

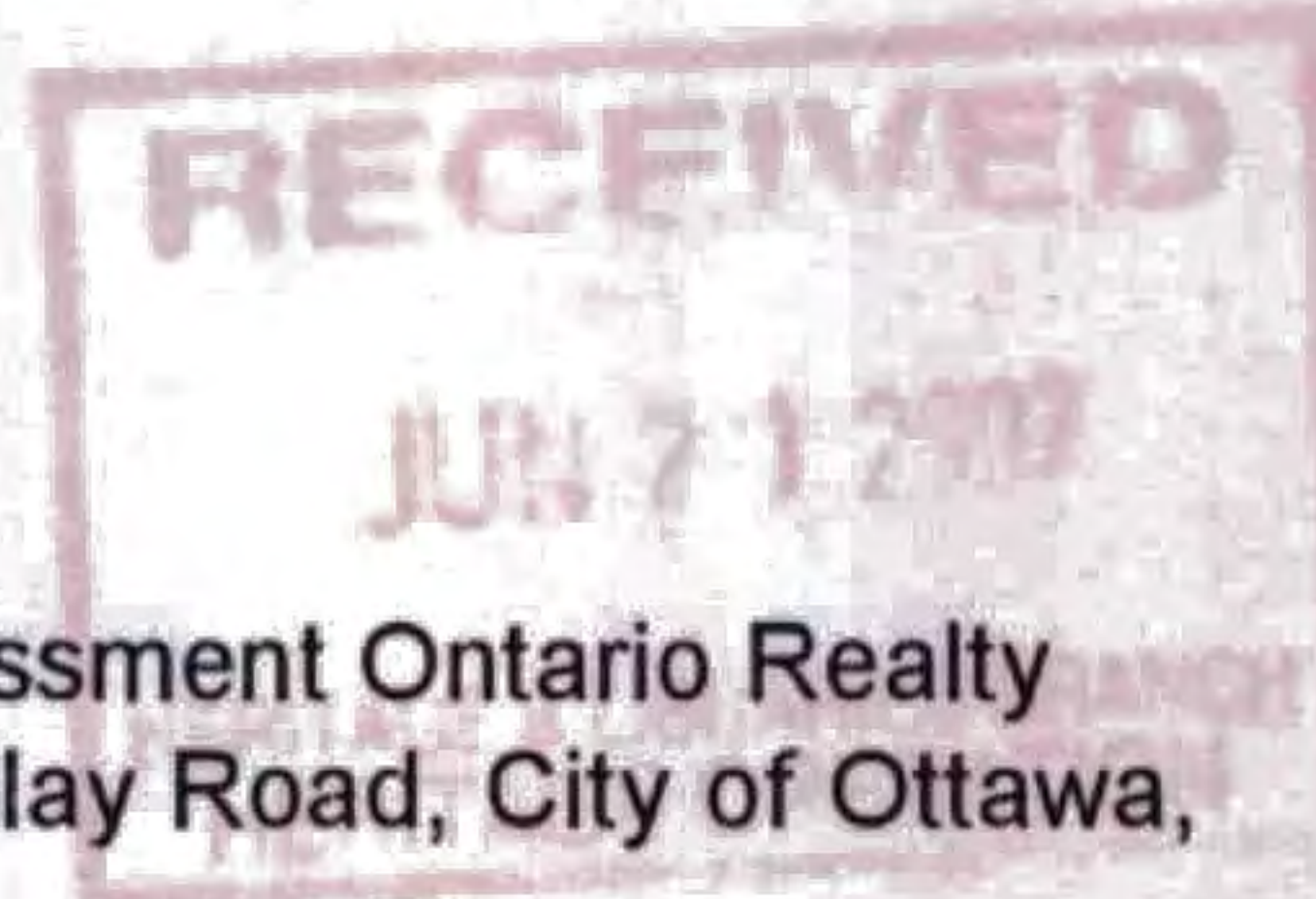
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**Stage 1 & 2 Archaeological Assessment  
Ontario Realty Corporation Property  
530 Tremblay Road  
City of Ottawa  
R.M. of Ottawa-Carleton**

P118  
OTTAWA-CARLETON

Timmins, Peter  
2006



Stage 1 & 2 Archaeological Assessment Ontario Realty Corporation Property, 530 Tremblay Road, City of Ottawa, R.M. of Ottawa-Carleton

