

APPENDIX H

ARCHAEOLOGICAL RESOURCES IMPACT ASSESSMENT (ARIA)



**Archaeological Resources Impact
Assessment (ARIA Report) for the
Connector Road Between Highway
102 Aerotech Interchange (Exit 5A)**

Revision 1

Wellington, NS
TV184002

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1.0 Introduction

The Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR) is proposing to construct a Connector Road between the Highway 102 Aerotech Interchange (Exit 5A) and Trunk 2 at Wellington in the Halifax Regional Municipality. NSTIR retained Wood Group to conduct an environmental assessment, including an Archaeological Resource Impact Assessment (ARIA), of the proposed Right-of-Way (ROW).

The 2018 archaeological program was directed by Darryl Kelman, Senior Archaeologist with Wood Group. The ARIA was conducted according to the terms of Heritage Research Permit (HRP) A2018NS051 (Category 'C'), issued to Kelman by the Special Places Program. This report describes the archaeological program, presents its results, and offers resource management recommendations.

1.1 Project Location

The proposed Connector Road will run from Trunk 2, at Wellington, to Exit 5A on Highway 102 (Figure 1). The 2018 ARIA study area extends from Old Holland Road to Exit 5A (Figure 1). The study area is approximately 600m wide by 3.5 km long and covers an area of approximately 210 hectares.

1.2 Project Description

NSTIR is proposing to construct a Connector Road between the Highway 102 Aerotech Interchange (Exit 5A) and Trunk 2 at Wellington in the Halifax Regional Municipality (Figure 1). The 2018 environmental assessment covers the length of the approximately 5km ROW. The archaeological component of the assessment, however, has been divided into two separate components. In 2014, an ARIA assessing the ROW from Trunk 2 to the Old Holland Road was conducted by Kelman Heritage Consulting under HRP A2014NS074 (Kelman 2014). This area, to the west of Old Holland Road, was determined to exhibit low archaeological potential. The 2014 assessment recommended clearance, which was accepted by the Special Places Program. As a result, the 2018 ARIA is focused on the portion of the ROW that extends from Old Holland Road to Exit 5A on Highway 102.

2.0 Methodology

The goals of the ARIA are to evaluate archaeological potential throughout the study area and to identify any potential archaeological constraints to development. The methodology consists of a review of relevant background information and documentation, as well as a visual reconnaissance.

2.1 Background Review

The background research explores the land-use history of the study area and its environs. The goals are to identify known archaeological and historic sites and to delineate areas of archaeological potential. Environmental attributes, and historical settlement and development patterns, of the study area and surrounding region are reviewed, in order to provide the necessary information for evaluating the area's archaeological potential.

The background research includes a review of relevant documentation available through the Nova Scotia Archives, the Nova Scotia Museum, the Department of Natural Resources, as well as secondary sources. This information is supplemented by a review of land grants records, historic maps, and local/regional histories. Topographic maps and aerial photographs, both current and historic, are also used in the archaeological evaluation of the study area. The historical and cultural information is integrated with the environmental and physiographic data to identify areas of archaeological potential.

2.1.1 Contact with Mi'kmaq

As per Heritage Research Permit (Category 'C') guidelines, contact was initiated with the Mi'kmaq regarding the archaeological investigation. Contact was made through the Archaeological Research Division (ARD) of the Kwilmu'kw Maw-Klusuaqn Negotiation Office (KMKNO) via email on June 25, 2018. At the time of reporting, KMKNO had to yet respond. However, KMKNO was also contacted as part of the 2014 archaeological assessment and the information provided at that time has been incorporated into this report.

2.2 Field Reconnaissance

The goals of the field reconnaissance are to conduct a pedestrian survey of the portion of the proposed Connector Road extending from Old Holland Road to Highway 102, to document any visible archaeological resources identified during the visual inspection, and to delineate any other areas of high archaeological potential. Field activities were recorded in the form of field notes, photographs, site plans, and a handheld GPS unit was used.

3.0 Findings

3.1 Background Review

The background review undertaken as part of the 2014 ARIA covered the entire length of the proposed Connector Road ROW. Much of the following is taken directly from the 2014 report for HRP A2014NS074 (Kelman 2014).

3.1.1 Environmental Setting

The overall ROW study area lies within the Quartzite Barrens – Halifax geographical classification region of the province (Davis & Browne 1997: 56). Within this region, inland from the coastal forest, the immediate climatic influence of the Atlantic Ocean is replaced by warmer summers, cooler winters, and much less wind exposure. Many of the lakes have been created by glacial action on the relatively flat surface and some of the province’s longest rivers flow across this region (Davis & Browne: 56). The margins of the numerous lakes are characterized as having a surface “strewn with boulders” and a sandy soil, the bulk of which is “occupied by pebbles and boulders of various sizes” (Davis & Browne: 57). Soils within the study area include Bridgewater, Halifax and Wolfville series, all of which are well drained (MacDougall et al 1963: 23-32).

Extensive forest cutting within the region has provided good browsing habitat for deer and snowshoe hare. Small mammal diversity is moderately high in well-drained, mixed forest habitats (Davis & Browne 1997: 57). Typical fish species include Whit and Yellow Perch, White Sucker, Brown Bullhead, Brook Trout, Lake Trout, and American Eel (Davis & Browne 1997: 57). Forests are mixed, with wire birch, red maple, yellow birch, and beech dominating much of the area northeast of Halifax, while fir prevails along the margins of the lakes (Davis & Browne 1997: 57).

3.1.2 Native Land Use

The land within the overall study area was once part of the greater Mi’kmaw territory known as Sipekne’katik, meaning ‘area of wild potato/turnip’ (Sable & Francis 2012: 21). Abundant lakes and watercourses spread throughout the region would have served as important transportation and trade corridors, as well as providing a resource base for the Mi’kmaq and their ancestors prior to the arrival of Europeans. Most notably for the overall project area, the Shubenacadie River and Shubenacadie Grand Lake provided an important source of fish and waterfowl, as well as facilitating travel between the Atlantic coast and the Minas Basin.

