

Stage 1 Archaeological Assessment

Contract RFS-2019-NAFC-110

PO 214244

HDR Project 10206938



Ontario Line Technical Advisor

Toronto, Ontario

April 2022

Paul David Ritchie, MA (P392), Report Writer
Caitlin Simmons, M.Sc. (P1060), Report Writer
Heather Kerr, MA (P1148), Report Writer



**Stage 1 Archaeological
Assessment: Ontario Line Subway
Project, Environmental Impact
Assessment**

Various Lots and Concessions, Former
Geographic Township of York, York County,
Now City of Toronto, Ontario

April 8, 2022

Prepared for:

Metrolinx
130 Adelaide Street West
Toronto, ON M5H 3P5

Prepared by:

Stantec Consulting Ltd.
300W-675 Cochrane Drive
Markham, ON L3R 0B8

Licensee: Caitlin Simmons, M.Sc.
Licence Number: P1060
PIF Number: P1060-0086-2020
Project Number: 160560009

Executive Summary

ES.1 Project Overview and Study Purpose

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Ontario Line (the Project), extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

The Project is being assessed in accordance with *Ontario Regulation 341/20: Ontario Line Project under the Environmental Assessment Act*. *Ontario Regulation 341/20: Ontario Line Project* outlines a Project-specific environmental assessment process that includes an Environmental Conditions Report, Environmental Impact Assessment Report, and an opportunity for Early Works Report(s) for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. The Environmental Conditions Report documents the local environmental conditions of the Ontario Line Study Area and provides a preliminary description of the potential environmental impacts from the Project. Information outlined in the Environmental Conditions Report is used to inform the Early Works Report(s) and Environmental Impact Assessment Report, which study environmental impacts in further detail and confirm and refine preliminary mitigation measures identified in the Environmental Conditions Report.

The Project is a new approximately 15.6-kilometre subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) Light Rail Transit service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront, and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. The Project will be constructed in a dedicated right-of-way with a combination of elevated (i.e., above existing rail corridor/roadway), tunnelled (i.e., underground), and at-grade (i.e., at the same elevation as the existing rail corridor) segments at various locations.

Most of the study area has been previously assessed through Stage 1 archaeological assessment by AECOM (2020a, 2020b, 2020c, 2021) as part of the Baseline Environmental Conditions study, which recommended that the majority of the study area requires Stage 2 archaeological assessment. The purpose of the current Stage 1 archaeological assessment, conducted in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a), is to assess updates to the Project Footprint from the Baseline Environmental Conditions study area. Many of the recommendations in the AECOM Stage 1 assessments have been carried forward into the current Stage 1 assessment; where there are differences in the recommendations by Stantec, these are indicated in the text. Stantec's recommendations regarding archaeological potential are illustrated on Figures 15.1 to 15.19. These recommendations are summarized below.

Parts of the study area have been identified as possessing archaeological potential and for these parts a **Stage 2 archaeological assessment is recommended**, in accordance with Section 7.7.4 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a). In addition to this, parts of the study area have also been identified as possessing potential for deeply buried archaeological resources. Stage 2 archaeological assessment also should proceed in those parts, in accordance with the methodologies outlined in Section 2.1 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a), where appropriate.

The desktop review identified two registered archaeological sites located in the study area with outstanding cultural heritage value or interest. These include the Parliament Site (AjGu-41), and the Lime Kiln Works Site (AjGu-61/64).

In accordance with previous recommendations (ASI 2012b), **Stage 4 mitigation is recommended for the Parliament Site (AjGu-41)**, in accordance with the methodologies outlined in Section 4 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a), where appropriate.

In accordance with previous recommendations (Archeoworks 2009), **Stage 4 mitigation is recommended for the Lime Kiln Works Site (AjGu-61/64)**, in accordance with the methodologies outlined in Section 4.2 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a), where appropriate.

The remainder of the study area has been recommended as **previously disturbed and no further archaeological assessment required**, in accordance with Section 2.2 and 7.7.4 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a).

Part of the Ontario Line Subway will involve tunneling into bedrock, beneath the soils, and so no potential impact will occur on archaeological resources in the soils. **No further archaeological assessment is required for those segments of the Ontario Line Subway.**

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.

Table of Contents

Executive Summary	i
Abbreviations	vii
Project Personnel	viii
Acknowledgments	viii
1 Introduction	1
1.1 Project Overview	1
1.2 Purpose of the Ontario Line Environmental Impact Assessment Report	1
1.3 Purpose of the Stage 1 Archaeological Assessment	2
1.3.1 Objectives	2
1.4 Project Description	3
2 Project Context	5
2.1 Development Context	5
2.2 Historical Context	5
2.2.1 Post-contact Indigenous Resources	6
2.2.2 Euro-Canadian Resources	8
2.3 Archaeological Context	16
2.3.1 The Natural Environment	16
2.3.2 Pre-contact Indigenous Resources	18
2.3.3 Previous Archaeological Research	20
2.4 Indigenous Engagement	54
3 Existing Conditions	55
4 Field Methods	56
5 Analysis and Conclusions	57
5.1 Criteria for Determination of Archaeological Potential	57
5.2 Areas of Archaeological Potential	58
5.2.1 Unchanged Determinations of Archaeological Potential	59
5.2.2 Additions to the Study Area and New Determinations of Archaeological Potential	59
5.2.3 Changes to Previous Determinations of Archaeological Potential	60
5.2.4 Summary	63
6 Recommendations	63
7 Advice on Compliance with Legislation	64
8 Bibliography and Sources	65
9 Images	81
9.1 Photographs	81
9.2 Plates	86
10 Maps	89
11 Closure	177

Figures

Figure 1. Location of Study Area	90
Figure 2. Treaties and Purchases (Adapted from Morris 1943).....	91
Figure 3. 1818 Phillpotts Plan of York.....	92
Figure 4. 1851 J. O. Browne Map of the Township of York	93
Figure 5.1. 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity	94
Figure 5.2. 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity	95
Figure 5.3. 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity	96
Figure 5.4. 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity	97
Figure 5.5. 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity	98
Figure 5.6. 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity	99
Figure 5.7. 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity	100
Figure 5.8. 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity	101
Figure 6. Portion of 1860 Map of County of York, Canada West.....	102
Figure 7. Portion of 1878 Map of Southwest Part of York Township	103
Figure 8. Portion of 1878 Map of Southeast Part of York Township	104
Figure 9. Portion of 1878 Map of North Part of York Township	105
Figure 10.1. Fire Insurance Plans - 1880.....	106
Figure 10.2. Fire Insurance Plans - 1880.....	107
Figure 10.3. Fire Insurance Plans - 1880.....	108
Figure 10.4. Fire Insurance Plans - 1880.....	109
Figure 10.5. Fire Insurance Plans - 1880.....	110
Figure 11.1. Fire Insurance Plans - 1884.....	111
Figure 11.2. Fire Insurance Plans - 1884.....	112
Figure 11.3. Fire Insurance Plans - 1884.....	113
Figure 11.4. Fire Insurance Plans - 1884.....	114
Figure 11.5. Fire Insurance Plans - 1884.....	115
Figure 11.6. Fire Insurance Plans - 1884.....	116
Figure 11.7. Fire Insurance Plans - 1884.....	117
Figure 11.8. Fire Insurance Plans - 1884.....	118
Figure 11.9. Fire Insurance Plans - 1884.....	119
Figure 11.10. Fire Insurance Plans - 1884.....	120
Figure 11.11. Fire Insurance Plans - 1884.....	121
Figure 12.1. Fire Insurance Plans - 1890.....	122
Figure 12.2. Fire Insurance Plans - 1890.....	123
Figure 12.3. Fire Insurance Plans - 1890.....	124
Figure 12.4. Fire Insurance Plans - 1890.....	125
Figure 12.5. Fire Insurance Plans - 1890.....	126
Figure 12.6. Fire Insurance Plans - 1890.....	127
Figure 12.7. Fire Insurance Plans - 1890.....	128
Figure 12.8. Fire Insurance Plans - 1890.....	129
Figure 12.9. Fire Insurance Plans - 1890.....	130
Figure 12.10. Fire Insurance Plans - 1890.....	131
Figure 12.11. Fire Insurance Plans - 1890.....	132

Figure 12.12. Fire Insurance Plans - 1890..... 133

Figure 13.1. Fire Insurance Plans - 1899..... 134

Figure 13.2. Fire Insurance Plans - 1899..... 135

Figure 13.3. Fire Insurance Plans - 1899..... 136

Figure 13.4. Fire Insurance Plans - 1899..... 137

Figure 13.5. Fire Insurance Plans - 1899..... 138

Figure 13.6. Fire Insurance Plans - 1899..... 139

Figure 13.7. Fire Insurance Plans - 1899..... 140

Figure 13.8. Fire Insurance Plans - 1899..... 141

Figure 13.9. Fire Insurance Plans - 1899..... 142

Figure 13.10. Fire Insurance Plans - 1899..... 143

Figure 13.11. Fire Insurance Plans - 1899..... 144

Figure 13.12. Fire Insurance Plans - 1899..... 145

Figure 14.1. Fire Insurance Plans - 1903..... 146

Figure 14.2. Fire Insurance Plans - 1903..... 147

Figure 14.3. Fire Insurance Plans - 1903..... 148

Figure 14.4. Fire Insurance Plans - 1903..... 149

Figure 14.5. Fire Insurance Plans - 1903..... 150

Figure 14.6. Fire Insurance Plans - 1903..... 151

Figure 14.7. Fire Insurance Plans - 1903..... 152

Figure 14.8. Fire Insurance Plans - 1903..... 153

Figure 14.9. Fire Insurance Plans - 1903..... 154

Figure 14.10. Fire Insurance Plans - 1903..... 155

Figure 14.11. Fire Insurance Plans - 1903..... 156

Figure 14.12. Fire Insurance Plans - 1903..... 157

Figure 15.1. Archaeology Potential..... 158

Figure 15.2. Archaeology Potential..... 159

Figure 15.3. Archaeology Potential..... 160

Figure 15.4. Archaeology Potential..... 161

Figure 15.5. Archaeology Potential..... 162

Figure 15.6. Archaeology Potential..... 163

Figure 15.7. Archaeology Potential..... 164

Figure 15.8. Archaeology Potential..... 165

Figure 15.9. Archaeology Potential..... 166

Figure 15.10. Archaeology Potential..... 167

Figure 15.11. Archaeology Potential..... 168

Figure 15.12. Archaeology Potential..... 169

Figure 15.13. Archaeology Potential..... 170

Figure 15.14. Archaeology Potential..... 171

Figure 15.15. Archaeology Potential..... 172

Figure 15.16. Archaeology Potential..... 173

Figure 15.17. Archaeology Potential..... 174

Figure 15.18. Archaeology Potential..... 175

Figure 15.19. Archaeology Potential..... 176

Tables

Table 1-1. Report Contents in Accordance with Ontario Regulation 341/20: Ontario Line Project	2
Table 2-1. Lots and Concessions Related to the Ontario Line Project	6
Table 2-2. Landowner Information from 1858 for the Study Area	12
Table 2-3. Landowner Information from 1860 for the Study Area	13
Table 2-4. Landowner Information from 1878 for the Study Area	14
Table 2-5. Surficial Geology Underlying Study Area	17
Table 2-6. Generalized Pre-contact Indigenous Cultural Chronology for Southern Ontario	18
Table 2-7. Registered Archaeological Sites Registered within 1 km of the Study Area	21
Table 2-8. Previous Archaeological Assessments in 50 m of the Study Area	32
Table 5-1. Summary of Recommendation Changes	60

Abbreviations

AMAA	Andrew Murray Archaeological Associates
Archeoworks	Archeoworks Inc.
ASI	Archaeological Services Inc.
BCE	Before Common Era
CE	Common Era
CIF	Contract Information Form
ECR	Environmental Conditions Report
EEB	Emergency Egress Building
EIAR	Environmental Impact Assessment Report
Golder	Golder Associates
GTR	Grand Trunk Railway
LRT	Light Rail Transit
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
OLN	Ontario Line North
OLS	Ontario Line South
OLW	Ontario Line West
OMSF	Operations, Maintenance and Storage Facility
PIF	Project Information Form
RoW	right-of-way
T&NR	Toronto and Nipissing Railway
TTC	Toronto Transit Commission

Project Personnel

Project Managers:	Alex Blasko, B.Sc. Leah Weller, MURPI, MES, MCIP, RPP Mark Knight, MA, MCIP, RPP
Task Lead	Paul David Ritchie, MA (P392)
Licensed Archaeologist:	Caitlin Simmons, M.Sc. (P1060)
Licensed Field Director:	Jeffrey Muir, BA, CAHP (R304)
Report Writer:	Paul David Ritchie, MA (P392) Caitlin Simmons, M.Sc. (P1060) Heather Kerr, MA (P1148)
Graphics:	Brian Cowper, HNC
Quality Review:	Jeffrey Muir, BA, CAHP (R304); Colin Varley, MA, RPA (P002)
Independent Review:	Tracie Carmichael, BA, B.Ed. (R140); Colin Varley, MA, RPA (P002)

Acknowledgments

Metrolinx EPA Team:	Carrie Sheaffer James Francis Rodney Yee Flavia Santiago
Technical Advisory Team:	Nick Shaw (HDR) Aaron Mott (Mott MacDonald)
MHSTCI:	Wai Hadlari Robert von Bitter Malcolm Horne Danielle Crecca

1 Introduction

1.1 Project Overview

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Ontario Line (the Project), extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

The Project is a new approximately 15.6-kilometre subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) Light Rail Transit (LRT) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront, and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. The Project will be constructed in a dedicated right-of-way (RoW) with a combination of elevated (i.e., above existing rail corridor/roadway), tunnelled (i.e., underground), and at-grade (i.e., at the same elevation as the existing rail corridor) segments at various locations. An overview of the Project Footprint is shown in Figure 1. Detailed figures showing the footprint and project components are found in Figure 15.1 to Figure 15.19.

This assessment was conducted by Stantec Consulting Ltd. as part of the Environmental Impact Assessment under the Ontario *Environmental Assessment Act Ontario Regulation 341/20* (Government of Ontario 1990a). This archaeological assessment was conducted in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a). The study area for this archaeological assessment consists of the Project Footprint as of November 23, 2021, further refined since the authoring of the Baseline Environmental Conditions study (AECOM 2020a, 2020b, 2020c, 2021). Recommendations from those assessments are carried forward as appropriate in this assessment.

1.2 Purpose of the Ontario Line Environmental Impact Assessment Report

The Project is being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project under the *Environmental Assessment Act*. Ontario Regulation 341/20: Ontario Line Project outlines a Project-specific environmental assessment process that includes an Environmental Conditions Report (ECR), Environmental Impact Assessment Report (EIAR), and an opportunity for Early Works Report(s) for assessment of works that are ready to proceed in advance of the EIAR. The ECR documents the local environmental conditions of the Ontario Line Study Area and provides a preliminary description of the potential environmental impacts of the Project. Information provided in the ECR is used to inform the Early Works Report(s) and the EIAR, which study environmental impacts in further detail and confirm and refine preliminary mitigation measures identified in the ECR.

The EIAR includes environmental impact assessment results, proposed mitigation measures, proposed monitoring activities, potentially required permits and approvals and a record of consultation, among other information, to meet Ontario Regulation 341/20: Ontario Line Project requirements.

1.3 Purpose of the Stage 1 Archaeological Assessment

This Report has been prepared in accordance with Ontario Regulation 341/20: Ontario Line Project and contains the information outlined in Table 1-1.

Table 1-1. Report Contents in Accordance with Ontario Regulation 341/20: Ontario Line Project

Reg. Section	Requirement	Report Section
Section 15(2)4	A description of the local environmental conditions at the site of the Ontario Line Project.	Section 2 and Section 3
Section 15(2)6	Metrolinx's assessment and evaluation of the impacts that the preferred method of carrying out the Ontario Line Project and other methods might have on the environment, and Metrolinx's criteria for assessment and evaluation of those impacts.	Section 4 and Section 5
Section 15(2)7	A description of any measures proposed by Metrolinx for mitigating any negative impacts that the preferred method of carrying out the Ontario Line Project might have on the environment.	Section 6
Section 15(2)8	A description of the means Metrolinx proposes to use to monitor or verify the effectiveness of mitigation measures proposed.	Section 6
Section 15(2)9	A description of any municipal, provincial, federal or other approvals or permits that may be required for the Ontario Line Project.	Section 1.3

1.3.1 Objectives

In compliance with the provincial standards and guidelines set out in the MHSTCI's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a), the objectives of the Stage 1 archaeological assessment are as follows:

- provide information about the study area's geography, history, previous archaeological fieldwork, and current land conditions
- evaluate the study area's archaeological potential which will support recommendations for further archaeological assessment for all or parts of the property
- recommend appropriate strategies for further archaeological assessment, if required

To meet these objectives, Stantec archaeologists employed the following research strategies:

- review of relevant archaeological, historic, and environmental literature pertaining to the study area
- review of the land use history, including pertinent historic maps
- examination of the *Ontario Archaeological Sites Database* to determine the presence of registered archaeological sites in and around the study area
- review of the City of Toronto archaeological management plan to identify predetermined areas of archaeological potential
- property inspection of the study area

The Stage 1 property inspection was conducted from the closest public municipal RoW, and no permission was required to enter the study area.

1.4 Project Description

For readability, the Project has been divided into three sections: Ontario Line West (OLW), Ontario Line South (OLS), and Ontario Line North (OLN).

Select Project components are proposed to proceed before the completion of the Environmental Impact Assessment process and have been assessed under separate cover, as part of the Ontario Line Early Works Reports. These include early works at Exhibition Station, Corktown Station, Lower Don Bridge and Don Yard, East Harbour Station, and the Lakeshore East Joint Corridor.

Ontario Line West

The OLW section extends from Exhibition Station (a terminus and interchange point with the Lakeshore West GO Transit corridor) to the Toronto Transit Commission (TTC) Line 1 interchange at Osgoode Station.

At Exhibition Place, the OLW tracks and platform will be located at-grade on the north side of the Lakeshore West GO Transit corridor. An above-grade concourse is planned to span both sets of tracks to facilitate cross-track access to the Ontario Line and GO Transit platforms. As the tracks extend eastwards from Exhibition Station they gradually descend, and the tracks will be below-grade before entering the portal to transition the subway underground. Between Exhibition Station and the portal, retaining walls will be installed to facilitate the gradual descent of the subway line. The location of supporting structures will be confirmed as design advances, but based on current information, it is anticipated that a traction power substation may be located east of the Exhibition portal, and an Emergency Egress Building (EEB) may be located in the Ordnance Park area.

The subway tunnel continues underground at an approximate depth of 30 m to King/Bathurst Station. Beyond King/Bathurst Station, the tunnel continues northeast before curving to arrive at Queen/Spadina Station. From there, the tunnel extends east under Queen Street to an interchange station under the existing TTC Osgoode Station. The Ontario Line Osgoode Station will be an interchange station with the existing TTC Line 1 Osgoode Station.

Ontario Line South

The OLS section extends from the east side of Osgoode Station to just south of Pape Station.

The OLS tracks continue from Osgoode Station through the subway tunnels east under Queen Street to an interchange station under the existing TTC Line 1 Queen Station. The Ontario Line Queen Station will be connected with TTC Line 1 Queen Station and the PATH system. An underground track crossover will be constructed east of Queen Station for maintenance and emergency diversion purposes. East of the crossover, the tunnels continue under Queen Street East to the Moss Park Station, located on the north side of Queen Street East between George Street and Sherbourne Street. From Moss Park Station the tunnels turn south and travel underground to Corktown Station near the intersection of Berkeley Street and King Street East. An EEB connected to the station will be located on the east side of Berkeley Street, north of Front Street. From Corktown Station, the tunnels turn southeast and travel under Distillery Lane.

An EEB will be located west of Cherry Street in the Metrolinx Union Station Rail Corridor RoW with emergency access provided from Cherry Street and Lakeshore Boulevard East. An additional EEB is proposed at the foot of Tannery Road in the Metrolinx Union Station Rail Corridor RoW. The tunnels reach the surface at the Don Yard Portal, located just west of the Don River, to the north of the existing GO Transit Union Station Rail Corridor and Don Yard train storage facility and to the southeast of Mill Street. Retaining walls will be constructed from the portal face on both sides of the tracks as the elevation ascends from below grade to at-grade. The tracks will cross the Lower Don River on a new bridge, the Lower Don Bridge, that will be constructed on the north side of the existing rail bridge. Once the tracks cross the Lower Don River, the tracks will be located on the northwest side of the Joint Corridor that runs from the Don Valley Parkway in the south to Gerrard Street East in the north.

The East Harbour Station will be located south of Eastern Avenue and Broadview Avenue and will support transfer between Ontario Line and GO transit through the station concourse. Moving northeast along the Joint Corridor, the tracks will enter the Riverside/Leslieville Station at Queen Street East. The tracks continue into Gerrard Station at Gerrard Street East and Carlaw Avenue, with a new rail bridge at the intersection of Gerrard Street East and Carlaw Avenue to accommodate the tracks. North of Gerrard Station, the tracks begin to descend from the Gerrard portal underground. The Gerrard portal is situated south of the intersection of Pape Avenue and Langley Street immediately north of the Joint Corridor. Once underground at the Gerrard portal, the subway tunnels will continue north along Pape Avenue to Pape Station at Danforth Avenue and Pape Avenue. An EEB is planned to be located at Bain Avenue and Pape Avenue.

Ontario Line North

The OLN section extends from Pape Station to Science Centre Station.

Pape Station will interchange with the existing TTC Line 2 Pape Station. North of Pape Station, under Pape Avenue, between Aldwych Avenue and Fulton Avenue, an underground track crossover, the Sammon Avenue Crossover, will be constructed for maintenance and emergency diversion purposes. From the Sammon Avenue Crossover, the tunnel continues north crossing under Pape Avenue to run along the west side of Pape Avenue RoW to Cosburn Station which is planned to be located on the west side of Pape Avenue at Cosburn Avenue. The tunnel continues north to the Minton Place portal, which includes an EEB. The portal face is on the southern valley wall of the Don Valley, north of Hopedale Avenue.

The underground segment of OLN will emerge from the southern valley wall of the Don Valley west of the Millwood Road Bridge on an elevated structure that will span the Don Valley Parkway and the Don River. The elevated guideway will continue along the northwest side of Overlea Boulevard to the Thorncliffe Park Station, located at Thorncliffe Park Drive. East of Thorncliffe Park Station, the elevated guideway turns north, then east, crossing over Beth Neilson Drive (which will run underneath the guideway) and crossing the west branch of the West Don River to arrive at Flemingdon Park Station. Flemingdon Park Station is located on the west side of Don Mills Road, just north of Gateway Boulevard. North of Flemingdon Park Station, a crossover will be constructed for maintenance and emergency diversion purposes. The elevated guideway then travels north crossing from the west side to the east side of Don Mills Road to Science Centre Station, located at Don Mills Drive and Eglinton Avenue East. This station will have an underground tunnel connection to the existing TTC Line 5 (the Eglinton Crosstown LRT). North of Science Centre Station, a crossover will be constructed for maintenance and emergency diversion purposes.

The Operations, Maintenance and Storage Facility (OMSF) will be located north of Thorncliffe Park Station. The OMSF will provide storage, inspection, maintenance, and repair services for the Project.

2 Project Context

2.1 Development Context

The development context is outlined above in the Introduction. Section 1.1 provides a project overview, while Section 1.2 and Section 1.3 discuss the legislative triggers for the Project and the nature of the Stage 1 archaeological assessment.

2.2 Historical Context

The study area is located in the City of Toronto as well as in part of various lots and concessions in York Township, County of York. These lots and concessions are listed in Table 2-1.

Table 2-1. Lots and Concessions Related to the Ontario Line Project

Lot	Concession
13	I from the Bay
14	I from the Bay
11	II from the Bay
12	II from the Bay
13	II from the Bay
14	II from the Bay
15	II from the Bay
9	III from the Bay
10	III from the Bay
11	III from the Bay
12	III from the Bay
13	III from the Bay
14	III from the Bay
1	III
2	III

2.2.1 Post-contact Indigenous Resources

“Contact” is typically used as a chronological benchmark when discussing Indigenous archaeology in Canada and describes the interaction between Indigenous and European Nations. There is no definitive moment of *contact* and the understanding of when Indigenous and European Nations first began to influence one another is evolving with new study of archaeological and historical evidence, and from Indigenous oral tradition. Contact in what is now the Province of Ontario is broadly assigned to the 16th century (Loewen and Chapdelaine 2016).

By the turn of the 16th century, the region of the study area appears to have been abandoned of permanent settlement. It has long been the understanding of archaeologists that prior to the 16th century the north shore of Lake Ontario was occupied by Iroquoian-speaking populations (Birch and Williamson 2013; Birch 2015; Dermarker et al. 2016). Recently, the direct correlation in Ontario between archaeology and ethnicity, and especially regional identity, has been questioned (cf. Fox 2015:23; Gaudreau and Lesage 2016:9-12; Ramsden 2016:124). Recent considerations of Indigenous sources on cultural history have led to the understanding that,

prior to the 16th century, the north shore of Lake Ontario was co-habited by more mobile Anishnaabeg populations (Kapyrka 2018) who have not been represented in previous analyses of the archaeological record and who most likely have left a more ephemeral archaeological record than that of more densely populated agricultural settlements. The apparent void of permanent settlement along the north shore of Lake Ontario continued through the first half of the 17th century; however, this does not preclude the occupation of the region by mobile Anishnaabeg peoples.

In 1649, the Seneca and Mohawk led a campaign into the north shore of Lake Ontario and dispersed the Huron-Wendat, Tionontate (Petun), and Attiwandaron (Neutral) Nations, and the Seneca established dominance over the region (Heidenreich 1978). Specifically, the study area would have been in the catchment of the settlement of Teiaiagon (Williamson 2008:50). This permanently occupied settlement on the north shore of Lake Ontario was of great strategic importance, being situated at the natural landfall for one of the branches of the Toronto Carrying Place portage route up to Lake Simcoe (Williamson 2008:50-52). The settlement was also of great economic importance, serving as a staging point on the north shore of Lake Ontario for Seneca fur trappers *en route* to and from New York State (Konrad 1981).

By 1690, Ojibwa speaking people had begun moving south into the lower Great Lakes basin (Konrad 1981; Rogers 1978). In particular, the Mississauga Nations gained dominance in the region, occupying the former Seneca settlement of Teiaiagon at Baby Point in Toronto (Benn 2008:53). The Mississauga economy since the turn of the 18th century focused on fishing and the fur trade, supplemented by agriculture and hunting (Mississaugas of the New Credit First Nation n.d.).

Since contact with European explorers and immigrants, and, later, with the establishment of provincial and federal governments (the Crown), the lands within Ontario have been included in various treaties, land claims, and land cessions. Following the American War of Independence (1775-1783), the British government began negotiations with Indigenous Nations to secure land for trade routes and settlement. Though not an exhaustive list, Morris (1943) provides a general outline of some of the treaties within the Province of Ontario from 1783 to 1923. However, earlier treaties were made between Indigenous Nations and the Crown such as the 1701 Albany Deed (Six Nations of the Grand River n.d., Government of Canada 2013). It is difficult to exactly delineate treaty boundaries today and treaties often had varying degrees of geographic detail depending on their date or the ultimate purpose of the treaty. An approximate outline of the treaty lands described by Morris (1943) is provided in Figure 2.

The study area is situated in the limits of the 1805 Toronto Purchase between the English Government (“the Crown”) and the Credit River Mississauga Nation (Government of Canada 2016). The 1805 Toronto Purchase was intended to clarify an earlier 1787 surrender of lands. An approximate outline of the Toronto Purchase, also known as Treaty Number 13 is provided in Figure 2 (identified by the letter “L”) relative to surrounding treaties.

2.2.2 Euro-Canadian Resources

2.2.2.1 York Township

The study area is in the former Township of York, the former County of York. The Euro-Canadian development of the Township of York is largely tied to its proximity to the City of Toronto and to Yonge Street, the main thoroughfare of the 19th century. The survey for the Township of York was initiated in 1791 by Augustus Jones. This survey outlined the boundaries of the township and provided the basic framework for the concessions and lots. Jones originally named the township “Dublin”, but this was changed in 1793 by John-Graves Simcoe, Lieutenant Governor of Upper Canada (Mulvany et al. 1885:77). Separate surveys were later undertaken for the Town Plot of York in the 1790s. A partial survey of the Township of York was undertaken in 1793 by Abraham Iredell. At this time, construction began on a section of Yonge Street between the Town of York at Lake Ontario and Lake Simcoe. The plan of Yonge Street running south to north through the township influenced the layout of concessions and lots. A further survey of the township was completed in 1802 by Deputy Surveyor Johann Stegmann. The concessions were laid out east and west of Yonge Street, one and a quarter mile apart with side roads one and a quarter mile apart, forming 200-acre lots (Kennedy 2013).

When Simcoe landed in Upper Canada in 1792, he was accompanied by the Queen’s Rangers, troops that would be utilized for both military and civic purposes. The rangers provided assistance in the construction of various public works projects including roads and bridges, and they were available for military duties (Magel 1998:22). Under the directions of Simcoe, a party of Queen’s Rangers was instructed to assist Augustus Jones in the survey of Yonge Street from Lake Ontario north to Lake Simcoe. Jones began the survey at the Holland Landing in 1793, working south towards Lake Ontario. The Toronto Carrying Place, an Indigenous trail between the two lakes, existed prior to the survey, and helped to form the basis of the survey. Jones reported to Simcoe on February 20, 1796, that Yonge Street was open from Holland Landing on Lake Simcoe to the Town of York on Lake Ontario (Magel 1998:14).

Following the completion of Yonge Street through the township, 200-acre land grants were advertised for settlement. Early patents were granted in 1796 in the township, with settlement initially occurring along Yonge Street and the lakeshore. Early settlers in the township included United Empire Loyalists, disbanded British officers, and governmental officials (Guillet 1946:38). The first record of a meeting for the Township of York was held on March 4, 1797, and included the Townships of York, Markham, and Vaughan. During the meeting, wardens, assessors, and overseers of highways were elected. The Town of York was included in the Township of York until 1804 (Hart 1968:253).

Early settlements occurred along Yonge Street, as it was the main supply and communication line to the Town of York (Byers 1976:3). From the Town of York moving north, this included the villages of Eglinton, York Mills, Willowdale, and Newtonbrook. Villages also appeared near river crossings where mills and blacksmiths built their businesses. Saw and grist mills were developed along Black Creek, the Don River, and the Humber River, which ran through the township. Because the township was originally heavily forested, sawmills were the initial

industry prior to farming. In 1802, the developing township had two sawmills and one grist mill (Mika and Mika 1983:681-685).

The War of 1812 proved to be beneficial to the Township of York, unlike other townships across Upper Canada that were faced with numerous raids and destruction by American invaders. Because the township was situated directly adjacent to the capital of Upper Canada and the military garrison of York, there was a large demand for food and supplies from the township (Hart 1968:28). Following the War of 1812, the boom that occurred had diminished and development was slowed for 10 years until the arrival of the first wave of immigrants to Upper Canada in 1825. That year, 12,818 immigrants, mostly from the British Isles, came to the County of York by way of the St. Lawrence River (Mulvany et al. 1885:80). The number of immigrants to the county increased each year, to 16,862 in 1826, and to 28,000 in 1828 (Mulvany et al. 1885:80). The Township of York greatly benefitted from the increased yearly influx of arrivals, and by 1833 settlement was occurring in the northern portions of the township (Mitchell 1952:58). The population of the township grew from 1,672 in 1820 to 3,127 in 1830, making it the largest township in the county (Mulvany et al. 1885:80).

In March 1834, the Town of York was incorporated as the City of Toronto, with a population of 9,250 (Hart 1968:63). As the City of Toronto developed to the south, the demand for produce and supplies created in the township increased. This included the need for large amounts of grain, lumber, flour, meat, fruit, milk, and vegetables (Kennedy 2013). Mills continued to develop in the township, from 10 sawmills and one grist mill in 1825 to 25 sawmills, eight grist mills, and two woolen mills by 1851 (Hart 1968:63). The mid-19th century was the peak for mills in the township. Since most of the land had been cleared for farming, the need for sawmills decreased towards the end of the century and the 1850s witnessed a shift in the township from wheat exports to livestock and dairy farming, reducing the need for gristmills (Kennedy 2013).

The Township of York was incorporated on January 1, 1850, following the abolition of districts and the creation of municipalities. The township became part of the United Counties of York, Ontario, and Peel, with meetings held regularly in three hotels at the village of Eglinton (Hart 1968:254-255).

2.2.2.2 City of Toronto

The first planned, official settlement of Toronto came in 1793 when Simcoe arrived (Mika and Mika 1983:539). A survey of the area had been conducted in 1788, and again in 1793 by Alexander Aitken (Aitken 1793). Simcoe declared that Toronto was to be the temporary capital of the area, even before permanent settlement existed, to be eventually replaced by London. However, the Governor-in-Chief of British North America, Baron Dorchester, decided that Toronto was to be capital of Upper Canada. Simcoe obliged and laid out a town site two km east of the existing fort (Hounsom 1970:xv). During Simcoe's weeklong stay at Toronto, he renamed the area York after the Duke of York's victory in Famars. Simcoe attracted farmers to the lands behind the town and began construction of Yonge Street (Coopersmith 1998:19).

Lot Street (originally called Dundas Street, modern day Queen Street) served as the baseline for the original survey of the Town of York in 1793, separating the commercial and industrial sector to the south and the residential sector to the north. More specifically, Lot Street provided the southern boundary for a series of 100-acre (approximately 40 hectares) park lots extending north to present-day Bloor Street. These park lots were given to loyal officials.

The original Town of York was small and comprised a 10-block town with a population of 241. Although the survey of the area had used Lot Street as a baseline, the Town of York was still located considerably south of that street. By 1797, the town had slowly expanded north to Lot Street (Office of Urbanism 2006:11, 21). The town had brick parliament buildings, a church, a market and some shops and taverns by 1812, at which time the population reached about 1,460 (Coopersmith 1998:19). After the War of 1812 ended, both the population and physical development of York grew rapidly. York became an important administrative and commercial centre in a growing and prospering colony. Spreading north and west the town advanced quickly (Phillipotts 1818).

By the 1830s, urban expansion heralded a movement towards speculative building, resulting in increased subdivision of lots, including the park lots to the north of Lot Street (Office of Urbanism 2006:11, 21). By 1832, the Town of York had become Upper Canada's leading economic centre, displacing Kingston (Benn 2006: 7). In 1834 the Town of York was incorporated as the City of Toronto. In 1837 Lot Street was renamed to Queen Street in honour of Queen Victoria (Filey 1997:100; Filey 2010:37).

Another major acceleration in Toronto's development occurred with the completion of the railway in 1851, when Toronto's population had risen to 30,775. The introduction of the railway changed the face of Toronto's downtown and precipitated the expansion of development from the west to the east (Coopersmith 1998:19).

2.2.2.3 Toronto and Nipissing Railway

The Toronto and Nipissing Railway (T&NR) was constructed in 1871. The T&NR line ran between Toronto and Lake Nipissing, to the northeast of the city of Toronto (Boles 2009:2). The railway stations became a focal point for communities in the township because they were the location for the shipment of goods and a transportation point for residents and visitors. The T&NR crossed paths with the Grand Trunk Railway (GTR), completed through the southern portion of the Township of Scarborough in 1856 (Bonis 1965:165), at the Scarborough Junction. The T&NR line sold to the Midland Railway in 1881, then to the GTR in 1894 (York Durham Heritage Railway n.d.).

2.2.2.4 Grand Trunk Railway

The Lakeshore East rail corridor was historically owned by the GTR, which was established in 1852, with the plan of a railway line between Toronto and Montreal. The line was completed through the southern portion of the Township of Scarborough in 1856 (Bonis 1965:165).

2.2.2.5 Historical Mapping Summary

Historical mapping illustrates the development of the City of Toronto and its relationship to the study area over time. Five maps were selected to provide a broad overview of the study area during the 19th century, including landowners and structures: George Phillpotts' map based on his 1818 survey work (Figure 3), John Ownsworth Browne's 1851 map (Figure 4), William Somerville Boulton's 1858 atlas mapping (Figure 5), George Tremaine's 1860 map (Figure 6), and the 1878 historical atlas mapping (Figure 7 to Figure 9). Where landowner names are present on the maps within the study area, they are summarized in Table 2-2 to Table 2-4. Since the 1860 Tremaine's map (Figure 6) and the 1878 historical atlas mapping (Figure 7 to Figure 9) depict larger areas at a smaller scale than the 1858 Boulton atlas mapping (Figure 5), landowner names are not provided within the core of present-day downtown Toronto on those maps.

The Phillpotts 1818 Plan of York (Phillpotts 1818) was reviewed for this Stage 1 archaeological assessment (Figure 3). This map indicates that in 1818 the study area has already been laid out on an orthogonal grid with the establishment of formal streets. The City of Toronto, in 1818 extended from present day Strachan Avenue in the west to present day Parliament Street in the east. People had begun clearing north of present-day Queen Street by 1818, but the land remained largely undeveloped. Land tenure details are not listed on the 1818 map, but overall, the large size of the residential lots would have allowed for various agricultural activities, such as livestock rearing and growing vegetable gardens.

J. O. Browne's 1851 *Map of the Township of York* was reviewed for this Stage 1 archaeological assessment (Figure 4). The map indicates that by 1851, the study area was more developed with city blocks established. Land tenure details are not listed on the 1851 map, but potential features of interest are depicted, including the Garrison, Osgoode Hall, Moss Park, the Gaol, various taverns, and various schools.

The 1858 Boulton *Atlas of the City of Toronto* and vicinity was reviewed for this Stage 1 archaeological assessment (Figure 5). The 1858 atlas indicates that that study area was becoming more urbanized, with the orthogonal grid extending east of the Don River. Land tenure details are available for some parcels depicted on the 1858 map, but predominantly labels areas of interest, including churches, government buildings, and foundries. The Boulton 1858 atlas does not cover the full extent of the study area. Land tenure details for areas covered by the atlas are included below in Table 2-2.

Table 2-2. Landowner Information from 1858 for the Study Area

Lot	Concession	Landowner	Features
Park Reserve	Broken Front	Not applicable (n/a)	Engine house, turntable, woodshed
25	Broken Front	Captain Dick	Various unnamed structures
24	Broken Front	n/a	Methodist Chapel
23	Broken Front	Sir John Beverley Robinson	Methodist Chapel Station House Engine House
13	I from the Bay	n/a	St. Patrick's Market
11	I from the Bay	n/a	Osgoode Hall
21	Broken Front	n/a	Knox's Church
9	I from the Bay	n/a	Jameson's Lumber Yard
8	I from the Bay	n/a	Metal works Church
6	I from the Bay	n/a	Scottish Presbyterian Church
5	I from the Bay	C.W. Allan Esquire	Moss Park
18	Broken Front	n/a	Various unnamed structures Metal works East Toronto Brewery St. Lawrence Foundry Jail
17	Broken Front	n/a	Gooderham's Wharf
15	Broken Front	n/a	Don Passenger Station Freight Depot Unnamed bridge

Tremaine's 1860 map of County of York, Canada West (Tremaine 1860) was reviewed for this Stage 1 archaeological assessment (Figure 6). This map indicates that in 1860 the study area included a number of historic features (e.g., farmsteads, churches, schools) and historic transportation routes. Land tenure details from Tremaine's 1860 map are summarized in Table 2-3.

Table 2-3. Landowner Information from 1860 for the Study Area

Lot	Concession	Landowner	Features Within Study Area
12	I from the Bay	John Cornish John Thompson J.M.	None indicated None indicated None indicated
13	I from the Bay	J.L. H. Blong D.B. J.P. n/a T. Dury	None indicated None indicated None indicated None indicated None indicated
14	I from the Bay	n/a James Boulton S.S. James Manning	Leslieville None indicated None indicated None indicated
11	II from the Bay	R.E.J. & E. Playter	None indicated
12	II from the Bay	Thomas Helliwell	None indicated
13	II from the Bay	Assignees of Joseph Helliwell	None indicated
14	II from the Bay	Assignees of Joseph Helliwell Eastwood Estate	None indicated None indicated
15	II from the Bay	William Meath William Berry John Taylor & Brothers	Primitive Methodist Church None indicated Paper mill, house
9	III from the Bay	John Taylor & Brothers William Graham	None indicated None indicated
10	III from the Bay	John Taylor & Brothers	None indicated
11	III from the Bay	John Taylor & Brothers	None indicated
12	III from the Bay	William Lea	None indicated
13	III from the Bay	William Lea John Lea	None indicated None indicated
14	III from the Bay	John Walmsley	None indicated
1	III East of Yonge	Mrs. Dallimore	Farmhouse
2	III East of Yonge	John Taylor & Brothers	None indicated

The 1878 *Illustrated Historical Atlas of County of York* (Miles & Co. 1878) was also reviewed (Figure 7 to Figure 9). This map illustrates the increased settlement in the Township of York in and around the study area. The map indicates a number of historic features and transportation routes in the study area. Land tenure details from the 1878 map are summarized in Table 2-4.

Table 2-4. Landowner Information from 1878 for the Study Area

Lot	Concession	Landowner	Features
12	I from the Bay	John Mills	Farmhouse
13	I from the Bay	J & G Logan Ambrose Rudd Daniel Brookes James Pape John Davy J. Schnudle N.K. Bain John Mills	None indicated None indicated None indicated None indicated None indicated None indicated None indicated None indicated
14	I from the Bay	n/a Thomas Mitchell	Leslieville None indicated
11	II from the Bay	Bernard Sommers John Hamilton Garrett Franklin N. Rudd	House House House House, none indicated
12	II from the Bay	Helliwell Estate	None indicated
13	II from the Bay	William Helliwell Thomas Taylor	None indicated None indicated
14	II from the Bay	Thomas Taylor Thomas Smit Henry Davy P. Seward	Farmhouse, none indicated None indicated None Indicated None indicated
15	II from the Bay	George Taylor James Adair David Smith	None indicated, farmhouses (2), orchard House Primitive Methodist church, house
9	III from the Bay	John H. Taylor & Brothers Thomas Magher	None indicated Driveway
10	III from the Bay	Thomas Taylor	None indicated
11	III from the Bay	Thomas Taylor	Paper Mill
12	III from the Bay	William Lea	Woodlot
13	III from the Bay	William Lea John Lea	None indicated None indicated

Lot	Concession	Landowner	Features
14	III from the Bay	John Lea	None indicated
1	III	Thomas Taylor	Farmhouse, orchard
2	III	George Taylor	None indicated

In discussing the late 19th century historical mapping, it must be remembered that historical county atlases were produced primarily to identify factories, offices, residences, and landholdings of subscribers and were funded by subscription fees. Landowners who did not subscribe were not always listed on the maps (Caston 1997:100). As such, all structures were not necessarily depicted or placed accurately (Gentilcore and Head 1984).

While the historical mapping itself may not be entirely accurate, their inclusion in the report allows for a more fulsome understanding of the study area and its environs. The landowner and structure data, as presented in Table 2-2 to Table 2-4, have been consulted and analyzed, with the results of this research aiding in the identification of properties which may or may not retain archaeological potential. These maps are considered as a guide for archaeological potential within a study area but are not relied upon in their entirety due to their inherent inaccuracies.

Review of historical mapping also has inherent accuracy difficulties due to potential error in geo-referencing. Geo-referencing is conducted by assigning spatial coordinates to fixed locations and using these points to spatially reference the remainder of the map. Due to changes in “fixed” locations over time (e.g., road intersections), errors/difficulties of scale and the relative idealism of the historical cartography, historical maps may not translate accurately into real space points. This may provide obvious inconsistencies during the historical map review.

A number of Fire Insurance Plans were reviewed as part of the historic map review for this project (where available) dating from 1880 to 1903 (City of Toronto 1998-2021; Figure 10.1 to Figure 13.12). Fire Insurance Plans offer a glimpse into the built environment of the study area. They can indicate the locations of individual structures, the methods and materials used in the construction of individual structures (e.g., wood, brick, type of roof), and occasionally the use or function of individual structures (e.g., woodsheds, foundries, breweries). Colours were assigned to structures according to their building materials. For example, brick buildings were coloured red, stone buildings were coloured blue, wooden buildings were coloured yellow, and barns or sheds were coloured black. The review of multiple Fire Insurance Plans can also demonstrate the ways which streets, wards and city boundaries were defined, expanded and in some cases even eradicated, providing insight into the city’s growth throughout the late 1800s (Goad 1984).

These maps can provide otherwise unavailable information concerning the precise location of structures or features which may now exist as part of the archaeological record. Much of the study area was historically occupied by residences throughout the late 19th and into the early 20th centuries. Most of these properties have small structures indicated at the rear of the

property which would have been used as privies, latrines, cisterns, wells, or a combination of these.

2.3 Archaeological Context

2.3.1 The Natural Environment

The study area is situated in the Iroquois Plain physiographic region, within sandplain, bevelled till plain, beach, and shorecliff landforms, and in the South Slope physiographic region within a drumlinized till plain landform.

The Iroquois Plan physiographic region is a lowland bordering Lake Ontario that constitutes the former nearshore of glacial Lake Iroquois. The shoreline is typically well defined by cliffs, bars, beaches, and boulder pavement. Shallow lacustrine deposits generally characterize the plain. The sandy soils of this region were preferred for early agricultural settlement and the former bars across river mouths have historically been a valuable resource for sand pits (Chapman and Putnam 1984:190-193).

The South Slope physiographic region constitutes the southern aspect of the Oak Ridges Moraine. The region has an average breadth of approximately 10 km to 11 km, with an average elevation of between approximately 800 feet (244 m) and 1,000 feet (305 m) above sea level and spans from the Niagara Escarpment in the west to the Trent River in the east (Chapman and Putnam 1984:172-174).

Till plains are large expanses of unstratified glacial drift deposited by glaciers and consisting of clay, sand, gravel, or boulders intermixed in any proportion (Department of Agriculture 1976:40). The till plain in the study area was exposed, following the retreat of the Laurentian glacier's Ontario lobe (Karrow and Warner 1990:15).

Sand plains, beaches, and shorecliffs are glaciolacustrine features. Sand plains are deposited by higher energy, shallow waters. Beaches and shorecliffs indicate former lakeshores (Karrow and Warner 1990:5). The sand plain in the study area likely corresponds to the proglacial Lake Iroquois lakebed as well as a former lagoon at the Don River's mouth (Chapman and Putman 1984:192). The shorecliffs in the study area are weakly developed (Chapman and Putnam 1984).

The study area is underlain by a variety of quaternary deposits (Ontario Geological Survey 2010). These are summarized in Table 2-5. The study area also includes the former Lake Iroquois shorecliff.

Table 2-5. Surficial Geology Underlying Study Area

Deposit Type	Description	Primary Texture	Secondary Texture
Till	Older (may include stratified deposits)	Undifferentiated	Undifferentiated
	Stone-free on Paleozoic terrain	Silt	Sand
Coarse-textured glaciolacustrine	Foreshore and basinal	Sand and gravel	Silt and clay
Modern alluvial	n/a	Clay, silt, sand, gravel	Organic

Soils in the study area consist of unclassified soils, Bottom Land, Jeddo clay loam, Fox sandy loam, and Oneida clay loam (Department of Agriculture 1954). A large part of the City of Toronto would have historically consisted of a variety of soils; however, subsequent urban and suburban development has resulted in many of the natural soils being obscured by development activities and they are presently unidentifiable (Department of Agriculture 1954).

Bottom Land soil occurs in low-lying areas along stream courses, which are subject to flooding. These soils are immature with very little horizon differentiation. The drainage is variable but is typically poor. The profile colour is typically deep dark to black in colour underlain by greyish material. These soils are naturally vegetated by willow, elm, and cedar as well as bulrushes, sedges, and marsh grasses (Hoffman and Richards 1955:76).

Jeddo clay loam is a poorly drained soil and occurs on smooth, very gently sloping topography. Jeddo clay loam is typically derived from a clay till parent material however in places the till parent material is intermixed with lacustrine material. This soil is naturally vegetated by elm, ash, and cedar (Hoffman and Richards 1955: 42-43).

Fox sandy loam is developed on well-sorted sandy outwash material and has a medium lime content. The soil is well-drained and occurs on smooth, gently sloping topography. It has a low organic content and is prone to wind erosion when left uncovered (Hoffman and Richards 1955:50-51).

Oneida clay loam occurs on smooth, moderately sloping topography and is well-drained because of the rapid run-off. The soil is developed from shale and limestone rich till materials and the topography is created by dissection by stream courses. The natural vegetation consists of oak, sugar maple, pine, beech, and elm (Hoffman and Richards 1955:40).

