

# Appendix **B6**

## **Stage 1 Archaeological Assessment**

Woodbine Entertainment Group

# Highway 27-Woodbine Station EA Stage 1 Archaeological Assessment

Part of Lots 26 & 27, Concession 2 FTH, and Lots 26 & 27, Concession 3 FTH, Geographic Township of Etobicoke, York County, now the City of Toronto, Ontario

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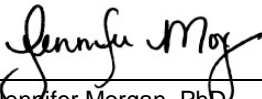
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## Quality Information


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# Executive Summary

AECOM Canada Limited (AECOM) was retained by Woodbine Entertainment Group (WEG) to conduct a Stage 1 archaeological assessment as part of the proposed Highway 27-Woodbine Station Environmental Assessment (EA) (the Project), located at 555 Rexdale Boulevard in the City of Toronto, historically described as parts of Lots 26 and 27, Concession 2 Front on The Humber (FTH), and Lots 26 and 27, Concession 3 FTH, in the Geographic Township of Etobicoke, York County, now the City of Toronto, Ontario (**Figure 1** and **Figure 2**).

This Stage 1 archaeological assessment is one of a number of environmental studies that will be completed as a part of the Transit Project Assessment Process (TPAP), under which project impacts will be assessed as prescribed in Ontario Regulation (O. Reg.) 231/08 under the *Environmental Assessment Act* (Ontario Government 1990a). As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review and will include the findings of this Stage 1 archaeological assessment. This archaeological assessment is also subject to the *Ontario Heritage Act* (OHA) (Ontario Government 1990b) and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

The Stage 1 archaeological assessment conducted for the proposed Highway 27-Woodbine Station in the City of Toronto, Ontario, determined that the majority of the Study Area has been extensively previously disturbed. Areas that may retain archaeological potential include a small corridor of manicured lawn to the south of Entrance Road adjacent to the railway right-of-way (ROW) as well as lands around Grandstand Entrance Road and Highway 27. As such, **a Stage 2 archaeological assessment for the land identified as retaining archaeological potential is recommended (Figure 7).**

For the area identified as requiring Stage 2 archaeological assessment, all work must be conducted by a licensed archaeologist and must follow the requirements set out in the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Given that the study area is comprised entirely of manicured lawn, the Stage 2 fieldwork must employ the standard test pit survey method at 5 m intervals. Test pit survey is to be conducted in all areas that will be impacted by the project where ploughing is not possible (e.g., woodlots, overgrown areas, manicured lawns).

The Ministry of Tourism, Culture and Sport (MTCS) is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further archaeological assessment is required, archaeological concerns for the proposed Highway 27-Woodbine Station in the City of Toronto, Ontario have not yet been fully addressed.

Please note that this archaeological assessment report has been written to meet the requirements of the MTCS' *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 MTCS. In order to maintain compliance with the MTCS and the *Ontario Heritage Act* (1990), no ground disturbing activities are to occur until the proponent and approval authority receive a formal letter from the MTCS stating that the recommendations provided herein are compliant and that the report has been accepted into the MTCS' register of archaeological reports.

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# 1. Project Context

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## 1.1 Development Context

AECOM Canada Limited (AECOM) was retained by Woodbine Entertainment Group (WEG) to conduct a Stage 1 archaeological assessment as part of the proposed Highway 27-Woodbine Station Environmental Assessment (EA) (the Project), located at 555 Rexdale Boulevard in the City of Toronto, historically described as parts of Lots 26 and 27, Concession 2 Front on The Humber (FTH), and Lots 26 and 27, Concession 3 FTH, in the Geographic Township of Etobicoke, York County, now the City of Toronto, Ontario (**Figure 1** and **Figure 2**).

This Stage 1 archaeological assessment is one of a number of environmental studies that will be completed as a part of the Transit Project Assessment Process (TPAP), under which project impacts will be assessed as prescribed in Ontario Regulation (O. Reg.) 231/08 under the *Environmental Assessment Act* (Ontario Government 1990a). As part of the TPAP, an Environmental Project Report (EPR) will be prepared for public review and will include the findings of this Stage 1 archaeological assessment. This archaeological assessment is also subject to the *Ontario Heritage Act* (OHA) (Ontario Government 1990b) and the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

Due to future development and increased demand at the Woodbine Districts, an early stage initiative calls for the expansion of new public transit options to service the area. Metrolinx and WEG have partnered together to develop the proposed Project, which is anticipated to evolve from the proposed GO station into a multi-modal transportation hub that will increase annual visitation from approximately 6 million today to potentially over 16 million. GO Transit currently operates train service along the Kitchener Rail Corridor, from Union Station in Toronto to Kitchener GO Station in Kitchener. The proposed Project will provide a new station stop along the Kitchener Rail Corridor.

The proposed Project will include:

- Two island platforms (north and south);
- Passenger pick up and drop off (PPUDO);
- Bus loop;
- Plaza structure;
- Vehicle parking;
- Bicycle storage facility;
- Station building;
- Roadway with direct access to the station building, parking facility and public roadway;
- Electrification enabling infrastructure at the station (e.g. integration of Overhead Catenary System support structures into platform areas and grounding and bonding); and
- New tracks and/or realignment of the existing tracks.

The site is an approximate 17 acre parcel of land located on the southeast corner of Woodbine Districts west of Highway 27 and south of Rexdale Boulevard in the City of Toronto (the Project Site) (**Figure 1**). The Project Site encompasses the southeastern portion of the practice racetrack, the southern portion of the southeast stormwater pond, the eastern portion of Entrance Road, the southern portion of Grandstand Entrance Road, a portion of the rail tracks east and west of Highway 27, and the Highway 27 underpass structure. For the purposes of this Stage 1

archaeological assessment, the area of investigation and assessment includes the Project Site plus a 25 m buffer (the Study Area) (**Figure 2**).

### 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 Project Study Area. This information will be used to support recommendations regarding cultural heritage values or interests as well as assessment and mitigation strategies. The results of the Stage 1 archaeological assessment presented in this report are drawn in part from:

- Recent and historical maps of the Study Area;
- Reports of previous archaeological assessments within 50 m of the Study Area;
- The Ministry of Tourism Culture and Sport's (MTCS) Archaeological Sites Database (ASDB) for a listing of registered archaeological sites within a 1 km radius of the Study Area;
- A visual inspection of the existing conditions of the Study Area and surroundings; and,
- Archaeological management plans or other archaeological potential mapping, where available.

