



Environmental Study Report

# Wycroft Road Improvements from Bronte Road to Kerr Street

## Appendix D: Stage 1 Archaeology Assessment

Submitted to Town of Oakville  
by IBI Group  
January 2020

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
WYECROFT ROAD IMPROVEMENTS  
FROM BRONTE ROAD TO KERR STREET  
PART OF LOTS 16-31, CONCESSION 3 SDS  
AND LOTS 22-25, CONCESSION 2 SDS  
(FORMER TOWNSHIP OF TRAFALGAR, COUNTY OF HALTON)  
TOWN OF OAKVILLE  
REGIONAL MUNICIPALITY OF HALTON, ONTARIO**

**ORIGINAL REPORT**

Prepared for:

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**Stage 1 Archaeological Assessment  
Wycroft Road Improvements  
from Bronte Road to Kerr Street  
Part of Lots 16-31, Concession 3 SDS  
and Lots 22-25, Concession 2 SDS  
(Former Township of Trafalgar, County of Halton)  
Town of Oakville  
Regional Municipality of Halton, Ontario**

**EXECUTIVE SUMMARY**

ASI was contracted by IBI Group to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Wycroft Road Improvements Class Environmental Assessment in the Town of Oakville. This project involves the proposed roadway improvements to Wycroft Road that extends from Bronte Road to Kerr Street, including South Service Road West.

The Stage 1 background study determined that 11 previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 assessment, if impacted, prior to any construction.

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

1. The Study Area exhibits archaeological potential. These lands require Stage 2 archaeological assessment by test pit survey at five metre intervals, prior to any proposed impacts to the property;
2. Parts of the Study Area have been previously assessed and do not require further archaeological assessment;
3. 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,
4. 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

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## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b> .....	i
<b>PROJECT PERSONNEL</b> .....	ii
<b>TABLE OF CONTENTS</b> .....	iii
<b>1.0 PROJECT CONTEXT</b> .....	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> .....	5
1.2.3 <i>Historical Map Review</i> .....	6
1.2.4 <i>Twentieth-Century Mapping Review</i> .....	8
1.3 Archaeological Context .....	8
1.3.1 <i>Current Land Use and Field Conditions</i> .....	8
1.3.2 <i>Geography</i> .....	9
1.3.3 <i>Previous Archaeological Research</i> .....	10
<b>2.0 FIELD METHODS: PROPERTY INSPECTION</b> .....	12
<b>3.0 ANALYSIS AND CONCLUSIONS</b> .....	12
3.1 Analysis of Archaeological Potential .....	13
3.2 Analysis of Property Inspection Results .....	13
3.3 Conclusions .....	14
<b>4.0 RECOMMENDATIONS</b> .....	14
<b>5.0 ADVICE ON COMPLIANCE WITH LEGISLATION</b> .....	15
<b>6.0 REFERENCES CITED</b> .....	16
<b>7.0 MAPS</b> .....	22
<b>8.0 IMAGES</b> .....	31

## LIST OF TABLES

Table 1: Nineteenth-century property owner(s) and historical features(s) within or adjacent to the Study Area	7
Table 2: List of previously registered sites within one kilometre of the Study Area .....	10

## LIST OF FIGURES

Figure 1: Wycroft Road Improvements – Location of the Study Area .....	23
Figure 2: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1806 Plan of Trafalgar Township .....	24
Figure 3: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1858 Map of the County of Halton .....	24
Figure 4: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of the County of Halton, Township of Trafalgar page .....	25
Figure 5: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1909 National Topographic System Hamilton Sheet .....	25
Figure 6: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1954 Aerial Photograph of Oakville .....	26
Figure 7: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1994 National Topographic System Hamilton Sheet .....	26
Figure 8: Wycroft Road Improvements Study Area – Physiographic Landforms .....	27
Figure 9: Wycroft Road Improvements Study Area – Surficial Geology .....	28
Figure 10: Wycroft Road Improvements Study Area – Soil Drainage .....	29



Figure 11: Wycroft Road Improvements Study Area – Results of the Property Inspection ..... 30

### LIST OF PLATES

Plate 1: Southwest view of Wycroft Rd towards Bronte Rd; Area is disturbed, no potential .....31  
Plate 2: Southwest view of Wycroft Rd towards Bronte Rd; Area is disturbed, no potential .....31  
Plate 3: Northeast view of Wycroft Rd at South Service Rd W.; Area is disturbed, no potential .....31  
Plate 4: Northeast view of Wycroft Rd at South Service Rd W.; Area is disturbed, no potential .....31  
Plate 5: Northeast view of Wycroft Rd.; Area is disturbed, no potential.....31  
Plate 6: West view of Wycroft Rd at Westgate Rd.; Area is disturbed, no potential .....31  
Plate 7: North view of Wycroft Rd at Westgate Rd.; Area is disturbed, no potential ..... 32  
Plate 8: North view of Wycroft Rd.; Area is disturbed, no potential ..... 32  
Plate 9: South view of Wycroft Rd at South Service Rd. W.; Area is disturbed, no potential ..... 32  
Plate 10: Northeast view of Wycroft Rd at South Service Rd. W.; Area is disturbed, no potential ..... 32  
Plate 11: East view from Wycroft Rd.; Area is disturbed, no potential..... 32  
Plate 12: Northeast view of Wycroft Rd. towards Third Line; Area is disturbed, no potential..... 32  
Plate 13: Northeast view of old road off South Service Rd. W.; Area is sloped to the disturbed ROW, no potential..... 32  
Plate 14: South view of South Service Rd. W.; Area is disturbed, no potential ..... 32  
Plate 15: West view of South Service Rd. W.; Area is disturbed, no potential ..... 33  
Plate 16: Southeast view of South Service Rd. W.; Area at top of slope exhibits potential, requires Stage 2 test pit survey ..... 33  
Plate 17: South view of South Service Rd. W.; Area exhibits potential, requires Stage 2 test pit survey..... 33  
Plate 18: West view of South Service Rd. W.; Area at top of slope exhibits potential, requires Stage 2 test pit survey ..... 33  
Plate 19: East view of South Service Rd. W.; Area is disturbed, no potential ..... 33  
Plate 20: Southwest view of South Service Rd. W.; Area is disturbed, no potential..... 33  
Plate 21: Northeast view of South Service Rd. W. And the QEW; Area is disturbed, no potential..... 33  
Plate 22: Northwest view of South Service Rd. W. And the QEW; Area is disturbed, no potential..... 33  
Plate 23: East view of South Service Rd. W.; Area is disturbed, no potential..... 34  
Plate 24: Southeast view from South Service Rd. W. At Equestrian Crt.; Area is disturbed, no potential..... 34  
Plate 25: West view of Wycroft Rd. at Fourth Line/South Service Rd. W.; Area is disturbed, no potential..... 34  
Plate 26: West view of Wycroft Rd. at Weller Crt.; Area is disturbed, no potential ..... 34  
Plate 27: North view of Wycroft Rd. at Weller Crt.; Area is disturbed, no potential..... 34  
Plate 28: Southwest view of Wycroft Rd. at Dorval Dr.; Area is disturbed, no potential ..... 34  
Plate 29: South view of Wycroft Rd.; Area is disturbed, no potential ..... 35  
Plate 30: North view 2016 Google Earth imagery of Wycroft Rd.; Area of past topsoil stripping is disturbed, no potential..... 35  
Plate 31: West view of Wycroft Rd. at Kerr St.; Area is disturbed, no potential ..... 35  
Plate 32: North view of Wycroft Rd. at Kerr St.; Area beyond disturbed ROW is steeply sloped ravine, no potential..... 35



## 1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by IBI Group to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Wycroft Road Improvements Class Environmental Assessment in the Town of Oakville (Figure 1). This project involves the proposed roadway improvements to Wycroft Road that extends from Bronte Road to Kerr Street, including South Service Road West.

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 Tourism, Culture and Sport (MTCS 2011).

In the S & G, Section 1, the objectives of a Stage 1 archaeological assessment are discussed as follows:

- To provide information about the history, current land conditions, geography, and previous archaeological fieldwork of the Study Area;
- To evaluate in detail the archaeological potential of the Study Area that can be used, if necessary, to support recommendations for Stage 2 archaeological assessment for all or parts of the Study Area; and,
- To recommend appropriate strategies for Stage 2 archaeological assessment, if necessary.

This report describes the Stage 1 archaeological assessment that was conducted for this project and is organized as follows: Section 1.0 summarizes the background study that was conducted to provide the historical and archaeological contexts for the project Study Area; Section 2.0 addresses the field methods used for the property inspection that was undertaken to document its general environment, current land use history and conditions of the Study Area; Section 3.0 analyses the characteristics of the project Study Area and evaluates its archaeological potential; Section 4.0 provides recommendations; and the remaining sections contain other report information that is required by the S & G, e.g., advice on compliance with legislation, works cited, mapping and photo-documentation.

## 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. This project is being conducted in accordance with the Municipal Engineers' Association document *Municipal Class Environmental Assessment* (2000 as amended in 2007, 2011 and 2015).

The *Master Plan of Archaeological Resources of the Regional Municipality of Halton: 2008 Update* (ASI 2009a, 1998) was also consulted.

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted by IBI Group on May 22, 2018.



## 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, 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. 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 1500 BP during this period maize was first introduced into southern Ontario, though it would have only supplemented people's diet. There is phytolith evidence for maize in central New York State by 2300 BP - it is likely that once similar analyses are conducted on Ontario 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 approximately 1,000 BP until approximately 300 BP, lifeways became more similar to that described in early historical documents. During the Early Iroquoian phase (AD 1000-1300), 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 the second quarter of the first millennium BP, during the Middle Iroquoian phase (AD 1300-1450), this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). In the Late Iroquoian phase (AD 1450-1649) 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 AD 1600, 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 Haudenosaunee<sup>1</sup> and the Huron-Wendat (and their Algonkian allies such as the Nippissing 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).

The upper drainage of Sixteen Mile Creek is the documented Milton settlement cluster (Lennox and Fitzgerald 1990: Figure 13.3). The Milton settlement cluster has documented occupation from the Glass Bead 1 period (AD 1580-AD 1600) (e.g. McClellahan site: Reid and Conway 1976) until the Glass Bead 3 Period (AD 1650-AD 1680) (e.g. McCarthy site: Reid and Conway 1976).

After the dispersal, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario, including Teiaiagon, near the mouth of the Humber River; and Ganestiquiagon, near the mouth of the Rouge River. 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 west branch of the Carrying Place followed the Humber River valley northward over the drainage divide, skirting the west end of the Oak Ridges Moraine, to the East Branch of the Holland River. Another trail followed the Don River watershed.

When the Senecas established Teiaiagon at the mouth of the Humber, they were in command of the traffic across the peninsula to Lake Simcoe and the Georgian Bay. Later, Mississauga and earliest European presence along the north shore, was therefore also largely defined by the area’s strategic importance for accessing and controlling long established economic networks. Prior to the arrival of the Seneca, these

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<sup>1</sup> 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.



economic networks would have been used by indigenous groups for thousands of years. While the trail played an important part during the fur trade, people would also travel the trail in order to exploit the resources available to them across south-central Ontario, including the various spawning runs, such as the salmon coming up from Lake Ontario or herring or lake trout in Lake Simcoe.

Due to both attacks by Anishinaabeg peoples and increased military pressure from the French upon their homelands south of Lake Ontario, the Haudenosaunee abandoned their north shore frontier settlements by the late 1680s, although they did not relinquish their interest in the resources of the area, as they continued to claim the north shore as part of their traditional hunting territory. The territory was immediately occupied by Anishinaabek groups, including the Mississauga, Ojibwa (or Chippewa) and Odawa, who, in the early seventeenth century, occupied the vast area extending from the east shore of Georgian Bay, and the north shore of Lake Huron, to the northeast shore of Lake Superior and into the upper peninsula of Michigan. Some Anishinaabeg elders believe Mississauga and Chippewa people returned to this area having left the region prior to European contact (Migizi and Kapryka 2015). Individual bands were politically autonomous and numbered several hundred people. Nevertheless, they shared common cultural traditions and relations with one another and the land. These groups were highly mobile, with a subsistence economy based on hunting, fishing, gathering of wild plants, and garden farming. Their movement southward also brought them into conflict with the Haudenosaunee.

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.

