

Stage 1 Archaeological Assessment of 2343 Eglinton Avenue West, Parts of Lots 41-44, Plan 1429, Part of Lot 33, Concession 3 from the Bay, Geographic Township of York, County of York, Now in the City of Toronto

Original Report

Prepared for:

1764174 Ontario Inc.

3080 Dufferin Street

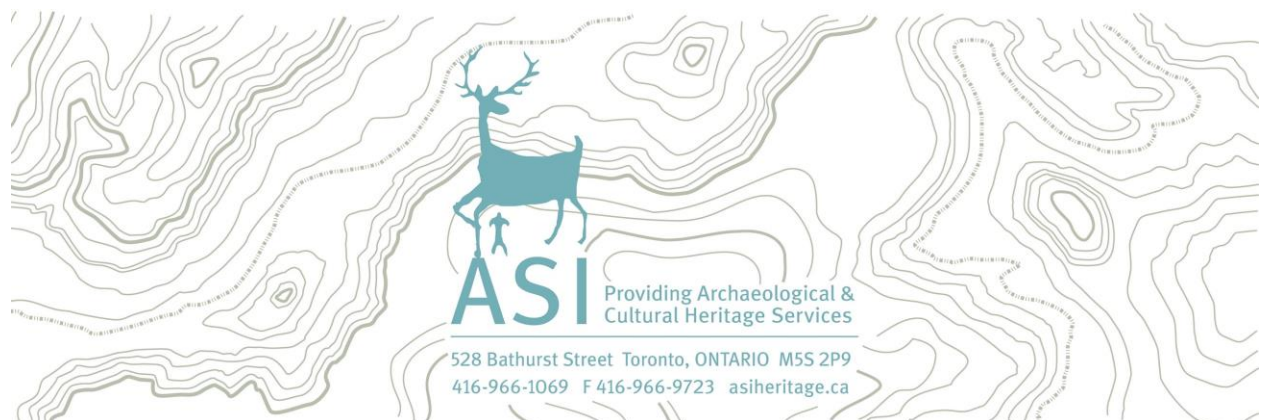
Toronto M6A 2S6

Archaeological Licence: P361 (Brown)

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Executive Summary

Archaeological Services Inc. was contracted by 1764174 Ontario Inc. to undertake a Stage 1 Archaeological Assessment of 2343 Eglinton Avenue West, Parts of Lots 41-44, Plan 1429, Part of Lot 33, Concession 3 from the Bay, in the Geographic Township of York, County of York, now in the City of Toronto. The subject property is approximately 0.5 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 nineteenth- and twentieth-century settlement trends and a review of available aerial imagery, as well as the general guidance of the *City of Toronto Archaeological Management Plan* (Archaeological Services Inc. *et alia*, 2004). This research indicated there would typically be potential for the presence of Indigenous and Euro-Canadian archaeological resources on the subject property; however, there is no possibility for the survival of any *in situ* archaeological material due to the widespread and intensive ground disturbance from previous development.

The Stage 1 field review confirmed that the subject property does not retain any landscape integrity or archaeological potential due to previous extensive and pervasive ground disturbances. As such, it is recommended that no further archaeological assessment of the property be required.



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
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- **Project Administrator:** Lauren Vince, Honours Bachelor of Arts (R1235), Archaeologist, Project Administrator, Planning Assessment Division
- **Field Director:** Christopher Brown
- **Historical Research:** Christopher Brown
- **Report Preparation:** Christopher Brown
- **Graphics:** Carolyn Nettleton, Bachelor of Arts, Archaeologist, Geographic Information System Technician, Operations Division; Jonas Fernandez, Master of Science (R281), Manager, Geomatics, Operations Division
- **Report Reviewer:** Jennifer Ley



Table of Contents

Executive Summary	2
Project Personnel	3
1.0 Project Context	6
1.1 Development Context	6
1.2 Historical Context	6
1.2.1 Pre-Contact Settlement	7
1.2.2 Post-Contact Settlement	7
1.2.3 Review of Map Sources	17
1.2.4 Review of Aerial Imagery	18
1.3 Archaeological Context	20
1.3.1 Registered Archaeological Sites	20
1.3.2 Previous Assessments	21
1.3.3 Physiography	24
1.3.4 Existing Conditions	24
1.3.5 Review of Indigenous Archaeological Potential	25
1.3.6 Review of Historical Archaeological Potential	26
2.0 Field Methods	28
2.1 Findings	28
3.0 Analysis and Conclusions	29
4.0 Recommendations	29
5.0 Advice on Compliance with Legislation	30
6.0 Bibliography and Sources	31
7.0 Images	36
8.0 Maps	41

List of Images

Image 1: Northwest commercial building, fronting onto Eglinton Avenue West.

36



Image 2: Northwest commercial building, fronting onto Eglinton Avenue West.	36
Image 3: Rear of commercial building and associated paved parking and driveway. Natural gas supply in centre.	37
Image 4: West side of northwest commercial building and associated paved parking and driveway. Storm sewer catch basin in foreground.	37
Image 5: Southwest paved parking area, with electrical light standards.	38
Image 6: Southeast paved parking area, with electrical light standards.	38
Image 7: Landscaped lawn/garden areas along eastern property limits.	39
Image 8: Landscaped lawn/garden areas along northern property limits.	39
Image 9: Hydroelectrical transformer in northwest corner of subject property.	40

List of Maps

Figure 1: Location of the Subject Property	42
Figure 2: Subject Property located on the 1851 <i>J.O. Browne Map of the Township of York</i>	43
Figure 3: Subject Property located on the 1860 <i>Tremaine Map of the County of York</i>	43
Figure 4: Subject Property located on the 1877 <i>Illustrated Historical Atlas of the County of York</i>	44
Figure 5: Subject Property located on the 1909 Toronto Topographic Map	44
Figure 6: Subject Property located on 1912 and 1923 Fire Insurance Plans	45
Figure 7: Subject Property located on 1942, 1953 and 1959 Aerial Imagery	46
Figure 8: Subject Property located on 1969, 1985 and 1989 Aerial Imagery	47
Figure 9: Existing Conditions of the Subject Property	48
Figure 10: Stage 1 Archaeological Assessment Results	49



1.0 Project Context

Archaeological Services Inc. was contracted by 1764174 Ontario Inc. to undertake a Stage 1 Archaeological Assessment of 2343 Eglinton Avenue West, Parts of Lots 41-44, Plan 1429, Part of Lot 33, Concession 3 from the Bay, in the Geographic Township of York, County of York, now in the City of Toronto (Figure 1). The subject property is approximately 0.5 hectare.

1.1 Development Context

This assessment was conducted under the senior project management of Jennifer Ley (R376), the project management and project direction of Christopher Brown (P361) under Ministry of Citizenship and Multiculturalism (hereafter “the Ministry”) Project Information Form P361-0144-2023. All activities carried out during this assessment were completed as part of Zoning By-law Amendment, as required by the City of Toronto 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, 2011).

The work carried out for this assessment was also guided by the *City of Toronto Archaeological Management Plan* (Archaeological Services Inc. *et alia*, 2004), which provides further refinement with regard to potential buffers surrounding any noted features or landscape characteristics that affect archaeological potential definition.

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 September 5, 2023.

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

Southern Ontario has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years before present (B.P.).

Populations at this time would have been highly mobile, inhabiting a boreal parkland similar to the modern sub-arctic. By approximately 10,000 B.P., the environment had progressively warmed (Edwards and Fritz, 1988) and populations now occupied less extensive territories (Ellis and Deller, 1990).

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

Between 3,000-2,500 B.P., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period began around 2500 B.P. and exchange and interaction networks broadened at this time (Spence *et alia*, 1990:136, 138). Evidence exists for small community camps focusing on the seasonal harvesting of resources by approximately 2,000 B.P., and by 1,500 B.P., there is macro-botanical evidence for maize in southern Ontario (Spence *et alia*, 1990:155, 164). Although it is thought that maize only supplemented people's diet at this time, phytolithic evidence for maize in central New York State by 2,300 B.P. indicates more intensive production and hints that the same evidence may be uncovered in



Ontario ceramic vessels of the same period once similar analyses are conducted here (Birch and Williamson, 2013:13–15). Bands likely retreated to interior camps during the winter. It is generally understood that these populations were Algonquian-speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 1,000 B.P., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 Common Era (C.E.), the communal site is replaced by the village focused on horticulture. Seasonal disintegration of the community for the exploitation of a wider territory and more varied resource base was still the norm (Williamson, 1990:317). By 1300-1450 C.E., this episodic community disintegration was no longer the norm and populations now communally occupied sites throughout the year (Dodd et al., 1990:343). Within the Toronto area, these communities represent the ancestors of the Huron-Wendat. From 1450-1649 C.E., this process continued with the coalescence of these small villages into larger communities (Birch and Williamson, 2013). The ancestral Huron-Wendat on the north shore of Lake Ontario gradually began to move northward during this period. Through this process, the socio-political organization of the First Nations, as described historically by the French and English explorers who first visited southern Ontario, was developed. By 1600 C.E., the Wendat were the northernmost of the Iroquoians, inhabiting the area between Lake Simcoe and Georgian Bay known historically as Wendake and forming a confederation of individual nations.

In the 1640s, the traditional enmity between the Haudenosaunee and the Huron-Wendat (and their Algonquian allies such as the Nippissing and Odawa) led to the dispersal of the Huron-Wendat. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. By the 1690s however, the Algonquian-speaking Anishinaabeg groups, such as the Mississaugas were the only communities with a permanent presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg control and use of southern Ontario.



