Sheets. 1909.

Projection: NAD 1983 UTM Zone 17N
 Scale: 1:50,000
 Page Size: 8.5 x 11

0	2
Kilometers	
ASI PROJECT NO.: 16EA_257	DRAWN BY: ESB
DATE: 2020-02-20	FILE: 16EA_257_Historic

Figure 9: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location) Overlaid on the 1909 National Topographic System Brampton and Hamilton Sheets

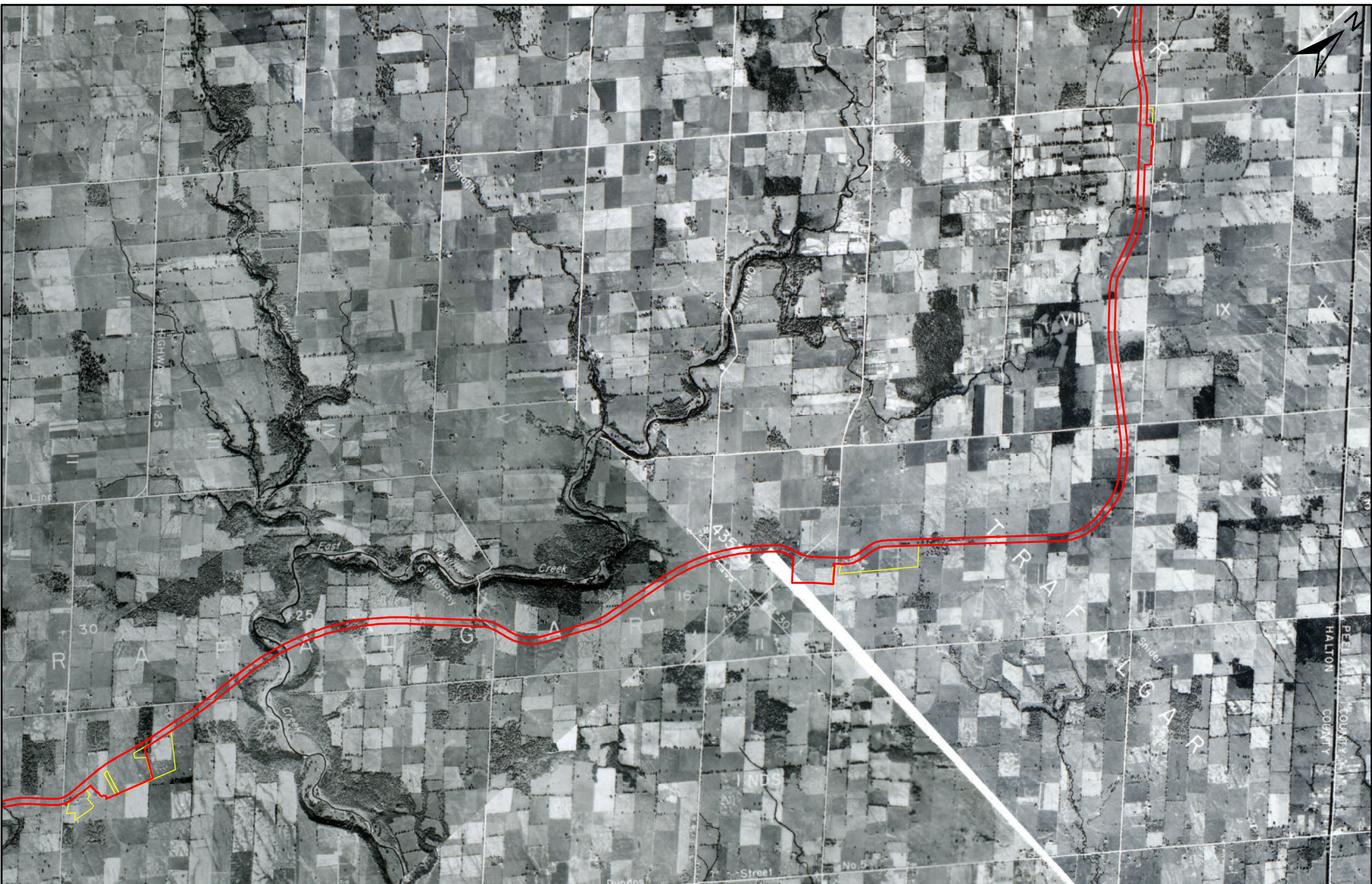


- FINAL PREFERRED DESIGN
- ADDITIONAL ASSESSED AREAS

Sources: National Topographic System, Brampton, Hamilton and Burlington Sheets. 1909.
 Projection: NAD 1983 UTM Zone 17N
 Scale: 1:50,000
 Page Size: 8.5 x 11

0	2
Kilometers	
ASI PROJECT NO.: 16EA_257	DRAWN BY: ESB
DATE: 2020-02-20	FILE: 16EA_257_Historic

Figure 10: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location) Overlaid on the 1909 National Topographic System Brampton and Hamilton Sheets



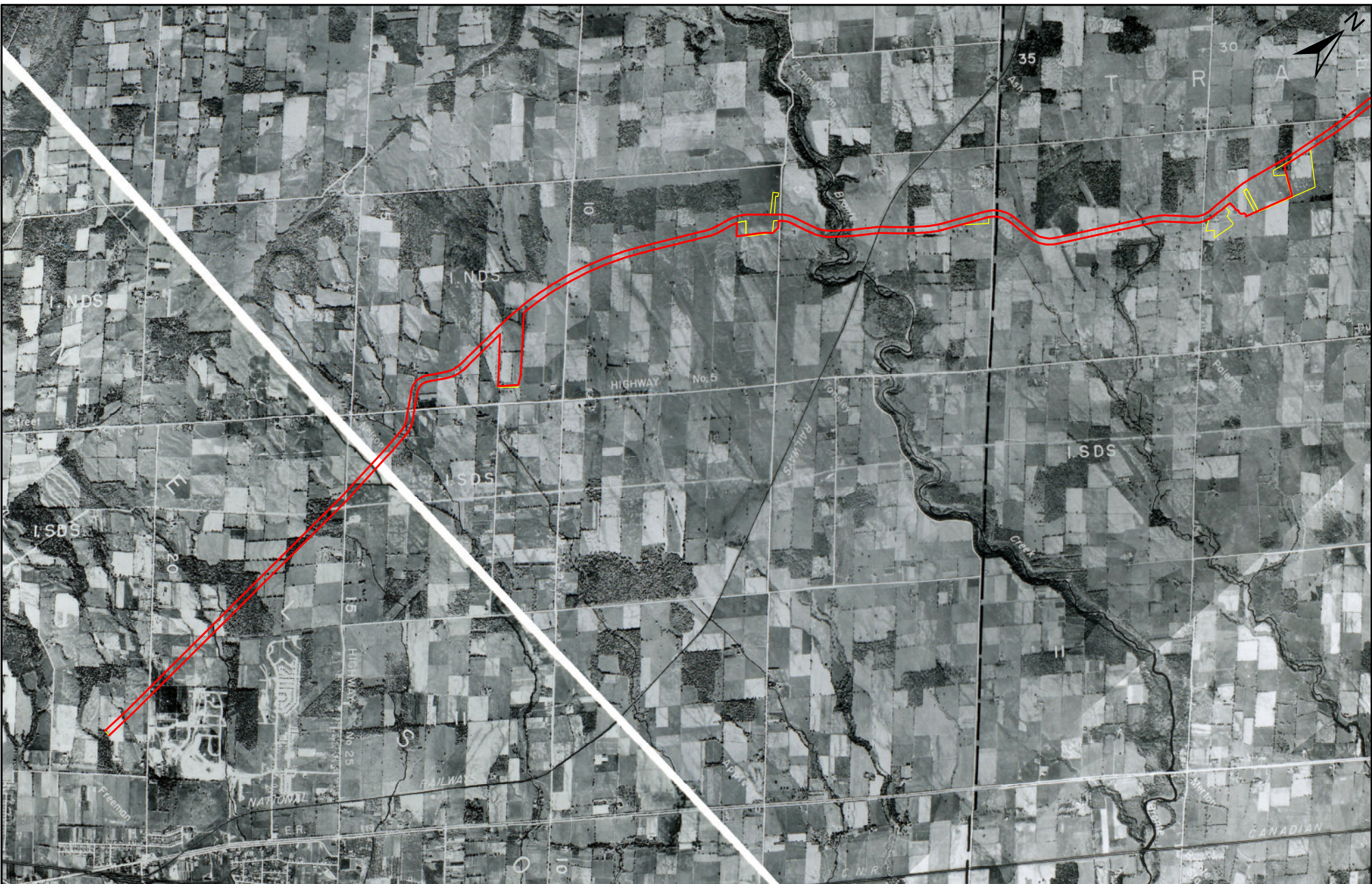
- FINAL PREFERRED DESIGN
- ADDITIONAL ASSESSED AREAS

Sources: 1954 Aerial
Photography

Projection: NAD 1983 UTM Zone 17N
Scale: 1:50,000
Page Size: 8.5 x 11

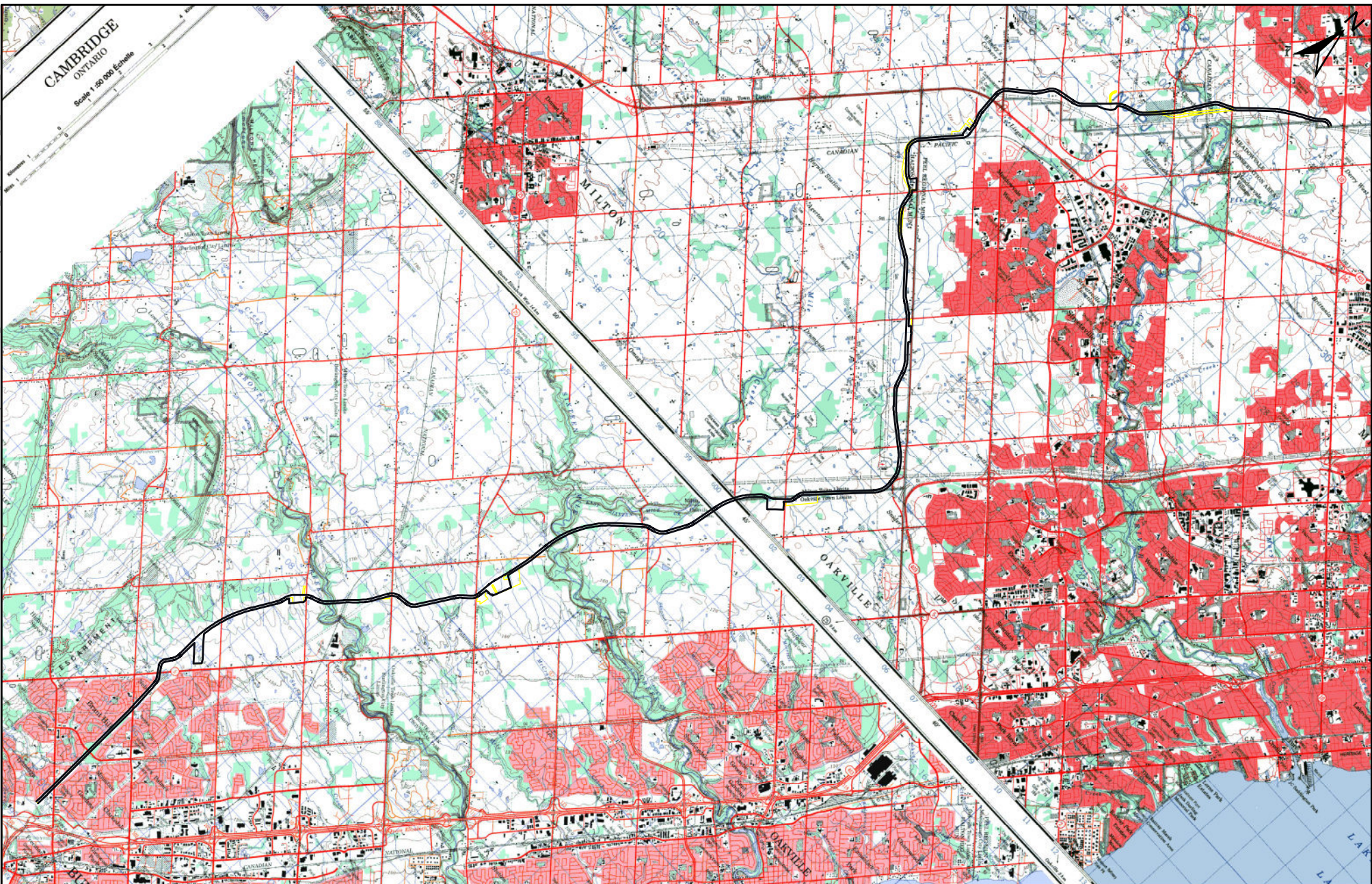
<p>0 2 Kilometers</p>	
ASI PROJECT NO.: 16EA_257 DATE: 2020-02-20	DRAWN BY: ESB FILE: 16EA_257_Historic

Figure 12: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location)
Overlaid on 1954 Aerial Photography



 <p>ASI</p>	<ul style="list-style-type: none"> — FINAL PREFERRED DESIGN — ADDITIONAL ASSESSED AREAS 	<p>Sources: 1954 Aerial Photography</p> <p>Projection: NAD 1983 UTM Zone 17N Scale: 1:50,000 Page Size: 8.5 x 11</p>	<div style="text-align: center;"> <p>0 2</p>  <p>Kilometers</p> </div> <p>ASI PROJECT NO.: 16EA_257 DRAWN BY: ESB DATE: 2020-02-20 FILE: 16EA_257_Historic</p>
---	--	--	--

Figure 13: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location)
Overlaid on 1954 Aerial Photography

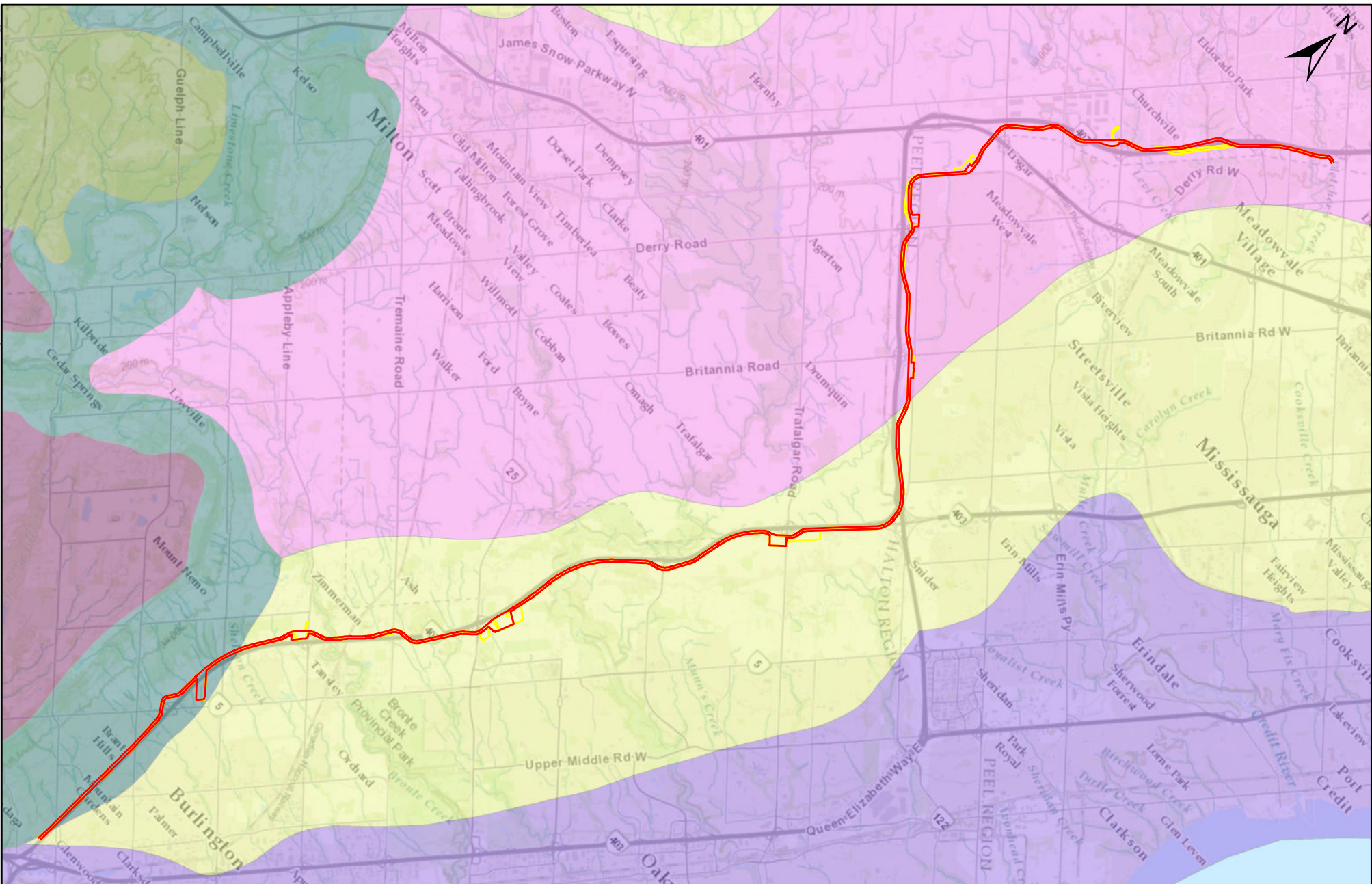


— FINAL PREFERRED DESIGN
 - - - - - ADDITIONAL ASSESSED AREAS

Sources: 1994 NTS Map
 Brampton & Hamilton Sheets
 Projection: NAD 1983 UTM Zone 17N
 Scale: 1:125,000
 Page Size: 8.5 x 11

