

Appendix K

**Stage 1 Terrestrial Archaeology
Assessment Report**

Stage 1 Archaeological Assessment Additional Lands

Runway End Safety Area, Billy Bishop Toronto City Airport

PortsToronto

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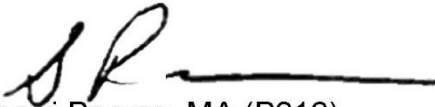
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Runway End Safety Area, Billy Bishop Toronto City Airport

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1	May 2025	AECOM	Draft Stage 1 Archaeological Assessment Additional Lands.
2	October 2025	AECOM	Final Stage 1 Archaeological Assessment Additional Lands.

Distribution List

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	✓	PortsToronto
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Land Acknowledgement

We acknowledge that Billy Bishop Toronto City Airport is located on the traditional territory of many nations including the Mississaugas of the Credit, the Anishinaabe, the Chippewa, the Haudenosaunee, and the Wendat peoples, and is now home to many diverse Indigenous, Inuit, and Métis peoples. PortsToronto also recognizes that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

Executive Summary

AECOM Canada ULC (AECOM) has been retained by Avia NG to complete an Environmental Assessment for the implementation of Runway End Safety Areas (RESAs) for Runway 08/26 at Billy Bishop Toronto City Airport (the Project). The Billy Bishop Toronto City Airport is owned and operated by PortsToronto (the Project proponent) and is located in the City of Toronto on the Toronto Islands.

The purpose of the Project is to comply with the Canadian Aviation Regulations Part III, Subpart 2, Division VI – Runway End Safety Area (RESA), published in January 2022, which mandate RESAs for airports serving over 325,000 commercial passengers annually. RESAs are designated open spaces at both ends of runways, designed to minimize damage if an aircraft overruns or undershoots the runway. At Billy Bishop Toronto City Airport, the RESA requirements apply only to the primary runway, Runway 08/26, which enables commercial aircraft use.

Although there are no regulatory requirements under the federal or the provincial acts that mandate the Environmental Assessment process for the Project, a Section 82 evaluation under the Impact Assessment Act is required for all Project components that fall on Transport Canada-owned land. A Section 82 evaluation is a requirement under the Impact Assessment Act for projects located on federal lands or being carried out by federal authorities. In the City of Toronto's Official Plan (2024), policies exist that require projects where lakefilling in Lake Ontario is proposed to undertake an Environmental Assessment. As such, PortsToronto has undertaken a non-statutory Environmental Assessment process for the RESA project at Billy Bishop Toronto City Airport.

As part of the Environmental Assessment, PortsToronto has identified and evaluated alternatives for implementing RESAs at Billy Bishop Toronto City Airport. The Environmental Assessment also considers the opportunities to enhance airport operational safety. This includes minimizing regular non-airport and airport vehicular crossings on Runway 08/26, currently necessary for both airport operations and Toronto Islands access requiring co-ordination with the airport traffic control tower. This effort supports Transportation Safety Board of Canada's objective to reduce the risk of runway incursions at airports. Additionally, the Environmental Assessment examined measures to reduce emissions and ground-based noise levels along the lakefront.

In 2015, AECOM completed a Stage 1 archaeological assessment for the proposed 200 meter extension of the landmass at each end of Runway 08/26, and introduction of jets at the Billy Bishop Toronto City Airport. The Stage 1 assessment determined that the Study Area addressed within the scope of that report did not retain archaeological potential and no further assessment was recommended (AECOM 2015). Additional

lands are now required for the implementation of the Project. As the Project will impact both land and lakebed, both a terrestrial and marine archaeological assessment have been undertaken. The current report addresses the terrestrial archaeological component of the study for the additional lands identified as required for the implementation of the RESA. The Study Area for archaeological assessment also includes a larger area beyond the project footprint to allow for potential staging areas outside of the proposed impact areas, if needed. The marine assessment will be addressed in a separate standalone report (ARA forthcoming).

The Billy Bishop Toronto City Airport is located on the Toronto Islands, adjacent the Toronto Waterfront, within the Geographic Township of York South West, City of Toronto, York County, Ontario (**Figure 1** and **Figure 2**).

The Project is subject to the requirements of the *Ontario Heritage Act* (Ontario Government 1990b) and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

All archaeological consulting activities were conducted under PIF number P316-0558-2024, issued to Professional Archaeologist Sherri Pearce, MA (P316) in accordance with the Ministry of Citizenship and Multiculturalism's *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

AECOM's Stage 1 background study for the Additional Lands at Billy Bishop Toronto City Airport RESA Study Area has determined that the potential for the recovery of pre- and post-contact Indigenous and 19th century settler archaeological resources within the Study Area has been removed due to original natural areas being subject to extensive and intensive deep land alterations, as well as the remaining land consisting of a manufactured landmass. Based on these findings, the following recommendations are made:

The Study Area does not retain any archaeological potential. No impacts to land based archaeological resources by the proposed undertaking are anticipated and no further archaeological assessment is recommended.

The Ministry of Citizenship and Multiculturalism is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. **As no further archaeological assessment is recommended, archaeological concerns for the Additional Lands Billy Bishop Toronto City Airport Runway End Safety Areas Study Area, located on the Toronto Islands, adjacent the Toronto Waterfront, within the Geographic Township of York South West, City of Toronto, York County, Ontario, have been fully addressed.**

Please note that this archaeological assessment report has been written to meet the requirements of the Ministry of Citizenship and Multiculturalism's *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011); however, properties that are subject to archaeological assessment are not considered cleared for ground disturbance activities until the associated report has been reviewed and accepted by the Ministry of Citizenship and Multiculturalism. In order to maintain compliance with the Ministry of Citizenship and Multiculturalism and the *Ontario Heritage Act* (1990b), no ground disturbing activities are to occur until the proponent and approval authority receive a formal letter from the Ministry of Citizenship and Multiculturalism stating that the recommendations provided herein are compliant and that the report has been accepted into the Ministry of Citizenship and Multiculturalism register of archaeological reports.

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1. Project Context

1.1 Development Context

AECOM Canada ULC (AECOM) has been retained by Avia NG to complete an Environmental Assessment for the implementation of Runway End Safety Areas (RESAs) for Runway 08/26 at Billy Bishop Toronto City Airport (the Project). The Billy Bishop Toronto City Airport is owned and operated by PortsToronto (the Project proponent) and is located in the City of Toronto on the Toronto Islands.

The purpose of the Project is to comply with the Canadian Aviation Regulations Part III, Subpart 2, Division VI – Runway End Safety Area (RESA), published in January 2022, which mandate RESAs for airports serving over 325,000 commercial passengers annually. RESAs are designated open spaces at both ends of runways, designed to minimize damage if an aircraft overruns or undershoots the runway. At Billy Bishop Toronto City Airport, the RESA requirements apply only to the primary runway, Runway 08/26, which enables commercial aircraft use.

Although there are no regulatory requirements under the federal or the provincial acts that mandate the Environmental Assessment process for the Project, a Section 82 evaluation under the Impact Assessment Act is required for all Project components that fall on Transport Canada-owned land. A Section 82 evaluation is a requirement under the Impact Assessment Act for projects located on federal lands or being carried out by federal authorities. In the City of Toronto's Official Plan (2024), policies exist that require projects where lakefilling in Lake Ontario is proposed to undertake an Environmental Assessment. As such, PortsToronto has undertaken a non-statutory Environmental Assessment process for the RESA project at Billy Bishop Toronto City Airport.

As part of the Environmental Assessment, PortsToronto has identified and evaluated alternatives for implementing RESAs at Billy Bishop Toronto City Airport. The Environmental Assessment also considers the opportunities to enhance airport operational safety. This includes minimizing regular non-airport and airport vehicular crossings on Runway 08/26, currently necessary for both airport operations and Toronto Islands access requiring co-ordination with the airport traffic control tower. This effort supports Transportation Safety Board of Canada's objective to reduce the risk of runway incursions at airports. Additionally, the Environmental Assessment examined measures to reduce emissions and ground-based noise levels along the lakefront.

In 2015, AECOM completed a Stage 1 archaeological assessment for the proposed 200 metres extension of the landmass at each end of the main runway, and introduction of jets at the Billy Bishop Toronto City Airport. The Stage 1 assessment determined that the Study Area addressed within the scope of that report did not retain archaeological potential and no further assessment was recommended (AECOM 2015).

Additional lands are now required for the implementation of the Project. As the proposed Project at Billy Bishop Toronto City Airport Runway End Safety Areas will impact both land and lakebed, both a terrestrial and marine archaeological assessment has been undertaken. The current report addresses the terrestrial archaeological component of the study for the additional lands identified as required for the implementation of the Runway End Safety Areas. The Study Area for archaeological assessment also includes a larger area beyond the Project footprint to allow for potential staging areas outside of the proposed impact areas, if needed. The marine assessment will be addressed in a separate standalone report (ARA forthcoming). The Billy Bishop Toronto City Airport is located on the Toronto Islands, adjacent to the Toronto Waterfront, within the Geographic Township of York South West, City of Toronto, York County, Ontario (**Figure 1** and **Figure 2**).

The project is subject to the requirements of the *Ontario Heritage Act* (Ontario Government 1990b) and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

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1.1.1 Objectives

The objective of the Stage 1 background study is to document the archaeological and land use history and present conditions within the Study Area. This information will be used to evaluate in detail the Study Area's archaeological potential, which will support recommendations for the Stage 2 survey for all parts of the Study Area, as well as recommending appropriate Stage 2 survey strategies. The results of the Stage 1 archaeological assessment presented in this report are drawn in part from:

- The Ministry of Citizenship and Multiculturalism's Archaeological Sites Database for a listing of registered archaeological sites within a 1 kilometre radius of the Study Area;
- Reports of previous archaeological assessments within 50 metres of the Study Area;
- Recent and historical maps of the Study Area;
- Archaeological management plans or other archaeological potential mapping where available; and,
- Municipal Registers of listed heritage properties and properties designated under the *Ontario Heritage Act* (Ontario Government 1990b), commemorative plaques, and monuments identified in or near the Study Area.

This Stage 1 archaeological assessment has been conducted to meet the requirements of the Ministry of Citizenship and Multiculturalism's *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

1.2 Historical Context

Years of archaeological research and assessments in southern Ontario have resulted in a well-developed understanding of the historic land use in York County, including the Toronto Islands, from the earliest Indigenous peoples to the more recent colonial settlers and farmers. **Table 1** provides a breakdown of the cultural and temporal history of past occupations of York County and the Toronto Islands.

Table 1: Cultural Chronology for York County

Archaeological Period	Time Period	Characteristics
Early Paleo	9000-8400 BC	<ul style="list-style-type: none"> ■ Fluted points ■ Arctic tundra and spruce parkland environment, caribou hunters ■ Gainey, Barnes, Crowfield
Late Paleo	8400-8000 BC	<ul style="list-style-type: none"> ■ Holcombe, Hi-Lo and Lanceolate points ■ Slight reduction in territory size
Early Archaic	8000-6000 BC	<ul style="list-style-type: none"> ■ Notched and bifurcate base points ■ Growing populations ■ Nettling
Middle Archaic	6000-2500 BC	<ul style="list-style-type: none"> ■ Stemmed and Brewerton Points ■ Laurentian Development, Otter Creek, Stanley/Neville ■ Increasing regionalization
Late Archaic	2000-1800 BC	<ul style="list-style-type: none"> ■ Narrow Point ■ Environment similar to present ■ Lamoka
	1800-1500 BC	<ul style="list-style-type: none"> ■ Broad Point ■ Large lithic tools ■ Genesee, Adder Orchard, Perkiomen
	1500-1100 BC	<ul style="list-style-type: none"> ■ Small Point ■ Introduction of bow ■ Crawford Knoll
Terminal Archaic	1100-950 BC	<ul style="list-style-type: none"> ■ Hind Points, Glacial Kame Complex ■ Earliest true cemeteries
Early Woodland	950-400 BC	<ul style="list-style-type: none"> ■ Meadowood Points ■ Introduction of pottery
Middle Woodland	400 BC-AD 500	<ul style="list-style-type: none"> ■ Point Peninsula ■ Long distance trade networks ■ Increased sedentism
	AD 550-900	<ul style="list-style-type: none"> ■ Princess Point ■ Cord wrapped stick pottery ■ Introduction of corn horticulture

Archaeological Period	Time Period	Characteristics
Late Woodland	AD 900-1300	<ul style="list-style-type: none"> ■ Agricultural villages ■ Glen Meyer
	AD 1300-1400	<ul style="list-style-type: none"> ■ Increased longhouse sizes ■ Uren, Middleport
	AD 1400-1650	<ul style="list-style-type: none"> ■ Territoriality ■ Neutral Iroquois/Huron
Contact Period Indigenous	AD 1600-present	<ul style="list-style-type: none"> ■ Mixture of Indigenous and European goods ■ Early written records and treaties ■ Ojibwa, Odawa, Mississaugas, Six Nations
Contact Period Settler	AD 1600-present	<ul style="list-style-type: none"> ■ Early written records and treaties ■ European goods and colonial settlement

Notes: Taken from Ellis and Ferris (1990)

The following sections provide a detailed summary of the archaeological cultures that have settled in the vicinity of the Study Area. As Chapman and Putnam (1984) illustrate, the modern physiography of southern Ontario is largely a product of events of the last major glacial stage and the landscape is a complex mosaic of features and deposits produced during the last series of glacial retreats and advances prior to the withdrawal of the continental glaciers from the area. Southwestern Ontario was finally ice free by 12,500 years ago. With continuing ice retreat and lake regressions, the land area of southern Ontario progressively increased while barriers to the influx of plants, animals, and people steadily diminished (Karrow and Warner 1990). The land within York County has been extensively utilized by pre-contact Indigenous people who began occupying southwestern Ontario as the glaciers receded.

1.2.1 Pre-Contact Indigenous Settlement

The Paleo Period

In this area, the first human settlement can be traced back to 11,000 years ago; these earliest well-documented groups are referred to as Paleo, which translates to old or ancient. During the Paleo period, people were non-agriculturalists who depended on hunting and gathering of wild food. They moved their encampments on a regular basis to be in the locations where these resources naturally became available. The size of the groups occupying any particular location would vary depending on the amount and availability of food and resources (Ellis and Deller 1990). The picture that has emerged for the early and late Paleo is of groups at low population densities who were residentially mobile and made use of large territories during annual cycles of resource exploitation.

The Archaic Period

The next major cultural period following the Paleo is termed the Archaic, which is broken temporally into the Early, Middle, Late, and Terminal Archaic periods. There is much debate on how the term Archaic is employed; general practice bases the designation off assemblage content as there are marked differences in artifact suites from the preceding Paleo and subsequent Woodland periods. As Ellis *et al.* (1990) note, from an artifact and site characteristic perspective, the Archaic is simply used to refer to non-Paleo manifestations that pre-date the introduction of ceramics. Ellis *et al.* (1990) stress that Archaic groups can be distinguished from earlier groups based on site characteristics and artifact content.

