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# Section F.2:

## Area B Stage 1 Archaeological Assessment

Note: This appendix refers to Area B as Area 2A and to Street A as Silo Street, a reflection of previous project nomenclature. Additionally, this appendix mentions components outside of Area B which have since changed (i.e., the terminus loop location). This does not impact the conclusions of this report.

# Stage 1 Archaeological Assessment Waterfront East Light Rail Transit (Former Township of York, County of York) City of Toronto, Ontario

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## Original Report

Prepared for:

**Arup**

121 Bloor Street East Suite 900

Toronto ON M4W 3M5

Archaeological Licence: P383 (Williams)

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## Executive Summary

Archaeological Services Inc. (ASI) was contracted by Arup to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Waterfront East Light Rail Transit project. The project would provide new and improved infrastructure to operate additional streetcar services to the East Bayfront area and into the Lower Don Lands. The proposed project runs from Union Station to the foot of Bay Street, and along Queens Quay to the Distillery Loop and south on Cherry Street to the future Polson Loop.

ASI previously completed a Stage 1 report on the East Bayfront Transit Precinct (P264-080-2009) for the Toronto Transit Commission Environmental Assessments for Transit Projects in the Eastern Waterfront, Assignment 4. The current Stage 1 Study Area scope includes the Queens Quay East Focus Area 2A, from Bay Street to the future Silo Street east of Parliament Street.

The Stage 1 analysis determined that the Study Area is partly situated on the western limit of the general archaeological potential zone defined around the former Don Breakwater. These lands require a program of archaeological construction monitoring to identify any intact remains of the 1870 Don Breakwater.

In light of these results, the following recommendations are made:

- 1 Construction excavations in the Study Area near Parliament Street which will impact lands at or below approximately 76 metres above sea level, should be subject to a program of archaeological monitoring in order to document any remains of the 1870 Don Breakwater that may be present (Figure 9).
  - a) During preliminary site work the site should be visited on a regular basis by a monitoring archaeologist to inspect the progress of the initial removals/testing, etc. When bulk excavation approaches an elevation of approximately 76 metres above sea level, the presence of a monitoring archaeologist on site should be of sufficient frequency and duration to ensure that any remains of the breakwater and dry dock or any



- contemporary superstructures that may be present are documented, through photography and the preparation of measured drawings.
- 2 In the absence of an archaeological monitor on site, any potentially significant archaeological resource that may be encountered during excavations in the vicinity of the breakwater should be preserved intact to allow the archaeologist to record its salient attributes or carry out whatever other form of mitigation is appropriate.
  - 3 The remainder of the Study Area does not retain archaeological potential on account of deep and extensive disturbance or being previously assessed. These lands do not require further archaeological assessment; and,
  - 4 Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.



## Project Personnel

- **Senior Project Manager:** Lisa Merritt, MSc. (P094) Partner, Director, Environmental Assessment Division
- **Project Coordinator:** Katrina Thach, Hon. BA (R1225), Archaeologist, Project Coordinator, Environmental Assessment Division
- **Project Administrator:** Rachel Wedekind, Hon. BA, Archaeologist, Project Administrator, Environmental Assessment Division
- **Project Director:** Jessica Lytle, MSc (P1066), Lead Archaeologist, Project Manager, Environmental Assessment Division
- **Project Manager:** Eliza Brandy, MA (R1109), Associate Archaeologist, Project Manager, Environmental Assessment Division
- **Field Director:** Eliza Brandy
- **Report Preparation:** Eliza Brandy
- **Graphics:** Peter Bikoulis, PhD, Archaeologist, GIS Technician, Operations Division
- **Report Reviewer:** Lisa Merritt; David Robertson, MA (P372), Partner, Director, Planning Assessment Division



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## 1.0 Project Context

ASI was contracted by Arup to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Waterfront East Light Rail Transit project (Figure 1). The project would provide new and improved infrastructure to operate additional streetcar services to the East Bayfront area and into the Lower Don Lands. The proposed project runs from Union Station to the foot of Bay Street, and along Queens Quay to the Distillery Loop and south on Cherry Street to the future Polson Loop.

ASI (2009) previously completed a Stage 1 report on the East Bayfront Transit Precinct (P264-080-2009) for the Toronto Transit Commission Environmental Assessments for Transit Projects in the Eastern Waterfront, Assignment 4. The current Stage 1 Study Area scope includes the Queens Quay East Focus Area 2A, from Bay Street to the future Silo Street east of Parliament Street.

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

### 1.1 Development Context

The project is a coordinated effort between the City of Toronto, Toronto Transit Commission (T.T.C.) and Waterfront Toronto updating past Environmental Assessment approvals through a Transit Project Assessment Process (T.P.A.P.). In parallel, an Environmental Project Report (E.P.R.) will also be completed and submitted to the Province for approval as part of the T.P.A.P.

All work has been undertaken as required by *Ontario Regulation 231/08 - Transit Projects and Metrolinx Undertakings* and the *Environmental Assessment Act, RSO* (Environmental Assessment Act, R.S.O., 1990 as amended 2020) and regulations made under the Act, and are therefore subject to all associated legislation.





The *Master Plan of Archaeological Resources for the City of Toronto (Interim Report)* (A.S.I. et al., 2004), the *City of Toronto Archaeological Master Plan Background Report: Mapping the Evolution of the Toronto Waterfront, Bathurst Street to the Don River* (ASI, 2006a), and the *Waterfront Toronto Archaeological Conservation and Management Strategy* (ASI, 2008) were also consulted.

Authorization to carry out the activities necessary for the completion of the Stage 1 archaeological assessment and property inspection was granted by Arup Canada Inc. on November 11, 2021.

### **1.1.1 Treaties and Traditional Territories**

The Study Area is within Treaty 13, the Toronto Purchase. In 1787, representatives of the Crown met with members of the Mississaugas at the Bay of Quinte to negotiate the sale of lands along the shore of Lake Ontario near the settlement of York, the seat of the colonial government. Due to disputes over the boundaries, a new agreement, the Toronto Purchase, was signed on August 1, 1805, in which the Mississaugas ceded to the Crown 250,830 acres of land. Both the 1787 Purchase and its 1805 Indenture are known as Treaty 13. The Mississaugas claimed that the Toronto Islands and other lands were not part of the purchase, and a land claim settlement was reached for these areas in 2010 (Mississauga of the New Credit First Nation, 2001; Mississaugas of the Credit First Nation, 2017).

## **1.2 Historical Context**

### **1.2.1 Indigenous Land Use and Settlement**

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (B.P.) (Ferris, 2013). Populations at this time would have been highly mobile, inhabiting a boreal-parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed (Edwards & Fritz, 1988) and populations now occupied less extensive territories (Ellis & Deller, 1990).



Between approximately 10,000-5,500 B.P., the Great Lakes basins experienced low-water levels, and many sites which would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy wood working tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were being produced by approximately 8,000 B.P.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 4,500-3,000 B.P. and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Brown, 1995, p. 13; Ellis et al., 1990, 2009).

Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 B.P. and exchange and interaction networks broaden at this time (Spence et al., 1990, pp. 136, 138) and by approximately 2,000 B.P., evidence exists for small community camps, focusing on the seasonal harvesting of resources (Spence et al., 1990, pp. 155, 164). By 1,500 B.P. there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2,300 B.P. – it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch & Williamson, 2013, pp. 13–15). As is evident in detailed Anishinaabek ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers, 1962). It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource



base was still practised (Williamson, 1990, p. 317). By 1300-1450 C.E., this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al., 1990, p. 343). From 1450-1649 C.E. this process continued with the coalescence of these small villages into larger communities (Birch & Williamson, 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed.

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

## 1.2.2 Post-Contact Settlement

The S & G stipulates that areas of early Euro-Canadian settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries are considered to have archaeological potential. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the Ontario Heritage Act or a federal, provincial, or municipal historic landmark or site are also considered to have archaeological potential.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those that are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed



lands within 100 metres of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006b).

## City of Toronto

The Town of York and York Township were re-named by Lieutenant-Governor John Graves Simcoe in 1792, either after the County of Yorkshire in England, or as a compliment to Prince Frederick, who was then the Duke of York (Gardiner 1899:216-217). The name of the town reverted back to “Toronto” when the settlement was elevated to the status of a city in 1834 (ASI 2011:3-4).

Two surveys for a town plot at Toronto had been made by Gother Mann and Alexander Aitkin as early as 1788. These plans were not used, and a new survey for the Old Town of York was undertaken by Alexander Aitkin in the summer of 1793. This plan consisted of just ten blocks, bounded by George, Adelaide, Parliament and Front Streets. By the summer of 1797, the survey of the town had been enlarged and included land as far north as Lot (Queen) Street, and as far west as Peter Street (Winearls 1991:591; Firth 1962:11, 21). The areas between Parliament Street and the Don River and from Peter Street to the Humber were reserved for the use of Government and the Garrison. Lands north of Queen Street were laid out in 100 acre Park Lots which were offered to members of the Executive Council and other government officials as compensation for the expense of having to move to York and sell prior improvements which were made while the government sat at Niagara (ASI 2011:4).

The construction of substantial structures within the town of York seems to have been slow until after the time of the War of 1812. For instance, a record of the town in 1815 listed only 44 houses in the area bounded by Peter, Front, Jarvis,



and Queen streets. This enumeration did not include outbuildings such as barns and stables, nor does it appear to have included any shops or taverns (Robertson, 1914). The architectural development of the town of York appears to have been a rather haphazard affair as late as the mid-19th century, a fact demonstrated by the famous photographic ‘Panorama’ of 1857 which showed the city as an amalgam of substantial brick and stone structures situated alongside frame and rough cast dwellings, sheds, shops, lumber yards and vacant lots (ASI, 2011a; Dendy, 1993).

East of Yonge the same kind of subdividing and house building happened in the park lots eastward to Sherbourne but past Moss Park there were mostly small cottage areas. Small cottages were also spreading north of Queen from the poorer eastern part of the Old Town into the area later known as Cabbagetown. Overall, however, the city’s growth toward the Don continued to be slower, except for the General Hospital, and the Don Jail, which opened in 1865. Further to the north were the Necropolis and St. James’s new cemeteries, and Rosedale, an old Jarvis estate, was being planned as a wealthy suburb (ASI 2011; Careless 1984:96).