Otta.Timmin MHCI.2006a



**Timmins Martelle  
Heritage Consultants Inc.**

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**Stage 1 & 2 Archaeological Assessment  
Ontario Realty Corporation  
530 Tremblay Road  
City of Ottawa  
R.M. of Ottawa-Carleton**

Submitted to

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and

**The Ontario Ministry of Culture**

Prepared by



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Archaeological License Number: P118  
Our File Number: 2007-011  
CIF Number: P118-084-2007

May 2007

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## Acknowledgements

TMHC would like to acknowledge the assistance of the following individuals:

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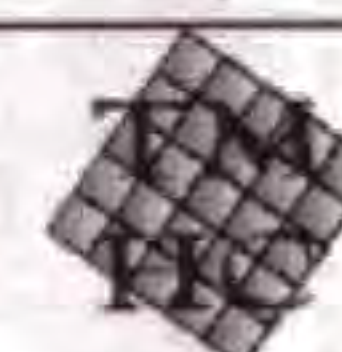


### Project Summary

A Stage 1 and 2 archaeological assessment was conducted for a 16.5 acre (6.7 ha) Ministry of Transportation facility at 530 Tremblay Road in Ottawa, Ontario. Our assessment was carried out at the request of the Ontario Realty Corporation and in accordance with the *Ontario Heritage Act* (RSO 1990) and Ontario Regulations 249/75 and 212/82 for Realty Activities. It was conducted as part of the ORC Class Environmental Assessment Process. The property was found to have high potential for the recovery of archaeological resources. As such, the purpose of our work was to determine whether there were heritage resources present that must be considered in any long-term plans for the property.

The Stage 1 background research indicated the property had potential for the discovery of archaeological resources. As such, a Stage 2 field investigation was initiated. Given that the property consisted of grassed and treed areas, as well as disturbed lands, a test pit survey was employed. Much of the property was found to be extensively disturbed by prior construction and from more recent grading and material disposal. The obviously disturbed area consisting of a building complex was not assessed. Two small wetland areas were also not investigated. The pristine forested and lawn areas were examined at a five metre interval. The remaining portions of the property were intermittently wet or found to be disturbed. The dry areas within the intermittently wet zones were test pitted at a five metre interval and the disturbed areas were examined using a 10 to 15 metre interval in an effort to confirm the extent of disturbance and search for any pockets of pristine soil that might be present.

As no archaeological material was noted during our assessment, cultural heritage concerns for the 530 Tremblay Road Property have been fully addressed. The Ministry of Culture is asked to review the recommendations presented in this report and issue a letter of clearance for the property. This correspondence should be forwarded to Frank Dieterman of the Ontario Realty Corporation and copied to Holly Martelle of Timmins Martelle Heritage Consultants Inc.



**Stage 1 & 2 Archaeological Assessment  
Ontario Realty Corporation  
530 Tremblay Road  
City of Ottawa  
R.M. of Ottawa-Carleton**

## **1.0 INTRODUCTION**

A Stage 1 and 2 archaeological assessment was conducted for a 16.5 acre (6.7 ha) Ministry of Transportation facility at 530 Tremblay Road in Ottawa, Ontario. Our assessment was carried out at the request of the Ontario Realty Corporation and in accordance with the *Ontario Heritage Act* (RSO 1990) and Ontario Regulations 249/75 and 212/82 for Realty Activities. It was conducted as part of the ORC Class Environmental Assessment Process. The property was found to have high potential for the recovery of archaeological resources. As such, the purpose of our work was to determine whether there were heritage resources present that must be considered in any long-term plans for the property.

The Stage 2 fieldwork was conducted during the third week of May, 2007 in conditions that varied from mild to overcast with periods of light drizzle. Apart from those described in the body of this report, there were no conditions that prohibited the recognition and recovery of archaeological materials. All archaeological consulting activities were performed under the Professional Archaeological License of Dr. Peter Timmins (P118) and in accordance with the "Archaeological Assessment Technical Guidelines" of the Ministry of Culture (MCTR 1993). Permission to enter the property was given by Frank Dieterman, of the Ontario Realty Corporation. It was anticipated that any artifacts recovered would be stored at the office of Timmins Martelle Heritage Consultants Inc. until arrangements can be made for their transfer to the Ministry of Culture (London-Toronto) or another appropriate curatorial facility.

