

Appendix F – Stage 1 Archaeological Assessment



PARSONS

Prepared for Metrolinx
by IBI Group & Parsons

Stage 1 Archaeological Assessment Durham-Scarborough Bus Rapid Transit Project Various Lots and Concessions (Former Townships of Scarborough, Pickering, and Whitby) City of Toronto; City of Pickering; Town of Ajax; Town of Whitby; and City of Oshawa

Revised Report

Prepared for:

IBI Group

55 St. Clair West, Seventh Floor

Toronto, Ontario M4V 2Y7

Archaeological Licence: P1066 (Lytle)

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Archaeological Services Inc. File: 18EA-153

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Executive Summary

Archaeological Services Inc. was contracted by IBI Group on behalf of Metrolinx to fulfill the archaeological requirements required under the Transit Project Assessment Process being conducted for Phase One: Existing Conditions of the Durham Scarborough Bus Rapid Transit project. The 90% Design Stage 1 Study Area depicted is generally described as the existing road right-of-way of Ellesmere Road, Kingston Road, Dundas Street and Bond Street, including some intersections. For the purposes of this assessment, the Stage 1 Study Area has been described in five segments by Municipality.

The Stage 1 background study determined that 77 previously registered archaeological sites are located within one kilometre of the Study Area. A total of 12 sites are within 50 metres of the Study Area. Two of the sites within 50 metres (AIGs-449 and AIGr-520) retain Cultural Heritage Value or Interest and require further assessment. Five cemeteries were identified within or adjacent to the Study Area, including Post Cemetery and Pioneer Memorial Garden Cemetery which have outstanding archaeological concerns. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 survey.

The following is a summary of our recommendations:

- 1 Parts of the Study Area exhibit archaeological potential. These lands require Stage 2 archaeological assessment by test pit survey at five metre intervals. Stage 2 is required prior to any proposed construction activities on these lands;
- 2 Archeoworks (P029-836-2012) recent Stage 4 did not fully mitigate the Disciples Church Site (AIGs-449) and did not confirm the boundaries of the Post Cemetery within the D.S.B.R.T. project footprint and their outstanding recommendations still apply;
- 3 Part of the Study Area is adjacent to the Pioneer Memorial Garden Cemetery in Oshawa. Based on information from the cemetery operator about the



uncertainty of grave locations along the northern cemetery limits on Bond Street West, construction monitoring is recommended outside the cemetery boundaries within the Study Area;

- 4 The Garden Site (AlGr-520) abuts the Study Area and is considered to have Cultural Heritage Value or Interest and to require Stage 4 Mitigation of Impacts, as per the recommendations made during Stage 3 under P059-0985-2021.
- 5 The marine archaeological potential of Petticoat Creek, Duffins Creek, Carruthers Creek, Lynde Creek, and Pringle Creek within the Study Area are to be evaluated by following the M.H.S.T.C.I. *Criteria For Evaluating Marine Archaeological Potential* checklist if project impacts to the riverbeds are proposed;
- 6 The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, slopes in excess of 20 degrees, or being previously assessed. These lands do not require further archaeological assessment; and,
- 7 Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.



Project Personnel

- **Senior Project Manager:** Lisa Merritt, MSc. (P094) Partner, Director, Environmental Assessment Division
- **Project Coordinator:** Katrina Thach, Hon. BA (R1225), Associate Archaeologist, Project Coordinator, Environmental Assessment Division
- **Project Administrator:** Hannah Brouwers, Hon. BA (R1270), Archaeologist, Project Administrator, Environmental Assessment Division
- **Project Director:** Jessica Lytle, MSc (P1066), Lead Archaeologist, Project Manager, Environmental Assessment Division
- **Project Manager:** Eliza Brandy, MA (R1109), Associate Archaeologist, Project Manager, Environmental Assessment Division
- **Field Director:** Hannah Brouwers; Kirstyn Allam, Hon. BA (R1258), Cultural Heritage Assistant, Cultural Heritage Division; Caitlin Lacy, BA (R303), Lead Archaeologist, Project Manager, Environmental Assessment Division
- **Report Preparation:** Eliza Brandy; Hannah Brouwers; Danielle Bella, Hon. BA, Archaeologist, Technical Writer, Environmental Assessment Division
- **Graphics:** Jonas Fernandez, MSc (R281), Lead Archaeologist, Manager – Geomatics, Operations Division; Peter Bikoulis, PhD, Archaeologist, GIS Technician, Operation Division
- **Report Reviewer:** Lisa Merritt



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1.0 Project Context

In 2018, Metrolinx completed the Durham Scarborough Bus Rapid Transit (D.S.B.R.T.) Initial Business Case. The study recommended a preferred Bus Rapid Transit (B.R.T.) alignment between Downtown Oshawa (in Durham Region) and Scarborough Centre (in the City of Toronto). The project has now advanced to the Preliminary Design Business Case and Environmental Assessment/Transit Project Assessment Process (T.P.A.P.) phase in accordance with the Metrolinx Business Case Framework, for capital investment projects. IBI Group and Parsons are managing the project on behalf of Metrolinx.

The D.S.B.R.T. project proposes approximately 36 kilometres of dedicated transit infrastructure, connecting downtown Oshawa, Whitby, Ajax, Pickering, and Scarborough. This project builds on the existing PULSE service and will provide more dedicated transit infrastructure along Highway 2 and Ellesmere Road to connect to Scarborough Centre. The corridor has varied traffic, land use conditions and constraints. With rapid growth in the past decade, and an expectation for this growth to continue, travel demand along the corridor will continue to increase and higher capacity transit will be needed to link communities and employment on both sides of the Toronto-Durham boundary. Transit infrastructure will include a range of design solutions in different segments of the corridor. The preliminary design concept includes segments with buses operating with transit priority measures, and segments with dedicated curbside or centre-median transit lanes. The design concept varies by segment based on available space, travel demand, and land use context.

Archaeological Services Inc. (ASI) was contracted by IBI Group on behalf of Metrolinx to fulfill the archaeological requirements required under the T.P.A.P. process being conducted for Phase One: Existing Conditions of the D.S.B.R.T. project. The 90% Design Stage 1 Study Area depicted is generally described as the existing road right-of-way of Ellesmere Road, Kingston Road, Dundas Street and Bond Street, including some intersections (Figure 1). For the purposes of this assessment, the Stage 1 Study Area has been described in five segments by Municipality:



- Segment 1: Ellesmere Road from McCowan Road easterly to Kingston Road (Highway 2) in the City of Toronto;
- Segment 2: Kingston Road (Highway 2) from Altona Road to Notion Road in the City of Pickering;
- Segment 3: Kingston Road (Highway 2) from Notion Road to Lake Ridge Road in the Town of Ajax;
- Segment 4: Dundas Street (Highway 2) from Lake Ridge Road to approximately 400 metres west of Thornton Road in the Town of Whitby; and
- Segment 5: King Street (Highway 2) and Bond Street to Ontario Street in the City of Oshawa

The limits of the Stage 1 Archaeological Assessment Study Area terminate at Simcoe St in Oshawa and Grangeway Avenue in Scarborough. Since the buses will operate in mixed traffic east of Simcoe Street and west of Grangeway Avenue, there is no proposed infrastructure beyond these study limits, and therefore not included in the Stage 1 scope.

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (Ontario Heritage Act, R.S.O. c. O.18, 1990, as amended in 2019) and the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Heritage, Sport, Tourism and Culture Industries (M.H.S.T.C.I., 2011).



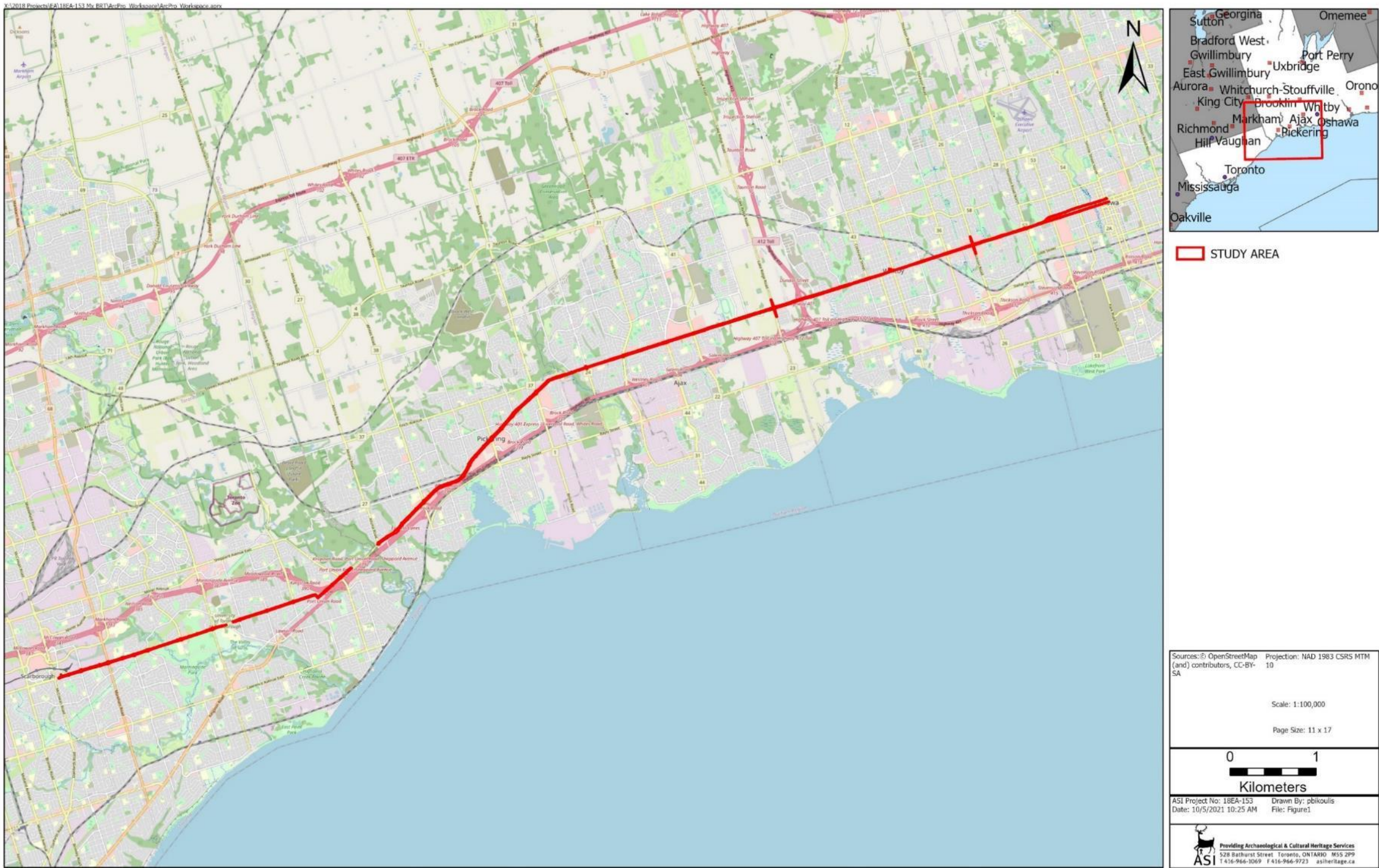


Figure 1: Location of Study Area



1.1 Development Context

All work has been undertaken as required by the *Environmental Assessment Act*, RSO (Environmental Assessment Act, R.S.O., 1990 as amended 2010) and regulations made under the Act, and are therefore subject to all associated legislation. Metrolinx has undertaken this EA under the Transit Project Assessment Process (TPAP) under *Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings*.

The *Master Plan of Archaeological Resources of the City of Toronto (Interim Report)* (ASI et al., 2007) and the *Archaeological Potential Model for Durham Region* (ASI 2013b) were also consulted. The *Master Plan of Archaeological Resources of the City of Toronto (Interim Report)* (ASI et al., 2007) and the *Archaeological Potential Model for Durham Region* (ASI 2013b) were also consulted.

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted by IBI Group on March 5, 2019.

1.1.1 Treaties and Traditional Territories

The Study Area is within the Johnson-Butler Purchases and in 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).

The purpose of the Johnson-Butler Purchases of 1787/1788 was to acquire from the Mississaugas the Carrying Place Trail and lands along the north shore of Lake Ontario from the Trent River to Etobicoke Creek.

As part of the Johnson-Butler Purchases, the British signed a treaty, sometimes referred to as the “Gunshot Treaty” with the Mississaugas in 1787 covering the north shore of Lake Ontario, beginning at the eastern boundary of the Toronto Purchase, and continuing east to the Bay of Quinte, where it meets the Crawford



Purchase. It was referred to as the “Gunshot Treaty” because it covered the land as far back from the lake as a person could hear a gunshot. Compensation for the land apparently included “approximately £2,000 and goods such as muskets, ammunition, tobacco, laced hats and enough red cloth for 12 coats” (Surtees, 1984, pp. 37–45). First discussions about acquiring this land are said to have come about while the land ceded in the Toronto Purchase of 1787 was being surveyed and paid for (Surtees 1984:37–45). During this meeting with the Mississaugas, Sir John Johnson and Colonel John Butler proposed the purchase of lands east of the Toronto Purchase (Fullerton & Mississaugas of the Credit First Nation, 2015). However, descriptions of the treaty differ between the British and Mississaugas, including the depth of the boundaries: “Rice Lake and Lake Simcoe, located about 13 miles and 48 miles north of Lake Ontario, respectively, were not mentioned as landmarks in the First Nations’ description of the lands to be ceded. Additionally, original descriptions provided by the Chiefs of Rice Lake indicate a maximum depth of ten miles, versus an average of 15-16 miles in Colonel Butler’s description” (Fullerton & Mississaugas of the Credit First Nation, 2015).

However, records of the acquisition were not clear regarding the extent of lands agreed upon (Surtees 1984:37–45). 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).

In 2018 the Government of Canada reached a settlement with the Williams Treaties First Nations reaffirming the recognized Treaty harvesting rights in the Williams Treaties territories of each of the seven nations.

The Study Area is also within the active Rouge River Valley Tract Claim, filed in 2015 by MCFN (Fullerton & Mississaugas of the Credit First Nation, 2015).



1.2 Historical Context

1.2.1 Indigenous Land Use and Settlement

Southern 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 & Fritz, 1988) and populations now occupied less extensive territories (Ellis & Deller, 1990).

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. 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. The earliest evidence for cemeteries dates to approximately 4,500-3,000 B.P. and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (J. Brown, 1995, p. 13; Ellis et al., 1990, 2009).

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 al., 1990, pp. 136, 138) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al., 1990, pp. 155, 164). By 1,500 B.P. there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic 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 & Williamson, 2013, pp. 13–15). As is evident in detailed Anishinaabek ethnographies, 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.

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. 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, p. 317). By 1300-1450 C.E., this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al., 1990, p. 343). By the mid-sixteenth century these small villages had coalesced into larger communities (Birch et al., 2021). 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.

By 1600 C.E., the communities within Simcoe County had formed the Confederation of Nations encountered by the first European explorers and missionaries. In the 1640s, the traditional enmity between the Haudenosaunee and the Huron-Wendat (and their Algonquian allies such as the Nipissing and Odawa) led to the dispersal of the Huron-Wendat. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. By the 1690s however, the Anishinaabeg were the only communities with a permanent presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg control and use of southern Ontario.

Oral Histories

Oral histories from Indigenous communities are primary sources that can hold important historical information and their inclusion can provide an indigenous



perspective to archaeological assessment reports. There are various understandings of the histories and movements of communities based on the study of different oral histories and written records and it is fair to say that there is no universally accepted narrative.

Additional oral history from Curve Lake First Nation and the Huron-Wendat Nation were provided to Metrolinx and are included in Appendix D.

1.2.2 Post-Contact Settlement

Historically, the Study Area is located in the former Scarborough Township, County of York, and the former Pickering and Whitby Townships, County of Ontario.

The S & G 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. 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 are also considered to have archaeological potential.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those that are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 metres of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the



hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006a).

Kingston Road

Kingston Road (Danforth Road, Highway 2, Dundas Street, King Street, Bond Street) began in 1798 when the government at the time hired Asa Danforth to construct a road from York (Toronto) to Kingston. This important transportation corridor was intended to provide an overland military route between Lake Ontario, Lake Saint Clair, and Lake Huron. The road was intended to serve a dual purpose – to support settlement in Upper Canada and to deter expansionist American interests. Work on road commenced in 1793 but the rocky and heavily treed landscape made progress slow and the route was still barely passable when Simcoe returned to England in 1796 (Byers & McBurney, 1982). Eventually, however, Dundas Street served the purpose of supporting settlement in southern Ontario once the colonial government purchased new lands adjacent to it.

In 1799, a portion of the route was completed, from Toronto to Port Hope. Though the original road was no more than a muddy horse path before it was macadamized in the mid-1800s. The final route between Windsor and the Quebec border was 837 km long. Highway 2 was part of the first 73.5 km stretch to be maintained by the provincial Department of Highways in 1917 and remained an important route between Toronto and Quebec until the construction of Highway 401. The route was no longer deemed a provincial highway in 1998 (Ontario Ministry of Transportation and Communications, 1984).

Where Kingston Road crossed the Rouge River there was an early bridge, and the sandy approaches to it were the bane of travelers for decades. This bridge was washed out on several occasions following spring freshets or particularly heavy rains, and travelers were sometimes ferried across the Rouge at this spot. The importance of Kingston Road as a transportation corridor for the movement of goods and people extended throughout the late eighteenth century and all through the nineteenth century (A.S.I., 2013).



Scarborough Township

The Township of Scarborough, originally called Glasgow Township, was partially laid out to the east of the Township of York. Beginning in 1791, Augustus Jones surveyed the new township, and a baseline was laid out. The early survey of the township was found to be faulty and carelessly done, resulting in numerous lawsuits among property owners. To remedy this situation, a new survey of the township was undertaken under F.F. Passmore in 1864 to correct and confirm the township concession lines. In August 1793, Mrs. Simcoe noted in her diary that she and her party “came within sight of what is named in the Map the high lands of Toronto—the shore is extremely bold and has the appearance of Chalk Cliffs... they appeared so well that we talked of building a Summer Residence there and calling it Scarborough” (Bonis, 1968). The first land grants were patented in Scarborough in 1796, and were issued to Loyalists, high ranking Upper Canadian government officials, and some absentee Loyalist grantees. Among the first landowners were: Captain William Mayne (1796); David Thomson (1801); Captain John McGill (1797); Captain William Demont (1798); John McDougall (1802); Sheriff Alexander McDonell (1806); and Donald McLean, clerk of the House of Assembly (1805).

The Euro-Canadian settlement of Scarborough remained slow, and in 1802 there were just 89 settlers in the Township. In 1803, the township contained just one assessable house and no grist or sawmills. The livestock was limited to five horses, eight oxen, 27 milch cows, seven “horned cattle” and 15 swine. In 1809 the population had increased to 140 men, women, and children. The settlement and improvement of the township was aided when the Danforth Road was constructed across the township but was checked in 1812 with the outbreak of the war. By 1819, new settlement was augmented by settlers from Britain, Scotland and Ireland, but the population remained low at just 349 inhabitants (Bonis, 1968).

Highland Creek

One of the first settlers at Highland Creek was William Knowles, who is said to have established a smithy here in 1802. His son, Daniel Knowles, opened the first



general store in the village. The first mill in the village was built by William Cornell in 1804. This structure was razed by fire but was replaced with a gristmill on the same site by William Helliwell in 1847. This structure also burned in 1880 (R. Brown, 1997).

Highland Creek was established as a post office on July 6, 1852, with William Chamberlain as the first postmaster. The office was rocked by scandal in 1856, when the second postmaster, John Page, absconded. The post office is still in operation although its name has been changed to the West Hill sub postal outlet #2. The community once contained four stores, two hotels and two gristmills, with a total population of approximately 500 inhabitants (Crossby, 1873). By 1885, it was described as a “considerable village” with a population of about 600 (Mulvany et al., 1885). By the late 1890s, it contained three churches representing Catholics, Methodists and Presbyterians (Boyle, 1896).

The village was primarily centered around the intersection of Old Kingston Road and the Military Trail on either side of Highland Creek. The main concentration of settlement here was focused on part of Lots 6, 7 and 8 in Concession 1 on land owned by William Helliwell. The central portion of the village, located on Lot 7, was formally subdivided into 15 large building lots by a plan prepared in January 1855 (MacKay, 1851). At that time, a cooper’s shop stood in the apex of land on the west side of the intersection of Kingston Road and the Military Trail, and a dwelling house was located south of Kingston Road on the east side of Morrish Road.

Development crept through Scarborough Township in the early twentieth century, following along Kingston Road. Transportation improvements along the through the area along Kingston Road also facilitated growth, such as the Toronto and Scarboro Electric Railway which reached Highland Creek in 1906. The paving of Kingston Road also occurred during the early 1920s. By the 1940s urbanization of the area was well underway for the community of Highland Creek (Toronto and Region Conservation Authority, 1999).



Rouge River Valley

The first recorded European settlement of the Rouge River Valley occurred in 1669 when Fathers Fénelon and d'Urfé, Sulpician priests from Montreal decided to establish their mission at the foot of the Rouge River trail. A Seneca village, known as Ganatsekwyagon was established around the same time at the foot of the river as well. The village was short-lived, however, and appears to have been abandoned around 1687 ((Toronto Region Conservation Authority) TRCA, 2007).

More permanent settlers next came in 1794 with William von Moll Berczy and German-speaking Mennonites who began to settle lots in Markham Township. While the land was being settled, roads and concessions were surveyed and cleared making the area passable. Some settlers were travelling up the Rouge River then following a trail to reach their lots in Markham. Slower to settle were the portions of the Rouge River which passed through Scarborough, southwestern Pickering, and parts of Whitchurch Township ((Toronto Region Conservation Authority) TRCA, 2007).

There were eight mills on the Rouge River by 1817, most were sawmills. The Rouge River trail had been opened up for wagons and was passable during the winter. By 1861 the number of mills on the river had grown to 54. The trail, however, had passed out of use, in favour of Kingston Road (for mostly east-west travel) and Markham Road (for north-south). Around this time there were 17 villages, hamlets, and crossroads communities along the Rouge River Valley watershed. Communities such as Rouge Hill, Cedar Grove, Locust Hill, and Holland Landing (ASI, 2011a; (Toronto Region Conservation Authority) TRCA, 2007).

When veterans returned post-Second World War, a population boom occurred in the watershed as many sought out homes in the new suburbs of Scarborough to raise their growing families. Though much of the Rouge River remained relatively rural in character until the 1970s when further population growth occurred ((Toronto Region Conservation Authority) TRCA, 2007).



Pickering Township

Pickering Township was first surveyed in 1791, after the British signed a treaty with the Mississaugas in 1787, and designated it as Township 8, changed shortly thereafter to Edinburgh. The first legal settler in Pickering is said to have been William Peak, who arrived in 1798 and was reputed to have been a trader with the local Indigenous peoples and interpreter who settled along the lakeshore at the mouth of Duffins Creek (Armstrong, 1985; Farewell, 1907). The westerly portion of the township was settled in part by German settlers attracted to the area through the settlement proposal of William Berczy (Farewell, 1907). The remainder of the township was settled by Loyalists, disbanded soldiers, emigrants from the United Kingdom, and a large number of Quakers from both Ireland and the United States (Farewell, 1907). By 1851, Pickering was “one of the best settled townships in the County, and contains a number of fine farms, and has increased rapidly in both population and prosperity, within the last few years” (Smith, 1851). Maps produced later in the nineteenth century (Beers, 1877; Shier, 1860) show the township to be heavily settled and period census returns show that the township contained a wide variety of industries and small businesses as well as husbandmen engaged in mixed agriculture. The township population was 187 in 1809, 375 in 1820, 1,042 in 1828, 3,752 in 1842, and 5,285 in 1901.

The main settlements in Pickering Township were located along Duffins Creek where early mills and various industries utilized the available hydraulic power of this watershed. One of the earliest roads constructed across Pickering was the Kingston Road, built by Asa Danforth in 1796 along the south end of the township near the lake. This road was illustrated on several early township maps. The road network in Pickering developed slowly, and, by 1850, the de Rottenburg map showed just three major north-south arteries between the Kingston Road and Highway 7 (De Rottenburg, 1850).

Pickering Township experienced a decline in population in the rural areas in the early and mid-twentieth century. It generally remained unchanged as a nineteenth-century agricultural landscape north of the lakeshore area, even with some loss of earlier farmsteads. A gradual subdivision of some farmland occurred in the latter half of the twentieth century. The Regional Municipality of Durham,



which saw the dissolution of the County of Ontario, was officially declared on January 1, 1974. At the same time the Township of Pickering became the Town of Pickering except for a section in the southeast part and the Village of Pickering that joined the Town of Ajax. Urbanization that began in the southern part of Pickering in the post-Second World War period accelerated and moved northward in the latter part of the century. It continues in the twenty-first century.

Post Cemetery

Post, or Quaker, Cemetery, is located at 1693 Kingston Road in Pickering. On the south side of Kingston Road west of Brock Road, set back from the road on a small hill within the Study Area. Both Kingston Road and Brock Road are early transportation routes. Detailed land use history of the cemetery and church was conducted as part of Archeoworks' Stage 4 archaeological investigations (P029-836-2012) on the property for the B.R.T. project and are summarised here:

In 1863, the formerly agricultural property was parceled off and sold to the Trustees of the Religious Society and Congregation of Disciples. A wooden church had already been constructed on the private lands in the late 1830s or 1840s at the corner of Brock Road and Kingston Road, apparently established by the Disciples Church before the formal severance. The first recorded burial in the churchyard was in 1860 of Jordan Post, hence the name later used to refer to the cemetery. By 1927, the church had been demolished (see Image 101). The last recorded burial was in 1941.

The northern part of the property appears to have been expropriated and fenced off by 1966 resulting in part of the church and cemetery lands becoming part of the current Highway 2 right-of-way (see Image 96). The property parcel registry indicates a bylaw related to subdivision of the parcel in 1961, and that a plan of the property was surveyed in 1971 (see Appendix E Figure 72). This presumably was made in conjunction with Highway 2 road reconstruction activities noted by Archeoworks in 1972, also visible from 1970s aerial imagery (see Images 97-98). In 2012 another survey of the property was made (Figure 73) showing an easement was separated along the north and east sides of the property, which occurred around the same time as the Archeoworks' assessments for the



proposed Highway 2 B.R.T. project and further road improvements which were also seen in historical imagery (see Images 99-100). Evidence of road work is seen in Google StreetView imagery from 2015 (see Images 102-103).

Historic burials remain in situ adjacent to Brock Road within the currently fenced cemetery grounds (indicated in the results of ground penetrating radar shown in the *Supplementary Documentation*). A Stage 3 cemetery investigation and Stage 4 excavation by Archeoworks was previously completed along Kingston Road and Brock Road within and adjacent to the property, as part of the proposed B.R.T project, related to the current Stage 1 scope (see Section 1.3.3). Based on the results of these assessments, parts of the cemetery and adjacent lands require further work.

Rouge Hill

The village of Rouge Hill developed as a stagecoach stop in the early nineteenth century. The community remained small, and stagnated even further when the railroad arrived in 1856, eliminating much of the stagecoach traffic (R. Brown, 1997). The West Rouge portion of Pickering was annexed to the Township of Scarborough in January of 1974 (Anonymous, 1973).

Dunbarton

The village of Dunbarton was founded in 1849 by William Dunbar, the owner of the west half of Lot 25. The village was planned out by Dunbar himself, on the southern portion of his land, in order to attract Scottish immigrants to the area, one of which was High McConochie. The village quickly grew and featured a general store, an inn, and a Presbyterian Church, and provided an overland trade route into Toronto for the port at Fairport, approximately one kilometre south of the village, on Frenchman's Bay. The *Illustrated Historical Atlas* illustrates the Village of Dunbarton within the west half of Lot 25, straddling Kingston Road and Dunbarton Creek.



Frenchman's Bay

Frenchman's Bay, located to the south of the study area, played an important role in the early settlement of the area. The channel in Frenchman's Bay was opened in 1843 when a channel was dredged and two wood timber piers were constructed (Frenchman's Bay Marina, 2016; Yorke, n.d.b). Within a few years over 3 million feet of lumber were being shipped out of the port, providing jobs for residents and driving the growth of the community (Yorke, n.d.a). In 1853 the Pickering Harbour Company was incorporated and was deeded the rights to the water and ownership of the land beneath which the bay and out into Lake Ontario, entitling the company to operate the harbor and to charge and collect tolls (Frenchman's Bay Marina, 2016). This charter remains in place today. During the late nineteenth century schooners known as 'stonehookers' operated in local waters, bringing up large stones from the lake bottom near the shoreline to be used primarily as construction and paving material in Toronto (Frenchman's Bay Marina, 2016). Commercial use of Frenchman's Bay declined as the construction of rail lines across southern Ontario brought a new way to transport goods over land rather than by water. By the early twentieth century the bay was primarily used for recreation, and the Frenchman's Bay Yacht Club was formed in 1937. In 1972 Pickering Harbour Company established the East Shore Marina and installed docks for rent. The waterfront underwent revitalization in 2000 and the construction of Millennium Square and Alex Robertson Park provided more recreational space. In 2013 reconstruction began on the channel, funded by federal, provincial, and municipal investments (Frenchman's Bay Marina, 2016).

Duffins Creek

Between 1801 and 1807 a settlement founded by early Quaker families developed along the Danforth Road (Kingston Road/Highway 2) where it crossed Duffins Creek. A 4,800-acre block around the village was first granted to Major John Smith in 1793, who willed it to his son David W. Smith, Surveyor-General of Upper Canada. Irish traders named Duffin, and Peak were the first documented European settlers in this area. In 1809, Timothy Rogers bought Smith's property and built a saw and grist mill in the village, and in 1829 a post office was opened. In 1846, the settlement population was estimated at 130, with four churches, a



grist mill, brewery, tannery, taverns, shoemakers, tailors, blacksmith, and a wagon maker. The lack of a good road north prevented the settlement from achieving the growth seen in Markham, Stouffville, Whitby, and Oshawa. However, by 1856, the Grand Trunk Railway was built near the village, leading to the growth of the local economy. The village became known as Pickering around 1870. Pickering also operated as a shipping centre for livestock, grain, and flour into the late nineteenth century. In 1900 the population was approximately 1,000. It was amalgamated with the Town of Ajax in 1974 (A. Brown, 2011; Town of Ajax, n.d.).

Ajax

The Town of Ajax was founded on the site of a former Defence Industries Ltd. Shell-filling plant and named after British cruiser H.M.S Ajax, which fought in the Second World War. The DIL plant began life in 1940, on an expropriated plot of land more than 28,000 acres in size, from Lake Ontario in the south, to Highway 401 in the north, and bordered by Duffins Creek to the west. DIL was purportedly the largest shell-filling plant in the British Empire employing 9,000 employees and producing more than 40 million rounds of artillery shells. The site was chosen as it was removed from immediate proximity with any major settlements, it was well suited for water and sewage infrastructure, and it was situated adjacent to a range of transportation links.

Following the end of the War, Ajax was the home to a satellite campus of the University of Toronto. The University saw a massive leap in the number of applicants to study following the end of the War. The campus stayed in use until the end of the 1948-1949 session (Barker, 1951; MacDonald, 1995; Mika & Mika, 1977).

St. George's Anglican Cemetery

St. George's Anglican Cemetery is an active licensed cemetery located at 77 Randall Drive in Ajax adjacent to the Study Area. It is located on the west side of Randall Drive, south of Kingston Road, formerly St. George Street, an early transportation route. St. George's Anglican Church is the oldest church standing in Ajax (Town of Ajax, 1984). The cemetery features an early Gothic Revival church with cemetery, churchyard, and mature trees, and reflects nineteenth-century



religious and burial practices along Kingston Road in Pickering Township. A plaque at the church notes that the parish was founded at Duffins Creek (now Pickering Village) in 1832, the present church was completed in 1859, and the earliest burials date to the early 1830s. The cemetery is operated by the St. George's Anglican Cemetery Board and records are held with the Anglican Diocese of Toronto.

Whitby Township

Whitby Township, when first laid out in the 1790s, was designated Township 9 although the name was changed shortly thereafter to Norwich. The first survey of this township was made in 1791 and the first settler arrived in 1794 (Armstrong, 1985). The first settler was said to have been Benjamin Wilson, a Loyalist from Vermont, who settled along the lakeshore east of Oshawa (Farewell, 1907). Whitby was quickly settled by a mixture of Loyalists, disbanded troops, and emigrants from the United States, the United Kingdom, and Ireland. Two major settlements were soon established in the southern half of the township, Whitby, and Oshawa. These communities were advantageously located where watersheds (such as that of Lynde Creek) were crossed by the Kingston Road. Whitby further benefited from its harbour and from the construction of the Grand Trunk Railway in the 1850s.

In 1852, Whitby Township became part of Ontario County, and the township was divided in 1857, the western portion remained as Whitby Township. The eastern portion extending from a line between Whitby and Oshawa north to Durham County became the township of East Whitby (Hood, 1978). Throughout the next century, development occurred slowly, and the area remained in a large part agricultural. On January 1, 1968 the township was erected into a town, and on January 1, 1974, the town of Whitby became part of the Regional Municipality of Durham (Mika & Mika, 1983).

Town of Whitby

This town was established on part Lots 24 to 29 in the Broken Front, and part Lots 22 to 31 in Concessions 1 and 2 (Whitby). A post office had been opened here as early as 1823. The first settlers here were Jabez Lynde and Samuel Cochrane in



1804. In 1835, the community was known as Hamer's Corners, named after merchant John Hamer. The harbour was utilized and improved during the 1830s, at which time it was known as Windsor Bay or Windsor Harbour. During the 1840s and 1850s, the north part of the community was known as Perry's Corners, named in honour of a leading citizen, Peter Perry. Due to confusion with the town of Windsor in the Western District of the province, the name of this town was officially changed to Whitby, which was a seaside resort in Yorkshire. Whitby achieved town status in 1855 and became the seat for Ontario County in 1852. The town grew somewhat following the construction of the Grand Trunk Railway in 1856. The town is also known as the site for an institute for the mentally ill which was opened here in 1913 (MacKay, 1851; Mika & Mika, 1983; Smith, 1851).

Mount Lawn Cemetery

Mount Lawn Cemetery is an active licensed cemetery located at 2000 Dundas Street East in Whitby, on the north side of Dundas Street East. The property registry indicates the first recorded instrument as being a certificate issued in 1929, despite burials dating to before this time (Ontario Land Registry Access, 2022). Parts of the cemetery were owned by the Town of Whitby and Durham Region until 2003 when it all came under the ownership and operation of Arbor Memorial Inc. (formerly known as Memorial Gardens Ltd.). Block 6 and Trinity Garden (Block 5) sections of the cemetery are adjacent to the Study Area, which are the oldest sections of the cemetery (Michael Allcock Arbor Memorial Inc., telephone communication, March 2, 2022). The cemetery is delineated by a treeline inside of a wire fence, with burials being marked with flat-laid stones in rows perpendicular to Dundas Street East. No burial records pre-date 1914 (Find A Grave, 2021). The property features a funeral home, parking lot, and landscaped grounds.

City of Oshawa

The City of Oshawa was one of two major settlements in the Township of Whitby. It was first known as Skae's Corners, named after popular merchant Edward Skae. The name was later changed when local trader Moddy Farewell invited two Mississauga friends from Rice Lake to propose a more original name around 1842.



They suggested *ajawi*, signifying ‘crossing to the other side’ or ‘shore of a river or lake’, and the name Oshawa evolved from it (Rayburn, 1997). Edward Skae went on to become the first postmaster on October 6, 1842.

The Queen’s Hotel was established in 1874 and closed at the start of the 1920s. The Queen’s Hotel is listed on the 1921 Oshawa City Directory (Reformer Printing & Publishing Company Limited, 1921, p. 49) but does not appear on the 1923 Town of Oshawa Directory (Henry Vernon & Son Publishers, 1923). The Queen’s Hotel is depicted on the 1911 Fire Insurance Plans of Oshawa (Goad, 1911) on the northeast corner of Simcoe Road and Bond Street. A second Queen’s Hotel, likely not related and named to capitalize on a well known name, appears in the 1935 City Directory at a different address “Queen’s Hotel, A Rousseau Prop, 67-69 Simcoe N.” (Vernon Directories Limited, Publishers, 1935, p. 236). The upper storeys of the original Queen’s Hotel remained open as the Queen’s Apartments for some time after the hotel was closed. The building was torn down in 1987 after several decades of disrepair (Oshawa Museum, 2019).

Union Cemetery

Union Cemetery is an active licensed cemetery located at 760 King Street West in Oshawa, on the northeast corner of King Street West and Thornton Road North, adjacent to the Study Area (Figures 80-84). The cemetery was originally purchased in 1835 by Dr. Robert Thornton. The first internment was in 1837. In 1922, the cemetery property was donated to the City of Oshawa, and a mausoleum was constructed in 1924 (Heritage Oshawa, 2015).

Pioneer Memorial Garden Cemetery

Pioneer Memorial Garden, or Pioneer Memorial Park, Cemetery is an inactive licensed cemetery located at 185-201 Bond Street West in Oshawa, operated by the City of Oshawa since 2008. Although the cemetery was sold to the Wesleyan Methodist Church in 1847 by John B. Warren, the earliest recorded burial is from 1830. The last recorded burial was in 1906. Grave markers within the cemetery include the names of people that helped establish and develop Oshawa, such as Ritson, Lovell, Rundle, Courtice, and Guy (Cole, 2012). The cemetery was restored in a partnership between Simcoe Street United Church, the City of Oshawa, and



the Oshawa Horticultural Society (Heritage Oshawa, 2015). All monuments were incorporated into a cairn in 1949 by a committee organized by Simcoe Street United Church (Durham Region Branch Ontario Genealogical Society, 2020). The 1861 Plan of Oshawa illustrates that the Cemetery fronted King Street as Bond Street had not been built along the north edge of the cemetery at that time and that the cemetery was located at the back of the subdivided lot fronting King Street (Figure 85). A 1948 burial plot plan (provided by the City of Oshawa) illustrates that the cemetery is bounded on the north by Bond Street, with the dimensions of 148 feet (45 metres) wide and 170 feet (51 metres) long (Figure 86) which match the present dimensions of the cemetery property (Figure 87). This plan was likely completed prior to the construction of the cairn and represents the known burials at that time. Graves are no longer memorialised in those locations. Topographic maps and aerial imagery demonstrate that Bond Street was extended west of Oshawa Creek between 1930 and 1954 in front of the cemetery (see Appendix A).

1.2.3 Map Review

The Illustrated Historical Atlases for the Counties of York and Ontario (Beers, 1877; Miles & Co., 1878; Shier, 1860; Tremaine, 1860) were examined to determine the presence of historic features within the Study Area during the nineteenth century (Appendix A Figures 2-6).

The 1877 and 1878 *Illustrated Historical Atlas* maps demonstrate that both Ellesmere Road and Kingston Road were both historically surveyed roads and following their present alignments. Ellesmere Road is illustrated as within an agricultural context with farmsteads to the north and south of the roadway. Highland Creek and its tributaries are depicted as transecting the Project Study Area. Ellesmere Road and Kingston Road intersect east of the community of Highland Creek. Kingston Road generally travels from an agricultural context. It also passes through the villages of: Rouge Hill, Dunbarton, Pickering Village (Duffins Creek on the map); and the town of Whitby and city of Oshawa. The Project Study Area along Kingston Road transects several rivers and creeks including Rouge River, Petticoat Creek, Duffins Creek, Lynde Creek, Pringle Creek, Corbett Creek, and Goodman Creek.



The 1930 topographic map Markham and Oshawa sheets (Department of National Defence, 1930a, 1930b) and the 1970s National Topographic System Agincourt, Highland Creek, Ajax, Whitby, Brooklin, and Oshawa sheets (Department of Energy, Mines and Resources, 1973, 1974a, 1974b, 1976a, 1976c, 1976b) were examined to determine the extent and nature of twentieth-century development and land uses within the Study Area (Appendix A Figures 7-16).

The 1930 topographic maps show that Ellesmere Road is an unmetalled roadway and is in a similar alignment as the earlier mapping, however, the roadway is no longer crossing over Highland Creek. There are two bridges crossing over eastern tributaries of Highland Creek near to where Ellesmere Road begins again. The Canadian National Railway (C.N.R.) intersects Ellesmere Road to the east of present-day McCowan Road. Kingston Road is illustrated as a first-class metalled road following the same alignment as earlier mapping. To the west of present-day Anderson Street in Whitby the Canadian Pacific Railway (C.P.R.) intersects with Kingston Road. Generally, the Project Study Area along Ellesmere Road and Kingston Road has experienced development with the increasing number of houses along both roadways.

The 1973-1976 National Topographic System maps demonstrate that development had occurred since the mid-twentieth century along Ellesmere Road and Kingston Road. Residential neighbourhoods and commercial development had occurred along Ellesmere Road. It also now crosses Highland Creek. Along Kingston Road there had been development, but not as much infill as Ellesmere Road. There are still spans of agricultural or rural areas along Kingston Road at that point in time.

1.2.4 Aerial and Orthoimagery Review

The 1954 aerial photographs (Hunting Survey Corporation Limited, 1954) depict the Project Study Area in a similar context to the earlier mapping (Appendix A Figures 17-21). Ellesmere Road does not cross Highland Creek. Further development has occurred along Ellesmere Road and Kingston Road with the various communities and towns showing signs of growth and expansion. The Canadian National Railway line that had intersected with Ellesmere Road is now



labelled as Abandoned on the photograph. There is construction occurring near the intersection of Ellesmere Road and Kingston Road for Highway 401. Kingston Road is also being labelled as Highway 2.

Section 7.2 includes a series of aerial photography images available within the City of Toronto from between 1947 and 1992 serving to highlight the specific areas of development in the Study Area (Images 95-99) (City of Toronto Archives, n.d.).

A review of available Google satellite imagery (Maxar Technologies & CNES/Airbus, 2021) shows that the majority of the Study Area has experienced steady urbanization and redevelopment since 2002, including construction of extant roads, residential developments or demolitions, subdivisions, and commercial properties. Some notable changes between 2002 and 2021 where deep and extensive disturbance is visible are described below (see Section 7.2 Images 100-121):

- Construction of the existing mixed-use development on the north side of Ellesmere Road at McCowan is shown from 2002 to 2009, including construction of Grangeway Avenue (Image 100);
- In 2007 construction is shown for the long-term care home on the southeast side of Ellesmere Road and Neilson Road (Image 101);
- Between 2005 and 2007 the structure at Mornelle Court and Ellesmere Road is shown to have been demolished (Image 102);
- Centennial College – Morningside Campus is shown under construction in 2002 on the north side of Ellesmere Road (Image 103);
- Residential subdivision and Spall Court is shown under construction in 2007 (Image 104);
- Three houses were constructed between 2002 and 2005 at the northeast corner of Ellesmere Road at Scarboro Avenue (Image 105);
- The commercial building at 6534 Kingston Road is shown to be constructed between 2009 and 2013 (Images 106, 107);
- Earthmoving activities seen in 2007 prior to the construction of the commercial plaza at 780 Kingston Road by 2013 (Images 108, 109);
- Construction of the commercial plaza at 820 Kingston Road in 2016 (Image 110);



- The car dealership property at 940 Kingston Road is shown to have been built in 2005 (Image 111);
- A house is shown to have been demolished between 2018 and 2019 at the terminus of Dunchurch Street near the railway crossing over Kingston Road (Images 112, 113);
- The property southeast of Valley Farm Road and Kingston Road has been subject to topsoil stripping and construction activities in 2002 and 2016-2021 (Image 114, 115);
- Between 2005 and 2009, the residential development at the northeast corner of Chapman Drive and Kingston Road was built, and the properties west of Salem Road were constructed (Images 116, 117);
- Construction is seen in 2009 of the Whitetail shopping centre, the residential development between Wicks Drive and Galea Pond (Image 118);
- Construction is seen from 2005 to 2009 at Casino Ajax (Image 119);
- Construction activities for Highway 412 can be seen in 2013, and at a large property east of Highway 412 and north of Dundas Street West in 2016-2021 (Images 120, 121);
- Demolition of the former structures at 604 and 614 Dundas Street East is shown from 2019 to 2021 (Images 122, 123);
- Demolition of former structures and regrading is seen around 1000 Dundas Street East around 2018 (Image 124);
- Construction of 708-710 Dundas Street East is seen in 2018

1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Study Area, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the M.H.S.T.C.I. through “Ontario’s Past Portal”; published and unpublished documentary sources; and the files of ASI.



1.3.1 Current Land Use and Field Conditions

A Stage 1 property inspection was conducted on May 11, 12, 14, 15, 25-27 in 2020 and on September 24 and 27 in 2021. The Study Area is located along Ellesmere Road and Kingston Road/Highway 2/Dundas Street, traveling from the City of Toronto through to the City of Oshawa. For ease of description, the Study Area will be described as oriented in a generally east-to-west direction along Ellesmere between Stoneton Drive and Kingston Road; northeast-to-southwest direction from the intersection of Altona Road and Kingston Road to Kingston Road and Brock Road; and then returning to a generally east-to-west direction for the remainder of the Study Area. For the purposes of this report, the Study Area is described in five segments.

Segment 1 City of Toronto: Ellesmere Road from McCowan Road easterly to Kingston Road (Highway 2)

Segment 1 follows along Ellesmere Road in the City of Toronto is approximately 13 kilometres long, beginning at Stoneton Drive east of McCowan Road and ending at Kingston Road and Raspberry Road, with a gap approximately 100 metres long between Military Trail and west of Mirrow Court.

Ellesmere Road features two lanes of eastbound vehicular traffic and two lanes of westbound vehicular traffic for much of the Study Area and the roadway is bounded by curbs, sidewalks, and boulevards. Generally, the Study Area is bounded by a mixture of residential, commercial, and industrial developments with the buildings having varying setbacks from the roadway from McCowan Road to the western end of Military Trail. East of the western end of Military Trail, Ellesmere Road transects the Highland Creek valley to Morningside Avenue with naturalized parkland bounding the Study Area. From Morningside Avenue to Kingston Road, the Study Area is bounded by residential development with the buildings having differing setbacks. Ellesmere Road curves southward to meet Kingston Road approximately 100 metres before their intersection. The Study Area continues on Kingston Road under Highway 401 past commercial plazas and a residential subdivision.



Segment 2 City of Pickering: Kingston Road (Highway 2) from Altona Road to Notion Road

Segment 2 travels along Kingston Road through the City of Pickering for approximately 10 kilometres from 60 metres west of Altona Road to just east of the intersection of Kingston Road and Notion Road.

Generally, the Study Area is bounded by commercial and industrial developments with varying setbacks from the roadway. Kingston Road is two lanes of southwest-bound vehicular traffic and two lanes of northeast-bound vehicular traffic with curbs and sidewalks on either side of the roadway. East of Altona Road, the Study Area is bounded by commercial and residential developments with varying setbacks from the roadway. Kingston Road passes under the railway near Dixie Road. As the Study Area approaches the major intersections of Kingston Road and Liverpool Road, and Kingston Road and Brock Road, the roadway widens to three lanes in each direction for vehicular traffic before returning to two lanes.

Segment 3 Town of Ajax: Kingston Road (Highway 2) from Notion Road to Lake Ridge Road

Segment 3 continues through the Town of Ajax along Kingston Road for approximately nine kilometres of two lanes of eastbound vehicular traffic and two lanes of westbound vehicular traffic and the roadway is bounded by sidewalks, curbs, and boulevards.

Generally, the Study Area is bounded by a mixture of residential, commercial, and industrial developments with the buildings on both sides of the roadway having differing setbacks. At the western end of Ajax, the Study Area passes over Duffins Creek and through the historic Pickering Village. Towards the eastern end of Ajax, the Study Area passes through an agricultural area. The Study Area includes approximately 750 metres along Lake Ridge Road north and south of the intersection with Kingston Road/Dundas Street West.



Segment 4 Town of Whitby: Dundas Street (Highway 2) from Lake Ridge Road to approximately 400 metres west of Thornton Road

Segment 4 continues through the Town of Whitby along Dundas Street West and East for approximately 10 kilometres of two lane eastbound vehicular traffic and two lane westbound vehicular traffic for much of the Study Area and the roadway is bounded by paved shoulders in the western portion. The Study Area includes approximately 750 metres along Lake Ridge Road north and south of the intersection with Kingston Road/Dundas Street West and 750 metres along Thickson Road north and south of the intersection with Dundas Street East. From west of Fothergill Court along Dundas Street West the roadway is generally bounded by curbs, sidewalks, and boulevards.

Generally, the Study Area is bounded by agricultural properties from Lake Ridge Road to west of Fothergill Court. East of Fothergill Court to east of the intersection of Dundas Street East and Powell Road, the Study Area is generally bounded by a mixture of commercial and residential developments with the buildings having varying setbacks from the roadway. Dundas Street West passes over Highway 412 and under the railway east of Garden Street. The Study Area also includes the parking lot at the southeast corner of Byron Street North and Elm Street, north of Dundas Street West.

Segment 5 City of Oshawa: King Street (Highway 2) and Bond Street to Ontario Street

Segment 5 is within the City of Oshawa along King Street East for approximately four kilometres in length to Celina Street/Ontario Street. The Study Area includes a section along Bond Street West and East for approximately three kilometres from where it branches off King Street West to Ontario Street. King Street East from the Whitby-Oshawa border to west of Stevenson Road features two lanes of eastbound vehicular traffic and two lanes of westbound traffic. From approximately 280 metres west of Stevenson Road, King Street East becomes a one-way street, and features four lanes of eastbound vehicular traffic and is generally bounded by sidewalks, curbs, and some boulevards. Bond Street East



and West features four lanes of westbound vehicular traffic and is bounded by curbs, sidewalks, and boulevards.

Generally, the Study Area is bounded by a mixture of residential and commercial developments with the buildings having varying setbacks from the roadway. The Study Area also includes a parking lot between Simcoe Street North and Ontario Street, north of Bond Street East.

1.3.2 Geography

In addition to the known archaeological sites, the state of the natural environment is a helpful indicator of archaeological potential. Accordingly, a description of the physiography and soils are briefly discussed for the Study Area.

The S & G 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.

Water has been identified as the major determinant of site selection and the presence of potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in Ontario since 5,000 B.P. (Karrow & Warner, 1990, p. Figure 2.16), 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.

Other geographic characteristics that can indicate archaeological potential include elevated topography (eskers, drumlins, large knolls, and 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) are also considered characteristics that indicate archaeological potential (S & G, Section 1.3.1).

Physiography

The Study Area is within the drumlinized till plains, beaches, sand plains, clay plains, and drumlins of the South Slope and Iroquois Plain physiographic regions of Ontario (Appendix B Figure 22).

The South Slope region comprises the southern slope of the Oak Ridges Moraine (Chapman & Putnam, 1984, pp. 172–174). The South Slope meets the moraine at heights of approximately 300 m above sea level and descends southward toward Lake Ontario, ending at elevations below 150 metres above sea level at some areas. The South Slope extends from the Niagara Escarpment to the Trent River and covers approximately 2435 square kilometres (Chapman & Putnam, 1984, p. 172). Numerous streams descend the South Slope, which have cut deep valleys into the till.

The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 kilometres (Chapman and Putnam 1984:190). The old shorelines of Lake Iroquois include cliffs, bars, beaches, and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984:196).



Surficial Geology

Appendix B Figure 23 depicts surficial geology for the Study Area (Ontario Geological Survey, 2010). The surficial geology mapping demonstrates that the Study Area is underlain by:

- Coarse-textured glaciolacustrine deposits of sand, gravel, minor silt, and clay Foresore and basinal deposits
- Massive to well laminated fine-textured glaciolacustrine deposits of silt and clay, minor sand, and gravel
- Stone-poor, sandy silt to silty sand-textured till on Paleozoic terrain, undifferentiated older tills with possible stratified deposits
- Organic deposits of peat, muck, and marl
- Older alluvial deposits of clay, silt, sand, gravel, and organic remains
- Modern alluvial deposits of clay, silt, sand, gravel, and organic remain

Soil Drainage

Drainage within the Study Area is illustrated in Appendix B Figure 24. Soil types consist of:

- Bondhead loam, well drained
- Bookton sandy loam, well drained
- Brighton sandy loam, well drained
- Darlington loam, well drained
- Fox sandy loam, well drained
- Schomberg clay loam, well drained
- Woburn loam, well drained
- Woburn sandy loam, well drained
- Guerin loam, imperfectly drained
- Milliken loam, imperfectly drained
- Smithfield clay loam, imperfectly drained
- Tecumseth sandy loam, imperfectly drained
- Whitby loam, imperfectly drained
- Bottom Land, variable drainage



- Simcoe clay loam, poorly drained
- Granby sandy loam, poorly drained
- Lyons loam, poorly drained
- Muck, bog, very poor drainage

Water Sources

The Study Area runs through the Highland Creek, Rouge River, Petticoat Creek, Duffins Creek, Carruthers Creek, Lynde Creek, Pringle Creek, Corbet Creek, Goodman Creek, and Oshawa Creek watersheds.

The Highland Creek watershed drains an area approximately 102 square kilometres in the City of Toronto and Town of Markham, and while it is the most urbanized watershed in the Toronto region, it contains numerous trails, remnant forests, wetlands and meadows (Toronto and Region Conservation Authority, 2019).

The Frenchman's Bay watershed drains an area of approximately 27 square kilometres and is considered one of the most densely urbanized in Canada (MMM Group, 2010). The four tributaries which feed the watershed are Amberlea Creek, Dunbarton Creek, Krosno Creek, and Pine Creek.

The Rouge River watershed drains an area of over 335 square kilometres in the Regions of York and Durham, the Cities of Toronto and Pickering, and the Towns of Markham, Richmond Hill, and Whitchurch-Stouffville. South of the Peel Plain, the Rouge trail corridor traverses another swath of the South Slope before encountering the Iroquois Lake Plain, an area of gently rolling till plain and low drumlins. As a result of Euro-Canadian forest clearance and agriculture, it is likely that the Rouge River and its tributaries have been substantially altered since the fifteenth and sixteenth centuries. Deforestation has likely resulted in larger volumes of water flowing into the streams as surface run-off, increasing both the temperature of the watercourses and their sediment content. In addition, the removal of the forest cover has permitted solar radiation to further warm the waters. These and other modern alterations are also likely to have resulted in increased rates of waterflow, which, concomitantly, have exacerbated erosion



and degradation of the water table. Therefore, it is probable that stream levels in the area of the subject property were both higher and slower prior to land clearance. The watershed contains protected areas such as the Greenbelt and Rouge National Urban Park.

