Stage 1 and 2 Archaeological Assessment of Part of 1533 and 1541 St. Joseph Boulevard, Part of Lot 10, Concession 1, Ottawa Front, Former Township of Gloucester, County of Carleton, Now in the City of Ottawa

Original Report

Prepared for:

Sienna Senior Living

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Archaeological Licence: P449 (Bhardwaj)

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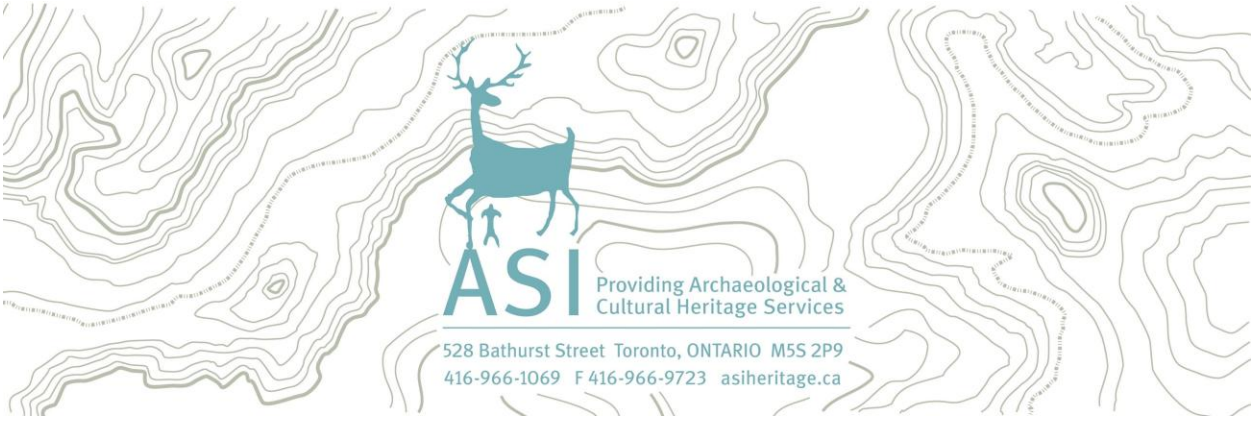

Executive Summary

Archaeological Services Inc. was contracted by Sienna Senior Living to undertake a Stage 1 and 2 Archaeological Assessment of Part of 1533 and 1541 St. Joseph Boulevard, Part of Lot 10, Concession 1, Ottawa Front, Former Township of Gloucester, County of Carleton, now in the City of Ottawa. The project area is approximately 1.9 hectares and comprises the plateau area at the top of bank subject to a site plan application.

The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the project area, along with nineteenth- and twentieth-century settlement trends. The guidance of the *Archaeological Resource Potential Mapping Study of the Regional Municipality of Ottawa-Carleton: Planning Report* (ASI and Geomatics International Inc., 1999) was also considered. This research led to the conclusion that the project area retained potential for the presence of Indigenous and Euro-Canadian archaeological resources.

The Stage 2 field assessment was conducted on June 11-12, 2025, by means of a test pit survey. Despite careful scrutiny, no archaeological resources were encountered. It is therefore recommended that the project area be considered clear of archaeological concern.

The balance of the property at 1533 and 1541 St. Joseph Boulevard was not included within the scope of this assessment. Should any future development or related impacts to this area be proposed, additional Stage 1 Archaeological Assessment of the lands to be impacted is required in accordance with the Ministry of Citizenship and Multiculturalism's 2011 *Standards and Guidelines for Consultant Archaeologists.*

Project Personnel

- **Senior Project Manager:** Jennifer Ley, Honours Bachelor of Arts (R376), Lead Archaeologist, Manager, Planning Assessment
- **Project Manager**: Emily Fitzpatrick, Master of Arts (R1092), Associate Archaeologist, Project Manager, Planning Assessment
- **Project Director**: Robb Bhardwaj (P449)
- **Project Administrators**: Amy Boonstra, Honours Bachelor of Arts, Project Administrator, Planning Assessment; Lauren Vince, Honours Bachelor of Arts (R1235), Associate Archaeologist, Project Administrator, Planning Assessment
- **Field Director**: Aleksandra Ksiezak, Doctor of Philosophy (R1399), Archaeologist, Field Director
- **Field Archaeologists**: Samuel Johnson; Anson Mackenzie-Bird; Tyler Lee, Honours Bachelor of Arts
- **Report Preparation**: Sarah-Jane Leipert, Doctor of Philosophy, Archaeologist, Technical Writer, Planning Assessment
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1.0 Project Context

Archaeological Services Inc. was contracted by Sienna Senior Living to undertake a Stage 1 and 2 Archaeological Assessment of Part of 1533 and 1541 St. Joseph Boulevard, Part of Lot 10, Concession 1, Ottawa Front, Former Township of Gloucester, County of Carleton, now in the City of Ottawa. The project area is approximately 1.7 hectares and is scoped to include only the area subject to the site plan application, located on the plateau south of the ridge (Figure 1).

1.1 Development Context

This assessment was conducted under the senior project management of Jennifer Ley (R376), the project management of Emily Fitzpatrick (R1092), and the project direction of Robb Bhardwaj (P449) under Ministry of Citizenship and Multiculturalism (hereafter "the Ministry") Project Information Form P449-0831-2025. All activities carried out during this assessment were completed as part of a Site Plan application, as required by the City of Ottawa and the *Planning Act* (Ministry of Municipal Affairs and Housing, 1990). All work was completed in accordance with the *Ontario Heritage Act* (Ministry of Culture, 1990; hereafter referred to as the Ministry) and the *Standards and Guidelines for Consultant Archaeologists* (Ministry of Tourism and Culture, 2011; now the Ministry).

The project is also completed in accordance with the *Archaeological Resource Potential Mapping Study of the Regional Municipality of Ottawa-Carleton: Planning Report* (ASI and Geomatics International Inc., 1999).

Permission to access the project area and to carry out all activities necessary for the completion of the assessment was granted by the proponent on April 25, 2025. Buried utility locates were obtained prior to the initiation of fieldwork.

1.2 Historical Context

1.2.1 Indigenous Land Use and Settlement

Current archaeological evidence indicates that eastern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately

13,000 years before present (B.P.) (Ferris, 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed (Edwards and Fritz, 1988) and populations now occupied less extensive territories (Ellis and Deller, 1990).

Deglaciation of the Ottawa region began sometime prior to 13,900 years B.P., after which the Champlain Sea inundated the area (Gadd, 1987). After 13,900 B.P., Ottawa was completely inundated by the Champlain Sea, with the result that nearly all of the till and outwash deposits were mantled by marine deposits or re-worked to some extent by wave action (Schut and Wilson, 1987:17). Sometime after 12,900 B.P., glacial retreat opened the North Bay outlet connecting the Great Lakes basin to the Ottawa Valley. This channelled both glacial meltwater and nonglacial drainage of the upper Great Lakes as well as meltwaters from glacial lakes Agassiz and Barlow into the Champlain Sea. Current evidence suggests that the Ottawa River was near its present position by around 8,800 B.P.

Between approximately 10,000-5,500 B.P., the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. By approximately 8,000 B.P., subsistence is believed to have shifted to an increased reliance on aquatic resources, likely anadromous fish (Wright, 2001:125). It is likely that contact existed between populations in north-central Ontario and those in southern Ontario (Wright, 2001:123). Such communication networks would certainly have extended into eastern Ontario. Lithic sites that likely date to the Late Palaeo or Early Archaic periods have been reported for the Ottawa Valley area (e.g. Kinickinick Heritage Consultants, 2005; Swayze and McGhee, 2011). Polished stone and native copper implements were being produced by approximately 8,000 B.P.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region.

Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence *et alia*, 1990: 136, 138). By approximately 2,000 B.P., evidence exists for small community-based satellite camps, focusing on the seasonal harvesting of resources (Spence *et alia*, 1990: 155, 164). By 1,500 B.P. there is macro botanical evidence for maize in southern Ontario. It is thought that, initially, maize only supplemented peoples' diets. There is earlier micro botanical (phytolith) evidence for maize in central New York State by 2,300 B.P. - it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch and Williamson, 2013:13–15). As is evident in detailed Anishinaabeg histories, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers, 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

Evidence for contact with populations in New York State and New England has been found at the Morrison's Island-2 site (BkGg-10) in the Ottawa Valley. The Morrison's Island-2 site provides evidence for elaborate burial customs (Spence et alia, 1990:140). The presence of red ochre at this site is specifically implicit of ceremonialism.

In southern Ontario, from the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Algonquian-speaking populations in central-eastern Ontario were in contact with Iroquoian-speaking peoples to the south. This is hinted at by some analogous material culture between the two groups during this time (Fox, 1990:183). Between approximately 1000-1300 Common Era (C.E.), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson, 1990:317). By 1300-1450 C.E., this episodic community dispersal was no longer practised and populations now communally occupied sites throughout the year (Dodd *et alia*, 1990:343). From 1450-1649 C.E. this process continued with the coalescence of these small villages into larger

communities (Birch and Williamson, 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed.