## **2.0 STAGE 1 BACKGROUND RESEARCH**

### **2.1 Purpose & Methods**

The *Ontario Heritage Act* makes provisions for the protection and conservation of heritage resources in the Province of Ontario. Our archaeological assessment work is part of an environmental review which is intended to identify areas of environmental interest as specified in the *Provincial Policy Statement*. Heritage concerns are recognized as a matter of provincial interest in Section 2.6.2 of the *Provincial Policy Statement* which states:

*“development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.”* (emphasis in the original)

The *Environmental Assessment Act* also provides for the protection and conservation of the environment. In this case, the environment is widely defined to cover “cultural heritage” resources. Section 5(3)(c) of the Act stipulates that heritage resources to be affected by a proposed undertaking be identified during the environmental screening process. Within the EA process, the purpose of a Stage 1 background study is to determine if there are known cultural resources within the affected property or potential for such resources to exist. It is also used to determine the need for a Stage 2 field assessment involving the search for archaeological sites.

A Stage 1 overview and background study was conducted to gather information about known and potential cultural heritage resources within the subject property. This work included a review of the physical characteristics of the property (e.g., soils, topography, and drainage), pertinent historic maps, and other relevant documentation and a consideration of land use history. The Provincial archaeological database was also consulted in order to determine if there are registered sites within or in proximity to the project area. The information collected during this background study was used to evaluate the archaeological potential of the 530 Tremblay Road lands and devise an appropriate methodology for the Stage 2 field survey.

## **2.2 Subject Property: Overview and Physical Setting**

The subject property is located south of Highway 417 in the City of Ottawa, Ontario (Figure 1). It comprises roughly 16.5 acres of an existing Ministry of Transportation facility at 530 Tremblay Road (Figure 2). It is bounded to the north by Tremblay Road (Figure 3), to the east by St. Laurent Boulevard (Figure 4), to the south by an active CN Railway line (Figure 5) and to the west by a residential subdivision. Most of these boundaries are fenced, but all are clearly recognizable from various topographic and physical landscape features. The MTO facility rests within an otherwise urban area and incorporates several standing buildings, paved laneways, material storage areas and parking lots (Figures 6 and 7). The northwest portion of the facility adjacent to Tremblay Road consists of a sod covered lawn (Figure 8). The southern portion of the property consists of grassed and wooded areas (Figure 9), as well as low-lying wet depressions. The treed areas included new growth poplar trees and thick underbrush (Figure 10). There is wetland area along the southern boundary (Figure 5), as evidenced by a large pool of standing water.



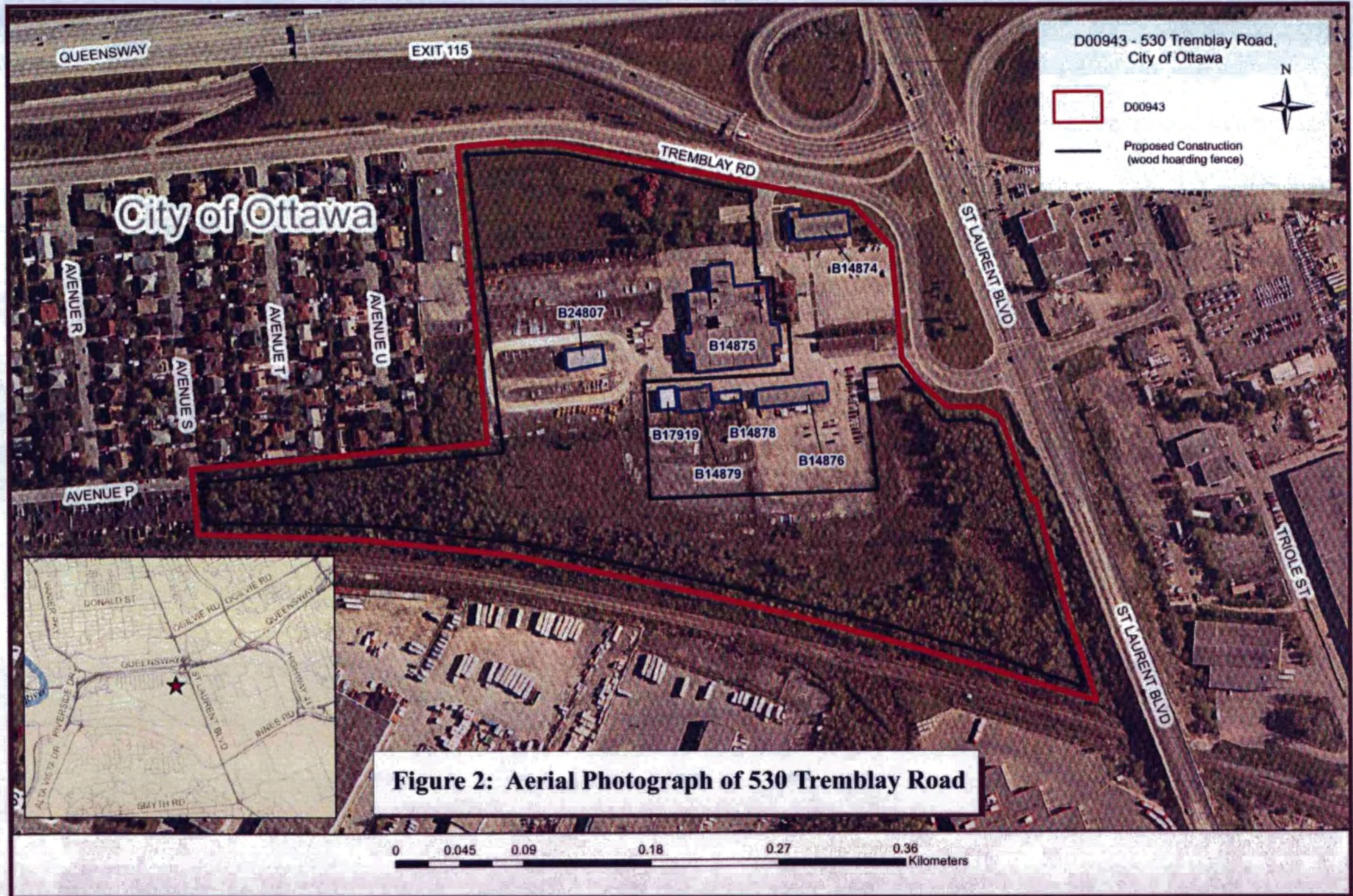
**Figure 1: Location of Subject Property Within the City of Ottawa**