A review of the MARI, the provincial archaeological site database maintained by the Special Places Program, identified several registered Precontact archaeological sites clustered at the southern end of Shubenacadie Grand Lake, 3km west of the study area, (BfCv-17, BfCv-18, BfCv-19, BfCv-20, BfCv-34, BfCv-35). The MARI also identified several other precontact sites along the Shubenacadie River, 8km north of the study area, dating from the middle Archaic to the Ceramic Period, confirming the significance of the Shubenacadie river system. There are no registered archaeological sites within the immediate vicinity of the study area.

The 2018 study area is marked by high elevations and steep slopes. Furthermore, there are no lakes and very few watercourses within the area. Given its inhospitable topography, combined with the greater suitability and relative proximity of the Shubenacadie river system, the study area was considered to exhibit low archaeological potential for Precontact resources.

3.1.3 Historic Period

The ROW study area is situated along the old road to Truro, one of the two 'Great Roads' built in the early-nineteenth century to link Halifax with other major centres. One Great Road led to Windsor, while the other ran between Halifax and Truro.

Truro originated as an Acadian settlement, known as *Cobequid*. Following the Expulsion, it was renamed 'Truro' and settled by Scots-Irish from New Hampshire in the 1760s. Truro did not

occupy a strategic military position and, as such, development of the Halifax-Truro road was slow to take place. In time, however, Truro became an important transportation hub for the province.

The original road linking Halifax with Truro was first 'cut' in the 1760s and roughly followed an earlier Mi'kmaw route between Halifax harbour and Cobequid Bay (Dawson 2009: 7). The 'Old Cobequid Road' took many decades to build and, in 1796, was still described as merely a 'blazed trail' through the woods (Dawson 2009: 7). By 1816, however, the road was substantial enough to accommodate stage coach traffic and inns were established along it at intervals to serve passing travellers. At that time, the most densely-populated area was the vicinity of Gays River approximately 25 kilometres northeast of the study area. Much of the remaining route, however, passed through uncleared and undeveloped country.

In some areas, the original Halifax-Truro road alignment varied considerably from the present-day Trunk 2, while other sections have remained relatively unchanged and their routes can still be traced (Dawson 2009: 7). Within the study area, present-day Holland Road (or Old Holland Road as it is sometimes referred to) once formed part of the Great Road. This road was mapped in some detail, in 1816, by John Elliott Woolford a landscape painter and architect. In 1816, Woolford came to Canada at the request of Lord Dalhousie, who had been appointed lieutenant-governor of Nova Scotia. Woolford accompanied Lord Dalhousie on his official travels and created an extensive record of topographical views of Nova Scotia, New Brunswick, Québec, and Ontario. Woolford's *Surveys of the Roads from Halifax to Windsor and from Halifax to Truro* consists of an album of 'strip maps'. This form of map, popular at the time, depicts the road running from the bottom of the page to the top, allowing readers to follow the route as though they too were travelling it (Dawson 2009: 5). The Woolford series of maps also depict areas lying in close proximity to the road in excellent detail (Figure 2).

By geo-referencing the Woolford maps, using approximate distances from known features, it was determined that the 2018 study area likely includes the original location of a structure identified as belonging to a 'Mr. Holland' (Woolford 1818; Figure 2). The Holland family were printers and

paper makers in nineteenth-century Nova Scotia. The most well-known was Anthony Holland, founder, printer and editor of the Acadian Recorder. In the summer of 1817, an ad was run in the Recorder that read:

The Subscriber informs the Public that he has taken that convenient Stand on the Cobequid Road, belonging to Mr. Holland, and has opened a House of Entertainment. He will keep good Liquors, and strict attention will be paid to his Stables (Dawson 2009: 55).

This establishment, known as 'Blade's Inn', may be represented by the structure depicted on the Holland plot on Woolford's map (Dawson 2009: 55).

The Woolford maps indicate that Mr. Holland's property was located between two areas of development. To the south, a property identified as 'Jefferys' (sic) shows a house structure and several cleared fields. Mr. Jeffrey was identified, by Lord Dalhousie, as the Collector of Customs

(Dawson 2009: 55). To the north is a property identified as 'Kentys'. This property would later become known as 'Schultz's Inn' and is located approximately where the present-day community of Grand Lake stands. Outside of these developed properties, the area was described by Lord Dalhousie, in 1816, as having been burnt, leaving a "rocky and barren land with low brushwood, and fireweed in the summer time" (Dawson 2009: 55).

Francis Hall's 1826 plan for the construction of the Shubenacadie Canal identifies Fletcher's Inn, at the foot of Fletcher's Lake, and Shultz's Inn, but shows no development or habitation between the two (Hall 1826). By 1829, however, a second map of the Shubenacadie Canal, also created by Hall, depicts a couple of houses along Holland Road (Hall 1829). Although this map is fairly detailed, no indication is given as to who is living in the homes, and it is unclear whether the structure attributed to Mr. Holland on Woolford's map corresponds with any of these features. No development is shown in the remainder of the 2018 study area to the east of Old Holland Road.

Another feature of note on Hall's 1829 map is the depiction of a new alignment for the Halifax-Truro road. The road is now shown branching off from Holland Road, just beyond Fletcher's Inn, and running closer to the eastern shore of Grand Lake, approximating the present-day alignment of Trunk 2. This new route did not necessarily replace the Holland Road route, but provided an alternative route, one with a presumably nicer view.

In June of 1829, the Eastern Stage Coach Company began operating a bi-weekly service from Halifax to Truro (Howe 1973: 121). By 1830, according to the schedule published in 'Belcher's Almanac', the service had been increased to tri-weekly. Joseph Howe wrote of his experience taking the stage from Halifax to Truro in 1829, and he described the journey from Halifax to Gays River (which would have passed through the study area) as "dull, dreary and monotonous" (Howe 1973: 124). Howe describes stopping at Fletcher's Inn ('near where the locks are') and Shultz's Inn, where the coachman stopped to change horses (Howe 1973: 124).

A map published in 1834 by William MacKay, known colloquially as 'The Great Map', depicts an unidentified structure at the same location Woolford attributed to Mr. Holland. Similarly, the property identified as 'Jefferys', on Woolford's map, is shown as an unidentified structure on the 1834 map. Mackay does, however, identify 'Kenty's' property as such (MacKay 1834). Once again, no development is shown in the remainder of the 2018 study area to the east of Old Holland Road.

