



City of Vaughan

# **Archaeology Existing Conditions Report for Humber Bridge Trail Bowstring Arch Bridge**

**Project Number:**

60160807

**Date:**

October, 2010

**Stage 1 Archaeological Assessment  
(Background Research and Property Inspection)**

**Humber Bridge Trail Bridge Class Environmental Assessment Study,  
City of Vaughan, Ontario**

Prepared for:

**AECOM**

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Archaeological Licence P057 (Robert Pihl)  
MCL PIF P057-651-2010  
ASI File 10EA-052

October 2010



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## Stage 1 Archaeological Assessment (Background Research and Property Inspection)

### Humber Bridge Trail Bridge Class Environmental Assessment Study, City of Vaughan, Ontario

#### EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by AECOM, on behalf of the City of Vaughan, to conduct a Stage 1 Archaeological Assessment (background research and property inspection) as part of the Class Environmental Assessment (EA) for the Humber Bridge Trail Bridge in the City of Vaughan, Ontario. The bridge is located on Humber Bridge Trail, which spans the Humber River in the Kleinburg area. The City of Vaughan is currently undertaking a Class Environmental Assessment (EA) Study for the proposed rehabilitation of the bridge. The overall study will determine how to best address the potential access issues created by the deterioration of the bridge, and identify appropriate courses of action to improve the structural integrity of it.

The Stage 1 Archaeological Assessment determined no archaeological sites have been registered immediately adjacent to the bridge. However, 14 sites have been registered within 1 km of it. A review of the geography and local nineteenth century land use of the bridge suggested that it has potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

The *Draft Standards and Guidelines for Consultant Archaeologists* cites ten criteria that indicate where archaeological resources are most likely to be found. Archaeological potential is confirmed when one or more features of archaeological potential are present. The Humber Bridge Trail Bridge meets the following criteria used for determining archaeological potential:

- Water source: primary, secondary, or past water source (i.e. Humber River);
- Pockets of well-drained sandy soil; and
- Early historical transportation route (i.e. Humber Bridge Trail).

The property inspection determined the existing footprint of the bridge has been disturbed by past construction activities. However, minimal disturbances may have occurred beyond the existing footprint.

In light of these results, ASI makes the following recommendations:

1. The existing footprint at the Humber Bridge Trail Bridge does not retain archaeological site potential due to previous ground disturbances. Additional archaeological assessment is therefore not required at this location; and
2. If additional areas are required for construction laydown areas or other construction disturbance areas, a Stage 2 assessment is recommended on any lands where there is potential for archaeological sites (Figure 5: areas marked in green). This work must be done in accordance with *Draft Standards and Guidelines for Consultant Archaeologists* (MCL 2009).



**ARCHAEOLOGICAL SERVICES INC.  
ENVIRONMENTAL ASSESSMENT DIVISION**

**PROJECT PERSONNEL**

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<i>Project Director (licensee):</i>	Robert Pihl
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## 1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by AECOM, on behalf of the City of Vaughan, to conduct a Stage 1 Archaeological Assessment (background research and property inspection) as part of the Class Environmental Assessment (EA) for the Humber Bridge Trail Bridge in the City Vaughan, Ontario (Figure 1). The bridge is located on Humber Bridge Trail, which spans the Humber River in the Kleinburg area. The City of Vaughan is currently undertaking a Class Environmental Assessment (EA) Study for the proposed rehabilitation of the bridge. The overall study will to determine how to best address the potential access issues created by the deterioration of the bridge, and identify appropriate courses of action to improve the structural integrity of it.

