Report on the 2005 Stage 1 Archaeological Background Research
Bryne Drive Municipal Class EA, Part of Lots 6 & 7, Concessions 11,
Part of Lots 6 & 7, Concession 12,
Part of Lots 6 & 7, Concession 13,
(formerly Innisfil Township), City of Barrie, County of Simcoe.

Submitted to

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                          Michael B. Henry
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Executive Summary

This report describes the results of a Stage 1 Archaeological Background Research, Bryne Drive Municipal Class EA, Part of Lots 6 & 7, Concession 11, Part of Lots 6 & 7, Concession 12, Part of Lots 6 & 7, Concession 13, (formerly Innisfil Township), City of Barrie, County of Simcoe conducted by AMICK Consultants Limited on behalf of The Corporation of the City of Barrie, Engineering Department. This study was conducted under Archaeological Consulting License #P058 issued to Mr. Michael Henry by the Minister of Culture for the Province of Ontario. All work was conducted in conformity with the guidelines as stipulated within the Archaeological Assessment Technical Guidelines (OMCzCR 1993) and the Ontario Heritage Act (RSO 1980).

AMICK Consultants Limited was engaged by the Corporation of the City of Barrie, Engineering Department to undertake this study on May 9, 2005.

As a result of the archaeological background research, areas of high potential for significant archaeological resources of First Nations and Euro-Canadian origins have been identified. Consequently, a number of areas within the study area are recommended to be physically assessed in advance of any grading or construction activities associated with the proposed undertaking. Further, large portions of the proposed construction corridor have been subject to very recent development and construction activities. These areas have been identified as areas of no/minimal potential to yield significant archaeological resources. In most, if not all, cases of recent heavy construction impacts the adjacent developed lands have been subject to archaeological assessment as a condition of those developments.
1.0 INTRODUCTION

This report describes the results of a Stage 1 Archaeological Background Research, Bryne Drive Municipal Class EA, Part of Lots 6 & 7, Concession 11, Part of Lots 6 & 7, Concession 12, Part of Lots 6 & 7, Concession 13, (formerly Innisfil Township), City of Barrie, County of Simcoe conducted by AMICK Consultants Limited on behalf of The Corporation of the City of Barrie, Engineering Department. This study was conducted under Archaeological Consulting License #P058 issued to Mr. Michael Henry by the Minister of Culture for the Province of Ontario. All work was conducted in conformity with the guidelines as stipulated within the Archaeological Assessment Technical Guidelines (OMCzCR 1993) and the Ontario Heritage Act (RSO 1980).

AMICK Consultants Limited was engaged by the Corporation of the City of Barrie, Engineering Department to undertake this study on May 9, 2005.

All records, documentation, field notes, photographs and artifacts related to the conduct and findings of these investigations are held at the Lakelands District corporate offices of AMICK Consultants Limited until such time that they can be transferred to an agency or institution approved by the Ministry of Culture on behalf of the government and citizens of Ontario.

2.0 LOCATION AND DESCRIPTION

The northern boundary of the property lies along the south edge of Ardagh Road, west of Highway 400. The boundary extends south along the east edge Essa Road and along the east edge of Beacon Road. The property boundary continues at the intersection of Beacon Road and Harvie Road westward along the southern edge of Harvie Road towards Veterans Drive. Following Veterans Drive south along the eastern border, the property boundary continues until Salem Road, where the southern boundary is defined by the north edge of Salem Road running east towards Highway 400. The eastern side of the boundary is defined by the west edge of Highway 400, travelling north from Salem Road until Ardagh Road, where the property becomes defined.

The existing road along Veteran's Drive, just north of Salem Road, measuring 11 metres in width with water services along the western side and a drainage ditch on the eastern side, is situated in rural lands, which is ideal for surveying along the 26-metre road allowance proposal (see Figure 10).

From the center of the proposed intersection of Veteran's Drive and Commerce Park Drive, eastward 629 metres towards Byrne Drive and located southwest of the Major Clean Hand Car Wash, is an existing cul-de-sac (30m diameter) with asphalt on the surface. The 629-metre corridor, 30 metres in width, travels through rural lands and is ideal for survey. However, from the western property boundary of the Car Wash and its opposing neighbour, Hitch City, travelling east to the existing intersection of Commerce Park Drive and Byrne Drive, the proposed road allowance falls under lands that have been subject to heavy commercial development within recent years (see Figure 9).
Likewise, the proposed 30-metre road allowance corridor running from the existing intersection of Commerce Park Drive and Bryne Drive north 843 metres to the existing intersection of Bryne Drive and Mapleview Drive, has been subject to heavy commercial development within recent years (see Figures 8 & 9).

The eastern edge of Bryne Drive, along the north side of Mapleview Drive, which runs 340 metres north to Caplan Avenue, is a western boundary for existing rural lands on the east side of the proposed road expansion. It is currently an agricultural field and is not subject to construction impacts. The existing road is 18 metres in width, with gas and water services along the western edge, and also with an underground bell along the eastern edge (see Figure 7).

The north side of Caplan Avenue along Bryne Drive takes an "S"-curve to the east, then north towards Harvey Road. The western edge of Bryne Drive is agricultural field and is not subject to construction impacts. The eastern edge of Bryne Drive has been subject to heavy commercial development within recent years, leading 521 metres to a cul-de-sac situated north of the Home Depot. The subject property north of the cul-de-sac is agricultural field and is not subject to construction impacts (see Figures 6 & 7).

The proposed road allowance for Bryne Drive, between the Home Depot and southern edge of Harvey Road, runs 729 metres through rural lands, and is not subject to construction impacts. Harvey Road is currently 8 metres in width, with gas and bell services extending the disturbed area to a width of 24 metres. For 708 metres north of Harvey Road, the proposed road allowance for Bryne Drive runs through rural lands and is not subject to construction impacts (see Figure 6).

An existing cul-de-sac, 30 metres in diameter, is currently located on Bryne Drive south of Essa Road. The proposed road allowance will connect with the cul-de-sac, which is situated in area subject to commercial development within recent years. A water main is located along the western edge of Bryne Drive, north of the cul-de-sac, and the area has been subject to development (see Figure 4).

The subject property is situated within the Peterborough Drumlins Field physiographic region. This area lies between the Oak Ridges Moraine and the Gull River Formation. From Hastings County to Simcoe County, along with the drumlins south of the moraine in Northumberland County, the Peterborough Drumlins Field consists of roughly 3,000 drumlins and surface flutings of the till sheet over approximately 1,750 square miles. The Peterborough Drumlins Field is so named due to the density of drumlins distributed near the city of Peterborough. Drumlins throughout are composed of highly calcareous till, but there are local differences.

Mariposa Township sees great quantities of angular limestone rubble because the bedrock is seldom far from the surface. Further east, the rubble lessens; however, Precambrian boulders become more prominent. In the western part of the field, and along the border of the Oak Ridges Moraine to the south, the till has shallow coverings of wind-blown, nearly stone-free silt and fine sand. On average, the depth is less than two feet. Also, many eskers, or gravel ridges, are within the field affording poor soil. Towards Lindsay, Stirling and Schomberg, areas flooded by the old glacial lakes feature deposits of clay between the drumlins. Clays are also found from where Lake Iroquois covered the lowland as far upstream as Peterborough.
To the south of Lake Simcoe, drumlins or drumlin uplands are found rising from sand plains. In places where drumlins are widely spaced but there aren't any lakes, swamps may intervene. Nearer to Lake Simcoe, they are of a more typical shape with many swampy areas intervening. Deep valleys leading northward, many containing streams, rivers and creeks, provide excellent drainage to the adjacent uplands. All of these valleys have wide swampy bottoms, traversed by sluggish streams which have been unable to keep pace with the northward upwarping of the earth's crust since the ice age.