0 5
 Kilometers
 ASI PROJECT NO.: 16EA_257 DRAWN BY: ESB
 DATE: 2020-02-20 FILE: 16EA_257_Historic

Figure 14: 407 Transitway Winston Churchill Boulevard to Brant Street Study Area (Approximate Location) Overlaid on the 1994 National Topographic System Brampton and Hamilton Sheets



	FINAL PREFERRED DESIGN	6, FLAMBOROUGH PLAIN	33, PEEL PLAIN
	ADDITIONAL ASSESSED AREAS	22, NORFOLK SAND PLAIN	41, IROQUOIS PLAIN
	1, NIAGARA ESCARPMENT	32, SOUTH SLOPE	

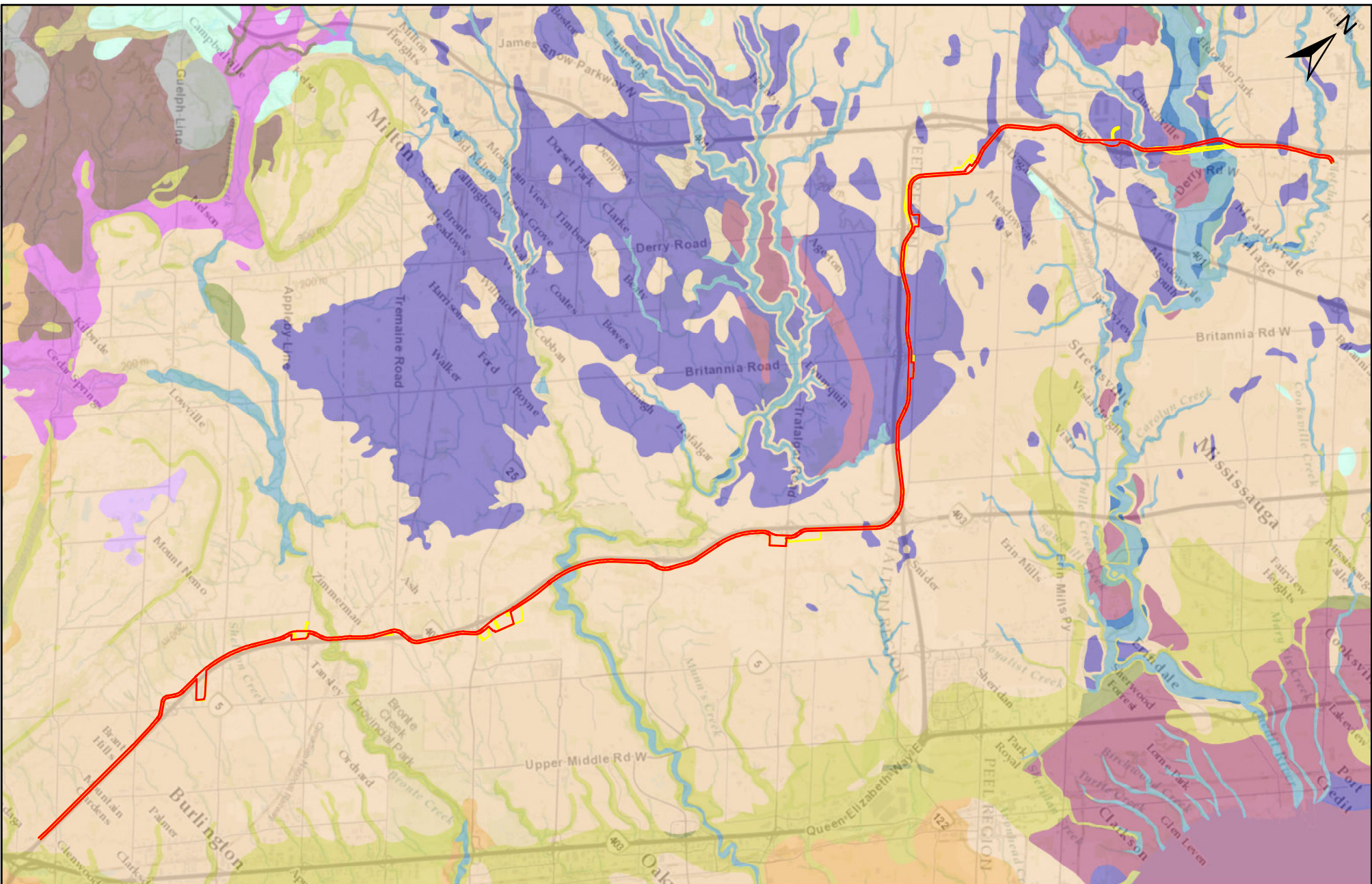
Service Layer Credits:
Sources: Esri, HERE, Garmin,
Intermap, increment P Corp.,
GEBCO, USGS, FAO, NPS,

Projection: NAD 1983 UTM Zone 17N
Scale: 1:125,000
Page Size: 8.5 x 11

0 5
Kilometers

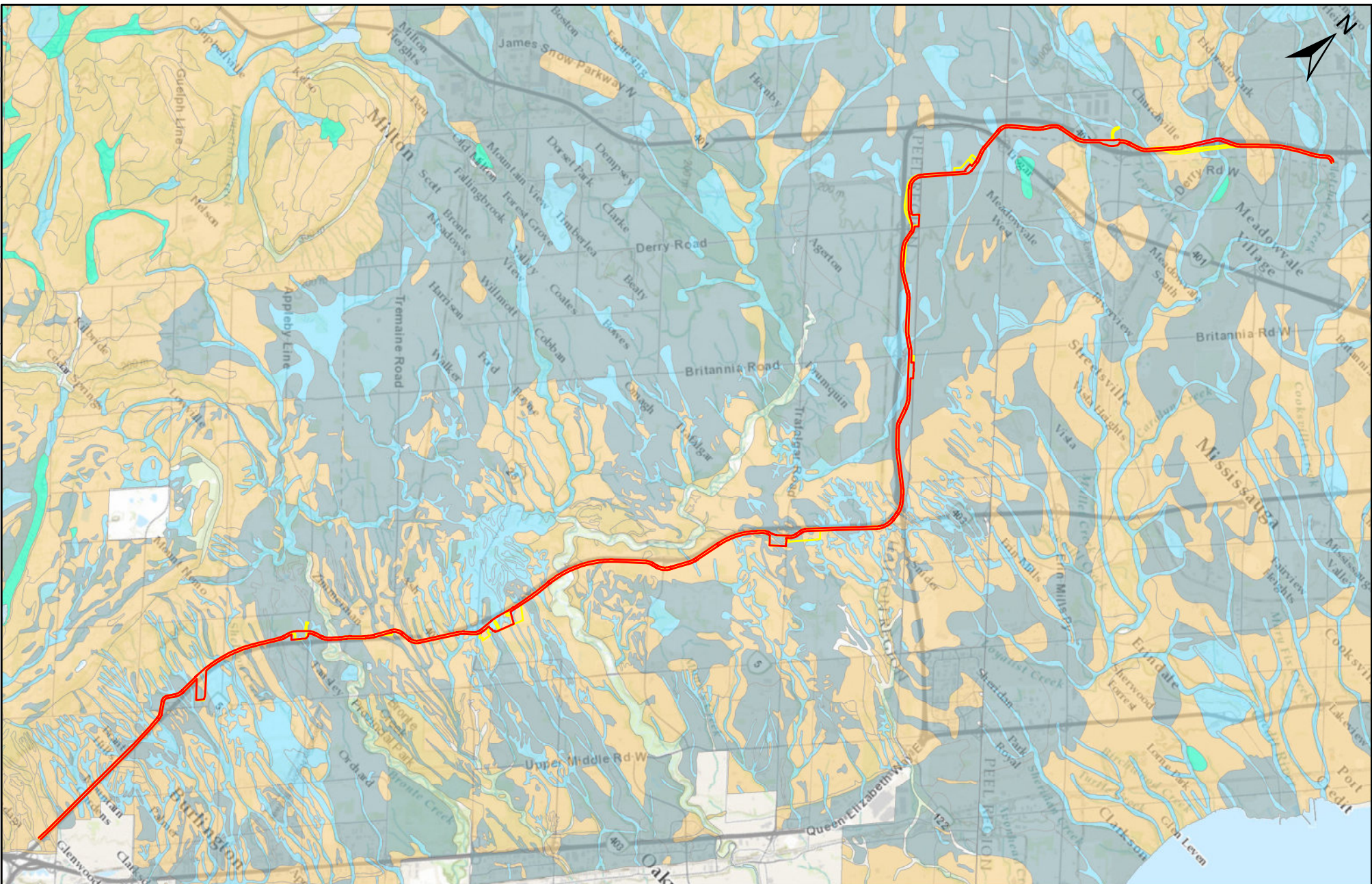
ASI PROJECT NO.: 16EA_257 DRAWN BY: ESB
DATE: 2020-02-20 FILE: 16EA_257_Geology









Figure 15: Highway 407 Transitway Hurontario Street to Brant Street Study Area - Physiographic Regions



	<ul style="list-style-type: none"> — FINAL PREFERRED DESIGN — ADDITIONAL ASSESSED AREAS 3: PALEOZOIC BEDROCK 4A: MAINLY TILL VENEER 5B: STONE-POOR, CARBONATE-DERIVED SILTY TO SANDY TILL 5D: GLACIOLACUSTRINE-DERIVED SILTY TO CLAYEY TILL 	<ul style="list-style-type: none"> 6: ICE-CONTACT STRATIFIED DEPOSITS 7A: SANDY DEPOSITS 7B: GRAVELLY DEPOSITS 8A: MASSIVE-WELL LAMINATED 8B: INTERBEDDED FLOW TILL, RAINOUT DEPOSITS AND SILT AND CLAY 9: COARSE-TEXTURED GLACIOLACUSTRINE DEPOSITS 	<ul style="list-style-type: none"> 9A: DELTAIC DEPOSITS 9B: LITTORAL-FORESHORE DEPOSITS 9C: FORESHORE-BASINAL DEPOSITS 12: OLDER ALLUVIAL DEPOSITS 19: MODERN ALLUVIAL DEPOSITS 20: ORGANIC DEPOSITS 	<p>Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS,</p> <p>Projection: NAD 1983 UTM Zone 18N Scale: 1:125,000 Page Size: 8.5 x 11</p>	<p>0 5</p> <p style="text-align: center;">Kilometers</p>
	<p>ASI PROJECT NO.: 16EA_257 DRAWN BY: ESB DATE: 2020-02-20 FILE: 16EA_257_Geology</p>				

Figure 16: Highway 407 Transitway Hurontario Street to Brant Street Study Area - Surficial Geology




	 FINAL PREFERRED DESIGN	 WELL DRAINED	 VERY POORLY DRAINED
	 ADDITIONAL ASSESSED AREAS	 IMPERFECTLY DRAINED	 POORLY DRAINED
 NO DATA			

Service Layer Credits:
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS,

Projection: NAD 1983 UTM Zone 17N
Scale: 1:125,000
Page Size: 8.5 x 11

0 | 5

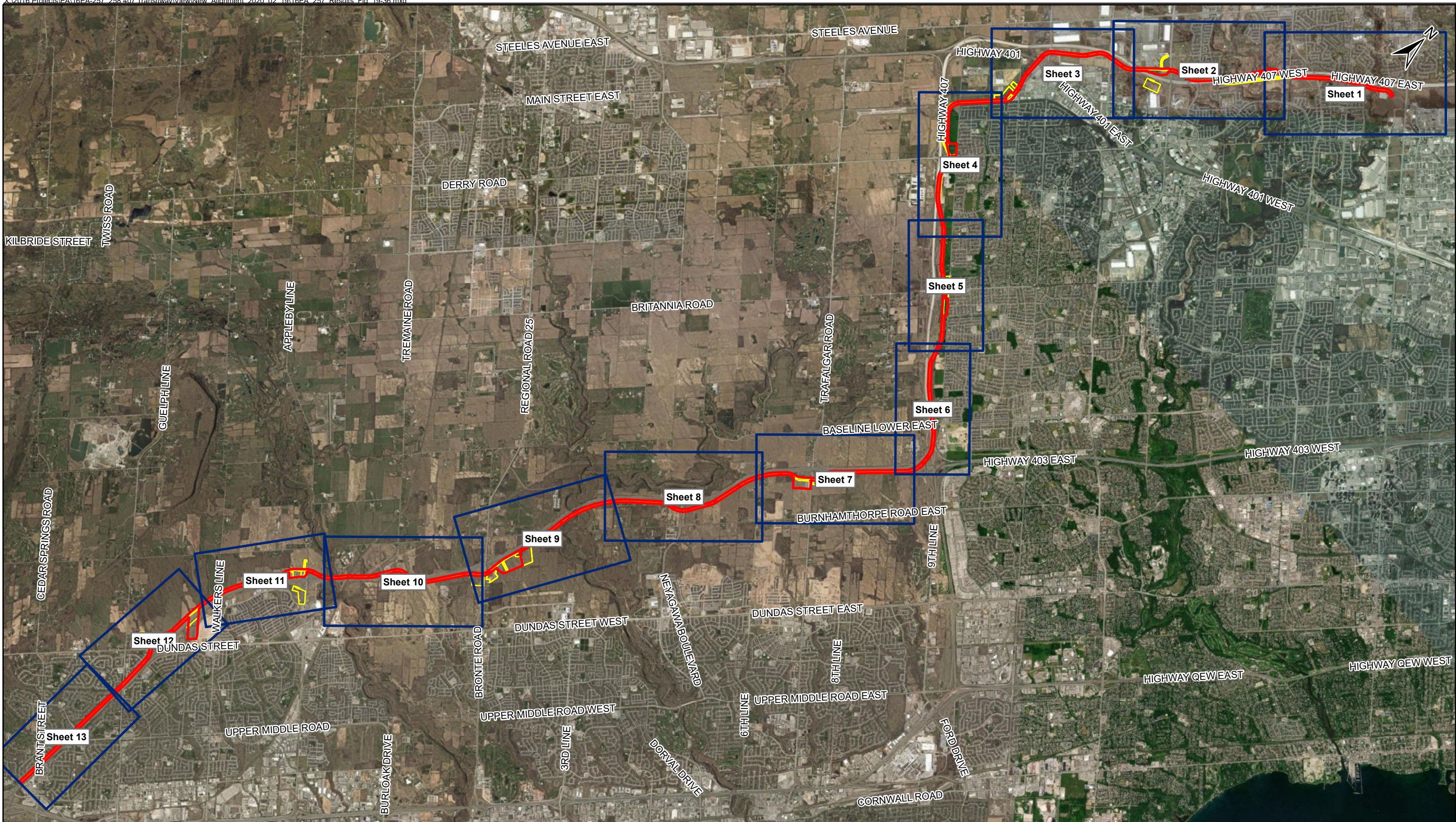


Kilometers

ASI PROJECT NO.: 16EA_257
DATE: 2020-02-20

DRAWN BY: ESB
FILE: 16EA_257_Geology

Figure 17: Highway 407 Transitway Hurontario Street to Brant Street Study Area - Soil Drainage



ASI
 Archaeological & Cultural Heritage Services
 528 Bathurst Street Toronto, ONTARIO M5S 2P9
 416-966-1069 | F416-966-9723 | asiheritage.ca

FINAL PREFERRED DESIGN
 MAP KEY

ADDITIONAL AREAS ASSESSED

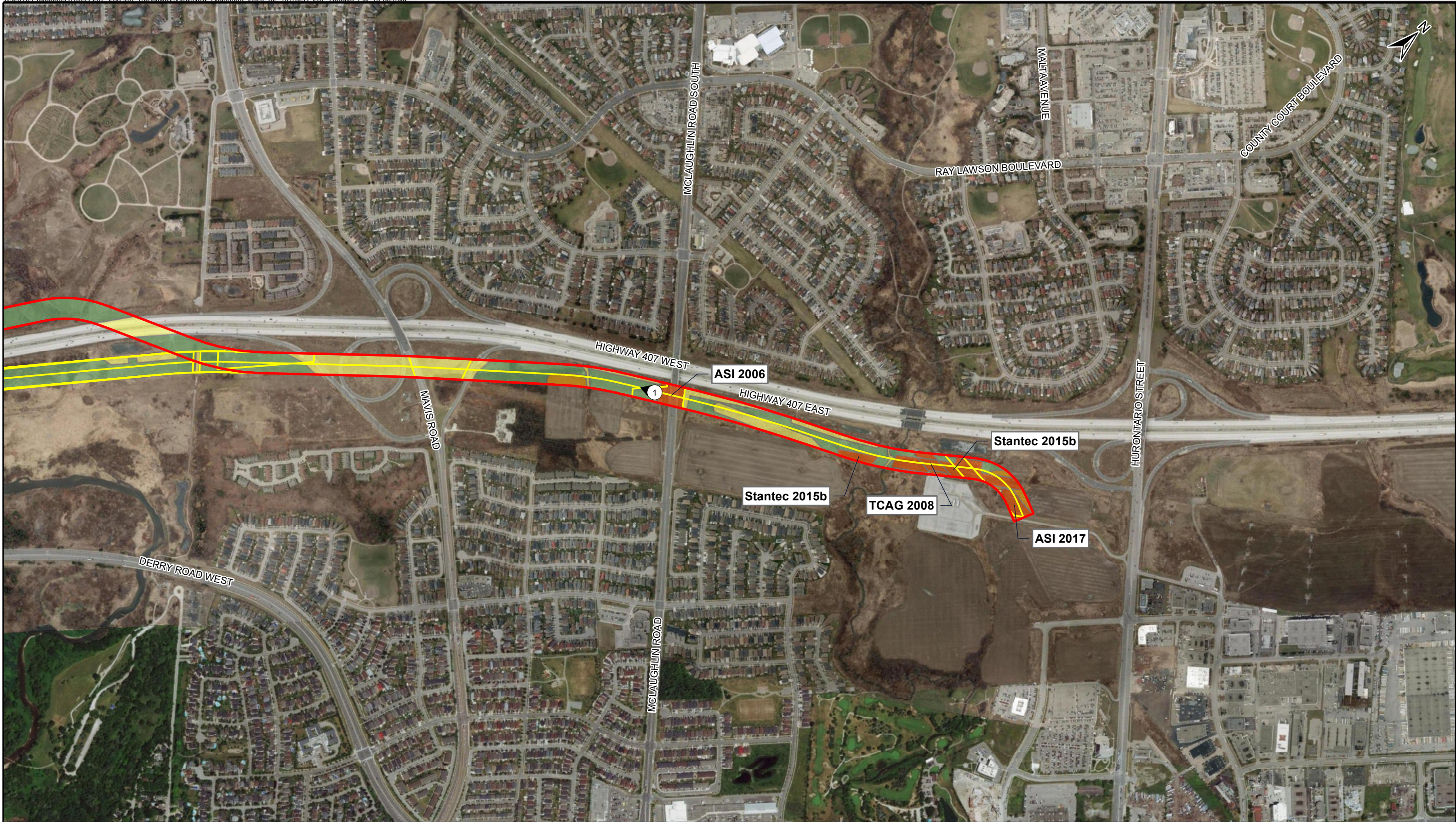
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0
2.5