Early Archaic sites have been reported throughout much of southwestern Ontario and extend as far north as the Lake Huron Basin region and as far east as Rice Lake (Deller *et al.* 1986). A lack of excavated assemblages from southern Ontario has limited understandings and inferences regarding the nature of stone tool kits in the Early Archaic and tool forms other than points are poorly known in Ontario; however, at least three major temporal horizons can be recognized and can be distinguished based on projectile point form (Ellis *et al.* 1990). These horizons are referred to as Side-Notched (*ca.* 8,000-7,700 BC), Corner-Notched (*ca.* 7,700-6,900 BC), and Bifurcated (*ca.* 6,900-6,000 BC) (Ellis *et al.* 1990). Additional details on each of these horizons and the temporal changes to tool types can be found in Ellis *et al.* (1990).

The Middle Archaic period (6,000-2,500 BC), like the Early Archaic, is relatively unknown in southern Ontario. Ellis *et al.* (1990) suggest that artifact traits that have come to be considered characteristics of the Archaic period as a whole, first appear in the Middle Archaic. These traits include fully ground and polished stone tools, specific tool types including banner stones and net-sinkers, and the use of local and/or non-chert type materials for lithic tool manufacture (Ellis *et al.* 1990).

The Late Archaic begins around approximately 2,000 BC and ends with the beginning of ceramics and the Meadowood Phase at roughly 950 BC. Much more is known about this period than the Early and Middle Archaic, including a number of known Late Archaic sites. Late Archaic sites appear to be more common than earlier periods, suggesting some degree of population increase. In this phase, true cemeteries appear and have allowed for the analysis of band size, biological relationships, social organization, and health. Narrow and Small point traditions appear as well as tool recycling wherein points were modified into drills, knives, end scrapers, and other tools (Ellis *et al.* 1990). Other tools including serrated flakes used for sawing or shredding, spokeshaves, and retouched flakes manufactured into perforators, gravers, micro-perforators, or piercers. Tools on coarse-grained rocks such as sandstone and quartz become common and included hammerstones, net-sinkers, anvils, and cobble spalls. Depending on preservation, several Late Archaic sites include bone and/or antler artifacts, which likely

represent fishing toolkits and ornamentation. These artifacts include bone harpoons, barbs or hooks, notched projectile points, and awls. Bone ornaments recovered have included tubular bone beads and drilled mammal canine pendants (Ellis *et al.* 1990).

Throughout the Early to Late Archaic periods the natural environment warmed, and vegetation changed from closed conifer-dominated vegetation cover to the mixed coniferous and deciduous forest in the north and deciduous vegetation in the south, that we see in Ontario today (Ellis *et al.* 1990). During the Archaic period, there are indications of increasing populations and decreasing size of territories exploited during annual rounds, fewer moves of residential camps throughout the year and longer occupations at seasonal campsites, continuous use of certain locations on a seasonal basis over many years, increasing attention to ritual associated with the deceased, and long range exchange and trade systems for the purpose of obtaining valued and geographically localized resources (Ellis *et al.* 1990).

The Woodland Period

The Early Woodland period is distinguished from the Late Archaic period primarily by the addition of ceramic technology, which provides a useful demarcation point for archaeologists but is expected to have made less difference in the lives of the Early Woodland peoples. The settlement and subsistence patterns of Early Woodland people show much continuity with the earlier Archaic, with seasonal camps occupied to exploit specific natural resources (Spence *et al.* 1990). During the Middle Woodland well-defined territories containing several key environmental zones were exploited over the yearly subsistence cycle. Large sites with structures and substantial middens appear in the Middle Woodland associated with spring macro-band occupations focussed on utilizing fish resources and created by consistent returns to the same site (Spence *et al.* 1990). Groups would come together into large macro-bands during the spring-summer at lakeshore or marshland areas to take advantage of spawning fish; in the fall inland sand plains and river valleys were occupied for deer and nut harvesting and groups split into small micro-bands for winter survival (Spence *et al.* 1990). This is a departure from earlier Woodland times when macro-band aggregation is thought to have taken place in the winter (Ellis *et al.* 1988; Granger 1978).

The period between the Middle and Late Woodland period was both technically and socially transitional for the ethnically diverse populations of southern Ontario and these developments laid the basis for the emergence of settled villages and agriculturally based lifestyles (Fox 1990). The Late Woodland period began with some groups shifting settlement and subsistence patterns, involving an increasing reliance on corn agriculture. Corn may have been introduced into southwestern Ontario from the American Midwest as early as 600 AD. However, it did not become a dietary staple until at least three to four hundred years later. The first agricultural villages in southwestern Ontario date to the 10th century A.D. Unlike the riverine base camps of the Middle

Woodland period, Late Woodland sites are located in the uplands, on well-drained sandy soils.

In the Late Woodland period, between 900-1300 AD, villages tended to be small settlements with nearby camps and hamlets that served as temporary spaces for hunting game and gathering resources outside of the villages. At this time, 900-1300 AD, small village sites were characterized by the presence of longhouses with villages being occupied considerably longer than later in the Late Woodland period. Villages tended to be moved when nearby soils had been depleted by farming and conveniently collected firewood grew scarce. The Jesuits reported that the Huron moved their villages once every 10-15 years as they relied less heavily on corn than did later groups, and since their villages were much smaller, there was less demand on nearby resources. Small amounts of corn appear to have been a dietary component at this time; however, archaeological evidence suggests that its role was not as a dietary staple at this time but was possibly supplemental in nature.

Between 1300 and 1400 AD, village sizes grew significantly, resulting in the development of complex community political systems. This period also marks the emergence of fully developed horticulture, including the cultivation of corn, beans, and squash. Additionally, changes in ceramic styles may reflect increasing levels of inter-community communication and integration. Iroquoian groups lived side by side with the more nomadic Algonquin speakers, notably the Odawa (or "Ottawa") and Ojibway in southwestern Ontario. Because Iroquoian and Algonquin groups interacted frequently it can be difficult to differentiate them archaeologically. Circa 1650, following the immense impacts of European diseases and associated warfare, Petun, Huron-Wendat and Neutral populations were driven out of their historic homelands by the movement of the Five Nations Iroquois.

By the beginning of the fourteenth century, larger fortified village sites were often cleared to accommodate the cultivation of corn, beans, and squash as a result of an increasing reliance on horticulture. Longhouses also continued to grow until 1450 AD when a decrease in house length is observed. This decrease in house length may be partially attributed to large scale drops in population size associated with the introduction of European diseases.

1.2.2 Post-Contact Settlement Period

The post-contact Indigenous occupation of southern Ontario was heavily influenced by the dispersal of Iroquoian speaking peoples, including the Huron Wendat, and Six Nations of the Iroquois – Mohawk, Cayuga, Oneida, Seneca, Onondaga, and Tuscarora. This was followed by the return of Algonkian speaking groups from northern Ontario who had temporarily retreated to their wintering grounds in the mid-1600s to

avoid warfare and disease as a result of colonial settlement. Algonkian speaking Ojibway (Chippewa), Odawa (Ottawa), and Pottawatomi, known as the Three Fires Confederacy, remained in their traditional territory that covered a vast area of southern Ontario as well as eastern Michigan.

As colonial settlers encroached on their territory the nature of Indigenous population distribution, settlement size and material culture changed. Despite these changes it is possible to correlate historically recorded villages with archaeological manifestations, and the similarity of those sites to more ancient sites reveals an antiquity to documented cultural expressions that confirms a long historical continuity to systems of Indigenous ideology and thought (Ferris 2009).

It is important to note that, when discussing the historical documentation of the movement of Indigenous people, what has been documented by early European explorers and settlers represents only a very small snapshot in time. Documentation of where Indigenous groups were residing during European exploration and settlement is restricted to only a very short period of time and does not reflect previous and subsequent movements of these groups. This brief history does not reflect the full picture of the pre- or post-contact period occupation of Indigenous groups or cultures. As such, relying on historic documentation in regard to Indigenous occupation and movement across the landscape can lead to misinterpretation. For example, noting the movement of Indigenous groups into an area may incorrectly suggest to the reader that these groups had not occupied the area previously; however, this is not the case. It is clear from Indigenous oral histories and the archaeological record that pre-contact Indigenous populations were extremely mobile and not tied to any one specific area. Over the vast period of time prior to the arrival of Europeans, Indigenous groups, language families, and cultures were fluid across the landscape.

1.2.2.1 Treaty 13

The Study Area falls within a portion of Ontario that was purchased by the Crown on September 23, 1787. The Toronto Purchase involved the surrender of 101,498 hectares of land along Lake Ontario, which was to become York County, from the Mississaugas of the Credit to the British Crown (**Figure 3**). A revision to the 1787 Toronto Purchase was made in 1805 and both the 1787 Purchase and the 1805 revisions were registered as Treaty No. 13 on August 1, 1805.

Although the Toronto Islands were not a part of the original 1787 Purchase, the Crown included them in the 1805 revision (Smith 1987). Treaty No. 13 was made between the Principal Chiefs, warriors, and People of the Mississaugas of the Credit First Nation and William Claus, Esquire, Deputy Superintendent General and Deputy Inspector General of Indians and their affairs, on behalf of King George the Third, His heirs, and successors (Boileau 2021).

The full text of Treaty 13 is included below:

This indenture made at the River Credit on Lake Ontario on the first day of August, in the year of Our Lord one thousand eight hundred and five, between William Claus, Esquire, Deputy Superintendent General and Deputy Inspector General of Indians and their affairs, for and in behalf of our Sovereign Lord the one part and the Principal Chiefs, Warriors and people of Mississague Nation of Indians for and in the name of the said Nation of the other part.

Whereas, on the twenty-third day of September, in the year of Our Lord one thousand seven hundred and eighty-seven at the Carrying Place a the head of the Bay of Quinté it was agreed between the Honorable Sir John Johnson, Baronet, on the part of Our said Lord the King, and Wabukanyne, Neace, and Pakquan, Principal Chiefs and War Chiefs of the said Mississague Nation, two of which said Chiefs, that is to say Wabukanyne and Neace are now dead, that they the last mentioned Principal Chiefs would for divers good and valuable considerations received by them for their right and title a certain tract or parcel of land hereinafter described to Our said Lord the King, His heirs and successors forever.

And whereas in pursuance of that agreement a certain Instrument hereunto annexed was made at the said Carrying Place, bearing date the day and year last aforesaid, signed and sealed by the said Wabukanyne, Neace, and Pakquan, for the purpose of conveying the said tract or parcel of land to Our said Lord the King, His heirs and successors as a aforesaid, which said Instrument did not ascertain or describe the parcel or tract of land meant and intended to be conveyed thereby and was an is in other respects defective and imperfect.

Now this indenture witnesseth, that for carrying into execution the said agreement made on the said twenty-third day of September, one thousand seven hundred and eight-seven, and in consideration thereof and for the more effectually securing and conveying to Our said Lord the King the said tract or parcel of land so agreed to be conveyed to him as aforesaid, and for the consideration of ten shillings of good and lawful money in hand paid to them by the said William Claus, Esquire, for and on account of Our said Lord the King, the receipt whereof by the said Principal Chiefs, Warriors and people of the Mississague Nation as a aforesaid is hereby acknowledged, have granted, bargained, aliened, released and confirmed unto Our Sovereign Lord the King, His heirs and successors, all that tract or parcel of land commencing on the east bank of the south outlet of the River Etobicoke; thence up same, following the several windings and turning of the said river to a maple tree blazed on four sides at the distance of three miles and three-quarters, in a straight line from the mouth of the said river; thence north twenty-two degrees west twenty-four miles and one-quarter; then north sixty-eight degrees east fourteen miles; then

south twenty-two degrees east twenty-eight miles, more or less, to Lake Ontario; then westerly along the water's edge of Lake Ontario to the eastern bank of the south outlet of the River Etobicoke, being the place of beginning, containing Two hundred and fifty thousand, eight hundred and eight acres, together with all the woods and waters thereon, lying and being and all the advantages, emoluments and hereditaments whatsoever to the said tract or parcel of land belonging or in anyways appertaining and the issue and profits of all and singular the said premises and every part and parcel thereof with the appurtenances. And also all the estate, right, title, interest, property, claim and demand whatsoever of them the said Principal Chiefs, Warriors, and people of the Mississague Nation for themselves and for and in the name of their whole Nation in and to all and singular the said premises and every part and parcel thereof with the appurtenances, save and except the fishery in the said River Etobicoke, which they the said Chiefs, Warriors and people expressly reserve for the sole use of themselves and the Mississague Nation. To have and to hold all and singular the said tract or parcel of land, hereditaments and premises in and by these presents released and confirmed unto Our Sovereign Lord the King, His heirs and successors forever, and to and for no other use, intent or purpose whatsoever. And also that His Majesty, His heirs and successors as aforesaid shall and may at all times for ever hereafter peaceably and quietly have, hold, occupy, possess and enjoy all and singular the said tract or parcel of land with the appurtenances and every part and parcel thereof without trouble, hindrance, molestation, interruption or disturbance of them the said Principal Chiefs, Warriors and people of the Mississague Nation or any of them, their heirs or successors or any other person or persons lawfully claiming or to claim by, from or under them or any of them.

In witness whereof, we have hereunto affixed our marks and seals the say and year above written, having first heard this Instrument openly read and rehearsed in our own language and fully approved by ourselves and our Nation.

Witnesses present at the execution of this instrument, and witnesses thereto:

J.W. Williams, *Capt. 49th Regt.*,

JNO. Brackenbury, *ENS. 49th Regt.*,

P. Selby, *Asst. Secy. I.A.*

J.B. Rousseaux.

WM. Claus, *Depy. Supt. Genl., on behalf of the Crown* [L.S.]

Chechalk, (totem) [L.S.]

Quenepenon, (totem) [L.S.]

Wabukanyne, (totem) [L.S.]

Okemapenesse, (totem) [L.S.]

Wabenose, (totem) [L.S.]

Kebonecence, (totem) [L.S.]

Osenego (totem) [L.S.]

Acheton, (totem) [L.S.]

CIRNAC 2024a

In 1986, the Mississaugas of the Credit First Nation, who currently reside in Hagersville, Ontario, submitted the Toronto Purchase Specific Claim based on the 1805 revisions to the original Toronto Purchase that led to the unlawful surrender of lands covering most of present-day Toronto. The Indigenous Nation was able to successfully argue that the British Crown took more land than was indicated in the 1787 Purchase and had not indicated in the 1805 agreement that the revisions covered a much greater area than the original transaction. On October 8, 2010, the Government of Canada agreed to provide compensation to the Mississaugas of the Credit First Nation for the land dispute in the amount of \$145,000,000 (Edwards, 2010).