Algonquian-speaking groups were historically documented wintering with the Wendat, some who fled their territory on the shores of the St. Lawrence because of attacks from the Haudenosaunee (Thwaites, 1896-1901: 27: 37). Other Algonquian groups were recorded along the northern and eastern shores and islands of Lake Huron and Georgian Bay - the “Ouasouarini” [Chippewa], the “Outchougai” [Outchougai], the “Atchiligouan” [Achiligouan] near the mouth of the French River and north of Manitoulin Island the “Amikouai, or the nation of the Beaver” [Amikwa; Algonquian] and the “Oumisagai” [Missisauga; Chippewa] (Thwaites 1896-1901, 18:229, 231). At the end of the summer in 1670, Father Louys André began his mission work among the Mississagué, who were located on the banks of a river that empties into Lake Huron approximately 30 leagues from the Sault (Thwaites 1896-1901, 55:133-155).

Archaeological evidence in and around Gatineau and Ottawa speak to the existence of an extensive, continent-scale web of communications and trade spanning the last six millennia of pre-contact time, with the finding of materials and tools originating from areas such as Labrador, central Québec, the Hudson’s Bay area, the regions south and west of Lake Ontario, Georgian Bay, Lake Superior, Ohio and Illinois (Pilon & Boswell, 2015).

Historically, the main Algonquin bands included the Kichesipirini or "Big River people", with their main village on Morrison Island; the Waweskarini (literally wawashkesh irini or "deer people"), or the "Petite Nation des Algonquins", who lived along the rivers immediately west of Montreal; the Matouweskarini (“Madawaska people”), who lived in the Madawaska River region west of Ottawa; the Kinouchebiriiniouek (Kinozhe sipi iriniwag or “Pike river people”), who lived in the Bonnechere River watershed near Renfrew; and the Onontchataronon, or people of Iroquet, who lived south and east of Ottawa (Morrison, 2005:14–15).

The earliest recorded form of the name “Algonquin” is the name “Algoumequin” which dates to 1603. The name “Algonquain” appears in 1632 (Day and Trigger, 1978:797). The name “Algonquins” is now widely used by modern nations and

groups such as the Algonquins of Ontario. The Algonquins were primarily hunter-fishers. While this was of the utmost economic importance, protocol was strictly guided by Algonquin cosmology and understanding of the spiritualism in the natural world. Some Algonquins also practiced limited horticulture on lots cleared by slash-and-burn (Whiteduck, 2002). Control of the waterways was also an important facet of the Algonquin economy, as sovereignty and tolls were exacted for right-of-passage. Such tolls may be seen as comparable to modern day visas and/or tariffs and were important elements of the Algonquins' place and position in the geo-political world of the seventeenth century (Whiteduck 2002). The Algonquin were referred to by the seventeenth century French as "la petite Nation." This refers to a tradition that the Algonquins had previously (prior to the sixteenth century) constituted a much larger group which had been fragmented in a battle near Trois Rivières (Day and Trigger, 1978:794).

During the beginning of the second half of the seventeenth century, eastern Ontario was utilised by the Five Nations Iroquois as a hinterland for the fur trade (Trigger 1978: Figure 1e). They were pushed out of the Lake Ontario north-shore region, however, in the latter decade of the seventeenth century by Ojibwa bands moving south (Rogers 1978: 761). During this period, Ojibwa occupation of eastern Ontario is unclear, as the Upper Ottawa Valley continued to be used by the Algonquin for hunting and the Mattawa River was occupied by settled groups through the eighteenth and nineteenth centuries (Day and Trigger 1978: 795). During the last quarter of the seventeenth century, Algonquins were reported at numerous locations within the French sphere of influence. Following the negotiation of a peace settlement in 1701 between the Haudenosaunee, numerous other First Nations, and New France, many Anishinaabeg people resumed their seasonal rounds in the lands surrounding the Kichi Zibi (Ottawa River).

The extirpation of the vast majority of wildlife from eastern Ontario by the logging industry, which crippled the hunting-based economy of the Algonquins, gave rise to a concern for resource conservation among the Algonquin (Whiteduck 2002). Factors such as urban development, private property restrictions, and pollution limited opportunities for engaging with ancestral lands and cultural teachings.

In 1783, the British government purchased parts of eastern Ontario from Mynass, a Mississauga chief, without consultation with the Algonquin in the lower Ottawa Valley. Despite this, Algonquin warriors fought beside the British during the War of 1812 (1812-14) and helped defeat the Americans at the Battle of Chateauguay. Their reward for this service was the continued loss of their land to individual land sales and encroachment by United Empire Loyalists and British immigrants moving into the Ottawa Valley. In 1822, the British were able to induce the Mississauga near Kingston on Lake Ontario to sell most of what remained of the traditional Algonquin land in the Ottawa Valley, again without consultation with the Algonquin who had never surrendered their claim to the area (Algonquins of Ontario, 2013b).

Land records dating from 1824 indicate numerous Indigenous people who continued to live along waterways in the Mississippi, Madawaska, and Rideau watersheds (Huitema, n.d.:32). By the mid-nineteenth century, Algonquin and Nipissing bands were forced to petition the government for the creation of reserve lands within their traditional territories of the Ottawa Valley due to the wave of settlement, however most were not successful. Some grants were even revoked to support the growing lumber industry (Algonquins of Ontario, 2013c).

The Kichespirini were the most powerful of the Algonquin Nations during the sixteenth century and the most commercially oriented. The Kichespirini used their position on Morrison's Island to control traffic along the Ottawa River. The Algonquins had largely dispersed from the Ottawa Valley and its tributaries between 1650 and 1675 though they did not completely abandon the area but withdrew to interior locations. The Kichespirini are recorded, however, to have held their position on Morrison's Island in 1650 with a force of 400 warriors (Day and Trigger, 1978).

Due to its strategic location and abundant resources, the confluence of the Ottawa, Gatineau, and Rideau Rivers has been a hub for people gathering for millennia. Likely this area was a place for seasonal camps and a place of passage (Pilon and Boswell, 2015, p. 273).

1.2.2 Treaties and Traditional Territories

The project area is within the traditional territory of the Algonquin peoples, especially the historic Kichespirini (Big River people) nation who were based at Allumette Island and nearby Morrison's Island when encountered by French explorers in the early seventeenth century. Today it lies within unceded Algonquin traditional territory, an area subject to a land claim initiated by the Algonquins of Pikwakanagan First Nation in 1983 and currently being negotiated with Canada and Ontario by the Algonquins of Ontario (AOO).

There are presently 10 federally recognized Algonquin communities, and the Wahgoshig, Matachewan and Temagami are of at least partially Algonquin descent (Morrison, 2005:1). Today, Algonquins continue to live on the Ottawa River and its tributaries, though the only Algonquin reserve community in Ontario is at Golden Lake (Pikwakanagan). Numerous families live in communities with non-Algonquins in Bancroft, Ardoch, Bonnechere, Sharbot Lake, Antoine, Mattawa/North Bay, Ottawa and Whitney (Algonquins of Ontario, 2013b).

The project area is also within the traditional territory of the Michi Saagiig and Chippewa Nations, collectively known as the Williams Treaties First Nations, including the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation (Williams Treaties First Nations, 2017).

Crawford's Purchases

Crawford's Purchases of 1783 and 1784 are controversial agreements between the Crown and the Mississauga for land along the north shore of Eastern Lake Ontario and the St. Lawrence River from the Trent River to Jones Creek near Brockville, including Prince Edward County (Ministry of Indigenous Affairs and First Nations Economic Reconciliation, 2025). The purchase was designed to provide land for displaced Loyalists who fought for the British during the American Revolution. As compensation for the loss of homelands south of Lake Ontario and for their allegiance to Britain, the Crown granted the Haudenosaunee

lands along the north shore of the lake. These lands have been reduced over the years and it is now known as Tyendinaga Mohawk Territory (Boileau, 2020).

The territory covered by the Crawford Purchases includes the counties of Prince Edward, Hastings, Lennox and Addington, Frontenac, Leeds, Greenville, Stormont, Dundas and Glengarry, and the modern towns of Belleville, Kingston, Brockville and Cornwall. This purchase opened 29 new townships for the settlement of United Empire Loyalists (Surtees, 1984:24–25).

Superintendent General of Indian Affairs Sir John Johnson assigned Captain William Redford Crawford to conduct the negotiations. Chief Mynass, a Mississauga chief living near Kanesatake, was among the Indigenous representatives and the British claimed that he had control the lands from the St. Lawrence River to the Ottawa River, which were subsequently ceded to the Crown during the negotiations (Boileau, 2020). No representatives from the Algonquin were present at the negotiations. The Algonquins were not consulted about the Crawford's Purchases and Williams Treaties and are not signatory to either treaty.

On October 9, 1783, Crawford noted he bought "all the lands from the Toniata or Onagara River [Jones Creek near Brockville] to a river [Trent River] in the Bay of Quinte…including all the Islands," and extending back from the lake "as far as a man can travel in a day" for goods "that all the families belonging to them shall be clothed and that those that have not fusees [flintlock muskets] shall receive new ones, some powder and ball for their winter hunting, as much coarse red cloth as will make about a dozen coats and as many laced hats" (Boileau, 2020). This was not a formal treaty, and no surviving copies to a deed for transfer exist. Ongoing British obligations characteristic of a treaty such as annual payments or gifts were not included in this agreement (Boileau, 2020).