 Kilometers

ASI PROJECT NO.: 16EA-258 DRAWN BY: ESB
 DATE: 2020-02-24 FILE: 16EA_257_Results_Fig_19-36

Figure 18: Highway 407 Transitway Hurontario Street to Brant Street Study Area - Results of Stage 1 (Map Key)



ASI
Archaeological & Cultural Heritage Services
 528 Bathurst Street Toronto, ONTARIO M5S 2P9
 416-966-1069 | 416-966-9723 | asiheritage.ca

	FINAL PREFERRED DESIGN		PEDESTRIAN SURVEY REQUIRED		PHOTO LOCATION AND DIRECTION
	PREVIOUSLY ASSESSED - NO POTENTIAL		TEST PIT SURVEY REQUIRED		
	DISTURBED - NO POTENTIAL		ADDITIONAL AREAS ASSESSED		











Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 250
 Meters

ASI PROJECT NO.: 16EA-258 DRAWN BY: ESB
 DATE: 2020-03-09 FILE: 16EA_257_Results_Fig_19-36

Figure 19: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 1)



 <p>Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca</p>	 FINAL PREFERRED DESIGN	 DISTURBED - NO POTENTIAL	 TEST PIT SURVEY REQUIRED
	 REQUIRES ADDITIONAL ASSESSMENT	 LOW AND WET - NO POTENTIAL	 ADDITIONAL AREAS ASSESSED
	 PREVIOUSLY ASSESSED - NO POTENTIAL	 PEDESTRIAN SURVEY REQUIRED	 PHOTO LOCATION AND DIRECTION

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 250
Meters

ASI PROJECT NO.: 16EA-258
DATE: 2020-03-09

DRAWN BY: ESB
FILE: 16EA_257_Results_Fig_19-36

Figure 20: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 2)



ASI
Archaeological & Cultural Heritage Services
 528 Bathurst Street Toronto, ONTARIO M5S 2P9
 416-966-1069 | F416-966-9723 | asiheritage.ca

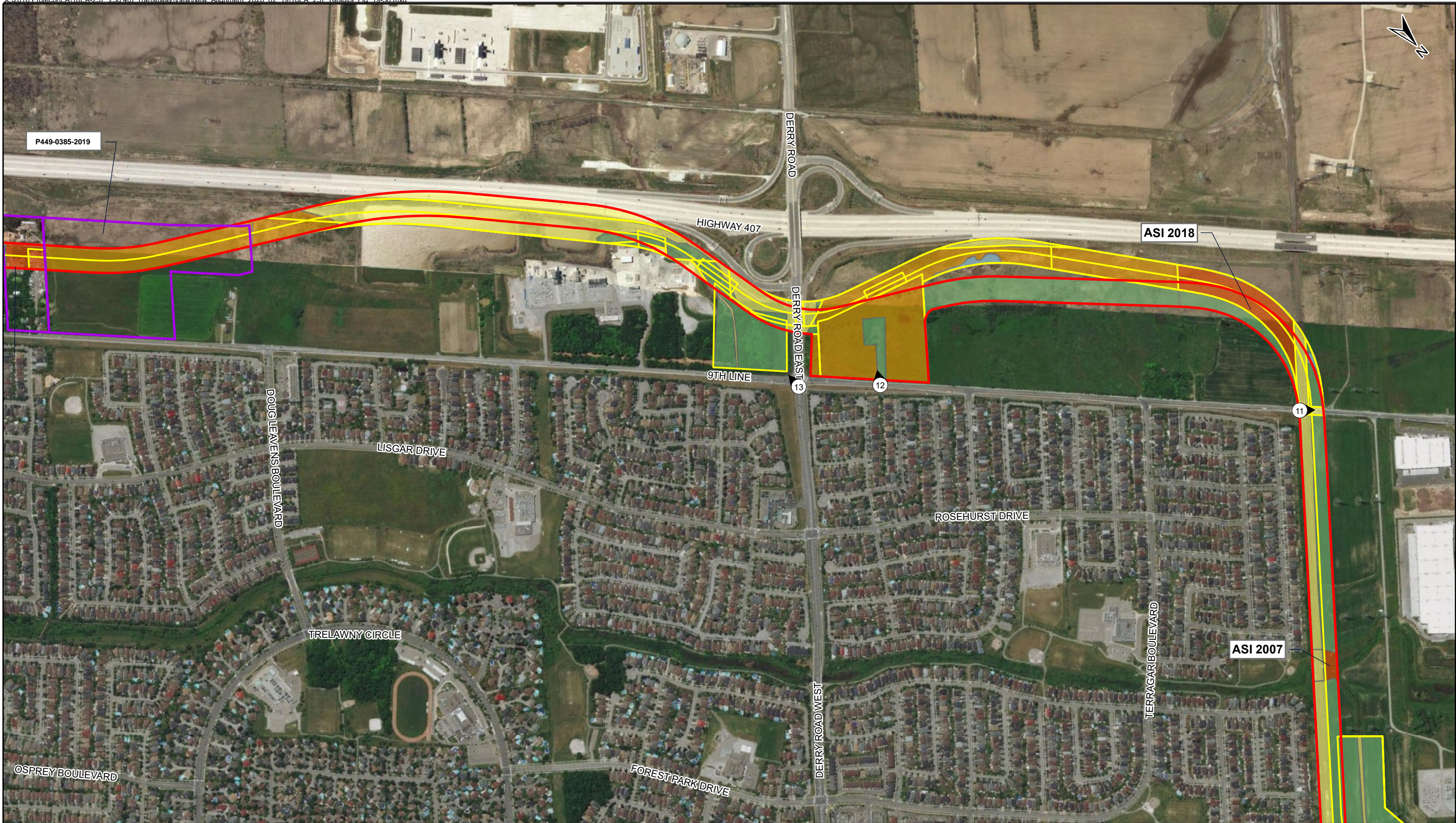
	FINAL PREFERRED DESIGN		LOW AND WET - NO POTENTIAL		ADDITIONAL AREAS ASSESSED
	PREVIOUSLY ASSESSED - NO POTENTIAL		PEDESTRIAN SURVEY REQUIRED		PHOTO LOCATION AND DIRECTION
	DISTURBED - NO POTENTIAL		TEST PIT SURVEY REQUIRED		

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 250
 Meters

ASI PROJECT NO.: 16EA-258 DRAWN BY: ESB
 DATE: 2020-03-09 FILE: 16EA_257_Results_Fig_19-36

Figure 21: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 3)



<p>Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca</p>	FINAL PREFERRED DESIGN	LOW AND WET - NO POTENTIAL	STAGE 2 IN PROGRESS - ASI 2019, 2020
	PREVIOUSLY ASSESSED - NO POTENTIAL	PEDESTRIAN SURVEY REQUIRED	TEST PIT SURVEY REQUIRED
	DISTURBED - NO POTENTIAL	ADDITIONAL AREAS ASSESSED	PHOTO LOCATION AND DIRECTION

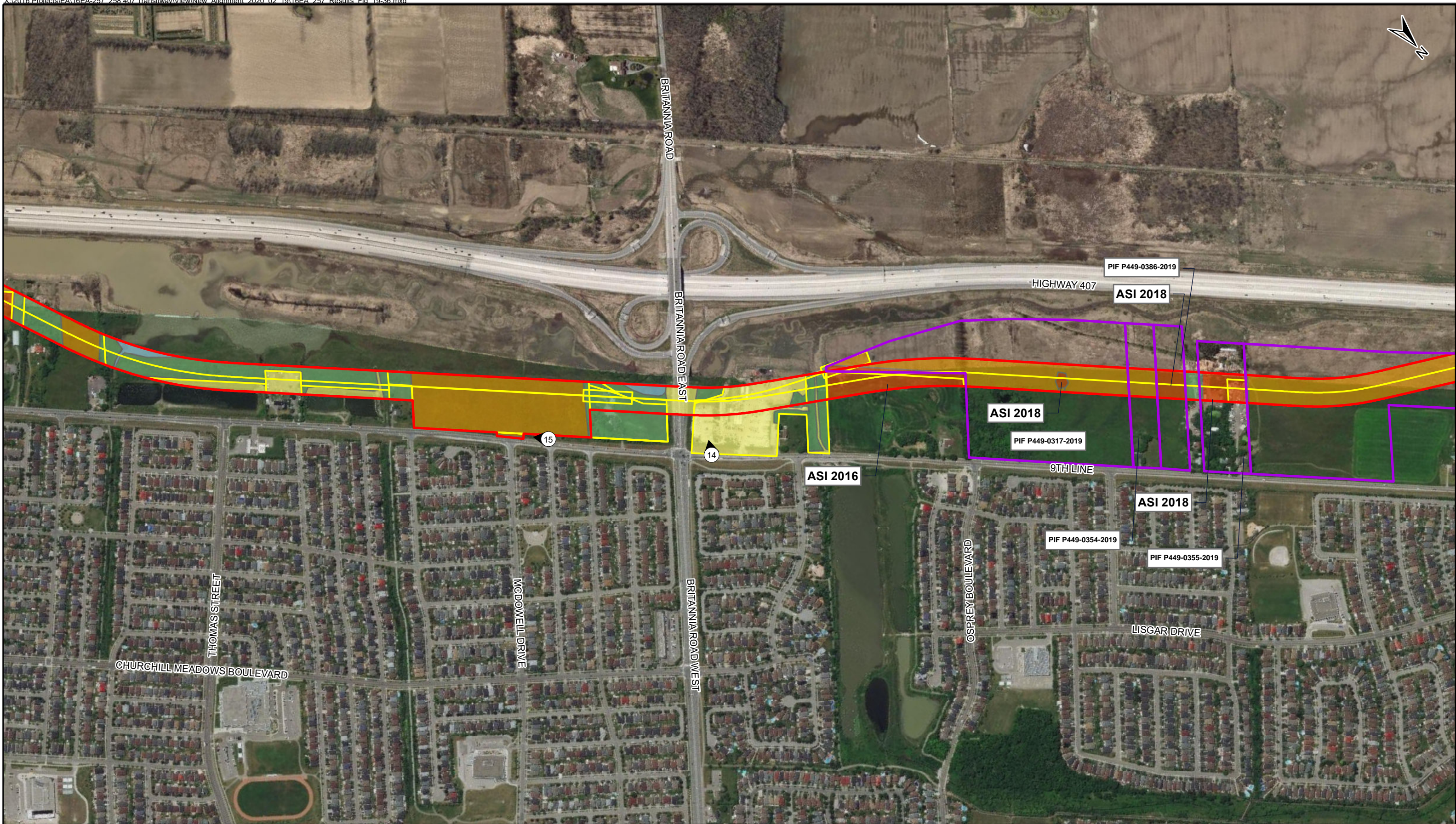
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 250
Meters

ASI PROJECT NO.: 16EA-258
DATE: 2020-03-09

DRAWN BY: ESB
FILE: 16EA_257_Results_Fig_19-36

Figure 22: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 4)



 Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca	FINAL PREFERRED DESIGN	LOW AND WET - NO POTENTIAL	STAGE 2 IN PROGRESS - ASI 2019 , 2020
	PREVIOUSLY ASSESSED - NO POTENTIAL	PEDESTRIAN SURVEY REQUIRED	ADDITIONAL AREAS ASSESSED
	DISTURBED - NO POTENTIAL	TEST PIT SURVEY REQUIRED	PHOTO LOCATION AND DIRECTION











Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 250
 Meters


ASI PROJECT NO.: 16EA-258 DRAWN BY: ESB
 DATE: 2020-03-09 FILE: 16EA_257_Results_Fig_19-36

Figure 23: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 5)



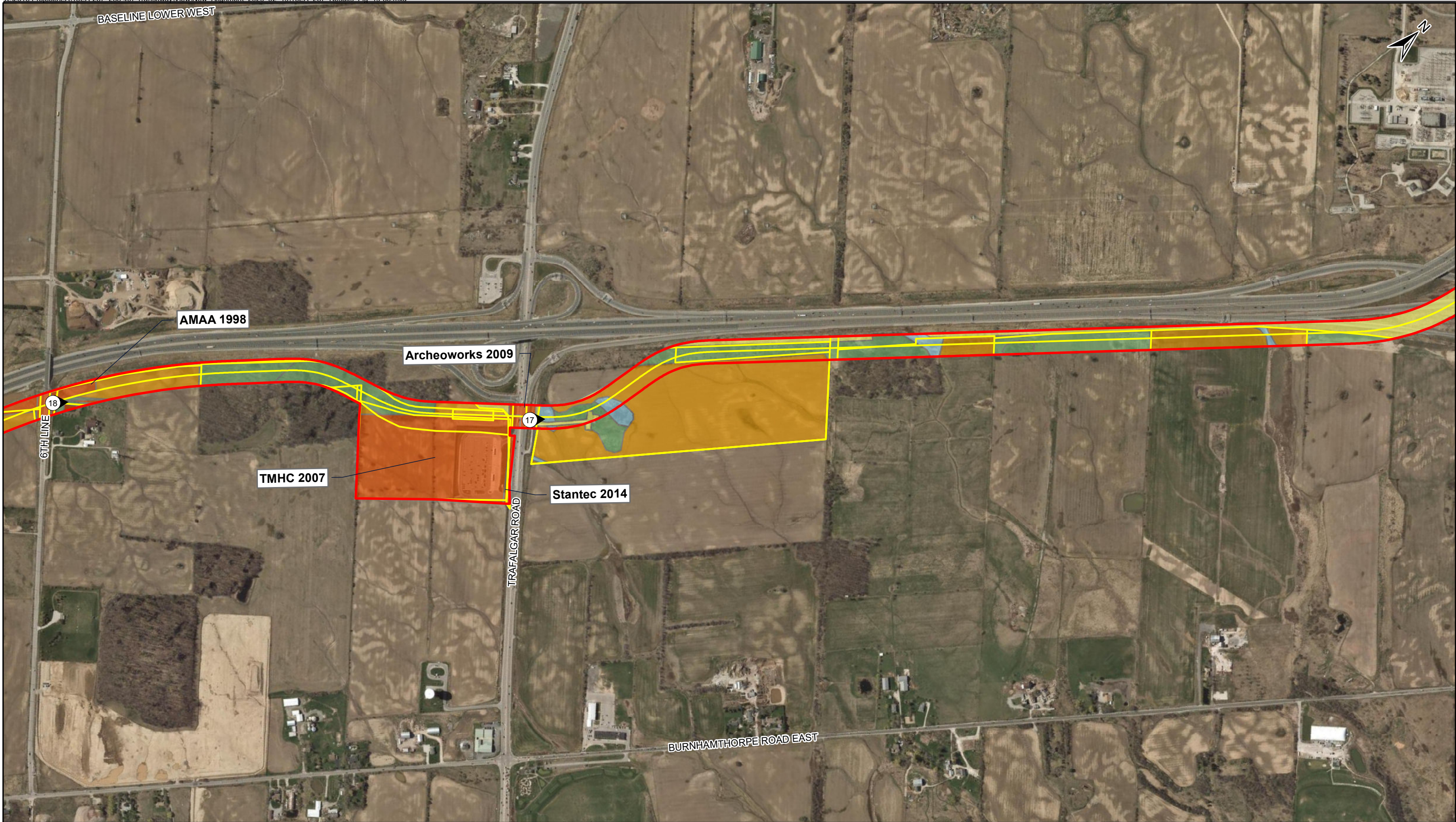
 <p>Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca</p>	 FINAL PREFERRED DESIGN	 LOW AND WET - NO POTENTIAL	 STAGE 2 IN PROGRESS - ASI 2019 , 2020
	 PREVIOUSLY ASSESSED - NO POTENTIAL	 PEDESTRIAN SURVEY REQUIRED	 ADDITIONAL AREAS ASSESSED
	 DISTURBED - NO POTENTIAL	 TEST PIT SURVEY REQUIRED	 PHOTO LOCATION AND DIRECTION










Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0  250
Meters

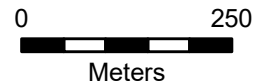
ASI PROJECT NO.: 16EA-258 DRAWN BY: ESB
 DATE: 2020-03-09 FILE: 16EA_257_Results_Fig_19-36

Figure 24: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 6)



