



Appendix D.2

Park Lawn / Lake Shore Boulevard West Transportation Master Plan, Stage 1
Archaeological Assessment Additional Lands (AECOM, March 2021)

City of Toronto

Stage 1 Archaeological Assessment Park Lawn / Lake Shore Boulevard West Transportation Master Plan, Additional Lands

Lot 0, Lake Front Concession, Geographic Township of Etobicoke, York County, now City of Toronto, Ontario

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Executive Summary

AECOM was retained by the City of Toronto to conduct a Stage 1 Archaeological Assessment (AA) of additional lands as part of the Park Lawn / Lake Shore Boulevard West Transportation Master Plan (TMP). This report was prepared to detail the rationale, methods and results of the Stage 1 AA.

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. 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* (Ontario Government 2011) if they cannot be avoided during construction activity (please refer to areas marked in light green in **Section 6: Figure 10**). The Stage 2 AA should follow the requirements set out in the 2011 Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011).
- 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 6: Figure 10** (Ontario Government 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.
- 3) Areas that are marked in purple shading, orange shading, and red hatched lines in **Section 6: Figure 10** are previously assessed and deeply disturbed. These areas require no further archaeological assessment.

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1. Project Context

1.1 Development Context

In 2013, the City of Toronto initiated a Transportation Master Plan (TMP) to identify necessary transportation improvements and to further develop the Park Lawn / Lake Shore community. As part of that undertaking AECOM completed a preliminary review of the study area at that time (**Figure 1**) to identify any areas of archaeological potential and areas that might warrant further archaeological review. This information was used in establishing existing conditions within the study area and in evaluating the Alternative Solutions being considered as part of the TMP. The archaeological review was documented in the *Park Lawn / Lake Shore Boulevard West TMP Stage 1 Archaeological Assessment Report* (AECOM 2018).

The TMP was originally anticipated to be completed in April 2017, however, City Council put the project on hold, pending a final decision of the land use of the former Christie's Bakery site on the northeast corner of the Lake Shore Boulevard West and Park Lawn Road intersection. Following negotiations with the owners of the Christie's site (i.e. First Capital) regarding the development of the subject lands the TMP was able to move forward in 2020. However, as part of the 2020 revisit of the TMP, the 2016 Primary Study Area was expanded to the west to include a small area bounded by the F.G. Gardiner Expressway to the north, Lake Shore Boulevard West to the south, Legion Road to the west, and Park Lawn Road to the east referred to as the 2020 Additional Study Area as illustrated in **Figure 1**.

Given that the Stage 1 AA completed by AECOM for the 2016 TMP Primary Study Area was finalized in 2018 and accepted by the MHSTCI it will not be revisited. The current report will document the archaeological assessment completed for the 2020 Additional Study Area and will supplement the earlier report.

AECOM completed the Stage 1 AA for the 2020 Additional study area lands 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 (**Figure 1**).

The Stage 1 archaeological assessment was conducted as part of a Municipal Class Environmental Assessment study and was triggered by the requirements of the *Environmental Assessment Act* in accordance with subsection 11(1) (Ontario Government 1990a). This project is subject to the requirements of the *Ontario Heritage Act* (Ontario Government 1990b) and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). The Stage 1 archaeological assessment (P123-0454-2021) was completed under the project direction and archaeological licence of Glenn Kearsley [Licence #P123].

Documentary sources, historic maps, detailed mapping and satellite imagery were analyzed in order to evaluate the archaeological potential found within the study area. This report provides the results of the Stage 1 and recommendations.

1.1.1 Objectives

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

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

The Stage 1 archaeological assessment has been conducted to meet the requirements of the MHSTCI *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

1.2 Historical Context

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

Table 1: Cultural Chronology for the County of York

Archaeological Period	Characteristics	Time Period	Comments
Early Paleo	Fluted Points	9000-8400 BC	Arctic tundra and spruce parkland, caribou hunters
Late Paleo	Holcombe, Hi-Lo and Lanceolate Points	8400-8000 BC	Slight reduction in territory size
Early Archaic	Notched and Bifurcate base Points	8000-6000 BC	Growing populations
Middle Archaic	Stemmed and Brewerton Points, Laurentian Development	6000-2500 BC	Increasing regionalization
Late Archaic	Narrow Point	2000-1800 BC	Environment similar to present
	Broad Point	1800-1500 BC	Large lithic tools
	Small Point	1500-1100 BC	Introduction of bow
Terminal Archaic	Hind Points, Glacial Kame Complex	1100-950 BC	Earliest true cemeteries
Early Woodland	Meadowood Points	950-400 BC	Introduction of pottery

Archaeological Period	Characteristics	Time Period	Comments
Middle Woodland	Dentate/Pseudo-scallop Ceramics	400 BC – AD 500	Increased sedentism
Transition between Middle and Late Woodland	Princess Point	AD 550-900	Introduction of corn horticulture
Late Woodland	Early Ontario Iroquoian	AD 900-1300	Agricultural villages
	Middle Ontario Iroquoian	AD 1300-1400	Increased longhouse sizes
	Late Ontario Iroquoian	AD 1400-1650	Warring nations and displacement
Contact Period	Various Algonkian and Iroquoian Groups	AD 1600-1875	Early written records and treaties
Historic	French and English Euro-Canadian	AD 1749-present	European settlement

Notes: Taken from Ellis and Ferris (1990)

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

1.2.1 Pre-Contact First Nation Settlement

The Paleo Period

In this area the first human settlement can be traced back to 11,000 BC; these earliest well-documented groups are referred to as Paleo which literally means old or ancient. During the Paleo period, people were non-agriculturalists who depended on hunting and gathering of wild food stuffs, they moved their encampments on a regular basis to be in the locations where these resources naturally became available and the size of the groups occupying any particular location would vary depending on the nature and size of the available food resources (Ellis and Deller 1990). The picture that has emerged for the early and late Paleo is of groups at low population densities who were residentially mobile and made use of large territories during annual cycles of resource exploitation (Ellis and Deller 1990).

The Archaic Period

The next major cultural period following the Paleo is termed the Archaic, which is broken temporally into the Early, Middle, and Late Archaic periods. There is much debate on how the term Archaic is employed; general practice bases the designation off assemblage content as there are marked differences in artifact suites from the preceding Paleo and subsequent Woodland periods. As Ellis *et al.* (1990) note, from an artifact and site characteristic perspective the Archaic is simply used to refer to non-Paleo manifestations that pre-date the introduction of ceramics. Ellis *et al.* (1990) stress that Archaic groups can be distinguished from earlier groups based on site characteristics and artifact content.

Early Archaic sites have been reported throughout much of southwestern Ontario and extend as far north as the Lake Huron Basin region and as far east as Rice Lake (Deller *et al.* 1986). A lack of excavated assemblages from southern Ontario has limited understandings and inferences regarding the nature of stone tool kits in the Early Archaic and tool forms other than points are poorly known in Ontario; however, at least three major temporal horizons can be recognized and can be distinguished based on projectile point form (Ellis *et al.* 1990). These horizons are referred to as Side-Notched (ca. 8,000-7,700 BC), Corner-Notched (ca. 7,700-6,900 BC), and Bifurcated (ca. 6,900-6,000 BC) (Ellis *et al.* 1990). Additional details on each of these horizons and the temporal changes to tool types can be found in Ellis *et al.* (1990).

The Middle Archaic period (6,000-2,500 BC), like the Early Archaic, is relatively unknown in southern Ontario. Ellis *et al.* (1990) suggest that artifact traits that have come to be considered as characteristic of the Archaic period as a whole, first appear in the Middle Archaic. These traits include fully ground and polished stone tools, specific tool types including banner stones and net-sinkers, and the use of local and/or non-chert type materials for lithic tool manufacture (Ellis *et al.* 1990).