The 1865 A.F. Church map of Halifax County depicts the recently-arrived railway line to the west of the study area. The tracks are shown crossing the newer road alignment, to the east of Grand

Lake, in places. The original road (Old Holland Road) is also depicted (Figure 3). The Church map identifies a property along Old Holland Road, and situated within the 2018 study area, as belong to a 'C. Edwards'. This property may correspond with the 'Mr. Holland' structure shown on Woolford's 1818 map, but this is difficult to determine with any certainty due to the poor quality

of the Church map. No development is shown in the remainder of the 2018 study area to the east of Old Holland Road.

The 1909 Faribault geological map does not identify any structures along Old Holland Road within the 2018 study area, likely indicating that the 'Mr. Holland' house had been abandoned sometime between 1865 and 1909 (Figure 4; Faribault 1909). A review of subsequent maps and aerial photographs shows no development within the 2018 study area.

A review of the MARI identified one registered historic archaeological site in the vicinity of the study area: the Wellington Lock site (BfCv-33), which is associated with the nineteenth century Shubenacadie Canal and is located less than 3km west of the 2018 study area, between Shubenacadie Grand Lake and Lake Fletcher. The Wellington Lock site is in no danger of being impacted by the Connector Road development.

3.1.4 Archaeological Potential

Archeological potential for the 2018 study area was assessed, based on the background review, prior to the field reconnaissance. The study area was considered to exhibit low archaeological potential for Precontact resources based on the sloped-nature of the terrain and lack of freshwater sources. The study area was considered to exhibit high potential for historic resources in areas situated in close proximity to the historic alignment of Old Holland Road. The remainder of the study area was considered to exhibit low archaeological potential for historic resources.

3.2 Field Assessment

A visual assessment of the proposed ROW from Old Holland Road to Highway 102 was conducted on August 17, 2018, under clear, sunny and hot conditions. The field survey identified a stone cellar and associated area of historic archaeological potential along Old Holland Road. The remainder of the study area was determined to exhibit low archaeological potential. Several modern features, such as refuse dumps and monitoring wells, were also noted. Areas of high and low archaeological potential are described separately below.

3.2.1 Areas of High Archaeological Potential

Reconnaissance along Old Holland Road identified a historic site complex consisting of a stone cellar and an associated 'yard' area that appears to have been cleared at some point in the past. The cellar is located approximately 230m north of the centre line for the proposed Connector Road and approximately 15m east of Old Holland Road at UTM coordinates 20T 453006.85E,

4967718.40N (Figure 5). Significant soil and moss development over the top of the cellar made it difficult to make out much detail regarding the construction and dimensions of the structure. However, the cellar measures approximately 5m x 4m, with a maximum depth of approximately 0.7m below ground surface (Photos 1 & 2). The walls, where visible, are constructed of a combination of unhewn, round fieldstones and unhewn, angular blocks of slate. No mortar was observed. A small stone pad in the centre of the cellar may represent the base of a collapsed chimney (Photo 3). Mounding, on the north and west sides of the structure, likely marks the location where material excavated during the construction of the cellar was redeposited. To the south of the cellar, the ground appears to have been cleared and leveled, possibly for a yard or outbuilding. The 'yard' area extends approximately 50m from the centre of the cellar.

Detailed reconnaissance in the vicinity of the cellar did not identify any associated archaeological features, such as wells or middens. To the north of the cellar, the terrain is very hummocky and did not appear to have been culturally modified. To the east of the cellar is a steep rise.

The cellar identified during the field assessment may represent the remains of a structure attributed to Mr. Holland on Woolford's 1818 map. The same structure also appears to have been depicted on later nineteenth-century historic maps and was likely abandoned sometime between 1865 and 1909, as discussed above. Among the illustrations that occasionally accompany Woolford's maps is one titled 'Road Scene (Mr. Holland's)' (Dawson 2009: 53; Photo 4). The image portrays a small house with a central chimney similar to the observed cellar remains. Woolford's illustration also depicts a large barn to the south of the house, which may correspond with the 'yard' area recorded during the visual reconnaissance.

Although further research and/or archaeological investigation will be required in order to determine whether or not the observed cellar is the same one depicted on the 1818 Woolford map, this area is considered to exhibit high archaeological potential. If the area is to be disturbed during construction activities, further archaeological investigation, including subsurface testing, will be required prior to any disturbance.



Photo 1: Stone cellar along Old Holland Road; looking north. August 17, 2018.



Photo 2: Stone cellar along Old Holland Road; looking south. August 17, 2018.



Photo 3: Detail on possible chimney base; looking east. August 17, 2018.



Photo 4: 'Road Scene (Mr. Holland's)'. Image from 1818 Woolford map, as seen in Dawson 2009: 53.

3.2.2 Areas of Low Archaeological Potential & Modern Features

Reconnaissance along the remainder of Old Holland Road did not identify any additional areas of archaeological sensitivity. Old Holland Road, as it passes through the 2018 study area, is a dirt road suitable for travel only by foot or ATV in many places (Photo 5). The terrain on both sides of the road is natural and hummocky, with a mixed open forest and no sign of any cultural modifications.

Approximately 220m south of the centreline for the proposed Connector Road, a modern cut road extends eastward from Old Holland Road. This road leads to two monitoring wells (Photo 6). The surrounding terrain is natural and hummocky. No sign of any further cultural modifications to the landscape was observed.

Approximately 50m north of the stone cellar, described in Section 3.2.1 above, reconnaissance identified a modern refuse dump comprised, primarily, of bathroom tiles (Photo 7). A second dump, or possibly the remains of a modern camp, is located a further 100m to the north, near the edge of the study area. This debris pile consists, primarily, of roofing shingles and wood (Photo 8). Neither of these features is considered to be archaeologically significant.

The reconnaissance followed additional modern trails/roads extending east from Old Holland Road into to the study area. Areas of natural, hummocky, mixed open forest were observed, as well as areas of marsh. Overall, the terrain is very natural and no sign of any cultural modifications to the landscape was observed (Photo 9). East of Old Holland road, the topography rises steeply from approximately 70m ASL at the road to approximately 150m ASL. The incline culminates in a ridge running through the middle of the study area approximately 1.5km to the east of Old Holland Road. The steep slope was not easily accessible and was considered to exhibit low archaeological potential. As a result, visual reconnaissance proceeded east from Old Holland Road as far as the base of the slope.

