



Appendix A-6

Stage 2 Archaeological Assessment

Stage 2 Archaeological Assessment

Conversion of Scarborough Rapid Transit Right-of-Way to Busway –
Transit and Rail Project Assessment Process

Part of Lots 27 and 28, Concessions 1,2, C & D, Geographic
Township of Scarborough, York County, now the City of Toronto,
Ontario

Toronto Transit Commission

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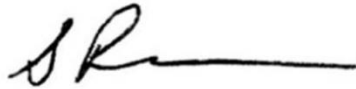
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Stage 2 Archaeological Assessment

Conversion of Scarborough Rapid Transit Right-of-Way to Busway – Transit and Rail Project Assessment Process

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Executive Summary

The Toronto Transit Commission is undertaking a Transit and Rail Project Assessment Process for the Conversion of Scarborough Rapid Transit Right-of-Way to Busway project (the Project), which aims to convert the north-south portion of the decommissioned Line 3 Scarborough Rapid Transit corridor into a dedicated busway. As part of the Scarborough Rapid Transit decommissioning plan, two phases were developed. Phase 1 would see the Toronto Transit Commission operate an interim bus service on-street, which was planned to go into service by November 2023, however, due to the Scarborough Rapid Transit derailment in July 2023, interim bus service started in August 2023. The Toronto Transit Commission is currently advancing the detailed design of Phase 2, which involves converting the at-grade north-south portion of the Toronto Transit Commission right-of-way into a busway, allowing buses to operate in the converted busway between the Ellesmere and Kennedy stations and continuing service on-street along existing transit priority lanes on Ellesmere Road between Ellesmere and Scarborough Centre stations, as implemented in Phase 1. The Study Area is located within what is historically known as part of Lots 27 and 28, Concessions 1, 2, C & D, Geographic Township of Scarborough, York County, now the City of Toronto, Ontario (**Figure 1** and **Figure 2**).

AECOM Canada Ltd. (AECOM) has been retained by the Toronto Transit Commission to complete the Transit and Rail Project Assessment Process for Phase 2 of the Scarborough Rapid Transit decommissioning plan. A previous Stage 1 Archaeological Assessment was completed as part of the 2017 Scarborough Subway Extension *Environmental Project Report* (AECOM 2015). In consultation with the Ministry of the Environment, Conservation and Parks, they advised that, given the overlap in the study areas between the 2017 Environmental Project Report and this Project, the background studies, inclusive of the previous Stage 1 Archaeological Assessment, could be used and elaborated upon for this Project. This Project is also subject to the requirements of the *Ontario Heritage Act* (Government of Ontario 1990) and the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011).

All archaeological consulting activities were conducted under PIF number P316-0543-2024, issued to Professional Archaeologist Sherri Pearce, MA (P316) in accordance with the Ministry of Citizenship and Multiculturalism's *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). Permission to enter the Study Area to conduct field work, including the collection of artifacts when present, was provided by Gary Papas of the Toronto Transit Commission. This report provides the results of the Stage 2 Archaeological Assessment and provides a recommendation.

AECOM completed the Stage 2 Archaeological Assessment for the Project located in the City of Toronto, Ontario. The Stage 2 survey involved test pitting and photo documentation of previously disturbed areas, which was completed in keeping with the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). No archaeological resources or sites were identified during the Stage 2 field work. Based on the results of the Stage 2 Archaeological Assessment, our recommendations are provided below:

- The Stage 2 Archaeological Assessment of the Project, located in the City of Toronto, did not result in the identification of any archaeological sites, nor the recovery of archaeological material. As such, no further archaeological assessment is recommended for the Project, addressed within the scope of this report (**Figure 8**).

Should additional land outside of the current Study Area be included as part of the Project, the standard requirements for archaeological assessments to be conducted prior to land disturbance remain in place. Additional archaeological assessment(s) must be conducted by a licensed archaeologist and follow the requirements set out in *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

The Ministry of Citizenship and Multiculturalism is asked to accept this report into the Ontario Public Register of Archaeological Reports, thereby concurring with the recommendations presented herein. **As further archaeological assessment is not recommended, archaeological concerns for the Project, Part of Lots 27 and 28, Concessions 1,2, C & D, Geographic Township of Scarborough, York County, now the City of Toronto, Ontario have been fully addressed.**

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

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1. Project Context

1.1 Development Context

The Toronto Transit Commission is undertaking a Transit and Rail Project Assessment Process for the Conversion of Scarborough Rapid Transit Right-of-Way to Busway project (the Project) which aims to convert the decommissioned Line 3 Scarborough Rapid Transit corridor into a dedicated busway. As part of the Scarborough Rapid Transit decommissioning plan, two phases were developed. Phase 1 would see the Toronto Transit Commission operate an interim bus service on-street, which was planned to go into service by November 2023, however, due to the Scarborough Rapid Transit derailment in July 2023, interim bus service started in August 2023. The Toronto Transit Commission is currently advancing the detailed design of Phase 2, which involves converting the at-grade north-south portion of the Scarborough Rapid Transit right-of-way into a busway, allowing buses to operate in the converted busway between Ellesmere and Kennedy stations and continuing service on-street along existing transit priority lanes on Ellesmere Road between Ellesmere and Scarborough Centre stations, as implemented in Phase 1. The Study Area is located within what is historically known as part of Lots 27 and 28, Concessions 1, 2, C & D, Geographic Township of Scarborough, York County, now the City of Toronto, Ontario (**Figure 1** and **Figure 2**).

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In accordance with the draft technical bulletin entitled *Engaging Aboriginal Communities in Archaeology* (Ontario Government 2011b) the Indigenous Communities with the closest cultural affiliation, or with interest in the Project, were engaged for the Project and sent representatives to participate in the Stage 2 field survey. The engaged Indigenous Community was the Mississauga of the Credit First Nation. Further details regarding the Indigenous Engagement for the Stage 1-2 archaeological assessment are provided in the **Record of Indigenous Engagement** under a separate cover.

1.1.1 Objectives

The objective of a Stage 2 Archaeological Assessment is to provide an overview of archaeological resources on a property, make a determination as to whether any of the resources might be artifacts or archaeological sites with cultural heritage value or interest (CHVI) requiring further assessment, and to recommend appropriate Stage 3 assessment strategies for any archaeological sites identified.