Petticoat Creek drains an area approximately 27 square kilometres in the municipalities of Pickering, Markham, Toronto, York, and Durham through predominantly agricultural lands. Over 70% of the watershed is “Protected Countryside” within the Greenbelt, and the western third is within the Rouge National Urban Park (Toronto and Region Conservation Authority, 2018).

Duffins Creek drains an area of 287 square kilometres, including an east and a west branch of the main creek. Its headwaters are in the Oak Ridges Moraine and the watershed transits the South Slope, Peel Plain, and Iroquois Plain physiographic regions and meets its confluence with Lake Ontario at Squires Beach in Pickering, Ontario. The watershed falls within the municipalities of Durham, York, Ajax, Markham, Pickering, Uxbridge, and Whitchurch-Stouffville. Approximately 40% of the watershed has natural cover (Toronto and Region Conservation Authority, 2013). In the seventeenth and eighteenth centuries, the French referred to Duffins Creek as the Riviere au Saumon due to the large spawning grounds in the upper reaches of the watershed, however, by the early nineteenth century, settlers’ milling activities had severely impacted the salmon population by restricting spawning (Toronto and Region Conservation Authority, 2013).

The Carruthers Creek watershed is the City of Pickering and the Town of Ajax. It is the most easterly and smallest watershed under the jurisdiction of the Toronto and Region Conservation Authority at 38.4 square kilometres. Its headwaters are found near the community of Mount Zion in the city of Pickering, and it drains into Lake Ontario over the shoreline of glacial Lake Iroquois and south across the Iroquois Plain. Within the urban boundary of the Town of Ajax, the watershed lies directly in the path of urban development ((Toronto and Region Conservation Authority) TRCA, 2002).



The Lynde Creek Watershed and its tributaries drain an area of approximately 130 square kilometres within the Town of Uxbridge, Town of Scugog, City of Pickering, Town of Ajax, and Town of Whitby. The most southern portion of the watershed is occupied by the urban town area of the Town of Whitby (Central Lake Ontario Conservation 2008, 2012).

The Pringle Creek Watershed encompasses a total drainage area of approximately 31 square kilometres within Brooklin and the Town of Whitby (Central Lake Ontario Conservation, 2017). The Study Area within the watershed is predominantly industrial commercial and urban residential, with few areas of woodlot and forest or pasture.

The Corbett Creek watershed is a small watershed that drains approximately 14 square kilometres within the Town of Whitby (Town of Whitby & Central Lake Ontario Conservation, 2019). It has east and west tributaries that combine at Corbett Creek Coastal Wetland before draining into Lake Ontario.

The Goodman Creek subwatershed is a small tributary of Oshawa Creek, falling within the City of Oshawa's urban area. The Oshawa Creek Watershed drains an area of 120 square kilometres south from its headwaters on the Oak Ridges Moraine into Lake Ontario at the Oshawa Harbour. This watershed is typical of an urbanized landscape in southern Ontario, with predominantly residential and commercial uses (Central Lake Ontario Conservation, 2013).

1.3.3 Previously Registered Archaeological Sites

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (O.A.S.D.) maintained by the M.H.S.T.C.I. 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 kilometres east to west, and approximately 18.5 kilometres 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 *BbGk*.



According to the O.A.S.D., 77 previously registered archaeological sites are located within one kilometre of the Study Area (M.H.S.T.C.I., 2021). Sites AkGs-50, AlGr-264, AlGr-287, and AlGs-449 are within the Study Area (Table 1 sites in bold). Sites AlGr-42, AlGr-285, AlGr-286, AlGr-289, AlGr-349, AlGr-458, and AlGr-494 are within 50 metres of the Study Area (Table 1 sites in italics). A summary of the sites is provided below in Table 1.

Table 1: Registered Sites within One Kilometre of the Study Area

Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
AkGs-2	Ganadatsetiag on	Post Contact Seneca	Campsite	Konrad 1972
AkGs-8	Graham	Pre-Contact Indigenous	Village	Mayer, Pihl, Poulton & Associates 1987
AkGs-12	Rouge Trail	Woodland	Findspot	Mayer, Pihl, Poulton & Associates 1998
AkGs-17	Stonechurch	Pre-Contact Indigenous	Findspot	Ministry of Transportati on Ontario 1994
AkGs-20	William Dunbar Residence	Euro- Canadian	Homestead	Mayer Heritage Consultants Inc. 1998

Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
AkGs-35	Stone Manor	Pre-Contact Indigenous	Campsite, scatter	ASI 2003
AkGs-40	Scarbell	Euro- Canadian	Findspot	ASI 2008
AkGs-41	Palmer Site	Euro- Canadian	Outbuilding	Archaeologi cal Consultants and Contractors 2008
AkGs-44	Gyimah Sparks	Archaic, Middle; Woodland, Middle	Campsite	Toronto Region Conservatio n Authority 2010
AkGs-45	Jhuman	Archaic, Middle	Campsite	Toronto Region Conservatio n Authority 2010
AkGs-46	Corvese	Archaic, Late	Campsite	Toronto Region Conservatio n Authority 2010

Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
AkGs-50	South Dunbarton	Euro-Canadian	Homestead	Archeoworks Inc. 2015
AkGs-51	Amberlea	Pre-Contact Indigenous	Unknown	Toronto Region Conservation Authority 2015
AkGt-4	Helliwell	Archaic	Campsite	Royal Ontario Museum 1970
AkGt-68	UofT Barn	Euro-Canadian	Manufacturing	Archeoworks Inc. 2008
AkGt-69	Stephenson	Pre-Contact Indigenous	Campsite	Archeoworks Inc. 2009
AkGt-73	UofT Barn	Euro-Canadian	Manufacturing	Archeoworks Inc. 2008
<i>AlGr-42</i>	<i>Lynde House</i>	<i>Euro-Canadian</i>	<i>Tavern/restaurant; House</i>	<i>Brown 1986</i>
AlGr-46	Not applicable	Pre-Contact Indigenous	Findspot	Pearce 1989



Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
AlGr-105	Not applicable	Pre-Contact Indigenous	Findspot	ASI 1997
AlGr-143	FS1	Woodland	Findspot	A.M. Archaeologi cal Associates 2001
AlGr-144	FS2	Pre-Contact Indigenous	Findspot	A.M. Archaeologi cal Associates 2002
AlGr-145	FS3	Archaic, Late	Findspot	A.M. Archaeologi cal Associates 2002
AlGr-146	FS4	Archaic, Early	Findspot	A.M. Archaeologi cal Associates 2002
AlGr-147	FS5	Archaic, Early	Findspot	A.M. Archaeologi cal

Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
				Associates 2002
AlGr-148	FS6	Pre-Contact Indigenous	Findspot	A.M. Archaeologi cal Associates 2002
AlGr-149	FS7	Pre-Contact Indigenous	Findspot	A.M. Archaeologi cal Associates 2002
AlGr-150	AlGr-150	Woodland, Middle	Campsite	A.M. Archaeologi cal Associates 2002; ASI 2012
AlGr-151	TP9	Archaic, Middle	Campsite	A.M. Archaeologi cal Associates 2002
AlGr-152	TP10	Pre-Contact Indigenous	Findspot	A.M. Archaeologi cal

Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
				Associates 2002
AlGr-153	TP11	Pre-Contact Indigenous	Campsite	A.M. Archaeologi cal Associates 2002
AlGr-154	AlGr-154	Pre-Contact Indigenous	Worksite	A.M. Archaeologi cal Associates 2002; ASI 2012
AlGr-203	AlGr-203	Archaic, Middle	Findspot	A.M. Archaeologi cal Associates 2009
AlGr-206	Jarrett	Euro- Canadian	Homestead	ASI 2010
AlGr-214	Not applicable	Unknown	Findspot	URS Canada Inc. 2009
AlGr-215	Not applicable	Pre-Contact Indigenous	Findspot	URS Canada Inc. 2009



Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
AlGr-264	Daniel Griffen	Euro- Canadian	Homestead	ASI 2012; Scarlett Janusas Archaeology Inc. 2012
AlGr-269	West P32	Archaic, Late	Findspot	ASI 2010
<i>AlGr-285</i>	<i>West H46</i>	<i>Euro- Canadian</i>	<i>Homestead</i>	<i>ASI 2013; Scarlett Janusas Archaeology Inc. 2013</i>
<i>AlGr-286</i>	<i>West H47</i>	<i>Euro- Canadian</i>	<i>Findspot</i>	<i>ASI 2013; Western Heritage Services 2013</i>
AlGr-287	West H51	Euro- Canadian	Farmstead	Scarlett Janusas Archaeology Inc. 2012; ASI 2013
<i>AlGr-289</i>	<i>West H54 55</i>	<i>Euro- Canadian</i>	<i>Farmstead</i>	<i>ASI 2013</i>

Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
AlGr-302	West H59	Euro-Canadian	Homestead	ASI 2013
AlGr-307	Not applicable	Archaic, Early	Scatter	ASI 2012
AlGr-308	12EA-169 W H61-P	Multicomponent	Scatter	ASI 2012
<i>AlGr-349</i>	<i>Huggins</i>	<i>Pre-Contact Indigenous; Euro-Canadian</i>	<i>Midden; Homestead</i>	<i>Northeastern Archaeological Associates Ltd.</i>
<i>AlGr-458</i>	<i>Not applicable</i>	<i>Euro-Canadian</i>	<i>Homestead</i>	<i>ASI 2015</i>
AlGr-459	Not applicable	Pre-Contact Indigenous	Findspot	ASI 2015
<i>AlGr-494</i>	<i>Dunpine</i>	<i>Euro-Canadian</i>	<i>Homestead</i>	<i>This Land Archaeology Inc. 2018</i>
AlGr-520	Garden Site	Euro-Canadian	Homestead	This Land Archaeology Inc. 2021

Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
ALGs-110	Elmdale Mill	Euro-Canadian	Mill	Mayer, Pihl, Poulton & Associates 1985
ALGs-114	Not applicable	Pre-Contact Indigenous	Findspot	Pearce 1985
ALGs-130	Boddy 1	Pre-Contact Indigenous	Findspot	York North Archaeological Services 1991
ALGs-131	Boddy 2	Pre-Contact Indigenous	Findspot	York North Archaeological Services 1991
ALGs-132	Boddy 3	Pre-Contact Indigenous	Findspot	York North Archaeological Services 1991
ALGs-133	Boddy 4	Pre-Contact Indigenous	Findspot	York North Archaeological Services 1991
ALGs-134	Boddy 5	Pre-Contact Indigenous	Findspot	York North Archaeologi



Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
				cal Services 1991
ALGs-135	Boddy 6	Pre-Contact Indigenous	Findspot	York North Archaeologi cal Services 1991
ALGs-136	Boddy 7	Pre-Contact Indigenous	Findspot	York North Archaeologi cal Services 1991
ALGs-139	Mo 1	Pre-Contact Indigenous	Findspot	York North Archaeologi cal Services 1991
ALGs-140	Mo 2	Pre-Contact Indigenous	Findspot	York North Archaeologi cal Services 1991
ALGs-142	Not applicable	Archaic, Middle	Findspot	Balcom 1993
ALGs-160	Not applicable	Pre-Contact Indigenous	Findspot	ASI 1997

Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
ALGs-161	Not applicable	Pre-Contact Indigenous	Findspot	ASI 1997
ALGs-166	Not applicable	Woodland, Middle	Findspot	ASI 1997
ALGs-167	Not applicable	Woodland, Early	Findspot	ASI 1997
ALGs-260	Not applicable	Pre-Contact Indigenous	Findspot	Toronto Region Conservatio n Authority 2003
ALGs-261	Not applicable	Pre-Contact Indigenous	Findspot	Toronto Region Conservatio n Authority 2003
ALGs-262	Not applicable	Pre-Contact Indigenous	Findspot	Toronto Region Conservatio n Authority 2003
ALGs-263	Not applicable	Pre-Contact Indigenous	Findspot	Toronto Region Conservatio

Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
				n Authority 2003
ALGs-318	Old Post Inn	Euro- Canadian	Tavern/restaura nt	York North Archaeologi cal Services 2005
ALGs-380	Duffins Creek	Woodland, Late	Campsite, seasonal	A.M. Archaeologi cal Associates 2009; ASI 2016
ALGs-442	Palmer	Euro- Canadian	Homestead	Toronto Region Conservatio n Authority 2011
ALGs-449	Disciples Church	Pre-Contact Indigenous; Euro- Canadian	Scatter; Church/chapel	Archeowork s 2012, 2013
ALGs-468	Sylvanius Brown #1	Archaic	Findspot	York North Archaeologi cal Services 2013

Borden number	Site Name	Temporal/ Cultural Affiliation	Site type	Researcher
ALGs-469	Sylvanius Brown #2	Paleo	Findspot	York North Archaeological Services 2013
ALGs-470	Not applicable	Euro-Canadian	Unknown	York North Archaeological Services 2013; ASI 2020

The Rouge Trail site (AkGs-12), the Graham site (AkGs-8), and the Stonechurch site (AkGs-17), within one kilometre of the Study Area, represent the registered archaeological sites which contribute to the Bead Hill Archaeological Sensitive Area. Each Archaeological Sensitive Area represents a large, archaeological site or combination of sites within the City of Toronto that is considered to be of heightened concern from a planning perspective, in that development and small-scale land use alteration that is not subject to comprehensive planning control under the Planning or Environmental Assessment acts may adversely impact extant archaeological deposits. The level of documentation for these sites in terms of their extent and or content is variable; however, given the available data it may be assumed that they represent unique and extensive archaeological deposits of extreme sensitivity.

AkGs-50 is within the Study Area and does not retain Cultural Heritage Value or Interest (see Archeoworks 2016a P1016-0086-2015 below).

ALGr-264 is within the Study Area and does not retain Cultural Heritage Value or Interest (see ASI 2011c P117-163-2010 and Scarlett Janusas Archaeology Inc. 2013e P027-193-2012 below)



AlGr-287 is within the Study Area and does not retain Cultural Heritage Value or Interest (see Scarlett Janusas Archaeology Inc. 2013c P027-186-2012 and 2013f P027-192-2012 below)

The Disciples Church site (AlGs-449) is within the Study Area. The O.A.S.D. notes that it was partially excavated during Stage 4 Mitigation and still exhibits further Cultural Heritage Value or Interest (see *Supplementary Documentation*).

According to the site record, mapping, hand/block excavation, and feature excavation was conducted at the site, recovering a total of 1692 artifacts within an area 40 metres by six metres. The study corridor was described as the existing paved roadway, sidewalks, driveway, utilities, and grassy margin. See report summaries below related to the site in Archeoworks Inc.'s Stage 1-3 (2014a P334-107-2011; P334-161-2011), Stage 3 (2016b P029-791-2012), and Stage 4 mitigation (2017b P029-836-2012).

AlGr-42 is within 50 metres and is not considered to retain Cultural Heritage Value or Interest (see Brown 1986 1986-88 below).

AlGr-285 is within 50 metres and is not considered to retain Cultural Heritage Value or Interest (see Scarlett Janusas Archaeology Inc. 2013a P027-189-2012 below).

AlGr-286 is within 50 metres and is not considered to retain Cultural Heritage Value or Interest (see Western Heritage Services Inc. 2014 P373-0034-2013 below).

AlGr-289 is within 50 metres and is not considered to retain Cultural Heritage Value or Interest (see Scarlett Janusas Archaeology Inc. 2013d P027-187-2012 below).

AlGr-349 is within 50 metres and is not considered to retain Cultural Heritage Value or Interest (see Northeastern Archaeological Associates Ltd. 2014b P025-0460-2014 and 2015a P025-0473-2014 below).

AlGr-458 is within 50 metres and is not considered to retain Cultural Heritage Value or Interest (see ASI 2016 P057-0807-2015 below).



AlGr-494 is within 50 metres and is not considered to retain Cultural Heritage Value or Interest (see This Land Archaeology Inc. 2018 P059-0749-2018 and P059-0752-2018 below).

AlGr-520 immediately abuts the Study Area. It retains Cultural Heritage Value or Interest and requires Stage 4 Mitigation (see This Land Archaeology Inc. 2021a P059-0967-2021 and This Land Archaeology Inc. 2021b P059-0985-2021 below).

1.3.4 Previous Archaeological Assessments

According to the background research, 78 previous reports detail fieldwork within 50 metres of the Study Area:

(Advance Archaeology, 2009) Stage 1 and 2 Archaeological Assessment of the Audley Road Improvement Project, from Kingston Road/Highway 2 North to Taunton Road, in the Town of Ajax, Regional Municipality of Durham (between Lots 2 and 3 in Concessions 2 and 3 of the Geographic Township of Pickering, Ontario County) [P121-059-2008]

Test pit survey confirmed no further work is required in the current Study Area.

(AMICK Consultants Ltd., 2010) Stage 2 Archaeological Assessment 1740-1744 Ellesmere Road Lot 28 & 29 Registrar's Compiled Plan 10152, Part of Lot 22, Concession 2 Geographic Township of Scarborough, City of Toronto [P058-657-2010]

Test pit survey confirmed no further work is required in the current Study Area.



(Archaeological Assessments Limited, 2014) The Stage 2 Archaeological Assessment of 760 & 770 Kingston Road, Part of Lot 28, Range 3, Broken Front, Geographic Township of Pickering, City of Pickering, Durham Region [P361-042-2013]

Based on the recommendations from CRM Lab Archaeological Services' 2011 Stage 1 report [P244-028-2011], test pit survey was conducted and confirmed no further work is required in the current Study Area.

(Archaeological Consultants and Contractors, 2007) Stage 1 and 2 Archaeological Assessment of 257-319 Kingston Road East (Part of Lot 6, Concession 1, and all of Blocks 14 and 15, Plan 40M – 1608), Town of Ajax [P120-033-2007]

Test pit survey confirmed no further work is required in the current Study Area.

(A. M. Archaeological Associates, 2006) The Stages 1 and 2 Archaeological Assessment of 2040 and 2050 Ellesmere Road, Toronto [P035-027-2006]

Test pit survey confirmed no further work is required in the current Study Area.

(Archeoworks Inc., 2011) Stage 2 Archaeological Assessment (AA) of: Proposed Watermain on Ellesmere Road from Markham Road to Neilson Road City of Toronto Ontario [P334-102-2011]

Test pit survey confirmed no further work is required in the current Study Area.

(Archeoworks Inc., 2014a) Stage 1-3 Archaeological Assessment (AA) of: Proposed Durham Highway 2 Bus Rapid Transit – Phase 1, City of Pickering and Town of Ajax, Regional Municipality of Durham, Ontario [P334-107-2011; P334-161-2011]

As part of the proposed B.R.T. project, the project involved assessment of the conceptual design for the B.R.T corridor, comprised of three segments: from approximately 750 metres west of Whites Road to 1300 metres east of Whites



Road, from approximately 1100 metres west of Liverpool Road to 850 metres east of Brock Road, and from approximately 450 metres west of Westney Road to 850 metres east of Salem Road. This assessment addressed lands within and beyond the existing road right-of-way. Stage 2 consisted of test pit survey which resulted in identification of one Euro-Canadian site which was not recommended for further work. Stage 3 was conducted within the right-of-way immediately adjacent to the Post Cemetery. No human remains were identified but structural remnants, possibly constituting the foundations of the nineteenth-century Disciples Church (AIGs-449), were encountered. Stage 4 excavation was recommended within the existing right-of-way limits.

(Archeoworks Inc., 2014b) Stage 2 Archaeological Assessment: 0.03ha Parcel of the Post Cemetery for the Proposed Durham Highway 2 Bus Rapid Transit Corridor Part of Lot 19, Concession 1 City of Pickering Regional Municipality of Durham Ontario [P334-239-2012]

As part of the proposed B.R.T. project, a total of 25 artifacts were encountered during test pit survey from four positive test pits near the stone foundations associated with the Disciples Church Site (AIGs-449). Stage 3 archaeological assessment was recommended for the Disciples Church Site (AIGs-449), to define site extent and gather a representative sample of artifacts. After the completion of the Stage 3 archaeological assessment, it was recommended the remainder of the Highway 7 B.R.T corridor within Post Cemetery property which falls 10 metres beyond the limits of the Disciples Church Site (AIGs-449) be subject to mechanical topsoil stripping, to identify any potential grave shafts present inside the Post Cemetery property.

(Archeoworks Inc., 2014c) Stage 2 Archaeological Assessment (AA) of: Proposed 2250mm Watermain from The F.J. Horgan Water Treatment Plant (WTP) to the Ellesmere Pumping Station (PS) & Reservoir City of Toronto Ontario [P029-629-2009]

Test pit survey identified a lithic scatter which was not within 50 metres of the current Study Area. The report confirmed no further work is required in the current Study Area.



(Archeoworks Inc., 2014d) Stage 2 Archaeological Assessment for: North-South Road Modifications Highway 2 Transit Priority Measures Within Parts of Lots 28-29, Range 3 Concession Geographic Township of Pickering Historical County of Ontario Now the City of Pickering, and Town of Ajax Regional Municipality of Durham Ontario [P390-018-2013]

No further work is required in the current study Area.

(Archeoworks Inc., 2015) Stage 1-2 Archaeological Assessment for: Durham Highway 2, Between Whites Road and Liverpool Road Highway 2 Transit Priority Measures Part of Lots 25-26, Range 3 Concession, and Part of Lots 23-25, Concession 1 Geographic Township of Pickering Historical County of Ontario City of Pickering Regional Municipality of Durham Ontario [P390-0074-2013]

Test pit survey confirmed no further work is required in the current Study Area.

(Archeoworks Inc., 2016a) Stage 3 Archaeological Assessment for the: South Dunbarton Site (AkGs-50) Within Lot 25, Concession 1 Geographic Township of Pickering Historical County of Ontario As Part of the Proposed Highway 2 B.R.T City of Pickering Regional Municipality of Durham Ontario [P1016-0086-2015]

As part of the proposed Durham Highway 2 B.R.T. project, a total of 32 test units were excavated and 1,392 Euro-Canadian artifacts were recovered. Given the complete disturbance of the South Dunbarton Site, as shown through test unit excavation, and supported by aerial imaging, this site is not considered to have significant Cultural Heritage Value or Interest and does not require further work.



**(Archeoworks Inc., 2016b) Stage 3 Archaeological Assessments:
Disciples Church Site (AIGs-449) and Unmarked Grave Shaft
Identification for the Proposed Highway 2 B.R.T Grading Limits within
Post Cemetery Part of Lot 19, Concession 1 In the former Geographic
Township of Pickering Historical County of Ontario Now the City of
Pickering Regional Municipality of Durham Ontario [P029-791-2012]**

As part of the proposed Durham Highway 2 B.R.T. project, the Stage 3 commenced with the investigation of the Disciples Church Site (AIGs-449) which involved the excavation of eight one-metre square test units and the determination of the site limits within Post Cemetery. Following the identification of the site limits, a 10-metre buffer was established from these limits and mechanical topsoil stripping was undertaken for the remainder of the proposed grading limits within the Post Cemetery property to identify any grave shafts. Mechanical topsoil stripping commenced at the furthest point away from the archaeological site, at the southeast corner of the cemetery. While no grave shafts were encountered during mechanical stripping operations, an ash deposit containing charcoal and brick was encountered within the topsoil layer and additional test units were manually excavated to investigate this partially stripped area. A total of 304 historic artifacts were recovered and subjected to analysis. Additionally, four potential cultural features were identified. While Stage 4 avoidance and protection was the preferred option, project redesign to exclude the area of the archaeological site was not a feasible option. It was recommended the Disciples Church Site (AIGs-449) be subject to a comprehensive Stage 4 Mitigation.

**(Archeoworks Inc., 2017) Stage 1 Archaeological Assessment for the:
Proposed Development of 864 Kingston Road Within Part of Lot 27,
Range 3 Concession in the Geographic Township of Pickering
Historical County of Ontario City of Pickering Regional Municipality of
Durham Ontario [P390-0172-2016]**

Stage 2 is recommended in the current Study Area (see ASI 2014).



(Archeoworks Inc., 2018) Stage 1-2 Archaeological Assessment for the Proposed Residential Development at 721-723 Dundas Street West Within Part of Lot 28, Concession 1 Geographic Township of Whitby Former County of Ontario Now in the Town of Whitby Regional Municipality of Durham Ontario [P029-0937-2017]

No further work was recommended in the current Study Area.

(Archeoworks Inc., 2020) Stage 1 Archaeological Assessment for the Proposed Development at 1730 Dundas Street West and 205 Lake Ridge Road North Within Part of Lot 35, Concession 2 In the Geographic Township of Whitby Former County of Ontario Now in the Town of Whitby Regional Municipality of Durham Ontario [P1059-0064-2020]

Stage 2 test pit survey was recommended within the current Study Area on the north side of Dundas Street West, at 205 Lake Ridge Road.

(Archeoworks Inc., 2021) Stage 4 Mitigation of Development Impacts To-Date at the Disciples Church Site (ALGs-449) For the Proposed Durham Highway 2 Bus Rapid Transit (B.R.T.) Corridor Within Part of Lot 19, Concession 1 In the Geographic Township of Pickering Former County of Ontario Now in the City of Pickering Regional Municipality of Durham Ontario [P029-836-2012]

As part of the proposed Durham Highway 2 B.R.T. project, a total of 48 one-metre square units were hand-excavated, with some limitations by the north fence line, west property boundary, and southern project limits. Forty-seven positive units produced an assemblage of 1,653 Euro-Canadian artifacts and 88 Pre-Contact Indigenous lithic artifacts. No grave shafts were discovered during the Stage 4 excavation. The Euro-Canadian assemblage was assigned a date range of ca. 1835 to the later part of the twentieth century, with most of the artifacts dating to the 1860s-1900. The 88 Pre-Contact Indigenous lithic artifacts included 87 pieces of debitage and one bipolar core wedge, from seven test units located between the



foundation walls of the church structure. Chert types include Bobcaygeon, Onondaga, Kettle Point, and Flint Ridge.

The Stage 3 excavations and Stage 4 block excavations identified eight features, of which only two (post hole Features 5 and 6) were sectioned into halves. One artifact, a piece of glass from Feature 6, was recovered. The remainder were not excavated. The report notes that it “only documents Stage 4 fieldwork conducted and finds collected thus far, prior to the cessation of Stage 4 excavation activities”. Further archaeological assessment was required.

It was recommended that engagement of Indigenous communities occur, and recommendations be considered prior to the resumption of archaeological fieldwork (Stage 4 avoidance and protection, construction monitoring, or excavation). See Supplementary Documentation for more details.

(ASI, 2004a) Stage 1 and 2 Archaeological Assessment Pickering Lands Part of Lots 17 and 18, Concession 2 (Former township of Pickering, Former County of Ontario) Town of Pickering, Regional Municipality of Durham, Ontario [P047-068]

Test pit survey confirmed no further work is required in the current Study Area.

(ASI, 2004b) Stage 1&2 Archaeological Assessment Village Creek Development Located at 671 and 673 Kingston Road Part of Lot 15, Concession 1 (Former Township of Pickering, Former County of Ontario) Town of Ajax, Regional Municipality of Durham, Ontario [P047-080]

Test pit survey confirmed no further work is required in the current Study Area.

(ASI, 2006b) Stage 1 and 2 Archaeological Assessment of 1265 Military Trail Part of University of Toronto Scarborough Campus, Former Township of Scarborough, County of York, Now in the City of Toronto Revised [P046-31-2006]

Test pit survey confirmed no further work is required in the current Study Area.



(ASI, 2009a) Stage 1 and 2 Archaeological Assessment of 1049 to 1050 Military Trail and 3290 Ellesmere Road Part of Lots 10 and 11, Concession 2 Geographic Township of Scarborough, County of York Former City of Scarborough, Now the City of Toronto [P049-411-2009]

Test pit survey confirmed no further work is required in the current Study Area.

(ASI, 2009b) Stage 1 and 2 Archaeological Assessment of the East Side of Military Trail, North of Ellesmere Road Part of Lots 9 and 10, Concession 2 Geographic Township of Scarborough, County of York Former City of Scarborough, Now the City of Toronto [P049-434-2009]

Test pit survey confirmed no further work is required in the current Study Area.

(ASI, 2009c) Stage 1 Archaeological Assessment for the West Whitby Secondary Plan Town of Whitby, Regional Municipality of Durham [P049-396-2009]

Potential modeling indicates that parts of the Study Area have archaeological potential along Dundas Street.

(ASI, 2009d) Stage 1 Archaeological Assessment Transit Project Assessment Study Scarborough – Malvern Corridor, City of Toronto, Ontario [P057-569-2009]

Visual inspection confirmed no further work is required in the current Study Area.

(ASI, 2011b) Stage 1 and 2 Archaeological Assessment of the Weingarten Property, Part of Lot 19, Concession 1, Geographic Township of Whitby, Ontario county, Town of Whitby, Regional Municipality of Durham [P347-080-2011]

Test pit survey confirmed no further work is required in the current Study Area.



(ASI, 2011c) Stage 2 Archaeological Assessment (Property Assessment) for the Highway 407 East Owner's Engineer Assignment, Phase One (407 ETR to Simcoe Street) Regional Municipality of Durham, Ontario: 2010 Results [P117-163-2010]

Stage 2 survey identified site AlGr-264 in within the current Study Area (see ASI 2012b; Scarlett Janusas Archaeology Inc. 2013e).

(ASI, 2012a) Stage 1 and 2 Archaeological Assessment of 4027 and 4031 Ellesmere Road, Lot 1 and 2, Registered Plan 4243 Part of Lot 4, Concession 1, Geographic Township of Scarborough, County of York, Now in the City of Toronto [P047-332-2012]

Test pit survey confirmed no further work is required in the current Study Area.

(ASI, 2012b) Stage 3 Archaeological Assessment Daniel Griffin Site (AlGr-264) Highway 407 East, Part of Lot 34, Concession II, Geographic Township of Whitby Regional Municipality of Durham, Ontario [P223-043-2011]

Stage 4 mitigation was recommended (see Scarlett Janusas Archaeology Inc. 2013e P027-193-2012).

(ASI, 2013a) Stage 2 Archaeological Assessment of A-8 Community Plan, Parts of Lots 3 and 4 of Concession2, and Lots 3, 4, 5, 6, 7 and 8 of Concession 3, within the Geographic Township of Pickering, Town of Ajax, Regional Municipality of Durham, Ontario [1997-017 and 118-1997]

Pedestrian survey confirmed no further work is required in the current Study Area.



(A.S.I., 2013) Stage 1 and 2 Archaeological Assessment of Proposed Kingston Road Commercial Development, Part of Lot 35, Concession 3, Geographic Township of Pickering, Ontario County, Now the City of Toronto [P047-446-2013]

Test pit survey confirmed no further work is required in the current Study Area.

(ASI, 2013c) Stage 2 Property Assessment Highway 407 East Owner's Engineer Assignment, Phase One (407 ETR to East of Harmony Road) City of Pickering, Town of Whitby, and City of Oshawa (Former Townships of Pickering, Whitby, and East Whitby in County of Ontario), Regional Municipality of Durham, Ontario: 2011 Results [P094-087-2011]

Stage 2 survey identified sites in 50 metres of the current Study Area (AlGr-285, AlGr-286, AlGr-287, AlGr-289) which required Stage 3 and 4 assessments (see Scarlett Janusas Archaeology Inc. 2013a, Scarlett Janusas Archaeology Inc. 2013b, Scarlett Janusas Archaeology Inc. 2013c, Scarlett Janusas Archaeology Inc. 2013d, Scarlett Janusas Archaeology Inc. 2013f).

(ASI, 2014) Stage 1 and 2 Archaeological Assessment of 864 Kingston Road, Part of Lot 27, Range 3, Geographic Township of Pickering, County of Ontario, Now in the City of Pickering, Regional Municipality of Durham [P049-0757-2014]

Test pit survey confirmed no further work is required in the current Study Area.

(ASI, 2015) Stage 1 and 2 Archaeological Assessment of Proposed Development at 1234 Kingston Road Part Lot 23, Concession 1, Geographic Township of Pickering, County of Ontario Now in the City of Pickering [P057-0818-2015]

Test pit survey confirmed no further work is required in the current Study Area.



(ASI, 2016) Stage 1-2 Archaeological Assessment of Proposed Development of 1070 Dundas Street West Lot 32, Concession 2, Geographic Township of Whitby, Former Ontario County, Town of Whitby, Regional Municipality of Durham, Ontario [P057-0807-2015]

The Stage 2 consisted of test pit and pedestrian survey at five metre intervals, identifying three pre-contact Indigenous findspots (none of which had Cultural Heritage Value or Interest) and two Euro-Canadian sites AlGr-459 and AlGr-458, neither of which were considered to have Cultural Heritage Value or Interest. Test pit survey confirmed no further work is required in the current Study Area.

(ASI, 2017a) Stage 1 and 2 Archaeological Assessment of 416 Dundas Street East, Part of Lot 25, Concession 2, Geographic Township of Whitby, Ontario County, Town of Whitby, Regional Municipality of Durham [P449-0142-2017]

Test pit survey confirmed no further work is required.

(ASI, 2017b) Stage 1 And 2 Archaeological Assessment Of 1010 Dundas Street West, Part of Lot 32, Concession 2, Geographic Township of Whitby, Former Ontario County, Town of Whitby, Regional Municipality of Durham, Ontario [P449-0048-2017]

Test pit survey confirmed no further work is required in the current Study Area.

(ASI, 2017c) Stage 1 and 2 Archaeological Assessment of 4074, 4078, 4082, 4084, and 4088 Ellesmere Road, Part of Lot 3, Concession 2, Geographic Township of Scarborough, York County, City of Toronto, Ontario [P449-0156-2017]

Test pit survey confirmed no further work is required in the current Study Area.



(ASI, 2017d) Stage 1 Archaeological Assessment of 1505 Kingston Road, Block 36, Plan 40m-2089, Part of Lot 20, Concession 1, Geographic Township of Pickering, Ontario County, Now in the City of Pickering, Regional Municipality of Durham [P449-0104-2017]

A property inspection determined that no further work is required in the current Study Area.

(ASI, 2018) Stage 1 and 2 Archaeological Assessment Of 1640 Kingston Road Part of Lot 19, Concession 1, Geographic Township of Pickering, County of Ontario, City of Pickering, Regional Municipality of Durham [P449-0193-2018]

Test pit survey confirmed no further work is required in the current Study Area.

(ASI, 2020a) Stage 1 Archaeological Assessment New Highway 401 Road Crossing from Notion Road to Squires Beach Road Part of Lots 16-17, Concession 1 (Former Township of Pickering, County of Ontario) City of Pickering and Town of Ajax Regional Municipality of Durham, Ontario [P094-0284-2018]

Property inspection confirmed no further work is required in the current Study Area.

(ASI, 2020b) Stage 1 Archaeological Resource Assessment of 3070 Ellesmere Road, Block J, Plan M-1227 (Part of Lot 11, Concession 2, Geographic Township of Scarborough, Former County of York), City of Toronto, Ontario [P372-0082-2020]

Property inspection confirmed further work is required in the current Study Area.



ASI Stage 1 Archaeological Assessment, 1180 Dundas Street West, Part of Lot 32, Concession 2, Former Township of Whitby, Former County of Ontario, Now Town of Whitby, Regional Municipality of Durham [P449-0467-2020]

Currently under assessment.

ASI Stage 2 Archaeological Assessment, 1180 Dundas Street West, Part of Lot 32, Concession 2, Former Township of Whitby, Former County of Ontario, Now Town of Whitby, Regional Municipality of Durham [P449-0555-2021]

Currently under assessment.

(ASI & URS Canada Inc., 2011) Stage 2 Archaeological Assessment for the Highway 407 East Individual Environmental Assessment, Regional Municipality of Durham, Ontario: 2009 Results [P117-146-2009, P088-010-2009]

Test pit survey was conducted with the Study Area. The overlapping and adjacent areas were recommended to be free of further archaeological concern.

(Bluestone Research Inc., 2017) Stage 1 Archaeological Assessment of 599 Kingston Road West, Parts of Lots 1 & 4, Registered Plan 11, Village of Pickering, Town of Ajax, Regional Municipality of Durham, Ontario [P344-0079-2015]

Property inspection confirmed further work is required in the current Study Area.

(D. Brown, 1986) Lynde House (AlGr-42) Preliminary Archaeological Study [1986-88]

The report was not available at the time of writing. According to the O.A.S.D., the site was excavated in 1986 by Donald Brown. Surface observations were conducted prior to the removal and relocation of Lynde House from its original location. Six days of excavation was done in the basements of the house, the



north wing, and outside the house. Abundant nineteenth- and twentieth-century artifacts were recovered, some in situ from 1812. Structural evidence of additional buildings was readily identifiable within 50 centimetres below surface. The site has since been developed as a plaza, and it is not considered to have Cultural Heritage Value or Interest. No further work is required in the current Study Area.

(CRM Lab Archaeological Services, 2011) Stage 1 Archaeological Background Study 760 & 770 Kingston Road Property Redevelopment Part of Lot 28, Range 3, Broken Front, City of Pickering Regional Municipality of Durham, Ontario [P244-028-2011]

Stage 2 survey was recommended within the current Study Area (see Archaeological Assessments Ltd. 2014).

(Detritus Consulting Ltd., 2014) Archaeological Assessment (Stages 1, 2) 356 and 364 Kingston Road Part of Lots 3 and 4, Plan 228, Part of Plan 1, Registered Plan 40R-8966 Historical and Geographical Township of Pickering, Historical County of Ontario, City of Pickering, Regional Municipality of Durham [P230-0008-2014]

Test pit survey confirmed no further work is required in the current Study Area.

(Earthworks Archaeological Services Inc., 2019) Stage 1 Archaeological Assessment 599 Kingston Road West Part of Lots 1 and 4 Registered Plan 11 Part of Lot 14, Concession 1 Geographic Township of Pickering Town of Ajax Regional Municipality of Durham [P321-0073-2019]

No further work is required in the current Study Area.

(Golder Associates Ltd., 2013a) Stage 1 Archaeological Assessment King Street Pentecostal Church Expansion, 611 King Street West, Oshawa, Ontario [P366-020-2013]

Stage 2 survey was recommended.



**(Golder Associates Ltd., 2013b) Stage 2 Archaeological Assessment
King Street Pentecostal Church Expansion, 611 King Street West,
Oshawa, Ontario [P366-024-2013]**

No further work is required.

**(Golder Associates Ltd., 2016) Stage 1 and 2 Archaeological
Assessment Part of Lot 5, Concession 2, Geographic Township of
Pickering, former County of Ontario, now 310 Kingston Road East,
Town of Ajax, Ontario [P1056-0050-2015]**

Test pit survey confirmed no further work is required in the current Study Area.

**(Golder Associates Ltd., 2017) Stage 1 and 2 Archaeological
Assessment Doric Masonic Lodge, Part of Lot 13, Concession 1,
Geographic Township of Pickering, former County of Ontario, now 457
Kingston Road West, Ajax, Ontario [P1056-0079-2016]**

Archaeological construction monitoring was recommended.

**(Golder Associates Ltd., 2018) Stage 1 Archaeological Assessment 522
Kingston Road West, Part of Lot 14, Concession 2, Geographic
Township of Pickering, former County of Ontario, now Town of Ajax,
Regional Municipality of Durham, Ontario [P340-0079-2018]**

Stage 2 survey was recommended.

**(Golder Associates Ltd., 2019a) Stage 2 Archaeological Assessment
522 Kingston Road West, Part of Lot 14, Concession 2, Geographic
Township of Pickering, former County of Ontario, now Town of Ajax,
Regional Municipality of Durham, Ontario [P340-0095-2019]**

Test pit survey confirmed no further work is required in the current Study Area.



(Golder Associates Ltd., 2019b) Stage 2 Construction Monitoring Doric Masonic Lodge, Part of Lot 13, Concession 1, Geographic Township of Pickering, former County of Ontario, now 457 Kingston Road West, Ajax, Ontario [P311-0317-2017]

No cultural materials were identified, and no further work is required in the current Study Area.

(Lincoln Environmental Consulting Corp., 2018) Stage 2 Archaeological Assessment of 599 Kingston Road West, Parts of Lot 14 Concession 1, former Township of Pickering, now Town of Ajax, Regional Municipality of Durham, Ontario [P344-0264-2018]

Visual inspection confirmed no further work is required in the current Study Area.

(Northeastern Archaeological Associates Ltd., 2014a) Stage 1 Archaeological Assessment of 710 King Street W, Part Lot 16, Concession 2, Geographic Township of East Whitby, City of Oshawa, Regional Municipality of Durham, Ontario [P025-0457-2014]

Stage 2 survey was recommended.

(Northeastern Archaeological Associates Ltd., 2014b) Stage 2 Archaeological Assessment of 710 King Street W, Part Lot 16, Concession 2, Geographic Township of East Whitby, City of Oshawa, Regional Municipality of Durham, Ontario [P025-0460-2014]

Test pit survey identified the AIGr-349 which was recommended for Stage 3 assessment.



**(Northeastern Archaeological Associates Ltd., 2015a) Stage 3
Archaeological Assessment of The Huggins Site AlGr-349, at 710 King
Street W, Part Lot 16, Concession 2, Geographic Township of East
Whitby, City of Oshawa, Regional Municipality of Durham, Ontario
[P025-0473-2014]**

Stage 2 assessment in the spring of 2014 located two areas of cultural material, and only AlGr-349 was recommended for Stage 3. During Stage 3 assessment a deeply buried cultural feature was identified and 50 pre-contact Indigenous lithics were collected from a single unit, triggering the excavation of additional units resulting in 69 lithic artifacts. Given these findings as Stage 4 excavation was recommended for the Indigenous component as Stage 4 avoidance and protection was not a valid option.

**(Northeastern Archaeological Associates Ltd., 2015b) Stage 4
Archaeological Assessment of the Huggins Site AlGr-349 Aboriginal
Component, 710 King Street W, Part Lot 16, Concession 2, Geographic
Township of East Whitby, City of Oshawa, Regional Municipality of
Durham, Ontario [P025-0475-2014]**

Stage 4 block excavations of AlGr-349 recovered a total of 797 artifacts from 33 square meters of hand excavation and one feature, including material from the historic component which triggered the initial Stage 3 assessment. The site limits were fully mitigated. AlGr-349 is not considered to have further Cultural Heritage Value or Interest and does not require further work.

**(Northeastern Archaeological Associates Ltd., 2017a) Stage 1 & 2
Archaeological Assessment of Bond Street West and Stevenson Road
North, Part Lots 15, Concession 2, Geographic Township of East
Whitby, City of Oshawa, Regional Municipality of Durham, Ontario
[P025-0567-2017]**

Test pit survey confirmed no further work is required in the current Study Area.



(Northeastern Archaeological Associates Ltd., 2017b) Stage 1 and 2 Archaeological Assessment of 513 Dundas Street, Part Lot 25, Concession 1, Geographic Township of Whitby, Town of Whitby, Regional Municipality of Durham, Ontario [P025-0573-2017]

Test pit survey confirmed no further work is required in the current Study Area.

(Scarlett Janusas Archaeology Inc., 2013a) Stage 3 Archaeological Assessment AlGr-285 Phase 1, 407 East Extension NW Quarter, Lot 34, Concession 1 Geographic Township of Whitby Former Ontario County City of Whitby Regional Municipality of Durham Original Report [P027-189-2012]

A total of 13 one metre test units were excavated at five metre intervals across the area of the site, with some infill areas. The assemblage consisted of 229 artifacts and the site showed considerable evidence of disturbance. The site is not considered to have Cultural Heritage Value or Interest and does not require further work.

(Scarlett Janusas Archaeology Inc., 2013b) Stage 3 Archaeological Assessment AlGr-286 Phase 1, 407 East Extension Part Lot 34, Concession 1 Geographic Township of Whitby Former Ontario County City of Whitby Regional Municipality of Durham Revised Report [P027-188-2012]

The Stage 3 archaeological assessment consisted of twelve one metre test squares were excavated at approximately five metre intervals across the area of the site. None of test units produced cultural features and all of the units were considered to be disturbed or located on steep slope. The site was not recommended to have further Cultural Heritage Value or Interest. The M.H.S.T.C.I. accepted the Stage 3 recommendations but indicated to the developer that a Stage 4 topsoil stripping and archaeological monitoring program be undertaken on the site to search for potential features not discovered during the Stage 3 assessment (Western Heritage Services Inc. 2014).



(Scarlett Janusas Archaeology Inc., 2013c) Stage 3 Archaeological Assessment AIGr-287 Highway 407 East Extension, Phase 1 SW Quarter Lot 33, Concession 2 Geographic Township of Whitby City of Whitby Former Ontario County Regional Municipality of Durham Original Report [P027-186-2012]

Stage 4 Mitigation was recommended.

(Scarlett Janusas Archaeology Inc., 2013d) Stage 3 Archaeological Assessment AIGr-289 Highway 407 East Extension, Phase 1 SW Quarter Lot 33, Concession 2 Geographic Township of Whitby City of Whitby Former Ontario County Regional Municipality of Durham Original Report [P027-187-2012]

The Stage 3 Controlled Surface Pickup located 49 artifacts from 27 findspot locations despite ploughed and well weathered conditions. A total of 12 one metre test squares were excavated at 10 metre intervals. It was concluded that the area would not have been used for settlement due to its extreme wetness. The site is not considered to have Cultural Heritage Value or Interest and does not require further work.

(Scarlett Janusas Archaeology Inc., 2013e) Stage 4 Archaeological Assessment AIGr-264, Daniel Griffen Site Highway 407 East Extension, Phase 1 Part Lot 34, Concession 2 Geographic Township of Whitby Now City of Whitby Former Ontario County Regional Municipality of Durham Original Report [P027-193-2012]

A total of 41 one metre unit (and one re-excavated Stage 3 unit) were excavated as part of the Stage 4 assessment. It was quickly ascertained that the area had been subject to deep and extensive disturbance and was not culturally significant. The site is not considered to have Cultural Heritage Value or Interest and does not require further work.

(Scarlett Janusas Archaeology Inc., 2013f) Stage 4 Preliminary Archaeological Assessment AIGr-287 Highway 407 East Extension,



Phase 1 SW Quarter Lot 33, Concession 2 Geographic Township of Whitby City of Whitby Former Ontario County Regional Municipality of Durham Preliminary Excavation Report – Revised [P027-192-2012]

The stage 4 found a cultural assemblage of 11,727 fragmented artifacts documenting an early to late 19th century Euro-Canadian occupation. The site has been fully mitigated thus is not considered to have further Cultural Heritage Value or Interest and does not require further work.

(The Archaeologists Inc., 2016a) Stage 1 Background Study for 113 Old Kingston Road, Part of Lot 16, Concession 2 (Geographic Township of Pickering, Ontario County), City of Ajax, Regional Municipality of Durham [P052-0668-2016]

Stage 2 survey was recommended.

(The Archaeologists Inc., 2016b) Stage 2 Archaeological Assessment for 113 Old Kingston Road, Part of Lot 16, Concession 2, (Geographic Township of Pickering, Ontario County), City of Ajax, Regional Municipality of Durham [P052-0680-2016]

Test pit survey confirmed no further work is required in the current Study Area.

(This Land Archaeology Inc., 2017) Report on the Stage 1 Archaeological Assessment on Part of Lot 28, Range 3, 799 Kingston Road, City of Pickering, Regional Municipality of Durham, Historic County of Ontario, Geographic Township of Pickering, Ontario [P379-0131-2017]

Property inspection confirmed no further work is required in the current Study Area.



(This Land Archaeology Inc., 2018) Report on the Stage 1-2 Archaeological Assessment on Lot 25, Concession 2, Municipal Address of 500 Dundas Street East, Town of Whitby, Regional Municipality of Durham, Historic County of Ontario, Geographic Township of Whitby, Ontario, and the Stage 3 Assessment on the Dunpine Site (AlGr-494) [P059-0749-2018 and P059-0752-2018]

Stage 2 assessment consisted of test pit survey at five metre intervals for 0.23 hectares of property. The Stage 2 assessment resulted in the recovery of 89 artifacts from 25 positive test pits. Analysis determined a predominantly pre-1900 occupation, likely from the 1870s through 1890s with a small quantity of twentieth century artifacts. The Stage 3 at the Dunpine Site (AlGr-494) recovered a total of 1,373 nineteenth-century artifacts from excavated units within a highly disturbed context, and since most dateable artifacts post-date 1870, the site does not retain Cultural Heritage Value or Interest. No further work is required in the current Study Area.

(This Land Archaeology Inc., 2021a) Report on the Stage 1-2 Archaeological Assessment on Part of Block A, Registered Plan 188 and Part of Lot 25, Concession 2, Municipal Addresses of 100 Garden Street, 604 and 614 Dundas Street East, Town of Whitby, Regional Municipality of Durham, Ontario [P059-0967-2021]

Test pit survey was conducted at five metre intervals. A total of 195 Euro-Canadian artifacts dating predominantly to the nineteenth century were recovered from three loci. The Site was registered as the Garden Site (AlGr-520). Stage 3 was recommended.



(This Land Archaeology Inc., 2021b) Report on the Stage 3 Site-specific Assessment of the Garden Site (AlGr-520), located on Part of Block A, Registered Plan 188 and Part of Lot 25, Concession 2, Municipal Addresses of 100 Garden Street, 604 and 614 Dundas Street East, Town of Whitby, Regional Municipality of Durham, Ontario [P059-0985-2021]

Stage 3 excavation resulted in the recovery of 3,591 artifacts from 39 positive units. Archival research indicates this site may represent a short-term residential occupation associated with the Dryden family (ca. 1863-1875). Stage 3 determined Locus 1 and Locus 2 to have been previously disturbed through structure construction, landscaping, and utility installation. Locus 3 (AlGr-520) immediately abuts the Study Area and was determined to retain further Cultural Heritage Value or Interest. Stage 4 mitigation was recommended (see *Supplementary Documentation*).

(Timmins Martelle Heritage Consultants Inc., 2012) Stage 1 Archaeological Assessment Infrastructure Ontario Michael Starr Building (D03630) 33 King Street West, City of Oshawa North Part of Lot 11, Concession 1 Geographic Township of East Whitby Former Ontario County Regional Municipality of Durham, Ontario [P349-021-2012]

Property inspection confirmed no further work is required in the current Study Area.

Toronto and Region Conservation Authority, 2004) Stage 2 Archaeological Assessment Duffins Creek Ajax Trail Phase 2 [P019-016-2004]

Test pit survey confirmed no further work is required in the current Study Area.



(Toronto and Region Conservation Authority, 2015) Archaeological Assessment (Stage 1 – 2) in the City Toronto Erosion Control – Highland Creek Watershed Lot 6, Concession I Lots 9 and 10, Concession I Lots 13 to 15, Concession I Lots 14 and 15, Concession II Lot 22, Concession I Lot 22, Concession D Historic Scarborough Township, York County [P303-0293-2014]

Test pit survey in Area-B West End confirmed no further work is required in the current Study Area.

(Western Heritage Services Inc., 2014) Stage 4 Archaeological Assessment of WH47 – AIGr-286 [P373-0034-2013]

Stage 4 topsoil stripping and monitoring found no cultural features but a small cluster of pre-1850 period ceramics was observed and collected. The site has been fully mitigated. No further work is required in the current Study Area.

2.0 Field Methods

A Stage 1 property inspection must adhere to the S & G, Section 1.2, Standards 1-6, which are discussed below. The entire property and its periphery must be inspected. The inspection may be either systematic or random. Coverage must be sufficient to identify the presence or absence of any features of archaeological potential. The inspection must be conducted when weather conditions permit good visibility of land features. Natural landforms and watercourses are to be confirmed if previously identified. Additional features such as elevated topography, relic water channels, glacial shorelines, well-drained soils within heavy soils and slightly elevated areas within low and wet areas should be identified and documented, if present. Features affecting assessment strategies should be identified and documented such as woodlots, bogs or other permanently wet areas, areas of steeper grade than indicated on topographic mapping, areas of overgrown vegetation, areas of heavy soil, and recent land disturbance such as grading, fill deposits and vegetation clearing. The inspection should also identify and document structures and built features that will affect



assessment strategies, such as heritage structures or landscapes, cairns, monuments or plaques, and cemeteries.

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Kirstyn Allam (R1258) on May 11, 12, 14, and 15 2020 and September 27, 2021, by Hannah Brouwers (R1270) on May 25-27, 2020, and by Caitlin Lacy (R303) on September 24, 2021, and in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a random spot-checking visual inspection from publicly accessible lands/public right-of-ways only and did not include excavation or collection of archaeological resources. Fieldwork was conducted when weather conditions were deemed clear with good visibility (see Table 2), per S & G Section 1.2., Standard 2. Field observations are compiled onto the existing conditions of the Study Area in Appendix C (Figures 25-71) and associated photographic plates are presented in Section 7.0 (Images 1-94).

Table 2: Property Inspection Conditions Summary

Field Director	Date	Weather Conditions
Kirstyn Allam (R1258)	May 11, 2020	Cloudy and 10 degrees Celsius
Kirstyn Allam (R1258)	May 12, 2020	Sunny and 16 degrees Celsius
Kirstyn Allam (R1258)	May 14, 2020	Sunny and 14 degrees Celsius
Kirstyn Allam (R1258)	May 15, 2020	Sunny and 15 degrees Celsius

Field Director	Date	Weather Conditions
Kirstyn Allam (R1258)	September 27, 2021	Sunny and 20 degrees Celsius
Hannah Brouwers (R1270)	May 25, 2020	Partially cloudy and 20 degrees Celsius
Hannah Brouwers (R1270)	May 26, 2020	Partially cloudy and 17 degrees Celsius
Hannah Brouwers (R1270)	May 27, 2020	Sunny and 15 degrees Celsius
Caitlin Lacy (R303)	September 24, 2021	Overcast and 16 degrees Celsius

3.0 Analysis and Conclusions

The historical and archaeological contexts have been analyzed to help determine the archaeological potential of the Study Area. Results of the analysis of the Study Area property inspection and background research are presented in Section 3.1.