1.2.2.2 Williams Treaties

In 1916, investigations into the question of land rights resulted in the finding that not all lands had been fully ceded through previous treaty allotments and that new treaties were required to broker the lands in question. Two new treaties, known as the Williams Treaties, were signed in 1923. The first Williams treaty was signed between the Crown and Chippewa (Chippewa of Rama, Christian Island, and Georgina Island) between October 31 and November 7 and the second was signed with the Mississaugas (Mississaugas of Alderville, Scugog Lake, Mud Lake, and Rice Lake) between November 15 and 21, 1923. The territory covered by the Williams Treaties stretches from the northern shore of Lake Ontario to Lake Nipissing and overlaps with several previous treaties including the original Johnson-Butler Purchase (1788) (Wallace 2020) (**Figure 4**).

The full text of the Williams Treaties is included below:

ARTICLES OF A TREATY made and concluded on the thirty-first day of October, in the year of Our Lord One thousand nine hundred and twenty-three, between His Most Gracious Majesty, George the Fifth, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, Emperor of India, by His Commissioners: Angus Seymour Williams, of the City of Ottawa, in the Province of Ontario, Esquire, Barrister-at-law, and Departmental Solicitor of the Department of Indian Affairs; Robert Victor Sinclair, of the said City of Ottawa, Esquire, One of His Majesty's Counsel, learned in the law, and Uriah McFadden, of the City of Sault Sainte Marie, in the said Province, Esquire, one of His Majesty's Counsel learned in the law; the

said Angus Seymour Williams, Chairman of the said Commission, representing the Dominion of Canada, and the said Robert Victor Sinclair and Uriah McFadden, representing the Province of Ontario, of the One Part; and the Members of the Chippewa Tribe, inhabiting, as members of Bands thereof, reserves at Christian Island, Georgina Island and Rama, all in the Province of Ontario, by their Chiefs and Headmen, of the Other Part.

WHEREAS, the Chippewa Tribe above described, having claimed to be entitled to certain interests in the lands in the Province of Ontario, hereinafter described, such interests being the Indian title of the said tribe to fishing, hunting and trapping rights over the said lands, of which said rights His Majesty through His said Commissioners, is desirous of obtaining a surrender, and for such purpose has appointed the said Commissioners, with power on behalf of His said Majesty, to enquire into the validity of the claims of the said tribe, and, in the event of the said Commissioners determining in favour of the validity thereof, to negotiate a treaty with the said tribe for the surrender of the said rights upon the payment of such compensation therefor as may seem to the said Commissioners to be just and proper:

AND WHEREAS the said Commissioners, having duly made the said enquiry, have determined in favour of the validity of the said rights.

AND WHEREAS the Indians belonging to the said tribe, having been duly convened in council, at the respective places named hereunder, and having been requested by the said Commissioners to name certain chiefs and headmen to be authorized on their behalf to conduct negotiations with the said Commissioners for a surrender of the said rights and to sign a treaty in respect thereof and to become responsible to His Majesty for the faithful performance by the said tribe and by the respective bands thereof inhabiting the said reserves, of such obligations as shall be assumed by them under such treaty, the said Indians have therefore appointed for the purpose aforesaid the several chiefs and headmen who have subscribed to this treaty:

AND WHEREAS the said Commissioners, acting under the powers in them reposed as aforesaid, have negotiated the present treaty with the said tribe:

NOW THEREFORE THIS TREATY WITNESSETH that the said tribe and the Indians composing the same, occupying as members of bands the said reserves, by their chiefs and headmen, duly authorized thereunto, as aforesaid, do hereby cede, release, surrender and yield up to the government of the Dominion of Canada for His Majesty the King and His Successors forever, all their right, title, interest, claim,

demand and privileges whatsoever, in, to, upon, or in respect of the lands and premises described as follows, that is to say:

FIRSTLY: All that parcel of land situate in the Province of Ontario and described as commencing on the northeasterly shore of Georgian Bay at that mouth of the French River which forms the boundary between the District of Parry Sound and the District of Sudbury; thence southerly and easterly along the shores of Georgian Bay to that point on Matchedash Bay where the land included in the surrender of the eighteenth day of November, 1815, of record in Book of Surrenders, Volume I, is reached, and including all the islands in the Georgian Bay waters in which the Indians making this treaty have any interest; thence along the easterly limit of the said lands purchased in 1815 to the Narrows between Lake Couchiching and Lake Simcoe; thence due east across the said Narrows; thence southerly and easterly following the east side of the Narrows and the north shore of Lake Simcoe to the foot of McPhee Bay off the northerly part of Lake Simcoe; thence by a straight line easterly to a point thirty-three miles north of the northwest corner of the Township of Rawdon measured along the division line between the Counties of Hastings and Peterborough, which point is the most western northwest corner of the parcel surrendered on the twenty-eight day of November, 1822 (noted in Volume I of the Book of Surrenders as number twenty-seven and one-quarter, 27 $\frac{1}{4}$); thence following the north and west boundaries of the last mentioned parcel to the Ottawa River; thence westerly along the interprovincial boundary to the mouth of the Mattawa River; thence westerly by the waters of Mattawa River, Talon Chute and Talon Lake, Turtle Lake, and Trout Lake to the westerly point of Trout Lake; thence to the shore of Lake Nipissing at North Bay; thence by the north shore of Lake Nipissing to the French River; thence by those waters along the division line between the Districts of Parry Sound and Sudbury to the place of commencement: Excepting thereout and therefrom those lands which have already been set aside as Indian Reserves. The parcel hereby surrendered contains seventeen thousand, six hundred square miles, more or less.

SECONDLY: All that parcel of land situate in the Province of Ontario and described as parts of the Counties of Northumberland, Durham, Ontario and York, commencing at the point where the easterly limit of that portion of the lands said to have been ceded in 1787, which was confirmed on the first day of August, 1805, of record as number thirteen in Volume I of the Book of Surrenders, intersects the northerly shore of Lake Ontario; thence northerly along the said easterly and northerly limits of the confirmed tract to the Holland River; thence northerly along the Holland River and along the westerly shore of Lake Simcoe and Kempenfelt Bay to the Narrows between Lake Couchiching and Lake Simcoe; thence southeasterly along the shores of Lake Simcoe to the Talbot River; thence easterly along the

Talbot River to the boundary between the Townships of Victoria and Ontario; thence southerly along that boundary to the northwest angle of the Township of Darlington; thence along the northerly boundary line of the Townships of Darlington, Clarke, Hope and Hamilton to Rice Lake; thence along the southern shore of said lake to River Trent along the River Trent to the Bay of Quinte; thence westerly and southerly along the shore of the Bay of Quinte to the road leading to Carrying Place and Wellers Bay; thence westerly along the northern shore of Lake Ontario to the place of beginning; excepting thereout and therefrom those lands which have already been set aside as Indian reserves. The land hereby conveyed contains two thousand, five hundred square miles more or less.

AND ALSO all the right, title, interest, claim, demand and privileges whatsoever of the said Indians, in, to, upon or in respect of all other lands, situate in the Province of Ontario to which they ever had, now have, or now claim to have any right, title, interest, claim, demand or privileges, except such reserves as have heretofore been set apart for them by His Majesty the King.

TO HAVE AND TO HOLD the same to His Majesty the King and His Successors forever:

AND THIS TREATY FURTHER WITNESSETH that in consideration of the aforesaid surrender, His Majesty, through His said Commissioners, hereby agrees, upon the execution of a treaty similar to this treaty by the Mississauga tribe inhabiting as members of bands, reserves at Rice Lake, Mud Lake, Scugog Lake and Alderville, in the Province of Ontario, to pay to each member of the said Chippewa tribe, being also a member of one of the said bands, the sum of twenty-five dollars, to be paid through the Indian agents for the respective bands, within a reasonable time after the execution of the said treaties, and a further sum of -233,375.00 dollars - to be administered for the said tribe by His Majesty's Department of Indian Affairs under and pursuant to the provisions of the Indian Act, Revised Statutes of Canada, 1906, Chapter 43 and its amendments: Making together the sum of two hundred and fifty thousand dollars.

AND THE UNDERSIGNED chiefs and headmen, on their own behalf and on behalf of all the Indians whom they represent, do hereby solemnly covenant, promise and agree to strictly observe this treaty in all respects and that they will not, nor will any of them, nor will any of the Indians whom they represent, molest or interfere with the person or property of anyone who now inhabits or shall hereafter inhabit any portion of the lands covered by this treaty, or interfere with, trouble, or molest any person passing or travelling through the said lands or any part thereof, and that they will assist the officers of His Majesty in bringing to justice and punishment any Indian,

party to this treaty, who may hereafter offend against the stipulations hereof or infringe the laws in force in the lands covered hereby:

AND IT IS FURTHER UNDERSTOOD that this treaty is subject to an agreement dated the day of April, A.D. 1923, made between the Dominion of Canada and the Province of Ontario, a copy of which is hereto attached.

IN WITNESS WHEREOF, His Majesty's said Commissioners and the said chiefs and headmen have hereunto set their hands and seals at the places and times hereinafter set forth, in the year herein first above written.

SIGNED AND SEALED at Georgina Island on the thirty-first day of October, A.D. 1923, by His Majesty's Commissioners and the undersigned chiefs and headmen in the presence of the undersigned witnesses, after first having been interpreted and explained.

Witness:

A.S. Williams, Chairman
R.V. Sinclair.
Kathleen Moodie
Uriam McFadden.
W.J. Kay.
Charles Big Canoe
J. Sam York
Thos. Big Canoe
Enoch Big Canoe.

SIGNED AND SEALED at Christian Island on the third day of November, A.D. 1923, by His Majesty's Commissioners and the undersigned chiefs and headmen in the presence of the undersigned witnesses, after first having been interpreted and explained.

Witness:

A.S. Williams, Chairman
R.V. Sinclair.
Kathleen Moodie
Uriam McFadden.
C.J. Picotte.
Henry Jackson
Frank Copegog.
Albert Monague.
John S. Hawk.
Edward W. King.

Robert Marsden.
Jerry D. Monague.
Walter Simons.
Solomon Mark
William Phillip Assance

SIGNED AND SEALED at Rama on the seventh day of November, A.D. 1923, by His Majesty's Commissioners and the undersigned chiefs and headmen in the presence of the undersigned witnesses, after first having been interpreted and explained.

Witness:
A.S. Williams, Chairman
R.V. Sinclair.
Kathleen Moodie
Uriam McFadden.
C.J. Picotte.
Henry Jackson
Frank Copegog.
Albert Monague.
John S. Hawk.
Edward W. King.
Robert Marsden. Jerry D. Monague.
Walter Simons.
Solomon Mark
William Phillip Assance

SIGNED AND SEALED at Rama on the seventh day of November, A.D. 1923, by His Majesty's Commissioners and the undersigned chiefs and headmen in the presence of the undersigned witnesses, after first having been interpreted and explained.

Witness:
A.S. Williams, Chairman
R.V. Sinclair.
Kathleen Moodie
Uriam McFadden.
J. Anderson
Alder York Chief
J.P. Stinson.
David Simcoe.
Samuel Snake.

Edward W. King.
Alfred Williams.
John Bigwin.

MEMORANDUM OF AGREEMENT made this – of April, 1923,

BETWEEN:

The Government of the Dominion of Canada, acting herein by the Honourable Charles Stewart, Superintendent General of Indian Affairs,

of the first part,

AND

The Government of the Province of Ontario, acting herein by the Honourable Beniah Bowman, Minister of Lands and Forests for the said Province,

of the other part

WHEREAS certain Indians of the Chippewa and Mississauga tribes claim that the said tribes were and are entitled to a certain interest in lands in the Province of Ontario to which the Indian title has never been extinguished by surrender or otherwise, the said lands being described as parts of the counties of Renfrew, Hastings, Haliburton, Muskoka, Parry Sound and Nipissing, and being bounded on the south and east by the lands included in the surrenders of the Indian title made on the 18th of November, 1815, the 5th of November, 1818, and November, 1822; on the north by the Ottawa and Mattawa Rivers and Lake Nipissing, and on the west by the lands included in the surrender of the Indian title made in 1850, known as the Robinson-Huron surrender, and by the Georgian Bay, the area in question including about 10,719 square miles.

AND WHEREAS a departmental enquiry made by the Department of Indian Affairs indicates that the said claim has such probable validity as to justify and require further investigation, and if found valid to be satisfied on such just and fair terms as may be settled by a treaty of surrender.

NOW THEREFORE THIS AGREEMENT made in pursuance of certain statutes of Canada and of the Province of Ontario, both intituled "an Act for the settlement of certain questions between the Governments of Canada and Ontario respecting Indian Lands," the Statute of Canada having been passed in the 54th and 55th years of the reign of Her Majesty Queen Victoria and chaptered 5, and the statute of Ontario in the 54th year of Her Majesty's said reign and chaptered 3.

WITNESSETH THAT the Governments of Canada and of the Province of Ontario have agreed as follows:

1. The Government of Canada will, pursuant to Part I of the Enquiries Act, R.S.C., 1906, c. 104, and amendments, appoint three persons as commissioners to enquire into the validity of the claim of the Chippewa and Mississauga Indians aforesaid, and will empower the said commissioners, in the event of their determining in favour of the validity of the said claim, to negotiate a treaty with the said Indians for the surrender of the said lands upon payment of such compensation as may be fixed by such treaty.
2. Of the three commissioners so named, one shall be selected by the Government of Canada, who shall be Chairman of the Commission, and the remaining two shall be selected by the Minister of Lands and Forests for the Province of Ontario and notified to the Superintendent General of Indian Affairs.
3. The question of the validity of said claim may be determined by any two of the said Commissioners and it shall be necessary that at least two of them of whom the chairman shall be one shall concur in any treaty which may be negotiated.
4. The expenses of the said commission, including the remuneration and expenses of the commissioners and any expenses incurred for securing the attendance of witnesses or otherwise, shall be payable by the Government of Canada, but the rates of remuneration of each of the commissioners selected by the Minister of Lands and Forests for the Province of Ontario shall be agreed upon between him and the Superintendent General of Indian Affairs before the Constitution of the Commission.
5. In the event of the commissioners negotiating a treaty with the Indians the compensation to be paid to such Indians shall be payable to the Dominion of Canada by the Province of Ontario from time to time in accordance with the terms of the treaty of surrender, and shall be applied by the Dominion of Canada in accordance with the said terms.
6. In the event of provision being made by such treaty of surrender for the setting apart of reserves for the Indians, the Dominion of Canada will bear the expense to be incurred in the location and survey thereof, and the Province of Ontario will concur in the setting apart of such reserves.
7. All such reserves shall be administered by the Dominion of Canada for the benefit of the band or bands of Indians to which each may be allotted; portions thereof may, upon their surrender for the purpose by the said band or bands, be sold, leased or otherwise disposed of by letters patent under the Great Seal of

Canada, and the proceeds of such sale, lease or other disposition applied for the benefit of such band or bands, provided, however, that in the event of the band or bands to which any such reserve has been allotted becoming extinct, or if for any other reason such reserve or such portion thereof as remains undisposed of is declared by the Superintendent General of Indian Affairs to be no longer required for the benefit of the said band or bands, the same shall thereafter be administered by and for the benefit of the Province of Ontario, and any balance of the proceeds of the sale or other disposition of any portion thereof then remaining under the control of the Dominion of Canada shall, so far as the same is not still required to be applied for the benefit of the said band or bands of Indians, be paid to the Province of Ontario, together with accrued unexpended simple interest thereon.

