

Stage 1 Archaeological Assessment of 640 Liverpool Road and 609 Annland Street, Part of Lots 6 and 7, Registered Plan M-89, Part of Lot 23, Range 3, Broken Front Concession, Geographic Township of Pickering, County of Ontario, now in the City of Pickering, Regional Municipality of Durham

Original Report

Prepared for:

Liverpool Road Limited Partnership

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Archaeological Licence: P449 (Bhardwaj)

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Executive Summary

Archaeological Services Inc. was contracted by Liverpool Road Limited Partnership to undertake a Stage 1 Archaeological Assessment of 640 Liverpool Road and 609 Annland Street, Part of Lots 6 and 7, Registered Plan M-89, Part of Lot 23, Range 3, Broken Front Concession, Geographic Township of Pickering, County of Ontario, now in the City of Pickering, Regional Municipality of Durham. The subject property is approximately 0.64 hectare.

The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with the guidance of the *Archaeological Potential Model for Durham Region* (Archaeological Services Inc., 2013). This research suggested that there was potential for the presence of both Indigenous and Euro-Canadian archaeological sites within the subject property.

It is recommended that a Stage 2 Archaeological Assessment be required ahead of future development on the subject property.



Project Personnel

- **Senior Project Manager:** Jennifer Ley, Honours Bachelor of Arts (R376), Lead Archaeologist, Manager, Planning Assessment Division
- **Project Manager:** Christopher Brown, Master of Arts (P361), Associate Archaeologist, Project Manager, Planning Assessment Division
- **Project Director:** Robb Bhardwaj, Master of Arts (P449), Associate Archaeologist, Project Manager, Planning Assessment Division
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1.0 Project Context

Archaeological Services Inc. was contracted by Liverpool Road Limited Partnership to undertake a Stage 1 Archaeological Assessment of 640 Liverpool Road and 609 Annland Street, part of Lots 6 and 7, Registered Plan M-89, Part of Lot 23, Range 3, Broken Front Concession, Geographic Township of Pickering, County of Ontario, now in the City of Pickering, Regional Municipality of Durham (Figure 1). The subject property is approximately 0.64 hectare.

1.1 Development Context

This assessment was conducted under the senior project management of Jennifer Ley (R376), the project management of Christopher Brown (P361), and project direction of Robb Bhardwaj (P449) under Ministry of Citizenship and Multiculturalism (hereafter the “Ministry”) Project Information Form P449-0695-2022. All activities carried out during this assessment were completed prior to a proposed site plan application, as required by the City of Pickering and the *Planning Act* (Ministry of Municipal Affairs and Housing, 1990). All work was completed in accordance with the *Ontario Heritage Act* (Ministry of Culture [now the Ministry], 1990) and the *Standards and Guidelines for Consultant Archaeologists* (hereafter the “Standards”) (the Ministry of Tourism and Culture, 2011 [now the Ministry]).

The work carried out for this assessment was also guided by the *Archaeological Potential Model for Durham Region* (Archaeological Services Inc., 2013), which provides further refinement with regard to potential buffers surrounding any noted features or characteristics that affect archaeological potential.

Permission to access the subject property and to carry out all activities necessary for the completion of the assessment was granted by the proponent on November 4, 2022.

1.2 Historical Context

The purpose of this section is to describe the past and present land use and settlement history, and any other relevant historical information gathered



through the Stage 1 background research. First, a summary is presented of the current understanding of the Indigenous land use of the subject property. This is followed by a review of historical Euro-Canadian settlement trends.

1.2.1 Pre-Contact Settlement

Table 1 provides a general summary of the pre-contact Indigenous settlement history of southern Ontario.

Table 1: Pre-contact Indigenous Temporal Culture Periods in Southern Ontario

Period	Description
Paleo 13,000 Before Present – 9,000 Before Present	• First human occupation of Ontario • Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • Language Unknown • Small occupations • Non-stratified populations
Archaic 9,000 Before Present – 3,000 Before Present	• Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • Small occupations • Non-stratified populations • Mortuary ceremonialism • Extensive trade networks for raw materials and finished objects
Early Woodland 3,000 Before Present – 2,400 Before Present	• Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • General trend in spring/summer congregation and fall/winter dispersal • Small and large occupations • First evidence of community identity • Mortuary ceremonialism • Extensive trade networks for raw materials and finished objects



Period	Description
Middle Woodland 2,400 Before Present – 1,300 Before Present., Transitional Woodland 1,300 Before Present – 1,000 Before Present	• Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • A general trend in spring/summer congregation and fall/winter dispersal into large and small settlements • Kin-based political system • Increasingly elaborate mortuary ceremonialism • Incipient agriculture in some regions • Longer term settlement occupation and reuse
Late Woodland (Early) <i>Anno Domini</i> 900 – <i>Anno Domini</i> 1300	• Foraging with locally defined dependence on agriculture • Villages, specific and special purpose sites • Socio-political system strongly kinship based
Late Woodland (Middle) <i>Anno Domini</i> 1300 – <i>Anno Domini</i> 1400	• Major shift to agricultural dependency • Villages, specific and special purpose sites • Development of socio-political complexity
Late Woodland (Late) <i>Anno Domini</i> 1400 – <i>Anno Domini</i> 1650	• Complex agricultural society • Villages, specific and special purpose sites • Politically allied regional populations

1.2.2 Post-Contact Settlement

The Johnson-Butler Purchases/Williams Treaty

The subject property is in the southeast corner of the Johnson-Butler Purchases and in the traditional territory of the Michi Saagiig and Chippewa Nations, collectively known as the Williams Treaties First Nations. This includes the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and the Rama First Nation (Williams Treaties First Nations, 2017). The purpose of the Johnson-Butler Purchases of 1787/1788 was



to acquire the Carrying Place Trail and lands along the north shore of Lake Ontario from the Trent River to Etobicoke Creek from the Mississaugas.

