APPENDIX C

Stage 1 Archaeological Assessment

Lakeshore Development Inc | METROLINX

First Capital
Park Lawn GO Station

Stage 1 Archaeology Assessment

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HATCH					

Table of Contents

List of Tables

List of Figures

Glossary of Terms

ASI:	Archaeological Services Inc
BP:	Before Present
CNR:	Canadian National Railway
CE:	Common Era
EA:	Environmental Assessment
EAA:	*Environmental Assessment Act*
FCR:	First Capital (Park Lawn) Corporation
GTR:	Grand Trunk Railway
GWR:	Great Western Railway
HTR:	Hamilton & Toronto Railway Company
IBC:	Initial Business Case
LW:	Lakeshore West
LIO:	Land Information Ontario
MHSTCI:	Ministry of Heritage, Sport, Tourism and Culture Industries
OASD:	Ontario Archaeological Sites Databases
S&G:	Standards & Guidelines
TPAP:	Transit Project Assessment Process
TRCA:	Toronto and Region Conservation Authority

Stage 1 Archaeological Assessment

Park Lawn GO Station

Lots 7, 8, 18 and 19, Southern Division Fronting the Humber

(Former Township of Etobicoke, County of York)

City of Toronto, Ontario

ORIGINAL REPORT

Prepared for:

Hatch Corporation

2800 Speakman Drive

Mississauga, ON L5K 2R7

Archaeological Licence #P380 (Cooper)

Ministry of Heritage, Sport, Tourism and Culture Industries PIF# P380-0066-2020

ASI File: 18EA-162

October 14, 2021

Executive Summary

Archaeological Services Inc. (ASI) was contracted by Hatch Corporation to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Park Lawn GO Station in the City of Toronto. This project involves both sides of the Lakeshore West rail corridor, to provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.

The Stage 1 background study determined that three previously registered archaeological sites are located within one kilometre of the Study Area, none of which are within 50 metres. The property inspection of the proposed footprint determined that areas which had not been previously assessed do not retain archaeological potential and do not require further survey.

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

1. The Study Area does not retain archaeological potential on account of deep and extensive land disturbance, slopes in excess of 20 degrees, or having been previously assessed. These lands do not require further archaeological assessment; and,
2. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

1. Project Personnel

Senior Project Manager:	Lisa Merritt, MSc. (P094) Partner | Director Environmental Assessment Division
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2. Introduction

2.1 Project Context

Archaeological Services Inc. (ASI) was contracted by Hatch Corporation to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Park Lawn GO Station in the City of Toronto.

The Park Lawn GO Station will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto. The Park Lawn GO Station has the opportunity to provide a stop between Mimico GO Station and Exhibition GO Station.

The Study Area for the Stage 1 AA Scope of Work is indicated in Figure 1. As archaeology is concerned with area of impact, the Study Area boundaries are defined by those lands within the approximate footprint presented in the Concept Plan. It is recognized that some factors outside the Study Area may influence the Study Area potential, however the Study Area that will be reported on remains the Project footprint.

Factors outside the Study Area can influence the determination of archaeological potential, such as:

- Previously identified archaeological sites;
- Water sources (primary, secondary, and features indicating past water sources identified by Land Information Ontario (LIO));
- Nearby resource areas (food or medicinal plants, scarce raw materials);
- Proximity to early Euro-Canadian industry (fur trade, logging, prospecting, mining);
- Areas of early Euro-Canadian settlement (places of early military or pioneer settlement, early wharf or dock complexes, pioneer churches and early cemeteries);
- Proximity to early historical transportation routes (e.g., trails, passes, roads, railways, portage routes); and
- Adjacency to a property listed on a municipal register or designated under the *Ontario Heritage Act* or that is a federal, provincial or municipal historical landmark or site.

2.2 Project Description

First Capital (Park Lawn) Corporation (FCR) has proposed the new Park Lawn GO Station to be developed in partnership with Metrolinx, located at the north end of 2150 Lake Shore Boulevard West in the City of Toronto (“the Project”).

Hatch was retained by FCR to undertake an Environmental Assessment (EA) for the proposed Park Lawn GO Station on the Lakeshore West rail corridor.

The evaluation of environmental effects of the proposed Park Lawn GO Station will be carried out in accordance with the Transit Project Assessment Process (TPAP). The TPAP is regulated by the *Environmental Assessment Act* (EAA) under Ontario Regulation 231/08 – Transit Projects and Metrolinx Undertakings (O. Reg. 231/08). The purpose of the TPAP is to ensure net effects associated with the Project are clearly identified and mitigated to the greatest extent feasible. For TPAP purposes, Metrolinx is the proponent. FCR will be constructing the Project and will be responsible for incorporating mitigation measures to address both construction and operation-related effects. Metrolinx will be responsible for operations and maintenance at the GO Station.

- The propose Project will include:
- Two side platforms (north and south);
- Pick-up and drop off (PUDO);
- Secure bike parking and covered bicycle parking;
- Two-storey main station building (south of tracks);
- Two-storey secondary station building (north of tracks);
- Landscaping and paving around the north Station building;
- Pedestrian tunnel (under tracks) between the two Station buildings;
- Widening of the existing Park Lawn rail bridge;
- Maintenance and Metrolinx staff parking spaces;
- Sloped walkways north and south of the rail corridor, and west of Park Lawn Road;
- Protection for the future island platform;
- Electrification enabling work; and
- Signal work.

The Initial Business Case (IBC) (2016) recognized Park Lawn as a strategic location of dense development and growth, as well as opportunity to integrate with local transit in the area. The commitment of GO Regional Express Rail (now referred to as GO Expansion) and more frequent and faster service creates significant opportunity to realize a transit hub bringing together and integrating higher order transit, local transit and other modes. An updated IBC

(2018) considered an updated service plan, realigned station to minimize impacts on existing infrastructure, and a redefined station design. An updated IBC (2020) was published June 11, 2020.

This Project will be coordinated with the City of Toronto as appropriate to provide improved local transit access and connectivity to the GO Station, as well as additional and more frequent transit service.

The Park Lawn GO Station has the opportunity to provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will be located 100 metres south of the Gardiner Expressway, 300 metres northwest of Lake Shore Boulevard West, on both sides of Park Lawn Road, and both sides of the Lakeshore West rail corridor within the City of Toronto.

The Park Lawn GO Station will include a fully accessible station building with platform access points, tunnel infrastructure, multimodal access, bicycle parking and connections with local transit.

As a component of the EA, this Stage 1 Archaeological Assessment has been prepared to document the existing conditions and assess the potential effects of the new GO Station on archaeological resources. This Report includes a summary of the existing conditions, potential effects and appropriate mitigation measures with respect to areas with archaeological potential.

2.3 Development Context

All activities carried out during this assessment were completed in accordance with the *Ontario Heritage Act* (Ontario Heritage Act, R.S.O. c. O.18, 1990, as amended in 2018) and the 2011 *Standards and Guidelines for Consultant Archaeologists* (S & G), administered by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI 2011), formerly the Ministry of Tourism, Culture and Sport.

The *Master Plan of Archaeological Resources of the City of Toronto (Interim Report)* (ASI et al., 2007) was consulted.

Authorization to carry out the activities necessary for the completion of the Stage 1 Archaeological Assessment was granted by Hatch Corporation on March 4, 2020.

2.4 Indigenous Engagement

A draft of this report was shared with the following potentially interested Nations:

- Haudenosaunee Confederacy Chiefs Council
- Huron-Wendat Nation

- Kawartha Nishnawbe First Nation
- Mississaugas of the Credit First Nation
- Williams Treaties First Nations:
    - Alderville First Nation
    - Beausoleil First Nation
    - Chippewas of Georgina Island
    - Chippewas of Rama First Nation
    - Curve Lake First Nation
    - Hiawatha First Nation
    - Mississaugas of Scugog Island First Nation
    - Six Nations of the Grand River

The feedback is retained in Table 2-1.

