# APPENDIX C

## Stage 1 Archaeological Assessment

# Stage 1 Archaeological Assessment: New Septage Waste Haulage Receiving Station, Schedule “B” Municipal Environmental Assessment

Part of Lots 5 and 15, Concession 1;
Part of Lots14 and 15, Concession 2;
and Part of Lots 5 and 6, Concession 3,
Geographic Township of Glanford,
former County of Wentworth, now City
of Hamilton, Ontario

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Project Number: 165640234

**ORIGINAL REPORT**

October 16, 2018

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# Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by the City of Hamilton to complete a Stage 1 archaeological assessment for the City of Hamilton's New Septage Waste Haulage Receiving Station (the Project). The Stage 1 archaeological assessment was carried out in accordance with the provisions of the Municipal Class Environmental Assessment (EA) process, Schedule B, under the Ontario *Environmental Assessment Act* (Government of Ontario 1990a) and the *Ontario Heritage Act* (Government of Ontario 1990b) conducted in compliance with the provincial standards and guidelines set out in the Ministry of Tourism, Culture, and Sport's (MTCS) *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). The Municipal Class EA is considering five proposed locations: Airport Option 1, Airport Option 2, Upper James / Twenty Road, Hannon Option 1, and Hannon Option 2). The study areas for the Project are located on Lots 5 and 6, Concession 3 (Airport Option 1 and Airport Option 2), Lot 5, Concession 1 (Upper James / Twenty Road), and Lot 15, Concessions 1 and 2 (Hannon Option 1 and Hannon Option 2) in former Wentworth County, Geographic Township of Glanford, now City of Hamilton.

A property inspection was conducted for the study areas under archaeological consulting license P256 issued to Parker Dickson, MA, of Stantec by the MTCS. The property inspection was completed on May 10, 2018 and September 19, 2018 under Project Information Form (PIF) number P256-0537-2018 in accordance with Section 1.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011).

The Stage 1 archaeological assessment of the study area for the Project determined that much of the area, particularly the Upper James / Twenty Road Option, Hannon Option 1, and Hannon Option 2, retains potential for the identification and documentation of archaeological resources. In accordance with Section 1.3.1 and Section 7.7.4 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **a Stage 2 archaeological assessment is required for any portion of the Project's anticipated construction which impacts an area of archaeological potential.**

The Stage 1 archaeological assessment also determined that there are portions of the study area which retain low to no archaeological potential due to low and permanently wet conditions at the Upper James / Twenty Road Option, modern disturbances at Airport Option 1, Airport Option 2, Upper James / Twenty Road Option, and Hannon Option 2 (e.g., municipal road ROWs and an existing pump station), and intersecting and overlapping areas of previous archaeological assessment at Airport Option 1, Airport Option 2, and Hannon Option 1 (i.e., Archaeological Services Inc. [ASI] 2005; ASI 2010; Mayer Heritage Consultants Inc. 2006a; Mayer Heritage Consultants Inc.

2006b; and, New Directions Archaeology 2005). Thus, these portions of the study area retain low to no potential for the identification or recovery of archaeological resources. In accordance with Section 1.3.2 and Section 7.7.4 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **a Stage 2 archaeological assessment is not required for any portion of the Project's anticipated construction which impacts an area of low to no archaeological potential.**

In addition to be above, Stantec encourages continued consultation and engagement with the Department of Consultation and Accommodation at the Mississaugas of the New Credit First Nation (MNCFN) as it relates to the Project and any further archaeological assessment. Engagement with MNCFN may include notification of any upcoming Stage 2 archaeological field work and an invitation to MNCFN's Field Liaison Representatives to join the archaeological field crew during the Stage 2 survey work.

The MTCS is asked to review the results presented and to accept this report into the *Ontario Public Register of Archaeological Reports*. Additional archaeological assessment is still required for portions of the study area and so these portions recommended for further archaeological fieldwork remain subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990b) and may not be altered, or have artifacts removed, except by a person holding an archaeological license.

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

## Project Personnel

| | |
|---|---|
| Licensed Archaeologist: | Parker Dickson, MA (P256) |
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## Acknowledgements


| | |
|---|---|
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| Mississaugas of the New Credit First Nation: | Megan DeVries – Archaeological Coordinator, Department of Consultation and Accommodation |
| Ministry of Tourism, Culture and Sport: | Robert von Bitter – Archaeological Sites Database Coordinator |

# 1.0 PROJECT CONTEXT

## 1.1 DEVELOPMENT CONTEXT

Stantec Consulting Ltd. (Stantec) was retained by the City of Hamilton to complete a Stage 1 archaeological assessment for the City of Hamilton's New Septage Waste Haulage Receiving Station (the Project). The Stage 1 archaeological assessment was carried out in accordance with the provisions of the Municipal Class Environmental Assessment (EA) process, Schedule B, under the Ontario *Environmental Assessment Act* (Government of Ontario 1990a) and the *Ontario Heritage Act* (Government of Ontario 1990b) conducted in compliance with the provincial standards and guidelines set out in the Ministry of Tourism, Culture, and Sport's (MTCS) 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). The Stage 1 archeological assessment is being conducted during the preliminary planning and conceptual design phase of the Project.

The Municipal Class EA for the Project is considering five proposed locations within the City of Hamilton: Airport Option 1 at the southwest corner of Dickenson Road East and Upper James Street; Airport Option 2 at the southeast corner of Dickenson Road East and Upper James Street; Upper James / Twenty Road Option at the northwest corner of Twenty Road West and Upper James Street; Hannon Option 1 at the northeast corner of Twenty Road East and Dartnall Road; and Hannon Option 2 at the southwest corner of Twenty Road East and Glover Road. The study areas for the Project are located on Lots 5 and 6, Concession 3 (Airport Option 1 and Airport Option 2), Lot 5, Concession 1 (Upper James / Twenty Road), and Lot 14 and 15, Concession 1 (Hannon Option 1), and Lot 15, Concession 2 (Hannon Option 2) in former Wentworth County, Geographic Township of Glanford, now City of Hamilton (Figure 1 and Figures 2-1 to 2-3).

Table 1 summarizes the study areas of the proposed locations for the Project. The various study areas for the Project consist of graded landscapes, unploughed grasslands, wetlands, pasture, an existing waste water pumping station at the Upper James / Twenty Road location, and municipal road right-of-ways (ROWs).

**Table 1: Location of Study Area and Proposed Locations**

| Proposed Location | Total Size (hectares) | Lot | Concession | Figure |
|---|---|---|---|---|
| Airport Option1 | 2.75 | 5 | 3 | 2-1 |
| Airport Option 2 | 2.62 | 6 | 3 | 2-1 |
| Upper James / Twenty Road Option | 2.98 | 5 | 1 | 2-2 |

| Proposed Location | Total Size (hectares) | Lot | Concession | Figure |
|---|---|---|---|---|
| Hannon Option 1 | 6.07 | 14 and 15 | 1 | 2-3 |
| Hannon Option 2 | 1.67 | 15 | 2 | 2-3 |

### 1.1.1 Objectives

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

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

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

- a review of relevant archaeological, historic, and environmental literature pertaining to the study area;
- a review of the land use history, including pertinent historic maps;
- A review of the *City of Hamilton Archaeology Management Plan* to identify predetermined areas of archaeological potential (City of Hamilton 2016);
- An examination of the *Ontario Archaeological Sites Database* to determine the presence of known archaeological sites in and around the study area;
- Engagement with the Mississaugas of the New Credit First Nation (MNCFN) Department of Consultation and Accommodation (DOCA); and,
- A property inspection of the study area.

Permission for Stantec staff to enter the study area could not be obtained by the City of Hamilton to facilitate a full property inspection. As a result, the property inspection was limited to municipal ROWs and public property.

### 1.1.2 Mississaugas of the New Credit First Nation

As asserted by the MNCFN, the study area for the Project is located within the Treaty Lands and Territory of the MNCFN. In April 2018, the DOCA (MNCFN 2018) released *Mississaugas of the New Credit First Nation Standards and Guidelines for Archaeology, Direction to archaeologists working on the Treaty Lands and Traditional Territory of the Mississaugas of the New Credit First Nation* (the MNCFN Standards and Guidelines). The MNCFN Standards and Guidelines note that the "MNCFN must be actively engaged in archaeological assessments within the Treaty Lands and Territory area to the extent we determine is necessary" (MNCFN 2018:5). As part of the Stage 1 archaeological assessment for the Project, the DOCA at MNCFN were notified of the archaeological assessment and asked to provide resources which may contribute to the report. The DOCA at MNCFN acknowledged the request and noted that they did not have additional information to contribute to the report. A copy of this engagement is included in the Record of Indigenous Engagement document associated with this report.

## 1.2 HISTORICAL CONTEXT

### 1.2.1 Post-contact Indigenous Resources

"Contact" is typically used as a chronological benchmark in discussing Indigenous archaeology in Canada and describes the contact between Indigenous and European cultures. The precise moment of *contact* is a constant matter of discussion. Contact in what is now the province of Ontario is broadly assigned to the 16th century (Loewen and Chapdelaine 2016).

