

Appendix B6

Ontario Line Project

**Final Environmental Conditions Report –
Stage 1 Archaeological Assessment Reports**



Ontario Line

Stage 1 Archaeological Assessment Report - West

July 2020 – Revised Report

Licensee: Samantha Markham

License: P438

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Authors

Report Prepared By:

Melissa Wallace, MA
Staff Archaeologist



Samantha Markham, MES
Professional Archaeologist

Report Reviewed By:

Adria Grant, MA, CAHP
Ontario Department Manager
Impact Assessment and Permitting (IAP)



Nicole Cooke, MES
Senior Environmental Planner

Project Personnel

Project Manager	Carolyn Tunks, Senior Environmental Planner
Senior Environmental Planner	Nicole Cooke, MES
Licensed Archaeologist	Samantha Markham, MES (P438)
Field Supervisor	Samantha Markham, MES (P438)
Field Technician	Melissa Wallace, MA (R496)
Report Production	Melissa Wallace, MA, Samantha Markham, MES (P438), Kristen Nadal
Office Assistance	Jennifer Deline
Senior Review	Adria Grant, MA, CAHP (P131)
GIS Analyst	Ben Clark, BAA

Executive Summary

The Getting Ontario Moving Act having received Royal Assent on June 6, 2019, the Province of Ontario is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area. One of these projects is the Ontario Line, a new rapid transit line extending from Ontario Place/Exhibition Place to the Ontario Science Centre. AECOM Canada Limited (AECOM) was retained by Metrolinx and Infrastructure Ontario (IO) to complete environmental studies and reports as part of the proposed Ontario Line (the Project).

The Ontario Line is a 16-kilometre transit line extending from the Ontario Science Centre to Exhibition Place. Fifteen stations are proposed, with connections to the existing TTC subway Lines 1 and 2, the Eglinton Crosstown (Line 5), three GO Transit lines, and streetcar routes on Queen, King, and Gerrard Streets. The line will provide relief and reduce crowding on the busiest sections of the TTC's Line 1 by an estimated fourteen percent.

This Stage 1 archaeological assessment was triggered by the requirements of the *Environmental Assessment Act* in accordance with subsection 11(1) (Ontario Government 1990a). This project is subject to the requirements of the *Ontario Heritage Act* (Government of Ontario 1990b) and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

The Ontario Line study area was established based on the preliminary proposed route reflected in the Ontario Line Initial Business Case (Metrolinx, 2019), as shown in **Figure 1**. A buffer was then applied to the study area footprint to be conservative and allow for flexibility for potential future modifications to the route. For readability and for the purpose of the baseline conditions reports, the Ontario Line study area has been broken down into three segments:

- Ontario Line South (from Osgoode Station to Pape Station);
- Ontario Line North (from Pape Station to the Ontario Science Centre); and,
- Ontario Line West (from Osgoode Station to Ontario Place).

The area subject to Stage 1 archaeological assessment in this report consists of the Ontario Line West (OLW) segment, from Osgoode Station to Ontario Place, in the City of Toronto, Ontario. The OLW study area is comprised of 132.17 hectares (ha) located within the land of the Toronto Purchase (Treaty No. 13), and historically on Lots 31-34, Broken Front Concession, Lots 11-19, 34-35, Concession 1 From the Bay, the Town of York and Garrison Reserve, Geographic Township of York, County of York, Now City of Toronto (**Figure 2 and Figure 3**). This Stage 1 report provides a high-level assessment of this large study area, in order to identify whether or not land within the study area retains archaeological potential. Once the location of impacts and the type of impacts (i.e., above or below grade) are known, strategies for further archaeological assessment will be developed using the recommendations provided in **Section 4** of this report.

AECOM's Stage 1 background study of the OLW study area has determined that the potential for the recovery of archaeological resources is high, given the proximity of the study area to previous archaeological sites, water sources, soil texture and drainage, topography, early Euro-Canadian industries, settlement and transportation routes, as well as properties listed on the municipal register. Archaeological potential has been removed from previously assessed and cleared areas, and there is low archaeological potential in areas determined to have been subject to deep and extensive land alterations that have significantly compromised the recovery of archaeological material. This conclusion is based on a review of previous archaeological assessments, the City of Toronto Archaeological Potential mapping, the field review completed by AECOM, and professional judgement. Areas identified as retaining archaeological potential must be subject to Stage 2 archaeological assessment. **In light of these results, prior to any ground disturbing activities, a Stage 2 archaeological assessment is recommended for all land identified as retaining archaeological potential (Figure 20).**

Given the nature of the project there will be some combination of surface/above grade and below grade impacts. The type of impact planned in areas requiring Stage 2 archaeology will dictate the type of Stage 2 assessment strategy that should be employed. The types of Stage 2 archaeological assessment that could be required for this project include standard surface-level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however this will have to be coordinated in consultation with the MHSTCI should this approach be contemplated. This Stage 1 background archaeological assessment and review is necessarily high level due to the early stage of planning and design for the OLW. As the design is refined and there is a better understanding of the planned impacts, areas that require further archaeological assessment must be examined against the type of impact planned to formulate the appropriate Stage 2 archaeological assessment strategy on a property by property basis.

Stage 2 archaeological assessments must be conducted for all areas identified in this report as retaining moderate to high archaeological potential shaded in orange on **Figure 20**. Areas that are marked in hatching on **Figure 20** have been subject to previous archaeological assessment that have cleared the land of archaeological concerns, therefore no further archaeological work is recommended for those areas. Finally, areas with blue shading indicate areas of low archaeological potential and will require a comprehensive property inspection as part of the Stage 2 field survey in order to determine the extent of previous disturbance. Further archaeological assessments must be conducted by a licensed archaeologist and must follow the requirements set out in the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The requirements for standard surface archaeological survey include:

- Test pit survey at 5 m intervals in all areas that will be impacted by the project and where ploughing is not possible (e.g., woodlots, overgrown areas, manicured lawns);
- Poorly drained areas, areas of steep slope and areas of previous disturbance (e.g., pipelines, railways, road ROW, buildings) identified are to be mapped and photo-documented, but are not recommended for Stage 2 survey as they possess low to no archaeological potential.

Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations Stage 2 archaeological assessment will be required for areas following Section 2.1.7 of the *Standards and Guidelines for Consultant Archaeologists*, and will include:

- Test pitting where viable to carry out surface survey methods to identify any archaeological sites or determine the extent of disturbance;
- Should test pitting by hand not reach subsoil (i.e. the area is found to have potential, but it may be deeply buried), mechanically excavate trenches at maximum intervals of 10 m to verify the presence of and to assess deeply buried archaeological resources and/or the extent of disturbance; and
- Mechanical excavations using a backhoe with a straight-edged ditching bucket are to occur within the core of the planned development area and over any areas of archaeological potential.

As per Section 2.1.7 Standard 4 of the *Standards and Guidelines for Consultant Archaeologists*, if other techniques have not made a conclusive determination regarding the presence of deeply buried archaeological resources expected as a result of the Stage 1 evaluation, on-site monitoring by a licensed archaeologist of excavation and the removal of fill will be required:

- On-site archaeological monitoring where and when construction excavation in areas where archaeological sites are predicted to exist, or where it is extending to a depth that warrants concern;

- Preparation of an archaeological contingency plan with the proponent and construction personnel outlining appropriate procedures and time requirements should deeply buried archaeological resources/sites be exposed;
- If an archaeological site or material possessing cultural heritage value or interest is uncovered or affected, construction and monitoring activities must cease in that location and further archaeological work is required.

It should be noted that two cemeteries exist within the study area boundaries; the St. Mary's Church Cemetery, located at the intersection of Bathurst Street and Adelaide Street West, and the Strachan Avenue Military Burying Ground located on the grounds of Fort York. Special consideration and recommendations must be made for land within the St. Mary's Church Cemetery site (AjGu-83) and the Military Burying Grounds. Given that the St. Mary's Church cemetery limits have been identified and documented by ASI (2014; 2016), it is likely that any unmarked graves will be located within the cemetery limits outlined on **Figure 21**. A previous archaeological assessment along the western edge of the cemetery adjacent to the existing rectory building has cleared the area of unmarked graves, confirmed through Stage 3 test trenching (**Figure 21**; ASI 2012e). However, given that early historic mapping is not entirely accurate, a high probability exists that unmarked graves and associated shafts may be present, adjacent to, or within, the ROW's of Bathurst Street, Adelaide Street West and Portugal Square; east, south and north of the cemetery limits respectively.

The limits of the Strachan Avenue Military Burying Ground are largely unknown (ASI 2006; 2014). A previous archaeological assessment along the western edge retaining wall has cleared the area of unmarked graves (**Figure 22**), and the southern limits of the Fort York National Historic Site has been defined by the Gardiner Expressway cut to the south (ASI 2014). However, given the early-19th century establishment of the cemetery and the lack of burial registries, current fence lines or marked cemetery boundaries do not necessarily represent the limits of the cemetery below ground to the south and east. Therefore, a high probability exists that unmarked graves and associated shafts may be present to the south and east of the delineated cemetery boundaries into the Garrison Common area of Fort York.

There are no planned impacts to the cemetery properties (i.e., within the limits of the St. Mary's Church cemetery fence, or the Fort York National Historic Site), but should construction impacts be planned within the 10 m buffer of the St. Mary's Church Cemetery or the Strachan Avenue Military Burying Ground, further Stage 2 archaeological assessment will be required following Section 2.1.2 for any surficial archaeological concerns on manicured lawn. Given that the boundaries of the cemetery are not clear and verifiable in the field, it is recommended that, should any ground disturbing activities be planned within the 10 m buffer on the north, south and east sides of the St. Mary's Church and Cemetery or the Strachan Avenue Military Burying Ground, after the completion of any necessary Stage 2 archaeological assessment, a Stage 3 cemetery Investigation be carried out to determine if burials associated with the cemeteries extend beyond the currently defined boundaries into areas proposed to be impacted by the project. Recommendations for the Stage 3 Cemetery Investigation are as follows:

- Upon completion of detail design, and prior to any construction, all portions of the OLW study area that fall within the 10 m buffer adjacent to the St. Mary's Church and Cemetery or Strachan Avenue Military Burial Ground currently defined boundaries must be subject to Stage 3 cemetery investigation involving mechanical topsoil removal as per Section 4.2.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) for areas with existing topsoil and the mechanical, or the mechanical removal of hard surfaces or fill as per Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) to expose undisturbed topsoil or subsoil for paved areas or those with disturbed overburden to expose subsoil in order to determine if human burials extend into the project area. The investigation should take place moving towards the estimated limits of the cemetery/burial ground;

- St. Mary's Church and Cemetery is currently surrounded by roads and modern infrastructure which may have negated the potential for archaeological resources including unmarked burials within these areas, however, given the fact that burials associated with the cemetery have been located in disturbed contexts, it is recommended that if any of these areas are within the 10 metre buffer of the inferred cemetery where the limits have not be clearly defined based on previous fieldwork, construction monitoring take place to confirm that lack of potential for the cemetery to extend into these areas (**Figure 21**);
- As the limits of the St. Mary's Church and Cemetery are unclear, an Investigation Authorization from the Bereavement Authority of Ontario will be required prior to any Stage 2 fieldwork and Stage 3 cemetery investigation for all proposed work within the 10 m buffer area;
- The area to be subject to the Stage 3 cemetery investigation for the Strachan Avenue Military Burial Ground is to include all of the project lands within the 10 metre buffer area of the inferred cemetery boundary from the marked Fort York property limits extending along the full extent of the cemetery property on the south and east sides of the cemetery property (See **Figure 22**);
- As the limits of the Strachan Avenue Military Burial Ground are unclear, an Investigation Authorization from the Bereavement Authority of Ontario will be required prior to any Stage 2 fieldwork and Stage 3 cemetery investigation for all proposed work within the 10 m buffer area;
- Given the location of the Strachan Avenue Military Burial Ground is within an urban setting, it is likely that urban road infrastructure will be encountered within the 10 m buffer area of its currently defined boundaries. Should modern infrastructure be encountered during the Stage 3 cemetery investigation, the fieldwork strategy may be re-evaluated to include construction monitoring to confirm that the disturbed area lacks archaeological potential and burials to determine if it is necessary to continue to complete the entire 10 m buffer by Section 4.2.3 or, if appropriate, Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011);
- The results and effectiveness of this assessment strategy to mitigate the risk of impacts to potential burials or shafts must be reported to the MHSTCI as part of a Stage 3 cemetery investigation;
- Should archaeological resources, including deeply buried archaeological resources not associated with the cemetery be discovered, additional archaeological assessment may be required, and,
- If human remains are encountered during construction, work must cease immediately, the police or Regional Coroner should be contacted, and the Registrar of Cemeteries with the Bereavement Authority of Ontario

Special consideration should also be made for the Fort York National Historic Site located within the southern portion of the study area at 250 Fort York Boulevard. This property was designated a National Historic Site in 1923 and was listed on the Canadian Register of Historic Places in 2005. The designation refers to a complex of eight buildings within a 3.24 ha. area enclosed by a restored, bastioned, stone-lined earthwork, the open mustering ground to the west, a military cemetery at Strachan Avenue, and other lands cut off from the main area by elevated roads (Canadian Register of Historic Places 2020). Given its level of cultural heritage value and interest, this area must be avoided by all construction related activities.

The registered Connor site (AjGu-109), a Euro-Canadian house, is located within the central portion of the current OLW study area. ASI (2019) previously completed Stage 1 and 2 archaeological assessment and recommended Stage 4 salvage excavations, to be completed via mechanical and hand excavation methods if the site cannot be avoided by future construction disturbance. The Stage 4 should be undertaken by a licensed consultant

archaeologist, in accordance with the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

Additionally, special consideration should be paid to the Victoria Memorial Square located at Portland Street between Wellington Street West and Niagara Street, immediately adjacent to the OLW study area. Given the 18th century establishment of the cemetery and the cultural significance within the City of Toronto, should any construction impacts be planned adjacent to the property, further archaeological assessment will be required. Detailed background research will be required to determine the extent of the Victoria Memorial cemetery and appropriate recommendations provided prior to ground disturbing activities.

It is possible that Stage 2 archaeological assessments could be reduced in segments where proposed impacts during construction include deep tunnelling activities. Consultation with the MHSTCI will be required for the communication of additional information and detail design documentation should this approach be contemplated.

Despite best efforts and due diligence, no archaeological assessment can necessarily account for all potential archaeological resources. Should deeply buried archaeological resources be identified during ground disturbance activities associated with future development of the project, ground disturbance activities should be immediately halted, and a licensed archaeologist should be notified.

It should be noted that the OLW study area in this report includes land that may not be subject to ground disturbing activities during construction of the OLW infrastructure. As such, once detail design is complete and the scope of surface/above grade versus below grade construction activities has been determined, only those areas that will be affected by this project will require further Stage 2 archaeological assessment.

Should additional land outside of the current OLW alignment study area boundaries be included as part of the Project, the standard requirements for archaeological assessments to be conducted prior to land disturbance remain in place.

The MHSTCI is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further archaeological assessment is required, archaeological concerns for the OLW Project in the City of Toronto, Ontario have not been fully addressed.

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1. Project Context

1.1 Development Context

The Getting Ontario Moving Act having received Royal Assent on June 6, 2019, the Province of Ontario is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area. One of these projects is the Ontario Line, a new rapid transit line extending from Ontario Place/Exhibition Place to the Ontario Science Centre. AECOM Canada Limited (AECOM) was retained by Metrolinx and Infrastructure Ontario (IO) to complete environmental studies and reports as part of the proposed Ontario Line (the Project).

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The Stage 1 archaeological assessment was completed under the project direction of Samantha Markham [License #P438] and PIF#P438-0195-2019 (AECOM). Documentary sources, historic maps, detailed mapping and satellite imagery were analyzed in order to evaluate the archaeological potential found within the study area, as well as an optional property review. This report provides the results of the Stage 1 archaeological assessment and recommendations.

1.1.1 Objectives

The objective of the Stage 1 background study is to document the archaeological and land use history and current conditions within the study area. This information will be used to support recommendations regarding cultural heritage values or interests as well as assessment and mitigation strategies. The results of Stage 1 archaeological assessment presented in this report are drawn in part from:

- Recent and historical maps of the study area;
- Reports of previous archaeological assessments within 50 m of the study area;
- The Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) Archaeological Sites Database (ASDB) for a listing of registered archaeological sites within a 1 km radius of the study area;
- A visual inspection of the existing conditions of the study area and surroundings; and,
- Archaeological management plans or other archaeological potential mapping, where available.

The Stage 1 archaeological assessment has been conducted to meet the requirements of the MHSTCI *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The objective of this Stage 1 background report is to provide a high-level assessment of archaeological potential within the study area, and to provide recommendations to assist in determining the appropriate Stage 2 archaeological assessment strategy for those areas with archaeological potential that will be impacted by the project.

1.2 Historical Context

Years of archaeological research and assessments in southern Ontario have resulted in a well-developed understanding of the historic use of land in York County from the earliest First Nation people to the more recent Euro-Canadian settlers and farmers. **Table 1** provides a breakdown of the cultural and temporal history of past occupations in York County.

Table 1: Cultural Chronology for York County

Archaeological Period	Time Period	Characteristics
Early Paleo	9000-8400 BC	<ul style="list-style-type: none"> • Fluted Points • Arctic tundra and spruce parkland, caribou hunters
Late Paleo	8400-8000 BC	<ul style="list-style-type: none"> • Holcombe, Hi-Lo and Lanceolate Points • Slight reduction in territory size
Early Archaic	8000-6000 BC	<ul style="list-style-type: none"> • Notched and Bifurcate base Points • Growing populations
Middle Archaic	6000-2500 BC	<ul style="list-style-type: none"> • Stemmed and Brewerton Points, Laurentian Development • Increasing regionalization
Late Archaic	2000-1800 BC	<ul style="list-style-type: none"> • Narrow Point • Environment similar to present
	1800-1500 BC	<ul style="list-style-type: none"> • Broad Point • Large lithic tools
	1500-1100 BC	<ul style="list-style-type: none"> • Small Point • Introduction of bow
Terminal Archaic	1100-950 BC	<ul style="list-style-type: none"> • Hind Points, Glacial Kame Complex

		<ul style="list-style-type: none"> • Earliest true cemeteries
Early Woodland	950-400 BC	<ul style="list-style-type: none"> • Meadowood Points • Introduction of pottery
Middle Woodland	400 BC – AD 500	<ul style="list-style-type: none"> • Dentate/Pseudo-scallop Ceramics • Increased sedentism
	AD 550-900	<ul style="list-style-type: none"> • Princess Point • Introduction of corn horticulture
Late Woodland	AD 900-1300	<ul style="list-style-type: none"> • Agricultural villages
	AD 1300-1400	<ul style="list-style-type: none"> • Increased longhouse sizes
	AD 1400-1650	<ul style="list-style-type: none"> • Warring nations and displacement
Contact Period	AD 1600-1875	<ul style="list-style-type: none"> • Early written records and treaties
Historic	AD 1749-present	<ul style="list-style-type: none"> • European settlement (French and English)

Notes: Taken from Ellis and Ferris (1990)

The following sections provide a detailed summary of the archaeological cultures that have settled in the vicinity of the study area. As Chapman and Putnam (1984) illustrate, the modern physiography of southern Ontario is largely a product of events of the last major glacial stage and the landscape is a complex mosaic of features and deposits produced during the last series of glacial retreats and advances prior to the withdrawal of the continental glaciers from the area. Southwestern Ontario was finally ice free by 12,500 years ago. With continuing ice retreat and lake regressions the land area of southern Ontario progressively increased while barriers to the influx of plants, animals, and people steadily diminished (Karrow and Warner 1990). The land within York County have been extensively utilized by pre-contact Indigenous people who began occupying southwestern Ontario as the glaciers receded from the land, as early as 11,000 BC.

1.2.1 Pre-Contact Period Overview of Southern Ontario

Although glaciers retreated from southern Ontario some 13,000 years ago, the massive weight of these ice sheets left the earth's crust compressed, lowering the area below sea level and allowing sea water to flow inland forming the Champlain Sea in what is now the Ottawa and St. Lawrence River Valleys. Over the next 2,000 years, the Champlain Sea gradually receded as the earth's crust rebounded, eventually permitting the first inhabitants to move into the region 11,000 years ago. The barrier presented by the Champlain Sea explains why sites of Ontario's first occupants, Paleo-Indians, (ca. 11,000 – 9500 B.P.) are largely absent from the area. Instead, Paleo sites in the larger region are concentrated in central and south western Ontario. Paleo populations were widely scattered, nomadic groups that occupied the sub-tundra-like environment that prevailed in southern Ontario at the end of the Pleistocene. Past research indicates that these groups likely followed big game (such as Caribou) across the landscape, preferring to camp on high ground, immediately adjacent to water sources, such as glacial lakes or spillways, where smaller game and plant foods would have been harvested. Relatively large fluted projectile points are the hallmark of the Paleo toolkit. In the southern Ontario area, Lake Ontario was only a fraction of its current size. The first people in this region likely migrated north from the southern warmer climates when both Lake Erie and Lake Ontario were much smaller (Munson & Jamieson, 2013: 26).

The subsequent Archaic period (9,500 B.P. to 2,800 B.P.) is characterized by a warming climate and a temperate forest environment which was crisscrossed by streams and rivers and surrounded by large fresh water lakes that would have supported many species of fish, shorebirds and mammals. Small hunting and gathering bands (20-50 people) utilized the lake shores during the spring and summer months, then broke into smaller family groups and moved inland for the fall and winter to hunt and trap. Archaic period tool assemblages consisted of both chipped and ground/polished stone implements indicating that a wider variety of activities, such as fishing, woodworking and food preparation/grinding, were now taking place.

The Archaic period is followed by the Woodland period (ca. 2800 B.P. to 350 B.P.) which is subdivided into three phases. The Early Woodland period (ca. 2800 – 2400 B.P.) is characterized by the introduction of pottery for storage and an increase in regional trade networks. Trading of exotic goods, such as obsidian, silver, copper and sea shells persists into the Middle Woodland period (ca. 2400 B.P. to 1100 B.P.) when horticulture was introduced to Ontario. The adoption of food production brought on a more sedentary lifestyle in seasonal villages, and more elaborate burial ceremonies – including the construction of large, earthen mounds. The Late Woodland period (ca. 1100 – 350 B.P.) is marked by the establishment of palisaded villages (often containing dozens of longhouse structures), intensified horticulture and an increase in regional warfare.

Indigenous communities were the original occupants of the land now known as Ontario (MIRR 2018) and over time the lands and territories of its inhabitants have shifted and changed. From an existing treaty perspective, the study area, which is within the City of Toronto, falls within Treaty 13 (the Toronto Purchase) and the Williams Treaties (Figure 4 and Figure 5).

1.2.2 Euro-Canadian Settlement

County of York

York County is described in detail in the *Illustrated Historical Atlas of the County of York* of 1878 (Miles & Co. 1878). Governor Simcoe had previously organized Upper Canada into nineteen counties, one of which was named York County. The County consisted of two ridings, east and west, bounded by Durham to the east, and the River Thames on the west. York was originally comprised of what are now the municipalities of York, Peel and Halton as well as Durham Region and the City of Toronto, but by 1851 it was dramatically reduced in size as Wentworth, Halton, Ontario and Peel Counties had been separated from the County. Survey along the Lake Ontario shoreline began in 1791, with eleven Townships laid out between the River Trent and the head of the Bay of Quinte. In 1798, the County of York contained the Townships of Whitby, Pickering, Scarborough, York, Etobicoke, Markham, Vaughan, King, Whitchurch, Uxbridge, and Gwillimbury. The settlement of York began slowly, with no more than twelve houses built by 1795. In 1805, the Toronto Purchase was completed, with 250,880 acres transferred from the Mississauga's for ten shillings. Many of the first settlers were United Empire and American Loyalists, who were supplied with either a Town lot or 200 acres. In 1794, a number of German families moved to York from New York City. By 1830, the population had grown significantly, to 17,025, and York was incorporated as the City of Toronto in 1834 (Miles & Co.).

York Township

The Township of York was first surveyed in 1791 by Augustus Jones, at which time it was referred to as “Dublin” (Adam and Mulvany 1885: 77). At this time, all the surveying had accomplished was to run boundary lines dividing the Townships. The name was soon changed to “York” and is referred to as such in a document from 1793. This document also suggests the Township was briefly named “Toronto” before its final change (Adam and Mulvany 1885: 78). Messrs Aitken and Jones further surveyed York in 1793, although they did not finish (Figure 6). The Township was not fully surveyed until 1829 when the work was completed by Wilmont (Adam and Mulvany 1885: 78).

The population for York Township in 1798 was recorded in combination with the Home District, the Town of York, Etobicoke and Scarborough, for a total population of 749 (Adam and Mulvany 1885: 79). By 1820 the Township of York's population had risen to 1,672, in 1825 it jumped to 2,412, and 5,720 inhabitants were recorded in 1842 (Adam and Mulvany 1885: 80). The 1881 census listed the population at 13,748; more than double its size of four decades earlier.

Early notable communities within York Township included Elia, Seaton Village, Parkdale, Willowdale, Newtonbrook, York Mills, Eglinton and Davisville. Elia, located immediately south of the study area at the corner of Keele Street and Finch Avenue, was first settled by German pioneers in the late 1700s and early 1800s, followed by English and Scottish families (Toronto Neighbourhoods 2015). All that remains of this village is the 'Elijah' church, as other landmarks were closed in the 1950s when the farmland was purchased by developers. The first village in the Township of York to be incorporated was Yorkville in 1884, followed by North Toronto in 1889. Riverdale, Rosedale, the Annex, Seaton Village and Sunnyside followed and were annexed directly to Toronto in the 1880's (ASI 2004).

Founding of the City of Toronto

Despite being sacked by American forces during the War of 1812, York grew into a merchant town in the early part of the nineteenth century. The government of Upper Canada expanded the town boundaries, and it was incorporated as the City of Toronto in 1834, reverting back to its original First Nations name. The name Toronto is thought to derive from a Huron word meaning "meeting place". William Lyon Mackenzie served as the City's first mayor.

Use of the Toronto waterfront remained dominated by commercial, military, and transportation uses. Several commercial wharves and piers had been constructed along the shoreline to the east of John Street by 1841 and, to the west of John Street, the military dominated the waterfront with the development of the Navy, King's, Queen's, and Commissariat Wharves (Historica Research Ltd. 1989). By 1842, seven piers had been constructed along the Toronto shoreline. Into the second half of the 19th century, both commercial and industrial development of Toronto's waterfront intensified, and several large factories were established, including the Gooderham and Worts Distillery and the associated Gooderham Wharf (Historica Research Ltd. 1989; ASI 2004). A portion of Browne's 1851 map of the Township of York illustrates this growth and development along the Toronto waterfront (**Figure 7**).

The waterfront was drastically changed in the 1850s when Toronto saw the arrival of the Northern, Great Western, and Grand Trunk railways which followed the shoreline and resulted in the development of trackways, railway terminals, freight stations, and additional wharves. Between 1850 and 1870, Toronto's waterfront formed the centre of rail operations for Canada's historic and present-day railways. The arrival of the Northern Railway in 1853 was quickly followed by that of the Grand Trunk and the Great Western Railways in 1855. In 1853, the Northern Railway developed freight handling facilities that were developed on lands created by harbor lake fill in order to link the railway to existing water transportation facilities. This was the first waterfront development to engage in the filling of Toronto's harbor; a process that would continue well into the 20th century (Historica Research Ltd. 1989). Tremaine's 1860 map of the County of York illustrates the location of these railways along the Toronto waterfront shoreline (**Figure 8**).

The growth of the harbour and the arrival of the railways in the 1850s connected the city with other communities throughout North America and the world. Industry thrived and the population grew from 30,000 in 1854, to 86,000 by 1881. By 1891, ever-increasing numbers of immigrants (mainly from the British Isles) had boosted the population of the city to 180,000. It was during this period that many of Toronto's noteworthy buildings were constructed, including Old City Hall in 1899.

Through the late-nineteenth and early-twentieth centuries, Toronto continued to expand. A period of annexation occurred between 1883 and 1914, during which the City expanded its boundaries by acquiring neighbouring communities and municipalities. Like most North American cities, Toronto's development slowed during the great Depression and the Second World War. Following the war however, the population of Toronto began booming again. As suburban development expanded outwards from the old city core, the thirteen municipalities surrounding the City of Toronto, and the city itself, were amalgamated under a regional government known as Metropolitan Toronto in 1954.

Military Reserve Lands

Fort Toronto, renamed Fort Rouillé in 1752, was established in 1750. Built to intercept Indigenous traders before they could reach the English on the south shore of Lake Ontario, it was ultimately a successful Fort, both as a fur trade post and in securing allies for attacks against the British (Brown 1983). After the fall of Fort Niagara in 1759, the Fort Rouillé was intentionally burnt and abandoned by the French. The property where the Fort was located was purchased from the Mississauga First Nation in 1787, becoming part of the Military Reserve for Fort York, and remained untouched by City development for many years (Brown 1983). The location of the 'French Fort' as it was known is seen on several early maps, including the 1816 *Garrison Reserve and Town of York*, Phillpotts' 1818 *Plan of York*, Bonnycastle's 1833 *Plan of the Town and Harbour of York*, and Wadsworth and Unwin's 1872 *Map of the City of Toronto*. The location of Fort Rouillé was marked with a monument in 1887.

Fort York was a British military installation located 1.7 km to the east of the current study area, occupying a defensive position along the original shoreline of Lake Ontario (Brown 1983). The Fort was built in 1793 and served to protect York (Toronto) and its harbour during a time of deteriorating relations with Americans. A year after the United States declared war on Canada, the American Army and Navy attacked York on April 27, 1813. A total of fourteen American ships landed just west of Fort York (Lafferty 2015) in what must have been close proximity to the Bandshell Park property. As the Fort was poorly defended with only 700 soldiers and some militia, the Americans (approximately 1700 men) quickly assumed control. The British general, Sir Roger Hale Sheaffe, ordered all valuables be destroyed, including their naval ship, the *Sir Isaac Brock*. The grand magazine at the Fort was set on fire, resulting in an explosion that killed over 200 men. British losses were also high, with more than 150 killed and 290 captured (Lafferty 2015). Over the course of six days, the American troops sacked businesses and public buildings, empty homes, set fire to the Parliament, Government House and destroyed the local printing press.

The British Military returned to rebuild Fort York on the site of the destroyed one. This Fort was completed in time to successfully defend against another American Naval attack in August 1814. In 1870, Canada's defenses became the responsibility of the new Dominion of Canada (Dale, 2015). After this time, Fort York was used for training, offices, barracks, and storage until 1934, when it was converted to a historic site museum (Benn n.d.).

In 1841 a new fort was built along the shoreline, immediately east of what eventually would be the Canadian National Exhibition lands and the old Fort York. This new garrison consisted of a parade ground, an officer's barracks, hospital, enlisted men's barracks, quarter master's store and a canteen, stables, magazine, armourer's shop, privies, cleaning sheds, privies, ash pits, wells, drains and a fuel yard. The only remaining building in 1893 was the Stanley Barracks Officer's Quarters (Brown 1983).

Railway Transportation

Toronto Grey and Bruce Railway was incorporated in 1868 for a line from Toronto to Orangeville, Mount Forest, Durham and Southampton on Lake Huron, with a branch to Kincardine, and another from Mount Forest to Owen Sound. The formal opening of the line to Bolton was November 3, 1871 (Old Time Trains, 2013).

Railway transportation greatly improved in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities that was more easily travelled than mid-19th century roads. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario.

Construction of the Hamilton and Toronto Railway Company (HTR) began in 1852, with a rail line between Hamilton and Toronto. In 1857 HTR was amalgamated with the Great Western Railway (GWR), with the line they built becoming the Toronto Branch of the GWR. In 1882, the GWR amalgamated with the Grand Trunk Railway (Old Time Trains, 2013).

The Grand Trunk & Toronto & Nipissing Railway, was built in the southern end of the township along the shore of Lake Ontario. This railway brought industry and employment to many of the smaller communities along its line (Toronto Neighbourhoods 2015). Although the Toronto & Nipissing officially began at Scarborough Junction, about 14 kilometres east of downtown, the company obtained trackage rights over the Grand Trunk to its own terminal at Berkeley Street. The Berkeley Street terminal was constructed near the waterfront (but north of the modern Metrolinx corridor) on land adjacent to Gooderham's Distillery (today the Distillery District). By the early-20th century, the GTR had expanded its service through a series of mergers and partnerships with other lines; however, in 1923 the newly formed and publicly-owned Canadian National Railway (CNR) absorbed the GTR through a reorganization of the company. The CNR had assumed operation and management of the line between Toronto and Montreal including its structures such as bridges and culverts, which were maintained throughout the 20th century.

Highways

By the 1930s, automobile usage had increased to a point at which traffic congestion was beginning to appear along several intercity highways. The Gardiner Expressway and Lake Shore Boulevard, located in the southern portion of the study area, were built in the 1950s to help ease traffic. The Gardiner Expressway, named after Frederick G. Gardiner, was built between 1955 and 1964. Lake Shore Boulevard, originally Highway 2, was updated and rerouted during the Gardiner Expressway construction.

By the end of the 19th century, the growth of railway traffic in Toronto, both from intercity train traffic and shunting freight cars on industrial sidings created unacceptable delays at level crossings on busy streets. In response to these circumstances, there existed three construction eras based on road traffic resulting from urban growth and the rise of motor vehicle usage. A few subways had been built in Toronto in c1890 – 1910 to eliminate conflict between trains and heavy pedestrian, horse and street railway traffic on some major thoroughfares. But a major era of subway construction was undertaken in the 1920s and 1930s to handle the integration of the motor vehicle into the urban fabric of Toronto.

Land Use Within the Study Area

A review of the historical mapping from 1793, 1851, 1860 and 1878 (Aitken 1793; Browne 1851; Tremaine 1860; Miles and Co. 1878) was conducted to determine the presence of 19th century settlement features within or adjacent to the study area, as the presence of historic features elevates the potential for the recovery of 19th century archaeological resources. Historically, the study area falls across multiple lots and concessions within the Geographic Township York, County of York, now City of Toronto. It should be noted that not all features of interest, particularly farmhouses and smaller homesteads, were mapped systematically as this would have been beyond the intended scope of the Ontario historical atlas series. In addition, given that atlases were funded by subscription, preference with regard to the level of detail included was given to subscribers. As such, the absence of structures or other features on historic atlas maps does not preclude the presence of historic features at the time the area was surveyed.

While minimal information is depicted on the 1793 *Aitken Plan of York Harbour*, the Old Garrison (marked by a 'G' in the southeast section along the original shoreline) illustrates the location of the Old Fort York (**Figure 6**). The location of the Old Garrison is found consistently within each of the following maps described below. The area remains primarily untouched, with the location of York visible to the east. The northern edge of the study area has been surveyed, while the rest is reserved.

A review of Browne's 1851 *Map of the Township of York* indicates that the western portion of the study area was marked as "Park Reserve". East of Bathurst Street the area has been surveyed and is labelled as the City of Toronto. While there are no landowners listed on the 1851 map, there are some historic features present within the study area boundaries, which include the Garrison and some structures west of Dufferin Street (**Figure 7**). By this time, town lots had been surveyed in the downtown core in the eastern portion of the study area. Notable features

illustrated on the map adjacent to the study area include a “Lunatic Asylum” located north along Queen Street West, the New Garrison to the south along the harbour, and a light house on the Queen's Wharf south of the Garrison. Historic transportation routes within and around the study area include present-day Dufferin Street, Bathurst Street, Spadina Avenue, University Avenue, Queen Street and King Street.

By 1860 development in the area had increased based on increase in lot severances and the presence of several rail corridors on the Tremaine's *Map of the Township of York* (Tremaine 1860) (**Figure 8**). One landowner, William C. Gwynne, is listed in the lot along the western edge of the study area, and includes a farmhouse fronted on Dufferin Street. The Garrison Reserve (previously “Park Reserve”) is still present within the majority of the western portion of the OLW study area. The Toronto Harbour has changed to include more wharfs and rail spurs that terminate at the docks. The Old and New Forts are illustrated on the map, as well as the “Lunatic Asylum” to the north along Queen Street. Railways visible on the map include the Northern Railway and the Grand Trunk Railway extending north and northwest, and the Hamilton and Toronto Railway extending along the harbour shoreline.

Similarly, few landowners and features are listed on the 1878 *Historic Atlas Map of the Township of York South East* (**Figure 9**) (Miles & Co. 1878). The lot west of Dufferin Street is labelled as the Gwynne Estate consisting of a number of subdivisions that have been surveyed by this time. Both the Old and New Fort are visible along the harbour, along with the New Exhibition Grounds, and Garrison Reserve that remain undeveloped. Railways visible within the study area include the Grand Trunk and Toronto, Grey & Bruce Railway, and the Great Western Railway along the lakefront. Other notable features include the Central Prison and the Steel Works along the rail line. The city lots have expanded, with a number of structures illustrated on the map to the east of the study area. The “Provincial Lunatic Asylum” is illustrated along Queen Street, and the Crystal Palace is fronted on King Street to the north of the study area. The Toronto Harbour has continued to expand, with additional wharves visible along the shoreline.

While not depicted on any of the early mapping, St. Mary's church was located in the OLW study area within the McDonnell Square (now Portugal Square) found at the northwest corner of Bathurst Street and Adelaide Street West. Although the first church was not built until 1852, remains of cholera victims from between 1832-1834 are known to have been buried on the grounds (ASI 2016h). Following Stage 3 cemetery investigations in the area was registered as an archaeological site and is considered to be a cemetery 2012 (ASI 2012e).

Also not noted on any of the historic mapping is the burial grounds associated with Fort York, including Victoria Square Memorial Park, and the Strachan Avenue Military Burying Ground located on the Fort York National Historic Site land. Victoria Square Memorial Park located at the corner of Portland and Wellington Street West contains the city's earliest known cemetery to be established by British authorities, which was opened in 1794 and closed in 1863. The Strachan Avenue Military Burying Ground was used by the soldiers and families of the Toronto Garrison from 1864 until 1911. No complete register of burials has been found, although it is estimated that there are at least 150 graves on the site. It is visible for the first time on the Goad's 1884 *Fire Insurance Plans*, labelled as “Military Burial Ground” (**Figure 10**). This cemetery is located immediately east of Strachan Avenue within the Fort York National Historic Site.

In addition to the early survey mapping, the 1884 and 1889 fire insurance plans, as well as the aerial photos ranging from 1939 to 1992 were compiled in order to demonstrate the increased development of the area into the 20th century. It is evident by this mapping exercise that the portion of the study area north of Front Street and east of Bathurst Street was urbanized much more quickly than the remaining areas, with the exception of the construction of the Gardiner Expressway in the 1960s (**Figure 10 to Figure 16**).

Early Industry and Development of the York Waterfront

While the Town of York continued to grow throughout the early 19th century, use of the waterfront remained dominated by commercial, military, and transportation uses. Several commercial wharves and piers had been

constructed along the shoreline to the east of John Street by 1841 and, to the west of John Street, the military dominated the waterfront with the development of the Navy, King's, Queen's, and Commissariat Wharves (**Figure 17**) (Historica Research Ltd. 1989). By 1842, seven piers had been constructed along the Toronto shoreline. Into the second half of the 19th century, both commercial and industrial development of Toronto's waterfront intensified, and several large factories were established, including the Gooderham and Worts Distillery and the associated Gooderham Wharf (Historica Research Ltd. 1989; ASI 2003). A portion of Browne's 1851 map of the Township of York illustrates this growth and development along the Toronto waterfront (**Figure 7**).

The waterfront was drastically changed in the 1850s when Toronto saw the arrival of the Northern, Great Western, and Grand Trunk railways which followed the shoreline and resulted in the development of trackways, railway terminals, freight stations, and additional wharves. Between 1850 and 1870, Toronto's waterfront formed the centre of rail operations for Canada's historic and present-day railways. The arrival of the Northern Railway in 1853 was quickly followed by that of the Grand Trunk and the Great Western Railways in 1855. In 1853, the Northern Railway developed freight handling facilities that were developed on lands created by harbor lake fill in order to link the railway to existing water transportation facilities. This was the first waterfront development to engage in the filling of Toronto's harbor; a process that would continue well into the 20th century (Historica Research Ltd. 1989). Tremaine's 1860 map of the County of York illustrates the location of these railways along the Toronto waterfront shoreline (**Figure 8**).

The lake-filling operations carried out along Toronto's waterfront intensified throughout the mid to late 19th century and the shoreline between present-day Bathurst and Parliament Streets was significantly altered by leveling and filling conducted for the development of railway right-of-ways. Lake-filling generally consisted of the "crib and fill" technique which involved the placement of timber cribbing around the perimeter of the area to be filled. The fill used during the early stages of waterfront expansion included municipal waste, sewage, and material dredged from the harbor bottom (Historica Research Ltd. 1989; ASI 2003).

The city's shoreline continued to evolve and develop through the late 19th and early 20th centuries as rail systems consolidated and industrial and commercial operations along the waterfront continued to grow. As a result, increasing areas along the shoreline were filled, including large areas for the construction of Lake Street and at the foot of York Street in 1893. Between 1886 and 1909, Toronto Island became a focus for development (Reeves 1992).

1.3 Archaeological Context

1.3.1 Natural Environment

The modern physiography of Southern Ontario is largely a product of events of the last major glacial stage, the Wisconsinan and Late Wisconsinan time (ca. 25,000-10,000 BP). The landscape in York County is made up of a complex arrangement of features and deposits produced during the last series of glacial advances and retreats by the Simcoe Lobe and Ontario Lobe of the North American Laurentide ice sheet prior to the withdrawal of the glacier from southern Ontario (Ellis and Ferris 1990). Those features and deposits that were formed by glacial action are represented by till plains, end moraines, and drumlins.

The estimated location of the glacial Lake Iroquois is situated just north of the study area. Based on the strength of its shorecliffs and beaches, Lake Iroquois was much longer lived than any of the earlier glacial lakes. The lake was essentially an enlargement of present-day Lake Ontario which was formed as a result of the glacial blockage of the St. Lawrence River. Chapman and Putnam (1984:34) provide an approximate location of the northern shoreline of Lake Iroquois based on the presence of shorecliffs, known as the Iroquois Shoreline, which runs from west to east just south of present day St. Clair Avenue West. The Scarborough Bluffs also mark the edge of the glacial lake

shoreline further to the east. The Iroquois shoreline rises from 365 feet above sea level at the present city of Hamilton to 700 feet east of Stirling. Another ancient shoreline exists between 2-4 km off of the Toronto Shoreline and is known as the Toronto Scarp. The Toronto Scarp is an underwater bluff which stretches from Bluffer's Park in Scarborough to the west of the study area at Hanlan's point. The present day City of Toronto, as well as the Toronto Islands, would have been inundated by Lake Iroquois until the glaciers withdrew from the slope at Covey Hill in Quebec, uncovering lower outlets into the Hudson Valley (Chapman and Putnam 1984).

The study area is situated within the City of Toronto, which is located within the "Iroquois Plains" physiographic region of southern Ontario (Chapman and Putnam 1984: 174-176). The Iroquois Plain itself extends from the Niagara River around the north side of Lake Ontario to the Trent River and varies in width from a few hundred metres to approximately 12 km (Chapman and Putnam 1984: 190). This plain is comprised of lowland areas that were submerged by a body of water known as Lake Iroquois during the last glacial period approximately 12,000 years ago and, as a result, is characterized by the cliffs, bars, beaches and boulder pavements of its old shorelines, as well as undulating till plains (Chapman and Putnam 1984: 190). These old shorelines of Lake Iroquois are now found well inland from the present shoreline.

The Iroquois Plain region is the most densely inhabited area in Ontario due to its proximity to Lake Ontario. Various ports located along the lake facilitated transportation around the area, with colonization roads pushing people into the interior (Chapman and Putnam 1984:195). The plain was especially attractive to early settlers due to the easy grades linking together the lakefront settlements and stimulating the growth of new centers that were dependent upon road and rail facilities. The area was once covered with Boreal coniferous forest of spruce, fir and pine trees, which would gradually be replaced by deciduous forests containing trees such as oak, maple, beech and ash.

The first European settlements in Toronto were found along the Iroquois lake plain, which cut into previously deposited clay and till, and is partly floored with sand deposits. Indeed, the Don Valley, found to the east of the study area, provided the clay deposits for the production of much of Toronto's bricks.

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south-central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location. A number of watercourses are in close proximity to the study area, including the Don River and Humber River. Lake Ontario is found immediately to the south of the study area. A number of buried historical creeks are found in the study area as well, including Garrison and Russell Creeks.

As noted in the *Master Plan of Archaeological Resources for the City of Toronto*, shoreline ports were chosen by early Euro-Canadian settlers and Aboriginal peoples before them (ASI 2004: 20). Due to the Toronto lakeshore area's importance in the early development of the City, many early archaeological resources such as docks, wharfs, railway corridors and industrial sites were likely buried during filling episodes completed in an effort to expand the waterfront (**Figure 17**) (ASI 2004:38, 2016:23). ASI (2004:29) suggests that, in order to accommodate the changes to the waterfront and river locations, "all lands located beyond 250m of water, but within 250m of the top of bank of all major rivers within the City, such as the Humber, Don or Rouge and their major tributaries ... are also considered to demonstrate significant potential".

During the 19th and 20th century, rapid deforestation resulted in significant land clearance across York Township and over time, the once diverse forest life and wide range of tree species and natural resources would have also been depleted as agricultural and modern residential and commercial development continued. As a result of continuing urban development, this part of southern Ontario is almost completely deforested today.

1.3.2 Previous Archaeological Work

To inform the current Stage 1 archaeological assessment and further establish the archaeological context of the study area, a search of the ASDB was conducted by AECOM to determine if any previous archaeological work has been completed within the current study area or within 50 m of the study area boundaries. **Table 2** lists reports regarding previous archaeological work relevant to the study area

Table 2: Archaeological Reports with Relevant Background Information

Year	Title	Author	PIF Number
2007	<i>Stage 2 Archaeological Resource Assessment of Railway Lands Block 36 and Stage 1-2 Archaeological Resource Assessment of the Bathurst Street Bridge Reconstruction Fort York Neighbourhood, City of Toronto, Ontario</i>	ASI	P102-001-2006
2009a	<i>327, 329, 331, 333 Queen Street West (part lots 17 & 18 North of Richmond Street) City of Toronto, Ontario, Canada AjGu-63 Stage 1 & 2 Archaeological Assessment Final Report</i>	Historic Horizon Inc.	P244-005-2009, P322-002-2009
2009b	<i>327, 329, 331, 333 Queen Street West (Part Lots 17 & 18 North of Richmond Street) City of Toronto, Ontario, Canada, AjGu-63, Stage 4 Archaeological Mitigation Final Excavation Report</i>	Historic Horizon Inc.	P322-010-2009
2011	<i>The Stage 2 A.A. of 32 Camden Street, Lots 4,5 & Part of 6, Registered Plan D-46, City of Toronto, Ontario</i>	A.M. Archaeological Associates	P035-116-2010
2011	<i>Stage 1-3 Archaeological Resource Assessment of 621 King Street West (Lots 11 and 12, South Side of King Street, Registered Plan D-82 and Part of Lots 4 and 5, Section M, Military Reserve), City of Toronto, Ontario</i>	ASI	P049-627-2011 (Stage 1), P049-639-2011 (Stage 2), P049-645-2011 (Stage 3)
2012a	<i>Stage 2-3 Archaeological Resource Assessment of 426-444 Adelaide Street West (Lots 1 & 2 East Side of Brant Street, Lots 6, 7 & 8 North Side of Adelaide Street, Registered Plan D-46), City of Toronto, Ontario</i>	ASI	P362-012-2012 (Stage 2) P362-018-2012 (Stage 3)
2012b	<i>Stage 2 Archaeological Investigation of the Southern Ramparts at the Fort York National Historic Site (AjGu-26), 250 Fort York Blvd., City of Toronto, Ontario</i>	ASI	P352-004-2011
2012c	<i>Stage 4 Salvage Excavation of the Bell Site (AjGu-68), 621 King Street West, Lots 11 and 12, South Side of King Street, Registered Plan D-82 and Part of Lots 4 and 5, Section M, Military Reserve, City of Toronto, Ontario</i>	ASI	P094-049-2011
2012d	<i>Stage 2-3 Archaeological Resource Assessment of 525 Adelaide Street West (Lot 11 and Part of Lots 10, 12, and 15, Section G, Military Reserve Plan, and Block A Registered Plan D-1327), City of Toronto, Ontario</i>	ASI	P362-005-2012 (Stage 2) P362-009-2012 (Stage 3)
2012e	<i>Stage 3 Archaeological Assessment (Cemetery Investigation) St. Mary's Church (AjGu-83) 130 Bathurst Street (Toronto Military Reserve) City of Toronto, York County, Ontario</i>	ASI	P380-001-2012
2012f	<i>Stage 4 Salvage Excavation of the Queen's Wharf Station Site (AjGu-74), 170 Fort York Boulevard, Railway Lands Block 36S, Fort York Neighbourhood, City of Toronto, Ontario</i>	ASI	P094-040-2011
2013a	<i>Stage 4 Salvage Excavation of the Proposed Visitors' Centre Fort York National Historic Site (AjGu-26) City of Toronto (Volume 1 and 2)</i>	ASI	P315-026-2010 P347-025-2011
2013b	<i>Stage 4 Archaeological Monitoring of Construction Excavations at the Visitors' Centre at Fort York National Historic Site (AjGu-26) Site Plan Application 10 230516 STE 19 SA 250 Fort York Boulevard City of Toronto, Ontario</i>	ASI	P372-015-2012
2014a	<i>Stage 4 Salvage Excavation of the Dollery Site (AjGu-81) 426-432 Adelaide Street West Part Lots 6 and 7 North Side of Adelaide Street, Plan D46 SPA 11237693 STE 20 OZ City of Toronto</i>	ASI	P372-014-2012
2014a	<i>Stage 2-3 Archaeological Assessment for the: Proposed Development of 324-338 Richmond Street West within part of Town Lots 18 and 19 North of</i>	Archeoworks	P390-0095-2014

Year	Title	Author	PIF Number
	<i>Hospital Street (Now Richmond Street West), Geographic Township of York (Southwest), Historical County of York, Now the City of Toronto, Ontario</i>		
2014b	<i>Stage 1 Archaeological Assessment for: Liberty Village New Street Municipal Class Environmental Assessment, Within Blocks 7 through 11, Military Reserve, Geographic Township of York, Historic County of York, Now City of Toronto, Ontario</i>	Archeoworks	P334-037-2011
2015a	<i>Stage 4 Salvage Excavation of the Lowry-Hannon Site (AjGu-79), 525 Adelaide Street West (Part of Lot 11, Section G, Military Reserve Plan, and Block A Registered Plan D-1327), Zoning Amendment Application 12 117029 STE 20 OZ, City of Toronto, Ontario</i>	ASI	P372-003-2012
2015b	<i>Stage 3 Archaeological Test Trenching in the North Rampart West of the Bunker Kitchen, Proposed Fort York Bunker Kitchen Expansion, Fort York National Historic Site (AjGu-26), 250 Fort York Boulevard, City of Toronto</i>	ASI	P125-0138-2014
2016a	<i>Stage 4 Archaeological Mitigation of the Queen's Wharf and Related Features, 20 Housey Street/Block 37, Railway Lands West, City of Toronto, Ontario</i>	ASI	P125-0161-2015
2016b	<i>Stage 1 Archaeological Resource Assessment of 350-354 Adelaide Street West and 102-118 Peter Street (Lots 4 and 13 and Part of Lots 1, 2, 3 and 5, Registered Plan 1-B, Lots C, D, E and Part of Lot B, Registered Plan 349), City of Toronto, Ontario</i>	ASI	P128-0130-2016
2016c	<i>Stage 2 Archaeological Resource Assessment of 350-354 Adelaide Street West and 102-118 Peter Street (Lots 4 and 13 and Part of Lots 1, 2, 3 and 5, Registered Plan 1-B, Lots C, D, E and Part of Lot B, Registered Plan 349), City of Toronto, Ontario</i>	ASI	P125-0218-2016
2016a	<i>Stage 2-3 Archaeological Assessment 300-308 Queen Street West, City of Toronto, Ontario Part of Park Lots 14 and 15, Geographic Township of York, former York County, now City of Toronto, Ontario</i>	Stantec	P415-0064-2015/P415-0098-2016
2016b	<i>STAGE 4 PRELIMINARY EXCAVATION REPORT: Queen Street West Parking Lot Site (AjGu-96)</i>	Stantec	P400-0042-2016
2016	<i>Stage 4 Archaeological Assessment AjGu-91 – The Armoury Street Block Preliminary Excavation Report Infrastructure Ontario Toronto Courthouse - Parking Lot – D07511 Armoury Street, Chestnut Street and Centre Avenue, City of Toronto Part of Lot 11, Concession 1 Geographic Township of York County of York</i>	Timmins Martelle Heritage Consultants Inc.	P1075-0011-2015
2016d	<i>Stage 3 Archaeological Monitoring of the Redevelopment of St. Mary's Roman Catholic Church, 130 Bathurst Street and 9 Portugal Square, St Mary's Church Cemetery Site (AjGu-83), City of Toronto, Ontario</i>	ASI	P125-0166-2015
2016e	<i>Stage 3 Archaeological Assessment of the Preferred Option for the Proposed Fort York Bunker Kitchen Expansion, Fort York National Historic Site/ Historic Fort York (AjGu-26), 250 Fort York Boulevard, City of Toronto</i>	ASI	P125-0179-2015
2016f	<i>Stage 2 Archaeological Resource Assessment of Interpretive Sign Installations within the Garrison Common Fort York National Historic Site (AjGu-26) City of Toronto, Ontario</i>	ASI	P125-0189-2015
2016g	<i>Stage 3 Archaeological Monitoring And Documentation Of The Removal Of The Garrison Road Bridge, Fort York National Historic Site (AjGu-26), (Part Of Block 14 Ordnance Reserve And Part Of The Water Lot Fronting The Ordnance Reserve And Part Of Parcels 1 & 2, Registered Plan 1101), City Of Toronto, Ontario</i>	ASI	P125-0168-2015
2016h	<i>Stage 3 Archaeological Monitoring of the Redevelopment of St. Mary's Roman Catholic Church, 130 Bathurst Street and 9 Portugal Square, St Mary's Church Cemetery Site (AjGu-83), City of Toronto, Ontario</i>	ASI	P400-0040-2016
2017	<i>Stage 4 Monitoring, Trenching, and Excavation of the Richmond H1 Site (AjGu-87) As part of the Proposed Development of 324-338 Richmond Street West within Part of Town Lots 18 and 19 North of Hospital Street (Now Richmond Street West), Geographic Township of York (Southwest), Historical County of York, Now the City of Toronto, Ontario</i>	Archeoworks	P1016-0113-2016
2017	<i>Revised Stage 4 Archaeological Excavation, Final Report, 32 Camden Street (AjGu-72), Toronto, Ontario</i>	Earthworks Archaeological Services	P310-022-2010 P310-030-2011

Year	Title	Author	PIF Number
2017a	Stage 2 Archaeological Monitoring Of The Installation Of New Streetlights Along The Alignment Of Garrison Road, Fort York National Historic Site (AjGu-26), (Part Of Block 14 Ordnance Reserve And Part Of The Water Lot Fronting The Ordnance Reserve And Part Of Parcels 1 & 2, Registered Plan 1101), City Of Toronto, Ontario	ASI	P125-0199-2016
2017b	Stage 3 Archaeological Monitoring Of The Maintenance Building Renovation And Addition, Fort York National Historic Site (AjGu-26), (Part Of Block 14 Ordnance Reserve And Part Of The Water Lot Fronting The Ordnance Reserve And Part Of Parcels 1 & 2, Registered Plan 1101), City Of Toronto, Ontario	ASI	P125-0227-2016
2017c	Stage 2 Archaeological Resource Assessment of 505 Richmond Street West (West Market Military Reserve Plan and Part of Richmond Street West and Part of Brant Street, Closed by By-law 14100), City of Toronto, Ontario: September 2017 Test Trench Excavation	ASI	P125-0252-2017
2017d	Stage 1 Archaeological Assessment GO Rail Network Electrification TPAP City of Toronto, Regional Municipalities of Peel, Halton, York and Durham, County of Simcoe, Ontario	ASI	P057-0834-2016
2017e	Stage 2 Archaeological Resource Assessment: Archaeological Monitoring and Documentation of Construction Excavations, 500 Lake Shore Boulevard West (Block 1, Registered Plan D-1429), City of Toronto, Ontario	ASI	P125-0223-2016
2018	Stage 1 Archaeological Resource Assessment of 615-617 Queen Street West (Lot 14 and Part of Lot 15, Registered Plan D-111), City of Toronto, Ontario	ASI	P1030-0018-2017
2018	Stage 1 Archaeological Assessment - Relief Line Project Assessment, City of Toronto, Ontario - Proposed Downtown Relief Line Corridor and Stations	Golder Associates Ltd.	P243-0374-2017
2018	Stage 1 Archaeological Assessment, Report: USRC West Track Enhancements Project, City of Toronto, Ontario (Part of the Garrison Common, Geographic Township of York, Former York County)	Jacobs Metrolinx Capital Projects Group	P376-0020-2018
2018	STAGE 1 ARCHAEOLOGICAL ASSESSMENT Exhibition GO Station Metrolinx Part of the Garrison Reserve Concession, in the Historic Township of York, Former County of York, now the City of Toronto, in the Province of Ontario.	4Transit	P394-0064-2018
2019	Stage 2 Archaeological Resource Assessment of 64-86 Bathurst Street (Part of Lots 1, 2, 20 & 21, Section L Military Reserve), City of Toronto, Ontario	ASI	P372-0051-2019
2019	Stage 1 Archaeological Assessment 126 John Street Part of Town Lot 17 Town Of York Plan Lots 1 and 2 Registered Plan 735 E Lots 1 to 10 Both Inclusive and a Lane Registered Plan 471 Blocks A, B, C and Private Lane Registered Plan 538 E And Lots 11, 12, 13, 14, & 15 The Private Plane and Private Passageway Registered Plan M-159 Within the Historic City of Toronto Historic Township of York South West Historic County of York	Irvin Heritage, Inc.	P379-0237-2019

In 2010, A.M. Archaeological Associates (2011) conducted a Stage 2 archaeological assessment on the property of 32 Camden St., which is located within the current OLW study area under PIF# P035-116-2010 (**Figure 18-3**). Test trenching of a 256 m² rectangular area was completed via mechanical and hand excavation, and four trenches were completely excavated. Seventy-one Euro-Canadian artifacts dating to between 1850 and 1960 were recovered and were representative of the earliest residential occupation of Camden Street. Several features were also exposed, including a brick-lined well and an ash pit. The investigation determined that the property retains cultural heritage value and demonstrates significant potential for the recovery and documentation of mid-nineteenth century artifacts and features. An area approximately 16 m by 16 m in size was recommended for Stage 4 mitigation via the mechanical stripping of occupation and destruction layers, to be followed by hand excavation.

In late 2010 and the spring of 2011, Earthworks Archaeological Services (2017) conducted a Stage 4 excavation of the 32 Camden St. property under PIF# P310-030-2011 (**Figure 18-3**). A total of 13 features were identified via machine stripping, and the majority of the artifacts were associated with late nineteenth century Euro-Canadian domestic use. The site itself represents at least three rowhouses likely occupied by transient individuals, perhaps

tradesmen. As the site has been fully excavated and documented, it retains no cultural heritage value or interest, and no additional archaeological assessments were recommended.

In 2010 and 2011, ASI (2013a) conducted Stage 4 salvage excavations at the construction impact zone for the proposed Visitor's Centre at the Fort York National Historic Site (AjGu-26) at 250 Fort York Boulevard, which is located within the current OLW study area under PIF# P315-026-2010 and P347-025-2011 (**Figures 18-1** and **Figure 18-2**). A total of 35,284 artifacts were hand-excavated, including 14 linked to the Battle of York (April 27, 1813). The majority of the artifacts were associated with the 1868 Ordnance and Supply Yard which was expanded during the First World War 147 years later, including artifacts from a nineteenth century carpenter's shop and a forge. As the site no longer retains cultural heritage value or interest, no further archaeological assessments were recommended. However, any deeply buried archaeological remains uncovered west of the Visitor's Centre entrance drive were recommended for documentation as part of Stage 4 archaeological monitoring.

In 2011, ASI conducted Stage 4 salvage excavations at the Queen's Wharf Station Site (AjGu-74), in advance of the development of a residential building and public library at 170 Fort York Blvd (ASI 2012f). The study area is outside of the current OLW study area but within 50 m (P094-040-2011). The investigation uncovered a total of 1,184 artifacts from 28 unique contexts, with many representing secondary deposits of varied origin, age, and association. As the property has been fully mitigated through the salvage excavation, it no longer retains cultural heritage value or interest, and no further archaeological assessments were recommended.

In 2011, ASI (2012b) conducted a Stage 2 archaeological assessment under PIF# P352-004-2011 of the southern ramparts at the National Historic Site of Fort York (AjGu-26) (**Figures 18-1** and **Figure 18-2**). The project investigated the remains of a crater created by an explosion at the demolished Grand Magazine building in 1813, which was then filled in sometime during the mid-nineteenth century. The assessment recovered 174 artifacts and identified 4 landscape features. As the investigation determined that the site contains features of cultural heritage value under the ramparts, the site was recommended for further archaeological mitigation if further development is to take place. However, as the ramparts represent an important part of the site's museum, no further action has been planned.

ASI (2011) completed a Stage 1-3 archaeological assessment at 621 King Street West under PIF#s P049-627-2011 (Stage 1), P049-639-2011 (Stage 2), and P049-645-2011 (Stage 3), which resulted in the recovery of the Bell site (AjGu-68). ASI (2012c) conducted the Stage 4 salvage excavations of the Bell site (AjGu-68), in advance of the proposed development and zoning of a former parking area (P094-049-2011). The study area is found within the current OLW study area (**Figure 18-3**). Both mechanical removal of overburden and hand excavation of discrete contexts associated with the Bell era were excavated, and 5,679 Euro-Canadian artifacts dating to the nineteenth century were recovered. Important deposits included several Bell-era foundation segments, two drains, a well, a pet burial, as well as the original A-horizon. As the site no longer retains cultural heritage value or interest, no further archaeological assessments were recommended.

Archeoworks Inc. (2011; 2014b) conducted archaeological assessments of 15-27 Beverley St. under PIF# P334-067-2011 (Stage 2-3) and P334-085-2011 (Stage 4), which falls within the current OLW study area (**Figure 18-3**). During the Stage 2-3, three trenches were recommended for mechanical excavation, but only one (Trench A) was excavated as an active gas line diagonally bisected the other two trench areas. Three features were uncovered in Trench A, as well as artifacts dating to the mid-nineteenth century. As the site demonstrated significant cultural value or interest, recommendations include a Stage 4 archaeological assessment for Trench A, which would include the mechanical removal of any fill other than that associated with 15-19 Beverley St., and hand excavation of cultural features. In addition, on-site monitoring of fill excavation for the other two trench areas was recommended, as well as the preparation of a contingency plan should any archaeological material be uncovered. Archeoworks (2014b) returned to complete a Stage 4 archaeological assessment that same year, which included mechanical topsoil stripping and fully revealed four cultural features and one utility trench. A total of 8,077 working-class Euro-Canadian artifacts dating to the second half of the nineteenth century and the early twentieth century

were identified. As the site no longer retains cultural heritage value or interest, no further archaeological assessments were recommended.

ASI (2012a) conducted a Stage 2-3 archaeological assessment at the property of 426-444 Adelaide Street W. where 3 test trenches were mechanically excavated (P362-012-2012 & P362-018-2012). This excavation is found within the current OLW study area (**Figure 18-3**). Structural remains that could be associated with the occupation of a William Dollery in the nineteenth century were uncovered during the investigation, as well as rear yard surface and deposits associated with the Dollery period. As well, 176 artifacts were also recovered. The deposits could not be preserved in situ, so recommendations include a Stage 4 mitigation employing complete salvage excavation. ASI (2014a) returned in 2012 and conducted Stage 4 salvage excavations at the Dollery site (AjGu-81), uncovering and documenting two urban residential lots dating to the mid- or late-nineteenth century (P372-014-2012). The first residence, which included a double privy, was relatively less well-preserved than the other, which was believed to have been occupied by the Dollerys. The deposits at the Dollery residence included a fieldstone foundation, a barrel cistern, a cellar, and a portion of yard surface. A total of 7,006 artifacts representative of Euro-Canadian working-class families were recovered, of which 1,524 were faunal remains, which may indicate the raising of livestock on the site. No further archaeological assessments were recommended as the site was considered to have been sufficiently documented.

ASI (2012d) conducted a Stage 2-3 archaeological assessment at 525 Adelaide St. W. in advance of proposed residential redevelopment (P362-005-2012 & P362-009-2012). Located within the current OLW study area, four test trenches were mechanically excavated, and 102 Euro-Canadian artifacts and several structural features associated with mid-nineteenth century occupation of the property were recovered (**Figure 18-1**). The site was registered as the Lowry-Hannon site (AjGu-79), named for the first several property owners and occupants of the site. As the site demonstrates cultural heritage value and interest, Stage 4 mitigation via complete salvage excavation was recommended, utilizing a combination of mechanical and hand excavation techniques. ASI (2015b) conducted the Stage 4 salvage excavations at the Lowry-Hannon site (AjGu-79). A total of 164 unique contexts were identified, and 34,496 historic artifacts dating to the nineteenth century and associated to multiple house lots were recovered. As the site has been fully mitigated through salvage excavation, it no longer retains cultural heritage value or interest and no additional archaeological assessments were recommended (P372-003-2012).

ASI (2012e) conducted a Stage 3 archaeological assessment (Cemetery Investigation) at St. Mary's Roman Catholic Church under PIF# P380-001-2012, within the St. Mary's Church Cemetery site (AjGu-83), located within the current OLW study area (**Figure 18-2**). Excavation during renovation and restoration of the church and foundation identified an undocumented burial (Burial 1), which was removed in order to complete utility line repairs. Seven additional burials (Burials 2-8) were uncovered during construction monitoring. According to background research, these burials may be associated with cholera victims who were interred ca. 1832-1834 during major cholera epidemics in Toronto. In order to identify the cemetery's western boundaries, eight trenches were excavated; the limit was established to be extending north and south from the rectory's eastern wall. Land west of this line was determined to not represent part of St. Mary's cemetery. If additional construction activities or earthmoving activities are to take place, Stage 3 monitoring was recommended. Burial 1 was also designated for re-interment.

ASI (2013b) conducted Stage 4 archaeological monitoring of construction excavations at the Visitor's Centre located at the Fort York National Historic Site (AjGu-26) to investigate the remains of the New Fort Road, a box drain along the shoreline bluff of Lake Ontario, and any additional deeply buried remains of the Garrison Common (P372-015-2012). This study area is found within the current OLW study area (**Figures 18-1** and **Figure 18-2**). The investigation was unable to identify the road alignment and the origin of the box drain but was able to identify additional drains of unknown function. The bluff was documented in the same area as it had been in a previous investigation. As the site no longer retains cultural heritage value or interest, no further archaeological assessments were recommended.

In 2014, ASI (2015b) conducted test trenching as part of a Stage 3 archaeological assessment at the north rampart of the Fort York National Historic Site (AjGu-26), in preparation for the proposed expansion of a kitchen originally built in 1984 (P125-0138-2014). Two test trenches were excavated, and seven artifacts were uncovered. This study area is found within the current OLW study area (**Figures 18-1** and **Figure 18-2**). The investigation determined that the rampart contains important cultural elements from the nineteenth century that were not completely destroyed by more modern construction projects, including an 1815 rampart log inner face and a pre-1815 pit feature that may be a privy. Consequently, the Stage 4 recommendations for this site included in situ preservation of the deposits and relocation of the kitchen expansion as a short-term avoidance measure.

Archeoworks Inc. (2014a) conducted a Stage 2-3 archaeological assessment at the property of 324-338 Richmond St. W. within Part of Town Lots 18 and 19 North of Hospital St., in advance of proposed residential and commercial development under PIF# P390-0095-2014 (**Figure 18-3**). This study area is found within the current OLW study area. The Stage 1 assessment determined high potential for the discovery of historic Euro-Canadian artifacts, and four trenches were proposed for excavation. Only Trench 1 was not able to be completed, as an existing structure would need to be demolished first. Disturbed fill deposits were found within Trenches 2 and 4, while Trench 3 demonstrated two brick cultural features dating to at least the 1860s. No further archaeological assessments were recommended for Trenches 2 and 4. Trench 3 was recommended for Stage 4 mitigation in the form of a combination of hand and mechanical excavation procedures. Trench 1 should undergo monitoring and excavation concurrently with the Stage 4 of Trench 3, once the extant building has been removed. To address this recommendation, Archeoworks Inc. conducted Stage 4 archaeological assessments in the form of monitoring, trenching, and excavation at 324-338 Richmond St. W., known as the Richmond H1 site (AjGu87) (Archeoworks Inc. 2017). No archaeological resources were uncovered during monitoring, but three cultural features were completely excavated during trenching. The site was determined to be free of archaeological concern and no further archaeological assessments were recommended (P1016-0113-2016).

Archeoworks (2014b) completed a Stage 1 archaeological assessment for the Liberty Village New Street Municipal Class Environmental Assessment under PIF# P334-037-2011, which overlaps with the current OLW study area (**Figure 18-1**). As a result of their background research and property inspection they concluded that while most of the study area has been deeply disturbed, there are areas where Stage 2 assessment will be required prior to any construction.

In 2015, Timmins Martelle Heritage Consultants (TMHC 2016) conducted a Stage 4 archaeological assessment for site AjGu-91, currently a parking lot between Chestnut St. and Centre Ave. of the Toronto Courthouse (P1075-0011-2015 & P1075-0008-2015). This area is found immediately north of the OLW study area. Mechanical and hand excavation identified hundreds of thousands of artifacts and a multitude of features dating to as early as mid-nineteenth century to as late as mid-twentieth century; the complete assemblage will be further discussed in the full report. The archaeological resources identified at the site demonstrate the presence of multiple land uses (residential, commercial, industrial, and institutional), as well as a variety of cultural and ethnic groups (English, Irish, Black, and Jewish). As the site has been fully excavated, no further archaeological assessments were recommended.

In 2015, ASI conducted Stage 4 archaeological monitoring under PIF# P125-0166-2015 during construction activities around the St. Mary's Roman Catholic Church parish building located at 9 Portugal Square (2016d). Found within the current OLW study area, the excavation of seven trenches was subject to monitoring, and two poorly preserved graves (Burials 9 and 10) were identified in Trench 21 (**Figure 18-2**). Burial 9 was interpreted as a possible male over 20 years old, while Burial 10 was likely a female over 50 years of age. Corroded ferrous nail shanks were also found with both burials. Both individuals and the nail shanks were reinterred along with an individual discovered in 2012 in area dedicated as a memorial space to cholera victims. No further archaeological assessments were recommended, unless additional construction activities were to take place. In that instance, Stage 3 monitoring was recommended.

In 2015, ASI conducted Stage 3 archaeological monitoring and documentation under PIF# P125-0168-2015 of the Garrison Road Bridge removal at the Fort York National Historic Site (AjGu-26) located within the current OLW study area (2016g) (**Figures 18-1** and **Figure 18-2**). The excavation of Trench 2 uncovered evidence of part of a 1908 brick magazine, which was recommended for protection and was not fully excavated. The remainder of the investigation did not result in any other deeply buried deposits or features, and no further archaeological assessments were recommended.

In 2015, ASI conducted a Stage 3 archaeological assessment on a section of land located at Fort York National Historic Site (AjGu-26) allocated for the proposed expansion of a kitchen originally built in 1984, found within the current OLW study area (2016e) (**Figures 18-1** and **Figure 18-2**). Test-unit excavation uncovered 2,354 artifacts, as well as a log inner face of the ca. 1815 north rampart, two features that may be a gun emplacement, a foundation trench, and a pit feature. As the site retains significant cultural heritage value, Stage 4 salvage excavation was recommended, to be carried out via hand excavation (P125-0179-2015).

In 2015, ASI conducted a Stage 2 archaeological assessment in advance of the installation of two interpretive signs at the Garrison Commons, located at the Fort York National Historic Site (AjGu-26), which overlaps with a portion of the current OLW study area (2016f) (**Figures 18-1** and **Figure 18-2**). Two test units were excavated and 213 artifacts dating to the mid-nineteenth century were recovered. No cultural features were identified. The two one-metre square locations were considered to no longer retain cultural heritage value or interest, and no further archaeological assessments were recommended unless any development was to occur outside of the units (P125-0189-2015).

Stantec (2016a) conducted a Stage 2-3 archaeological assessment of a Toronto Parking Authority city parking lot located at 300-308 Queen St. W., Toronto in advance of the proposed construction of a retail store, found within the current OLW study area (**Figure 18-3**). Three trenches were excavated, and all three demonstrated historic and twentieth century features including foundation walls (Trenches A and B), postholes and drainage pipes (Trench C), and building foundations (Trench C). A total of 78 Euro-Canadian artifacts were recovered. The investigation determined significant below-grade disturbance in Trenches A and B, and for this reason, only the northeastern section of the parking lot (in the vicinity of Trench C and part of Trench B) retains cultural heritage value and interest and should be subject to a Stage 4 mechanical and hand excavation. The remainder of the property does not require further archaeological assessments (P415-0064-2015 & P415-0098-2016). To address this recommendation, Stantec (2016b) conducted a full Stage 4 excavation at the 300-308 Queen Street W. (AjGu-96) parking lot property (P400-0042-2016). A total of eight subsurface cultural features were uncovered after mechanical topsoil removal, and approximately 2,000 domestic Euro-Canadian artifacts were recovered. The investigation identified two principal building events: six privies in the mid-nineteenth century, and foundation construction for four row houses in the late nineteenth century. As the site no longer retains cultural heritage value or interest after full excavation and feature documentation, no further archaeological assessments were recommended.

ASI (2016i) conducted Stage 4 archaeological mitigation of redevelopment impacts to the Queen's Wharf site, as well as the associated waterfront features, at 20 Housey St. via both salvage excavation and construction monitoring (P125-0161-2015). This study area is immediately adjacent to the OLW study area. A total of 1,312 artifacts were recovered from the remains of a schooner (ca. 1826) discovered through the excavation. Remnants of Queen's Wharf cribbing from the 1830s, additions to the wharf structure from the 1850s and 1870s, and shore walls from around the same period were also documented. The cribbing and schooner were removed from the site, with the latter transferred to the Fort York National Site. No further archaeological assessments were recommended.

ASI conducted Stage 2 construction monitoring and documentation in 2016 under PIF# P125-0223-2016 at the property of 500 Lake Shore Blvd. W., Toronto, in order to document the deeply buried structural remains of sections of the Queen's Wharf site (AjGu-74) in the area (ASI 2017e). While not within the OLW study area, this assessment

was completed immediately adjacent to it. These structural remains were similar to other sections documented on nearby sites but were substantially less well-preserved due to the construction of a warehouse and expressway. The property was cleared of archaeological concern and no further assessments were recommended.

In 2016, ASI conducted Stage 2 archaeological monitoring in advance for the proposed installation of light poles and of electrical ducts along Garrison Road within the Garrison Common of the Fort York National Historic Site (AjGu-26), located within the current OLW study area (2017a) (**Figures 18-1** and **Figure 18-2**). Only one significant archaeological deposit was uncovered: the Brick Magazine (ca. 1908), which was preserved in situ and the ducts in that location were not installed. Further archaeological monitoring was recommended to preserve the Brick Magazine when the remaining ducts are to be installed, while the rest of the study area was considered to not possess any cultural heritage value or interest (P125-0199-2016).

In 2016, ASI conducted Stage 3 archaeological monitoring for the proposed construction of an addition to the Fort York National Historic Site (AjGu-26) maintenance building, under PIF# P125-0227-2016 (2017b) (**Figures 18-1** and **Figure 18-2**). Found within the current OLW study area, a 90 cm deep trench was excavated, and no artifacts or features were observed. The site was determined not to possess any cultural heritage value or interest, and no further archaeological assessments were recommended.

ASI conducted Stage 3 monitoring in 2016 under PIF# P400-0040-2016 in advance of the installation of a memorial statue at St. Mary's Roman Catholic Church, within the St. Mary's Church Cemetery site in Toronto (AjGu-83), which is found within the current OLW study area (**Figure 18-2**). The hole measured 71 cm by 71 cm and was dug in the north garden. No human interments, human remains, grave shafts, or archaeological resources were identified. No further archaeological assessments or monitoring were recommended, unless construction was to occur outside of the designated area (2016h).

Under PIF# P128-0130-2016, ASI prepared a Stage 1 background assessment report on the property located at 350-354 Adelaide St. W. and 102-118 Peter St. in advance of proposed mixed-use development (2016b) (**Figure 18-3**). Archival research and an inspection of the property determined potential for the recovery of Euro-Canadian archaeological resources in the north half of 350-354 Adelaide St. W. portion of the property, as well as the west halves of the 110-118 Peter Street properties. Stage 2 test trenching and hand excavation as needed were recommended. The rest of the subject area was determined to be free of archaeological resources and no further archaeological assessments were recommended. In 2016, ASI conducted a Stage 2 archaeological assessment of the recommended areas under PIF# P125-0218-2016 (2016c). Five test trenches were mechanically excavated, and 456 Euro-Canadian artifacts were recovered, with the majority dating to the late nineteenth or twentieth centuries. However, previous grading and filling procedures eliminated the original A- and B-horizons below depths where nineteenth century artifacts might be found. It was proposed that the fill and the artifacts might have come from other contexts and consequently, the severity of the landscape alterations and disturbance to the property made it such that it retained no cultural heritage value or interest and was cleared of archaeological concern. No further archaeological assessments were recommended.

In 2017, ASI conducted a Stage 2 archaeological assessment under PIF# P125-0252-2017 in preparation for the proposed redevelopment of the property located at 505 Richmond Street West (West Market Military Reserve Plan and Part of Richmond Street West and Part of Brant Street), located within the current OLW study area (2017c) (**Figure 18-3**). Test trench excavation uncovered remains of the 1873-1912 phases of St. Andrew's Market, including sub-grade masonry foundings, foundations, and an annex. The potential for the discovery of primary deposits was determined to be limited, but as the site retains cultural heritage value and interest, the site was recommended for further Stage 4 archaeological monitoring and documentation as part of any construction or redevelopment processes.

ASI completed a Stage 1 Archaeological Assessment during the Impact Assessment Phase of the GO Rail Network Electrification Transit Project Assessment Process, for corridors that include portions of the Union Station Rail

Corridor, Lakeshore West Corridor, Barrie Corridor, Kitchener Corridor, Stouffville Corridor, and Lakeshore East Corridor under PIF# P057-0834-2016 (ASI 2017d). The portion of the study area which overlaps with the current OLW study area is considered clear of further archaeological potential (**Figure 18-1**).

Jacobs Metrolinx Capital Projects Group (2018) completed a Stage 1 archaeological assessment of the Union Station Rail Corridor West Track Enhancements under PIF# P376-0020-2018 (**Figures 18-1** and **Figure 18-2**). The western half of the study area is located within the current OLW study area. While the majority of the area has been cleared by previous assessments, there are areas where Stage 2 monitoring is recommended due to the possibility of deeply buried archaeological remains.

In 2018, 4Transit undertook a Stage 1 archaeological assessment under PIF# P394-0064-2018 for the Exhibition Go Station study area as part of the Regional Express Rail – Lakeshore West Infrastructure Project. The portion of their study area which overlaps with the OLW study area has been cleared of further archaeological assessment (**Figure 18-2**).

Golder conducted a Stage 1 archaeological assessment for the proposed Downtown Relief Line (DRL) 1 Corridor, which spans approx. 7.3 km connecting eight proposed DRL stations (Golder 2018). The area examined for this Stage 1 overlaps with a portion of the current OLW study area in the eastern edge (**Figure 18-3**). While portions of their study area were cleared of further archaeological concern, there remain areas which will require Stage 2 archaeological assessment, including areas of deeply buried potential.

