

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT OF BURNHAMTHORPE ROAD
WEST – LOYALIST DRIVE TO THE WEST CITY LIMIT MUNICIPAL CLASS EA, ON
PART OF LOTS 2 TO 5, CONCESSION 2 NDS AND LOTS 1 TO 5, CONCESSION 1
NDS, IN THE GEOGRAPHIC TOWNSHIP OF TRAFALGAR, FORMER HALTON
COUNTY, CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL**

Original License Report

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EXECUTIVE SUMMARY

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment for the proposed improvements of Burnhamthorpe Road West from Loyalist Drive to the West City Limit, along with their intersections and approaches, in the City of Mississauga, Regional Municipality of Peel. The assessment process was initiated by the City of Mississauga's Transportation and Works Department as part of the Municipal Class Environmental Assessment 'Schedule C' study, which study aims to investigate potential road improvements and identify opportunities to improve the streetscape and road infrastructure in order to address traffic capacity deficiencies. New Directions Archaeology Ltd. was contracted by CIMA Canada (CIMA+) on behalf of the City of Mississauga to conduct the Stage 1 archaeological assessment. This report documents the background research and fieldwork involved in the assessment, and presents conclusions and recommendations pertaining to archaeological concerns within the study area.

The Stage 1 assessment was conducted in November 2017 under Project Information Form #P018-0912-2017. The Stage 1 background assessment resulted in the identification of several features of archaeological potential within the vicinity of the study corridor. The closest and most relevant indicators of archaeological potential include a variety of secondary water sources (i.e., tributaries of the Credit River and Joshua's Creek), two historically-surveyed roadways (Burnhamthorpe Road West and Ninth Line), one church, one schoolhouse, twelve farmsteads, and one registered archaeological site (Location 5, AjGw-555). One historic community (Snider's Corners) is located adjacent to the southwestern extent of the study corridor. The study corridor was subject to a property inspection that consisted of a systematic visual inspection in accordance with the requirements set out in Section 1.2 of the *Standards and Guidelines for Consultant Archaeologists (S&Gs)* (MTCS 2011:15–17). The assessment encompassed the entirety of the study corridor. All field observations were made from accessible public areas.

New Directions Archaeology Ltd.'s property inspection, coupled with the analysis of aerial photographs, satellite imagery, topographic mapping and digital environmental data, resulted in the determination that the study corridor contains no archaeological potential. Approximately 100.0% (13.9 ha) of the study corridor was identified as having no archaeological potential due to disturbance. Deep land alterations have resulted in the removal of archaeological potential from 1) multiple roadway platforms, shoulders, grassed easements, ditches, storm water management drains, culverts and ditch inlet catch basins, and daylight corners (i.e., those associated with Burnhamthorpe Road West, Ninth Line, Highway 403, Ridgeway Drive, Ingram Road, Rushton Crescent, Renfrew Crescent, Colonial Drive, Dolson Court, Bangor Road, Ketchum Court, Melfort Crescent, and Loyalist Drive), 2) paved intersections, sidewalks, and a paved multi-use trail, 3) various sewage/infrastructure and utilities installation, 3) residential properties, driveways, out-buildings, pools, lawns, landscaping, and fencing, 4) industry buildings and their associated paved accesses and parking lots, 5) a high school and its associated grounds, 6) a church and its associated parking lot, and 7) landscaped City owned grassed areas (i.e., in association with the sidewalks and the Highway 403 overpass). These areas have all clearly been impacted by past earth-moving/construction activities, resulting in the disturbance of the original soils to a significant depth.

New Directions Archaeology Ltd. has completed a Stage 1 archaeological assessment for the

proposed improvements of Burnhamthorpe Road West from Loyalist Drive to the West City Limit, along with their intersections and approaches, in the City of Mississauga, Regional Municipality of Peel. Based on the Stage 1 assessment, the following recommendations are made:

1. The study corridor does not contain archaeological potential and does not require further assessment.

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1.0 PROJECT CONTEXT

1.1 Development Context

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment for the proposed improvements of Burnhamthorpe Road West from Loyalist Drive to the West City Limit, along with their intersections and approaches, in the City of Mississauga, Regional Municipality of Peel (Map 1 and APPENDIX I). The assessment process was initiated by the City of Mississauga's Transportation and Works Department as part of the Municipal Class Environmental Assessment (MCEA) 'Schedule C' study, which aims to investigate potential road improvements and identify opportunities to improve the streetscape and road infrastructure in order to address traffic capacity deficiencies. New Directions Archaeology Ltd. (NDA) was contracted by CIMA+ on behalf of the City of Mississauga to conduct the Stage 1 archaeological assessment. This report documents the background research and fieldwork involved in the assessment, and presents conclusions and recommendations pertaining to archaeological concerns within the study area.

Burnhamthorpe Road West is an east-west arterial road in the City of Mississauga. Within the study corridor, Burnhamthorpe Road West from Loyalist Drive to the West City Limit consists of a two-lane road cross-section, comprised of a mix of uses including commercial, place of worship, schools, and low-density residential areas. The West City Limit is defined as the municipal boundary between the City of Mississauga and Halton Region, specifically, where Burnhamthorpe Road crosses over Highway 403 intersecting at Ninth Line. East of Loyalist Drive, Burnhamthorpe Road West is a four-lane road with an existing multi-use trail that runs along the north side of the road. West of Loyalist Drive, the multi-use trail terminates and the four-lane road transitions into a two-lane road.

The study corridor consists of an approximately 13.9 ha corridor along Burnhamthorpe Road West between Loyalist Drive to the West City Limit, crossing over Highway 403, and intersecting Ridgeway Drive and Colonial Drive, in the City of Mississauga, Ontario. This study area is generally bounded by the continuation of Burnhamthorpe Road West and low-density residential to the northeast, additional low-density residential, commercial, and educational (i.e., Loyola Catholic Secondary School) to the east and west, and the intersection of Burnhamthorpe Road and Ninth Line to the southwest (Map 1). The study corridor is located on part of Lots 2 to 5, Concession 2 North of Dundas Street (NDS) and Lots 1 to 5, Concession 1 NDS in the in the Geographic Township of Trafalgar, former Halton County.

The Stage 1 assessment of the study corridor was completed on November 1, 2017 under an archaeological consulting license (#P018) issued to Philip Woodley of NDA. All field observations were made from accessible public areas. Assessment activities were conducted in accordance with the provisions of the *Ontario Heritage Act* (R.S.O. 1990, c.o. 18) and in compliance with the *Standards and Guidelines for Consultant Archaeologists (S&Gs)* (MTCS 2011) in order to:

- provide information concerning the geography, history, and current land condition of the study corridor,
- determine the presence of known archaeological sites in the study corridor,

- present strategies to mitigate project impacts to such sites if they are located,
- evaluate in detail the archaeological potential of the study corridor, and,
- recommend appropriate strategies for Stage 2 archaeological assessment, of some or all of the study corridor which has archaeological potential.

The field notes, photos and related documents will be curated at the office of New Directions Archaeology Ltd. (APPENDIX II).

1.2 Historical Context

After a century of archaeological work in southern Ontario, scholarly understanding of the historic usage of lands in the City of Mississauga has become very well-developed. With occupation beginning in the Palaeo-Indian period approximately 11,000 years ago, the greater vicinity of the study corridor comprises a complex chronology of Indigenous and Euro-Canadian histories. Section 1.2.1 provides an overview of the region’s settlement history, and Section 1.2.2 summarizes the past and present land use of the study corridor.

1.2.1 Settlement History

1.2.1.1 Pre-Contact

The Pre-Contact history of the region is both lengthy and rich due to the variety of Aboriginal groups who inhabited the landscape. Archaeologists generally divide this complex history into three main periods: Palaeo-Indian, Archaic and Woodland. Each of these periods comprises a range of discrete sub-periods characterized by specific material culture, settlement patterns and lifeways. The principal archaeological horizons/cultures of the region are summarized in Table 1.

Table 1: Pre-Contact Settlement History
(Wright 1972; Ellis and Ferris 1990; Warrick 2000; Munson and Jamieson 2013)

Sub-Period	Timeframe	Characteristics
<i>Early Palaeo-Indian</i>	9000–8400 BC	Gainey, Barnes and Crowfield traditions; Small bands; Mobile hunters and gatherers; Utilization of seasonal resources and large territories; Fluted projectiles
<i>Late Palaeo-Indian</i>	8400–7500 BC	Holcombe, Hi-Lo and Lanceolate biface traditions; Continuing mobility; Campsite/Way-Station sites; Smaller territories are utilized; Non-fluted projectiles
<i>Early Archaic</i>	7500–6000 BC	Side-notched, Corner-notched (Nettling, Thebes) and Bifurcate Base traditions; Growing diversity of stone tool types; Heavy woodworking tools appear (e.g., ground stone axes and chisels)
<i>Middle Archaic</i>	6000–2500 BC	Stemmed (Kirk, Stanly/Neville), Brewerton side- and corner-notched traditions; Reliance on local resources; Populations increasing; More ritual activities; Fully ground and polished tools; Net-sinkers common; Earliest copper tools
<i>Late Archaic</i>	2500–900 BC	Narrow Point (Lamoka), Broad Point (Genesee) and Small Point (Crawford Knoll) traditions; Less mobility; Use of fish-weirs; True cemeteries appear; Stone pipes emerge; Long-distance trade (marine shells and galena)
<i>Early Woodland</i>	900–400 BC	Meadowood tradition; Crude cord-roughened ceramics emerge; Meadowood cache blades and side-notched points; Bands of up to 35 people
<i>Middle Woodland</i>	400 BC–AD 600	Point Peninsula tradition; Vinette 2 ceramics appear; Small camp sites and seasonal village sites; Influences from northern Ontario and Hopewell area to the south; Hopewellian influence can be seen in continued use of burial mounds