1.2 Historical Context

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

Table 1: Cultural Chronology for York County

Archaeological Period	Time Period	Characteristics
Early Paleo	11,000-8400 BC	<ul style="list-style-type: none"> ■ Fluted Points ■ Arctic tundra and spruce parkland, caribou hunters
Late Paleo	8400-8000 BC	<ul style="list-style-type: none"> ■ Holcombe, Hi-Lo and Lanceolate Points ■ Slight reduction in territory size
Early Archaic	8000-6000 BC	<ul style="list-style-type: none"> ■ Notched and Bifurcate base Points ■ Growing populations
Middle Archaic	6000-2500 BC	<ul style="list-style-type: none"> ■ Stemmed and Brewerton Points, Laurentian Development ■ Increasing regionalization
Late Archaic	2000-1800 BC	<ul style="list-style-type: none"> ■ Narrow Point ■ Environment similar to present
Late Archaic	1800-1500 BC	<ul style="list-style-type: none"> ■ Broad Point ■ Large lithic tools
Late Archaic	1500-1100 BC	<ul style="list-style-type: none"> ■ Small Point ■ Introduction of bow
Terminal Archaic	1100-950 BC	<ul style="list-style-type: none"> ■ Hind Points, Glacial Kame Complex ■ Earliest true cemeteries
Early Woodland	950-400 BC	<ul style="list-style-type: none"> ■ Meadowood Points ■ Introduction of pottery
Middle Woodland	400 BC- AD 500	<ul style="list-style-type: none"> ■ Dentate/Pseudo-scallop Ceramics ■ Increased sedentism
Late Woodland	AD 500-900	<ul style="list-style-type: none"> ■ Princess Point ■ Introduction of corn horticulture
Late Woodland	AD 900-1300	<ul style="list-style-type: none"> ■ Agriculture villages
Late Woodland	AD 1300-1400	<ul style="list-style-type: none"> ■ Increased longhouse sizes
Late Woodland	AD 1400-1650	<ul style="list-style-type: none"> ■ Warring nations and displacement
Contact Period	AD 1600-1875	<ul style="list-style-type: none"> ■ Early written records and treaties ■ Mixture of Indigenous and European goods
Post Contact Period	AD 1749-Present	<ul style="list-style-type: none"> ■ Colonial and pioneer settlement

Source: Taken From Ellis and Ferris (1990)

1.2.1 Pre-Contact Indigenous Settlement

The Paleo Period

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

The Archaic Period

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

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

The Middle Archaic period (6,000-2,500 BC), like the Early Archaic, is relatively unknown in southern Ontario. Ellis et al. (1990) suggest that artifact traits that have come to be considered as characteristic of the Archaic period as a whole, first appear in the Middle Archaic. These traits include fully ground and polished stone tools, specific

tool types including banner stones and net-sinkers, and the use of local and/or non-chert type materials for lithic tool manufacture (Ellis et al. 1990).

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

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

The Woodland Period

The Early Woodland period is distinguished from the Late Archaic period primarily by the addition of ceramic technology, which provides a useful demarcation point for archaeologists but is expected to have made less difference in the lives of the Early Woodland peoples. The settlement and subsistence patterns of Early Woodland people shows much continuity with the earlier Archaic, with seasonal camps occupied to exploit specific natural resources (Spence *et al.* 1990). During the Middle Woodland, well-defined territories containing several key environmental zones were exploited over the yearly subsistence cycle. Large sites with structures and substantial middens appear in

the Middle Woodland, associated with spring macro-band occupations focussed on utilizing fish resources and created by repeated use of the same site (Spence *et al.* 1990). Groups would come together into large macro-bands during the spring-summer at lakeshore or marshland areas to take advantage of spawning fish; in the fall inland sand plains and river valleys were occupied for deer and nut harvesting and groups split into smaller micro-bands for winter survival (Spence *et al.* 1990). This is a departure from earlier Woodland times when macro-band aggregation is thought to have taken place in the winter (Ellis *et al.* 1988).

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

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

Between AD 1300 and 1400, village sizes grew significantly, resulting in the development of complex community political systems. This period also marks the emergence of fully developed horticulture, including the cultivation of corn, beans, and squash. Additionally, changes in ceramic styles may reflect increasing levels of inter-community communication and integration. By the beginning of the fourteenth century, larger fortified village sites were often cleared to accommodate the cultivation of corn, beans, and squash because of an increasing reliance on horticulture. Longhouses also continued to grow until AD 1450 when a decrease in house length is observed. This decrease in house length may be partially attributed to large scale drops in population size associated with the introduction of European diseases.

1.2.2 Post-Contact Period Indigenous Settlement

The post-contact Indigenous occupation of southern Ontario was heavily influenced by the dispersal of Iroquoian speaking peoples, including the Six Nations of the Iroquois – Mohawk, Cayuga, Oneida, Seneca, Onondaga, and Tuscarora, as well as the Huron Wendat. This was followed by the return of Algonkian speaking groups from northern Ontario, including the Michi Saagig, who had temporarily retreated to their wintering grounds in the mid-1600s to avoid warfare and disease as a result of colonial settlement. Algonkian speaking Ojibwe (Chippewa), Odawa (Ottawa), and Pottawatomi, known as the Three Fires Confederacy, remained in their traditional territory that covered a vast area of southern Ontario as well as eastern Michigan.

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

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

1.2.3 Treaty History

One of the Johnson-Butler Purchases, sometimes called the "Gunshot Treaty," was entered into in 1788 by representatives of the Crown and certain Anishinaabe peoples. The treaty covers 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 (**Figure 3**). This treaty was sometimes referred to as the "Gunshot Treaty" because it covered the land as far back from the lake as a person could hear a gunshot. These lands were the subject of a confirmatory surrender in the Williams Treaties of 1923.

By way of treaties, the Crown had gained title to most of Ontario by the end of the 20th century; however, land in the Ottawa area and Muskoka regions had not been surrendered. The lack of a treaty for this land meant that the Chippewa and Mississauga inhabiting these areas were not receiving anything in exchange for the use of their lands from colonial settlers who had already moved into the area (Surtees 1986). As a result, the Chippewa and Mississauga called for an investigation by the federal government regarding compensation and land rights.

