

**Stage 1 Archaeological Assessment
Enbridge Gas Inc.
NPS 20 Replacement
Cherry Street to Bathurst Street
City of Toronto, Ontario**

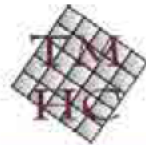
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Executive Summary

Enbridge Gas Inc. (Enbridge) is proposing to replace approximately 4.5 km of existing steel natural gas pipeline within the Central Waterfront of the City of Toronto. As part of Enbridge's NPS Phase 1 Replacement Project, three potential route corridors, between Cherry Street and Bathurst Street, have been identified for study. Timmins Martelle Heritage Consultants Inc. (TMHC) was contracted to carry out a Stage 1 archaeological assessment for the Project area by Dillon Consulting Limited (Dillon) who are coordinating the environmental assessment for the project on behalf of Enbridge. The Project area consists of the existing ROW along the three routing options. The Stage 1 assessment was undertaken as part of the internal Enbridge environmental screening process. All work was done in accordance with the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011).

The Stage 1 background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. The *Waterfront Toronto Archaeological Conservation and Management Plan* (ASI et al. 2008) was consulted to determine the potential for 19th and early 20th century structures, including wharves. According to the map-based review and background research, potential for the discovery of archaeological sites is indicated by the proximity (within 300 m) to: 1) water sources (the Don River, numerous historic watercourses and Lake Ontario); 2) 19th and early 20th century wharves and other harbour infrastructure; 3) 14 previously identified archaeological sites; and 4) numerous properties listed on a municipal register, heritage plaques and federal historic sites.

Provincial standards designate all lands within 300 metres of these features to have archaeological potential. Archaeological potential can be removed through extensive previous disturbance and previous archaeological assessments. A Stage 1 property inspection was conducted which confirmed that the Project area is situated within built-up urban lands. The Project area falls within the alignment and ROW of Lake Shore Boulevard, Harbour Street and Queens Quay, and typically the construction of these roadways would suggest that archaeological potential has been removed. However, due to the unique nature of the Project area, situated within an area of land made in the 19th and 20th century along the central waterfront of Toronto, the potential for deeply buried deposits must be considered. Furthermore, the *Archaeological Master Plan* for the City of Toronto (ASI 2011) illustrates portions of the Project area as containing archaeological potential.

A detailed background study and review of historic mapping indicated that all three potential routes for the NPS 20 Replacement project fall largely within areas of significant historic infilling. However, all three cross historic footprints of wharf and marine-related features that have the potential to be present deeply buried below modern surface disturbances as has been demonstrated by prior archaeological assessments in the central waterfront. It is subsequently recommended that construction monitoring by a



licensed consultant archaeologist be undertaken for all ground disturbances that take place in the vicinity of the historic wharf and marine-feature footprints for each route (as shown in Maps 24-29), in addition to impact areas along Parliament Street. Areas recommended for monitoring should work commence within these routes include:

Potential Route A:

- *Lake Shore Boulevard West at Bathurst Street* – vicinity of historic footprint of Queen’s Wharf (1833-circa 1918) (W8 on the *Central Waterfront Archaeological Master Plan*);
- *Parliament Street* – adjacent to two archaeologically sensitive areas (E2 and E3) as shown on the *Central Waterfront Archaeological Master Plan* associated with the First Parliament and Gooderham Worts Distillery; and
- *Lakeshore Boulevard East at Cherry Street* – archaeologically sensitive areas E3 and E4 of the *Central Waterfront Archaeological Master Plan* within or near to the historic footprints of historic buildings and features including the Don Breakwater (circa 1870), the National Iron Company and British American Oil Company refinery (circa 1913).

Potential Route B

- *Lakeshore Boulevard West near Dan Leckie Way* – vicinity of historic footprints of Northern Railway Wharf 2, Wharf 3 and Wharf 4 as mapped on the 1910 fire insurance plan and a mid-19th century wharf footprint (closely aligning with the 1910 Wharf 3 footprint);
- *Lakeshore Boulevard West Between Lower Simcoe Street and York Street* – historic footprint of four historic wharves, including Wharf 15, Wharf 16 and Wharf 17 that appear on the 1910 fire insurance plan.
- *Lakeshore Boulevard West, West of Bay Street* – historic footprint of Harbour Square Wharf (circa 1903) as shown on the 1910 fire insurance plan.
- *Lakeshore Boulevard East Between Bay Street and Cooper Street* – historic footprint of several wharves (Toronto Ferry, Wharf No. 20, Wharf No. 21, Wharf No. 22, Wharf No. 23, Wharf. No. 24, Wharf No. 25) as depicted on the 1910 fire insurance plan.
- *Lakeshore Boulevard East West and East of Lower Sherbourne Street* – historic footprint of Wharf No. 36/37 (Poulson’s Wharf circa 1910) and Wharf No. 38/39 (city Corporation Wharf circa 1910) as depicted on the 1910 fire insurance plan, Knapp’s Roller Boat (circa 1923) and associated features of Polson’s Iron Works, identified in zone E1 of the *Central Waterfront Archaeological Master Plan*.
- *Parliament Street* – adjacent to two archaeologically sensitive areas (E2 and E3) as shown on the *Central Waterfront Archaeological Master Plan* associated with the First Parliament and Gooderham Worts Distillery;



- *Lakeshore Boulevard East at Cherry Street* – archaeologically sensitive areas E3 and E4 of the *Central Waterfront Archaeological Master Plan* in within or near to the historic footprints of historic buildings and features including the Don Breakwater (circa 1870), the National Iron Company and British American Oil Company refinery (circa 1913).

Potential Route C

- *Lake Shore Boulevard West at Bathurst Street* – vicinity of historic footprint of Queen’s Wharf (1833-circa 1918) (W8 on the *Central Waterfront Archaeological Master Plan*);
- *Harbour Street West of Bay Street* – this portion of the route falls within the historic footprint of the Harbour Square wharf (circa 1903).
- *Young Street at Lakeshore Boulevard East, Lakeshore Boulevard East Between Bay Street and Cooper Street* –historic footprint of several wharves (Toronto Ferry, Wharf No. 20, Wharf No. 21, Wharf No. 22, Wharf No. 23, Wharf. No. 24, Wharf No. 25) as depicted on the 1910 fire insurance plan.
- *Lakeshore Boulevard East West and East of Lower Sherbourne Street* – historic footprint of Wharf No. 36/37 (Poulson’s Wharf circa 1910) and Wharf No. 38/39 (city Corporation Wharf circa 1910) as depicted on the 1910 fire insurance plan, and Knapp’s Roller Boat (circa 1923) and associated features of Polson’s Iron Works, identified in zone E1 of the *Central Waterfront Archaeological Master Plan*.
- *Parliament Street* – this portion of the route falls within and adjacent to two archaeologically sensitive areas (E2 and E3) as shown on the *Central Waterfront Archaeological Master Plan* associated with the First Parliament and Gooderham Worts Distillery.
- *Lakeshore Boulevard East at Cherry Street* – this portion of the route falls within archaeologically sensitive areas E3 and E4 of the *Central Waterfront Archaeological Master Plan* in within or near to the historic footprints of historic buildings and features including the Don Breakwater (circa 1870), the National Iron Company and British American Oil Company refinery (circa 1913).

Once the preferred route is selected, it should be compared against the Stage 1 recommendations to develop a detailed project specific monitoring plan. This should minimally consist of:

- depict the monitoring areas on all contract drawings;
- ensure the presence of a licensed archaeologist during construction to monitor all soil disturbing activities within these areas to ensure there are no significant archaeological materials encountered that might be impacted by these activities;



-
- if significant archaeological resources are encountered all construction activities must stop until an appropriate mitigation strategy can be developed and implemented; and,
 - after the completion of the soil disturbing activities, a licensed archaeologist must inspect the site area and a report must be prepared for the MHSTCI on the effectiveness of the avoidance strategy and in ensuring that the area to be avoided remained intact.

The remaining lands within Potential Routes A, B and C should be considered free of archaeological concern and no further assessment is recommended.

If the Project area is changed to incorporate lands not covered within this assessment, then additional archaeological assessment may be required.

These recommendations are subject to the conditions laid out in Section 7.0 of this report and to the MHSTCI's review and acceptance of this report into the provincial registry.



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TMHC would like to acknowledge the assistance of the following individuals:

<i>Tristan Lefler</i>	<i>Associate</i> Dillon Consulting Limited
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Territorial Acknowledgement

The subject property falls within the ancestral homelands of many distinct Indigenous groups, particularly Anishnabe, Haudenosaunee and Wendat peoples. At the community's request, it is hereby acknowledged that the archaeological assessment reported here was undertaken on the Treaty Lands and Territory of the Mississaugas of the Credit.

The subject property also falls within lands subject to the Toronto Purchase Treaty, No. 13 (1805) between the Mississaugas of the Credit and the Crown.



**Stage 1 Archaeological Assessment
Enbridge Gas Inc.
NPS 20 Replacement
Cherry Street to Bathurst Street
City of Toronto, Ontario**

1.0 PROJECT CONTEXT

1.1 Development Context

1.1.1 Introduction

Enbridge Gas Inc. (Enbridge) is proposing to replace approximately 4.5 km of existing steel natural gas pipeline within the Central Waterfront of the City of Toronto. As part of Enbridge's NPS Phase 1 Replacement Project, three potential route corridors, between Cherry Street and Bathurst Street, have been identified for study. Timmins Martelle Heritage Consultants Inc. (TMHC) was contracted to carry out a Stage 1 archaeological assessment for the Project area by Dillon Consulting Limited (Dillon) who are coordinating the environmental assessment for the project on behalf of Enbridge. The Project area consists of the existing ROW along the three routing options. The Stage 1 assessment was undertaken as part of the internal Enbridge environmental screening process. All work was done in accordance with the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011).

All archaeological assessment activities were performed under the professional archaeological license of Matthew Beaudoin, Ph.D. (P324) and in accordance with the 2011 *Standards and Guidelines for Consultant Archaeologists* (MTC 2011). Permission to commence the study was given by Tristan Lefler, of Dillon Consulting.

1.1.2 Purpose and Legislative Context

The *Ontario Heritage Act* (1990) makes provisions for the protection and conservation of heritage resources in the province of Ontario. Our archaeological assessment work is part of an environmental review which is intended to identify areas of environmental interest as specified in the *Provincial Policy Statement* (2014). Heritage concerns are recognized as a matter of provincial interest in Section 2.6.2 of the *Provincial Policy Statement* (PPS) which states:

development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (OMMAH 2014:29).

In the PPS the term *conserved* means:

the identification, protection, management and use of *built heritage resources, cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments (OMMAH 2014:40).

The Environmental Assessment Act provides for the protection and conservation of the environment. In this case, the environment is widely defined to cover “cultural heritage” resources. Section 5(3)(c) of the Act stipulates that heritage resources to be affected by a proposed undertaking be identified during the environmental screening process. Within the EA process, the purpose of a Stage 1 background study is to determine if there are known cultural resources within the proposed study area, or potential for such resources to exist. Subsequently, it can act as a planning tool by identifying areas of concern that, where possible, could be avoided to minimize environmental impact. It is also used to determine the need for a Stage 2 field assessment involving the search for archaeological sites.

2.0 STAGE 1 BACKGROUND STUDY

2.1 Research Methods and Sources

A Stage 1 background study was conducted to gather information about known and potential archaeological resources within the project area. According to the Province of Ontario’s 2011 *Standards and Guidelines for Consultant Archaeologists*, a Stage 1 background study must include a review of:

- an up-to-date listing of sites from the Ontario’s Past Portal for 1 km around the property;
- reports of previous archaeological fieldwork within a radius of 50 m around the property;
- topographic maps at 1:10,000 (recent and historical) or the most detailed scale available;
- historic settlement maps (e.g., historical atlas, surveys);
- archaeological management plans or other archaeological potential mapping (when available); and
- commemorative plaques or monuments on or near the property.

For this project, the following activities were carried out to satisfy or exceed the above requirements:



- a database search was completed through the MHSTCI's PastPortal (PastPort) system that compiled a list of registered archaeological sites within 1 km of the Project area (received November 19, 2019);
- a review of known prior archaeological reports for the Project area and adjacent lands (note the MHSTCI currently does not keep a publicly accessible record of archaeological assessments carried out in the Province of Ontario, so a complete inventory of prior assessment work nearby is not available);
- Ontario Base Mapping (1:10,000) was reviewed through ArcGIS and mapping layers provided by geographynetwork.ca; detailed mapping provided by the client was also reviewed;
- historic maps and records related to post-1800 land settlement were studied; and
- commemorative plaques on or in the vicinity of the Project area were reviewed.

The Project area contains areas of archaeological potential as determined by the *Waterfront Toronto Archaeological Conservation and Management Plan* (ASI et al. 2008).

Additional sources of information were also consulted, including modern aerial photographs, local history accounts, soils and physiographic data provided by the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), and both 1:50,000 (Natural Resources Canada) and finer scale topographic mapping.

When compiled, background information was used to create a summary of the characteristics of the study area, in an effort to evaluate its archaeological potential. The Province of Ontario (MTC 2011 – Section 1.3.1) has defined the criteria that identify archaeological potential as:

- previously identified archaeological sites;
- water sources;
 - primary water sources (lakes, rivers, streams, creeks);
 - secondary water courses (intermittent streams and creeks, springs, marshes, swamps);
 - features indicating past water sources (e.g., glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in topography, shorelines of drained lakes or marshes, cobble beaches);
 - accessible or inaccessible shoreline (e.g., high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh);
- elevated topography (e.g., eskers, drumlins, large knolls, plateau);
- pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground;
- distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases;



- there may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings;
- resource areas, including:
 - food or medicinal plants (e.g., migratory routes, spawning areas, prairie);
 - scarce raw materials (e.g., quartz, copper, ochre or outcrops of chert);
 - early Euro-Canadian industry (e.g., fur trade, logging, prospecting, mining);
 - areas of early-19th century settlement. These include places of early military or pioneer settlement (e.g., pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks;
 - early historical transportation routes (e.g., trails, passes, roads, railways, portage routes);
 - property listed on a municipal register or designated under the *Ontario Heritage Act* or that is a federal, provincial, or municipal historic landmark or site; and
 - property that local histories or informants have identified with possible archaeological sites, historical events, activities or occupations.

In Southern Ontario (south of the Canadian Shield), any lands within 300 m of any of the features listed above are considered to have potential for the discovery of archaeological resources.

Typically, a Stage 1 assessment will determine potential for Indigenous and historic era sites independently. This is due to the fact that lifeways varied considerably during these eras so that criteria used to evaluate potential for each type of site also varies.

It should be noted that some factors can also negate the potential for discovery of intact archaeological deposits. Subsection 1.3.2 of the 2011 *Standards and Guidelines for Consultant Archaeologists* indicates that archaeological potential can be removed in instances where land has been subject to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. Major disturbances indicating removal of archaeological potential include, but are not limited to:

- quarrying;
- major landscaping involving grading below topsoil;
- building footprints; and
- sewage and infrastructure development.

Some activities (agricultural cultivation, surface landscaping, installation of gravel trails, etc.) may result in minor alterations to the surface topsoil but do not necessarily affect or remove archaeological potential. It is not uncommon for archaeological sites, including structural foundations, subsurface features and burials, to



be found intact beneath major surface features like roadways and parking lots. Archaeological potential is, therefore, not removed in cases where there is a chance of deeply buried deposits, as in a developed or urban context or floodplain where modern features or alluvial soils can effectively cap and preserve archaeological resources.

2.2 Project Context: Archaeological Context

2.2.1 Project Area: Overview and Physical Setting

Enbridge is proposing to replace approximately 4.5 km of existing HP Nominal Pipeline within the Central Waterfront of the City of Toronto (Maps 1 and 2). As part of Enbridge's NPS Phase 1 Replacement Project, three potential route corridors, between Cherry Street and Bathurst Street, have been identified for study (Map 3). All three routes commence along Lake Shore Boulevard, approximately 400 m west of Bathurst Street. Route A branches off at Dan Leckie Way, following Queens Quay East until the street merges with Lake Shore Boulevard just east of Small Street. Route B follows Lake Shore Boulevard for the entirety of the route. Route C also follows Lake Shore Boulevard, then branches off Harbour Street, then moves northward at Yonge Street to follow Lake Shore Boulevard once again. All three route options follow Parliament Street for approximately 200 m to the north and terminate at Cherry Street. It was determined in discussions with the proponent that the Project area should be considered to be the entire ROW along the length of the proposed routes.

The natural setting in the vicinity of the Project area has been significantly altered due to extensive 19th and 20th century development and land-infill activities. As a result, little specific information can be provided regarding natural landscape features. Historic lakeshore mapping indicates that the Project area falls within reclaimed or "made" urban land and therefore no formal mapping of soil types or drainage exists (Map 4). Further, documentation and mapping indicate that the Project area is composed of historic refuse infill and lake dredgings or fill that were generally used to construct waterfront land along this portion of the lakeshore during the latter part of the 19th and early 20th century. Nonetheless, modern physiographic mapping places the land within the vicinity of the Project area within bevelled till plain and sand plains associated with the physiographic region known as the Iroquois Plain (Chapman and Putnam 1984) (Map 5). The Iroquois Plain is essentially the lowland area bordering Lake Ontario. This region was once covered by glacial Lake Iroquois, from which ancient shorelines can be seen to the north. The region is diverse in features. In the Toronto area, the Iroquois lake plain is partly floored with sandy deposits and is roughly 4.8 kilometres wide, sloping gently northward to the former Lake Iroquois bluff. The historic Lake Ontario shoreline rests north of the Project area, north of Lakeshore Boulevard.

Lake Ontario and the Don River are the closest sources of potable water based on modern mapping (Map 4). Prior to the heavy land alterations of the last two centuries, the general area would have been drained by the Don River, smaller tributaries of the Don, as well as Taddle Creek (which drained near Parliament Street), Russell Creek, and Garrison



Creek, all of which previously drained into the lake in the vicinity of the harbour. With the exception of the Don, these watercourses were buried, or channelized into the storm sewer system as the city developed. Even the current course of the Don River in the vicinity of the Project area has changed considerably due to straightening efforts and the re-engineering of the mouth of the river in the early 20th century (ASI et al. 2008).

2.2.2 Summary of Registered or Known Archaeological Sites

According to the Ontario Archaeological Sites Database (OASD) maintained by the MHSTCI, there are 44 registered archaeological sites within 1 km of the Project area (Table 1). The majority were identified during cultural resource management (CRM) projects in advance of development since the 1990s. Based on mapping provided by the OASD, a total of 14 of the sites were identified within 300 m of the Project area: AjGu-21 (Navy Wharf), AjGu-23 (Esplanade Crib), AjGu-24 (Furniss Water Works Wharf), AjGu-25 (1894 Landfill), AjGu-34, AjGu-35 (J.G. Worts Residence), AjGu-46, AjGu-67 (West Market Square), AjGu-74 (Queen's Wharf Station), AjGu-95 (Esplanade Crib & Wharves), AjGu-98 (City Corporation Wharf), AjGu-103 (St. Andrew's Market), AjGu-104 (Wharves 26-28), AjGu-108 (The Esplanade - Market Street). Two of these sites are immediately adjacent to the Project area: AjGu-98 and AjGu-103. These sites are discussed in more detail in the following section.

Table 1: Registered Archaeological Sites within 1 km of the Project Area

Borden	Site Name	Development Review Status	Time Period	Site Type	Affinities
AjGu-103	St. Andrew's Market	No Further CHVI	Post-Contact	market	Euro-Canadian
AjGu-104	Wharves 26-28	No Further CHVI	Post-Contact	wharf	Euro-Canadian
AjGu-107	360 Richmond Street East Site	Further CHVI	Post-Contact	house	Euro-Canadian
AjGu-108	The Esplanade - Market Street	No Further CHVI	Post-Contact	shore wall	Euro-Canadian
AjGu-109	Connor	Further CHVI	Post-Contact	residential	Irish
AjGu-15	Front Street		Post-Contact		Euro-Canadian
AjGu-16	Thornton Blackburn		Post-Contact; Late Woodland	camp/campsite; homestead; house; school	Aboriginal, Afro-Canadian, Euro-Canadian, Iroquoian
AjGu-17	St. James Cathedral		Post-Contact	cemetery	Euro-Canadian
AjGu-21	Navy Wharf		Post-Contact	wharf/pier/dock	Euro-Canadian
AjGu-23	Esplanade Crib		Post-Contact	railway	Euro-Canadian
AjGu-24	Furniss Water Works Wharf		Post-Contact	wharf/pier/dock	Euro-Canadian
AjGu-25	1894 Landfill		Post-Contact	dump	Euro-Canadian
AjGu-26	Historic Fort York/ Fort York National Historic site	Further CHVI	Post-Contact; Pre-Contact	military, fort, magazine to store ammunition;	Aboriginal, Euro-Canadian
AjGu-34			Post-Contact	railway	Euro-Canadian



Borden	Site Name	Development Review Status	Time Period	Site Type	Affinities
AjGu-35	J.G. Worts Residence		Post-Contact	homestead	Euro-Canadian
AjGu-36	Court House Square		Post-Contact	Fire Brigade Hall, Mechanic's Institute; midden	Euro-Canadian
AjGu-39	St. Paul's Catholic Cemetery		Middle Archaic; Post-Contact		Other
AjGu-41	Parliament	Further CHVI	Post-Contact		Euro-Canadian
AjGu-46		No Further CHVI	Post-Contact	mill	Euro-Canadian
AjGu-49	Bishop's Block		Post-Contact	townhouse	Euro-Canadian
AjGu-50	Ontario Heritage Centre		Post-Contact	building	Euro-Canadian
AjGu-51	Toronto Hospital/ Toronto General Hospital	Further CHVI	Pre-Contact, Post-Contact	building; hospital; outbuilding	Euro-Canadian
AjGu-54	Barchard Box Factory	No Further CHVI	Post-Contact	manufacturing	Euro-Canadian
AjGu-61	Toronto Lime Kiln Works		Post-Contact	homestead	Euro-Canadian
AjGu-64	Lime Kiln Works Site	Further CHVI	Post-Contact	industrial lime kiln; house	Euro-Canadian
AjGu-65	Bright-Barber	Further CHVI	Post-Contact	residential	Euro-Canadian
AjGu-66			Post-Contact		Euro-Canadian
AjGu-67	West Market Square (AjGu-67)		Post-Contact	hotel	Euro-Canadian
AjGu-68	Bell		Post-Contact	house	Euro-Canadian
AjGu-72	32 Camden Street	No Further CHVI	Post-Contact	homestead	Euro-Canadian
AjGu-74	Queen's Wharf Station	No Further CHVI	Post-Contact	railway, wharf	Euro-Canadian
AjGu-75			Post-Contact		Euro-Canadian
AjGu-77	The Alverthorpe Site	No Further CHVI	Post-Contact	house; inn	
AjGu-79	Lowry-Hannon	No Further CHVI	Post-Contact	residential	Afro-Canadian, Irish
AjGu-81	Doilery		Post-Contact	residential	Euro-Canadian
AjGu-82	King-Caroline Site		Post-Contact		Euro-Canadian
AjGu-83	St. Mary's Church	Further CHVI	Post-Contact	church / chapel, cemetery	Euro-Canadian
AjGu-85	Berkeley House		Post-Contact	residential	Euro-Canadian
AjGu-89	Old Upper Canada College	No Further CHVI	Post-Contact	school	Euro-Canadian
AjGu-92	St. Lawrence Market	Further CHVI	Post-Contact	market, agricultural; homestead	Euro-Canadian
AjGu-94	Britain St. Site	Further CHVI	Post-Contact	burial	Euro-Canadian
AjGu-95	Esplanade Crib & Wharves	Further CHVI	Post-Contact	Crib Wall & Commercial/Industrial uses. railway; wharf	English, Euro-Canadian
AjGu-98	City Corporation Wharf	No Further CHVI	Post-Contact	wharf	Euro-Canadian



Borden	Site Name	Development Review Status	Time Period	Site Type	Affinities
AjGw-391	Lailson		Pre-Contact		

2.2.3 Summary of Past Archaeological Investigations Within 50 Metres

During our background review it was established that 21 archaeological projects had taken place within 50 m of the Project area. As the Province does not currently maintain an accessible database of archaeological assessment areas *per se*, it is not known whether this is a complete inventory of archaeological assessment activities undertaken within 50 metres of the Project area.