The Stage 1 archaeological assessment has been conducted to meet the requirements of the MTCS *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 use of land from the earliest First Nation people to the more recent Euro-Canadian settlers and farmers. **Table 1** provides a breakdown of the cultural and temporal history of past occupations in southern Ontario.

**Table 1: Cultural Chronology for Southern Ontario**

Archaeological Period	Time Period	Characteristics
Early Paleo	9000-8400 BC	<ul style="list-style-type: none"> <li>▪ Fluted Points</li> <li>▪ Arctic tundra and spruce parkland, caribou hunters</li> </ul>
Late Paleo	8400-8000 BC	<ul style="list-style-type: none"> <li>▪ Holcombe, Hi-Lo and Lanceolate Points</li> <li>▪ Slight reduction in territory size</li> </ul>
Early Archaic	8000-6000 BC	<ul style="list-style-type: none"> <li>▪ Notched and Bifurcate base Points</li> <li>▪ Growing populations</li> </ul>
Middle Archaic	6000-2500 BC	<ul style="list-style-type: none"> <li>▪ Stemmed and Brewerton Points, Laurentian Development</li> <li>▪ Increasing regionalization</li> </ul>
Late Archaic	2000-1800 BC	<ul style="list-style-type: none"> <li>▪ Narrow Point</li> <li>▪ Environment similar to present</li> </ul>
	1800-1500 BC	<ul style="list-style-type: none"> <li>▪ Broad Point</li> <li>▪ Large lithic tools</li> </ul>
	1500-1100 BC	<ul style="list-style-type: none"> <li>▪ Small Point</li> <li>▪ Introduction of bow</li> </ul>

Archaeological Period	Time Period	Characteristics
Terminal Archaic	1100-950 BC	<ul style="list-style-type: none"> <li>Hind Points, Glacial Kame Complex</li> <li>Earliest true cemeteries</li> </ul>
Early Woodland	950-400 BC	<ul style="list-style-type: none"> <li>Meadowood Points</li> <li>Introduction of pottery</li> </ul>
Middle Woodland	400 BC – AD 500	<ul style="list-style-type: none"> <li>Dentate/Pseudo-scallop Ceramics</li> <li>Increased sedentism</li> </ul>
	AD 550-900	<ul style="list-style-type: none"> <li>Princess Point</li> <li>Introduction of corn horticulture</li> </ul>
Late Woodland	AD 900-1300	<ul style="list-style-type: none"> <li>Agricultural villages</li> </ul>
	AD 1300-1400	<ul style="list-style-type: none"> <li>Increased longhouse sizes</li> </ul>
	AD 1400-1650	<ul style="list-style-type: none"> <li>Warring nations and displacement</li> </ul>
Contact Period	AD 1600-1875	<ul style="list-style-type: none"> <li>Early written records and treaties</li> </ul>
Historic	AD 1749-present	<ul style="list-style-type: none"> <li>European settlement (French and English)</li> </ul>

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 First Nation people who began occupying southwestern Ontario as the glaciers receded from the land.

## 1.2.1 Pre-Contact First Nation Settlement

### *The Paleo Period*

In this area the first human settlement can be traced back to 11,000 BC; these earliest well-documented groups are referred to as Paleo which literally means 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, and the size of the groups occupying any particular location would vary depending on the nature and size of the available food 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, and Late 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 as characteristic 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 appearance of ceramics and the Meadowood Phase at roughly 950 BC. Much more is known about this period than the Early and Middle Archaic and a number of Late Archaic sites are known. Sites appear to be more common than earlier periods, suggesting some degree of population increase. 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 include 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 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 shows 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 horticulture. 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, small village sites were characterized by the presence of longhouses with villages being occupied considerably longer than later in the 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 (Fox 1990)..

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. This is supported by Michi Saagiig (Mississauga Anishinaabeg) oral histories, which speak to the coming of the corn growers and the symbiotic relationships that Algonkian speaking groups had with the Huron-Wendat in particular (Migizi and Kapyrka 2015).

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 in size 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 (Ellis *et al.* 1988).

## 1.2.2 Post-Contact Period Settlement

The post-contact Indigenous occupation of southern Ontario was heavily influenced by the dispersal of Iroquoian speaking peoples, including the 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, including the Michi Saagig, 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 Ojibwe (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 European settlers encroached on their territory the nature of First Nation 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 snap-shot 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 regards 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.

### ***The Michi Saagiig***

In addition to archaeological interpretations, an oral history of the Michi Saagiig has been provided by the Michi Saagiig Elder Gitiga Migizi. This oral history speaks to the Indigenous occupation of this area of southern Ontario and is provided below:

The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig are known as “the people of the big river mouths” and were also known as the “Salmon People” who occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds on which they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.

The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the “Peacekeepers” among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.

Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the “Old Ones” who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo-Indian periods. They are the original inhabitants of southern Ontario, and they are still here today.

The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.

Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Gitiga Migizi and Kapyrka 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig.

The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.

Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.

The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear.

Michi Saagiig Elder Gitiga Migizi (2017) recounts:

*“We weren’t affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.*

*There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario. We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony.*

*Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn’t mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis.”*

Often times, southern Ontario is described as being “vacant” after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homeland of the Michi Saagiig Nation.

The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation. The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.

Migizi and Kapyrka pp. 127-136 (2015)

### ***The Toronto Purchase (Treaty No. 13)***

The Study Area falls within the boundaries of the Toronto Purchase (Treaty No. 13) which, today, includes the cities of Etobicoke, Toronto, North York, and Vaughan (**Figure 3**). In the 1780s, the Crown decided that there was a need to unite colonial settlements along Lake Ontario in order to secure supply lines to western outposts. In 1787, the Superintendent General of the Indian Department, Sir John Johnson, met with several Mississauga First Nations at the Bay of Quinte in order to obtain the land included in the Toronto Purchase Treaty. Shortly after, concerns arose regarding the legitimacy of the Toronto Purchase as the deed did not include a description of the land that has been purchased by the Crown. In 1788, the Crown's attempt to survey the treaty land was met by resistance from the Mississauga as there had been no delineation of the land boundaries agreed upon in the Toronto Purchase (Duric 2017).