At the turn of the 17th century, the region of the study area was occupied by Iroquoian populations who are historically described as the *Neutre* Nations (by the French) or the *Attiwandaron* (by the Huron-Wendat); their autonym is not conclusively known (Birch 2015). Claude Bernou's 1680 map indicates the then dispersed *Attiragenga* (near modern day Hamilton) and *Antouaronon* (west of the Grand River along the Lake Erie north shore) Nations occupied the region of the study areas (White 1978: Figure 2) and settlements dating to the 17th century have been identified in the Fairchild-Big Creeks, Upper Twenty Mile Creek, and Lower Grand River settlement clusters, near to the study area (Lennox and Fitzgerald 1990: Table 13.1). In 1649, the Seneca with the Mohawk led a campaign into the southern Ontario and dispersed the Attiwandaron (Neutral) Nations and the Seneca established dominance over the region (Heidenreich 1978; Konrad 1981).

By 1690, Ojibwa speaking people had begun moving south into the lower Great Lakes basin (Konrad 1981; Rogers 1978); particularly, the Mississauga Nations gained dominance in the region. The Mississauga economy since the turn of the 18th century focused on fishing and the fur trade, supplemented by agriculture and hunting. The study area falls within the historic territory of the formerly Credit River Mississauga

Nation, modernly the Mississaugas of the New Credit First Nation (Mississaugas of the New Credit First Nation n.d.).

The expansion of the fur trade led to increased interaction between European and Indigenous people, and ultimately intermarriage between European men and Indigenous women. During the 18th century the progeny of these marriages began to no longer identify with either their paternal or maternal cultures, but instead as Métis. The ethnogenesis of the Métis progressed with the establishment of distinct Métis communities along the major waterways in the Great Lakes of Ontario. Métis communities were primarily focused around the upper Great Lakes and along Georgian Bay, however Métis people have historically lived throughout Ontario (Métis Nation of Ontario 2016; Stone and Chaput 1978:607-608).

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

The study area is located within the Geographic Township of Glanford. Since contact with European explorers and immigrants, and, later, with the establishment of provincial and federal governments (the Crown), the lands within Ontario and the Geographic Township of Glanford have been included in various treaties, land claims, and land cessations. Though not an exhaustive list, Morris (1943) provides a general outline of some of the treaties within the Province of Ontario from 1783 to 1923. While it is difficult to exactly delineate treaty boundaries today, Figure 3 provides an approximate outline of the treaty lands described by Morris (1943). For example, according to Morris (1943), the study area is situated within the described limits of the 1792 indenture of the 1784 Between the Lakes Purchase between the English government (referred to as "the Crown") and the Mississaugas (Indigenous and Northern Affairs Canada 2016: Figure 5). This treaty:

> *...was made with the Mississa[ug]a Indians 7th December, 1792, though purchased as early as 1784. This purchase in 1784 was to procure for that part of the Six Nation Indians coming into Canada a permanent abode.*
>
> *The area included in this Treaty is, Lincoln County excepting Niagara Township; Saltfleet, Binbrook, Barton, Glanford and Ancaster Townships, in Wentworth County; Brantford, Onondaga, Tusc[a]r[o]ra, Oakland and Burford Townships in Brant County; East and West Oxford, North and South Norwich, and Dereham*

> *Townships in Oxford County; North Dorchester Township in Middlesex County; South Dorchester, Malahide and Bayham Township in Elgin County; all Norfolk and Haldimand Counties; Pelham, Wainfleet, Thorold, Cumberland and Humberstone Townships in Welland County ... .*
>
> (Morris 1943:17-18)

### 1.2.2 Euro-Canadian Resources

At its inception, Upper Canada was only sparsely settled and its land had not been officially surveyed to any great extent. Thus, there was an urgency, by the then Lieutenant Governor of Upper Canada John Graves Simcoe, to survey this new and relatively barren province for establishing military roads and for preventing settlers from clearing and settling land not legally belonging to them. In 1791, the Provinces of Upper Canada and Lower Canada were created from the former Province of Quebec by an act of British Parliament (Craig 1963:17). At this time, Colonel John Graves Simcoe was appointed as the Lieutenant Governor of Upper Canada and was tasked with governing the new province, directing its settlement and establishing a constitutional government modelled after that of Britain's (Coyne 1895). The change was affected at the behest of United Empire Loyalists who wished to live under the British laws and customs they were familiar with in Great Britain and the former 13 Colonies (Craig 1963:10-11). John Graves Simcoe had ambitious plans to create a model British society in North America, stating a desire to "inculcate British customs, manners, and principles in the most trivial, as well as most serious matters" in Upper Canada (Craig 1963:21). In 1792, Simcoe divided Upper Canada into 19 counties consisting of previously-settled lands, new lands opened for settlement, and lands not yet acquired by Crown. These new counties stretched from Essex in the west to Glengarry in the east.

#### 1.2.2.1 Wentworth County

In 1792, at Simcoe's behest, the Eighth Act of the Upper Canada Parliament divided the province into four districts: Eastern, Midland, Home, and Western (Kernighan 1875:iii). The four districts were subdivided into 19 counties. The future location of Wentworth County was in the Home District, and was in parts of Haldimand, Lincoln, and York Counties. In 1816, the Gore District was created from lands in the Home and Niagara Districts, and the County of Wentworth was formed (Archives of Ontario 2015). Wentworth County was named in honour of John Wentworth, Royal Governor of New Hampshire from 1766-1775, and later a Lieutenant Governor of Nova Scotia (Johnston 1967:3-4). In 1849, the District System was abolished (Archives of Ontario 2015), and the Counties of Halton and Wentworth formed a single municipality. In 1853, the two counties were separated. Wentworth County totaled 272,000 acres (110,074.5 hectares) and comprised the City of Hamilton, Town of Dundas, and the Townships of Beverly, Binbrook, Barton, Ancaster, Saltfleet, East and West Flamboro, and the Township of Glanford, where the study area is located (Kernighan 1875:iii-iv).

Early 19th century communities in Wentworth County included Dundas, Ancaster, and Hamilton. The completion of the Burlington Bay Canal in 1832 (Craig 1963:158), and the opening of the Great Western Railway in 1853, led to Hamilton's ascent as the dominant settlement and place of trade in the county (Kernighan 1875:v). Hamilton developed into a major manufacturing centre of Ontario, while the rest of the county was primarily agricultural. Wentworth County was especially known for its orchards and vineyards and was an important part of the Niagara Fruit Belt (Johnston 1967:209). Other crops grown in Wentworth County included wheat, barley, and tobacco (Johnston 1967:205-206).

At the turn of the 20th century, Hamilton had a population of 50,000 (Johnston 1967:247). The widespread adoption of the automobile opened rural portions of Wentworth County to suburban development. As a result, the population of Wentworth's townships began to increase, and the City of Hamilton annexed portions of Barton, Ancaster, and Saltfleet Townships. By the 1950s, the population of Wentworth not within the city of Hamilton was about 60,000 (Johnston 1967:288-289). The population of Hamilton had grown to nearly 300,000 by 1966 (Dominion Bureau of Statistics 1967:10-12). In 1973, Wentworth County was amalgamated into the new Regional Municipality of Hamilton-Wentworth, which was restructured into the single-tier City of Hamilton in 2001 (Archives of Ontario 2015).

#### 1.2.2.2 Glanford Township

Most of the townships in Wentworth County were surveyed in 1791 (Smith 1897:67-68). However, Glanford Township's distance from Lake Ontario delayed its development (Burkholder *et al.* 1969:66). In December 1793, Augustus Jones was instructed to survey a new township named Glanford on lands situated the Grand River and Barton Township (Smith 1897:70). The survey for Glanford Township was regarded as being done "carelessly" and most lots in Glanford are 188 acres (76 hectares) instead of the usual 200 (Smith 1897:71). Glanford Township was divided into nine concessions and was the smallest township in Wentworth County (Kernighan 1875:xi). Concessions 1 to 8 have 16 lots each, and Concession 9 has 6 lots. Both Concessions 8 and 9 have gores with irregular sized lots. Defects in the original survey were revised soon after initial completion and countersigned by Thomas Ridout, the Surveyor General (Smith 1897:71).

Initially, settlement of Glanford Township was delegated to Davenport Phelps and James Wheelock. They both promised to bring large groups of European settlers to Glanford Township. These new settlers would be allotted a portion of land in the township (Burkholder *et al.* 1969:66). Glanford Township was one of approximately 25 townships in Upper Canada planned for settlement this way. However, very few townships were successfully settled in this manner and many of these settlement schemes were cancelled (Craig 1964:33). Phelps and Wheelock failed to attract settlers to Glanford Township, and in June 1797 their settlement agreement was revoked.

However, as compensation Phelps was instead granted 1,200 acres (485.6 hectares) in the township, including land within the study area (Burkholder *et al.* 1969:66).

Settlement of the township proceeded slowly at first and in 1815 only 50 ratepayers were recorded living in Glanford Township (Kernighan 1875:xi). Much of the land in the township was granted to absentee owners, including speculators, and United Empire Loyalist heirs entitled to land grants (Burkholder *et al.* 1969:66). The total amount of land under cultivation in 1815 was about 1,300 acres (526.1 hectares) (Johnston 1967:83) out of about 24,000 acres (9,712.5 hectares). During the early years of European settlement, Glanford Township developed a thriving liquor trade within the township having over 14 taverns and numerous distilleries (Johnston 1967:89). An Inn and tavern operated on Lot 6, Concession 3, one of the lots included in the study area (Page and Smith 1875).