Williams Treaties

To clarify this, in October and November of 1923, the governments of Canada and Ontario, chaired by A.S. Williams, signed treaties with the Chippewa and Michi Saagiig for three large tracts of land in central Ontario and the northern shore of Lake Ontario, the last substantial portion of land in southern Ontario that had not

yet been ceded to the government (Crown-Indigenous Relations and Northern Affairs, 2013).

This treaty was subsequently included as part of the Williams Treaties in October and November of 1923. The Williams Treaties were signed on October 31 and November 15, 1923, by representatives of the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation. The purpose of the treaties was to address lands that had not been surrendered through previous treaties and no negotiations preceded the signing of the Williams Treaties in 1923, with a commission established by the Federal and Provincial governments led by Treaty Commissioner A. S. Williams.

Through the Williams Treaties, the Crown received three tracts of land occupying approximately 52,000 square kilometres of land. The territory covered by the Williams Treaties stretched from the northern shore of Lake Ontario between Trent River and the Don River to Lake Simcoe and the eastern shore of Georgian Bay to the French River and Lake Nipissing and was bounded to the north and east by the Ottawa River. Specifically, the Williams Treaties include lands originally covered by the John Collins Purchase (1785), the Johnson-Butler Purchase (1787), the Rice Lake Purchase (Treaty #20 – 1818), and the Robinson-Huron Treaty (Treaty #61 – 1850). In exchange, the signing nations received a one-time payment of $25 for each band member as well as $233,425.00 to be divided amongst the four Mississauga nations and $233,375.00 to be divided amongst the three Chippewa nations. However, records of the acquisition were not clear on the extent of lands agreed upon (Surtees, 1984:37–45).

Additionally, the seven signatory nations claimed that the original terms of the treaty were not honoured when it was written by the Crown, which included the right to fish and hunt within the treaty lands and did not include the islands along the Trent River (Surtees, 1986; Williams Treaties First Nations, 2017). In 1992, the seven Williams Treaties First Nations filed a lawsuit against the federal government — *Alderville Indian Band et al. v. Her Majesty the Queen et al.* — seeking compensation for the 1923 land surrenders and harvesting rights. This case went to trial in 2012 and in September 2018 the Federal and Provincial

governments announced that they had successfully reached a settlement with the seven member nations. The settlement includes financial compensation of $1.11 billion to be divided amongst the nations as well as an entitlement for each First Nation to add up to 11,000 acres to their reserve lands and the recognition by the Crown of the First Nations' Treaty rights to harvest on Crown lands within the treaty territories (Government of Canada, 2018).

Algonquins of Ontario Land Claim

Although the land in question was occupied by Algonquin people, they were not included in the negotiations for either Crawford's Purchases or the Williams Treaties (Huitema, n.d.). The Algonquin presented a formal challenge in 1836, however no action was taken to recognize the treaty lands as within their traditional territory (Aboriginal Affairs and Northern Development Canada, 2016; ASI and Geomatics International Inc., 1999; Hessel, 1987:69; Walker and Walker, 1968:7).

The Algonquins of Ontario (A.O.O.) assert that they have Aboriginal rights and title that have never been extinguished and have continuing ownership of the Ontario portions of the Ottawa and Mattawa River watersheds and their natural resources. In 2016, an agreement-in-principle was ratified, including a transfer of $300 million to the A.O.O. and approximately 48,000 hectares to Algonquin ownership. The Algonquin claim is one of the largest in Canadian history (Algonquins of Ontario, 2013d, 2013a; Indigenous and Northern Affairs Canada, 2016). The Province of Ontario, the Government of Canada and the Algonquins of Ontario are currently engaged in the final stage of treaty negotiations (Ministry of Indigenous Affairs, 2024).

1.2.3 Post Contact Settlement

City of Ottawa

In the summer of 1613, Samuel de Champlain travelled up the Ottawa River and recorded his encounters with the Anishinaabeg people. Champlain was soon followed by other French explorers and eventually fur traders. As the Ottawa River offered the shortest waterway route to the Great Lakes and beyond, the

river quickly became the gateway to expanding the European fur trade economies.

Settlement in the Ottawa area was not actively encouraged by the colonial government until the late eighteenth century. With the end of the American Revolutionary war in 1783, an exodus of Loyalists and disbanded soldiers moving north across the St. Lawrence required the acquisition and settling of new lands. In response, the British Government sought to obtain the rights to lands in eastern Ontario by negotiating treaties with local Indigenous groups.

In 1826, Lieutenant-Colonel John By of the Royal Engineers arrived to begin work on the Rideau Canal with orders from the British government to allow them to circumvent the St. Lawrence Seaway. Construction was completed in 1832. Concerns over the safety of navigating the St. Lawrence River which ran along the American border, as well as the region's rich supply of white pine, made this location strategically viable for the British and set up a base camp on lands known today as Parliament Hill (then known as Barrack Hill). The village of Byville, later changed to Bytown, was established on either side of the canal – Lowertown to the east and Uppertown to the west, with Barrack Hill and what is now known as Major's Hill Park and Kìwekì Point further creating a buffer between the two communities. In the late 1830s, it was announced that Bytown would become the capital of a new district.

Sterling's wharf, a quay on the Ottawa River, was built adjacent to the lock entrance as a landing point for people and supplies, and steady traffic eventually wore a road into the cliff up to the intersection of Sussex and St. Patrick streets. A steam ferry provided access between Ottawa and Hull in Québec.

The first local saw mills were established during the late 1840s and the industry flourished from 1850 to 1900, with lumber production peaking in 1896. By 1900, a declining and inferior supply of logs, the economic depression of the early 1890s, and the great fire of 1900, led to a gradual decline of the lumber industry in the area. A very large lumber yard once covered almost the entire surface of Jacques Cartier Park and in the early twentieth century extended to the Lac Leamy watershed. The sand deposits that were once located in the embayment immediately adjacent to Hull Landing were mined extensively throughout the

nineteenth century for various construction projects including the building of the union Suspension Bridge and the Parliament Buildings, among others.

Geographic Township of Gloucester

The Township of Gloucester is named after William Frederick, the second Duke of Gloucester and nephew of George III. Gloucester was the second township in Carleton County to be settled, after Bradish Billing arrived from New England in 1809. In 1814, Billing, with the help of settlers William Blakely, Elkanah Stowell and Williams Marr, built a barn, the first frame building in the township. It was not until 1819 that more permanent settlement happened in the township.

The development of Bytown (now Ottawa) on the opposite side of the Rideau River from the township led to the construction of Billing's Bridge to cross it in 1829, giving rise to a community of the same name. The construction of more bridges in subsequent years would downgrade the importance of Billing's Bridge as the sole gateway to Gloucester.

Settlement in the township increased rapidly after completion of the Rideau Canal in 1832. The first town meeting occurred that same year in the house of John Cunningham. The first township hall was erected in 1874 at Billings Bridge. Settlers continued to arrive in large numbers as industries developed and transportation improved such as the first public road constructed in 1837 and the first railway, the Bytown and Prescott which went into operation in 1854. By 1879 Gloucester became the most populous township in the county with 7,815 inhabitants.

The late nineteenth century saw the development of Carlsbad Springs as a popular holiday place. The mineral waters were rumoured to have been recommended to Jacque Cartier and his crew by Indigenous chief "Donnaconna". The resort lasted from the 1860s to the early 1900s and it featured the Dominion Trotting Park which was a steeple chase course built in the 1880s. The course was very popular as an attraction and it benefited greatly from the opening of the Canada Atlantic Railway in 1883.

Village of Orléans

Orléans is a suburban community in Ottawa and was first settled in the early nineteenth century by mostly francophone colonists, including the Dupuis, Besserer, Major, Duford and Vézina families. Some early settlers also comprised anglophone families, including the Kennys and the McNeelys (Société franco-ontarienne du patrimoine et de l'histoire d'Orléans, 2017). The Kennys, originating from Ireland, established a farmstead in 1860 adjacent to the current project area in 1860 (Société franco-ontarienne du patrimoine et de l'histoire d'Orléans, 2016).

The first plan for the settlement was registered by Luc Major and covered parts of Lots 1 and 2, Concession 1, Ottawa Front, in the Township of Gloucester (Société franco-ontarienne du patrimoine et de l'histoire d'Orléans, 2017). Lot 1 abutted the township and county line (now Chaplain Street) at the border with the Township of Cumberland immediately to the east (Belden, 1879). In 1859, François Dupuis registered his plan in Lot 3, extending the village to the west (Société franco-ontarienne du patrimoine et de l'histoire d'Orléans, 2017). The main settlement road, which traversed the centre of the village from east to west, was Ottawa Street (now St. Joseph Boulevard).

The settlement was originally known as St-Joseph-d' Orléans, and later as "St. Joseph," and then "Orléans", likely chosen in 1860 by postmaster Jean Théodore Besserer, after "'Île d'Orléans" near Québec City (Rayburn, 2002:57). A post office in Orléans is recorded on 1863 historical mapping, depicted on the north side of then Ottawa Street, alongside a schoolhouse (Gray, 1863) (Figure 2). However, the *Illustrated Historical Atlas of the County of Carleton* depicts the settlement as "Village of St. Joseph" (Belden, 1879) (Figure 3).