In 1916, investigations into the question of land rights resulted in the finding that not all lands had been fully ceded through previous treaty allotments and that new treaties were required to broker the lands in question. Two new treaties, known as the Williams Treaties, were signed in 1923. The first Williams Treaty was signed between the Crown and Chippewa (Chippewa of Rama, Christian Island, and Georgina Island) between October 31 and November 7, and the second was signed with the Mississauga (Mississauga of Alderville, Scugog Lake, Mud Lake, and Rice Lake) between November 15 and 21 1923 (Surtees 1986). The territory covered by the Williams Treaties stretches from the northern shore of Lake Ontario to Lake Nipissing and overlaps with several previous treaties, including Treaty 13, the Toronto Purchase, and the Gunshot Treaty – Johnson-Butler Purchase) (Ontario Government n.d.).

During the signing of the treaties, the seven Anishinaabe Nations involved did not have legal representation and the details of the Williams Treaties were dictated by the Ontario Government rather than negotiated. Not only were large tracts of land ceded to the Crown, but the treaties also surrendered hunting and fishing rights in Anishinaabe traditional territory and restricted these rights to on-reserve lands only (Surtees 1986). The signatories of the Williams Treaties had not realized they would be relinquishing their rights to hunting and fishing territories, as this had never been part of the historic treaties, nor was it included in the written texts. As a result, rights to land use in traditional territory that is covered by the Williams Treaties have been the subject of ongoing legal disputes between Chippewa and Mississauga descendants of the signatories and the federal and provincial governments. In 2018, a proposed settlement was reached between the seven Anishinaabe Nations and the government to resolve the long-standing treaty dispute. Ontario and Canada proposed to provide \$1.1 billion in compensation to the seven nations, recognize hunting and fishing rights, and grant new land to the communities.

1.2.4 19th Century and Municipal Settlement

York County

Upper Canada Lieutenant-Governor John Graves Simcoe (1752-1806) organized Upper Canada into nineteen counties, one of which was named York County (Careless 1984) in 1792. Prior to this, the area was inhabited by the Mississaugas and the Seneca, as described above, and the French had established trading at Fort Toronto, which was abandoned by 1759. The county, located in the Home District of Upper Canada, was named for the historic county of Yorkshire, Northern England, and consisted of two ridings, east and west, bounded by Durham to the east, and the Thames River to the west.

York County was part of the jurisdiction of the Home District of Upper Canada with Toronto as the county seat. York County originally comprised all of what is now the Regional Municipalities of York, Peel and Halton, and the City of Toronto, as well as parts of the Regional Municipality of Durham and the City of Hamilton. In 1798, the county contained the Townships of Whitby, Pickering, Scarboro, York, Etobicoke, Markham, Vaughan, King, Whitchurch, Uxbridge, and Gwillimbury. The settlement of York began slowly, with no more than twelve houses built by 1795. In 1805, the Toronto Purchase was completed, with 250,880 acres transferred from the Mississaugas of the Credit First Nation for the sum of ten shillings. Many of the first settlers to the area were United Empire and American Loyalists, who were supplied with either a town lot, or 200 acres. By 1794, a number of German families had moved to York County from New York City (Careless 1984). By 1830, the population had grown significantly, to 17,025 individuals, and York County incorporated the City of Toronto in 1834 (Miles and Co. 1878). In 1953, the City of Toronto and a number of townships, including Scarboro, were separated from York County to form Metropolitan Toronto (Boylen 1954). In 1971, the remaining part of the county became known as the Regional Municipality of York (also known as York Region).

Scarboro Township

Bordered on the east by the Township of York and on the west by the Township of Pickering, Scarboro (now Scarborough) Township was initially surveyed in 1791 by Augustus Jones, Deputy Provincial Land Surveyor. The first land grants were patented in Scarborough in 1796 and were issued to high-ranking Upper Canadian government officials. Early settlement in Scarborough was slow, and by 1802 the population had only reached 89. In 1803, only one house was recorded within the township, and no saw or grist mills were present. Settlement began to increase in 1809 and the population reached 140 men, women, and children. This increase was the result of the construction of Danforth Road in 1801, a hundred mile route from Scarborough to the

Trent River. By 1819, Scarborough Township had received settlers from Britain, Scotland, and Ireland, but the population remained at a modest 349 inhabitants (Bonis 1968).

Scarborough was incorporated as a township in 1850 with the government seat initially established in the village of Woburn (Schofield *et al.* 1996). Over a decade later, the original 1791 survey of Scarboro Township was found to be faulty, and the township and concession lines were unclear, resulting in a number of conflicts between property owners regarding property lines. As such, in 1864, F.F. Passmore undertook a new survey of the township to correct and confirm the previous township and concession lines (Bonis 1968).

The expansion of Toronto in the east, in the mid to late 19th century, led to the increasing settlement along the Kingston Road and Danforth Road corridors in Scarborough. This led to the creation of a transit line in 1893 wherein the Toronto and Scarboro Electric Railway, Light and Power Company built a single-track radial line along Kingston Road. In 1904, the line became the Scarboro Division of the Toronto and York Radial Railway and service continued along this line until 1936 when it was replaced by bus service.

19th Century Land Use and Settlement of the Study Area

The Study Area falls on part of Lots 27-28, Concessions 1,2, C & D, extending from Ellesmere Road south to Eglinton Avenue East. The *Historical County Map of York County* (1860) (**Figure 4**) and the *Historical Atlas of the County of York* (1878) (**Figure 5**) were reviewed to determine the presence of 19th century settlement features within the Study Area as the presence of historic features elevates the potential for the recovery of 19th century archaeological features. It should be noted that not all features of interest, particularly farmhouses and smaller homesteads, were mapped systematically as this would have been beyond the intended scope of the Ontario historical atlas series. In addition, given that atlases were funded by subscription, preference regarding the level of detail included was given to subscribers. As such, the absence of structures or other features on historic atlas maps does not preclude the presence of historic features at the time the area was surveyed. **Table 2** includes landowners and features visible within the 1860 and 1878 historic mapping.

