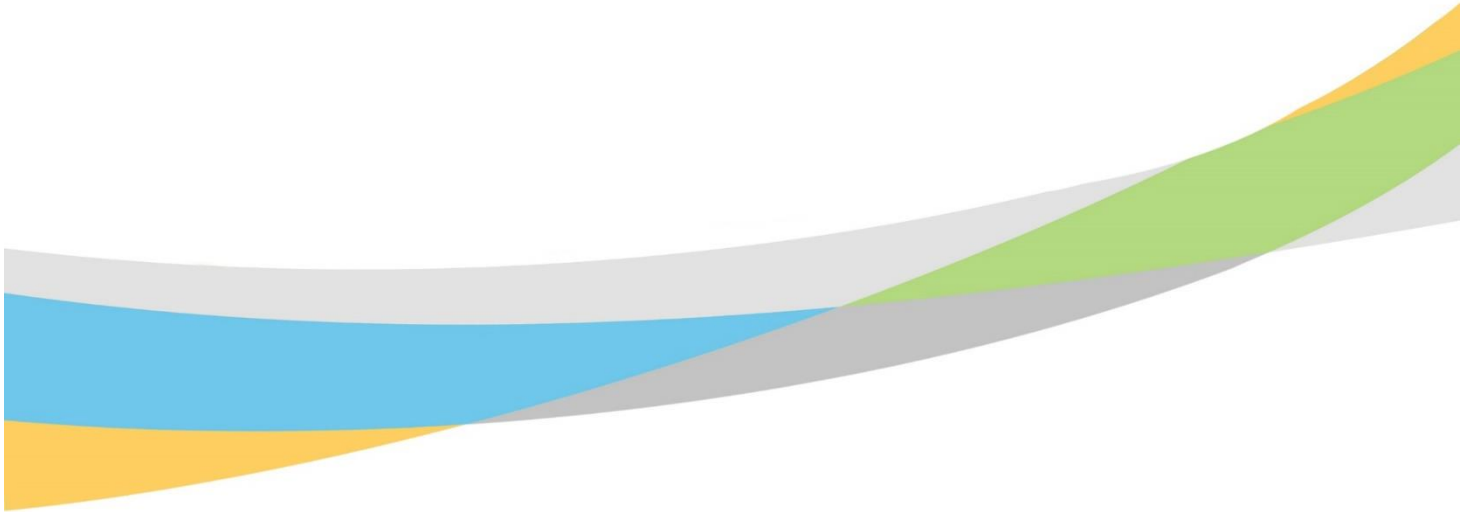


Appendix I Stage 1 Archaeological Assessment





Toronto and Region
Conservation
Authority

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

Rockcliffe Riverine Flood Mitigation Project – Municipal Class EA

ORIGINAL REPORT
October 31, 2022
HR21-02 | PIF P303-0618-2021
Licensee: **Alistair Jolly (P303)**

Lots 36 to 40, Concession III From the Bay, and
Lots 6 to 9, Concession III On the Humber,
Geographic Township of York, Historic York County
in the City of Toronto

Executive Summary

Toronto and Region Conservation Authority (TRCA) and the City of Toronto are commencing a Municipal Class Environmental Assessment (Class EA) in accordance with the requirements for Schedule C projects, to determine a preferred riverine flood mitigation strategy for the Rockcliffe-Smythe area (herein referred to as the Rockcliffe-Smythe EA study area). TRCA Archaeology was retained by TRCA and the City of Toronto to conduct a Stage 1 archaeological assessment in support of the Municipal Class EA study under the Environmental Assessment Act. The Rockcliffe-Smythe EA study area is situated within Lots 36 to 40, Concession III From the Bay (FTB) and Lots 6 to 9, Concession III On the Humber (OTH) in the Geographical Township of York, historic York County in the City of Toronto.

Permission for this assessment was granted to TRCA Archaeology by TRCA and the City of Toronto. A detailed review of historical land use, geographic and cultural features, with careful consideration of available aerial photography, has demonstrated that the Potential Area of Disturbance has potential for buried cultural resources. A property inspection was completed to confirm areas of archaeological potential and aid in the planning of future Stage 2 archaeological assessment strategies.

It is recommended that:

- A Stage 2 archaeological assessment is required in all areas identified as holding potential prior to any ground disturbing activities within the boundaries of the Potential Area of Disturbance. Areas determined to hold potential must be subject to test pit survey at five-metre intervals prior to any ground disturbing activities, in accordance with the 2011 Standards and Guidelines.
- Areas that have been previously subjected to a Stage 2 archaeological assessment within the Potential Area of Disturbance require no further archaeological assessment.
- Portions of the Potential Area of Disturbance identified as holding no potential due to deep and extensive disturbances (e.g. grading below topsoil, quarrying, building footprints, or sewage and infrastructure development) do not require further archaeological assessment.
- Portions of the Potential Area of Disturbance classified as having low or no archaeological potential due to physiographic features (e.g., permanently wet areas, steep slope) do not require further archaeological assessment.
- Future areas determined for construction outside of the Potential Area of Disturbance such as staging areas, temporary access roads, etc., must also be subject to a Stage 1 archaeological assessment, and if recommended, a Stage 2 archaeological assessment.

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Project Personnel

Project Direction:

Alistair Jolly (P303)

Field Direction:

Alvina Tam (P1016)

Report Preparation:

Alvina Tam

Archival Research:

Loren Scott (R1094)

Graphics:

Kathryn Brown

Edited By:

Alistair Jolly

1.0 Project Context

1.1 Objective

The objectives of a Stage 1 Archaeological Assessment, as outlined by the *2011 Standards and Guidelines for Consultant Archaeologists* (2011 Standards and Guidelines) published by the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) (2011), are as follows:

- To provide information about the property's geography, history, previous archaeological fieldwork and current land condition;
- To evaluate in detail the property's archaeological potential, which will support recommendations for Stage 2 survey for all parts of the property; and
- To recommend appropriate strategies for Stage 2 survey.

1.2 Development Context

TRCA and the City of Toronto are commencing a Municipal Class Environmental Assessment (Class EA) in accordance with the requirements for Schedule C projects, to determine a preferred riverine flood mitigation strategy for the Rockcliffe-Smythe area (herein referred to as the Rockcliffe-Smythe EA study area). TRCA Archaeology was retained by TRCA and the City of Toronto to conduct a Stage 1 archaeological assessment in support of the Municipal Class EA study under the Environmental Assessment Act. The Rockcliffe-Smythe EA study area is situated within Lots 36 to 40, Concession III From the Bay (FTB) and Lots 6 to 9, Concession III On the Humber (OTH) in the Geographical Township of York, historic York County in the City of Toronto (**Maps 1 and 2**).

A *Broad Study Area* (marked in green) demarcates the general Rockcliffe-Smythe EA study area; however, the focus of this desktop background study will concentrate on the *Scoped Study Area* (marked in yellow). Specific Stage 2 archaeological assessment recommendations will be provided for the *Potential Area of Disturbance* (marked in red) (**Map 2**). The *Potential Area of Disturbance* was provided by the EA Study Team and represents the maximum area that is anticipated to potentially be disturbed during construction activities for the preferred alternative solution (Phase 2 of the MCEA process) including from excavation, staging areas, temporary construction access, etc. The actual area of disturbance will be refined during subsequent design stages and will be confirmed prior to undertaking a Stage 2 archaeological assessment.

Permission-to-enter was granted by TRCA for property inspection of the Potential Area of Disturbance, with the exception of private residential and commercial properties and the Lambton Golf and Country Club. Areas requiring further Stage 2 archaeological assessment will be determined based on the results of the Stage 1 archaeological assessment documented herein.

1.3 Traditional Territories and Treaties

TRCA's jurisdiction encompasses the overlapping Traditional territories and Treaty areas relating to the Anishinaabe, Haudenosaunee, Huron-Wendat, and Métis nations. TRCA lands contain hundreds of known ancestral archaeological sites, as well as the high potential to discover more.

The treaty making process began during the 1700s in Ontario and continued through to the twentieth century. The treaties most relevant to the Greater Toronto Area (GTA) include the Treaties of 1701, the Toronto

Purchase (1805), the Head of the Lake Treaty (1806), the Ajetance Treaty (1818), and the Williams Treaties (1923), which are briefly discussed below.

During the late seventeenth century, Britain and France were locked in a struggle to establish trade dominance in the Great Lakes Region. The French had allied with the Huron-Wendat and Anishinaabe, while the British were aided by the Haudenosaunee or Five Nations Iroquois (Mohawk, Oneida, Onondaga, Cayuga and Seneca Nations). Both the Huron and Iroquois claimed the lands north of Lake Ontario as part of their traditional hunting territory.

The 1701 Albany deed, also known as the Nanfan Treaty of 1701, between the Five Nations Iroquois and the British Crown identified beaver hunting grounds in the environs of Lakes Ontario, Erie, Huron and Michigan and included southwestern Ontario. The map accompanying the ceded area was made by Samuel Clowes, protracted by John Nanfan who was the Lieutenant Governor of New York at the time. Clowes Map of 1701 is currently accepted by the courts as the geographic extent of the Nanfan Treaty. However, the Iroquois had been pushed out of these territories before the end of the seventeenth century, and a large portion of the beaver hunting grounds described in the deed were also claimed and in use by the French and their First Nation allies, the Huron-Wendat and Anishinaabe Nations, at the time of this surrender.

Following the Seven Years' War, Britain became the dominant colonial power in North America. By the late eighteenth century, it was the Anishinaabeg Mississauga who resided along the north shore of Lake Ontario and in the Trent River valley, and the Chippewas resided around Lake Simcoe, the Bruce Peninsula, and the Thames River valley. The Five Nations Iroquois at the time were not residing within the region. A number of land surrenders (the Upper Canada Land Surrenders of 1763-1830) occurred between the Crown and the Chippewas, the Mississauga, and the now Six Nations of the Iroquois Confederacy, that potentially affect lands within the GTA.

The Johnson-Butler Purchase was arranged in 1787 with the Mississauga and involved the surrender of a large tract of land along the north shore of Lake Ontario between the Trent River to the east and the Etobicoke River to the west, north to Lake Simcoe. However, due to irregularities in the document, particularly the lack of a detailed description of the land surrendered, the Crown determined the treaty to be invalid but did not rectify the issue until 1805, where the land was formally purchased from the Mississauga under the Toronto Purchase in 1805. Under the new agreement, the Mississauga reserved exclusive fishing rights on Etobicoke Creek. A day after, the Crown sought to purchase the lands immediately west of the Toronto Purchase Treaty (Treaty 13). In return for the lands, the Mississaugas received £1000 and the sole right to fish at the Credit River, as well as a one-mile strip of land on each of its banks. These terms were signed in 1806 under the Head of Lake Treaty (Treaty 14).

Following the Chippewas cession of land to the Crown in 1818 under the Lake Simcoe-Nottawasaga Treaty, the Crown wished to purchase adjacent lands from the Mississauga. This area includes part of the present-day cities of Mississauga, Brampton, and Caledon. The Ajetance Treaty (Treaty 19) was negotiated in 1818, where 648,000 acres of lands were exchanged for an annual amount of goods.

The Williams Treaties negotiated the surrender of a large tract of land in central and southern Ontario, which involved the Rama, Beausoleil, Georgina Island, Scugog Island, Alderville, Hiawatha, and Curve Lake First Nations and the Crown in 1923. These treaties were to account for the absence of documentation tied to the

Gunshot Treaty of 1788, the northern boundary of which was to be established as far back as one could hear a gun shot from Lake Ontario.

Differing interpretations of these historic treaties have been the subject of several land claims brought to federal and provincial courts over Aboriginal rights, rights to land, and traditional uses of that land. Descendants of Indigenous peoples who occupied Ontario prior to European settlement are actively involved in consultations with the provincial and federal governments relating to ancestral sites (particularly burial grounds and other sacred spaces) and proposed projects that have the potential to impact ancestral territories and Indigenous rights under the Canadian constitution. These descendant communities reside on reserve lands and in urban areas throughout Ontario, in the Province of Quebec, and in the States of Kansas and New York.

TRCA has formulated Engagement Guidelines to provide guidance on stewardship and management decisions within the archaeological assessment process and other TRCA land management processes. These guidelines outline our commitment to growing our relationships with Anishinaabe, Huron-Wendat, Haudenosaunee and Métis communities, whether that be relatively informal partnerships in various initiatives or in formal engagement for large-scale projects.

We acknowledge that the archaeological assessment reported here was undertaken within Traditional Territories and Treaty Lands, in particular those of the Mississaugas of the Credit First Nation, Huron-Wendat, the Anishinaabeg of the Williams Treaty First Nations, and the Haudenosaunee. As stewards of land and water resources within the greater Toronto region TRCA appreciates and respects the history and diversity of the land, recognizes our shared values and interests, and is grateful to have the opportunity to work in this territory.

2.0 Background Study

Following the 2011 Standards and Guidelines, TRCA Archaeology conducted a background study to provide detailed documentary research of the property's archaeological and land use history and present condition. This background study includes the following research information and sources:

- The most current list of archaeological sites from the Ontario Archaeological Sites Database (OASD) and TRCA records for the presence of sites in and within one-kilometre of the Scoped Study Area;
- Previous archaeological field work within a radius of 50 metres around the Scoped Study Area;
- Historical settlement maps and atlases;
- Known archaeological management plans or other archaeological potential mapping;
- Aerial photography (both recent and historical);
- Title deeds and other land registry documents;
- Historical land use and ownership records including assessment rolls, census records and commercial directories;
- Organizations with oral or written information about the land use of the Scoped Study Area;
- Secondary historical document sources such as local and regional histories and academic research; and,
- Known built heritage resources within 50 metres of the Scoped Study Area.

The background study encompasses the historical and cultural contexts of the people who lived both within and adjacent to the Scoped Study Area boundaries. Historical and archival documents were consulted using available resources through the Ontario Archives, Collections Canada and various internet genealogical resources to provide a detailed synopsis of Euro-Canadian/Settlement period families on these properties. Relevant documents accessed for this study included nineteenth-century surveyor's maps and land abstracts for each property. Secondary sources that document the settlement of York Township, villages, and the surrounding areas were also reviewed.

In addition to archival research, a review of documented nineteenth- and twentieth-century property alterations within the Scoped Study Area provides the means to evaluate the potential for cultural heritage resources and landscapes to remain intact within undisturbed pockets of these properties. Despite the level of archaeological potential evaluated through the modelling process, the potential for encountering intact resources is often mitigated by the degree of modern development and construction activities, largely in urban and near urban settings.

2.1 Local Environmental Context

Prehistoric Environment

Ten thousand years ago, Early Lake Ontario was considerably smaller than the earlier Lake Iroquois. This low water phase began around 11,400 BP when the St. Lawrence River outlet was established. Climatic changes during the Holocene were the result of "interplay of movements of continental cyclonic weather systems, fluctuating Great Lakes levels and associated climatic influences, and site-specific microclimate regimes" (Karrow and Warner 1990:35). Changes in forest composition reflect these climatic changes. During the Early Holocene ameliorating winters and warm, dry summers that were longer and warmer than present resulted in changes in the landscape in southern Ontario from treeless tundra to spruce forest by *ca.* 10,000 BP (Karrow and Warner 1990:33-35).

After 10,000 BP a gradual increase in atmospheric humidity in conjunction with warm summers led to the replacement of spruce forests by jack pine which were dominant between 9,800 and 8,500 BP but were replaced by white pine by 8,000 BP, suggesting a gradual increase in humidity and a continuation of hot summers. These forests would have been similar to, but not directly analogous, with a modern boreal forest as a variety of hardwood and mast trees such as oak were present. In this relatively open boreal forest, subsistence resources were probably woodland caribou and/or elk, moose, beaver, hare and fish (Dibb 2004:126; Lennox 2002:8). Except for a mid-Holocene warm/dry period between 6,000 and 3,000 years ago (Yu and McAndrews 1994:151), after *ca.* 7,500 years ago the southern Ontario climate shifted from deglacial to postglacial (Yu 2003:387) and experienced an essentially modern but slightly drier climate. Mixed coniferous-deciduous forest dominated the region. Subsistence resources at this time likely included a wide variety of aquatic animals, as well as waterfowl attracted to the riverine and marsh environment. Deer, fish, beaver, hare, duck and turtle as well as seasonal plants such as berries, sedges and nut trees were all possible food items established at this time (Ellis *et al.* 1990:111-114; Jamieson 2002:31; Ritchie 1994:34). Sand plains were rich in nut bearing trees such as oak, hickory, chestnut, walnut and beech. The well drained soils in this area were highly suited for growing Native horticultural crops and along with the rich food sources in the environment would have provided an ideal locale for more sedentary agriculturalists that populated southern Ontario after AD 900 (Karrow and Warner 1990:14).