Table 2-1: Report Review Feedback – Indigenous Engagement

Community	Feedback
Huron-Wendat Nation	Request to provide additional information about the Huron-Wendat Nation (HWN) be added, to better represent its history and way of life. The following oral history is provided by HWN. *As an ancient people, traditionally, the Huron-Wendat, a great Iroquoian civilization of farmers and fishermen-hunter-gatherers representing between 30,000 and 40,000 individuals, traveled widely across a territory stretching from the Gaspé Peninsula in the Gulf of Saint Lawrence and up along the Saint Lawrence Valley on both sides of the Saint Lawrence River all the way to the Great Lakes.* *According to our own traditions and customs, the Huron-Wendat are intimately linked to the Saint Lawrence River and its estuary, which is the main route of its activities and way of life. The Huron-Wendat formed alliances and traded goods with other First Nations among the networks that stretched across the continent.* *Today, the population of the Huron-Wendat Nation is composed of 1497 on-reserve members and 2390 off-reserve members for a total of 3900 members of the Huron-Wendat Nation.* *The Huron-Wendat Nation band council (CNHW) is headquartered in Wendake, the oldest First Nations community in Canada, located on the outskirts of Quebec City (20 km north of the city) on the banks of the Saint Charles River. There is only one Huron-Wendat community, whose ancestral territory is called the Nionwentsïo, which translates to "our beautiful land" in the Wendat language.* *The Huron-Wendat Nation is also the only authority that have the authority and rights to protect and take care of her ancestral sites in Wendake South.*
Curve Lake First Nation	The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig are known as “the people of the big river mouths” and were also known as the “Salmon People” who occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the

	Kawarthas as winter hunting grounds on which they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months. The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the “Peacekeepers” among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations. Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the “Old Ones” who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo-Indian periods. They are the original inhabitants of southern Ontario, and they are still here today. The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as

	a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie. Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Gitiga Migizi and Kapyrka 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig. The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people. Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated. The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating

	impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear. Michi Saagiig Elder Gitiga Migizi (2017) recounts: "We weren't affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story. There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario. We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony. Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn't mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis." Often times, southern Ontario is described as being "vacant" after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is

	misleading as these territories remained the homelands of the Michi Saagiig Nation. The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation. The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day. **This historical context was prepared by Gitiga Migizi, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation.** Publication reference: Gitiga Migizi and Julie Kapyrka 2015 Before, During, and After: Mississauga Presence in the Kawarthas. In *Peterborough Archaeology,* Dirk Verhulst, editor, pp.127-136. Peterborough, Ontario: Peterborough Chapter of the Ontario Archaeological Society.

NOTE: The information documented in Table 2-1 reflects community perspective shared as part of Indigenous engagement for this report. The oral history was provided by Huron-Wendat Nation and does not necessarily reflect the views of other Indigenous Nations, or the licensed consultant archaeologist.

3. Stage 1 Archaeological Assessment

Archaeological Services Inc. (ASI) was contracted by Hatch Corporation to conduct a Stage 1 Archaeological Assessment (Background Research and Property Inspection) as part of the Park Lawn GO Station in the City of Toronto (Figure 1). This project involves both sides of the Lakeshore West rail corridor, to provide a stop between Mimico GO Station and Exhibition GO Station. The Park Lawn GO Station will be located in the northwest quadrant of the former Mr. Christie Cookie factory, surrounded by Park Lawn Road to the West; Lakeshore Boulevard to the East; and the Gardiner Expressway to the north. The GO Station will be on both sides of the Lakeshore West corridor, in the City of Toronto.

3.1 Historical Context

The purpose of this section, according to the S & G, Section 7.5.7, Standard 1, is to describe the past and present land use and the settlement history and any other relevant historical information pertaining to the Study Area. A summary is first presented of the current understanding of the Indigenous land use of the Study Area. This is then followed by a review of the historical Euro-Canadian settlement history.

3.1.1 Indigenous Land Use and Settlement

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

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

Between 3,000-2,500 BP, populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period begins around 2,500 BP and exchange and interaction networks broaden at this time (Spence et al., 1990, pp. 136, 138) and by approximately 2,000 BP, evidence exists for macro-band camps, focusing on the seasonal harvesting of resources (Spence et al., 1990, pp. 155, 164). By 1,500 BP there is macro botanical evidence for maize in southern Ontario, and it is thought that maize only supplemented people's diet. There is earlier phytolithic evidence for maize in central New York State by 2,300 BP - it is likely that once similar analyses are conducted on Ontario ceramic vessels of the same period, the same evidence will be found (Birch & Williamson, 2013, pp. 13–15). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 BP, lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (CE), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still practised (Williamson, 1990, p. 317). By 1300-1450 CE, this episodic community disintegration was no longer practised and populations now communally occupied sites throughout the year (Dodd et al., 1990, p. 343). From 1450-1649 CE this process continued with the coalescence of these small villages into larger Indigenous Nations (Birch & Williamson, 2013). Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed.

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

The Study Area is within Treaty 13. In the 1787, representatives of the Crown met with members of the Mississaugas at the Bay of Quinte to negotiate the

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

Mimico is said to have been derived from another Mississauga word, Omimeca, signifying “place of wild pigeons.” It was said that large flocks of migratory passenger pigeons used to feed in the fields along the Mimico Creek (Currell 1967:18-19; Heyes 1974:48; Mika and Mika 1981:674). The implications of the Mimico Creek watershed as a distinctive corridor for the Passenger Pigeon migration may have lent to its significance to Indigenous peoples living in this area.

3.1.2 Euro-Canadian Land Use: Township Survey and Settlement

Historically, the Study Area is located in the Former Township of Etobicoke, County of York in Lots 7, 8, 18 and 19, Southern Division Fronting the Humber.

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

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those that are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be located in proximity to water. The development of the network of concession roads and railroads through the course of the nineteenth century frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 m of an early settlement road are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The first Europeans to arrive in the area were transient merchants and traders from France and England, who followed Indigenous pathways and set up trading posts at strategic locations along the well-traveled river routes. All of these occupations occurred at sites that afforded both natural landfalls and

convenient access, by means of the various waterways and overland trails, into the hinterlands. Early transportation routes followed existing Indigenous trails, both along the lakeshore and adjacent to various creeks and rivers (ASI 2006).

3.1.2.1 Etobicoke Township

The land which comprises the former Township of Etobicoke was alienated by the British from the Mississauga Nation by provisional treaty number 13, known as the "Toronto Purchase," dated at the Bay of Quinte on September 23, 1787. Due to certain irregularities contained in the original document, this purchase was confirmed by a second treaty dated August 1, 1805. Between 1784 and 1792, this part of southern Ontario formed a part of the judicial District of Montreal in the Province of Quebec.

The first township survey was undertaken by Alexander Aitken in 1788. Abraham Iredell continued the survey work in 1795. Additional surveys of the township were made in 1798, by William Hambly, and by Samuel Wilmot in the winter of 1811. The reserve at the mouth of the Humber was surveyed by H.J. Castle in January 1838, and the road allowances were resurveyed in 1857.

The Township was named using a European corruption of a Mississauga word, *Wah-do-bekaung.*, The etymology for this word was provided by Augustus Jones, an early provincial surveyor, as "the place where the alders grow." The name was also sometimes spelled as "Atobicoake" and "Ytobicoke." Some old maps rendered it as "Toby Cook," which raised speculation about the possibility that the township honoured an early settler who bore this name (Gardiner 1899:218; Rayburn 1997:115). The township comprised part of the East Riding of York in the Home District which, between 1792 and 1800, was administered from Niagara. Following the abolition of the Districts in 1849, the Home District was succeeded in 1850, by the United Counties of York, Peel and Ontario. Ontario and Peel were elevated to separate county status in 1851-52 (Canada 1891:32-35; Armstrong 1985:143; Jonasson 2006:191-209). In 1805, it was noted that the Humber River flowed through this township, which contained the government sawmills. The Humber was an important carrying place trail. It was observed that "the tract between the Tobicoake and the head of the lake is frequented only by wandering tribes of Missassagues" (Boulton 1805:48). The river was also described by nineteenth century writers as being particularly rich in salmon (Smith 1851:16). In 1846, Etobicoke was described as "a well settled township," with good land. The soil near the lake was sandy and timbered mainly in pine, but the quality of the land improved further back where the forests contained principally hardwood. The Humber was described as an "excellent mill stream." The township then contained five grist mills and nine saw mills. The value of realty within the township increased dramatically during

the second quarter of the nineteenth century (Smith 1846:57; Smith 1851:17-18).

