APPENDIX H

Archaeological Assessment

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FINAL REPORT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT, PROPOSED WATERDOWN ROAD CORRIDOR OPTION, CITY OF HAMILTON, ONTARIO

Submitted to: The City of Hamilton

NOVEMBER 18, 2008

PROJECT NO. 1037892

Jacques Whitford

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PROJECT NO. 1037892

REPORT TO

City of Hamilton
Capital Planning & Implementation
Public Works Department
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REGARDING

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EXECUTIVE SUMMARY

A Stage 1 Archaeological Assessment was completed for undeveloped lands between Dundas Street and Mountain Brow Road, west of Waterdown Road and lands along both sides of Waterdown Road between Mountain Brow Road and Highway 403, in the City of Hamilton and in the City of Burlington, Ontario. The Stage 1 Archaeological Assessment included a review of archival material and a site reconnaissance. Based on the presence of attractive landscape features for prehistoric period habitation, such as access to navigable watercourses and potable water as well as a number of registered prehistoric period archaeological sites in the vicinity, the project area has elevated potential for undiscovered prehistoric period archaeological resources. Furthermore, archival research suggests elevated potential for historic period archaeological resources. Areas having elevated potential for undiscovered archaeological resources may require Stage 2 Archaeological Assessment, depending upon final project design.

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1.0 INTRODUCTION

The City of Hamilton (the City) and its partners the City of Burlington and Regional Municipality of Halton have proposed to make improvements, including widening, to Waterdown Road between Highway 403 and Mountain Brow Road, in the City of Hamilton and the City of Burlington, Ontario (Figure 1.1). In addition to widening of the existing roadway, a new roadway connecting Dundas Street to Waterdown Road via Mountain Brow Road has been proposed. As part of the Environmental Assessment process the City required completion of a Stage 1 Archaeological Assessment of the proposed project area which includes land along both sides of the existing roadway and undeveloped land between Dundas Street and Mountain Brow Road. Under the existing Consultant Services Roster agreement, the City retained Jacques Whitford Limited (Jacques Whitford) to complete a Stage 1 Archaeological Assessment of the project area. The study was completed by Christie Uchiyama, B.A., Assistant Archaeologist with Jacques Whitford. Colin Varley, M.A., R.P.A., Senior Archaeologist and Heritage Planner acted as project director and senior reviewer.

2.0 PROJECT AREA

The project area is composed of land along both sides of Waterdown Road between Highway 403 and Dundas Street in the former Village of Waterdown as well as land to the east of Waterdown Road between Mountain Brow Road and Dundas Street (Figure 2.1). The property encompasses parts of Lots 6 and 7 in Concessions 1, 2 and 3 of East Flamborough Township. Land use in the project area is presently a mix of agricultural and residential.

Spring Creek runs through the project area south of Dundas Street. The creek flows west towards Grindstone Creek joining the larger creek before crossing under Waterdown Road at which point it flows over Grindstone Falls at the edge of the Niagara Escarpment and then runs south, emptying into Lake Ontario. Grindstone Creek meets the project area briefly, on the west side of Waterdown Road, north of Mountain Brow Road (Figures 1.1 and 2.1). Grierson Creek runs almost parallel to the project area approximately 350 m west of Waterdown Road (Figures 1.1 and 2.1).

The project area is situated on the margin between the Niagara Escarpment and Norfolk Sand Plain physiographic regions, in a small series of till moraines and spillways. The northernmost portion of the project area lies directly within a spillway that runs toward Grindstone Falls which demarcate the southernmost extent of the spillway and the beginning of the Niagara Escarpment (Chapman and Putnam, 1984). The surficial geology of the project area above the escarpment is composed mainly of Grimsby Sandy Loam soil, a well drained soil of fine and medium sand. The sandy loam is interrupted by Grindstone Creek and by a ridge of Oneida Loam northeast of Grindstone Falls. Oneida Loams are generally well drained clay loams, often associated with fruit trees (Present *et al.*, 1965) (Figure 2.2). In the project area in general, the topography is quite hilly, including numerous knolls and steep rock faces into which the rivers have cut. Chinguacousy Loam, a poorly draining soil, occurs in the project area along the edge of the escarpment (Present *et al.,* 1965).