Metro Toronto Convention Centre Expansion (SD Map 1)

In 1995, Archaeological Services Inc. (ASI) was retained to provide archaeological monitoring for construction activities as part of the Metro Toronto Convention Centre Expansion. In the northeast corner of the property, a portion of the Reeses Pier was encountered. Near the northern limit of the property, cribwork associated with the Credit Valley Railway line was documented. Evidence of the New Windmill Line was also identified, consisting of cribbing representing the outer harbour wall. Remains of the Canadian Pacific Roundhouse were uncovered in the western limit of the site. In addition to the documentation of the structural remains, 151 artifacts were recovered from the landfill. The details of this work were presented in a report entitled *Final Report on Archaeological Site Monitoring of the Metro Toronto Convention Center Expansion Toronto, Ontario* (ASI 1995; 95-020).

Air Canada Centre Construction (SD Map 2)

In 1998, ASI was contracted to provide archaeological monitoring for excavation activities within the Air Canada Centre construction zone. During the course of monitoring, the remains of several piers and wharfs were encountered, as well as the naval vessel *Commodore Jarvis*. At the north end of the site, two sections of the Jaques and Hayes wharf were found, one of largest wharves of its time in the area, built in the 1850s and used in part as a coal dock. At the west central end of the site, wooden posts were encountered, likely the footing of the Cobban Building, built in 1894 to house several manufacturing enterprises. In the southwest corner of the building site, portions of the Harbour Square Wharf, built in the early 1900s, were encountered. Lastly, the extant remains of the *Commodore Jarvis* were found in the southwest edge of the site. The vessel was a small twin-screw steamer built in 1904, used by the Navy League of Canada as a training vessel. In 1921, the boat caught fire while docked at the Canada Steamship wharf at York Street. The boat sunk to the lake bottom while the fire was being fought and was later abandoned by the Navy League. A portion of the vessel was known to have been buried by infilling activities. Approximately 14 m of the boat was exposed during monitoring, which confirmed that portions of the vessel were stripped before the boat was abandoned in the fill. Information about the ship's build as well as the extent of the fire damage could also be determined. The report recommendations state that it is possible



that the remaining portion of the vessel could be present outside of the building site. The details of this work were summarized in a report entitled *Report on The Archaeological Monitoring of The Air Canada Centre 15 York Street, Toronto, Ontario* (ASI 1998; 97-017).

Northwest Corner of Fleet and Bathurst Streets (SD Map 3)

In 2006, ASI was retained to document the remains of portions of the Queen's Wharf, which were encountered during the redevelopment of Block 7. The property was located at the northwest corner of Fleet and Bathurst Streets, in the Fork York neighbourhood of Toronto. A significant portion of the west pierhead of the Queen's Wharf was uncovered during monitoring activities. This section of the wharf was first built in 1853-1856 as an extension to the 1833 main pier, east of Bathurst Street. The wharf remained in use until the early-20th century and was subject to various modifications. The structural remains found within Block 7 consisted almost entirely of foundation cribs, which were subject to either partial or full excavation after which measured drawings were made of several of the 1850s cribs. A portion of the wharf was removed and transferred to Fort York. The details of this work were presented in a report entitled *Archaeological Monitoring and Documentation of the Remains of the Queen's Wharf, Block 7, Fort York Neighbourhood, City of Toronto, Ontario* (ASI 2006a; Licensee Debbie Steiss, P049-139-2006).

15 York Street (SD Map 4)

In 2007, ASI was retained to undertake archaeological monitoring at 15 York Street, located north of Lake Shore Boulevard West, in the City of Toronto. The monitoring of construction activities was carried out to document any significant 19th to early 20th century shoreline features or remaining portions of the vessel *Commodore Jarvis*. As previously discussed, the *Commodore Jarvis* was a steamer built in 1904 that was part of a fire in 1921, sunk in 1922 and buried in fill as the shoreline was reclaimed in the 1920s. A portion of the ship was documented during monitoring activities for the Air Canada Centre (to the east) in 1997. The monitoring confirmed that the ship remains had been heavily impacted by utility installation. A crib wall and support pier were documented; however, no evidence of the ship was found, and the study area was recommended to be considered free of further archaeological concern. The details of this work were summarized in a report entitled *Archaeological Monitoring at 15 York Street, Block 7-Railway Lands East, City of Toronto, Ontario* (ASI 2007; Licensee Debbie Steiss, P049-160-2006).



Gardiner Yonge/Bay/York Ramp Study (SD Map 5)

In 2009, Archeoworks Inc. was contracted to provide a Stage 1 archaeological assessment as part of the Gardiner Yonge/Bay/York Ramp Study. The study area was bounded by Queens Quay to the south, King Street to the north, Spadina to the west and Jarvis Street to the east. Background research indicated that the subject lands were reclaimed following development in the 1850s. Consultation with the city's archaeological master plan also indicated that the study area had no archaeological potential. A field review of the primary study area, bounded by Lake Shore Boulevard to the north, Queens Quay to the south, Yonge Street to the east and Lower Simcoe Street to the west, confirmed that the lands comprised intensely developed urban lands, which likely resulted in deep and extensive disturbances to any archaeological resources that may have been present. The primary study area was recommended to be considered free of further archaeological concern. The details of this assessment were summarized in a report entitled *Stage 1 Archaeological Assessment (AA) of: The Gardiner Yonge/Bay/York Ramp Study City of Toronto Ontario* (Archeoworks Inc. 2009; Licensee Kim Slocki, P029-632-2009).

Gardiner Expressway and Lake Shore Boulevard Reconfiguration (SD Maps 6-7)

A Stage 1 archaeological assessment was conducted in 2010 by ASI for the Gardiner Expressway and Lake Shore Boulevard Reconfiguration in the City of Toronto. The study determined that five registered archaeological sites were within the study area, all related to the 19th and early 20th century development of the city, although one site yielded limited evidence (in a secondary context) of a Late Woodland Period occupation. The report states that due to extensive development of the area in the 19th and 20th centuries, no potential for pre-contact and early contact period Indigenous sites in primary contexts exists. The study area did contain potential for 19th and 20th century deposits; although the integrity of portions of the study area were likely compromised by the heavily developed urban lands. The entirety of the study area consisted of artificial land made in the mid-19th through mid-20th centuries. The report recommendations stated that following the completion of detailed design plans as part of the project, the evaluation for the potential presence of archaeological resources would be required. The details of this assessment were presented in a report entitled *Coordinated Provincial Individual/Federal Environmental Assessment and Integrated Urban Design Study, Gardiner Expressway and Lake Shore Boulevard Reconfiguration, City of Toronto, Ontario* (ASI 2010; Licensee Robert Pihl, P057-587-2010).

In 2017, ASI was retained to provide a Stage 1 archaeological assessment of the Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Hybrid Design Alternative 3 (North), in advance of its detailed design. The proposed alignment encompassed an approximately 1 km corridor from the Don Valley Parkway to approximately 80 m west of Cherry Street. The assessment consisted of a review of previously registered archaeological sites, the original environment of the project area, and the 19th and 20th history of the area. Background research into the project area



demonstrated the potential for archaeological resources associated with the 1870 Don Breakwater, and the 1881 Toronto Dry Dock. The report recommendations stated that construction excavations for the project should be subject to archaeological monitoring, particularly within the western quarter of the study area, in order to document any remains of the breakwater and dry dock that may be present. The details of this assessment were presented in a report entitled *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 2017d; Licensee Eric Beales, P1030-0002-2017).

90 Harbour Street (SD Map 8)

In 2011, Archaeological Assessments Ltd. was contracted to provide a Stage 1 archaeological assessment for a property at 90 Harbour Street in the City of Toronto. The property consisted of a five-storey building and asphalt parking lot. The background research for the property, consisting of a review of archival documents, historic mapping and aerial photography indicated that the subject property fell within an area of land reclaimed from Lake Ontario. The property, therefore, did not contain any potential for pre-19th century archaeological resources. However, as the potential for deeply buried cribs and wharfs dating to the early-20th century existed within the property, it was recommended that future construction activities at the site be monitored by an archaeologist. The details of this assessment were presented in a report entitled *Report on The Stage 1 Archaeological Assessment of 90 Harbour Street, City of Toronto* (Archaeological Assessments Ltd. 2011; Licensee Rick Sutton, P013-552-2011).

120 Harbour Street (SD Map 9)

In 2013, ASI was retained to undertake a Stage 1 archaeological assessment for a property at 120 Harbour Street, located northwest of Harbour and York Street. The subject property was located within open Lake Ontario waters until the 1890s. Several wharfs extended into the subject property after this time, as seen on historical mapping, followed by the land-making activities of the 1920s, which extended the shoreline in this area. At the time of Stage 1 assessment, the property was an asphalt parking lot. As such, it was determined that the physical remains of wharves, particularly foundation cribs, may be present within the property. Monitoring of construction activities by a licensed archaeologist was recommended for the property. The detailed results of this work are presented in a report entitled *Stage 1 Archaeological Resource Assessment of 120 Harbour Street (Part of Block 2, Registered Plan 657E), City of Toronto, Ontario* (ASI 2013; Licensee Eva MacDonald, P125-077-2011).

12 Bonnycastle Street (SD Map 10)

A Stage 1 and 2 assessment was conducted in 2015 by ASI for a property located at 12 Bonnycastle Street, situated between the Gardiner Expressway/Lake Shore Boulevard and Queen's Quay East. The subject property fell within the East Bayfront



precinct, which was produced as part of land-making activities in the 20th century. Based on early 20th century mapping, Wharves 38 and 39 extended into the subject property, part of the City Corporation Wharf, which was subsumed by lake fill by the 1920s. The property sat vacant until the 1960s, with the exception of rail line constructed across the southern portion in the 1950s. A building was constructed in the 1960s, which was demolished by 2009. As part of the assessment, archaeological monitoring was undertaken, which resulted in the documentation of deeply buried waterfront remains, including vertical timbers from the City Corporation wharf. These were registered under Borden number AjGu-98. The property was cleared of any further archaeological concern. The details of this assessment were summarized in a report entitled *Stage 1-2 Archaeological Resource Assessment of 12 Bonnycastle Street (Part of Lot 12, Registered Plan 694E), City of Toronto, Ontario* (ASI 2017a; Licensee Thanos Webb, P400-0023-2015).

3C Waterfront, 324 Cherry Street and 429 Lake Shore Boulevard East (SD Map 11)

In 2017, ASI was contracted to carry out a Stage 1 archaeological assessment for a property located at the Cherry Street and Lake Shore Boulevard intersection, at municipal addresses 324 Cherry Street and 429 Lake Shore Boulevard East. The existing conditions of the property was a gravel parking lot. The subject property historically fell within marshlands at the southern end of Park Lot 2, Concession 1 from the Bay. The Stage 1 assessment determined that the property had the potential to contain the remains of cribwork related to the Don Breakwater, an 1870 structure built at the mouth of the Don River, in addition to other land-making activities. The National Iron Works complex also fell within a portion of the property by 1910, and therefore the building foundations may be deeply buried on the property. Based on the results of the Stage 1 assessment, the report recommends that construction in the northern portion of the property should be monitored by an archaeologist, in order to document any remains of the 1870s breakwater that may be present. The details of this assessment were presented in a report entitled *Stage 1 Archaeological Resource Assessment in Support of Draft Plan Submission for 3C Waterfront, 324 Cherry Street and 429 Lake Shore Boulevard East, City of Toronto, Ontario* (ASI 2017b; Licensee Eva MacDonald, P125-0214-2016).

500 Lake Shore Boulevard West (SD Maps 12-13)

In 2005, ASI was contracted to provide a Stage 1 archaeological assessment of 500 Lake Shore Boulevard West, located at the northeast corner of Lake Shore Boulevard and Bathurst Street. The property contained a warehouse structure built in 1927 and listed in the Toronto Heritage Properties Inventory and designated under the *Ontario Heritage Act*. Historically, the property contained a portion of the Queen's Wharf, built by 1833, which functioned as a docking and cargo handling facility. Land-making and infilling activities began later in the century, and the wharf disappeared from the harbour by the early 20th century. By 1927, the property at 500 Lake Shore Boulevard contained the Loblaw Groceteria Company warehouse. Based on the Stage 1 assessment, archaeological monitoring during construction activities within the northwest corner was



recommended, in order to document any remains of the first phase of the Queen's Wharf which might have been preserved. The details of this assessment were presented in a report entitled *Stage 1 Archaeological Resource Assessment of 500 Lake Shore Boulevard West, Fort York Neighbourhood, City of Toronto, Ontario* (ASI 2005; Licensee David Robertson, P050-074).

In 2017, ASI was retained to provide Stage 2 archaeological monitoring during construction at 500 Lake Shore Boulevard West. The property, consisting entirely of made-land, contained 1927-1934 warehouse buildings, which were to be demolished in 2015-2016 prior to the construction of a new residential tower. Archaeological monitoring during construction resulted in the documentation of cribbing, however, the preservation was overall poor across the site. Furthermore, previous construction activities had disturbed or removed completely further evidence of the pier. The fragmentary remains did suggest that original 1833 Queen's Wharf traversed the approximate centre of the property. Extensions to the wharf were also observed during monitoring. The report recommendations stated that the property may be considered clear of any further archaeological concern. The details of this work were summarized in a report entitled *Stage 2 Archaeological Resource Assessment: Archaeological Monitoring and Documentation of Construction Excavations, 500 Lake Shore Boulevard West (Block 1, Registered Plan D-1429), City of Toronto, Ontario* (ASI 2017c; Licensee Eva MacDonald, P125-0223-2016).

40 Dan Leckie Way (SD Maps 14-15)

ASI was retained in 2006 to conduct a Stage 1 assessment of Block 9/10 (municipal address 40 Dan Leckie Way), located between the Gardiner Expressway and Lake Shore Boulevard West, east of Bathurst Street. The study area falls within the Fort York Neighbourhood, and contained a modern office building as well as vacant land. The lands of the study area were formed as result of land-making activities and were in close proximity to portions of the 19th century Queen's Wharf. As such, it was recommended that a program of archaeological monitoring during construction be undertaken. The details of this assessment were summarized in a report entitled *Stage 1 Archaeological Resource Assessment of Block 9/10, Fort York Neighbourhood, City of Toronto, Ontario* (ASI 2006b; Licensee Debbie Steiss, P049-140-2006).

In 2008, ASI was retained to provide archaeological monitoring during construction activities at Block 9/10. Initial drilling for caisson walls confirmed that the east pierhead of the Queen's Wharf extended into the subject property. When soil was removed in this area, the cribbing was visible, and once fully excavated the remains were documented. A complete crib and partial crib were identified during monitoring activities, which appeared to represent the eastern pierhead terminus. The cribs likely dated to the 1850s renovations, in which the east pierhead may have been extended. Although the Stage 1 report concluded that the property contained potential for the presence of the remains of a Northern Railway wharf, no remains were identified during monitoring. The recommendations for the property stated that no additional heritage



concerns exist. The details of this work were summarized in a report entitled *Archaeological Monitoring at Block 9/10, Fort York Neighbourhood, City of Toronto, Ontario* (ASI 2008; Licensee Debbie Steiss, P049-249-2008).

55 Lake Shore Boulevard (SD Map 16)

In 2012, TMHC was retained to conduct a Stage 1 archaeological assessment for a provincially owned property located at 55 Lake Shore Boulevard in Toronto. The parcel is located south of Lake Shore Boulevard East, and north of Queens Quay East and is bisected by Cooper Street. The western half of the property consisted of a commercial warehouse, an office building and a smaller retail building, all occupied by the Liquor Control Board of Ontario (LCBO). The eastern half of the property was a paved parking lot with a small grassed area. The background review and resource assessment indicated that the property was located upon 20th century reclaimed land with no natural soils present. The property was not associated with a pre-1900 Lake Ontario shoreline. Therefore, it was determined that the property has no potential for housing archaeological deposits and should be considered free of archaeological concern. No further assessment was recommended. The details of this assessment were summarized in a report entitled *Stage 1 Archaeological Assessment Infrastructure Ontario LCBO Head Office, 55 Lakeshore Blvd. East, City of Toronto, Ontario* (TMHC 2012; Licensee John Sweeney, P349-045-2012).

545 Lake Shore Boulevard West (SD Map 17)

In 2017, ASI was retained to undertake a Stage 1 archaeological assessment of 545 Lake Shore Boulevard West, located on the southeast corner of Lake Shore Boulevard West and Bathurst Street. The subject property was made up of lands which were entirely the result of 20th century land-making. The former entrance to the Toronto Harbour, specifically the head of the Queen's Wharf, stood approximately 50 m north of the property. A field review documented the current conditions of the property as a former office and warehouse as well as asphalt parking lot. Due to the history of the property, being comprised entirely of made land, laid down between 1913 and 1923, the property did not demonstrate potential for archaeological resources. As a result, the subject property was recommended to be considered clear of archaeological concern. The details of this assessment were presented in a report entitled *Stage 1 Archaeological Resource Assessment of 545 Lake Shore Boulevard West (Part of Block D, Registered Plan D-1397 and Part of Blocks 3 and 4, Registered Plan D-1429), City of Toronto, Ontario* (ASI 2017e; Licensee Eric Beales, P1030-0007-2017).

30 Bay Street and 60 Harbour Street (SD Map 18)

ASI was retained in 2017 to provide a Stage 1 archaeological assessment for 30 Bay Street and 60 Harbour Street, prior to the proposed redevelopment of the property. The subject property was comprised entirely of made land, laid down in the 1890s. The assessment included a review of the past environment of the area, previously registered



archaeological sites, and the 19th and 20th century history of the property. As a result of the research, it was determined that the property contained potential for archaeological resources, primarily late 19th and early 20th century cribbing associated with the Harbour Square Wharf. Given these findings, it was recommended that construction excavations at 30 Bay Street and 60 Harbour Street be subject to archaeological monitoring, in order to document any remains of the 1899 Harbour Square Wharf. Additionally, the subject property consisted of lake fills, which may incorporate household waste, and therefore small-scale artifact recovery was recommended, in order to collect unique items of interpretive value. The details of this assessment were presented in a report entitled *Stage 1 Archaeological Resource Assessment of 30 Bay Street and 60 Harbour Street (Part of Block 3, Registered Plan 655E), City of Toronto, Ontario* (ASI 2017f; Licensee Eric Beales, P1030-019-2017).

215 Lake Shore Boulevard East (SD Map 19)

ASI was retained in 2018 to carry out a Stage 1 archaeological assessment for a property at 215 Lake Shore Boulevard East, located between Richardson Street and Lower Sherbourne Street on the south side of Lake Shore Boulevard East. The lands that form the property are a result of 20th century land-making activities and contained a large warehouse and asphalt parking lot at the time of assessment. Background research indicated that a portion of the Polson Iron Works wharf fell within the northeast corner of the subject property. Polson's gained notoriety for building the Knapp's Roller Boat, an experimental ship constructed in 1897. The exact whereabouts of the failed vessel are unknown, suggesting that the remains of the boat should be considered in an evaluation of the property. A remote sensing survey was recommended to be carried out in the northwest portion of the property, to determine if the boat is present within the subject property. Furthermore, in order to document any remains of the Polson Iron Works wharf, archaeological monitoring during construction excavations was recommended. The details of this assessment were presented in a report entitled *Stage 1 Archaeological Resource Assessment of 215 Lake Shore Boulevard East (Part of Block 13, Registered Plan 694-E), City of Toronto, Ontario* (ASI 2018b; Licensee Eric Beales, P1030-0005-2017).