The forests on the higher, well-drained sites consist largely of maple and beech with a fair admixture of white pine and hemlock. The zonal soils belong to the Grey Brown Luvisolic group. Owing to the high limestone content of the till, the profiles are often shallow, the soils near neutral to alkaline in reaction, and carbonates are often found on the surface.

In uncultivated areas, uprooted trees and rodents have mixed calcareous material with surface soil. In cultivated areas, the plough turns up the calcareous lower horizons so the surface soil usually shows positive for carbonates. Although erosion becomes retarded by the stoniness of the soil, considerable topsoil has been lost from the steeper slopes. Frequent patches of greyish subsoil show that the soil has been removed; however, some farmers have kept land along drumlin sides in sod or in forest.

Bondhead loam, a zonal Grey Brown Luvisolic soil, occurs in the western and southern parts of the area where the drumlins generally have a more moderate relief. It has a deeper profile and a light-coloured horizon below a lighter, less stony surface layer in which free carbonates are rare. Thus, it is a more desirable soil for agricultural purposes. Bondhead fine sandy loam is frequent also, as well as the Dundonald series which occurs where basal till is overlain by deposits of fine sand to depths of two-to-four feet. (Chapman and Putnam 1984: 169-171).

3.0 BACKGROUND RESEARCH

As part of the present study, background research was conducted in order to determine if any archaeological resources had been formerly documented within or in close proximity to the subject property and if these same resources might be subject to impacts from the proposed undertaking. This data was also collected in order to assist in the assessment of the archaeological potential of the subject property and in order to establish the significance of any resources which might be encountered during the conduct of the present study. The requisite data was collected from the Archaeology Unit, Heritage Branch, Ontario Ministry of Culture (OMC) and the corporate research library of AMICK Consultants Limited.

Native Occupation:

Given the very large number of sites within the immediate vicinity data gathered form the Archaeological Sites Database of the OMC was limited to a 1 km radius about the subject property. As a result, it was determined that 9 archaeological sites related to First Nations activity in the area had been formerly documented. These sites are briefly described below:
A series of 12 sites have been registered within 1 km of the subject property which are related to Native land use and activities in this immediate vicinity.

The Little site (BcGw-15) was first documented by Jamie Hunter in 1976. At the time of its discovery, Jamie Hunter collected 32 artifacts from the surface for the ploughed field in which the site was located. At that time, it was observed that the site had been subject to heavy ploughing as evidenced in the highly fragmentary nature of the artifacts. The site was documented as situated 400 metres east of Veterans Road and 250 metres south of Harvie Road. The site was subsequently visited in 1985 by Gary Warrick as part of this survey of southern Simcoe County.

The Wiacek site (BcGw-26) is a Middleport village site. This site was situated to the south of the subject property immediately south of the Mapleview Drive and Highway 400 interchange near the present day location of the Kelsey's restaurant. This site was first documented by Paul Lennox of the Ontario Ministry of Transportation (MTO) in 1983. Paul Lennox recovered 100 artifacts from the surface of the site during the initial survey. Although the background data from the OMCzCR does not mention it, this site was excavated in 1985 by MTO archaeologists (see Lennox, Dodd & Murphy 1986).

The Molson site (BcGw-27) is a contact period Huron village site situated centrally within the subject property immediately south of Whisky Creek. This site was first observed by Jamie Hunter in 1976 and subsequently revisited and registered by Paul Lennox in 1984. A high density of material was observed and at least 8 locations of very darkly stained soil were noted. This site was subject to intensive excavations during 1984 and 1985. However, a number of deposits are known to remain within this site which require excavation.

The Little 2 site (BcGw-28) is a Middleport site situated on the property of the local TV station, CKVR (A-Channel, formerly The New VR), north of the subject property. This site was first discovered by Andrew Hunter in the Late 19th century, and was revisited by Paul Lennox in 1984 and registered at that time. Gary Warrick

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<td>Iroquois</td>
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conducted an intensive surface survey of the site in 1985. At this time, 500 artifacts were recovered from the site.

The Birch site (BcGw-29) is located to the west of the subject property on the west side of Essa Road (Highway 27). Gary Warrick discovered this site in 1985. Although the site was covered in wheat at that time, Gary Warrick was able to recover seven artifacts. Although this collection is very small, it includes lithics and ceramics. It appears to be a prehistoric Huron site (circa 1400 - 1600 A.D.).

The Kennel site (BcGw-30) is situated near the Birch site. This site is a Middle Archaic camp site. Only three chert flakes were recovered from this site: one chert flake, one projectile point, and one possible core.

The IF 7 site (BcGw-31) is a single artifact found by Gary Warrick which is suspected to be a core.

The Mystery site (BcGw-32) was likely first documented by Andrew Hunter in the Late 19th century. The site was relocated by Gary Warrick in 1986. The site was in immediate jeopardy from development and was subject to salvage excavations. Topsoil stripping revealed only six possible subsurface features and one post mold. All of these proved to be sterile. Surface collection and excavations produced only 77 artifacts. Only one diagnostic rim sherd was recovered of the Ontario Oblique type. The suggested period of the site is the Uren substage of the Middle Woodland (circa 1300 A.D.).

The Pern site (BcGw-36) is an isolated find documented by Ron Williamson in 1989 near the northwest corner of Essa and Harvie Roads to the west of the subject property. A Nettling Projectile Point of the Early Archaic made from Onondaga chert was the only artifact recovered.

The Hubbert site (BbGw-9) is situated to the south of the subject property. Jamie Hunter documented this site as a Middleport site in 1976. However, when the site was visited by Gary Warrick in 1985, no ceramics were recovered.

The Sun Valley site (BbGw-19) is a multi-component Archaic site which has yielded artifacts of the Middle and Late Archaic periods. The site is situated to the southwest of the subject property near Veterans Drive south of Mapleview Drive.

The Zachary site (BbGw-20) is an unspecified Iroquoian site. Only one ceramic sherd and three pieces of chipping detritus were recovered from the site. The site was found not far from the Sun Valley site. Both sites were documented by Ron Williamson in 1990.

**Euro-Canadian Settlement:**

The Land Registry Abstract Index indicates that 100 acres of the southern half and 50 acres of the northwest portion of Lot 6, Concession 11 were granted to James Pearson of Whitchurch by Crown patent on May 2, 1820. The southern half of the lot (100 acres) and the northeast portion of the lot (50 acres) were sold from J. Pearson to Amos West of West Gwillimbury on Oct 7, 1822. The northeast portion (50 acres) was granted to Thomas Smith of Innisfil by Crown patent on Oct 16, 1860.