The study area is close to several watercourses: Garrison Creek, Russell Creek, Taddle Creek, and the Don River (Lost Rivers n.d.).

2.3.2 Pre-contact Indigenous Resources

It has been demonstrated that Indigenous people began occupying southern Ontario as the Laurentide glacier receded, as early as 9000 Before Common Era (BCE) (Ferris 2013:13). Much of what is understood about the lifeways of these Indigenous peoples is derived from archaeological evidence and ethnographic analogy. In Ontario, Indigenous culture prior to the period of contact with European peoples has been distinguished into cultural periods based on observed changes in material culture. These cultural periods are largely based in observed changes in formal lithic tools; these cultural periods are Early Paleo, Late Paleo, Early Archaic, Middle Archaic and Late Archaic. Following the advent of ceramic technology in the Indigenous archaeological record, cultural periods are Early Woodland, Middle Woodland, and Late Woodland, based primarily on observed changes in formal ceramic decoration. These cultural periods do not necessarily represent specific cultural identities but are a useful paradigm for understanding changes in Indigenous culture through time. The current understanding of Indigenous archaeological culture relevant to the study area is summarized in Table 2-6, based on Ellis and Ferris (1990).

Table 2-6. Generalized Pre-contact Indigenous Cultural Chronology for Southern Ontario

Cultural Period	Characteristics	Time Period	Comments
Early Paleo	Fluted Projectiles	9000 - 8400 BCE	Spruce parkland/caribou hunters
Late Paleo	Hi-Lo Projectiles	8400 - 8000 BCE	Smaller but more numerous sites
Early Archaic	Kirk and Bifurcate Base Points	8000 - 6000 BCE	Slow population growth
Middle Archaic	Brewerton-like points	6000 - 2500 BCE	Environment similar to present
Late Archaic	Lamoka (narrow points)	2500 - 1800 BCE	Increasing site size
	Broad Points	1800 - 1500 BCE	Large chipped lithic tools
	Small Points	1500 - 1100 BCE	Introduction of bow hunting
Terminal Archaic	Hind Points	1100 - 950 BCE	Emergence of true cemeteries
Early Woodland	Meadowood Points	950 - 400 BCE	Introduction of pottery
Middle Woodland	Dentate/Pseudo-Scallop Pottery	400 BCE – 500 Common Era (CE)	Increased sedentism
	Princess Point	550 – 900 CE	Introduction of corn
Late Woodland	Early Late Woodland	900 – 1300 CE	Emergence of agricultural villages

Cultural Period	Characteristics	Time Period	Comments
	Middle Late Woodland	1300 – 1400 CE	Long longhouses (100m +)
	Late Late Woodland	1400 – 1650 CE	Tribal warfare and displacement

Between 9000 and 8000 BCE, Indigenous populations were sustained by hunting, fishing, and foraging and lived a relatively mobile existence across an extensive geographic territory. Despite these wide territories, social ties were maintained between groups. One method, in particular, of maintaining social ties was through gift exchange, evident through exotic lithic material documented on many sites (Ellis 2013:35-40).

By approximately 8000 BCE, evidence exists and becomes more common for the production of groundstone tools such as axes, chisels, and adzes. These tools themselves are believed to be indicative, specifically, of woodworking. This evidence can be extended to indicate an increase in craft production and arguably craft specialization. This latter statement is also supported by evidence, dating to approximately 7000 BCE of ornately carved stone objects, which would be laborious to produce and have explicit aesthetic qualities (Ellis 2013:41). This is indirectly indicative of changes in social organization that permitted individuals to devote time and effort to craft specialization.

Since 8000 BCE, the Great Lakes basin experienced a low-water phase, with shorelines significantly below modern lake levels (Stewart 2013: Figure 1.1.C). It is presumed that the majority of human settlements would have been focused along these former shorelines. At approximately 6500 BCE, the climate had warmed considerably since the recession of the glaciers and the environment had grown more similar to the present day. Evidence exists at this time for an increase in population and the contraction of group territories. By approximately 4500 BCE, evidence exists from southern Ontario for the utilization of native copper (naturally occurring pure copper metal) (Ellis 2013:42). The known origin of this material along the north shore of Lake Superior indicates the existence of extensive exchange networks across the Great Lakes basin.

At approximately 3500 BCE, the isostatic rebound of the North American plate following the melt of the Laurentide glacier had reached a point that it significantly affected the watershed of the Great Lakes basin. Prior to this, the Upper Great Lakes had drained down the Ottawa Valley through the French-Mattawa river valleys. Following this shift in the watershed, the drainage course of the Great Lakes basin had changed to its present course, down the St. Clair, Niagara, and St. Lawrence rivers. This also prompted a significant increase in the water level to approximately modern levels (with a brief high-water period); this change in water levels is believed to have occurred catastrophically (Stewart 2013:28-30). This change in geography coincides with the earliest evidence for cemeteries (Ellis 2013:46). By 2500 BCE, the earliest evidence exists for the construction of fishing weirs (Ellis et al. 1990: Figure 4.1). Construction of these weirs would have required a large amount of communal labour and are indicative of the continued development of social organization and communal identity. The large-scale procurement of food at a single location also has significant implications for permanence of

settlement within the landscape. This period is also marked by further population increase and by 1500 BCE evidence exists for substantial permanent structures (Ellis 2013:45-46).

By approximately 950 BCE, the earliest evidence exists for populations using ceramics. Populations are understood to have continued to seasonally exploit natural resources. This advent of the ceramic technology correlated, however, with the intensive exploitation of seed foods such as goosefoot and knotweed as well as mast such as nuts. The use of ceramics implies changes in the social organization of food storage as well as in the cooking of food and changes in diet. Fish also continued to be an important facet of the economy at this time. Evidence continues to exist for the expansion of social organization (including hierarchy), group identity, ceremonialism (particularly in burial), interregional exchange throughout the Great Lakes basin and beyond, and craft production (Williamson 2013:48-54).

By approximately 550 CE, evidence emerges for the introduction of maize into southern Ontario. This crop would have initially only supplemented Indigenous peoples' diet and economy (Birch and Williamson 2013:13-14). Maize-based agriculture gradually became more important to societies and, by approximately 900 CE, permanent communities emerge that were primarily focused on agriculture and the storage of crops, with satellite locations oriented toward the procurement of other resources such as hunting, fishing, and foraging. By approximately 1250 CE, evidence exists for the common cultivation of historical Indigenous cultigens, including maize, beans, squash, sunflower, and tobacco. These communities living within the region of the study area are believed to have possessed many cultural traits similar to the historical Indigenous Nations (Williamson 2013:55).

The study area is located close to the proposed Late Woodland-period Don River settlement sequence dating from the early 14th century (e.g., the Moatfield site) to the late 15th century (e.g., the Keffer site). Due to the extensive development of the City of Toronto during the 20th century, many sites have been lost from the archaeological record (Birch and Williamson 2013:31-38). Both Huron-Wendat and Anishnaabeg traditional history indicate that the Huron-Wendat and Anishnaabeg cohabited the region of the study area (Kapyrka 2018).

2.3.3 Previous Archaeological Research

In order that an inventory of archaeological resources could be compiled, the registered archaeological site records kept by MHSTCI were consulted. In Ontario, information concerning archaeological sites is stored in the *Ontario Archaeological Sites Database* and maintained by the MHSTCI. In Canada, archaeological sites are registered within the Borden system, a national grid system designed by Charles Borden in 1952. The grid covers the entire surface area of Canada and is divided into major units containing an area that is two degrees in latitude by four degrees in longitude. Major units are designated by upper case letters. Each major unit is subdivided into 288 basic unit areas, each containing an area of 10 minutes in latitude by 10 minutes in longitude. The width of basic units reduces as one moves north due to the curvature of the earth. In southern Ontario, each basic unit measures approximately 13.5 km east-west by 18.5 km north-south. In northern Ontario, adjacent to Hudson Bay, each basic unit measures approximately 10.2 km east-west by 18.5 km north-south. Basic units are designated by lower case letters. Individual sites are assigned a unique, sequential number as they are

registered (Borden 1952). These sequential numbers are issued by the MHSTCI who maintain the *Ontario Archaeological Sites Database*. The study area is located in Borden Blocks AkGu and AjGu.

Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy Act* (Government of Ontario 1990c). The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to 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.

2.3.3.1 Archaeological Sites

The *Ontario Archaeological Sites Database* has 83 archaeological sites that are registered within a 1 km radius around and within the study area (Government of Ontario 2021a). These sites are listed below in Table 2-7. Sites in **bold** are located 300 metres (m) or less from the study area. Sites also in *italics* are located 50 m or less from the study area. Sites marked with an asterisk are located in the study area. All of these sites, located less than 300 m from the study area, are summarized below.

Table 2-7. Registered Archaeological Sites Registered within 1 km of the Study Area

Borden Number	Site Name	Site Type	Cultural Affiliation
AjGt-2	Leslieville Public School	Market, school	Euro-Canadian
AjGu-13	Fort Rouille	Campsite, fort	Indigenous (Pre-contact), Euro-Canadian
AjGu-15	Front Street	Undetermined	Euro-Canadian
AjGu-16	Thornton Blackburn	Campsite, house	Indigenous (Late Woodland period); Afro-Canadian
AjGu-17	St. James Cathedral	Cemetery	Euro-Canadian
AjGu-19	Mackenzie House	Homestead, house	Euro-Canadian
AjGu-21	Navy Wharf	Wharf/pier/dock	Euro-Canadian
AjGu-22	South Ryerson School	Farmstead, school	Euro-Canadian
AjGu-23	Esplanade Crib	Railway	Euro-Canadian
AjGu-24	Furniss Water Works Wharf	Wharf/pier/dock	Euro-Canadian
AjGu-25	1894 Landfill	Dump	Euro-Canadian

Borden Number	Site Name	Site Type	Cultural Affiliation
AjGu-26	Historic Fort York	Fort	Indigenous (Pre-contact), Euro-Canadian
AjGu-27	George Brown House	House, residential	Euro-Canadian
AjGu-28	Elgin-Winter Garden Theatre	Well	Euro-Canadian
AjGu-29	Trinity-Bellwoods	House, park	Euro-Canadian
AjGu-34	n/a	Railway	Euro-Canadian
AjGu-35	J.G. Worts Residence	Homestead	Euro-Canadian
AjGu-36	Court House Square	Fire Brigade Hall, Mechanic's Institute, midden	Euro-Canadian
AjGu-37	Farr	Homestead	Euro-Canadian
AjGu-39	St. Paul's Catholic Cemetery	Cemetery, burial	Euro-Canadian, Indigenous (Middle Archaic period)
*AjGu-41	Parliament	Building, administrative	Euro-Canadian
<i>AjGu-46</i>	<i>n/a</i>	<i>Mill</i>	<i>Euro-Canadian</i>
AjGu-48	The Grange	House	Euro-Canadian
AjGu-49	Bishop's Block	Townhouse	Euro-Canadian
AjGu-50	Ontario Heritage Centre	Building	Euro-Canadian
AjGu-51	Toronto Hospital	Fever shed, hospital, outbuilding	Euro-Canadian
AjGu-54	Barchard Box Factory	Manufacturing	Euro-Canadian
AjGu-55	Bala Subdivision Track Supports	Transportation	Euro-Canadian
*AjGu-56	Grand Trunk Bridge Abutments	Transportation	Euro-Canadian
*AjGu-57	Pilings next to Service Bridge	Transportation	Euro-Canadian
AjGu-58	Old Don Jail	Jail	Euro-Canadian

Borden Number	Site Name	Site Type	Cultural Affiliation
AjGu-60	<i>n/a</i>	Residential	Euro-Canadian
*AjGu-61	Toronto Lime Kiln Works	Homestead	Euro-Canadian
AjGu-62	John Bugg Stores	Other	Euro-Canadian
AjGu-63	<i>n/a</i>	<i>Manufacturing, residential, store, workshop</i>	<i>Euro-Canadian</i>
*AjGu-64	Lime Kiln Works Site	Industrial lime kiln, house	Euro-Canadian
AjGu-65	Bright-Barber	Residential	Euro-Canadian
AjGu-66	Smith-Barber	Undetermined	Euro-Canadian
AjGu-67	West Market Square (AjGu-67)	Hotel	Euro-Canadian
AjGu-68	<i>Bell</i>	<i>Homestead</i>	<i>Euro-Canadian</i>
AjGu-70	15-19 Beverley Street site	Undetermined	Euro-Canadian
AjGu-71	<i>n/a</i>	Undetermined	Euro-Canadian
AjGu-72	32 Camden Street	Residential	Euro-Canadian
AjGu-74	Queen's Wharf Station	Wharf	Euro-Canadian
AjGu-75	<i>n/a</i>	Undetermined	Euro-Canadian
AjGu-77	The Alverthorpe Site	House, inn	Euro-Canadian
AjGu-79	<i>Lowry-Hannon</i>	<i>Residential</i>	<i>Afro-Canadian, Irish</i>
AjGu-80	Allan Gardens	Pathway, trail	Euro-Canadian
AjGu-81	Dollery	Residential	Euro-Canadian
AjGu-82	King-Caroline	Commercial, residential, industrial	Euro-Canadian
AjGu-83	St. Mary's Church	Church/chapel	Euro-Canadian
AjGu-84	AjGu-84	Undetermined	Undetermined
AjGu-85	Berkeley House	Residential	Euro-Canadian
AjGu-86	Jarvis Allan	Undetermined	Euro-Canadian
AjGu-87	<i>Richmond H1 Sit</i>	<i>House</i>	<i>Euro-Canadian</i>

Borden Number	Site Name	Site Type	Cultural Affiliation
AjGu-88	n/a	Homestead, residential	Euro-Canadian
AjGu-89	Old Upper Canada College	School	Euro-Canadian
AjGu-90	Squire	Manufacturing, residential	Euro-Canadian
AjGu-91	Armoury Street Ward Block	Neighbourhood	Black, African-Canadian, Jewish, Italian, Chinese, Irish
AjGu-92	St. Lawrence Market	Market	Euro-Canadian
AjGu-93	Jack Cooper Lane Parking Lot	Rear yard of urban building lot	Euro-Canadian
AjGu-94	Britain St. Site	Burial	Euro-Canadian
AjGu-95	Esplanade Crib & Wharves	Crib Wall & Commercial/Industrial uses., railway, wharf	Euro-Canadian
AjGu-96	Queen Street West Parking Lot Site	Residential	Euro-Canadian
AjGu-98	City Corporation Wharf	Wharf	Euro-Canadian
AjGu-103	St. Andrew's Market	Market	Euro-Canadian
AjGu-104	Wharves 26-28	Wharf	Euro-Canadian
AjGu-105	297 George Street	House, outbuilding	Euro-Canadian
AjGu-106	Duke of Cambridge	Hotel	Euro-Canadian
AjGu-107	360 Richmond Street East Site	House	Euro-Canadian
AjGu-108	The Esplanade - Church Street	Shore wall	Euro-Canadian
AjGu-109	Connor	Residential	Irish
AjGu-111	Yonge Street Wharf	Wharf	Euro-Canadian
AjGw-391	n/a	Findspot	Indigenous (Pre-contact)
AjGw-511	n/a	Findspot	Indigenous (Pre-contact)

Borden Number	Site Name	Site Type	Cultural Affiliation
AkGt-52	Sauriol	Undetermined, dump, homestead	Indigenous (Woodland period), Euro-Canadian
AkGu-1	Withrow	Burial	Indigenous (Pre-contact)
AkGu-7	Don Valley Brick Works	Undetermined	Undetermined
AkGu-40	Todmorden Mills	Building, agricultural, homestead, mill	Euro-Canadian
AkGu-59	Don Valley Brick Works	Building, manufacturing	Euro-Canadian
AkGu-74	House of Industry	Manufacturing	Euro-Canadian
AkGu-325	Thornccliffe Site	Undetermined	Indigenous (Middle Woodland period)
AkGv-322	Langstaff GP	Undetermined	Euro-Canadian

The Thornton Blackburn site (AjGu-16) was first identified in 1985 by the Toronto Board of Education's Archaeological Research Centre. Limited evidence of Late Woodland Indigenous material was recorded in the form of chert and ceramic artifacts; however, the main section of the archaeological site consists of a portion of the house and stable built by Thornton and Lucie Blackburn in 1834 and 1838, respectively. The Blackburns had escaped from slavery in Kentucky and were well-known members of the African American community in Toronto in the mid- to late-19th century (Government of Ontario 2021a). Stage 4 monitoring and excavation of the Thornton Blackburn site (AjGu-16) was conducted in 2011 due to utilities installation and grade alterations associated with the Inglenook Community School yard improvements. The Stage 4 monitoring did not result in the discovery of additional archaeological resources or result in the impact of known archaeological resources. The Stage 4 excavation identified a series of cut features associated with fence lines or other modern activities, as well as, likely, the southwest corner of the Thornton residence. Following the Stage 4 monitoring and excavation at the Thornton Blackburn site (AjGu-16), no further assessment or mitigation was required, and the area was considered clear of further archaeological potential (Government of Ontario 2021a).

The St. James Cathedral Site (AjGu-17) was first recorded in 1998 during a Stage 1-2 archaeological investigation of the lands surrounding St. James' Cathedral. An area of an asphalted parking lot and adjacent lawns was identified as the cemetery site. The area was excavated, and the partial remains of 10 individuals were recovered (previous construction activity had disturbed the internments). No information in the church archives could be found regarding these burials. All the burials were associated with coffins, and 1849 artifacts were recovered associated with the remains and surrounding fill. It is inferred that the burials date to

between 1850 and 1874 and no further assessment or mitigation was recommended (Government of Ontario 2021a).

The Mackenzie House site (AjGu-19) was first recorded in 1985 during monitoring of drainage repair work conducted by Toronto Historical Board. During the monitoring, original drainage pipes, miscellaneous fill artifacts, fence posts, window case footings, and an unidentified brick structure were documented. The surrounding lawn of Mackenzie House was determined to be primarily fill and no further assessment was recommended (Government of Ontario 2021a).

Historic Fort York (AjGu-26) is a National Historic Site and has been subject to nine separate archaeological assessments since 2011. The site is managed by the Museums Section and Cultural Assets section of the Culture Division of the City of Toronto. The British military fort was in use between *circa* 1790 and 1930 and hundreds of thousands of artifacts have been recovered during past assessments. Historic Fort York (AjGu-26) covers an area of approximately 26 hectares that includes the military fort, associated earthworks, and open park lands. The area is fully urbanized and several buildings, parking lots, railway lands are present. The Garrison nursery has been subjected to landscaping and infilling activities for decades; hence, there are numerous cases of archaeological monitoring. Potential future impacts to the site will be specific to the needs of maintaining a National Historic site for the purpose of conservation and public interpretation (Government of Ontario 2021a).

The Elgin-Winter Garden Theatre site (AIGu-28) was identified in 1988 when the Ontario Heritage Trust excavated a red brick well during restoration activities. Over 500 artifacts dating to the 19th and early 20th century were recovered. The Elgin-Winter Garden Theatre was subsequently reopened and boasts the world's largest collection of vaudeville scenery – hand-painted flats and drops dating from 1913 (Ontario Heritage Trust n.d.). No further archaeological assessment was recommended (Government of Ontario 2021a).

The J.G. Worts Residence site (AjGu-35) was identified in 1996 when a total of 26 artifacts were recovered during Stage 2/3 archaeological assessment at the Gooderham and Worts Distillery City of Toronto. The artifact assemblage from the homestead site included glass, brick, marble, metal, ceramic, pipe stems, and bone (Government of Ontario 2021a).

The Court House Square site (AjGu-36) was identified in 1996 in an urban park with landscaping and lawns in a busy downtown area surrounded by streets. A trench was hand excavated and approximately 7,000 artifacts were recovered from a midden dating to the mid-19th century. The midden may be associated with the former Fire Brigade Hall and Mechanic's Institute, and the material deposited *circa* 1875. Possible evidence of a fire in 1849 was also observed (Government of Ontario 2021.a).

The Parliament Site (AjGu-41) was first identified in 2001 by ASI on behalf of the City of Toronto Heritage Planning at the request of the local heritage advocacy group, Citizens for the Old Town. The site was initially identified as the remains of the 1st and 2nd Houses of Parliament. Subsequent excavations on the site have also identified remains of the 3rd Home District Gaol, as well as remains of the Consumers' Gas works which occupied the site until the 1960s. The site is a designated Provincial Heritage Property of Provincial Significance and has been recommended for Stage 4 mitigation. The Parliament Site (AjGu-41) is in the study area limits.

AjGu-46, also known as the Gooderham and Worts Windmill Site was identified in 2003 during monitoring activities in the Gooderham and Worts Heritage Precinct. Although no artifacts were recovered, two intact but discontinuous sections of windmill foundation were recorded (Government of Ontario 2021a). No further work was recommended.

The Bishop's Block site (AjGu-49) was first identified in 1987 when Stage 2 test trenching identified 19th century townhouse features that had been capped by an asphalt parking lot. Subsequent Stage 4 salvage excavation consisting of six trenches documented the changing landscape on Adelaide Street from a semi-rural, upper middle-class range of single-family homes to a fully urban, working-class enclave of boarding houses and commercial businesses by the early 20th century (Government of Ontario 2021b).

The Ontario Heritage Centre (AjGu-50) is a building designated as a National Historic Site for its historical and architectural significance, owned and operated by the Ontario Heritage Trust. Built in 1908, the four-story building was identified as an archaeological site in 2006 when below-grade waterproofing activities were needed. Investigation focused to determine the existence or absence of buried window wells along the south foundation of the building. It was determined that at least one window well dating to 1908 is intact. All features were retained *in situ* (Government of Ontario 2021a).

The Toronto Hospital site (AjGu-51) was first identified in 2006 following Stage 2 test trenching of what was the front grounds and gardens of the Toronto Hospital. A second Stage 2 archaeological assessment expanded the site area into the adjacent property in 2018, and five separate Stage 4 excavations have been conducted between 2006 and 2019 in response to various development projects. The site includes the remains of the hospital building, outbuildings, and fever sheds from operations up to 1860, as well as features from post-1870 when row houses were on the property (Government of Ontario 2021a).

The Barchard Box Factory site (AjGu-54) was identified in 2007 during a Stage 2 archaeological assessment. Five test trenches investigated the property where the Barchard Box Factory had been in addition to a lumber shed and associated manufacturing features (lumber pile and wood turning). Over 150 artifacts were recovered, however, previous long-term demolition, grading, filling, and redevelopment of the site area had severe impacts on potentially significant archaeological resources and no further work was recommended (Government of Ontario 2021a).

The Bala Subdivision Trac Supports site (AjGu-55) was excavated in 2006 under the project direction of Catherine Crinnion (P019). The site was identified during the demolition of the raised Bala Subdivision track for the construction of a n underpass. The site consisted of a total of 31 wooden pilings tangling in diameter from 28-41 cm. This site has been recommended as not requiring further archaeological assessment.

The Grand Trunk Bridge Abutments site (AjGu-56) was excavated in 2006 under the project direction of Catherine Crinnion (P019). The site consisted of the west bank abutments stones from the former Grand Trunk railway bridge over the Don River. This site was recommended as not requiring further archaeological assessment.

The Pilings next to Service Bridge site (AjGu-57) was excavated in 2006 by Catherine Crinnion (P019). The site consisted of wooden pilings which were part of either a former river shoring/diversion or a previous bridge support and were interpreted to date to the early 20th century. This site has been recommended as not requiring further archaeological assessment.

AjGu-60, also known as the Queen and Portland Site, was identified in 2008. Over 9,000 artifacts were recovered from the site, as well as hydrocarbon concentration contaminations were also observed (Government of Ontario 2021a).

The Toronto Lime Kiln Site (AjGu-61 and AjGu-64) has two Borden numbers assigned from reported 2008 and 2009 archaeological assessments, respectively. The Stage 2 and 3 trench excavations identified residential and industrial remains associated with the Toronto Lime Kiln (circa 1830-1890). The Toronto Lime Kiln Site (AjGu-61 and AjGu-64) was partially excavated and then protected with geotextile and uniform fill below a parking lot so that the identified features remain intact. Further work within the site area will require further archaeological assessment (Government of Ontario 2021a). The Toronto Lime Kiln Site (AjGu-61 and AjGu-64) is located in the current study area.

AjGu-63 was identified in 2009 during Stage 2 archaeological assessment of the property. A subsequent Stage 4 archaeological excavation resulted in the recovery of over 20,000 19th century artifacts and the remains of manufacturing, workshop, small commercial, and residential features. A modern builder's trench had destroyed most of the western half of the site, but the rest was fully excavated. No further archaeological assessment was recommended (Government of Ontario 2021a).

The Bright-Barber site (AjGu-65) was identified in 2010 during Stage 2 test excavations. The structural remains on a mid-19th century house occupied by Jane Bright and Charles Barber was observed during test trenching. Stage 4 archaeological salvage excavations was conducted as the site was located on lands severed for roadworks. Limited archaeological material was recovered during the Stage 4 excavation and it was determined that no significant archaeological deposit was present. No further archaeological assessment was recommended (Government of Ontario 2021a).

The Smith-Barber site (AjGu-66) was identified in 2010 during Stage 2 test excavations. The probable remains of a soap and candle factory operated by William Smith, Charles Barber, and others were observed, consisting of demolition debris and mid-19th century refuse associated with the demolition of the factory in the 1860s. A Stage 4 archaeological salvage excavation was conducted by ASI because the site was located on lands severed for roadworks (Government of Ontario 2021a).

The Bell site (AjGu-68) was identified in 2011 during a Stage 2-3 test trenching and further investigated through Stage 4 salvage excavation. The Stage 4 excavation revealed a substantial foundation with three interconnected components dating to the Bell occupation (1840-1864). Thomas Bell first patented the property in 1840 and the Bell site (AjGu-68) represents a mid-19th century urban house of a relatively affluent family. The Stage 4 excavations fully documented the site and no further work was recommended (Government of Ontario 2021a).

The 15-19 Beverley Street site (AjGu-70) was identified in 2011 during a Stage 2-3 test trenching. The Stage 2-3 excavation of Trench A revealed intact archaeological features relating to the early to mid-19th century use of the property. Subsequent Stage 4 excavation resulted in the recovery of over 8,000 artifacts from the 19th century domestic site. The archaeological information recovered from the site suggests that the occupants were of modest economic resources during the second half of the 19th century and into the first quarter of the 20th century. The Stage 4 excavation fully documented the archaeological site and no further work was recommended (Government of Ontario 2021a).

AjGu-71, also known as the 157 Dundas Street East site, was identified in 2011 during a Stage 2-3 test trenching. One wood feature, possibly the remains of a floor or structural beams, was partially exposed in Trench A, indicating early Euro-Canadian use of the study area. Subsequent Stage 4 excavation confirmed the feature to be the partial cellar or root cellar of the original domestic building and the site generally represents a domestic occupation from the 1850s to 1870s. The Stage 4 excavation fully documented the site and monitoring of adjacent mechanical soil removal confirmed the absence of further archaeological deposits. No further work was recommended (Government of Ontario 2021a).

The 32 Camden Street site (AjGu-72) was identified in 2010 during Stage 2 test trenching. Four trenches identified the footings and associated features for several mid-19th century dwellings. A subsequent Stage 4 excavation further exposed three 19th century structures on the property along with associated well, drains, and middens. The Stage 4 excavation fully documented the archaeological site and no further work was recommended (Government of Ontario 2021a).

AjGu-75 was registered in 2011 after Stage 2 test trenching. Minimal archaeological material was identified, dated to *circa* 1850-1950. No further archaeological assessment was recommended (Government of Ontario 2021a).

The Alverthorpe site (AlGu-77) was identified during Stage 2-3 test trench excavation. A subsequent Stage 4 excavation determined that the foundation components of The Alverthorpe site is the remnants of single-family residence occupied post-1862 by the Gooderham family. The Stage 4 excavation fully documented the site and no further work was recommended (Government of Ontario 2021a).

The Lowry-Hannon site (AjGu-79) was identified during a Stage 2-3 test trenching. Subsequent Stage 4 excavations investigated three mid-to-late 19th century urban house lots. The second house lot, occupied by a succession of Irish immigrant tenants, contained well-preserved mid-19th century deposits. From the documentary record, the site was occupied almost continuously from *circa* 1850 through to a major rebuilding event *circa* 1876, until the demolition of the houses in the first half of the 20th century. The Stage 4 excavation fully documented the archaeological site and no further work was recommended (Government of Ontario 2021a).

The Dollery site (AjGu-81) was identified during a Stage 1-2 test trenching. A subsequent Stage 4 excavation documented two mid-to-late 19th century working class urban house lots. The remains of one, occupied by multiple tenants, was mostly destroyed through early 20th century development, although a double privy was extant in the rear of the yard. The other, occupied principally by the Dollery family, contained well-preserved mid-19th century deposits. These

consisted of part of a mortared fieldstone foundation, a barrel cistern, a cellar, and a remnant yard surface. The Stage 4 excavation fully documented the archaeological site, and no further work was recommended (Government of Ontario 2021a).

The St. Mary's Church site (AjGu-83) was recorded as part of a redevelopment project that was planned to be a multi-year project beginning in 2012. Initial Stage 3 investigations documented one set of human remains and archival research indicated that the remains represented individuals buried *circa* 1832-1834, during a period of cholera epidemics that occurred prior to the construction of St. Mary's Church in 1852. Nine additional burials were identified in additional Stage 3 investigations. For future development activities on the property containing the St. Mary's Church Site (AjGu-83), further archaeological monitoring is required (Government of Ontario 2021a).

The Berkeley House site (AjGu-85) was identified during a Stage 2-3 test trenching. The Berkeley House was established by 1795 and remained largely unchanged through the 1920s despite several rear additions to the structure beginning in 1840. The house is an important landmark in the City's history because some of the initial meetings of the Executive Council of Upper Canada were held there until the construction of first Government House was completed. A subsequent Stage 4 excavation further documented the interior and exterior of the Berkeley House and confirmed that the site represents a mid-19th century to early 20th century occupation (Government of Ontario 2021a).

The Richmond H1 site (AjGu-87) was identified during a Stage 2 test trenching. Additional Stage 2 testing and a Stage 4 excavation resulted in the documentation of five subsurface historic cultural features, one of which was documented *in situ*. The cultural features dated to the 1860s occupation of the site. The Stage 4 excavation fully documented the archaeological site and no further work was recommended (Government of Ontario 2021a).

The Old Upper Canada College site (AjGu-89) was identified during a Stage 2 test trenching. Three trenches were excavated to target features mapped through a comparison of historical maps with the modern landscape. The post-demolition grading of the property has compromised the integrity of the archaeological deposits. The features that were observed intact include the stone foundation for the master's house, a brick interior partition wall, and a brick box drain. The only non-structural features that were found were deeply buried drains that are unlikely to produce artifacts. Due to the deteriorated integrity and sufficient documentation of those features still present, no further work was recommended (Government of Ontario 2021a).

The Armoury Street Ward Block site (AjGu-91) is a large complex archaeological site that has resulted in the recovery of tens of thousands of artifacts and has been partially documented in a book (Lorinc et al. 2018). A Stage 2-3 test trenching resulted in the documentation of intact 19th and 20th century archaeological remains with further cultural heritage value and interest. A Stage 4 excavation was undertaken for the entirety of the property, omitting two complete front 20th century industrial building footprints on Lot 12 and 14 Centre Avenue and a portion of a 20th century factory on 11 Chestnut Street. The Stage 4 excavation fully documented the archaeological site and no further archaeological assessment was recommended, although full analysis of the archaeological material recovered is still ongoing (Government of Ontario 2021a).

The Jack Cooper Lane Parking Lot site (AjGu-93) was identified during a Stage 2 test trenching. A subsequent Stage 3 archaeological assessment documented features and a Euro-Canadian artifact assemblage dating from the early to late 19th century. The Stage 3 excavations were halted by the client and were backfilled to meet conditions laid out in correspondence with the MHSTCI. A Stage 4 excavation was recommended for future impacts to the site area, and 2020 fieldwork was completed, however, reporting has not yet been reviewed by the MHSTCI and no further information is available (Government of Ontario 2021a).

The Britain St. site (AjGu-94) was registered during the Cemetery Limit Investigation of 41 Britain Street. Following the removal of concrete floor and substrate, a minimum of three individual burials were documented. Exhumation and mitigation of the burials was conducted in 2016 and the identified burials have been fully documented. Further assessment was recommended within a 10 m buffer around the site (Government of Ontario 2021a).

The Queen Street West Parking Lot Site (AjGu-96) was identified by Stantec in 2015. The site is a residential site dating to the late 19th century. The site was completely excavated during a Stage 4 mitigation in 2016 and has been recommended as no longer possessing cultural heritage value or interest.

The City Corporation Wharf site (AjGu-98) was identified by ASI in 2015. The site is a wharf dating to the early 20th century. The site was documented during a Stage 2 excavation and recommended as no longer possessing cultural heritage value or interest.

The St. Andrew's Market site (AjGu-103) was identified by ASI in 2017. The site corresponds to the former St. Andrew's ward market dating to the mid-19th century. The site was completely excavated in 2018 during a Stage 4 monitoring of construction excavations and recommended as no longer possessing cultural heritage value or interest.

The 360 Richmond Street East site (AjGu-107) was identified by Stantec in 2018. The site is residential dating to the mid-19th century. The site was completely excavated in 2019 during a Stage 4 mitigation and recommended as no longer possessing cultural heritage value or interest.

The Connor site (AjGu-109) was identified by ASI in 2019. The site is residential dating to the mid-19th century. The site was completely excavated in 2019 during a Stage 4 mitigation and recommended as no longer possessing cultural heritage value or interest. However, the Stage 4 mitigation report is pending review by the MHSTCI and acceptance into the Ontario Public Register of Archaeological Reports. The site, therefore, presently retains cultural heritage value or interest in accordance with the *Ontario Heritage Act* (Government of Ontario 1990b).

2.3.3.2 Archaeological Assessments

Stantec's query of the Ontario Public Register of Archaeological Reports (Government of Ontario 2021b) identified 85 previous archaeological assessments that had been completed 50 m or less from the boundary of the study area. These assessments are listed in Table 2-8 and summarized below.

Table 2-8. Previous Archaeological Assessments in 50 m of the Study Area

Year	Title	Author	Project Information Form (PIF) Number
2001	Government Seat to Carwash: The History and Archaeology of Upper Canadas First and Second Parliament Buildings, 1797-1824, 265-271 Front Street East and 25 Berkeley Street, City of Toronto	Archaeological Services Inc. (ASI)	2000-016-134/137
2003	Stage 1&2 Archaeological Assessment of 265 Front Street and the Archaeological Monitoring of 2003 and 2004 Trench Excavations for the New Porsche Dealership, Parliament Site (AjGu-41), City of Toronto, Ontario	ASI	P061-009
2005	Stage 1 Archaeological Resource Assessment of the West Donlands Land Assembly [D60573] Flood Protection Landform, City of Toronto, Ontario	ASI	P050-069
2006a	Stage 1 Archaeological Resource Assessment of 180-188 University Avenue Site Plan Application 05 152737 STE 20 OZ, City of Toronto, Ontario	ASI	P049-136-2006
2006b	Stage 2 Archaeological Resource Assessment of Lot 8 Plan D57 (Originally 168 Adelaide Street, latterly 190 Adelaide Street) Now Part of 180-188 University Avenue, Site Plan Application 05 152737 STE 20 OZ	ASI	P049-143-2006
2006c	Archaeological Investigations of the West Limits of the Old Military Burial Ground (Fort York) Part of Block 14 Ordnance Reserve 100 Garrison Road (Fort York) City of Toronto, Ontario	ASI	P049-154-2006
2007	Stage 1 Archaeological Assessment – Existing Conditions Don Mouth Naturalization and Port Lands Flood Protection Project City of Toronto, Ontario	ASI	P057-340-2006, P057-440-2007, P057-516-2008
2007	Archaeological Monitoring of Soil Testing Bore Holes Strachan Avenue, Fort York AjGu-26	City of Toronto	P076-004-2006
2008a	Stage 1 Archaeological Assessment (AA) of: 64-70 Parliament Street, City of Toronto, Ontario	Archeoworks Inc. (Archeoworks)	P029-497-2008
2008b	Stage 2 Trench Excavations: 64 Parliament Street, City of Toronto, Ontario	Archeoworks	P029-509-2008
2008	Stage 1 Archaeological Assessment Fort York Pedestrian and Cycle Bridge Municipal Class EA Study, City of Toronto, Ontario	ASI	P057-472-2008

Year	Title	Author	Project Information Form (PIF) Number
2009	Stage 3 Archaeological Assessment & Protection & Avoidance of the Lime Kiln Works Site (AjGu-64): 70 Parliament Street, City of Toronto, Ontario	Archeoworks	P029-578-2009
2009	Stage 1 Archaeological Resource Assessment of 290 and 294-296 Adelaide Street West, City of Toronto, Ontario	ASI	P049-459-2009
2009a	Stage 1 & 2 Archaeological Assessment of 327, 329, 333 Queen Street West (Part Lots 17 & 18 North of Richmond Street) City of Toronto, Ontario, Canada.	Historic Horizon Inc.	P244-005-2009 & P322-002-2009
2009b	327, 329, 331, 333 Queen Street West (Part Lots 17 & 18 North of Richmond Street) City of Toronto, Ontario, Canada, AjGu-63, Stage 4 Archaeological Mitigation Final Excavation Report.	Historic Horizon Inc.	P322-010-2009
2010	Stage 1 Archaeological Assessment of Lots 3, 4, and Part of Lot 5 (East of Church Street), Registered Plan 203, City of Toronto.	Archaeological Assessments Ltd.	P123-053-2010
2010	Stage 2 Archaeological Resource Assessment of 21-31 Widmer Street & 299 Adelaide Street West, 08 118571 STE 20 OZ, City of Toronto, Ontario	ASI	P049-498-2010
2011	Stage 1-2 Archaeological Resource Assessment of 219 Queen Street West (Lots 1, 2, 3, 4 and Part of Lot 5, Registered Plan 155 and Part of Lot 12, Town of York Plan), City of Toronto, Ontario	ASI	P094-058-2011, P125-067-2011
2012	Stage 1 Archaeological Assessment of the Ordnance/Strachan Triangle Lands (11, 25 Ordnance and 45 Strachan), City of Toronto (Lots 5, 6 and Part of Lot 1 Reg. Plan D1453), Ontario	Andrew Murray Archaeological Associates (AMAA)	P035-174-2012
2012a	Report on the Archaeological Monitoring at 265 Front Street East, Parliament Site (AjGu-41), City of Toronto, Ontario	ASI	P163-043-2004
2012b	Stage 1 Archaeological Resource Assessment and Stage 203 Archaeological Resource Assessments of 271 Front Street East and 2 Berkeley Street, Site Plan Control Application 12 170657 STE 28 SA City of Toronto, Ontario	ASI	P049-625-2011, P352-003-2011, P352-006-2011
2012c	Stage 4 Mitigative Excavation of a Portion of the Toronto General Hospital Site (AjGu-51) 326-358 King Street West, Site Plan Application 03 035038 STE 20 OZ, City of Toronto, Ontario	ASI	P046-062-2006

Year	Title	Author	Project Information Form (PIF) Number
2012d	Stage 1 Archaeological Resource Assessment of 263-267 Adelaide Street West (Part of Block B, Registered Plan 216E) City of Toronto, Ontario	ASI	P125-054-2011
2012e	Stage 1 Archaeological Resource Assessment of 70 Temperance Street (Part of Lots 5 and 6, [South Side of Richmond Street West] Town of York Plan), City of Toronto, Ontario	ASI	P125-093-2012
2012f	Archaeological Monitoring of Parking Lot Servicing and Reconstruction at The Cathedral Church of St. James, 65 Church Street, City of Toronto, Ontario	ASI	P352-007-2011
2012g	Stage 1 Archaeological Resource Assessment of 283 Adelaide Street West (part of Block B, Registered Plan 216E) City of Toronto, Ontario	ASI	P362-001-2012
2012h	Stage 1 Archaeological Resource Assessment of 25 Richmond Street East, (Parts of Lots 5, 6, and 7, south side of Richmond Street and parts of Lots 4, 5, and 6, north side of Lombard Street, Registered Plan 8A), City of Toronto, Ontario.	ASI	P362-003-2012
2012i	Stage 1 Archaeological Resource Assessment of the Bay Adelaide Centre East Tower Podium, (Part of Town Lot 2, North Side of Adelaide Street), City of Toronto, Ontario	ASI	P362-020-2012
2013	The Stage 1 Archaeological Assessment for Landscape Changes to the South Side of 15 Saskatchewan Road, Horticulture Building, Exhibition Place, City of Toronto, Ontario	AMAA	P035-0211-2013
2013	Stage 1 Archaeological Resource Assessment of 497 Richmond Street West (West Market Military Reserve Plan and Part of Richmond Street West and Part of Brant Street, Closed by By-law 14100), City of Toronto, Ontario	ASI	P372-028-2013
2014a	Stage 1 Archaeological Assessment for: Liberty Village New Street, Municipal Class Environmental Assessment within Blocks 7 through 11, Military Reserve, Geographic Township of York, Historic County of York, Now City of Toronto, Ontario	Archeoworks	P334-037-2011

Year	Title	Author	Project Information Form (PIF) Number
2014b	Stage 2 Archaeological Assessment for the: Proposed Development of 40-56 Widmer Street within Lot 18 South of Hospital Street (Now Richmond Street) and Lot 13 North of Newgate Street (Now Adelaide Street West) Geographic Township of York (Southwest) Historical County of York, Now the City of Toronto, Ontario	Archeoworks	P390-0097-2014
2014a	Stage 4 Archaeological Salvage Excavation of a Portion of the Toronto General Hospital Site (AjGu-51) 100-104 John Street and 295 Adelaide Street West 08 164 515 STE 20 OZ, City of Toronto, Ontario	ASI	P125-088-2011
2014b	Stage 4 Archaeological Salvage Excavation of a Portion of the Toronto General Hospital Site (AjGu-51) 100-104 John Street and 295 Adelaide Street West 08 164 515 STE 20 OZ, City of Toronto, Ontario	ASI	P128-054-2009
2014c	Stage 1 Archaeological Assessment (Background Research and Property Inspection) Richmond-Adelaide Corridor Cycle Tracks, Planning and Design Study Class Environmental Assessment, Former Township of York, York County, City of Toronto, Ontario	ASI	P392-0028-2013
2014d	Stage 1 Archaeological Assessment (Background Research and Property Inspection) Port Lands and South of Eastern Avenue Transportation and Servicing Master Plan Municipal Class Environmental Assessment, Lots 9-15, Broken Front Concession, Former Township of York, York County, City of Toronto, Ontario	ASI	P392-0034-2013
2015	Stage 1 Archaeological Assessment Cherry Street Interlocking Tower 385 Cherry Street, City of Toronto, Part of Lot 13, South of Front Street, St. Lawrence Ward, Geographic Township of York, Former York County, Ontario	Archaeological Research Associates (ARA)	P007-0679-2015
2015a	Stage 1 Archaeological Resource Assessment of 30 Widmer Street and 315 Adelaide Street West (Part of Lot 28 and all of Lots 25, 26, & 27, Registered Plan 84) City of Toronto, Ontario	ASI	P125-0136-2014
2015b	Stage 1 Archaeological Resource Assessment of 217 Adelaide Street West (Part of Block C, Registered Plan 223-E), City of Toronto, Ontario	ASI	P125-0149-2014

Year	Title	Author	Project Information Form (PIF) Number
2015c	Stage 1 Archaeological Assessment of 14 John Street, 22 John Street, and 33 King Street Lots 12, 13, 14, 15, 27, and 28, and Part of Lots 11, 16, 17, and 26 and Part of Elsmere Ave (Formerly Orange Lane) Registered Plan 38, Formerly Lot 6, Concession 5 West of Yonge Street, Geographic Township of York, York County, Now in the City of Toronto.	ASI	P057-0802-2015
2015d	Stage 1 Archaeological Resource Assessment of 54 Parliament Street (Part of the "Old County Gaol Lot" and Part of the "Water Lot south of the County Gaol Lot"), City of Toronto, Ontario	ASI	P1017-0008-2014
2016	Metrolinx, Stage 1 Archaeological Assessment, Lakeshore East Rail Corridor Expansion, Don River to Scarborough GO Station (Segment 1), City of Toronto, Ontario	AECOM	P088-0090-2016
2016	Stage 2 Archaeological Assessment for Shaft Site NTTPT-1 As part of the Don River and Central Waterfront Project Within Part of Lot 11, Concession 3 From the Bay In the Geographic Township of York (Southeast), Historical County of York, City of Toronto, Ontario.	Archeoworks	P390-0159-2015
2016a	Stage 1 Archaeological Resource Assessment of 19 Duncan Street and 219-223 Adelaide Street West (Part of Block C, Registered Plan 223-E), City of Toronto, Ontario	ASI	P125-0156-2015
2016b	Stage 2 Archaeological Resource Assessment of 19 Duncan Street and 219-223 Adelaide Street West (Part of Block C, Registered Plan 223-E), City of Toronto, Ontario	ASI	P400-0003-2015
2016c	Stage 2 Archaeological Resource Assessment of Interpretive Sign Installations within the Garrison Common, Fort York National Historic Site (AjGu-26), City of Toronto, Ontario	ASI	P125-0189-2015
2016d	Stage 1 Archaeological Resource Assessment of 88 Queen Street East (Lots 1-8 Both Inclusive and Allowance for Lane, Registered Plan D-26, Lots 1-8 Both Inclusive, Registered Plan 73-E, Lots 1, 3 and 6-12 All inclusive on the East side of Dalhousie Street. Lots 1-03 and 6-9 All Inclusive and Part of Lot 10 on the West Side of Mutual Street, Registered Plan 22A), City of Toronto, Ontario.	ASI	P400-0024-2015

Year	Title	Author	Project Information Form (PIF) Number
2016e	Stage 2 Archaeological Resource Assessment of 88 Queen Street East (Lots 1-6 Both Inclusive and Allowance for Lane, Registered Plan D-26, Lots 1-8 Both Inclusive, Registered Plan 73-E, Lots 1, 3 and 6-12 All Inclusive on the East Side of Dalhousie Street, Lots 1-3 and 6-9 All Inclusive and Part of Lot 10 on the West Side of Mutual Street, Registered Plan 22A), City of Toronto, Ontario	ASI	P125-0198-2016
2016f	Stage 1 Archaeological Resource Assessment of 350-354 Adelaide Street West and 102-118 Peter Street (Lots 4 and 13 and Part of Lots 1, 2, 3, and 5, Registered Plan 1-B, Lots C, D, E and Part of Lot B, Registered Plan 349), City of Toronto, Ontario	ASI	P128-0130-2016
2016g	Stage 2 Archaeological Resource Assessment of 350-354 Adelaide Street West and 102-118 Peter Street (Lots 4 and 13 and Part of Lots 1, 2, 3, and 5, Registered Plan 1-B, Lots C, D, E and Part of Lot B, Registered Plan 349), City of Toronto, Ontario	ASI	P125-0218-2016
2016h	Stage 2 Archaeological Resource Assessment of 217 Adelaide Street West (Part of Block C, Registered Plan 223-E), City of Toronto, Ontario	ASI	P400-0002-2015
2016i	Stage 1 Archaeological Assessment of the Installation of a New Vehicular Directional Signs/Phase 1 At Exhibition Place, City of Toronto.	ASI	P400-0034-2016
2016	Report on the Stage 1 and 2 Archaeological Assessment of a Proposed Overflow Parking Facility, For Costco Wholesale Located on Part of Lot 8 and Lot 9, Concession 3, City of Toronto, Ontario, Canada	This Land Archaeology Inc. (TLA)	P059-0649-2014
2016	Stage 1 Archaeological Assessment, Hydro One Networks Inc., 115kV Circuit H7L/H11L between Leaside TS, the Todmorden JCT, Lumsden JCT, and the Main TS, Geo. Twp. Of York South East, Part of Lots 3 & 4, Con. 1 FB, Part of Lots 2-5, 9, 10 & 15, Con 2FB, and Lots 6-9, 11-14 Con. 3 FB, County of York, now Location in the Don Valley/Danforth area, City of Toronto, ON	Timmins Martelle Heritage Consultants Inc. (TMHC)	P357-0068-2015
2017	Stage 1 Archaeological Assessment for the Proposed Development of 647-663 King Street West and 60 Stewart Street within Lot 6, Section M, Military Reserve, City of Toronto, Ontario	Archeoworks	P334-0286-2017

