Appendix E - Stage 1 Archaeological Assessment Report

STAGE 1 ARCHAEOLOGICAL ASSESSMENT
WEST ALDERSHOT CREEK EROSION CONTROL
PART OF LOT 7, BROKEN FRONT CONCESSION
(FORMER TOWNSHIP OF EAST FLAMBOROUGH, COUNTY OF WENTWORTH)
CITY OF BURLINGTON
REGIONAL MUNICIPALITY OF HALTON, ONTARIO

ORIGINAL REPORT

Prepared for:

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Stage 1 Archaeological Assessment
West Aldershot Creek Erosion Control
Part of Lot 7, Broken Front Concession
(Former Township of East Flamborough, County of Wentworth)
City of Burlington
Regional Municipality of Halton, Ontario

EXECUTIVE SUMMARY

Archaeological Services Inc. was contracted by Associated Engineering Ltd. to conduct a Stage 1 Archaeological Assessment for the West Aldershot Creek Erosion Control Municipal Class Environmental Assessment in the City of Burlington. The project involves the erosion control of West Aldershot Creek between Fairwood Place West and Oaklands Park Court

The Stage 1 background study determined that no previously registered archaeological sites are located within one kilometre of the Study Area. The background research determined that parts of the Study Area exhibit potential.

1. Parts of the Study Area exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit and pedestrian survey, both at five metre intervals, where appropriate, prior to any proposed impacts;

2. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, or slopes in excess of 20 degrees. These lands do not require further archaeological assessment; and,

3. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

ASI

PROJECT PERSONNEL

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1.0 PROJECT CONTEXT

Archaeological Services Inc. (ASI) was contracted by Associated Engineering Ltd. to conduct a Stage 1 Archaeological Assessment for the West Aldershot Creek Erosion Control Municipal Class Environmental Assessment in the City of Burlington. The project involves the erosion control of West Aldershot Creek between Fairwood Place West and Oaklands Park Court (Figure 1).

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (1990, as amended in 2017) and the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Tourism, Culture and Sport (MTCS).

1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (Ministry of the Environment 1990 as amended 2010) and regulations made under the Act, and are therefore subject to all associated legislation. This project is being conducted in accordance with the Municipal Engineers' Association document *Municipal Class Environmental Assessment* (2000 as amended in 2007, 2011 and 2015).

The *Archaeological Master Plan for the Regional Municipality of Halton* (ASI 1998) and the 2008 Update (ASI 2008a) were also consulted.

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted by Associated Engineering Ltd. on September 10, 2018.

1.2 Historical Context

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

1.2.1 Indigenous Land Use and Settlement

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

Between approximately 10,000-5,500 BP, the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 BP; the latter was acquired from the north shore of Lake Superior, evidence of

extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 BP and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis et al. 1990, 2009; Brown 1995:13).

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2500 BP and exchange and interaction networks broaden at this time (Spence et al. 1990:136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al. 1990:155, 164). By 1500 BP there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2300 BP - it is likely that once similar analyses are conducted on Ontario vessels of the same period, the same evidence will be found (Birch and Williamson 2013:13–15). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 BP lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (CE), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson 1990:317). By 1300-1450 CE, this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al. 1990:343). From 1450-1649 CE this process continued with the coalescence of these small villages into larger communities (Birch and Williamson 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. By 1600 CE, the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee[1] and the Huron-Wendat (and their Algonkian allies such as the Nippissing and Odawa) led to the dispersal of the Huron-Wendat.

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

Between 1647 and 1651, the Neutral were decimated by epidemics and ultimately dispersed by the Haudenosaunee, who subsequently settled along strategic trade routes on the north shore of Lake Ontario

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

for a brief period during the mid seventeenth-century. Compared to settlements of the Haudenosaunee, the "Iroquois du Nord" occupation of the landscape was less intensive. Only seven villages are identified by the early historic cartographers on the north shore, and they are documented as considerably smaller than those in New York State. The populations were agriculturalists, growing maize, pumpkins, and squash. These settlements also played the important alternate role of serving as stopovers and bases for Haudenosaunee travelling to the north shore for the annual beaver hunt (Konrad 1974).

Shortly after dispersal of the Wendat and their Algonquian allies, Ojibwa began to expand into southern Ontario and Michigan from a "homeland" along the east shore of Georgian Bay, west along the north shore of Lake Huron, and along the northeast shore of Lake Superior and onto the Upper Peninsula of Michigan (Rogers 1978:760–762). This history was constructed by Rogers using both Anishinaabek oral tradition and the European documentary record, and notes that it included Chippewa, Ojibwa, Mississauga, and Saulteaux or "Southeastern Ojibwa" groups. Ojibwa, likely Odawa, were first encountered by Samuel de Champlain in 1615 along the eastern shores of Georgian Bay. Etienne Brule later encountered other groups and by 1641, Jesuits had journeyed to Sault Sainte Marie (Thwaites 1896:11:279) and opened the Mission of Saint Peter in 1648 for the occupants of Manitoulin Island and the northeast shore of Lake Huron. The Jesuits reported that these Algonquian peoples lived "solely by hunting and fishing and roam as far as the "Northern sea" to trade for " Furs and Beavers, which are found there in abundance" (Thwaites 1896-1901, 33:67), and "all of these Tribes are nomads, and have no fixed residence, except at certain seasons of the year, when fish are plentiful, and this compels them to remain on the spot" (Thwaites 1896-1901, 33:153). Algonquian-speaking groups were historically documented wintering with the Huron-Wendat, some who abandoned their country on the shores of the St. Lawrence because of attacks from the Haudenosaunee (Thwaites 1896-1901, 27:37).