3.1 Analysis of Archaeological Potential

The S & G, Section 1.3.1, lists criteria that are indicative of archaeological potential. The Study Area meets the following criteria indicative of archaeological potential:

- Previously identified archaeological sites (See Table 1);
- Water sources: primary, secondary, or past water source (Highland Creek, Rouge River, Petticoat Creek, Duffins Creek, Lynde Creek, Pringle Creek, Corbett Creek, Goodman Creek, and Oshawa Creek);



- Early historic transportation routes (Ellesmere Road, Kingston Road, Dundas Street, King Street, Markham Road, Morningside Avenue, Meadowvale Road, Rosebank Road, Whites Road, Liverpool Road, Valley Farm Road, Brock Road, Notion Road, Church Street, Harwood Avenue, Audley Road, Lake Ridge Road, Anne Street, Brock Street, Garden Street, Hopkins Street, Thickson Road, Kendalwood Road, Thornton Road, Stevenson Road, Park Road);
- Proximity to early settlements (Rouge Hill, Dunbarton, Pickering Village, Duffins Creek, Whitby, Oshawa); and
- Well-drained soils (Bondhead loam, Bookton sandy loam, Brighton sandy loam, Darlington loam, Fox sandy loam, Schomberg clay loam, Woburn loam, Woburn sandy loam)

According to the S & G, Section 1.4 Standard 1e, no areas within a property containing locations listed or designated by a municipality can be recommended for exemption from further assessment unless the area can be documented as disturbed. The Municipal Heritage Registers for the City of Toronto, City of Pickering, Town of Ajax, Town of Whitby, and the City of Oshawa were consulted and 98 properties within the Study Area are Listed or Designated under the Ontario Heritage Act. These properties are too numerous to list and are detailed in ASI's Cultural Heritage Report – Existing Conditions for the D.S.B.R.T. project (ASI 2021). The location of these properties was considered during the evaluation of archaeological potential within the Study Area.

The *Master Plan of Archaeological Resources of the City of Toronto (Interim Report)* (ASI et al., 2007) and the *Archaeological Potential Model for Durham Region* (ASI 2013b) were reviewed for background information and to help inform any indicators of archaeological potential not captured in other research (Appendix F). Generally speaking, archaeological management plans are high-level analyses of archaeological potential for non-specialist but cannot not be considered a replacement for Stage 1 archaeological assessments. ASI's review of the above archaeological management plans indicate that parts of the Study Area exhibit archaeological potential, as further detailed in the analysis below in Section 3.1.1 through 3.1.5.



Spatial data was provided to ASI by IBI Group in 2020 which illustrates all known utility infrastructure within the corridor, however some municipal utilities (water, sewers, etc.) were not available from the Region or Municipality through certain segments of the corridor. This data is included in Appendix C (Figures 26-71: teal lines) and informed the archaeological potential of the Study Area. The property parcel fabric from all Municipalities was also provided to ASI by IBI Group in 2020, which is illustrated in Appendix C (Figures 26-71: white lines).

3.1.6 Segment 1 City of Toronto

The property inspection determined that parts of Segment 1 exhibit archaeological potential. These areas will require Stage 2 archaeological assessment prior to any construction activities. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Images 19, 21; Appendix C Figures 34-36: areas highlighted in green). This includes the following properties noted in the *Master Plan of Archaeological Resources of the City of Toronto* most recent Archaeological Potential Model data (Appendix F: Figures 87-94):

- 1712 Ellesmere Road
- Hydro corridor at Orton Park Road
- 3050 Ellesmere Road
- 525 Morrish Road
- 102 Deep Dene Drive
- 3860 Ellesmere Road
- 726 Meadowvale Road
- 6540 Kingston Road

Part of the Study Area has been previously assessed and does not require further archaeological assessments (Appendix C Figures 27-33: areas highlighted in red).

A combination of property inspection and assessment of topographic mapping (ESRI 2021) determined that some of lands within the Study Area are sloped in



excess of 20 degrees, and according to the S & G Section 2.1 do not retain potential (Image 20; Appendix C Figure 35: areas highlighted in pink). These areas do not require further survey.

The remainder of the Study Area has been subjected to deep soil disturbance events due to construction from existing buried utilities and other servicing including Bell buried cable, Enbridge Gas lines, Hydro One cables, Rogers buried facilities, sanitary service pipes, Toronto Hydro, and water services pipes (as indicated in Appendix C based on municipal data), as well as twentieth- and twenty-first-century residential subdivisions and commercial or industrial developments (see also Section 7.2). According to the S & G Section 1.3.2 these areas do not retain archaeological potential (Images 1-27; Figures 26-38: areas highlighted in yellow) and do not require further survey.

3.1.2 Segment 2 City of Pickering

The property inspection determined that parts of Segment 2 exhibit archaeological potential. These areas will require Stage 2 archaeological assessment prior to any construction activities. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Images 34-36, 43; Appendix C Figures 39-40, 42, 46-48: areas highlighted in green). This includes the following properties noted in the *Archaeological Potential Model for Durham Region* (Appendix F: Figures 95-102):

- South of Kingston Road from Altona Road to Rougemont Drive
- 364 Durham Regional Highway 2
- Lands near Petticoat Creek
- 417, 422 and 428 Kingston Road
- 553 Kingston Road
- Steeple Hill Park
- 699 Kingston Road
- East of Whites Road at the Highway on/off ramps to Merritton Road



- Lands around Pine Creek west of Liverpool Road
- 1778 Bainbridge Drive and 1819 Kingston Road

Post Cemetery is located at 1693 Kingston Road in Pickering within the current Study Area (see 3.1.6 Cemetery Analysis).

The Disciples Church Site (AIGs-449) is considered to have further Cultural Heritage Value or Interest and is within the Study Area (Images 44-45; Appendix C Figure 47: areas outlined in blue and shaded in purple). The most recent Stage 4 report P029-836-2012 recommendations should be carried forward (see *Supplementary Documentation*).

A part of the Segment 2 includes Petticoat Creek (Plate 30; Appendix C Figure 39-40: areas highlighted in dark blue). The marine archaeological potential of the Petticoat Creek watercourse is to be evaluated by following the M.H.S.T.C.I. *Criteria For Evaluating Marine Archaeological Potential* checklist if project impacts to the riverbeds are proposed.

Part of the Study Area has been previously assessed and does not require further archaeological assessments (Appendix C Figures 40-48: areas highlighted in red).

A combination of property inspection and assessment of topographic mapping (ESRI 2021) determined that some of lands within the Study Area are sloped in excess of 20 degrees, and according to the S & G Section 2.1 do not retain potential (Appendix C Figure 39: areas highlighted in pink). These areas do not require further survey.

The remainder of the Study Area has been subjected to deep soil disturbance events due to construction from existing buried utilities and other servicing including Bell buried cable, Enbridge Gas lines, Hydro One cables, Rogers buried facilities, sanitary service pipes, and water services pipes (as indicated in Appendix C based on municipal data), as well as twentieth- and twenty-first-century residential subdivisions and commercial or industrial developments (see also Section 7.2). According to the S & G Section 1.3.2 these areas do not retain archaeological potential (Images 28-29, 31-33, 37-42, 46; Appendix C Figures 39-48: areas highlighted in yellow) and do not require further survey.



3.1.3 Segment 3 Town of Ajax

The property inspection determined that parts of Segment 3 exhibit archaeological potential. These areas will require Stage 2 archaeological assessment prior to any construction activities. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Images 47, 54-55, 57; Appendix C Figures 48-50, 54-56: areas highlighted in green). This includes the following properties noted in the *Archaeological Potential Model for Durham Region* (Appendix F: Figures 102-107):

- Lands around Duffins Creek
- 579 Kingston Road West
- Properties on Kingston Road West from George Jones Street to Mill Street
- 310 and 380 Kingston Road East
- Lands around Carruthers Creek to Audley Road
- 775 and 733 Kingston Road East

St. George's Anglican Cemetery located at 77 Randall Drive in Ajax is adjacent to the Study Area (see 3.1.6 Cemetery Analysis). Proposed work is restricted within the roadway in front of the cemetery. This area does not require further archaeological assessment within the Study Area.

A part of the Segment 3 includes Duffins Creek (Plate 47; Appendix C Figures 48-49: areas highlighted in dark blue) and Carruthers Creek (Plate 55; Appendix C Figure 55: areas highlighted in dark blue). The marine archaeological potential of the Duffins Creek and Carruthers Creek watercourses are to be evaluated by following the M.H.S.T.C.I. *Criteria For Evaluating Marine Archaeological Potential* checklist if project impacts to the riverbeds are proposed.

Part of the Study Area has been previously assessed and does not require further archaeological assessments (Appendix C Figures 49-56: areas highlighted in red).



A combination of property inspection and assessment of topographic mapping (ESRI 2021) determined that some of lands within the Study Area are sloped in excess of 20 degrees, and according to the S & G Section 2.1 do not retain potential (Appendix C Figure 54: areas highlighted in pink). These areas do not require further survey.

The remainder of the Study Area has been subjected to deep soil disturbance events due to construction from existing buried utilities and other servicing including Bell buried cable, Enbridge Gas lines, Hydro One cables, Rogers buried facilities, sanitary service pipes, and water services pipes (as indicated in Appendix C based on municipal data), as well as twentieth- and twenty-first-century residential subdivisions and commercial or industrial developments (see also Section 7.2). According to the S & G Section 1.3.2 these areas do not retain archaeological potential (Images 48-53, 55-56, 58; Appendix C Figures 48-57: areas highlighted in yellow) and do not require further survey.

3.1.4 Segment 4 Town of Whitby

The property inspection determined that parts of Segment 4 exhibit archaeological potential. These areas will require Stage 2 archaeological assessment prior to any construction activities. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Images 61-63, 65-66, 75-76, 80; Appendix C Figures 57-61, 63-64, 66: areas highlighted in green). This includes the following properties noted in the *Archaeological Potential Model for Durham Region* (Appendix F: Figures 107-113):

- Lands around Lynde Creek from Lake Ridge Road to Highway 412, and from near White Oaks Court to Raglan Street
- 1151 Dundas Street West
- Properties from Raglan Street to Cochrane Street
- 500 and 501 Dundas Street East
- Lands around Pringle Creek near Garden Street



- 944, 946, 951, 987, 998 Dundas Street East and lands on the east side of the railway crossing
- 1535 Dundas Street East
- Lands around Corbett Creek near Springwood Street

The Mount Lawn Cemetery located at 2000 Dundas Street East in Whitby is adjacent to the Study Area (see 3.1.6 Cemetery Analysis). Proposed work is restricted within the roadway and sidewalk in front of the cemetery. This area does not require further archaeological assessment within the Study Area.

A part of the Segment 3 includes Lynde Creek (Plates 63-64; Appendix C Figure 57-60: areas highlighted in dark blue) and Pringle Creek (Plate 75; Appendix C Figure 63: areas highlighted in dark blue). The marine archaeological potential of the Lynde Creek and Pringle Creek watercourses are to be evaluated by following the M.H.S.T.C.I. *Criteria For Evaluating Marine Archaeological Potential* checklist if project impacts to the riverbeds are proposed.

Part of the Study Area has been previously assessed and requires further archaeological assessments (Appendix C Figure 63: areas highlighted in purple).

Part of the Study Area has been previously assessed and does not require further archaeological assessments (Appendix C Figures 57-58, 61, 63, 66: areas highlighted in red).

A part of the Study Area is located within low lying wet areas, and according to the S & G Section 2.1 do not retain potential (Plate 61; Appendix C Figures 58: areas highlighted in blue). These areas do not require further survey.

The remainder of the Study Area has been subjected to deep soil disturbance events due to construction from existing buried utilities and other servicing including Bell buried cable, Enbridge Gas lines, Hydro One cables, Rogers buried facilities, Whitby Hydro streetlighting underground and secondary underground cables, sanitary service pipes, and water services pipes (as indicated in Appendix C based on municipal data), as well as twentieth- and twenty-first-century residential subdivisions and commercial or industrial developments (see also Section 7.2). According to the S & G Section 1.3.2 these areas do not retain



archaeological potential (Images 59-62, 65-74, 76-82; Appendix C Figures 57-67: areas highlighted in yellow) and do not require further survey.

3.1.5 Segment 5 City of Oshawa

The property inspection determined that parts of Segment 5 exhibit archaeological potential. These areas will require Stage 2 archaeological assessment prior to any construction activities. According to the S & G Section 2.1.2, test pit survey is required on terrain where ploughing is not viable, such as wooded areas, properties where existing landscaping or infrastructure would be damaged, overgrown farmland with heavy brush or rocky pasture, and narrow linear corridors up to 10 metres wide (Figure 67: areas highlighted in green). This includes the following properties noted in the *Archaeological Potential Model for Durham Region* (Appendix F: Figures 113-114):

- Lands near Corbett Creek west of Thornton Road South

The Union Cemetery (Image 84; Figures 67-68: areas outlined in blue) located at 760 King Street West and the Pioneer Memorial Garden Cemetery (Image 90; Figure 70: areas outlined in blue) located at 185-201 Bond Street West in Oshawa are adjacent to the Study Area (see 3.1.6 Cemetery Analysis). Proposed work is restricted within the roadway in front of Union Cemetery. This area does not require further archaeological assessment within the Study Area. Land adjacent to Pioneer Memorial Garden Cemetery area exhibits archaeological potential.

The remainder of the Study Area has been subjected to deep soil disturbance events due to construction from existing buried utilities and other servicing including Bell buried cable, Enbridge Gas lines, Hydro One cables, Oshawa Power underground cables, Rogers buried facilities, sanitary service pipes, and water services pipes (as indicated in Appendix C based on municipal data), as well as twentieth- and twenty-first-century residential subdivisions and commercial or industrial developments (see also Section 7.2). According to the S & G Section 1.3.2 these areas do not retain archaeological potential (Images 83-89, 91-94; Figures 67-71: areas highlighted in yellow) and do not require further survey.



3.1.6 Cemetery Analysis

The Post Cemetery, St. George's Anglican Cemetery, Mount Lawn Cemetery, Union Cemetery, and Pioneer Memorial Gardens Cemetery are within or directly adjacent to the Study Area. If future works are unable to avoid the legal boundaries of any cemetery and archaeological fieldwork is required, detailed strategies should be formulated once the impacts are understood. At a minimum the proponent must discuss this work with the Bereavement Authority of Ontario (B.A.O.) to ensure it addresses regulations under the Funeral, Burial and Cremation Services Act, 2002 and any invasive Stage 2-4 archaeological fieldwork will require a Cemetery Investigation Authorization. Analysis is provided for each cemetery below.

Post Cemetery

Post Cemetery, also known as Quaker Cemetery, is an inactive licensed cemetery located at 1693 Kingston Road in Pickering (Plates 44-45; Images 95-100; Appendix C: Figure 47: outlined in blue; Appendix E: Figures 72-73). Part of the cemetery is within the Study Area on the south side of Kingston Road west of Brock Road and is proposed to be impacted by the project. The cemetery is delineated from the right-of-way by a wire fence, with burial markers clustered to the south end, outside of the Study Area.

A Stage 3 cemetery investigation and Stage 4 excavation by Archeoworks was previously completed along Kingston Road and Brock Road within and adjacent to the cemetery fence line, as part of the proposed B.R.T project, related to the current Stage 1 scope. Archeoworks (P029-836-2012) defines the limits of the cemetery property in their Stage 4: *"The northern part of the property appears to have been expropriated and fenced off sometime between 1961 and 1964, resulting in much of the church and cemetery parcel's frontage becoming part of the current Highway 2 ROW. Road reconstruction activities in the vicinity were carried out in 1972, and the property limits remained unchanged for the next four decades"* (Archeoworks Inc., 2021).

The property is currently undergoing a process of being declared abandoned and a transfer from ownership by the City of Pickering to Durham Region in order for



expropriation of part of the property for the future right-of-way (see communications with the Region in the *Supplementary Documentation*). The legal property boundaries are confirmed in registered plans provided by the Region (Appendix E: Figures 72-73) which also show the locations of the marked graves. These boundaries were also confirmed by the City of Pickering. The cemetery boundaries are currently represented by a fence line. No documentation on file with the municipalities or the B.A.O. indicate the cemetery boundaries to differ from the legal property boundaries. The legal cemetery boundaries remain unclear.

Parts of the Study Area have recommendations, as per Archeoworks' most recent Stage 4 results (P029-836-2012), for outstanding Stage 4 in order to fully mitigate the Disciples Church Site (AIGs-449) and for outstanding cemetery investigation by construction monitoring, in order to confirm the absence of any unmarked graves on the east side of the cemetery fence line within what is now the Brock Road right-of-way. This area has been subject to disturbances from road improvements and installation of utilities, therefore making mechanical topsoil removal not feasible and a program of archaeological construction monitoring will be required (Appendix C: Figure 47: areas highlighted in purple).

The Registrar, *Funeral, Burial and Cremation Services Act*, 2002, B.A.O., requires that a professionally licensed archaeologist retained to conduct any Stages 2-4 archaeological fieldwork (invasive ground disturbances) within a cemetery or within lands adjacent to a cemetery, where the boundaries cannot be conclusively determined based on records, maps and plans of the cemetery, obtain a Cemetery Investigation Authorization prior to conducting this fieldwork. Pursuant to subsection 96. (1) (2) and (3) of the *Funeral, Burial and Cremation Services Act*, 2002, the Cemetery Investigation Authorization will relieve the licensed archaeologist of the prohibition and liability related to the intentional disturbance of a human burial within or adjacent to a cemetery during this fieldwork. If evidence of burials associated with this cemetery are encountered, all work must cease and M.H.S.T.C.I. and the B.A.O. will need to be contacted for direction on next steps. Should human remains be found outside of the confirmed boundaries of a cemetery, the Coroner and Police must be notified immediately. If the human remains are not determined to be of forensic interest the matter must then be



reported to the Registrar, *Funeral, Burial and Cremation Services Act*, 2002, Ministry of Government and Consumer Services.

St. George's Anglican Cemetery

St. George's Anglican Cemetery is an active licensed cemetery located at 77 Randall Drive in Ajax, adjacent to the Study Area (Plate 48; Appendix C: Figure 49: outlined in blue; Appendix E: Figures 74-76). The cemetery is operated by the St. George's Anglican Cemetery Board and records are held with the Anglican Diocese of Toronto. Cemetery boundaries were confirmed by the Anglican Diocese of Toronto Archives, as the church itself does not hold any of the digital records (Appendix E; see also *Supplementary Documentation*). Wendy Pearson, the Property Resources Specialist at the Diocese notes that there is nothing in the records to suggest there are unmarked or unknown burials within or outside of the known cemetery boundaries in the current Study Area.

The cemetery maps illustrate that the legal boundaries of the cemetery abut the former St. George Street road allowance (now Kingston Road), with a private lane on the west side of the cemetery, as is also reflected in modern parcel fabric provided by the Town of Ajax (see Figure 49). The registered plans show that Randall Drive was constructed in the 1960s, and that by 1978 Highway 2 (Kingston Road) had replaced St. George Street, including a sidewalk and boulevard, adjacent to the historical cemetery fence delineating the cemetery boundaries. Burial plots are shown set back from and within the fence line, oriented parallel to Kingston Road.

Background research and property inspection has confirmed that the historic boundaries of the cemetery are clear and intact and are outside the Study Area. Lands within the cemetery will be avoided by all project designs. There is low potential for any burials to be located beyond the known cemetery property limits within the Study Area. Stage 3 cemetery investigation is not recommended within the Study Area. Lands within the legal cemetery boundaries will be avoided by all project designs.



Mount Lawn Cemetery

Mount Lawn Cemetery is an active licensed cemetery located at 2000 Dundas Street East in Whitby, on the north side of Dundas Street East (Plates 82; Appendix C: Figures 67: outlined in blue; Appendix E: Figure 77-79). The cemetery has been owned and operated by Arbor Memorial Inc. (formerly known as Memorial Gardens Ltd.) since 2003, and prior to that various parcels of the now cemetery lands were owned by the Town of Whitby and Durham Region. The cemetery is delineated from the right-of-way by a treeline inside of a wire fence, with burials being indicated parallel to Dundas Street East. No burial records pre-date 1914 (Find A Grave, 2021).

Michael Allcock of Arbor Memorial Inc. noted to ASI (telephone communication, March 2, 2022) that the sections adjacent to the Study Area are the oldest part of the cemetery, and that it is unlikely for there to be any unknown burials outside of the cemetery property. It was also noted by Arbor Memorial Inc. that the company owns part of a parcel immediately to the east of the current cemetery along a creek, however there are no burials there and it is regulated by the Central Lake Ontario Conservation Authority (Michael Allcock, Arbor Memorial Inc., telephone communication, March 2, 2022). Since the company has only operated the cemetery since 2003, the B.A.O. was also contacted to confirm the legal cemetery boundaries (see *Supplementary Documentation*). A plan of the cemetery boundaries provided by the B.A.O. shows the “areas presently dedicated for cemetery purposes outlined in yellow” which correspond to the current property boundaries (Figure 79). The original entrance off Dundas Street is still present but no longer in use. The plan shows that additions to the cemetery were made north of this between the 1960s and 1970s. A registered plan and current property map of the cemetery property circa 1984 show that the boundaries along Dundas Street East/King’s Highway 2 with the remainder of the property extending to the north (Figures 77-78).

The background research and property inspection has confirmed that the boundaries of this twentieth-century cemetery are clear and intact and are outside the Study Area, therefore there is low potential for unmarked graves beyond the known cemetery property limits within the road. Stage 3 cemetery



investigation is not recommended within the Study Area. Lands within the legal cemetery boundaries will be avoided by all project designs.

Union Cemetery

Union Cemetery is an active licensed cemetery located at 760 King Street West in Oshawa, adjacent to the Study Area (Plate 84; Appendix C: Figures 67-68: outlined in blue; Appendix E: Figures 80-84). The cemetery is on the northeast corner of King Street West and Thornton Road North. The cemetery is delineated from the right-of-way by a treeline inside of a metal fence, with burials parallel to King Street West.

The cemetery property was donated to the City of Oshawa in 1922, which remains the cemetery operator (Heritage Oshawa, 2015). The City provided cemetery plans (see *Supplementary Documentation*) that demonstrate that the cemetery boundaries are well defined adjacent to the Study Area in three sections: the original Presbyterian south block, with burials dating approximately between the 1890s and 1940s; Block B west of the main gate, with burials mostly set back from the road dating to the twentieth century, and one circa 1859; Block A east of the main gate, with burials dating between the 1880s and 1980s; and a recently developed extension east within Block A set aside for new burials.

Background research and property inspection has confirmed that the historic boundaries of the cemetery are clear and intact and are outside the Study Area. There is low potential for unmarked graves beyond the known cemetery property limits within the Study Area. Stage 3 cemetery investigation is not recommended within the Study Area. Lands within the legal cemetery boundaries will be avoided by all project designs.

Pioneer Memorial Garden Cemetery

Pioneer Memorial Garden, or Pioneer Memorial Park, Cemetery is an inactive licensed cemetery located at 185-201 Bond Street West in Oshawa immediately adjacent to the current Study Area (Plate 90; Appendix C: Figure 70: outlined in blue; Appendix E: Figures 85-87). Lands within the legal cemetery boundaries will be avoided by all project designs. The cemetery is clearly delineated from the



Bond Street West right-of-way and sidewalk by a concrete retaining wall along the north side of the cemetery property.

The Pioneer Memorial Garden Cemetery has been operated by the City of Oshawa since 2008. The 1861 plan of Oshawa indicates Bond Street had not yet been constructed at the time of the plan and that the cemetery was located at the back of a historical town lot fronting King Street (map on file with the land registry office, accessed and provided by Metrolinx, see *Supplementary Documentation*). A 1948 plan of the cemetery boundaries provided by the City of Oshawa shows burial plots located immediately adjacent to the north edge of the cemetery boundary on Bond Street. The City noted that the interment locations are not memorialized in those specific locations and strongly cautioned against construction work occurring near the cemetery boundary, as they are not sure if any other unmarked remains exist beyond what is noted in the 1948 burial plan (see *Supplementary Documentation*).

The Study Area in this location includes an existing sidewalk adjacent to a retaining wall, thus mechanical topsoil removal is not feasible. A program of archaeological construction monitoring within the Study Area is recommended to confirm the presence or absence of unmarked graves outside the known cemetery boundaries (Appendix C: Figure 70: areas hatched and highlighted in purple). Any project impacts—including but not limited to the removal/reconstruction of the sidewalk, retaining wall, buried utilities and topsoil—must be monitored on site by a licensed archaeologist because of the potential for burials outside the known limits of the cemetery. Any archaeological resources identified in this manner must be subject to the appropriate mitigations.

A Cemetery Investigation Authorization should be obtained prior to the construction monitoring. If evidence of burials associated with this cemetery are encountered, all work must cease and M.H.S.T.C.I. and the B.A.O. will need to be contacted for direction on next steps. Should human remains be found outside of the confirmed boundaries of a cemetery, the Coroner and Police must be notified immediately. If the human remains are not determined to be of forensic interest



the matter must then be reported to the Registrar, Funeral, Burial and Cremation Services Act, 2002, Ministry of Government and Consumer Services.

3.2 Conclusions

The Stage 1 background study determined that 77 previously registered archaeological sites are located within one kilometre of the Study Area. A total of 12 sites are within 50 metres of the Study Area. Two of the sites within 50 metres (ALGs-449 and ALGr-520) retain Cultural Heritage Value or Interest and require further assessment. Five cemeteries were identified within or adjacent to the Study Area, including Post Cemetery and Pioneer Memorial Garden Cemetery which have outstanding archaeological concerns. The property inspection determined that parts of the Study Area exhibit archaeological potential and will require Stage 2 survey.

4.0 Recommendations

The following recommendations are made:

- 1 Parts of the Study Area exhibit archaeological potential in Segments 1, 2, 3, 4, and 5 (Figures 34-36, 39-40, 42, 46-50, 54-61, 63-64, 66-67). These lands require Stage 2 archaeological assessment by test pit survey at five metre intervals. Stage 2 is required prior to any proposed construction activities on these lands;
- 2 Post Cemetery is located within the Study Area in Pickering. Archeoworks (P029-836-2012) Stage 4 excavation did not confirm the cemetery boundaries nor fully mitigate the Disciples Church Site (ALGs-449) within the D.S.B.R.T. project footprint. The following combined recommendations for the Post Cemetery property, including ALGs-449, made in the P029-836-2012 Stage 4 report still apply:
 - a. The resumption of any form of archaeological fieldwork — i.e., Stage 4 excavation; Stage 4 avoidance and protection (if applicable); construction monitoring — must take into account



recommendations arising from the Indigenous engagement process.

- b. Block Excavation: The portion of the site which falls within the construction impact zone (i.e., north of the grading limit) must be entirely excavated by hand in one-metre-square units. The Stage 4 excavation will follow the methods and requirements outlined in the 2011 S&G's Sections 4.2.1 (general Stage 4 excavation requirements), 4.2.2 (general hand excavation requirements) and 4.2.9 (specific hand excavation requirements for undisturbed sites), as well as Table 4.1 (determination of hand excavation extent).
- c. Feature Excavation: Once the site area has been fully hand-excavated at least 10 cm into the subsoil, the exposed subsoil must be cleaned by shovel or trowel, and the resulting subsoil surface examined for cultural features. All identified cultural features must be mapped using transit and tape and recorded relative to the grid established during the Stage 3. Features must only be excavated and fully documented after complete exposure, except where not possible (e.g., presence of project limits). The excavation and documentation of features must follow the feature excavation-related methods and requirements outlined in the 2011 S&G's Sections 4.2.1, #7-11 (general Stage 4 requirements); Section 4.2.2, #5-7 (general hand excavation requirements); and if applicable, Section 4.2.9, #5-6 (specific hand excavation requirements for undisturbed sites).
- d. Features 1, 2 and 3: The portions of these features which lie within the project area limits are to be excavated and documented in accordance with the 2011 S&G's Sections 4.2.1, #7-11 (general Stage 4 excavation requirements); Section 4.2.2, #5-7 (general hand excavation requirements); and if applicable, Section 4.2.9, #5-6 (specific hand excavation requirements for undisturbed sites), in order to determine the nature of these features, and whether or not they are associated with graves containing human remains:



- In the event that none of these features is associated with graves containing human remains, there are no further archaeological concerns within these areas.
 - If evidence of burials associated with this cemetery are encountered, all work must cease and M.H.S.T.C.I. and the B.A.O. will need to be contacted for direction on next steps.
 - In the event that partial excavation is unable to determine whether or not any features are graves, permission to extend hand excavation of one-metre units further into the cemetery beyond the limit of grading must be acquired in order to allow further exposure, excavation and confirmation of the nature of the feature.
- e. Partial exposure of features: Any feature that cannot be completely exposed due to the presence of project limits may be partially excavated. Exposed feature profiles resulting from partial excavation must be shored up and protected with geo-textile. The placement of fill in such areas must be monitored by a licensed archaeologist, and a report documenting the monitoring be subsequently filed with the M.H.S.T.C.I.
- f. The balance of the Disciples Church Site (ALGs-449) outside the project area limits must be avoided during grading and soil disturbing activities, in accordance with *Section 4.1.1* of the 2011 S&G. The following measures are required: erect a temporary barrier along the project area boundary, issue “no go” instructions to all personnel during construction, and the “no go” area should be explicitly marked with instructions on all development plans. Inspection and monitoring of the area during soil disturbing activities by a licensed archaeologist is required. Following the completion of development activities, a separate Stage 4 avoidance and protection report must be completed and submitted to the M.H.S.T.C.I.
- g. Cemetery Investigation Construction Monitoring: The narrow swath of land following the east margin of Post Cemetery, between the existing cemetery fence and the current Brock Road (Durham



Regional Road 1) right-of-way limit, has not been subjected to a Stage 3 investigation, given the presence of active utilities in this area. Despite the presence of extensive disturbance, this area must be subjected to archaeological monitoring by a licensed archaeologist in order to conclusively determine the absence of archaeological and/or human remains. A construction monitoring report must be completed and submitted to the M.H.S.T.C.I.

- A Cemetery Investigation Authorization should be obtained prior to the construction monitoring.
 - A licensed archaeologist will be present on site for the duration of any additional impacts within the Study Area adjacent to the cemetery property to monitor for the presence of burial shafts outside the known limits of the cemetery. Any archaeological resources identified in this manner must be subject to the appropriate mitigations.
 - If evidence of burials associated with this cemetery are encountered, all work must cease and M.H.S.T.C.I. and the B.A.O. will need to be contacted for direction on next steps. Should human remains be found outside of the confirmed boundaries of a cemetery, the Coroner and Police must be notified immediately. If the human remains are not determined to be of forensic interest the matter must then be reported to the Registrar, Funeral, Burial and Cremation Services Act, 2002, Ministry of Government and Consumer Services.
 - These lands do not retain near-surface archaeological potential due to previous disturbances, and thus do not require Stage 2 survey prior to any construction monitoring.
- 3 Part of the Study Area is adjacent to the Pioneer Memorial Garden Cemetery in Oshawa (Figure 70). Based on information from the cemetery operator about the uncertainty of grave locations along the northern cemetery limits on Bond Street West, there is potential for unmarked burials associated with the cemetery within the Study Area.



- a. A Cemetery Investigation Authorization should be obtained prior to the construction monitoring.
 - b. Stage 3 Cemetery Investigation should be conducted on any lands impacted by the project between the paved road edge and the retaining wall, to confirm the presence or absence of unmarked graves outside the current fenced limits. Mechanical topsoil removal is not feasible thus ASI recommends that the portion of the Study Area within lands between the paved road edge and the retaining wall be subject to a program of archaeological construction monitoring if these lands are to be impacted by construction.
 - c. A licensed archaeologist will be present on site for the duration of any additional impacts within the Study Area adjacent to the cemetery property to monitor for the presence of burial shafts outside the known limits of the cemetery. Any archaeological resources identified in this manner must be subject to the appropriate mitigations.
 - d. If evidence of burials associated with this cemetery are encountered, all work must cease and M.H.S.T.C.I. and the B.A.O. will need to be contacted for direction on next steps. Should human remains be found outside of the confirmed boundaries of a cemetery, the Coroner and Police must be notified immediately. If the human remains are not determined to be of forensic interest the matter must then be reported to the Registrar, Funeral, Burial and Cremation Services Act, 2002, Ministry of Government and Consumer Services.
 - e. These lands do not retain near-surface archaeological potential due to previous disturbances, and thus do not require Stage 2 survey prior to any construction monitoring.
- 4 The Garden Site (AlGr-520) abuts the Study Area and is considered to have Cultural Heritage Value or Interest and to require Stage 4 Mitigation of Impacts (see Supplementary Documentation) as per the recommendations made during Stage 3 under P059-0985-2021:



- a. Stage 4 will commence with additional Stage 3 units excavated: around units 460N-295E, 460N-290E, 485N-295E; and along the 295E line at 465N-290E, 470N-295E, 475N, 295E, 285N-295E
- b. Unit excavation will consist of the hand excavation of 1 metre x 1 metre units dug by hand, 5 centimetres into subsoil. All soils will be screened through 6mm wire mesh to facilitate artifact recovery with all artifacts retained by provenience.
- c. Should cultural features be identified, the feature fill will not be excavated, the exposed plan of the feature will be recorded, geotextile fabric will be placed over the unit floor and the unit will be backfilled. The extent of the site will be determined following Standard 1 of the S&Gs, Section 3.2.3.
- d. Stage 4 mechanical topsoil removal to look for cultural features will focus on the core of the Garden Site, identified as Locus 3, and will be conducted and monitored by a licensed archaeologist using a tracked Gradall or excavator with a smooth edge bucket. Mechanical topsoil removal will continue to a minimum of 10 metres beyond all identified cultural features. Mechanical topsoil removal will be supplemented by hand 'shovel shining' if soil conditions warrant (As per the M.H.S.T.C.I. Stage FAQ dated March 2016). Identified cultural features will be fully exposed in plan view via hand using shovels or trowels.
- e. Units 470N-300E, 480N-295E, identified as containing potential features—will be investigated to determine whether features are present.
- f. All features will be recorded using a D-GPS accurate to 10 centimetres. Features will be sectioned, and hand excavated with soils being screened through 6 millimetre mesh screen. Features will then be appropriately recorded in plan view via a scaled drawing and photographs.
- g. Soil samples for flotation will be collected by stratum for all identified privies and root cellars as required by the 2011 Standards and Guidelines.



- 5 The marine archaeological potential of Petticoat Creek, Duffins Creek, Carruthers Creek, Lynde Creek, and Pringle Creek within the Study area are to be evaluated by following the M.H.S.T.C.I. *Criteria For Evaluating Marine Archaeological Potential* checklist if project impacts to the riverbeds are proposed (Figures 39-40, 48-49, 55, 57-60, 63: areas highlighted in dark blue);
- 6 The remainder of the Study Area does not retain archaeological potential on account of deep and extensive land disturbance, low and wet conditions, slopes in excess of 20 degrees, or being previously assessed. These lands do not require further archaeological assessment; and,
- 7 Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

NOTWITHSTANDING the results and recommendations presented in this study, ASI 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 Cultural Programs Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries should be immediately notified.

The above recommendations are subject to Ministry approval, and it is an offence to alter any archaeological site without Ministry of Heritage, Sport, Tourism and Culture Industries concurrence. No grading or other activities that may result in the destruction or disturbance of any archaeological sites are permitted until notice of M.H.S.T.C.I. approval has been received.



5.0 Legislation Compliance Advice

ASI advises compliance with the following legislation:

- This report is submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, RSO 2005, 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, preservation, and protection 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 Heritage, Sport, Tourism and Culture Industries, a letter will be issued by the Ministry stating that there are no further concerns with regards 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 field work 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 sec. 48 (1) of the Ontario Heritage Act.
- The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33, requires that any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. It is recommended that the



Registrar of Cemeteries at the Ministry of Consumer Services is also immediately notified.

- Archaeological sites recommended for further archaeological field work or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, nor may artifacts be removed from them, except by a person holding an archaeological license.



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7.0 Images

7.1 Field Photography



Image 1: View from McCowan Road; Area is disturbed, no potential.



Image 2: View of Ellesmere Road; Area is disturbed, no potential.



Image 3: View of Ellesmere Road; Area is disturbed, no potential.



Image 4: View of Ellesmere Road; Area is disturbed, no potential.



Image 5: View of Ellesmere Road; Area is disturbed, no potential.



Image 6: View of Ellesmere Road; Area is disturbed, no potential.



Image 7: View of bike lane parallel Ellesmere Road; Area is disturbed, no potential.



Image 8: View of Ellesmere Road; Area is disturbed, no potential.



Image 9: View of Ellesmere Road; Area is disturbed, no potential.



Image 10: View towards Highland Creek; Road right-of-ways are disturbed, no potential.

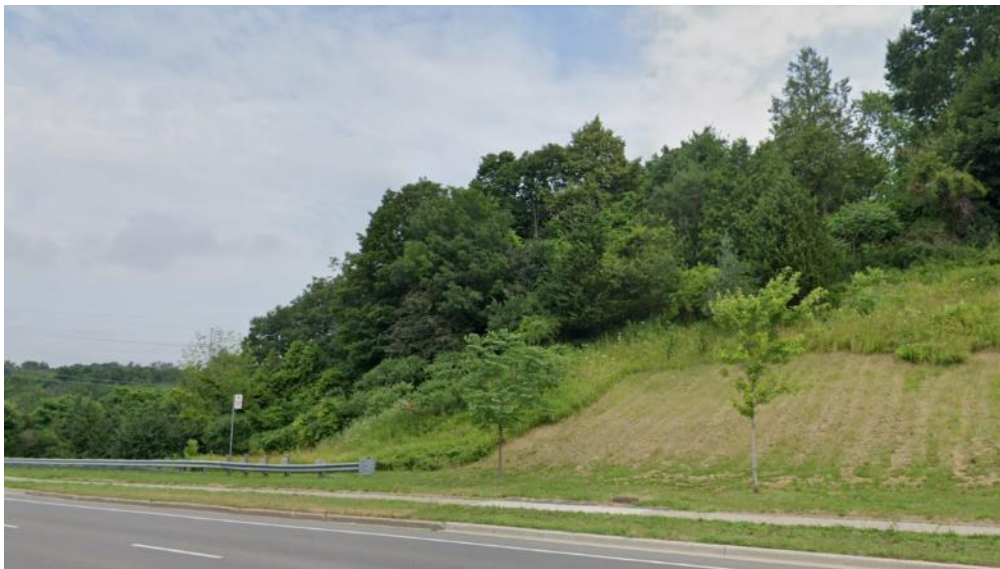


Image 11: View from Ellesmere Road; Area is disturbed and sloped into the Highland Creek valley, no potential.



Image 12: View of Ellesmere Road; Area is disturbed, no potential.



Image 13: View from Ellesmere Road; Area is disturbed, no potential.



Image 14: View of Ellesmere Road; Area is disturbed, no potential.



Image 15: View towards Highland Creek Community Park; Area is disturbed, no potential.



Image 16: View towards Spall Court; Area is disturbed, no potential.



Image 17: View of Ellesmere Road; Area is disturbed, no potential.



Image 18: View of Ellesmere Road; Area is disturbed, no potential.



Image 19: View of Ellesmere Road; Lawn beyond disturbed right-of-way requires Stage 2.



Image 20: View from Ellesmere Road; Area beyond guard rail is sloped, no potential.



Image 21: View of Ellesmere Road; Area is disturbed, no potential.



Image 22: View of Ellesmere Road; Area is disturbed, no potential.



Image 23: View from Kingston Road; Area is disturbed, no potential.



Image 24: View of Kingston Road; Area is disturbed, no potential.



Image 25: View of Kingston Road; Area is disturbed, no potential.



Image 26: View of Kingston Road; Area is disturbed, no potential.



Image 27: View of Kingston Road; Area is disturbed, no potential.



Image 28: View from Kingston Road at Altona Road; Area is disturbed, no potential.



Image 29: View from Kingston Road; Lawns require Stage 2 survey.



Image 30: View towards Petticoat Creek; Creek requires screening if creek bed is to be impacted.



Image 31: View of Kingston Road; Area beyond disturbed right-of-way requires Stage 2 survey.



Image 32: View of Kingston Road; Area is disturbed, no potential.



Image 33: View towards Kingston Road; Area is disturbed, no potential.



Image 34: View from Kingston Road; Area beyond disturbed right-of-way requires Stage 2 survey.



Image 35: View from Kingston Road; Area beyond disturbed right-of-way requires Stage 2 survey.



Image 36: View from Kingston Road; Area is disturbed, no potential.

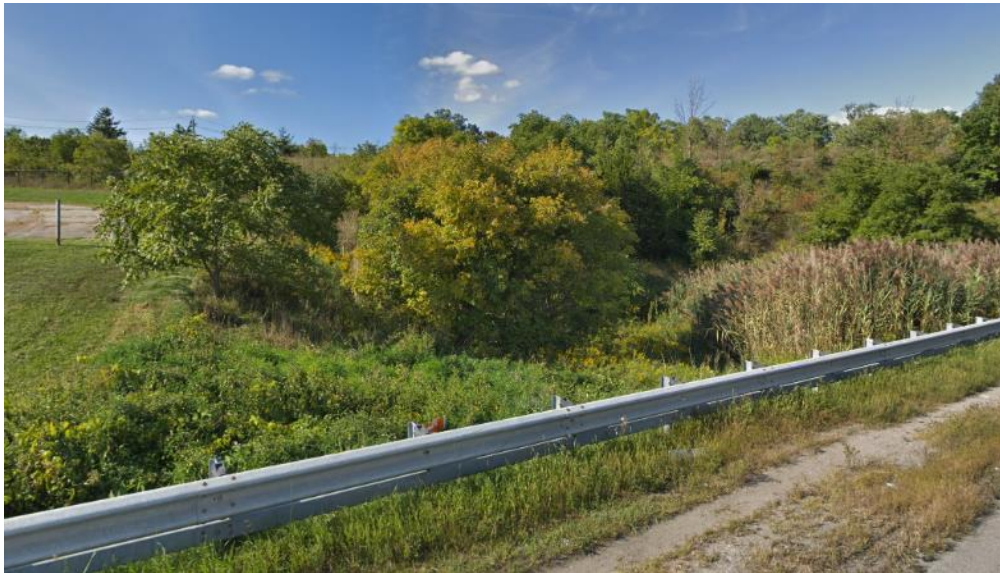


Image 37: View from Kingston Road; Area has been previously assessed and recommended not to require further archaeological assessment.



Image 38: View of Kingston Road; Area is disturbed, no potential.



Image 39: View of Kingston Road; Area is disturbed, no potential.



Image 40: View of Liverpool Road; Area is disturbed, no potential.



Image 41: View of Kingston Road; Area is disturbed, no potential.



Image 42: View of Kingston Road at Valley Farm Road; Area is disturbed, no potential.



Image 43: View of Kingston Road; Field beyond disturbed right-of-way requires Stage 2 Survey.



Image 44: View of Post Cemetery; Area requires further archaeological assessment.



Image 45: View of Post Cemetery; Area requires further archaeological assessment.



Image 46: View of Kingston Road; Area is disturbed, no potential.



Image 47: View from bridge over Duffins Creek; Creek requires screening if creek bed is to be impacted.



Image 48: View of St. George's Anglican Cemetery adjacent the Study Area; No potential for unmarked grave markers within the Study Area, does not require Stage 2 survey.



Image 49: View of Kingston Road; Area is disturbed, no potential.



Image 50: View of Kingston Road; Area is disturbed, no potential.



Image 51: View of Kingston Road; Area is disturbed, no potential.



Image 52: View of Kingston Road; Area has been disturbed, no potential (Google, 2018).



Image 53: View of Kingston Road; Area is disturbed, no potential.



Image 54: View of Kingston Road; Area beyond disturbed right-of-way requires Stage 2 survey.



Image 55: View of Kingston Road; Area beyond disturbed right-of-way requires Stage 2 survey.



Image 56: View of Kingston Road; Area is disturbed, no potential.



Image 57: View of Kingston Road; Area beyond disturbed right-of-way requires Stage 2 survey.



Image 58: View of Kingston Road; Area is disturbed, no potential.



Image 59: View of Old Lake Ridge Road; Area is disturbed, no potential.



Image 60: View of Dundas Street West; Area is disturbed, no potential.



Image 61: View of Dundas Street West; Area beyond disturbed right-of-way requires Stage 2 survey.



Image 62: View of Dundas Street West; Area beyond disturbed right-of-way requires Stage 2 survey.



Image 63: View of Dundas Street West; Area is disturbed, no potential.



Image 64: View of Lynde Creek; Creek requires screening if creek bed is to be impacted.



Image 65: View of Dundas Street West; Lawn beyond disturbed right-of-way requires Stage 2 survey.



Image 66: View of Dundas Street West; Lawn beyond disturbed right-of-way requires Stage 2 survey.



Image 67: View of Dundas Street West; Area is disturbed, no potential.



Image 68: of Dundas Street West; Lawn requires Stage 2 survey.



Image 69: View of Dundas Street West; Area is disturbed, no potential.



Image 70: View of Dundas Street West; Area is disturbed, no potential.



Image 71: View of Dundas Street West; Lawns require Stage 2 survey.



Image 72: View of Dundas Street East; Area is disturbed, no potential.



Image 73: View of Dundas Street East; Area is disturbed, no potential.



Image 74: View of Dundas Street East; Area is disturbed, no potential.



Image 75: View of bridge over Pringle Creek; Creek requires screening if creek bed is to be impacted.



Image 76: View of Dundas Street East; Lawn beyond disturbed right-of-way requires Stage 2 survey.



Image 77: View of Dundas Street East; Area is disturbed, no potential.



Image 78: View of Dundas Street East; Area is disturbed, no potential.



Image 79: View of Thickson Road; Area is disturbed, no potential.



Image 80: View of Dundas Street East; Area beyond disturbed right-of-way requires Stage 2 survey.



Image 81: View of Dundas Street East; Area is disturbed, no potential.



Image 82: Mount Lawn Cemetery; Avoidance of the cemetery boundary is required.



Image 83: View of King Street West; Area is disturbed, no potential.



Image 84: Union Cemetery; Avoidance of the cemetery boundary is required.



Image 85: View of King Street West; Area is disturbed, no potential.



Image 86: View from Bond Street West; Area is disturbed, no potential.



Image 87: View from King Street West; Area is disturbed, no potential.



Image 88: View from King Street West; Area is disturbed, no potential.



Image 89: View of King Street West; Area is disturbed, no potential.



Image 90: View of Pioneer Memorial Garden Cemetery; Stage 3 cemetery investigation is required.



Image 91: View towards Bond Street West over Oshawa Creek; Area is disturbed, no potential.



Image 92: View from Bond Street West; Area is disturbed, no potential.



Image 93: View from King Street West; Area is disturbed, no potential.



Image 94: View from Simcoe Street North; Parking lot was disturbed from demolition of twentieth-century hotel and creation of parking lot, no potential

7.2 Historical Imagery



Image 95: 1959 Post Cemetery at Kingston Road and Brock Road (City of Toronto Archives, n.d.). showing grave markers in the south half of the property and the north half adjacent to the road



Image 96: 1966 Post Cemetery at Kingston Road and Brock Road (City of Toronto Archives, n.d.). indicating a fence line around the cemetery setback from the road edge



Image 97: 1971 Post Cemetery at Kingston Road and Brock Road (City of Toronto Archives, n.d.). showing proposed widening for Highway 2



Image 98: 1975 Post Cemetery at Kingston Road and Brock Road (City of Toronto Archives, n.d.). showing Highway 2 and the Brock Road intersection improvements



Image 99: 2002 Post Cemetery at Kingston Road and Brock Road (Google Earth) showing Highway 2 and the Brock Road intersection



Image 100: 2021 Post Cemetery at Kingston Road and Brock Road (Google Earth) showing Highway 2 and the Brock Road intersection



Image 101: Photograph of Post Cemetery circa 1927 looking northwest showing a grassy area in the former location of the Disciples Church. Grave markers are seen set back from a fence line along Kingston Road (Pickering Local History Collection Archive item 2003-00477).



Image 102: 2015 Google Streetview of the corner of Post Cemetery showing recent disturbance and utilities along the right-of-way.



Image 103: 2015 Google Streetview of Post Cemetery on Kingston Road showing recent construction work in the right-of-way. The cemetery fence line is seen on all sides of the property.



Image 104: 1968 Ellesmere Road from McCowan Road to Bellamy Road. Historical disturbance is shown within the former rail right-of-way and the development of the industrial businesses on the north side and recently constructed residential subdivisions on the south side (City of Toronto Archives, n.d.).



Image 105: 1969 Ellesmere Road from Markham Road to Scarborough Golf Club Road. Historical disturbance is shown along the north side of Ellesmere Road from the recently constructed apartments, school, and church (City of Toronto Archives, n.d.).



Image 106: 1991 Ellesmere Road from Morrish Road to Meadowvale Road. Residential subdivision of the north side of Ellesmere between Scarboro Avenue and Zaph Avenue had not yet been developed (City of Toronto Archives, n.d.).



Image 107: 1973 Ellesmere Road and Kingston Road shortly after construction of its current intersection. The former structure at (City of Toronto Archives, n.d.).



Image 108: Construction of Ellesmere Road over Highland Creek in 1967 (City of Toronto Archives, n.d.)

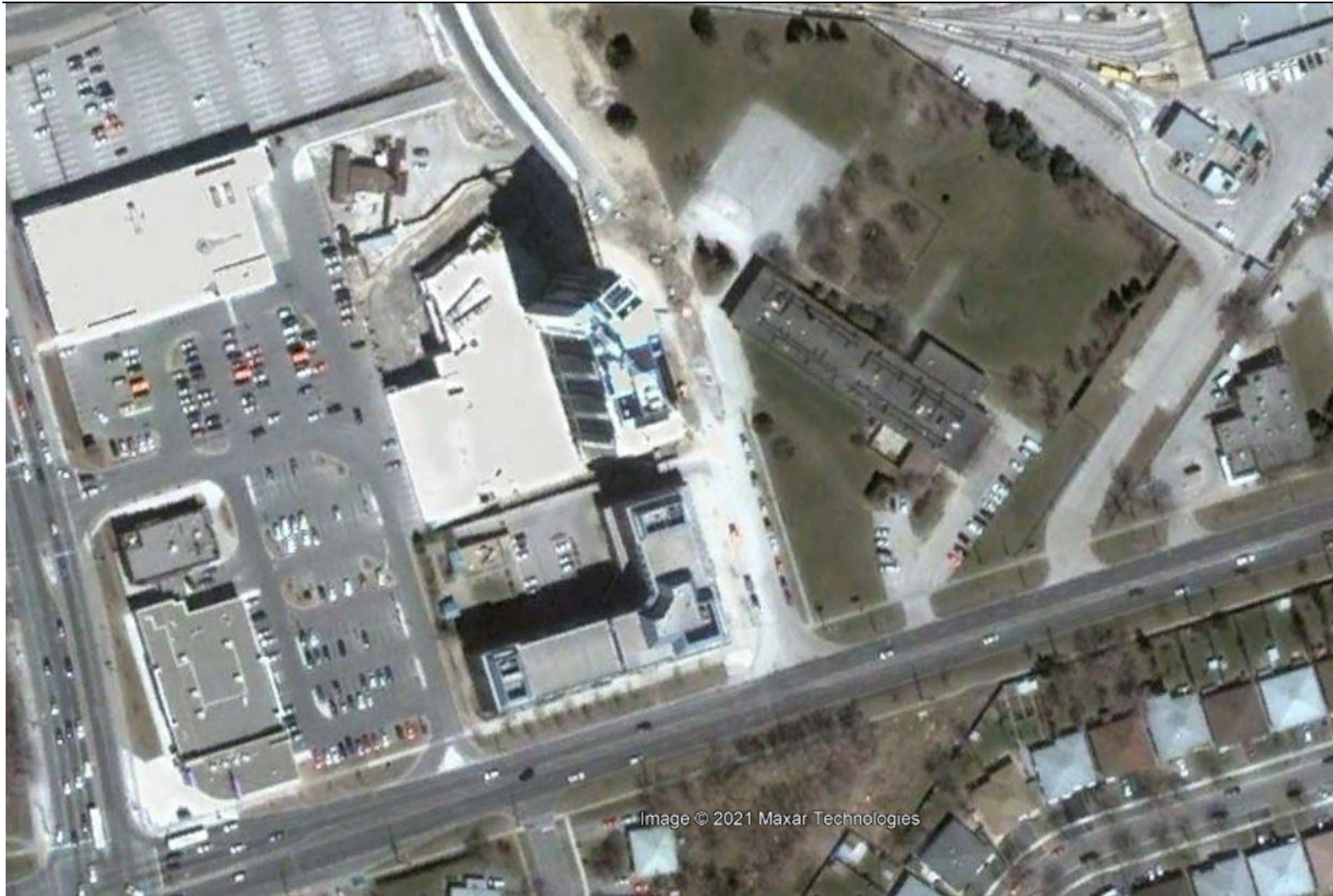


Image 109: Construction of Grangeway Avenue in 2007.



Image 110: Google Earth 2007 construction of long-term care home southeast of Ellesmere Road at Neilson Road.



Image 111: Google Earth 2007 building at northeast corner of Mornelle Court and Ellesmere Road demolished.



Image 112: Google Earth 2002 Centennial College - Morningside Campus under construction



Image 113: Google Earth 2007 construction of Spall Court.



Image 114: Google Earth 2005 construction of houses in the northeast corner of Scarborough Avenue at Ellesmere Road.



Image 115: Google Earth 2009 6534 Kingston Road.