## Central and East Waterfront Precincts

The following description is a summary of the history of the Toronto waterfront provided in the *Waterfront Toronto Archaeological Conservation and Management Strategy* (ASI, 2008).

The lands within the Central and East Waterfront areas were all formed during late-nineteenth and twentieth-century landmaking operations. The area was part of the lakefill area designated by the 1912 Harbour Plan, the most distinctive component of which was the railway viaduct extending from Bathurst Street to the Don River, completed in 1929. This earth filled viaduct provided for the elimination of rail and road crossings. From Yonge Street to Cherry Street the viaduct was built straight across the open water of the harbour, cutting off all the wharves extending south from the Esplanade.

A small portion of this made land, north of the current Parliament Street Slip, was the product of re-engineering the mouth of the Don River at the turn of the



twentieth century. Equally small areas represent the extension of the ends of the Polson Iron Works and City Corporation Yard wharves on either side of Sherbourne Street a short distance south of the current line of Lakeshore Boulevard. Polson Iron Works established its boiler works at the foot of Frederick Street in 1883 and started ship building in 1893. Until the end of the First World War, the company was a successful builder of numerous vessels, but changes in the business of shipbuilding in Canada led to its sudden closure in 1919. The company is perhaps best remembered for building the experimental “Knapp’s Roller Boat” (ASI, 2008).

Filling between Yonge Street and Jarvis was completed in the mid- to late 1920s. This work also involved construction of a timber retaining wall, known as the Pierhead or Bulkhead Line, between the New Windmill Line and the Harbour Head Line (along the future alignment of Queen’s Quay), stretching from Yonge to Berkeley. This feature was built using timber piles driven to bedrock and joined by waling and was faced, on the south side, with sheet piling which also extended to bedrock depth. Steel rods that were run to anchor piles on the inland side were used to reinforce the structure (Stinson and Moir 1991).

The final campaign of filling to the Harbour Head Line which achieved the modern configuration of the central waterfront took place between the 1930s and the 1950s. The shorewalls, slips and docks associated with this section of the Head Line were formed by timber cribbing capped with concrete. The areas behind were filled using hydraulic dredges working in the harbour. Use of this material for the fill behind the Head Line had the advantage of deepening the harbour at the same time.

Following the basic proposal outlined in the 1912 Harbour Commission Plan, the areas developed in the twentieth century were occupied by a mix of industrial concerns. North of the Pierhead Line, developments on the lands formed in the 1920s included the construction of as many as 17 commercial and civic wharves between Simcoe and Jarvis streets. Two short-lived developments of note in the central and eastern sections of the precinct were the Air Harbour at the foot of Freeland Street (1929-1939) and the Royal Canadian Air Force’s Equipment Depot



No. 1 (1940-1946), which encompassed the grounds between Yonge, Sherbourne and Fleet (Lakeshore Boulevard) and Queen's Quay.

The most notable of the warehousing and shipping concerns were the Canada Steamship Lines' piers and warehouses on Piers 6-8 between York and Yonge. This section of the harbour grew in importance in the 1950s due to the projected completion of the St. Lawrence Seaway. The Harbour Commission anticipated a huge increase in port activity. The 1912 landfill plan was finally completed when all of East Bayfront south of Queen's Quay was filled in so as to the limits defined by the Harbour Head Line in 1952. Marine Terminal 28 was completed in 1958 while Marine Terminal 29 and the Redpath Sugar Refinery opened in 1959. Despite the enthusiasm with which these new developments were completed, ocean shipping never developed as a significant business in Toronto harbour.

### 1.2.3 Map Review

The 1818 *Plan of York* (Phillpotts, 1818), 1842 *Topographical Plan of the City and Liberties of Toronto* (Cane, 1842), 1858 *Atlas of the City of Toronto and Vicinity* (Boulton & Boulton, 1858), 1878 *Illustrated Historical Atlas of the County of York* (Miles & Co., 1878), and 1924 Key Map to the Toronto Fire Insurance Plan (Goad, 1924) were examined to determine the presence of historic features within the Study Area during the nineteenth and early twentieth centuries.

In 1818 the lands of the historical waterfront of the York settlement are shown farther north of the Study Area, with the former Don River mouth seen to the east. In 1842, Front Street is shown to have been constructed with three substantial wharves built out into the lake: Yonge Street, Brown's and McDonald's Piers. By 1858 more substantial land making activities are evident north of the Study Area, including the construction of the railway along the new shoreline with multiple wharves. The 1878 map illustrates the Don Breakwater had been constructed out into the Study Area. The 1924 map indicates that the Study Area still did not contain any made lands.





### **1.2.4 Aerial and Orthoimagery Review**

Historical aerial imagery from 1947 in the Study Area (City of Toronto Archives, n.d.) and a review of available Google Earth ortho imagery is provided below.

The 1947 photography shows that the Study Area had been built up with the construction of Queens Quay along the former Harbour Head Line. The western end of the Study Area shows the Yonge Street slip in use for shipping. The process of land making is seen eastward to what the Jarvis Street slip is now. The Parliament Street slip is shown in 1947 in roughly the same position as the present. East of the slip in the Port Lands are shown to be industrial lands.

Lands within the Study Area have remained relatively unchanged since 2002, however substantial redevelopment along the waterfront can be seen in the imagery available from 2002 to 2021. By 2012 construction is shown to have occurred on the lands south of Queens Quay converting some of the former parking lots into what are now condominiums at Pier 27. Parkland at Cooper Street north of Queens Quay is shown to have been redeveloped starting in 2018 to become condominiums. In 2015, redevelopment is also seen at 130 Queens Quay East. Redevelopment of lands south of Queens Quay between Jarvis Street and Parliament Street began in 2009 and was completed from west to east, some of which is still under construction along Merchant's Wharf. North of Queens Quay, lands are also shown to have been redeveloped beginning in 2009 until 2017 between Lower Sherbourne Street and Bonnycastle Street. The property at 351 Lake Shore Boulevard East is shown to be vacant in 2002 surrounding the Victory Soya Mill Silos (circa 1944) until 2012 when it began to be used for parking.

## **1.3 Archaeological Context**

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Study Area, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the





MHSTCI through “Ontario’s Past Portal”; published and unpublished documentary sources; and the files of ASI.

### **1.3.1 Current Land Use and Field Conditions**

The Study Area follows Queens Quay from Bay Street to the future Silo Street east of Parliament Street and includes the Yonge Street, Jarvis Street and Parliament Street Slips. Queens Quay currently consists of four lanes of traffic, the Martin Goodman Trail, and sidewalks on both sides. Following the initiation of this project, Jarvis Street and Parliament Street Slips were removed from project scope and there are no planned impacts at either location.

Also included in the Study Area is part of the active construction site at 263 Queens Quay East, and the parking lot at 333 Lake Shore Boulevard East. The Study Area passes through the central and eastern waterfront and includes residential, recreational, commercial, and industrial development areas.

The existing underground streetcar infrastructure within the Study Area, consisting of an approximately 540-metre long tunnel, under Bay Street from Queens Quay Station to Union Station, opened in 1990. This existing link provides connections between the central-western waterfront, T.T.C. Line 1, GO trains and buses, and the lower downtown core. The existing streetcar loop at Union Station is currently inadequate for current service levels, with insufficient space for volumes of waiting and alighting customers. Consequently, significant infrastructure improvements and expansion are required to accommodate the future easterly extension of the L.R.T. service.

Future plans for development in the Yonge Street Slip include infill of approximately 3,500 square metres required to support the new access configuration for the Westin Harbour Castle Hotel and the Jack Layton Ferry Terminal. Also proposed are new dock walls and a WaveDeck, like those presently in the Spadina, Simcoe and Rees slips.



### 1.3.2 Geography

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

The S & G stipulates that primary water sources (lakes, rivers, streams, creeks, etc.), secondary water sources (intermittent streams and creeks, springs, marshes, swamps, etc.), ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, cobble beaches, etc.), as well as accessible or inaccessible shorelines (high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh, etc.) are characteristics that indicate archaeological potential.

Water has been identified as the major determinant of site selection and the presence of potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in Ontario since 5,000 BP (Karrow & Warner, 1990, p. Figure 2.16), proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location.

Other geographic characteristics that can indicate archaeological potential include elevated topography (eskers, drumlins, large knolls, and plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including; food or medicinal plants (migratory routes, spawning areas) are also considered characteristics that indicate archaeological potential (S & G, Section 1.3.1).

The Study Area is located within Bevelled Till Plains and the Sand Plains of the Iroquois Plain region of southern Ontario (Chapman & Putnam, 1984). The



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

Figure 8 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by coarse-textured lacustrine deposits of sand, gravel, minor silt and clay, littoral deposits, undifferentiated older tills as well as modern alluvial deposits of clay, silt, sand, and gravel (Ontario Geological Survey, 2010).

The Study Area is located along the historic shorelines of Lake Ontario which has the highest ratio of drainage area to surface area of all the Great Lakes. Lake Ontario in its modern geographical extent was formed by the isostatic rebound following the Nipissing Phase at approximately 5,000 B.P. (Karrow & Warner, 1990).

The present Study Area likely stands in the approximate position of the circa 5,000-3,000 B.P shore. While the Toronto area lakeshore, and more particularly the mouths of the creeks and rivers flowing into it, have been inhabited by Indigenous peoples for thousands of years, the potential for the recovery of associated artifacts within the study area is nil due to historic development activities (i.e., dredging, filling, etc.) that have disturbed the original topography of the lake bottom.

### **1.3.3 Previously Registered Archaeological Sites**

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (O.A.S.D.) maintained by the M.H.S.T.C.I. This database contains archaeological sites registered within the Borden system.



Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 kilometres east to west, and approximately 18.5 kilometres north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The Study Area under review is located in Borden block *AjGu*.

According to the O.A.S.D., 32 previously registered archaeological sites are located within one kilometre of the Study Area none of which are within 50 metres (M.H.S.T.C.I., 2021). A summary of the sites within one kilometre of the Study Area is provided below in Table 1.