45 Bay Street (SD Maps 20-21)

ASI was retained in 2014 to carry out a Stage 1 archaeological assessment for 45 Bay Street, located on the east side of Bay Street, between Lake Shore Boulevard and the Canadian National Railway corridor. The subject property, which consisted of an open asphalt parking lot at the time of assessment, was formed entirely by land-making activities in the late-19th century. Background research for the property indicated the potential for archaeological resources in the form of cribbing associated with the 1865-1893 wharf which fell within a portion the subject property. Due to the potential to encounter this shoreline infrastructure, a program of archaeological monitoring during the course of construction excavations was recommended. The details of this assessment were presented in a report entitled *Stage 1 Archaeological Resource Assessment of 45*



Bay Street (Lot 23, Registrar's Compiled Plan 12164), City of Toronto, Ontario (ASI 2014; Licensee Johanna Kelly, P1017-0002-2014).

In 2018, ASI was retained to provide the Stage 2 archaeological monitoring and documentation of construction excavations for the property at 45-81 Bay Street. During the course of construction, portions of the 19th century cribbing was identified, however, the remains were limited and found to be impacted by previous construction of the rail viaduct to the north. The remains that were found likely related to the 1860s-1870s Snarr's or Ewart's wharf, as well as the shore wall built along the Windmill Line, during the late 1870s to early 1880s. These remains were documented, prior to being removed during the excavations. The wharf remains were registered under Borden number AjGu-104. The subject property was recommended to be considered clear of further archaeological concern. The details of this work were summarized in a report entitled *Stage 2 Archaeological Resource Assessment: Archaeological Monitoring and Documentation of Construction Excavations, 45-81 Bay Street (Lot 23, Registrar's Compiled Plan 12164), City of Toronto, Ontario (ASI 2018a; Licensee Eva MacDonald, P125-0257-2017).*

Parliament Site (SD Maps 22 and 23)

In 2003 and 2004, ASI was retained to provide archaeological monitoring for a property at 265 Front Street East, adjacent to the known archaeological site AjGu-41 (the Parliament site). The site had been previously documented by ASI in 2001, and in 2003 a Stage 1 and 2 assessment was undertaken for an 800 square metre sized parcel of land, in advance of the construction of a new car dealership on the property. The property was previously the site of Upper Canada's first and second Parliament buildings. The first buildings stood from 1797 to 1813, when they were burned during the War of 1812. The second set of buildings was built in 1819 and once again was destroyed by fire in 1824. Later, the property housed the Home District Gaol (1838-1864), then the Consumers' Gas Company Station A (1884-1963). Test trenches excavated in 2000 uncovered the east wall of the southern building of the first Parliament buildings. In 2003 and 2004, monitoring was undertaken for trenching and bore hole excavation on the property. This assessment did not result in the discovery of any archaeological remains related to the Parliament buildings, however subsurface remains associated with the Consumers' Gas Retort House and the Administrative Office building were encountered. The details of this assessment were summarized in a report entitled *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 2012a; Licensee Frank Dieterman, P061-009).*

In 2004, ASI was contracted to provide archaeological monitoring for the construction of new retaining walls and the resurfacing of the rear parking lot of the new car dealership located at 265 Front Street East. This monitoring work did not result in the discovery of any archaeological resources associated with the Parliament site, and it was documented that the soils impacted by the construction work all represented grading and



demolition fills associated with the Consumers' Gas era or the current use of the property. This report recommended that any further below-grade activities on the property must be preceded by a Stage 2 archaeological assessment. The details of this work were presented in a report entitled *Report on the Archaeological Monitoring at 265 Front Street East, Parliament Site (AjGu-41), City Of Toronto, Ontario* (ASI 2012b; Licensee Peter Caruthers, P163-043-2004).

2.2.4 Dates of Archaeological Fieldwork

The property inspection was conducted on January 17, 2020, in sunny and cold weather conditions. The weather conditions allowed for good visibility for the inspection of the surface features. The field directors for the property inspection were Liam Browne (P1048) and Kelly Gostick (R1189).

2.3 Project Context: Historical Context

2.3.1 Indigenous Settlement in the Toronto Area

There is archaeological evidence of Indigenous settlement in Toronto and vicinity since the time of glacial retreat some 12,000 years ago through to the modern era. Nonetheless, our knowledge of past Indigenous land use in the area is incomplete due to a lack of systematic survey and modern development. Nonetheless, using province-wide (MCCR 1997) and region-specific data (ASI 2011), a general model of Indigenous settlement in the area can be proposed. The following paragraphs provide a basic textual summary of the known general cultural trends and archaeological periods and a tabular summary appears in Table 2.

Table 2: Cultural Chronology for Indigenous Settlement in the Toronto Area

Period		Time Range (circa)	Diagnostic Features	Complexes
Paleoindian	Early	9000-8400 B C	Fluted projectile points	Gainy, Barnes, Crowfield
	Late	8400-8000 B C	Non-fluted and lanceolate points	Holcombe, Hi-Lo, Lanceolate
Archaic	Early	8000-6000 B C	Serrated, notched, bifurcate base points	Nettling
	Middle	6000-2500 B C	Stemmed, side & corner notched points	Brewerton, Otter Creek, Stanley/Neville
	Late	2000-1800 B C	Narrow points	Lamoka
		1800-1500 B C	Broad points	Genesee, Adder Orchard, Perkiomen
		1500-1100 B C	Small points	Crawford Knoll
	Terminal	1100-950 B C	First true cemeteries	Hind
Woodland	Early	950-400 B C	Expanding stemmed points, Vinette pottery	Meadowood
	Middle	400 B C - A D 500	Dentate, pseudo-scallop pottery	Saugeen
	Transitional	A D 500-900	First corn, cord-wrapped stick pottery	Princess Point
	Late	Early Iroquoian A D 900-1300	First villages, corn horticulture, longhouses	Glen Meyer, Pickering
		Middle Iroquoian A D 1300-1400	Large villages and houses	Uren, Middleport
		Late Iroquoian A D 1400-1650	Tribal emergence, territoriality	Neutral Iroquois, Wendat
Contact	Indigenous	A D 1650-1875	Treaties, mixture of Indigenous & European items	Six Nations/Mississaugaas, Seneca
	Settler	A D 1796 - present	English goods, homesteads	European settlement, pioneer life



The Paleoindian Period

The first human populations to inhabit the area came to the region between 10,000 and 12,000 years ago, coincident with the end of the last period of glaciation. Climate and environmental conditions were significantly different then they are today; local environs would not have been welcoming to anything but short-term settlement. Termed Paleoindians by archaeologists, Ontario's first peoples would have crossed the landscape in small groups (i.e., bands or family units) searching for food, particularly migratory game species. In this area, caribou may have provided the staple of Paleoindian diet, supplemented by wild plants, small game and fish. Given the low density of populations on the landscape at this time and their mobile nature, Paleoindian sites are small and ephemeral. They are usually identified by the presence of distinctive fluted projectile points, usually manufactured on high quality raw materials, including Onondaga chert from the Niagara Escarpment and Fossil Hill chert from Blue Mountains. Paleoindian sites have commonly been found in association with relic glacial lakeshores throughout Ontario.

The Archaic Period

Settlement and subsistence patterns change significantly during the Archaic period as both the landscape and ecosystem adjusted to the retreat of the glaciers. Building on earlier patterns, early Archaic populations continued the mobile lifestyle of their predecessors. Through time and with the development of more resource rich local environments, these groups gradually reduced the size of the territories they exploited on a regular basis. A seasonal pattern of warm season riverine or lakeshore settlements and interior cold weather occupations has been documented in the archaeological record. The large cold-weather mammals that formed the basis of the Paleoindian subsistence pattern became extinct or moved northward with the onset of warmer climate conditions. Thus, Archaic populations had a more varied diet, exploiting a range of plant, bird, mammal and fish species. Over time, reliance on specific food resources like fish, deer and nuts became more pronounced and the presence of more hospitable environments and resource abundance led to the expansion of band and family sizes. In the archaeological record, this is evident in the presence of larger sites and aggregation camps, where several families or bands would come together in times of plenty. The change to more preferable environmental circumstances led to a rise in population density. As a result, Archaic sites are more plentiful than those from the earlier period. Artifacts typical of these occupations include a variety of stemmed and notched projectile points, chipped stone scrapers, ground stone tools (e.g., celts, adzes) and ornaments (e.g., bannerstones, gorgets), bifaces or tool blanks, animal bone (where and when preserved) and waste flakes, a by-product of the tool making process. Recent research has also demonstrated that subterranean house structures were in use during the later portion of this period.



The Early, Middle and Transitional Woodland Periods

Significant changes in cultural and environmental patterns are witnessed in the Early, Middle and Transitional Woodland periods (ca. 950 B.C. to A.D. 1000). Occupations became increasingly more permanent in this period, culminating in major semi-permanent villages by 1,000 years ago. Archaeologically, one of the most significant changes by Woodland times is the appearance of artifacts manufactured from modeled clay and the emergence of more sedentary villages. The Woodland Period is often defined by the occurrence of pottery, storage facilities and residential areas similar to those that define the early agricultural or Neolithic period in Europe. The earliest pottery was crudely made by the coiling method and early house structures were simple oval enclosures. Both the *Early* and *Middle Woodland* sub-periods are characterized by an elaborate burial complex that in some areas in Ontario involved the construction of large burial mounds. Trade in exotic items, including rare stone and shell objects, became common at this time, reflecting interconnections between Ontario populations and those in the Ohio and Mississippi river valleys to the south.

The Late Woodland – Iroquoian Period

Beginning circa A.D. 1000 the archaeological record documents the emergence of more substantial, semi-permanent settlements and the adoption of corn horticulture. These developments are most often associated with Iroquoian-speaking populations, the ancestors of the Wendat (Huron), Tionontati (Petun) and Attawandaron (Neutral) nations who were known to have resided in the province at the time of the arrival of the first European explorers and missionaries. Iroquoian villages incorporated a number of longhouses, multi-family dwellings that contained several families related through the female line. Precontact Iroquoian sites may be identified by a predominance of well-made pottery decorated with various simple and geometric motifs, triangular projectile points, clay pipes and ground stone artifacts. Sites post-dating European contact are recognized through the appearance of various items of European manufacture. The latter include materials acquired by trade (e.g., glass beads, copper/brass kettles, iron axes, knives and other metal implements) in addition to the personal items of European visitors and Jesuit missionaries (e.g., finger rings, stoneware, rosaries, and glassware).

Large Iroquoian village sites, many presumably Huron-Wendat, are known along the upper and middle areas of the Humber and Don rivers, which clearly demonstrates the Iroquoian use of the central waterfront area of Toronto prior to European contact. When European explorers and missionaries arrived in Ontario in the 17th century, the Huron-Wendat no longer inhabited the lakeshore and instead occupied a vast area between Lake Simcoe and Georgian Bay. By 1650, many Wendat had fled their 17th century homeland due to the onset of epidemic disease and increasing raids by Five Nations Iroquois groups who had established an increasing presence along Lake Ontario. At least two major Seneca villages were established on the Rouge River later that century. At the same time, Algonquian-speaking populations were utilizing the watershed for hunting and trapping.



By the 17th century, the Seneca no longer inhabited the Lake Ontario shores and the Algonquin-speaking Mississaugas began moving southward into the area. It was the Mississaugas who had settled the area by the time the British arrived in the late-18th century and from whom the Crown “secured” land for settlement.

2.3.2 19th Century and Municipal Settlement

The Project area falls within made-land, formed in the 19th and 20th centuries during the development of the city. Prior to land-making activities, the Project area would have fallen within the Toronto Inner Harbour. The Project area falls within the portions of the city known as the Central Waterfront Precinct, the East Bayfront Precinct and the Lower Donlands and Port Lands Precinct. A brief discussion of municipal development in Toronto and settlement within the Township of York is provided below.

The Township of York and the City of Toronto

As noted above, prior to the beginning of full-scale municipal formation in what is now the City of Toronto, the area was inhabited primarily by the Senecas and Mississaugas, although Etienne Brulé and a party of Huron-Wendat may have visited the area at least a century earlier, in A.D. 1615. The Seneca village of Ganatsekwyagon was documented between 1669-71 by Sulpician priests, Father d’Urfé and the Abbé Fenelon. The major waterways, including the Humber and the Don Rivers, provided passageways to and from the Lake through the interior. Many of the major roadways in the city (including Front Street and Davenport Road) were constructed on old native trails that acted as some of the area’s first thoroughfares. By the mid-18th century the French had established trading operations on the Humber at Magasin Royal and Fort Toronto (as known as Fort Rouillé). The Fort was abandoned after 1759 (Arthur 1964:6-7).

British colonization efforts came at the end of the 18th century, following the signing of Treaty No. 13 between the British Crown and Mississaugas. The “Toronto Purchase” of 1787 saw 250,880 acres assumed by the British government. The Township of York was first surveyed in 1791 by Augustus Jones. The completion of the survey of the entirety of the township did not occur until 1829 (Adam et al. 1885:77-78). Patents were issued as early as 1796. Two years later, the township reportedly had a population of 749 inhabitants. By 1803 there were an estimated 1,109 cultivated acres along with one grist mill, two taverns and a small number of sawmills. By 1820 the township’s population had grown to 1,672 individuals and continued to grow to 2,412 by 1825 (Adam et. al 1885:79-80). Over the next 15 years growth was steady but nonetheless concentrated in a few areas that saw successful commercial and industrial interests.

In 1793 and during a long journey to scout out good, defensible locations, Lieutenant-Colonel John Graves Simcoe selected the York town site to be the capital of Upper Canada. What would become the thriving community of York (later the City of Toronto) was, by that time, already a well-known meeting place and trading locale. Efforts were made to clear the site for the town, construct buildings to house the



Provincial Legislature, and open lines of communication with the interior, the latter achieved through the construction of Yonge Street and Dundas Street (Adam et al. 1885:206). The growth of York continued steadily until the War of 1812, during which the town suffered serious losses, including the burning of the parliament buildings. After 1814, the community began to recover as rebuilding became a major government endeavor.

By 1820, settlement and industry in York was primarily centered on the lakeshore which, at that time, was a few blocks to the north of where it is currently. Queen Street, or what was then Lot Street, had been surveyed as the first concession road inland forming the base line for a number of “park lots” on the urban periphery. These lots became large land grants devised by Colonel Simcoe and issued to former military men and individuals who were otherwise well-to-do, with Simcoe’s intent being to form an aristocratic “rim” for the town.

Waterfront History

The Project area is located along the central waterfront of the city. As with all of the Lake Ontario shorelines within Toronto, there has been significant alteration over time due to environmental and human activities. However, the central waterfront saw a unique pattern of development most likely due to its strategic location near the entrance to the Toronto Harbour. The waterfront was home to several military forts along with other public institutions.

As discussed above the earliest European occupations along the original Toronto waterfront were defined by the area’s strategic importance for control of economic networks, more specifically those relating to the fur trade. The occupations centred on the shoreline between the Don and Humber Rivers in areas which afforded natural landfalls and access to waterways and portages inland. Thus, the area became known as the “Carrying Place” and a modest presence was established by the French in the early 1700s. Competition with the British for control of fur trade routes on Lake Ontario led to establishment of Fort Rouillé in 1751, roughly 5 km east of the Humber River on the edge of a slight promontory overlooking the original Lake Ontario shoreline. The commencement of the Seven Years War in 1756 saw the French face a series of defeats, and after the fall of Fort Niagara the French burnt and abandoned Fort Rouillé in 1759 (Brown 1983).

When the Town of York was founded in 1793 over 1,000 acres of land along the western shoreline of the lake between the town site and the Humber River were set aside for military use. A military fort and earthworks were also constructed at the mouth of Garrison Creek. Fort York, as it was named, was designed to protect the new town’s harbour from the new enemy to the south, the United States of America (Careless 1984; ASI et al. 2008). During the Battle of York in April of 1813 the Americans captured and briefly occupied Fort York and then burned the fort along with a portion of the Town of York. The fort was rebuilt between 1813 and 1815. By 1836 much of the Garrison



Reserve had been subdivided and sold by the military while Fort York remained intact (ASI et al. 2008). Later a 'New Fort' was built to the southwest to improve defences for the centre but Fort York also continued to play an important role in the military history of the city.

The military origins of the Town of York quickly shifted as the settlement became a busy port town and the population grew rapidly from 456 inhabitants in 1803, to 9,254 in 1834 (Desfor and Laidley 2011:12). The settlement's natural harbour, protected by a sandy spit and framed by rivers on either side, although ideal for military purposes, posed a challenge for the burgeoning commercial purposes of the harbour. Initially, the harbour could only handle shallow-draft vessels, which led to significant dredging that began in 1833, in order to allow larger ships to enter and dock at the harbour. As commercial activity intensified, the landscape of waterfront changed significantly, with various wharfs, piers, warehouses, storage yards, and other facilities built to accommodate the influx of goods and passengers arriving to the city.

In the first half of the 19th century, the construction of a series of wharfs and shorewalls was undertaken in order to create space for various industries and businesses. This was accomplished through the building of timber cribwork, built in shallow water and brought to site, sunk using rock ballast (ASI et al. 2008). The cribbing would typically carry a superstructure, upon which would sit buildings, railways, storage facilities and the like. The earliest harbour infrastructure was restricted to an area defined by the southern limit known as the "Old Windmill Line", established in 1837 from the Gooderham windmill at the foot of Parliament Street, westward to the site of Fort Rouillé (ASI et al. 2008). The first wharves were the Merchant's, King's and Cooper's, seen on the 1827 Chewett's *Plan of the Town of York* (Map 6). By 1842, the Queen's, Commissariat, Rees, Tinnings, Yonge Street, Brownes and McDonalds piers or wharves can be seen (Map 7), and by 1851, the Maitlands, Smalls, and Gooderhams had been built (Map 8). The 1878 Map of Toronto (Map 9) continues to show this southern limit, although a proliferation of new and expanded wharves can be seen by this time.

The arrival of the railroads in the 1850s did not significantly diminish the importance of the harbour, although the changing transportation system did impact the landscape of the waterfront. The city served as the centre of the country's railway operations between 1850 and 1870 (Tait and Burrige 2011). In the second half of the 19th century, increased pressure on the city's harbour as well as the need for rail yard expansion resulted in more ambitious infrastructure projects, undertaken to create significant areas of made land. These construction projects were more or less identical to the methods used to create earlier wharves. Timber cribbing was set 3.4 m down in the water, then filled from various sources: dredgings from the bottom of the harbour, municipal waste, sewage, material from construction sites, and later the remains of wharfs, derelict boats, and other abandoned matter (Tait and Burrige 2011). This new land created much-needed space for union station, railroad tracks, as well as rail yard facilities.



The harbour continued to serve as a hub for industrial and commercial development; in 1889, 600,000 tonnes of cargo and 1.25 million passengers travelled through the port (Desfor and Laidley 2011:12). The southern limit of construction was extended in 1893 to the “New Windmill Line” after much debate (ASI et al. 2008). A new shorewall was constructed by 1899 along the New Windmill Line, what is essentially the modern alignment of Lake Shore Boulevard between Bay and York streets. Although this new construction was planned to meet the needs of the city’s development for the next 30 years, by 1912 another series of land-making ventures was planned, as land along the waterfront for industrial and port land development continued to be scarce. Issues with pollution arose as well, due to the disposal of the city’s solid wastes into the bay.

In January 1911, a city referendum was held, and a federal law passed in May of that year that created a new public authority, the Toronto Harbour Commissioners. The city deeded most of its waterfront properties to the commissioners, including the 526 hectares of Ashbridge’s Bay. The office quickly developed a waterfront plan that included a recreational component as well as modern docks, freight facilities and land reclamation. While the proposal was very far-sighted and industrious not all of the proposed work was completed. Some of the work could not proceed because of a shortage of labour and resources due to the First World War. The creation of parkland became secondary and there was a focus on basic infrastructure, dredging and land-making. The land-making initiative of the early 1900s was not completed until the 1950s. Development continued along the central waterfront with such projects as the addition of an airport in the 1930s and land reclamation and industry and wharf development at Queens Quay in the 1940s and 1950s (Hayes 2009) and the construction of the Gardiner Expressway in the 1960s (ASI et al. 2008).

2.3.3 Heritage Features

The original lakeshore was known to be located roughly 150 m south of Front Street in the vicinity of the Esplanade. The increased need for land, due to urban development along the central portion of the waterfront throughout the 19th and 20th century, led to extensive land-making during these periods. The initial period of land-making began with the arrival of the railroads in the 1850s. A series of historic maps shows the progression of land-making over time and the location of the Project area. Prior to the 20th century the majority of the Project area is located within the harbour. On the 1858 Boulton Atlas, several wharves fall immediately adjacent to the Project area, such as the Queens Wharf and O.S.&H.P.R. Wharf near the western end of the Project area, and the Gooderhams Wharf in the east (Maps 18-23).

The 1910 Fire Insurance Plan illustrates the extent of land-making by this time, as well as the wharves that fall within the Project area (Maps 10-13). This includes the southern portion of numerous wharves: Wharf No. 2, 3, 4, 15, 16, 17, 21 and 22 (Yonge Street Wharf), 23, 24, 25, 36/37, 38/39, and the northern portion of: Harbour Square, Toronto Ferry Dock, Wharf No. 20, as well as portions of Lake Street and Cherry Street.



By 1924, the shoreline has been extended southward once again (Maps 14-17). Many of the wharves mentioned previously fall within the Project area, although in the region south of Union Station, newly made-land has altered the landscape in the vicinity of the Project area. Portions of Fleet Street, York Street, Harbour Street, Lake Street and Cherry Street fall within the Project area by this time, and the Toronto Harbour Commission building has now been built and falls between two potential routes.

A review of existing inventories of municipal, provincial and federal registries for buildings, plaques, cultural landscapes, bridges and other features indicated that there are several inventoried heritage features within the Project area or within 300 m. This includes a total of 15 plaques, eight federally designated properties, three heritage districts and numerous municipally listed and designated properties (Appendix A). One provincially owned property is also in close proximity to the Project area: The First Parliament property is approximately 130 m away from the terminus of all potential routes at Front Street East and Parliament Street.