A. West sold the southern half of the lot (100 acres) to Harriet Arksey of Vaughan on Sep 6, 1841. George and H. Arksey sold the southern half of the lot to James Maglinchay of York on Dec 1, 1853. Because of a mortgage with G. Arksey, only the southeast portion (50 acres) could be sold to James Long of York on Dec 2, 1854. Once
the mortgage was discharged, the other 50 acres of the southwest portion was sold to J. Long, which happened on Dec 11, 1860. On that same day, J. Long sold the entire southern half of the lot (100 acres) to Robert Carthach of Toronto.

The 1860 Innisfil County Tax Assessment states that the southeast portion of the lot was taxed for farmer Thomas Smith, age 58. The 1870 I.C.T.A. states that the southeast portion of the lot was taxed for farmer Joseph McGill, father of 7 and of Church of England beliefs. The 1881 I.C.T.A. states that the southeast portion of the lot was taxed for farmer John Stapleton, age 39, father of 4, Methodist beliefs. The 1882 I.C.T.A. states that J. Stapleton, age 41, had a family of 7. However, the 1886 I.C.T.A. states that J. Stapleton, age 44, had a family of 4. The 1893 I.C.T.A. cites farmer James Hubbard, age 35, family of 5, Methodist beliefs, for taxation. The 1896 I.C.T.A. states J. Hubbard as having a family of 6, the 1898 I.C.T.A. states his family as 7, and the 1899 I.C.T.A. states his family as 6.

The 1870 Innisfil County Tax Assessment states that the southwest portion of the lot was taxed for farmer William Artress, family of 5, Church of England beliefs. The 1881 I.C.T.A. states that farmer Lemuel Srigley, age 46, family of 5, Methodist beliefs was taxed. The 1882 I.C.T.A. states L. Srigley as having a family of 7, and his beliefs as Church of England. The 1893 I.C.T.A. states his age as 68 with his family as 6, however, the 1895 I.C.T.A. states his age as 60. The 1898 I.C.T.A. states farmer W. L. Srigley, age 21, family of 7, as the one taxed. The 1899 I.C.T.A. states L. Srigley as the taxee.

A quit claim transferred the ownership of the northwest portion of the lot (50 acres) to Ebenezer Moore of West Gwillimbury from A. West. On Apr 15, 1837, E. Moore sold the northwest portion of the lot to John Arksey of West Gwillimbury. The northwest portion of the lot was sold to Amos Arksey of West Gwillimbury by J. Arskey on July 10, 1843. A. Arksey sold the northwest portion of the lot to Amos Armitage of King on Jan 26, 1848. On Dec 1, 1863, John Wise of Innisfil was sold the northwest portion of the lot (50 acres) from A. Armitage.

The northeast portion of the lot (50 acres) was sold by T. Smith to Henry Smith of Innisfil on May 1, 1867. On April 16, 1868, T. Smith acted on behalf of H. Smith to sell the northeast portion of the lot to John Wise of Innisfil, thus giving J. Wise total ownership over the northern half of the lot (100 acres). In the 1870 Innisfil County Tax Assessment, John Wise is listed as a farmer with a family of 3 and of Wesleyan faith.

On Oct 5, 1874, J. Wise sold the northern half of the lot (100 acres) to Thomas Bone, age 57, originally from England, of Methodist religion, residing in Vaughan. As of the 1881 Innisfil Census, T. Bone was married to Ann Bone (age 66, also from England), and the father of four: Charles, 19; John, 17; Albert, 15; and Joseph, 13. The 1881 Innisfil County Tax Assessment states two people for taxation: Thomas Loujus and farmer T. Bone, age 68, whose family had grown to 8. The 1882 I.C.T.A. states the family of T. Bone consisting of 5 members, and the 1886 I.C.T.A. states that number as 4. The 1893 I.C.T.A. states Mrs. Ann Bowen, of Methodist beliefs, with a family of 3 members, as the taxee. In the 1895 I.C.T.A., Mrs. Ann Bone is stated as a widow. The estate of T. Bone sold the northern half of the lot to Albert Bone of Innisfil on Dec 23, 1897. The 1898 I.C.T.A. states farmer A. Bone, age 35, family of 4, of faith with the Church of England, as the taxee. On Dec 22, 1898, A. Bone (now of Essa) sold the northern half of the lot to William D. Cochrane of Innisfil. The 1899 I.C.T.A. states that farmer W. Cochrane, age 25, family of 2, of Presbyterian faith, was taxed. The northern half of the lot was sold by
W. Cochrane to Alexander McKee of Innisfil on May 31, 1918. A. McKee sold the northern half of the lot on Oct 1, 1918 to James and Joseph Hawthornthwaite, both of the top of Markham. However they split the property between themselves, Joseph H. sold James H. his share in the lot on Jan 18, 1919, to reunite the portion as one. On Sep 28, 1919, James Hawthornthwaite sold the northern half of the lot (100 acres) to His Majesty the King.

An assignment of agreement was given to J. Hawthornthwaite (now of Toronto), Director of Soldier Settlement, and acting on behalf of His Majesty the King, a grant to joint-tenants Nicholas and Mary Trebish of Meaford for the northern half of the lot (100 acres) was given on June 14, 1941. N. and M. Trebish (of Toronto) granted the northern half of the lot on Sep18, 1962, to Nicholas Kantomer of Innisfil. On Sep 10, 1965, N. Kantomer granted part of the northern half of the lot to Russell T. Peslar and Faye W. Peslar, of Barrie. The remaining part of the northern half of the lot was granted to R. and F. Peslar on Dec 21, 1965.

The Land Registry Abstract Index indicates that the southern half (100 acres) of Lot 7, Concession 11 was patented by the Crown to Andrew Johnson of York on May 6, 1831. The northern half (100 acres) was patented by the Crown to Richard Collins of West Gwillimbury on Mar 13, 1835.

On Mar 29, 1832, A. Johnson sold the southern half of the lot (100 acres) to John Armstrong of York. Thomas Armstrong sold the southern half of the lot upon J. Armstrong's death, to Richard Harrison of Toronto on Mar 25, 1852. The southern half of the lot was sold by R. Harrison to James Redmond of Innisfil on Aug 28, 1852. J. Redmond sold the southern half of the lot on Mar 12, 1858, to James R. Gowan of Barrie.

On July 11, 1870, J. Gowan sold the southwest portion of the lot (50 acres) to Thomas D. Minniken of Innisfil. The 1860 Innisfil County Tax Assessment states that farmer T. Milligan (an error on their part), age 32, was the one taxed. The 1870 I.C.T.A. states that farmer T. Minniken, of the Church of England, had a family of 11. The 1881 I.C.T.A. states John Minniken as the taxee. The 1882 I.C.T.A. states J. Minniken, farmer's son, age 24, as the one taxed. The 1886 I.C.T.A. states tenant farmer John Johnson, age 27, Catholic faith, with a family of 4, as the taxee.

The 1860 I.C.T.A. states the southeast portion of the lot (50 acres) as taxable to farmer William Summers, age 30. The 1870 I.C.T.A. states W. Summers having a family of 4, of the Church of England. J. Gowan sold the southeast portion of the lot (50 acres) to William Hubbert of Innisfil on Apr 20, 1873. On Mar 1, 1880, W. Hubbert sold the southeast portion of the lot to William T. Hubbert of Innisfil. W. T. Hubbert is listed in the 1881 Innisfil Census as being aged 30, a Methodist along with wife Elizabeth (age 27), and having two children: Anna, 4; and Rosina, newborn. W. T. Hubbert sold the southeast portion of the lot to John R. Hubbert of Manitoulin on June 9, 1885. The 1886 I.C.T.A. states farmer J. Hubbard, age 28, as having a family of 4, of Methodist beliefs. The 1895 I.C.T.A. states him at age 42, with a family of 6. The 1898 I.C.T.A. states tenant farmer Harry Pearson as the one taxed. The 1899 I.C.T.A. states J. Hubbert, age 46, and of Presbyterian faith.