Image 116: Parking lot and building at 6534 Kingston Road constructed by 2013



Image 117: 780 Kingston Road in 2007

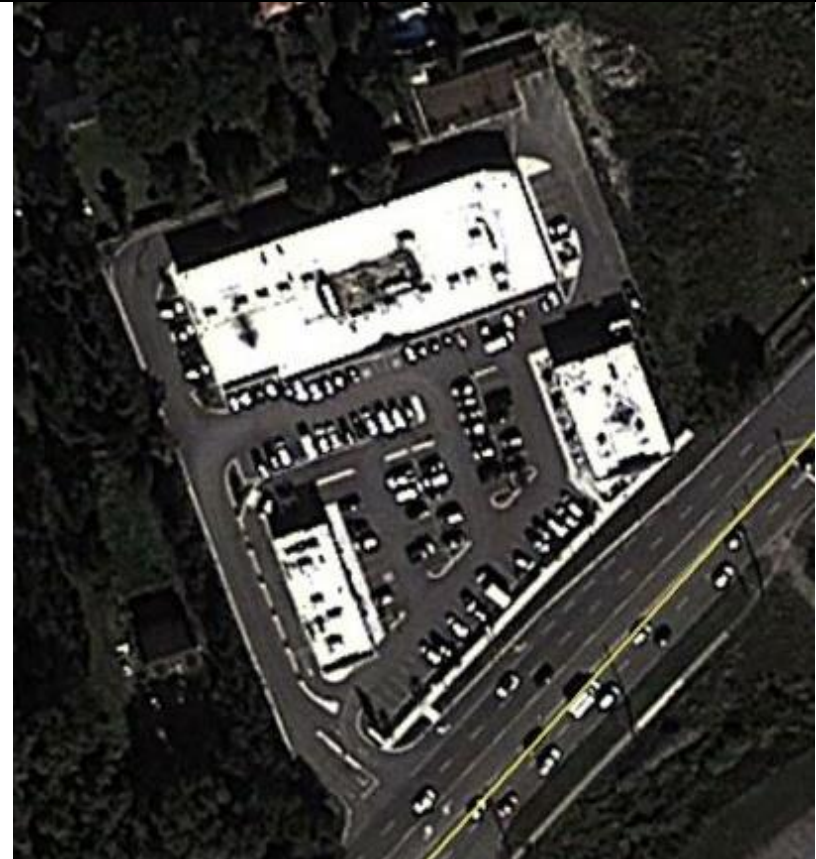


Image 118: 780 Kingston Road in 2013



Image 119: 820 Kingston Road in 2016



Image 120: Earthmoving activities at 940 Kingston Road in 2005



Image 121: Dunchurch Steet in 2018

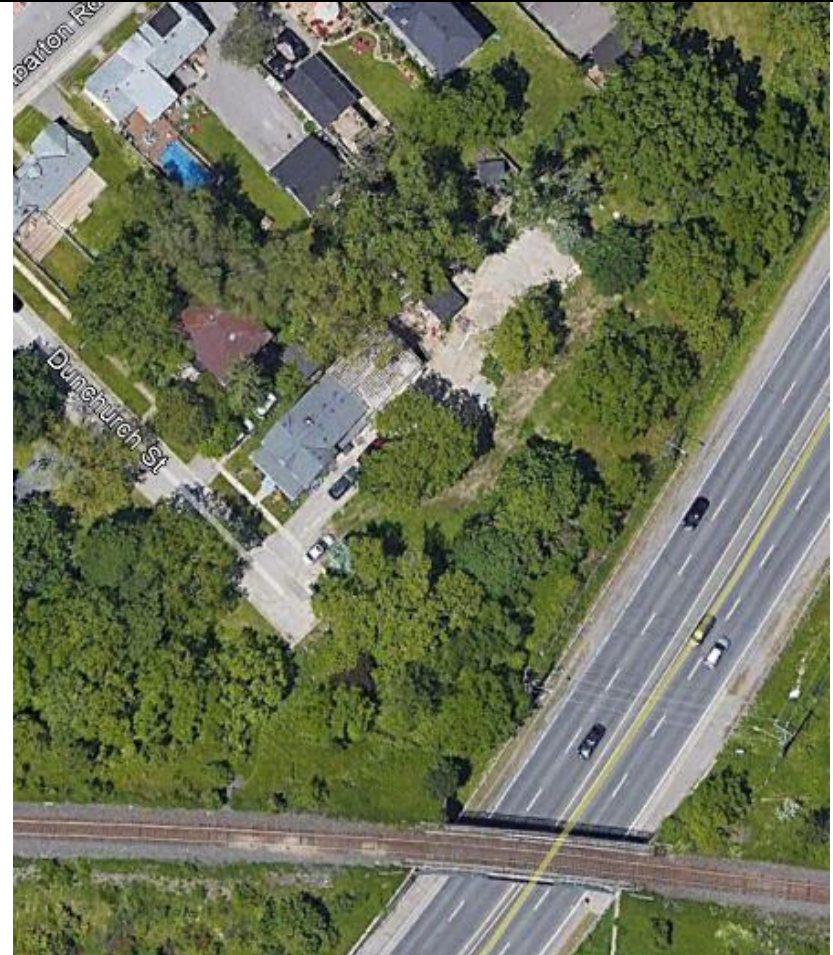


Image 122: Dunchurch Steet in 2019



Image 123: Construction activities southeast of Valley Farm Road and Kingston Road in 2002



Image 124: Construction activities southeast of Valley Farm Road and Kingston Road in 2021

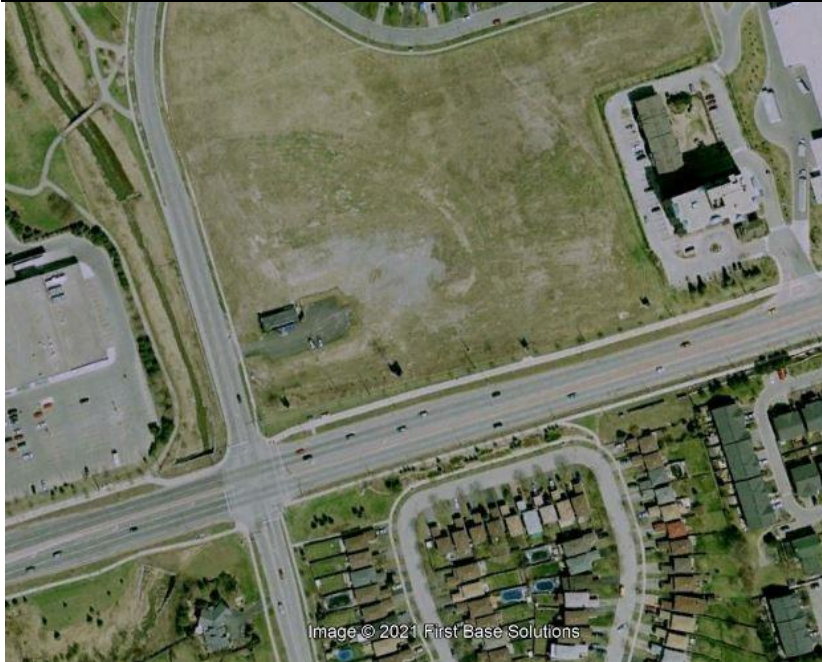


Image 125: Northeast corner of Chapman Drive and Kingston Road West in 2005



Image 126: Northeast corner of Chapman Drive and Kingston Road West in 2009



Image 127: Construction activities west and east of Wicks Drive south of Regional Highway 2 in 2009



Image 128: Construction activities at Casino Ajax in 2009



Image 129: Construction of Highway 412 in 2015

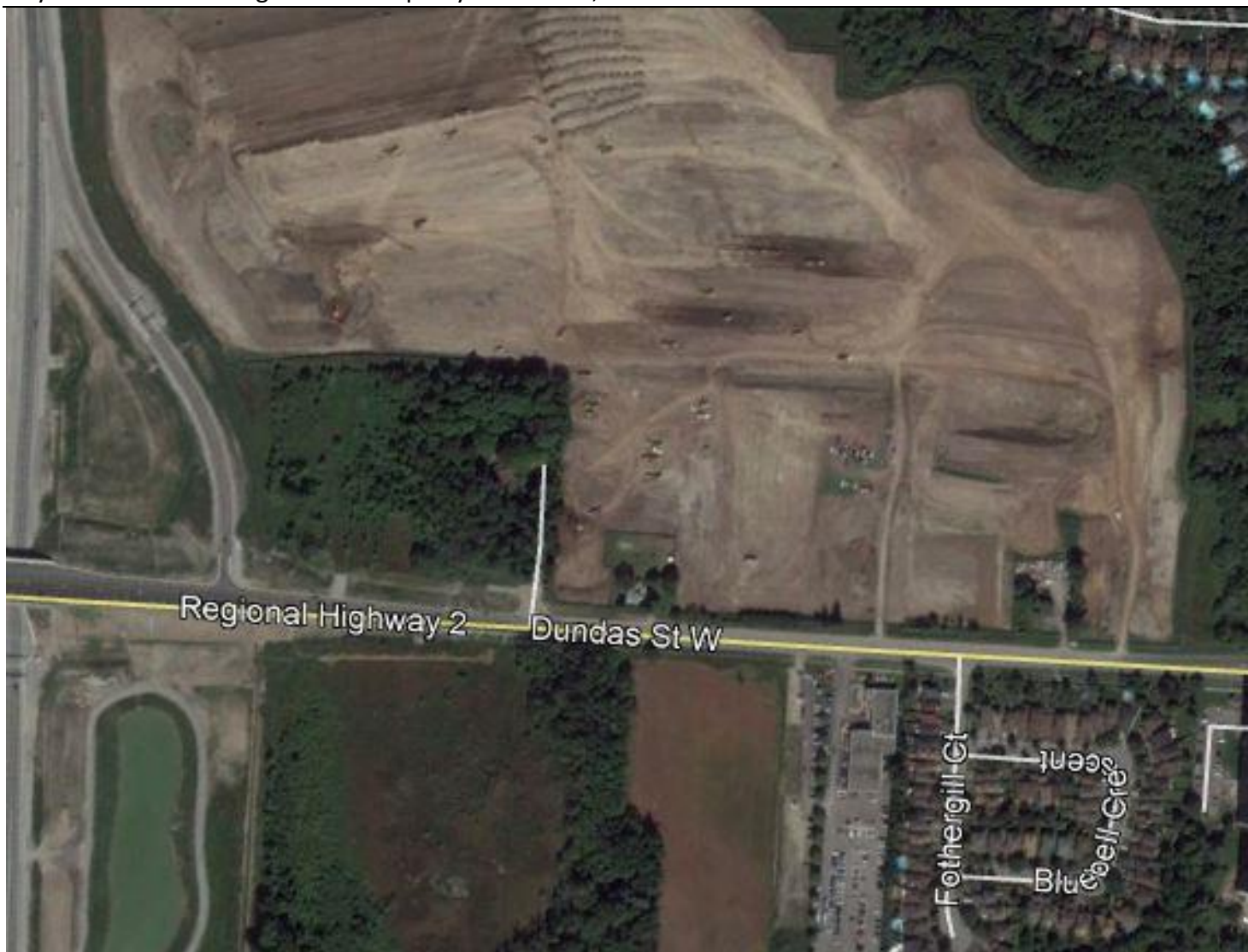


Image 130: Google Earth 2016 Construction activities east of Highway 412

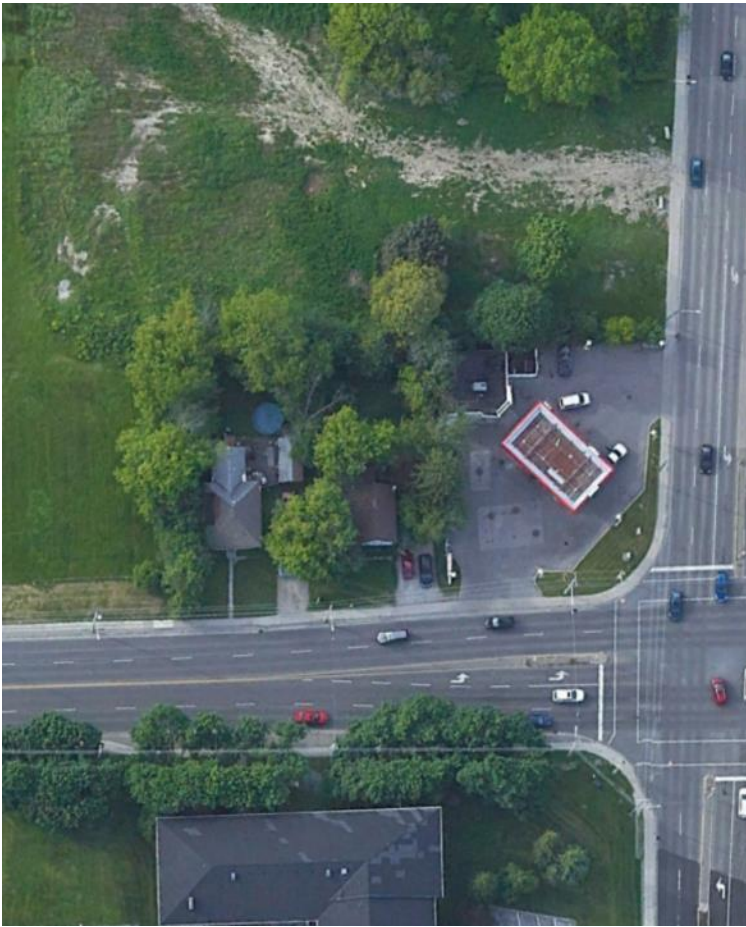


Image 131: Google Earth 2019 604 and 614 Dundas Street East

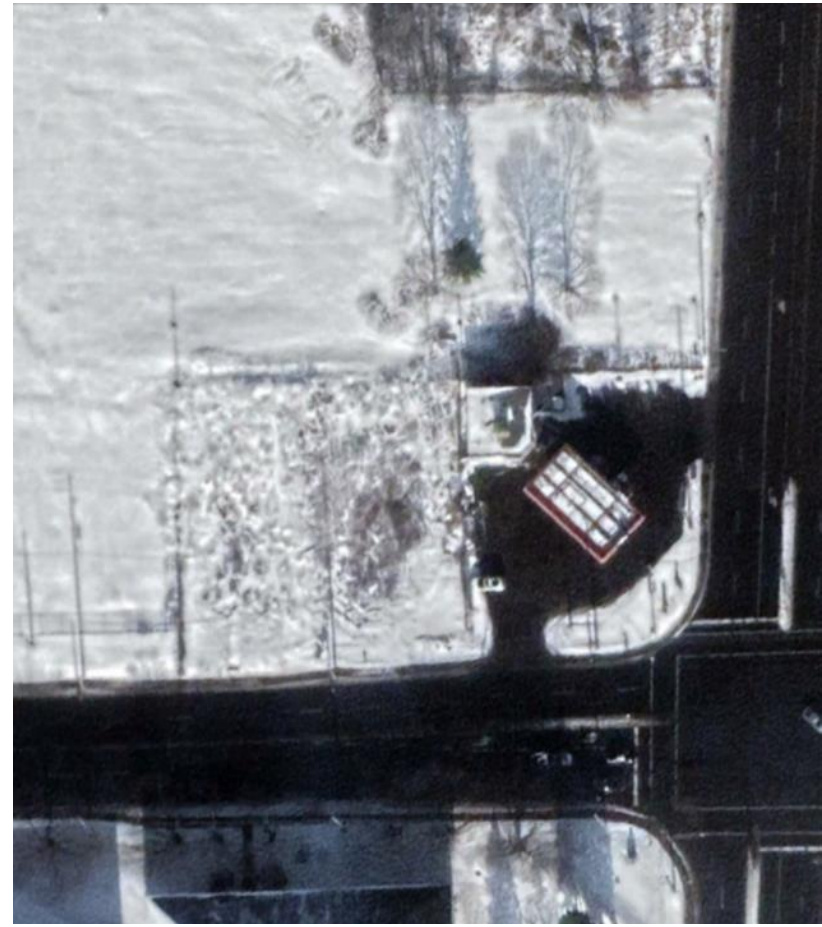


Image 132: Google Earth 2021 shows that demolition of former houses had happened

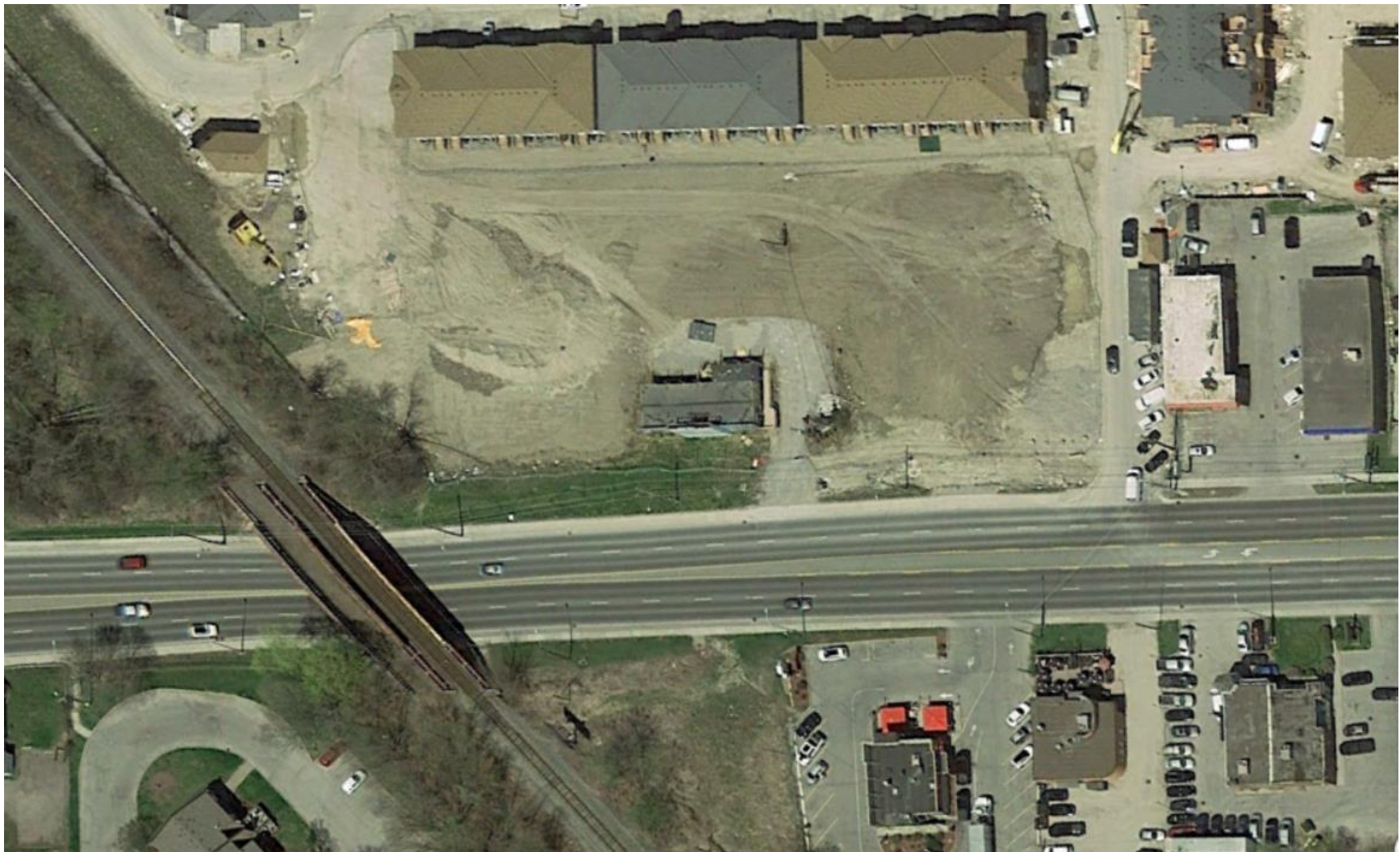


Image 133: Google Earth 2018 around 1000 Dundas Street East

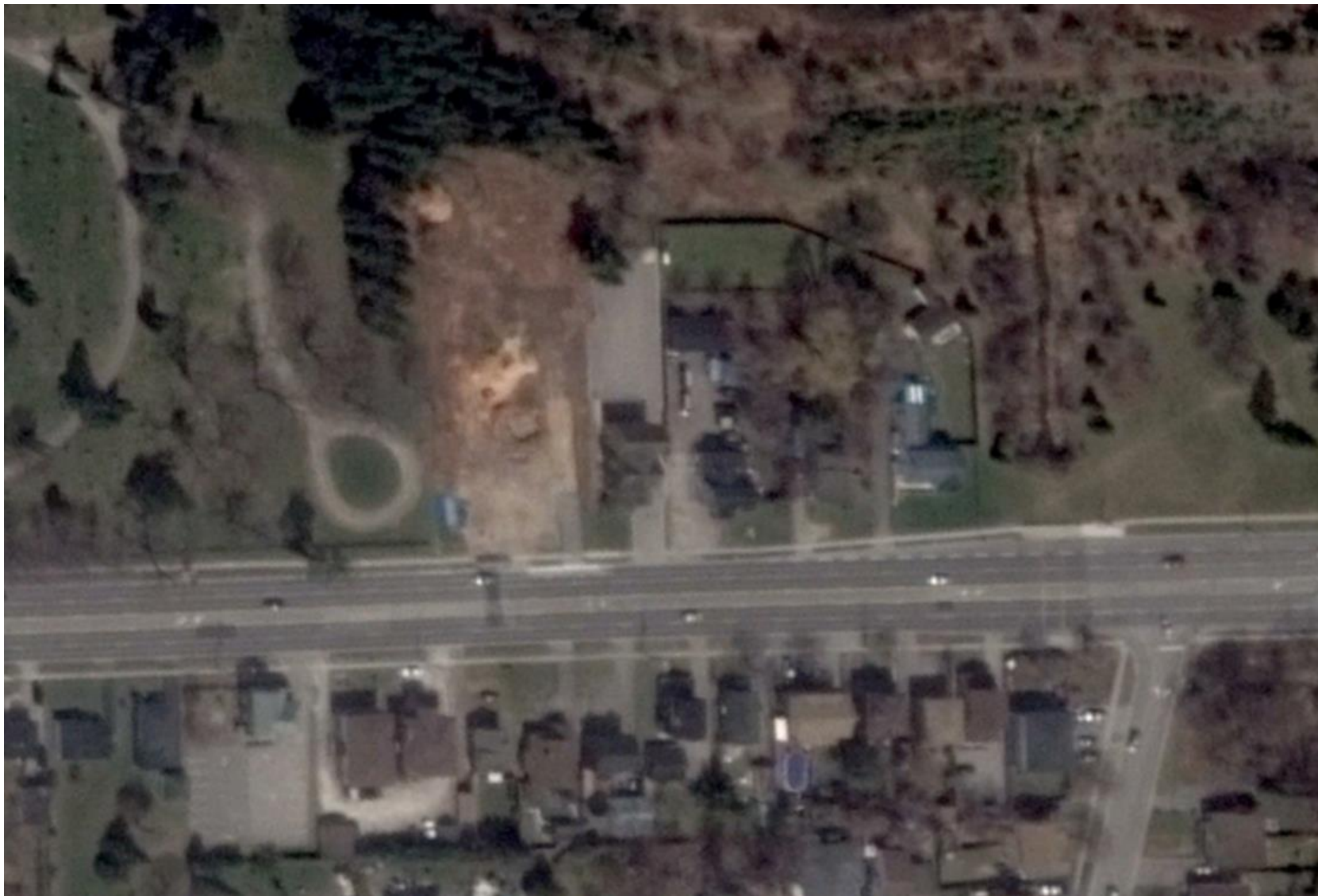


Image 134: Google Earth 2018 708-710 Dundas Street East

Appendix A: Historical Maps



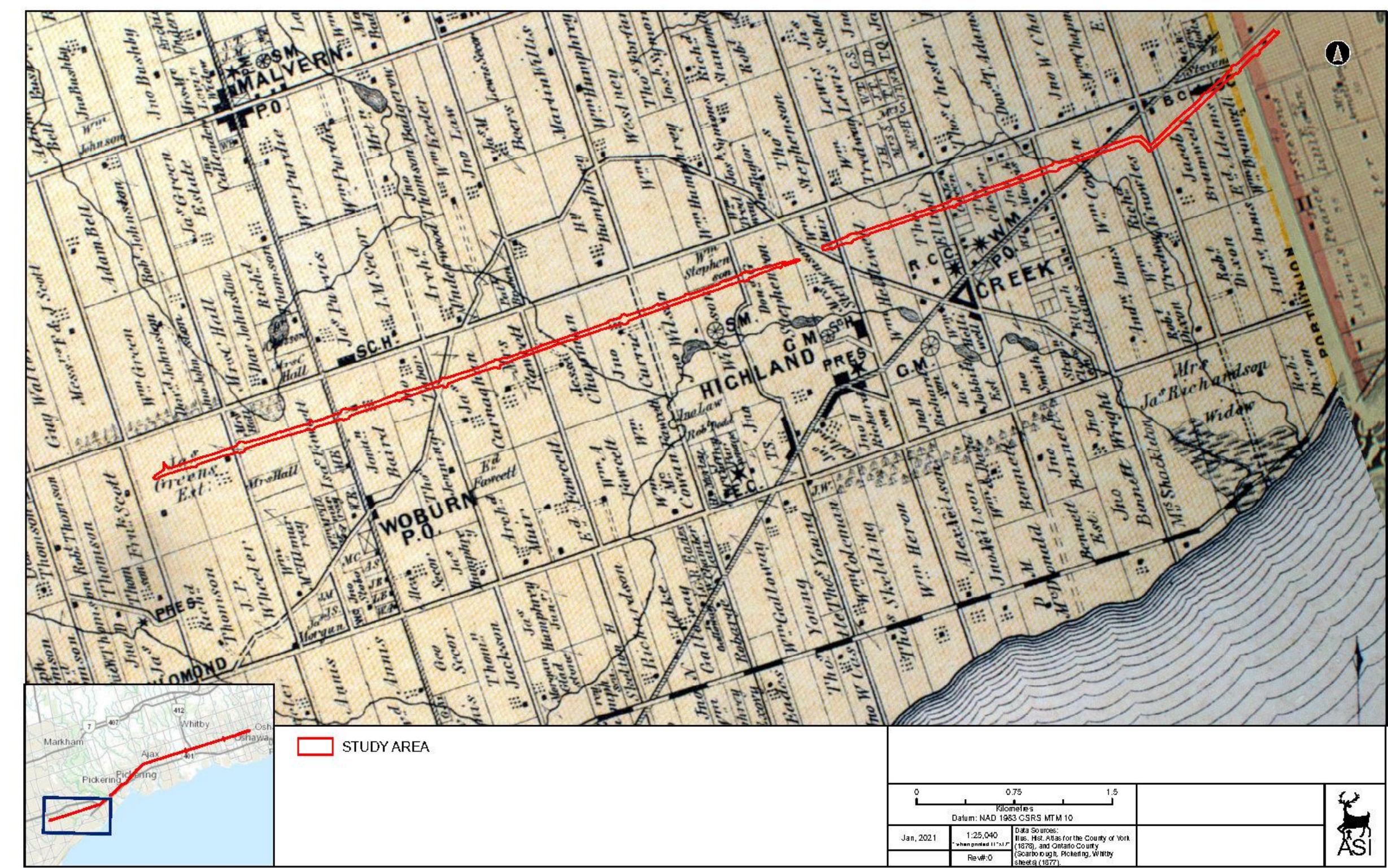


Figure 2: A portion of the Study Area overlaid on the 1878 and 1877 Illustrated Historical Atlas of York and Ontario County





Figure 3: A portion of the Study Area overlaid on the 1878 and 1877 Illustrated Historical Atlas of York and Ontario County



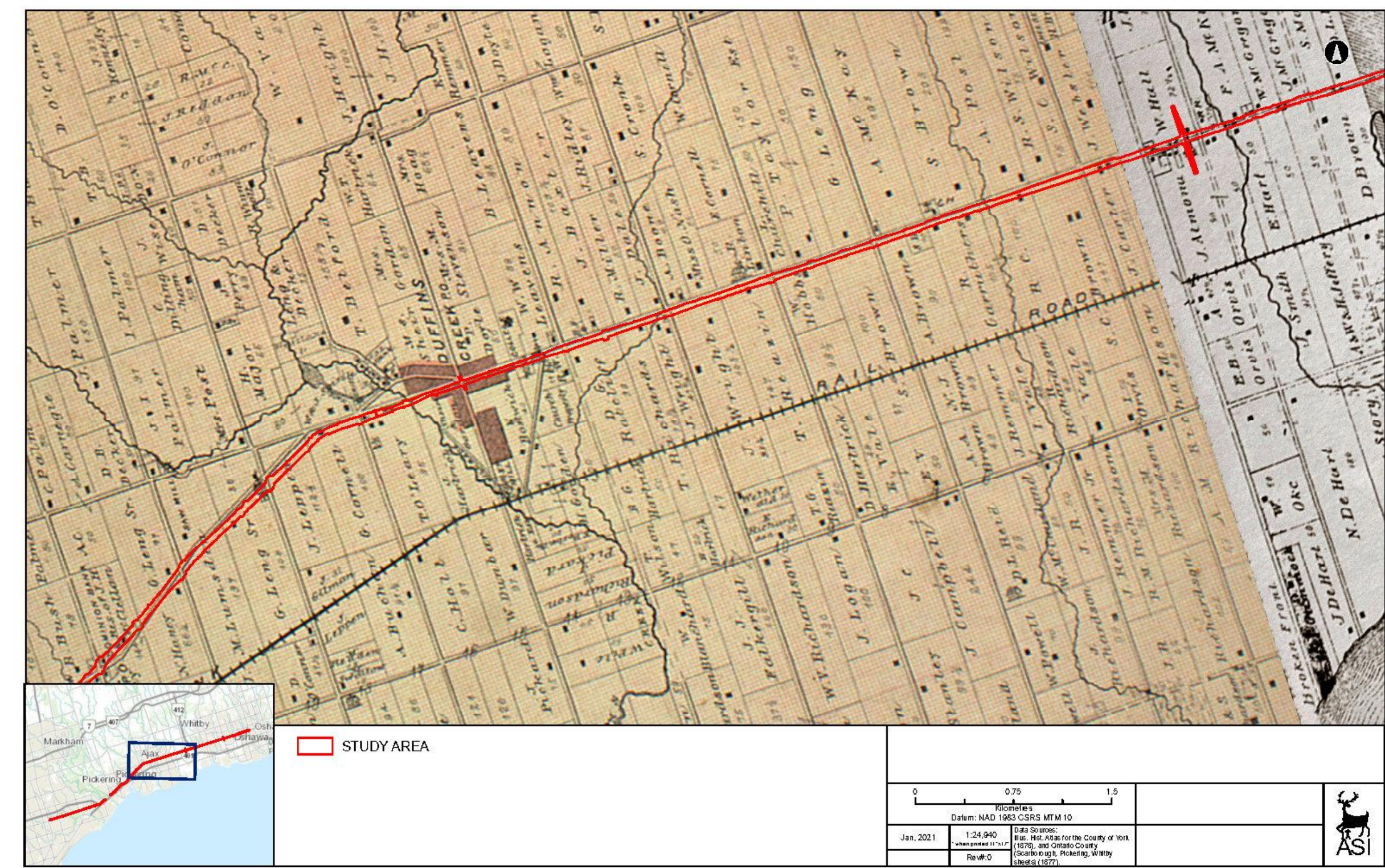


Figure 4: A portion of the Study Area overlaid on the 1878 and 1877 Illustrated Historical Atlas of York and Ontario County



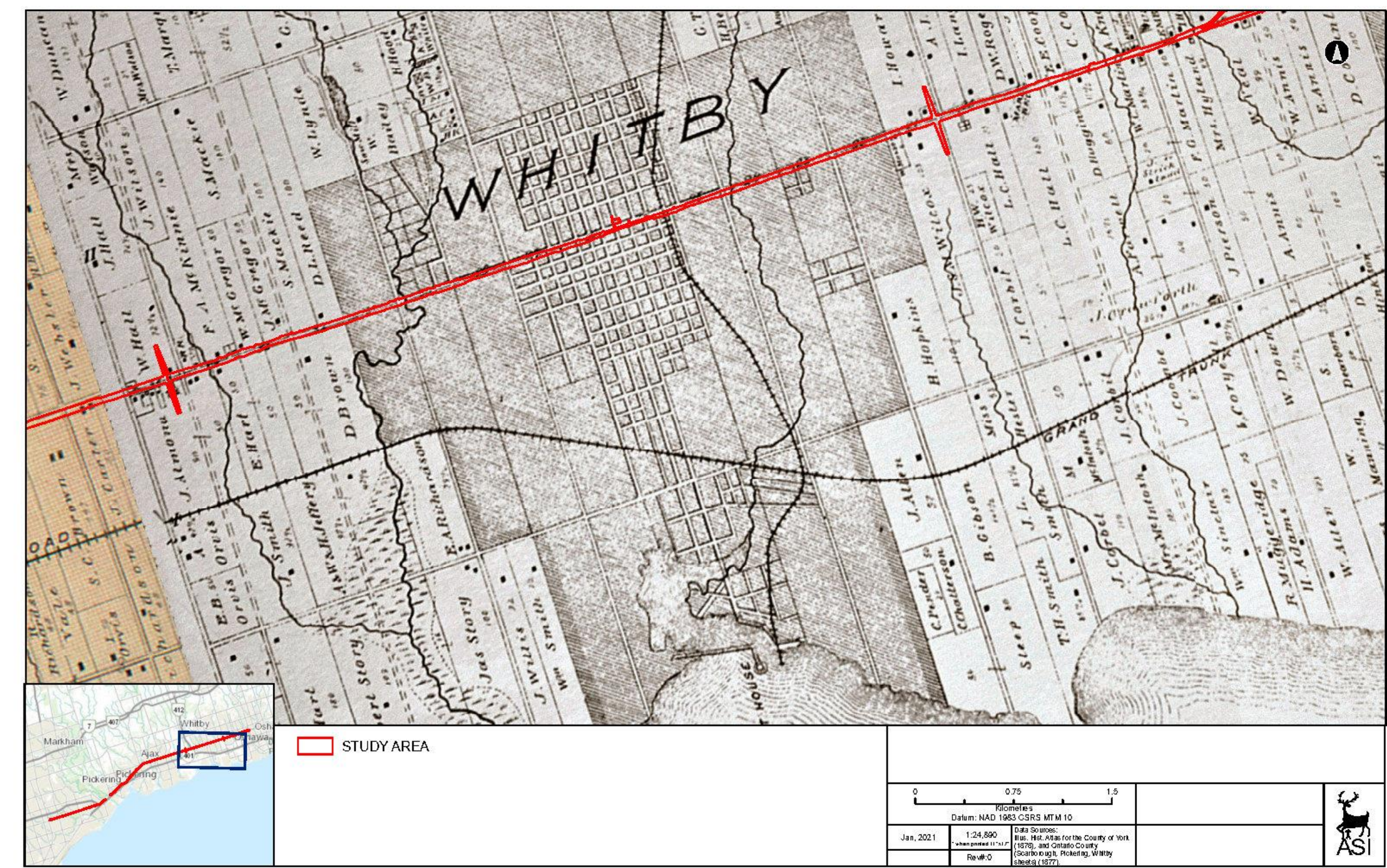


Figure 5: A portion of the Study Area overlaid on the 1878 and 1877 Illustrated Historical Atlas of York and Ontario County



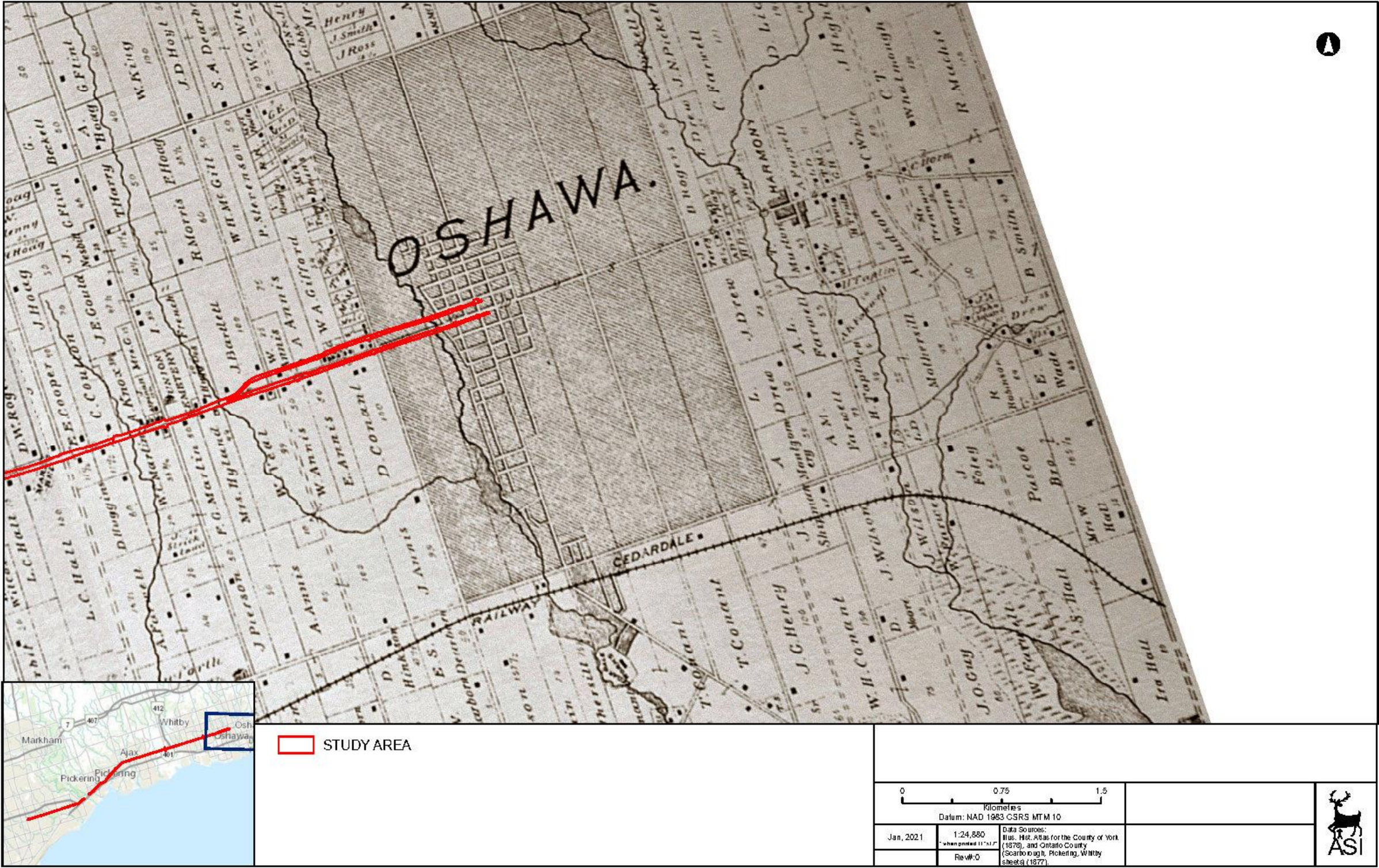


Figure 6: A portion of the Study Area overlaid on the 1878 and 1877 Illustrated Historical Atlas of York and Ontario County



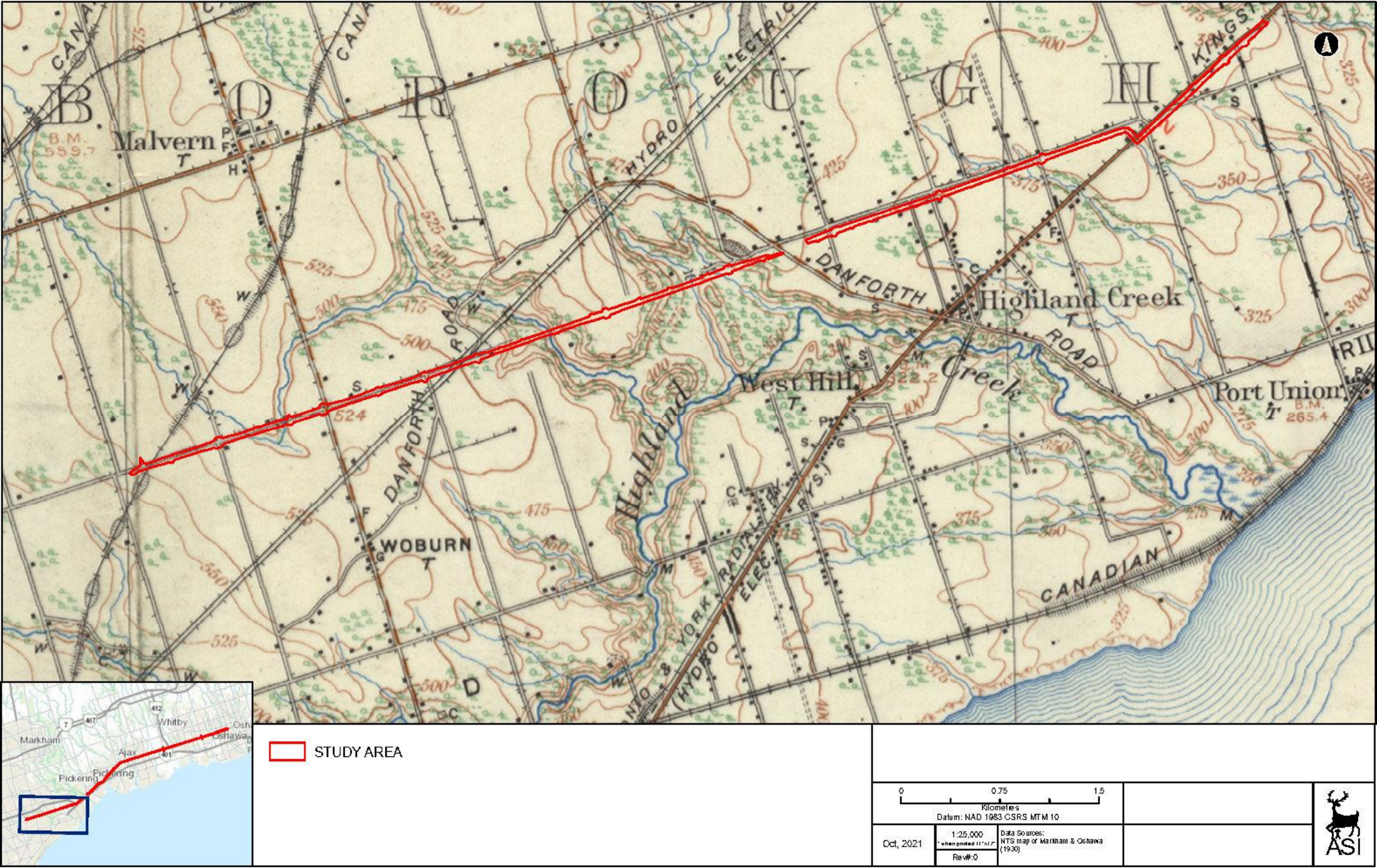


Figure 7: A portion of the Study Area overlaid on the 1930 Topographic Map Markham and Oshawa Sheets.





Figure 8: The Study Area overlaid on the 1930 Topographic Map Markham and Oshawa Sheets.

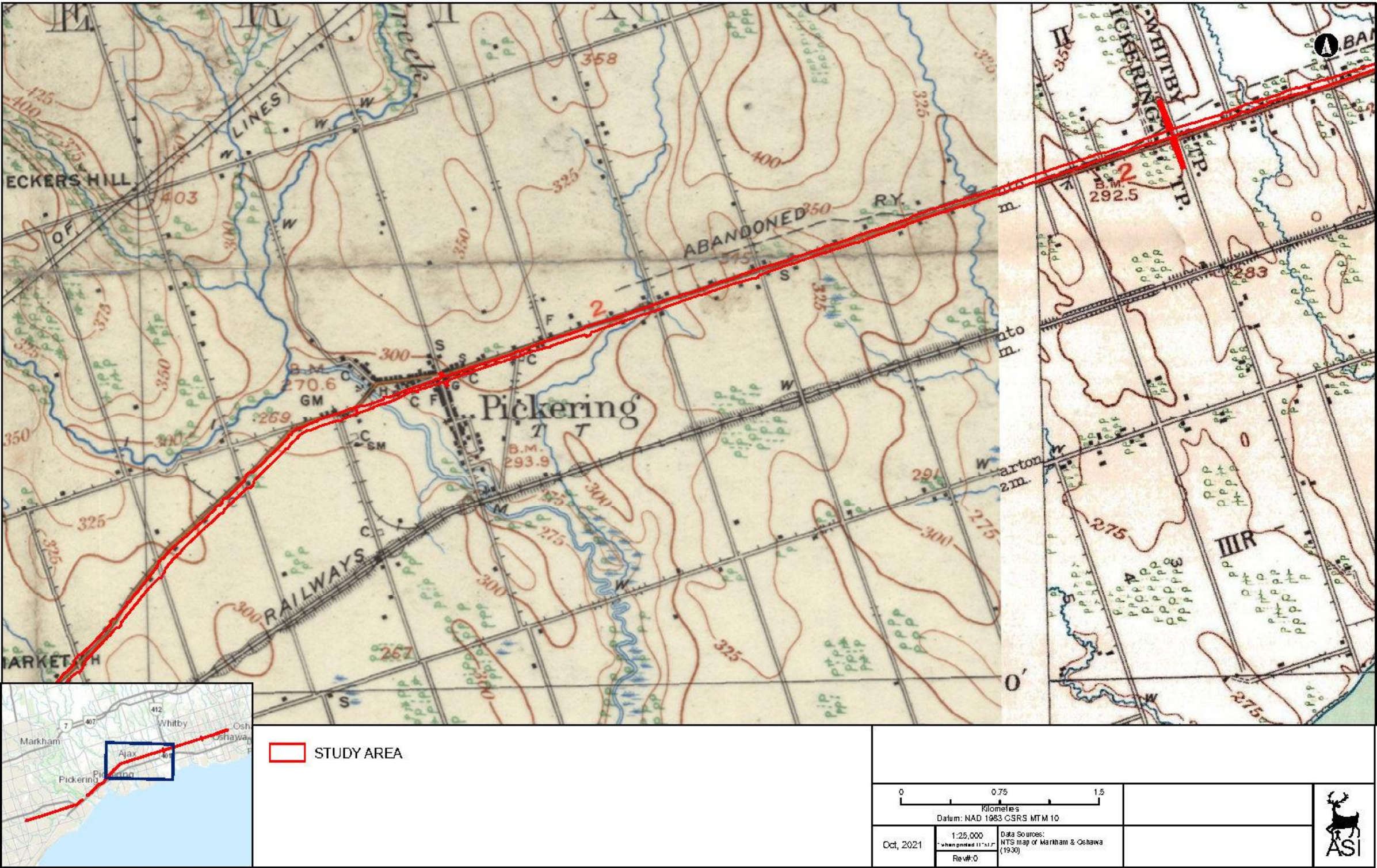


Figure 9: The Study Area overlaid on the 1930 Topographic Map Markham and Oshawa Sheets.



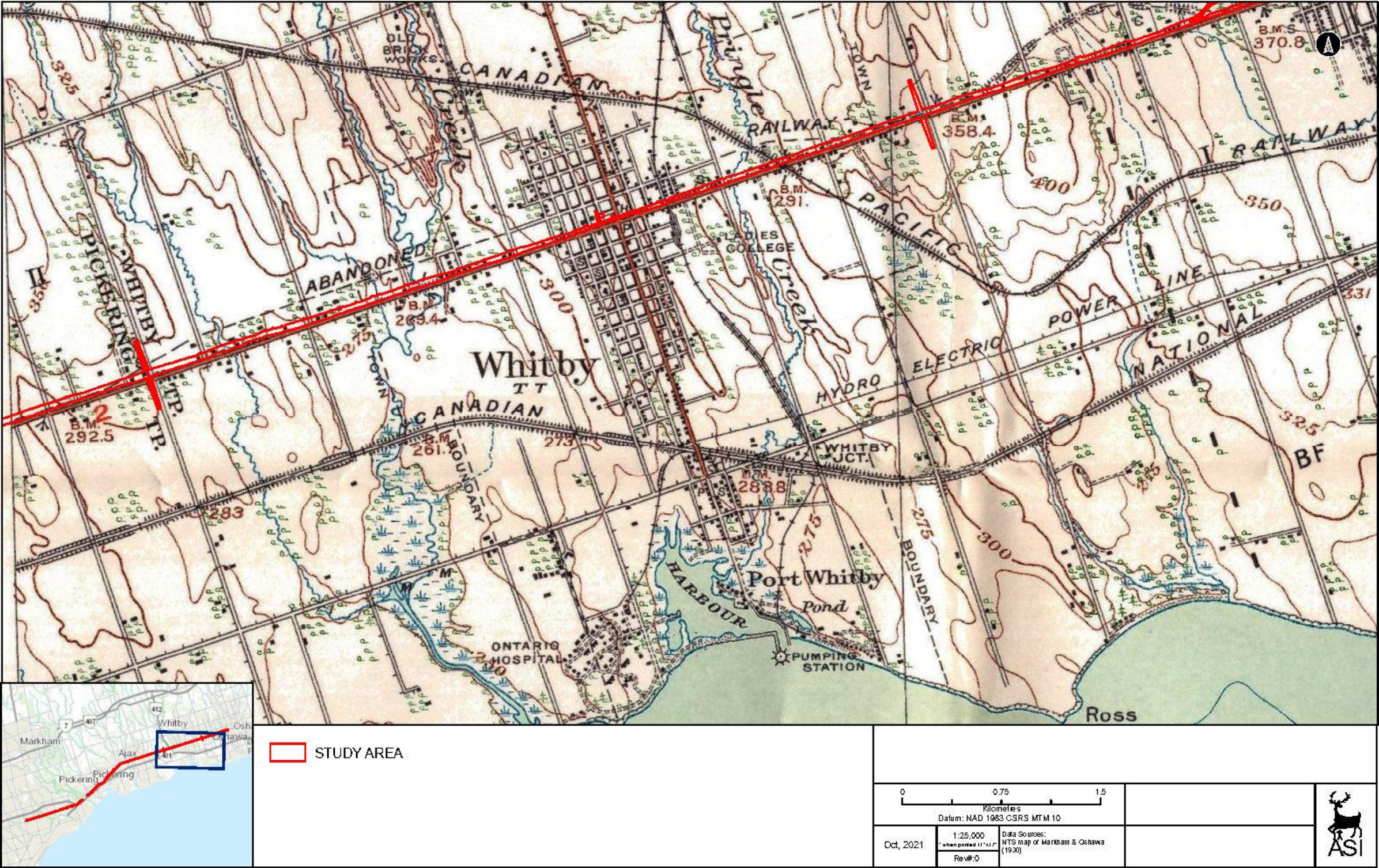


Figure 10: The Study Area overlaid on the 1930 Topographic Map Markham and Oshawa Sheets.



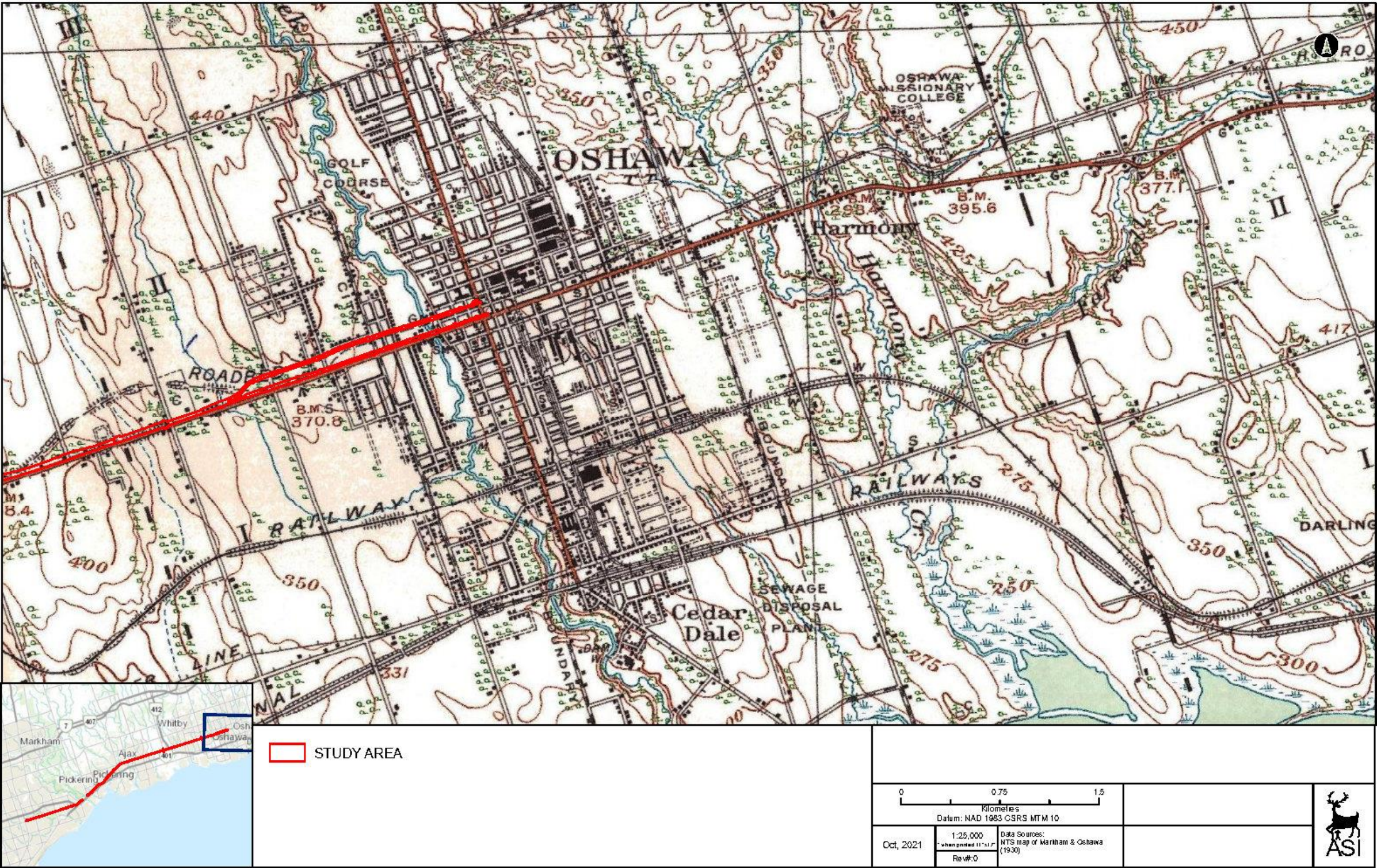


Figure 11: A portion of the Study Area overlaid on the 1930 Topographic Map Markham and Oshawa Sheets.