In 2019, ASI conducted a Stage 2 archaeological assessment for the property of 64-86 Bathurst St. (P372-0051-2019). A previous Stage 1 assessment determined potential for the recovery of Euro-Canadian archaeological resources at the site associated with the first landowners. Two test trenches were mechanically excavated, and nineteenth-century archaeological deposits were uncovered that could be associated with Thomas Connor, who first occupied the land ca. 1842. The site was then registered as the Connor site (AjGu-109). As the site demonstrated cultural heritage value or interest, Stage 4 mitigation was recommended in the form of complete salvage excavations, to be completed via mechanical and hand excavation methods.

In 2019, Irvin Heritage, Inc. prepared a Stage 1 background assessment report on the municipal property of 126 John St., found just outside of the current OLW study area. Archival research and an inspection of the property did not determine a significant potential for the recovery of pre- or post-contact artifacts or features, because of extensive modern soil disturbance to the property resulting from utility installation. The property was considered to not possess any cultural heritage value or interest, and no further archaeological assessments were recommended (P379-0237-2019).

To the best of our knowledge, there are no other reports concerning archaeological work conducted within or in close proximity (i.e. within 50 m) of the study area; however, it should be noted that the MHSTCI does not maintain a database of all properties that have had past archaeological investigations and searches of the MHSTCI public register do not always result in a complete listing of all archaeological work conducted in a given area. In consequence, in some cases the only way a consulting archaeologist will know that a past assessment has been conducted in a given area is if they have personal knowledge of it, or if the assessment resulted in the discovery and registration of one or more archaeological sites.

Archaeological Management Plans

ASI's (2008) Waterfront Toronto: Archaeological Conservation and Management Strategy focused on the waterfront area between Bathurst Street and the Don River, from Lakeshore Boulevard to the water's edge (areas known as the Central Waterfront, East Bayfront and Lower Don Lands precincts). The report contains a description of the archaeological inventory and an evaluation of their archaeological potential based on previous studies, including four areas (W4, W5, W6a, and W7) which retain archaeological potential (**Figure 18**). Additionally, recommendations for short and long term management of these areas of archaeological potential are provided (ASI 2008:1).

The Master Plan of Archaeological Resources for the City of Toronto: Interim Report was prepared by Archaeological Services Inc. (2004). The primary goal of the Master Plan was the development of an Archaeological Potential Model for the City of Toronto. The model identified areas with moderate to high potential for the recovery of archaeological resources (ASI 2004). There are several areas of archaeological potential in the study area that will require further archaeological assessment (**Figure 19**).

Municipal Registers of Heritage Properties

A review of the City of Toronto's *Inventory of Heritage Resources* was completed to determine the presence of any heritage properties or historically significant sites within or in close proximity to the study area. The results of this search identified numerous listed and designated properties within and/or in close proximity to the study area boundaries, listed in **Table 3**.

Table 3: Registered Heritage Properties Near the OLW Study Area

Address	Status	Details
1211 King St W/274 Dufferin St.	Listed	Bank of British North America, later Bank of Montreal, 1906-07, Ellis & Connery, at Dufferin St. -adopted by City Council on June 20, 1973
1195-1209 King St W., 259 Dufferin St	Listed	A. B. Ormsby Factory, 1913, J. W. Gouch Engineer; adopted by City Council on June 14 15, 16, 2005
189, 201, 219, 221 Dufferin St., 195 Liberty St., 24 Mowat Ave.	Listed	Sunbeam Incandescent Lamp Factory, 1908 and expansion 1911, F. H. Herbert Architect; south wing, 1912, Carriere and Hastings Architects and Eustace C. Bird Architect; adopted by City Council on June 14, 15, 16, 2005
7-19 Fraser Ave	Listed	Expanded Metal and Fireproofing Company Factory, first storey, 1908 & 1909, F. H. Herbert; second storey, 1930, F. S. Mallory; garage & residence (south), 1909, adopted by City Council on July 19, 2005
14 Dufferin St	Listed	Exhibition Pl.; Coliseum, 1922 G.W.F. Price; annexes 1926, including the Cattle Building by J.J. Woolnough, City Architect -adopted by City Council on June 20, 1973 -Designation By-Law Passed by City Council on May 21, 1996
15 Dufferin St	Listed	CNE Flagpole located within Exhibition Place; 1977, Works Department, Municipality of Metropolitan Toronto, contractor -adopted by City Council on May 3 and 4, 1993
200 Manitoba Dr	Designated under Part IV of the Heritage Act	John Scadding Cabin located within Exhibition Place, 1794; moved to present location in 1879 -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 540-86 PASSED BY CITY COUNCIL on August 11, 1986
100 Manitoba Dr	Listed	Exhibition Pl.; Press Bldg., 1905, G.W. Gouinlock -adopted by City Council on June 20, 1973
45 Manitoba Dr	Designated under Part IV of the Heritage Act	Exhibition Pl.; Coliseum, 1922 (north Entrance to Arena) See 2 Strachan Avenue Exhibition Pl.; Ontario Government Building; 1926, Chapman and Oxley, later known as the Carlsberg Bldg. -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 254-96541-86, PASSED BY CITY COUNCIL ON August 11, 1986
20 Manitoba Dr	Listed	Exhibition Pl.; Food Products Building; 1954; Richard A. Fisher, project architect -adopted by City Council on May 3 and 4, 1993
8 Manitoba Dr	Listed	Exhibition Pl.; Fort Rouille Site (archaeological); 1750-1751 -adopted by City Council on July 24 and 25, 1995

Address	Status	Details
2 Strachan Ave	Listed	Exhibition Pl.; Firehall, c.1912, G.W. Gouinlock -adopted by City Council on June 20, 1973
160 Princes Blvd	Listed	Exhibition Place; Canada's Sports Hall of Fame (also formerly known as the Hockey Hall of Fame) - See 2 Strachan Avenue
2 Manitoba Dr	Listed	Exhibition Pl.; Dufferin Gate; 1959; Philip R. Brook, architect -adopted by City Council on May 3 and 4, 1993
75 East Liberty St	Designated under Part IV of the Heritage Act	Remnants of Central Prison, formerly known as 20 Strachan Av., addition 1877, Roman Catholic Chapel, attributed to Kivas Tully -adopted by City Council on Jan. 28 & Feb. 1, 1985 -DESIGNATION BY-LAW 378-96, PASSED BY CITY COUNCIL ON August 12 & 13, 1996 (heritage
Bathurst Street Bridge	Listed	Bathurst Street Bridge; originally Humber River Bridge; 1903; moved to present location in 1916; direction adjusted in 1931 -adopted by City Council on Jan. 28 & Feb. 1, 1985
115-163 Niagara St	Listed	Part of Niagara Terraces, 1890; adopted by City Council on June 14, 15, 16, 2005
9 Tecumseth St., 89-109 Niagara St.	Designated under Part IV of the Heritage Act	National Casket Company Factories; east end, 1884, William Wallace Blair Architect; directly west 1886; 2 westernmost buildings 1887; adopted by City Council on June 14, 15, 16, 2005. Intention to Designate adopted by City Council on February 10 and 11, 2015. Council enacted designation by-law 1036-2015 October 2, 2015.
642-652 Wellington St W	Listed	Part of Weller-Stares Houses, 1891, A. Weller & Company Contractors; adopted by City Council on June 14, 15, 16, 2005
47-49 Bathurst St	Listed	American Hat Frame Building, 1912; Isadore Feldman Architect, adopted by City Council on June 16, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
51 Bathurst St., 55 Stewart Str.	Designated under Part IV of the Heritage Act	International Harvester Building, 1940; N. A. Armstrong Architect, adopted by City Council on May 17, 18, 19, 2005; DESIGNATION BY-LAW 356-2006, ENACTED BY CITY COUNCIL on May 25, 2006; Heritage Easement Agreement registered as Instrument No. AT1117469 on April 21, 2006. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
667 King St W., 92 Bathurst St.	Listed	Wheat Sheaf Tavern, c.1849 -adopted by City Council on June 20, 1973.
388, 544 King St W., 603-647 King St W., 2-4 Adelaide Pl., 355A, 355-359, 380-385 Adelaide St W., 445-453 Adelaide St W., 487-493 Adelaide St W., 504-514 Adelaide St W., 116 Portland St W., 129-141 Bathurst St., 159-167 Bathurst St., 98-107 Portland St., 124-145 Portland St., 240, 250, 298, 304, 340, 364, 370, 372 Richmond St W., 412-414 Richmond St W., 457-530 Richmond St W., 581-626 Richmond St W., 20 Maud St., 46-60 Stewart St., 25 Brant St., 93-99, 116 and 124, 129, 139, 147 Spadina Ave., 8-47 Camden St., 70, 80-82, 134, 138 Peter St., 19 Charlotte St., 57 Duncan St	Listed	Included on the City's Heritage Register on December 5, 2017. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.

Address	Status	Details
11 Portugal Sq., 130 Bathurst St.	Listed	Old St. Mary's Separate School; 1877, G.H. Lalor - formerly 135 Bathurst St, adopted by City Council on Aug. 8 & 11, 1983.
588 Adelaide St W., 9 Portugal Sq.	Listed	St. Mary's Separate School; 1889, Kennedy & Holland - formerly 136 Bathurst St, adopted by City Council on Aug. 8 & 11, 1983.
91 Bathurst St., 668 King St W	Listed	Toronto Dominion Bank, 1902, Chadwick & Beckett -adopted by City Council on June 20, 1973. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
662 King St W	Listed	Ideal Women's Wear Building, 1904; J. Francis Brown Architect; adopted by City Council on May 17, 18, 19, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
86-96 Portland St., 602-606 King St. W.	Designated under Part IV of the Heritage Act	Parisian Laundry Building, 1904; Harry Simpson Architect; adopted by City Council on June 16, 2005. Council stated its intention to designate June 10, 2015. Designation By-law 220-2016 enacted March 10, 2016. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
602 Portland St	Designated under Part IV of the Heritage Act	Parisian Laundry Building, 1904; Harry Simpson Architect; adopted by City Council on June 16, 2005
1-11 Adelaide Pl	Designated under Part IV of the Heritage Act	Council listed this property on the Heritage Register June 10, 2015 and also stated its intention to designate. Part IV Designation By-law 1059-2017 enacted by City Council October 4, 2017. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
509-511 Adelaide St W	Designated under Part IV of the Heritage Act	Council listed this property on the Heritage Register June 10, 2015 and also stated its intention to designate. Part IV Designation By-law 1062-2017 enacted by City Council October 4, 2017. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
505-507 Adelaide St W	Designated under Part IV of the Heritage Act	Council listed this property on the Heritage Register June 10, 2015 and also stated its intention to designate. Part IV Designation By-law 1061-2017 enacted by City Council October 4, 2017. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
497-499 Adelaide St W	Designated under Part IV of the Heritage Act	Council listed this property on the Heritage Register June 10, 2015 and also stated its intention to designate. Designation under Part IV By-law 554-2017 enacted May 26, 2017. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
125 Bathurst St	Designated under Part IV of the Heritage Act	John Mulvey House; 1869; addition known as St. Mary's Arts & Literary Club, 1909-10, J.M. Cowan, -adopted by City Council on May 2, 1983 DESIGNATION BY-LAW 103-87 PASSED BY CITY COUNCIL on January 12, 1987. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
500-504 Queen St W	Designated under Part IV of the Heritage Act	Second Cockburn Block: 1888-1889, William Storm -adopted by City Council on July 2, 1974 DESIGNATION BY-LAW 810-85 PASSED BY CITY COUNCIL on Nov. 28, 1985; located within the Queen Street West Heritage Conservation District

Address	Status	Details
17 Maud St., 60 Brant St., 497-511 Richmond St. W.	Designated under Part IV of the Heritage Act	Water Works Building; 1931, J.J. Woolnough, City Architect -adopted by City Council on May 2, 1983. Intention to Designated adopted by City Council June 6, 2012. City Council adopted designation by-law 1350-2013 October 8-11, 2013. Heritage Easement Agreement for 60 Brant Street registered as Instrument No. AT4314945 on August 18, 2016 and Heritage Easement Agreement for 497/505 Richmond Street West registered as Instrument No. AT4314944 on August 18, 2016. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
471-473 Adelaide St., 582- 591 King St. W.	Listed	Canadian Kodak Building, 1902 and 1904; Chadwick and Beckett; adopted by City Council on May 17, 18, 19, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
600 King St W	Listed	Wm. Shannon Co. Ltd., 1900, Chadwick & Beckett -adopted by City Council on June 20, 1973. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
578-580 King St W	Listed	Davis and Henderson Building, 1904; Burke and Horwood Architects; adopted by City Council on May 17, 18, 19, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
570-572 King St W	Designated under Part IV of the Heritage Act	Toronto Silverplate Building, 1882; adopted by City Council on June 16, 2005; Intention to Designate adopted by City Council on Apr 24, 2007. Designation By-Law enacted by City Council December 16, 2010. Heritage Easement Agreement registered as Instrument No. AT3181332 on November 22, 2012 (Authorizing HEA By-law 1282-2012). Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
20 Brant St	Listed	Brant Street School, 1927; C.E.Cyril Dyson Architect, adopted by City Council May 17, 18, 19, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
1, 11 Brant St., 494-522 King St. W.	Listed	Gurney Stove Factory, 1872; original owner - E.C. Gurney and Company; Harper and Son, architects; Jamieson and Carroll, builders -adopted by City Council on October 3, 4, 5, 6, 10, 11 & 12, 2001. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
468 and 474 King St W	Listed	Samuel and Benjamin Building, 1913; Burke, Horwood and White Architects, adopted by City Council on June 16, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
460 King St W., 72-76 Spadina Ave.	Listed	Richardson House, later the Spadina Hotel, 1875; altered in 1882; altered c.1890 -adopted by City Council on August 12, 1985. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
80-82 Spadina Ave	Listed	W. J. Gage Building, 1905; C. J. Gibson Architect; adopted by City Council on May 17, 18, 19, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.

Address	Status	Details
379, 379A, 379C, 381 Adelaide St W	Listed	Gage Building, 1912; Burke, Horwood and White Architects, adopted by City Council on May 17, 18, 19, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
373-375 Adelaide St W., 96-104 Spadina Ave.	Listed	Darling Building, 1907; Gordon and Helliwell Architects; adopted by City Council on June 16, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
394-398 Adelaide St W., 110-112 Spadina Ave.	Listed	Tower Building, 1927, Benjamin Brown -adopted by City Council on June 15 & 16, 1989. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
2, 2B Camden St., 126-140A Spadina Ave., 423-425 Richmond St. W.	Listed	Fashion Building, 1926, Benjamin Brown -adopted by City Council on July 13 & 14, 1989. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
394-396 A Queen St W	Designated under Part IV of the Heritage Act	Adopted by City Council on July 16,17,18,19, 2007; BY-LAW 844-86
388 and 392 Queen St W	Designated under Part IV of the Heritage Act	Part of G.R.R. Cockburn Commercial Building at 388-394 Queen St. West, 1881, Wm. G. Storm -adopted by City Council on August 18, 1976 DESIGNATION BY-LAW 844-86 PASSED BY CITY COUNCIL on Nov. 17, 1986; located within the Queen Street West Heritage Conservation Di
390 and 390 A Queen St W	Designated under Part IV of the Heritage Act	SEE 388 Queen St. West; BY-LAW 844-86
441 Queen St W., 163/163A/163B Spadina Ave.	Designated under Part IV of the Heritage Act	Oddfellows' Hall, 1886, Langley & Burke -adopted by City Council on Oct. 17, 1983 DESIGNATION BY-LAW 820-84 PASSED BY CITY COUNCIL on Nov. 26, 1984 (heritage easement agreement, Reg. CT745537, Oct. 3/85); located within the Queen Street West Heritage Conservation
117-121A Spadina Ave	Listed	Balfour Building, 1930, Benjamin Brown -adopted by City Council on July 13 & 14, 1989. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
384 Adelaide St W	Listed	Ellis Building, 1922; W.F. Sparling Company Architects, adopted by City Council on May 17, 18, 19, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
366 Adelaide St W	Listed	Hobberlin Building, 1920; Yolles and Rotenberg Contractors and Designers, adopted by City Council on May 17, 18, 19, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
358-360 Adelaide St W	Listed	Weld Building, 1925; Watt and Blackwell Architects, adopted by City Council on June 16, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
127 A Spadina Ave., 401 Richmond St W	Designated under Part IV of the Heritage Act	McDonald Manufacturing Company Buildings; John Wilson Siddall, Architect. Adopted by City Council on Feb. 8, 2007; DESIGNATION BY-LAW 387-2007 ENACTED BY CITY COUNCIL on April 24, 2007. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.

Address	Status	Details
118 Peter St., 350-352 Adelaide St W	Designated under Part IV of the Heritage Act	City Council enacted Part IV designating By-law 492-2018 to designate the properties at 350 and 352 Adelaide Street West and 118 Peter Street April 27, 2018. Heritage Easement Agreement registered as Instrument No. AT4839370 on April 10, 2018. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
342 and 342 1/2 Adelaide St W	Listed	H.S. Strathy House; c.1858; mansard roof added in 1876; front store addition in 1912 -adopted by City Council on July 16, 1984. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
345 and 349 Adelaide St W	Listed	MacLean Building, 1914; George Gouinlock Architect; adopted by City Council on May 17, 18, 19, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
331-333 Adelaide St W	Listed	Fremes Building, 1912; Langley and Howard Architects, adopted by City Council on May 17, 18, 19, 2005. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
280 Queen St W	Designated under Part IV of the Heritage Act	Commercial block, 1881 -adopted by City Council on Dec. 10, 1975 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on June 3, 1982; located within the Queen Street West Heritage Conservation District
151 John St., 295-299 Queen St W	Designated under Part IV of the Heritage Act	Wesley Building, formerly the Methodist Book and Publishing Company, later Ryerson Press; 1913, Burke, Horwood and White (now known as CITY-TV) -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW589-86 PASSED BY CITY COUNCIL on August 11, 1986 (designation plaque - 1987) (heritage easement agreement, CT825263, registered on October 28, 1986); located within the Queen Street West Heritage Conservation District
260 Richmond St W	Designated under Part IV of the Heritage Act	Tip Top Tailors Warehouse, 1914, addition 1924; DESIGNATION BY-LAW 797-2006 ENACTED BY CITY COUNCIL on Sept. 25, 26, 27, 2006. Also, part of the King-Spadina Heritage Conservation District, adopted by City Council on October 4, 2017, by by-law 1241-2017, which is currently under appeal.
219 Queen St W	Listed	Adopted by City Council on July 16,17,18,19, 2007; not part of the Queen Street West HCD
151 Simcoe St., 180 Richmond St W., 250 University Ave	Listed	Bank of Canada; 1958, Marani and Morris, Architects; H.H. Angus and Associates Limited, Engineers; Anglin Norcross Ontario Limited, Contractor/Builder -adopted by City Council on February 24, 1997
160 Queen St W	Designated under Part IV of the Heritage Act	Canada Life Assurance Co.; 1930-31, Sproatt & Rolph; floor plaque designed by A. Scott-Carter -adopted by City Council on June 20, 1973 - Designation By-Law passed by City Council on February 3, 1997

This archaeological assessment identifies known (i.e., listed, designated or otherwise recognized) heritage properties from the City of Toronto's *Inventory of Heritage Resources* only. At the time of production of this report, a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was in development for the Project and was not available for consultation. For further information, the reader should consult the completed Cultural Heritage Report that is forthcoming for the Project (AECOM *ongoing*).

The presence of listed heritage properties within and in close proximity to the study area indicates elevated potential for the presence of 19th century archaeological resources within the study area boundaries. This

determination is also supported by the historic land use and settlement in the area as evidenced by the 1851, 1860, and 1878 historic maps (Browne 1851; Tremaine 1860; Miles and Co. 1878).

Heritage Plaques and Historic Places

At the time of production of this report, the Ontario Plaques database mapping system was not functional. Therefore, the following are plaques are anecdotally known to be within the OLW study area.

Registered as an archaeological site under Borden number AjGu-103, a Toronto Heritage Plaque in the area of St. Andrews Playground describes the St. Andrews Market and Playground, the third public market built in 1850 in Toronto (Brown 2019). The market buildings were demolished in 1932 and the Water Works Building and Playground were built. A plaque for the Strachan Avenue Military Burying Ground is found west of Garrison Road at Fort York.

Historic places within the OLW study area include the Fort York Heritage Conservation District, the King-Spadina Heritage Conservation District, and the Queen Street West Heritage Conservation District. These Heritage Districts will be discussed in the Cultural Heritage Existing Conditions and Preliminary Impact Assessment Report being completed concurrently with this assessment.

Cemeteries

There are several known burials surrounding the St. Mary's Church and cemetery, located at 130 Bathurst Street and Portugal Square. St. Mary's Church is located within a portion of the Military or Garrison Reserve, which was a 914.4 m radius yard deemed to be a defensive buffer around Fort York. The Military Reserve was surveyed a number of times in the 1830's by J.G. Chewett, Henry James Castle, and Richard Bonnycastle, in preparation for opening up the area to settlements. Early survey plans identify a cholera graveyard within a square on the west side of Bathurst (Plate 1).

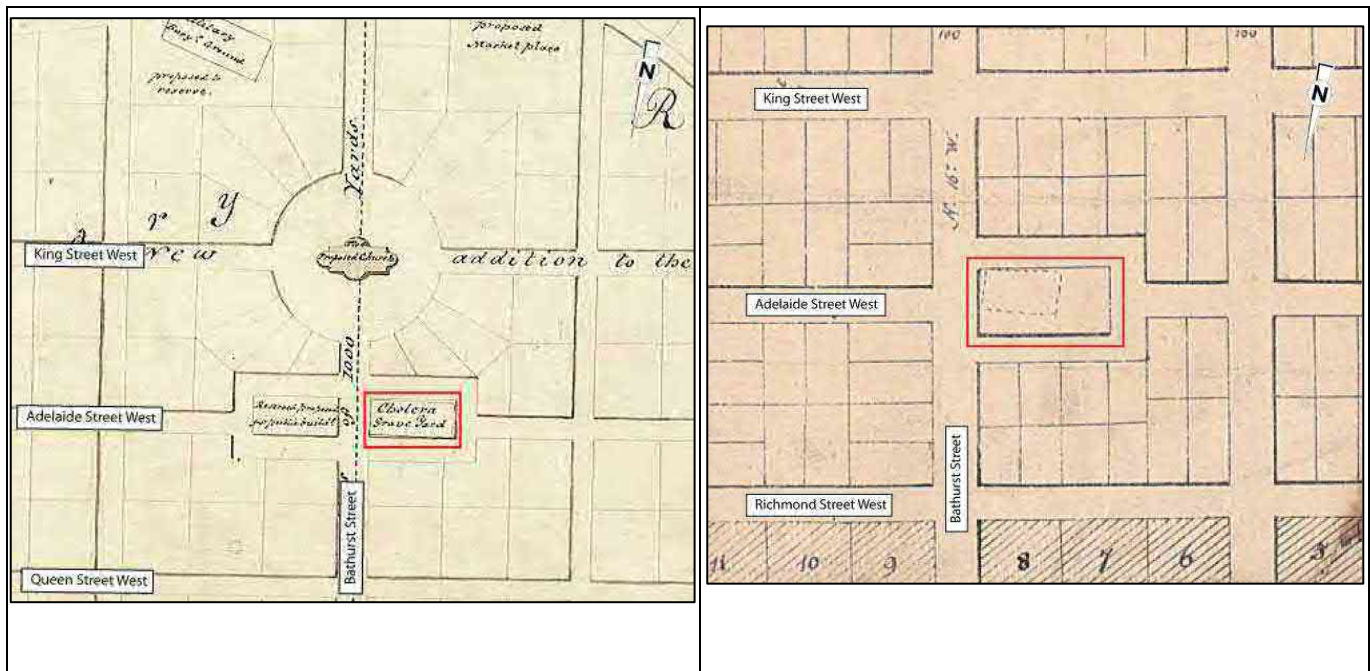


Plate 1: Approximate location of the cholera graveyard from a portion of the 1833 Bonnycastle No. 2 Plan of Comparison (left) and 1834 Castle Government Second Sale (right) where the St. Mary's Church currently exists. Note north is to the bottom of the map (ASI 2016: 14: 15).

Cholera is an acute infectious disease caused by contaminated water or food, an outbreak that can be attributed to poor living conditions on ships that spread through Europe and the British colonies. The epidemic ravaged Toronto between 1832 and 1835 as a result of waves of emigrants (Middleton 1923; Cosbie 1975; ASI 2016). In June 1832 the steamship *Great Britain* arrived with the first cholera cases and Dr. John King (Health Officer of for the port of York) ordered them to be taken to the York Hospital (Toronto General Hospital) at King Street West and John Street, which had been converted into a treatment centre for cholera patients. During the 1832 epidemic it is estimated that approximately 450 people died (Middleton 1923: 168, 617), while during the second outbreak in 1834 resulted in approximately 342 deaths (Cosbie 1975). It is known from burial registers that the majority of those who died as a result of the disease were buried in St. James Cathedral and the Potter's Field/Stranger's Burial Ground (ASI 1998; 2016). Based on the 1833 plan prepared by Bonnycastle, there is evidence that a third burial ground used for cholera victims was located on the Military Reserve. The 1833 plan explicitly identifies the future location of the St. Mary's Church as a "cholera grave yard" (**Plate 1**, left).

It is possible that the 1834 Castle map in **Plate 1** (right) illustrates the cemetery limits, that was noted "to be closed up" in 1835 (Castle 1835). This would later be the site of the St. Mary's Church that was granted for a Catholic Church in 1833 but not built upon until 1852 (Harrison 2002). A total of three structures were built on the property between 1852 and present day; the cornerstone of the third church was likely laid in 1885 and the existing building was completed in 1889 (Harrison 2002; ASI 2016). Archaeological Services Inc. (ASI) has completed a number of cemetery investigations on the property as result of redevelopments/upgrades to the existing structure, where human remains have been identified. Some areas of the cemetery property have been recommended for official closing as the human remains within them have been exhumed and relocated (ASI 2014b, 2016). A previous assessment completed by ASI in 2012 included the Stage 3 excavation of trenches outside of the cemetery limits to confirm the western most boundaries (ASI 2012). The trenches were placed adjacent to the existing Rectory building and which were found to be clear of unmarked graves or human remains. That appears to be the only instance where archaeological fieldwork has been completed outside of the fenced cemetery limits to confirm boundaries. Therefore, given that the western edge of the fenced cemetery has been confirmed to not contain unmarked graves or human remains through excavation, the western side of the cemetery is considered established (ASI 2012). The limits of the cemetery have not been confirmed through fieldwork on the remaining three sides. While the cemetery is bound by disturbances created by structures and roads, some burials may still be present in areas where intensive disturbances did not occur. Therefore, with the exception of those areas already subject to assessment, additional Stage 3 cemetery investigations are recommended for the church property.

Victoria Memorial Square located at Portland Street between Wellington Street West and Niagara Street is found immediately adjacent to the OLW study area. Victoria Memorial Square is Toronto's first European cemetery, opened in 1793 as the garrison cemetery for Fort York. It is an Anglican and non-sectarian burial ground with a last known burial in 1863 (ASI 2004, 2012g). In 1837 the encroaching street grid enclosed the cemetery within a 2.4 ha parcel, and was converted to a park (**Plate 2**). The gravesites were levelled, paths were created throughout, and the surviving headstones were gathered along the western edge. They are currently attached to upright granite slabs along the northeastern edge of the burial ground. It was closed to additional burials in 1863 when it was deemed to be full after the interment of 500 soldiers and the Strachan Avenue Military Burying Ground was opened.

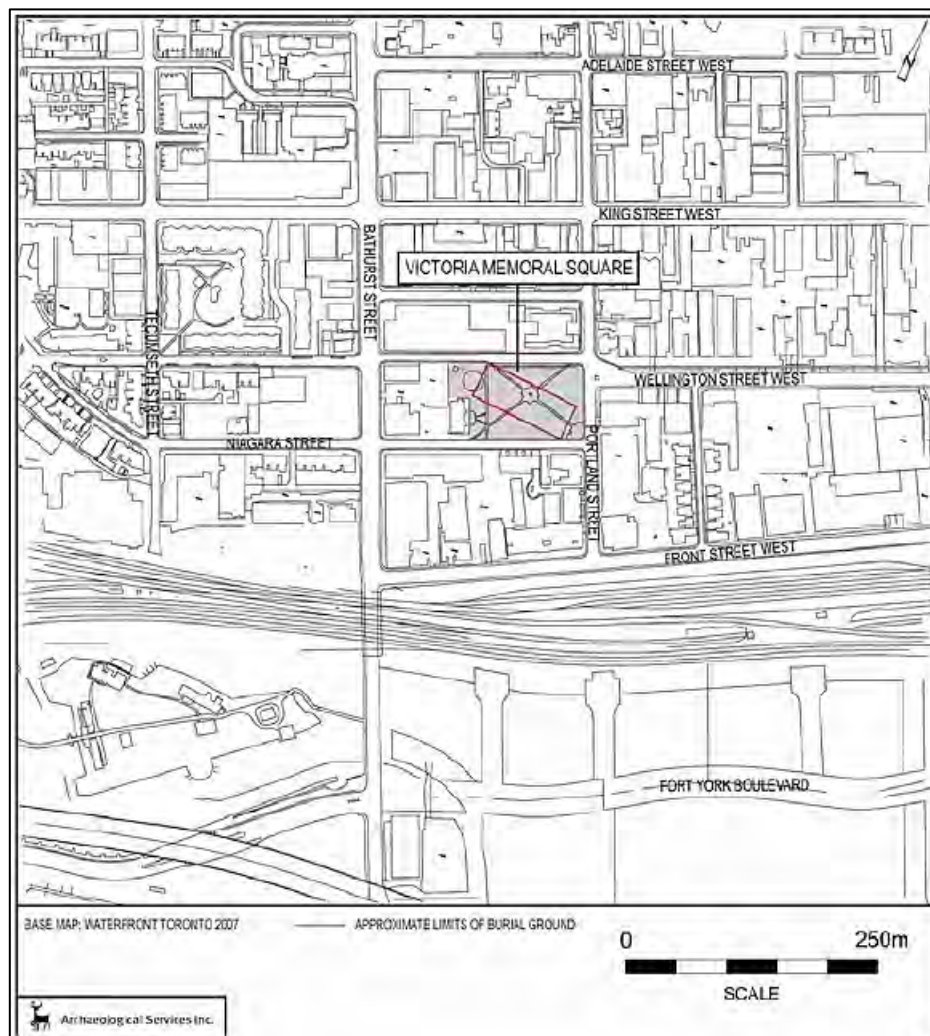


Plate 2: Map depicting the approximate limits of the burial ground in red, from ASI (2012, Figure 1)

Previous archaeological assessments completed by ASI (2004) established that human burials and scattered human remains were found as little as 20 cm below the original ground surface. The original ground surface had been capped with approximately 30-50 cm of imported topsoil in 2006 to raise the grade of the park prior to revitalization work completed on the property (ASI 2012g). A cairn was erected in 1902 to the memory of the officers and men who fought in the defence of York and Canada in the War of 1812, and 27 markers were moved to the Military Burying Ground (Otto 2005). Since the 1800's the site has been maintained by the City as a public park. At the time of the research, research confirming the location of the historic cemetery limits including location of burials was not available, therefore, it is not clear if the boundaries can be determined with any certainty and verified in the field at this time.

[illegible]

The Strachan Avenue Burying Ground has been the subject of a limited archaeological assessment, through mechanical removal of fill directly to the east of the Strachan Avenue overpass retaining wall. This work confirmed that the extreme western end of the buying ground did not contain any graves (**Plate 3**; ASI 2006). A geophysical survey of the cemetery was initiated in 2013 by ASI, although the results were inconclusive (ASI 2006).

1.3.3 Known Archaeological Sites

AECOM conducted a data search of the ASDB to determine if any registered archaeological sites are located within the study area as well as within 1 km of the current study area boundaries. This search resulted in the identification of 44 registered archaeological sites. **Table 4** provides details on the registered archaeological sites within 1 km of the current study area.

Table 4: Registered Archaeological Sites within 1 km of the Study Area

Borden #	Site Name	Cultural Affiliation	Site Type	Further Cultural Heritage Value or Interest
AjGu-103	St. Andrew's Market	Euro-Canadian	Market	No
AjGu-104	Wharves 26-28	Euro-Canadian	Wharf	No
AjGu-106	Duke of Cambridge	Euro-Canadian	Hotel, Privy	Yes
AjGu-109	Connor	Euro-Canadian, Irish	House	Yes
AjGu-13	Fort Rouille	Euro-Canadian Indigenous	Campsite	Yes
AjGu-15	Front Street	Euro-Canadian		Unknown
AjGu-19	Mackenzie House	Euro-Canadian	Homestead	Yes
AjGu-21	Navy Wharf	Euro-Canadian	Wharf/pier/dock	Yes
AjGu-22	South Ryerson School	Euro-Canadian		Yes
AjGu-23	Esplanade Crib	Euro-Canadian	Railway	Yes
AjGu-24	Furniss Water Works Wharf	Euro-Canadian	Wharf/pier/dock	Yes
AjGu-25	1894 Landfill	Euro-Canadian	Dump	No
AjGu-26	Historic Fort York	Pre-contact, Post-contact	Military Fort	Yes
AjGu-27	George Brown House	Euro-Canadian	Homestead	Yes
AjGu-28	Elgin-Winter Garden Theatre	Euro-Canadian	Well	Yes
AjGu-29	Trinity-Bellwoods	Euro-Canadian	House/Park	Yes
AjGu-34		Euro-Canadian	Railway	No
AjGu-36	Court House Square	Euro-Canadian	Fire Brigade Hall, Mechanic's Institute; midden	Yes
AjGu-37	Farr	Euro-Canadian	Homestead	Yes
AjGu-4	Denison			No
AjGu-48	The Grange	Euro-Canadian	House	Yes
AjGu-49	Bishop's Block	Euro-Canadian	Townhouse, Cistern, Privy, Foundation	No
AjGu-50	Ontario Heritage Centre	Euro-Canadian	Building	No
AjGu-51	Toronto Hospital	Euro-Canadian	building; hospital; outbuilding	Yes
AjGu-60		Post-contact	Residential	No

Borden #	Site Name	Cultural Affiliation	Site Type	Further Cultural Heritage Value or Interest
AjGu-62	John Bugg Stores	Euro-Canadian		No
AjGu-63		Chinese, English, Euro-Canadian, Irish, Scottish	retail; manufacturing; residential	No
AjGu-68	Bell	Euro-Canadian	Homestead	No
AjGu-70	Beverley Street Site	Euro-Canadian	House	No
AjGu-72	32 Camden Street	Euro-Canadian	House	No
AjGu-74	Queen's Wharf Station	Euro-Canadian	Railway, Wharf, Rail Yard	No
AjGu-75		Euro-Canadian		No
AjGu-79	Lowry-Hannon	Afro-Canadian, Irish	fenceline; foundation; midden; outbuilding; privy	No
AjGu-81	Dollery	Euro-Canadian		No
AjGu-83	St. Mary's Church	Euro-Canadian	Burial, Church, Cemetery	Yes
AjGu-84	AjGu-84			No
AjGu-87	Richmond H1 Sit	Euro-Canadian	House	No
AjGu-88		Post-Contact	Homestead	No
AjGu-89	Old Upper Canada College	Euro-Canadian	School	No
AjGu-90	Squire	Euro-Canadian	Manufacturing Building	No
AjGu-91	Armoury Street Ward Block	Euro-Canadian	Neighbourhood	No
AjGu-96	Queen Street West Parking Lot Site	Euro-Canadian	Residential	No
AjGw-391	Lailson	Pre-contact	Findspot	No
AjGw-511	Omagh III	Pre-contact		No

**Bolded sites are located within the study area*

St. Mary's Church site (AjGu-83) is located within the current OLW study area limits. A number of assessments have been completed (ASI 2012e; 2016d; 2016h), and additional assessments are recommended should construction disturbance extend beyond the areas cleared of further work.

The Connor site (AjGu-109), a Euro-Canadian house, is located within the central portion of the current OLW study area. Stage 1 and 2 archaeological assessments were completed for the site, and as it demonstrates further cultural heritage value or interest, Stage 4 mitigation was recommended in the form of complete salvage excavations, to be completed via mechanical and hand excavation methods (ASI 2019).

The Historic Fort York site (AjGu-26), found within the OLW study area, is both a pre-contact Indigenous and Euro-Canadian site, which has also been defined as an Archaeologically Sensitive Area (ASA) by the City of Toronto's Archaeological Management Plan (ASI 2004), and archaeology is recognized as an important planning tool in the Fort York Heritage Conservation District Study and Plan (Nasmith et al. 2014).

Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy Act (FIPPA)*. The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to all media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The MHSTCI will provide information concerning site location to the party or an agent of the party holding title to a property, or to a licensed archaeologist with relevant cultural resource management interests.

1.3.4 Existing Conditions

The land surrounding this study area consists of densely populated industrial, commercial and residential areas, as well as the Fort York National Historic site, St. Andrews Playground and the Lakeshore West Rail Corridor. Several highways and major roads are found within the study area, including the Gardiner Expressway, Dufferin Street, King Street West, Spadina Avenue, Queen Street West, and University Avenue.

2. Property Inspection

In order to gain first-hand knowledge, to evaluate if modern disturbance may have occurred and to confirm whether or not features of archaeological potential, perhaps not visible on mapping, were present within the OLW study area, AECOM conducted a Stage 1 field review on October 30, 2019 under the field direction of Samantha Markham [P438]. The field review was carried out as outlined in Section 1.2 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Weather conditions during this time were overcast with periods of rain and an average temperature of 5 degrees Celsius. Visibility was not impaired at any time.

The OLW study area consists of a combination of railway rights-of-way (ROW), residential and commercial developments as well as railways, highways and roads. The study area was photo-documented from the ROW as permission to enter was not granted, and is illustrated in Section 7, as well as **Figure 20** in **Section 8**. The inspection was completed through both random spot checking and investigation of features of archaeological potential as identified by the master plan was used to examine areas accessible from the ROW (ASI 2004). As well, a number of areas that could be visually assessed as deeply disturbed were photographed and illustrated on the results mapping (**Sections 7** and **8**). A property inspection was undertaken where access was available through public property around the cemeteries within the study area in order to gain first-hand knowledge of the environment and existing conditions of the area. Due to restrictions involving the lack of permission to enter any properties, there are several areas where a more thorough inspection could not be completed during this high level review. **Table 5** contains the inventory of the documentary record from the Stage 1 field review.

Table 5: Inventory of Documentary Record

Document Type	Quantity	Location	Additional Comments
Field Notes	1	AECOM London Office	In original field folder and stored digitally in project file
Hand Drawn Maps	0	AECOM London Office	In original field folder and stored digitally in project file
Proponent Maps	2	AECOM London Office	Hard copy and digital copy in project file
Digital Photographs	28	AECOM London Office	Stored digitally in project file

3. Analysis and Conclusions

3.1 Determination of Archaeological Potential

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. Criteria commonly used by the MHSTCI to determine areas of archaeological potential are listed in Section 1.3.1 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Distance to modern or ancient water sources is generally accepted as the most important element for past human settlement patterns and when considered alone may result in a determination of archaeological potential. In addition, any combination of two or more of the listed criteria indicates archaeological potential.

Based on a review of the historical, environmental, and archaeological context of the study area, it has been determined that potential for the recovery of pre- and post-contact First Nation and 19th century Euro-Canadian archaeological resources within the study area is high based on the presence of the following features:

- Proximity to previously identified archaeological sites (44 registered sites within 1 km);
- Distance to various types of water sources (Don and Humber River, Lake Ontario, Historic Garrison and Russell Creeks, and numerous smaller tributaries);
- Soil texture and drainage;
- Glacial geomorphology, elevated topography and the general topographic variability of the area;
- Resource areas including food or medicinal plants, scarce raw materials and early Euro-Canadian industry;
- Areas of early Euro- Canadian settlement and early transportation routes (City of Toronto, Fort York, Military Reserve Lands, railways, early concession roads);
- Properties listed on municipal register of properties designated under the *Ontario Heritage Act* (Government of Ontario 1990b) (see **Table 3**); and,
- Historic landmarks or sites (Fort York, King-Spadina and Queen Street West Heritage Conservation Districts)

Certain features indicate that archaeological potential has been removed, such as land that has been subject to extensive and intensive deep land alterations that have severely damaged the integrity of any archaeological resources. This includes landscaping that involves grading below the topsoil level, building footprints, quarrying and sewage and infrastructure development (Ontario Government 2011). Areas of low archaeological potential within the OLW study area include 20th century subdivision and commercial developments as well as road construction. Additionally, several previous archaeological assessments have cleared various properties of archaeological concerns and these areas are considered to be cleared of further archaeological potential.

The 2004 *Master Plan of Archaeological Resources for the City of Toronto: Interim Report* (ASI 2004) and the GIS-based Toronto Archaeological Management Plan were also reviewed as part of the analysis of archaeological potential within the OLW study area. Based on the GIS data from the City of Toronto Archaeological Management Plan, archaeological potential has been removed from the southwestern portion of the study area as a result of extensive 20th century commercial, industrial, and residential development. However, much of the remaining areas east of Strachan Avenue still retains archaeological potential. **Figure 19** provides the final results of the evaluation of archaeological potential for the study area based on the GIS data from the City of Toronto.

A review of the historical mapping from 1793, 1851, 1860 and 1878 as well as the aerial photos ranging from 1939 to 1992 indicates that the area north of Front Street in the OLW study area was settled and urbanized much more

quickly than the rest (**Figure 6 to Figure 16**). **Figure 17** depicts the locations of historic shorelines from early historic maps (Phillipotts 1818; Chewett 1827; Dennis Fleming 1851) and Fire Insurance Plans (Goad 1910). Most of the shorelines are found outside of the study area, with the exception of the area found within the Fort York National Historic site (AjGu-26). In ASI's Central Waterfront master plan, they note that the position of the lakeshore varied from approximately 50 to 150 metres to the south of the present alignment of Front Street (ASI 2008). They suggest then that the original shoreline of Toronto Harbour lies beneath the railway located west of Spadina Avenue. However, they note that while archaeological potential for pre-contact Aboriginal sites would have been mostly removed by landscaping, construction and lake filling and dredging, some areas of modest development near the original shoreline have been identified as having pre-contact potential and known features associated with the early European period of military occupation and industrialization (ASI 2008: 23). Those features found within the OLW study area include the Toronto Central Prison (W4), Great Western Railway Engine House and Turntable (W5), Fort York (W6a) and the Grand Trunk Railway Roundhouse (W7) on **Figure 18**.

Construction of Toronto's Central Prison (known as W4 in ASI's Central Waterfront report) began in 1871 and part of the prison is still standing near the western end of the study area south of Douro Street and west of Strachan Avenue (ASI 2008). As common with prisons of the time, it is possible that there are unrecorded burials located on the grounds. The original foundations may still be found on the property. Of importance to note is also the fact that prior to construction of the prison, the grounds would have originally been part of the battlefield area surrounding Fort York, and therefore burials may be present in this area dating to the Garrison period as well.

The Great Western Railway Engine House and Turntable (W5) was built following the construction of the line into Toronto in 1855 and is found within the current OLW study area immediately north of Fort York, between railways. ASI (2008) suggests that there may be remnants of the engine house and turntable still present in this area.

While Fort York (W6a) has been extensively studied and well-documented, there remain a number of historic features from historic mapping which have not been located, including the Barracks near Bathurst Street. As graves have been uncovered over the years, and the War of 1812 was located in this area, it is possible there may be additional human remains beyond those already known as well as battle debris (ASI 2008:35).

The area named W7 by ASI (2008) consists of several areas of archaeological potential, including the Grand Trunk Railway Roundhouse, remains of other 19th century features related to the wharves and railway or the ramparts of Old Fort York. As graves of soldiers from the War of 1812 were located and removed during construction periods in the 1900s, there is the possibility of further burials in this area as well. Found in the south-central portion of the study area south of Fort York, this area has been deeply disturbed by modern construction.

3.2 Conclusions

AECOM's Stage 1 background study of the OLW study area has determined that the potential for the recovery of archaeological resources in portions of the study area is high, given the proximity of the study area to previous archaeological sites, water sources, soil texture and drainage, topography, early Euro-Canadian industries, settlement and transportation routes, as well as properties listed on the municipal register. Archaeological potential has been removed from previously assessed and cleared areas, and there is low archaeological potential in areas determined to have been subject to deep and extensive land alterations that have significantly compromised the recovery of archaeological material. This conclusion is based on a review of previous archaeological assessments, the City of Toronto Archaeological Potential mapping, the field review completed by AECOM, and professional judgement. Areas identified as retaining moderate to high archaeological potential must be subject to Stage 2 archaeological assessment.

4. Recommendations

AECOM's Stage 1 background study of the OLW study area has determined that the potential for the recovery of archaeological resources is high, given the proximity of the study area to previous archaeological sites, water sources, soil texture and drainage, topography, early Euro-Canadian industries, settlement and transportation routes, as well as properties listed on the municipal register. Archaeological potential has been removed from previously assessed and cleared areas, and there is low archaeological potential in areas determined to have been subject to deep and extensive land alterations that have significantly compromised the recovery of archaeological material. This conclusion is based on a review of previous archaeological assessments, the City of Toronto Archaeological Potential mapping, the field review completed by AECOM, and professional judgement. Areas identified as retaining archaeological potential must be subject to Stage 2 archaeological assessment. **In light of these results, prior to any ground disturbing activities, a Stage 2 archaeological assessment is recommended for all land identified as retaining archaeological potential (Figure 20).**

Given the nature of the project there will be some combination of surface/above grade and below grade impacts. The type of impact planned in areas requiring Stage 2 archaeology will dictate the type of Stage 2 assessment strategy that should be employed. The types of Stage 2 archaeological assessment that could be required for this project include standard surface-level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however this will have to be coordinated in consultation with the MHSTCI should this approach be contemplated. . This Stage 1 background archaeological assessment and review is necessarily high level due to the early stage of planning and design for the OLW. As the design is refined and there is a better understanding of the planned impacts, areas that require further archaeological assessment must be examined against the type of impact planned to formulate the appropriate Stage 2 archaeological assessment strategy on a property by property basis.

Stage 2 archaeological assessments must be conducted for all areas identified in this report as retaining moderate to high archaeological potential shaded in orange on **Figure 20**. Areas that are marked in hatching on **Figure 20** have been subject to previous archaeological assessment that have cleared the land of archaeological concerns, therefore no further archaeological work is recommended for those areas. Finally, areas with blue shading indicate areas of low archaeological potential and will require a comprehensive property inspection as part of the Stage 2 field survey in order to determine the extent of previous disturbance. Further archaeological assessments must be conducted by a licensed archaeologist and must follow the requirements set out in the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The requirements for standard surface archaeological survey include:

- Test pit survey at 5 m intervals in all areas that will be impacted by the project and where ploughing is not possible (e.g., woodlots, overgrown areas, manicured lawns);
- Poorly drained areas, areas of steep slope and areas of previous disturbance (e.g., pipelines, railways, road ROW, buildings) identified are to be mapped and photo-documented, but are not recommended for Stage 2 survey as they possess low to no archaeological potential.

Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations Stage 2 archaeological assessment will be required for areas following Section 2.1.7 of the *Standards and Guidelines for Consultant Archaeologists*, and will include:

- Test pitting where viable to carry out surface survey methods to identify any archaeological sites or determine the extent of disturbance;
- Should test pitting by hand not reach subsoil (i.e. the area is found to have potential, but it may be deeply buried), mechanically excavate trenches at maximum intervals of 10 m to verify the presence of and to assess deeply buried archaeological resources and/or the extent of disturbance; and
- Mechanical excavations using a backhoe with a straight-edged ditching bucket are to occur within the core of the planned development area and over any areas of archaeological potential.

As per Section 2.1.7 Standard 4 of the *Standards and Guidelines for Consultant Archaeologists*, if other techniques have not made a conclusive determination regarding the presence of deeply buried archaeological resources expected as a result of the Stage 1 evaluation, on-site monitoring by a licensed archaeologist of excavation and the removal of fill will be required:

- On-site archaeological monitoring where and when construction excavation in areas where archaeological sites are predicted to exist, or where it is extending to a depth that warrants concern;
- Preparation of an archaeological contingency plan with the proponent and construction personnel outlining appropriate procedures and time requirements should deeply buried archaeological resources/sites be exposed;
- If an archaeological site or material possessing cultural heritage value or interest is uncovered or affected, construction and monitoring activities must cease in that location and further archaeological work is required.

It should be noted that two cemeteries exist within the study area boundaries; the St. Mary's Church Cemetery, located at the intersection of Bathurst Street and Adelaide Street West, and the Strachan Avenue Military Burying Ground located on the grounds of Fort York. Special consideration and recommendations must be made for land within the St. Mary's Church Cemetery site (AjGu-83) and the Military Burying Grounds. Given that the St. Mary's Church cemetery limits have been identified and documented by ASI (2014; 2016), it is likely that any unmarked graves will be located within the cemetery limits outlined on **Figure 21**. A previous archaeological assessment along the western edge of the cemetery adjacent to the existing rectory building has cleared the area of unmarked graves, confirmed through Stage 3 test trenching (**Figure 21**; ASI 2012e). However, given that early historic mapping is not entirely accurate, a high probability exists that unmarked graves and associated shafts may be present, adjacent to, or within, the ROW's of Bathurst Street, Adelaide Street West and Portugal Square; east, south and north of the cemetery limits respectively.

The limits of the Strachan Avenue Military Burying Ground are largely unknown (ASI 2006; 2014). A previous archaeological assessment along the western edge retaining wall has cleared the area of unmarked graves (**Figure 22**), and the southern limits of the Fort York National Historic Site has been defined by the Gardiner Expressway cut to the south (ASI 2014). However, given the early-19th century establishment of the cemetery and the lack of burial registries, current fence lines or marked cemetery boundaries do not necessarily represent the limits of the cemetery below ground to the south and east. Therefore, a high probability exists that unmarked graves and associated shafts may be present to the south and east of the delineated cemetery boundaries into the Garrison Common area of Fort York.

There are no planned impacts to the cemetery properties (i.e., within the limits of the St. Mary's Church cemetery fence, or the Fort York National Historic Site), but should construction impacts be planned within the 10 m buffer of the St. Mary's Church Cemetery or the Strachan Avenue Military Burying Ground, further Stage 2 archaeological assessment will be required following Section 2.1.2 for any surficial archaeological concerns on manicured lawn.

Given that the boundaries of the cemetery are not clear and verifiable in the field, it is recommended that ,should any ground disturbing activities be planned within the 10 m buffer on the north, south and east sides of the St. Mary's Church and Cemetery or the Strachan Avenue Military Burying Ground, after the completion of any necessary Stage 2 archaeological assessment, a Stage 3 cemetery Investigation be carried out to determine if burials associated with the cemeteries extend beyond the currently defined boundaries into areas proposed to be impacted by the project. Recommendations for the Stage 3 Cemetery Investigation are as follows:

- Upon completion of detail design, and prior to any construction, all portions of the OLW study area that fall within the 10 m buffer adjacent to the St. Mary's Church and Cemetery or Strachan Avenue Military Burial Ground currently defined boundaries must be subject to Stage 3 cemetery investigation involving mechanical topsoil removal as per Section 4.2.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) for areas with existing topsoil and the mechanical, or the mechanical removal of hard surfaces or fill as per Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) to expose undisturbed topsoil or subsoil for paved areas or those with disturbed overburden to expose subsoil in order to determine if human burials extend into the project area. The investigation should take place moving towards the estimated limits of the cemetery/burial ground;
- St. Mary's Church and Cemetery is currently surrounded by roads and modern infrastructure which may have negated the potential for archaeological resources including unmarked burials within these areas, however, given the fact that burials associated with the cemetery have been located in disturbed contexts, it is recommended that if any of these areas are within the 10 metre buffer of the inferred cemetery where the limits have not be clearly defined based on previous fieldwork, construction monitoring take place to confirm that lack of potential for the cemetery to extend into these areas (**Figure 21**);
- As the limits of the St. Mary's Church and Cemetery are unclear, an Investigation Authorization from the Bereavement Authority of Ontario will be required prior to any Stage 2 fieldwork and Stage 3 cemetery investigation for all proposed work within the 10 m buffer area;
- The area to be subject to the Stage 3 cemetery investigation for the Strachan Avenue Military Burial Ground is to include all of the project lands within the 10 metre buffer area of the inferred cemetery boundary from the marked Fort York property limits extending along the full extent of the cemetery property on the south and east sides of the cemetery property (See **Figure 22**);
- As the limits of the Strachan Avenue Military Burial Ground are unclear, an Investigation Authorization from the Bereavement Authority of Ontario will be required prior to any Stage 2 fieldwork and Stage 3 cemetery investigation for all proposed work within the 10 m buffer area;
- Given the location of the Strachan Avenue Military Burial Ground is within an urban setting, it is likely that urban road infrastructure will be encountered within the 10 m buffer area of its currently defined boundaries. Should modern infrastructure be encountered during the Stage 3 cemetery investigation, the fieldwork strategy may be re-evaluated to include construction monitoring to confirm that the disturbed area lacks archaeological potential and burials to determine if it is necessary to continue to complete the entire 10 m buffer by Section 4.2.3 or, if appropriate, Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011);
- The results and effectiveness of this assessment strategy to mitigate the risk of impacts to potential burials or shafts must be reported to the MHSTCI as part of a Stage 3 cemetery investigation.;
- Should archaeological resources, including deeply buried archaeological resources not associated with the cemetery be discovered, additional archaeological assessment may be required, and,

- If human remains are encountered during construction, work must cease immediately, the police or Regional Coroner should be contacted, and the Registrar of Cemeteries with the Bereavement Authority of Ontario.

Special consideration should also be made for the Fort York National Historic Site located within the southern portion of the study area at 250 Fort York Boulevard. This property was designated a National Historic Site in 1923 and was listed on the Canadian Register of Historic Places in 2005. The designation refers to a complex of eight buildings within a 3.24 ha. area enclosed by a restored, bastioned, stone-lined earthwork, the open mustering ground to the west, a military cemetery at Strachan Avenue, and other lands cut off from the main area by elevated roads (Canadian Register of Historic Places 2020). Given its level of cultural heritage value and interest, this area must be avoided by all construction related activities.

The registered Connor site (AjGu-109), a Euro-Canadian house, is located within the central portion of the current OLW study area. ASI (2019) previously completed Stage 1 and 2 archaeological assessment and recommended Stage 4 salvage excavations, to be completed via mechanical and hand excavation methods if the site cannot be avoided by future construction disturbance. The Stage 4 should be undertaken by a licensed consultant archaeologist, in accordance with the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

Additionally, special consideration should be paid to the Victoria Memorial Square located at Portland Street between Wellington Street West and Niagara Street, immediately adjacent to the OLW study area. Given the 18th century establishment of the cemetery and the cultural significance within the City of Toronto, should any construction impacts be planned adjacent to the property, further archaeological assessment will be required. Detailed background research will be required to determine the extent of the Victoria Memorial cemetery and appropriate recommendations provided prior to ground disturbing activities.

It is possible that Stage 2 archaeological assessments could be reduced in segments where proposed impacts during construction include deep tunnelling activities. Consultation with the MHSTCI will be required for the communication of additional information and detail design documentation should this approach be contemplated.

Despite best efforts and due diligence, no archaeological assessment can necessarily account for all potential archaeological resources. Should deeply buried archaeological resources be identified during ground disturbance activities associated with future development of the project, ground disturbance activities should be immediately halted, and a licensed archaeologist should be notified.

It should be noted that the OLW study area in this report includes land that may not be subject to ground disturbing activities during construction of the OLW infrastructure. As such, once detail design is complete and the scope of surface/above grade versus below grade construction activities has been determined, only those areas that will be affected by this project will require further Stage 2 archaeological assessment.

Should additional land outside of the current OLW alignment study area boundaries be included as part of the Project, the standard requirements for archaeological assessments to be conducted prior to land disturbance remain in place.

The MHSTCI is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further archaeological assessment is required, archaeological concerns for the OLW Project in the City of Toronto, Ontario have not been fully addressed.

5. Advice on Compliance with Legislation

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

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

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

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

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force in 2012) require that any person discovering human remains must notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries, and Cemetery Closures.

6. References

4Transit

- 2018 STAGE 1 ARCHAEOLOGICAL ASSESSMENT Exhibition GO Station Metrolinx Part of the Garrison Reserve Concession, in the Historic Township of York, Former County of York, now the City of Toronto, in the Province of Ontario. P394-0064-2018

Adam, Graeme Mercer and Charles Pelham Mulvany

- 1885 *History of Toronto and County of York, Ontario : containing an outline of the history of the Dominion of Canada, a history of the city of Toronto and the county of York, with the townships, towns, villages, churches, schools; general and local statistics; biographical sketches, etc., etc. Volume 1.* C. Blackett Robinson: Toronto, Ontario.

Archaeological Services Inc,

- 1998 *Stage 1/2 Archaeological investigation of Lands Surrounding St. James' Cathedral, City of Toronto, Ontario.* Report on file, Ministry of Heritage, Sport, Tourism and Culture Industries, Toronto.
- 2004 *A Master Plan of Archaeological Resources for the City of Toronto (Interim Report).* Prepared by Archaeological Services Inc. in association with Cuesta Systems Inc., Commonwealth Historic Resources Management Limited, Golder Associates, and Historica Research Limited. Available at www.toronto.ca/culture.
- 2006 *Archaeological Investigation of the West Limits of the Old Military Burial Ground (Fort York) Part of Block 14 Ordnance Reserve 100 Garrison Road (Fort York) City of Toronto, Ontario.* Report on file, City of Toronto Heritage Preservation Services and Ontario Ministry of Heritage, Sport, Tourism and Culture Industries, Toronto. P049-154-2006
- 2007 Stage 2 Archaeological Resource Assessment of Railway Lands Block 36 and Stage 1-2 Archaeological Resource Assessment of the Bathurst Street Bridge Reconstruction Fort York Neighbourhood, City of Toronto, Ontario. P102-001-2006
- 2008 *Waterfront Toronto: Archaeological Conservation and Management Strategy.* Toronto, Ontario.
- 2011 Stage 1-3 Archaeological Resource Assessment of 621 King Street West (Lots 11 and 12, South Side of King Street, Registered Plan D-82 and Part of Lots 4 and 5, Section M, Military Reserve), City of Toronto, Ontario. P049-627-2011 (Stage 1), P049-639-2011 (Stage 2), P049-645-2011 (Stage 3)
- 2012a Stage 2-3 Archaeological Resource Assessment of 426-444 Adelaide Street West (Lots 1 & 2 East Side of Brant Street, Lots 6, 7 & 8 North Side of Adelaide Street, Registered Plan D-46), City of Toronto, Ontario. P362-012-2012 (Stage 2), P362-018-2012 (Stage 3)
- 2012b Stage 2 Archaeological Investigation of the Southern Ramparts at the Fort York National Historic Site (AjGu-26), 250 Fort York Blvd., City of Toronto, Ontario. P352-004-2011
- 2012c Stage 4 Salvage Excavation of the Bell Site (AIGu-68), 621 King Street West, Lots 11 and 12, South Side of King Street, Registered Plan D-82 and Part of Lots 4 and 5, Section M, Military Reserve, City of Toronto, Ontario. P094-049-2011
- 2012d Stage 2-3 Archaeological Resource Assessment of 525 Adelaide Street West (Lot 11 and Part of Lots 10, 12, and 15, Section G, Military Reserve Plan, and Block A Registered Plan D-1327), City of Toronto, Ontario. P362-005-2012 (Stage 2), P362-009-2012 (Stage 3)
- 2012e Stage 3 Archaeological Assessment (Cemetery Investigation) St. Mary's Church (AjGu-83) 130 Bathurst Street (Toronto Military Reserve) City of Toronto, York County, Ontario. P380-001-2012
- 2012f Stage 4 Salvage Excavation of the Queen's Wharf Station Site (AjGu-74), 170 Fort York Boulevard, Railway Lands Block 36S, Fort York Neighbourhood, City of Toronto, Ontario. P094-040-2011
- 2012g *Stage 2 Archaeological Monitoring of the Victoria Memorial Square Revitalization, 1902 Veterans' Monument Upgrades, City of Toronto, Ontario.* P362-023-2012.

- 2013a Stage 4 Salvage Excavation of the Proposed Visitors' Centre Fort York National Historic Site (AjGu-26) City of Toronto (Volume 1 and 2). P315-026-2010, P347-025-2011
- 2013b Stage 4 Archaeological Monitoring of Construction Excavations at the Visitors' Centre at Fort York National Historic Site (AjGu-26) Site Plan Application 10 230516 STE 19 SA 250 Fort York Boulevard City of Toronto, Ontario. P372-015-2012
- 2014a Stage 4 Salvage Excavation of the Dollery Site (AjGu-81) 426-432 Adelaide Street West Part Lots 6 and 7 North Side of Adelaide Street, Plan D46 SPA 11237693 STE 20 OZ City of Toronto. P372-014-2012
- 2014b *Stage 3 Archaeological Assessment (Cemetery Investigation) of St. Mary's Church (AjGu-83) City of Toronto, York County, Ontario.* Report on file, City of Toronto Heritage Preservation Services; Cemeteries Regulation Unit, Ontario Ministry of Consumer Services; and Ontario Ministry of Heritage, Sport, Tourism and Culture Industries, Toronto. P380-001-2012
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- 2015b Stage 3 Archaeological Test Trenching in the North Rampart West of the Bunker Kitchen, Proposed Fort York Bunker Kitchen Expansion, Fort York National Historic Site (AjGu-26), 250 Fort York Boulevard, City of Toronto. P125-0138-2014
- 2016a Stage 4 Archaeological Mitigation of the Queen's Wharf and Related Features, 20 Housey Street/Block 37, Railway Lands West, City of Toronto, Ontario. P125-0161-2015
- 2016b Stage 1 Archaeological Resource Assessment of 350-354 Adelaide Street West and 102-118 Peter Street (Lots 4 and 13 and Part of Lots 1, 2, 3 and 5, Registered Plan 1-B, Lots C, D, E and Part of Lot B, Registered Plan 349), City of Toronto, Ontario. P128-0130-2016
- 2016c Stage 2 Archaeological Resource Assessment of 350-354 Adelaide Street West and 102-118 Peter Street (Lots 4 and 13 and Part of Lots 1, 2, 3 and 5, Registered Plan 1-B, Lots C, D, E and Part of Lot B, Registered Plan 349), City of Toronto, Ontario. P125-0218-2016
- 2016d Stage 3 Archaeological Monitoring of the Redevelopment of St. Mary's Roman Catholic Church, 130 Bathurst Street and 9 Portugal Square, St Mary's Church Cemetery Site (AjGu-83), City of Toronto, Ontario. P125-0166-2015
- 2016e Stage 3 Archaeological Assessment of the Preferred Option for the Proposed Fort York Bunker Kitchen Expansion, Fort York National Historic Site/ Historic Fort York (AjGu-26), 250 Fort York Boulevard, City of Toronto. P125-0179-2015
- 2016f Stage 2 Archaeological Resource Assessment of Interpretive Sign Installations within the Garrison Common Fort York National Historic Site (AjGu-26) City of Toronto, Ontario. P125-0189-2015
- 2016g Stage 3 Archaeological Monitoring And Documentation Of The Removal Of The Garrison Road Bridge, Fort York National Historic Site (AjGu-26), (Part Of Block 14 Ordnance Reserve And Part Of The Water Lot Fronting The Ordnance Reserve And Part Of Parcels 1 & 2, Registered Plan 1101), City Of Toronto, Ontario. P125-0168-2015
- 2016h Stage 3 Archaeological Monitoring of the Redevelopment of St. Mary's Roman Catholic Church, 130 Bathurst Street and 9 Portugal Square, St Mary's Church Cemetery Site (AjGu-83), City of Toronto, Ontario. P400-0040-2016
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- 2017b Stage 3 Archaeological Monitoring Of The Maintenance Building Renovation And Addition, Fort York National Historic Site (AjGu-26), (Part Of Block 14 Ordnance Reserve And Part Of The Water Lot Fronting The Ordnance Reserve And Part Of Parcels 1 & 2, Registered Plan 1101), City Of Toronto, Ontario. P125-0227-2016
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- 2017c Stage 2 Archaeological Resource Assessment of 505 Richmond Street West (West Market Military Reserve Plan and Part of Richmond Street West and Part of Brant Street, Closed by By-law 14100), City of Toronto, Ontario: September 2017 Test Trench Excavation. P125-0252-2017
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- 2018 Stage 1 Archaeological Resource Assessment of 615-617 Queen Street West (Lot 14 and Part of Lot 15, Registered Plan D-111), City of Toronto, Ontario. P1030-0018-2017
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- 2016 Stage 4 Archaeological Assessment AjGu-91 – The Armoury Street Block Preliminary Excavation Report Infrastructure Ontario Toronto Courthouse - Parking Lot – D07511 Armoury Street, Chestnut Street and Centre Avenue, City of Toronto Part of Lot 11, Concession 1 Geographic Township of York County of York. P1075-0011-2015

Toronto and Region Conservation Authority (TRCA)/Timmins Martelle Heritage Consultants (TMHC)

- 2016 Archaeological Assessment (Stage 1 - 2) in the City of Toronto Hydro One Networks Inc. Leaside X Main Infrastructure Refurbishment - Todmorden Junction Lot 11, Concession III From The Bay Geographic Township Of York, York County.

Toronto and Region Conservation Authority (TRCA)

- 2017 Archaeological Assessment (Stage 1 - 2) In The City of Toronto Don River Geotechnical Investigations Lot 7, Concession III From The Bay Geographic Township of York, Historic York Count.
- 2017 Stage 1 – 2 Archaeological Assessment DCAD Drop Shaft Lot 6, Concession III From The Bay and Lot 10, Concession II From The Bay Geographic Township of York, Historic York County in the City of Toronto.
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7. Images



Photo 1: View of the western end of the study area from Dufferin Street; view northwest



Photo 2: View of the western end of the study area from Dufferin Street, typical urban conditions; view south-southeast



Photo 3: View of the railway from Dufferin Street illustrating disturbance within the study area; view southeast



Photo 4: View of the railway and commercial buildings, with the Gardiner Expressway visible south of the railway, illustrating disturbance; view northeast



Photo 5: View of the CNE grounds located south of the OLV study area; view southeast

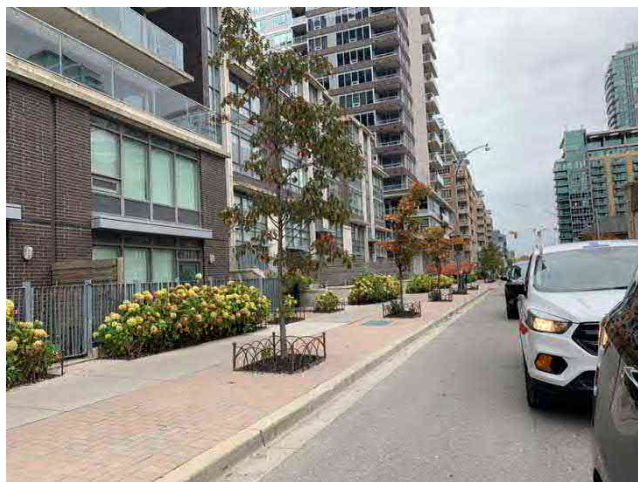


Photo 6: Typical modern residential buildings along Liberty Street; view west



Photo 7: Typical urban landscape within the study area at Bathurst Street and Wellington Street West; view northwest



Photo 8: Overview of the typical residential area along Wellington Street West; view west



Photo 9: Residential area with open green space; view south



Photo 10: Typical conditions along Adelaide Street West; view east



Photo 11: Overview of urban disturbance along Richmond Street West at Maud Street; view northeast



Photo 12: Typical street scape along Queen Street West and Augusta Avenue; view east

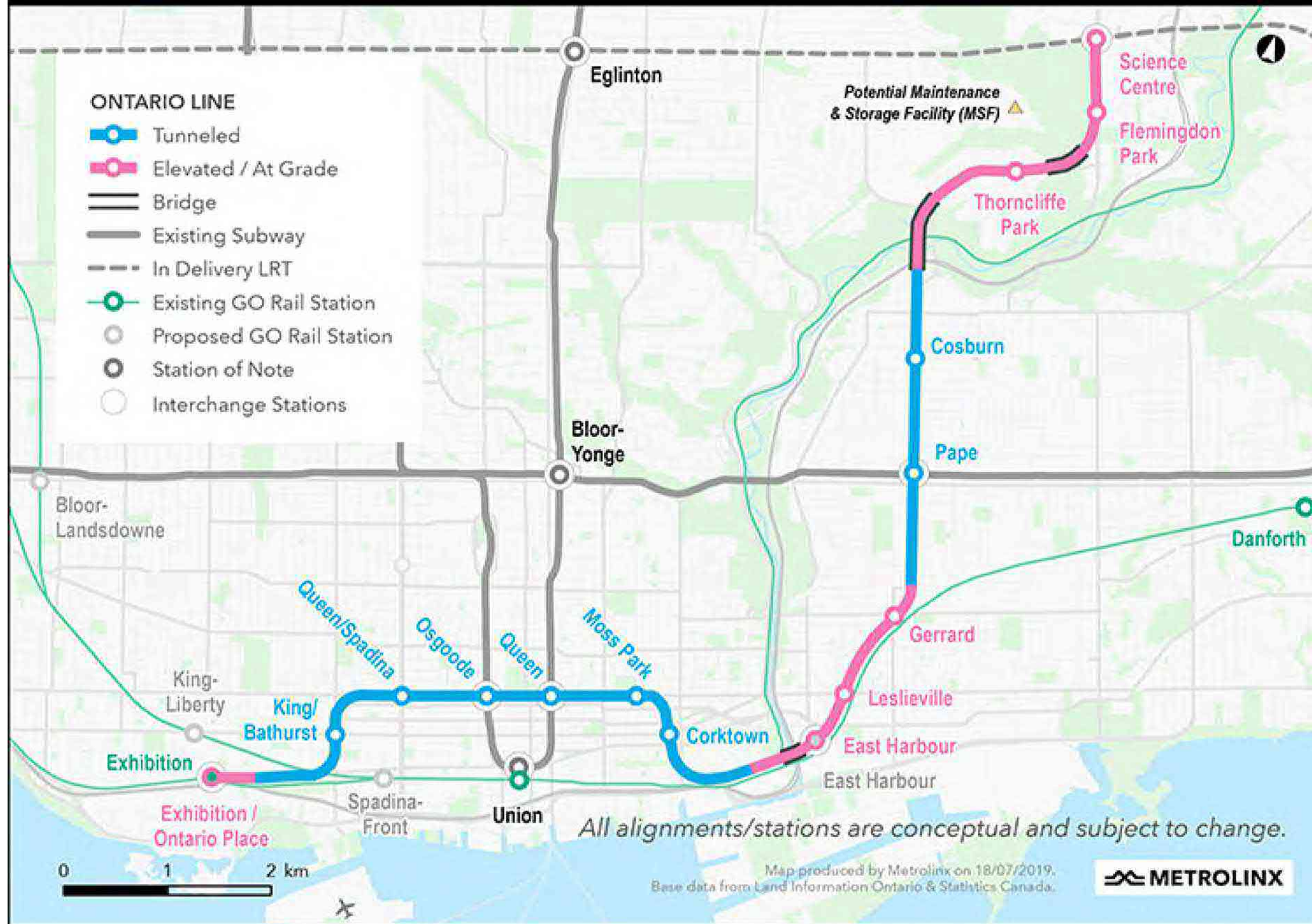


Photo 13: Typical conditions found along Queen Street West, looking towards University Avenue; view east

8. Figures

All figures pertaining to the Stage 1 archaeological assessment for the OLW Project in City of Toronto, Ontario are provided on the following pages.

