Appendix D

Stage 1 Archaeological Assessment

Appendix D.1	Park Lawn / Lake Shore Boulevard West Transportation Master Plan Stage 1 Archaeological Assessment (AECOM, Jan. 2017)
Appendix D.2	Park Lawn / Lake Shore Boulevard West Transportation Master Plan, Stage 1 Archaeological Assessment Additional Lands (AECOM, March 2021)

Appendix D.1
Park Lawn / Lake Shore Boulevard West Transportation Master Plan Stage 1
Archaeological Assessment (AECOM, Jan. 2017)

PARK LAWN LAKE SHORE
TRANSPORTATION MASTER PLAN

City of Toronto

Stage 1 Archaeological Assessment

Park Lawn / Lake Shore Boulevard West Transportation Master Plan

City of Toronto, Ontario

Licensee: Glenn Kearsley
License: P123
PIF Number: **P123-0320-2016**

Prepared by:

AECOM
30 Leek Crescent (4th Floor) 905 780 5964 tel
Richmond Hill, ON, Canada L4B 4N4 905 780 8693 fax
www.aecom.com

January 9, 2017

Project Number: 60494141

Distribution List

# Hard Copies	PDF Required	Association / Company Name
0	No	City of Toronto
0	No	Ontario Ministry of Tourism, Culture and Sport
0	No	AECOM

Revision History

Revision #	Date	Revised By:	Revision Description

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations");
- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

AECOM shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. AECOM accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

AECOM agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but AECOM makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

Without in any way limiting the generality of the foregoing, any estimates or opinions regarding probable construction costs or construction schedule provided by AECOM represent AECOM's professional judgement in light of its experience and the knowledge and information available to it at the time of preparation. Since AECOM has no control over market or economic conditions, prices for construction labour, equipment or materials or bidding procedures, AECOM, its directors, officers and employees are not able to, nor do they, make any representations, warranties or guarantees whatsoever, whether express or implied, with respect to such estimates or opinions, or their variance from actual construction costs or schedules, and accept no responsibility for any loss or damage arising therefrom or in any way related thereto. Persons relying on such estimates or opinions do so at their own risk.

Except (1) as agreed to in writing by AECOM and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

AECOM accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information ("improper use of the Report"), except to the extent those parties have obtained the prior written consent of AECOM to use and rely upon the Report and the Information. Any injury, loss or damages arising from improper use of the Report shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

Quality Information

Report Prepared By:

Melissa Wallace, M. A.
Archaeological Field Director

Report Reviewed By:

Rebecca Gray, Hons B. A.
Field Director

Executive Summary

AECOM was retained by the City of Toronto to conduct a Stage 1 Archaeological Assessment (AA) for an approximately 156.36 hectare area of land as part of the Park Lawn / Lake Shore Boulevard West Transportation Master Plan. This report was prepared to detail the rationale, methods and results of the Stage 1 AA. Based on AECOM's review of the archaeological and land use history of the study area, there is moderate to high potential for archaeological remains. Toronto's archaeological potential mapping, *A Master Plan of Archaeological Resources for the City of Toronto (2004),* documentary sources, historic maps, detailed mapping and satellite imagery were analyzed in order to evaluate the archaeological potential found within the study area. To further assess this potential and document disturbance, AECOM conducted a Stage 1 field review on August 5, 2016.

The results of the Stage 1 AA indicate that, while the majority of the lands within the study area appear to have been disturbed by past development, there are portions which still retain archaeological potential. This is based on the presence of historic homesteads, the proximity of historic roads and railway, other archaeological sites and certain physiographic features in proximity to the study area.

Given the results of this assessment, AECOM makes the following recommendations:

1) A Stage 2 AA should be conducted by a licensed consultant archaeologist using the test pit survey method at 5 m intervals in areas identified as having of archaeological potential to within 1 m of built structures (as per *Section 2.1.2 Test Pit Survey Standard 4* (MTCS 2011)) if they cannot be avoided during construction activity (please refer to areas marked in light green in **Section 7: Figure 4**).

2) Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations, test pitting will be required to within 1 m of built structures, following *Section 2.1.7, Standard 2 of the Standards and Guidelines for Consultant Archaeologists* in areas marked in dark green in **Section 7: Figure 4** (MTCS 2011) if they cannot be avoided during construction activity. Should test pitting by hand not reach subsoil (i.e. the area is found to have potential but it may be deeply buried), the survey methodology outlined in *Section 2.1.7, Standard 3 or Guideline 2* for survey in deeply buried conditions must be adhered to. In areas where test pitting is not possible due to ground alterations, but deeply buried intact archaeological resources may still be present, *Standard 4* must be followed and all areas monitored during any ground altering disturbance. These areas are marked in green cross hatching in **Section 7: Figure 4**.

3) Areas that are marked in red hatched lines in **Section 7: Figure 4** are deeply disturbed. These areas require no further archaeological assessment.

4) The Stage 2 AA should follow the requirements set out in the 2011 Standards and Guidelines for Consultant Archaeologists (MTCS 2011).

Project Personnel

Project Director:	Glenn Kearsley M.A [P123]
Project Administrator:	Glenn Kearsley M.A [P123]
Field Director:	Emily Game, B. A. [R307]
Report Preparation:	Melissa Wallace, M.A. [R496]
GIS Analysis:	Michael Collins, B.Sc.
Report Reviewer:	Rebecca Gray, Hons B.A. [R452]

Acknowledgements

Proponent Contact:	Edward Presta, City of Toronto
Approval Authority:	City of Toronto

Table of Contents

page

1. PROJECT BACKGROUND 1
1.1 Development Context 1
1.2 Historical Context 1
1.2.1 Pre-Contact Period Overview of Southern Ontario 1
1.2.2 Post-Contact / Historical Overview 2
1.3 Archaeological Context 5
1.3.1 Physiography and Current Conditions of the Site Area 5
1.3.2 Previous Archaeological Research 6
1.3.3 Determination of Archaeological Potential 7