Sub-Period	Timeframe	Characteristics
<i>Middle/Late Woodland Transition</i>	AD 600–900	Princess Point tradition; Cord roughening, impressed lines and punctate designs on pottery; Adoption of maize horticulture at the western end of Lake Ontario; Oval houses and ‘incipient’ longhouses; First palisades; Villages with 75 people
<i>Late Woodland (Early Iroquoian)</i>	AD 900–1300	Glen Meyer tradition; Settled village-life based on agriculture; Small villages (0.4 ha) with 75–200 people and 4–5 longhouses; Semi-permanent settlements
<i>Late Woodland (Middle Iroquoian)</i>	AD 1300–1400	Uren and Middleport traditions; Classic longhouses emerge; Larger villages (1.2 ha) with up to 600 people; More permanent settlements (30 years)
<i>Late Woodland (Late Iroquoian)</i>	AD 1400–1600	Huron-Petun tradition; Globular-shaped ceramic vessels, ceramic pipes, bone/antler awls and beads, ground stone celts and adzes, chipped stone tools, and even rare copper objects; Large villages (often with palisades), temporary hunting and fishing camps, cabin sites and small hamlets; Territorial contraction in early 16 th century; Fur trade begins ca. 1580; European trade goods appear

1.2.1.2 Post-Contact

The arrival of the European explorers and traders at the beginning of the seventeenth century triggered widespread shifts in Pre-Contact lifeways and set the stage for the ensuing Euro-Canadian settlement process. Documentation for this period is abundant, ranging from the first sketches of Upper Canada and the written accounts of early explorers to detailed township maps and lengthy histories. The Post-Contact period can be effectively discussed in terms of major historical events, and the principal characteristics associated with these events are summarized in Table 2.

Table 2: Post-Contact Settlement History
(Smith 1846; Walker & Miles 1877; Coyne 1895; Lajeunesse 1960; Cumming 1972; Smith 1987; Ellis and Ferris 1990; Surtees 1994; NRC 2010; AO 2015)

Historical Event	Timeframe	Characteristics
Early Contact	Early 17 th century	Brûlé explores the area in 1610; Champlain visits in 1613 and 1615/1616; Iroquoian-speakers (Huron, Petun and Neutral) and Algonkian-speakers (Anishnabeg) encountered; European goods begin to replace traditional tools
Five Nations Invasion	Mid-17 th century	Haudenosaunee (Five Nations) invade ca. 1650; Neutral, Huron and Petun Nations are defeated/removed; vast Iroquoian hunting territory established in the second half of the 17 th century; Explorers continue to document the area
Anishnabeg Influx	Late 17 th and early 18 th century	Ojibway, Odawa and Potawatomi expand into Haudenosaunee lands in the late 17 th century; Nanfan Treaty between Haudenosaunee and British in 1701; Anishnabeg occupy the area and trade directly with the French and English
Fur Trade Development	Early and mid-18 th century	Growth and spread of the fur trade; Peace between the French and English with the Treaty of Utrecht in 1713; Ethnogenesis of the Métis; Hostilities between French and British lead to the Seven Years’ War in 1754; French surrender in 1760
British Control	Mid-18 th century	<i>Royal Proclamation</i> of 1763 recognizes the title of the First Nations to the land; Numerous treaties arranged by the Crown; First acquisition is the Seneca surrender of the west side of the Niagara River in August 1764
Loyalist Influx	Late 18 th century	United Empire Loyalist influx after the American Revolutionary War (1775–1783); British develop interior communication routes and acquire additional lands; <i>Constitutional Act</i> of 1791 creates Upper and Lower Canada
County Development	Late 18 th and early 19 th century	Area initially adjacent to York County’s ‘West Riding’; Became part of York County’s ‘West Riding’ in 1798; ‘Brant’s Tract’ at the head of Lake Ontario acquired in 1797; Remainder of southern portion acquired as part of the ‘Head of the Lake Purchase’ in 1806; Halton County established in 1816; Northern portion acquired as part of the ‘Ajetance Purchase’ in 1818; Independent after the abolition of the district system in 1849

Historical Event	Timeframe	Characteristics
Township Formation	Early 19 th century	Land acquired by the British from the Mississaugas in 1795; Surveyed in 1806 using Dundas Road (originally a military road) as a baseline; Opened for settlement by 1810; First settlers arrived in southeastern part of Trafalgar (the 'Old Survey') ca. 1807; Earliest settler families included Sovereign, Proudfoot, Snider; Kaitting, Freeman, Munns, Post, Biggar, Mulholland, Kenney, Chalmer, Albertson, Chisholms, Sproat, Brown, and Hagar; Population reached 548 by 1817, with 4 saw mills and 1 grist mill in operation; the 'New Survey' comprised the northwestern lands acquired in 1818; Number of crossroad settlements, hamlets and villages established along Dundas Street throughout the nineteenth century, including Snider's Corners, Munn's Corners, Post's Corners, Sixteen Mile/Proudfoot's Hollow, Glenorchy, Palermo, and a small hamlet of buildings including an Orange Lodge at Sixth Line and Burnhamthorpe Road
Township Development	Mid- to late 19 th century	By 1846, 28,375 ha had been taken up in Trafalgar, with 11,404 ha under cultivation; 23 saw mills and 7 grist mills in operation at that time; Farming community known for its orchards; Dundas Street was the main east-west thoroughfare; Population reached 4,513 by 1850; Traversed by the Hamilton & Toronto Branch of the Great Western Railway (1855), the Hamilton & North Western Railway (1877) and the Credit Valley Railway (1877); Communities at Milton, Hornby, Auburn, Boyne, Omagh, Drumquin in the north and Oakville, Bronte, Palermo, Trafalgar, Munn's Corner and Sheridan in the south

1.2.2 Past and Present Land Use

The study corridor is located on part of Lots 2 to 5, Concession 2 NDS and Lots 1 to 5, Concession 1 NDS in the in the Geographic Township of Trafalgar, former Halton County. To reconstruct the historic land use of the study area, NDA conducted a review of two nineteenth century maps and one twentieth century aerial photograph that detail past residents, structures (e.g., homes, businesses and public buildings) and features during the nineteenth and twentieth centuries. Specifically, the following resources were consulted:

- Tremaine's *Tremaine's Map of the County of Halton, Canada West* (1858) (OHCMP 2016);
- *Trafalgar* from Walker & Miles *Illustrated Historical Atlas of Halton County, Ontario* (1877) (McGill University 2001); and
- Aerial image from 1954 (University of Toronto 2009)

The limits of the study area are shown on georeferenced versions of the consulted historical maps and a georeferenced aerial image, and are shown in Map 2 to Map 4. These resources indicate that the surrounding lands were well-settled by the late nineteenth century. Table 3 summarizes the historic ownership of the various parts of the Lots and Concessions relevant to the study corridor, and indicates the presence and/or absence of historic features.

**Table 3: Summary of Historic Ownership of the Study Corridor
(Tremaine 1858; Walker & Miles 1877)**

Lot	Concession	1858 (Tremaine)		1877 (Walker & Miles)	
		Owner(s)	Feat.	Owner(s)	Feat.
2	2 NDS	William Ellis	-	Isaac Watson	Structure; Orchard
		J. Andrew	-	Mark Stevenson	Structure; Three orchards
3	2 NDS	Late Francis Smith	-	Mark Stevenson	Structure; Two orchards
4	2 NDS	G.W. Albertson	-	G.W. Albertson	Structure; Orchard

		William Albertson	-	Hiram Albertson	-
5	2 NDS	William Albertson	-	Hiram Albertson	Structure; Two orchards
1	1 NDS	Samuel Marlatt	-	George Marlatt	Two structures; Four orchards; Cemetery; Fish Pond
2	1 NDS	S. Stafford	-	Wesley Conover	Structure; Orchard
		H. McMurray	-	H. McMurray	Structure; Orchard
3	1 NDS	G.W. Albertson	-	J.W. Albertson	Structure; Orchard
4	1 NDS	G.W. Albertson	-	G.W. Albertson	-
		L. Johnson			
5	1 NDS	Henry Shain	Schoolhouse	Joseph Henderson	Structure; Orchard

Two structures are visible within the vicinity of the study corridor on the Tremaine map (1858), and include a church (directly west of the study corridor in Lot 6, Concession 2 NDS), and a schoolhouse (within the southwest corner of Lot 5, Concession 1 NDS) (Map 2). The Wesleyan church was built in 1839 on the corner of the Snider farm within the small hamlet of Snider’s Corners. Originally a Wesleyan church, a Protestant Christian denomination, the church was closed and reopened in 1870 as a Methodist institution. The original church building was demolished and replaced in 1886, and in 1964 the church was sold (Heritage Mississauga 2009). The church is no longer standing on the property having been demolished sometime post-1964. No other structures are depicted. 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. The historic community of Postsville (later known as Trafalgar) is depicted along Dundas Street.