Given the lack of clarity regarding the boundaries of the treaty lands, concern from the Crown grew regarding legal land titles that had been issued to early European settlers. Even more concerning to the Crown, the capital of Upper Canada, York, was located within the Toronto Purchase and legal title of this land was also in question. A new agreement between the Crown and Mississaugas of the Credit was negotiated on August 1, 1805 and included approximately 250,800 acres (ac) of land for the sum of 10 shillings and for the Mississaugas to reserve the right to exclusively fish on Etobicoke Creek (Duric 2017).

Nearly 180 years later, in 1986, the Mississaugas of the Credit filed a claim against the Government of Canada regarding the Toronto Purchase Treaty, contending that the Crown has unlawfully acquired additional land, the Toronto Islands, which had not been agreed upon in the original 1787 purchase. Also in dispute was the unreasonable sum of paid for the land obtained in the 1805 agreement. In 2010, the Government of Canada settled the Toronto Purchase Claim, along with the Brant Tract Claim (Treaty No. 3  $\frac{3}{4}$ ) to the southwest for a sum of \$145 million, which, at that time, was the largest land claim settlement in Canadian history (Duric 2017).

## **1.2.3 Euro-Canadian Settlement**

### ***York County***

York County was formed in 1792 and was part of the jurisdiction of the Home District of Upper Canada with Toronto as the county seat. York County originally comprised all of what is now the Regional Municipalities of York, Peel and Halton, and the City of Toronto, as well as parts of the Regional Municipality of Durham and the City of Hamilton. In 1953, the City of Toronto and a number of Townships, including Etobicoke Township were separated from York County to form Metropolitan Toronto (Boylan 1954).

### ***Geographic Township of Etobicoke***

The Township of Etobicoke is located within the historic County of York and the township name originates from the Mississaugas who referred to the surrounding area and creek system as "Adobigok" – "where the alders grow". In 1791, a road was commissioned through what would become the Township of Etobicoke by Lieutenant Governor John Graves Simcoe. The road was surveyed along the shore of Lake Ontario proceeding west from York and

formed part of present-day Lake Shore Boulevard (Etobicoke Historical Society 2015). The first survey of the Township of Etobicoke was conducted in 1795 and organized the township into 100 ac lots with the first land grant on Lot 1, Concession 1, issued in 1797.

Etobicoke Township was inhabited by approximately 250 people during the War of 1812, at least 50 of whom were military. By this time, there had not yet been any significant community settlement and the township only had four mills along the Humber River and Etobicoke Creek. No schools, churches, villages, post offices, or other community buildings were established until the 1830s. Significant population growth occurred in the 1850s when residential and commercial developments began to pop up in expanding villages throughout the township. Land was cleared and cultivated for agricultural use and several railways arrived through Etobicoke Township including the Great Western Railway in 1854, the Grand Trunk Railway (GTR) in 1856, and the Great Valley Railway in 1877 (Etobicoke Historical Society 2015).

### ***Euro-Canadian Use of the Study Area***

Historic maps were reviewed to determine the presence of 19<sup>th</sup> century settlement features within the Study Area as the presence of historic features elevates the potential for the recovery of 19<sup>th</sup> century archaeological resources. The Project Study Area is located on part of Lots 26 and 27, Concession 2 FTH and Lots 26 and 27, Concession 3 FTH in the Geographic Township of Etobicoke, York County. **Table 2** provides information on the results of the examination of the 1858 (Tremaine 1858) and 1878 (Miles & Co. 1878) maps of the Township of Etobicoke. With the exception of the GTR, none of the historic features illustrated fall within the boundaries of the Study Area (**Figure 4** and **Figure 5**).

**Table 2: 19<sup>th</sup> Century Settlement Features**

Lot	Conc.	Landowner(s)	Historic Feature(s)
26	2 FTH	1858: ▪ James Doyle	1858: ▪ GTR
		1878: ▪ Jno Doyle	1878: ▪ Farmhouse on west side of lot ▪ GTR
27	2 FTH	1858: ▪ James Smith	1858: ▪ GTR
		1878: ▪ Mercer Estate	1878: ▪ Farmhouse in northwest corner ▪ GTR
26	3 FTH	1858: ▪ Mrs. E. Betteridge	1858: ▪ GTR
		1878: ▪ Isaac Kellam ▪ James Gardhouse	1878: ▪ Kellam farmhouse on south side of railway (southeast corner of lot) ▪ GTR
27	3 FTH	1858: ▪ James Croker	1858: ▪ GTR
		1878: ▪ James Gardhouse	1878: ▪ Farmhouse and orchard on west side of lot ▪ GTR



The Study Area includes a portion of the former GTR, constructed by the Grand Trunk Railway Company of Canada (GTRCC). The GTRCC was incorporated in 1852 to build a railway line between Montreal and Toronto. The GTR arrived in Etobicoke in 1856 when the section of rail between Toronto and Sarnia was opened.

It should be noted that not all features of interest, particularly farmhouses and smaller homesteads, were mapped systematically on these maps as this would have been beyond the intended scope of the Ontario historical atlas series. In addition, given that atlases were funded by subscription, preference with regard to the level of detail included was given to subscribers. As such, the absence of structures or other features on historic atlas maps does not preclude the presence of historic features at the time the area was surveyed.

A review of the City of Toronto Heritage Register Map was also completed to determine the presence of any heritage properties or historically significant sites within or in close proximity to the Study Area. The results of this search did not identify any listed or designated properties within and/or in close proximity to the Study Area boundaries, nor does the Study Area fall within a Heritage Conservation District.

### **Woodbine Racetrack**

The Study Area is currently located at Woodbine Districts in the City of Toronto, which is partially occupied by the well-known Woodbine Racetrack. The racetrack bears the name originally used by a racetrack located in east Toronto. The original racetrack was constructed in 1875 on the property of Joseph Duggan, who named his residence “Woodbine” and operated the Woodbine Park Hotel. Duggan’s property was located at Queen Street East and Kingston Road at the south end of Woodbine Avenue. Later, in 1881, Duggan established the Ontario Jockey Club. From 1883 until 1955, the track was used for thoroughbred horse racing. In 1956, the new racetrack was constructed in its current location and the name “Woodbine” was transferred. The original track continued to be used as the “Old Woodbine Racetrack” before being renamed the Greenwood Racetrack in 1963 (Filey 1993). The new Woodbine Racetrack has been significantly expanded and developed since the 1990s and is planned for further expansion including the construction of a casino, hotel, and entertainment complex by 2022 (WEG 2019).