In 1922, when a new church was erected, Orléans attained Police Village status. Ottawa Street was renamed St. Joseph Boulevard in 1957 (Société franco-ontarienne du patrimoine et de l'histoire d'Orléans, 2017). In 1960, a request to have the village incorporated was rejected. By 1969, the Regional Municipality of Ottawa-Carlton was established, incorporating the townships of Gloucester and Cumberland. By 1974, the Municipality abolished the Police Village status. In

2001, Orléans was amalgamated into the City of Ottawa (Société franco-ontarienne du patrimoine et de l'histoire d'Orléans, 2017).

The Canadian Northern Railway Company

The Canadian Northern Railway Company had its origins in the creation of the Lake Manitoba Railway and Canal Company, incorporated in 1889 with the aim of constructing a series of portage prairie lines throughout the central portion of the Province of Manitoba to compete with the Canadian Pacific Railway (Hughes, 1998). The company was purchased by Sir William Mackenzie and Sir Donald Mann in 1895. By 1899, the railway received federal charter and was subsequently developed and expanded, largely by acquiring railway lines from provincial governments (Elliot, 2024).

The construction of the Grand Trunk Pacific and the National Transcontinental Railways in the first decade of the twentieth century provided competition, which resulted in the Canadian Northern Railway planning to build its own eastern and Pacific lines. By 1912, financing the railway became increasingly difficult. In 1913, the federal government provided subsidy assistance and acquired stock, and by 1914, the federal government owned 40% of the railway, rising to 60% in 1917 (Elliot, 2024). The railway was nationalized in 1918, becoming the Canadian National Railway. During the Second World War, the Canadian Northern Railway branch from Ottawa to Hawkesbury was abandoned, and the railway was eventually dismantled (Elliot, 2024).

1.2.4 Review of Map Sources

A review of nineteenth- and early twentieth-century mapping was completed to determine if these sources depict any nineteenth-century Euro-Canadian settlement features that may represent potential historical archaeological sites within or adjacent to the project area. Historical map sources are used to reconstruct/predict the location of former features within the modern landscape by cross-referencing points between the various sources and then georeferencing them in order to provide the most accurate determination of the location of any property from historical mapping sources. The results can be imprecise (or even contradictory) because sources of error, such as the vagaries of map production,

differences in scale or resolution, and distortions caused by the reproduction of the sources, introduce error into the process. The impacts of this error are dependent on the size of the feature in question, the constancy of reference points on mapping, the distances between them, and the consistency with which both are depicted on historical mapping.

In addition, not all settlement features were depicted systematically in the compilation of these historical map sources, given that they were financed by subscription, and subscribers were given preference with regards to the level of detail provided. Thus, not every feature of interest from the perspective of archaeological resource management would have been within the scope of these sources.

On the 1863 *Map of the County of Carleton Canada West, from Surveys under the Direction of H.F. Walling* (Gray, 1863) (Figure 2), the project area is located within Lot 10, Concession 1, Ottawa Front (also known as on Ottawa River). Lot 10 is indicated as under the ownership of both P. Barns and J. Kenney (Kenny). The project area fronts Ottawa Street (now St. Joseph Boulevard), an east-west settlement road intersecting the southern part of Concession 1, Ottawa Front. Although no structures are depicted within the project area, both owners have residences within Lot 10: the Barns house is depicted on the south (opposite) side of Ottawa Street, approximately 45 metres south of the project area, while Kenny's residence is located approximately 50 metres to the west. The Village of Orléans is depicted east of the project area fronting Ottawa Street, and includes a schoolhouse and a post office. No watercourses are depicted within or in the immediate vicinity of the project area.

On the 1879 *Illustrated Historical Atlas of the County of Carleton* (Belden, 1879) (Figure 3) Lot 10, Concession 1, Ottawa Front, is now illustrated as subdivided. The project area overlays two parcels fronting former Ottawa Street, now a toll road. The west parcel remains within the ownership of the Kenny family, whose farmstead is prominently illustrated immediately to the west of the project area. The majority of the project area overlays the east parcel, under the ownership of W.R. Bell, a physician and surgeon from England who served as medical officer aboard the *Lady Franklin*, one of many ships sent to search for Sir John Franklin

and his expedition. Although Dr. Bell owned three parcels nearby, his residence was located in Ottawa's New Edinburgh neighbourhood (Beechwood Funeral, Cemetery and Cremation Services, 2023). An additional residence is also illustrated approximately 25 metres to the east in the adjacent lot. No structures are depicted within the project area, and no watercourses are depicted within or in its immediate vicinity.

Early topographic mapping was also reviewed for the presence of potential historical features. Land features such as waterways, wetlands, woodlots, and elevation are clearly illustrated on this series of mapping, along with roads and structure locations. On the 1906 Ottawa Topographic Sheet (Department of Militia and Defence, 1906) (Figure 4), the project area is located within a cleared area between the Montreal Road (formerly the Ottawa Road), still a toll road, to the south and a steep slope to the north. Two wooden buildings are depicted within the immediate vicinity of the project area: the Kenny farm to the west, and a school to the east. A north-south trackway, originating at a brick residence on the opposite (south) side of the road traverses the east side of the project area. The Canadian Northern Railway corridor is illustrated approximately 125 metres north of the project area. The closest watercourse is a tributary of Green Creek, illustrated approximately 50 metres to the south on the other side of the road. No structures or watercourses are illustrated within the project area. Contour lines within the project area and across the topographic mapping indicate an elevation of between approximately 200 to 250 feet (60-76 metres) above sea level.

1.2.5 Review of Aerial Imagery

In order to further understand the previous land use of the project area, twentieth century aerial imagery and twenty-first century satellite imagery was reviewed (Google Earth Pro, 2025; Ottawa Riverkeeper, 2020)(Figure 5).

Aerial imagery dated to 1958 shows the project area is located on a plateau at the edge of a ridge within a rural landscape (Ottawa Riverkeeper, 2020). The top of bank boundary delineates the extent of farms and developed land on the north frontage of St. Joseph Boulevard. Extensive groundworks are evident within the western half of the project area. The remnants of an agricultural field are shown to the east of the construction area. The trackway illustrated on topographic

mapping is visible, traversing the eastern part of the project area. The now abandoned former Canadian National Railway track remains visible to the northwest.

In the 2003 imagery, the there is a T-shaped building occupying the western half of the project area at 1533 St. Joseph Boulevard. The building features two paved access driveways and a radial parking lot. The former agricultural lands east of the building are now overgrown with trees and scrub vegetation. St. Joseph Boulevard has been expanded to a four-way divided road with a central grassed median.

By 2008, the building in the southwest has been demolished, and a much larger building at 1541 St. Joseph Boulevard occupies the central/eastern portions of the project area. Extensive grading, soil stockpiling, and ground disturbance is visible throughout the western half. Construction for the alignments of new driveways and parking areas is also underway. In the easternmost part of the project area, the trees have been cleared to make way for a paved parking lot fronting St. Joseph Boulevard.

1.2.6 Review of LiDAR Imagery

In order to further understand the physiography of the project area, Light Detection and Ranging (LiDAR) imagery was also reviewed. LiDAR is a method of remote sensing used to measure the surface of the earth. LiDAR employs an active light sensor, in the form of a pulsed laser, to measure ranges between the LiDAR receiver and targeted surface. This is done by measuring the time and intensity of the reflected light. The LiDAR data presented in this report, was obtained from the publicly accessible Ontario Geo Hub Open Data Portal (Ministry of Natural Resources and Forestry and Land Information Ontario, 2024).

Modern topographic and LiDAR data available for the project area, as presented in Figure 6, alongside available physiographic data (see Section 1.3.3), indicates the project area is part of a bedrock escarpment, which steeply slopes downwards beyond the northern limit. The LiDAR and topographic data indicate an elevation of 81 metres above sea level on the highest level at the south side to between 71-73 metres at the lowest level on the north side as it meets the escarpment. Past

the northern limit of the project area, there is a steep declivity, reaching approximately 56 metres above sea level at the bottom of the slope. A uniform linear ridge, representing the continuation of a former trackway originating on the south side of St. Joseph Boulevard and continuing northward beyond the project area limits, is also indicated by LiDAR data (Figure 6).

1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the project area, its environment characteristics (including drainage, soils, surficial geology, topography), and current land use and field conditions.

1.3.1 Registered Archaeological Sites

In order that an inventory of archaeological resources could be compiled for the project area, three sources of information were consulted: the site record forms for registered sites housed at the Ministry, published and unpublished documentary sources, and the files of Archaeological Services Inc.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database, which is maintained by the Ministry. This database contains archaeological sites registered within the Borden system. The Borden system was first proposed by Dr. Charles E. Borden and is based on a block of latitude and longitude. Each Borden block measures approximately 13 kilometres east-west by 18.5 kilometres north-south and is referenced by a four-letter designator. Sites within a block are numbered sequentially as they are found. The project area is located within the BiFv Borden block.

No archaeological sites have been registered within a one-kilometre radius of the project area (Ministry of Citizenship and Multiculturalism, 2025: accessed May 29, 2025). The paucity of documented archaeological sites in the general vicinity of the project area is likely related to the lack of archaeological investigation of the area due to its current rural/agricultural land use, and should not be taken as an indicator of any lack of Indigenous or Euro-Canadian land use or occupation.