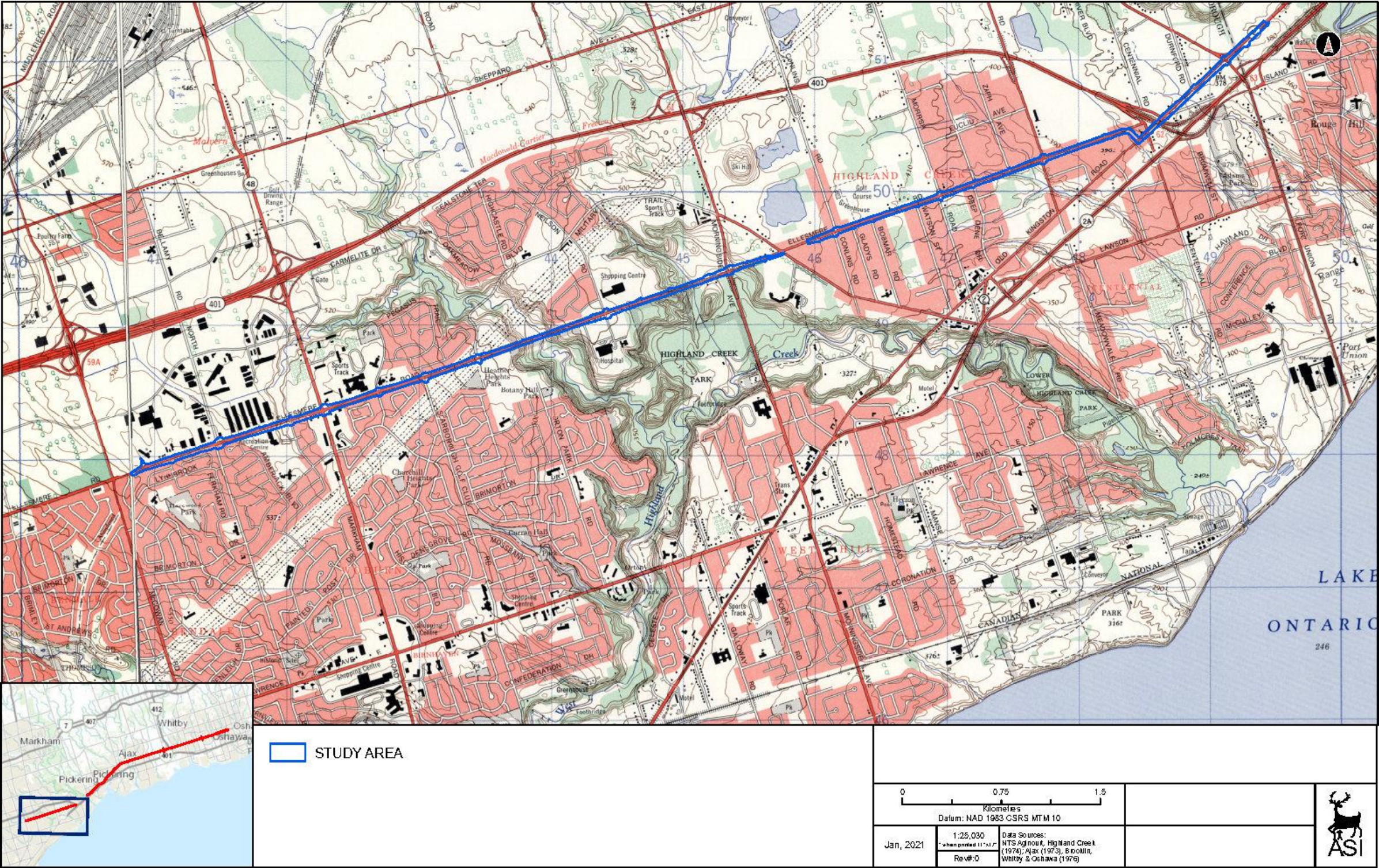


Figure 12: The Study Area overlaid on the 1973-1976 National Topographic System of Agincourt, Highland Creek, Ajax, Whitby, Brooklin and Oshawa Sheets.



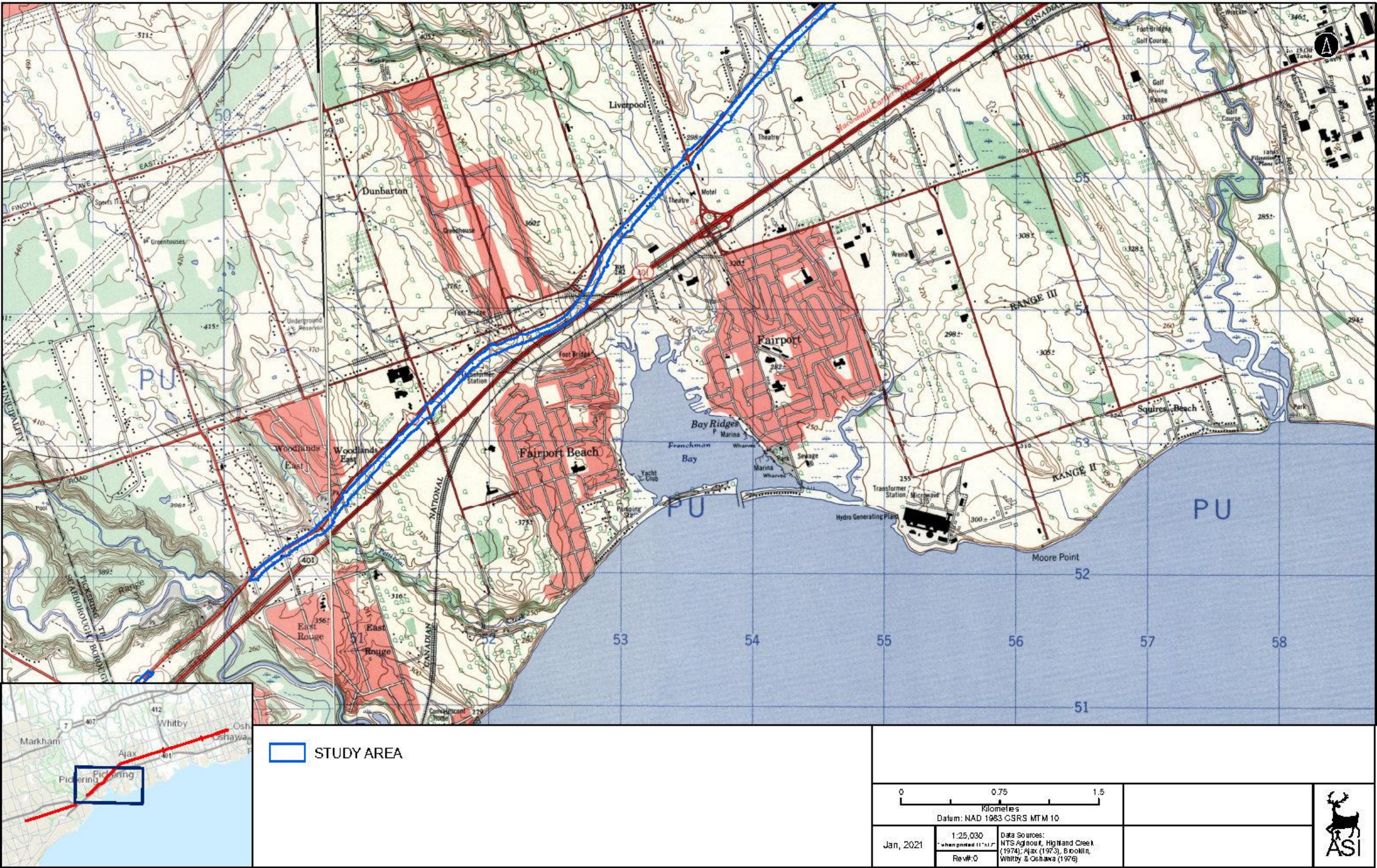


Figure 13: The Study Area overlaid on the 1973-1976 National Topographic System of Agincourt, Highland Creek, Ajax, Whitby, Brooklin and Oshawa Sheets.



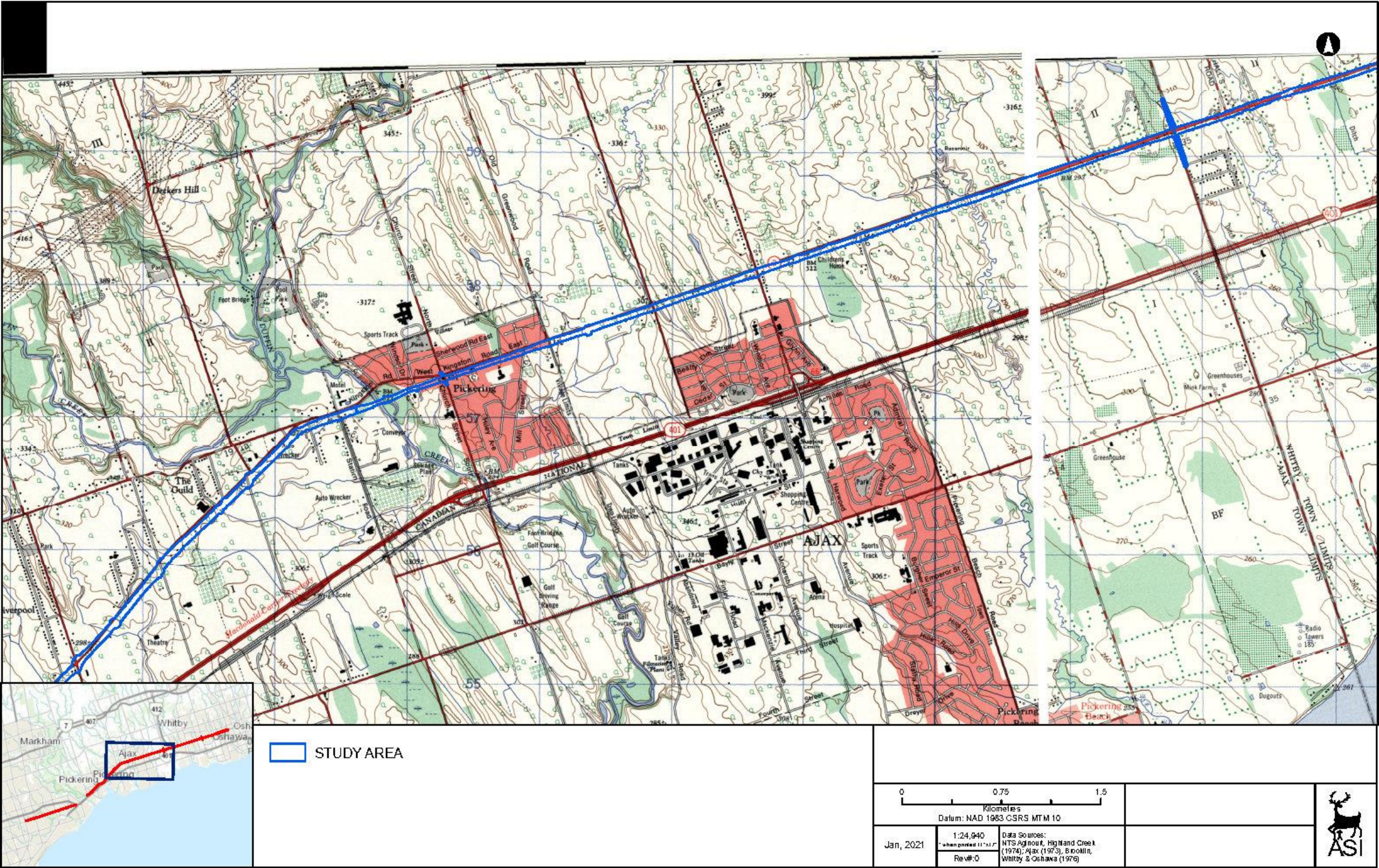


Figure 14: The Study Area overlaid on the 1973-1976 National Topographic System of Agincourt, Highland Creek, Ajax, Whitby, Brooklin and Oshawa Sheets.



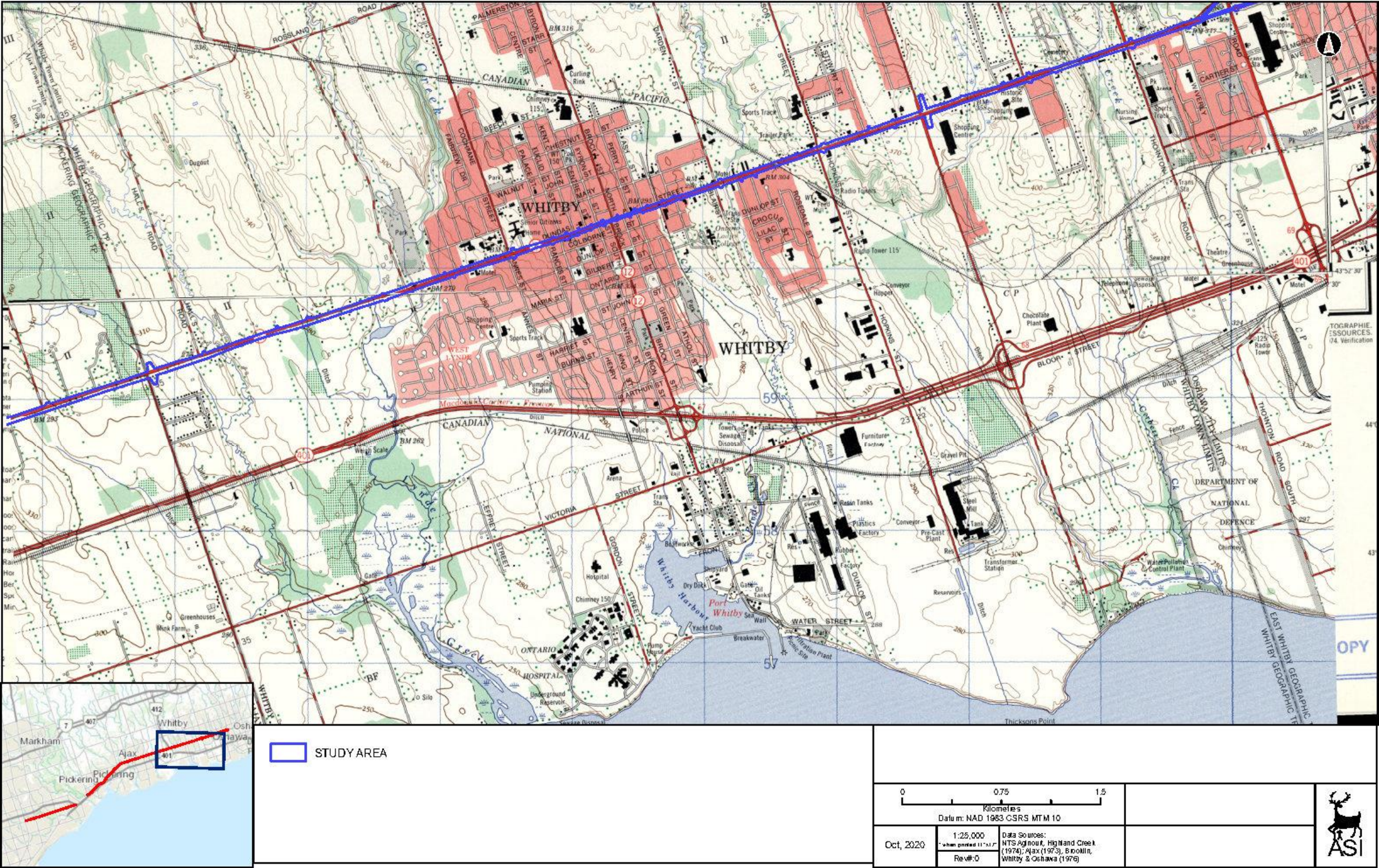


Figure 15: A portion of the Study Area overlaid on the 1973-1976 National Topographic System of Agincourt, Highland Creek, Ajax, Whitby, Brooklin and Oshawa Sheets.



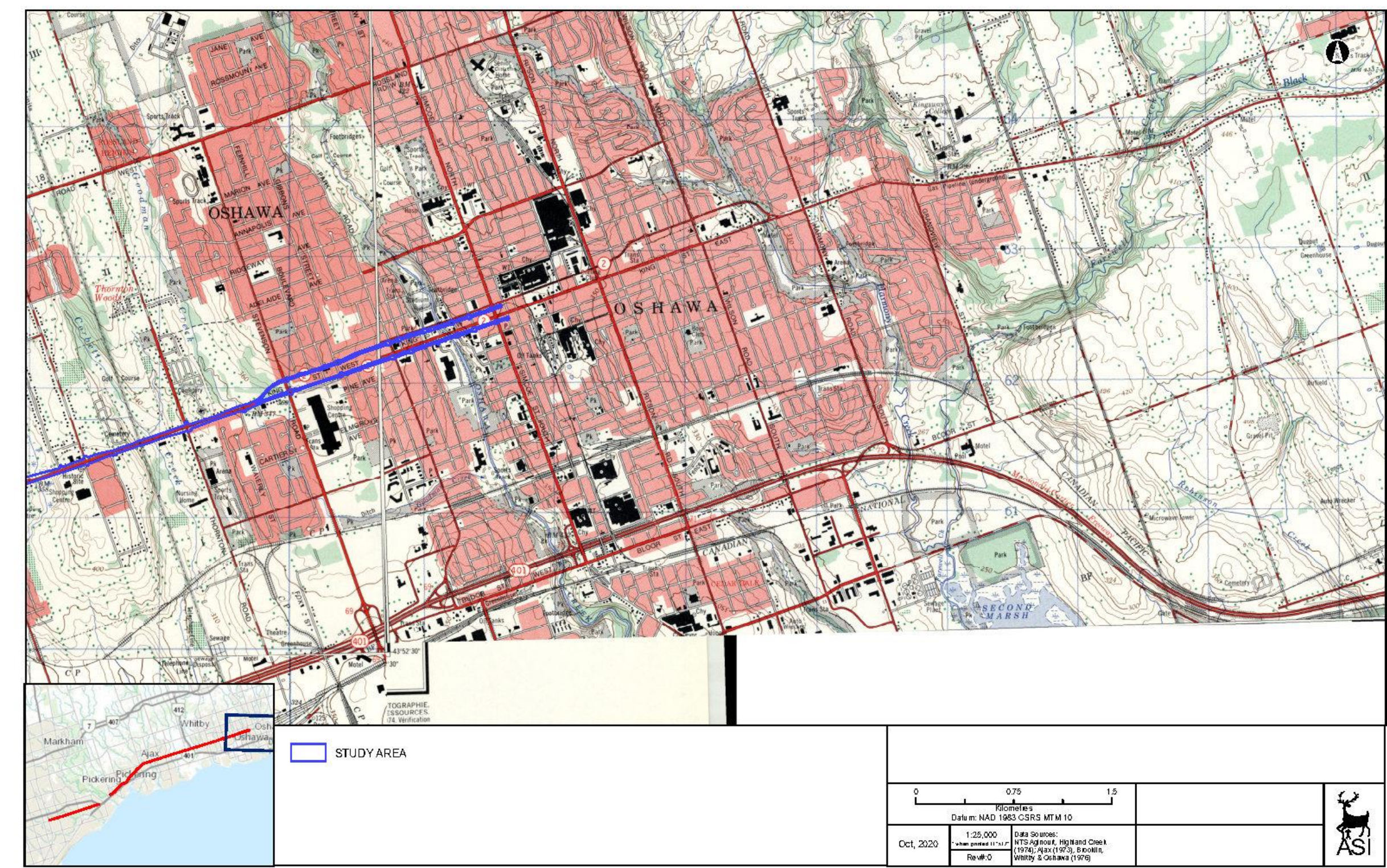


Figure 16: The Study Area overlaid on the 1973-1976 National Topographic System of Agincourt, Highland Creek, Ajax, Whitby, Brooklin and Oshawa Sheets.





Figure 17: The Study Area overlaid on the 1954 Aerial Imagery.



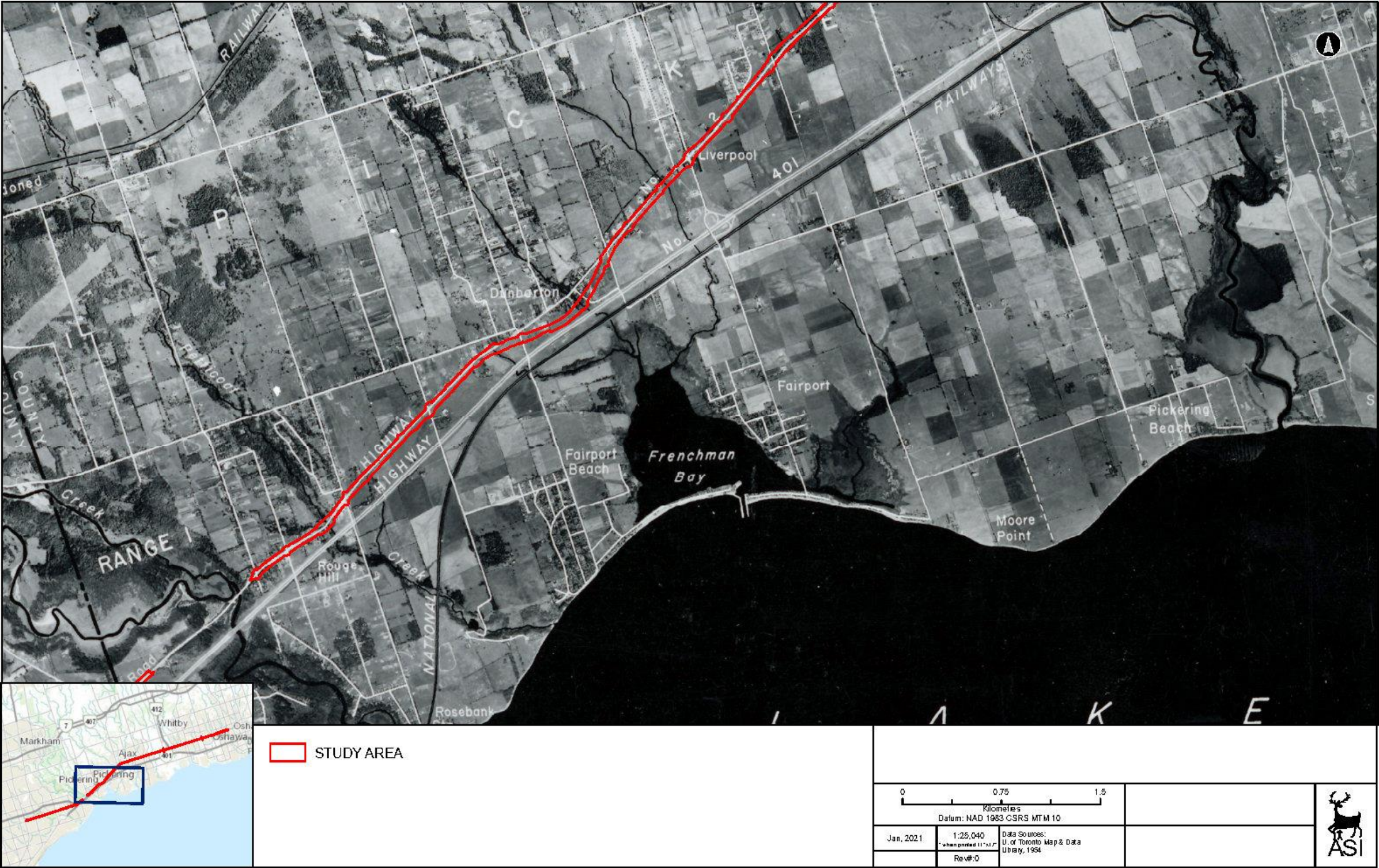


Figure 18: The Study Area overlaid on the 1954 Aerial Imagery.



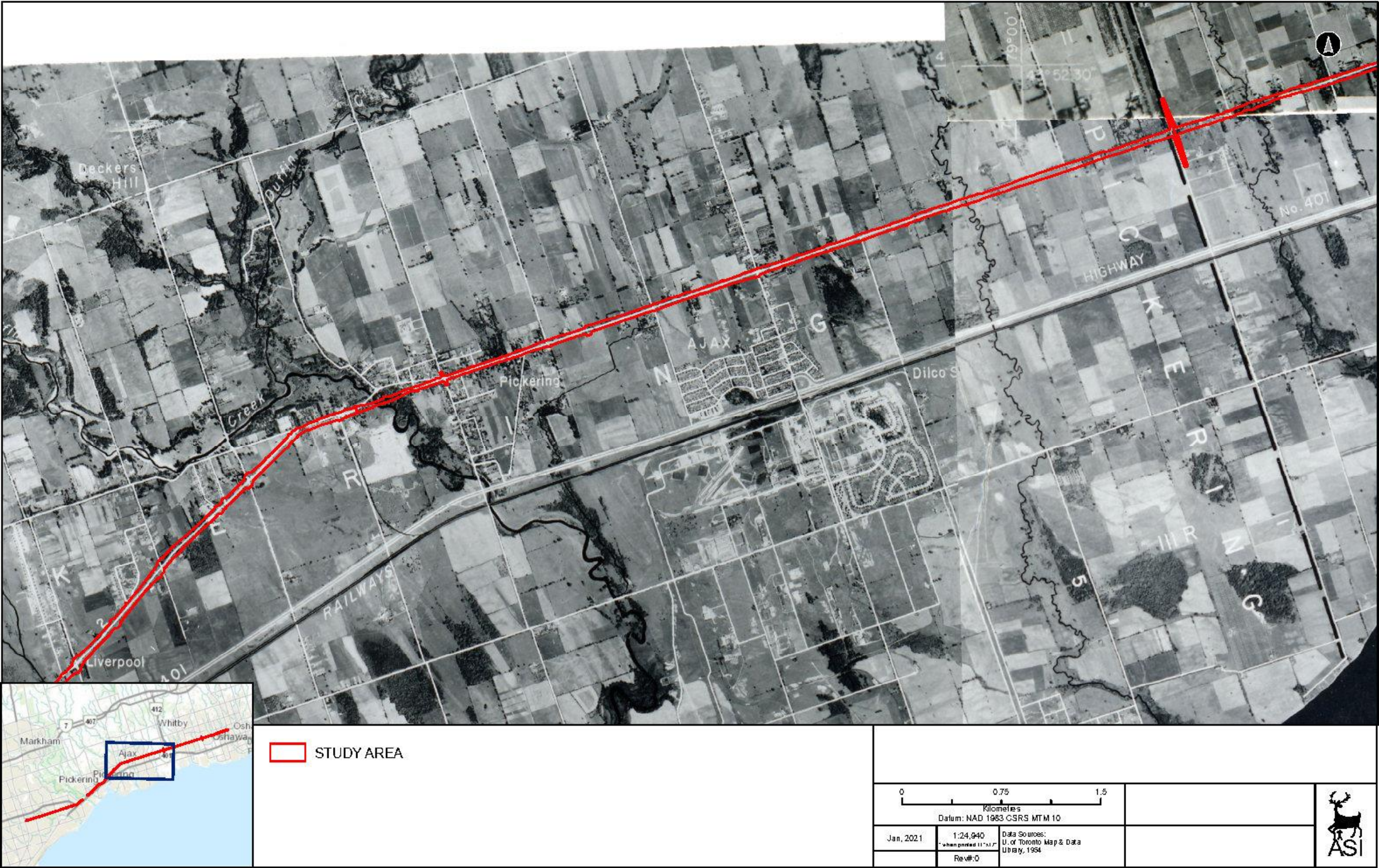


Figure 19: A portion of the Study Area overlaid on the 1954 Aerial Imagery.





Figure 20: The Study Area overlaid on the 1954 Aerial Imagery.





Figure 21: The Study Area overlaid on the 1954 Aerial Imagery.



Appendix B: Geography Maps



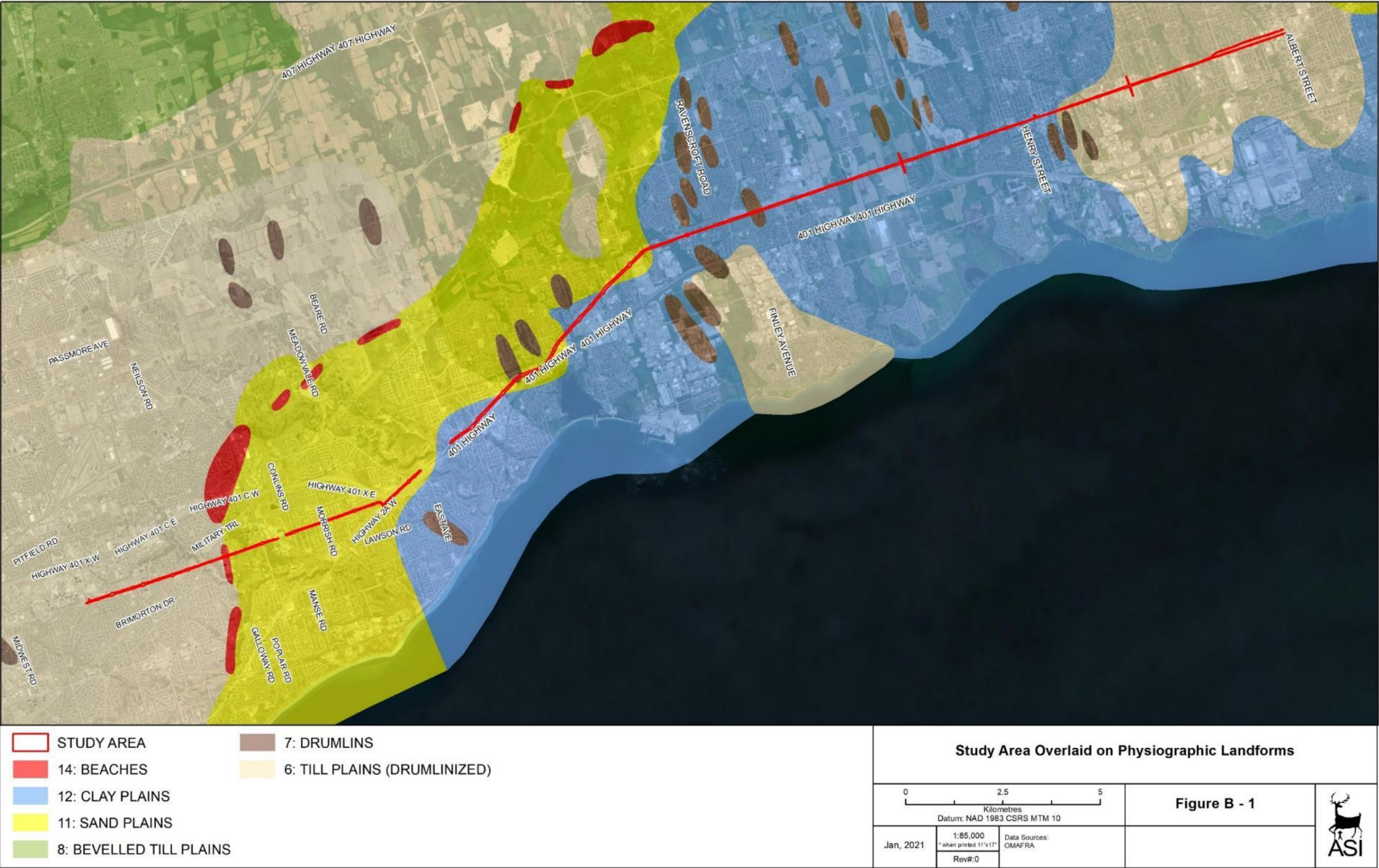


Figure 22: Study Area Overlaid on Physiographic Landforms



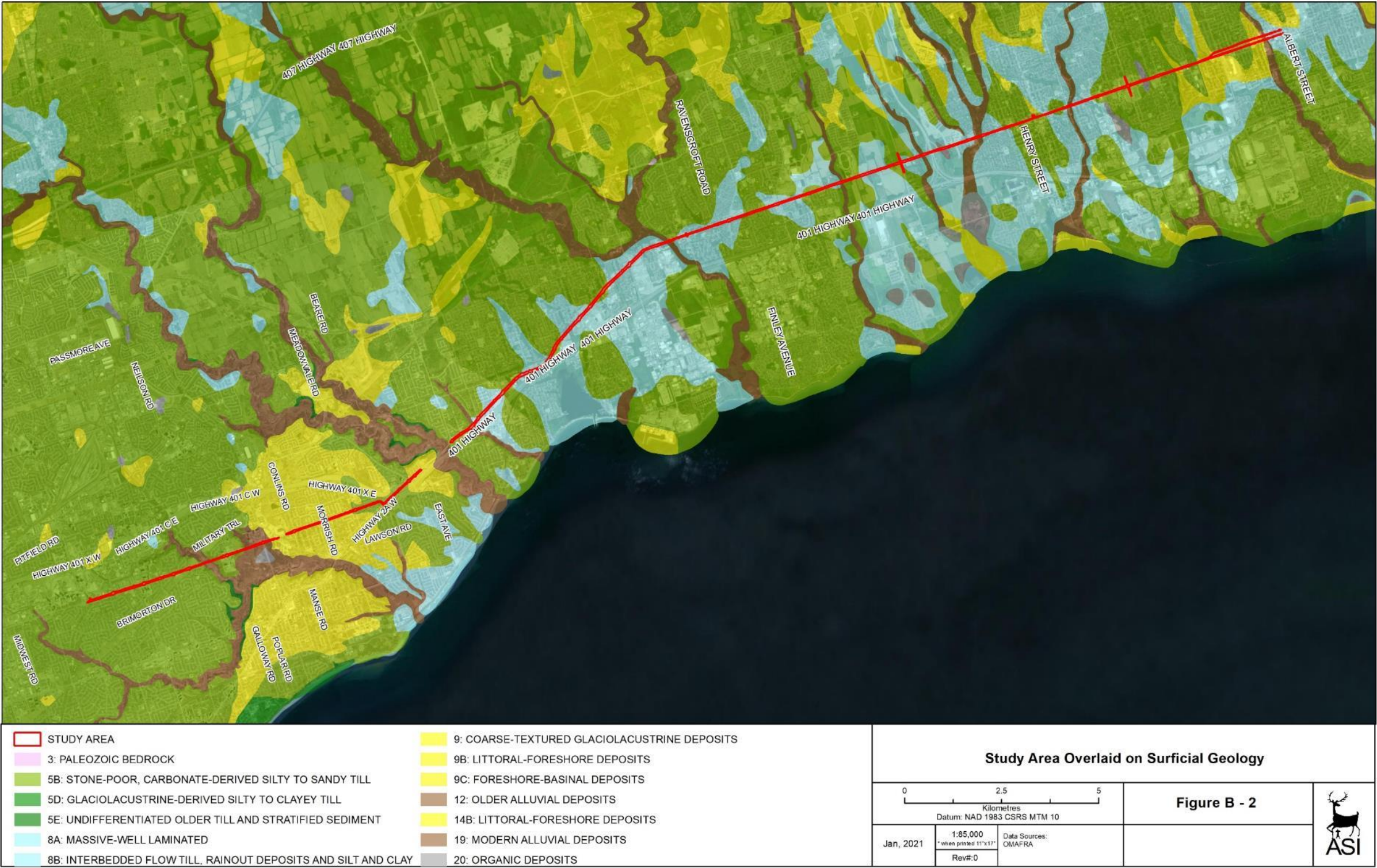


Figure 23: Study Area Overlaid on Surficial Geology



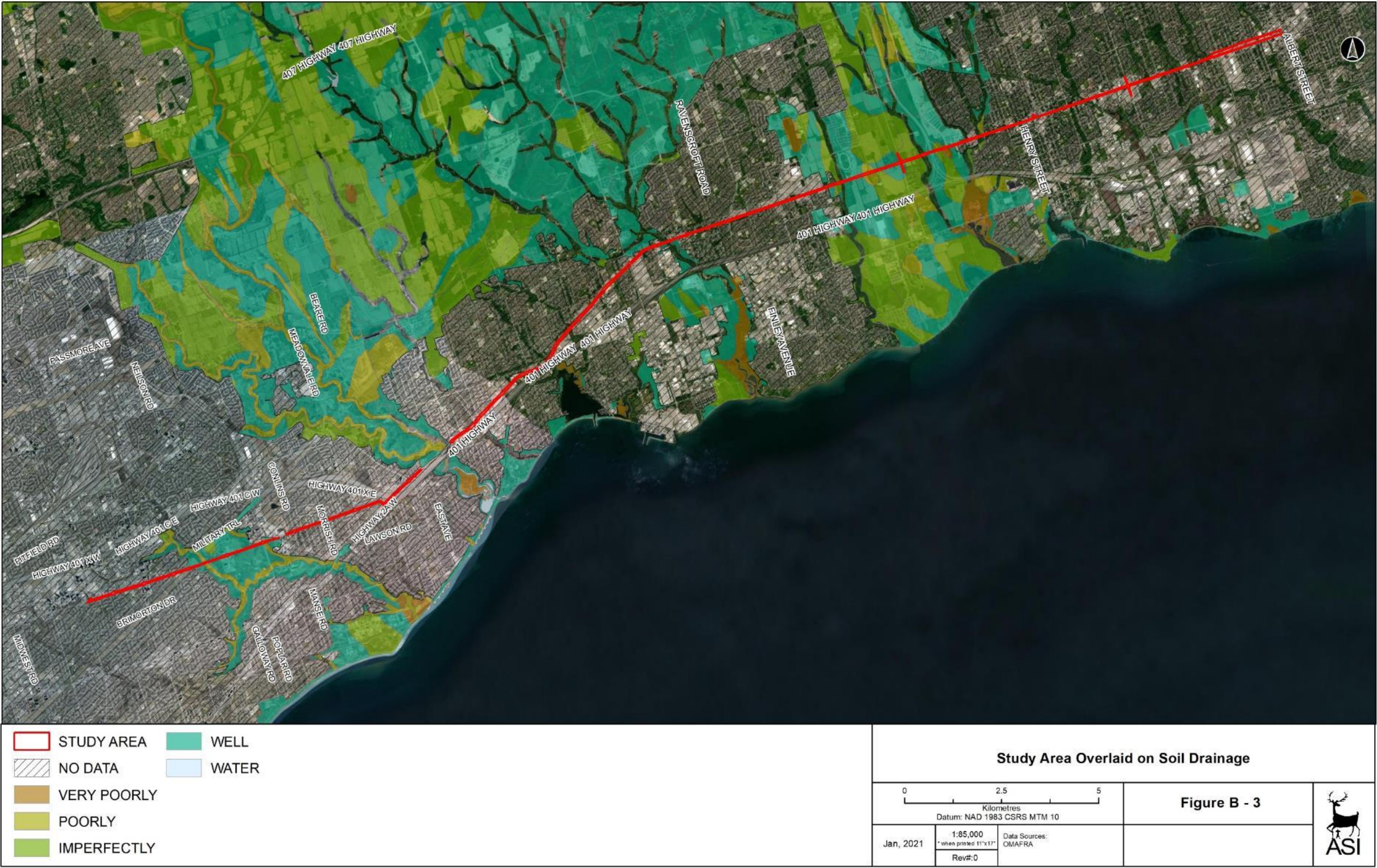


Figure 24: Study Area Overlaid on Soil Drainage



Appendix C: Results of Stage 1

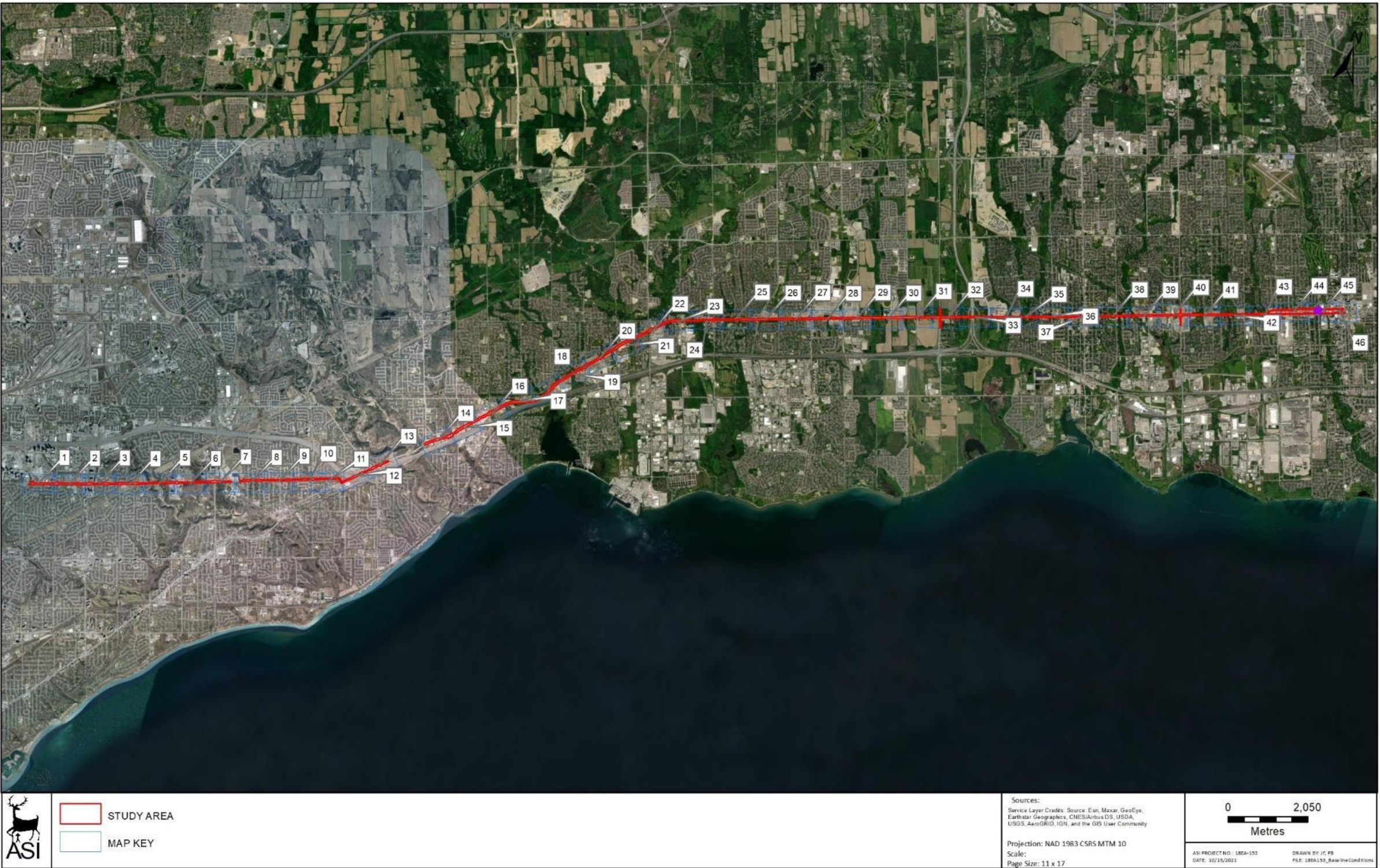


Figure 25: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Key Map)