Ontario Line



Stage 1 Archaeological Assessment
Ontario Line West Project
Toronto, Ontario

Ontario Line Initial Business Case Proposed
Route

Data Sources:
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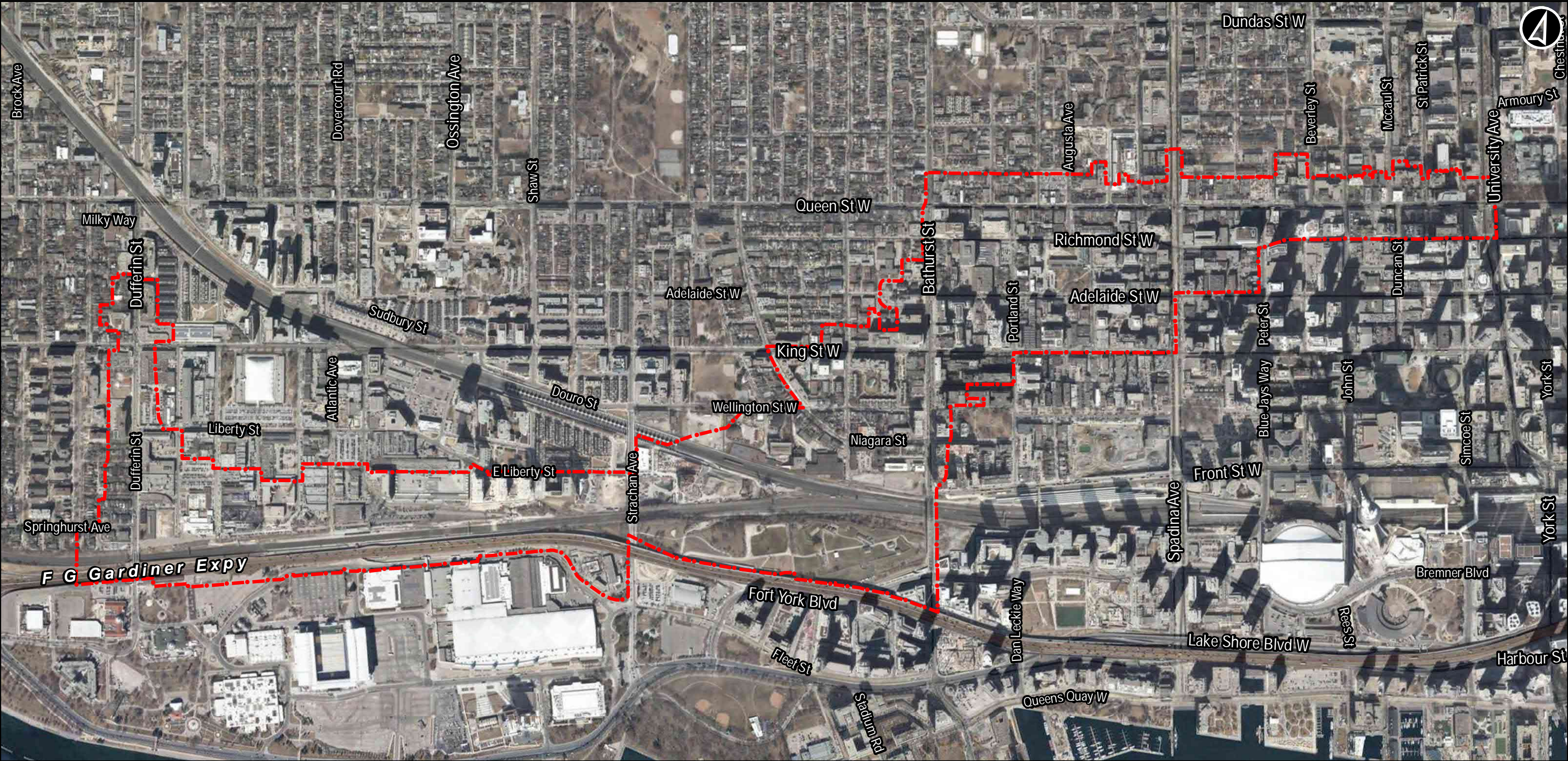
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Figure 1

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 Study Area





Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Study Area in Detail

0 50 100 200 300 400 500 600 700
Metres

DATUM: NAD 1983 UTM Zone 17N


Data Sources:
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 Map Location

Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Toronto Purchase in 1787

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Kilometres

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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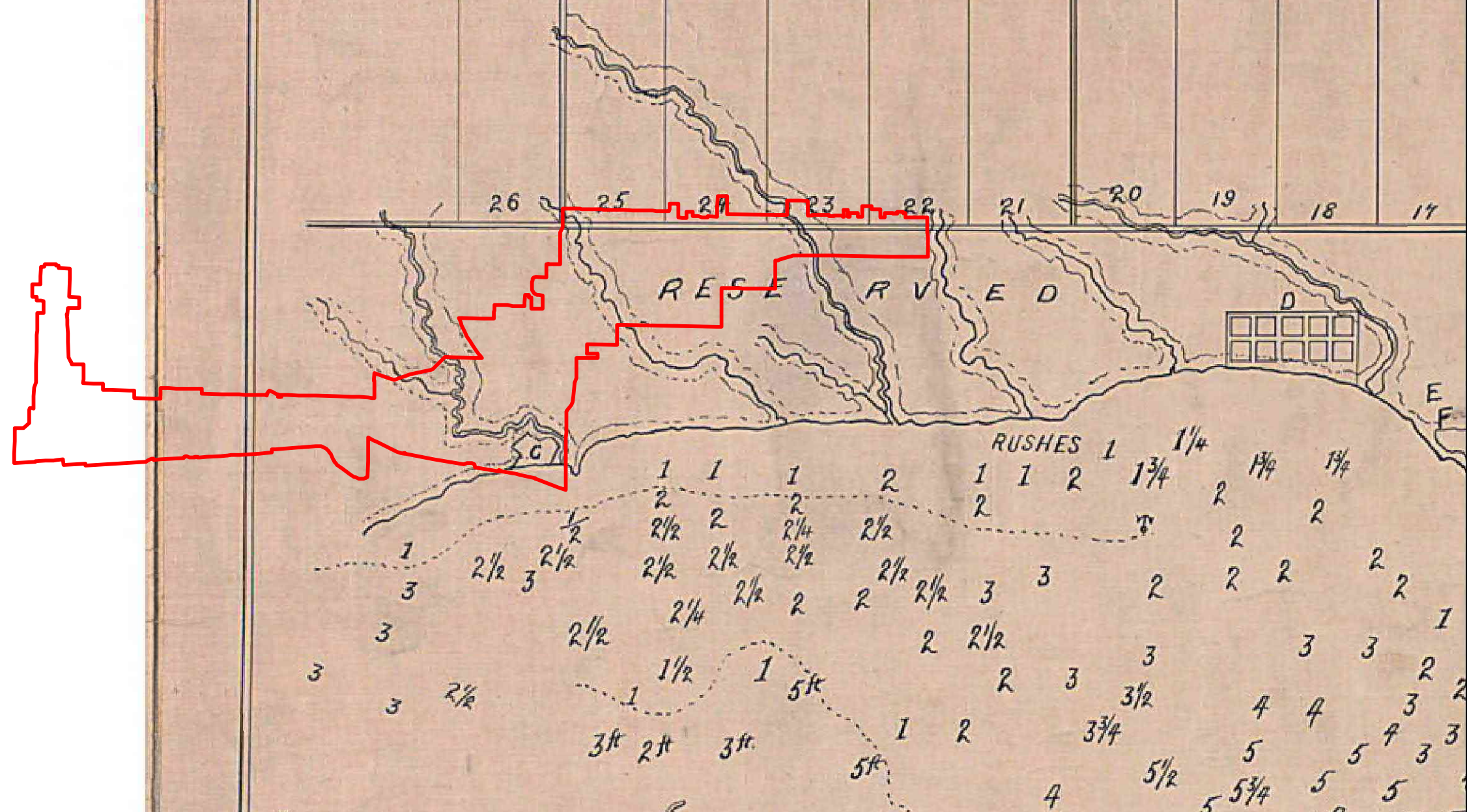
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Figure 5

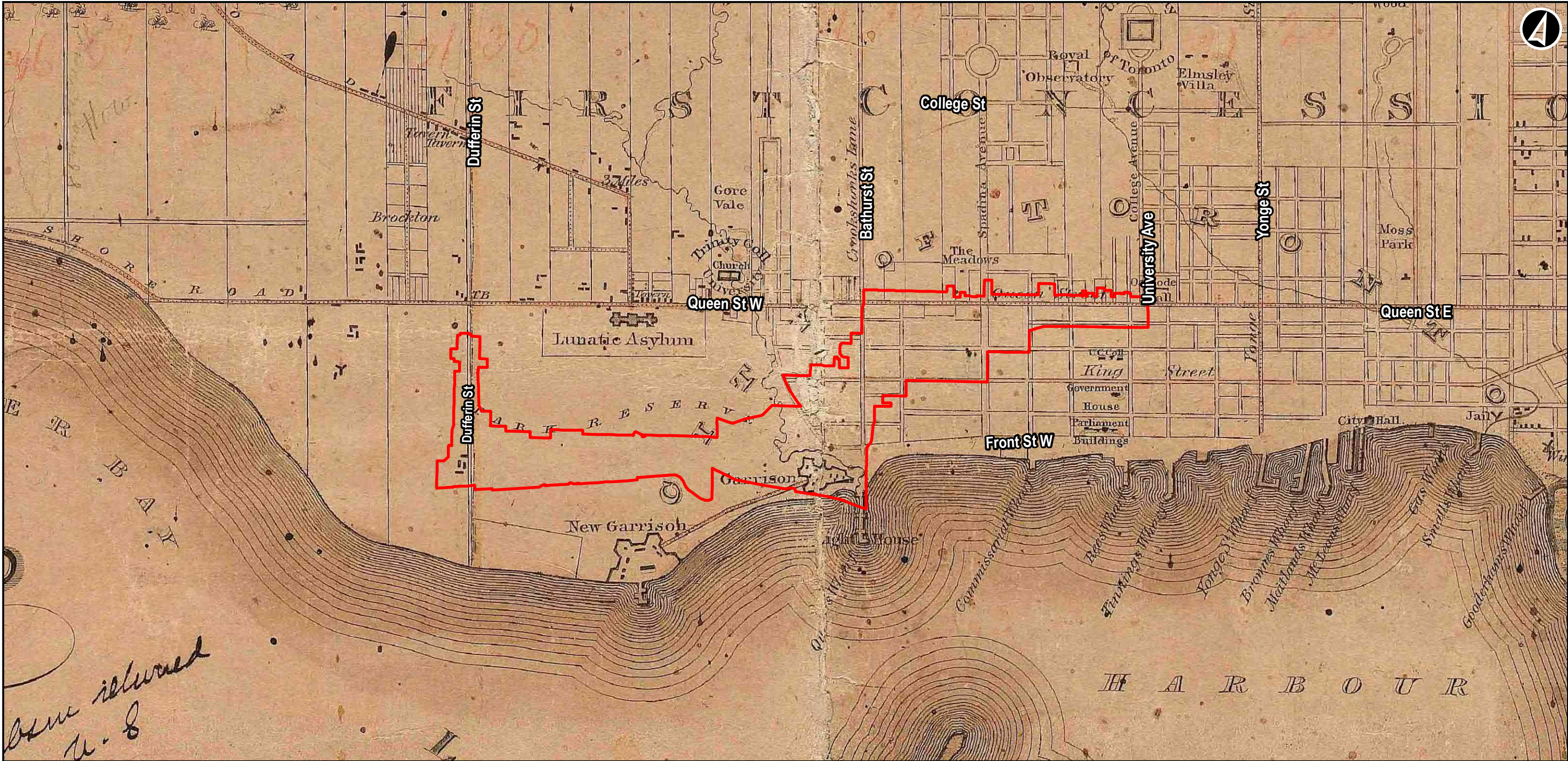


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Stage 1 Archaeological Assessment Ontario Line West Toronto, Ontario	
1793 Aitken Plan of York Harbour Surveyed by Order of Lt. Gov. Simcoe	
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Figure 6	

Map Location



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Study Area

Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

1851 Browne's Map of the Township of York

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Kilometres
DATUM: NAD 1983 UTM Zone 17N

Data Sources:
Contains Information licensed under the Open Government Licence Ontario, City of Toronto and Metrolinx. Keymap provided by ESRI. 1851 - Map of the Township of York, County of York, Upper Canada. Lithographed by J. Ellis: Toronto

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Figure 7

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Study Area



Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

1860 Tremaine Map of the
Township of York

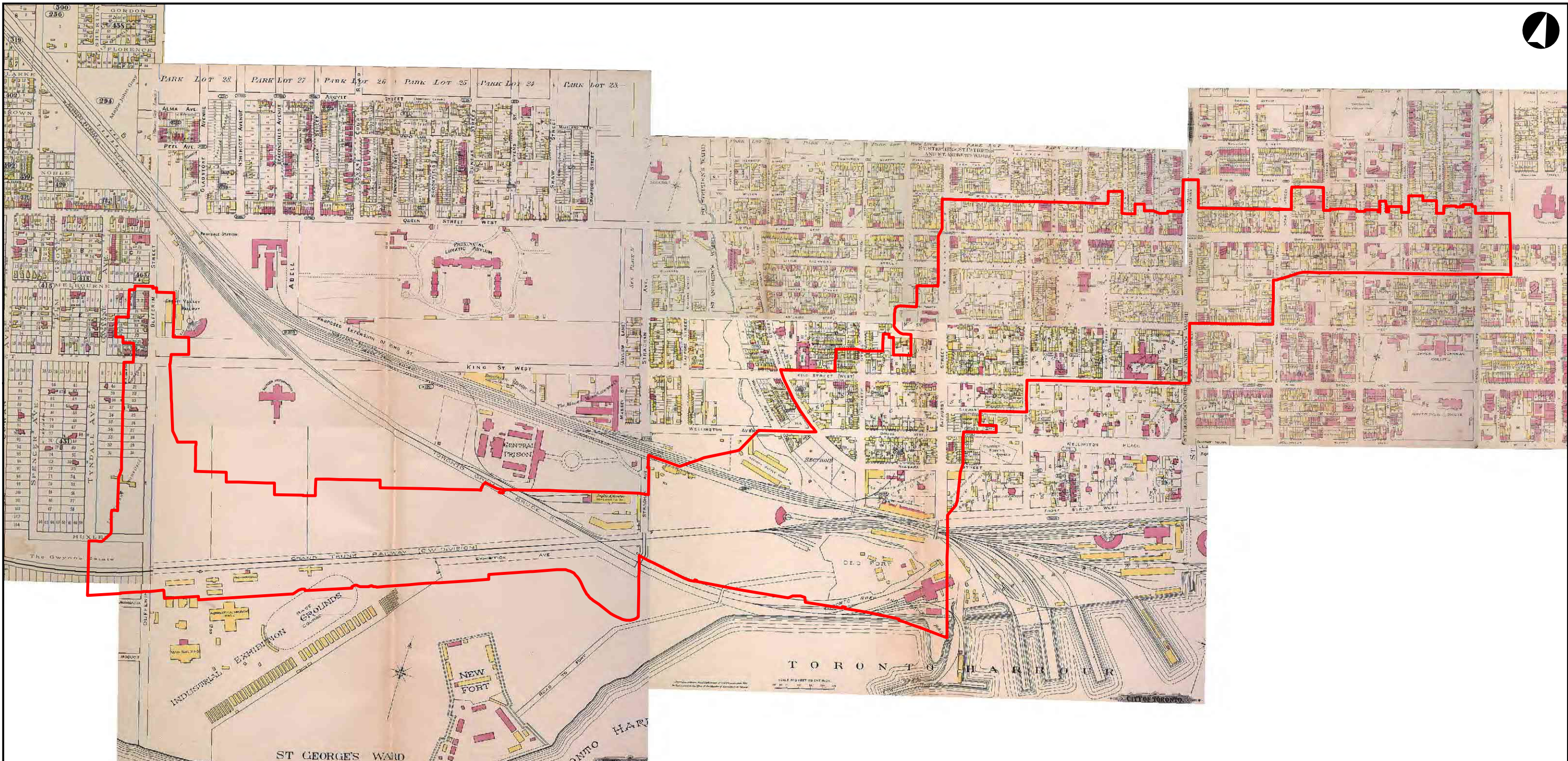
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Figure 8

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Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario


1884 Goad Fire Insurance Plans
Toronto

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Metres

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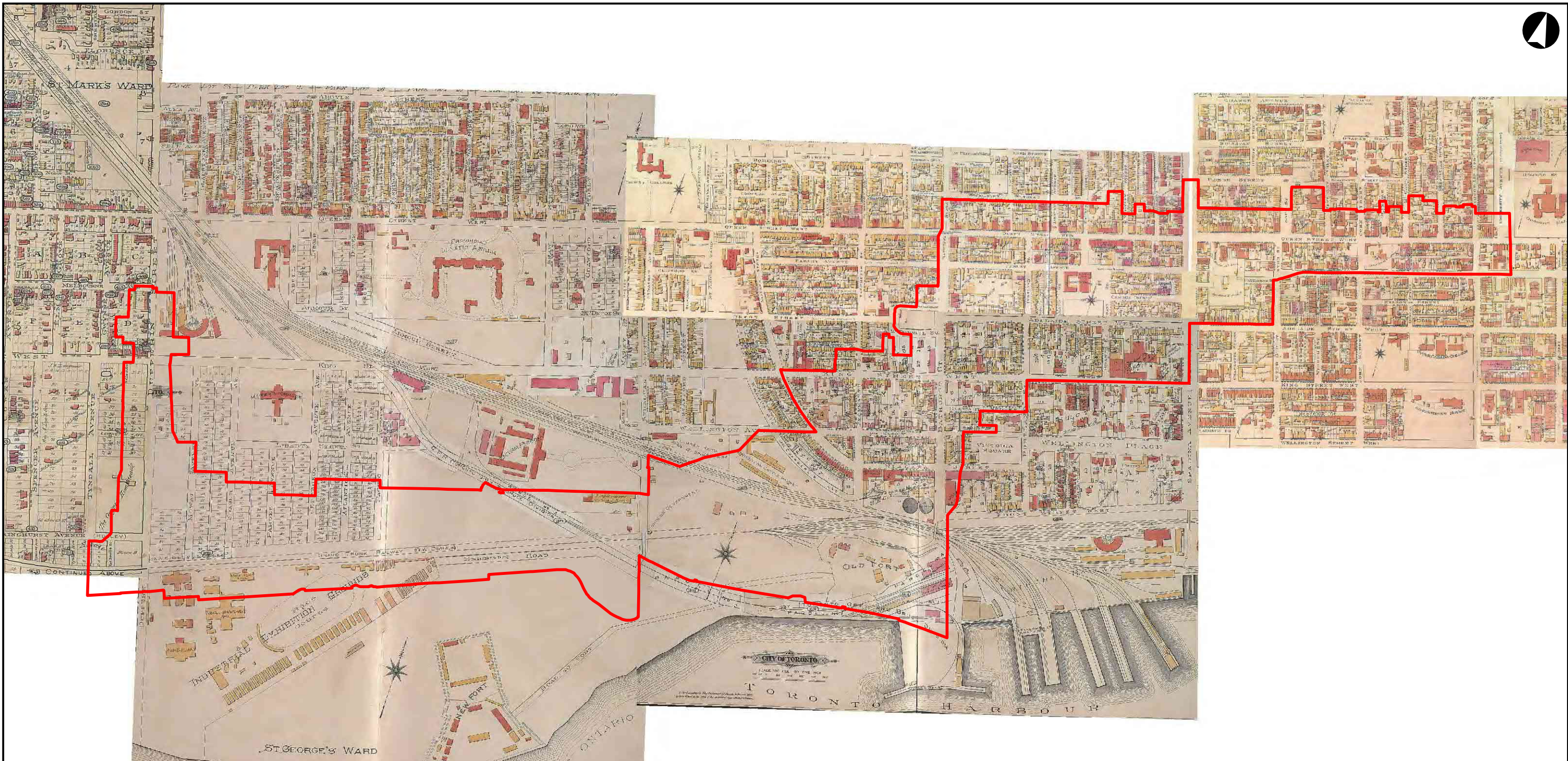
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Figure 10



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 Study Area





Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

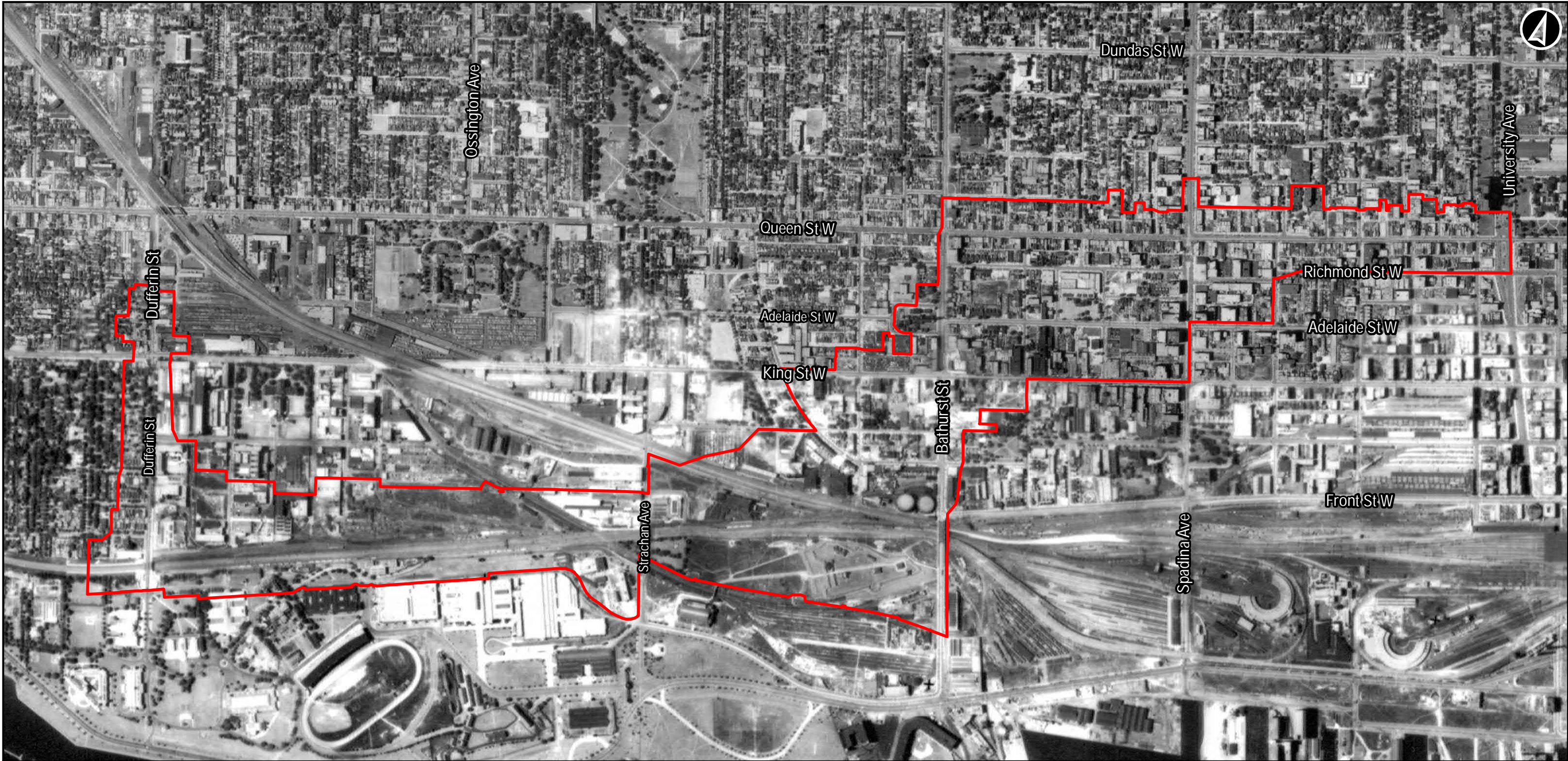
1899 Goad Fire Insurance Plans
Toronto

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Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Historic Aerial
1939

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Metres

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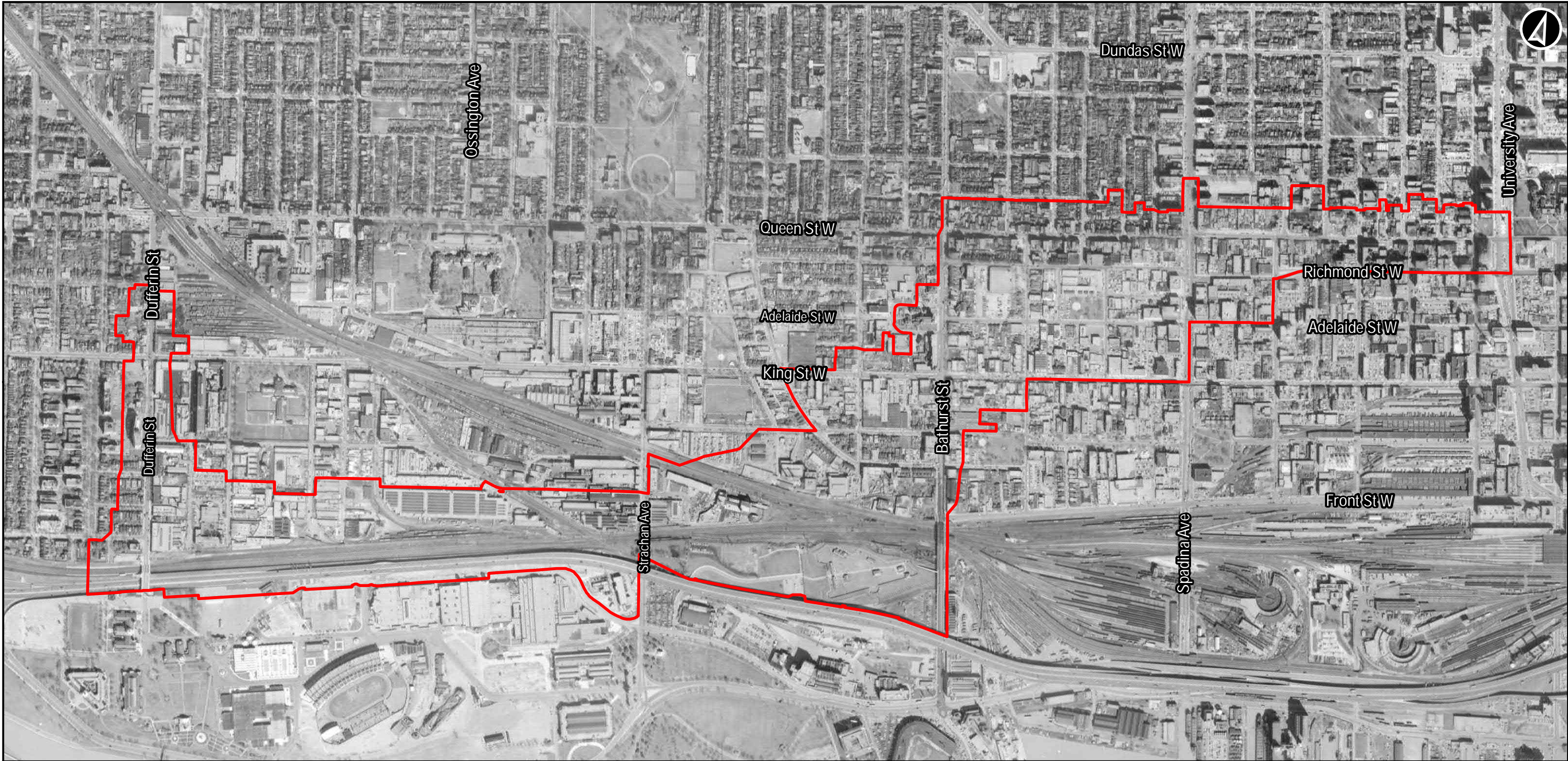

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Figure 12



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Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Historic Aerial
1965

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Metres

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Data Sources:
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<https://gis.toronto.ca/arcgis/services>



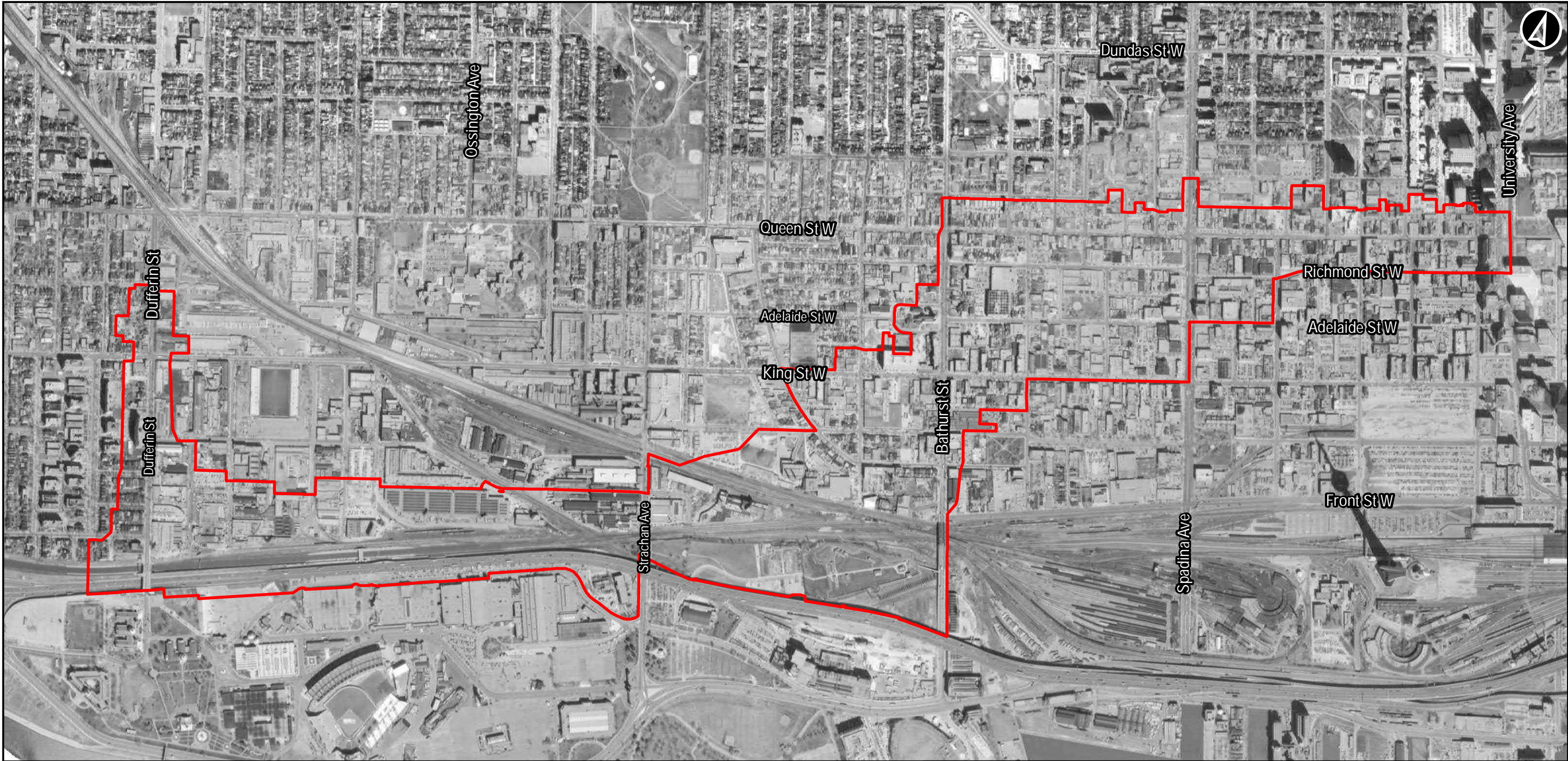
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Figure 14



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Study Area



Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Historic Aerial
1978

0 50 100 200 300 400 500 600 700

Metres

DATUM: NAD 1983 UTM Zone 17N

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Figure 15

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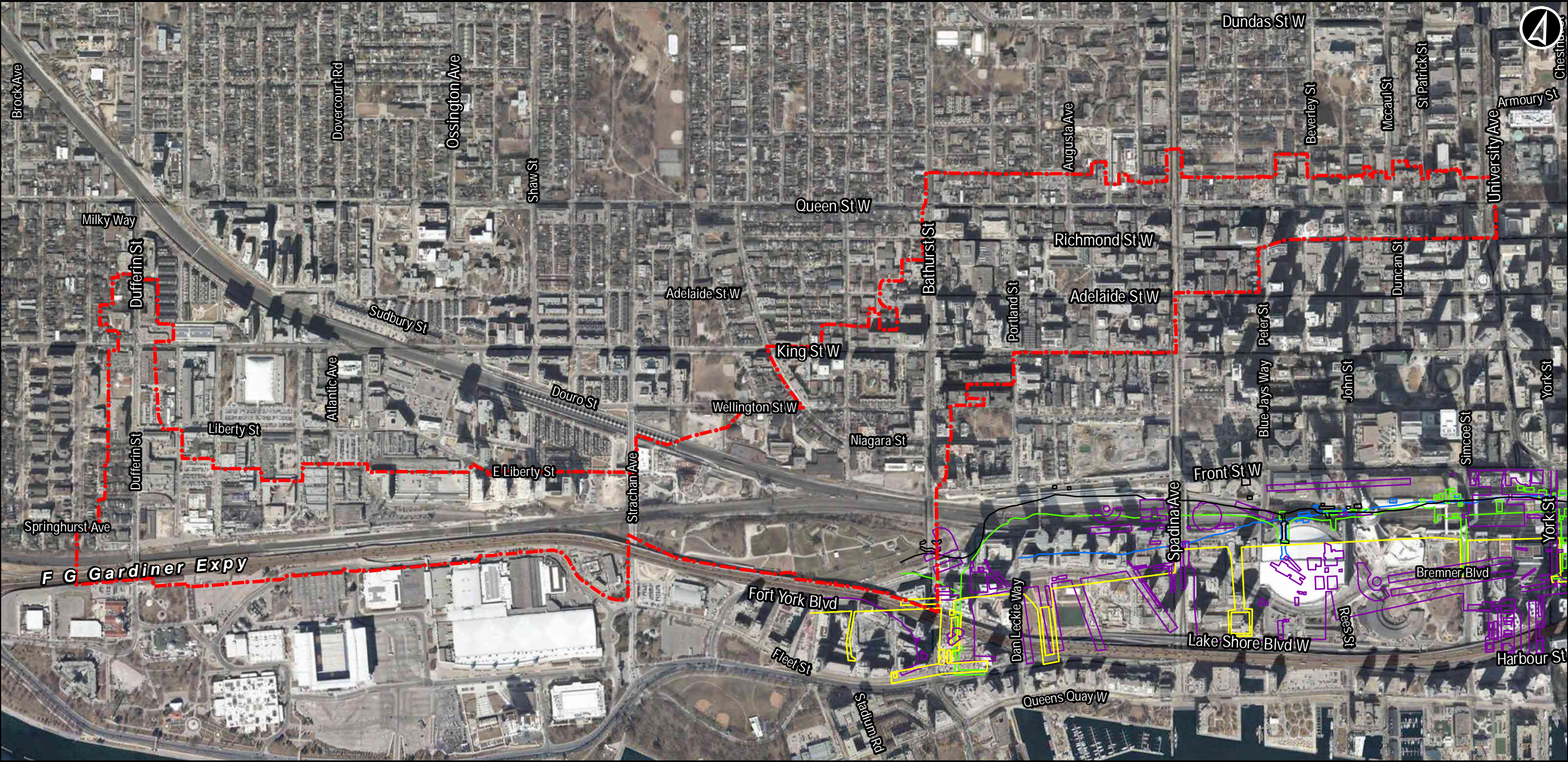
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Stage 1 Archaeological Assessment Ontario Line West Toronto, Ontario		
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- Chewett - 1827
- Dennis Flemming - 1851
- 1871
- Goad - 1910



Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Historic Shorelines

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Metres

DATUM: NAD 1983 UTM Zone 17N

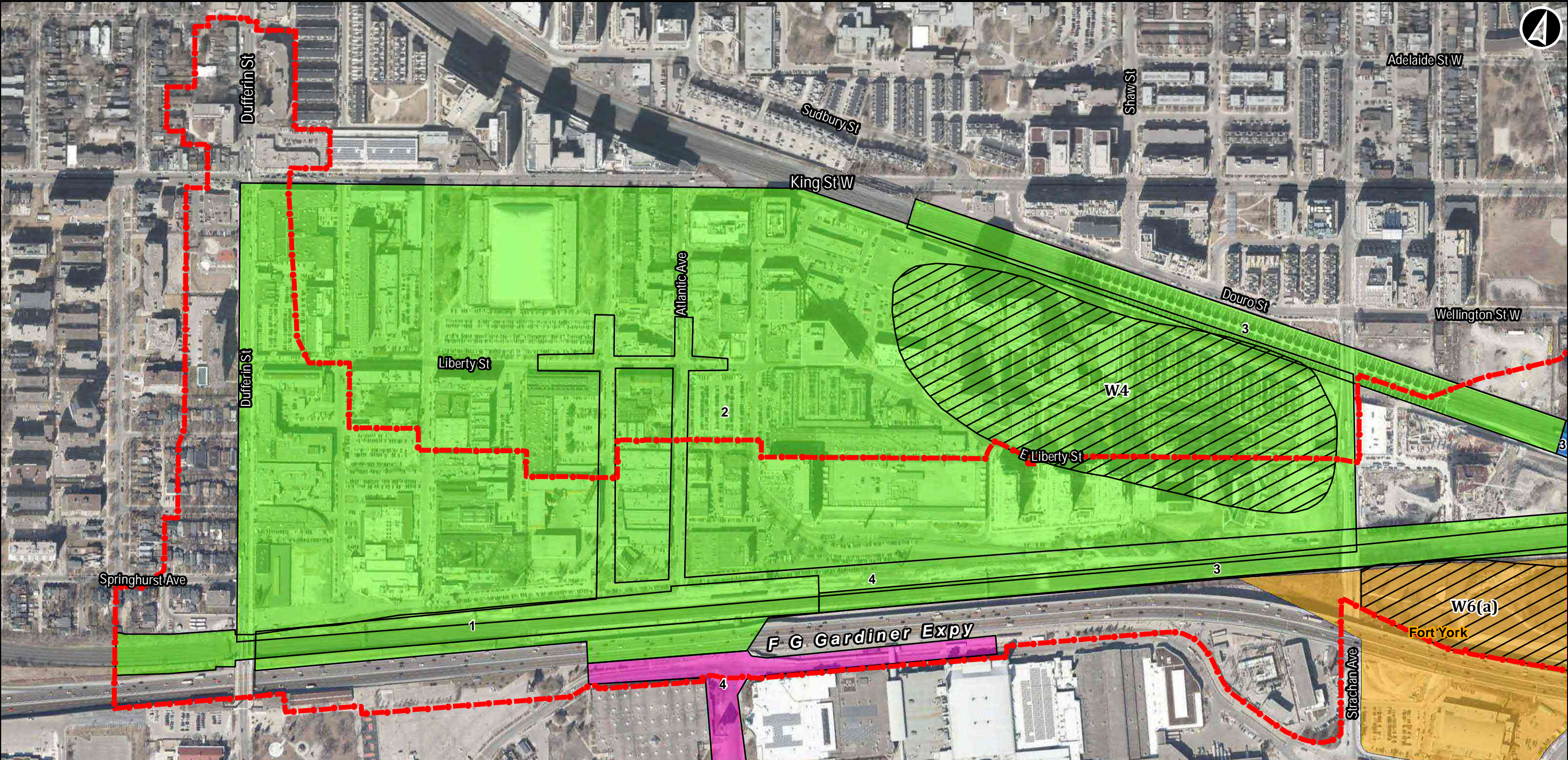
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Figure 17

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Study Area

Previously Assessed, No Further Work Required

Stage 1 Complete, Further Work Required

Stage 1 Complete, Further Work Required - Deeply Buried

Stage 2 Complete, Further Work Required

Stage 3 Complete, Further Work Required

Fort York – Further work required (ASI 2012b; 2013a; 2013b; 2015b; 2016e; 2016g; 2017a; 2017b)

ASI 2008 Central Waterfront Master Plan Potential

W4 - Toronto Central Prison

W5 - Great Western Railway Engine House & Turntable

W6a - Fort York

W7 - Grand Trunk Railway Roadhouse

1 - ASI (2017d)

2 - Archeoworks (2014b)

3 - Jacobs Metrolinx Capital Projects Group (2019)

4 - 4Transit (2018)

5 - ASI (2011; 2012c)

6 - ASI (2012d; 2015)

7 - ASI (2012e; 2016d; 2016h)

8 - ASI (2007)

9 - ASI (2017c)

10 - ASI (2012a; 2014)

11 - Earthworks Archaeological Services (2011; 2017)

12 - Stantec (2016a; 2016b)

13 - Archeoworks Inc (2014a; 2017)

14 - ASI (2016b; 2016c)

15 - ASI (2018)

16 - Golder (2018)

17 - ASI (2019)

Map Location

Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Previous Archaeological Assessments

0

50

100

200

300

Metres

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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METROLINX

AECOM

May, 2020

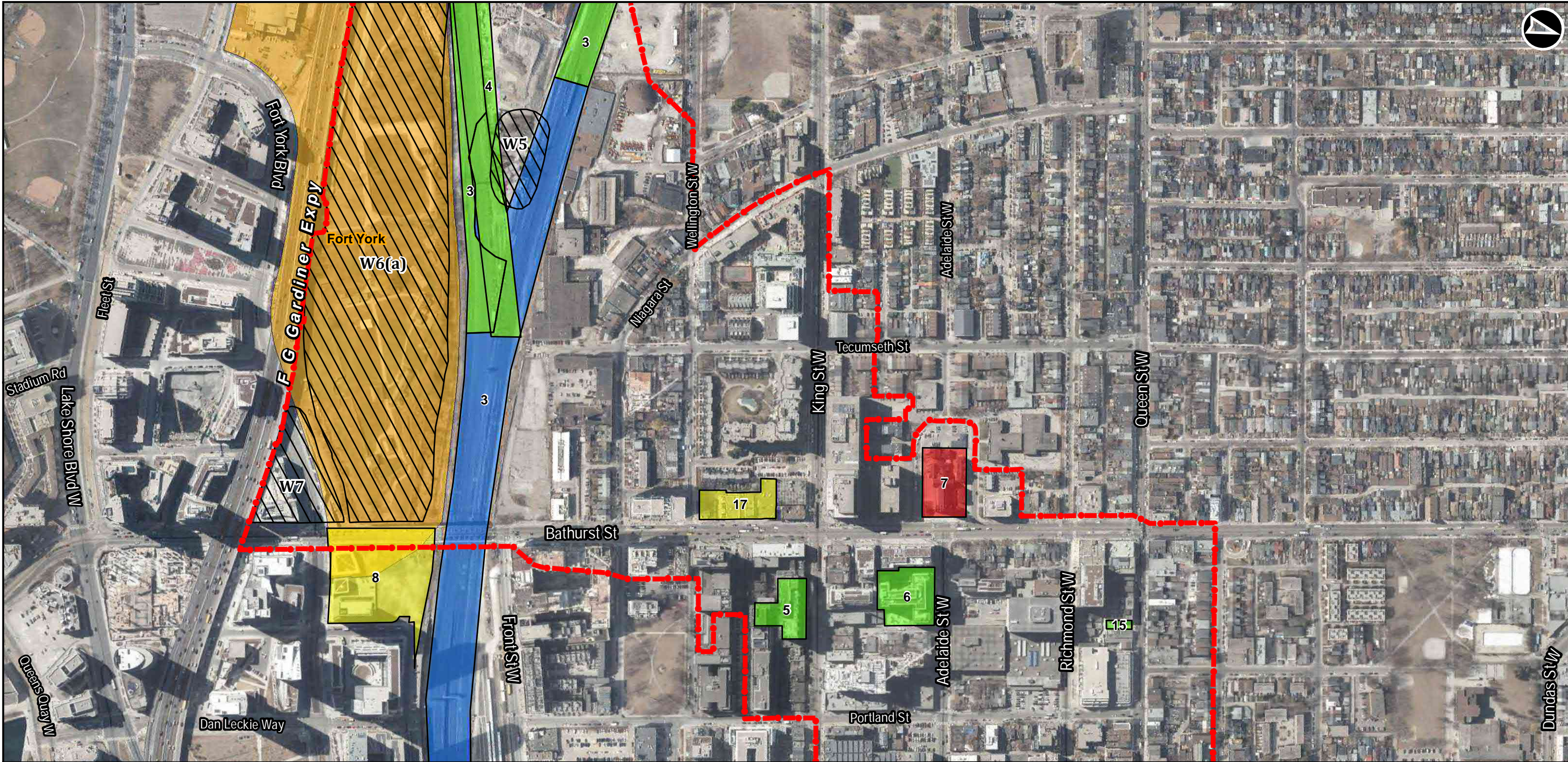
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Figure 18-1

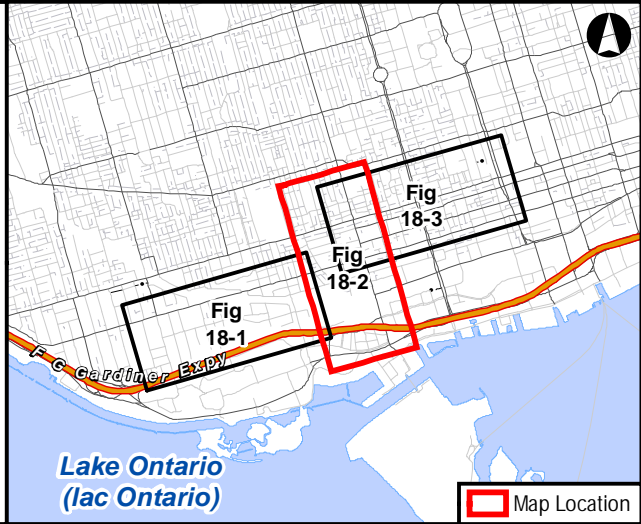
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Legend
 Study Area
 Previously Assessed, No Further Work Required
 Stage 1 Complete, Further Work Required
 Stage 1 Complete, Further Work Required - Deeply Buried
 Stage 2 Complete, Further Work Required
 Stage 3 Complete, Further Work Required

Fort York – Further work required (ASI 2012b; 2013a; 2013b; 2015b; 2016e; 2016g; 2017a; 2017b)
 ASI 2008 Central Waterfront Master Plan Potential
W4 - Toronto Central Prison
W5 - Great Western Railway Engine House & Turntable
W6a - Fort York
W7 - Grand Trunk Railway Roadhouse

1 - ASI (2017d)
2 - Archeoworks (2014b)
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4 - 4Transit (2018)
5 - ASI (2011; 2012c)
6 - ASI (2012d; 2015)
7 - ASI (2012e; 2016d; 2016h)
8 - ASI (2007)
9 - ASI (2017c)
10 - ASI (2012a; 2014)
11 - Earthworks Archaeological Services (2011; 2017)
12 - Stantec (2016a; 2016b)
13 - Archeoworks Inc (2014a; 2017)
14 - ASI (2016b; 2016c)
15 - ASI (2018)
16 - Golder (2018)
17 - ASI (2019)



Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Previous Archaeological Assessments

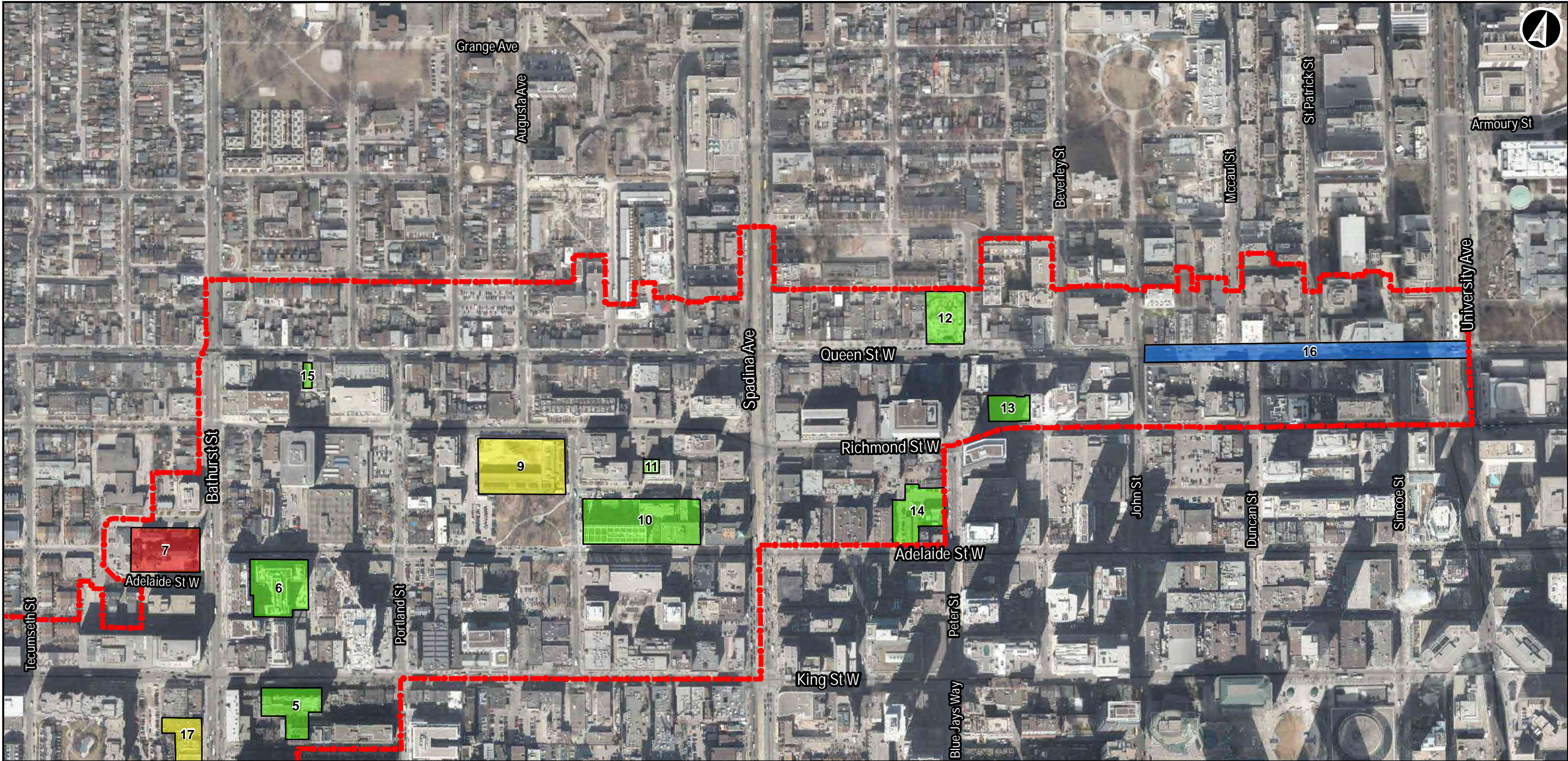
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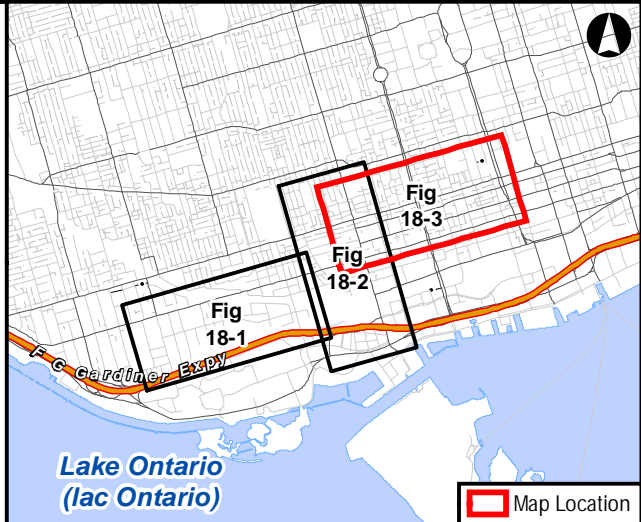
Figure 18-2



Legend
 Study Area
 Previously Assessed, No Further Work Required
 Stage 1 Complete, Further Work Required
 Stage 1 Complete, Further Work Required - Deeply Buried
 Stage 2 Complete, Further Work Required
 Stage 3 Complete, Further Work Required

Fort York – Further work required (ASI 2012b; 2013a; 2013b; 2015b; 2016e; 2016g; 2017a; 2017b)
 ASI 2008 Central Waterfront Master Plan Potential
W4 - Toronto Central Prison
W5 - Great Western Railway Engine House & Turntable
W6a - Fort York
W7 - Grand Trunk Railway Roadhouse

1 - ASI (2017d)
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3 - Jacobs Metrolinx Capital Projects Group (2019)
4 - 4Transit (2018)
5 - ASI (2011; 2012c)
6 - ASI (2012d; 2015)
7 - ASI (2012e; 2016d; 2016h)
8 - ASI (2007)
9 - ASI (2017c)
10 - ASI (2012a; 2014)
11 - Earthworks Archaeological Services (2011; 2017)
12 - Stantec (2016a; 2016b)
13 - Archeoworks Inc (2014a; 2017)
14 - ASI (2016b; 2016c)
15 - ASI (2018)
16 - Golder (2018)
17 - ASI (2019)



Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Previous Archaeological Assessments

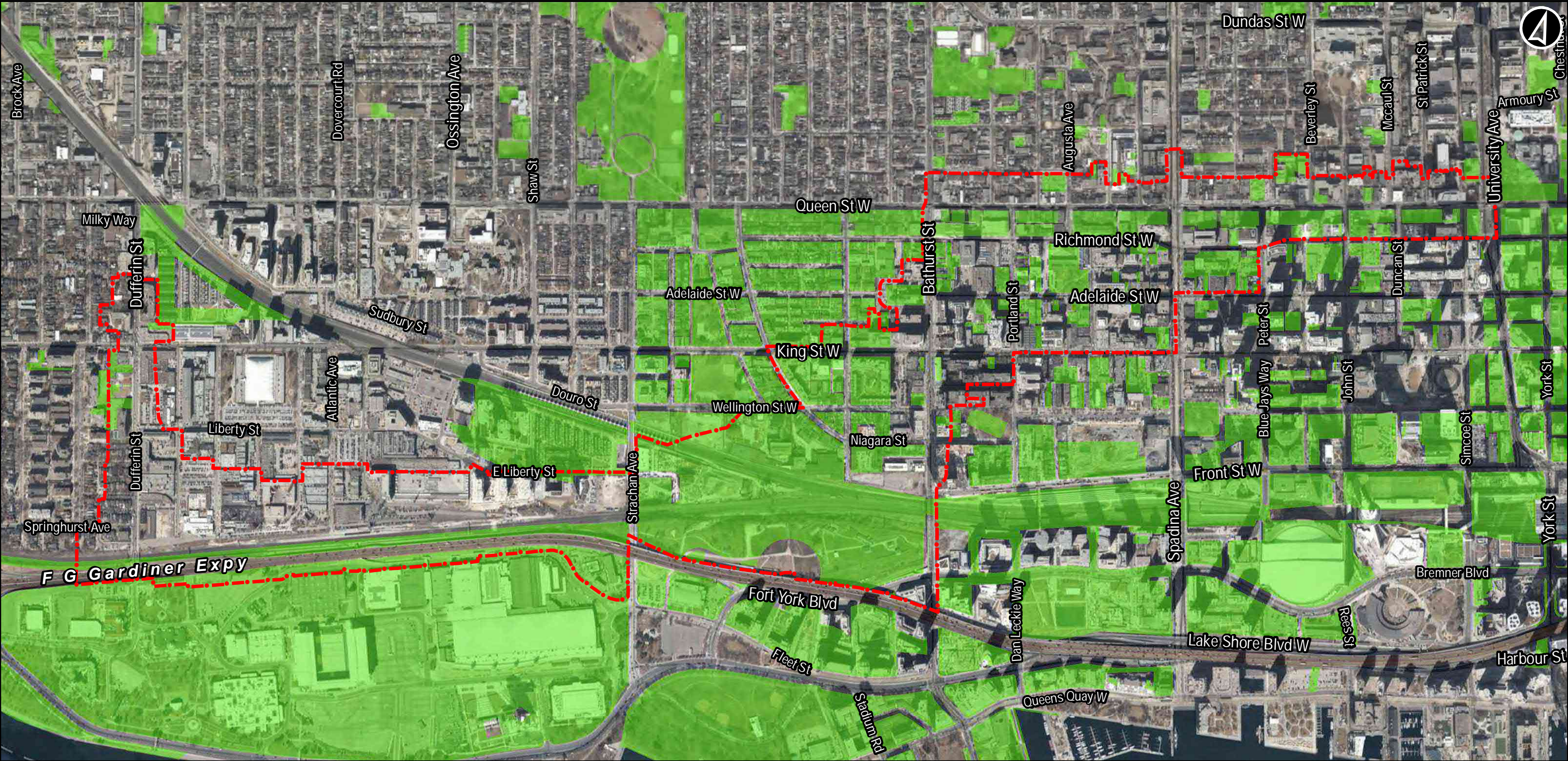
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Figure 18-3



Legend

Study Area

Archaeological Potential, City of Toronto Archaeological Potential Map



Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

City of Toronto Archaeological Potential

0 50 100 200 300 400 500 600 700
Metres

DATUM: NAD 1983 UTM Zone 17N

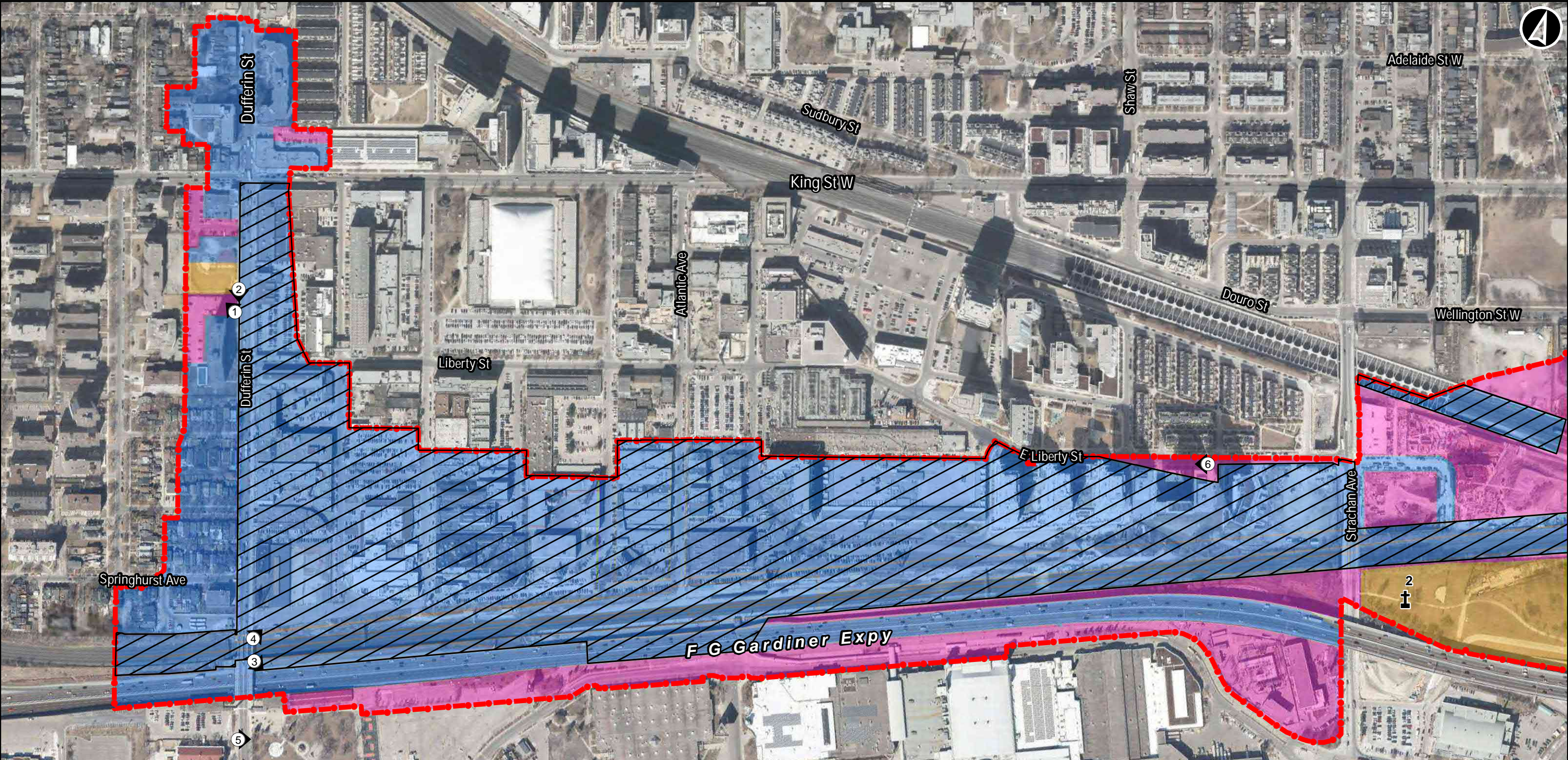
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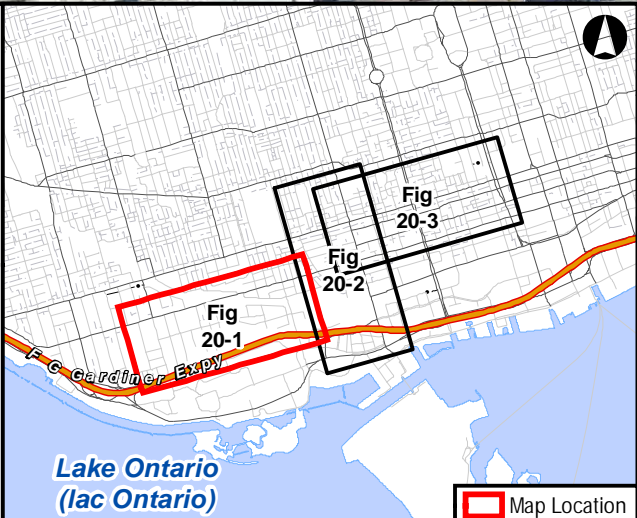
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Legend

- ③ Photo Location and Direction
- Study Area
- Previously Assessed - Cleared of Archaeological Concerns
- Moderate to High Archaeological Potential - Test Pit Survey
- Moderate to High Archaeological Potential - Deeply Buried Potential
- Low Archaeological Potential
- † Cemetery Location
 - 1 - St.Mary's Church
 - 2 - Strachan Avenue Military Burying Ground
 - 3 - Victoria Memorial Square



Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Results of Stage 1 Archaeological Assessment

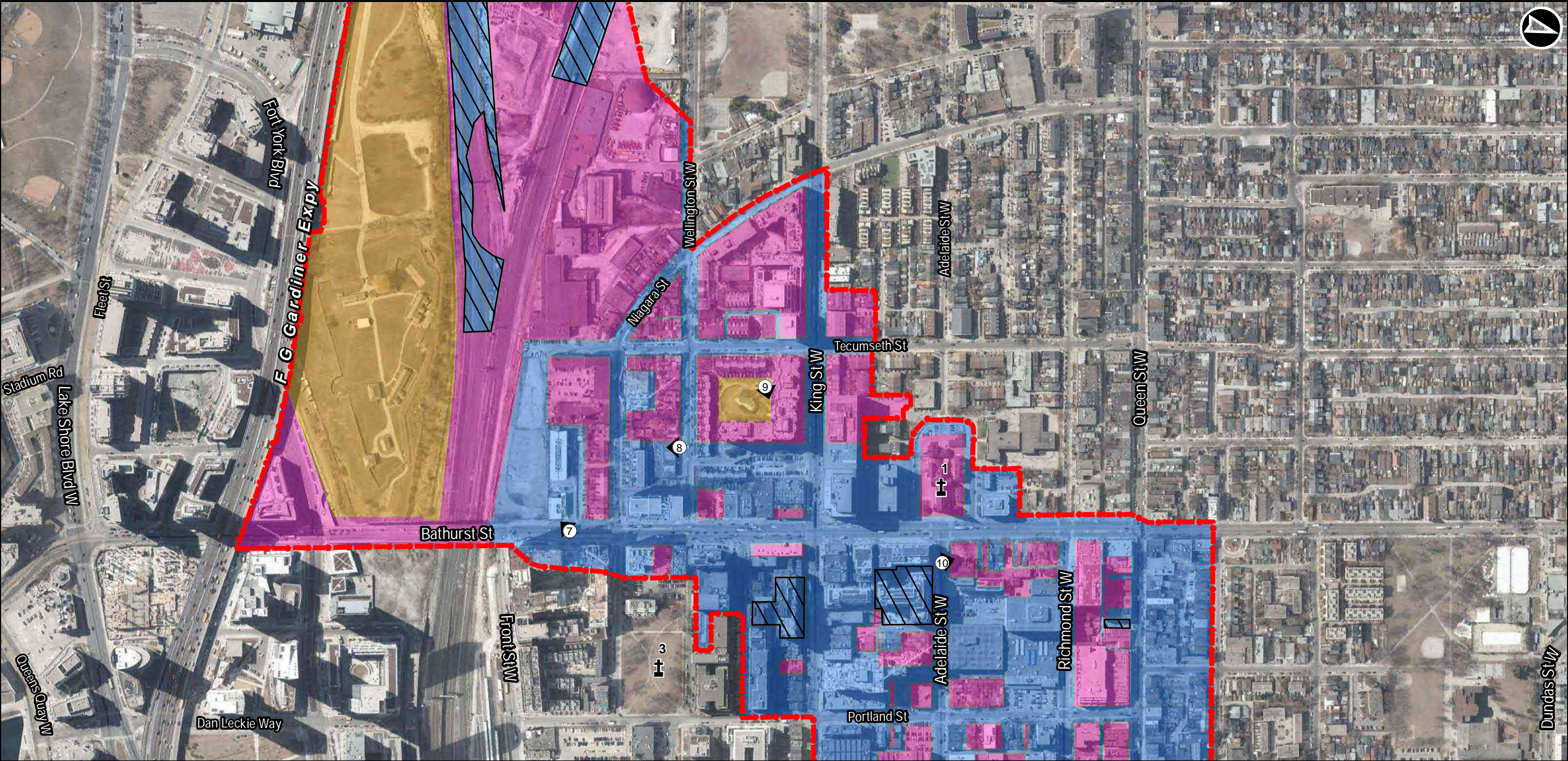
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Metres
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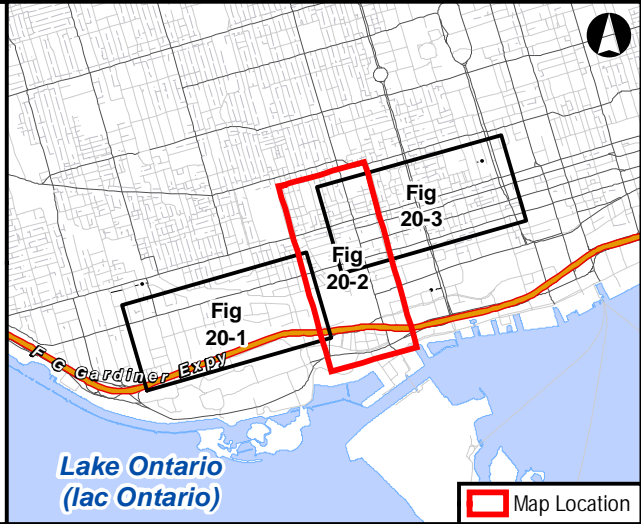
Figure 20-1

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Legend

- Photo Location and Direction
- Study Area
- Previously Assessed - Cleared of Archaeological Concerns
- Moderate to High Archaeological Potential - Test Pit Survey
- Moderate to High Archaeological Potential - Deeply Buried Potential
- Low Archaeological Potential
- Cemetery Location
 - 1 - St.Mary's Church
 - 2 - Strachan Avenue Military Burying Ground
 - 3 - Victoria Memorial Square



Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Results of Stage 1 Archaeological Assessment

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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May, 2020

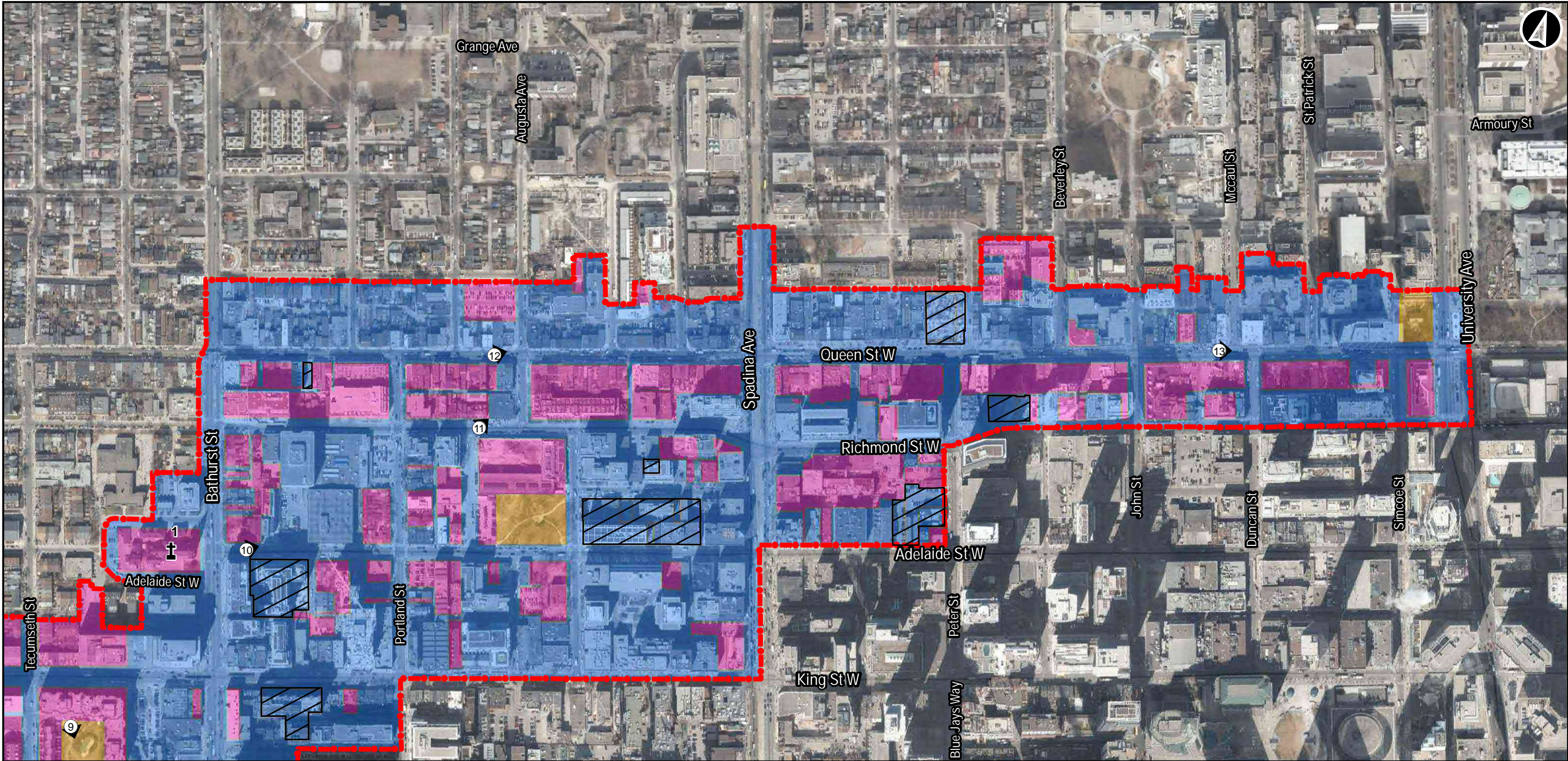
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Figure 20-2

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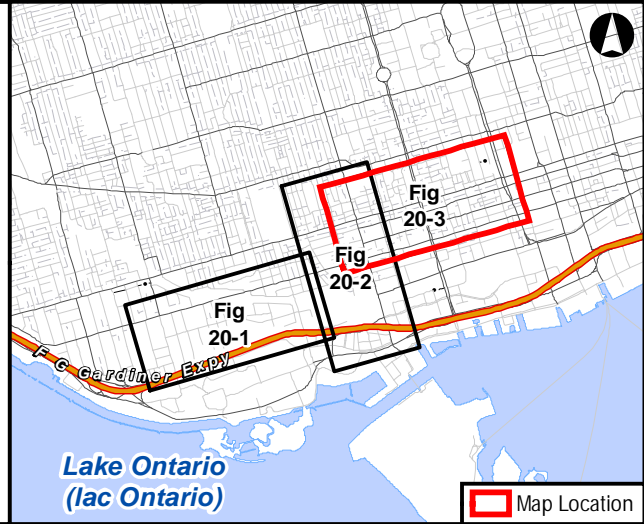


Legend

- ③ Photo Location and Direction
- Study Area
- Previously Assessed - Cleared of Archaeological Concerns
- Moderate to High Archaeological Potential - Test Pit Survey
- Moderate to High Archaeological Potential - Deeply Buried Potential
- Low Archaeological Potential

Cemetery Location

- 1 - St.Mary's Church
- 2 - Strachan Avenue Military Burying Ground
- 3 - Victoria Memorial Square



Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Results of Stage 1 Archaeological Assessment

DATUM: NAD 1983 UTM Zone 17N




Data Sources:
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May, 2020	1:4,500
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Figure 20-3



Legend

-  St. Mary's Church Cemetery Limits - ASI 2016h (P125-0166-2015)
-  10 m Cemetery Buffer – Stage 2 and Stage 3 Cemetery Investigation Required
-  Previously Assessed and Cleared (ASI 2012; P380-001-2012)



Stage 1 Archaeological Assessment
Ontario Line West
Toronto, Ontario

Limits of the St. Mary's Church and Cemetery

0 15 30
Metres
DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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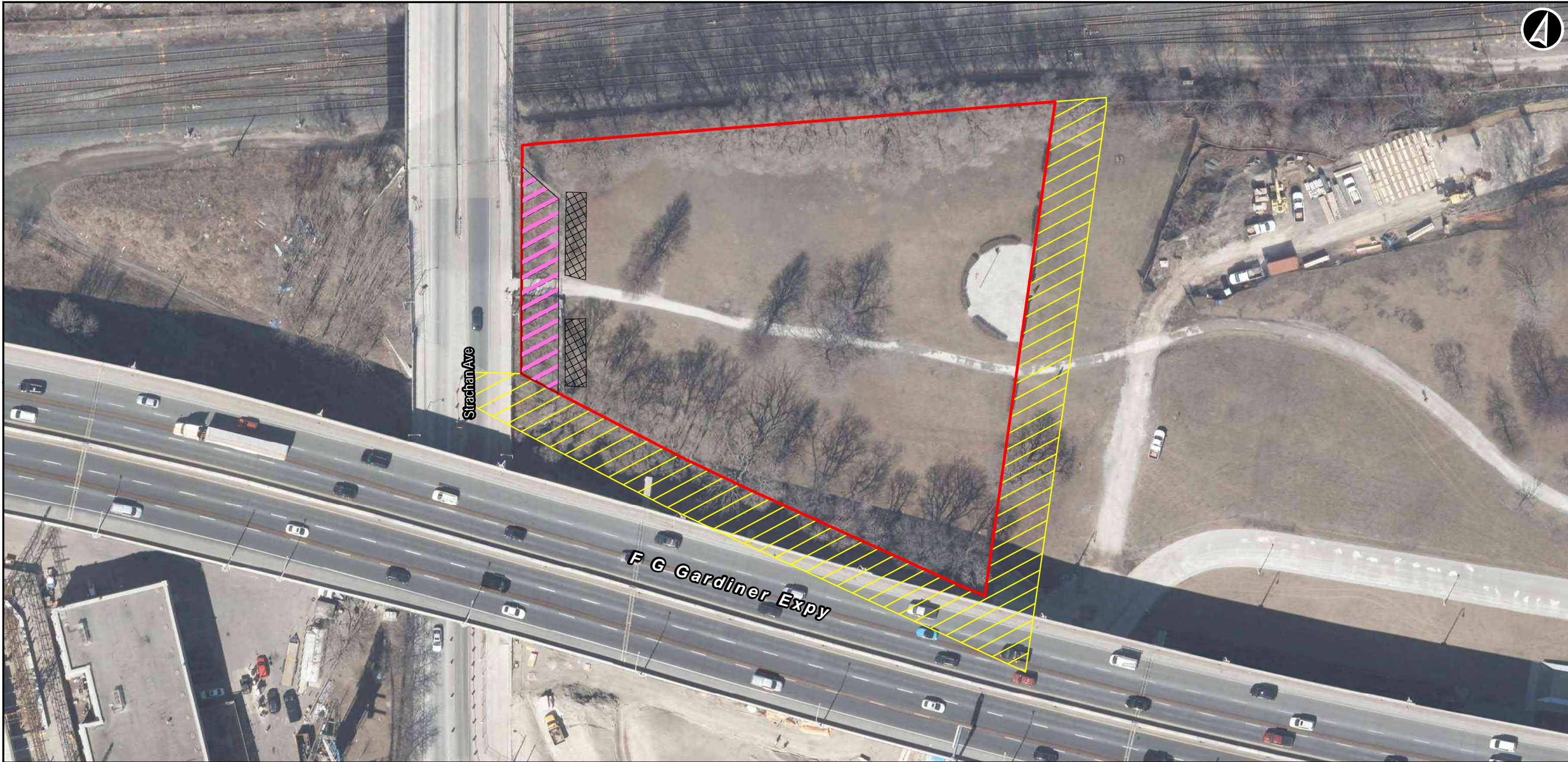
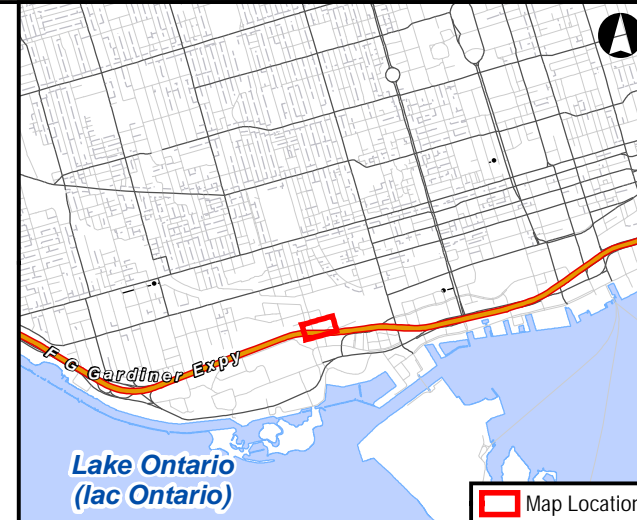
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Figure 21



Legend

- Strachan Avenue Military Burying Ground Limits
- 10 m Cemetery Buffer – Stage 2 and Stage 3 Cemetery Investigation Required
- ASI P049-154-2006 – Previously Assessed and Cleared
- Previous Disturbance – Retaining Wall



Stage 1 Archaeological Assessment

Ontario Line West

Toronto, Ontario

Limits of the Strachan Avenue Military Burying Ground

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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P#: 60595847	REV: 01	

Figure 22



Ontario Line

Stage 1 Archaeological Assessment Report - South

July 2020 – Revised Report

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PIF Number: P438-0197-2019



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Authors

Report Prepared By:

Melissa Wallace, MA
Staff Archaeologist



Samantha Markham, MES
Professional Archaeologist

Report Reviewed By:

Adria Grant, MA, CAHP
Ontario Department Manager
Impact Assessment and Permitting (IAP)



Nicole Cooke, MES
Senior Environmental Planner

Project Personnel

Project Manager	Carolyn Tunks, Senior Environmental Planner
Environmental Planner	Nicole Cooke, MES
Licensed Archaeologist	Samantha Markham, MES (P438)
Field Supervisor	Samantha Markham, MES (P438)
Field Technician	Melissa Wallace, MA (R496)
Report Production	Melissa Wallace, MA, Samantha Markham, MES (P438), Kristen Nadal
Office Assistance	Jennifer Deline
Senior Review	Adria Grant, MA, CAHP (P131)
GIS Analyst	Ben Clark, BAA

Executive Summary

The Getting Ontario Moving Act having received Royal Assent on June 6, 2019, the Province of Ontario is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area. One of these projects is the Ontario Line, a new rapid transit line extending from Ontario Place/Exhibition Place to the Ontario Science Centre. AECOM Canada Limited (AECOM) was retained by Metrolinx and Infrastructure Ontario (IO) to complete environmental studies and reports as part of the proposed Ontario Line (the Project).

The Ontario Line is a 16-kilometre transit line extending from the Ontario Science Centre to Exhibition Place. Fifteen stations are proposed, with connections to the existing TTC subway Lines 1 and 2, the Eglinton Crosstown (Line 5), three GO Transit lines, and streetcar routes on Queen, King, and Gerrard Streets. The line will provide relief and reduce crowding on the busiest sections of the TTC's Line 1 by an estimated fourteen percent.

This Stage 1 archaeological assessment was triggered by the requirements of the *Environmental Assessment Act* in accordance with subsection 11(1) (Ontario Government 1990a). This project is subject to the requirements of the *Ontario Heritage Act* (Government of Ontario 1990b) and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

The Ontario Line Study Area was established based on the preliminary proposed route reflected in the Ontario Line Initial Business Case (Metrolinx 2019), as shown on **Figure 1**. A buffer was then applied to the study area footprint to be conservative and allow for flexibility for potential future modifications to the route. For readability and for the purpose of the baseline conditions reports, the Ontario Line Study Area has been broken down into three segments:

- Ontario Line South (from Osgoode Station to Pape Station);
- Ontario Line North (from Pape Station to the Ontario Science Centre); and,
- Ontario Line West (from Osgoode Station to Ontario Place).

AECOM's Stage 1 background study of the OLS study area has determined that the potential for the recovery of archaeological resources is high, given the proximity of the study area to previous archaeological sites, water sources, soil texture and drainage, topography, early Euro-Canadian industries, settlement and transportation routes, as well as properties listed on the municipal register. Archaeological potential has been removed from areas determined to have been subject to deep and extensive land alterations that have significantly compromised the recovery of archaeological material. This conclusion is based on a review of previous archaeological assessments, the City of Toronto Archaeological Potential mapping, the field review completed by AECOM, and professional judgement. Areas identified as retaining archaeological potential must be subject to Stage 2 archaeological assessment. **In light of these results, prior to any ground disturbing activities, a Stage 2 archaeological assessment is recommended for all land identified as retaining archaeological potential (Figure 20).**

Given the nature of the project there will be some combination of surface/above grade and below grade impacts. The type of impact planned in areas requiring Stage 2 archaeology will dictate the type of Stage 2 assessment strategy that should be employed. The types of Stage 2 archaeological assessment that could be required for this project include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however this will have to be coordinated in consultation with the MHSTCI should this approach be contemplated.. This Stage 1 background archaeological assessment and review is necessarily high level due to the early stage of

planning and design for the OLS and the extremely large study area size. As the design is refined and there is a better understanding of the planned impacts, areas that require further archaeological assessment will be examined against the type of impact planned to formulate the appropriate Stage 2 archaeological assessment strategy on a property by property basis.

Stage 2 archaeological assessments must be conducted for all areas identified in this report as retaining moderate to high archaeological potential shaded in orange on **Figure 20**. Areas that are marked in hatching on **Figure 20** have been subject to previous archaeological assessment that have cleared the land of archaeological concerns, therefore no further archaeological work is recommended for those areas. Finally, areas with blue shading indicate areas of low archaeological potential and will require a comprehensive property inspection as part of the Stage 2 field survey in order to determine the extent of previous disturbance. Further archaeological assessments must be conducted by a licensed archaeologist and must follow the requirements set out in the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The requirements for standard surface archaeological survey include:

- Test pit survey at 5 m intervals in all areas that will be impacted by the project and where ploughing is not possible (e.g., woodlots, overgrown areas, manicured lawns);
- Poorly drained areas, areas of steep slope and areas of previous disturbance (e.g., pipelines, railways, road ROW, buildings) identified are to be mapped and photo-documented, but are not recommended for Stage 2 survey as they possess low to no archaeological potential;

Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations Stage 2 archaeological assessment will be required for areas following Section 2.1.7 of the *Standards and Guidelines for Consultant Archaeologists*, and will include:

- Test pitting where viable to carry out surface survey methods to identify any archaeological sites or determine the extent of disturbance;
- Should test pitting by hand not reach subsoil (i.e. the area is found to have potential, but it may be deeply buried), mechanically excavate trenches at maximum intervals of 10 m to verify the presence of and to assess deeply buried archaeological resources and/or the extent of disturbance; and
- Mechanical excavations using a backhoe with a straight-edged ditching bucket are to occur within the core of the planned development area and over any areas of archaeological potential.

As per Section 2.1.7 Standard 4 of the *Standards and Guidelines for Consultant Archaeologists*, if other techniques have not made a conclusive determination regarding the presence of deeply buried archaeological resources expected as a result of the Stage 1 evaluation, on-site monitoring by a licensed archaeologist of excavation and the removal of fill will be required:

- On-site archaeological monitoring where and when construction excavation in areas where archaeological sites are predicted to exist, or where it is extending to a depth that warrants concern;
- Preparation of an archaeological contingency plan with the proponent and construction personnel outlining appropriate procedures and time requirements should deeply buried archaeological resources/sites be exposed;
- If an archaeological site or material possessing cultural heritage value or interest is uncovered or affected, construction and monitoring activities must cease in that location and further archaeological work is required.

It should be noted that special consideration and recommendations must be made for land within 10 m of the Jones Avenue Cemetery, the Old Presbyterian Burying Ground (Duchess Street Burial Ground) and the Ridout Family burying ground. While there currently is a fence around the Jones Avenue Cemetery, we were unable to confirm at this time whether or not the fence represents the original fenced limits and, therefore, if all of the burials associated with this cemetery are included within its boundaries (**Figure 21**). Further research will be required to confirm if this is the case.

The limits of the Old Presbyterian Burying Ground (Duchess Street Burial Ground) are largely unknown (TLA 2018). A previous archaeological assessment conducted on the property for basement renovations in 2016 resulted in the recovery of human remains (**Figure 22**). Given the early-19th century establishment of the cemetery and the lack of burial registries, and lack of documentation regarding the exact number of remains within the property, the limits of the cemetery remain unknown. Therefore, a high probability exists that unmarked graves and associated shafts may be present around or within existing buildings that had been constructed after 1884. It has not been confirmed if remains are located within the adjacent buildings on the same parcel, therefore further work will be required to determine the extent of disturbance.

The limits of the Ridout Family Burying Ground are relatively unknown, with the exception of Boulton's 1858 map (**Plate 2**). No other records or maps could be located for reference. While the city block has been extensively developed, given the lack of records for the location of the burials there is a high potential to encounter burials within areas not proven to be intensively disturbed (**Figure 23**).

There are no planned impacts for the above cemetery and burial ground properties, however, should construction impacts be planned within the 10 m buffer of the Jones Avenue Cemetery, and the research proves the boundaries to be unclear, and the Old Presbyterian Burying Ground (Duchess Street Burial Ground) and the Ridout Family burying ground, after the completion of any necessary Stage 2 archaeological assessment, a Stage 3 cemetery Investigation be carried out to determine if burials associated with the cemetery and burial grounds extend beyond the currently defined boundaries into areas proposed to be impacted by the project. Recommendations for the Stage 3 Cemetery Investigation are as follows:

- Upon completion of detail design, and prior to any construction, all portions of the OLS study area that fall within the 10 m buffer adjacent to the currently defined boundaries of the Jones Avenue Cemetery (if the boundaries are proven to be unclear and unverifiable in the field) (**Figure 21**), the Old Presbyterian Burying Ground (Duchess Street Burial Ground) (**Figure 22**) and the Ridout Family Burying Ground (**Figure 23**) must be subject to Stage 3 cemetery investigation involving mechanical topsoil removal as per Section 4.2.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) for areas with existing topsoil and the mechanical, or the mechanical removal of hard surfaces or fill as per Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) to expose undisturbed topsoil or subsoil for paved areas or those with disturbed overburden to expose subsoil in order to determine if human burials extend into the project area. The investigation should take place moving towards the estimated limits of the cemetery/burial ground;
- The area subject to mechanical topsoil removal for the Old Presbyterian Burying Ground (Duchess Street Burial Ground) is to include all land from the edge of the existing building footprints at 32, 35, and 41 Britain Street as well as a 10 m buffer within the Britain Street, Richmond Street East, and Stonecutters Lane ROW's (**Figure 22**);
- Given the location of the cemetery and burial grounds are within an urban setting, it is likely that urban road infrastructure will be encountered within the 10 m buffer area of the inferred cemetery boundaries. Should modern infrastructure be encountered, the fieldwork strategy may be re-evaluated to include construction

monitoring to confirm that the disturbed area lacks archaeological potential and burials to determine if it is necessary to continue to complete the entire 10 m buffer by Section 4.2.3 or, if appropriate, Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

- As the limits of the burial grounds are unclear, an Investigation Authorization from the Bereavement Authority of Ontario will be required prior to any Stage 2 fieldwork and Stage 3 cemetery investigations. If further research demonstrates that the Jones Avenue Cemetery's boundaries are unclear, an Investigation Authorization will also be required;
- The results and effectiveness of this assessment strategy to mitigate the risk of impacts to potential burials or shafts must be reported to the MHSTCI as part of a Stage 3 cemetery investigation;
- Should archaeological resources, including deeply buried archaeological resources not associated with the cemetery be discovered, additional archaeological assessment may be required); and,
- If human remains are encountered during construction, work must cease immediately, the police or Regional Coroner should be contacted, and the Registrar of Cemeteries with the Bereavement Authority of Ontario.

