

**STAGE 1-2 ARCHAEOLOGICAL ASSESSMENT OF THE GLEN ROAD PEDESTRIAN
BRIDGE PROJECT ON LOT 4 CONCESSION I FROM THE BAY AND LOT 20
CONCESSION II FROM THE BAY IN THE GEOGRAPHIC TOWNSHIP OF YORK,
YORK COUNTY, IN THE CITY OF TORONTO**

Original License Report

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EXECUTIVE SUMMARY

This report discusses the rationale, methods and results of the Stage 1-2 archaeological assessment of the Glen Road Pedestrian Bridge project in the City of Toronto. Triggered by the *Environmental Assessment Act*, this assessment was undertaken as part of the Glen Road Pedestrian Bridge Environmental Assessment (Class EA) which is aimed at identifying and evaluating alternative options to address the deteriorated condition of the Glen Road Pedestrian Bridge. The bridge currently provides access from Glen Road over the Rosedale Ravine lands and Rosedale Valley Road, and includes a pedestrian tunnel that extends below Bloor Street East, where it once again connects with Glen Road. The study area follows the current alignment of the pedestrian bridge and tunnel which is located on Lot 4 Concession I From the Bay and Lot 20 Concession II From the Bay in the Geographic Township of York, York County. New Directions Archaeology Ltd. (NDA) was contracted by MMM Group Ltd. to conduct this Stage 1-2 archaeological assessment. The study area measures approximately 175 m in length and 25 m in width (0.32 ha). Permission to access the property was granted to New Directions Archaeology Ltd. by the property owner.

The entire study area (100%) was subject to a Stage 1-2 archaeological assessment as per Section 2.1 of the *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011). Given that the study area was located primarily with a woodlot on steeply sloping valley lands, ploughing was not feasible. As a result, a test pit assessment was conducted according to Section 2.2.1 of the *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011:31). Approximately 47% study area was steeply sloped and was not subject to a test pit assessment. Approximately 53% of the study area was visually assessed and was determined to be disturbed related primarily to the construction of the bridge and sewage infrastructure. A single test pit was excavated at the north access point to confirm disturbance, and the test pit was noted as containing compact, light brown soil with grey construction clay mottles.

On the basis of the above information, the following recommendations are made:

1. The Glen Road Pedestrian Bridge study area, which includes the pedestrian bridge and the tunnel, requires no further archaeological assessment.

However, should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, 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 archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	I
TABLE OF CONTENTS	II
LIST OF TABLES	III
LIST OF IMAGES	III
LIST OF MAPS	III
LIST OF APPENDICES	IV
PERSONNEL	V
 1.0 PROJECT CONTEXT	 1
1.1 Development Context	1
1.2 Historical Context	1
1.2.1 Settlement History	1
1.2.1.1 Pre-Contact	1
1.2.1.2 Post-Contact	2
1.2.2 Past and Present Land Use	3
1.3 Archaeological Context	4
1.3.1 Condition of the Property	5
1.3.2 Previous Archaeological Work	5
1.3.3 Registered or Known Archaeological Sites	5
1.3.4 Archaeological Potential Modeling	6
2.0 FIELD METHODS	7
3.0 RECORD OF FINDS	8
4.0 ANALYSIS AND CONCLUSIONS	8
5.0 RECOMMENDATIONS	9
6.0 ADVICE ON COMPLIANCE WITH LEGISLATION	10
7.0 IMAGES	11
8.0 MAPS	23
9.0 BIBLIOGRAPHY AND SOURCES	28
APPENDICES	31

LIST OF TABLES

Table 1: Pre-Contact Settlement History	2
Table 2: Post-Contact Settlement History	2
Table 3: Summary of Historic Ownership of the Study area and Nearby Historic Features	4
Table 4: Registered or Known Archaeological Sites within 1 km	6

LIST OF IMAGES

Image 1: North side of bridge access, sewage infrastructure facing southeast	11
Image 2: North side of bridge access, test pitting to confirm disturbance facing southeast	11
Image 3: North half of study area, sloped facing west	12
Image 4: North half of study area, sloped, sewage infrastructure, facing east	12
Image 5: North half of study area, sloped, sewage infrastructure facing east	13
Image 6: North half of study area, sloped, bridge supports, disturbed soils facing north	13
Image 7: South half of study area, sloped, bridge supports, disturbed soils facing south	14
Image 8: South half of study area, sloped, bridge supports, disturbed soils facing south	14
Image 9: South access to bridge, underpass beneath Bloor Street East facing south	15
Image 10: South access to bridge from Bloor Street East facing north	15
Image 11: Underpass beneath Bloor Street East facing north	16
Image 12: South half of study area, sloped, bridge extending from retaining wall facing east	16
Image 13: South half of study area, sloped, disturbed soils facing north	17
Image 14: South half of study area, sloped, sewage infrastructure, Rosedale Valley Road in background facing east	17
Image 15: Close up of south half of study area, piping	18
Image 16: Bloor Street East facing west	18
Image 17: Glen Road on south side of Bloor Street East facing south	19
Image 18: Pedestrian underpass on south side of Bloor Street East facing north	19
Image 19: Stairwell on south side of Bloor Street East facing east	20
Image 20: Study area facing southwest, note built up lands to Toronto Fire Station	20
Image 21: Residential building south of Bloor Street East facing southeast, note disturbance	21
Image 22: Example of disturbed test pit	21
Image 23: Close up of soil profile of disturbed test pit	22

LIST OF MAPS

Map 1: Location of the Study Area on Topographic Map	23
Map 2: Location of the Study Area on Tremaine's 1860 Map of the Township of York	24
Map 3: Location of the Study Area on Miles & Co's 1878 Atlas of the Township of York	25
Map 4: Location of the Study Area on 1954 Aerial Imagery	26
Map 5: Assessment Results	27

LIST OF APPENDICES

APPENDIX I: Unaltered Development Plans	32
APPENDIX II: Document Inventory	34

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1.0 PROJECT CONTEXT

1.1 Development Context

This report discusses the rationale, methods and results of the Stage 1-2 archaeological assessment of the Glen Road Pedestrian Bridge project in the City of Toronto (Map 1). Triggered by the *Environmental Assessment Act*, this assessment was undertaken as part of the Glen Road Pedestrian Bridge Environmental Assessment (Class EA) which is aimed at identifying and evaluating alternative options to address the deteriorated condition of the Glen Road Pedestrian Bridge (APPENDIX I). The bridge currently provides access from Glen Road over the Rosedale Ravine lands and Rosedale Valley Road, and includes a pedestrian tunnel that extends below Bloor Street East, where it once again connects with Glen Road to the south. The study area follows the current alignment of the pedestrian bridge and tunnel which is located on Lot 4 Concession I From the Bay and Lot 20 Concession II From the Bay in the Geographic Township of York, York County. New Directions Archaeology Ltd. (NDA) was contracted by MMM Group Ltd. to conduct this Stage 1-2 archaeological assessment. The study area measures approximately 175 m in length and 25 m in width (0.32 ha). Permission to access the property was granted to New Directions Archaeology Ltd. by the property owner.