Table 2: 1860 and 1878 Landowners and Historic Features within Lots 27-28, Concessions 1,2, C & D

Lot	Concession	Geographic Township	1860 Landowners and Features	1878 Landowners and Features
28	2	Scarboro	■ Archibald Forfar , homestead, Highland Creek	■ Archibald Forfar , homestead, orchard, Highland Creek
27	2	Scarboro	■ John Thompson , Highland Creek	■ John Thompson , homestead, orchard, Highland Creek
28	1	Scarboro	■ Archibald Glendenning , P.O., store	■ Archibald Glendinning , homestead, orchard, post office
27	1	Scarboro	■ Amos Thomson , homestead ■ David R Thomson , homestead ■ Charles Thomson ■ Seneca Thomson	■ Amos Thomson , homestead, orchard ■ David R Thomson , homestead, orchard ■ Charles Thomson ■ Seneca Thomson , homestead, orchard
28	D	Scarboro	■ John Hockridge ■ James Ionson ■ J. Torrance	■ Anth. Ionson , homestead, orchard ■ Simon Beaty , homestead, orchard
27	D	Scarboro	■ David McMichael , unnamed tributary of Highland Creek ■ J. Fitzgibbon, A. Walton “Occupant”	■ David McMichael , homestead, orchard, unnamed tributary of Highland Creek ■ J. Fitzgibbon , homestead, orchard
28	C	Scarboro	■ William Walton , church	■ R. Martin , P.M. church
27	C	Scarboro	■ William Walton	■ Robert Martin , homestead

By 1860, the five major roads that surround or bisect the Study Area are depicted as open at this time: Ellesmere Road; Lawrence Avenue; Eglinton Avenue; Midland Avenue; and Kennedy Road. Lot 28, Concession 2, is associated with Archibald Forfar and one visible structure is depicted within Forfar’s lot, as is a portion of Highland Creek, both located just outside of the Study Area to the north. In 1860, Lot 27, Concession 2 is associated with J.D. Thompson; no structures are shown within the lot at this time. A portion of Highland Creek is depicted within Lot 27, just outside of the Study Area to the north. Continuing southward, Lot 28, Concession 1, saw the whole lot belong to Archibald Glendenning, and one structure labelled “P.O. Store” is visible in the northwest corner of

the lot. Archibald Glendenning was Postmaster of the Ellesmere Village Post Office, which opened in 1853 (Briggs 1896). Lot 27, Concession 1, was subdivided into four equal quarters, with each quarter belonging to a member of the Thomson family. From north to south the Thompson family members include the following individuals: Amos Thomson; David R Thomson; Charles Thomson; and Seneca Thomson. Only Amos and David have structures depicted within their properties.

In 1860, Lot 28, Concession D, is divided into three portions, with the southern half associated with J. Torrance, and the northern portion, divided into two equal parts, is settled by James Inson in the southern portion, and John Hockridge in the northern portion. The map denotes the “British AM Hotel” in Hockridge’s portion of Lot 28. Lot 27, Concession D, contains a tributary of the southern branch of Highland Creek within the northern half of the lot, which is associated with David McMichael; no structures are depicted within McMichael’s property. The southern portion of Lot 27 is associated with a J. Fitzgibbon, and the map indicates an A. Walton as the occupant. The portion of the Study Area that falls within Lot 28, Concession C, is associated with William Walton and a historic church is visible within Walton’s portion of the lot. Lot 27, Concession C is also associated with William Walton; no structures are visible within the lot as of this date.

By 1878, all five roads previously noted remain open; however, the Toronto & Nipissing Railway has been constructed and is bisecting the Study Area in between Lots 27 and 28 in all Concessions (1, 2, C, D), following the same alignment as the Line 3 Scarborough Rapid Transit (current Study Area). Starting from the northern most section of the Study Area, Lot 28, Concession 2, remains the same as in 1860, with Archibald Forfar within the lot; a structure, orchard and a portion of Highland Creek are depicted within the lot. J.D. Thompson is still associated with Lot 27, Concession 2, and a structure, orchard and a portion of Highland Creek are depicted within the lot. Archibald Glendenning is still residing in Lot 28, Concession 1, and a homestead, orchard and a post office is depicted within the lot. Lot 27, Concession 1, is still owned by the same Thomson family members as is depicted in the 1860 map; by this time, all properties are shown to contain a structure and orchard, with the exception of the portion of the lot associated with Charles Thomson.

As of 1878, Lot 28, Concession D, is equally split between two landowners: Anth. Inson in the northern half of the lot; and Simon Beaty in the southern half of the lot. Each property contains a homestead and orchard. The “British AM Hotel” is no longer extant within the northern portion of Lot 28, Concession D. The north half of Lot 27, Concession D continues to be associated with David McMichael; a homestead, orchard and the southern branch of Highland Creek are depicted within the McMichael’s portion of the lot. J. Fitzgibbon is still shown as residing in the southern portion of Lot 27, with a homestead and orchard present in that section of the lot. There is no indication on the

1878 map that an A. Walton is an occupant, as was previously noted on the 1860 map. The portion of the Study Area that falls within Lot 28, Concession C, as well as Lot 27, Concession C, is now associated with a Robert Martin. The church remains within Lot 28, fronting on Kennedy Road. The church is indicated by a six pointed star and the initials “P.M.,” which stands for Primitive Methodist. The brick church was built by Thomas Walton in 1842 for a sum of 100 Pounds (Briggs 1896). The church closed in 1890 and its congregation moved to the Scarborough Junction Church. The cemetery continued to operate and is now known as the Bethel Pioneer cemetery. The cemetery and former church are located just over 300 m southwest from the current Study Area.

1.3 Archaeological Context

1.3.1 Natural Environment

The Study Area is situated within the “South Slope” physiographic region (Chapman & Putnam: 1984, 172-174):

The South Slope is the southern slope of the Oak Ridges Moraine, but it includes the strip south of the Peel plain. ...it rises 300 to 400 feet in an average width of 6 or 7 miles. Extending from the Niagara Escarpment to the Trent River it covers approximately 940 square miles. The central portion is drumlinized...The streams flow directly down the slope; being rapid they have cut sharp valleys in the till...Bare grey slopes, where soil is actively eroding are common in this area.