In contrast, Walker & Miles’ map (1877) depicts several structures and associated orchards within and adjacent to the study corridor (Map 3). The majority of the structures and orchards front on to Burnhamthorpe Road West. The church depicted on the earlier map (1858) remains present, and a schoolhouse is depicted on the opposite lot (i.e., Lot 6, Concession 1 NDS). It is possible that this schoolhouse is the one illustrated on the Tremaine map (1858), either having been moved to a new location, or, more likely, a result of a mapping error. The one-room S.S. # 4 Trafalgar schoolhouse was of board and batten construction and painted white (Heritage Mississauga 2009). Sometime in the late-twentieth century the schoolhouse was converted to a residence. The schoolhouse no longer exists on the property, having been torn down in 2010 for the widening of the road.

The study corridor abuts the historic hamlet of Snider’s Corners (Burnhamthorpe Road and Ninth Line) in the southwest. Snider’s Corners was named after the Snider family and was located at Burnhamthorpe Road and Ninth Line on Lot 6, Concession 2 NDS. The former crossroads community consisted of the Methodist church, several farmsteads, and the S.S. # 4 Trafalgar Township schoolhouse on Lot 5, Concession 1 NDS on the east side of Ninth Line (Heritage Mississauga 2009).

A review of twentieth century aerial imagery was also completed to assist in documenting more recent changes to the landscape. Imagery from 1954 demonstrates that the study corridor and the general surroundings consisted of farming complexes (i.e., agricultural lands, including orchards, and residential properties) (Map 4). Portions of two residential complexes are depicted within the

southwest portion of the study corridor fronting Burnhamthorpe Road West, including a driveway and landscaped front yard, an orchard, and either a residence or out-building. Furthermore, a creek is depicted running east-west through the northern portion of the corridor. The current land use of the study corridor can be classified as transportation (Burnhamthorpe Road West, Ninth Line, Highway 403, Ridgeway Drive, Ingram Road, Rushton Crescent, Renfrew Crescent, Colonial Drive, Dolson court, Bangor Road, Ketchum Court, Melfort Crescent, and Loyalist Drive), public (Loyola Catholic Secondary School, Iglesia Ni Cristo; church), industry, and low-density residential.

1.3 Archaeological Context

The archaeological context of any given study area must be informed by the general condition of the study area (Section 1.3.1), summaries of any previous archaeological work conducted within 50 m of the subject study area (Section 1.3.2) and whether there are any registered or known archaeological sites located within 1 km of the study corridor (Section 1.3.3). The Stage 1 property inspection was carried out on November 1, 2017, and the specific weather and lighting conditions are summarized in Section 2.2.

1.3.1 Condition of the Property

The study corridor lies within the deciduous forest, which is the southernmost forest region in Ontario and is dominated by agricultural and urban areas. This region generally has the greatest diversity of tree and vegetation species, while at the same time having the lowest proportion of forest. It has most of the tree and shrubs species found in the Great Lakes–St. Lawrence forest (e.g., white pine, red pine, hemlock, white cedar, yellow birch, sugar and red maples, basswood and red oak), and also contains black walnut, butternut, tulip, magnolia, black gum, many types of oaks, hickories, sassafras and red bud (MNRF 2015).

In terms of physiography, the study corridor lies in the region known as the South Slope. This area includes lands along the southern slope of the Oak Ridges Moraine and a strip of land south of the Peel Plain (including the Trafalgar Moraine). In the former municipalities of York, Etobicoke and Mississauga, the surface of the land comprises ground moraine with irregular knolls and hollows (Chapman and Putnam 1984:172–173). These physiographic elements have accumulated over gray shale bedrock with limestone interbeds belonging to the Upper Ordovician Georgian Bay formation (Davidson 1989:42).

The study corridor is located within the Loyalist and Sawmill sub-watersheds, which are part of the Credit River Watershed. Specifically, the study corridor is 85 m northeast of a tributary of Joshua’s Creek, 220 m northwest of a tributary of the Credit River, 560 m northwest of North Oakville-Milton East Wetland Complex Provincial Swamp, 1,642 m southwest of Sawmill Creek, and 3,787 m west of the Credit River.

There are three soils types within the study corridor: Chinguacousy clay loam, Jeddo clay loam, and Oneida clay loam, which are summarized below in Table 4. These three soil types can be used/worked for the production of farm crops. Specifically, Chinguacousy soils are excellent for the production of grain crops such as oats, barley, and wheat, Jeddo soils are limited to the

production of hay, while Oneida soils are well suited for grain crops and fruit production (Gillespie et al. 1970:32, 43, 47).

Table 4: Summary of Soil Types within the Study Corridor
(Gillespie et al. 1970)

Soil Type	Great Group	Parent Material	Drainage Class
Chinguacousy clay loam	Grey Brown Luvisol	Clay loam till	Imperfectly drained
Jeddo clay loam	Humic Gleysol	Clay loam till	Poorly drained
Oneida clay loam	Grey Brown Luvisol	Clay loam till	Well Drained

At the time of assessment, the study corridor consisted of a wide variety of non-natural, altered landscapes, no natural areas were observed. Altered landscapes included several paved roadways and their associated shoulders, grassed easements, ditching, storm water management drains, culverts, daylight corners, and paved intersections, paved sidewalks, a paved multi-use trail, various sewage and utilities installation, residential properties, including driveways, out-buildings, pools, lawns, landscaping, and fencing, industry buildings and their associated paved accesses and parking lots, a high school and its associated grounds, a church and its associated parking lot, and landscaped City owned grassed areas. The topography is generally flat apart from the sloped drainage ditches associated with the various roadways (Map 1).

1.3.2 Previous Archaeological Work

The MTCS’s Ontario Archaeological Sites Database was consulted to determine whether any archaeological assessments had been previously conducted within the limits of, or immediately adjacent to the study corridor. As a result of this investigation, it was determined that there are two reports on record documenting previous archaeological fieldwork within a 50 m radius of the study corridor. These two reports are summarized below.

Stage 1-2 Archaeological Assessment: William Halton Parkway – Section 1 (formerly New North Oakville Transportation Corridor), Trafalgar to Ninth Line, Part of Lots 6 to 13, Concession 2 North of Dundas Street, Geographic Township of Trafalgar South, now Town of Oakville, Regional Municipality of Halton, Ontario (Stantec 2014) [P256-0031-2013]

In November and December 2013, Stantec Consulting Ltd. (Stantec) conducted a Stage 1 and 2 assessment under PIF #P256-0031-2013 for Section 1 of the proposed William Halton Parkway project. The study area consisted of a 22 ha parcel of land on Lots 6 and 7, Concession 1 NDS. The Stage 1 assessment determined that the study area contained archaeological potential, and the Stage 2 assessment did not result in the identification of any locations of archaeological materials. Stantec recommended that the study area was free of further archaeological concern (Stantec 2014:5.1).

Stage 1-2 Archaeological Assessment: Burlington-Oakville Pipeline Project, Various Lots and Concessions, Town of Oakville, Geographic Township of Trafalgar, Regional Municipality of Halton, Ontario, Revised Report (Stantec 2015) [P389-0231-2015]

Stantec conducted a Stage 1 and 2 assessment under PIF #P389-0231-2015 for the Union Gas Limited proposed route of a new natural gas pipeline to connect their Dawn-Parkway Pipeline System to their Burlington-Oakville Pipeline System. The study area consisted of a 33.1 ha linear corridor. The Stage 1 assessment determined that the study corridor contained archaeological potential. The Stage 2 assessment resulted in the identification of five locations of archaeological materials. Specifically, two indeterminate Pre-Contact findspots (Location 3 and Location 4), one Euro-Canadian findspot (Location 1), one small Euro-Canadian scatter (Location 2), and one moderately-sized late nineteenth century Euro-Canadian site (Location 5). Locations 1 to 4 were determined to be of no further cultural heritage value or interest (CHVI), while Location 5 (AjGw-555) was determined to have CHVI and was recommended for a Stage 3 site-specific assessment (Stantec 2015:5.1).

1.3.3 Registered or Known Archaeological Sites

The MTCS’s Ontario Archaeological Sites Database and the Ontario Public Register of Archaeological Reports were consulted to determine whether any registered or known archaeological resources are located within 1 km of the study corridor. As a result of this investigation, it was determined that there are 21 previously identified archaeological sites located within a 1 km radius of the study corridor. One site, Location 5 (AjGw-555), is located between 50 to 300 m from the current proposed study corridor. The remaining sites are located greater than 1 km from the study corridor. The registered sites are summarized below in Table 5.