Year	Title	Author	Project Information Form (PIF) Number
2017a	Stage 1 Archaeological Assessment GO Rail Network Electrification TPAP City of Toronto, Regional Municipalities of Peel, Halton, York and Durham, County of Simcoe, Ontario	ASI	P057-0834-2016
2017b	Stage 2 Archaeological Resource Assessment of the Fort York Pedestrian and Cycle Bridge, Fort York National Historic Site (AIGu-26), City of Toronto, Ontario	ASI	P125-0191-2016
2017c	Stage 1 Archaeological Resource Assessment of 505 Richmond Street West (West Market Military Reserve Plan and Part of Richmond Street West and Part of Brant Street, Closed by By-law 14100), City of Toronto, Ontario	ASI	P125-0200-2016
2017d	Stage 2 Archaeological Resource Assessment of 485-539 King Street West (Lots 3-7, Section F Military Reserve Plan and Lots 1-29, Both Inclusive, Brant Place and Private Lanes, Registered Plan M-26), City of Toronto, Ontario.	ASI	P125-0224-2016
2017e	Stage 1 Archaeological Resource Assessment of 64-86 Bathurst Street (Part of Lots 1, 2, 20 & 21, Section L Military Reserve), City of Toronto, Ontario	ASI	P125-0229-2016
2017f	Stage 2 Archaeological Resource Assessment of 505 Richmond Street West (West Market Military Reserve Plan and Part of Richmond Street West and Part of Brant Street, Closed by By-law 14100), City of Toronto, Ontario	ASI	P125-0234-2017
2017g	Stage 2 Archaeological Resource Assessment of 505 Richmond Street West (West Market Military Reserve Plan and Part of Richmond Street West and Part of Brant Street, Closed by By-law 14100), City of Toronto, Ontario: September 2017 Test Trench Excavation	ASI	P125-0252-2017
2017h	Stage 2 Archaeological Resource Assessment of 8-30 Widmer Street and 315 Adelaide Street West (Part of Lots 32 and 33, All of Lots 25, 26, 27, 28, 29, 30 and 31, Registered Plan 84), City of Toronto, Ontario	ASI	P125-0266-2018

Year	Title	Author	Project Information Form (PIF) Number
2017i	Stage 1 Archaeological Resource Assessment of 89-99 Church Street (Lot 1 East Side of Church Street North of Lombard Street, Part of Lot A South Side of Richmond Street, Lots 11 and 12 East Side of Church Street North of Lombard Street, and Part of Lot A North Side of Lombard Street, Registered Plan 9A, City of Toronto), City of Toronto, Ontario	ASI	P400-0035-2015
2017j	Stage 1 Archaeological Resource Assessment: Gardiner Expressway and Lake Shore Boulevard East Reconfiguration, Hybrid Design Alternative 3 (North) – Keating Channel Precinct, City of Toronto, Ontario	ASI	P1030-0002-2017
2017k	Stage 1 Archaeological Resource Assessment of 114-120 Church Street and 59 Richmond Street East (Part of Lots 1 and 2 on the North Side of Lombard Street, Registered Plan 8-A) City of Toronto, Ontario	ASI	P1030-0014-2017
2017	Stage 1 Archaeological Resource Assessment 85 Richmond Street West (Lots 6 and 7, South Side of Hospital Street, York), City of Toronto, Ontario	Golder Associates Ltd. (Golder)	P243-0369-2017
2018a	Stage 1 Archaeological Assessment, East Harbour SmartTrack Station, Metrolinx, Parts of Lots 14 and 15, Concession 1 and 1 from the Bay, in the Historic Township of York, Former County of York, now the City of Toronto, in the Province of Ontario.	4Transit	P394-0031-2017
2018b	Stage 1 Archaeological Assessment, Gerrard-Carlaw SmartTrack Station, Metrolinx, Parts of Lots 12 and 13, Concession 1 from the Bay, in the Historic Township of York, Former County of York, now the City of Toronto, in the Province of Ontario	4Transit	P394-0032-2017
2018c	Stage 1 Archaeological Assessment. Exhibition GO Station. Metrolinx. Part of Garrison Reserve Concession, in the Historic Township of York, Former County of York, now the City of Toronto, in the Province of Ontario.	4Transit	P394-0064-2018
2018	Union Station Rail Corridor East Enhancements - Transit Project Assessment Process (TPAP) Stage 1 Archaeological Assessment, City of Toronto, Ontario	AECOM	P123-0332-2016

Year	Title	Author	Project Information Form (PIF) Number
2018	Stage 1 Archaeological Assessment for the Proposed Mixed-Use Development of 250 and 260 Front Street East and 383 King Street East Historic Town of York, Former County of York, Now in the City of Toronto, Ontario	Archeoworks	P123-0332-2016
2018a	Stage 1 Archaeological Assessment Enbridge Gas Distribution Inc. Liberty Village Pipeline Project, Ordnance Reserve (Former Township of York, County of York) City of Toronto, Ontario	ASI	P094-0269-2018
2018b	Stage 1 Archaeological Assessment of 770 Don Mills Road, Part of Lot 1, Concession 3 East of Yonge Street and Part of Road Allowance Between Lot 1, Concession 3 East of Yonge Street, Geographic Township of York, York County, City of Toronto	ASI	P449-0180-2018
2018c	Stage 2 Archaeological Assessment for the Proposed Ordnance Paralleling Station GO Rail Network Electrification Project Part of Garrison Coon, Geographic Township of York, Former York County, City of Toronto, Ontario	ASI	P094-0282-2018
2018d	Stage 4 Archaeological Salvage Excavation of the 12-20 Widmer Street Portion of the Toronto General Hospital Site (AjGw-51), Redevelopment of 8-30 Widmer Street and 315 Adelaide Street West (Part of Lots 32 and 33, and All of Lots 25, 26, 27, 28, 29, 30 and 31, Registered Plan 84), City of Toronto, Ontario	ASI	P125-0277-2018
2018a	Stage 1 Archaeological Assessment, Relief Line Project Assessment, City of Toronto, Ontario – Proposed Downtown Relief Line Corridor and Stations	Golder	P243-0374-2017
2018b	Stage 2 Archaeological Assessment, West Lawn of Osgoode Hall, 130 Queen Street West, City of Toronto, Ontario	Golder	P243-0362-2017
2018a	Stage 1 Archaeological Assessment: 250 University Avenue, City of Toronto, Ontario	Stantec	P400-0121-2018
2018b	Stage 1 Archaeological Assessment: NPS 30 Don River Replacement Supply Project EA, City of Toronto, Ontario	Stantec	P400-0116-2018

Year	Title	Author	Project Information Form (PIF) Number
2019	Stage 1 Archaeological Assessment. Exhibition GO Station. Part of the Garrison Reserve Concession, in the Historic Township of York, Former County of York, now the City of Toronto, in the Province of Ontario	4Transit	P1078-0050-2019
2019a	Stage 2 Archaeological Resource Assessment of 64-86 Bathurst Street (Part of Lots 1, 2, 20 & 21, Section L, Military Reserve), City of Toronto, Ontario	ASI	P372-0051-2019
2019b	Stage 4 Archaeological Monitoring of Construction Excavations at the St Andrew's Market (AjGu-103), 505 Street West (West Market Military Reserve Plan and Part of Richmond Street West and Part of Brant Street, Closed by By-law 14100), City of Toronto, Ontario	ASI	P125-0262-2018
2019c	Stage 1 Archaeological Resource Assessment of 133-141 Queen Street East and 128 Richmond Street East (Part of Gore in Front of Park Lot 6), City of Toronto, Ontario	ASI	P1030-0040-2018
2019	Stage 1 Archaeological Assessment Report: USRC West Track Enhancements Project, City of Toronto, Ontario (Part of Garrison Common, Geographic Township of York, Former York County)	Metrolinx	P376-0020-2018
2020a	Ontario Line Stage 1 Archaeological Assessment Report – North	AECOM	P438-0194-2019
2020b	Ontario Line Stage 1 Archaeological Assessment Report – South	AECOM	P438-0197-2019
2020c	Ontario Line Stage 1 Archaeological Assessment Report – West	AECOM	P438-0195-2019
2020a	Stage 1 Archaeological Resource Assessment of Exhibition Place, 2 Strachan Ave (Part of the Ordnance Reserve Block 14), City of Toronto, Ontario	ASI	P1030-0048-2018
2020b	Stage 1 Archaeological Resource Assessment of 355 Adelaide Street West, 16 Oxley Street and 46 Charlotte Street (Lots 1-4 and 25 and Part of Lots 5, 24, and 26, Registered Plan D-160, Geographic Township of York, County of York, City of Toronto, Ontario	ASI	P372-0070-2020

Year	Title	Author	Project Information Form (PIF) Number
2020c	Stage 1 Archaeological Resource Assessment of 224-240 Adelaide Street West (Lots 9-14 and Part of Lot 15, North Side of Adelaide Street, Registered Plan 17), City of Toronto, Ontario	ASI	P372-0092-2020
2021	Ontario Line, Stage 1 Archaeological Assessment Report – South, Addendum	AECOM	P438-0236-2020
2021	Stage 1 Archaeological Resource Assessment of the Lands at 241 Richmond Street West and 133 John Street (Part of Lot F, Registered Plan D-5), City of Toronto, Ontario	Archaeological Consultants & Contractors	P120-0243-2021
2021	Stage 1 Archaeological Assessment Metrolinx OnCorridor Non-Priority Work – Richmond Hill Corridor, Various Lots and Concessions (Former Township of York, Markham, and Whitchurch, County of York) City of Toronto, Regional Municipality of York, Ontario	ASI	P383-0182-2019

ASI (2001) completed a Stage 2 archaeological assessment of 265-271 Front Street East and 25 Berkeley Street under the project direction of Ron Williamson (Contract Information Form (CIF) # 2000-016-134/137). Three test trenches were mechanically excavated as part of this Stage 2 assessment. Remains of the 1st and 2nd Houses of Parliament were identified. The identified archaeological site, the Parliament Site (AjGu-41), was recommended for protection and avoidance of future impacts. The remainder of the study area was recommended for further Stage 2-3 archaeological assessment.

ASI (2003) completed a Stage 1-2 archaeological assessment of 265 Front Street and archaeological monitoring of trench excavations at the Parliament Site (AjGu-41) under the project direction of Frank Dieterman (CIF# P061-009). One test trench and seven boreholes were excavated as part of the Stage 2 assessment. The construction of a new vehicle dealership structure as well as the installation of buried utilities was monitored as part of the Stage 2 assessment. Remains of the Consumers' Gas occupation of the site was identified during the assessment, but no evidence of earlier occupation was identified. Further Stage 2 archaeological assessment was recommended.

ASI (2005) conducted a Stage 1 archaeological assessment of the West Donlands Assembly in the City of Toronto under the project direction of David Robertson (CIF# P050-069). This assessment recommended no further archaeological assessment within the assessment area, noting extensive disturbance during the 20th century.

ASI (2006a) completed a Stage 1 archaeological assessment of 180-188 University Avenue under the project direction of Debbie Steiss (PIF# P049-136-2006). The Stage 1 assessment recommended that portions of the property be subject to Stage 2 test trenching prior to any redevelopment.

ASI (2006b) completed a Stage 2 archaeological assessment of 180-188 University Avenue under the project direction of Debbie Steiss (PIF# P049-143-2006). The Stage 2 assessment was conducted by test trenching, focusing on targets identified on historic maps. The assessment resulted in a recommendation that no further archaeological assessment was required.

ASI (2006c) conducted an archaeological investigation of the west limit of the Old Military Burial Ground at Fort York located in part of Block 14 Ordnance Reserve, 100 Garrison Road (Fort York) City of Toronto, Ontario under the project direction of Debbie Steiss (CIF# P049-154-2006). Two trenches were excavated immediately east of the Strachan Avenue RoW. No burial shafts were identified during the investigations.

ASI (2007) conducted a Stage 1 archaeological assessment (existing conditions) as part of the Don Mouth Naturalization and Port Lands Flood Protection Project under the project direction of Rob Pihl (PIF# P057-340-2006; P057-440-2007; P057-516-2008). A Stage 1 archaeological assessment with a property inspection was recommended.

City of Toronto (2007) conducted archaeological monitoring of soil testing boreholes at Fort York (AjGu-26) under the project direction of David Spittal (PIF# P076-004-2006). Two boreholes were drilled on the east slope of the Strachan Avenue RoW. The soil material from the cores was examined and no evidence of stratigraphy or artifacts. No further archaeological work was recommended.

Archeoworks (2008a) completed a Stage 1 archaeological assessment of 64-70 Parliament Street under the project direction of Kim Slocki (CIF# P029-497-2008). The assessment recommended that part of 64 Parliament Street had been subject to disturbance and no further assessment was required. However, the remainder of 64 Parliament Street and 70 Parliament were recommended for Stage 2 archaeological assessment.

Archeoworks (2008b) completed a Stage 2 archaeological assessment of 64 Parliament Street under the project direction of Kim Slocki (CIF# P029-509-2008). A single test trench was mechanically excavated as part of the Stage 2 assessment. Some artifacts were identified during the excavation; however, these were recommended as not possessing sufficient cultural heritage value or interest to merit further archaeological assessment. No further work was recommended.

Archeoworks (2009) completed Stage 3 archaeological assessment and protection and avoidance of the Lime Kiln Site (AjGu-64) at 70 Parliament Street under the project direction of Kim Slocki (PIF# P029-578-2009). A Stage 3 mechanical excavation was completed around two positive Stage 2 test trenches as well as the excavation of an additional test trench. A total of 4 clusters of features were identified. The site was recommended for Stage 4 mitigation. As part

of the Protection and Avoidance, the identified cultural features were covered with geotextile followed by a layer of homogeneous fill and the site was backfilled.

ASI (2008) conducted a Stage 1 archaeological assessment as part of the Fort York Pedestrian and Cycle Bridge Municipal Class EA Study under the project direction of Rob Pihl (CIF# P057-472-2008). Portions were recommended as possessing archaeological potential; however, the remainder was recommended as possessing no archaeological potential on account of previous disturbance.

ASI (2009) completed a Stage 1 archaeological resource assessment of 290 and 294-296 Adelaide Street West under the project direction of Debbie Steiss (PIF# P049-459-2009). The assessment indicated that the entire assessment area had been previously disturbed and no further archaeological assessment was required.

Historic Horizon Inc.(2009a) completed a Stage 1 and Stage 2 archaeological assessment of 327, 329, 331, and 333 Queen Street West under the project direction of Claire Freisenhausen and Meagan Brooks (PIF # P244-005-2009/P322-002-2009). The Stage 1 and Stage 2 assessment resulted in the identification of one 19th century archaeological site, AjGu-63, which was recommended for Stage 4 mitigation. No Stage 3 archaeological assessment was recommended since the site's nature and limits was defined during the Stage 2 archaeological investigations and therefore proceeded directly to Stage 4 mitigation by excavation.

Historic Horizon Inc. (2009b) completed a Stage 4 archaeological mitigation of the historic 19th century site AjGu-63 at 327, 329, 331, and 333 Queen Street West under the project direction of Meagan Brooks (PIF # P322-010-2009). The Stage 4 archaeological investigation resulted in the full mitigation of AjGu-63 and recommended that the cultural heritage value or interest of the site had been completely documented.

ASI (2010) completed a Stage 2 archaeological resource assessment of 21-31 Widmer Street and 299 Adelaide Street West under the project direction of Debbie Steiss (PIF# P049-498-2010). The assessment involved the mechanical excavation of three test trenches which resulted in the recovery of archaeological resources related to the Toronto General Hospital Site (AjGu-51). The report recommends that the study area be subject to Stage 4 mitigation prior to any proposed redevelopment.

Archaeological Assessments Ltd. (2010) completed a Stage 1 archaeological assessment of Lots 2, 3, and part of Lot 5 (East of Church Street) of Registered Plan 203 under the project direction of Glenn Kearsley (PIF # P123-053-2010). The Stage 1 assessment resulted in the determination that the subject property did not retain archaeological potential and no further archaeological assessment was required.

ASI (2011) completed a Stage 1-2 archaeological resource assessment of 219 Queen Street West under the project direction of Lisa Merritt and Eva MacDonald (PIF #s P094-058-2011; P125-067-2011). One test trench was mechanically excavated, but no archaeological resources were identified. No further work was recommended.

AAMA (2012) completed a Stage 1 archaeological assessment of the Ordnance/Strachan Triangle Lands at 11 and 2 Ordnance Street and 45 Strachan Avenue under the project direction of Andrew Murray (PIF# P035-174-2012). This assessment indicated that the entire assessment area was previously disturbed and no further archaeological assessment was required.

ASI (2012a) completed a Stage 4 mitigative excavation of a portion of the Toronto General Hospital Site (AjGu-51) 326-358 King Street West, Site Plan Application 03 035038 STE 20 OZ, City of Toronto, Ontario under the project direction of Andrew Clish (PIF# P046-062-2006). This assessment resulted in the recovery of 5,069 artifacts and structural foundations related to the Toronto General Hospital Site (AjGu-51). The assessment recommended that the study area had no further archaeological potential and no further assessment was required.

ASI (2012b) completed a Stage 3 archaeological monitoring of the Parliament Site (AGu-41) at 265 Front Street under the project direction of Peter Carruthers (P163-043-2004). A licensed archaeologist was on-site to monitor below grade construction of a new retaining wall and parking lot resurfacing. Remains of the Consumers' Gas occupation of the site was identified during this assessment, but no evidence of earlier occupation was identified. A further Stage 2 archaeological assessment was recommended.

ASI (2012c) completed a Stage 1-3 archaeological assessment of 271 Front Street East and 25 Berkeley Street under the project direction of Debbie Steiss and Ron Williamson (PIF#s P049-625-2011; P352-003-2011; P352-006-2011). A ground penetrating radar survey and 22 test trenches were mechanically excavated as part of the assessment. Various remains associated with the Parliament Site (AjGu-41) were identified: remains of the 1st and 2nd Parliament House, the 3rd Home District Gaol, and the Consumers' Gas Works facilities. The site was recommended for a combination of Stage 4 mitigation by excavation and Stage 4 archaeological monitoring of construction excavation.

ASI (2012d) completed a Stage 1 archaeological resource assessment of 263-267 Adelaide Street West under the project direction of Eva MacDonald (PIF #P125-054-2011). This assessment indicated that the entire assessment area was previously disturbed and no further archaeological assessment was required.

ASI (2012e) completed a Stage 1 archaeological resource assessment of 70 Temperance Street under the project direction of Eva MacDonald (PIF# P125-093-2012). This assessment indicated that the entire assessment area was previously disturbed and no further archaeological assessment was required.

ASI (2012f) completed a Stage 4 avoidance and protection report and excavation monitoring of the Cathedral Church at St. James, 65 Church Street, under the project direction of Ron Williamson (PIF # P352-007-2011). The project uncovered 12 grave shafts and one burial with skeletal remains. The report recommends that any future subsurface disturbances within the limits of the St. James' church yard and burial ground be subject to archaeological assessment.

ASI (2012g) completed a Stage 1 archaeological resource assessment of 283 Adelaide Street West under the project direction of Peter Popkin (PIF #P362-001-2012). This assessment indicated that the entire assessment area was previously disturbed and no further archaeological assessment was required.

ASI (2012h) completed a Stage 1 archaeological assessment of 25 Richmond Street East under the project direction of Peter Popkin (PIF # P362-003-2012). The Stage 1 assessment resulted in the determination that the subject property did not retain archaeological potential and no further archaeological assessment was required.

ASI (2012i) completed a Stage 1 archaeological assessment of the Bay Adelaide Centre East Tower Podium under the project direction of Peter Popkin (PIF #P362-020-2012). This assessment indicated that the entire assessment area was previously disturbed and no further archaeological assessment was required.

AMAA (2013) completed a Stage 1 archaeological assessment for landscape changed to the south side of 15 Saskatchewan Road (Horticulture Building) at Exhibition Place under the project direction of Andrew Murray (PIF# P035-0211-2013). The assessment recommended further Stage 2 archaeological assessment on account of potential for deeply buried archaeological resources for part of the assessment area. No further work was recommended for the remainder of the assessment area on account of being previously disturbed.

ASI (2013) completed a Stage 1 archaeological assessment of 497 Richmond Street West under the project direction of Dave Robertson (PIF# P372-028-2013). No further work was recommended on account of no/low archaeological potential.

Archeoworks (2014a) completed a Stage 1 archaeological assessment as part of the Liberty Village New Street Municipal Class EA under the project direction of Jessica Marr (PIF# P334-037-2011). The assessment recommended further Stage 2 archaeological assessment for part of the assessment area. No further work was recommended for the remainder of the assessment area on account of previous disturbance.

Archeoworks Inc (2014b) completed a Stage 2 archaeological assessment of 40-56 Widmer Street under the project direction of Nimal Nithiyanantham (PIF# P390-0097-2014). This Stage 2 assessment was conducted by test trenching in areas corresponding with the Adelaide Rink. The assessment found that the Adelaide Rink and features uncovered during Stage 2 test trenching were not considered to have cultural heritage value and/or interest. The report recommended that no further archaeological assessment was required.

ASI (2014a) completed a Stage 4 archaeological salvage excavation of a portion of the Toronto General Hospital Site (AjGu-51) located at 21-31 Widmer Street and 299 Adelaide Street West under the project direction of Eva MacDonald (PIF# P125-088-2011). The assessment resulted in the recovery of 19,419 artifacts and recommended that the cultural heritage value or interest of this portion of the Toronto General Hospital Site (AjGu-51) had been completely documented.

ASI (2014b) completed a Stage 4 archaeological salvage excavation of the Toronto General Hospital Site (AjGu-51), located at 100-104 John Street and 295 Adelaide Street West under the project direction of Katherine Hull (PIF# P128-054-2009). The assessment resulted in the recovery of 12,077 artifacts and recommended that the cultural heritage value or interest of the Toronto General Hospital Site (AjGu-51) had been completely documented.

ASI (2014c) completed a Stage 1 archaeological assessment of the Richmond-Adelaide Corridor Cycle Tracks under the project direction of Paul David Ritchie (PIF# P392-0028-2013). This assessment indicated that the entire assessment area was previously disturbed and no further archaeological assessment was required.

ASI (2014d) completed a Stage 1 archaeological assessment as part of the Port Lands and South of Eastern Avenue Transportation and Servicing Master Plan Municipal Class Environmental Assessment I under the project direction of Paul David Ritchie (PIF# P392-0034-2013). No further work was recommended for most of the assessment area on account of previous disturbance. Further Stage 2 archaeological assessment by archaeological monitoring was recommended for other parts of the assessment area.

ARA (2015) completed a Stage 1 archaeological assessment of the Cherry Street Interlocking Tower at 385 Cherry Street under the project direction of Paul Racher (PIF# P007-0679-2015). No further work was recommended on account of previous disturbance.

ASI (2015a) completed a Stage 1 archaeological resource assessment of 30 Widmer Street and 315 Adelaide Street West under the project direction of Eva MacDonald (PIF# P125-0136-2014). The assessment indicated that the entire study area was previously disturbed and no further archaeological assessment was required.

ASI (2015b) completed a Stage 1 archaeological resource assessment of 217 Adelaide Street West under the project direction of Eva MacDonald (PIF# P125-0149-2014). The assessment indicated that the study area retained archaeological potential and further assessment was required.

ASI (2015c) completed a Stage 1 archaeological resource assessment of 14 John Street and 33 King Street under the project direction of Robert Pihl (PIF # P057-0802-2015). The assessment indicated that the entire study area was previously disturbed and no further archaeological assessment was required.

ASI (2015d) completed a Stage 1 archaeological assessment of 54 Parliament Street under the project direction of Johanna Kelly (PIF# P1017-0008-2014). The assessment was conducted as part of a proposed Phase II Environmental Site Assessment. The Stage 1 assessment noted that the property retained archaeological potential, but no further work was required to mitigate the impacts proposed of the Phase II ESA investigations. The property was recommended as requiring Stage 2 archaeological monitoring of construction activity.

AECOM (2016) completed a Stage 1 archaeological assessment as part of the Lakeshore East Rail Corridor Expansion Project (Don River to Scarborough GO Station; Segment 1) under the project direction of Charlton Carscallen (PIF# P088-0090-2016). This assessment noted that parts of the assessment area had been previously disturbed and it was recommended that no further assessment be conducted; however, other parts of the assessment area were recommended as requiring a Stage 2 archaeological assessment.

Archeoworks (2016) completed a Stage 2 archaeological assessment for Shaft Site NTTPT-1 as part of the Don River and Central Waterfront project under the project direction of Nimal Nithiyantham (PIF# P390-0159-2015). The Stage 2 assessment was conducted by a test pit survey at 10 m intervals. No archaeological resources were identified and no further work was recommended.

ASI (2016a) completed a Stage 1 archaeological resource assessment of 19 Duncan Street and 219-223 Adelaide Street West under the project direction of Eva MacDonald (PIF# P125-0156-2015). The assessment resulted in the recommendation that the study area retained potential for archaeological resources and Stage 2 test trenching be carried out prior to any developmental impacts.

ASI (2016b) completed a Stage 2 archaeological resource assessment of 19 Duncan Street and 219-223 Adelaide Street West under the project direction of Thanos Webb (PIF# P400-0003-2015). The assessment involved the mechanical excavation of three test trenches within the study area. The assessment resulted in the recommendation that the study area did not retain further archaeological potential and no further assessment was required.

ASI (2016c) completed a Stage 2 archaeological assessment for proposed interpretive sign installations within the Garrison Common of the Fort York National Historic Site (AjGu-26) under the project direction of Eva MacDonald (PIF# P125-0189-2015). Two test units of 1 m² square each were excavated to assess the proposed footprints of the impacts. Cultural stratigraphy and artifacts dating to the mid-19th century were identified during the assessment. The footprints of the proposed interpretive signs were recommended for mitigation.

ASI (2016d) completed a Stage 1 Archaeological Resource Assessment of 88 Queen Street East under the project direction of Thanos Webb (PIF # P400-0024-2015). The assessment resulted in the recommendation that the study area retained archaeological potential and further assessment was required.

ASI (2016e) completed a Stage 2 archaeological assessment of 88 Queen Street East under the project direction of Eva MacDonald (PIF# P125-0198-2016). Three test trenches were mechanically excavated as part of the archaeological assessment. No archaeological resources were identified, and it was recommended that no further archaeological assessment be conducted.

ASI (2016f) completed a Stage 1 archaeological resource assessment of 350-354 Adelaide Street West and 102-118 Peter Street under the project direction of Katherine Hull (PIF# P128-0130-2016). The assessment resulted in the recommendation that the study area retained potential for archaeological resources and Stage 2 test trenching was recommended.

ASI (2016g) completed a Stage 2 archaeological resource assessment of 350-354 Adelaide Street West and 102-118 Peter Street under the project direction of Eva MacDonald (PIF# P125-0218-2016). The assessment involved the mechanical excavation of five test trenches within the study area. The assessment resulted in the recommendation that the study area did not retain further archaeological potential and no further assessment was required.

ASI (2016h) completed a Stage 2 archaeological resource assessment of 217 Adelaide Street West under the project direction of Thanos Webb (PIF# P400-0002-2015). The assessment involved the mechanical excavation of three test trenches within the study area. The assessment resulted in the recommendation that the study area did not retain further archaeological potential and no further assessment was required.

ASI (2016i) completed a Stage 1 Archaeological Resource Assessment of the Installation of New Vehicular Direction Signs at Exhibition Place under the project direction of Thanos Webb (PIF # P400-0034-2016). The assessment resulted in the recommendation that the study area did not retain further archaeological potential and no further assessment was required.

TLA (2016) conducted a Stage 1 and Stage 2 archaeological assessments of the proposed overflow parking facility for Costco Wholesale at Part of Lots 8 and 9, Concession 3 under the project direction of William Finlayson (PIF# P059-0649-2014). The assessment area was surveyed by test-pit at 5 m intervals. No archaeological resources were identified, and it was recommended that the assessment area did not require further archaeological assessment.

TMHC (2016) completed a Stage 1 archaeological assessment on behalf of Hydro One Networks Inc. of a proposed circuit between Leaside Transfer Station, Todmorden Junction, Lumsden Junction, and the Mai Transfer Station in the Don Valley/Danforth area under the project direction of Tara Jenkins (PIF# P357-0068-2015). The assessment noted that parts of the assessment area possessed low archaeological potential, however, the other parts of the assessment area possessed archaeological potential and they required a Stage 2 archaeological assessment prior to construction.

Archeoworks (2017) completed a Stage 1 archaeological assessment of a proposed development at 647-663 King Street West and 60 Stewart Street under the project direction of Jessica Marr (PIF# P334-0286-2017). This assessment noted that the assessment area had been previously disturbed and recommended no further archaeological assessment.

ASI (2017a) completed a Stage 1 archaeological assessment as part of the GO Rail Network Electrification TPAP in the Regional Municipalities of Peel, Halton, York and Durham, and the County of Simcoe, Ontario, under the project direction of Rob Pihl (PIF# P057-0834-2016). This assessment included part of the existing Lakeshore West rail RoW. No further work was recommended for the existing rail RoW.

ASI (2017b) completed a Stage 2 archaeological assessment of the proposed Fort York Pedestrian and Cycle Bridge within Fort York National Historic Site (AjGu-26) under the project direction of Eva MacDonald (PIF# P125-0191-2016). Seven test trenches were mechanically excavated, and construction excavations were monitored as part of this archaeological assessment. This assessment recommended that the footprint of the bridge did not require

further archaeological assessment. Connecting pathways to be constructed at a future date were recommended to be subject to archaeological monitoring.

ASI (2017c) completed a Stage 1 archaeological assessment of 505 Richmond Street West under the project direction of Eva MacDonald (PIF# P125-0200-2016). This assessment recommended that the property be subject to a Stage 2 archaeological assessment.

ASI (2017d) completed a Stage 2 archaeological assessment of 485-539 King Street West under the project direction of Eva MacDonald (PIF# P125-0224-2016). Six test trenches were mechanically excavated. No archaeological resources were identified and no further work was recommended.

ASI (2017e) completed a Stage 1 archaeological assessment of 64-86 Bathurst Street under the project direction of Eva MacDonald (PIF# P125-0229-2016). Further Stage 2 archaeological assessment was recommended.

ASI (2017f) completed a Stage 2 archaeological resource assessment of 505 Richmond Street West under the project direction of Eva MacDonald (PIF# P125-0234-2017). Due to logistical and health and safety constraints posed by buried underground utilities, it was deemed not feasible to excavate test trenches as part of the Stage 2 archaeological assessment. Archaeological monitoring of construction excavation was therefore recommended. However, once the decommissioning of the buried utility lines was completed ASI (2017g) completed the Stage 2 archaeological assessment by test trenches of 505 Richmond Street West under the project direction of Eva Macdonald (PIF# P125-0252-2017). Test trench excavation identified late 19th century and early 20th century remains of the St. Andrew's Market. A Stage 4 mitigation by archaeological monitoring was recommended for the site.

ASI (2017h) completed a Stage 2 archaeological resource assessment of 8-30 Widmer Street and 315 Adelaide Street West under the project direction of Eva MacDonald (PIF# P125-0266-2018). The assessment involved the mechanical excavation of five test trenches and resulted in the identification of archaeological resources related to the Toronto General Hospital site (AjGu-51). The assessment recommended that the study area be subject to Stage 4 mitigation prior to any developmental impacts.

ASI (2017i) completed a Stage 1 archaeological assessment of 89-99 Church Street under the project direction of Thanos Webb (P400-0035-2015). The Stage 1 assessment resulted in the determination that the subject property did not retain archaeological potential and no further archaeological assessment was required.

ASI (2017j) completed a Stage 1 archaeological assessment of the proposed Gardiner Expressway and Lakeshore Boulevard East Reconfiguration Hybrid Design Alternative 3 (North) in the Keating Channel Precinct under the project direction of Eric Beales (P1030-0002-2017). Stage 2 archaeological assessment through archaeological construction monitoring was recommended.

ASI (2017k) completed a Stage 1 archaeological assessment of 114-120 Church Street and 59 Richmond Street East under the project direction of Eric Beales (PIF # P1030-0014-2017). The Stage 1 assessment resulted in the determination that the subject property did not retain archaeological potential and no further archaeological assessment was required.

Golder (2017) completed a Stage 1 archaeological resource assessment of 85 Richmond Street West under the project direction of Carla Parslow (PIF# P243-0369-2017). The assessment determined that the study area did not retain potential for archaeological resources and no further assessment was required.

4Transit (2018a) completed a Stage 1 archaeological assessment of the proposed East Harbour SmartTrack Station under the project direction of Sarah Henderson (PIF# P394-0031-2017). This assessment noted that parts of the assessment area had been previously disturbed and they did not require further assessment, however, other parts of the assessment area required a Stage 2 archaeological assessment.

4Transit (2018b) completed a Stage 1 archaeological assessment of the proposed Gerrard-Carlaw SmartTrack Station under the project direction of Sarah Henderson (PIF# P394-0032-2017). This assessment noted that parts of the assessment area had been previously disturbed and did not require further assessment. However, other parts of the assessment area retained archaeological potential and were recommended for Stage 2 archaeological assessment.

4Transit (2018c) completed a Stage 1 archaeological assessment of the proposed Exhibition GO Station under the project direction of Sarah Henderson (PIF# P394-0064-2018). This assessment noted that parts of the assessment area had been previously disturbed and they did not require further assessment, however, other parts of the assessment area required a Stage 2 archaeological assessment.

AECOM (2018) completed a Stage 1 archaeological assessment as part of the Union Station Rail corridor east enhancements Transit Project Assessment Process Project under the project direction of Glenn Kearsley (PIF# P123-0332-2016). Most of the site was noted as being previously disturbed and no further work required in those parts. Other parts of the site were recommended for a Stage 2 archaeological assessment by construction monitoring.

Archeoworks (2018) completed a Stage 1 archaeological assessment for a proposed development at 250 and 260 Front Street East and 383 King Street East under the project direction of Kim Slocki (PIF# P029-0961-2017). Stage 2 archaeological assessment was recommended.

ASI (2018a) completed a Stage 1 archaeological assessment on behalf of Enbridge Gas Distribution Inc. for the proposed Liberty Village Pipeline Project in the Ordnance Reserve under the project direction of Lisa Merritt (PIF# P094-0269-2018). No further work was recommended due to previous disturbance of the project area.

ASI (2018b) completed a Stage 1 archaeological assessment of 770 Don Mills Road under the project direction of Robb Bhardwaj (PIF# P449-0180-2018). No further work was recommended due to previous disturbance of the project area.

ASI (2018c) completed a Stage 2 archaeological assessment for the proposed Ordnance Paralleling Station as part of the GO Rail Network Electrification Project in part of the Garrison Common under the project direction of Lisa Merritt (PIF# P094-0282-2018). Two test trenches were mechanically excavated; however, the test trenching was interrupted by the intrusion of the water table. Archaeological monitoring of construction activities was recommended.

ASI (2018d) completed a Stage 4 archaeological salvage excavation of the 12-20 Widmer Street portion of the Toronto General Hospital Site (AjGw-51) and 8-30 Widmer Street and 315 Adelaide Street West under the project direction of Eva MacDonald (PIF# P125-0277-2018). Although the assessment resulted in the recovery of 500 artifacts related to the Toronto General Hospital site (AjGw-51) it was determined that the study area did not retain further archaeological potential and no further assessment was required.

Golder (2018a) completed a Stage 1 archaeological assessment as part of the Relief Line Project of the proposed Downtown Relief Line Corridor and Stations under the project direction of Carla Parslow (PIF# P243-0374-2017). This assessment noted that parts of the project footprint retain archaeological potential and recommended that a Stage 2-3 archaeological assessment was required. Other parts of the footprint did not require further archaeological assessment.

Golder (2018b) completed a Stage 2 archaeological assessment of the West Lawn of Osgoode Hall at 130 Queen Street West under the project direction of Carla Parslow (PIF# P243-0362-2017). The site was surveyed by test pits at 5 m intervals. Artifacts were identified across the assessment area; however, these were interpreted to have been disturbed from their original context by 20th century grading on the property and no further work was recommended.

Stantec (2018a) completed a Stage 1 archaeological assessment of 250 University Avenue under the project direction of Thanos Webb (PIF # P400-0121-2018). The Stage 1 assessment resulted in the determination that the subject property did not retain archaeological potential and no further assessment was required.

Stantec (2018b) completed a Stage 1 archaeological assessment as part of the NPS 30 Don River Replacement Supply Project environmental assessment under the project direction of Thanos Webb (P400-0116-2018). This assessment recommended no further assessment for the assessment area.

4Transit (2019) completed a Stage 1 archaeological assessment of additional lands at the proposed Exhibition GO Station under the project direction of Lara Wood (PIF# P1078-0050-2019). This assessment did not make any recommendations on the project footprint.

ASI (2019a) completed a Stage 4 archaeological monitoring of construction excavation at the St. Andrew's Market site (AjGU-103) at 505 Richmond Street West under the project direction of Eva MacDonald (PIF# P125-0262-2018). In the course of the Stage 4 monitoring, the remains of the St. Andrew's Market site (AjGu-103) were excavated and documented. No further archaeological assessment was recommended.

ASI (2019b) completed a Stage 2 archaeological assessment of 64-86 Bathurst Street under the project direction of Dave Robertson (PIF# P372-0051-2019). Two test trenches were mechanically excavated and identified mid-19th century remains registered as the Connor site (AJGu-109), which was recommended to be subject to a Stage 4 mitigation. The remainder of the assessment area was recommended as being of no further archaeological potential and no further work was recommended.

ASI (2019c) completed a Stage 1 archaeological assessment of 133-141 Queen Street East and 128 Richmond Street East under the project direction of Eric Beales (PIF# P1030-0040-2018). The Stage 1 assessment resulted in the determination that the subject property did not retain archaeological potential and no further archaeological assessment was recommended.

Metrolinx (2019) completed a Stage 1 archaeological assessment as part of the Union Station Rail Corridor West Track Enhancements Project under the project direction of Christienne Uchiyama (PIF# P376-0020-2018). This assessment noted most of the assessment area as having been previously disturbed and recommended no further archaeological assessment. Parts of the assessment area, however, were noted as retaining potential for deeply buried archaeological resources. These areas were recommended for a Stage 2 archaeological monitoring.

AECOM (2020a) completed a Stage 1 archaeological assessment as part of the Ontario Line Project of the north segment (Pape Station to the Ontario Science Centre) under the project direction of Samantha Markham (PIF# P438-0194-2019). This assessment noted parts of the assessment area as being deeply disturbed and recommended no further archaeological assessment on those parts. Other parts of the assessment area were recommended for a further Stage 2 archaeological assessment.

AECOM (2020b) completed a Stage 1 archaeological assessment as part of the Ontario Line Project of the south segment (Osgoode Station to Pape Station) under the project direction of Samantha Markham (PIF# P438-0197-2019). This assessment noted parts of the assessment area as being deeply disturbed and recommended no further archaeological assessment. Other parts of the assessment area were recommended for further Stage 2 archaeological assessment.

AECOM (2020c) completed a Stage 1 archaeological assessment as part of the Ontario Line Project of the west segment (Osgoode Station to Ontario Place) under the project direction of Samantha Markham (PIF# P438-0195-2019). This assessment noted parts of the assessment area as being deeply disturbed and recommended no further archaeological assessment. Other parts of the assessment area were recommended for a further Stage 2 archaeological assessment.

ASI (2020a) completed a Stage 1 archaeological assessment of Exhibition Place in the City of Toronto under the project direction of Eric Beales (PIF# P1030-0048-2018). This assessment refined the recommendations of archaeological potential within Exhibition Place including designating areas of archaeological potential and recommendations for further archaeological assessment as required in different portions of the Exhibition Place grounds.

ASI (2020b) completed a Stage 1 archaeological resource assessment of 355 Adelaide Street West, 16 Oxley Street, and 46 Charlotte Street under the project direction of David Robertson (PIF# P372-0070-2020). The assessment resulted in the determination that the study area did not retain archaeological potential and no further assessment was recommended.

ASI (2020c) completed a Stage 1 archaeological resource assessment of 224-240 Adelaide Street West under the project direction of David Robertson (PIF# P372-0092-2020). The assessment resulted in the determination that the study area did not retain archaeological potential and no further assessment was recommended.

AECOM (2021) completed an addendum to the Stage 1 archaeological assessment as part of the Ontario Line Project of the south segment (Osgoode Station to Pape Station) under the project direction of Samantha Markham (PIF# P438-0236-2020). This assessment noted parts of the assessment area as being deeply disturbed and recommended no further archaeological assessment. Other parts of the assessment area were recommended for further Stage 2 archaeological assessment. These recommendations largely reiterated those of AECOM's previous report for the area (AECOM 2020b) but were updated in the Don River area to reflect previous archaeological assessments in the area (such as AECOM 2018, listed above).

Archaeological Consultants & Contractors (2021) completed a Stage 1 archaeological assessment of 241 Richmond Street West and 133 John Street under the project direction of George Clark (PIF # P120-0243-2021). The Stage 1 assessment resulted in the determination that the subject property did not retain archaeological potential and no further archaeological assessment was recommended.

ASI (2021) completed a Stage 1 archaeological assessment as part of the Metrolinx OnCorridor non-priority works under the project direction of Blake Williams (PIF# P383-0182-2019). This assessment noted parts of the assessment area as being disturbed and recommended no further archaeological assessment. Other portions of the assessment area were recommended for Stage 2 archaeological assessment.

2.3.3.3 City of Toronto Archaeological Management Plan

Toronto's municipal Archaeological Management Plan, entitled *A Master Plan of Archaeological Resources for the City of Toronto – Interim Report* (ASI 2004), also available online (City of Toronto 2021a), was consulted. The Master Plan indicates the study area includes areas of archaeological potential. This archaeological potential is further addressed in Section 5.2.

2.4 Indigenous Engagement

Indigenous engagement for this project was coordinated by Metrolinx. The following potentially interested Indigenous Nations were contacted by Metrolinx regarding engaging in this Stage 1 archaeological assessment:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River

- Haudenosaunee Confederacy Chiefs Council
- Huron-Wendat Nation
- Kawartha Nishnawbe First Nation
- Métis Nation of Ontario
- Williams Treaties First Nations:
 - Alderville First Nation
 - Beausoleil First Nation
 - Chippewas of Georgina Island
 - Chippewas of Rama First Nation
 - Curve Lake First Nation
 - Hiawatha First Nation
 - Mississaugas of Scugog Island First Nation

A draft version of this Stage 1 archaeological assessment report was shared with all 13 Indigenous Nations listed above on August 18, 2021. In addition, an initial draft of the EIAR including this Stage 1 archaeological assessment report was shared with Indigenous Nations on November 18, 2021 for their review. More details concerning Indigenous engagement are provided in Section 6.6 of the EIAR.

Indigenous engagement is ongoing during the course of the project, with various Indigenous Nations involved with upcoming stages of archaeological investigations as the Project proceeds. The ongoing Indigenous engagement follows the MHSTCI's 2011 draft technical bulletin, *Engaging Aboriginal Communities in Archaeology* (Government of Ontario 2011b).

3 Existing Conditions

The study area consists of the proposed route of the Ontario Line Subway as well as associated station, portal, and temporary workspace footprints. The route begins in the west at the current Exhibition GO station. From there it travels at surface level east along the current Lakeshore West GO rail corridor before entering a portal west of Strachan Avenue from which the route continues through the downtown core of the City of Toronto through bedrock.

The route continues eastward along Queen Street West, before turning south and eastwards towards the Distillery district. The route crosses the Don River and proceeds northwards, along Pape Avenue, terminating at Eglinton-Don Mills, where the Ontario Science Centre station will be located.

Along the route a number of new stations are proposed at Exhibition Place, King-Bathurst, Queen-Spadina, Osgoode Hall, Queen-Yonge (called Queen Street station), Moss Park, Parliament-Front (called Corktown station), Eastern Avenue (called East Harbour station), Queen Street East (called Riverside/Leslieville station), Gerrard Street, Pape-Danforth, Pape-

Cosburn, Overlea-Thorncliffe Park, Ontario Science Centre (called Flemingdon Park station), and Eglinton-Don Mills (called Ontario Science Centre station). The project will also involve the construction of a new Maintenance Storage Facility in the Thorncliffe neighborhood.

The station footprints and temporary workspaces within the downtown Toronto section of the route between Exhibition and the Don River are predominantly occupied by either paved parking lots or existing multi-story structures with below-grade foundations, although some greenspace is present (e.g., Moss Park, the grounds of Osgoode Hall). Station and temporary workspace footprints east of the downtown section, along the Lakeshore East, Pape Avenue, and Thorncliffe sections of the route are predominantly suburban areas of the city, which were largely only developed at the end of the 19th century and into the 20th century. Many of these areas are also former industrial lands which were demolished and paved over in the 20th century. There are small areas of parkland throughout the study area east of the downtown.

In order to accommodate streetcars, a new diversion has been included in the Project Footprint (Figure 15.4 and Figure 15.5) that was not originally covered in the AECOM reports (2020a, 2020b, 2021). This route begins at the intersection of York Street and Queen Street West, extending southwards to King Street West. The route also includes portions of Adelaide Street, between Spadina Avenue and Victoria Street. This additional area encompasses the York Street, King Street West, and Adelaide Street RoWs. The footprint of this extension is occupied by paved roadways, streetcar tracks, and below grade utilities.

4 Field Methods

This Stage 1 archaeological assessment compiled available information about the known and potential archaeological resources within the study area, including the use of the City of Toronto's archaeological master plan and a random spot check property inspection, in accordance with the MHSTCI 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a), Section 1.2, Standard 1. In this manner, the study area was evaluated for areas of disturbance, poor drainage, steep slope, or low archaeological potential. The Stage 1 archaeological assessment was conducted under PIF P1060-0086-2020 issued to Caitlin Simmons, M.Sc. by the MHSTCI. The Stage 1 property inspection was conducted by Jeffrey Muir, BA, CAHP (R304), of Stantec, and took place on October 13, 2020 and November 20, 2021. During the property inspection on October 13, 2020, the weather was sunny and warm. Visibility of the study area was excellent. During the property inspection on November 20, 2021, the weather was overcast and cool and visibility of the study area was excellent. At no time were field, lighting, or weather conditions detrimental to the identification of features of archaeological potential.

Photos 1 to 29 document existing conditions of properties not previously reported on, as well as those whose recommendations have changed. They are further discussed in Section 5.2.2 and Section 5.2.3.

5 Analysis and Conclusions

5.1 Criteria for Determination of Archaeological Potential

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a property. Stantec applied criteria indicative of archaeological potential, as held by the MHSTCI (Government of Ontario 2011a: Section 1.3.1), to determine areas of archaeological potential within the study area. These variables include proximity to previously registered archaeological sites, distance to various types of water sources, soil texture and drainage, glacial geomorphology, elevated topography, and the general topographic variability of the area.

Distance to modern or ancient water sources is generally accepted as the most important determinant of past human settlement patterns and, considered alone, may be indicative of archaeological potential. However, any combination of two or more other criteria, such as well-drained soils or topographic variability, may also indicate archaeological potential. Finally, extensive land disturbance can eradicate archaeological potential (Government of Ontario 2011a: Section 2.1).

Distance to water is an essential factor in archaeological potential modeling. When evaluating distance to water, it is important to distinguish between water and shoreline, as well as natural and artificial water sources, because these features impact site locations and types to varying degrees. According to the *Master Plan of Archaeological Resources for the City of Toronto*, any areas within 250 m of a river or creek qualify as potential for pre-contact Indigenous sites (ASI 2004). The MHSTCI (Government of Ontario 2011a: Section 1.3.1) categorizes water sources in the following manner:

- Primary water sources are lakes, rivers, streams, creeks
- Secondary water sources are intermittent streams and creeks, springs, marshes, and swamps
- Past water sources are glacial lake shorelines, relic river or stream channels, cobble beaches, shorelines of drained lakes, or marshes
- Accessible or inaccessible shorelines are high bluffs, swamp or marshy lake edges, and sandbars stretching into marsh

Other features are considered indicative of archaeological potential including previously identified archaeological sites, areas of historic settlement, elevated topography and distinctive landforms, well-drained sandy soils, and historic landmarks (Government of Ontario 2011a: Section 1.3.1). Given that the majority of the study area has been subject to previous assessment in the Stage 1 archaeological assessments completed by AECOM (2020a, 2020b, 2021), the focus of Stantec's research, analysis, and recommendations will be on those areas which have not already been addressed in previous archaeological assessment and areas where recommendations from previous assessments are being re-examined.