Special consideration should also be made for the National Historic Sites located within the study area. Given the level of cultural heritage value and interest of these resources, these areas must be avoided by all construction related activities.

Three registered archaeological sites exist within the OLS study area limits that require further work, including the Parliament site (AjGu-41) (Williamson 2000), Lime Kiln Works site (AjGu-64) (Archeoworks Inc 2009), Britain St. site (AjGu-94) (TLA 2018). The registered archaeological sites within the study area which still retain cultural heritage value or interest should be subject to further archaeological assessment by a licensed consultant archaeologist, in accordance with the previous consultants' recommendations outlined in **Section 1.3.3** of this report and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) prior to any ground disturbing activities.

Areas identified in the Waterfront Toronto Archaeological Conservation and Management Strategy (ASI 2008b) as having deeply buried archaeological potential include the Don Breakwater (LDP-1), the Toronto Dry Dock (LDP-3), the City Corporation Wharf (EB-4), the Gooderham and Worts Distillery Complex National Historic Site (WD-19), and the Gooderham & Worts Distillery Wharves (WD-20) (**Figure 18**). These features are believed to be located at a depth of approximately 76 m ASL (ASI 2017) and will require Stage 2 monitoring if construction disturbance should reach this depth. Stage 2 monitoring of these areas would need be conducted as per Section 2.1.7, Standard 4; *Survey in Deeply Buried Conditions* (Ontario Government 2011).

It is possible that Stage 2 archaeological assessments could be reduced in segments where proposed impacts during construction include deep tunnelling activities. Consultation with the MHSTCI will be required for the communication of additional information and detail design documentation should this approach be contemplated. Despite best efforts and due diligence, no archaeological assessment can necessarily account for all potential archaeological resources. Should deeply buried archaeological resources be identified during ground disturbance activities associated with future development of the project, ground disturbance activities should be immediately halted, and a licensed archaeologist should be notified.

It should be noted that the OLS study area in this report is extremely large and includes land that will not be subject to ground disturbing activities during construction of the OLS infrastructure. As such, once detail design is complete and the scope of surface/above grade versus below grade construction activities has been determined, only those areas that will be affected by this project will require further Stage 2 archaeological assessment.

Should additional land outside of the current OLS alignment study area boundaries be included as part of the Project, the standard requirements for archaeological assessments to be conducted prior to land disturbance remain in place.

The MHSTCI is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further archaeological assessment is required, archaeological concerns for the OLS Project in the City of Toronto, Ontario have not been fully addressed.

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1. Project Context

1.1 Development Context

The Getting Ontario Moving Act having received Royal Assent on June 6, 2019, the Province of Ontario is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area. One of these projects is the Ontario Line, a new rapid transit line extending from Ontario Place/Exhibition Place to the Ontario Science Centre. AECOM Canada Limited (AECOM) was retained by Metrolinx and Infrastructure Ontario (IO) to complete environmental studies and reports as part of the proposed Ontario Line (the Project).

The Ontario Line is a 16-kilometre transit line extending from the Ontario Science Centre to Exhibition Place. Fifteen stations are proposed, with connections to the existing TTC subway Lines 1 and 2, the Eglinton Crosstown (Line 5), three GO Transit lines, and streetcar routes on Queen, King, and Gerrard Streets. The line will provide relief and reduce crowding on the busiest sections of the TTC's Line 1 by an estimated fourteen percent.

This Stage 1 archaeological assessment was triggered by the requirements of the *Environmental Assessment Act* in accordance with subsection 11(1) (Ontario Government 1990a). This project is subject to the requirements of the *Ontario Heritage Act* (Government of Ontario 1990b) and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

The Ontario Line Study Area was established based on the preliminary proposed route reflected in the Ontario Line Initial Business Case (Metrolinx 2019), as shown on **Figure 1**. A buffer was then applied to the study area footprint to be conservative and allow for flexibility for potential future modifications to the route. For readability and for the purpose of the baseline conditions reports, the Ontario Line Study Area has been broken down into three segments:

- Ontario Line South (from Osgoode Station to Pape Station);
- Ontario Line North (from Pape Station to the Ontario Science Centre); and,
- Ontario Line West (from Osgoode Station to Ontario Place).

The area subject to Stage 1 archaeological assessment in this report consists of Ontario Line South (OLS) Project in the City of Toronto, Ontario. The OLS study area is comprised of 308.05 hectares (ha) located within the land of the Toronto Purchase (Treaty No. 13), and historically on Lots 13-16, Broken Front Concession, Lots 3-12, 14-15, Concession 1 From the Bay, Lot 11, Concession 2 From the Bay, Town of York, Geographic Township of York, County of York, now City of Toronto (**Figure 2 and Figure 3**). This Stage 1 report provides a high-level assessment of this large study area, in order to identify whether or not land within the study area retains archaeological potential. Once the location of impacts and the type of impacts (i.e., above or below grade) are known, strategies for further archaeological assessment will be developed using the recommendations provided in **Section 4** of this report.

The Stage 1 archaeological assessment was completed under the project direction of Samantha Markham [License #P438] and PIF#P438-0197-2019 (AECOM). Documentary sources, historic maps, detailed mapping and satellite imagery were analyzed in order to evaluate the archaeological potential found within the study area, as well as an optional property review. This report provides the results of the Stage 1 archaeological assessment and recommendations.

1.1.1 Objectives

The objective of the Stage 1 background study is to document the archaeological and land use history and current conditions within the study area. This information will be used to support recommendations regarding cultural heritage values or interests as well as assessment and mitigation strategies. The results of Stage 1 archaeological assessment presented in this report are drawn in part from:

- Recent and historical maps of the study area;
- Reports of previous archaeological assessments within 50 m of the study area;
- The Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) Archaeological Sites Database (ASDB) for a listing of registered archaeological sites within a 1 km radius of the study area;
- A visual inspection of the existing conditions of the study area and surroundings; and,
- Archaeological management plans or other archaeological potential mapping, where available.

The Stage 1 archaeological assessment has been conducted to meet the requirements of the MHSTCI *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The objective of this Stage 1 background report is to provide a high-level assessment of archaeological potential within the study area, and to provide recommendations to assist in determining the appropriate Stage 2 archaeological assessment strategy for those areas with archaeological potential that will be impacted by the project.

1.2 Historical Context

Years of archaeological research and assessments in southern Ontario have resulted in a well-developed understanding of the historic use of land in York County from the earliest First Nation people to the more recent Euro-Canadian settlers and farmers. **Table 1** provides a breakdown of the cultural and temporal history of past occupations in York County.

Table 1: Cultural Chronology for York County

Archaeological Period	Time Period	Characteristics
Early Paleo	9000-8400 BC	<ul style="list-style-type: none"> • Fluted Points • Arctic tundra and spruce parkland, caribou hunters
Late Paleo	8400-8000 BC	<ul style="list-style-type: none"> • Holcombe, Hi-Lo and Lanceolate Points • Slight reduction in territory size
Early Archaic	8000-6000 BC	<ul style="list-style-type: none"> • Notched and Bifurcate base Points • Growing populations
Middle Archaic	6000-2500 BC	<ul style="list-style-type: none"> • Stemmed and Brewerton Points, Laurentian Development • Increasing regionalization
Late Archaic	2000-1800 BC	<ul style="list-style-type: none"> • Narrow Point • Environment similar to present
	1800-1500 BC	<ul style="list-style-type: none"> • Broad Point • Large lithic tools
	1500-1100 BC	<ul style="list-style-type: none"> • Small Point • Introduction of bow
Terminal Archaic	1100-950 BC	<ul style="list-style-type: none"> • Hind Points, Glacial Kame Complex

Archaeological Period	Time Period	Characteristics
		<ul style="list-style-type: none"> • Earliest true cemeteries
Early Woodland	950-400 BC	<ul style="list-style-type: none"> • Meadowood Points • Introduction of pottery
Middle Woodland	400 BC – AD 500	<ul style="list-style-type: none"> • Dentate/Pseudo-scallop Ceramics • Increased sedentism
	AD 550-900	<ul style="list-style-type: none"> • Princess Point • Introduction of corn horticulture
Late Woodland	AD 900-1300	<ul style="list-style-type: none"> • Agricultural villages
	AD 1300-1400	<ul style="list-style-type: none"> • Increased longhouse sizes
	AD 1400-1650	<ul style="list-style-type: none"> • Warring nations and displacement
Contact Period	AD 1600-1875	<ul style="list-style-type: none"> • Early written records and treaties
Historic	AD 1749-present	<ul style="list-style-type: none"> • European settlement (French and English)

Notes: Taken from Ellis and Ferris (1990)

The following sections provide a detailed summary of the archaeological cultures that have settled in the vicinity of the study area. As Chapman and Putnam (1984) illustrate, the modern physiography of southern Ontario is largely a product of events of the last major glacial stage and the landscape is a complex mosaic of features and deposits produced during the last series of glacial retreats and advances prior to the withdrawal of the continental glaciers from the area. Southwestern Ontario was finally ice free by 12,500 years ago. With continuing ice retreat and lake regressions the land area of southern Ontario progressively increased while barriers to the influx of plants, animals, and people steadily diminished (Karrow and Warner 1990). The lands within York County have been extensively utilized by pre-contact Indigenous people who began occupying southwestern Ontario as the glaciers receded from the land, as early as 11,000 BC.

1.2.1 Pre-Contact Period Overview of Southern Ontario

Although glaciers retreated from southern Ontario some 13,000 years ago, the massive weight of these ice sheets left the earth's crust compressed, lowering the area below sea level and allowing sea water to flow inland forming the Champlain Sea in what is now the Ottawa and St. Lawrence River Valleys. Over the next 2,000 years, the Champlain Sea gradually receded as the earth's crust rebounded, eventually permitting the first inhabitants to move into the region 11,000 years ago. The barrier presented by the Champlain Sea explains why sites of Ontario's first occupants, Paleo-Indians, (ca. 11,000 – 9500 B.P.) are largely absent from the area. Instead, Paleo-Indian sites in the larger region are concentrated in central and south western Ontario. Paleo-Indians were widely scattered, nomadic groups that occupied the sub-tundra-like environment that prevailed in southern Ontario at the end of the Pleistocene. Past research indicates that these groups likely followed big game (such as Caribou) across the landscape, preferring to camp on high ground, immediately adjacent to water sources, such as glacial lakes or spillways, where smaller game and plant foods would have been harvested. Relatively large fluted projectile points are the hallmark of the Paleo-Indian toolkit. In the southern Ontario area, Lake Ontario was only a fraction of its current size. The first people in this region likely migrated north from the southern warmer climates when both Lake Erie and Lake Ontario were much smaller (Munson & Jamieson, 2013: 26).

The subsequent Archaic period (9,500 B.P. to 2,800 B.P.) is characterized by a warming climate and a temperate forest environment which was crisscrossed by streams and rivers and surrounded by large fresh water lakes that would have supported many species of fish, shorebirds and mammals. Small hunting and gathering bands (20-50 people) utilized the lake shores during the spring and summer months, then broke into smaller family groups and moved inland for the fall and winter to hunt and trap. Archaic period tool assemblages consisted of both chipped

and ground/polished stone implements indicating that a wider variety of activities, such as fishing, woodworking and food preparation/grinding, were now taking place.

The Archaic period is followed by the Woodland period (ca. 2800 B.P. to 350 B.P.) which is subdivided into three phases. The Early Woodland period (ca. 2800 – 2400 B.P.) is characterized by the introduction of pottery for storage and an increase in regional trade networks. Trading of exotic goods, such as obsidian, silver, copper and sea shells persists into the Middle Woodland period (ca. 2400 B.P. to 1100 B.P.) when horticulture was introduced to Ontario. The adoption of food production brought on a more sedentary lifestyle in seasonal villages, and more elaborate burial ceremonies – including the construction of large, earthen mounds. The Late Woodland period (ca. 1100 – 350 B.P.) is marked by the establishment of palisaded villages (often containing dozens of longhouse structures), intensified horticulture and an increase in regional warfare.

Indigenous communities were the original occupants of the land now known as Ontario (MIRR 2018) and over time the lands and territories of its inhabitants have shifted and changed. From an existing treaty perspective, the study area, which is within the City of Toronto, falls within Treaty 13 (the Toronto Purchase) and the Williams Treaties (**Figure 4** and **Figure 5**).

1.2.2 Euro-Canadian Settlement

County of York

York County is described in detail in the 1878 *Illustrated Historical Atlas of the County of York* (Miles & Co. 1878). Governor Simcoe had previously organized Upper Canada into nineteen counties, one of which was named York County. The County consisted of two ridings, east and west, bounded by Durham to the east, and the River Thames on the west. York was originally comprised of what are now the municipalities of York, Peel and Halton as well as Durham Region and the City of Toronto, but by 1851 it was dramatically reduced in size as Wentworth, Halton, Ontario and Peel Counties had separated from the County. Survey along the Lake Ontario shoreline began in 1791, with eleven Townships laid out between the River Trent and the head of the Bay of Quinte. In 1798, the County of York contained the Townships of Whitby, Pickering, Scarborough, York, Etobicoke, Markham, Vaughan, King, Whitchurch, Uxbridge, and Gwillimbury. The settlement of York began slowly, with no more than twelve houses built by 1795. In 1805, the Toronto Purchase was completed, with 250,880 acres transferred from the Mississauga's for ten shillings. Many of the first settlers were United Empire and American Loyalists, who were supplied with either a town lot or 200 acres. In 1794, a number of German families moved to York from New York City. By 1830, the population had grown significantly, to 17,025, and York incorporated the City of Toronto in 1834 (Miles & Co.).

York Township

The Township of York was first surveyed in 1791 by Augustus Jones, at which time it was referred to as “Dublin” (Adam and Mulvany 1885: 77). At this time, all the surveying had accomplished was to run boundary lines dividing the Townships. The name was soon changed to “York” and is referred to as such in a document from 1793. This document also suggests the Township was briefly named “Toronto” before its final change (Adam and Mulvany 1885: 78). Messrs Aitken and Jones further surveyed York in 1793, although they did not finish (**Figure 6**). The Township was not fully surveyed until 1829 when the work was completed by Wilmont (Adam and Mulvany 1885: 78).

The population for York Township in 1798 was recorded in combination with the Home District, the Town of York, Etobicoke and Scarborough, for a total population of 749 (Adam and Mulvany 1885: 79). By 1820 the Township of York's population had risen to 1,672, in 1825 it jumped to 2,412, and 5,720 inhabitants were recorded in 1842

(Adam and Mulvany 1885: 80). The 1881 census listed the population at 13,748; more than double its size of four decades earlier.

Danforth Avenue

Somewhat confusingly, eastern Toronto has both a Danforth Avenue and a Danforth Road, the latter of which is an early colonial road. The former runs from the Don River west of Broadview Avenue to Kingston Road east of Birchmount Road. Danforth Road runs north-easterly from Danforth Avenue commencing between Pharmacy Avenue and Warden Avenue and ending at Lawrence Avenue where it becomes McCowan Road. The properties of interest for this study are situated on Danforth Avenue between Main Street and Dawes Road.

The evolution of present day Danforth Avenue begins in 1799, when American contractor Asa Danforth was commissioned by the Executive Council of Upper Canada to construct a road between the Town of York and the Trent River. Construction of the road began at the Don River in June of 1799 and was completed by December of 1800. The road was variously named “Dundas Street”, as it was part of the province wide road of that name, or “The Danforth Road” after its builder (who reportedly had very little to do with its actual construction). Danforth Road retains its name within the former Scarborough Township, however, portions within the old City of Toronto were later renamed as parts of Queen Street East and Kingston Road.

For most of the 19th century, the only passable bridge on the Don River was at Queen Street. Subsequently, the area along present day Danforth Avenue (then the first concession road) remained largely undeveloped. In 1851, the *Don and Danforth Plank Road Company* constructed a wooden plank road, which extended from a new bridge over the Don River at present-day Gerrard Street, then known as Don Road (Mryvold 1979). The plank road extended up what is now Broadview Avenue and along Danforth Avenue to connect with the existing Danforth Road in Scarborough. A toll gate was placed at the Broadview and Danforth Avenue intersection. The toll road was abandoned by the 1870s and Danforth Avenue reverted back to an unmaintained dirt road. It was eventually paved from Broadview to Greenwood Avenue in 1912. The following year, streetcar tracks were laid down by the Toronto Civic Railway Company as far east as Luttrell Avenue, encouraging new development along the street. The opening of the Prince Edward Viaduct across the Don River in October 1918 created a continuous route through the City of Toronto, and “the Danforth” as it came to be known developed rapidly over the next decade.

Founding of the City of Toronto

Despite being sacked by American forces during the War of 1812, York grew into a merchant town in the early part of the nineteenth century. The government of Upper Canada expanded the town boundaries, and it was incorporated as the City of Toronto in 1834, reverting back to its original First Nations name. The name Toronto is thought to derive from a Huron word meaning “meeting place”. William Lyon Mackenzie served as the City’s first mayor.

Use of the Toronto waterfront remained dominated by commercial, military, and transportation uses. Several commercial wharves and piers had been constructed along the shoreline to the east of John Street by 1841 and, to the west of John Street, the military dominated the waterfront with the development of the Navy, King’s, Queen’s, and Commissariat Wharves (Historica Research Ltd. 1989). By 1842, seven piers had been constructed along the Toronto shoreline. Into the second half of the 19th century, both commercial and industrial development of Toronto’s waterfront intensified, and several large factories were established, including the Gooderham and Worts Distillery and the associated Gooderham Wharf (Historica Research Ltd. 1989; ASI 2004). A portion of Browne’s 1851 map of the Township of York illustrates this growth and development along the Toronto waterfront (**Figure 7**).

The waterfront was drastically changed in the 1850s when Toronto saw the arrival of the Northern, Great Western, and Grand Trunk railways which followed the shoreline and resulted in the development of trackways, railway terminals, freight stations, and additional wharves. Between 1850 and 1870, Toronto’s waterfront formed the centre of rail operations for Canada’s historic and present-day railways. The arrival of the Northern Railway in 1853 was quickly followed by that of the Grand Trunk and the Great Western Railways in 1855. In 1853, the Northern

Railway developed freight handling facilities that were developed on lands created by harbor lake fill in order to link the railway to existing water transportation facilities. This was the first waterfront development to engage in the filling of Toronto's harbor; a process that would continue well into the 20th century (Historica Research Ltd. 1989). Tremaine's 1860 map of the County of York illustrates the location of these railways along the Toronto waterfront shoreline (**Figure 8**).

The growth of the harbour and the arrival of the railways in the 1850s connected the city with other communities throughout North America and the world. Industry thrived and the population grew from 30,000 in 1854, to 86,000 by 1881. By 1891, ever-increasing numbers of immigrants (mainly from the British Isles) had boosted the population of the city to 180,000. It was during this period that many of Toronto's noteworthy buildings were constructed, including Old City Hall in 1899.

Through the late-nineteenth and early-twentieth centuries, Toronto continued to expand. A period of annexation occurred between 1883 and 1914, during which the City expanded its boundaries by acquiring neighbouring communities and municipalities. Like most North American cities, Toronto's development slowed during the great Depression and the Second World War. Following the war however, the population of Toronto began booming again. As suburban development expanded outwards from the old city core, the thirteen municipalities surrounding the City of Toronto, and the city itself, were amalgamated under a regional government known as Metropolitan Toronto in 1954.

Railway Transportation

Railway transportation greatly improved in Ontario beginning in the mid-1800s. The opening of the Grand Trunk Railway (GTR) between Montreal and Toronto in 1856 provided a link between the two cities that was more easily travelled than mid-19th century roads. The GTR was designed to enhance the St. Lawrence-Great Lakes shipping routes in response to the railroads and shipping networks in the United States. As a result, it also strengthened the connection and link between the townships, and municipal and provincial economies in Ontario. The Grand Trunk & Toronto & Nipissing Railway, which was the location of the eastern portion of the study area, was built in the southern end of the township along the shore of Lake Ontario. This railway brought industry and employment to many of the smaller communities along its line (Toronto Neighbourhoods 2015). Although the Toronto & Nipissing officially began at Scarborough Junction, about 14 kilometres east of downtown, the company obtained trackage rights over the Grand Trunk to its own terminal at Berkeley Street. The Berkeley Street terminal was constructed near the waterfront (but north of the modern Metrolinx corridor) on land adjacent to Gooderham's Distillery (today the Distillery District).

By the early-20th century, the GTR had expanded its service through a series of mergers and partnerships with other lines, however, in 1923 the newly formed, and publicly-owned Canadian National Railway (CNR) absorbed the GTR through a reorganization of the company. The CNR had assumed operation and management of the line between Toronto and Montreal including its structures such as bridges and culverts, which were maintained throughout the 20th century. In 2011, Metrolinx acquired the Kingston subdivision of the original route which included the Lakeshore East Corridor. As noted above, numerous episodes of construction and upgrading for various stations, roadbeds, tracks, buildings, yards and servicing facilities have caused deep and extensive disturbance within the study corridor.

In the western end of the study area, the Toronto Grey and Bruce Railway was incorporated in 1868 for a line from Toronto to Orangeville, Mount Forest, Durham and Southampton on Lake Huron, with a branch to Kincardine, and another from Mount Forest to Owen Sound. The formal opening of the line to Bolton was November 3, 1871 (Old Time Trains, 2013).

Construction of the Hamilton and Toronto Railway Company (HTR) began in 1852, with a rail line between Hamilton and Toronto. In 1857 HTR was amalgamated with the Great Western Railway (GWR), with the line they built becoming the Toronto Branch of the GWR. In 1882, the GWR amalgamated with the Grand Trunk Railway (Old Time Trains 2013).

Highways

By the 1930s, automobile usage had increased to a point at which traffic congestion was beginning to appear along several intercity highways. The Gardiner Expressway and Lake Shore Boulevard, located in the southern portion of the study area, were built in the 1950s to help ease traffic. The Gardiner Expressway, named after Frederick G. Gardiner, was built between 1955 and 1964. Lake Shore Boulevard, originally Highway 2, was updated and rerouted during the Gardiner Expressway construction.

By the end of the 19th century, the growth of railway traffic in Toronto, both from intercity train traffic and shunting freight cars on industrial sidings created unacceptable delays at level crossings on busy streets. In response to these circumstances, there existed three construction eras based on road traffic resulting from urban growth and the rise of motor vehicle usage. A few subways had been built in Toronto in 1890 – 1910 to eliminate conflict between trains and heavy pedestrian, horse and street railway traffic on some major thoroughfares. But a major era of subway construction was undertaken in the 1920s and 1930s to handle the integration of the motor vehicle into the urban fabric of Toronto.

In the most southern portion of the study area, west of the Don River, is an area known as West Don Lands, originally 'The Park' in the early 1800's (Toronto Neighbourhood 2015). This area was used to help finance a provincial hospital through the sale of parcels of land. This area has been occupied by industrial buildings, followed by residential housing for labourers from the local brewery and distillery, and rail yards.

Land Use Within the Study Area

A review of the historical mapping from 1787, 1793, 1851, 1860 and 1878 (Aitken 1793; Browne 1851; Tremaine 1860; Miles and Co. 1878) was conducted to determine the presence of 19th century settlement features within or adjacent to the study area, as the presence of historic features elevates the potential for the recovery of 19th century archaeological resources (Figure 5 to Figure 11). Historically, the study area falls across multiple lots and concessions within the Geographic Township York, County of York, now City of Toronto, as well as the marshy areas of the early shorelines. It should be noted that not all features of interest, particularly farmhouses and smaller homesteads, were mapped systematically as this would have been beyond the intended scope of the Ontario historical atlas series. In addition, given that atlases were funded by subscription, preference with regard to the level of detail included was given to subscribers. As such, the absence of structures or other features on historic atlas maps does not preclude the presence of historic features at the time the area was surveyed.

While minimal information is depicted on the 1787 *Toronto Purchase* map and 1793 *Aitken Plan of York Harbour*, the ten-block town of York (Toronto) is visible as well as the original formation of the Don River and shoreline (**Figure 5** and **Figure 6**). The northern end of the study area is located within part of the first concession of York Township, north of Queen Street, before the creation of park lots.

A review of Browne's 1851 map indicates that the shoreline has not been altered significantly in the study area, with the exception of the creation of wharves. The map shows the progress made since the creation of the park lots. Features of note include Osgoode Hall in the western end, City Hall near the Lake, the third Jail built in York in 1840 at the corner of Front and Berkeley Streets, and the Gooderham and Worts Windmill. There are no landowners listed on the 1851 map (**Figure 7**). Historic transportation routes within and around the study area include present-day Yonge Street, Danforth Avenue, College Avenue, Queen Street and King Street.

By 1860 development in the area had increased based on increase in lot severances and the presence of several rail corridors on the Tremaine Map (Tremaine 1860) (**Figure 8**). The Grant Trunk Railway is now visible along the southern end of the study area, along with the associated Don Station west of the Don River. East of the Don River, landowners are listed on the mapping, primarily between Queen Street and Danforth Avenue.

The railway is the only feature present on the 1878 historical atlas mapping, although the changes to the waterfront are more obvious at this point in time with clear infilling and new wharves (**Figure 9**) (Miles & Co. 1878).

In addition to the early survey mapping, the 1884 and 1889 fire insurance plans, as well as the aerial photos ranging from 1939 to 1978 were compiled in order to demonstrate the increased development of the area into the 20th century. Between 1889 and 1939 significant infilling occurred along the waterfront, with the final shoreline apparent by 1954 (**Figure 10 to Figure 16**).

1.3 Archaeological Context

1.3.1 Natural Environment

The study area is situated within the City of Toronto, which is located within the “Iroquois Plains” physiographic region of southern Ontario (Chapman and Putnam 1984: 174-176). The Iroquois Plain itself extends from the Niagara River around the north side of Lake Ontario to the Trent River and varies in width from a few hundred metres to approximately 12 km (Chapman and Putnam 1984: 190). This plain is comprised of lowland areas that were submerged by a body of water known as Lake Iroquois during the last glacial period approximately 12,000 years ago and, as a result, is characterized by the cliffs, bars, beaches and boulder pavements of its old shorelines, as well as undulating till plains (Chapman and Putnam 1984: 190). These old shorelines of Lake Iroquois are now found well inland from the present shoreline.

The Iroquois Plain region is the most densely inhabited area in Ontario due to its proximity to Lake Ontario. Various ports located along the lake facilitated transportation around the area, with colonization roads pushing people into the interior (Chapman and Putnam 1984:195). The plain was especially attractive to early settlers due to the easy grades linking together the lakefront settlements and stimulating the growth of new centers that were dependent upon road and rail facilities. The area was once covered with Boreal coniferous forest of spruce, fir and pine trees, which would gradually be replaced by deciduous forests containing trees such as oak, maple, beech and ash.

The first European settlements in Toronto were found along the Iroquois lake plain, which cut into previously deposited clay and till, and is partly floored with sand deposits. Indeed, the Don Valley, found to the east of the study area, provided the clay deposits for the production of much of Toronto’s bricks.

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south-central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location. A number of watercourses are in or within close proximity to the study area, including the Don River and Lake Ontario.

The Don River watershed has two main branches, the East and the West Don, which drain a total area of 360 square km. Since European settlement, the Don River Valley has changed dramatically. In the late nineteenth and early twentieth century the Lower Don River was straightened and channelized; the marsh at the mouth of the river was drained and filled. This area is known as West Don Lands, originally ‘The Park’ in the early 1800’s (Toronto Neighbourhoods 2015). This area was used to help finance a provincial hospital through the sale of parcels of land. It has been occupied by industrial buildings, followed by residential housing for labourers from the local brewery, distillery and rail yards. The corridor is surrounded by a mix of mid-density residential subdivisions, light industrial areas and commercial areas. The overall character of the lands surrounding the railway have evolved from that of mixed farming and agricultural and small towns and villages to a highly developed mix of business and light industrial parks, residential and commercial uses.

According to a Historic Plaque located in the northern of the study area, detailing the straightening of the Don River:

“The lower Don River used to meander through woods and marshes before discharging into both Toronto harbour and Ashbridge's Bay Marsh, one of the Great Lakes' largest coastal wetlands. As the city expanded closer to the river, the Don's natural cycle of flooding became a problem. The slow-moving river and its marshy banks also became heavily polluted and, by the 1870s, were considered a threat to public health. In response, the City's 1886 Don Improvement Plan channelized the lower Don River to both speed up and contain its flow, creating new industrial and transportation corridors along its banks. By 1892, the river had been straightened, widened, and deepened from near Gerrard Street to the lake. As a result of this plan, more river valley land became available for development. The plan, however, did not fulfill its promise of bringing shipping to the Don. It also failed to improve sanitary conditions and prevent flooding, largely because it did not consider the full complexity of the Don River's natural hydrology. Beginning in 2006, the extensive mound of earth behind you was created to prevent the possible flooding of downtown Toronto through the West Don Lands.”

Toronto Historical Plaques 2016

As noted in the *Master Plan of Archaeological Resources for the City of Toronto*, shoreline ports were chosen by early Euro-Canadian settlers and Aboriginal peoples before them (ASI 2004: 20). Due to the Toronto lakeshore area's importance in the early development of the City, many early archaeological resources such as docks, wharfs, railway corridors and industrial sites were likely buried during filling episodes completed in an effort to expand the waterfront (ASI 2004:38, 2016:23). ASI (2004:29) suggests that, in order to accommodate the changes to the waterfront and river locations, “*all lands located beyond 250m of water, but within 250m of the top of bank of all major rivers within the City, such as the Humber, Don or Rouge and their major tributaries ... are also considered to demonstrate significant potential*”. As a result, there is high potential for archaeological resources to be found deeply buried in the study area along the western side of the Don River, and the archaeological potential model created by ASI can be seen in **Figure 19**.

During the 19th and 20th century, rapid deforestation resulted in significant land clearance across York Township and over time, the once diverse forest life and wide range of tree species and natural resources would have also been depleted as agricultural and modern residential and commercial development continued. As a result of continuing urban development, this part of southern Ontario is almost completely deforested today.

Early Industry and Development of the York Waterfront

While the Town of York continued to grow throughout the early 19th century, use of the waterfront remained dominated by commercial, military, and transportation uses. Several commercial wharves and piers had been constructed along the shoreline to the east of John Street by 1841 and, to the west of John Street, the military dominated the waterfront with the development of the Navy, King's, Queen's, and Commissariat Wharves (**Figure 17**) (Historica Research Ltd. 1989). By 1842, seven piers had been constructed along the Toronto shoreline. Into the second half of the 19th century, both commercial and industrial development of Toronto's waterfront intensified, and several large factories were established, including the Gooderham and Worts Distillery and the associated Gooderham Wharf (Historica Research Ltd. 1989; ASI 2003). A portion of Browne's 1851 map of the Township of York illustrates this growth and development along the Toronto waterfront (**Figure 7**).

The waterfront was drastically changed in the 1850s when Toronto saw the arrival of the Northern, Great Western, and Grand Trunk railways which followed the shoreline and resulted in the development of trackways, railway terminals, freight stations, and additional wharves. Between 1850 and 1870, Toronto's waterfront formed the centre of rail operations for Canada's historic and present-day railways. The arrival of the Northern Railway in 1853 was quickly followed by that of the Grand Trunk and the Great Western Railways in 1855. In 1853, the Northern Railway developed freight handling facilities that were developed on lands created by harbor lake fill in order to link the railway to existing water transportation facilities. This was the first waterfront development to engage in the filling of Toronto's harbor; a process that would continue well into the 20th century (Historica Research Ltd. 1989).

Tremaine's 1860 map of the County of York illustrates the location of these railways along the Toronto waterfront shoreline (**Figure 8**).

The lake-filling operations carried out along Toronto's waterfront intensified throughout the mid to late 19th century and the shoreline between present-day Bathurst and Parliament Streets was significantly altered by leveling and filling conducted for the development of railway right-of-ways. Lake-filling generally consisted of the "crib and fill" technique which involved the placement of timber cribbing around the perimeter of the area to be filled. The fill used during the early stages of waterfront expansion included municipal waste, sewage, and material dredged from the harbor bottom (Historica Research Ltd. 1989; ASI 2003).

The city's shoreline continued to evolve and develop through the late 19th and early 20th centuries as rail systems consolidated and industrial and commercial operations along the waterfront continued to grow. As a result, increasing areas along the shoreline were filled, including large areas for the construction of Lake Street and at the foot of York Street in 1893. Between 1886 and 1909, Toronto Island became a focus for development (Reeves 1992).

1.3.2 Previous Archaeological Work

To inform the current Stage 1 archaeological assessment and further establish the archaeological context of the study area, a search of the ASDB was conducted by AECOM to determine if any previous archaeological work has been completed within the current study area or within 50 m of the study area boundaries. **Table 2** lists reports regarding previous archaeological work relevant to the study area.

Table 2: Archaeological Reports with Relevant Background Information

Year	Title	Author	PIF Number
2003	<i>The Archaeological Master Plan of the Central Waterfront, City of Toronto, Ontario</i>	ASI	n/a
2003b	<i>Stage 1-2 Archaeological Assessment of the Gooderham & Worts Windmill Foundation Gooderham & Worts Heritage Precinct Toronto, Ontario</i>	ASI	CIF #2002-030-002
2004	<i>Master Plan of Archaeological Resources for the City of Toronto</i>	ASI	n/a
2007	<i>Stage 1 Archaeological Assessment — Existing Conditions, Don Mouth Naturalization and Port Lands Flood Protection Project City of Toronto, Ontario</i>	ASI	P057-340-2006 P057-440-2007 P057-516-2008
2007b	<i>Stage 2 Archaeological Resource Assessment of 501 Adelaide Street East, Lots 2, 3 Town of York Plan (RP 66R20641, Part 1), City of Toronto, Ontario</i>	ASI	P049-166-2007
2008a	<i>Stage 1 Archaeological Assessment, West Don Lands Transit, Environmental Assessment, City of Toronto</i>	ASI	P057-449-2007 P264-066-2008
2008b	<i>Waterfront Toronto: Archaeological Conservation and Management Strategy</i>	ASI	n/a
2009	<i>Stage 3 A.A & protection & Avoidance of the Lime Kiln Works Site (AjGu-64): 70 Parliament Street, City of Toronto, Ontario</i>	Archeoworks Inc.	P029-578-2009
2013	<i>Stage 2-3 Archaeological Resource Assessment of 333 King Street East, City of Toronto, Ontario</i>	ASI	PIF#s - P372-022-2013 & P372-025-2013.
2014	<i>Coordinated Provincial Individual/Federal Environmental Assessment and Integrated Urban Design Study, Gardiner Expressway and Lake Shore Boulevard Reconfiguration, City of Toronto, ON</i>	ASI	n/a
2015	<i>Stage 1 Archaeological Assessment, Cherry Street Interlocking Tower, Part of Lot 13, South of Front Street, St. Lawrence Ward, Geographic Township of York, Former York County, Ontario</i>	ARA Ltd.	P007-0679-2015
2016	<i>Stage 1 AA for the Lakeshore East Rail Corridor Expansion from the Don River to Scarborough GO Station (Segment 1)</i>	AECOM	P088-0090-2016

Year	Title	Author	PIF Number
2016	Stage 4 Archaeological Assessment AjGu-91 – The Armoury Street Block Preliminary Excavation Report Infrastructure Ontario Toronto Courthouse - Parking Lot – D07511 Armoury Street, Chestnut Street and Centre Avenue, City of Toronto Part of Lot 11, Concession 1 Geographic Township of York County of York	Timmins Martelle Heritage Consultants Inc.	P1075-0011-2015
2016	Revised Stage 3 Cemetery Limit Investigation Located at 41 Britain Street, in the City of Toronto, Regional Municipality of York, Historic County of York, Ontario	This Land Archaeology Inc.	P379-0076-2016
2017	Stage 1 Archaeological Assessment GO Rail Network Electrification TPAP, City of Toronto, Regional Municipalities of Peel, Halton, York and Durham, County of Simcoe, Ontario	ASI	P057-0834-2016
2017b	Stage 1-2 Archaeological Resource Assessment of 12 Bonnycastle Street (Part of Lot 12, Registered Plan 694E), City of Toronto, Ontario	ASI	P400-0023-2015
2017	Stage 4 Archaeological Excavation of Berkeley House AjGu-85, 351 King St. East, Registered Plan 133, Part of Block C and G, City of Toronto, Ontario	The Archaeologists Inc.	P052-465-2013
2018	Final Stage 4 Report on the Burial Mitigation, Borden Number AjGu-94 Located at 41 Britain Street Building Location Survey of Part of Town Lot 4, North side of Richmond Street East, Formerly Duchess Street sometimes called the Gore Lot between own lots 4 and 5 north side of Richmond Street East, Formerly Duchess Street, City of Toronto, Instrument 71054ES Regional Municipality of York, Historic County of York, Ontario	This Land Archaeology Inc.	P379-0077-2016
2018	Stage 1 Archaeological Assessment - Relief Line Project Assessment, City of Toronto, Ontario - Proposed Downtown Relief Line Corridor and Stations	Golder Associates Ltd.	P243-0374-2017
2018	Union Station Rail Corridor East Enhancements – Transit Project Assessment Process (TPAP) Stage 1 Archaeological Assessment, City of Toronto, Ontario	AECOM	P123-0332-2016
2019	Stage 1 Background Study of 21 Don Roadway, Part of Lots 14 and 15, Broken Front Concession and Part of Water Lot in Front of Lots 13, 14 and 15, Broken Front Concession, York, and Part of Registered Plans 568A and 105, City of Toronto, Ontario	The Archaeologists Inc.	P052-0659-2015
2019	Stage 4 Archaeological Mitigation, Preliminary Report: 360 Richmond Street East Site (AjGu-107), City of Toronto, Ontario, Part of Lots 5 and 6 on the North Side of Duchess Street, Registered Plan 124, Town of York Plan, City of Toronto, Ontario	Stantec	P400-0171-2019

ASI's (2003) Master Plan for the Central Waterfront of Toronto depicts several areas of archaeological potential within the OLS study area. They include the areas of E1 to E4 as well as historic shorelines, which are discussed further in **Section 3**.

ASI completed Stage 2 monitoring of the Gooderham and Worts Windmill Foundation in 2003. As a result of this assessment, two intact but discontinuous sections of the foundation were recorded and registered as AjGu-46 (ASI 2003b) (**Figure 18-3**).

In 2007, ASI's existing conditions report under PIF# P057-340-2006 for the area to the west of the Don River and south of the rail line noted that while any archaeological potential for pre-contact Aboriginal sites would have been removed by landscaping, construction and lake filling and dredging, other studies have determined that there is relatively high potential for historic Euro-Canadian archaeological remains dating to the 18th and 19th century in this area (ASI 2007: 1). The majority of the ASI (2007) study area retained no further archaeological potential (**Figure 18-3**).

In 2007, ASI completed a Stage 2 assessment of 501 Adelaide Street East (ASI 2007b). Limited remains associated with the Barchard Box Factory site (AjGu-54) were encountered, and the study area was considered to be free from further archaeological concern (**Figure 18-3**).

In 2008, ASI also completed their Stage 1 Archaeological Assessment, West Don Lands Transit, Environmental Assessment, City of Toronto, which determined that the potential for archaeological remains within the Don Yard

Study Area (in the central section of study area) would be very remote, as they have been deeply buried by various land-filling episodes related to the rail line construction (ASI 2008a) (**Figure 18-2** and **Figure 18-3**).

ASI's (2008b) Waterfront Toronto: Archaeological Conservation and Management Strategy focused on the waterfront area between Bathurst Street and the Don River, from Lakeshore Boulevard to the water's edge (areas known as the Central Waterfront, East Bayfront and Lower Don Lands precincts). Also included in the study are the West Don Lands and the Port Lands precinct. The report contained a description of the archaeological inventory and an evaluation of their archaeological potential based on previous studies (applicable sites to the OLS study area are described in **Section 3** and shown in **Figure 18-3** and **Figure 18-4**). This study overlaps with the 2007 report of the Don Mouth Naturalization and Port Lands Flood Protection Project, providing similar recommendations.

Archeoworks Inc.'s (2009) Stage 3 assessment of the Lime Kiln Works Site (AjGu-64) concluded that while some portions of the study area had been disturbed by previous construction, there remained areas of the site that should be considered to be of further cultural heritage value or interest (**Figure 18-2**).

ASI (2013) completed a Stage 2 and 3 archaeological assessment of the property at 333 King Street East which consisted of three trenches. Remains of the 1849-1925 Berkeley House (AjGu-85) and an intact horizon were recovered and recommended for further assessment (**Figure 18-2**).

ASI also completed the 2014 report entitled Coordinated Provincial Individual/Federal Environmental Assessment and Integrated Urban Design Study, Gardiner Expressway and Lake Shore Boulevard Reconfiguration, City of Toronto, ON (ASI 2014). This report captured a large study area associated with the Gardiner Expressway which confirms that despite the urbanization of the City's waterfront, there is still some areas containing archaeological potential (**Figure 18-3**). This study area overlaps with portions of the OLS study area.

Archaeological Research Associates Ltd. (ARA 2015) completed a Stage 1 Archaeological Assessment, Cherry Street Interlocking Tower, found within the current OLS study area, which included the Cherry Street Interlocking Tower itself, the rear addition, artificial embankments for the Union Station Rail corridor to the east and west, and a paved area to the north (PIF# P007-0679-2015; **Figure 18-3**). No further archaeological work was recommended, as the entire study area was determined to have been disturbed (ARA 2015: i). Given these findings, the area underneath the Cherry Street Tower are also considered disturbed and would not require any further archaeological monitoring or assessment upon removal of the tower.

In 2015, Timmins Martelle Heritage Consultants (TMHC 2016) conducted a Stage 4 archaeological assessment for Armoury Street Ward Block site (AjGu-91) found between Chestnut St. and Centre Ave. of the Toronto Courthouse (P1075-0011-2015 & P1075-0008-2015). This area is found immediately north of the OLS study area. Mechanical and hand excavation identified hundreds of thousands of artifacts and a multitude of features dating to as early as mid-nineteenth century to as late as mid-twentieth century. The archaeological resources identified at the site demonstrate the presence of multiple land uses (residential, commercial, industrial, and institutional), as well as a variety of cultural and ethnic groups (English, Irish, Black, and Jewish). As the site has been fully excavated, no further archaeological assessments were recommended.

This Land Archaeology Inc. completed a Stage 3 Cemetery Limit Investigation in 2016, followed by a Stage 4 Burial Mitigation of the Britain St. site (AjGu-94) (TLA 2016, 2018; **Figure 18-2**). The remains found in the basement of a building are likely related to the Duchess Street Burial Ground. The burials from the cemetery were relocated to the Toronto Necropolis in 1911-1912, but it is unclear if the remains from the Britain St. site are outliers or missed during the relocation. No ground disturbance can occur within any unexcavated areas within a 10 m buffer around the mitigated burial locations unless otherwise directed by the Registrar of Cemeteries, and archaeological monitoring is recommended for the building footprint (TLA 2018).

AECOM completed a Stage 1 AA for the Lakeshore East Rail Corridor Expansion from the Don River to Scarborough GO Station (Segment 1), which overlaps with the current OLS study area (AECOM 2016; **Figure 18-3** to **17-6**). and recommended Stage 2 AA for areas of archaeological potential, as well as the potential for deeply buried intact archaeological resources.

ASI completed a Stage 1 Archaeological Assessment during the Impact Assessment Phase of the GO Rail Network Electrification Transit Project Assessment Process, for corridors that include portions of the Union Station Rail Corridor, Lakeshore West Corridor, Barrie Corridor, Kitchener Corridor, Stouffville Corridor, and Lakeshore East Corridor under PIF# P057-0834-2016 (ASI 2017; **Figure 18-3** to **Figure 18-6**). The portion of the study area which overlaps with the current OLS study area is primarily considered clear of further archaeological potential, with the exception of the western portion which retains potential for deeply buried archaeological resources below 76 m above sea level (ASL).

ASI (2017b) completed a Stage 1-2 assessment of 12 Bonnycastle Street which resulted in the documentation of the end of the City Corporation Wharf (**Figure 18-3**). As no other archaeological remains were encountered and the feature was removed, no further work was recommended for the study area.

The Archaeologists Inc. (2017) completed Stage 4 mitigation of the Berkeley site (AjGu-85), which is found at 351 King St. East within the OLS study area. This area has been cleared and is of no further archaeological concern (**Figure 18-2**).

Golder conducted a Stage 1 archaeological assessment for the proposed Downtown Relief Line (DRL) 1 Corridor, which spans approximately 7.3 km connecting eight proposed DRL stations (Golder 2018; **Figure 18-1** to **Figure 18-6**). The area examined for this Stage 1 overlaps with a large portion of the current OLS study area. While portions of their study area were cleared of further archaeological concern, there remain areas which will require Stage 2 archaeological assessment, including areas of deeply buried potential.

AECOM completed a Stage 1 archaeological assessment of the Union Station Rail Corridor East Enhancements (AECOM 2018; **Figure 18-3** and **Figure 18-4**). While most of the study area was determined to be deeply disturbed, there were areas of archaeological potential which may be deeply buried. Portions of this assessment are found within the current OLS study area.

The Archaeologists Inc. (2019) completed a Stage 1 archaeological assessment of 21 Don Roadway, which is found within the current OLS study area (**Figure 18-4**). As a result of their background research and property inspection, they suggested that portions of the study area may retain archaeological potential for deeply buried resources.

Stantec completed a Stage 4 mitigation of the 360 Richmond Street East Site (AjGu-107), consisting of hand and mechanical excavation (**Figure 18-2**). This mid-19th century site consisted primarily of privies, cisterns, drains, and other waste management features (Stantec 2019).

To the best of our knowledge, there are no other reports concerning archaeological work conducted within or in close proximity (i.e. within 50 m) of the study area; however, it should be noted that the MHSTCI does not maintain a database of all properties that have had past archaeological investigations and searches of the MHSTCI public register do not always result in a complete listing of all archaeological work conducted in a given area. In consequence, in some cases the only way a consulting archaeologist will know that a past assessment has been conducted in a given area is if they have personal knowledge of it, or if the assessment resulted in the discovery and registration of one or more archaeological sites.

Archaeological Management Plans

The Master Plan of Archaeological Resources for the City of Toronto: Interim Report was prepared by ASI (2004). The primary goal of the Master Plan was the development of an Archaeological Potential Model for the City of Toronto. The model identified areas with moderate to high potential for the recovery of archaeological resources (ASI 2004). There are several areas of archaeological potential in the study area that will require further archaeological assessment (**Figure 19**).

ASI's (2008b) Waterfront Toronto: Archaeological Conservation and Management Strategy focused on the waterfront area between Bathurst Street and the Don River, from Lakeshore Boulevard to the water's edge (areas known as the Central Waterfront, East Bayfront and Lower Don Lands precincts). The report contains a description of the archaeological inventory and an evaluation of their archaeological potential based on previous studies, including four areas which retain archaeological potential (**Figure 18-3** and **Figure 18-4**). Additionally, recommendations for short and long term management of these areas of archaeological potential are provided (ASI 2008b:1).

Municipal Registers of Heritage Properties

A review of the City of Toronto's *Inventory of Heritage Resources* was completed to determine the presence of any heritage properties or historically significant sites within or in close proximity to the study area. The results of this search identified numerous listed and designated properties within and/or in close proximity to the study area boundaries. The results of this search identified numerous listed and designated properties within and/or in close proximity to the study area boundaries, listed in **Table 3**.

Table 3: Registered Heritage Properties Near the OLS Study Area

Property Address	Heritage Status	Property Description and By-Law
171 Frederick St, 215 King St E	Listed	A. Muirhead Company Paint Factory, 1914, Wickson & Gregg -adopted by City Council on January 18, 1985
211, 215, 219 Yonge St.	Listed	Adams Building, 1920, William Steele and Sons Company -adopted by City Council on May 28 & 29, 1990
237, 241, 243 Queen St E	Designated under Part IV of the Heritage Act	Andrew McFarren Building Included on Heritage Register May 5, 2015. Council stated its intention to designate May 5, 2015. Council enacted designation by-law 989-2015 on October 2, 2015. By-Law 989-2015
65, 67 Shuter St 159-177 Church St	Designated under Part IV of the Heritage Act	Athenaeum Club, 1891, Denison & King (formerly known as 169 Church Street) -adopted by City Council on June 20, 1973; DESIGNATION BY-LAW 675-2003 ENACTED BY CITY COUNCIL on July 24, 2003; Heritage Easement Agreement AT355503, registered on Dec. 5, 2003.
174 Church St	Listed	See 51 Bond St
2 Queen St E 177, 181 Yonge St	Designated under Part IV of the Heritage Act	Bank of Montreal, Queen and Yonge Streets Branch, 1909-10, Darling & Pearson; add. to the east 1920-21, Darling & Pearson -adopted by City Council on Nov. 21 & 23, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on April 18, 1988 (formerly known as 173 Yonge Street); Heritage Easement Agreement CA751900, registered on Dec. 6, 2001. BY-LAW 310-88
79 Queen St E	Listed	Bank of Nova Scotia, 1913 at Church St. (SW) -adopted by City Council on June 9, 1976
205 Yonge St	Designated under Part IV of the Heritage Act	Bank of Toronto, 1906, E.J. Lennox (later Toronto Dominion Bank) - adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 505-75 PASSED BY CITY COUNCIL on Nov. 26, 1975 (designation plaque - 1980) (Ontario Heritage Foundation heritage easement agreement registered as Instrument No. ca641159 on December 7, 1999).
97-99 George St 252, 256, 258, 260, 264, 264 B Adelaide St E	Designated under Part IV of the Heritage Act	Bank of Upper Canada; 1825-27, attrib. W.W. Baldwin; alterations and additions 1872-76 for de la Salle Institute, H. Langley; Also 4th Post Office 1833-34, John Richards, contractor -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on Nov. 26, 1975 (Ontario Heritage Foundation Easement Agreement, Reg. on August 14, 1980). Heritage Easement Agreement registered on May 21, 2015 as Instrument # AT3887618.
525 Adelaide St E 70 Berkeley St	Listed	Berkeley St. Fire Hall #4; 1905, A. Frank Wickson; altered in 1971, R. Thom, at Adelaide St. (SW), now known as the Alumnae Theatre -adopted by City Council on June 20, 1973

Property Address	Heritage Status	Property Description and By-Law
330 University Ave	Designated under Part IV of the Heritage Act	Canada Life Assurance Co.; 1930-31, Sproatt & Rolph; floor plaque designed by A. Scott-Carter -adopted by City Council on June 20, 1973 - Designation By-Law 069-97 passed by City Council on February 3, 1997
1135 Dundas St E	Listed	Canada Starch Company Building, c. 1910; adopted by City Council on Oct. 28, 2004
744 Queen St E	Designated under Part IV of the Heritage Act	Canadian Bank of Commerce, 1905, Darling & Pearson -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 629-85 PASSED BY CITY COUNCIL on Sept. 9, 1985, (heritage easement agreement, Reg. CT762157, Jan. 2, 1986)
197, 197R, 201 Yonge Street and 170, 160 Victoria Street	Designated under Part IV of the Heritage Act	Canadian Bank of Commerce, 1905, Darling & Pearson -adopted by City Council on March 15, 1974 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on Feb. 20, 1990 (heritage easement agreement registered as Instrument No. ca630198 on October 8, 1999). Amended Heritage Easement Agreement registered as Instrument No. AT3631896 on July 11, 2014. Amending by-law 49-2015 enacted and passed December 11, 2014, amending the legal description to remove certain lands and to amend By-law No. 501-75 (former City of Toronto), being a by-law to designate the property at 15 Shuter Street (Massey Hall) to be of architectural value and historic interest, by amending the legal description to include the lands removed from By-law No. 131-90.
8-10 Adelaide St E	Designated under Part IV of the Heritage Act	Canadian Birkbeck Investment and Savings Company, 1908, G.W. Gouinlock, -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 82-76 PASSED BY CITY COUNCIL on March 17, 1976 (heritage easement agreement, Registered July 31/85, CT732992)
234, 236 King St E	Listed	Carolyn Smith Building, 1888 -adopted by City Council on June 20, 1973
56 Berkeley St 298-300 King St E	Listed	Charles Coxwell Small House, 1845 -adopted by City Council on June 20, 1973
93-95 Berkeley St	Designated under Part IV of the Heritage Act	Christie, Brown & Co. Stables (1906) Inclusion on the Inventory adopted by City Council March 20, 2014. Council stated its intention to designate May 5, 2015. Council enacted designation by-law 1037-2015 October 2, 2015. Heritage Easement Agreement registered as Instrument No AT4263157 on July 3, 2016.
200 King St E	Designated under Part IV of the Heritage Act	Christie, Brown & Co., 1874, add. 1883, 1892, 1899, 1914, Adelaide St. frontage -Inclusion adopted by City Council on April 24, 1978. Council enacted Designating By-law 1321-2011 December 1, 2011.
79 Shuter St	Listed	City Council included the property at 79 Shuter Street (John G. Scott House) on the City of Toronto's Heritage Register January 31, 2017.
81 Shuter St	Listed	City Council included the property at 81 Shuter Street (Thomas C. Scott House) on the City of Toronto's Heritage Register January 31, 2017.
85 Shuter St	Listed	City Council included the property at 85 Shuter Street (Catherine Scott House) on the City of Toronto's Heritage Register January 31, 2017.
100-110 Queen St W	Designated under Part IV of the Heritage Act	City Hall, 1965, Viljo Revell & J.B. Parkin Associates, at Bay St. (NW) - adopted by City Council on August 18, 1976 DESIGNATION By-Law 147-91 Passed by City Council on February 25, 1991
86 Lombard St	Designated under Part IV of the Heritage Act	City Morgue: 1907; Robert McCallum, City Architect -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on Oct. 1, 1979 (designation plaque - 1983)
227 Front St E	Designated under Part IV of the Heritage Act	Combined confirmed municipal address for properties formerly known as 223 and 251 Front St E; Standard Woolleen Mills, 1882, E. J. Lennox; eastern addition, 1893; 4th floor added 1897; 4-storey brick storehouse 1899, BY-LAW PASSED BY COUNCIL on Aug. 12, 1985 (Heritage Easement Agreement registered CT850259, Feb. 19/87); Consumer's Gas Co. Station A Purifying Houses, 1887-88, Strickland & Symons, BY-LAW PASSED BY COUNCIL on March 31, 1976, amended by By-law No. 639-80, PASSED on Aug. 18, 1980 (Heritage Easement Agreement registered CT850259 Feb. 19/87). By laws 592-85 123-76 639-80

Property Address	Heritage Status	Property Description and By-Law
219-221 Front St E	Listed	Commercial bldgs., 1885 -adopted by City Council on June 20, 1973
758-766 Queen St E	Listed	Commercial block; 1904 -adopted by City Council on Dec. 10, 1975
29 Jarvis St	Designated under Part IV of the Heritage Act	Commercial building including hotel, 1830's-40's -adopted by City Council on Nov. 21 & 23, 1973, DESIGNATION BY-LAW 560-84 PASSED BY CITY COUNCIL on August 13, 1984, now part of 100 Front St. East, (heritage easement agreement, Registered CT690745, Nov. 9/84)
33 Jarvis St	Designated under Part IV of the Heritage Act	Commercial building; 1830's-40's -adopted by City Council on Nov. 21 & 23, 1973 DESIGNATION BY-LAW 39-86 PASSED BY CITY COUNCIL on January 17, 1986
100 Front St E 11 Jarvis St	Designated under Part IV of the Heritage Act	Commercial Buildings: This address includes the properties formerly known as 94 and 98 Front St East, and 29 Jarvis Street - see individual listings for more information.
73 Victoria St	Designated under Part IV of the Heritage Act	Comstock Building; 1890, Denison and King -adopted by City Council on June 20, 1973, DESIGNATION BY-LAW 854-88 PASSED BY CITY COUNCIL ON OCTOBER 3, 1988, now merged into 75 Victoria Street
8-12, 20, 22, 26 Richmond St E 106 Victoria St 157-159 Yonge St	Designated under Part IV of the Heritage Act	Confederation Life Bldg., 1890-92, Knox, Elliot & Jarvis; alt. 1899, John Wilson Gray; at Yonge St. through to Victoria St. -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 533-75 PASSED BY CITY COUNCIL on Nov. 26, 1975 (heritage easement agreement, Registered A925275, June 9/81)
26 Berkeley St	Designated under Part IV of the Heritage Act	Consumers' Gas Co. Station A, Engine and Condensing Houses; 1887-88, Strickland & Symons, (now known as Toronto Free Theatre), -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 122-76 PASSED BY CITY COUNCIL on March 31, 1976, amended by By-Law No. 638-80, passed on August 18, 1980.
415 Eastern Ave	Listed	Consumers' Gas, Station "B", c.1908, opposite McGee St. -adopted by City Council on June 20, 1973
433-433 A Eastern Ave	Listed	Consumers' Gas, Station "B", 1912, Burke, Horwood & White, opposite McGee St./Empire St. -adopted by City Council on June 20, 1973
263-265 Queen St E	Designated under Part IV of the Heritage Act	Council enacted Part IV designation by-law 990-2015 on October 2, 2015.
150, 150 A, 152, 152 A, 154 King St E 53-55 Jarvis St	Designated under Part IV of the Heritage Act	Daniel Brooke Building, 1833; rebuilt before fire of 1849, -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 793-85 PASSED BY COUNCIL on October 23, 1985 (heritage easement agreement, Registered CT999824, December 30, 1988)
271 Queen St E	Designated under Part IV of the Heritage Act	Densmore and Company Building, now known as William Tibbles and Company, 1892 -adopted by City Council on July 15, 1985 DESIGNATION BY-LAW 743-85 PASSED BY CITY COUNCIL on October 7, 1985
25 Ontario St	Designated under Part IV of the Heritage Act	Drug Trading Company Administration Office; 1941-1942; add. 1946, Morgison & Babcock -adopted by City Council on July 2, 1974. Council stated its intention to designate February 20 2013. City Council adopted designation by-law 1339-2013 October 8-11, 2013. Heritage Easement Agreement registered as Instrument # AT4866281 on May 17, 2018.
840 Gerrard St E	Listed	Firehall, 1931, J.J. Woolnough, City Architect -adopted by City Council on April 1, 1982
111, 111 A, 113 Jarvis St 155-157 Richmond St E	Listed	First Official Residence of the Roman Catholic Bishop of Upper Canada; 1832 -adopted by City Council on Sept. 23, 1985
411 Richmond St E	Designated under Part IV of the Heritage Act	Gendron Manufacturing Company, 1895, J.W. Siddall -adopted by City Council on Feb. 21, 1983, DESIGNATION BY-LAW 351-83 PASSED BY CITY COUNCIL on May 16, 1983 (heritage easement agreement - Registered, CT630484, Nov. 14/83)
390 Cherry St	Designated under Part IV	Gooderham & Worts Distillery; limestone mill and distillery, 1859, David Roberts, rebuilt in 1870; brick malthouse etc., 1863-64, Gundry & Langley; brick storehouse, 1873, (was known as 2 Trinity St.) -adopted by City

Property Address	Heritage Status	Property Description and By-Law
	of the Heritage Act	Council on June 20, 1973 DESIGNATION BY-LAW 154-76 PASSED BY CITY COUNCIL on April 14, 1976 Note: Please refer to 70 Mill Street for details of Heritage Easement Agreements
55 Mill St	Designated under Part IV of the Heritage Act	Gooderham & Worts Distillery; limestone mill and distillery, 1859, David Roberts, rebuilt in 1870; brick malthouse etc., 1863-64, Gundry & Langley; brick storehouse, 1873, (was known as 2 Trinity St.) -adopted by City Council on June 20, 1973 DESIGNATION, By-Law 154-76
251 King St E	Designated under Part IV of the Heritage Act	Grand Central Hotel, 1868; later National Hotel & Tavern; alt. 1905, Henry Simpson -adopted by City Council on June 20, 1973. Designation By-law 1086-2009 enacted October 27, 2009.
6, 10 Trinity Sq	Designated under Part IV of the Heritage Act	Holy Trinity Rectory; 1861, Wm. Hay -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 154-77 PASSED BY CITY COUNCIL on March 28, 1977 (heritage easement agreement, Registered C87501, Sept. 6/83)
19 Trinity Sq	Designated under Part IV of the Heritage Act	Holy Trinity Church; 1846-47, Henry Bowyer Lane; School added c.1857, Wm. Hay -adopted by City Council on June 20, 1973, DESIGNATION BY-LAW 13-77 PASSED BY CITY COUNCIL on Jan. 17, 1977 (heritage easement agreement, Registered C87500, Sept. 6/83)
14 Dingwall Ave	Designated under Part IV of the Heritage Act	House built in 1859-60 by Robert Sargent, later known as Neil Bain House, 1869 -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 311-88 PASSED BY CITY COUNCIL on April 18, 1988
115 Berkeley St	Listed	House for James Vance; 1872, at Richmond St. E. (SE) -adopted by City Council on June 20, 1973
226 King St E	Designated under Part IV of the Heritage Act	Imperial Bank, 1908, Darling & Pearson -adopted by City Council on Nov. 21 & 23, 1973 -Designation by-law 897-98 passed by City Council on December 17, 1998 -Heritage Easement Agreement registered as Instrument No. CA578241 on December 17, 1998
37 Mutual St	Designated under Part IV of the Heritage Act	Included on the Heritage Register by City Council July 23, 2018. City Council also stated its intention to designate July 23, 2018. Designation By-law 9-2019 enacted December 13 2018.
39-43 Mutual St	Listed	Included on the Heritage Register by City Council July 23, 2018.
94-114 Richmond St E 99, 107, 109, 111, 111A, 111C, 115,123 Queen St E	Designated under Part IV of the Heritage Act	Includes 99, 107, 109, 111, 115, 123 Queen St E and Warehouse, 1903-6, Mark Hall, add. 1913, H.G. Salisbury, now part of 99 Queen St. East - adopted by City Council on June 20, 1973 formerly 118 Richmond St E, By-law 51-83
101-105 Church St 103 Church St; 65 Richmond Street	Designated under Part IV of the Heritage Act	J. Frank Raw Ltd., 1930, Murray Brown (Assoc. A.G. Elton) -adopted by City Council on April 24, 1978 DESIGNATION BY-LAW 35-86 PASSED BY CITY COUNCIL on January 17, 1986 (heritage easement agreement, CT810856, Aug. 26/86)
193-195 Yonge St	Designated under Part IV of the Heritage Act	J.F. Brown Building, 1903, Henry Simpson; altered in 1910 by J.W. Gray for T. Heintzman Co. Ltd., (Heintzman Hall); alt. 1985, Rasch & Au -adopted by City Council on Feb. 6, 1974 DESIGNATION BY-LAW 260-85 PASSED BY CITY COUNCIL on April 9, 1985
2 Queen St W	Designated under Part IV of the Heritage Act	Jamieson Building, 1895, Curry, Baker & Co.; add. 1915, John Witmer, designer; altered 1934; altered 1954; adds. and alts. 1986-87, Alter Associates formerly known as 184 Yonge St.) -adopted by City Council on Feb. 24, 1986 (heritage easement agreement, Registered CT809726, Aug. 20/86); DESIGNATION BY-LAW 1247-2007 ENACTED BY CITY COUNCIL on Nov. 20, 2007. Amending Heritage Easement Agreement registered as Instrument No. CT4889267 on June 19, 2018.
132-140 Adelaide St E	Designated under Part IV of the Heritage Act	John D. Lewis Building; 1870-1884, -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 71-86 PASSED BY CITY COUNCIL ON January 17th, 1986 (heritage easement agreement, Registered CT776587, March 21/86)
221-223 Yonge St 5-7 Shuter St	Listed	John E. Thompson Block, 1886; (Yonge Street Mission, 1900) alt. 1904 for Crawford Bros. Ltd. Crawford Bros. Tailors; alt. 1917 for Rialto Theatre; alt. 1920 for John Catto Co. Ltd., Dickie Construction Co. -adopted by City Council on Nov. 21 & 23, 1973

Property Address	Heritage Status	Property Description and By-Law
227-229 Queen St E	Listed	Kormann House Hotel, 1897; adopted by City Council on Sept. 26, 27, 2007
733-737 Queen St E	Listed	La Plaza Theatre; 1909, altered in 1932, Kirk Hyslop -adopted by City Council on Sept. 17, 1984
187 King St E	Designated under Part IV of the Heritage Act	Little York Inn; 1879-80, Langley, Langley & Burke, -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 335-79 PASSED BY CITY COUNCIL on April 17, 1979 (heritage easement agreement, Registered CT433595, Sept. 25/80)
189 Yonge St 156-158 Victoria St	Designated under Part IV of the Heritage Act	Loew's Yonge Street Theatre and Winter Garden Theatre, 1913-14, Thomas W. Lamb in association with Stanley Makepeace, (now known as the Elgin and Wintergarden Theatres) -adopted by City Council on Nov. 21 & 23, 1973 DESIGNATION BY-LAW '12-79 PASSED BY CITY COUNCIL on Dec. 18, 1978
110 Lombard St	Designated under Part IV of the Heritage Act	Lombard St. Firehall, 1886, David Roberts; add. 1895 -adopted by City Council on June 9, 1976 DESIGNATION BY-LAW PASSED BY CITY COUNCIL on August 11, 1986 (heritage easement agreement registered as Instrument No. ca667414 on May 29, 2000)
6 Adelaide St E 111-115 Yonge St	Designated under Part IV of the Heritage Act	Lumsden Building, 1909, J.A. MacKenzie at 2-6 Adelaide St. E. -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 8-78 PASSED BY CITY COUNCIL on Jan. 16, 1978 (designation plaque - 1979)
99 Jarvis St	Designated under Part IV of the Heritage Act	Macfarlane's Hotel, now Jarvis House; 1898, F.H.Herbert -adopted by City Council on Nov. 26, 1979 designation passed by city council on September 26, 1994. By-law 598-94
178-180 Victoria St 15 Shuter St	Designated under Part IV of the Heritage Act	Massey Hall; 1893-94, design by S.R. Badgley, G.M. Miller, job supervisor, at Victoria St. (SW), -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 501-1975 PASSED BY CITY COUNCIL on Nov. 26, 1975. City Council approved the amendment of the Designating By-law July 16, 2013 and By-law 1349-2013 enacted October 8, 2013. By-law 379-2014 to amend designating by-law by amending the reasons for designation to include the Albert Bldg and to amend the legal description to include the lands upon which the Albert Building is located - enacted and passed May 8, 2014. By-law 49-2015 to amend By-law No. 501-75 (former City of Toronto), being a by-law to designate the property at 15 Shuter Street (Massey Hall) to be of architectural value and historic interest, by amending the legal description to include the lands removed from By-law No. 131-90 enacted and passed December 11, 2014.
51 Bond St 56 Queen St E	Designated under Part IV of the Heritage Act	Metropolitan Church Parsonage and Community Building: Parsonage, 1906, Curry, Sproatt & Rolph; Community Building addition, 1929-30, J. Gibb Morton -adopted by City Council on Sept. 6, 1983; HEA (church) AT1687114) Jan 16/08. Designation By-law 133-2009 enacted (174
51 A, 53, 57 Shuter St 55 Bond St	Listed	Metropolitan United Church, 1870-71, Langley & Langley; Manse, 1906, Sproatt & Rolph; Carillon, 1922, Sproatt & Rolph; rebuilt 1929, J. Gibb Morton; at Bond St. -adopted by City Council on June 20, 1973;DESIGNATION BY-LAW 1250-2007 ENACTED BY CITY COUNCIL on Nov. 2. By-law 133-2009
197 King Street East	Designated under Part IV of the Heritage Act	Nealon House, 1888, (now known as the Domed Stadium Pub) -adopted by City Council on March 5, 1984 DESIGNATION By-Law 91-91, Passed by City Council on February 4, 1991
50 Queen St. W	Designated under Part IV of the Heritage Act	Old (third) City Hall; 1889-99, E.J. Lennox; altered 1926, E.J. Lennox; murals by George A. Reid; stained glass by Robert McCausland; frieze carved by Holbrook & Mollington -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 332-86 PASSED BY CITY COUNCIL on May 5, 1986
60 Queen St W	Listed	Old City Hall Cenotaph; 1924, Ferguson and Pomphery -adopted by City Council on Nov. 21 & 23, 1973
130 Queen St W	Designated under Part IV	Osgoode Hall: East Wing, 1829-32, John Ewart; West Wing and alts. to East Wing, 1844-46, Henry Bowyer Lane; grounds laid out in 1843, J.G.

Property Address	Heritage Status	Property Description and By-Law
	of the Heritage Act	Howard; centre rebuilt in 1857, Cumberland & Storm; First Law School addition, 1880, William Storm; Second Law School, By-law 477-90
241-243 King St E	Listed	Pair of shops, 1878 -adopted by City Council on June 20, 1973
409, 419, 425, 433, 441, 475 Front St E 425 Cherry Street	Listed	Palace Street School, 1859, Joseph Sheard, architect; 1869 addition, William Irving, architect; 1890, addition for D'Arcy Hotel, David Roberts Jr., architect; 1891, addition completed by Sproatt and Rolph, architects; 1906, became Cherry Street Hotel - adopted by City Council on August 18, 1976.
220 Langley Ave	Listed	Pape Avenue Junior Public School, 1898; Toronto Board of Education staff, architects. Formerly 410 Pape Avenue. -adopted by City Council on February 1, 2000
65, 71, 73, 75 Jarvis St	Listed	Part of a row of shops at 61-75 Jarvis Street; 1872, Wm. Stibbs -adopted by City Council on July 2, 1974 (heritage easement agreement registered as Instrument No. ca560054 on September 3, 1998); DESIGNATION BY-LAW ENACTED BY CITY COUNCIL on Jan. 30, 2008
142 Adelaide St E	Designated under Part IV of the Heritage Act	Part of 134 Adelaide St. East
65 George St	Listed	Part of Little York Hotel (Stables), 1879, Langley, Langley & Burke -adopted by City Council on June 25 & 28, 1984
167-171 De Grassi St	Listed	Part of Row Housing at 167-173 De Grassi St., 1888, James Dawson, bldr. -adopted by City Council on June 15, 1989
59, 67, 69, 71, 75 Berkeley St	Listed	Part of row housing at 55-79 Berkeley Street; 1872 -adopted by City Council on June 20, 1973
363-365 Adelaide St E	Designated under Part IV of the Heritage Act	Paul Bishop's Buildings, 1848 -adopted by City Council on April 21, 1989 - Designation by-law 895-98 passed by City Council on December 17, 1998 - Heritage Easement Agreement Registered as Instrument No. CA578240 on December 17, 1998
765, 769 Queen St E 765 Queen St E GRND	Listed	Postal Station G; 1912-13, E.J. Lennox; at Saulter St. (SW) -adopted by City Council on June 20, 1973
792-798 Queen St E	Listed	Poulton Block, formerly Orient Hall Masonic Lodge, 1885-86, Kennedy, Gaviller & Holland, at Boulton St. (NW) -adopted by City Council on Dec. 10, 1975
98 Queen St E	Listed	Richard Bigley Building, now Craig, Zeidler & Strong, 1876 -adopted by City Council on June 20, 1973 (3 Mutual St)
54 Berkeley St 359-361 King St E	Designated under Part IV of the Heritage Act	Reid Lumber Company; 1891-92 -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 682-84 PASSED BY CITY COUNCIL on October 1, 1984 (heritage easement agreement, Registered CT697089, Dec. 20/84)
20, 26 Lombard St 25 Richmond St E	Designated under Part IV of the Heritage Act	R.G. McLean Company Building and Barclay, Clark and Company Building. 26 Lombard St is the entrance address for 20 Lombard St. Council amended designation by-law 531-82 with by-law 1035-2015 revising the reasons for designation and updating legal description. Heritage Easement Agreement registered on December 14, 2015 as Instrument No. AT4110117.
53-57, 61-65, 73, 77, 79 Berkeley St 535 Adelaide St E	Listed	Row Housing; 1872 -adopted by City Council on June 20, 1973
111 Berkeley St	Listed	Semi-detached house; 1881-82 -adopted by City Council on June 20, 1973
82-84 Richmond St E	Listed	Semi-detached house -adopted by City Council on June 20, 1973
175, 175A, 179 King St E	Listed	Shop; 1842-43, attributed to Jacob Latham, builder -adopted by City Council on June 20, 1973
173 King St E	Listed	Shop; 1842-43, attributed to Jacob Latham, builder; Mansard roof of 173 King St. East, c.1870 -adopted by City Council on June 20, 1973
181-183 King St E	Listed	Shop; 1855 -adopted by City Council on June 20, 1973
167-169 King St E	Listed	Shop; 1880 -adopted by City Council on June 20, 1973
171-171 A King St E	Listed	Shop; first two stories, c.1836, attributed to Jacob Latham, builder; altered in 1880 -adopted by City Council on June 20, 1973

Property Address	Heritage Status	Property Description and By-Law
265, 269, 271 Front St E	Designated under Part IV of the Heritage Act	Site of Upper Canada Parliament Building; 1796 SE corner at Parliament Street -adopted by City Council on Feb. 6, 1974 -Designation By-Law 91-97 Passed by City Council on February 24, 1997
25 Berkeley St	Designated under Part IV of the Heritage Act	Site of Upper Canada Parliament Building; 1796 S/E Corner at Parliament Street -adopted by City Council on October 28 and 29, 1996 -Designation By-Law 91-97 Passed By City Council on February 24, 1997
120 First Ave	Listed	St. Ann's Rectory; adopted by City Council on Sept. 24 & 25, 2008
711 Gerrard St E	Listed	St. Ann's Roman Catholic Parish Church; 1913-14 -adopted by City Council on July 24 and 25, 1995
201-203 Yonge St 160, 170 Victoria St	Designated under Part IV of the Heritage Act	SEE 197 Yonge Street (also site of Colonial Tavern DEMOLISHED in 1987) By-Law 131-90
160 Queen St W	Designated under Part IV of the Heritage Act	Sir Wm. Campbell House, 1822, part of 330 University Ave. -adopted by City Council on June 20, 1973 - Designation By-law 588-2010 enacted June 9, 2010
197 - 205 John St	Designated under Part IV of the Heritage Act	St. George the Martyr Church, 1845, Henry Bowyer Lane; Church School 1857, Kivas Tully, at Stephanie St.; Rectory of St. George the Martyr, 1865, Gundry & Langley (formerly 205 John St); Church DEMOLISHED, tower remains, -adopted by City Council on June 2 by-law 663-80
172 King St E	Designated under Part IV of the Heritage Act	Sovereign Bank, 1907, G.W. Gouinlock -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 565-84 PASSED BY CITY COUNCIL on August 13, 1984 (designation plaque - 1984) -heritage easement agreement registered as Instrument No. CA560055 on Sept. 3, 1998 -am
302, 306 King St E	Listed	Tavern, c.1860; alt. 1872 -adopted by City Council on June 20, 1973
369 Carlaw Ave	Listed	The Toronto Hydroelectric System; 1916; 1924 addition to south; 1929 addition to east of property -adopted by City Council on May 6 and 7, 1991
60, 62A, 64, 66, 68 George St 185 King St E	Listed	Thomas Thompson Building; altered in 1880, N.B. Dick -adopted by City Council on June 20, 1973
2 Lombard St	Designated under Part IV of the Heritage Act	This address contains the 2 properties formerly known as 73 Victoria St (Comstock Building; 1890, Denison and King -adopted by City Council on June 20, 1973, DESIGNATION BY-LAW 854-88 PASSED BY CITY COUNCIL ON OCTOBER 3, 1988) and 81 Victoria St (The Strand Hotel; 1907-1908, Henry Simpson -adopted by City Council on July 11, 1988)
75 Victoria St	Designated under Part IV of the Heritage Act	This address contains the 2 properties formerly known as 73 Victoria St (Comstock Building; 1890, Denison and King -adopted by City Council on June 20, 1973, DESIGNATION BY-LAW 854-88 PASSED BY CITY COUNCIL ON OCTOBER 3, 1988) and 81 Victoria St (The Strand Hotel; 1907-1908, Henry Simpson -adopted by City Council on July 11, 1988)
427, 435 Adelaide St E 254, 256, 260, 266 King St E 157 Princess St	Designated under Part IV of the Heritage Act	This property was formed by merging 252 and 256A King St. East with four other properties which are not included on this Inventory, DESIGNATION BY-LAW PASSED BY CITY COUNCIL on October 3, 1988
361 University Ave	Listed	Toronto Courthouse, 1966, additions 1985 & 1987; adopted by City Council on Dec. 13, 2007
369 Lake Shore Blvd E	Listed	Victory Soya Mills Silos, 1944-1948; adopted by City Council on Oct 28, 2004
86-88 Richmond St E	Listed	Warehouse, 1892 -adopted by City Council on June 9, 1976
245-247 King St E 46 Sherbourne St	Listed	William Copeland Buildings, 1879, at Sherbourne St. (SW) -adopted by City Council on June 20, 1973
450 Pape Ave	Designated under Part IV of the Heritage Act	William Harris House - Cranfield House. Intention to Designate adopted by City Council August 25, 2010. Designation by-law 34-2011 enacted by City Council on December 16, 2010.
2 Berkeley St 248-264 The Esplanade	Designated under Part IV	Toronto Knitting & Yarn Factory; 1871; adds. C.J. Gibson; alterations completed by A.J. Diamond, 1988 -adopted by City Council on August 18,

Property Address	Heritage Status	Property Description and By-Law
	of the Heritage Act	1980, DESIGNATION BY-LAW 665-80 PASSED BY CITY COUNCIL on August 18, 1980 (heritage easement agreement, Registered CT4950)
267-9 Queen St E	Designated under Part IV of the Heritage Act	Two stores for Robert Lauder, c.1886 -adopted by City Council on Sept. 7, 1989 DESIGNATION BY-LAW 761-89 PASSED BY CITY COUNCIL on Nov. 29, 1989
65, 69, 75 Sherbourne St 366 Adelaide St E	Designated under Part IV of the Heritage Act	Victoria Tin Works Building; 1883; DESIGNATION BY-LAW 262-2003 ENACTED BY CITY COUNCIL on April 16, 2003; Heritage Easement Agreement AT33619, registered on Nov. 7, 2002
204, 210, 214 King St E 185 Frederick St 139, 145 Front St E	Designated under Part IV of the Heritage Act	W.A. Drummond & Company Dairy Supply Warehouse, 1911, S.A. Waggett -adopted by City Council on January 18, 1985; Heritage Easement Agreement E464387, registered on Oct. 10, 2001; includes the property formerly known as 185 Frederick St and 204 King St E; Designation By-law 506-2019 enacted and passed March 28, 2019.
165 Front St E	Designated under Part IV of the Heritage Act	Toronto Street Railway Stables, 1887-88, H.G. Salisbury, (now known as the Young People's Theatre) -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 101-76 PASSED BY CITY COUNCIL on March 17, 1976
139 Front St E	Designated under Part IV of the Heritage Act	W. Davies & Company Pork Packing, first two stories in 1867; additions for J & J Taylor Safeworks, 1883, W.W. Blair -adopted by City Council on June 20, 1973 DESIGNATION BY-LAW 205-77 PASSED BY CITY COUNCIL on April 12, 1977
80 Richmond Street W	Municipal Heritage Register	Victory Building; see AECOM Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
6 Trinity Square	Designated under Part IV of the Heritage Act	Scadding House; Part of a Cultural Heritage Landscape, which includes Scadding House, Trinity Church, and Trinity Rectory; see AECOM Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
176 and 401 Bay Street	Designated under Part IV of the Heritage Act	The Robert Simpson Co. Ltd.; see AECOM Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
3 Mutual Street	Municipal Heritage Register	See AECOM Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
Garden District Heritage Conservation District	Designated under Part V of the Heritage Act	See AECOM Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
345 Queen Street East	Designated Part IV of the Heritage Act	Home Furniture Carpet Company Ltd.; see AECOM Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
Distillery District Heritage Conservation District	Designated under Part V of the Heritage Act	See AECOM Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
Gooderham & Worts Distillery National Historic Site	Designated under Part V of the Heritage Act	See AECOM Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment
Riverdale Heritage Conservation District	Designated under Part V of the Heritage Act	See AECOM Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

This archaeological assessment identifies known (i.e., listed, designated or otherwise recognized) heritage properties from the City of Toronto's *Inventory of Heritage Resources* only. At the time of production of this report, a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was in development for the

Project and was not available for consultation. For further information, the reader should consult the completed Cultural Heritage Report that is forthcoming for the Project (AECOM *ongoing*).