Historical Environment

The Humber River watershed covers 911 square kilometres and measures over 100 kilometres in length. It is comprised of five branches, the Main Branch, West Branch, East Branch, Lower Humber and Black Creek with numerous tributaries branching off from each arm of the Humber River, providing an extensive network of watercourses throughout the watershed. At the time of European arrival to the Toronto area, the Toronto Carrying-Place Trail, a travel and trade route along the Humber River utilized by First Nations, connected the Toronto area north to the Holland River and beyond to the upper lakes.

The multi-branched Toronto Carrying-Place Trail, also referred to as the Humber Portage and the Toronto Passage, was first employed by Étienne Brûlé in the summer of 1615 (Mays 2002:96) and later by Sieur de La Salle in the 1670's. One of these branches generally followed the eastern bank of the Humber River and ran north up to the Holland River and northeast to the Atherly Narrows that connect Lake Simcoe to Lake Couchiching. Originally, the *Wendat* called Lake Simcoe *Ouentironk*, meaning "Beautiful Water." It appeared on a 1680 map as *Lac de Toronto*, after the Iroquoian term for the area. Consequently, the portage was subsequently dubbed the *Passage de Toronto*. The trail was akin to a modern-day highway and was noted on early maps as noted by Lizars (1974:14), "the track there called Portage is distinctly marked and where its terminus is marked by the word *Toiouegon*." It was similar to other paths that cut across northeastern North America. These paths "were worn deep, sometimes a foot, almost always six inches into the earth" (Lizars 1974:13). After Governor Simcoe commissioned the construction of a straight road from Lake Simcoe to Lake Ontario (Yonge Street), the portage was slowly abandoned. The Rockcliffe-Smythe EA study area likely encompassed the estimated location of the Toronto Carrying Place trail.

The Humber River valley lands were known for their steep, picturesque banks overlooking lush forests and fertile soil. These valley lands were filled with a wide variety of trees and fruit-bearing bushes, a diverse collection of wildlife, and a river teeming with many species of fish. As a result, the Humber River Valley was well-known for its hunting and fishing, was a perfect location for agricultural and manufacturing purposes, and

was a preferred camping and picnicking locale. It is no wonder that First Nations, as well as the Europeans who immigrated to Upper Canada, regarded the Humber River Valley as a place of great beauty and natural wealth.

Flooding was not an uncommon occurrence along the Humber River. Large areas of land surrounding the river were prone to seasonal flooding, varying in severity from only a few acres to large swaths of land equaling hundreds of acres. Many mills had to continuously rebuild dams, bridges and mill races to keep in business. The most notable floods were witnessed in 1850, 1878, and in 1954 when Hurricane Hazel hit Toronto and surrounding area.

An examination of historical maps illustrates the Humber River and Black Creek as having many different alignments over time due to these flooding events. While slight errors in alignment are not unusual on nineteenth century maps it is reasonable to expect that the course of the river has changed because of nineteenth century milling activities, storm events and erosion during the past 300 years, and urban development during the last 75 years. **Map 3** illustrates Black Creek's historical stream order between 1860 and modern day, as well as the historical limits of the Iroquoian shoreline. The urbanization of Black Creek and its surroundings are illustrated on aerial photography dating between 1942 and 1954 (**Images 1 to 3**), as well as Goad's Fire Insurance maps from 1913 to 1924 (**Maps 8 and 9**).

2.2 Historical Context

The historical background documents the chronological land use history of the lands within the Scoped Study Area. The following Pre-Contact chronology is constructed from research contained within *The Archaeology of Southern Ontario to AD 1650*, edited by C.J. Ellis and N. Ferris (1990). The Euro-Canadian period is presented from its broadest scale and refined down to individual properties. That is, the discussion reviews the history of York County, York Township, as well as the communities, industries, and relevant structural improvements located within the vicinity of the study area.

Pre-Contact History

Paleo Period – 12,000 to 10,000 BP

Twelve thousand years ago, as the glaciers retreated from southern Ontario, nomadic peoples gradually moved into areas recently vacated by the massive icesheets. These people lived in small family groups, and it is presumed that they hunted caribou and other fauna associated with the cooler environment of this time period. As the glaciers melted at the end of the last ice age, the landscape of southern Ontario was very much like the tundra of the present day eastern sub-arctic. Traditionally, the occupation of southern Ontario during the Paleo Period has been associated with glacial lake shorelines, however recent investigations in the Toronto vicinity indicate that these peoples also exploited interior locations situated inland from the glacial lakes.

Archaic Period – 10,000 to 2,800 BP

As the climate in southern Ontario warmed, Indigenous populations adapted to these new environments and associated fauna. Thus, many new technologies and subsistence strategies were introduced and developed by the Indigenous peoples of this time period. Woodworking implements such as groundstone axes, adzes, and gouges began to appear, as did net-sinkers (for fishing), numerous types of spear points and items made from native copper, which was mined from the Lake Superior region. The presence of native copper on archaeological sites in southern Ontario and adjacent areas suggests that people were involved in long range exchange and interaction. The trade networks established at this time were to persist between Indigenous groups until European contact. To harvest the new riches of the warming climate, the bands residing in

southern Ontario followed an annual cycle, which exploited seasonably available resources in differing geographic locales within watersheds. As the seasons changed, these bands split into smaller groups and moved inland to exploit other resources that were available during the fall and winter such as deer, rabbit, squirrel, and bear, which thrived in the forested margins of these areas.

Initial Woodland Period – 2,800 BP to AD 700

Early in the Initial Woodland period, band size and subsistence activities were generally consistent with the groups of the preceding Intense Diversification Period. Associated with the earliest components of this cultural period is the introduction of clay pots. Additionally, around two thousand years ago a revolutionary new technology, the bow and arrow, was brought into southern Ontario and radically changed approaches to hunting and warfare. These two technological innovations allowed for major changes in subsistence and settlement patterns. As populations became larger, camps and villages with more permanent structures were occupied longer and more consistently. Generally, these larger sites are associated with the gathering of macrobands. Often these larger groups would reside in favourable locations to cooperatively take advantage of readily exploitable resources. It was also during this period that elaborate burial rituals and the interment of numerous exotic grave goods with the deceased began to take place. Increased trade and interaction between southern Ontario populations and groups as far away as the Atlantic coast and the Ohio Valley was also taking place.

Late Woodland Period – AD 700 to 1650

Around AD 700, maize was introduced into Southern Ontario from the south. With the development of horticulture as the predominant subsistence base, the Late Woodland Period gave rise to a tremendous population increase and the establishment of permanent villages. These villages consisted of longhouses measuring 6 metres wide and high and extending anywhere from 3 to 15 metres in length. Quite often these villages, some of which are 1 to 4 hectares in size, were surrounded by multiple rows of palisades suggesting that defence was a community concern. Aside from villages, Late Woodland peoples also inhabited hamlets and special purpose cabins and campsites associated with larger settlements. Social changes were also taking place, reflected in the florescence of smoking pipes; certain burial rituals; increased settlement size; and distinct clustering of both longhouses within villages (clan development) and villages within a region (tribal development). One interesting socio-cultural phenomenon that occurred during this period was a movement away from the traditional patrilineal and patrilocal societies of the preceding band-oriented groups to a matrilineal orientation, due to a changing emphasis from hunting to horticulture subsistence practices. Warfare was also on the rise.

The movement of villages northward within individual watersheds in the Toronto region is clearly documented over time. This movement is generally attributed to the decline of resource availability over the lifetime of the village. After which, communities continued a northward trend, eventually settling in Huronia (in the Penetanguishene Peninsula) and it was these communities that eventually interacted with and were described by French missionaries and explorers during the early seventeenth century.

Post Contact History

Post Contact Period – AD 1650 to 1778

Also called the Early Historic Period, these years are characterized by the arrival of a small number of Also called the Early Historic Period, these years are characterized by the arrival of a small number of Europeans

interested in exploration, trade, and establishing missions, coupled with a gradual adoption of European materials by First Nations peoples.

Exploration and fur trade activities between Lake Ontario and the upper Great Lakes were carried out along well-established trails linking Lake Ontario to the Holland River, Lake Simcoe and Lake Huron. The “*Passage de Toronto*” also known as the Toronto Carrying Place Trail, was actually a series of interconnected trails with two main branches; the west branch followed the Humber River and the east branch followed the Rouge River. The French explorers and fur traders began to travel along the Lake Ontario shoreline and explore parts of the north shore inland. They followed the centuries-old route of the well-established west branch of the Toronto Carrying Place Trail along the Humber River and the east branch along the Rouge River north to the Holland River and beyond, to the upper lakes.

The villages of Teiaiagon and Ganatsekwyagon were established at strategic trading locations at the mouths of the Humber and Rouge Rivers, effectively controlling access to the west and east branches of the Toronto Carrying Place Trail. Teiaiagon and Ganatsekwyagon were also connected east-west by an overland route along the lakeshore.

Following the signing of the Treaty of Paris, which passed New France into British hands, King George III issued the Royal Proclamation, a document attributed to the first formal recognition of Indigenous rights. The Royal Proclamation asserted the British Crown’s sovereignty of the region, while also declaring the land to be in possession of the Indigenous peoples who lived there. It forbade non-Indigenous people from entering the land and denied individual land purchasing rights. Only the Crown could purchase land from the Indigenous peoples living there, and this land could then subsequently be bought from the Crown. As described in **Section 1.3**, a number of key land surrenders were negotiated between the Crown and the Chippewa, the Mississauga, and the Five Nations Iroquois, that potentially impact lands within the Greater Toronto Area.

Euro-Canadian Period – AD 1778 to Present

York County

Since 1788, the land north of Lake Ontario formed part of the District of Nassau in the Province of Quebec. Following the creation of the Province of Upper Canada in 1791 Colonel John Graves Simcoe, the first lieutenant-governor, in 1792 renamed it the Home District and formed York County along with 18 other counties. York County originally included modern day York Region, Peel Region, Halton Region, Toronto, parts of Durham Region and the City of Hamilton. It was divided into two ridings, East and West York.

York County included the townships of East Gwillimbury, East York, Etobicoke, Georgina, King, North Gwillimbury, North York, Scarborough, Vaughan, Whitchurch and York (Reaman 20:1971). “Simcoe made every effort to give English names to counties, towns, townships and rivers, in order to impress on the Loyalists that there was a continuing British presence north of the lost American Colonies” (Rayburn 1996). Early land patents were rewards to soldiers in the British fight against the American Colonies. Townships that were further inland, were not a desirable location by the Loyalists and were therefore of secondary importance to the settlement policies of Simcoe. As a result, the prime waterfront townships were quickly occupied by the Loyalists, while other townships were left for the children of Loyalists, “late-Loyalists” and settlers from Europe and the United States to clear.

York Township

Lieutenant-Governor Simcoe originally established the Town of York in 1793 as the military headquarters of Upper Canada. He also renamed the township from Dublin Township to York Township. The former title had been bestowed by the surveyor Augustus Jones the previous year and the new name was in honour the Duke of York for his recent victory in Flanders (Rayburn 1996). Jones was instrumental in the surveying of York Township. Appointed crown surveyor in 1787, he was adept at completing surveys of townships and town sites. His claim to fame was the surveying of Dundas Street in York and Yonge Street, which was the dividing line between East and West York.

Yonge Street was completed in 1796 and stretched from York through dense bush and forest to Holland Landing. This forty-three-day endeavor required extensive clearing before it could be properly surveyed (Stamp 1991). Unfortunately, no survey diaries are available for York Township earlier than 1821 and accordingly, there is no record of this area or the terrain as it existed when it was initially surveyed. However, early accounts provide insight into the conditions of the area during the late eighteenth century from Lady Simcoe's descriptions and drawings from her diary dating between 1791 and 1796. Additionally, a drawing of the Town of York dating to 1818 by Lieutenant Phillipotts of the Royal Engineers indicates the town boundaries at that time. Fort Rouillé is shown to the west, where the present day Canadian National Exhibition is located, to the east is the Don River and the Toronto Islands are indicated to the south.

The town of York was laid out as a ten-block town site with 100-acre (40.5 hectare) park lots north of the town, running from Queen Street (originally Lot Street) north to Bloor Street. These were intended for government officials as compensation for having to move to a wilderness outpost (Alexander 2005). Later, 200-acre (81 hectares) land grants were given outside of the town core as a reward to soldiers in who fought for the British in the fight against the American colonies. Land patents were also issued to attract settlers from the British Isles as well as United Empire Loyalists from the United States. These land patents were granted under conditions written in the Settlement Duty Agreement that required patent holders to clear and fence five acres (two hectares) of land and build a house 18 feet by 20 feet (5.5 metres by 6.1 metres) and open the road fronting the lot within the first 18 months of settlement.

Settlers arrived in York as early as 1794 and in some cases were squatters who obtained squatters rights at the time of the first survey. Townships were quickly settled by Scottish, Irish and English immigrants, and French émigré families from the French Revolution. Many were also from Pennsylvania. These included the Pennsylvania Dutch (more correctly Pennsylvania Deutsch or German), Quakers, Mennonites, and Brethren in Christ – known as “Dunkards” or “Tunkers.”

Nearby Settlements

Lambton (or Lambton Mills)

The village of Lambton Mills was originally named “Cooper’s Mills” after William Cooper, who owned several grist and sawmills in the area. It later derived its name from John Lambton, the First Earl of Durham, who served as the High Commissioner and Governor General of British North America. Supporting a population of approximately 500 people by 1857, Lambton Mills included a church, a school, a post office, stores, taverns, hotels, and a variety of milling operations.

By 1867, the population had diminished to approximately 250 people, as the more efficient steam-powered mills took over from the older water-powered variety. In 1915, most of the buildings located on the east side of

the river were destroyed by fire. The only brick building in the area, the Lambton House Inn, was spared. Today, only the inn and the Berry House remain of the original village. The Berry House was constructed by the village treasurer, John Berry. Built in 1857, it is situated at 125 Kingsway Crescent. The inn was built in 1847 and opened the following year where it remained in service until 1988.

Carlton

The community of Carlton was established just north of the junction of Dundas Street and Weston Road (formerly known as Royce Road). It hosted one of the earliest hotels in the area. In 1867, Henry Royce established a toll gate to charge farmers traveling between the mills of Weston and markets in York. The small crossroads community that arose began around the tavern, a hotel and with the Grand Trunk railway coming through a short distance west of the crossroads, the Carlton West station was established. Additional businesses attracted to the burgeoning community included a carriage maker, a blacksmith, a brick-making operation, and another tavern called Brown's Inn, which was notably established by ex-slaves from Maryland.

In the 1880s, the area became even busier with the arrival of the Toronto Grey and Bruce Railway. The old hotel was replaced with a new brick building (Heydon House) that was described as palatial and handsome. At this time, local political leaders sought to gain village status for Carlton and Davenport under the name "Stanley", however land disputes led to rejection of the bid until the dispute was resolved. Stanley would later amalgamate with Toronto Junction to become "West Toronto Junction" and was later annexed by the City of Toronto. The communities of Carlton and Davenport have since disappeared, with commercial developments now at three of the four old crossroad corners of Carlton. The Grand Trunk's Carlton station was removed for track expansion and was replaced with the West Toronto station adjacent to Weston Road. Unfortunately, a fire gutted the station in 1994. The Heydon House was designated in 1983 by the City of Toronto and still stands at the northwest corner of St. Clair and Weston Road (Brown 1997).

Original Crown Grants

Table 1 is a summary of original Crown land grants identified on the land abstracts observed from the Ontario Land Registry Access website. While this summary documents the legal transaction of land, it is likely individuals occupied the land prior to this documentation.