Analysis of historical mapping (Section 2.2.2) was used to gain a general idea of the historical occupants of the study area and structures present within the study area. While historic maps have their inherent errors, their review is important, as they demonstrate both the frequency and extent of change the study area has undergone over time, including the presence of well-known people and places (e.g., people such as William Allan in Moss Park and Sir John Beverley Robinson and places such as Osgoode Hall and various metal works and marketplaces).

Archaeological potential can be considered to be removed where there is evidence of deep and extensive land alterations. This may be the result of activities such as quarrying, major landscaping and soil grading, building footprints, and sewage and infrastructure development (Government of Ontario 2011a: Section 1.3.2). Archaeological potential is also considered to be low in permanently wet areas or areas of steep (greater than 20°) slope (Government of Ontario 2011a: Section 2.1). Finally, further archaeological assessment is not required where previous archaeological assessments recommended no further work and the report was accepted by the MHSTCI into the Ontario Public Register of Archaeological Reports (Government of Ontario 2011a: Section 2.1).

Based on mapping, the project area is within 250 m of several watercourses. The proximity of water meets the MHSTCI's and the City of Toronto's defined characteristics for archaeological potential. While the proposed Ontario Line footprint crosses the Don River, the subject matter of this report is the terrestrial archaeological resources. The marine archaeological assessment will be undertaken by Stantec under a separate marine archaeological licence.

The study area also includes registered archaeological sites, areas of historic settlement, and historical landmarks, as outlined in Section 2.2 and Section 2.3.

5.2 Areas of Archaeological Potential

The majority of the study area has been previously assessed by the preceding Stage 1 archaeological assessments completed by AECOM (2020a, 2020b, 2021). The AECOM Stage 1 assessments contain a variety of recommendations, including areas requiring Stage 2 archaeological assessments, previous disturbance with no further assessment recommended, and previously assessed sections. These recommendations have been predominantly carried over by Stantec.

Given that the study area has changed since the AECOM Stage 1 reporting, some additional areas have been considered in the current report. These additional areas were subject to property inspection and are further discussed in Section 5.2.2.

In addition, Stantec's desktop review identified several previous archaeological assessment reports which were not reviewed as part of the previous Stage 1 archaeological assessments completed by AECOM (e.g., some reports by 4Transit, AMAA, and ASI). The results of these additional previous assessments have been factored into Stantec's recommendations. Stantec also conducted additional property inspections for these areas and modified AECOM's previous recommendations, as discussed in Section 5.2.3.

5.2.1 Unchanged Determinations of Archaeological Potential

Upon review of the preceding Stage 1 archaeological assessments completed by AECOM (2020a, 2020b, 2021), Stantec confirmed that portions of the study area still require archaeological assessment. Additional archaeological assessments have been recommended in undisturbed treed areas, properties retaining deeply buried archaeological potential, and two registered archaeological sites located in the study area, with outstanding cultural heritage value or interest.

The Parliament Site (AjGu-41) has been recommended for further archaeological assessment in the form of Stage 4 excavation and Stage 2 test trenching. The Lime Kiln Works Site (AjGu-61/64) has also been recommended for Stage 4 archaeological mitigation.

In addition, Stantec confirmed recommendations for areas indicated by AECOM to have low to no archaeological potential.

5.2.2 Additions to the Study Area and New Determinations of Archaeological Potential

Stantec has assessed three additional areas: the Adelaide streetcar diversion, the properties involved with or adjacent to the North Toronto Wastewater Treatment Plant, and the Beechwood Drive northwest segment.

As seen on Figure 15.4, Figure 15.5, and Figure 15.6, an extension of the Ontario Line project has been included in order to accommodate a streetcar diversion. The area is confined to portions of the RoW of York Street, Adelaide Street West, Adelaide Street East, Richmond Street West, Richmond Street East, and Church Street. A review of previous reports indicated that a large portion of the Adelaide Street extension had been subject to extensive disturbance and no longer retains archaeological potential (ASI 2014c).

A property inspection was conducted in order to assess the potential of those areas within the extension not covered by previous reporting. It was determined that these portions of the streetcar extension, along Church Street, have been subject to extensive previous disturbance from modern road works, streetcar infrastructure, and installation of below grade utilities (Photos 8, 9, and 12 to 17).

Figure 15.15 shows additions to the study area located at 21 Redway Road and 180 Millwood Road. A property inspection of the additions to 21 Redway Road and 180 Millwood Road was conducted to assess archaeological potential. It was determined that 21 Redway Road has been subject to deep and extensive disturbance from infrastructure associated with the North Toronto Wastewater Treatment Plant (Photos 21, 22, and 23). The property located at 180 Millwood Road is a woodlot which retains archaeological potential and requires archaeological assessment.

Figure 15.15 also shows the additions to the study area located northwest of Beechwood Drive. This wooded parkland area retains archaeological potential and requires archaeological assessment.

5.2.3 Changes to Previous Determinations of Archaeological Potential

As mentioned, Stantec's desktop review identified several previous archaeological assessment reports which were not reviewed as part of the previous Stage 1 archaeological assessments completed by AECOM. The results of these additional previous assessments have been factored into Stantec's recommendations. Stantec's property inspections also documented some areas recommended for a Stage 2 assessment by AECOM are extensively disturbed. These changes include Ordnance Park, the University Avenue RoW, the Queen Street West RoW, 356 Eastern Ave, and 40 Beth Neilson Drive. An overview of these areas is presented below in Table 5-1 and discussed in the following subsections.

Table 5-1. Summary of Recommendation Changes

Stantec Figure Number	Name	AECOM Recommendation	Stantec Recommendation	Photo(s)	Plate(s)	See
15.2	Ordnance Park	Deeply buried potential	Previously disturbed and deeply buried potential	1, 2	1, 2, 3	5.2.3.1
15.3	667-669 King Street W	Deeply buried potential	Previously disturbed	3	n/a	5.2.3.2
15.4	Queen Street RoW	Deeply buried potential	Previously disturbed	4, 5, 6, 10, 11, 26, 27, 28, 29	n/a	5.2.3.3
15.4 and 15.5	University Avenue RoW	Deeply buried potential	Previously disturbed	6, 7	n/a	5.2.3.4
15.9	356 Eastern Avenue	Deeply buried potential	Previously disturbed	14, 15, 16	4	5.2.3.5
15.17	40 Beth Neilson Drive	Deeply buried potential	Previously disturbed	24, 25	5	5.2.3.6

5.2.3.1 Ordnance Park

Ordnance Park was formerly occupied in its entirety by a large industrial facility until 1989, after which it was demolished (Plate 1 and Plate 2). The property was subsequently extensively graded as part of recent construction (Plate 3). Photos 1 and 2 show the current conditions at Ordnance Park, indicating that the area has been subject to extensive grading and infilling activities associated with the park's construction.

Geotechnical boreholes within the park indicate a 1.28 m deep deposit of fill underlain by glacial till. ASI (2018) recommended for an immediately adjacent property (10R Ordnance Street) that potential for deeply buried archaeological resources existed below a depth of approximately 79 m above sea level, capped by 1.33 to 1.6 m of 20th century grading fill. As glacial till was identified at the Ordnance Park property as existing immediately below the 1.28 m of fill (identified by the aforementioned geotechnical investigations), there is no continuance of the layer of archaeological potential identified from the adjacent property at 10R Ordnance Street into Ordnance Park. It appears that all layers of soil where archaeological resources would be anticipated have been removed from the Ordnance Park property. Therefore, while ASI's (2018) recommendation for deeply buried archaeological potential at 10R Ordnance Street still stands, Stantec has changed the recommendation on the Ordnance Park property to one of no archaeological potential.

5.2.3.2 667-669 King Street West

The portions of the subway line that impact part of 667-669 King Street West were noted by AECOM (2020c) as retaining potential for deeply buried archaeological resources. Stantec conducted a property inspection of this address and determined that the areas have been subject to deep and extensive disturbance from installation of below grade utilities. Photo 3 depicts the current conditions of this area.

5.2.3.3 Queen Street RoW

The existing building footprints within downtown Toronto along Queen Street include three segments, the first one from 459 to 423 Queen Street West straddling Spadina Avenue, the second one from 205 Queen Street West to 145 Queen Street West straddling University Avenue, and the third one from 49 Queen Street West to 3 Queen Street East straddling Yonge Street.

Stantec conducted property inspection of the three Queen Street RoW segments. It was determined that the segment from 459 to 4423 Queen Street West along the south side of Queen Street West has been subject to extensive disturbance from road construction, basements, and installation of below grade utilities. Photos 4, 26, and 27 depict the current conditions of the areas originally recommended as having deeply buried archaeological potential. It should be noted that the paved areas behind 449 to 459 Queen Street West, fronting Graffiti Alley, still retain archaeological potential as noted by AECOM (2020c).

It was determined that the segment from 205 Queen Street West to 145 Queen Street West along the south side of Queen Street West has been subject to extensive disturbance from road

construction, basements, installation of below grade utilities, and a Yonge-University Line 1 subway station (Osgoode Station). Photos 5, 6, and 28 depict the current conditions of the areas originally recommended as having deeply buried archaeological potential.

The 49 Queen Street West to 3 Queen Street East segment was also determined to be subject to extensive disturbance from road construction, basements, installation of below grade utilities, and a Yonge-University Line 1 subway station (Queen Station). Photos 10, 11, and 29 depict the current conditions of this area.

5.2.3.4 University Avenue RoW

The portion of the subway line that impacts parts of the University Avenue RoW were noted by AECOM (2020b, 2021) as containing potential for deeply buried archaeological resources, from 331 University Avenue to 347 University Avenue.

Stantec conducted a property inspection of this RoW and determined that the area has been subject to deep and extensive disturbance from road construction, installation of below grade utilities, and the Yonge-University Line 1 Osgoode subway station. Photo 7 depicts the current conditions of University Avenue, showing the below grade entrance to the Osgoode station.

5.2.3.5 356 Eastern Avenue

A parking lot, located at 356 Eastern Avenue, was originally recommended for deeply buried archaeological potential by AECOM (2020a). Review of orthoimages indicates that the property was formerly occupied by a structure, which was subsequently demolished after 2007 (Plate 4).

A property inspection was conducted which confirmed the area was extensively disturbed by demolition and installation of below grade utilities. Photos 18 to 20 show the current conditions of the study area, depicting numerous below grade utilities which would affect archaeological potential.

5.2.3.6 40 Beth Neilson Drive

Portions of the property located at 40 Beth Neilson Drive were originally recommended as having deeply buried potential by AECOM (2020a). The property inspection of 40 Beth Neilson confirmed that the entire area has been subject to extensive below grade activities, including sewer lines and streetlight fixtures and that it is situated at the top of a steep slope and not within the Don River floodplain. Additionally, a review of the orthoimagery showed the study area was originally treed until 2015, when the entire area was graded (Plate 5). Photos 24 and 25 depict the current conditions of the study area located at 40 Beth Neilson Drive.

5.2.3.7 Summary of Changes to Archaeological Potential

In summary, based on Stantec's property inspections and desktop review, 10 Ordnance Street, the University Avenue RoW, the Queen Street RoW, 356 Eastern Avenue, and 40 Beth Neilson Drive are considered to be extensively disturbed. These areas are not considered to retain

archaeological potential in accordance with Section 1.3.2 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a).

5.2.4 Summary

In summary, in accordance with Section 1.3 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a), portions of the study area retain archaeological potential and should be subject to a further investigation. Stantec also confirmed that the two registered archaeological sites within the study area, the Lime Kiln Works Site (AjGu-61/64) and the Parliament Site (AjGu-41) still retain cultural heritage value or interest and are recommended for further archaeological assessment. Other portions of the study areas, including the areas addressed in Table 5-1 and the Adelaide streetcar diversion are considered to possess low to no archaeological potential and do not require further archaeological assessment.

6 Recommendations

Most of the study area has been previously assessed. Many sites in the study area have been recommended for a further Stage 2 archaeological assessment by the preceding Stage 1 archaeological assessments completed by AECOM (2020a, 2020b, 2020c, 2021). These recommendations are predominantly carried forward in this Stage 1 archaeological assessment recommendations. Where Stantec's desktop review and property inspection have indicated otherwise, Stantec's recommendations differ from AECOM (2020a, 2020b, 2020c, 2021). Stantec's recommendations regarding archaeological potential are illustrated on Figures 15.1 to 15.19, including identification of areas that do not retain archaeological potential, that require further Stage 2 archaeological assessment, or require further Stage 4 archaeological mitigation. These recommendations are summarized below.

Parts of the study area have been identified as possessing archaeological potential. **Stage 2 archaeological assessment is recommended**, in accordance with Section 7.7.4 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a). Parts of the study area have also been identified as possessing potential for deeply buried archaeological resources. Stage 2 archaeological assessment should proceed in accordance with the methodologies outlined in Section 2.1 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a), where appropriate.

The desktop review identified that two registered archaeological sites are located in the study area with outstanding cultural heritage value or interest. These include the Parliament Site (AjGu-41), and the Lime Kiln Works Site (AjGu-61/64).

In accordance with previous recommendations (ASI 2012b), **Stage 4 mitigation is recommended for the Parliament Site (AjGu-41)**, in accordance with the methodologies outlined in Section 4 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a), where appropriate.

In accordance with previous recommendations (Archeoworks 2009), **Stage 4 mitigation is recommended for the Lime Kiln Works Site (AjGu-61/64)**, in accordance with the methodologies outlined in Section 4 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a), where appropriate.

The remainder of the study area has been recommended as **previously disturbed and no further archaeological assessment required**, in accordance with Section 2.2 and 7.7.4 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011a).

Segments of the Ontario Line Subway construction requires tunnelling through bedrock and, therefore, will not impact soils containing archaeological resources. **No further archaeological assessment is required as part of the Project for those segments.**

The MHSTCI is asked to review the results presented and to accept this report into the Ontario Public Register of Archaeological Reports.

7 Advice on Compliance with Legislation

This report is submitted to the 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. O.18 (Government of Ontario 1990a). 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 study area of a development proposal have been addressed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* (Government of Ontario 1990a) 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 Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act* (Government of Ontario 1990a).

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* (Government of Ontario 1990a). 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* (Government of Ontario 1990a).

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c. 33 (Government of Ontario 2002) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services.

Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990a) and may not be altered, or have artifacts removed, except by a person holding an archaeological licence.

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9 Images

9.1 Photographs

Photo 1: View of study area from Ordnance Park, disturbed, facing northeast.



Photo 2: View of study area from Ordnance Park, disturbed, facing northwest.



Photo 3: View of study area from Bathurst Street, disturbed, facing south.



Photo 4: View of study area from Spadina Avenue, disturbed, facing southwest.

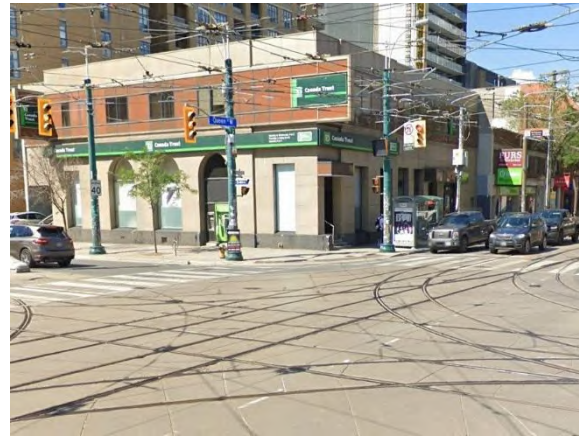


Photo 5: View of study area from Simcoe Street, disturbed, facing west.



Photo 6: View of study area from Queen Street West, disturbed, facing southwest.



Photo 7: View of study area from University Avenue, disturbed, facing south.

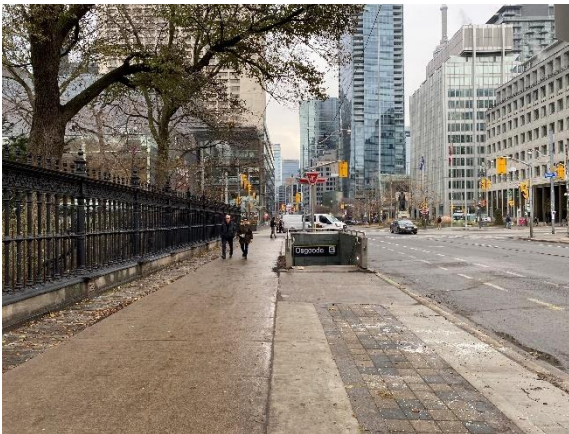


Photo 8: View of study area from York Street, disturbed, facing southeast.



Photo 9: View of study area along York Street, disturbed, facing northwest.



Photo 10: View of study area from Queen Street West, disturbed, facing southeast.



Photo 11: View of study area from Queen Street West, disturbed, facing southwest.



Photo 12: View of study area from Church Street, disturbed, facing south.



Photo 13: View of study area from Church Street, disturbed, facing south.



Photo 14: View of study area from Church Street, disturbed, facing north.



Photo 15: View of study area from Church Street, disturbed, facing south.



Photo 16: View of study area from Church Street, disturbed, facing north.



Photo 17: View of study area from Church Street, disturbed, facing northwest.



Photo 18: View of study area from Lewis Street, disturbed, facing southeast.



Photo 19: View of study area from Lewis Street, disturbed, facing east.



Photo 20: View of study area, disturbed, facing northeast.



Photo 21: View of study area from Redway Road, disturbed, facing southwest.



Photo 22: View of 21 Redway Road, disturbed, facing southwest.



Photo 23: View of study area from Redway Road, disturbed, facing northeast.



Photo 24: View of study area from 40 Beth Neilson Drive, disturbed, facing west.



Photo 25: View of 40 Beth Neilson Drive, disturbed, facing southwest.



Photo 26: View of study area from Queen Street West, disturbed, facing southeast.



Photo 27: View of study area from Queen Street West, disturbed, facing southeast.

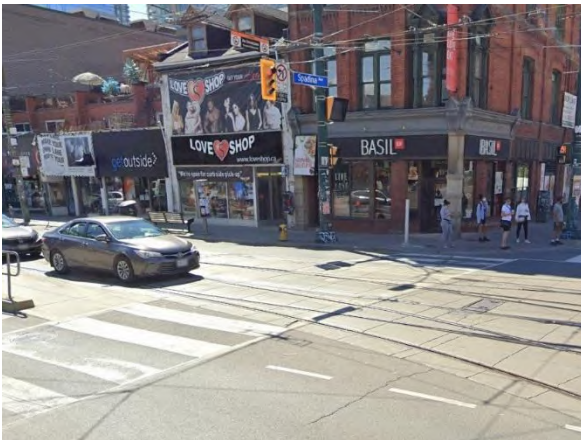


Photo 28: View of study area from Queen Street West, disturbed, facing southeast.

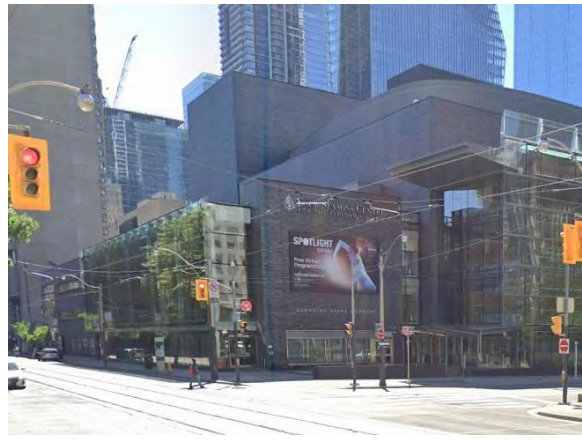


Photo 29: View of study area from Queen Street West, disturbed, facing southeast.



9.2 Plates

Plate 1: 1989 aerial photography (City of Toronto 2021b) of present-day Ordnance Park showing former structure on property (approximate area of interest is circled).



Plate 2: 1991 aerial photography (City of Toronto 2021b) of present-day Ordnance Park showing demolished property (approximate area of interest is circled).



Plate 3: Orthoimage (First Base Solutions 2017) of present-day Ordnance Park dated 2017 showing recent grading (approximate area of interest is circled).



Plate 4: Orthoimage (First Base Solutions 2007) of 356 Eastern Avenue dated 2007 showing former structure on property (approximate area of interest is circled).

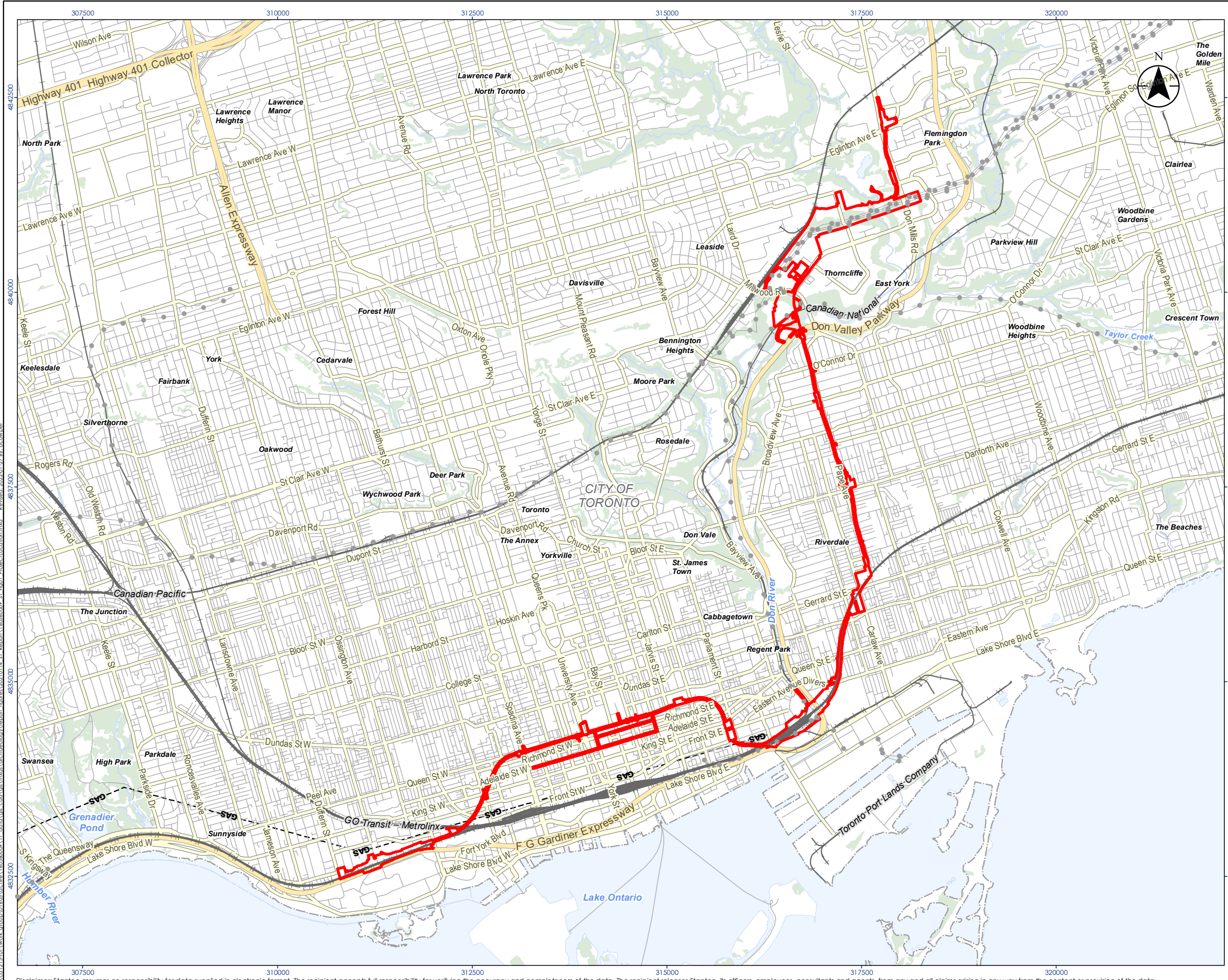


Plate 5: Orthoimage (First Base Solutions 2015) dated 2015 showing part of the study area at 40 Beth Neilson Drive has been subject to extensive grading (approximate area of interest is circled).



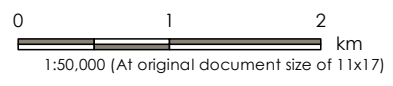
10 Maps

All maps will follow on succeeding pages.



Legend

- Study Area
- GAS-
- Highway
- Major Road
- Minor Road
- Hydro Line
- Railway
- Watercourse
- Municipal Boundary, Lower
- Waterbody
- Wooded Area



Notes

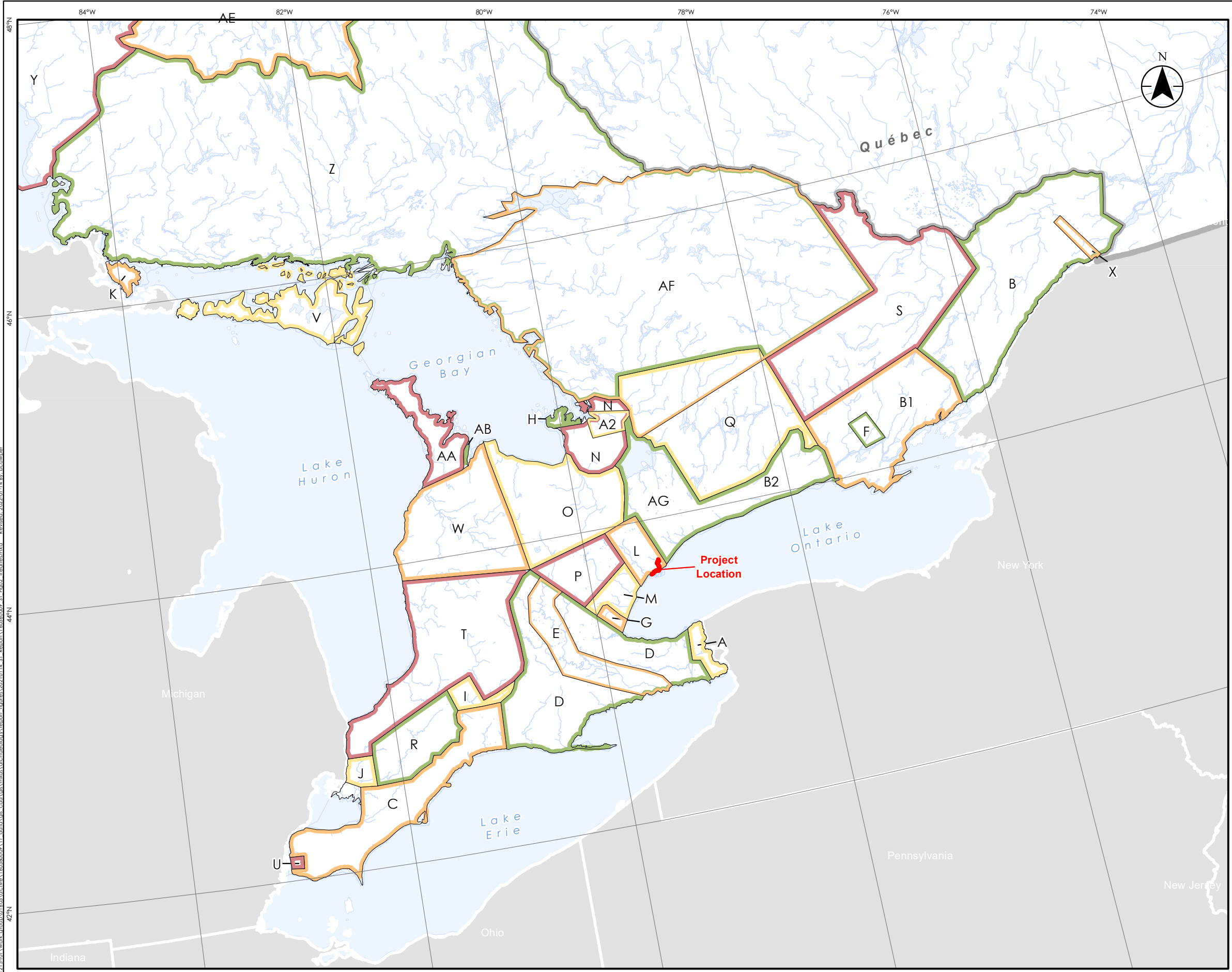
1. Coordinate System: NAD27 MTM zone 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.



Project Location: City of Toronto, ON
 160560009 REVA
 Prepared by BCC on 2022-01-27

Client/Project: HDR CORPORATION
 ONTARIO LINE TA
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT

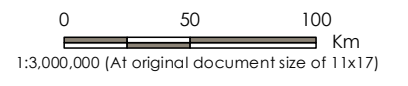
Figure No.: **1**
 Title: **Location of Study Area**



Legend

- Project Location
- Waterbody

- A** Treaty No. 381, May 9th, 1781 (Mississauga and Chippewa)
- AA** Treaty No. 72, October 30th, 1854 (Chippewa)
- AB** Treaty No. 82, February 9th, 1857 (Chippewa)
- AE** Treaty No. 9, James Bay 1905, 1906 (Ojibway and Cree)
- AF** Williams Treaty, October 31st and November 15th, 1923 (Chippewa and Mississauga)
- AG** Williams Treaty, October 31st, 1923 (Chippewa)
- A2** John Collins' Purchase, 1785 (Chippewa)
- B** Crawford's Purchase, October 9th, 1783 (Algonquin and Iroquois)
- B1** Crawford's Purchase, October 9th, 1783 (Mississauga)
- B2** Crawford's Purchase, 1783, 1787, 1788 (Mississauga)
- C** Treaty No. 2, May 19th, 1790 (Odawa, Chippewa, Pottawatomi, and Huron)
- D** Treaty No. 3, December 2nd, 1792 (Mississauga)
- E** Haldimand Tract: from the Crown to the Mohawk, 1793
- F** Tyndinaga: from the Crown to the Mohawk, 1793
- G** Treaty No. 3 3/4: from the Crown to Joseph Brant, October 24th, 1795
- H** Treaty No. 5, May 22nd, 1798 (Chippewa)
- I** Treaty No. 6, September 7th, 1796 (Chippewa)
- J** Treaty No. 7, September 7th, 1796 (Chippewa)
- K** Treaty No. 11, June 30th, 1798 (Chippewa)
- L** Treaty No. 13, August 1st, 1805 (Mississauga)
- M** Treaty No. 13A, August 2nd, 1805 (Mississauga)
- N** Treaty No. 16, November 18th, 1815 (Chippewa)
- O** Treaty No. 18, October 17th, 1818 (Chippewa)
- P** Treaty No. 19, October 28th 1818 (Chippewa)
- Q** Treaty No. 20, November 5th, 1818 (Chippewa)
- R** Treaty No. 21, March 9th, 1819 (Chippewa)
- S** Treaty No. 27, May 31st, 1819 (Mississauga)
- T** Treaty No. 27 1/2, April 25th, 1825 (Ojibwa and Chippewa)
- U** Treaty No. 35, August 13th, 1833 (Wyandot or Huron)
- V** Treaty No. 45, August 9th, 1836 (Chippewa and Odawa, "For All Indians To Reside Thereon")
- W** Treaty No. 45 1/2, August 9th, 1836 (Saugeen)
- X** Treaty No. 57, June 1st, 1847 (Iroquois of St. Regis)
- Y** Treaty No. 60, Robinson, Superior, September 7th, 1850 (Ojibwa)
- Z** Treaty No. 61, Robinson, Huron, September 9th, 1850 (Ojibwa)



Notes

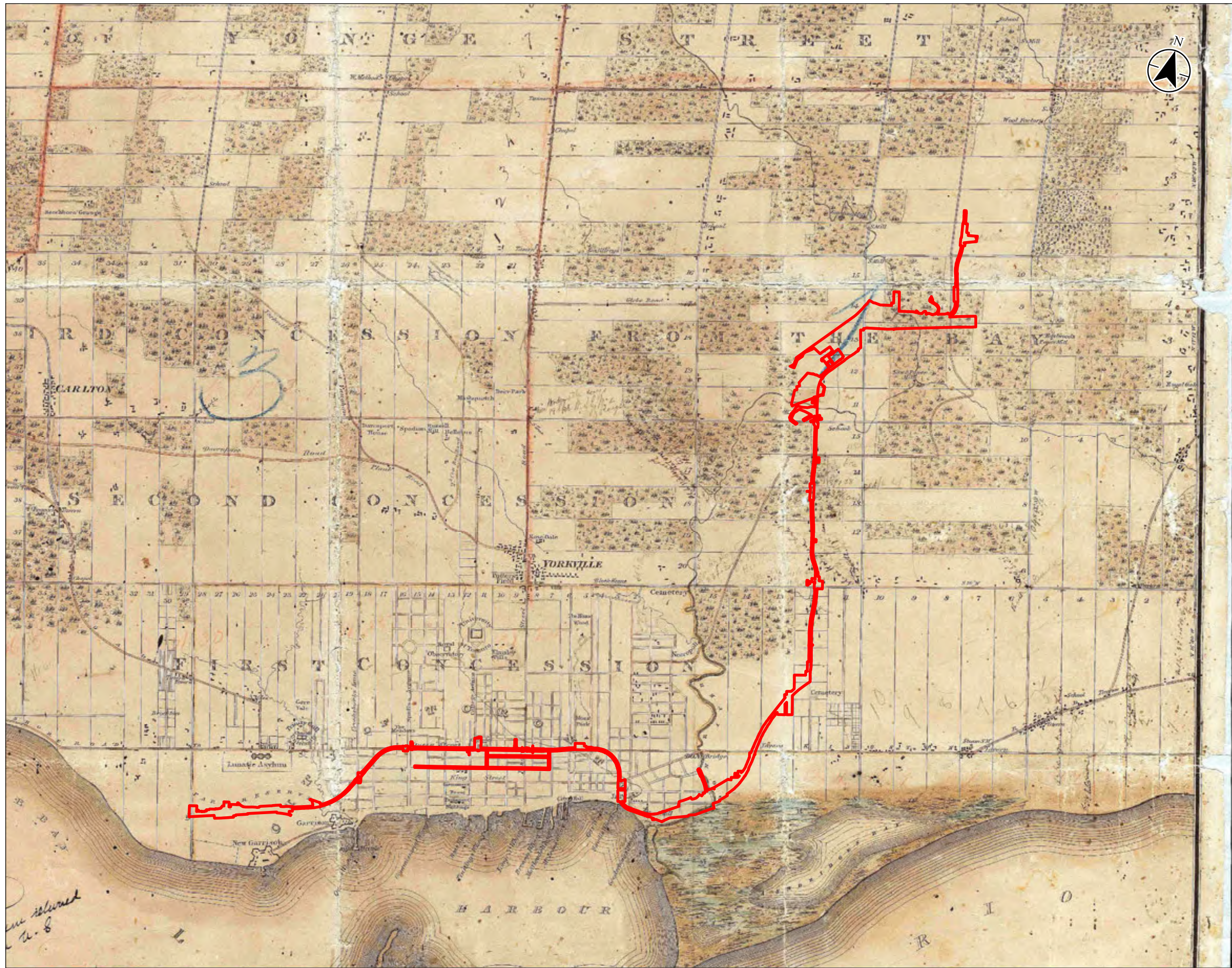
1. Coordinate System: NAD 1983 Statistics Canada Lambert
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
3. Treaty boundaries adapted from Morris 1943 [1964 reprint]. For cartographic representation only.


Project Location: City of Toronto, ON
 160560009 REVA
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Client/Project:
HDR CORPORATION
ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
2
 Title
Treaties and Purchases (Adapted from Morris 1943)

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Legend
 Study Area

NOT TO SCALE

Notes
1. Citation: Browne, J.O. 1851. Map of the Township of York in the County of York Upper Canada. 1851. Map on file with the City of Toronto Archive: Series 443, File 40.

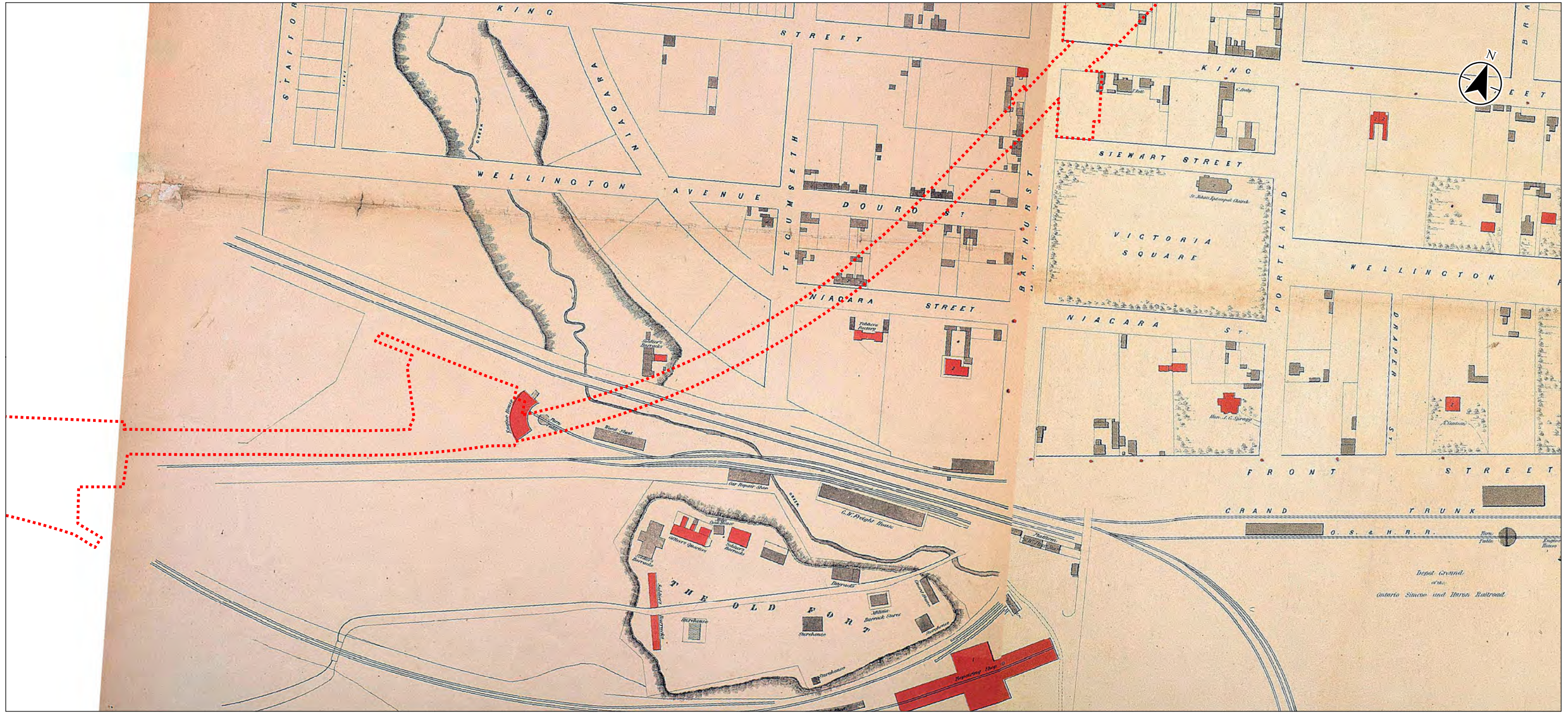


Project Location: City of Toronto, ON
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Prepared by BCC on 2022-01-27

Client/Project: HDR CORPORATION
ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.: **4**
Title: **1851 J.O. Browne Map of the Township of York**

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Legend
Project Footprint

Notes
1.- Reference: Boulton, W.S. 1858. Atlas of the City of Toronto. Map on file with the Toronto Public Library: MUC no.2133.
1.- Not to scale.

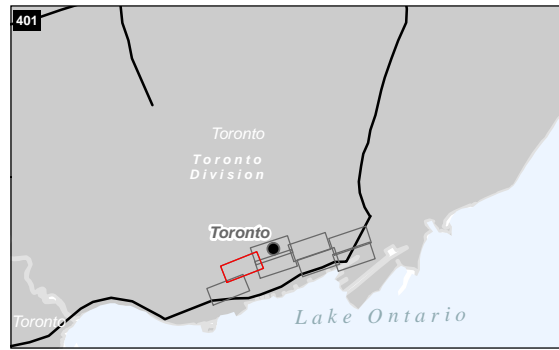



Project Location Toronto, ON Prepared by BCC on 2022-03-25

Client/Project 160560009 REVA
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ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
5.1

Title
1858 W. S. Boulton Atlas of the City of Toronto and Vicinity



Legend
 Project Footprint

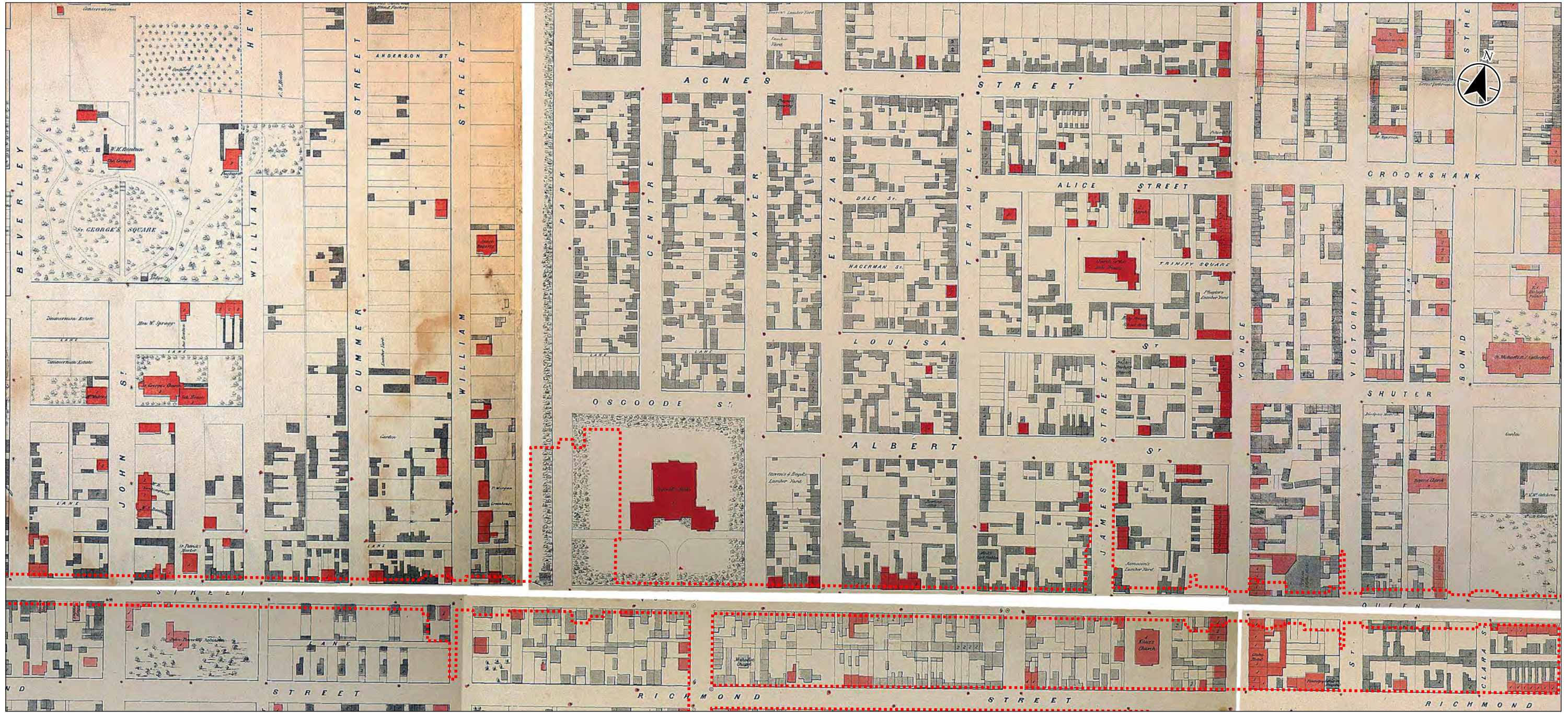
Notes
 1.- Reference: Boulton, W.S. 1858. Atlas of the City of Toronto. Map on file with the Toronto Public Library: MUC no.2133.
 1.- Not to scale.



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Figure No. 5.2	
Title 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity	

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Legend
Project Footprint

Notes
1.- Reference: Boulton, W.S. 1858. Atlas of the City of Toronto. Map on file with the Toronto Public Library: MUC no.2133.
1.- Not to scale.

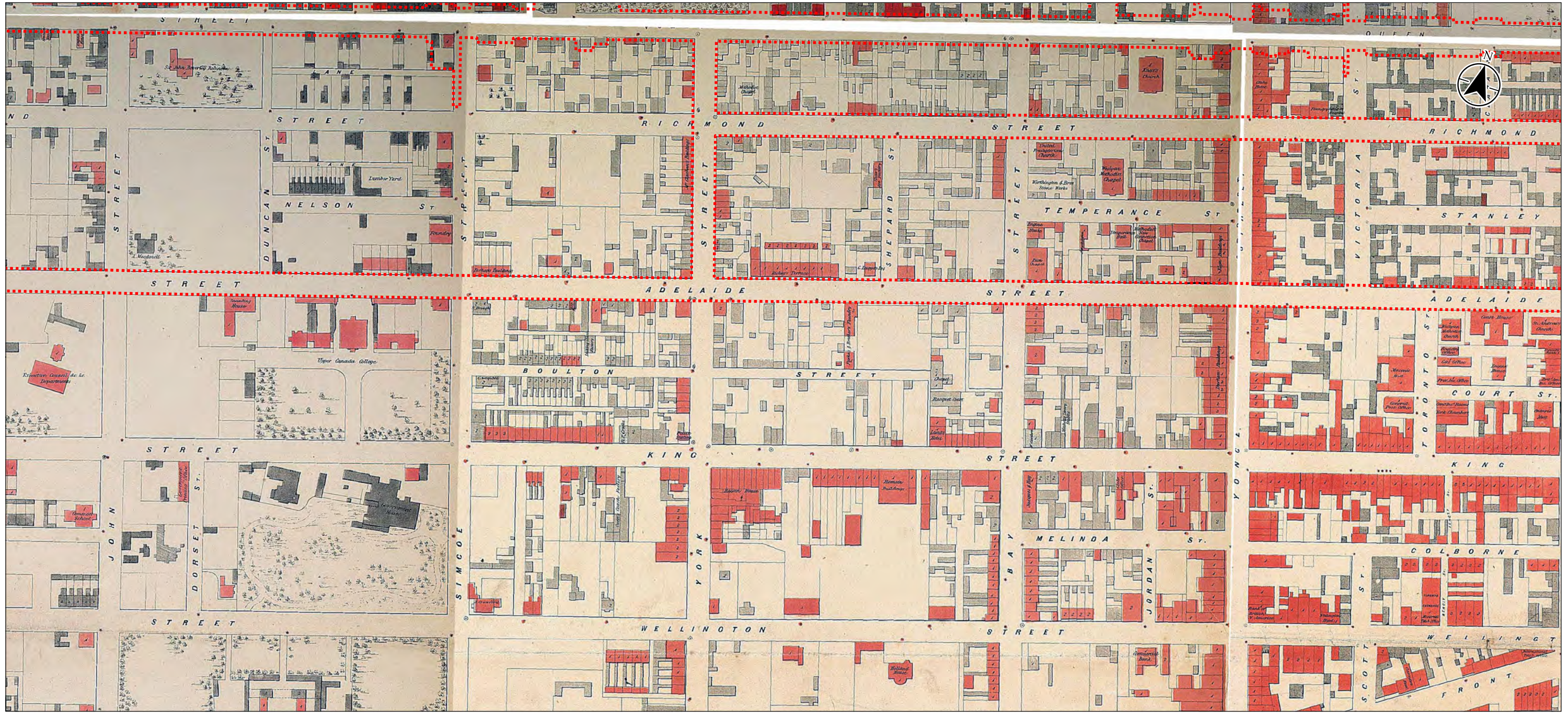


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ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No. 5.3
Title 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity

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Legend
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Notes
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Figure No. 5.4
Title
1858 W. S. Boulton Atlas of the City of Toronto and Vicinity

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Legend
Project Footprint

Notes
1.- Reference: Boulton, W.S. 1858. Atlas of the City of Toronto. Map on file with the Toronto Public Library: MUC no.2133.
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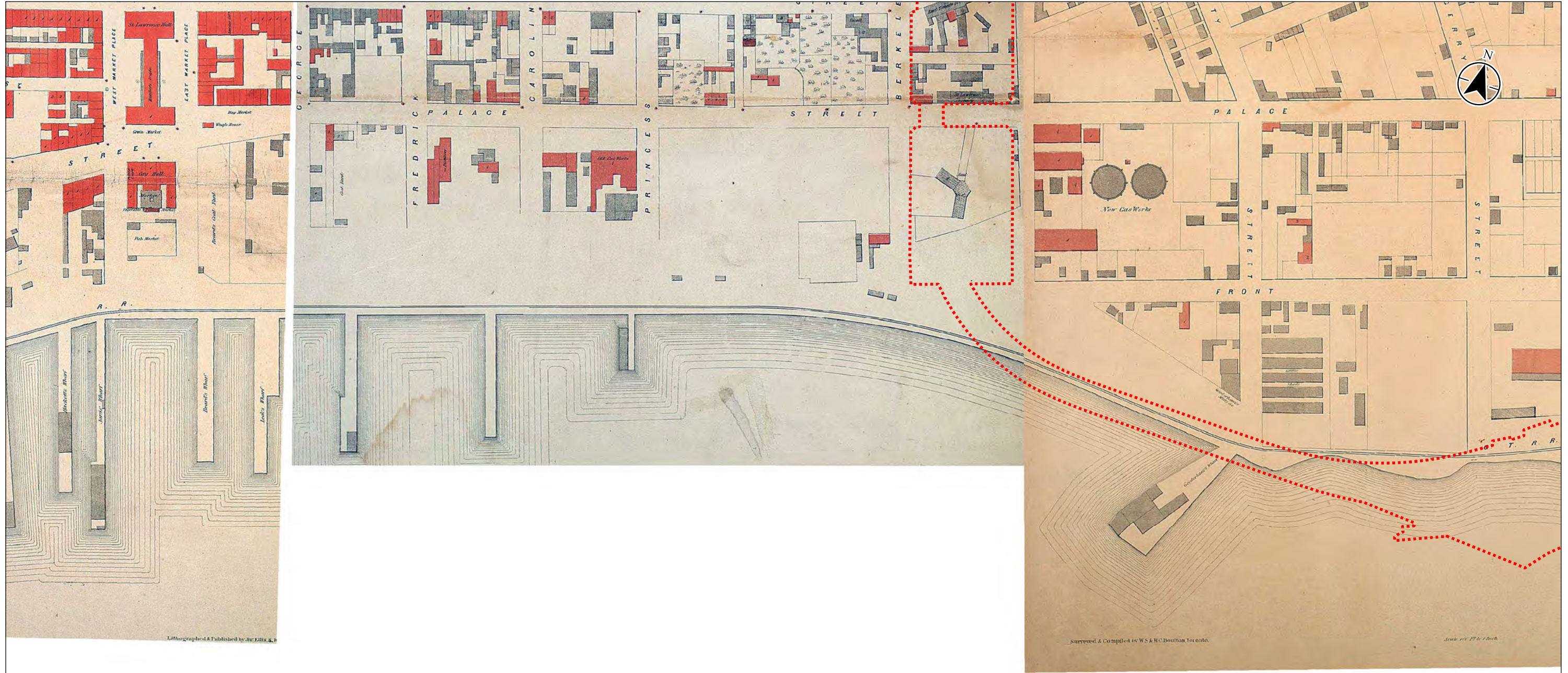
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STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
5.5

Title
1858 W. S. Boulton Atlas of the City of Toronto and Vicinity

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Legend
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Notes
 1.- Reference: Boulton, W.S. 1858. Atlas of the City of Toronto. Map on file with the Toronto Public Library: MUC no.2133.
 1.- Not to scale.