On Nov 1, 1897, T. Minniken sold the southwest portion of the lot (50 acres) to James Hubbert of Innisfil. The 1893 I.C.T.A. states farmer J. Hubbard, age 35, family of 5, of Methodist faith, as the one taxed. The 1898 I.C.T.A. states J. Hubbert, age 38, of the
Church of England, as having a family of 7, and the 1899 I.C.T.A., states the family number reduced to 6. Although it is not clarified, Valentine P. Kelcey of Innisfil granted the entirety of the southern half of the lot (100 acres) through a will of probate to Harry S. Kelcey and Howard R. Kelcey, recorded as his sons, on July 15, 1906.

The northern half of Lot 7 (100 acres) was sold by R. Collins to William Collins of West Gwillimbury on Jan 23, 1836. Failing to pay the mortgage, W. Collins granted the northern half of the lot to Frederick Charles Thornbury of West Gwillimbury on Feb 18, 1840. On May 5, 1840, F. Thornbury sold the northern half of the lot to Charles Guinty of West Gwillimbury. C. Guinty sold the northern half of the lot to Featherstone Lake Astler of Tecumseth on June 9, 1845. On Oct 5, 1863, F. Astler sold the northern half of the lot to William Miller of Innisfil. The 1870 Innisfil County Tax Assessment states farmer William Summers as the taxable one of the northeast portion of the lot, with W. Miller as the northwest person. The 1881 I.C.T.A. states farmers William (age 65), Robert (33) and Samuel (35) Miller, having a family of 4, and being of the Church of England, as the taxees of the complete northern half of the lot. The 1882 I.C.T.A. states W. Miller alone, having a family of 5. The 1886 I.C.T.A. states tenant farmer David Tindale, age 30, with a family of 11, and of Catholic religion, as the one taxed. The northern half of the lot was willed to daughter Sarah Miller by widower Martha Miller on July 2, 1887. With the passing of Sarah Brooks (formerly Miller), the northern half of the lot was sold to Samuel Miller of Innisfil, M. Miller's son, on April 28, 1891.

In the 1881 Innisfil Census, Lemuel Srigley, age 46, is listed as an Ontario resident of beliefs with the Church of England, who married his wife Mary Jane (formerly of Ireland), age 44, and having had five children: Martha Anne, 17; Lemuel Charles, 14; Sarah Seneth, 11; Mary Orphe, 9; and William Levi, 7. On Mar 1, 1892, S. Miller sold the northern half of the lot to L. C. Srigley of Innisfil. The 1893 I.C.T.A. states farmer Charles Srigley, age 23, as the taxee. The 1895 I.C.T.A. taxed L. Srigley, age 60, for the northern half of the lot. The 1898 I.C.T.A. states tenant farmer L. Srigley, age 29, family of 4, of the Church of England, as the one taxed. After a series of mortgages with the Agricultural Development Board, L. C. Srigley lost the northern half of the lot (100 acres), which was granted to John Beck of Innisfil on Dec 16, 1940. On Oct 16, 1941, J. Beck granted Herbert Pratt of Innisfil the northern half of the lot. H. Pratt granted the northern half of the lot on May 11, 1944, to Joseph E. Bush and Elim J. Bush of Toronto. A conveyance from the estate of E. Bush occurred on Apr 25, 1946, giving J. Bush (now of Innisfil) ownership of the northern half of the lot.

The Land Registry Abstract Index indicates that all 200 acres of Lot 6, Concession 12 were granted to George Mitchell by Crown patent on May 24, 1830. Widower Harriett Mitchell of East Gwillimbury, and son David John Mitchell of Penetanguishene, who inherited the property upon G. Mitchell's death, granted the property to James Patton of Barrie on Mar 8, 1853. On Oct 1, 1867, J. Patton (now of Kingston) sold 50 acres of the northwest portion and 50 acres of the southeast portion (100 acres total) to William Miller of Innisfil.

W. Miller is listed in the 1881 Innisfil Census as being age 65, formerly of Ireland with faith in the Church of England, along with his wife Martha, age 70, and their four children: Samuel, 33; Robert, 30; Sarah, 29; and Owen Griffin (of Roman Catholic beliefs), 28. On Oct 25, 1882, Martha Miller, widower of W. Miller, sold the southeast
portion (50 acres) to William Miller (possibly Robert, by deduction of age difference) of Innisfil. The 1886 Innisfil County Tax Assessment states farmer William Miller, age 36, as having a family of 8 on the southeast portion of the lot. The northwest portion of the lot was stated as being taxed to farmer Samuel Miller, age 40, with a family of 4, and of Catholic beliefs. There is record of W. Miller having lived on the property within the 1891 Innisfil Census. The 1893 I.C.T.A. states farmer W. Miller, age 46, with a family of 6, as the one taxed for the northwest and southeast portions of the lot. Curiously, the 1895 I.C.T.A. states his age as 52, the 1898 I.C.T.A. states his age as 56, and the 1899 I.C.T.A. states his age as 60, which is a mathematical discrepancy. Dorothy Miller, widow and administrator of W. Miller's estate, sold all parts of Centre Road within the southeast quarter of the lot on Dec 1, 1920 to John Skinner of Barrie.

With M. Miller's death, the northwest portion (50 acres) was willed to W. Miller on April 28, 1891. All parts of Centre Street in the northwest quarter of the lot were conveyed to Melissa and Louise Miller of Barrie, daughters of D. Miller, on Dec 2, 1923. The southwest portion (50 acres) was sold by J. Patton on Oct 1, 1897, to Lemuel Srigley of Innisfil. The 1898 I.C.T.A. states farmer L. Srigley, age 62, with a family of 7, as being the one taxed. The transfer of the southwest portion of the lot (50 acres) from L. Srigley to son William L. Srigley of Innisfil, was completed on Oct 15, 1906 after monetary reconciliation of debts owing.

The northeast portion (50 acres) was sold by J. Patton to Jane Harris of Innisfil in March 1869, who sold the property to James Harris of Innisfil on May 3, 1879. The 1870 I.C.T.A. states farmer James Harris, having a family of 8, as the one taxed. In the 1881 Innisfil Census, James Harris is listed as an Ontarian resident, age 31, of Wesleyan faith. Jane Harris, age 56, was born in Ireland and of the Catholic Presbyterian religion. Three children also lived at the residence: Matilda, 19; Samuel, 21; and George, 15. The 1882 I.C.T.A. states James Harris as having a family of 6, and being taxed for park lots 3 to 7. The 1893 I.C.T.A. states labourer Alexander Brown, age 44, as the taxee. The 1895 I.C.T.A. states farmer Harvey Brown, age 22, of Presbyterian faith, and with a family of 4, as the one taxed. The 1898 I.C.T.A. states farmer James Brown, age 22, with a family of 3, as the one taxed. The 1899 I.C.T.A. states that farmer A. Brown, age 50, family of 2, was the one taxed. James Harris mortgaged the northeast portion of the lot (50 acres) on Nov 14, 1887, to Henry A. Strathy of Barrie, who took ownership of the portion on July 29, 1902 after failure to pay in full. The northeast portion remained under mortgage while changing ownership from widower Marian I. Strathy and Gerard B. Strathy to Henry Ardagh of Barrie on Mar 1, 1910. The mortgage was finally paid on Mar 24, 1925, when widower Francesca Plummer, Percyvale W. Plummer and Douglas M. Stewart, all of Barrie, bought the north-east portion on behalf of the John W. Plummer estate, from Henry Ardagh (now of Toronto).