1.2.2 Post-Contact Settlement

The Toronto Purchase – Treaty 13

The subject property is within Treaty 13, the Toronto Purchase. Immediately following British hegemony in the Canadas at the conclusion of the Seven Years War, settlement in the Toronto area was limited even though its potential to serve as an effective link in the transportation and communications network associated with the fur trade was widely recognized (Careless, 1984:10). At the conclusion of the American War of Independence (1774-1783) however, the British were forced to recognize the emergence of a new political frontier which had to be maintained by a strong military presence. In addition, a number of British Loyalists travelled north in order to remain within British territory. Many of them were eventually given land grants by the Crown partly in exchange for their loyalty and partly as compensation for their estates, which had been confiscated in the Colonies. These developments led the colonial government to enter into negotiations with them for purchase of tracts of land from the Mississaugas, who they recognized as the “owners” of the north shore of Lake Ontario.

The Toronto Purchase (Treaty 13) was made between the Crown and the Mississaugas on September 23, 1787, and then renegotiated on August 1, 1805. The main purpose of the treaty was to secure access to communication routes and posts along the shore of Lake Ontario and to connect Niagara and Kingston (Surtees, 1984:60), leading to the creation of twelve townships. However, the 1787 agreement had many inconsistencies. To begin with, the September 23, 1787, surrender document did not describe the physical boundaries of the treaty, or the quantity of land surrendered, nor did the body of the document name the Chiefs of the bands with whom the surrender was negotiated. At the end of the document, the names of three Chiefs, Wabakinine, Neace, and Pakquan, together with their dodems, appear on slips of paper that had been attached to the document, suggesting that this was not the document that the Mississauga representatives were presented during negotiations (Surtees, 1984:62).



In light of these inconsistencies, the Crown, as represented by William Claus, Deputy Superintendent of Indian Affairs approached the Mississaugas in 1805 with the intent of identifying the land in question and formally purchasing it from them. The formal deed of surrender confirming the Toronto purchase was drawn up and executed on August 1, 1805, the date that the surrender of the Mississauga tract was negotiated. In addition to confirming the 1787 transaction made with Sir John Johnson, the deed included a detailed legal description of the boundaries of the surrendered parcel. However, the revised boundaries of the 1805 purchase appear to be significantly larger than the original description of the lands. Due to the inconsistencies between the 1787 and 1805 treaties and the fact that the Crown did not disclose to the Mississaugas in 1805 that the previous treaty was invalid, this treaty was subject to a specific claims process – ultimately leading to a settlement in 2010 between the Federal government and the Mississaugas of the Credit First Nation (Mississaugas of the Credit First Nation, 2017).

Former Township of York

Between 1784 and 1792, this part of southern Ontario formed a part of the judicial District of Montreal in the Province of Quebec. Augustus Jones undertook the first township survey for York in 1791, when the base line, corresponding to present day Queen Street, was established (Winearls, 1991:591; Firth, 1962:11). The Township comprised part of the East Riding of York in the Home District, which, between 1792 and 1800, was administered from Niagara. York was planned to be the unofficial capital of Upper Canada in the winter of 1796, although it was not until February 1798 that it was selected as the “seat of Government on mature deliberation” by the Duke of Portland. On January 1, 1800, the Home District was elevated into a separated administrative district from Niagara. Following the abolition of the Districts in 1849, the Home District was succeeded by the United Counties of York, Peel and Ontario in 1850. Ontario and Peel were elevated to separate county status in 1851-52 (Firth, 1962:24-47; Armstrong, 1985:143).

In its first 30 years, York Township was a rolling and well-wooded countryside. The centre of the township was present-day Yonge Street and Eglinton Avenue



or Eglinton Village. Eglinton Avenue, which was surveyed as the township's second baseline, was at that time known as Baseline Road, and the crossroads community had a number of services including four hotels and a Masonic Hall. Yonge Street was settled on both sides and one mile south of Eglinton the Davis family ran a pottery business (in the community later known as Davisville). A large number of suburban residences were constructed along the Davenport Ridge, an early Indigenous trail. Other villages in the township and their years of incorporation included Yorkville (1884) and North Toronto (Eglinton and Davisville combined, 1889). The villages of Riverdale, Rosedale, the Annex, Seaton Village and Sunnyside were all annexed directly to Toronto during the 1880s.

The population of the Township increased steadily during the nineteenth century. In 1797, for instance, the total number of inhabitants "of Yonge Street" was estimated at 86 persons (52 males and 34 females). Within the space of one decade, the Township proper contained 502 men, women, children and "servants." At the outbreak of the War of 1812, York Township contained 756 inhabitants, and by 1823 this number had increased to 1,909. In 1837, the population had reached 4,320, and by 1842 this number had increased again to 5,720 (Walton, 1837:189; Smith, 1846:335; Smith, 1851:43; Mosser, 1984:6, 93 and 156). This required the growing urban area to stretch its northern limits from Queen Street to Bloor Street.

Beginning in 1853, areas within York Township began to separate, incorporating as individual municipalities, a number of which would eventually become annexed by the City of Toronto. York became one of the municipalities comprising the Municipality of Metropolitan Toronto in 1953, and, along with the Town of Weston, would amalgamate and become a Borough of Metropolitan Toronto in 1967. This borough would eventually be elevated to city status in 1983. In 1998, the City of York amalgamated, alongside the former Cities of Toronto, Scarborough, North York and Etobicoke and the former borough of East York to form the City of Toronto (Toronto Public Library, 2019).



Fairbank

The subject property is located to the west of the nineteenth-century community of Fairbank, which was centred upon the intersection of modern-day Eglinton Avenue West, Dufferin Street and Vaughan Road, and named after “Fairbank’s Farm”, the farm of Matthew Parsons, situated to the northwest. Following his purchase of the 200-acre Lot 3 in the Third Concession, settlement and development slowly increased in the area, with a brick schoolhouse established on the farm in the 1860s, while a post office was opened in 1874 at its northwest corner of the crossroads itself. Hotels and taverns were established that same decade. By 1881, the settlement was made up of about 37 families. The agricultural area developed into a Toronto suburb over the following decades. The introduction of the commuter line of the Toronto Belt Line Railway in 1890 promised to provide easier access to the City’s core, however, the line ceased operation in 1894 due to the financial failure of the route. The area increased in residential development between the World Wars and was again connected to Toronto’s downtown, this time through a streetcar line that was established in 1924. Fairbank remained a community in the City of York until its amalgamation with the City of Toronto in 1998 (McGrath, 2005; Heritage Toronto, 2018).

Canadian Northern Railway

The Toronto, Simcoe, and Lake Huron Union Railroad Company was incorporated in 1844 and in 1850 was renamed the Ontario, Simcoe, and Huron Union Rail Road Company. The rail line opened on May 16, 1853, and connected Toronto to Aurora (formerly Machell’s Corners) via a 48 kilometre track (Andreae, 1997). The line was expanded with service to Bradford beginning June 13, 1853, and further expanded to Barrie on October 11, 1853 (forming the path for the present Barrie rail corridor). The inaugural trip on May 16, 1853 from Toronto to Aurora is commemorated by a plaque at Toronto’s Union Station, as it was the first steam locomotive operated in Ontario (Mika and Mika, 1977).

In 1858, the company underwent a third name change becoming the Northern Railway Company of Canada. Subsequently, the Ontario, Simcoe and Huron Railway became known simply as the Northern Railway, until 1888 when the



ownership amalgamated with the Grand Trunk Railway Company of Canada, at which point the Northern Railway became part of the Grand Trunk Railway. Rail tracks were quickly laid across Ontario, as well as other parts of the country, linking settlements and provinces. The population of Canada doubled between 1851 and 1901 but the miles of rail laid increased exponentially from 159 to 18,294 miles (Andreae, 1997). The Northern Railway was a major draw for businesses in the Counties of York and Simcoe and caused many communities with a station to thrive and those without to dissipate (Town of Newmarket, 2018). In 1923, the railway company was again amalgamated, this time with the government-owned Canadian National Railway.

Commuter service began on the line in 1972, operated by Canadian National Railway as part of the Canadian National Railway Newmarket Subdivision. This commuter service was taken over by VIA Rail in 1978, and then by GO Transit in 1982. GO Transit continues to operate this commuter service to this day.

Lot 33, Concession 3 From the Bay

The subject property is located along the northern limits of Lot 33, Concession 3 From the Bay, in the Geographic Township of York. The Crown land patent for all 200 acres of Lot 33 was awarded to the Honourable John McGill on July 21, 1809 (Ontario Land Registry Access, no date[a]).

John McGill (March 1752-December 31, 1834) was a prominent army officer, politician and administrator in Upper Canada. Born in Scotland, he immigrated to Virginia in 1773 and served in the Queen's Rangers during the Revolutionary War under John Graves Simcoe, eventually being promoted to the rank of captain. Following the war, McGill settled in Parrtown (St. John, New Brunswick), before eventually moving on to Upper Canada. We would serve as commissary of stores and provisions in the army, however by 1796, he also became the provincial agent for purchases. In this role he would arrange for the construction of public buildings and roads (Yonge and Dundas Streets) in the new settlement of York, amongst others. He was appointed to the Upper Canada Executive Council in 1796. Much of his work related to the business of running the Province of Upper Canada.



As a captain, he was entitled to land grants from the government, and eventually would receive a total of 7,509 acres of land across York, Scarborough, Whitby, Clarke and Oxford North townships. Most of these lands were eventually sold off prior to 1831. Upon his death at the end 1834, he had amassed a large fortune in both lands and investments, which was willed to his nephew Peter McCutcheon, under the condition he adopt 'McGill' as his surname (Mealing, 1987).