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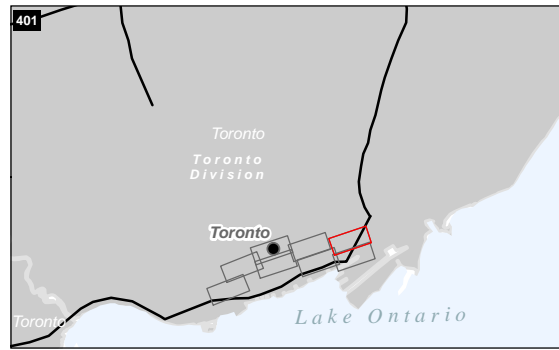
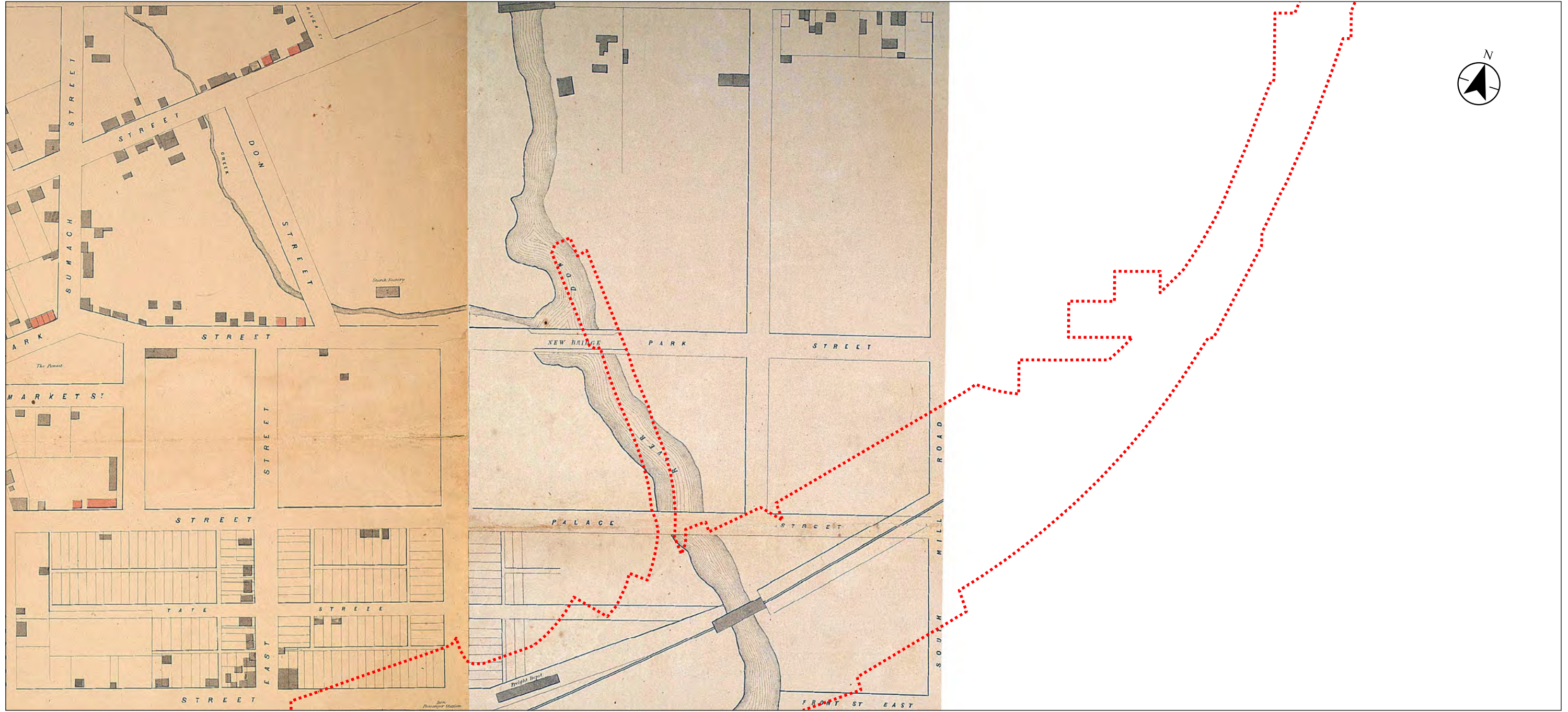
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5.6

Title

1858 W. S. Boulton Atlas of the City of Toronto and Vicinity

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Legend
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Notes
 1.- Reference: Boulton, W.S. 1858. Atlas of the City of Toronto. Map on file with the Toronto Public Library: MUC no.2133.
 1.- Not to scale.



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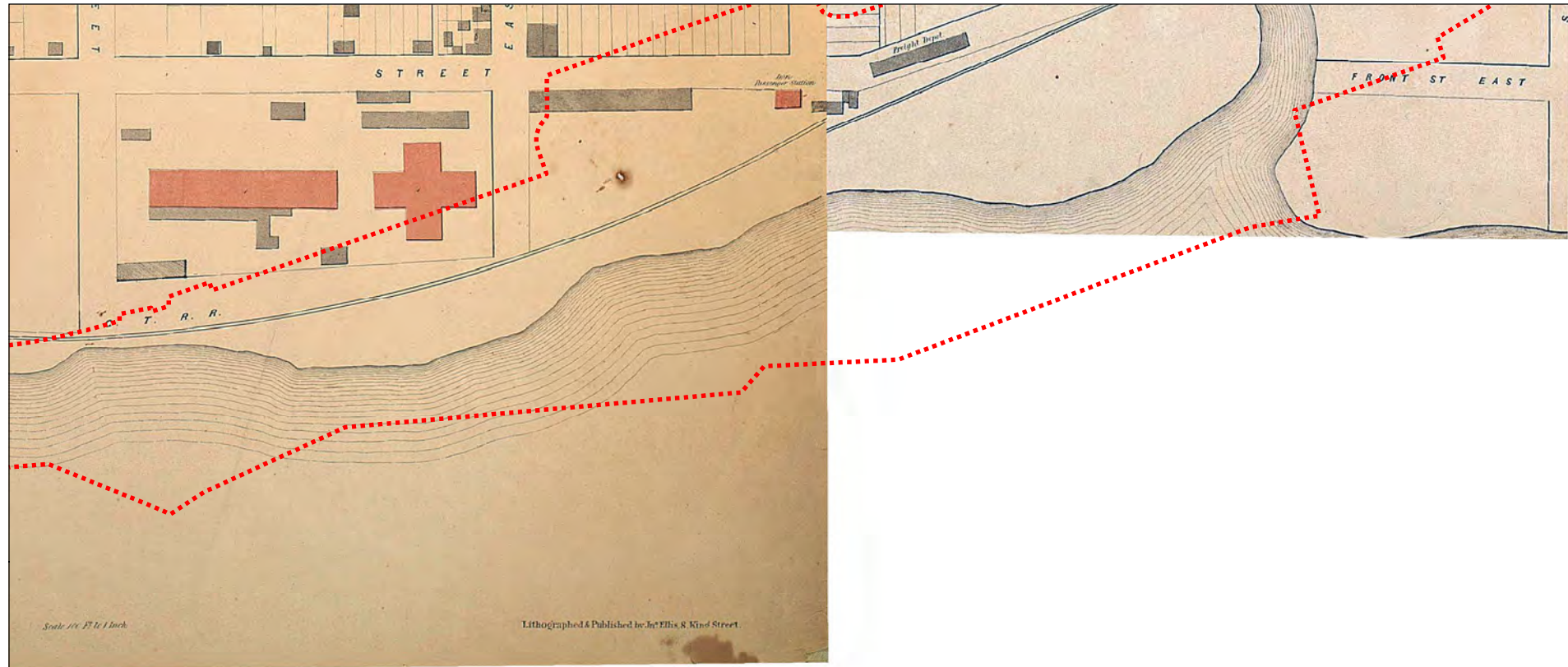
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160560009 REVA

Figure No.

5.7

Title
 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity



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Notes
 1.- Reference: Boulton, W.S. 1858. Atlas of the City of Toronto. Map on file with the Toronto Public Library: MUC no.2133.
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Figure No.
 5.8

Title
 1858 W. S. Boulton Atlas of the City of Toronto and Vicinity

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Legend
[Red Outline] Study Area

NOT TO SCALE

Notes
1. Citation: ???



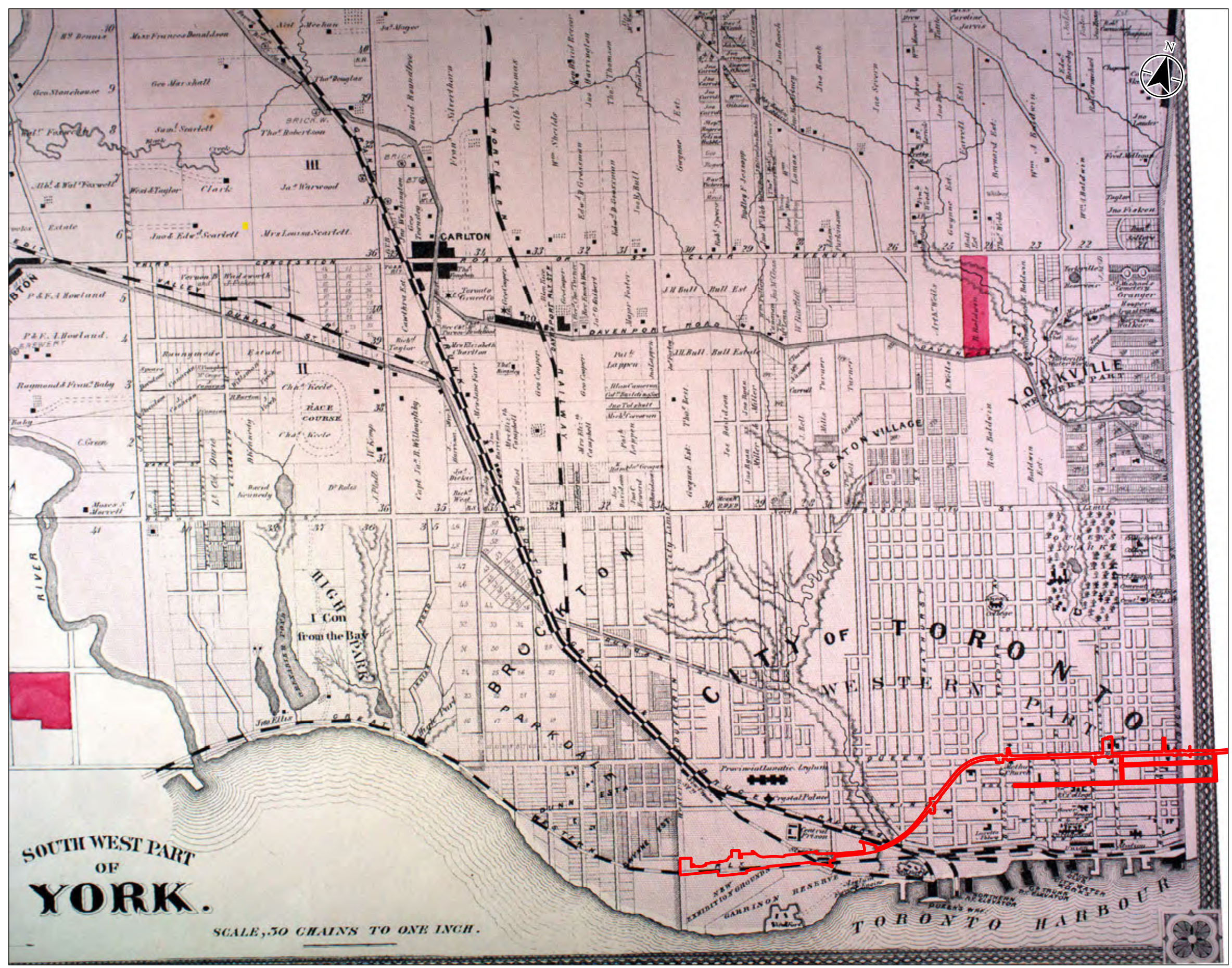
Project Location: City of Toronto, ON
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Client/Project: HDR CORPORATION
ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
6

Title
**Portion of 1860 Map of County of York,
Canada West**

Legend
 Study Area



NOT TO SCALE

Notes
 1. Citation: ???



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 160560009 REVA
 Prepared by BCC on 2022-01-27

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Figure No.
7

Title
Portion of 1878 Map of Southwest Part of York Township

\\cd\215-01\work\cra\0160560009\11_data\ok_cad\ok_mxd\vacation\ok\report_figures\20210114_51_Report\160560009_S1_Fig07_1878_SWYrkTownship.mxd Revised: 2022-01-27 By: bccorcor

Legend
 Study Area

NOT TO SCALE

Notes
 1. Citation: ????

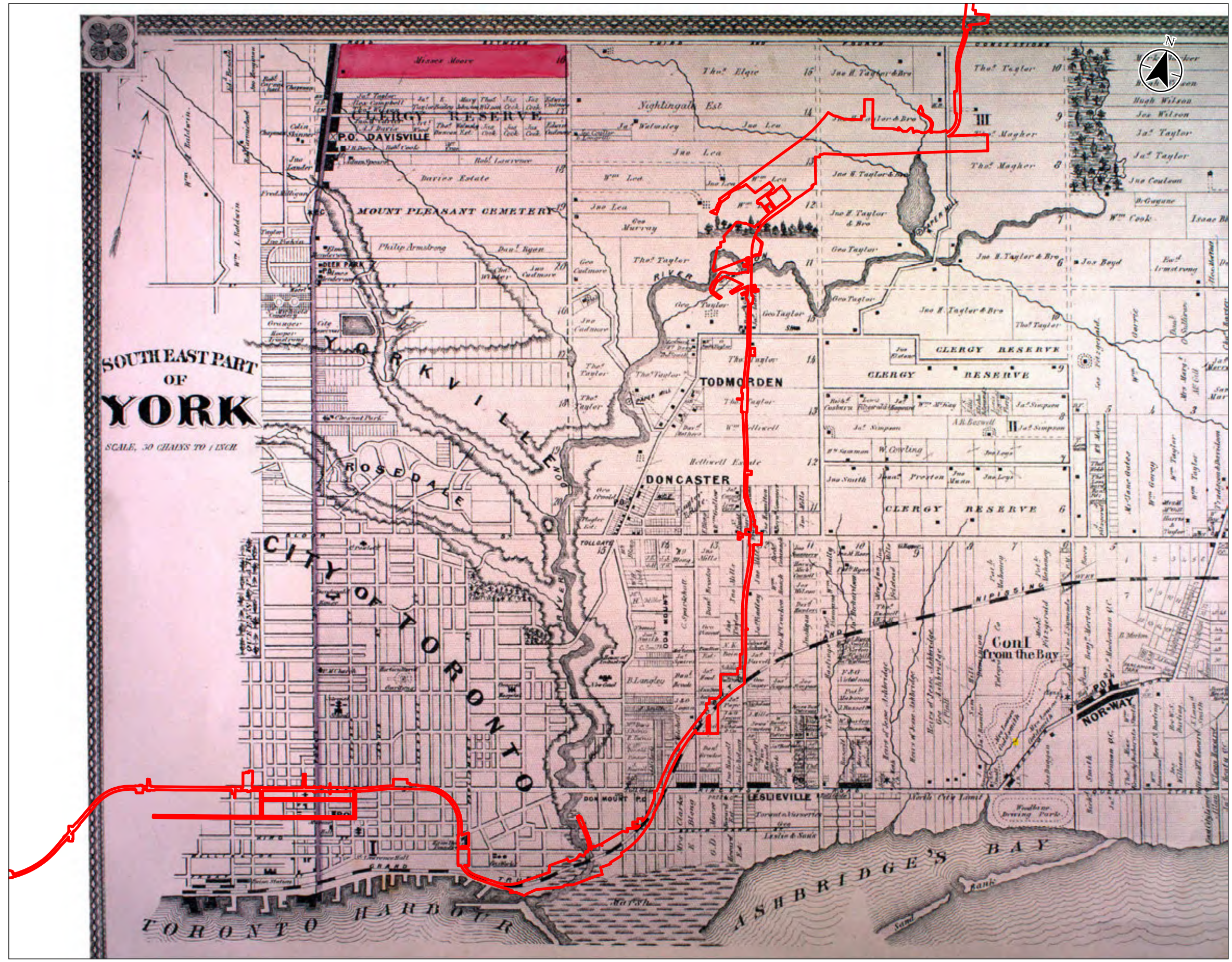


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Figure No.
8

Title
Portion of 1878 Map of Southeast Part of York Township



\\cd1215-01\work_crowd\0160560009\11_data\ark_cad\ark_mxd\archaeology\report_figures\20210114_S1_Report\160560009_S1_Fig08_1878_SEYeastTownship.mxd
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Legend
 Project Footprint

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1:3,500 (At original document size of 11x17)



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Figure No.

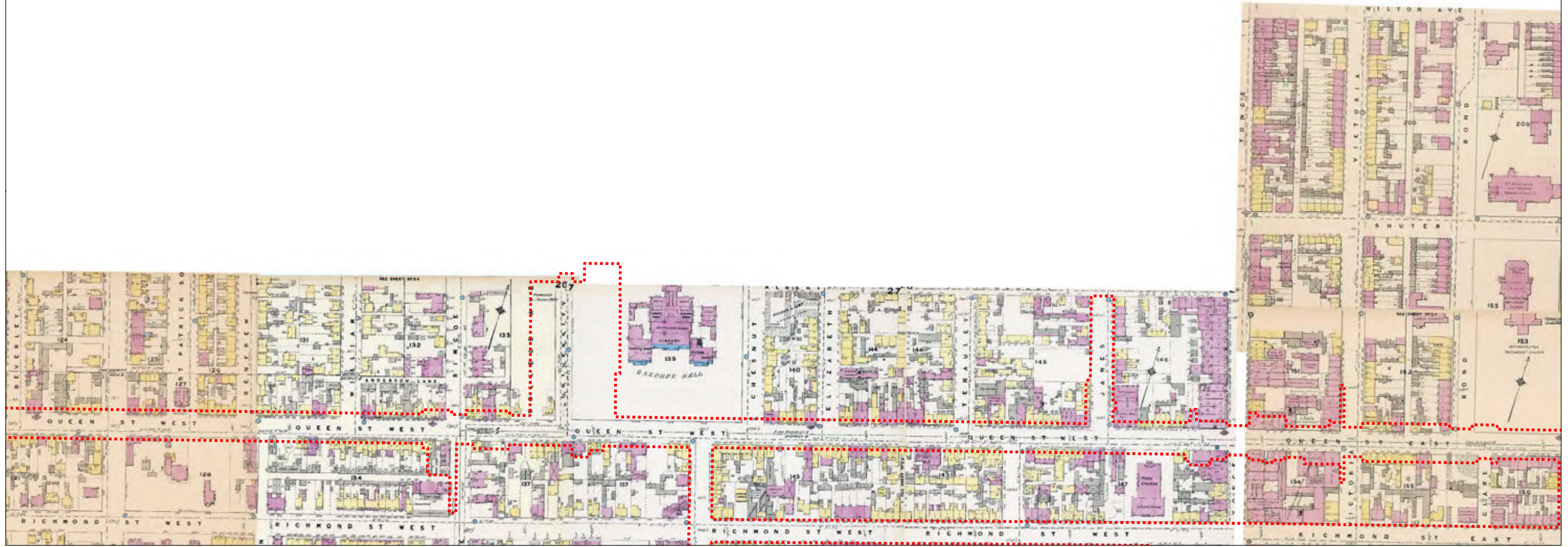
10.1

Title

Fire Insurance Plans - 1880

Notes
1. Coordinate System: NAD27 MTM zone 10
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Figure No.

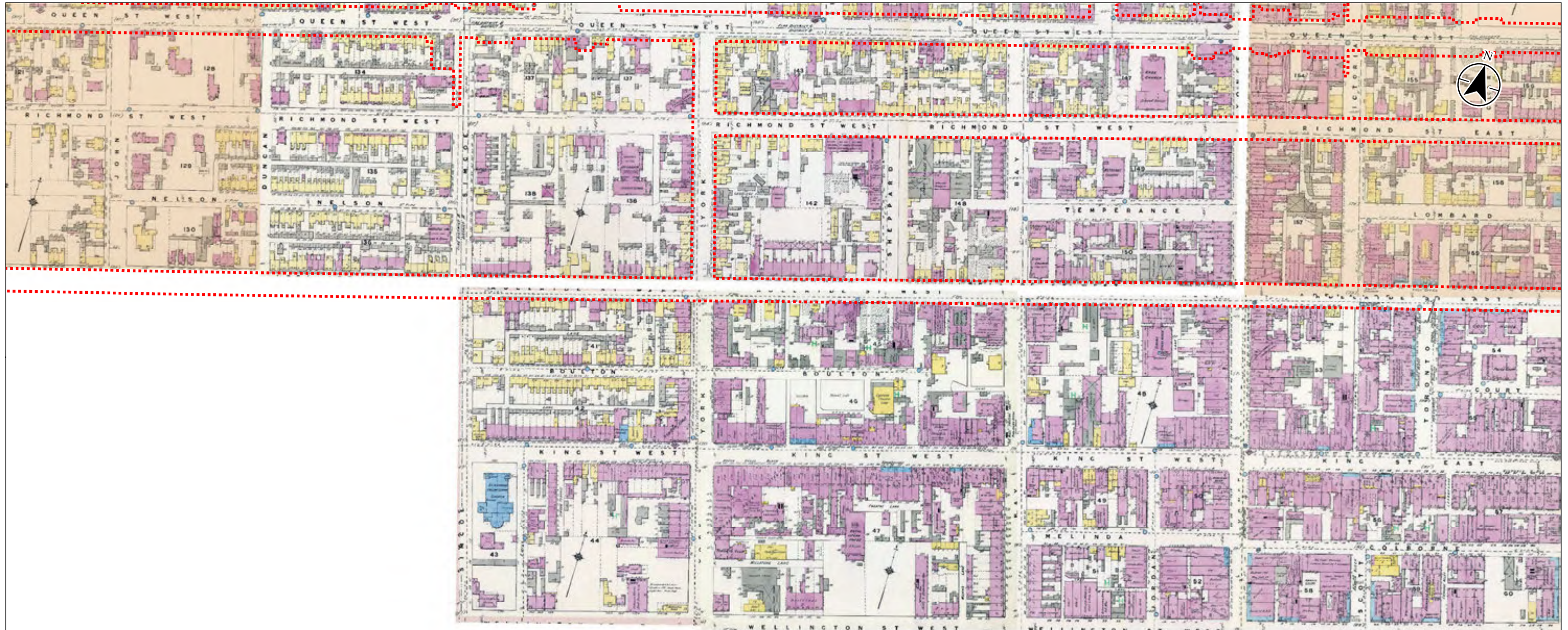
10.2

Title

Fire Insurance Plans - 1880

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Project Footprint

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STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.

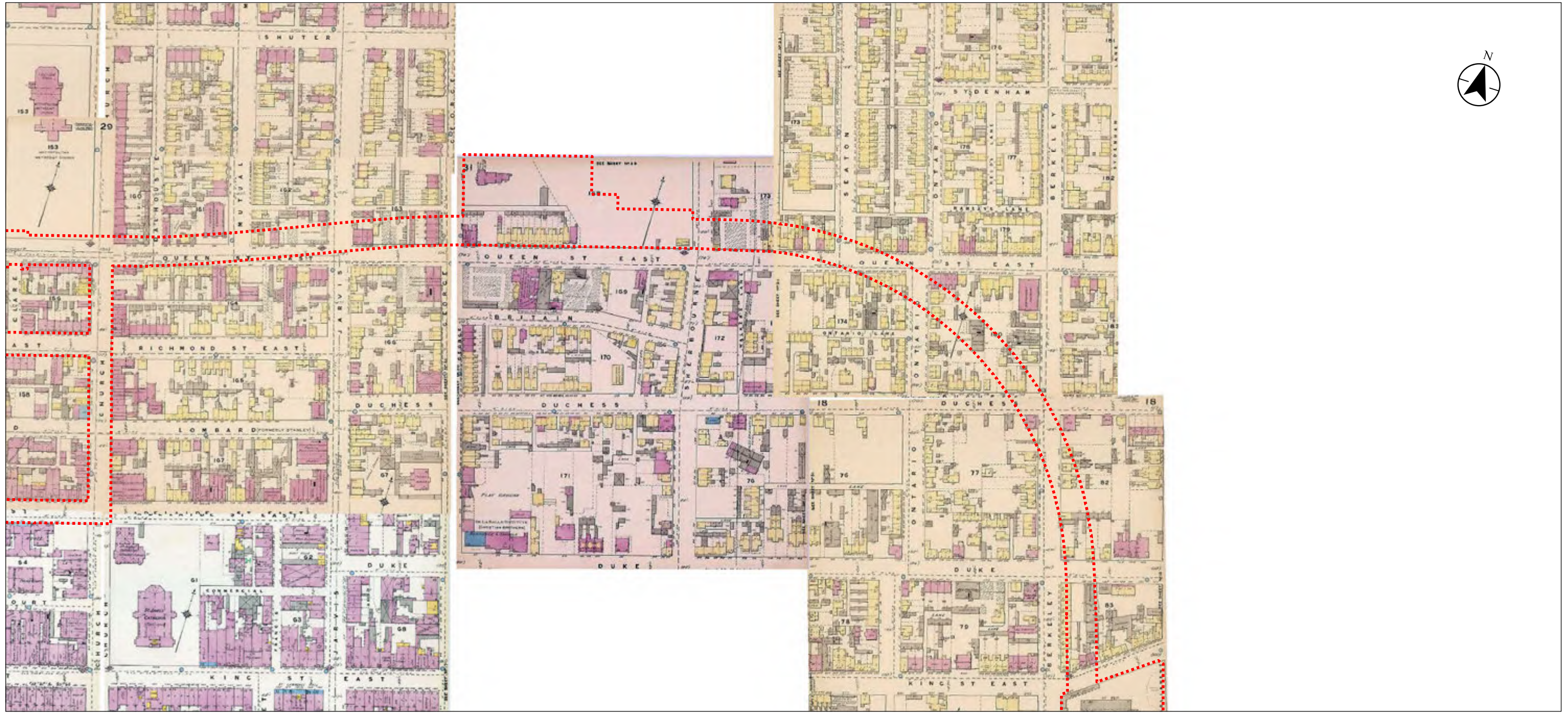
10.3

Title

Fire Insurance Plans - 1880

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1. Coordinate System: NAD27 MTM zone 10
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Project Footprint

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HDR CORPORATION
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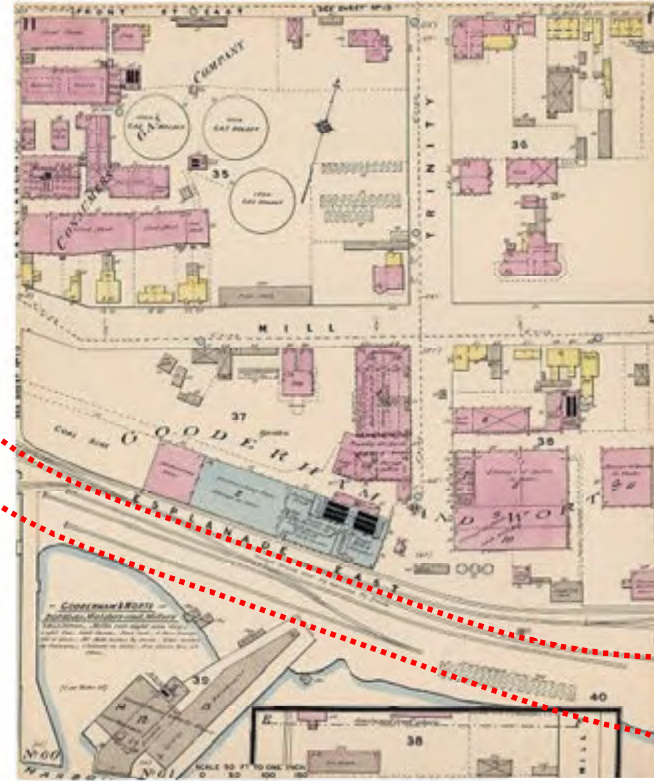
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10.4

Title

Fire Insurance Plans - 1880

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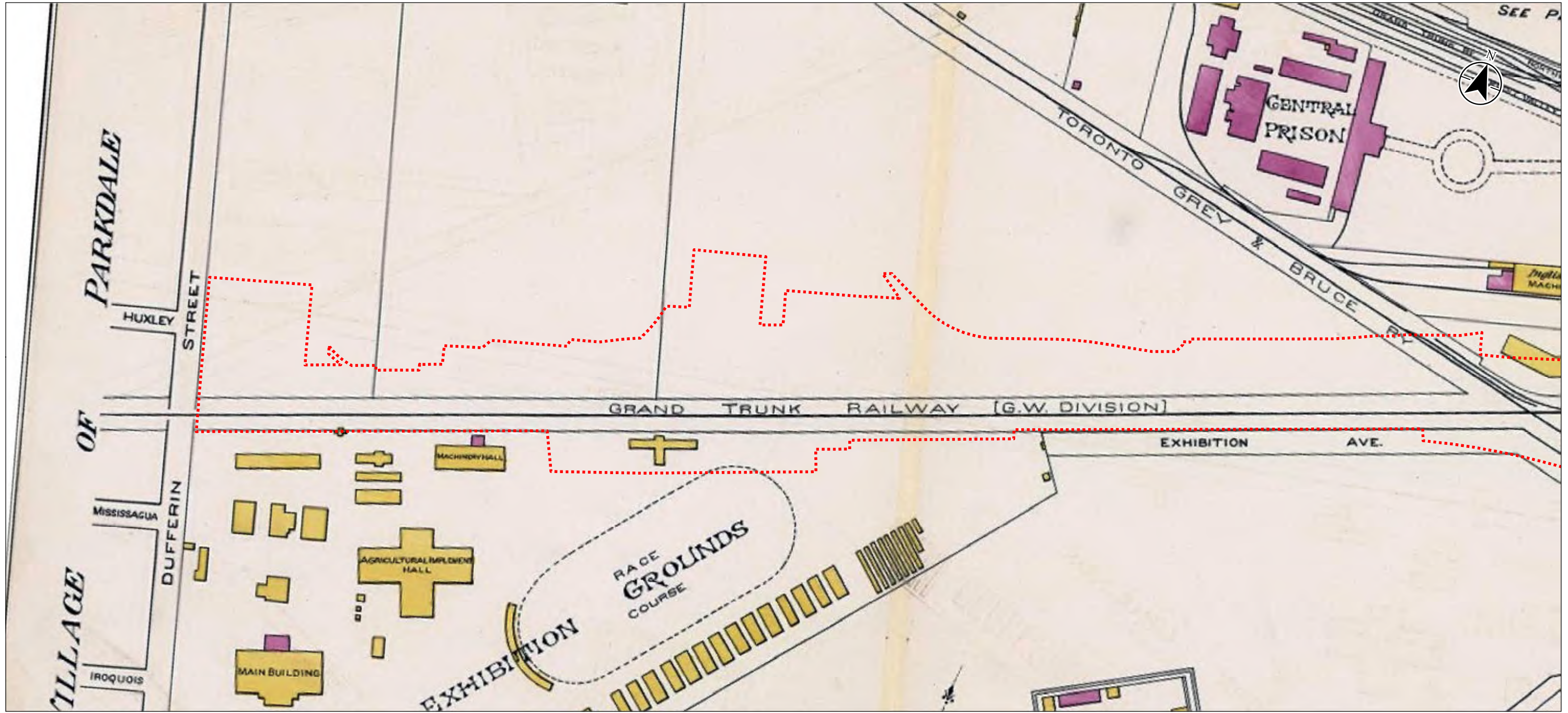
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Figure No. STAGE 1 ARCHAEOLOGICAL ASSESSMENT

10.5

Title Fire Insurance Plans - 1880



Legend
 Project Footprint

0 60 120 metres
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Figure No.

11.1

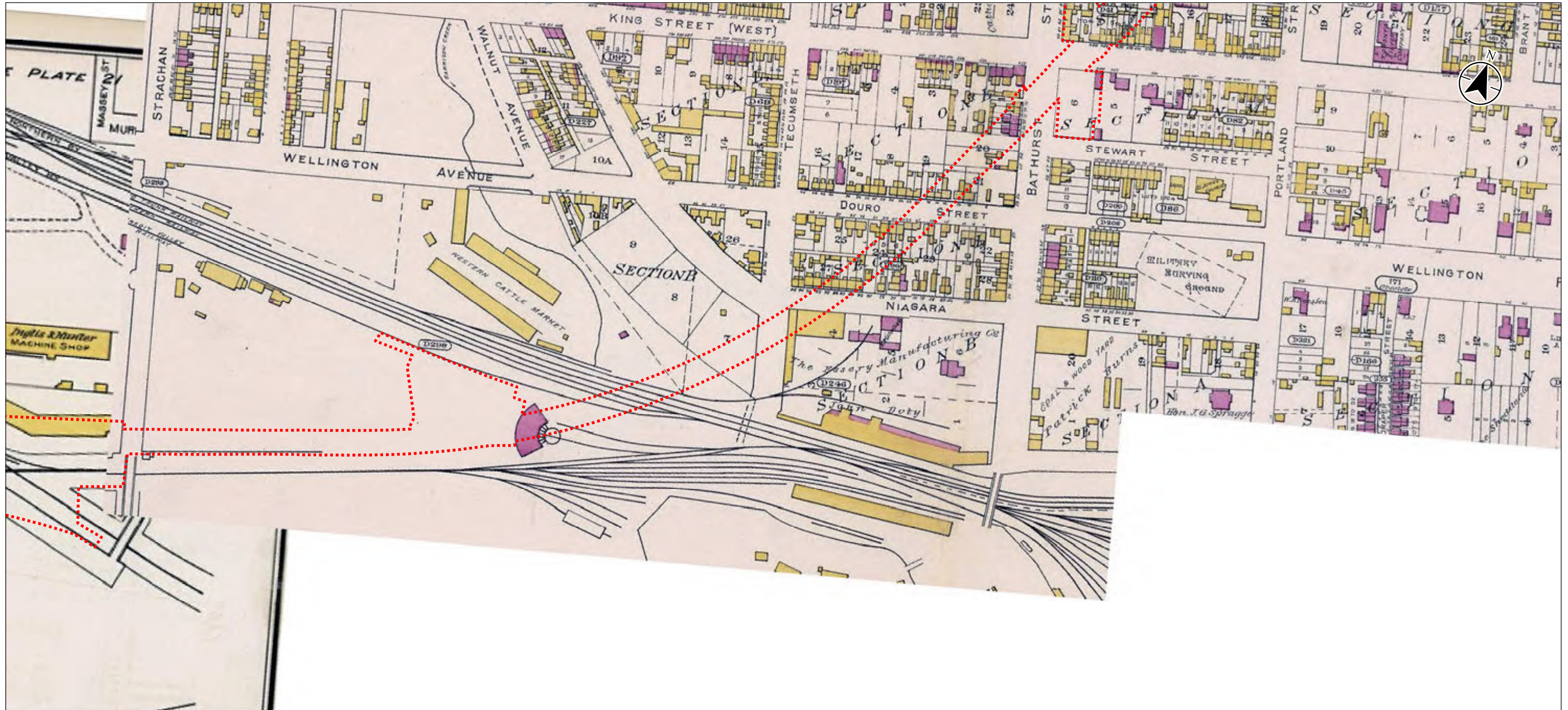
Title

Fire Insurance Plans - 1884

Notes
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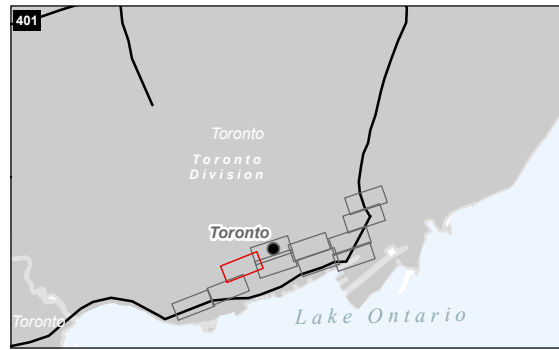
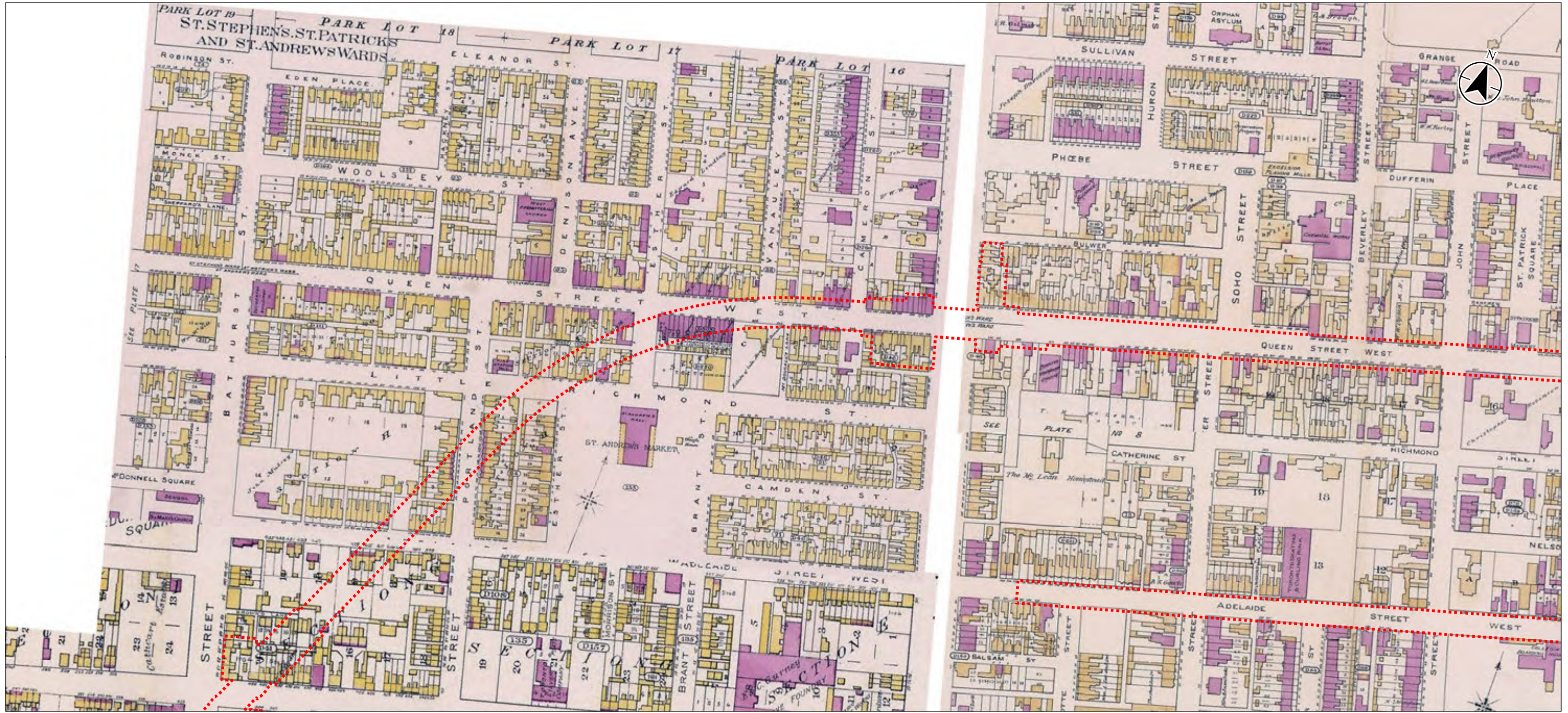
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STAGE 1 ARCHAEOLOGICAL ASSESSMENT
160560009 REVA

Figure No. 11.2

Title Fire Insurance Plans - 1884

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Project Footprint

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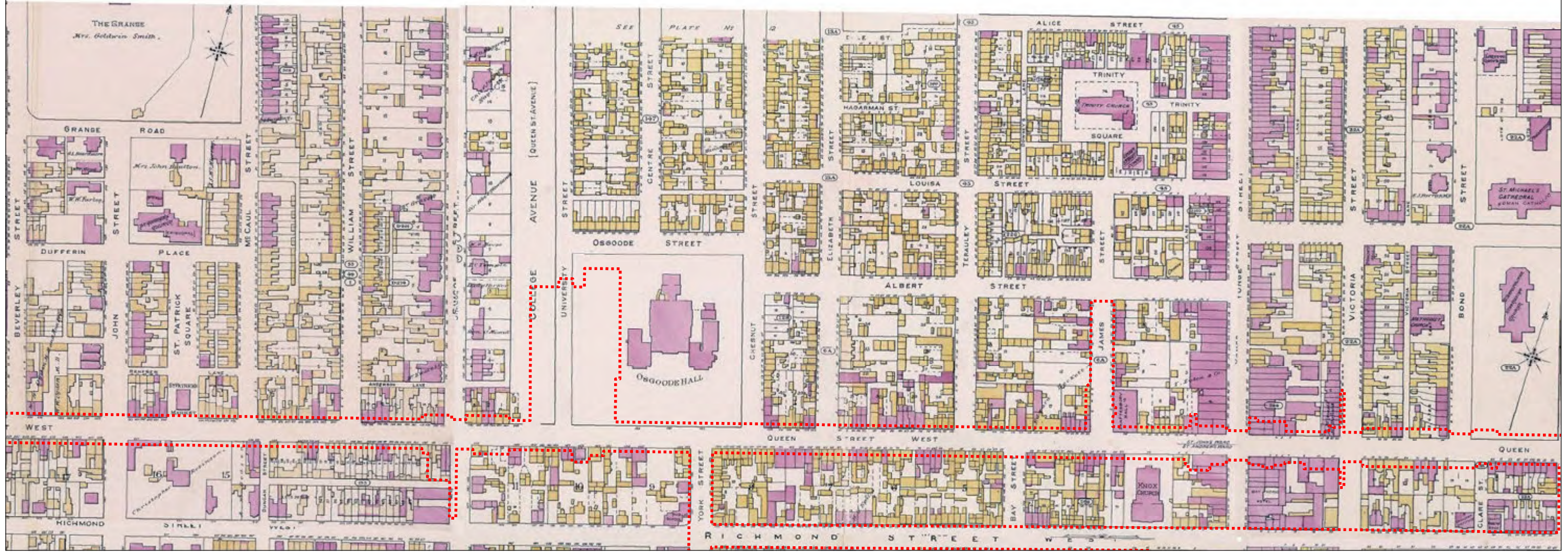
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11.3

Title

Fire Insurance Plans - 1884

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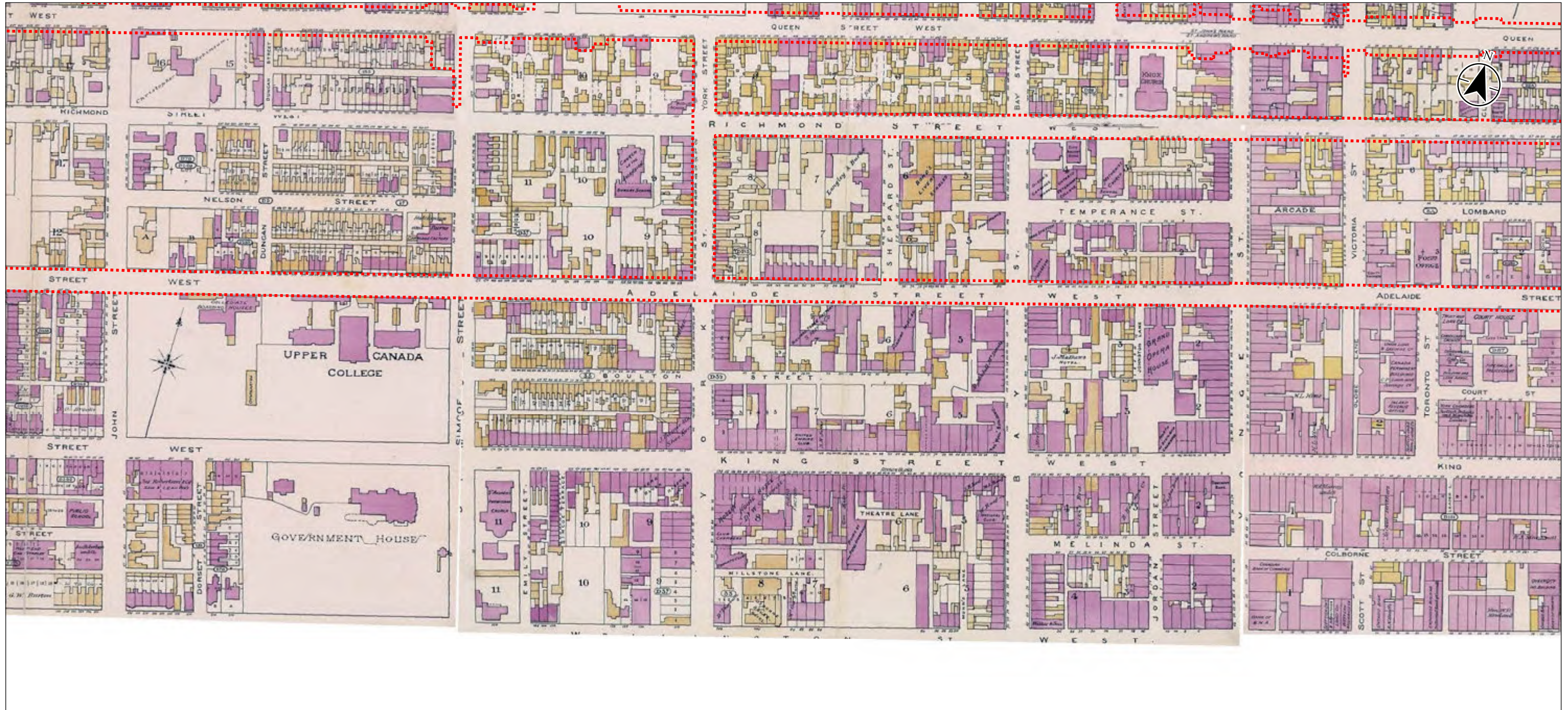