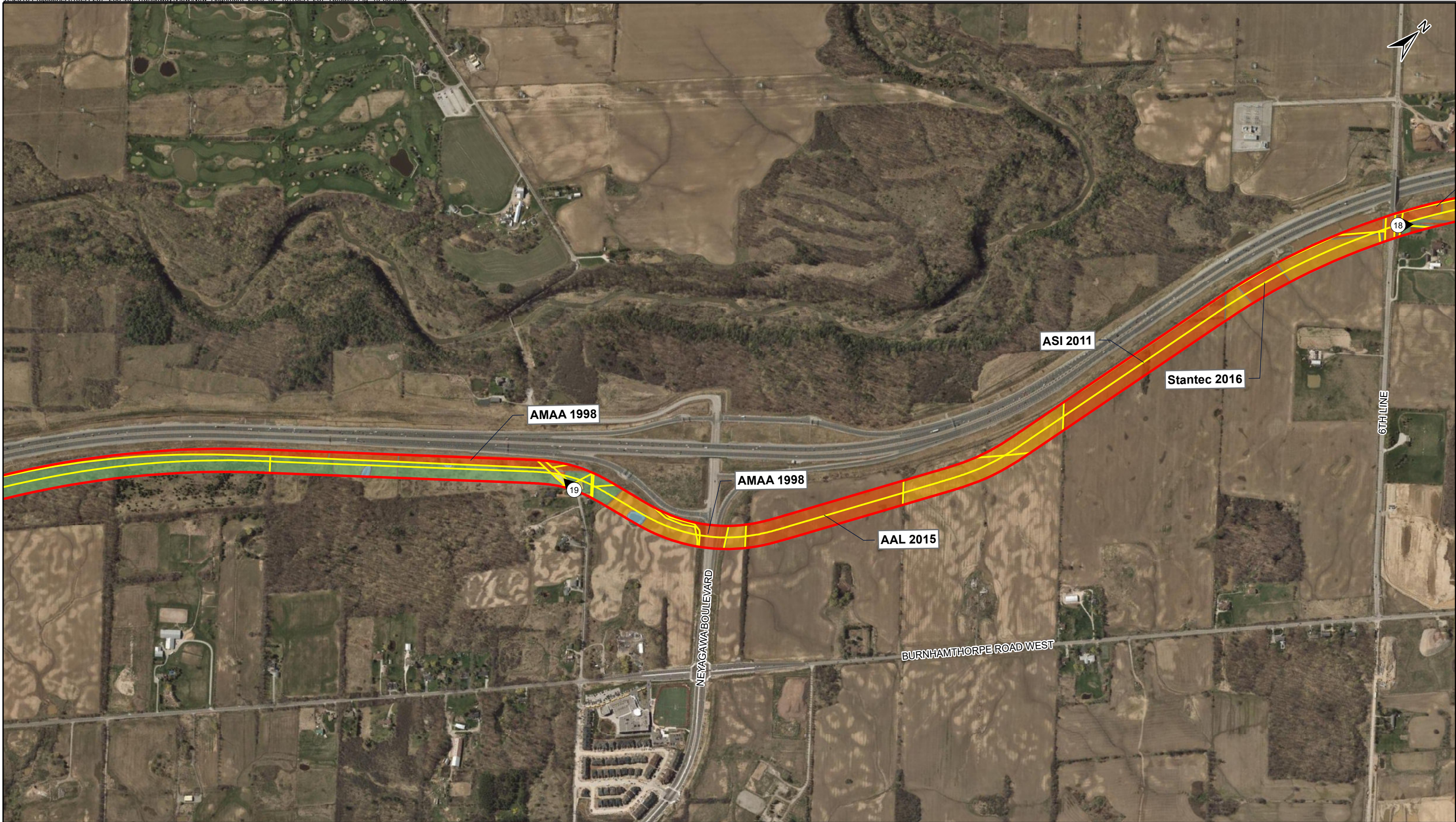
 <p>Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca</p>	 FINAL PREFERRED DESIGN	 LOW AND WET - NO POTENTIAL	 ADDITIONAL AREAS ASSESSED
	 PREVIOUSLY ASSESSED - NO POTENTIAL	 PEDESTRIAN SURVEY REQUIRED	 PHOTO LOCATION AND DIRECTION
 DISTURBED - NO POTENTIAL	 TEST PIT SURVEY REQUIRED		










Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community




ASI PROJECT NO.: 16EA-258 DRAWN BY: ESB
 DATE: 2020-03-09 FILE: 16EA_257_Results_Fig_19-36

Figure 25: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 7)



 <p>Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca</p>	 FINAL PREFERRED DESIGN	 LOW AND WET - NO POTENTIAL	 ADDITIONAL AREAS ASSESSED
	 PREVIOUSLY ASSESSED - NO POTENTIAL	 PEDESTRIAN SURVEY REQUIRED	 PHOTO LOCATION AND DIRECTION
	 DISTURBED - NO POTENTIAL	 TEST PIT SURVEY REQUIRED	

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

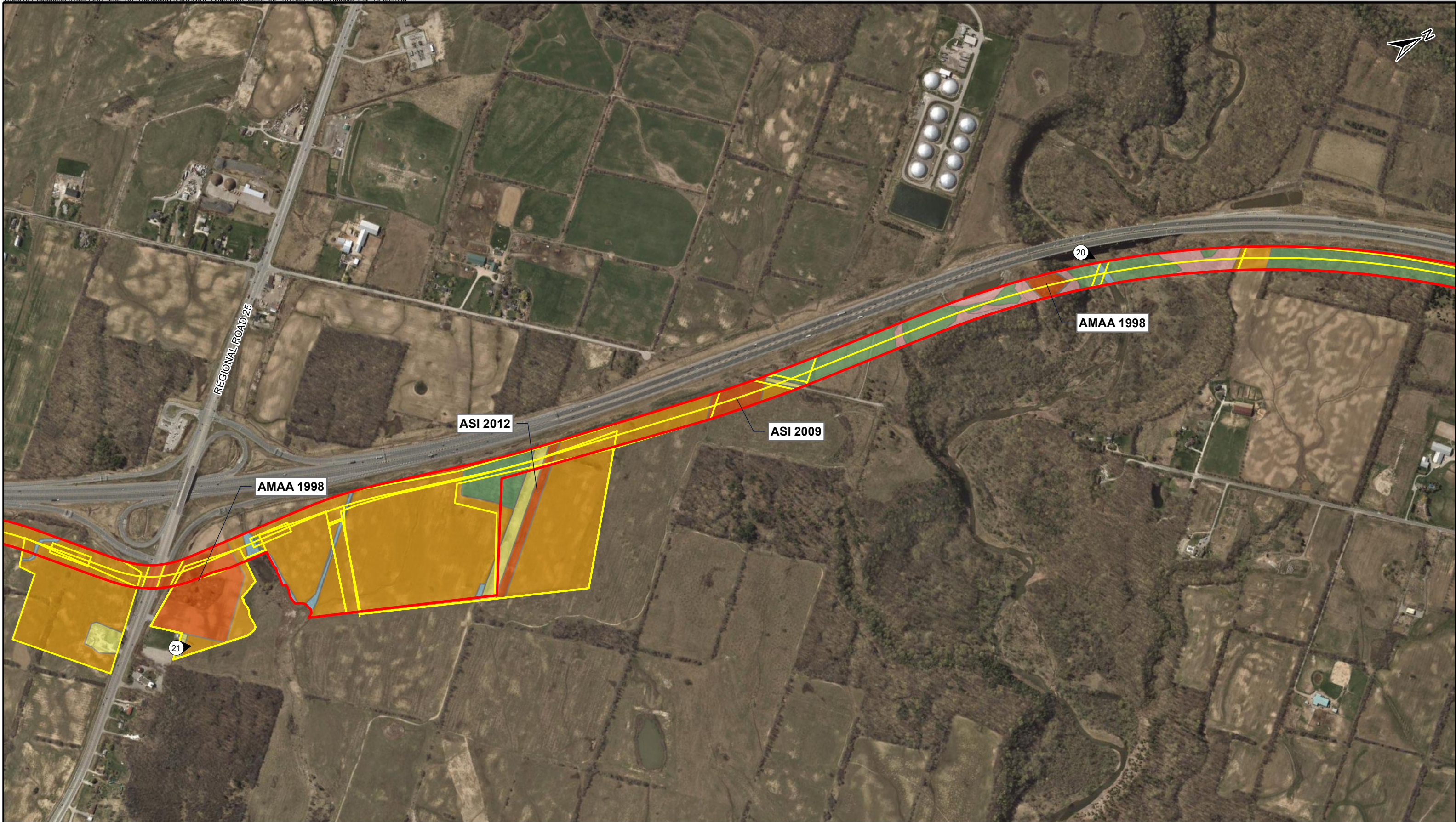












0 250
Meters


ASI PROJECT NO.: 16EA-258
 DATE: 2020-03-09

DRAWN BY: ESB
 FILE: 16EA_257_Results_Fig_19-36

Figure 26: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 8)

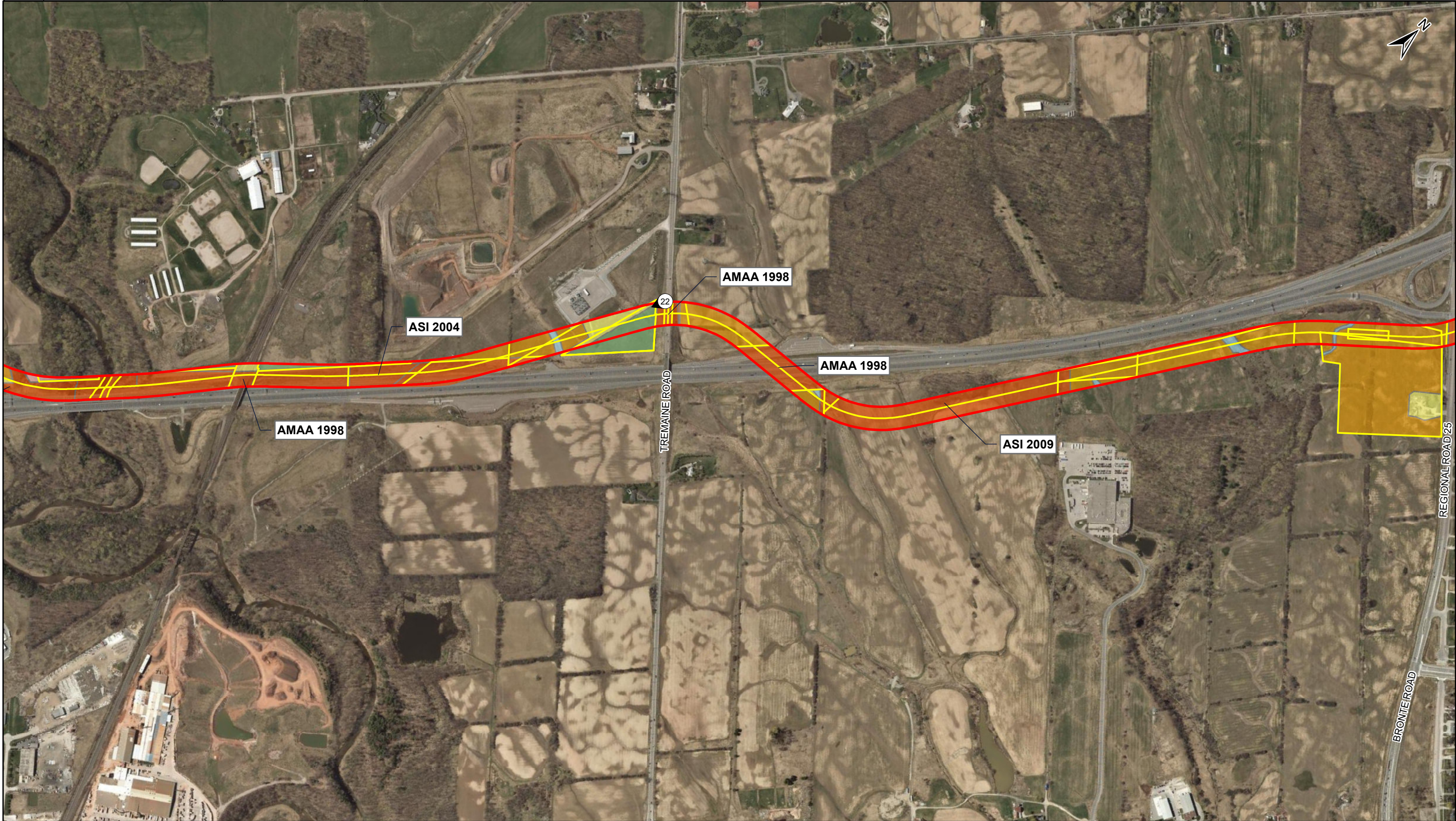


 <p>Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca</p>	 FINAL PREFERRED DESIGN	 SLOPE - NO POTENTIAL	 TEST PIT SURVEY REQUIRED
	 PREVIOUSLY ASSESSED - NO POTENTIAL	 LOW AND WET - NO POTENTIAL	 ADDITIONAL AREAS ASSESSED
	 DISTURBED - NO POTENTIAL	 PEDESTRIAN SURVEY REQUIRED	 PHOTO LOCATION AND DIRECTION
	Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community		

0  250
Meters

ASI PROJECT NO.: 16EA-258 DRAWN BY: ESB
 DATE: 2020-03-09 FILE: 16EA_257_Results_Fig_19-36

Figure 27: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 9)










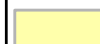


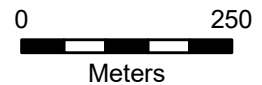
 <p>Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca</p>	 FINAL PREFERRED DESIGN	 SLOPE - NO POTENTIAL	 TEST PIT SURVEY REQUIRED
	 PREVIOUSLY ASSESSED - NO POTENTIAL	 LOW AND WET - NO POTENTIAL	 ADDITIONAL AREAS ASSESSED
	 DISTURBED - NO POTENTIAL	 PEDESTRIAN SURVEY REQUIRED	 PHOTO LOCATION AND DIRECTION
	Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community		
			
		ASI PROJECT NO.: 16EA-258 DRAWN BY: ESB DATE: 2020-03-09 FILE: 16EA_257_Results_Fig_19-36	

Figure 28: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 10)



 Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca	FINAL PREFERRED DESIGN	SLOPE - NO POTENTIAL	TEST PIT SURVEY REQUIRED
	PREVIOUSLY ASSESSED - NO POTENTIAL	LOW AND WET - NO POTENTIAL	ADDITIONAL AREAS ASSESSED
	DISTURBED - NO POTENTIAL	PEDESTRIAN SURVEY REQUIRED	PHOTO LOCATION AND DIRECTION

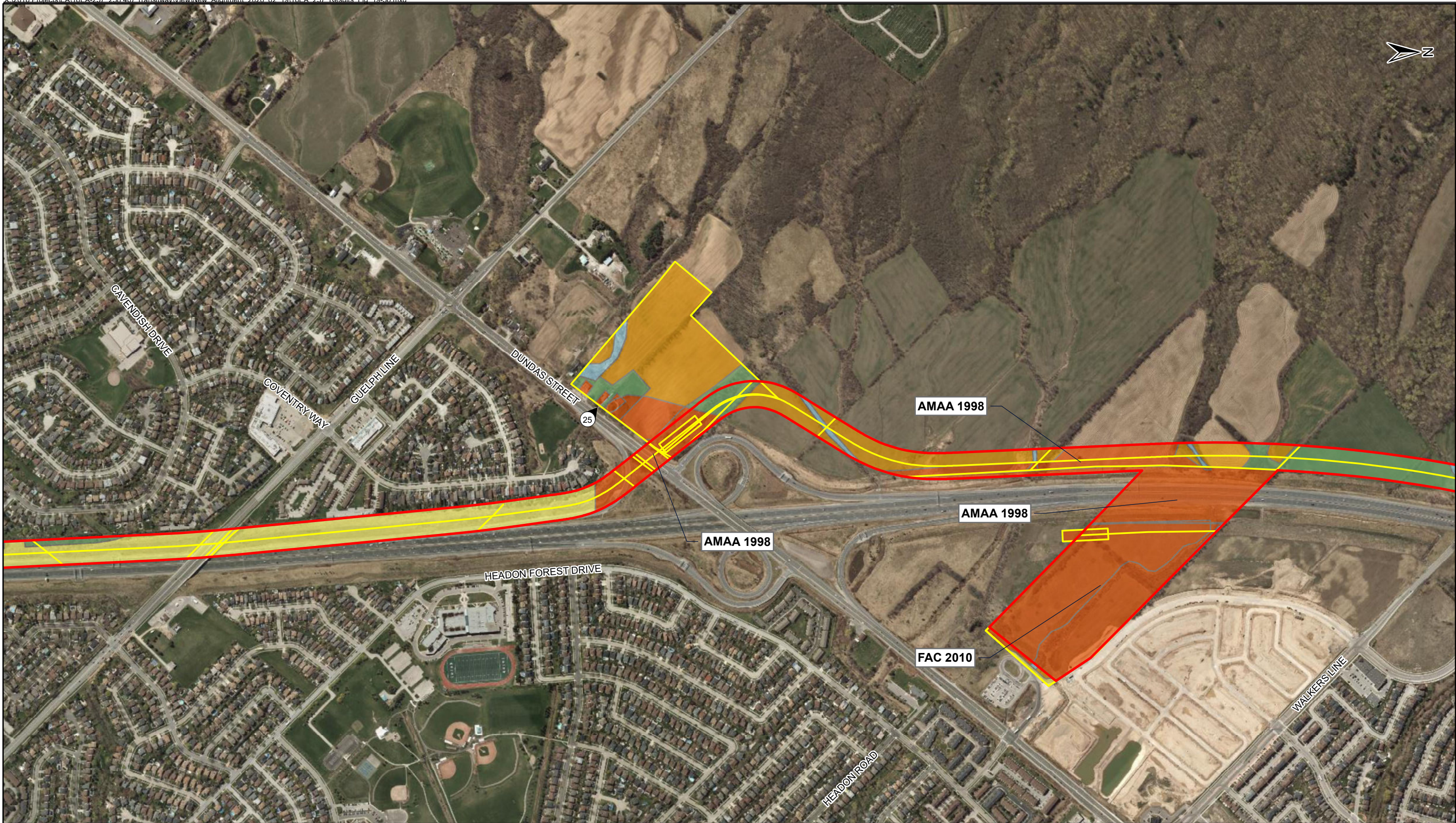
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community