As part of the Johnson-Butler Purchases, the British signed a treaty, sometimes referred to as the “Gunshot Treaty” with the Mississaugas in 1787 covering the north shore of Lake Ontario, beginning at the eastern boundary of the Toronto Purchase and continuing east to the Bay of Quinte, where it meets the Crawford Purchase. It was referred to as the “Gunshot Treaty” because it covered the land as far back from the lake as a person could hear a gunshot. Compensation for the land apparently included “approximately £2,000 and goods such as muskets, ammunition, tobacco, laced hats and enough red cloth for 12 coats” (Surtees, 1984:37–45). First discussions about acquiring this land are said to have come about while the land ceded in the Toronto Purchase of 1787 was being surveyed and paid for (Surtees, 1984:37–45). During this meeting with the Mississaugas, Sir John Johnson and Colonel John Butler proposed the purchase of lands east of the Toronto Purchase (Fullerton and Mississaugas of the Credit First Nation, 2015). The descriptions of the treaty differ between the British and Mississaugas, however, including the depth of the boundaries:

Rice Lake and Lake Simcoe, located about 13 miles and 48 miles north of Lake Ontario, respectively, were not mentioned as landmarks in the First Nations’ description of the lands to be ceded. Additionally, original descriptions provided by the Chiefs of Rice Lake indicate a maximum depth of ten miles, versus an average of 15-16 miles in Colonel Butler’s description (Fullerton and Mississaugas of the Credit First Nation, 2015).

Since the records of the acquisition were not clear regarding the extent of lands agreed upon, in October and November of 1923, the governments of Canada and Ontario, chaired by A.S. Williams, signed treaties with the Chippewa and Michi Saagiig for three large tracts of land in central Ontario and the northern shore of Lake Ontario (Surtees, 1984:37–45). This was the last substantial portion of land in southern Ontario that had not yet been ceded to the government (Crown-Indigenous Relations and Northern Affairs, 2013).



In 2018, the Government of Canada reached a settlement with the Williams Treaties First Nations reaffirming the recognized Treaty harvesting rights in the Williams Treaties territories of each of the seven nations.

Township of Pickering

Pickering Township was first surveyed in 1791, following the Johnson-Butler Purchases of 1787/1788, and designated Township 8, changed shortly thereafter to Edinburgh. The first legal settler in Pickering is said to have been William Peak, who arrived in 1798 and settled along the lakeshore at the mouth of Duffins Creek and was reputed to have been an trader and interpreter with Indigenous people (Armstrong, 1985:146; Farewell, 1907:12). The westerly portion of the township was settled in part by German settlers attracted to the area through the settlement proposal of William Berczy (Farewell, 1907:11). The remainder of the township was settled by Loyalists, disbanded soldiers, emigrants from the United Kingdom, and a large number of Quakers from both Ireland and the United States (Farewell 1907:13-14). By 1851, Pickering was “one of the best settled townships in the County, and contains a number of fine farms, and has increased rapidly in both population and prosperity, within the last few years” (Smith, 1851:22). Maps produced later in the nineteenth century (Beers, 1877; Shier, 1860) show the township to be heavily settled and period census returns show that the township contained a wide variety of industries and small businesses as well as husbandmen engaged in mixed agriculture. The township population was 187 in 1809 and steadily rose to 3,752 in 1842, and then 5,285 in 1901.

The main settlements in Pickering Township were located along Duffins Creek, where early mills and various industries utilized the available hydraulic power of this watershed. One of the earliest roads constructed across Pickering was the Kingston Road, built by Asa Danforth in 1796 along the south end of the township near the lake. This road was illustrated on several early township maps. The road network in Pickering developed slowly, and, by 1850, the de Rottenburg map showed just three major north-south arteries between the Kingston Road and Highway 7 (De Rottenburg, 1850).

Pickering Township experienced a decline in population in the rural areas in the early and mid-twentieth century. It generally remained unchanged as a



nineteenth-century agricultural landscape north of the lakeshore area, even with some loss of earlier farmsteads. A gradual subdivision of some farmland occurred in the latter half of the twentieth century. The Regional Municipality of Durham, which saw the dissolution of the County of Ontario, was officially declared on January 1, 1974. At the same time the Township of Pickering became the Town of Pickering with the exception of a section in the southeast part and the Village of Pickering that joined the Town of Ajax. Urbanization that began in the southern part of Pickering in the post World War II period accelerated and moved northward in the latter part of the century. It continues in the 21st century.

Frenchman's Bay

The subject property is located on the east side of Frenchman's Bay, which played an important role in the early settlement of the area. Lake access to Frenchman's Bay was opened in 1843 when a channel was dredged and two wood timber piers were constructed (Frenchman's Bay Marina, 2016; Yorke, no date[b]). Within a few years over 3 million feet of lumber were being shipped out of the port, providing jobs for residents and driving the growth of the community (Yorke, no date[a]). In 1853, the Pickering Harbour Company was incorporated and was deeded the rights to the water and ownership of the land beneath, within the bay and out into Lake Ontario, entitling the company to operate the harbor and to charge and collect tolls (Frenchman's Bay Marina, 2016). This charter remains in place today. During the late nineteenth century, schooners known as 'stonehookers' operated in local waters, bringing up large stones from the lake bottom near the shoreline to be used primarily as construction and paving material in Toronto (Frenchman's Bay Marina, 2016). Commercial use of Frenchman's Bay declined as the construction of rail lines across southern Ontario brought a new way to transport goods over land rather than by water. By the early twentieth century the bay was primarily used for recreation, and the Frenchman's Bay Yacht Club was formed in 1937. In 1972, the Pickering Harbour Company established the East Shore Marina and installed docks for rent. The waterfront underwent revitalization in 2000 and the construction of Millennium Square and Alex Robertson Park provided more recreational space. In 2013, reconstruction began on the channel, funded by federal, provincial, and municipal investments (Frenchman's Bay Marina, 2016).



Village of Fairport

In the nineteenth century, a wharf developed on the east side of the sheltered harbour of Frenchman's Bay (Wood, 1911:163-166). With both a lighthouse and a grain elevator and access to the main transportation routes within Pickering Township, the port became an important hub for the shipment of grain grown in the region and a village developed around the wharf. The first post office was opened in 1887, operated by Mrs. Eliza M. Chambers (Rural Routes, 2022). As the railway usurped shipping as the preferred method for the movement of grain in the late nineteenth century, the Village of Fairport declined. In the early twentieth century, Fairport became an attractive locale for cottages for Torontonians and with the construction of Highway 401 in the 1950s, the population of year-round residents increased. Today, Fairport (now known as Nautical Village) is part of the Bay Ridges neighbourhood of the City of Pickering.