Potable water is the single most important resource necessary for any extended human occupation or settlement. Although, historically portions of Highland Creek and its tributaries bisected the Study Area, today, only a channelized course of Highland Creek bisects the Study Area, known as the Dorset Park Branch; it is located just north of Lawrence Avenue (**Figure 6**).

1.3.2 Previous Archaeological Work

To inform the current Stage 2 Archaeological Assessment and further establish the archaeological context of the Study Area, a search of the Ministry of Citizenship and Multiculturalism’s Pastportal was conducted by AECOM to determine if any previous archeological work has been completed within the current Study Area or within 50 m of the Study Area boundaries. This search identified four reports that are within the current Study Area or within 50 m of the Study Area (**Figure 7**), inclusive of the previous Stage 1 Archaeological Assessment report completed for the Scarborough Subway Extension project (AECOM 2015).

Table 3: Archaeological Assessments Relevant to the Study Area

Year	Title	Author	PIF Number
2015	Stage 1 Archaeological Assessment, Scarborough Subway Extension, City of Toronto / Toronto Transit Commission, Various Lots and Concessions, Geographic Township of Scarboro (now Scarborough), County of York (Now the City of Toronto), Ontario, Transit Project Assessment Process	AECOM	P123-0274-2015
2016	Stage 1-2 Archaeological Assessment for the Proposed Development of Blocks B, D, G and H, Registered plan M-1481, Within Part of Lot 27, Concession D, In the Geographic Township of Scarborough, Historical County of York, City of Toronto, Ontario	Archeoworks Inc	P1016-0088-2015
2021	Stage 1 Archaeological Assessment for the Master Plan Class Environment Assessment (EA) of Basement Flooding Remediation Area 34, Within Part of Lots 32 to 35, Concession A, Lots 29 to 35, Concession B, Lots 26 to 35, Concession C, Lots 28 to 34, Concession D, In the Geographic Township of Scarborough, Former County of York, Now in the city of Toronto, Ontario	Archeoworks Inc	P439-0030-2018
2021	Stage 1 Archaeological Resource Assessment of 2438-2450 Eglinton Avenue East, Part of Lot 15, Registered Plan 1702, Formerly Part of Lot 28, Concession D, Scarborough Township, County of York, City of Toronto, Ontario	Archaeological Services Inc (ASI)	P372-0119-2021

In 2015, AECOM was retained by the City of Toronto and the Toronto Transit Commission to conduct a Stage 1 Archaeological Assessment for the proposed Scarborough Subway Extension on various lots and concessions in the Geographic Township of Scarboro (now Scarborough), County of York (now the City of Toronto), Ontario. The Study Area spanned 2681 ha and was roughly bound by Eglinton Avenue East to the south, just beyond Markham Road to the east, Sheppard Avenue East to the north and Kennedy Road to the west. The assessment was conducted as part of the Transit Project Assessment Process (now the Transit and Rail Project Assessment Process) in preparation for the future expansion of the Bloor-Danforth Subway north from Kennedy Station to Sheppard Avenue and considered a total of nine possible alternatives. The Stage 1 background assessment, which was limited to a desktop study only, determined that, while most of the lands within the Study Area appear to have been disturbed by past development, some of the Study Area still retained archaeological potential. As such, Stage 2 Archaeological Assessment was recommended for all lands retaining archaeological potential (AECOM 2015).

In 2015, Archeoworks Inc. was retained by Arsandco Investments Limited to conduct a Stage 1-2 Archaeological Assessment in support of a multi-building residential, retail

and office development within Blocks B, D, G, and H of Registered Plan M-1481 at Lawrence Avenue East and Midland Avenue, located adjacent the current Study Area. During the Stage 2 test pit survey, a collection of 19th century artifacts was encountered and designated as the H1 Site (AkGt-214). The site was determined to have further cultural heritage value or interest and a Stage 3 Archaeological Assessment was recommended (Archeoworks 2016).

In 2021, Archeoworks Inc. was retained by WSP on behalf of the City of Toronto to conduct a Stage 1 Archaeological Assessment for Basement Flooding Study Area 34 to identify areas of archaeological potential in order to facilitate the proposed remedial measures. The Study Area was a triangular parcel of land roughly bounded by Eglinton Avenue to the north, Victoria Park Avenue to the West, Kingston Road to the south and the Canadian National (CN) Railway to the east. The Stage 1 background research identified elevated potential for the recovery of archaeologically significant materials, and a Stage 2 test pit survey was recommended (Archeoworks 2021).

In 2021, Archaeological Services Inc (ASI) was retained by “Create TO” to conduct a Stage 1 Archaeological Assessment of 2438-2450 Eglinton Avenue East in the City of Toronto. The property consists of municipal addresses 2438, 2444 and 2450 Eglinton Avenue East and is located at the northwest corner of the intersection of Eglinton Avenue and the Canadian National Railway/GO Rail Stouffville corridor. The Stage 1 background research concluded that there is no potential for the presence of significant Indigenous or 19th century archaeological resources and no further assessment was recommended (ASI 2021).

1.3.3 Known Archaeological Sites

AECOM conducted a data search of the Ministry of Citizenship and Multiculturalism’s Archaeological Sites Database to determine if any registered archaeological sites are located within the Study Area, as well as within 1 km of the current Study Area boundaries. This search resulted in the identification of seven registered archaeological sites. Only one site is within 300 m of the Study Area; it is AkGt-16 and is discussed in more detail below. **Table 4** provides details on the registered archaeological sites within 1 km of the Study Area.

Table 4: Archaeological Sites Within 1 km of the Study Area

Borden Number	Site Name	Time Period	Site Type	Development Status
AkGt-9	Squaw Village	Post-Contact	Campsite/ Village	-
AkGt-60	-	Post-Contact	Homestead	No further cultural heritage value or interest
AkGt-16	Jenkinson	-	-	
AkGt-214	H1 Site	Post-Contact	Homestead	Further cultural heritage value or interest
AkGt-12	-	-	-	-
AkGt-70	St. Albert's School	Post-Contact	Homestead	No further cultural heritage value or interest

Source: Archaeological Sites Database, cultural heritage value or interest= Cultural Heritage Value or Interest

The sites data for the Jenkinson site (AkGt-16) is incomplete. The only information in the Archaeological Sites Database is that the site was visited in 1950. The Archaeological Sites Database does not list the development status of the site. From the previous Stage 1 report (AECOM 2015), according to the Ministry of Citizenship and Multiculturalism, the site was a campsite documented by Victor Konrad, and it was not clear as to the cultural affiliation or whether or not the site was fully excavated.