A preliminary route plan by the Department of Highways was done on part of Lot 6 on Mar 14, 1934.

The Land Registry Abstract Index indicates that all 200 acres of Lot 7, Concession 12 were granted to George Mitchell by Crown patent on May 24, 1830. Widower Harriett Mitchell of East Gwillimbury, and son David John Mitchell of Penetanguishene, who inherited the property upon G. Mitchell's death, granted the southern half (100 acres) of the property to James Alexander of Barrie on Jan 16, 1850.
The northern half of the lot (100 acres) was sold to James Patton of Barrie on Mar 8, 1853, from D. Mitchell.

Thomas Foster Jr. of Vespra bought the southern half of the lot (100 acres) from J. Alexander on Oct 15, 1852. The southern half of the lot was sold on Mar 16, 1854, to Thomas Milburn of Albion. On Nov 12, 1857, T. Milburn (now of Innisfil) sold the southern half of the lot to William C. Little of Innisfil. The 1860 Innisfil County Tax Assessment states two people taxed within the southern half of the lot: farmer W. Little, age 40, and lumber merchant Thomas Steers, age 45. As a widower on Sept 10, 1867, W. C. Little sold the southern half of the lot (100 acres) to William Miller of Innisfil. Widow Martha Miller gained possession of the southern half of the lot on May 14, 1881. By 1920, M. Miller had passed on the southern half of the lot to her children, William E. Miller, Sarah M. Miller, Martha L. Miller, along with Ida F. Little. The 1881 I.C.T.A. states W. Miller, age 34, with a family of 5, of the Church of England, as the one taxed. Curiously, the 1886 I.C.T.A. states W. Miller as being age 36, the 1893 I.C.T.A. states him as age 46, the 1895 I.C.T.A. states him as age 52, the 1898 I.C.T.A. states him as age 56, and the 1898 I.C.T.A. states him as age 60, which is a major discrepancy in age difference. On Dec 1, 1920, the Millers sold the southern half of the lot to John Skinner of Barrie.

On Mar 10, 1854, D. Mitchell sold the northern half of the lot (100 acres) to Thomas Shortis of Toronto. The northern half of the lot was sold on Sept 9, 1856, to Queen Victoria due to unpaid mortgages. Phillisotts Wright Taylor, a Lieutenant Colonel of the Royal Canadian Rifles, acted as an agent of the Crown to sell the northern half of the lot on the Queen's behalf to William C. Little on April 14, 1862. The 1881 I.C.T.A. states tenant John W. Thomson, age 53, as the one taxed. The 1882 I.C.T.A. states that J. Thompson was of Presbyterian faith, with a family of 5. With the passing of W. C. Little, ownership of the northern lot portion (100 acres) went to Mary Little, Mary J. Little, Charles P. Little, and Arthur B. Little on May 14, 1883. The 1886 I.C.T.A. states J. Thompson, age 59, as a farmer-tenant with a family of 3. The 1893 I.C.T.A. states C. Little, age 22, as the one taxed. The 1895 I.C.T.A. states the northwest portion of the lot as taxed to J. J. Ferguson. The 1898 I.C.T.A. states him as the one taxed for the whole northern half of the lot; he was a farmer, age 38, of Methodist beliefs, and having a family of 5. The 1899 I.C.T.A. states him having a family of 4.

On May 17, 1946, the Department of Highways sent notices of expropriation to the estates of J. Skinner and W. Little regarding roughly 17 acres of the northern half and roughly 12 acres of the southern half of the lot, which would be used as a hydro corridor. Representing the estate of J. Skinner, as of May 23, 1946, are his descendants Ida M. Malcomson and Janet L. Graham, both of Barrie, as well as Ethel S. Neilly of Toronto. On that date, a grant was given to James and May Maxwell of Vespra, who appear alongside the Skinner descendants regarding land issues.

The Land Registry Abstract Index indicates that all 200 acres of Lot 6, Concession 13 were granted to George Mitchell by Crown patent on May 24, 1830. Widow Harriett Mitchell of East Gwillimbury, and son David John Mitchell of Penetanguishene, who inherited the property upon G. Mitchell's death, granted the property to James Patton of Barrie on Mar 8, 1853.
J. Patton sold portions of the lot in tiny amounts to several people over the years before his death. Joseph Leslie of Barrie received 8 acres (within park lot #33) on Nov 21, 1857; William Hammil of Innisfil received 3 acres (in park lots #3 and 4) on Feb 10, 1857; the trustees of School Secondary no. 11 in Innisfil received ¼ of an acre (in park lot #2) on Nov 21, 1857; and John Bromley of Innisfil received two park lots (#26 and 11) on Feb 1, 1858. A plan of subdivision for all 200 acres of Lot 6 was recorded on Nov 20, 1858. The 1860 Innisfil County Tax Assessment states that farmer James Harris, age 48, and tailor James Aunseath, age 50, were taxed. After J. Patton's death, park lot #36 was granted to William C. Little on Jan 27, 1864.

The 1870 I.C.T.A. states the northern half of the lot as taxing three individuals: John Cochrane, Joseph Williams and Sarah Sotheran. The 1881 I.C.T.A. states the southern half of the lot as taxing three individuals: on park lots 19 & 20 were gentleman George Millson, age 41, of the Church of England, with a family of 2; on park lots 21 & 22 were farmer's son Samuel Harris; and on park lots 23 & 24 were Mrs. Cochrane, age 95, of Methodist faith, with a family of 2. The 1882 I.C.T.A. states park lots 2-5, 28-30 & 34-36 of the northern half of the lot being taxed to farmer C. A. Little, age 24, of Catholic beliefs, with a family of 9. On the southern half of the lot, three people were taxed: on park lots 19 & 20 were labourer John O'Neil, of Catholic faith, with a family of 6; on park lots 21 & 22 were S. Harris; and on park lots 23 & 24 were labourer John Harkins, age 21, of Catholic faith, with a family of 3. The 1886 I.C.T.A. states park lots 2-5, 28-30 & 34-36 of the northern half of the lot being taxed to farmer Robert Little, age 23. Also on the northern half of the lot, three others were taxed: on park lots 11 & 26 were farmer J. W. Hastings; on park lot 33 was farmer James Foster, age 50, of Methodist beliefs, with a family of 2; and on park lots 31 & 32 were farmer Stephan Greenfield. Of change on the southern half of the lot from the previous assessment were park lots 21 & 22 being taxed to James Harris, age 47, as well as J. Harkins, with a family of 2, paying taxes on park lots 23-25 & 27.