1.2.3 Review of Map Sources

A review of nineteenth- and early twentieth-century mapping was completed to determine if these sources depict any nineteenth-century Euro-Canadian settlement features that may represent potential historical archaeological sites within or adjacent to the subject property. Historic map sources are used to reconstruct/predict the location of former features within the modern landscape by cross-referencing points between the various sources and then georeferencing them in order to provide the most accurate determination of the location of any property from historic mapping sources. The results can be imprecise (or even contradictory) because sources of error, such as the vagaries of map production, differences in scale or resolution, and distortions caused by the reproduction of the sources, introduce error into the process. The impacts of this error are dependent on the size of the feature in question, the constancy of reference points on mapping, the distances between them, and the consistency with which both are depicted on historic mapping.

In addition, not all settlement features were depicted systematically in the compilation of these historical map sources, given that they were financed by subscription, and subscribers were given preference with regards to the level of detail provided. Thus, not every feature of interest from the perspective of



archaeological resource management would have been within the scope of these sources.

On the 1860 *Tremaine Map of the County of Ontario* (Tremaine, 1860) (Figure 2), the subject property overlies a village block within the Village of Fairport. The alignment of present-day Liverpool Road to the east, Annland Street to the north, and Wharf Street to the south are illustrated abutting the property on three sides. A fourth road is depicted paralleling Liverpool Road to the west, passing through the northwest corner of the subject property, roughly aligning with the present-day lane that connects Annland Road and Wharf Street. Very few structures are indicated on this map, and none are illustrated adjacent to, or within the subject property itself. Frenchman's Bay is illustrated approximately 150 metres to the southwest of the subject property, bounded by a wide area of shoreline wetland or marsh which runs along the southwest property limits and overlies the network of roads and village blocks. The bay itself is connected to Lake Ontario by a channel, which was cut in 1843 to convert Frenchman's Bay into a sheltered harbour for shipping (Wood, 1911:163). The shoreline of Lake Ontario itself is shown approximately 450 metres to the south of the subject property. A watercourse with adjacent wetlands is shown more than 500 metres southeast of the property.

The 1877 *Illustrated Historical Atlas of the County of Ontario* (Beers, 1877) (Figure 3) shows the subject property on a parcel owned by 'Mrs. W.', situated immediately south of the Village of Fairport, abutting Annland Street to the north and Liverpool Road to the east. There is a house indicated in the rough location of the northwest corner of the subject property. The village blocks illustrated on the previous map to the south of the subject property are not plotted. The wetland area to the southeast is much more extensive, extending northwest to within 200 metres of the subject property.

The detailed Village of Fairport map found in the 1877 *Illustrated Historical Atlas of the County of Ontario* (Beers, 1877) (Figure 4) depicts the subject property abutting the south limit of the planned village, aligned with Bay Street (present-day Annland Street) to the north and present-day Liverpool Road to the east. No structures are illustrated on this plan.



Early topographic mapping was also reviewed for the presence of potential historical features. Land features, such as waterways, wetlands, woodlots, and elevation, are clearly illustrated on this series of mapping, along with roads and structure locations. Figure 5 illustrates the subject property on the 1917 and 1930 Markham topographic maps (Department of Militia and Defence, 1917; Department of National Defence, 1930). In 1917, the subject property is shown just above the 250-foot (76.2-metre) elevation contour, within a small village consisting of a north-south road (present-day Liverpool Road) and two perpendicular roads that extend west to Frenchman's Bay. There are clusters of houses on either side of both roads. Wharf Street, the southerly of the two, extends along the south limit of the subject property. There are two wooden structures illustrated within the subject property fronting this corridor. Additionally, there are two further structures at the end of the Wharf Street, on the shores of Frenchman's Bay, approximately 50-75 metres to the west, as well as another structure approximately 25 metres to the northwest. It is possible that one of these structures represents that illustrated on the 1877 Historical Atlas map (Figure 3). The wetland area to the southeast of the property is illustrated in a corresponding location to earlier mapping. On the 1930 topographic map, the subject property is depicted in the southeast of the Village of Fairport at the northwest corner of Liverpool Road and Wharf Street. The course of modern-day Pleasant Street is illustrated to the northwest, along with a number of new residences to the immediate north of the subject property. A road has now been constructed linking the structure southwest of the property (indicated as a garage) to the main settlement, passing through the subject property at its northwest corner. The two houses from the previous map are plotted in the southeast corner of the property.

1.2.4 Review of Aerial Imagery

A review of available aerial imagery from the twentieth century was conducted in order to further understand the previous land use and conditions of the subject property. Figure 6 displays the subject property on aerial photography from 1954 and 1993 (Hunting Survey Corporation Limited, 1954; Airborne Sensing Corporation, 1993). On the 1954 image, the subject property is situated within a residential area, and features what appears to be a structure or pair of structures



in a treed area of the southeast corner, which would correspond to earlier mapping, and larger northern areas of lawn. Present-day Annland Street aligns with the property along its north limit, Liverpool Road to the east, and Wharf Street to the south. Two structures are visible to the west of the property on the shore of Frenchman's Bay with a lane connecting them to Annland Street, roughly aligning with the road illustrated on the 1930 topographic map. More broadly, the Village of Fairport has extended further along the east side of Frenchman's Bay, to the northwest of the property limits, and east of Liverpool Road, to the west of the property.

The 1993 image shows the subject property in a similar residential context, situated to the north and east of a large marina area along the shore of the bay. The northwest corner of the property now consists of a gravel boat parking area. There are two structures fronting Wharf Street in the southeast of the subject property, correlating to the general area of residential development shown in previous twentieth-century mapping and imagery. A gravel laneway runs between these two structures, in an angled route from Wharf Street to Annland Street, providing access to a centrally located garage or outbuilding. The remaining parts of the property in the north and east are visible as maintained lawn areas.