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

1.3.4 Existing Conditions

The Study Area is mainly situated within the Toronto Transit Commission Line 3 right-of-way beginning at Ellesmere Station located on Ellesmere Road east of Kennedy Road, continuing south down to the Lawrence East Station, located on Lawrence Avenue East, and ending at Eglinton Avenue East, just north of the Kennedy Avenue Station. The area surrounding the Toronto Transit Commission right-of-way is characterized by typical residential, commercial, and industrial developments on the east and west sides of the tracks, as well as several urban parks/parkettes. A hydro corridor crosses the tracks south of Lawrence Avenue East and north of Tara Avenue, and a channelized

portion of the West Highland Creek watercourse flows beneath the Toronto Transit Commission right-of-way just north of the Lawrence East Station. The Toronto Transit Commission right-of-way consists of the existing track and other Toronto Transit Commission infrastructure, as well as the existing stations at Ellesmere Road and Lawrence Avenue East. The two areas falling outside of the Toronto Transit Commission right-of-way that are needed for new stations include a grassed area south of the Lawrence Station, and a portion of the Scarborough Hydro Green Space west of Tara Avenue and east of Jack Goodlad Park.

2. Field Methods

AECOM conducted the Stage 2 archaeological investigations of the Study Area over a period of two days, on May 28th, and June 18th, 2024, under PIF P316-0543-2024 issued to Professional Archaeologist Sherri Pearce, MA (P316) and Paton Manzara (R1119) acted as field supervisor. As per Section 2.1 Standard 3 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011) the Stage 2 AA was done only when lighting and weather conditions permitted good visibility of archaeological resources. The weather conditions during the field survey were ideal and at no time were conditions detrimental to the identification or recovery of archeological material. The weather for May 28th was described as 16°C and overcast with light rain. The weather for June 18th was described as sunny with a temperature of 32°C.

Given current conditions within the Study Area, and in keeping with Section 2.1.2 of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011), the Stage 2 field investigation consisted of a standard shovel test pit method at 5 and 10 m intervals. Each test pit was approximately 30 cm in diameter and was excavated at least 5 cm into sterile subsoil. All test pits were examined for stratigraphy, cultural features or evidence of fill and all soil was screened through hardware mesh with an aperture of 6 mm to facilitate the recovery of cultural material; the screened soils were used to backfill the test pits. Where evidence of soil disturbance was present, survey intervals were increased to 10 m intervals to determine the extent of the disturbance.

Approximately 1% of the Study Area was subject to 5 m interval test pit survey, and approximately 3% was subject to 10 m interval test pit survey. Typical undisturbed test pits contained approximately 20 cm of brown silty sand over orange silty sand subsoil. Typical disturbed test pits contained approximately 20 cm of brown silty sand topsoil over brown silty sand mottled with gravel, concrete and asphalt inclusions. The disturbed test pits were excavated to a depth of 100 cm with no visible change in stratigraphy and could not be excavated beyond this depth due to encountering concrete, asphalt and gravel fill. The disturbed test pits were encountered south of the Lawrence East Station.

Areas of slope were observed during the Stage 2 Archaeological Assessment, equating to approximately 02% of the Study Area. These areas do not contain archaeological potential based on Section 2.1, Standard 2a, iii of the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011), which states that assessment is not required in areas of steep slope greater than 20°. The areas of slope within the Study Area were photo documented and were observed south of the Lawrence Station

East and where a proposed new station will be located west of Tara Avenue in the Scarborough Hydro Green Space.

Finally, approximately 94% of the Study Area was visually confirmed as previously disturbed, consisting of the existing track and other Toronto Transit Commission infrastructure, including the existing stations at Ellesmere Road and Lawrence Avenue East, paved laneways and parking lots, and buried utilities; these areas were photo documented, as per Section 2.1 Standard 2b and Section 2.1.8 of the *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011).

GPS co-ordinates for the Stage 2 field survey were recorded using a SXBlue II GPS Mobile Data Collector unit with a minimal accuracy of 0.35 m. The photographs shown in **Section 8.0** illustrate the field conditions and methods used during the Stage 2 survey. Additionally, as per the *Standards and Guidelines for Consultant Archaeologists* (Section 7.8.6, Standard 1a, Ontario Government 2011), all photograph locations and directions are shown in **Figure 8**, along with an illustration of the methods and results of the Stage 2 field survey.

3. Record of Finds

The Stage 2 field survey was conducted by employing the methods outlined in **Section 2** of this report. **Table 5** provides a listing of the documentary records generated during the Stage 2 field work and indicates the location of each document type.

Table 5: Inventory of Documentary Records

Document Type	Quantity	Location	Additional Comments
Field Notes	2 pages	AECOM London Office	In original field folder and stored digitally in Project file
Site Maps	1	AECOM London Office	In original field folder and stored digitally in Project file
Proponent Maps	3	AECOM London Office	Hard copy and digital copy in Project file
Digital Photographs	129	AECOM London Office	Stored digitally in Project file

The Stage 2 field survey did not result in the identification of archaeological sites, nor the recovery of archaeological material.

4. Analysis and Conclusions

AECOM's previous Stage 1 Archaeological Assessment completed as part of the 2017 Scarborough Subway Extension *Environmental Project Report* (AECOM 2015) determined that archaeological potential within portions of the Study Area was high; however, the subsequent Stage 2 Archaeological Assessment field survey for the current Study Area did not result in the identification of any archaeological sites, nor the recovery of archaeological material, and no further assessment is required.

5. Recommendations

AECOM completed the Stage 2 Archaeological Assessment for the Project located in the City of Toronto, Ontario. The Stage 2 survey involved test pitting and photo documentation of previously disturbed areas, which was completed in keeping with the *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). No archaeological resources or sites were identified during the Stage 2 field work. Based on the results of the Stage 2 assessment, our recommendations are provided below:

- The Stage 2 assessment of the Project, located in the City of Toronto, did not result in the identification of any archaeological sites, nor the recovery of archaeological material. As such, no further archaeological assessment is recommended for the Project, addressed within the scope of this report (**Figure 8**).