Table 1. Summary of Patent Dates

Township – Lot - Concession	Grantee	Acres	Date
Lot 36 Concession III FTB	John Scarlett Louisa Scarlett	W ½ E ½	1881
Lot 37 Concession III FTB	George Crookshank	All 200	1798
Lot 38 Concession III FTB	Joseph Dennis	All 200	1850
Lot 39 Concession III FTB	Kings College	All 200	1835
Lot 40 Concession III FTB	Benjamin Conlin Robert Catherwood	North 100 South 100	1843 1844
Lot 6 Concession III OTH	Isaac Devins	All	1796
Lot 7 Concession III OTH	Abraham Devins	All	1976
Lot 8 Concession III OTH	Abraham Devins	All	1796

Township – Lot - Concession	Grantee	Acres	Date
Lot 9 Concession III OTH	Levy Devins	All	1796

Twentieth and Twenty-First Century History

Rockcliffe-Smythe Twentieth Century Development

During the early twentieth century, the Rockcliffe-Smythe area saw its first major industrial development in the Conn Smythe gravel pit, which opened in the 1920s. The gravel pit extracted gravel from a portion of the Davenport Gravel Bar. Conn Smythe is a familiar name to hockey fans as he was a former owner of the Toronto Maple Leafs from 1927 to 1961 and is the namesake of the Most Valuable Player trophy awarded annually by the National Hockey League. After World War II, the Smythe gravel pit was exhausted, and the lands were subsequently subdivided and urbanized. Smythe used the land to construct houses for soldiers returning from the war. Smythe Park currently sits on the site of the former gravel pit and is home to the Smythe Park Recreation and Community Centre. According to records available in the land registry office, of the registered lands he bought, Smythe dedicated several parcels to public parkland and highway development. Smythe Park has since undergone considerable restoration and rehabilitation efforts and has won an award for quarry restoration.

Hurricane Hazel

In the days leading up to October 15, 1954, the City of Toronto had experienced several days of consecutive rainfall. When Hurricane Hazel struck, the already saturated land could hold no more water and the torrential downpours swept down the valleys, swelling the rivers which broke their banks causing massive flooding. Those residing within the Humber River watershed were particularly hard hit, with several bridges and many homes washed away, and the unfortunate loss of human lives.

The Weston area was the most devastated community hit in Toronto. The river swelled to such a great extent that 14 houses on Raymore Drive were washed out. Thirty-five people were recorded to have died in Weston, the most deaths in one area during the storm. The area where these houses once stood were deemed catastrophic and the residential zoning removed. The area is now commemorated as part of Raymore Park.

Hurricane Hazel resulted in the loss of 81 lives in Ontario, leaving 4,000 families without homes, and approximately \$25 million in damages at the time. Following the aftermath of Hurricane Hazel, governments were spurred into action to create long-range planning solutions so that such devastation would not happen again. The Metropolitan Toronto and Region Conservation Authority was born from the legacy of Hurricane Hazel and heavily flooded areas were expropriated to manage the watersheds appropriately.

Lambton Golf and Country Club

The Lambton Golf Club was founded in 1902 by a group of Toronto gentlemen, led by president of the Dominion Bank, A.W. Austin, and friends from the Spadina Golf Club. They purchased 150 acres of land from Lambton Mills. The original clubhouse was built in 1902-1903 and the nine-hole course opened in 1904, believed to have been one of the first designed for lady golfers. Tennis has also been played at the club continuously since 1904.

The club's first golf captain was George S. Lyon, who won several championships and was inducted into Canada's Sports Hall of Fame, the Canadian Golf Hall of Fame, and Ontario's Golf Hall of Fame. Several notable

golf architects have contributed to the design of the course. The most significant changes occurred after Hurricane Hazel, which ravaged the lower areas of the course and submerged almost 25 acres underwater. The course was restored, and a new clubhouse was built in the 1960s. Today the golf course encompasses 171 acres (Lambton Golf and Country Club 2021).

Channelization of Black Creek

Due to the rapid urbanization of the Rockcliffe-Smythe area in the early 20th century, flooding events became a significant concern in this low-lying part of the city. Modifications to Black Creek occurred as early as 1942 where it was channelized along Humber Boulevard. Prior to Hurricane Hazel, these alterations were not intended to be flood control measures. However following the substantial flooding and damage caused by Hurricane Hazel, the Black Creek Flood Control Plan and the 1959 Plan for Flood Control were proposed by the Metropolitan Toronto and Region Conservation Authority. The Black Creek Flood Control Plan suggested additional alterations to Black Creek for riverine flood protection, including the construction of a flow attenuation dam north of Wilson Avenue, and further channelization of Black Creek between Weston Road and its confluence with the main Humber River.

Not every measure identified in the Black Creek Flood Control Plan was completed. However, two key riverine flood control measures that were implemented included the expansion of the Black Creek channel (constructed in 1959), and the Black Creek flow attenuation dam (completed in the 1960s) (**Images 4 to 11**).

Review of Maps and Aerial Photography

Nineteenth-Century Maps

Four nineteenth-century maps were reviewed for depiction of features of archaeological potential within the study area: the 1851 Browne Map of York Township (**Map 4**), the 1860 Tremaine Map of York County (**Map 5**), the 1868 Fawkes Map (**Map 6**), and the 1878 Miles & Co. Illustrated Atlas of York County (**Map 7**). **Table 2** summarizes the historical features illustrated on these maps and are located within the Scoped Study Area.

While the maps show several historical features within the Scoped Study Area, it should be stressed that not every aspect of potential interest today would have been illustrated on the historical maps and unknown features could be located within the Scoped Study Area. Consequently, the possibility remains that farm middens or outbuildings, outbuildings relating to the estates, parks, and other features associated with homesteads and early villages, exists within the project limits. Given the proximity of depicted structures to the Scoped Study Area, it is possible that previously undocumented structures could be encountered relating to nineteenth-century residential, agricultural, and commercial areas.

Table 2. Summary of 19th Century Historical Features

Map & Township	Lot – Concession	Name	Historical Features within Project Area
1851 Browne	Lot 36 Con III FTB	-	Woodlot
	Lot 37 Con III FTB	-	Watercourse, Woodlot
	Lot 38 Con III FTB	-	Watercourse, Woodlot and Roadway
	Lot 39 Con III FTB	-	Watercourse, Woodlot and Roadway

Map & Township	Lot – Concession	Name	Historical Features within Project Area
	Lot 40 Con III FTB	-	Watercourse
	Lot 6 Con III OTH	-	Roadway
	Lot 7 Con III OTH	-	Watercourse, Woodlot and Roadways
	Lot 8 Con III OTH	-	Roadway, Woodlot
	Lot 9 Con III OTH	-	Roadway, Woodlot
1860 Tremaine	Lot 36 Con III FTB	John A. Scarlett	
	Lot 37 Con III FTB	E ½ - Devlin W ½ - John Lukin Robinson	Railway, Watercourse
	Lot 38 Con III FTB	John Dennis	Watercourse, Roadways, Railway
	Lot 39 Con III FTB	E ½ - Joseph Dennis W ½ - Robert Marshall	Watercourse, Roadways, Railway
	Lot 40 Con III FTB	E ½ - Col. Ready W ½ - J. Stoughton Dennis	Watercourse and Railway
	Lot 6 Con III OTH	Rev. Robert Harding	Roadway
	Lot 7 Con III OTH	John A. Scarlett	Watercourse, Roadways, Two Structures
	Lot 8 Con III OTH	John A. Scarlett	Watercourse and Roadways
	Lot 9 Con III OTH	Samuel Scarlett	Sawmill, Watercourse, Millrace, Two Structures, Roadways
1868 Fawkes	Lot 36 Con III FTB	-	Watercourse
	Lot 37 Con III FTB	-	Watercourse, Roadways, Railway
	Lot 38 Con III FTB	-	Watercourse, Roadways, Railway
	Lot 39 Con III FTB	-	Watercourse, Railway, Roadway, Five Structures
	Lot 40 Con III FTB	-	Watercourse
	Lot 6 Con III OTH	-	Roadway, One Structure
	Lot 7 Con III OTH	-	Watercourse and Roadways
	Lot 8 Con III OTH	-	Watercourse and Roadways
	Lot 9 Con III OTH	-	Roadway
1878 Miles & Co.	Lot 36 Con III FTB	E ½ - Mrs. Louisa Scarlett W ½ - Jonathan & Edward Scarlett	Roadways
	Lot 37 Con III FTB	E ½ - James Warwood W ½ - E- Clark W- West & Taylor	Watercourse and Roadways

Map & Township	Lot – Concession	Name	Historical Features within Project Area
	Lot 38 Con III FTB	E ½ - Thomas Robertson W ½ - Samuel Scarlett	Watercourse, Railways and Roadway
	Lot 39 Con III FTB	E ½ - Thomas Douglas W ½ - George Marshall	Watercourse, Railways and Roadway
	Lot 40 Con III FTB	E ½ - Neil Meehan W ½ - Ms. Frances Donaldson	Watercourse and Railway
	Lot 6 Con III OTH	Brooks Estate	Roadways
	Lot 7 Con III OTH	Albert & Walter Foxwell	Watercourse and Roadways
	Lot 8 Con III OTH	Albert & Walter Foxwell	Watercourse and Roadways
	Lot 9 Con III OTH	George Stonehouse	Roadways

“-“ denotes information not available

Historical mapping reveals that the Potential Area of Disturbance remained relatively undeveloped until the early 20th century. Given that the area centers around Black Creek and its ravine system, roadways and water crossings were some of the earliest modifications to the local landscape.

Along this stretch of the Humber River in 1860 and 1878 (**Maps 5 and 7**) are dotted lines showing the projected Toronto and Georgian Bay Ship Canal. Rowland Burr, an affluent mill owner in the area, was the initial promoter of the ship canal in 1857. The canal was to stretch for 160 kilometres to provide a shorter shipping route between Lake Ontario and Lake Huron. By the early 1900s, the project was abandoned. The exact reasons for the abandonment of the canal are unknown, though the growth of rail transportation may have been a significant factor as well as the competition from other proposed canal systems (Hulley 2009).

Twentieth-Century Maps and Aerial Photographs

Goads maps from 1913 to 1924 (**Maps 8 and 9**) and aerial photographs from 1946 to 1967 (**Images 1 to 3, and 8**) were reviewed to evaluate the growth and development of the Scoped Study Area and are on file at TRCA. Aerial photographs are important sources to review as they can display past disturbances. Aerial photographs are also valued for their ability to track changes in watercourse alignments and natural greenspace cover, though greenspaces depicted on aerial photographs often hide potential structures within a study area. It should be noted that due to the size of the Scoped Study Area, not every topographic map and aerial photograph has been included in this report.

Map & Township	Lot – Concession	Name	Historical Features within Project Area
Goads 1913	Lot 36 Con III FTB	-	Watercourse, Subdivisions, Roadways
	Lot 37 Con III FTB	-	Watercourse, Subdivisions, Roadways
	Lot 38 Con III FTB	-	Watercourse, Railways, Roadways, Subdivisions
	Lot 39 Con III FTB	-	Subdivisions, Railways, Roadways

Map & Township	Lot – Concession	Name	Historical Features within Project Area
	Lot 40 Con III FTB	-	Railway, Watercourse
	Lot 6 Con III OTH	-	Railway, Subdivision
	Lot 7 Con III OTH	-	Railway, Subdivision, Roadway, Watercourse, Lambton Golf and Country Club
	Lot 8 Con III OTH	-	Watercourse, Roadway, Lambton Golf and Country Club
	Lot 9 Con III OTH	-	Subdivision, Roadways
Goads 1924	Lot 36 Con III FTB	-	Watercourse, Subdivisions, Roadways
	Lot 37 Con III FTB	-	Watercourse, Subdivisions, Roadways
	Lot 38 Con III FTB	-	Watercourse, Railways, Roadways, Subdivisions
	Lot 39 Con III FTB	-	Subdivisions, Railways, Roadways
	Lot 40 Con III FTB	-	Railway, Watercourse
	Lot 6 Con III OTH	-	Railway, Subdivision
	Lot 7 Con III OTH	-	Railway, Subdivision, Roadway, Watercourse, Lambton Golf and Country Club
	Lot 8 Con III OTH	-	Watercourse, Roadway, Lambton Golf and Country Club
	Lot 9 Con III OTH	-	Subdivision, Roadways

In 1913, subdivision development can be seen within the northern and southern limits of the Scoped Study Area (**Map 8**). In 1924, further development is established to the east and developed areas increase in density (**Map 9**). Earliest aerial photography dates to 1946 and confirms the presence of some subdivisions within the Scoped Study Area, however the Potential Area of Disturbance consists largely of greenspaces and woodlots with some limited areas of grading. It is notable that at the time, Black Creek follows its natural alignment within the Scoped Study Area, with the exception of the completed channelization of Black Creek along Humber Boulevard, parallel to Cordella Avenue is visible at the northeastern limit of the potential area of disturbance (**Image 1**).

By 1952, subdivision developments now abut the Potential Area of Disturbance. Additionally, quarrying activities are visible just north of the Potential Area of Disturbance. West of Scarlett Road, the landscaped golf course features are better defined. In 1954, the channelization of Black Creek can be seen underway, with significant construction and quarrying activities visible, and the linear realignment of the creek is apparent. Additional areas displaying graded activities are visible alongside Black Creek. Following the devastation of Hurricane Hazel, several remediation controls were proposed to provide flood protection. By 1967, the

channelization of Black Creek within the Scoped Study Area was completed. Additionally, the Smythe Park pool facility was established (**Image 8**). The Scoped Study Area exhibits an evolving and growing surrounding community, while the Potential Area of Disturbance remains mostly naturalized with paved pathways for recreational land use.

Present Land Use

The Scoped Study Area is presently designated as part Natural Areas, Parks, Neighbourhoods, Core Employment Areas, and Open Spaces according to the City of Toronto's Official Plan – Land Use Plan (City of Toronto 2019).

2.3 Archaeological Context

The general geography and geology, previous archaeological sites registered in the vicinity, site predictive models and previous archaeological assessments within 50 metres of the Scoped Study Area were reviewed to provide archaeological context for the Scoped Study Area.

General Geography and Geology

The Rockcliffe-Smythe EA study area is in the Iroquois Plain and South Slope physiographic regions of southern Ontario. Lake Iroquois was formed roughly 12,000 years ago as the Ontario lobe of the Wisconsin glacier retreated from the Lake Ontario basin. Isostatic uplift of its outlet, combined with blockage of subsequent lower outlets by glacial ice, produced a water plain substantially higher than modern Lake Ontario. Waterlaid sediments that are free of stones and have a very level topography, evident within the Iroquois Plain physiographic region, are typical of beach deposits laid down in shallow waters (Chapman and Putnam 1984:61, Karrow and Warner 1990:7).

The South Slope is a sloping plain that extends across the lower headwater areas in a band from an elevation of about 245 metres above sea level at the boundary with the Oak Ridges Moraine to about 220 metres at the southern boundary with the Peel Plain, with a second lower band along the southern boundary of the Peel Plain to the Lake Iroquois shoreline. This region represents the southern flank of the Oak Ridges Moraine and is underlain by glacial till. The resulting soil types are predominantly clay with some clay loam, and loam. The topography of this physiographic region generally slopes south toward Lake Ontario, though the rivers that bisect the South Slope, have deep cut valleys (Chapman and Putnam 1984:173).

Current Land Use and Conditions

The Scoped Study Area currently encompasses several public parks, a golf course, residential and commercial properties, and greenspace areas in the City of Toronto (**Map 2**). The topography of the Scoped Study Area is varying, with relatively flat areas and parts with gentle to steep slope. The average elevation of the Scoped Study Area ranges from 95 to 125 metres above sea level moving southwest to northeast (**Map 10**).

Four native soil types were identified within the Scoped Study Area including Berrien sandy loam, Bottom land, Fox sandy loam and Muck. Berrien sandy loam is a grey-brown podzolic materials with imperfect drainage and few stones. Bottom Land is an alluvial soil with variable drainage. Fox sandy loam is a grey-brown podzolic described as stone-free with good drainage. Muck is a variable, bog soil composed of well decomposed organic deposits over mineral materials with very poor drainage. Due to the extensive urban expansion of the Greater Toronto Area since 1954, the native soil information is unavailable for some built up portions of the Scoped Study Area (OMAFRA 2009).

Reports Documenting Archaeological Assessments within 50 metres

Five previous archaeological assessments were identified within the Potential Area of Disturbance based on TRCA project records.

PIF P303-076-2010

Archaeological Resource Assessment of lands owned by the City of Toronto in the Former Borough of York South West (Stage 1): York Community Centre and Bank Stabilization, Lot 40, Concession III Concession from the Bay, City of Toronto, Former Borough of York South West

TRCA conducted a Stage 1 archaeological assessment ahead of the proposed bank stabilization works by the Black Creek York Community Centre. The Stage 1 was conducted for the area in the summer of 2010 in order to determine the archaeological potential of the study area and provide recommendations for future investigations. It was determined that the study area had been subject to deep and extensive disturbances over the years and that no heritage resources would be impacted by construction. No further archaeological assessment was recommended (TRCA 2010).