Figure 26: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 1) Toronto



Figure 27: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 2) Toronto



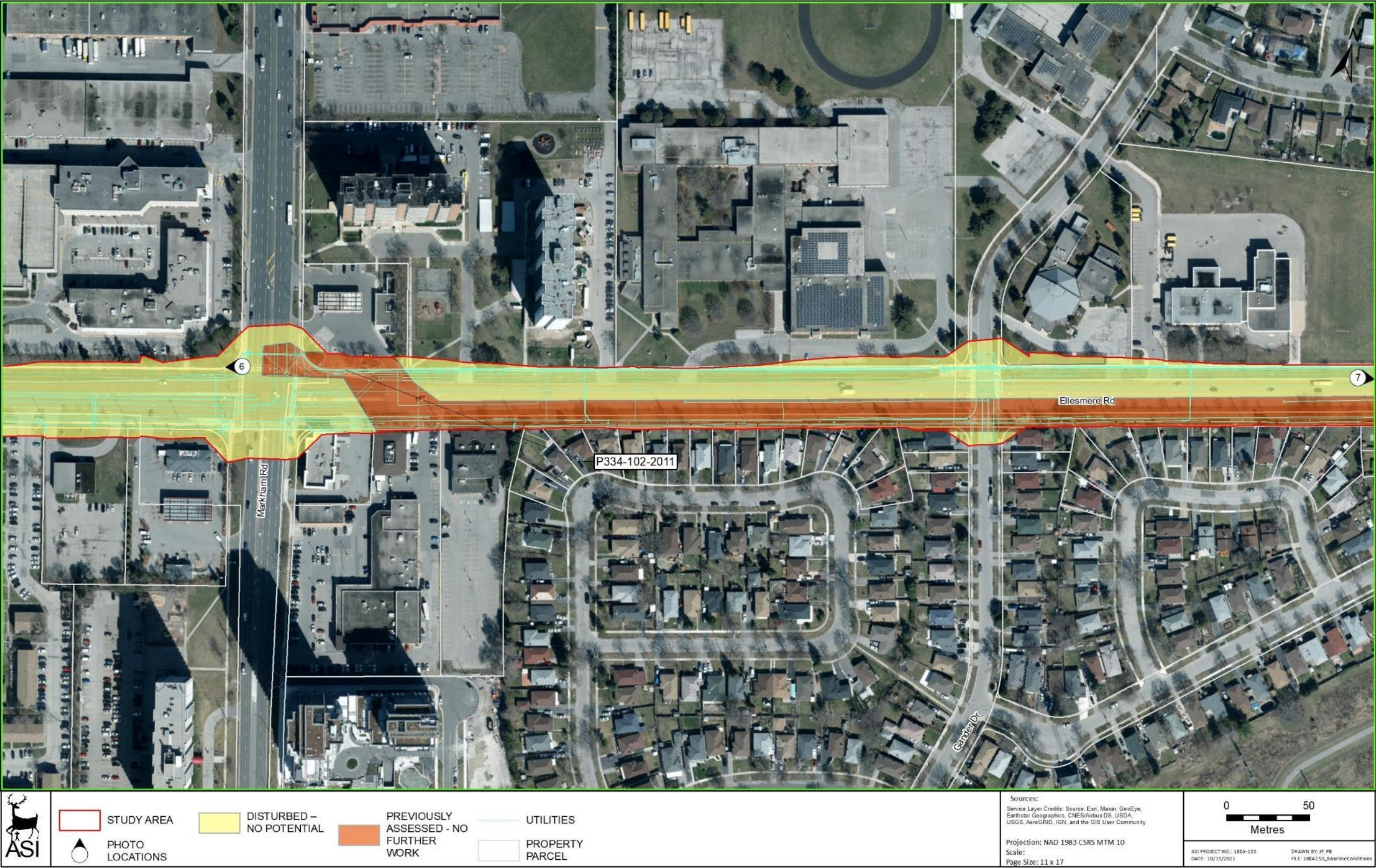


Figure 28: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 3) Toronto



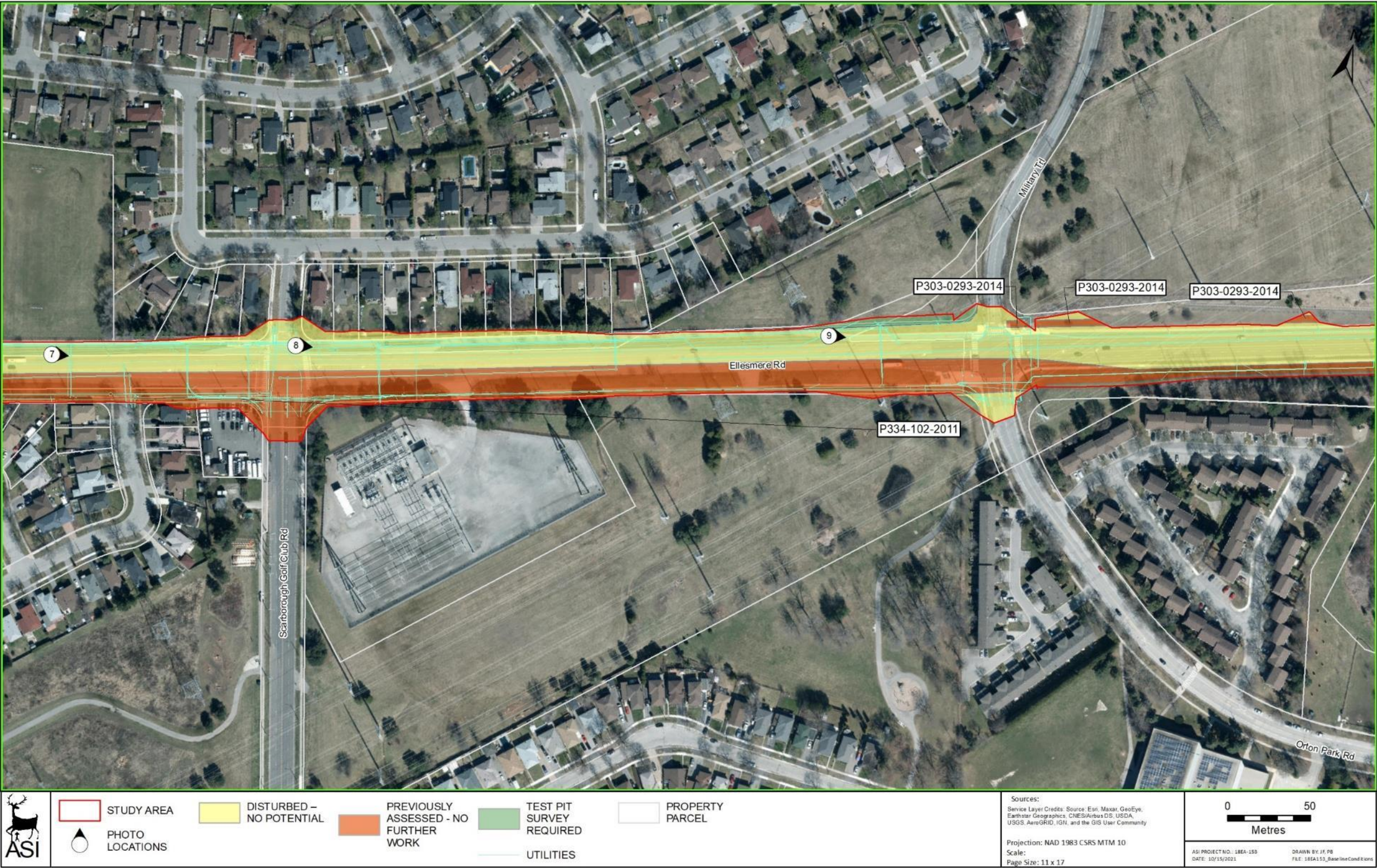


Figure 29: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 4) Toronto



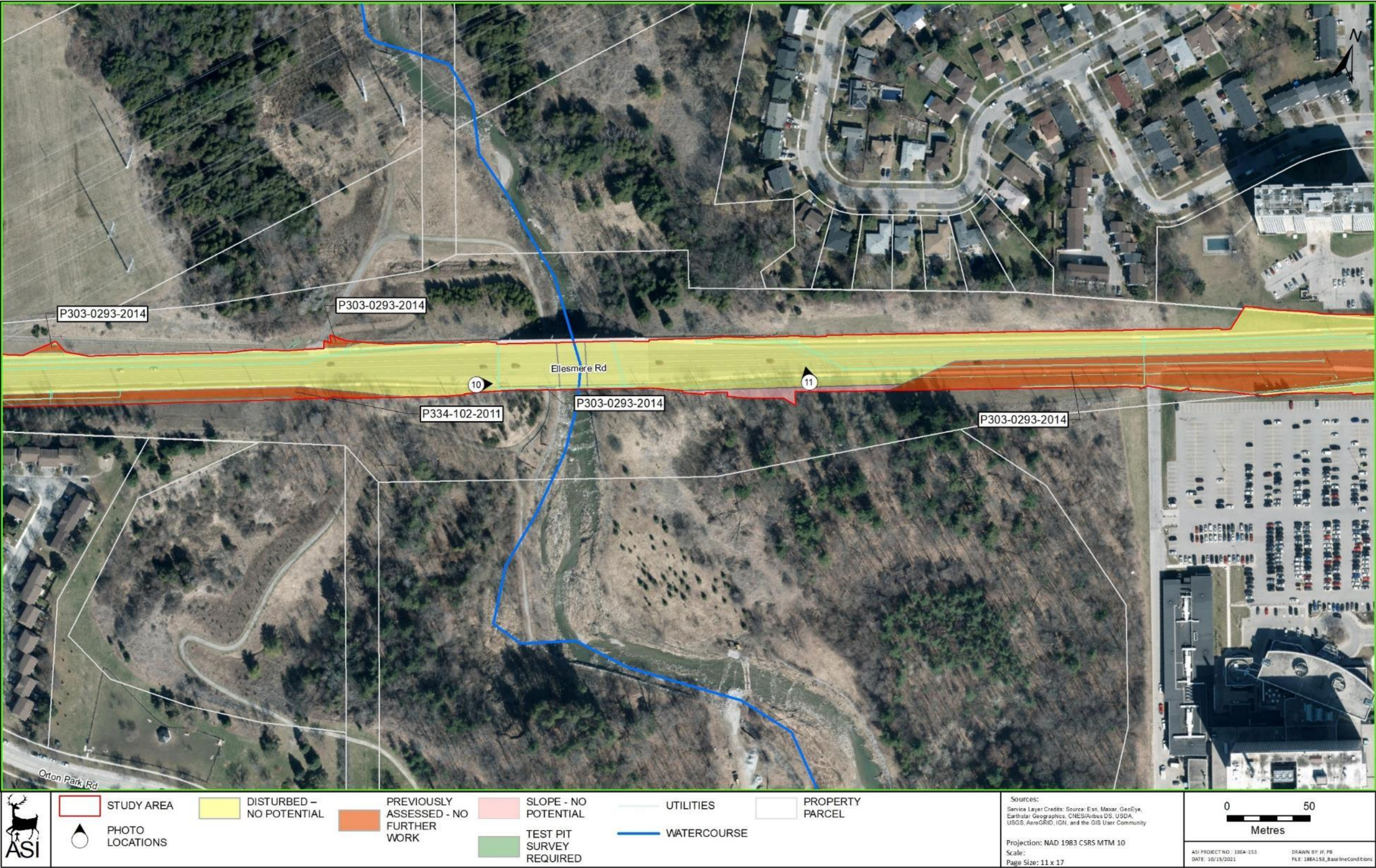


Figure 30: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 5) Toronto





Figure 31: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 6) Toronto



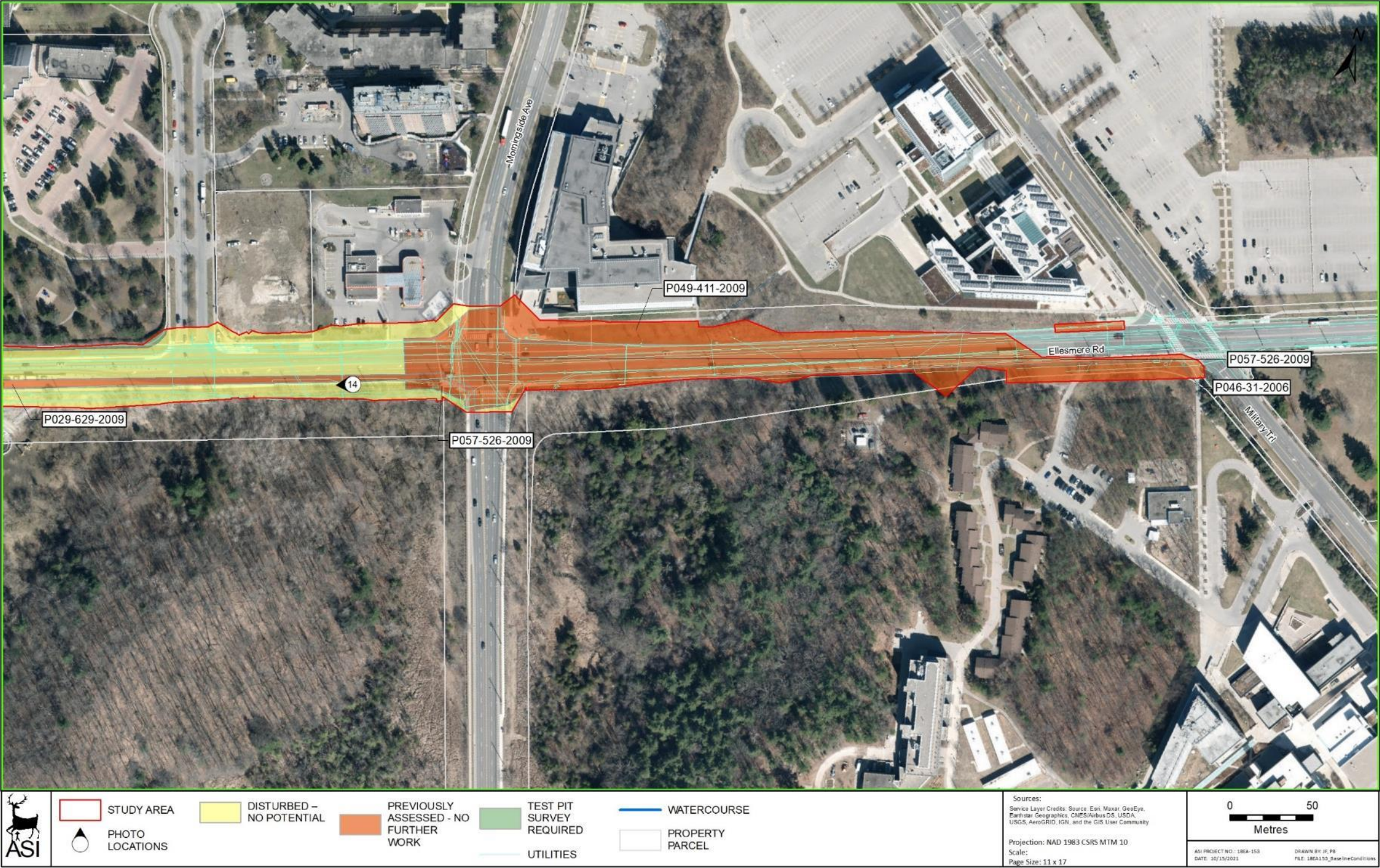


Figure 32: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 7) Toronto





Figure 33: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 8) Toronto





Figure 34: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 9) Toronto





Figure 35: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 10) Toronto





Figure 36: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 11) Toronto



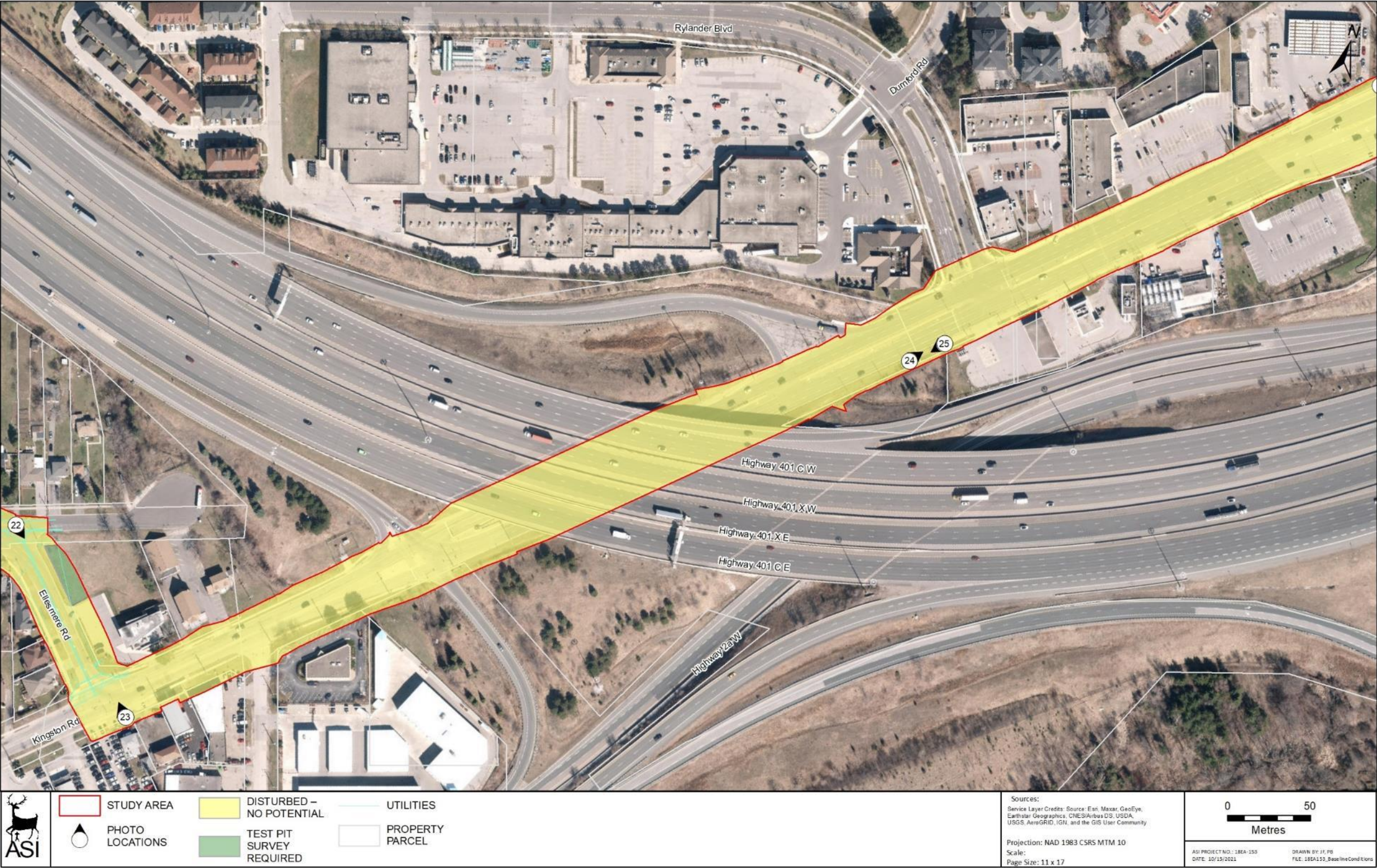


Figure 37: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 12) Toronto





Figure 38: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 13) Toronto





Figure 39: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 14) Pickering



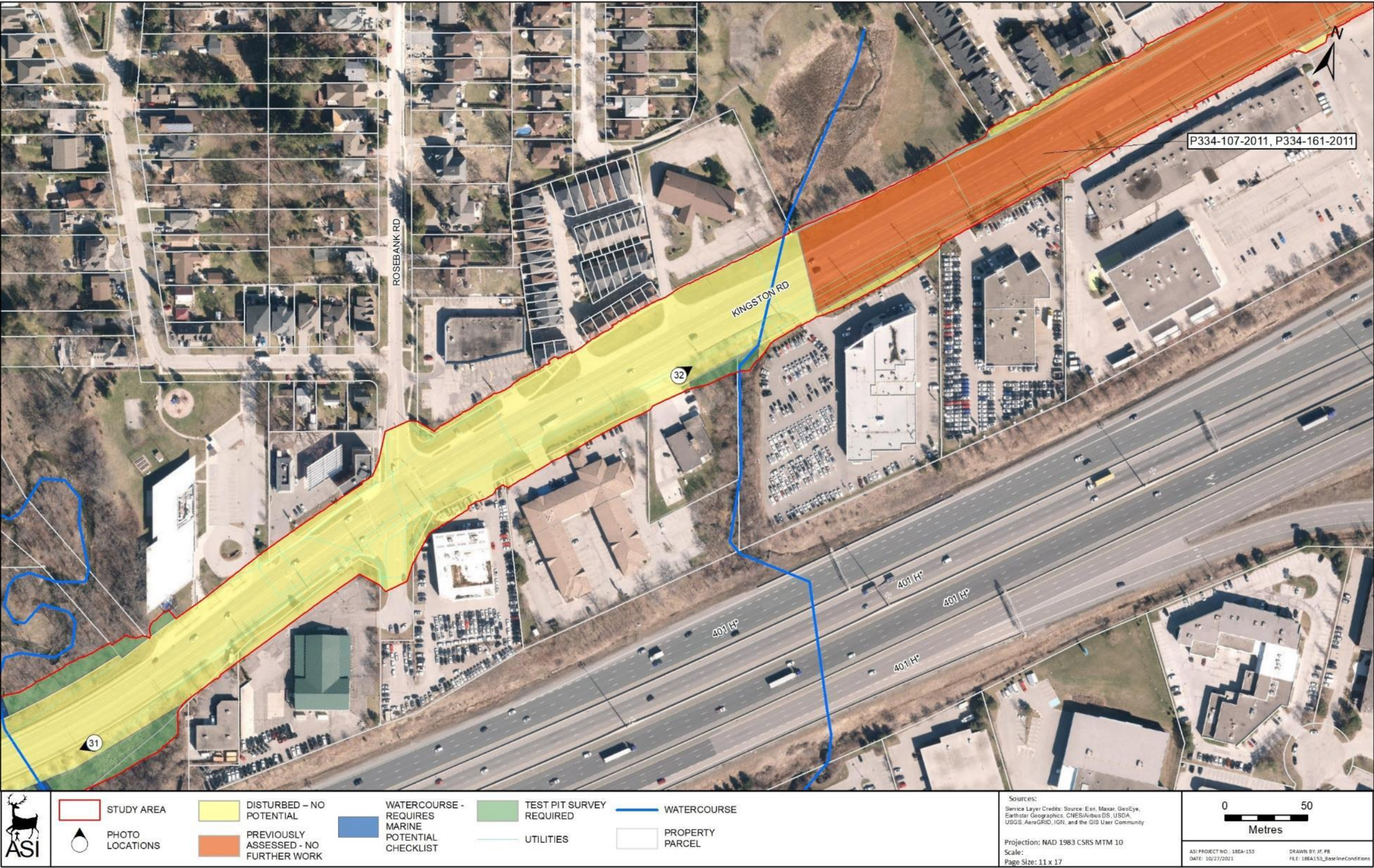


Figure 40: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 15) Pickering



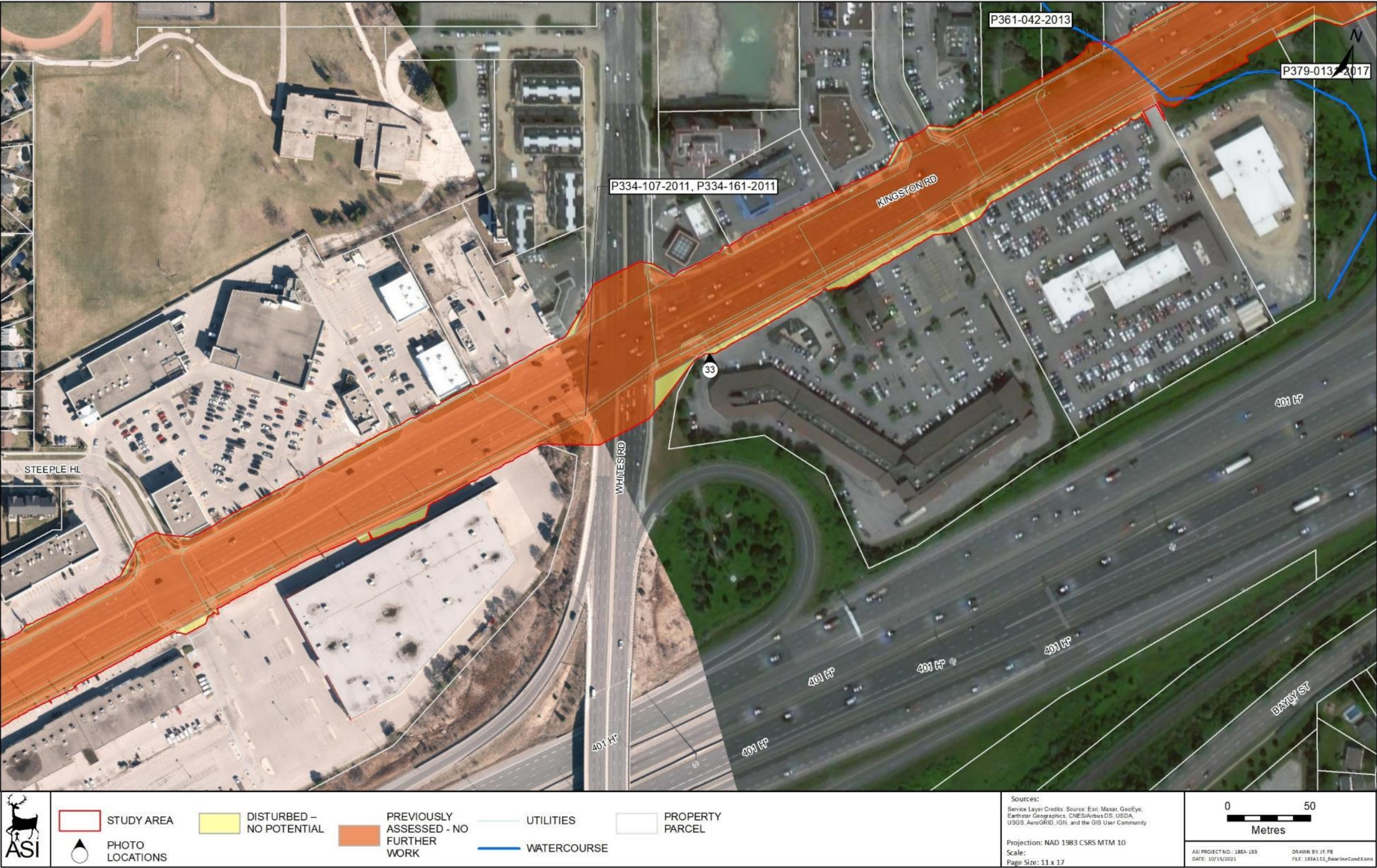


Figure 41: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 16) Pickering





Figure 42: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 17) Pickering





Figure 43: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 18) Pickering





Figure 44: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 19) Pickering





Figure 45: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 20) Pickering





Figure 46: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 21) Pickering





Figure 47: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 22) Pickering



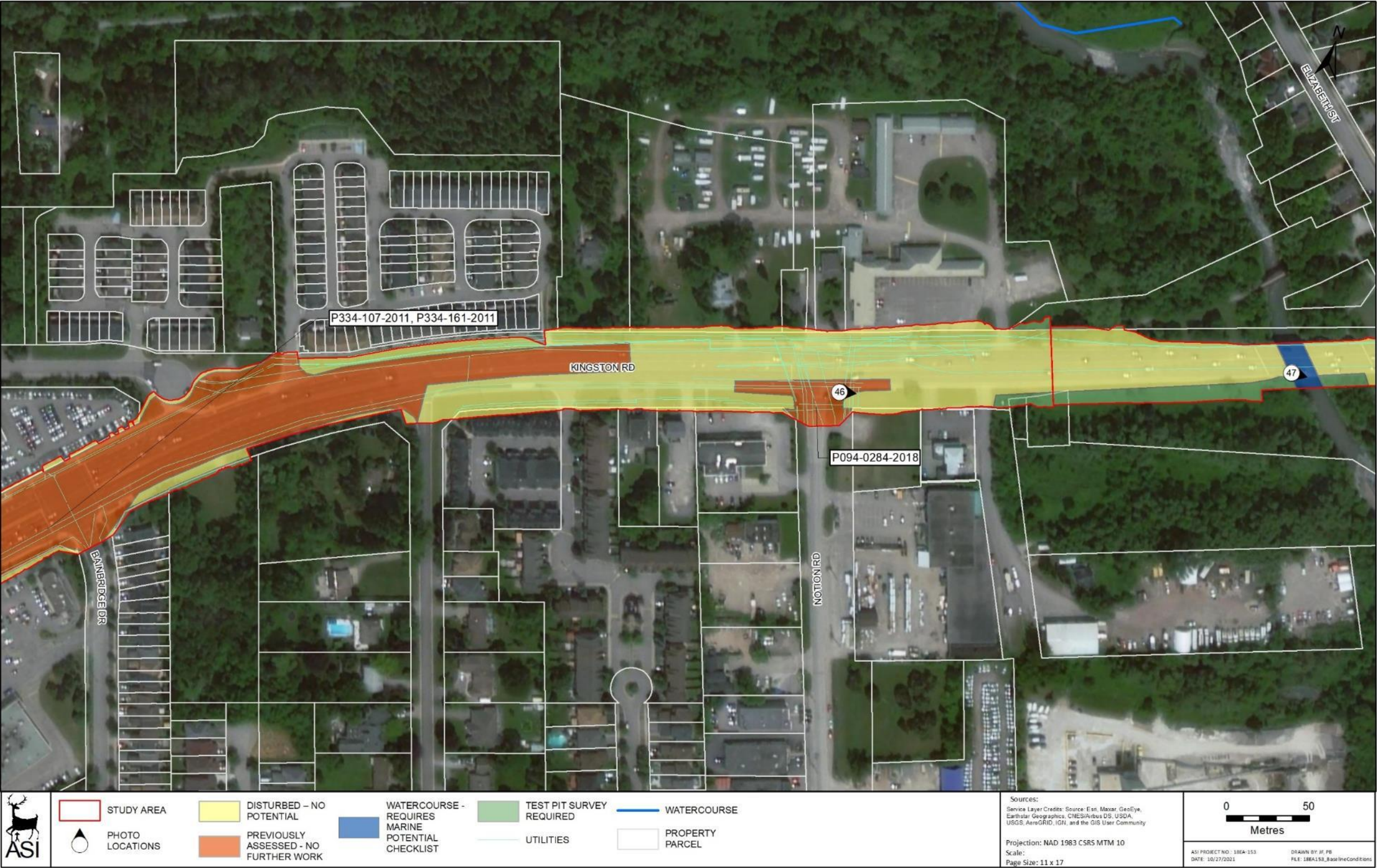


Figure 48: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 23) Pickering/Ajax