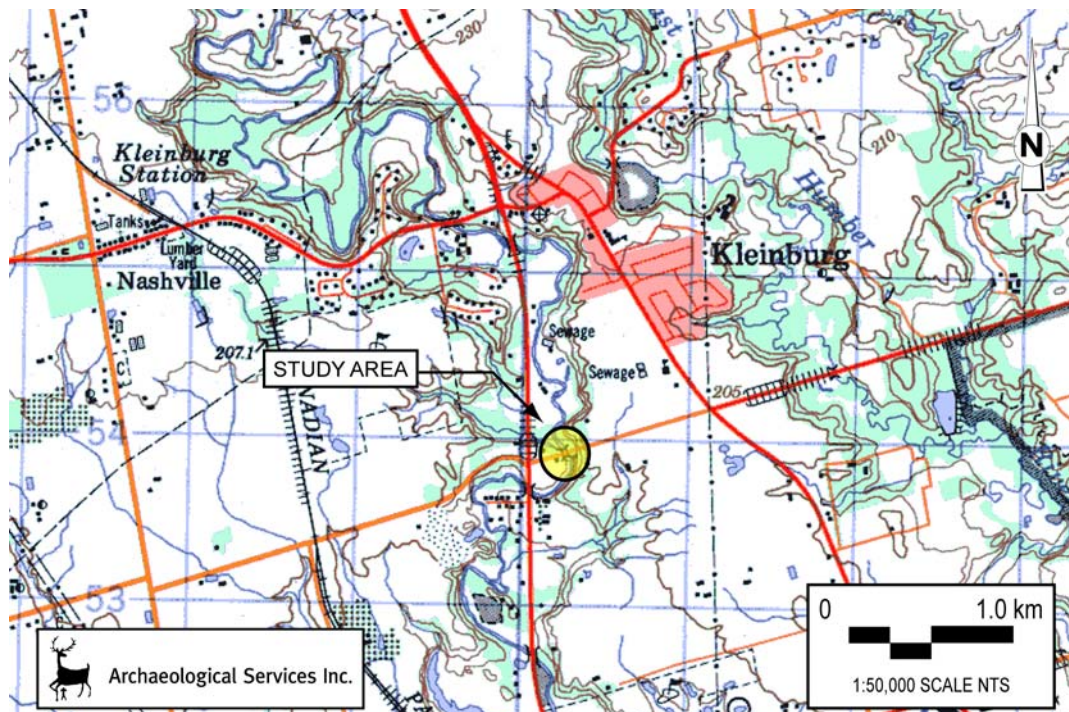


Figure 1: Location of the study area.

Base Map: NTS Sheet 30 M/13 (Bolton)

Authorization to carry out the activities necessary for the completion of the Stage 1 assessment was granted to ASI by AECOM on August 5, 2010.

The objectives of this report are:

- To provide information about the geography, history, previous archaeological fieldwork and current land condition of the study corridor;
- To evaluate in detail the archaeological potential of the study corridor which can be used, if necessary, to support recommendations for a Stage 2 Archaeological Assessment for all or parts of the study corridor; and
- To recommend appropriate strategies for a Stage 2 Archaeological Assessment, if necessary.

## 2.0 BACKGROUND RESEARCH

The Stage 1 Archaeological Assessment of the study corridor was conducted in accordance with the *Ontario Heritage Act* (2005) and the *Draft Standards and Guidelines for Consultant Archaeologists* (MCL 2009). A Stage 1 archaeological assessment involves a background study to provide detailed documentary research on the archaeological and land use history and present conditions of the study corridor. Specifically, the background study provides information about previous archaeological fieldwork within and around the study corridor, its geography and history, and current land conditions.

### 2.1 Previous Archaeological Research

In order for an inventory of archaeological resources to be compiled for the study corridor, three sources of information were consulted: the site record forms for registered sites housed at the Ministry of Tourism and Culture (MTC)<sup>1</sup>; published and unpublished documentary sources; and the files of ASI.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MTC. This database contains archaeological sites registered within the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The study area under review is located in Borden block *AlGv*.

According to the OASD (email communication, Robert von Bitter, MCL Data Coordinator, September 10, 2010 and September 27, 2010), no archaeological sites have been registered immediately adjacent to the bridge; Fourteen sites have been registered within 1 km of it (Table 1).