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

<b>Borden number</b>	<b>Site Name</b>	<b>Temporal/ Cultural Affiliation</b>	<b>Site type</b>	<b>Researcher</b>
AjGu-15	Front Street	Euro-Canadian	Public Building	Roberta O'Brien n.d.
AjGu-16	Thorton Blackburn	Pre-Contact Indigenous; Euro- Canadian	Campsite; Homestead, school	Smardz 1984; ASI 2018
AjGu-17	St. James Cathedral	Euro-Canadian	Cemetery	Scarlett Janusas Archaeology Inc. 1985; ASI 1973
AjGu-21	Navy Wharf	Euro-Canadian	Wharf/Pier/Dock	Mayer, Pihl, Poulton and Associates Inc. 1986
AjGu-25	1894 Landfill	Euro-Canadian	Dump	Mayer, Pihl, Poulton and Associates Inc. 1986
AjGu-34	n/a	Euro-Canadian	Railway	ASI 1995

<b>Borden number</b>	<b>Site Name</b>	<b>Temporal/ Cultural Affiliation</b>	<b>Site type</b>	<b>Researcher</b>
AjGu-35	J.G. Worts Residence	Euro-Canadian	Homestead	ASI 1996
AjGu-36	Court House Square	Euro-Canadian	Fire brigade hall, Mechanic's Institute, midden	Triggs 1996
AjGu-39	St. Paul's Catholic Cemetery	Euro-Canadian	Cemetery	Historic Horizon Inc. 2000
AjGu-41	Parliament	Euro-Canadian	Building, administrative	ASI 2000
AjGu-46	n/a	Euro-Canadian	Mill	ASI 2003
AjGu-50	Ontario Heritage Centre	Euro-Canadian	Building	Freisenhausen 2007
AjGu-54	Barchard Box Factory	Euro-Canadian	Manufacturing	ASI 2007

<b>Borden number</b>	<b>Site Name</b>	<b>Temporal/ Cultural Affiliation</b>	<b>Site type</b>	<b>Researcher</b>
AjGu-55	Bala Subdivision Track Supports	Post-Contact	Transportation	Toronto and Region Conservation Authority 2007
AjGu-57	Pilings next to Service Bridge	Post-Contact	Transportation	Toronto and Region Conservation Authority 2007
AjGu-61	Toronto Lime Kiln Works	Euro-Canadian	Homestead	Archeoworks 2008
AjGu-64	Lime Kiln Works Site	Euro-Canadian	Industrial lime kiln, house	Archeoworks Inc. 2009
AjGu-65	Bright-Barber	Euro-Canadian	Residential	ASI 2010
AjGu-66	n/a	Euro-Canadian	Soap and candle factory	ASI 2010
AjGu-67	West Market Square	Euro-Canadian	Hotel	ASI 2011

<b>Borden number</b>	<b>Site Name</b>	<b>Temporal/ Cultural Affiliation</b>	<b>Site type</b>	<b>Researcher</b>
AjGu-77	The Alverthorpe Site	Euro-Canadian	House, inn	URS 2011
AjGu-82	King-Caroline	Euro-Canadian	Commercial, industrial, residential	CRM Lab Archaeological Services 2012
AjGu-85	Berkeley House	Euro-Canadian	Homestead	ASI 2013; The Archaeologists Inc. 2013
AjGu-92	St. Lawrence Market	Euro-Canadian	Market	Golder Associates 2015, 2016; CRM Lab Archaeological Services 2017, 2019
AjGu-94	Britain St. Site	Euro-Canadian	Burial	This Land Archaeology Inc. 2016



<b>Borden number</b>	<b>Site Name</b>	<b>Temporal/ Cultural Affiliation</b>	<b>Site type</b>	<b>Researcher</b>
AjGu-95	Esplanade Crib & Wharves	English, Euro-Canadian	Crib wall, commercial/industrial, railway, wharf	CRM Lab Archaeological Services 2014, 2015
AjGu-98	City Corporation Wharf	Euro-Canadian	Wharf	ASI 2015
AjGu-104	Wharves 26-28	Euro-Canadian	Wharf	ASI 2017
AjGu-107	360 Richmond Street East Site	Euro-Canadian	House	Stantec 2018
AjGu-108	The Esplanade – Market Street	Euro-Canadian	Shore wall	ASI 2018
AjGu-110	1882 Government Breakwater	Euro-Canadian	Breakwater	Toronto and Region Conservation Authority 2020
AjGu-111	Yonge Street Wharf	Euro-Canadian	Wharf	ASI 2021

### 1.3.4 Previous Archaeological Assessments

The Toronto waterfront has been subject to numerous other broad-scale and property-specific archaeological assessments and planning studies. Previous studies in the vicinity of the current Study Area have based their research and recommendations on the *Waterfront Toronto Archaeological Conservation and Management Strategy* (ASI, 2008) inventory of historical features and associated mapping, as well as the criteria for the evaluation of the archaeological significance of these features.

In 2009, ASI completed a Stage 1 report (P264-080-2009) for the *Toronto Transit Commission Environmental Assessments for Transit Projects in the Eastern Waterfront Assignment 4: Stage 1 Archaeological Resource Assessment of the East Bayfront Transit Precinct* project (ASI, 2009). The project area extended from Bay Street east to Parliament Street Slip and from Lake Shore Boulevard south to Lake Ontario and encompassed an area of approximately 55 hectares. Project impacts were proposed, for the most part, within the existing Queen's Quay road allowance and involved construction of a streetcar line in a dedicated right-of-way. This line would be underground from Bay Street to Yonge Street and would rise to the surface between Yonge Street and Freeland Street. East of Freeland the streetcar line would be at grade.

It was determined that the entirety of the project area consisted of lands created through lake filling operations in the late nineteenth through mid-twentieth centuries. As per the *Waterfront Toronto Archaeological Conservation and Management Strategy* Grade 2 resources (the Don Breakwater, the heads of the Yonge Street, Toronto Electric Light Co., Polson Iron Works, City Corporation and Harbour Square wharves and any surviving remains of Knapp's roller boat) were identified within the project area. Any impacts proposed to extend to such depths that these features are likely to be impacted (i.e., 2.0 metres below grade) were recommended to be subject to archaeological monitoring. It should be noted that given the depths at which the Grade 2 features are expected, the feasibility of monitoring is, to a large degree, dependent upon the scale of the construction excavations.



The remainder of the project area was cleared of archaeological concern, including the balance of the current Stage 1 Study Area.

The eastern extent of the current Study Area was previously assessed by the *Stage 1 Archaeological Assessment – Existing Conditions Don Mouth Naturalization and Port Lands Flood Protection Project City of Toronto, Ontario* [P057-340-2006] (ASI, 2007). Building also on the *Waterfront Toronto Archaeological Conservation and Management Strategy*, this report found that the property at 333 Lake Shore Boulevard East does not exhibit archaeological potential.

## 2.0 Field Methods

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

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Eliza Brandy (R1109) of ASI, on November 12, 2021, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It



was a systematic visual inspection from publicly accessible lands/public right-of-ways only and did not include excavation or collection of archaeological resources. Fieldwork was conducted when weather conditions were deemed clear with good visibility (partly cloudy with seasonal temperatures), per S & G Section 1.2., Standard 2. Field observations are compiled onto the existing conditions of the Study Area in Section 8.0 (Figure 9) and associated photographic plates are presented in Section 7.0 (Images 1-6).

## 3.0 Analysis and Conclusions

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

### 3.1 Analysis of Archaeological Potential

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

- Previously identified archaeological sites (See Table 1);
- Water sources: primary, secondary, or past water source (Lake Ontario);
- Early historic transportation routes (Grand Trunk Railway, Canadian Pacific Railway, Northern Railway); and
- Proximity to early settlements (Toronto/York, historical waterfront wharves)

According to the S & G, Section 1.4 Standard 1e, no areas within a property containing locations listed or designated by a municipality can be recommended for exemption from further assessment unless the area can be documented as disturbed. The Municipal Heritage Register was consulted and no properties within the Study Area are Listed or Designated under the Ontario Heritage Act.

The 2009 Stage 1 report (P264-080-2009) on the East Bayfront Transit Precinct identified many historical features which overlapped with the former project area from the *Waterfront Toronto Archaeological Conservation and Management Strategy* (ASI, 2008) inventory of resources of potential archaeological interest.



Only the following six of those features are within the current Study Area (see Figure 10):

- The head of the circa 1870-1886 Don Breakwater (Inventory EB-1);
- A small area of circa 1900 fill at the former mouth of the Don River (Inventory EB-2);
- The circa 1925 Bulkhead/Pierhead line and contemporary shorewall constructions (Inventory CW-12/EB-5);
- The circa 1929-1939 Air Harbour (Inventory CW-11);
- The circa 1940-1946 Royal Canadian Air Force Equipment Depot No. 1 (Inventory CW-13/EB-6); and
- The modern shore, established in the 1950s (Inventory CW-14/EB-7).

Four basic categories were used in the *Waterfront Toronto Archaeological Conservation and Management Strategy* to assign significance ratings for individual features. This has been subsequently used to inform whether the feature has cultural heritage value or interest in order to inform the requirements for further archaeological assessment:

- **Grade 1:** Historically significant feature for which field work (e.g., archaeological test excavations, possible mitigation) is recommended.
- **Grade 2:** Historically important feature for which limited archaeological fieldwork (monitoring) is recommended. This grade also applies to sites that would otherwise be ranked as Grade 1 but cannot be mitigated as such for technical reasons or because of economic constraints.
- **Grade 3:** Feature of little historical significance, or for which the significance is not apparent; no form of mitigation or monitoring is necessary.
- **Grade 4:** Lakefill within Toronto Harbour.

The Don Breakwater was assigned a rating of Grade 2 and is the only feature within the current Study Area that requires further archaeological assessment, while the remaining five features were assigned a rating of Grade 3.

