

## **APPENDIX J**

### **Stage 1 Archaeological Assessment**

**Stage 1 Archaeological  
Assessment: Courtneypark Drive  
East, Kennedy Road to Dixie Road**

Parts of Lots 8 and 9, Concession 1  
East (E), Parts of Lots 7 to 9,  
Concession 2E, Parts of Lots 7 and 8,  
Concession 3E, and Parts of Lots 7  
and 8, Concession 4E,  
Geographic Township of Toronto,  
former Peel County,  
now City of Mississauga, Ontario



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**ORIGINAL REPORT**

February 10, 2015

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# STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD

## Executive Summary

Stantec Consulting Ltd. (Stantec) has been retained by the City of Mississauga (the City) to complete a Stage 1 archaeological assessment for the Schedule "C" Municipal Class Environmental Assessment (Class EA) Study and Preliminary Design for Courtneypark Drive East. The Stage 1 assessments was undertaken in the preliminary planning and design process for the Class EA in accordance with the *Municipal Class Environmental Assessment* document by the Municipal Engineers (October 2000, as amended in 2007), approved under the *Ontario Environmental Assessment Act* (Government of Ontario 1990).

The study area includes an approximate 2.8 kilometre portion of the existing Courtneypark Drive East, from Kennedy Road to Dixie Road, as well as the intersections therein. More specifically, the study area includes parts of Lots 8 and 9, Concession 1 East (E), Parts of Lots 7 to 9, Concession 2E, Parts of Lots 7 and 8, Concession 3E, and Parts of Lots 7 and 8, Concession 4E, Geographic Township of Toronto, former Peel County, now City of Mississauga, Ontario.

Archaeological potential for pre-contact Aboriginal, post-contact Aboriginal, and Euro-Canadian sites is deemed to be moderate to high within the study area based on historical documentation; however, the Stage 1 property inspection has determined that the entire study area (100%) has been subject to extensive land disturbance which has removed archaeological potential. Thus, in accordance with Section 7.7.4 Standard 1b, no part of the study area retains archaeological potential **and no further archaeological assessment is required.**

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

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

## **1.0 PROJECT CONTEXT**

### **1.1 DEVELOPMENT CONTEXT**

Stantec Consulting Ltd. (Stantec) has been retained by the City of Mississauga (the City) to complete a Stage 1 archaeological assessment for the Schedule "C" Municipal Class Environmental Assessment (Class EA) Study and Preliminary Design for Courtneypark Drive East. The Stage 1 assessment was undertaken in the preliminary planning and design process for the Class EA in accordance with the *Municipal Class Environmental Assessment* document by the Municipal Engineers (October 2000, as amended in 2007), approved under the *Ontario Environmental Assessment Act* (Government of Ontario 1990). It is the City's intention to make use of the existing Courtneypark Drive East structure across Highway 410; however, the existing structure will be widened significantly.

The study area includes an approximate 2.8 kilometre portion of the existing Courtneypark Drive East, from Kennedy Road to Dixie Road, as well as the intersections therein. More specifically, the study area includes parts of Lots 8 and 9, Concession 1 East (E), Parts of Lots 7 to 9, Concession 2E, Parts of Lots 7 and 8, Concession 3E, and Parts of Lots 7 and 8, Concession 4E, Geographic Township of Toronto, former Peel County, now City of Mississauga, Ontario (Figure 1).

#### **1.1.1 Objectives**

The objectives of the Stage 1 assessment were to compile all available information about the known and potential archaeological heritage resources within the study area and to provide specific direction for the protection, management and/or recovery of these resources. In compliance with the provincial standards and guidelines set out in the Ministry of Tourism, Culture and Sport's (MTCSS) 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), the objectives of the Stage 1 Archaeological Overview/Background Study are as follows:

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

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

- A review of relevant archaeological, historic and environmental literature pertaining to the study area;
- A review of the land use history, including pertinent historic maps;

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- An examination of the Ontario Archaeological Sites Database (ASDB) to determine the presence of known archaeological sites in and around the project area; and
- A property inspection of the study area.

Permission to access the study area was provided by Farhad Shahla, former Project Manager for the City of Mississauga.

## 1.2 HISTORICAL CONTEXT

### 1.2.1 Post-contact Aboriginal Resources

The post-contact Aboriginal occupation of Southern Ontario was heavily influenced by the dispersal of various Iroquoian-speaking communities by the New York State Iroquois and the subsequent arrival of Algonkian speaking groups from northern Ontario at the end of the 17<sup>th</sup> century and the beginning of the 18<sup>th</sup> century (Konrad 1981; Schmalz 1991). When Europeans arrived in the 1600s, both Algonkian-speaking and Iroquoian peoples already lived in the Credit River Valley area. One of the First Nations groups the French traders encountered near the Credit River were the Algonkian Mississaugas. However, by 1700 the Mississaugas had driven the Iroquois from the area. In southwestern Ontario, members of the Three Fires Confederacy (Chippewa, Ottawa, and Potawatomi) were immigrating from Ohio and Michigan in the late 1700s (Feest and Feest 1978:778-779).

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

The study area is located within the Geographic Township of Toronto, which lies within the bounds of Treaty 13A. On August 2, 1805, the Principal Chiefs of the Mississauga Nation and William Claus, Esquire, Deputy Superintendent General and Deputy Inspector General of Indians and their Affairs, signed Treaty 13A (Morris 1943). The area of Treaty 13A is described as follows:

*Commencing at the eastern bank of the mouth of the River Etobicoke, being in the limit of the western boundary line of the Toronto Purchase, in the year 1787; then north twenty-two degrees west, six miles; thence south 38 degrees west, twenty-six miles more or less, until it intersects a line on the course north 45 degrees west, produced from the outlet of Burlington Bay; then along the said produced line, one mile more or less to the lands granted to Captain Brant; then north 45 degrees east, one mile and a half; then south 45 degrees east, three miles and a half more or less to Lake Ontario; then north*



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*easterly along the water['s] edge of Lake Ontario to the eastern bank of the River Etobicoke being the place of beginning.*

(Morris 1943:22)

In this treaty, known as the "First Purchase", the Crown acquired over 74,000 acres of land, excluding a one mile strip on each side of the Credit River which became known as the Credit River Indian Reserve. While it is difficult to delineate treaty boundaries today, Figure 2 provides an approximate outline of Treat Number 13A (identified by the letter "M").