2.3.4 Early Transportation Routes

None of the roads within the Project area were present in the 19th century, with the exception of Parliament Street, named for the first Parliament buildings, which stood along Front Street (Map 9). Portions of Cherry Street are shown on the 1910 Fire Insurance Plan (Map 13).

2.3.5 Waterfront Toronto Inventory

The *Waterfront Toronto Archaeological Conservation and Management Plan* (ASI et al. 2008) provides an inventory, by precinct, of archaeological resources and features. The Central Waterfront, East Bayfront, and Lower Don and Port Lands precinct maps were consulted, in order to compile a list of potential archaeological resources within the Project area.

Central Waterfront

Between Lower Simcoe Street and Cooper Street, the southern portion of a number of historic wharfs fall within the Project area along Lake Shore Boulevard and Harbour Street:

- Yonge Street Wharf (circa 1893-1925)
- City Wharf (circa 1893-1925)
- Toronto Electric Light Co. Wharf (circa 1893-1925)
- Toronto Canoe Club Wharf (circa 1903-1923)
- Argonaut Rowing Club Wharf (circa 1903-1923)
- Unidentified Wharf (circa 1903-1923)
- Harbour Square Wharf (circa 1903-1923)



- Toronto Ferry Terminal Wharf (circa 1893-1925)

With the exception of the remains of the City Wharf and the Toronto Ferry Terminal Wharf, which were both destroyed by condominium construction, the remains of the other wharves are expected to have survived. Most likely, the remains of the superstructures, or active working sites of the docks, would not have preserved, but the timber cribbing/foundation cribs may be intact. Portions of the RCAF Equipment Depot No. 1, a 1940-1946 military base may also be intact within this area, although the archaeological remains from this time period are not considered to be of potential high heritage value (ASI et al. 2008). A 1923 concrete shorewall is also mapped in the vicinity, however, this is also not considered to be of high heritage value.

Along Queens Quay, several other features are present. From Bathurst Street to east of Spadina Avenue, the Dominion Shipbuilding Company (circa 1914-1945) was present, located on the Spadina Quay. Extensive development in this area has likely destroyed most the site. Between Yonge Street and Freeland Street, the Air Harbour (circa 1929-1939), a seaplane base that included floating docks, a wooden ramp, and buildings was present. Subsurface remains of this feature may survive, although the archaeological remains from this time period are not considered to be of potential high heritage value (ASI et al. 2008).

East Bayfront

A number of archaeological resources may be present within portions of the Project area in the East Bayfront precinct. Between Richardson Street and Lower Sherbourne Street, along Lake Shore Boulevard, falls the Knapp's Roller Boat and the wharf that housed the Polson Iron Works (circa 1910-1926). The head of the Polson's wharf is also known as Wharves 36/37 and extended south of Lake Shore Boulevard. This portion of the wharf was expanded between 1903 and 1910 and the site was subsumed by lake fill in the late 1920s. Portions of the foundation crib are likely to be preserved, while the remains of the superstructure are unlikely to have survived. The Knapp's Roller Boat, built by Polson's in 1897, is said to lie beneath Lake Shore Boulevard, and an archaeological assessment for the adjacent property at 215 Lake Shore Boulevard has recommended investigation for this feature (ASI 2018b).

Along Lake Shore Boulevard between Lower Sherborne Street and Bonnycastle Street, the remains of the City Corporation Wharf (circa 1910-1926), also known as Wharves 38/39, may be intact. This section of the wharf dates between 1903 and 1910 and served as a facility to carry city street sweepings for dumping at the Toronto Islands. This site was also subsumed by lake fill in the late 1920s. Once again, foundation cribs may have survived, while superstructures likely would not be preserved. Lastly, along Lake Shore Boulevard between Small Street and Cherry Street the head of the 1870 breakwater constructed at the mouth of the Don River falls within both the East Bayfront and Lower Don and Port Lands precincts. The structure was in ruins by 1886, although deeply buried remains may be present (ASI et al. 2008).



Lower Don and Port Lands

As previously mentioned, the Don Breakwater extended to the vicinity of Cherry Street, along Lake Shore Boulevard. In the vicinity of Cherry Street, south of Lake Shore Boulevard, the British American Oil Company refinery (circa 1913) was built. Foundations for many of the structures likely remain buried.

3.0 STAGE 1 PROPERTY INSPECTION

As the Project area contained several features signalling archaeological potential, as well as several features of extensive disturbance, a Stage 1 property inspection was conducted to evaluate the current conditions of the Project area to determine if any areas of archaeological potential remained intact within this portion of Project area.

The property inspection was conducted on January 17, 2020, in sunny and cold weather conditions. The weather conditions allowed for good visibility for the inspection of the surface features. The field review involved the recording and photo-documentation of the field conditions.

Cherry Street at Lake Shore Boulevard East (Images 1 to 3)

Cherry Street is a four-lane road with a paved pathway on the west side (Image 1). The ROW in this section is quite wide and bordered by a large gravel parking lot (Image 2). Cherry Street meets Lake Shore Boulevard East which runs under the Gardiner Expressway in this area. Large concrete pillars are present running underneath the Gardiner (Image 3).

Parliament Street (Image 4 to 7)

Parliament Street between Mill Street and Lake Shore Boulevard East is a four-lane road with sidewalks, underground utilities and manicured grass on both sides of the ROW (Images 4-7). The west side of the street contains an open grassed park, a large apartment building and townhouses (Image 4). The east side of the street has a narrow ROW with residential and commercial buildings present (Images 5-6). Railway tracks run east-west across Parliament Street where it crosses under the tracks to meet Lake Shore Boulevard East (Image 7).

Queens Quay East Between Parliament Street and Lower Jarvis Street (Images 8 to 12)

Queens Quay East between Parliament Street and Lower Jarvis Street is a four-lane road with sidewalks and above and below ground utilities on both side of the ROW (Images 8-12). The southern ROW is wider and contains manicured grass between the sidewalk and road. Considerable construction is taking place on the southern side of this section of Queens Quay (Images 10, 12).



Lake Shore Boulevard East Between Parliament Street and Lower Jarvis Street
(Images 13-20)

Lake Shore Boulevard East is a major four-lane road running adjacent to or beneath the Gardiner Expressway. At Lower Jarvis Street the ROW is quite narrow and contains sidewalks and above and below ground utilities (Image 13). Large commercial buildings are present on the south side of the street.

At Lower Sherbourne Street the ROW is still quite narrow with sidewalks and above and below ground utilities (Images 14-15). The north side of the ROW at Lower Sherbourne is slightly sloped and built up and contains Hydro towers (Images 16-17). Large concrete pillars are present running underneath the Gardiner (Image 18).

A large vacant lot is present south of Lakeshore Boulevard and on the west side of Lower Sherbourne (Images 19-20).

Queens Quay East Between Lower Jarvis Street and Bay Street (Images 21-23)

This section of Queens Quay is a four-lane road with sidewalks and above and below ground utilities on both side of the ROW (Images 21-23). This section has been heavily developed with commercial and residential buildings present on the north and south side of the street adjacent to the sidewalks.

Lake Shore Boulevard East Between Lower Jarvis Street and Bay Street (Images 24-27)

This section of Lake Shore Boulevard East continues to be a major four-lane road with a narrow ROW on either side, which has above and below ground utilities present (Images 24-26). East of Yonge Street parking is present beneath the Gardiner Expressway (Image 26). Underground parking is present at the Scotiabank Arena (Image 27).

Harbour Street Between Yonge Street and Lower Simcoe Street (Images 28-31)

Harbour Street runs between the Gardiner Expressway and Yonge Street. It is a one way four-lane street. Harbour Street has above and below ground utilities and sidewalks present within the ROW on the north and south side of the street (Images 28-31). Underground parking is present in numerous buildings along Harbour Street. Residential and commercial buildings are present on both sides of the street.

Queens Quay East Between Bay Street and Lower Simcoe Street (Image 32)

This section of Queens Quay is a four-lane road with sidewalks and above and below ground utilities on both side of the ROW (Image 32). This section has been heavily developed with commercial and residential buildings present on the north and south side of the street adjacent to the sidewalks.



Lake Shore Boulevard East Between Bay Street and Lower Simcoe Street (Image 33)

This section of Lake Shore Boulevard East continues to be a major four-lane road with narrow ROWs and above and below ground utilities (Image 33). Large concrete pillars are present running underneath the Gardiner.

Queens Quay West Between Lower Simcoe Street and Spadina Avenue (Image 34)

This section of Queens Quay is a four-lane road with sidewalks and above and below ground utilities on both sides of the ROW (Image 34). This section has been heavily developed with commercial and residential buildings present on the north and south side of the street adjacent to the sidewalks.

Lake Shore Boulevard West Between Lower Simcoe Street and Spadina Avenue (Images 35-37)

This section of Lake Shore Boulevard West continues to be a major four-lane road. Large concrete pillars are present running underneath the Gardiner (Image 35). North of Lake Shore Boulevard West is manicured green space and a paved walking path is present (Images 36-37). This area is also sloped.

Queens Quay West Between Spadina Avenue and Dan Leckie Way (Images 38-39)

This section of Queens Quay is a four-lane road with sidewalks and above and below ground utilities on both sides of the ROW (Image 38). Green space consisting of manicured grass is present on the south side of Queens Quay (Image 38). Dan Leckie Way is a two-lane road with above and below ground utilities and sidewalks (Image 39).

Lake Shore Boulevard West Between Spadina Avenue and Gzowski Boulevard (Images 40-43)

This section of Lake Shore Boulevard West continues to be a major four-lane road. East of Dan Leckie Way the northern ROW is steeply sloped (Image 40). Large concrete pillars are present running underneath the Gardiner (Images 41-42). At Dan Leckie Way Lake Shore Boulevard diverges from the Gardiner Expressway. The ROW between Dan Leckie Way and Gzowski Boulevard contains sidewalks and above and below ground utilities (Image 43).

Table 3: Documentary Records

Field Notes and Field Maps	Dated January 17 th , 2020
Photo Catalogue	January 17 th (87 digital photographs)
Location of Records	Timmins Martelle Heritage Consultants Inc., @ the Museum of Ontario Archaeology, 1600 Attawandaron Road, London, Ontario N6G 3M6



4.0 ANALYSIS AND CONCLUSIONS

As noted in Section 2.1, the Province of Ontario has identified numerous factors that signal the potential of a property to contain archaeological resources. The Stage 1 background study included a review of current land use, historic and modern maps, registered archaeological sites and previous archaeological studies, past settlement history for the area and a consideration of topographic and physiographic features, soils and drainage. The *Waterfront Toronto Archaeological Conservation and Management Plan* (ASI et al. 2008) was consulted to determine the potential for 19th and early 20th century structures, including wharves. According to the map-based review and background research, potential for the discovery of archaeological sites is indicated by the proximity (within 300 m) to:

- 1) water sources (the Don River, numerous historic watercourses and Lake Ontario);
- 2) 19th and early 20th century wharves and other harbour infrastructure;
- 3) 14 previously identified archaeological sites; and
- 4) numerous properties listed on a municipal register, heritage plaques and federal historic sites.

Provincial standards designate all lands within 300 m of these features to have archaeological potential. Archaeological potential can be removed through extensive previous disturbance and previous archaeological assessments. The Project area falls within the alignment and ROW of Lake Shore Boulevard, Harbour Street and Queens Quay, and typically the construction of these roadways would suggest that archaeological potential has been removed. However, due to the unique nature of the Project area, situated within an area of land made in the 19th and 20th century along the central waterfront of Toronto, the potential for deeply buried marine-related deposits must be considered. Furthermore, the *Archaeological Master Plan* for the City of Toronto (ASI 2011) illustrates portions of the Project area as containing archaeological potential.

The archaeological potential of the three route alternatives is summarized below. Maps 18-23 illustrate areas of archaeological potential as well as an overlay of historic shorelines and previous archaeological assessments in the vicinity of the Project area. As no high-resolution proponent mapping is available at this time, we have not presented the Stage 1 results on the proponent mapping.

Potential Route A

The western most point of Potential Route A begins at Lake Shore Boulevard West just south of Gzowski Boulevard. The route follows Lake Shore Boulevard then turns south at Dan Leckie Way and then east to follow Queens Quay East. At the east end of the route it extends north up Parliament Street and ends at the intersection of the latter with Mill Street. The easternmost extension of the route continues east from Parliament Street to Cherry Street on Lake Shore Boulevard East.



With the exception of the northern most portion of Parliament Street, all of the land within Potential Route A, the most southerly of the three routes consists of historic harbour lands that have been infilled and extensively redeveloped with roadways and servicing infrastructure. Both the *Archaeological Master Plan* for the City of Toronto (ASI 2011) and the *Central Waterfront Archaeological Master Plan* (ASI et al. 2002) identify portions of this route as having archaeological potential, largely due to the presence of 19th and early-20th century lakeshore wharves. These planning tools are intended to trigger more detailed Stage 1 background study in these historic lakeshore environs in order to better evaluate potential for deeply buried deposits related to these mapped wharf and lakeside features.

Following the detailed background review of historical features within the Project Area, the majority of Potential Route A does not demonstrate potential for the discovery of archaeological resources. Again, this is due to the fact that it is comprised primarily of infilled lands. However, the footprints of historic wharf features cross through impact areas of Potential Route A:

- *Lake Shore Boulevard West at Bathurst Street* – this portion of the route falls within the archaeological potential zone for the Queen’s Wharf (1833-circa 1918) (W8 on the *Central Waterfront Archaeological Master Plan*); archaeological monitoring for construction projects on adjacent lands has yielded preserved remnants of cribbing from the wharf, demonstrating that deeply buried archaeological material could be present within the impact areas associated with the current project.
- *Parliament Street* – this portion of the route falls within and adjacent to two archaeologically sensitive areas (E2 and E3) as shown on the *Central Waterfront Archaeological Master Plan* associated with the First Parliament and Gooderham Worts Distillery.
- *Lakeshore Boulevard East at Cherry Street* – this portion of the route falls within archaeologically sensitive areas E3 and E4 of the *Central Waterfront Archaeological Master Plan* within or near to the historic footprints of historic buildings and features including the Don Breakwater (circa 1870), the National Iron Company and British American Oil Company refinery (circa 1913).

Potential Route B

The western most point of Potential Route B begins at Lake Shore Boulevard West just south of Gzowski Boulevard and travels along that road all the way to Parliament Street where it turns north and ends at Mill Street. The easternmost extension of the route continues east from Parliament Street to Cherry Street on Lake Shore Boulevard East.

All of the land within Potential Route B with the exception of the northern most portion of Parliament Street consists of historic harbour lands that have been infilled and



extensively redeveloped with roadways and servicing infrastructure. Both the *Archaeological Master Plan* for the City of Toronto (ASI 2011) and the *Central Waterfront Archaeological Master Plan* (ASI et al. 2002) identify portions of this route as having archaeological potential, largely due to the presence of 19th and early-20th century lakeshore wharves. These planning tools are intended to trigger more detailed Stage 1 background study in these historic lakeshore environs in order to better evaluate potential for deeply buried deposits related to these mapped wharf and lakeside features.

Following the detailed background review of historical features within the Project Area, the majority of Potential Route B does not demonstrate potential for the discovery of archaeological resources. Again, this is due to the fact that it is comprised primarily of infilled lands. However, the footprints of historic wharf features cross through impact areas of Potential Route B:

- *Lakeshore Boulevard West near Dan Leckie Way* – the portion of the route falls in areas containing the footprint of the Northern Railway Wharf 2, Wharf 3 and Wharf 4 as mapped on the 1910 fire insurance plan. A mid-19th century wharf footprint (closely aligning with the 1910 Wharf 3 footprint) also occurs in the same general area. Archaeological monitoring on nearby properties to the west revealed intact remnants of the Queen’s Wharf, indicating potential for deeply buried deposits to be present in the general area.
- *Lakeshore Boulevard West Between Lower Simcoe Street and York Street* – this portion of the route falls within the historic footprint of four historic wharves, including Wharf 15, Wharf 16 and Wharf 17 that appear on the 1910 fire insurance plan.
- *Lakeshore Boulevard West, West of Bay Street* – this portion of the route falls within the historic footprint of Harbour Square Wharf (circa 1903) as shown on the 1910 fire insurance plan.
- *Lakeshore Boulevard East Between Bay Street and Cooper Street* – this portion of the route falls within the historic footprint of several wharves (Toronto Ferry, Wharf No. 20, Wharf No. 21, Wharf No. 22, Wharf No. 23, Wharf No. 24, Wharf No. 25) as depicted on the 1910 fire insurance plan.
- *Lakeshore Boulevard East West and East of Lower Sherbourne Street* – this portion of the route falls within the historic footprint of Wharf No. 36/37 (Poulson’s Wharf circa 1910) and Wharf No. 38/39 (city Corporation Wharf circa 1910) as depicted on the 1910 fire insurance plan. It also crosses the potential location of the Knapp’s Roller Boat (circa 1923) and associated features of Polson’s Iron Works, identified in zone E1 of the *Central Waterfront Archaeological Master Plan*.
- *Parliament Street* – this portion of the route falls within and adjacent to two archaeologically sensitive areas (E2 and E3) as shown on the *Central Waterfront*



Archaeological Master Plan associated with the First Parliament and Gooderham Worts Distillery.

- *Lakeshore Boulevard East at Cherry Street* – this portion of the route falls within archaeologically sensitive areas E3 and E4 of the *Central Waterfront Archaeological Master Plan* in within or near to the historic footprints of historic buildings and features including the Don Breakwater (circa 1870), the National Iron Company and British American Oil Company refinery (circa 1913).

Potential Route C

The western most point of Potential Route C begins at Lake Shore Boulevard West just south of Gzowski Boulevard and travels along that road until it branches off to follow Harbour Street eastward to Yonge Street. It then travels north on Yonge to Lake Shore Boulevard East all the way to Parliament Street where it turns north and ends at Mill Street. The easternmost extension of the route continues east from Parliament Street to Cherry Street on Lake Shore Boulevard East.

All of the land within Potential Route C with the exception of the northern most portion of Parliament Street consists of historic harbour lands that have been infilled and extensively redeveloped with roadways and servicing infrastructure. Both the *Archaeological Master Plan* for the City of Toronto (ASI 2011) and the *Central Waterfront Archaeological Master Plan* (ASI et al. 2002) identify portions of this route as having archaeological potential, largely due to the presence of 19th and early-20th century lakeshore wharves. These planning tools are intended to trigger more detailed Stage 1 background study in these historic lakeshore environs in order to better evaluate potential for deeply buried deposits related to these mapped wharf and lakeside features.

Following the detailed background review of historical features within the Project Area, the majority of Potential Route C does not demonstrate potential for the discovery of archaeological resources. Again, this is due to the fact that it is comprised primarily of infilled lands. However, the footprints of historic wharf features cross through impact areas of Potential Route C:

- *Lake Shore Boulevard West at Bathurst Street* – this portion of the route falls within the archaeological potential zone for the Queen's Wharf (1833-circa 1918) (W8 on the *Central Waterfront Archaeological Master Plan*); archaeological monitoring for construction projects on adjacent lands has yielded preserved remnants of cribbing from the wharf, demonstrating that deeply buried archaeological material could be present within the impact areas associated with the current project.
- *Harbour Street West of Bay Street* – this portion of the route falls within the historic footprint of the Harbour Square wharf (circa 1903).
- *Young Street at Lakeshore Boulevard East, Lakeshore Boulevard East Between Bay Street and Cooper Street* – this portion of the route falls within the historic



footprint of several wharves (Toronto Ferry, Wharf No. 20, Wharf No. 21, Wharf No. 22, Wharf No. 23, Wharf. No. 24, Wharf No. 25) as depicted on the 1910 fire insurance plan.

- *Lakeshore Boulevard East West and East of Lower Sherbourne Street* – this portion of the route falls within the historic footprint of Wharf No. 36/37 (Poulson's Wharf circa 1910) and Wharf No. 38/39 (city Corporation Wharf circa 1910) as depicted on the 1910 fire insurance plan. It also crosses the potential location of the Knapp's Roller Boat (circa 1923) and associated features of Polson's Iron Works, identified in zone E1 of the *Central Waterfront Archaeological Master Plan*.
- *Parliament Street* – this portion of the route falls within and adjacent to two archaeologically sensitive areas (E2 and E3) as shown on the *Central Waterfront Archaeological Master Plan* associated with the First Parliament and Gooderham Worts Distillery.
- *Lakeshore Boulevard East at Cherry Street* – this portion of the route falls within archaeologically sensitive areas E3 and E4 of the *Central Waterfront Archaeological Master Plan* in within or near to the historic footprints of historic buildings and features including the Don Breakwater (circa 1870), the National Iron Company and British American Oil Company refinery (circa 1913).

In summary, each potential route crosses the historic footprint of potentially significant wharf and other marine-related features of the 19th and early-20th century. Prior archaeological investigations in nearby areas have resulted in the discovery of intact remnants of these features. Given that the lands within the central waterfront have all be extensively infilled, the depth at which such features are expected to be encountered is not entirely certain, although discoveries have been made several metres beneath current grade. Previous studies where there is potential for deeply buried archaeological deposits recognize that surface disturbances may exist but have recommended archaeological monitoring as a precaution. In the case of all three potential routes for the NPS 20 Replacement project, significant surface disturbance and infrastructure development has occurred. However, these do not preclude the potential of archaeological remains to be present at the same or more significant depths.