0 250
 Meters

ASI PROJECT NO.: 16EA-258
 DATE: 2020-03-09


DRAWN BY: ESB
 FILE: 16EA_257_Results_Fig_19-36

Figure 29: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 11)



 <p>Archaeological & Cultural Heritage Services 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 F416-966-9723 asiheritage.ca</p>	 FINAL PREFERRED DESIGN	 LOW AND WET - NO POTENTIAL	 ADDITIONAL AREAS ASSESSED
	 PREVIOUSLY ASSESSED - NO POTENTIAL	 PEDESTRIAN SURVEY REQUIRED	 PHOTO LOCATION AND DIRECTION
	 DISTURBED - NO POTENTIAL	 TEST PIT SURVEY REQUIRED	

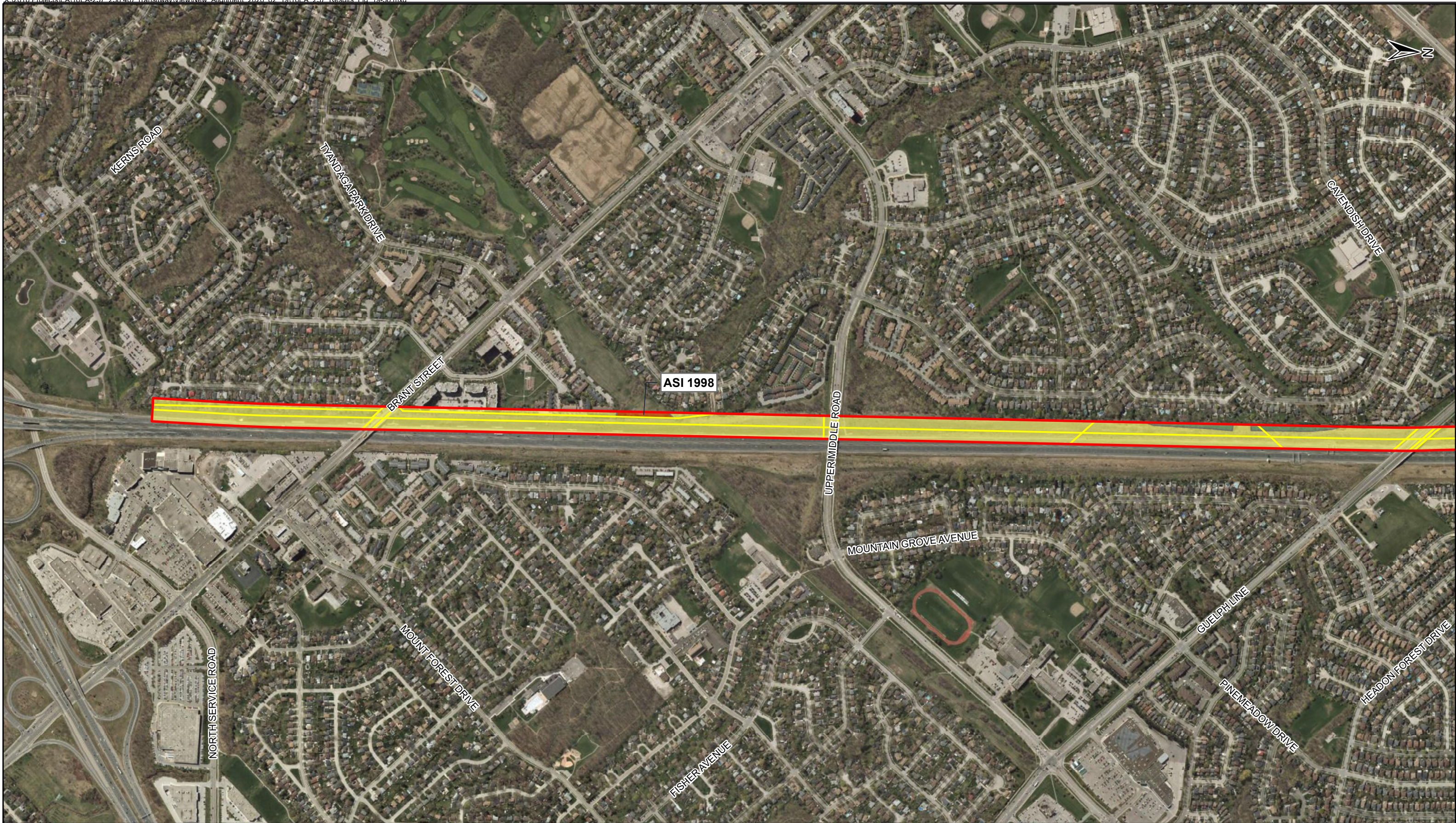
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 250

 Meters






ASI PROJECT NO.: 16EA-258
 DATE: 2020-03-09

DRAWN BY: ESB
 FILE: 16EA_257_Results_Fig_19-36

Figure 30: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 12)




Archaeological & Cultural Heritage Services
 528 Bathurst Street Toronto, ONTARIO M5S 2P9
 416-966-1069 | F416-966-9723 | asiheritage.ca

	FINAL PREFERED DESIGN		DISTURBED - NO POTENTIAL		ADDITIONAL AREAS ASSESSED
	PREVIOUSLY ASSESSED - NO POTENTIAL		TEST PIT SURVEY REQUIRED		

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 250
 Meters

ASI PROJECT NO.: 16EA-258 DRAWN BY: ESB
 DATE: 2020-03-09 FILE: 16EA_257_Results_Fig_19-36

Figure 31: Highway 407 Transitway Hurontario Street to Brant Street Study Area – Results of the Stage 1 (Sheet 13)

8.0 IMAGES



Plate 1: SW view McLaughlin Rd and Hwy 407; Area requires Stage 2 survey



Plate 2: W view 2018 Google StreetView across rail corridor; Area beyond disturbed corridor requires Stage 2 survey



Plate 3: W view 2018 Google StreetView of Credit River crossing; Area beyond low and wet river banks requires Stage 2 survey



Plate 4: N view Financial Dr and Hwy 407, Area beyond disturbed ROW requires Stage 2 survey



Plate 5: SW view Mississauga Rd and Hwy 407; Area beyond disturbed ROW requires Stage 2 survey



Plate 6: E view Heritage Rd and Hwy 407; Area beyond disturbed ROW requires Stage 2 survey



Plate 7: NW view Meadowpine Blvd; Area beyond disturbed ROW requires Stage 2 survey



Plate 8: W view Argentia Rd and 10th Line; Area is disturbed, no potential

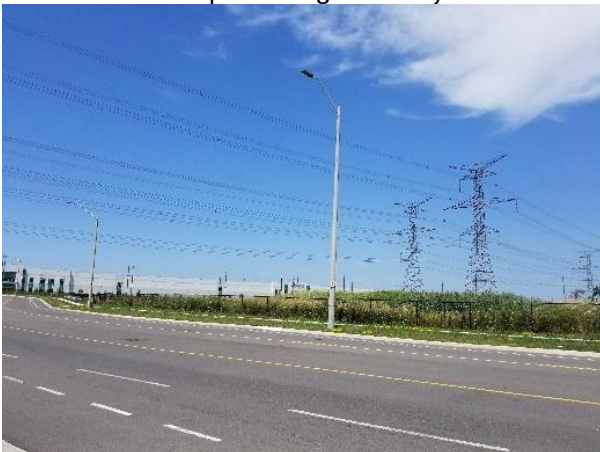


Plate 9: NW view Argentia Rd and 10th Line; Area is disturbed, no potential



Plate 10: SW view from Lisgar GO Station; Area beyond disturbed rail ROW requires Stage 2 survey



Plate 11: NW view of 9th Line rail crossing; Area beyond disturbed road and rail ROWs requires Stage 2 survey



Plate 12: SW view from 9th Line; Area requires Stage 2 survey



Plate 13: S view 9th Line and Derry Rd; Area south of disturbed ROW requires Stage 2 survey



Plate 14: SW view 9th Line north of Britannia Rd; Area is disturbed, no potential



Plate 15: SE view 9th Line at McDowell Dr; Area west of disturbed road ROW requires Stage 2 survey



Plate 16: NE view E Lower Base Line/Eglinton Ave and Hwy 407; Area is disturbed, no potential



Plate 17: NE view Trafalgar Rd; Area beyond disturbed road ROW requires Stage 2 survey



Plate 18: NE view 6th Line and Hwy 407; Area beyond disturbed road ROW requires Stage 2 survey



Plate 19: W view 4th Line and Hwy 407; Area beyond disturbed road ROW requires Stage 2 survey



Plate 20: NE 2018 Google StreetView of Hwy 407 16 Mile Creek crossing; Areas at top and bottom of slopes require Stage 2 survey



Plate 21: NE view from east of Bronte Rd; Area beyond previous assessment requires Stage 2 survey



Plate 22: SW view Tremaine Rd and Hwy 407; Area beyond disturbed ROW requires Stage 2 survey



Plate 23: NW view Appleby Line and Palladium Way; Area is disturbed, no potential



Plate 24: SW view Walkers Line and Hwy 407; Area beyond disturbed ROW requires Stage 2 survey



Plate 25: SW view Walkers Line and Hwy 407; Area beyond disturbed ROW requires Stage 2 survey

9.0 APPENDIX A - Previously Registered Archaeological Sites within 1km of the Study Area

Consultants Key

AAL = Archaeological Assessments Ltd.
 AI = Archeoworks Inc.
 AMAA = A. M. Archaeological Associates
 AMICK = AMICK Consultants Ltd.
 ARA = Archaeological Research Associates Ltd.
 BP = Bluestone Research
 CRMG = Cultural Resource Management Group Ltd.
 DRPA = D.R. Poulton & Associates
 FAC = Fisher Archaeological Consulting
 GA = Golder Associates Inc.
 LECC = Lincoln Environmental Consulting Corp.
 LMA = London Museum of Archaeology
 MCC = Ministry of Culture and Communication
 MCMI = Material Culture Management Inc.
 MHC = Mayer Heritage Consultants Inc.
 MIA = Museum of Indian Archaeology
 MPA = Mayer, Poulton & Associates. Inc
 MPP = Mayer, Pihl, Poulton and Associates Inc.
 NAAL = Northeastern Archaeological Associates Ltd.
 NDA = New Directions Archaeology Ltd.
 PAC = Parker Archaeological Consulting
 TAI = The Archaeologists Inc.
 TLA = This Land Archaeology
 TCAG = The Central Archaeology Group Inc.
 TMHC = Timmins Martelle Heritage Consultants Inc.

Sites in bold are within the Final Preferred Design and sites in italics are within 50m

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AiGw-65	North Tremaine	Woodland	Unknown	Thomas 1975
AiGw-95	Walker's Line	Archaic	Findspot	Roberts 1976
AiGw-96	N. Richardson	Archaic	Unknown	Roberts 1976
AiGw-97	Bob Alton	Archaic, Late	Unknown	Roberts 1976
AiGw-98	n/a	Pre-Contact Indigenous	Camp	AAL 2004
AiGw-99	Joe Rogers	Archaic	Unknown	Roberts 1976
AiGw-100	Five Acre Field	Woodland, Late	Camp	NAAL 1980; ASI 2004
AiGw-101	Howard Gowland	Unknown	Scatter	Roberts 1976



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AiGw-124	Tara	Paleo-Indian, Late	Camp	Pihl 1980
AiGw-125	80-403-2	Pre-Contact Indigenous	Findspot	Pihl 1980
AiGw-126	80-403-5	Pre-Contact Indigenous	Unknown	Pihl 1980
AiGw-127	80-403-6	Pre-Contact Indigenous	Unknown	Pihl 1980
AiGw-128	80-403-7	Pre-Contact Indigenous	Camp	Pihl 1980
<i>AiGw-129</i>	<i>80-403-8</i>	<i>Pre-Contact Indigenous</i>	<i>Camp</i>	<i>Pihl 1980</i>
AiGw-130	80-403-9	Pre-Contact Indigenous	Findspot	Pihl 1980
AiGw-131	80-403-10	Pre-Contact Indigenous	Findspot	Pihl 1980
AiGw-132	80-403-12	Archaic, Early	Camp	Pihl 1980
AiGw-133	81-403-5	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-134	81-403-6	Pre-Contact Indigenous;	Findspot;	Pihl 1981
AiGw-135	81-403-7	Euro-Canadian Pre-Contact Indigenous	Findspot Findspot	Pihl 1981
AiGw-136	81-403-8	Pre-Contact Indigenous	Findspot	Pihl 1981
<i>AiGw-137</i>	<i>81-403-9</i>	<i>Archaic (Laurentian)</i>	<i>Findspot</i>	<i>Pihl 1981</i>
<i>AiGw-138</i>	<i>81-403-10</i>	Pre-Contact Indigenous	<i>Findspot</i>	<i>Pihl 1981</i>
<i>AiGw-139</i>	<i>81-403-11</i>	Pre-Contact Indigenous	<i>Findspot</i>	<i>Pihl 1981</i>
<i>AiGw-140</i>	<i>81-403-12</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>Pihl 1981</i>
AiGw-141	81-403-13	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-142	81-403-14	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-143	81-403-15	Pre-Contact Indigenous	Tool – Manufacturing	Pihl 1981
AiGw-144	81-403-16	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-145	81-403-5	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-146	81-403-18	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-147	81-403-19	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-148	81-403-19	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-149	81-403-21	Pre-Contact Indigenous	Findspot	Pihl 1981



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AiGw-150	81-403-22	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-151	81-403-23	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-153	81-403-25	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-154	81-403-26	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-155	81-403-27	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-156	81-403-28	Paleo-Indian	Findspot	Pihl 1981
AiGw-157	81-403-29	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-158	81-403-30	Woodland, Middle	Camp	Pihl 1981
AiGw-159	81-403-31	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-160	81-403-32	Pre-Contact Indigenous	Findspot	Pihl 1981
<i>AiGw-161</i>	<i>81-403-33</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>Pihl 1981</i>
AiGw-162	81-403-34	Pre-Contact Indigenous	Findspot	Pihl 1981
<i>AiGw-163</i>	<i>81-403-34</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>Pihl 1981</i>
<i>AiGw-164</i>	<i>81-403-35</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>Pihl 1981</i>
AiGw-165	81-403-36	Archaic, Early	Findspot	Pihl 1981
<i>AiGw-166</i>	<i>81-403-38</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>Pihl 1981</i>
AiGw-167	81-403-167	Pre-Contact Indigenous	Findspot	Pihl 1981
<i>AiGw-168</i>	<i>81-403-40</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>Pihl 1981</i>
AiGw-169	81-403-41	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-170	81-403-42	Pre-Contact Indigenous	Findspot	Pihl 1981
<i>AiGw-171</i>	<i>81-403-43</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>Pihl 1981</i>
AiGw-172	81-403-45	Pre-Contact Indigenous	Findspot	Pihl 1981
AiGw-173	81-403-50	Pre-Contact Indigenous	Findspot	Pihl 1981
<i>AiGw-174</i>	<i>81-403-53</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>Pihl 1981</i>
AiGw-200	n/a	Pre-Contact Indigenous	Findspot	MIA 1987
AiGw-201	n/a	Woodland, Early	Findspot	MIA 1987



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AiGw-205	Ireland House	Pre-Contact Indigenous;	Unknown;	ASI 1989, 1990
<i>AiGw-301</i>	<i>Bucolic</i>	Euro-Canadian <i>Archaic, Middle</i>	Homestead <i>Camp</i>	<i>AMAA 1996, 1998; FAC 1998 AMAA 1998</i>
<i>AiGw-302</i>	<i>Downstairs</i>	<i>Archaic, Early; Archaic, Late; Woodland, Early</i>	<i>Camp</i>	<i>AMAA 1998</i>
AiGw-303	Upstairs	Archaic, Early	Camp	AMAA 1998
AiGw-304	Corfu	Archaic, Late	Camp	MCMI 1998
AiGw-305	Doug	Archaic, Early; Archaic, Middle	Unknown	Woodley 1998
AiGw-306	Samos	Pre-Contact Indigenous	Scatter	MCMI 1998
AiGw-307	Shagbark	Woodland, Late	Camp	Woodley 1998; Murray 1998
AiGw-313	n/a	Archaic, Late	Scatter	AMAA 1996, 1998
AiGw-314	Nextfield	Pre-Contact Indigenous	Scatter	AMAA 1996
AiGw-315	n/a	Pre-Contact Indigenous	Scatter	ASI 1996
<i>AiGw-316</i>	<i>n/a</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>ASI 1996</i>
AiGw-317	n/a	Pre-Contact Indigenous	Scatter	ASI 1996
AiGw-318	n/a	Pre-Contact Indigenous	Scatter	ASI 1996
<i>AiGw-319</i>	<i>n/a</i>	<i>Pre-Contact Indigenous</i>	<i>Scatter</i>	<i>ASI 1996</i>
AiGw-320	n/a	Archaic, Early	Findspot	ASI 1998
AiGw-321	Sanford	Pre-Contact Indigenous	Scatter	ASI 1998
AiGw-322	Job	Pre-Contact Indigenous	Scatter	AMAA 1998
AiGw-323	n/a	Archaic, Late	Findspot	AMAA 1996
<i>AiGw-324</i>	<i>n/a</i>	<i>Iroquoian (Woodland, Late)</i>	<i>Findspot</i>	<i>Sutton 1998</i>
AiGw-325	n/a	Pre-Contact Indigenous	Findspot	Murray 1998
AiGw-326	n/a	Pre-Contact Indigenous	Findspot	Sutton 1998
<i>AiGw-327</i>	<i>Attic</i>	<i>Woodland, Middle</i>	<i>Scatter</i>	<i>Sutton 1998</i>
<i>AiGw-328</i>	<i>n/a</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>Sutton 1998</i>