By 1841, the population of Glanford had reached 1,000 (Burkholder *et al.* 1969:66). In 1843, the Port Dover Plank Road was constructed through the township, running in the road allowance adjacent to part of the study area. Toll booths were placed every six miles (MacDonald 2011), including one toll booth in the study area on Lot 5, Concession 1. In 1849, the township had one sawmill and an agricultural output that included: 9,000 bushels of wheat, 11,500 bushels of oats, and 8,000 pounds of butter. The township had two churches and one village, Mount Hope (Kernighan 1875:xi). Mount Hope was the location of the United Townships of Barton and Glanford's Agricultural Society annual livestock exhibition (Johnston 1967:212). The township's first municipal council meeting was held in 1850 (Kernighan 1875:xi).

After the completion of the Great Western Railway in 1853, which connected Buffalo, New York and Detroit, Michigan via Ontario, a new railway link was planned to connect Hamilton and Lake Erie. This would give farmers along the proposed route access to expanded markets for their output. The Hamilton and Port Dover Railway was chartered in 1855 and would run through Glanford Township. The difficult terrain and economic depression of the 1850s delayed completion of the railway (Williamson 2015). Historic mapping shows that a portion of the railway through Glanford Township was depicted in 1859 (Surtees 1859), but the railway did not reach Port Dover until 1878, under new owners and renamed the Hamilton and Lake Erie Railway (Williamson 2015).

At the turn of the 20th century, Glanford Township remained primarily agricultural. Major agricultural products in Glanford Township at this time included grains, potatoes, and hogs. The proximity to Hamilton gave the township's farmers a large market base to sell their products locally (Globe and Mail 1898; Globe and Mail 1900). Advancements in infrastructure in the 20th century helped to modernize Glanford Township. In 1902, concerted efforts were made to raise money in Glanford Township and Wentworth County to modernize the roads, with Glanford Township asked to contribute $3,468 to the project (Globe and Mail 1902). In 1927, the township began to be serviced by electricity (Globe and Mail 1927).

By 1951, the population of Glanford Township reached 10,000 (Burkholder *et al.* 1969:66). The post-war housing boom led to increased development pressure in the townships surrounding the City of Hamilton. In 1959, Barton Township, directly north of Glanford Township, was annexed into the City of Hamilton. Included in the 1959 annexation were small portions of Glanford and Ancaster Townships (Globe and Mail 1959). In 1973, the Township of Glanford became part of the Regional Municipality of Hamilton-Wentworth. As part of this restructuring, the townships of Binbrook and Glanford were amalgamated into the new township of Glanbrook (Glanbrook Historical Society 2017). In 2001, Hamilton-Wentworth was restructured into the single-tier City of Hamilton (Archives of Ontario 2015).

### 1.2.2.3 Property History and Historical Mapping

In discussing the late 19th century historical mapping it must be remembered that historical county atlases were produced primarily to identify factories, offices, residences, and landholdings of subscribers and were funded by subscription fees. Landowners who did not subscribe were not always listed on the maps (Caston 1997:100). As such, all structures were not necessarily depicted or placed accurately (Gentilcore and Head 1984). Further, review of historic mapping, including treaty maps, also has inherent accuracy difficulties due to potential error in geo-referencing. Geo-referencing is conducted by assigning spatial coordinates to fixed locations and using these points to spatially reference the remainder of the map. Due to changes in "fixed" locations over time (e.g., road intersections), errors/difficulties of scale and the relative idealism of the historic cartography, historic maps may not translate accurately into real space points. This may provide obvious inconsistencies during the historic map review. Nonetheless, the majority of the study area has been subject to European-style agricultural practices for over 100 years, having been densely populated by Euro-Canadian farmers by the late 19th century.

#### Lot 5, Concession 3 (Airport Option 1)

Lot 5, Concession 3 was granted by the Crown to Ananias McMillan and registered in 1798 (Burkholder *et al* 1969:67). McMillan did not settle on the lot and likely held it in speculation (Burkholder *et al* 1969:67). Robert Surtee's 1859 *Map of the County of Wentworth* lists Jacob Terryberry as the owner of approximately three quarters of the lot (Figure 4). The northern quarter of Lot 5, where Airport Option 1 is located, was owned by Elijah Wright. No structures are depicted on Lot 5, Concession 3 on this map (Figure 4). Elijah Wright is listed in the 1851 Census of Canada as owning a total of 47 acres (19 hectares) of which 40 acres under cultivation with 17 acres (6.9 hectares) under crop, 23 acres (9.3 hectares) were used for pasturing livestock, and 6 acres (2.4 hectares) were wooded (Census of Canada 1851b). The 1871 Census of Canada lists Elijah Wright as 57 years old farmer from Scotland, his wife Mary (age 45), and their son Lewis (age 22) (Census of Canada 1871).

On the 1875 historic map, the northern quarter of Lot 5 is owned by James Maricle (Page and Smith 1875; Figure 5). The map depicts a structure and associated orchard on the property (Figure 5). James Maricle is listed in the 1881 Census of Canada as a farmer, 67 years old, and living with his wife Geliza (age 58) and two children William (age 25) and Madilla (age 23) (Census of Canada 1881c).

South of the study area for Airport Option 1, Jacob Terryberry continues to own Lot 5, Concession 3. Jacob Terryberry was a major landowner in Wentworth County, listed in the 1851 Census as owning 382 acres (154.6 hectares) in Glanford Township, 214 acres (86.6 hectares) of which were under cultivation (Census of Canada West 1851b). The 1871 Census of Canada lists Jacob Terryberry as a 58-year-old farmer born in the United States. Jacob lived with his wife Elisabeth (age 58), son Charles (age 23), son Robert (age 21), daughter Margaret (age 20), daughter Elisabeth (age 18), and son Christopher (age 15) (Census of Canada 1871). In Page and Smith's 1875 *Illustrated Historical Atlas of the County of Wentworth,* Jacob Terryberry remains the owner of the majority of the lot (Figure 5). The 1875 map depicts one structure Terryberry's portion of the lot along the road allowance adjacent to the eastern end of the lot. An orchard is also depicted on the Terryberry portion of the property (Figure 5).

## Lot 6, Concession 3 (Airport Option 2)

Lot 6, Concession 3 was granted by the Crown to Moses King and registered in 1803 (Burkholder *et al.* 1969:67). King did not reside on the lot and likely held it in speculation (Burkholder *et al.* 1969:67). According to Surtee's 1859 *Map of the County of Wentworth* the lot was divided in half between Jacob Terryberry in the north and Ira Rymal in the south (Figure 4). By 1875, a member of the Terryberry family was an operating an inn on the lot (Figure 5). The inn was known locally as "Terryberry's Tavern" and was a stopping point on the trip between Niagara and Ancaster (Lauder 1897:44). Plate 1 provides a sketch of Terryberry's Tavern from Lauder (1897:44). The tavern was a local landmark and by 1897 had been abandoned. The ruined building was the subject of a literary piece published in the *Hamilton Spectator* titled "Deviling Among Ruins" (Lauder 1897:5). A second structure appears on the lot by 1875. The short distance between the two structures suggests one may be a barn or stable for the inn (Figure 5). An orchard or garden appears behind the two structures (Figure 5). These structures are located south of the study area for Airport Option 2.

Ira Rymal did not likely live in his portion of Lot 6, Concession 3. Census records from 1871 and 1881 list that he resided in Barton Township. The 1875 map shows a structure with an associated orchard or garden. This arrangement suggests a tenant living on the Rymal's property. The 1881 Census of Canada lists that Ira Rymal was a 47-year-old farmer of German ancestry. He lived with his wife Mary Ann (age 41), son George (age 19), son Albert (age 17), son Charles (age 15), daughter Lilley (age 10), daughter Maud (age 8), daughter Florence (age 6), son Joseph (age 4), and son Ira Roy (age 1) (Census of Canada 1881b).

## Lot 5, Concession 1 (Upper James / Twenty Road Option)

Lot 5, Concession 1 was granted by the Crown to Davenport Phelps, who registered the grant in 1804 (Burkholder *et al.* 1969:66). Phelps, along with James Wheelock, were initially tasked with coordinating the European settlement of Glanford Township. Phelps did not settle the lot and likely held it in speculation (Burkholder *et al.* 1969:66).

Robert Surtee's 1859 *Map of the County of Wentworth* lists John Gage as the owner of Lot 5, Concession 1 (Figure 4). The only structure depicted on the lot is a tollgate for the Port Dover Plank Road, located to the north of the study area for the Upper James / Twenty Road Option. The tollgate was located at the northeast corner of the lot and the plank road ran through the road allowance adjacent to the eastern end of the lot (Figure 5). John Gage is listed on the 1851 Census of Canada as the owner of all 188 acres (76 hectares) in Lot 5, Concession 1. Gage had a total of 130 acres (52.6 hectares) under cultivation. Of the 130 acres (52.6 hectares) cultivated, 55 acres (22.2 hectares) were used for crops, 67 acres (27.1 hectares) for pasture, and 8 acres (3.2 hectares) for gardens or orchards, with the remaining 58 acres (23.5 hectares) forested. The quality of the soil in the area was described as "mostly clay, some places mixed with loam and gravel" (Census of Canada West 1851a).