The Late Archaic begins around approximately 2,000 BC and ends with the beginning of ceramics and the Meadowood Phase at roughly 950 BC. Much more is known about this period than the Early and Middle Archaic and a number of Late Archaic sites are known. Sites appear to be more common than earlier periods, suggesting some degree of population increase. True cemeteries appear and have allowed for the analysis of band size, biological relationships, social organization, and health. Narrow and Small point traditions appear as well as tool recycling wherein points were modified into drills, knives, end scrapers, and other tools (Ellis *et al.* 1990). Other tools including serrated flakes used for sawing or shredding, spokeshaves, and retouched flakes manufactured into perforators, graters, micro-perforators, or piercers. Tools on coarse-grained rocks such as sandstone and quartz become common and include hammerstones, net-sinkers, anvils, and cobble spalls. Depending on preservation, several Late Archaic sites include bone and/or antler artifacts which likely represent fishing toolkits and ornamentation. These artifacts include bone harpoons, barbs or hooks, notched projectile points, and awls. Bone ornaments recovered have included tubular bone beads and drilled mammal canine pendants (Ellis *et al.* 1990).

Throughout the Early to Late Archaic periods the natural environment warmed, and vegetation changed from closed conifer-dominated vegetation cover, to the mixed coniferous and deciduous forest in the north and deciduous vegetation in the south we see in Ontario today (Ellis *et al.* 1990). During the Archaic period there are indications of increasing populations and decreasing size of territories exploited during annual rounds; fewer moves of residential camps throughout the year and longer occupations at seasonal campsites; continuous use of certain locations on a seasonal basis over many years; increasing attention to ritual associated with the deceased; and, long range exchange and trade systems for the purpose of obtaining valued and geographically localized resources (Ellis *et al.* 1990).

The Woodland Period

The Early Woodland period is distinguished from the Archaic period primarily by the addition of ceramic technology, which provides a useful demarcation point for archaeologists but is expected to have made less difference in the lives of people during the Early Woodland. The settlement and subsistence patterns during the Early Woodland Period show much continuity with the earlier Archaic with seasonal camps occupied to exploit specific natural resources (Spence *et al.* 1990).

During the Middle Woodland well-defined territories containing several key environmental zones were exploited over the yearly subsistence cycle. Large sites with structures and substantial middens appear in the Middle Woodland associated with spring macro-band occupations focussed on utilizing fish resources and created by consistent returns to the same site (Spence *et al.* 1990). Groups would come together into large macro-bands during the spring-summer at lakeshore or marshland areas to take advantage of spawning fish; in the fall inland sand plains and river valleys were occupied for deer and nut harvesting and groups split into small micro-bands for winter survival (Spence *et al.*

1990). This is a departure from earlier Woodland times when macro-band aggregation is thought to have taken place in the winter (Ellis *et al.* 1988; Granger 1978).

The period between the Middle and Late Woodland was both technically and socially transitional for the ethnically diverse populations of southern Ontario and these developments formed the basis for the emergence of settled villages and agriculturally based lifestyles (Fox 1990). The first agricultural villages in southwestern Ontario date to the 10th century AD. Unlike the riverine base camps of the Middle Woodland period, these sites are located in the uplands, on well-drained sandy soils. The Late Woodland period is often sub-divided into the Early (900-1300 AD), Middle (1300-1400 AD), and Late Iroquoian (1400-1650 AD) periods.

Early Ontario Iroquoian (900-1300 AD) villages tended to be small settlements with nearby camps and hamlets that served as temporary spaces for hunting game and gathering resources outside of the villages. Corn may have been introduced into southwestern Ontario from the American Midwest as early as 600 AD; however, it did not become a dietary staple until at least three to four hundred years later. Small amounts of corn appear to have been a dietary component at this time; however, archaeological evidence suggests that its role was not as a dietary staple at this time and was supplemental in nature. Village sites dating between 900 and 1300 AD, share many attributes with the historically reported Iroquoian sites, including the presence of longhouses and sometimes palisades. However, these early longhouses were actually not all that large, averaging only 12.4 metres (m) in length. It is also quite common to find the outlines of overlapping house structures, suggesting that these villages were occupied long enough to necessitate re-building. The Jesuits reported that the Huron moved their villages once every 10-15 years, when the nearby soils had been depleted by farming and conveniently collected firewood grew scarce. It's likely that Early Ontario Iroquoians occupied their villages for considerably longer, as they relied less heavily on corn than did later groups, and since their villages were much smaller, there was less demand on nearby resources.

The Middle Ontario Iroquoian period (1300-1400 AD) witnessed several interesting developments in terms of settlement patterns and artifact assemblages. Changes in ceramic styles have been carefully documented, allowing the placement of sites in the first or second half of this 100-year period and widespread similarities in ceramic and smoking pipe styles suggest increasing levels of inter-community communication and integration. Village size, which previously averaged approximately 0.6 hectares (ha) in extent during the Early Ontario Iroquoian period, grew significantly to between one and two ha. The Middle Iroquoian not only marks the emergence of fully developed horticulture, including the cultivation of corn, beans, and squash, but also the development of complex community political systems. House lengths also change dramatically, more than doubling to an average of 30 m in length. A number of hypotheses have been put forward to explain this radical increase in longhouse length. The simplest possibility is that increased house length is the result of a gradual, natural increase in population. Other possible explanations involve changes in economic and socio-political organization. One suggestion is that during the Middle Ontario Iroquoian period small villages were amalgamating to form larger communities for mutual defense. If this was the case, the more successful military leaders may have been able to absorb some of the smaller family groups into their households, thereby requiring longer structures. This hypothesis draws support from the fact that some sites had up to seven rows of palisades, indicating at least an occasional need for strong defensive measures. There are, however, other Middle Ontario Iroquoian villages which had no palisades present.

By the beginning of the fourteenth century, most Iroquoian people inhabited large and often fortified villages throughout southern Ontario as a result of an increasing reliance on horticulture. Larger village sites were often cleared to accommodate the cultivation of corn, beans, and squash. Between 1400 and 1450 AD house length continued to grow, reaching an average length of 62 m. However, after 1450 AD, house lengths began to decrease, with houses from 1500-1580 AD averaging only 30 m length. The reason house lengths decrease after 1450 AD is poorly understood, but it is believed that drastically shorter houses documented on historic period sites may be partially attributed to population reductions associated with the introduction of European diseases.

1.2.2 Post-Contact Period Settlement

The post-contact occupation of southern Ontario was heavily influenced by the dispersal of Iroquoian speaking peoples, such as the Huron, Petun and Neutral by the New York State Confederacy of Iroquois, followed by the arrival of Algonkian speaking groups from northern Ontario. The Ojibwa of southern Ontario date from about 1701 and occupied the territory between Lakes Huron, Erie and Ontario (Schmalz 1991). This is also the period in which the Mississaugas are known to have moved into southern Ontario and the Great Lakes watersheds (Konrad 1981) while at the same time the members of the Three Fires Confederacy, the Chippewa, Ottawa and Potawatomi were immigrating from Ohio and Michigan (Feest and Feest 1978). As European settlers encroached on their territory the nature of Indigenous population distribution, settlement size and material culture changed. Despite these changes it is possible to correlate historically recorded villages with archaeological manifestations and the similarity of those sites to more ancient sites reveal an antiquity to documented cultural expressions that confirms a long historical continuity of systems of ideology and thought (Ferris 1009).