1.2.5 Review of Orthographic Imagery

Figure 7 shows the subject property on orthographic imagery from 2004, 2015, and 2019 (Google Earth Pro, 2022). On the 2002 image, the subject property consists of a residence in the southeast corner with a large, maintained lawn along the east side of the property. A second structure is shown in the southern corner of the property, with a small area of maintained lawn fronting Wharf Street to the south. A laneway, as in 1993 imagery, extends through the centre of the property connecting Wharf Street to Annland Street, providing access to the central garage or outbuilding. In the northwest, there is an open gravel area for boat storage. Annland Street abuts the north limit of the property, Liverpool Road the east limit, Wharf Street the south limit, and there is a boatyard to the southwest and residences to the west. The 2015 image shows that the lane in the centre of the property has now been widened and extended to the northwest. In 2018, the northwest boat storage area has been extended to the north, west and



southwest limits of the property and converted into a municipal parking lot. No change can be observed in the eastern portion of the subject property.

1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the subject property, its environment characteristics (including drainage, soils, surficial geology, and topography), and current land use and field conditions.

1.3.1 Registered Archaeological Sites

In order that an inventory of archaeological resources could be compiled for the subject property, three sources of information were consulted: the site record forms for registered sites housed at the Ministry, published and unpublished documentary sources, and the files of Archaeological Services Inc.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database, which is maintained by the Ministry. This database contains archaeological sites registered within the Borden system. The Borden system was first proposed by Doctor Charles E. Borden and is based on a block of latitude and longitude. Each Borden block measures approximately 13 kilometres east-west by 18.5 kilometres north-south and is referenced by a four-letter designator. Sites within a block are numbered sequentially as they are found. The subject property is located in the north of the AkGs Borden block.

There are three archaeological sites that have been registered within one kilometre of the subject property (The Ministry, 2022). Detailed information about these sites can be found in Table 2. The nearest site is Glenbrook (AkGs-26), a Pre-contact scatter located approximately 150 metres southeast of the subject property.

The paucity of documented archaeological sites in the general vicinity of the property is likely related to the lack of archaeological investigation of the densely developed area prior to the implementation of systematic archaeological assessments under provincial legislation. It does not necessarily reflect the intensity of Indigenous settlement or land use prior to Euro-Canadian



colonization, nor the absence of early Euro-Canadian settlement, and thus should not be taken as an indicator of any lack of Indigenous or Euro-Canadian land use or occupation.

Table 2: Registered Sites within One Kilometre of the Subject Property

Borden Number	Site Name	Temporal/Cultural Affiliation	Site Type	Researcher
AkGs-2	Gandatsetiagon	Post-contact/Seneca	Campsite/Village	Wood, 1911; Konrad 1981
AkGs-26	Glenbrook	Pre-contact	Scatter	Advance Archaeology, 2002
AkGs-49	Frenchman's Bay Harbour Entrance	Post-contact		Scarlett Janusas Archaeology Inc., 2002

1.3.2 Previous Assessments

During the course of the background research, it was determined that three previous archaeological assessments have been completed on or within 50 metres of the subject property.

In 2003, Archaeological Services Inc. completed a Stage 1 and 2 Archaeological Assessment of a parcel bounded by Liverpool Road to the east and Wharf Street to the north in the east half of Lot 23, Range 3, Broken Front Concession (Archaeological Services Inc., 2003; Contract Information Form 2002-073-009). The study area was located immediately south of the current subject property. No archaeological resources were encountered during the test pit survey and the property was cleared of further archaeological concern.



In 2013, Archeoworks Inc. completed a Stage 1 Archaeological Assessment for the Downtown Stormwater Management and Diversion Study, Class Environmental Assessment of parts of several lots, including Lot 23, Range 3, Broken Front Concession (Archeoworks Inc., 2013; Project Information Form P390-009-2013). The large study area within the City of Pickering is bounded roughly by Liverpool Road and Frenchman's Bay to the west, Montgomery Park Road and Lake Ontario to the south, the Canadian National Railway spur and hydroelectric corridor to the east and by Finch Avenue to the north. The current subject property is located immediately to the southwest of the study area for this project. It was determined that many parts of the broad study area were disturbed, but there remained grassed areas adjacent to roads, as well as agricultural fields, woodlots, wetlands and parklands that retained archaeological potential. It was recommended that in these areas, Stage 2 Archaeological Assessment would be required.

In 2015, Archaeological Services Inc. conducted a Stage 1 and 2 Archaeological Assessment of 1280 and 1288-1294 Wharf Street and 607 Annland Street, a property that abuts the current subject property to the west (Archaeological Services Inc., 2015; Project Information Form P046-0106-2015). The Stage 1 background research determined that there was archaeological potential remaining within the subject property; however, no archaeological materials were uncovered during test pit survey.

1.3.3 Physiography

The subject property is situated within the clay plains of the Iroquois Plain physiographic region of southern Ontario (Chapman and Putnam, 1984). The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 kilometres (Chapman and Putnam, 1984:190). The old shorelines of Lake Iroquois include cliffs, bars, beaches, and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the



old lake bed have been used for the manufacture of bricks (Chapman and Putnam, 1984:196).

The surficial geology of the subject property consists of massive to well-laminated fine-textured glaciolacustrine deposits of silt and clay, minor sand and gravel (Ontario Geological Survey, 2018).

The subject property is within the Duffins Creek and Lake Ontario watersheds (Ministry of Natural Resources and Forestry, 2020). The subject property is located approximately 75 metres east of Frenchman's Bay and 100 metres northwest of an area of marsh. Both are fed by Duffins Creek and empty into Lake Ontario through a canal approximately 400 metres southwest of the subject property, which was built in 1843 (Wood, 1911:163).

1.3.4 Existing Conditions

The subject property, approximately 0.64 hectare in size, consists of a level, gravel parking lot in the northwest, a lane through the centre and a southwestern residence (identified as 640 Liverpool Road), with a centrally-located outbuilding and a detached garage to the west (Figure 8). The southwest garage has an associated front lawn area, whilst the southeast residence has a rear yard of maintained lawn that extends along the entire east side of the property fronting Liverpool Road. The subject property is bounded by Annland Street to the north, Liverpool Road to the east, Wharf Street to the south, a parking lot/boatyard to the southwest, and residences to the west.