Table 5: Registered or Known Archaeological Sites within a 1 km Radius of the Study Corridor

Borden	Site Name	Time Period	Site Type	Researcher	Recommendations
AjGw-24	Cold	Pre-Contact	Findspot	*(1975)	No CHVI provided
AjGw-25	Adle	Pre-Contact	Camp/Campsite	*(1975)	No CHVI provided
AjGw-29	80-403-15	Pre-Contact	Findspot	*(1980)	No CHVI provided
AjGw-32	81-403-49	Pre-Contact	Findspot	Pihl (1981)	No CHVI provided
AjGw-33	81-403-51	Post-Contact	Midden	Pihl (1981)	No CHVI provided
AjGw-34	81-403-53	Post-Contact	Homestead/Farmstead	Pihl (1981)	No CHVI provided
AjGw-41	-	Pre-Contact	Findspot	MIA (1984)	No CHVI provided
AjGw-42	-	Pre-Contact	Findspot	MIA (1984)	No CHVI provided
AjGw-43	-	Pre-Contact	Findspot	MIA (1984)	No CHVI provided
AjGw-44	Fish Homestead	Post-Contact	House	MIA (1984)	No CHVI provided
AjGw-102	Stellar	Pre-Contact	Findspot	Mayer (1988)	No further CHVI
AjGw-232	Churchill Meadows 1	Pre-Contact	Findspot	Pearce (1995)	No CHVI provided
AjGw-233	Churchill Meadows 2	Pre-Contact	Camp/Campsite	Pearce (1995)	No CHVI provided
AjGw-236	Churchill Meadows 5	Post-Contact	Homestead	Pearce (1995)	No CHVI provided
AjGw-237	Churchill Meadows 6	Post-Contact	Homestead	Pearce (1995)	No CHVI provided
AjGw-244	Churchill Meadows 13	Post-Contact	Homestead	Pearce (1995)	No CHVI provided
AjGw-246	Churchill Meadows 15	Pre-Contact	Findspot	Pearce (1995)	No CHVI provided
AjGw-260	Johnston Rogers Homestead	Post-Contact	Homestead; Midden	Mayer (1997)	No further CHVI
AjGw-386	Sullivan Site	Post-Contact	Homestead	ASI (2006)	Further CHVI

Borden	Site Name	Time Period	Site Type	Researcher	Recommendations
AjGw-555	Location 5	Post-Contact	House	Stantec (2015)	No further CHVI
AjGw-573	-	Post-Contact	Homestead	ASI (2017)	Further CHVI

*no researcher or company information provided

2.0 STAGE 1 BACKGROUND STUDY

2.1 Background

The Stage 1 background study was completed as per Section 1.1 of the *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011:14). The background study involved an examination of the archaeology, history, geography and current land condition of the vicinity of the study corridor and is detailed in the Historical and Archaeological Context sections above. The research includes information from the following sources:

- Historic settlement maps
- Aerial photographs
- Commemorative plaques or monuments (none present)
- The most up-to-date listing of sites from the Ministry of Tourism, Culture and Sport's archaeological sites database within 1 km of the study corridor
- Reports of previous field work within 50 metres of the study corridor
- Topographic maps at 1:10,000 (recent and historical) or the most detailed scale available

With occupation beginning approximately 11,000 years ago, the greater vicinity of the study corridor comprises a complex chronology of Pre-Contact and Post-Contact histories. Artifacts associated with Palaeo-Indian, Archaic, Woodland and Early Contact traditions are well-attested in Trafalgar County, as are nineteenth century Euro-Canadian archaeological sites. The presence of one registered archaeological site in the vicinity of the study corridor demonstrates the desirability of this locality for early settlement.

The natural environment of the study corridor would have been attractive to both Pre-Contact and Euro-Canadian populations as a result of proximity to various tributaries and historic roadways. The soils suited for grain and fruit crops, rich natural resources, and diverse local vegetation would have encouraged settlement throughout Ontario's lengthy history. The rich deciduous forest and the nearby waterways would have attracted a wide variety of game animals, and consequently, early hunters. Euro-Canadian populations would have been particularly drawn to the area once the various historically-surveyed thoroughfares were established. In summary, the study corridor possesses several environmental characteristics which would have made it attractive to both Pre-Contact and Euro-Canadian populations.

In summary, the Stage 1 assessment included an up-to-date listing of sites from the MTCS's Ontario Archaeological Sites Database (within at least a 1 km radius), the consideration of previous local archaeological fieldwork (within at least a 50 m radius), the analysis of topographic and historic maps (at the most detailed scale available), and the study of aerial photographs/satellite imagery. Furthermore, the background study has demonstrated the past and present land use and settlement history of the study area, and has provided information sufficient to evaluate the presence of archaeological potential within the study corridor (Map 5).

2.2 Field Methods (Property Inspection)

In order to gain first-hand knowledge of the geography, topography and current condition of the study corridor, a property inspection was conducted on November 1, 2017 (Image 1 to Image 24). Fieldwork was carried out under weather and lighting conditions that met the requirements set out in Section 1.2 Standard 2 of the *S&Gs* (MTCS 2011:16). Environmental conditions were ideal during the inspection, with partly cloudy skies, cool temperatures (7 °C), and excellent lighting.

The study corridor was subjected to a systematic visual inspection in accordance with the requirements set out in Section 1.2 of the *S&Gs* (MTCS 2011:15–17). Specifically, the inspection began at the northeastern extent of the study corridor just past the intersection of Burnhamthorpe Road West and Loyalist Drive, and progressed southwest down the roadway towards Ninth Line. Both sides of Burnhamthorpe Road West, as well as intersecting cross streets were visually inspected for indicators of retention or removal of archaeological potential. The property inspection confirmed that all features of archaeological potential (e.g., historically-surveyed roadways, watercourses, etc.) were present where they were previously identified, and did not result in the identification of any additional features of archaeological potential not visible on mapping (e.g., relic water channels, patches of well-drained soils, etc.).

The entirety (100%) of the study corridor was determined to be disturbed and/or no longer retains potential for the recovery of archaeological materials. Past construction and grading activities have significantly altered the landscape, removing all archaeological potential. No natural features (e.g., permanently wet lands, sloped lands, overgrown vegetation, heavier soils than expected, etc.) or significant built features (e.g., heritage structures, landscapes, plaques, monuments, cemeteries, etc.) that would affect assessment strategies were identified within the visually inspected area.

2.3 Analysis and Conclusions

In addition to relevant historical sources and the results of past archaeological assessments, the archaeological potential of a study area can be assessed using its soils, hydrology and landforms as considerations. Section 1.3.1 of the *S&Gs* (MTCS 2011:17–18) recognizes the following features or characteristics as indicators of archaeological potential:

- previously identified sites,
- water sources (past and present),
- elevated topography,
- pockets of well-drained sandy soil,
- distinctive land formations,
- resource areas,
- areas of Euro-Canadian settlement,
- early transportation routes,
- listed or designated properties,
- historic landmarks or sites, and,
- areas that local histories or informants have identified with possible sites, events, activities or occupations.

The Stage 1 assessment resulted in the identification of several features of archaeological potential within the vicinity of the study corridor (Map 5). The closest and most relevant indicators of archaeological potential include a variety of secondary water sources (i.e., tributaries of the Credit River and Joshua's Creek), two historically-surveyed roadways (Burnhamthorpe Road West and Ninth Line), one church, one schoolhouse, twelve farmsteads, and one registered archaeological site (Location 5, AjGw-555). One historic community (Snider's Corners) is located adjacent to the southwestern extent of the study corridor.

Although proximity to a feature of archaeological potential is a significant factor in the potential modelling process, current land conditions must also be considered. The property inspection noted that the entirety of the study corridor has been subject to past construction and grading activities below topsoil, and sewage/infrastructure development.

NDA's property inspection, coupled with the analysis of aerial photographs, satellite imagery, topographic mapping and digital environmental data, resulted in the determination that the study corridor contains no archaeological potential (Map 6 to Map 12). Approximately 100.0% (13.9 ha) of the study corridor was identified as having no archaeological potential due to disturbance. Deep land alterations have resulted in the removal of archaeological potential from 1) multiple roadway platforms, shoulders, grassed easements, ditches, storm water management drains, culverts and ditch inlet catch basins, and daylight corners (i.e., those associated with Burnhamthorpe Road West, Ninth Line, Highway 403, Ridgeway Drive, Ingram Road, Rushton Crescent, Renfrew Crescent, Colonial Drive, Dolson Court, Bangor Road, Ketchum Court, Melfort Crescent, and Loyalist Drive), 2) paved intersections, sidewalks, and a paved multi-use trail, 3) various sewage/infrastructure and utilities installation, 4) residential properties, driveways, out-buildings, pools, lawns, landscaping, and fencing, 5) industry buildings and their associated paved accesses and parking lots, 6) a high school and its associated grounds, 7) a church and its associated parking lot, and 8) landscaped City owned grassed areas (i.e., in association with the sidewalks and the Highway 403 overpass). These areas have all clearly been impacted by past earth-moving/construction activities, resulting in the disturbance of the original soils to a significant depth.

The Stage 1 assessment determined that the study corridor consists entirely of areas of no archaeological potential. The potential modelling results are depicted in Map 6 to Map 12. The extent of the study corridor is depicted as a layer in this map (extracted from a georeferenced CAD file provided by the proponent).

3.0 RECOMMENDATIONS

NDA has completed a Stage 1 archaeological assessment for the proposed improvements of Burnhamthorpe Road West from Loyalist Drive to the West City Limit, along with their intersections and approaches, in the City of Mississauga, Regional Municipality of Peel. Based on the Stage 1 assessment, the following recommendations are made:

1. The study corridor does not contain archaeological potential and does not require further assessment.

However, should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, 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 archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.

