



POINTS WEST HERITAGE CONSULTING LTD.

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V2Z 2X9 T9E 2X2

**DORIS NORTH PROJECT
TYPE A WATER LICENCE AMENDMENT PACKAGE
SUPPORTING MEMO**

Archaeological Setting

2.2.1 Roberts Bay Tank Farm and Laydown Expansions

The upper edge and the base of the bedrock outcrop in the area of the tank farm expansion were surveyed in 2003 and 2005, and no archaeological resources were found. There is one recorded site (NbNh-29) on the upper central portion of the outcrop, but it appears to be more than 100m from the edge of the tank farm expansion; consequently, it should be a sufficient distance away so that no impacts should occur.

The section of beach encompassed by the laydown area was surveyed in 1997 and 2003. Two archaeological sites (NbNh-13, NbNh-23) recorded on the beach in the laydown area have both been mitigated, therefore, are of no further concern. No other archaeological resources have been observed during fairly intensive inspections, consequently, no archaeological impacts are expected.

2.2.2 Windy Lake

Windy Lake itself has no archaeological concerns, but some sections of the lake shoreline and surrounding elevated bedrock do have potential for archaeological resources. Selected portions of the terrain east and north of the lake have been surveyed. Seven archaeological sites are known on the high bedrock ridge bordering the east side of the lake, and six of these have already been mitigated. Three sites are known along the drainage to the north. The south and west sides of the lake have not been surveyed. Ongoing activities are closely monitored and additional archaeological investigations will be conducted as necessary.

2.2.3 Airstrip Expansion and By-Pass Road

The original airstrip/road route between Roberts Bay and Doris North was examined by pedestrian survey in 2005 (Prager 2006). The higher terrain immediately bordering the route was examined in 2003 (Prager 2004). In addition, surveys were conducted of elevated terrain further east in 2009 (Prager 2010). No archaeological sites were found either directly on the original road route nor on the immediately adjacent bedrock. The low lying ground through which the road and airstrip pass is wet tussock tundra that typically has low potential for archaeological resources. The by-pass road and the lengthening of the existing airstrip do not appear to be deviating out of this low tundra, therefore, conflicts with archaeological resources are considered unlikely. Several archaeological sites have been found to the east and west, but these are all over 250m away; consequently, no impacts to those sites are expected.