**Table 1: List of registered sites within a 1 km radius of Humber Bridge Trail Bridge.**

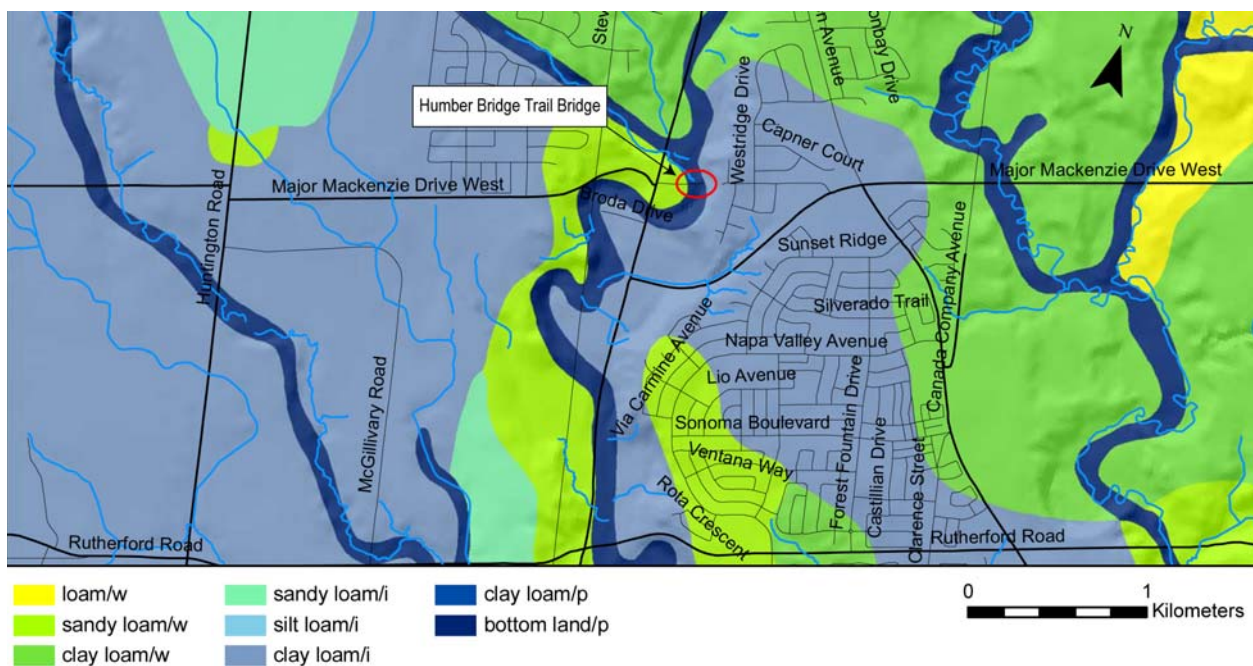
Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AkGv-29	Capner 1	Aboriginal – Archaic	Isolated Find	MPP 1987
AkGv-30	Capner 2	Aboriginal	Isolated Find	MPP 1987
AkGv-31	John Smith Jr.	Euro-Canadian	Cabin	MPP 1987
AkGv-131	Flak Jacket	Aboriginal – Woodland	Cabin	LMA 1995
AkGv-133	WEA 4	Euro-Canadian	Homestead	LMA 1997
AkGv-266		Aboriginal – Archaic, Woodland	Campsite	L. Parker 2006
AkGv-267		Aboriginal – Woodland	Isolated Find	L. Parker 2006
AkGv-268	Wardlaw	Euro-Canadian	Homestead	L. Parker 2006
AlGv-28	North Humber 1	Aboriginal	Isolated Find	MPP 1987
AlGv-29	North Humber 2	Aboriginal	Campsite	MPP 1987
AlGv-30	North Humber 3	Aboriginal	Isolated Find	MPP 1987
AlGv-31	North Humber 4	Aboriginal	Undetermined	MPP 1987
AlGv-32	North Humber 5	Aboriginal	Isolated Find	MPP 1987
AlGv-33	North Humber 6	Aboriginal	Isolated Find	MPP 1987

<sup>1</sup> In January 2010, the Government of the Province of Ontario re-organized several of its ministries, and the new Ministry of Tourism and Culture was formed from the former Ministry of Culture and the Ministry of Tourism.

## 2.2 Geography

The study area falls within the South Slope physiographic region of southern Ontario (Chapman and Putnam 1984:172-174). This region is the southern slope of the Oak Ridges Moraine, the height of land dividing the drainages of Lake Ontario, Lake Huron, and the Trent River system. The South Slope region, which stretches from the Niagara Escarpment to the Trent River, begins at the height of the moraine, approximately 250 to 300 m above sea level, and descends to between 120 and 180 m above sea level, where it meets the Iroquois Lake Plain.