McGill maintained ownership of Lot 33, Concession 3 From the Bay until February of 1831, when it was sold to Robert Mehaffey, for a price of £25. No listing of Lot 33 is found in Walton's 1837 directory, while Robert Mehaffey is recorded as the occupant of the adjacent Lot 34 to the west (Walton, 1837:189). Brown's 1846-1847 directory has both Robert Mehaffey and Isaac Robinson as the occupants of Lot 33 (Brown, 1847:121; 123). No further information is given as to where within the lot either individual inhabited. Robinson does not appear in the ownership records, so it is likely that he was a tenant.

In June of 1845, the 200-acre lot was sold by Robert Mehaffey to Edward Hobson, who, in turn, sold it again to Henry Hawkins in 1847. In July of 1850, the mortgage on the 200-acre lot had been acquired by William Cawthra. In 1851, all of Henry Hawkins' interest in the lot was purchased by George Wightman, and soon after sold again to George H. White. During this period, lands totaling almost 14 acres were sold off for the construction of the Ontario Huron Simcoe Railway line, with an additional parcel of just over one acre being sold for the railway the following year.

By 1860, almost the entirety of the lot has been acquired by James Metcalf, having been purchased from a group headed by Rice Lewis, who had acquired the lands formerly owned by George H. White. Metcalf is not identified as a resident of Lot 33 at the time of the 1861 census, with it being occupied by Robert Wilson (50 acres) and Peter Scholes (150 acres) at that time (Library and Archives Canada, 1861).

In 1865, James Metcalf and his wife sold their property to George Cooper. Much of these lands, in turn, were purchased by Thomas Gilbert in 1868. Gilbert's



lands, which consisted of most of Lot 33 were sold to Alexander McRoberts in 1888.

Plan 886 (1889)

In March of 1889, much of Lot 33 was subdivided by York Township Plan 886, surveyed by Speight and Van Nostrand (Ontario Land Registry Access, no date[b]). The lands within this plan were controlled by a group headed by James Kerr, which would divide this area into a number of blocks (each containing smaller residential lots) as well as organizing the local internal street network, which included Caledonia Road, amongst others. The current subject property was located within Block R under this plan.

James Kirkpatrick Kerr (August 1, 1841, to December 4, 1916) was a prominent lawyer and politician. Born near Guelph in 1841, Kerr pursued a legal career, being educated in Toronto before becoming a lawyer in 1862. He would marry Anne Margaret Blake, daughter of the Honourable W. H. Blake, Chancellor of Upper Canada in 1864, and marry again in 1883 to Adelaide Cecil Stanley Pinhorne. He would have five children, all from his second marriage. Kerr was a member of the Liberal Party of Canada and after an unsuccessful run in the 1891 election in the riding of Toronto Centre, became a member of the Senate in 1903. Kerr would eventually become the Speaker of the Senate in 1909, before dying in office in December 1916 (Find A Grave, 2011; Library of Parliament, 2023).

Block R under Plan 886 was held by James Kerr and his group until the middle of 1890, when it was divided between William J. Mackenzie and James Kerr himself. Euphemia Mackenzie, acting as the executor of William, acquired further interest in the property in 1905. By 1907, Block R was purchased from James K. Kerr, Adelaide Kerr (his wife) and Euphemia Mackenzie by Edwin M. Powell. It was almost immediately sold to the Dufferin Realty Company, for \$1.00.



Plan 1406 (1907) and Plan 1429 (1908)

Lands covered by York Township Plan 886 were further subdivided by Plan 1406, dated December 2, 1907, and registered in May 1908 (Ontario Land Registry Access, no date[c]). Plan 1406 was quickly replaced by Registered Plan 1429, registered in November of the same year (Ontario Land Registry Access, no date[d]). The lands within this plan were administered by a group consisting of the Dufferin Realty Company, J. K. Kerr, J. Van Nostrand and P. F. Graham Bell, acting as executors of Euphemia McKenzie. The current subject property is composed of parts of Lots 41-44 under this plan (see Figure 6).

Lots 41 to 44 in Plan 1429 were all purchased by Cecil Roy from the Dufferin Realty Company Ltd., *et al* in May 1912. Beginning soon after this initial purchase, Cecil Roy began selling off smaller parcels within the four lots. Although Plan 1429 divided these lands into larger, roughly 150-foot by 140-foot lots, in practise they were quickly subdivided further into narrow residential lots, generally with 25-foot frontages onto Eglinton Avenue West, Gilbert Avenue and Caledonia Road, and treated as separate properties through much of the twentieth century. With the exception of lands at the corner of Eglinton Avenue West and Caledonia Road, all of these properties generally remained under private residential use through much of the 1900s. The northeast corner of the property was occupied by the Supertest Petroleum Corporation Limited beginning in 1952, leased on lands owned by Joseph Quantz and Jack Wark. Quantz and Wark had consolidated lands in Lot 44, eventually under the entity of Q and W Enterprises Limited in 1959. Eglinton Caledonia Motors Limited fronted onto Gilbert Avenue, beginning in 1968.

By the early 1970s, the various parcels which make up the current subject property had been consolidated under the ownership of Ronald N. Casey Investments Limited. These lands were purchased by Dalton Ouderkirk in 1977, and again in 1994 by Caldalie Investments Limited, at which point they were identified specifically as 2343 Eglinton Avenue West.



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. Historical 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 historical 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 historical 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 1851 Browne *Map of the Township of York* (Browne, 1851), the subject property is situated within wooded lands, which comprise much of the northern half of Lot 33 (incorrectly identified as Lot 34 on this map) (Figure 2). It fronts a historical roadway to the north, the road allowance between the Third and Fourth Concessions from the Bay, now Eglinton Avenue West. No structures or other settlement features are depicted within or in the vicinity of the property.

On the 1860 Tremaine *Map of the County of York* (Tremaine, 1860) and the 1878 *Illustrated Historical Atlas of the County of York* (Miles and Company, 1878), the subject property is depicted along the northern limits of Lot 33 (Figures 3-4). It is situated immediately south of the course of present-day Eglinton Avenue West and approximately 100 metres east of the of the newly installed railway line,



identified as the Northern Railway on both maps. No structures are indicated within the subject property on either of these maps. On the 1860 mapping, the property is situated within the lands of James Metcalf, who owned the entirety of Lot 33 at the time. By 1878, these lands had been obtained by Gilbert Thomas. The 1878 mapping also illustrates a southerly deviation to the course of Eglinton Avenue where it crosses the railway line, to the west of the subject property.

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 displays the subject property on the 1909 *Toronto Topographic Map*. The map depicts the subject property within a cleared area, at an elevation of just below 525 feet (160 metres) above sea level, situated to the east of an area of elevated land (Department of Militia and Defence, 1909). As in previous mapping, no structures are indicated within the subject property, which remains fronting Eglinton Avenue West, depicted as an unmetalled road. The course of modern-day Caledonia Road is illustrated as an 'unfenced' road to the immediate east. To the west, the line of the Grand Trunk Railway (Northern Division) is shown at the base of an embankment, spanned by Eglinton Avenue via a wooden bridge. The beginning of a previously undocumented tributary of Black Creek is illustrated approximately 200 metres to the west of the property limits.

Figure 6 illustrates the subject property overlaid on the 1912 and 1923 *Goad's Fire Insurance Maps for the City of Toronto* (Goad, 1912, 1923). Earlier fire insurance mapping from the late nineteenth century and the early years of the twentieth century does not include the area of the subject property in any detail. Both maps illustrate greater subdivision of the local area into smaller parcels following Plan 1406 (1907) and Plan 1429 (1908). The maps show the property within parts of Lots 42 to 44 under Plan 1429, while the property also contains of a very narrow strip along the northern limits of Lot 41. Both maps illustrate a number of structures within the property limits. These structures are likely to have been recently constructed, as the sale of the individual lots did not occur until 1912 at the earliest (see Section 1.2.2 above). A frame building is



depicted in the west, along the southern limits of Lot 43, fronting onto Gilbert Avenue, while two additional frame buildings are shown fronting Eglinton Avenue West in the north of Lot 44, likely representing a house and garage or other outbuilding. In the 1912 mapping, a brick structure is depicted in the southeast of Lot 44, adjacent to another frame building to the south in Lot 42, both fronting Caledonia Road. With the exception of single frame residences to the south and east, most of the nearby subdivision lots are vacant at this time. By 1923, brick and frame buildings are illustrated in the southeast of Lot 44. A number of residences are now shown to have been recently constructed in the nearby subdivision lots. This map identifies the northernmost building within the property as 1877 Eglinton Avenue West, while the western building is 579 Gilbert Avenue, and the easternmost, 502 Caledonia Road.

1.2.4 Review of Aerial Imagery

In order to further understand the previous land use on the subject property, twentieth-century aerial imagery was reviewed. Figure 7 displays aerial images from 1942, 1953 and 1959 (City of Toronto Archives, no date).

In 1947, the property is shown in much a similar manner to the earlier fire insurance mapping. It fronts Eglinton Avenue West to the north and is bound by Caledonia Road to the east and a track representing Gilbert Avenue to the west. The structures present in the 1923 mapping all appear to have remained, while a newer commercial building is visible in the northeast corner of the property. The northwest and southeast areas are vacant. By 1953, a series of narrow buildings had been constructed in the northwest of the property, all fronting onto Eglinton Avenue West. By 1959, those structures present in the eastern half of the property have been demolished and replaced by an 'L'-shaped commercial building, now surrounded by paved parking areas. This complex is likely associated with the service station operated by the Supertest Petroleum Corporation Limited, beginning in 1952.

Figure 8 displays aerial images from 1969, 1985 and 1989 (City of Toronto Archives, no date). By 1969, the residence in the southwest of the subject property, first visible on 1912 fire insurance mapping, has been demolished and the area paved for parking. By 1985, the westernmost structures have been



demolished, while the northeast commercial building has been connected to additional structures in the centre of the property. This large commercial building is expanded to the west in 1989.