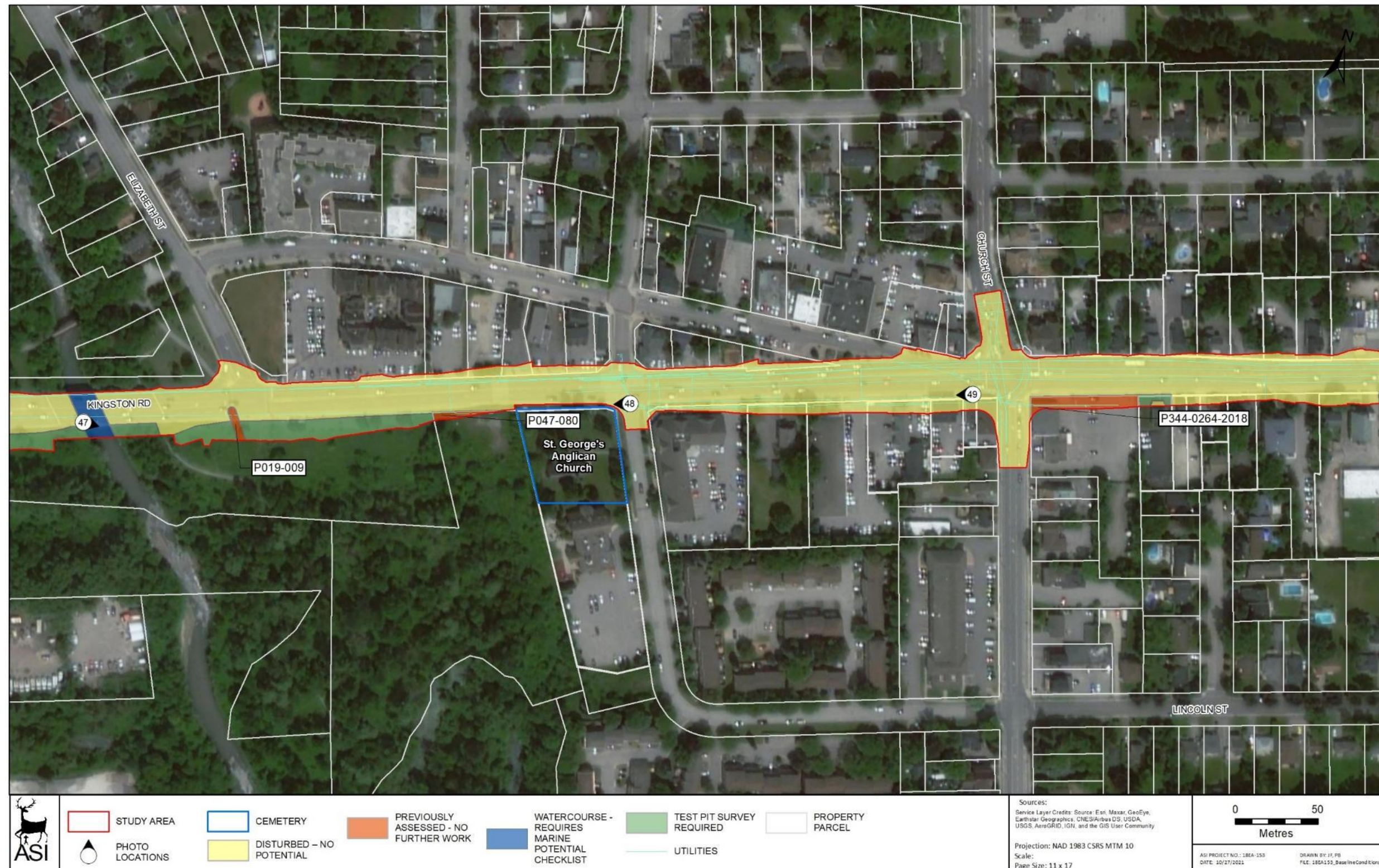


Figure 49: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 24) Ajax

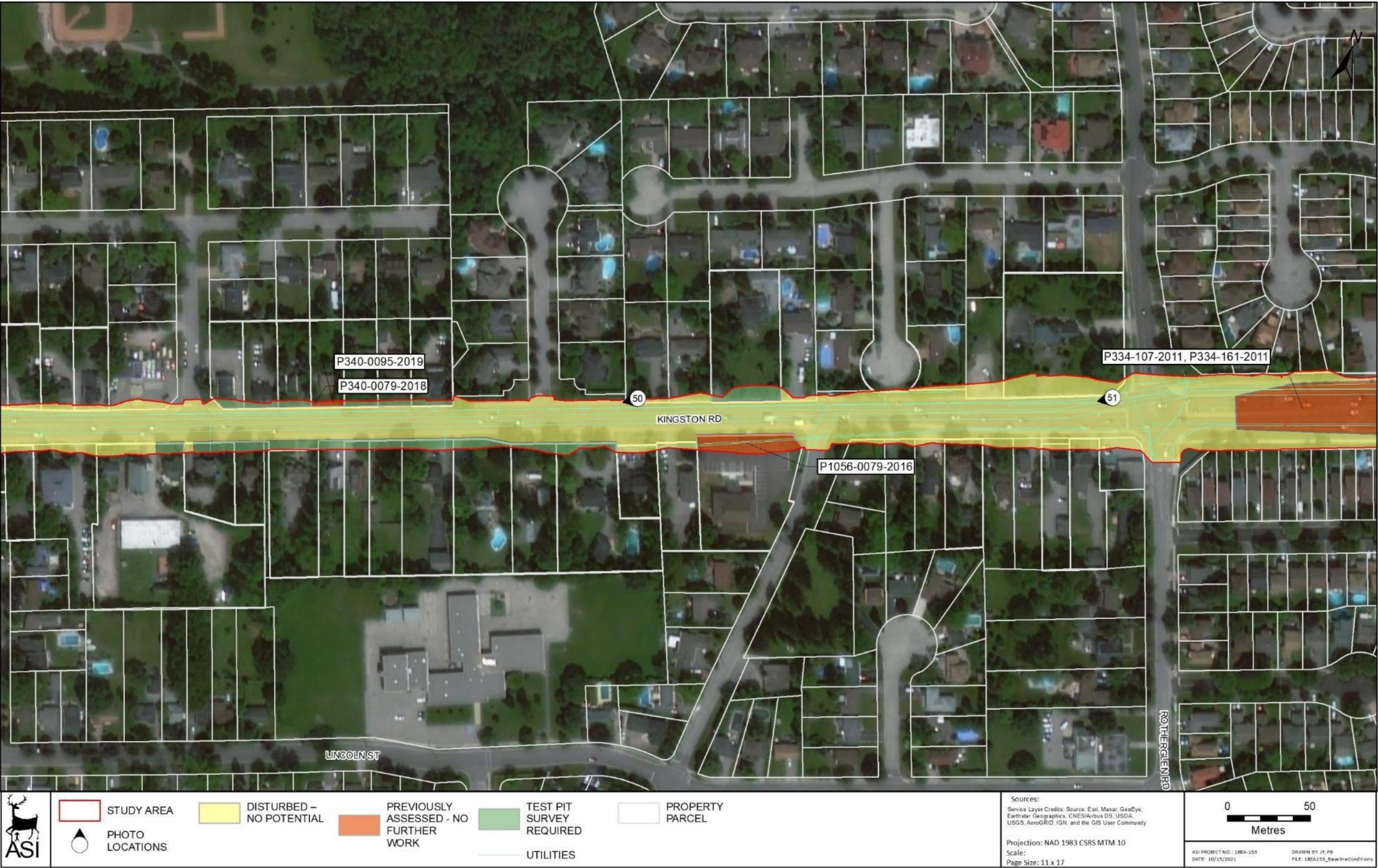


Figure 50: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 25) Ajax



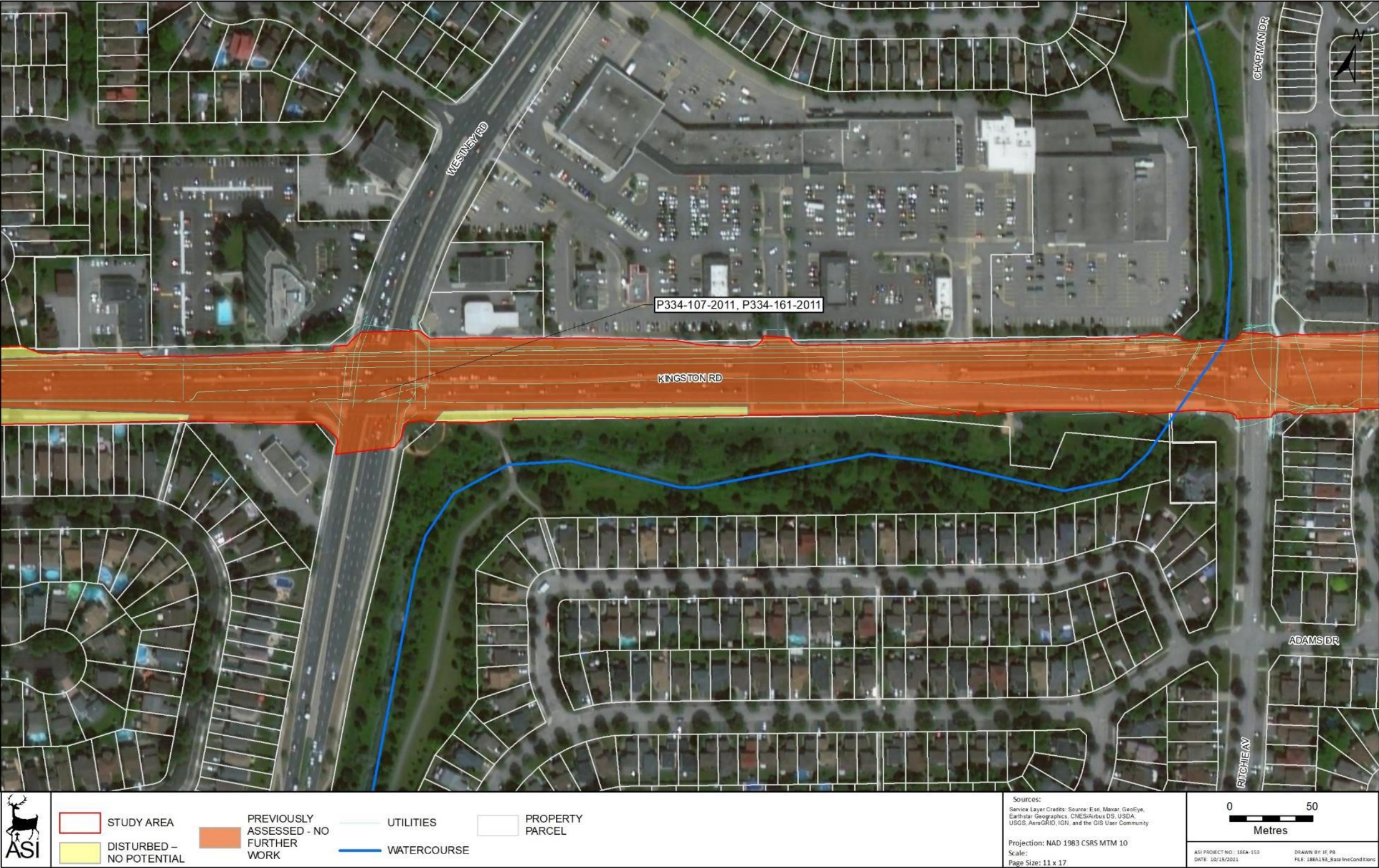


Figure 51: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 26) Ajax



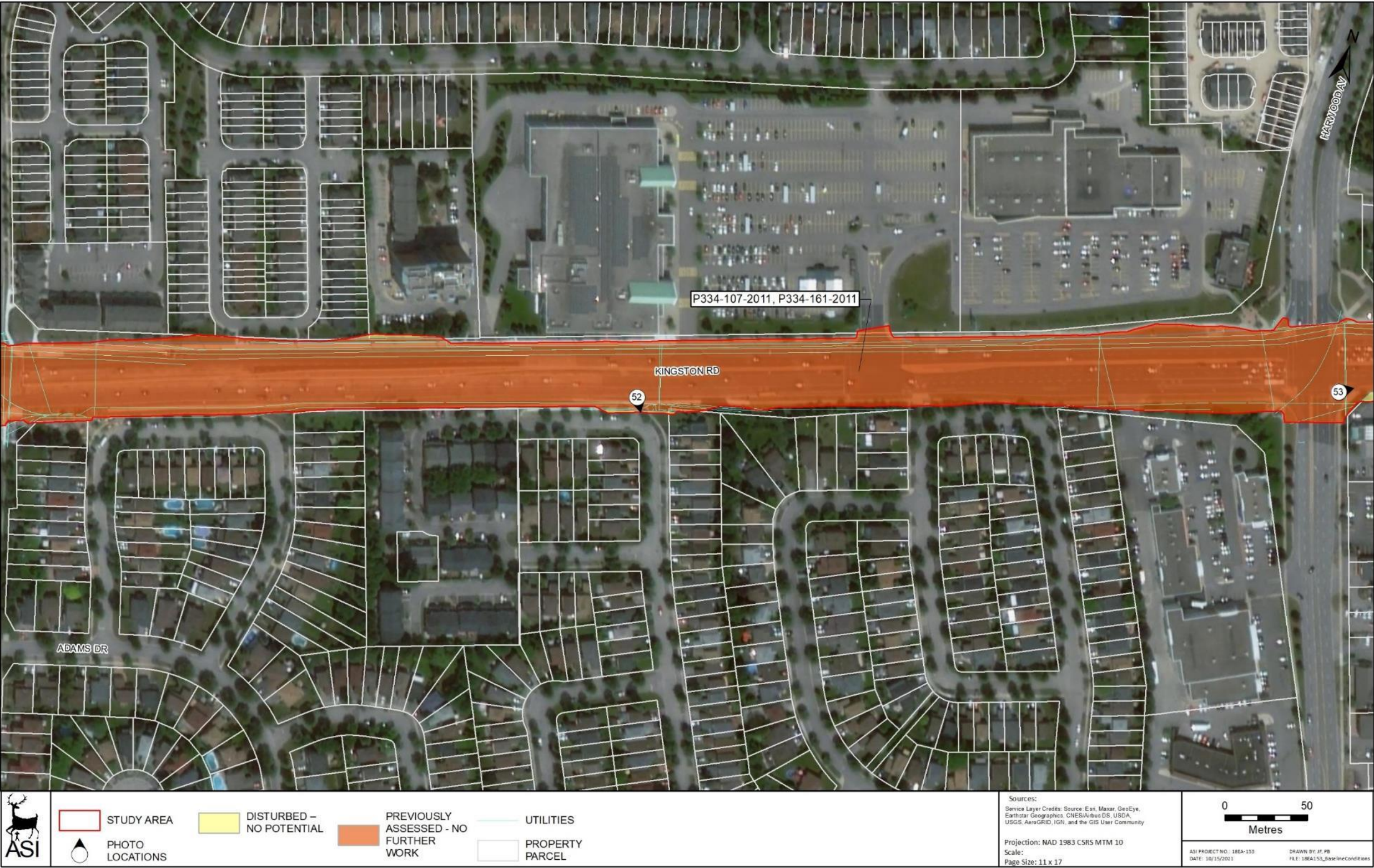


Figure 52: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 27) Ajax





Figure 53: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 28) Ajax





Figure 54: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 29) Ajax



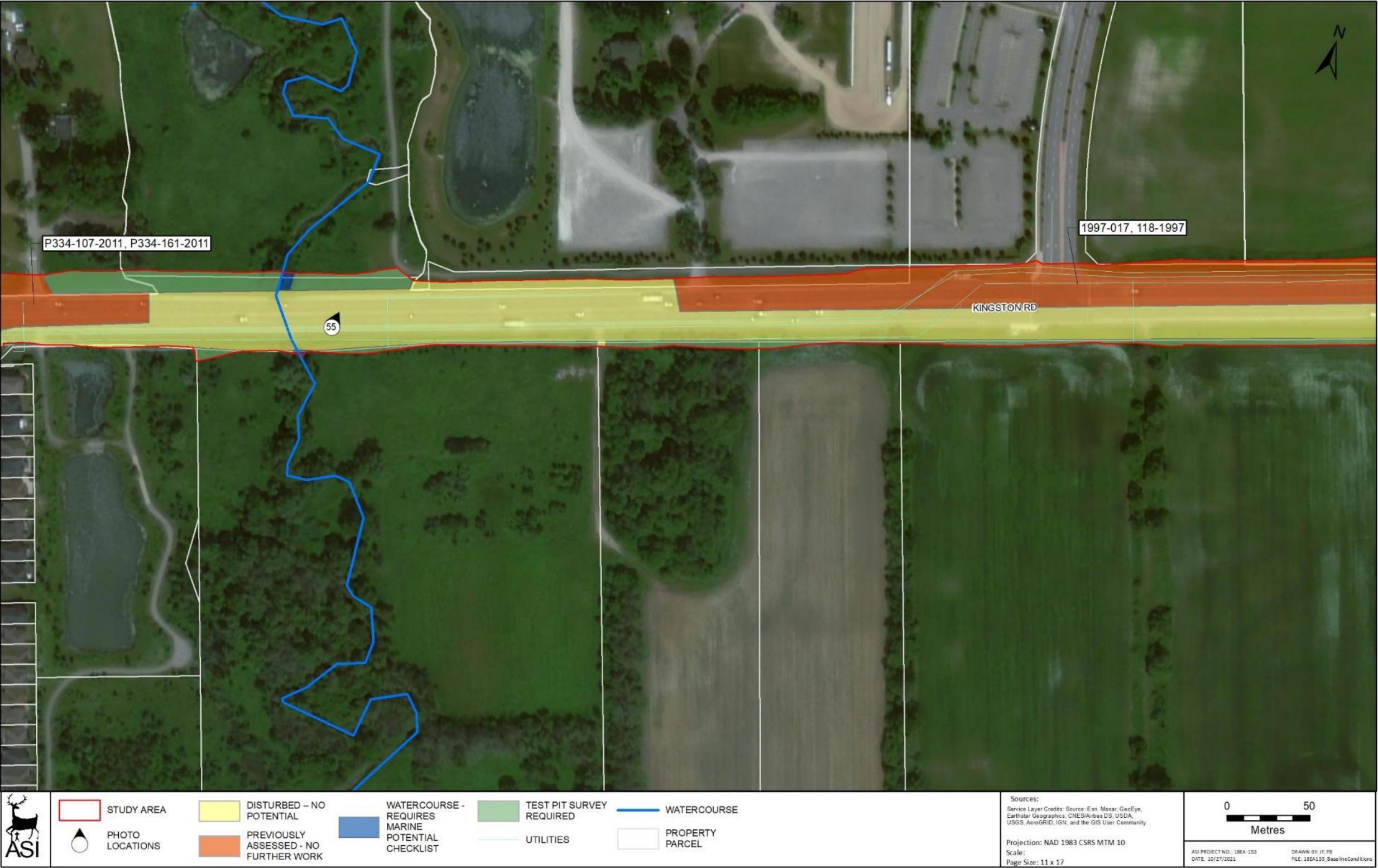


Figure 55: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 30) Ajax



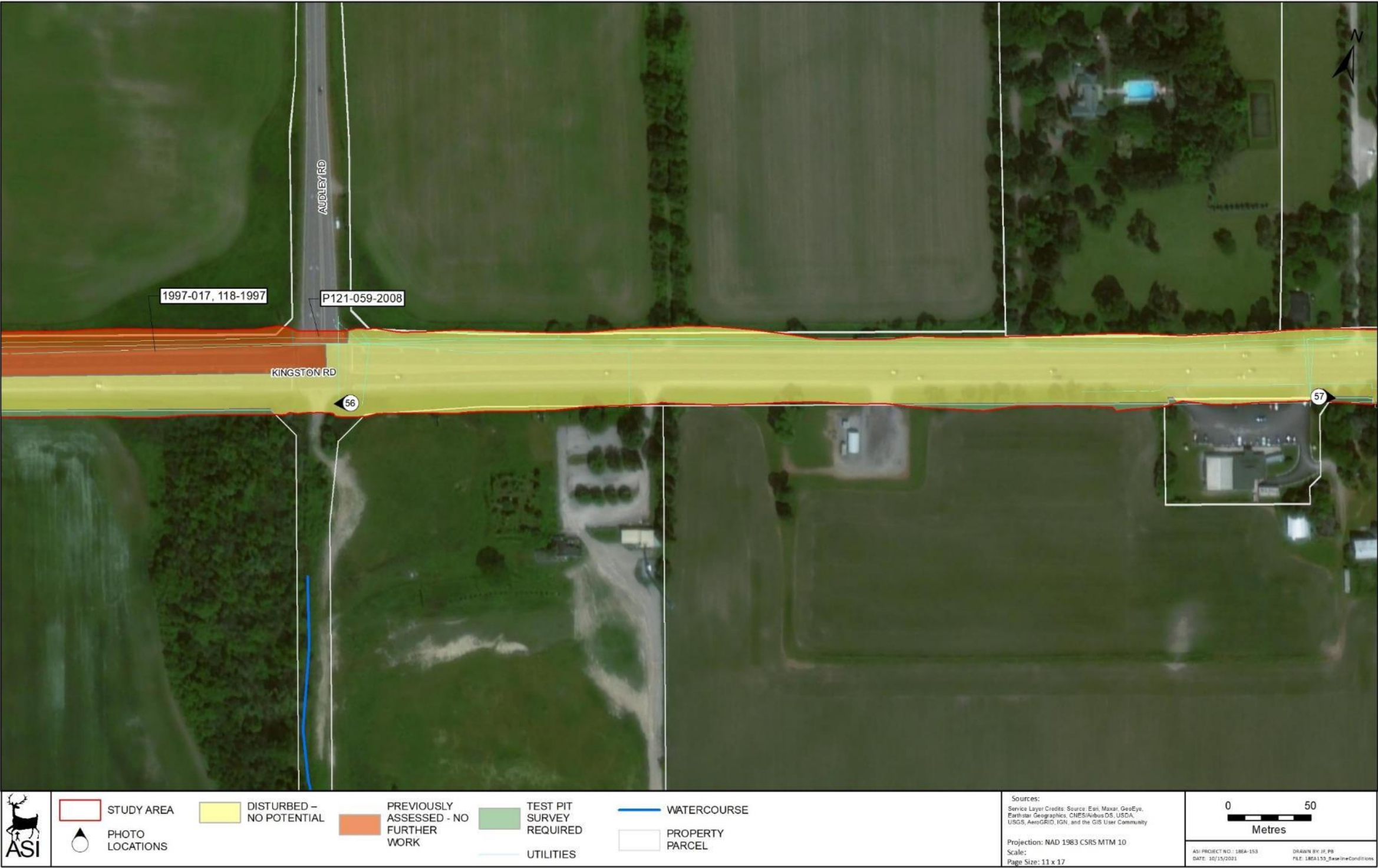


Figure 56: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 31) Ajax





Figure 57: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 32) Ajax/Whitby



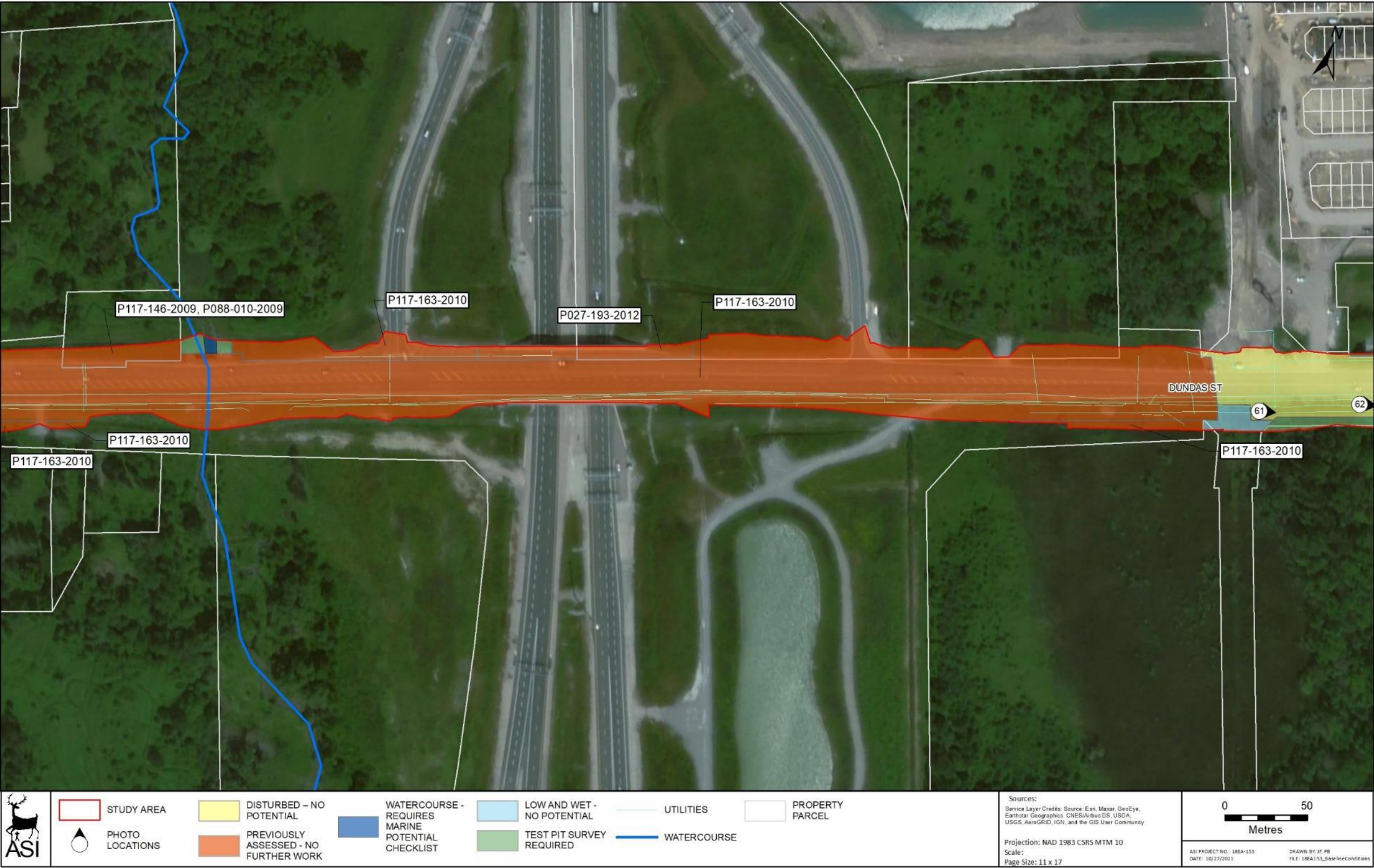


Figure 58: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 33) Whitby





Figure 59: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 34) Whitby





Figure 60: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 35) Whitby





Figure 61: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 36) Whitby



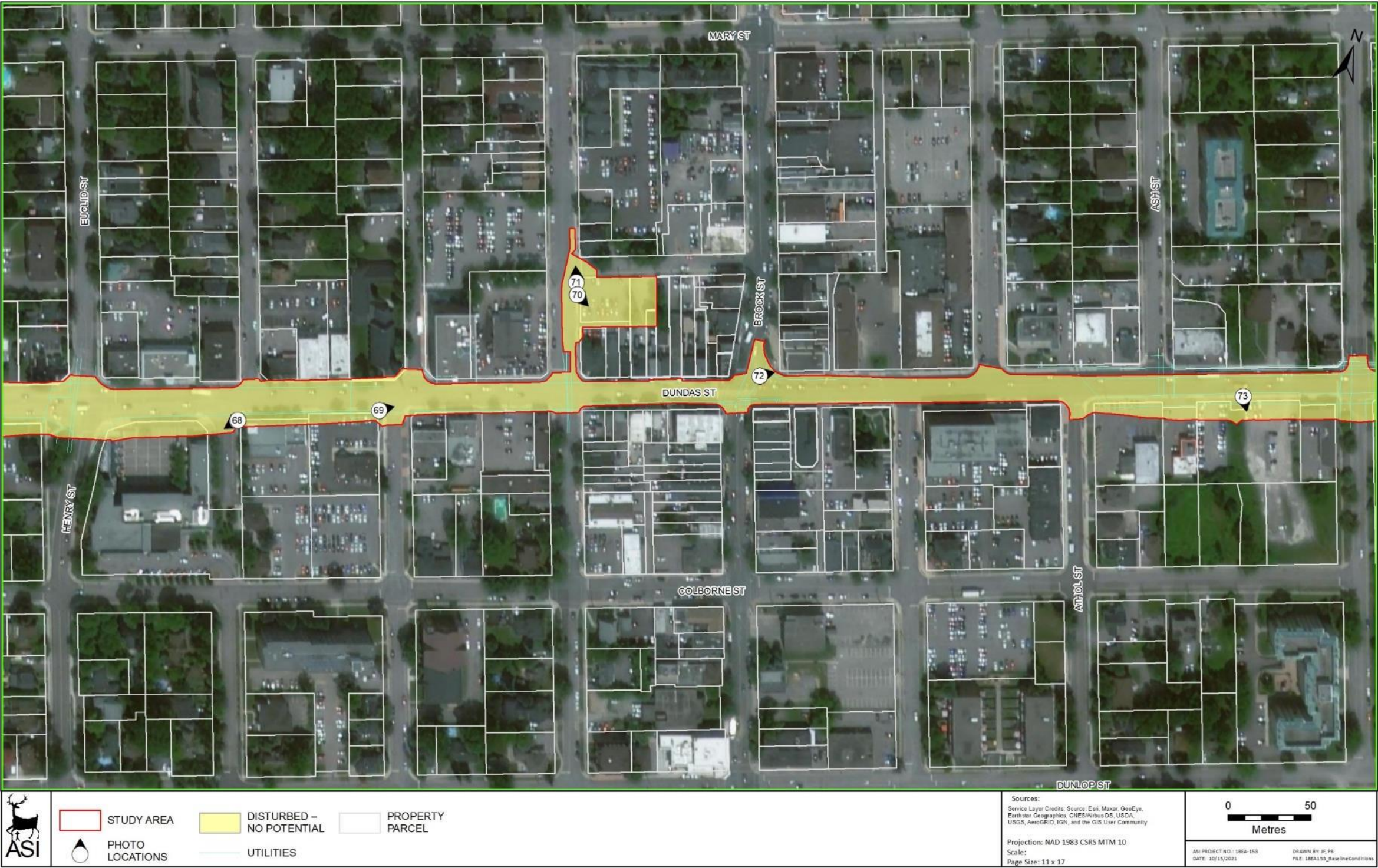


Figure 62: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 37) Whitby



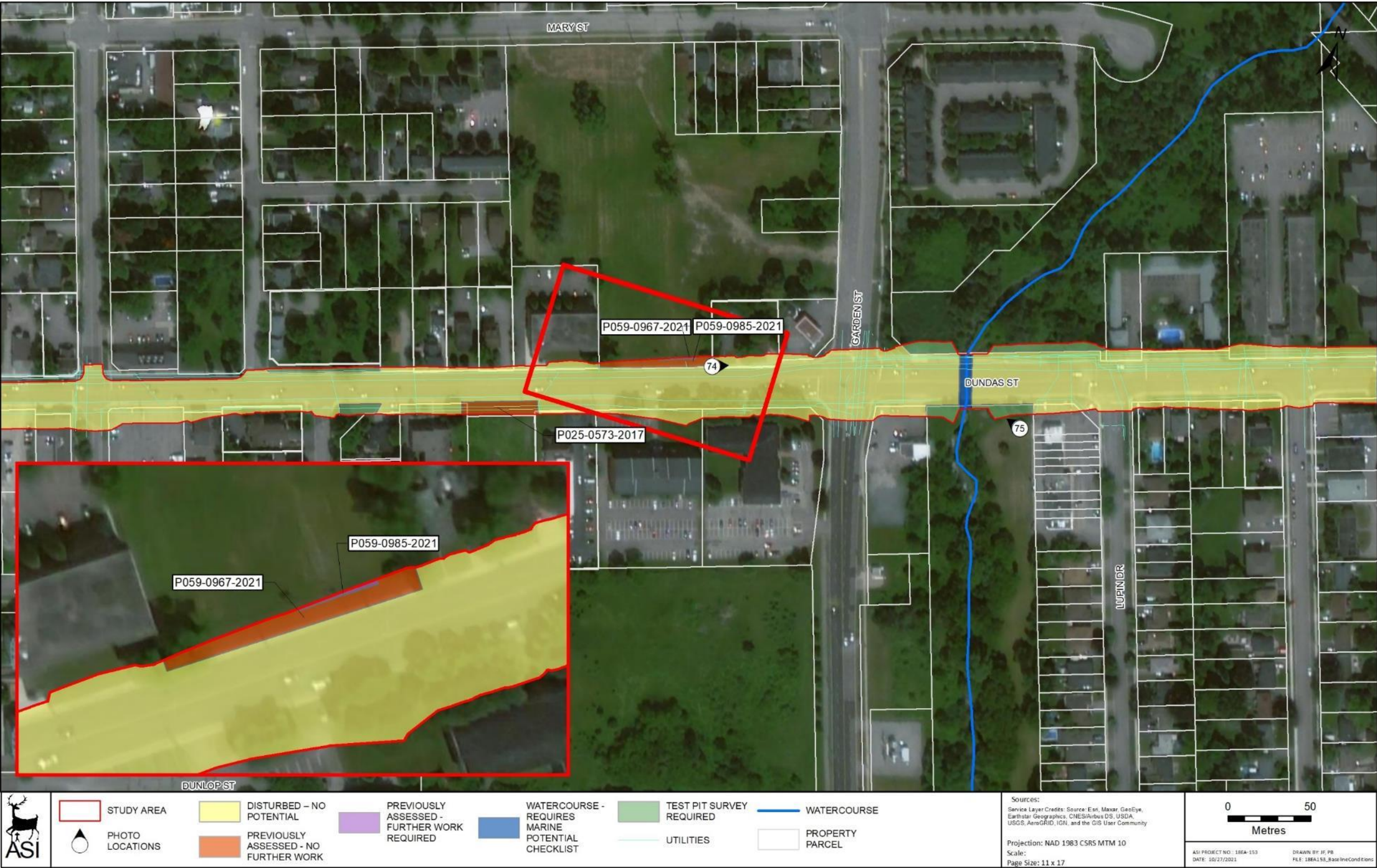


Figure 63: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 38) Whitby



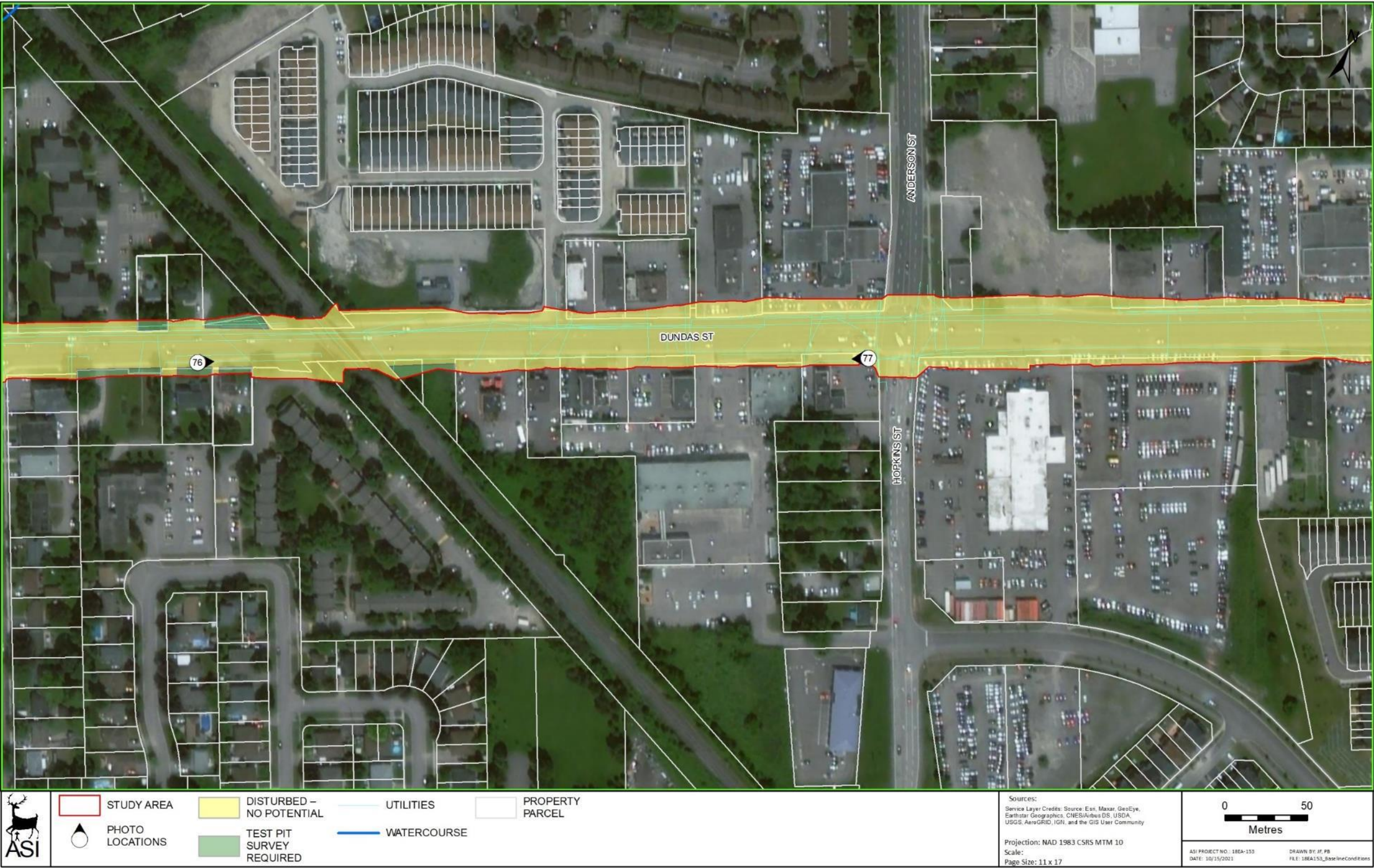


Figure 64: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 39) Whitby



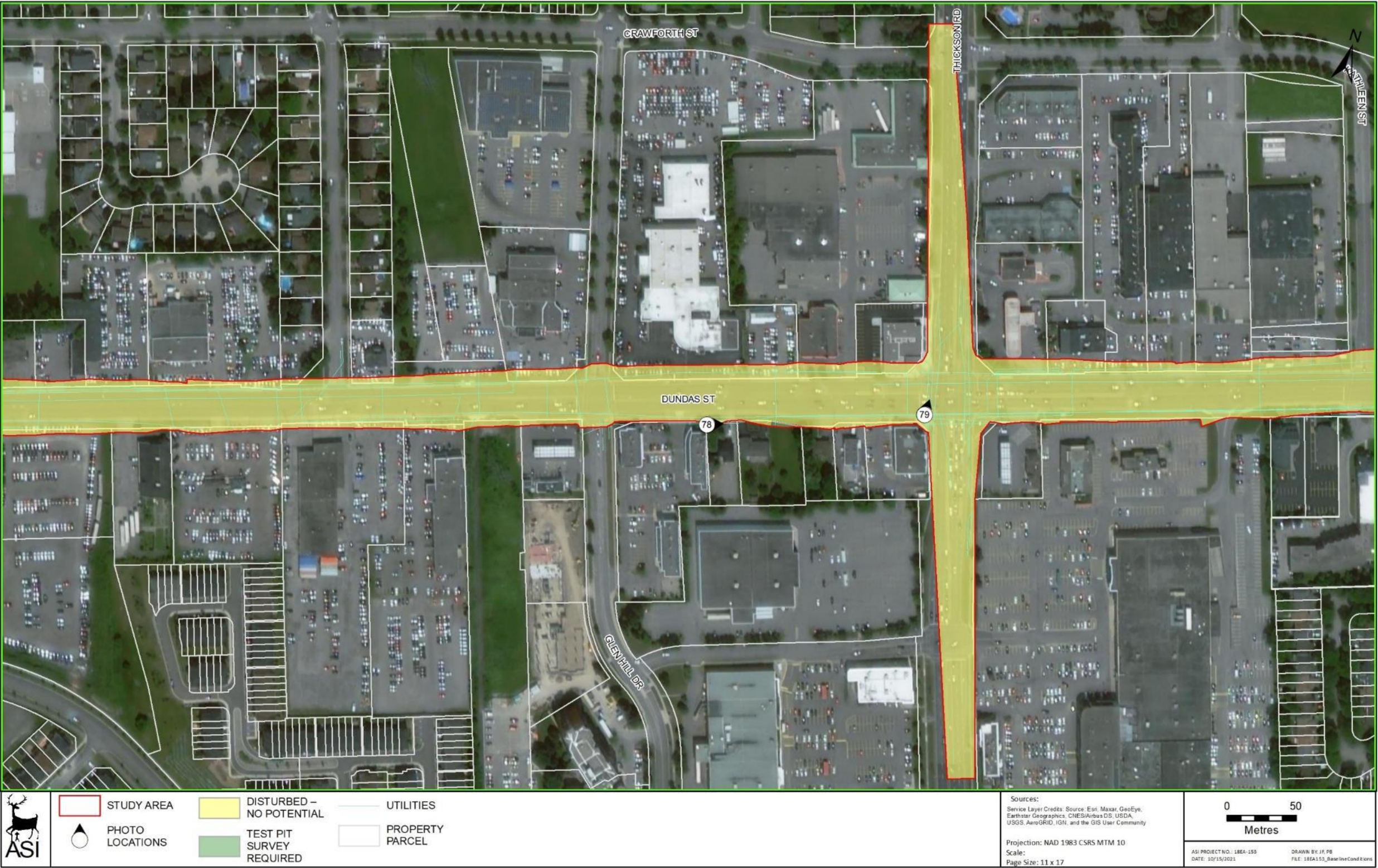


Figure 65: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 40) Whitby



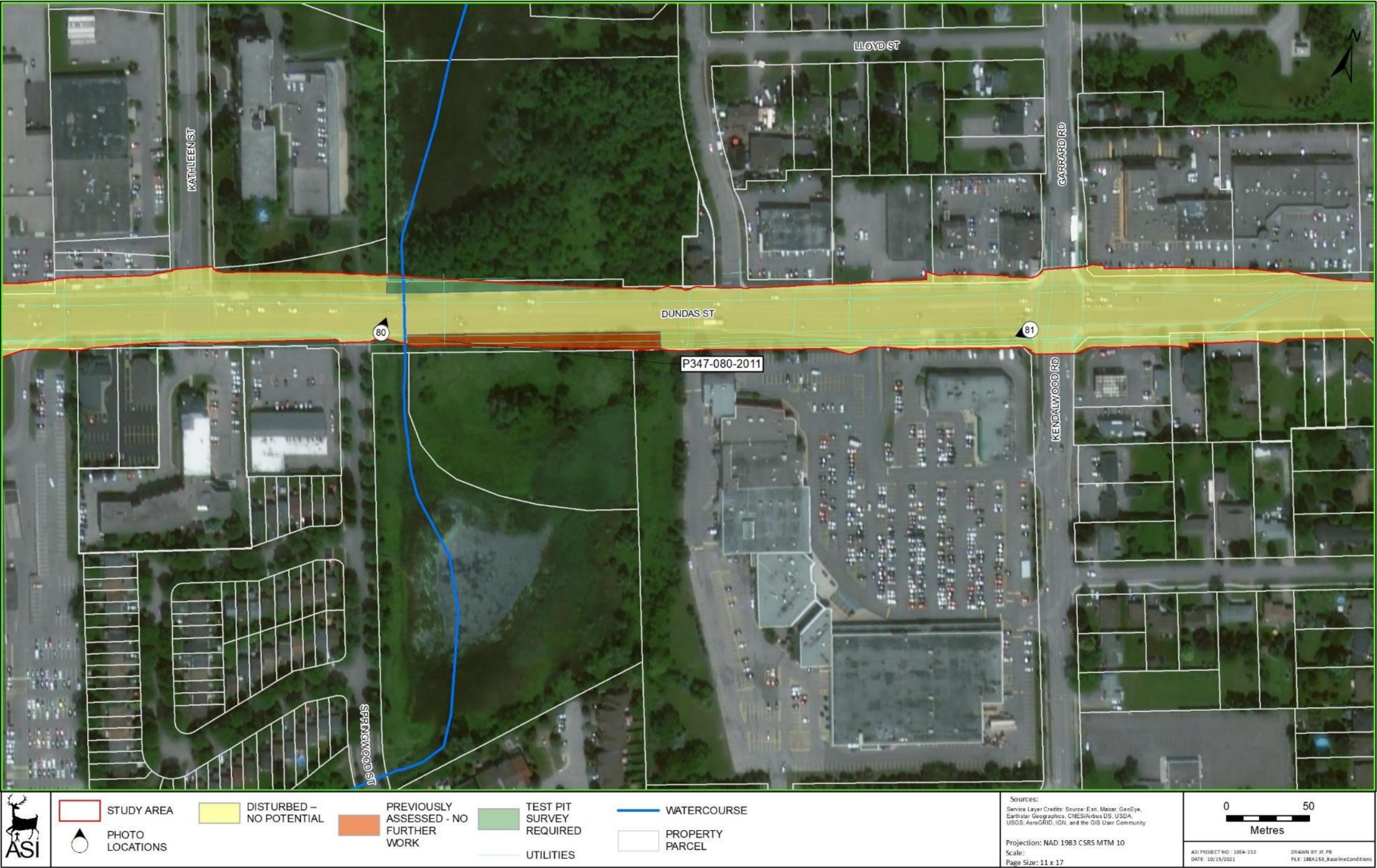


Figure 66: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 41) Whitby





Figure 67: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 42) Whitby/Oshawa



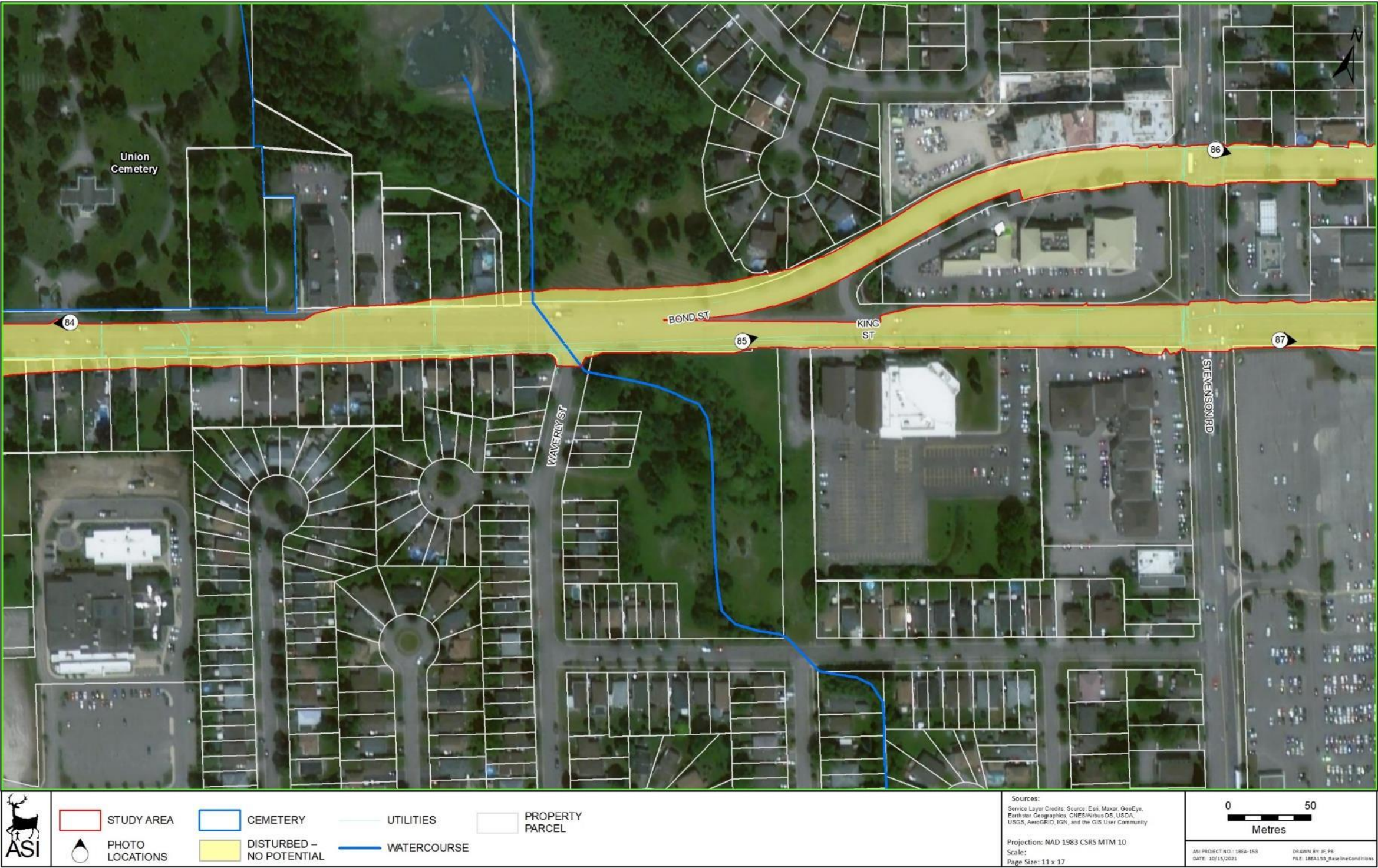


Figure 68: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 43) Oshawa



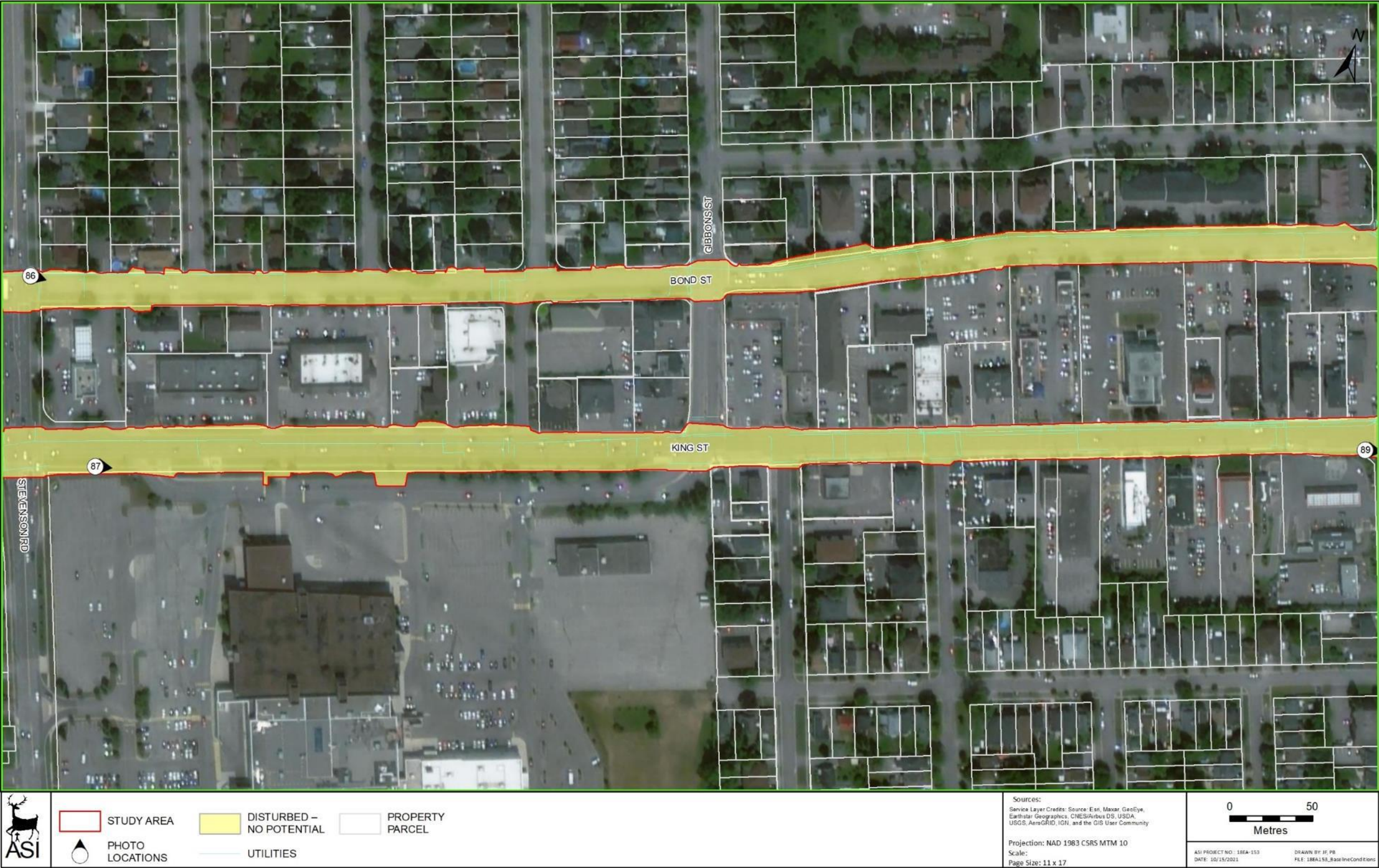


Figure 69: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 44) Oshawa



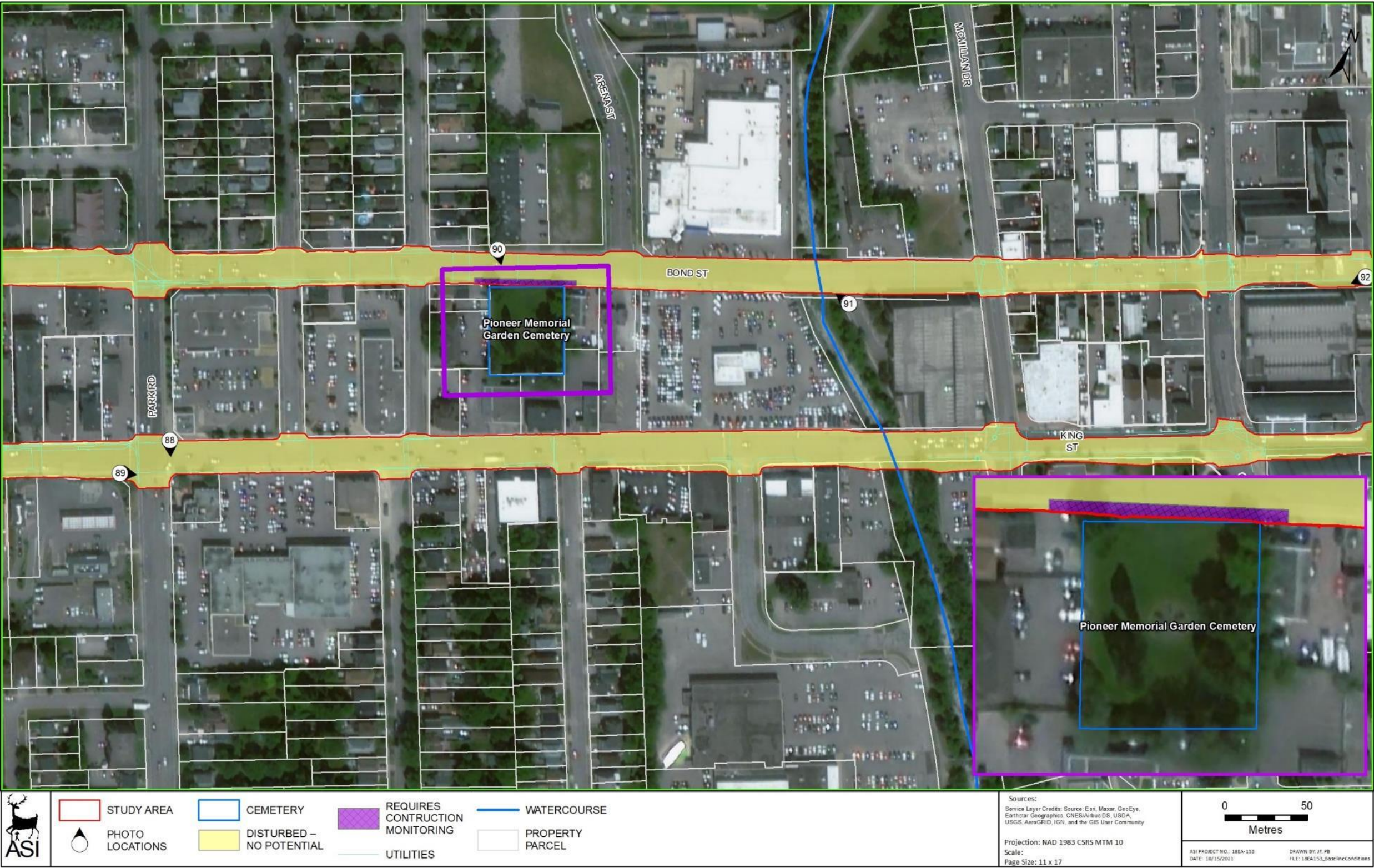


Figure 70: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 45) Oshawa



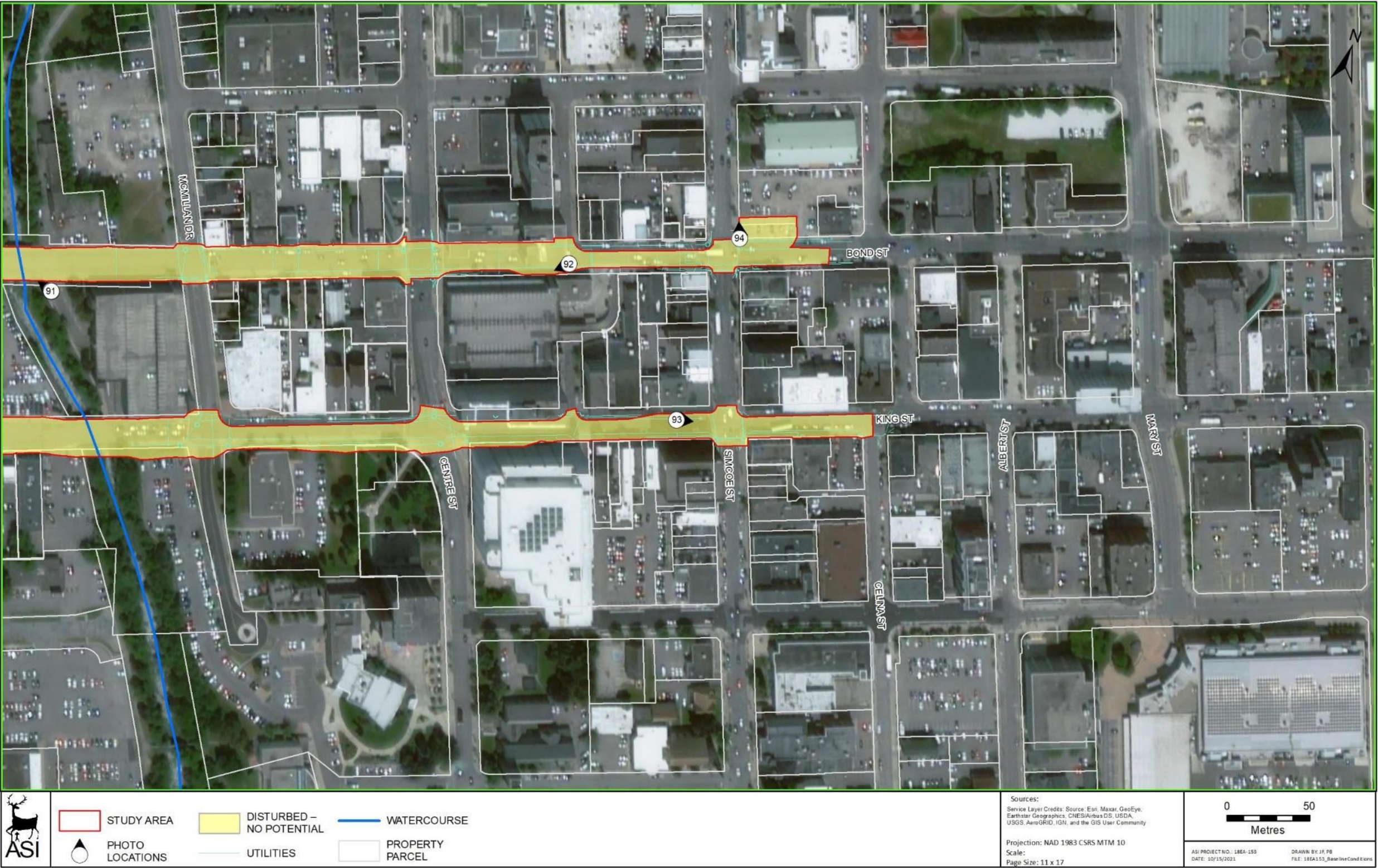


Figure 71: Metrolinx Durham-Scarborough Bus Rapid Transit Project – Results of Stage 1 (Sheet 46) Oshawa

Appendix D: Oral Histories

Curve Lake First Nation

This detailed Michi Saagiig oral history by Gitiga Migizi from 2017, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation, was provided to ASI by Dr. Julie Kapyrka on behalf of Curve Lake First Nation for inclusion in this report. This oral history does not necessarily reflect the views of other Indigenous Nations, or the licensed consultant archaeologist.

“The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig are known as “the people of the big river mouths” and were also known as the “Salmon People” who occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds on which they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.

The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the “Peacekeepers” among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.

Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the “Old Ones” who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who



lived in Ontario during the Archaic and Paleo-Indian periods. They are the original inhabitants of southern Ontario, and they are still here today.

The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.

Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Migizi & Kapyrka, 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts



would have been renewed annually (see Migizi & Kapyrka, 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig

The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.

Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.

The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear. Michi Saagiig Elder Gitiga Migizi (2017) recounts:

“We weren’t affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.”



There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario.

We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony.

Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn't mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis."

Often times, southern Ontario is described as being "vacant" after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.

The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation.



The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.”

Huron Wendat Nation

Request to provide additional information about the Huron-Wendat Nation (HWN) be added, to better represent its history and way of life. The following oral history is provided by HWN:

As an ancient people, traditionally, the Huron-Wendat, a great Iroquoian civilization of farmers and fishermen-hunter-gatherers representing between 30,000 and 40,000 individuals, traveled widely across a territory stretching from the Gaspé Peninsula in the Gulf of Saint Lawrence and up along the Saint Lawrence Valley on both sides of the Saint Lawrence River all the way to the Great Lakes.

According to our own traditions and customs, the Huron-Wendat are intimately linked to the Saint Lawrence River and its estuary, which is the main route of its activities and way of life. The Huron-Wendat formed alliances and traded goods with other First Nations among the networks that stretched across the continent.

Today, the population of the Huron-Wendat Nation is composed of 1497 on-reserve members and 2390 off-reserve members for a total of 3900 members of the Huron-Wendat Nation.

The Huron-Wendat Nation band council (CNHW) is headquartered in Wendake, the oldest First Nations community in Canada, located on the outskirts of Quebec City (20 km north of the city) on the banks of the Saint Charles River. There is only one Huron-Wendat community, whose ancestral territory is called the Nionwentsio, which translates to "our beautiful land" in the Wendat language.

The Huron-Wendat Nation is also the only authority that have the authority and rights to protect and take care of her ancestral sites in Wendake South.



SCHEDULE

PART	LOT	LOCATION	OWNER	INST. No.	AREA
I	19	CONCESSION I	TOWNSHIP OF PICKERING	21450 BY-LAW 2177	0.013 Ac

FOR D.T.C. OFFICE USE ONLY

RECEIVED AND DEPOSITED AS
PLAN 40R-622

DATE *March 22nd 1972*
By *R. A. Logan*, REGISTRAR FOR THE REGISTRY DIVISION OF ONTARIO COUNTY

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER PART 2 OF THE REGISTRY ACT

Dated *22, 1972*
[Signature]
SUPERINTENDENT OF SURVEYS

PLAN TYPE "U"
REFERENCE PLAN
IN THE TOWNSHIP OF
PICKERING
COUNTY OF ONTARIO
SCALE : 1 INCH = 20 FEET
SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER
- THE SURVEY WAS COMPLETED ON THE 9th DAY OF SEPTEMBER, 1971

MAR 20, 1972 *R. A. Logan*
R. A. LOGAN
ONTARIO LAND SURVEYOR

ALL HANGING LINES SHOWN ON THIS PLAN HAVE BEEN VERIFIED

BEARINGS ARE ASTRONOMIC, DERIVED FROM THE CENTRE LINE OF CONSTRUCTION OF THE KING'S HIGHWAY NO. 401 SHOWN ON PLAN NO. 45 (P-2310) AND REFERRED TO THE MERIDIAN THROUGH THE SOUTH-WEST CORNER OF LOT 22, CONCESSION I, TOWNSHIP OF PICKERING (LONGITUDE 79°05' WEST)

* INDICATES A STANDARD IRON BAR PLANTED

DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS

FOR D.T.C. OFFICE USE ONLY

HWY NO	W.O. 29-67-01-W	PLAN NO
401	PLAN HAS BEEN CHECKED AND AGREES WITH INSTRUCTIONS AND APPROVALS	P-2310-148

FIELD SUPERVISOR J.F. DALEY, O.L.S.
PARTY CHIEF T. CAIRNS, C.S.T.
GROUP LEADER J.E. ELLIS, C.S.T.
COMPUTER M. KOSTIC, O.L.S.
TRACER F. GENCHI

PLAN TYPE "U"

CAUTION: THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF SECTION 29, 32 OR 33 OF THE PLANNING ACT.

Figure 72: 1972 Registered Plan of Post Cemetery Property





Figure 74: 1961 St. George's Church Property Survey

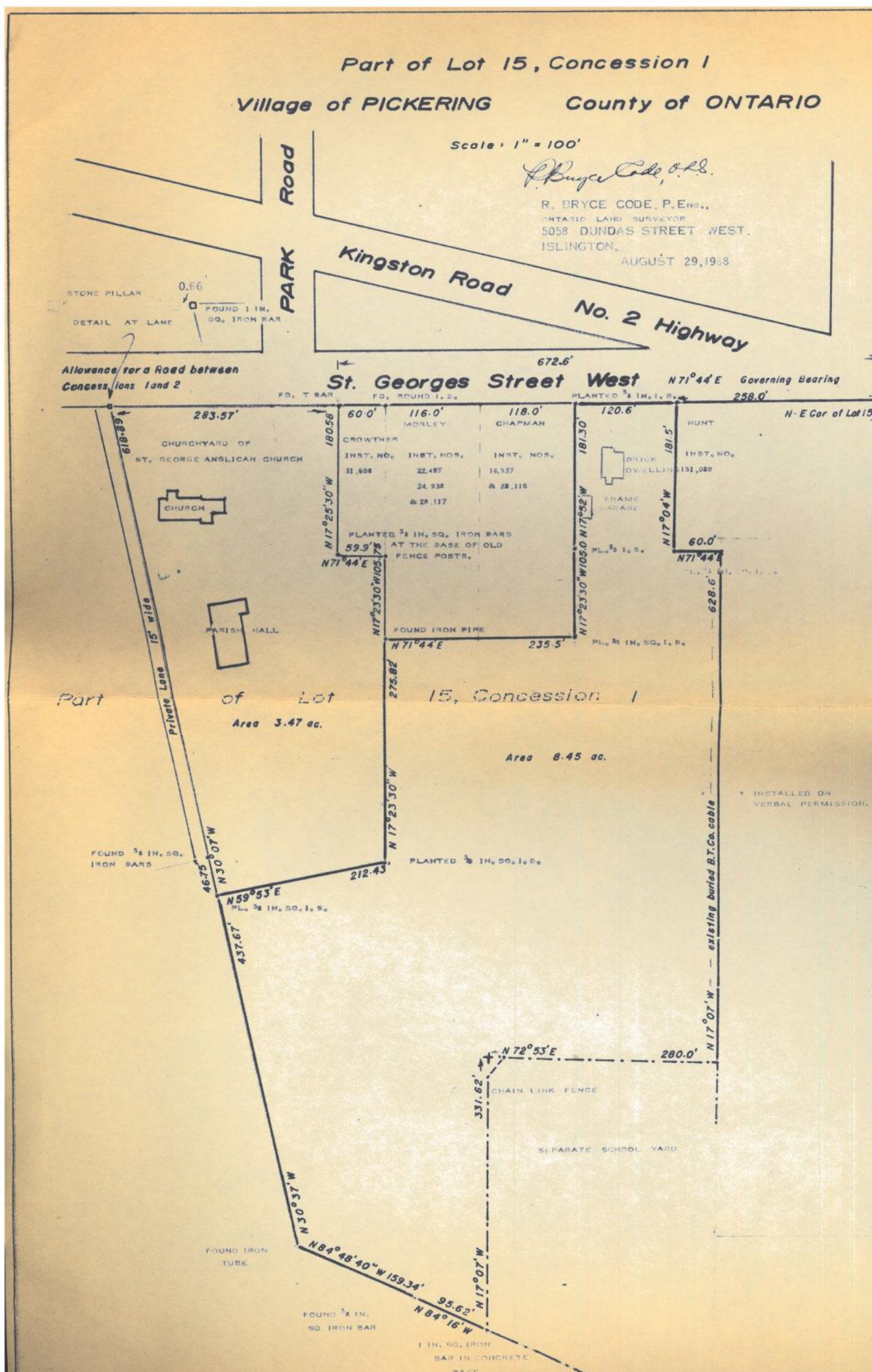


Figure 75: 1968 Churchyard of St. George Anglican Church Property Survey



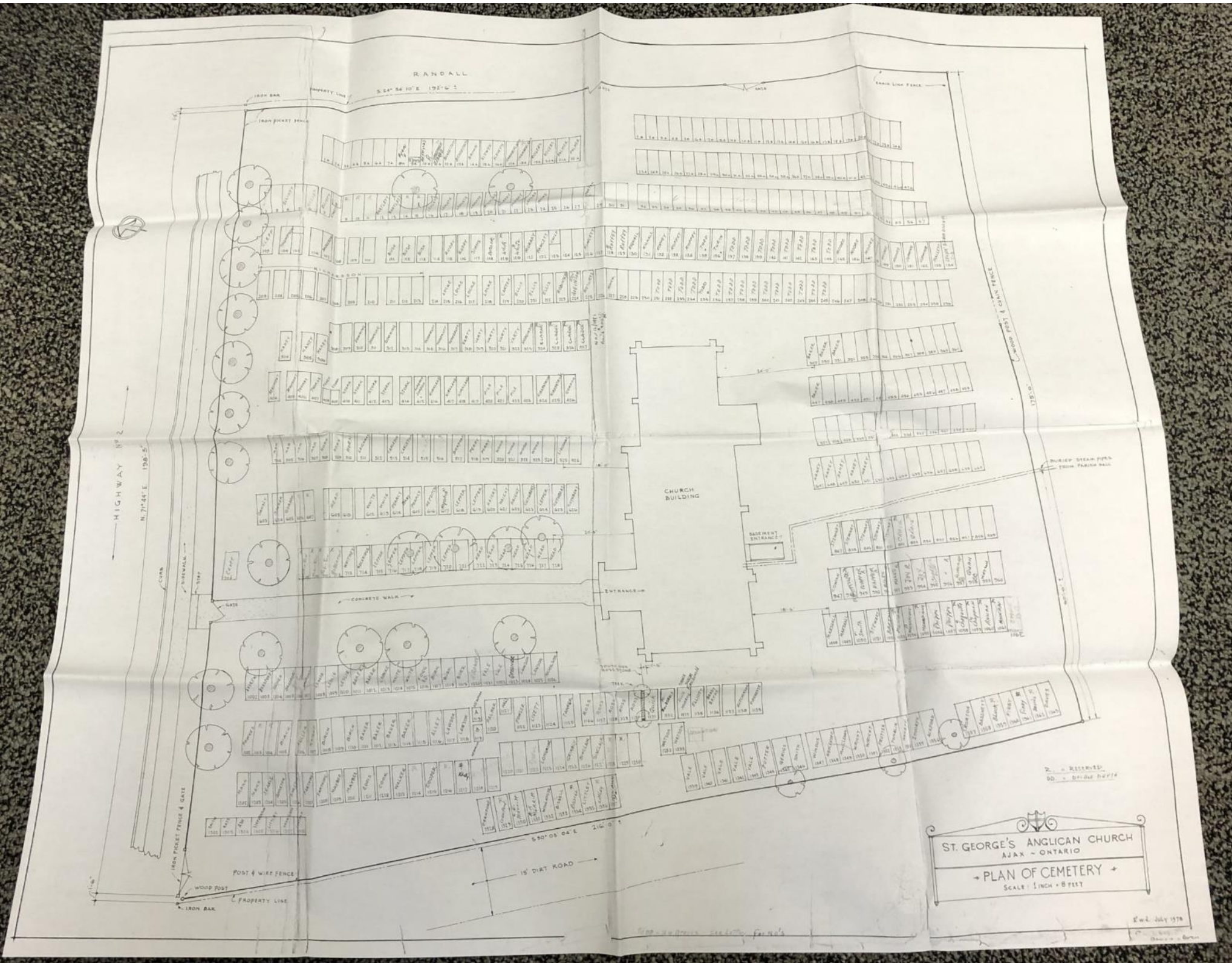


Figure 76: 1978 St. George's Anglican Church Cemetery Boundaries



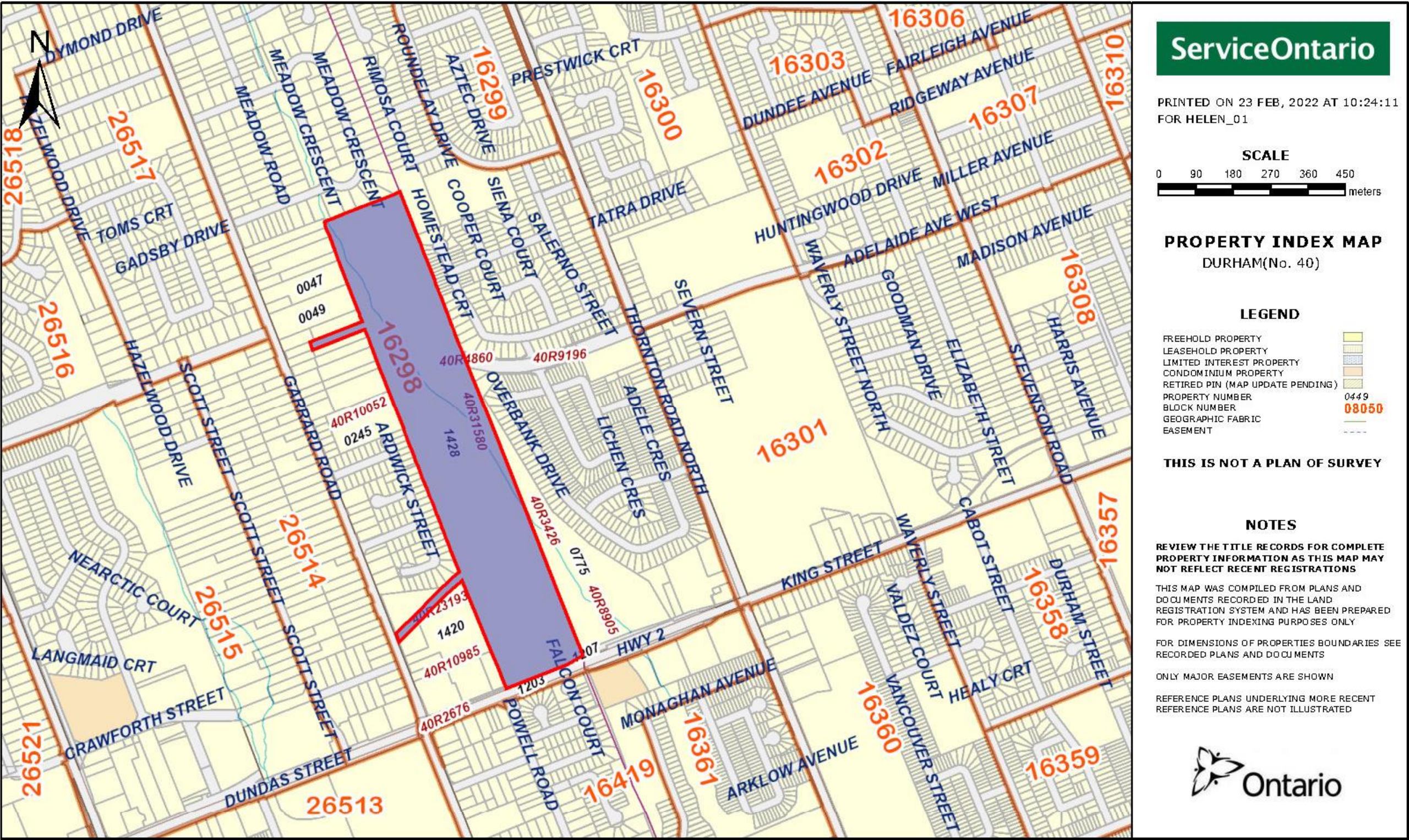


Figure 78: Mount Lawn Cemetery Property Parcel





Figure 79: 1953 Mount Lawn Cemetery Boundaries



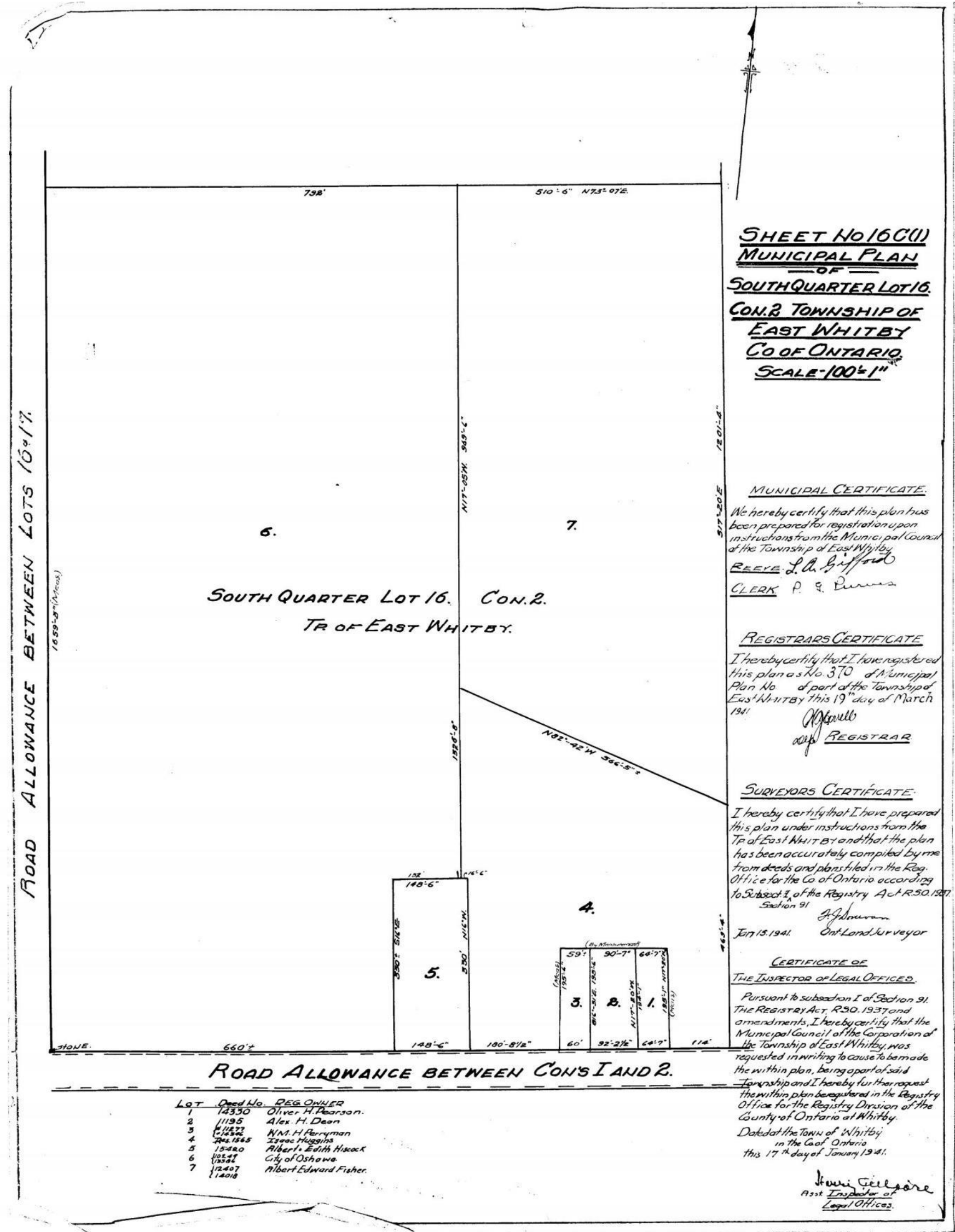


Figure 80: Union Cemetery Property Survey



Figure 81: Map of Union Cemetery Plots Key Map

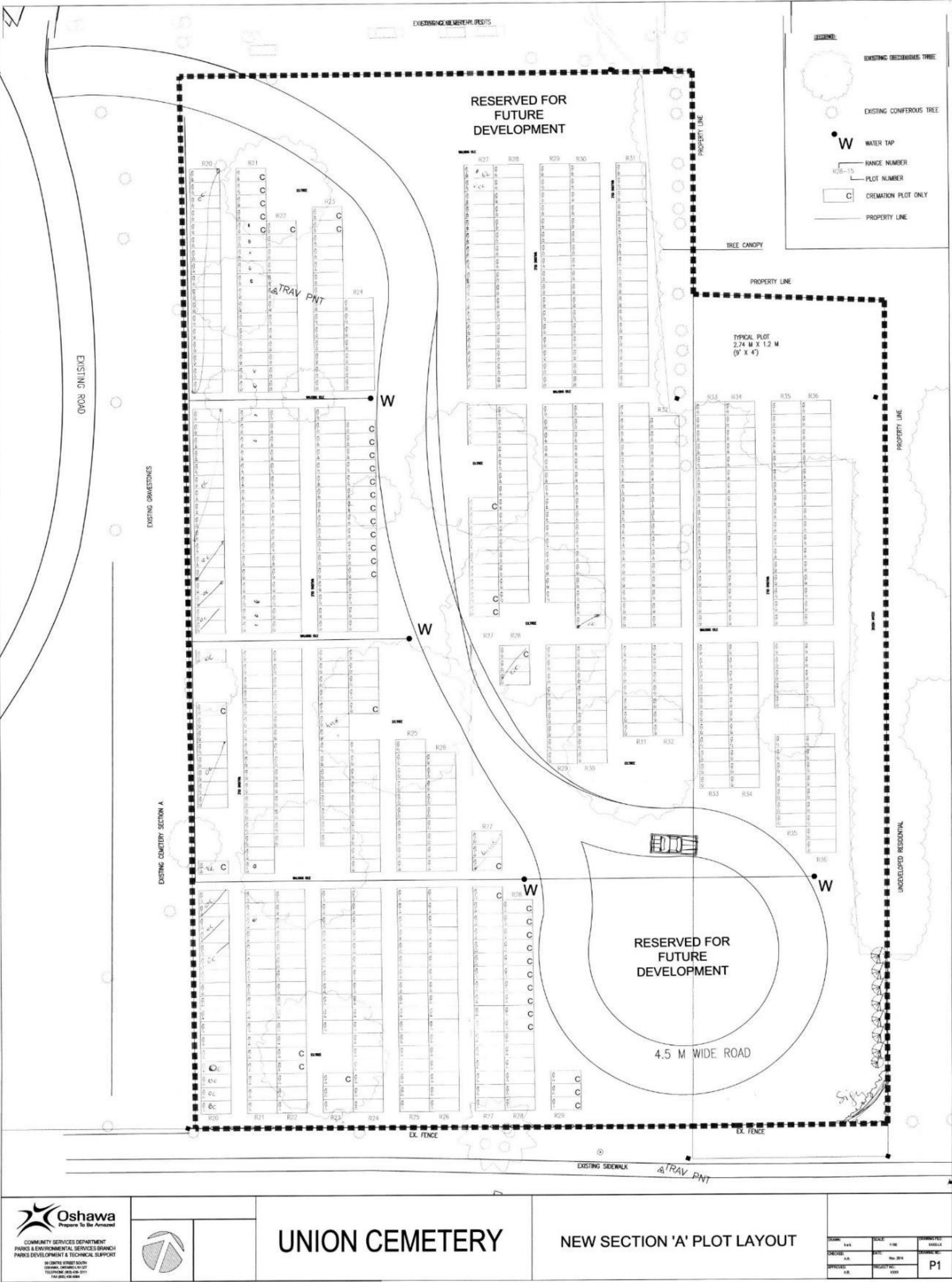


Figure 82: Union Cemetery Boundaries – New Section "A" Plot Layout

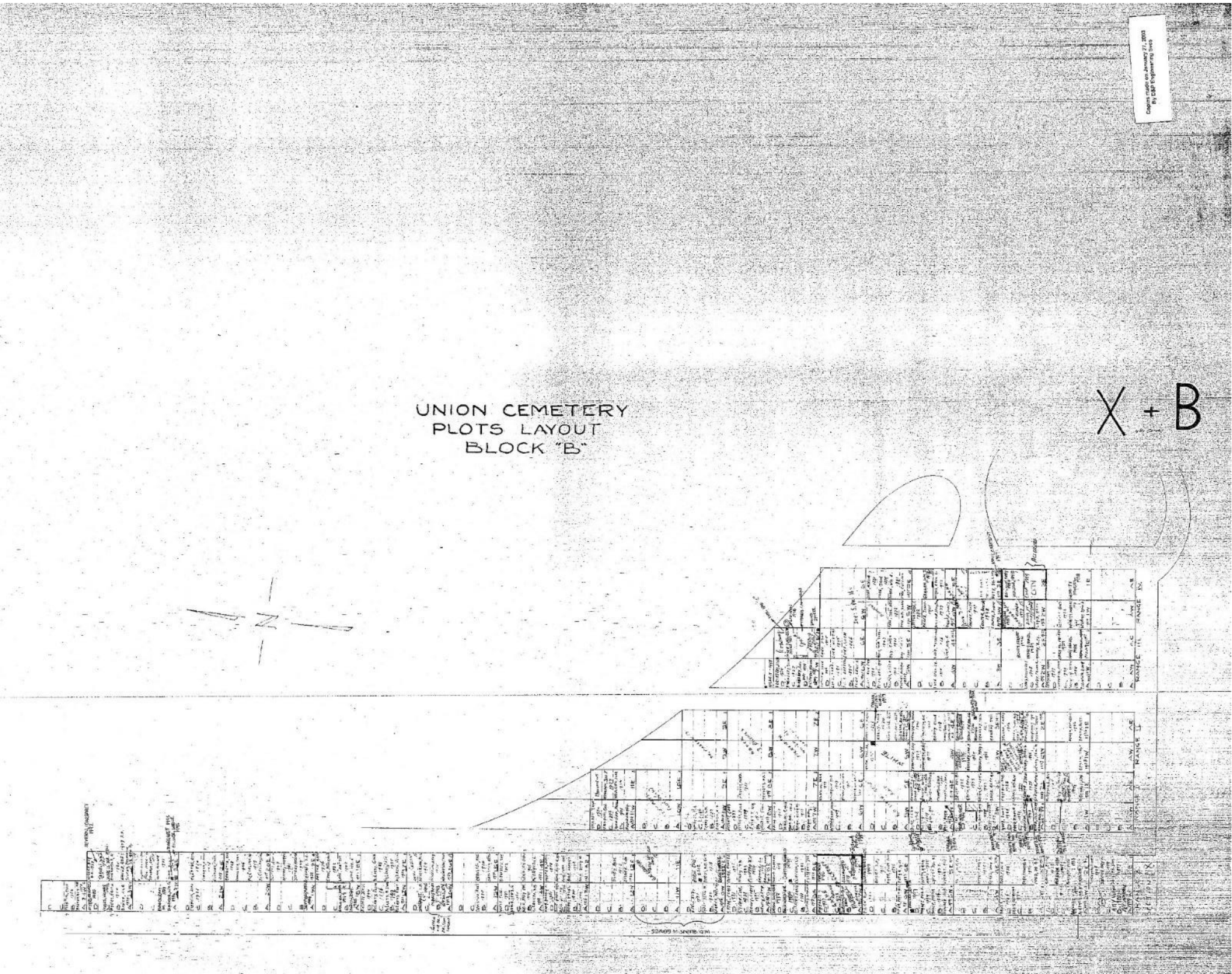


Figure 83: Union Cemetery Boundaries – Plots Layout Block "B"