The 1893 I.C.T.A. states many individuals for taxation over the entirety of the lot. Park lot 1 was taxed to J. J. Ferguson, family of 4. Park lots 2-5, 28-30 & 34-36 were taxed to R. Little. Park lot 11 was taxed to J. Neil, age 55, with a family of 7. Park lots 19 & 20 were taxed to labourer Peter Steele, age 41, of Methodist beliefs, with a family of 6. Park lots 21 & 22 were taxed to farmer Harvey Brown, age 21, of Presbyterian faith, with a family of 4. Park lots 23 & 24 were taxed to Mrs. Harkins. Park lots 31 & 32 were taxed to S. Greenfield. The 1895 I.C.T.A. states three individuals taxed: on park lots 2-5, 28-30 & 34-36 were R. Little; on park lots 31 & 32 was S. Greenfield; and on park lot 33 was J. Foster.

The 1898 I.C.T.A. states many individuals for taxation over the entirety of the lot. Park lots 2-5 & 28-30 were taxed to R. Little. Park lots 11, 19, 20, & 26 were taxed to J. Neill. Park lots 16-18 were taxed to farmer Clarence Srigley, age 25, family of 3. Park lots 21 & 22 were taxed to farmer Alexander Brown, age 51, with a family of 3. Park lots 23 & 24 were taxed to farmer G. Pearson, age 51, of the Christian Science faith, with a family of 4. Park lots 31 & 32 were taxed to farmer S. Greenfield, with a family of 2. Park lot 33 was taxed to J. Foster. The northern park lot 27 and the southern park lots 5-10, 12-15 & 25 were taxed to P. H. Stewart.

The 1899 I.C.T.A. states many individuals for taxation over the entirety of the lot. Park lot 1 was taxed to farmer Eli Srigley, age 41, family of 6. Park lots 2-5, 28-30 & 34-
36 were taxed to R. Little. Park lots 11, 19, 20, & 26 were taxed to J. Neill. Park lots 16-18 were taxed to C. Srigley, family of 4. Park lots 21 & 22 were taxed A. Brown. Park lots 23 & 24 were taxed to G. Pearson. Park lot 33 was taxed to J. Foster.

The property underwent several by-law proposals and amendments between 1931 and 1958. The city of Barrie became pursuant to the Barrie-Innisfil Annexation Act in 1981, after which A. G. C. Developments Ltd. was granted part of the northern half of the lot on August 31, 1988.

The Land Registry Abstract Index indicates that the northern half (100 acres) of Lot 7, Concession 13 were patented by the Crown to John Proctor on Sept 28, 1829. J. Proctor sold the northern half of the lot to Charles Thompson of the Township of York on Nov 6, 1830. C. Thompson sold the northern half of the lot (100 acres) to John Gibson of Toronto on August 20, 1839, and that property was sold back to C. Thompson on Mar 13, 1848.

For reasons unspecified, a Sheriff's Deed from the Sheriff of Simcoe County granted lawyer John Strathy of Barrie the western 40 acres of the northern half of the lot (100 acres) on July 7, 1851. J. Strathy sold the southerly 10 acres of the western part of the northern half to W. C. Little of Innisfil on Sept 1, 1870. The 1870 Innisfil County Tax Assessment states two individuals paying taxes: James Harris, and J. Strathy, family of 6, with Church of England beliefs. The northerly 30 acres of the western part of the lot were sold to James R. Gowan of Barrie on Oct 5, 1880 on behalf of the estate of J. Strathy, which was promptly sold back to the estate on Oct 25, 1880. The 1881 I.C.T.A. states M.P. William Little, age 37, with Church of England beliefs, and having a family of 9, as the one taxed for the entirety of the lot. The 1882 I.C.T.A. states three people taxed: the northern half of the lot was taxed to farmer A. T. Little; the eastern half of the southern half of the lot was taxed to farmer R. H. Little, age 21; and the western half of the southern half of the lot was taxed to farmer W. C. Little.

The 1886 I.C.T.A. states many individuals for taxation over the entirety of the lot. The southeast quarter and the northern park lots 4-6 of the lot were taxed to farmer Edward Little, age 25, with a family of 4, of Catholic faith. The southwest quarter of the lot was taxed to W. Little. Northern park lots 1-3 were taxed to farmer Adelbert Bundy, of Catholic faith, with a family of 3. A single northern park lot was taxed to tenant Robert Vaughan, age 30, of Methodist beliefs, with a family of 4. The northerly 30 acres of the western 40 acres of the northern half of the lot was sold by John A. Strathy on Apr 8, 1890 to Thomas McIntyre, who put a mortgage on it to Henry H. Strathy of Barrie. On May 5, 1890, T. McIntyre sold that portion of the property to John Rogers of Toronto. The 1893 I.C.T.A. states several people taxed over the entirety of the lot. The southeast quarter of the lot was taxed to Mrs. C. Little. The southwest quarter was taxed to R. Little, and William Newberry. Three individuals were taxed for northern park lots of the lot: E. Little, J. Ferguson and A. Bundy, age 30, with a family of 5.

The 1895 I.C.T.A. states several people taxed over the entirety of the lot. The southwest quarter of the lot was taxed to W. Newberry. The southeast quarter of the lot along with a northern park lot were taxed to E. Little. Northern park lots 1 & 6 of the lot were taxed to farmer David Lindall, age 34, of Methodist beliefs, with a family of 5. A northern park lot was taxed to A. Bundy, age 34, with a family of 4. The 1898 I.C.T.A. states several people taxed over the entirety of the lot. The southeast quarter, as well as
the northern half of the southern half, of the lot were taxed to E. Little. The southwest quarter of the lot was taxed to farmer Marmaduke Lindall, age 65, from the Church of England, with a family of 2. Three individuals were taxed for northern park lots of the lot: D. Lindall, E. Srigley and A. Bundy.

The estate of the late H. Strathy sued T. McIntyre and J. Rogers for that portion of the property, and was awarded ownership of it on May 8, 1913. The northerly 30 acres of the western part of the northern half was sold in May 1913 from the estate of H. Strathy to David W. Tyndale of Innisfil, which was sold to George Leslie of Barrie on Dec 16, 1918. The Department of Highways submitted a plan for part of Lot 7 in 1934, and the estate of G. Leslie conveyed part of Lot 7 to George D. Young of Innisfil on Nov 17, 1941.

The southerly 10 acres of the western 40 acres of the northern half of the lot was passed down through W. C. Little's will to his son, Robert A. Little of Toronto, on May 14, 1881. The southerly 10 acres of the western part of the northern half were then sold by R. Little on Nov 7, 1896 to Edward A. Little and Christine C. Little. On Dec 10, 1943, part of the southerly 10 acres of the western part of the northern half of the lot were sold to co-joint tenants George W. Anderson and Edith C. Anderson, and on February 7, 1944, the remaining part of the southerly 10 acres were sold to William E. Johnston of Innisfil.

Historic Maps:

The Illustrated Historical Atlas of the County of Simcoe (1880) indicates urban density settlement within Lot 6, Concession 12; Lot 6, Concession 13; and within Lot 7, Concession 13. There is therefore the possibility for significant archaeological remains relating to the early period of Euro-Canadian settlement to be encountered along any portion of the proposed undertaking that passes through these areas.