During the 1690s, some Ojibwa began moving south into extreme southern Ontario and soon replaced, the Haudenosaunee by force. By the first decade of the eighteenth century, the Michi Saagiig Nishnaabeg (Mississauga Nishnaabeg) had settled at the mouth of the Humber, near Fort Frontenac at the east end of Lake Ontario and the Niagara region and within decades were well established throughout southern Ontario. In 1736, the French estimated there were 60 men at Lake Saint Clair and 150 among small settlements at Quinte, the head of Lake Ontario, the Humber River, and Matchedash (Rogers 1978:761). This history is based almost entirely on oral tradition provided by Anishinaabek elders such as George Copway (Kahgegagahbowh), a Mississauga born in 1818 near Rice Lake who followed a traditional lifestyle until his family converted to Christianity (MacLeod 1992:197; Smith 2000). According to Copway, the objectives of campaigns against the Haudenosaunee were to create a safe trade route between the French and the Ojibwa, to regain the land abandoned by the Huron-Wendat. While various editions of Copway's book have these battles occurring in the mid-seventeenth century, common to all is a statement that the battles occurred around 40 years after the dispersal of the Huron-Wendat (Copway 1850:88, 1851:91, 1858:91). Various scholars agree with this timeline ranging from 1687, in conjunction with Denonville's attack on Seneca villages (Johnson 1986:48; Schmalz 1991:21–22) to around the mid- to late-1690s leading up to the Great Peace of 1701 (Schmalz 1977:7; Bowman 1975:20; Smith 1975:215; Tanner 1987:33; Von Gernet 2002:7–8).

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

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

In 1763, following the fall of Quebec, New France was transferred to British control at the Treaty of Paris. The British government began to pursue major land purchases to the north of Lake Ontario in the early nineteenth century, the Crown acknowledged the Mississaugas as the owners of the lands between Georgian Bay and Lake Simcoe and entered into negotiations for additional tracts of land as the need arose to facilitate European settlement.

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

The Study Area is within Treaty 3. In 1792, under the terms of the "Between the Lakes Purchase" signed by Sir Frederick Haldimand and the Mississaugas, the Crown acquired over one million acres of land in-part spanning westward from near modern-day Niagara-on-the-Lake along the north shore of Lake Ontario to modern-day Burlington.

1.2.2 Euro-Canadian Land Use: Township Survey and Settlement

Historically, the Study Area is located in part of Lot 7, Broken Front Concession, Former Township of East Flamborough, County of Wentworth.

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

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

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

East Flamborough Township

The land within Flamborough Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1793, and the first legal settlers occupied their land holdings in Flamborough West the same year and in Flamborough East by 1800. Flamborough East was originally known as Geneva Township, due to its location on Burlington Bay which was then called Lake Geneva. These townships were later renamed after a town and a geographical place called Flamborough Head in Yorkshire, England. Flamborough was initially settled by disbanded soldiers, mainly Butler's Rangers, and other Loyalists following the end of the American Revolutionary War. East Flamborough was to have been reserved for the use of French nobility and royalists who fled from France during the "Reign of Terror" but this plan was never carried into effect. The original township was divided into East and West halves by provincial legislation in 1798. By the 1840s, both townships were noted for their excellent land and good farms (Boulton 1805:79; Smith 1846:59; Armstrong 1985:143; Rayburn 1997:120; Green and Green 1997:1–3).

City of Burlington

This incorporated village comprised part of Lots 17 and 18 Concessions 3 and 4 SDS in Nelson Township. Burlington was first settled by Augustus Bates in 1800. Mohawk Chief Joseph Brant held over 3,000 acres of land here, and the settlement was first known as "Brant's Block." In 1807, James Gage purchased land from the widow of Chief Joseph Brant upon which he laid out a plan of subdivision which was called "Wellington Square." Some of the streets were named after various members of the Brant family, such as John, Elizabeth and Caroline. Registered plans of subdivision for Burlington date from 1854-1866. Between 1845 and 1865 Wellington Square was one of the largest producers and exporters of wheat. Burlington was a port where ships would sail in to collect local produce. Gradually flour became an important export and since ships were important to the life of the area, the development of ship building became a thriving industry. Lumber was another important enterprise. By 1846, there were 17 sawmills in Nelson Township, with local merchant Benjamin Eager particularly successful. In 1873, the communities of Wellington Square and Port Nelson amalgamated and formed a new town known as Burlington. It is thought to have been the corrupt form of the name of a resort town in England called "Bridlington." In 1877, an Anglican Church and cemetery was located in the block bounded by Ontario, Elgin, Burlington and Nelson. Burlington also contained a Catholic and Methodist church by the late nineteenth century. Rail service was provided by the Hamilton and North Western Railway, as well as the Great Western Railway. Three wharves (Baxter, Torrance and Bunton) extended into Lake Ontario between Brant and Elizabeth Streets, and large quantities of grain and lumber were shipped from here

during the nineteenth century. It also contained a number of stores such as John Waldie & Co. Other businesses in the village included two telegraph offices, several hotels, stores, and a saw and grist mill. The population numbered about 700 in 1873. In 1958, the Town of Burlington annexed Aldershot and most of the Township of Nelson, and in 1974 was incorporated as a city (Crossby 1873:353; Emery 1967; Winearls 1991:631; Scott 1997:37; Rayburn 1997:48; Turcotte 1989a, 1989b, 1992; Town of Burlington 1973).