Assessment activities were conducted in accordance with the provisions of the *Ontario Heritage Act* (R.S.O. 1990, c.o. 18) in compliance with the *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011) under an archaeological consulting license (#P018) issued to Philip Woodley of New Directions Archaeology Ltd. The field notes, photos and related documents will be curated at the office of New Directions Archaeology Ltd. (APPENDIX II).

1.2 Historical Context

After a century of archaeological work in southern Ontario, scholarly understanding of the historic usage of lands in the City of Toronto has become very well-developed. With occupation beginning in the Palaeo-Indian period approximately 11,000 years ago, the greater vicinity of the study area comprises a complex chronology of Pre-Contact and Euro-Canadian histories. Section 1.2.1 provides an overview of the region's settlement history, and Section 1.2.2 summarizes the past and present land use of the study area.

1.2.1 Settlement History

1.2.1.1 Pre-Contact

The Pre-Contact history of the region is both lengthy and rich, and a variety of Indigenous groups inhabited the landscape. Archaeologists generally divide this complex history into three main periods: Palaeo-Indian, Archaic and Woodland. Each of these periods comprises a range of discrete sub-periods characterized by specific material culture, settlement patterns and lifeways. The principal archaeological horizons/cultures of the region are summarized in Table 1.

Table 1: Pre-Contact Settlement History
(Wright 1972; Ellis and Ferris 1990; Warrick 2000; Munson and Jamieson 2013)

Sub-Period	Timeframe	Characteristics
<i>Early Palaeo-Indian</i>	9000–8400 BC	Gainey, Barnes and Crowfield traditions; Small bands; Mobile hunters and gatherers; Utilization of seasonal resources and large territories; Fluted projectiles
<i>Late Palaeo-Indian</i>	8400–7500 BC	Holcombe, Hi-Lo and Lanceolate biface traditions; Continuing mobility; Campsite/Way-Station sites; Smaller territories are utilized; Non-fluted projectiles
<i>Early Archaic</i>	7500–6000 BC	Side-notched, Corner-notched (Nettling, Thebes) and Bifurcate Base traditions; Growing diversity of stone tool types; Heavy woodworking tools appear (e.g., ground stone axes and chisels)
<i>Middle Archaic</i>	6000–2500 BC	Stemmed (Kirk, Stanly/Neville), Brewerton side- and corner-notched traditions; Reliance on local resources; Populations increasing; More ritual activities; Fully ground and polished tools; Net-sinkers common; Earliest copper tools
<i>Late Archaic</i>	2500–900 BC	Narrow Point (Lamoka), Broad Point (Genesee) and Small Point (Crawford Knoll) traditions; Less mobility; Use of fish-weirs; True cemeteries appear; Stone pipes emerge; Long-distance trade (marine shells and galena)
<i>Early Woodland</i>	900–400 BC	Meadowood tradition; Crude cord-roughened ceramics emerge; Meadowood cache blades and side-notched points; Bands of up to 35 people
<i>Middle Woodland</i>	400 BC–AD 600	Saugeen tradition; Stamped ceramics appear; Saugeen projectile points; Cobble spall scrapers; Seasonal settlements and resource utilization; Post holes, hearths, middens, cemeteries and rectangular structures identified
<i>Middle/Late Woodland Transition</i>	AD 600–900	Princess Point tradition; Cord roughening, impressed lines and punctate designs on pottery; Adoption of maize horticulture at the western end of Lake Ontario; Oval houses and ‘incipient’ longhouses; First palisades; Villages with 75 people
<i>Late Woodland (Early Iroquoian)</i>	AD 900–1300	Glen Meyer tradition; Settled village-life based on agriculture; Small villages (0.4 ha) with 75–200 people and 4–5 longhouses; Semi-permanent settlements
<i>Late Woodland (Middle Iroquoian)</i>	AD 1300–1400	Uren and Middleport traditions; Classic longhouses emerge; Larger villages (1.2 ha) with up to 600 people; More permanent settlements (30 years)
<i>Late Woodland (Late Iroquoian)</i>	AD 1400–1600	Pre-Contact Huron tradition; Larger villages (1.7 ha); Examples up to 5 ha with 2,500 people; Extensive croplands; Also hamlets, cabins, camps and cemeteries; Potential tribal units; Fur trade begins ca. 1580; European trade goods appear

1.2.1.2 Post-Contact

The arrival of the European explorers and traders at the beginning of the 17th century triggered widespread shifts in Indigenous lifeways and set the stage for the ensuing Euro-Canadian settlement process. Documentation for this period is abundant, ranging from the first sketches of Upper Canada and the written accounts of early explorers to detailed township maps and lengthy histories. The Post-Contact period can be effectively discussed in terms of major historical events, and the principal characteristics associated with these events are summarized in Table 2.

Table 2: Post-Contact Settlement History
(Smith 1846; Miles & Co. 1878; Mulvany et al. 1885; Coyne 1895; Lajeunesse 1960; Cumming 1972; Mike 1972; Smith 1987; DVSA 1971; Ellis and Ferris 1990; Surtees 1994; NRC 2010; AO 2011)

Historical Event	Timeframe	Characteristics
Early Contact	Early 17 th century	Brûlé explores the area in 1610; Champlain visits in 1613 and 1615/1616; Iroquoian-speakers (Huron, Petun and Neutral) and Algonkian-speakers (Anishinabeg) encountered; European goods begin to replace traditional tools
Five Nations Invasion	Mid-17 th century	Haudenosaunee (Five Nations) invade ca. 1650; Neutral, Huron and Petun Nations are defeated/removed; vast Iroquoian hunting territory established in the second half of the 17 th century; Explorers continue to document the area