2. STAGE 1 ASSESSMENT 8
2.1 Stage 1 Assessment 8

3. ANALYSIS AND CONCLUSIONS 9

4. RECOMMENDATIONS 10

5. ADVICE ON COMPLIANCE WITH LEGISLATION 11

6. REFERENCES CITED 12

7. FIGURES 14

8. IMAGES 23

List of Figures

Figure 1: Location of the Park Lawn / Lake Shore Boulevard West Study Area 15
Figure 2: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1860 Tremaine Map in the Townships of Etobicoke and York 16
Figure 3: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1878 Historical Atlas Map in the Townships of Etobicoke and York. 17
Figure 4: Results of the Stage 1 Archaeological Assessment of the Park Lawn / Lake Shore Boulevard West Study Area, with Photo Locations. 18
Figure 5: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1947 Aerial Photograph 19
Figure 6: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1957 Aerial Photograph 20
Figure 7: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1967 Aerial Photograph 21
Figure 8: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1977 Aerial Photograph 22

List of Tables

Table 1: Registered Archaeological Sites within 2 km of the Study Area 6

Table 2: Weather Conditions Encountered During Field Review 8
Table 3: Results of the Stage 1 Field Review 8
Table 4: Inventory of the Documentary Record 9

1. PROJECT BACKGROUND

1.1 Development Context

AECOM was retained by the City of Toronto to conduct a Stage 1 Archaeological Assessment (AA) for the Park Lawn / Lake Shore Boulevard West Transportation Master Plan (TMP). The AA is required as part of the TMP, for lands located in the Park Lawn and Lake Shore Boulevard West area, to set out a cohesive and intergraded multi-modal transportation plan that brings together previously planned and approved (but unbuilt) infrastructure projects, development plans, infrastructure opportunities, and the needs of the people who live, work and visit the area. The objective of this AA is to identify the potential presence of archaeological resources within the study area. This AA is being completed as part of the Municipal Class Environmental Assessment (EA) process.

The Stage 1 AA was completed under the project direction and archaeological licence of Glenn Kearsley [licence #P123] (AECOM). Work was completed in accordance with the provisions of the *Ontario Heritage Act* (2005) and with the Ontario's Ministry of Tourism, Culture and Sport's *Standards and Guidelines for Consultant Archaeologists* (2011). This report provides the results of the Stage 1 AA and provides a recommendation.

1.2 Historical Context

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. 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.

1.2.2 Post-Contact / Historical Overview

The study area is located within the historical Townships of Etobicoke and York, in the former County of York. The illustrated historic atlas maps, the 1860 Tremaine mapping and documentary sources were consulted when researching the history of the Townships and compiling the specific land use history for each lot in the study area.

York County is described in detail in the *Illustrated Historical Atlas of the County of York* of 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.

Etobicoke Township

The Township of Etobicoke was part of the Toronto Purchase, negotiated by the British with the Ojibwa *Mississauga* Nation in 1787 and formalized in 1806. Loyalists began to arrive in 1793, and the survey of Etobicoke Township was carried out in 1795. The capital of Upper Canada was moved to York/Toronto from Newark/Niagara-on-the-Lake by Governor Simcoe for strategic reasons, and early land grants on the lake frontage of Etobicoke and York Townships were issued to retired officers and soldiers as insurance against an American attack. These military grants prevented an influx of farming immigrants who would otherwise have cleared and populated the area (Harrison 1997: 12). The entire waterfront, for example, between Kipling Avenue and Etobicoke Creek (1,530 acres) was held by Lt-Col. Samuel Bois Smith (1756-1826). Development was slow, but gradually the veterans' large estates were broken up and sold.

The armature for the present irregular street pattern was laid out in the original survey of Etobicoke, which is erratic by comparison with the typical rectilinear grid found in most Ontario townships. Access to water was a critical consideration in laying out property boundaries, so that concessions were aligned to front on the lake or on the Humber River wherever possible.

The Lake Shore Road was opened from Toronto to east side of Humber between 1798 and 1804. A ferry operated on the Humber until a bridge was completed in 1809. The municipal road was sold in 1850 to become a private toll road in 1850. In 1890 Lake Shore Road was re-acquired by York County because the toll was unpopular with the residents.

No incorporated settlements existed throughout the 19th century. The study area consists of two former municipalities created in the 20th century; Swansea (formerly Humber Bay) and Mimico.

The Village of Swansea was originally known as *Humber Bay*, the informal name used since the mid-19th century for a small community on the west bank of the mouth of the Humber River. In 1887 a post office of the name *Humber Bay* was opened but the name was changed to *Swansea* in 1889. The railway station was originally named *Humber Bay Station* and later as *Swansea Station*. The area remained as part of Etobicoke Township until the *Village of Swansea* was incorporated in 1925. The Humber River was the western boundary and the city limits of Toronto were the eastern boundary. The village was incorporated into the City of Toronto in 1967 (Mika 1977: 1324).

Mimico was the name of the post office opened in 1857. The area was incorporated as a village in 1911 and a town in 1917. The town was incorporated into the City of Toronto in 1967 (Mika 1977: 772). The study area between Mimico Creek and the Humber River was formerly part of the town of Mimico.

In 1893, the City of Toronto acquired a narrow strip of land along Lake Ontario from Etobicoke Township. The land, known as the Sunnyside Strip, extended along the shore of Lake Ontario from the City boundary to the Humber River and included the area north to the Grand Trunk Railway. By 1899 a boardwalk had been completed in this annexed strip from Sunnyside Ave almost to the Humber River (Wickson 2002: 161).

In 1840, William Gamble bought the mouth of the Humber River. Three years later he was charged with building a swing bridge at the mouth of the Humber, and it was rebuilt in 1866 to handle increasing traffic in the bay. Small vessels, tug boats and steam ships launched using the wharf that was constructed by Gamble until the 1890s. In the 1850s, three hotels, ship builders and multiple boat houses were constructed in the area, although none of the structures remain. Humber Bay contained three brick yards but also became a “resort” for Toronto citizens.