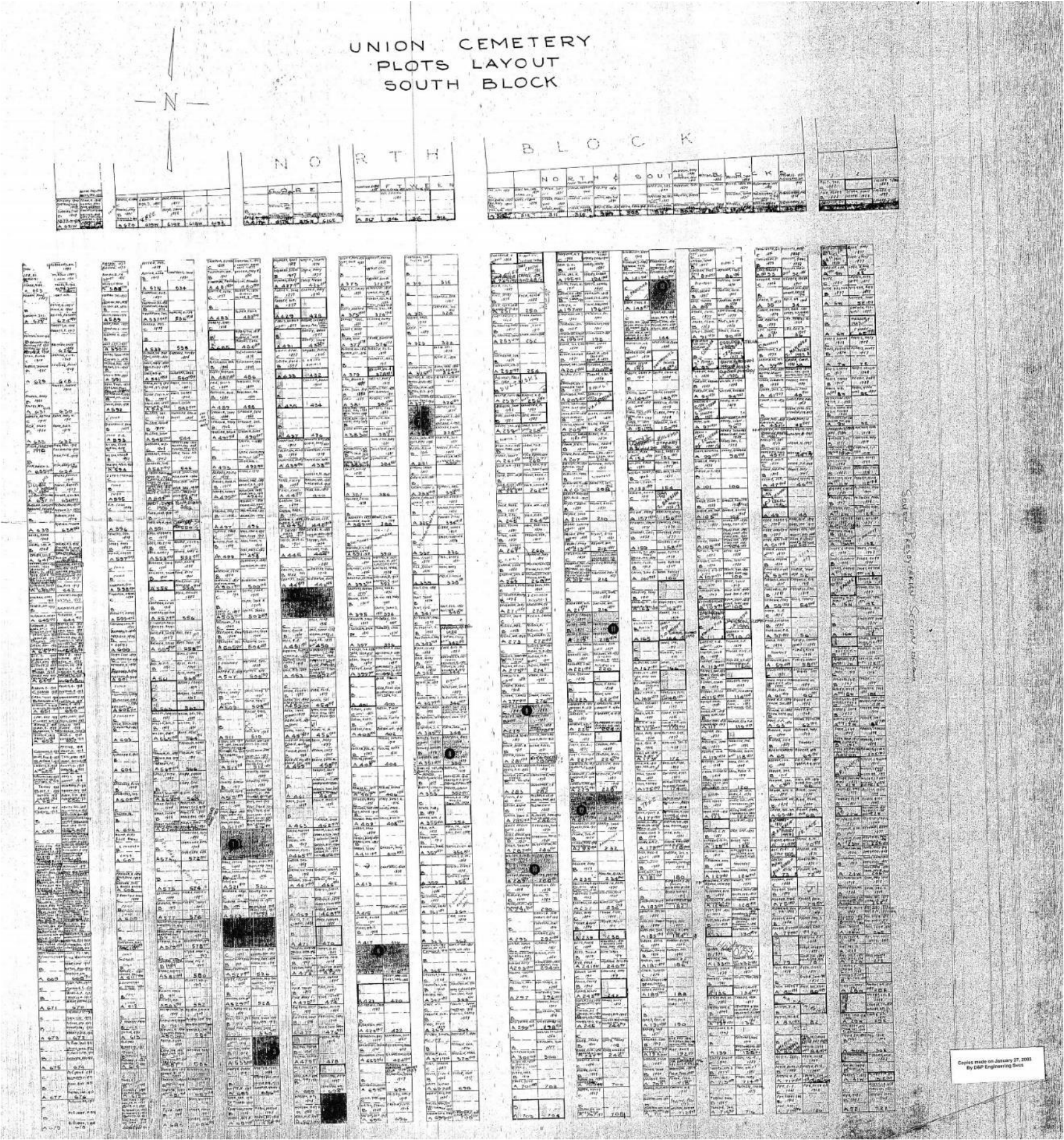


Figure 84: Union Cemetery Boundaries – Plots Layout South Block

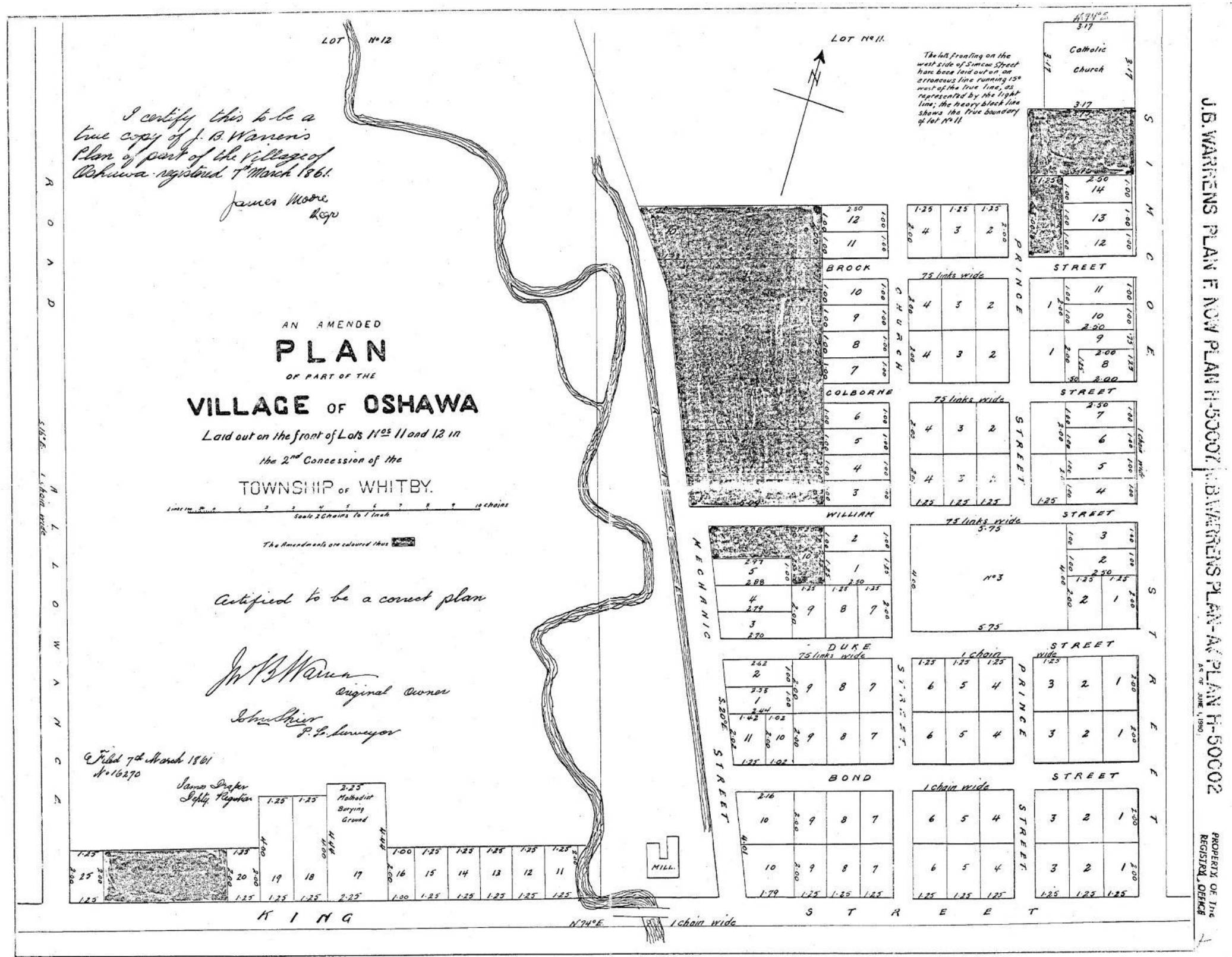


Figure 85: 1861 Plan of Oshawa showing Methodist Burying Ground

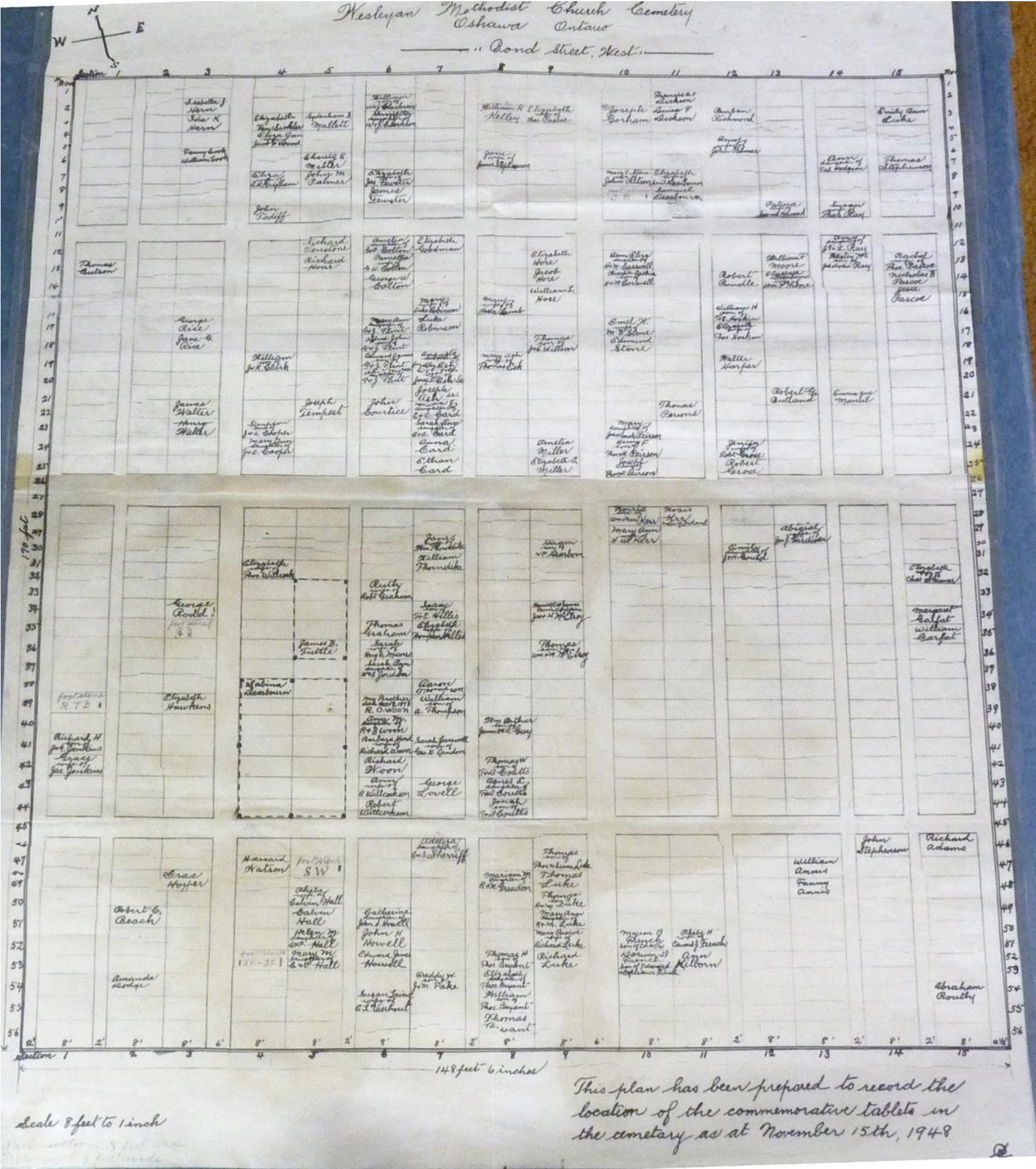


Figure 86: 1948 Pioneer Memorial Gardens Cemetery Boundaries



Figure 87: Pioneer Memorial Gardens Property Boundaries



Appendix F: Archaeological Potential Modeling



Figure 88: City of Toronto Archaeological Potential



Figure 89: City of Toronto Archaeological Potential

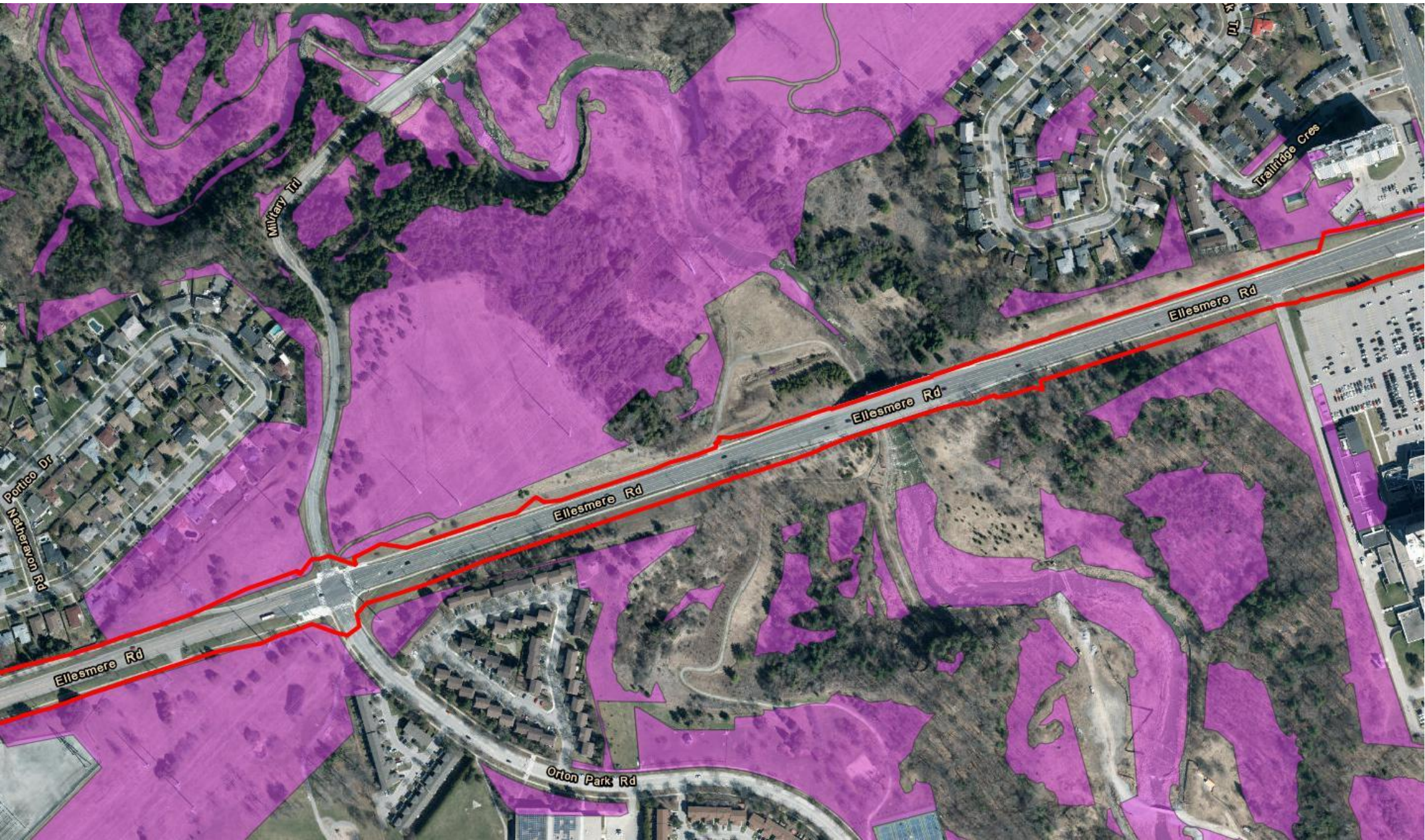


Figure 90: City of Toronto Archaeological Potential



Figure 91: City of Toronto Archaeological Potential



Figure 92: City of Toronto Archaeological Potential



Figure 93: City of Toronto Archaeological Potential

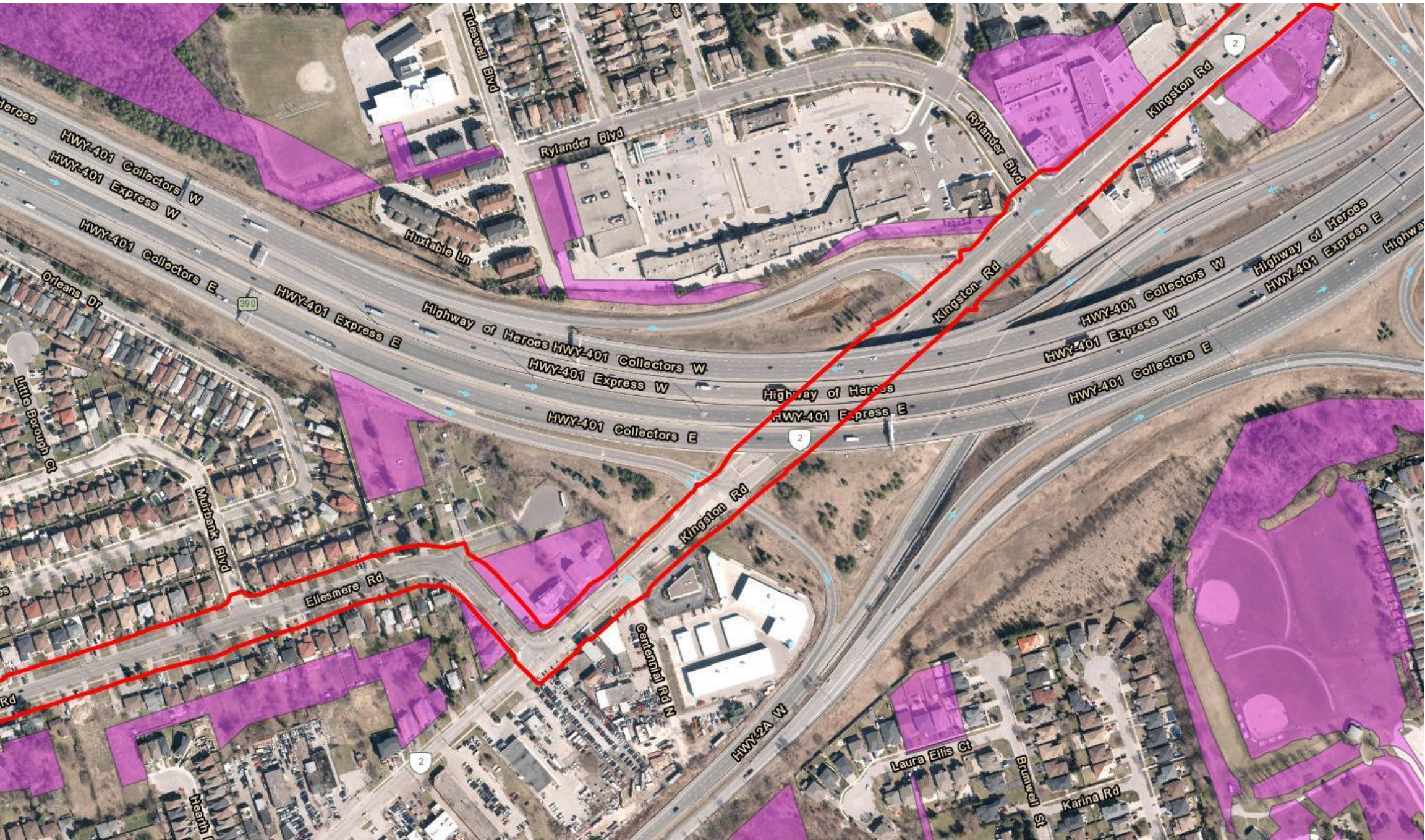


Figure 94: City of Toronto Archaeological Potential

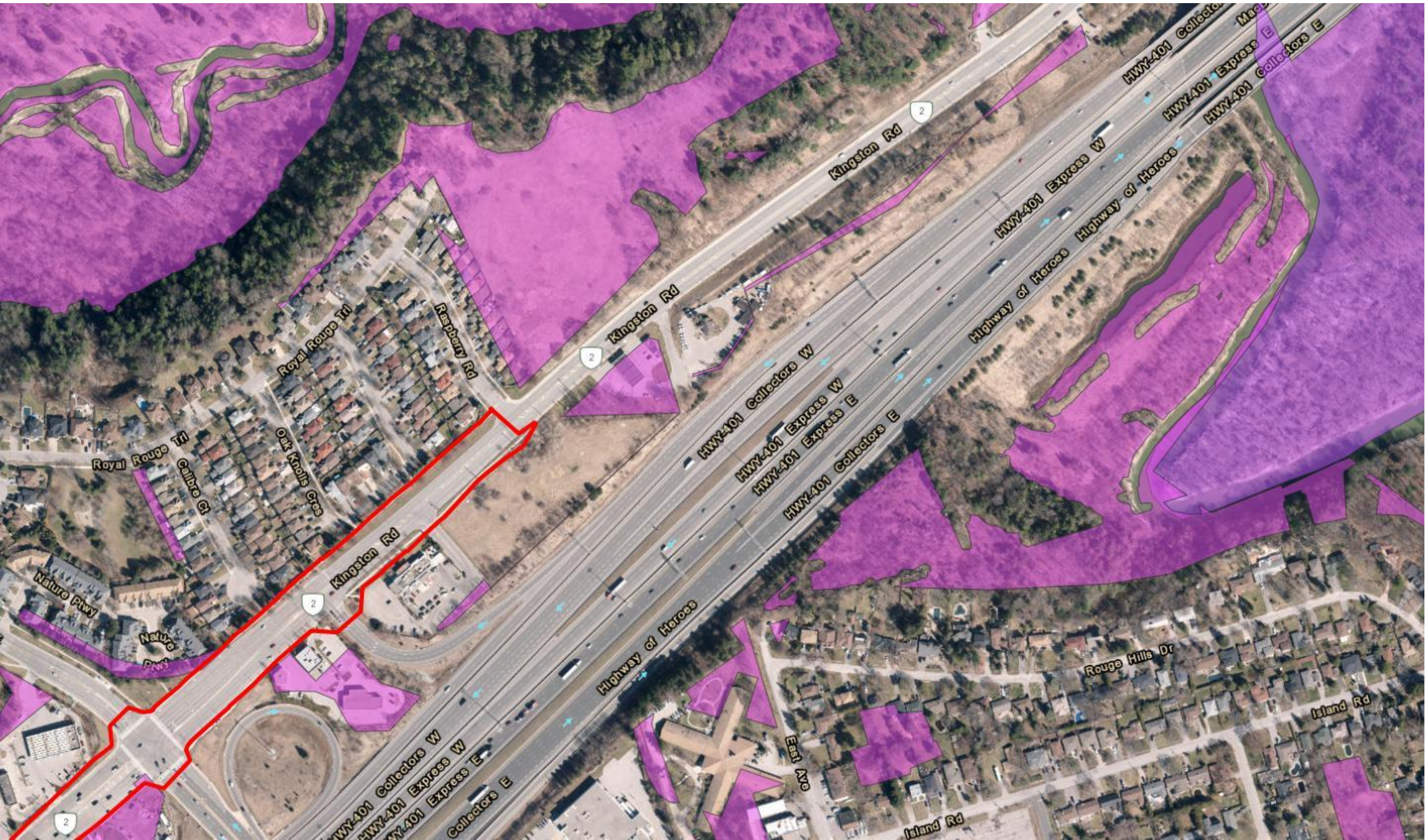


Figure 95: City of Toronto Archaeological Potential

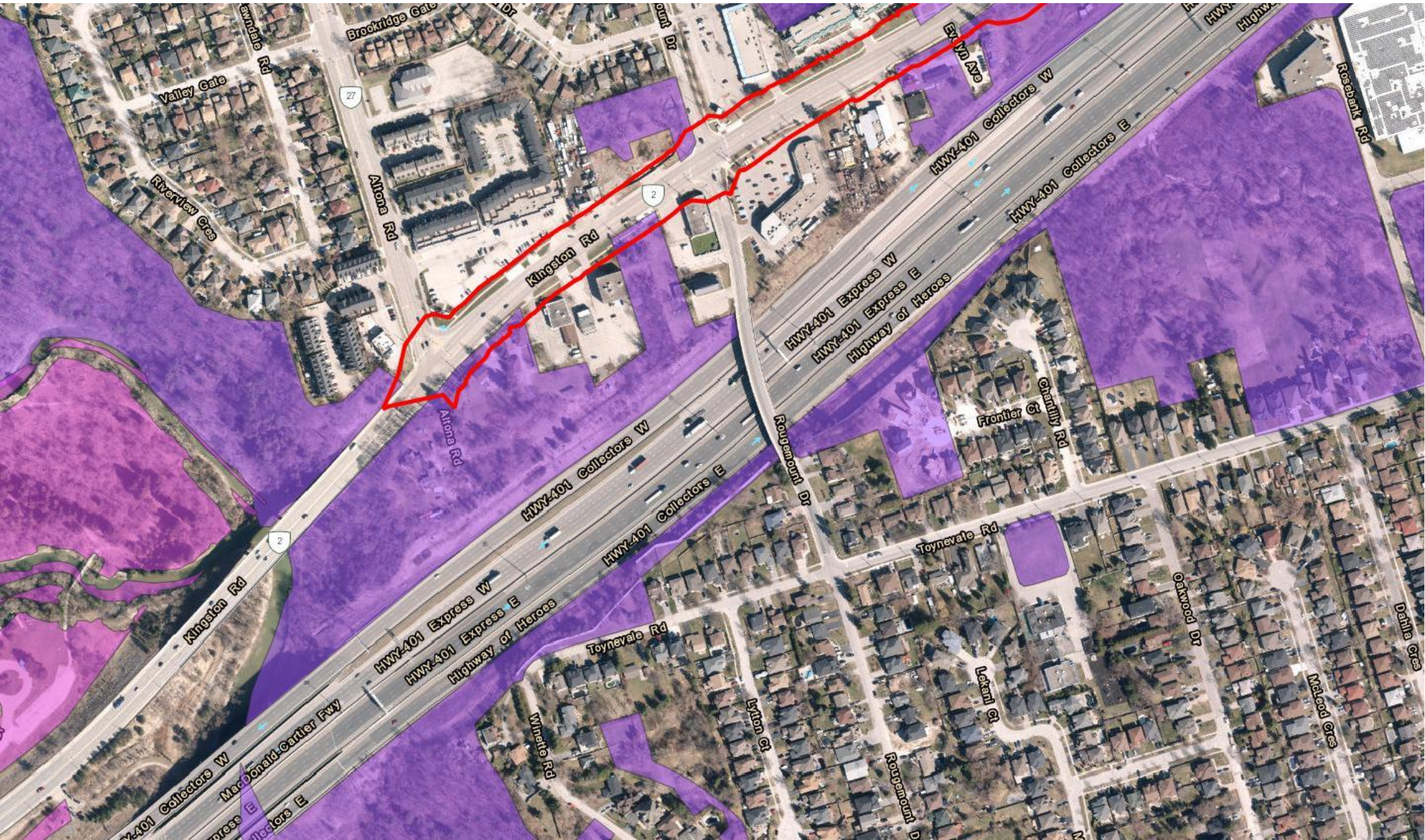


Figure 96: Durham Region Archaeological Potential

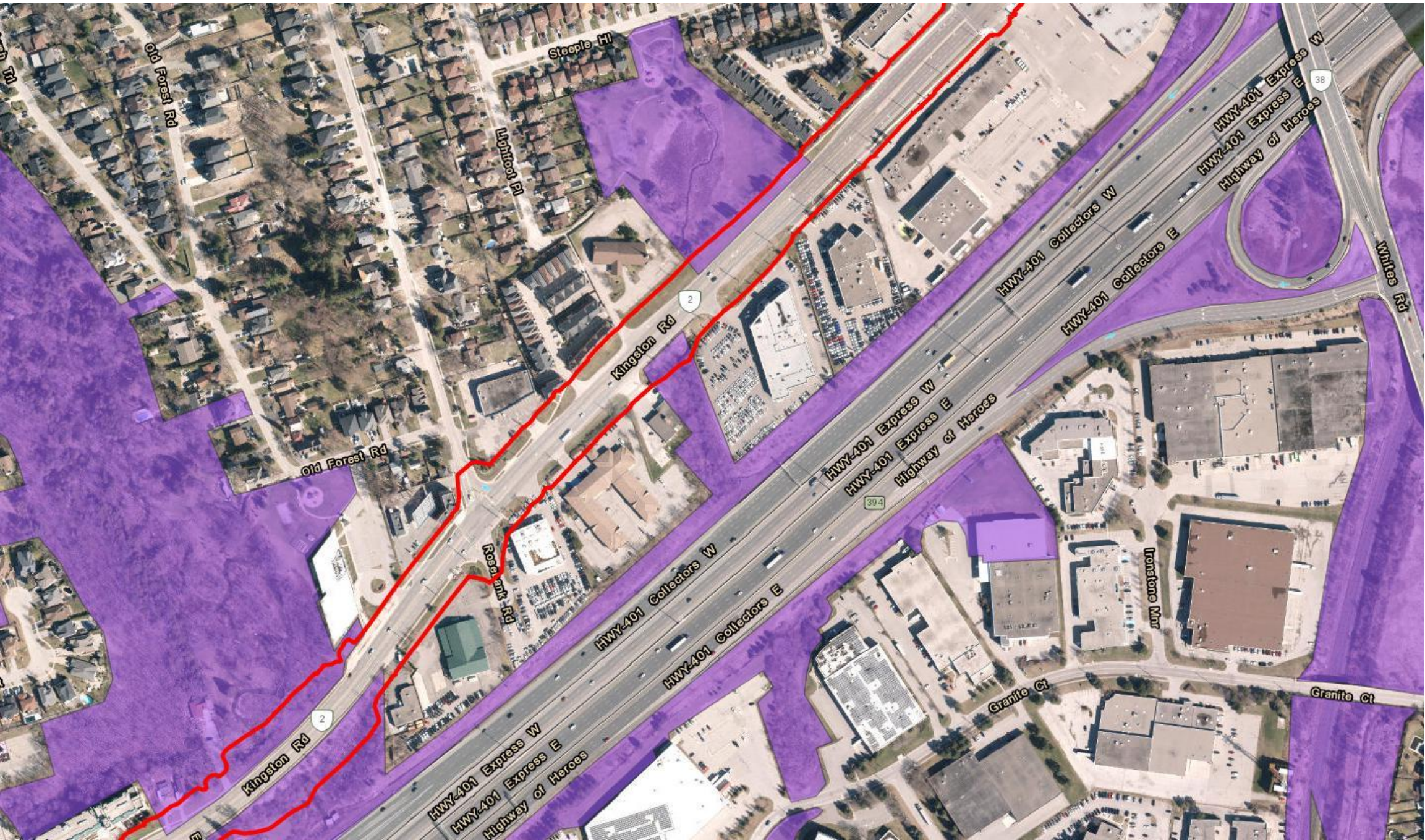


Figure 97: Durham Region Archaeological Potential

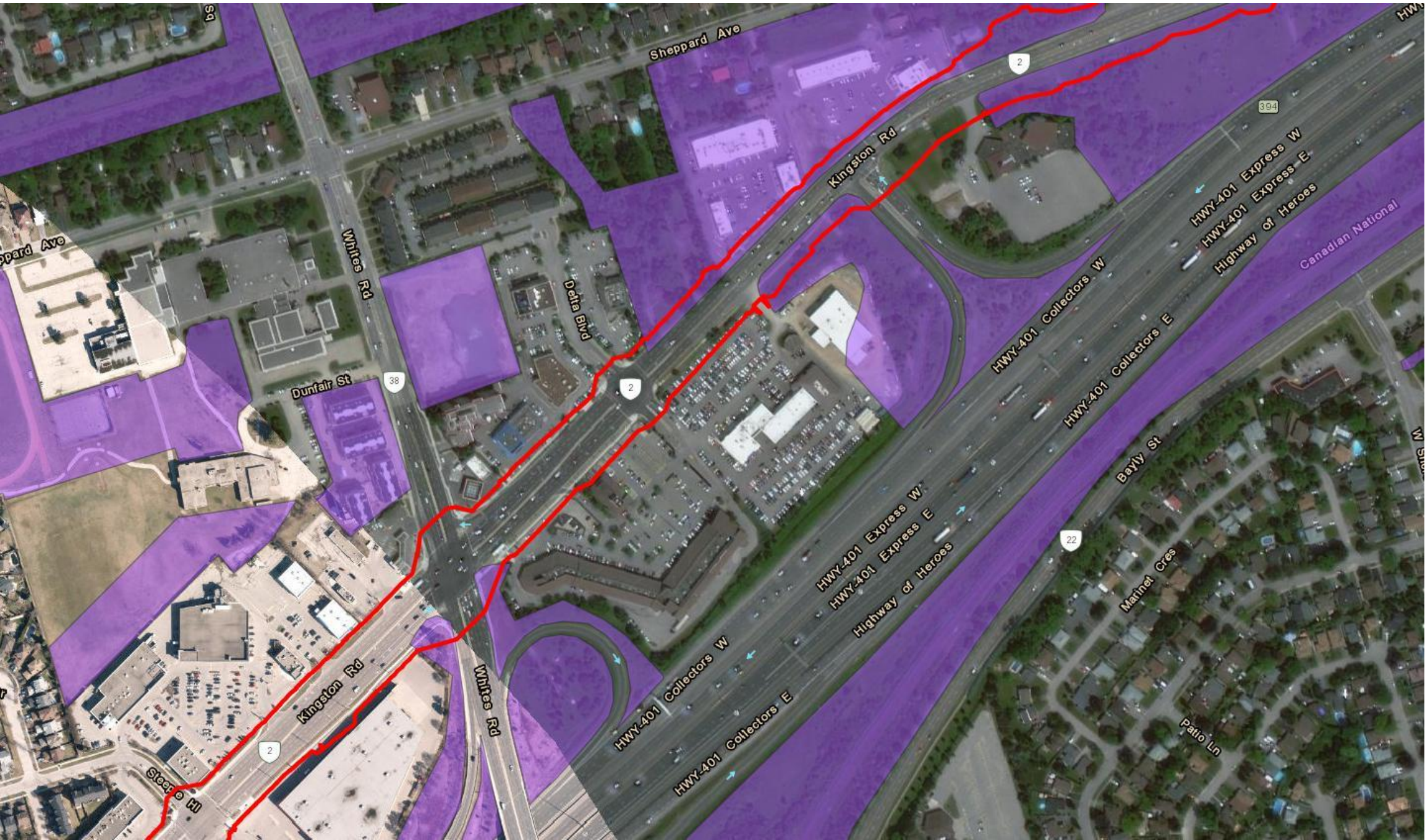


Figure 98: Durham Region Archaeological Potential

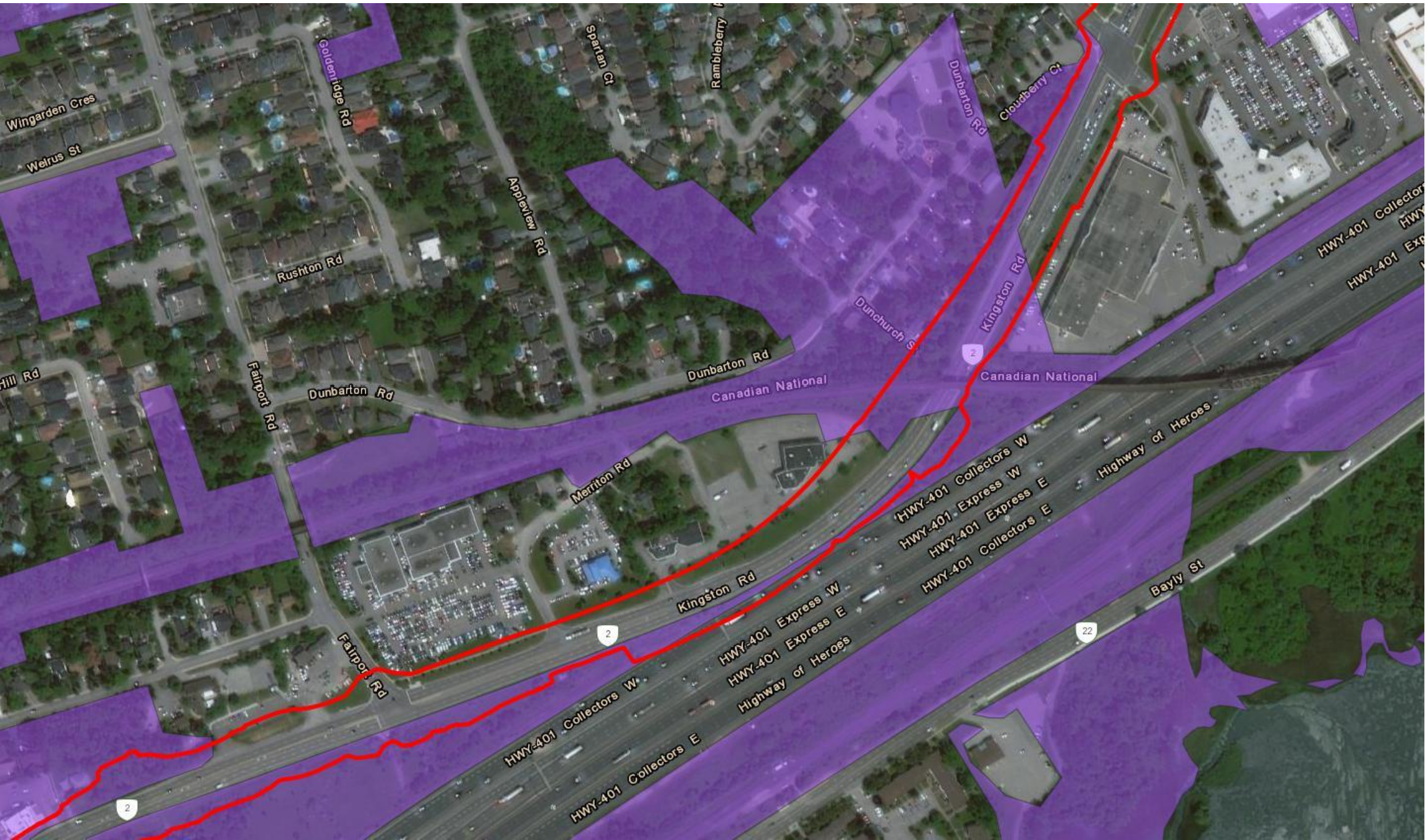


Figure 99: Durham Region Archaeological Potential



Figure 100: Durham Region Archaeological Potential



Figure 101: Durham Region Archaeological Potential

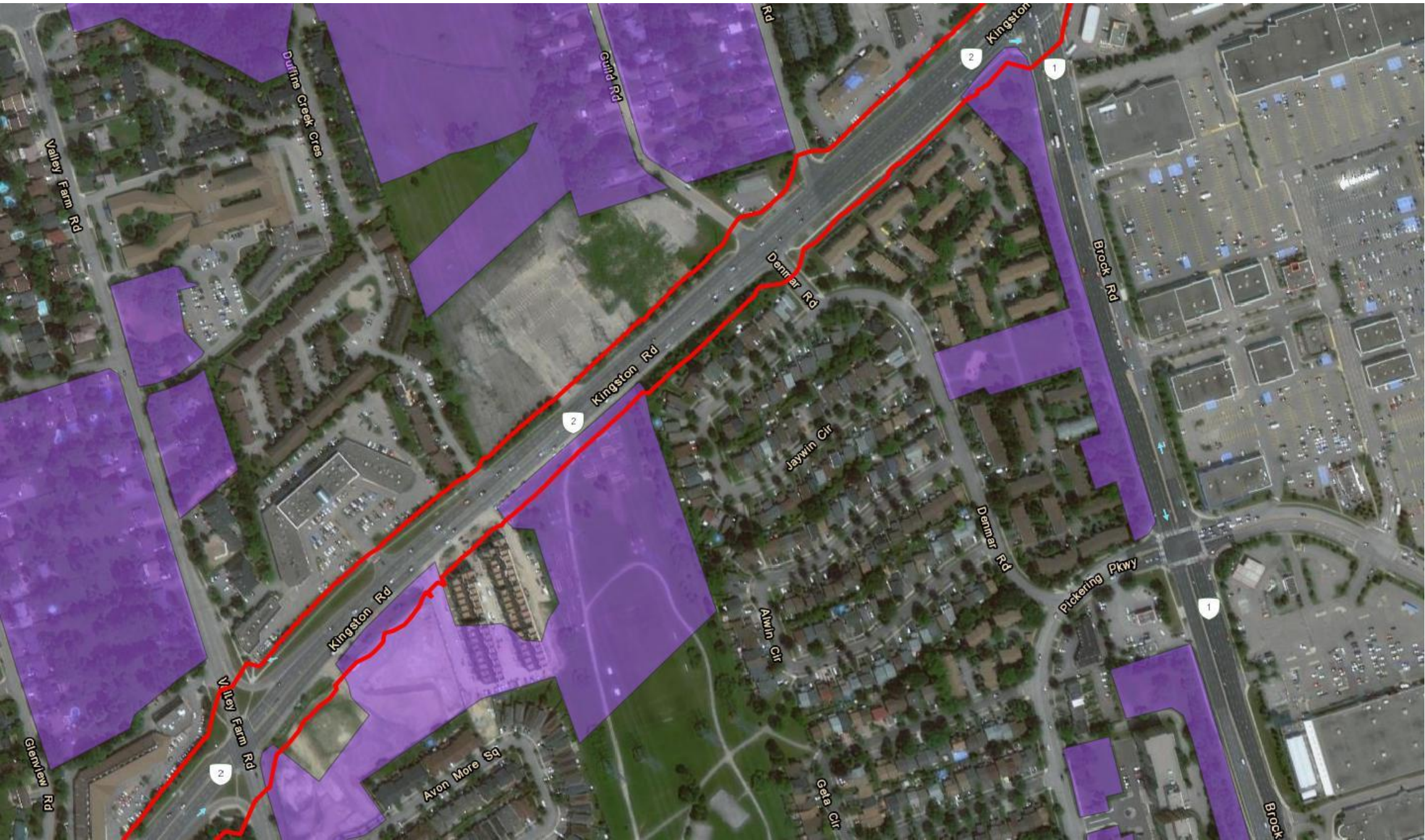


Figure 102: Durham Region Archaeological Potential



Figure 103: Durham Region Archaeological Potential



Figure 104: Durham Region Archaeological Potential



Figure 105: Durham Region Archaeological Potential



Figure 106: Durham Region Archaeological Potential



Figure 107: Durham Region Archaeological Potential



Figure 108: Durham Region Archaeological Potential



Figure 109: Durham Region Archaeological Potential

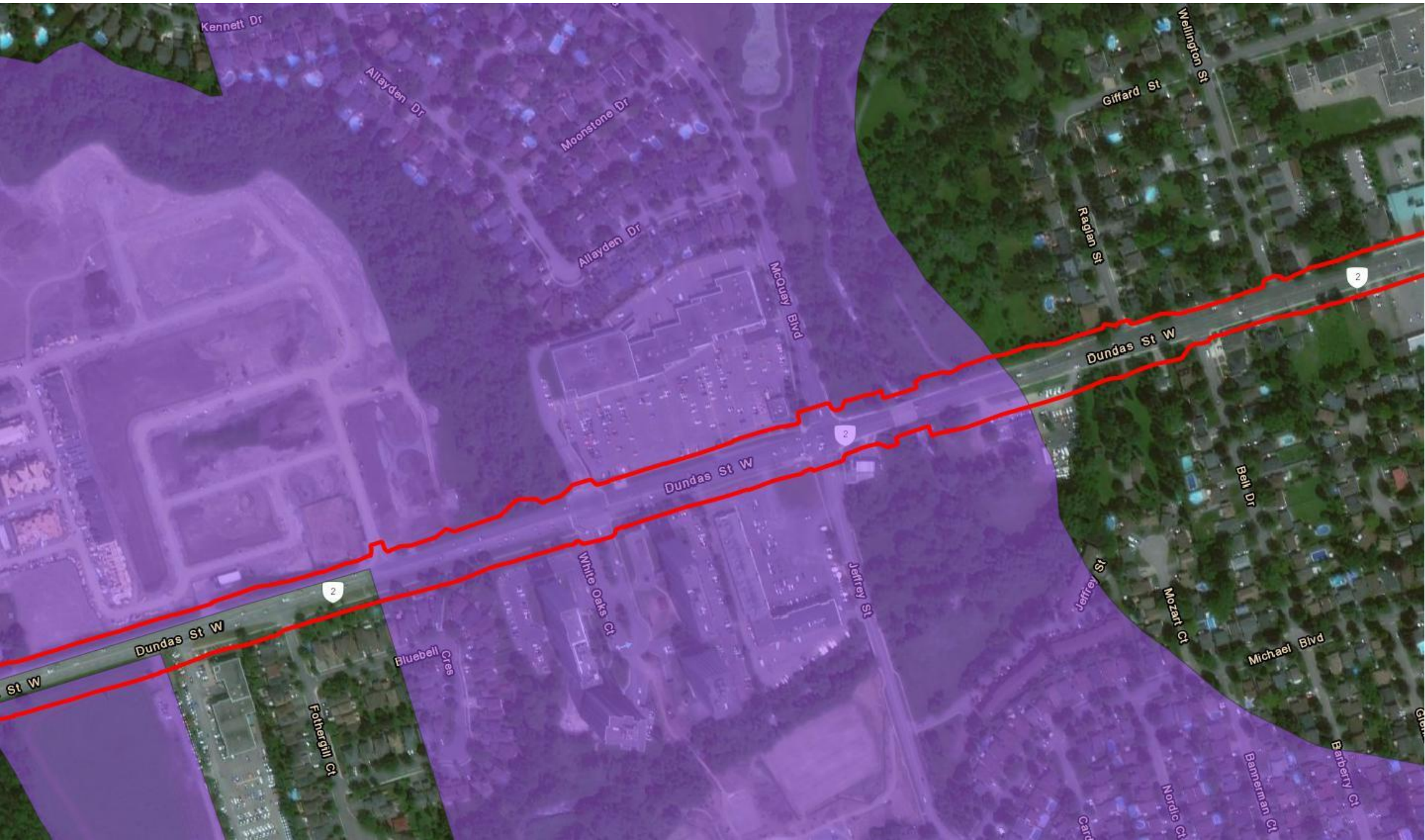


Figure 110: Durham Region Archaeological Potential

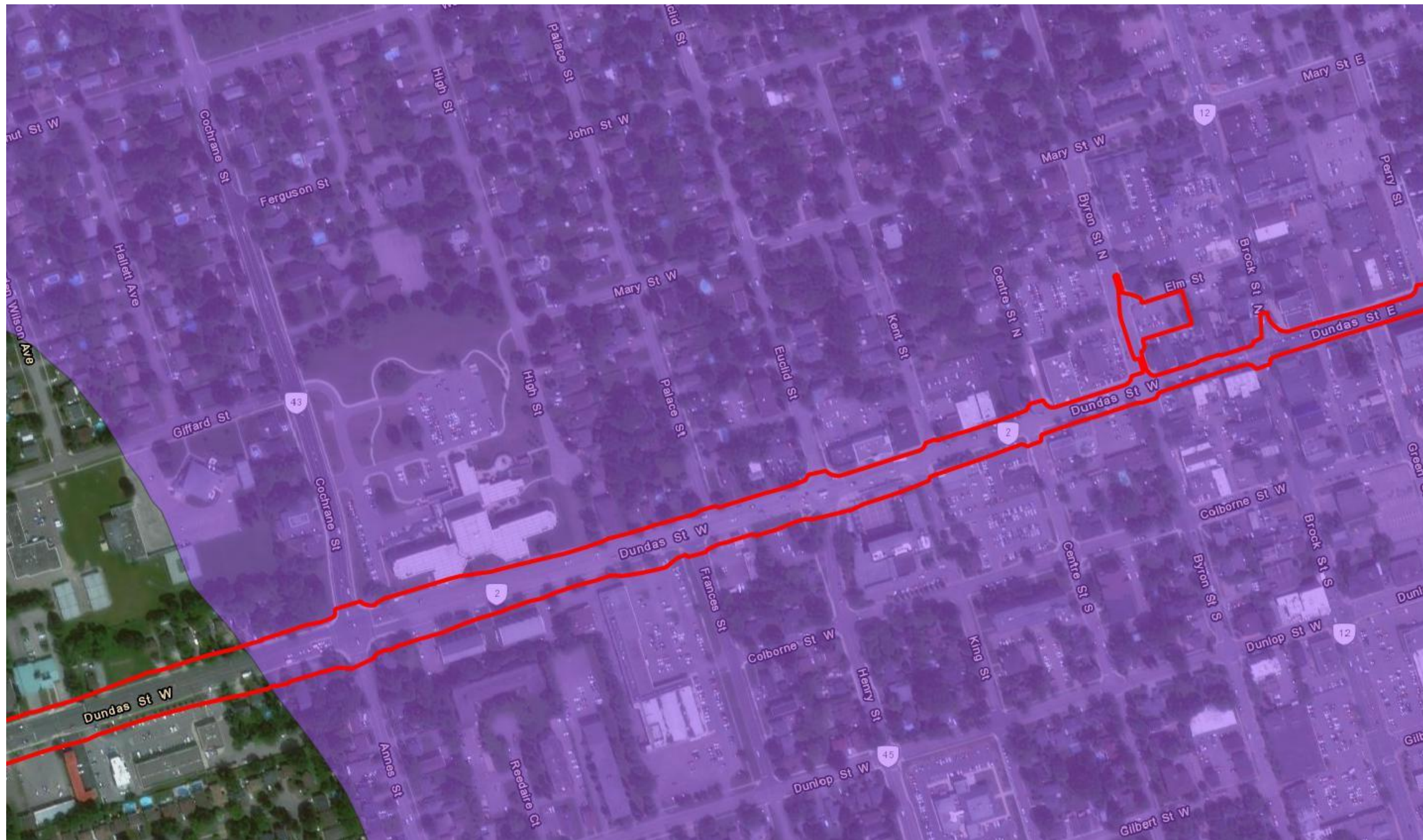


Figure 111: Durham Region Archaeological Potential

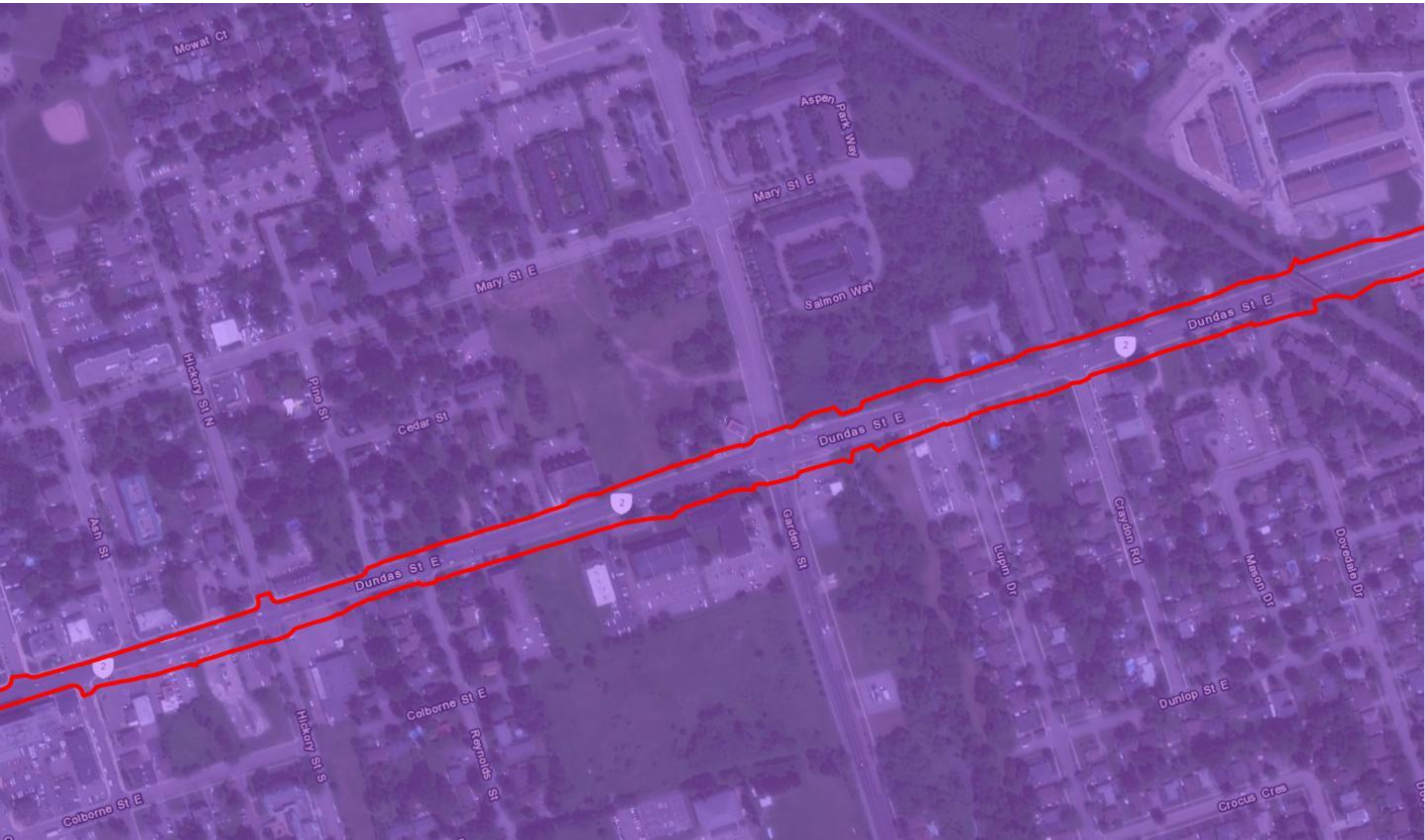


Figure 112: Durham Region Archaeological Potential

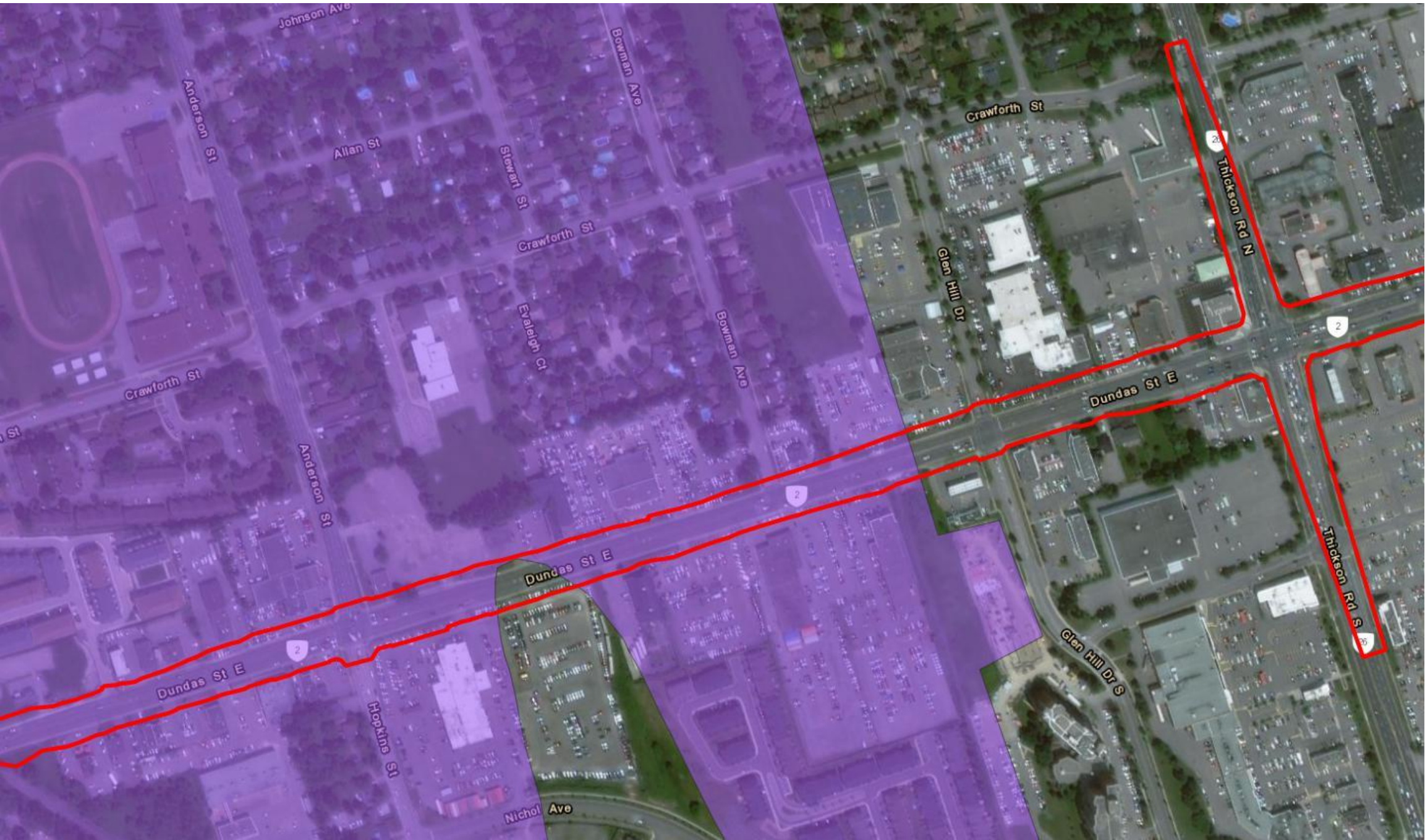


Figure 113: Durham Region Archaeological Potential



Figure 114: Durham Region Archaeological Potential



Figure 115: Durham Region Archaeological Potential



Figure 116: Durham Region Archaeological Potential



Figure 117: Durham Region Archaeological Potential