3.1.2.2 Mimico

In the 1850s plans were made to develop Mimico as a model town and speculators purchased land along the new railway line. The land was divided into lots that were auctioned off. The area to the north of the railway, however, was still farmland (Currell 1967:20, 44-45). Mimico did not succeed as a model village mainly because Mimico was too far from Toronto to be a commuter village (Currell 1967:45). In the 1890s, the Toronto and Mimico Electric Railway and Light Co. formed, finally enabling people to commute to the city, and in 1897, Mimico was incorporated as a police village. The town became noted for its brickyards and market gardens, while hotels and picnic gardens catered to visitors. Some Torontonians built spacious summer homes in the town (Mika and Mika 1981:675). By 1917, Mimico gained town status (Currell 1967:54; Mika and Mika 1981:674). In 1967, the Town of Mimico was merged with the Town of New Toronto, the Village of Long Branch, and the Township of Etobicoke to form the Borough of Etobicoke.

3.1.2.3 Christie-Brown (Nabisco) Bakery

A detailed review of the land use history of the former cookie bakery property at 2150 Lake Shore Boulevard West is included in ASI's Stage 1-2 report (2013). A brief summary is provided here.

The property lands appear to have first been developed as "brickyards" during the late 1890s. The land was later sold to the Crown, and these brick businesses gradually began to decline and ultimately failed in 1933-34. This may have been due in part to poor management on the part of the second generation of owners, the onset of the Great Depression in 1929, and possibly due to depletion of the clay deposits in the vicinity. Maps dated between 1910 and 1924, and aerial photographs from 1936 and 1947, do show that a number of structures were located on the subject property lands. Buildings are shown concentrated along the Park Lawn and Lakeshore Road frontages, but no buildings in the interior of these lots. This may be due to the fact that the interior portions of the lots were used for clay extraction and some of the brick production and storage. Unfortunately, no maps or photographs have been located showing a specific built "factory" building. Notwithstanding, bricks may have been produced here in large volumes employing older Victorian technology. Aerial photographs suggest that this property was cleared of all structures in 1946-1947, and was levelled and prepared for the construction of the former Christie-Brown (Nabisco) bakery building, which was fully operational by 1950. This process would have required extensive filling of the quarry or clay winning pits. William Mellis Christie and Alexander Brown co-

founded the bakery, which became Christie, Brown and Company in 1853. By the late nineteenth century, the company was widely regarded as the largest biscuit producer in Canada, and the Christie family sold the company to a US-based firm in the 1920s (Beeby, 1990). The factory closed operations in 2013 and was demolished in 2017.

3.1.2.4 Lakeshore West Railway Corridor

The Lakeshore West (LSW) Corridor follows the tracks initially laid in 1855 from Toronto to Hamilton by the Hamilton & Toronto Railway Company (HTR). The HTR company was established by Sir Allan MacNab and a number of other investors, with additional financial support from England, and a charter was granted in 1852. Construction on the line began in 1853. The line was initially leased to the Greater Western Railway (GWR), who in turn supplied railway stations along the corridor (Paterson & George, 1988, p. 13). Extending from downtown Toronto, the rail line passed through Mimico, Port Credit, Clarkson, Oakville, Bronte, Burlington, and finally Hamilton. In 1871, the HTR amalgamated with the GWR, and in 1882 the GWR amalgamated with the Greater Trunk Railway (GTR). In 1920, control of the GTR was assumed by the Canadian Government and three years later, in 1923, the GTR was amalgamated with Canadian National Railways (CNR) (Andreae, 1997).

The LSW Corridor was built along the Lake Ontario shoreline, on level terrain formerly located at the bottom of glacial Lake Iroquois. While the route presented few engineering obstacles, two of note include the two wooden trestles built to span the Twelve and Sixteen Mile Creek Valleys. Each valley is over 150 metres wide and 38 metres deep. Also significant is the Credit River and associated flood plains. While just as wide, the Credit River Valley is not as high and as such, extensive filling and low trestle work led to a smaller bridge (Paterson & George, 1988, p. 14). The wooden trestle bridges were replaced by the GWR with stone and iron structures around the 1880s.

Between 1910 and 1920, the GTR undertook a grade separation project that lowered the railway tracks and required the construction of overhead structures for all north-south roads in the Parkdale area, including Dufferin Street, Dunn Avenue, Jameson Avenue, and Dowling Avenue. In total, the project eliminated thirteen level crossings (McLeod & McNeil, 1979).

The LSW Corridor was Canada’s busiest railway corridor during the nineteenth and most of the twentieth century (Paterson & George, 1988, pp. 15, 24). GO service along the LSW Corridor began in 1967. Initial service included stops at stations built in Mimico, Long Branch, Port Credit, Clarkson, Oakville, Bronte, and Burlington. These stations were all built prior to 1967 as a three-year experiment in commuter rail travel (Garcia & Bow, 2018). A third track was added to the north side between Mississauga and Oakville in 2007.

3.1.3 Historical Map Review

The 1860 *Tremaine's Map of the Township of Etobicoke* (Tremaine, 1860), the 1878 *Illustrated Historical Atlas of the Township of Etobicoke* (Miles & Co., 1878) and the 1890 *Map of Mimico* (Goad, 1890) were examined to determine the presence of historic features within the Study Area during the nineteenth century (Figures 2-4).

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

In addition, the use of historical map sources to reconstruct/predict the location of former features within the modern landscape generally proceeds by using common reference points between the various sources. These sources are then geo-referenced in order to provide the most accurate determination of the location of any property on historic mapping sources. The results of such exercises are often imprecise or even contradictory, as there are numerous potential sources of error inherent in such a process, including the vagaries of map production (both past and present), the need to resolve differences of scale and resolution, and distortions introduced by reproduction of the sources. To a large degree, the significance of such margins of error is dependent on the size of the feature one is attempting to plot, the constancy of reference points, the distances between them, and the consistency with which both they and the target feature are depicted on the period mapping.

Tremaine's 1860 map of the County of York shows the Study Area along the Hamilton and Toronto Railway. Mimico Station is shown on the line located west of the Study Area. What is now Park Lawn Road and Lake Shore Boulevard are shown in their historical alignments. The surrounding area to the north and east is predominantly a residential lakefront landscape, subdivided into smaller plots. The map shows a dense survey of lots located west and southwest of the Study Area. There are no structures indicated in proximity to the Study Area in 1860. The 1877 illustrated atlas identifies the rail line as the Great Western Railway. The lands surrounding the Study Area remain largely unchanged. One structure is shown north of the northeast end of the Study Area, east of Park Lawn Road.

The 1890 and 1924 Goad Fire Insurance Atlas (Goad, 1890, 1924), the 1947, 1950, 1965, and 1973 aerial photography (City of Toronto Archives, n.d., p. 1947 21, 1950 21, 1965 40, 1973 35; Hunting Survey Corporation Limited, 1954), and the 1985 National Topographic System (Department of Energy,

Mines and Resources, 1985) were examined to determine the extent and nature of development and land uses within the Study Area (Figures 4-10).

The 1890 and 1924 maps indicate a small amount of growth within the village of Mimico, and illustrate “Salisbury Ave.” which is now Park Lawn Road. Residential lots are shown west of the creek. The railway is shown crossing the river in it’s present alignment, with “Grove Station” shown on the south side of the road crossing.

The aerial photography illustrates the Gardiner Expressway had been built by 1947. In 1973 the railway corridor is shown to be diverted north of its present alignment and part of the Study Area was subject to topsoil stripping and earth moving activities. Development can be seen south of the corridor by 1947, with construction of the Christie factory shown in 1950, and a structure on the west side of Park Lawn Road within the Study Area. Mimico Creek remains within its historical alignment.

In 1985, the topographic map show substantial development around the Study Area.