Many of the residents of Humber Bay were market gardeners. Vegetables and fruit were grown on lots of varying sizes and brought to market in downtown Toronto. Brickmaking also provided employment for the people of Humber Bay. The first brick yard was established by William Simpson before 1885 on the lakeshore, east of Mimico Creek. Subsequent brick, sewer pipe and clay manufactures went on to produce bricks and clay pipe for a growing community (Given 2007: 66).

The major development for Swansea was the opening of the Canada Bolt and Nut Company, on the north side of the Grand Trunk Railway, in 1882. This company played a significant role in the development of the iron and steel industry in Canada. In 1910, the company amalgamated with four other Canadian steelworks to form the Steel Company of Canada (Stelco).

By the 1880’s the population of Humber Bay was large enough to warrant a school in the community, prior to this children attended school in Mimico. In 1888, a cottage on the west side of High Street was obtained and converted into a school, 35 children attended the first year (Given 2007: 68). On July 5, 1889 school trustees purchased a schoolyard between High Street and Stephen Drive on which a four-room school house was built, and in 1923 an additional six rooms were added. The school was demolished in 1949, and a larger school was built on the property. The school closed in 1965 and was demolished in 1986 for a housing development. By 1921 the streets were names within the community and the houses were numbered sequentially; by 1924, sewers were installed along Lake Shore Boulevard.

Throughout the 19th century, road traffic was local and long distance travel was by rail. This changed in the 20th century with the development of the motor vehicle. Notably, the Lake Shore Road was acquired by the province in the early 20th century and upgraded between 1914 and 1916 as the Toronto Hamilton Highway.

The major improvement in transportation began when the Great Western Railway was completed in 1856 from Toronto to Hamilton. At Hamilton the railway divided into two lines; one continuing to Niagara Falls and the other to Windsor. The railway also connected in Toronto with the Grand Trunk Railway operating between Toronto and Montreal. The Great Western improved local transportation within the study area by constructing two stations at Mimico and Swansea. In 1882 the railway amalgamated with the Grand Trunk. However, the major economic impact of the railway on the study area was the completion in 1906 of the Mimico freight yard, just west of the study area. Along with the Swansea Works, the yard was the major employer for residents within the study area.

Local passenger service within the study area was greatly improved by the construction of electric railways at the end of the 19th century. The Toronto & Mimico Electric Railway and Light Company was chartered in 1890 and an electric street railway service was opened in 1892 rail service from Sunnyside to the Humber River. The Toronto Railway Co. took over the operation in 1893 and extended service to Mimico in 1893, to Long Branch in 1894 and Port Credit in 1905. The corporate history becomes messy at this point because the line was now owned by the Mackenzie interests that also owned the Toronto street railway system. In 1927 all of the Mackenzie street railway systems were acquired by the Toronto Transit Commission (TTC) (Toronto Transit 2016).

Toronto Harbour Commission was formed in 1911 to manage all of the City of Toronto's waterfront properties, including the water lots extending from Bathurst Street to the Humber River. At the end of 1912, the Harbour Commissioners released a waterfront plan that covered the entire shoreline and was to have a profound effect on the character of the Study Area (Wickson 2002: 37-38).

Broadly speaking the shoreline from the Humber River, westward to Dowling Avenue just east of the Boulevard Club today and south of the Grand Trunk came under Harbour Commission jurisdiction. The historic Lake Shore Road had become a component of the new Toronto-Hamilton Highway. In this segment, the shoreline extended up to 600 feet into the lake through reclamation of the water lots. The land reclamation allowed for new parkland, re-alignment of the Lake Shore Road, which also carried the street railway tracks, and creation of a new Boulevard Drive (Wickson 2002:161-162).

The Federal Government constructed the Western Breakwater between the Humber River and the Western Channel entrance into Toronto Harbour approximately 90 metres south of the new shoreline. The breakwater was designed to reduce erosion and provide a protected swimming area. The breakwater also unintentionally trapped sewer overflows during heavy rains and forced periodic closures of the beach. The problem was not rectified until the Western Beaches Storage Tunnel was completed in 2002 (Wickson 2002:162).

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 of 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.

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 Northern Railway is located in the western portion of York Township and played an important role in its development. 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, including Riverdale (Riverside) and Scarborough Junction (Toronto Neighbourhoods 2015). 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 publically-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.

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.

1.3 Archaeological Context

1.3.1 Physiography and Current Conditions of the Site Area

The Park Lawn / Lake Shore Boulevard West study area is located in the Iroquois Plain physiographic region of Southern Ontario. When the last glacier was receding, the lowlands bordering Lake Ontario was inundated by a vast body of water known as Lake Iroquois. As a result the old shorelines, cliffs, bars, beaches, and boulder pavements are easily identifiable. The surrounding undulating till plains stand in stark contrast to the smooth lake bottom (Chapman and Putnam 1984, 190). The Iroquois Plain extends from the Niagara River to the Trent River around the western part of Lake Ontario, for a total distance of 305 kilometers. Soil conditions in the plain vary greatly, so it is divided into a number of sub-sections (Chapman and Putnam 1984, 190). Soils in this area of the Iroquois Plain are typically made up of sand, gravel or red shale.

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 study area is located within a neighborhood known as Humber Bay, within Etobicoke Township. The Village of Humber Bay is bound by Humber Bay is bound on the west by the Mimico Creek and on the east by the Humber River Valley. These natural boundaries have shaped the topography of this area, which features rolling hills and many mature trees. The neighborhood was centered on the intersection of Lakeshore Boulevard and The Queensway that intersection however, disappeared with the construction of the Queen Elizabeth Way (QEW) which runs east to west and bisects the study area. The main features within the study area are the Humber River, the Martin Goodman Waterfront Trail and recent condo development along the waterfront. The western portion of the study area is dominated by a by the Ontario Food Terminal and the former Mr. Christie Factory.

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, including along the west side of the outlet of the Humber River (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). 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". Some of the changing shoreline can be seen in aerial photographs from 1947-1977 (**Figures 5-8**). As a result, there is high potential for archaeological resources to be found deeply buried in the study area along the Humber River and the old shorelines of Lake Ontario.

1.3.2 Previous Archaeological Research

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

Background research indicates that there is one archaeological site within the study area, and a total of five sites within 1 km of the study area (MTCS 2016). There have been no assessments completed within 50 m of the study area.