## **1.3 Archaeological Context**

### **1.3.1 Natural Environment**

The Study Area falls within the Iroquois Plain physiographic region of southern Ontario, which is the former bed of glacial Lake Iroquois. The Iroquois Plain is characterized by both lowlands and shorecliffs adjacent to the Niagara Escarpment. A number of streams and creeks flow into the region producing lagoons and marshes. Although the Iroquois Plain consists primarily of sandy soils, drainage is poor due to an underlying deep layer of clay (Chapman and Putnam 1966:325).

The single most important environmental feature necessary for extended human occupation is potable water. As such, proximity to water is regarded as a useful index for the determination of potential for the presence of archaeological resources. Etobicoke Creek, a major tributary of Lake Ontario, is located less than 1km west of the Study Area. Etobicoke Creek was an important pre-contact resource and transportation route to and from Lake Ontario.

The environmental characteristics in this area of southern Ontario provided an ideal environment for both temporary and permanent settlement throughout the pre-and post-contact periods. During the 19<sup>th</sup> and 20<sup>th</sup> century, rapid deforestation resulted in significant land clearance across Etobicoke Township and, over time, the once diverse forest life and wide range of tree species and natural resources would have also been depleted as agricultural and

modern residential and commercial development continued. As a result of continuing urban, commercial, and recreational development, this part of southern Ontario is almost completely deforested today.

### 1.3.2 Previous Archaeological Work

To inform the Stage 1 archaeological assessment and further establish the archaeological context of the Study Area, a search of the ASDB was conducted to determine if any previous archaeological work has been completed within the Study Area or within 50 m of the Study Area boundaries. **Table 3** lists archaeological reports with relevant background information.

**Table 3: Archaeological Reports with Relevant Background Information**

Year	Title	Author	PIF Number
2008	<i>Stage 1 Archaeological Assessment, Georgetown South Service Expansion and Union Pearson Rail Link</i>	Archaeological Services Inc. (ASI)	P057-509-2008
2012	<i>The Stage 1 Archaeological Assessment for the Airport Rail Link Electrification EA, City of Toronto</i>	A.M. Archaeological Associates (AMAA)	P035-181-2012
2017	<i>A Stage 1 and 2 Resource Assessment of Part of Lots 27 and 28, Concession 2 FTH, City of Toronto (Formerly the City of Etobicoke), Ontario</i>	Archaeological Consultants & Contractors (ACC)	P120-0207-2016
2017a	<i>Stage 1 Archaeological Assessment of 40 Queens Plate Drive, Part of Lots 27 and 28, Concession 2 FTH, Geographic Township of Etobicoke, York County, City of Toronto, Ontario</i>	ASI	P449-0015-2017
2017b	<i>Stage 2 Archaeological Assessment of 40 Queens Plate Drive, Part of Lots 27 and 28, Concession 2 FTH, Geographic Township of Etobicoke, York County, City of Toronto, Ontario</i>	ASI	P449-0032-2017

A Stage 1 archaeological assessment was completed by ASI in 2008 for a 20 kilometre (km) rail corridor as part of the Georgetown South Service Expansion and Union Pearson Rail Link. The portion of the Study Area that falls within the rail corridor was previously assessed as part of this Stage 1 archaeological work. The Stage 1 archaeological assessment determined that the investigated study area exhibited potential for the presence of archaeological resources. The subsequent property inspection found that most of the study area has been previously disturbed by construction; however, some land within the rail corridor potentially remains undisturbed and may contain archaeological resources (ASI 2008). ASI (2008) recommended that a Stage 2 archaeological assessment be conducted on any land determined to retain archaeological potential that may be impacted.

In 2012, AMAA conducted a Stage 1 archaeological assessment as part of the Airport Rail Link Electrification project in the City of Toronto. Several properties were assessed as part of this project, including substations, switching stations, a paralleling station, and a maintenance facility. The property proposed for the Northern Substation at 175 City View Drive that was assessed by AMAA includes a portion of the eastern boundaries of the current Study Area on the south side of the existing rail line. The results of this assessment determined that most of the land included for the Northern Substation retained the potential for archaeological resources and a Stage 2 archaeological assessment was recommended (AMAA 2012).

A Stage 1 and 2 archaeological assessment was completed for a corridor of land on part of Lots 27 and 28, Concession 2 FTH in 2017 to the northeast of the current Study Area (ACC 2017). The Stage 1 background study



revealed that parts of the study area may not have been previously disturbed and retain potential for the presence of archaeological resources. Based on these findings, ACC (2017) recommended that a Stage 2 field investigation be completed for the potentially undisturbed land. At the completion of the Stage 2 field survey, the entire study area was confirmed to have been previously disturbed and no archaeological resources or sites were found. ACC (2017) concluded that the study area did not require further archaeological assessment.

In 2017, ASI conducted a Stage 1 archaeological assessment for the property at 40 Queens Plate Drive to the east of the current Study Area. The Stage 1 background study resulted in the finding that approximately half of the subject property exhibits archaeological potential and must be subject to a Stage 2 archaeological assessment (ASI 2017a). The Stage 2 assessment was also conducted by ASI in the same year and determined that the land subject to field survey had been significantly previously disturbed. No archaeological resources or sites were identified and no further work was recommended (ASI 2017b).

In addition to previous reports, AECOM reviewed the City of Toronto Archaeological Potential Map to better assess the potential for the presence of archaeological resources as previously determined by the City of Toronto. The Archaeological Potential Map illustrates that some small portions of the Study Area retain the potential for the presence of archaeological resources. These areas include a small corridor of manicured lawn to the south of Entrance Road adjacent to the railway ROW as well as lands around Grandstand Entrance Road and Highway 27 (**Figure 6**).