The beach bar shaped early Euro-Canadian settlement activity and travel, just as it had done in pre-contact times. The band of dry land across the lake confined and concentrated travel routes within a very narrow band. John Graves Simcoe's 1790s military road, the 1820s Beach Road, the 1876 rail lines and 1896 electric radial lines, the 1930s Queen Elizabeth Way and hydro transmission lines, circa 1910, all occupied and vied for space. In addition, the construction and opening of the Burlington Canal in 1832, together with the installation of a bridge and construction of wharves resulted in a booming beach economy and the birth of a small but thriving port community.

Village of Aldershot

The settlement area of Aldershot, once called Burlington Plains or Port Flamborough, was located in close proximity to Plains Road, and Townsend and Shadeland Avenues. In 1791, William Applegarth's family arrived from England and received Crown land on the north shore of the Hamilton Bay in the "Oaklands", east of present-day La Salle Park Road. One of the houses on his property was a cheese factory, later to become a home. It is thought that Applegarth changed their family name to Aldershot. By 1793, the Chisholm and King families arrived in Aldershot. The Chisholm's were a prominent family, one of whom became the first toll collector for Burlington. Plains Road, running through Aldershot, was known as the Hamilton-Nelson toll Road with a toll located at Waterdown Road. Another member of the Applegarth family founded the community of Oakville. In 1801, William Applegarth built a grist mill with his brother John on Grindstone Creek which runs through an area now referred to as Hidden Valley Park. The earliest provision for education in Ontario came from Applegarth's desire to provide children with basic training such as reading, writing and arithmetic. He founded a school in 1831 in Aldershot.

By 1823, the settlement of Aldershot had 11 log houses, 20 frame, three stone or brick homes, and boasted two gristmills, five saw mills, and two merchant shops. In 1830, fruit farming commenced with the arrival of the Gallangher and Emery families. That same year, David Fonger Jr. settled in Aldershot. In the 1840s Brown's Warf was built by Alexander Brown who had a homestead on the property. In 1845, Henry Wyatt acquired part of Lot 5, Broken Front Concession, and the family set aside the northwest corner of their lot for a church which was constructed in 1861. In 1966 the church was demolished and the old stain glass windows were incorporated into the new structure. The cemetery, located in the northeast corner of Lot 6, Broken Front Concession, contains the burials of the many early pioneers, namely Fonger, Gallageher, Rasberry, Read, and Wyatt.

A church was built in 1861 on Lot 5, Broken Front on land provided by Henry Wyatt and his wife. The cemetery was laid out in Lot 6 on land from William Applegarth, with the first burial occurring in 1866. The original structure was demolished in 1966 and St. Matthew's Anglican Church was built in its place, incorporating stained glass windows from the original church (Ontario Genealogical Society 2018).

The first post office that opened in 1856 was managed by postmaster Alexander Brown, and later J. Roderick. By the 1860s Aldershot had become a prime supply point for timber, facilitated by a road that linked the area to the industrial part of Waterdown and the farms of Flamboro East. By the 1890s John Rendall Job started the first dairy farm on the east quarter of Lot 1, on Plains Road, and shipped whole

milk by train from Burlington to Toronto on a daily basis. In 1913, the Warf was sold by P.W. Brown to the City of Hamilton for a park- later named LaSalle Park in 1926. Brown's home was located where the park pavilion now stands. Aldershot was never incorporated as a village and by the 1960s the community was a part of the Town of Burlington. By the 1960s industry had replaced the once thriving dairy and fruit farming (Burlington Public Library n.d.; Emery 1967).

Railways

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

The Toronto Branch of the GWR ran passenger trains between Hamilton and Toronto, with a stop at Aldershot Station. The station was located on the south side of the tracks west of Brant Street. Freight service for agricultural produce was also important to the economy. It became part of the Canadian National Railway (CNR) after 1923, and Aldershot station was in use until 1988 when it moved to Fairview Street (Friends of Freeman Station 2016).

1.2.3 Historical Map Review

The 1859 Map of the County of Wentworth (Surtees 1859) and the 1875 Illustrated Historical Atlas of the County of Wentworth, Township of East Flamborough page (Page & Smith 1875) were examined to determine the presence of historic features within the Study Area during the nineteenth century (Figures 2-3).

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

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

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

		1859		*1875*	
Con #	**Lot #**	**Property Owner(s)**	**Historical Feature(s)**	**Property Owner(s)**	**Historical Feature(s)**
BF	7	Estate of William Applegarth	None	Charles Davidson Oakland's	Farmstead

The 1858 map illustrates the Study Area within Applegarth's estate, however no structures are illustrated. Tributaries of Grindstone Creek are shown north of the Study Area. Plains Road West is shown as a historically surveyed road. By 1875, the map illustrates the entire lot was part of the Oakland's estate. Brown's Warf is shown in Lot 6.

1.2.4 Twentieth-Century Mapping Review

The 1909 and 1999 National Topographic System Hamilton and Hamilton-Burlington Sheets as well as the 1954 aerial photograph of the City of Burlington (Department of Militia and Defence 1909; University of Toronto 1954; Natural Resources Canada 1999) were examined to determine the extent and nature of development and land uses within the Study Area (Figures 4-6).

The 1909 map illustrates that the Study Area is within the ravine for West Aldershot Creek, adjacent to LaSalle Boulevard Drive leading to Brown's Wharf. No structures are shown within the Study Area, however a driveway to a house is just west of the ravine. The 1954 aerial shows that Fairwood Place West had been constructed and that there was a large clearing where the present school property is located and a clearing where the apartments are located on Lasalle Park Road. The 1999 map illustrates that Oaklands Park Court and North Shore Boulevard West had been built through the south half of the Study Area, and that the school and athletic field were located in the north half.