Table 1: Registered Archaeological Sites within 2 km of the Study Area

Borden	Site Name	Cultural Affiliation	Site Type/ Feature	Researcher	Comments
AjGu-10	Berry	-	-	-	3-6 acres (1.2-2.4 ha) site, destroyed by hurricane Hazel and landscaping. No further work required.
AjGu-11	Treatment Plant	Post-Contact	Village and Burial Ground	David Boyle (1800s) Victor Konrad (1973)	Site dating to 1800s, likely occupied for several centuries. Mississauga village and burial grounds, 6-10 acres (2.4-4 ha). Most of the site has likely been destroyed, but further work should be completed to find any remaining portions of the site.

Borden	Site Name	Cultural Affiliation	Site Type/ Feature	Researcher	Comments
AjGu-45	Bear Mound	Pre-contact	Burial mound	Amick 2003	Ceremonial/sacred earthworks complex associated with Early through Late Woodland and Seneca activities. Further work recommended.
AjGu-52		Pre-contact	Findspot	Toronto Region Conservation Authority 2006	One possibly culturally modified lithic.
AjGu-53		Pre-contact	Scatter	Toronto Region Conservation Authority 2006	Three possibly modified culturally modified lithics.
AjGu-78	Humber Valley Site	Pre-contact	Scatter	Toronto Region Conservation Authority 2011	17 Flakes, 2 Bifaces, 12 Ceramics, and 8 Faunal recovered during Stage 2, dating to 2800-2400 BP. Further work recommended.

The Treatment Plant site (AjGu-11) was discovered by David Boyle in the late 1800's, on the west bank of the Humber River, on a height of the original shoreline bluff, near the Humber's mouth. He recorded the site as being between 6-10 acres (2.4-4 ha) in size, with a village and burial ground, dating to around 1800. Konrad returned to confirm the site in the 1970s, although much of the site had been destroyed by the construction of a water treatment plant. Based on the information available, it appears that the site is likely stratified with much earlier occupation present in lower levels. Due to the importance of this site, as well the fact that any known coordinates will not be very accurate due to their age, any areas surrounding the present water treatment plant have been marked as requiring Stage 2 AA should any ground disturbing activities occur in the area.

1.3.3 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 MTCS (2011) to determine areas of archaeological potential include:

- Proximity to previously identified archaeological sites;
- Distance to various types of water sources;
- 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;
- Properties listed on municipal register of properties designated under the *Ontario Heritage Act*;
- Properties that local histories or informants have identified with possible archaeological sites, historical events, activities or occupants; and
- Historic landmarks or sites.

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 criteria listed above, such as well drained soils or topographic variability, may indicate archaeological potential.

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 (MTCS 2011).

The evaluation of archaeological potential has determined that there is the potential for pre-contact and contact period Aboriginal archaeological resources, based on topography and soil conditions and proximity to potable water. The potential for Euro-Canadian archaeological resources is also judged to be moderate, based on the early settlement of the area.

2. STAGE 1 ASSESSMENT

2.1 Stage 1 Assessment

In order to evaluate the archaeological potential found within the study area, the Stage 1 AA consisted of the analysis of Toronto's archaeological potential mapping, *A Master Plan of Archaeological Resources for the City of Toronto (2004),* documentary sources, historic maps, detailed mapping and satellite imagery. 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 study area, AECOM conducted a Stage 1 field review of the Park Lawn / Lake Shore Boulevard West study area on August 4, 2016 under the field direction of Emily Game [R307]. The field review was carried out as outlined in **Section 1.2** of the *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011). The property was photo-documented which is illustrated in **Section 8**, as well as **Figure 5** in **Section 7.** Weather conditions during this time was sunny with some clouds and an average temperature of 11.5 degrees Celsius (**Table 2**).

Table 2: Weather Conditions Encountered During Field Review

Date	Weather Conditions	Temperature
August 4, 2016	Warm and sunny	26.9°C

The study area consists of a combination of residential and commercial areas. Several high volume roads and highways are found within the study area, including the Queensway and Lake Shore Boulevard. Much of the current shoreline is man-made and the original shoreline would be located just south of Lakeshore Boulevard. The Canadian National (CN) railway runs through the study area as well. Despite the disturbances present in the study area, there are several areas of archaeological potential which will require further Stage 2 test pitting. These conditions and disturbances were photo-documented and are illustrated in **Section 8**, as well as on **Figure 5** in **Section 7**. **Table 3** depict the results of the Stage 1 Field Review.

Table 3: Results of the Stage 1 Field Review

Survey Method	Hectares	%
Area Requiring Monitoring if Deeply Disturbed During Future Construction	38.12	24.38%
Deeply disturbed, no archaeological potential	81.53	52.14%
Low and wet, no archaeological potential	1.33	0.85%
Potential For Deeply Buried Archaeological Resources. Stage 2 Test Pitting Required	15.59	9.97%

Survey Method	Hectares	%
Sloped, no archaeological potential	2.01	1.28%
Stage 2 Test Pitting Required	17.78	11.37%
Grand Total	**156.36**	**100.00%**

Table 4: Inventory of the Documentary Record

Photographs	Maps	Field Notes	Number of Banker Boxes of Artifacts
22	3	1 page of Field notes, 1 page of photo log	0

3. ANALYSIS AND CONCLUSIONS

In 2016, AECOM was retained by the City of Toronto to conduct a Stage 1 Archaeological Assessment (AA) for the Park Lawn / Lake Shore Boulevard West Transportation Master Plan (TMP). The AA is required as part of the TMP, for lands located in the Park Lawn and Lake Shore Boulevard West area, to set out a cohesive and intergraded multi-modal transportation plan that brings together previously planned and approved (but unbuilt) infrastructure projects, development plans, infrastructure opportunities, and the needs of the people who live, work and visit the area. The objective of this AA is to identify the potential presence of archaeological resources within the study area. This AA is being completed as part of the Municipal Class Environmental Assessment (EA) process.