According to Page and Smith's 1875 *Illustrated Historical Atlas of the County of Wentworth,* ownership of Lot 5, Concession 1 had passed to W.B. Gage and Silas Smith. W.B. Gage owned approximately three quarters of the lot, and Smith owned the southeast quarter containing the study area for the Upper James / Twenty Road Option (Figure 5). The north half of Gage's property included two structures and several orchards, and no structures appear in Smith's parcel where the study area in located (Figure 5). The 1875 map also shows Twenty Mile Creek passing through Smith's parcel. W.B. Gage (William B. Gage) is listed in the 1881 Census of Canada as a 47-year-old farmer of English descent who was born in Ireland. Gage lived with his wife Eiza (age 46), daughter Lydia (age 22), daughter Julia (age 20), son Paul (age 18), daughter Harriet (age 15), son John (age 11), daughter Ada (age 9), daughter Alberta (age 5), and daughter Georgina (age 3). In 1881, Silas Smith was recorded as a 58-year-old farmer of German ancestry who lived with his wife Catherine (age 50) (Census of Canada 1881a).

## Lots 14 and 15, Concession 1 (Hannon Option 1)

On the 1859 map of Wentworth County, Lot 14, Concession 1 is illustrated as belonging to Joseph Hannon. Two structures are illustrated along the northern edge of the lot, fronting modern-day Rymel Road East. A school is illustrated in the extreme southwest corner of Lot 14, fronting modern-day Twenty Road East. In 1875, the land containing the Hannon Option 1 continues to be owned by Joseph Hannon (Figure 5). Additional structures are illustrated throughout Lot 14, Concession 1, however no structures are illustrated within the Hannon Option 1 study area.

Lot 15, Concession 1 was granted by the Crown to John Lockwood (Burkholder *et al.*1969:66). Lockwood settled on the lot and his patent was registered in 1801 (Burkholder *et al.*1969:66). In 1809, Lockwood sold the lot to Henry Hannon, who was born in New York in 1750 and died in 1832 (Ontario Genealogical Society 2016). Hannon and his sons would amass 1,100 acres (445.1 hectares) of land and own an inn in the adjacent Lot 14, Concession 1. Their land and the surrounding area would become known as Hannon (Smith 2007). By 1859, according to Robert Surtee's *Map of the County of Wentworth,* Lot 15, Concession 1 was divided between James Glover and Henry Hannon (Surtee 1859). No structures are illustrated on 1859 map for Lot 15, Concession 1. In 1875, the land is listed by Page and Smith in the *Illustrated Historical Atlas of the County of Wentworth* as being owned by H. Hannon and H. Glover, and two structures are depicted: one on Glover's half and one on Hannon's half (Page and Smith 1875). The study area is located in the portion of the lot owned by H. Hannon.

## Lot 15, Concession 2 (Hannon Option 2)

Lot 15, Concession 2 was granted by the Crown to Richard Hatt of Ancaster (Burkholder *et al.* 1969:67). Hatt did not settle on the lot and likely held it in speculation. His patent was registered in 1804 (Burkholder *et al.* 1969:67). Richard Hatt was born in 1769 in London, England. He immigrated to Upper Canada in 1792 and became a merchant in Niagara-on-the-Lake and Ancaster. In 1800, Hatt opened Dundas Mills on Spencer Creek, near the Hamilton Harbour area. The mill was very successful, and he used some of his profits to engage in land speculation. Hatt was also closely connected to the colonial government, and was a justice of the peace, road commissioner, and a district court judge (Bruce 1983). Hatt's connections probably secured him the land grant in Glanford Township, which he could then hold in speculation.

Robert Surtee's 1859 *Map of the County of Wentworth* shows that the lot had been divided into three parcels (Figure 4). The east half, containing the study area for Hannon Option 2, was owned by James Glover, and the west half was divided between H. Hannon and Joseph Hannon (Figure 4). James Glover is listed in the 1861 Census of Canada as owning a total of 170 acres (68.8 hectares) in Lot 15, Concession 1. Of his 170 acres (68.8 hectares), 67 acres (27.1 hectares) were under cultivation, 44 acres (17.8 hectares) were used for crop cultivation, 21 acres (8.5 hectares) were used for pasturing livestock, and 2 acres (.8 hectares) were used for orchards. The remainder of the lot was wooded (Canada West Agricultural Census 1861). In the 1871 Census of Canada, James was a 28-year-old farmer from Ireland. He lived with his wife Elizabeth (25) and their four children, Sarah Ann (age 5), Mary Jane (age 3), Elizabeth (age 2), and William (age 4 months). No structures are illustrated on the 1859 map for Lot 15, Concession 2.

Joseph Hannon is listed in the 1861 Census of Canada as owning a total of 217 acres (87.8 hectares) in Lots 14 and 15 in Concessions 1 and 2. Of his 217 acres (87.8 hectares), 101 acres (40.8 hectares) were under cultivation, 57 acres (23.1 hectares) of

which were used for crops, 42 acres (17 hectares) for pasture, and 2 acres (0.8 hectares) for orchards. The remainder of the lots were wooded (Canada West Agricultural Census 1861). In the 1871 Census of Canada, Joseph was a 45-year-old farmer of English ancestry. He lived with his wife Marala (age 42), son Emerson (age 20), and son Samuel (age 13) (Census of Canada 1871).

By 1875, according to Page and Smith's *Illustrated Historical Atlas of the County of Wentworth*, the lot was further subdivided, and the northwest quarter was owned by Joseph Hannon, the northeast quarter by H. Glover, the southwest quarter by James VanMere, and the southeast quarter was four parcels owned by H&J.P., H. Pierson, M. Lowry, and M. Donahue. The study area is in the portion of the lot owned by the Glover family in 1859 and 1875. The Glover's lived on the adjacent Lot 15, Concession 1. The 1875 map shows a structure on Glover's parcel that appears to fall within the study area of Hannon Option 2 (Figure 5).

## 1.3 ARCHAEOLOGICAL CONTEXT

### 1.3.1 The Natural Environment

The study area for the Project is situated within the Haldimand Clay Plain, as identified by Chapman and Putnam (1984). In general, the study area contains soils which are suitable for Indigenous and Euro-Canadian agriculture. The Haldimand Clay Plain physiographic region is described as:

> *Although it was all submerged in Lake Warren, the till is not all buried by stratified clay; it comes to the surface generally in low morainic ridges in the north. In fact, there is in that area a confused intermixture of stratified clay and till. The northern part has more relief than the southern part where the typically level lake plains occur.*
>
> (Chapman and Putnam 1984:156)

The primary watercourse closest to the Project area is Twenty Mile Creek and its tributaries. Historically, an intermittent tributary of Twenty Mile Creek was located within the study areas of Airport Option 1 and Airport Option 2. Currently, both study areas have a modified drainage tributary to Twenty Mile Creek. On the 1859 map, Twenty Mile Creek passes south of the Upper James / Twenty Road study area, while on the 1875 map the creek may passes within the south portion of the study area (Figures 4 and 5). Both the Hannon Option 1 and Hannon Option 2 study areas have intermittent watercourses that are tributaries to Red Hill Creek. Red Hill Creek itself is located approximately two kilometres from the Hannon Option 1 and Option 2 study areas.

### 1.3.2 Pre-contact Indigenous Resources

It has been demonstrated that Indigenous people began occupying southern Ontario as the Laurentide glacier receded, as early as 9000 years Before Christ (B.C.) (Ellis and Ferris 1990:13). Much of what is understood about the lifeways of these Indigenous peoples is derived from archaeological evidence and ethnographic analogy. In Ontario, Indigenous culture prior to the period of contact with European peoples has been distinguished into cultural periods based on observed changes in material culture. These cultural periods are largely based in observed changes in formal lithic tools, and separated into the Early Paleo-Indian, Late Paleo-Indian, Early Archaic, Middle Archaic, and Late Archaic periods. Following the advent of ceramic technology in the Indigenous archaeological record, cultural periods are separated into the Early Woodland, Middle Woodland, and Late Woodland periods, based primarily on observed changes in formal ceramic decoration. It should be noted that these cultural periods do not necessarily represent specific cultural identities but are a useful paradigm for understanding changes in Indigenous culture through time. The current understanding of Indigenous archaeological culture is summarized in Table 2, based on Ellis and Ferris (1990).

**Table 2: Cultural Chronology of the North Shore of Lake Ontario**

| Period | Characteristics | Time Period | Comments |
|---|---|---|---|
| Early Paleo-Indian | Fluted Projectiles | 9000 – 8400 B.C. | spruce parkland/caribou hunters |
| Late Paleo-Indian | Hi-Lo Projectiles | 8400 – 8000 B.C. | smaller but more numerous sites |
| Early Archaic | Kirk and Bifurcate Base Points | 8000 – 6000 B.C. | slow population growth |
| Middle Archaic | Brewerton-like points | 6000 – 2500 B.C. | environment similar to present |
| Late Archaic | Lamoka (narrow points) | 2000 – 1800 B.C. | increasing site size |
| | Broad Points | 1800 – 1500 B.C. | large chipped lithic tools |
| | Small Points | 1500 – 1100 B.C. | introduction of bow hunting |
| Terminal Archaic | Hind Points | 1100 - 950 B.C. | emergence of true cemeteries |
| Early Woodland | Meadowood Points | 950 - 400 B.C. | introduction of pottery |
| Middle Woodland | Dentate/Pseudo-Scallop Pottery | 400 B.C. - A.D.500 | increased sedentism |

| Period | Characteristics | Time Period | Comments |
|---|---|---|---|
| | Princess Point | A.D. 550 - 900 | introduction of corn |
| Late Woodland | Early Ontario Iroquoian | A.D. 900 - 1300 | emergence of agricultural villages |
| | Middle Ontario Iroquoian | A.D. 1300 - 1400 | long longhouses (100m +) |
| | Late Ontario Iroquoian | A.D. 1400 - 1650 | tribal warfare and displacement |
| Contact Indigenous | Various Algonkian Groups | A.D. 1700 - 1875 | early written records and treaties |
| Late Historic | Euro-Canadian | A.D. 1796 - present | European settlement |

Between 9000 and 8000 B.C., Indigenous populations were sustained by hunting, fishing, and foraging and lived a relatively mobile existence across an extensive geographic territory. Despite these wide territories, social ties were maintained between groups. One method in particular was through gift exchange, evident through exotic lithic material documented on many sites (Ellis 2013:35-40).