Conclusion:

Background research indicates that the subject property exhibits high potential for significant archaeological resources of Native origins and high potential for those of Euro-Canadian origins.
4.0 ARCHAEOLOGICAL FIELD ASSESSMENT

4.1 Methodological Approach

In general terms, the proposed corridor will be handled in three distinct ways depending upon the current condition of the area under consideration:

1. No Physical Assessment is recommended for areas where the landscape is considered to have been already subject to heavy construction impacts through the development of existing road allowances and associated adjacent utilities and properties. In most such cases, archaeological assessments have already been completed as a condition of the specific land development applications.

2. Pedestrian Survey is recommended for portions of the corridor which presently pass through land under agricultural usage or which could be ploughed. The Ministry of Culture requires that any ploughable lands be ploughed in advance of archaeological field assessment. The lands in question must be fully ploughed with the soil turned over the entire area. This ground must then be weathered through adequate rainfall. This is typically a period of about two weeks. The ploughed areas are then walked at a fixed interval of 5 metres between pedestrian transects.

3. Test Pit Survey is recommended for portions of the proposed corridor where the difference between the existing road allowance and the proposed wider road allowance is negligible and there would be no real value in attempting to plough such a thin parcel of land which in most cases may have been impacted through adjacent construction impacts from the building of the existing roadway. Test Pit Survey is also recommended for those portions of the Proposed Road Allowance which pass through undeveloped lands which cannot be ploughed due to the state of existing vegetation covering the area. Test Pits are dug at a fixed interval of 5 metres between individual test pits across the entire area are to be assessed. Test pits measure roughly 30 centimetres across and are dug into the sterile subsoil underlying the topsoil layer. All excavated earth is screened through 6 mm wire mesh to ensure that any artifacts contained within the soil matrix are recovered.

4.2 Corridor Segments & Methodology

The above described assessment strategies are applied to the specific segments of the proposed road allowance as follows:

The existing road along Veteran's Drive, just north of Salem Road, measuring 11 metres in width with water services along the western side and a drainage ditch on the eastern side, is situated in rural lands, which is ideal for surveying along the 26-metre wide proposed road allowance (see Figure 10). The undeveloped portions of this road allowance on both sides of the existing Veteran's Drive should be assessed using test pit methodology at a high intensity interval of five metres between individual test pits.
From the center of the proposed intersection of Veteran's Drive and Commerce Park Drive, eastward 629 metres towards Byrne Drive and located southwest of the Major Clean Hand Car Wash, is an existing cul-de-sac (30m diameter) with asphalt on the surface. The 629-metre corridor, 30 metres in width, travels through rural lands and is ideal for survey. This portion of the proposed corridor consists of lightly wooded areas and scrub growth within former farm fields. This area will have to be assessed using test pit methodology with test pits placed at a five metre interval between individual test pits.

However, from the western property boundary of Major Clean Hand Car Wash and its opposing neighbour, Hitch City, traveling east to the existing intersection of Commerce Park Drive and Bryne Drive, the proposed road allowance falls under lands that have been subject to heavy commercial development within recent years (see Figure 9). Likewise, the proposed 30-metre road allowance corridor running from the existing intersection of Commerce Park Drive and Bryne Drive north 843 metres to the existing intersection of Bryne Drive and Mapleview Drive, has been subject to heavy commercial development within recent years (see Figures 8 & 9).

The eastern edge of Bryne Drive, along the north side of Mapleview Drive, which runs 340 metres north to Caplan Avenue, is a western boundary for existing rural lands on the east side of the proposed road expansion. It is currently an agricultural field and is not subject to construction impacts. The existing road is 18 metres in width, with gas and water services along the western edge, and also with an underground bell trunk along the eastern edge (see Figure 7). The eastern side of the proposed road allowance between Mapleview Drive and Caplan Avenue should be assessed using test pit survey methodology at a high intensity interval of 5 metres between individual test pits. Although agricultural fields are normally assessed under pedestrian survey conditions after ploughing and adequate weathering, the difference between the existing road allowance and the proposed road allowance is so minute in this area that it seems unlikely that any of the widened road allowance is actually situated within any worked agricultural lands. In addition, given the close proximity of the limit of the proposed widening to the existing road allowance, there is a strong possibility that the undeveloped portion of the proposed road allowance is already disturbed through construction activity associated with the already built road allowance.

The north side of Caplan Avenue along Bryne Drive takes an "S"-curve to the east, then north towards Harvie Road. The western edge of Bryne Drive is agricultural field and is not subject to construction impacts. The eastern edge of Bryne Drive has been subject to heavy commercial development within recent years, leading 521 metres to a cul-de-sac situated north of the Home Depot. The western and northern sides of this "S"-curve should be assessed using test pit methodology with test pits placed at a high intensity interval of 5 metres between test pits. Although agricultural fields are normally assessed under pedestrian survey conditions after ploughing and adequate weathering, the difference between the existing road allowance and the proposed road allowance is so minute in this area that it seems unlikely that any of the widened road allowance is actually situated within any worked agricultural lands. In addition, given the close proximity of the limit of the proposed widening to the existing road allowance, there is a
strong possibility that the undeveloped portion of the proposed road allowance is already disturbed through construction activity associated with the already built road allowance.

The subject property north of the cul-de-sac is agricultural field and is not subject to construction impacts. The proposed road allowance for Bryne Drive, between the Home Depot and southern edge of Harvie Road, runs 729 metres through rural lands, and is not subject to construction impacts (see Figures 6 & 7). This portion of the road allowance passes through ploughable lands and should be assessed using pedestrian survey methodology following ploughing of the area and adequate weathering of the soil through rainfall (typically a wait of two weeks between ploughing and the physical assessment). Areas of this corridor which are too steep to plough would not require physical assessment as they are deemed to be of too great an incline to permit human occupation without significant earthmoving activity which generally does not occur prior to the late 19th century in this area.

Harvie Road is currently 8 metres in width, with gas and bell services extending the disturbed area to a width of 24 metres. For 708 metres north of Harvie Road, the proposed road allowance for Bryne Drive runs through rural lands and is not subject to construction impacts (see Figure 6). The proposed road allowance north of Harvie Road passes through woodlot. This area would require assessment through test pit methodology with test pits excavated at an interval of 5 metres between individual test pits.

An existing cul-de-sac, 30 metres in diameter, is currently located on Bryne Drive south of Essa Road. The proposed road allowance will connect with the cul-de-sac, which is situated in area subject to commercial development within recent years. A water main is located along the western edge of Bryne Drive, north of the cul-de-sac, and the area has been subject to development. The eastern edge of Bryne Drive, located north of Leons Furniture, and running for 341 metres, is adjacent to lands which have been recently stripped of topsoil in preparation for development. No physical assessment is recommended for these heavily impacted lands (see Figure 4).
5.0 CONCLUSIONS & RECOMMENDATIONS

The Study Area and the proposed Road Allowance within that study area are situated within lands that exhibit high potential to yield archaeological deposits of significance related to First Nations habitation and land use in the area. Portions of the study area also have a high potential to yield significant archaeological deposits related to early Euro-Canadian settlement in the area. Wherever it is reasonable to do so within the proposed road allowance, Stage 2 Archaeological Assessment is recommended. Physical assessment should be completed in the following areas of the proposed road allowance:

The undeveloped portions of the existing road along Veteran's Drive, just north of Salem Road this road allowance on both sides of the existing Veteran's Drive should be assessed using test pit methodology at a high intensity interval of five metres between individual test pits.