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Client/Project: HDR CORPORATION, ONTARIO LINE TA, STAGE 1 ARCHAEOLOGICAL ASSESSMENT
Figure No.: 11.4
Title: Fire Insurance Plans - 1884

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Legend
Project Footprint

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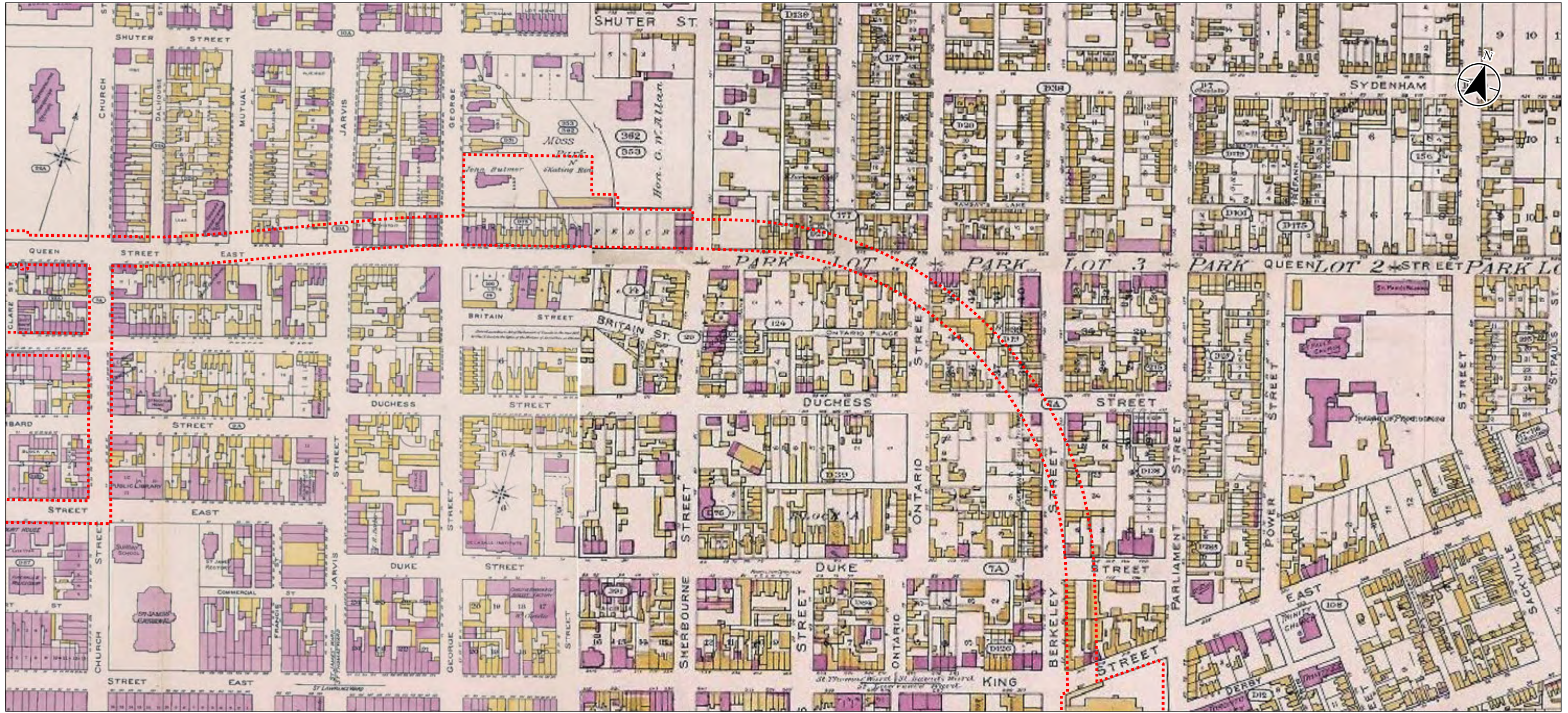


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Figure No. 11.5

Title Fire Insurance Plans - 1884



Legend
 Project Footprint

0 60 120 metres
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 160560009 REVA
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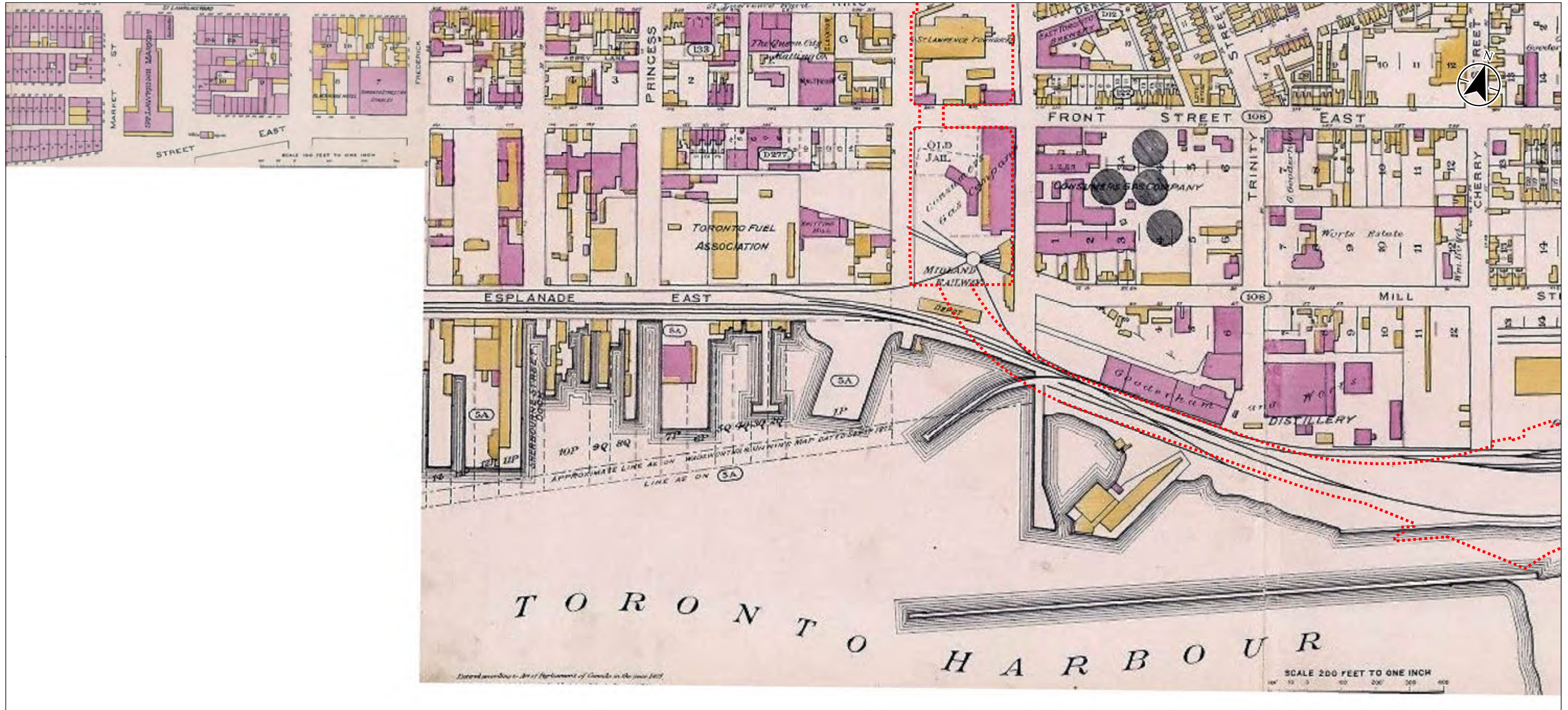
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Title: **Fire Insurance Plans - 1884**

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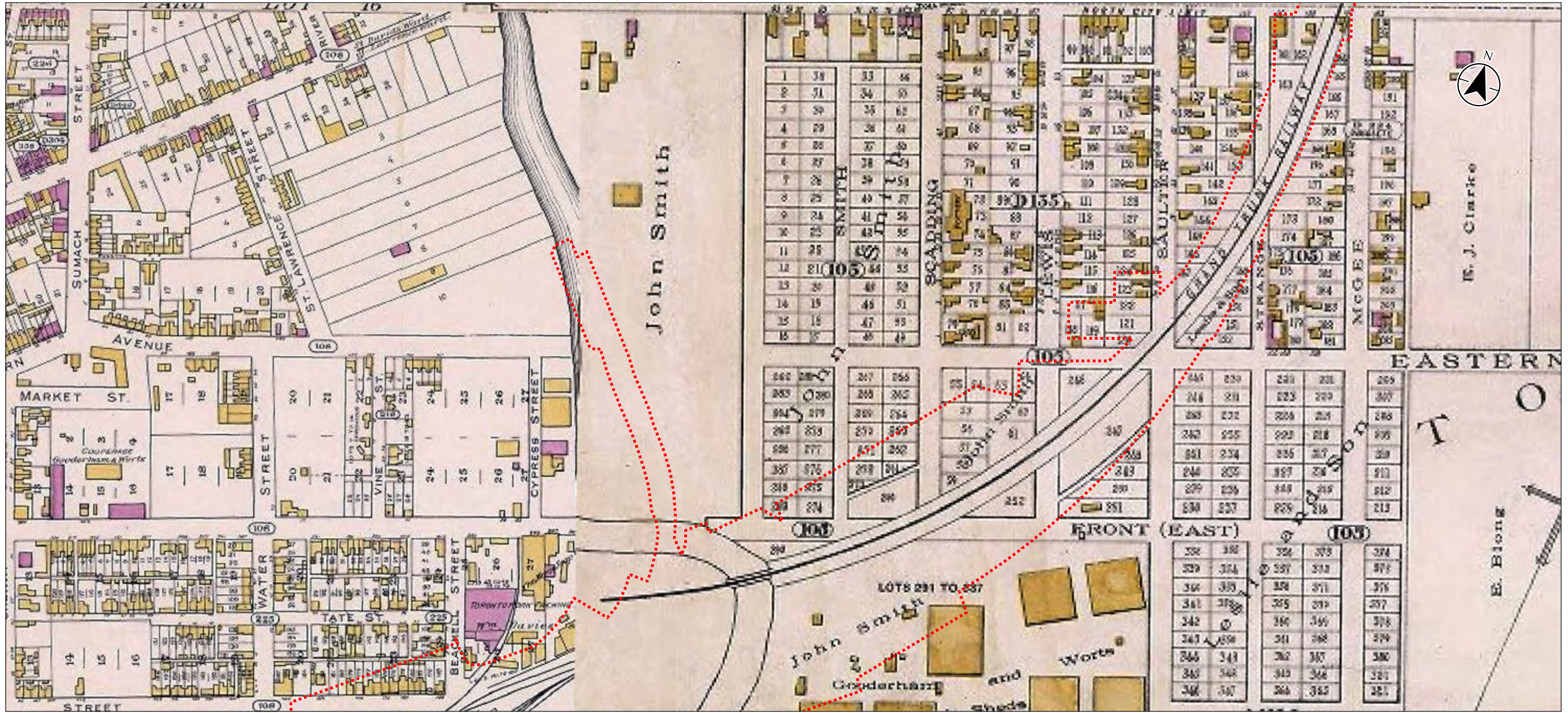
Figure No.

11.7

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Fire Insurance Plans - 1884

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ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.

11.8

Title

Fire Insurance Plans - 1884

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 Project Footprint

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 STAGE 1 ARCHAEOLOGICAL ASSESSMENT

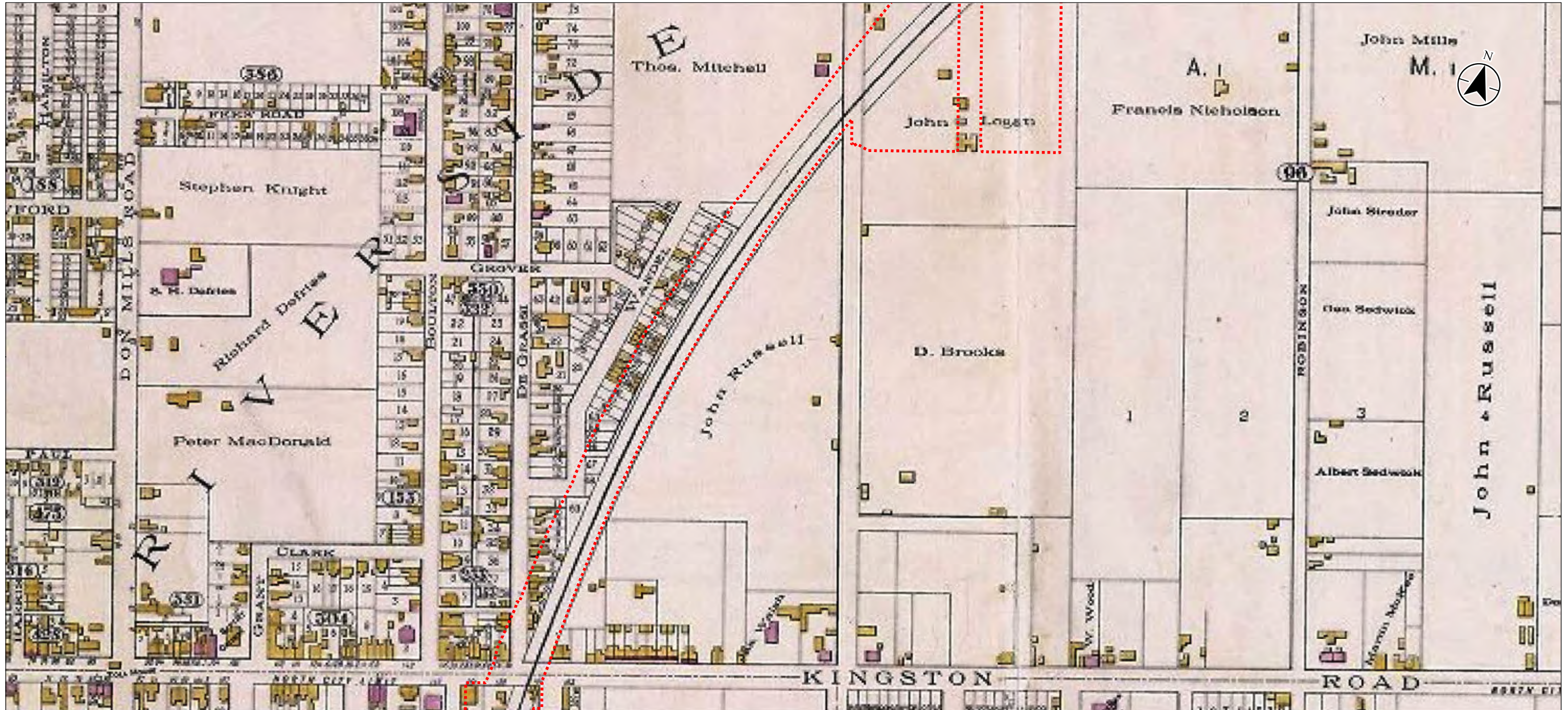
Figure No.

11.9

Title

Fire Insurance Plans - 1884

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Project Footprint

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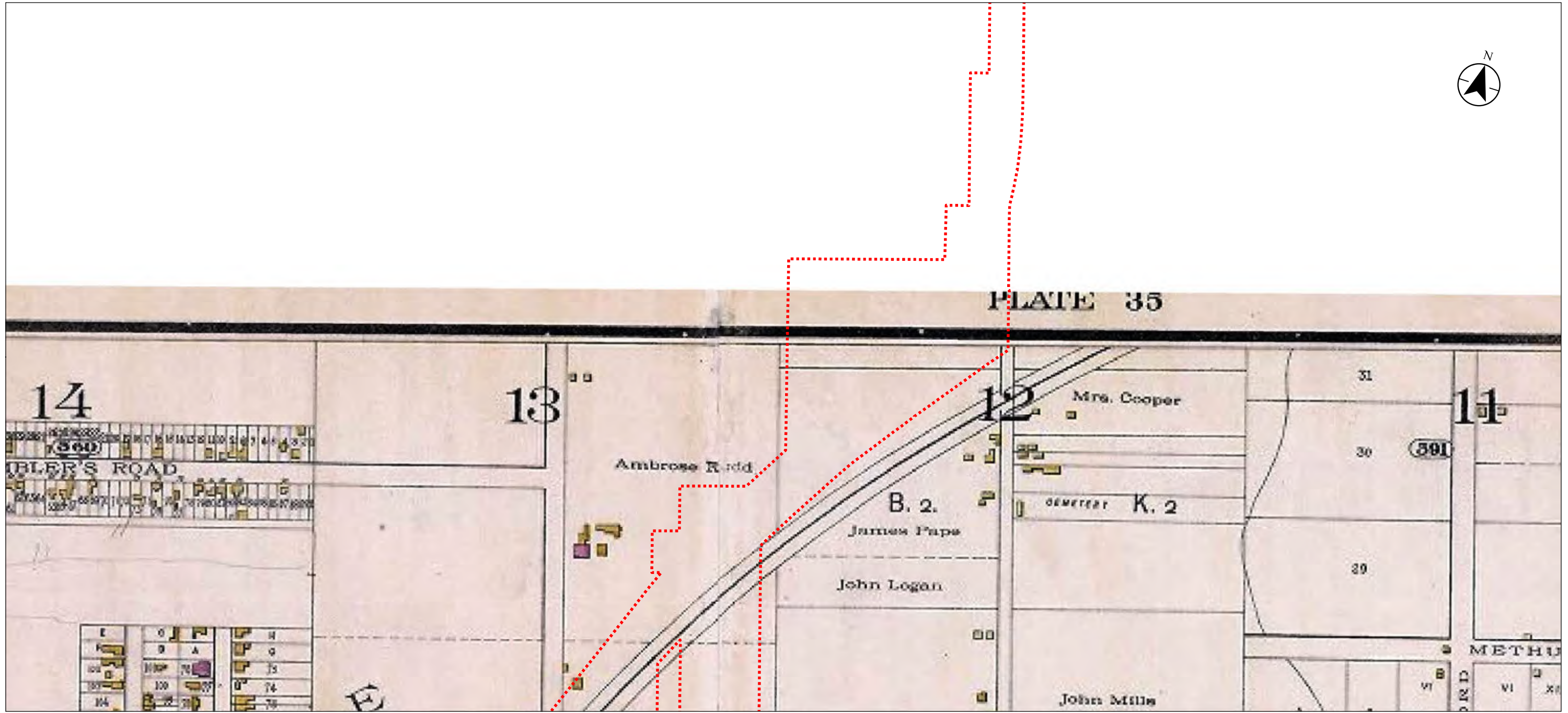
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ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
11.10

Title
Fire Insurance Plans - 1884

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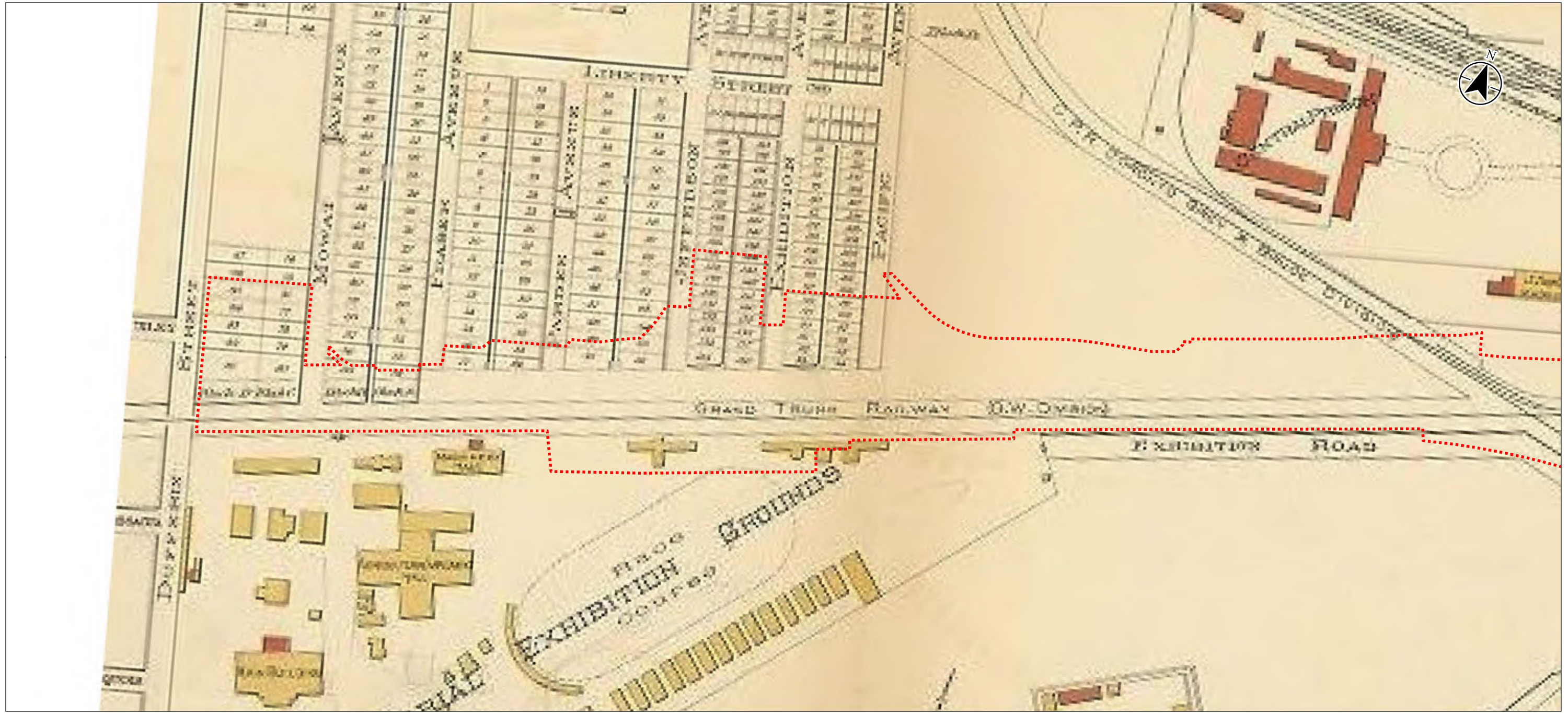
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STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
11.11

Title
Fire Insurance Plans - 1884

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Legend
Project Footprint

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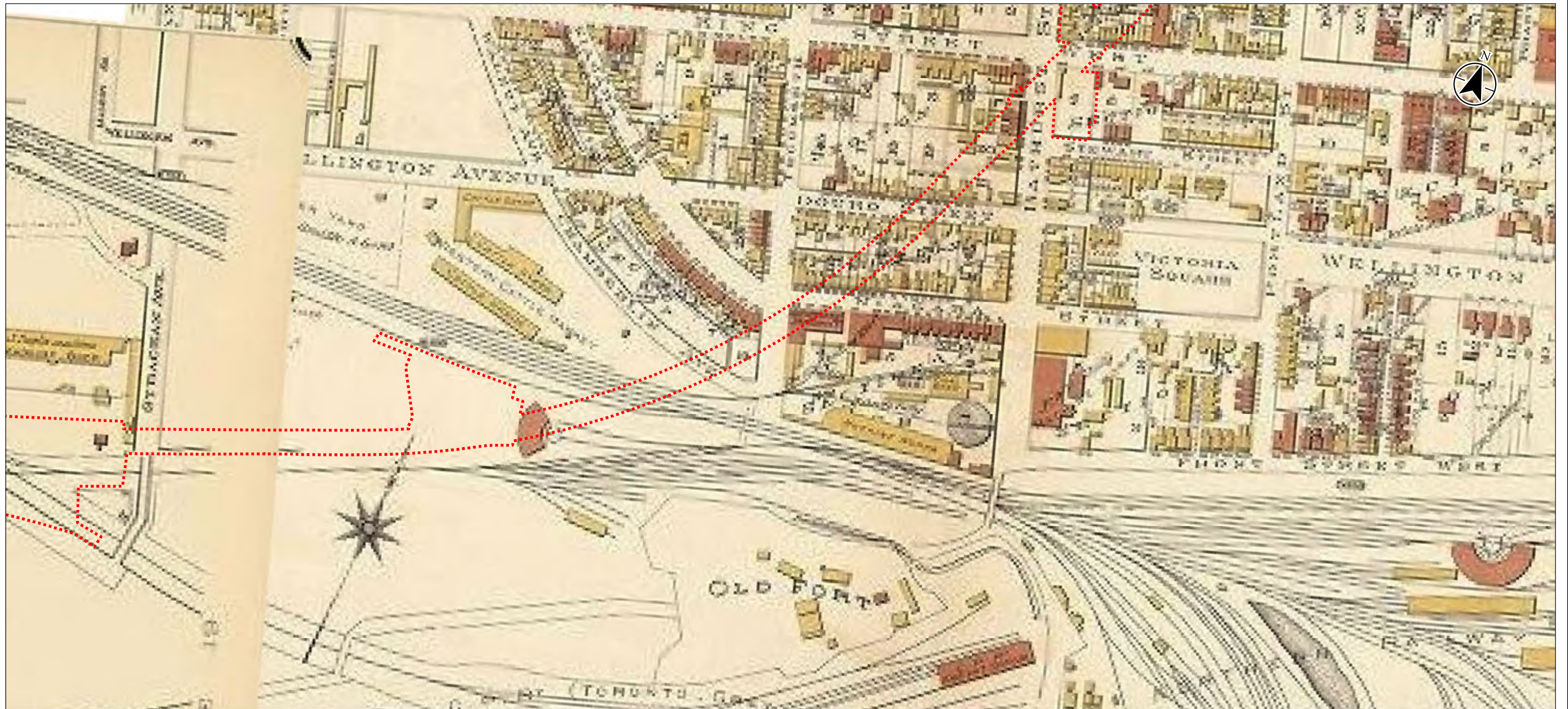
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12.1

Title

Fire Insurance Plans - 1890

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Legend
Project Footprint

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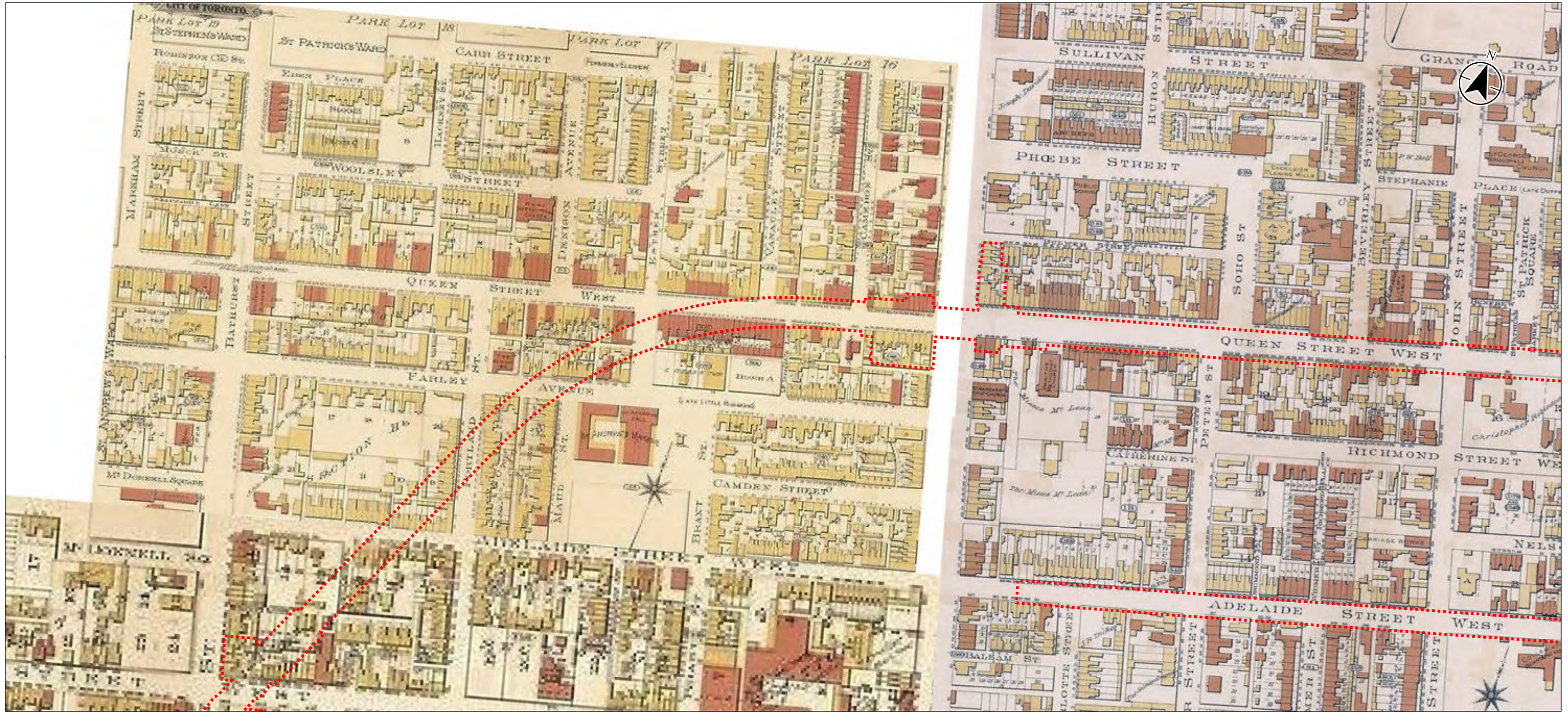
12.2

Title

Fire Insurance Plans - 1890

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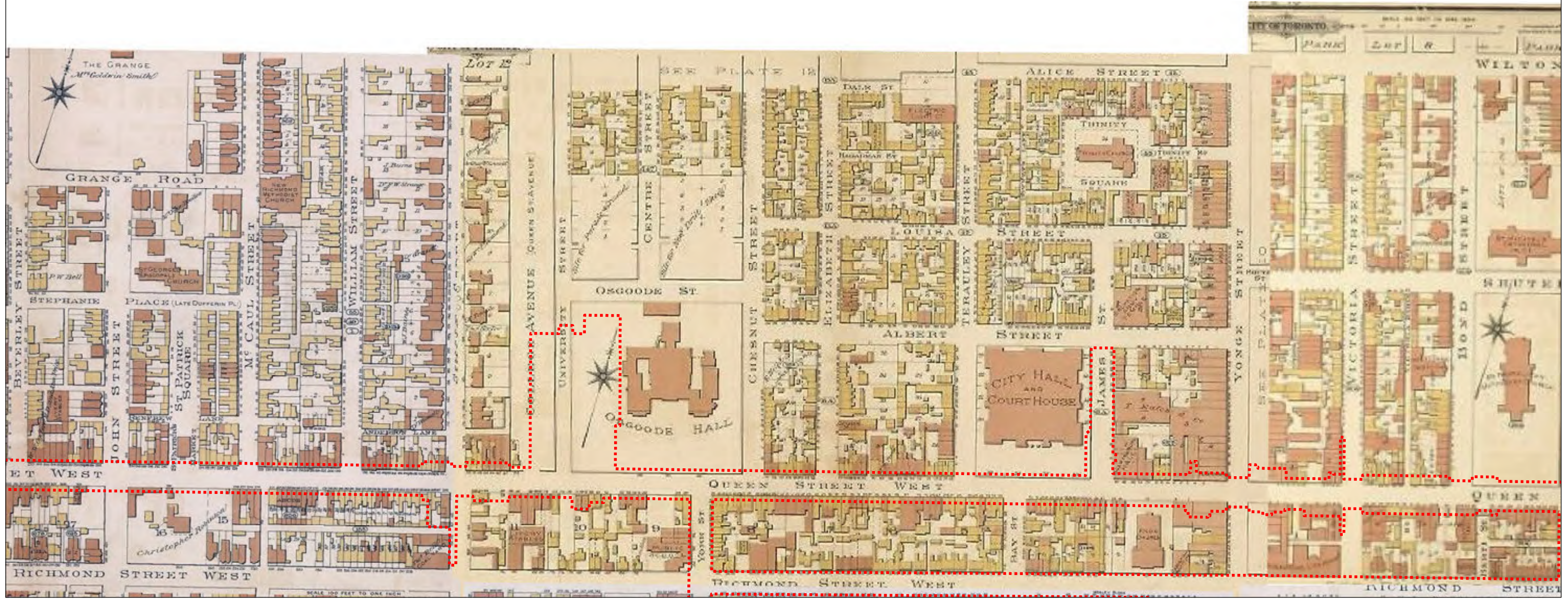
Figure No.

12.3

Title

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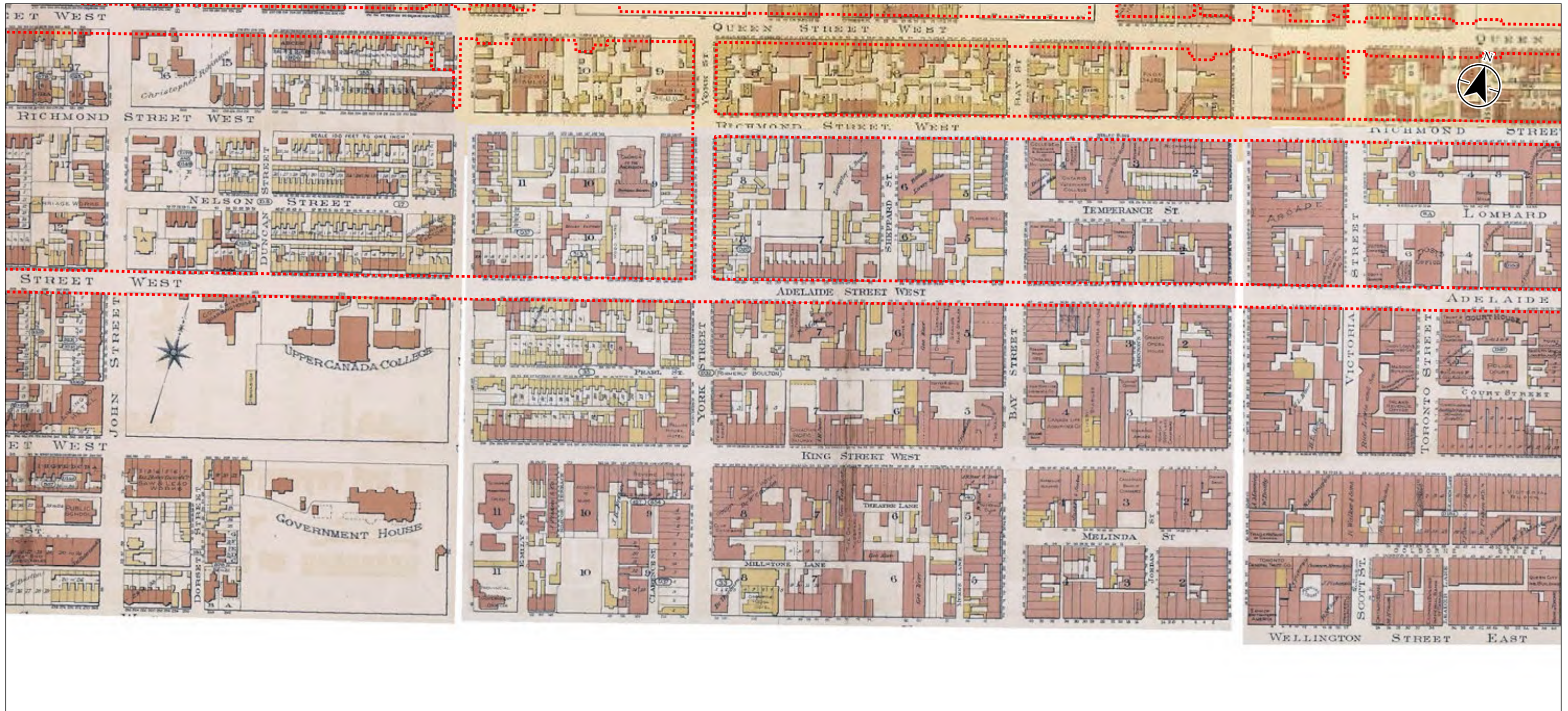
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Title

Fire Insurance Plans - 1890

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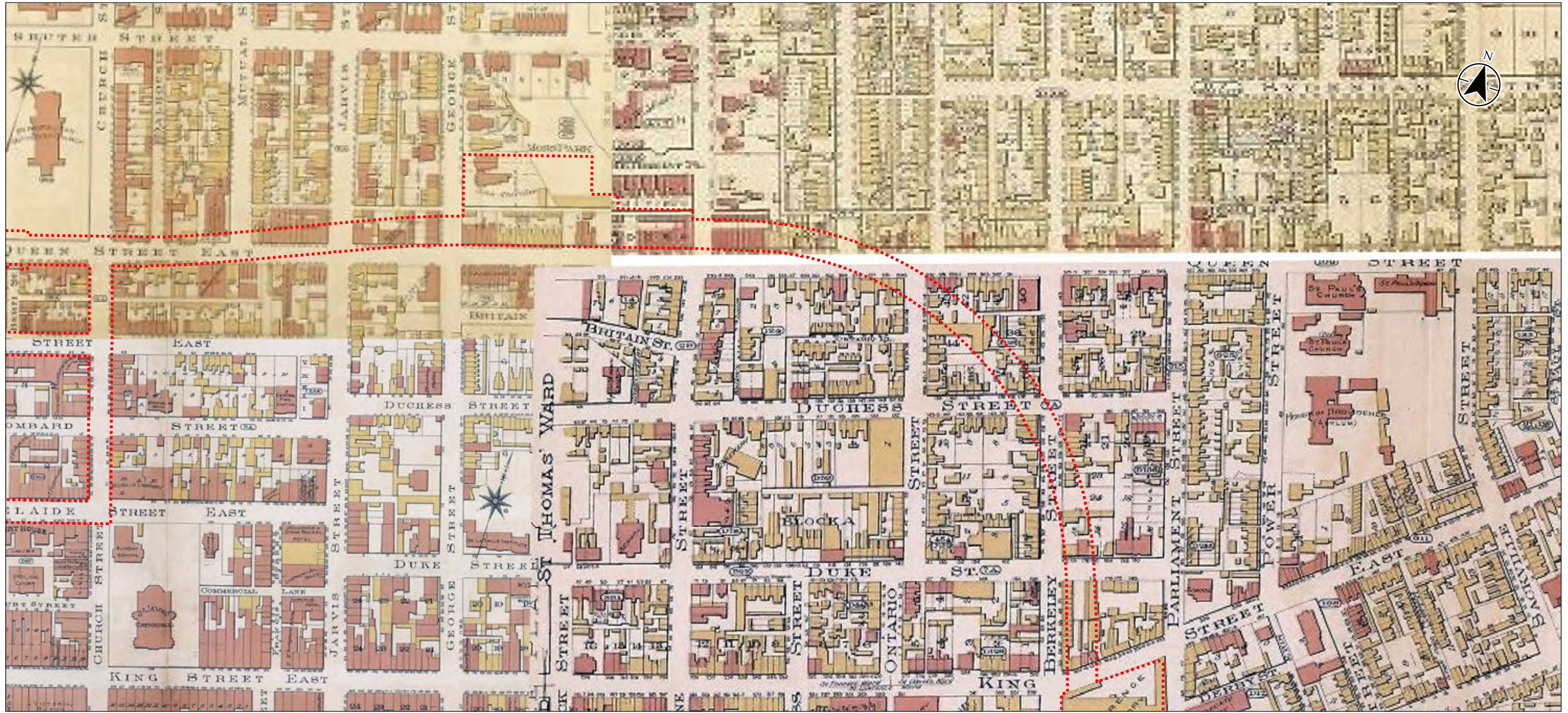
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Figure No.

12.5

Title

Fire Insurance Plans - 1890



Legend
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Figure No.
 12.6

Title
 Fire Insurance Plans - 1890

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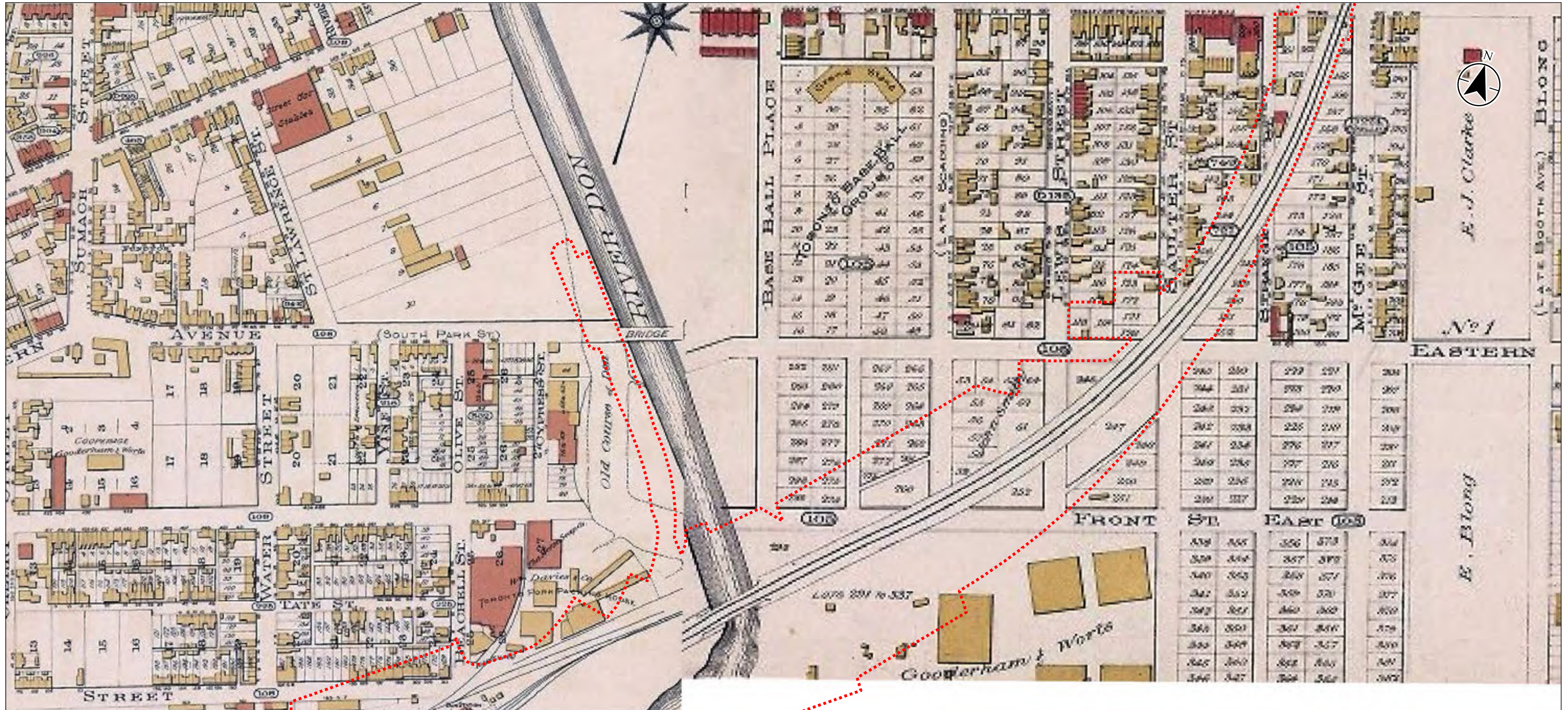
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Figure No.
12.7

Title
Fire Insurance Plans - 1890

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Legend
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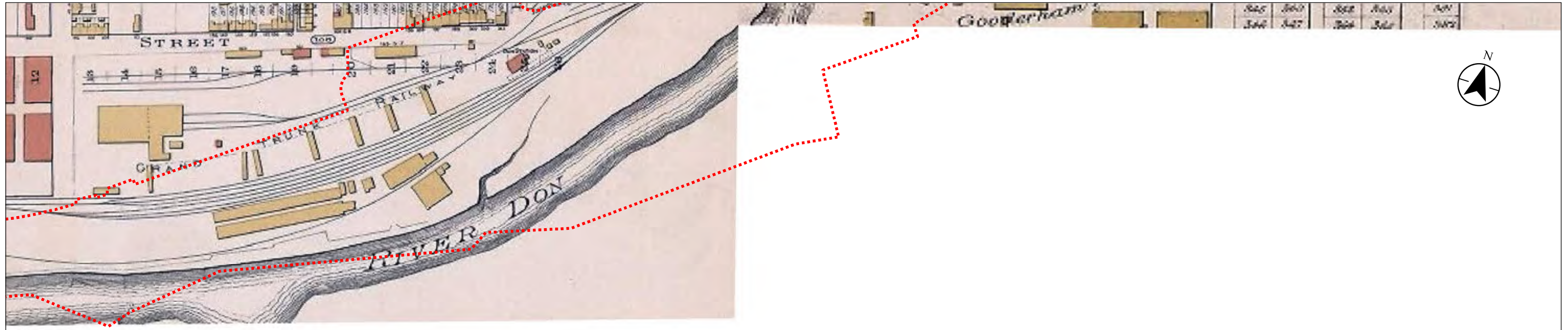
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Figure No.: 12.8

Title: Fire Insurance Plans - 1890

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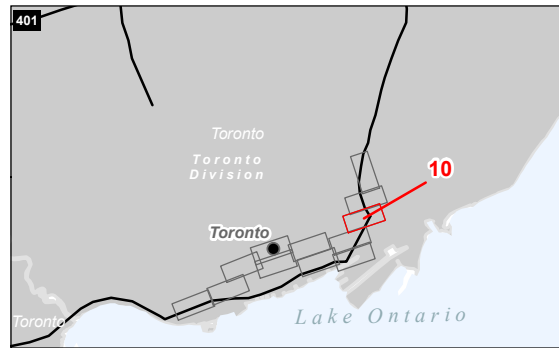
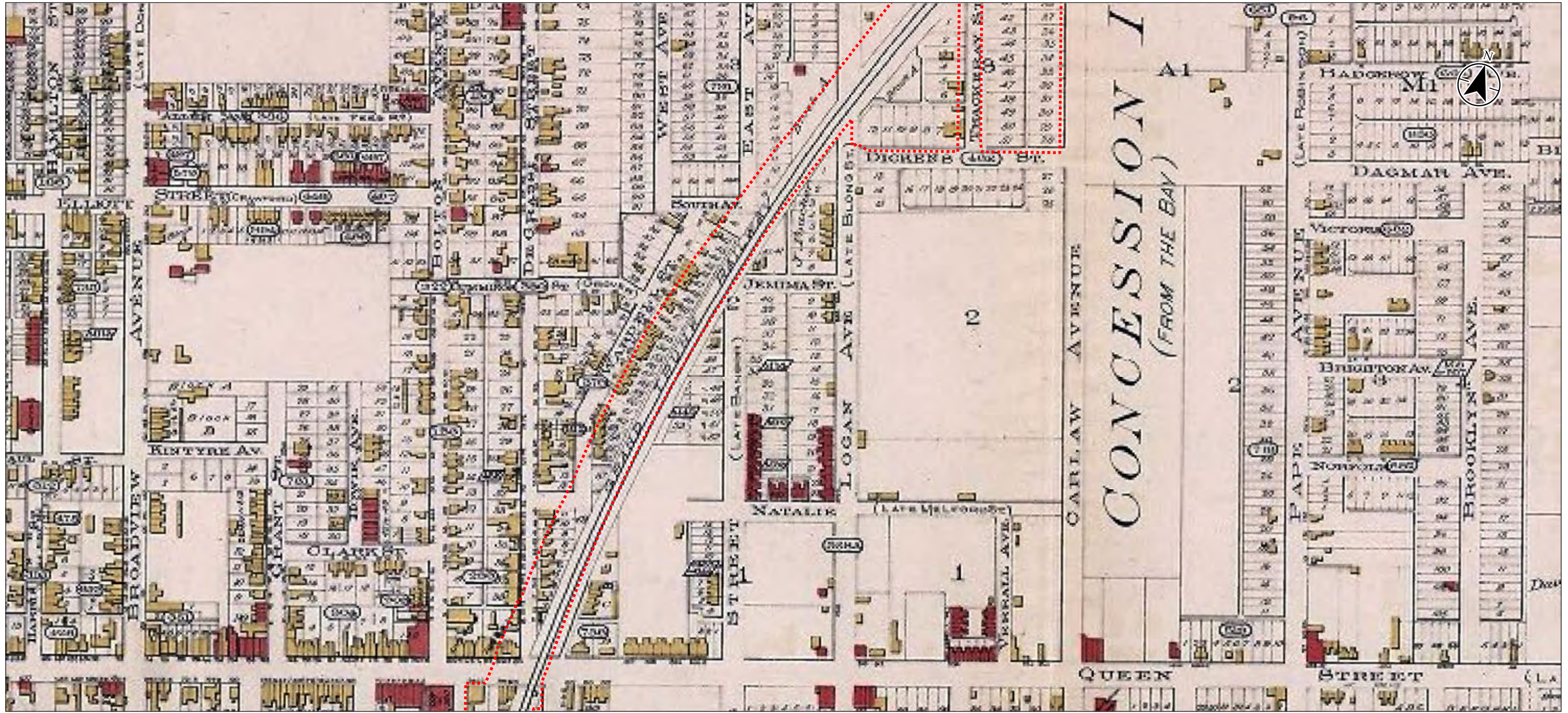
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12.9