3.2 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the Study Area, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and current land use and field conditions. Three sources of information were consulted to provide information about previous archaeological research: the site record forms for registered sites available online from the MHSTCI through “Ontario’s Past Portal”; published and unpublished documentary sources; and the files of ASI.

3.2.1 Current Land Use and Field Conditions

A review of available Google satellite imagery shows that the property on the west side of Mimico Creek was under construction for condominiums between 2002 and 2012. The property west of Park Lawn Road south of the railway is shown to have been redeveloped in 2009. The northeast side of the railway is shown to have remained relatively unchanged as an access road and temporary work area since 2002. The imagery shows that the property at 2150 Lake Shore Boulevard contained the former Christie Factory from 2002 until it was demolished in 2017.

The Study Area follows the existing Lakeshore West corridor from the Gardiner Expressway overpass to Mimico Creek. The west half of the Study Area consists of residential condominiums north and south of the rail corridor, steeply sloping creek banks on the west of the creek, and a treed parkland to

the east. East of Park Lawn Road consists of scrubland, billboard towers and the open construction lands at 2150 Lake Shore Boulevard.

3.2.2 Geography

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

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

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

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

The Study Area is located within the bevelled till plains of the Iroquois Plain Region of southern Ontario (Chapman & Putnam, 1984). The Iroquois Plain is a lowland region bordering Lake Ontario. This region is characteristically flat, and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends

from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 km (Chapman & Putnam, 1984). The old shorelines of Lake Iroquois include cliffs, bars, beaches and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman & Putnam, 1984).

Figure 7 depicts surficial geology for the Study Area. The surficial geology mapping demonstrates that the Study Area is underlain by coarse-textured glaciolacustrine deposits of sand, gravel, minor silt, and clay Foreshore and basinal deposits, undifferentiated older tills which may include stratified deposits, fine-textured glaciolacustrine deposits of silt and clay, minor sand and gravel interbedded silt and clay and gritty pebbly flow till and rainout deposits, and modern alluvial deposits of clay, silt, sand, gravel, and possibly organic remains (Ontario Geological Survey, 2010). Natural soils in the Study Area could not be identified due to the extent of urban expansion within the City of Toronto (Hoffman & Richards, 1955).

The Study Area, located in the Mimico Creek Watershed, is crossed by Mimico Creek. The Mimico Creek watershed consists of 90 percent urban area and 10 percent natural cover. Over 30 percent of landmass in the watershed is for industrial land-use, and over 60 percent of the watershed is artificially channelized (TRCA, 2020).

3.2.3 Previous Archaeological Research

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

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

Table 2: List of previously registered sites within one kilometre of the Study Area

Borden #	Site Name	Cultural Affiliation	Site Type	Researcher
AjGu-11	Treatment Plant	Post-Contact Mississauga	Village	Boyle 1885
AjGu-52	None	Pre-Contact	Findspot	TRCA 2007
AjGu-53	None	Pre-Contact	Unknown	TRCA 2007

According to the background research, five previous archaeological assessments (AA) detail fieldwork within 50 m of the Study Area (Figure 12: areas highlighted in red).

- AECOM (2018) conducted a Stage 1 AA (P123-0320-2016) for the Park Lawn / Lake Shore Boulevard West Transportation Master Plan, between Legion Road North and the Gardiner Expressway. The background research and field review determined much of the lands within the current Study Area to be disturbed by commercial and residential development as well as road and highway construction. Some portions were identified to retain archaeological potential. Please note that ASI's 2020 property inspection and background review of historical aerial photographs re-analysed these areas and determined that – contradictory to the AECOM Stage 1 results – these lands were previously assessed as having no potential or were determined to have been disturbed where they overlapped with the current Study Area (see Plates 3-5, Figure 12). No further work is recommended in these areas.
- ASI (2013) conducted a Stage 1-2 AA (P383-0108-2013, P383-0128-2013) of 2150 Lake Shore Boulevard in the City of Toronto, including part of the current Study Area. The Stage 1 field review determined that although significant portions of the subject property had been impacted during the development of the Mr. Christie factory in the 1940s and 1950s, it was unable to determine if the land alteration was limited to the building footprints, buried utility pathways and graded an paved driveways and parking lots which extent throughout the property. The results of the Stage 2 field assessment indicate that the entire property had been thoroughly disturbed, most likely during the quarrying, grading and subsequent development of the Christie factory in the mid-twentieth century. It was recommended that no further archaeological assessment of the property be required.

- ASI (2017) conducted a Stage 1 AA (P057-0834-2016) of the GO Rail Network Electrification TPAP in the City of Toronto, including part of the current Study Area. Field inspection determined that previous railway construction had severely disturbed the area, and no further archaeological assessment was recommended.
- ASI (2021) conducted a Stage 1 AA (P383-0185-2019) as part of the Metrolinx OnCorr Due Diligence Project. The OnCorr Project area includes sections of each of the Metrolinx rail corridors that are to be included in the OnCorr Private-Public Partnership package for construction and maintenance of the OnCorr Project by ProjectCo. for 35 years. The scope of this Stage 1 was the OnCorr Non-Priority Works for the existing Lakeshore West Rail Corridor footprint, plus a 25 m buffer on either side from the centerline of the rail corridor, including the current Study Area. A property inspection and background research identified that those parts of the corridor which had not been previously assessed were disturbed. No further archaeological assessment was recommended.
- Toronto and Region Conservation Authority (TRCA, 2017) conducted a Stage 1-2 AA (P1016-0131-2017) for the Oakville Bank Stabilization, in the City of Toronto. A judgemental test pit survey was conducted which did not locate cultural resources. No further archaeological assessment was recommended.

4. Field Methods: Property Inspection

A Stage 1 property inspection must adhere to the S & G, Section 1.2, Standards 1-6, which are discussed below. The entire property and its periphery must be inspected. The inspection may be either systematic or random. Coverage must be sufficient to identify the presence or absence of any features of archaeological potential. The inspection must be conducted when weather conditions permit good visibility of land features. Natural landforms and watercourses are to be confirmed if previously identified. Additional features such as elevated topography, relic water channels, glacial shorelines, well-drained soils within heavy soils and slightly elevated areas within low and wet areas should be identified and documented, if present.

Features affecting assessment strategies should be identified and documented such as woodlots, bogs or other permanently wet areas, areas of steeper grade than indicated on topographic mapping, areas of overgrown vegetation, areas of heavy soil, and recent land disturbance such as grading, fill deposits and vegetation clearing. The inspection should also identify and document structures and built features that will affect assessment strategies, such as

heritage structures or landscapes, cairns, monuments or plaques, and cemeteries.

The Stage 1 archaeological assessment property inspection was conducted under the field direction of Martin Cooper (P380) of ASI, on May 18, 2020, in order to gain first-hand knowledge of the geography, topography, and current conditions and to evaluate and map archaeological potential of the Study Area. It was a systematic visual inspection only and did not include excavation or collection of archaeological resources. Only those lands not subject to previous assessment were assessed, including the north side of the railway corridor east and west of Park Lawn Road, as well as the south side of the railway corridor west of the condominium tower. Fieldwork was conducted when weather conditions were clear and permitted good visibility (overcast with seasonal temperatures), per S & G Section 1.2., Standard 2. Field observations are compiled onto the existing conditions of the Study Area in Section 6 (Figure 12) and associated photographic plates are presented in Section 10 (Plates 1-5).

5. Analysis and Conclusions

The historical and archaeological contexts have been analyzed to help determine the archaeological potential of the Study Area. Results of the analysis of the Study Area property inspection and background research are presented in Section 5.1.

5.1 Analysis of Archaeological Potential

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

- Previously identified archaeological sites (AjGu-11);
- Water sources: primary, secondary, or past water source (Mimico Creek, Lake Ontario);
- Early historic transportation routes (Park Lawn Road, railways); and
- Proximity to early settlements (Mimico)

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

The *Master Plan of Archaeological Resources of the City of Toronto (Interim Report)* (ASI et al., 2007) indicates that part of the Study Area exhibits archaeological potential.

These criteria are indicative of potential for the identification of Indigenous and Euro-Canadian archaeological resources, depending on soil conditions and the degree to which soils have been subject to deep disturbance.