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, topography, etc.), 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 southwest part of the AkGu Borden block.

According to the Archaeological Sites Database, one archaeological site has been registered within a one-kilometre radius of the subject property (the Ministry, 2023; accessed from PastPortal on October 23, 2023). This site is Fairbank School (AkGu-89), a Euro-Canadian historical site representing the location of the circa-1863 Fairbank School. Although included in the one-kilometre catchment area, the site is located approximately 1,400 metres to the northeast.



The paucity of registered archaeological sites in the vicinity of the subject property is likely attributable to the lack of archaeological investigation of the densely developed area prior to the implementation of systematic archaeological assessments under provincial legislation. It should not be taken as an indicator of any lack of Indigenous or early Euro-Canadian land use or occupation.

1.3.2 Previous Assessments

During the course of the background research, three archaeological assessments were identified within the subject property, while an additional three archaeological assessments were identified within 50 metres.

Archaeological Assessments Within the Subject Property

In 2009, Archeoworks Inc. completed a Stage 1 Archaeological Assessment for the Sewershed Study Area 3 Chronic Basement Flooding Class Environmental Assessment within Wards 12, 15 and 17 in the City of Toronto (Archeoworks, 2009b; Project Information Form P029-837-2009). The broad study area for this project, known as ‘Study Area 3’ was generally bound by Dufferin Street and Oakwood Avenue to the east, by Rogers Road to the south, by Black Creek to the west and by a line coming approximately 1.1 kilometres south of Lawrence Avenue West to the north. The current subject property is located roughly centrally within this large background study area. Although the assessment identified several areas where proposed improvements were to take place as having been previously disturbed and retaining no archaeological potential, several other improvement locations were found to be potentially undisturbed, and it was recommended that they require a Stage 2 Archaeological Assessment prior to any further work. None of these areas recommended for further archaeological assessment are in the vicinity of the current subject property.

In 2019, Archaeological Research Associates Ltd. completed a Stage 1 Archaeological Assessment of lands potentially impacted by the construction of the proposed Caledonia GO Station, along the Barrie Rail Corridor, Toronto (Archaeological Research Associates Ltd., 2019; Project Information Form P007-0912-2019). This assessment was not conducted at an individual property level,



and the large, 62.32-hectare study area is generally bound by Castlefield Avenue to the north, McRoberts Avenue to the east, Summit Avenue to the south and by Silverthorn Avenue to the west. The current subject property is located within the east-central portion. The background research determined that some portions of the study area had been subject to previous archaeological assessments, and the field review determined that the study area featured both lands which had retained archaeological potential and those which had been previously disturbed and had any potential removed. It was recommended that those areas which were determined to have been previously assessed or to have no potential require no further work. Areas determined to retain archaeological potential would require a Stage 2 Archaeological Assessment in advance of any development. Within the current subject property, the majority was determined to have no archaeological potential. A narrow band along the southern property limits in the southeast section was identified as having archaeological potential and was recommended for a Stage 2 Archaeological Assessment via a test pit survey at five-metre intervals. It seems likely that this recommendation is the result of a minor mapping error, as this area has been a paved parking area since at least 1959 (see Figures 7-8).

In 2022, Archaeological Services Inc. completed a Stage 1 Archaeological Assessment as part of the Fairbank-Silverthorn Storm Trunk Sewer System, Study Area 3 in the City of Toronto (Archaeological Services Inc., 2021; Project Information Form P1066-0197-2021). Following the 2009 Stage 1 Archaeological Assessment for the Sewershed Study Area 3 Chronic Basement Flooding Class Environmental Assessment (Archeoworks, 2009), additional areas were identified during the detailed design phase of the project which would be impacted by the proposed improvements. The study area for this assessment is bound roughly by Black Creek Drive and Weston Road to the west, Vaughan Road and Dufferin Street to the east, Castlefield Avenue to the north and by Rogers Road to the south. It consisted mainly of the rights-of-way within the existing local street network, in addition to four City of Toronto parks. The current subject property is situated in the centre-west of this study area. Overall, the vast majority of the study area was found to not require any further work on account of deep and extensive land disturbance or by having been previously assessed. Nevertheless, areas within Keelesdale Park were



determined to require a Stage 2 assessment if they are to be impacted by the proposed construction. Additionally, lands associated with Prospect Cemetery were to be avoided by project designs, and a Cemetery investigation was not required. Within the current subject property, small portions of this study area overlapped with the northern and western limits, which were determined to have been disturbed and retain no archaeological potential.

Archaeological Assessments Adjacent to the Subject Property

In 2009, Archeoworks Inc. completed a Stage 1 Archaeological Assessment of the proposed Eglinton Crosstown Light Rail Transit corridor and Pearson Airport Surface Connection study area (Archeoworks Inc., 2009a; Project Information Form P029-661-2009). The Eglinton Crosstown Light Rail Transit study corridor for this assessment extended along Eglinton Avenue from Renforth Drive in Mississauga in the west, to Kennedy Road in the east. Within the eastern and western portions of the study corridor, the light rail transit was proposed to be constructed at grade, while in the centre, it was to be constructed via tunnelling. The broad Pearson Airport Surface Connection study area is generally bound by Highway 409 in the north, Martin Grove Road in the east, Eglinton Avenue in the south and Pearson International Airport in the west. The course of the Eglinton Crosstown Light Rail Transit study corridor extends along the northern limits of the current subject property.

The assessment determined that within the centre portion of the corridor, the deep depths of the construction tunneling would not necessitate any further archaeological work, with the exception of those areas where surface impacts were proposed (such as shaft construction, staging areas or work zones). In these areas, any work would have to be preceded by a Stage 2 Archaeological Assessment. Additionally, it was determined that, should any proposed work impact burials at Prospect Cemetery, the project would have to be re-designed in that area. In the immediate vicinity of the current subject property, the course of the proposed Eglinton Crosstown Light Rail Transit was to be installed via deep tunneling, and no further work was recommended. A Stage 2 Archaeological Assessment of the proposed Eglinton Crosstown Light Rail Transit corridor and Pearson Airport Surface Connection was completed by



Archeoworks, also in 2009 (Archeoworks Inc., 2009c: Project Information Form P029-660-2009). This did not involve any work adjacent to the current subject property.

In 2015, Archaeological Services Inc. completed a Stage 1 Archaeological Assessment as part of the Caledonia GO Station Environmental Assessment, Toronto (Archaeological Services Inc., 2015; Project Information Form P392-0104-2014). The study area for this assessment is located to the northwest of the current subject property, incorporating Canadian National Railway lands, parts of the Eglinton Avenue West right-of-way as well as additional adjacent lands to the east. The assessment concluded that based on its development history, the study area did not exhibit archaeological potential and it was recommended that no further archaeological assessment be required.

1.3.3 Physiography

The subject property is situated within the drumlinized till plains of the South Slope physiographic region of southern Ontario (Chapman and Putnam, 1984). The South Slope physiographic region is the southern slope of the Oak Ridges Moraine (Chapman and Putnam 1984:172-174). The South Slope meets the Moraine at heights of approximately 300 metres above sea level, and descends southward toward Lake Ontario, ending, in some areas, at elevations below 150 metres above sea level. Numerous streams descend the South Slope, having cut deep valleys in the till.

The surficial geology of the subject property consists of stone-poor sandy-silt to silty-sand-textured till on Paleozoic terrain (Ontario Geological Survey, 2018).

The subject property is located within the Black Creek-Humber River Outlet watershed (Ministry of Natural Resources and Forestry, 2020). The Black Creek Watershed is the smallest of the five subwatersheds of the Humber River, draining an area of 6,600 hectares. Its headwaters are located north of Major MacKenzie Road in the City of Vaughan. It flows in a general northwest to southeast direction before connecting with the Humber River near the former Village of Lambton Mills in the City of Toronto (Toronto and Region



Conservation Authority, 2008). The main course of Black Creek flows in a general north-south direction, approximately 1.4 kilometres to the west.

1.3.4 Existing Conditions

The Stage 1 field assessment was conducted on November 3, 2023. The subject property is approximately 0.5 hectare and is located within a mixed area of residential and commercial land use within the City of Toronto, and is the site of an existing commercial complex, located 2343 Eglinton Avenue West (Figure 9). This complex consists of a northeastern commercial structure, with associated asphalt parking areas and driveways situated to the west and south. It is bound by Eglinton Avenue West to the north, Gilbert Avenue to the west, Caledonia Road to the east and by adjacent medium-density lands to the south.

1.3.5 Review of Indigenous Archaeological Potential

The Standards, Section 1.3.1 stipulates that lands within 300 metres of primary water sources (lakes, rivers, streams and creeks), secondary water sources (intermittent streams and creeks, springs, marshes and swamps), as well as ancient water sources (such as glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges; relic river or stream channels indicated by clear dip or swale in the topography; shorelines of drained lakes or marshes; cobble beaches) have potential for archaeological resources.

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 commonly used variables for predictive modelling of site location.

Geographic characteristics, such as distinct topographic features and soils, also indicate archaeological potential. These characteristics include 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 Indigenous archaeological potential.

The generic distance to water potential model has been refined for the *City of Toronto Archaeological Management Plan* (Archaeological Services Inc. *et alia*, 2004). Undisturbed lands within 250 metres of major rivers and their tributaries, in addition to the Lake Ontario shoreline have 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. The management plan also identifies potential for Indigenous resources within 100 metres of registered Indigenous sites. Early twentieth-century mapping illustrates a tributary of Black Creek approximately 200 metres to the west of the subject property limits (Figure 5). There are no registered Indigenous sites within 100 metres of the subject property.