Historical Event	Timeframe	Characteristics
Anishnabeg Influx	Late 17 th and early 18 th century	Ojibway, Odawa and Potawatomi expand into Haudenosaunee lands in the late 17 th century; Nanfan Treaty between Haudenosaunee and British in 1701; Anishnabeg occupy the area and trade directly with the French and English
Fur Trade Development	Early and mid-18 th century	Growth and spread of the fur trade; Peace between the French and English with the Treaty of Utrecht in 1713; Ethnogenesis of the Métis; Hostilities between French and British lead to the Seven Years' War in 1754; French surrender in 1760
British Control	Mid-18 th century	<i>Royal Proclamation</i> of 1763 recognizes the title of the First Nations to the land; Numerous treaties arranged by the Crown; First acquisition is the Seneca surrender of the west side of the Niagara River in August 1764
Loyalist Influx	Late 18 th century	United Empire Loyalist influx after the American Revolutionary War (1775–1783); British develop interior communication routes and acquire additional lands; 'Between the Lakes Purchase' in 1784 orchestrated by Haldimand to obtain lands for Six Nations; <i>Constitutional Act</i> of 1791 creates Upper and Lower Canada
County Development	Late 18 th and early 19 th century	York County was originally created in 1792 and encompassed the Townships of East Gwillimbury, Etobicoke, Georgina, King, Markham, North Gwillimbury, Scarborough, Vaughan, Whitchurch, and York. One of the defining characteristics of early York County was Yonge Street, which was surveyed in 1794 by Augustus Jones. This route was intended to open up the inland areas to settlement as well as facilitate travel to the northwest. Despite favourable conditions, the rate of settlement was slow in York County, with growth hindered mainly due to the fact that many lands were granted to "favourites of successive administrations" to garner political support. These people typically avoided their settlement duties and caused the land to be locked up in private hands and closed to settlement, waiting for the land to increase in value rather than settle. By 1842, the population of York County reached 58,853, and there were 65 grist mills and 209 saw mills in operation within its diverse townships
Township Formation	19 th century	York township was surveyed on multiple occasions in the late 18 th and early 19 th centuries. The combined population of the Town of York and the Townships of York, Etobicoke and Scarborough was 749 in 1798, and the population of the Town of York and Townships of York and Etobicoke was 659 in 1802. A total of 449 ha had been brought under cultivation by 1803 and the township contained one grist mill, a couple of saw mills and two taverns at that time. By the mid-19 th century, the population of the Township of York was 5,720 (excluding Toronto) and there were 8 grist mills and 35 saw mills in operation. Approximately 22,353 ha had been taken up by that time, 9,808 ha of which were under cultivation. Seven historic railways traversed the township, including the Great Western Railway (1855), the Northern Railway (1855), the Grand Trunk Railway (1856), the Toronto & Nipissing Railway (1871), the Toronto, Grey & Bruce Railway (1871), the Credit Valley Railway (1877) and the Yorkville Loop Line Railway (ca. 1878). These railways contributed greatly to the development of local businesses and infrastructure. By 1881, the Eastern Division of the township contained 6,491 inhabitants while the Western Division had 6,257 inhabitants.

1.2.2 Past and Present Land Use

The study area is located on Lot 4 Concession I From the Bay (FTB) and Lot 20 Concession II FTB in the Geographic Township of York, York County. To reconstruct the historic land use of the study area, NDA conducted a review of nineteenth century maps and twentieth century aerial photographs focused on the study area on Lot 4 and Lot 20. This was completed in order to provide insight in to the past and present land use and settlement history of the property.

The nineteenth century maps reviewed include G. C Tremaine's *Map of the County of York, Canada West* (1860) (Map 2) and Miles & Co.'s *Illustrated Historical Atlas of the County of York, Ont.* (1878) (Map 3). The ownership and settlement features of Lot 4 Concession I FTB and Lot 20 Concession II FTB are documented in Table 3.

Table 3: Summary of Historic Ownership of the Study area and Nearby Historic Features
(Tremaine 1860; Miles & Co. 1878)

Lot	Con	Part	1860 (Tremaine)		1878 (Miles & Co.)		
			Owner	Feat.	Part	Owner	Feat.
4	I FTB	Study Area S ^{1/2}	-	Bloor Street, city blocks	Study Area	-	Bloor Street, city blocks
20	II FTB	Study Area N ^{1/2}	-	Yorkville, Rose Park Mrs. Jarvis, creek	Study Area	-	Rosedale, creek

According to the 1860 Tremaine Map, the study area was located south of the community of Rose Park (later Rosedale) and east of Yorkville. The north half of the study area was located on property owned by Mrs. Jarvis, and the map illustrates the alignment of the historic Castle Frank Brook that once flowed through Rosedale Ravine. The south half of the study is shown to traverse Bloor Street East, and encompass part of a city block, with no owners listed. The 1878 Miles & Co. atlas indicates that the north half of the study area was located within the community of Rosedale, with a number of community lot subdivisions now illustrated on Lot 20. No ownership is indicated, though the creek is still shown to traverse the study area. The south half of the study area appears unchanged from the 1860 map. A multitude of historic roadways are shown on both nineteenth century maps including Bloor Street East and Sherbourne Street, and St. James Cemetery is illustrated approximately 250 m southeast of the study area.

Of particular note is the Glen Road Footbridge itself, which is listed on the City of Toronto's Built Heritage Inventory as a Part V designated structure within the South Rosedale Heritage Conservation District (Toronto 2016a). The bridge was originally built in 1882 following urban expansion on the north side of Rosedale Ravine (Unterman 2017). The bridge was built by Edger Jarvis to allow for a connection between Rosedale and the City core. The first depiction of the bridge over Rosedale Valley is illustrated in the 1884 Goads Insurance Map. The bridge was closed to vehicular traffic in 1951 but was maintained for pedestrian use. The current pedestrian bridge was constructed in 1973.

Given the proximity of the study area to documented historic roadways (Bloor Street East, Sherbourne Street), its location with the historic Rosedale community, and its proximity to a historic waterway, there is a high probability of locating historic materials within the study area. A review of 20th century aerial imagery was also completed to assist in documenting more recent changes to the landscape. Imagery from 1954 demonstrates that the study area and its general surroundings were primarily residential properties within the City of Toronto, and displays the location of the footbridge within the study area limits (Map 4).

Currently, the study area is comprised of the north and south access points to the Glen Road Pedestrian Bridge, the pedestrian tunnel under Bloor Street, and the steeply sloping and forested Rosedale Ravine lands below the bridge.

1.3 Archaeological Context

The archaeological context of any given study area must be informed by the general condition of the property (Section 1.3.1), summaries of any previous archaeological work conducted within 50 m of the subject property (Section 1.3.2) and whether there are any registered or known archaeological sites located within 1 km of the study area (Section 1.3.3). Archaeological context

is also informed by archaeological potential modeling completed by the City of Toronto (Section 0). The Stage 1-2 archaeological assessment was carried out on June 2, 2016 and April 12, 2017, and the specific weather and lighting conditions are summarized in Section 2.0.

1.3.1 Condition of the Property

The study area is located within the deciduous forest region of southern Ontario, which is dominated by agricultural and urban areas. In terms of physiography, this study area is located within the Iroquois Plain, which is described as a former zone of beaches off ancient glacial Lake Iroquois (Chapman & Putnam 1984: 190). The Iroquois Plain physiographic region borders the western portion of Lake Ontario from the Niagara River to the Trent River (Chapman and Putnam 1984: 190-196). The Iroquois Plain was formed as a result of glacial recession and the emptying of Lake Iroquois towards New York State and is comprised of myriad soil variations within the general area (Chapman and Putnam 1984: 190).