1.3.5 Review of Archaeological Potential

The Standards, Section 1.3.1 stipulates that primary water sources (such as, lakes, rivers, streams, and creeks), secondary water sources (intermittent streams and creeks, springs, marshes, and swamps), as well as ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, and cobble beaches) are characteristics that indicate archaeological potential. Geographic characteristics also indicate archaeological potential and include distinct topographic features and soils.



Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most used variables for predictive modelling of site location.

The generic distance to water potential model has been refined for the *Archaeological Potential Model for Durham Region* (Archaeological Services Inc., 2013). According to the modelling criteria, undisturbed land within 250 metres of major rivers and their tributaries, in addition to the Lake Ontario and Lake Simcoe shorelines has potential for the presence of Indigenous archaeological sites. This 250-metre potential zone is also extended to the lands above glacial lake strands, while 200 metre buffers are applied to the lands below glacial lake strands.

Other geographic characteristics can indicate pre-contact archaeological potential, including elevated topography (eskers, drumlins, large knolls, plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, and distinctive land formations that might have been special or spiritual places for indigenous populations, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use by Indigenous peoples, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including food or medicinal plants (migratory routes, spawning areas, prairie), and scarce raw materials (quartz, copper, ochre, or outcrops of chert) are also considered characteristics that indicate pre-contact archaeological potential.

For the post-contact period, Section 1.3.1 of the Standards stipulates that those areas of early Euro-Canadian settlement, including places of early military pioneer settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries, are considered to have archaeological potential. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario Heritage*



Act or a federal, provincial, or municipal historical landmark or site, and properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations are also considered to have archaeological potential.

The majority of early nineteenth century farmsteads, which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps, are likely to be captured by the basic proximity to water model, since these occupations were subject to similar environmental constraints. An added factor, however, is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 metres of an early historical transportation route are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The *Archaeological Potential Model for Durham Region* (Archaeological Services Inc., 2013) considers a similar suite of criteria or indicators. There is potential for historical sites within 100 metres of registered or designated historical sites, cemeteries and features illustrated on historical maps. There is also potential within 200 metres of settlement roads and within 50 metres of early railways.

Given the property's location relative to Frenchman's Bay and the marshlands associated with a watercourse to the southeast of the subject property, there is potential for the presence of both Indigenous and Euro-Canadian archaeological resources (Figures 1-3). In addition to this, historical mapping illustrates a residence in the general location of northwest corner of the property in the late nineteenth century (Figure 3). As well as the alignment of roads, including the main settlement thoroughfare of Liverpool Road to the east and Annland Street to the north, mapping shows various roads immediately adjacent, and sometimes within, the subject property at various points in the nineteenth and early twentieth centuries (Figures 2-5). Finally, the subject property was located within the Village of Fairport, near to the nineteenth-century grain elevator that made the port prosperous. As such, there is potential for the presence of archaeological resources within the subject property, depending on the degree of subsequent land alterations.



2.0 Field Methods

The optional field review was not required as part of this assessment, as per the Standards, Section 1.2. In order to provide images to support the analysis, conclusions, and recommendations of this report, current orthographic imagery and images available through Google Earth Street View were reviewed (Figure 9; Images 1-8). The Google Earth Street View images were taken in May 2021 and are presented in Section 7.0 of this report.

2.1 Findings

The subject property is comprised of a level, gravel parking lot in the northwest with paved access to Annland Street, a central laneway, and a southeastern residence (64 Liverpool Road) with a maintained lawn area and two outbuildings to its north and west. The lane passes to the west of the residence, connecting Wharf Street to Annland Street. The east side of the property consists of a maintained backyard lawn lined with trees.

Approximately 60% of the subject property consists of the paved and gravel parking areas and laneway, as well as the footprints of the southeastern residence and two outbuildings (Images 1-3, 7) (Figure 9). In accordance with the Standards, Section 2.1, Standard 2b, these areas are considered to have no potential to warrant further survey due to deep land alteration.

The remaining 40% of the subject property, however, consists mainly of lightly treed lawn areas (Images 4-6, 8). These areas are considered to have archaeological potential and will require a Stage 2 Archaeological Assessment (Figure 9).

3.0 Analysis and Conclusions

Archaeological Services Inc. was contracted by Liverpool Road Limited Partnership to undertake a Stage 1 Archaeological Assessment of 640 Liverpool Road and 609 Annland Street, part of Lots 6 and 7, Registered Plan M-89, part of Lot 23, Range 3, Broken Front Concession, in the former Geographic Township of Pickering,



County of Ontario, now in the City of Pickering, Regional Municipality of Durham. The subject property is approximately 0.64 hectare.

The Stage 1 background assessment entailed consideration of the proximity of previously registered archaeological sites, the original environmental setting of the property, and a review of available aerial imagery, along with the guidance of the *Archaeological Potential Model for Durham Region* (Archaeological Services Inc., 2013). This research has determined that there remains archaeological potential on the subject property and a Stage 2 Archaeological Assessment will be required ahead of future development.

4.0 Recommendations

In light of these results, the following recommendation is made:

1. Prior to any land-disturbing activities within the subject property, a Stage 2 Archaeological Assessment must be conducted on all undisturbed lands within the subject property in accordance with the Ministry's 2011 *Standards and Guidelines for Consultant Archaeologists*.
 - The Stage 2 Archaeological Assessment of all portions of the subject property deemed to have archaeological potential (Figure 9) must be carried out by means of a test pit survey. All test pits must be excavated at least five centimetres into sterile subsoil, with all soils being screened through six-millimetre mesh to facilitate artifact recovery. All test pits must be at least 30 centimetres in diameter and backfilled upon completion. Test pits must be excavated at five-metre transect intervals but may be adjusted in light of considerations of disturbance, topography, and drainage as outlined in the Standards, Section 2.1.2.

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



Programs Unit of the Ministry of Citizenship and Multiculturalism must be immediately notified.

The above recommendations are subject to Ministry approval, and it is an offence to alter any archaeological site without Ministry of Citizenship and Multiculturalism concurrence. No grading or other activities that may result in the destruction or disturbance of any archaeological sites are permitted until notice of Ministry approval has been received.

The documentation and materials related to this project will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to His Majesty the King in right of Ontario, or other public institution, can be made to the satisfaction of the project owner(s), the Ontario Ministry of Citizenship and Multiculturalism, and any other legitimate interest groups.