Should additional land outside of the current Study Area be included as part of the Project, the standard requirements for archaeological assessments to be conducted prior to land disturbance remain in place. Additional archaeological assessment(s) must be conducted by a licensed archaeologist and follow the requirements set out in *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

The Ministry of Citizenship and Multiculturalism is asked to accept this report into the Ontario Public Register of Archaeological Reports, thereby concurring with the recommendations presented herein. **As further archaeological assessment is not recommended, archaeological concerns for the Project, Part of Lots 27 and 28, Concessions 1,2, C & D, Geographic Township of Scarborough, York County, now the City of Toronto, Ontario have been fully addressed.**

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

6. Advice on Compliance with Legislation

This report is submitted to the Ontario Minister of Citizenship and Multiculturalism as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Citizenship and Multiculturalism a letter will be issued by the Ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed 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 field work, in compliance with Section 48(1) of the *Ontario Heritage Act*.

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, or have artifacts removed from them, except by a person holding an archaeological license.

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force in 2012) require that any person discovering human remains must notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries, and Cemetery Closures.

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Archaeological Services Inc (ASI), 2021:

Stage 1 Archaeological Resource Assessment of 2438-2450 Eglinton Avenue East, Part of Lot 15, Registered Plan 1702, Formerly Part of Lot 28, Concession D, Scarborough Township, County of York, City of Toronto, Ontario. Licensee, Dave Robertson. PIF #: P372-0119-2021. Report on File with the MCM.

Archeoworks, 2016:

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8. Images

Image 1: Image 1: TTC existing Line 3 tracks south of proposed Tara Avenue Station north of Eglinton Avenue East, facing east.



Image 2: TTC existing Line 3 tracks south of proposed Tara Avenue Station, facing northeast.



Image 3: TTC existing Line 3 tracks south of proposed Tara Avenue Station, facing southeast.



Image 4: TTC existing Line 3 tracks south of proposed Tara Avenue Station, facing south.



Image 5: Existing slope at proposed Tara Avenue Station, facing south.



Image 6: Example test pit at proposed Tara Avenue Station, showing natural soil profile, 0 to 23 cm silty sand topsoil, 23 to 28 cm orange sand subsoil, facing down.



Image 7: 5 m interval test pit survey by Tara Avenue Bridge, facing south.



Image 8: TTC existing Line 3 tracks between Lawrence Station and Tara Avenue, facing north.



Image 9: TTC existing Line 3 tracks between Lawrence Station and Tara Avenue, facing east.



Image 10: Sloped area south of Lawrence East Station, facing northwest.



Image 11: TTC existing Line 3 tracks between Lawrence Station and Tara Avenue, facing east.



Image 12: Example test pit south of Lawrence East Station, showing natural soil profile, 0-25 cm silty clay loam, 25-30 cm beige clay subsoil, facing down.



Image 13: 5 m interval test pit survey south of Lawrence East Station, facing southeast.



Image 14: Example test pit south of Lawrence East Station, showing disturbed soil profile, 0-20 cm brown silty sand, 20 cm to 1 m gravel fill with concrete and asphalt, facing east



Image 15: TTC tracks directly north of Lawrence East Station, facing north.



Image 16: Channelized portion of Southwest Highland Creek, facing south.



Image 17: TTC existing Line 3 tracks between Ellesmere and Lawrence Stations, facing south.



Image 18: TTC existing Line 3 tracks between Ellesmere and Lawrence Stations, facing south.



Image 19: TTC existing Line 3 tracks between Ellesmere and Lawrence Stations, facing south.



Image 20: TTC existing Line 3 tracks south of Ellesmere station, facing north.



Image 21: TTC existing Line 3 tracks south of Ellesmere station, facing north.



Image 22: Concrete walkway at Ellesmere Station, facing northwest.



Image 23: TTC existing Line 3 tracks, facing northeast.



Image 24: Paved parking lot at Ellesmere Station, facing east.



Image 25: Manhole in grassed area by Ellesmere Station, facing east.