5.0 RECOMMENDATIONS

A detailed background study and review of historic mapping indicated that all three potential routes for the NPS 20 Replacement project intersect fall largely within areas of significant historic infilling. However, all three cross historic footprints of wharf and marine-related features that have the potential to be present deeply buried below modern surface disturbances as has been demonstrated by prior archaeological assessments in the central waterfront. It is subsequently recommended that construction monitoring by a licensed consultant archaeologist be undertaken for all ground disturbances that take place in the vicinity of the historic wharf and marine-feature footprints for each route (as shown in Maps 24-29), in addition to impact areas along



Parliament Street. Areas recommended for monitoring include should work commence within these routes include:

Potential Route A:

- *Lake Shore Boulevard West at Bathurst Street* – vicinity of historic footprint of Queen’s Wharf (1833-circa 1918) (W8 on the *Central Waterfront Archaeological Master Plan*);
- *Parliament Street* – adjacent to two archaeologically sensitive areas (E2 and E3) as shown on the *Central Waterfront Archaeological Master Plan* associated with the First Parliament and Gooderham Worts Distillery; and
- *Lakeshore Boulevard East at Cherry Street* – archaeologically sensitive areas E3 and E4 of the *Central Waterfront Archaeological Master Plan* in within or near to the historic footprints of historic buildings and features including the Don Breakwater (circa 1870), the National Iron Company and British American Oil Company refinery (circa 1913).

Potential Route B

- *Lakeshore Boulevard West near Dan Leckie Way* – vicinity of historic footprints of Northern Railway Wharf 2, Wharf 3 and Wharf 4 as mapped on the 1910 fire insurance plan and a mid-19th century wharf footprint (closely aligning with the 1910 Wharf 3 footprint);
- *Lakeshore Boulevard West Between Lower Simcoe Street and York Street* – historic footprint of four historic wharves, including Wharf 15, Wharf 16 and Wharf 17 that appear on the 1910 fire insurance plan.
- *Lakeshore Boulevard West, West of Bay Street* – historic footprint of Harbour Square Wharf (circa 1903) as shown on the 1910 fire insurance plan.
- *Lakeshore Boulevard East Between Bay Street and Cooper Street* – historic footprint of several wharves (Toronto Ferry, Wharf No. 20, Wharf No. 21, Wharf No. 22, Wharf No. 23, Wharf. No. 24, Wharf No. 25) as depicted on the 1910 fire insurance plan.
- *Lakeshore Boulevard East West and East of Lower Sherbourne Street* – historic footprint of Wharf No. 36/37 (Poulson’s Wharf circa 1910) and Wharf No. 38/39 (city Corporation Wharf circa 1910) as depicted on the 1910 fire insurance plan, Knapp’s Roller Boat (circa 1923) and associated features of Polson’s Iron Works, identified in zone E1 of the *Central Waterfront Archaeological Master Plan*.
- *Parliament Street* – adjacent to two archaeologically sensitive areas (E2 and E3) as shown on the *Central Waterfront Archaeological Master Plan* associated with the First Parliament and Gooderham Worts Distillery;



- *Lakeshore Boulevard East at Cherry Street* – archaeologically sensitive areas E3 and E4 of the *Central Waterfront Archaeological Master Plan* in within or near to the historic footprints of historic buildings and features including the Don Breakwater (circa 1870), the National Iron Company and British American Oil Company refinery (circa 1913).

Potential Route C

- *Lake Shore Boulevard West at Bathurst Street* – vicinity of historic footprint of Queen’s Wharf (1833-circa 1918) (W8 on the *Central Waterfront Archaeological Master Plan*);
- *Harbour Street West of Bay Street* – this portion of the route falls within the historic footprint of the Harbour Square wharf (circa 1903).
- *Young Street at Lakeshore Boulevard East, Lakeshore Boulevard East Between Bay Street and Cooper Street* –historic footprint of several wharves (Toronto Ferry, Wharf No. 20, Wharf No. 21, Wharf No. 22, Wharf No. 23, Wharf. No. 24, Wharf No. 25) as depicted on the 1910 fire insurance plan.
- *Lakeshore Boulevard East West and East of Lower Sherbourne Street* – historic footprint of Wharf No. 36/37 (Poulson’s Wharf circa 1910) and Wharf No. 38/39 (city Corporation Wharf circa 1910) as depicted on the 1910 fire insurance plan, and Knapp’s Roller Boat (circa 1923) and associated features of Polson’s Iron Works, identified in zone E1 of the *Central Waterfront Archaeological Master Plan*.
- *Parliament Street* – this portion of the route falls within and adjacent to two archaeologically sensitive areas (E2 and E3) as shown on the *Central Waterfront Archaeological Master Plan* associated with the First Parliament and Gooderham Worts Distillery.
- *Lakeshore Boulevard East at Cherry Street* – this portion of the route falls within archaeologically sensitive areas E3 and E4 of the *Central Waterfront Archaeological Master Plan* in within or near to the historic footprints of historic buildings and features including the Don Breakwater (circa 1870), the National Iron Company and British American Oil Company refinery (circa 1913).

Once the preferred route is selected, it should be compared against the Stage 1 recommendations to develop a detailed project specific monitoring plan. This should minimally consist of:

- depict the monitoring areas on all contract drawings;
- ensure the presence of a licensed archaeologist during construction to monitor all soil disturbing activities within these areas to ensure there are no significant archaeological materials encountered that might be impacted by these activities;



- if significant archaeological resources are encountered all construction activities must stop until an appropriate mitigation strategy can be developed and implemented; and,
- after the completion of the soil disturbing activities, a licensed archaeologist must inspect the site area and a report must be prepared for the MHSTCI on the effectiveness of the avoidance strategy and in ensuring that the area to be avoided remained intact.

The remaining lands within Potential Routes A, B and C should be considered free of archaeological concern and no further assessment is recommended.

If the Project area is changed to incorporate lands not covered within this assessment, then additional archaeological assessment may be required.

These recommendations are subject to the conditions laid out in Section 7.0 of this report and to the MHSTCI's review and acceptance of this report into the provincial registry.

6.0 SUMMARY

Enbridge is proposing to replace approximately 4.5 km of existing high pressure (HP) Nominal Pipeline within the Central Waterfront of the City of Toronto. As part of Enbridge's NPS Phase 1 Replacement Project, three potential route corridors, between Cherry Street and Bathurst Street, have been identified for study. A Stage 1 background study was undertaken for the Project area, which indicated that the Project area was in proximity to features signalling archaeological potential, namely: 1) water sources (the Don River, numerous historic watercourses and Lake Ontario); 2) 19th and early 20th century wharves and other harbour infrastructure; 3) 14 previously identified archaeological sites; and 4) numerous properties listed on a municipal register, plaques and federal historic sites.

The Project area falls within the alignment and ROW of Lake Shore Boulevard, Harbour Street and Queens Quay, and typically the construction of these roadways would suggest that archaeological potential has been removed. However, due to the unique nature of the Project area, situated within an area of land made in the 19th and 20th century along the central waterfront of Toronto, there is potential for deeply buried marine-related deposits. Furthermore, the *Archaeological Master Plan* for the City of Toronto (ASI 2011) illustrates portions of the Project area as containing archaeological potential.

Further archaeological investigation is required for sections of the three potential routes along Lake Shore Boulevard, Harbour Street, Queens Quay and Parliament Street. Where possible and practical and in consideration of project location and depth to natural soils, this should consist of the mechanical excavation of trenches. Where the depth of infilling prohibits trenching, monitoring of ground impacts by a licensed consultant archaeologist should be undertaken. Any investigation for deeply buried deposits should



follow standards outlined in the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011: Section 2.1.7).

7.0 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the MHSTCI as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the Project area of a development proposal have been addressed to the satisfaction of the MHSTCI, 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* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, there may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*. Further, archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the *Ontario Heritage Act* and may not be altered, or have artifacts removed from them, except by a person holding an archaeological licence.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, Ontario Ministry of Government and Consumer Services. Effective as of January 16, 2016, Nancy Watkins, Senior Policy Analyst, is the new Registrar. Her telephone number is 416 212-7499 and her e-mail address is Nancy.Watkins@ontario.ca.



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9.0 IMAGES



**Image 1: Cherry Street at the Gardiner Expressway
(looking northwest)**



**Image 3: Cherry Street at the Gardiner Expressway
(looking northwest)**



**Image 5: Parliament Street at Gristmill Lane
(looking southeast)**



**Image 2: Parking Area west of Cherry Street
(looking southwest)**



**Image 4: Parliament Street, Western ROW
(looking south)**



**Image 6: Parliament Street, Eastern ROW
(looking southeast)**



**Image 7: Parliament Street at Lake Shore Boulevard
(looking northwest)**



Image 9: Queens Quay at Small Street, Southern ROW (looking southwest)



Image 11: Queens Quay at Lower Sherbourne Street, Southern ROW (looking northeast)



Image 8: Queens Quay at Small Street, Northern ROW (looking southwest)



Image 10: Queens Quay at Lower Jarvis Street, Southern ROW (looking northeast)



Image 12: Queens Quay at Lower Sherbourne Street, Southern ROW (looking southwest)



Image 13: Lake Shore Boulevard at Jarvis Street, Southern ROW (looking southwest)



Image 15: Lake Shore Boulevard at Lower Sherbourne Street, Southern ROW (looking west)



Image 17: Lake Shore Boulevard at Lower Sherbourne Street (looking east)



Image 14: Lake Shore Boulevard at Lower Sherbourne Street, Southern ROW (looking northeast)



Image 16: Lake Shore Boulevard at Lower Sherbourne Street (looking southwest)



Image 18: Lake Shore Boulevard at Lower Sherbourne Street (looking southeast)



Image 19: Lower Shelbourne Street, Approximate Location of Knapp's Roller Boat (looking southwest)

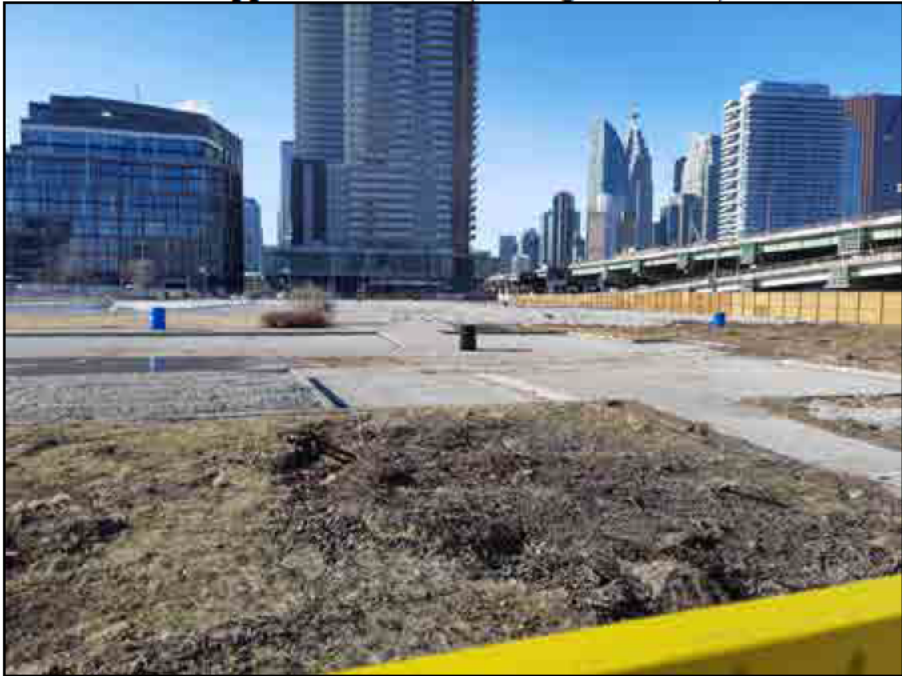


Image 21: Queens Quay at Lower Jarvis Street, Southern ROW (looking southwest)

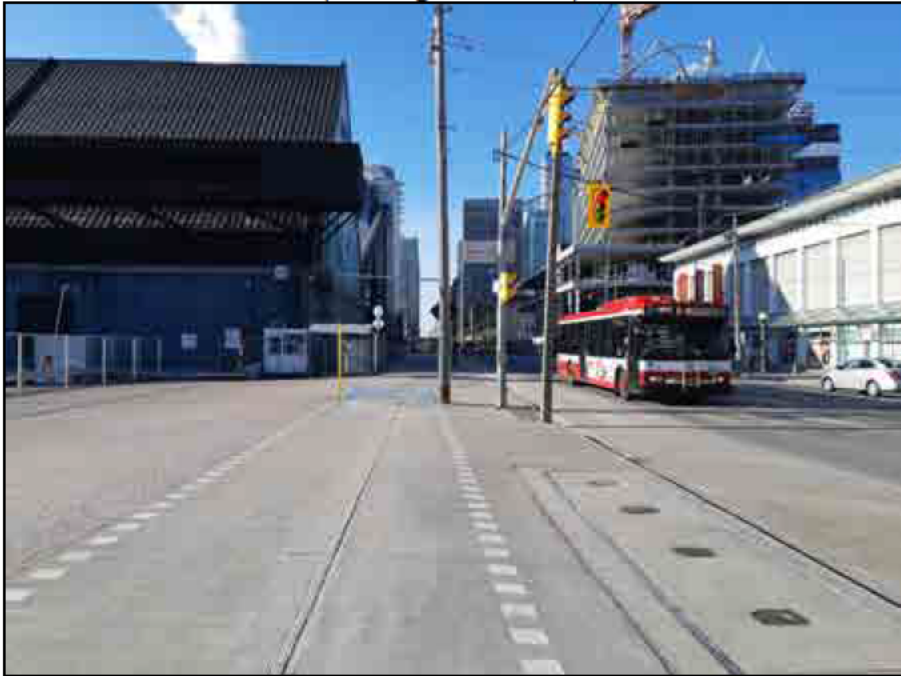


Image 23: Queens Quay at Bay Street, Southern ROW (looking northeast)



Image 20: Lower Sherbourne Street, Approximate Location of Knapp's Roller Boat (looking northwest)



Image 22: Queens Quay at Freeland Street, Northern ROW (looking southwest)



Image 24: Lake Shore Boulevard at Freeland Street (looking northeast)



Image 25: Lake Shore Boulevard at Yonge Street (looking southwest)



Image 27: Lake Shore Boulevard at Bay Street (looking southwest)



Image 29: Harbour Street at Bay Street, Southern ROW (looking southwest)



Image 26: Lake Shore Boulevard at Yonge Street (looking northeast)



Image 28: Harbour Street at Bay Street, Southern ROW (looking northeast)



Image 30: Harbour Street at York Street, Southern ROW (looking northeast)



Image 31: Harbour Street at York Street, Southern ROW (looking west)



Image 33: Lake Shore Boulevard at York Street (looking southwest)



Image 35: Lake Shore Boulevard at Spadina Avenue (looking northeast)



Image 32: Queens Quay at York Street, Southern ROW (looking northeast)



Image 34: Queens Quay at Spadina Avenue, Northern ROW (looking northeast)



Image 36: Spadina Avenue Pathway (looking east)



**Image 37: Spadina Avenue Pathway
(looking southwest)**



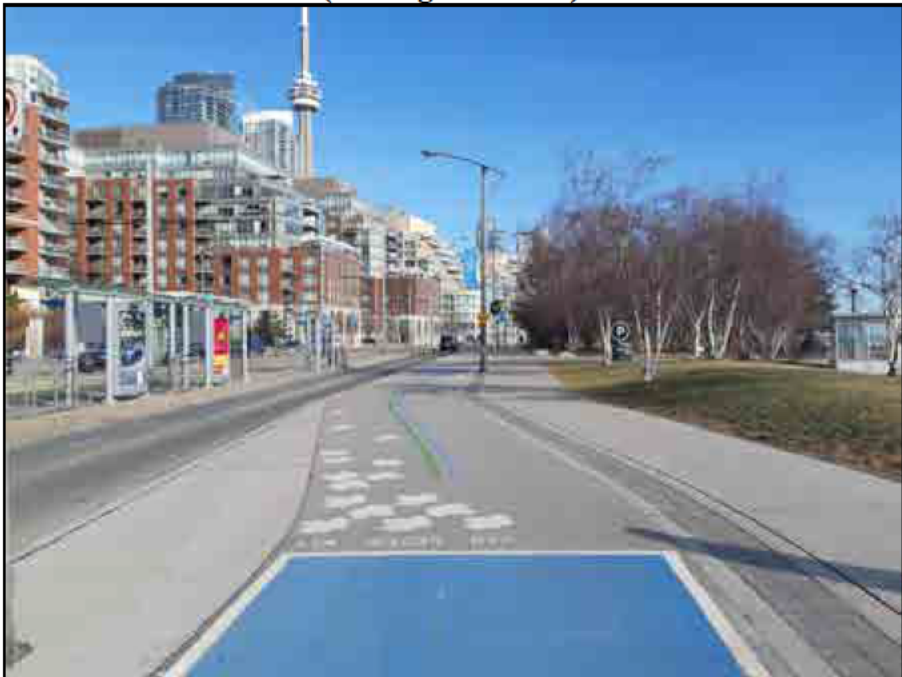
**Image 39: Dan Leckie Way at Queens Quay, Eastern ROW
(looking northwest)**



**Image 41: Lake Shore Boulevard east of Dan Leckie Way
(looking southeast)**



**Image 38: Queens Quay at Dan Leckie Way, Southern ROW
(looking northeast)**



**Image 40: Lake Shore Boulevard at Dan Leckie Way (looking
northeast)**



**Image 42: Lake Shore Boulevard east of Dan Leckie Way
(looking northwest)**



Image 43: Lake Shore Boulevard at Remembrance Drive (looking east)



10.0 MAPS





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Map 1: Location of the Project Area in the City of Toronto, ON







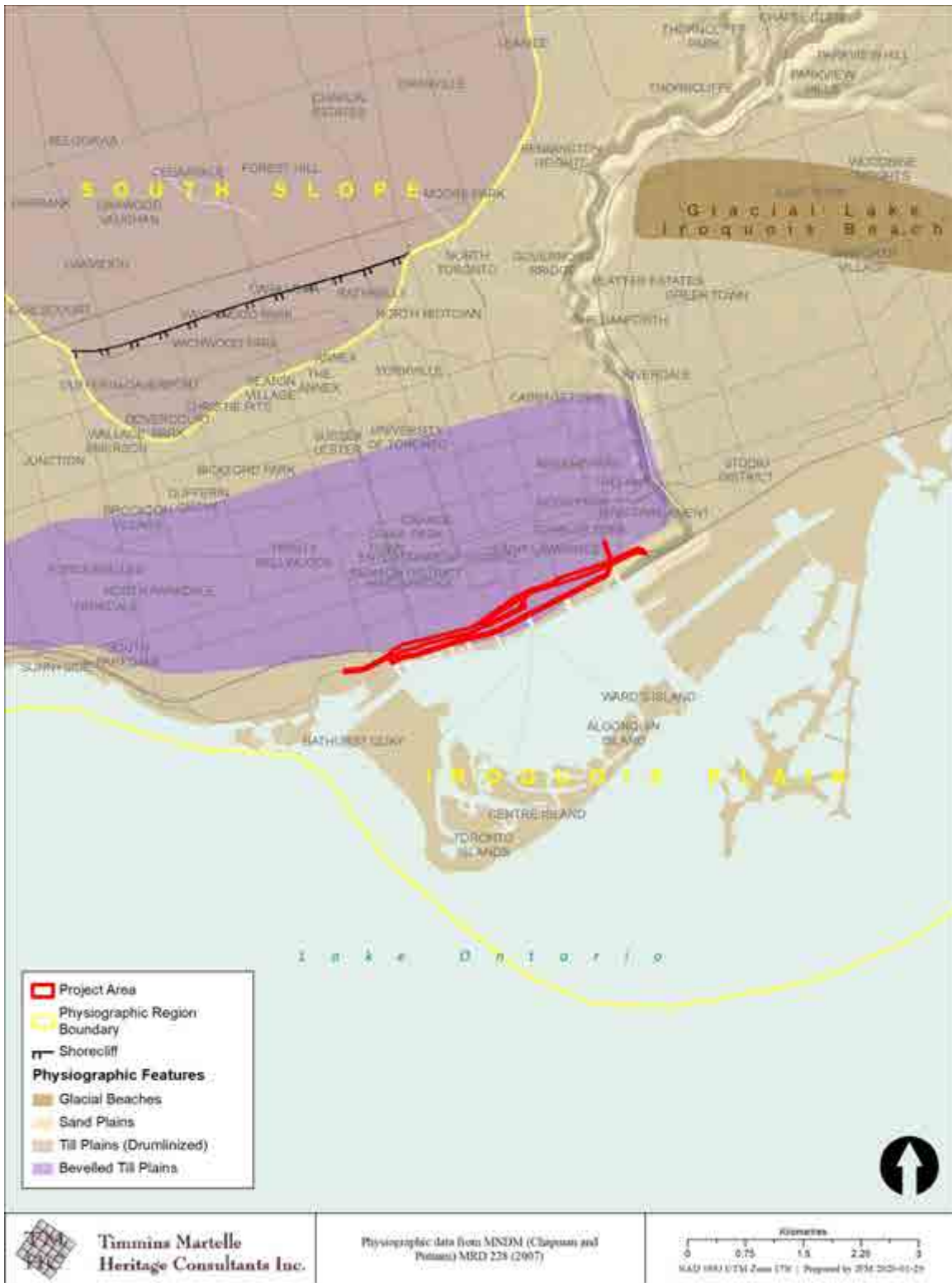
Map 3: Proponent Mapping





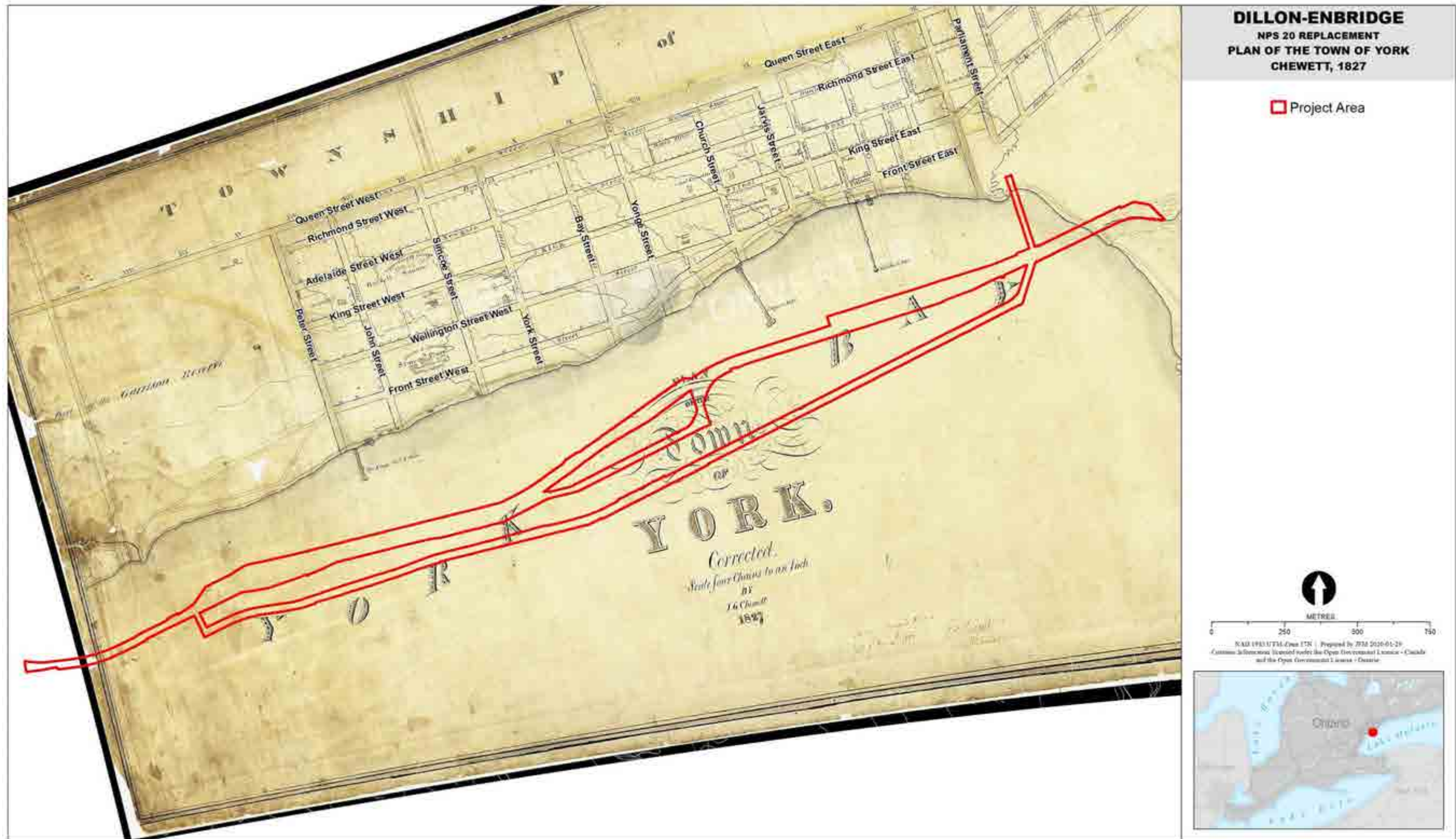
Map 4: Drainage within the Vicinity of the Project Area