4.0 ADVICE ON COMPLIANCE WITH LEGISLATION

Section 7.5.9 of the *S&Gs* requires that the following information be provided for the benefit of the proponent and approval authority in the land use planning and development process (MTCS 2011:126–127):

1. This report is submitted to the *Minister of Tourism, Culture and Sport* as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the *Ministry of Tourism, Culture and Sport*, a letter will be issued by the ministry stating that there are no further concerns with regard to alteration to archaeological sites by the proposed development.
2. It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such times as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the *Ontario Public Register of Archaeology Reports* referred to in Section 65.1 of the *Ontario Heritage Act*.
3. Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.
4. The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the *Ministry of Consumer Services*.

5.0 IMAGES



Image 1: Field Conditions, Showing Study Corridor, Facing Southwest



Image 2: Field Conditions, Intersection of Burnhamthorpe Road West and Loyalist Drive, Facing Northwest



Image 3: Field Conditions, Disturbance from Landscaping and Fence Installation, Facing Northwest



Image 4: Field Conditions, Showing Study Corridor, Facing Southwest



Image 5: Field Conditions, Intersection of Burnhamthorpe Road West and Loyalist Drive, Facing Southeast



Image 6: Field Conditions, Showing Study Corridor, Facing Southwest



Image 7: Field Conditions, Showing Study Corridor, Facing Northeast



Image 8: Field Conditions, Showing Study Corridor, Facing Southwest



Image 9: Field Conditions, Showing Study Corridor, Facing Southwest



Image 10: Field Conditions, Showing Study Corridor, Facing Northeast



Image 11: Field Conditions, Showing Study Corridor, Facing Southwest



Image 12: Field Conditions, Showing Ditching and Ditch Inlet Catch Basin, Facing Northeast



Image 13: Field Conditions, Showing Ditching and Ditch Inlet Catch Basin, Facing Southwest



Image 14: Field Conditions, Showing Study Corridor at Colonial Drive, Facing West



Image 15: Field Conditions, Showing Study Corridor and New Industrial Development, Facing Northeast



Image 16: Field Conditions, Intersection at Burnhamthorpe Road West and Ridgeway Drive, Facing Northeast



Image 17: Field Conditions, Showing New Highschool, Facing Southwest



Image 18: Field Conditions, Showing Ridgeway Drive and New Industrial Development, Facing Southeast



Image 19: Field Conditions, Showing Highschool Grounds, Facing North



Image 20: Field Conditions, Showing Highway 403, Facing Northeast



Image 21: Field Conditions, Showing Study Corridor, Facing Northeast



Image 22: Field Conditions, Showing Study Corridor, Facing Northeast

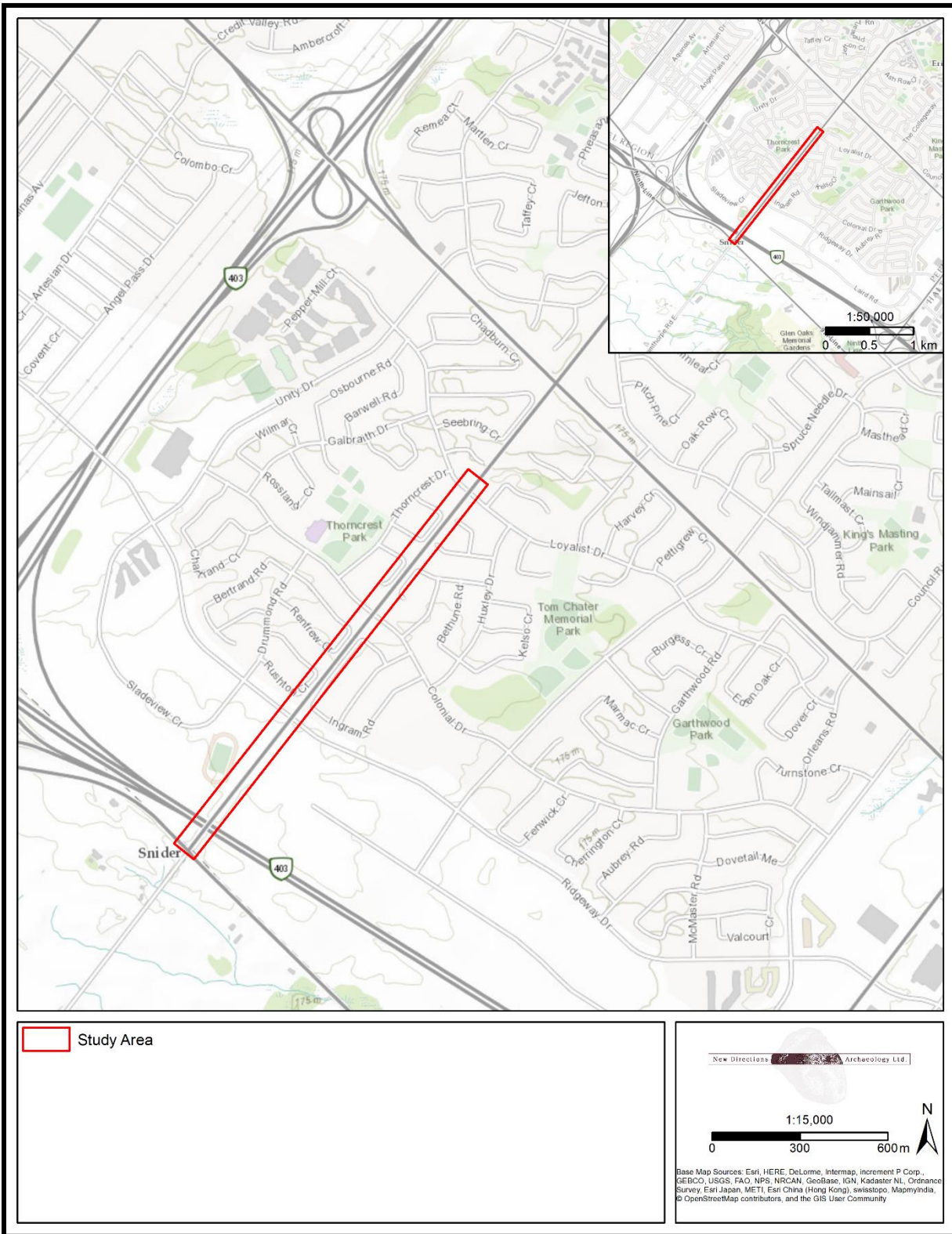


Image 23: Field Conditions, Showing Study Corridor, Facing West

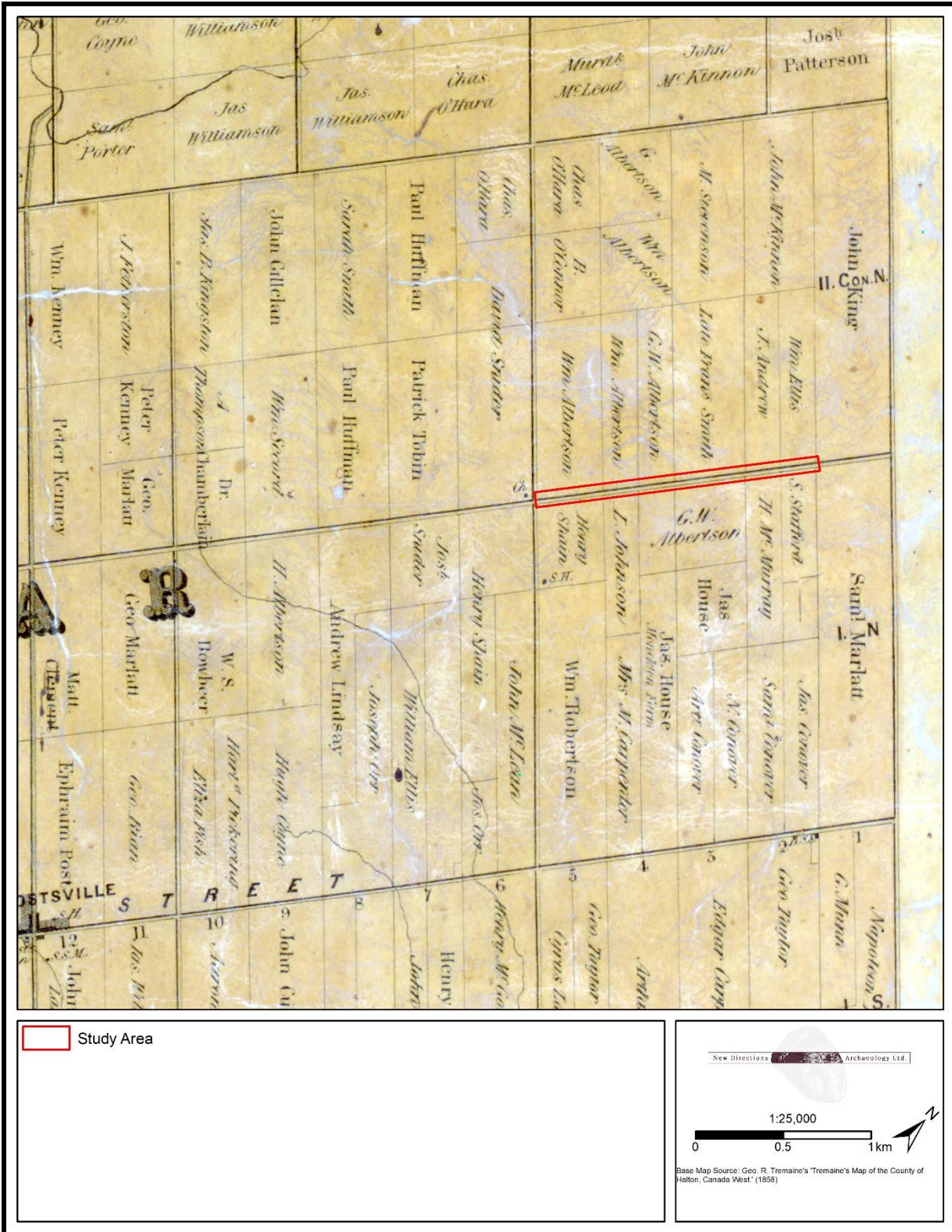


Image 24: Field Conditions, Intersection of Burnhamthorpe Road West and Ninth Line, Facing North