Given its historical proximity to a tributary of Black Creek, the subject property would typically be considered to fall within an area of potential for the presence of precontact or early contact period Indigenous archaeological resources given the generic Provincial distance-to-water criterion as well as the model used by the *City of Toronto Archaeological Management Plan*. These considerations aside, the potential for the survival of any Indigenous archaeological remains in primary contexts within the subject property is essentially nil. Such sites have not survived the development activities that have altered the topography of the property.

1.3.6 Review of Historical Archaeological Potential

The Standards, Section 1.3.1 stipulates those areas of early Euro-Canadian settlement, including places of early military and 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.

For the Euro-Canadian period, the majority of early nineteenth-century farmsteads (that is, those 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 *City of Toronto Archaeological Management Plan* (Archaeological Services Inc. *et alia*, 2004) 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.

The subject property is located immediately south of modern-day Eglinton Avenue West, an early settlement road, as well as to the east of the course of the Canadian National Railway (formerly the Northern Railway and Grand Trunk Railway, Northern Division), illustrated on 1860, 1878 and early twentieth century topographic mapping. The presence of these settlement features would typically place the subject property within an area of historical archaeological



potential, according to the *City of Toronto Archaeological Management Plan* model. Nevertheless, the redevelopment of the property which took place in second half of the twentieth century has altered the original topography to such an extent that any remains of earlier occupations that may have been present have been removed.

2.0 Field Methods

The Stage 1 field assessment was conducted by Christopher Brown (P361) and was carried out in accordance with the Standards. The weather conditions and lighting were appropriate for the completion of the fieldwork and permitted good visibility of the land features.

Representative photos documenting the field conditions during the Stage 1 fieldwork are presented in Section 7.0 of this report and select photo locations and field observations have been compiled on project mapping (Images 1-9; Figure 10).

2.1 Findings

In accordance with the Standards, the Stage 1 field review was conducted by means of visual inspection across all accessible portions of the subject property. During this review, the entire subject property was confirmed to have no potential for the presence of archaeological resources due to extensive and deep alterations resulting from its development in the second half of the twentieth century.

The subject property consists entirely of an existing commercial complex, featuring a commercial building in its northeast corner (Images 1-3; Figure 10), situated adjacent to paved access driveways and surface parking located to the west and south (Images 3-6). The western portion of this hardscaped area was created following the demolition of earlier structures in the mid-1980s. Small landscaped garden areas are situated along the north and east periphery of the property (Images 7-8). Within the hardscaped areas, evidence for buried utilities was encountered, including storm sewer catch basins, natural gas supply, buried electrical supply for light standards, as well as a hydroelectric transformer



(Images 3-6, 9). In accordance with the Standards, Section 1.3.2, this degree of extensive and deep land alteration has removed all potential for the survival of archaeological resources within the subject property.

3.0 Analysis and Conclusions

Archaeological Services Inc. was contracted by 1764174 Ontario Inc. to undertake a Stage 1 Archaeological Assessment of 2343 Eglinton Avenue West, Parts of Lots 41-44, Plan 1429, Part of Lot 33, Concession 3 from the Bay, in the Geographic Township of York, County of York, now in the City of Toronto. The subject property is approximately 0.5 hectare.

The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the subject property, along with nineteenth- and twentieth-century settlement trends and a review of available aerial imagery. The guidance of the *City of Toronto Archaeological Management Plan* (cf. Archaeological Services Inc. *et alia*, 2004) was also considered. This research indicated there would typically be potential for the presence of both Indigenous and Euro-Canadian archaeological resources on the subject property. It was concluded, however, that there is no possibility for the survival of any *in situ* archaeological material due to the widespread and intensive ground disturbance from previous development.

The Stage 1 field review undertaken on November 3, 2023 confirmed that the subject property does not retain any landscape integrity or archaeological potential due to previous extensive and pervasive ground disturbances.

4.0 Recommendations

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

1. No further archaeological assessment of the subject property is required.

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 Archaeology 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 of Citizenship and Multiculturalism approval has been received.

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 subject property 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 Archaeological 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, Funeral, Burial and Cremation Services Act, Ministry of Public and Business Services Delivery 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 commercial building, fronting onto Eglinton Avenue West.



Image 2: Northwest commercial building, fronting onto Eglinton Avenue West.



Image 3: Rear of commercial building and associated paved parking and driveway. Natural gas supply in centre.



Image 4: West side of northwest commercial building and associated paved parking and driveway. Storm sewer catch basin in foreground.



Image 5: Southwest paved parking area, with electrical light standards.

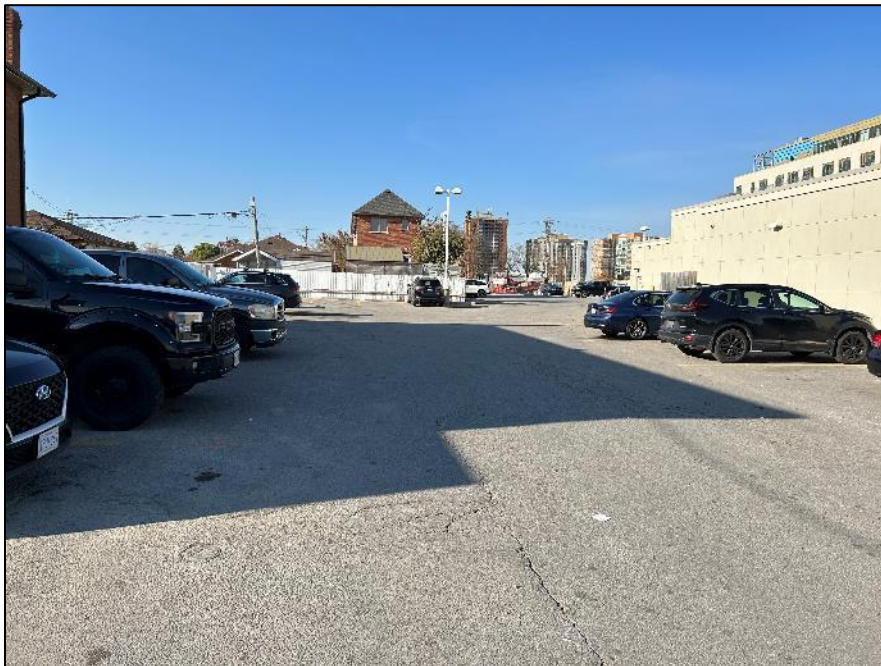


Image 6: Southeast paved parking area, with electrical light standards.



Image 7: Landscaped lawn/garden areas along eastern property limits.



Image 8: Landscaped lawn/garden areas along northern property limits.

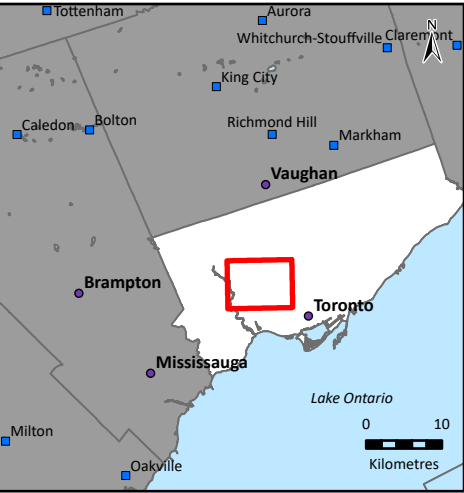
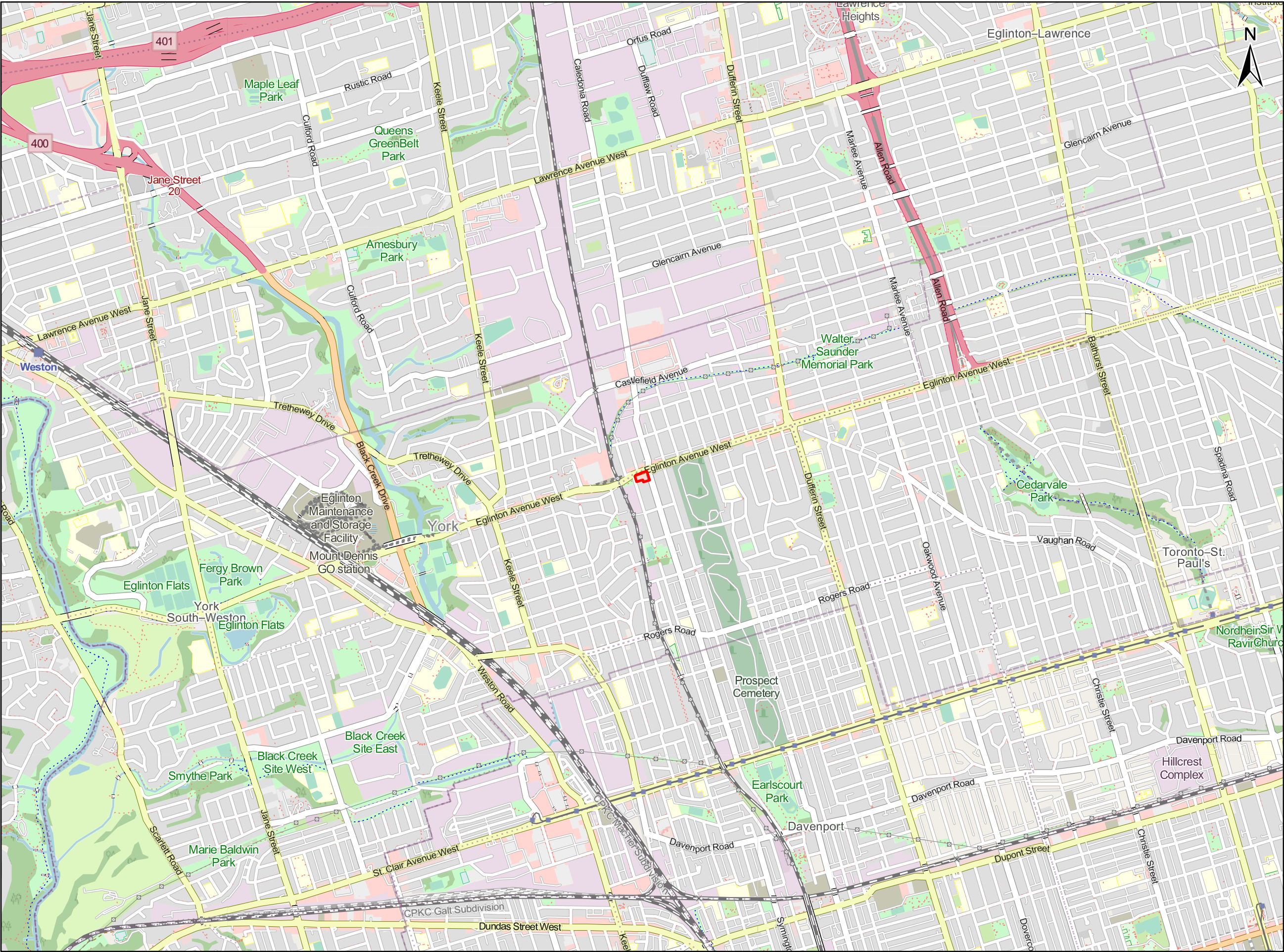