### 1.2.2 Historic Euro-Canadian Archaeological Resources and Surveys

The study area is situated on parts of Lots 8 and 9, Concession 1E, parts of Lots 7 to 9, Concession 2E, parts of Lots 7 and 8, Concession 3E, and parts of Lots 7 and 8, Concession 4E, Geographic Township of Toronto, former Peel County, now City of Mississauga, Ontario.

The French adventurer Etienne Brûlé likely visited the area in 1615 (Jurgens 1966), however little European settlement occurred in the 17<sup>th</sup> and early 18<sup>th</sup> centuries. Toronto Township was originally formed as part of York County in 1805, but separated in 1851 to become part of Peel County. Samuel Wilmot completed the survey of the southern half of the township (known as the Old Survey) in 1806 and the area was made available for Euro-Canadian settlement at the same time. Weaver (1913:65) notes that "[A] strip of land one mile wide on each side of the Credit [River] was then reserved for the Mississauga Indians, with special privilege as to fishing." Further evidence of the importance of the Credit River to Aboriginal populations at the time of initial Euro-Canadian settlement is found in the published diary of Mrs. Simcoe, the wife of the first Governor of Canada. An entry dated June 1796 notes that "[N]umbers of Indians resort here [the Credit River]...to fish for salmon" (Weaver 1913:63). The entry further describes travel up the Credit River, to a point where a portage was necessary to traverse around a set of rapids. Nearly a quarter of a century later the village of Streetsville was founded beside these rapids.

The northern half of Toronto Township (known as the New Survey) was surveyed in 1819 by the British government. Early transportation routes in the Township of Toronto opened in the early 19<sup>th</sup> century. For example, Dundas Street, also known as Governor's Road, was opened in the early 19<sup>th</sup> century as a principal military route between York (now City of Toronto) and London.

Euro-Canadian settlement of Toronto Township focused around Dundas Street, an established aboriginal trail that had been expanded into a main road (Riendeau 2002:124). Many of the initial settlers were United Empire Loyalists leaving the newly formed United States. The proportion of British immigrants dramatically increased after the war of 1812, in part due to the upheavals of the Napoleonic wars in Europe (Riendeau 2002:126). Between 1815 and 1850 over a million British immigrants came to settle in Toronto Township where agricultural potential was vast. With the demand for land so high at this point the provincial government purchased the remainder of the Mississauga Tract in 1818 and six months later the north half of Toronto Township was surveyed. Prior to this many squatters were living in the northern portion of the township in hopes of

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receiving land grants. It was in the spring of 1819 that Malcolm McKinnon was officially granted land in the north of Toronto Township.

Railway development within Peel County began in the 1850s with the construction of the Hamilton Toronto Railway along the lakefront of Lake Ontario. The railway became part of the Great Western Railway prior to being acquired by the Grand Trunk Railway in 1882 (Currie 1957). Construction of the Credit Valley Railway began in 1871 and was completed by 1881. In 1883, the railway was absorbed in to the Ontario & Quebec Railway and later, in to the Canadian Pacific Railway.

The 1877 *Illustrated Historical Atlas of the County of Peel* (Walker & Miles 1877) notes several land owners for the various lots associated with the study area (Figure 3). Table 1 summarizes the landowner information from the 1877 historic map of Toronto Township.

**Table 1: Property Owners and Historical Features Depicted in the 1877 Historic Map of Toronto Township**

Lot	Concession	Owner/Resident	Euro-Canadian Features
8 (Northeast quarter and West half)	1 E	George Evans	Building and orchard on west side. Property is bordered by Kennedy Road to the east.
9 (full)	1 E	David Brown	One building and orchard at the north west corner, one building and orchard at the south west corner. Property is bordered by Kennedy Road to the east.
7 (East half)	2 E	David McGraw	Building and orchard on east side. Tomken Road borders property to the east.
8 (West half)	2 E	Andrew Aikens	Building and orchard on west side. Property is bordered by Kennedy Road to the west.
8 (East half)	2 E	Estate of Thomas Smith	Building and orchard centrally located. 9 <sup>th</sup> with laneway from the east side. Tomken Road borders property to the east.
9 (South half)	2 E	Thomas Aikens	Building and orchard on east side. Orchard near the north east side. Two tributaries of Etobicoke Creek run east-west through east side of property
7 (Northwest quarter)	3 E	James Johnston	Two buildings one at north west edge, one near south east edge. Tomken Road borders property to the west.
7 (Southwest quarter)	3 E	Estate of William Maley	Building at west side. Property is bordered by Tomken Road to the west
7 (East half)	3 E	William Johnston	Dixie Road borders property to the east.
8 (West half)	3 E	James Johnston	Tributary of Etobicoke Creek runs east-west through northern half of property. Tomken Road borders property to the west.
8 (East half)	3 E	William Johnston	Building and orchard on east side. Dixie Road to the east, tributary of Etobicoke Creek runs east-west through northern half of property

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Lot	Concession	Owner/Resident	Euro-Canadian Features
7 (full)	4 E	Nathaniel Cooper	Building and orchard on west side. Dixie Road borders the property to the west.
8 (full)	4 E	Estate of William Hornby	Building and orchards on west side. Dixie Road to the west, tributary of Etobicoke Creek runs east-west through center of property.