The remainder of the study area, to the east of the ridge, was accessed from Highway 102. Reconnaissance proceeded west from Exit 5A as far as the top of the above-mentioned slope. Two abandoned quarry areas were identified in close proximity to the highway exit (Photo 10). These quarries may have provided material for the construction of Exit 5A. A dense forest of young birch extends approximately 150m west from Highway 102 before transitioning to a more open, older, mixed growth forest.

To the west of the forest transition, topographic maps and aerial photographs identified two north-south oriented streams. These unnamed tributaries flow south into a larger brook on the east side of Highway 102. Both watercourses were investigated. The streams are non-navigable, slow moving and meandering (Photos 12 & 13). The westernmost stream flows through a fairly steep-sided ravine. Neither watercourse appears likely to have been used for transportation or resource exploitation.

To the west of the streams, the terrain rises to the ridge of higher elevation at the top of the steep slope, described above. No evidence of cultural modification to the landscape was observed and the area is considered to exhibit low archaeological potential.



Photo 5: View along Old Holland Road; looking north. August 17, 2018.



Photo 6: Monitoring well along recently cut road just off Old Holland Road. August 17, 2018.



Photo 7: Modern dump near stone cellar on Old Holland Road. August 17, 2018.



Photo 8: Modern camp remains at north edge of study area. August 17, 2018.



Photo 9: General view of the forest in western half of study area. August 17, 2018.



Photo 10: Old quarry adjacent to Exit 5A on Highway 102; looking north. August 17, 2018.



Photo 11: General view of forest in eastern portion of study area. August 17, 2018.



Photo 12: Eastern stream and surrounding terrain. August 17, 2018.



Photo 13: Western stream. August 17, 2018.

4.0 Conclusions and Recommendations

The 2018 ARIA for the proposed Aerotech Connector Road between Highway 102 (Exit 5A) and Trunk 2 consisted of a background review of historic documentation and a detailed visual inspection of the area extending east from Old Holland Road to Highway 102. No subsurface testing took place. The ARIA for the area extending west from Old Holland Road to Trunk 2 was conducted in 2014 (Kelman 2014). The 2018 assessment identified an historic stone cellar, and associated yard area, along Old Holland Road approximately 230m north of the centre line for the proposed Connector Road. The stone cellar may represent the remains of a structure depicted on early nineteenth-century maps and attributed by Woolford to 'Mr. Holland' (Woolford 1818; Dawson 2009). The cellar and an associated yard area, extending 50m to the south from the cellar, are considered to exhibit high potential for historic archaeological resources. If this area is to be impacted during construction activities, subsurface testing will be required prior to disturbance. The remainder of the study area is considered to exhibit low archaeological potential. This assessment is based on the topography of the area (steep slopes, high elevations, lack of significant watercourses), the absence of any evidence of cultural modification to the landscape, and the lack of historic sources indicating any settlement or development in the area.

It is, therefore, recommended that a program of subsurface archaeological testing precede any disturbance in the immediate area of the cellar, and within 50m south of the cellar identified along Old Holland Road, and described in this report (Figure 6), in order to more accurately determine the feature's age, function and significance. It is further recommended that the remainder of the study area be cleared of any requirement for additional archaeological investigation.

5.0 References

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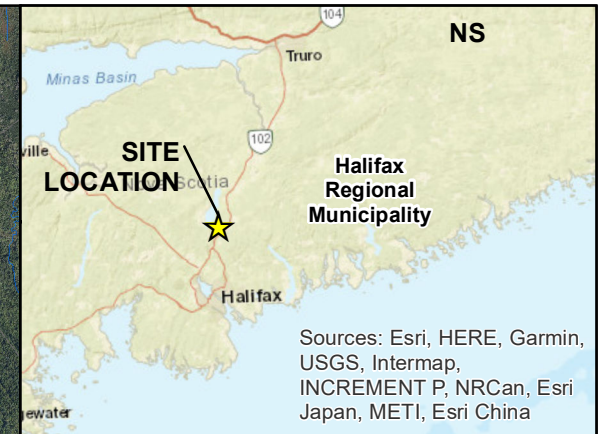
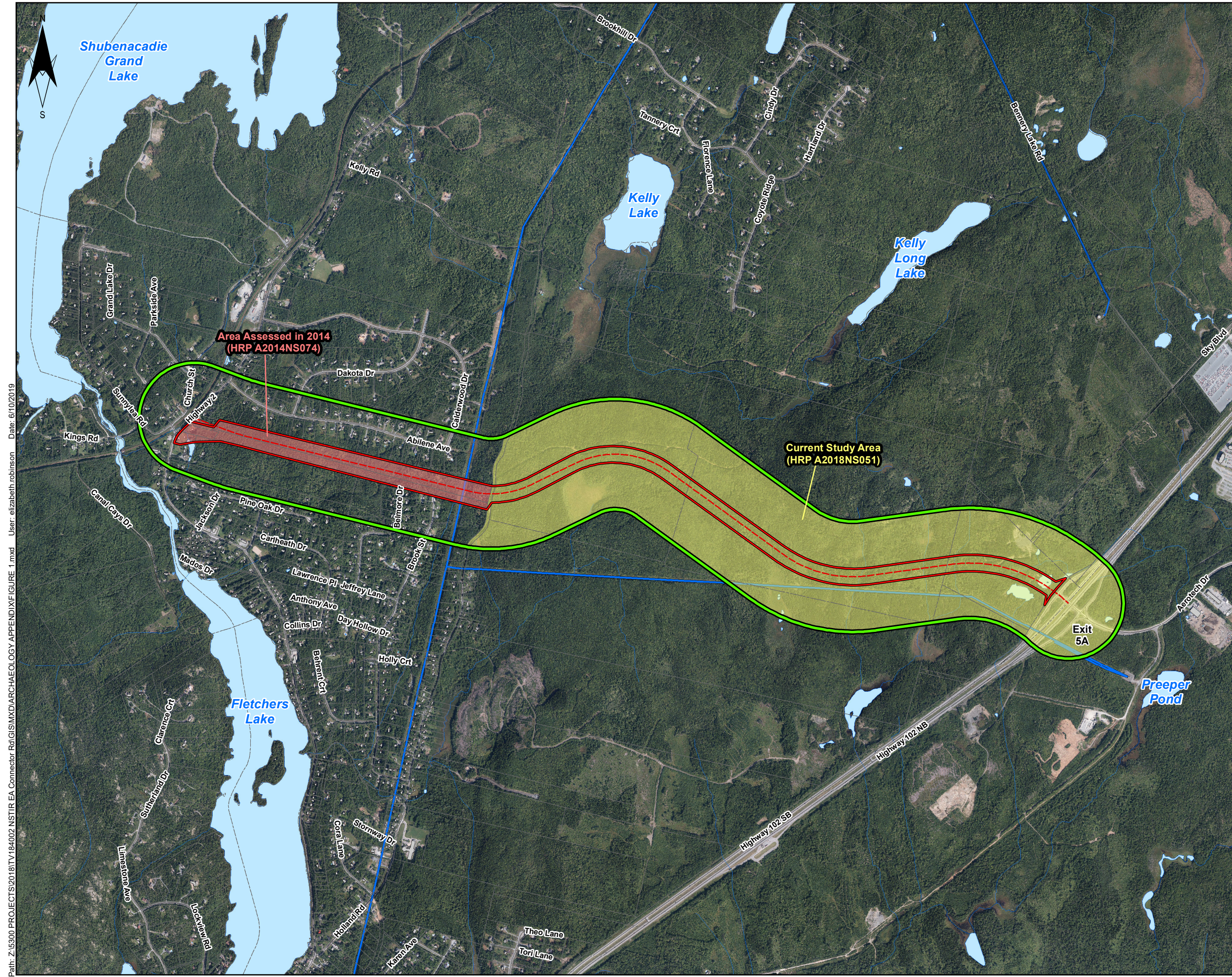
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APPENDIX A