1.3 Archaeological Context

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

1.3.1 Current Land Use and Field Conditions

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

The property inspection on October 24, 2018 noted that the Study Area contains the steeply sloping wooded ravine of the West Aldershot Creek south of Fairwood Place West, under North Shore Boulevard West to Oaklands Park Court where it outlets into Lake Ontario. The Aldershot School property on Fairwood Place West includes a parking lot and a sloping hill to the athletic field at the top of the ravine valley. Lasalle Towers apartment complex is located within part of the Study Area at 20 North Shore

Boulevard. Twentieth and twenty-first century homes are located at the top of the west side of the ravine and along North Shore Boulevard and Oaklands Park Court.

1.3.2 Geography

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

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

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

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

The Study Area is on sand plains within the Iroquois Plain physiographic region of southern Ontario (Figure 7). This is a lowland region bordering Lake Ontario. This region is characteristically flat, and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 km (Chapman and Putnam 1984:190). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984:196). A former glacial beach is shown northwest of the Study Area.

Figure 8 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by coarse-textured glaciolacustrine deposits of sand and gravel (Ontario Geological Survey 2010). Shorecliffs run roughly north-south through the Study Area, and a sand and gravel pit is located northeast of Waterdown Road south of the railroad. Soils in the Study Area consist of Grimsby sandy loam, a well-drained gray brown luvisol. The Study Area also includes ravine lands, for which drainage is not classified (Ontario Agricultural College and Department of Agriculture 1971).

The Study Area is adjacent to the Burlington Bay of Lake Ontario, and is also within the Grindstone Creek watershed, which drains an area approximately 99 square kilometres, through rural areas, Carolinian forests, urban districts of Waterdown, Aldershot and Bayview, and finally drains into Lake Ontario in the marshes of Burlington Bay and the Hamilton Royal Botanical Gardens (Conservation Halton 2017).

1.3.3 Previous Archaeological Research

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MTCS. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The Study Area under review is located in Borden block *AhGx*.

According to the OASD, no previously registered archaeological sites are located within one kilometre of the Study Area (Ministry of Tourism, Culture and Sport 2018). According to the background research, no previous reports detail fieldwork within 50 m of the Study Area.

2.0 FIELD METHODS: PROPERTY INSPECTION

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

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Peter Carruthers (P163) of ASI, on October 24, 2018 in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a visual inspection only and did not include excavation or collection of archaeological resources. Fieldwork was only conducted when weather conditions were deemed suitable, per S & G Section 2. Previously identified features of archaeological potential were examined; additional features of archaeological potential not visible on mapping were identified and documented as well as any features that will affect assessment strategies. Field observations are compiled onto the existing conditions of the Study Area in Section 7.0 (Figure 10) and associated photographic plates are presented in Section 8.0 (Plates 1-18).

3.0 ANALYSIS AND CONCLUSIONS

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

3.1 Analysis of Archaeological Potential

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

- Proximity to Euro-Canadian settlements (village of Aldershot, farmsteads, estates, Brown's Wharf);
- Proximity to historic transportation routes (GWR, Waterdown Road); and,
- Proximity to water sources (Lake Ontario, West Aldershot Creek)

According to the S & G, Section 1.4 Standard 1e, no areas within a property containing locations listed or designated by a municipality can be recommended for exemption from further assessment unless the area can be documented as disturbed. The City of Burlington's Municipal Heritage Register was consulted, and no properties are Listed within the Study Area.

The head of Lake Ontario has had a long and complex settlement history. Accordingly, the general potential for the presence of archaeological resources within the area is high. The Burlington beach bar (approximately 4 km to the east) was a significant feature determining the character and extent of the occupation of the area from its earliest settlement. Nevertheless, it must be recognized that the potential for the survival of pre-modern archaeological remains dating to before the modern era is low, due to the continued redevelopment of the area.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be captured by the basic proximity to the water model, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 m of the early settlement roads and 50m from historic railroads are also considered to have potential for the presence of Euro-Canadian archaeological sites.

3.2 Analysis of Property Inspection

The property inspection determined that the Study Area exhibits archaeological potential. These areas will require Stage 2 test pit survey prior to any development. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Plates 3, 4, 7, 8, 16; Figure 10: areas highlighted in green).

The property inspection determined that some of the lands within the Study Area are sloped in excess of 20 degrees, and according to the S & G Section 2.1 do not retain potential (Plates 6, 7; Figure 10: areas highlighted in pink). A part of the study area is located in low and wet conditions along the creek bed, and according to the S & G Section 2.1 does not retain potential (Figure 10: areas highlighted in blue). The remainder of the Study Area has been subjected to deep soil disturbance events associated with construction of the ROWs, and twentieth and twenty-first-century residential development and school construction, and according to the S & G Section 1.3.2 do not retain archaeological potential (Plates 1-5, 9-18; Figure 10: areas highlighted in yellow). These areas do not require further survey.

3.3 Conclusions

The Stage 1 background study determined that no previously registered archaeological sites are located within one kilometre of the Study Area. The background research determined that parts of the Study Area exhibit potential.