From the center of the proposed intersection of Veteran's Drive and Commerce Park Drive, eastward 629 metres towards Byrne Drive and located southwest of the Major Clean Hand Car Wash, is an existing cul-de-sac (30m diameter) with asphalt on the surface. The 629-metre corridor, 30 metres in width, travels through rural lands and is ideal for survey. This portion of the proposed corridor consists of lightly wooded areas and scrub growth within former farm fields. This area will have to be assessed using test pit methodology with test pits placed at a five metre interval between individual test pits.

The eastern edge of Bryne Drive, along the north side of Mapleview Drive, which runs 340 metres north to Caplan Avenue, is a western boundary for existing rural lands on the east side of the proposed road expansion. It is currently an agricultural field and is not subject to construction impacts. The existing road is 18 metres in width, with gas and water services along the western edge, and also with an underground bell trunk along the eastern edge (see Figure 7). The eastern side of the proposed road allowance between Mapleview Drive and Caplan Avenue should be assessed using test pit survey methodology at a high intensity interval of 5 metres between individual test pits.

Although agricultural fields are normally assessed under pedestrian survey conditions after ploughing and adequate weathering, the difference between the existing road allowance and the proposed road allowance is so minute in this area that it seems unlikely that any of the widened road allowance is actually situated within any worked agricultural lands. In addition, given the close proximity of the limit of the proposed widening to the existing road allowance, there is a strong possibility that the undeveloped portion of the proposed road allowance is already disturbed through construction activity associated with the already built road allowance.

The north side of Caplan Avenue along Bryne Drive takes an "S"-curve to the east, then north towards Harvie Road. The western edge of Bryne Drive is agricultural field and is not subject to construction impacts. The eastern edge of Bryne Drive has been subject to heavy commercial development within recent years, leading 521 metres to a cul-de-sac situated north of the Home Depot. The western and northern sides of this "S"-curve should be assessed using test pit methodology with test pits placed at a high
intensity interval of 5 metres between test pits. Although agricultural fields are normally assessed under pedestrian survey conditions after ploughing and adequate weathering, the difference between the existing road allowance and the proposed road allowance is so minute in this area that it seems unlikely that any of the widened road allowance is actually situated within any worked agricultural lands. In addition, given the close proximity of the limit of the proposed widening to the existing road allowance, there is a strong possibility that the undeveloped portion of the proposed road allowance is already disturbed through construction activity associated with the already built road allowance.

The subject property north of the cul-de-sac is agricultural field and is not subject to construction impacts. The proposed road allowance for Bryne Drive, between the Home Depot and southern edge of Harvie Road, runs 729 metres through rural lands, and is not subject to construction impacts (see Figure 6). This portion of the road allowance passes through ploughable lands and should be assessed using pedestrian survey methodology following ploughing of the area and adequate weathering of the soil through rainfall (typically a wait of two weeks between ploughing and the physical assessment). Areas of this corridor which are too steep to plough would not require physical assessment as they are deemed to be of too great an incline to permit human occupation without significant earthmoving activity which generally does not occur prior to the late 19th century in this area.

Harvie Road is currently 8 metres in width, with gas and bell services extending the disturbed area to a width of 24 metres. For 708 metres north of Harvie Road, the proposed road allowance for Bryne Drive runs through rural lands and is not subject to construction impacts (see Figure 5). The proposed road allowance north of Harvie Road passes through woodlot. This area would require assessment through test pit methodology with test pits excavated at an interval of 5 metres between individual test pits.
6.0 REFERENCES CITED

Chapman, L.J. & D.F. Putnam

Government of Ontario

H. Belden & Company
1881 The Illustrated Historical Atlas of the County of Simcoe, H. Belden & Company, Toronto.

Ontario Ministry of Citizenship, Culture and Recreation (OMCzCR)
1993 Archaeological Assessment Technical Guidelines, Stages 1-3 and Reporting Format. OMCzCR, Cultural Programs Branch, Archaeology and Heritage Planning, Toronto.
Table 1  Cultural Chronology for South-Central Ontario

<table>
<thead>
<tr>
<th>PERIOD</th>
<th>GROUP</th>
<th>DATE RANGE</th>
<th>TRAITS</th>
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<tbody>
<tr>
<td>Palaeo-Indian</td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fluted Point</td>
<td>9500-8500 B.C.</td>
<td>Big Game hunters</td>
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<tr>
<td></td>
<td>Hi-Lo</td>
<td>8500-7500 B.C.</td>
<td>small nomadic groups</td>
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<tr>
<td>Archaic</td>
<td>Early</td>
<td>8000-6000 B.C.</td>
<td>hunter-gatherers</td>
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<tr>
<td></td>
<td>Laurentian</td>
<td>6000-2000 B.C.</td>
<td>territorial divisions arise</td>
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<tr>
<td></td>
<td>Lamoka</td>
<td>2500-1700 B.C.</td>
<td>ground stone tools appear</td>
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<tr>
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<td>Broadpoint</td>
<td>1800-1400 B.C.</td>
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</tr>
<tr>
<td></td>
<td>Crawford Knoll</td>
<td>1500- 500 B.C.</td>
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</tr>
<tr>
<td></td>
<td>Glacial Kame</td>
<td>ca. 100 B.C.</td>
<td>elaborate burial practices</td>
</tr>
<tr>
<td>Woodland</td>
<td>Early</td>
<td>1000-400 B.C.</td>
<td>introduction of pottery</td>
</tr>
<tr>
<td></td>
<td>Meadowood</td>
<td>1000-500 B.C.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Red Ochre</td>
<td>1000-500 B.C.</td>
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</tr>
<tr>
<td></td>
<td>Middle</td>
<td>400B.C.-500 A.D.</td>
<td>long distance trade</td>
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<tr>
<td></td>
<td>Point Peninsula</td>
<td>500-800 A.D.</td>
<td>horticulture</td>
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<td>Princess Point</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Late</td>
<td>800-1300 A.D.</td>
<td>villages &amp; agriculture</td>
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<td>Pickering</td>
<td>800-1300 A.D.</td>
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<tr>
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<td>Uren</td>
<td>1300-1350 A.D.</td>
<td>larger villages</td>
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<tr>
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<td>Middleport</td>
<td>1300-1400 A.D.</td>
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<td>Huron</td>
<td>1400-1650 A.D.</td>
<td>warfare</td>
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<tr>
<td>Historic</td>
<td>Early</td>
<td>1700-1875 A.D.</td>
<td>social displacement</td>
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<td>Euro-Canadian</td>
<td>1785 A.D. +</td>
<td>European settlement</td>
</tr>
</tbody>
</table>
Figure 1  Location of the Subject Property
Figure 2  Segment of the Historic Atlas Map (1881)
Figure 3  Segment Map of the Study Corridor
Figure 4  Segment 1 of the Study Corridor
Figure 5  Segment 2 of the Study Corridor
Figure 6  Segment 3 of the Study Corridor
Figure 7  Segment 4 of the Study Corridor
Figure 8  Segment 5 of the Study Corridor
Figure 9  Segment 6 of the Study Corridor
Figure 10  Segment 7 of the Study Corridor