Figures



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China

LEGEND:

- 2014 Study Area
- 2018 Study Area
- Proposed Alignment (Centre Line)
- Local Study Area
- Buildings
- Proposed R.O.W.
- Property Lines
- River/Streams
- Roads
- Utility Lines
- Water Bodies

500 250 0 500
Meters

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CLIENT:



NOVA SCOTIA
Transportation and Infrastructure Renewal



PROJECT:
**Environmental Assessment
Aerotech Connector, Exit 5A at
Hwy 102 to Trunk 2 in Wellington**

TITLE:
**Archaeological Assessment
Study Area**

DATUM:	DWN BY:	DATE:
NAD 83	SF	OCTOBER 2018
PROJECTION:	CHK'D BY:	SCALE:
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TV184002		1

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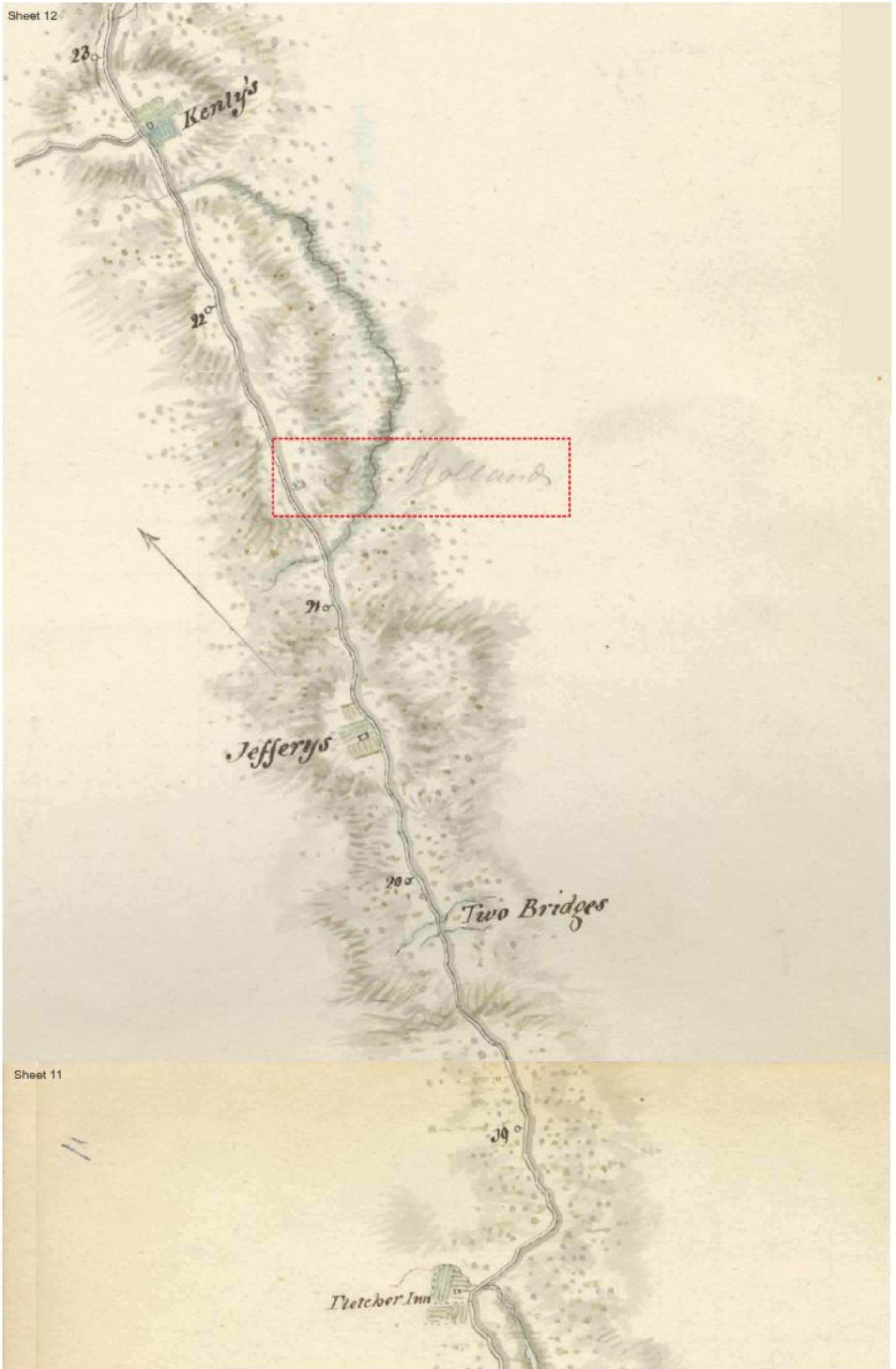