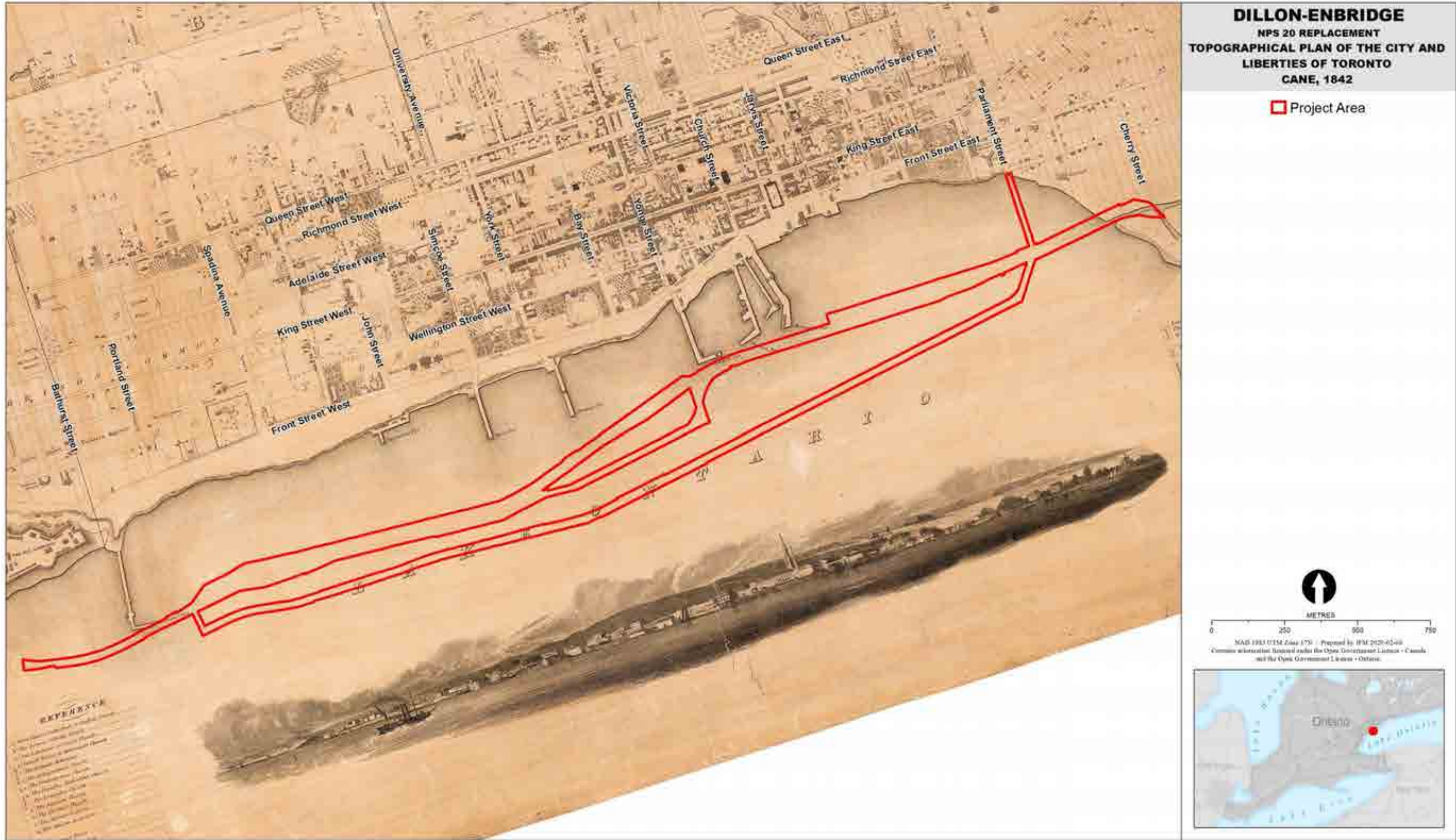
Map 5: Physiography within the Vicinity of the Project Area





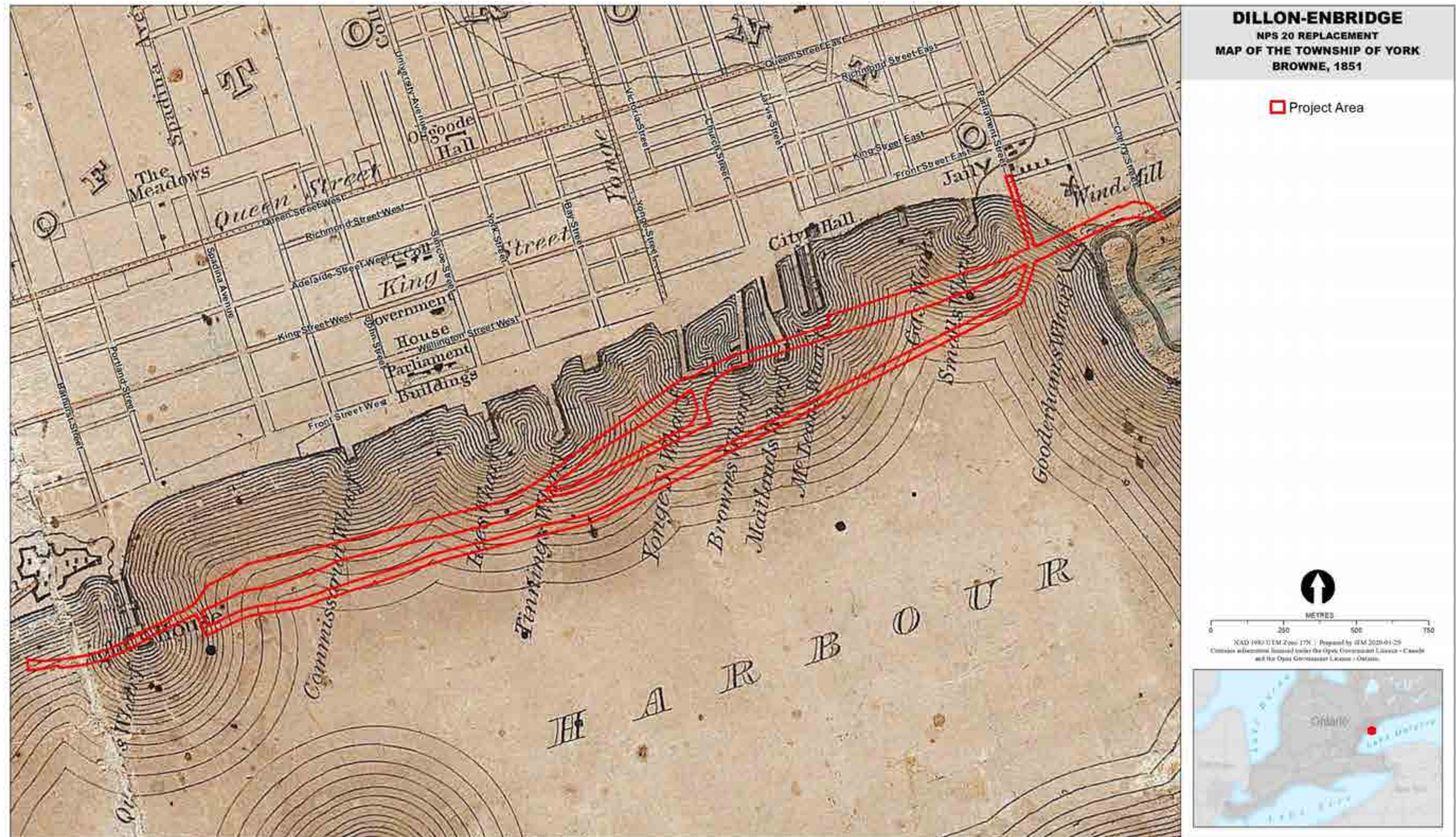
Map 6: Project Area Shown on the 1827 Plan of the Town of York

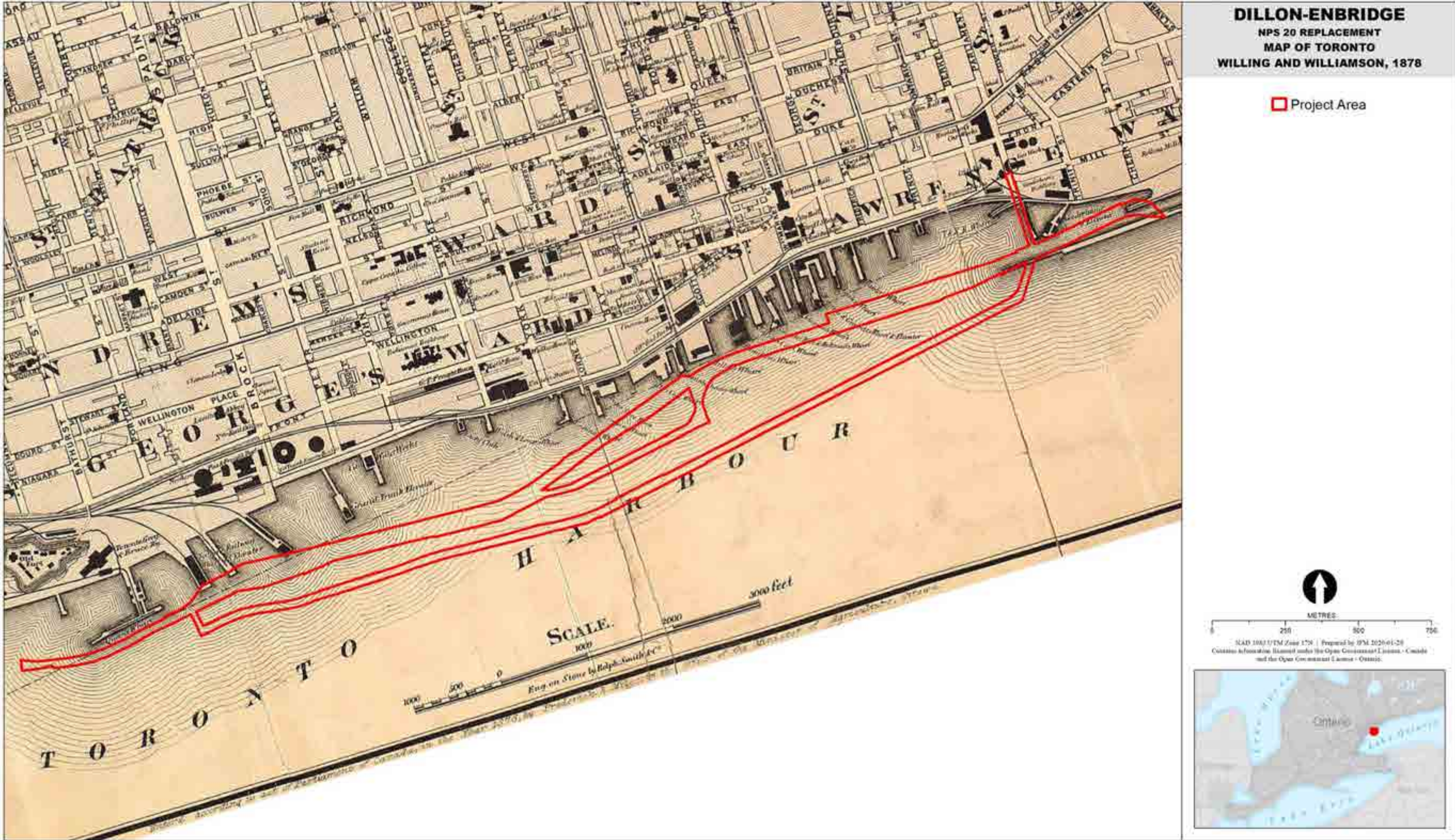


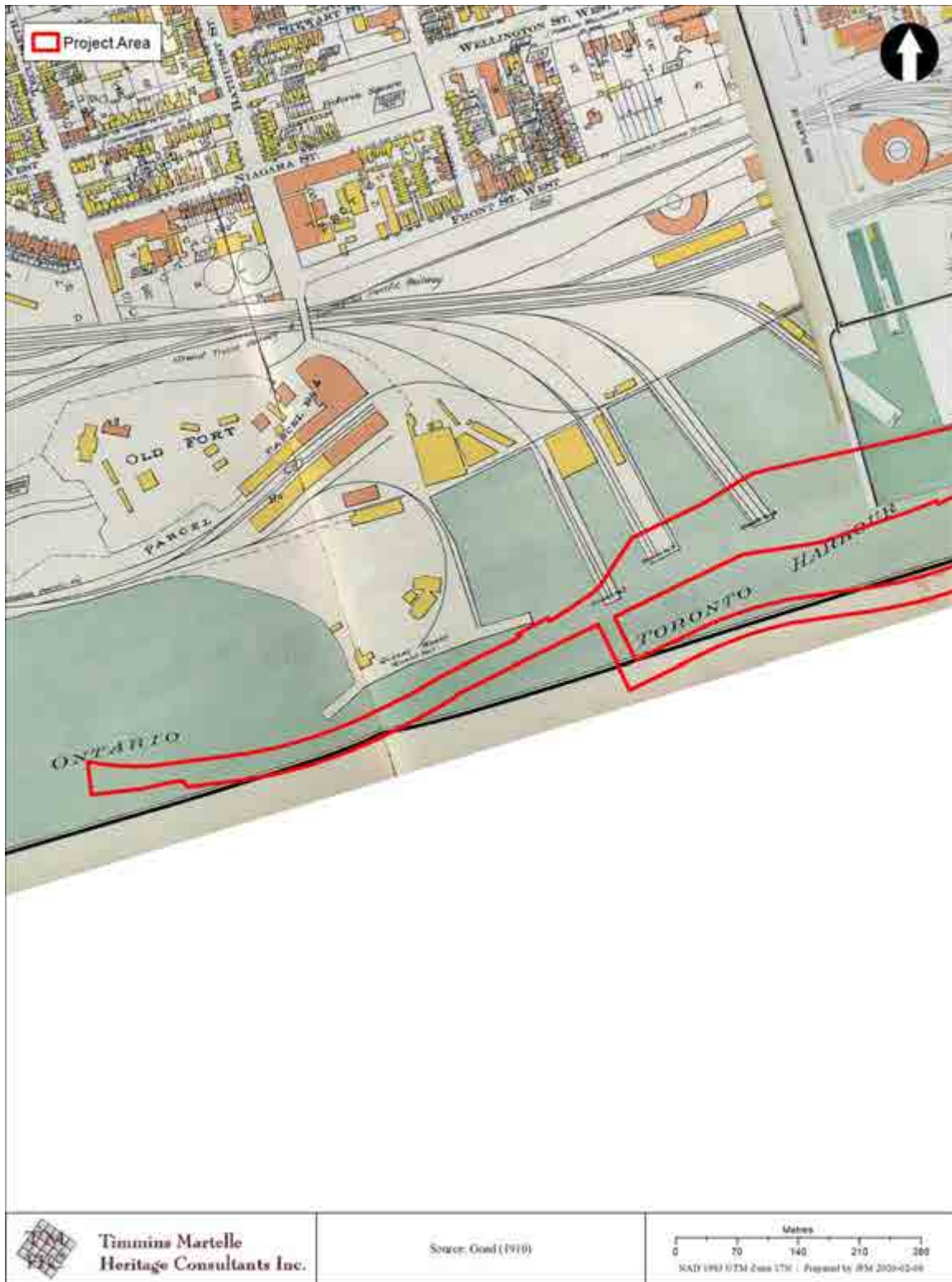


Map 7: Project Area Shown on the 1842 Topographical Plan of the City and Liberties of Toronto