A wide variety of soils have developed on the Quaternary deposits of the South Slope. For the purposes of this study, the various soil series were re-classified and mapped on the basis of a composite of similar texture (sands, loams, and clay) and similar drainage characteristics (well, imperfect, poor, and variable) (Figure 2). The map illustrates the variation in substrate characteristics in the study area where the South Slopes till plain, characterized by well- and imperfectly drained fine-textured uplands, is dissected by a dendritic series of watercourses entrenched in damp valleys. Soils specifically at the Humber Bridge Trail Bridge are a mix of well-drained sandy loam and imperfectly drained clay loam. Pockets of sandy loam are notable in that they may have been attractive as well drained locations for settlement or during the Late Woodland period for the ease of horticultural workability.



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 commonly used variables for predictive modeling of site location.

The *Draft Standards and Guidelines* stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), 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, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential (MCL 2009:5). The Humber River drainage basin in Vaughan is well known as an archaeologically sensitive area. It was an important loci for Aboriginal settlement for thousands of years, up to approximately the early 17<sup>th</sup> century.

Other geographic characteristics that can indicate 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, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, 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 archaeological potential (MCL 2009:5-6). As mentioned above, soils can be characterized well-drained sandy loam.

Therefore, due to the proximity of the Humber River and given the sensitive nature of this drainage basin, it may be concluded that there is high potential for the recovery of Aboriginal cultural material within the study area.

## **2.3 Land-Use History**

### ***2.3.1 Township Survey and Settlement***

The land within Vaughan Township was acquired by the British from the Mississaugas in 1784. The first township survey was undertaken in 1793, and the first legal settlers occupied their land holdings in 1796. The township was named in honour of Benjamin Vaughan, who was one of the negotiators for the Treaty of Paris which ended the American Revolutionary War in 1783. In 1805, Boulton noted that the soil in Vaughan was “much improved,” and due to its proximity to York “may be expected to form an early and flourishing settlement.” Vaughan was initially settled by Loyalists, the children of Loyalists, disbanded soldiers, and by Americans including the Pennsylvania Dutch, French Huguenots, and Quakers. By the 1840s, the township was noted for its excellent land and “well cleared and highly cultivated farms” (Boulton 1805:89; Smith 1846:199; Reaman 1971:19; Armstrong 1985:148; Rayburn 1997:355).

### ***2.3.2 Historic Map Review***

The 1860 *Tremaine's Map of the County of York* and the 1878 *Historical Atlas of the County of York* were reviewed to determine the potential for the presence of historical archaeological remains within the study area during the nineteenth century.

Historically, the Humber Bridge Trail Bridge was located between the road allowance of Lots 20 and 21, Concession VIII, in the former Township of Vaughan, County of York. Historic mapping from 1860 depicts John Stevenson as the owner of the portion of Lot 20 (the west half) that contains the present



study area (Figure 32). “Capner” is depicted as the owner of Lot 21 as a whole. No structures appear to have been located within the study area boundaries. However, one structure, most likely a homestead, is located southwest of the study area, within John Stevenson’s property. Historic mapping from 1878 depicts Samuel McDonald in the west half of Lot 20 and Joseph Capner in Lot 21 (Figure 4). With the exception of the structure southwest of the study area which appeared on the 1860 mapping, no structures appear to have been located in the vicinity of the study area.



Figure 3: Location of Humber Bridge Trail Bridge in the Township of Vaughan, 1860  
Source: *Tremaine Map of York County*