Figure 2 Woolford Series of Maps – Depiction of the Area Adjacent to the Old Holland Road

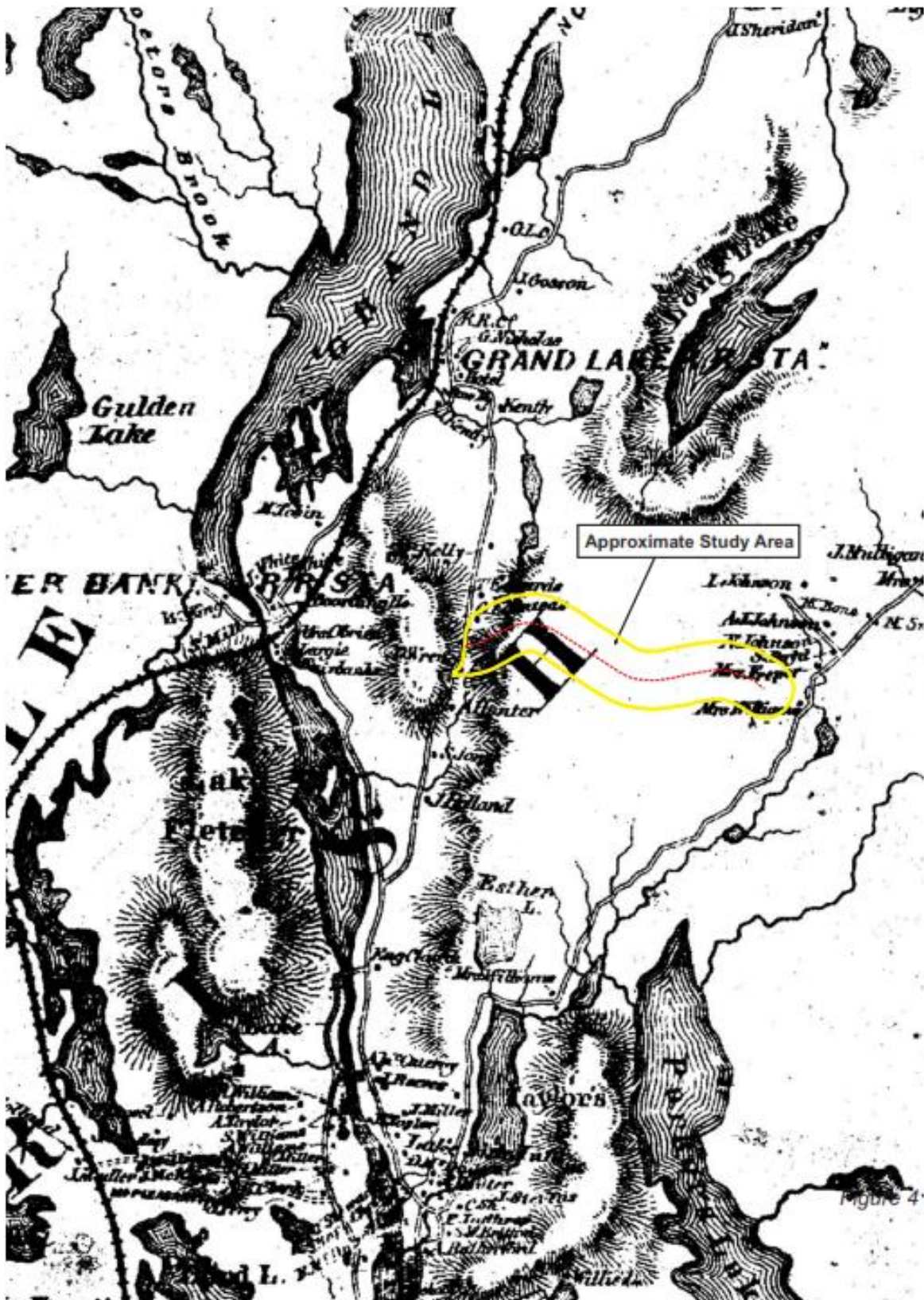


Figure 3 1865 A.F. Church Map of