IN WITNESS WHEREOF these presents have been signed by the parties thereto.

Signed and Delivered on behalf of the Government of Canada by the Honourable Charles Stewart, Superintendent General of Indian Affairs, in the presence of (Sgd.) W.J. Pratt. (Sgd.) Chas. Stewart

Signed and Delivered on behalf of the Government of the Province of Ontario by the Honourable Benish Bowman, Minister of Lands and Forest for the said Province, in the presence of (Sgd.) W.C. Cain (Sgd.) Beniah Bowman

CIRNAC 2024b

1.2.3 Municipal Settlement

French traders had established a presence at Toronto by the early 1700s. Competition with the British for control of the fur trade resulted in the founding of Fort Rouillé (also known as Fort Toronto) on the current Exhibition grounds in 1750, approximately five kilometres east of the Humber River. After being defeated by the British during the Seven Years War (1756-1753), Fort Rouillé was burned and abandoned by the French in 1759. During the American Revolutionary War (1774-1783), the region saw an influx of British settlers as United Empire Loyalists fled for the unsettled lands north of Lake Ontario (Careless 1984).

Establishment of the Town of York

At the conclusion of the American Revolutionary War, the British were forced to contend with the emergence of a new political landscape, which had to be maintained by a strong military presence. The increasing military presence led to the founding of both the Town of York and Fort York, a military establishment further to the west at the mouth of Garrison Creek in 1793. Fort York, also known as the Garrison of York, was intended to monitor and control entry into York's harbour (Careless 1984). **Figure 5**

illustrates the locations of the Town of York and the Garrison of York on Bouchette's 1815 map of the Plan of York Harbour, adapted from the original 1793 survey mapping.

The Town of York was a relatively compact plot of land contained within present-day Front, George, Berkeley, and Duke streets. The initial survey of York Township was completed by Augustus Jones in 1791, who divided the lands into East and West York, with Yonge Street being the dividing line. The concessions, which run north south, are numbered east and west from Yonge Street with East York comprising four concessions and West York comprising seven. Early lot and concession lines can vaguely be seen in the 1815 Plan of York surveyed and drawn by Lieutenant George Phillips of the Royal Engineers. It should be noted that the location of these lines may not be accurate as mapping done by the Royal Engineers as it was focused on military defense and lacked the detail observed in civilian surveyor maps.

Although colonial settlement in the Toronto area was limited at this time, the first parliament buildings were constructed for the colonial government of Upper Canada between 1794 and 1797 and were located south of present-day Front Street and west of Parliament Street (Careless 1984; ASI 2003). The growth and development of the Town of York continued throughout the early 19th century, expanding inland to present-day Queen Street by the 1830s, with additional lots having been added as far north as Bloor Street. By the 1840s and 1850s, the Town of York had grown substantially. Browne's 1851 map of the Township of York illustrates the division of lots and concessions and the development of the Town of York including the Parliament Buildings, City Hall, the University of Toronto, the Royal Observatory, the village of Yorkville, as well as Fort York and the new military Fort constructed to the southwest in 1842 (**Figure 6**).

Early Industry and Development of the York Waterfront

While the Town of York continued to grow throughout the early 19th century, use of the waterfront remained dominated by commercial, military, and transportation uses. Several commercial wharves and piers had been constructed along the shoreline to the east of John Street by 1841 and, to the west of John Street, the military dominated the waterfront with the development of the Navy, King's, Queen's, and Commissariat Wharves (Historica Research Ltd. 1989). By 1842, seven piers had been constructed along the Toronto shoreline. Into the second half of the 19th century, both commercial and industrial development of Toronto's waterfront intensified, and several large factories were established, including the Gooderham and Worts Distillery and the associated Gooderham Wharf (Historica Research Ltd. 1989; ASI 2003). A portion of Browne's 1851 map of the Township of York illustrates this growth and development along the Toronto waterfront.

The waterfront was drastically changed in the 1850s when Toronto saw the arrival of the Northern, Great Western, and Grand Trunk railways, which followed the shoreline and resulted in the development of trackways, railway terminals, freight stations, and additional wharves. Between 1850 and 1870, Toronto's waterfront formed the centre of rail operations for Canada's historic and present-day railways. The arrival of the Northern Railway in 1853 was quickly followed by that of the Grand Trunk and the Great Western Railways in 1855. In 1853, the Northern Railway developed freight handling facilities that were developed on lands created by harbour lake fill in order to link the railway to existing water transportation facilities. This was the first waterfront development to engage in the filling of Toronto's harbour, a process that would continue well into the 20th century (Historica Research Ltd. 1989). Tremaine's 1860 map of the County of York illustrates the location of these railways along the Toronto waterfront shoreline (**Figure 7**).

The lake-filling operations carried out along Toronto's waterfront intensified throughout the mid to late 19th century and the shoreline between present-day Bathurst and Parliament Streets was significantly altered by leveling and filling conducted for the development of railway rights-of-way. Lake-filling generally consisted of the "crib and fill" technique, which involved the placement of timber cribbing around the perimeter of the area to be filled. The fill used during the early stages of waterfront expansion included municipal waste, sewage, and material dredged from the harbour bottom (Historica Research Ltd. 1989; ASI 2003).

The city's shoreline continued to evolve and develop through the late 19th and early 20th centuries as rail systems consolidated and industrial and commercial operations along the waterfront continued to grow. As a result, increasing areas along the shoreline were filled, including large areas for the construction of Lake Street and at the foot of York Street in 1893. Between 1886 and 1909, the Toronto Islands became a focus for development (Reeves 1992).

Toronto Islands

The Toronto Islands were formed by the confluence of easterly flowing sand-bearing currents, westerly winds, and the outflow from the Don River, producing an eight kilometre long peninsula that stretches from present-day Woodbine Avenue to Gibraltar Point. The peninsula and surrounding sandbars that now form the Toronto Islands were first surveyed in 1792 by Lieutenant Joseph Bouchette of the Royal Navy. Despite its name, the Toronto Islands remained a peninsula until the 1850s when a series of storms breached the peninsula at the present location of the East Gap, separating the western part of the peninsula from the mainland.

According to Gibson (1984), a lighthouse constructed in 1809, and a variety of hotels were present on the Island after the 1830s, mostly in the narrows area on the eastern

portion of the Island. The lighthouse and the Peninsula Hotel are noted on Browne's historic map from 1851 (**Figure 6**); however, with the exception of the lighthouse on the southwestern tip of the Island, no other structures are noted in the historic mapping and no landowners are listed. The Peninsula Hotel is no longer visible on the 1878 Miles and Co. *Illustrated Historical Atlas of York County* and was presumably washed away during the storms of the 1850s, which transformed the narrows area into the East Gap, now known as the Eastern Channel (**Figure 8**). The lighthouse and a new wharf, Island Wharf, are also depicted in the 1878 mapping. A lack of documented structures is still noted. It should also be noted that historical atlases were funded by subscription fees and landowners who did not subscribe were not always listed on the maps nor were all structures depicted or placed accurately (Gentilcore and Head 1984).

In the late 19th and early 20th centuries, cottages flourished along Hanlan's Point and for some time, the Island became a resort for people with means (Careless 1984). Eventually, plans were made to create public parklands on the Island and breakwaters were constructed to protect the Island from erosion. The addition of fill and alteration to the configuration of Toronto's new island and water channels continued for many years and, perhaps most dramatically, in the 1930s. A large area at Hanlan's Point was selected for the site of a new municipal airport. A considerable amount of fill was added to the northwestern portion of the island in order to provide the necessary land for the development of the airport. The airport was built in 1939 by the Toronto Harbour Commission under the name Port George VI Aerodrome. The Toronto Harbour Commission, created by the Federal Government in 1911, was the predecessor agency of PortsToronto. In 1999, the Toronto Harbour Commission became the Toronto Port Authority through an act of parliament. In 2015, the organization rebranded to PortsToronto to reflect its ownership of both the marine port and the airport. The legal name of the organization remains Toronto Port Authority however the organization does business as PortsToronto.

Heritage Properties

A search of the Ontario Heritage Trust's Online Plaques Guide and Heritage Toronto's Plaque Database was conducted to determine if there were additional heritage features within or adjacent to the Study Area. Three historical plaques with information regarding the land use history of the Study Area were identified in Hanlan's Point – Toronto Island Park, one by the Ontario Heritage Trust and two by Heritage Toronto. The Ontario Heritage Trust historical plaque reads as follows:

Ned Hanlan 1855-1908

One of Canada's greatest oarsmen, Edward Hanlan was born in Toronto. As a child he took up rowing when his family settled in this vicinity, now named

Hanlan's Point. Although standing only 175 cm and rarely heavier than 68 kg, he became a leading international sculler. In 1873 Hanlan won the amateur rowing championship of Toronto Bay. Becoming a professional in 1876, he defeated all opponents in the Philadelphia Races of that year. He overcame all leading North American competitors and in 1880 won the world single sculls championship in England. Hanlan retained his title until 1884. A popular Toronto figure, he was elected Alderman for this area in 1898 and 1899.

The two Heritage Toronto historical plaques detailing Hanlan's Point's baseball read as follows:

Babe Ruth at Hanlan's Point

Near this site, in Maple Leaf Park on September 5, 1914, the now legendary baseball player Babe Ruth hit his first home run as a professional. It was to be the only home run he ever hit in the minor leagues.

As a 19-year-old rookie, playing for the Providence Grays in the International League, he connected with a pitch from Ellis Johnson of the Toronto Maple Leafs, sending the ball over the fence in right field and scoring three runs. Pitching for the Grays, Ruth allowed only one hit, earning the title "southside phenom" from the Toronto Daily Star. The final score was Providence Grays 9, Toronto Maple Leafs 0.

Babe Ruth quickly moved up to the major leagues, and played his way to a phenomenal career. The Toronto team went on to win a total of eleven pennants before folding in 1967.

Professional Baseball at Hanlan's Point

In 1867, Toronto's professional baseball club moved to the new Hanlan's Point Stadium - part of the larger Hanlan's Point Amusement Park on this site. Baseball and lacrosse joined other attractions here, including hotels, thrilling amusement rides, and such curiosities as a diving horse.

In 1910, the baseball team, now called the Toronto Maple Leafs, replaced its wooden stadium with a concrete, 18,000-seat structure named Maple Leaf Park. The team remained there for the next 15 years, winning pennants for adoring fans in 1912, 1917, and 1918.

In 1926, the club was moved to a more accessible, state-of-the-art stadium at the foot of Bathurst Street. The island stadium was eventually demolished and the site was redeveloped for the Toronto Island Airport.

While not located on Centre Island one final Heritage Toronto plaque, located in HTO park in Toronto's Inner Harbour, highlights a fascinating 20th century find of evidence of pre-contact Indigenous land use in a tunnel under Lake Ontario.

Ancient Footprints

Between 10,000 and 13,000 years ago, Indigenous people walking in this area left footprints that were preserved in clay and later covered by Lake Ontario. In 1908, workers building a tunnel under the Toronto Bay located the footprints by accident.

The land now within Toronto has been near a major body of water for thousands of years. Small bands of nomadic hunters moved into the Great Lakes region about 13,000 years ago. These people hunted caribou, mammoths, mastodons, and other game. At this time, the shoreline of Lake Ontario was more than a kilometre (3,281 feet) south of its present location.

In 1908, workers building a waterworks tunnel near Hanlan's Point found more than 100 individual human footprints in a layer of clay 21 metres (70 feet) below the water. They indicated that people were moving north in the direction of today's downtown Toronto, possibly from a waterfront camp.

The prints were not preserved. The workers continued building the tunnel and destroyed the footprints in the process. Because the prints were lost, it is impossible to say if they were genuine, but experts believe them to have been authentic.

1.3 Archaeological Context

1.3.1 Natural Environment

The modern physiography of Southern Ontario is largely a product of events of the last major glacial stage, the Wisconsinan and Late Wisconsinan time (ca. 25,000-10,000 BC). The landscape in York County is made up of a complex arrangement of features and deposits produced during the last series of glacial advances and retreats by the Simcoe Lobe and Ontario Lobe of the North American Laurentide ice sheet prior to the withdrawal of the glacier from Southern Ontario (Ellis and Ferris 1990). Those features and deposits that were formed by glacial action are represented by till plains, end moraines, and drumlins.

The estimated location of the glacial Lake Iroquois is situated just north of the Study Area. Based on the strength of its shore cliffs and beaches, Lake Iroquois was much

longer lived than any of the earlier glacial lakes. The lake was, essentially, an enlargement of present-day Lake Ontario, which was formed as a result of the glacial blockage of the St. Lawrence River. Chapman and Putnam (1984) provide an approximate location of the northern shoreline of Lake Iroquois based on the presence of shore cliffs, known as the Iroquois Shoreline, which runs from west to east just south of present-day St. Clair Avenue West. The Scarborough Bluffs also mark the edge of the glacial lake shoreline further to the east. The Iroquois shoreline rises from 365 feet above sea level at the present City of Hamilton to 700 feet east of Stirling. Another ancient shoreline exists between 2 and 4 kilometres off the Toronto Shoreline and is known as the Toronto Scarp. The Toronto Scarp is an underwater bluff which stretches from Bluffer's Park in Scarborough to Hanlan's point. The present-day City of Toronto, as well as the Toronto Islands, would have been inundated by Lake Iroquois until the glaciers withdrew from the slope at Covey Hill in Quebec, uncovering lower outlets into the Hudson Valley (Chapman and Putnam 1984). **Figure 9** illustrates the ancient shoreline of glacial Lake Iroquois. Soon after the glaciers, glacial lakes, and seas retreated approximately 10,000 years ago, forests spread throughout Southern Ontario and through the analysis of pollen profiles vegetation associations can be determined.

The Toronto Islands were formed in the late glacial and post glacial periods by sediment supplied to Lake Ontario from the rivers and from bluff erosion along the Scarborough Bluffs (Sharpe 1980). This supply of sediment resulted in the formation of a sand spit extending from Ashbridge's Bay to the Toronto Islands. A considerable amount of fill has been added to the islands and waterfront since the turn of the 20th century, including the west end of the Toronto Islands to create the present-day Billy Bishop Toronto City Airport (**Figure 10**). These harbour alterations resulted in the isolation of the inner harbour from past sediment sources; although, significant amounts of sediment still settle within the harbour. The Don River, once a source of sediment, now empties into the Keating Channel, which is regularly dredged by PortsToronto.