PIF P338-0081-2013

Archaeological Assessment (Stage 1-2) in the City of Toronto, Black Creek Emergency Works, Lots 37 and 38 Concession III From the Bay, York Township, York County

TRCA conducted a Stage 1-2 archaeological assessment ahead of emergency works along Black Creek in the City of Toronto. This project is situated within the current study area. The project area was initially subject to test pit survey at five-metre intervals, however as clear evidence of disturbance was encountered, the remainder of the project area was strategically tested at 10-metre intervals. The entirety of the project area was found to be disturbed. No further archaeological assessment was recommended (TRCA 2014).

PIF P338-0091-2014

Archaeological Assessment (Stage 1-2) in the City of Vaughan, York Region and the City of Toronto, Humber River and Etobicoke Creek Erosion Control Projects

TRCA conducted a Stage 1-2 archaeological assessment ahead of several proposed erosion control works along the Humber River and Etobicoke Creek. This project is situated within the current study area. The project area was subject to test pit survey at five-metre intervals and strategically tested areas where disturbed areas were encountered. Cultural material was recovered from Area C and registered as the Downsview II site (AkGu-92). This site requires further Stage 3 archaeological assessment but is not located within one kilometre of the current study area. Area C was removed from the project. No artifactual material or cultural features were located within the remainder of the project area and no further archaeological assessment was recommended for these areas (TRCA 2016a).

PIF P303-0344-2015

Archaeological Assessment (Stage 1-2) in the City of Toronto, Erosion Control - Humber River Watershed

TRCA conducted a Stage 1-2 archaeological assessment for repairs to severe erosion within the Humber River watershed. This project is situated within the current study area. Six areas were subject to test pit survey at five-metre intervals and strategically tested at 10-metre intervals where disturbed ground conditions were encountered. No artifactual material or cultural features were located during the Stage 2 assessment, therefore no further archaeological assessment was recommended (TRCA 2016b).

PIF P303-0511-2018

Stage 1-2 Archaeological Assessment, James Garden Lawn Bowling Clubhouse, Lot 13, Concession Fronting the Humber C, Geographic Township of Etobicoke, Historic York County in the City of Toronto

A Stage 1-2 archaeological assessment was triggered ahead of proposed foundation repairs to the existing James Garden Lawn Bowling Clubhouse. The project area was subject to test pit survey beginning at five-metre intervals. At the onset of test pit survey, disturbed ground conditions were encountered, therefore test pit survey intervals increased to 10-metres to confirm the extent of disturbance. No artifactual material or cultural features were located during the Stage 2 assessment, therefore no further archaeological assessment was recommended (TRCA 2019).

Previously Identified Archaeological Sites

Consultation with the OASD maintained by the MHSTCI, and TRCA project records indicates that 13 archaeological sites have been previously located within one kilometre of the Scoped Study Area (**Table 3**). One site is located within 50 metres of the Scoped Study Area; however, it is not located within 50 metres of the Potential Area of Disturbance.

Table 3. Registered Archaeological Sites within One Kilometre of the Scoped Study Area

Borden Number	Site Name	Time Period	Site Type	Current Development Review Status
AjGu-100		Post Contact; Pre-Contact	Unknown	Further Cultural Heritage Value or Interest (CHVI)
AjGu-101		Pre-Contact	Unknown	Further CHVI
AjGv-40	Lambton Tavern	Post-Contact	Tavern/Restaurant	Further CHVI
AjGv-86		Post Contact; Pre-Contact	Unknown	Further CHVI
AjGv-87		Pre-Contact	Unknown	Further CHVI
AjGv-88		Post Contact; Pre-Contact	Unknown	Further CHVI
AkGu-4	Symes			
AkGu-6	Roseland			
AkGu-24	Hunter	Woodland	Village	
AkGu-25	Frimette	Woodland	Village	
AkGu-90		Post Contact; Pre-Contact		
AkGv-309	Lambton Golf Course	Post-Contact	Homestead	Further CHVI

Archaeological Potential Models

Archaeological Site Predictive Models (ASPM) are tools used to assist in determining the probability of encountering archaeological sites. Probability models are created under careful consideration of several variables including: distance to water, stream order, soil type, drainage, physiographic region, degree of slope, proximity to registered archaeological sites, and degree of disturbance.

In 1990, TRCA's Archaeological Master Plan was designed to assess the potential for cultural resources within a particular property. The model employs High, Medium, and Low probability categories based on the several variables noted above. The three most significant factors that determine settlement location of past peoples are: proximity to water, well drained soils, and flat to gently sloping terrain. While the model does not forecast exact site locations, it does present a generalized prediction based on the known settlement patterns of Indigenous populations. The accuracy of such models has not been thoroughly studied and compared with archaeological finds in the last two decades; however, it is quite clear that most sites are found in high probability areas. A scenario where archaeological potential is nil occurs when there is reliable, convincing data to determine that a location has been thoroughly disturbed and that no potential remains for intact archaeological resources to survive. Nevertheless, even in areas of disturbance, there is still the possibility to encounter deeply buried deposits containing cultural resources. Low potential is often found in low lying wetlands and scenarios like this greatly reduce the potential for encountering archaeological sites, except in small pockets of undisturbed land at higher elevated locations within the study area.

It should be stressed that accessible water is one of the most fundamental influences on human settlement and is therefore a major indicator of archaeological potential. In the 2011 Standards and Guidelines, the MHSTCI notes that archaeological sites are likely to be discovered in project and study areas that are within 300 metres of primary water source (lakes, rivers, streams, and creeks), secondary water sources (intermittent streams and creeks, springs, marshes and swamps) and features that indicate past or ancient water sources (glacial lake shorelines). Thus, areas with high probability to contain Pre-Contact cultural resources are approximately within 300 metres of a water source with good soil drainage and level to gently undulating topography.

Euro-Canadian settlers faced the same environmental constraints as Indigenous peoples including good access to water and arable soil. Primary and permanent water resources were crucial for establishing mills and well drained soils were important for gardens, crops and livestock. Roads established at this time were vital for access to settlements and transportation of goods. As a result, areas with high probability to contain Euro-Canadian sites are typically located within 100 metres of historical roads. In many cases modern roads follow these original alignments.

The application of TRCA's ASPM indicated that the Scoped Study Area and Potential Area of Disturbance have medium to high potential for encountering archaeological resources (TRCA 2003) (**Map 11**). This potential model is based on distance to water, drainage, and slope, and does not take into consideration disturbance to the land. Within the Greater Toronto Area's watersheds, most Indigenous archaeological sites have been in high and medium potential areas.

The City of Toronto archaeological potential model takes into consideration impacts from previous development which may result in the removal of archaeological potential. According to the City of Toronto archaeological potential model (**Map 12**), portions of the Scoped Study Area and Potential Area of Disturbance have archaeological potential (City of Toronto 2011).

2.4 Built Features and Existing Cultural Heritage Resources

The Scoped Study Area was assessed for the identification of built features and existing cultural heritage resources. Built features, such as parks, bridges, trails, and rail lines, are included in this section as their construction often has an impact on the landscape (**Map 13**). Heritage resources include the identification of municipally designated and listed structures, bridges, cemeteries, plaques, and cultural heritage landscapes (**Map 14**). Occasionally a built feature may also be identified as a heritage resource. Common examples include bridges, rail lines, and cemeteries.

Built features and heritage resources may act as a gateway for historical interpretation to the public. Identification of these features and resources also provides an opportunity for future interpretation, such as commemorative plaques and informative signage.

Identified Built Features

Transportation: Roads and Railways

The Scoped Study Area encompasses several historical transportation routes. Some major roadways include Scarlett Road, Jane Street, Black Creek Drive and Weston Road. Historically, Weston Road was also referred to as Main Street, as it centered the Village of Weston. Nineteenth century maps depict continuous roadways through the Potential Area of Disturbance (i.e., present-day Scarlett Road, Weston Road and Jane Street), suggesting that bridge connections were available across the Black Creek. Early bridges were historically constructed out of wood.

Several rail lines also cross the Scoped Study Area, including the Toronto & Hamilton Railway in the southwest, and lines for the Canadian Pacific Railway and Grand Trunk Railway to the northeast.

Bridges

Several bridges are situated within the Potential Area of Disturbance and are summarized within **Table 4** (City of Toronto 2021). None are considered built heritage features.

Table 4. Bridges within the Potential Area of Disturbance

Structure ID	Location	Structure Use	Year Built	Image Reference
360	Scarlett Road over Black Creek	Road Bridge	1983	12
308521	Smythe Park – Bridge (Over wetland)	Pedestrian Bridge	2000	13
308522	Smythe Park – Bridge (Over Black Creek)	Pedestrian Bridge	2005	14
308523	Smythe Park – Bridge (Over Black Creek)	Pedestrian Bridge	2016	15
091	Jane Street over Black Creek	Culvert	1948	16
702	Rockcliffe Boulevard over Black Creek	Road Bridge	1963	17

Structure ID	Location	Structure Use	Year Built	Image Reference
708	Symes Road South Driveway Crossing over Lavender Creek	Road Bridge (Abandoned Access for 240 Rockcliffe Court)	1930	18
709	Symes Road North Driveway Crossing over Lavender Creek	Road Bridge (Secondary Access to 240 Rockcliffe Court)	1930	19
704	Alliance Avenue over Black Creek	Road Bridge	1975	20
703	Humber Boulevard over Black Creek	Road Bridge	1975	21
092	Weston Road over Black Creek	Road Bridge	1980	22

Parks

Four parks were identified within the Potential Area of Disturbance and are briefly summarized below (**Map 13**).

Edinburgh Park

Edinburgh Park is a small parkette with access off Edinburgh Court.

Haney Park

Haney Park is a small parkette located at the northwest corner of the intersection at Jane Street and Haney Avenue.

Smythe Park

Smythe Park is a 15.3-hectare park along the Black Creek ravine between Jane Street and Scarlett Road. It features an outdoor pool and splash pad, baseball diamonds, a playground, and trails along Black Creek.

Black Creek Site East

Black Creek Site East continues green space areas along Black Creek and Lavender Creek. The trails within are bordered by Alliance Avenue, Hilddale Avenue, Symes Road and Rockcliffe Boulevard.

Sewers

Sewers are present throughout the Potential Area of Disturbance, generally following the alignments of the Black Creek and major roadways (**Map 13**).

Infrastructure

Black Creek Channelization

As mentioned above, Black Creek was channelized during the 1960s and is a major infrastructure works within the Potential Area of Disturbance.

Public Works

In addition to the Black Creek channel, hydro, utilities, and five public work locations exist within the Potential

Area of Disturbance. Further information about these public works can be found in the **Original Supplementary Documentation – Section 1.0**.

Existing Cultural Heritage Resources

Heritage Register

The *Ontario Heritage Act (OHA)* gives municipal heritage advisory committees the responsibility of researching and recommending to municipal council properties of cultural value or interest. The properties are recorded and monitored through a heritage register as *designated* (under the OHA) or *listed* (non-designated properties with cultural heritage interest or value that may become candidates for designation). One listed heritage property was identified within the Scoped Study Area (**Map 14**):

Symes Road Incinerator (150 Symes Road)

Located at municipal address 150 Symes Road, the Symes Road Incinerator was designated as a heritage property by the City of Toronto in 2014. The Symes Road Incinerator was constructed in 1933 and is considered “a well-crafted excellent representative example of a public works building with Art Deco styling that forms part of an important collection of civic architecture designed by the Office of the City Architect in the early 1930s.” The property is linked to the industrial enclave of the Ontario Stockyards of the early 20th century. This property is located within the Scoped Study Area and lies approximately 100 metres southeast of the Potential Area of Disturbance.

Commemorative Plaques

During desktop review, no commemorative plaques were identified within or in close proximity (i.e., 300 metres) of the Scoped Study Area.

Cultural Heritage Landscapes

No registered cultural heritage landscapes are located within or in close proximity (i.e., 300 metres) of the Scoped Study Area.

Cemeteries

No cemeteries are located within or in close proximity (i.e., 300 metres) of the Scoped Study Area.

3.0 Evaluation of Archaeological Potential

A background study was completed to provide an inclusive review of the geographic and cultural features of the Scoped Study Area and its surroundings to evaluate the potential for encountering cultural resources, and conversely, identify if and where the study area has been subjected to extensive modifications that have damaged or removed any archaeological potential. Archaeological potential as determined by the various avenues of research contained within this study are summarized below.

3.1 Potential for Encountering Pre-Contact Sites

The Potential Area of Disturbance encompasses Black Creek and Lavender Creek, both tributaries of the Humber River, which would have offered rich resources such as fish, waterfowl and game that would have been exploited as part of a people's seasonal round prior to the occupation of villages. As a result, there is very high potential for encountering Indigenous sites within undisturbed areas in close proximity (i.e., 300 metres) of their original alignments.

3.2 Potential for Encountering Euro-Canadian Sites

Based on the proximity to water, historical roadways and a railway, a historical village, a sawmill, and historical residential and commercial structures, the Potential Area of Disturbance would be expected to demonstrate high potential for encountering Euro-Canadian sites.

The review of historical maps indicates there is potential to encounter nineteenth-century structures within the Potential Area of Disturbance. Although twentieth-century maps and aerial photographs reveal some twentieth century disturbances from residential development, there remains the potential to locate cultural heritage resources within undisturbed portions of the Potential Area of Disturbance.

3.3 Proximity to Known Archaeological Sites

A review of the OASD revealed that 13 archaeological sites have been registered within one kilometre of the Scoped Study Area. None are located within 50 metres of the Potential Area of Disturbance.

3.4 Proximity to Known Built and Cultural Heritage Resources

Several inventories were reviewed to determine if the Scoped Study Area contained any identified built heritage resources, features, or landscapes. Presently, one listed heritage property, the Symes Road Incinerator is located within the Scoped Study Area and lies approximately 100 metres southeast of the Potential Area of Disturbance.

3.5 Twenty and Twenty-First Century Alterations to the Land

The suburbanization of the Scoped Study Area and its surroundings are illustrated through Goad's maps dating between 1913 and 1924 (**Maps 8 and 9**), and aerial photography dating between 1942 and 1967 (**Images 1 to 3, and 8**).

Disturbances in the area are largely known due to flooding and erosion events along Black Creek, the channelization of Black Creek, public works, past quarrying, infrastructure (ex. sewers, railways, bridgeworks, roadways, etc.), extensive landscaping for recreational parkland, and urban development associated with the surrounding residential subdivisions and commercial businesses. These impacts may have impacted the archaeological potential of *in situ* sites in the Potential Area of Disturbance.

3.6 Summary

Based on the information summarized above, the Potential Area of Disturbance has demonstrated the potential for intact cultural heritage resources, in the form of archaeological sites, to be present.

4.0 Property Inspection

A property inspection of the Potential Area of Disturbance was undertaken on June 17th and July 23rd, 2021, to systematically review the archaeological potential of the area. This property inspection was conducted in compliance with the standards set forth in Section 1.2 of the 2011 Standards and Guidelines. The weather was sunny, with the temperature ranging from 23 to 27°C. Lighting conditions present at the time of inspection permitted good visibility of landscape features.

The inspection was carried out systematically at 50-metre intervals reviewing the entire extent of the project area (except for private residential properties and the Lambton Golf and Country Club where permission-to-enter was required), to identify the presence or absence of archaeological potential. Photographic images of field conditions within the Potential Area of Disturbance are presented within **Images 23 to 53**. Location and orientation information associated with all photographs taken in the field are provided within **Maps 18 to 20**. An inventory of the documented record generated in the field can be found within **Appendix C**.

4.1 Confirmation of Previously Identified Features of Archaeological Potential

During the Stage 1 property inspection, it was confirmed that Black Creek has been altered. However, archaeological potential remains within undisturbed areas in close proximity of its historical, pre-modified alignment. The limits of Lavender Creek were also confirmed.

4.2 Identification and Documentation of Additional Features of Archaeological Potential

During the Stage 1 property inspection, no additional features of archaeological potential were identified.

4.3 Identification and Documentation of Built Features that will affect Assessment Strategies

The Stage 1 property inspection resulted in several features that will impact the assessment strategies, including built infrastructure (ex. sewers, railways, bridgeworks, roadways, etc.), extensive landscaping for recreational parkland, and urban development associated with the surrounding residential subdivisions and commercial businesses. Significant portions of the Potential Area of Disturbance have been heavily impacted by twentieth century construction and development, especially activities relating to the channelization of Black Creek. Maintenance hole covers were visible across the area as well as storm drains along the roadway (**Images 28, 30, and 48**). Additionally, some areas of steep slope (greater than 20 degrees) were identified and are considered to have low archaeological potential.