4.0 RECOMMENDATIONS

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

1. Parts of the Study Area exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit and pedestrian survey, both at five metre intervals, where appropriate, prior to any proposed impacts;

2. The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, or slopes in excess of 20 degrees. These lands do not require further archaeological assessment; and,

3. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

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

5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

ASI also advises compliance with the following legislation:

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

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

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

- The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

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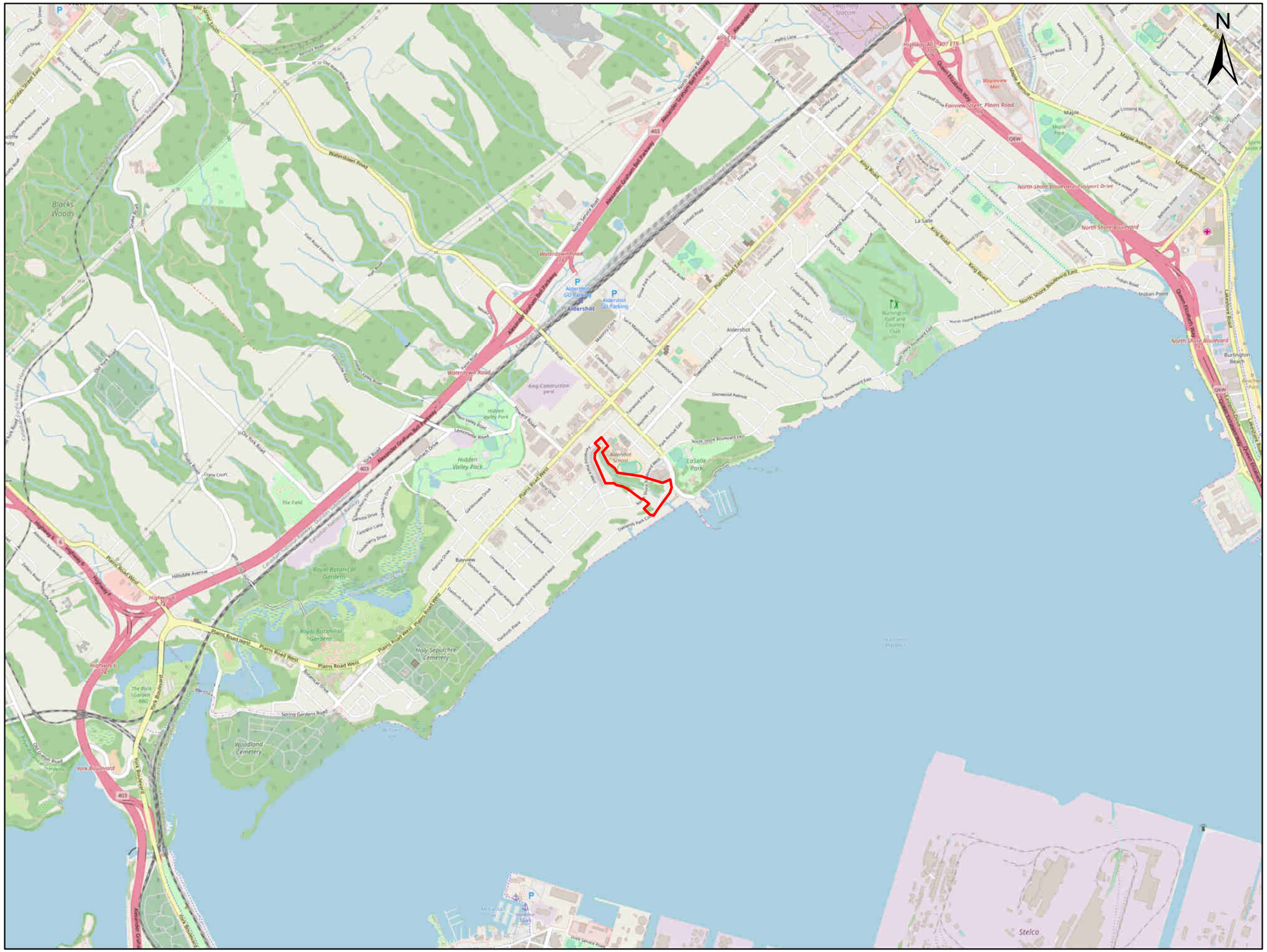
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7.0 MAPS



Study Area

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

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Kilometre

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DATE: 10/18/2018

DRAWN BY: JF
FILE: 18EA064_fig1

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

Document Path: X:\2018 Projects\EA\18EA-064 West Aldershot Creek\View\18EA064_fig1.mxd

Figure 1: West Aldershot Creek Erosion Control - Location of the Study Area



Figure 2: West Aldershot Creek Erosion Control Study Area (Approximate Location) Overlaid on the 1859 Map of the County of Wentworth



Figure 3: West Aldershot Creek Erosion Control Study Area (Approximate Location) Overlaid on the 1875 Illustrated Historical Atlas of the Township of East Flamborough

ASI **Archaeological & Cultural Heritage Services** 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 | F416-966-9723 | asiheritage.ca	Study Area	Base: 1859 Map of the County of Wentworth 1875 Illustrated Historical Atlas of the Township of East Flamborough	0 500 Metres ASI PROJECT NO.: 18EA-064 DATE: 10/19/2018 DRAWN BY: JF FILE: 18EA064_Fig2_3_hist