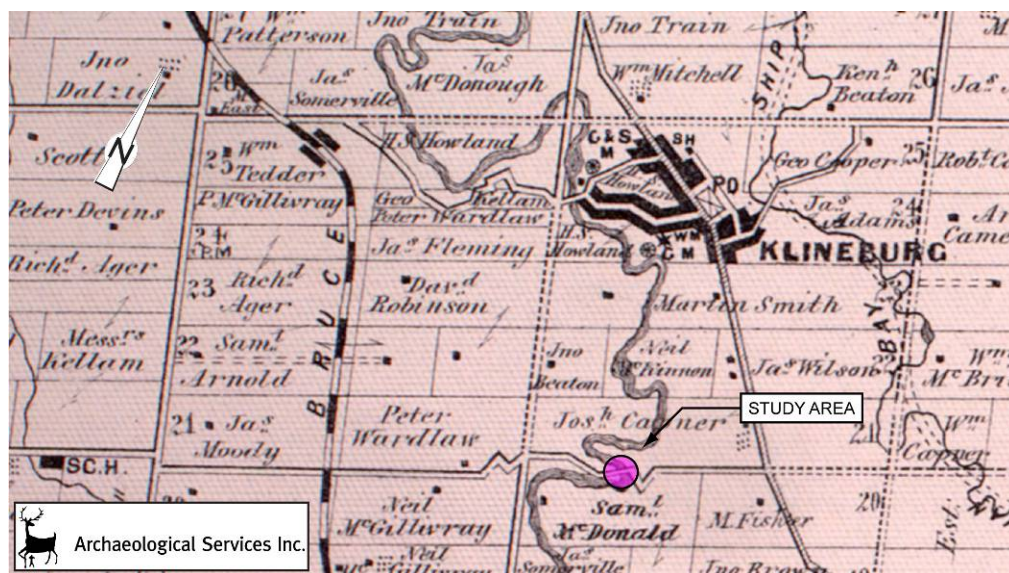


Figure 4: Location of Humber Bridge Trail Bridge in the Township of Vaughan, 1878  
Source: *Illustrated Historical Atlas of York County*

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given

preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those 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 the water model outlined in Section 2.2, 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, undisturbed lands within 100 m of an early settlement road, such as Humber Bridge Trail, are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The *Draft Standards and Guidelines* stipulates that areas of early Euro-Canadian 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 parks. 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 historic landmark or site, and properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations are also considered to have archaeological potential (MCL 2009: 6).

Therefore, based on the proximity to early settlement roads, it may be concluded that there is potential for the recovery of historic cultural material within the study area.

### 3.0 ANALYSIS: ARCHAEOLOGICAL POTENTIAL EVALUATION

The *Draft Standards and Guidelines* list characteristics that indicate where archaeological resources are most likely to be found (MCL 2009: 7). Archaeological potential is confirmed when one or more feature of archaeological potential is present.

Per Section 1.3.1 of the standards and guidelines, the Humber Bridge Trail Bridge meets the following criteria used for determining archaeological potential:

- Water source: primary, secondary, or past water source (i.e. Humber River);
- Pockets of well-drained sandy soil; and
- Early historical transportation route (i.e. Humber Bridge Trail).

These criteria characterize the study area as having potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

### 4.0 PROPERTY INSPECTION

A property inspection of the study area was conducted by Peter Carruthers (P163), ASI, on September 24, 2010, in order to gain first-hand knowledge of their geography, topography, and current conditions, and to evaluate and map their archaeological potential. It is a visual inspection only and does not include



excavation or collection of archaeological resources. Weather conditions during the property inspection were sunny, with a few clouds, and 26°C. Field observations have been compiled onto a map of the study area (Figure 5). Associated photography can be found in Section 7.0.

The Humber Bridge Trail Bridge is a single span, concrete bowstring arch bridge that carries Humber Bridge Trail (formerly Major Mackenzie Road) over the West Branch of the Humber River. The structure was built in 1918 and likely replaced an earlier structure at this site. Located approximately 0.4 km east of Highway 27, the structure served as a major river crossing until the Major Mackenzie Road alignment was moved to its present position in the late twentieth century. The bridge continues to serve vehicular traffic and provides access across the river to a single residential property.

Currently, the City of Vaughan is planning to rehabilitate the bridge, rather than replace it. The proposed construction would therefore be limited to the existing area. The existing footprint of the bridge has been previously disturbed by past construction activities (Plates 1, 3). These activities have severely damaged the integrity of any archaeological resources that may have been present at this location (Figure 5: areas marked in orange). The land on either side of the Humber River is considered to be seasonally wet. This portion of the study area also does not have archaeological potential (Plates 2-5; Figure 5: areas marked in blue).