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 to the north of Lake Ontario in the early nineteenth century, the Crown acknowledged the Mississaugas as the owners of the lands between Georgian Bay and Lake Simcoe and entered into negotiations 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 2009; Mississaugas of the New 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 Mississagau 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, 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 Treaty 13a, or the Toronto Purchase, 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 (Mississauga of the New Credit First Nation 2017, 2001).

### ***1.2.2 Euro-Canadian Land Use: Township Survey and Settlement***

Historically, the Study Area is located in the Former Trafalgar Township, County of Halton in part of Lots 16-31, Concession 3 South of Dundas Street (SDS) and Lots 22-25, Concession 2 SDS.

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 2006a).

#### *Township of Trafalgar*

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.

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.

### *Railways*

The Great Western Railway was originally incorporated in 1834 as the London and Gore Railroad Co. and changed its name to the Great Western Railway in 1853. It received considerable promotion by Allan Napier MacNab, Isaac and Peter Buchanan, R.W. Harris and John Young. Aided by government guarantees and supported by foreign American and British investment, the Great Western Railway opened its mainline (Windsor-London-Hamilton-Niagara Falls) in 1854. By 1882, it was operating throughout southwestern Ontario and even into Michigan. In 1882 it merged with the Grand Trunk Railway in an attempt to successfully compete with rival American railroads for American through-traffic between Michigan and New York states (Baskerville 2015). The Hamilton and Toronto Branch runs south of the Study Area.

### **1.2.3 Historical Map Review**

The 1806 Plan of Trafalgar Township, the 1860 Map of the County of Halton, and the 1877 Illustrated Historical Atlas of the County of Halton, Township of Trafalgar page, were examined to determine the presence of historic features within the Study Area during the nineteenth century (Figures 2-4).

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

		1858		1877	
Con #	Lot #	Property Owner(s)	Historical Feature(s)	Property Owner(s)	Historical Feature(s)
3 SDS	16	George King Chisolm (E)	None	Town of Oakville	Settlement
	16	John Terry (W)	None	Town of Oakville	Settlement
	17	Hiram McCraney	None	J.J. Mason	Residence and orchard
	18	David Lebar	None	Est. of Geo. LeBarre	Residence and orchard
	19	David Lebar (E 1/2)	None	Jno. McKay (E 1/2)	Residence and orchard
	19	James Carter (W 1/2)	None	W.J. Carter (W 1/2)	Residence and orchard
	20	William McCraney	None	Geo. Langtry	Residence, orchard, and watercourse
	21	Collins Smith	Watercourse	Collin Smith	Watercourse
	22	Robert Smith	“Woodland Hall”	R.W. Smith	None
	23	Robert Smith	“Woodland Hall”, watercourse	R.W. Smith	Watercourse
	24	Alexander McGlashan	None	T. Sherwell	None
	25	Peter Fisher	Watercourse	Jno. Husband	Residence, orchard, watercourse
	26	George Husband (E 1/2)	Watercourse	Jno. Husband (E 1/2)	Residence and orchard
	26	H.D. Williams (W 1/2)	None	A. Speers (W 1/2)	Residence and orchard
	27	William Jarvis	None	A. Speers	Residence and orchard
28	Jeremiah Hubblewaite	None	J.H. Waithe	Two residences, orchard	
29	E. Fryer	None	E. Fryer	Two residences, two orchards	
30	Wm. Riggs	None	W.A. Riggs	Three Residences, orchard, Bronte Station	
2 SDS	22	Robert Smith	“Hill Farm”	R.W. Smith	None
	23	John Wilson	Watercourse	Jno. Wilson	Two Residences, watercourse
	24	Joshua Brethor	None	Mrs. Mary A. Brethour	Residence, orchard, watercourse
	25	Ezra Bray	None	Ezra Bray, Esq.	Two residences, two orchards, watercourse



According to the 1806 patent plan, each lot within the Study Area had a Crown patent granted to settlers and is illustrated as just south of the Old Road from York to the Head of the Lake, between two creeks. The 1858 map indicates numerous farmsteads adjacent to the Study Area, one of which is within the Study Area in Lot 25. The map also shows that the railway had been constructed, and that Bronte Road, Third Line, Fourth Line, and Kerr Street were historically surveyed, as well as the alignment of part of what is now the Queen Elizabeth Way (QEW). Numerous tributaries are shown crossing the Study Area. The eastern edge of the Study Area is shown within the Town of Oakville. The 1877 atlas indicates that the Study Area remained relatively unchanged since 1859.

#### ***1.2.4 Twentieth-Century Mapping Review***

The 1909 and 1994 National Topographic System Hamilton Sheets, and the 1954 aerial photograph of the Town of Oakville, were examined to determine the extent and nature of development and land uses within the Study Area (Figures 5-7).

The 1909 map illustrates that one wooden structure was located within the Study Area on the northeast side of Third Line. The 1954 aerial illustrates that the Study Area remained within a rural agricultural landscape into the mid-twentieth century. The Queen Elizabeth Way is illustrated and Wycroft Road/South Service Road West had not yet been constructed. One house is illustrated within the Study Area on the west side of Bronte Road, the farmstead near Third Line is also shown, as well as some minor development along Kerr Road adjacent to the Study Area. The 1994 map illustrates that the Study Area was within a developed urban landscape and that Wycroft Road/South Service Road West had been constructed throughout the Study Area.

A review of available Google satellite imagery shows that the Study Area has remained relatively unchanged since 2004.

### **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 MTCS through “Ontario’s Past Portal”; published and unpublished documentary sources; and the files of ASI.

#### ***1.3.1 Current Land Use and Field Conditions***

A Stage 1 property inspection was conducted on June 6, 2018 that noted the Study Area is located along Wycroft Road/South Service Road West from Bronte Road to Kerr Road, and consists of a two-lane paved road with ditches and buried utilities throughout. The Study Area is adjacent to industrial, commercial and minor residential development in the Town of Oakville. The Study Area crosses over Fourteen Mile Creek, which is channelized under the road by a box culvert. It also intersects with the major ROWs of Third Line and Dorval Drive.



### 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).

The Study Area is on shale plains within the Iroquois Plain physiographic region of southern Ontario (Figure 8). This 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). The Study Area is located south of a string of glacial beach ridges along a shorecliff that roughly parallels the Queen Elizabeth Way.

Figure 9 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by Paleozoic bedrock and clay to silt-textured till (Ontario Geological Survey 2010). Soils in the Study Area consist of Chinguacousy clay loam rocky phase and Brady sandy loam, both grey-brown luvisols with imperfect drainage; Jeddo clay loam and Morely clay loam, both humic gleysols with poor drainage; Oneida clay loam, a well-drained grey-brown luvisol; and Bottom Land, an alluvial soil with variable drainage (Figure 10).

The Study Area is within or adjacent to Bronte Creek, Fourteen Mile Creek, McCraney Creek, and Sixteen Mile Creek.



Bronte Creek 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 2017a). 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.

McCraney and Fourteen Mile Creeks are within the Oakville West Urban Creeks watershed, located along the north shore of Lake Ontario and cross through Hamilton, Burlington, Oakville, and portions of Mississauga (Conservation Halton 2017b). Fourteen Mile Creek is a small, almost completely-urban creek between Bronte and Sixteen Mile Creeks. North of the Queen Elizabeth Way the watershed is recognized as an Environmentally Sensitive Area (Oakvillegreen Conservation Association 2017). McCraney Creek lies just east of Fourteen Mile Creek and has two main tributaries Taplow Creek and Glen Oak Cree.

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 2017a; Town of Oakville 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 MTCS. 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 block *AiGw*.

According to the OASD, 11 previously registered archaeological sites are located within one kilometre of the Study Area, none of which are within 50 metres (Ministry of Tourism, Culture and Sport 2018). A summary of the sites is provided below.

Table 2: List of previously registered sites within one kilometre of the Study Area

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AiGw-23	North Service	unknown	unknown	Thomas and Pavlish 1975
AiGw-26	Ontario Sports	Woodland	Camp	Thomas and Pavlish 1975
AiGw-28	Bronte Road North	unknown	unknown	Thomas and Pavlish 1975





Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AiGw-43	Core Development	Archaic	Findspot	Thomas and Pavlish 1975
AiGw-50	East of 25	Archaic, Laurentian	unknown	Thomas and Pavlish 1975
AiGw-57	Fence Line	unknown	unknown	Hutchinson 1975
AiGw-58	Centre of Field 1	unknown	unknown	Hutchinson 1975
AiGw-59	Centre of Field 2	unknown	unknown	Hutchinson 1975
AiGw-73	Farm Lane	Late Archaic	Unknown	Thomas and Pavlish 1975
AiGw-74	North End of Field	unknown	unknown	Thomas and Pavlish 1975
AiGw-544	Hilton	Euro-Canadian	Homestead	TMHC
AiGw-989	n/a	Pre-Contact Indigenous	Scatter	ARA 2017

According to the background research, eight previous reports detail previous archaeological assessments within 50 m of the Study Area.

ASI (2001) conducted a Stage 1 and 2 archaeological assessment for the Preliminary Design/Environmental Assessment of the widening of the QEW, bounded between Third Line to one kilometre east of Trafalgar Road, adjacent to. The Stage 1 included parts of the current Study Area. The study also involved Stage 2 assessment of lands immediately adjacent to the Oakville-St. Mary's Cemetery, on the south side of the QEW east of Sixteen Mile Creek. Stage 2 survey was only conducted on the portion of the study corridor identified as having potential adjacent to Sixteen Mile Creek on the north side of the QEW. This consisted of test pit survey at five metre and judgmental intervals, but did not identify any archaeological resources and is considered clear of archaeological concern.

ASI (2005) conducted a Stage 1 archaeological assessment of the Dorval Drive Improvements Class EA from Wildwood Park to Speers Road, including parts of the current Study Area. The property inspection determined that the ROWs and adjacent properties within the current Study Area were disturbed and did not require Stage 2 survey.

ASI (2006b) conducted a Stage 1 archaeological assessment of the Northerly (Wycroft Road) Crossing of Bronte Creek, a proposed four kilometre long road connecting Harvester Road to Wycroft Road, including parts of the current Study Area. A property inspection in 2006 determined that the Bronte Road ROW was disturbed, but that parts of the current Study Area require Stage 2 test pit survey prior to any impacts.

ASI (2009b, 2010) conducted Stage 1 and Stage 2 archaeological assessments as part the Oakville Transit Garage Environmental Assessment at 430 Wycroft Rd where an existing building was to be demolished and a new transit maintenance facility constructed. The Stage 1 background research determined that the area exhibited archaeological potential. Stage 2 test pit survey at five metre intervals, including parts of the current Study Area, but did not identify any archaeological resources and is considered clear of archaeological concern.

Amec Foster Wheeler (2012a, 2012b) conducted Stage 1 and Stage 2 archaeological assessments for the Fourth Line Improvements project from Speers Road to Wycroft Road, adjacent to the current Study Area. The Stage 1 property assessment determined that the rights-of-way (ROW) were disturbed,



however some areas were recommended for Stage 2 survey. This survey was conducted in 2012 by test pitting at five metre intervals, but did not identify any archaeological resources and is considered clear of archaeological concern.

Amec Foster Wheeler (Amec Foster Wheeler 2016) conducted a Stage 1 and 2 archaeological assessment of an approximately 0.4 ha parcel of land adjacent to the current Study Area for the future installation of an outdoor parking area near South Service Road West on Part of Lot 30, Concession III South of Dundas Street, in Oakville. Stage 2 test pit survey at five metre intervals and visual assessment of disturbance did not identify any archaeological resources and is considered clear of archaeological concern.

## **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 Peter Carruthers (P163) of ASI, on June 6, 2018, 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, per S & G Section 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 (Figure 11) and associated photographic plates are presented in Section 8.0 (Plates 1-32).

## **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);
- Water sources: primary, secondary, or past water source (McCraney Creek, Bronte Creek, Fourteen Mile Creek, Sixteen Mile Creek, tributaries);
- Early historic transportation routes (Bronte Road, Third Line, Fourth Line, Kerr Street, Great Western Railway); and
- Well-drained soils (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 Register was consulted and no properties within the Study Area are Listed or Designated under the Ontario Heritage Act.

The *Master Plan of Archaeological Resources of the Regional Municipality of Halton: 2008 Update* (ASI 2009a, 1998) indicates that part of the Study Area adjacent to Bronte Creek and Sixteen Mile Creek fall within areas of archaeological potential.

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 determined that parts of the Study Area exhibit archaeological potential (Figure 11: areas highlighted in green). These areas will require Stage 2 archaeological assessment prior to any development. 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 (eg. Plates 1, 13, 17).