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AiGw-339	n/a	Pre-Contact Indigenous	Findspot	ASI 1999
<i>AiGw-340</i>	<i>n/a</i>	<i>Pre-Contact Indigenous</i>	<i>Scatter</i>	ASI 1999
AiGw-341	n/a	Archaic, Early	Unknown	ASI 1999
<i>AiGw-342</i>	<i>Pendant</i>	<i>Pre-Contact Indigenous</i>	<i>Scatter</i>	<i>ASI 1999</i>
AiGw-383	Shiloh	Pre-Contact Indigenous	Hunting	Archeoworks 2003
AiGw-384	Alton	Euro-Canadian	Homestead	ASI 2003
AiGw-385	n/a	Pre-Contact Indigenous	Findspot	ASI 2003
<i>AiGw-386</i>	<i>Tremaine</i>	<i>Archaic, Late</i>	<i>Findspot</i>	<i>ASI 2003</i>
AiGw-387	n/a	Woodland, Early	Findspot	ASI 2003
AiGw-398	McCarthy	Paleo-Indian, Late; Woodland, Late	Camp	Sutton 2004
AiGw-399	McCarthy II	Archaic, Early	Camp	Sutton 2004
AiGw-400	McCarthy III	Archaic, Late	Findspot	Sutton 2004
AiGw-402	Little Sundial	Archaic, Late	Findspot	Sutton 2004
AiGw-403	Sundial	Euro-Canadian	Cabin	Sutton 2004
AiGw-404	Resnick	Archaic, Early	Findspot	Sutton 2004
AiGw-405	Multinational I	Pre-Contact Indigenous	Camp	Sutton 2005
AiGw-406	Multinational II	Pre-Contact Indigenous	Camp	DRPA 2005
AiGw-408	Multinational IV	Archaic, Middle	Findspot	DRPA 2005
AiGw-409	Multinational V	Archaic, Late	Findspot	Sutton 2005
AiGw-410	Multinational VI	Archaic, Early	Findspot	Sutton 2005
AiGw-411	Multinational VII	Pre-Contact Indigenous	Findspot	Sutton 2005
AiGw-455	n/a	Pre-Contact Indigenous	Findspot	ASI 2006
AiGw-456	n/a	Pre-Contact Indigenous	Findspot	ASI 2006
AiGw-463	Curry	Euro-Canadian	Homestead	ASI 2007
AiGw-464	Bell	Euro-Canadian	Homestead	ASI 2007, 2008
AiGw-473	Evergreen II	Woodland, Early	Scatter	Sutton 2007
AiGw-474	Evergreen III	Archaic, Early	Camp	Sutton 2007
AiGw-475	Evergreen IV	Archaic, Late	Camp	Sutton 2007
AiGw-476	Evergreen V	Archaic, Early	Findspot	Sutton 2007
AiGw-477	Evergreen VI	Pre-Contact Indigenous	Camp	Sutton 2007
AiGw-478	Evergreen VII	Pre-Contact Indigenous	Camp	Sutton 2007



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AiGw-510	Birney	Euro-Canadian	Homestead	FAC 2008
<i>AiGw-511</i>	<i>n/a</i>	<i>Pre-Contact Indigenous</i>	<i>Camp; Scatter</i>	FAC 2008
AiGw-512	n/a	Pre-Contact Indigenous	Camp; Scatter	FAC 2008
<i>AiGw-513</i>	<i>n/a</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	FAC 2008
<i>AiGw-514</i>	<i>n/a</i>	<i>Archaic, Late</i>	<i>Findspot</i>	<i>FAC 2008</i>
AiGw-515	n/a	Archaic, Late	Findspot	FAC 2008
AiGw-516	n/a	Pre-Contact Indigenous	Findspot	FAC 2008
AiGw-517	n/a	Pre-Contact Indigenous	Findspot	FAC 2008
AiGw-518	n/a	Pre-Contact Indigenous	Findspot	FAC 2008
AiGw-525	n/a	Pre-Contact Indigenous	Findspot	ASI 2008
AiGw-526	AiGw-526-P2	Archaic, Late	Findspot	ASI 2008
AiGw-527	AiGw-527-P3	Pre-Contact Indigenous	Findspot	ASI 2008
AiGw-528	AiGw-528-P4	Archaic, Early	Findspot	ASI 2008
AiGw-529	AiGw-529-P5	Pre-Contact Indigenous	Findspot	ASI 2008
AiGw-540	AiGw-540 - P2	Pre-Contact Indigenous	Scatter	ASI 2010
AiGw-541	AiGw-541 - P5	Pre-Contact Indigenous	Scatter	ASI 2010
AiGw-542	n/a	Pre-Contact Indigenous	Findspot	ASI 2010
AiGw-547	RR25H2	Euro-Canadian	Homestead	Archeoworks 2012, 2013
AiGw-548	Westerkirk	Euro-Canadian	Homestead	Sutton 2012
AiGw-550	Dent	Euro-Canadian	Homestead	DRPA 2012; AAL 2017
AiGw-553	Burnhamthorpe H2	Euro-Canadian	Barn, Stable, Outbuilding	Archeoworks 2012
AiGw-566	Bowbeer	Euro-Canadian	Homestead	NDA 2013; AAL 2014
AiGw-572	Bowbeer II	Euro-Canadian	House	AAL 2014
AiGw-986	Location 1	Euro-Canadian	Homestead	Stantec 2014, 2016
AiGw-987	Askin	Euro-Canadian	Farmstead	AAL 2016, 2017
AiGw-988	Vale	Archaic, Early	Findspot	Woodley 2016
AiGw-994	n/a	Euro-Canadian	Homestead	TAI 2006, 2018
AiGw-1000	Biggar Farm	Euro-Canadian	Farmstead	Golder 2018
AiGw-1001	n/a	Euro-Canadian	Farmstead	Golder 2018
AiGw-1002	n/a	Euro-Canadian	Farmstead	Golder 2018
AiGx-19	Sherwood	Woodland, Late	Camp	Roberts 1975



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AiGx-20	Featherstone 1	Archaic; Woodland	Camp	Roberts 1975
AiGx-21	Featherstone 2	Pre-Contact Indigenous	Camp	Roberts 1975
AiGx-34	Cultivated Field	Unknown	Unknown	Roberts 1975
AiGx-35	Guelph Line	Unknown	Unknown	Roberts 1975
AiGx-36	Max Featherstone	Unknown	Unknown	Roberts 1975
AiGx-37	Hartley	Unknown	Unknown	Roberts 1975
AiGx-38	Watson 2	Unknown	Unknown	Roberts 1975
<i>AiGx-39</i>	<i>Ireland</i>	<i>Paleo—Indian, Late; Woodland, Late; Iroquoian</i>	<i>Camp</i>	<i>Roberts 1975</i>
<i>AiGx-40</i>	<i>N. of Skeet Club</i>	<i>Archaic, Late; Woodland, Early</i>	<i>Unknown</i>	<i>Roberts 1975</i>
AiGx-63	n/a	Pre-Contact Indigenous	Camp	ASI 1981
<i>AiGx-74</i>	<i>Ganong</i>	<i>Euro-Canadian</i>	<i>Midden</i>	<i>DRPA 1981</i>
AiGx-75	n/a	Pre-Contact Indigenous	Findspot	ASI 1981
AiGx-76	n/a	Pre-Contact Indigenous	Camp	ASI 1981
AiGx-346	Parkside Hills II	Pre-Contact Indigenous	Scatter	AAL 2005
AiGx-347	Parkside Hills III	Pre-Contact Indigenous	Scatter	AAL 2005
AiGx-419	n/a	Euro-Canadian	Farmstead	Golder 2015
AiGx-429	n/a	Euro-Canadian	Homestead	ASI 2016
AiGx-430	n/a	Euro-Canadian	Homestead	ASI 2016
<i>AjGw-2</i>	<i>G. and K. Wilson</i>	<i>Woodland</i>	<i>Camp</i>	<i>Konrad 1966, 1970</i>
<i>AjGw-3</i>	<i>C. Stewart</i>	<i>Archaic (Laurentian)</i>	<i>Camp</i>	<i>Konrad 1966, 1970</i>
AjGw-4	Davidson	Woodland, Late	Camp	Konrad 1966, 1970
AjGw-5	Lightfoot	Woodland	Camp	Hazzard 1972
AjGw-21	Noble	Unknown	Unknown	Roberts 1975
AjGw-24	Cold	Pre-Contact Indigenous	Findspot	Roberts 1975
<i>AjGw-27</i>	<i>80-403-13</i>	<i>Woodland, Early</i>	<i>Camp</i>	<i>ASI 1980</i>
AjGw-28	80-403-14	Pre-Contact Indigenous	Findspot	ASI 1980
AjGw-29	80-403-15	Pre-Contact Indigenous	Findspot	MIA 1980



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AjGw-30	81-403-46	Pre-Contact Indigenous	Findspot	ASI 1981
AjGw-31	81-403-48	Pre-Contact Indigenous	Findspot	ASI 1980
AjGw-32	81-403-49	Pre-Contact Indigenous	Findspot	ASI 1981
AjGw-33	81-403-51	Euro-Canadian	Midden	ASI 1981
AjGw-34	81-403-53	Euro-Canadian	Farmstead, Homestead	ASI 1981
AjGw-36	Wilson	Archaic; Woodland; Euro-Canadian	Camp; Village	O'Brien 1980; MPP 1984
AjGw-37	Pachnowski	Euro-Canadian	Unknown	O'Brien 1980
AjGw-41	n/a	Pre-Contact Indigenous	Findspot	MIA 1984
AjGw-42	n/a	Pre-Contact Indigenous	Findspot	MIA 1984
<i>AjGw-43</i>	<i>n/a</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>MIA 1984</i>
AjGw-44	Fish Homestead	Euro-Canadian	Homestead	MIA 1984
AjGw-46	Tree Plantation	Woodland; Euro-Canadian	Findspot	MPP 1984
AjGw-61	Ronald Plant	Archaic, Middle	Camp	MPP 1984
AjGw-62	Poor	Pre-Contact Indigenous	Findspot	MPP 1985; DRPA 1985
<i>AjGw-63</i>	<i>Junction</i>	<i>Pre-Contact Indigenous</i>	<i>Camp</i>	<i>MPP 1985</i>
AjGw-64	John Beatty	Euro-Canadian	Midden	MPP 1985
AjGw-65	Levi's	Archaic, Late	Camp	MPP 1985
<i>AjGw-66</i>	<i>Pengilley</i>	<i>Woodland</i>	<i>Camp; Village; Burial</i>	<i>MPP 2014; DRPA 2014</i>
AjGw-68	River	Woodland, Late	Village	MPP 1986; TMHC 2013
AjGw-84	Fletcher's Creek	Euro-Canadian	Homestead	ASI 1987
AjGw-85	n/a	Pre-Contact Indigenous	Findspot	ASI 1987
AjGw-100	n/a	Euro-Canadian	Homestead	MPP 1988
AjGw-127	McClure III	Pre-Contact Indigenous	Findspot	DRPA 1988
AjGw-146	n/a	Pre-Contact Indigenous	Findspot	MIA 1988
AjGw-147	n/a	Pre-Contact Indigenous	Findspot	MIA 1989
AjGw-148	n/a	Pre-Contact Indigenous	Findspot	MIA 1988
AjGw-149	n/a	Pre-Contact Indigenous	Findspot	MIA 1988
AjGw-150	n/a	Euro-Canadian	Midden	MIA 1988



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AjGw-159	Thomas Robson	Euro-Canadian	Homestead	MIA 1989; MPA 1989; ARA 2013, 2015
AjGw-168	n/a	Woodland, Late	Findspot	MIA 1988
AjGw-169	n/a	Woodland, Late	Findspot	MIA 1988
AjGw-187	Rayner-Brown	Euro-Canadian	Scatter	MPP 1989
AjGw-195	Venturon 1	Archaic, Early; Archaic, Late	Camp	ASI 1990
AjGw-196	Venturon 2	Pre-Contact Indigenous	Camp	ASI 1990
AjGw-197	Venturon 3	Pre-Contact Indigenous	Findspot	ASI 1989
AjGw-198	Venturon 4	Euro-Canadian	Homestead	ASI 1989
AjGw-199	Venturon 5	Pre-Contact Indigenous	Findspot	ASI 1989
AjGw-206	Venturon 6	Pre-Contact Indigenous	Camp	ASI 1990
AjGw-207	Venturon 7	Archaic, Late	Findspot	ASI 1990
AjGw-210	Conkright	Archaic, Middle	Findspot	ASI 1992
AjGw-223	Break	Archaic, Late	Findspot	ASI 1992
AjGw-224	Wheel	Woodland, Middle	Findspot	ASI 1992
AjGw-225	Line 8	Pre-Contact Indigenous	Findspot	ASI 1992
<i>AjGw-226</i>	<i>Meadowvale TS</i>	<i>Pre-Contact Indigenous</i>	<i>Findspot</i>	<i>ASI 1992</i>
AjGw-227	Lernan	Euro-Canadian	Homestead	ASI 1992
AjGw-228	Golden	Euro-Canadian	Store	MPP 1989
AjGw-230	Terragar	Pre-Contact Indigenous	Findspot	ASI 1993
AjGw-231	Derry Road	Pre-Contact Indigenous	Findspot	ASI 1993
AjGw-236	Churchill Meadows 5	Euro-Canadian	Homestead	Pearce 1995
AjGw-237	Churchill Meadows 6	Euro-Canadian	Homestead	Pearce 1995
AjGw-246	Churchill Meadows 15	Pre-Contact Indigenous	Findspot	Pearce 1995
AjGw-247	GWG	Paleo-Indian, Late	Camp	Stewart 1995
<i>AjGw-248</i>	<i>Mullet Creek</i>	<i>Pre-Contact Indigenous</i>	<i>Camp</i>	<i>CRMGNS</i>
AjGw-249	Brackenreed Homestead	Euro-Canadian	Homestead	MHC 1996
<i>AjGw-250</i>	<i>Tilt</i>	<i>Euro-Canadian</i>	<i>Homestead</i>	<i>MHC 1996</i>
AjGw-252	New Connection Methodist Church	Euro-Canadian	Church	MHC 1996
AjGw-253	J. McM. Homestead	Euro-Canadian	Homestead	MHC 1996
<i>AjGw-254</i>	<i>Laneway</i>	<i>Euro-Canadian</i>	<i>Midden</i>	<i>MHC 1996</i>
AjGw-255	McKillip	Euro-Canadian	Homestead;	MHC 1996



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
			Midden	
AjGw-260	Johnston Rogers Homestead	Euro-Canadian	Homestead	MHC 1997
AjGw-261	Muddysauga	Pre-Contact Indigenous;	Camp;	Pearce 1996
AjGw-268	John Bussell	Euro-Canadian Euro-Canadian	Homestead Homestead	MHC 1996; Stantec 2015
AjGw-270	Boot Sucker	Pre-Contact Indigenous	Camp	MHC 1996; CRMGNS 1996
AjGw-271	John May Homestead	Euro-Canadian	Homestead	MHC 1996; CRMGNS 1996
AjGw-272	n/a	Pre-Contact Indigenous	Camp	MHC 1996; CRMGNS 1996
AjGw-273	n/a	Pre-Contact Indigenous	Camp	MHC 1996; CRMGNS 1996
AjGw-274	Blue Moon	Woodland, Middle	Camp	MHC 1996; CRMGNS 1996
AjGw-275	n/a	Pre-Contact Indigenous	Camp	MHC 1996; CRMGNS 1996
AjGw-276	Villeneuve	Pre-Contact Indigenous	Camp	MHC 1996; CRMGNS 1996
AjGw-277	n/a	Archaic, Middle	Findspot	MHC 1996
AjGw-278	n/a	Pre-Contact Indigenous	Camp	MHC 1996
AjGw-279	n/a	Pre-Contact Indigenous	Camp	MHC 1996; CRMGNS 1996
AjGw-280	<i>River Knoll</i>	<i>Archaic, Late; Euro-Canadian</i>	<i>Cabin</i>	<i>Stewart 1995; AAL 2008</i>
AjGw-281	Herrnberger	Woodland, Middle	Findspot	MHC 1996
AjGw-282	Evans	Pre-Contact Indigenous	Camp	MHC 1996
AjGw-283	Barrington	Archaic, Late	Camp	MHC 1996
AjGw-285	Britanny	Archaic, Late	Findspot	ASI 1997
AjGw-286	n/a	Euro-Canadian	Homestead	ASI 1999
AjGw-287	n/a	Pre-Contact Indigenous	Findspot	ASI 1998
AjGw-288	n/a	Pre-Contact Indigenous	Findspot	ASI 1998
AjGw-299	Morrow	Euro-Canadian	Homestead	PAC 1998
AjGw-316	Oliver	Euro-Canadian	Homestead	MTO 1999
AjGw-318	Pepperglen	Euro-Canadian	Homestead	DRPA 2000
AjGw-336	Whaley	Euro-Canadian	Homestead	AAL 2005
AjGw-337	McClure	Euro-Canadian	Homestead	AAL 2005
AjGw-367	Derry West Anglican Church	Euro-Canadian	Church/chapel; Cemetery	ASI 2004
AjGw-379	Wiggins	Euro-Canadian	Homestead	FAC 2005; ASI 2005