The property inspection only assessed lands not previously subject to archaeological assessments within the Study Area predominantly from publicly accessible access points. The Study Area follows the existing Lakeshore West corridor from the Gardiner Expressway overpass to Mimico Creek. The west half of the Study Area consists of residential condominiums north and south of the rail corridor, steeply sloping creek banks on the west of the creek, and a treed parkland to the east. East of Park Lawn Road consists of scrubland, billboard towers and the open construction lands at 2150 Lake Shore Boulevard.

In combination with the background research and topographic mapping (ESRI et al 2020), lands on the east creek bank south of the railway corridor were determined to be sloped in excess of 20 degrees, and according to the S & G Section 2.1 do not retain archaeological potential (Plates 1-3; Figure 12: areas highlighted in pink).

The remainder of the Study Area has been subjected to deep soil disturbance events from the construction of the existing road right-of-ways (ROWs) of Park Lawn Road and the Gardiner Expressway, as well as the railway crossing over Park Lawn Road and Mimico Creek, involving the channelization of the creek. According to the S & G Section 1.3.2 do not retain archaeological potential (Plates 1-5; Figure 9; Figure 12: areas highlighted in yellow). These areas do not require further survey.

5.2 Conclusions

The Stage 1 background study determined that one previously registered archaeological site is located within one kilometre of the Study Area and is not within 50 metres. The property inspection of the proposed footprint determined that areas which had not been previously assessed do not retain archaeological potential and do not require further survey.

6. Recommendations

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

1. The Study Area does not retain archaeological potential on account of deep and extensive land disturbance, slopes in excess of 20 degrees, or having been previously assessed (Figure 12). These lands do not require further archaeological assessment; and,
2. Should the proposed work extend beyond the current Study Area, further Stage 1 archaeological assessment should be conducted to determine the archaeological potential of the surrounding lands.

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

7. Advice on Compliance with Legislation

ASI also advises compliance with the following legislation:

- This report is submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, RSO 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 field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries, a letter will be issued by the ministry stating that there are no further concerns with 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 field work on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public

Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.
- *The Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

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9. Figures

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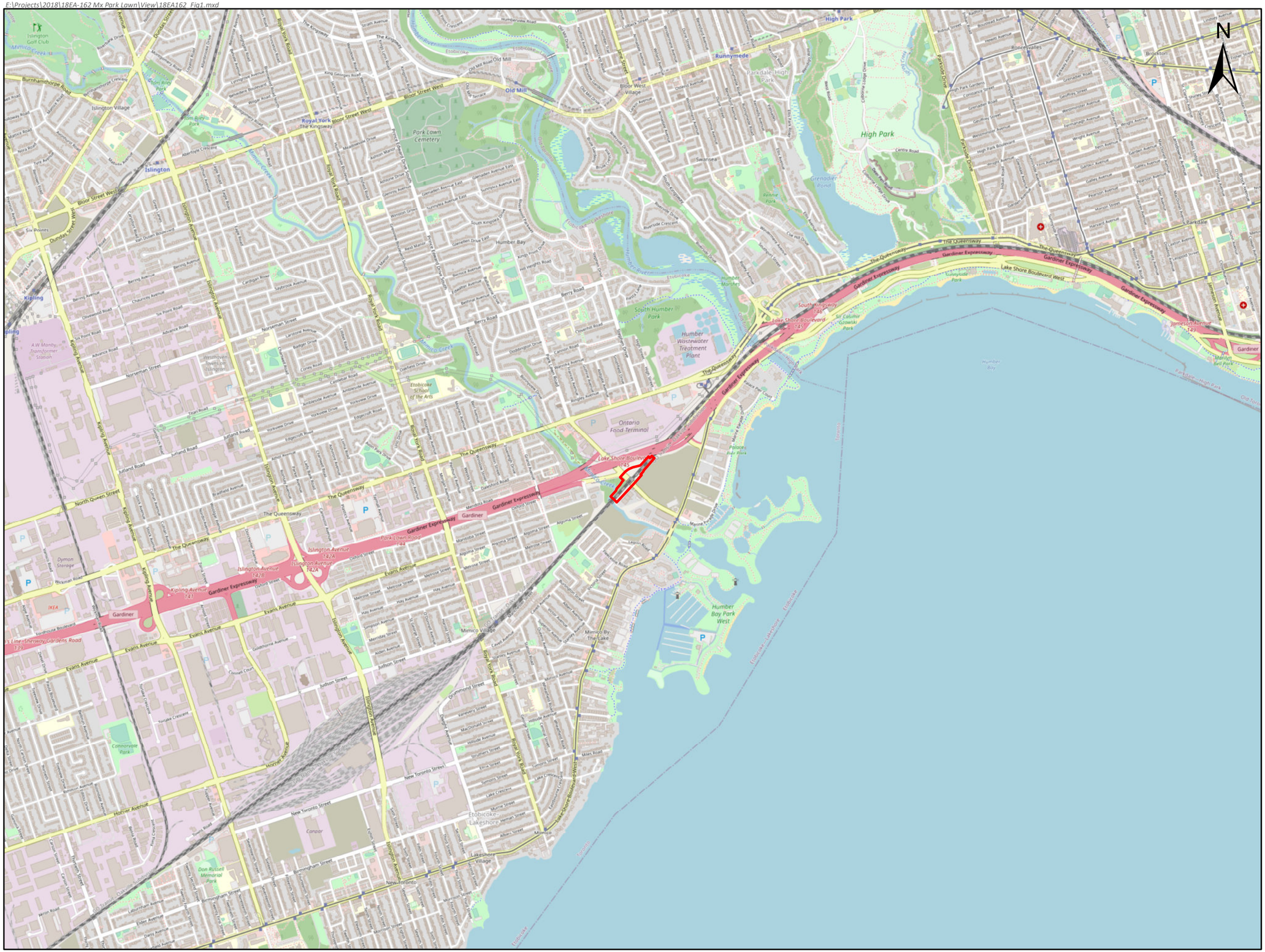

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DATE: 6/29/2020

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Providing Archaeological & Cultural Heritage Services
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Figure 1: Park Lawn GO Station Study Area

Figure 2: Study Area (Approximate Location) Overlaid on the 1860 Tremaine's Map of the County of York

Figure 3: Study Area (Approximate Location) Overlaid on the 1878 Illustrated Historical Atlas of the County of York

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STUDY AREA

Fig. 2: Tremaine's Map of the County of York. 1860; Fig. 3: Illustrated Historical Atlas of the County of York. 1878.