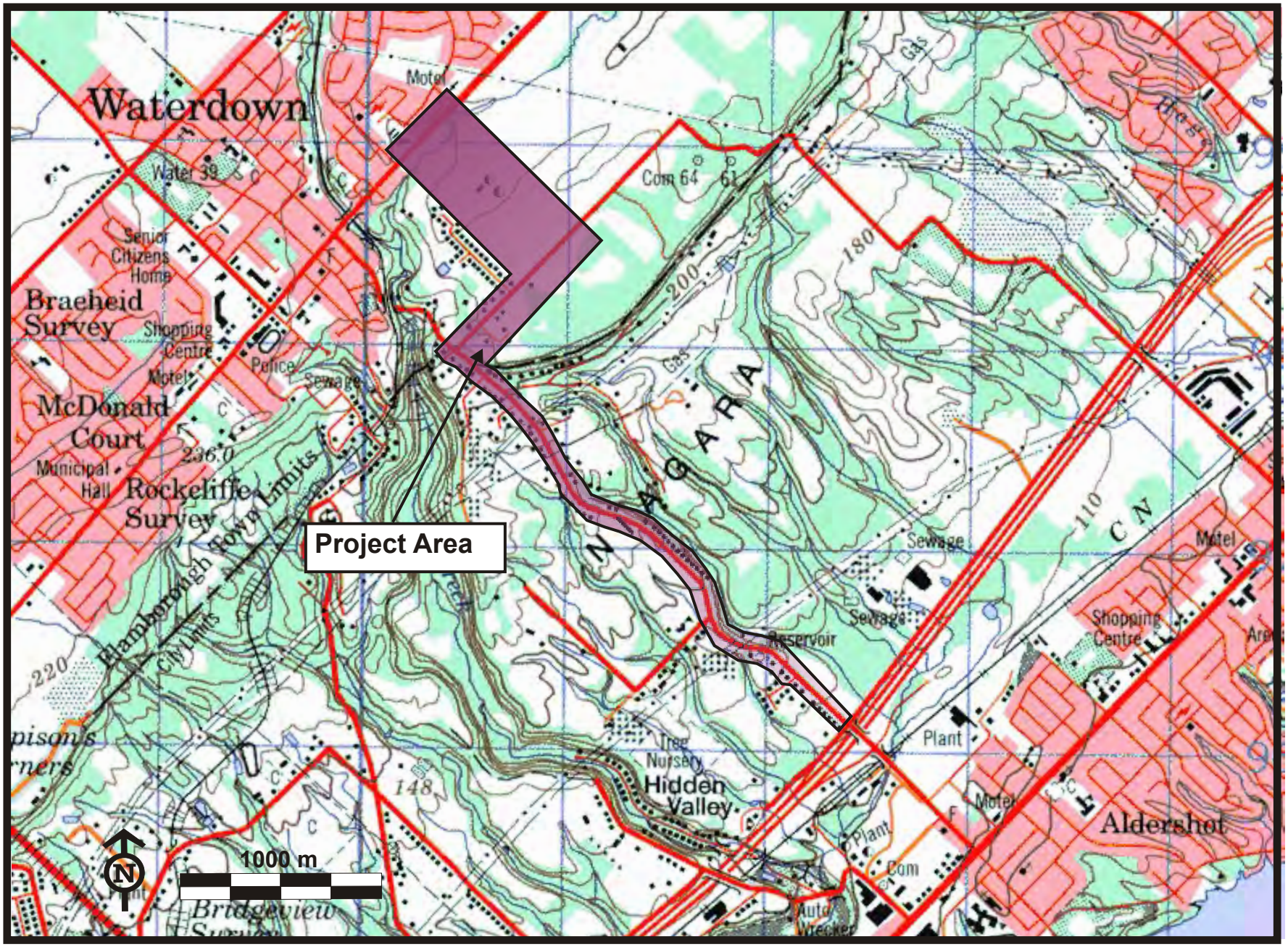

Figure 1.1 - Project Area Location