5.0 Advice on Compliance with Legislation

Archaeological Services Inc. advises compliance with the following legislation:

- This report is submitted to the Ministry of Citizenship and Multiculturalism as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, RSO 2005, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Citizenship and Multiculturalism, a letter will be issued by the Ministry stating that there are no further concerns with regards to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the Ontario Heritage Act for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological field work on the site, submitted a report to the Minister stating that the site has no further



cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the Ontario Heritage Act.

- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the Ontario Heritage Act.
- The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33, requires that any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. It is recommended that the Registrar of Cemeteries at the Ministry of Government and Consumer Services is also immediately notified.
- Archaeological sites recommended for further archaeological field work or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, nor may artifacts be removed from them, except by a person holding an archaeological license.

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7.0 Images



Image 1: Northwest corner of the subject property, looking southeast across the level gravel parking lot.



Image 2: Gravel parking lot and the centre of the subject property where it connects with the lane.



Image 3: North limit of the subject property and the Annland Street access of the lane.



Image 4: Northeast corner of the subject property, looking south across the backyard area of maintained lawn.



Image 5: Area of maintained lawn in the east of the subject property, looking west towards the central garage.



Image 6: Two structures in the south of the property, looking north along the lane from its Wharf Street entrance towards the central garage.



Image 7: Gravel lane that passes through the centre of the property and the adjacent garage.



Image 8: Southwest corner of the subject property, looking northeast.

8.0 Maps

See following pages for detailed assessment mapping and figures





 SUBJECT PROPERTY

Sources: Open Street Map
Projection: NAD 1983 UTM Zone 17N
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Page Size: 11 x 17

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ASI PROJECT NO.: 22PL-435
DATE: 2022-11-14
DRAWN BY: A.C.
FILE: 22PL435_Fig1

 Providing Archaeological & Cultural Heritage Services
528 Bathurst Street Toronto, ONTARIO M5S 2P9
T 416-966-1069 F 416-966-9723 asiheritage.ca

Figure 1: Location of the Subject Property

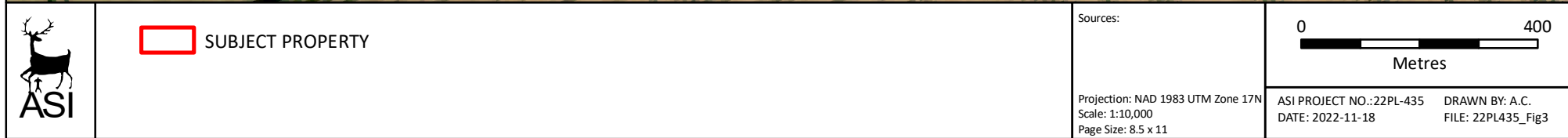


Figure 2: Subject Property located on the 1860 Tremaine Map of the County of Ontario



SUBJECT PROPERTY

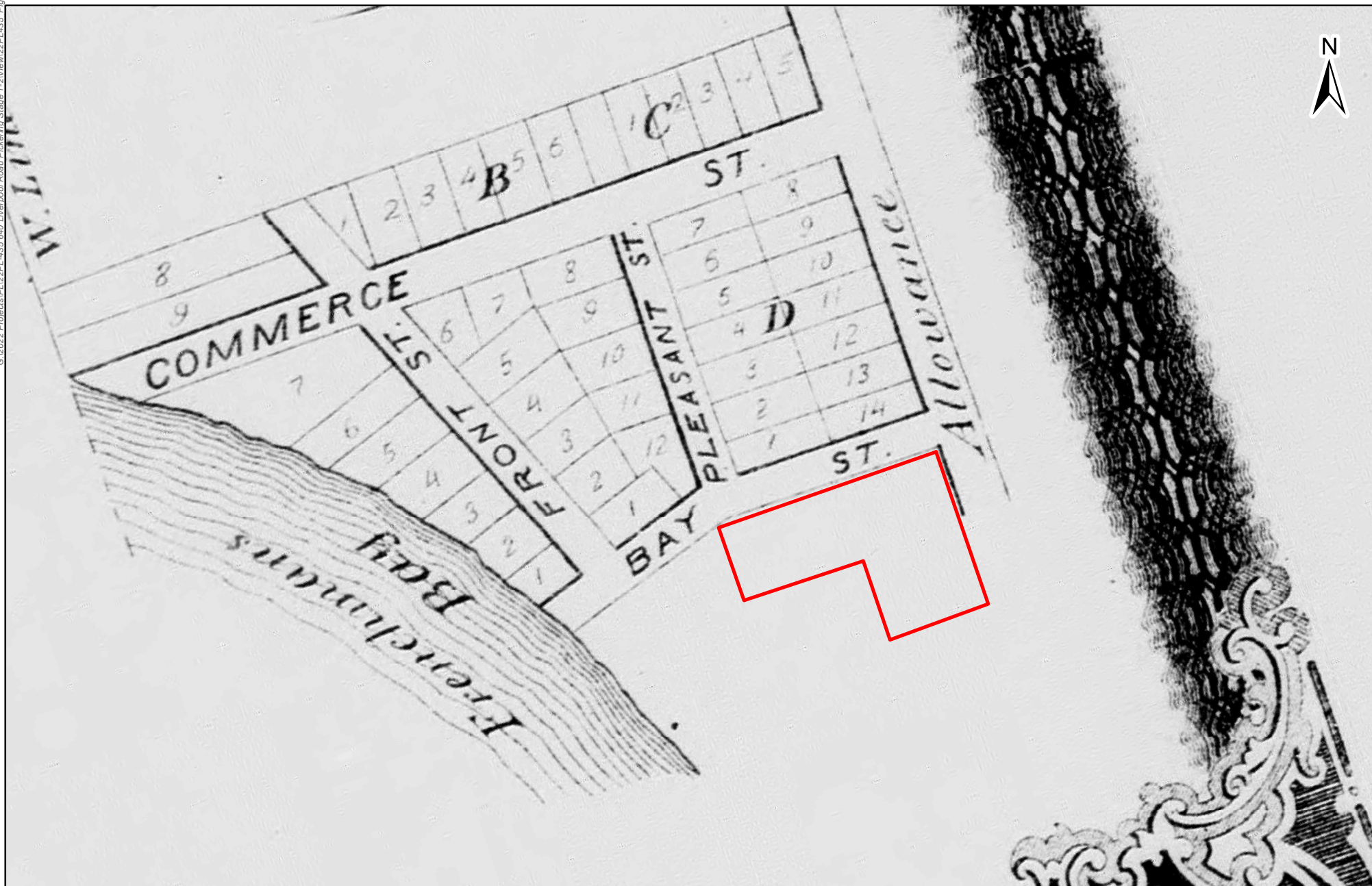
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DATE: 2022-11-18 FILE: 22PL435_Fig4