1.3.2 Previous Assessments

During the course of the background research, it was determined that no previous archaeological assessments have been conducted on nor within 50 metres of the project area.

1.3.3 Physiography

The project area is located on the former seabed of the Champlain Sea, an inland arm of the Atlantic Ocean reaching as far as modern-day Kingston and Pembroke. The Champlain Sea formed at approximately 13,000 B.P. when an ice barrier at modern day Québec City melted, and the inland glacial Lake Candona was flooded by the Goldthwait Sea. The Champlain Sea persisted until approximately 10,600 B.P. when, due to isostatic rebound of the continent, it receded to the modern Lake Champlain and the extinct Lampsilis Lake (Pintal, 2012:221; Robinson, 2012:197). The geography of the Champlain Sea strand is difficult to determine precisely. The sea levels in Québec have been reconstructed at approximately 175 metres above sea level (Karrow, 2006), however, in parts of New York and Vermont, the Champlain Sea strands have been documented at elevations of approximately 91 metres above sea level (D. H. Chapman, 1937; J. A. Rayburn, 2004) and 107 m above sea level (Springston and DeSimone, 2007).

The project area is located in the Ottawa Valley Clay Plains physiographic region of southern Ontario. The Ottawa Valley Clay Plains between Pembroke and Hawkesbury consist of clay plains interrupted by ridges of rock or sand (Chapman and Putnam, 1984). The region divides into two parts, above and below Ottawa, with each section having its own distinctive traits. The Ontario side of the valley is characterized by a broad valley with the Laurentian uplands rising on both sides (Chapman and Putnam, 1984).

Surficial geology for the north and east portion of the project area is mapped as part of a Paleozoic bedrock escarpment, correlating with the steep slope evidenced on aerial, satellite, and LiDAR imagery (Figures 5-6). Surficial geology for the balance of the project area is mapped as stone-poor, sandy silt to silty sand-textured till on Paleozoic terrain (Ontario Geological Survey, 2025).

The project area is within the Ottawa River watershed, a Canadian Heritage River, also known as Kichi Zibi or la Rivière des Outaouais. The Algonquin have been stewards of the Ottawa Valley since their ancient oral history records their stories of creation in the territories and waterways of the land. The territories of the Algonquin Anishinaabeg Nation cover the entire Kichi Zibi watershed from the headwaters to the St. Lawrence River. Prior to contact with Europeans, political boundaries such as the Ontario-Québec border, were nonexistent. The entire territory was inhabited by the Algonquin Anishinaabeg Nation and they remain the host Indigenous nation in the National Capital Region (Fotenn, 2021). It is understood that the Kichi Zibi watershed was used as a key transportation and trading route throughout the homelands of the Algonquin Anishinaabeg. It featured prominently during seasonal rounds when kinship networks and extended families would gather in the present-day National Capital Region, usually for harvesting in the summer months (ERA, 2023). The Pasapkedjiwanong Zibi (Rideau River) connected the Anishinaabeg with the homeland of other Indigenous peoples, such as the Onondaga, while the Tenagadin Zibi (Gatineau River) stretched into the ancestral land of the Anishinaabeg people (Centrus, 2021).

1.3.4 Existing Conditions

The field assessment was conducted on June 11-12, 2025, which began with a review of the physical features of the subject property. The project area is approximately 1.7 hectares and is located on a plateau, beyond which the landscape slopes steeply downward. The project area comprises the site of a long-term care centre at 1541 St. Joseph Boulevard. The complex features four paved access driveways, paved parking lots, and maintained greenspace (Figure 7). The project area is bound by St. Joseph Boulevard to the south, a farm and agricultural land to the west, a wooded escarpment to the north, and a woodlot to the east.

1.3.5 Review of Archaeological Potential

The *Standards*, Section 1.3.1 stipulates that undisturbed lands within 300 metres of primary water sources (lakes, rivers, streams, creeks), secondary water sources (intermittent streams and creeks, springs, marshes, swamps), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel

beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches), and accessible and inaccessible shorelines (bluffs, swamps or marsh fields by the edge of a lake, sandbars stretching into marsh) are considered, at a generic level, to exhibit archaeological potential. Historically, the project area was located within 300 metres of a watercourse (a tributary of Green's Creek).

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south-central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most common variables used for predictive modelling of site location.

The generic distance to water potential model has been refined for the A*rchaeological Resource Potential Mapping Study of the Regional Municipality of Ottawa-Carleton: Planning Report* (ASI and Geomatics International Inc., 1999). According to the modelling criteria, lands within 300 metres of two-line rivers and watercourses with mapped floodplains, wetlands on imperfectly and/or well drained soils, and lands within 200 metres of single-line watercourses on imperfectly and/or well-drained soils have potential for the presence of archaeological sites. Similarly, lands within 300 metres of abandoned Ottawa or Rideau River terrace scarps, or within 200 metres of single-line watercourses have potential for the presence of archaeological sites. A buffer of 100 metres has also been defined around registered and unregistered Indigenous sites.

The Algonquins of Ontario state that archaeological sites within the Algonquin Traditional Territory typically have a minimal archaeological footprint. Since eastern Ontario was characterized by glacial lakes and/or inland seas, paleo-shorelines and associated archaeological sites are often located further inland from modern shorelines.

Other geographic characteristics that can indicate pre-contact archaeological potential include elevated topography (eskers, drumlins, large knolls, plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, and distinctive land formations that might have been special or spiritual

places for Indigenous populations, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use by Indigenous peoples, such as burials, structures, offerings, and rock paintings or carvings. Resource areas, including food or medicinal plants (migratory routes, spawning areas, prairie) and scarce raw materials (quartz, copper, ochre, or outcrops of chert), are also considered characteristics that indicate pre-contact archaeological potential. The project area is located upon a Paleozoic bedrock escarpment.

For the post-contact period, Section 1.3.1 of the *Standards* stipulates those areas of early Euro-Canadian settlement, including places of early military or pioneer settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries, are considered to have archaeological potential. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage plaques. Also considered to have archaeological potential are early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario Heritage Act* or a federal, provincial, or municipal historical landmark or site, and properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations.

The majority of early nineteenth-century farmsteads, which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth-century maps, are likely to be captured by the basic proximity to water model, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses. Accordingly, the Standards considers undisturbed lands within 100 metres of early historical transportation routes to have potential for the presence of Euro-Canadian archaeological sites.

The *Archaeological Resource Potential Mapping Study of the Regional Municipality of Ottawa-Carleton: Planning Report* (ASI and Geomatics

International Inc., 1999) considers a similar suite of criteria or indicators. There is potential for historical sites within the entire City of Ottawa historic core, on lands within 100 metres of historic schools, churches, commercial buildings, mills, manufacturers, lime kilns, quarries and mines, on lands within 100 metres of early settlement roads, and on lands within 50 metres of early railways. The management plan also defines potential buffers of 100 metres around registered archaeological sites.

The majority of early nineteenth-century farmsteads, which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth-century maps, are likely to be captured by the basic proximity to water model, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses. Accordingly, the *Standards* considers undisturbed lands within 100 metres of early settlement roads or railroads to have potential for the presence of Euro-Canadian archaeological sites.

The National Capital Commission Kenny Farm is listed as a heritage site by the Société franco-ontarienne du patrimoine et de l'histoire d'Orléans (National Capital Commission, 2008; Société franco-ontarienne du patrimoine et de l'histoire d'Orléans, 2016).

Given the proximity of a watercourse on historical topographic mapping, the steep ridge and plateau, the Euro-Canadian settlement / toll road, and the houses illustrated on nineteenth-century mapping in the immediate vicinity of the property, there is potential for encountering both Indigenous and Euro-Canadian archaeological resources in the project area.

2.0 Field Methods

The Stage 2 field assessment was conducted in order to inventory, identify, and describe any archaeological resources extant within the project area prior to development. All fieldwork was conducted under the field direction of Aleksandra Ksiezak (R1399) and was carried out in accordance with the *Standards*. The

weather conditions were appropriate for the completion of fieldwork, permitting good visibility of the land features.

Representative photographs documenting the field conditions during the Stage 2 fieldwork are presented in Section 8.0 of this report, and photo locations and field observations have been compiled on project mapping (Images 1-15; Figures 8 and 9). Field observations and photographs were recorded with a Trimble Catalyst Global Navigation Satellite System receiver using World Geodetic System 1984.

2.1 Areas of No Potential

The assessment was initiated by conducting a visual inspection across all portions of the project area. During this review, approximately 67% of the project area was found to be previously disturbed (Figures 8 and 9). These disturbances comprise the structural footprint of the extant long term care facility, several paved driveways and parking areas, hardscaped walkways, compacted gravel surfaces, buried utilities, drainage features, and piles of displaced soil and demolition debris (Images 1-11; Figures 8 and 9). In accordance with the *Standards*, Section 1.3.2, and Section 2.1, *Standard* 2b, these areas of land disturbance do not retain archaeological potential due to previous deep and extensive ground-moving and grading activities.