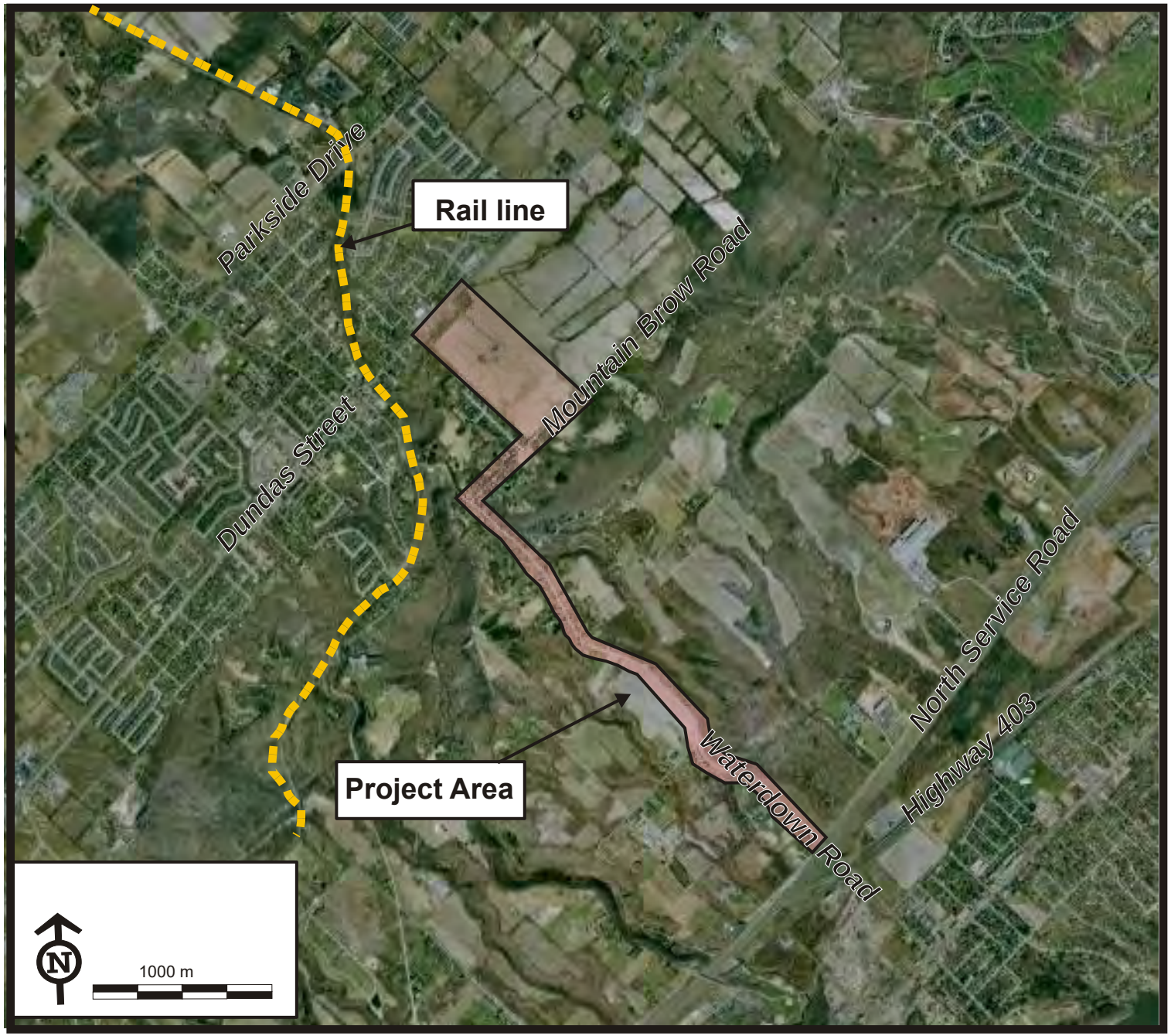

Figure 2.1 - Project Area, Current Conditions

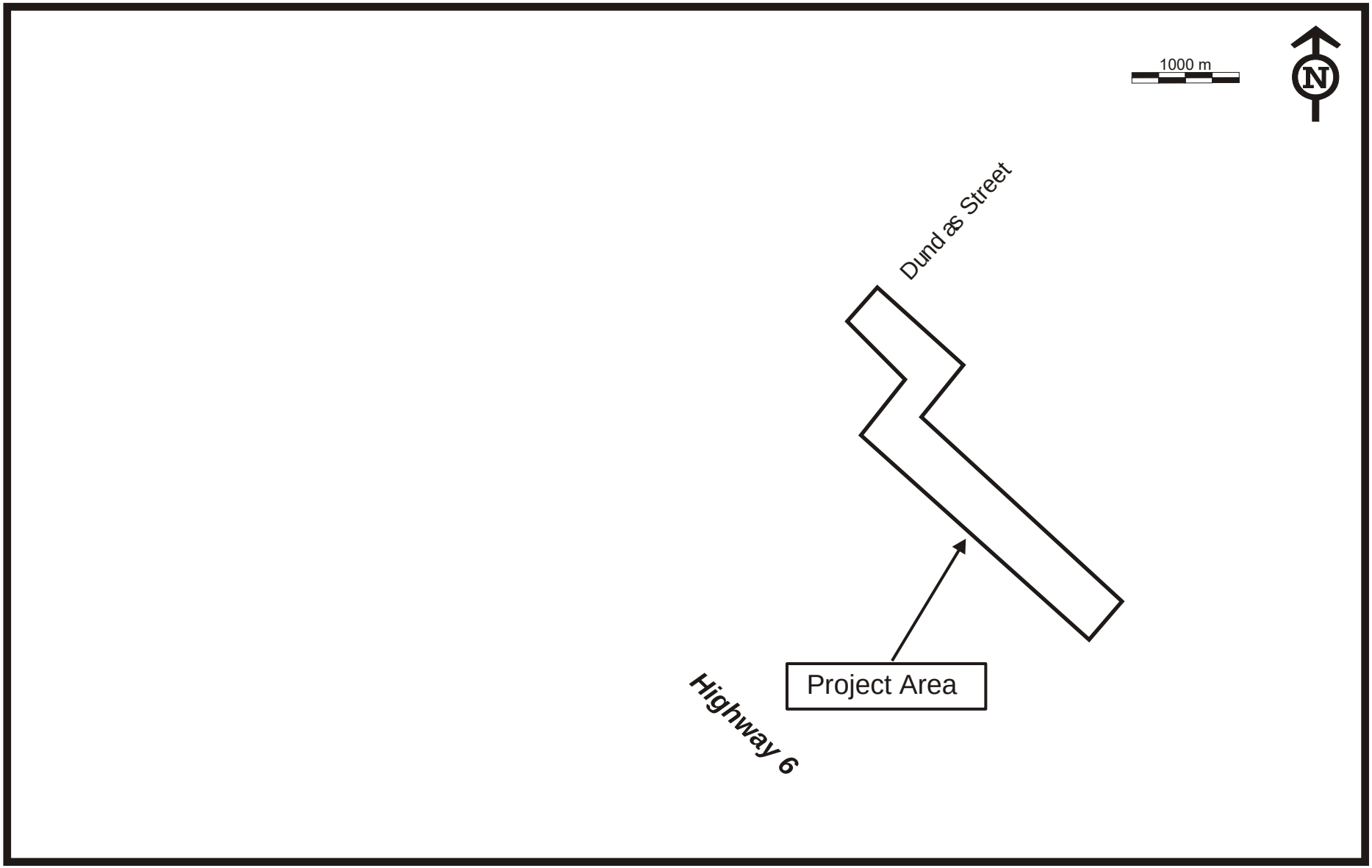

Figure 2.2 - Soil Types In and Near the Project Area

(Source: Presant et al., 1965)