5.0 Recommendations

The review of geographic and cultural features, with careful consideration of available aerial photography, and property inspection has indicated that the Potential Area of Disturbance has the potential for buried cultural resources (**Maps 15 to 17**).

It is recommended that:

- A Stage 2 archaeological assessment is required in all areas identified as holding potential prior to any ground disturbing activities within the boundaries of the Potential Area of Disturbance. Areas determined to hold potential must be subject to archaeological test pit survey at five-metre intervals prior to any ground disturbing activities, in accordance with the 2011 Standards and Guidelines.
- Areas that have been previously subjected to a Stage 2 archaeological assessment within the Potential Area of Disturbance require no further archaeological assessment.
- Portions of the Potential Area of Disturbance identified as holding no potential due to deep and extensive disturbances (e.g. grading below topsoil, quarrying, building footprints, or sewage and infrastructure development) do not require further archaeological assessment.
- Portions of the Potential Area of Disturbance classified as having low or no archaeological potential due to physiographic features (e.g., permanently wet areas; steep slope) do not require further archaeological assessment.
- Future areas determined for construction that are not covered by this Stage 1 archaeological assessment such as staging areas, temporary access roads, etc., must also be subject to a Stage 1 archaeological assessment, and if recommended, a Stage 2 archaeological assessment.

Advice on Compliance and Legislation

- a. This report is submitted to the Minister of Tourism and Culture 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 study area of a development proposal have been addressed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries, a letter will be issued by the Ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- b. It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed 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*.
- c. Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.
- d. 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 Government and Consumer Services.

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Maps and Aerial Photographs

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1954 Aerial Photograph. Ministry of Natural Resources.

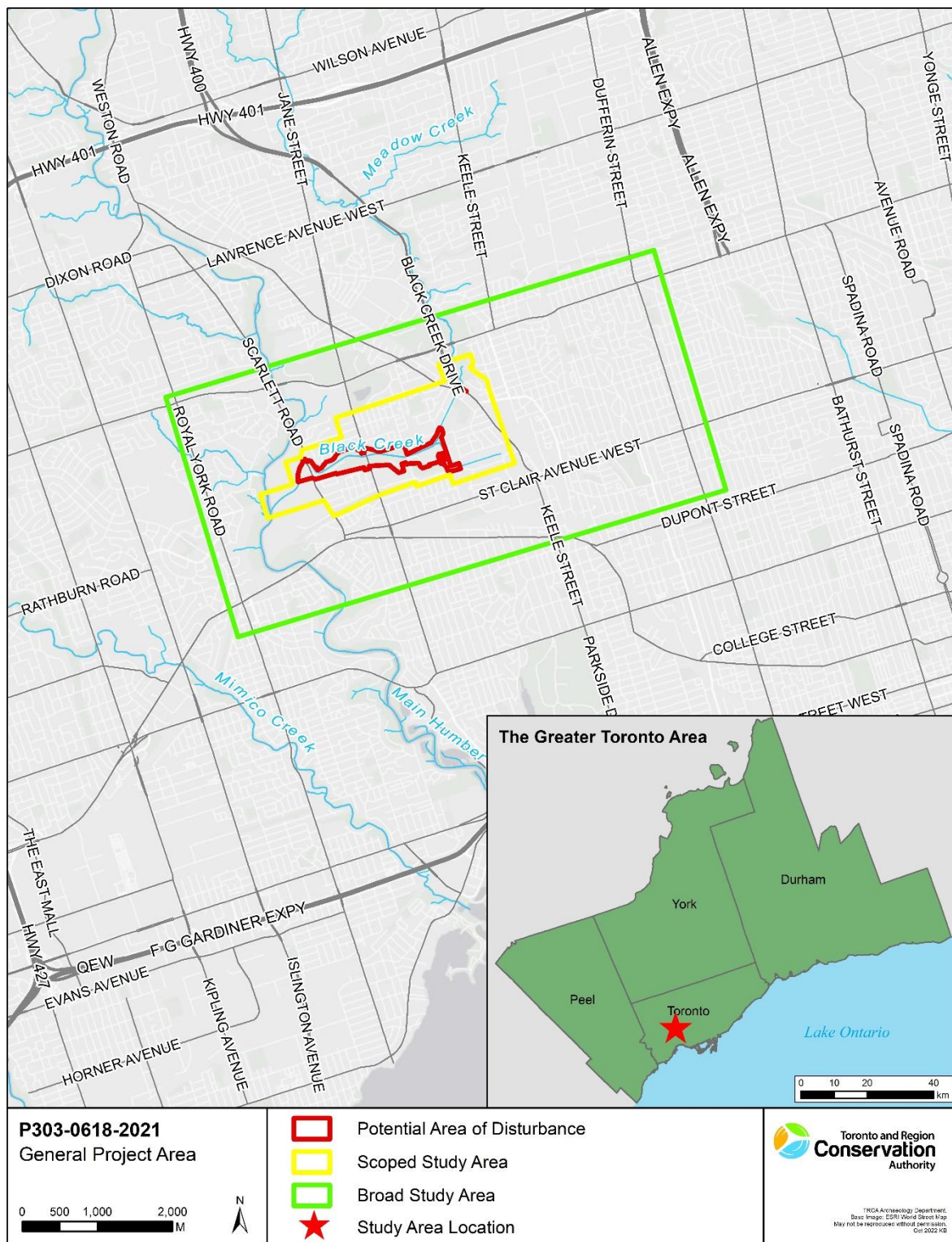
1967 Aerial Photograph. Ministry of Natural Resources.

Archival Materials

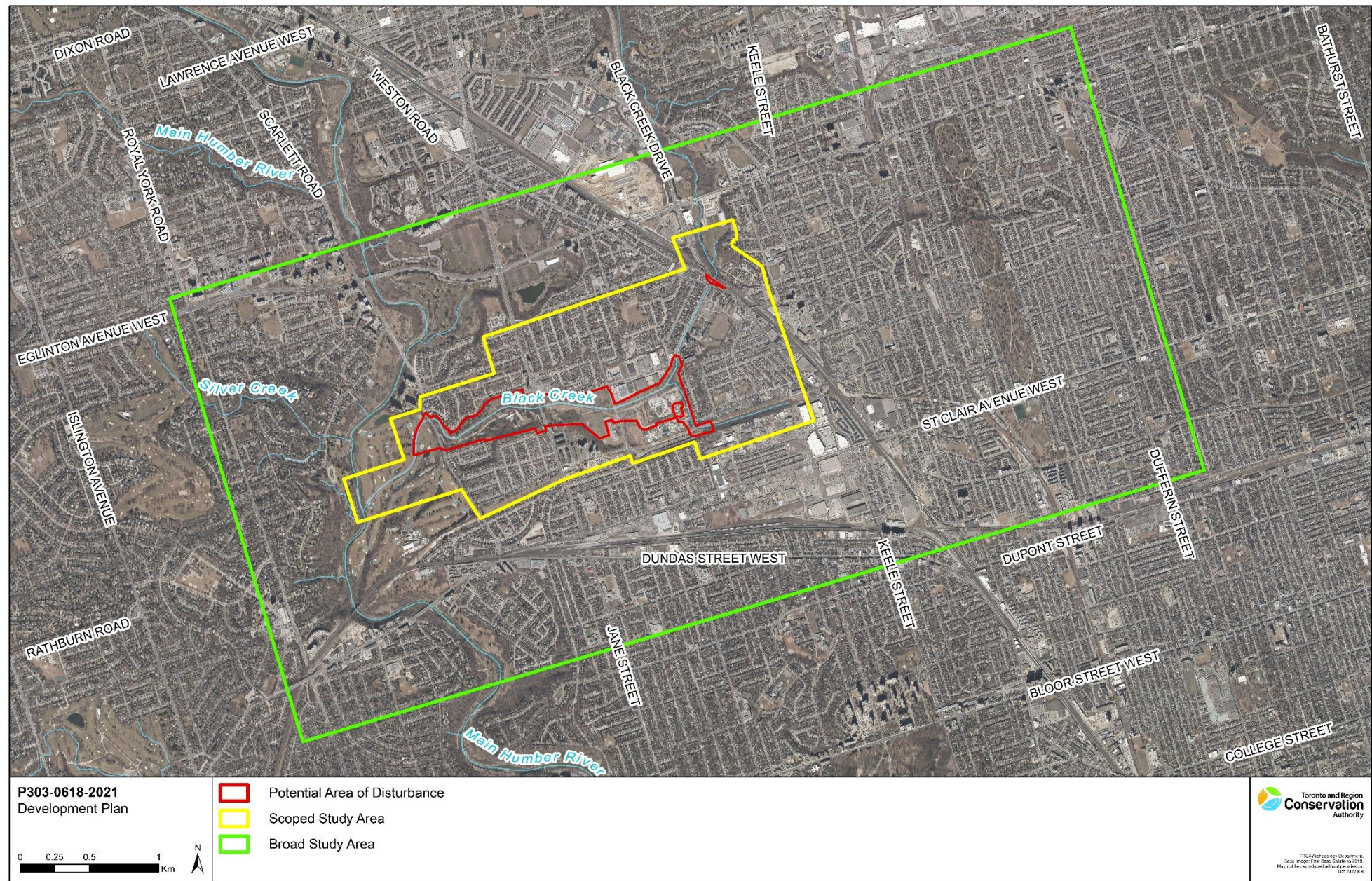
Land Abstracts

Lots 36 to 40, Concession III From the Bay and Lots 6 to 9, Concession III On the Humber, York Township, City of Toronto. Accessed online at OnLand.ca.