Additionally, approximately 6% of the project area featured terrain with a natural slope exceeding 20 degrees, specifically along the northern limit of the project area (Image 12; Figures 11 and 12). In accordance with the *Standards*, Section 2.1, *Standard* 2a.i.i.i, these sloped areas do not require further archaeological assessment.

Overall, approximately 73% of the project area did not retain archaeological potential.

2.2 Test Pit Survey

The balance of the project area (approximately 27%) comprises maintained greenspace and treed areas (Images 3, 9 and 13; Figure 8). In accordance with the *Standards*, Section 2.1.2, areas with closed surface visibility were assessed by

means of a test pit survey initiated at five metre intervals. As per Section 2.1.8, Standard 2, the survey was increased from five metre intervals to judgmental intervals when disturbance was encountered (Image 13). Test pits were hand excavated at least five centimetres into the subsoil when possible and all soil was screened through six-millimetre mesh to facilitate artifact recovery. Test pits were examined for stratigraphy, cultural features, and evidence of fill. All test pits were at least 30 centimetres in diameter and excavated within one metre of all structures and/or disturbances, where possible. Upon completion, all test pits were backfilled.

Due to the previous extensive construction, demolition, and ground-moving activity, disturbed test pit profiles were consistently observed throughout the project area. Test pit profiles in the majority of the project area comprised approximately 21 centimetres of a very dark greyish brown (10YR 3/2) silty loam fill, overlying approximately 35 centimetres of a brown (10YR 4/3) clayey silt fill, overlying a very dark brown (10YR 2/2) loose silt loam fill to the limit of excavation (1.2 metres below grade) (Image 14). Subsoil (B-horizon) was not encountered in these areas. Shallow test pits were observed within the parts of the north and west portions of the project area where exposed compact rubble and dense gravel was encountered immediately under the surface (Image 15).

3.0 Record of Finds

Despite careful scrutiny, no archaeological resources were found during the Stage 2 field assessment. Written field notes, annotated field maps, Global Positioning System logs, and other data related to the archaeological assessment of the project area are located at Archaeological Services Inc.

The documentation and materials related to this project will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to His Majesty the King in right of Ontario, or other public institution, can be made to the satisfaction of the project owner(s), the Ontario Ministry of Citizenship and Multiculturalism, and any other legitimate interest groups.

4.0 Analysis and Conclusions

Archaeological Services Inc. was contracted by Sienna Senior Living to undertake a Stage 1 and 2 Archaeological Assessment of Part of 1533 and 1541 St. Joseph Boulevard, Part of Lot 10, Concession 1, Ottawa Front, Former Township of Gloucester, County of Carleton, now in the City of Ottawa. The project area encompasses approximately 1.7 hectares.

The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the project area, along with nineteenth- and twentieth-century settlement trends. The guidance of the *Archaeological Resource Potential Mapping Study of the Regional Municipality of Ottawa-Carleton: Planning Report* (ASI and Geomatics International Inc., 1999) was also considered. This research led to the conclusion that the project area retained potential for the presence of Indigenous and Euro-Canadian archaeological resources.

The Stage 2 field assessment was conducted by means of a test pit survey in all areas deemed to have archaeological potential. Despite careful scrutiny, no archaeological resources were encountered during the course of the survey.

5.0 Recommendations

In light of these results, and in accordance with the 2011 *Standards and Guidelines for Consultant Archaeologists*, the following recommendations are made:

1. No further archaeological assessment of the project area is required.
2. The balance of the properties at 1533 and 1541 St. Joseph Boulevard were not assessed as part of this study. As such, these areas may retain archaeological potential. Should any development or related impacts to the unassessed portions, as shown on Figures 8 and 9, be proposed, additional Stage 1 Archaeological Assessment of the lands to be impacted is required in accordance with the 2011 *Standards and Guidelines for Consultant Archaeologists*.

NOTWITHSTANDING the results and recommendations presented in this study, Archaeological Services Inc. notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Archaeology Program Unit of the Ministry of Citizenship and Multiculturalism must be immediately notified.

The above recommendations are subject to Ministry approval, and it is an offence to alter any archaeological site without Ministry of Citizenship and Multiculturalism concurrence.

6.0 Advice on Compliance with Legislation

Archaeological Services Inc. advises compliance with the following legislation:

- This report is submitted to the Ministry of Citizenship and Multiculturalism as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, protection, and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Citizenship and Multiculturalism, a letter will be issued by the Ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the

Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.

- *The Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

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

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8.0 Images

Image 1: Mixed gravel and asphalt driveway leading to 1541 St. Joseph Boulevard.

Image 2: Paved driveway and parking areas within the northwest portion of the project area. Note the red paint indicating buried utilities.

Image 3: Paved parking area with a catch basin in the eastern part of the project area. Note the red paint indicating buried utilities.

Image 4: Concrete patio in hardscaped greenspace, with lighting along pathways.

Image 5: Raised garden bed with stone walls along a paved walkway. Note lighting in background.

Image 6: Storage shed and walkway at the top of bank. Note red paint indicating buried utilities.

Image 7: Construction debris overgrown with vegetation in the footprint of the now-demolished building at 1533 St. Joseph Boulevard.

Image 8: Piles of debris in the northwest of the project area.

Image 9: Concrete walkway, culvert, and gravel drainage bed fronting St. Joseph Boulevard.

Image 10: Concrete walkway, culvert, and gravel drainage bed fronting St. Joseph Boulevard.

Image 11: Culvert near the northern property limit.

Image 12: Natural slope along the north limit of the project area.

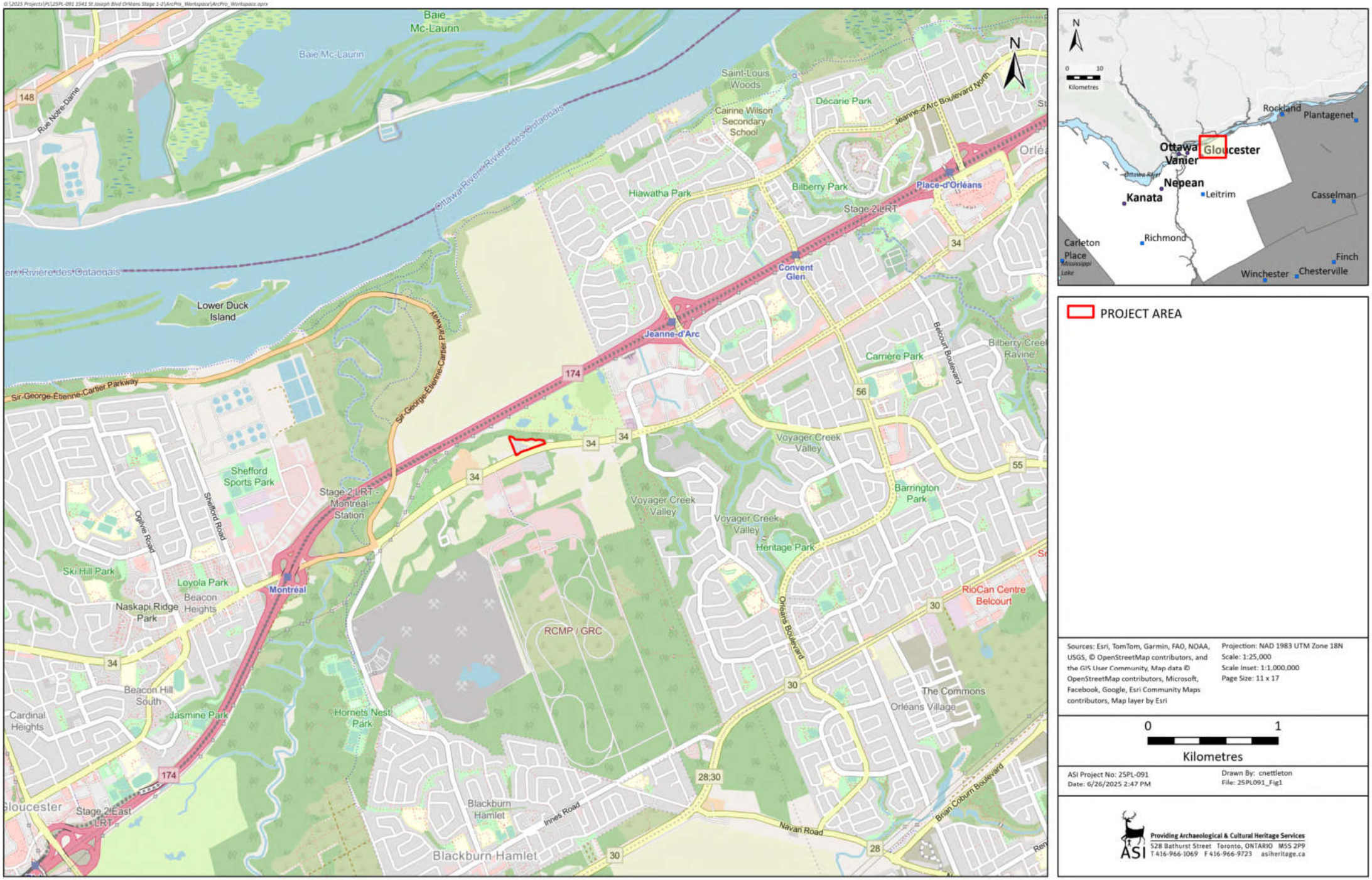
Image 13: Field crew conducting test pit survey.