The results of the Stage 1 AA indicate that while much of the lands within the existing study area have been disturbed by commercial and residential development as well as road and highway construction, some portions still contain archaeological potential for both historic Euro-Canadian and pre-contact archaeological resources. This is based on the presence of archaeological sites within and near to the study area, the early Euro-Canadian settlement known to have occurred within the study area, and the presence of natural environmental features such as watercourses. Indeed, the Treatment Plant site (AjGu-11), a post-contact village and burial ground, is located within the study area on the western side of the Humber River. Due to the importance of this site, as well the age of the GPS coordinates, any areas surrounding the present water treatment plant have been marked as requiring Stage 2 archaeological assessment should any ground disturbing activities occur in the area. These areas, along with others possessing archaeological potential, have been marked as requiring Stage 2 test pitting prior to any further work.

As well, a portion of the study area is within the original shoreline of Lake Ontario and the Humber River. As much of the original shoreline will likely be deeply buried, *Section 2.1.7 Standards 2 and 4* of the *Standards and Guidelines* should be followed during any future ground disturbing activities. Areas around the Humber River should be subject to Stage 2 test pitting. All other areas within the Park Lawn / Lake Shore Boulevard West Transportation Master Plan study area are disturbed and do not require further work.

4. RECOMMENDATIONS

Given the results of this assessment, AECOM makes the following recommendations:

1) A Stage 2 AA should be conducted by a licensed consultant archaeologist using the test pit survey method at 5 m intervals in areas identified as having of archaeological potential to within 1 m of built structures (as per *Section 2.1.2 Test Pit Survey Standard 4* (MTCS 2011)) if they cannot be avoided during construction activity (please refer to areas marked in light green in **Section 7: Figure 4**).

2) Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations, test pitting will be required to within 1 m of built structures, following *Section 2.1.7, Standard 2 of the Standards and Guidelines for Consultant Archaeologists* in areas marked in dark green in **Section 7: Figure 4** (MTCS 2011) if they cannot be avoided during construction activity. Should test pitting by hand not reach subsoil (i.e. the area is found to have potential but it may be deeply buried), the survey methodology outlined in *Section 2.1.7, Standard 3 or Guideline 2* for survey in deeply buried conditions must be adhered to. In areas where test pitting is not possible due to ground alterations, but deeply buried intact archaeological resources may still be present, *Standard 4* must be followed and all areas monitored during any ground altering disturbance. These areas are marked in green cross hatching in **Section 7: Figure 4**.

3) Areas that are marked in red hatched lines in **Section 7: Figure 4** are deeply disturbed. These areas require no further archaeological assessment.

4) The Stage 2 AA should follow the requirements set out in the 2011 Standards and Guidelines for Consultant Archaeologists (MTCS 2011).

The above recommendation is subject to Ministry of Tourism, Culture and Sport approval, and it is an offence to alter any archaeological site without MTCS concurrence. No grading or other activities that may result in the destruction or disturbance of an archaeological site are permitted until notice of Ministry of Tourism, Culture and Sport approval has been received.

5. ADVICE ON COMPLIANCE WITH LEGISLATION

a) This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licencing in accordance with Part IV 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 alterations to archaeological sites by the proposed development.

b) 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 a time 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 Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

c) 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*.

d) 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.

e) 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 licence.

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

6. REFERENCES CITED

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. (ASI)
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.

Chapman, L.J. and F. Putnam
1984 *The Physiography of Southern Ontario. Ontario Geological Survey, Special Volume 2*. Ontario Ministry of Natural Resources, Toronto.

Given, Robert
2007 *Etobicoke Remembered*. Toronto: Pro Familia Press.

Harrison, Michael
1997 *Towards the Ecological Restoration of South Etobicoke*. Environment Planning & Policy Associates, Mimico.

Mika, Nick and Helma
1977 *Places in Ontario: Their Name Origins and History : Volume 2.* Mika Publishing Company, Belleville, Ontario.

Miles. & Company
1878 *Illustrated Historical Atlas of the County of York and the township of West Gwillimbury & town of Bradford in the county of Simcoe, Ont.* Toronto: Historical Atlas Publishing Co.

Ministry of Tourism, Culture and Sport
2011 *Standards and Guidelines for Consultant Archaeologists.* Toronto.
2016 Sites within a One Kilometre Radius of the Study Area Provided from the Ontario Archaeological Database, July 5, 2016.

Munson, M., & Jamieson, S.
2013 *Before Ontario: The Archaeology of a Province*. Montreal and Kingston, Quebec and Ontario: McGill-Queens University Press.

Toronto Archives
2016 Series 12, Aerial Photographs of the Metropolitan Toronto Area, 1947. Accessed August 16, 2016 from http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=a28244ca68846410VgnVCM10000071d60f89RCRD

Toronto Neighbourhoods
2015 *History of Canary District: Part of West Don Lands*. Accessed January 28, 2016 from http://www.torontoneighbourhoods.net/neighbourhoods/downtown/west-don-lands-canary-district/history

Transit Toronto.
2016 *A Brief History of the Transit of Toronto.* Accessed July 2016 from http://transit.toronto.on.ca/spare/0012.shtml.

Wickson, Ted
2002 *Reflections of Toronto Harbour: 200 years of port activity and waterfront development*. Toronto Port Authority.