Title

Fire Insurance Plans - 1890

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Legend
Project Footprint

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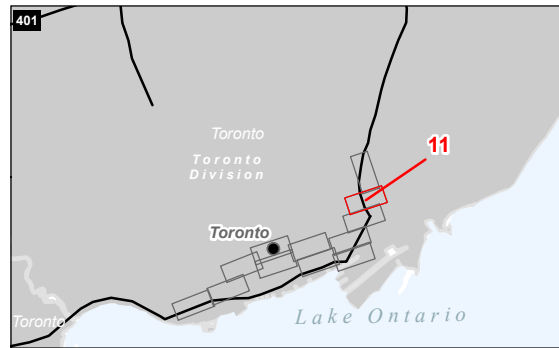
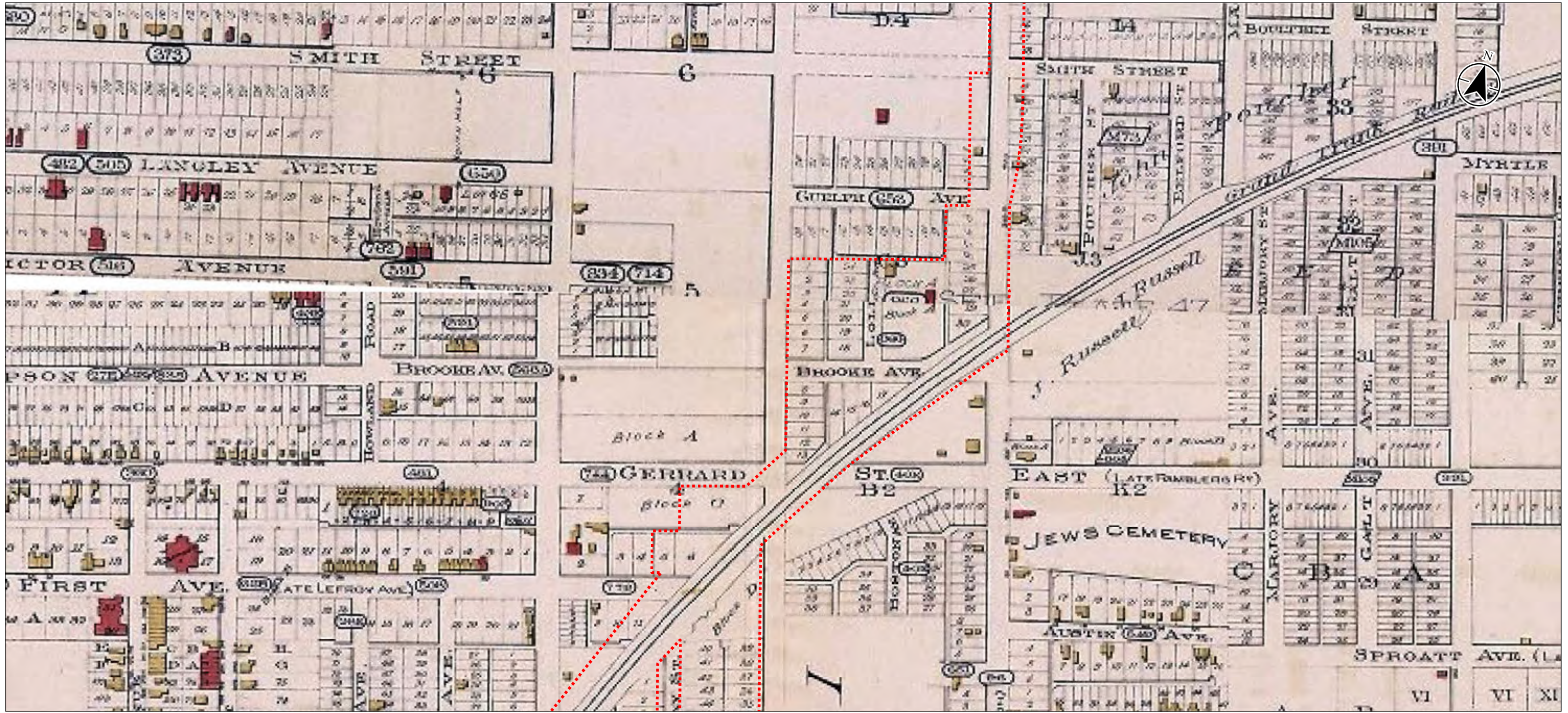
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Figure No. 12.10

Title Fire Insurance Plans - 1890

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Legend
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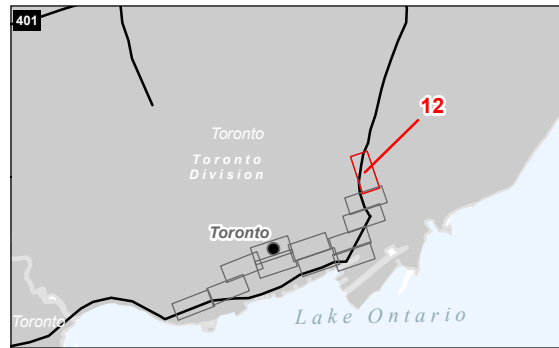
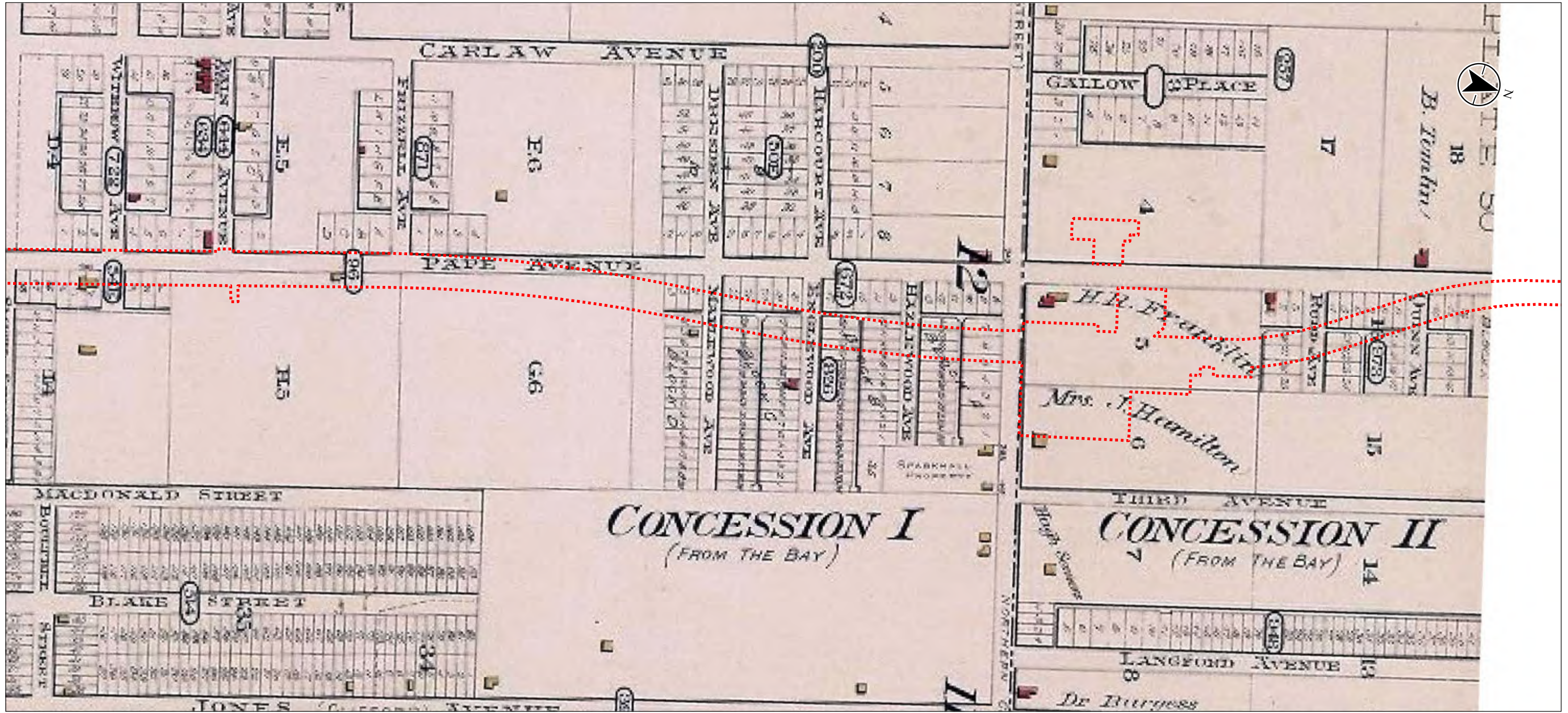
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Figure No. 12.11

Title Fire Insurance Plans - 1890

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Legend
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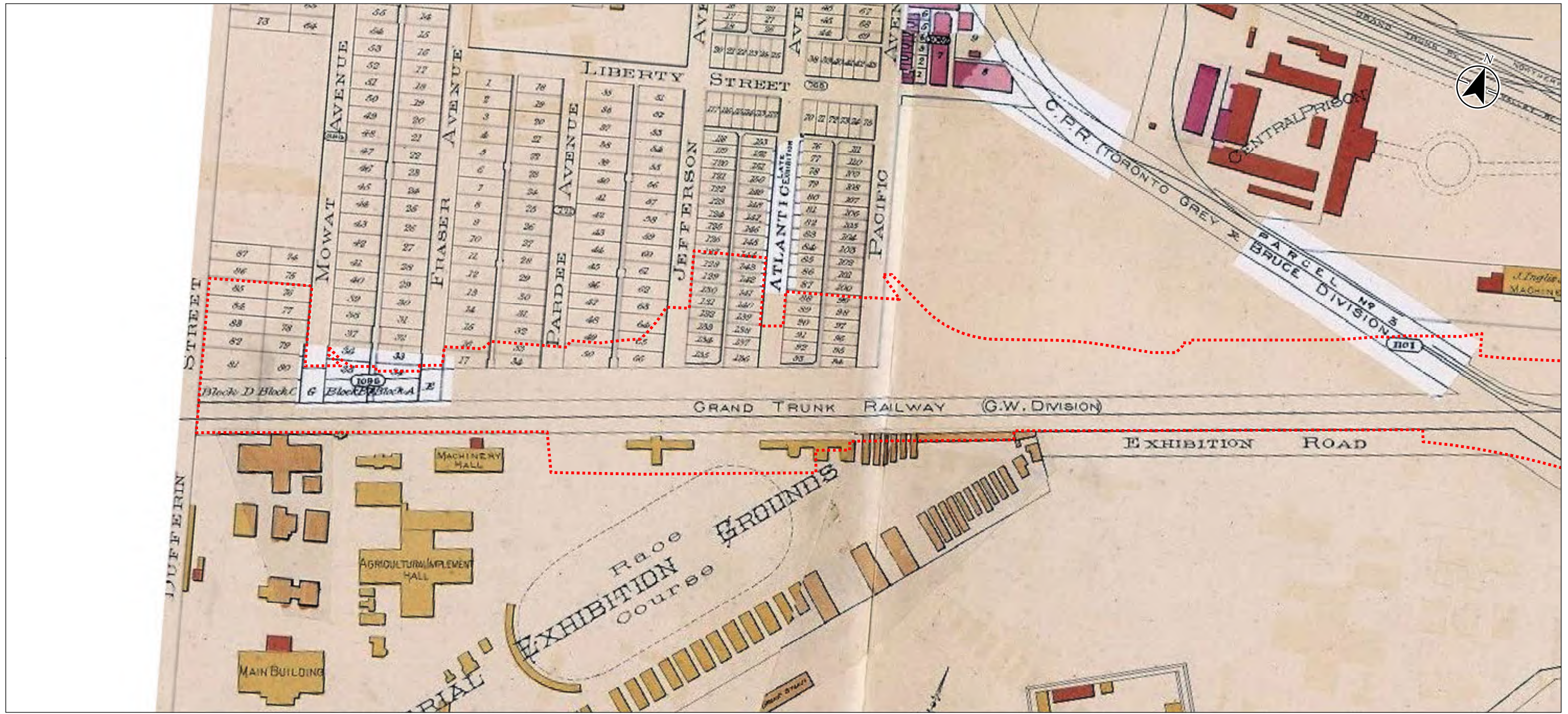
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Figure No.
12.12

Title
Fire Insurance Plans - 1890

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Project Footprint

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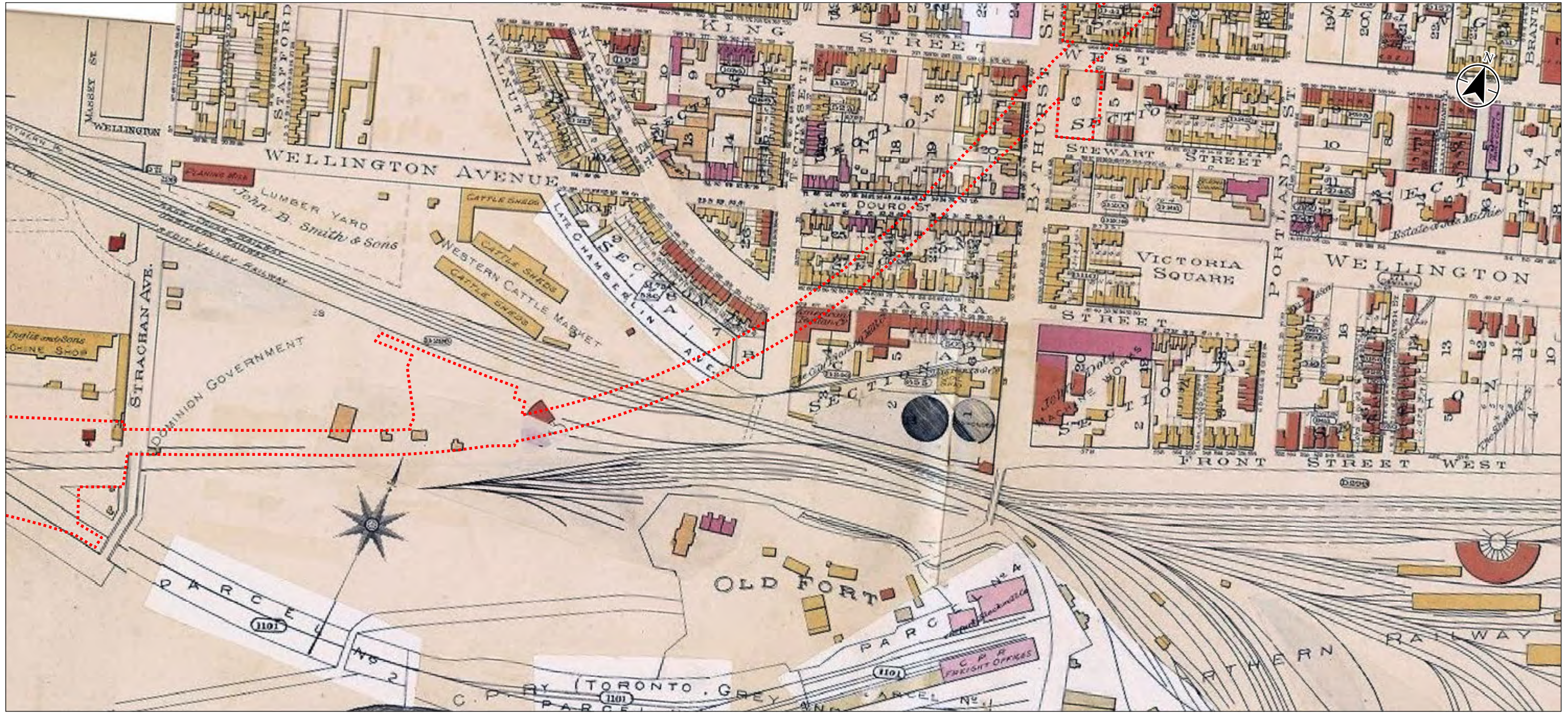
Figure No.

13.1

Title

Fire Insurance Plans - 1899

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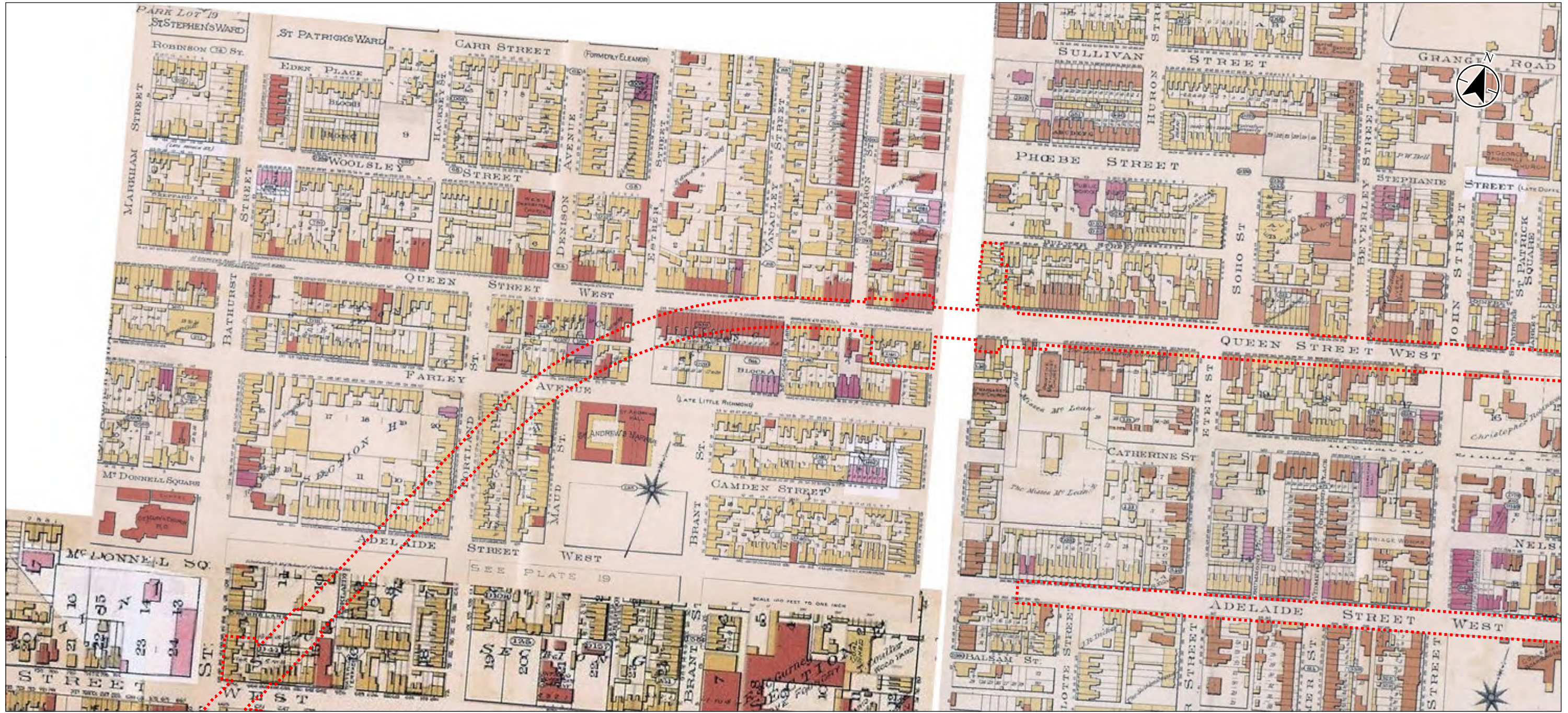
13.2

Title

Fire Insurance Plans - 1899

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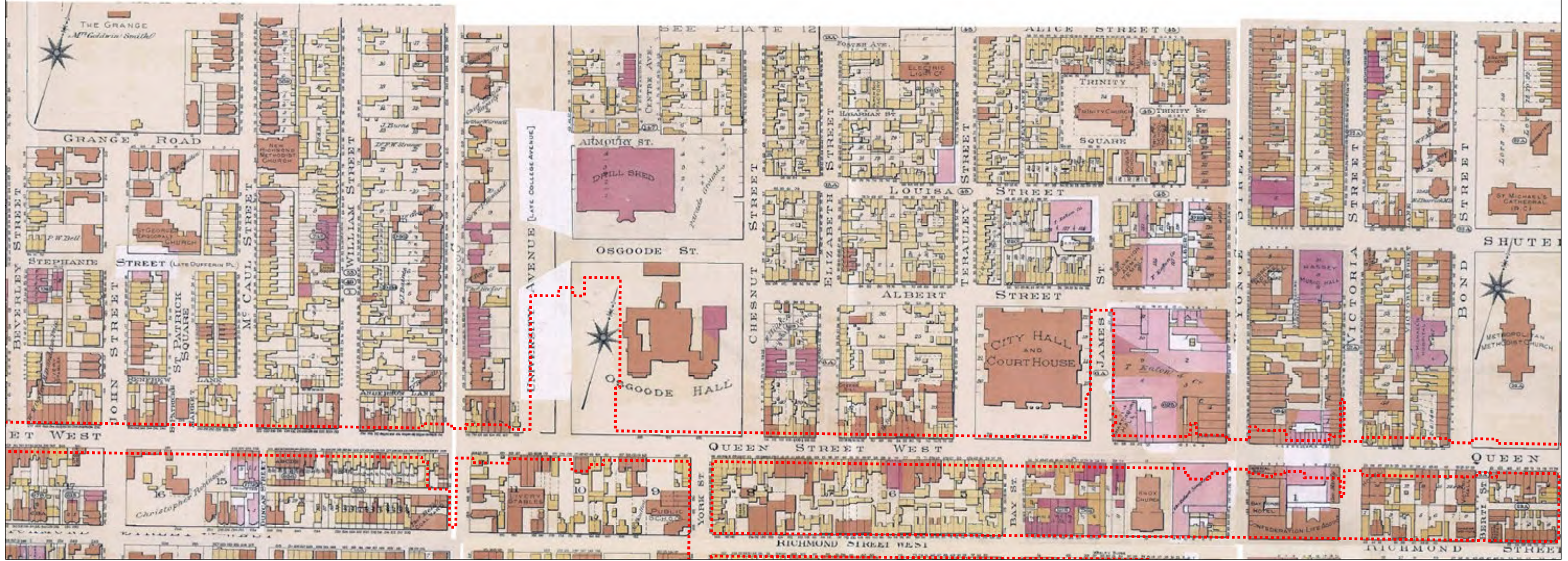
Figure No.

13.3

Title

Fire Insurance Plans - 1899

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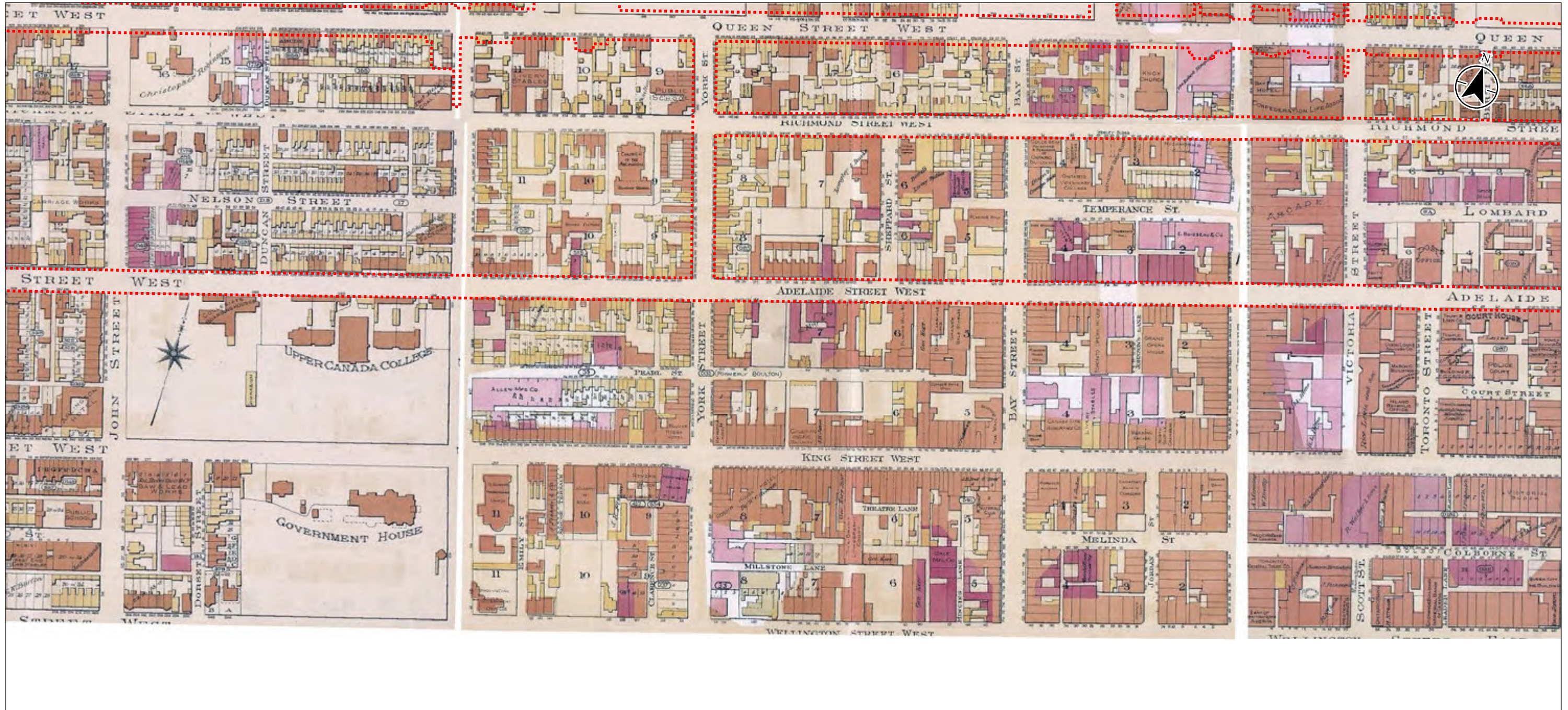
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Figure No. 13.4

Title
Fire Insurance Plans - 1899

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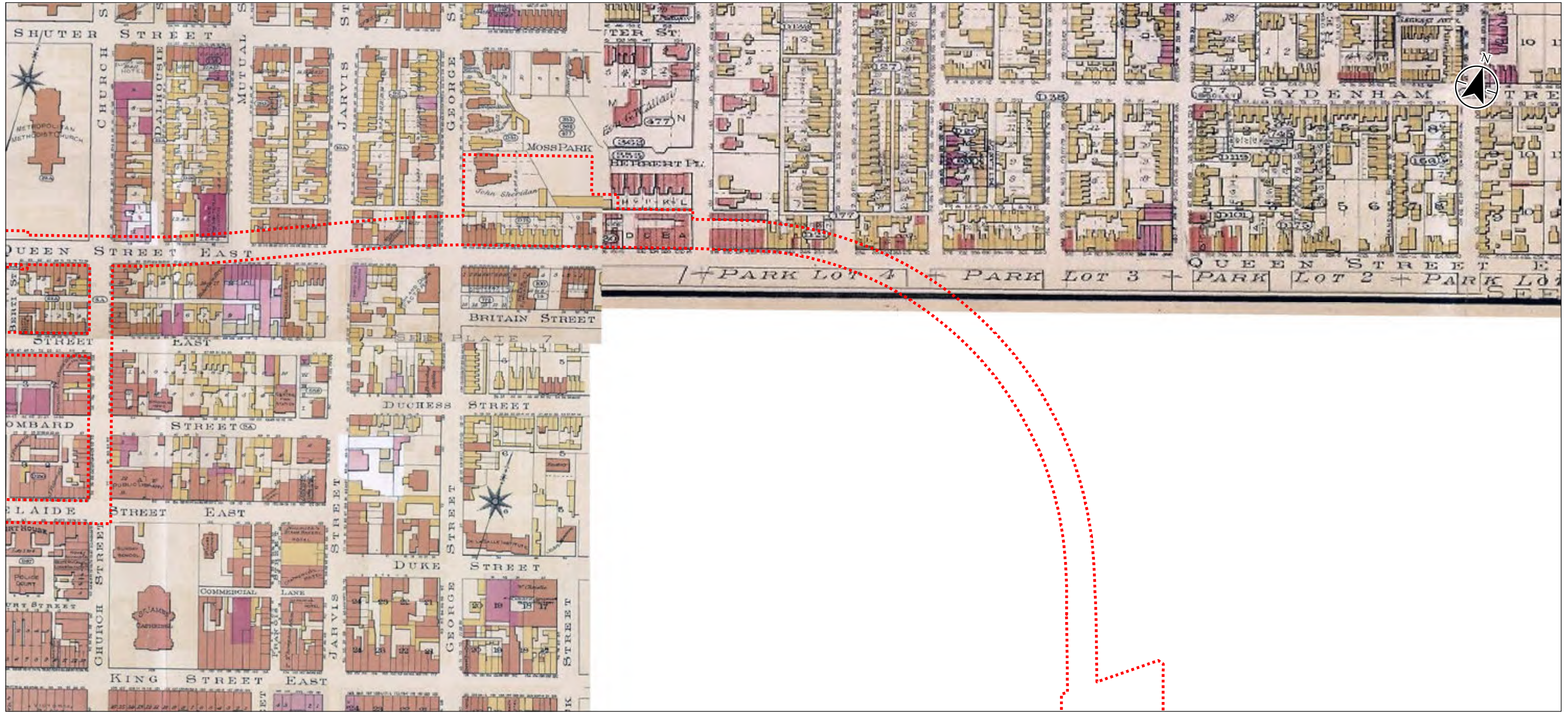
Figure No.

13.5

Title

Fire Insurance Plans - 1899

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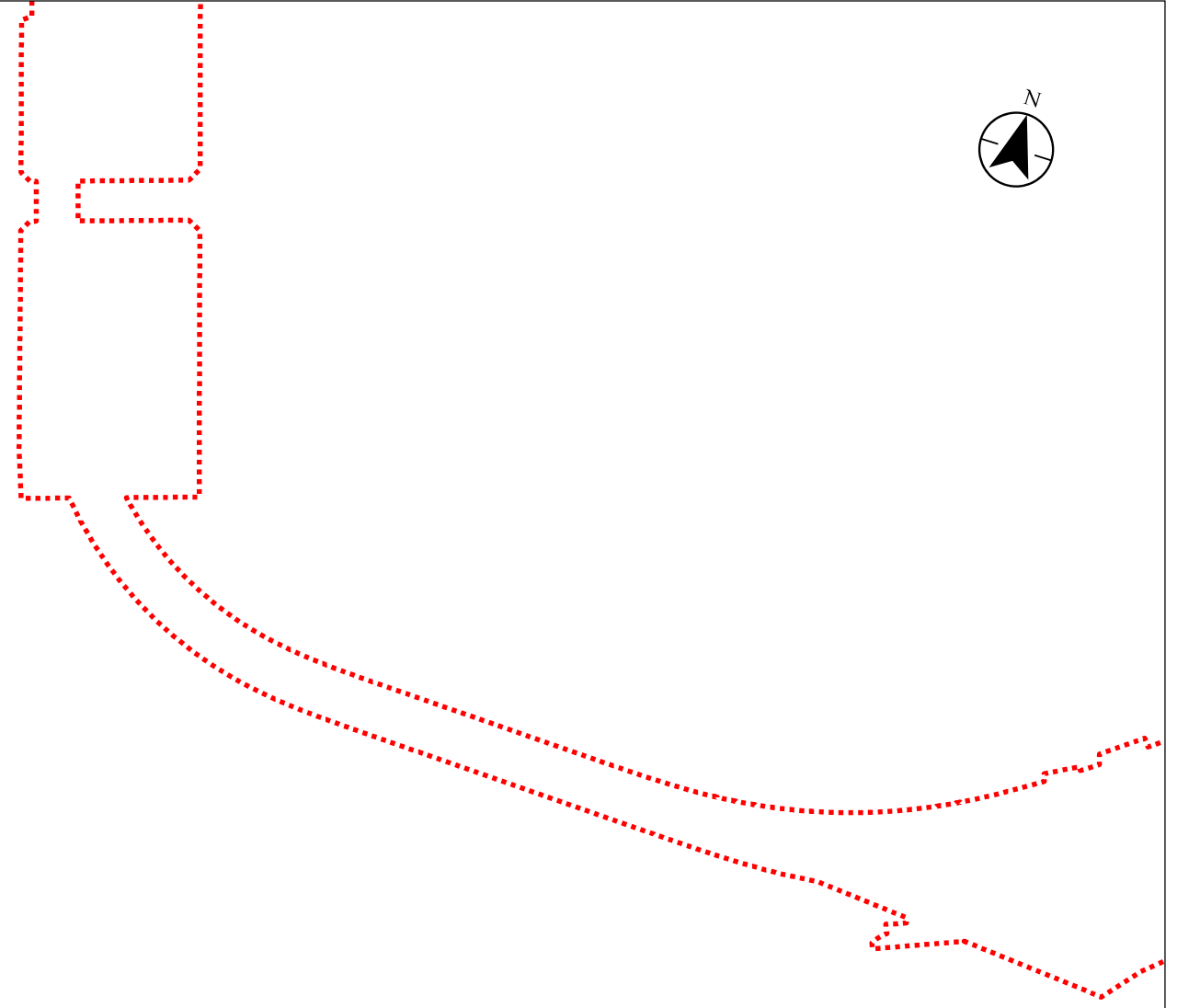
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Figure No. 13.6

Title Fire Insurance Plans - 1899

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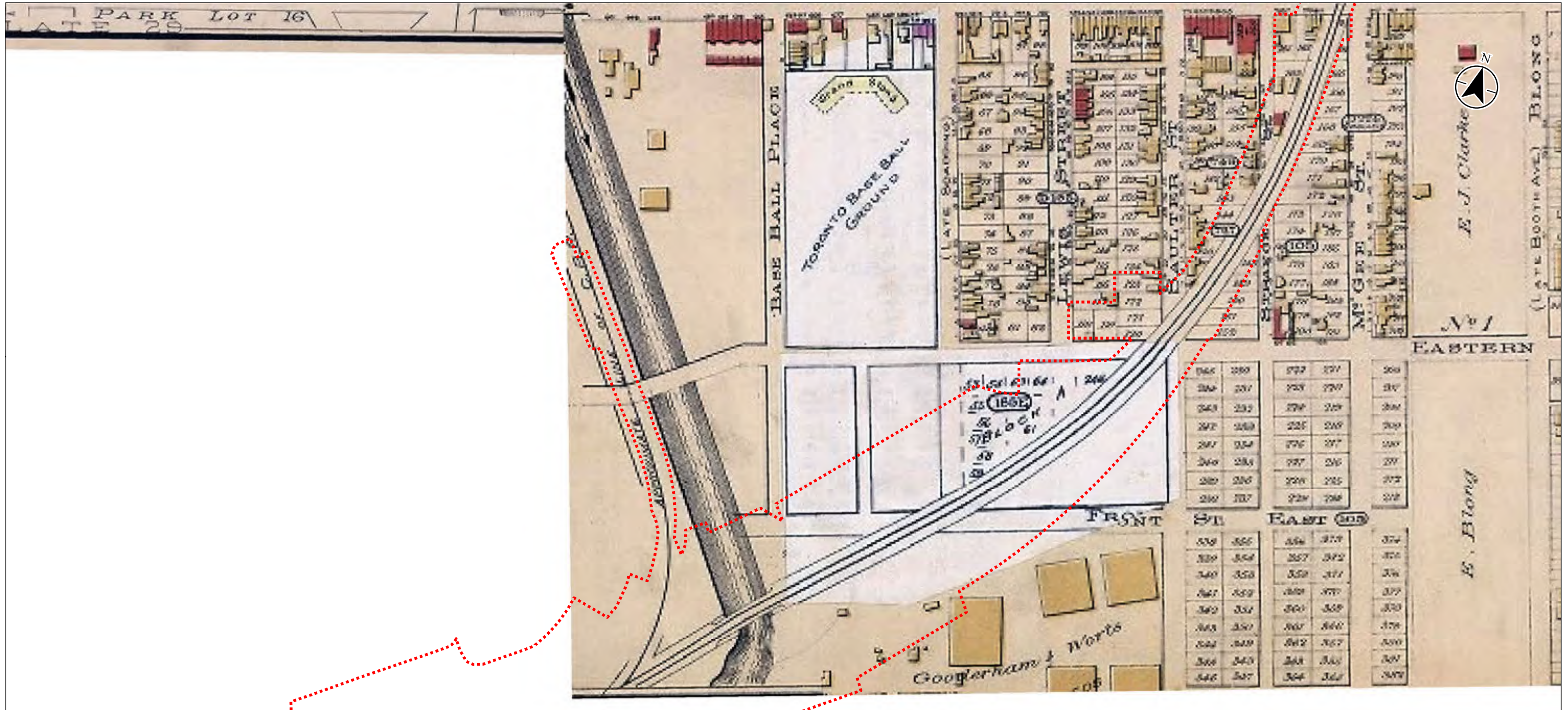
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STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No. 13.7

Title
Fire Insurance Plans - 1899

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Figure No.

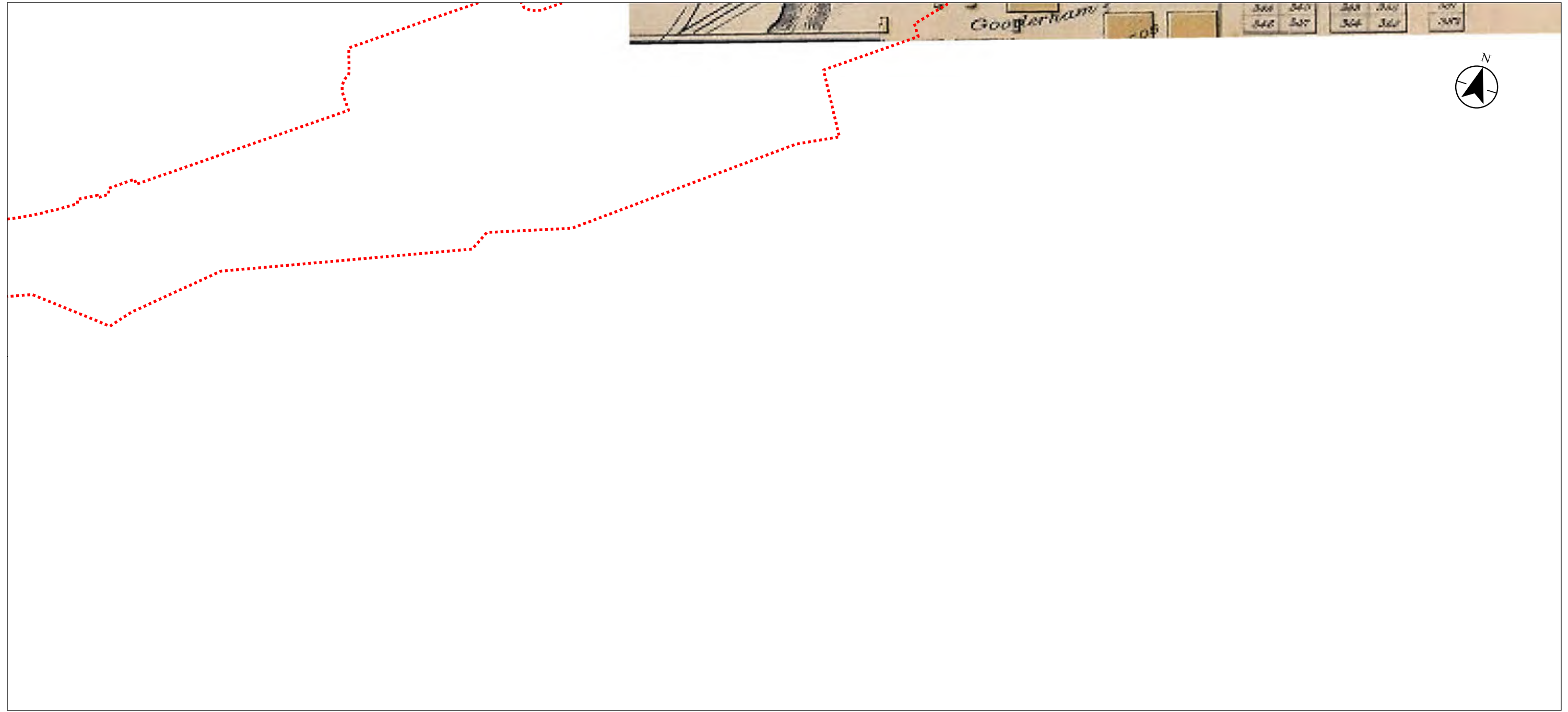
13.8

Title

Fire Insurance Plans - 1899

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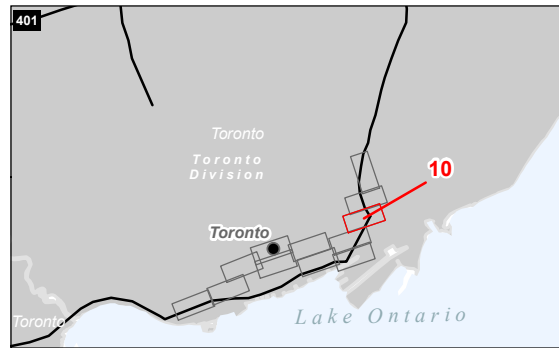
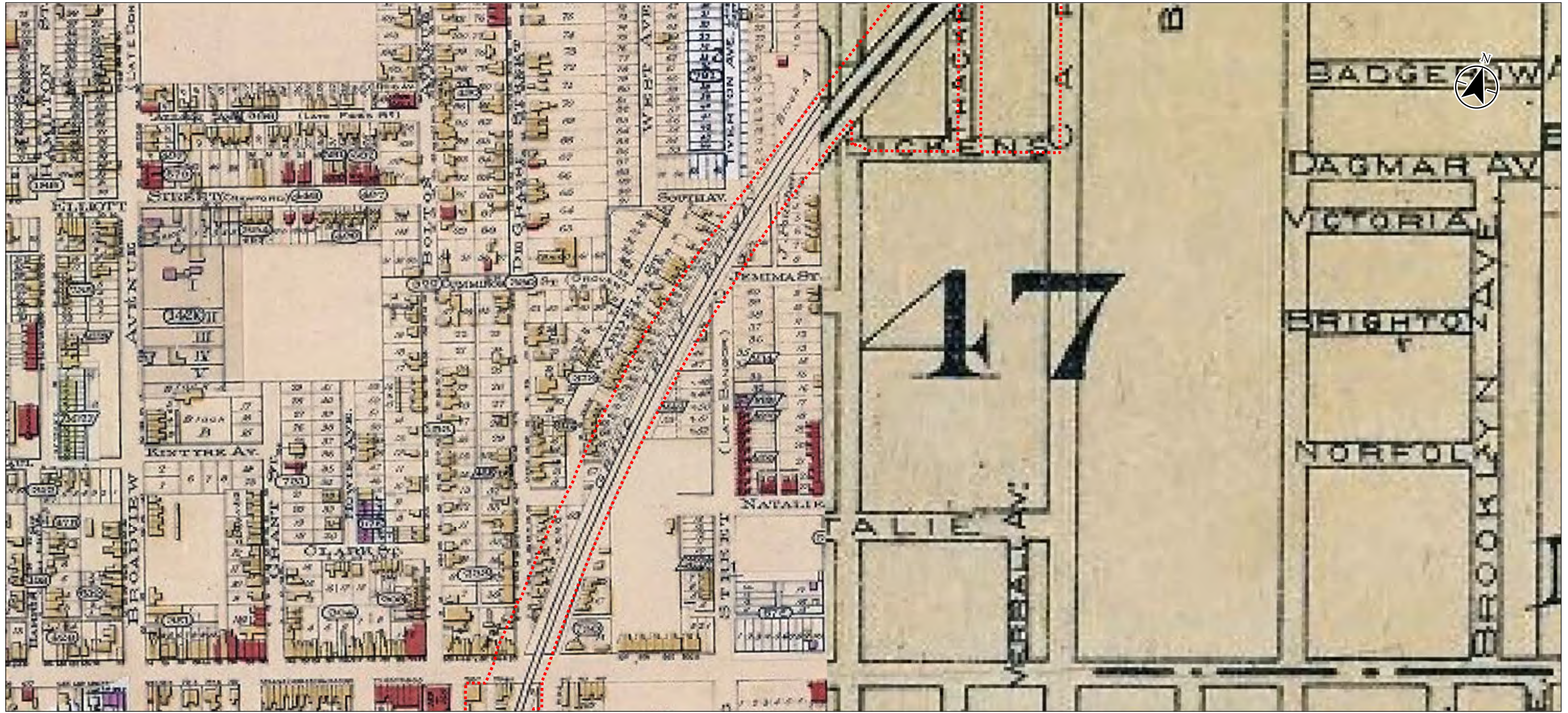
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Figure No.
13.9

Title
Fire Insurance Plans - 1899

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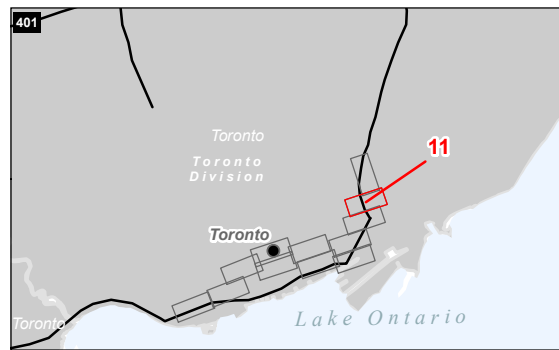
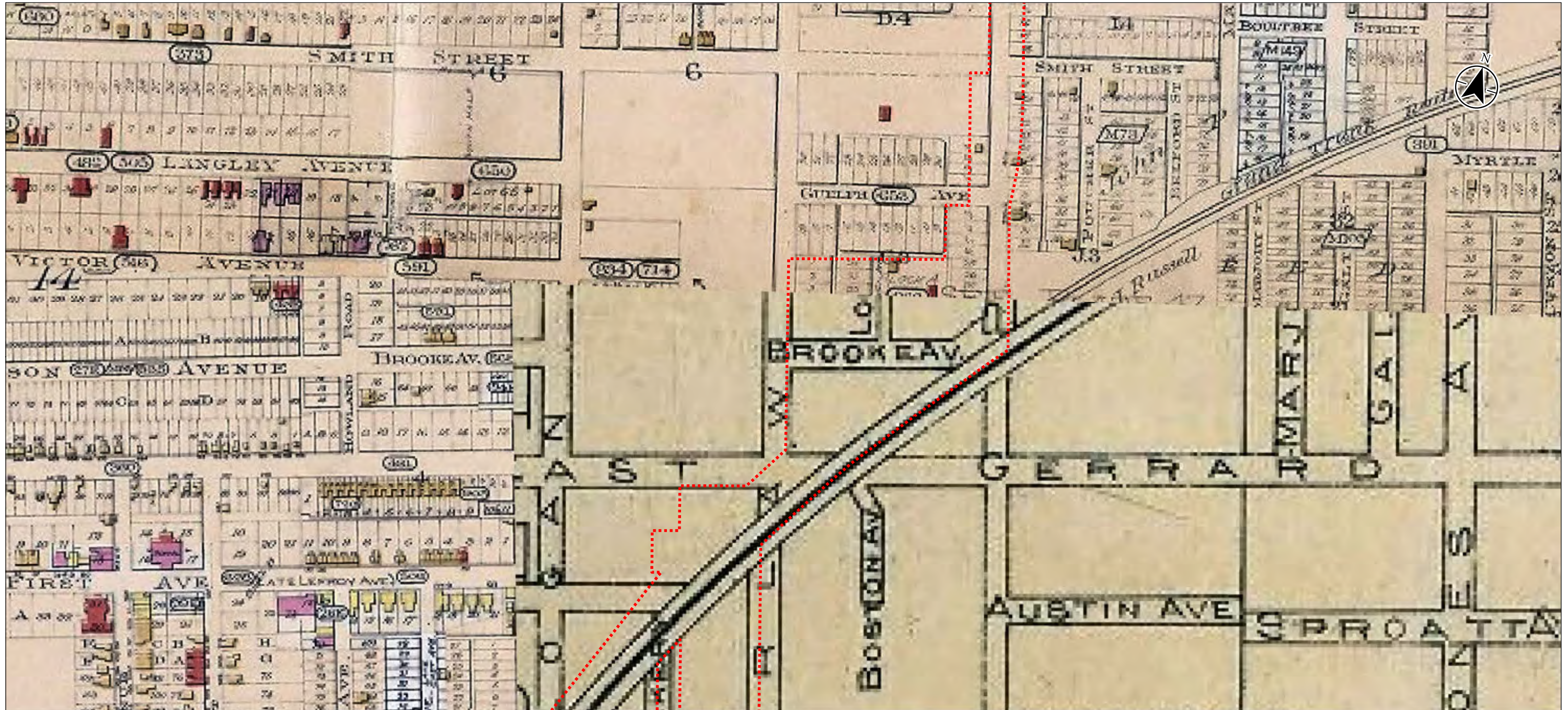
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STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
13.10