Several villages and hamlets grew up in the area and are visible on the 1877 map. The closest early settlements to the study area are Palestine, Mount Charles, Derry West, Elmbank, and Britannia. The community of Palestine is located at the intersection of current day Tomken and Derry Roads. The community had a Methodist church by 1871 and by 1877 it also had a store, school and tavern on all four corners of the community (Riendeau 2002:134). The hamlet of Mount Charles is located at the east corner of Derry and Dixie Roads and was originally named King's Corner or Kingsville after the King family who settled in the area in the 19<sup>th</sup> century. In 1862 it was later changed to Mount Charles after the postmaster and shopkeeper Charles Junior (Riendeau 2002:128). The hamlet of Derry West is located on Centre Road north of Britannia. It was settled by Protestants from Ireland and by mid-century it boasted a post office, a church, two inns, a shoemaker, a schoolhouse, a store, an Orange Hall and a hotel. All that remains today of this hamlet is a cemetery and a plaque (Riendeau 2002:133). The hamlet of Elmbank was located where the Pearson International Airport is in present day. Elmbank had a carpenters shop and a school house as shows on Figure 3. When the Pearson Airport was expanded in 2001 there was also evidence of a church and cemetery that contained over 300 burials dating to between 1833 and 1932 (Riendeau 2002:127). The village of Britannia is located at the intersection of Highway 10 and Britannia Road and was originally referred to as Gardner's, Gardner's Corners or Gardner's Clearing after the Gardner family that settled in the area (Riendeau 2002:130). In 1843 a red brick Wesleyan Methodist church was built to replace the log church that was built in 1821. Later, in 1852, a school house was constructed and by 1863 a post office was established.

Although landowner information is available on the historic map, it should be recognized that historical county atlases were produced primarily to identify factories, offices, residences and landholdings of subscribers and were funded by subscriptions fees. Therefore, landowners who did not subscribe were not always listed on the maps (Caston 1997:100). Moreover, associated structures were not necessarily depicted or placed accurately (Gentilcore and Head 1984). However, the Peel historical atlas maps do provide a considerable amount of detail as listed above and it is apparent that the road system in place in the late 19<sup>th</sup> century is still recognizable today.

Toronto Township was predominantly an agricultural area, although its southern portions became more urbanized over the first half to the 20<sup>th</sup> century (Riendeau 2002:141). The Town of Mississauga was incorporated in 1968, including all of Toronto Township except for the towns of Port Credit and Streetsville. These communities were later included when the town of Mississauga was incorporated as a City in 1974.

### **1.2.3 Recent Reports**

Other than the existing historic documentation, the study area has not been documented in recent archaeological assessments.

## **1.3 ARCHAEOLOGICAL CONTEXT**

### **1.3.1 The Natural Environment**

The study area is situated within the “South Slope” physiographic region (Chapman and Putnam 1984: 172-174).

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

(Chapman and Putnam 1984:172-174)

The underlying bedrock of the South Slope is comprised of grey and black shale with some inter-bedded limestone (Freeman 1979). The central portion of the South Slope, located in the Regional Municipality of Durham, consists of scattered long thin drumlins which tend to be oriented directly up the slope (Chapman and Putnam 1984). The South Slope region contains a variety of soils, many of which have proved to be excellent through more than a century of agricultural use. In general, the soils are developed upon tills than tend to be sandy in the eastern portion of the region and clayey in the west (Chapman and Putnam 1984). It is further noted that sloping within the South Slope is more pronounced in the east than in the west (Chapman and Putnam 1984). The South Slope is truncated along its southern edge by the Iroquois Plain, a beach ridge and narrow plain that represents the remnant of glacial Lake Iroquois.

The major soil type within the study area is Peel clay, alongside smaller deposits of Malton clay, and Alluvial Bottom Land. Peel clay is suitable for farming as it is only imperfectly drained while Malton clay is poorly drained and is not suitable for all crop types (Hoffman and Richards 1953). Notwithstanding the Malton series soils, the study area would have been suitable for pre-contact Aboriginal agriculture.

Potable water is the single most important resource for any extended human occupation or settlement and since water sources in southwestern Ontario have remained relatively stable over time, proximity to drinkable water is regarded as a useful index for the evaluation of archaeological site potential. In fact, distance to water is one of the most commonly used variables for predictive modeling of archaeological site location in Ontario. A tributary of

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Etobicoke Creek runs roughly east to west through the study area, which would have provided potable water.

### 1.3.2 Pre-contact Aboriginal Resources

This portion of southwestern Ontario has been demonstrated to have been occupied by people as far back as 11,000 years ago as the glaciers retreated. For the majority of this time, people were practicing hunter gatherer lifestyles with a gradual move towards more extensive farming practices. Table 2 provides a general outline of the cultural chronology of the Regional Municipality of Peel, based on Ellis and Ferris (1990).

**Table 2: Cultural Chronology for Regional Municipality of Peel**

Period	Characteristics	Time Period	Comments
Early Paleo-Indian	Fluted Projectiles	9000 - 8400 B.C.	spruce parkland/caribou hunters
Late Paleo-Indian	Hi-Lo Projectiles	8400 - 8000B.C.	smaller but more numerous sites
Early Archaic	Kirk and Bifurcate Base Points	8000 - 6000 B.C.	slow population growth
Middle Archaic	Brewerton-like points	6000 - 2500 B.C.	environment similar to present
Late Archaic	Lamoka (narrow points)	2000 - 1800 B.C.	increasing site size
	Broad Points	1800 - 1500 B.C.	large chipped lithic tools
	Small Points	1500 - 1100B.C.	introduction of bow hunting
Terminal Archaic	Hind Points	1100 - 950 B.C.	emergence of true cemeteries
Early Woodland	Meadowood Points	950 - 400 B.C.	introduction of pottery
Middle Woodland	Dentate/Pseudo-Scallop Pottery	400 B.C. - A.D.500	increased sedentism
	Princess Point	A.D. 550 – 900	introduction of corn
Late Woodland	Early Ontario Iroquoian	A.D. 900 – 1300	emergence of agricultural villages
	Middle Ontario Iroquoian	A.D. 1300 – 1400	long longhouses (100m +)
	Late Ontario Iroquoian	A.D. 1400 – 1650	tribal warfare and displacement
Contact Aboriginal	Various Algonkian Groups	A.D. 1700 – 1875	early written records and treaties
Late Historic	Euro-Canadian	A.D. 1796 - present	European settlement