Appendix A: Maps



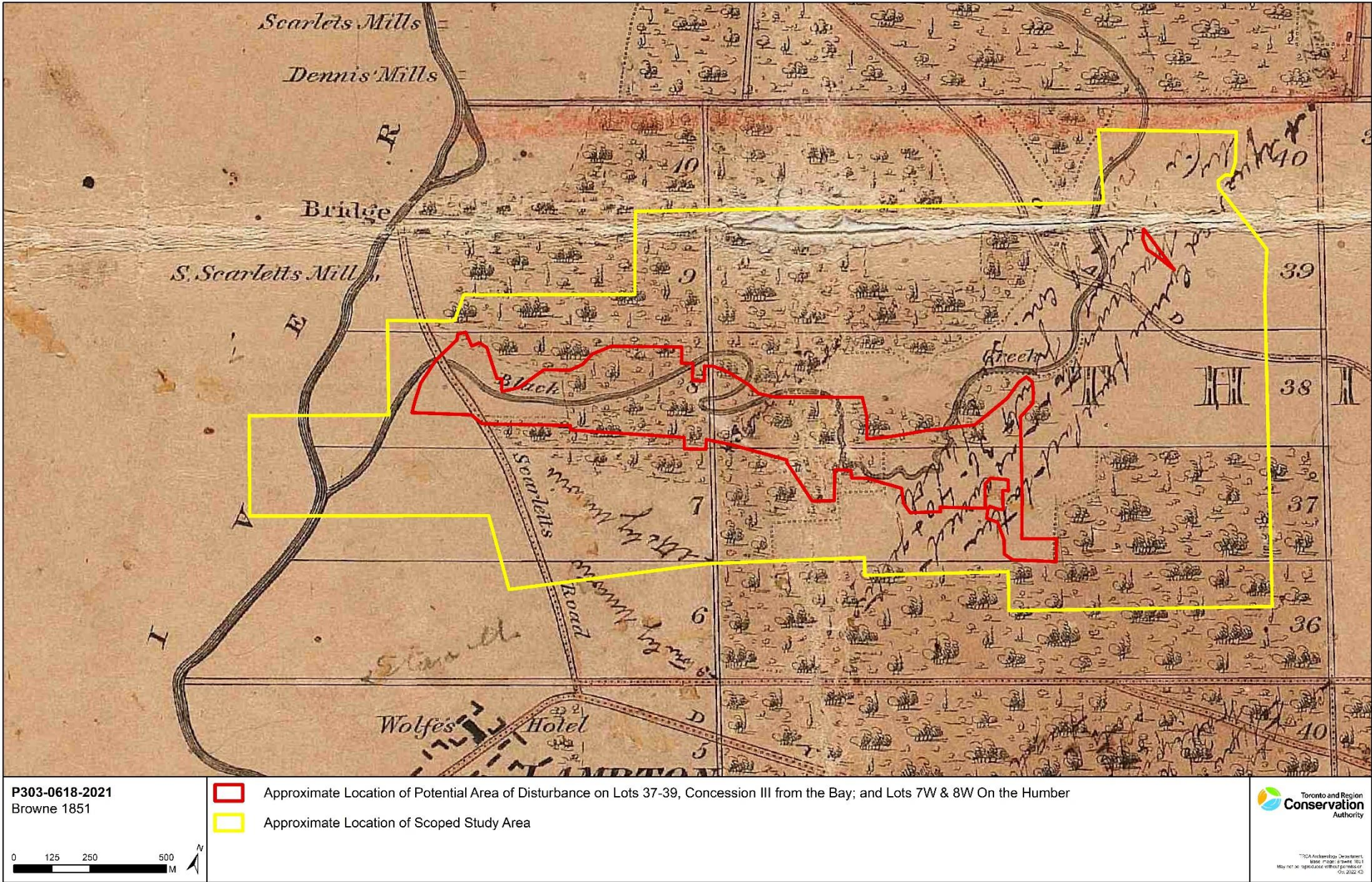
Map 1. General Project Area



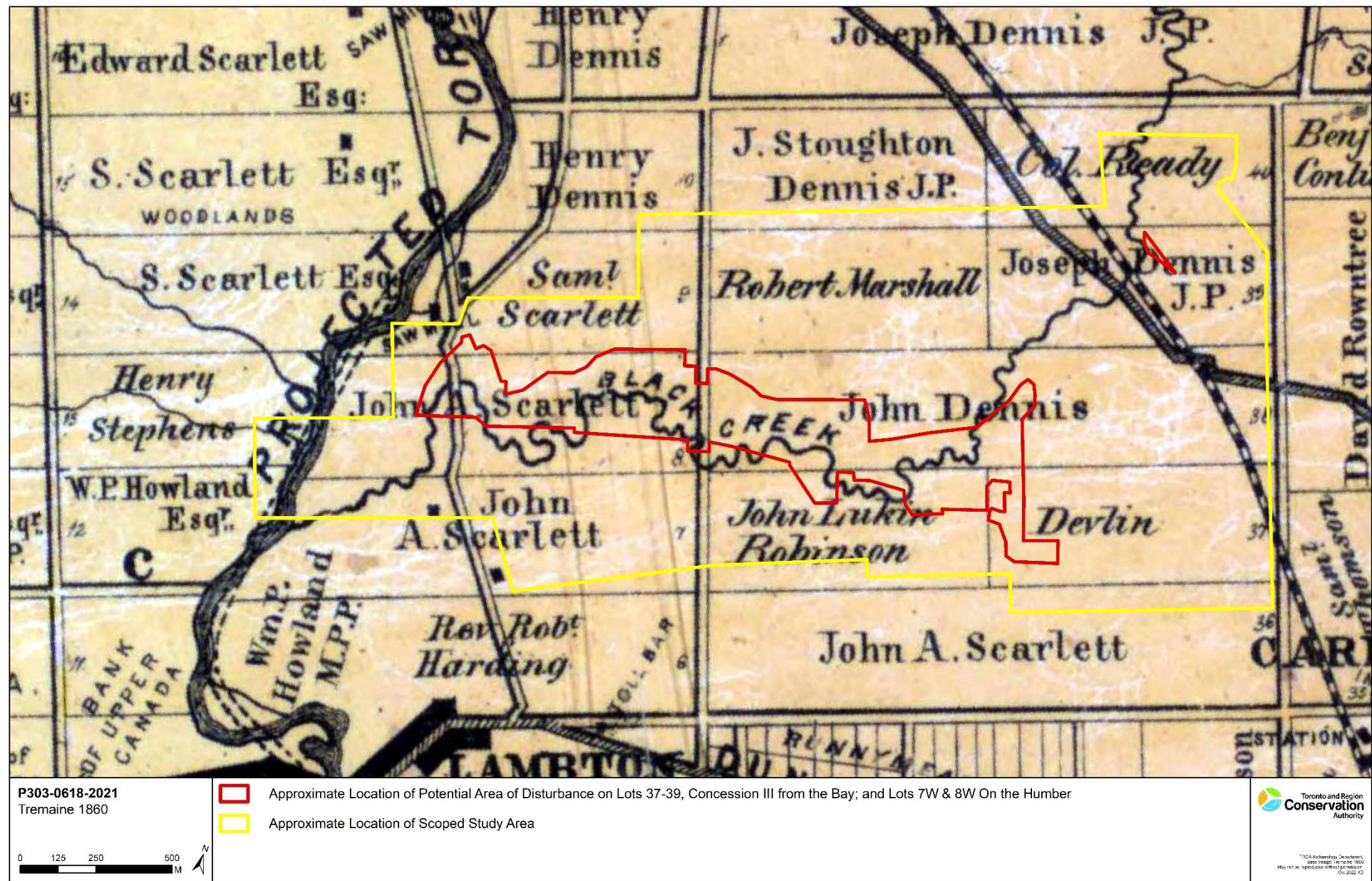
Map 2. Development Plan



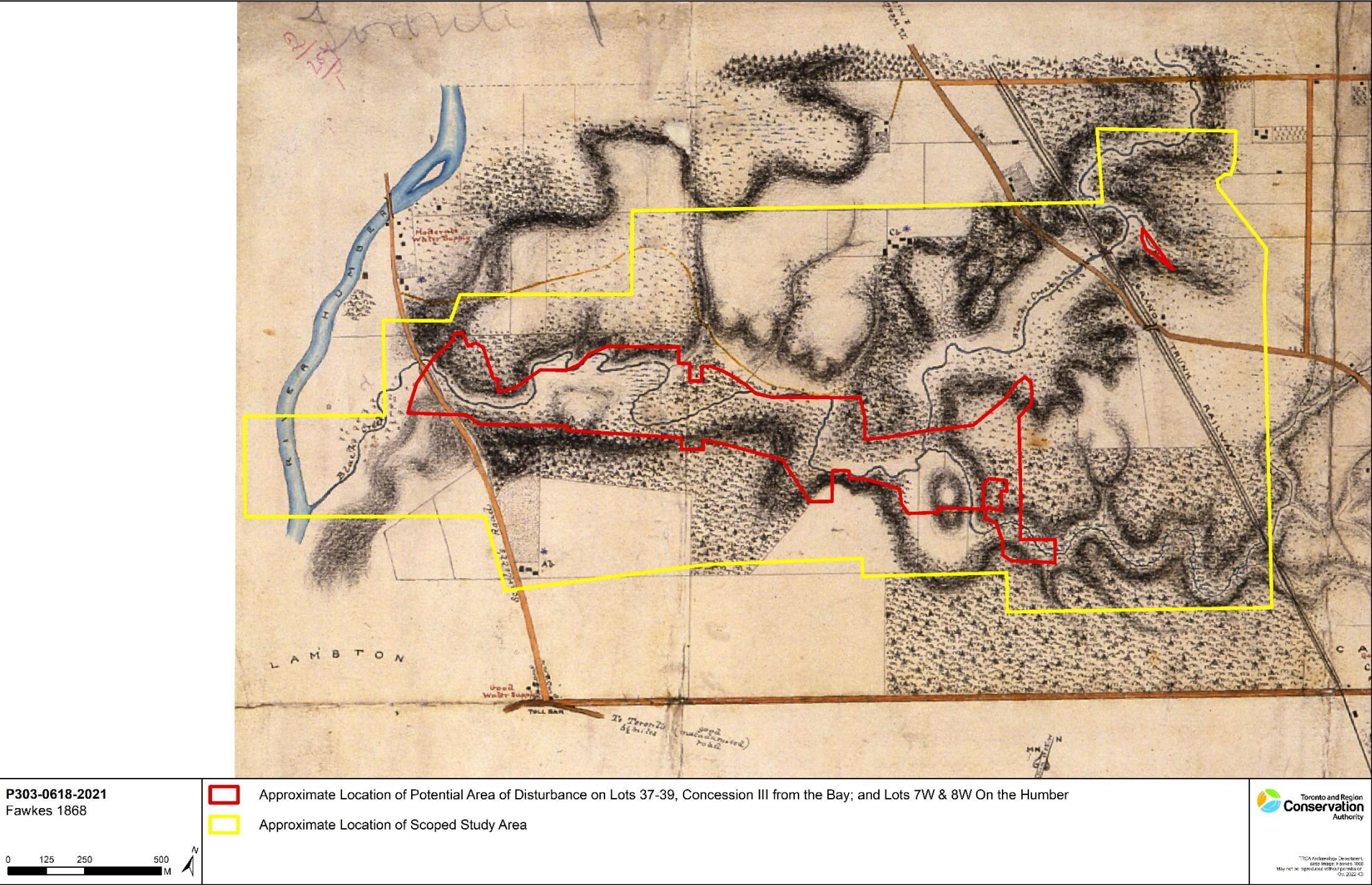
Map 3. Historical Stream Alignment and Iroquoian Shoreline



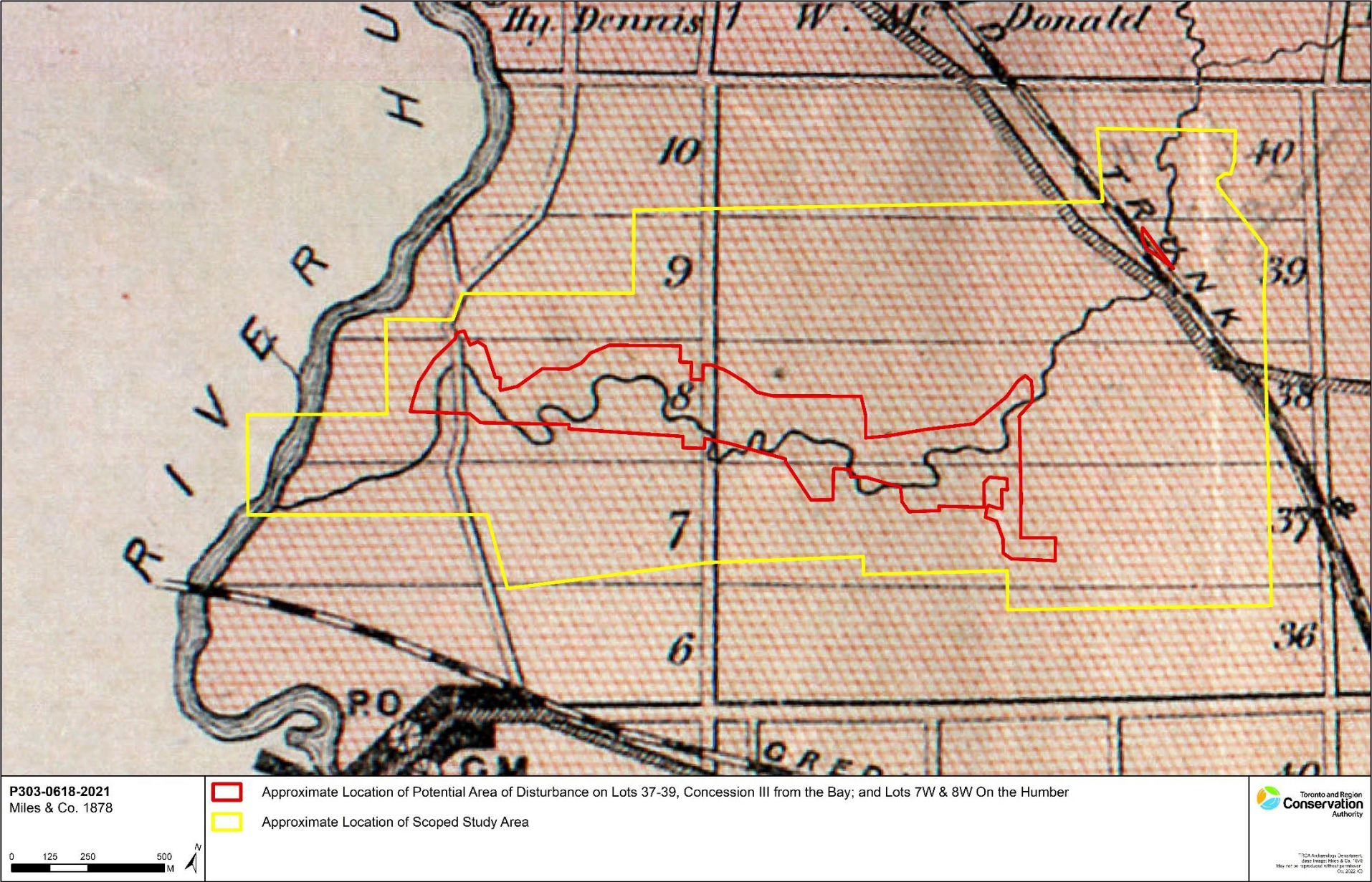
Map 4. Detail of 1851 Browne Map – York County



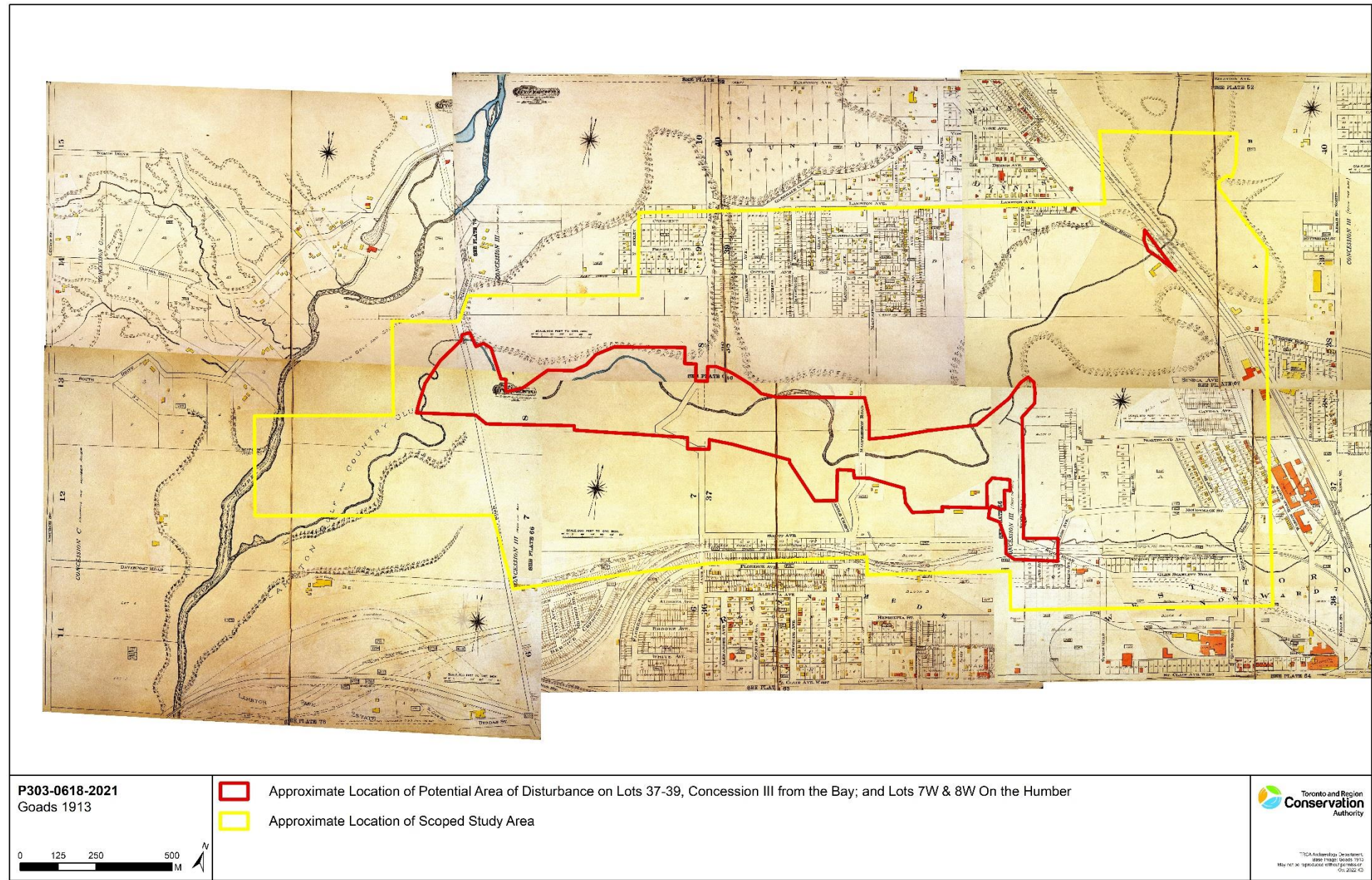
Map 5. Detail of 1860 Tremaine Map – York County



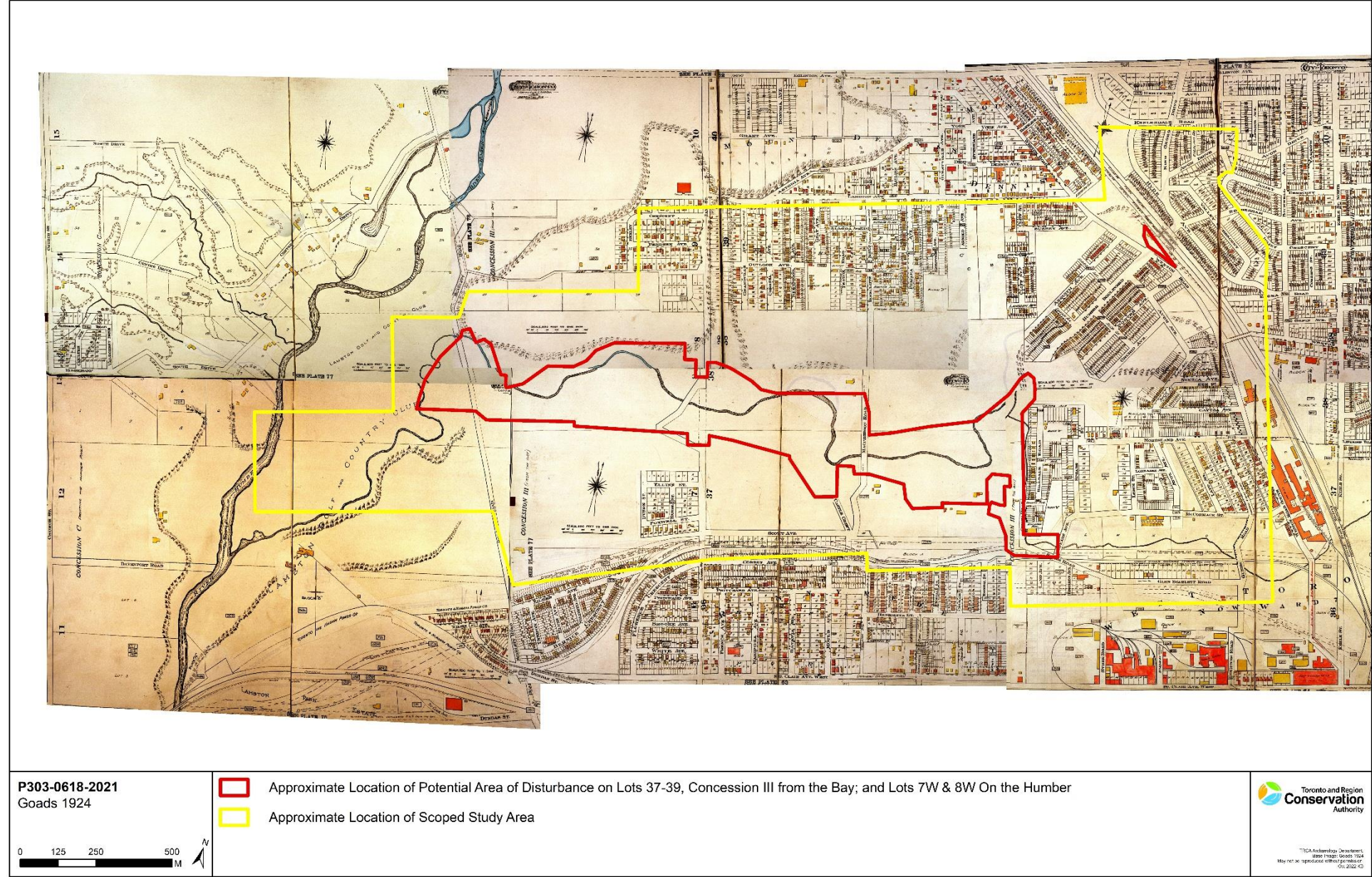
Map 6. Detail of 1868 Fawke’s Map – York County