Title
Fire Insurance Plans - 1899

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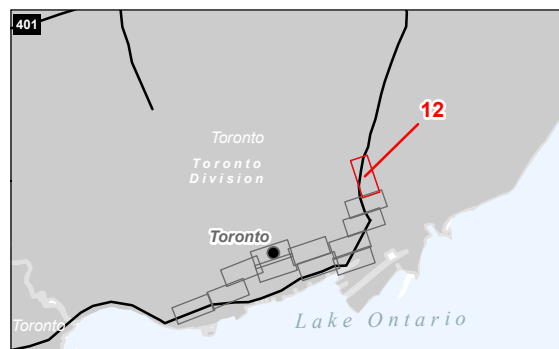
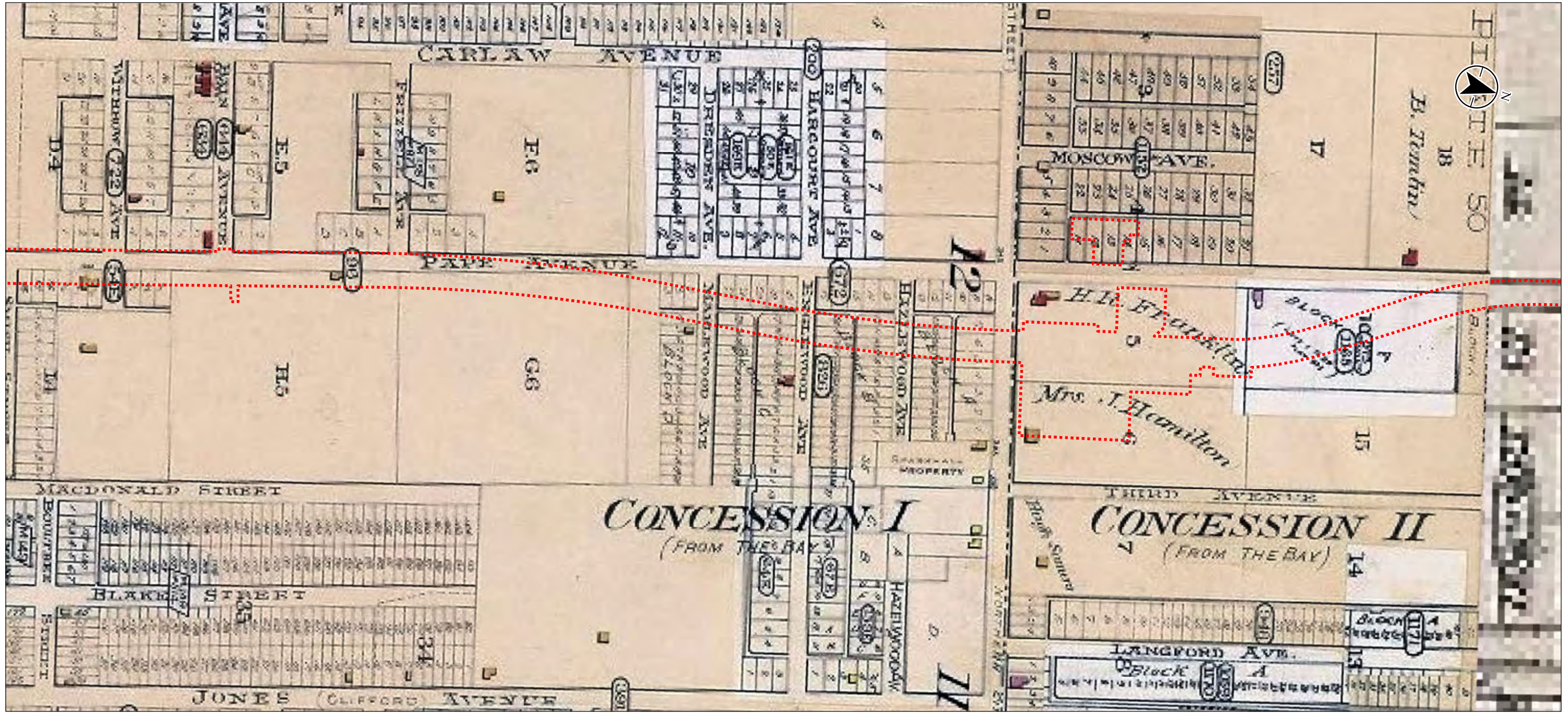



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Figure No. 13.11

Title Fire Insurance Plans - 1899



Legend
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Figure No.
 13.12

Title
 Fire Insurance Plans - 1899

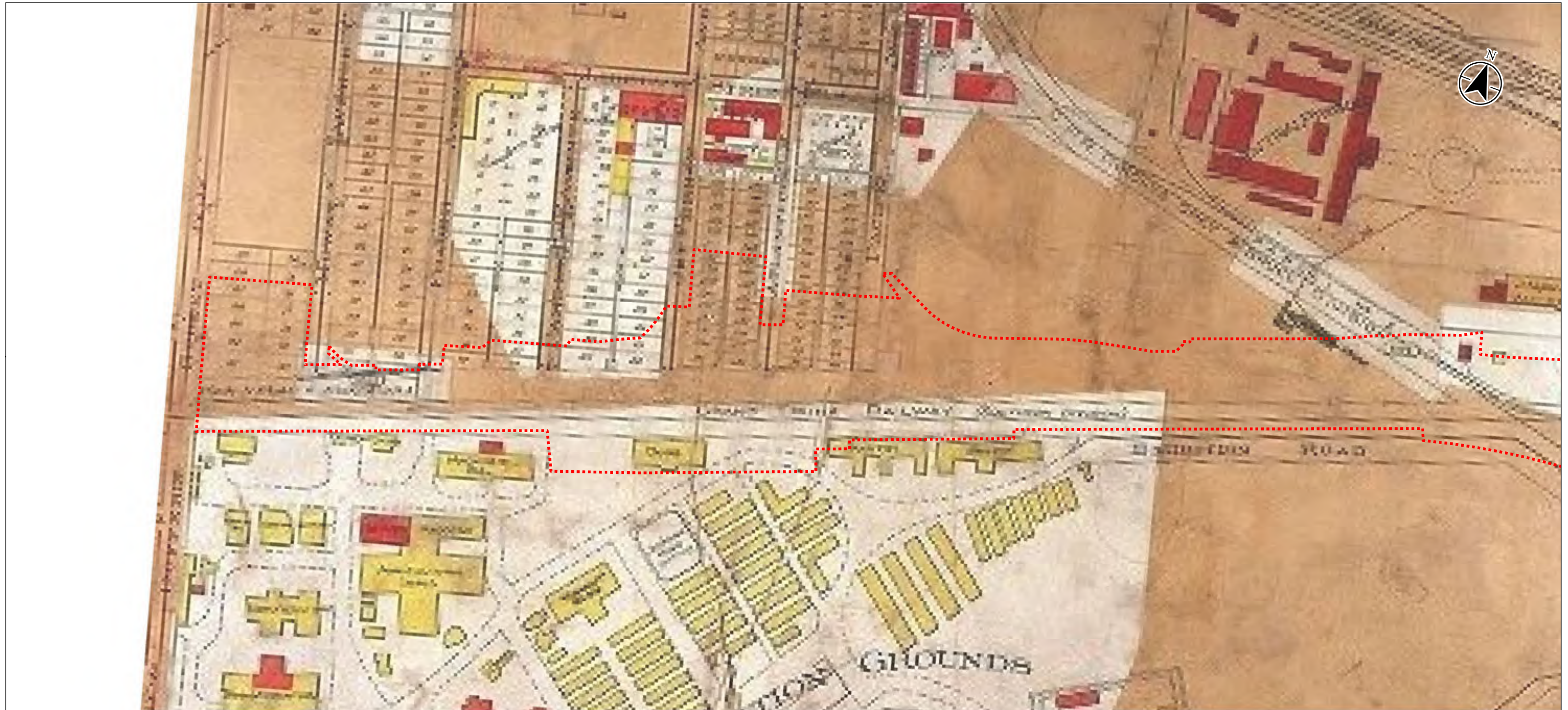
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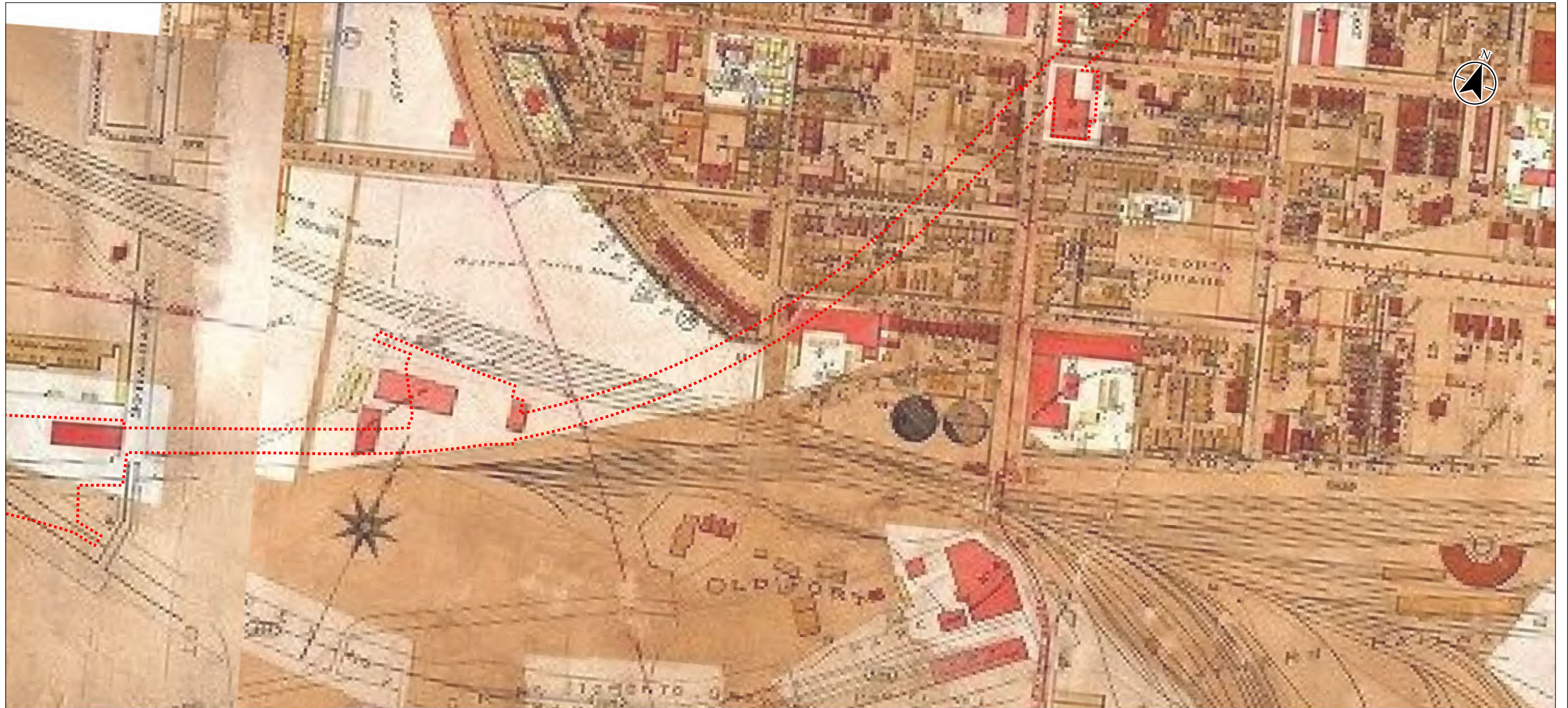
14.1

Title

Fire Insurance Plans - 1903

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STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.

14.2

Title

Fire Insurance Plans - 1903

Notes
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Legend
Project Footprint

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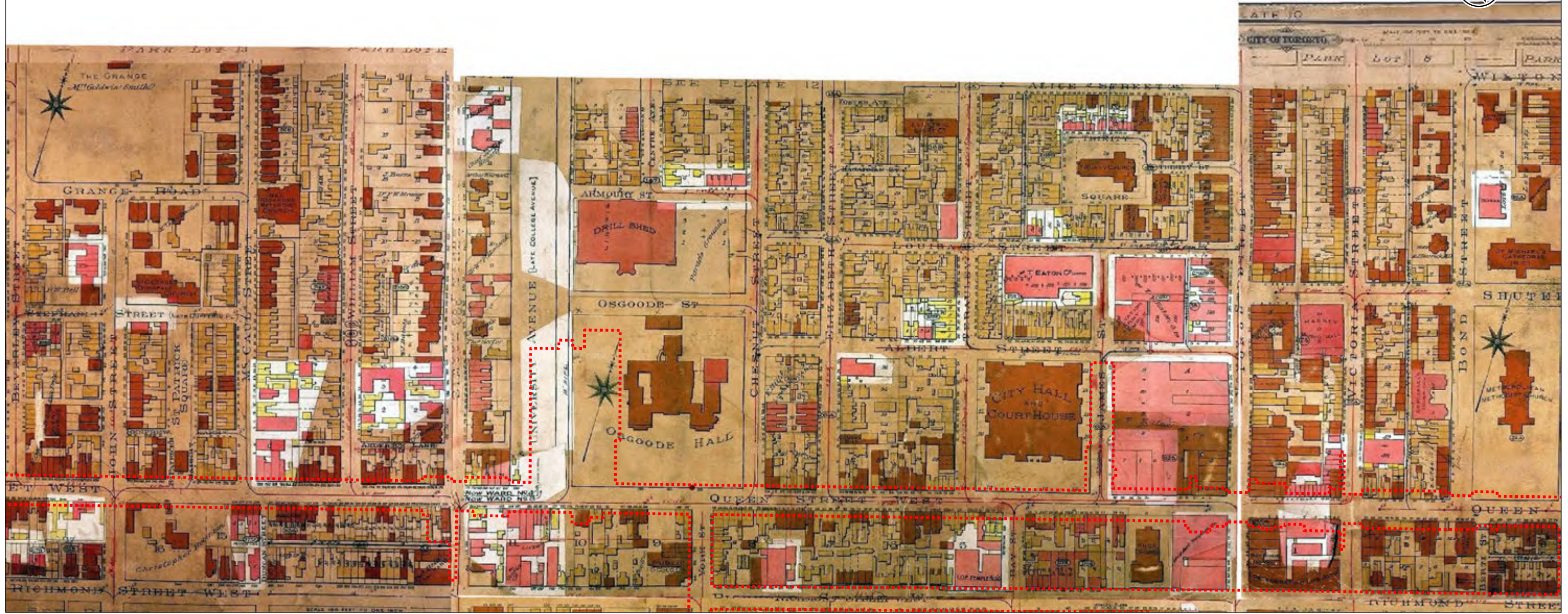
Project Location Toronto, ON Prepared by BCC on 2022-01-27

Client/Project HDR CORPORATION
ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
160560009 REVA

Figure No. 14.3

Title Fire Insurance Plans - 1903

Notes
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Legend
Project Footprint

0 60 120 metres
1:3,500 (At original document size of 11x17)



Project Location Toronto, ON Prepared by BCC on 2022-01-27

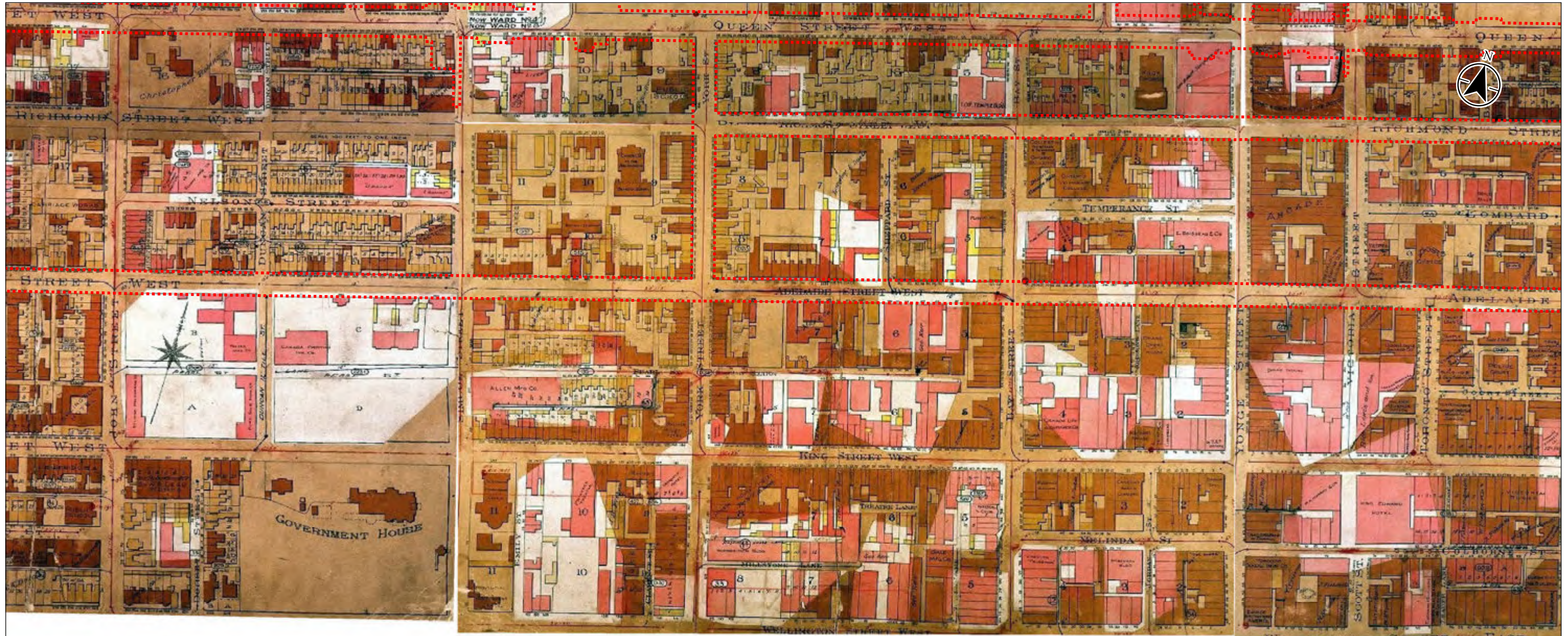
Client/Project HDR CORPORATION
ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
160560009 REVA

Figure No. 14.4

Title Fire Insurance Plans - 1903

Notes
1. Coordinate System: NAD27 MTM zone 10
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Legend
Project Footprint

0 60 120 metres
1:3,500 (At original document size of 11x17)



Project Location Toronto, ON Prepared by BCC on 2022-01-27

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STAGE 1 ARCHAEOLOGICAL ASSESSMENT
160560009 REVA

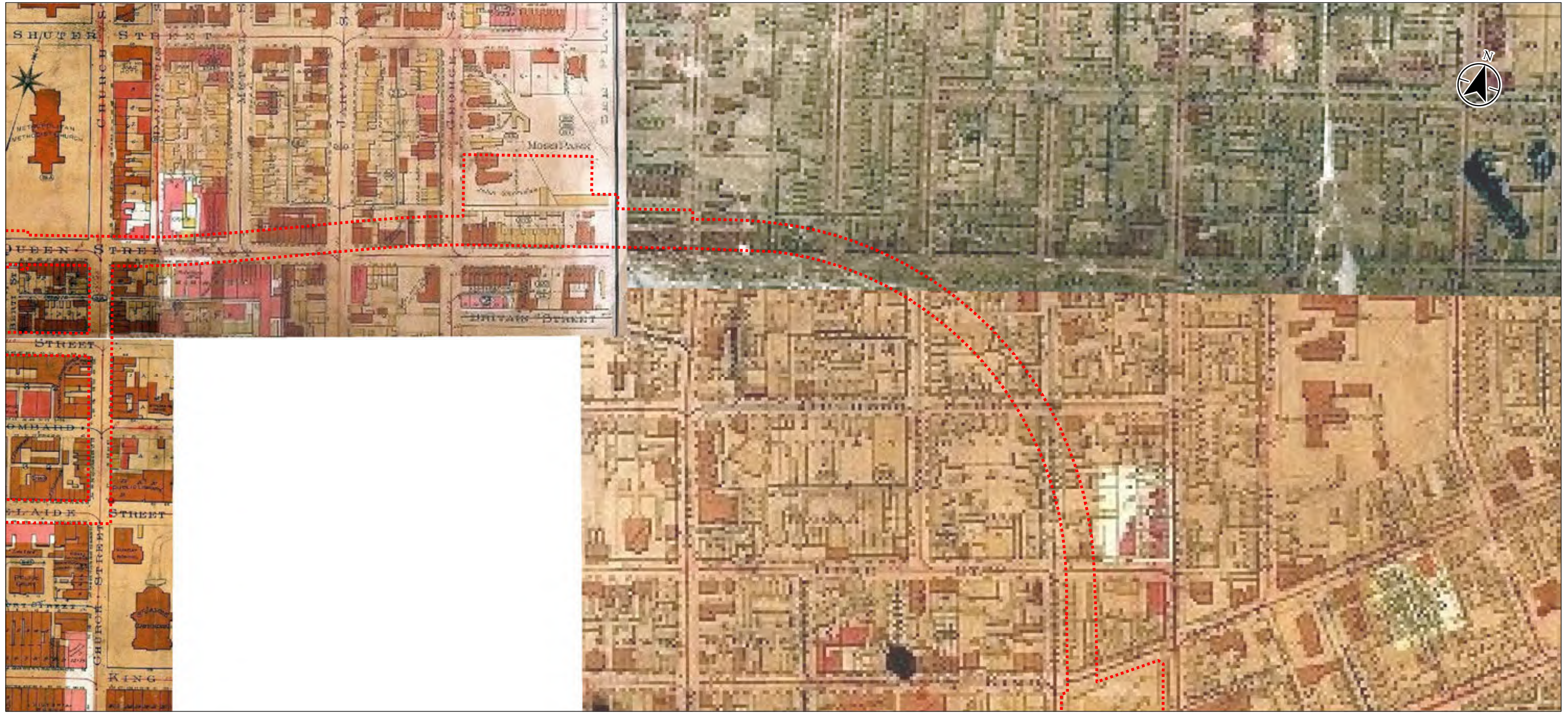
Figure No.

14.5

Title

Fire Insurance Plans - 1903

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Legend
Project Footprint

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1:3,500 (At original document size of 11x17)



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HDR CORPORATION
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STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.

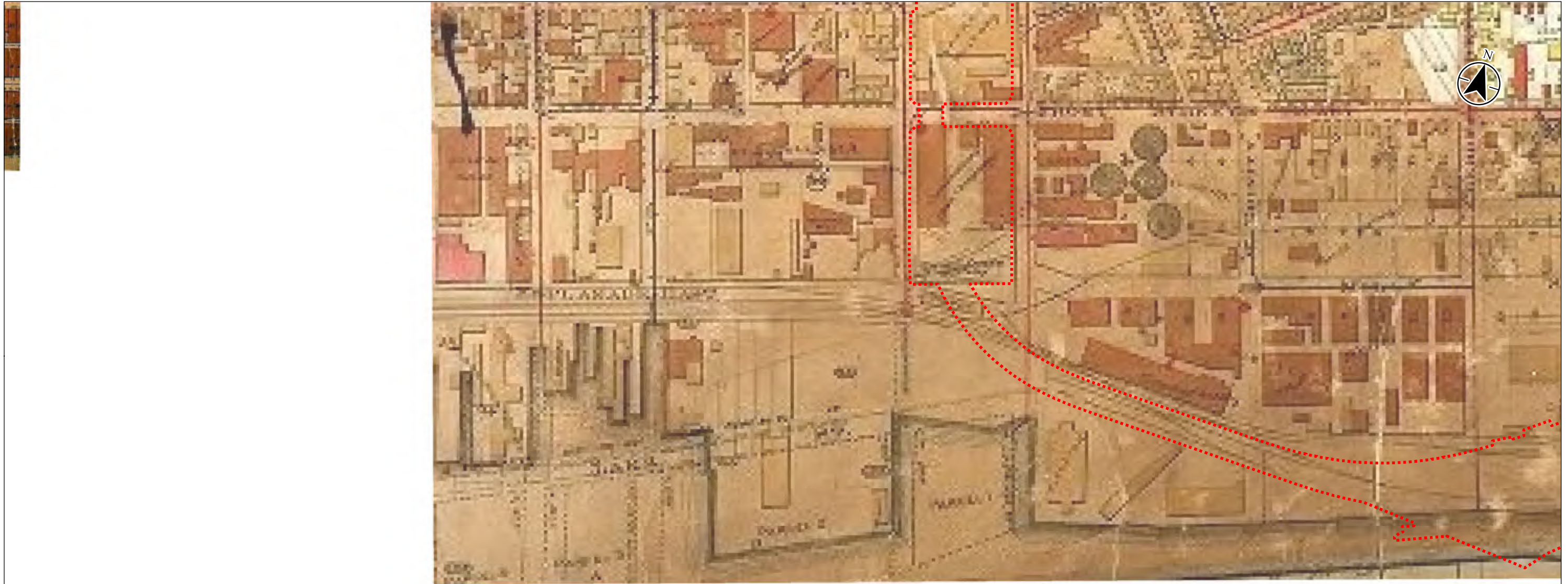
14.6

Title

Fire Insurance Plans - 1903

Notes
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Legend
Project Footprint

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1:3,500 (At original document size of 11x17)



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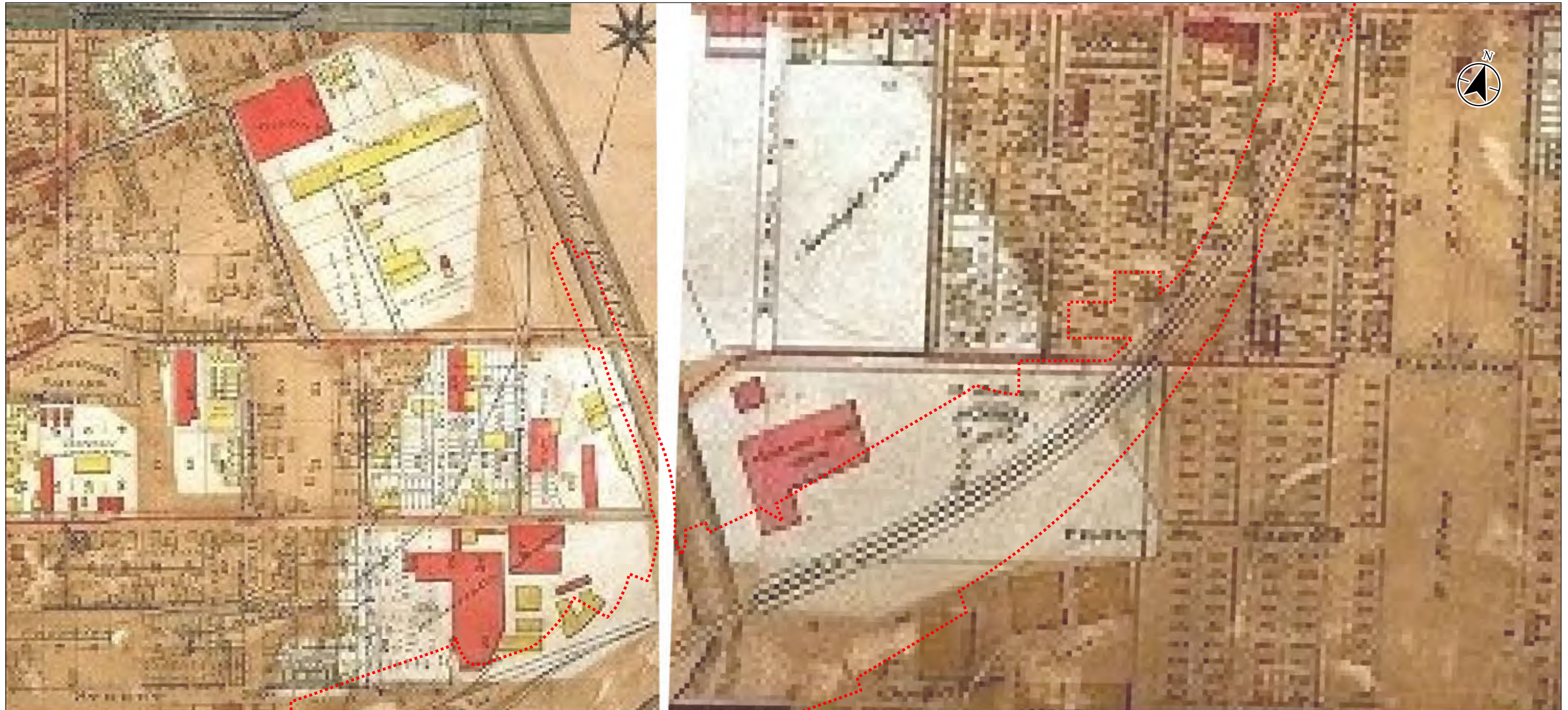
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ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
14.7

Title
Fire Insurance Plans - 1903

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Legend
Project Footprint

0 60 120 metres
1:3,500 (At original document size of 11x17)



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HDR CORPORATION
ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.

14.8

Title

Fire Insurance Plans - 1903

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Legend
Project Footprint

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1:3,500 (At original document size of 11x17)



Project Location
Toronto, ON

Prepared by BCC on 2022-01-27

Client/Project
HDR CORPORATION
ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

160560009 REVA

Figure No.

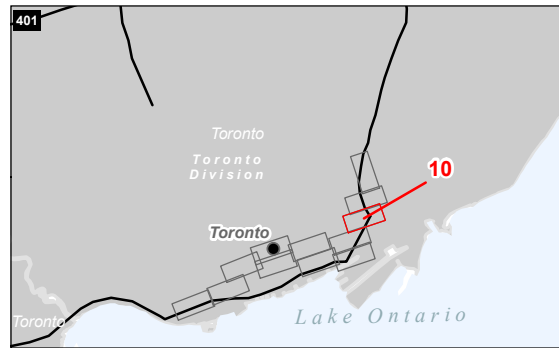
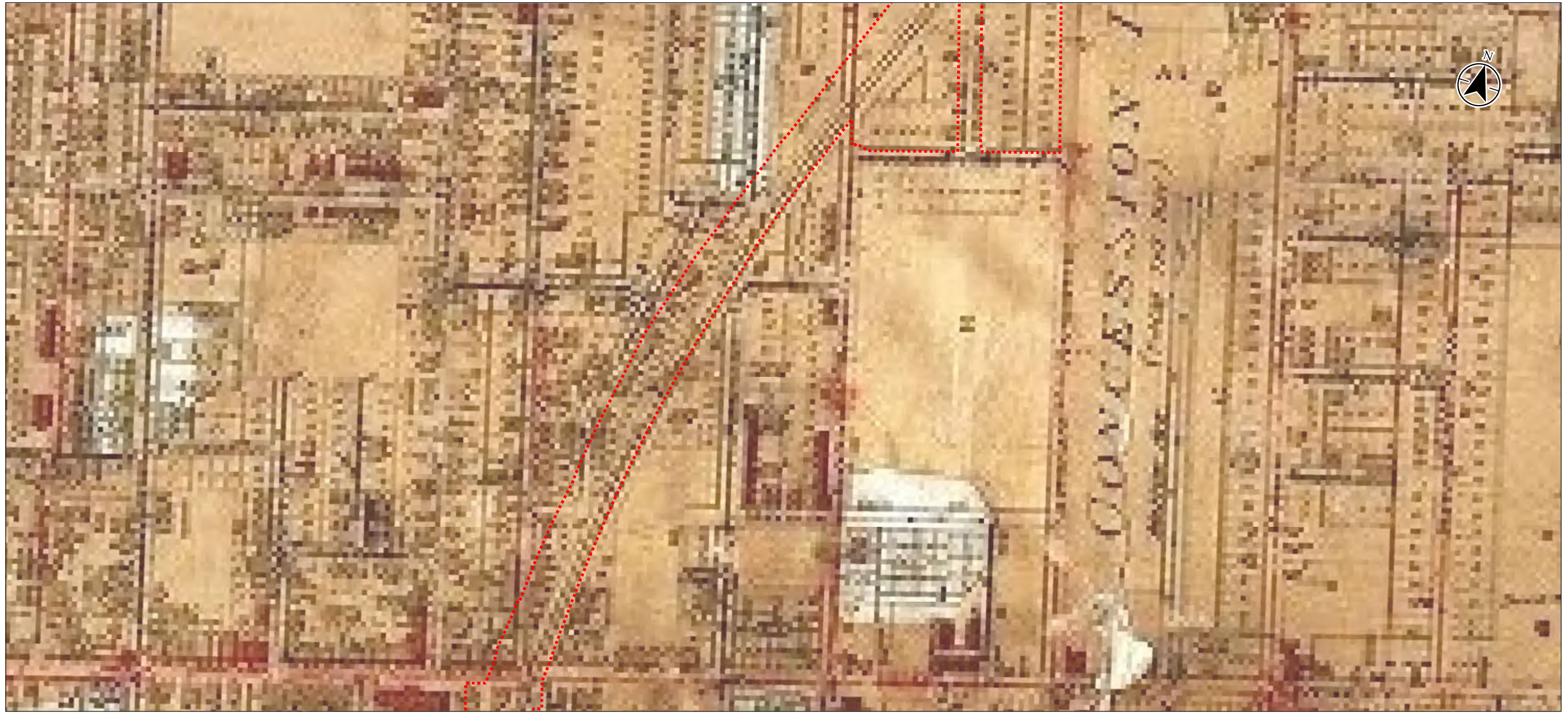
14.9

Title

Fire Insurance Plans - 1903

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Legend
Project Footprint

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1:3,500 (At original document size of 11x17)



Project Location Toronto, ON Prepared by BCC on 2022-01-27

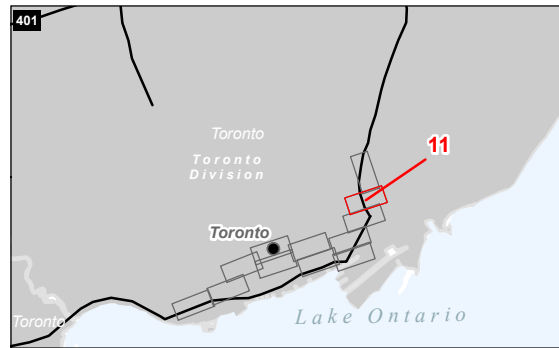
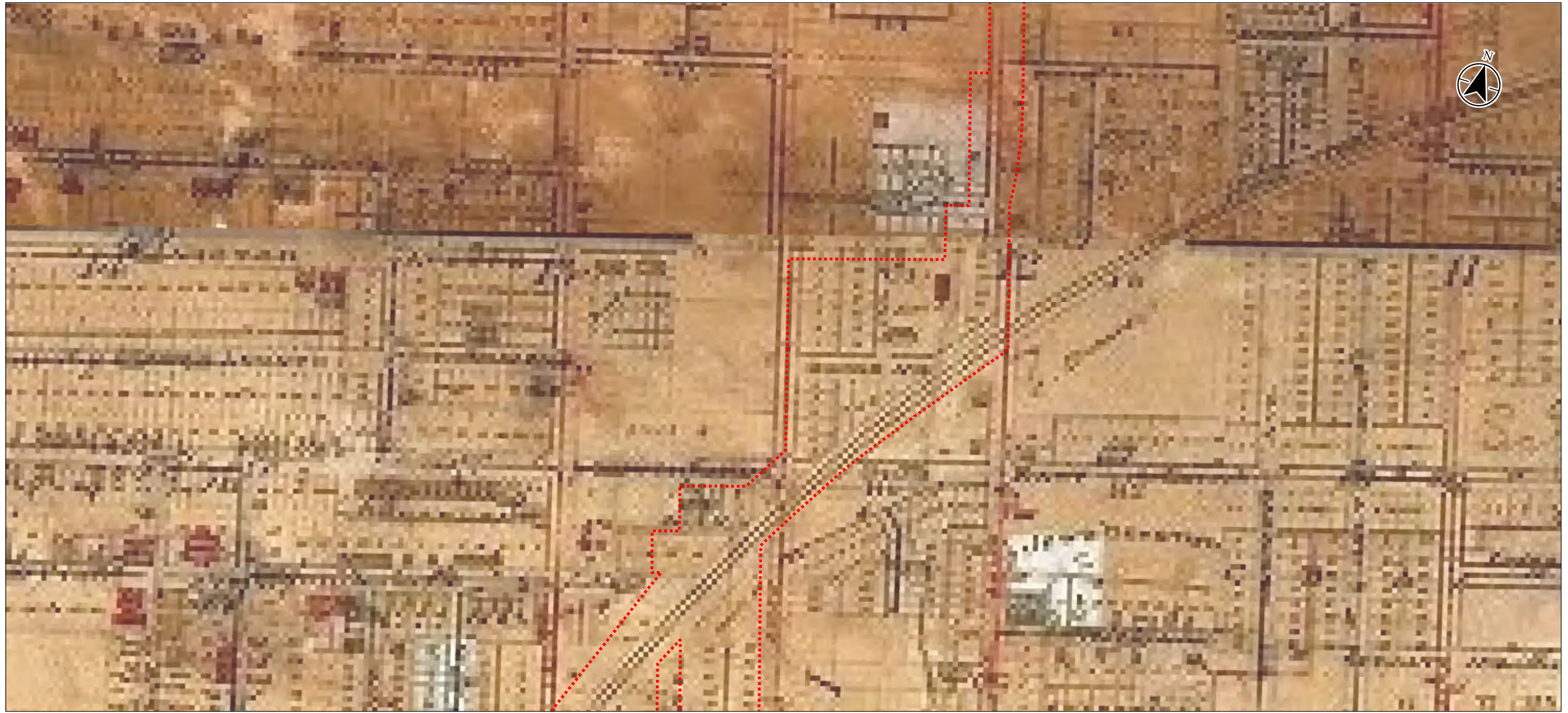
Client/Project 160560009 REVA
HDR CORPORATION
ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No. 14.10

Title
Fire Insurance Plans - 1903

Notes
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Legend
Project Footprint

0 60 120 metres
1:3,500 (At original document size of 11x17)



Project Location Toronto, ON Prepared by BCC on 2022-01-27

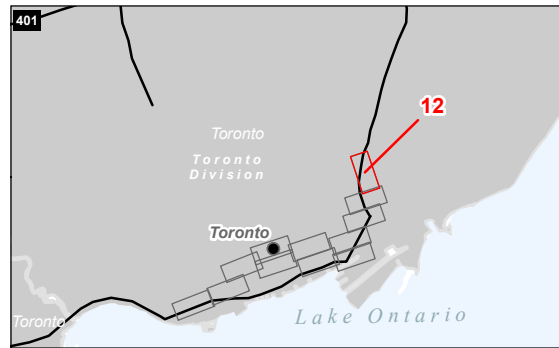
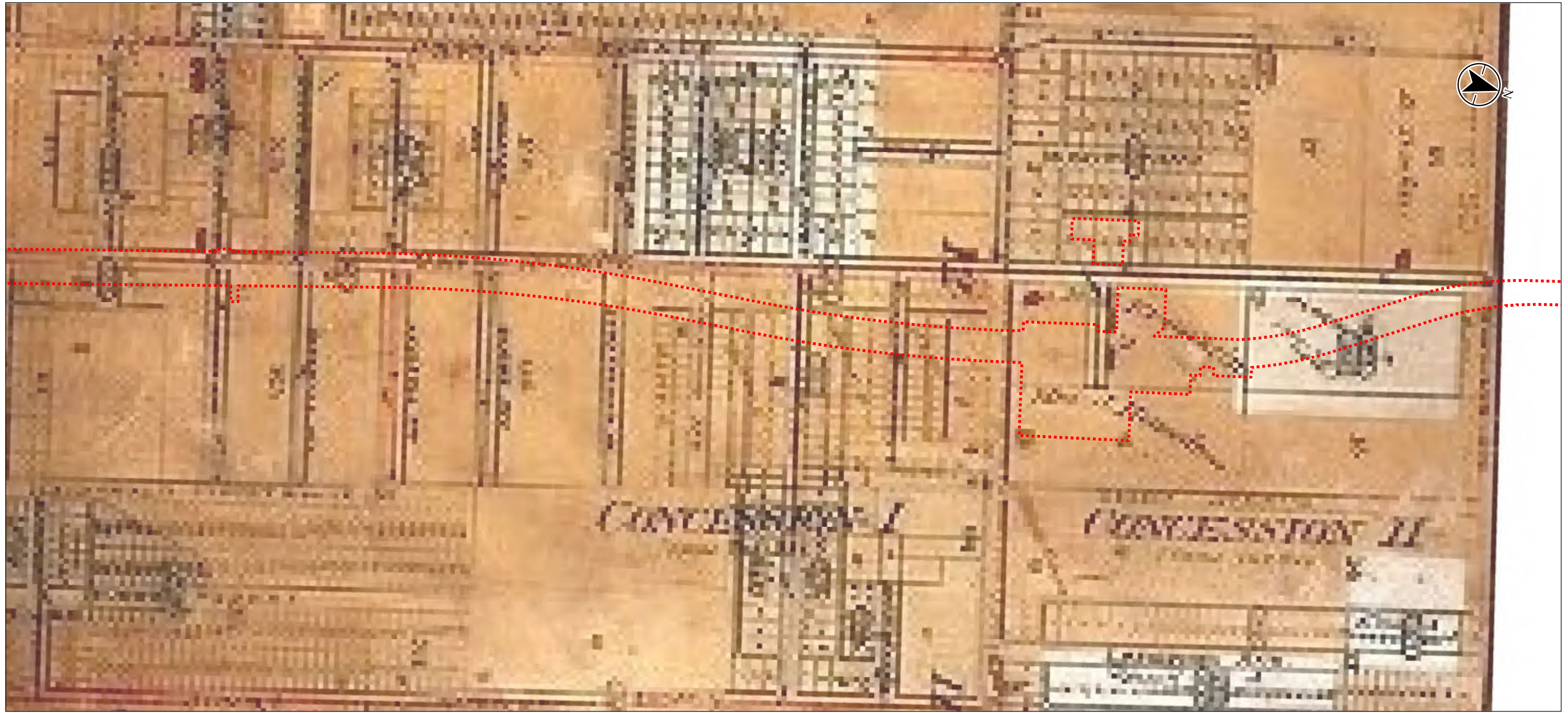
Client/Project 160560009 REVA
HDR CORPORATION
ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
14.11

Title
Fire Insurance Plans - 1903

Notes
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Legend
Project Footprint

0 60 120 metres
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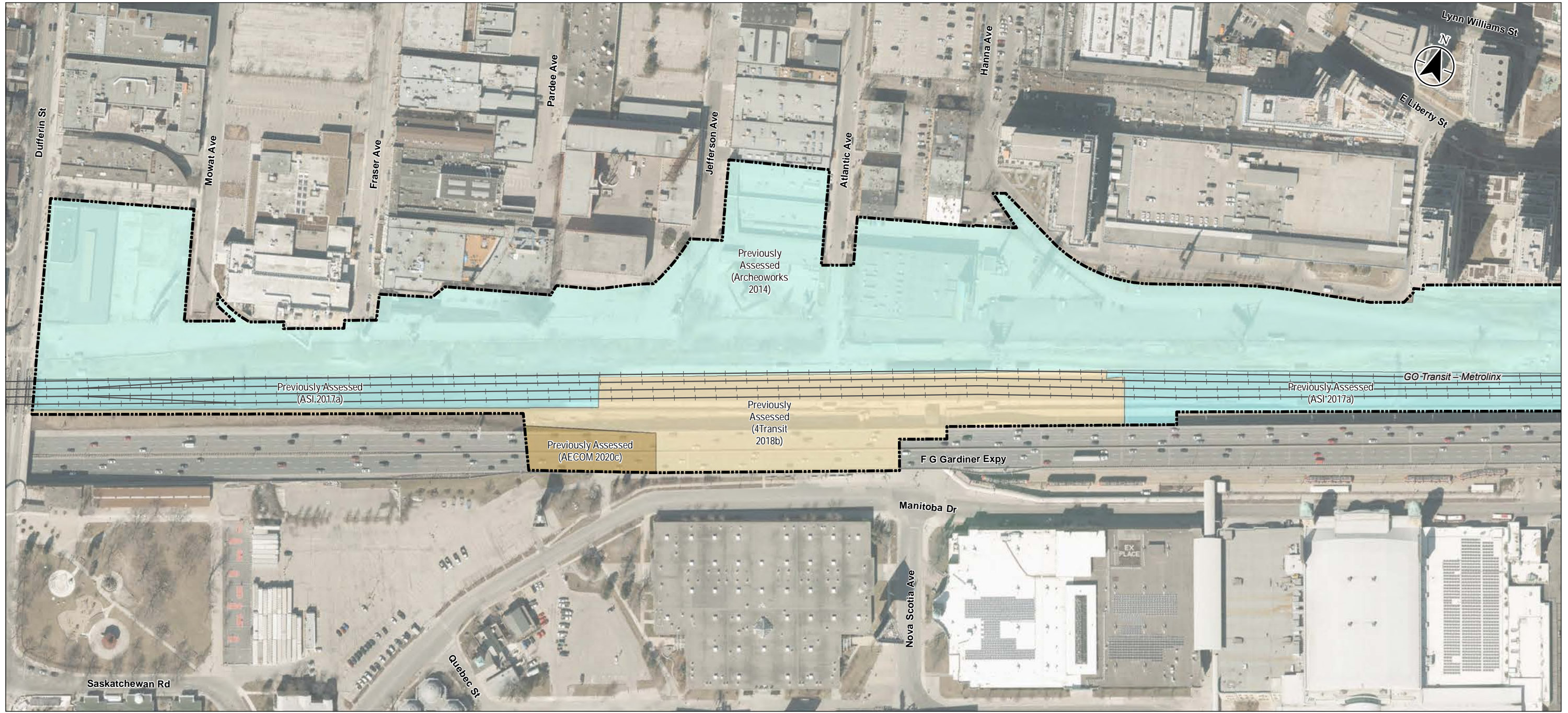
Project Location Toronto, ON Prepared by BCC on 2022-01-27







Client/Project 160560009 REVA
HDR CORPORATION
ONTARIO LINE TA
STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Figure No.
14.12

Title
Fire Insurance Plans - 1903

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- Legend**
-  Project Footprint
 -  Railway
 -  Previously Assessed (4Transit 2018b); No Further Work Recommended
 -  Previously Assessed (AECOM 2020c); No Further Work Recommended
 -  Previously Assessed (ASI 2017a); No Further Work Recommended
 -  Previously Assessed (Archeoworks 2014); No Further Work Recommended

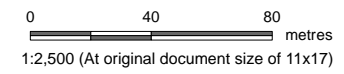


Project Location: Toronto, ON
Prepared by BCC on 2022-03-22

Client/Project: HDR CORPORATION, ONTARIO LINE TA, STAGE 1 ARCHAEOLOGICAL ASSESSMENT
160560009 REVA

Figure No.: 15.1

Title: Archaeology Potential



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