Image 9: Hydroelectrical transformer in northwest corner of subject property.

8.0 Maps

See following pages for detailed assessment mapping and figures





 SUBJECT PROPERTY

Sources: Map data ©
OpenStreetMap
contributors, Microsoft,
Facebook, Inc. and its
affiliates, Esri Community
Maps contributors, Map
layer by Esri, City of

Projection: NAD 1983
CSRS MTM 10
Scale: 1:25,000



ASI Project No: 23EA-308
Date: 10/23/2023 10:25 AM

Drawn By: jfernandez
File: 23PL308_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

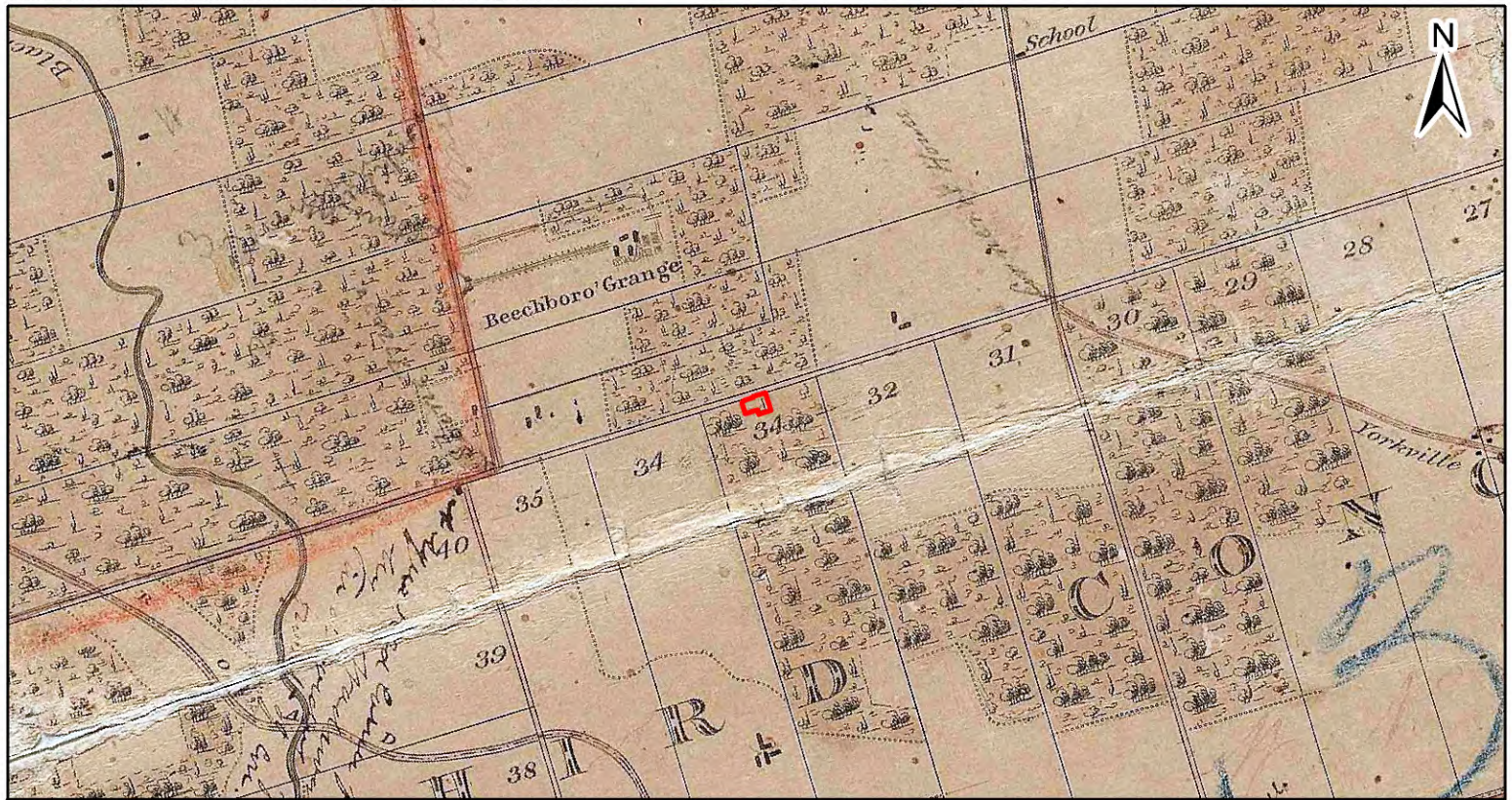


Figure 2: Subject Property located on the 1851 Browne Map of the Township of York

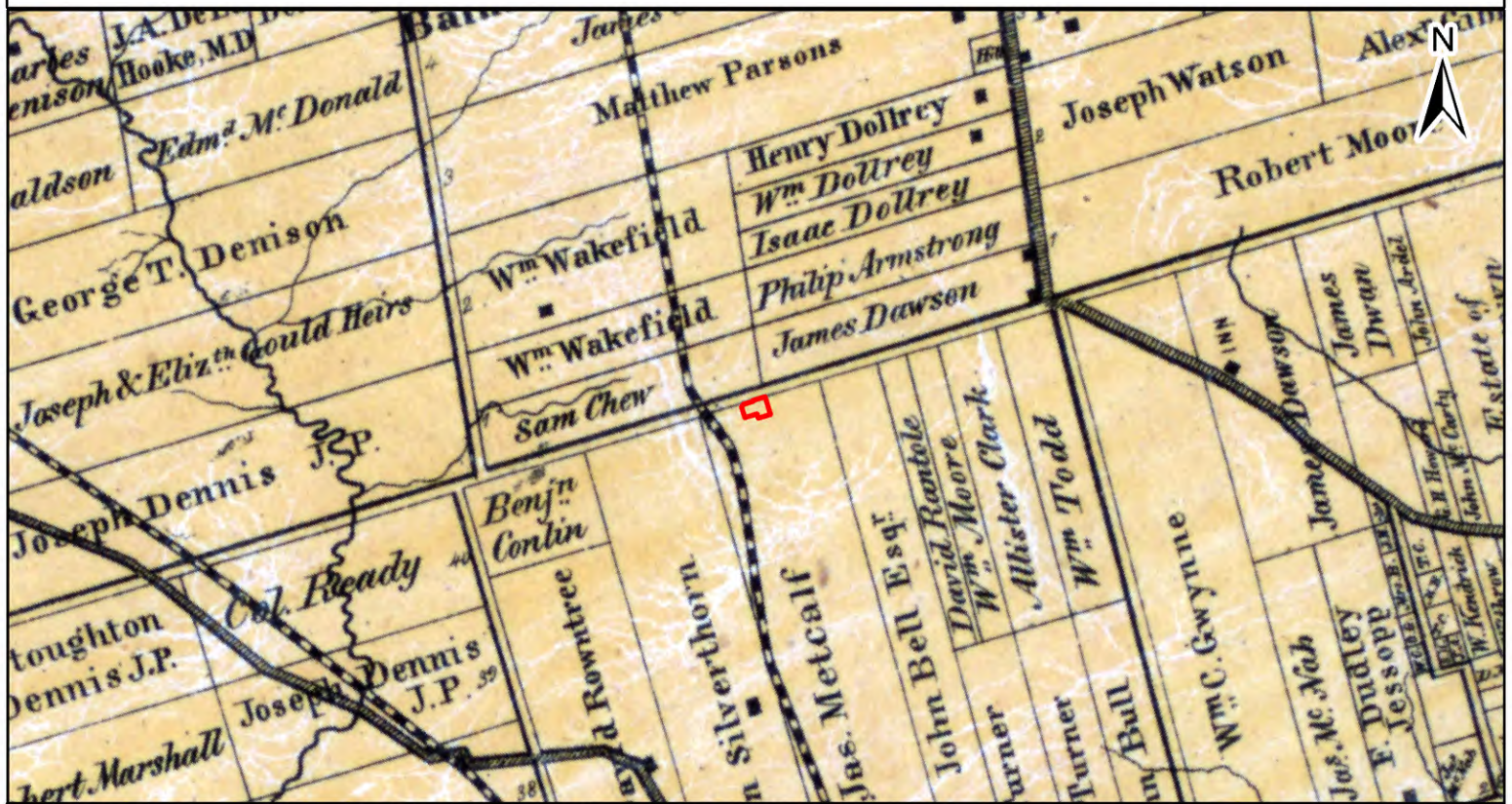


Figure 3: Subject Property located on the 1860 Tremaine Map of the County of York