To the best of our knowledge, there are no other reports concerning archaeological work conducted within or in close proximity (i.e. within 50 m) of the Study Area; however, it should be noted that the MTCS does not maintain a database of all properties that have had past archaeological investigations and searches of the MTCS' public register do not always result in a complete listing of all archaeological work conducted in a given area. In consequence, in some cases the only way a consulting archaeologist will know that a past assessment has been conducted in a given area is if they have personal knowledge of it, or if the assessment resulted in the discovery and registration of one or more archaeological sites.

### 1.3.3 Known Archaeological Sites

AECOM conducted a data search of the ASDB to determine if any registered archaeological sites are located within the Study Area as well as within 1 km of the current Study Area boundaries. The ASDB records indicate that there are no registered archaeological sites within the Study Area or within 1 km of the Study Area boundaries.

### 1.3.4 Existing Conditions

The Study Area is generally bounded by the railway ROW to the south, Stable Road to the north, Highway 27 to the east, and Entrance Road to the west. It encompasses the southeastern portion of the practice racetrack, the southern portion of the southeast stormwater pond, the eastern portion of Entrance Road, the southern portion of Grandstand Entrance Road, a portion of the rail tracks east and west of Highway 27, and the Highway 27 underpass structure.

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## 2. Property Inspection

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To assist in the evaluation of the proposed Highway 27-Woodbine Station, a property inspection was conducted by licensed archaeologist Cody McNea on Thursday May 23 and Josh Keddy on Thursday August 1, 2019 under PIF number P438-0177-2019 issued to Samantha Markham, MES (P438). The property inspection was conducted to meet the requirements of *Section 1.2* of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) and, in accordance with *Section 1.2, Standard 1*, the entire Study Area and its periphery was subject to systematic inspection to identify the presence or absence of any features of archaeological potential. Permission to access the property to conduct the Stage 1 property inspection was provided by Mitchell Smith of Woodbine Entertainment Group.

The weather on May 23, 2019 was overcast with a high temperature of 6°C, and the weather on August 1 was sunny with a high temperature of 30°C. The weather conditions permitted excellent visibility of land features and photographs were taken of the visible landscape features (**Photos 1-10**). The results of the property inspection, in conjunction with historic research, have determined that the Study Area has been significantly previously disturbed as a result of the construction of the Woodbine Racetrack, industrial development, and associated infrastructure, including roads and utilities. Areas identified as retaining archaeological potential in the City of Toronto Archaeological Potential Map could not conclusively be determined to have been previously disturbed during the Stage 1 property inspection. These areas include a small corridor of manicured lawn to the south of Entrance Road adjacent to the railway ROW as well as lands around Grandstand Entrance Road and Highway 27 (**Figure 7**).

Photograph locations and directions, as well as the results of the Stage 1 archaeological assessment property inspection are provided on **Figure 7** of this report. To meet the requirements of *Standard 4, Section 1.2*, an attempt was made to document additional features of archaeological potential not visible on the mapping. No additional features of archaeological potential were identified during the site inspection.

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## 3. Analysis and Conclusions

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### 3.1 Determination of Archaeological Potential

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. Criteria commonly used by the MTCS 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.

Based on a review of the historical, environmental, and archaeological context of the Study Area, it has been determined that potential exists for the recovery of pre- and post-contact First Nation and 19<sup>th</sup> century Euro-Canadian archaeological resources within the Study Area based on the presence of the following features:

- Distance to various types of water sources (Etobicoke Creek, Lake Ontario);
- Natural environment features including soil texture and drainage;
- Glacial geomorphology (Glacial Lake Iroquois), elevated topography, and the general topographic variability of the area; and,
- Areas of early Euro- Canadian settlement (schoolhouses/farmhouses on surrounding properties) and early transportation routes (GTR/CNR).

Certain features indicate that archaeological potential has been removed, such as land that has 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). Substantial previous disturbance associated with the construction of the racetrack, railway, roadways, and industrial development have removed archaeological potential within the Study Area with the exception of a small corridor of manicured lawn to the south of Entrance Road adjacent to the railway ROW as well as lands around Grandstand Entrance Road and Highway 27 (**Figure 7**).

### 3.2 Conclusions

AECOM's Stage 1 archaeological assessment for the proposed Highway 27-Woodbine Station has determined that potential exists for the recovery of archaeological resources based on the features listed in **Section 3.1** of this report. As a result of extensive previous disturbance, archaeological potential has been removed from the majority of the Study Area.

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## 4. Recommendations

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The Stage 1 archaeological assessment conducted for the proposed Highway 27-Woodbine Station in the City of Toronto, Ontario, determined that the majority of the Study Area has been extensively previously disturbed. Areas that may retain archaeological potential include a small corridor of manicured lawn to the south of Entrance Road adjacent to the railway ROW as well as lands around Grandstand Entrance Road and Highway 27. As such, **a Stage 2 archaeological assessment for the land identified as retaining archaeological potential is recommended (Figure 7).**

For the area identified as requiring Stage 2 archaeological assessment, all work must be conducted by a licensed archaeologist and must follow the requirements set out in the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Given that the Study Area is comprised entirely of manicured lawn, the Stage 2 fieldwork must employ the standard test pit survey method at 5 m intervals. Test pit survey is to be conducted in all areas that will be impacted by the project where ploughing is not possible (e.g., woodlots, overgrown areas, manicured lawns).

The MTCS is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further archaeological assessment is required, archaeological concerns for the proposed Highway 27-Woodbine Station in the City of Toronto, Ontario have not yet been fully addressed.

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## 5. Advice on Compliance with Legislation

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This report is submitted to the Ontario Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism, Culture and Sport, 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 Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with 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 (when proclaimed in force in 2012) require that any person discovering human remains must notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries, and Cemetery Closures.