By approximately 8000 B.C., evidence exists, and becomes more common for, the production of groundstone tools such as axes, chisels, and adzes. These tools are believed to be indicative of woodworking. This evidence can be extended to indicate an increase in craft production and arguably craft specialization. This latter statement is also supported by evidence, dating to approximately 7000 B.C., of ornately carved stone objects which would be laborious to produce and have explicit aesthetic qualities (Ellis 2013:41). These changes in tool production are indirectly indicative of changes in social organization which permitted individuals to devote time and effort to craft specialization. Since 8000 B.C., the Great Lakes basin experienced a low-water phase, with shorelines significantly below modern lake levels (Stewart 2013: Figure 1.1.C). It is presumed that the majority of human settlements would have been focused along these former shorelines. At approximately 6500 B.C. the climate had warmed considerably since the recession of the glaciers and the environment had grown more similar to the present day. Evidence exists at this time for an increase in population and the contraction of group territories. By approximately 4500 B.C., evidence exists from southern Ontario for the utilization of native copper (naturally occurring pure copper metal) (Ellis 2013:42). The known origin of this material along the north shore of Lake Superior indicates the existence of extensive exchange networks across the Great Lakes basin.

By approximately 3500 B.C., the isostatic rebound of the North American plate following the melt of the Laurentide glacier had reached a point which significantly affected the watershed of the Great Lakes basin. Prior to this, the Upper Great Lakes had drained down the Ottawa Valley via the French-Mattawa river valleys. Following this shift in the watershed, the drainage course of the Great Lakes basin had changed to its present course. This also prompted a significant increase in water-level to approximately modern levels (with a brief high-water period); this change in water levels is believed to have occurred catastrophically (Stewart 2013:28-30). This change in geography coincides with the earliest evidence for cemeteries (Ellis 2013:46). By 2500 B.C., the earliest evidence exists for the construction of fishing weirs (Ellis et al*.* 1990: Figure 4.1). Construction of these weirs would have required a large amount of communal labour and are indicative of the continued development of social organization and communal identity. The large-scale procurement of food at a single location also has significant implications for permanence of settlement within the landscape. This period is also marked by further population increase, and by 1500 B.C. evidence exists for substantial permanent structures (Ellis 2013:45-46).

By approximately 950 B.C., the earliest evidence exists for populations using ceramics. Populations are understood to have continued to seasonally exploit natural resources. This advent of the ceramic technology is correlated with the intensive exploitation of seed foods such as goosefoot and knotweed as well as mast such as nuts. The use of ceramics implies changes in the social organization of food storage as well as in the cooking of food and changes in diet. Fish also continued to be an important facet of the economy at this time. Evidence continues to exist for the expansion of social organization (including hierarchy), group identity, ceremonialism (particularly in burial), interregional exchange throughout the Great Lakes basin and beyond, and craft production (Williamson 2013:48-54).

By approximately A.D. 550, evidence emerges for the introduction of maize into southern Ontario. This crop would have initially only supplemented Indigenous peoples' diet and economy (Birch and Williamson 2013:13-14). Maize-based agriculture gradually became more important to societies and by approximately A.D. 900 permanent communities emerge which are primarily focused on agriculture and the storage of crops, with satellite locations oriented toward the procurement of other resources such as hunting, fishing, and foraging. By approximately A.D. 1250, evidence exists for the common cultivation of the historic Indigenous cultigens, including maize, beans, squash, sunflower, and tobacco. These communities living within the region of the study area are believed to have spoken a form of Iroquoian language and possessed many cultural traits similar to the historic Indigenous Nations (Williamson 2013: 55).

### 1.3.3 Known Archaeological Sites and Surveys

In order that an inventory of archaeological resources could be compiled, the registered archaeological site records kept by MTCS were consulted. In Ontario, information concerning archaeological sites is stored in the *Ontario Archaeological Sites Database* and maintained by the MTCS. In Canada, archaeological sites are registered within the Borden system, a national grid system designed by Charles Borden in 1952 (Borden 1952). The grid covers the entire surface area of Canada and is divided into major units containing an area that is two degrees in latitude by four degrees in longitude. Major units are designated by upper case letters. Each major unit is subdivided into 288 basic unit areas, each containing an area of 10 minutes in latitude by 10 minutes in longitude. The width of basic units reduces as one moves north due to the curvature of the earth. In southern Ontario, each basic unit measures approximately 13.5 kilometres east-west by 18.5 kilometres north-south. In northern Ontario, adjacent to Hudson Bay, each basic unit measures approximately 10.2 kilometres east-west by 18.5 kilometres north-south. Basic units are designated by lower case letters. Individual sites are assigned a unique, sequential number as they are registered (Borden 1952). These sequential numbers are issued by the MTCS who maintain the *Ontario Archaeological Sites Database*. The Project is located within Borden Blocks AhGw and AhGx.

Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy Act* (Government of Ontario 1990c). The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The MTCS will provide information concerning site location to the party or an agent of the party holding title to a property, or to a licensed archaeologist with relevant cultural resource management interests.

An examination of the *Ontario Archaeological Sites Database* has shown that 38 archaeological sites have been registered within a one kilometre radius of the Project (Government of Ontario 2018a). Table 3 provides a summary of registered archaeological sites.

**Table 3: Registered Sites within One Kilometre of the Project**

| Borden Number | Site Name | Cultural Affiliation | Site Type | Proposed Location |
|---|---|---|---|---|
| AhGw-69 | n/a | n/a | Findspot | Hannon Option 1 |
| AhGw-236 | n/a | Pre-Contact | n/a | Hannon Option 1 |

| Borden Number | Site Name | Cultural Affiliation | Site Type | Proposed Location |
|---|---|---|---|---|
| AhGw-271 | n/a | Early Archaic | Findspot | Hannon Option 2 |
| AhGw-272 | n/a | Archaic, Late | Findspot | Hannon Option 2 |
| AhGw-273 | n/a | Pre-Contact | Findspot | Hannon Option 2 |
| AhGw-274 | n/a | Archaic, Late | Findspot | Hannon Option 2 |
| AhGw-275 | n/a | Archaic, Late | Findspot | Hannon Option 2 |
| AhGw-276 | n/a | Archaic, Late | Scatter | Hannon Option 2 |
| AhGw-277 | n/a | Pre-Contact | Scatter | Hannon Option 2 |
| AhGx-113 | Jeremiah Horning | Post-Contact | Homestead | Hannon Option 1 |
| AhGx-226 | Thistle Hill | Other | Camp / campsite | Upper James / Twenty Road |
| AhGx-227 | n/a | n/a | n/a | Hannon Option 2 |
| AhGx-228 | n/a | n/a | n/a | Upper James / Twenty Road |
| AhGx-229 | n/a | n/a | n/a | Upper James / Twenty Road |
| AhGx-252 | B. Drinkwater | Late Archaic | Camp / campsite | Hannon Option 1 |
| AhGx-254 | Abby Hill 1 | Other | Camp / campsite | Upper James / Twenty Road |
| AhGx-255 | Abby Hill 2 | Other | Camp / campsite | Upper James / Twenty Road |

| Borden Number | Site Name | Cultural Affiliation | Site Type | Proposed Location |
|---|---|---|---|---|
| AhGx-266 | Twenty Rd East | Post-Contact | Homestead | Upper James / Twenty Road |
| AhGx-275 | Spruce | Late Archaic | Findspot | Airport Option 1 |
| AhGx-276 | Pine | Pre-Contact | Findspot | Airport Option 1 |
| AhGx-277 | Poplar | Late Archaic | Findspot | Airport Option 1 |
| **AhGx-570** | **n/a** | **Late Archaic** | **Unknown** | Airport Option 2 |
| **AhGx-571** | **Wright-Maricle** | **Post-Contact** | **Farmstead** | Airport Option 1 |
| AhGx-572 | The Aeropark 1 | Pre-Contact | Scatter | Airport Option 1 |
| AhGx-573 | n/a | Early Archaic | Findspot | Airport Option 1 |
| AhGx-574 | The Aeropark 2 Site | Pre-Contact | Findspot | Airport Option 1 |
| **AhGx-575** | **The Aeropark 3 Site** | **Pre-Contact** | **Findspot** | Airport Option 1 |
| AhGx-576 | The Aeropark 4 Site | Late Archaic | Findspot | Airport Option 1 |
| AhGx-577 | n/a | Pre-Contact | Findspot | Airport Option 1 |
| AhGx-610 | n/a | Pre-Contact | Findspot | Airport Option 1 |
| AhGx-684 | n/a | Pre-Contact | Findspot | Hannon Option 1 |
| AhGx-700 | n/a | n/a | n/a | Hannon Option 1 |
| AhGx-705 | location 1 | Post-Contact; Pre-Contact | n/a | Hannon Option 1 |

| Borden Number | Site Name | Cultural Affiliation | Site Type | Proposed Location |
|---|---|---|---|---|
| AhGx-83 | UG Kirkwall 31 | Archaic | Camp / campsite | Upper James / Twenty Road |
| AhGx-84 | UG Kirkwall 33 | Early Archaic | Camp / campsite | Upper James / Twenty Road |
| AhGx-87 | UG Kirkwall 32 | Pre-Contact | Scatter | Upper James / Twenty Road |
| AhGx-88 | UG Kirkwall 37 | n/a | n/a | Upper James / Twenty Road |
| AhGx-89 | UG Kirkwall 38 | Archaic | Camp / campsite | Upper James / Twenty Road |