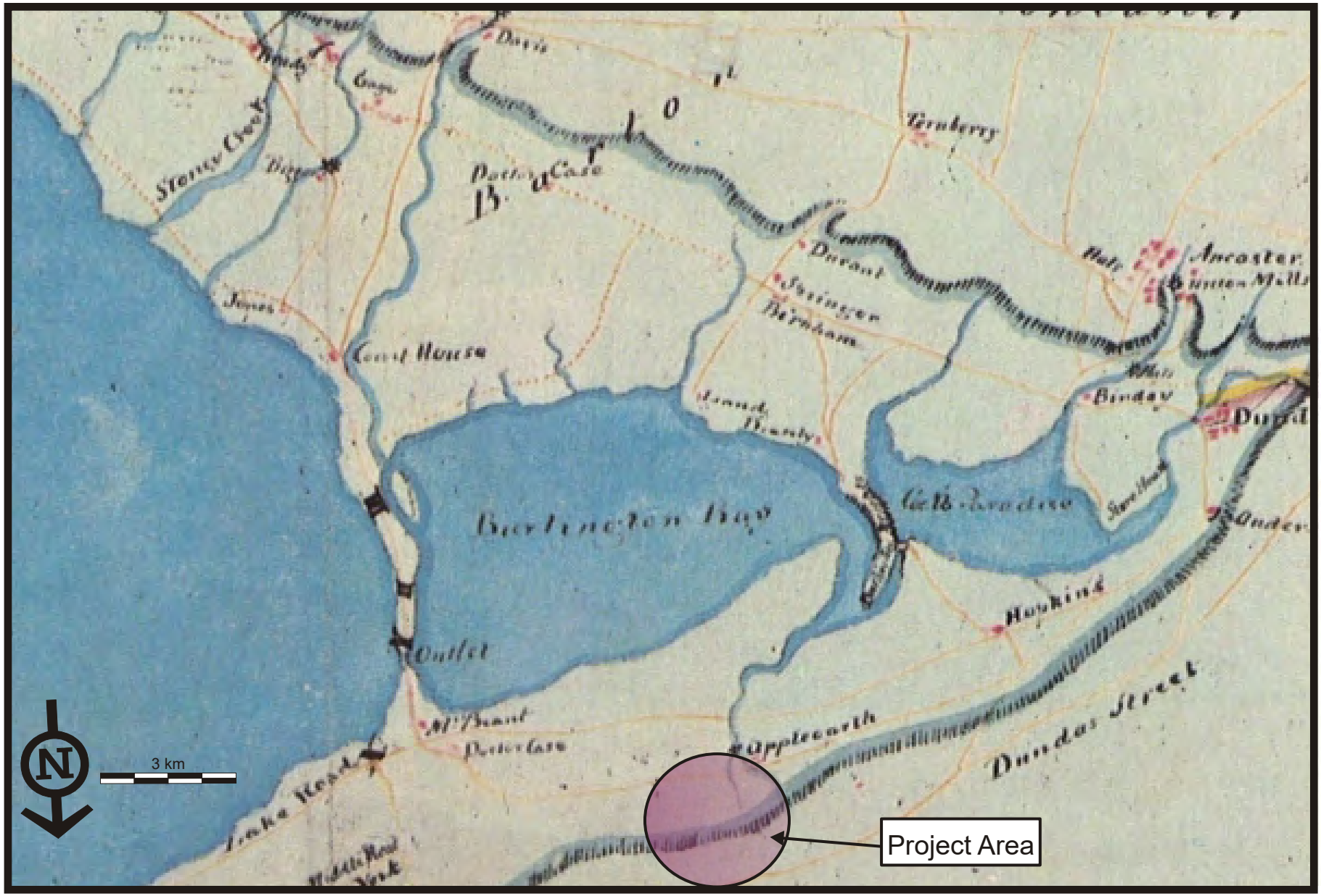

Figure 3.5 - General Location of Project Area on 1815 Nesfield Map

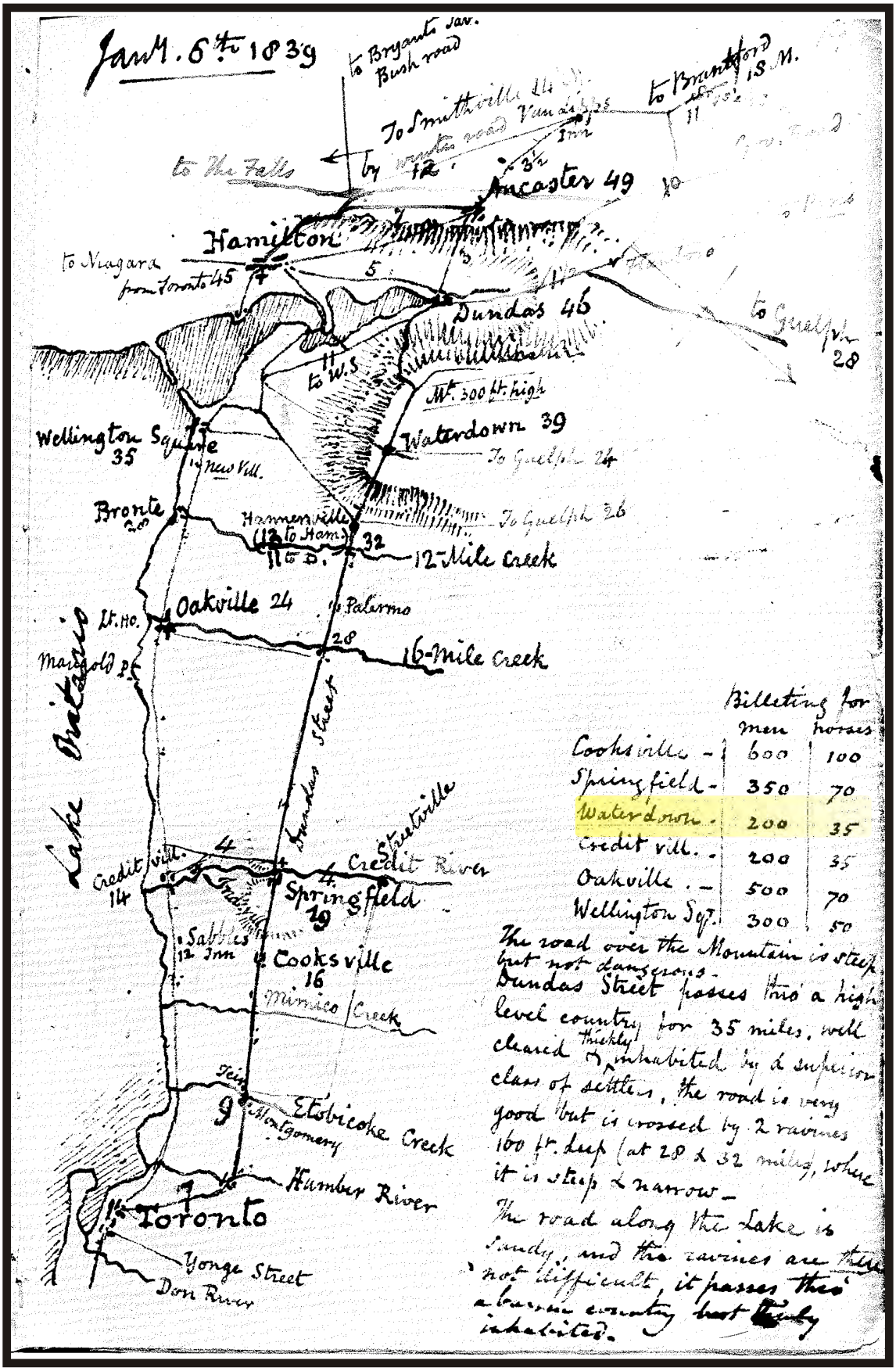

Figure 3.6 - 1839 Diary Entry by Philip John Bainbrigge Describing Project Area

acres). Lot 7, Concession 2 was partially owned by Thomas Hamond (100 acres). There are 5 entries in the census for land owners in Lots 6 and 7, Concession 3 (William Greirson, Jonathan Graham, Read Baker, Captain F. Fields and F. Graham).

The 1859 Surtees map indicates that much of the farm land surrounding the village centre belonged to the *heirs* or the *estate* of the former land owner (Figure 3.8). The 1859 map does not include any structures below Grindstone Falls.

In the years following 1859, large parcels of land once controlled by single owners were sold in smaller sections. The 1875 Atlas indicates buildings in many of the lots south of the village centre (Figure 3.9). Lot 6, Concession 1 remained Alexander Brown's property, however, the railway intersecting the south half of the lot had become the Grand Trunk Railway and the Aldershott Post Office and Brick Yard lay just south of the project area. Buildings within the project area can be seen in Figure 3.9. The 1875 atlas indicates a house below the escarpment in Lot 6, Concession 2, belonging to H. Carson. William Horning's house and orchard is located in Lot 7, Concession 2. A house belonging to F. Rose is situated south of Mountain Brow Road in Lot 5 and a building, likely related to agriculture, is located in Lot 5, Concession 2.

Mills were vital to the growth and success of Waterdown until the beginning of the 20th Century, when a series of fires, floods and declining water levels in Grindstone Creek led to their redundancy (Cuming, 1996). Figure 3.10 indicates the locations of mills and factories as they appeared on the 1903 Imperial Atlas of Wentworth County.

3.5 SITE RECONNAISSANCE

A visit was made to the project area on May 5th, 2008 to assess the ground conditions and to investigate areas identified through aerial imagery as potentially attractive to prehistoric habitation. Examination of the site confirmed not only the presence of several attractive land features within the project area but also features not readily identifiable in aerial imagery contributing to lower potential.