It is important to note that, when discussing the historical documentation of the movement of Indigenous people, what has been documented by early European explorers and settlers represents only a very small snap-shot in time. Where Indigenous groups were residing during European exploration and settlement is restricted to only a very short period of time and does not reflect previous and subsequent movements of these groups. This brief history does not reflect the full picture of the pre- or post-contact period occupation of Indigenous groups or cultures. As such, relying on historic documentation in regard to Indigenous occupation and movement across the landscape can lead to misinterpretation. For example, historic documentation of the movement of Indigenous groups into an area may suggest to the reader that these groups had not occupied the area previously; however, this is not the case. It is clear from Indigenous oral histories and the archaeological record that pre-contact Indigenous populations were extremely mobile and not tied to any one specific area. Over the vast period of time prior to the arrival of Europeans, Indigenous groups, language families, and cultures were fluid across the landscape.

The study area falls under the Johnson-Butler Purchase and Williams Treaties. The Johnson-Butler Purchase, was entered into in 1788 by the representatives of the Crown and certain Anishinaabe peoples, covers the north shore of Lake Ontario, beginning at the eastern boundary of the Toronto Purchase and continuing east to the Bay of Quinte, where it meets the Crawford Purchase (Ontario Government 2018). The Williams Treaties were signed on October 31 and November 15, 1923 by seven Anishinaabe First Nations and representatives of the Crown and covered the area between Lake Ontario and Lake Nipissing.

1.2.3 Euro-Canadian Settlement

The study area is located within the historical Township of Etobicoke, 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 Township 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. 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. John William Gamble is considered the founder of Mimico, having settled along the waterfront, beside the King's Mill Reserve, with a home built on the east bank of Mimico Creek near Lake Ontario (TRCA 2003:3-45). Gamble built a dam and sawmill on the west side of Mimico Creek near the CNR bridge in 1823. He later built a shipping pier, called Lamb's Warf on the west bank at the mouth of the creek in 1832, to facilitate the transport of his lumber (**Figure 5**). This attracted workmen and led to the establishment of a small village with a schoolhouse and church. Gamble would later become the first Reeve of Vaughan Township, the Warden of Peel and York Counties and the Parliament representative for the riding of West York (TRCA 2003:3-46)

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).

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, tugboats 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 schoolhouse 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).

1.3 Archaeological Context

1.3.1 Natural Environment

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.

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 6-9**). As a result, there is high potential for archaeological resources to be found deeply buried in the study area along the old shorelines of Lake Ontario.

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south-central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location. A number of notable watercourses are within proximity to the study area, and Mimico Creek found within the study area. In addition, Lake Ontario is located approximately 500 m to the south and the Humber River to the east.

1.3.2 Existing Conditions

The study area consists of roadways and their associated rights-of-way, parking lots, commercial buildings, condominiums and other residential buildings, manicured lawns, meadow and treed areas alongside the creek found in the centre of the study area.

1.3.3 Previous Archaeological Work

To inform the current Stage 1 archaeological assessment and further establish the archaeological context of the study area, a search of the Ontario Archaeological Site Database (OASD) was conducted by AECOM to determine if any previous archaeological work has been completed within the current study area or within 50m of the study area boundaries. There have been a number of assessments completed in or within 50 m of the study area. **Table 2** below details the reports.

Table 2: Archaeological Assessments Completed Within 50m of the Park Lawn / Lake Shore Boulevard Study Area

Date	Title	PIF Number	Author
2019	City of Toronto, Stage 2 Archaeological Assessment, Bonar Creek Stormwater Management Facility and Legion Road Extension, City of Toronto, Ontario, Part of Lot D, Geographic Township of Etobicoke, County of York	P123-0390-2018	AECOM
2018	Revised Report: City of Toronto, Stage 1 Archaeological Assessment, Park Lawn / Lake Shore Boulevard West, Transportation Master Plan, City of Toronto, Ontario	P123-0320-2016	AECOM
2014	Stage 1 and 2 Archaeological Assessment of 2150 Lake Shore Boulevard West, Lot D, Lake Front Concession, Part of Lots 12, 13, 14, 15, Registered Plan 1176, Geographic Township of Etobicoke, County of York, Former City of Etobicoke, Now in the City of Toronto	P383-0108-2013, P383-0128-2013	ASI
2013	Stage 1 and 2 Archaeological Assessment of 2161-2165 Lake Shore Blvd. West, Lots 12, 13, 14, Registered Plan 1229, 64R-14429 Geographic Township of Etobicoke, County of York Former City of Etobicoke, Now in the City of Toronto	P047-447-2013	ASI
2011	Stage 1 and 2 Archaeological Assessment of 42 Park Lawn Road, Part of Lot 7, Registered Plan 83, Formerly the City of Etobicoke, Now the City of Toronto	P347-002-2011	ASI
2011	Stage 1-2 A. A. Proposed resurfacing and Improvements to Park Lawn Road From The Queensway to Lake Shore Boulevard West City of Toronto Ontario	P029-774-2010	Archeoworks Inc.

Date	Title	PIF Number	Author
2010	The Stage 1 and 2 Archaeological Assessment of 194 Park lawn Road, City of Toronto	P035-117-2010	A.M. Archaeological Associates
2010	Stage 1 and 2 Archaeological Assessment of 2200 Lake Shore Boulevard West, Part of Lot 7, Registered Plan 83, Formerly City of Etobicoke, City of Toronto	P049-576-2010	ASI
2009	Stage 1 archaeological assessment of 36 Park Lawn Road, City of Toronto, formerly the Township of Etobicoke, County of York, Ontario	P049-378-2009	ASI
2009	A Stage 1-2 Archaeological Assessment of 152, 154 and 156 Park Lawn Road, Lots 516 to 518 Registered Plan M-110, and Lots 285 to 287 Registered Plan M-137, City of Toronto	P013-517-2009	Archaeological Assessments Ltd.
2008	Stage 1 & 2 Archaeological Assessment of 2157 Lakeshore Boulevard West Geographic Township of Etobicoke, County of York, Former City of Etobicoke, Now in the City of Toronto	P049-331-2008	ASI
2008	A Stage 1-2 Archaeological Assessment of the Shore Club Development, 2175 Lakeshore Boulevard West, City of Toronto	P013-380-2007	Archaeological Assessments Ltd.
2007	Stage 1-2 Archaeological Assessment of: 60-80 Park Lawn Road, Part of Lot 0, Concession LF, City of Toronto (formerly City of Etobicoke), Ontario	P029-359-2007	Archeoworks Inc.

AECOM (2018) completed a Stage 1 AA that is located immediately east of the current study. 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.

In 2019, AECOM completed a Stage 2 AA of the Bonar Creek Stormwater Management Facility and Legion Road Extension project, which is located within the current study area limits. No archaeological resources were located, and the area was cleared of further archaeological concern (AECOM 2019).

The 2011 Stage 1-2 AA completed by ASI overlaps with a portion of the current study area. The assessment resulted in the identification of one findspot that did not meet the requirements for further work, therefore clearing the property of further archaeological assessment (ASI 2011).

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

1.3.4 Known Archaeological Sites

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MHSTCI. 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.

AECOM conducted a data search of the OASD to determine if any registered archaeological sites are located within the study area as well as within 1 km of the current study area boundaries. This search resulted in the identification of 5 registered archaeological sites. **Table 3** provides details on the registered archaeological sites within 1 km of the current study area.

Table 3: Registered Archaeological Sites within 1 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.
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.