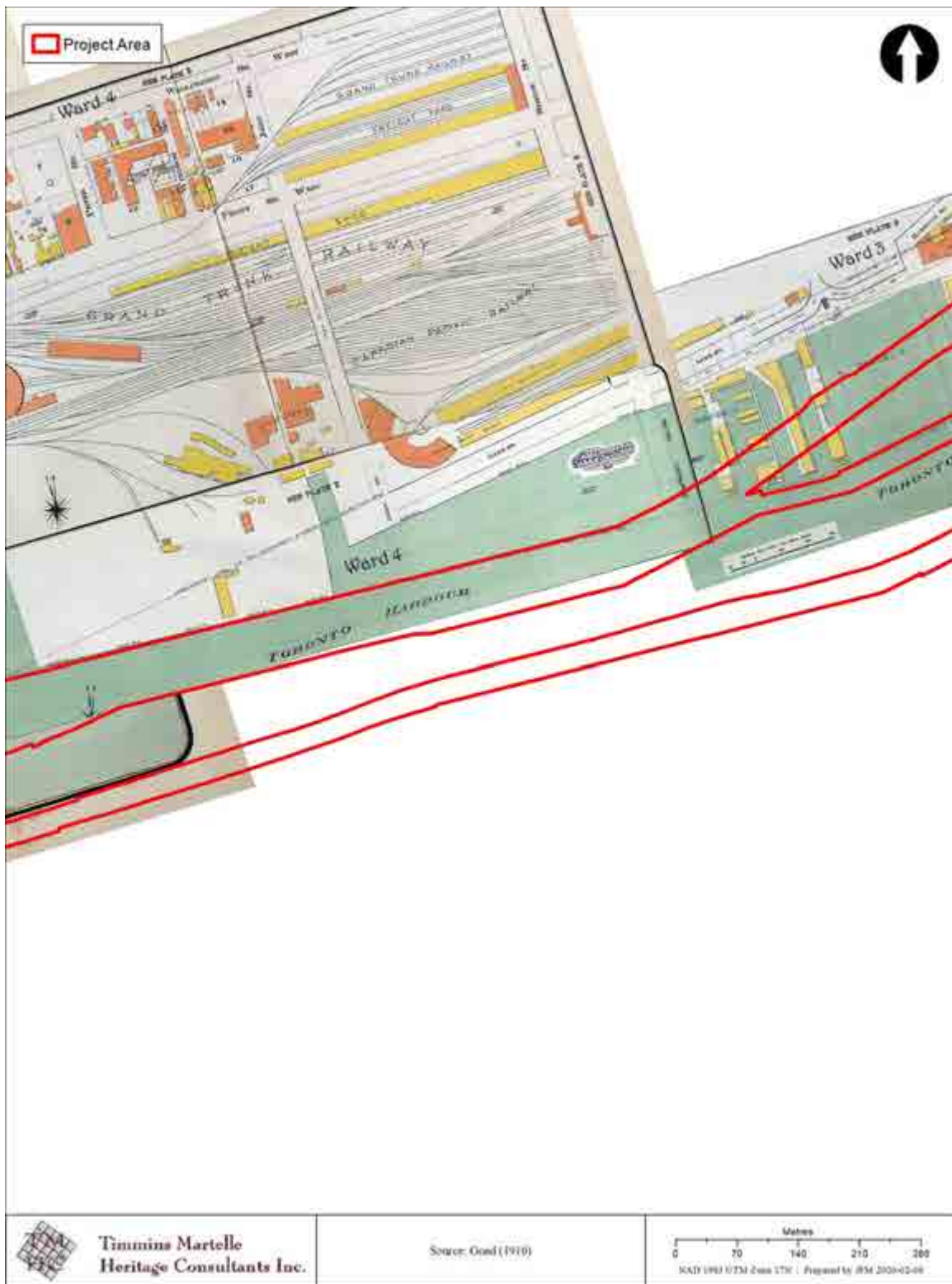






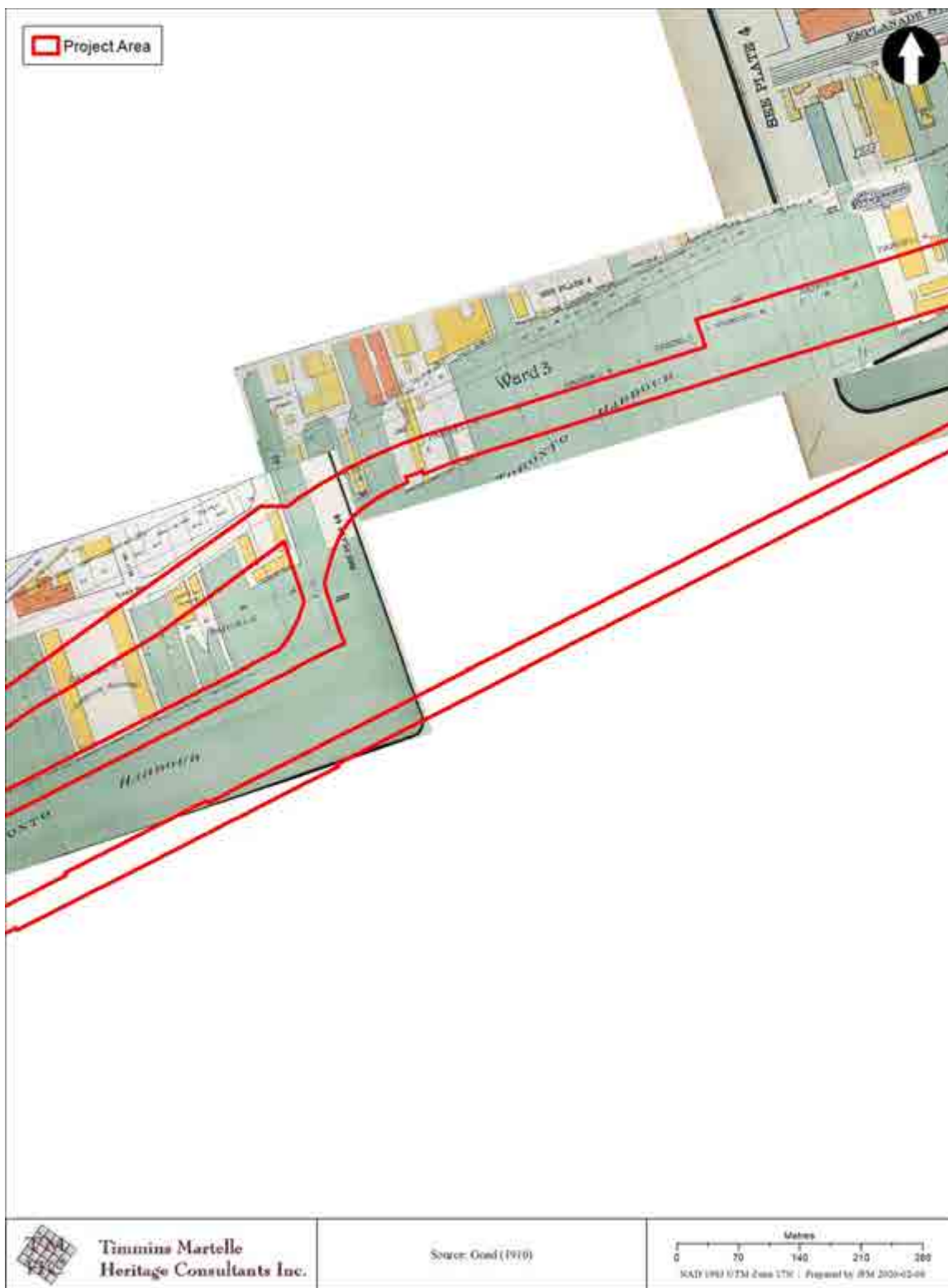
Map 10: Project Area Shown on Goad's 1910 Fire Insurance Plan for Toronto – Section 1





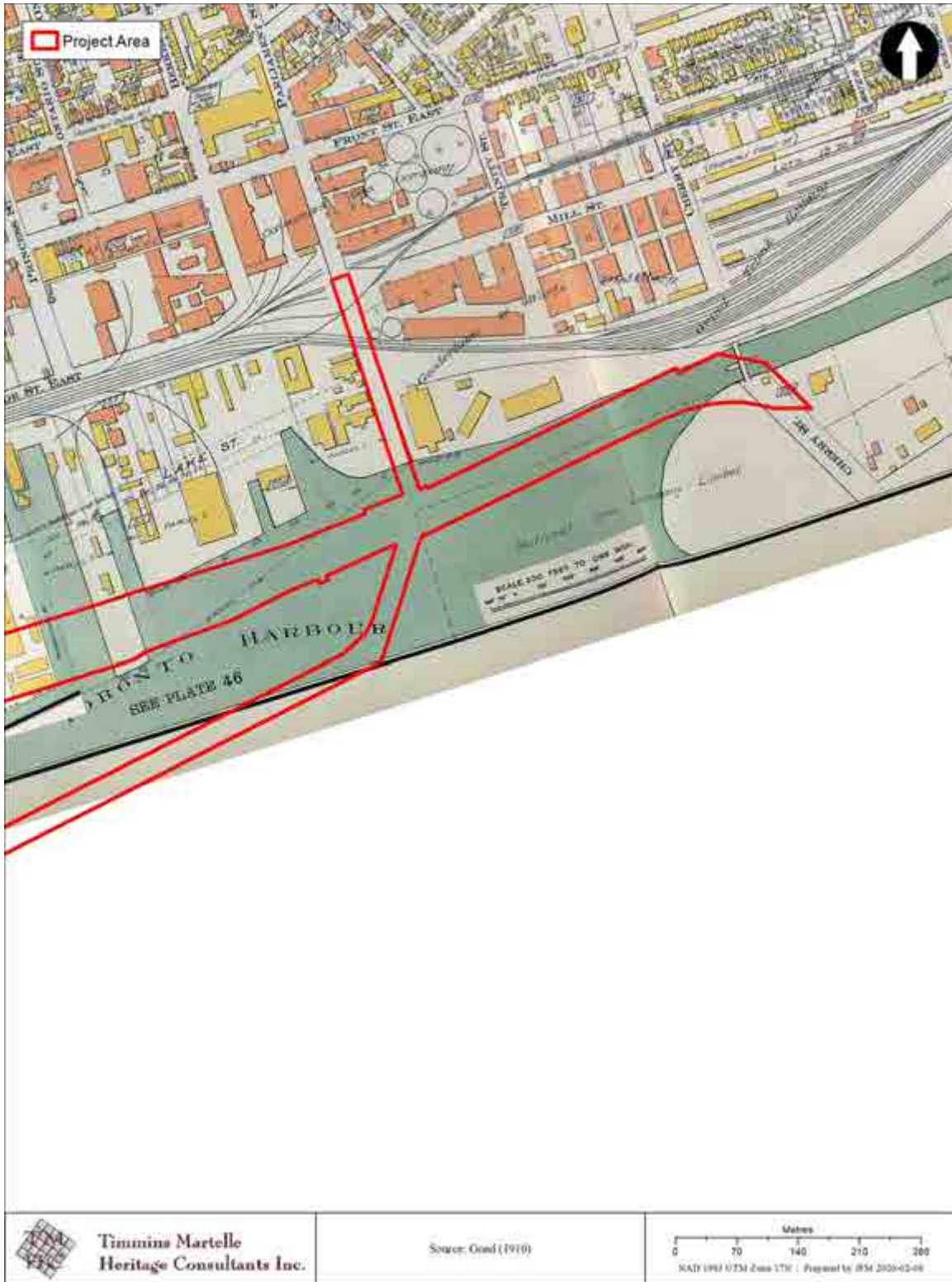
**Map 11: Project Area Shown on Goad's 1910 Fire Insurance Plan for Toronto –
Section 2**





**Map 12: Project Area Shown on Goad's 1910 Fire Insurance Plan for Toronto –
Section 3**





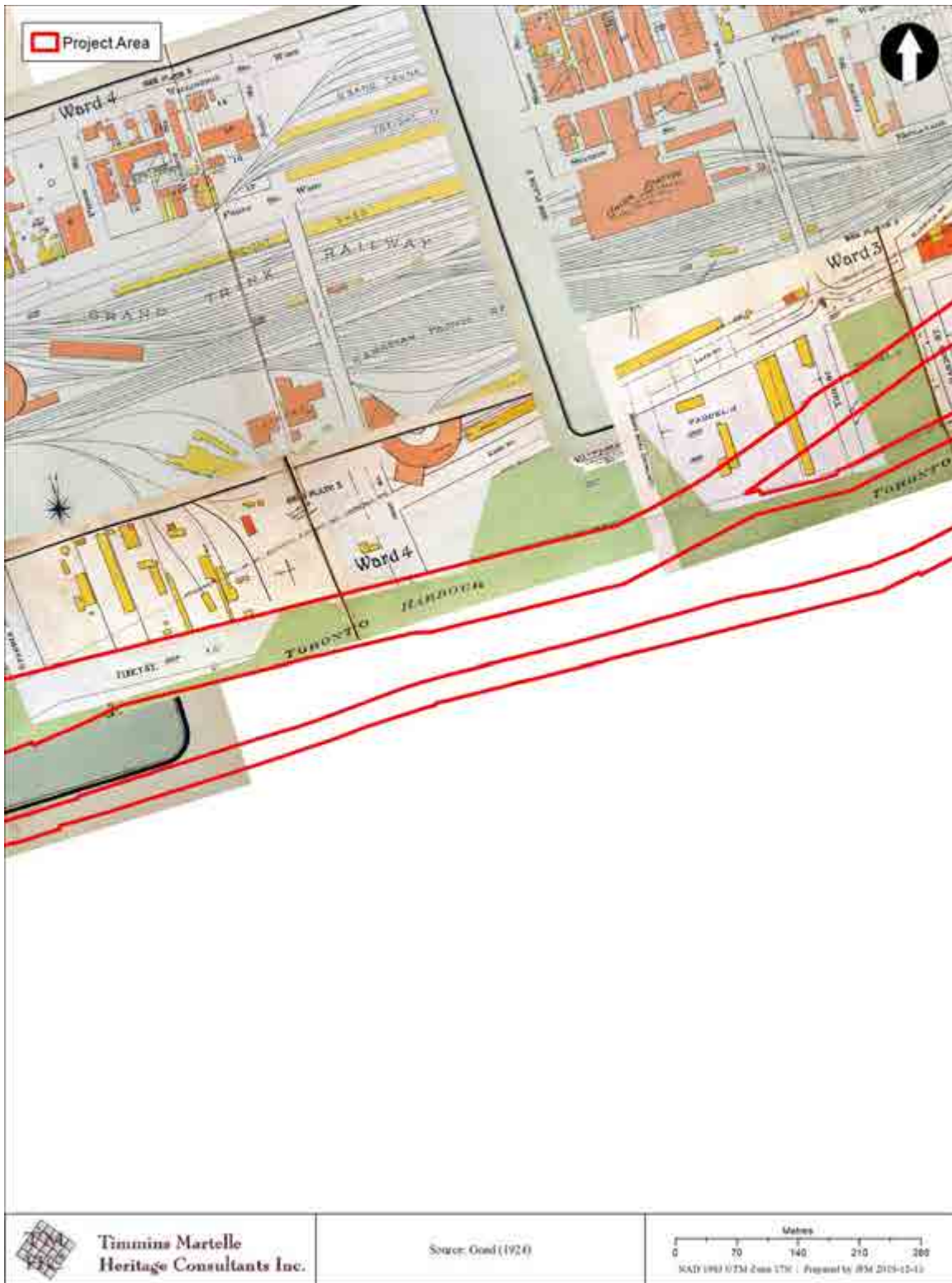
Map 13: Project Area Shown on Goad's 1910 Fire Insurance Plan for Toronto – Section 4

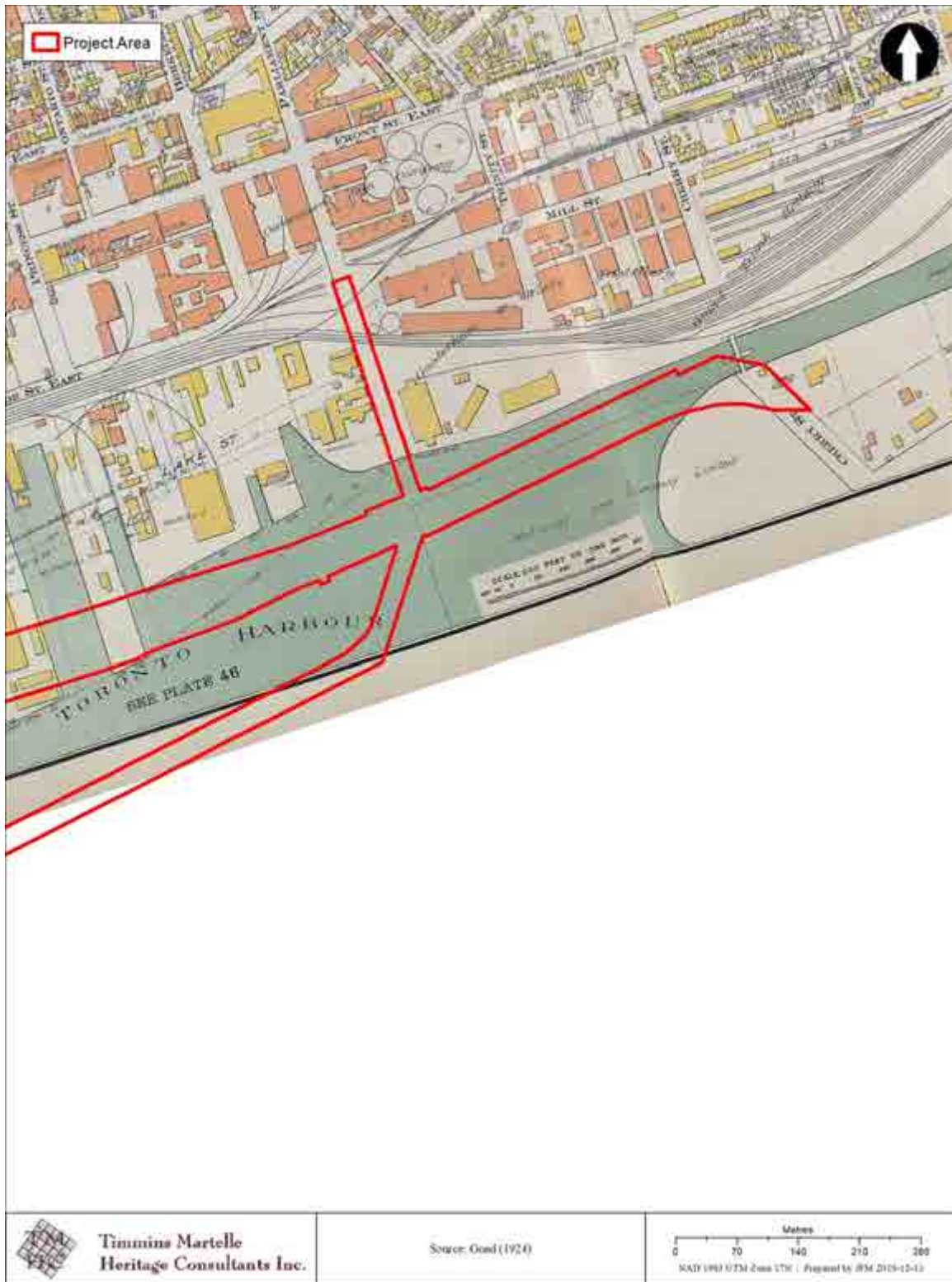




**Map 14: Project Area Shown on Goad's 1924 Fire Insurance Plan for Toronto –
Section 1**

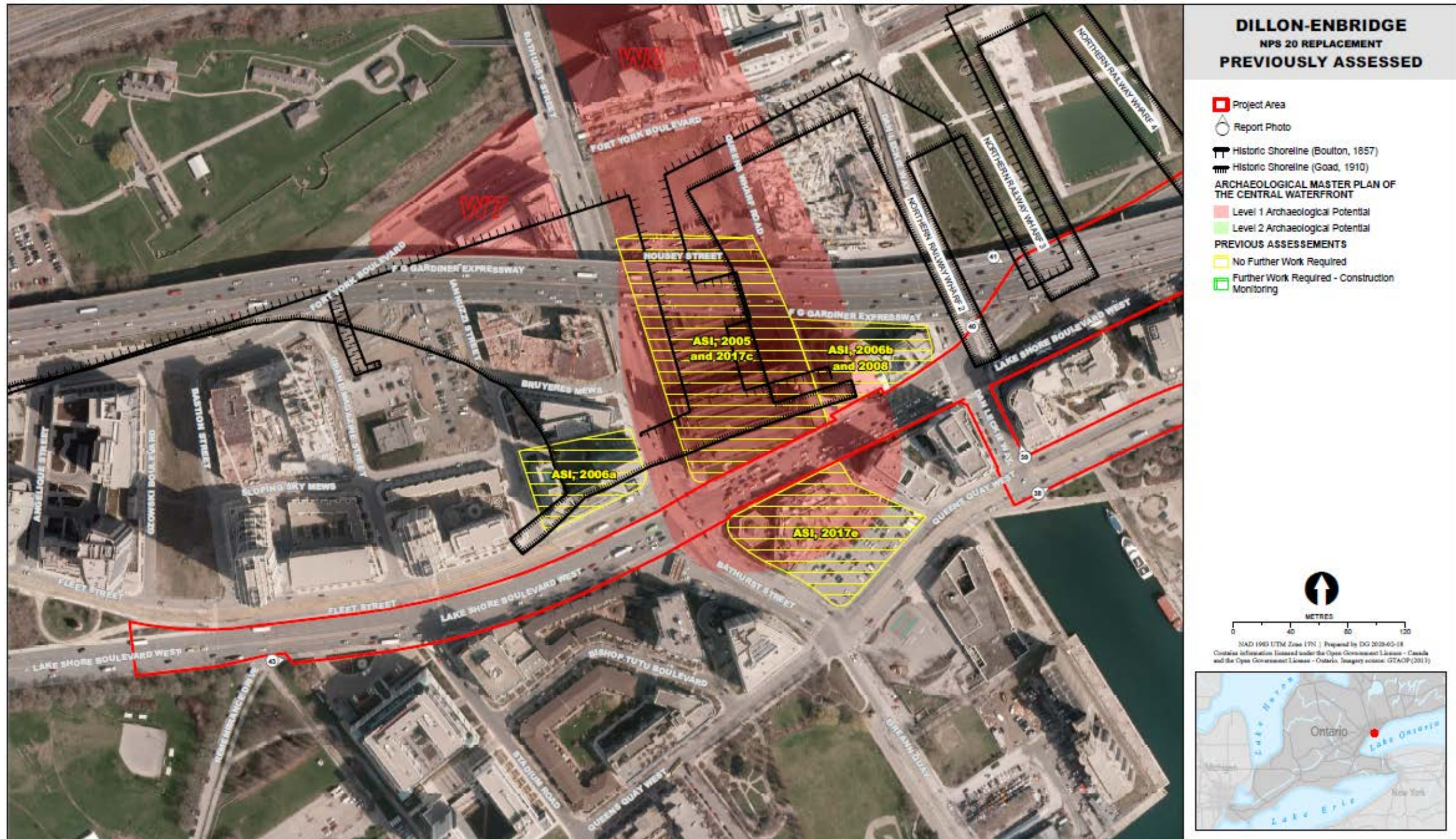






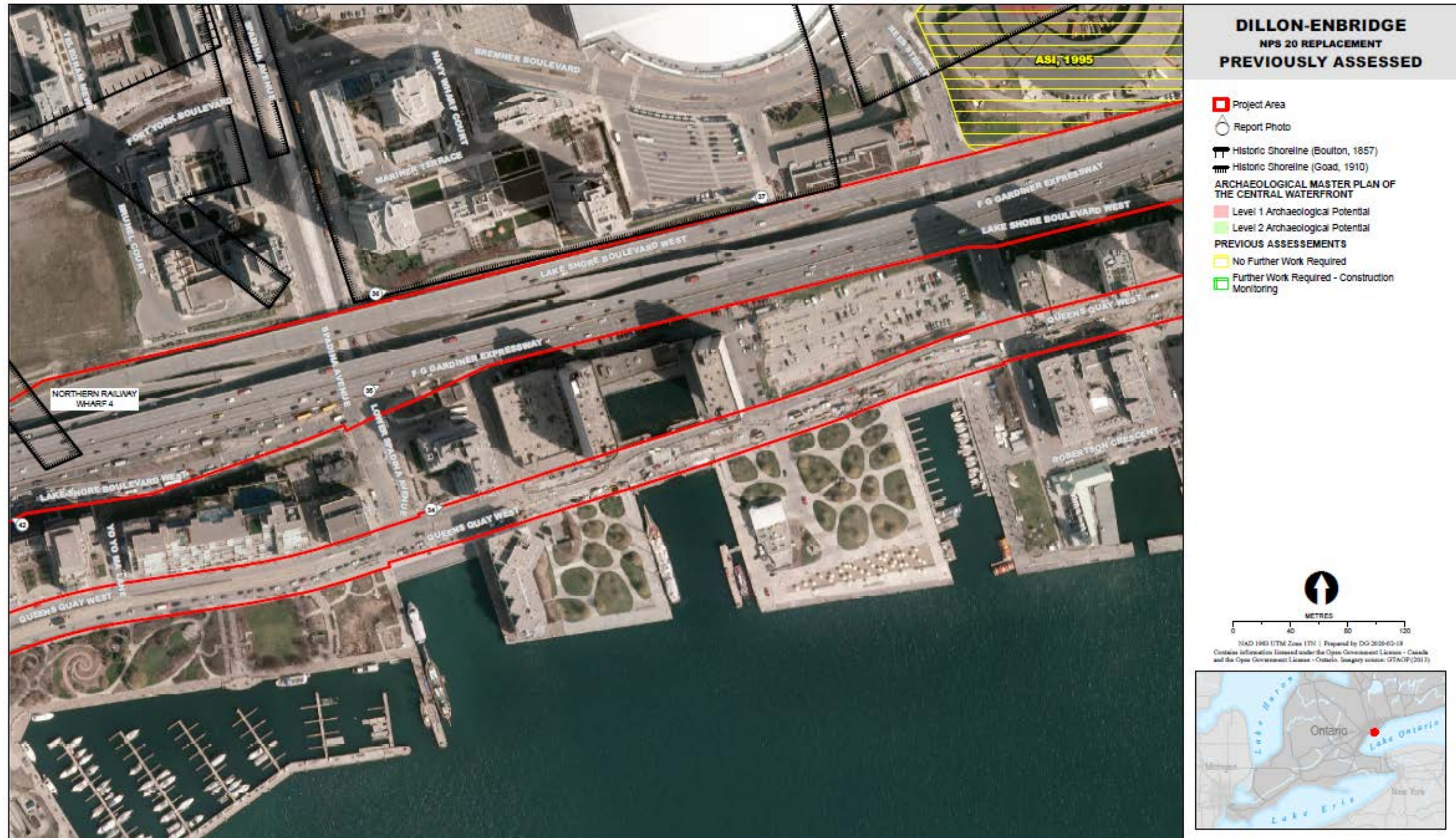
Map 17: Project Area Shown on Goad's 1924 Fire Insurance Plan for Toronto – Section 4