Image 14: Disturbed test pit in the eastern part of the project area.

Image 15: Disturbed test pit with compact gravel near the ground surface in the northwest corner of the project area.

9.0 Maps

See following pages for detailed assessment mapping and figures.



PROJECT AREA

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Map data © OpenStreetMap contributors, Microsoft, Facebook, Google, Esri Community Maps contributors, Map layer by Esri

Projection: NAD 1983 UTM Zone 18N
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ASI
Providing Archaeological & Cultural Heritage Services
528 Bathurst Street Toronto, ONTARIO M5S 2P9
T 416-966-1069 F 416-966-9723 asiheritage.ca

Figure 1: Location of Project Area

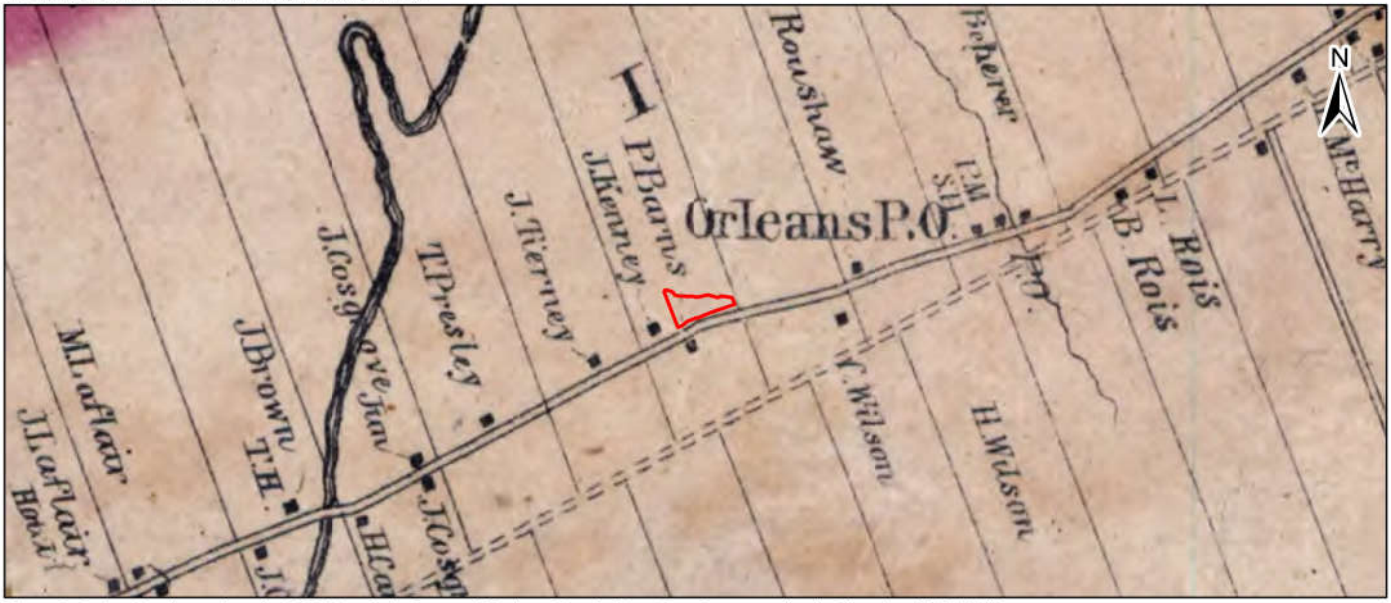

Figure 2: Project Area located on the 1863 Map of the County of Carleton Canada West, from Surveys under the Direction of H.F. Walling

Figure 3: Project Area located on the 1879 Illustrated Historical Atlas of the County of Carleton

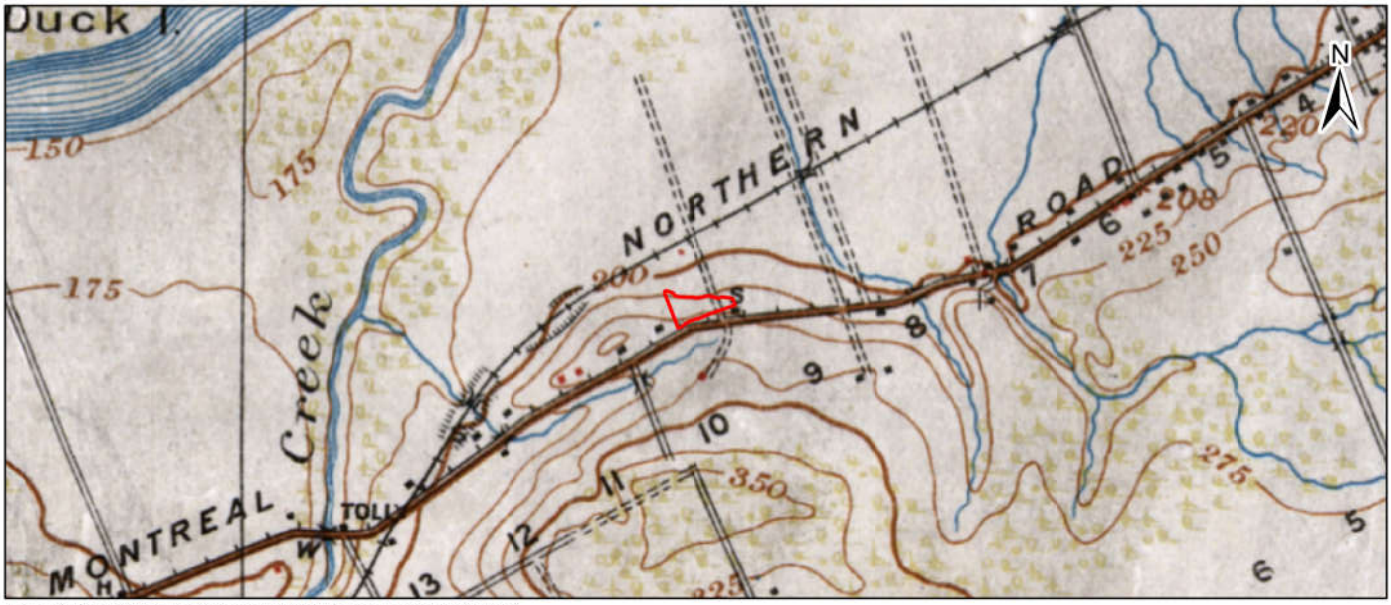

Figure 4: Project Area located on the 1906 Ottawa Topographic Sheet

ASI	PROJECT AREA	Source: Map of the County of Carleton Canada West, from Surveys under the Direction of H.F. Walling, Published by O.T. Putnam, Prescott C.W. (1863) Illustrated Historical Atlas, County of Carleton (1879) Department of Militia and Defence, 1906 (Ottawa Sheet)	0 1 Kilometres	
		Projection: NAD 1983 UTM Zone 18N Scale: 1:20,000 Page Size: 11 x 17	ASI Project No.: 25PL-091 Date: 6/6/2025	Drawn By: MNguyen File: Fig_3

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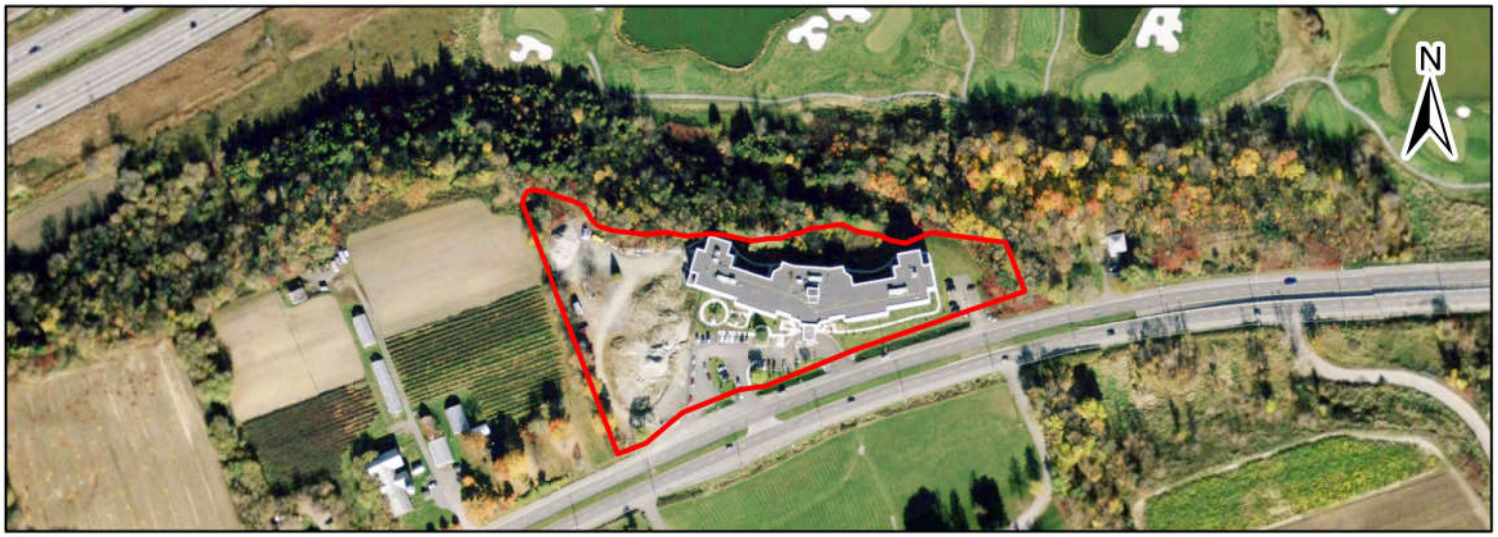