Parts of the Study Area have been previously assessed (Amec Foster Wheeler 2016; ASI 2001, 2005, 2006b, 2009b, 2010) and do not require further survey (Figure 11: areas highlighted in red).

The remainder of the Study Area has been subjected to deep soil disturbance events and according to the S & G Section 1.3.2 do not retain archaeological potential (Plates 1-32; Figure 11: areas highlighted in yellow). The property inspection determined that some of lands within the Study Area are sloped in excess of 20 degrees, and according to the S & G Section 2.1 do not retain potential (Plates 13, 16, 32; Figure 11: areas highlighted in purple). A part of the study area is located in low and wet conditions along the creek bed, and according to the S & G Section 2.1 does not retain potential (Plate 2; Figure 11: areas highlighted in blue). These areas do not require further survey.



### 3.3 Conclusions

The Stage 1 background study determined that 11 previously registered archaeological sites are located within one kilometre of the Study Area. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 assessment, if impacted, prior to any construction.

### 4.0 RECOMMENDATIONS

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

1. The Study Area exhibits archaeological potential. These lands require Stage 2 archaeological assessment by test pit survey at five metre intervals, prior to any proposed impacts to the property;
2. Parts of the Study Area have been previously assessed and do not require further archaeological assessment;
3. 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,
4. 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 MTCS 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 Minister of Tourism, Culture and Sport 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 Tourism, Culture and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* 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 *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.



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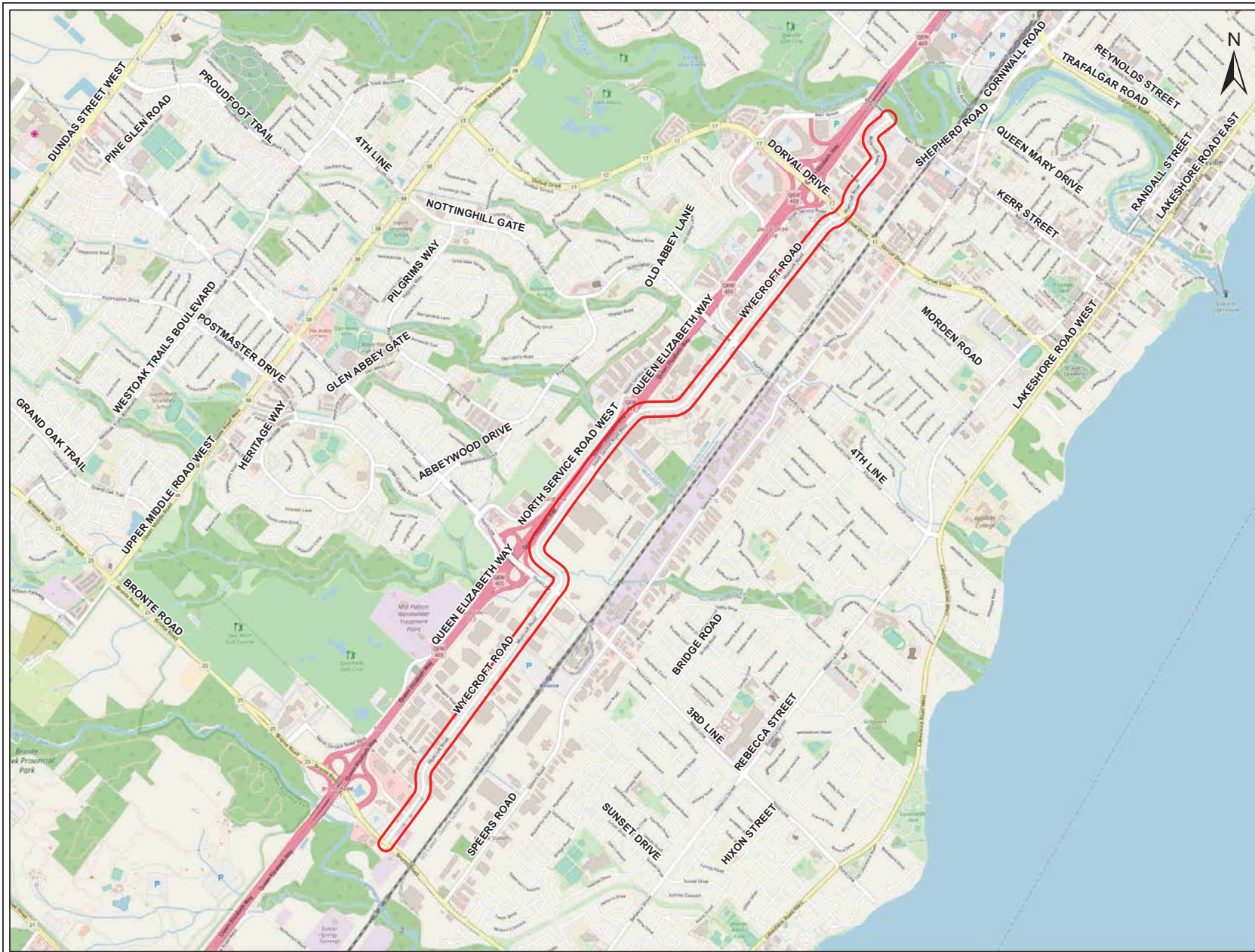
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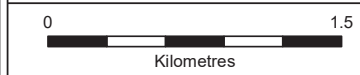
## 7.0 MAPS





STUDY AREA

BASE: (c) OpenStreetMap and contributors, Creative Commons-Share Alike License (CC-BY-SA)



ASI PROJECT NO.: 17EA-165      DRAWN BY: BW  
 DATE: 01-Jun-18                      FILE: 17EA165\_Fig1

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

Figure 1: Wyecroft Road Improvements - Location of the Study Area

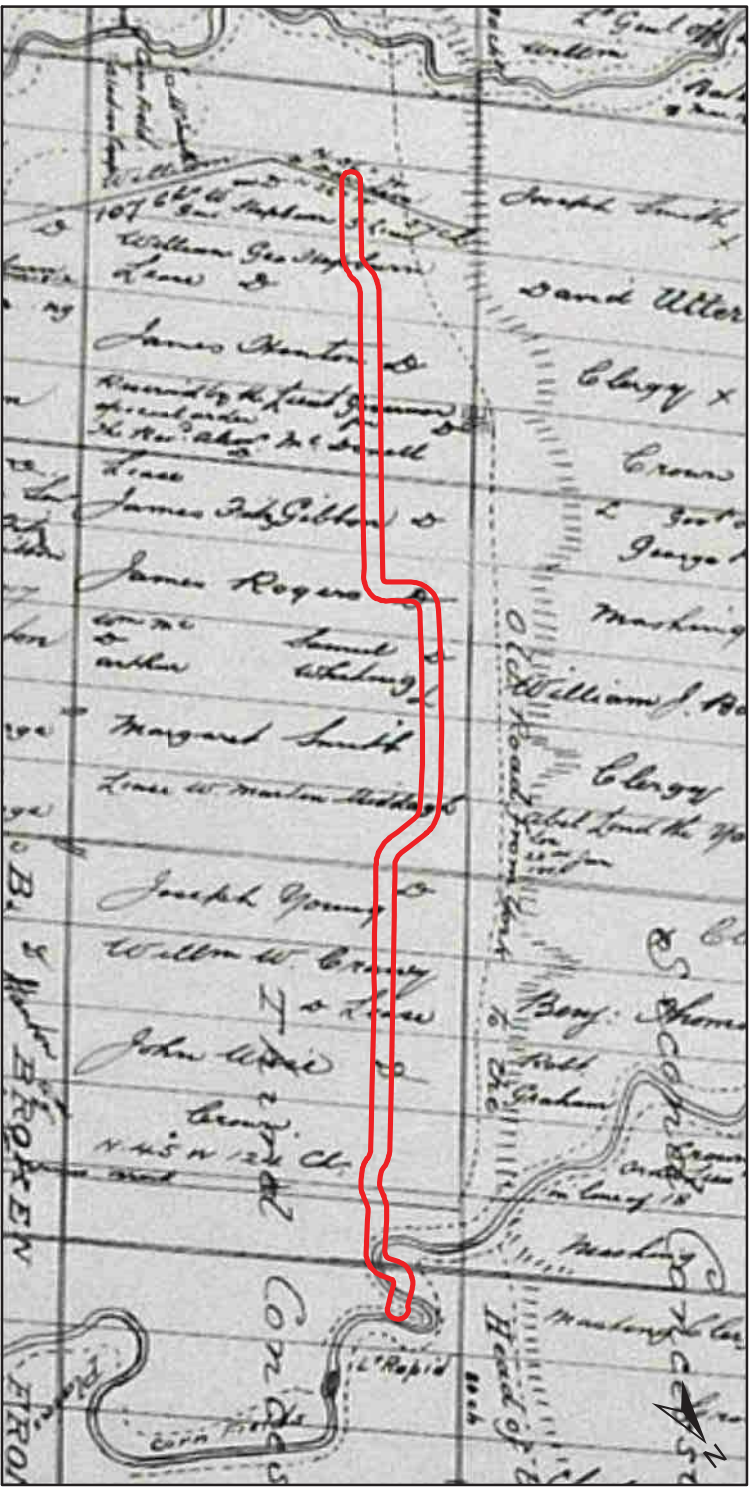


Figure 2: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1806 Plan of Trafalgar Township

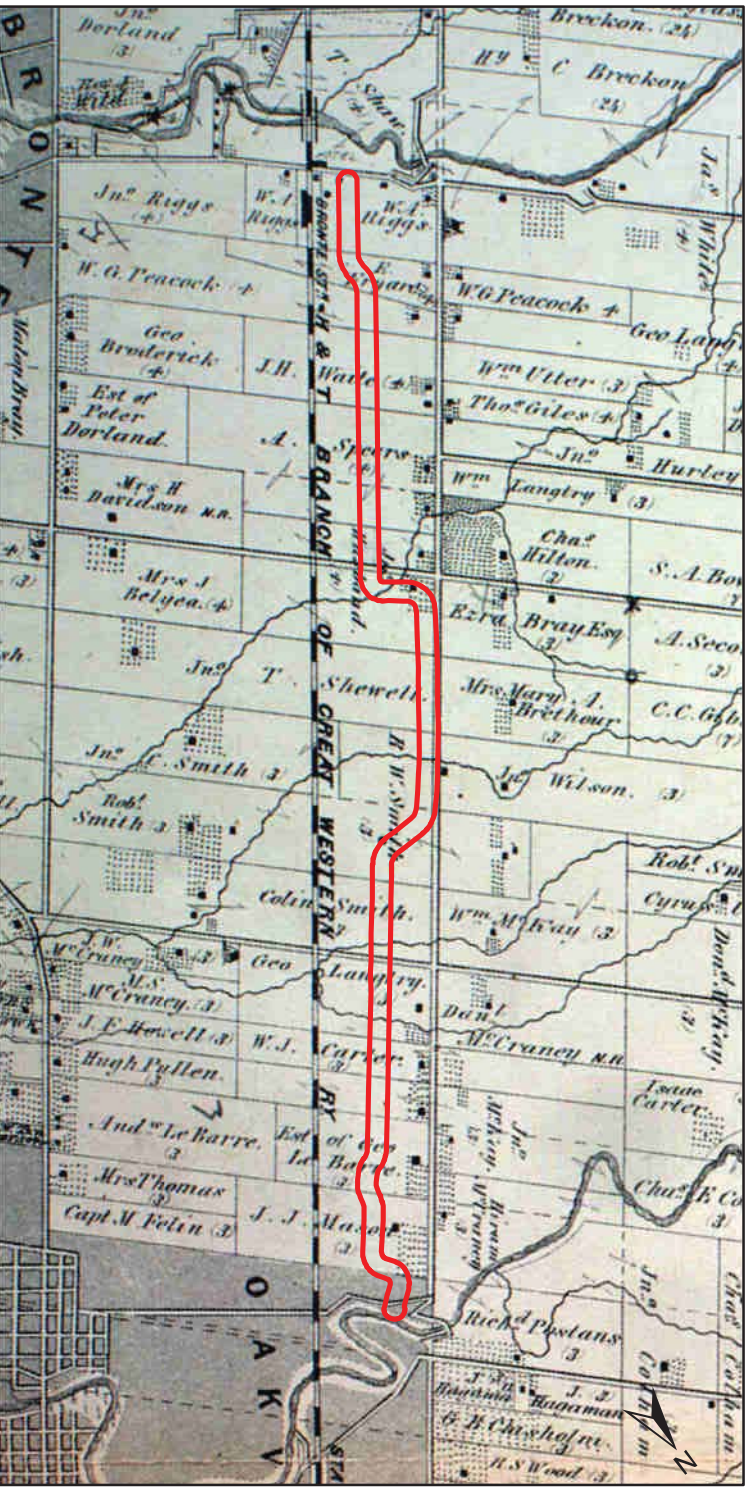




Figure 3: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1858 Map of the County of Halton