While the proposed project is not considering expanding the existing footprint of the Humber Bridge Trail Bridge, if additional areas are required for construction laydown areas or other construction disturbance areas, a Stage 2 Archaeological Assessment (property assessment) is required on lands determined to have archaeological potential (Plates 4-5; Figure 5: areas marked in green).

## 5.0 RECOMMENDATIONS AND COMPLIANCE ADVICE

The Stage 1 Archaeological Assessment is being conducted to assist with the Class EA for the Humber Bridge Trail Bridge in the City Vaughan. The assessment determined no archaeological site have been registered immediately adjacent to the bridge. However, 14 sites have been registered within 1 km of it. A review of the geography and local nineteenth century land use of the bridge suggested that it has potential for the identification of Aboriginal and Euro-Canadian archaeological sites.

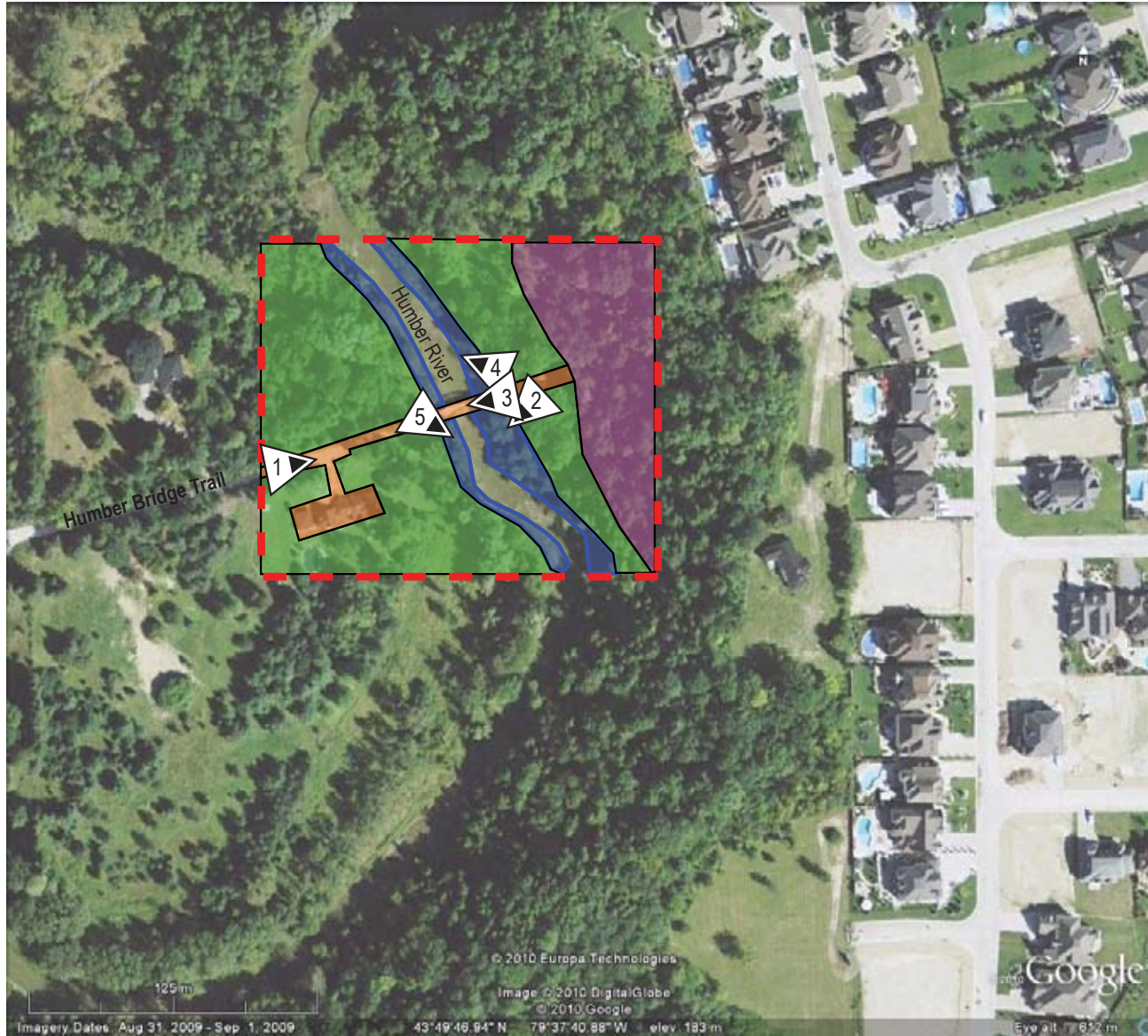
The property inspection determined the existing footprint of the bridge has been disturbed by past construction activities. However, minimal disturbances may have occurred beyond the existing footprint.