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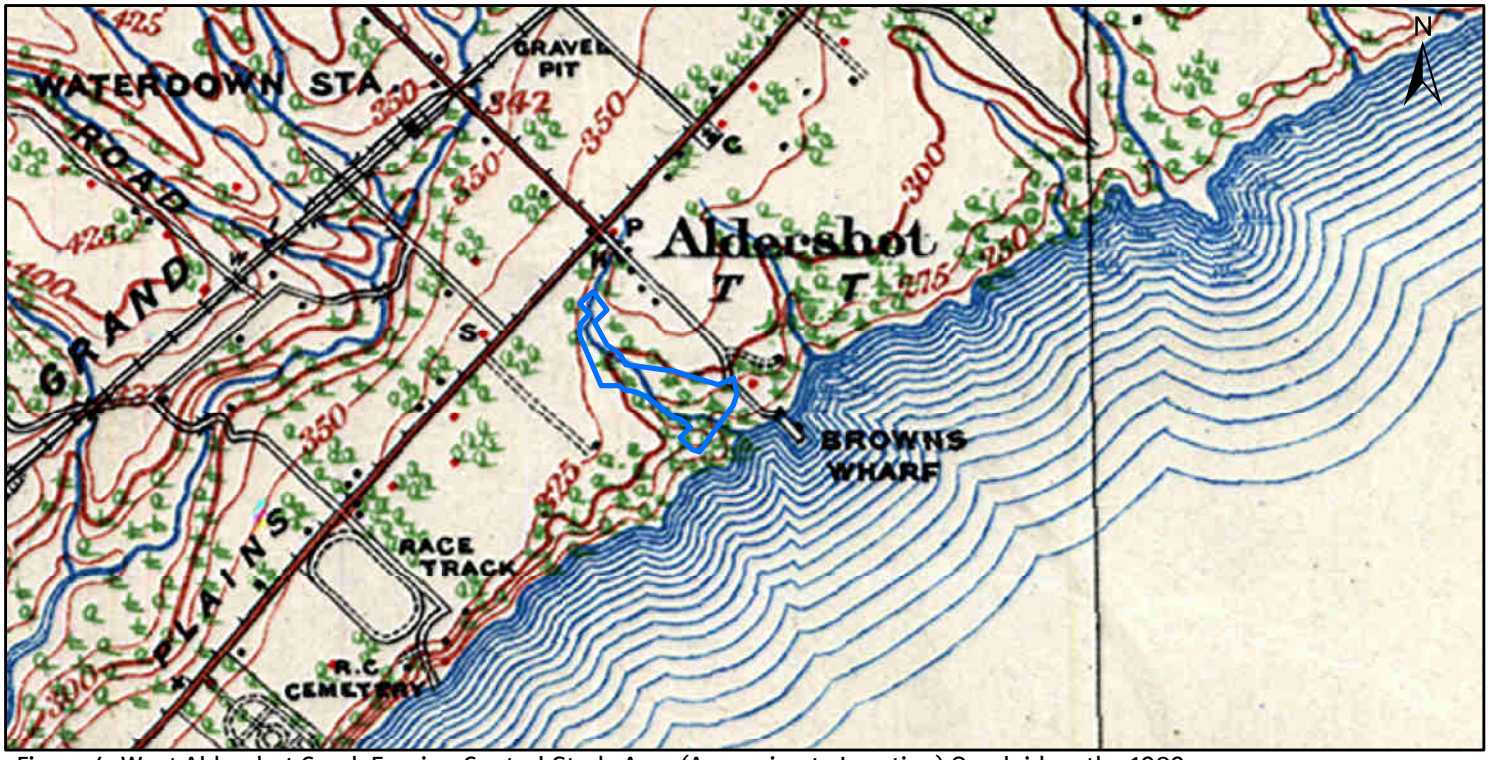


Figure 4: West Aldershot Creek Erosion Control Study Area (Approximate Location) Overlaid on the 1909 National Topographic Series Hamilton Sheet



Figure 5: West Aldershot Creek Erosion Control Study Area (Approximate Location) Overlaid on the 1954 Aerial Photograph of Aldershot

ASI **Archaeological & Cultural Heritage Services** 528 Bathurst Street Toronto, ONTARIO M5S 2P9 416-966-1069 | F416-966-9723 | asiheritage.ca	Study Area	Base: 1909 National Topographic Series Hamilton Sheet 1954 Aerial Photograph of Aldershot	0 500 Metres ASI PROJECT NO.: 18EA-064 DATE: 10/19/2018 DRAWN BY: JF FILE: 18EA064_Fig4_5_hist

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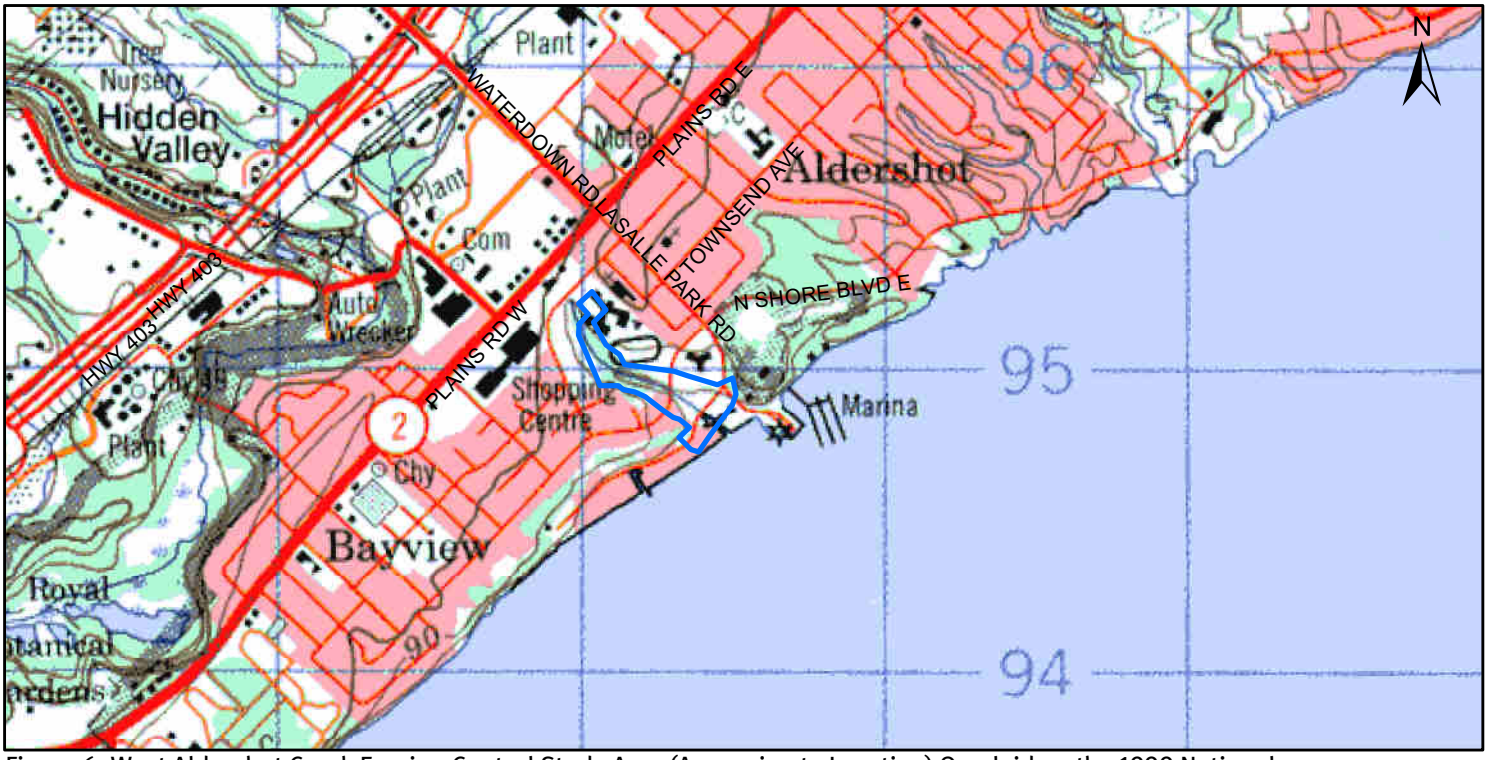