Sites in **bold** are within the study areas or 50 metres from the study areas

There are three archaeological sites within 50 metres of the study areas of Airport Option 1 and Airport Option 2. These include: AhGx-570, AhGx-571 (Wright-Maricle Site), and AhGx-575 (Aeropark 3 Site). AhGx-570 is a pre-contact Indigenous findspot originally identified in 2005 (Government of Ontario 2018a). The site is within the study area for Airport Option 2. A single Late Archaic Crawford Knoll projectile point was recovered (Government of Ontario 2018a). No further work was recommended (New Directions Archaeology 2006; Government of Ontario 2018a).

AhGx-571 (Wright-Maricle Site) is a Euro-Canadian farmstead identified during the Stage 2 archaeological assessment of the Aeropark Subdivision project in 2005 (Archaeological Services Inc. [ASI] 2005). The site is within the study area for Airport Option 1. A test pit survey recovered 40 artifacts and resulted in the site being recommended for Stage 3 archaeological assessment (ASI 2005). The Stage 3 assessment and Stage 4 archaeological mitigation of AhGx-571 (Wright-Maricle site) was conducted in 2006 and nearly 1,000 artifacts were recovered from mostly disturbed deposits while only 28 artifacts were recovered from undisturbed contexts (Mayer Heritage Consultants Inc. 2006a; Mayer Heritage Consultants Inc. 2006b; Government of Ontario 2018). After the completion of the Stage 4 mitigation, the site was determined to retain no further archaeological concern (Mayer Heritage Consultants Inc 2006b) and the site area has since been graded (see Figure 2-1).

AhGx-575 (Aeropark 3 Site) is a pre-contact Indigenous lithic scatter originally identified during the Stage 2 archaeological assessment of the Aeropark Subdivision project in 2005 (ASI 2005). The site is located with 50 metres of the study area for Airport Option 1. Two non-diagnostic lithic artifacts were recovered, and the remainder of the artifacts were left in order to facilitate further documentation during the recommended Stage 3 assessment (ASI 2005). The Stage 3 archaeological assessment of AhGx-575 was conducted in 2006 (Mayer Heritage Consultants Inc. 2006a). Ten lithic flakes were recovered, and the site was recommended for further work (Government of Ontario 2018; Meyer Heritage Consultants Inc 2006a). It is unclear if Stage 4 mitigation was conducted on AhGx-575 (Government of Ontario 2018), however the site location has since been graded (see Figure 2-1).

A query of the *Ontario Public Register of Archaeological Reports* noted four archaeological assessments previously completed within the study area or within 50 metres of the current study area (Government of Ontario 2018). Table 4 lists the previous archaeological assessments relevant to this report.

The majority of the study area defining Airport Option 1 has been previously assessed and deemed to have no further archaeological concern (ASI 2005; Mayer Heritage Consultants Inc. 2006a; Mayer Heritage Consultants Inc. 2006b). The Stage 1-2 assessment by ASI (2005) included both test pit survey and pedestrian survey. From the Stage 2 survey, eight archaeological sites were registered: seven pre-contact Indigenous and one Euro-Canadian (ASI 2005), including AhGx-571 (Wright-Maricle Site) and AhGx-575 (Aeropark 3 Site) mentioned above. No further archaeological work is recommended for the ASI (2005) study area and no further work is required for archaeological sites AhGx-571 and AhGx-575.

The majority of the study area defining Airport Option 2 has been previously assessed and deemed to have no further archaeological concern (New Directions Archaeology 2005). An isolated findspot comprising a Late Archaic Crawford Knoll projectile point was identified (AhGx-570) during the Stage 1-2 archaeological assessment (New Directions Archaeology 2005). This lack of further archaeological concern includes AhGx-570 found within the Airport Option 2 study area. No further archaeological work is recommended for the New Directions Archaeology (2005) study area and no further work is required for archaeological site AhGx-570. No other sites have been found within this Lot and Concession (Government of Ontario 2018).

A portion of the study area defining Hannon Option 1 has been previously assessed and deemed to have no further archaeological concern (ASI 2010). The Stage 1-2 assessment was conducted in advance of the construction of the Dartnall Road extension. One archaeological site (AhGx-684) was discovered over 500 metres west of the study area for the Hannon Option 1 (ASI 2010). No further archaeological work is recommended for the portion of the ASI (2010) study area within Hannon Option 1.

**Table 4: Pervious Archaeological Assessments within 50 Metres**

| Study Area | PIF | Report | Reference |
|---|---|---|---|
| Airport Option 1 | P117-097 | Stage 1 & 2 A. A. of the Proposed Aeropark Subdivision Part of Lot 5, Conc. 3, Geographic Township of Glanford, Wentworth County, Now in the City of Hamilton | ASI 2005 |
| | P066-025-2006 | Revised AA (Stage 3), Proposed Aeropark Subdivision, City of Hamilton, RM of Hamilton-Wentworth, Ontario | Mayer Heritage Consultants Inc. 2006a |
| | P066-025-2006 | Revised: AA (Stage 4), Aeropark 2 Site (AgHx-574), Proposed Aeropark Subdivision, City of Hamilton, RM of Hamilton-Wentworth, Ontario | Mayer Heritage Consultants Inc. 2006b |
| Airport Option 2 | P018-073 | Stage 1-3 A.A. of the Proposed Macstar Development Property, Town of Mount Hope, City of Hamilton | New Directions Archaeology 2005 |
| Hannon Option 1 | P057-627-2010 | REVISED: Stage 2 Archaeological Assessment (Property Assessment), Hannon Creek Subwatershed Study: Dartnall Road, Twenty Road and Nebo Road, Class Environmental Assessment, City of Hamilton, Ontario | ASI 2010 |

### 1.3.4 City of Hamilton's Archaeological Management Plan

The City of Hamilton's municipal archaeological management plan, entitled *The City of Hamilton Archaeology Management Plan* (AMP) was also consulted and illustrates the study area as a locale of archaeological potential for pre-contact Aboriginal, post-contact Aboriginal, and Euro-Canadian archaeological resources (City of Hamilton 2016). To identify archaeological potential, an archaeological potential model was made using cultural and physiographic information such as the presence of identified sites or proximity to water. Generally, the AMP using the following criteria to aid in the determination of archaeological potential of a property:

- 250 metre catchment area for registered archaeological sites;
- 250 metre catchment area for unregistered but known or reported archaeological sites;
- 300 metre catchment area for primary watercourses;
- 100 metre catchment area for historic activities;
- 100 metre catchment area for historic transportation corridors;
- 100 metre catchment area for unusual landforms;
- Areas within the historic urban boundary that have not been substantially disturbed;
- Rural historic settlements;
- Properties designated under the *Ontario Heritage Act*; and
- Modern and historic aerial photography.

Based on the criteria identified above, the AMP deems the study area for the Project with general archaeological potential (City of Hamilton 2016).

### 1.3.5 Existing Conditions

The study area for the Project includes a variety of landscapes. Airport Option 1 is a graded, overgrown landscape while Airport Option 2 is a fallow agricultural field with a parking lot which occupies a portion to the south (Figure 2-1 to 2-3). The Upper James / Twenty Road Option has a waste water pumping station within the study area. Wetlands surround the study area to the south and west (Figure 2-2). On the east side of Dartnell Road, the Hannon Option 1 study area consists of a large low and wet area in the north and a portion of low and wet to the south. The study area also has an agricultural field that is currently in use (Figure 2-3). On the west side of Dartnell Road, the Hannon Option 1 study area consist of berms and spoil piles associated with Coco Paving and an area of fallow field (Figure 2.3). The Hannon Option 2 study area consists of a fallow agricultural field (Figure 2-3). Existing conditions will be further discussed in Section 2.0 below.

# 2.0 FIELD METHODS

Initial background research compiled information about the known and/or potential archaeological resources within the study area for the Project. A property inspection was conducted for the study area under archaeological consulting license P256 issued to Parker Dickson, MA, of Stantec by the MTCS. The property inspection was completed on May 10, 2018 and September 19, 2018 under Project Information Form (PIF) number P256-0537-2018 in accordance with Section 1.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). The weather during the property inspection was cool and cloudy. The weather, visibility, and lighting conditions were sufficient to conduct the property inspection and at no time were conditions detrimental to the identification of features of archaeological potential. Table 5 provides a summary of the weather conditions during the property inspection.