The evaluation of archaeological potential based on the proximity of the Study Areas to water sources must take into account a number of factors. A basic example would be the difference between an accessible shoreline versus an inaccessible shoreline, as the potential for archaeological sites to be present is elevated in areas where there is easy access to water. Archaeological site locations and site types are affected in varying degrees by proximity to different types of water sources and shorelines. Primary sources of water such as lakes, rivers, streams and creeks are reliable sources of drinking water and transportation and trade routes, while secondary water sources such as seasonal streams and creeks, springs, marshes and swamps are intermittent sources of potable water. Features indicating past water sources, for example glacial lake shorelines, relic river or stream channels, and shorelines of drained lakes or marshes, are archaeologically significant features that indicate archaeological potential.

Lakes, large rivers, and glacial shorelines are probably the most important foci of pre-contact settlement and indicate high archaeological potential in the City of Toronto (ASI 2004). The Study Area is located entirely on the Toronto Islands in Lake Ontario, just west of the Don River Estuary. The Toronto Islands are also in close proximity to the remnant shorelines of glacial Lake Iroquois and, although the Islands would have been completely inundated by the lake until the glaciers retreated, nearshore deposits of sand and silt laid down during the Holocene would have made the island a habitable location for pre-contact and post-contact Indigenous peoples.

1.3.2 Known Archaeological Sites

AECOM conducted a site data search of the Archaeological Sites Database to determine if any registered archaeological sites are located within the Study Area as well as within 1 kilometre of the current Study Area boundaries. This search resulted in the identification of 21 registered archaeological sites. Of the 21 registered sites located within 1 kilometre of the Study Area, no sites are within 300 metres of the Study Area. Table 2 provides details on the registered archaeological sites within 1 kilometre of the current Study Area.

Table 2: Archaeological Sites within 1 kilometre of the Study Area

Site Borden	Site Name	Cultural Affiliation	Site Type	Current Development Review Status
AjGu-15	Front Street	19 th Century	Information not in register	Information not in register
AjGu-21	Navy Wharf	19 th Century	Wharf/Pier/Dock	Information not in register
AjGu-23	Esplanade Crib	19 th Century	Railway	Information not in register
AjGu-24	Furniss Water Works Wharf	19 th Century	Wharf/Pier/Dock	Information not in register
AjGu-25	1894 Landfill	19 th Century	Dump	Information not in register
AjGu-26	Historic Fort York	Post-Contact	Fort	Further Cultural Heritage Value or Interest
AjGu-34	Southtown	Post-Contact	Railway	Information not in register
AjGu-51	Toronto Hospital	19 th Century	Hospital, Outbuilding, Fever Shed	No Further Cultural Heritage Value or Interest
AjGu-60	N/A	Post-Contact	Residential	No Further Cultural Heritage Value or Interest
AjGu-68	Bell	19 th Century	Homestead	Information not in register
AjGu-69	N/A	19 th Century	Lighthouse	Further Cultural Heritage Value or Interest
AjGu-72	32 Camden Street	19 th Century	Residential	No Further Cultural Heritage Value or Interest
AjGu-74	Queen's Wharf Station	Post-Contact	Wharf	No Further Cultural Heritage Value or Interest

Site Borden	Site Name	Cultural Affiliation	Site Type	Current Development Review Status
AjGu-75	N/A	Post-Contact	Information not in register	Information not in register
AjGu-79	Lowry-Hannon	Afro-Canadian, Irish	Residential	No Further Cultural Heritage Value or Interest
AjGu-81	Dollery	Information not in register	Information not in register	Information not in register
AjGu-83	St. Mary's Church	Post-Contact	Church/Chapel	Further Cultural Heritage Value or Interest
AjGu-103	St. Andrew's Market	Post-Contact	Market	No Further Cultural Heritage Value or Interest
AjGu-106	Duke of Cambridge	Post-Contact	Hotel	No Further Cultural Heritage Value or Interest
AjGu-109	Connor	Irish	Residential	No Further Cultural Heritage Value or Interest
AjGu-123	Ordnance Park	Post-Contact	Public Storage/Icehouse	No Further Cultural Heritage Value or Interest

Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy Act*. The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to all media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The Ministry of Citizenship and Multiculturalism will provide information concerning site location to the party or an agent of the party holding title to a property, or to a licensed archaeologist with relevant cultural resource management interests.

1.3.3 Reports with Relevant Background Information

To inform the current Stage 1 archaeological assessment and further establish the archaeological context of the Study Area, a search of the Ministry of Citizenship and Multiculturalism's Past Portal was conducted by AECOM to determine if any previous archaeological work had been completed within the current Study Area, within 50 metres of the Study Area boundaries, and/or relevant to the Study Area. These reports are detailed below in **Table 3** and **Figure 11**.

Table 3: Archaeological Reports within, within 50 metres, and/or Relevant to the Study Area

Year	Title	Author	PIF Number/ License Number
2015	<i>Stage 1 Archaeological Assessment Environmental Assessment of Proposed Runway Extension and Introduction of Jets at Billy Bishop Toronto City Airport Geographic Township of York South West, Toronto Islands, City of Toronto, York County, Ontario</i>	AECOM Canada ULC (AECOM)	P438-0011-2014
2016	<i>Stage 1-2 Archaeological Assessment Ground Run-Up Enclosure (GRE) Facility at Billy Bishop Toronto City Airport Geographic Township of York South West, Toronto Islands, City of Toronto, York County, Ontario</i>	AECOM	P438-0071-2016
2017	<i>Stage 1 Marine Archaeological Assessment Environmental Assessment of a Proposed Runway Extension and Introduction of Jets at Billy Bishop Toronto City Airport Geographic Township of York South West, Toronto Islands, City of Toronto, York County, Ontario</i>	AECOM	2015-16
Forthcoming	<i>Marine Archaeological Assessment Runway End Safety Areas Billy Bishop Toronto City Airport Centre Island, City of Toronto, Ontario</i>	Archaeological Research Associates Ltd (ARA)	2024-30

In 2014 AECOM conducted a Stage 1 archaeological assessment of lands directly south of the current Study Area as part of the Proposed Runway Extension and Introduction of Jets at Billy Bishop Toronto City Airport project. This Study Area included terrestrial and marine components. AECOM determined that the proposed land mass extensions will impact part of the Toronto Islands that was created in the 1930s. Additionally, the areas identified as retaining archaeological potential that exist within the Study Area are currently located under existing airport runways and tarmac and do not retain any archaeological potential. Therefore, the Study Area lands above water do not retain any potential for archaeological resources and no further terrestrial archaeological assessment was recommended. However, a separate marine archaeological assessment was recommended (AECOM 2015).

In 2016, AECOM concluded a Stage 1-2 archaeological assessment of an approximately 1.4 hectare parcel of land for the proposed Ground Run-up Enclosure (GRE) Facility as part of the Billy Bishop Toronto City Airport Airfield Rehabilitation Program. The Stage 1-2 archaeological assessment determined that as a result of extensive land development and lake-fill operations used to develop the Toronto Islands and the Billy Bishop Toronto City Airport, archaeological potential has been removed from the lands to be impacted by the proposed Ground Run-up Enclosure Facility at the Billy Bishop Toronto City Airport on the Toronto Islands in the City of Toronto Ontario.

Additionally, the Stage 2 field investigation for the proposed Ground Run-up Enclosure Facility did not result in the identification of any archaeological material or locations. Based on the results of the assessment, no further work was recommended (AECOM 2016).

In 2015 AECOM completed a Stage 1 marine archaeological assessment of marine resources associated with the 2014 Proposed Runway Extension and Introduction of Jets at Billy Bishop Toronto City Airport project Study Area. The background research of the underwater portion of the Runway Extension Study Area resulted in the identification of several shipwrecks that have been lost in Toronto Harbour and potentially in the vicinity of the Study Area. Based on these findings, the assessment determined the area has high potential for the recovery of marine archaeological resources and that it was possible that these resources may be impacted by the proposed land mass extension. Recommended mitigation measures were a survey of the projected lake-fill area and its 100 metres buffer zone be performed with a sub-bottom profiler and an underwater magnetometer. If the result of the survey proved that no cultural resources were present, lake filling could be executed as projected. If anomalies were present, a visual confirmation of the resources was to be executed through direct diving or by a remotely operated vehicle equipped with an underwater camera. If the cultural remains were buried within the lakebed, an underwater excavation was to be completed in order to visually confirm and identify the presence of cultural remains (AECOM 2017).

1.3.4 Archaeological Management Plans

The Central Waterfront Archaeological Master Plan of the Toronto Islands (ASI, 2003) and the Interim Report for the City of Toronto Archaeological Master Plan (ASI, 2004) indicate a portion of the Study Area, running through the approximate center, retains potential for archaeological resources (**Figure 12**).

1.3.5 Existing Conditions

The Study Area consists of approximately 12.5 hectares of land located north of Hanlan's Point Beach, on Centre Island, part of the Toronto Islands (**Figure 2**). The Study Area consists entirely of infrastructure associated with the Billy Bishop Toronto City Airport and includes the ferry terminal, airport terminal, parking, and runway. A portion of the Study Area is built on naturally existing land, but the majority of the Study Area consists of landmass imported in the 1930s to facilitate the construction of the airport.

2. Analysis and Conclusions

Archaeological potential is established by determining the likelihood that archaeological resources may be present within a subject property. Criteria commonly used by the Ministry of Citizenship and Multiculturalism to determine areas of archaeological potential are listed in Section 1.3.1 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Distance to modern or ancient water sources is generally accepted as the most important element for past human settlement patterns and when considered alone may result in a determination of archaeological potential. In addition, any combination of two or more of the listed criteria indicates archaeological potential.

- Proximity to previously identified archaeological sites;
- Distance to various types of water sources;
- Soil texture and drainage;
- Glacial geomorphology, elevated topography and the general topographic variability of the area;
- Resource areas including food or medicinal plants, scarce raw materials and early Euro-Canadian industry;
- Areas of early Euro-Canadian settlement and early transportation routes;
- Properties listed on municipal register of properties designated under the *Ontario Heritage Act* (Ontario Government 1990b);
- Properties that local histories or informants have identified with possible archaeological sites, historical events, activities or occupants; and,
- Historic landmarks or sites.

2.1 Determination of Archaeological Potential

Based on a review of the historical, environmental, and archaeological context of the Study Area, it has been determined that potential for the recovery of pre- and post-contact Indigenous and 19th century settler archaeological resources within the Study Area is high based on the presence of the following features:

- Distance to various types of water sources (York/Toronto Harbour and Lake Ontario);
- Proximity to previously identified archaeological sites (21 registered archaeological sites located within 1 km);

- Resource areas including food or medicinal plants, scarce raw materials and early Euro-Canadian industry;
- Areas of 19th century colonial settlement and early transportation routes (City of Toronto, shipping lanes, wharfs, historic buildings such as hotels and lighthouses);
- Historic landmarks or sites (Hanlan's Point); and,
- Areas identified as retaining archaeological potential based on existing Archaeological Management Plans (ASI 2003, 2004).

It should be noted that certain features indicate that archaeological potential has been removed, such as lands that have been subject to extensive and intensive deep land alterations that have severely damaged the integrity of any archaeological resources. This includes landscaping that involves grading below the topsoil level, building footprints, quarrying, and sewage and infrastructure development (Ontario Government 2011). Furthermore, extensive and intensive modern disturbance associated with road rights-of-way, railway easements, commercial and residential development, and infrastructure improvements, including grading, cutting and filling, additional drainage ditching, watercourse alteration or channelization, servicing, removals, intensive landscaping and heavy construction traffic, will have significantly impacted the potential for the survival of any deposits or features of archaeological potential, thereby negating archaeological potential.

In the 1930s, the natural landscape of Hanlan's Point was significantly altered by forest removal and artificial landscaping in preparation for construction of the Billy Bishop Toronto City Airport (previously Port George VI Island Airport). In addition to forest removal and landscaping, a considerable amount of fill was dredged from the Toronto Harbour and sands were brought in from the Scarborough Beaches to completely fill in the northwestern portion of the island in order to artificially create the land required for the development and construction of the airport. The lake-fill used to develop the Billy Bishop Toronto City Airport area in the 1930s, are likely to have destroyed many archaeological deposits left by the pre-contact occupations along the original shoreline. After land filling, a significant amount of deep and extensive land alteration would have been required for the construction of the airport runways, which would have required a sub-base and pavement thick enough to support aircraft weighing hundreds of tons.

2.2 Conclusions

Although the City of Toronto's Archaeological Master Plan (ASI 2004) illustrates areas that retain archaeological potential on the Toronto Islands, including sections of the Study Area (**Figure 12**), the Central Waterfront Archaeological Master Plan of the

Toronto Islands (ASI 2003) and the City of Toronto's Archaeological Master Plan (ASI 2004) indicate that there is no potential for archaeological resources in the Study Area.

Despite meeting many of the criteria for high potential for both pre- and post-contact Indigenous and 19th century settler archaeological resources, the Study Area consists of a combination of land that was constructed on lakefill in the 1930s and existing island lands that have been subject to significant extensive and deep land alterations by the construction of the Billy Bishop Toronto City Airport. Therefore, the Study Area does not retain any archaeological potential for land based archaeological resources and no further assessment is recommended (**Figure 13**).

The PortsToronto Runway End Safety Area (RESA) project consists of three design alternatives, RESA 1, RESA 2, and RESA 3. **Figure 14** illustrates these alternatives in relation to the results of this Stage 1 background study and all previous AECOM assessments.

3. Recommendations

AECOM's Stage 1 background study for the Additional Lands Billy Bishop Toronto City Airport Runway End Safety Areas Study Area has determined that the potential for the recovery of pre- and post-contact Indigenous and 19th century settler archaeological resources within the Study Area has been removed due to natural areas being subject to extensive and intensive deep land alterations, as well as the remaining land consisting of a manufactured landmass. Based on these findings, the following recommendations are made:

The Study Area does not retain any archaeological potential. No impacts to land based archaeological resources by the proposed undertaking are anticipated and no further archaeological assessment is recommended.