Map 7. Detail of 1878 Miles & Co. Illustrated Atlas – York County



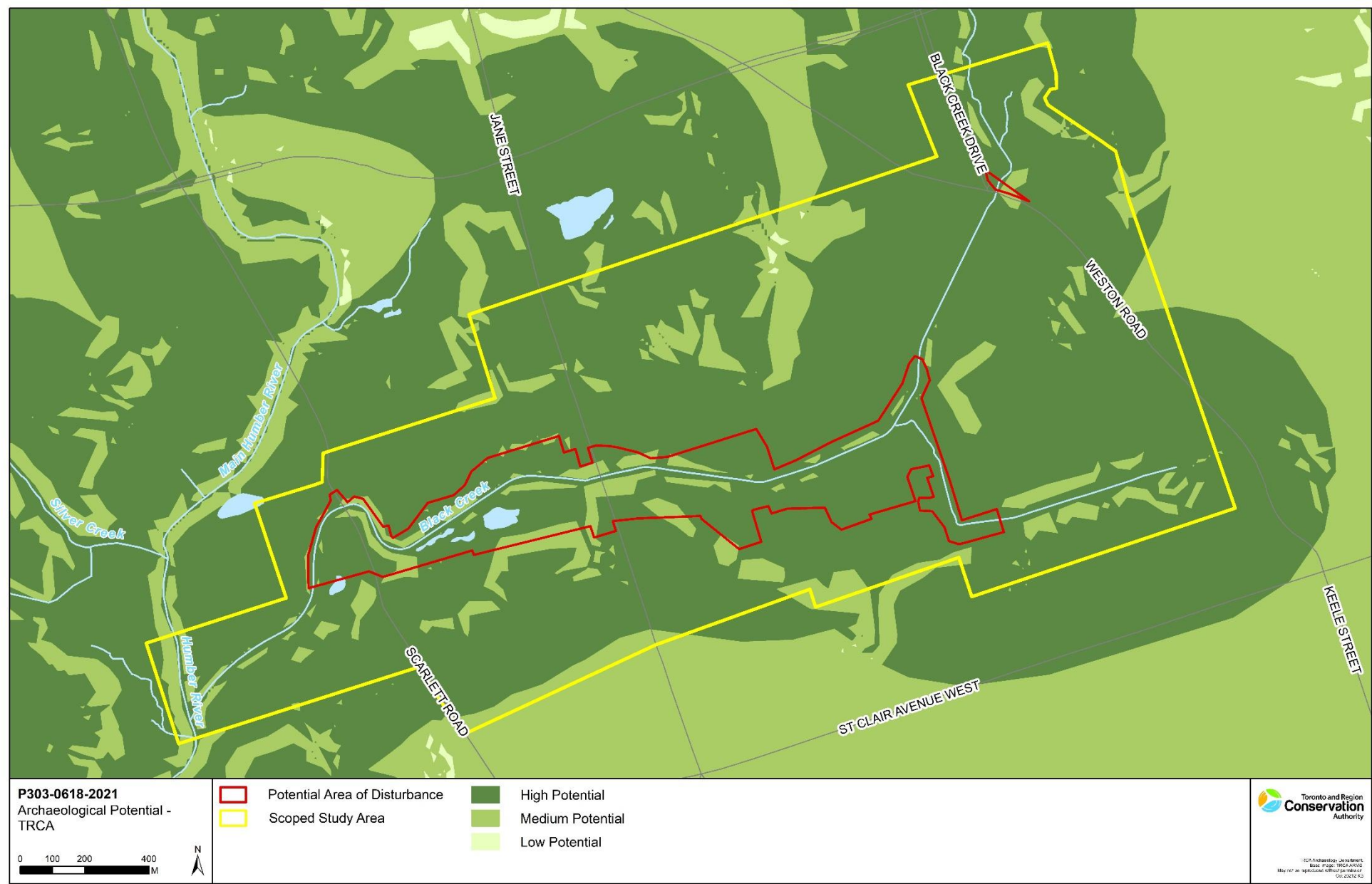
Map 8. 1913 Goad's Map – York County



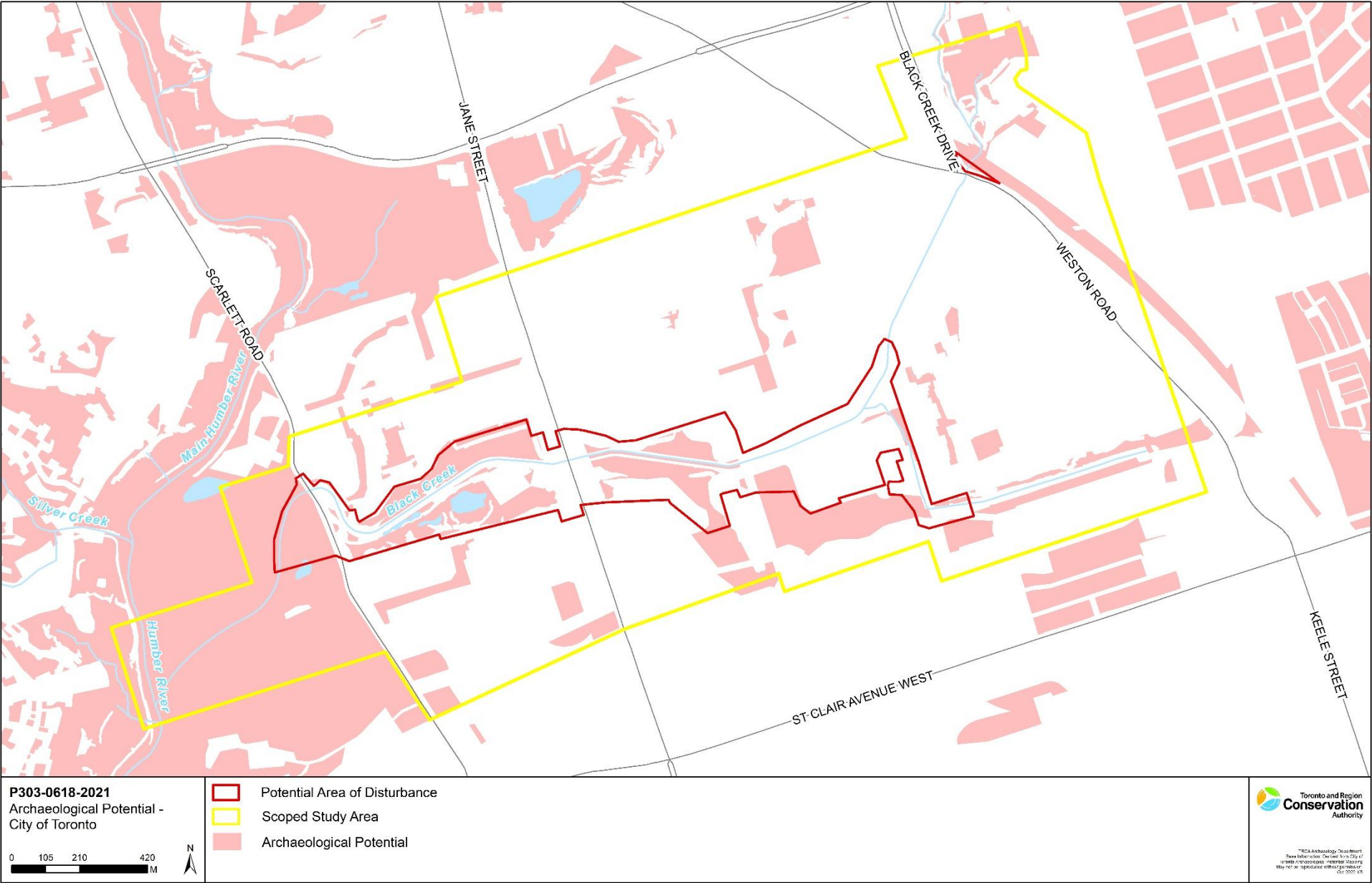
Map 9. 1924 Goad's Map – York County



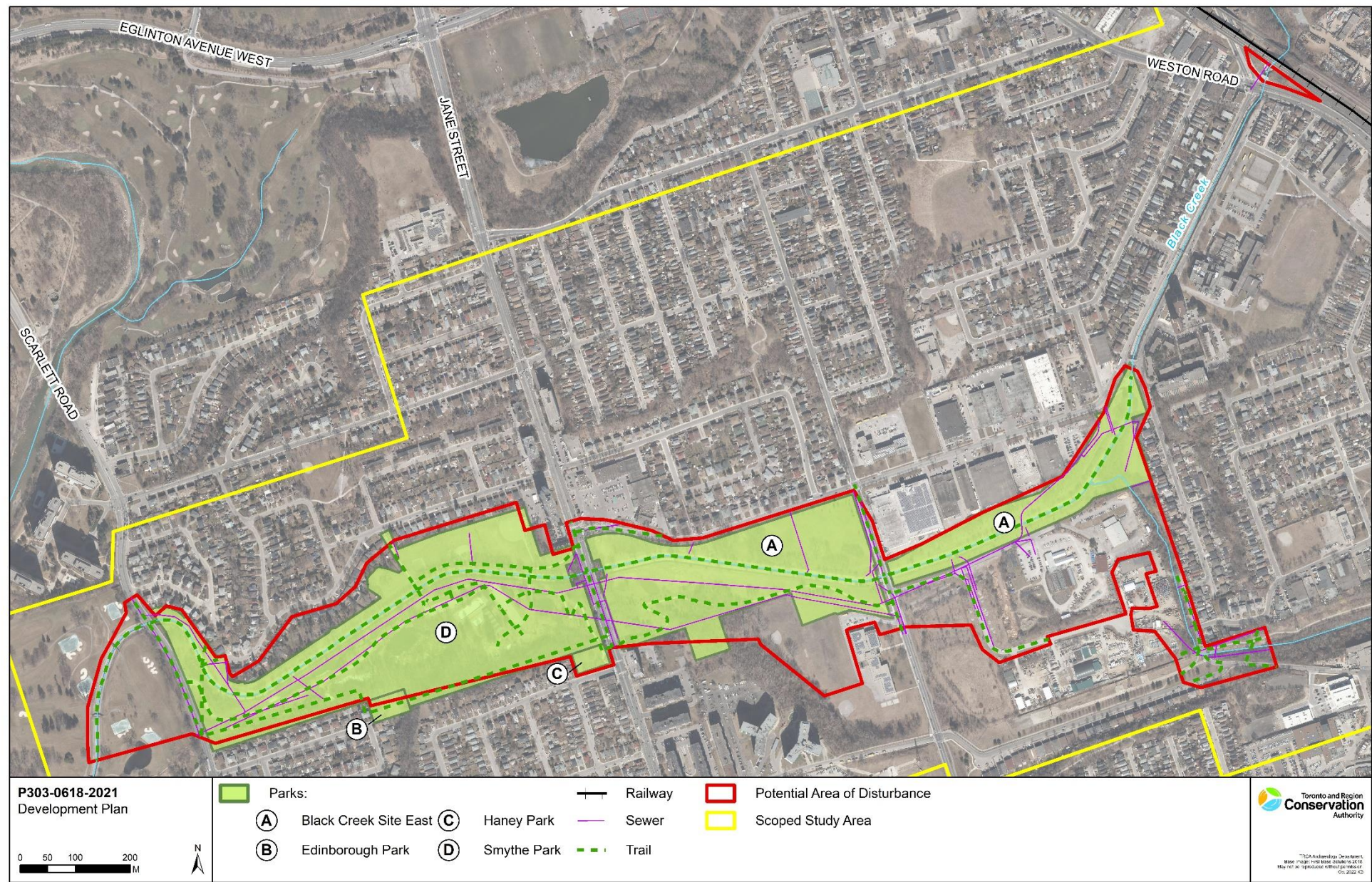
Map 10. Local Topography



Map 11. TRCA Archaeological Potential Model



Map 12. City of Toronto - Archaeological Potential Model

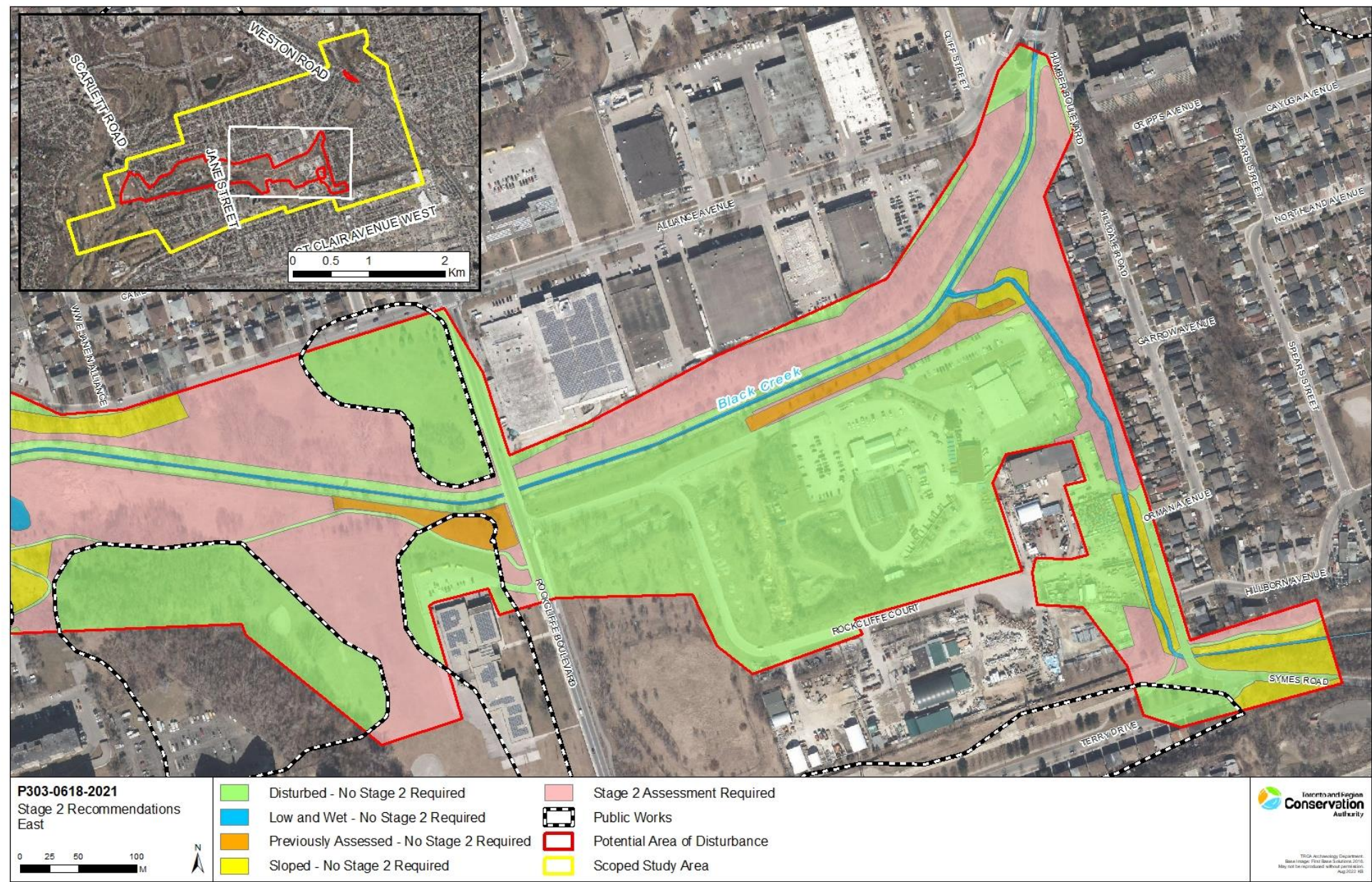


Map 13. Built Features

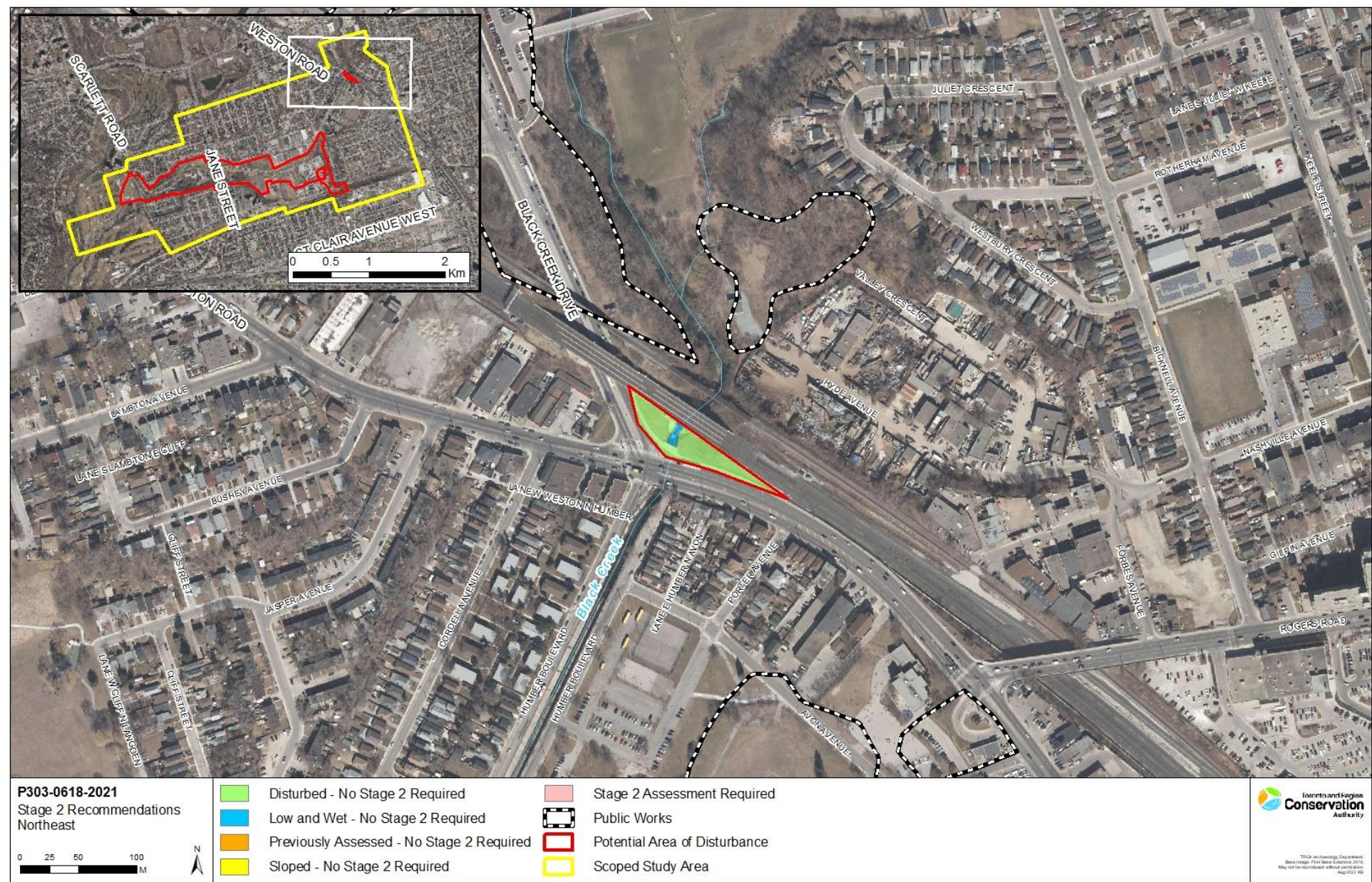


Map 14. Built Heritage





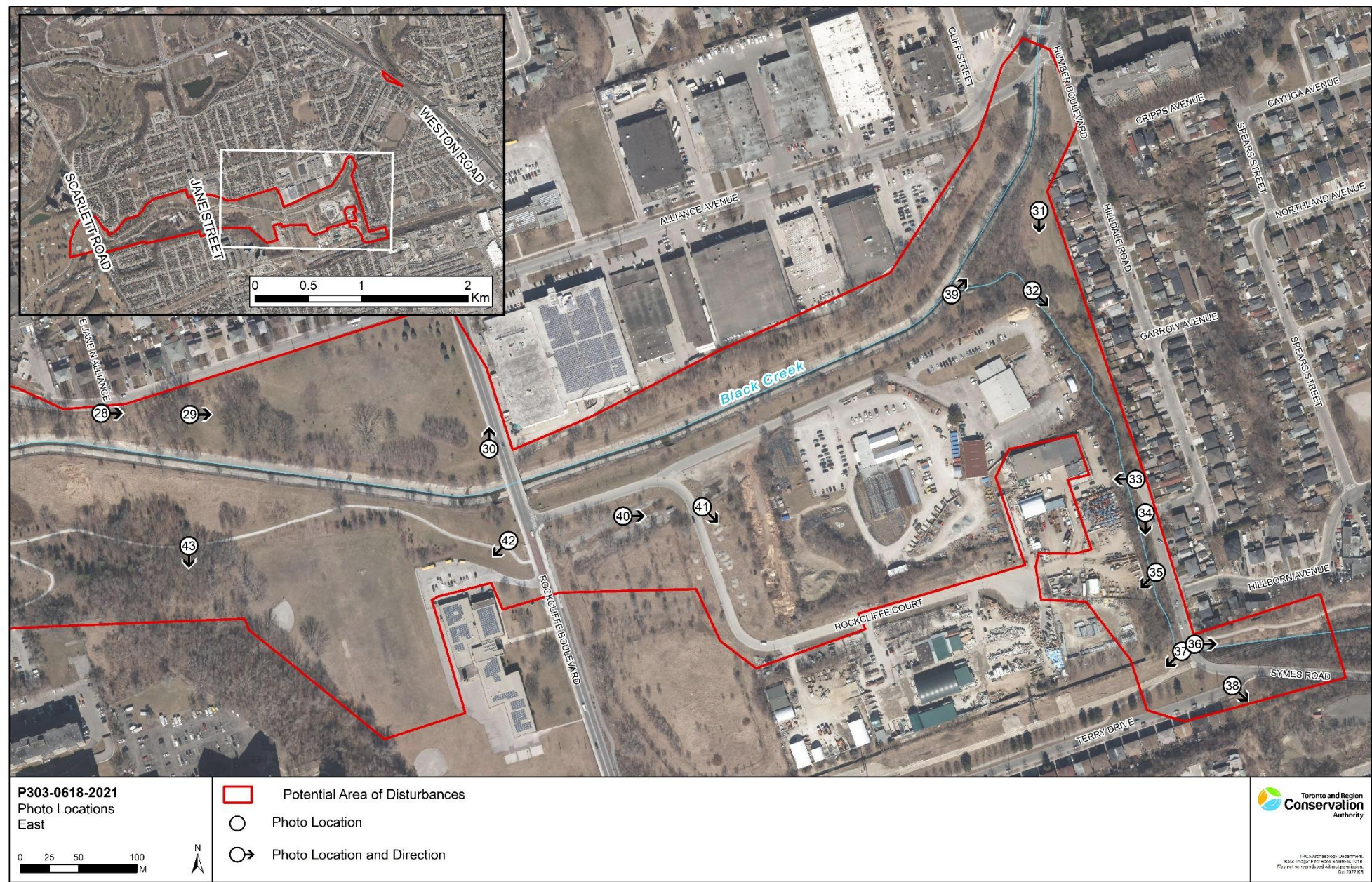
Map 16. Stage 2 Archaeological Assessment Recommendations (east half).



Map 17. Stage 2 Archaeological Assessment Recommendations (northeast portion).



Map 18. Photo Locations and Directions.



Map 19. Photo Locations and Directions.



Map 20. Photo Locations and Directions.

Appendix B: Images

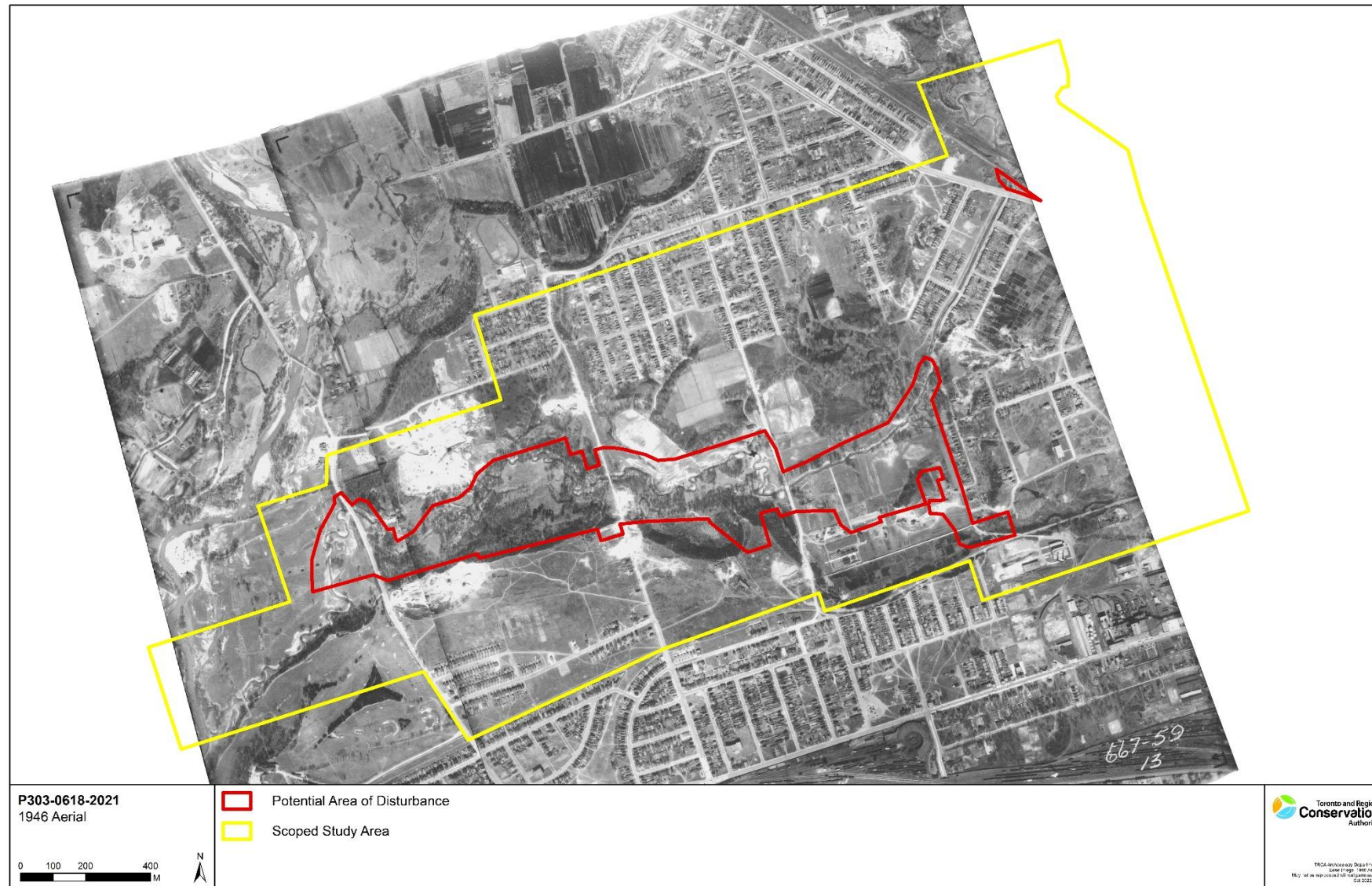


Image 1. 1946 aerial photograph



Image 2. 1952 aerial photograph of the study area



Image 3. 1954 aerial photograph of the study area



Image 4. Black Creek channel construction (date unknown)



Image 5. Black Creek channel construction (date unknown)



Image 6. Black Creek channel construction (date unknown)



Image 7. Completed Black Creek channel (date unknown)



Image 8. 1967 aerial photograph of the study area



Image 9. Black Creek channel excavation (date unknown)



Image 10. Black Creek – date unknown



Image 11 Black Creek channel excavation (date unknown)



Image 12. Scarlett Road over Black Creek



Image 13. Smythe Park pedestrian bridge



Image 14. Smythe Park pedestrian bridge



Image 15. Smythe Park pedestrian bridge



Image 16. Jane Street over Black Creek



Image 17. Rockcliffe Boulevard over Black Creek



Image 18. Symes Road South Driveway Crossing over Lavender Creek



Image 19. Symes Road North Driveway Crossing over Lavender Creek



Image 20. Alliance Avenue over Black Creek



Image 21. Humber Boulevard over Black Creek