Map 18: Composite Map showing Previous Archaeological Assessments, Historic Shorelines and Areas of Archaeological Potential – Section 1





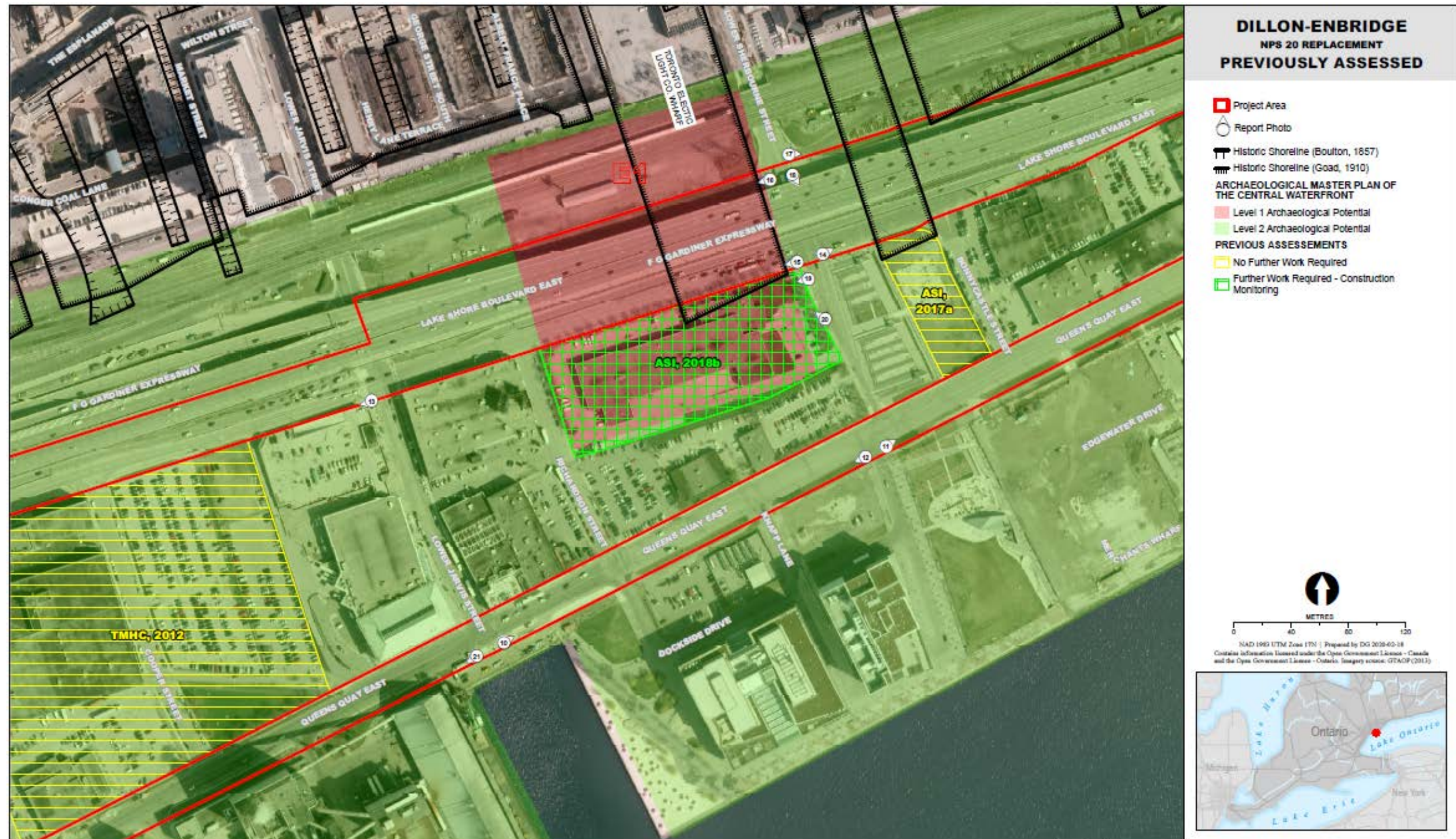
Map 20: Composite Map showing Previous Archaeological Assessments, Historic Shorelines and Areas of Archaeological Potential – Section 3





Map 21: Composite Map showing Previous Archaeological Assessments, Historic Shorelines and Areas of Archaeological Potential – Section 4





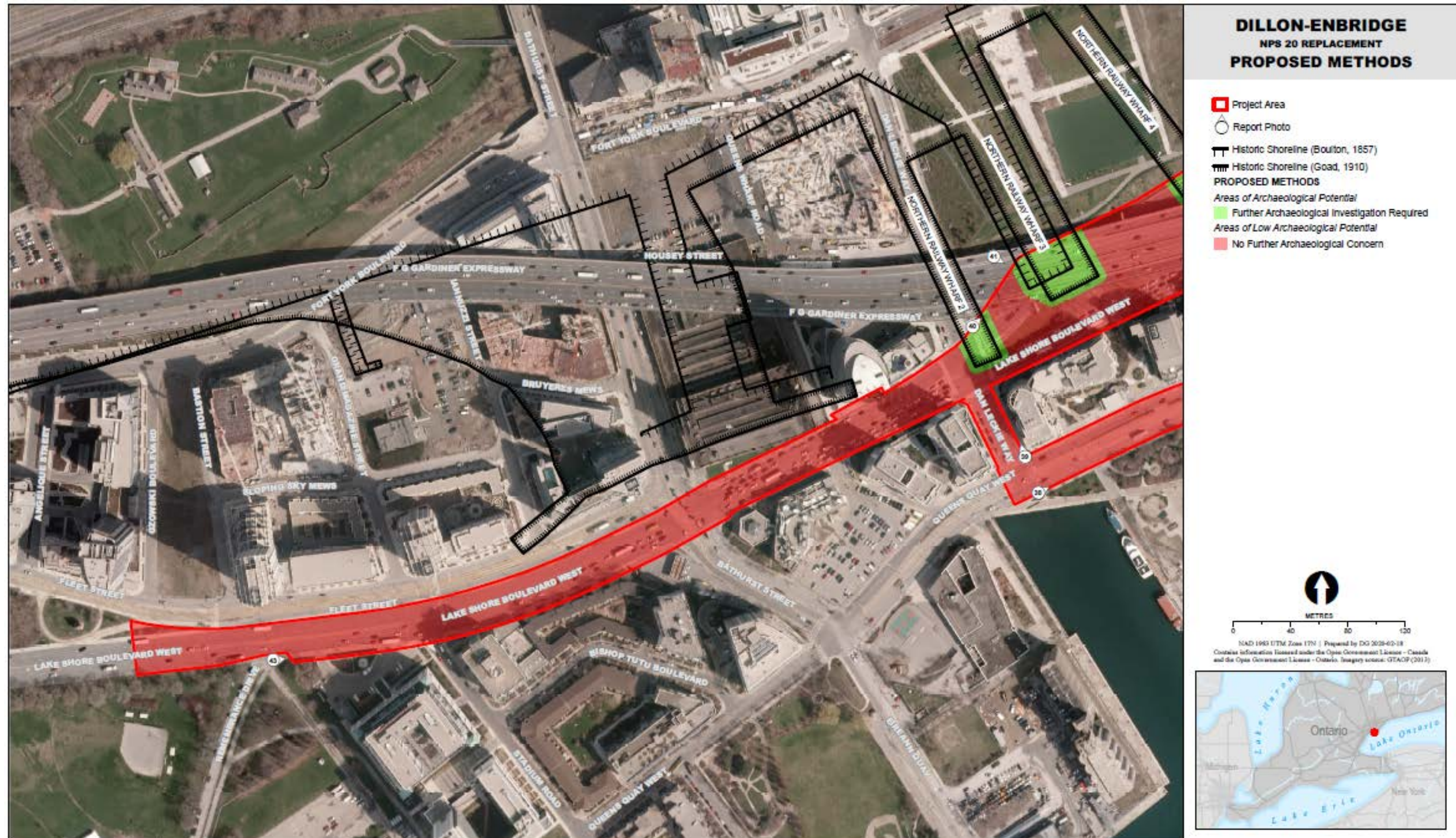
Map 22: Composite Map showing Previous Archaeological Assessments, Historic Shorelines and Areas of Archaeological Potential – Section 5





Map 23: Composite Map showing Previous Archaeological Assessments, Historic Shorelines and Areas of Archaeological Potential – Section 6





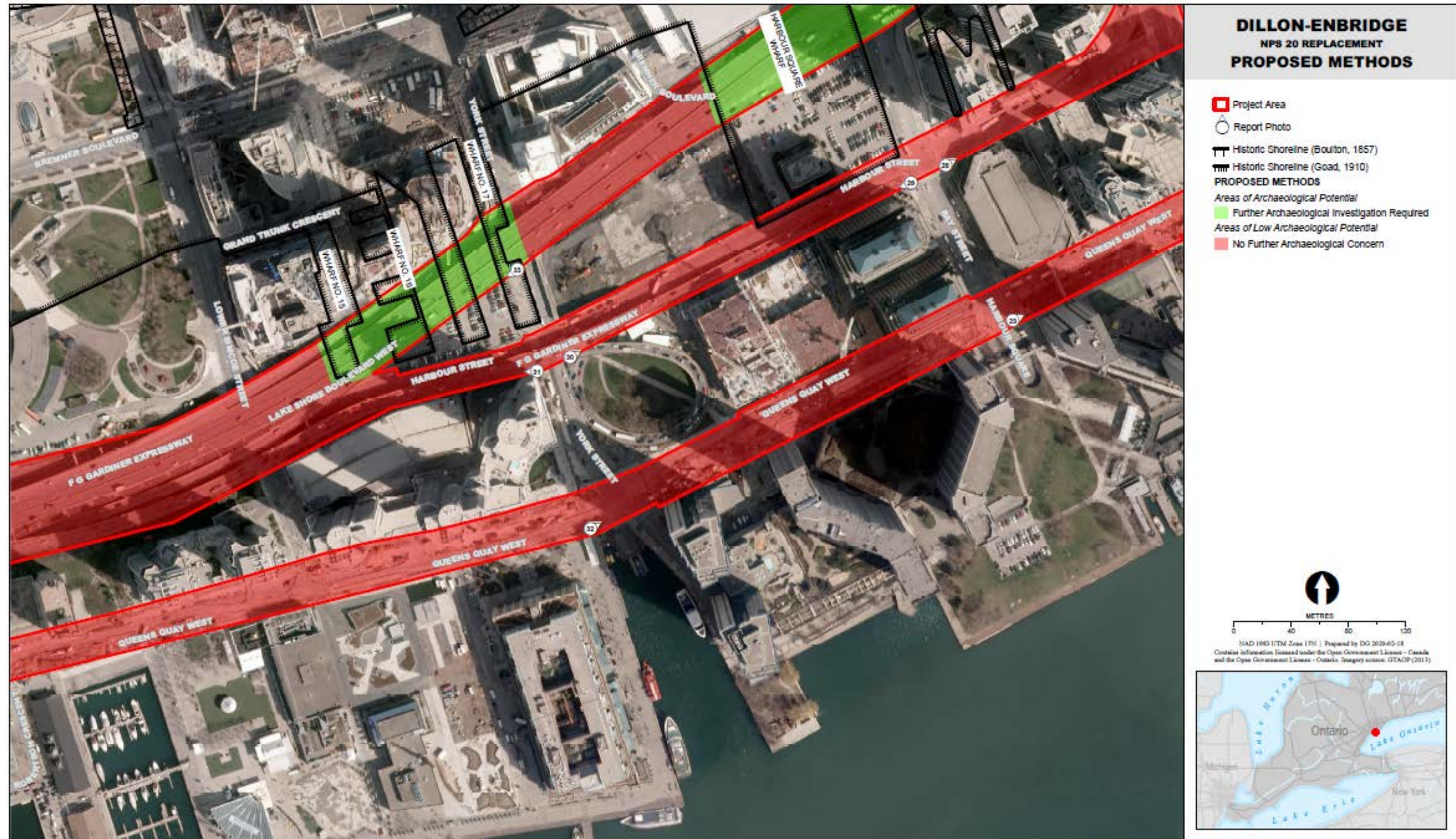
Map 24: Stage 1 Areas of Archaeological Potential – Section 1





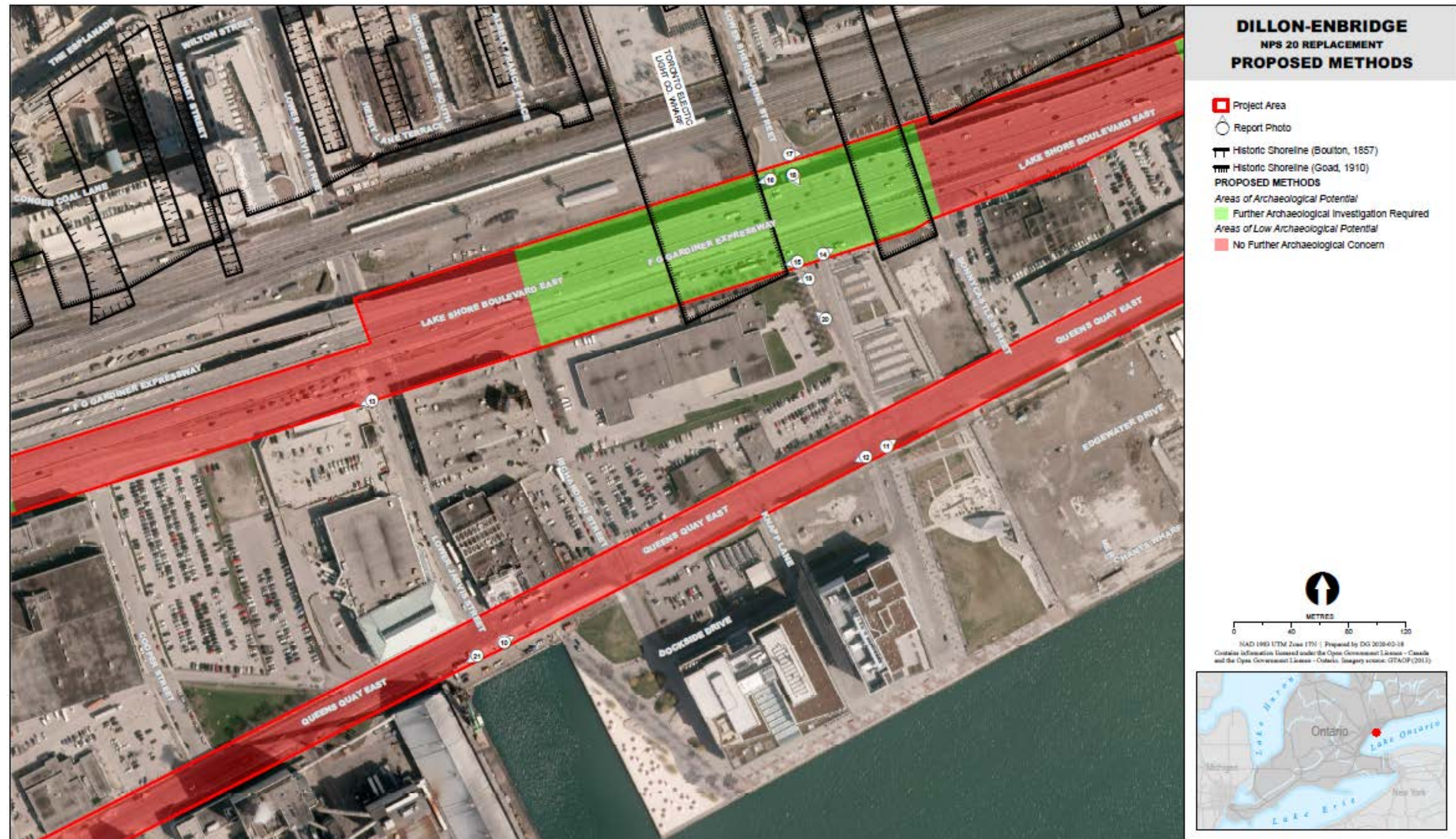
Map 25: Stage 1 Areas of Archaeological Potential – Section 2





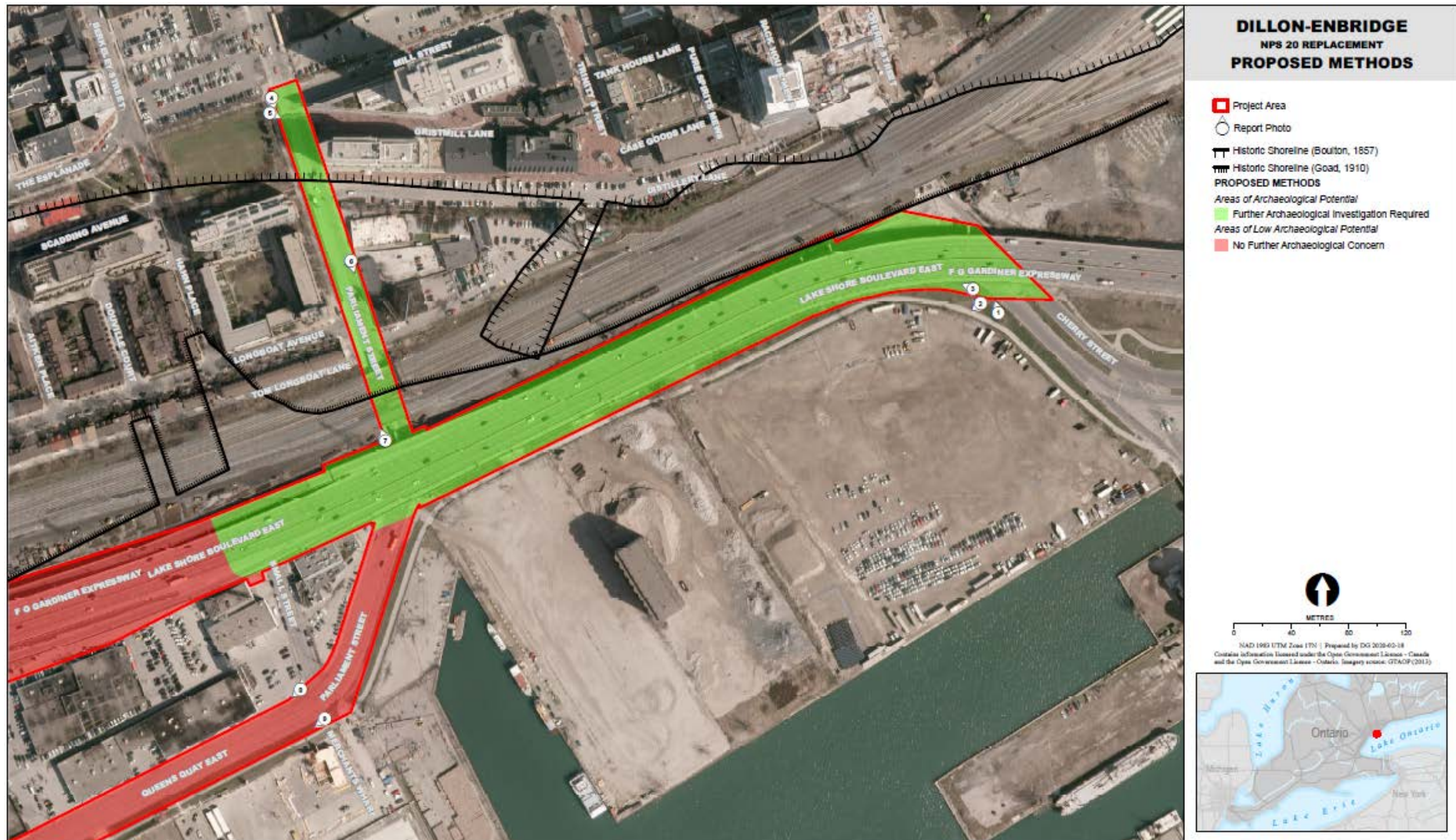
Map 26: Stage 1 Areas of Archaeological Potential – Section 3





Map 28: Stage 1 Areas of Archaeological Potential – Section 5





Map 29: Stage 1 Areas of Archaeological Potential – Section 6