The Ministry of Citizenship and Multiculturalism is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. **As no further archaeological assessment is recommended, archaeological concerns for the Additional Lands Billy Bishop Toronto City Airport Runway End Safety Areas Study Area, located on the Toronto Islands, adjacent to the Toronto Waterfront, within the Geographic Township of York South West, City of Toronto, York County, Ontario, have been fully addressed.**

Please note that this archaeological assessment report has been written to meet the requirements of the Ministry of Citizenship and Multiculturalism's *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011); however, properties that are subject to archaeological assessment are not considered cleared for ground disturbance activities until the associated report has been reviewed and accepted by the Ministry of Citizenship and Multiculturalism. In order to maintain compliance with the Ministry of Citizenship and Multiculturalism and the *Ontario Heritage Act* (1990b), no ground disturbing activities are to occur until the proponent and approval authority receive a formal letter from the Ministry of Citizenship and Multiculturalism stating that the recommendations provided herein are compliant and that the report has been accepted into the Ministry of Citizenship and Multiculturalism register of archaeological reports.

4. Advice on Compliance with Legislation

This report is submitted to the Ontario Ministry of Citizenship and Multiculturalism 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 Standards and Guidelines that are issued by the Ministry, 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 Citizenship and Multiculturalism, 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 fieldwork on the site, submitted a report to the Ministry 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 Section 48(1) of the *Ontario Heritage Act*.

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

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

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6. Figures

All figures pertaining to the Stage 1 archaeological assessment for the areas of the land to be impacted by the proposed Runway End Safety Areas Project at the Billy Bishop Toronto City Airport are provided on the following pages.

Figure 1: Location of the Study Area

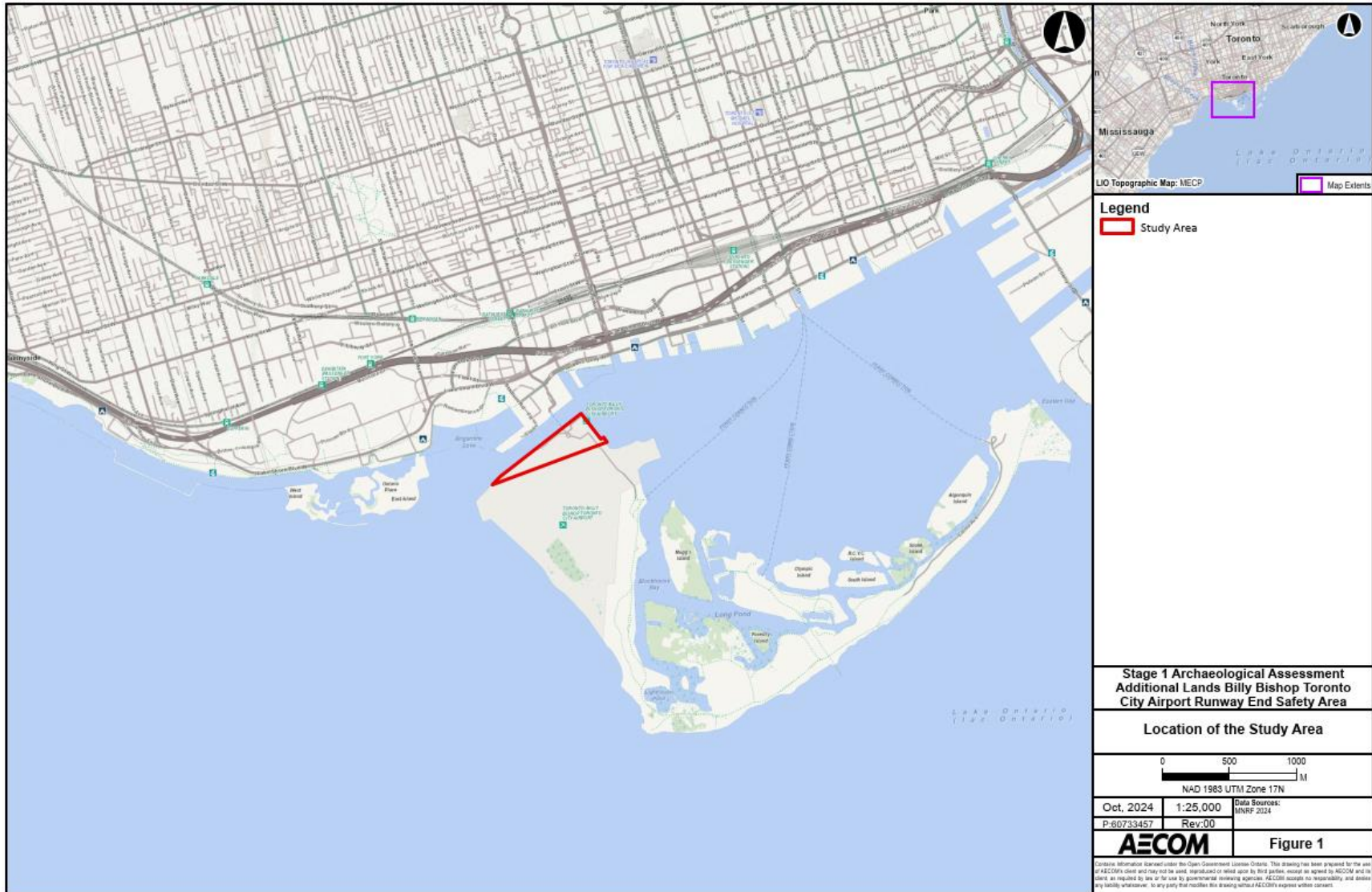


Figure 2: Study Area in Detail



Figure 3: 1787 Map of the Toronto Purchase (surveyed by William Chewitt 1887-1805)