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AjGw-415	AjGw-415 - P2	Archaic, Early	Findspot	ASI 2006
AjGw-416	n/a	Archaic, Late	Findspot	ASI 2006
AjGw-431	n/a	Euro-Canadian	Homestead	AAL 2005
AjGw-448	n/a	Euro-Canadian	Homestead	Stantec 2006
AjGw-449	n/a	Euro-Canadian	Homestead	Stantec 2006
AjGw-453	n/a	Archaic, Middle	Findspot	ASI 2007
AjGw-454	n/a	Pre-Contact Indigenous	Findspot	ASI 2007
AjGw-462	n/a	Paleo Indian, Late; Archaic	Findspot	TMHC 2007
AjGw-463	n/a	Woodland, Early	Findspot	TMHC 2007
<i>AjGw-464</i>	<i>n/a</i>	<i>Pre-Contact Indigenous</i>	<i>Scatter</i>	<i>TMHC 2007</i>
AjGw-465	n/a	Pre-Contact Indigenous	Scatter	TMHC 2007
AjGw-466	n/a	Woodland, Early	Findspot	TMHC 2007
<i>AjGw-467</i>	<i>n/a</i>	<i>Woodland, Early</i>	<i>Findspot</i>	<i>TMHC 2007</i>
AjGw-468	n/a	Archaic, Late	Findspot	ASI 2007
AjGw-469	Shand Site (AjGw-469)	Euro-Canadian	Homestead, Blacksmith Shop	ASI 2007, 2011; NDA 2012
<i>AjGw-480</i>	<i>Credit Flats I</i>	<i>Pre-Contact Indigenous</i>	<i>Camp</i>	<i>AAL 2008</i>
AjGw-481	Credit Flats II	Pre-Contact Indigenous	Camp	AAL 2008
<i>AjGw-482</i>	<i>Credit Flats III</i>	<i>Pre-Contact Indigenous</i>	<i>Camp</i>	<i>AAL 2008</i>
AjGw-489	De Zen	Pre-Contact Indigenous	Scatter	AMICK 2008
AjGw-490	James Cracker	Euro-Canadian	Homestead	AMICK 2008
AjGw-493	Ornstock P3	Pre-Contact Indigenous	Findspot	Archeoworks
AjGw-500	Bigger	Euro-Canadian	Scatter	TAI 2008, 2012
AjGw-501	McDuffe Site	Euro-Canadian	Homestead	TAI 2008, 2012
AjGw-504	Kennedy site	Euro-Canadian	Homestead	Archeoworks 2010
AjGw-517	BB Ching/McClure/Metalstone 2	Euro-Canadian	Homestead	TLA 2011, 2012; AAL 2012
AjGw-520	Parkway 1	Archaic, Early; Euro-Canadian	Scatter; Refuse deposit	ARA 2012
AjGw-521	Parkway 2	Archaic, Early	Scatter	ARA 2012
AjGw-524	McLure	Euro-Canadian	Homestead	AAL 2012
AjGw-527	Parkway 3	Euro-Canadian	Scatter	ARA 2013
AjGw-528	Parkway 4	Euro-Canadian	House	ARA 2013



Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AjGw-529	Parkway 5	Euro-Canadian	Refuse deposit	ARA 2013
AjGw-530	Parkway 6	Pre-Contact	Scatter	ARA 2013
AjGw-537	IF # 3	Indigenous Woodland, Early	Findspot	DRPA 2014
AjGw-540	Parkway West Location 1	Pre-Contact Indigenous	Camp	Golder 2014
AjGw-555	Location 5	Euro-Canadian	House	Stantec 2015
AjGw-556	Beatty	Euro-Canadian	Homestead	ASI 2015; TAI 2016
AjGw-558	Buck	Euro-Canadian	Other	ASI 2016, 2017
AjGw-559	Douglas	Euro-Canadian	Homestead	ASI 2016
AjGw-560	n/a	Archaic, Late	Findspot	ASI 2016
AjGw-573	n/a	Euro-Canadian	Homestead	ASI 2017; BP 2018; LECC 2018



10.0 APPENDIX B – Previous Archaeological Assessments within 50 m of the Study Area

Consultants	Year	PIF#	Report Title	Recommendations	Site within 50 m of the Study Area?
AAL	2008	P013-258-2006	The Stage 4 Excavation of the AjGw-431 Site, Argo 9th Line Milton Ltd. Property, 6432 Ninth Line, Part of Lot 8, Concession 9, Town of Milton, Regional Municipality of Halton	No further work required	AjGw-431
AAL	2015	P013-608-2011	The Stage 1-2 Archaeological Assessment of the Westerkirk Capital Inc. Lands, Part of Lot 19, Concession 2 N.D.S., Town of Oakville, Halton Region	Stage 3	AiGw-548
AAL	2017	P013-1175-2016	The Stage 1-2 Archaeological Assessment of the 2433170 Ontario Inc. Property, Part of Lot 20, Concession 2 N.D.S., Geographic Township of Trafalgar, Town of Oakville, Halton Region	Stage 3	AiGw-987
AI	2002	2001-002-093	Archaeological Assessment (Stage 4) AiGw-124 - Tara Site Part of Lot 13, Concession 1 City of Burlington Regional Municipality of Halton, Ontario	No further work required	n/a
AI	2010	P029-655-2009	Stage 1 Archaeological Assessment (AA) for: The Widening of Trafalgar Road from Highway 407 to Cornwall Road Town of Oakville Regional Municipality of Halton Ontario	Stage 2	n/a
AI	2010	P029-684-2009	Stage 2 Archaeological Assessment (AA) of: Phase 1 Widening of Mississauga Road from 300m south of the 407 ETR to 625m North of Steeles Avenue West Cities of Mississauga and Brampton Regional Municipality of Peel, Ontario	No further work required	n/a
AI	2015	P1016-0026-2014	Stage 1 Archaeological Assessment for the: Proposed Development of Park 459 Within Part of Lots 2 and 3, Concession 9 (New Survey) Geographic Township of Trafalgar Historical County of Halton Now in the City of Mississauga Regional Municipality of Peel Ontario	Stage 2 assess potential and confirm disturbance	n/a
AI	2015	P1016-0040-2014	Stage 2 Archaeological Assessment for the: Proposed Development of Park 459 Within Part of Lots 2 and 3, Concession 9 (New Survey) Geographic Township of Trafalgar Historical County of Halton Now in the City of Mississauga Regional Municipality of Peel Ontario	No further work required	n/a
AI	2017	P029-0954-2017	Stage 2 Archaeological Assessment for the Trafalgar Road Widening from Leighland Avenue to Dundas Street in the Geographic Township of Trafalgar Former County of Halton Now the Town of Oakville Regional Municipality of Halton Ontario	<i>Awaiting review by MHSTCI</i>	n/a
AMAA	1998	98-050	The Archaeological Assessment of Highway 407 West (Stages 1-3)	AiGw-301, AiGw-302, AiGw-303, AiGw-304, AiGw-305, AiGw-306, AiGw-307, AiGw-327 for Stage 4	AiGw-301, AiGw-302, AiGw-303, AiGw-304, AiGw-305, AiGw-306, AiGw-307, AiGw-314, AiGw-321, AiGw-322, AiGw-327
AMAA	2012	P035-177-2012	The Stage 1 Archaeological Assessment for the Class EA-Sixth Line from Dundas Street to Highway 407, Town of Oakville, R. M. Halton (Eng Project # EA-067-11) (Lots 15-16, Concession 1 South, 1 & 2 North, Geographic Township of Trafalgar, Halton County)	Stage 2, and Stage 3 cemetery investigation of Munn's Cemetery	n/a
ARA	2007	P007-137-2007	Stage 2 Archaeological Assessment Derry Road Improvements between James Snow Parkway and Highway 407 Town of Milton, Regional Municipality of Halton, Ontario	Stage 2 on remaining lands when PTE is granted	n/a
ARA	2015	P007-0678-2014	Stage 1 Archaeological Assessment Proposed Widening of Winston Churchill Boulevard from Highway 401 to Embleton Road Town of Halton Hills, Cities of Mississauga and Brampton, Regional Municipalities of Halton and Peel Multiple Lots and Concessions Geographic Townships of Esquesing, Trafalgar, Chinguacousy and Toronto Former Halton and Peel Counties, Ontario	Stage 2	n/a
ASI	1989	89-130B	An Archaeological Resource Assessment of Proposed Subdivision (21T-87053-M), Part of Lots 9 & 10, Concession 10 N.S., City of Mississauga, Ontario	Mitigation of AjGw-195 & AjGw-196	AjGw-195, AjGw-196, AjGw-197, AjGw-198, AjGw-199
ASI	1992	92-010	Archaeological Assessment of the Draft Plan of Subdivision 21T-92006 Located on Part of Lot 11, Concession 10, New Survey, City of Mississauga Regional Municipality of Peel	No further work required	n/a
ASI	1998	97-017	Stage 1/2 Archaeological Assessment of Draft Plan of Subdivision, Streetsville Glen Golf Course Part of Lots 13, 14 & 15, Concession 4, W.H.S. City of Burlington Regional Municipality of Peel	No further work required	n/a
ASI	1998	97-017	Stage 1/2 Archaeological Resource Assessment of the Nelson Junction x Palermo Junction Transmission Line Refurbishment, Cities of Burlington and Oakville, Ontario	No further work required	n/a
ASI	1999	98-014	Stage 2 Archaeological Assessment of Part of Lots 13 & 14, Concession 11, New Survey (Geographic Township of Trafalgar, County of Halton) Now in the City of Mississauga Regional Municipality of Peel, Ontario	No further work required	n/a
ASI	1999	99-007	An Archaeological Assessment of the Highway 407 ETR - West Extension	No further work required	AiGw-327, AiGw-328, AiGw-340, AiGw-341, AiGw-342
ASI	2001	CIF 2001-020-090	Stage 1 and 2 Archaeological Assessment of Intermarket Lands Part of Lot 13, Concession 4, (Geographic Township of Toronto) City of Brampton, Regional Municipality of Peel	No further work required	AjGw-3



Consultants	Year	PIF#	Report Title	Recommendations	Site within 50 m of the Study Area?
ASI	2003	P050-024	Stage 1 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	Stage 3AA if ROW lands adjacent cemetery cannot be avoided, & if project limits extend from Regional Road 25 ROW Stage 2 required No further work required	n/a
ASI	2004	2001-020-257, P047-011	Stage 1 & 2 Archaeological Assessment of the Proposed Tremaine Quarry Part of Lots 1 and 2, Concession 1, N.D.S. Geographic Township of Nelson Now the City of Burlington Regional Municipality of Halton, Ontario		AiGw-386
ASI	2004	P2004-057-061	Stage 2 Archaeological Assessment Mullet Creek Trunk Sewer Extension City of Mississauga and City of Brampton Regional Municipality of Peel, Ontario	No further work required	n/a
ASI	2006	P057-315-2006	Stage 1 Archaeological Assessment McLaughlin Road Improvements Class EA Study from Steeles Avenue to South City Limits, City of Brampton, Regional Municipality of Peel, Ontario	No further work required	n/a
ASI	2007	P057-379-2007	Stage 2 Archaeological Assessment Mississauga Fire & Emergency Services Training Centre Master Servicing Planning and Design Study Municipal Class Environmental Assessment, The Corporation of the City of Mississauga, Ontario	No further work required	AjGw-453, AjGw-454, AjGw-468
ASI	2008	n/a	Due Diligence Archaeological Review of the Proposed Lowe's North Burlington Commercial Development, Part of Lotts 4 & 5, Concession 1, NDS, Geographic Township of Nelson, City of Burlington, Regional Municipality of Halton	Formal Stage 1-2 with pedestrian survey and test pitting	n/a
ASI	2008	P264-019-2008	Stage 1 Archaeological Assessment Hanson Tansley Quarry Private Communal Water Supply System Class Environmental Assessment	Stage 2	n/a
ASI	2009	P049-295-2008	Stage 1 and 2 Archaeological Assessment of 3269 Dundas Street West Part of Lots 33 & 34, Concession 1, NDS Formerly in the Township of Trafalgar South, Now in the Town of Oakville, Regional Municipality Of Halton	Stage 3 of AiGw-532	AiGw-532 (within SA)
ASI	2009	P057-477-2008, P057-545-2009	Stage 1 Archaeological Resource Assessment Dundas Street Transportation Corridor from Brant Street to Proudfoot Trail Class Environmental Assessment City of Burlington & Town of Oakville, Ontario	Stage 2 if impacting land with potential, a preliminary cemetery investigation if impacting any of the three cemeteries	n/a
ASI	2009	P057-523-2009	Stage 1 Archaeological Assessment Boyne Trunk Sewer Class Environmental Assessment, Regional Municipality of Halton, Ontario	Stage 2 No further work required	n/a
ASI	2011	P141-043-2006, P141-093-2007, P049-281-2008, P049-618-2010, P347-014-2011	Stage 1 and 2 Archaeological Assessment of SGGC Acquisition, Part of Lot 17, Concession 2, N.D.S. Formerly in the Township of Trafalgar, Now in the Town of Oakville, Regional Municipality of Halton		AiGw-455, AiGw-456
ASI	2012	P347-017-2011	Stage 2 Archaeological Assessment (Property Assessment) Halton Boyne Trunk Wastewater Main Detailed Design Former Township of Trafalgar, Halton County Regional Municipality of Halton, Ontario	No further work required	n/a
ASI	2015	P046-0116-2015	Stage 1 Archaeological Assessment of 7248 Ninth Line, Shypka Property Part of Lot 12, Concession 9, New Survey Geographic Township of Trafalgar, Halton County Now the City of Mississauga, Regional Municipality of Peel	Stage 2	n/a
ASI	2016	P046-0115-2015	Stage 1 Archaeological Assessment of 7568 Ninth Line, Pal Property Part of Lot 14, Concession 9, New Survey Geographic Township of Trafalgar, Halton County, Now the City of Mississauga, Regional Municipality of Peel	Stage 2	n/a
ASI	2016	P046-0120-2015	Stage 1 Archaeological Assessment of 6150 Ninth Line, Nunan Property, Part of Lot 6, Concession 9, New Survey Geographic Township of Trafalgar, Halton County Now the City of Mississauga, Regional Municipality of Peel	Stage 2	n/a
ASI	2016	P046-0178-2016	Stage 2 Archaeological Assessment of 6596 Ninth Line, Bebic Property Part of Lot 9, Concession 9 New Survey Geographic Township of Trafalgar, Halton County, Now the City of Mississauga, Regional Municipality of Peel	No further work required	AjGw-560
ASI	2016	P046-0186-2016	Stage 2 Archaeological Assessment of 7568 Ninth Line, Pal Property Part of Lot 14, Concession 9 New Survey, Geographic Township of Trafalgar, City of Mississauga, Regional Municipality of Peel, Ontario	Stage 3	Buck Site AjGw-558
ASI	2016	P046-0192-2016	Stage 2 Archaeological Assessment of 7248 Ninth Line, Shypka Property, Part of Lot 12, Concession 9, New Survey, Geographic Township of Trafalgar, Halton County Now the City of Mississauga, Regional Municipality of Peel	No further work required	n/a



Consultants	Year	PIF#	Report Title	Recommendations	Site within 50 m of the Study Area?
ASI	2016	P046-0197-2016	Stage 2 Archaeological Assessment of 6150 Ninth Line, Nunan Property Part of Lot 6, Concession 9, New Survey Geographic Township of Trafalgar, City of Mississauga, Regional Municipality of Peel, Ontario	No further work required	n/a
ASI	2017	P128-0151-2016	Stage 1 Archaeological Assessment 407 Transitway from West of Hurontario Street to East of Highway 400 Lots 12-13, Concession I West and Lots 12-15, Concession I-VI East, Former Township of Toronto; Lots 1-2, Concession V-VI East, Former Township of Chinguacousy; Lots 1, 2, and 15, Concession VII-IX East, Former Township of Toronto Gore (County of Peel); Lot 40, Concession A and I-IV, Township of Etobicoke; Lots 1-4, Concession V-IX Township of Vaughan (County of York) Cities of Vaughan, Mississauga, and Brampton Regional Municipalities of Peel, York and Toronto	Stage 2	n/a
ASI	2018	P125-0242-2017	Stage 3 Site-Specific Assessment of the Buck Site (Ajgw-558), 7568 Ninth Line, Pal Property, Part of Lot 14, Concession 9 New Survey, Geographic Township of Trafalgar, City of Mississauga, Regional Municipality of Peel, Ontario	No further work required	n/a
ASI	2018	P449-0245-2018	Stage 1 Archaeological Assessment of Part of Lot 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario	Stage 2	n/a
ASI	2018	P449-0246-2018	Stage 1 Archaeological Assessment of 5170 and 5150 Ninth Line, Part of Lot 1, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario	Stage 2	n/a
ASI	2018	P449-0247-2018	Stage 1 Archaeological Assessment of 6168 Ninth Line, Part of Lots 6 and 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario	Stage 2	n/a
ASI	2018	P449-0248-2018	Stage 1 Archaeological Assessment of Part of Lot 8, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario	Stage 2	n/a
ASI	2018	P449-0249-2018	Stage 1 Archaeological Assessment of 6314 and 6302 Ninth Line, Part of Lot 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario	Stage 2	n/a
ASI	2018	P449-0250-2018	Stage 1 Archaeological Assessment of 6252 Ninth Line, Part of Lot 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario	Stage 2	n/a
ASI	2019	P449-0355-2019	Stage 2 Archaeological Assessment of 6252 Ninth Line, Part of Lot 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario (MHSTCI PIF P449-0355-2019)	Stage 2	n/a
ASI	2019	P449-0355-2019	Stage 2 Archaeological Assessment of 6314 and 6302 Ninth Line, Part of Lot 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario (MHSTCI PIF P449-0355-2019)	Stage 2	n/a
ASI	2020	P449-0355-2019	Stage 2 Archaeological Assessment of 6252 Ninth Line, Part of Lot 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario (MHSTCI PIF P449-0355-2019)	Stage 2	n/a
ASI	2020	P449-0355-2019	Stage 2 Archaeological Assessment of Part of Lot 7, Concession 9 New Survey, Geographic Township of Trafalgar, Halton County, City of Mississauga, Regional Municipality of Peel, Ontario (MHSTCI PIF P449-0355-2019)	Stage 2	n/a
Dillon	1994		Canadian Highway International Constructors - Archaeological Assessment of Highway 407 ROW – Stage 2 Assessment & Stage 3 Testing - 1994 Field Season	Stage 4	AjGw-66, AjGw-68
Dillon	1997	94-119, 95-067	Canadian Highways International Constructors, Archaeological Assessment of Highway 407 ROW - Final Report: Stage 3 Testing and Stage 4 Mitigation – Pengilley Site (AjGw-66), Prehistoric Component	Stage 4	AjGw-66
Dillon	1997	94-2262-05-02	Canadian Highways International Constructors, Archaeological Assessment of Highway 407 ROW - Final Report: Stage 3 Testing and Stage 4 Mitigation – Pengilley Site (AjGw-66) James Burns Historic Component	Stage 4	AjGw-66
Dillon	1997	94-2262-06	Canadian Highways International Constructors Archaeological Assessment of Highway 407 ROW River Site (AjGw-68) Stage 3: Testing & Stage 4: Mitigation Final Report	Stage 4	AjGw-68
Dillon	1997	95-067, 96-032	Canadian Highways International Constructors, Archaeological Assessment of Highway 407 ROW – 1995 and 1996 Field Seasons – Stage 2: Assessment and Stage 3 Testing	Stage 2 and 3	AjGw-66, AjGw-68
DRPA	2012	P242-010-2012	Stage 1 Archaeological Assessment of Segment A of the Proposed Enbridge Gas GTA Project, Regional Municipalities of Halton and Peel & the City of Toronto Ontario	Stage 2	n/a
DRPA	2014	P316-193-2013	The 2013-2014 Stage 2 Archaeological Assessment of Segment A of the Proposed Enbridge Gas Distribution GTA Project, Regional Municipalities of Halton, Peel & York, Ontario	Stage 2 and 3	AiGw-66, AiGw-68
DRPA	2014	P316-0302-2014	The 2014 Stage 2 Archaeological Assessment of Segment A of the Proposed Enbridge Gas Distribution GTA Project, Financial Drive to Mavis Road, Regional Municipality of Peel, Ontario	Stage 3, Stage 4	AiGw-66, AiGw-68
DRPA	2014	P316-0294-2014	The 2014 Stage 3 Archaeological Assessment of the Pengilley Site (AjGw-66), Segment A of the Proposed Enbridge Gas Distribution Inc. GTA Project, City of Brampton, Ontario	Stage 4	AiGw-66