Figure 6: West Aldershot Creek Erosion Control Study Area (Approximate Location) Overlaid on the 1999 National Topographic Series Hamilton-Burlington Sheet



Figure 7: West Aldershot Creek Erosion Control Study Area - Physiographic Landforms

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Study Area

Base:
1999 National Topographic Series
Hamilton-Burlington Sheet
Ontario Geological Survey, Ministry of Northern Development and Mines, © Queen's Printer for Ontario, 2003.

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FILE: 18EA064_Fig6_7_hist_geo

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Figure 8: West Aldershot Creek Erosion Control Study Area - Surficial Geology

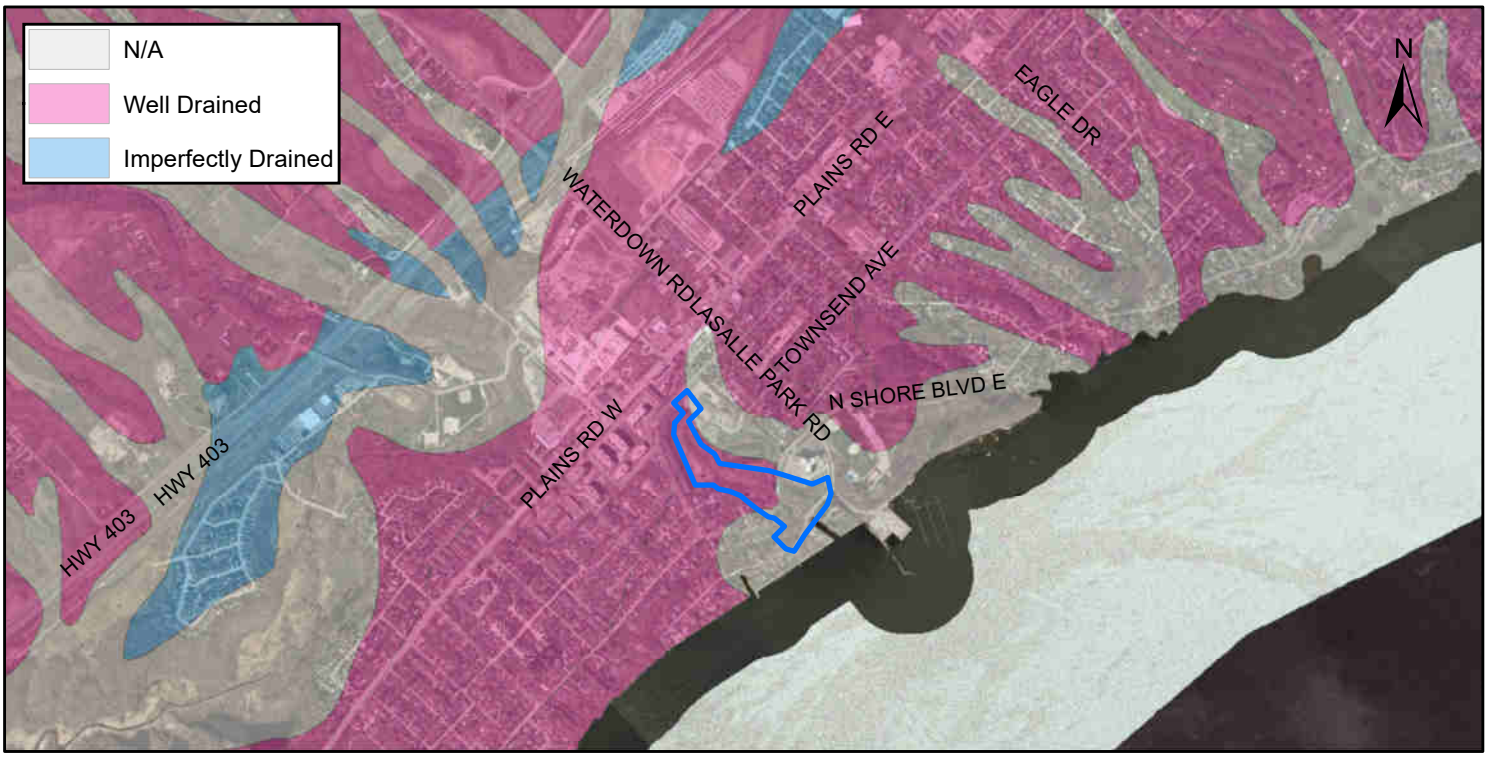


Figure 9: West Aldershot Creek Erosion Control Study Area - Soil Drainage

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

Study Area

Base:
Ontario Geological Survey, Ministry of Northern Development and Mines, © Queen's Printer for Ontario, 2003.