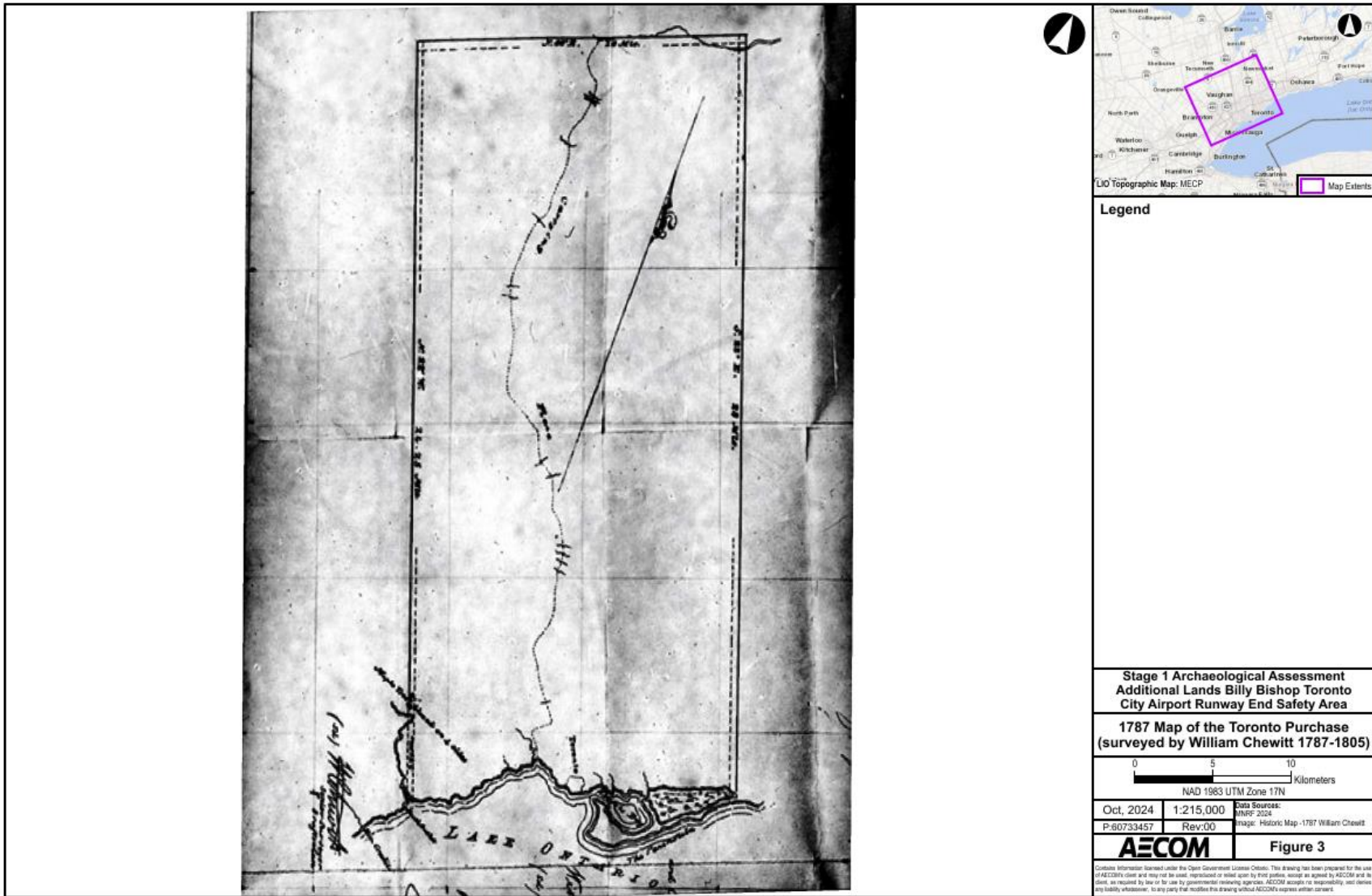


Figure 4: Ontario Treaties Map

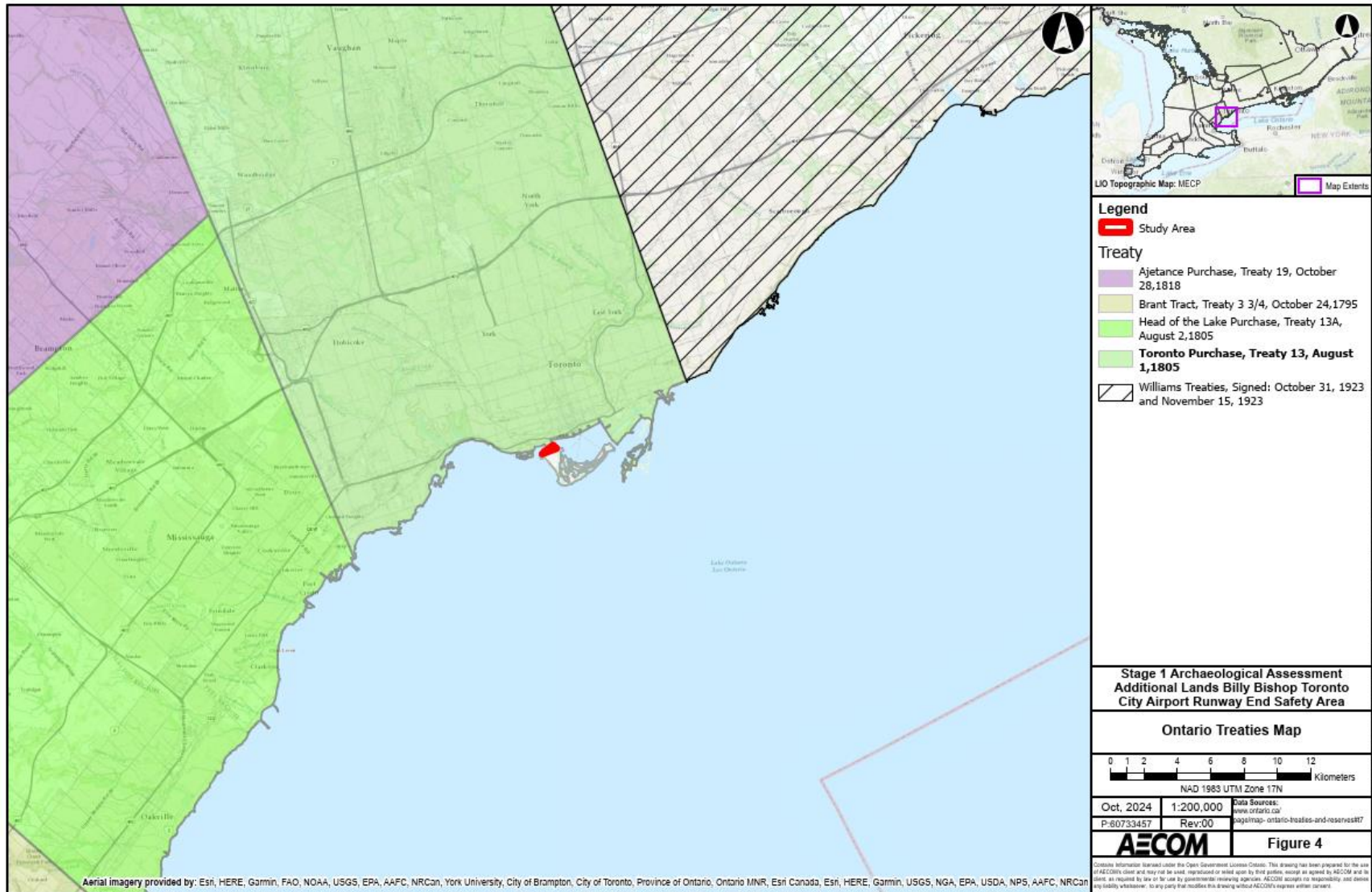


Figure 5: Bouchette's 1815 Map of the Plan of York Harbour

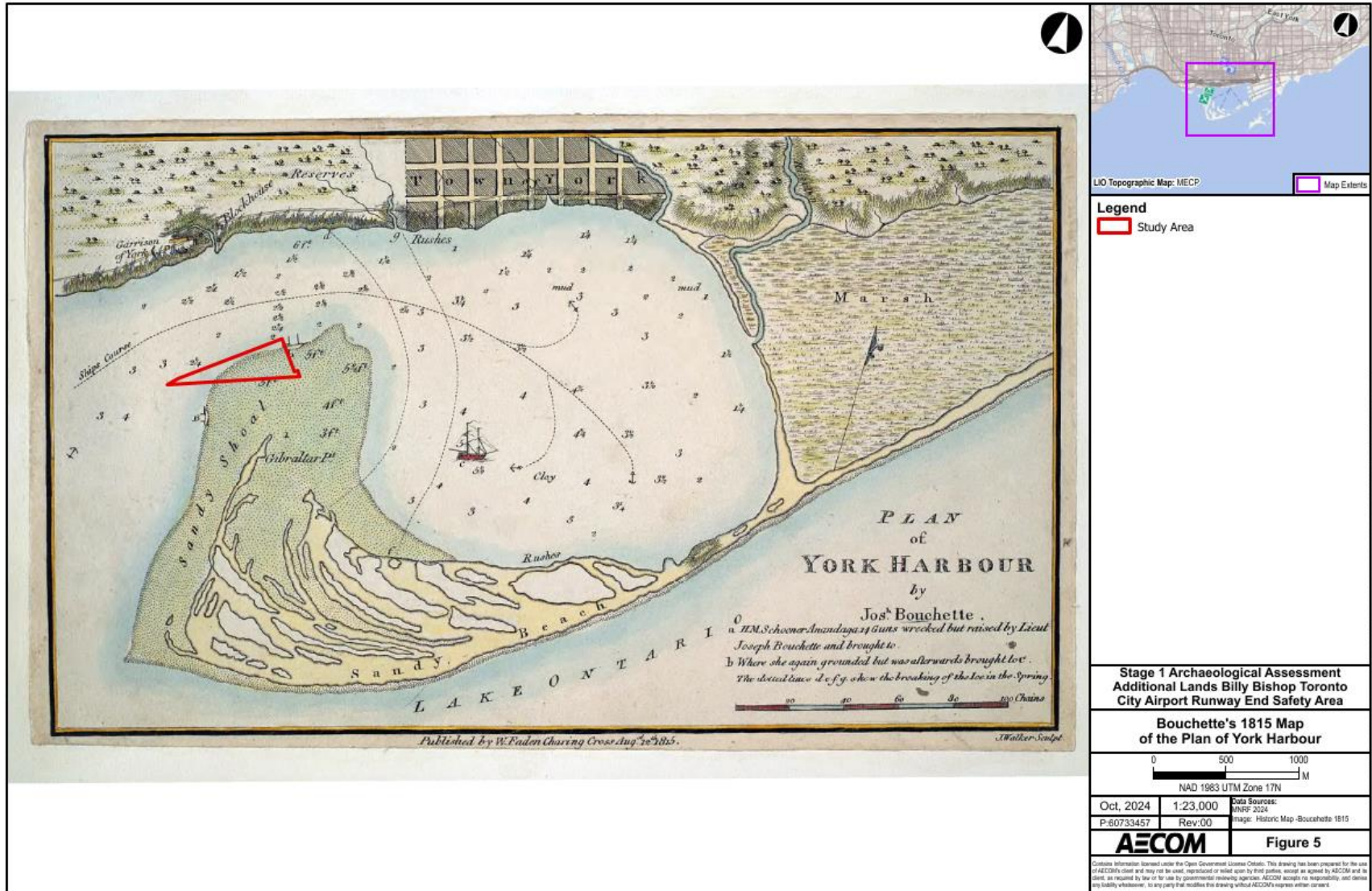


Figure 6: Browne's 1851 Map of the Township of York

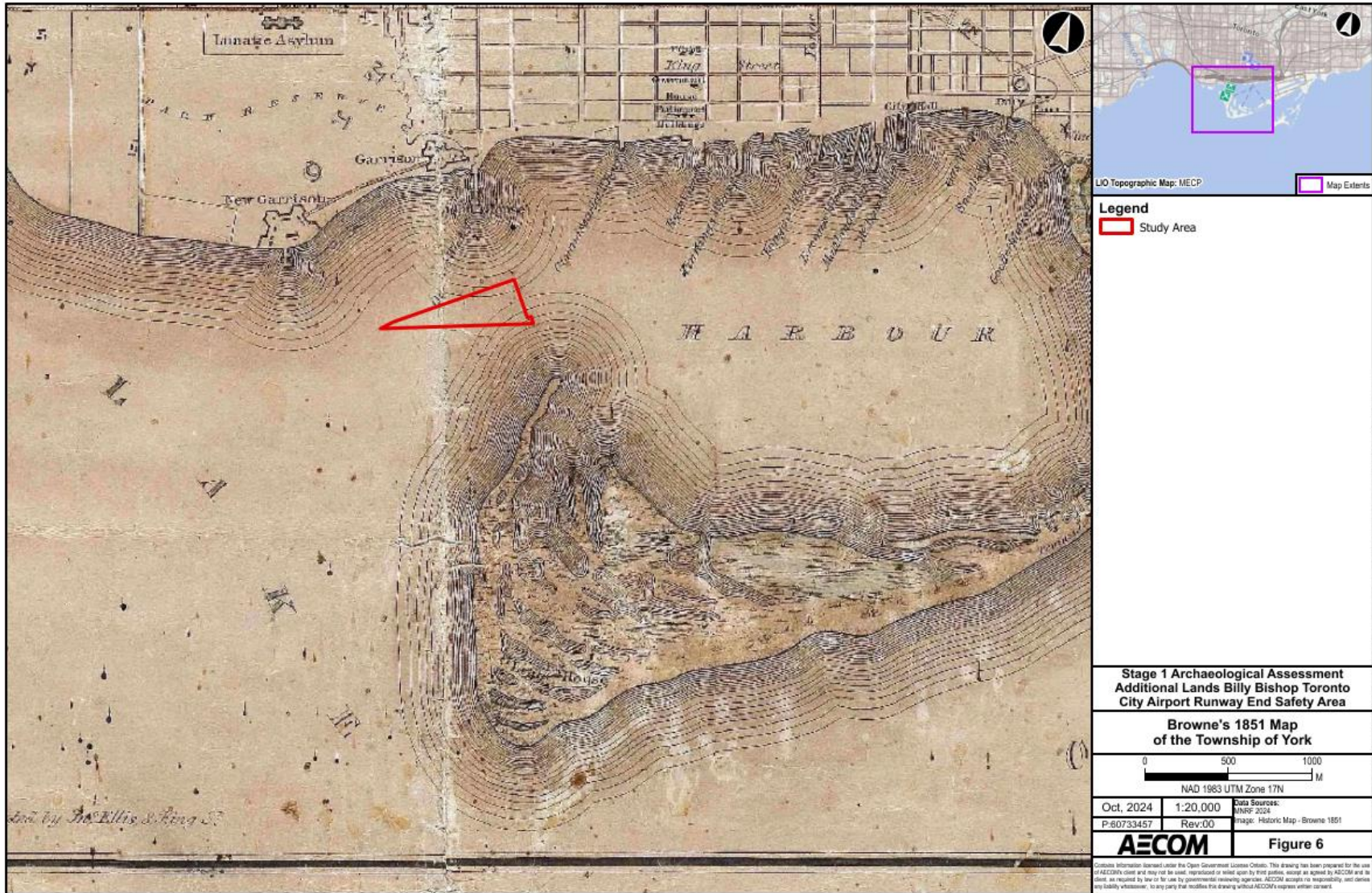


Figure 7: A Portion of Tremaine's 1860 Map of the County of York

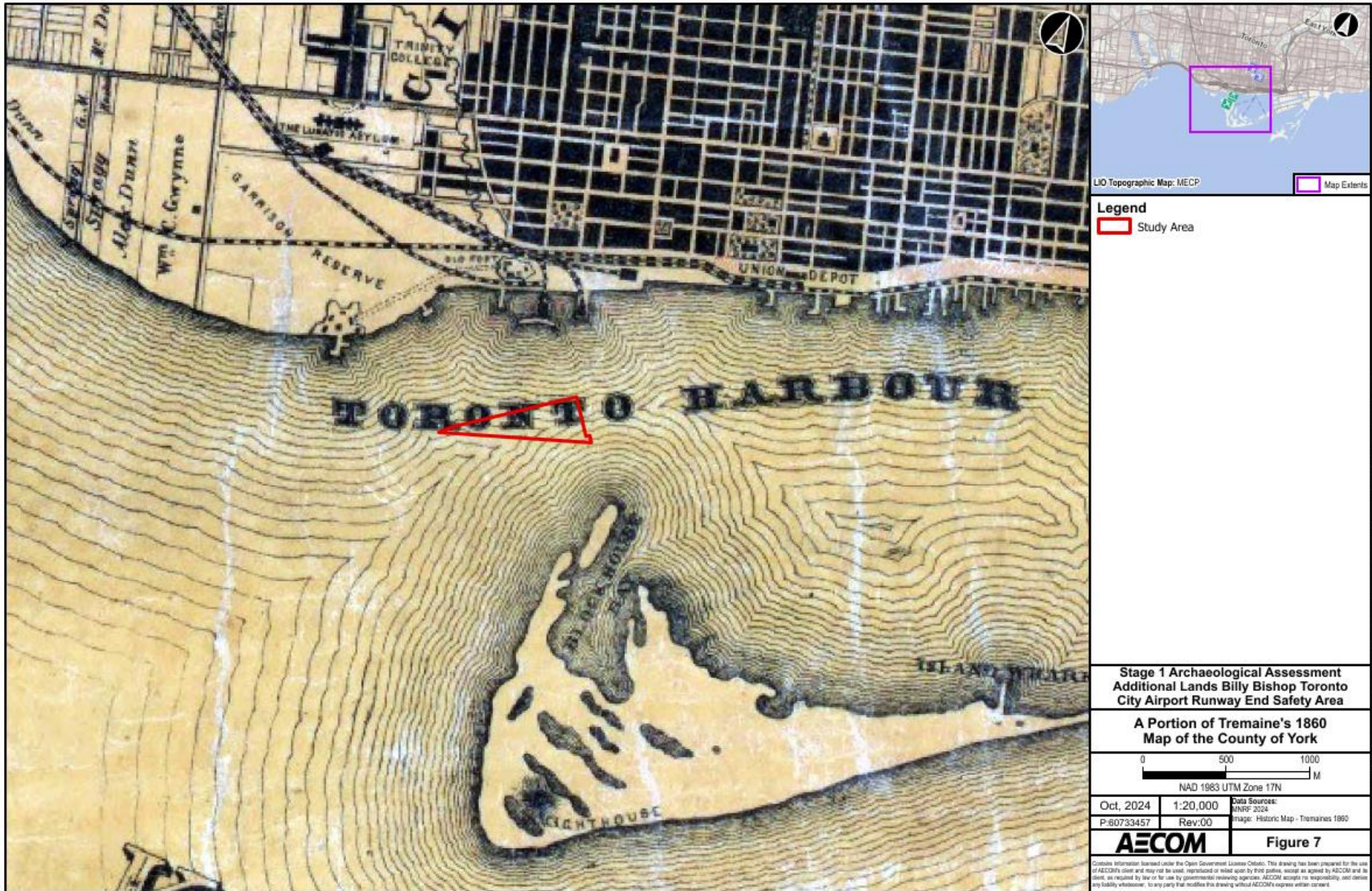


Figure 8: A Portion of the 1878 Miles and Co. Illustrated Historical Atlas of York County