In terms of drainage, the study area is situated approximately 675 m southwest of several unnamed swamps, is 865 m west of the Don River, and 3 km north of Lake Ontario. Historically, Castle Frank Brook, a now buried creek, flowed generally along the current alignment of Rosedale Valley Road, and thus at one time would have traversed the study area. More specifically, the study area is located between Glen Road (north of Bloor Street East) and Glen Road (south of Bloor Street East), and follows the current alignment of the Glen Road Pedestrian Bridge and tunnel. In the north end, the bridge extends from Glen Road over Rosedale Ravine and Rosedale Valley Road where it eventually connects to a tunnel that runs below Bloor Street East. The underpass is concrete, and contains a stairwell on the north and south sides of Bloor Street East to provide access to the surface. South of Bloor Street East, the study area opens onto Glen Road. A Toronto Fire Station and the TTC Sherbourne Subway Station are located to the west, and a residential apartment and parking lot are located to the east. Rosedale Ravine is very steeply sloped, with its lowest point located along Rosedale Valley Road. The ravine lands are heavily wooded. The soils within the area are noted as Unclassified – Urban Area, with urban development having occurred before the soil surveys were completed (Hoffman & Richards 1955).

1.3.2 Previous Archaeological Work

The MTCS's Ontario Archaeological Sites Database was consulted to determine whether any archaeological assessments had been previously conducted within the limits of, or immediately adjacent to the study area. It was determined that there are no reports on record documenting previous archaeological fieldwork within a 50 m radius of the study area.

1.3.3 Registered or Known Archaeological Sites

The MTCS's Ontario Archaeological Sites Database was consulted to determine whether any registered or known archaeological resources are located within 1 km of the study area. While no sites are located within the study area, three archaeological sites have been registered within 1 km (Table 4). None of the sites are located within 50 m of the study area.

Table 4: Registered or Known Archaeological Sites within 1 km

Borden No.	Site Name	Researcher (s)	Cultural Affiliation	Site Type
AjGu-42	Northfield House	Dieterman 2002	Post-Contact	Homestead
AkGu-5	Castle Frank	NA 1972	Unknown	Possible burial
AkGu-79	Homewood Estate Site	Henry 2010	Post-Contact	Homestead

1.3.4 Archaeological Potential Modeling

The City of Toronto developed an Archaeological Potential Model to aid in the planning process within the City. The potential map takes into consideration the proximity of City lands to features of archaeological potential as well as past land disturbances. According to the Archaeological Potential Map, the study area is located on lands that do not have archaeological potential (Toronto 2016b). Steep slopes are noted throughout most of the study area, and the bridge alignment is noted as having been previously disturbed.

2.0 FIELD METHODS

The entire study area (100%) was subject to a Stage 1-2 archaeological assessment as per Section 2.1 of the *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011, Image 1 to Image 23) (Map 5). As noted, the study area follows the current alignment of the pedestrian bridge and tunnel and measures approximately 175 m in length and 25 m in width. APPENDIX I displays a map of the general study area. Preliminary plans of the bridge and tunnel were then reviewed, narrowing down the potential area of impact for this project, and therefore the archaeological assessment.

Given that the study area was located primarily with a woodlot on steeply sloping valley lands, ploughing was not feasible. As a result, a test pit assessment was conducted according to Section 2.2.1 of the *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011:31). Approximately 47% study area was steeply sloped and was not subject to a test pit assessment (Image 1 and Image 14). Approximately 53% of the study area was visually assessed and was determined to be disturbed. A paved road, sidewalk, and sewage infrastructure (Image 1) were observed at the north access point to the bridge. From the north access, the bridge begins its traverse over a steeply sloping woodlot down to Rosedale Valley Road (Image 2 and Image 3). Sewage infrastructure was noted underneath the bridge (Image 4 and Image 5) located adjacent to the bridge supports. Disturbance resulting from the construction of the existing bridge and its support pillars was also observed (Image 6, Image 7, and Image 8). Access to the bridge from the south end of the study area included a concrete stairwell leading down from Bloor Street East to the bridge (Image 9 and Image 10), as well as a concrete tunnel below Bloor Street East (Image 11). A retaining wall was noted as supporting the bridge as it extends over the slope that leads down to Rosedale Valley Road (Image 7 and Image 12). Disturbance related to the existing bridge and road construction were observed on the surface of the study area in its south half (Image 13) with sewage infrastructure (Image 14) and utility piping (Image 15) also noted. On the south side of Bloor Street East (Image 16), the pedestrian tunnel opens back onto Glen Road (Image 17 and Image 18) with a concrete stairwell leading up to the surface of Bloor Street East (Image 19). Built up lands were noted on the west side of the underpass leading up to a Toronto Fire Station parking lot (Image 20), while a residential parking lot was located to the east (Image 21). A single test pit was excavated at the north access point to confirm disturbance (Image 22 and Image 23), and the test pit was noted as containing compact, light brown soil with grey construction clay mottles.

Soils were shoveled into a 6 mm mesh screen and sifted to recover artifacts. The profiles of each test pit were examined for stratified layers and/or disturbance. All test pits were backfilled. All encountered field conditions were photo-documented (Map 5, Image 1 to Image 23). The assessment was undertaken during sunny and warm conditions (30°C), and at no time during the assessment did weather conditions adversely affect visibility. Two fixed reference landmarks (FRLs) were recorded using differential GPS extended readings with an ALTO-G12 from Corvallis Micro Technology under clear skies and open canopy and were post-processed. GPS recordings were made using UTM 17T (NAD 83) with an accuracy reading of under one metre. FRL1 was recorded at a utility pole at 630,991E and 4,836,915N, FRL2 was recorded at a fire hydrant at 630,991E and 4,836,919N.

3.0 RECORD OF FINDS

No archaeological resources were encountered during the assessment.

4.0 ANALYSIS AND CONCLUSIONS

NDA has completed a Stage 1-2 archaeological assessment of the Glen Road Pedestrian Bridge project in the City of Toronto. No archaeological resources were encountered.

5.0 RECOMMENDATIONS

On the basis of the above information, the following recommendations are made:

1. The Glen Road Pedestrian Bridge study area, which includes the pedestrian bridge and the tunnel, requires no further archaeological assessment (Map 5).

However, should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, 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 archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.

6.0 ADVICE ON COMPLIANCE WITH LEGISLATION

Section 7.5.9 of the S&Gs requires that the following information be provided for the benefit of the proponent and approval authority in the land use planning and development process (MTCS 2011:126–127):

1. This report is submitted to the *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 Tourism, Culture and Sport*, a letter will be issued by the ministry stating that there are no further concerns with regard to alteration to archaeological sites by the proposed development.
2. 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 times as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the *Ontario Public Register of Archaeology Reports* referred to in Section 65.1 of the *Ontario Heritage Act*.
3. 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*.
4. The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the *Ministry of Consumer Services*.