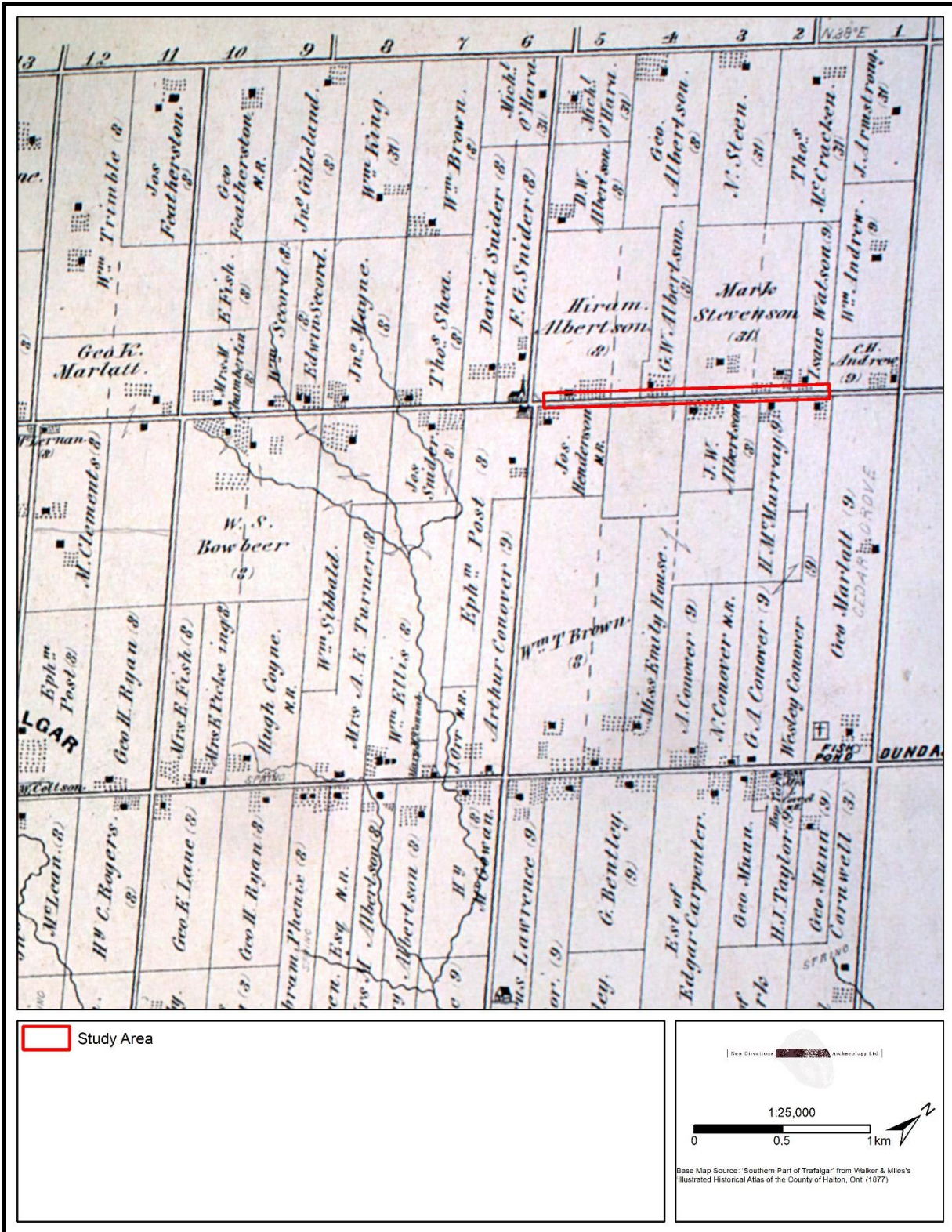
6.0 MAPS



Map 1: Location of the Study Corridor on Topographic Map



Map 2: Location of the Study Corridor on Tremain's 1858 Tremain's Map of the County of Halton, Canada West



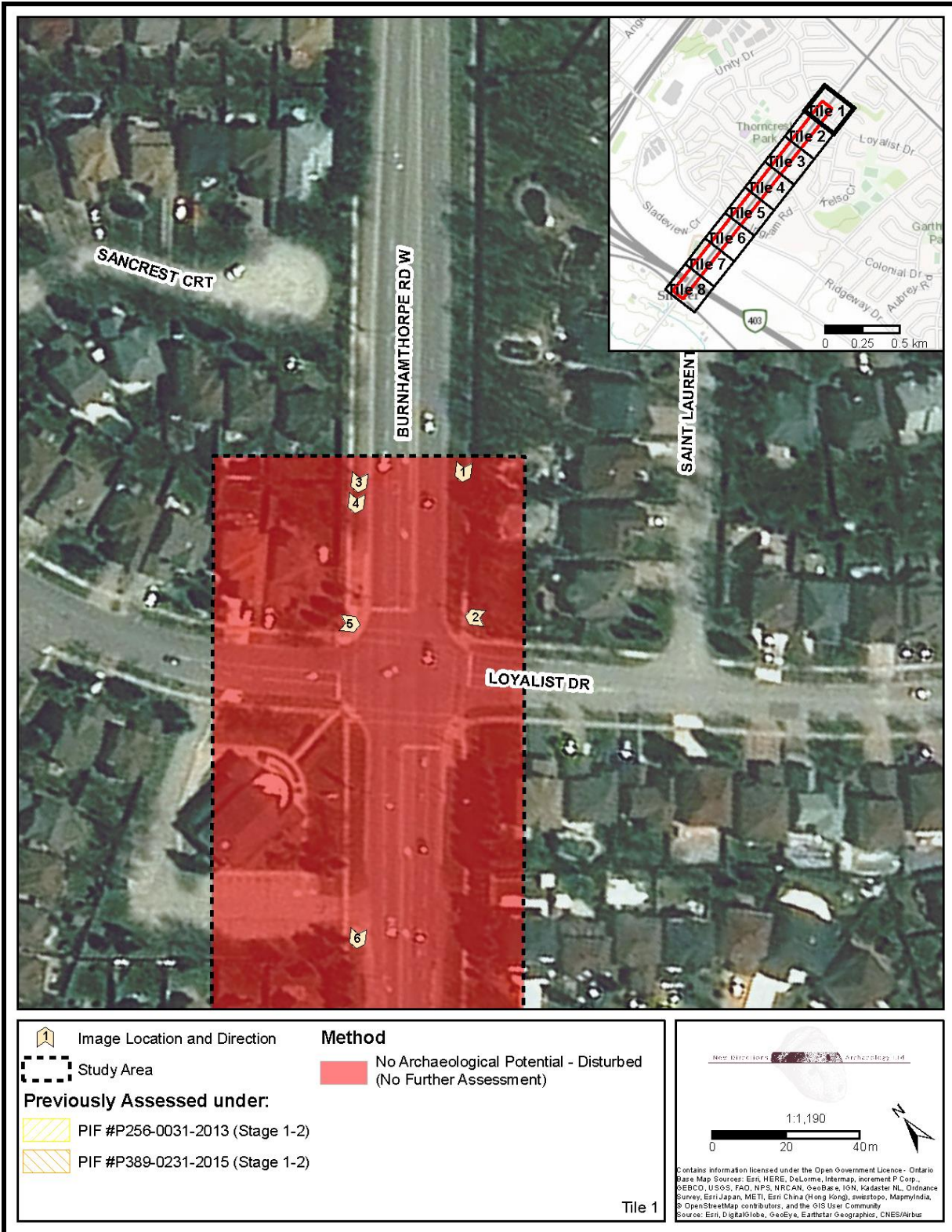
Map 3: Location of the Study Corridor on Trafalgar from Walker & Miles 1877 Illustrated Historical Atlas of Halton County, Ontario