Image 22. Weston Road over Black Creek



Image 23. Disturbances associated with parking lot



Image 24. View of pool facility at Smythe Park



Image 25. View of berming and paved pathway



Image 26. View of infrastructure and development at Jane Street and Alliance Avenue



Image 27. View of Black Creek channel



Image 28. View of subsurface infrastructure and steep slope.



Image 29. View of manicured grassed area.



Image 30. View of subsurface infrastructure and manicured grassed area.



Image 31. View of manicured grassed area.



Image 32. View of Lavender Creek.



Image 33. View of paved driveway and commercial building.



Image 34. View of paved roadway and grassed margins.



Image 35. View of creek.



Image 36. View of paved pathway and hydro corridor.



Image 37. View of paved pathway and berming.



Image 38. View of steep slope.



Image 39. View of Black Creek channel and Lavender Creek confluence.



Image 40. View of overgrown paved driveway.



Image 41. View of overgrown berms.



Image 42. View of paved pathway and school.

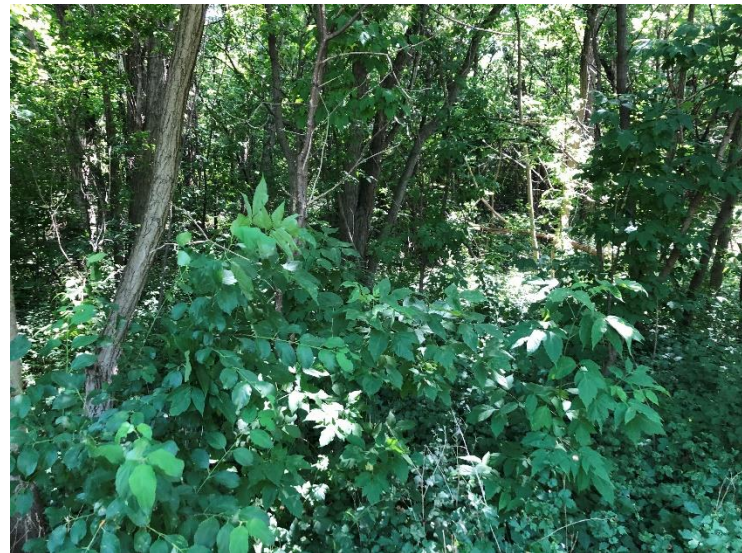


Image 43. View of woodlot.



Image 44. View of low and wet area and Black Creek channel in the background.



Image 45. View of paved switchback.



Image 46. View of railway and berming.

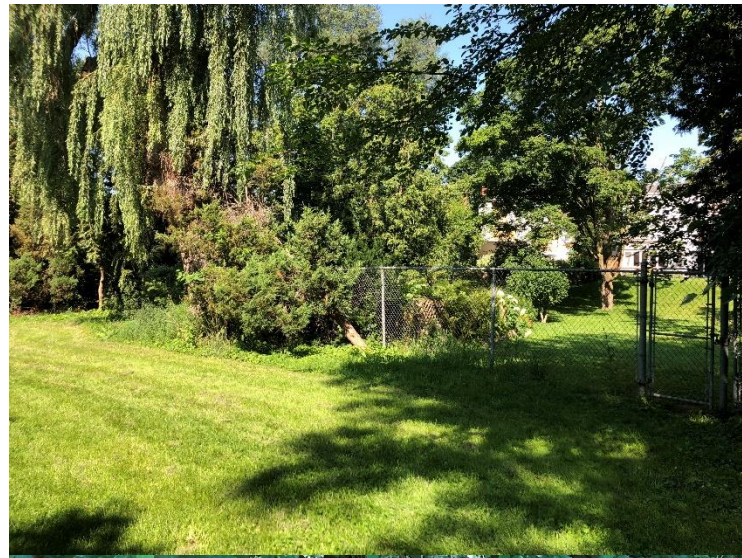


Image 47. View of manicured grass and residential backyards.



Image 48. View of manicured grass and manhole.



Image 49. View of gravel pathway and steep slope.



Image 50. View of channel and golf course.



Image 51. View of steep slope down to golf course.



Image 52. View of man-made wetland.



Image 53. View of woodlot.

Appendix C: Document Inventory

All documentary material is located at the offices of TRCA Archaeology at 5 Shoreham Drive, Downsview, ON M3N 1S4. All documentation is digitized and stored on the local server.

Dates	Document Page #	Digital Photographs	
	Field Notes	Camera	Photo
17-Jun-21	2.61-2.63	Iphone 8	IMG_0093 to 0193
23-Jul-21	2.64		IMG_0194 to 0213