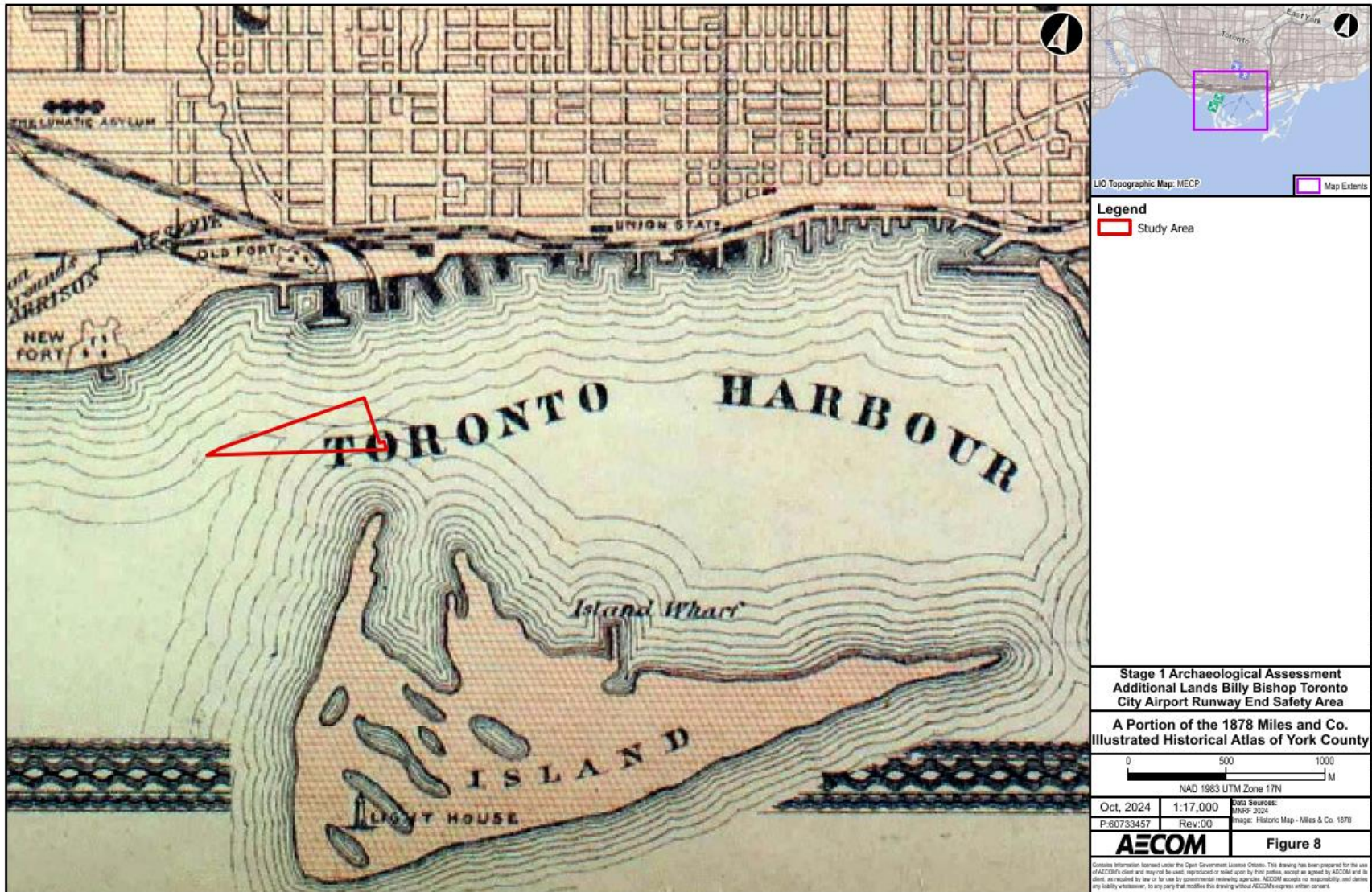


Figure 9: Estimated Location of Glacial Lake Iroquois

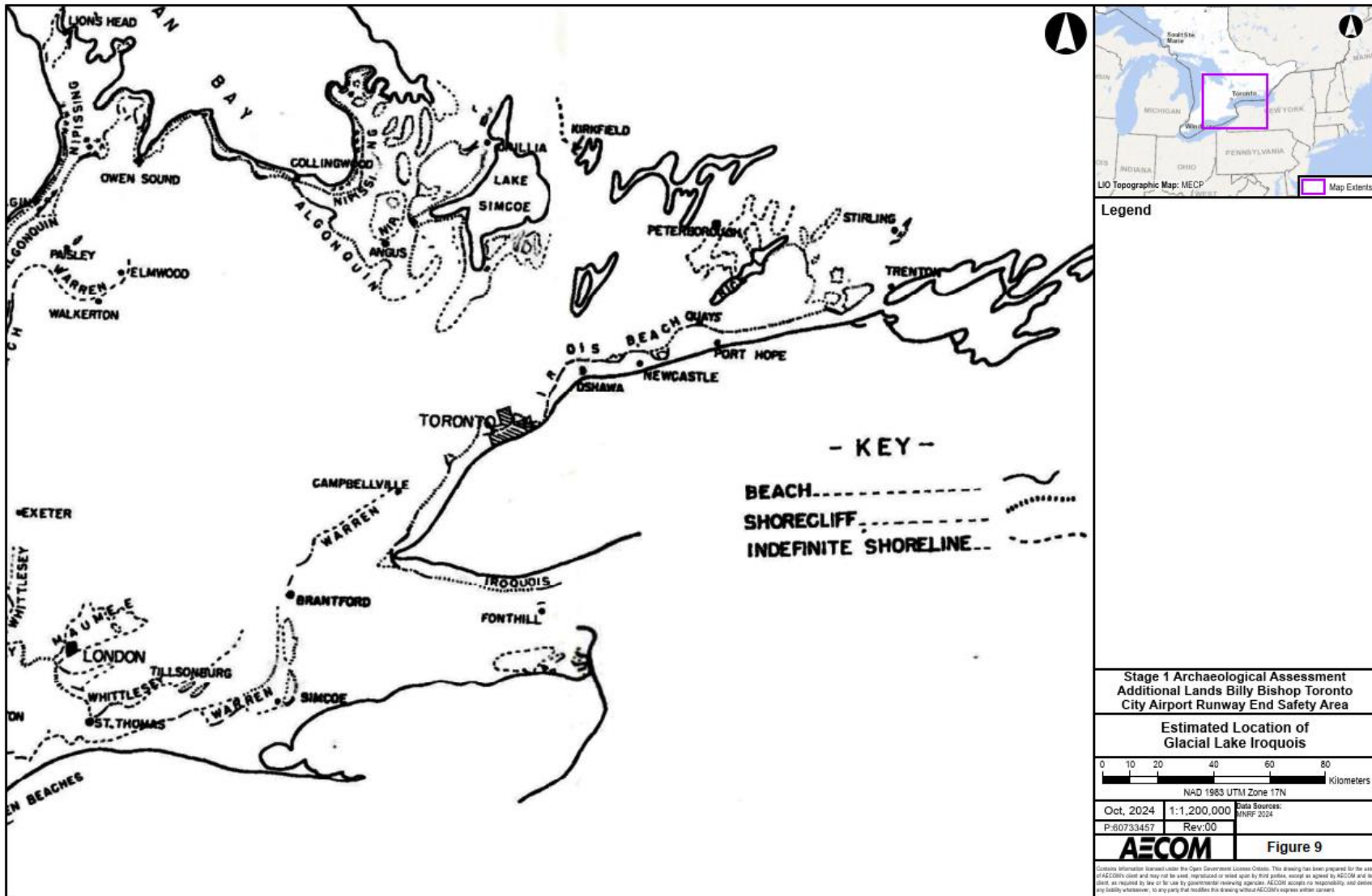


Figure 10: Natural Environment versus Lake-Fill on the Toronto Islands

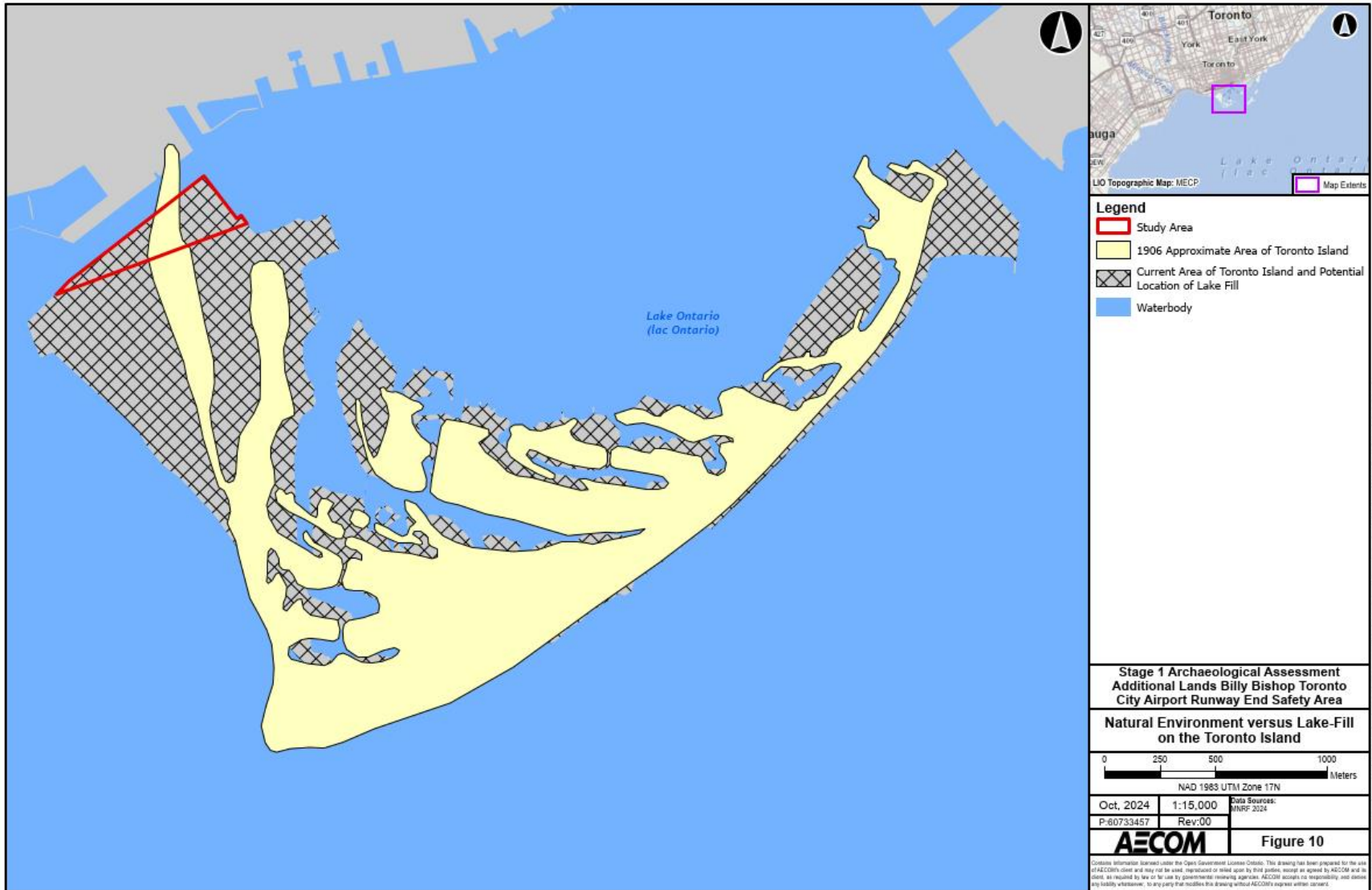


Figure 11: Previous Assessments



Figure 12: Central Waterfront Archaeological Masterplan of the Toronto Islands

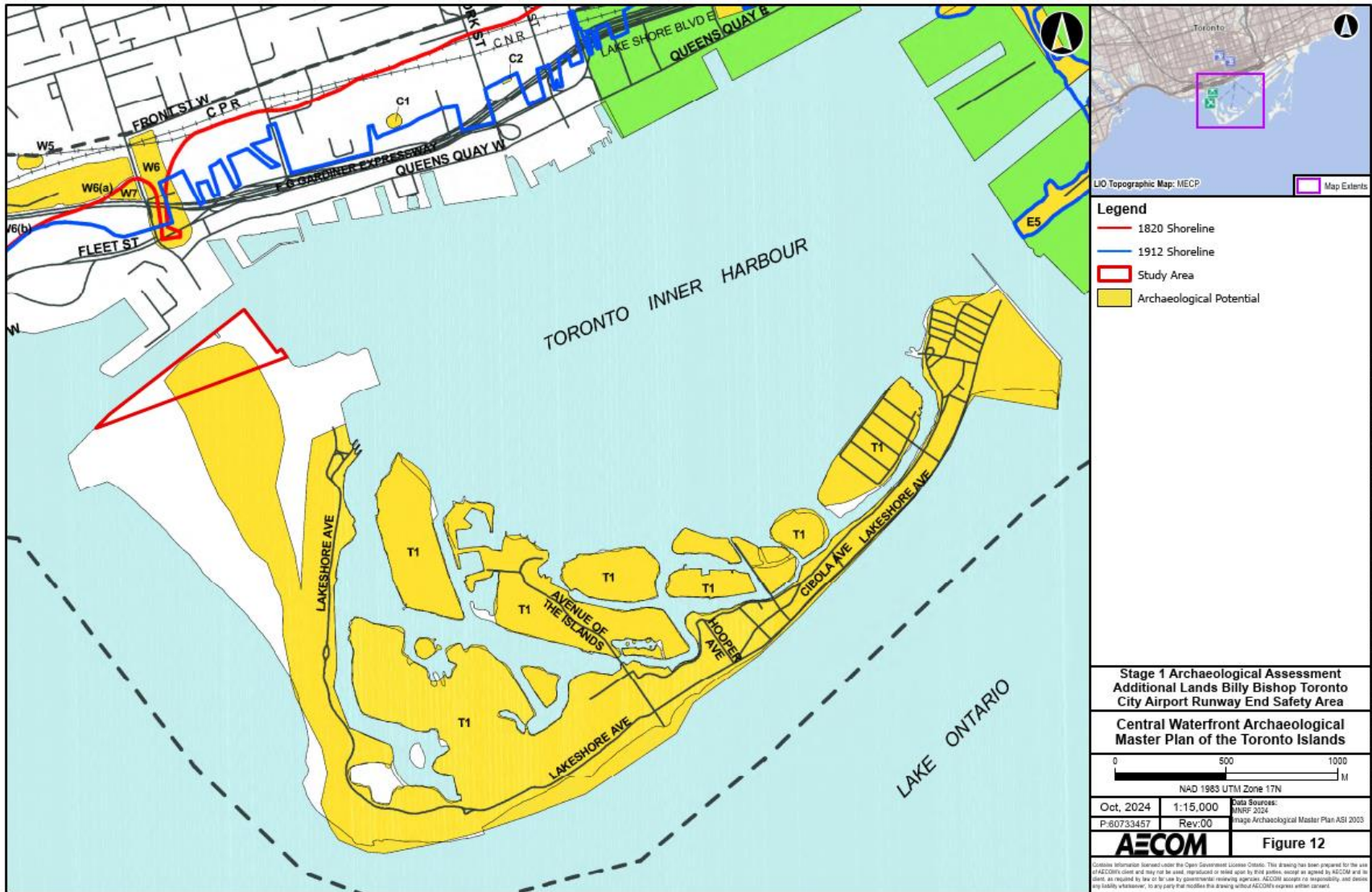


Figure 13: Results of the Stage 1 Archaeological Assessment

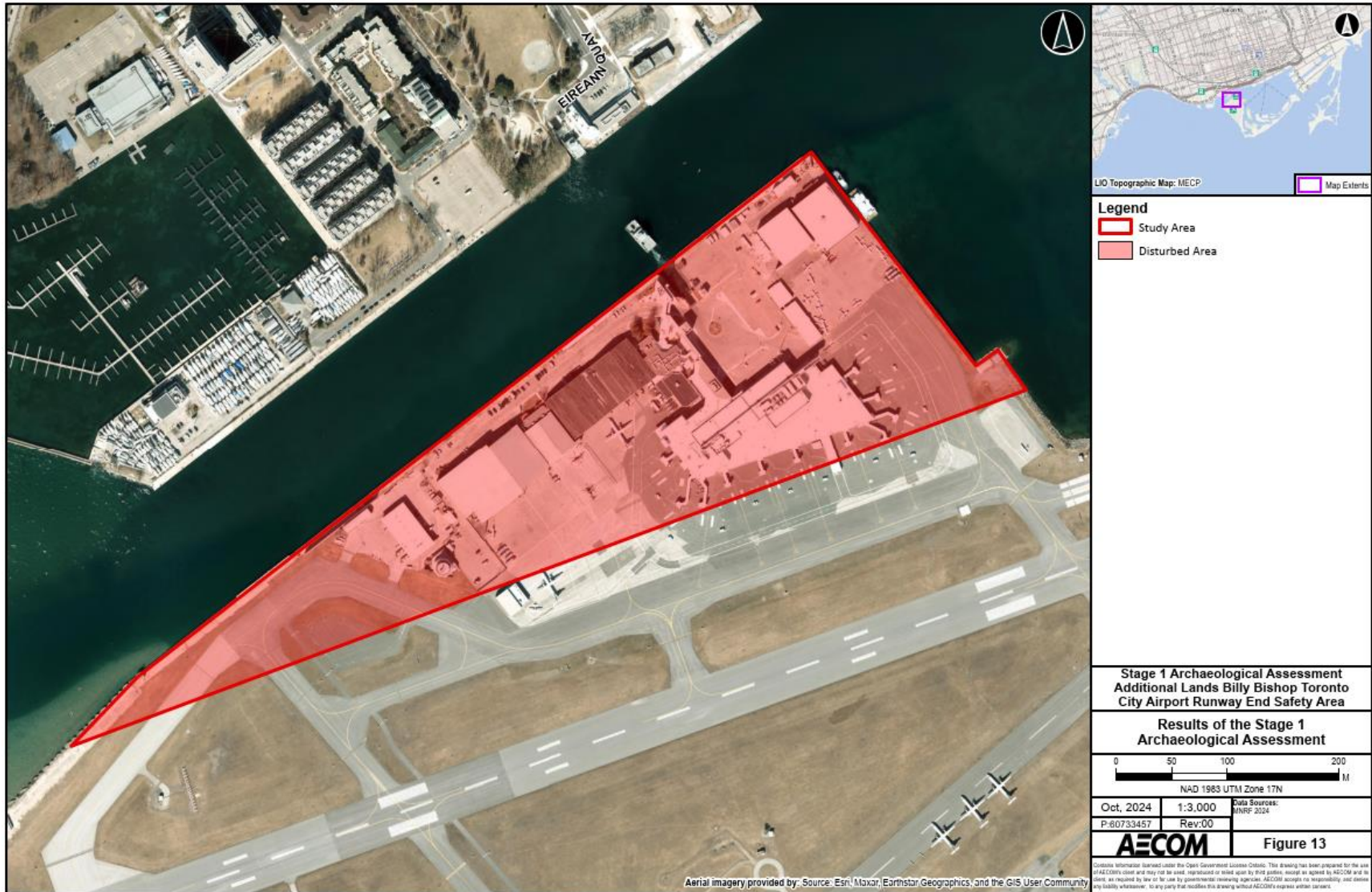


Figure 14: Archaeological Summary