7.0 IMAGES



Image 1: North side of bridge access, sewage infrastructure facing southeast



Image 2: North side of bridge access, test pitting to confirm disturbance facing southeast



Image 3: North half of study area, sloped facing west



Image 4: North half of study area, sloped, sewage infrastructure, facing east



Image 5: North half of study area, sloped, sewage infrastructure facing east



Image 6: North half of study area, sloped, bridge supports, disturbed soils facing north



Image 7: South half of study area, sloped, bridge supports, disturbed soils facing south



Image 8: South half of study area, sloped, bridge supports, disturbed soils facing south

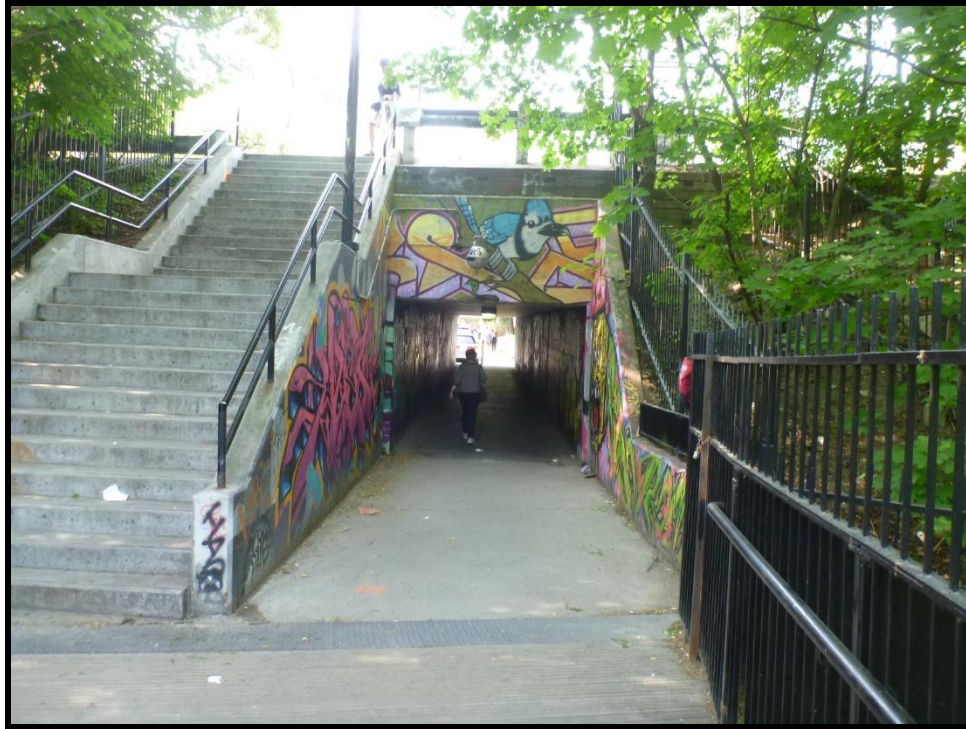


Image 9: South access to bridge, underpass beneath Bloor Street East facing south

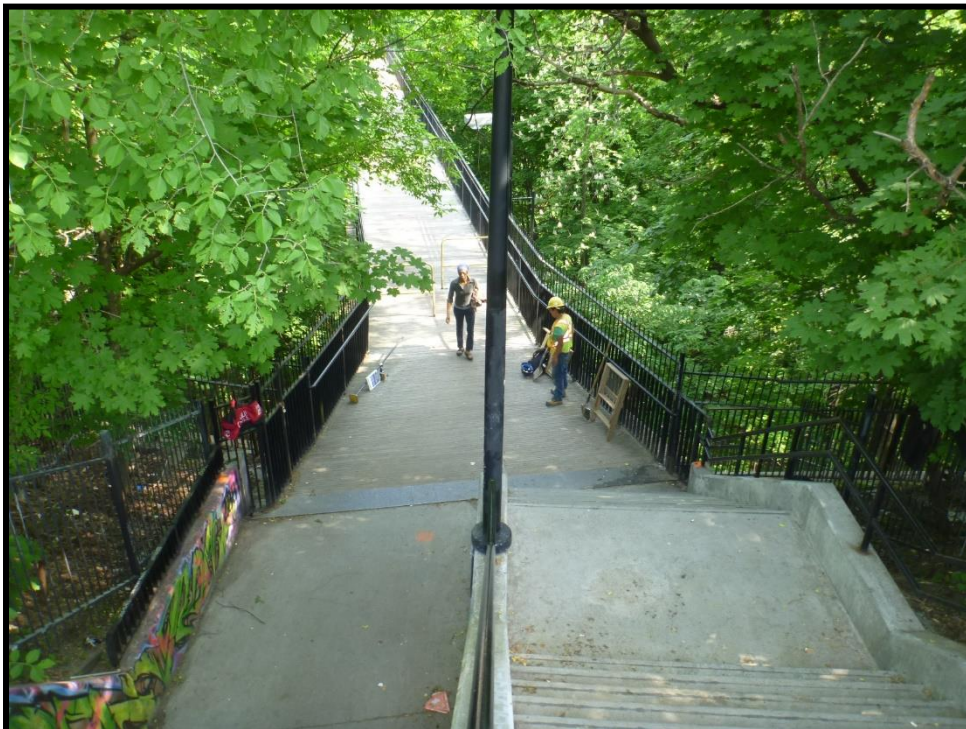


Image 10: South access to bridge from Bloor Street East facing north



Image 11: Underpass beneath Bloor Street East facing north



Image 12: South half of study area, sloped, bridge extending from retaining wall facing east



Image 13: South half of study area, sloped, disturbed soils facing north



Image 14: South half of study area, sloped, sewage infrastructure, Rosedale Valley Road in background facing east



Image 15: Close up of south half of study area, piping



Image 16: Bloor Street East facing west



Image 17: Glen Road on south side of Bloor Street East facing south

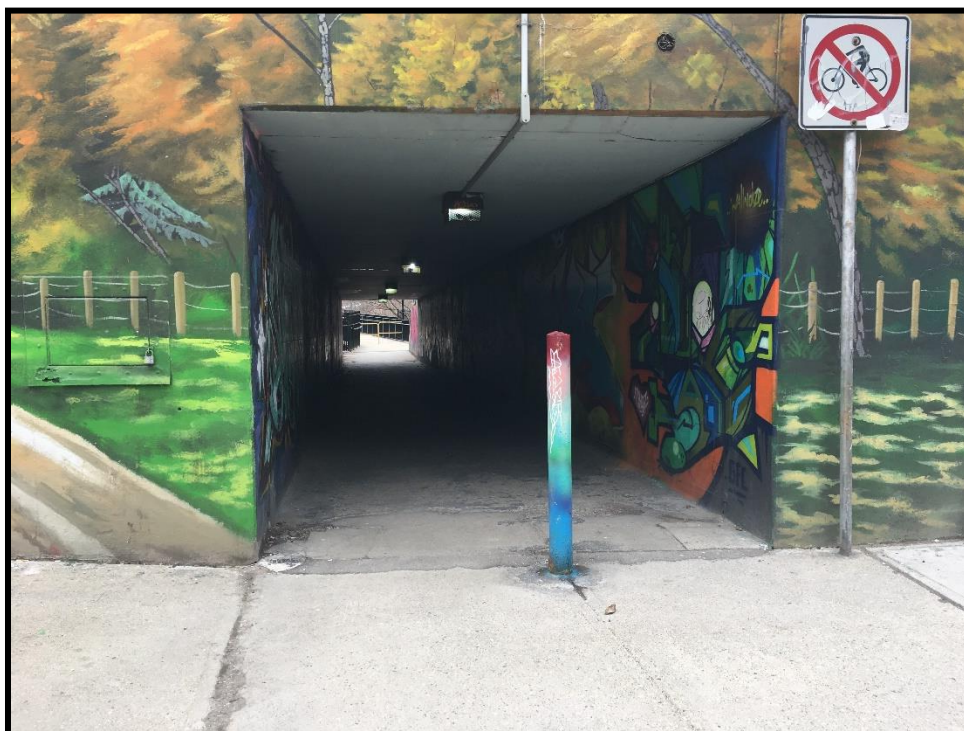


Image 18: Pedestrian underpass on south side of Bloor Street East facing north



Image 19: Stairwell on south side of Bloor Street East facing east



Image 20: Study area facing southwest, note built up lands to Toronto Fire Station