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STUDY AREA

Base:



0 1,000  
Metres

ASI PROJECT NO.: 17EA-166  
DATE: 18 Jun 18

DRAWN BY: BW  
FILE: 17EA166\_Fig2.3

Path: X:\2017 Projects\EA\17EA-165 Wycroft Rd\View\17EA165\_HiC\_Porr.mxd

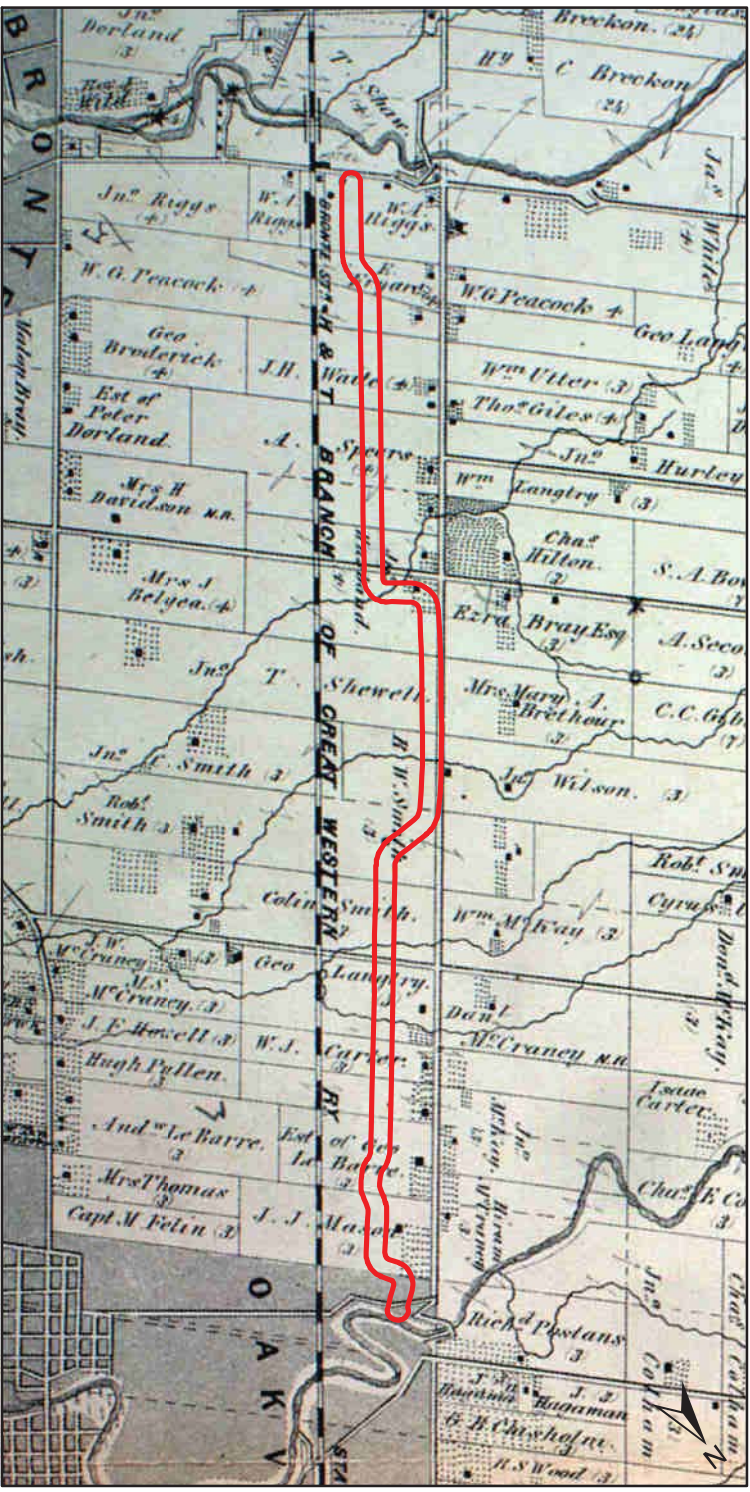


Figure 4: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1877 Illustrated Historical Atlas of the County of Halton, Township of Trafalgar page

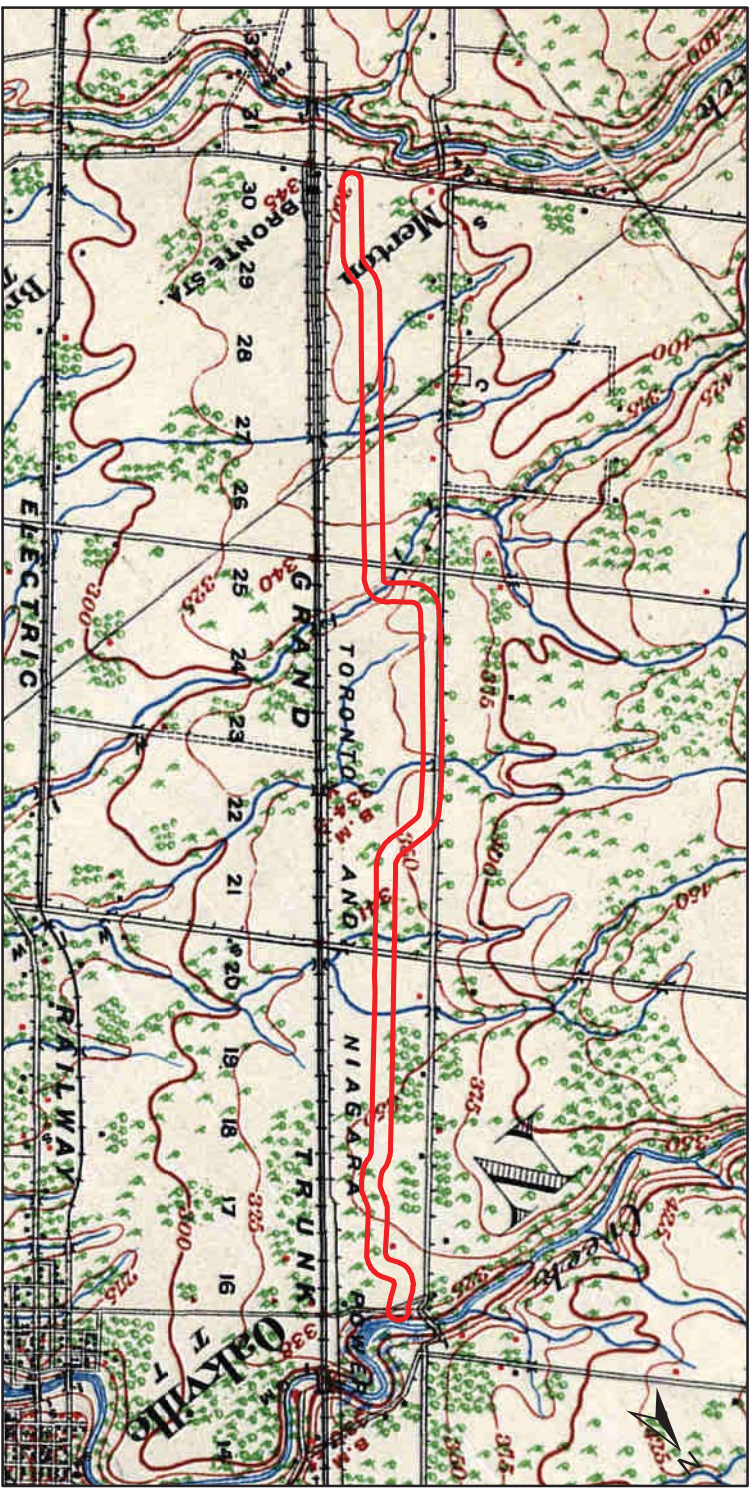


Figure 5: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1909 National Topographic System Hamilton Sheet



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Figure 6: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1954 Aerial Photograph of Oakville