Topographic Map Section 31 G/5 Edition 11 Ottawa, Ontario Scale 1:50,000  
Natural Resources Canada 1998







**Figure 2: Aerial Photograph of 530 Tremblay Road**

Courtesy of the Ontario Realty Corporation



**Figure 3: MTO Facility Fronting Tremblay Road, looking east**



**Figure 4: Eastern Boundary Showing St. Laurent Blvd. (right) and Access Lane, looking northeast**



**Figure 5: Wetland and Railway Line along Southern Boundary, looking southwest**



**Figure 6: MTO Building and Parking Area, looking north**



**Figure 7: Fenced in Parking Lot Area, looking north**



**Figure 8: Manicured Lawn Area Adjacent to Tremblay Road, facing east**



**Figure 9: Grassed Area to the South of the Building Complex, looking south**



**Figure 10: Treed Area Along Southern Property Boundary**



When we visited the property there were signs of obvious disturbance beyond and in addition to the fenced building complex and its associated roadways and parking lots. There was a gravelled lane extending southward in the eastern portion to the property to a dumping area (Figure 4). Much of the cleared grass area behind the fenced parking lot and complex was also disturbed and had actually been infilled to some extent with construction debris (e.g., asphalt, concrete, gravel). Some of it had been graded and covered in large rocks, concrete and asphalt (Figure 11). Other areas were used for material dumping and were found to be covered in piles of wood debris, wire fencing, concrete curbs, asphalt and concrete (Figures 12 and 13). Much of the area along the southern boundary adjacent to the railway and the nearby subdivision were also found to be disturbed from construction and were scattered with building debris and modern garbage.

The subject lands fall within the physiographic region known as the Ottawa Valley Clay Plains (Chapman and Putnam 1966:353). This region is a vast clay plain that extends along the shore of the Ottawa River. Within the vicinity of the subject property the clay plain is interrupted by small pockets of sand plain, drumlinized till plain, and limestone plains. The subject property falls within a linear north-south trending drumlinized till plain. The soils within the property are predominantly Lyons Loam, a dark loam with moderate to slow drainage (Hills et al. 1944). Some small pockets of Rideau Clay (with slow to medium drainage) area also present. Both soil types are suitable for agriculture. The topography within the general study area is more or less flat, although it has been significantly altered by modern building and construction. There is a significant drop between the raised building complex and dumping area and the forested lands to the south.