0 500
Metres

ASI PROJECT NO.: 18EA-064
DATE: 10/19/2018

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FILE: 18EA064_Fig8_9_hist_geo

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STUDY AREA

PHOTO LOCATION AND DIRECTION

ARCHAEOLOGICAL POTENTIAL – TEST PIT SURVEY REQUIRED

DISTURBED – NO POTENTIAL

SLOPE – NO POTENTIAL

LOW & WET - NO POTENTIAL

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

0 125
Meters

ASI PROJECT NO.:18EA-064
DATE: 11/9/2018

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FILE: 18EA064_fig10_stage1_v2

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Figure 10: West Aldershot Creek Erosion Control Study Area - Results of the Property Inspection

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8.0 IMAGES



Plate 1:Northeast view of Aldershot School; Area is disturbed, no potential



Plate 2: Southeast view of Aldershot School; Area is disturbed, no potential

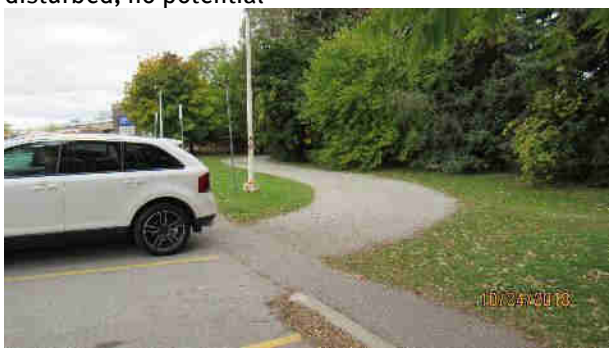

Plate 3: South view of Aldershot School; Area between disturbed school property and top of slope exhibits potential, requires Stage 2 survey


Plate 4: South view of Aldershot School athletic field towards ravine; Area between disturbed school property and top of slope exhibits potential, requires Stage 2 survey


Plate 5: Southwest view of North Shore Blvd W; Area is disturbed, no potential


Plate 6: West view of creek ravine; Area is sloped, no potential



Plate 7: Southeast view of creek ravine; Area is sloped, no potential



Plate 8: Southeast view of creek ravine; Area at top of slope exhibits potential, requires Stage 2 survey



Plate 9: Southwest view of North Shore Blvd W; Area is disturbed, no potential



Plate 10: North view of creek ravine; Area is sloped, no potential

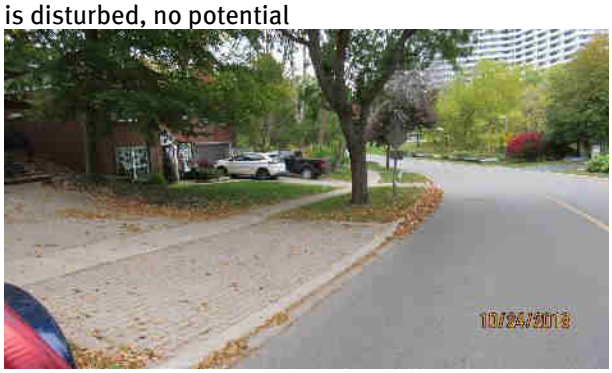


Plate 11: Northeast view of North Shore Blvd W; Area is disturbed, no potential

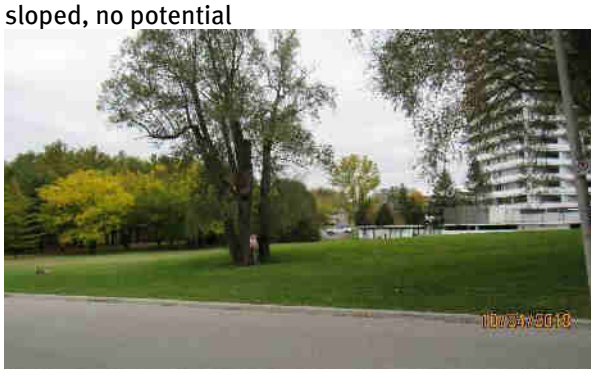


Plate 12: West view of Oaklands Park Ct at Lasalle Park Rd; Area beyond disturbed ROW exhibits potential, requires Stage 2 survey



Plate 13: Southwest view of Oaklands Park Ct; Area beyond disturbed ROW exhibits potential, requires Stage 2 survey



Plate 14: Southwest view of Oaklands Park Ct; Area beyond disturbed ROW exhibits potential, requires Stage 2 survey



Plate 15: Northwest view of creek ravine; ravine is disturbed and sloped, no potential, top of slope requires Stage 2 survey.



Plate 16: Northwest view of pumping station on Oaklands Park Ct; Area is disturbed, no potential



Plate 17: Southwest view of Oaklands Park Ct; Area is disturbed, no potential



Plate 18: North view of Oaklands Park Ct; Area beyond disturbed ROW exhibits potential, requires Stage 2 survey