**Table 5: Field and Weather Conditions**

| Date | Activity | Weather | Field Conditions |
|---|---|---|---|
| May 10, 2018 | Property inspection and photo documentation | Cool and mainly cloudy | Ground is dry |
| September 19, 2018 | Property inspection and photo documentation | Mild and mainly sunny | Ground is dry |

Each potential septage waste haulage location was visually inspected where possible. As previously discussed, permission to enter the study area was unable to be obtained. Thus, access to the study area for the property inspection was limited to municipal ROWs and public land. Photographs were taken at regular intervals throughout the study area with respect to archaeological potential and with sufficient view sheds to permit an adequate documentation. Figures 6-1 to 6-3 provide an illustration of all the study areas, including photo locations from the property inspection.

The photography from the property inspection is presented in Section 7.1 and confirms that the requirements for a Stage 1 property inspection were met, as per Section 1.2 and Section 7.7.2 Standard 1 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). Photos 1 to 11 document the existing conditions of the study area for the Project. Photo 1 shows the location of the Airport Option 1 located south of Dickenson Road West and west of Upper James Street. Most of this study area has been graded for future development. As noted in Section 1.3.3, the majority of the study area for Airport Option 1 has been previously assessed (2.43 hectares) and no further archaeological work is required (see ASI 2005; Mayer Heritage Consultants Inc. 2006a; and Mayer Heritage Consultants Inc. 2006b). The remainder of the study area comprises existing modern disturbance (0.32 hectares)

from the municipal road ROW abutting Upper James Street (Photo 2). Photos 2 and 3 show the location of the Airport Option 2 located south of Dickenson Road West and east of Upper James Street. Existing modern disturbance (0.35 hectares) includes an existing parking lot and the municipal road ROW abutting Upper James Street and Dickenson Road west (Photo 2; Figure 6-1). The remainder of the study area is fallow land (Photo 3) that has been previously assessed (2.27 hectares) (New Directions Archaeology 2006).

Photos 4 to 6 document the existing conditions of the study area for the Upper James / Twenty Road Option (Figure 6-2). Photo 4 shows the low and wet area (0.15 hectares) in the southwest portion of the study area as a result of its close proximity to Twenty Mile Creek documented in the historic maps (Figures 4 to 5). Existing modern disturbance (0.14 hectares) includes an existing waste water pumping station (Photo 5) and the municipal road ROW abutting the westside of Upper James Street. Photo 6 shows a partially wooded area that retains archaeological potential (2.51 hectares).

Photos 7 to 12 show the existing conditions of the study area at the Hannon Option 1 location. As noted in Section 1.3.3, a portion of the study area that abuts Dartnall Road and extends approximately 50 metres east has been previously surveyed and no further archaeological work is required (see ASI 2010). East of this previously assessed area, the background of Photos 7 to 9 document an area that retains archaeological potential. Photos 10 and 11 illustrate the extensive disturbance associated with the Dartnell Road ROW and berms and spoil piles related to Coco Paving's existing facility. Photo 12 documents an area that retains archaeological potential.

Photos 13 to 15 show the existing conditions of the study area for the Hannon Option 2 location area. The majority of this study area comprises fallow field and retains archaeological potential (1.35 hectares) (Photo 13). The remainder of the includes existing modern disturbance from municipal road ROWs where the study area abuts Twenty Road East and Glover Road (Photos 14 and 15).

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# 3.0 ANALYSIS AND CONCLUSIONS

## 3.1 ANALYSIS OF ARCHAEOLOGICAL POTENTIAL

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

Distance to water is an essential factor in archaeological potential modeling. When evaluating distance to water it is important to distinguish between water and shoreline, as well as natural and artificial water sources, as these features affect sites locations and types to varying degrees. According to the *City of Hamilton's Archaeological Management Plan*, any areas within 250 metres of a river or creek qualify as areas of potential for pre-contact Indigenous sites (City of Hamilton 2016). The MTCS (Government of Ontario 2011) categorizes water sources in the following manner:

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

According to the *City of Hamilton's Archaeological Management Plan*, all the study areas in the Project retain archaeological potential (City of Hamilton 2016). Based on the background information, Twenty Mile Creek passed through the Upper James / Twenty Road Option study area (Figures 4 and 5). As discussed section 1.3.1, even though the remaining study areas are all greater than one kilometre from a historic watercourse, both Airport Option 1 and Airport Option 2 had an intermittent tributary of Twenty Mile Creek while Hannon Option 1 and Hannon Option 2 had intermittent tributaries to Red Hill Creek. Generally, the proximity of the Twenty Mile Creek and Red Hill Creek to the Project indicates that the study area has potential for pre-contact and post-contact Indigenous archaeological resources. Moreover, additional ancient and/or relict tributaries of water sources may have existed but are not identifiable today and are not indicated on historic mapping. Further examination of the study area's natural

environment identified soil conditions suitable for Indigenous and Euro-Canadian agriculture, especially in the 19th and 20th centuries following the implementation of municipal drainage systems and agricultural field tiling.

An examination of the *Ontario Archaeological Sites Database* identified two pre-contact Indigenous sites and one Euro-Canadian site within 50 metres of the Airport Option 1 and Airport Option 2 study areas. All three sites have been fully mitigated by previous archaeological assessments and retain no further cultural heritage value or interest. Additional Indigenous and Euro-Canadian archaeological sites have been registered within one kilometre of the study area for the Project (see Table 3).

For Euro-Canadian sites, archaeological potential can be extended to areas of early Euro-Canadian settlement, including places of military or pioneer settlements; early transportation routes; and properties listed on the municipal register or designated under the *Ontario Heritage Act* (Government of Ontario 1990b) or property that local histories or informants have identified with possible historical events. The *Illustrated Historical Atlas of the County of Wentworth* (Page and Smith 1875) demonstrates that the study area is located in proximity to the early 19h century structures, early communities, and early transportation roads. Much of the established road system and agricultural settlement from that time is still visible today.

In summary, the background and archival research has determined that the study area for the Project retains potential for the identification of pre-contact Indigenous, post-contact Indigenous, and Euro-Canadian archaeological resources. However, as a result of previous archaeological assessments and extensive and deep land alteration, the portions of the study area retain low to no potential for the identification of archaeological resources. For example, portions of Airport Option 1, Airport Option 2, and Hannon Option 1 have been previously assessed by ASI (2005), ASI (2010), Mayer Heritage Consultants Inc. (2006a), Mayer Heritage Consultants Inc. (2006b), and New Directions Archaeology (2005). Thus, these portions are considered to retain low to no potential for the identification of archaeological resources (Figure 6). Further, the Stage 1 property inspection has determined that portions of the Airport Option 1, Airport Option 2, Hannon Option 1, as well as portions of the Upper James / Twenty Road Option and Hannon Option 2 study areas have been subject to extensive land disturbance which has removed archaeological potential These areas include modern disturbances associated with municipal road ROWs (Upper James Street, Dickenson Road East, Twenty Road East, and Glover Road) and a water waste pumping station.

## 3.2 CONCLUSIONS

The majority of the study area for Airport Option 1 and Airport Option 2 has been previously assessed and retains low to no potential for the identification of archaeological resources (ASI 2005; Mayer Heritage Consultants Inc. 2006a; Mayer Heritage Consultants Inc. 2006b; New Directions Archaeology 2005). The remainder of

these study areas comprise existing modern disturbance from the municipal road ROWs. Thus, due to the completion of previous archaeological assessments and in accordance with Section 1.3.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), the Airport Option 1 and Airport Option 2 study areas do not require further archaeological assessment (Figure 6-1).

The study area for the Upper James / Twenty Road Option includes a low and permanently wet area and an area of modern disturbance from the existing waste water pumping station and the municipal road ROW for Upper James Street. These areas have been determined to retain low to no potential for the identification of archaeological resources. In accordance with Section 1.3.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), the low and wet and previously disturbed portions of the Upper James / Twenty Road Option study area does not require further archaeological assessment (Figure 6-2). The remainder of the study area for the Upper James / Twenty Road Option study area comprises fallow field and retains potential for the identification of archaeological resources. Thus, in accordance with Section 1.3.1 of the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), further archaeological assessment is required for any portion of the Upper James / Twenty Road Option study area retaining archaeological potential (Figure 6-2).

A portion of the study area for Hannon Option 1 has been previously assessed and retains low to no potential for the identification of archaeological resources (ASI 2010). Thus, in accordance with Section 1.3.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), the portion of the Hannon Option 1 study area subject to previous archaeological assessment does not require further archaeological assessment (Figure 6-3). The remaining portion of the Hannon Option 1 study area comprises fallow field and retains potential for the identification of archaeological resources. Thus, in accordance with Section 1.3.1 of the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), further archaeological assessment is required for any portion of the Hannon Option 1 study area retaining archaeological potential (Figure 6-3).

The study area for Hannon Option 2 includes an area of modern disturbance from the municipal road ROW for 20 Road East. This area has been determined to retain low to no potential for the identification of archaeological resources. In accordance with Section 1.3.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), the disturbed portion of Hannon Option 2 does not require further archaeological assessment (Figure 6-3). The remainder of the study area for Hannon Option 2 comprises fallow field and retains potential for the identification of archaeological resources. Thus, in accordance with Section 1.3.1 of the MTCS' *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario

2011), further archaeological assessment is required for any portion of the Hannon Option 2 study area retaining archaeological potential (Figure 6-3).