Given the urban landscape, it is difficult to reconstruct the natural drainage for the area. There are two small channelized watercourses to the east of the property. The closest of the two had been truncated by St. Laurent Boulevard and travels to the east of that road. However, the closest source of potable water is the wetland in the southeastern portion of the property (Figure 14).

### **2.3 Evaluation of Archaeological Potential: Precontact Aboriginal Sites**

Because this portion of the City of Ottawa has been heavily altered by land development that took place prior to the requirement for archaeological assessments, there is little known of the aboriginal settlement in this immediate area. A review of the Provincial archaeological sites database indicates that there are no known sites within two kilometres of the subject lands. However, this is due largely to a lack of survey and the considerable degree of urbanization. Thus, our knowledge of the native occupation of the study area is incomplete. Nevertheless, based on our knowledge of existing sites and using models generated from Province-wide and region specific archaeological data, it is possible to provide a basic summary of native settlement in the region of Ottawa-Carleton (Table 1) and evaluate the potential for the discovery of pre- and post-contact aboriginal sites within the subject property.



**Figure 11: Disturbed Grassed Area South of Fenced Parking Lot, looking south**



**Figure 12: Asphalt and Gravel Surface in Grassed Area South of Compound**



**Figure 13: Concrete and Other Construction Debris North of Wooded Area**



**Figure 14: Wetland Along Eastern Property Boundary, looking southeast**





**Table 1: Cultural Chronology for Native Settlement within Ottawa-Carleton**

Period		Time Range (circa)	Diagnostic Features	Complexes	
Paleoindian	Late	10,500 - 9,500 BP	lanceolate and unfluted points	Hi-Lo, Lanceolate Traditions	
Archaic	Early	9,500 - 8,000 BP	bifurcate-base points, notched points	Nettling, Bifurcate Base Horizon	
	Middle	8,000 - 4,500 BP	notched points, copper tools, ground stone items	Brewerton, Laurentian	
Woodland	Late	4,500 - 3,000 BP	broad and narrow points	Lamoka, Genessee	
	Early	3,000 - 2,000 BP	pottery, burial ceremonialism, trade networks	Meadowood, Middlesex	
	Middle	2,000 - 1,200 BP	Ohio Valley influences; incipient horticulture	Point Peninsula	
	Late	1,200 - 700 BP	transition to larger settlements and agriculture	Pickering	
		Algonquin, Iroquoian	700 - 600 BP	large palisaded villages (Iroquoians)	Uren, Middleport
		Algonquin, Iroquoian	600 - 400 BP	tribal differentiation and warfare (Iroquoians)	Huron, St. Lawrence Iroquoians, Odawa
Contact		Aboriginal	A.D. 1600- present	tribal displacement, migrations, treaties	Huron, Odawa, Mohawk, Ojibwa
		Euro-Canadian	A.D. 1800 - present	European goods, building construction	European settlement, pioneer life

Several factors can be used to assess a property's potential for containing precontact Aboriginal sites. These include the presence of well-drained sandy soils, rolling topography, and proximity to both water and known archaeological sites. When these are taken into consideration, the property shows some potential. This is due only to the presence of the wetland and potentially to the small watercourse to the east of St. Laurent Blvd. Such an evaluation based on proximity to water is difficult to make here given the significantly altered landscape. Further, some of this potential is negated by the heavy disturbance noted on the property.

#### 2.4 Evaluation of Archaeological Potential: Historic Sites

The potential of a property to contain historic EuroCanadian sites can be considered through an overview of the historical development of a region and a review of both land records and geographic features that might have been attractive for settlement. The subject property falls within the geographic Township of Gloucester in the former Carleton County. A brief discussion of early pioneer settlement in the township is provided below.

Gloucester was the second township in Carleton County to be settled and its first EuroCanadian occupants are thought to be Bradish Billings and Ira Honeywell who arrived in the first part of the 19<sup>th</sup> century. Billings was the son of a surgeon in the Continental army and served during the American Revolution. His father, and many other ex-military men, took advantage of free land grants offered by the British following the war. The young Billings was a successful lumberman and in November 1812, he built a log shanty on Lot 17, Junction Gore (along the Rideau River, west of the subject lands). This was prior to the first survey of the township and the establishment of a formal road network (H. Belden & Co 1971:218-219). There were few other settlers in the township until after 1819. Most of the earliest landowners settled first along the rivers because these provided easy and reliable transportation routes (Walker and Walker 1968:162). Following the first formal survey in 1820 and the construction of the Rideau Canal, settlement improved.