The present mean annual lake level is 75.2 metres A.S.L., while records from the 1861-1914 period indicate that Lake Ontario's water levels varied from a low



annual mean level of 74.1 metres A.S.L. in 1895 to a high annual mean of 75.8 metres A.S.L. in 1870 (White, 1915, pp. 413–415). Archaeological investigations within the made lands of the Grand Trunk Railway's terminal station at the Queen's Wharf documented the 1850s phase of fills sitting on lake bottom sands and gravels at  $\pm 73.75$  metres A.S.L. and rising up to a maximum elevation of  $\pm 77.75$  metres A.S.L. (ASI 2011b). Any physical remains of the Don Breakwater may be expected to survive below an elevation of approximately 76.0 metres A.S.L.

While the Toronto lakeshore in general has been inhabited by Indigenous people for thousands of years, the potential for the recovery of significant in-tact precontact Indigenous sites within the waterfront area is essentially nil, as sites are unlikely to have survived the historic development activities (i.e., dredging, filling, etc.) that have obliterated the original topography.

*The Master Plan of Archaeological Resources for the City of Toronto (Interim Report)* (A.S.I. et al., 2004) also indicates that only part of the Study Area near Parliament Street exhibits archaeological potential, representing the location of the Don Breakwater historical feature (see Appendix A Figure 11).

## 3.2 Conclusions

The Stage 1 analysis determined that the Study Area is partly situated on the western limit of the general archaeological potential zone defined around the former Don Breakwater (Figure 9 and Figure 10). The line of the 1870 breakwater, built at the mouth of the river, extends along the general alignment of Lake Shore Boulevard and the Gardiner between roughly Berkeley Street and Cherry Street. The structure was in ruins by 1886 and it is highly unlikely that the cribbing forms a continuous feature (ASI, 2008). These lands require a program of archaeological construction monitoring to identify any intact remains of the 1870 Don Breakwater, only if the proposed construction reach a depth of 76 metres above sea level (Figure 9: areas highlighted in teal with hatching).

City of Toronto Heritage Planning requests an Archaeological Monitoring and Mitigation Strategy to document potential remains related to the 1870 Don Breakwater be provided to Heritage Planning for review and approval prior to any



below-grade disturbance associated with the Waterfront East Light Rail Transit project. City of Toronto Heritage Planning requests also requests that significant archaeological resources and findings will be incorporated into the proposed development through either in situ preservation and interpretation where feasible or will be commemorated and interpreted through exhibition development on site including, but not limited to, commemorative plaquing.

In accordance with the M.H.S.T.C.I. *Criteria For Evaluating Marine Archaeological Potential*, the Study Area within Lake Ontario in the Yonge Street, Jarvis Street and Parliament Street slips does not exhibit archaeological potential due to nineteenth- and twentieth-century dredging of the lake bed to bedrock and land making activities along the waterfront (Figure 9: areas highlighted in yellow). These areas do not require further survey.

The remainder of the Study Area has been previously assessed as having no archaeological potential under the 2009 Stage 1 report (P264-080-2009) on the East Bayfront Transit Precinct for the Toronto Transit Commission Environmental Assessments for Transit Projects in the Eastern Waterfront, Assignment 4, and under the 2007 Stage 1 report (P057-340-2006) for the Don Mouth Naturalization and Port Lands Flood Protection Project (Figure 9: areas highlighted in red). These findings are in accordance with the *Waterfront Toronto Archaeological Conservation and Management Strategy*.

## 4.0 Recommendations

In light of these results, the following recommendations are made:

- 1 Construction excavations in the Study Area near Parliament Street which will impact lands at or below approximately 76 metres above sea level, should be subject to a program of archaeological monitoring in order to document any remains of the 1870 Don Breakwater that may be present (Figure 9).
  - a) During preliminary site work the site should be visited on a regular basis by a monitoring archaeologist to inspect the progress of the initial removals/testing, etc. When bulk excavation approaches an elevation of approximately 76 metres above sea level, the presence of a monitoring



- archaeologist on site should be of sufficient frequency and duration to ensure that any remains of the breakwater and dry dock or any contemporary superstructures that may be present are documented, through photography and the preparation of measured drawings.
- 2 In the absence of an archaeological monitor on site, any potentially significant archaeological resource that may be encountered during excavations in the vicinity of the breakwater should be preserved intact to allow the archaeologist to record its salient attributes or carry out whatever other form of mitigation is appropriate.
  - 3 The remainder of the Study Area does not retain archaeological potential on account of deep and extensive disturbance or being previously assessed. These lands do not require further archaeological assessment; and,
  - 4 Should the proposed work extend beyond the current Study Area, further archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

**NOTWITHSTANDING** the results and recommendations presented in this study, ASI notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Cultural Programs Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries should be immediately notified.

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





## 5.0 Legislation Compliance Advice

ASI advises compliance with the following legislation:

- This report is submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, RSO 2005, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation, and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries, a letter will be issued by the Ministry stating that there are no further concerns with regards to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the Ontario Heritage Act for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological field work on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the Ontario Heritage Act.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the Ontario Heritage Act.
- The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33, requires that any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. It is recommended that the



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

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



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## 7.0 Images

### Field Photography



**Image 1: Martin Goodman Trail and Parliament Street; Area requires construction monitoring.**

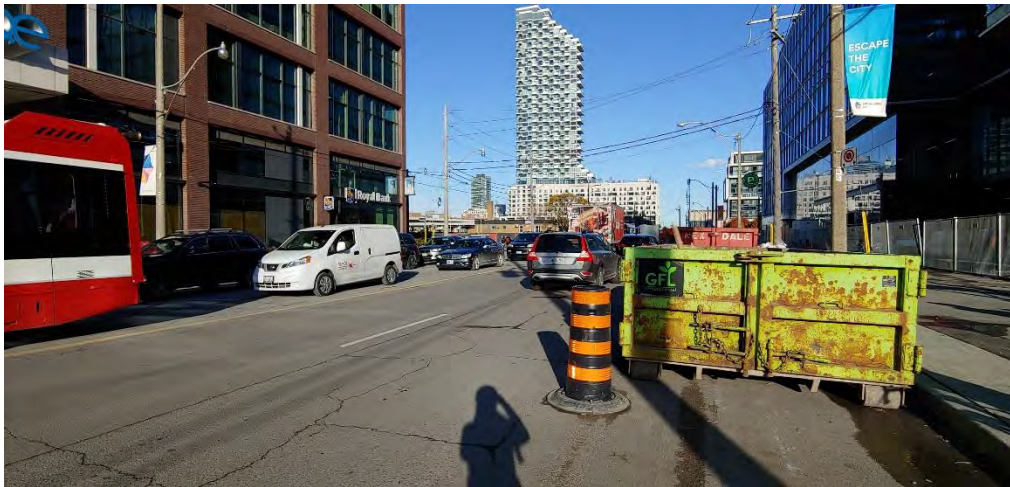


**Image 2: 333 Lake Shore Boulevard East; No potential.**

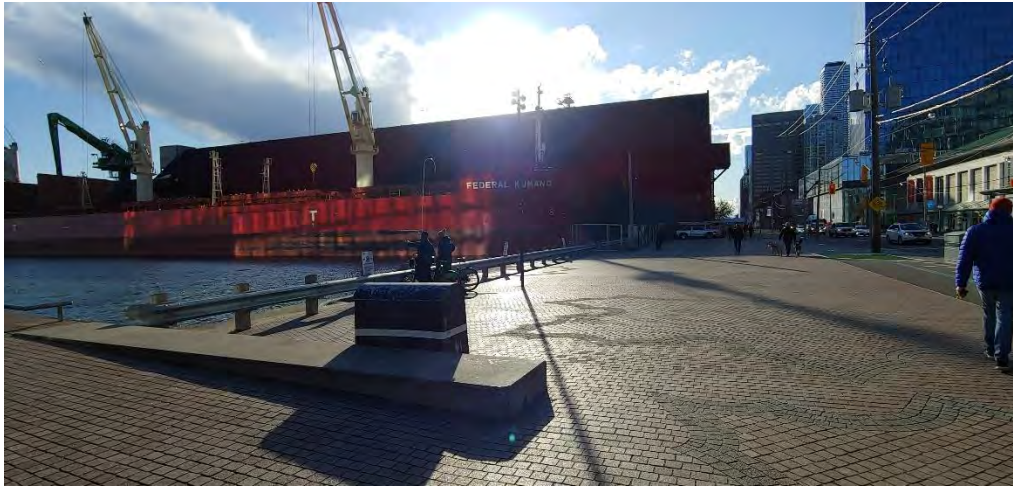




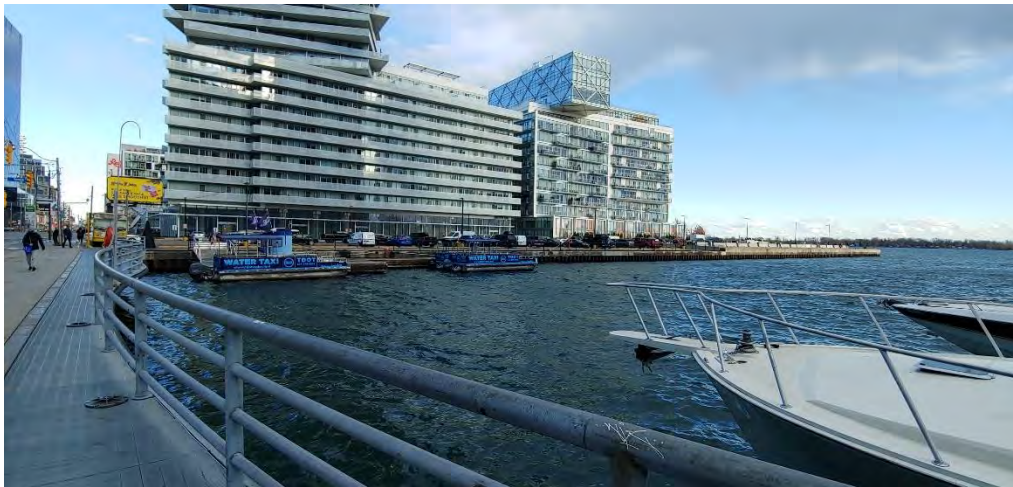
**Image 3: Parliament Street east of Queens Quay East; No potential.**