Map 4: Location of the Study Corridor on 1954 Aerial Imagery



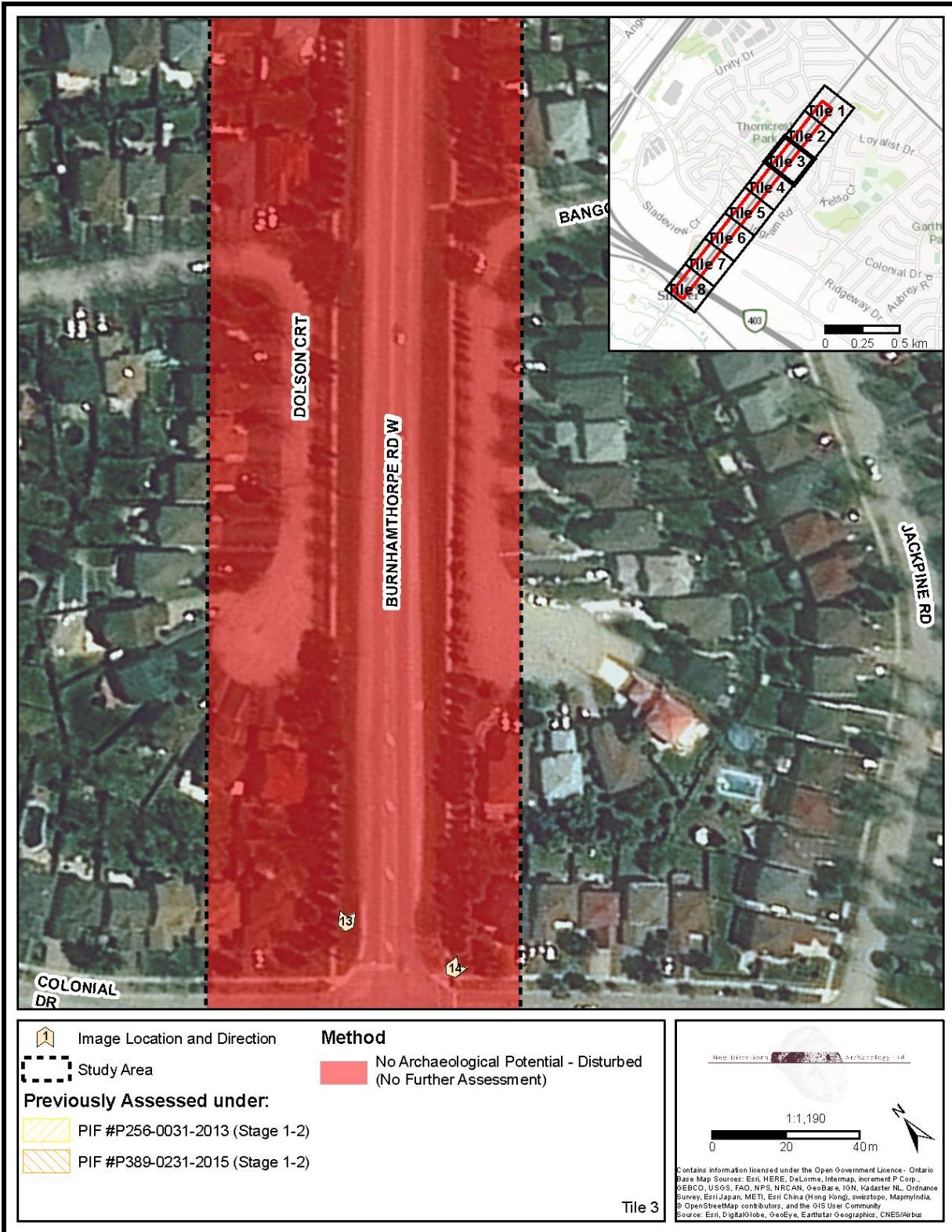
Map 5: Features of Potential in the Vicinity of the Study Corridor



Map 6: Assessment Results and Photo Locations of the Study Corridor – Tile 1



Map 7: Assessment Results and Photo Locations of the Study Corridor – Tile 2



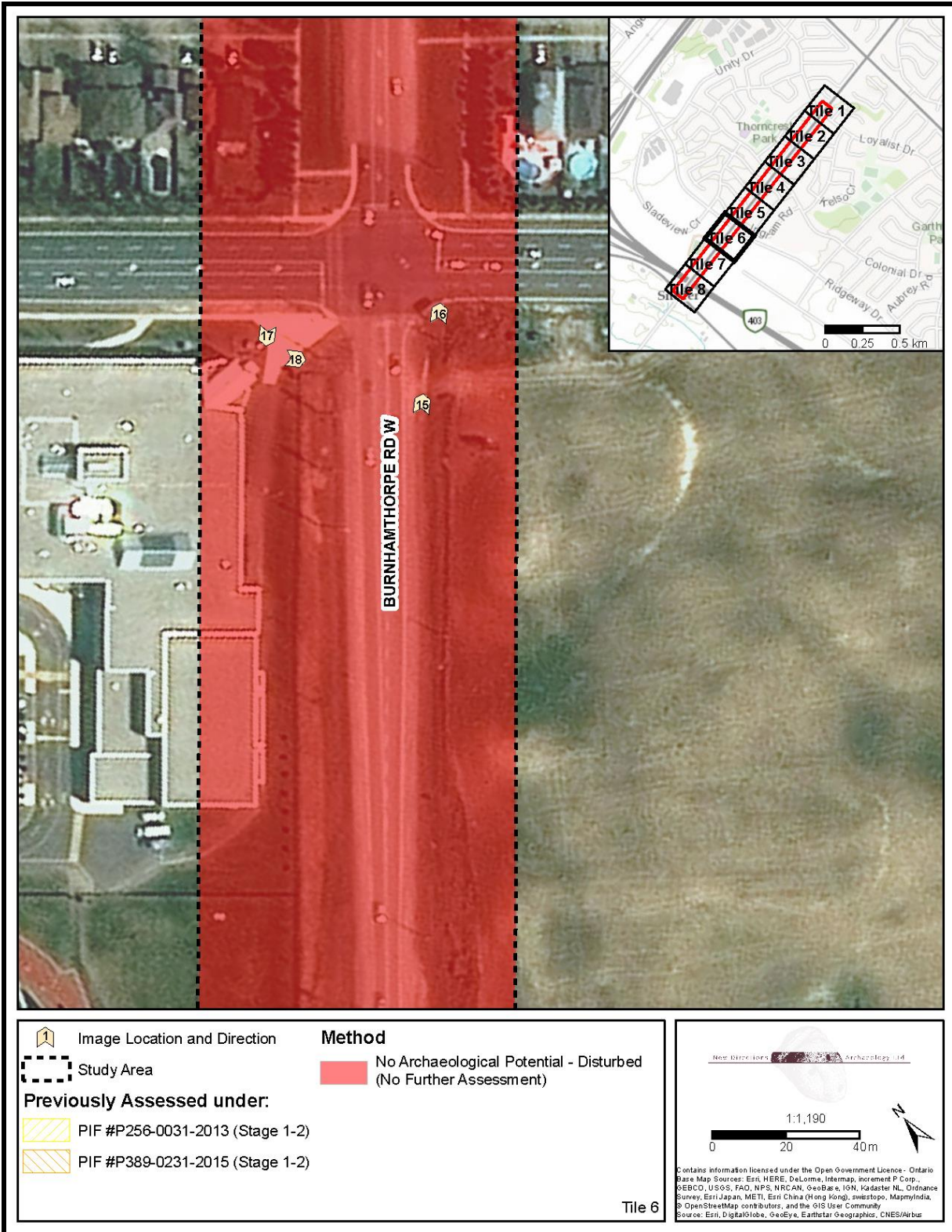
Map 8: Assessment Results and Photo Locations of the Study Corridor – Tile 3



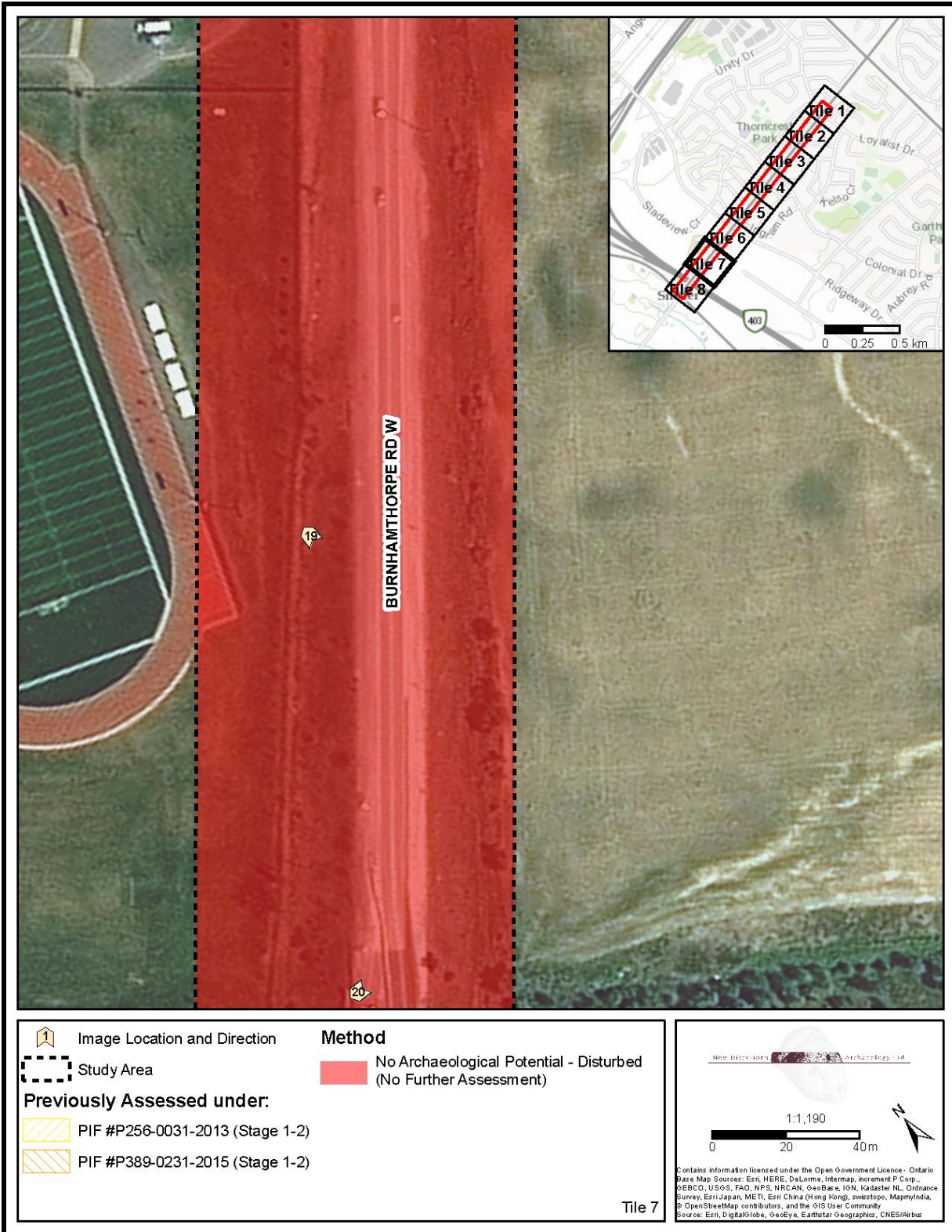
Map 9: Assessment Results and Photo Locations of the Study Corridor – Tile 4