In 1879 the subject property was situated immediately outside the small Community of Cyrville, settled almost exclusively by the French. The first settlers here were Joseph and Michael Cyr who arrived by 1850. It grew to have a population of several hundred inhabitants (H. Belden & Co. 1971:224). Here and in the immediate vicinity, farmstead lots were planned according to the French Seigniorial system, so properties tended to be long and narrow and houses were typically established at the end of the lot, adjacent to a roadway.

According to the 1879 historic atlas map, the subject lands fell on Lot 11 of the Junction Gore. The north half of the lot had three separate owners, while the south half was owned by Robert Hurdman (H. Belden & Co. 1879:19; Figure 15). There are two structures shown on the north portion of the lot but both of these appear to be outside of the study area and within the heavily disturbed right-of-way for Highway 417 and Tremblay Road.

Several factors can be used to assess a property's potential for containing historic Euro-Canadian sites. These include the presence of early transportation routes, proximity to areas of early settlement, potable water and known archaeological sites. When these are taken into consideration the subject property would appear to have good potential for the recovery of historic resources. This is due primarily to the proximity of Cyrville, former standing structures and two transportation routes (former concession roads now representing St. Laurent Blvd and Highway 417). Once again, some of this potential may be negated by the extent of previous disturbance on the property.

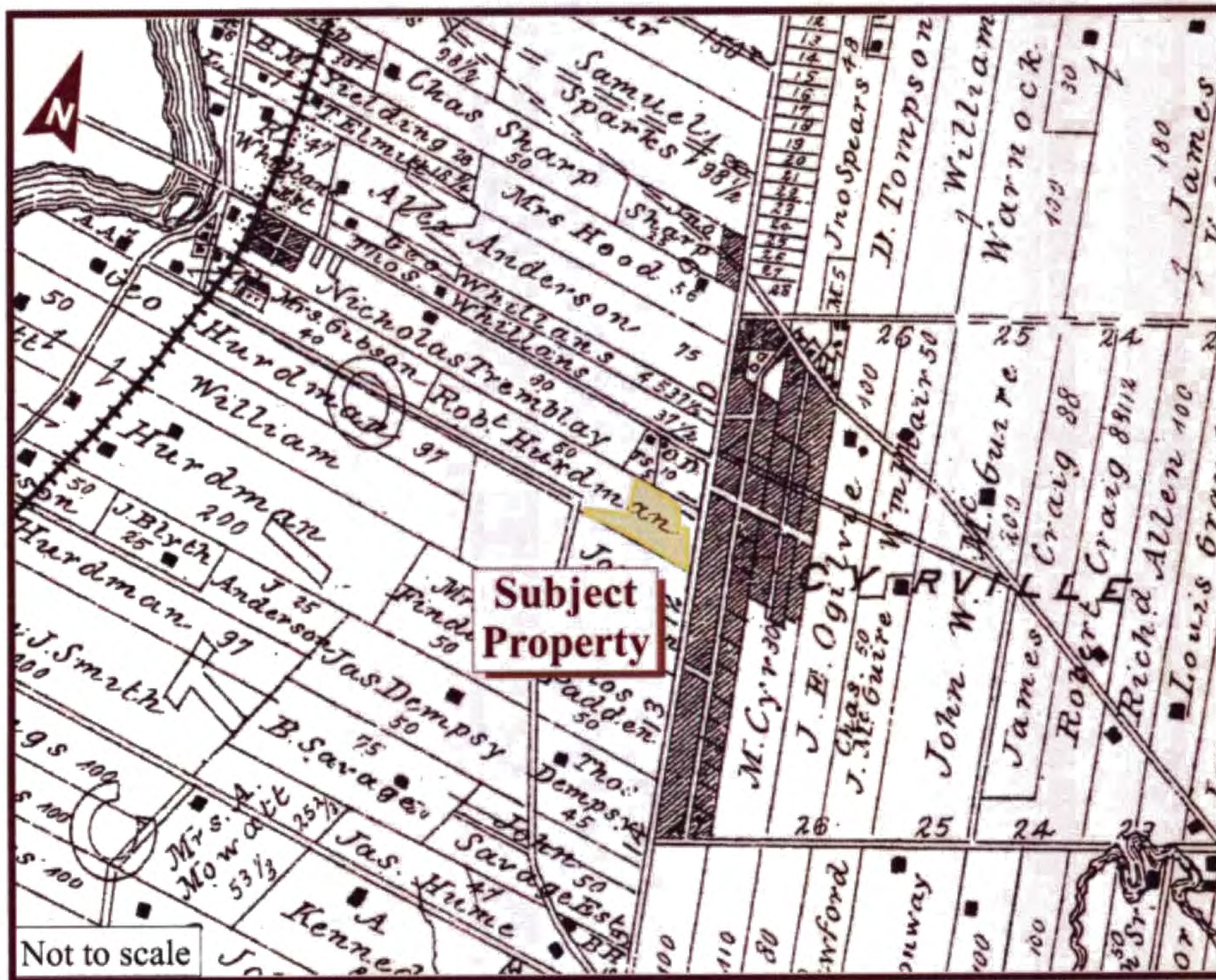
### **3.0 STAGE 2 METHODS AND RESULTS**

The subject property showed potential for the recovery of archaeological resources. As such, a Stage 2 assessment was carried out and employed a test pit survey given that the property was not ploughed agricultural land. Individual test pits measured approximately 30 cm (shovel-width) in diameter and were excavated to subsoil with all fill passed through ¼ inch hardware cloth. When screening was completed, the test pits were filled back in. The survey interval varied from five metres, for undisturbed areas, to 10 or 15 metres in areas of obvious prior disturbance. A wider interval was employed in the latter case in order to confirm the extent of subsurface disturbance and search for any pockets of pristine soil that might exist. Figure 17 maps the survey methods and field conditions encountered on an aerial photograph of the property.

The areas of obvious extensive prior disturbance were not assessed. These included the lands encompassed by the building complex, roadways, and asphalt or gravel parking lots. The wetland areas covered in standing water along the eastern and southern property boundaries were also not assessed. Two fairly pristine areas were noted and tested at a five metre interval. These included the lawn area in the northwest corner of the property and the wooded area south of the residential subdivision. However, the borders of each of these areas did show some evidence of disturbance from construction



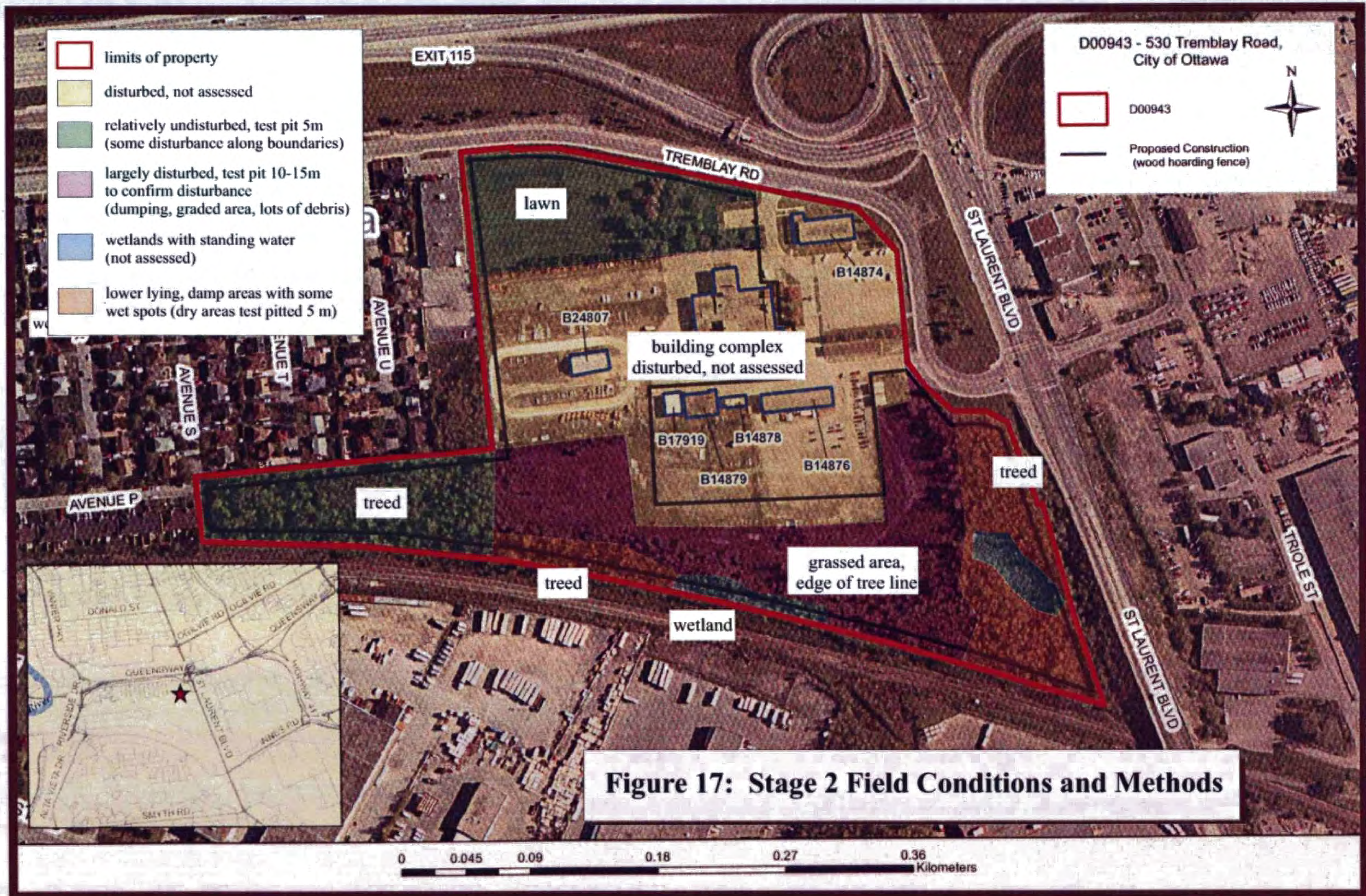
**Figure 15: Location of Subject Property on the 1879 Map of Gloucester Twp.**