**Image 4: Queens Quay typical streetscape; No potential.**



**Image 5: Jarvis Street at Queens Quay East; No potential.**



**Image 6: Yonge Street Slip; No potential.**



8.0 Maps

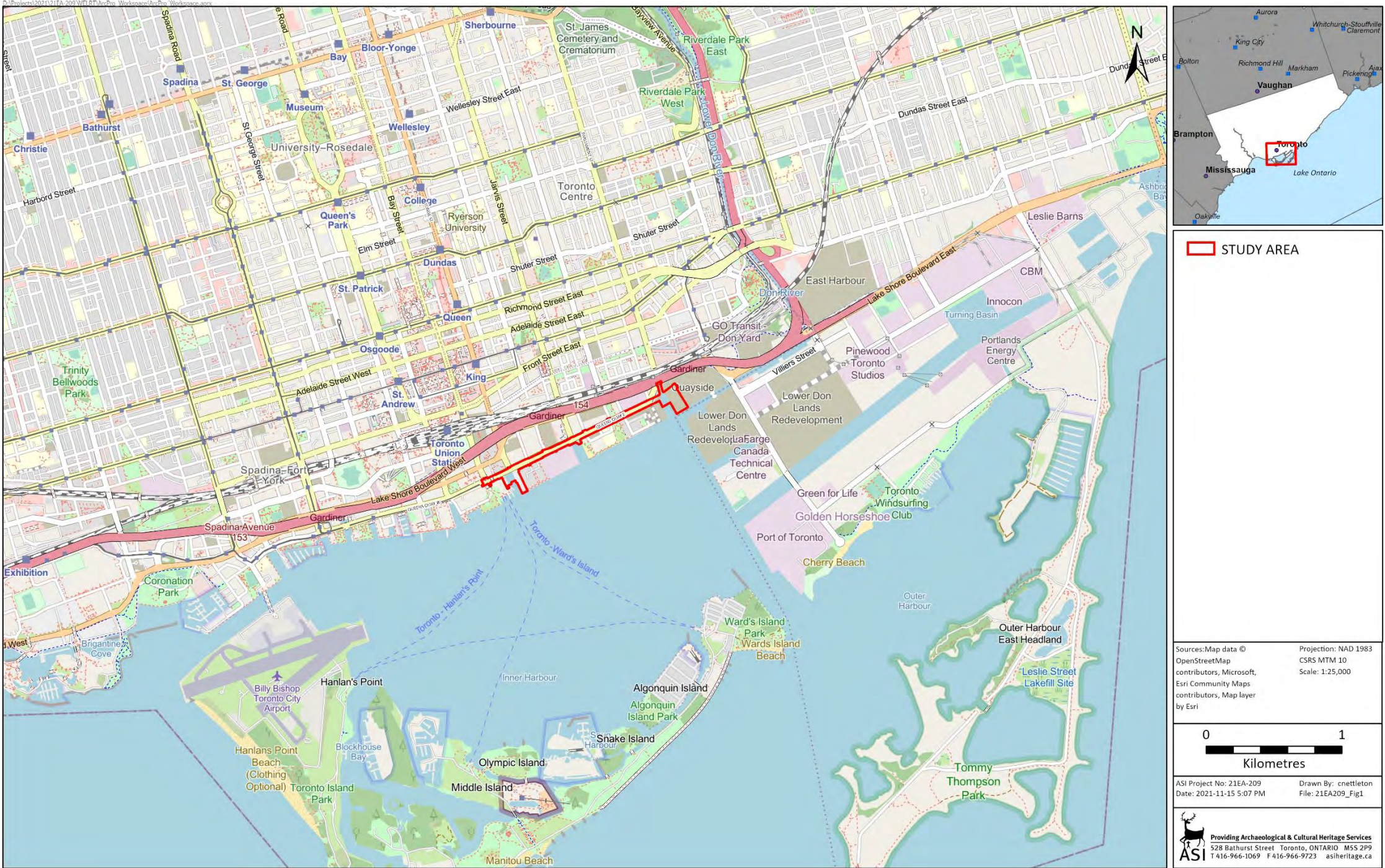


Figure 1: Study Area Location





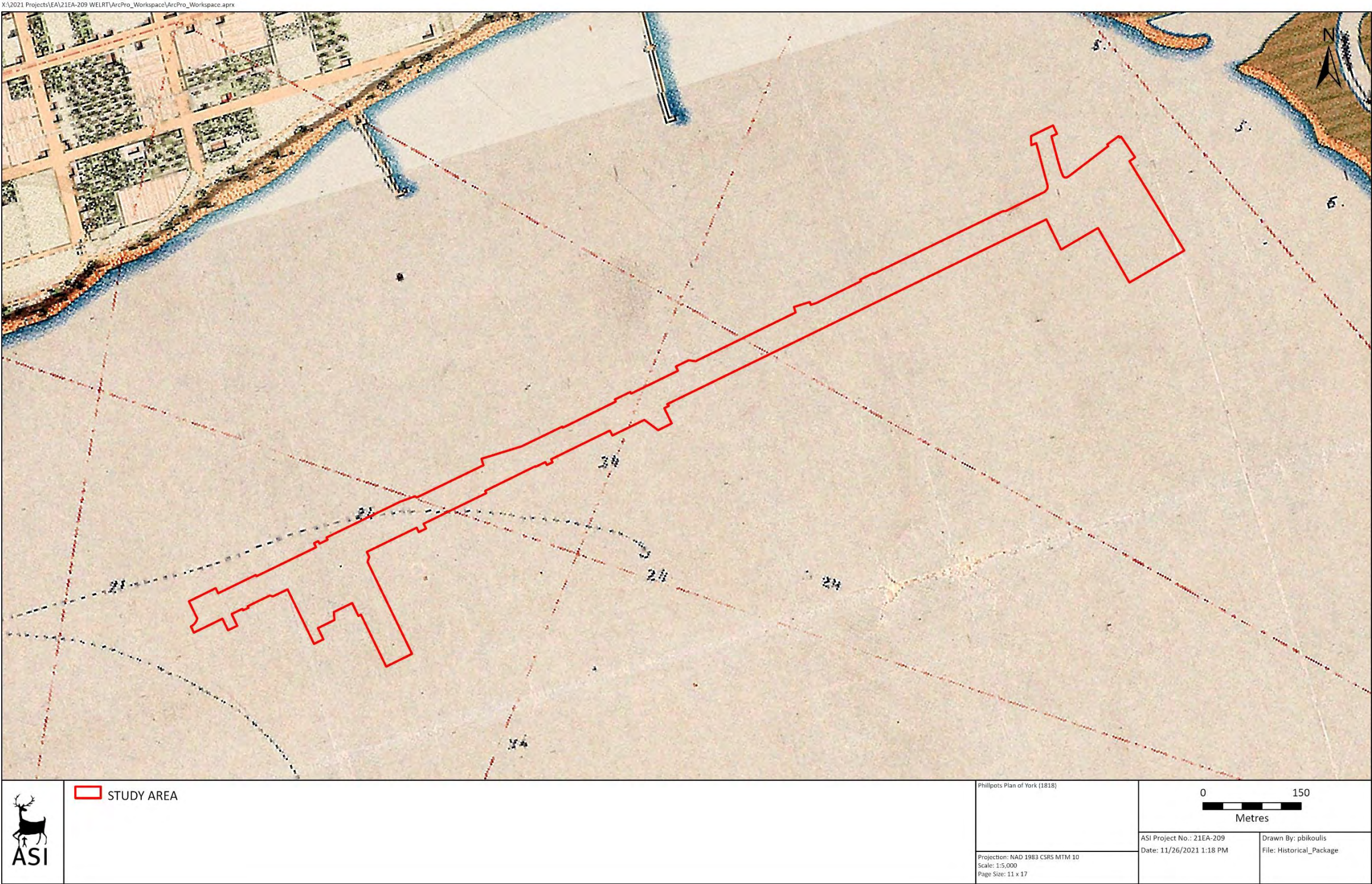


Figure 2: 1818 Plan of York