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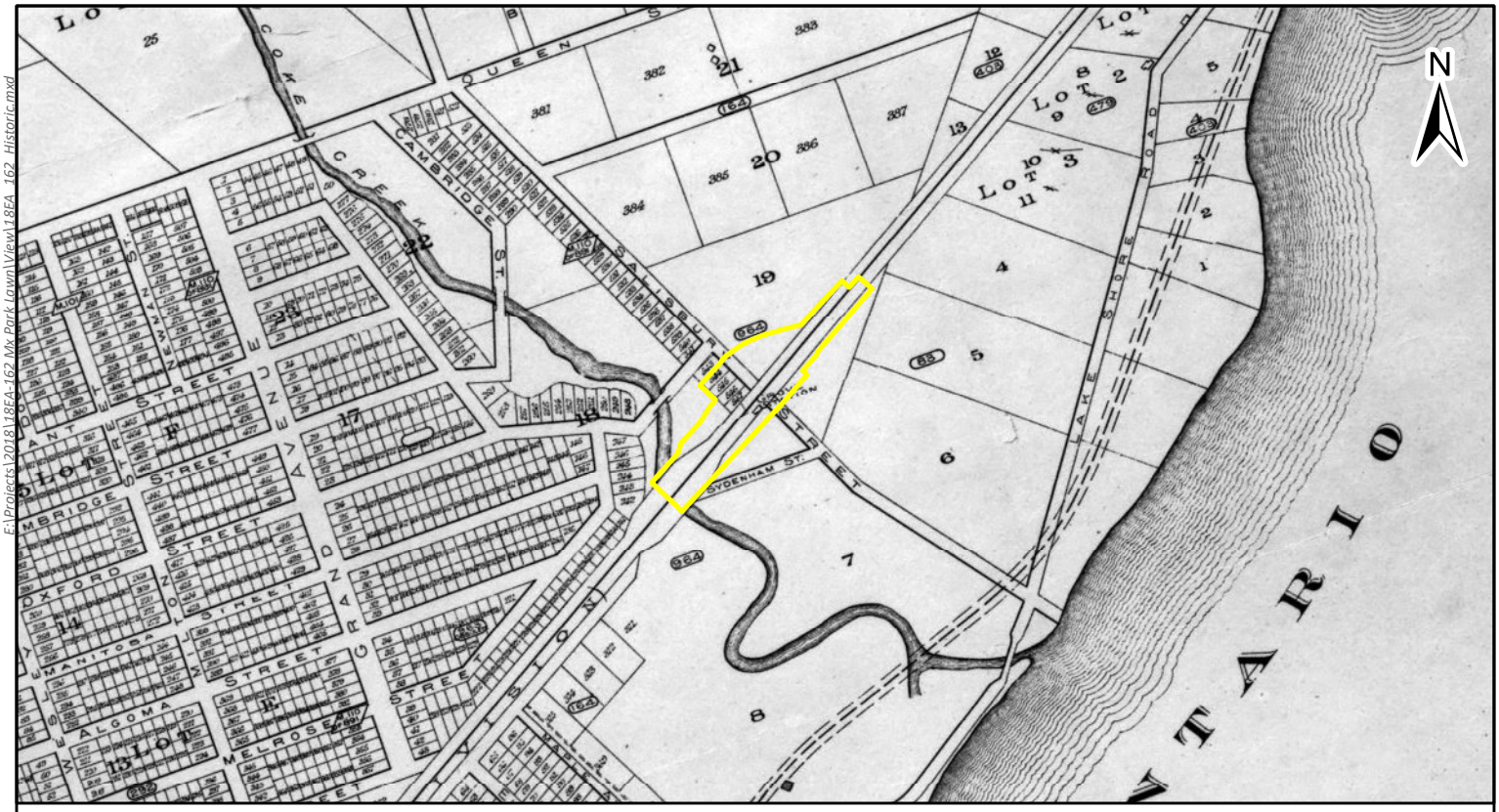

Figure 4: Study Area (Approximate Location) Overlaid on the 1890 Map of Mimico

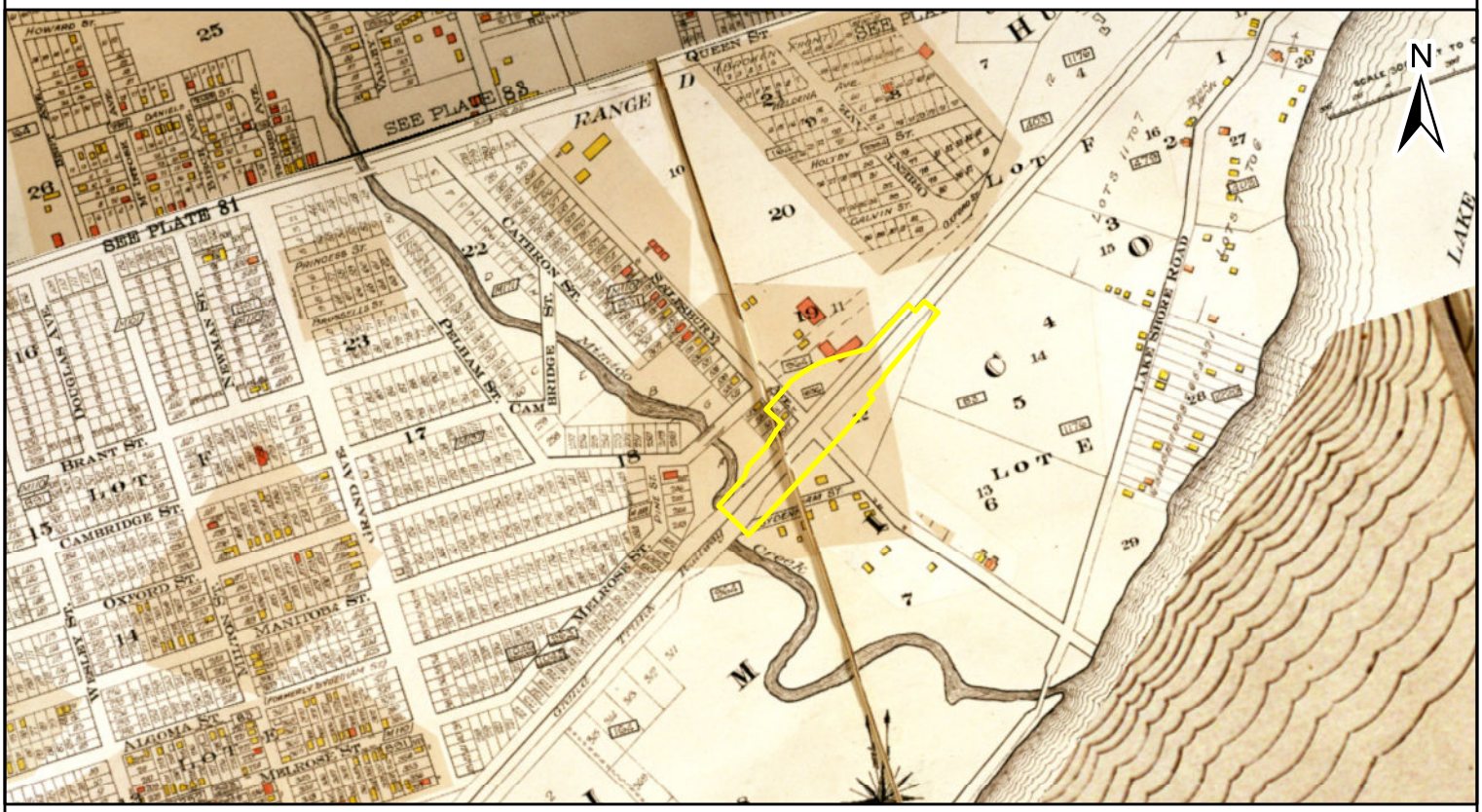

Figure 5: Study Area (Approximate Location) Overlaid on the 1924 Goad Fire Insurance Atlas

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1890 Mimico Map
1924 Goads Fire Insurance Plan

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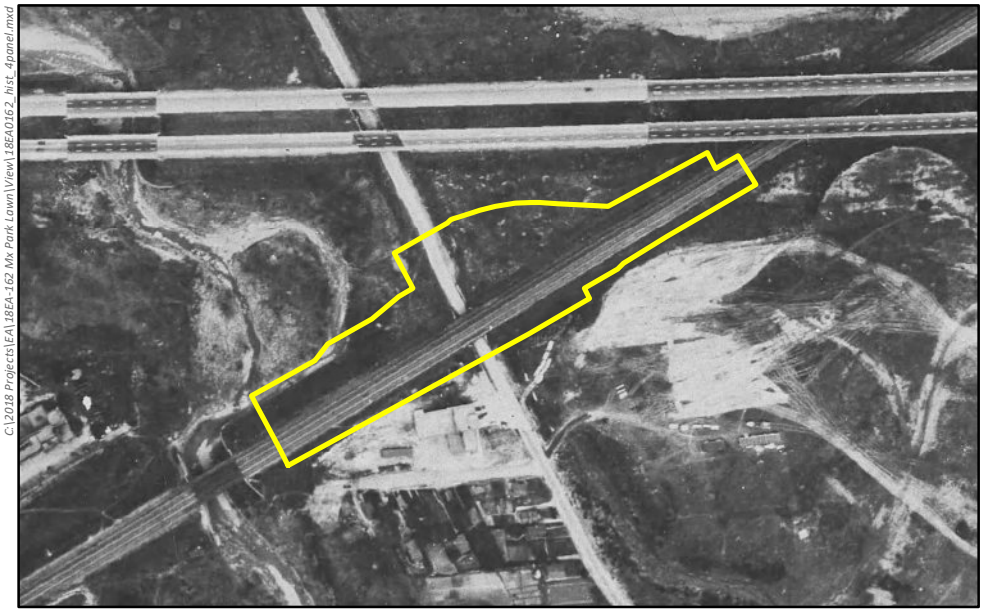