	 SUBJECT PROPERTY	Source: 1851 Browne Map of the Township of York 1860 Tremaine Map of the County of York Projection: NAD 1983 CSRS MTM 10 Scale: 1:25,000 Page Size: 8.5 x 11	<div> <div>0500</div> <div>Metres</div> </div> <div> <div>ASI Project No.: 23PL-308</div> <div>Date: 11/2/2023</div> </div> <div> <div>Drawn By: cnettleton</div> <div>File: 23PL308_Fig2-3</div> </div>
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Figure 4: Subject Property located on the 1878 Illustrated Historical Atlas of the County of York

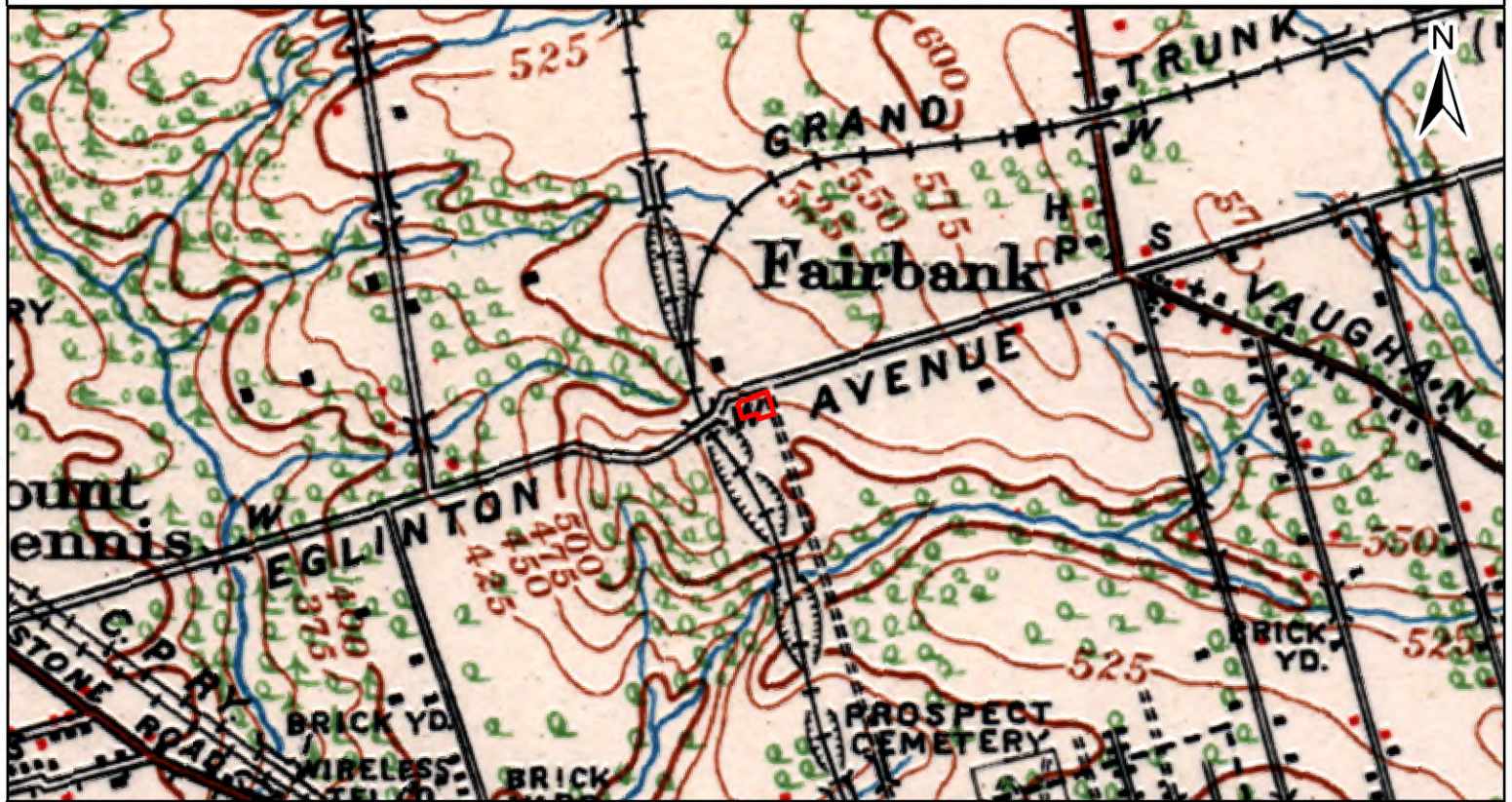
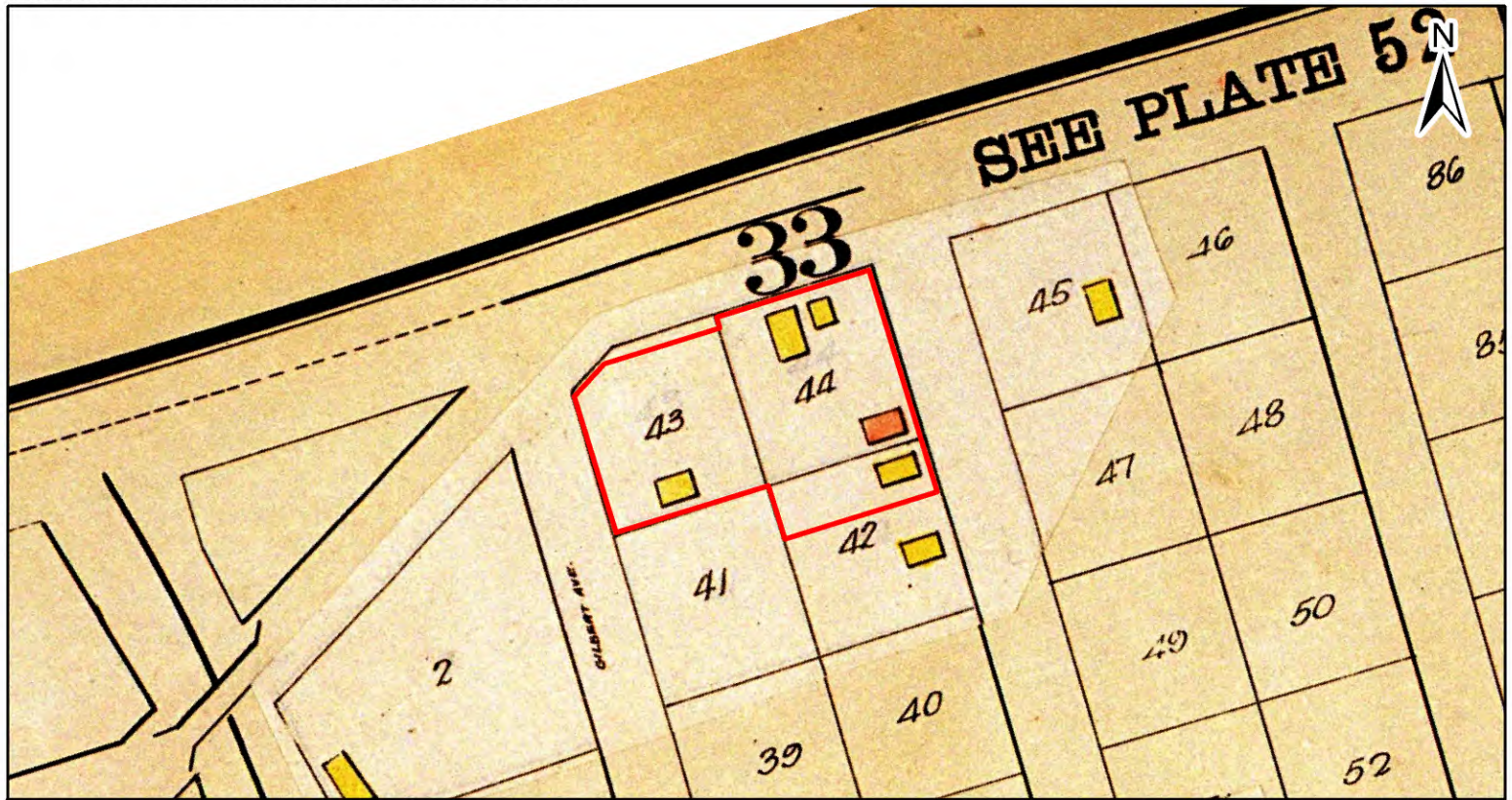
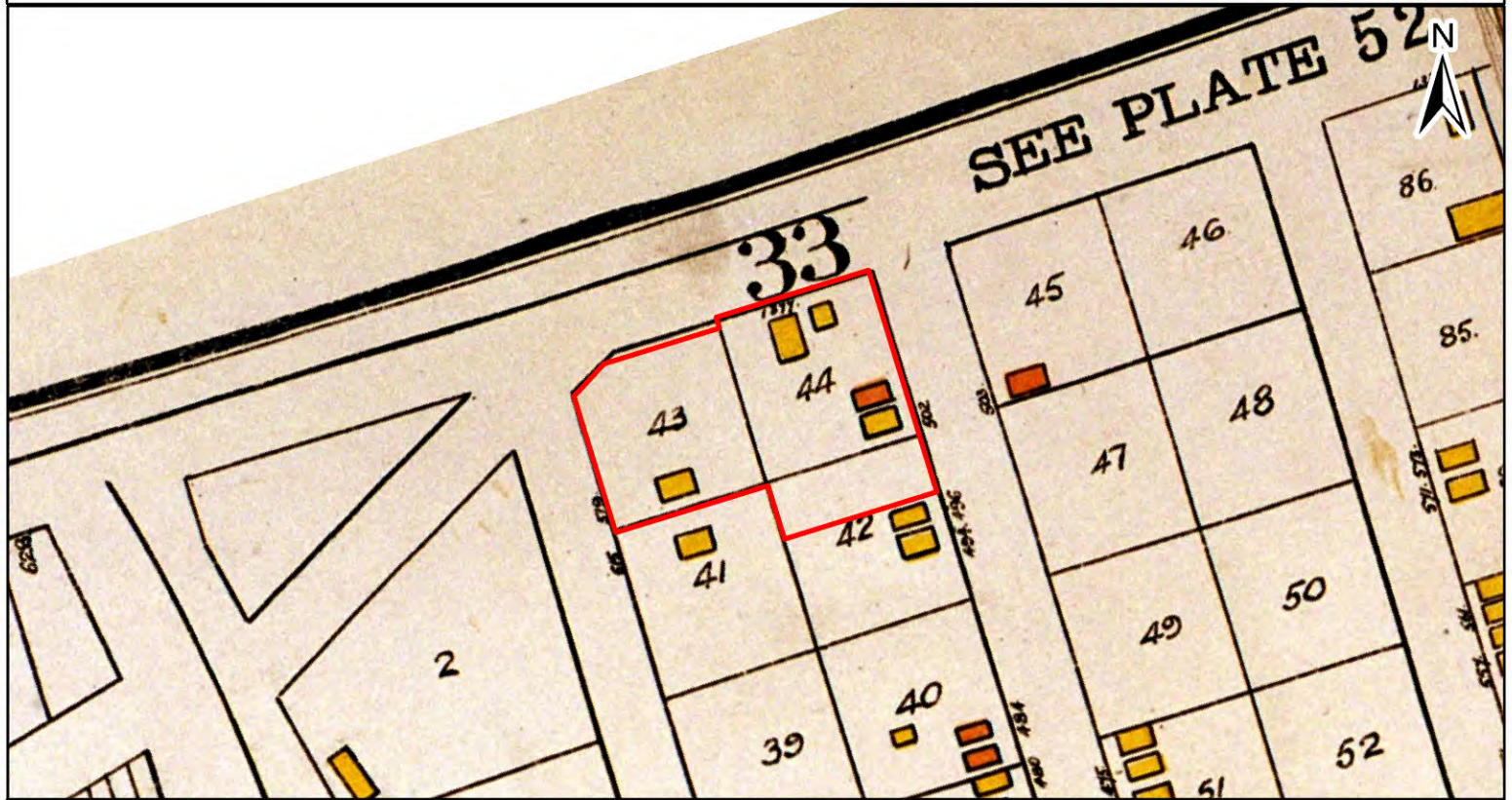