### 1.3.3 Previously Identified Archaeological Sites and Surveys

In order that an inventory of archaeological resources could be compiled, the registered archaeological site records kept by MTCS were consulted. In Ontario, information concerning archaeological sites is stored in the ASDB maintained by the MTCS. This database contains archaeological sites registered according to the Borden system. Under the Borden system, Canada is divided into grid blocks based on latitude and longitude. A Borden Block is

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approximately 13 kilometres east to west and approximately 18.5 kilometres 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 within Borden Blocks AjGv and AjGw.

Information concerning specific site locations is protected by provincial policy, and is not fully subject to the *Freedom of Information and Protection of Privacy Act*. The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to all media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The Ministry of Tourism, Culture and Sport will provide information concerning site location to the party or an agent of the party holding title to a property, or to a licensed archaeologist with relevant cultural resource management interests.

An examination of the ASDB indicates that four archaeological sites are registered within a one kilometer radius of the study area (Table 3). The Marcove Site (AjGw-360) is a pre-contact Aboriginal artifact scatter documented by Bruce Welsh in 2003 (ASI 2004). The P1 sites (AjGw-414) is a pre-contact Aboriginal findspot documented by Kim Slocki in 2005 (Slocki 2006). AkGv-100 is a pre-contact findspot documented by Robert G. Mayer in 1990, along with the J.A. McBride site (AkGv-99) a Historic Euro-Canadian homestead (MPA 1990).

**Table 3: Archaeological Sites Registered Within One Kilometre of the Study Area**

<b>Borden Number</b>	<b>Site Name</b>	<b>Site Type</b>	<b>Cultural Affiliation</b>
AjGw-360	Marcove	Undetermined	Pre-contact Aboriginal
AjGw-414	P1	Findspot	Pre-contact Aboriginal
AkGv-100	N/A	Findspot	Pre-contact Aboriginal
AkGv-99	J.A. McBride	Homestead	Historic Euro-Canadian

There has also been one archaeological study undertaken within 50 metres of the study area. In 2007 Archeological Services Inc. (ASI) conducted a Stage 1 Archaeological Assessment as part of a Class Environmental assessment for intersection improvements at Dixie Road and Courtneypark Drive (ASI 2007). There are no sites that have been identified within 50 metres of the study area (personal communication, Robert von Bitter December 17, 2014; Government of Ontario n.d.).

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### 1.3.4 Existing Conditions

The Stage 1 assessment was conducted November 24, 2014 under PIF number P001-0838-2014 issued to Jim Wilson, MA, of Stantec by the MTCS. The study area extends for 2.8 kilometers through heavily developed urban lands, industrial parks, highways and roadways. The existing conditions of the study area are further discussed in Sections 2.0 and 3.0 below, and are illustrated in Section 7.0.

## **2.0 FIELD METHODS**

The Stage 1 archaeological assessment compiled all available information about the known and potential archaeological heritage resources within the study area, and a site visit to inspect the study area for areas of disturbance, wet, or retaining low archaeological potential was conducted under archaeological consulting license P001 issued to Jim Wilson, MA, of Stantec by the MTCS. The property inspection was completed on November 24, 2014 under PIF P001-0838-2014 in accordance with Section 1.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). The property inspection involved randomly spot checking within the study area to identify the presence or absence of any features of archaeological potential. During the property inspection the weather was overcast and cool, and visibility of land features was excellent. At no time were field conditions, lighting, or weather conditions detrimental to the identification of features of archaeological potential.

Broadly, the study area covers approximately 2.8 kilometers of Courtneypark Drive East, from Kennedy Road to Dixie Road, along Courtneypark Drive East. The weather was clear and cool at the time of the assessment. The study area is a large rectangle containing Courtneypark Drive East and the existing Right of Way (ROW) from the intersection of Kennedy Road to the intersection of Dixie Road (Figures 1 and 4).

The entire study area (100%) shows extensive modern disturbance from road and highway construction, industrial and commercial building footprints, as well as sewage and infrastructure development. The photography from the property inspection conducted on November 24, 2014 is presented in Section 7.1 and confirms that the requirements for a Stage 1 property inspection were met, as per Section 1.2 and Section 7.7.2 Standard 1 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011).

Photos 1 to 19 illustrate the existing road networks and their associated disturbed ROWs that comprise the study area (Figure 4). Previous grading in manicured lawn areas to create drainage ditches and berms is depicted in Photos 3 to 6. Photos 7 to 10 show the existing conditions at the Highway 410 overpass, including on and off ramps to the highway. Additional extensive ground disturbance is noted in the sloping, grading, and landscaping of the ROW along Courtneypark Drive East (Photos 11 to 14). Sewage and infrastructure disturbances are visible in Photos 15 to 19.



### **3.0 ANALYSIS AND CONCLUSIONS**

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. Stantec applied archaeological potential criteria commonly used by the MTCS (Government of Ontario 2011b) to determine areas of archaeological potential within the region under study. These variables include proximity to previously identified archaeological sites, distance to various types of water sources, soil texture and drainage, glacial geomorphology, elevated topography and the general topographic variability of the area. However, it is worth noting that extensive land disturbance can eradicate archaeological potential (Wilson and Horne 1995).