The presence of listed heritage properties within and in close proximity to the study area indicates elevated potential for the presence of 19th century archaeological resources within the study area boundaries. This determination is also supported by the historic land use and settlement in the area as evidenced by the 1783, 1793, 1851, 1860, and 1878 historic maps (Browne 1851; Tremaine 1860; Miles and Co. 1878) (**Figure 5 to Figure 9**).

Heritage Plaques

At the time of production of this report, the Ontario Plaques database mapping system was not functional. Therefore, the following are plaques are known to be within the OLS study area. These can be found in **Table 4**.

Table 4: Historic Plaques Within the OLS Study Area

Plaque Title	Location	Description
Ontario's First Parliament Buildings 1798	Within the park on Berkeley Street at The Esplanade	The site for the capital of Upper Canada was moved from Niagara to York (Toronto) and two single story buildings were opened in 1798. Burned by American troops in 1813, it was rebuilt and expanded by 1820. Another fire destroyed the buildings in 1824 (Brown 2019)
The First Ten Blocks of York	Northwest corner of Front Street East and George Street	It marks the location of site of the Town of York as demarcated by John Graves Simcoe; the first ten-block townsite bounded by present-day George, Adelaide, Berkeley and Front Streets (Brown 2019)
United Drug Company 1914	West side of Broadview Avenue, just south of Queen Street East	The five-storey building was constructed in 1920 and run under the United Drug Company until 1943 (Brown 2019)
The Poulton Block	799 Queen Street East at Boulton Avenue	building constructed for William B. Poulton, a painter and a Mason, primarily for use by the Masonic Orient Lodge in 1885 (Brown 2019)
The Riverdale Railway Station	Northeast corner of De Grassi Street and Queen Street East	originally known as the Queen East Station for the Grand Trunk Railway in 1896 (Brown 2019)
Jimmie Simpson	Within the Jimmie Simpson Recreation Centre	Jimmie Simpson was elected the Mayor of Toronto in 1935 (Brown 2019)
The Cranfield House	Along Pape Avenue, north of Riverdale Avenue	describes the house located here, built for William and Caroline Harris
The William Davies Company	In Corktown Commons near a playground at the top of a hill	commemorates the pork packing plant that was once situated at the end of Front Street at the Don River, eventually occupying most of the property east of Overend Street. All of the buildings associated with this plant had been demolished by 1990 and ASI suggested that few traces of the plant likely remain (ASI 2008b: 36). The building at 139-145 Front Street East: Davies Meat Packing house was constructed in 1867 and was renovated as part of the revitalized Historic St. Lawrence District.
M. V. Hiawatha	263 Queen's Quay East at Parliament Street	commemorates the passenger ferry used to transport members and guests of the Royal

Plaque Title	Location	Description
		Canadian Yacht Club between the city and the Toronto Island Clubhouse
The Joseph Simpson Knitting Mills	Northwest corner of Berkeley Street and The Esplanade	commemorates the Toronto Knitting and Yarn Mills established in 1865
Standard Woollen Mills Building	227 Front Street East on the south side between Princess and Berkeley streets	this 1882 building was designed by E. J. Lennox and it is now being used by the Canadian Opera Company (Brown 2019)
The 300 King Street East	Northwest corner of King Street East and Berkeley Street	describes the three upscale Georgian row-houses built in 1845 for Charles C. Small (Brown 2019)
The Types Riot	160 Frederick Street, just north of Front Street	commemorates the vandalism of William Lyon Mackenzie's printing offices in 1826 (Brown 2019)
The Imperial Bank of Canada	King Street at Sherbourne Street	describes the two-storey Edwardian Classical bank built in 1902
363-365 Adelaide St. East	Southeast corner of Adelaide Street East and Sherbourne Street	two attached houses of Georgian-Style built for Blacksmith Paul Bishop in 1842
George Brown College St. James Campus	Adelaide Street East and George Street	The 1874 building constructed for biscuit manufacturer Christie, Brown and Co. was eventually acquired by George Brown College
Bank of Upper Canada	Northeast corner of Adelaide Street East and George Street	The bank was chartered in 1821 and the building opened in 1827. It is recognized as a National Historic Site.
The First Women's College Hospital Historic Sites and Monuments Board of Canada	Dr. Jean Davey Rose Garden on the north side of the Women's College Hospital parking lot	This building was initially a small out-patient clinic in 1898 and eventually became a modern teaching hospital, with a focus on health issues affecting women and families (Brown 2019)
The St. Michael's Hospital	30 Bond Street	details the hospital first opened in 1892 by the Sisters of St. Joseph in a Baptist Church converted to a women's boarding house. By 1992 the hospital has become a 500 bed tertiary care hospital (Brown 2019)
The Holy Blossom Temple	Bathurst Street just south of Eglinton Avenue	describes the purchase of the site for the first Jewish cemetery west of Montreal in 1849, and the eventual construction of their first synagogue in 1876 at 25 Richmond Street East. The church moved to the present location in 1938.
Confederation Life Building	20 Richmond Street East	describes the construction of the grand office building in 1892, and the design incorporates Romanesque and French Gothic architectural elements, and originally featured decorative pinnacles and a taller central tower with elaborate stone tracery (Brown 2019)
The Salvation Army Territorial Headquarters	Salvation Square at the Eaton Centre	describes the location of the original buildings built in 1886
Robert McCausland Limited	The landing of the main staircase in Old City Hall	This stained-glass window was created by the Robert McCausland Company in 1899, which has the longest continuous history of any stained-glass firm in North America (Brown 2019)

Historic Districts and Places

A number of historic districts (Heritage Conservation, under appeal and under study) are found within the OLS study area, including Queen Street West, Garden District, St. Lawrence Neighbourhood, Distillery District, Queen Street East, and Riverdale. In addition, a number of National Historic Sites of Canada are located within the study area, including The Osgoode Hall, The Gooderham and Worts Distillery, Bank of Upper Canada Building, Old Toronto City Hall and York County Court House, The Fourth York Post Office, and Massey Hall. These Heritage Districts and National Historic Sites will be discussed in detail in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment being completed concurrently with this archaeological assessment.

Cemeteries

There is one cemetery located within the OLS study area. Jones Avenue Cemetery is found in the northern end of the OLS study area, west of Jones Avenue, south of Strathcona Avenue. One of the first Jewish cemeteries in Toronto, it was established in 1883 and consecrated in 1896, making it the second oldest cemetery in Toronto. While multiple attempts were made to locate the information regarding the historic boundaries of the cemetery, including contacting the Ontario Genealogical Society, Bereavement Authority of Ontario, the City of Toronto and the Ontario Jewish Archives, it is unclear if the fence marks the cemetery limits. It is not delineated on any of the City of Toronto Fire Insurance Plans, though the lots remain empty, and the stones are visible on the 1947 aerial image (Plate 1).

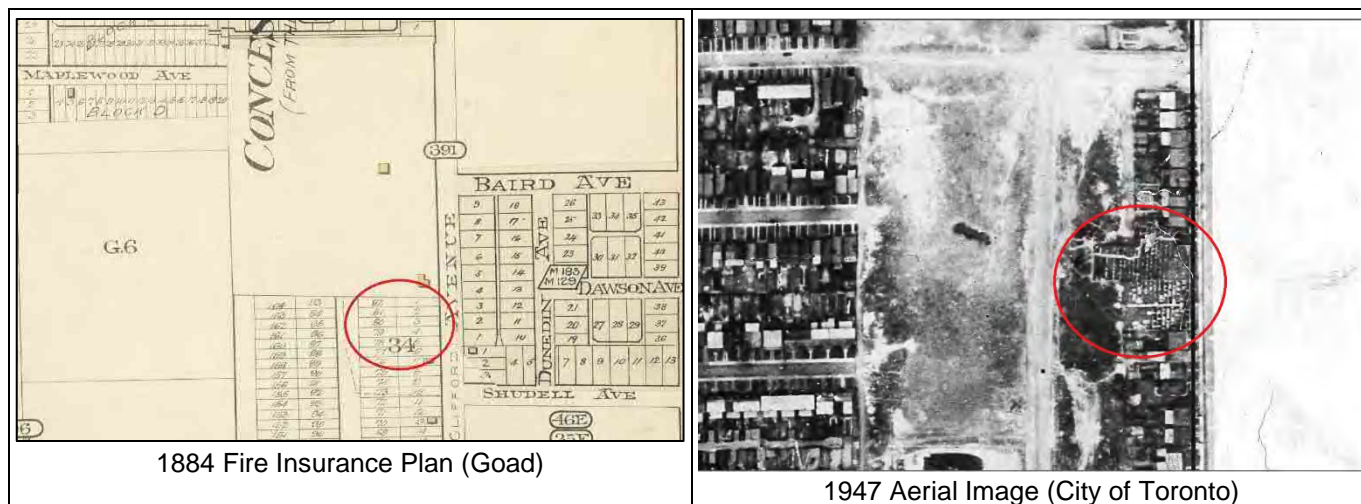


Plate 1: Approximate location of the Jones Cemetery on fire insurance plans and visible headstones on aerial images. Note the shape of the cemetery has not changed much compared to **Figure 21**.

In addition to the formal cemetery, two burial grounds have also been identified as a result of the urban development of the City of Toronto, consisting of varying numbers of burials. The two burial grounds include the Old Presbyterian Burying Ground (also known as the Duchess Street Burial Ground) and the Ridout family burying ground, both illustrated on **Plate 2** below.

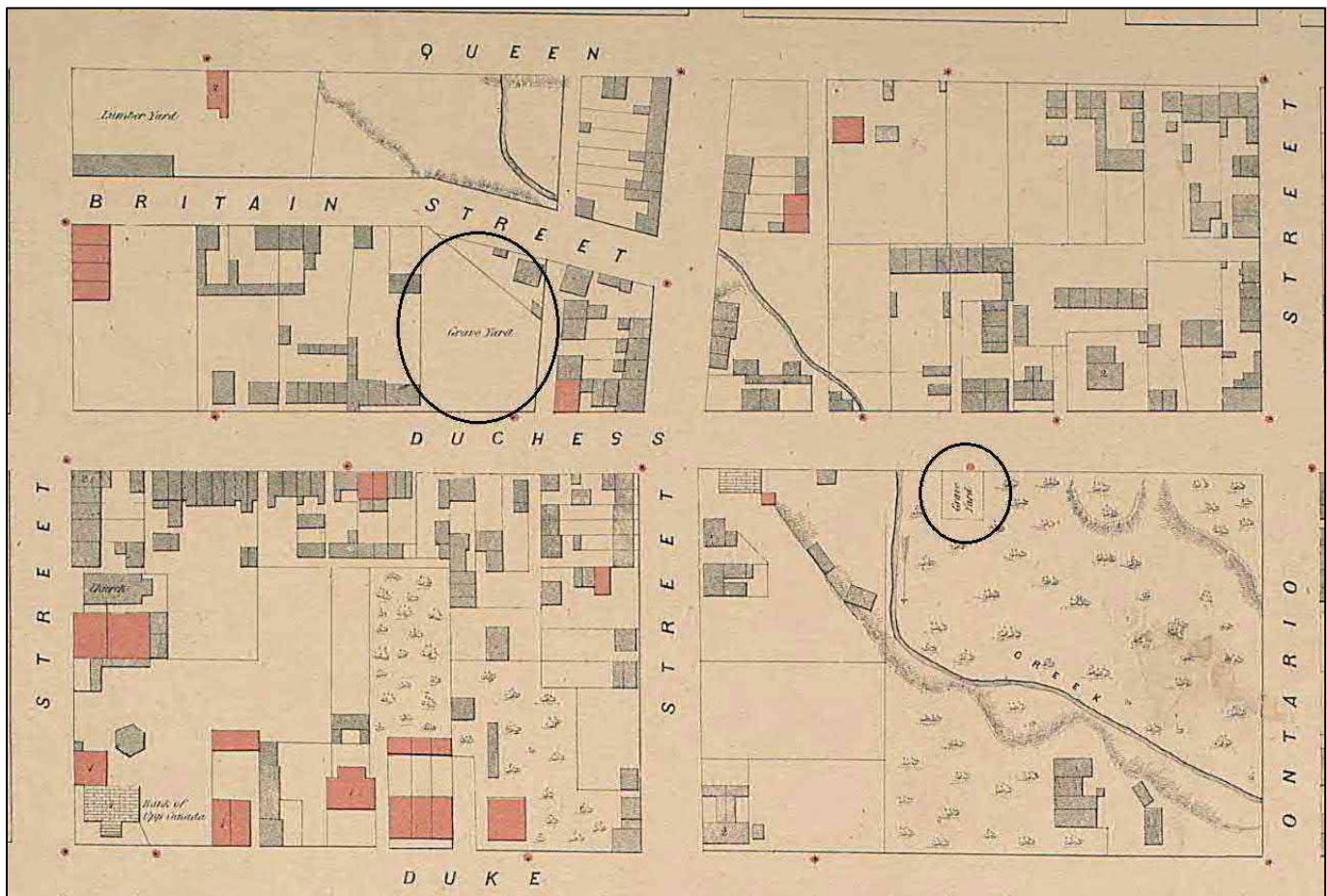


Plate 2: Portion of the 1858 WS Boulton: Atlas of the City of Toronto and Vicinity map illustrating the location of the Duchess Street Burial Ground (left) and the Ridout Family burying ground (right)

The Duchess Street Burial Ground was originally located at Richmond Street and Stonecutters Lane between 1818 and 1841. The small cemetery was located on the north side of Duchess Street (now called Richmond Street East) roughly bounded on the east by Stonecutter's Lane, and on the north by Britain Street (MacNamara 2011). The west boundary was a third of the way to George Street, at about today's 260 Richmond Street East. It was about a half acre in size. The boundaries of the graveyard remain relatively undefined as bodies were unearthed when both Caroline (now Sherbourne) and Britain streets were built, as well as plumbing improvements to the existing building at 41 Britain Street (MacNamara 2011; TLA 2018). By 1884 the Knox Mission Church structure was constructed, as illustrated on the City of Toronto Fire Insurance Plans (**Figure 10**). By 1939 the Fire Insurance Plans indicate that a number of linear structures extend the length of the parcel from Britain Street to Richmond Street East (**Figure 12**).

Research by MacNamara (2011) indicates that the 1834 directory of the Town of York lists the owner of the property as the Presbyterian Church in Hospital-street (now Richmond Street), Rev. Mr. Harris. Harris was the son-in-law of a prominent individual Jesse Ketchum who donated the land in 1821 to build a church for the Presbyterian congregation of York. A report from the Surveyor General's Office from 1797 indicates that four acres be set aside for burials, "including the present burial ground" (MacNamara 2011). Subsequent research by MacNamara (2011) indicates that a 1868 *Globe* article suggests there were "about a dozen moss-grown stones" and that no burials had taken place for 20 years, with interments being moved to other cemeteries. A 1904 article from the *Landmarks of Toronto* claims the burial ground was used until the Necropolis was established in 1850, the grave markers buried, and the ground levelled in the mid 1830's. In 1886, the Duchess Street Presbyterian Mission Chapel was constructed on the property and the furnace construction yielded numerous human bones that were reburied

(MacNamara 2011). Further, the *Toronto Star* published a report in 1911 indicating gravestones and 19 bodies were found during excavations around the “old Duchess Street Mission” (MacNamara 2011). The author of the 1911 article noted the human remains were reburied at the Necropolis.

The Toronto Necropolis register shows a total of approximately 220 remains were reburied between April 1911 and October 1912 from the Duchess Street Presbyterian Church Burying Ground to allow for the sale of the property due to expanding construction in the area (MacNamara 2011). A map provided by This Land Archaeology (2018) illustrates the approximate boundaries of the burying ground identified on a sketch map, seen below on **Plate 3**. Previous archaeological assessments have been completed on the property as outlined in the Section above. As part of basement upgrades in 2016, TLA recovered human remains likely related to the Duchess Street Burial Ground. While it was believed the remains from the Duchess Street Burial Ground had all been reburied at the Necropolis, it is likely that some burials remain on the property. It is unclear if there are more remains present, and TLA recommended that no ground disturbance can occur within any unexcavated areas within a 10 m buffer around the mitigated burial locations unless otherwise directed by the Registrar of Cemeteries, and archaeological monitoring is recommended for the building footprint (TLA 2018).

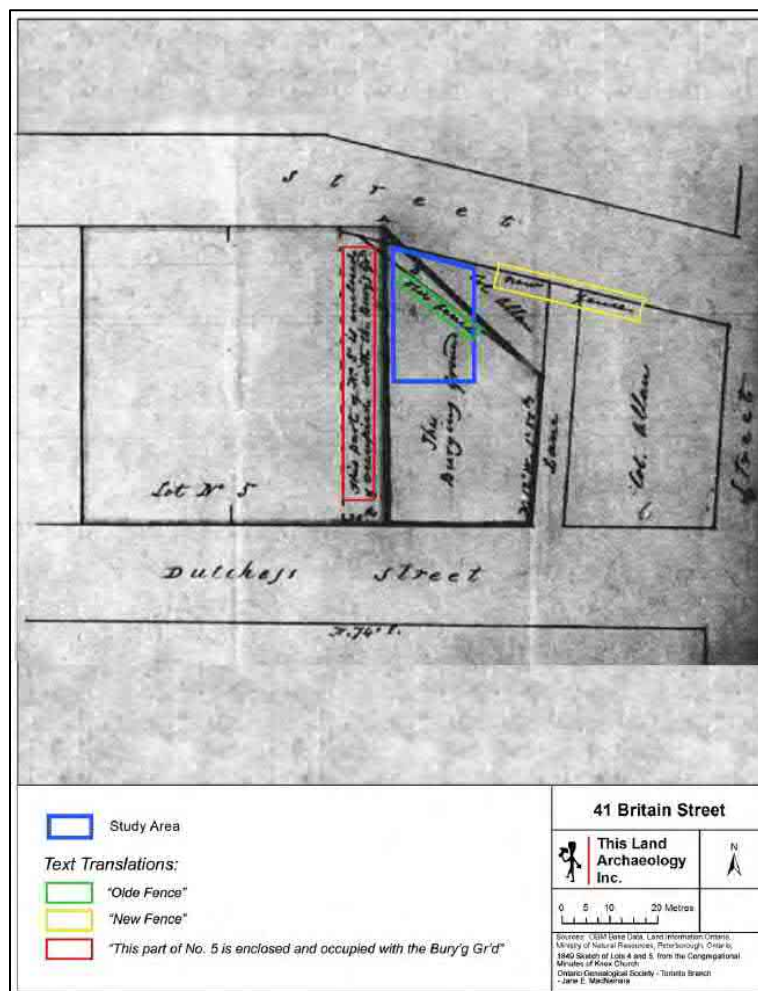


Plate 3: Approximate location of the Duchess Street Burial Ground from a 1849 Sketch Map from Congressional Minutes of Knox Church (TLA 2018: 33).

Finally, the Ridout Family burying ground was located south of Richmond Street East between Sherbourne Street and Ontario Street, on the former town lot of Thomas Ridout. The Ridout family was one of the prominent families who contributed to the early settlement of the area, holding important official positions such as surveyor and registrar. The Ridout family obtained several lots within the block bounded by Richmond, Sherbourne, Adelaide,

and Ontario Streets, and built a house and barn with outbuildings on the south side of the block on the line between Lots 1 and 2. Both lots were owned by Thomas Ridout beginning in 1798. A portion of the block on the north side of Lot 2 was granted to Mary Ridout, where the burial ground was established in 1829. Buildings surrounding the burying ground are visible by 1884 (**Figure 10**). The Ontario Genealogical Society indicates it is not registered and it is not active.

It is possible some of the burials were moved to St. James Cathedral Cemetery, but no records have been found to confirm either the move or how many reinternments might have been made. It is possible there was also an Indigenous burial on the west bank of Taddle Creek near the southern boundary of the block (Toronto Historical Association, n.d.; Robertson 1894). It is likely the Indigenous burial was disturbed with the growing urbanization of the area. There is no further information provided regarding the Indigenous burial or its location. Taddle Creek was subsequently buried and filled in beginning in the mid-19th century as a result of extensive pollution and ongoing urbanization of the City of Toronto.

1.3.3 Known Archaeological Sites

AECOM conducted a data search of the ASDB to determine if any registered archaeological sites are located within the study area as well as within 1 km of the current study area boundaries. This search resulted in the identification of 39 registered archaeological sites, nine of which are located within the current OLS study area. **Table 5** provides details on the registered archaeological sites within 1 km of the current study area.

Table 5: Registered Archaeological Sites within 1 km of the Study Area

Borden #	Site Name	Cultural Affiliation	Site Type	Further Cultural Heritage Value or Interest
AjGt-2	Leslieville Public School	Euro-Canadian	School, Market	Yes
AkGu-1	Withrow	Late Woodland pre-contact	Ossuary burial	Yes
AkGu-74	House of Industry	Euro-Canadian	Manufacturing site	Yes
AjGu-16	Thornton Blackburn	Euro-Canadian; Late Woodland pre-contact	Homestead, School; Campsite	No
AjGu-17	St. James Cathedral	Euro-Canadian	Cemetery	Yes
AjGu-19	Mackenzie House	Euro-Canadian	Homestead	Yes
AjGu-28	Elgin-Winter Garden Theatre	Euro-Canadian	Well	Yes
AjGu-35	n/a	Euro-Canadian	Homestead	Yes
AjGu-36	Court House Square	Euro-Canadian	Fire Brigade Hall, Mechanic's Institute; midden	Yes
AjGu-39	St. Paul's Catholic Cemetery	Pre-Contact, Middle Archaic; Post-Contact Euro-Canadian	Cemetery, School	Yes
AjGu-41	Parliament	Euro-Canadian	Administrative building	Yes
AjGu-46	The Gooderham and Worts Windmill Site	Euro-Canadian	Mill	No
AjGu-49	Bishop's Block	Euro-Canadian	Townhouse	No
AjGu-50	Ontario Heritage Centre	Euro-Canadian	Building	No

Borden #	Site Name	Cultural Affiliation	Site Type	Further Cultural Heritage Value or Interest
AjGu-54	Barchard Box Factory	Euro-Canadian	Shed	No
AjGu-58	Old Don Jail	Euro-Canadian	Jail	Yes
AjGu-61	Toronto Lime Kiln Works	Euro-Canadian	Toronto Lime Kiln Works; homestead	Yes
AjGu-62	John Bugg Stores	Euro-Canadian		No
AjGu-64	Lime Kiln Works Site	Euro-Canadian	Industrial lime kiln; house	Yes
AjGu-65	Bright-Barber	Euro-Canadian	Residential	Yes
AjGu-66		Euro-Canadian	Commercial Building (Soap and Candle Factory)	Yes
AjGu-67	West Market Square (AjGu-67)	Euro-Canadian	Hotel	Yes
AjGu-71	157 Dundas Street East	Euro-Canadian	House	Yes
AjGu-77	The Alverthorpe Site	Euro-Canadian	House, Inn	No
AjGu-80	Allan Gardens	Euro-Canadian	Pathway	No
AjGu-82	King-Caroline	Euro-Canadian	Commercial, Residential, Industrial	No
AjGu-85	Berkeley House	Euro-Canadian	Residential	No
AjGu-86	Jarvis-Allon	Euro-Canadian	House	Yes
AjGu-89	Old Upper Canada College	Euro-Canadian	School	No
AjGu-90	Squire	Euro-Canadian	Manufacturing Building	No
AjGu-91	Armoury Street Ward Block	Euro-Canadian	Neighbourhood	No
AjGu-92	St. Lawrence Market	Euro-Canadian	Market, Homestead	Yes
AjGu-94	Britain St. Site	Euro-Canadian	Cellar, Burial	Yes
AjGu-95	Esplanade Crib & Wharves	Euro-Canadian	Crib Wall & Commercial/Industrial uses.; railway; wharf	Yes
AjGu-98	City Corporation Wharf	Euro-Canadian	Wharf	No
AjGu-104	Wharves 26-28	Euro-Canadian	Wharf	No
AjGu-105	297 George Street	Euro-Canadian	house; outbuilding	No
AjGu-107	360 Richmond Street East Site	Euro-Canadian	House	No
AjGu-108	The Esplanade - Market Street	Euro-Canadian	shore wall	No

**Bolded sites are located within the study area*

The Parliament site (AjGu-41) is found within the current OLS study area and requires further archaeological assessment. It was subject to test excavations consisting of three trenches. The first Parliament Buildings of Upper Canada were completed in 1797, burned by American troops in 1813, and then rebuilt and expanded by 1820. Another fire destroyed the buildings in 1824 (Brown 2019).

The Gooderham and Worts Windmill site (AjGu-46), consists of the remains of portions of the windmill foundations comprised of limestone slabs that had been mortared together. However, due to the disturbance found within the site, no further work was recommended (ASI 2003b).

The Barchard Box Factory site (AjGu-54) was located in 2007 during Stage 2 excavations and is located within the current OLS study area (ASI 2007b). However, the property had been deeply disturbed by demolition, grading, filling and redevelopment of the area. Therefore, no further work is required for this site.

The Lime Kiln Works site (AjGu-64) is part of the site of the Lawrence Foundry at the southwest corner of King and Parliament Streets, located within the current OLS study area. Subject to a partial Stage 3 assessment by Archeoworks Inc. in 2009, the remainder of the site was capped and remains *in situ* under a parking lot. The site requires further archaeological assessment if the site cannot be avoided by future construction disturbance.

Found within the current OLS study area, the remains of a portion of the south wall foundation or footing of a building were located and given a borden number as the King-Caroline site (AjGu-82). An intact horizon and ceramics dating to the 1820-1830s were also recovered. A Stage 4 mitigation was completed in 2013 by CRM Lab Archaeological Services (2016) and no further work is required.

The Berkeley House site (AjGu-85), was a Euro-Canadian homestead discovered during Stage 2 and 3 archaeological assessments by ASI (2013). As the house dated to as early as 1795, Stage 4 mitigation was recommended and completed in 2017 (The Archaeologists Inc. 2017). No further work is required for this site.

The Britain St. site (AjGu-94), was subject to a Stage 3 cemetery investigation in 2016 and Stage 4 burial mitigation in 2016, following the identification of burials underneath a commercial building (TLA 2016, 2018). The remains are likely related to the Duchess Street Burial Ground. The burials were relocated to the Toronto Necropolis in 1911-1912, but it is unclear if the remains from the Britain St. site are outliers or were missed during the relocation. No ground disturbance can occur within any unexcavated areas within a 10 m buffer around the mitigated burial locations unless otherwise directed by the Registrar of Cemeteries, and archaeological monitoring is recommended for the building footprint (TLA 2018).

The City Corporation Wharf site (AjGu-98), found within the OLS study area, stood to the east of the Historic Polson Iron Works. A Stage 1-2 excavation in 2015 documented the wharves and concluded that they were of no further archaeological concern (ASI 2017b).

The 360 Richmond Street East site (AjGu-107) was found to consist of mid-19th century features related to the water and waste management practices of the property, as well as working class houses and outbuildings. All of the site has been excavated and is considered clear of further archaeological concern (Stantec 2019).

Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy Act (FIPPA)*. The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to all media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The MHSTCI will provide information concerning site location to the party or an agent of the party holding title to a property, or to a licensed archaeologist with relevant cultural resource management interests.

1.3.4 Existing Conditions

The OLS study area continues south from the Ontario Line North study area south of Danforth Avenue. It roughly follows Pape Avenue south to the existing Metrolinx Lakeshore East rail corridor north of Gerrard Street. It then

follows Carlaw Avenue south and extends westward along Queen Street East and Eastern Avenue to the Don River. West of the Don River, the study area continues west roughly paralleling Richmond, Adelaide, and Queen Streets before intersecting with the existing subway at Osgoode Station.

Land uses and built form vary considerably within the OLS study area. North of Gerrard Street, properties consist largely of low-density detached and semi-detached residential structures constructed in the early 20th century. Between Gerrard Street and the Don River, properties consist largely of early- to mid-20th century commercial and industrial buildings, many of which have been adapted to new residential uses.

West of the Don River, the study area extends through the Distillery District and Corktown neighbourhoods. Corktown is a transitional area; properties here consist of recently built high-rise residential buildings and repurposed nineteenth and early-twentieth century commercial buildings. The western section of the OLS study area continues west through medium to high-density residential and commercial development in Toronto's downtown core. Major properties in this area include the Toronto Eaton Centre, Old City Hall, Toronto City Hall and Osgoode Hall.

2. Property Inspection

In order to gain first-hand knowledge, to evaluate if modern disturbance may have occurred and to confirm whether or not features of archaeological potential, perhaps not visible on mapping, were present within the OLS study area, AECOM conducted a Stage 1 field review on October 30, 2019 under the field direction of Samantha Markham [P438]. The field review was carried out as outlined in Section 1.2 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Weather conditions during this time were overcast with periods of rain and an average temperature of 5 degrees Celsius. Visibility was not impaired at any time.

The OLS study area consists of a combination of railway right-of way (ROW), residential and commercial developments as well as railways, highways and roads. The study area was photo-documented from the ROW as permission to enter was not granted, and is illustrated in Section 7, as well as **Figure 20** in **Section 8**. The inspection was completed through both random spot checking and investigation of features of archaeological potential as identified by the master plan was used to examine areas accessible from the ROW (ASI 2004). As well, a number of areas that could be visually assessed as deeply disturbed were photographed and illustrated on the results mapping (**Sections 7** and **8**). A property inspection was undertaken where access was available through public property around the cemeteries within the study area in order to gain first-hand knowledge of the environment and existing conditions of the area. Due to restrictions involving the lack of permission to enter any properties, there are several areas where a more thorough inspection could not be completed during this high level review. **Table 6** contains the inventory of the documentary record from the Stage 1 field review.

Table 6: Inventory of Documentary Record

Document Type	Quantity	Location	Additional Comments
Field Notes	1	AECOM London Office	In original field folder and stored digitally in project file
Hand Drawn Maps	0	AECOM London Office	In original field folder and stored digitally in project file
Proponent Maps	2	AECOM London Office	Hard copy and digital copy in project file
Digital Photographs	37	AECOM London Office	Stored digitally in project file

3. Analysis and Conclusions

3.1 Determination of Archaeological Potential

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. Criteria commonly used by the MHSTCI to determine areas of archaeological potential are listed in Section 1.3.1 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Distance to modern or ancient water sources is generally accepted as the most important element for past human settlement patterns and when considered alone may result in a determination of archaeological potential. In addition, any combination of two or more of the listed criteria indicates archaeological potential.

Based on a review of the historical, environmental, and archaeological context of the study area, it has been determined that potential for the recovery of pre- and post-contact First Nation and 19th century Euro-Canadian archaeological resources within the study area is high based on the presence of the following features:

- Proximity to previously identified archaeological sites (39 registered site, nine within the OLS study area);
- Distance to various types of water sources (Don River, Lake Ontario);
- Soil texture and drainage;
- Glacial geomorphology, elevated topography and the general topographic variability of the area;
- Resource areas including food or medicinal plants, scarce raw materials and early Euro-Canadian industry (William Davies Company, Gooderham and Worts Distillery, Joseph Simpson Knitting Mills);
- Areas of early Euro- Canadian settlement and early transportation routes (City of Toronto, railways, early concession roads);
- Properties listed on municipal register of properties designated under the *Ontario Heritage Act* (Government of Ontario 1990b) (see **Table 3**); and
- Historic landmarks or sites (Osgoode Hall, Bank of Upper Canada Building, Old Toronto City Hall and York County Court House, Fourth York Post Office, Elgin and Winter Garden Theatre, Massey Hall)

Certain features indicate that archaeological potential has been removed, such as land that has been subject to extensive and intensive deep land alterations that have severely damaged the integrity of any archaeological resources. This includes landscaping that involves grading below the topsoil level, building footprints, quarrying and sewage and infrastructure development (Ontario Government 2011). Areas of low archaeological potential within the OLS study area include 20th century subdivision and commercial developments as well as road construction. Additionally, several previous archaeological assessments have cleared various properties of archaeological concerns and these areas are considered to be cleared of archaeological potential.

The 2004 *Master Plan of Archaeological Resources for the City of Toronto: Interim Report* (ASI 2004) and the GIS-based Toronto Archaeological Management Plan were also reviewed as part of the analysis of archaeological potential within the OLS study area. Based on the GIS data from the City of Toronto Archaeological Management Plan, archaeological potential has been removed from portions of the study area as a result of extensive 20th century commercial, industrial, and residential development. However, much of the remaining areas in the downtown core still retains archaeological potential. **Figure 19** provides the final results of the evaluation of archaeological potential for the study area based on the GIS data from the City of Toronto.

A review of the historical mapping from 1787, 1793, 1851, 1860 and 1878 as well as the aerial photos ranging from 1939 to 1992 indicates that the area was settled and urbanized very quickly, with alterations to the waterfront occurring between 1889 and 1939 with instances of significant infilling (**Figure 5** to **Figure 15**). **Figure 17** depicts

the locations of historic shorelines from early historic maps between 1818 and 1871 (Phillipotts 1818; Chewett 1827; Dennis Fleming 1851) and the 1910 Fire Insurance Plans (Goad 1910).

In ASI's Central Waterfront master plan, they note that the lakeshore in this area consists of modern fill which was "dredged, dumped and shaped in the early part of the twentieth century" (ASI 2003:47). As a result, portions of these archaeological features may be present beneath the modern fill and include the Polson Iron Works and Knapp's Roller Boat (E1 on **Figure 18-3**), Parliament Buildings (E2 on **Figure 18-3**), Gooderham and Worts Distillery (E3 on **Figure 18-3**) and Cherry Street Dry Doc (E4 on **Figure 18-3** and **Figure 18-4**).

A review of the *Waterfront Toronto Archaeological Conservation and Management Strategy* (ASI 2008b) shows that there are several potential archaeological resources still present within the OLS study area in the Lower Don and Portlands precinct, East Bayfront precinct and West Don Land precinct. They note that while archaeological potential for pre-contact Aboriginal sites would have been mostly removed by landscaping, construction and lake filling and dredging, some areas of modest development near the original shoreline have been identified as having pre-contact potential and known features associated with the early European period of military occupation and industrialization (ASI 2008b: 23).

In the Lower Don and Portlands precinct, these include the 1870 Don Breakwater (LDP-1), the 1882 Toronto Dry Dock (LDP-3), the National Iron Works (LDP-7), Toronto Shipbuilding Company (LDP-9), Toronto Iron Works (LDP-11), and the c. 1913 British American Oil Company (LDP-12) (**Figure 18-3** and **Figure 18-4**). Based on ASI's report on the *Don Mouth Naturalization and Port Lands Flood Protection Project*, the only areas that require further archaeological monitoring are the Don Breakwater (LDP-1) and the Toronto Dry Dock (LDP-3) (2007:17).

The East Bayfront precinct archaeological features that ASI suggests may remain buried under the fill in this area include the 1870 Don Breakwater (EB-1/LDP-1), the 1900 Fill Limit (EB-2), the 1910-1926 City Corporation Wharf (EB-4), 1925 Bulkhead/Pierhead Line (EB-5) and the Harbourhead Line (Modern Shore, EB-7). The Don Breakwater and the City Corporation Wharf are the only features which require further archaeological assessment should they be disturbed by future construction.

In the West Don Land precinct, the archaeological features found in the OLS study area include the 1813 Merchant's Shipyard (WD-2), 1830s Structures (WD-5), 1842 Structures (WD-7), 1858 structures (WD-9), Grand Trunk Railway Yard and Toronto Rolling Mills (WD-11), Toronto Rolling Mills Wharf (WD-12), William Davies Company (WD-13), Palace Street School (WD-17), The Gooderham and Worts Distillery Complex National Historic Site (WD-19), Gooderham and Worts Wharves (WD-20), and Grand Trunk-CNR Don River Crossing (WD-21).

ASI (2008b) has suggested that it is highly unlikely that any remains would survive of the Merchant's Shipyard (WD-2), and that there is no potential for the 1830s structures (WD-5), 1842 structures (WD-7), and 1858 structures (WD-9) to have survived (ASI 2008b:33). As well, the Grand Trunk Railway Yard (WD-11), bounded by Cherry Street and Mill Street, would not have likely survived any of the construction and demolition activities within that area (ASI 2008b: 34). The Toronto Rolling Mills Wharf (WD-12), located east of Cherry Street, was recommended for archaeological monitoring by ASI (2008b). This area was subsequently cleared of further work through ASI's 2016 report *Stage 1 Archaeological Assessment GO Rail Network Electrification TPAP, City of Toronto, Regional Municipalities of Peel, Halton, York and Durham, County of Simcoe, Ontario* because construction disturbance was not extending down to the depth at which these remains are thought to be located (76 m ASL). However, should construction extend down to this depth, Stage 2 archaeological monitoring will be required. The historical William Davies Company (WD-13) pork packing plant was once situated at the end of Front Street at the Don River (eventually occupying most of the property east of Overend Street) (**Figure 18-3** and **Figure 18-4**). All of the buildings associated with this plant had been demolished by 1990 and ASI suggested that few traces of the plant likely remain (ASI 2008b: 36). The Palace Street School (WD-17) has been deemed by ASI (2008b) to be of no further cultural heritage value or interest based on the multiple functions of the structure over the years.

The Gooderham and Worts Distillery Complex National Historic Site (WD-19) is located between Parliament Street and Cherry Street, north of the rail line. Based on ASI's (2008b) study, these resources likely occur at a depth of 76 m ASL which is slightly higher than the level of Lake Ontario during the late 19th century (ASI 2008b:45). Therefore Stage 2 archaeological monitoring will be required if construction extends down to the depth of 76 m ASL (2008b) (see **Figure 18-3**). Similarly, the Gooderham & Worts Distillery Wharves (WD-20), built between 1850 and 1884, are located between Parliament Street and Cherry Street will require Stage 2 monitoring before any construction disturbance below this depth.

The Grand Trunk CNR Crossing (WD-21), which would have been located just north of the rail line and west of the Don River, was completed in 1857. It was replaced in the 1920s by the present Canadian National Bridge, and all related railway structures were removed when the grade separation was built. Monitoring was completed and confirmed that the area has been thoroughly disturbed (ASI 2008b). A number of 1858 structures (WD-9) have been investigated by ASI and it was concluded that there is no potential for the survival of any deposits or features related to these buildings (ASI 2008b: 33). This information suggests that these areas should be considered free from further archaeological concern.

3.2 Conclusions

AECOM's Stage 1 background study of the OLS study area has determined that the potential for the recovery of archaeological resources is high, given the proximity of the study area to previous archaeological sites, water sources, soil texture and drainage, topography, early Euro-Canadian industries, settlement and transportation routes, as well as properties listed on the municipal register. Archaeological potential has been removed from areas determined to have been subject to deep and extensive land alterations that have significantly compromised the recovery of archaeological material. This conclusion is based on a review of previous archaeological assessments, the City of Toronto Archaeological Potential mapping, the field review completed by AECOM, and professional judgement. Areas identified as retaining moderate to high archaeological potential must be subject to Stage 2 archaeological assessment.

4. Recommendations

AECOM's Stage 1 background study of the OLS study area has determined that the potential for the recovery of archaeological resources is high, given the proximity of the study area to previous archaeological sites, water sources, soil texture and drainage, topography, early Euro-Canadian industries, settlement and transportation routes, as well as properties listed on the municipal register. Archaeological potential has been removed from areas determined to have been subject to deep and extensive land alterations that have significantly compromised the recovery of archaeological material. This conclusion is based on a review of previous archaeological assessments, the City of Toronto Archaeological Potential mapping, the field review completed by AECOM, and professional judgement. Areas identified as retaining archaeological potential must be subject to Stage 2 archaeological assessment. **In light of these results, prior to any ground disturbing activities, a Stage 2 archaeological assessment is recommended for all land identified as retaining archaeological potential (Figure 20).**

Given the nature of the project there will be some combination of surface/above grade and below grade impacts. The type of impact planned in areas requiring Stage 2 archaeology will dictate the type of Stage 2 assessment strategy that should be employed. The types of Stage 2 archaeological assessment that could be required for this project include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however this will have to be coordinated in consultation with the MHSTCI should this approach be contemplated. This Stage 1 background archaeological assessment and review is necessarily high level due to the early stage of planning and design for the OLS and the extremely large study area size. As the design is refined and there is a better understanding of the planned impacts, areas that require further archaeological assessment will be examined against the type of impact planned to formulate the appropriate Stage 2 archaeological assessment strategy on a property by property basis.

Stage 2 archaeological assessments must be conducted for all areas identified in this report as retaining moderate to high archaeological potential shaded in orange on **Figure 20**. Areas that are marked in hatching on **Figure 20** have been subject to previous archaeological assessment that have cleared the land of archaeological concerns, therefore no further archaeological work is recommended for those areas. Finally, areas with blue shading indicate areas of low archaeological potential and will require a comprehensive property inspection as part of the Stage 2 field survey in order to determine the extent of previous disturbance. Further archaeological assessments must be conducted by a licensed archaeologist and must follow the requirements set out in the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The requirements for standard surface archaeological survey include:

- Test pit survey at 5 m intervals in all areas that will be impacted by the project and where ploughing is not possible (e.g., woodlots, overgrown areas, manicured lawns);
- Poorly drained areas, areas of steep slope and areas of previous disturbance (e.g., pipelines, railways, road ROW, buildings) identified are to be mapped and photo-documented, but are not recommended for Stage 2 survey as they possess low to no archaeological potential;

Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations Stage 2 archaeological assessment will be required for areas following Section 2.1.7 of the *Standards and Guidelines for Consultant Archaeologists*, and will include:

- Test pitting where viable to carry out surface survey methods to identify any archaeological sites or determine the extent of disturbance;
- Should test pitting by hand not reach subsoil (i.e. the area is found to have potential, but it may be deeply buried), mechanically excavate trenches at maximum intervals of 10 m to verify the presence of and to assess deeply buried archaeological resources and/or the extent of disturbance; and
- Mechanical excavations using a backhoe with a straight-edged ditching bucket are to occur within the core of the planned development area and over any areas of archaeological potential.

As per Section 2.1.7 Standard 4 of the *Standards and Guidelines for Consultant Archaeologists*, if other techniques have not made a conclusive determination regarding the presence of deeply buried archaeological resources expected as a result of the Stage 1 evaluation, on-site monitoring by a licensed archaeologist of excavation and the removal of fill will be required:

- On-site archaeological monitoring where and when construction excavation in areas where archaeological sites are predicted to exist, or where it is extending to a depth that warrants concern;
- Preparation of an archaeological contingency plan with the proponent and construction personnel outlining appropriate procedures and time requirements should deeply buried archaeological resources/sites be exposed;
- If an archaeological site or material possessing cultural heritage value or interest is uncovered or affected, construction and monitoring activities must cease in that location and further archaeological work is required.

It should be noted that special consideration and recommendations must be made for land within 10 m of the Jones Avenue Cemetery, the Old Presbyterian Burying Ground (Duchess Street Burial Ground) and the Ridout Family burying ground. While there currently is a fence around the Jones Avenue Cemetery, we were unable to confirm at this time whether or not the fence represents the original fenced limits and, therefore, if all of the burials associated with this cemetery are included within its boundaries (**Figure 21**). Further research will be required to confirm if this is the case.

The limits of the Old Presbyterian Burying Ground (Duchess Street Burial Ground) are largely unknown (TLA 2018). A previous archaeological assessment conducted on the property for basement renovations in 2016 resulted in the recovery of human remains (**Figure 22**). Given the early-19th century establishment of the cemetery and the lack of burial registries, and lack of documentation regarding the exact number of remains within the property, the limits of the cemetery remain unknown. Therefore, a high probability exists that unmarked graves and associated shafts may be present around or within existing buildings that had been constructed after 1884. It has not been confirmed if remains are located within the adjacent buildings on the same parcel, therefore further work will be required to determine the extent of disturbance.

The limits of the Ridout Family Burying Ground are relatively unknown, with the exception of Boulton's 1858 map (**Plate 2**). No other records or maps could be located for reference. While the city block has been extensively developed, given the lack of records for the location of the burials there is a high potential to encounter burials within areas not proven to be intensively disturbed (**Figure 23**).

There are no planned impacts for the above cemetery and burial ground properties, however, should construction impacts be planned within the 10 m buffer of the Jones Avenue Cemetery, and the research proves the boundaries to be unclear, and the Old Presbyterian Burying Ground (Duchess Street Burial Ground) and the Ridout Family burying ground, after the completion of any necessary Stage 2 archaeological assessment, a Stage 3 cemetery

Investigation be carried out to determine if burials associated with the cemetery and burial grounds extend beyond the currently defined boundaries into areas proposed to be impacted by the project. Recommendations for the Stage 3 Cemetery Investigation are as follows:

- Upon completion of detail design, and prior to any construction, all portions of the OLS study area that fall within the 10 m buffer adjacent to the currently defined boundaries of the Jones Avenue Cemetery (if the boundaries are proven to be unclear and unverifiable in the field) (**Figure 21**), the Old Presbyterian Burying Ground (Duchess Street Burial Ground) (**Figure 22**) and the Ridout Family Burying Ground (**Figure 23**) must be subject to Stage 3 cemetery investigation involving mechanical topsoil removal as per Section 4.2.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) for areas with existing topsoil and the mechanical, or the mechanical removal of hard surfaces or fill as per Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) to expose undisturbed topsoil or subsoil for paved areas or those with disturbed overburden to expose subsoil in order to determine if human burials extend into the project area. The investigation should take place moving towards the estimated limits of the cemetery/burial ground;
- The area subject to mechanical topsoil removal for the Old Presbyterian Burying Ground (Duchess Street Burial Ground) is to include all land from the edge of the existing building footprints at 32, 35, and 41 Britain Street as well as a 10 m buffer within the Britain Street, Richmond Street East, and Stonecutters Lane ROW's (**Figure 22**);
- Given the location of the cemetery and burial grounds are within an urban setting, it is likely that urban road infrastructure will be encountered within the 10 m buffer area of the inferred cemetery boundaries. Should modern infrastructure be encountered, the fieldwork strategy may be re-evaluated to include construction monitoring to confirm that the disturbed area lacks archaeological potential and burials to determine if it is necessary to continue to complete the entire 10 m buffer by Section 4.2.3 or, if appropriate, Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).
- As the limits of the burial grounds are unclear, an Investigation Authorization from the Bereavement Authority of Ontario will be required prior to any Stage 2 fieldwork and Stage 3 cemetery investigations. If further research demonstrates that the Jones Avenue Cemetery's boundaries are unclear, an Investigation Authorization will also be required;
- The results and effectiveness of this assessment strategy to mitigate the risk of impacts to potential burials or shafts must be reported to the MHSTCI as part of a Stage 3 cemetery investigation;
- Should archaeological resources, including deeply buried archaeological resources not associated with the cemetery be discovered, additional archaeological assessment may be required); and,
- If human remains are encountered during construction, work must cease immediately, the police or Regional Coroner should be contacted, and the Registrar of Cemeteries with the Bereavement Authority of Ontario.

Special consideration should also be made for the National Historic Sites located within the study area. Given the level of cultural heritage value and interest of these resources, these areas must be avoided by all construction related activities.

Three registered archaeological sites exist within the OLS study area limits that require further work, including the Parliament site (AjGu-41) (Williamson 2000), Lime Kiln Works site (AjGu-64) (Archeoworks Inc 2009), Britain St. site (AjGu-94) (TLA 2018). The registered archaeological sites within the study area which still retain cultural heritage value or interest should be subject to further archaeological assessment by a licensed consultant

archaeologist, in accordance with the previous consultants' recommendations outlined in **Section 1.3.3** of this report and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) prior to any ground disturbing activities.

Areas identified in the Waterfront Toronto Archaeological Conservation and Management Strategy (ASI 2008b) as having deeply buried archaeological potential include the Don Breakwater (LDP-1), the Toronto Dry Dock (LDP-3), the City Corporation Wharf (EB-4), the Gooderham and Worts Distillery Complex National Historic Site (WD-19), and the Gooderham & Worts Distillery Wharves (WD-20) (**Figure 18**). These features are believed to be located at a depth of approximately 76 m ASL (ASI 2017) and will require Stage 2 monitoring if construction disturbance should reach this depth. Stage 2 monitoring of these areas would need be conducted as per Section 2.1.7, Standard 4; *Survey in Deeply Buried Conditions* (Ontario Government 2011).

It is possible that Stage 2 archaeological assessments could be reduced in segments where proposed impacts during construction include deep tunnelling activities. Consultation with the MHSTCI will be required for the communication of additional information and detail design documentation should this approach be contemplated. Despite best efforts and due diligence, no archaeological assessment can necessarily account for all potential archaeological resources. Should deeply buried archaeological resources be identified during ground disturbance activities associated with future development of the project, ground disturbance activities should be immediately halted, and a licensed archaeologist should be notified.

It should be noted that the OLS study area in this report is extremely large and includes land that will not be subject to ground disturbing activities during construction of the OLS infrastructure. As such, once detail design is complete and the scope of surface/above grade versus below grade construction activities has been determined, only those areas that will be affected by this project will require further Stage 2 archaeological assessment.

Should additional land outside of the current OLS alignment study area boundaries be included as part of the Project, the standard requirements for archaeological assessments to be conducted prior to land disturbance remain in place.

The MHSTCI is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further archaeological assessment is required, archaeological concerns for the OLS Project in the City of Toronto, Ontario have not been fully addressed.

5. Advice on Compliance with Legislation

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

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

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

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

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force in 2012) require that any person discovering human remains must notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries, and Cemetery Closures.

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7. Images



Photo 1: View of the intersection of Victoria Street and Richmond Street East; view north-northwest



Photo 2: View of the western end of the study area from Bay Street, showing deep and extensive disturbance due to underground construction; view southwest

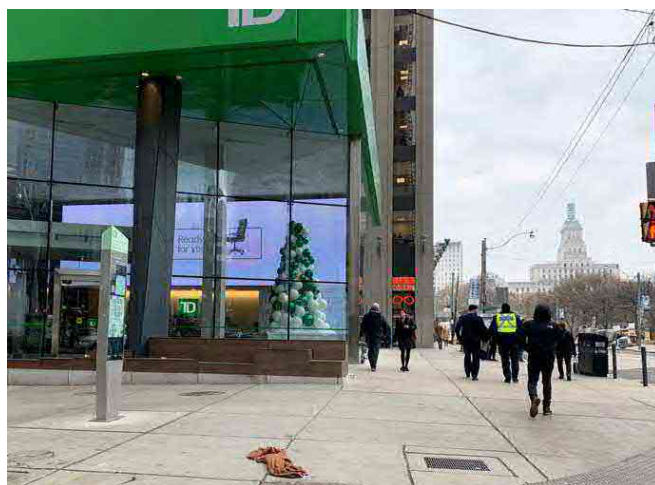


Photo 3: View of the intersection of Queen Street West at Bay Street; view west

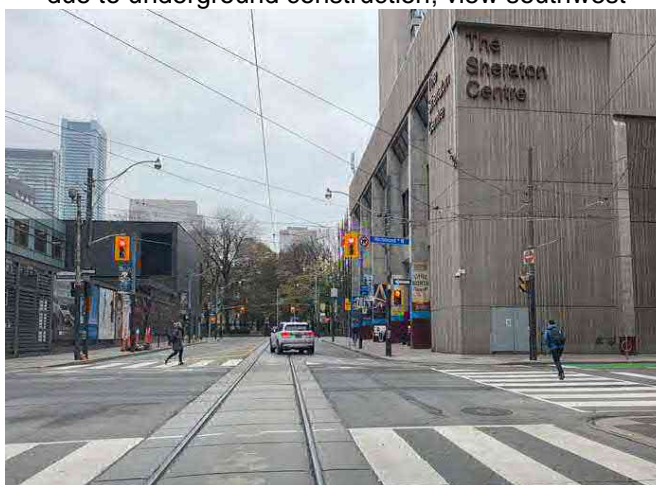


Photo 4: View of the intersection of York Street and Richmond Street West; view northwest



Photo 5: Looking south along Jarvis Street at the intersection with Queen Street East; view southeast



Photo 6: Moss Park Armoury along Queen Street East, east of Jarvis Street; view east



Photo 7: Overview of Moss Park along Queen Street East; view northwest



Photo 8: View south from Queen Street East to George Street



Photo 9: Residential area on George Street South north of the railway and Gardiner Expressway; view south



Photo 10: View of the southeast corner of The Esplanade and Frederick Street showing David Crombie Park; view southeast



Photo 11: Construction on the northeast corner of the intersection of The Esplanade and Lower Sherbourne Street; view northeast



Photo 12: Typical conditions found at Sherbourne Street at Adelaide Street East; view east

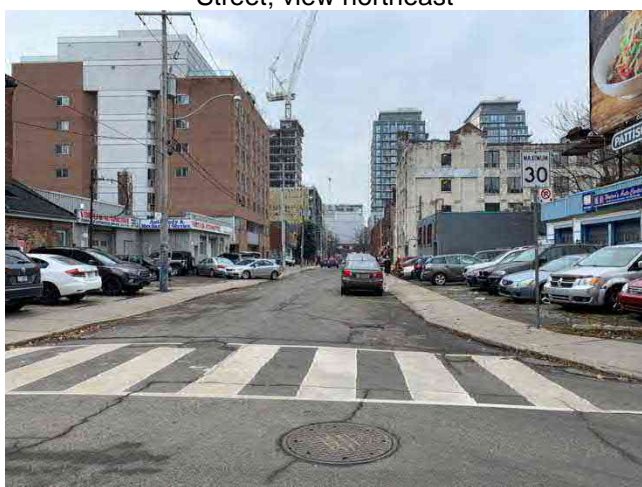


Photo 13: Overview of Ontario Street from Queen Street East; view south



Photo 14: Parliament Square Park, west of Parliament Street at Mill Street; view southwest

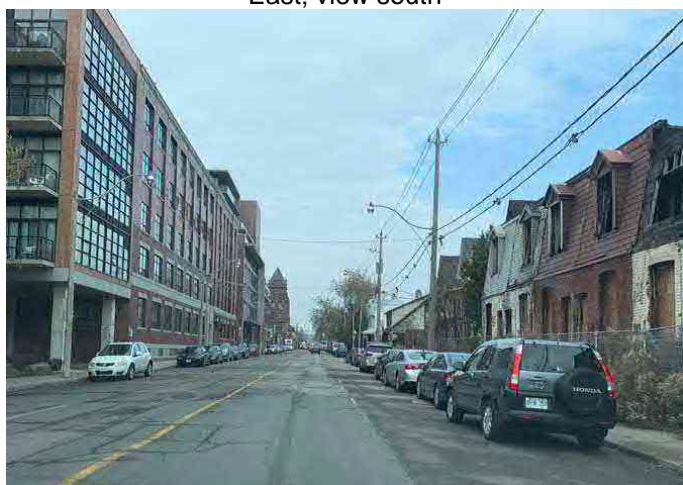


Photo 15: View along Broadview Avenue north of Eastern Avenue; view north

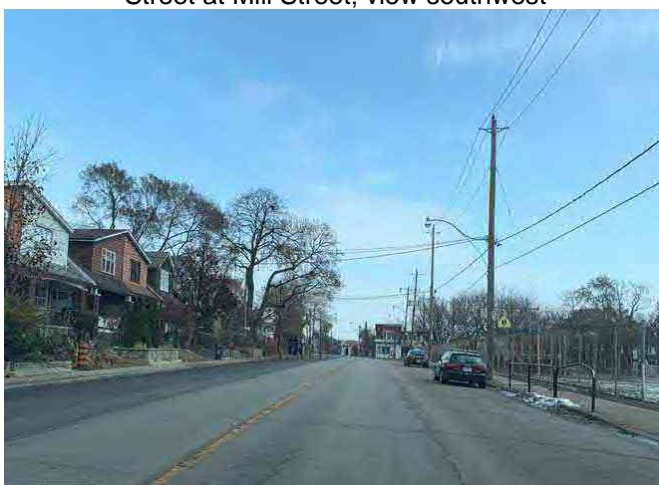


Photo 16: Overview of Riverdale Avenue and the residential area west of Pape Avenue; view east



Photo 17: View north along Pape Avenue north of Riverdale Avenue; view north



Photo 18: Typical conditions found along Bain Avenue east of Pape Avenue; view east



Photo 19: Overview of the study area located along Pape Avenue south of Danforth Avenue; view south



Photo 20: Kempton Howard Park on Blake Street to the west; view south

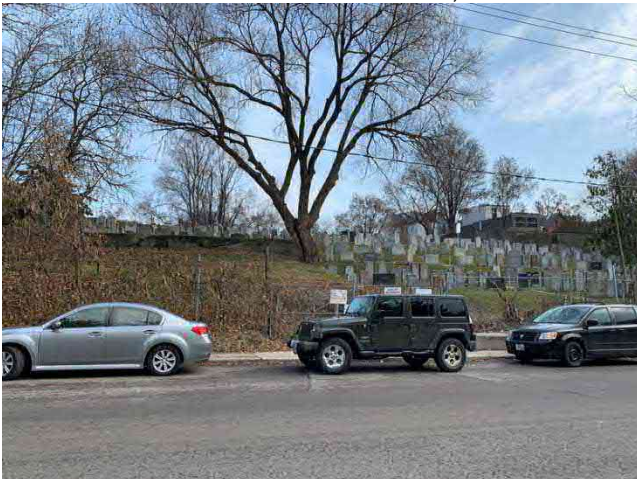


Photo 21: View of the Jones Avenue Cemetery; view southeast

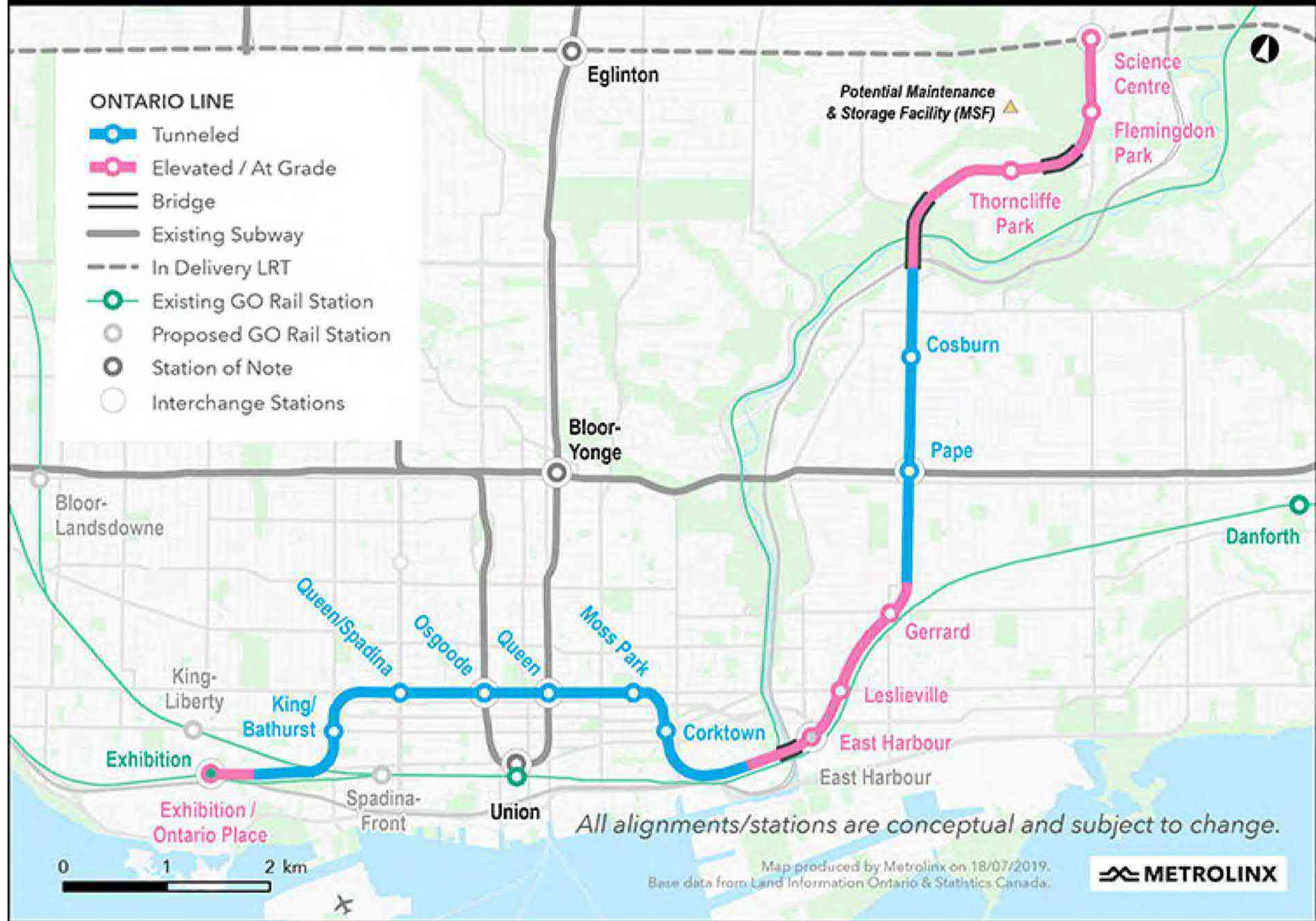


Photo 22: Kempton Howard Park; view northwest

8. Figures

All figures pertaining to the Stage 1 archaeological assessment for the OLS Project in City of Toronto, Ontario are provided on the following pages.

Ontario Line



Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Ontario Line Initial Business Case Proposed
Route

Data Sources:
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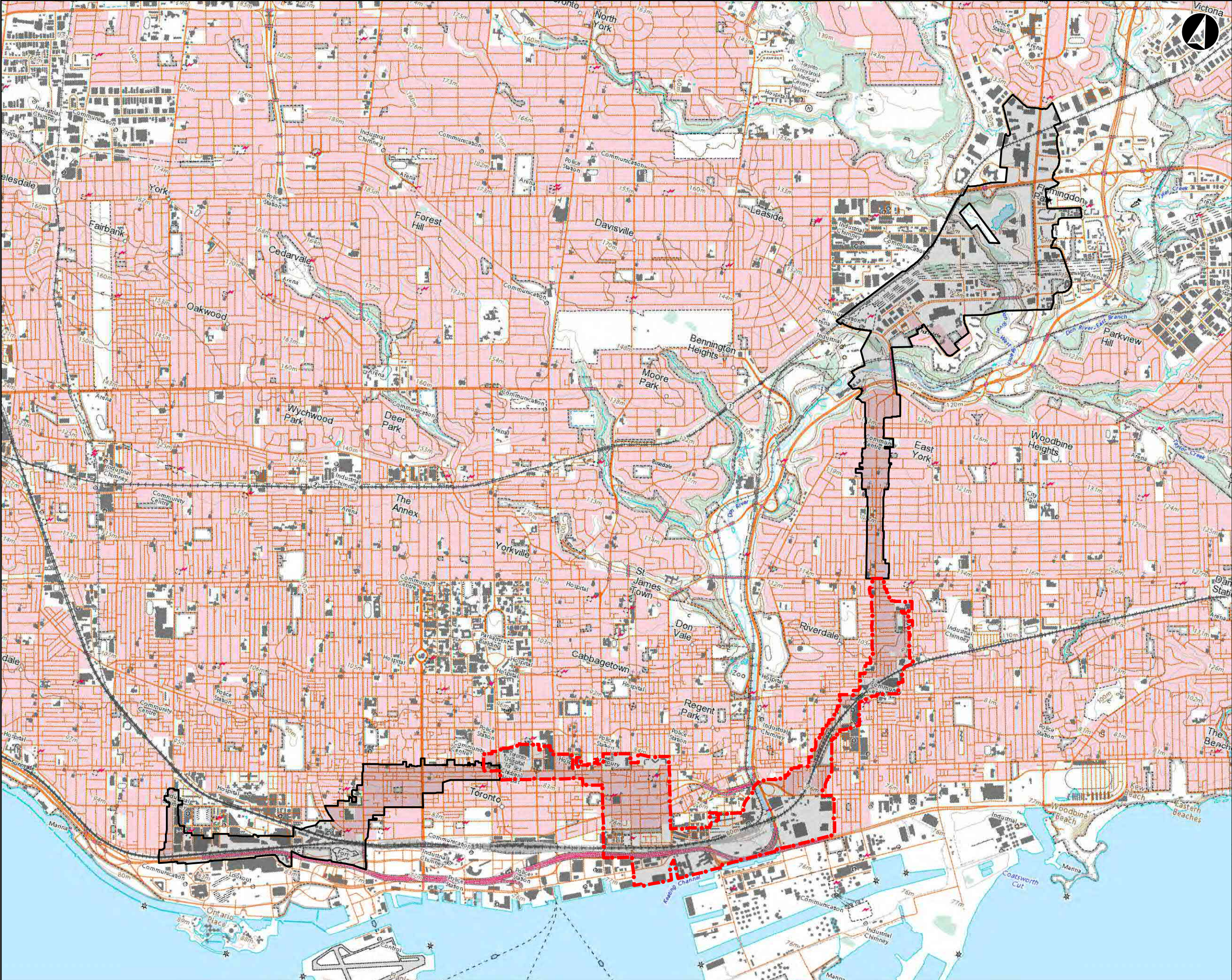
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Figure 1

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 Ontario Line South Study Area

 Ontario Line Study Area



Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Location of the Study Area

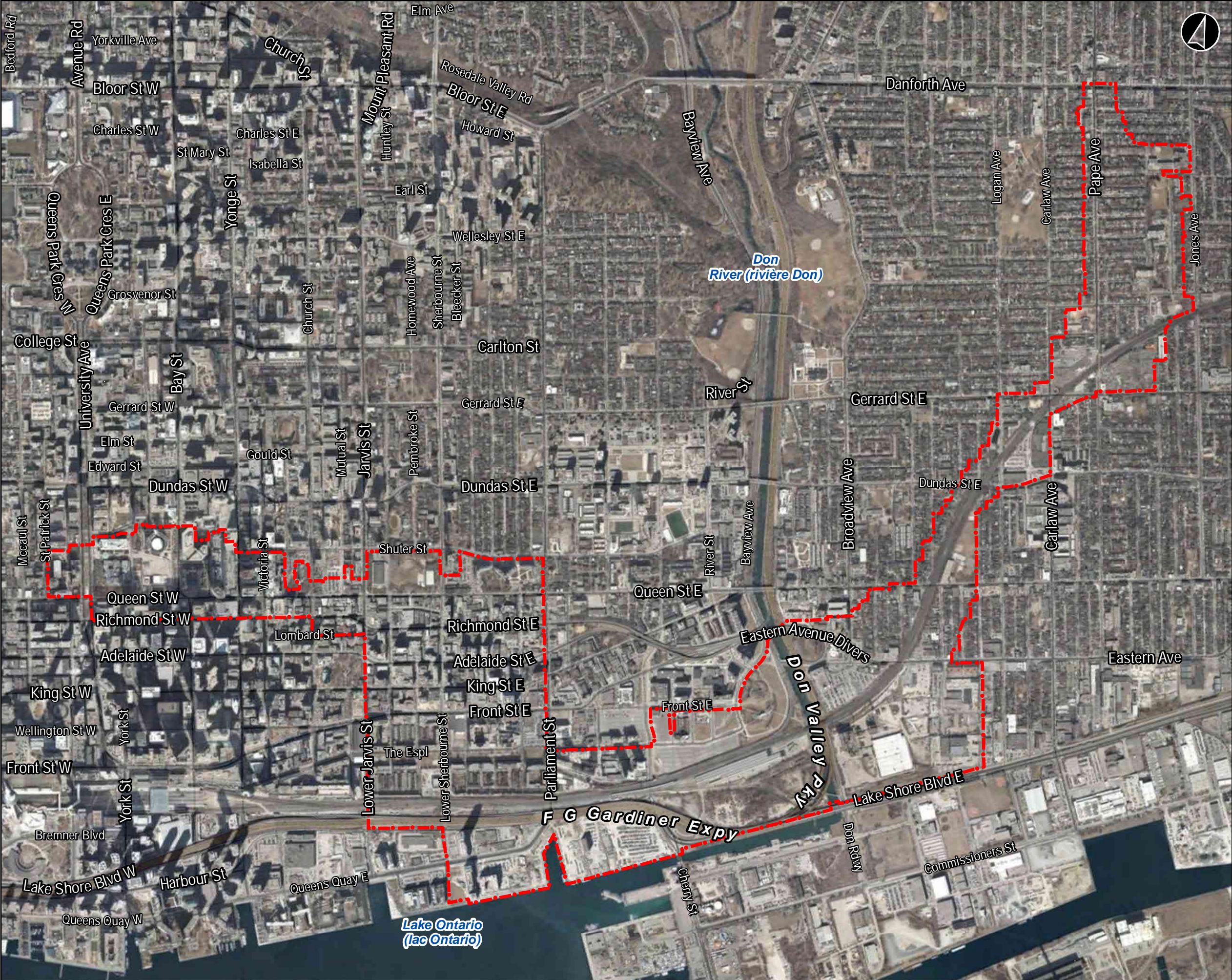
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Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

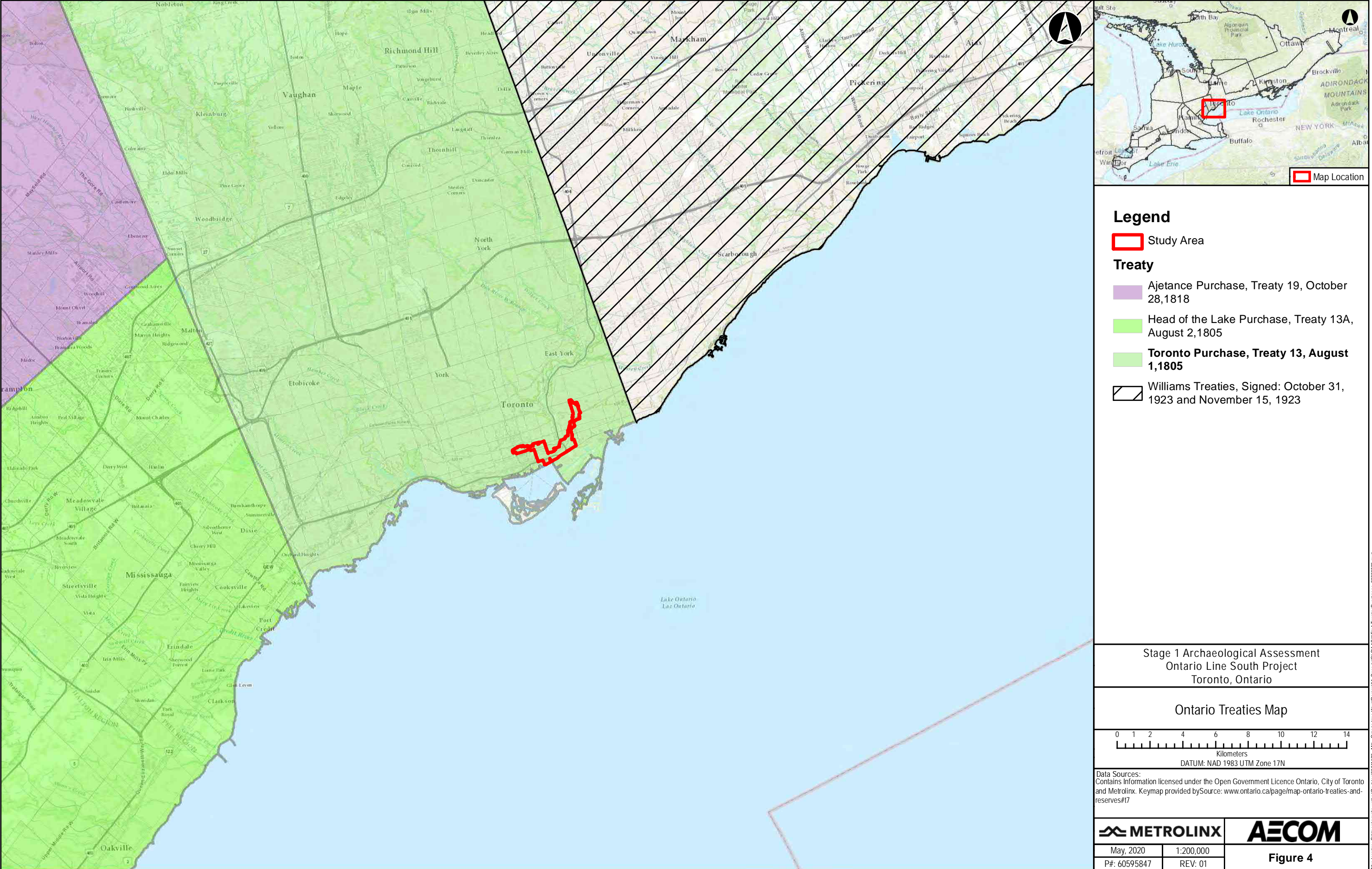
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Study Area

Treaty

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Head of the Lake Purchase, Treaty 13A, August 2, 1805

Toronto Purchase, Treaty 13, August 1, 1805

Williams Treaties, Signed: October 31, 1923 and November 15, 1923

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Ontario Treaties Map

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Kilometers

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Data Sources:
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Figure 4

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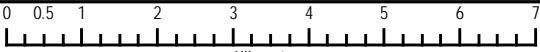
Map Location

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 Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Toronto Purchase in 1787



DATUM: NAD 1983 UTM Zone 17N

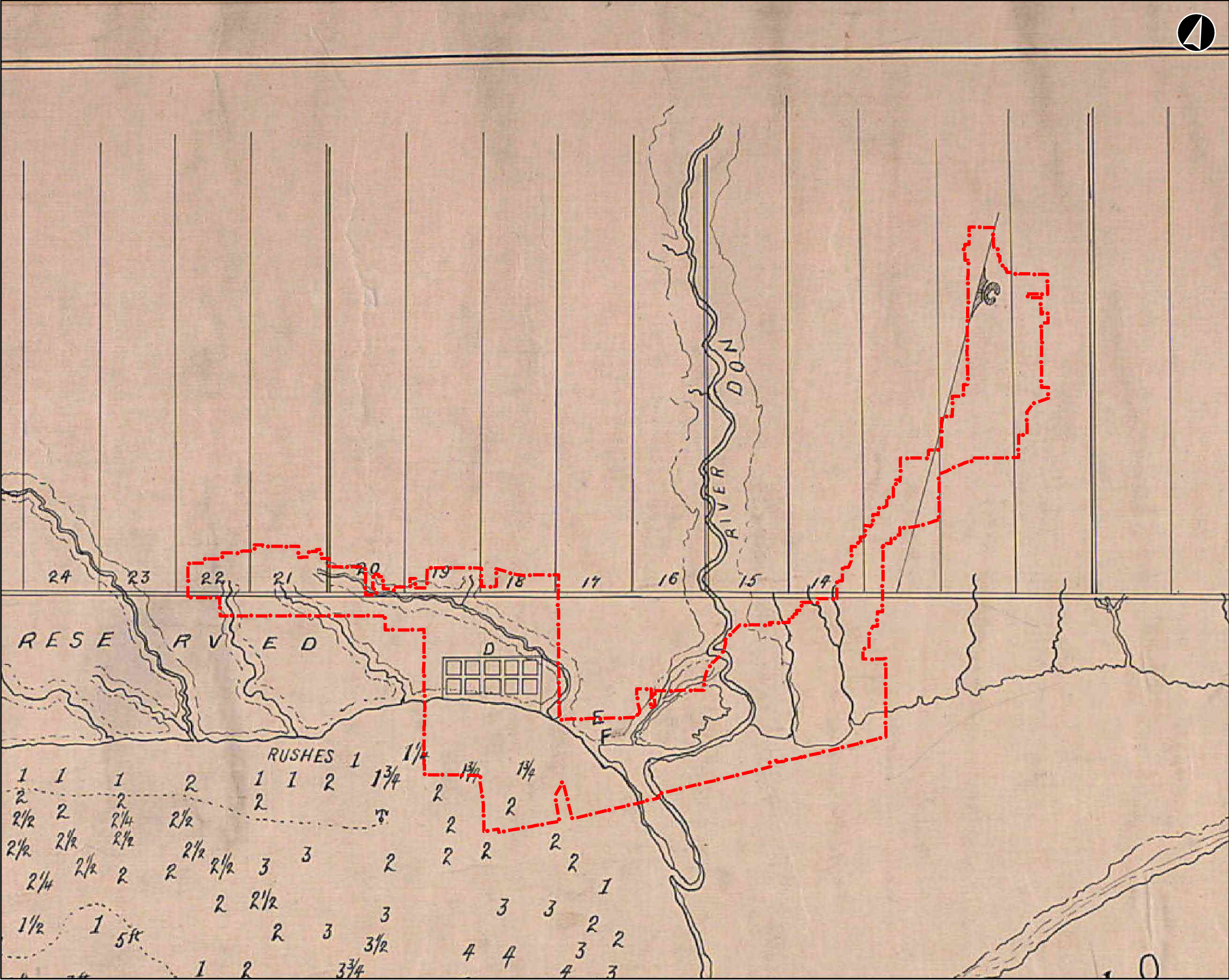
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Figure 5

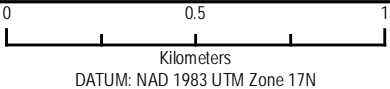


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 Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

1793 Aitken Plan of York Harbour
Surveyed by Order of Lt. Gov. Simcoe



Data Sources:
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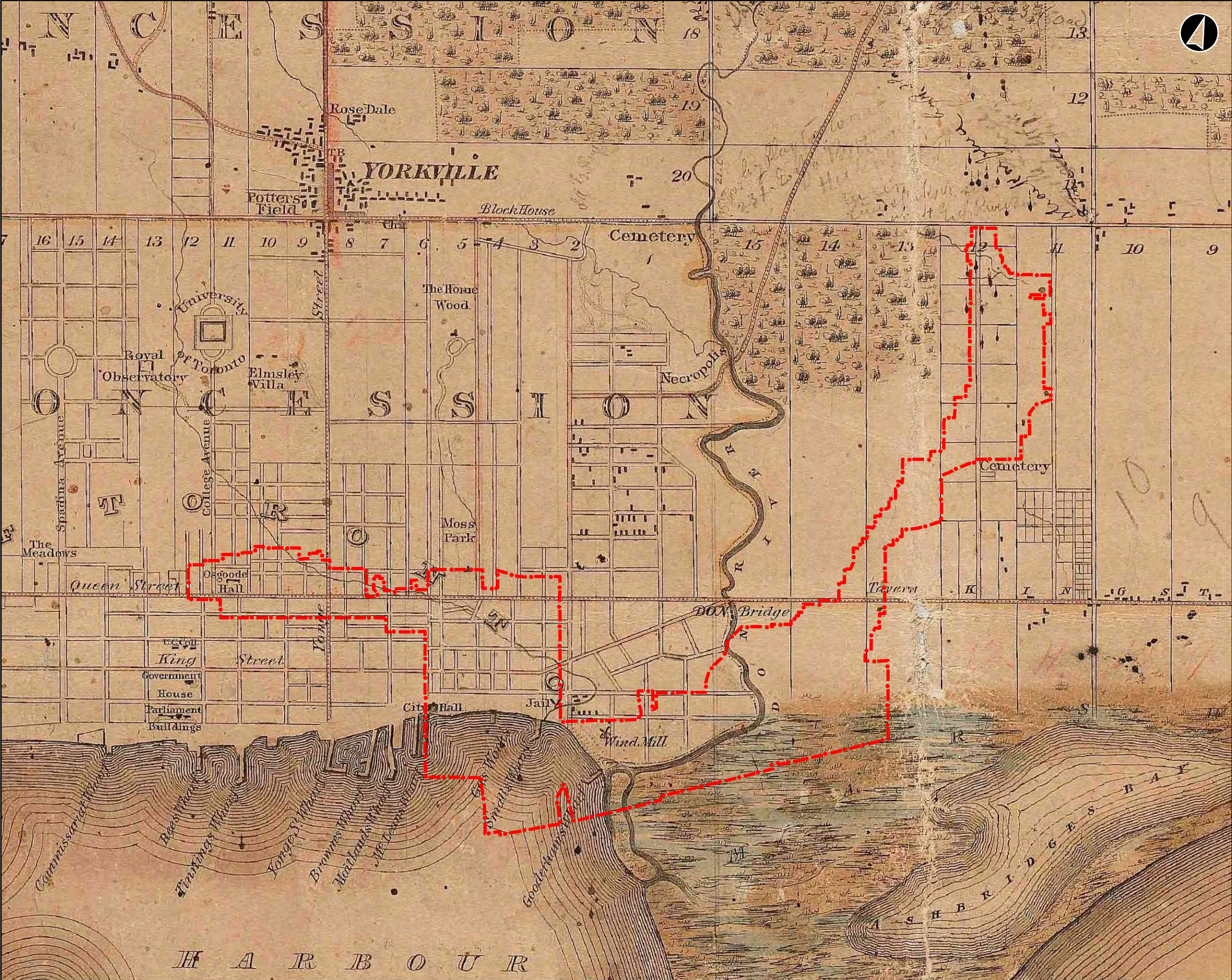
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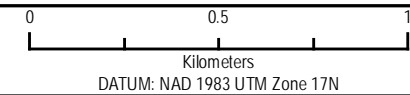
Figure 6



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Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

1851 Browne's Map of the
Township of York



Data Sources:
Contains information licensed under the Open Government Licence Ontario, City of Toronto and Metrolinx. Keymap provided by ESRI. 1851 - Map of the Township of York, County of York, Upper Canada. Lithographed by J. Ellis: Toronto

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Figure 7

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Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

1860 Tremaine Map of the
Township of York

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Kilometers

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Data Sources:
Contains information licensed under the Open Government Licence Ontario, City of Toronto
and Metrolinx. Keymap provided by ESRI. 1860 - Tremaine's Map of the County of York,
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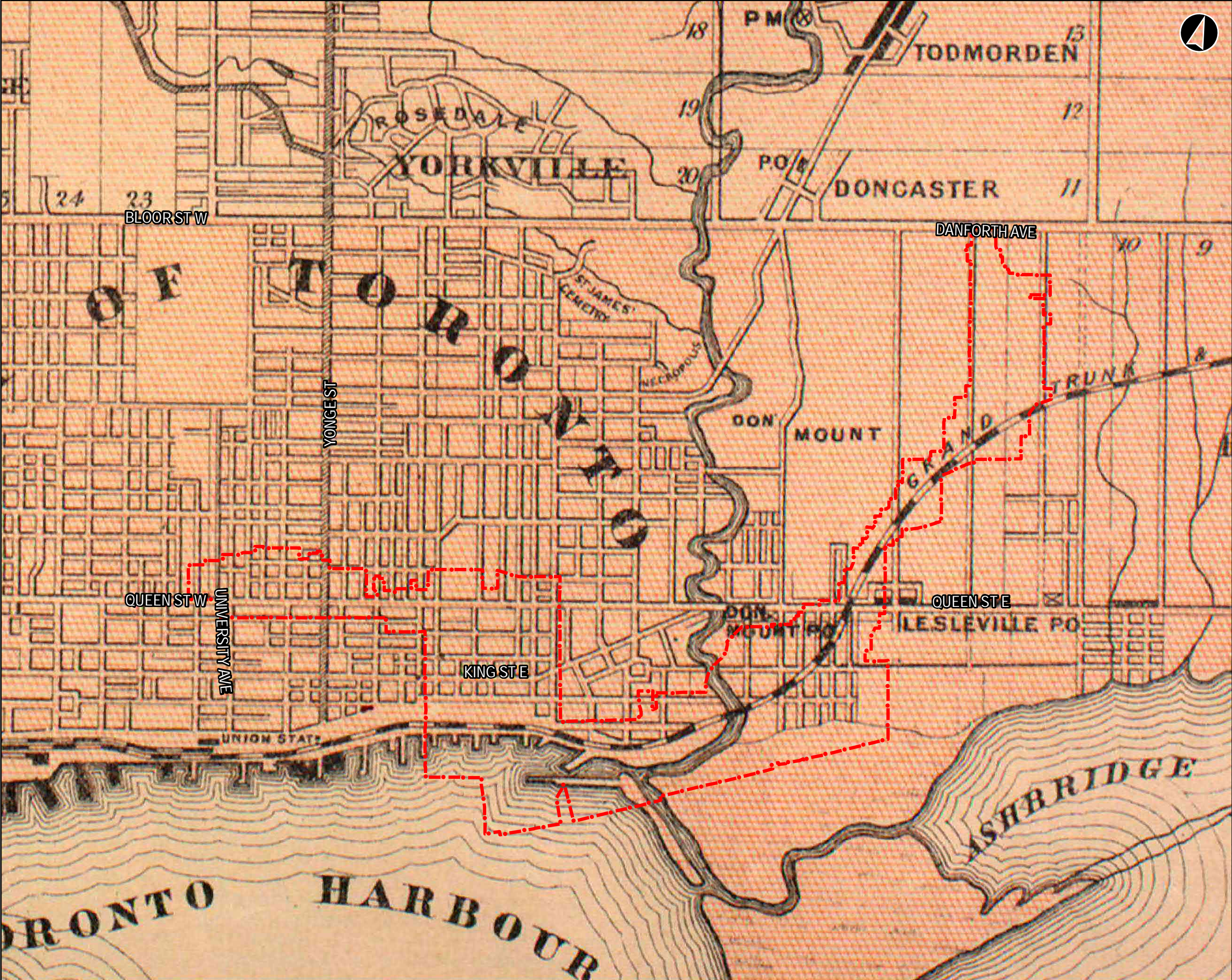
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Figure 8

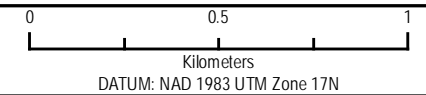
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[Red dashed line] Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

1878 Historic Atlas Map of the
Township of York South East (Miles & Co)

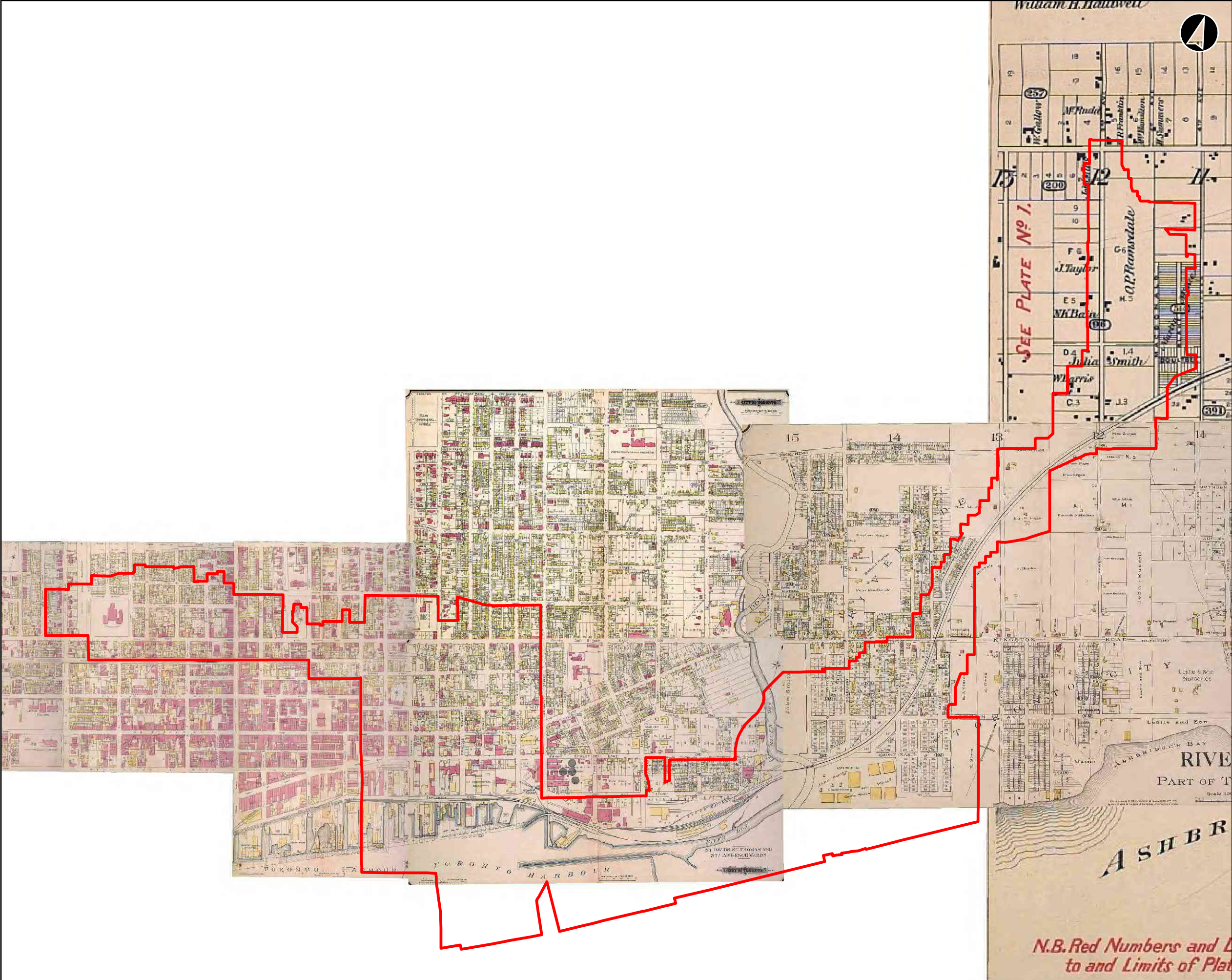


DATUM: NAD 1983 UTM Zone 17N

Data Sources:
Contains information licensed under the Open Government Licence Ontario, City of Toronto and Metrolinx. Keymap provided by ESRI. 1878 - Illustrated Historical Atlas of the County of York. Miles and Co. Toronto.