Figure 6: Study Area (Approximate Location) Overlaid on the 1947 Aerial Photograph of Etobicoke

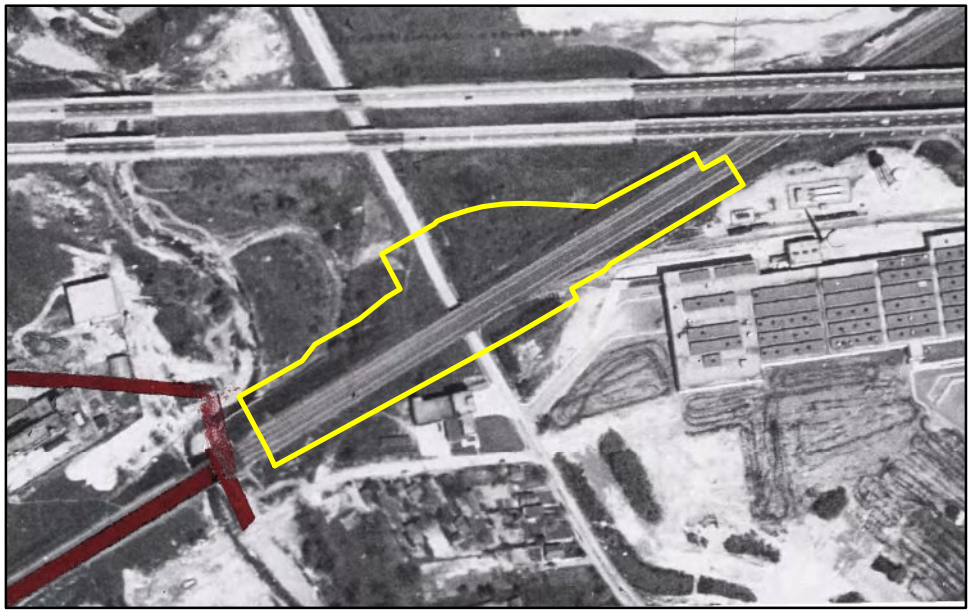

Figure 7: Study Area (Approximate Location) Overlaid on the 1950 Aerial Photograph of Etobicoke

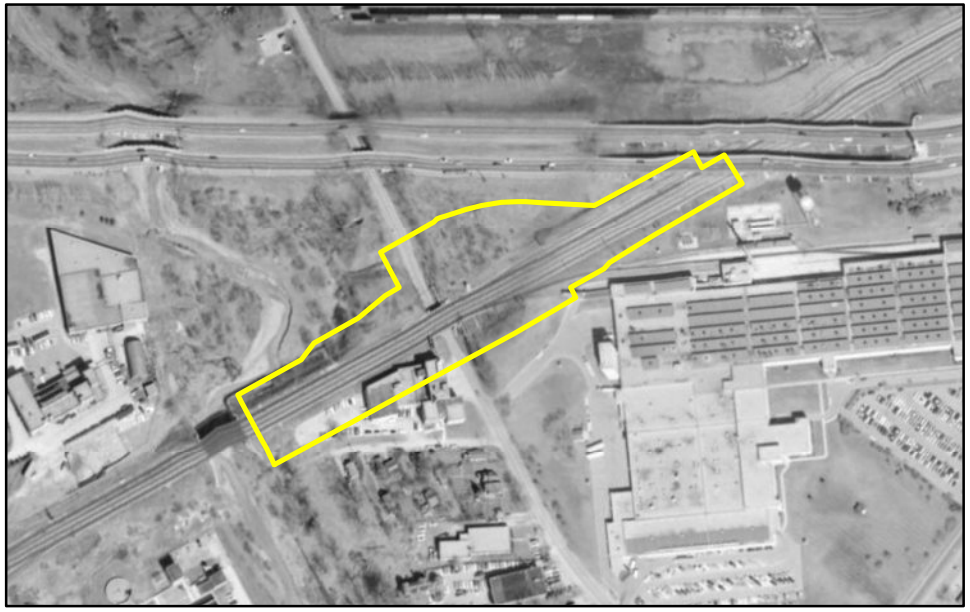

Figure 8: Study Area (Approximate Location) Overlaid on the 1965 Aerial Photograph of Etobicoke

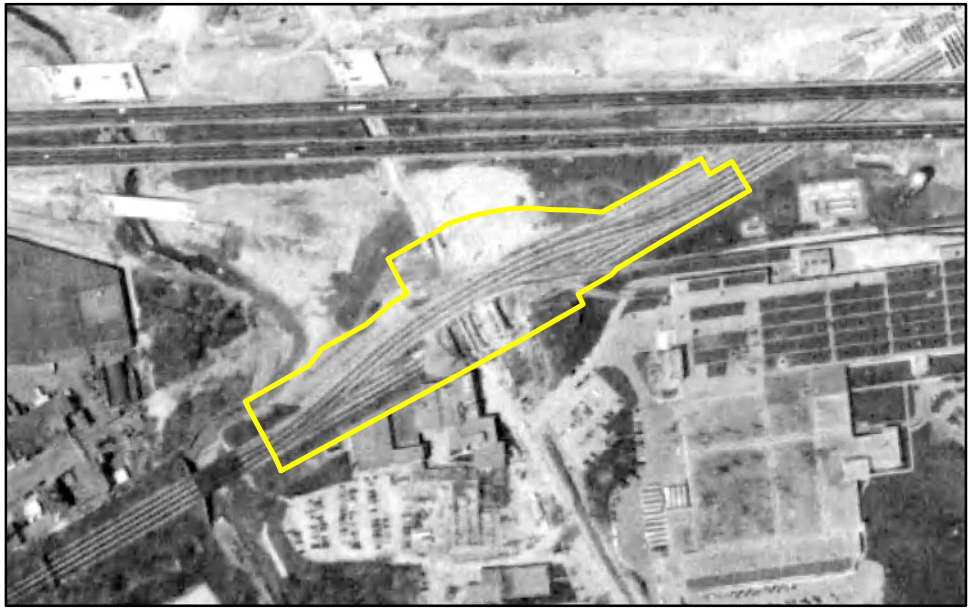

Figure 9: Study Area (Approximate Location) Overlaid on the 1973 Aerial Photograph of Etobicoke

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Sources:
Aerial Photography 1947-1971
City of Toronto Archive

Projection: NAD 1983 CSRS MTM 10

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Figure 10: Study Area (Approximate Location) Overlaid on the 1985 NTS Toronto Sheet