Table 6 provides a summary of the archaeological potential determined for each proposed location for the new septage waste haulage receiving station.

**Table 6: Summary of Archaeological Potential**

| Proposed Location | Total Size (hectares) | Previous Archaeological Assessment (hectares) | Existing Disturbance (hectares) | Retains Archaeological Potential (hectares) | Figure |
|---|---|---|---|---|---|
| Airport Option1 | 2.75 | 2.43 | 0.32 | No | 6-1 |
| Airport Option 2 | 2.62 | 2.27 | 0.35 | No | 6-1 |
| Upper James / Twenty Road Option | 2.98 | 0.00 | 0.32 | Yes (2.51) | 6-2 |
| Hannon Option 1 | 6.07 | 1.31 | 1.80 | Yes (2.96) | 6-3 |
| Hannon Option 2 | 1.67 | 0.00 | 0.32 | Yes (1.35) | 6-3 |

# 4.0 RECOMMENDATIONS

The Stage 1 archaeological assessment of the study area for the Project determined that much of the area, particularly the Upper James / Twenty Road Option, Hannon Option 1, and Hannon Option 2, retains potential for the identification and documentation of archaeological resources (see Table 5 and Figure 6). In accordance with Section 1.3.1 and Section 7.7.4 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **a Stage 2 archaeological assessment is required for any portion of the Project's anticipated construction which impacts an area of archaeological potential (Figure 6).**

The objective of the Stage 2 archaeological assessment will be to document any archaeological resources within the portions of the study area still retaining archaeological potential and to determine whether these archaeological resources require further assessment. The Stage 2 archaeological assessment will include the systematic walking of open ploughed fields at five metre intervals as outlined in Section 2.1.1 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). The MTCS standards further require that all agricultural land, both active and inactive, be recently ploughed and sufficiently weathered to improve the visibility of archaeological resources. Ploughing must be deep enough to provide total topsoil exposure, but not deeper than previous ploughing, and must provide at least 80% ground surface visibility.

For areas inaccessible for ploughing, the Stage 2 archaeological assessment will include a test pit survey at five metre intervals as outlined in Section 2.1.2 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). The MTCS standards require that each test pit be approximately 30 centimetres in diameter, excavated to at least five centimetres in to subsoil, and have all soil screened through six millimetre hardware cloth to facilitate the recovery of any cultural material that may be present. Prior to backfilling, each test pit will be examined for stratigraphy, cultural features, or evidence of fill.

If the archaeological field team determines any lands to be low and wet, steeply sloped, or disturbed during the course of the Stage 2 field work, those areas will not require survey, but will be photographically documented in accordance with Section 2.1 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011).

The Stage 1 archaeological assessment also determined that there are portions of the study area which retain low to no archaeological potential due to low and permanently wet conditions at the Upper James / Twenty Road Option, modern disturbances at Airport Option 1, Airport Option 2, Upper James / Twenty Road Option, and Hannon Option 2 (e.g., municipal road ROWs and an existing pump station), and intersecting

and overlapping areas of previous archaeological assessment at Airport Option 1, Airport Option 2, and Hannon Option 1 (i.e., ASI 2005; ASI 2010; Mayer Heritage Consultants Inc. 2006a; Mayer Heritage Consultants Inc. 2006b; and, New Directions Archaeology 2005). Thus, these portions of the study area retain low to no potential for the identification or recovery of archaeological resources. In accordance with Section 1.3.2 and Section 7.7.4 of the MTCS' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **a Stage 2 archaeological assessment is not required for any portion of the Project's anticipated construction which impacts an area of low to no archaeological potential (Figure 6).**

In addition to be above, Stantec encourages continued consultation and engagement with DOCA at MNCFN as it relates to the Project and any further archaeological assessment. Engagement with MNCFN may include notification of any upcoming Stage 2 archaeological field work and an invitation to MNCFN's Field Liaison Representatives to join the archaeological field crew during the Stage 2 survey work.

The MTCS is asked to review the results presented and to accept this report into the *Ontario Public Register of Archaeological Reports*. Additional archaeological assessment is still required for portions of the study area and so these portions recommended for further archaeological fieldwork remain subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990b) and may not be altered, or have artifacts removed, except by a person holding an archaeological license.

# 5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c O.18 (Government of Ontario 1990b). 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 study 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* (Government of Ontario 1990b) for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act* (Government of Ontario 1990b).

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* (Government of Ontario 1990b). 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* (Government of Ontario 1990b).

The *Funeral, Burial and Cremation Services Act,* 2002, S.O. 2002, c.33 (Government of Ontario 2002), requires that any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. It is recommended that the Registrar of Cemeteries at the Ministry of Government and Consumer Services is also immediately notified.

Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the *Ontario Heritage Act* (Government of Ontario 1990b) and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.

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# 7.0 IMAGES

## 7.1 PLATES

**Plate 1: The Terryberry Inn, depicted as abandoned in 1897 (Lauder 1897)**

# 7.2 PHOTOGRAPHS

**Photo 1: View of Airport Option 1, facing southeast**

**Photo 2: An Example of a Disturbed ROW on Upper James Street, facing northeast**

## Photo 3: View of Airport Option 2, facing west

## Photo 4: View of Upper James / Twenty Road Option showing Low and Wet Area, facing northeast

**Photo 5: View of Waste Water Pumping Station on Upper James / Twenty Road Option, facing northeast**

**Photo 6: View of Upper James / Twenty Road Option, facing southwest**

## Photo 7: View of Hannon Option 1, facing southeast

## Photo 8: View of Hannon Option 1, facing northeast


Stantec

Legend

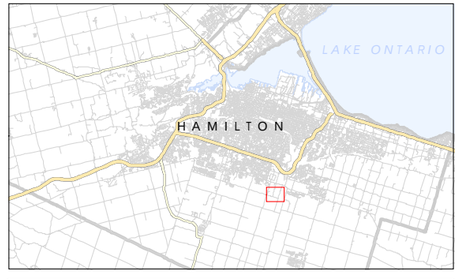
- Study Area
- Example Site

0 50 100 metres

1:4,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2017.
3. Orthoimagery © First Base Solutions, 2018. Imagery Date, 2017.




Project Location
City of Hamilton

165640234 REVA
Prepared by KDB on 2018-10-10

Client/Project
CITY OF HAMILTON
NEW WASTE HAULAGE RECEIVING STATION
MUNICIPAL CLASS EA AND CONCEPTUAL DESIGN

Figure No.
2-3

Title
Location of Study Area -
Hannon Option 1 and Hannon Option 2

1:3,000,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 Statistics Canada Lambert
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2016.
3. Treaty boundaries adapted from Morris 1943 (1964 reprint).

Project Location
Province of Ontario

165640234 REVA
Prepared by KDB on 2018-05-23

Client/Project
CITY OF HAMILTON
NEW WASTE HAULAGE RECEIVING STATION
MUNICIPAL CLASS EA AND CONCEPTUAL DESIGN

Figure No.
3

Title
Treaties and Purchases
(Adapted from Morris 1943)


Stantec

Legend

- Study Area
- Photo Location and Direction

Archaeological Potential

- Previously Disturbed, Low to No Archaeological Potential - No Further Archaeological Work Required
- Previously Assessed - No Further Archaeological Work Required (ASI 2005)
- Previously Assessed - No Further Archaeological Work Required (New Directions Archaeology 2005)

0 50 100 metres

1:2,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2017.
3. Orthoimagery © First Base Solutions, 2018. Imagery Date, 2017.


Project Location
City of Hamilton

165640234 REVA
Prepared by KDB on 2018-10-10

Client/Project
CITY OF HAMILTON
NEW WASTE HAULAGE RECEIVING STATION
MUNICIPAL CLASS EA AND CONCEPTUAL DESIGN

Figure No.
6-1

Title
Stage 1 Archaeological Assessment Results and Recommendations (Airport Option 1 and Airport Option 2)

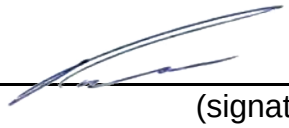
# 9.0 CLOSURE

This report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided. No other representations, warranties or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this work has uncovered all potential archaeological resources associated with the identified property.

All information received from the client or third parties in the preparation of this report has been assumed by Stantec to be correct. Stantec assumes no responsibility for any deficiency or inaccuracy in information received from others.

Conclusions made within this report consist of Stantec's professional opinion as of the time of the writing of this report and are based solely on the scope of work described in the report, the limited data available and the results of the work. The conclusions are based on the conditions encountered by Stantec at the time the work was performed. Due to the nature of archaeological assessment, which consists of systematic sampling, Stantec does not warrant against undiscovered environmental liabilities nor that the sampling results are indicative of the condition of the entire property.

This report has been prepared for the exclusive use of the client identified herein and any use by any third party is prohibited. Stantec assumes no responsibility for losses, damages, liabilities, or claims, howsoever arising, from third party use of this report. We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Quality Review 
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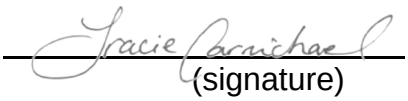
**Parker Dickson, Senior Archaeologist**

Independent Review 
(signature)

**Tracie Carmichael, Managing Senior Associate**