Potable water is the single most important resource for any extended human occupation or settlement and since water sources in southern Ontario have remained relatively stable over time, proximity to drinkable water is regarded as a useful index for the evaluation of archaeological site potential. In fact, distance to water is one of the most commonly used variables for predictive modeling of archaeological site location in Ontario. Distance to modern or ancient water sources is generally accepted as the most important determinant of past human settlement patterns and, considered alone, may result in a determination of archaeological potential. However, any combination of two or more other criteria, such as well-drained soils or topographic variability, may also indicate archaeological potential. When evaluating distance to water it is important to distinguish between water and shoreline, as well as natural and artificial water sources, as these features affect sites locations and types to varying degrees. The MTCS categorizes water sources in the following manner:

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

Within the study area, a tributary of Etobicoke Creek is the primary source of potable water and is situated less than 50 metres away. Additional ancient and/or relic tributaries of Etobicoke Creek may have existed but are not identified on historic or modern mapping.

Further examination of the original natural environment within the study area identified soil conditions suitable for both Aboriginal and Euro-Canadian agriculture. An examination of the ASBD identified four recorded archaeological sites within a one kilometer radius of the study area, three pre-contact Aboriginal sites and one Historic Euro-Canadian site. All the sites identified from the ASBD were recorded north of the existing study area in agricultural fields.

## STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD

Based on these considerations, along with the background research presented in Sections 1.2.1 and 1.3.2, the pre-contact and post-contact Aboriginal archaeological potential of the study area is judged to be moderate to high.

For Euro-Canadian sites, archaeological potential can be extended to areas of early Euro-Canadian settlement, including places of military or pioneer settlements, early transportation routes, and properties listed on the municipal register or designated under the *Ontario Heritage Act* or property that local histories or informants have identified with possible historical events. Evidence for historic Euro-Canadian land use within the study area includes buildings and historic transportation routes as depicted in the 1877 historic map of Toronto Township (Walker & Miles 1877; Figure 3). Moreover, the study area is in close proximity to early Euro-Canadian settlements, including: Palestine, Mount Charles, Derry West, Elmbank, and Britannia. Much of the established road and rail networks from that time are still visible today. Considering the above, the Euro-Canadian archaeological potential of the study area is judged to be moderate to high.

Following the property inspection, it has been further determined that extensive land disturbance has eradicated archaeological potential for the entire study area (Figure 4). For example, extensive and deep alterations to the natural landscape have occurred by the construction of the existing municipal road networks (e.g. Courtnepark Drive East, Kennedy Road, and Dixie Road) and their associated infrastructure, such as ditching, sidewalks, and landscape grading. Extensive land disturbance is also noted in other areas of the study area and include commercial, retail, and industrial buildings and structures. Due to these extensive and deep 20<sup>th</sup> century land alterations and construction impacts, the archaeological potential of the study area has been rendered negligible.

In summary, while the archaeological potential for pre-contact Aboriginal, post-contact Aboriginal, and Euro-Canadian sites is deemed to be moderate to high within the study area based on historical documentation, the Stage 1 property inspection has determined that the entire study area (100%) has been subject to extensive land disturbance which has removed archaeological potential.

## 4.0 RECOMMENDATIONS

Stantec was retained by the City to complete a Stage 1 archaeological assessment as part of the Schedule "C" Municipal Class Environmental Assessment (Class EA) Study and Preliminary Design for Courtnepark Drive East. The Stage 1 archaeological assessment, involving background research and a property inspection, resulted in the determination that the entire study area does not retain archaeological potential. Thus, in accordance with Section 7.7.4 Standard 1b, no part of the study area retains archaeological potential **and no further archaeological assessment is required.**

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

## **5.0 ADVICE ON COMPLIANCE WITH LEGISLATION**

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

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

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*.

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.

## **6.0 BIBLIOGRAPHY AND SOURCES**

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## STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD

[laws.gov.on.ca/html/statutes/english/elaws\\_statutes\\_90o18\\_e.htm](http://laws.gov.on.ca/html/statutes/english/elaws_statutes_90o18_e.htm). Last accessed December 17, 2014.

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## 7.0 IMAGES

### 7.1 PHOTOGRAPHS

Photo 1: Courtneypark Drive East, south of Kennedy Road, facing northeast





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD**

**Photo 2: Courtneypark Drive East, facing northeast**



**Photo 3: Courtneypark Drive East, facing northeast**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD**

**Photo 4: Courtneypark Drive East, facing southwest**



**Photo 5: Courtneypark Drive East, facing northeast**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD**

**Photo 6: Courtneypark Drive East, facing southwest**



**Photo 7: Courtneypark Drive East overpass for Highway 410, facing northeast**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD**

**Photo 8: Courtneypark Drive East, north of Highway 410 overpass, facing northeast**



**Photo 9: Courtneypark Drive East, exit ramp from Highway 410 facing southwest**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD**