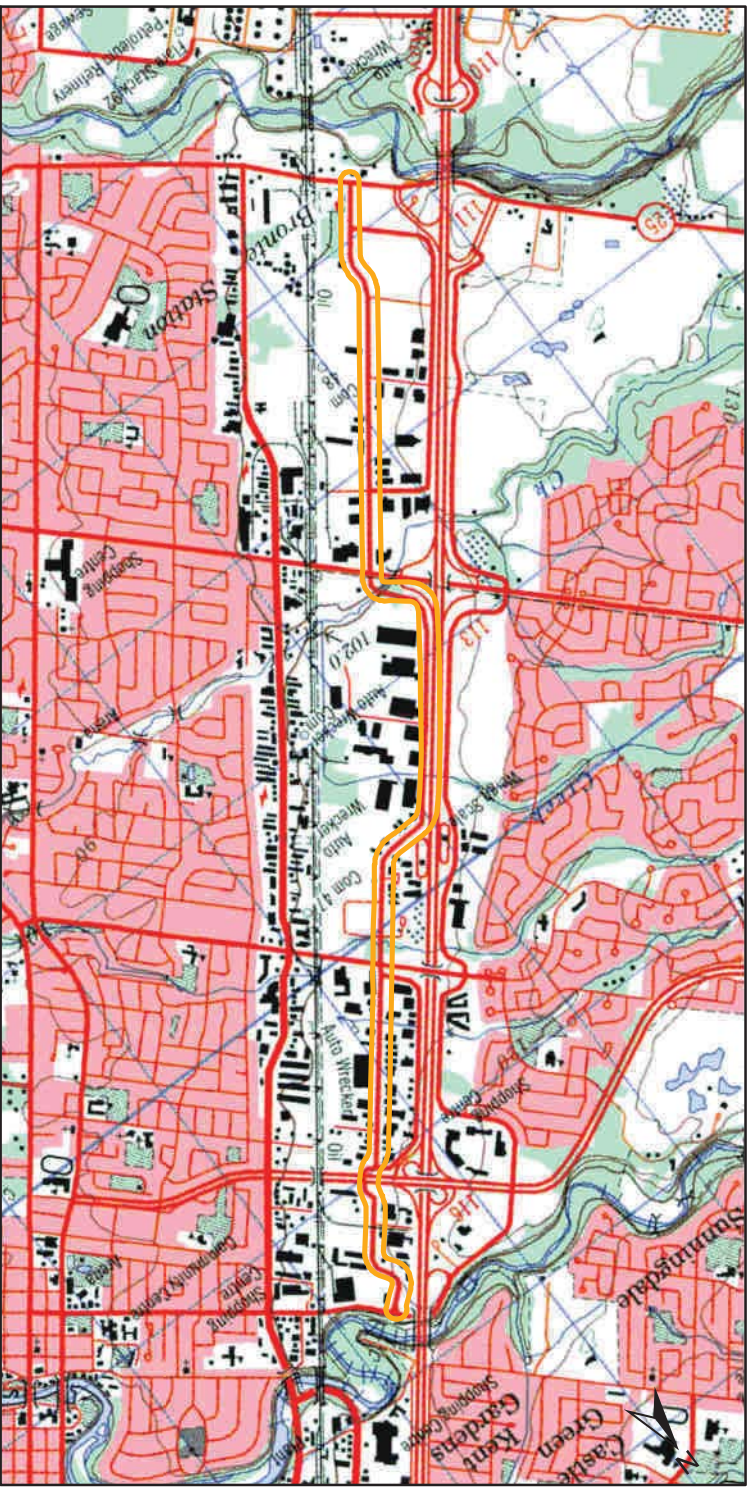



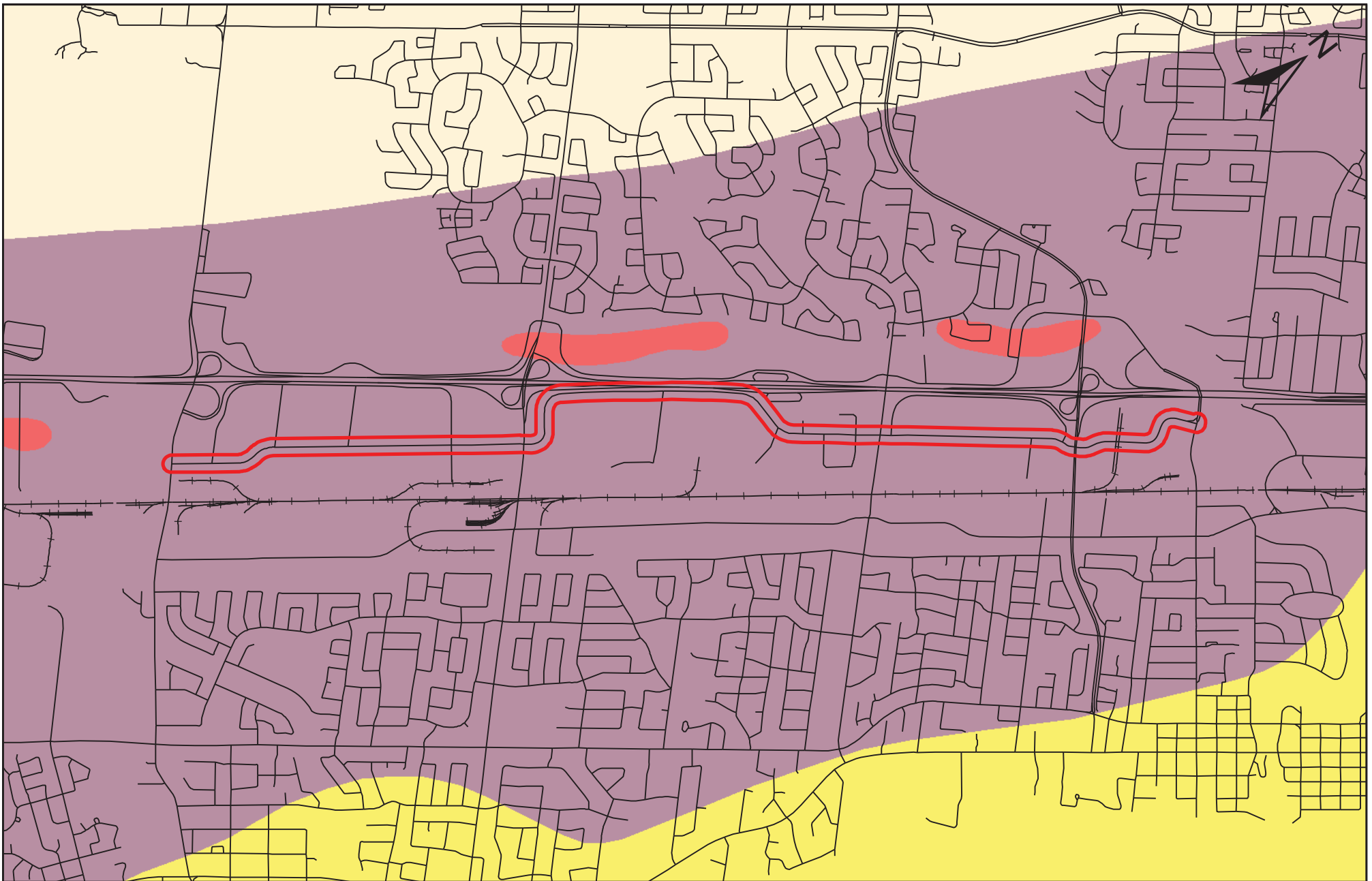


Figure 7: Wycroft Road Improvements Study Area (Approximate Location) Overlaid on the 1994 National Topographic System Hamilton Sheet

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			ASI PROJECT NO.: 17EA-165 DATE: 18-Jun-18	DRAWN BY: BW FILE: 17EA165_Fig_7














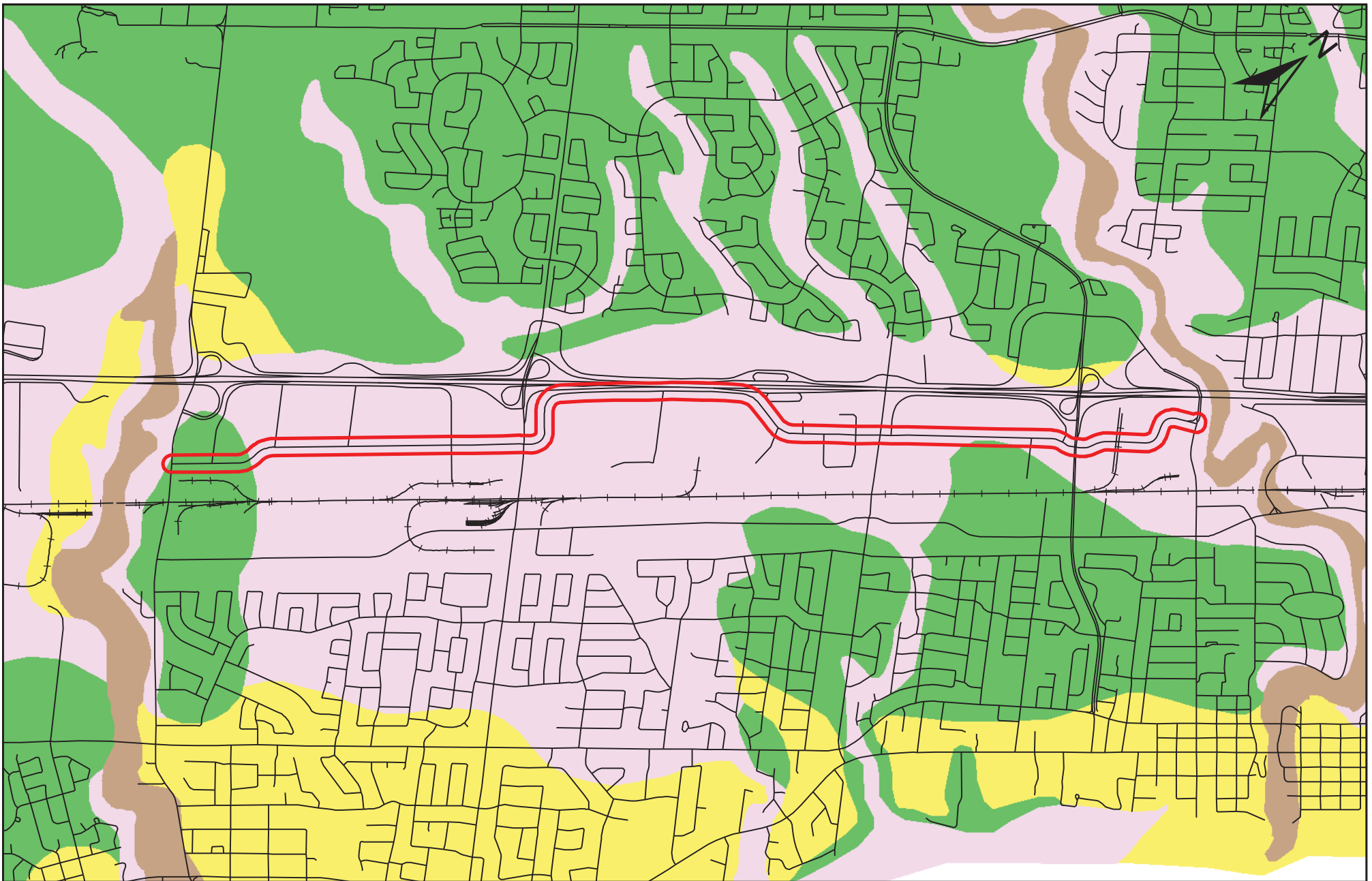
 <p><b>Archaeological &amp; Cultural Heritage Services</b>          528 Bathurst Street Toronto, ONTARIO M5S 2P9          416-966-1069   F416-966-9723   asiheritage.ca</p>	 STUDY AREA  ROAD  RAIL  Beaches	 Sand Plains  Shale Plains  Till Plains (Drumlinized)	<p>0 1,000</p>  <p>Metres</p>
	<p>ASI PROJECT NO.: 17EA-165      DRAWN BY: BW          DATE: 18-Jun-18                      FILE: 17EA165_Fig8_Physio</p>		

Figure 8: Wyecroft Road Improvements Study Area - Physiographic Landforms






















 <p><b>Archaeological &amp; Cultural Heritage Services</b>          528 Bathurst Street Toronto, ONTARIO M5S 2P9          416-966-1069   F416-966-9723   asiheritage.ca</p>	 STUDY AREA  ROAD  RAIL  Paleozoic bedrock	 Glaciolacustrine-derived silty to clayey till  Coarse-textured glaciolacustrine deposits  Littoral-foreshore deposits  Modern alluvial deposits	<p>0 1,000</p>  <p>Metres</p> <p>ASI PROJECT NO.: 17EA-165      DRAWN BY: BW          DATE: 18-Jun-18                      FILE: 17EA165_Fig9_SGU</p>
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Figure 9: Wycroft Road Improvements Study Area - Surficial Geology

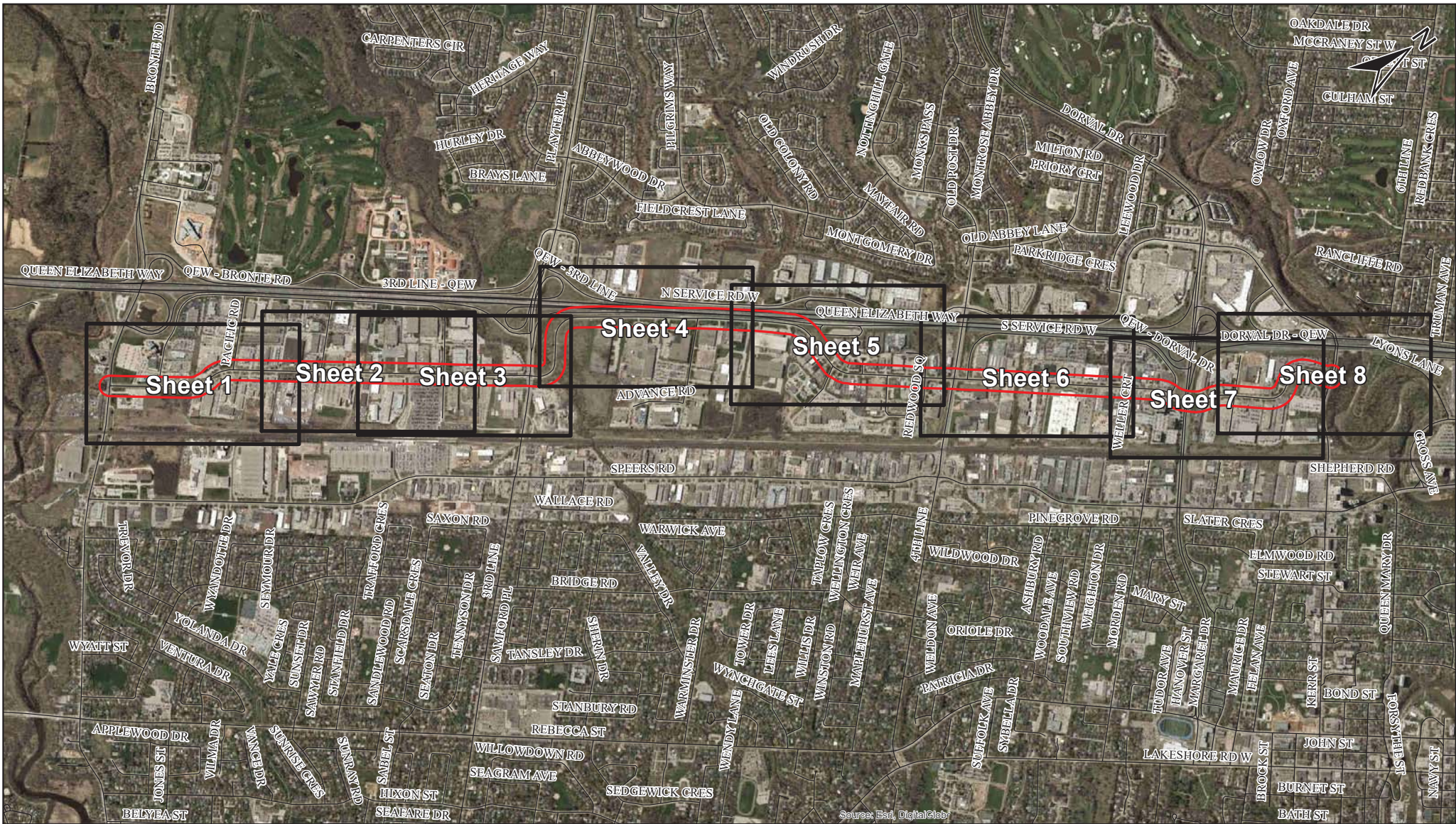


 <p><b>Archaeological &amp; Cultural Heritage Services</b>          528 Bathurst Street Toronto, ONTARIO M5S 2P9          416-966-1069   F416-966-9723   asiheritage.ca</p>	 STUDY AREA	 No Data
	 ROAD	 Well Drained
 RAIL	 Imperfectly Drained	 Poorly Drained