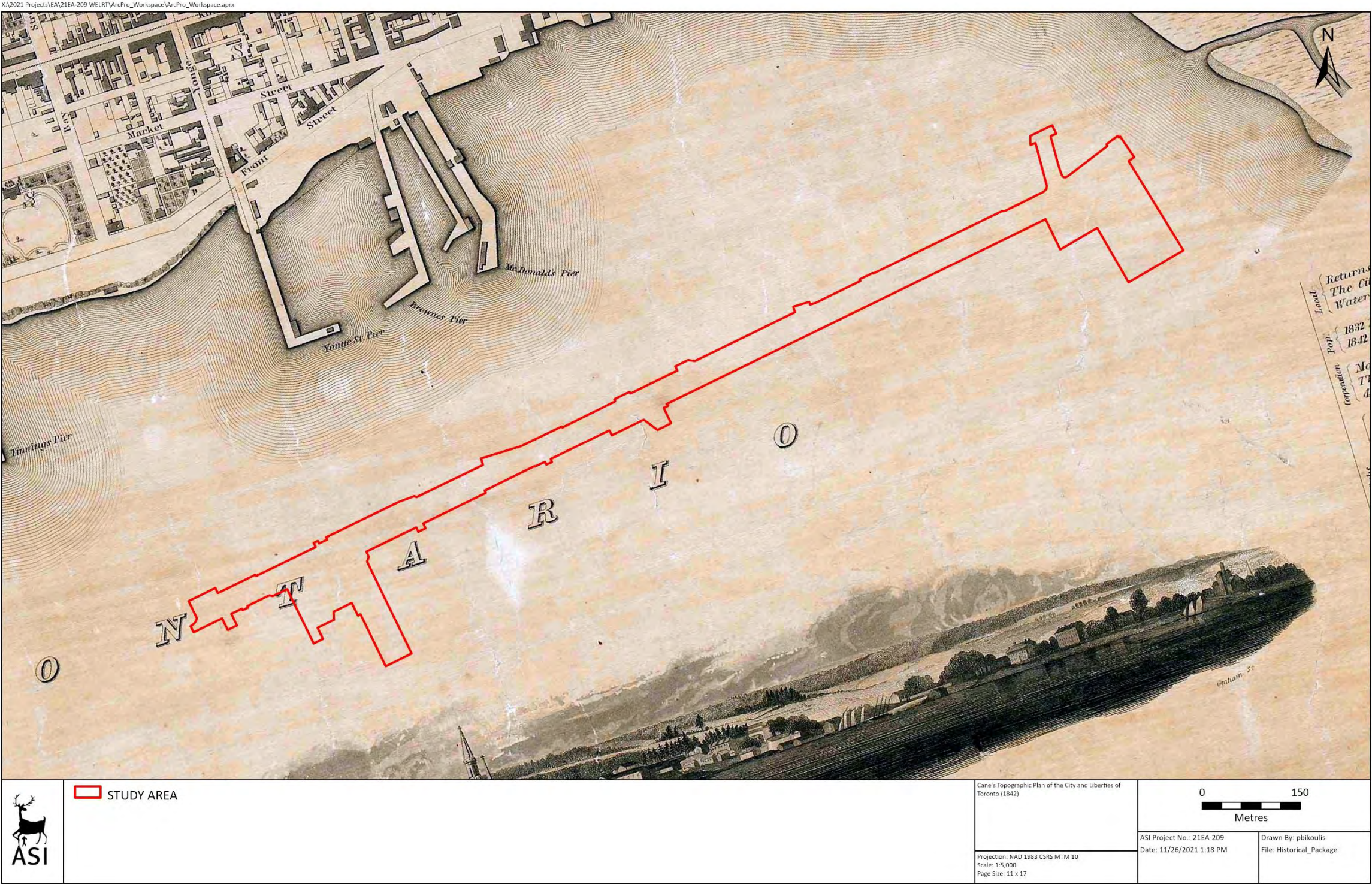


Figure 3: Study Area on the 1842 Topographical Plan of the City and Liberties of Toronto







**Figure 4: 1858 Atlas of the City of Toronto and Vicinity: Footprints 1, 2, 3, 4, and 5**



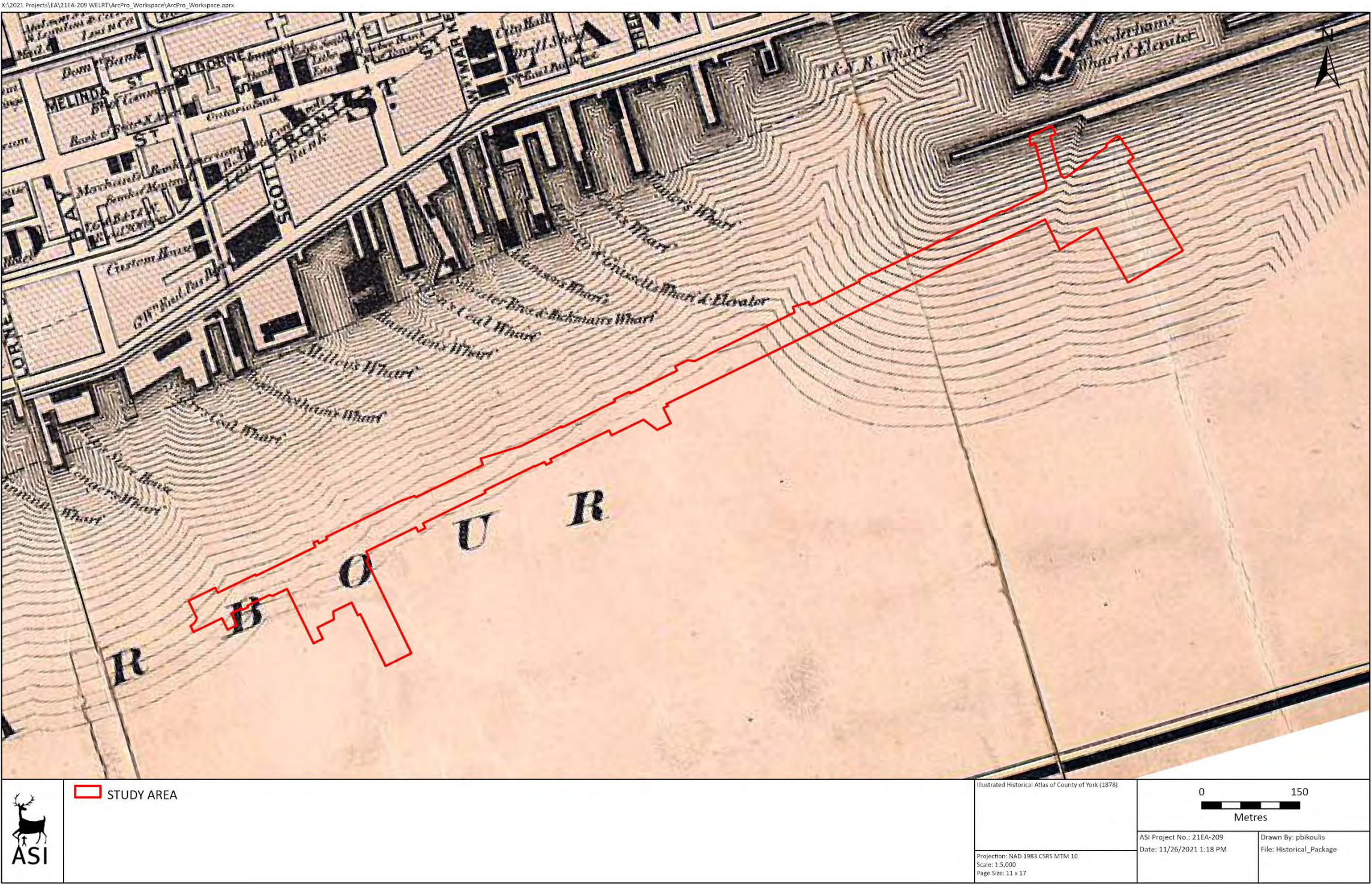


Figure 5: Study Area on the 1878 Illustrated Historical Atlas of the County of York