Image 21: Residential building south of Bloor Street East facing southeast, note disturbance

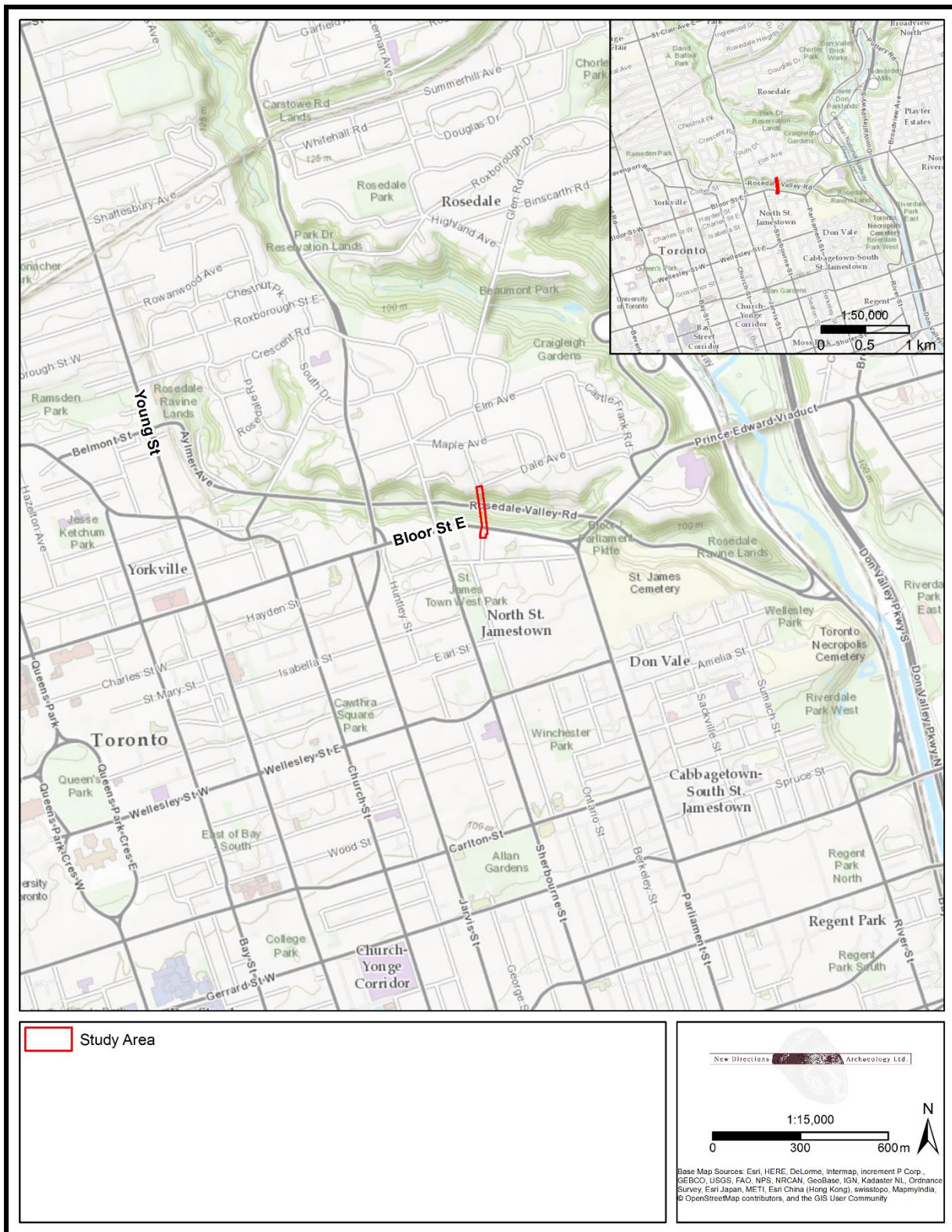


Image 22: Example of disturbed test pit

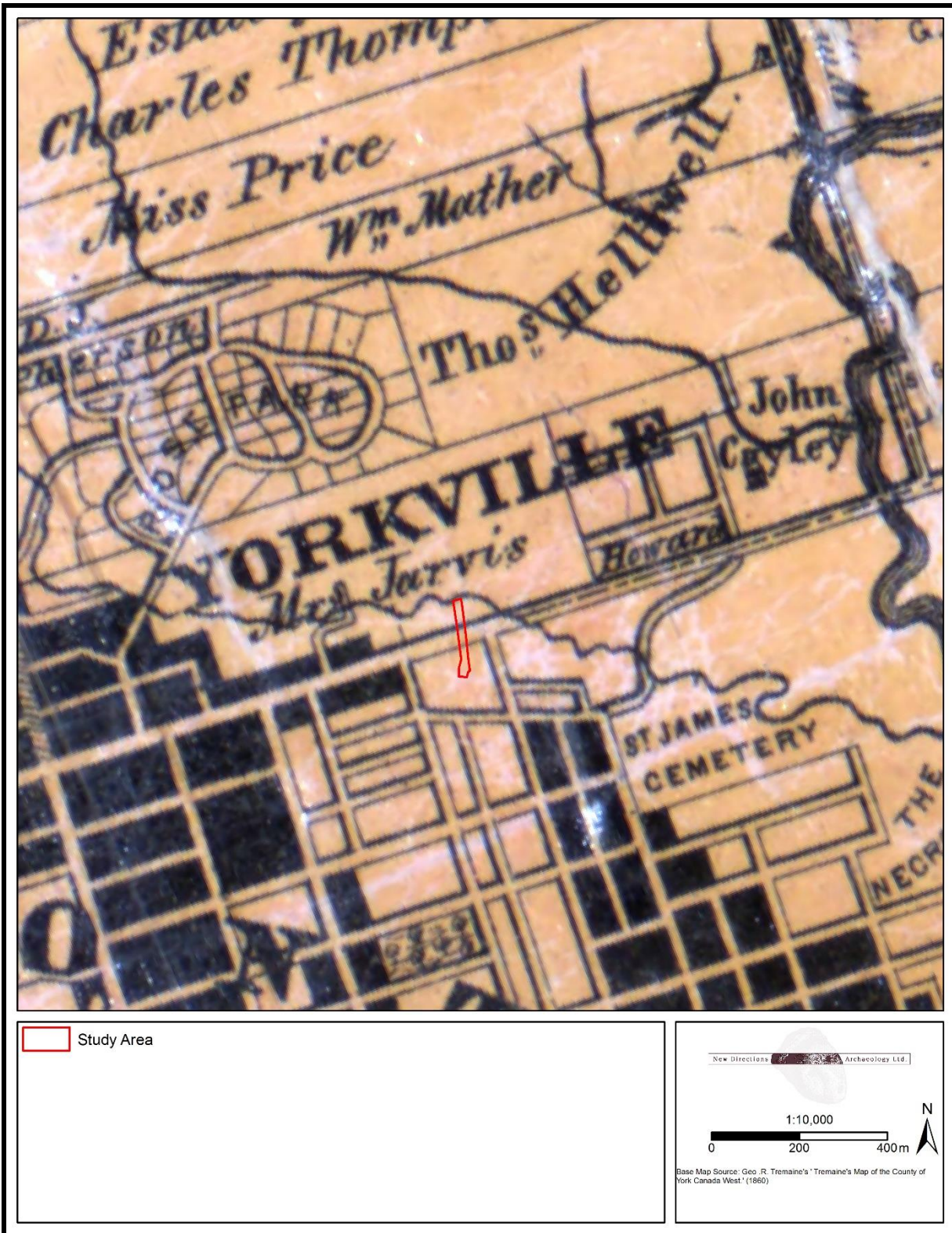


Image 23: Close up of soil profile of disturbed test pit

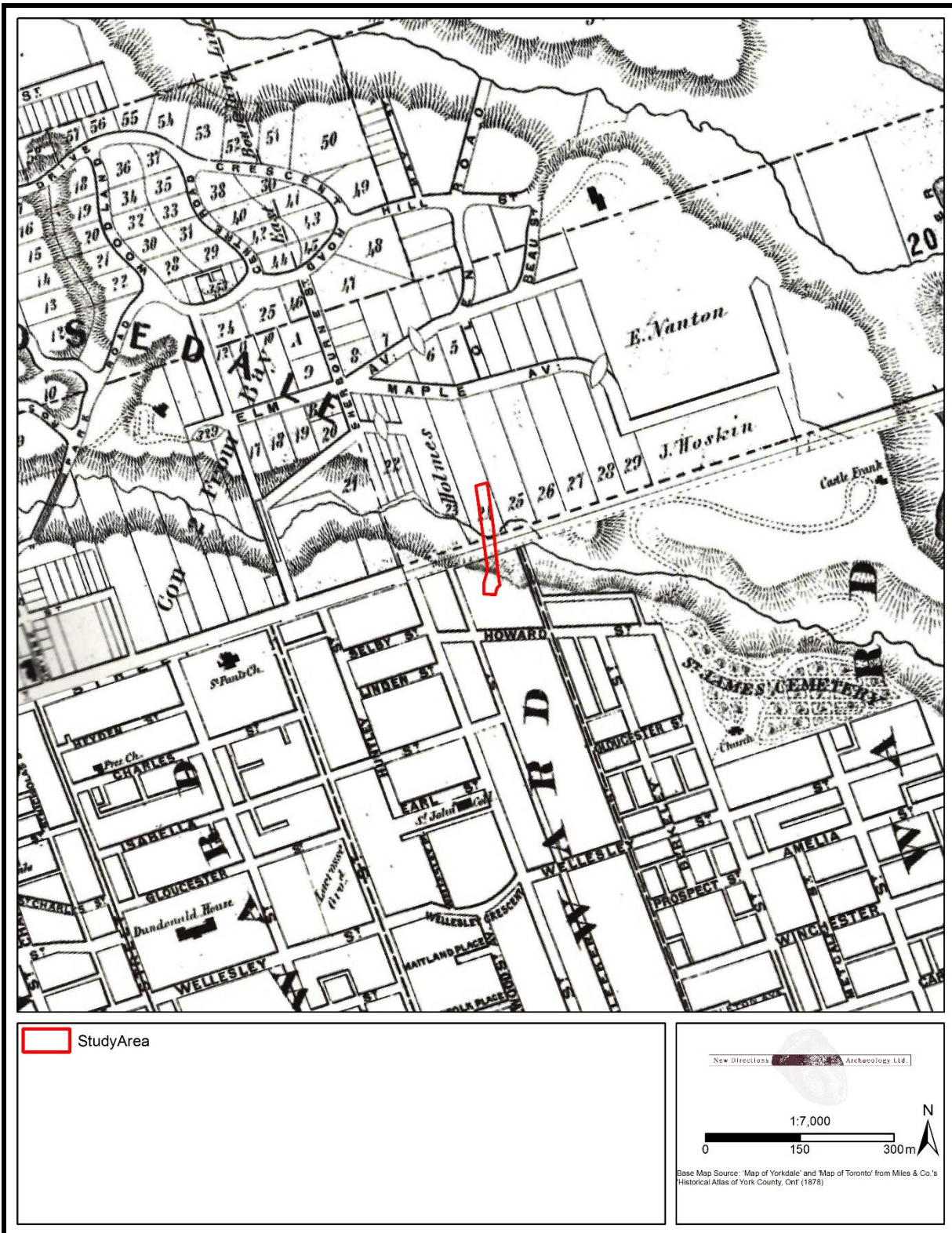
8.0 MAPS



Map 1: Location of the Study Area on Topographic Map



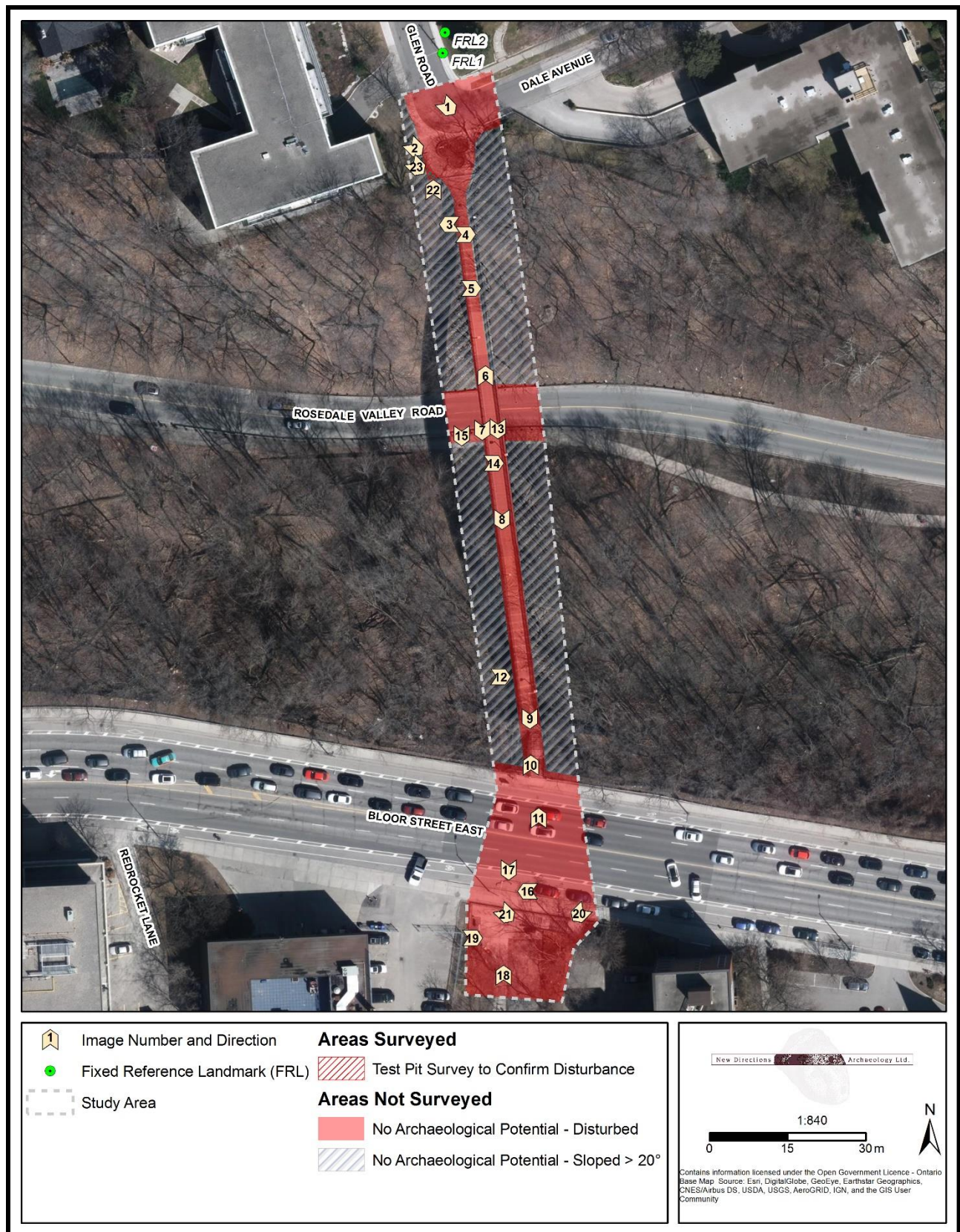