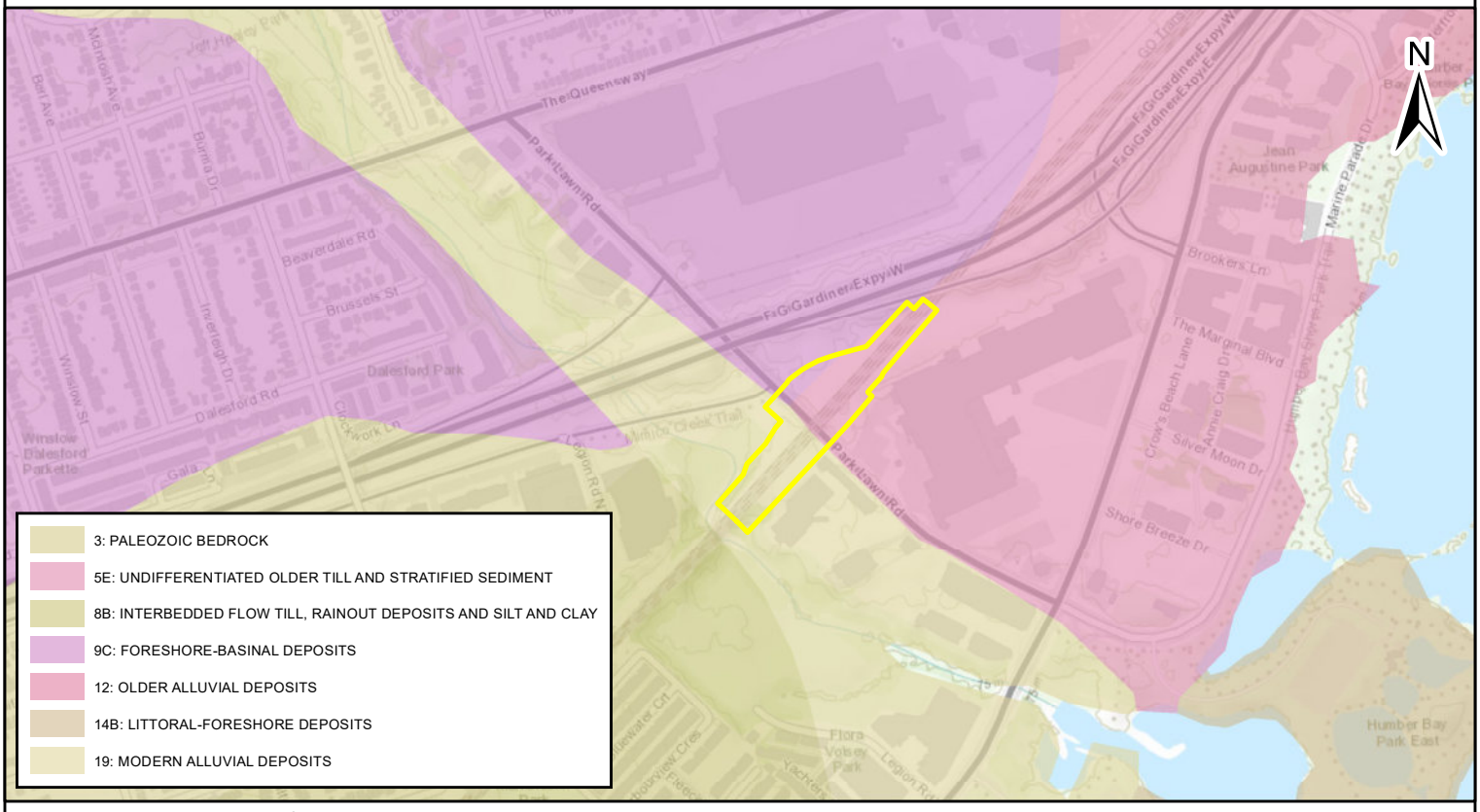

Figure 11: Study Area - Surficial Geology

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STUDY AREA

Fig. 6: National Topographic System, Toronto Sheet. 1998; Fig. 5: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance

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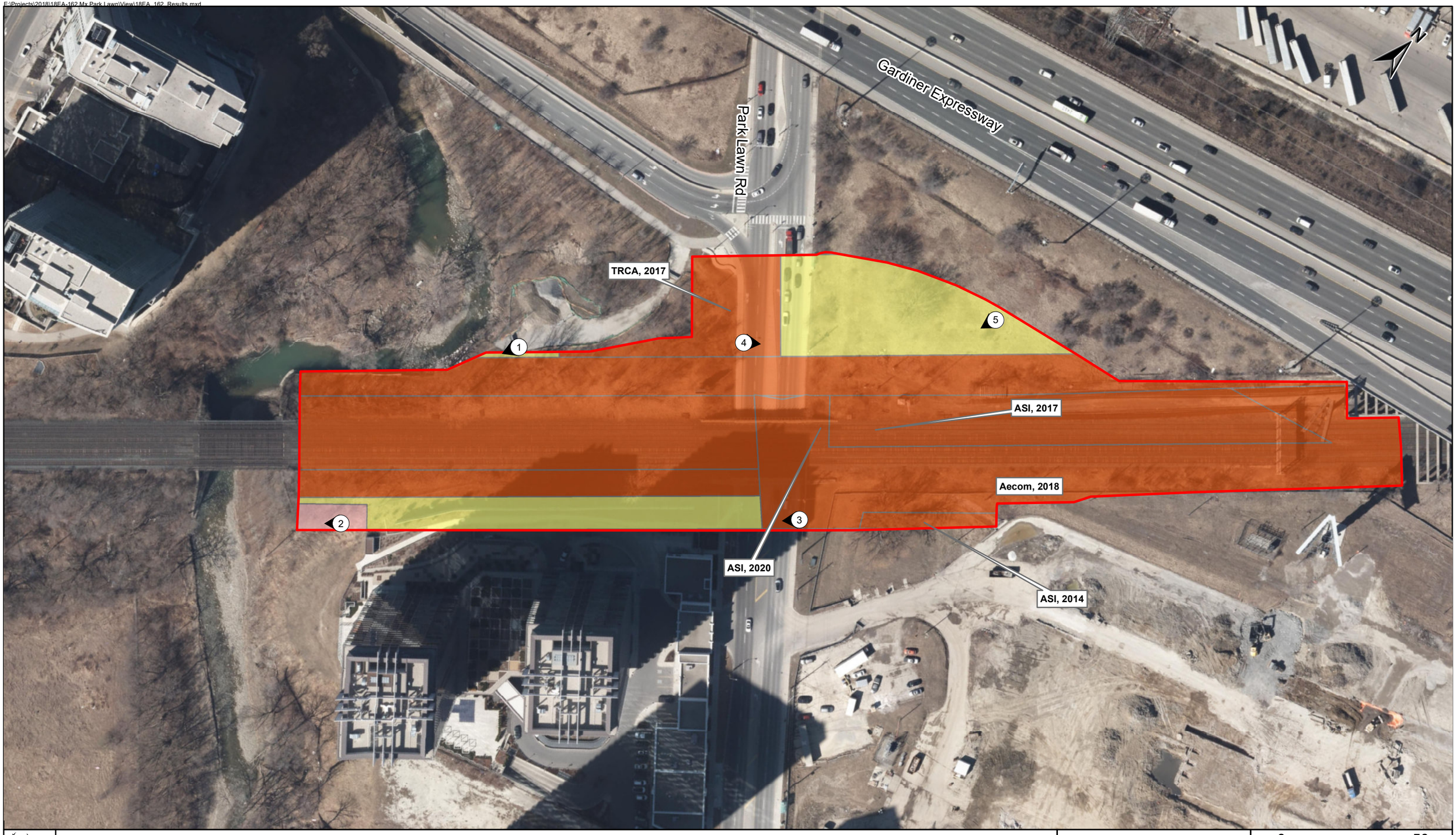

STUDY AREA
PHOTO LOCATIONS
DISTURBED - NO POTENTIAL
SLOPE - NO POTENTIAL
PREVIOUSLY ASSESSED

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

Projection: NAD 1983 CSRS MTM 10
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DATE: 6/30/2020
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Figure 12: Results of the Stage 1

10. Images

Plate 1: North side of the railway corridor showing Mimico Creek channelization and artificial berm; area is disturbed, no potential

Plate 2: South side of the railway corridor at the top of east creek bank of Mimico Creek; area is sloped, no potential

Plate 3: Condominium development and pathway west of Park Lawn Road and retaining wall adjacent to railway corridor; area is disturbed, no potential

Plate 4: Park Lawn Road towards lands between the Gardiner Expressway and rail ROWs; area is disturbed, no potential

Plate 5: Lands between the Gardiner Expressway and rail ROWs historically disturbed, no potential (see Figure 9)

Ministry of Heritage, Sport, Tourism, and Culture Industries

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Ontario

Nov 1, 2021

Martin Cooper (P380)
ASI Archaeological and Cultural Heritage Services
450 Talbot London ON N6A 5J6

RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "First Capital Park Lawn GO Station Stage 1 Archaeology Assessment Lots 7, 8, 18 and 19, Southern Division Fronting the Humber (Former Township of Etobicoke, County of York) City of Toronto, Ontario", Dated Oct 14, 2021, Filed with MHSTCI Toronto Office on N/A, MHSTCI Project Information Form Number P380-0066-2020, MHSTCI File Number 0012260

Dear Mr. Cooper:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18, has been entered into the Ontario Public Register of Archaeological Reports without technical review.[1]

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to Archaeology@Ontario.ca

cc. Archaeology Licensing Officer
Mark Armstrong,Hatch Corporation
Katie Bright,Metrolinx

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