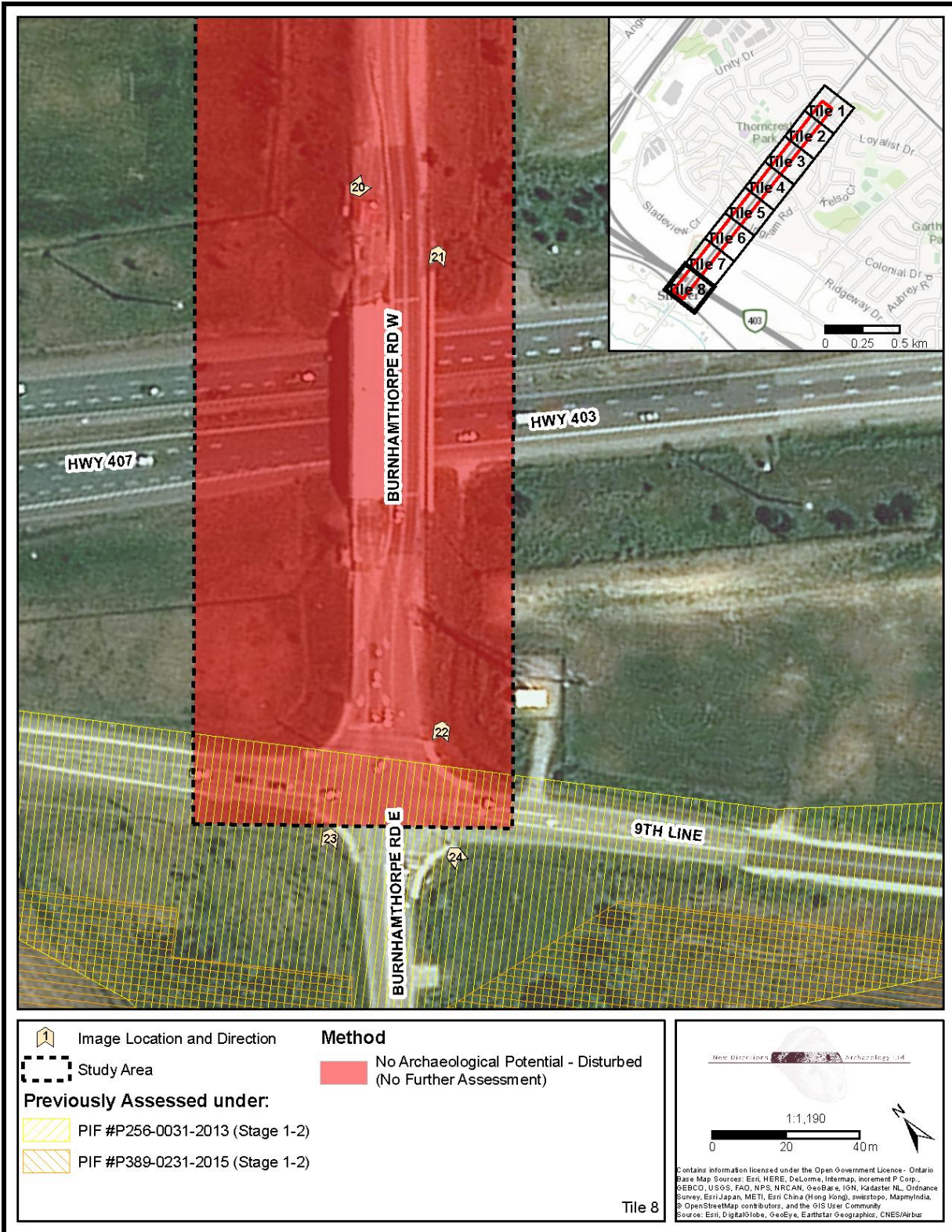
Map 10: Assessment Results and Photo Locations of the Study Corridor – Tile 5



Map 11: Assessment Results and Photo Locations of the Study Corridor – Tile 6



Map 12: Assessment Results and Photo Locations of the Study Corridor – Tile 7



Map 13: Assessment Results and Photo Locations of the Study Corridor – Tile 8

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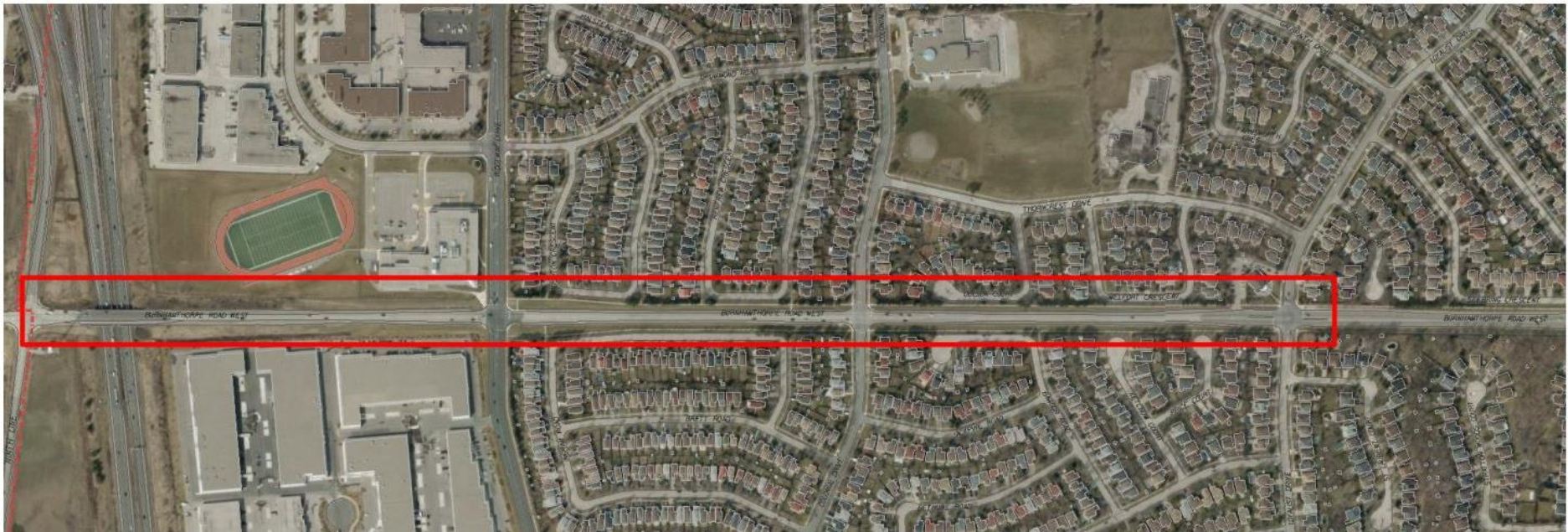
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APPENDICES

APPENDIX I: Unaltered Development Plan

APPENDIX A

**Burnhamthorpe Road West Environmental Assessment
Study From Loyalist Drive to the West City Limit
Study Area Map**



APPENDIX II: Document Inventory

Field Documents	Total	Nature	Location
Photographs	55	Digital	On server at 1480 Sandhill Drive, Unit 3, Ancaster; Folder P018-0912-2017
Field Notes	2	Digital and hard copy	On server and on file at 1480 Sandhill Drive, Unit 3, Ancaster; Folder P018-0912-2017
Field Maps	8	Digital and hard copy	On server and on file at 1480 Sandhill Drive, Unit 3, Ancaster; Folder P018-0912-2017

**STAGE 1 ARCHAEOLOGICAL ASSESSMENT OF BURNHAMTHORPE ROAD
WEST – LOYALIST DRIVE TO THE WEST CITY LIMIT MUNICIPAL CLASS EA,
ON PART OF LOTS 2 TO 5, CONCESSION 2 NDS AND LOTS 1 TO 5, CONCESSION 1
NDS, IN THE GEOGRAPHIC TOWNSHIP OF TRAFALGAR, FORMER HALTON
COUNTY, CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL**

Supplementary Documentation

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Project # P018-0912-2017

March 19, 2018

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