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## 7. Images



**Photo 1:** Previous disturbance along Entrance Road, facing north



**Photo 2:** Area requiring Stage 2 archaeological assessment, between Grandstand Entrance Road and Highway 27, facing southeast



**Photo 3:** Previous disturbance from railway and roadway build-up, facing southeast



**Photo 4:** Area requiring Stage 2 archaeological assessment along Entrance Road, facing northwest





**Photo 5:** Previous disturbance along Entrance Road, facing west



**Photo 6:** Area requiring Stage 2 archaeological assessment, south of Entrance Road adjacent to railway ROW, facing east



**Photo 7:** Portion of Woodbine Racetrack, facing northeast



**Photo 8:** Portion of Woodbine Racetrack, facing east



**Photo 9:** Area of previous disturbance between ROW and tracks, facing east



**Photo 10:** Previous disturbance by stormwater infrastructure installation, facing west

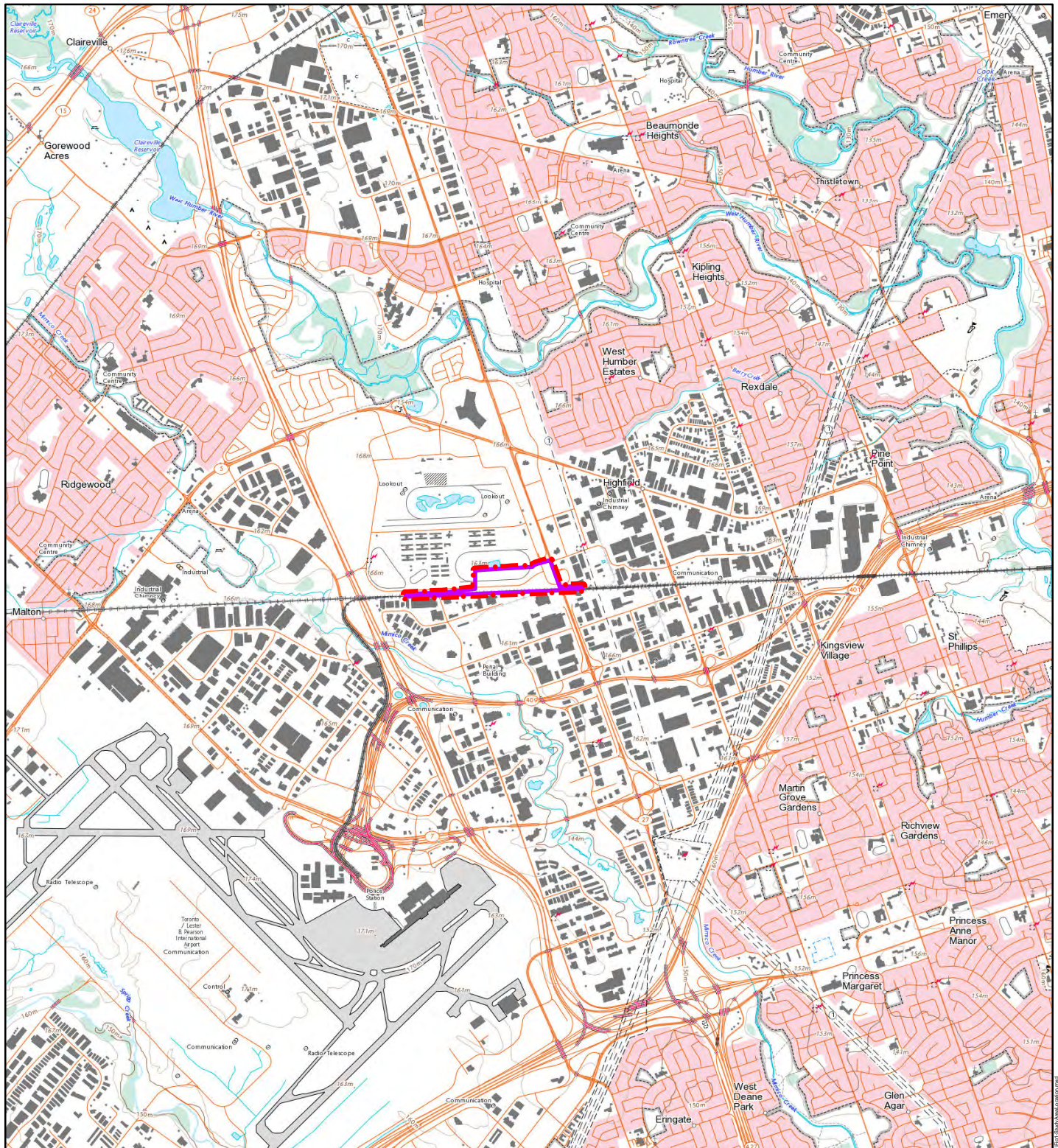
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## 8. Figures

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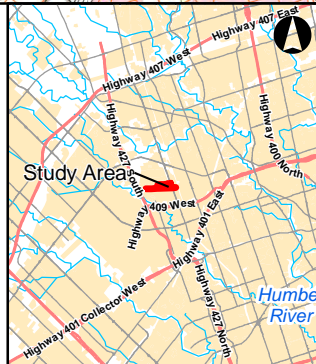
All figures pertaining to the Stage 1 archaeological assessment for the proposed Highway 27-Woodbine Station in City of Toronto, Ontario are provided on the following pages.





## Legend

- Project Site
- Study Area



Stage 1 Archaeological Assessment  
Woodbine Racetrack Transit Station EA  
City of Toronto, Ontario

Location of Study Area

August  
2019

1:50,000

Datum: NAD 83 UTM17  
Source: [http://wms.ess-ws.nrcan.gc.ca/wms/toporama\\_en](http://wms.ess-ws.nrcan.gc.ca/wms/toporama_en)

Pr: 60606819

V#:

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**Figure 1**

0 500 1,000 2,000  
Metres

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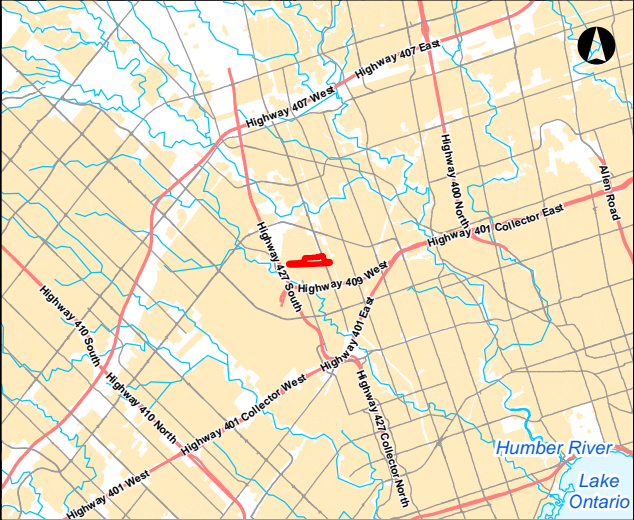
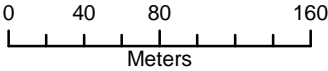




Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

- Project Site
- Study Area



Stage 1 Archaeological Assessment  
Woodbine Racetrack Transit Station EA  
City of Toronto, Ontario

Study Area in Detail

August 2019	1:4,000	Datum: NAD83 UTM 17 Source: LIO 2018
P#: 60606819	V#:	

Figure 2

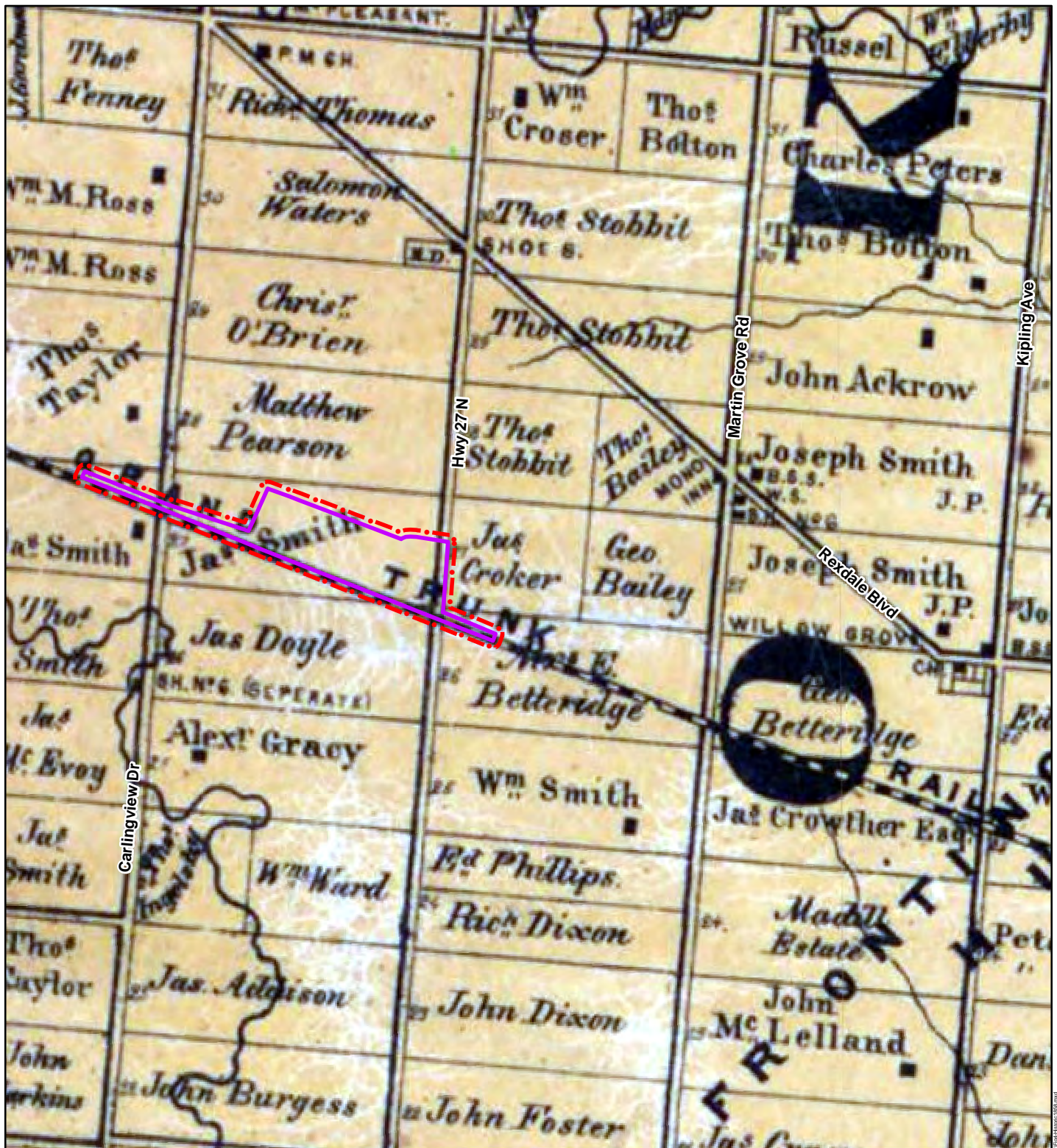
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Map location: \\aaron115001\casework\PPQ\ECTS\60606819 Woodbine\606-CAD\_CIS\Design\01\_Report\ASTV\Fig2-StudyArea.mxd  
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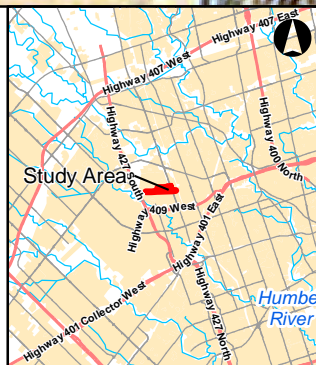






## Legend

- Project Site
- Study Area



Stage 1 Archaeological Assessment  
Woodbine Racetrack Transit Station EA  
City of Toronto, Ontario

Portion of 1858 Map of Etobicoke Township

August  
2019

1:20,000

Datum: NAD 83 UTM17  
Source: LIO 2018,  
Tremaine 1858

Pr: 60606819

V#:

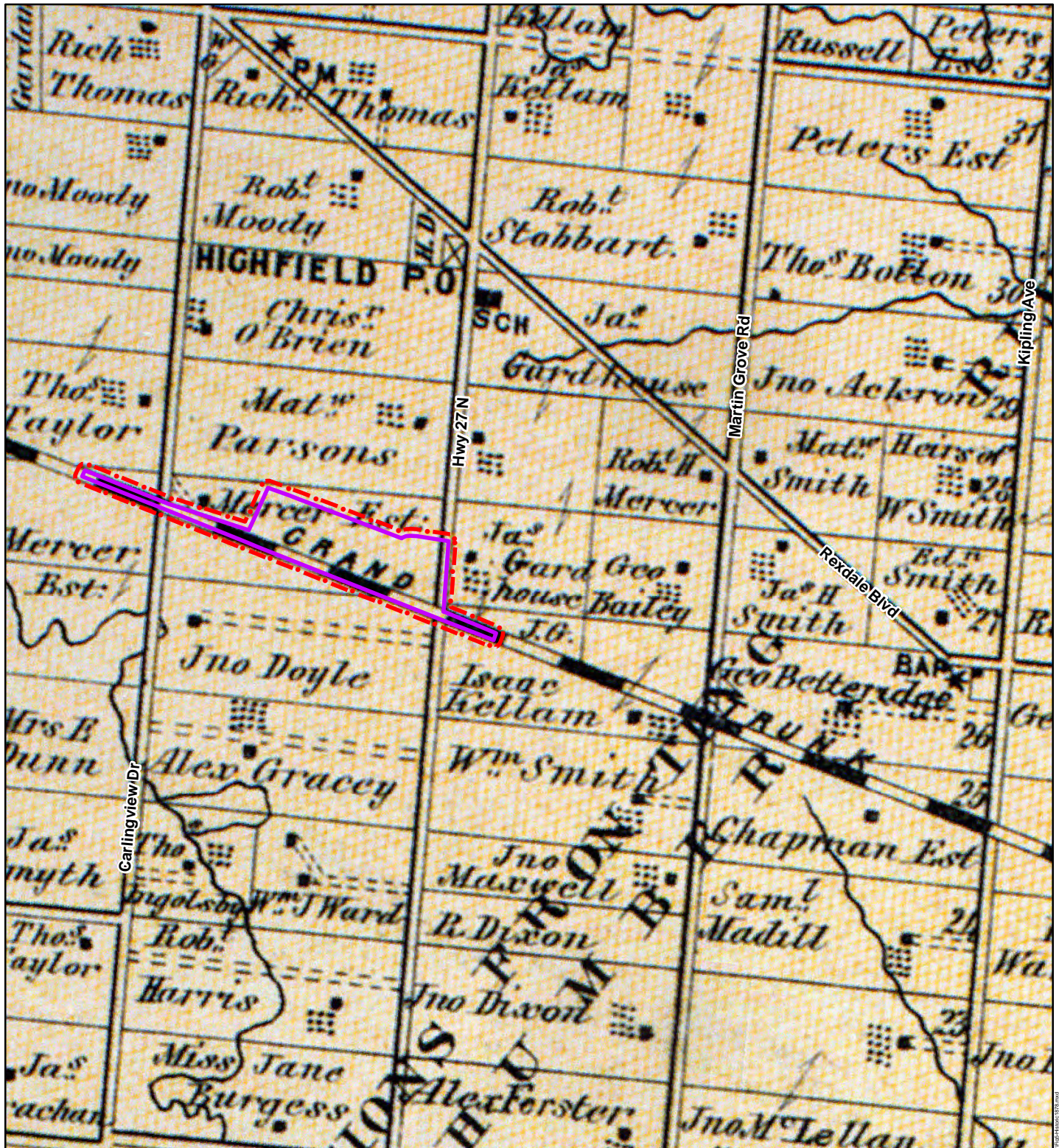
**AECOM**

**Figure 4**

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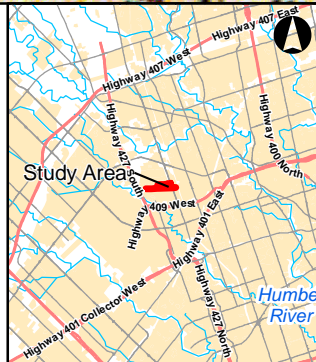
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## Legend

- Project Site
- Study Area



Stage 1 Archaeological Assessment  
Woodbine Racetrack Transit Station EA  
City of Toronto, Ontario

Portion of 1878 Map of Etobicoke Township

August 2019 1:20,000 Datum: NAD 83 UTM17  
Source: LIO 2018, Miles & Co. 1878

Pr: 60606819

V#:

**AECOM**

**Figure 5**

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Metres

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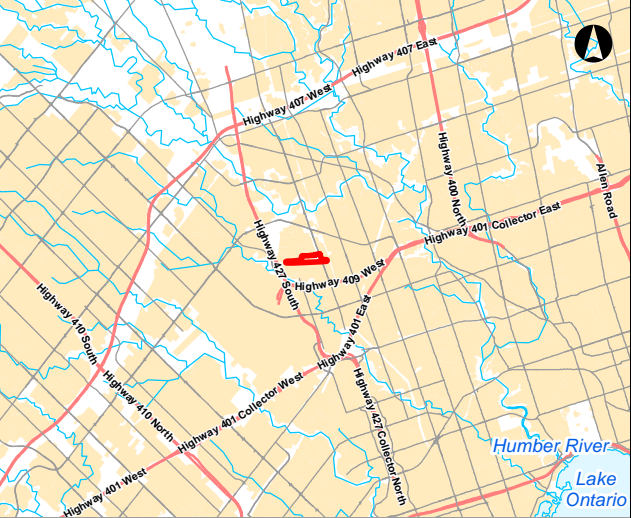
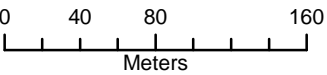




Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**Legend**

- Project Site
- Study Area
- Area of Archaeological Potential



**Stage 1 Archaeological Assessment  
Woodbine Racetrack Transit Station EA  
City of Toronto, Ontario**

**City of Toronto Archaeological Potential Map**

August 2019	1:4,000	Datum: NAD83 UTM 17 Source: LIO 2018, City of Toronto 2019
P#: 60606819	V#:	



**Figure 6**

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Map location: \\aaron15001\data\work\PROJECTS\60606819\_Woodbine\60606819\_Woodbine\60606819\_Reports\AST1\Fig6-ArchaeologicalPotential.mxd  
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AECOM (NYSE: ACM) is built to deliver a better world. We design, build, finance and operate infrastructure assets for governments, businesses and organizations in more than 150 countries.

As a fully integrated firm, we connect knowledge and experience across our global network of experts to help clients solve their most complex challenges.

From high-performance buildings and infrastructure, to resilient communities and environments, to stable and secure nations, our work is transformative, differentiated and vital. A Fortune 500 firm, AECOM companies had revenue of approximately US\$19 billion during the 12 months ended June 30, 2015.

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