0 1,000  
  
 Metres

ASI PROJECT NO.: 17EA-165      DRAWN BY: BW  
 DATE: 18-Jun-18                      FILE: 17EA165\_Fig10\_Drain

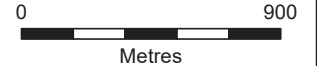
Figure 10: Wycroft Road Improvements Study Area - Soil Drainage




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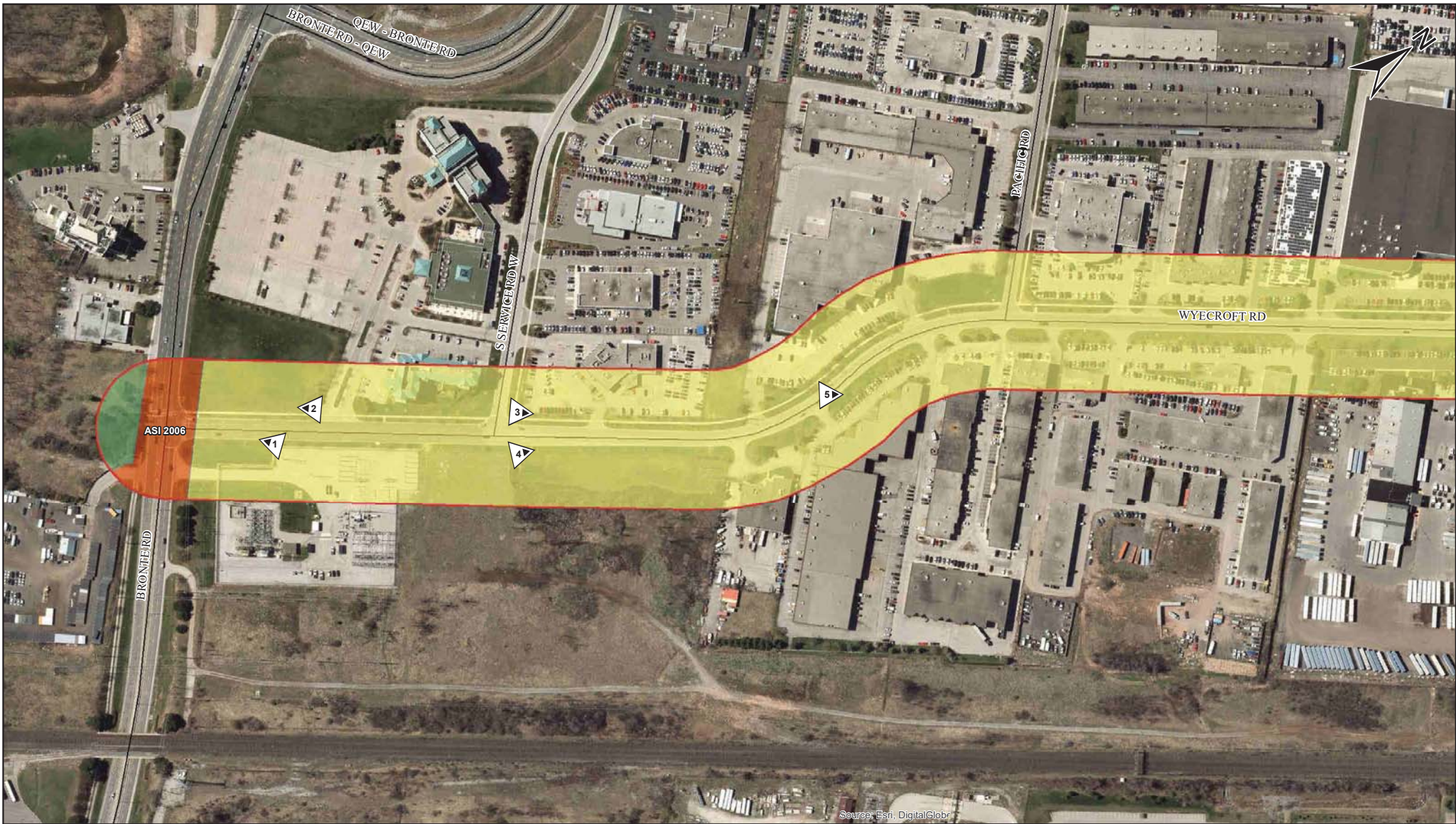
 STUDY AREA  
 ROAD

BASE:  
 Ortho  
 Esri, DigitalGlobe, GeoEye, I-cubed, USDA,  
 USGS, AEX, Getmapping, Aerogrid, IGN,  
 IGP, swisstopo, and the GIS User Community



ASI PROJECT NO.: 17EA-165  
 DATE: 18-Jun-18  
 DRAWN BY: BW  
 FILE: 17EA165\_Fig11\_KP

Figure 11: Wycroft Road Improvements Study Area - Results of the Property Inspection (Key Map)

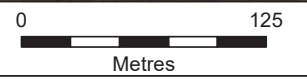


Source: Esri, DigitalGlobe

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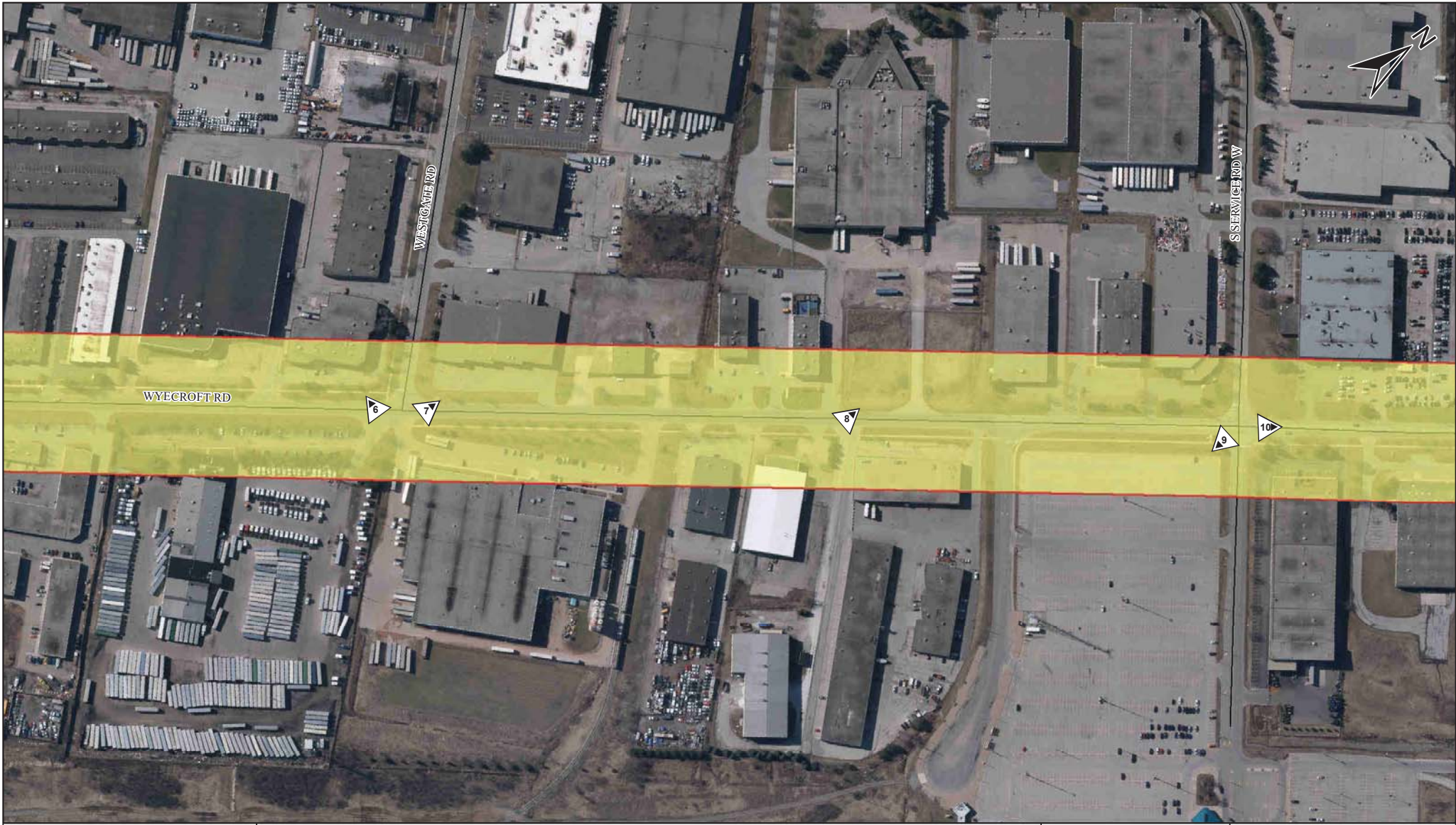
- STUDY AREA
- DISTURBED - NO POTENTIAL
- POTENTIAL - TEST PIT SURVEY REQUIRED
- PREVIOUSLY ASSESSED - NO POTENTIAL
- ROAD
- PHOTO PLATE

BASE:  
 Ortho  
 Esri, DigitalGlobe, GeoEye, i-cubed, USDA,  
 USGS, AEX, Getmapping, Aerogrid, IGN,  
 IGP, swisstopo, and the GIS User Community







ASI PROJECT NO.: 17EA-165  
 DATE: 19-Jun-18  
 DRAWN BY: BW  
 FILE: 17EA165\_Fig12\_S1

Figure 12: Wycroft Road Improvements Study Area - Results of the Property Inspection (Sheet 1)




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 STUDY AREA   
  DISTURBED - NO POTENTIAL  
 PHOTO PLATE   
  ROAD

BASE:  
 Ortho  
 Esri, DigitalGlobe, GeoEye, I-cubed, USDA,  
 USGS, AEX, Getmapping, Aerogrid, IGN,  
 IGP, swisstopo, and the GIS User Community


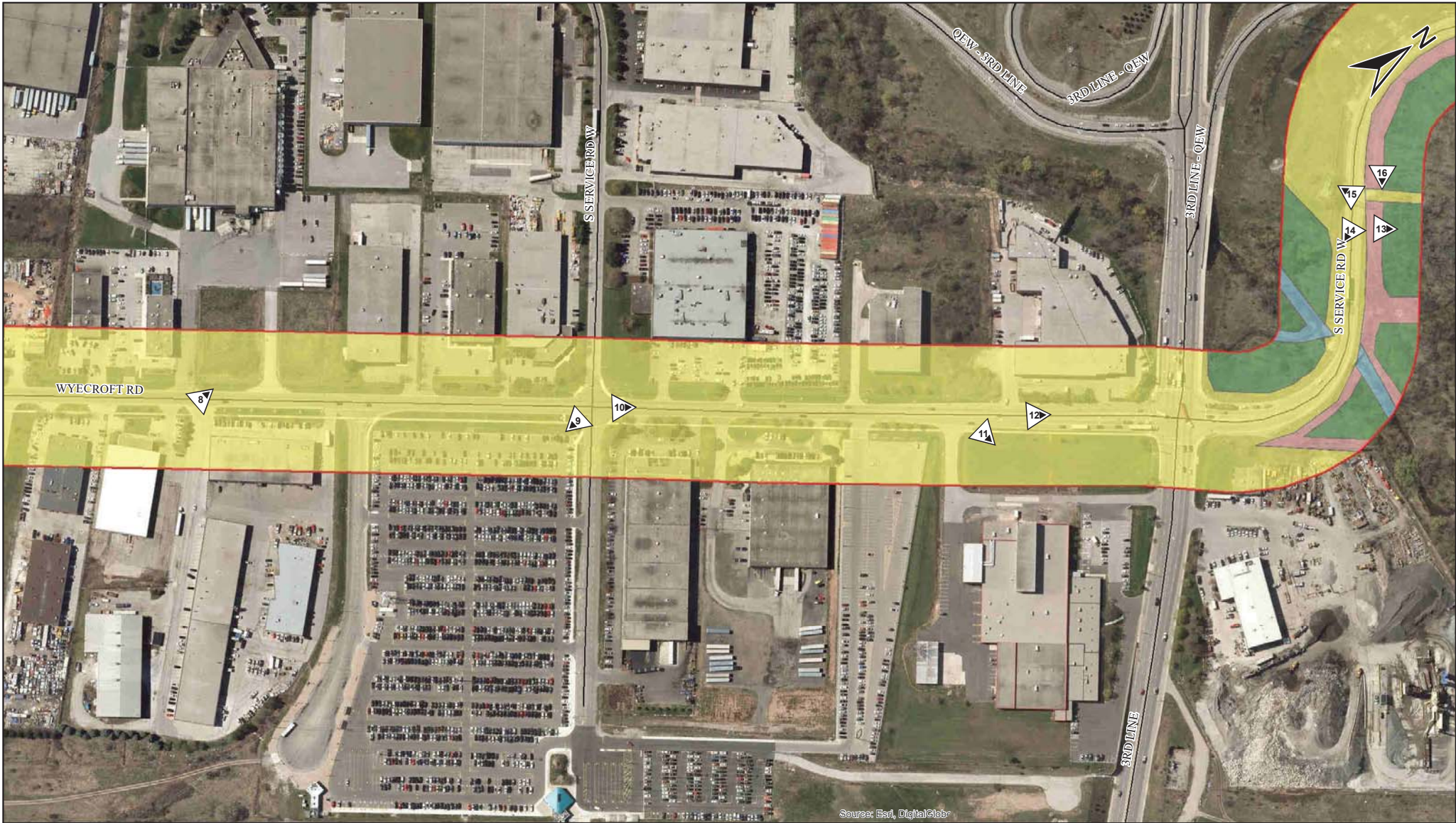
0  125  
 Metres  
 ASI PROJECT NO.: 17EA-165    DRAWN BY: BW  
 DATE: 18-Jun-18    FILE: 17EA165\_Fig13\_S2