METROLINX		
May, 2020	1:20,000	
P#: 60595847	REV: 01	
Figure 9		

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Date saved: 5/20/2020 9:46:30 AM User Name: Amala Waller

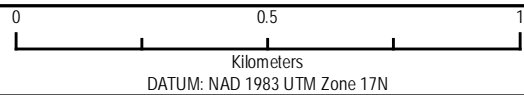


Legend

Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

1884 Goad Fire Insurance Plans
Toronto

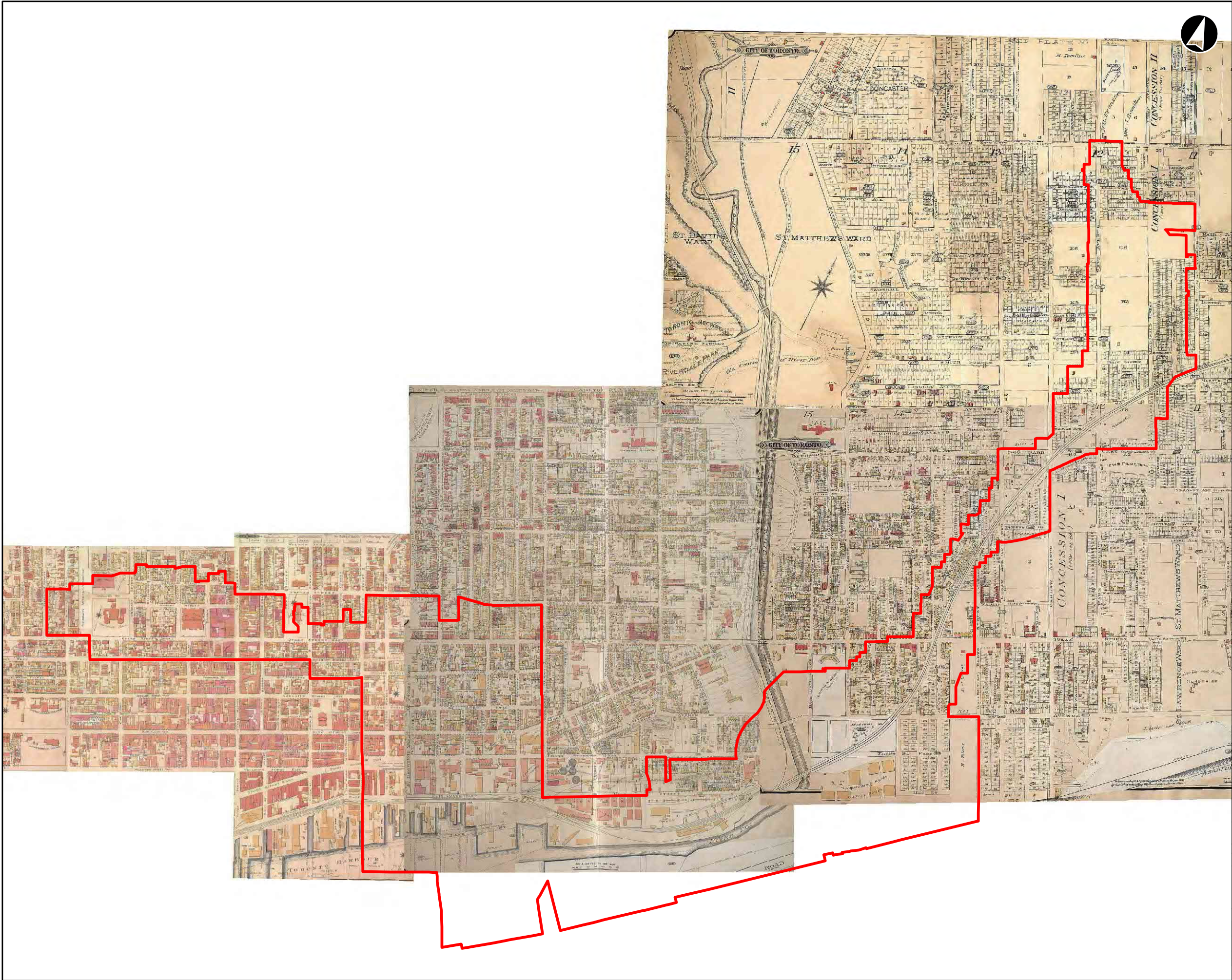


Data Sources:
Contains information licensed under the Open Government Licence Ontario, City of Toronto and Metrolinx. Keymap provided by ESRI.
(<http://goadstoronto.blogspot.com/2012/03/goads-atlas-1884-toronto-fire-insurance.html>)


May, 2020	1:15,000	
P#: 60595847	REV: 01	

Figure 10

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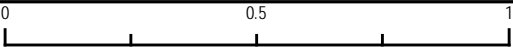


Legend

 Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

1889 Goad Fire Insurance Plans
Toronto



DATUM: NAD 1983 UTM Zone 17N

Data Sources:
Contains Information licensed under the Open Government Licence Ontario, City of Toronto and Metrolinx. Keymap provided by ESRI. (<http://goadstoronto.blogspot.com/2012/03/1899-toronto-fire-insurance-map.html>)



May, 2020

1:15,000


P#: 60595847

REV: 01

Figure 11

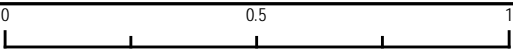


Legend

 Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Historic Aerial
1939



DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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and Metrolinx. Keymap provided by ESRI. Imagery - 1939,
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May, 2020

1:15,000

P#: 60595847


REV: 01

Figure 12



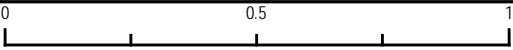
Map Location

Legend

 Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Historic Aerial
1954



DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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and Metrolinx. Keymap provided by ESRI. Imagery - 1954,
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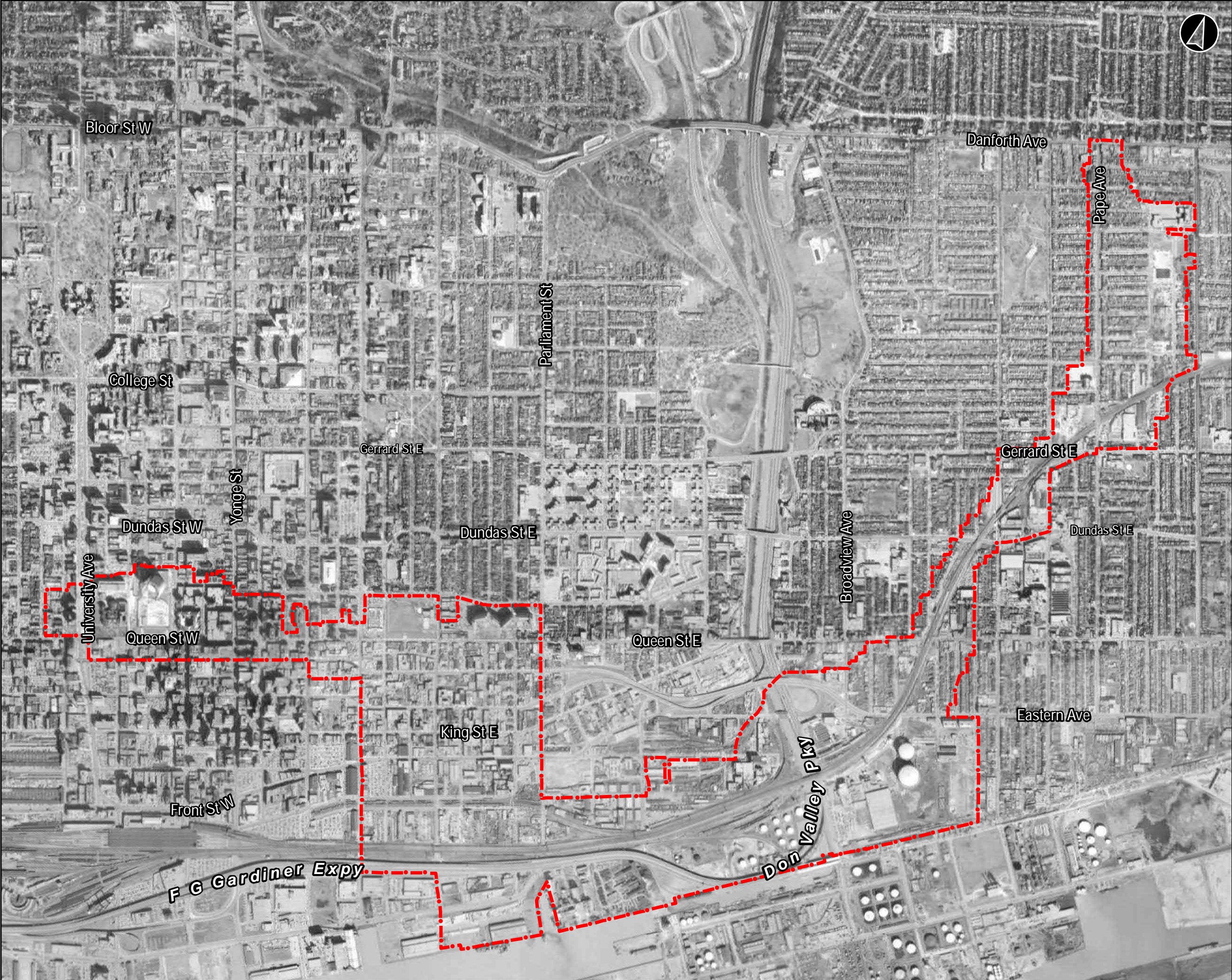


May, 2020
P#: 60595847


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REV: 01

Figure 13

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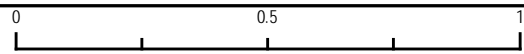


Legend

 Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Historic Aerial
1965



DATUM: NAD 1983 UTM Zone 17N

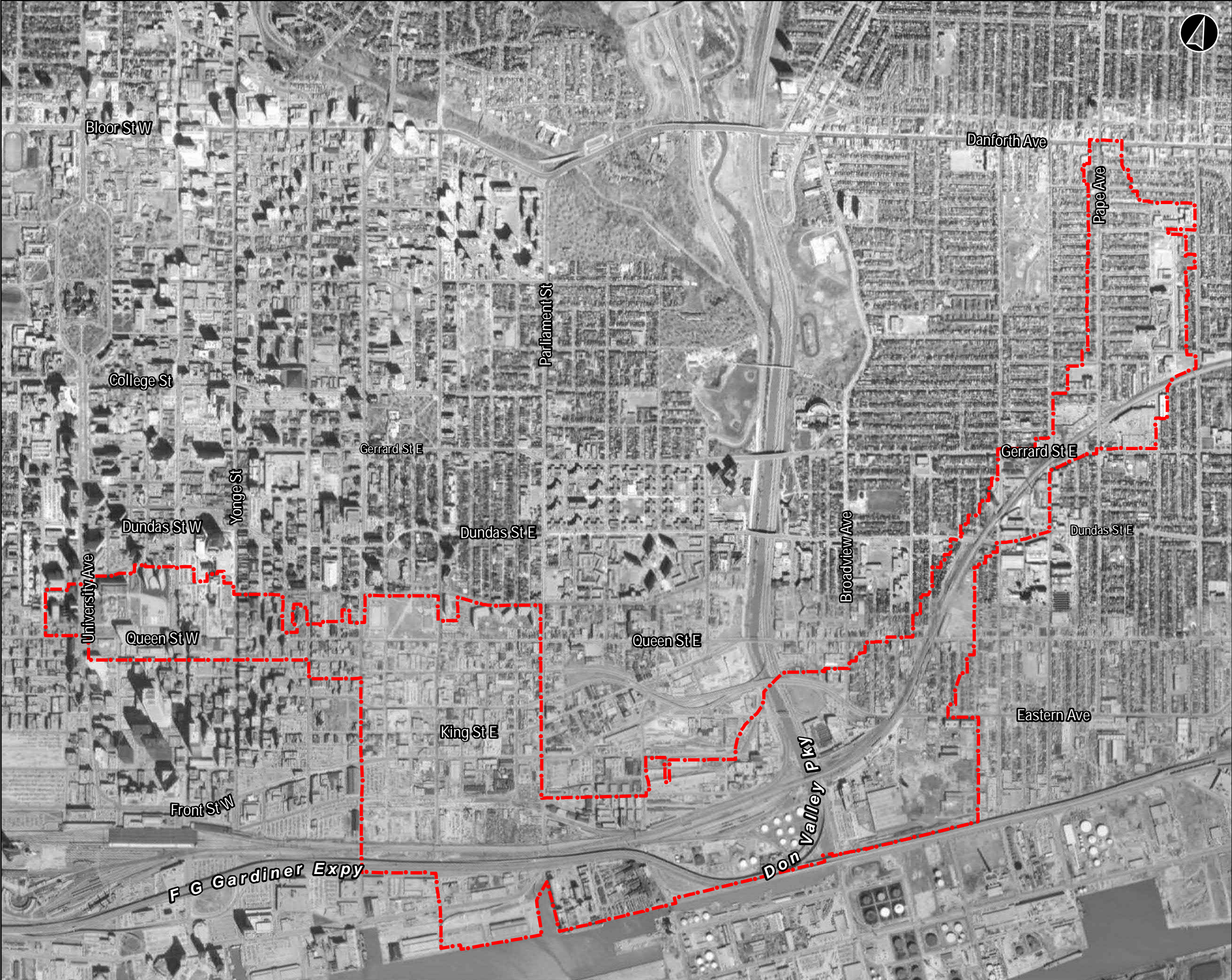
Data Sources:
Contains information licensed under the Open Government Licence Ontario, City of Toronto and Metrolinx. Keymap provided by ESRI. Imagery - 1965,
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May, 2020	1:15,000
P#: 60595847	REV: 01

Figure 14

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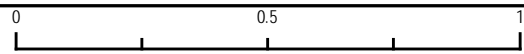


Legend

 Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Historic Aerial
1978



DATUM: NAD 1983 UTM Zone 17N

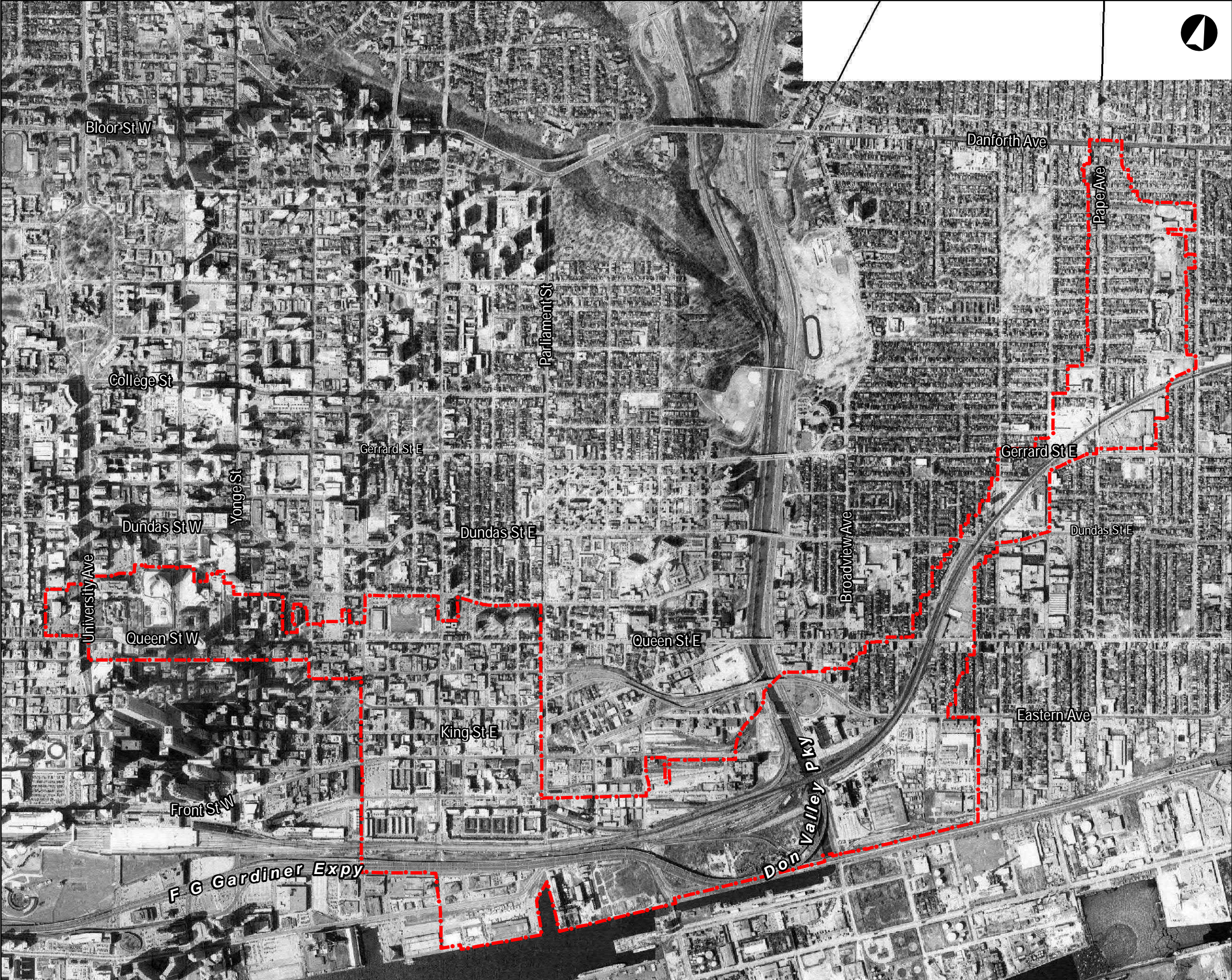
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P#: 60595847

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Figure 15

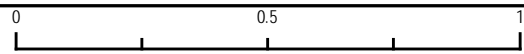


Legend

 Study Area

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Historic Aerial
1992



DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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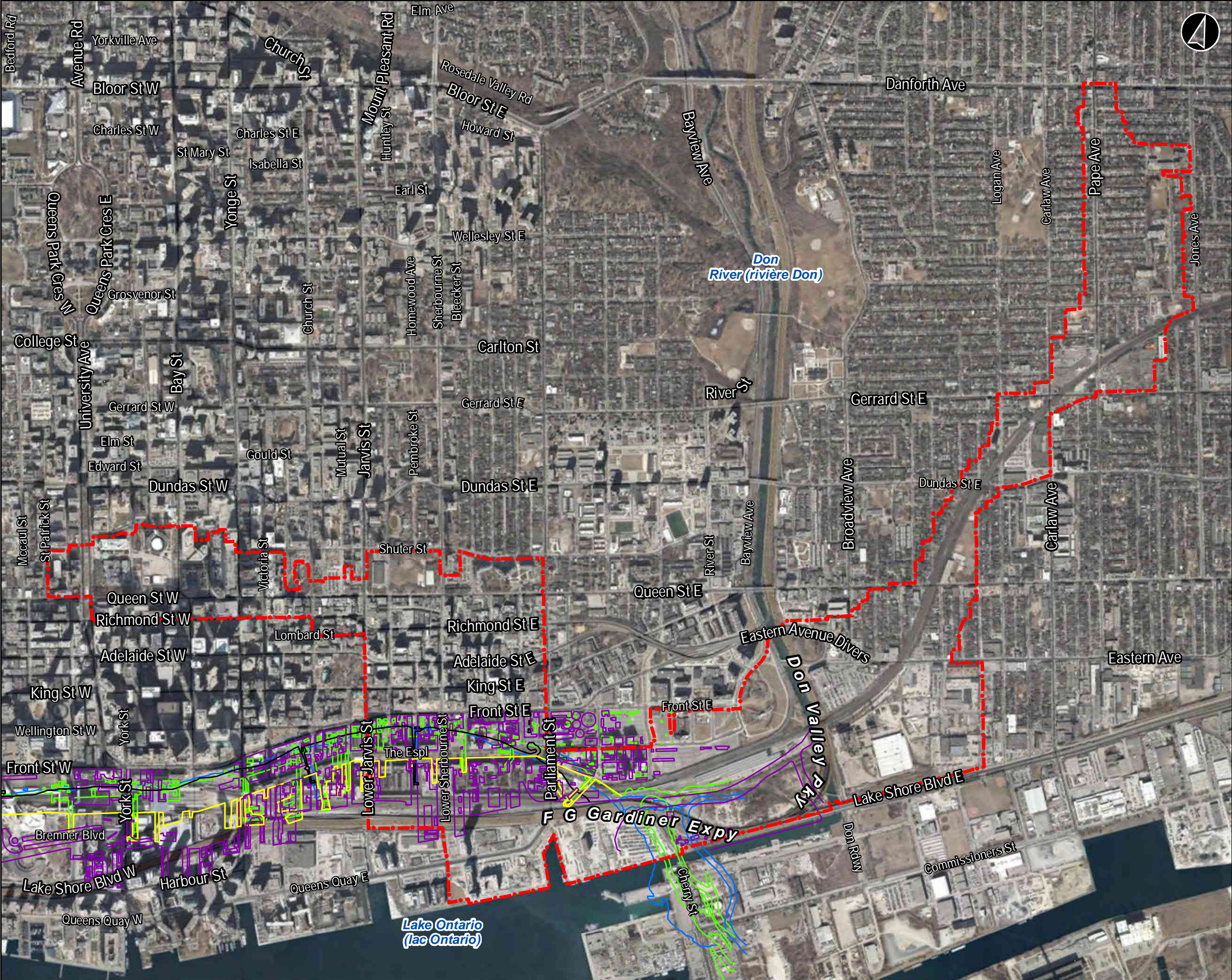


May, 2020
P#: 60595847

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Figure 16

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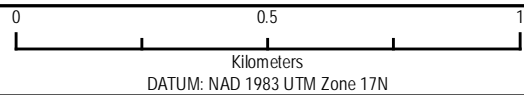
Map Location

Legend

- Study Area
- Phillpotts - 1818
- Chewett - 1827
- Dennis Flemming - 1851
- 1871
- Goad - 1910

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Historic Shorelines



Data Sources:
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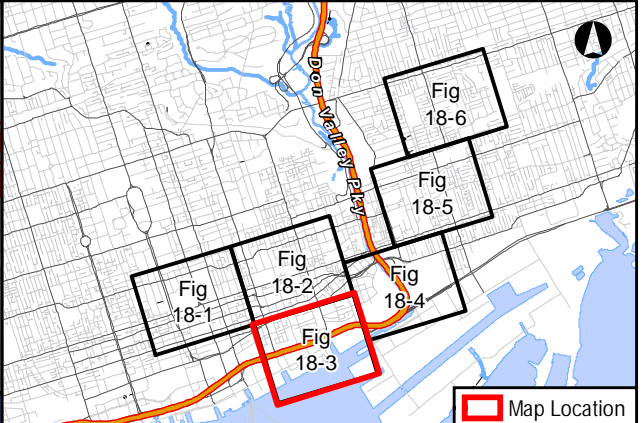


May, 2020
P#: 60595847

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REV: 01

Figure 17

Map location: C:\Users\amalia.waller\Desktop\60595847\172 - MX - Ontario Line West\Design\01_Reports\OOLS\AS\Fig17-HistoricShorelines_20200520.mxd
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Legend

Study Area

Stage 1 Complete, Further Work Required

Stage 1 Complete, Further Work Required - Deeply Buried

Stage 3 Complete, Further Work Required

Previously Assessed, Further Work Required

Previously Assessed, No Further Work Required

Waterfront Toronto Archaeological Conservation and Management Plan

Central Waterfront Archaeological Master Plan

Archaeological

1 - ASI 2003b

2 - ASI 2007b

3 - ASI 2008a

4 - Archeoworks 2009

5 - ARA Ltd. 2015

6 - AECOM 2016

7 - AECOM 2016

8 - AECOM 2016

9 - ASI 2017b

10 - The Archaeologists Inc. 2017

11 - ASI 2017

12 - ASI 2017

13 - TLA 2018

14 - AECOM 2018

15 - AECOM 2018

16 - Stantec 2019

17 - The Archaeologists Inc. 2019

18 - ASI 2013

19 - Golder 2018

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Previous Archaeological Assessments

0 25 50 100 150 200 250 300

Meters

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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May, 2020

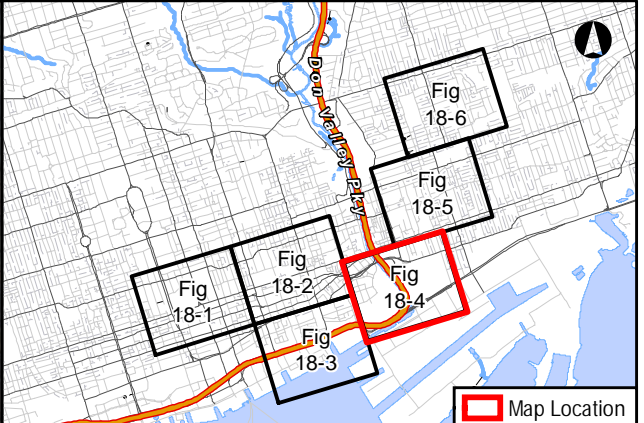
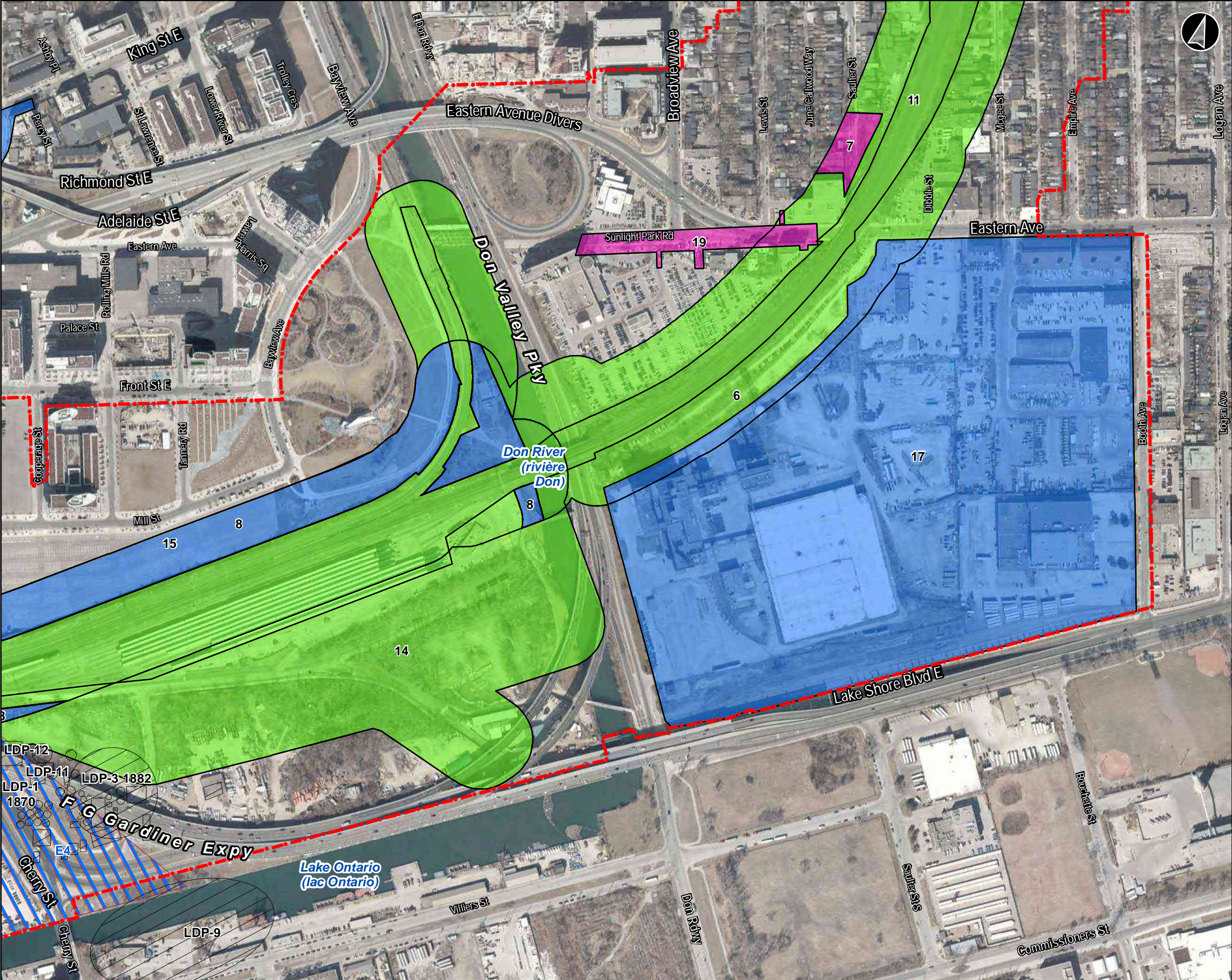
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P#: 60595847

REV: 01

Figure 18-3

Map location: C:\Users\amalia.walker\Desktop\60595847\173 - MX - Ontario Line West\Design\01_Reports\OLSA\ASI\Fig 18-Previously Assessed_20200620.mxd
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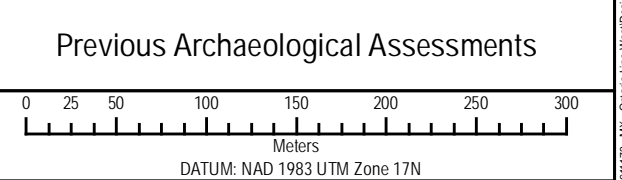
Legend

- Study Area
- Stage 1 Complete, Further Work Required
- Stage 1 Complete, Further Work Required - Deeply Buried
- Stage 3 Complete, Further Work Required
- Previously Assessed, Further Work Required
- Previously Assessed, No Further Work Required
- Waterfront Toronto Archaeological Conservation and Management Plan
- Central Waterfront Archaeological Master Plan

Archaeological

1 - ASI 2003b	11 - ASI 2017
2 - ASI 2007b	12 - ASI 2017
3 - ASI 2008a	13 - TLA 2018
4 - Archeoworks 2009	14 - AECOM 2018
5 - ARA Ltd. 2015	15 - AECOM 2018
6 - AECOM 2016	16 - Stantec 2019
7 - AECOM 2016	17 - The Archaeologists Inc. 2019
8 - AECOM 2016	18 - ASI 2013
9 - ASI 2017b	19 - Golder 2018
10 - The Archaeologists Inc. 2017	

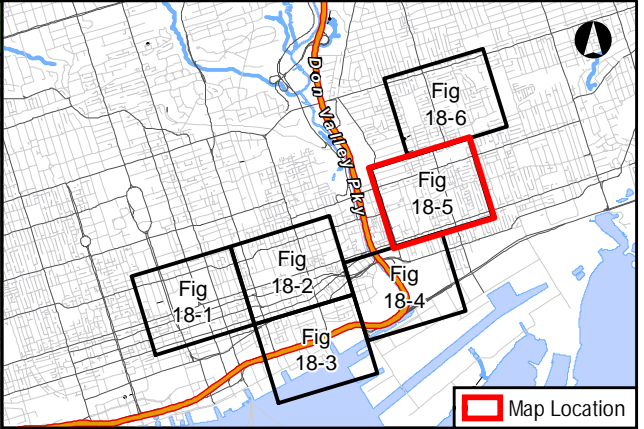
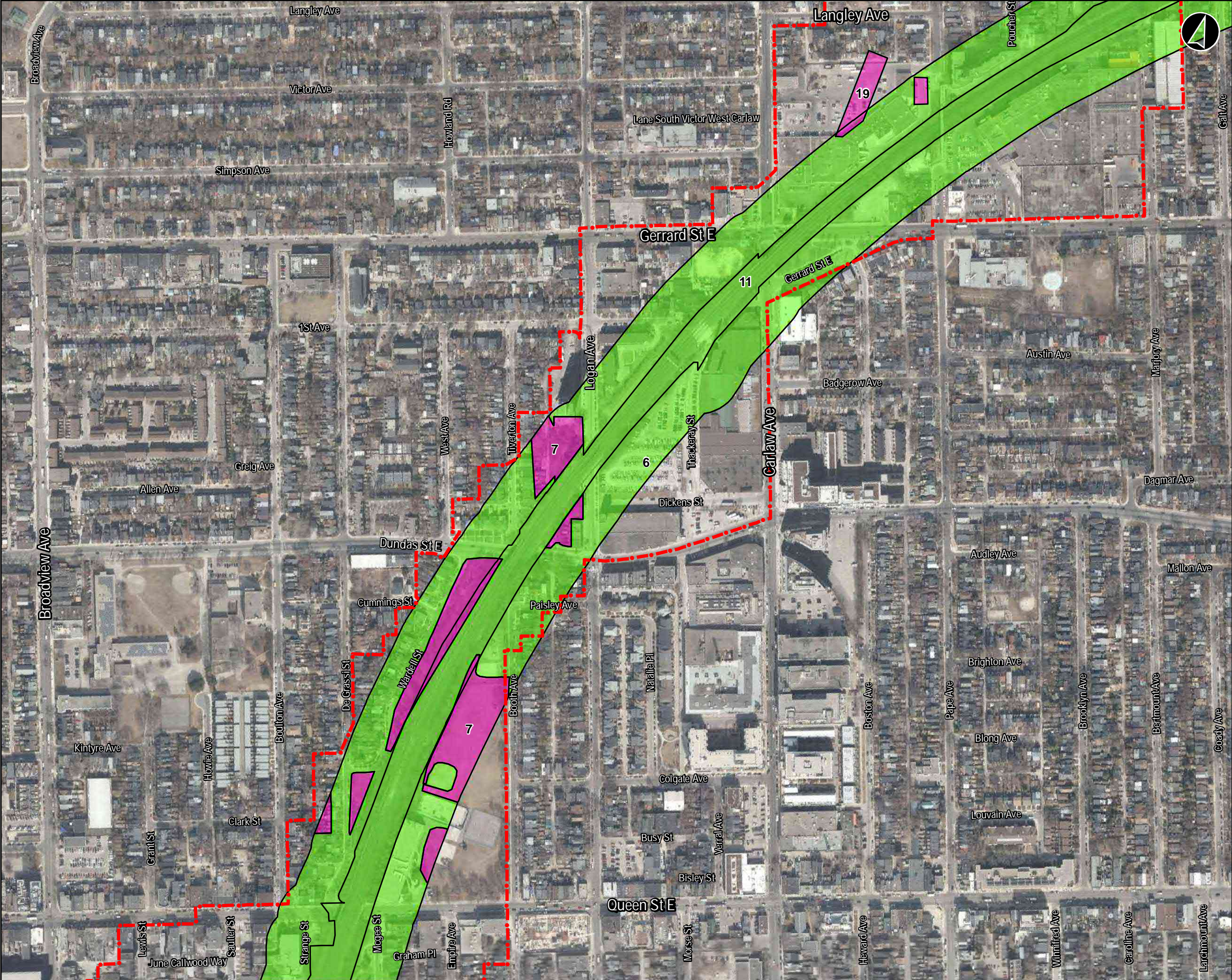
Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario



Data Sources:
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METROLINX		AECOM
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P#: 60595847	REV: 01	Figure 18-4

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Date saved: 5/20/2020 3:11:03 PM User Name: Amalia Walker



Legend

Study Area

Stage 1 Complete, Further Work Required

Stage 1 Complete, Further Work Required
- Deeply Buried

Stage 3 Complete, Further Work Required

Previously Assessed, Further Work
Required

Previously Assessed, No Further Work
Required

Waterfront Toronto Archaeological
Conservation and Management Plan

Central Waterfront Archaeological Master
Plan

Archaeological

1 - ASI 2003b	11 - ASI 2017
2 - ASI 2007b	12 - ASI 2017
3 - ASI 2008a	13 - TLA 2018
4 - Archeoworks 2009	14 - AECOM 2018
5 - ARA Ltd. 2015	15 - AECOM 2018
6 - AECOM 2016	16 - Stantec 2019
7 - AECOM 2016	17 - The Archaeologists Inc. 2019
8 - AECOM 2016	18 - ASI 2013
9 - ASI 2017b	19 - Golder 2018
10 - The Archaeologists Inc. 2017	

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Previous Archaeological Assessments

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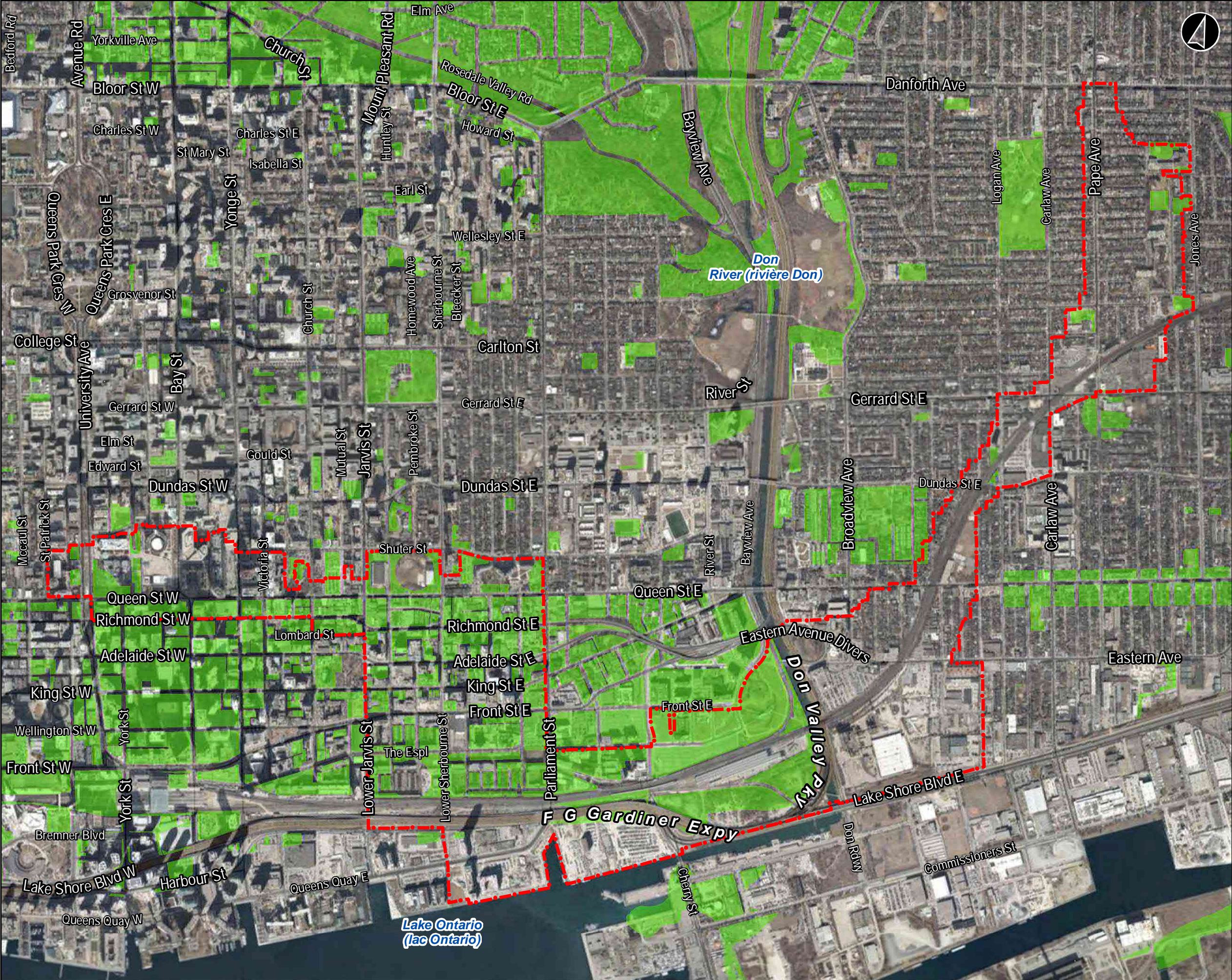
Meters

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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May, 2020	1:4,200	Figure 18-5
P#: 60595847	REV: 01	

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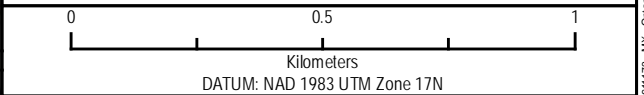


Legend

- Study Area
- Archaeological Potential, City of Toronto Archaeological Potential Map

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

City of Toronto Archaeological Potential

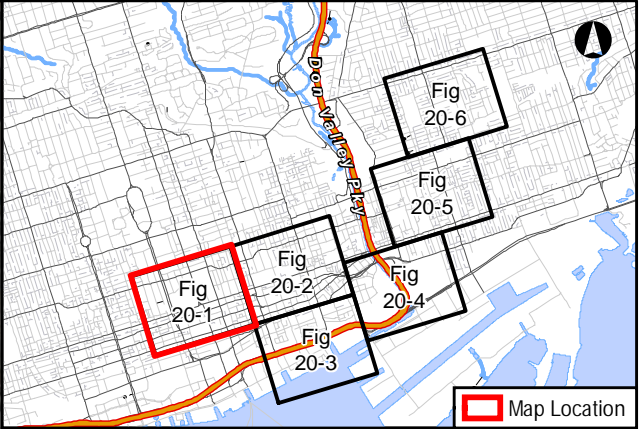
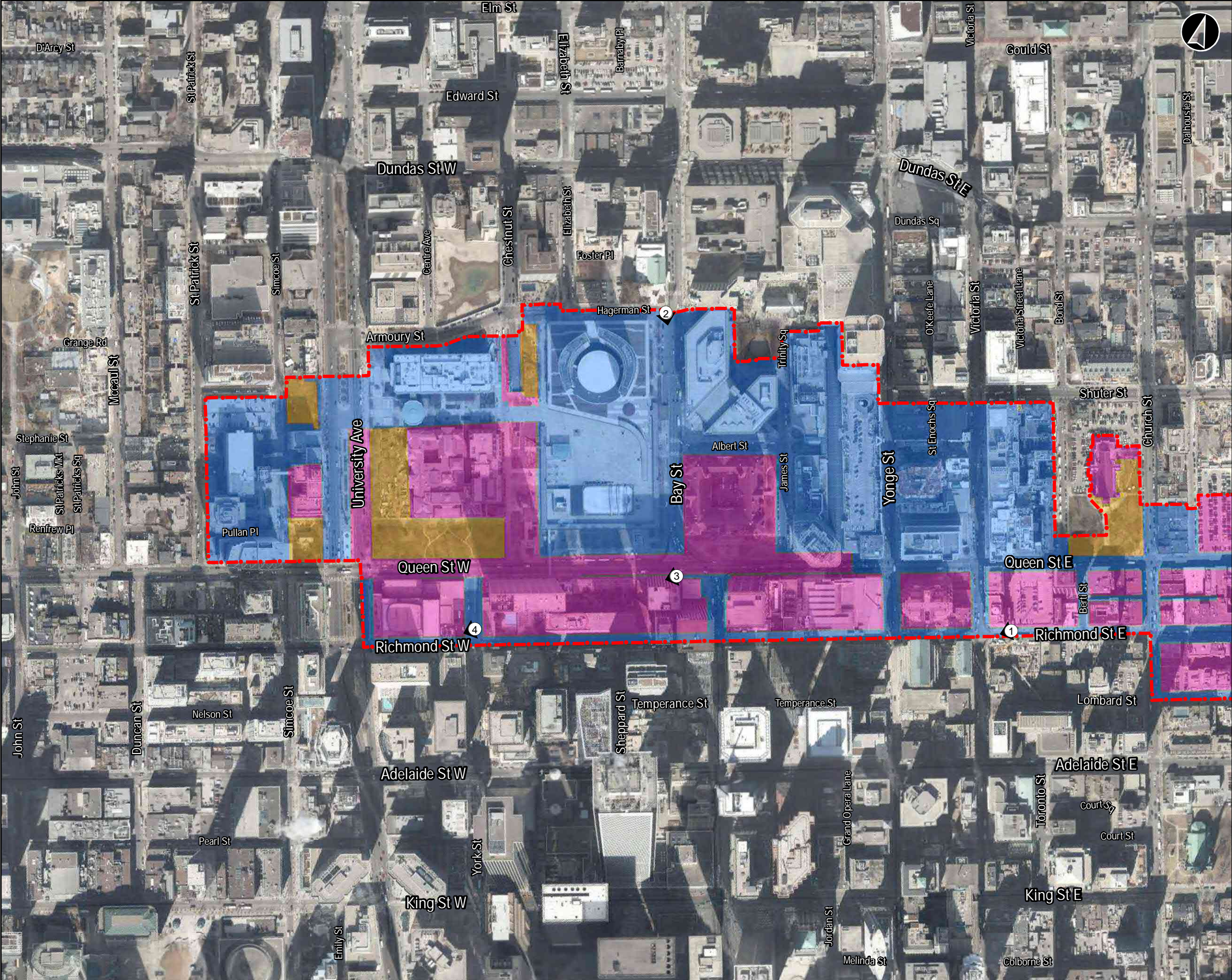


Data Sources:
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May, 2020	1:15,000	
P#: 60595847	REV: 01	

Figure 19

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Date saved: 5/20/2020 1:02:17 AM User Name: Amala Walker



Legend

Photo Location and Direction

Study Area

Previously Assessed - Cleared of Archaeological Concerns

Moderate to High Archaeological Potential
- Test Pit Survey

Moderate to High Archaeological Potential
- Deeply Buried Potential

Low Archaeological Potential

Cemetery Location

1 - Jones Avenue Cemetery

2 - Old Presbyterian Burying Ground/
Duchess Street Burial Ground

3 - Ridout Family Burying Ground

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Results of Stage 1 Archaeological Assessment

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Meters

DATUM: NAD 1983 UTM Zone 17N

May, 2020

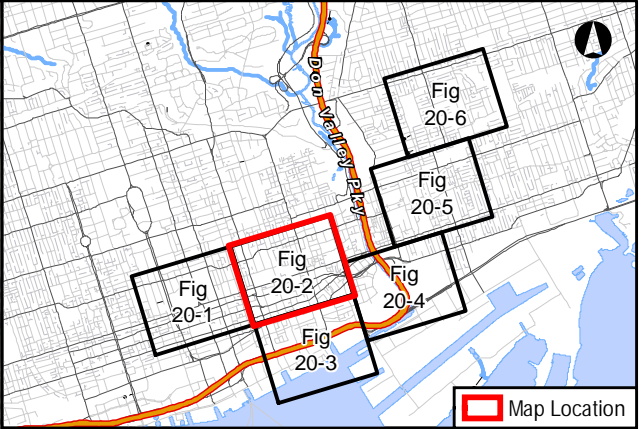
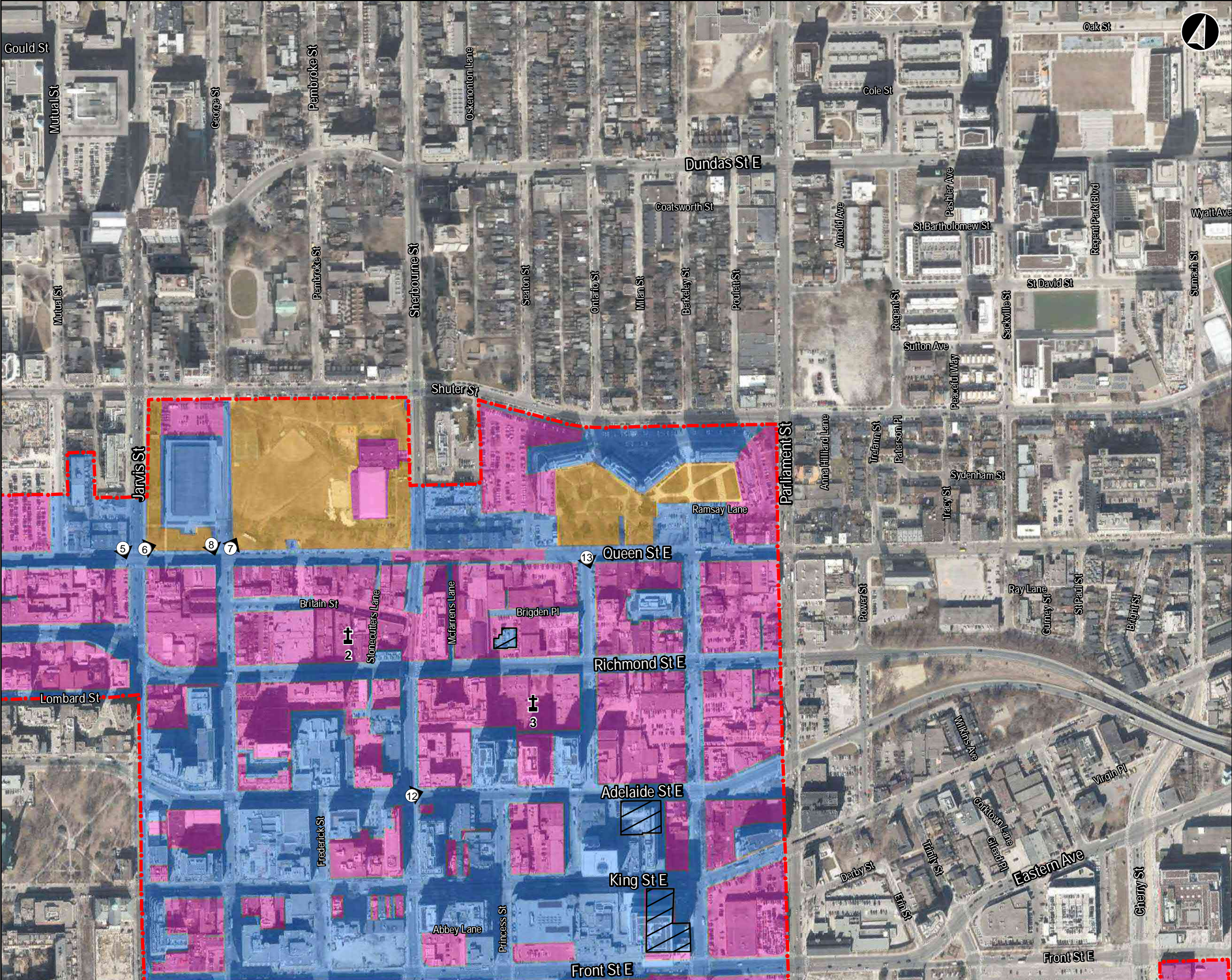
P#: 60595847

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REV: 01

Figure 20-1

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Date saved: 5/19/2020 4:20:31 PM User Name: Amalia Walker



- Legend**
- Photo Location and Direction
 - Study Area
 - Previously Assessed - Cleared of Archaeological Concerns
 - Moderate to High Archaeological Potential - Test Pit Survey
 - Moderate to High Archaeological Potential - Deeply Buried Potential
 - Low Archaeological Potential
 - Cemetery Location
 - 1 - Jones Avenue Cemetery
 - 2 - Old Presbyterian Burying Ground/ Duchess Street Burial Ground
 - 3 - Ridout Family Burying Ground

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Results of Stage 1 Archaeological Assessment

0 25 50 100 150 200 250 300

Meters

DATUM: NAD 1983 UTM Zone 17N

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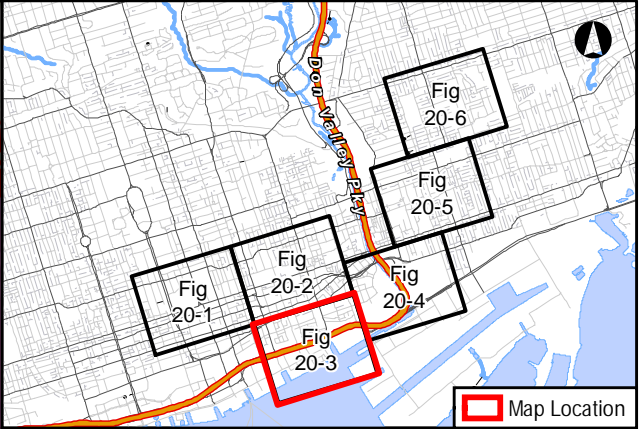
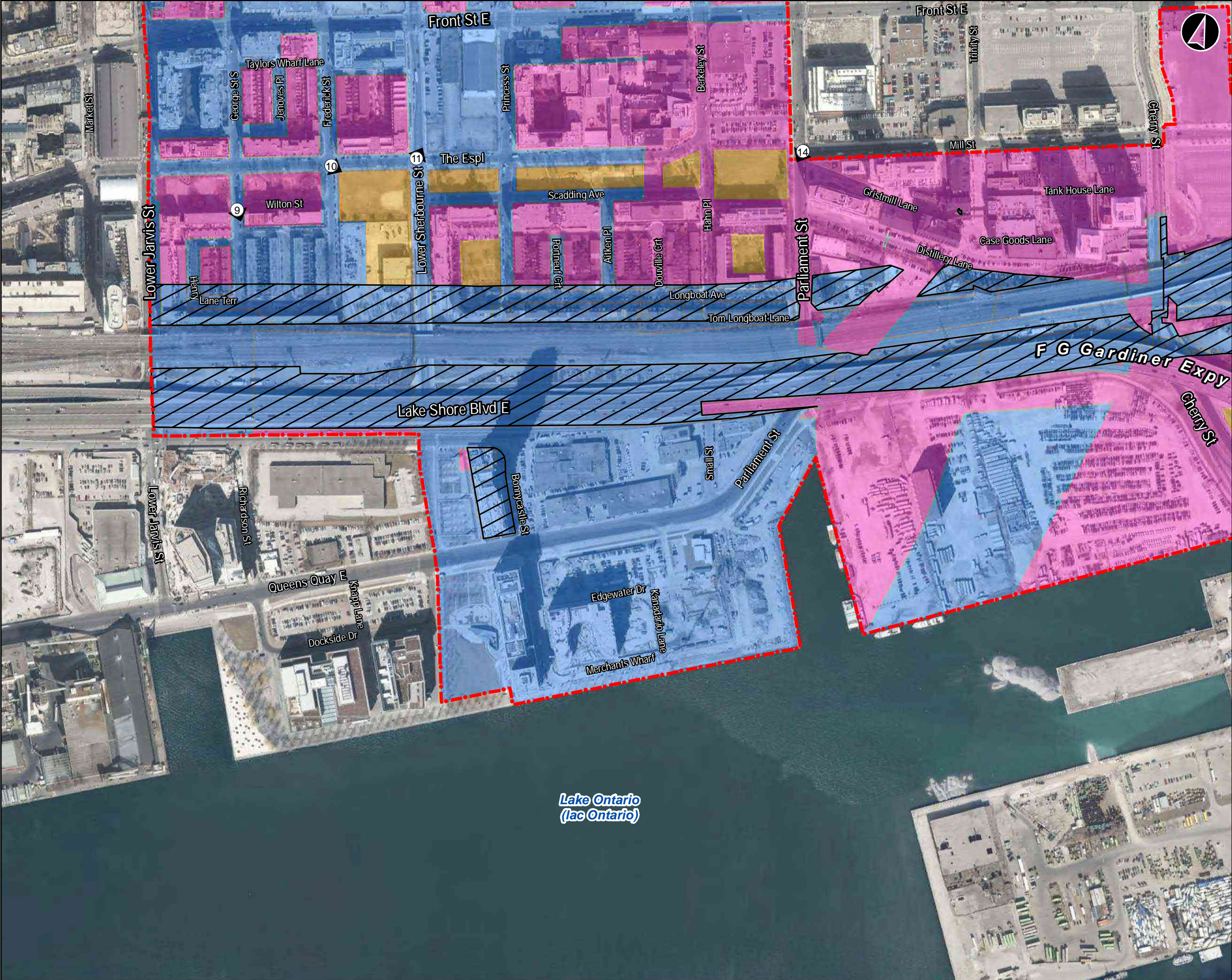
AECOM

May, 20201:4,200

P#: 60595847REV: 01

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- Legend**
- Photo Location and Direction
 - Study Area
 - Previously Assessed - Cleared of Archaeological Concerns
 - Moderate to High Archaeological Potential - Test Pit Survey
 - Moderate to High Archaeological Potential - Deeply Buried Potential
 - Low Archaeological Potential
 - Cemetery Location
 - 1 - Jones Avenue Cemetery
 - 2 - Old Presbyterian Burying Ground/ Duchess Street Burial Ground
 - 3 - Ridout Family Burying Ground

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Results of Stage 1 Archaeological Assessment

02550100150200250300

Meters

DATUM: NAD 1983 UTM Zone 17N

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METROLINX

AECOM

May, 2020

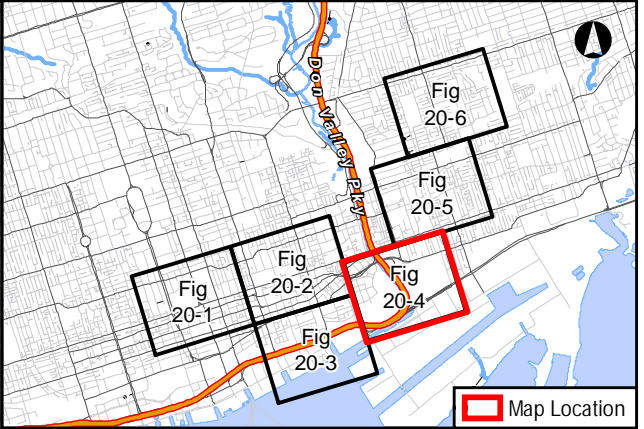
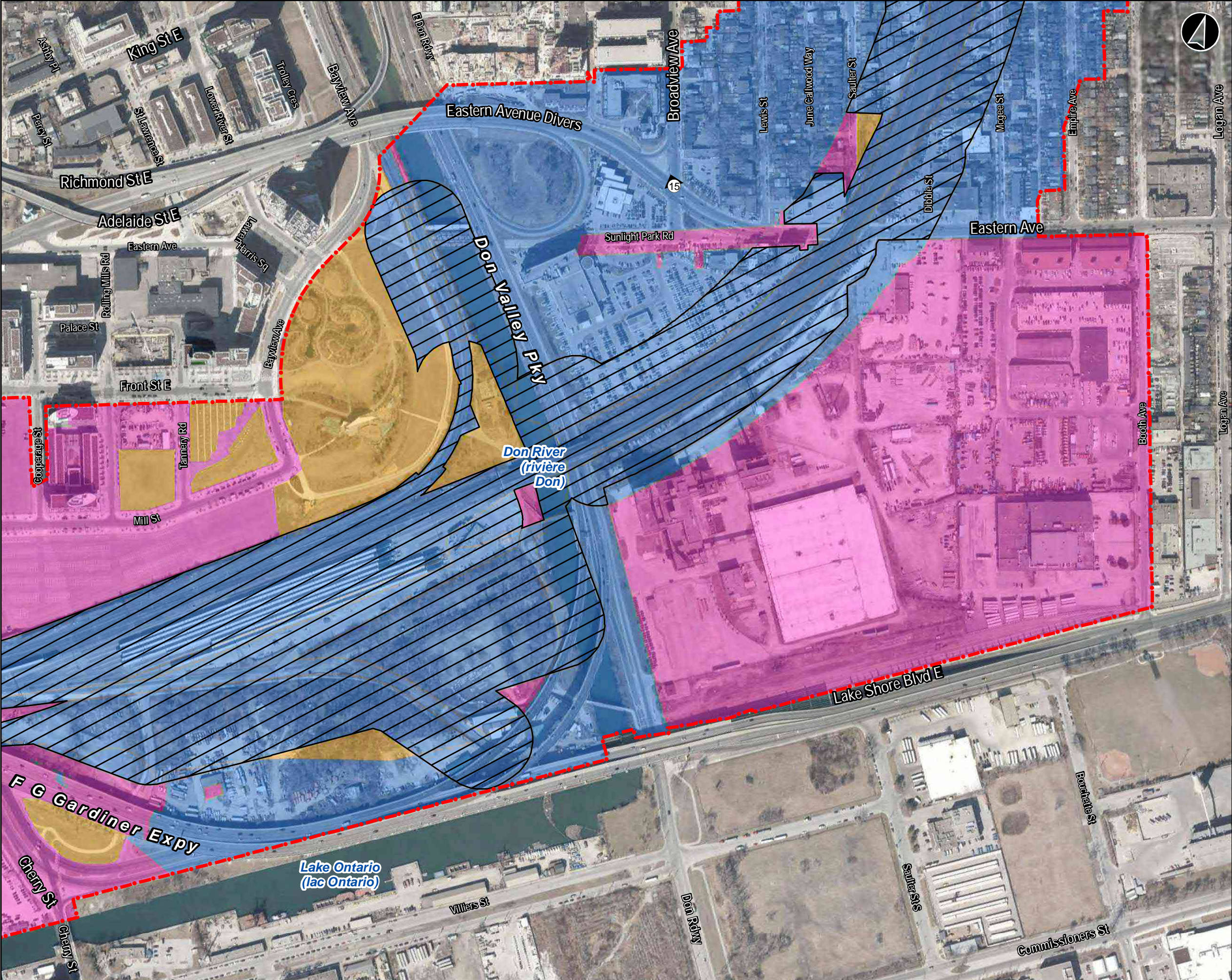
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P#: 60595847

REV: 01

Figure 20-3

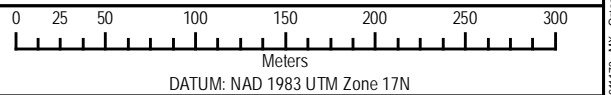
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Date Saved: 5/19/2020 4:20:31 PM User Name: Amalia Valter



- Legend**
- Photo Location and Direction
 - Study Area
 - Previously Assessed - Cleared of Archaeological Concerns
 - Moderate to High Archaeological Potential - Test Pit Survey
 - Moderate to High Archaeological Potential - Deeply Buried Potential
 - Low Archaeological Potential
 - Cemetery Location
 - 1 - Jones Avenue Cemetery
 - 2 - Old Presbyterian Burying Ground/ Duchess Street Burial Ground
 - 3 - Ridout Family Burying Ground

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

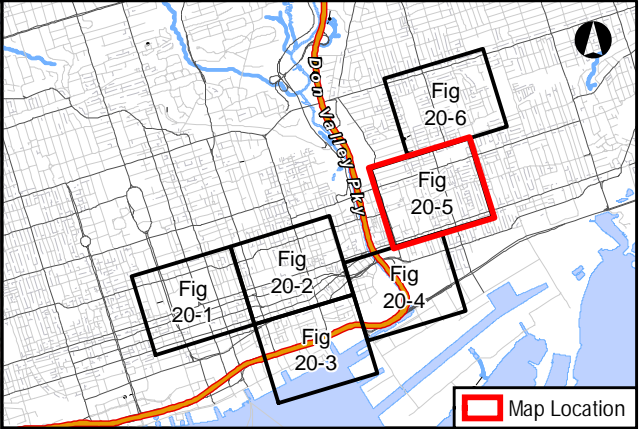
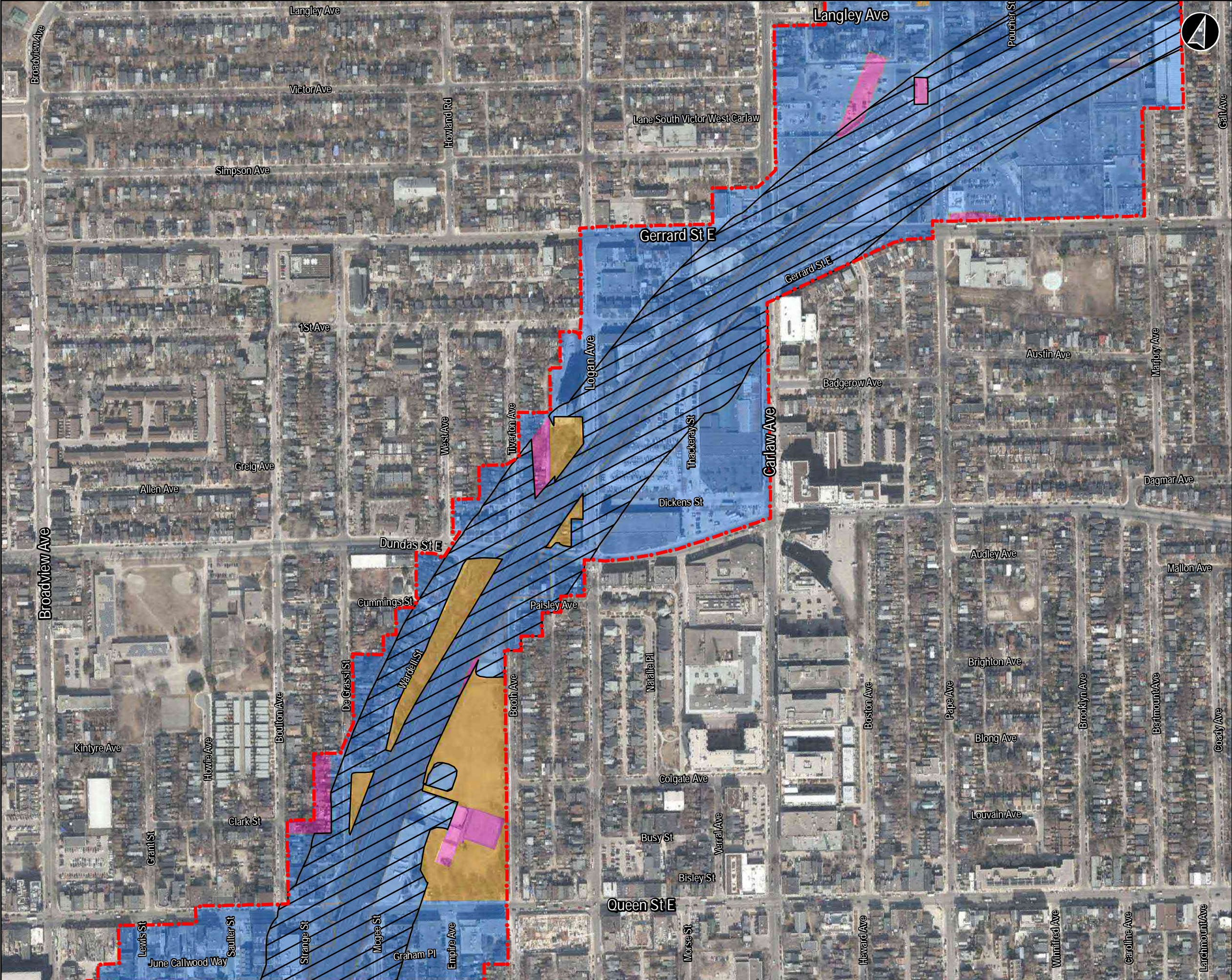
Results of Stage 1 Archaeological Assessment



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May, 2020	1:4,200	
P#: 60595847	REV: 01	

Figure 20-4



Legend

Photo Location and Direction

Study Area

Previously Assessed - Cleared of Archaeological Concerns

Moderate to High Archaeological Potential - Test Pit Survey

Moderate to High Archaeological Potential - Deeply Buried Potential

Low Archaeological Potential

Cemetery Location

- 1 - Jones Avenue Cemetery
- 2 - Old Presbyterian Burying Ground/ Duchess Street Burial Ground
- 3 - Ridout Family Burying Ground

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Results of Stage 1 Archaeological Assessment

02550100150200250300

Meters

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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METROLINX

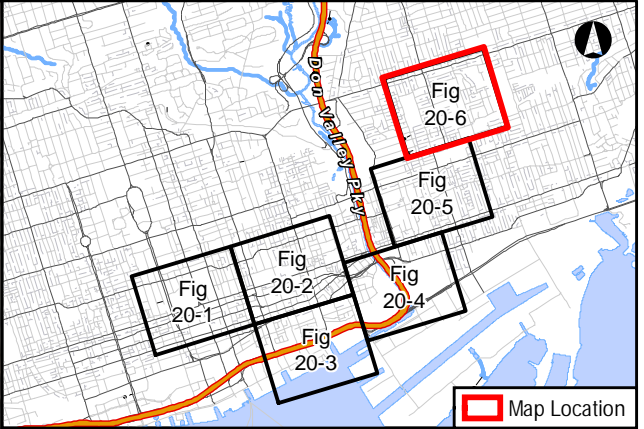
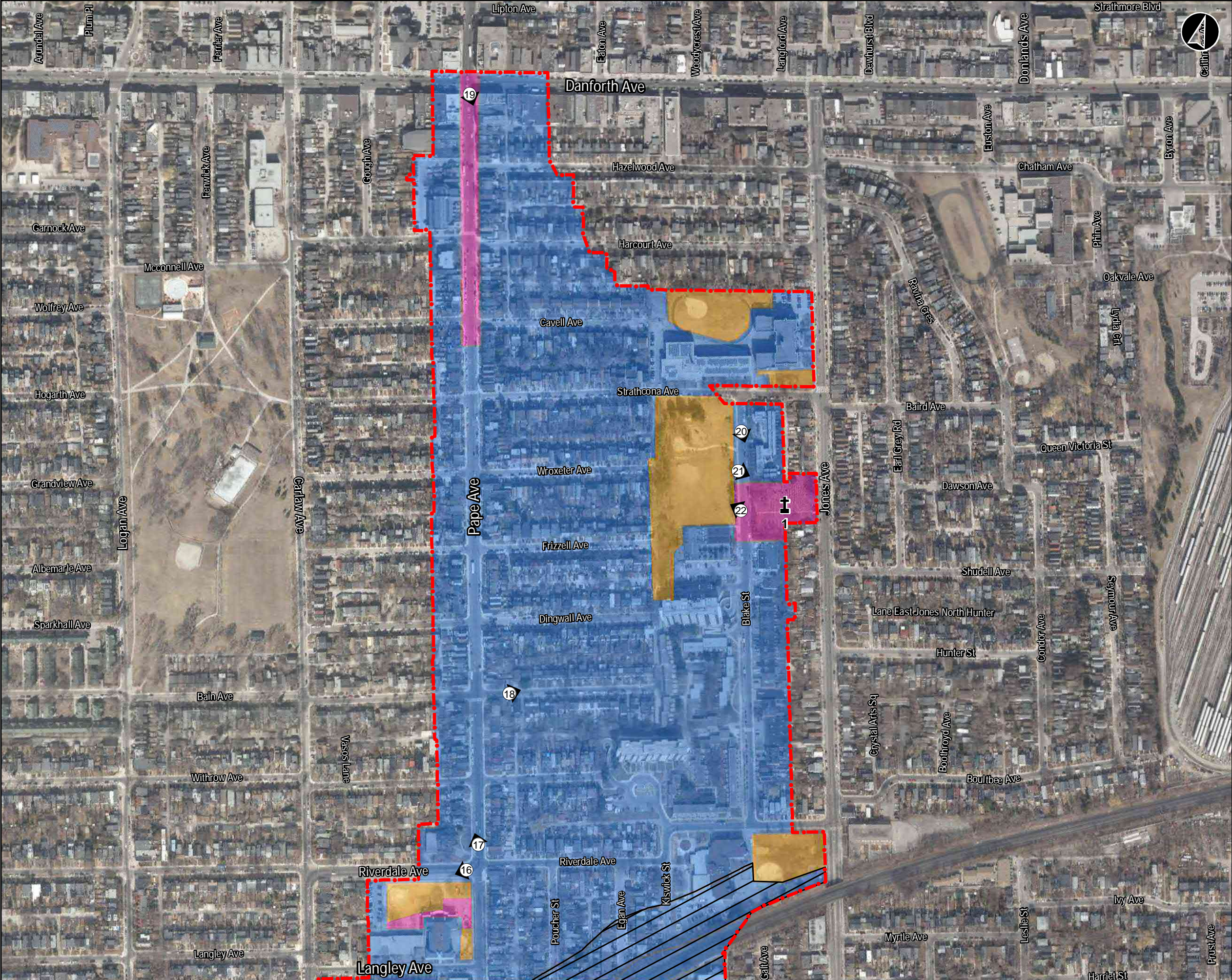
AECOM