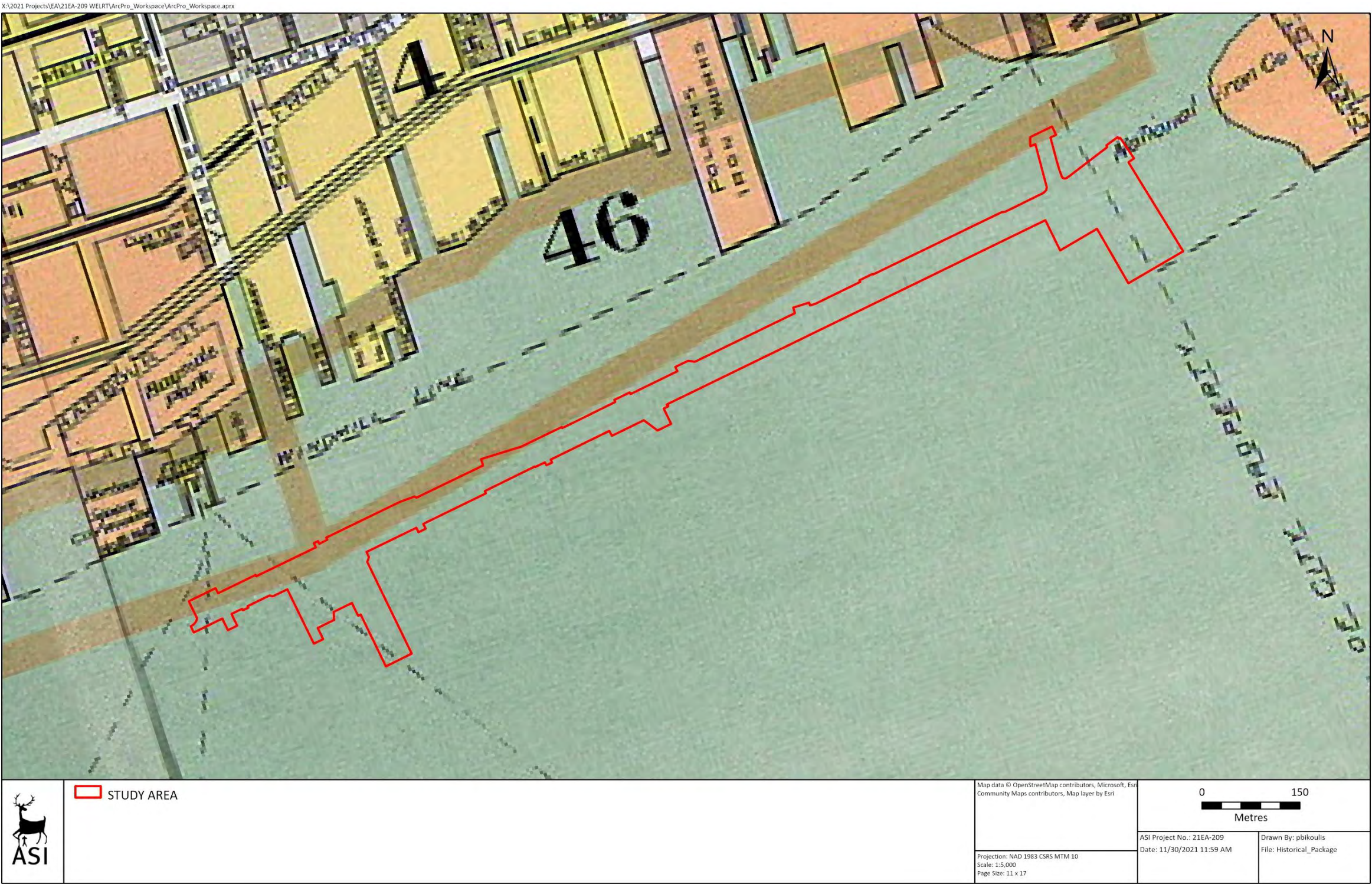


Figure 6: Study Area on the 1924 Fire Insurance Plan of Toronto





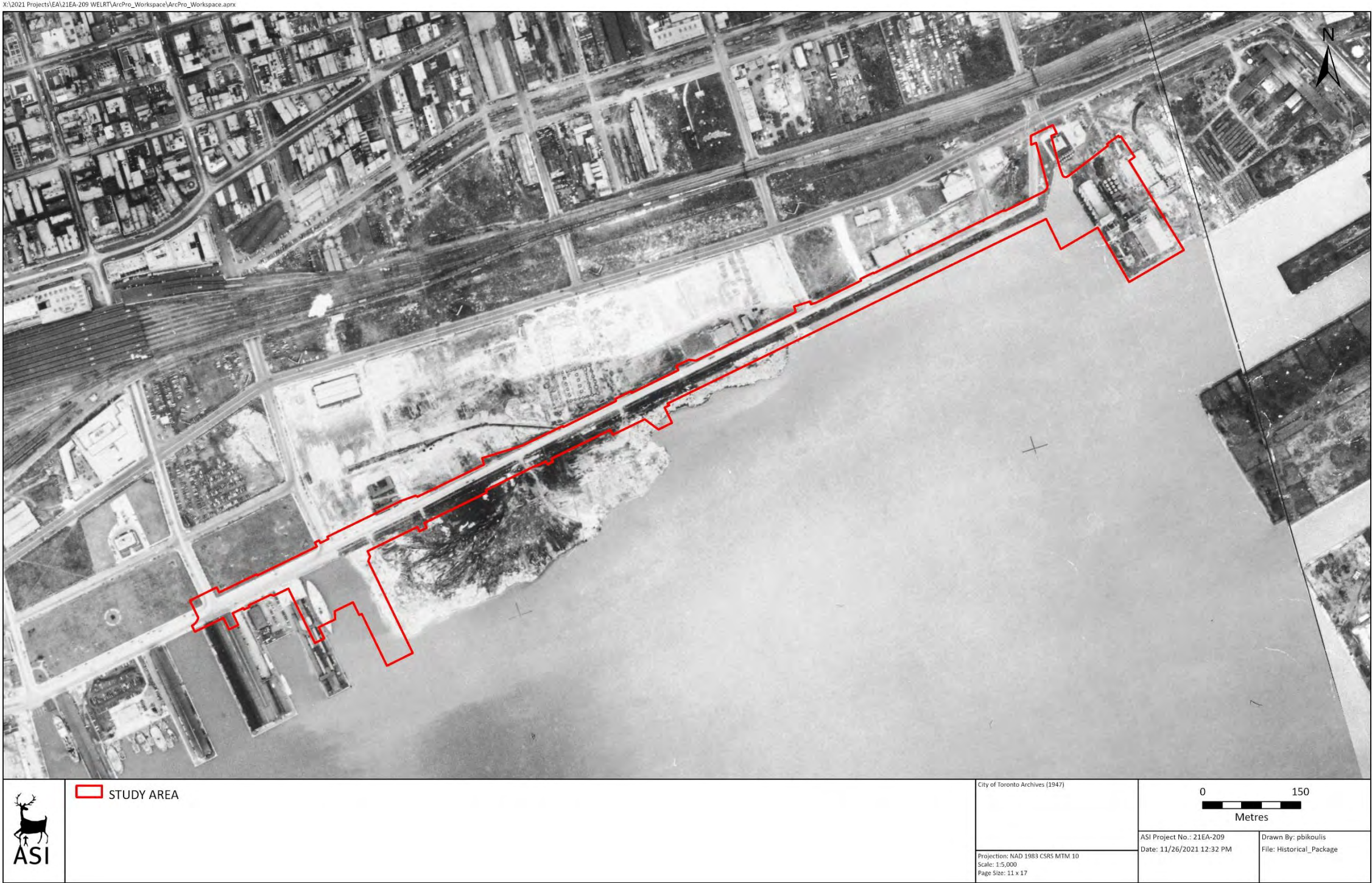


Figure 7: Study Area on the 1947 Aerial Photography







Figure 8: Surficial Geology





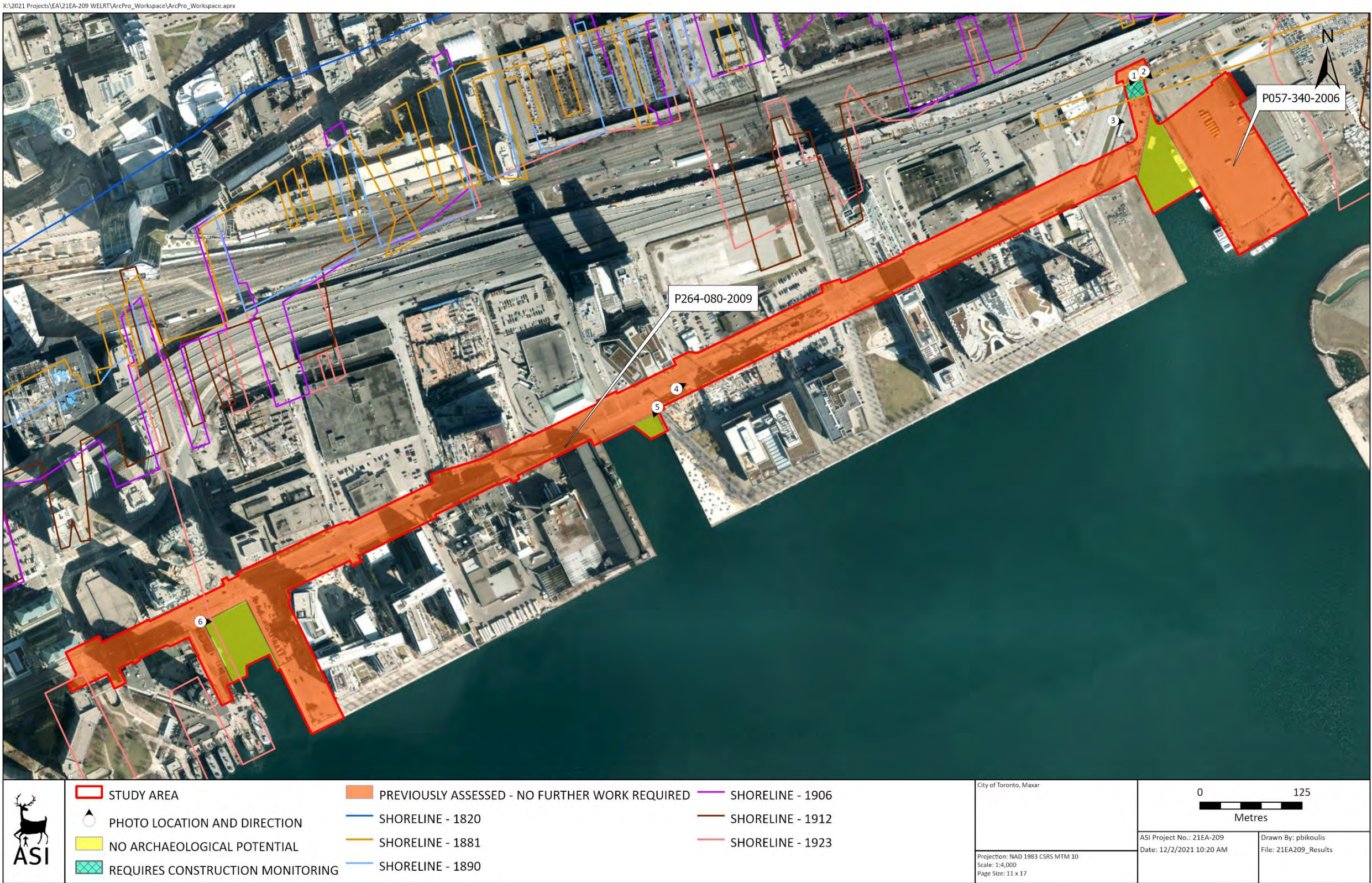


Figure 9: Stage 1 Results





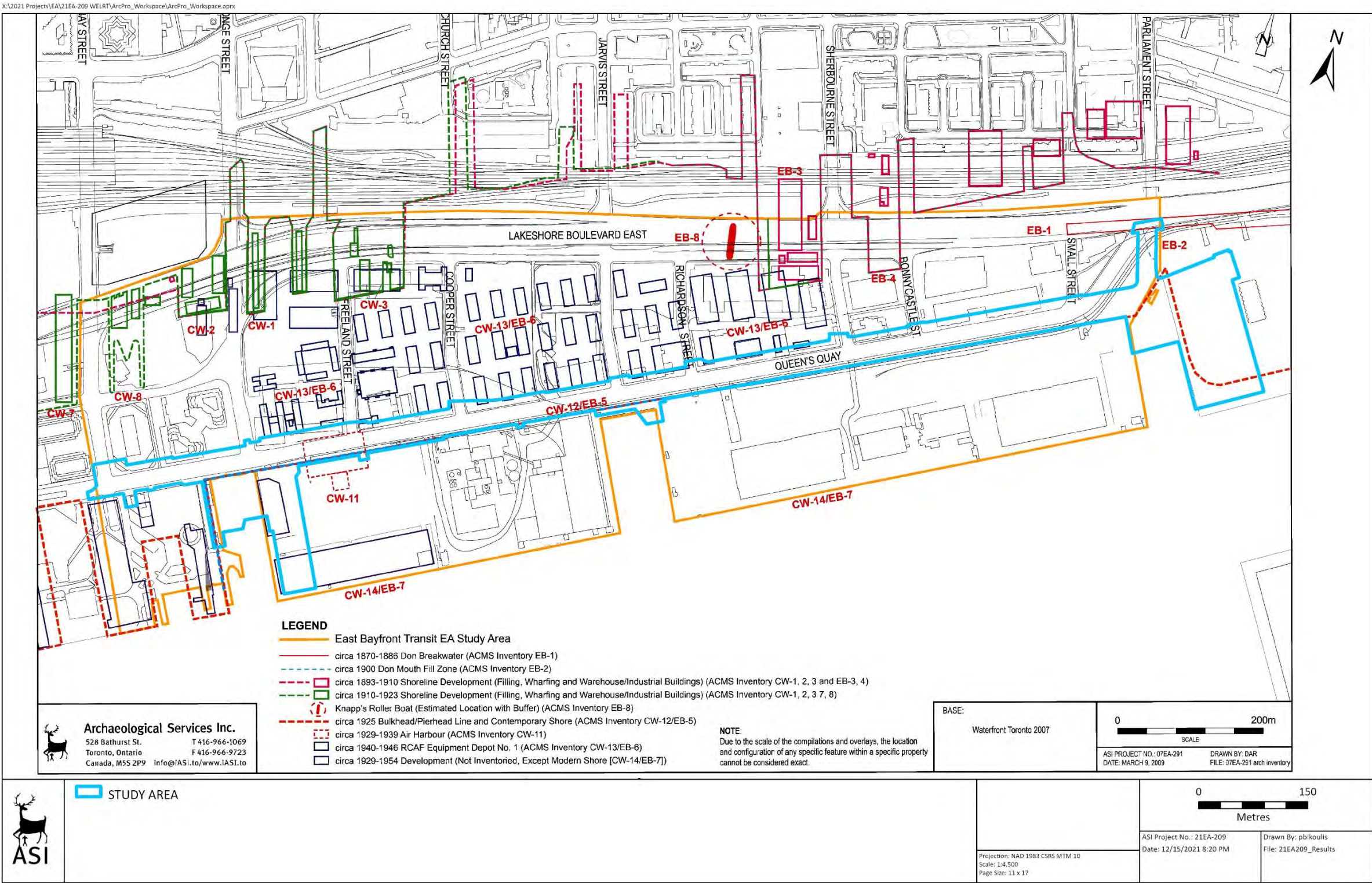


Figure 10: Study Area Overlaid on the 2009 Stage 1 of the East Bayfront Transit Precinct Inventory of Features