The project area is presently a mix of residential and agricultural land. Undeveloped portions of the project area occur along both sides of Waterdown Road and between Mountain Brow Road and Dundas Street. A late 20th century to early 21st century residential area occurs directly west of the undeveloped land, accessed via Mountain Brow Road.

Sandy knolls were located in fields on both sides of Waterdown Road north of Flatt Road (Appendix A, Photo 1). Fields to the south of Flatt Road, north of North Service Road lacked knolls, having relatively flat topography (Appendix A, Photo 2) (Figure 3.3).

A deep ravine interrupts the project area near the north transmission line (Figure 2.1.). The steepness of slope decreases the archaeological potential of that portion of the project area.

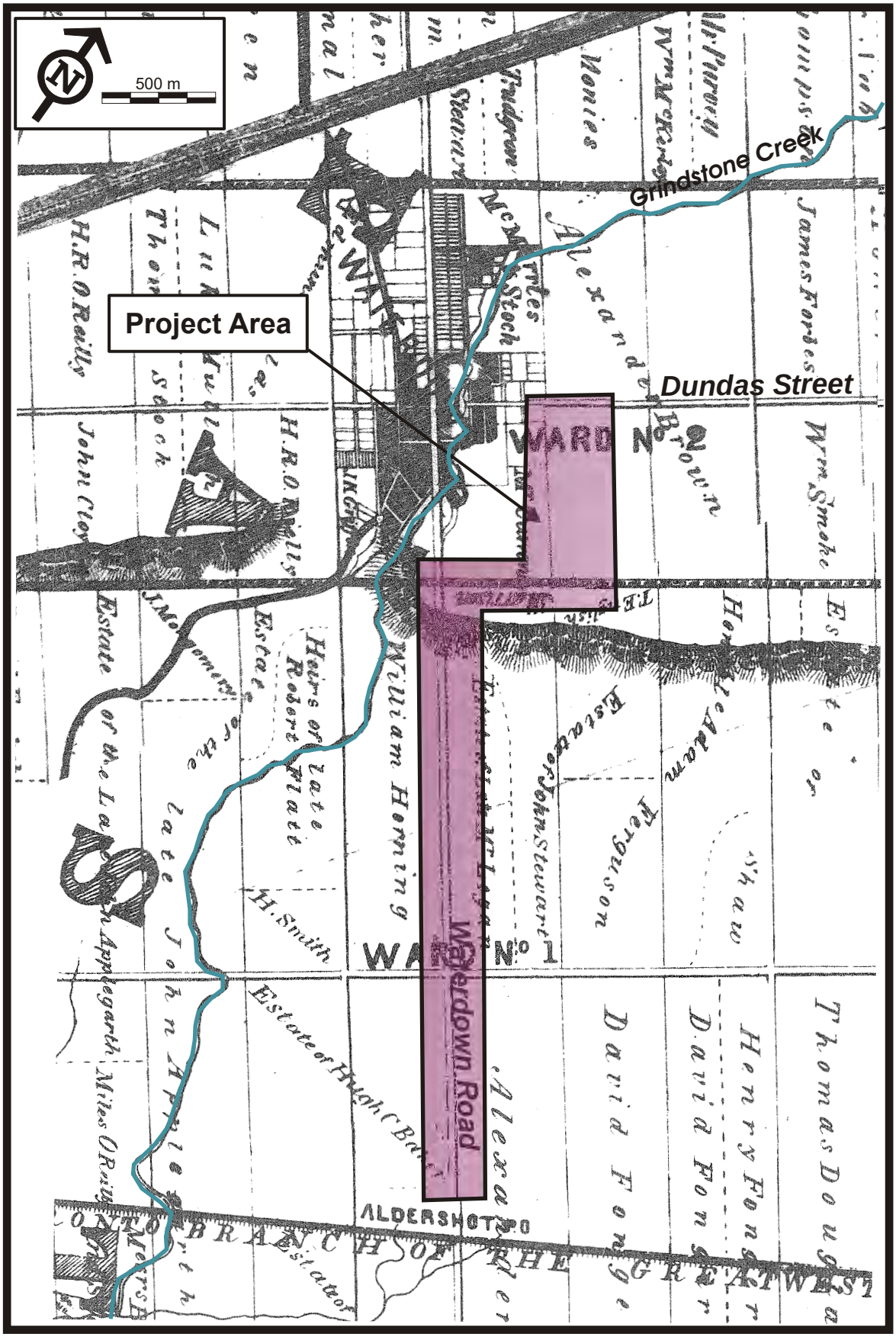

Figure 3.8 - Project Area as Shown on the 1859 Surtees Map

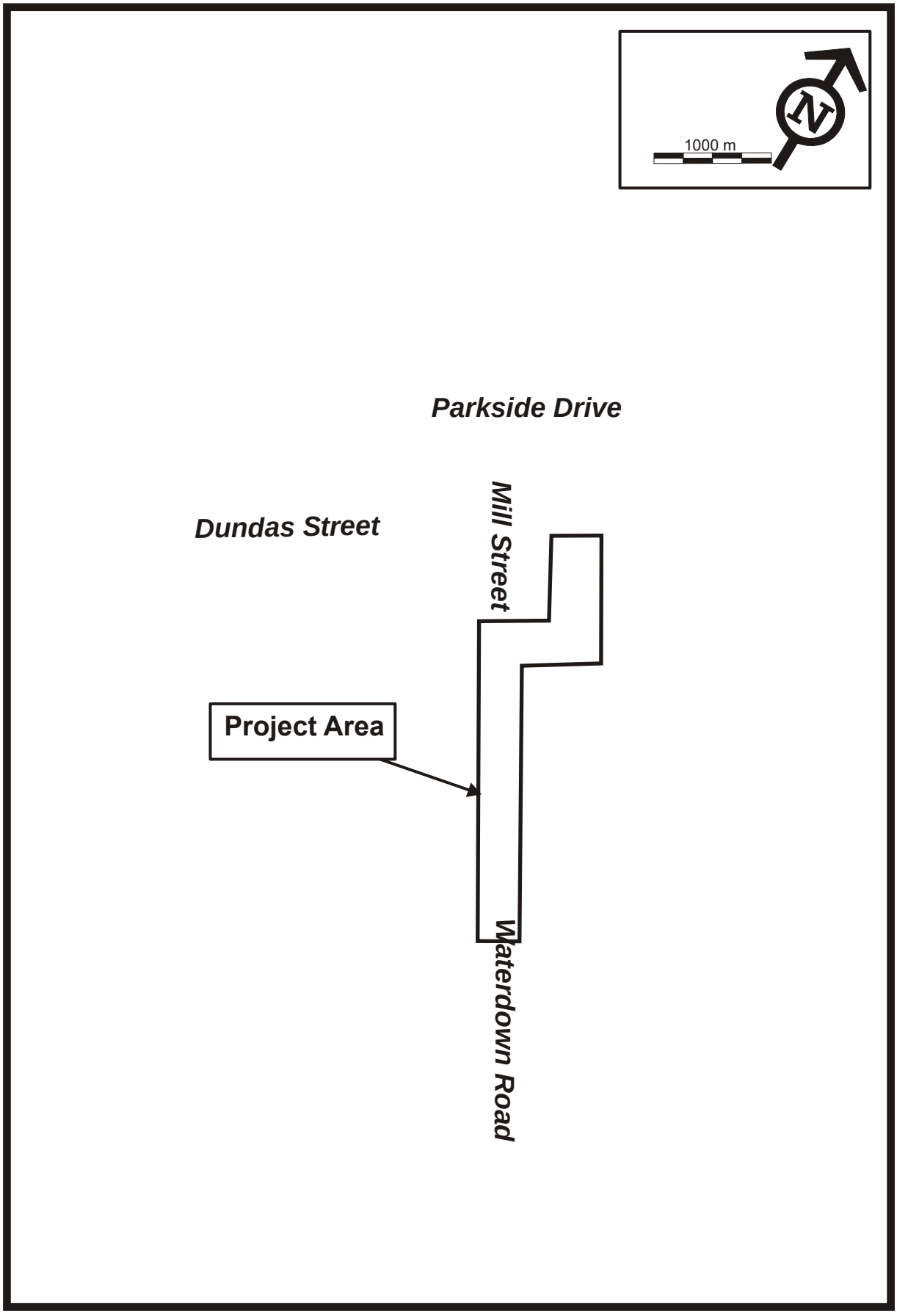

Figure 3.9 - Project Area As Shown on 1875 Atlas

(Source: Page and Smith, 1875)