In light of these results, ASI makes the following recommendations:

1. The existing footprint at the Humber Bridge Trail Bridge does not retain archaeological site potential due to previous ground disturbances. Additional archaeological assessment is therefore not required this location; and
2. If additional areas are required for construction laydown areas or other construction disturbance areas, a Stage 2 assessment is recommended on any lands where there is potential for archaeological sites (Figure 5: areas marked in green). This work must be done in accordance with *Draft Standards and Guidelines for Consultant Archaeologists* (MCL 2009).













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#### LEGEND

-  Study Area
-  Archaeological Potential
-  No Potential: disturbed
-  No Potential: wet
-  No Potential: slope
-  Photo Location & Direction

0 250m



ASI PROJECT NO.: 10EA-052  
DATE: October 2010

DRAWN BY: C Lacy  
FILE: 10EA-052 Fig 5

Figure 5: Humber Bridge Trail Bridge - Results of the Stage 1 Archaeological Assessment

ASI advises compliance with the following legislation:

- This report is submitted to the Minister of Tourism and Culture as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, RSO 1990, c 0.18. The report is reviewed to ensure that the licensed consultant archaeologist has met the terms and conditions of their archaeological licence, and that the archaeological fieldwork and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario;
- 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 sec. 48 (1) of the *Ontario Heritage Act*; and
- The *Cemeteries Act* requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Consumer Services.

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

## 6.0 REFERENCES CITED

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## 7.0 PHOTOGRAPHY



**Plate 1:** View northeast along Humber Bridge Trail. Note Bowstring Arch bridge in distance.



**Plate 2:** View south-southwest toward Humber River. Land immediately adjacent to river is seasonally wet.



**Plate 3:** View southwest across bridge. Note flood plain on both sides adjacent to river.



**Plate 4:** View northwest across river. Archaeological potential exists beyond flood plain.



**Plate 5:** View southeast across river. Archaeological potential exists beyond flood plain.



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June 19, 2012

Robert Pihl  
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**RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, “Stage 1 Archaeological Assessment (Background Research and Property Inspection) Humber Bridge Trail Bridge Class Environmental Assessment Study, City of Vaughan, Ontario”, Dated October 2010, Received by MTCS Toronto Office on August 26, 2011, MTCS Project Information Form Number P057-651-2010, MTCS RIMS Number 19CA083**

Dear Mr. Pihl,

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18. This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 1993 *Archaeological Assessment Technical Guidelines* set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

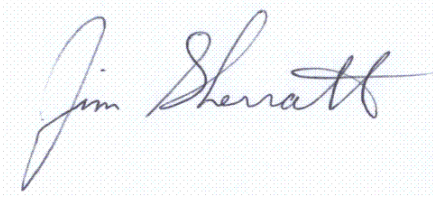
This report was subjected to a review that focused specifically on concerns for archaeological resources and/or sites in relation to the outcomes and recommendations of the report. This focused review does not alter or affect your obligation as the licensee to ensure that all reports submitted meet the Ministry technical guidelines and terms and conditions of licence.

The report indicates that portions of the subject property, as depicted in figure 5 of the report, have archaeological potential and, consequently, recommends that it should be subject to a Stage 2 archaeological assessment.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment is consistent with the ministry's 1993 *Archaeological Assessment Technical Guidelines* and the terms and conditions for archaeological licences. This report will be entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

I trust this information is of assistance. Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

A handwritten signature in black ink on a light blue grid background. The signature reads "Jim Sherratt" in a cursive style.

Jim Sherratt  
Archaeology Team Lead

c. Archaeology Licensing Office

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\*In no way will the Ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.