Figure 13: Wycroft Road Improvements Study Area - Results of the Property Inspection (Sheet 2)




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- STUDY AREA
- DISTURBED - NO POTENTIAL
- SLOPE - NO POTENTIAL
- ▲ PHOTO PLATE
- LOW/WET - NO POTENTIAL
- POTENTIAL - TEST PIT SURVEY REQUIRED
- ROAD

BASE:  
 Ortho  
 Esri, DigitalGlobe, GeoEye, i-cubed, USDA,  
 USGS, AEX, Getmapping, Aerogrid, IGN,  
 IGP, swisstopo, and the GIS User Community



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 DATE: 19-Jun-18  
 DRAWN BY: BW  
 FILE: 17EA165\_Fig14\_S3

Figure 14: Wycroft Road Improvements Study Area - Results of the Property Inspection (Sheet 3)

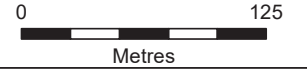


Source: Esri, DigitalGlobe

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- STUDY AREA
- DISTURBED - NO POTENTIAL
- SLOPE - NO POTENTIAL
- PHOTO PLATE
- LOWWET - NO POTENTIAL
- POTENTIAL - TEST PIT SURVEY REQUIRED
- ROAD

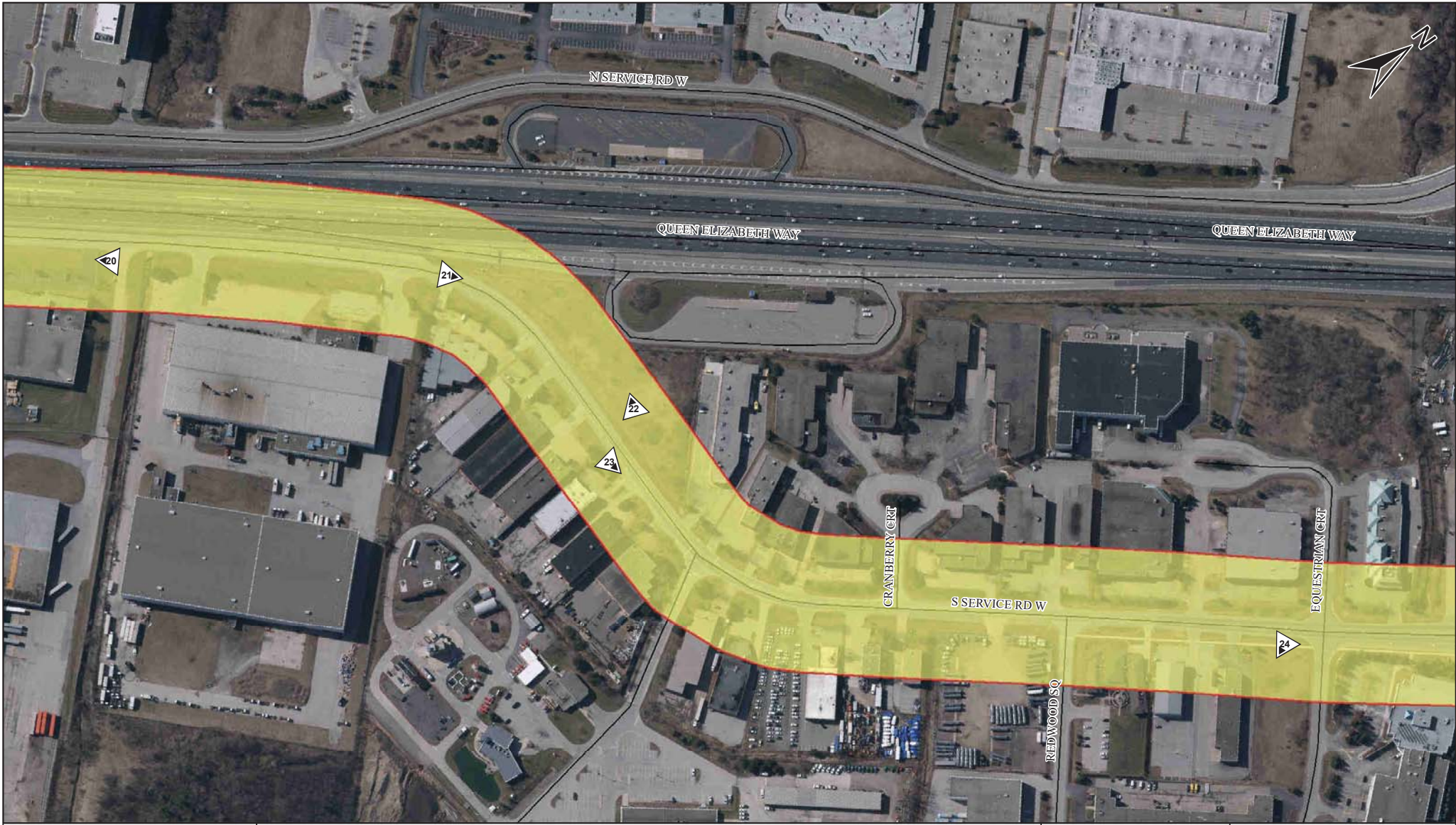
BASE:  
 Ortho  
 Esri, DigitalGlobe, GeoEye, i-cubed, USDA,  
 USGS, AEX, Getmapping, Aerogrid, IGN,  
 IGP, swisstopo, and the GIS User Community







ASI PROJECT NO.: 17EA-165 DRAWN BY: BW  
 DATE: 19-Jun-18 FILE: 17EA165\_Fig15\_54

Figure 15: Wycroft Road Improvements Study Area - Results of the Property Inspection (Sheet 4)






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 STUDY AREA   
  DISTURBED - NO POTENTIAL  
 PHOTO PLATE   
  ROAD

BASE:  
 Ortho  
 Esri, DigitalGlobe, GeoEye, I-cubed, USDA,  
 USGS, AEX, Getmapping, Aerogrid, IGN,  
 IGP, swisstopo, and the GIS User Community


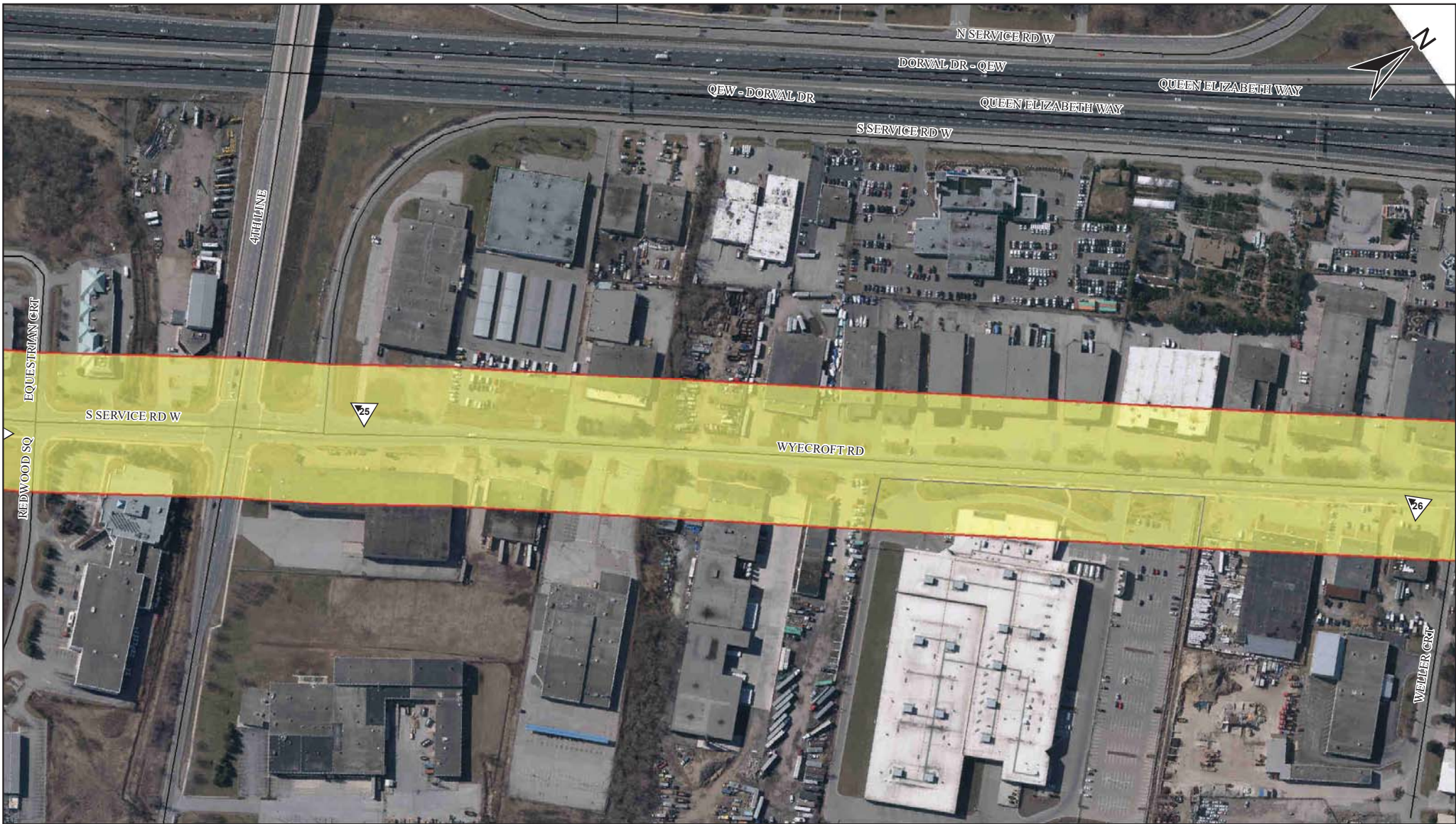


0  125  
 Metres  
 ASI PROJECT NO.: 17EA-165    DRAWN BY: BW  
 DATE: 18-Jun-18    FILE: 17EA165\_Fig16\_S5

Figure 16: Wycroft Road Improvements Study Area - Results of the Property Inspection (Sheet 5)




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STUDY AREA   
  DISTURBED - NO POTENTIAL  
 PHOTO PLATE   
  ROAD

BASE:  
 Ortho  
 Esri, DigitalGlobe, GeoEye, i-cubed, USDA,  
 USGS, AEX, Getmapping, Aerogrid, IGN,  
 IGP, swisstopo, and the GIS User Community