Consultants	Year	PIF#	Report Title	Recommendations	Site within 50 m of the Study Area?
DRPA	2014	P316-0294-2014	The 2014 Burial Investigations of the Pengilley Site (AjGw-66), Segment A of the Proposed Enbridge Gas Distribution Inc. GTA Project, City of Brampton, Regional Municipality of Peel, Ontario	Stage 4	AiGw-66
DRPA	2015	P316-0300-2014	Preliminary Excavation Report on the 2014 Stage 4 Archaeological Assessment of the Pengilley Site (AjGw-66), Segment A of the Proposed Enbridge Gas Distribution Inc. GTA Project, Lot 13, Concession 3, Toronto Geographic Township, City of Brampton, Regional Municipality of Peel, Ontario	Stage 4	AiGw-66
DRPA	2014	P316-0300-2014	The 2014 Stage 4 Archaeological Assessment of the Pengilley Site (AjGw-66), Segment A of the Proposed Enbridge Gas Distribution Inc. GTA Project, City of Brampton, Regional Municipality of Peel, Ontario	Stage 4	AiGw-66
FAC	2008	P042-144-2008	Dundas Street & Highway 407 – Project D-60422 Ontario Realty Corporation, Stage 1 Background & Stage 2 Archaeological Assessment, Final Report	Stage 3	AiGw-511, AiGw-512, AiGw-514, AiGw-515, AiGw-516
FAC	2008	P042-149-2008	Project D-60422 - Dundas Street & Highway 407, City of Burlington. Archaeological Stage 3: Testing of AiGw-510 (Birney Site), AiGw-511 and AiGw-512 Final Report	Stage 4	AiGw-510 (Birney Site), AiGw-511 and AiGw-512
FAC	2010	P042-162-2008	Project D-60422-Dundas Street & Highway 407 City of Burlington Archaeological Stage 4: Excavation of the Birney Site (AiGw-510) Final Report	No further work required	
GA	2014	P364-0057-2014	Stage 1 and 2 Archaeological Assessment Proposed New Ninth Line Subdivision Part of Lot 2, Concession 9, New Survey Geographic Township of Trafalgar City of Mississauga, Peel Region, Ontario	No further work required	n/a
GA	2015	P346-0067-2015	Stage 2 Archaeological Assessment Parkway Belt Meter Station Part of Lot 10, Concession 9 Former Geographic Township of Trafalgar Now City of Mississauga Regional Municipality of Peel, Ontario	No further work required	n/a
GA	2015	P346-0072-2015	Stage 1 Archaeological Assessment Greater Golder Horseshoe Facilities Project Various Lots and Concessions Regional Municipalities of Halton, Hamilton and Niagara	No further work required	n/a
GA	2017	P243-0315-2016	Stage 1 Archaeological Assessment Ninth Line (Regional Road 13) Transportation Corridor Improvements from Dundas Street (Regional Road 5) to 407 ETR (Express Toll Route), Halton Region, Ontario	Stage 2	n/a
GA	2017	P243-0346-2017	Stage 1 Archaeological Assessment Part Lot 14, Concession 6 WHS, 7751 Winston Churchill Blvd., City of Mississauga, Peel Region, ON	No further work required	n/a
PAC	2001	98-007 21SB003	Archaeological Assessment: Gadan Properties Inc., Proposed Draft of Subdivision 21T-89022 (M) Part of Lot 12, Conc. 10, New Survey, City of Mississauga, R.M. of Peel	Archaeological excavation of possible subsurface features, stripping of topsoil supervised by a licensed archaeologist	AjGw-299
LMA	1997	95-014	Archaeological Assessment of Draft Plans of Subdivisions 21T-94033 and 21T-94034, "Churchill Meadows Secondary Plan Area", City of Mississauga, Regional Municipality of Peel	No further work required	AjGw-240, AjGw-241, AjGw-242, AjGw-243
LMA	2000	2000-031	Addendum to: Report on an Archaeological Assessment of Draft Plan of Subdivision 21T-98037B, Part of Lot 13, Concession 2 W.H.S., formerly Chinguacousy Township, Peel County, now City of Brampton, Region of Peel	No further work required	AkGw-122, AkGw-123, AkGw-124, AkGw-125
MCM	1999	98-030	Highway 407 West The Bucolic Site AiGw-301 Stage 4: Salvage Excavation Final Report	No further work required	AiGw-301
MHC	1996	96-001/96-008	Archaeological Assessment (Stage 2) Highway 407 ROW Property S1-30	No further work required	AjGw-281, AjGw-282, AjGw-283
MHC	1996	96-001/96-070	Archaeological Assessment (Stages 2 & 3) Johnston Rogers Homestead (AjGw-260) Highway 407 ROW Property S1-26	Stage 4	AjGw-260
MHC	1996	PIF-96-035-LIC-1996-001	Archaeological Assessment (Stages 2, 3 and 4) New Connection Methodist Church (AjGw-252) Highway 407 Detour Property S1-46	No further work required	AjGw-252
MHC	1996	PIF-96-040-LIC-1996-001	Archaeological Assessment (Stage 4) Highway 407 - McLaughlin Road Detour Tilt Site (AjGw-250) on Property S5-13	No further work required	AjGw-250
MHC	1996	PIF-96-043-LIC-1996-001	Archaeological Assessment (Stages 2 & 3) Laneway Site (AjGw-254) Highway 407 ROW Property S1-27 & S1-28	No further work required	AjGw-254
MHC	1996	PIF-96-044-LIC-1996-001/PIF-96-044-LIC-001-S4EX	Archaeological Assessment (Stages 3 and 4), Brackenreed Homestead Site (AjGw-249) Highway 407 - Heritage Road Detour Property S3-7	No further work required	AjGw-249
MHC	1996	PIF-96-060-LIC-1996-	Archaeological Assessment (Stages 2, 3 and 4) John Bussell Homestead (AjGw-268) Highway 407 ROW Property S2-20	No further work required	AjGw-268



Consultants	Year	PIF#	Report Title	Recommendations	Site within 50 m of the Study Area?
MHC	1996	001/PIF-96-073-LIC-1996-001 PIF-96-061-LIC-1996-001	Archaeological Assessment (Stage 3) John May Homestead Site (AjGw-271) Highway 407 ROW Property S2-10	No further work required	AjGw-271
MHC	1996	PIF-96-064-LIC-1996-001	Archaeological Assessment (Stages 2, 3 and 4) "J. McM." Site (AjGw-253) Highway 407 ROW Property S2-2	No further work required	AjGw-253
MHC	1996	PIF-96-068-LIC-1996-001	Archaeological Assessment (Stage 3) Villeneuve Site (AjGw-276) Highway 407 ROW Property S2-9	No further work required	AjGw-276
MHC	1997	96-001c	Archaeological Mitigative Excavation (Stage 4) Johnston Rogers Homestead (AjGw-260) Highway 407 ROW Property S1-26	No further work required	AjGw-260
MHC	1996	PIF-96-053-LIC-1996-001, PIF-96-053-LIC-1996-001-S4EX	Archaeological Assessment (Stages 3 and 4) Crosby Homestead Site (AIGt-224) Highway 407 ROW Properties S17-56 and S17-57	No further work required	AIGt-224
MHC	2006	PO40-171-2006	Archaeological Assessment (Stage 1) Hydro One Right of Way, Hurontario and Highway 407 Area, Mississauga, R.M. of Peel, Ontario	Stage 2	n/a
MPP	1985	85-14	An Archaeological Resource Assessment of the Proposed Parkway Belt West Pipeline in Halton, Peel and York Regional Municipalities, Ontario	AjGw-61 surface collection, AjGw-64 mitigative excavation, AjGw-66 surface collection and mitigation	AjGw-61, AjGw-64, AjGw-66
MPP	1985		Report on the 1985 Mitigative Excavations at Three Sites on the Parkway Belt West Pipeline	Further Stage 2	AjGw-66, AjGw-68
MPP	1986		An Interim Report on the 1986 Mitigative Excavations at the Pengilley and River sites	Stage 2	AjGw-66, AjGw-68
MPA	1991		Report on the 1985-1986 Mitigative Excavations of the River and Pengilley sites	Stage 2	AjGw-66, AjGw-68
NDA	1999	98-15b	Stage 4 Excavation of the Doug Site (AiGw-305), Highway 407 West, Regional Municipality of Halton	No further work	AiGw-305
NDA	2014	PO18-418-2012	Stage 1 Archaeological Assessment of the Proposed Bram West Parkway, Lots 1-5, Concession 5W, Lots 1-5, Concession 6W, Geographic Township of Chinguacousy, Lot 15, Concession 5W, Lot 15, Concession 6W, Geographic Township of Toronto, Regional Municipality of Peel	Additional Stage 1, part of the area requires Stage 2	n/a
NDA	2016	PO18-0754-2015	Stage 1 Archaeological Assessment of the Mississauga Transitway Highway 407 Westbound Connection Project on Lots 1 Through VI, Concession II North of Dundas in the Geographic Township of Trafalgar, in the Town of Milton, Regional Municipality of Halton and in the City of Mississauga, Regional Municipality of Peel	Stage 2	n/a
NDA	2016	PO18-0755-2015	Stage 1 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	Stage 2	n/a
NDA	2017	PO18-0847-2016	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	Stage 3	AiGw-988
NDA	2017	PO18-0869-2017	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	No further work required	AiGw-988
NDA	2017	PO18-0907-2017	Stage 1-2 Archaeological Assessment for the Bram West Parkway, on Part of Lot 14, Concession 6 West of Centre Road in the Geographic Township of Toronto, Former Peel County, City of Brampton, Regional Municipality of Peel	No further work required	n/a
NDA	2018	PO18-0913-2017	Stage 2 Archaeological Assessment for the Highway 407/Bronte Road Park and Ride Lot North-West Ramp Realignment on Lots 30 and 31 Concession I North of Dundas, Geographic Township of Trafalgar, Former Halton County, Town of Oakville, Regional Municipality of Halton	No further work required	n/a
Stantec	2011	PO02-215-2010	Final Report Stage 2 Archaeological Assessment, Tremaine Transformer Station, Lots 1 and 2, Concession North of Dundas Street, Township of Nelson, Halton Ontario	Stage 3	AiGw-543
Stantec	2014	P256-0031-2013	Stage 1-2 Archaeological Assessment: William Halton Parkway – Section 1 (formerly New North Oakville Transportation Corridor), Trafalgar to Ninth Line Part of Lots 6 and 7, Concession 1 North of Dundas Street and	No further work required	n/a



Consultants	Year	PIF#	Report Title	Recommendations	Site within 50 m of the Study Area?
Stantec	2015	P256-0337-2015	Part of Lots 6 to 13, Concession 2 North of Dundas Street, Geographic Township of Trafalgar South now Town of Oakville, Regional Municipality of Halton, Ontario Stage 2 Archaeological Assessment: Proposed GTA Pipeline, Segment A, Spread 3, Additional Temporary Work Spaces (TWS-A5, TWS-A6, TWS-A7)	No further work required	n/a
Stantec	2015	P256-0348-2015	Stage 2 Archaeological Assessment: Proposed GTA Pipeline, Segment A, Spread 3, Additional Temporary Work Spaces (TWS-A11, TWS-A12, TWS-A13, and TWS-A14) Parts of Various Lots and Concessions, Geographic Townships of Trafalgar and Toronto, now Regional Municipality of Peel, Ontario	No further work required	n/a
Stantec	2015	P256-0352-2015	Stage 2 Archaeological Assessment: Proposed GTA Pipeline, Segment A, Spread 3, Additional Temporary Work Spaces (TWS-A15, TWS-A16, TWS-A17, TWS A18, TWS-A19, TWS-A20, TWS-A21, TWS A22, and TWS-A23) Parts of Various Lots and Concessions, Geographic Township of Trafalgar, now Regional Municipality of Halton, and Geographic Townships of Toronto and Toronto Gore, now Regional Municipality of Peel, Ontario	No further work required	n/a
Stantec	2015	P256-0368-2015	Stage 2 Archaeological Assessment: Proposed GTA Pipeline, Segment A, Spread 3, Additional Temporary Work Spaces (TWS-A24, TWS-A25, TWS-A26, TWS A27, TWS-A28, TWS-A29, TWS-A30, and TWS-A31) Parts of Various Lots and Concessions, Geographic Township of Trafalgar, now Regional Municipality of Halton, and Geographic Townships of Toronto and Toronto Gore, now Regional Municipality of Peel, Ontario	No further work required	n/a
Stantec	2016	P256-0157-2014	Stage 1-2 Archaeological Assessment: William Halton Parkway – Neyagawa to Trafalgar Part of Lots 18 and 19, Concession 1 North of Dundas Street, and Part of Lots 14 to 19, Concession 2 North of Dundas Street, Geographic Township of Trafalgar, now Town of Oakville, Regional Municipality of Halton, Ontario	Stage 3	AjGw-986
Stantec	2016	P256-0319-2015	Stage 4 Avoidance and Protection: Pengilly Site (AjGw-66), Enbridge Gas Distribution Inc., GTA Project	Stage 4	AjGw-66
TAI	2008	P120-085-2008	Stage 1&2 Archaeological Assessment for Part of Lots 14 and 15, Concession 2, North of Dundas Street (Geographic Township of Trafalgar) Town of Oakville, Regional Municipality of Halton, Ontario	Stage 3	AjGw-500, AjGw-501
TAI	2013	P052-362-2012	Stage 3 Site-Specific Archaeological Assessment of The Bigger Site (AjGw-500), Part of Lot 15, Concession 2 North of Dundas Street, Geographic Township of Trafalgar South, Town of Oakville, Regional Municipality of Halton, Ontario	Stage 4	AjGw-500
TAI	2013	P052-363-2012	Stage 3 Site-Specific Archaeological Assessment of The McDuffe Site (AjGw-501), Part of Lot 14, Concession 2 North of Dundas Street, Geographic Township of Trafalgar South, Town of Oakville, Regional Municipality of Halton, Ontario	Stage 4	AjGw-501
TAI	2013	P052-366-2012	Stage 4 Archaeological Mitigation of the McDuffe Site (AjGw-501), Part of Lot 14, Concession 2 North of Dundas Street, Geographic Township of Trafalgar South, Town of Oakville, Regional Municipality of Halton, Ontario	No further work required	AjGw-501
TAI	2013	P052-367-2012	Stage 4 Archaeological Mitigation of the Bigger Site (AjGw-500), Part of Lot 15, Concession 2 North of Dundas Street, Geographic Township of Trafalgar South, Town of Oakville, Regional Municipality of Halton, Ontario	No further work required	AjGw-500
TCAG	2008	P248-041-2008	Stage 1 Archaeological Background Study Stage 2 Archaeological Property Survey Hurontario SS (New) to Jim Yarrow MTS: Underground 230 kV Lot 13, Concession 1, Lots 13, 14, and 15, Concession 2 Geographic Township of Toronto, Peel County, City of Brampton	No further work required	n/a
TCAG	2008	P272-007-2008	Stage 3 A Site-Specific Assessment Lewis Site (AjGw-487) Lot 12, Concession 1, West of Hurontario Geographic Township of Toronto, City of Brampton Regional Municipality of Peel, Ontario	No further work required	AjGw-487
TMHC	2007	P118-086-2007, P064-138-2007	Stage 1-3 Archaeological Assessment Ontario Realty Corporation Property Part of Lot 13, Concession 2N Township of Trafalgar R.M. of Halton	No further work required	AjGw-465
TMHC	2009	P064-250-2009	Stage 1 Archaeological Assessment Class EA Mavis Road (Regional Road 18) Steeles Avenue to Highway 407 City of Brampton, Region of Peel	Stage 2	n/a