7. FIGURES

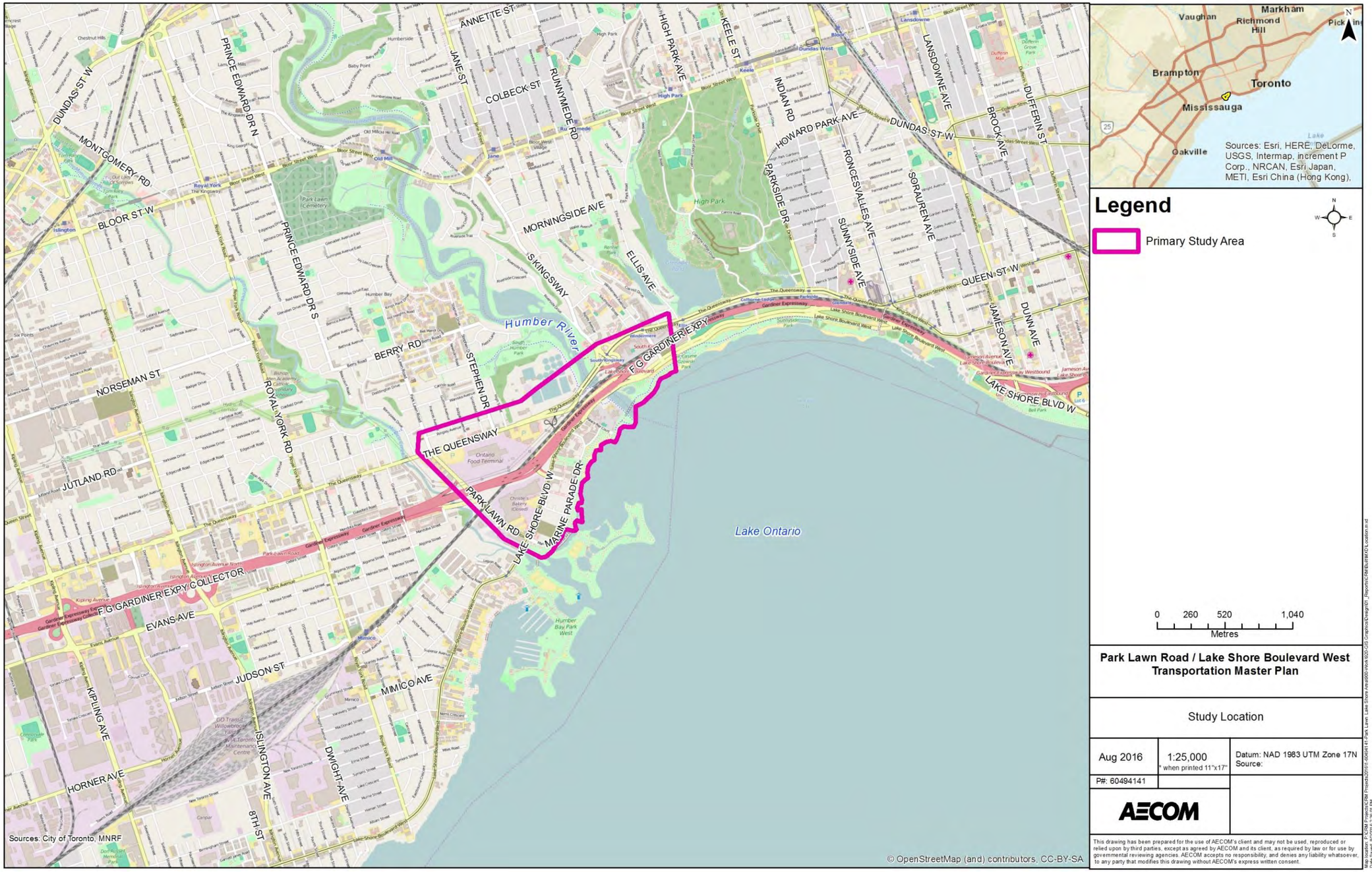

Figure 1: Location of the Park Lawn / Lake Shore Boulevard West Study Area

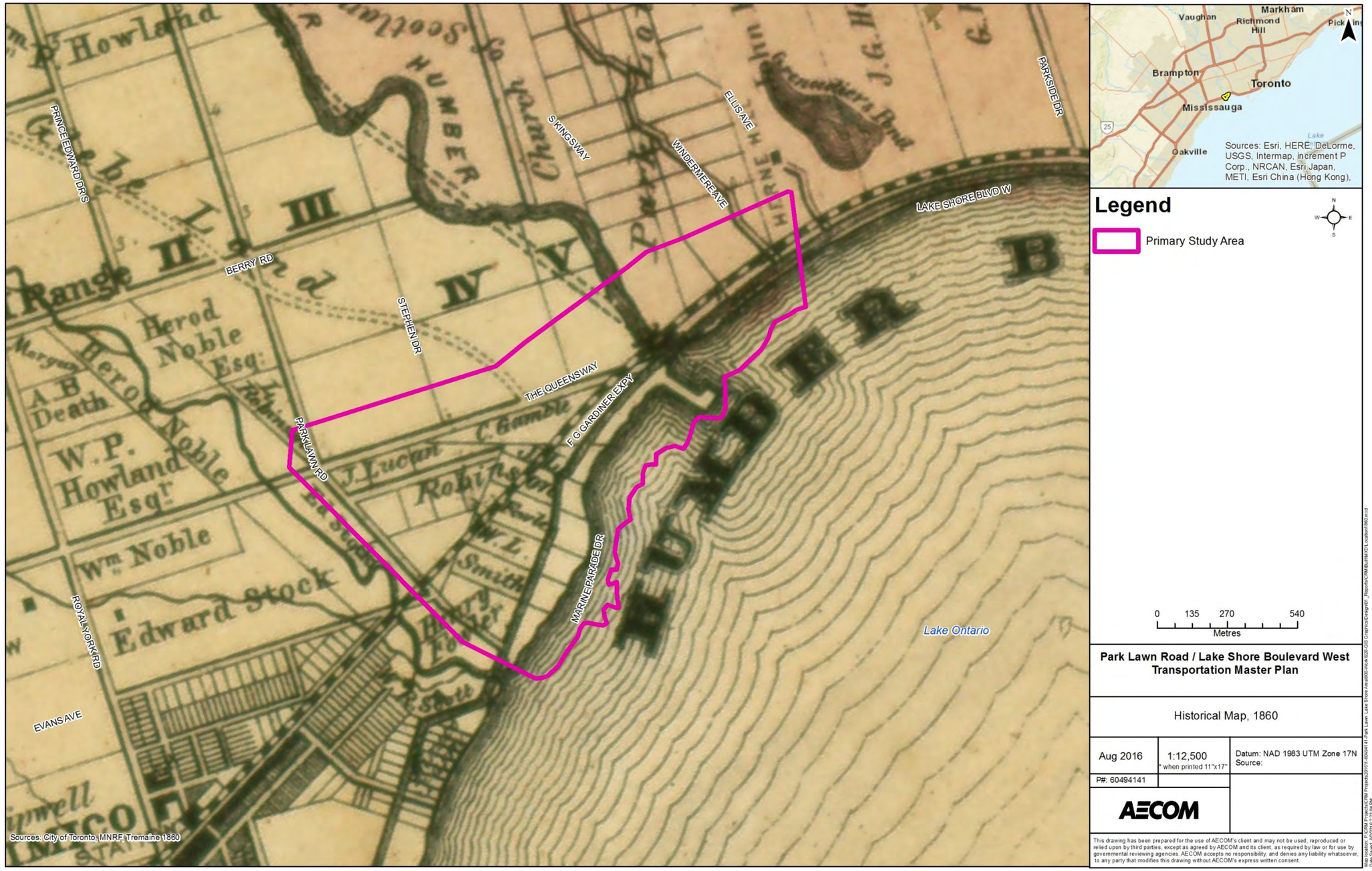

Figure 2: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1860 Tremaine Map in the Townships of Etobicoke and York

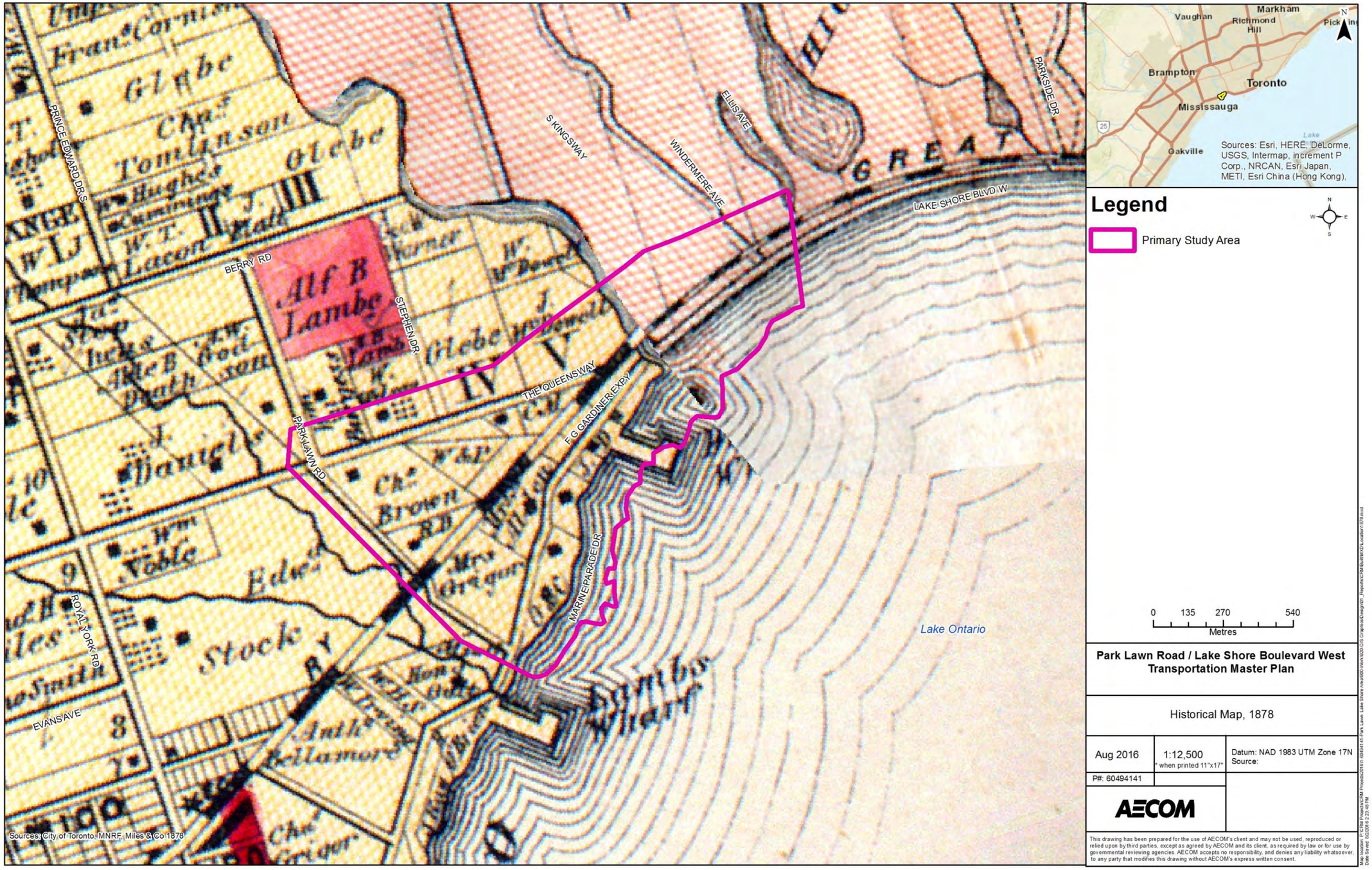

Figure 3: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1878 Historical Atlas Map in the Townships of Etobicoke and York.

Figure 4: Results of the Stage 1 Archaeological Assessment of the Park Lawn / Lake Shore Boulevard West Study Area, with Photo Locations.

Figure 5: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1947 Aerial Photograph

Figure 6: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1957 Aerial Photograph

Figure 7: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1967 Aerial Photograph

Figure 8: Park Lawn / Lake Shore Boulevard West Study Area in Relation to the 1977 Aerial Photograph

8. IMAGES

Photo 1: View of Lake Shore Boulevard West; facing west

Photo 2: View of park area south of Lake Shore Boulevard West, with Lake Ontario in the background; facing southeast