# Appendix A: Toronto Archaeological Management Plan

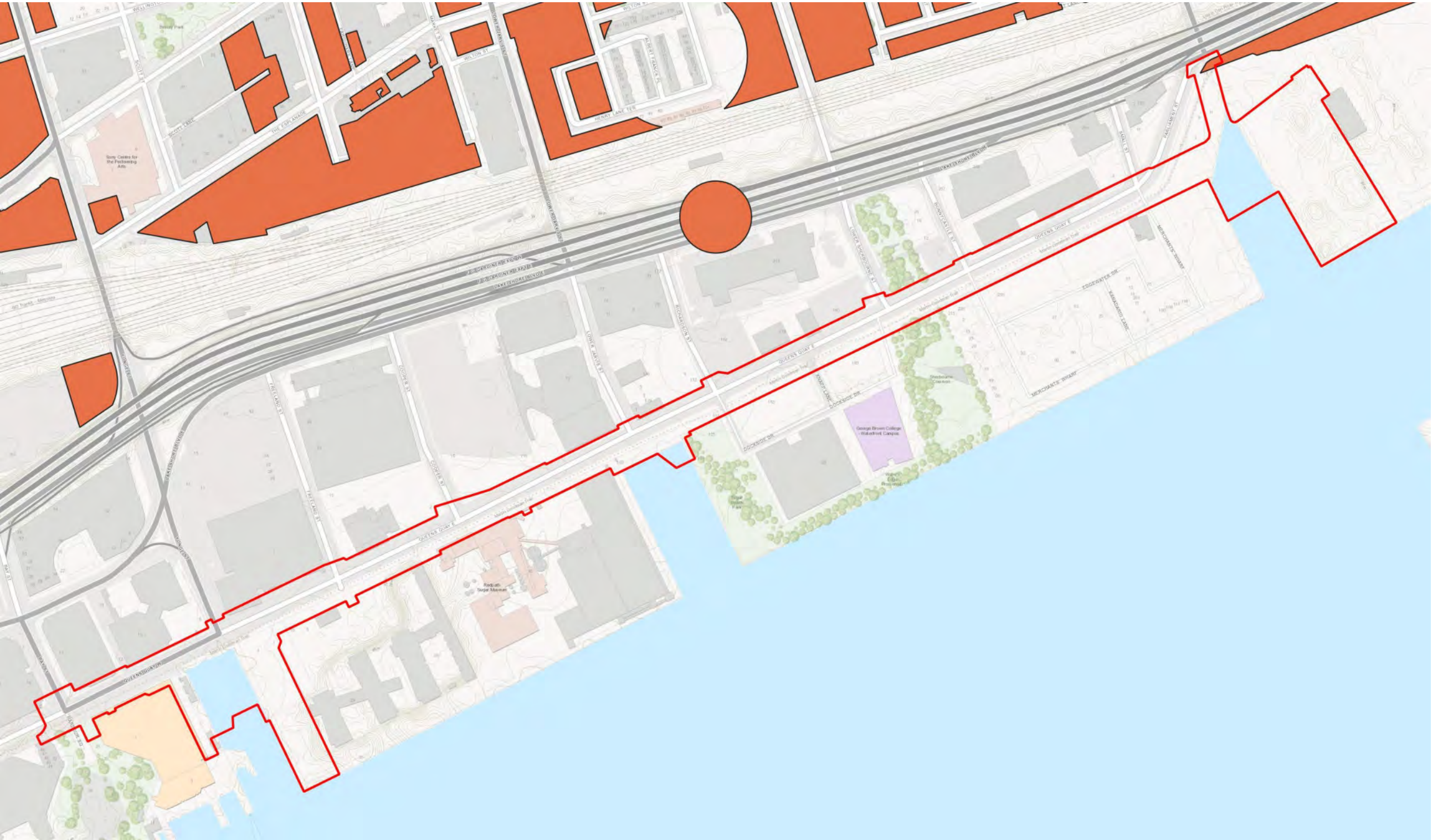


Figure 11: Study Area overlaid on the Toronto Archaeological Management Plan Archaeological Potential Modelling

# Stage 1 Archaeological Assessment Waterfront East Light Rail Transit (Former Township of York, County of York) City of Toronto, Ontario

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## Supplementary Documentation: Indigenous Engagement

Prepared for:

**Arup**

121 Bloor Street East Suite 900

Toronto ON M4W 3M5

Archaeological Licence: P383 (Williams)

PIF P383-0310-2021

Archaeological Services Inc. File: 21EA-209

January 29, 2024





## 1.0 Record of Engagement

The following consultation was undertaken by Waterfront Toronto with Indigenous Communities specifically regarding the draft Stage 1 Archaeological Assessments, prior to submission to the Ministry of Citizenship and Multiculturalism (MCM) for review. The communities selected for targeted consultation on these materials are consistent with the direction provided by the Ministry of the Environment, Conservation and Parks through their letter of delegation of the procedural aspects of consultation for the Waterfront East LRT Transit Project Assessment Process, in support of which the Stage 1 Archaeological Assessment (AA) was conducted.

### **Mississaugas of the Credit First Nation (MCFN)**

- On October 12, 2023, Waterfront Toronto provided a draft Stage 1 AA completed in support of the TPAP, via email. An overview of the assessments and findings was provided. A request was included for any comments on the draft AA or an indication of whether the community would be interested in providing comments.
- On November 20, 2023, MCFN Field Archaeologist identified that the draft AA had been reviewed, and that they did not have any questions, comments or concerns regarding the assessments or their results. MCFN requested that the proponents keep them informed of any archaeological monitoring, as recommended in the reports, that occurs during the course of the project.

### **Six Nations of the Grand River Elected Council (SNGREC)**

- On October 12, 2023, Waterfront Toronto provided draft Stage 1 AA completed in support of the TPAP, via email. An overview of the assessments and findings was provided. A request was included for any comments on the draft AA, or an indication of whether the community would be interested in providing comments.
- On November 3, 2023, SNGREC identified that they would confirm any interest in the draft Stage 1 AA with their Archaeology Supervisor.



- On December 1, 2023, SNGREC confirmed that the draft Stage 1 Assessments had been re-sent to the Archaeology Supervisor and that any comments would be provided.
- On January 11, 2024, Waterfront Toronto followed up to confirm if any comments were received or anticipated regarding the Stage 1 AA and identified that the project timelines would require circulation to MCM within the next two weeks.
- On January 24, 2024, SNGREC identified that the assessments had previously been provided to their archaeology supervisor with request for comment, and no further communication had been received.
- On January 24, 2024, Waterfront Toronto identified to SNGREC that they would proceed to finalize the Stage 1 assessments with the MCM and could discuss any additional feedback and incorporate into the project as the work proceeds.

#### **Six Nations of the Grand River Haudenosaunee Confederacy Chiefs Council (HCCC)**

- On October 13, 2023, Waterfront Toronto provided draft Stage 1 AA completed in support of the TPAP, via email. An overview of the assessments and findings was provided. A request was included for any comments on the draft AA, or an indication of whether the community would be interested in providing comments.
- As of January 29, 2024, no comments were received from HCCC regarding the Stage 1 AA provided.

#### **Huron Wendat Nation (HWN)**

- On October 12, 2023, Waterfront Toronto provided draft Stage 1 AA completed in support of the TPAP, via email. An overview of the assessments and findings was provided. A request was included for any comments on the draft AA, or an indication of whether the community would be interested in providing comments.
- As of January 29, 2024, no comments were received from HWN regarding the Stage 1 AA provided.





**Ministry of Citizenship and Multiculturalism (MCM)**

Archaeology Program Unit  
Heritage Branch  
Citizenship, Inclusion and Heritage Division  
5th Floor, 400 University Ave.  
Toronto ON M7A 2R9  
Tel.: (705) 571-0035  
Email: Teresa.Tremblay@ontario.ca

**Ministère des Affaires civiques et du Multiculturalisme (MCM)**

Unité des programme d'archéologie  
Direction du patrimoine  
Division de la citoyenneté, de l'inclusion et du patrimoine  
5e étage, 400 ave. University  
Toronto ON M7A 2R9  
Tél. : (705) 571-0035  
Email: Teresa.Tremblay@ontario.ca



Feb 8, 2024

Blake Williams (P383)  
ASI Archaeological and Cultural Heritage Services  
528 Bathurst Toronto ON M5S2P9

**RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 1 Archaeological Assessment Waterfront East Light Rail Transit (Former Township of York, County of York) City of Toronto, Ontario", Dated Jan 29, 2024, Filed with MCM Toronto Office on N/A, MCM Project Information Form Number P383-0310-2021, MCM File Number 0005781**

Dear Mr. Williams:

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, has been entered into the Ontario Public Register of Archaeological Reports without technical review.<sup>1</sup>

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 further information, please do not hesitate to send your inquiry to [Archaeology@Ontario.ca](mailto:Archaeology@Ontario.ca)

cc. Archaeology Licensing Officer  
Jennifer Combs, ARUP  
Nigel Tahair, City of Toronto

<sup>1</sup>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.