**Photo 10: Courtneypark Drive East, just north of Highway 410 overpass, facing northeast**



**Photo 11: Courtneypark Drive East, facing northeast**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD**

**Photo 12: Tomken Road looking toward Courtnepark Drive East, facing southeast**



**Photo 13: Courtnepark Drive East, facing northeast**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD**

**Photo 14: Courtneypark Drive East, facing southwest**



**Photo 15: Courtneypark Drive East, facing northeast**





**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD**

**Photo 16: Courtneypark Drive East, facing southwest**



**Photo 17: Courtneypark Drive East, facing northeast**



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD**

**Photo 18: Courtneypark Drive East, facing southwest**



**Photo 19: Courtneypark Drive East, facing southwest**





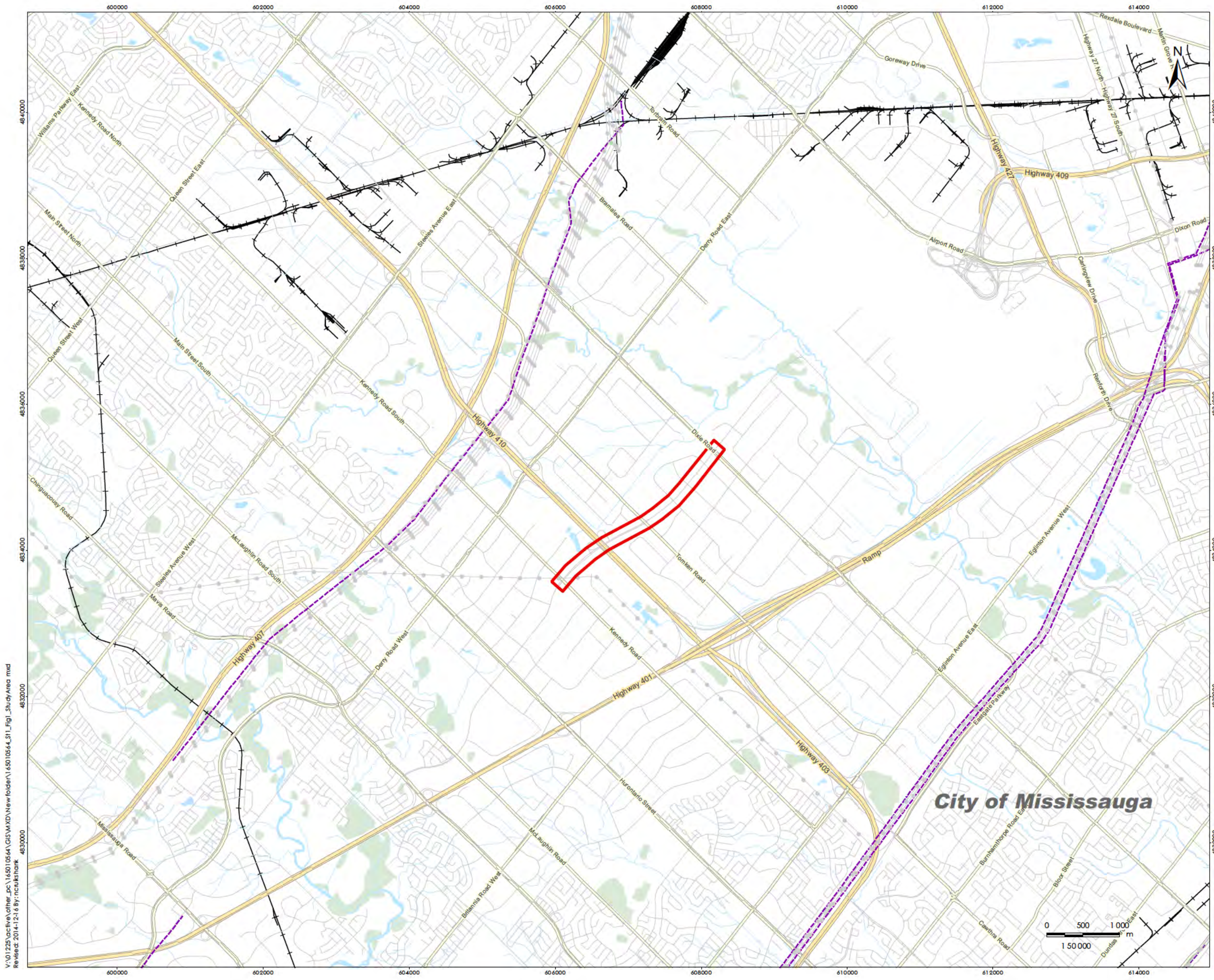
## STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD

Maps  
January 20, 2015

### 8.0 MAPS

All maps will follow on the succeeding pages.





- Legend**
- Study Area
  - Unknown Pipeline
  - Power Transmission Line
  - Railway
  - Watercourse
  - Wooded Area
  - Waterbody



- Notes**
- Coordinate System: NAD 1983 UTM Zone 17N
  - Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario 2014.

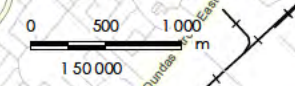
December 2014  
Project No. 165010564

Client/Project  
City of Mississauga  
Courtneypark Drive East  
Stage 1 Archaeological Assessment