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

2. Analysis and Conclusions

2.1 Determination of Archaeological Potential

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

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

- Proximity to previously identified archaeological sites;
- Distance to various types of water sources;
- Soil texture and drainage;
- Areas of early Euro- Canadian settlement, fur trade posts and early transportation routes;

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

2.2 Conclusions

AECOM's Stage 1 background study of the Park Lawn / Lake Shore Boulevard West Transportation Master Plan (TMP) Additional Lands has determined that the potential for the recovery of archaeological resources is present, given the proximity of the study area to previously identified archaeological sites, distance to potable water, soil texture and drainage and relatively early Euro-Canadian settlement. All potentially undisturbed areas must be subject to Stage 2 field survey.

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 Mimico Creek should be subject to Stage 2 survey to determine the presence of any deeply buried archaeological materials.

3. 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* (Ontario Government 2011) if they cannot be avoided during construction activity (please refer to areas marked in light green in **Section 6: Figure 10**). The Stage 2 AA should follow the requirements set out in the 2011 Standards and Guidelines for Consultant Archaeologists (Ontario Government 2011).
- 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 6: Figure 10** (Ontario Government 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.
- 3) Areas that are marked in purple shading, orange shading, and red hatched lines in **Section 6: Figure 10** are previously assessed and deeply disturbed. These areas require no further archaeological assessment.

The Ministry of Heritage, Sport, Tourism and Culture Industries is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further archaeological assessment is required, archaeological concerns for the study area have not been fully addressed.

4. Advice on Compliance with Legislation

- a) This report is submitted to the Ontario Minister of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- 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 time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
- 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) Archaeological sites recommended for further archaeological fieldwork or protection remain subject to section 48 (1) of the *Ontario Heritage Act* and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.
- e) The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force in 2012) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ontario Ministry of Government and Consumer Services.

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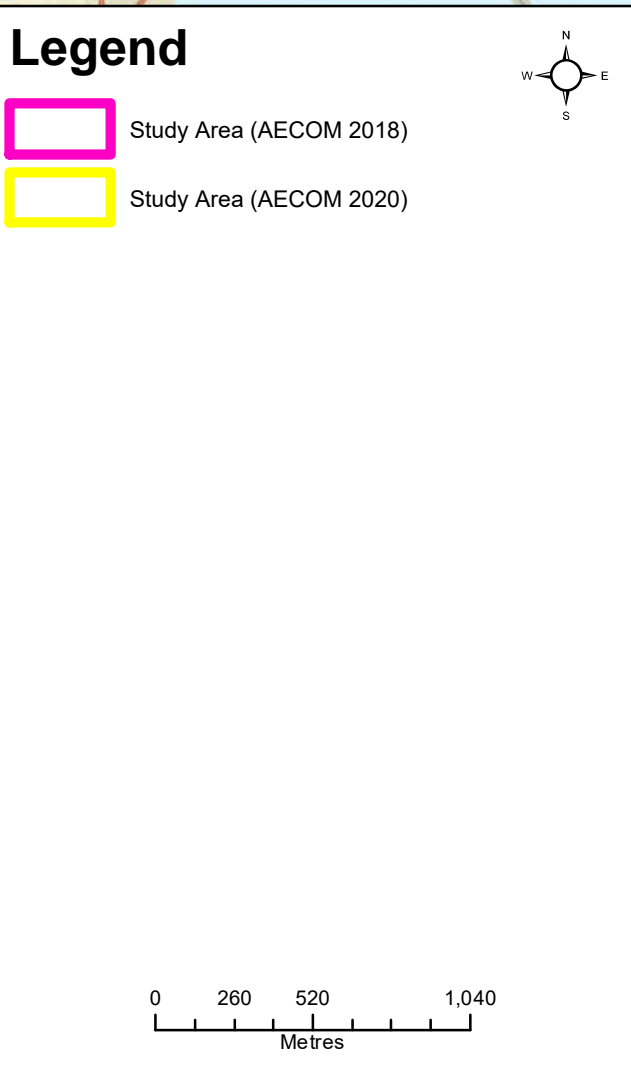
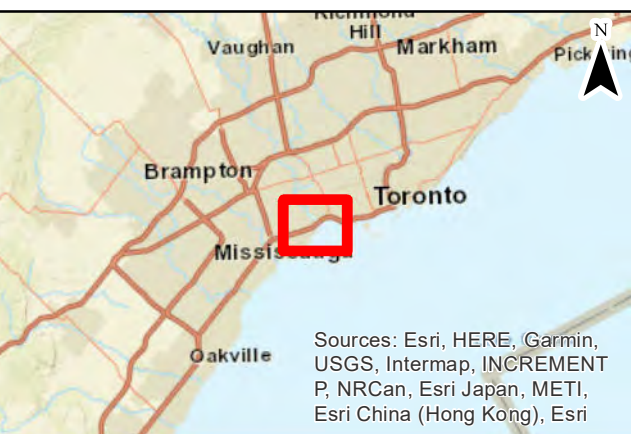
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

All figures pertaining to the Stage 1 archaeological assessment for the Park Lawn / Lake Shore Boulevard West TMP Additional Lands in the City of Toronto, Ontario are provided on the following pages.



Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

Study Location

Jan 2021	1:25,000 * when printed 11"x17"	Datum: NAD 1983 UTM Zone 17 Source:
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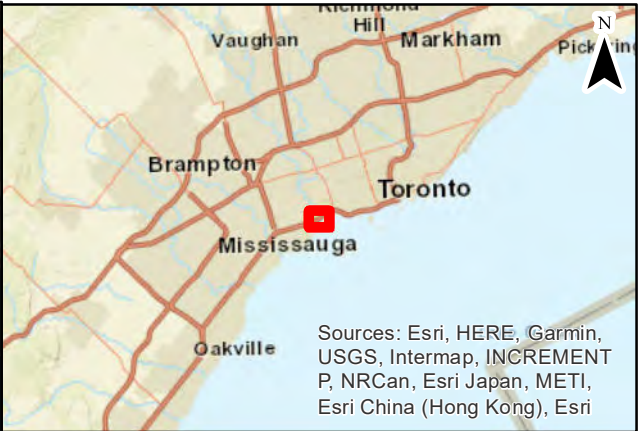
P#: 60494141		
		

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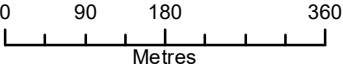
Sources: City of Toronto, MNRFP

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Legend

- Study Area (AECOM 2018)
- Study Area (AECOM 2020)



Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

Study Area in Detail

Jan 2021 1:8,500 * when printed 11"x17" Datum: NAD 1983 UTM Zone 17N Source:

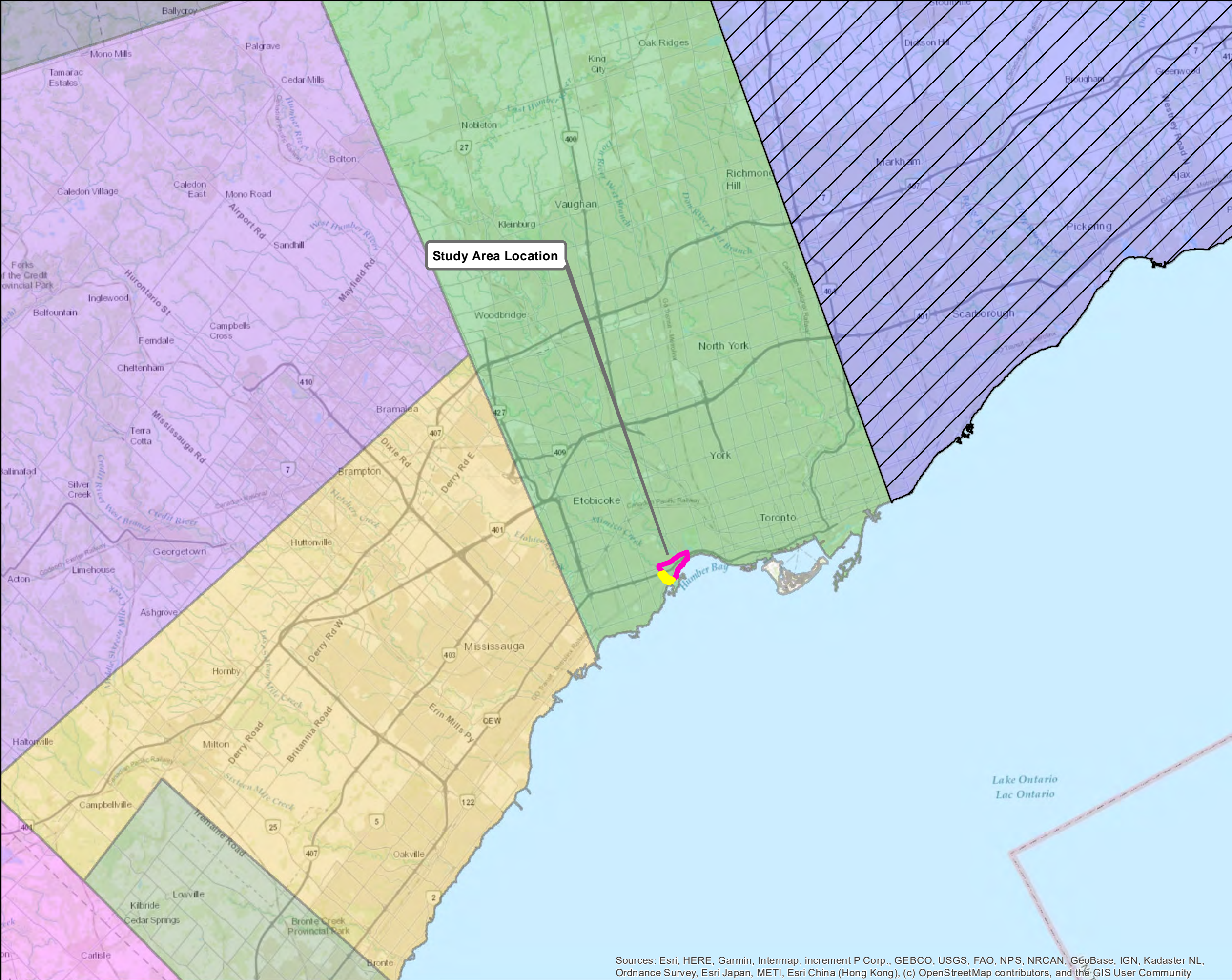
P#: 60494141

AECOM

Figure 2

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Map location: C:\Users\Stephane.Courier\Desktop\Origins\60494141_ParkLawn_LakeShore TMP Design\01_Reporting\Fig_2_Study Area in Detail.mxd Date Saved: 1/11/2021 10:25:10 AM

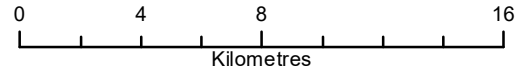


Legend

- Study Area (AECOM 2018)
- Study Area (AECOM 2020)
- First Nations
- Williams Treaties, Signed: October 31, 1923 and November 15, 1923

Treaties

- Ajetance Purchase, Treaty 19, October 28, 1818
- Between the Lakes Purchase, Treaty 3, December 2, 1792
- Brant Tract, Treaty 3 3/4, October 24, 1795
- Head of the Lake Purchase, Treaty 13A, August 2, 1805
- Johnson-Butler Purchase, Signed 1787-1788
- Nottawasaga Purchase, Treaty 18, October 17, 1818
- Toronto Purchase, Treaty 13, August 1, 1805



Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

Ontario Treaties Map

January 2021	1:250,000	Datum: NAD83 UTM17 Source: www.ontario.ca/page/map-ontario-treaties-and-reserves#17
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P#: 60494141

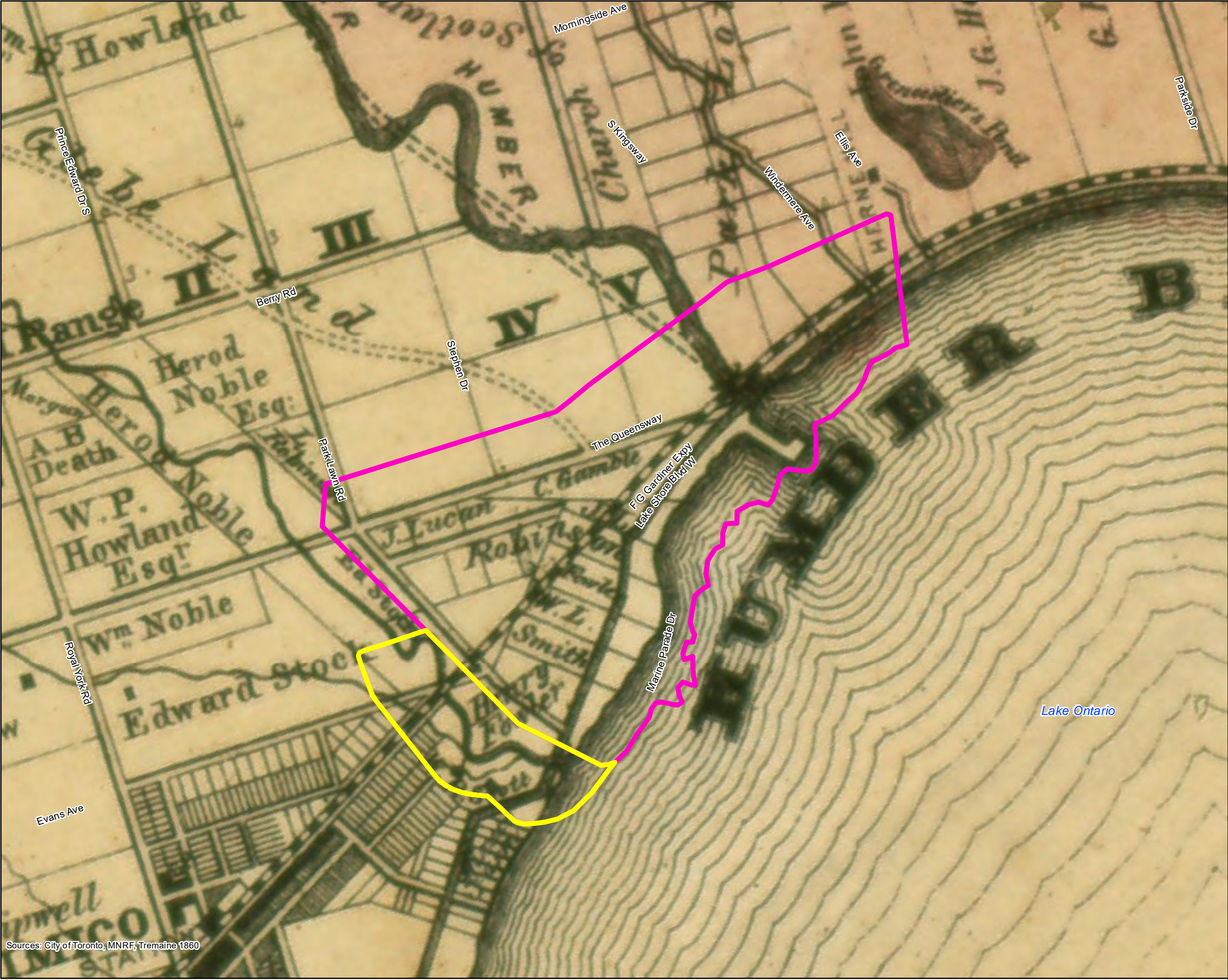
V#:



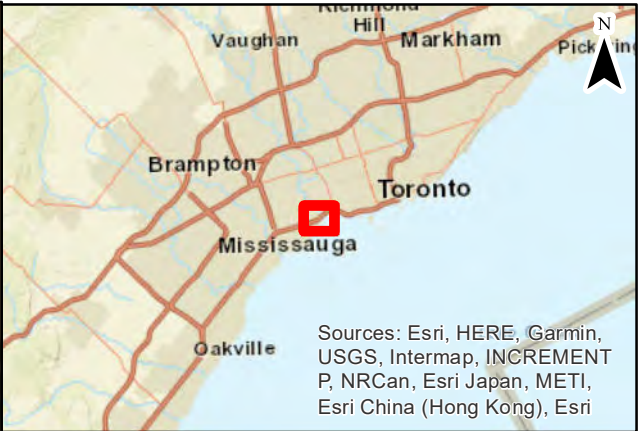
Figure 3

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

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Sources: City of Toronto, MNRF, Tremaine 1860

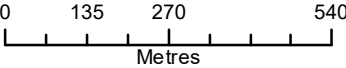


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

Legend

Name

- Study Area (AECOM 2018)
- Study Area (AECOM 2020)



Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

Historical Map, 1860

Jan 2021 1:12,500 * when printed 11"x17" Datum: NAD 1983 UTM Zone 17N Source:

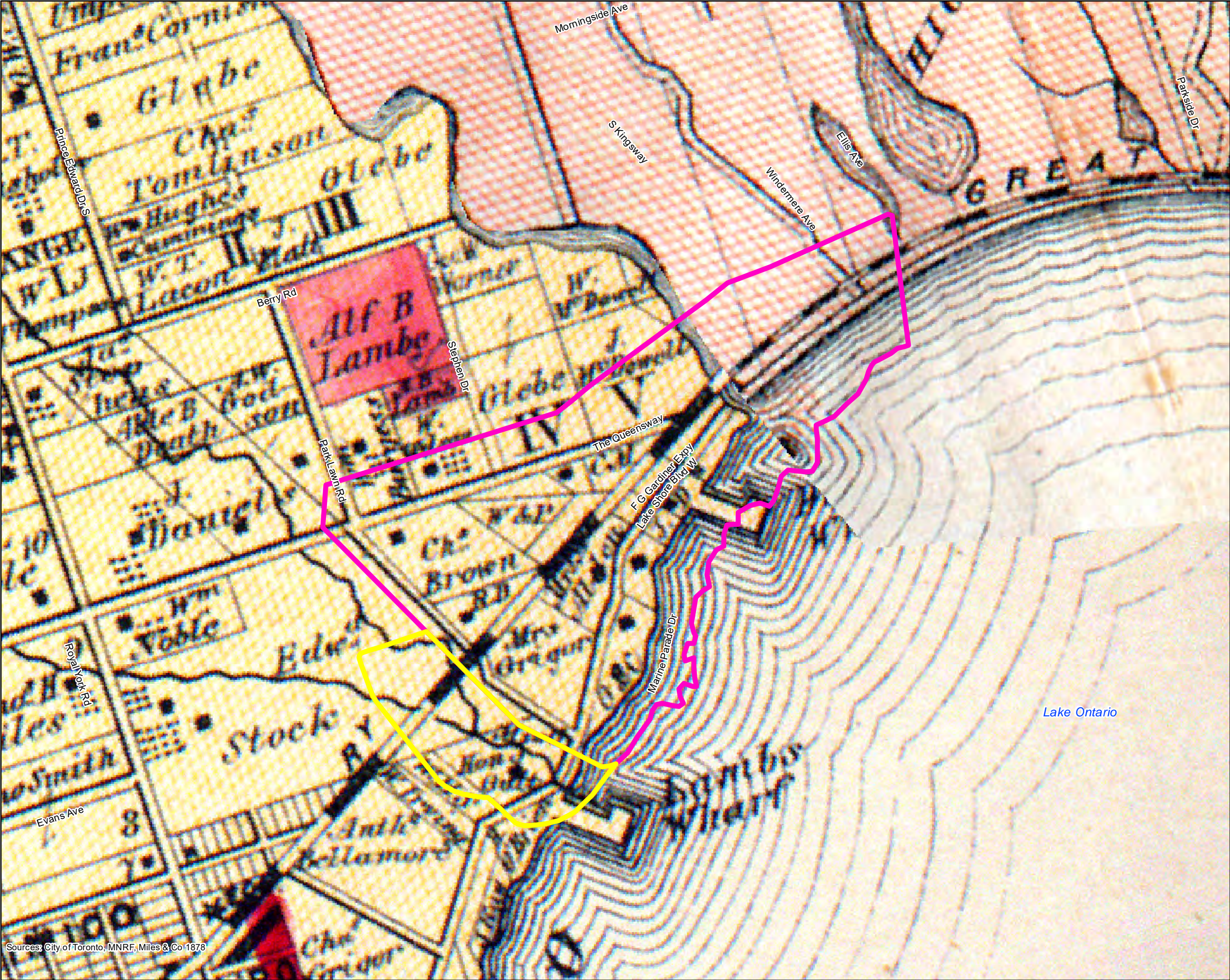
P#: 60494141

AECOM

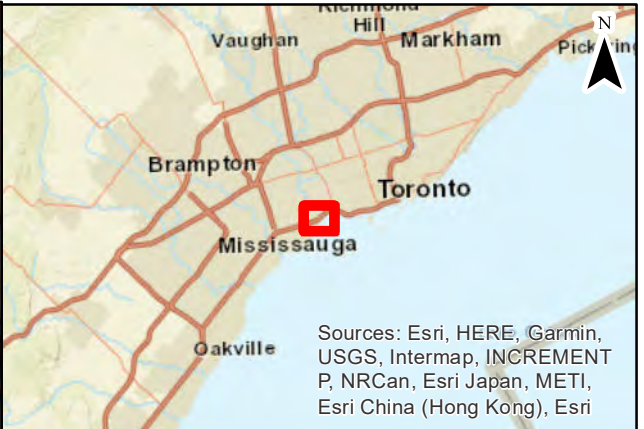
Figure 4

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Map location: C:\Users\Stephane.Courier\Desktop\Origins\60494141_ParkLawn_LakeShore TMP Design\01_Reports\Location 1860.mxd Date saved: 1/11/2021 10:08:30 AM



Sources: City of Toronto, MNR, Miles & Co 1878



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

Legend

- Study Area (AECOM 2018)
- Study Area (AECOM 2020)



0 135 270 540
Metres

Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

Historical Map, 1878

Jan 2021 1:12,500 Datum: NAD 1983 UTM Zone 17N
* when printed 11"x17" Source:

P#: 60494141

AECOM

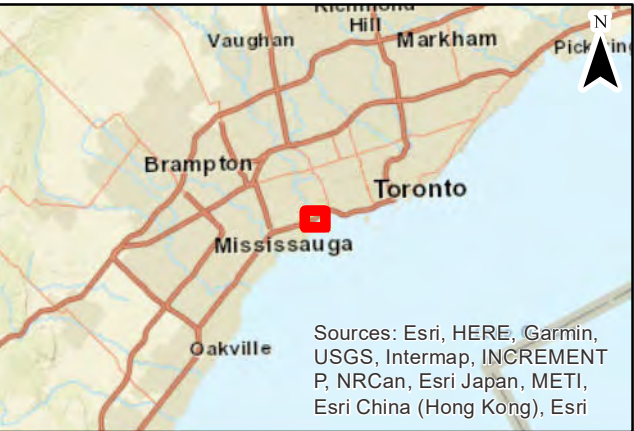
Figure 5

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Map location: C:\Users\Stephane.Courter\Desktop\Origins\60494141_ParkLawn_LakeShore TMAP Design\01_Reports\Location 1878.mxd
Date saved: 1/11/2021 11:01:30 AM