Figure 3: Subject Property located on the 1877 Illustrated Historical Atlas of the County of Ontario Frenchman's Bay Map



 SUBJECT PROPERTY

Sources:

Projection: NAD 1983 UTM Zone 17N
Scale: 1:2,500
Page Size: 8.5 x 11

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Metres

ASI PROJECT NO.: 22PL-435 DRAWN BY: A.C.
DATE: 2022-11-18 FILE: 22PL435_Fig5

Figure 4: Subject Property located on the 1877 Illustrated Historical Atlas of the County of Ontario Village of Fairport Insert



1917



1930



 SUBJECT PROPERTY

Sources:

Projection: NAD 1983 UTM Zone 17N
Scale: 1:10,000
Page Size: 8.5 x 11

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ASI PROJECT NO.: 22PL-435
DATE: 2022-11-18

DRAWN BY: A.C.
FILE: 22PL435_Fig6

Figure 5: Subject Property located on the 1917 and 1930 Markham Topographic Maps



1954



1993



SUBJECT PROPERTY

Sources:

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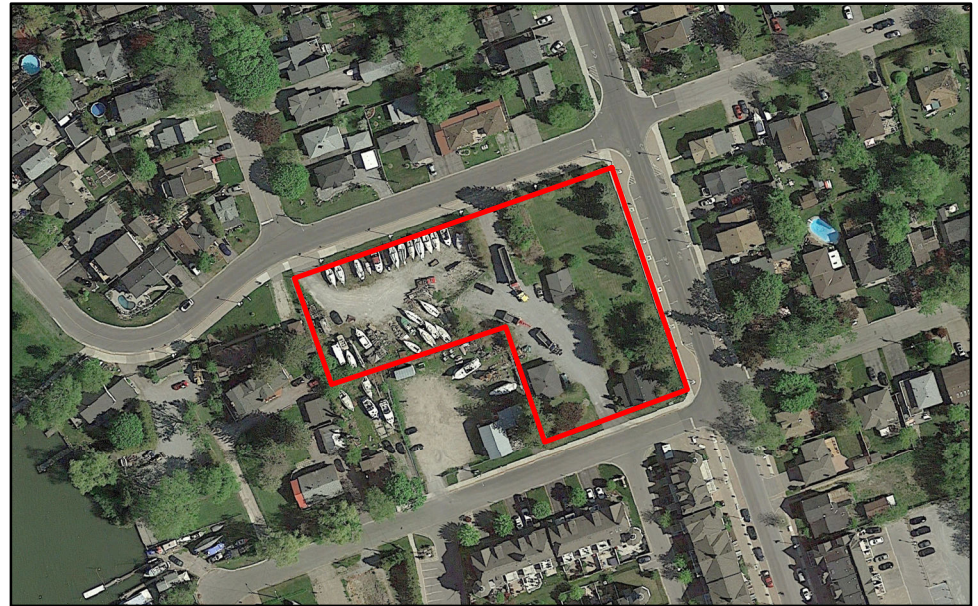
ASI PROJECT NO.: 22PL-435
DATE: 2022-11-18