Halifax County – Old Holland Road

Figure 4

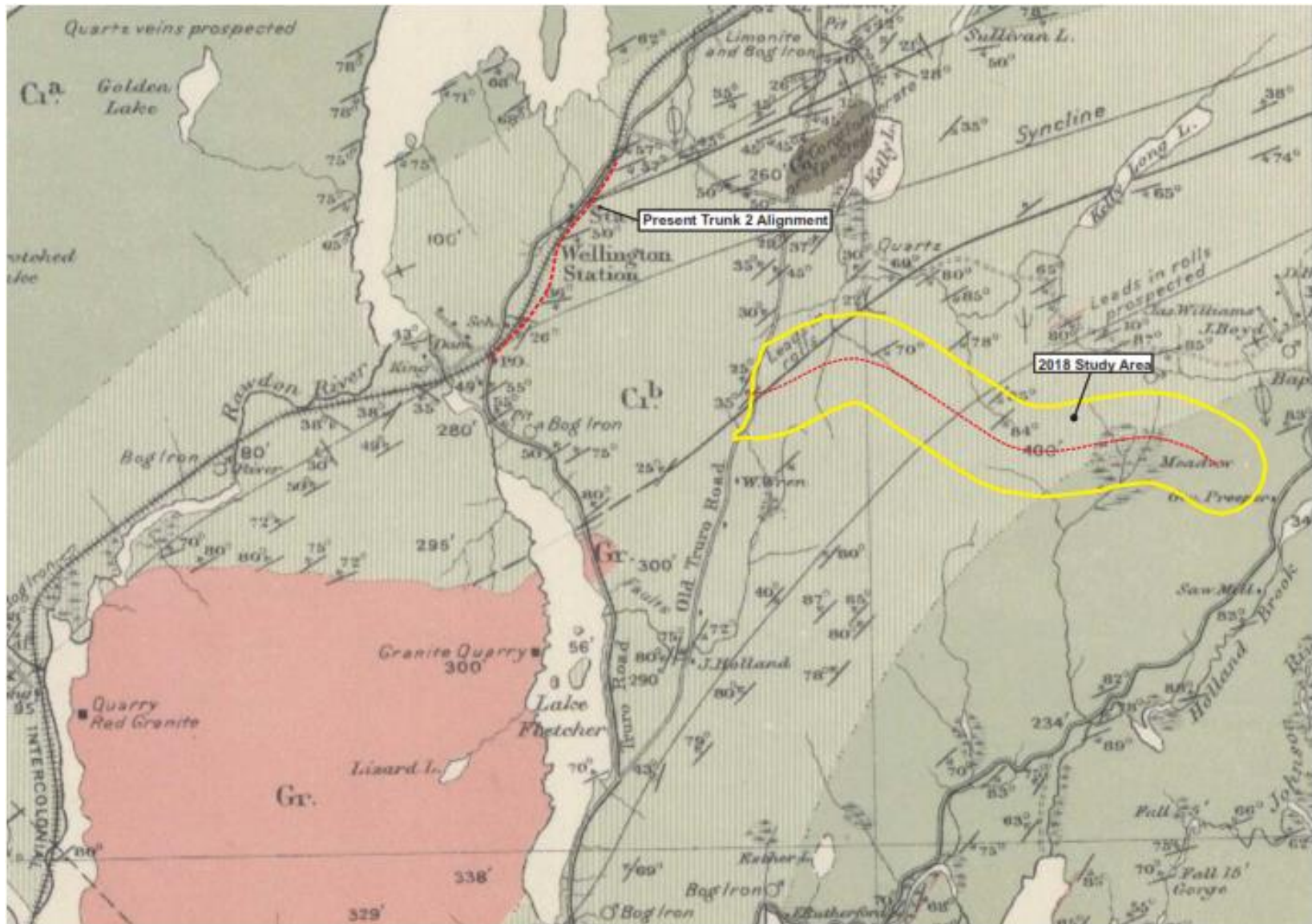
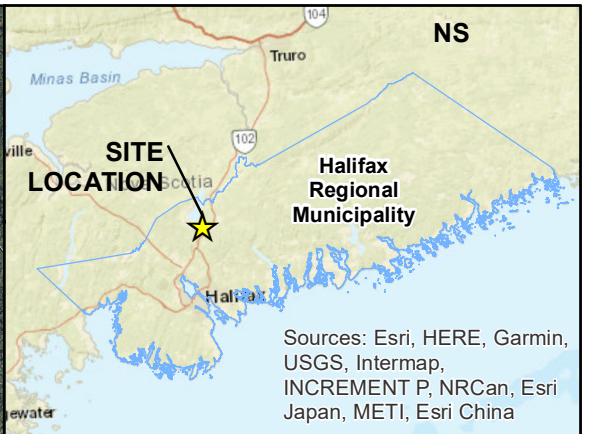
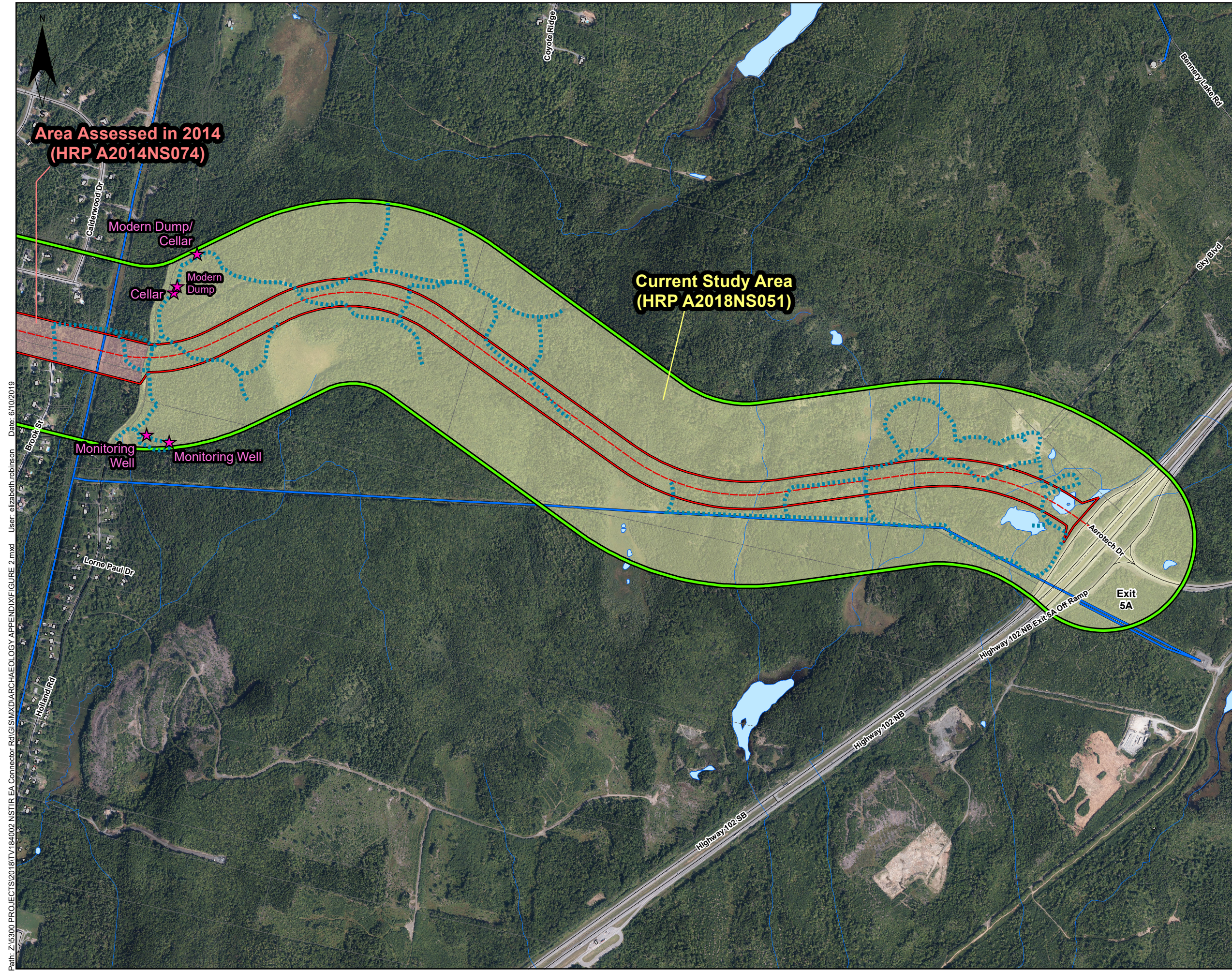