May, 20201:4,200

P#: 60595847REV: 01

Figure 20-5

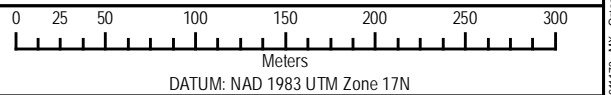
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Date saved: 19/05/2020 4:20:31 PM User Name: Amalia Walker



- Legend
- Photo Location and Direction
- Study Area
- Previously Assessed - Cleared of Archaeological Concerns
- Moderate to High Archaeological Potential - Test Pit Survey
- Moderate to High Archaeological Potential - Deeply Buried Potential
- Low Archaeological Potential
- Cemetery Location
- 1 - Jones Avenue Cemetery
- 2 - Old Presbyterian Burying Ground/
Duchess Street Burial Ground
- 3 - Ridout Family Burying Ground

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Results of Stage 1 Archaeological Assessment



Data Sources:
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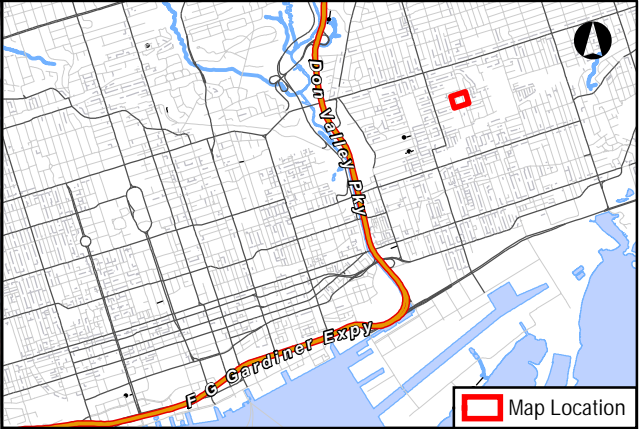
May, 2020

1:4,200

P#: 60595847

REV: 01

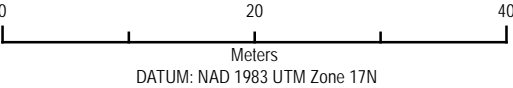
Figure 20-6



- Legend**
- Jones Avenue Cemetery Limits
 - 10 m Cemetery Buffer – Stage 2 and Stage 3 Cemetery Investigation Required

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Limits of Jones Avenue Cemetery



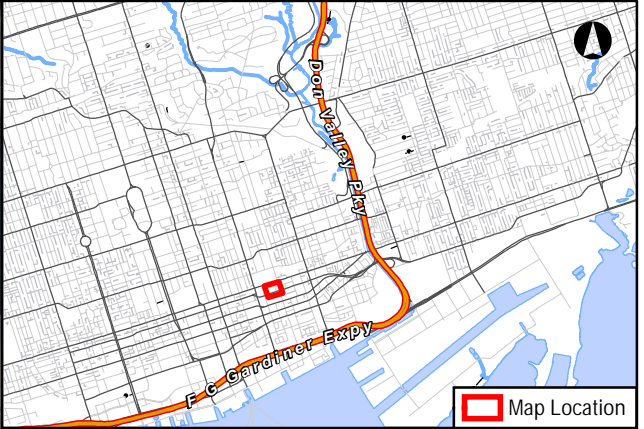
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Figure 21

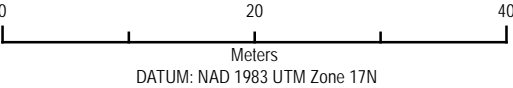
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- Legend**
-  Old Presbyterian Burying Ground / Duchess Street Burial Ground Limits
 -  10 m Cemetery Buffer – Stage 2 and Stage 3 Cemetery Investigation Required

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Limits of Old Presbyterian Burying Ground
(Duchess Street Burial Ground)



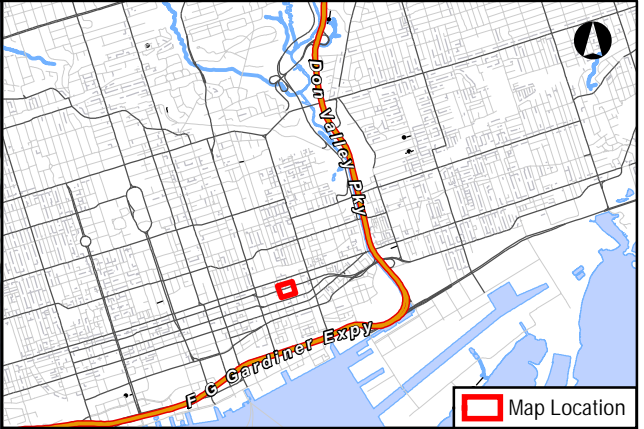
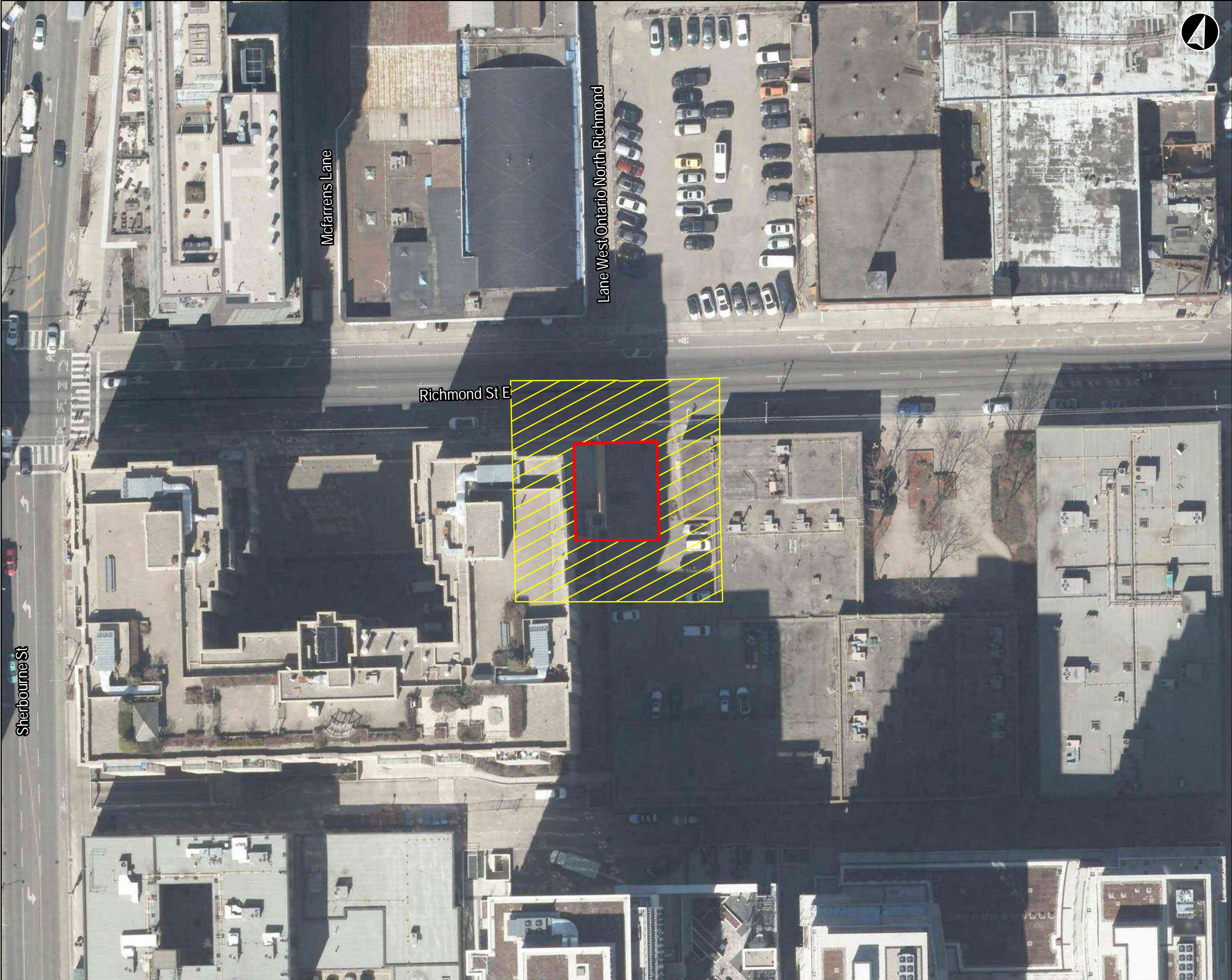
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Figure 22

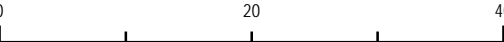
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- Legend**
- Ridout Family Burying Ground Limits
 - 10 m Cemetery Buffer – Stage 2 and Stage 3 Cemetery Investigation Required

Stage 1 Archaeological Assessment
Ontario Line South Project
Toronto, Ontario

Limits of Ridout Family Burying Ground



DATUM: NAD 1983 UTM Zone 17N

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Figure 23



Ontario Line

Stage 1 Archaeological Assessment Report - North

July 2020 – Revised Report

Licensee: Samantha Markham

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PIF Number: P438-0194-2019



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Authors

Report Prepared By:

Melissa Wallace, MA
Staff Archaeologist



Samantha Markham, MES
Professional Archaeologist

Report Reviewed By:

Adria Grant, MA, CAHP
Ontario Department Manager
Impact Assessment and Permitting (IAP)



Nicole Cooke, MES
Senior Environmental Planner

Project Personnel

Project Manager	Carolyn Tunks, Senior Environmental Planner
Environmental Planner	Nicole Cooke, MES
Licensed Archaeologist	Samantha Markham, MES (P438)
Field Supervisor	Samantha Markham, MES (P438)
Field Technician	Melissa Wallace, MA (R496)
Report Production	Melissa Wallace, MA, Samantha Markham, MES (P438)
Office Assistance	Jennifer Deline
Senior Review	Adria Grant, MA, CAHP (P131)
GIS Analyst	Ben Clark, BAA

Executive Summary

The Getting Ontario Moving Act having received Royal Assent on June 6, 2019, the Province of Ontario is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area. One of these projects is the Ontario Line, a new rapid transit line extending from Ontario Place/Exhibition Place to the Ontario Science Centre. AECOM Canada Limited (AECOM) was retained by Metrolinx and Infrastructure Ontario (IO) to complete environmental studies and reports as part of the proposed Ontario Line (the Project).

The Ontario Line is a 16-kilometre transit line extending from the Ontario Science Centre to Exhibition Place. Fifteen stations are proposed, with connections to the existing TTC subway Lines 1 and 2, the Eglinton Crosstown (Line 5), three GO Transit lines, and streetcar routes on Queen, King, and Gerrard Streets. The line will provide relief and reduce crowding on the busiest sections of the TTC's Line 1 by an estimated fourteen percent.

This Stage 1 archaeological assessment was triggered by the requirements of the *Environmental Assessment Act* in accordance with subsection 11(1) (Ontario Government 1990a). This project is subject to the requirements of the *Ontario Heritage Act* (Government of Ontario 1990b) and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

The Ontario Line Study Area was established based on the preliminary proposed route reflected in the Ontario Line Initial Business Case (Metrolinx, 2019), as shown in **Figure 1**. A buffer was then applied to the study area footprint to be conservative and allow for flexibility for potential future modifications to the route. For readability and for the purposed of the baseline conditions reports, the Ontario Line Study Area has been broken down into three segments:

- Ontario Line South (from Osgoode Station to Pape Station);
- Ontario Line North (from Pape Station to the Ontario Science Centre); and,
- Ontario Line West (from Osgoode Station to Ontario Place).

The Stage 1 archaeological assessment resulted in the finding that there is high potential for pre- and post-contact First Nation and 19th century Euro-Canadian archaeological resources to be present within the OLN study area. Based on the results of the background study and property inspection, it has been determined that archaeological potential has been removed from the southern portion of the study area as a result of extensive 20th century commercial, industrial, and residential development and associated infrastructure based on the 2004 *Master Plan of Archaeological Resources for the City of Toronto: Interim Report* (ASI 2004). However, some areas within the northern portion of the OLN study area were found to retain potential for the recovery of archaeological resources. **In light of these results, prior to any ground disturbing activities, a Stage 2 archaeological assessment is recommended for all land identified as retaining archaeological potential (Figure 17).**

Given the nature of the project there will be some combination of surface/above grade and below grade impacts. The type of impact planned in areas requiring Stage 2 archaeology will dictate the type of Stage 2 assessment strategy that should be employed. The types of Stage 2 archaeological assessment that could be required for this project include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however this will have to be coordinated in consultation with the MHSTCI should this approach be contemplated. This Stage 1 background archaeological assessment and review is necessarily high level due to the early stage of planning and design for the OLN. As the design is refined and there is a better understanding of the planned

impacts, areas that require further archaeological assessment will be examined against the type of impact planned to formulate the appropriate Stage 2 archaeological assessment strategy on a property by property basis.

Stage 2 archaeological assessments must be conducted for all areas identified in this report as retaining archaeological potential that will be impacted by the project, shaded in orange and pink on **Figure 17**. Areas that are marked in blue shading in **Figure 17** indicate areas of low archaeological potential and will require a comprehensive property inspection as part of the Stage 2 field survey in order to determine the extent of previous disturbance. Further archaeological assessments must be conducted by a licensed archaeologist and must follow the requirements set out in the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The requirements for standard surface archaeological survey include:

- Test pit survey at 5 m intervals in all areas that will be impacted by the project and where ploughing is not possible (e.g., woodlots, overgrown areas, manicured lawns);
- Poorly drained areas, areas of steep slope and areas of previous disturbance (e.g., pipelines, railways, road ROW, buildings) identified are to be mapped and photo-documented, but are not recommended for Stage 2 survey as they possess low to no archaeological potential;

Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations Stage 2 archaeological assessment will be required for areas following Section 2.1.7 of the *Standards and Guidelines for Consultant Archaeologists*, and will include:

- Test pitting where viable to carry out surface survey methods to identify any archaeological sites or determine the extent of disturbance;
- Should test pitting by hand not reach subsoil (i.e. the area is found to have potential, but it may be deeply buried), mechanically excavate trenches at maximum intervals of 10 m to verify the presence of and to assess deeply buried archaeological resources and/or the extent of disturbance; and
- Mechanical excavations using a backhoe with a straight-edged ditching bucket are to occur within the core of the planned development area and over any areas of archaeological potential.

As per Section 2.1.7 Standard 4 of the *Standards and Guidelines for Consultant Archaeologists*, if other techniques have not made a conclusive determination regarding the presence of deeply buried archaeological resources expected as a result of the Stage 1 evaluation, on-site monitoring by a licensed archaeologist of excavation and the removal of fill will be required:

- On-site archaeological monitoring where and when construction excavation in areas where archaeological sites are predicted to exist, or where it is extending to a depth that warrants concern;
- Preparation of an archaeological contingency plan with the proponent and construction personnel outlining appropriate procedures and time requirements should deeply buried archaeological resources/sites be exposed;
- If an archaeological site or material possessing cultural heritage value or interest is uncovered or affected, construction and monitoring activities must cease in that location and further archaeological work is required.

It should be noted that special consideration and recommendations must be made for land adjacent to the Don Mills United Church Cemetery, located at the intersection of Pape Avenue and O'Connor Drive. Based on a review of the available mapping, the cemetery limits marked by the existing fence on the property likely represent the full

extent of the cemetery boundaries (**Plate 1**). However, we were unable to confirm that the boundaries the cemetery are clear and verifiable in the field this time and, therefore, that all of the burials associated with this cemetery are included within it as its boundaries. The research needs to be completed to confirm if this is the case.

There are no planned impacts for the above cemetery property, however, if the boundaries of the cemetery are proven to be unclear based on the additional research and construction impacts are planned within the 10 m buffer of the currently defined cemetery boundaries, after the completion of any necessary Stage 2 archaeological assessment, it is recommended that a Stage 3 cemetery Investigation be carried out to determine if burials associated with the cemetery extend beyond the currently defined boundaries into areas proposed to be impacted by the project. Recommendations for the Stage 3 Cemetery Investigation are as follows:

- Upon completion of detail design, and prior to any construction, all portions of the OLN study area that fall within the 10 m buffer adjacent to the Don Mills United Church Cemetery currently defined boundaries must be subject to Stage 3 cemetery investigation involving mechanical topsoil removal as per Section 4.2.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) for areas with existing topsoil and the mechanical, or the mechanical removal of hard surfaces or fill as per Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) to expose undisturbed topsoil or subsoil for paved areas or those with disturbed overburden to expose subsoil in order to determine if human burials extend into the project area (**Figure 18**). The investigation should take place moving towards the estimated limits of the cemetery;
- An Investigation Authorization from the Bereavement Authority of Ontario will be required prior to any Stage 2 fieldwork and Stage 3 cemetery investigation for all proposed work within the 10 m buffer area;
- Given the location of Don Mills United Church Cemetery is within an urban setting, there are roads, modern infrastructure and housing located within the 10 m buffer area of its currently defined boundaries, as such, the fieldwork strategy may be re-evaluated at particular locations to include construction monitoring to confirm that the disturbed area lacks archaeological potential and burials to determine if it is necessary to continue to complete the entire 10 m buffer by Section 4.2.3 or, if appropriate, Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011);
- The results and effectiveness of this assessment strategy to mitigate the risk of impacts to potential burials or shafts must be reported to the MHSTCI as part of a Stage 3 cemetery investigation;
- Should archaeological resources, including deeply buried archaeological resources not associated with the cemetery be discovered, additional archaeological assessment may be required; and,
- If human remains are encountered during construction, work must cease immediately, the police or Regional Coroner should be contacted, and the Registrar of Cemeteries with the Bereavement Authority of Ontario.

It is possible that Stage 2 archaeological assessments could be reduced in segments where proposed impacts during construction include deep tunnelling activities. Consultation with the MHSTCI will be required for the communication of additional information and detail design documentation should this approach be contemplated.

Despite best efforts and due diligence, no archaeological assessment can necessarily account for all potential archaeological resources. Should deeply buried archaeological resources be identified during ground disturbance activities associated with future development of the project, ground disturbance activities should be immediately halted, and a licensed archaeologist should be notified.

It should be noted that the OLN study area in this report includes land that may not be subject to ground disturbing activities during construction of the OLN infrastructure. As such, once detail design is complete and the scope of surface/above grade versus below grade construction activities has been determined, only those areas that will be affected by this project will require further Stage 2 archaeological assessment.

Should additional land outside of the current OLN alignment study area boundaries be included as part of the Project, the standard requirements for archaeological assessments to be conducted prior to land disturbance remain in place.

The MHSTCI is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further archaeological assessment is required, archaeological concerns for the OLN Project in the City of Toronto, Ontario have not been fully addressed.

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1. Project Context

1.1 Development Context

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- Ontario Line South (from Osgoode Station to Pape Station);
- Ontario Line North (from Pape Station to the Ontario Science Centre); and,
- Ontario Line West (from Osgoode Station to Ontario Place).

This Stage 1 archaeological assessment has been completed for the Ontario Line North (OLN) segment in the City of Toronto, Ontario. The OLN study area is comprised of approximately 350.78 hectares (ha) located within the land of the Toronto Purchase, Treaty No. 13, and historically on Lots 11 to 15, Concession 2 From the Bay, Lots 6 to 14, Concession 3 From the Bay, and Lots 1 to 3, Concession 3 East of Yonge Street, Geographic Township of York, County of York, now City of Toronto (**Figure 2** and **Figure 3**). This Stage 1 report provides a high-level assessment of this large study area, in order to identify whether or not land within the study area retains archaeological potential. Once the location of impacts and the type of impacts (i.e., above or below grade) are known, strategies for further archaeological assessment will be developed using the recommendations provided in **Section 4** of this report.

The Stage 1 archaeological assessment was completed under the project direction of Samantha Markham [License #P438] Professional Archaeologist at AECOM. Documentary sources, historic maps, detailed mapping and satellite imagery were analyzed in order to evaluate the archaeological potential found within the study area. This report provides the results of the Stage 1 archaeological assessment and recommendations.

1.1.1 Objectives

The objective of the Stage 1 background study is to document the archaeological and land use history and current conditions within the study area. This information will be used to support recommendations regarding cultural heritage values or interests as well as assessment and mitigation strategies. The results of Stage 1 archaeological assessment presented in this report are drawn in part from:

- Recent and historical maps of the study area;
- Reports of previous archaeological assessments within 50 m of the study area;
- The Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) Archaeological Sites Database (ASDB) for a listing of registered archaeological sites within a 1 km radius of the study area;
- A visual inspection of the existing conditions of the study area and surroundings; and,
- Archaeological management plans or other archaeological potential mapping, where available.

The Stage 1 archaeological assessment has been conducted to meet the requirements of the MHSTCI *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The objective of this Stage 1 background report is to provide a high-level assessment of archaeological potential within the study area, and to provide recommendations to assist in determining the appropriate Stage 2 archaeological assessment strategy for those areas with archaeological potential that will be impacted by the project.

1.2 Historical Context

Years of archaeological research and assessments in southern Ontario have resulted in a well-developed understanding of the historic use of land in York County, from the earliest First Nation people to the more recent Euro-Canadian settlers and farmers. **Table 1** provides a breakdown of the cultural and temporal history of past occupations in York County.

Table 1: Cultural Chronology for York County

Archaeological Period	Time Period	Characteristics
Early Paleo	9000-8400 BC	<ul style="list-style-type: none"> • Fluted Points • Arctic tundra and spruce parkland, caribou hunters
Late Paleo	8400-8000 BC	<ul style="list-style-type: none"> • Holcombe, Hi-Lo and Lanceolate Points • Slight reduction in territory size
Early Archaic	8000-6000 BC	<ul style="list-style-type: none"> • Notched and Bifurcate base Points • Growing populations
Middle Archaic	6000-2500 BC	<ul style="list-style-type: none"> • Stemmed and Brewerton Points, Laurentian Development • Increasing regionalization
Late Archaic	2000-1800 BC	<ul style="list-style-type: none"> • Narrow Point • Environment similar to present
	1800-1500 BC	<ul style="list-style-type: none"> • Broad Point • Large lithic tools
	1500-1100 BC	<ul style="list-style-type: none"> • Small Point • Introduction of bow
Terminal Archaic	1100-950 BC	<ul style="list-style-type: none"> • Hind Points, Glacial Kame Complex • Earliest true cemeteries
Early Woodland	950-400 BC	<ul style="list-style-type: none"> • Meadowood Points

		<ul style="list-style-type: none"> • Introduction of pottery
Middle Woodland	400 BC – AD 500	<ul style="list-style-type: none"> • Dentate/Pseudo-scallop Ceramics • Increased sedentism
	AD 550-900	<ul style="list-style-type: none"> • Princess Point • Introduction of corn horticulture
Late Woodland	AD 900-1300	<ul style="list-style-type: none"> • Agricultural villages
	AD 1300-1400	<ul style="list-style-type: none"> • Increased longhouse sizes
	AD 1400-1650	<ul style="list-style-type: none"> • Warring nations and displacement
Contact Period	AD 1600-1875	<ul style="list-style-type: none"> • Early written records and treaties
Historic	AD 1749-present	<ul style="list-style-type: none"> • European settlement (French and English)

Notes: Taken from Ellis and Ferris (1990)

The following sections provide a detailed summary of the archaeological cultures that have settled in the vicinity of the study area. As Chapman and Putnam (1984) illustrate, the modern physiography of southern Ontario is largely a product of events of the last major glacial stage and the landscape is a complex mosaic of features and deposits produced during the last series of glacial retreats and advances prior to the withdrawal of the continental glaciers from the area. Southwestern Ontario was finally ice free by 12,500 years ago. With continuing ice retreat and lake regressions, the land area of southern Ontario progressively increased while barriers to the influx of plants, animals, and people steadily diminished (Karrow and Warner 1990). The land within York County has been extensively utilized by pre-contact First Nation people who began occupying southwestern Ontario as the glaciers receded from the land, as early as 11,000 BC.

1.2.1 Pre-Contact Period Overview of Southern Ontario

Although glaciers retreated from southern Ontario some 13,000 years ago, the massive weight of these ice sheets left the earth's crust compressed, lowering the area below sea level and allowing sea water to flow inland forming the Champlain Sea in what is now the Ottawa and St. Lawrence River Valleys. Over the next 2,000 years, the Champlain Sea gradually receded as the earth's crust rebounded, eventually permitting the first inhabitants to move into the region 11,000 years ago. The barrier presented by the Champlain Sea explains why sites of Ontario's first occupants, Paleo-Indians, (ca. 11,000 – 9500 B.P.) are largely absent from the area. Instead, Paleo-Indian sites in the larger region are concentrated in central and south western Ontario. Paleo-Indians were widely scattered, nomadic groups that occupied the sub-tundra-like environment that prevailed in southern Ontario at the end of the Pleistocene. Past research indicates that these groups likely followed big game (such as Caribou) across the landscape, preferring to camp on high ground, immediately adjacent to water sources, such as glacial lakes or spillways, where smaller game and plant foods would have been harvested. Relatively large fluted projectile points are the hallmark of the Paleo-Indian toolkit. In the southern Ontario area, Lake Ontario was only a fraction of its current size. The first people in this region likely migrated north from the southern warmer climates when both Lake Erie and Lake Ontario were much smaller (Munson & Jamieson, 2013: 26).

The subsequent Archaic period (9,500 B.P. to 2,800 B.P.) is characterized by a warming climate and a temperate forest environment which was crisscrossed by streams and rivers and surrounded by large fresh water lakes that would have supported many species of fish, shorebirds and mammals. Small hunting and gathering bands (20-50 people) utilized the lake shores during the spring and summer months, then broke into smaller family groups and moved inland for the fall and winter to hunt and trap. Archaic period tool assemblages consisted of both chipped and ground/polished stone implements indicating that a wider variety of activities, such as fishing, woodworking and food preparation/grinding, were now taking place.

The Archaic period is followed by the Woodland period (ca. 2800 B.P. to 350 B.P.) which is subdivided into three phases. The Early Woodland period (ca. 2800 – 2400 B.P.) is characterized by the introduction of pottery for storage and an increase in regional trade networks. Trading of exotic goods, such as obsidian, silver, copper and sea shells persists into the Middle Woodland period (ca. 2400 B.P. to 1100 B.P.) when horticulture was introduced to Ontario. The adoption of food production brought on a more sedentary lifestyle in seasonal villages, and more elaborate burial ceremonies – including the construction of large, earthen mounds. The Late Woodland period (ca. 1100 – 350 B.P.) is marked by the establishment of palisaded villages (often containing dozens of longhouse structures), intensified horticulture and an increase in regional warfare.

Indigenous communities were the original occupants of the land now known as Ontario (MIRR 2018) and over time the lands and territories of its inhabitants have shifted and changed. From an existing treaty perspective, the study area, which is within the City of Toronto, falls within Treaty 13 (the Toronto Purchase) and the Williams Treaties (Figure 4 and Figure 5).

1.2.2 Euro-Canadian Settlement

County of York

York County is described in detail in the 1878 *Illustrated Historical Atlas of the County of York* (Miles & Co. 1878). Governor Simcoe had previously organized Upper Canada into nineteen counties, one of which was named York County. The County consisted of two ridings, east and west, bounded by Durham to the east, and the River Thames on the west. York was originally comprised of what are now the municipalities of York, Peel and Halton as well as Durham Region and the City of Toronto, but by 1851 it was dramatically reduced in size as Wentworth, Halton, Ontario and Peel Counties had separated from the County. Survey along the Lake Ontario shoreline began in 1791, with eleven Townships laid out between the River Trent and the head of the Bay of Quinte. In 1798, the County of York contained the Townships of Whitby, Pickering, Scarborough, York, Etobicoke, Markham, Vaughan, King, Whitchurch, Uxbridge, and Gwillimbury. The settlement of York began slowly, with no more than twelve houses built by 1795. In 1805, the Toronto Purchase was completed, with 250,880 acres transferred from the Mississauga's for ten shillings. Many of the first settlers were United Empire and American Loyalists, who were supplied with either a town lot or 200 acres. In 1794, a number of German families moved to York from New York City. By 1830, the population had grown significantly, to 17,025, and York incorporated the City of Toronto in 1834 (Miles & Co.).

York Township

The Township of York was first surveyed in 1791 by Augustus Jones, at which time it was referred to as “Dublin” (Adam and Mulvany 1885: 77). At this time, all the surveying had accomplished was to run boundary lines dividing the Townships. The name was soon changed to “York” and is referred to as such in a document from 1793. This document also suggests the Township was briefly named “Toronto” before its final change (Adam and Mulvany 1885: 78). Messrs Aitken and Jones further surveyed York in 1793, although they did not finish. The Township was not fully surveyed until 1829 when the work was completed by Wilmont (Adam and Mulvany 1885: 78).

The population for York Township in 1798 was recorded in combination with the Home District, the Town of York, Etobicoke and Scarborough, for a total population of 749 (Adam and Mulvany 1885: 79). By 1820 the Township of York's population had risen to 1,672, in 1825 it jumped to 2,412, and 5,720 inhabitants were recorded in 1842 (Adam and Mulvany 1885: 80). The 1881 census listed the population at 13,748; more than double its size from four decades earlier.

Early notable communities within York Township included Elia, Seaton Village, Parkdale, Willowdale, Newtonbrook, York Mills, Eglington and Davisville. Elia, located immediately south of the study area at the corner of Keele Street

and Finch Avenue, was first settled by German pioneers in the late 1700s and early 1800s, followed by English and Scottish families (Toronto Neighbourhoods 2015). All that remains of this village is the ‘Elijah’ church, as other landmarks were closed in the 1950s when the farmland was purchased by developers. The first village in the Township of York to be incorporated was Yorkville in 1884, followed by North Toronto in 1889. Riverdale, Rosedale, the Annex, Seaton Village and Sunnyside followed and were annexed directly to Toronto in the 1880’s (ASI 2004).

Relatively little change occurred within the land surrounding the study area during the inter-war years. However, there were harbingers of the forces that were to change the landscape after the Second World War. Most significant was the rapid rise of automobile traffic after the First World War. By the 1930s, automobile usage had increased to a point at which traffic congestion was beginning to appear along several intercity highways. In 1931 construction began – although in a very modest way – on the future Queen Elizabeth Way and in 1936 on sections of what later became Highway 401 between Toronto and Oshawa.

Danforth Avenue

Somewhat confusingly, eastern Toronto has both a Danforth Avenue and a Danforth Road, the latter of which is an early colonial road. The former runs from the Don River west of Broadview Avenue to Kingston Road east of Birchmount Road. Danforth Road runs north-easterly from Danforth Avenue commencing between Pharmacy Avenue and Warden Avenue and ending at Lawrence Avenue where it becomes McCowan Road. The properties of interest for this study are situated on Danforth Avenue between Main Street and Dawes Road.

The evolution of present day Danforth Avenue begins in 1799, when American contractor Asa Danforth was commissioned by the Executive Council of Upper Canada to construct a road between the Town of York and the Trent River. Construction of the road began at the Don River in June of 1799 and was completed by December of 1800. The road was variously named “Dundas Street”, as it was part of the province wide road of that name, or “The Danforth Road” after its builder (who reportedly had very little to do with its actual construction). Danforth Road retains its name within the former Scarborough Township, however, portions within the old City of Toronto were later renamed as parts of Queen Street East and Kingston Road.

For most of the 19th century, the only passable bridge on the Don River was at Queen Street. Subsequently, the area along present day Danforth Avenue (then the first concession road) remained largely undeveloped. In 1851, the *Don and Danforth Plank Road Company* constructed a wooden plank road, which extended from a new bridge over the Don River at present-day Gerrard Street, then known as Don Road (Mryvold 1979). The plank road extended up what is now Broadview Avenue and along Danforth Avenue to connect with the existing Danforth Road in Scarborough. A toll gate was placed at the Broadview and Danforth Avenue intersection. The toll road was abandoned by the 1870s and Danforth Avenue reverted back to an unmaintained dirt road. It was eventually paved from Broadview to Greenwood Avenue in 1912. The following year, streetcar tracks were laid down by the Toronto Civic Railway Company as far east as Luttrell Avenue, encouraging new development along the street. The opening of the Prince Edward Viaduct across the Don River in October 1918 created a continuous route through the City of Toronto, and “the Danforth” as it came to be known developed rapidly over the next decade.

Railway Transportation

Railway transportation greatly improved in Ontario beginning in the mid-1800s. The Canadian Pacific (CP) Belleville Subdivision passes through the northern edge of the study area. The line was originally constructed by the Ontario & Quebec Railway (O&Q), which was incorporated in May of 1881. Chartered in the interests of Canadian Pacific, the O&Q was established to link the existing CP Railway to towns throughout Ontario, and to the existing railways of the east coast. Passenger service began in 1884 between Toronto and Peterborough, although this section of the line down the Don Valley was not completed until 1893. Previously, trains headed to Union Station operated through the West Toronto junction. The O&Q was taken over by CP in 1884 through a perpetual lease. Although it

continued to exist as a company, it was considered to be a dormant “paper” railway. CP was leasing all of its property for their operations, the O&Q had no operations of their own. In the 1970s, a group of shareholders who still held stock in the company sued CP for improperly disposing of valuable real estate which was technically owned by the O&Q. The ensuing legal battle saw O&Q shares hit their highest ever value and dragged on for over twenty years before CP wholly absorbed the company in 1998 (Kennedy 2018).

A station identified as “Donlands” existed where the O&Q line crosses present day Don Mills Road. It was likely named for W.F. Maclean’s 900 acre Donlands Farm at the corner of Eglinton and Don Mills, although no details could be found regarding its appearance, date of construction, or demolition. Historical mapping indicates it was present until at least 1949. In 1918, the Canadian Northern Railway (CNoR) constructed a 3.51 kilometre spur line between the O&Q line at Donlands, and its own Bala Subdivision further east in the Don Valley. The spur provided access to the CNoR shops at Leaside. The shops closed in the 1930s after the CNoR merged with Canadian National Railways (CN). The spur continued to be used for transferring freight trains until it was removed in 1999. The City of Toronto purchased the right-of-way and repurposed it as the Don Mills Trail.

The Canadian Northern Ontario Railway is also located within the OLN study area. Originally chartered as the Lake Nipissing And James Bay Railway in 1884, the Canadian Northern Railway took over in 1902 before construction could take place. The section from Parry Sound to Toronto was finished in 1906, and the northern section from Parry Sound to Sudbury was completed in 1908, rechartered at this time as the Canadian Northern Ontario Railway.

Land Use Within the Study Area

A review of the historical mapping from 1851, 1860 and 1878 (Browne 1851; Tremaine 1860; Miles and Co. 1878) was conducted to determine the presence of 19th century settlement features within or adjacent to the study area, as the presence of historic features elevates the potential for the recovery of 19th century archaeological resources. Historically, the study area falls across multiple lots and concessions within the Geographic Township York, County of York, now City of Toronto. It should be noted that not all features of interest, particularly farmhouses and smaller homesteads, were mapped systematically as this would have been beyond the intended scope of the Ontario historical atlas series. In addition, given that atlases were funded by subscription, preference with regard to the level of detail included was given to subscribers. As such, the absence of structures or other features on historic atlas maps does not preclude the presence of historic features at the time the area was surveyed.

A review of Browne’s 1851 map indicates that the study area was primarily untouched, remaining under use for agricultural purposes with many woodlot areas still not cleared for development. There are no landowners listed on the 1851 map, and there are no historic features within the study area boundaries (Figure 5). There are a small number of historic features on land adjacent to the study area, including a school on Lot 15 south of modern day St Clair Avenue East, and a number of saw and paper mills dotted along the Don River to the southeast and northwest. Historic transportation routes within and around the study area include present-day Danforth Avenue, Eglinton Avenue, Bayview Avenue and Woodbine Avenue. Additionally, early concession roads such as St. Clair Avenue are illustrated directly through the Don Valley. Broadview Avenue/O’Connor Drive (formally Don Mills Road) bisects the study area, and the route illustrated on the 1851 map appears to reflect the challenges associated with traversing the Don Valley (**Figure 6**).

By 1860 development in the area had evidently increased, based on the significant number of landowners listed and lot severances that appear to have taken place (**Figure 7**). However, the land within the general area appears to remain primarily under use for agriculture, with the exception of the area to the west of the southern portion of the study area where the town of Todmorden is visible along Broadview Avenue. **Table 2** provides information regarding the historic features visible on the 1860 map located within the study area.

Table 2: 1860 Landowners and Historic Features within the Study Area

Lot	Concession	Landowner(s)	Historic Features
1	III E	Mrs. Dallimore	Homestead
10	III	Charles Snider	Mill
15	II	William M.	Church

Only three historic features are visible within the study area boundaries, including a farmhouse, a mill along Don River, and a church. The church is fronted on modern day O'Connor Drive and likely serviced the hamlet of Todmorden. The hamlet of Todmorden, or Todmorden Mills was established from a lumber mill in the 1790's that was erected to provide construction material to the settlement of York (early Toronto), and grew into a small industrial complex that included a number of mills operated by the Skinner and Taylor families, a brewery opened in 1823 and operated by Helliwell, Eastwood and eventually, the Taylor families. The Taylor family also operated the Don Valley Brick Works that opened in 1889 and continued to operate until the 1920's when it was converted to a riding stable (2020; Darke 1995).

The church on Lot 15, Concession 2 is associated with a cemetery, though this is not indicated on the historic mapping. The Don Mills United Church Cemetery is located at the corner of Pape Avenue and O'Connor Drive, located to the north and east of the Don Mills United Church. The cemetery includes the Taylor family cemetery and was established in approximately 1819 when the adjacent church was part of the Primitive Methodist Connexion. A plaque erected by the East York Historical Society on the front gates of the cemetery reads:

The Taylor Cemetery

John Taylor (1773 – 1868), his wife Margaret Hawthorne and seven children emigrated from Uttoxeter, Staffordshire in 1821. In 1839, three sons, John, Thomas and George, purchased this land from Samuel Sinclair (1767 – 1852) except for a portion Sinclair gave to the Primitive Methodist Connexion in 1851. The Taylors gave the Connexion a brick church in 1859. The family operated three paper mills and a brick mill in the Don Valley, where they had considerable landholdings and were responsible for much of the development of East York in the Nineteenth Century.

The cemetery was closed to further burials in 1958 and is currently maintained by the City of Toronto (City of Toronto 2018). The church building that currently exists on the property was erected in 1950, when the smaller church was demolished in favour of a larger space. The Taylor family owned a substantial amount of land in the northern portion of the study area, and along the Don River adjacent to the study area. In the southern portion of the study area, the Helliwell family appeared to be prominent landowners. The number of saw and paper mills dotting the Don River has significantly increased since 1851.

The 1878 *Township of York South East* (Miles & Co.) provides fewer details regarding the settlement of the study area, though some historical structures are illustrated on the map (**Figure 8**) and provided in **Table 3**.

Table 3: 1878 Landowners and Historic Features within the Study Area

Lot	Concession	Landowner(s)	Historic Features
1	III E	Thomas Taylor	Farmstead and orchard
2	III E	George Taylor	Homestead
11	III	Not provided	Paper Mill

Only three historic features are visible on the 1878 map within the study area boundaries, including a farmhouse and orchard and a homestead north of modern-day Eglinton Avenue East, and a paper mill along the south shore of the Don River. The village of Todmorden and Doncaster are visible along Broadview Avenue, as well as the established concession roads similar to those visible on the 1860 Tremaine's map.

In addition to the early survey mapping, the 1910 fire insurance plans, as well as the aerial photos ranging from 1992 to 1978 were compiled in order to demonstrate the increased development of the area into the 20th century. The Don Mills United Church is visible on the 1910 fire insurance plans at the corner of Don Mills Road and Pape Avenue (**Figure 9**). The southern portion of the study area is identified as part of the Todmorden neighborhood in East York on the 1910 mapping, which would retain its name until the 1998 amalgamation into the City of Toronto (Darke 1995). It is evident by this mapping exercise that the southern portion of the OLN study area was settled and urbanized much more quickly than the area north of the Don Valley Parkway (**Figure 10 to Figure 14**). The northern portion remained primarily agricultural, with few homesteads and other structures listed on the mapping. The agricultural use extended until the mid 1950s, when commercial development began. Illustrated on the 1939 and 1954 aerial photographs is the Thorncliffe Park Racing and Breeding Association's racetrack. The racetrack operated between 1920 and 1952 and following this the Town of Leaside annexed the lands and the commercial and residential development began (City of Toronto 2015).

1.3 Archaeological Context

1.3.1 Natural Environment

The study area is situated within the City of Toronto, which is located within the "Iroquois Plains" and "South Slope" physiographic regions of southern Ontario (Chapman and Putnam 1984: 174-176). These two physiographic regions, alongside the Peel Plain, are found between Lake Ontario and the interlobate moraine.

The Iroquois Plain itself extends from the Niagara River around the north side of Lake Ontario to the Trent River and varies in width from a few hundred metres to approximately 12 km (Chapman and Putnam 1984: 190). This plain is comprised of lowland areas that were submerged by a body of water known as Lake Iroquois during the last glacial period approximately 12,000 years ago and, as a result, is characterized by the cliffs, bars, beaches and boulder pavements of its old shorelines, as well as undulating till plains (Chapman and Putnam 1984: 190). These old shorelines of Lake Iroquois are now found well inland from the present shoreline.

The Iroquois Plain region is the most densely inhabited area in Ontario due to its proximity to Lake Ontario. Various ports located along the lake facilitated transportation around the area, with colonization roads pushing people into the interior (Chapman and Putnam 1984:195). The plain was especially attractive to early settlers due to the easy grades linking together the lakefront settlements and stimulating the growth of new centers that were dependent upon road and rail facilities. The area was once covered with Boreal coniferous forest of spruce, fir and pine trees, which would gradually be replaced by deciduous forests containing trees such as oak, maple, beech and ash.

The first European settlements in Toronto were found along the Iroquois lake plain, which cut into previously deposited clay and till and is partly floored with sand deposits. The Don Valley, through which the eastern portion of the study area extends, provided the clay deposits for the production of much of Toronto's bricks.

The northeastern portion of the study area is located within the South Slope physiographic region, which is a ground moraine with irregular knolls and hollows. It is underlain by carbonate rich Palaeozoic rock with a variety of overlying glacial deposits. In the region of the study area, the slope is smoothed, faintly drumlinized and intersected by tributaries of the Humber, Rouge and Don Rivers (Chapman and Putman 1984). The streams found within this region flow down the slope and have thus cut sharp valleys into the till (Chapman and Putnam 1984: 289).

A number of South Slope soil types are well-suited to agricultural use. Generally, soils vary in an east-west direction according to till content. Clay and shale content in soils increases moving west from the Regional Municipality of Durham. In the study area, soils include a small amount of black and grey shales and are slightly acidic. Scarborough's Woburn loam is considered the best agricultural soil in the South Slope region and prior to urbanization, this area was premium farmland (Chapman and Putman 1984).

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south-central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Distance from water has been one of the most commonly used variables for predictive modeling of site location. A number of watercourses are in close proximity to the study area, including the Don River and several of its tributaries. It should be noted that the Don River has undergone a number of modern alterations, as a result of floodplain planning after the flooding by Hurricane Hazel in 1954, as well as the construction of the Don Valley Parkway and Bayview Extensions. Hills were levelled and the Don River was re-channelled a number of times, beginning in the 1880's, to accommodate expanding infrastructure requirements as a result of increased settlement, modern industrial development, and increasing risk of flooding (Don River Valley Park 2020).

During the 19th and 20th century, rapid deforestation resulted in significant land clearance across York Township and over time the once diverse forest life and wide range of tree species and natural resources was depleted as agricultural, modern residential and commercial development continued. As a result of continuing urban development, this part of southern Ontario is almost completely deforested today.

1.3.2 Previous Archaeological Assessments

To inform the current Stage 1 archaeological assessment and further establish the archaeological context of the study area, a search of the ASDB was conducted by AECOM to determine if any previous archaeological work has been completed within the current study area or within 50 m of the study area boundaries. **Table 4** lists reports regarding previous archaeological work relevant to the study area. Titles in bold are reports located within the current OLN study area.

Table 4: Archaeological Reports with Relevant Background Information

Year	Title	Author	PIF Number
2016	Report on the Stage 1 and 2 Archaeological Assessment of a Proposed Overflow Parking Facility, for Costco Wholesale Located on Part of Lot 8 and Lot 9, Concession 3, City Of Toronto, Ontario, Canada.	This Land Archaeology Inc. (TLA)	P059-0649-2014
2016	Stage 1 Archaeological Assessment Hydro One Networks Inc. 115kV Circuit H7L/H11L Between Leaside TS, the Todmorden JCT, Lumsden JCT, and the Main TS, Geo. Twp. of York South East, Part of Lots 3 & 4, Con. 1 FB, Part of Lots 2-5, 9, 10 & 15, Con. 2 FB, and Lots 6-9, 11-14, Con. 3 FB, County of York, Now Located in the Don Valley/Danforth area, City of Toronto, ON.	Timmins Martelle Heritage Consultants (TMHC)	P357-0068-2015
2016	Stage 2 Archaeological Assessment for Shaft Site NTTPT-1, as part of the Don River and Central Waterfront Project, within Part of Lot 11, Concession 3 From the Bay, in the Geographic Township of York	Archeoworks Inc.	P390-0159-2015

	(Southeast), historical County of York, City of Toronto, Ontario.		
2016	<i>Archaeological Assessment (Stage 1 - 2) in the City of Toronto Hydro One Networks Inc. Leaside X Main Infrastructure Refurbishment - Todmorden Junction Lot 11, Concession III From The Bay Geographic Township Of York, York County.</i>	Toronto and Region Conservation Authority (TRCA)/Timmins Martelle Heritage Consultants (TMHC)	P303-0400-2016
2018	<i>Stage 1 – 2 Archaeological Assessment Thorncliffe Park Nature Trail Lots 11 & 12, Concession III From The Bay, Geographic Township of York, Historic York County in the City of Toronto.</i>	Toronto and Region Conservation Authority (TRCA)	P303-0490-2017
2018	Stage 1 Archaeological Assessment Of 770 Don Mills Road, Part Of Lot 1, Concession 3 East Of Yonge Street And, Part Of The Road Allowance Between Lot 1, Concession 3 East Of Yonge Street, Geographic Township Of York, York County, City Of Toronto.	Archaeological Services Inc. (ASI)	P449-0180-2018

In 2014, This Land Archaeology (TLA 2016) conducted Stage 1 and 2 archaeological assessments of a property owned by Costco Wholesale, located on Part of Lots 8 and 9, Concession 3, City of Toronto (P059-0649-2014). This report covers property that is located within the current OLN study area. A background study of the property identified significant pre- and post-contact archaeological potential, thus a Stage 2 archaeological assessment was conducted. A test-pit assessment did not identify any archaeological resources. Consequently, the property was deemed not to possess any cultural heritage value and no further archaeological assessment was required.

In 2015, Archeoworks Inc. (2016) conducted a Stage 2 archaeological assessment at shaft site location NTTPT-1 located within Lot 11, Concession 3 From the Bay, in the Geographic Township of York (Southeast), historical County of York (P390-0159-2015). This report covers property that is located within the current OLN study area. Stage 2 test-pit surveying did not uncover any archaeological resources. No further archaeological assessments were recommended.

In 2015, Timmins Martelle Heritage Consultants (TMHC 2016) conducted a Stage 1 archaeological assessment of the Hydro One Networks Inc.'s 115kV circuits H7L/H11L between Leaside TS, the Todmorden JCT, Lumsden JCT, and the Main TS, Geographic Township of York South East, Part of Lots 3 & 4, Concession 1 From the Bay, Part of Lots 2-5, 9, 10 & 15, Concession 2 From the Bay, and Lots 6-9, 11-14, Concession 3 From the Bay, County of York, currently located in the Don Valley/Danforth area, City of Toronto (P357-0068-2015). This report covers property that is located within the current OLN study area. The assessment determined that at least half of the property retains archaeological potential for both the presence of pre-contact and/or Post-contact artifacts. A Stage 2 archaeological assessment was recommended for these areas (see **Figure 15**).

In 2016, the Toronto and Region Conservation Authority (TRCA 2016) in collaboration with TMHC conducted Stage 1 and 2 archaeological assessments within the Todmorden Junction project area (P303-0400-2016). This report covers property that is located outside of the current OLN study area, approximately 20 m to the east. The test-pit survey identified a single non-diagnostic flake, which was not considered to have significant cultural value or interest. As a result, no further archaeological assessments were recommended (see **Figure 15**).

In 2017, the TRCA (2018) conducted Stage 1 and 2 archaeological assessments on a property owned by the above in Thorncliffe Park, located within Lots 11 and 12, Concession 3 From the Bay, in the Geographic Township of York, historic York County in the City of Toronto, in preparation for the development of a formal pedestrian hiking trail (P303-0490-2017). The property covered in this report is outside of the current OLN study area. Test-pit surveying unearthed 401 Indigenous ceramic sherds tentatively dated to the Transitional Woodland period (A.D.

500/600-800), and a potential cultural association to the Princess Point Complex was suggested. This site was considered to have significant cultural heritage value and a Stage 3 archaeological assessment was recommended, as well as Stage 4 mitigation of development impacts given the high total of artifacts and the rarity of the site's location; a completely undisturbed site within an old-growth forest (see **Figure 15**).

In 2018, Archaeological Services Inc. (ASI 2018) conducted a Stage 1 archaeological assessment at 770 Don Mills Road, part of Lot 1, Concession 3 East of Yonge Street, in addition to a section of the road allowance between Lot 1, Concession 3 East of Yonge Street, Geographic Township of York, York County, City of Toronto (P449-0180-2018). This report covers property that is located within the current OLN study area. The Stage 1 assessment indicated that the property would ordinarily demonstrate potential for the discovery of pre- and post-contact archaeological resources. However, the property had been subject to significant disturbance from road construction and therefore no further archaeological assessment was deemed necessary (see **Figure 15**).

To the best of our knowledge, there are no other reports concerning archaeological work conducted within or in close proximity (i.e. within 50 m) of the study area. However, it should be noted that the MHSTCI does not maintain a database of all properties that have had past archaeological investigations and searches of the MHSTCI public register do not always result in a complete listing of all archaeological work conducted in a given area. In consequence, in some cases the only way a consulting archaeologist will know that a past assessment has been conducted in a given area is if they have personal knowledge of it, or if the assessment resulted in the discovery and registration of one or more archaeological sites.

Archaeological Management Plans

The A Master Plan of Archaeological Resources for the City of Toronto: Interim Report was prepared by ASI (2004). The primary goal of the Master Plan was the development of an Archaeological Potential Model for the City of Toronto. The model identified areas with moderate to high potential for the recovery of archaeological resources (ASI 2004). Currently the model is located on the City of Toronto website and is an interactive map that is updated regularly. The Archaeological Potential map indicates several areas of archaeological potential in the study area that will require further archaeological assessment (**Figure 16**).

Municipal Registers of Heritage Properties

A review of the City of Toronto's *Inventory of Heritage Resources* was completed to determine the presence of any heritage properties or historically significant sites within or in close proximity to the study area (see **Figure 17**). The results of this search identified 11 listed properties within and/or in close proximity to the study area boundaries. **Table 5** lists the heritage properties in close proximity to the OLN study area boundaries.

Table 5: Heritage Properties Near OLN Study Area

Address	Status	Details
606 Danforth Avenue	Listed	Church of the Holy Name (R.C.); 1914-26, A.W. Holmes, at Gough Av. (NE) - adopted by City Council on August 18, 1976
646, 648, 650 Danforth Avenue	Listed	Royal Bank, 1925, Bond & Smith -adopted by City Council on Oct. 17, 1983
89 Woodville Avenue	Listed	Listed on September 27, 2006
9, 11, 13 Hassard Avenue	Listed	Listed on September 27, 2006
1311 Pape Avenue	Listed	Listed on September 27, 2006
Millwood Road, Leaside Bridge	Listed	Leaside Bridge; SEE Millwood Rd; adopted by City Council on April 16, 2005
42-46 Overlead Blvd	Part IV	Toronto Preservation Board endorsed the nomination of 42 - 46 Overlea Boulevard for designation on February 21, 2012. Inclusion on the City of Toronto Inventory of Heritage Properties adopted by City Council on May 7, 2013. City Council stated its

		intention to designate 42-46 Overlea Boulevard November 3, 2015. Designation By-law 425-2017 enacted by City Council May 17, 2017
55 Gateway Blvd	Listed	Gateway Boulevard Public School, 1966; Mandel & Boigon Architects; adopted by City Council on Feb. 14, 2006
766 Don Mills Road	Listed	Ontario Science Centre, 1967; Raymond Moriyama Architect; adopted by City Council on April 25-27, 2006
10, 12 St. Dennis Drive	Listed	Flemingdon Park Apartments, 1962; adopted by City Council on Feb. 14, 2006
844 Don Mills Road	Listed	IBM Offices, 1950; David Sheppard and Powell; adopted by City Council on Feb. 14, 2006
1150 Eglinton Avenue	Listed	IBM Canada Head Office (West Building)
1080 Milwood Road	Listed	Hydo One Leaside Transformer Station; protected under the OHA

This archaeological assessment identifies known (i.e., listed, designated or otherwise recognized) heritage properties from the City of Toronto's *Inventory of Heritage Resources*. At the time of production of this report, a Heritage Assessment report was in development for the Project and was not available for consultation. For further information, the reader should consult the completed Heritage Assessment report that is forthcoming for the Project (AECOM *ongoing*).

The presence of listed heritage properties within and in close proximity to the study area indicates elevated potential for the presence of 19th century archaeological resources within the study area boundaries. This determination is also supported by the historic land use and settlement in the area as evidenced by the 1851, 1860, and 1878 historic maps (Browne 1851; Tremaine 1860; Miles and Co. 1878).

Cemeteries

One cemetery located within the OLN study area. The Don Mills Cemetery/Taylor Family cemetery is located at located at the intersection of Pape Avenue and O'Connor Drive. The cemetery land was purchased by John Taylor's three children in 1839 from Samuel Sinclair with the exception of a portion Sinclair gave to the Primitive Methodist Connexion in 1851. The Taylor family later gave the Connexion a brick church in 1859. The church structure is visible on the 1860 Tremaine's map of York (**Figure 7**), but no cemetery is listed. It is also listed as a Methodist Chapel on the 1890 City of Toronto Fire Insurance Plans along the south end of the property. Not until the 1923 do the fire insurance plans delineate the church property (**Plate 1**). Though multiple attempts were made to consult the Bereavement Authority of Ontario, Ontario Genealogical Society and the City of Toronto, no further information could be provided.

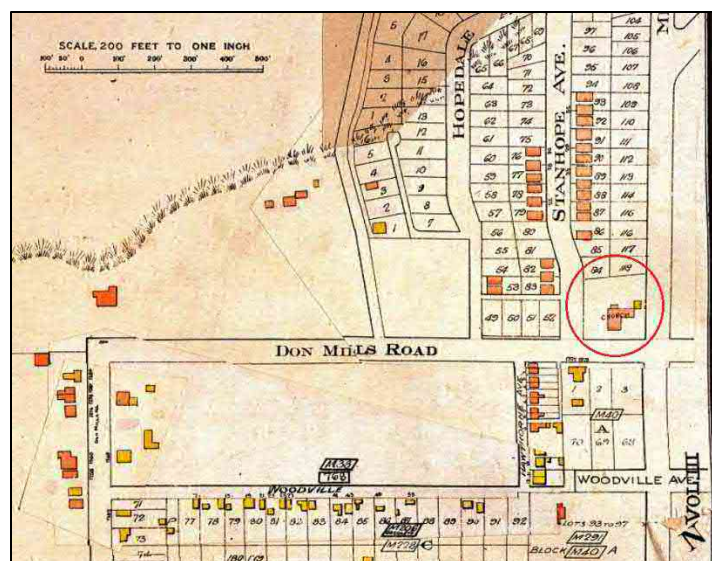


Plate 1: Portion of the City of Toronto 1923 Fire Insurance Plans illustrating the church property limits.

The cemetery was closed to further burials in 1958 and is currently maintained by the City of Toronto (City of Toronto 2018). The church building that currently exists on the property was erected in 1950, when the smaller church was demolished in favour of a larger space.

1.3.3 Known Archaeological Sites

AECOM conducted a data search of the ASDB to determine if any registered archaeological sites are located within the study area, as well as within 1 km of the current study area boundaries. This search resulted in the identification of five registered archaeological sites within 1 km, none of which are located within the OLN study area. **Table 6** provides details on the registered archaeological sites within 1 km of the current study area.

Table 6: Registered Archaeological Sites within 1 km of the OLN Study Area

Borden #	Site Name	Cultural Affiliation	Site Type	Development Status	Proximity to the Study Area
AkGt-52	Sauriol	Euro-Canadian, Indigenous Woodland	Homestead, dump	Further CHVI	Outside the study area
AkGu-325	Thornccliffe Site	Indigenous Middle Woodland, Princess Point	Unknown	Further CHVI	Outside the study area
AkGu-40	Todmorden Mills	Euro-Canadian	Homestead, Mill, Brewery	Further CHVI	Outside the study area
AkGv-322	Langstaff GP	Post-Contact	Unknown	Unknown	Outside the study area
NDFS-0056		Unknown	Findspot	No Further CHVI	Outside the study area

Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy Act (FIPPA)*. The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to all media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The MHSTCI will provide information concerning site location to the party or an agent of the party holding title to a property, or to a licensed archaeologist with relevant cultural resource management interests.

1.3.4 Existing Conditions

The land within this study area consists of industrial, commercial and residential areas, including parks and sports complexes, along with small areas of tree cover and manicured lawns. The Don River and tributaries are the major waterbodies located within or in close proximity to the OLN study area. Several major roads and highways are located within the study area, including the Don Valley Parkway, Eglinton Avenue, Pape Avenue, and Don Mills Road. Along the northern edge of the OLN study area is the former O&Q Railway line, now known as the Canadian Pacific (CP). The majority of the areas assessed exhibited disturbance in the form of track, road and sidewalk construction, existing infrastructure, mounding, grading and slope.

2. Property Inspection

In order to gain first-hand knowledge, to evaluate if modern disturbance may have occurred and to confirm whether or not features of archaeological potential, perhaps not visible on mapping, were present within the OLN study area, AECOM conducted a Stage 1 field review on October 30, 2019 under the field direction of Samantha Markham [P438]. The field review was carried out as outlined in Section 1.2 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Weather conditions during this time were overcast with periods of rain and an average temperature of 5° Celsius. Visibility was not impaired at any time.

The OLN study area consists of a combination of railway right-of way (ROW), residential and commercial developments and roads, such as Pape Avenue, Eglinton Avenue East, Done Mills Road and the Don Valley Parkway. All areas of previous disturbance and slope were noted. The study area was photo-documented from publicly accessible lands as permission to enter was not granted, and is illustrated in **Section 7**, as well as **Figure 17**. The inspection was completed through both random spot checking and investigation of features of archaeological potential as identified by the master plan was used to examine areas accessible from the ROW (ASI 2004). As well, a number of areas that could be visually assessed as deeply disturbed were photographed and illustrated on the results mapping (**Sections 7** and **8**). A property inspection was undertaken where access was available through public property around the cemeteries within the study area in order to gain first-hand knowledge of the environment and existing conditions of the area. Due to restrictions involving the lack of permission to enter any properties, there are several areas where a more thorough inspection could not be completed during this high level review. **Table 7** contains the inventory of the documentary record from the Stage 1 field review.

Table 7: Inventory of Documentary Record

Document Type	Quantity	Location	Additional Comments
Field Notes	1	AECOM London Office	In original field folder and stored digitally in project file
Hand Drawn Maps	0	AECOM London Office	In original field folder and stored digitally in project file
Proponent Maps	2	AECOM London Office	Hard copy and digital copy in project file
Digital Photographs	32	AECOM London Office	Stored digitally in project file

3. Analysis and Conclusions

3.1 Determination of Archaeological Potential

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. Criteria commonly used by the MHSTCI to determine areas of archaeological potential are listed in Section 1.3.1 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Distance to modern or ancient water sources is generally accepted as the most important element for past human settlement patterns and when considered alone may result in a determination of archaeological potential. In addition, any combination of two or more of the listed criteria indicates archaeological potential.

Based on a review of the historical, environmental, and archaeological context of the study area, it has been determined that potential for the recovery of pre- and post-contact First Nation and 19th century Euro-Canadian archaeological resources within the study area is high based on the presence of the following features:

- Distance to various types of water sources (Don River, Lake Ontario, numerous smaller tributaries);
- Proximity to previously identified archaeological sites (five registered sites within 1 km);
- Soil texture and drainage;
- Glacial geomorphology, elevated topography and the general topographic variability of the area;
- Resource areas including food or medicinal plants, scarce raw materials and early Euro-Canadian industry;
- Areas of early Euro- Canadian settlement and early transportation routes (Danforth Avenue, railways, early concession roads);
- Properties listed on municipal register of properties designated under the *Ontario Heritage Act* (Government of Ontario 1990b) (see **Table 5**); and,
- Historic landmarks or sites (Don Mills United Church Cemetery).

Certain features indicate that archaeological potential has been removed, such as land that has been subject to extensive and intensive deep land alterations that have severely damaged the integrity of any archaeological resources. This includes landscaping that involves grading below the topsoil level, building footprints, quarrying and sewage and infrastructure development (Ontario Government 2011).

The 2004 *Master Plan of Archaeological Resources for the City of Toronto: Interim Report* (ASI 2004) and the GIS-based Toronto Archaeological Management Plan were also reviewed as part of the analysis of archaeological potential within the OLN study area. Based on the GIS data from the City of Toronto Archaeological Management Plan, archaeological potential has been removed from the southern portion of the study area as a result of extensive 20th century commercial, industrial, and residential development. However, much of the northern portion beyond the Don Valley Parkway still retains archaeological potential. **Figure 16** provides the final results of the evaluation of archaeological potential for the study area based on the GIS data from the City of Toronto.

A review of the historical mapping from 1851, 1860 and 1878 as well as the aerial photos ranging from 1939 to 1992 indicates that the southern portion of the OLN study area was settled and urbanized much more quickly than the area north of the Don Valley Parkway (**Figure 6** to **Figure 14**). The northern portion remained primarily agricultural until the mid 1950s, when commercial development began. In the 1939 and 1954 aerial photographs the Thorncliffe Park Racing and Breeding Association's racetrack can be seen. The racetrack operated between 1920 and 1952, and following this, the Town of Leaside annexed the lands and commercial and residential development began (City of Toronto 2015).

3.2 Conclusions

AECOM's Stage 1 background study of the OLN study area has determined that the potential for the recovery of archaeological resources is high, given the proximity of the study area to previous archaeological sites, water sources, soil texture and drainage, topography, early Euro-Canadian industries, settlement and transportation routes, as well as properties listed on the municipal register. Archaeological potential has been removed from areas determined to have been subject to extensive land alterations that have significantly compromised the recovery of archaeological material. This conclusion is based on a review of previous archaeological assessments, the City of Toronto Archaeological Potential mapping, the field review completed by AECOM, and professional judgement. Areas identified as retaining archaeological potential must be subject to Stage 2 archaeological assessment.

4. Recommendations

The Stage 1 archaeological assessment resulted in the finding that there is high potential for pre- and post-contact First Nation and 19th century Euro-Canadian archaeological resources to be present within the OLN study area. Based on the results of the background study and property inspection, it has been determined that archaeological potential has been removed from the southern portion of the study area as a result of extensive 20th century commercial, industrial, and residential development and associated infrastructure based on the 2004 *Master Plan of Archaeological Resources for the City of Toronto: Interim Report* (ASI 2004). However, some areas within the northern portion of the OLN study area were found to retain potential for the recovery of archaeological resources. **In light of these results, prior to any ground disturbing activities, a Stage 2 archaeological assessment is recommended for all land identified as retaining archaeological potential (Figure 17).**

Given the nature of the project there will be some combination of surface/above grade and below grade impacts. The type of impact planned in areas requiring Stage 2 archaeology will dictate the type of Stage 2 assessment strategy that should be employed. The types of Stage 2 archaeological assessment that could be required for this project include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however this will have to be coordinated in consultation with the MHSTCI should this approach be contemplated. This Stage 1 background archaeological assessment and review is necessarily high level due to the early stage of planning and design for the OLN. As the design is refined and there is a better understanding of the planned impacts, areas that require further archaeological assessment will be examined against the type of impact planned to formulate the appropriate Stage 2 archaeological assessment strategy on a property by property basis.

Stage 2 archaeological assessments must be conducted for all areas identified in this report as retaining archaeological potential that will be impacted by the project, shaded in orange and pink on **Figure 17**. Areas that are marked in blue shading in **Figure 17** indicate areas of low archaeological potential and will require a comprehensive property inspection as part of the Stage 2 field survey in order to determine the extent of previous disturbance. Further archaeological assessments must be conducted by a licensed archaeologist and must follow the requirements set out in the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The requirements for standard surface archaeological survey include:

- Test pit survey at 5 m intervals in all areas that will be impacted by the project and where ploughing is not possible (e.g., woodlots, overgrown areas, manicured lawns);
- Poorly drained areas, areas of steep slope and areas of previous disturbance (e.g., pipelines, railways, road ROW, buildings) identified are to be mapped and photo-documented, but are not recommended for Stage 2 survey as they possess low to no archaeological potential;

Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations Stage 2 archaeological assessment will be required for areas following Section 2.1.7 of the *Standards and Guidelines for Consultant Archaeologists*, and will include:

- Test pitting where viable to carry out surface survey methods to identify any archaeological sites or determine the extent of disturbance;

- Should test pitting by hand not reach subsoil (i.e. the area is found to have potential, but it may be deeply buried), mechanically excavate trenches at maximum intervals of 10 m to verify the presence of and to assess deeply buried archaeological resources and/or the extent of disturbance; and
- Mechanical excavations using a backhoe with a straight-edged ditching bucket are to occur within the core of the planned development area and over any areas of archaeological potential.

As per Section 2.1.7 Standard 4 of the *Standards and Guidelines for Consultant Archaeologists*, if other techniques have not made a conclusive determination regarding the presence of deeply buried archaeological resources expected as a result of the Stage 1 evaluation, on-site monitoring by a licensed archaeologist of excavation and the removal of fill will be required:

- On-site archaeological monitoring where and when construction excavation in areas where archaeological sites are predicted to exist, or where it is extending to a depth that warrants concern;
- Preparation of an archaeological contingency plan with the proponent and construction personnel outlining appropriate procedures and time requirements should deeply buried archaeological resources/sites be exposed;
- If an archaeological site or material possessing cultural heritage value or interest is uncovered or affected, construction and monitoring activities must cease in that location and further archaeological work is required.

It should be noted that special consideration and recommendations must be made for land adjacent to the Don Mills United Church Cemetery, located at the intersection of Pape Avenue and O'Connor Drive. Based on a review of the available mapping, the cemetery limits marked by the existing fence on the property likely represent the full extent of the cemetery boundaries (**Plate 1**). However, we were unable to confirm that the boundaries the cemetery are clear and verifiable in the field this time and, therefore, that all of the burials associated with this cemetery are included within it as its boundaries. The research needs to be completed to confirm if this is the case.

There are no planned impacts for the above cemetery property, however, if the boundaries of the cemetery are proven to be unclear based on the additional research and construction impacts are planned within the 10 m buffer of the currently defined cemetery boundaries, after the completion of any necessary Stage 2 archaeological assessment, it is recommended that a Stage 3 cemetery Investigation be carried out to determine if burials associated with the cemetery extend beyond the currently defined boundaries into areas proposed to be impacted by the project. Recommendations for the Stage 3 Cemetery Investigation are as follows:

- Upon completion of detail design, and prior to any construction, all portions of the OLN study area that fall within the 10 m buffer adjacent to the Don Mills United Church Cemetery currently defined boundaries must be subject to Stage 3 cemetery investigation involving mechanical topsoil removal as per Section 4.2.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) for areas with existing topsoil and the mechanical, or the mechanical removal of hard surfaces or fill as per Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) to expose undisturbed topsoil or subsoil for paved areas or those with disturbed overburden to expose subsoil in order to determine if human burials extend into the project area (**Figure 18**). The investigation should take place moving towards the estimated limits of the cemetery;
- An Investigation Authorization from the Bereavement Authority of Ontario will be required prior to any Stage 2 fieldwork and Stage 3 cemetery investigation for all proposed work within the 10 m buffer area;

- Given the location of Don Mills United Church Cemetery is within an urban setting, there are roads, modern infrastructure and housing located within the 10 m buffer area of its currently defined boundaries, as such, the fieldwork strategy may be re-evaluated at particular locations to include construction monitoring to confirm that the disturbed area lacks archaeological potential and burials to determine if it is necessary to continue to complete the entire 10 m buffer by Section 4.2.3 or, if appropriate, Section 3.3.3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011);
- The results and effectiveness of this assessment strategy to mitigate the risk of impacts to potential burials or shafts must be reported to the MHSTCI as part of a Stage 3 cemetery investigation;
- Should archaeological resources, including deeply buried archaeological resources not associated with the cemetery be discovered, additional archaeological assessment may be required; and,
- If human remains are encountered during construction, work must cease immediately, the police or Regional Coroner should be contacted, and the Registrar of Cemeteries with the Bereavement Authority of Ontario.

It is possible that Stage 2 archaeological assessments could be reduced in segments where proposed impacts during construction include deep tunnelling activities. Consultation with the MHSTCI will be required for the communication of additional information and detail design documentation should this approach be contemplated.

Despite best efforts and due diligence, no archaeological assessment can necessarily account for all potential archaeological resources. Should deeply buried archaeological resources be identified during ground disturbance activities associated with future development of the project, ground disturbance activities should be immediately halted, and a licensed archaeologist should be notified.

It should be noted that the OLN study area in this report includes land that may not be subject to ground disturbing activities during construction of the OLN infrastructure. As such, once detail design is complete and the scope of surface/above grade versus below grade construction activities has been determined, only those areas that will be affected by this project will require further Stage 2 archaeological assessment.

Should additional land outside of the current OLN alignment study area boundaries be included as part of the Project, the standard requirements for archaeological assessments to be conducted prior to land disturbance remain in place.

The MHSTCI is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further archaeological assessment is required, archaeological concerns for the OLN Project in the City of Toronto, Ontario have not been fully addressed.

5. Advice on Compliance with Legislation

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

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

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

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

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force in 2012) require that any person discovering human remains must notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries, and Cemetery Closures.

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7. Images



Photo 1: Typical conditions encountered in the Danforth Avenue and Broadview Avenue area; view south



Photo 2: Typical conditions along Pape Avenue; view north



Photo 3: Slope located along Pape Avenue south of the Don Valley Parkway; view west



Photo 4: View of the Don Valley Parkway from Pape Avenue; view northwest



Photo 5: View of the Don Valley Parkway, slope and forested areas from Millwood Road; view west



Photo 6: View of the Don Valley Parkway, slope and forested areas from Millwood Road; view southwest



Photo 7: View of the slope down to the Don River from Minton Place; view west



Photo 8: Typical conditions encountered along the north side of Millwood Road, north of the Don River; view northeast



Photo 9: Overview of the conditions along Overlea Blvd; view northwest



Photo 10: Commercial development in the Thorncliffe Park area; view northeast



Photo 11: Commercial development, infrastructure disturbance in the Thorncliffe Park area; view northwest



Photo 12: Commercial development, infrastructure disturbance in the Thorncliffe Park Drive area; view west



Photo 13: Residential development in the Thorncliffe Park Drive area, note utility disturbance; view southwest

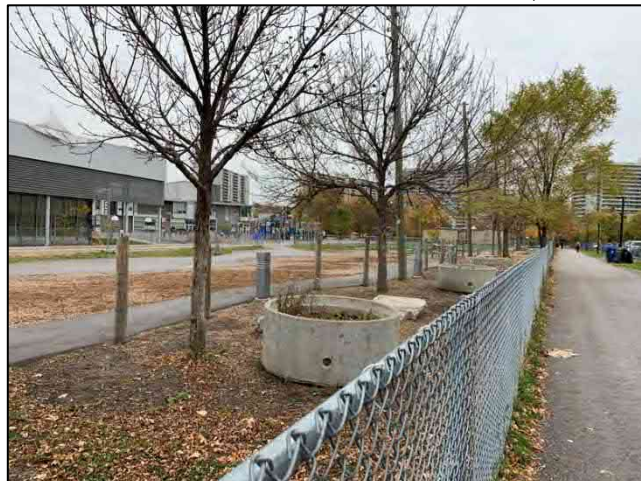


Photo 14: Disturbance in the Thorncliffe Park Drive area, note utility disturbance; view south



Photo 15: Disturbance in the Thorncliffe Park Drive area; view east



Photo 16: Commercial development in the Thorncliffe Park Drive area; view west



Photo 17: Typical conditions in green field east of Don Mills Road; view east

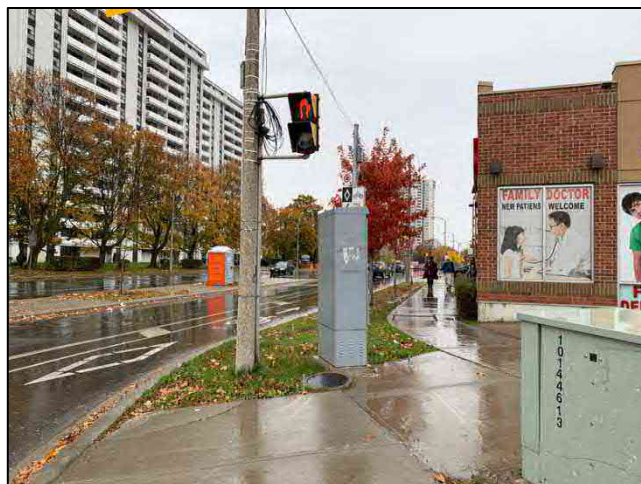


Photo 18: Overview of disturbance from commercial and residential development along Gateway Boulevard; view east



Photo 19: Overview of slope in the area west of Don Mills Road at Gateway Boulevard; view west



Photo 20: Utility disturbance along Don Mills Road at Gateway Boulevard; view south



Photo 21: Typical conditions along the west side of Don Mills Road at Gateway Boulevard; view north



Photo 22: Disturbance from utilities and residential development; view west



Photo 23: Disturbance from utilities and residential development, note the underground access in background; view southeast



Photo 24: Typical conditions of the intersection of Don Mills Road and Green Belt Drive; view southwest



Photo 25: Disturbance from utilities and residential development, note the underground access in background; view west



Photo 26: Commercial disturbance along Wicksteed Avenue; view north



Photo 27: Slope located at the Don River, east of Wicksteed Avenue; view northeast



Photo 28: Slope located at the Don River, east of Wicksteed Avenue; view southeast



Photo 29: Overview of the Hydro Corridor north of Pat Moore Drive at Beth Nealson Drive; view northeast



Photo 30: Overview of the Hydro Corridor north of Pat Moore Drive at Beth Nealson Drive and the slope; view west

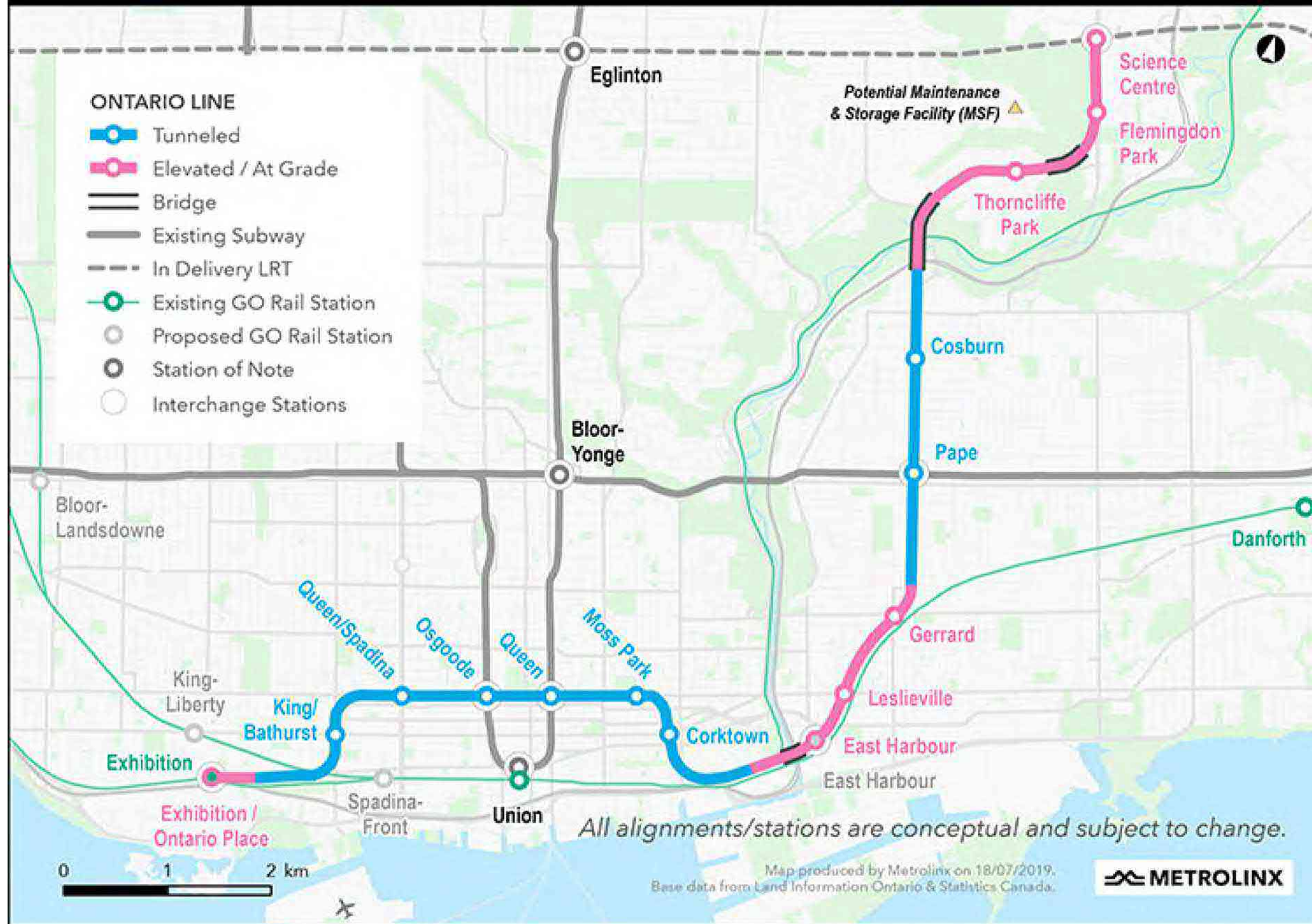


Photo 31: Slope within the Hydro Corridor north of Pat Moore Drive at Beth Nealson Drive; view north

8. Figures

All figures pertaining to the Stage 1 archaeological assessment for the OLN in City of Toronto, Ontario are provided on the following pages.