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ASI	PROJECT AREA	Source: City of Ottawa, Basemap Imagery, 1958 Google Earth, 2003, 2008	0 100 Metres	
		Projection: NAD 1983 UTM Zone 18N Scale: 1:4,000 Page Size: 8.5 x 11	ASI Project No.: 25PL-091 Date: 6/5/2025	Drawn By: MNguyen File: Fig_5

Figure 5: Project Area located on Twentieth Century Aerial Imagery and Twenty-First Century Satellite Imagery

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PROJECT AREA — CONTOUR LINE MASL

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ASI

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Figure 6: Topographic Relief of the Project Area

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PROJECT AREA

PROPERTY PARCEL

ASI

Source: Google Earth (2024)

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Metres

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Figure 7: Existing Conditions of Project Area

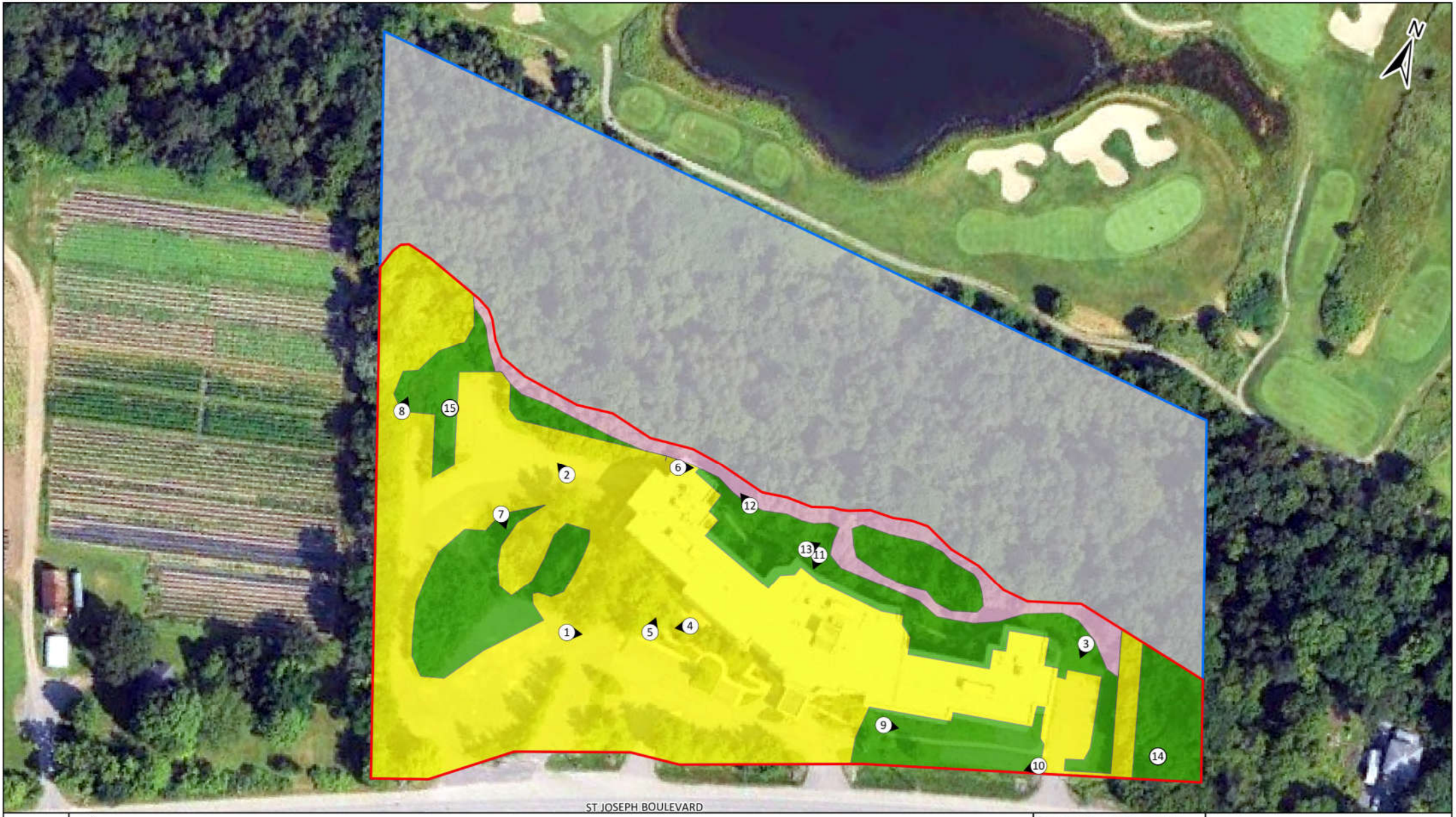

Figure 8: Stage 1-2 Archaeological Assessment Results

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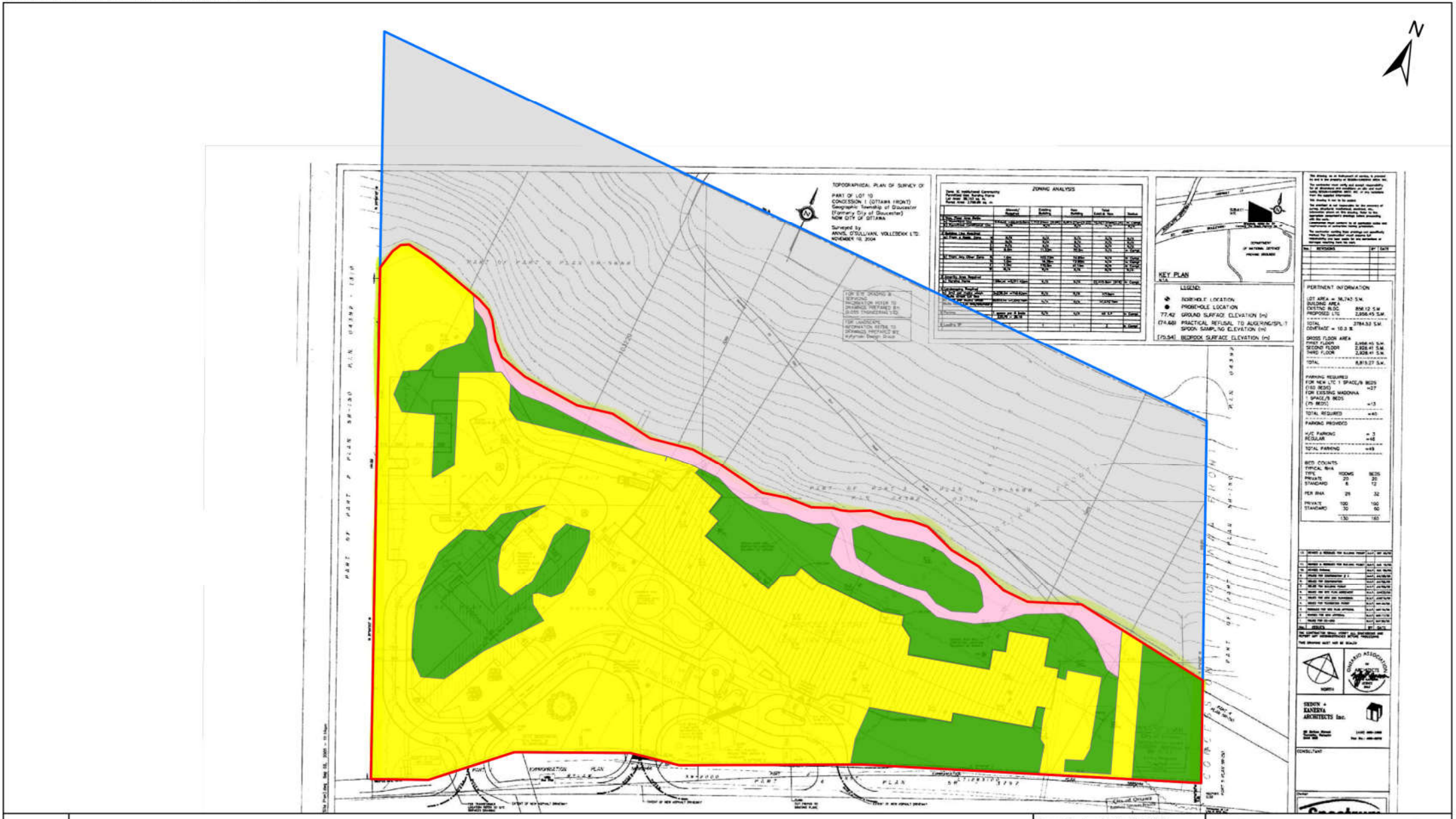

Figure 9: Stage 1-2 Archaeological Assessment Results overlaid on Survey Plan