Figure No.  
**1**  
Title

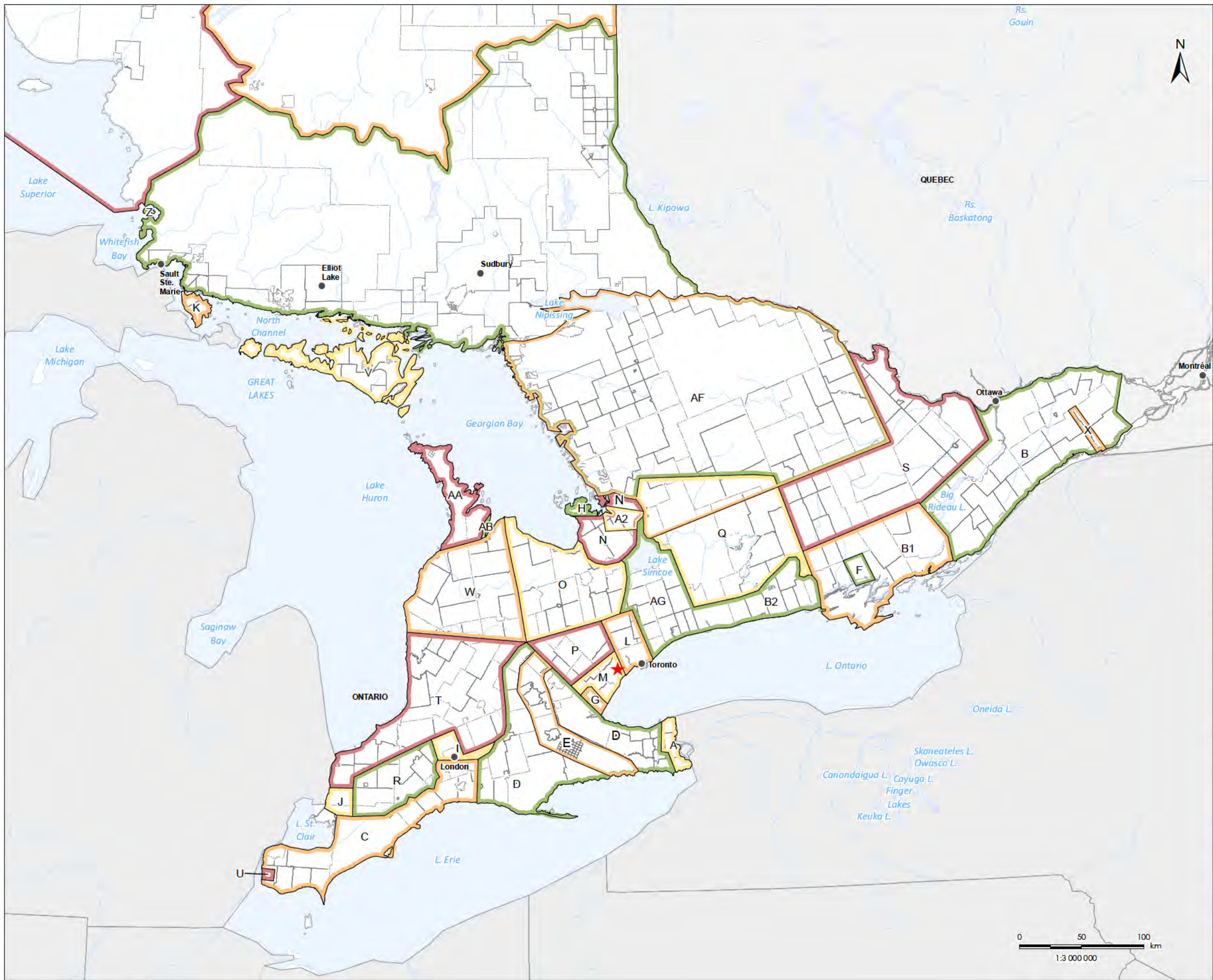
**Location of Study Area**

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Revised: 2014-12-16 By: ncaukstark





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Revised: 2014-12-14 By: ncaulshank



Legend

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

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

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario 2013.
3. Treaty boundaries adapted from MNR July 1980 based on map compiled by J.L. Morris 2 March 1931. For cartographic representation only.

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Courtneypark Drive East  
Stage 1 Archaeological Assessment

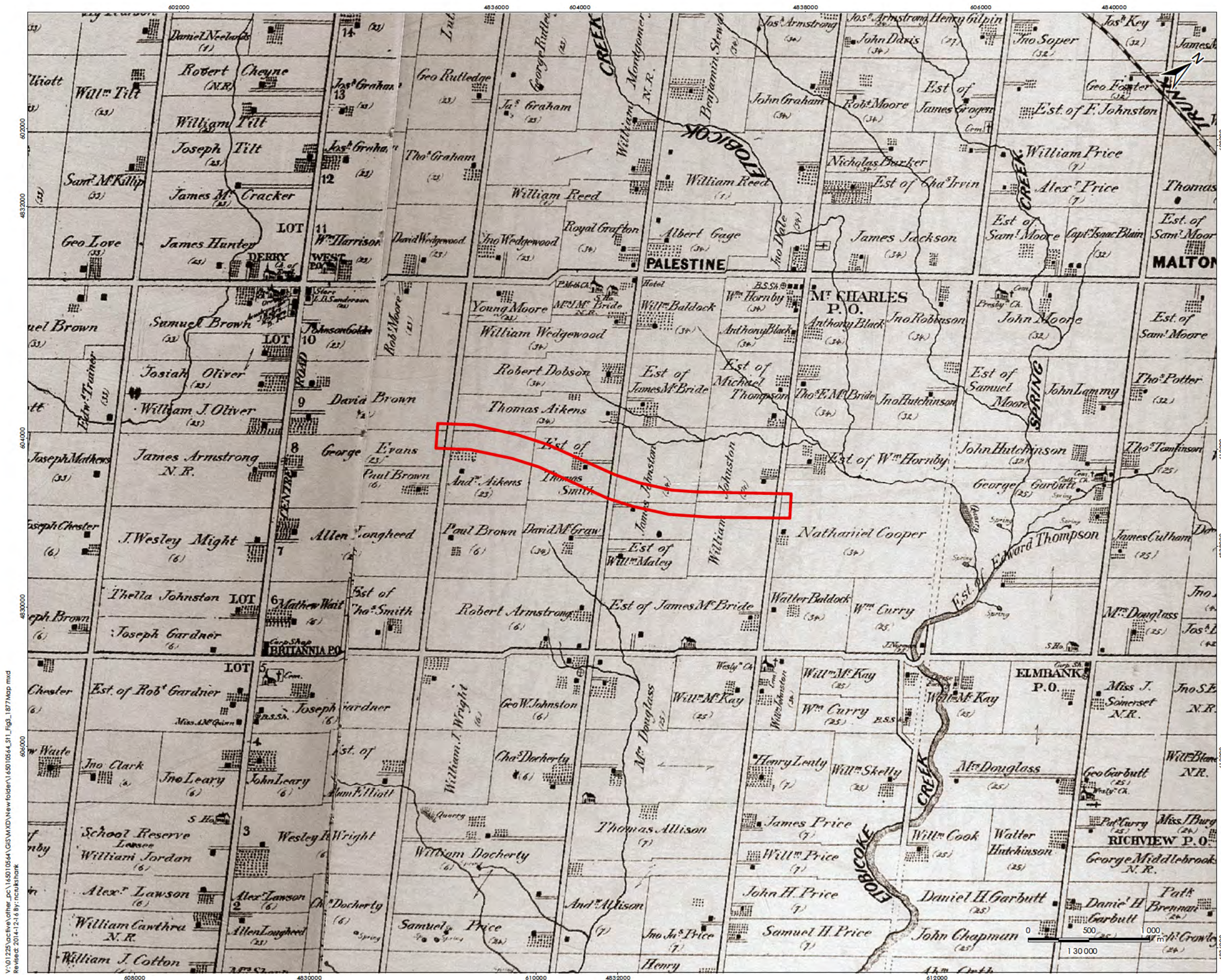
Figure No.