Ontario Line



Stage 1 Archaeological Assessment
Ontario Line North Project
Toronto, Ontario

Ontario Line Initial Business Case Proposed
Route

Data Sources:
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and Metrolinx. Keymap provided by ESRI.

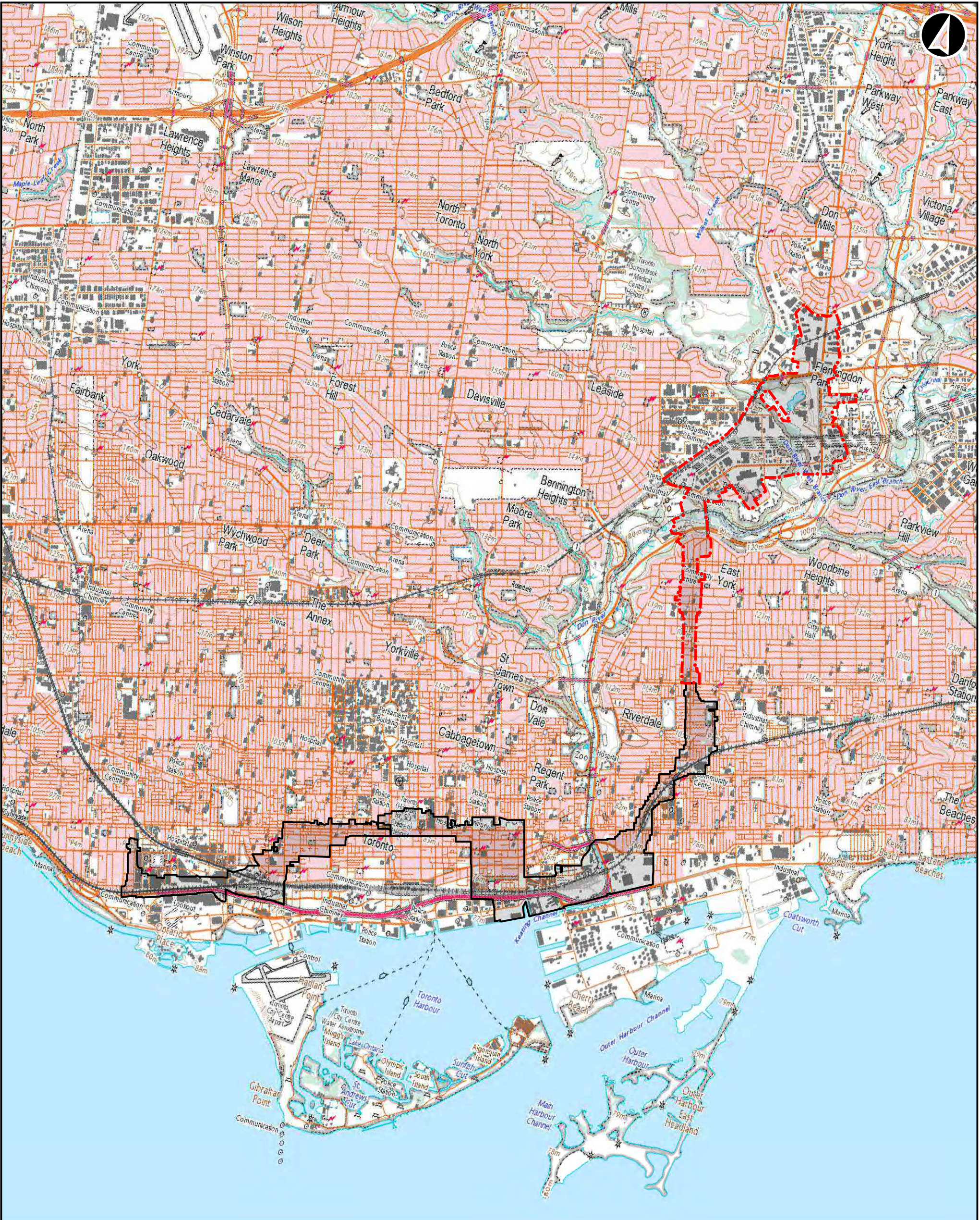
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Figure 1

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Legend

- Ontario Line North Study Area
- Ontario Line Study Area

**Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario**

Location of the Study Area



May, 2020	1:50,000 *when printed 11"x17"	Data Sources: MECP, City of Toronto, http://wms.ess-ws.nrcan.gc.ca/toporama_en
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AECOM	Figure 2
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Legend
Study Area

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

Study Area in Detail

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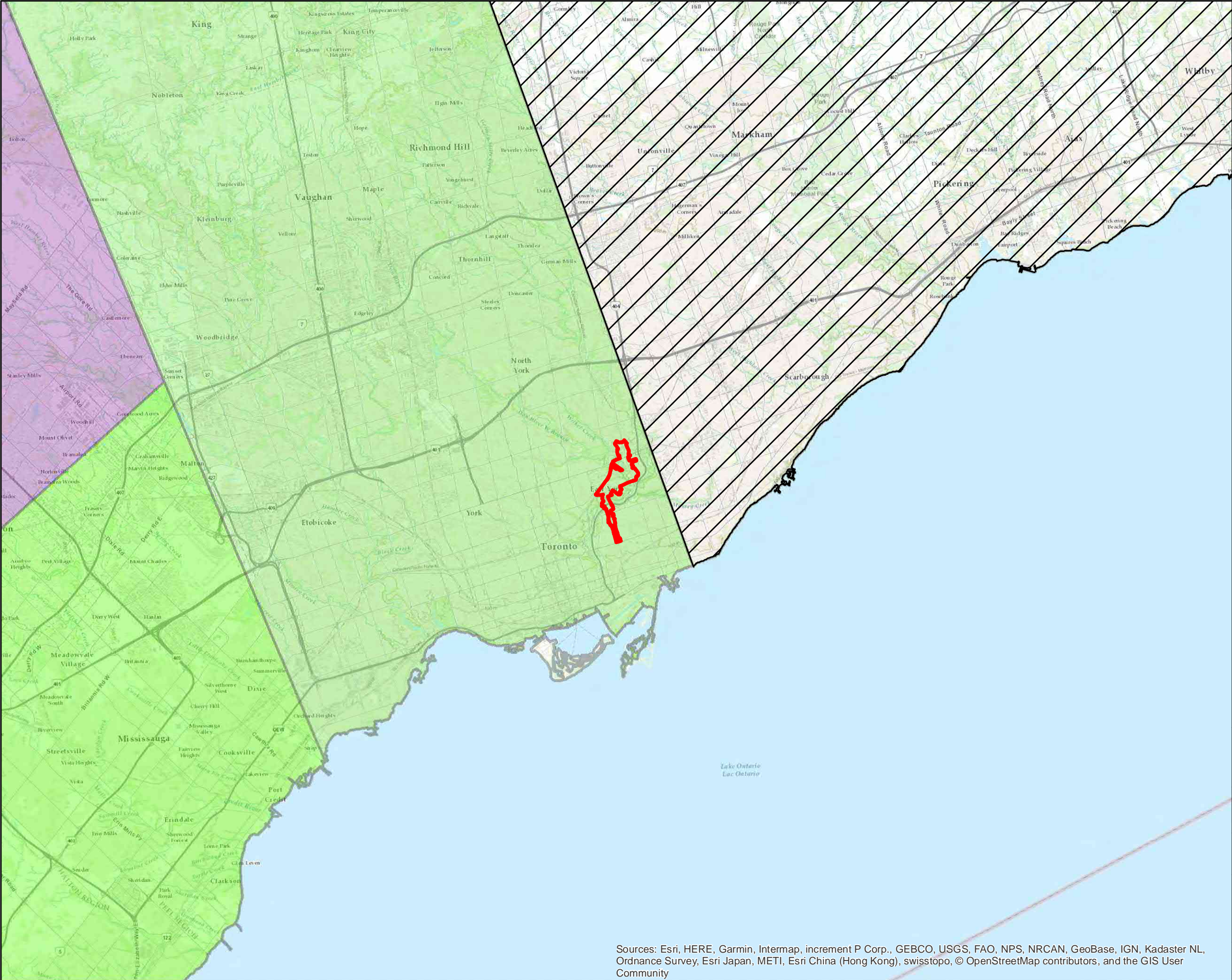
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Figure 3

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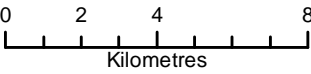


Legend

Study Area

Treaty

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- Head of the Lake Purchase, Treaty 13A, August 2, 1805
- Toronto Purchase, Treaty 13, August 1, 1805
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Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

Ontario Treaties Map

May 2020	1:200,000	Datum: NAD83 UTM17 Source: www.ontario.ca/page/map-ontario-treaties-and-reserves#17
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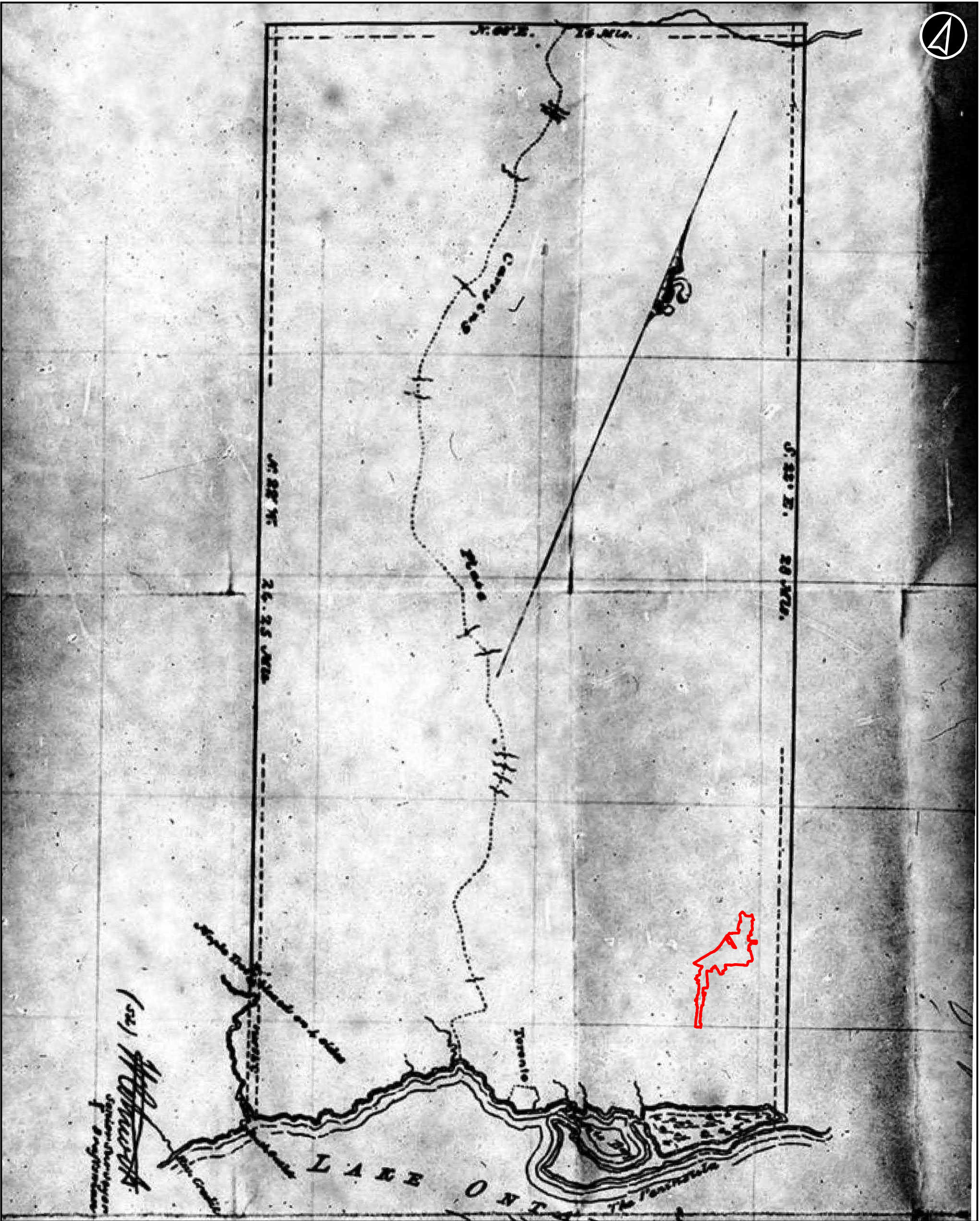
P#:60609279	V#:
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Figure 4

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swiss topo, © OpenStreetMap contributors, and the GIS User Community

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Map location: C:\Users\amalia.waller\Desktop\60609279 - IAX - Ontario Line North\Design\01_Reports\AA\310\Fig4-TreatiesPurchases_20200620.mxd
Date Saved: 5/20/2020 8:00:39 AM User Name: Amalia.Waller



Legend
 Study Area

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

Toronto Purchase in 1787

05 Kilometres

Datum: MTM 3Degree Toronto

May, 2020

1:160,000
"when printed 11"x17"

P#:60609279

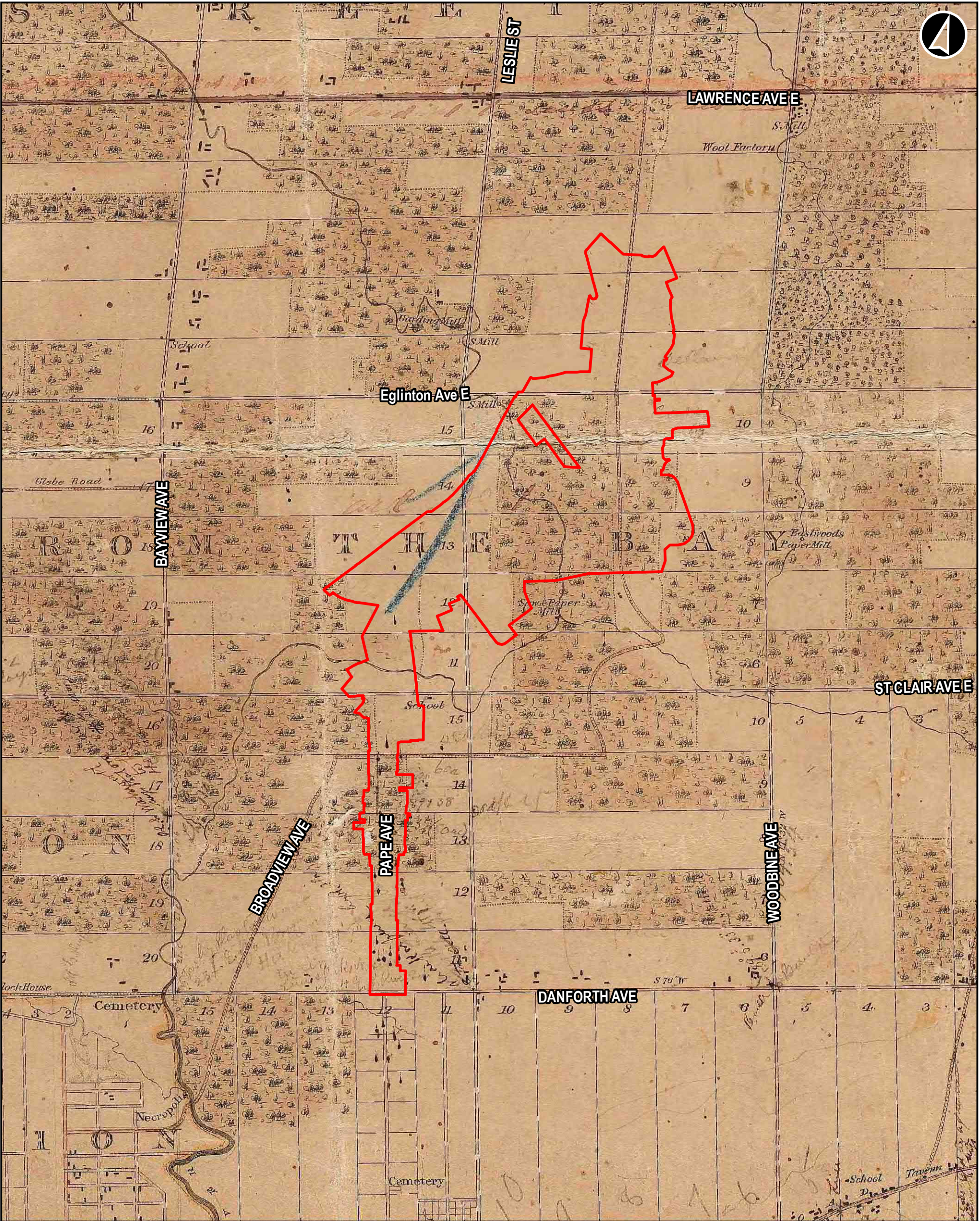
REV: 01

Data Sources:
MECP, Imagery - City of Toronto 2018,
1787 - Toronto Purchase in 1787,
Ontario Crown Land Surveys. Plan
1092, Peterborough.

AECOM

Figure 5

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Legend
Study Area

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

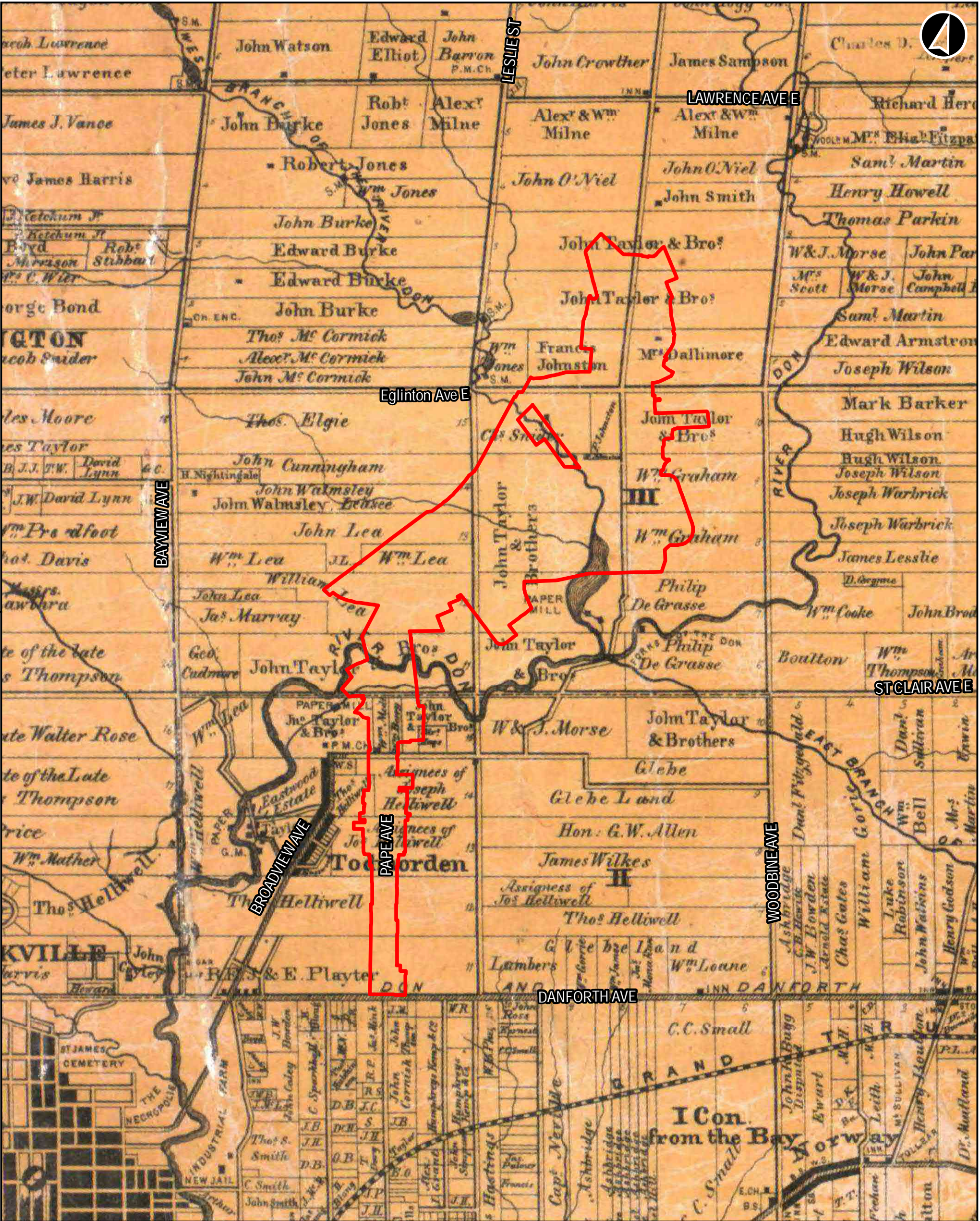
1851 Browne's Map of the
Township of York

0 1
Kilometres
Datum: MTM 3 Degree Toronto

May, 2020	1:25,000 "when printed 11"x17"	Data Sources: MECP, Imagery - City of Toronto 2018, 1851 - Map of the Township of York, County of York, Upper Canada, Lithographed by J. Ellis: Toronto
P#:60609279	REV: 01	

AECOM	Figure 6
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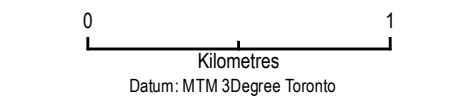
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Legend
 Study Area

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

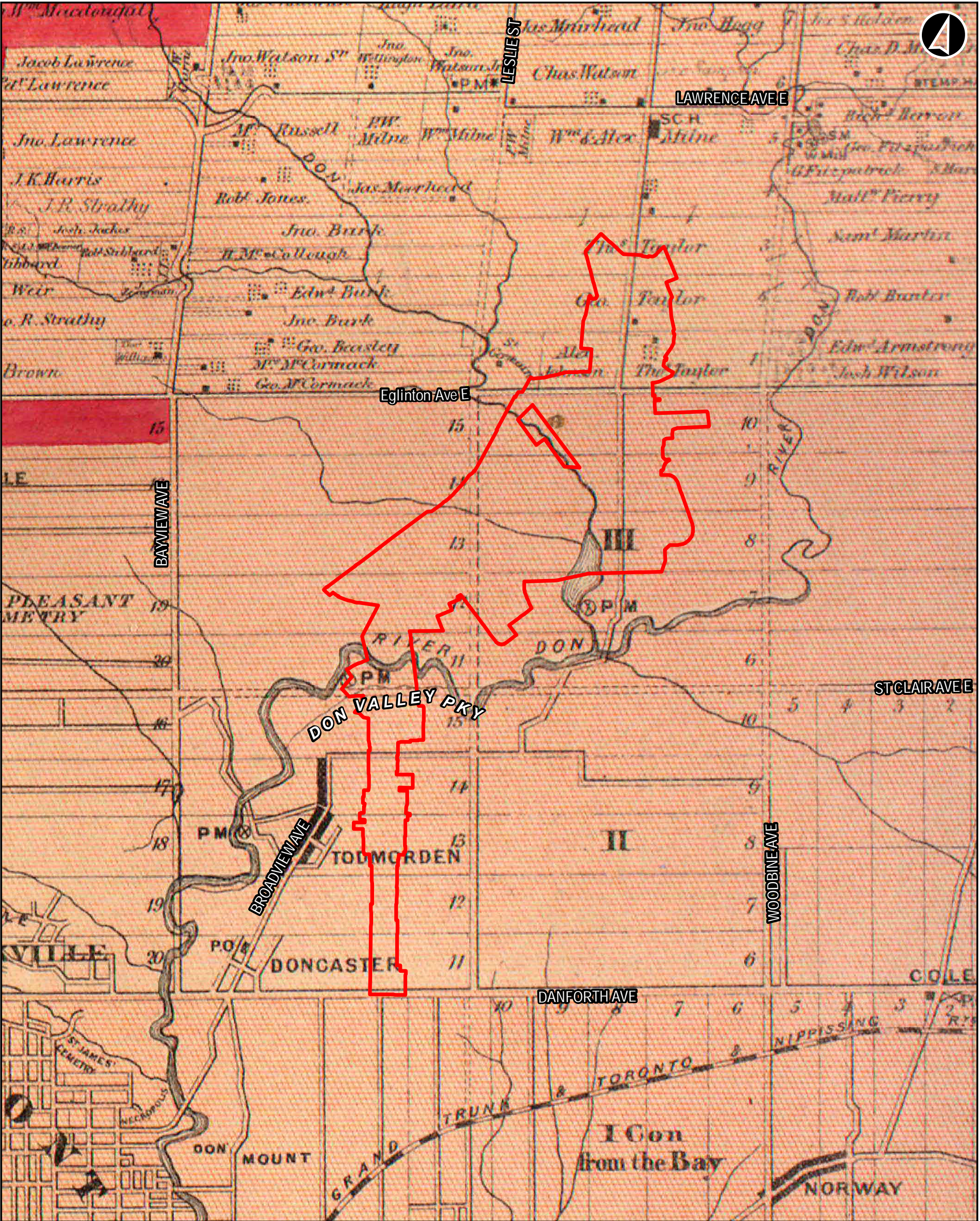
1860 Tremaine Map of the
Township of York




May, 2020	1:25,000	Data Sources: MECP, Imagery - City of Toronto 2018, 1860 - Tremaine's Map of the County of York, Canada West, George C. Tremaine, Toronto.
PH:60609279	REV: 01	

AECOM **Figure 7**

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Legend
 Study Area

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

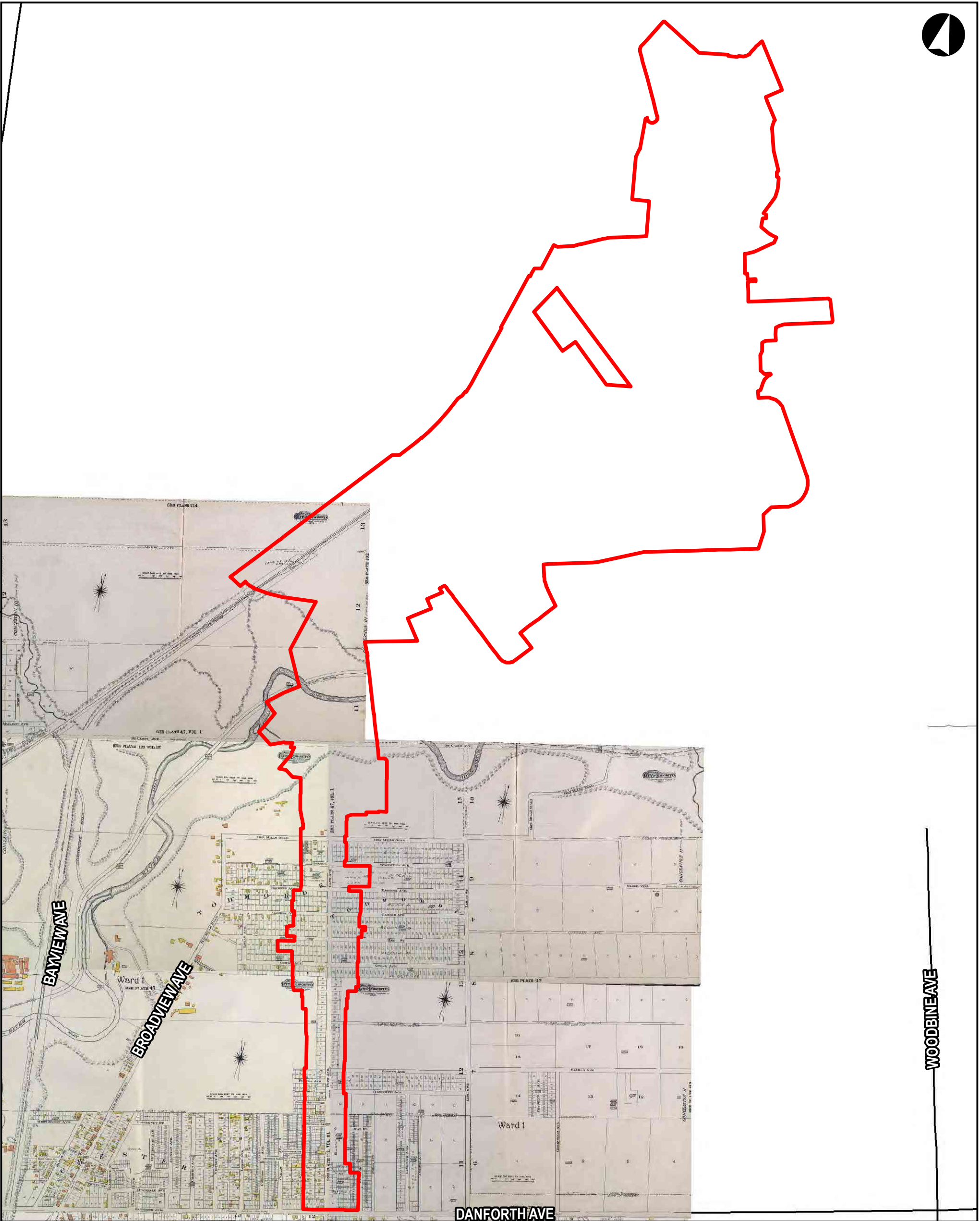
1878 Historic Atlas Map of the
Township of York South East (Miles & Co)

0 1
Kilometres
Datum: MTM 3Degree Toronto

May, 2020	1:25,000 *when printed 11"x17"	Data Sources: MECP, Imagery - City of Toronto 2018, 1878 - Illustrated Historical Atlas of the County of York, Miles and Co. Toronto.
P#:60609279	REV: 01	

AECOM	Figure 8
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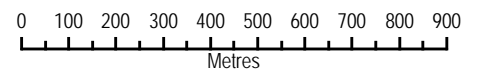
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Legend
 Study Area

**Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario**

**1903 Goad Fire Insurance Plans
Toronto – Eastern District**

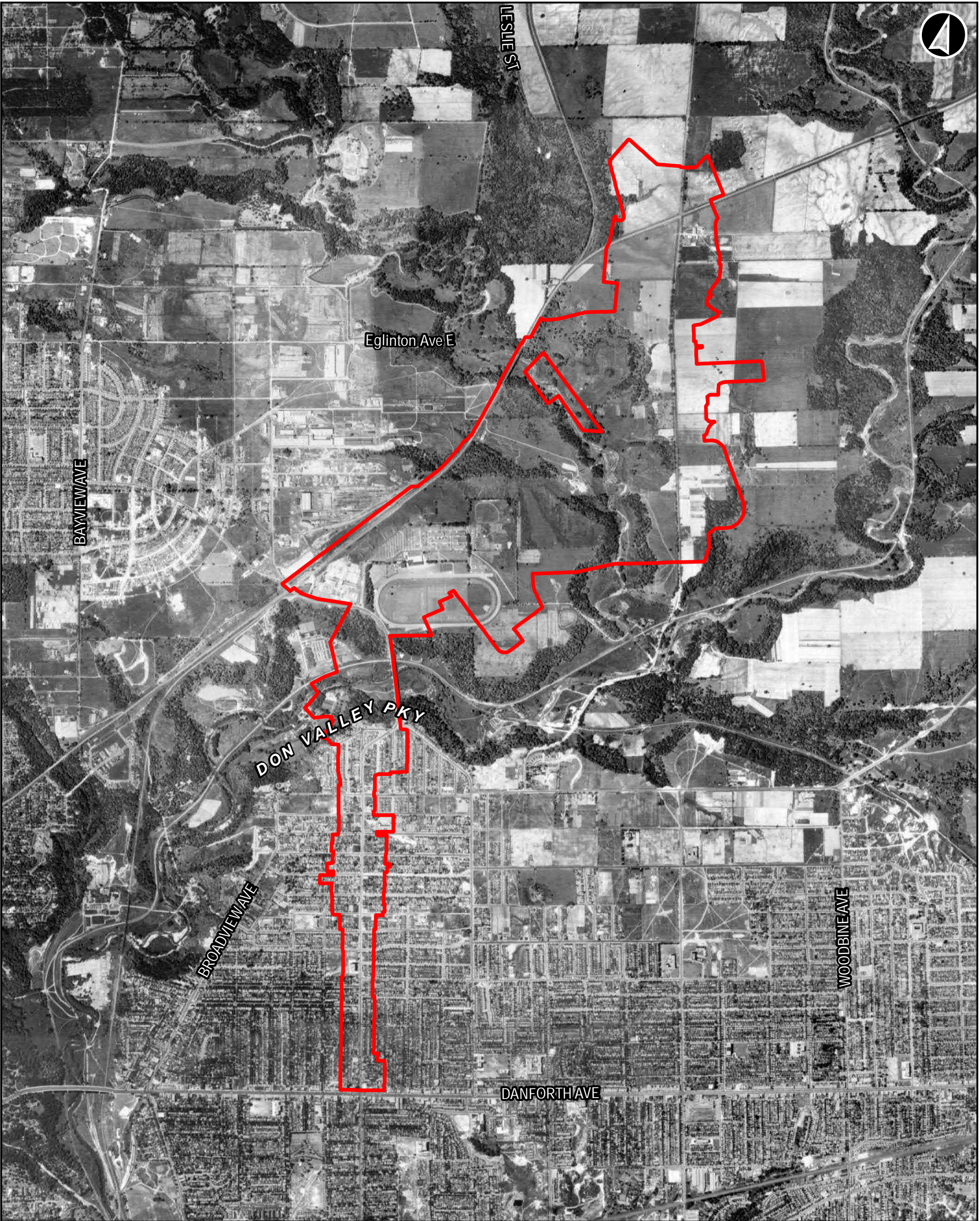


May, 2020	1:16,000 "when printed 11"x17"	Data Sources: MECP, Imagery - City of Toronto 2018, Chas. E. Goad 1910 - Toronto Fire Insurance Map.
P#:60609279	REV: 01	

**AECOM**

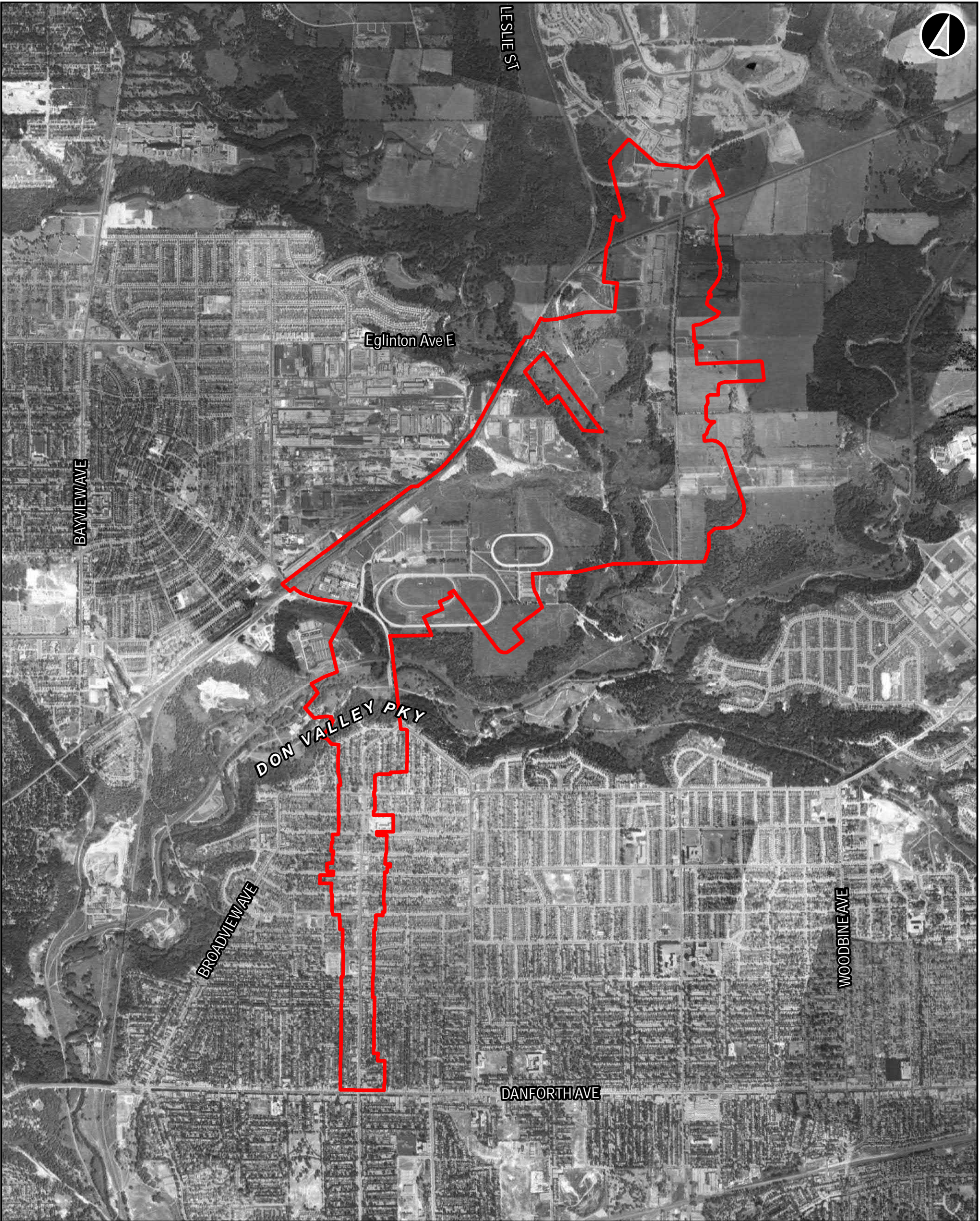
Figure 9

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Legend
Study Area

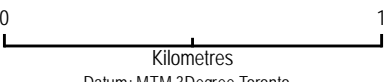
Stage 1 Archaeological Assessment Ontario Line North Toronto, Ontario		
Historic Aerial 1939		
0 ————— 1 Kilometres Datum: MTM 3Degree Toronto		
May, 2020	1:20,000 "when printed 11"x17"	Data Sources: MECP, Imagery - 1939, https://gis.toronto.ca/arcgis/services
P#:60609279	REV: 01	
AECOM		Figure 10
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Legend
 Study Area

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

Historic Aerial
1954



May, 2020	1:20,000 *when printed 11"x17"	Data Sources: MECP, Imagery - 1954, https://gis.toronto.ca/arcgis/services
P#:60609279	REV: 01	

AECOM	Figure 11
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Legend
 Study Area

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

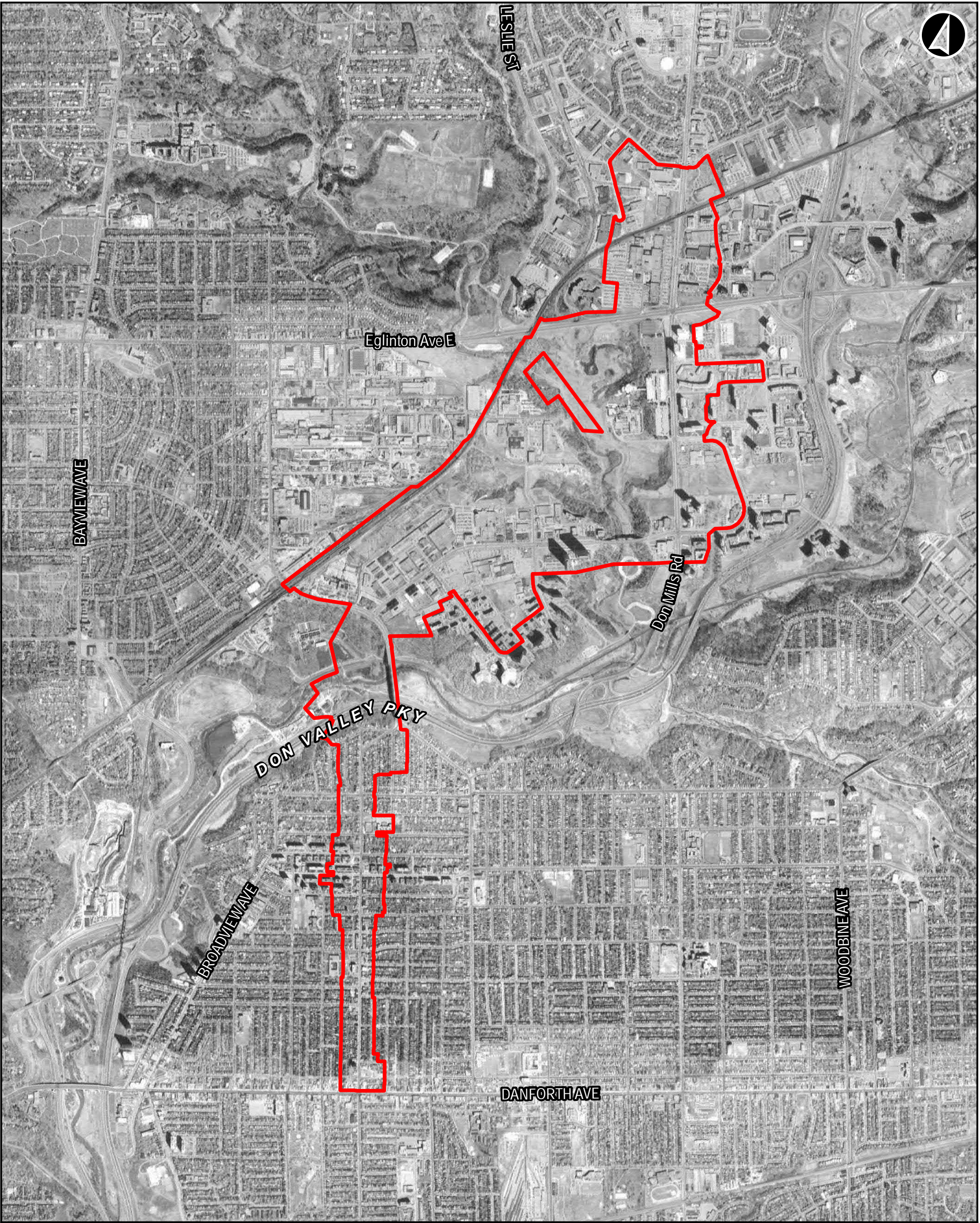
Historic Aerial
1965



May, 2020	1:20,000 *when printed 11"x17"	Data Sources: MECP, Imagery - 1965, https://gis.toronto.ca/arcgis/services
P#:60609279	REV: 01	

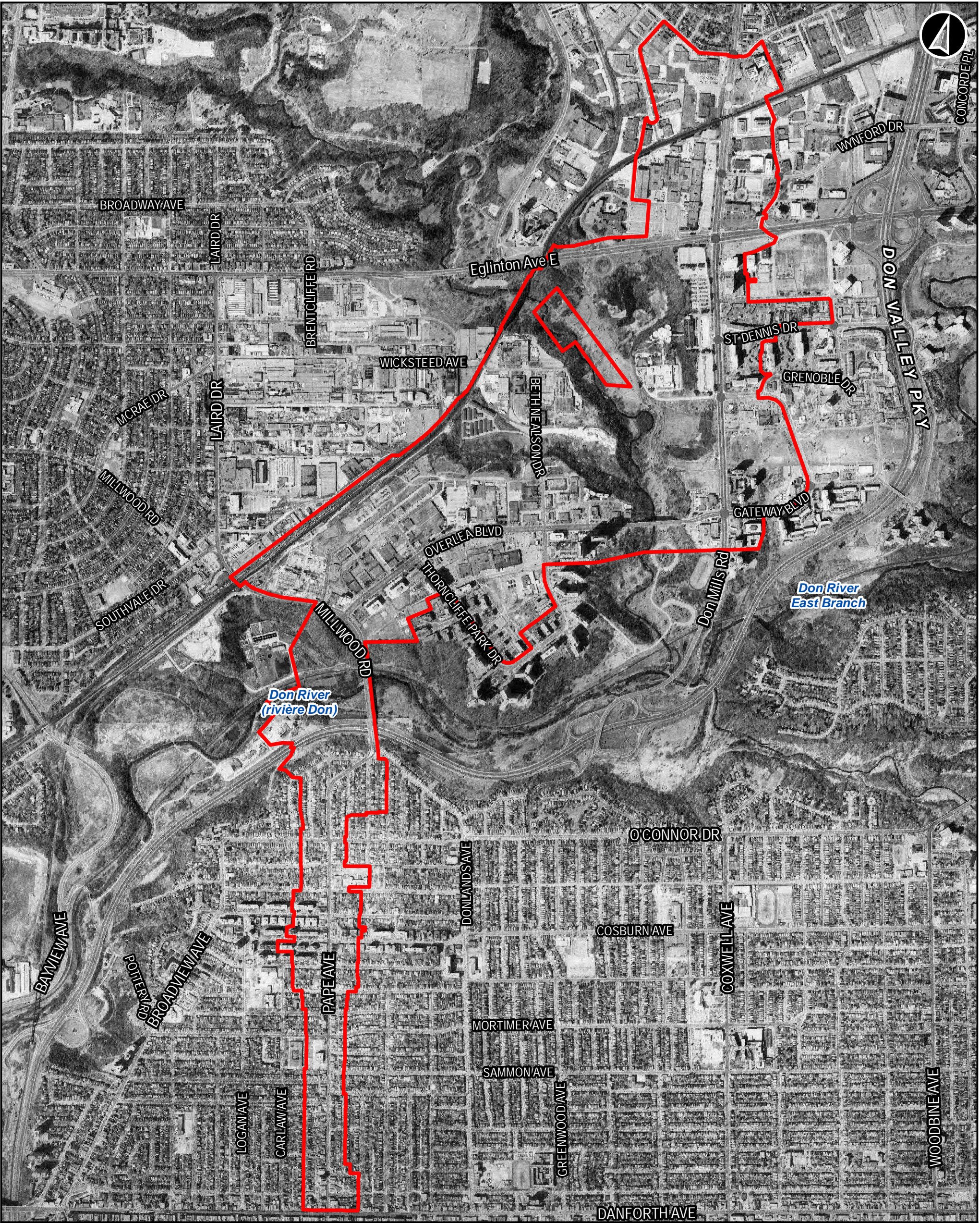
AECOM	Figure 12
--------------	------------------

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Legend
 Study Area

Stage 1 Archaeological Assessment Ontario Line North Toronto, Ontario			
Historic Aerial 1978			
<div><div>0</div><div>1</div><div>Kilometres</div></div> Datum: MTM 3Degree Toronto			
May, 2020	1:20,000 *when printed 11"x17"	Data Sources: MECP, Imagery - 1978, https://gis.toronto.ca/arcgis/services	
P#:60609279	REV: 01		
AECOM		Figure 13	
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Legend
Study Area

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

Historic Aerial
1992

0500
Meters
Datum: MTM 3Degree Toronto

May, 2020
P#:60609279

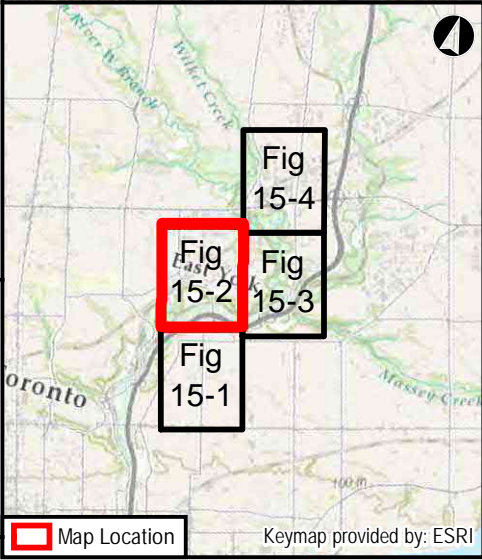
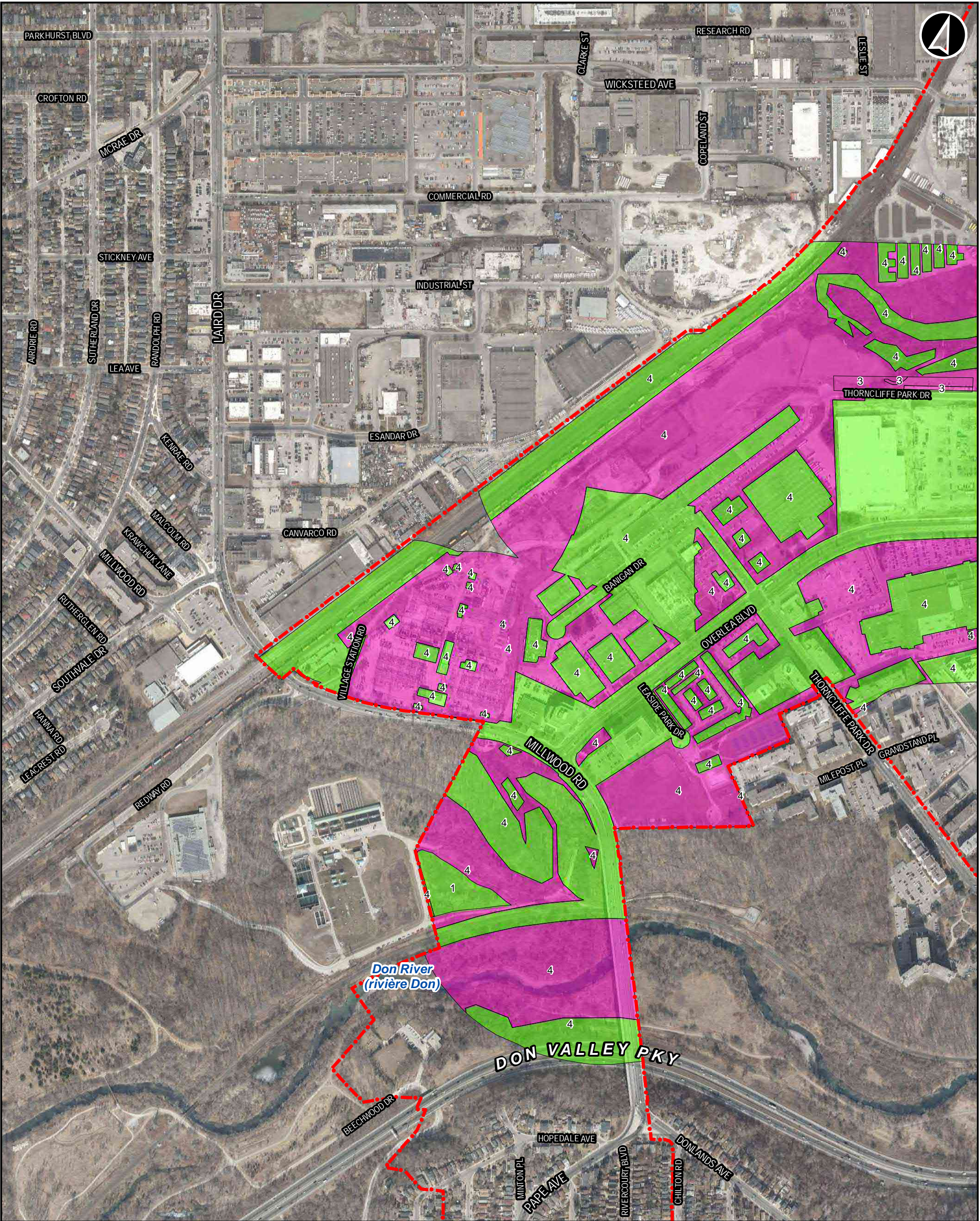
1:16,000
*when printed 11"x17"
REV: 01

Data Sources:
MECP Imagery - 1992 City of Toronto
1992 Photographs

AECOM

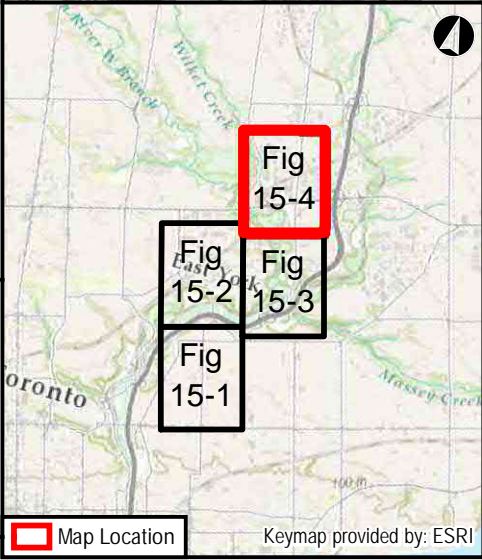
Figure 14

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- Legend**
- Study Area
 - Stage 1 Complete, Further Work Required
 - Previously Assessed, No Further Work Required
- Archaeological Assessments**
- 1 - Archeoworks 2016
 - 2 - ASI 2018
 - 3 - This Land Archaeology Inc. 2014
 - 4 - TMHC 2015

Stage 1 Archaeological Assessment Ontario Line North Toronto, Ontario		
Previous Archaeological Assessments		
Datum: NAD 1983 UTM Zone 17N		
May, 2020	1:6,000 *when printed 11"x17"	Data Sources: MECP, Imagery - City of Toronto 2018
P#:60609279	REV: 01	
AECOM		Figure 15-2
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Legend

- Study Area
- Stage 1 Complete, Further Work Required
- Previously Assessed, No Further Work Required

Archaeological Assessments

- 1 - Archeoworks 2016
- 2 - ASI 2018
- 3 - This Land Archaeology Inc. 2014
- 4 - TMHC 2015

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

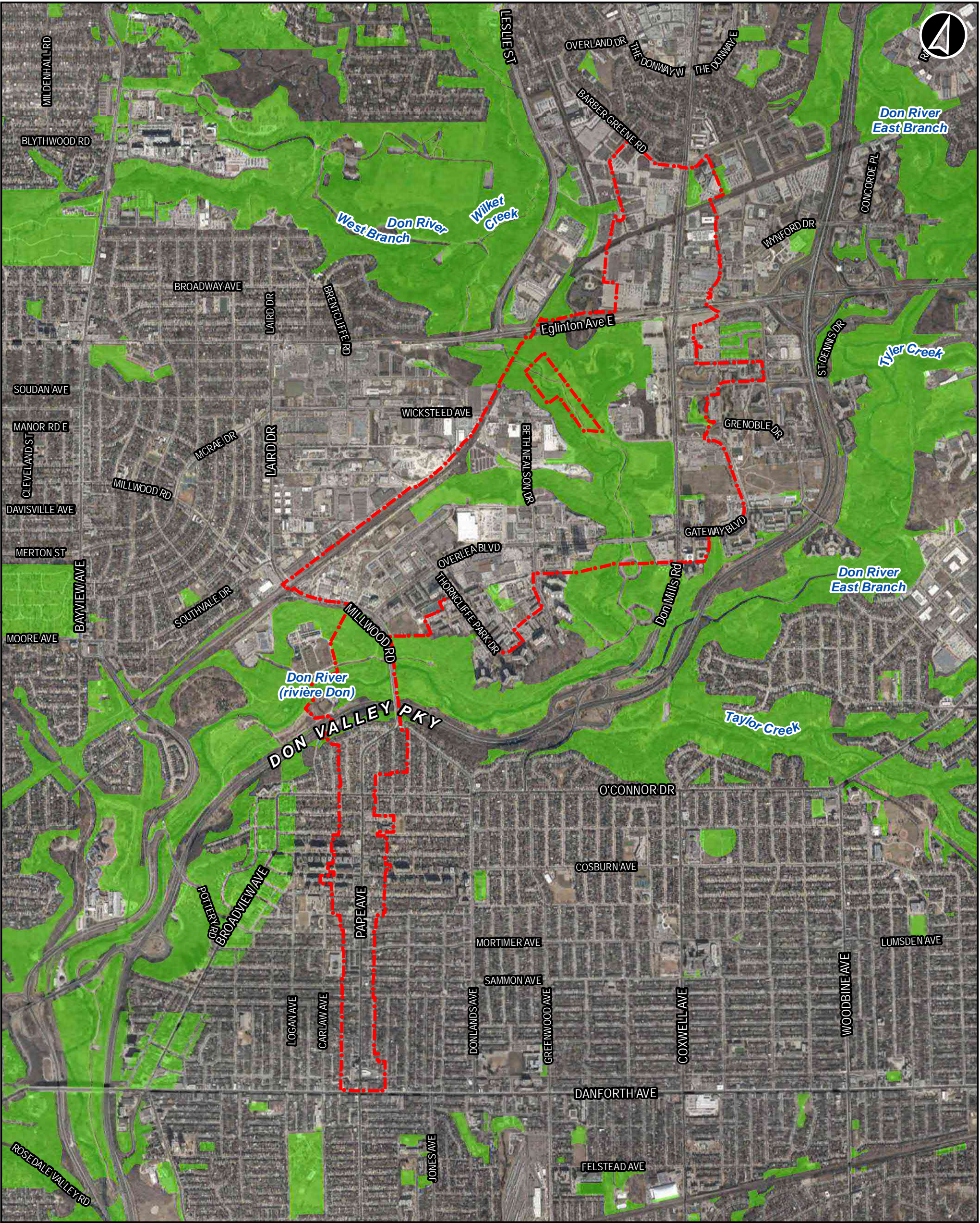
Previous
Archaeological Assessments

0 100 200 300
Metres
Datum: NAD 1983 UTM Zone 17N

May, 2020	1:6,000 "when printed 11"x17"	Data Sources: MECP, Imagery - City of Toronto 2018
P#:60609279	REV: 01	

AECOM **Figure 15-4**

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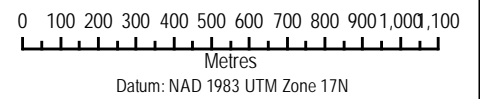


Legend

- Study Area
- Archaeological Potential, City of Toronto Archaeological Potential Map

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

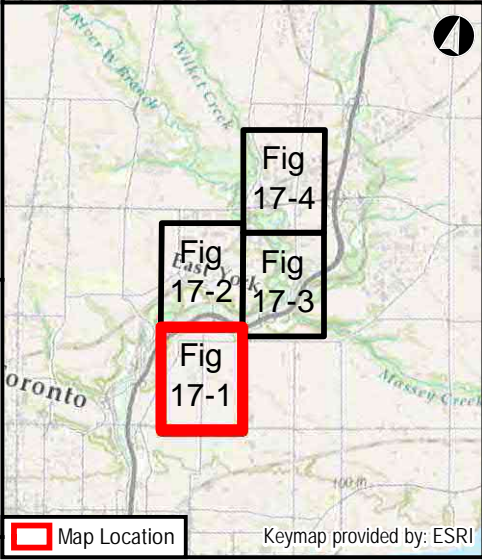
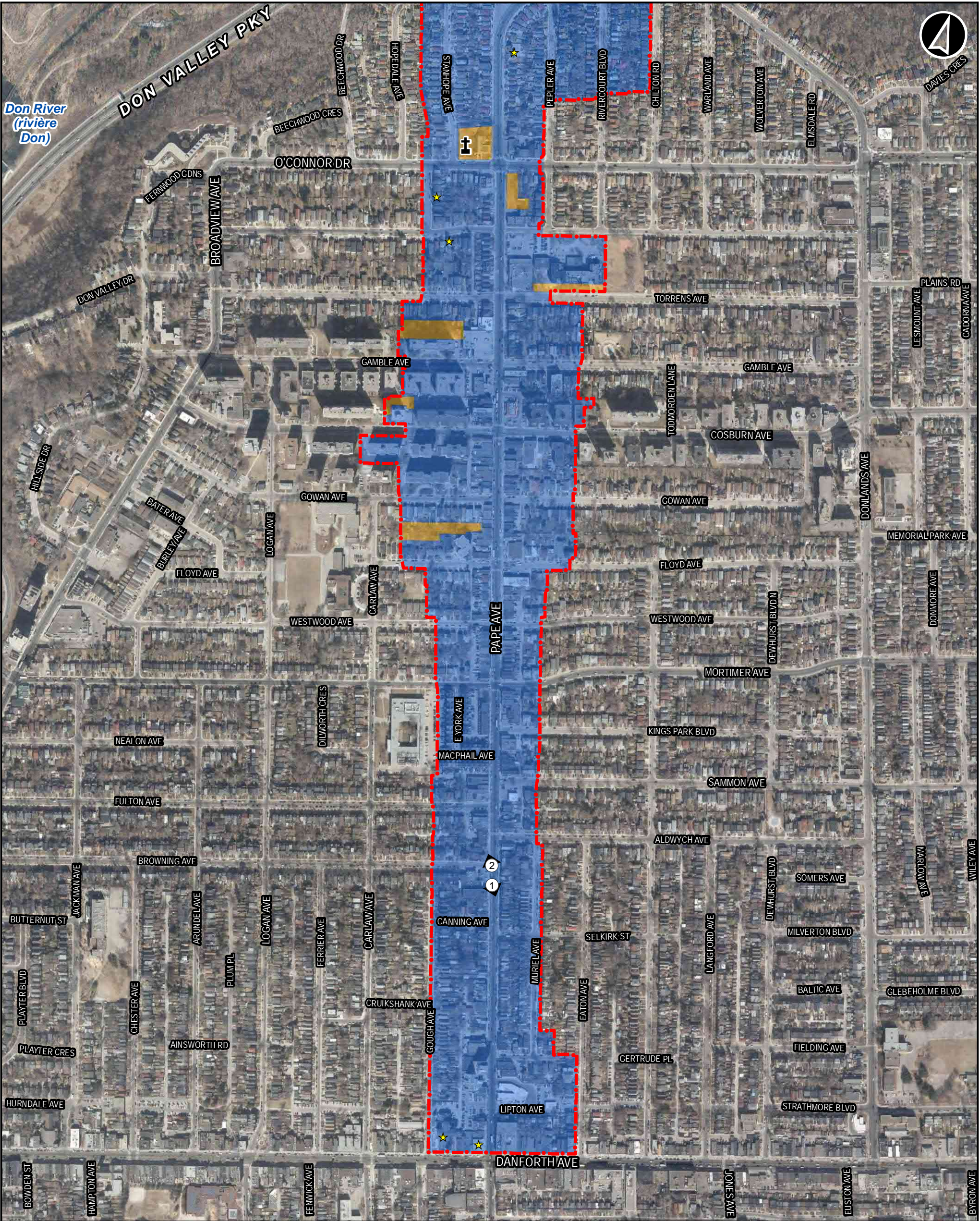
Master Plan of Archaeological
Resources for the City of Toronto



May, 2020	1:20,000 *when printed 11"x17"	Data Sources: MECP Imagery - City of Toronto 2018, City of Toronto 2020
P#:60609279	REV: 01	

AECOM **Figure 16**

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Legend

- Photo Location and Direction
- Location of Don Mills United Church Cemetery
- Heritage Property
- Study Area
- Moderate to High Archaeological Potential - Test Pit Survey
- Moderate to High Archaeological Potential - Deeply Buried Potential
- Low Archaeological Potential
- Previously Disturbed; No Further Work Required
- Steeply Sloped - Archaeological Assessment Not Required
- Previously Assessed, No Further Work Required

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

Results of the Stage 1 Background
Study and Property Inspection

0100200300

Metres

Datum: NAD 1983 UTM Zone 17N

May, 2020

1:6,000
*when printed 11"x17"

Data Sources:
MECP, Imagery - City of Toronto
2018

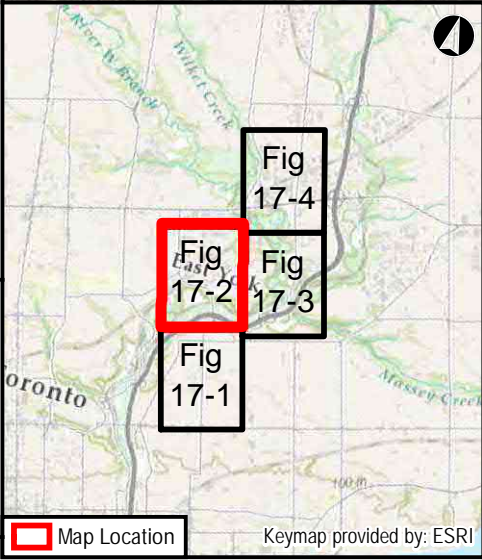
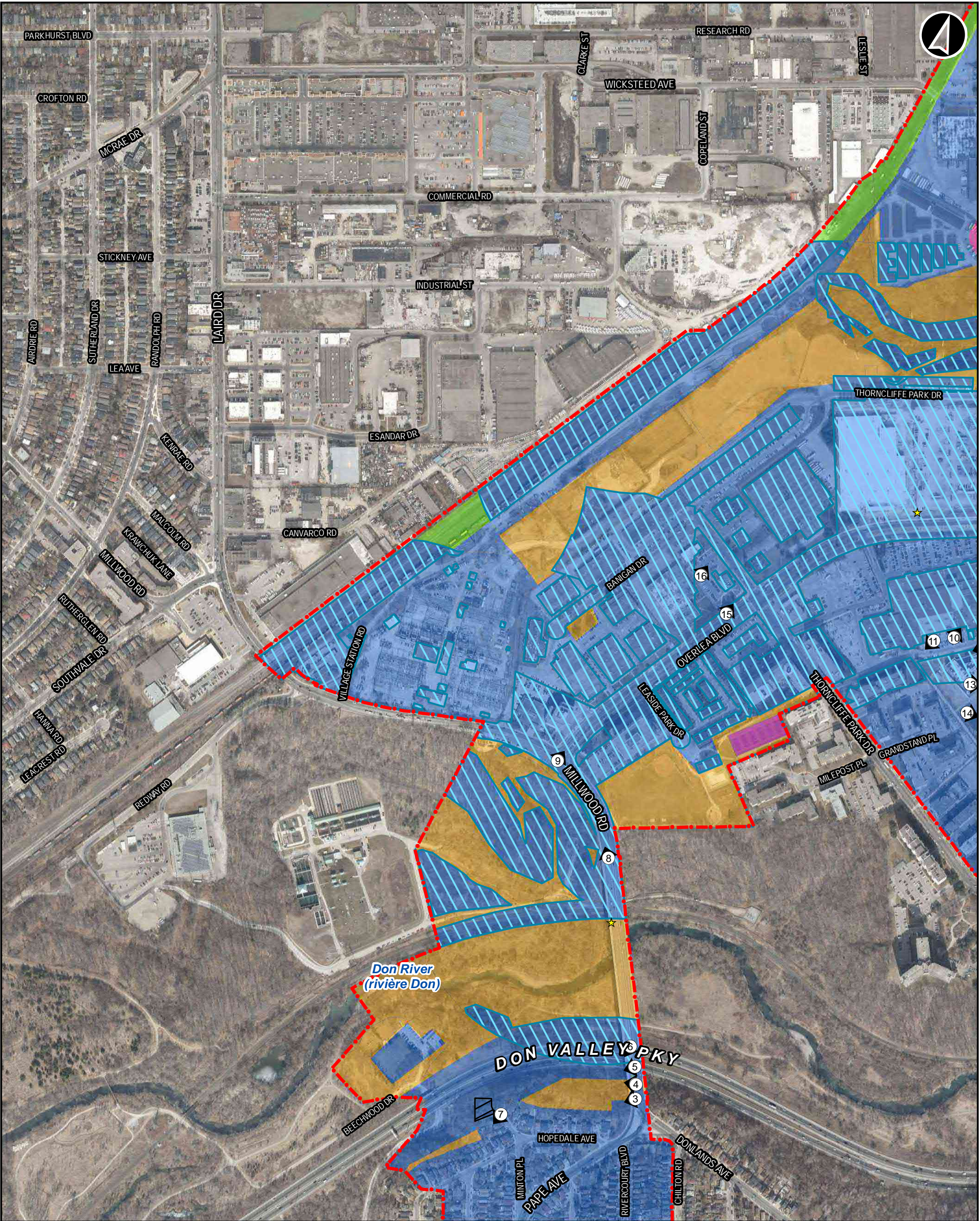
P#:60609279

REV: 01

AECOM

Figure 17-1

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Legend

- ③ Photo Location and Direction
- ⊥ Location of Don Mills United Church Cemetery
- ★ Heritage Property
- Study Area
- Moderate to High Archaeological Potential - Test Pit Survey
- Moderate to High Archaeological Potential - Deeply Buried Potential
- Low Archaeological Potential
- Previously Disturbed; No Further Work Required
- Steeplly Sloped - Archaeological Assessment Not Required
- Previously Assessed, No Further Work Required

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

Results of the Stage 1 Background
Study and Property Inspection

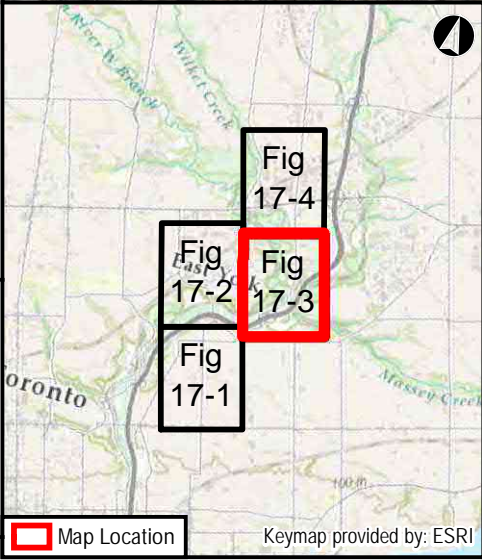
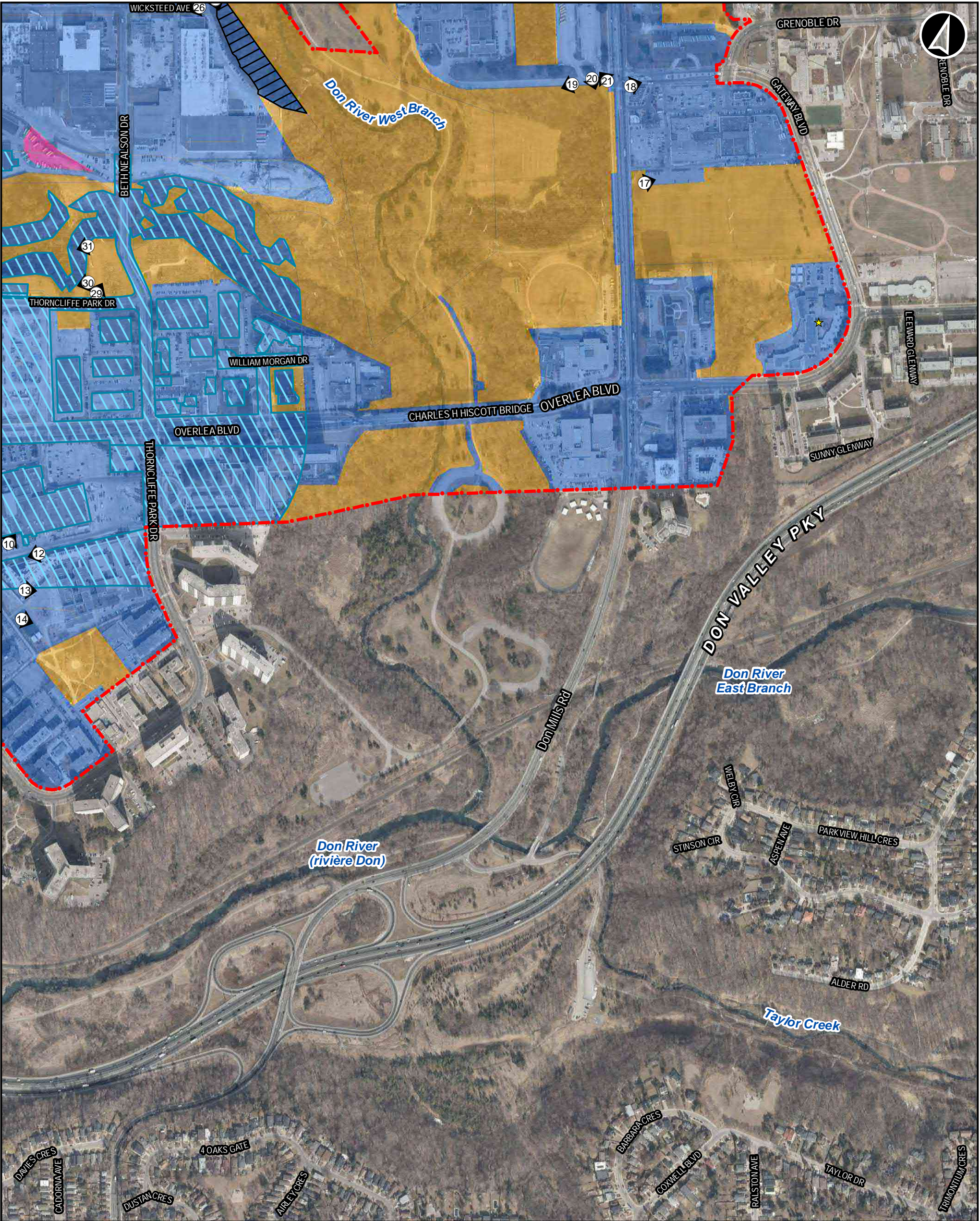
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Metres

Datum: NAD 1983 UTM Zone 17N

May, 2020	1:6,000 *when printed 11"x17"	Data Sources: MECP, Imagery - City of Toronto 2018
P#:60609279	REV: 01	

AECOM	Figure 17-2
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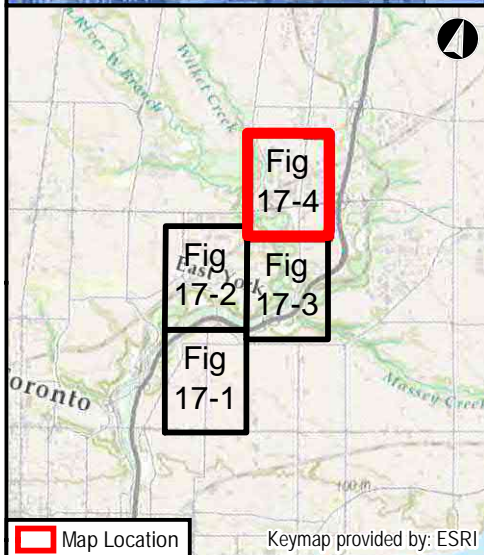
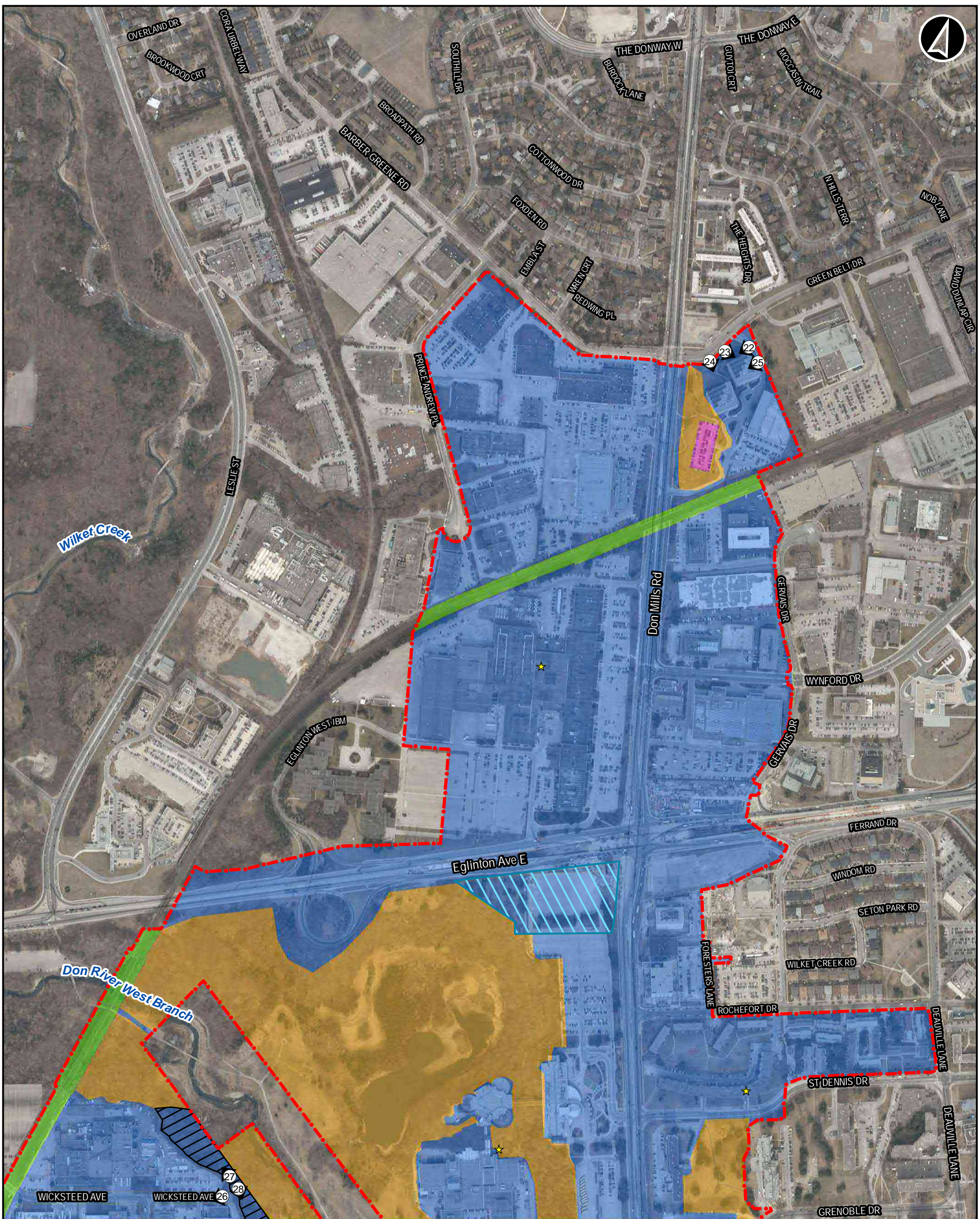
Legend

- Photo Location and Direction
- Location of Don Mills United Church Cemetery
- Heritage Property
- Study Area
- Moderate to High Archaeological Potential - Test Pit Survey
- Moderate to High Archaeological Potential - Deeply Buried Potential
- Low Archaeological Potential
- Previously Disturbed; No Further Work Required
- Steeplly Sloped - Archaeological Assessment Not Required
- Previously Assessed, No Further Work Required








Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario




Results of the Stage 1 Background
Study and Property Inspection

0 100 200 300 Metres	
Datum: NAD 1983 UTM Zone 17N	
May, 2020	1:6,000 * when printed 11"x17"
P#:60609279	REV: 01
Data Sources: MECP, Imagery - City of Toronto 2018	
AECOM	Figure 17-3
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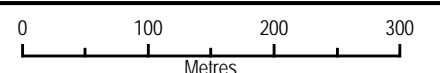
Legend

-  Photo Location and Direction
-  Location of Don Mills United Church Cemetery
-  Heritage Property
-  Study Area
-  Moderate to High Archaeological Potential - Test Pit Survey
-  Moderate to High Archaeological Potential - Deeply Buried Potential
-  Low Archaeological Potential

-  Previously Disturbed; No Further Work Required
 Steeply Sloped - Archaeological Assessment Not Required
 Previously Assessed, No Further Work Required

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

Results of the Stage 1 Background Study and Property Inspection



Datum: NAD 1983 UTM Zone 17N

May, 2020	1:6,000 * when printed 11"x17"	Data Sources: MECP, Imagery - City of Toronto 2018
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P#:60609279

REV: 01

AECOM

Figure 17-4

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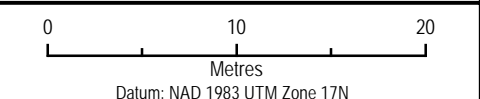


Legend

- Don Mills United Church Cemetery Limits
- 10 m Cemetery Buffer – Stage 2 and Stage 3 Cemetery Investigation Required

Stage 1 Archaeological Assessment
Ontario Line North
Toronto, Ontario

Limits of Don Mills United
Church Cemetery



Jul, 2020	1:400 "when printed 11"x17"	Data Sources: MECP, Imagery - City of Toronto 2018
P#:60609279	REV: 01	

AECOM **Figure 18**

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