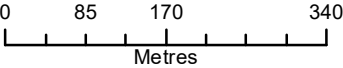
Sources: City of Toronto, MNR



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

Legend

- Study Area (AECOM 2018)
- Study Area (AECOM 2020)



Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

Aerial Photo, 1947

Jan 2021 1:8,000
* when printed 11"x17"

Datum: NAD 1983 UTM Zone 17N
Source: MNR, City of Toronto

P#: 60494141

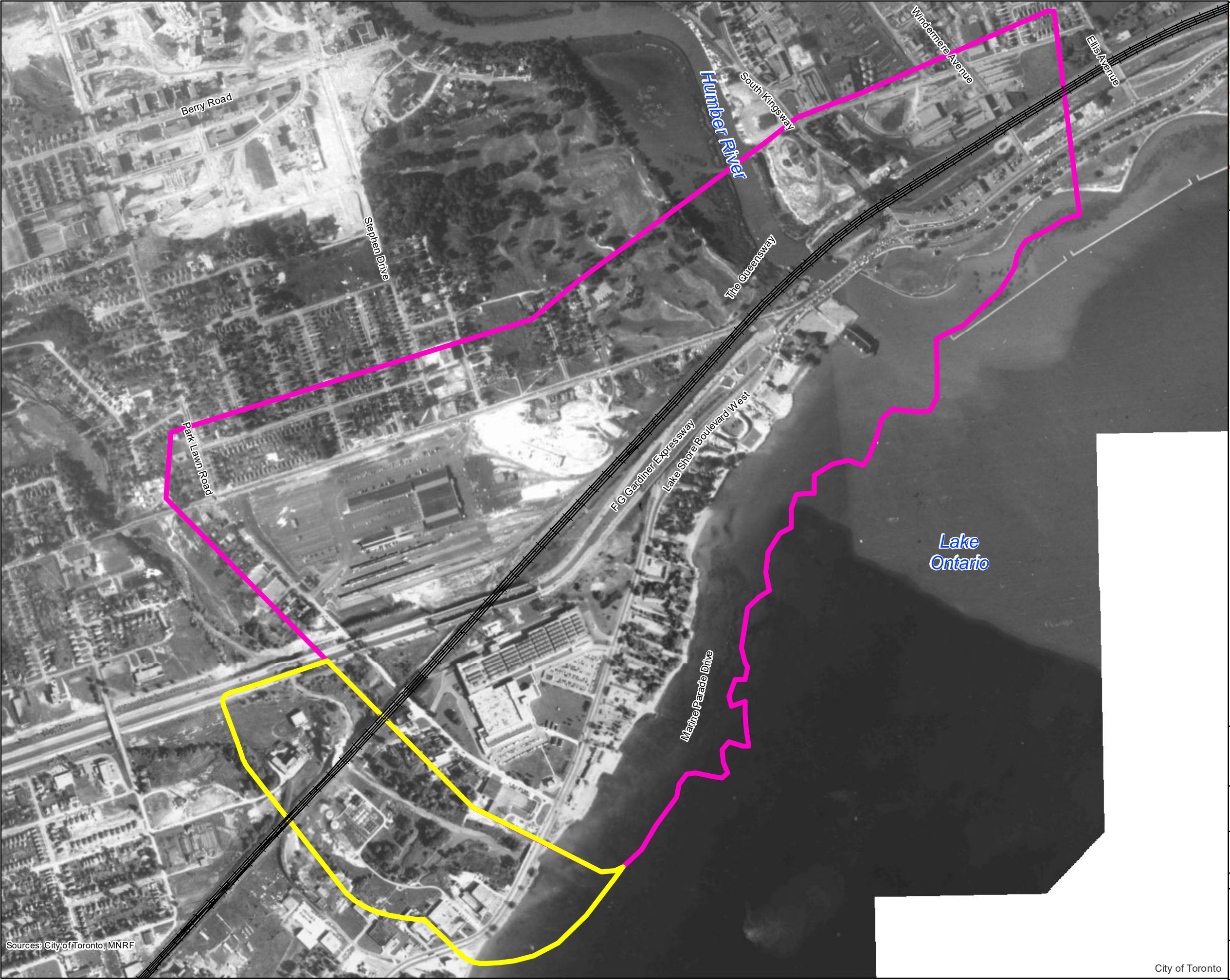
V#:

AECOM

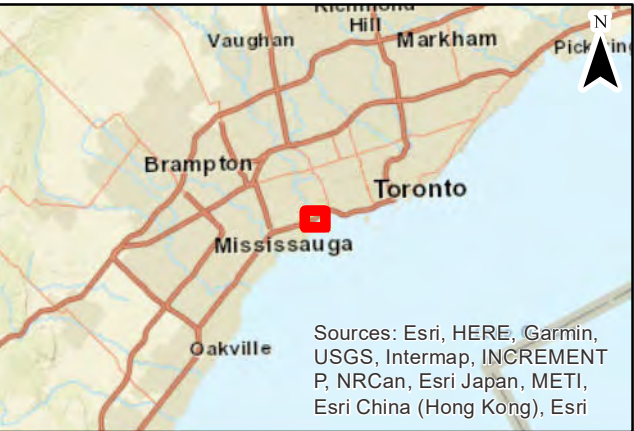
Figure 6

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Map location: C:\Users\Stephane.Courier\Desktop\Origins\60494141_ParkLawn_LakeShore TWP Design\01_Reports\Area\1947.mxd
Date saved: 1/11/2021 11:12:40 AM

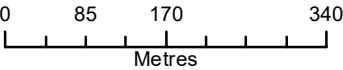


Sources: City of Toronto, MNR



Legend

- Study Area (AECOM 2018)
- Study Area (AECOM 2020)



Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

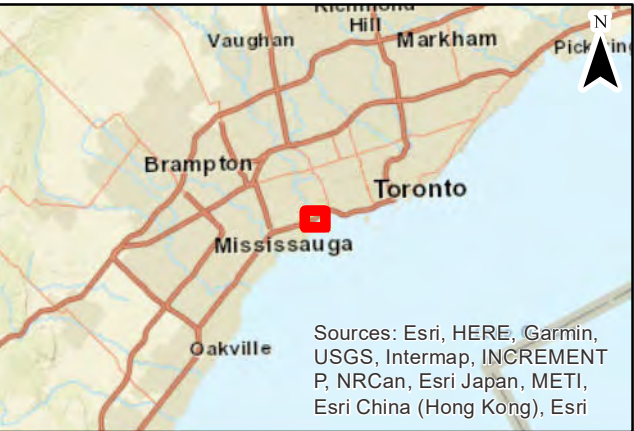
Aerial Photo, 1957

Jan 2021	1:8,000 * when printed 11"x17"	Datum: NAD 1983 UTM Zone 17N Source: MNRF, City of Toronto
P#: 60494141	V#:	Figure 7
AECOM		
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City of Toronto



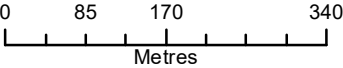
Sources: City of Toronto, MNR



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

Legend

- Study Area (AECOM 2018)
- Study Area (AECOM 2020)



Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

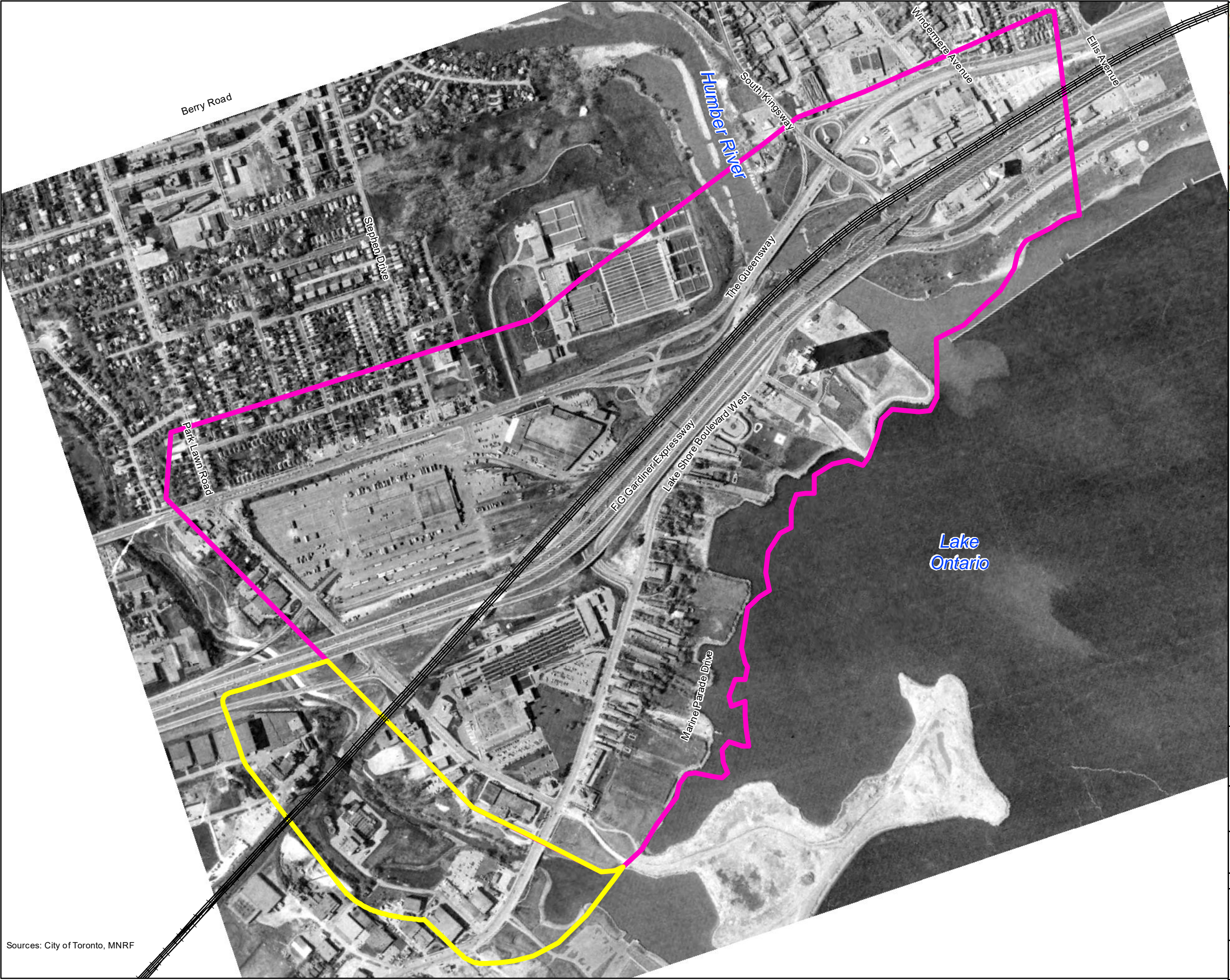
Aerial Photo, 1967

Jan 2021	1:8,000 * when printed 11"x17"	Datum: NAD 1983 UTM Zone 17N Source: MNR, City of Toronto
P#: 60494141	V#:	
AECOM		Figure 8

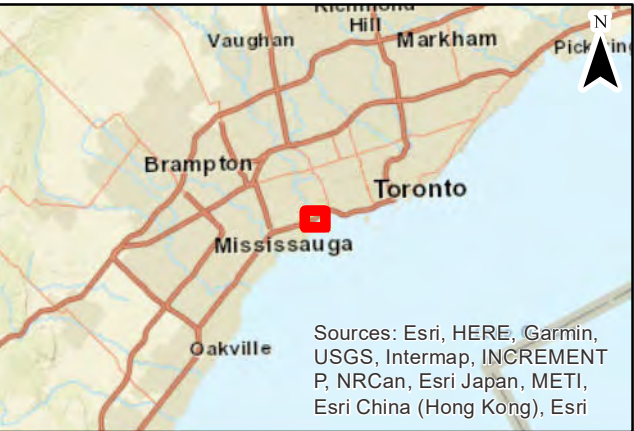
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City of Toronto

Map location: C:\Users\Stephane.Courier\Desktop\Origins\G004141_ParkLawn_LakeShore TWP Design\01_Reports\Fig8_Aerial1967.mxd
Date saved: 1/11/2021 11:19:27 AM



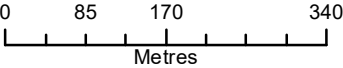
Sources: City of Toronto, MNRF



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

Legend

- Study Area (AECOM 2018)
- Study Area (AECOM 2020)



Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

Aerial Photo, 1977

Jan 2021 1:8,000
* when printed 11"x17"

Datum: NAD 1983 UTM Zone 17N
Source: MNRF, City of Toronto

P#: 60494141

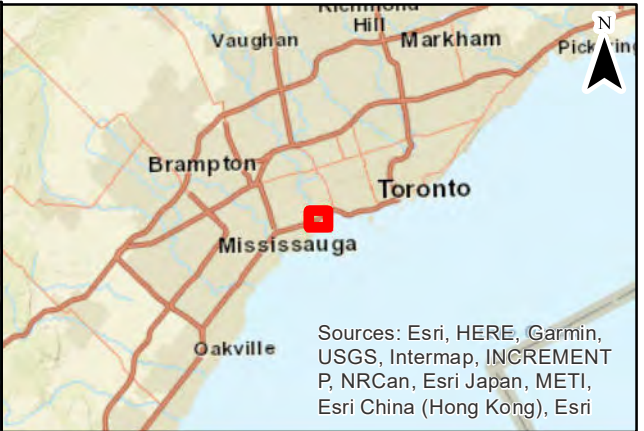
V#:

AECOM

Figure 9

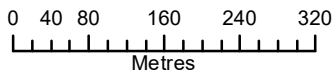
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Map location: C:\Users\Stephane.Courter\Desktop\Origins\60494141_ParkLawn_LakeShore TWP Design\01_Reports\Figs_Aerial1977.mxd
Date saved: 1/11/2021 11:21:41 AM



Legend

- Study Area (AECOM 2018)
- Study Area (AECOM 2020)
- Previously Assessed, no further work required (AECOM, 2019)
- Previously Assessed, no further work required (ASI, 2010)
- Low and wet, no archaeological potential
- Potential For Deeply Buried Archaeological Resources. Stage 2 Test Pitting Required
- Stage 2 Test Pitting Required
- Area Requiring Monitoring if Deeply Disturbed During Future Construction
- Deeply disturbed, no archaeological potential
- Sloped, no archaeological potential



Park Lawn Road / Lake Shore Boulevard West Transportation Master Plan

Stage 1 Results

Jan 2021	1:8,000 * when printed 11"x17"	Datum: NAD 1983 UTM Zone 17N Source: MNR, City of Toronto
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P#: 60494141	V#:
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AECOM	Figure 10
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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](https://twitter.com/AECOM).

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E glenn.kearsley@aecom.com