Photo 3: Martin Goodman Trail; facing southwest

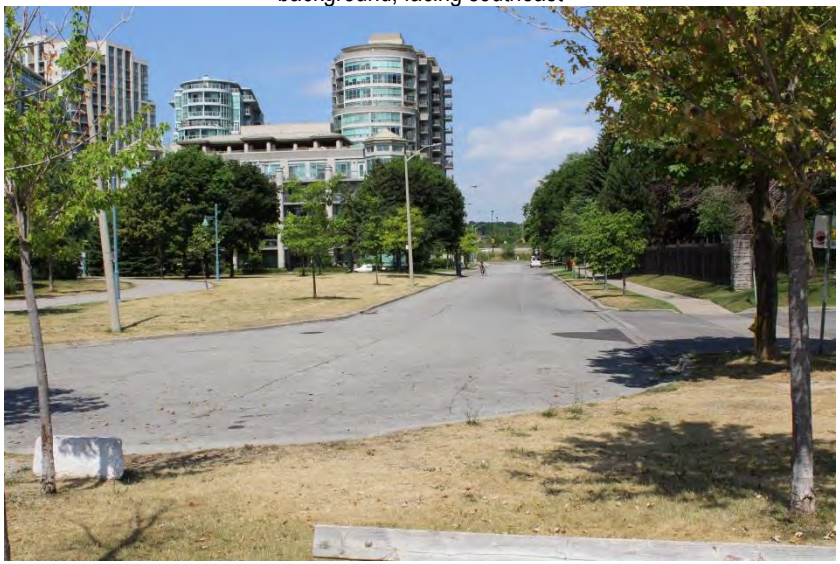

Photo 4: View north towards Palace Pier Court, and condominiums; facing northwest

Photo 5: View east along Waterfront Drive, showing disturbance from residential condominium development; facing southwest

Photo 6: View of artificial shoreline south of the Humber Bay Park East Trail; facing southwest

Photo 7: View towards Lake Shore Boulevard West, showing condominium development; facing west-northwest.

Photo 8: View southwest along Marine Paradise Drive; facing southwest.

Photo 9: View of disturbance in the form of fill along the shoreline; facing southeast.

Photo 10: Example of road construction in the southwest portion of the study area; facing south

Photo 11: View of commercial development and the CN Railway, east of Park Lawn Road; facing northeast

Photo 12: Intersection of the Queensway and Park Lawn Road; facing northwest

Photo 13: View of Frances Avenue and the residential development in the area; facing south

Photo 14: View east along Ringley Avenue; facing east

Photo 15: View of the Queensway and commercial development; facing southeast

Photo 16: Potentially undisturbed area requiring Stage 2 test pitting; facing southeast

Photo 17: Potentially undisturbed area requiring Stage 2 test pitting; facing east

Photo 18: View of slope west of the Humber Treatment Plant up to the tree ridge; facing northwest

Photo 19: View of the Humber Treatment Plant; facing east

Photo 20: View of trails east of the Humber River; facing south

Photo 21: View of the Queensway; facing north

Photo 22: View of the CN Rail and Windermere Avenue; facing south

About AECOM

AECOM (NYSE: ACM) is built to deliver a better world. We design, build, finance and operate infrastructure assets for governments, businesses and organizations in more than 150 countries.

As a fully integrated firm, we connect knowledge and experience across our global network of experts to help clients solve their most complex challenges.

From high-performance buildings and infrastructure, to resilient communities and environments, to stable and secure nations, our work is transformative, differentiated and vital. A Fortune 500 firm, AECOM companies had revenue of approximately US$19 billion during the 12 months ended June 30, 2015.

See how we deliver what others can only imagine at aecom.com and @AECOM.

Contact
Glenn Kearsley
Project Archaeologist
T 905-780-5964 X230
E glenn.kearsley@aecom.com

aecom.com

Ministry of Tourism, Culture and Sport

Archaeology Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel.: (416) 212-8442
Email: John.Dunlop@ontario.ca

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes d'archéologie
Direction des programmes et des services
Division de culture
401, rue Bay, bureau 1700
Toronto ON M7A 0A7
Tél. : (416) 212-8442
Email: John.Dunlop@ontario.ca

Ontario

Mar 6, 2018

Glenn Kearsley (P123)
AECOM
135 Daphne Barrie ON L4M 2Y7

RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "City of Toronto Stage 1 Archaeological Assessment Park Lawn / Lake Shore Boulevard West Transportation Master Plan City of Toronto, Ontario ", Dated Jan 9, 2017, Filed with MTCS Toronto Office on Feb 1, 2018, MTCS Project Information Form Number P123-0320-2016, MTCS File Number 0005394

Dear Mr. Kearsley:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18.[1] This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 Standards and Guidelines for Consultant Archaeologists set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment of the study area as depicted in Figure 4 of the above titled report and recommends the following:

1) A Stage 2 AA should be conducted by a licensed consultant archaeologist using the test pit survey method at 5 m intervals in areas identified as having of archaeological potential to within 1 m of built structures (as per Section 2.1.2 Test Pit Survey Standard 4 (MTCS 2011)) if they cannot be avoided during construction activity (please refer to areas marked in light green in Section 7: Figure 4).

2) Due to the potential for deeply buried intact archaeological resources on floodplains and beneath land alterations, test pitting will be required to within 1 m of built structures, following Section 2.1.7, Standard 2 of the Standards and Guidelines for Consultant Archaeologists in areas marked in dark green in Section 7: Figure 4 (MTCS 2011) if they cannot be avoided during construction activity. Should test pitting by hand not reach subsoil (i.e. the area is found to have potential but it may be deeply buried), the survey methodology outlined in Section 2.1.7, Standard 3 or Guideline 2 for survey in deeply buried conditions must be adhered to. In areas where test pitting is not possible due to ground alterations, but deeply buried intact archaeological resources may still be present, Standard 4 must be followed and all areas monitored during any ground altering disturbance. These areas are marked in green cross hatching in Section 7: Figure 4.

3) Areas that are marked in red hatched lines in Section 7: Figure 4 are deeply disturbed. These areas require no further archaeological assessment.

4) The Stage 2 AA should follow the requirements set out in the 2011 Standards and Guidelines for Consultant Archaeologists (MTCS 2011).

No grading or other activities that may result in the destruction or disturbance of an archaeological site are permitted until notice of Ministry of Tourism, Culture and Sport approval has been received.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

John Dunlop
Archaeology Review Officer

cc. Archaeology Licensing Officer
Edward Presta,Transportation services
Edward Presta,Transportation Services

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