Figure 4 1909 Faribault Geological Map – Old Holland Road



LEGEND:

- ★ Archaeological Points Of Interest
- Archaeological Survey Path
- - - Proposed Alignment (Centre Line)
- ▭ Proposed R.O.W.
- ▭ Local Study Area
- ▭ Buildings
- Property Lines
- ~ River/Streams
- Roads
- Utility Lines
- ☪ Water Bodies

500 250 0
Meters

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PROJECT:

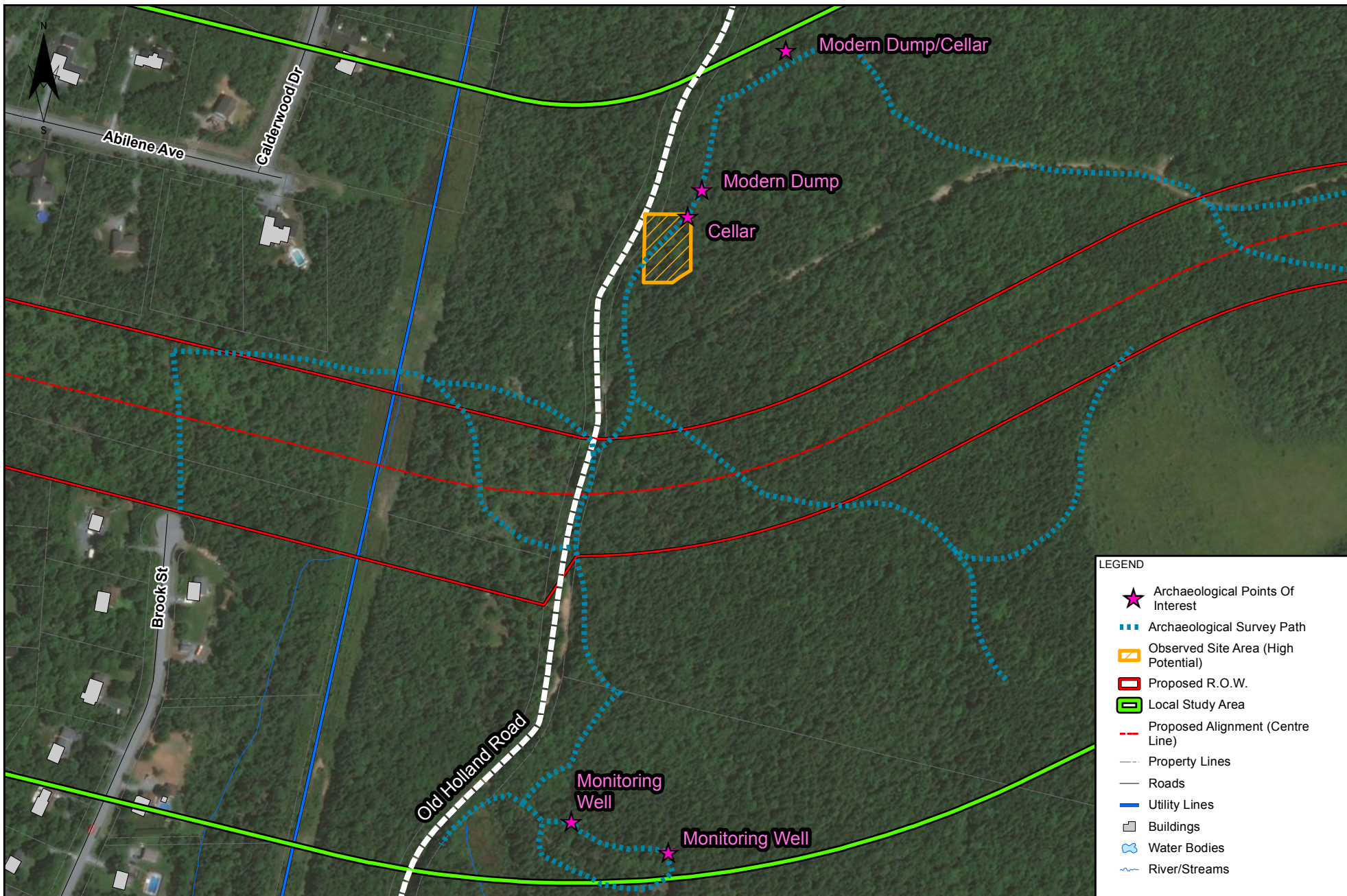
**Environmental Assessment
Aerotech Connector, Exit 5A at
Hwy 102 to Trunk 2 in Wellington**

TITLE:

**Archaeological Assessment:
Points of Interest in Study Area**

DATUM:	DWN BY:	DATE:
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LEGEND	
	Archaeological Points Of Interest
	Archaeological Survey Path
	Observed Site Area (High Potential)
	Proposed R.O.W.
	Local Study Area
	Proposed Alignment (Centre Line)
	Property Lines
	Roads
	Utility Lines
	Buildings
	Water Bodies
	River/Streams

CLIENT: Transportation and Infrastructure Renewal	SCALE: 1:4,000	PROJECT: Environmental Assessment Aerotech Connector, Exit 5A at Hwy 102 to Trunk 2 in Wellington	DWN BY: SF	DATE: OCTOBER 2018
	DATUM: NAD 83		CHK'D BY: UW	REV. NO:
	PROJECTION: UTM ZONE 20 NORTH	TITLE: Archaeological Points of Interest	SCALE: 1:4,000	FIGURE NO: 6
	PROJECT NO: TV184002			