DRAWN BY: A.C.
FILE: 22PL435_Fig7

Figure 6: Subject Property located on 1954 and 1993 Aerial Photography



2002



2015



2019



SUBJECT PROPERTY

Sources: Google Earth

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100

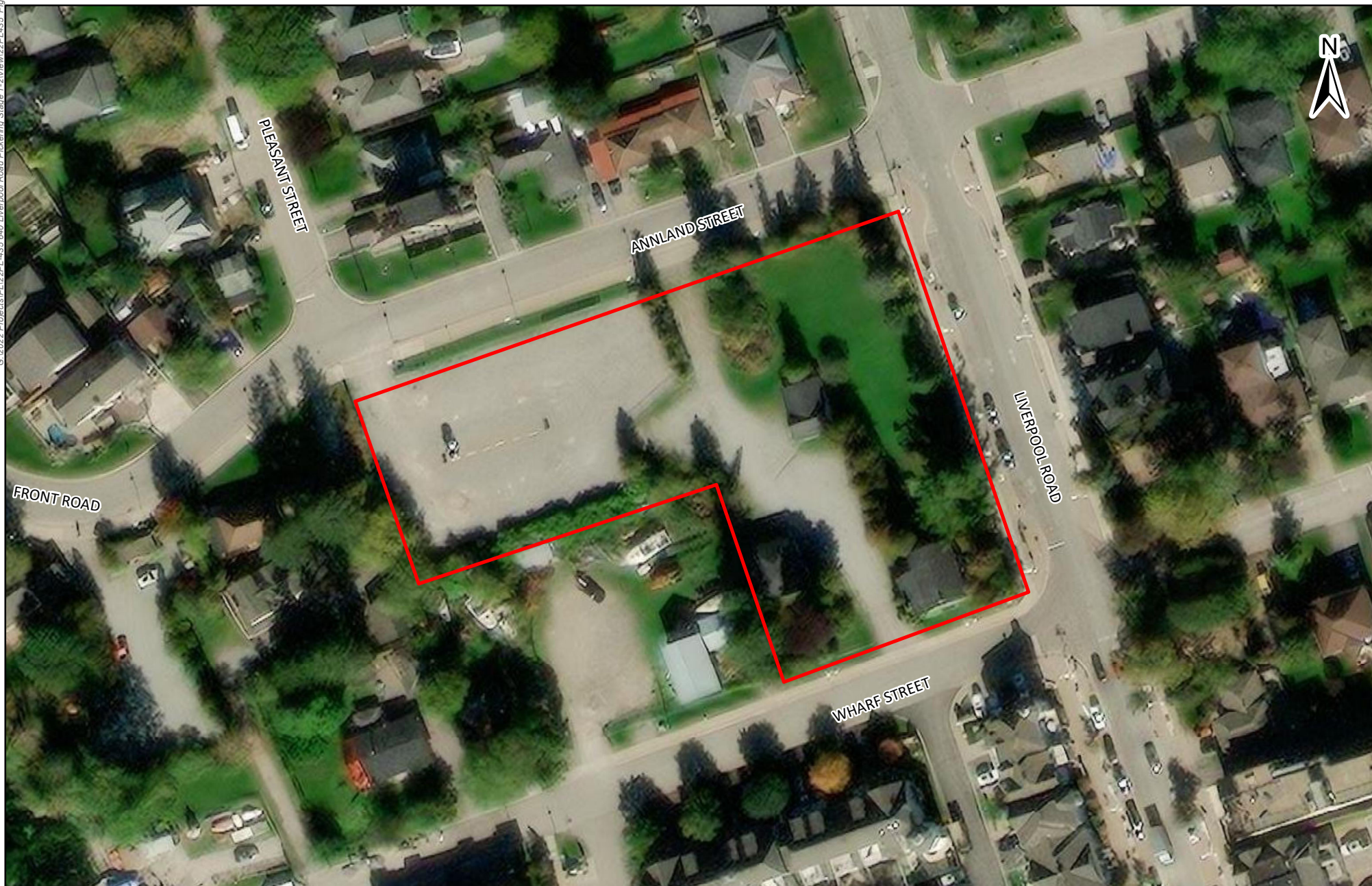


Metres

ASI PROJECT NO.: 22PL-435
DATE: 2022-11-18

DRAWN BY: A.C.
FILE: 22PL435_Fig8

Figure 7: Subject Property located on 2002, 2015, and 2019 Orthographic Imagery



SUBJECT PROPERTY

Sources: ESRI and GIS USER
COMMUNITY

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Page Size: 8.5 x 11

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ASI PROJECT NO.: 22PL-435 DRAWN BY: A.C.
DATE: 2022-11-18 FILE: 22PL435_Fig9

Figure 8: Existing Conditions of the Subject Property

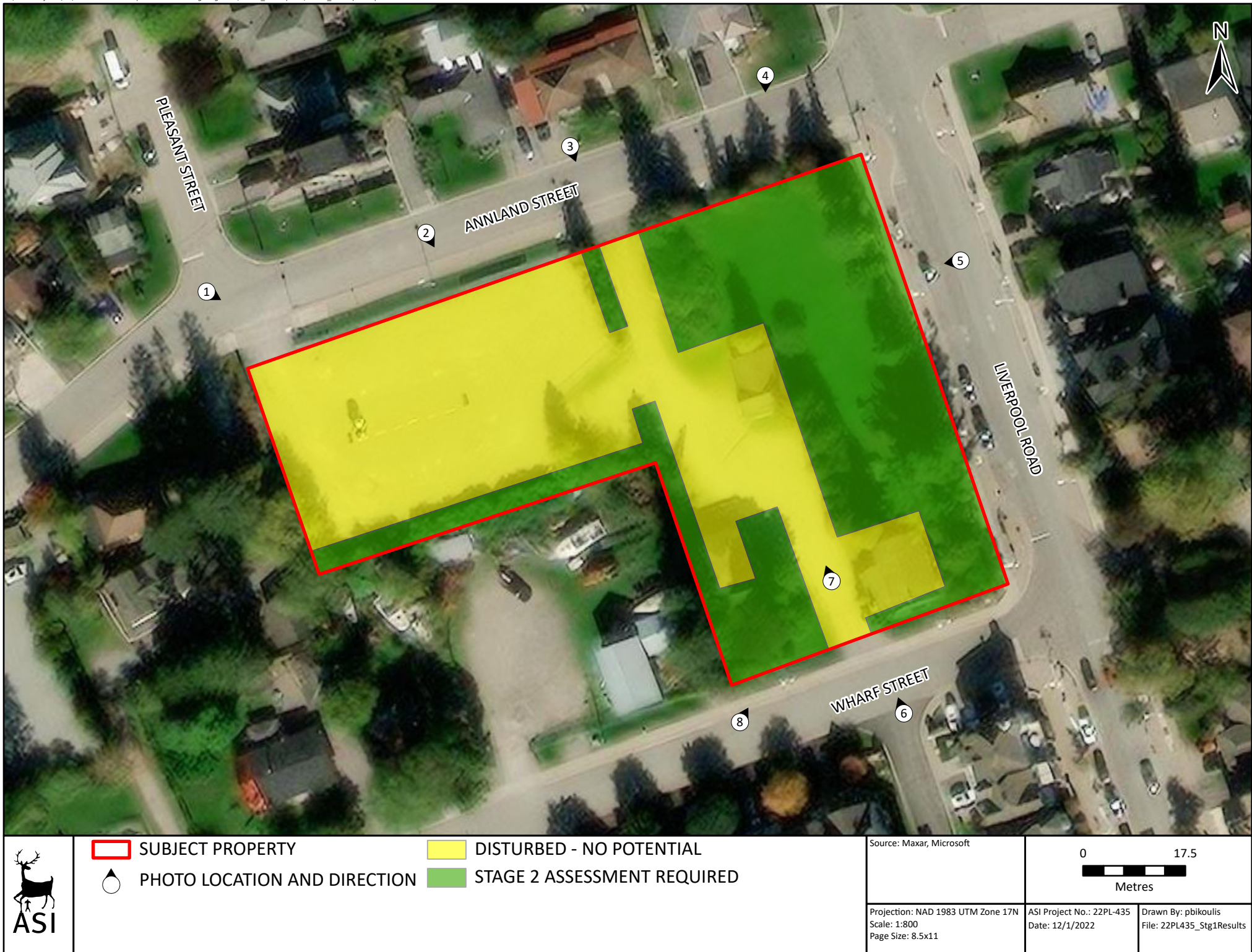


Figure 9: Stage 1 Archaeological Assessment Results