2

Title

**Treaties and Purchases  
(Adapted from Morris 1943)**





Legend  
Study Area



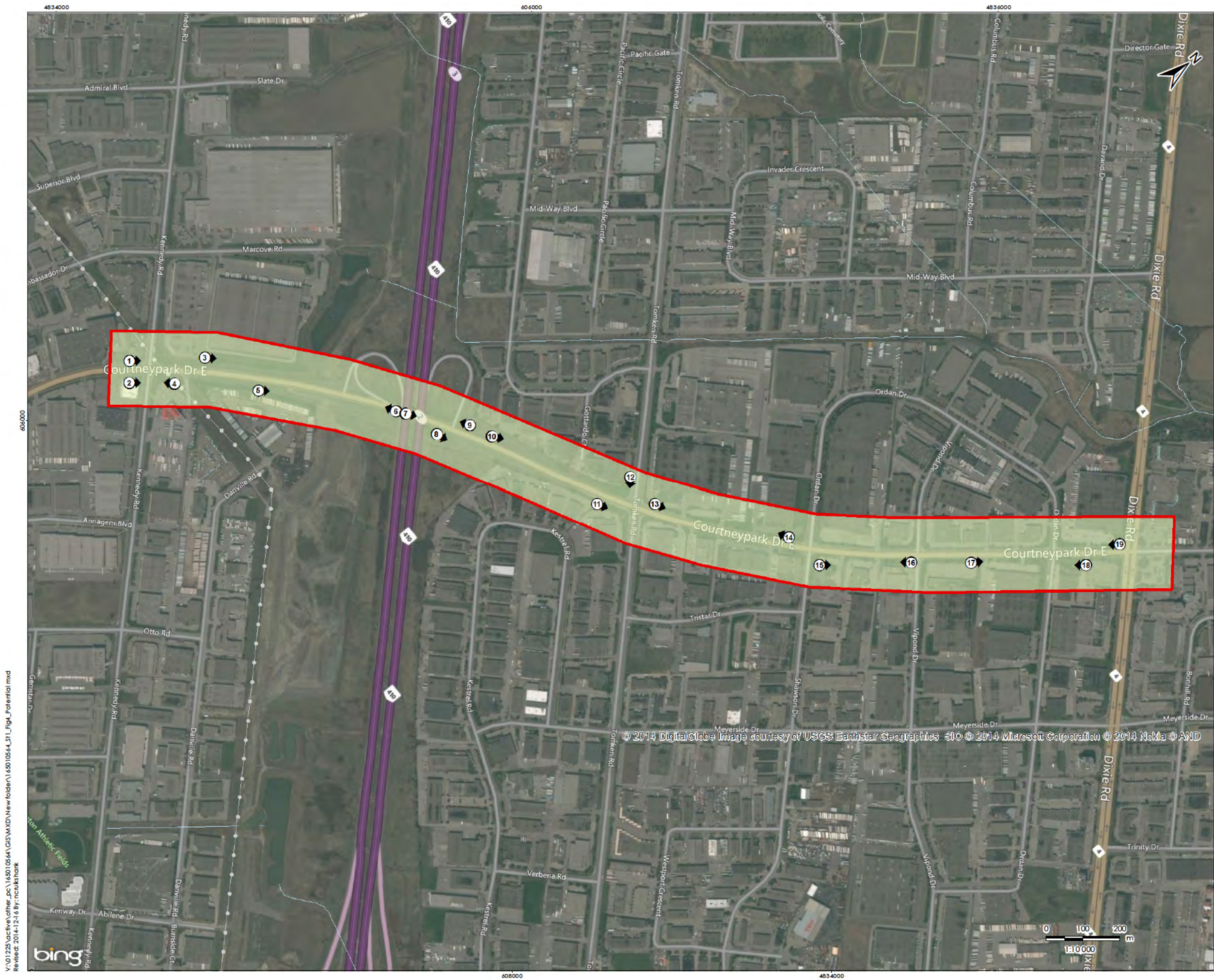
- Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
  2. Survey Map: Walker and Miles. 1877. Illustrated Historical Atlas of the County of Peel Ontario, Toronto.

December 2014  
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Client/Project  
City of Mississauga  
Courtney Park Drive East  
Stage 1 Archaeological Assessment

Figure No.  
3  
Title  
1877 Survey Map of Northern  
Half of Toronto Township  
(Walker and Miles 1877)





Legend

- Photo Location & Direction
- Area of Modern Disturbance - No Archaeological Potential
- Study Area
- Unknown Pipeline
- Power Transmission Line
- Railway
- Watercourse

Notes

- Coordinate System: NAD 1983 UTM Zone 17N
- Base features produced under license with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario 2014.

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Project No. 165010564

Client/Project

City of Mississauga  
Courtneypark Drive East  
Stage 1 Archaeological Assessment

Figure No.

4

Title

Stage 1  
Archaeological Potential Map



## STAGE 1 ARCHAEOLOGICAL ASSESSMENT: COURTNEYPARK DRIVE EAST, KENNEDY ROAD TO DIXIE ROAD

Closure  
January 20, 2015

### 9.0 CLOSURE

This report has been prepared for the sole benefit of the City of Mississauga and may not be used by any third party without the express written consent of Stantec Consulting Ltd. and the City of Mississauga. Any use which a third party makes of this report is the responsibility of such third party.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any aspect of this report.

**STANTEC CONSULTING LTD.**

Prepared by Paige Glen  
(signature)

**Paige Glenen, M.Sc., Project Archaeologist**

Reviewed by Tracie Carmichael  
(signature)

**Tracie Carmichael, BA, B.Ed.**