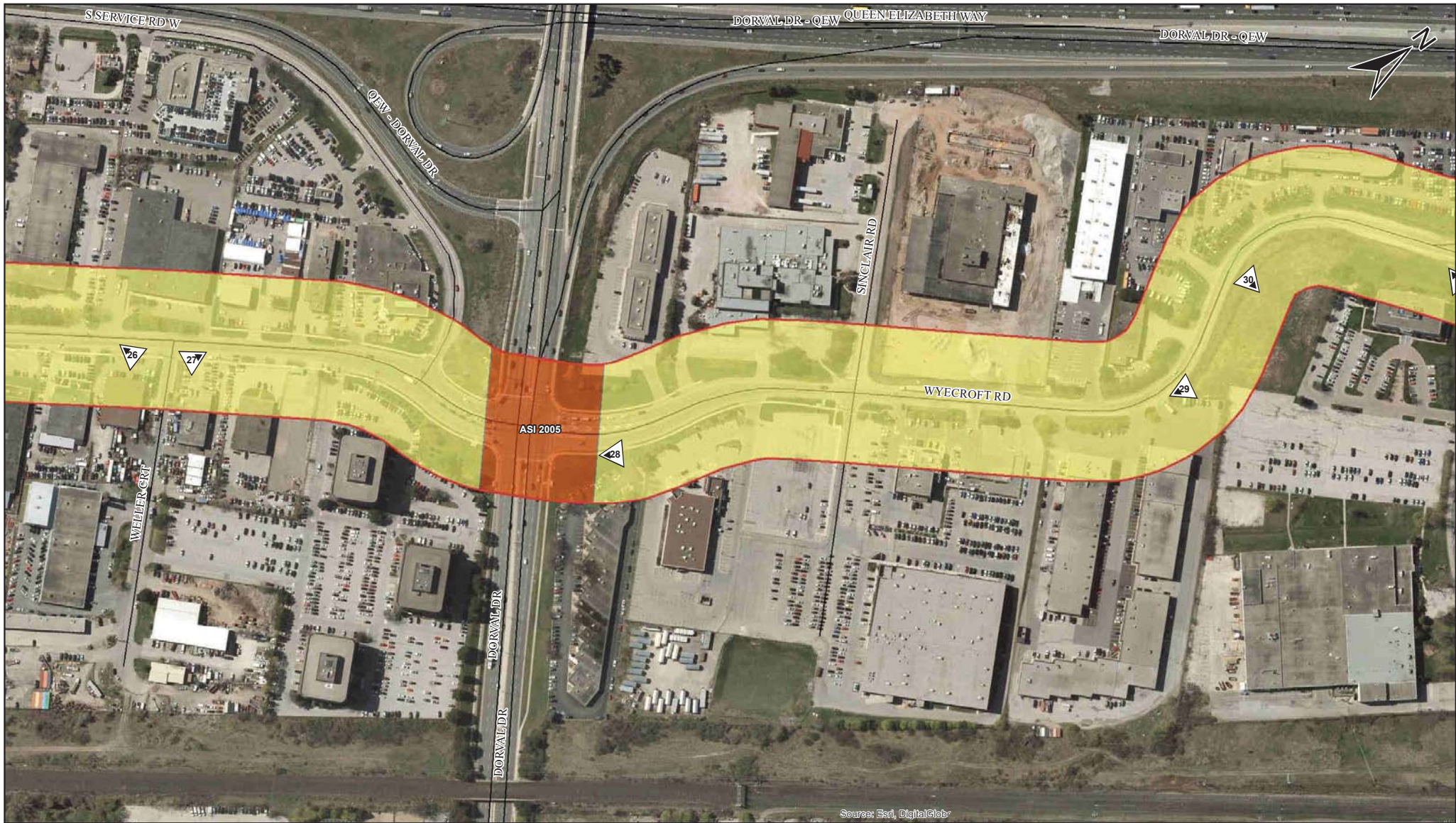
0  125  
 Metres  
 ASI PROJECT NO.: 17EA-165    DRAWN BY: BW  
 DATE: 18-Jun-18    FILE: 17EA165\_Fig17\_S6

Figure 17: Wycroft Road Improvements Study Area - Results of the Property Inspection (Sheet 6)




Source: Esri, DigitalGlobe



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 STUDY AREA	 DISTURBED - NO POTENTIAL	 PREVIOUSLY ASSESSED - NO POTENTIAL
 PHOTO PLATE	 ROAD	

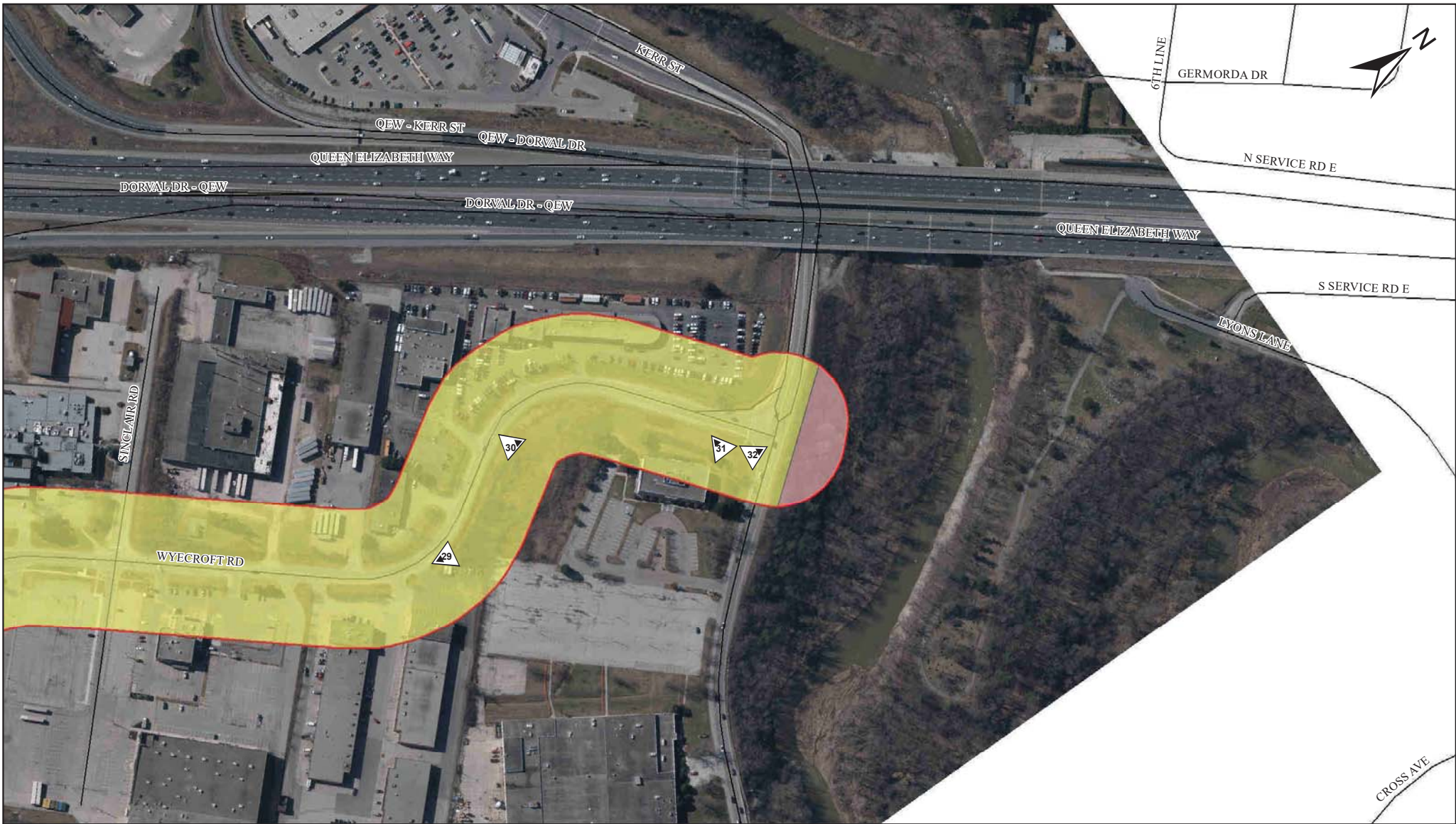
BASE:  
 Ortho  
 Esri, DigitalGlobe, GeoEye, i-cubed, USDA,  
 USGS, AEX, Getmapping, Aerogrid, IGN,  
 IGP, swisstopo, and the GIS User Community

0  125  
 Metres

ASI PROJECT NO.: 17EA-165  
 DATE: 19-Jun-18

DRAWN BY: BW  
 FILE: 17EA165\_Fig18\_S7

Figure 18: Wycroft Road Improvements Study Area - Results of the Property Inspection (Sheet 7)




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STUDY AREA   
  DISTURBED - NO POTENTIAL   
  SLOPE - NO POTENTIAL  
 ROAD  
 PHOTO PLATE

BASE:  
 Ortho  
 Esri, DigitalGlobe, GeoEye, I-cubed, USDA,  
 USGS, AEX, Getmapping, Aerogrid, IGN,  
 IGP, swisstopo, and the GIS User Community

0  125  
 Metres  
 ASI PROJECT NO.: 17EA-165    DRAWN BY: BW  
 DATE: 18-Jun-18    FILE: 17EA165\_Fig19\_S8

Figure 19: Wycroft Road Improvements Study Area - Results of the Property Inspection (Sheet 8)

**8.0 IMAGES**



Plate 1: Southwest view of Wycroft Rd towards Bronte Rd; Area is disturbed, no potential



Plate 2: Southwest view of Wycroft Rd towards Bronte Rd; Area is disturbed, no potential



Plate 3: Northeast view of Wycroft Rd at South Service Rd W.; Area is disturbed, no potential



Plate 4: Northeast view of Wycroft Rd at South Service Rd W.; Area is disturbed, no potential



Plate 5: Northeast view of Wycroft Rd.; Area is disturbed, no potential



Plate 6: West view of Wycroft Rd at Westgate Rd.; Area is disturbed, no potential



Plate 7: North view of Wycroft Rd at Westgate Rd.; Area is disturbed, no potential



Plate 8: North view of Wycroft Rd.; Area is disturbed, no potential



Plate 9: South view of Wycroft Rd at South Service Rd. W.; Area is disturbed, no potential



Plate 10: Northeast view of Wycroft Rd at South Service Rd. W.; Area is disturbed, no potential



Plate 11: East view from Wycroft Rd.; Area is disturbed, no potential



Plate 12: Northeast view of Wycroft Rd. towards Third Line; Area is disturbed, no potential



Plate 13: Northeast view of old road off South Service Rd. W.; Area is sloped to the disturbed ROW, no potential



Plate 14: South view of South Service Rd. W.; Area is disturbed, no potential



Plate 15: West view of South Service Rd. W.; Area is disturbed, no potential



Plate 16: Southeast view of South Service Rd. W.; Area at top of slope exhibits potential, requires Stage 2 test pit survey



Plate 17: South view of South Service Rd. W.; Area exhibits potential, requires Stage 2 test pit survey



Plate 18: West view of South Service Rd. W.; Area at top of slope exhibits potential, requires Stage 2 test pit survey



Plate 19: East view of South Service Rd. W.; Area is disturbed, no potential



Plate 20: Southwest view of South Service Rd. W.; Area is disturbed, no potential



Plate 21: Northeast view of South Service Rd. W. And the QEW; Area is disturbed, no potential



Plate 22: Northwest view of South Service Rd. W. And the QEW; Area is disturbed, no potential



Plate 23: East view of South Service Rd. W.; Area is disturbed, no potential



Plate 24: Southeast view from South Service Rd. W. At Equestrian Crt.; Area is disturbed, no potential



Plate 25: West view of Wycroft Rd. at Fourth Line/South Service Rd. W.; Area is disturbed, no potential



Plate 26: West view of Wycroft Rd. at Weller Crt.; Area is disturbed, no potential



Plate 27: North view of Wycroft Rd. at Weller Crt.; Area is disturbed, no potential



Plate 28: Southwest view of Wycroft Rd. at Dorval Dr.; Area is disturbed, no potential





Plate 29: South view of Wycroft Rd.; Area is disturbed, no potential



Plate 30: North view 2016 Google Earth imagery of Wycroft Rd.; Area of past topsoil stripping is disturbed, no potential



Plate 31: West view of Wycroft Rd. at Kerr St.; Area is disturbed, no potential



Plate 32: North view of Wycroft Rd. at Kerr St.; Area beyond disturbed ROW is steeply sloped ravine, no potential