Map 2: Location of the Study Area on Tremaine's 1860 Map of the Township of York



Map 3: Location of the Study Area on Miles & Co's 1878 Atlas of the Township of York



Map 4: Location of the Study Area on 1954 Aerial Imagery



Map 5: Assessment Results

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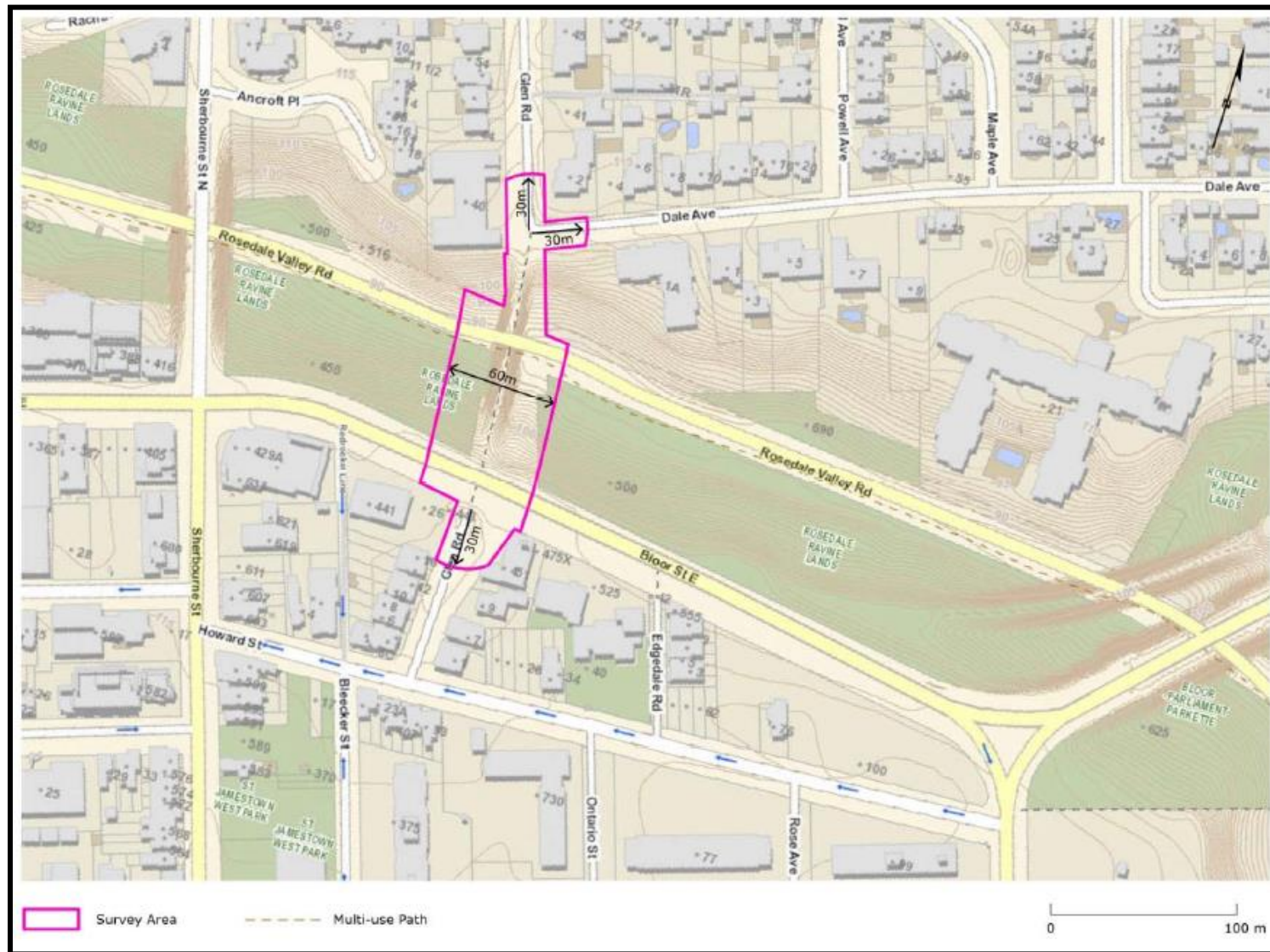
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APPENDICES

APPENDIX I: Unaltered Development Plans



APPENDIX II: Document Inventory

Assessment	Field Documents	Total	Nature	Location
Stage 1-2 A.A. of Glen Road Pedestrian Bridge, Toronto	Photographs	46	Digital	On server at 1480 Sandhill Drive, Unit 3, Ancaster; Folder P018-0787-2016
	Field Notes	4	Digital and hard copy	On server and on file at 1480 Sandhill Drive, Unit 3, Ancaster; Folder P018-0787- 2016
	Field Maps	4	Digital and hard copy	On server and on file at 1480 Sandhill Drive, Unit 3, Ancaster; Folder P018-0787- 2016