Map of Gloucester Township  
Illustrated Historical Atlas of the County of Wentworth, Ontario  
H. Belden & Co. 1879, reprint edition.

**Figure 16: Stage 2 Test Pit Survey in Progress**





Aerial Photo Courtesy of the Ontario Realty Corporation

on adjacent lands. The grassed area south of the building complex and fenced parking lot was fairly heavily disturbed. As was noted earlier in this report, this area contained asphalt and concrete surfaces and dumping piles, construction refuse and other debris. It also appeared to be infilled as it rested over a metre above the wooded areas to the south and east. The grassed area and roughly 15 metres along the edge of the woodlot through which disturbance continued, was tested at a 10 to 15 metre interval in an effort to confirm extent of disturbance.

Some lands adjacent to the wetland areas along the eastern and southern boundaries were generally lower-lying and contained intermittent wet spots. The dry lands within these areas were also tested at a five metre interval.

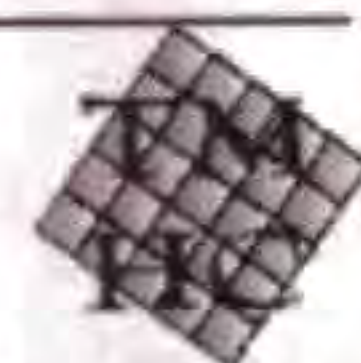
Nothing of archaeological significance was found during the course of our assessment. As such, Provincial concerns for cultural heritage have been fully addressed for this property.

#### **4.0 SUMMARY AND RECOMMENDATIONS**

A Stage 1 and 2 archaeological assessment was conducted for the 16.5 acre (6.7ha) property at 530 Tremblay Road in the City of Ottawa. Much of the property had been extensively disturbed by past and current land uses, as well as building construction. Other areas were found to be low-lying and wet or only partially disturbed. A test pit survey of the pristine and partially disturbed portions of the property did not result in the discovery of archaeological material. As such, the 530 Tremblay Road Property should be considered free of archaeological concern.

As typical archaeological assessment methods cannot guarantee the detection of deeply buried archaeological deposits, if these are identified during construction the Ministry of Culture should be notified immediately at (416) 314-7143. Upon the discovery of human remains during construction, the proponent should immediately contact a representative of Timmins Martelle Heritage Consultants, the Ministry of Culture as well as the Registrar of Cemeteries, Michael D'Mello, in the Cemeteries Regulation Unit of the Ministry of Consumer and Commercial Relations (416) 326-8392.

As archaeological concerns for the 530 Tremblay Road Property have been addressed, the Ministry of Culture is asked to review the recommendations presented in this report and issue a letter of clearance for the property. This correspondence should be forwarded to Frank Dieterman of the Ontario Realty Corporation and Holly Martelle of Timmins Martelle Heritage Consultants Inc.



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