Figure 5: Subject Property located on the 1909 Toronto Topographic Map

	 SUBJECT PROPERTY	Source: 1878 Illustrated Historical Atlas of the County of York Department of Militia and Defence, 1909 (Toronto sheet) Projection: NAD 1983 CSRS MTM 10 Scale: 1:20,000 Page Size: 8.5 x 11	<div> <div>0500</div> <div>Metres</div> </div> <div> <div>ASI Project No.: 23PL-308</div> <div>Date: 11/6/2023</div> </div> <div> <div>Drawn By: cnettleton</div> <div>File: 23PL308_Fig4-5</div> </div>
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1912



1923



	 SUBJECT PROPERTY	Source: City of Toronto	<div>0<div><div></div><div></div><div></div><div></div><div></div></div>50</div> <div>Metres</div>	
		Projection: NAD 1983 CSRS MTM 10 Scale: 1:2,000 Page Size: 8.5 x 11	ASI Project No.: 23PL-308 Date: 11/2/2023	Drawn By: cnettleton File: 23PL308_Fig6

Figure 6: Subject Property located on 1912 and 1923 Fire Insurance Plans



1942



1953



1959

	 SUBJECT PROPERTY	Source: City of Toronto		0 50 Metres	
		Projection: NAD 1983 CSRS MTM 10 Scale: 1:2,000 Page Size: 8.5x11	ASI Project No.: Date: 11/2/2023 4:24 PM	Drawn By: cnettleton File: 23PL308_Fig7	

Figure 7: Subject Property located on 1942, 1953 and 1959 Aerial Imagery



1969



1985



1989



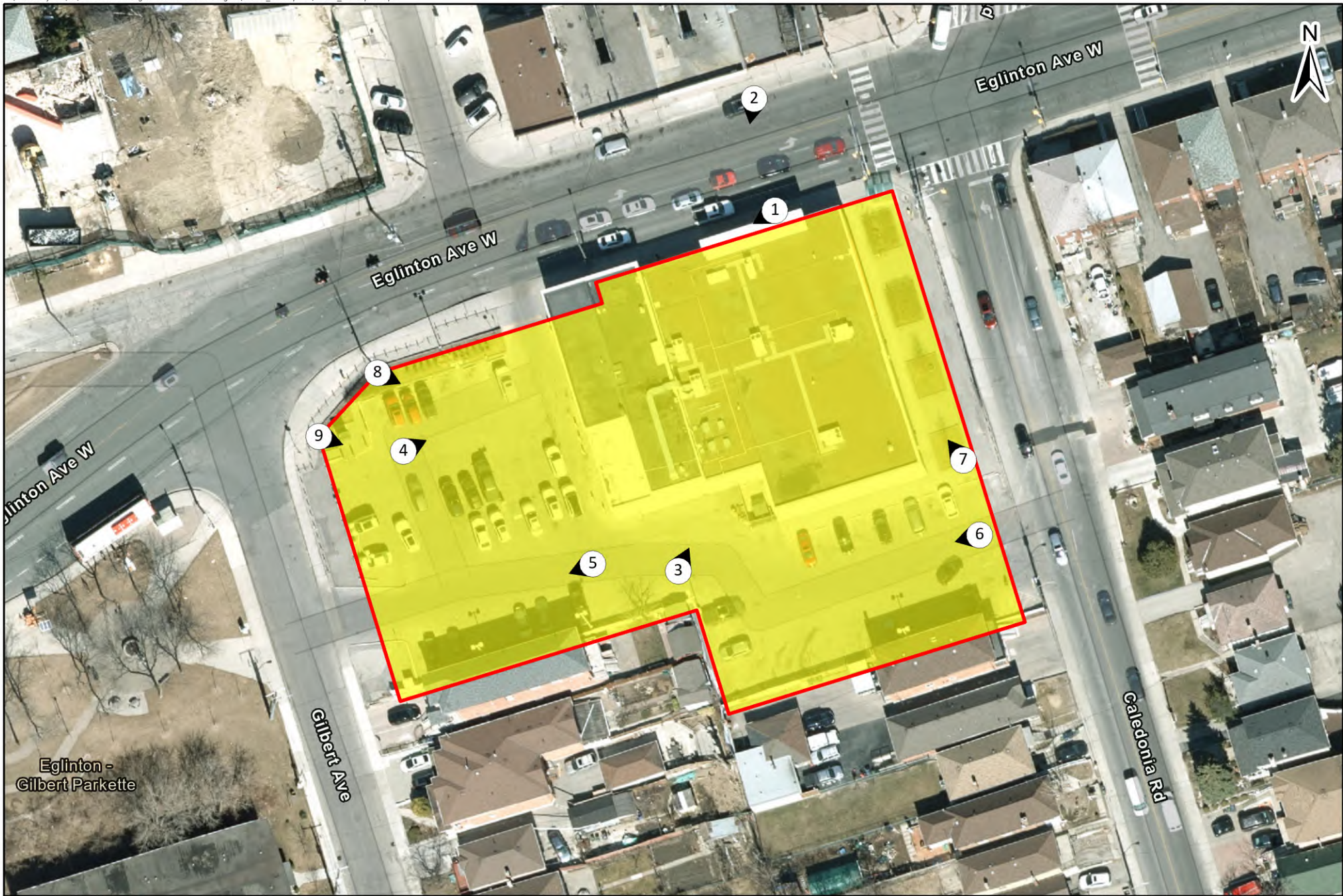
	 SUBJECT PROPERTY	Source: City of Toronto		0  50 Metres	
		Projection: NAD 1983 CSRS MTM 10 Scale: 1:1,500 Page Size: 8.5x11	ASI Project No.: Date: 11/2/2023 4:24 PM	Drawn By: cnettleton File: 23PL308_Fig8	

Figure 8: Subject Property located on 1969, 1985 and 1989 Aerial Imagery



	<p> SUBJECT PROPERTY</p>	<p>Source: Maxar, Microsoft, Esri Community Maps Contributors, City of Toronto, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCan, Parks Canada</p> <p>Projection: NAD 1983 CSRS MTM 10 Scale: 1:1,000 Page Size: 8.5x11</p>	<p>0 20  Metres</p> <p>ASI Project No.: 23PL-308 Date: 11/2/2023</p> <p>Drawn By: cnettleton File: 23PL308_Fig9</p>
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Figure 9: Existing Conditions of the Subject Property



	<p> SUBJECT PROPERTY</p> <p> DISTURBED - NO ARCHAEOLOGICAL POTENTIAL</p> <p> PHOTO LOCATION AND DIRECTION</p>	<p>Source: City of Toronto, ON, Maxar, Microsoft, Esri Community Maps Contributors, City of Toronto, Province of Ontario, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCAN, Parks Canada</p> <p>Projection: NAD 1983 CSRS MTM 10 Scale: 1:700 Page Size: 8.5x11</p>	<p>0 25  Metres</p> <p>ASI Project No.: 23PL-308 Date: 11/6/2023</p> <p>Drawn By: cnettletton File: 23PL308_Fig10</p>
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Figure 10: Stage 1 Archaeological Assessment Results