9. Figures

Figure 1: Location of Study Area

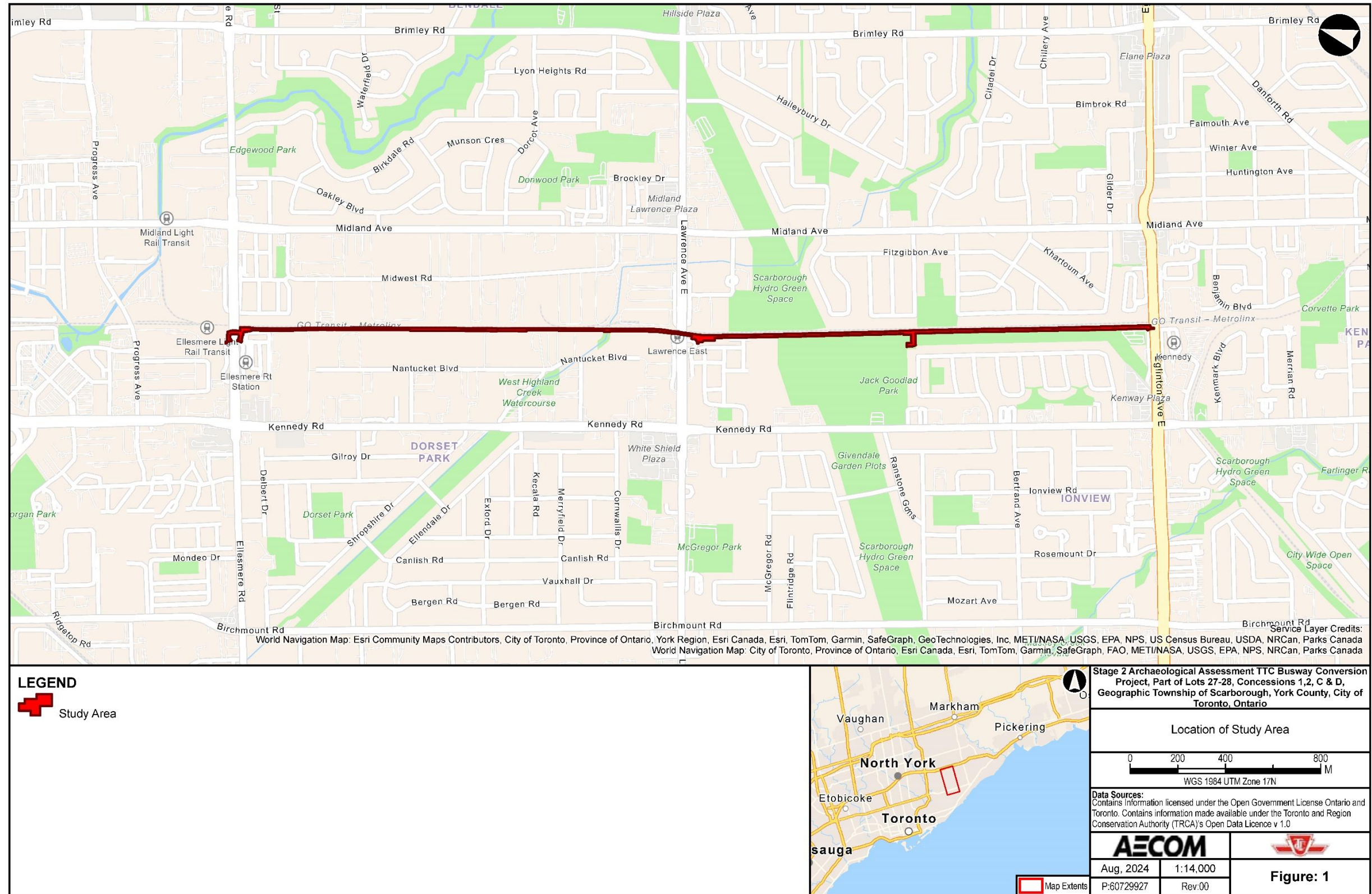


Figure 2: Study Area in Detail



Figure 3: Treaties and Purchases

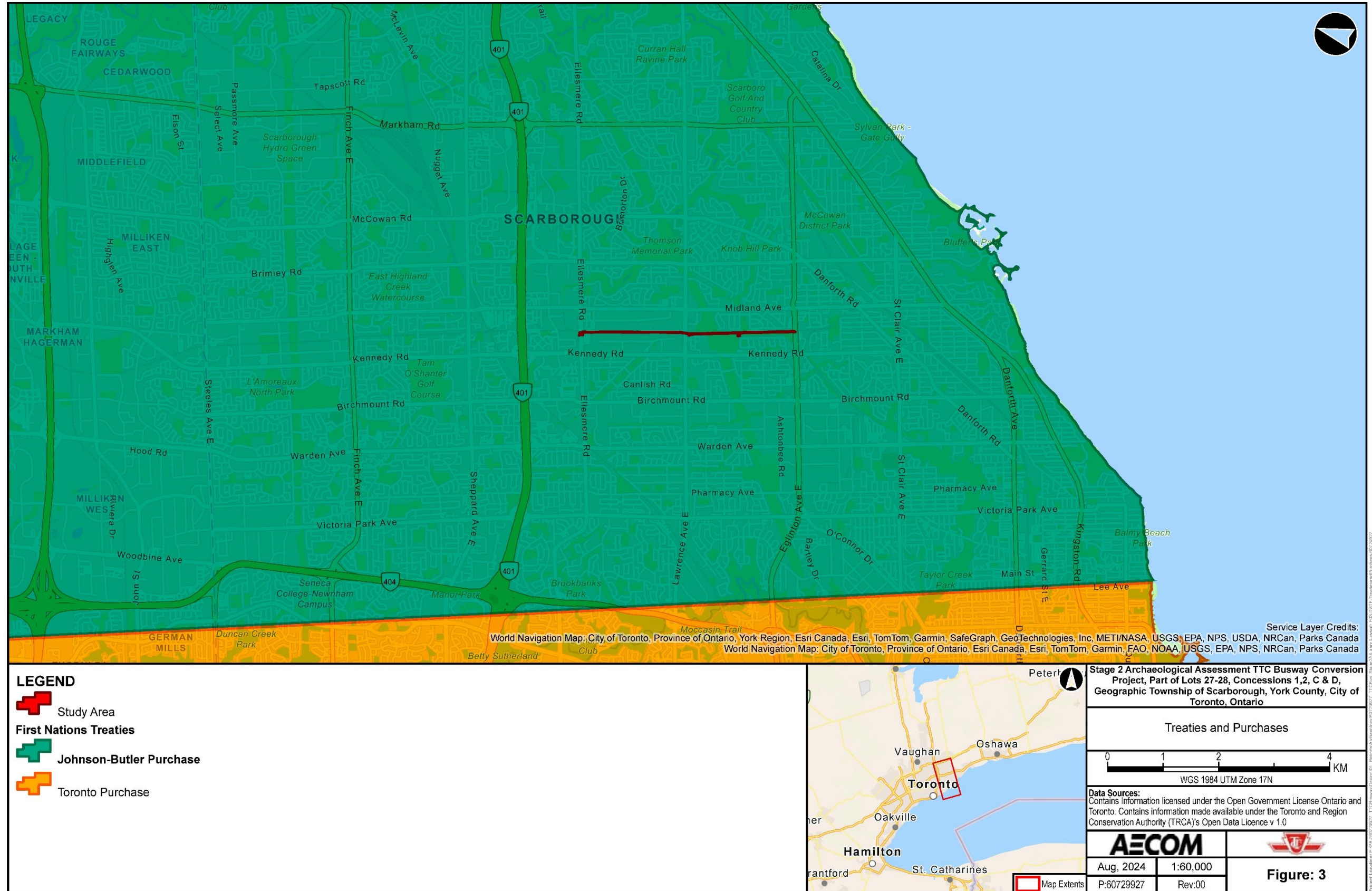


Figure 4: Historical County Map of York County (1860)



Figure 5: Historical Atlas of the County of York (1878)



Figure 6: Physiography and Soil Types within the Study Area

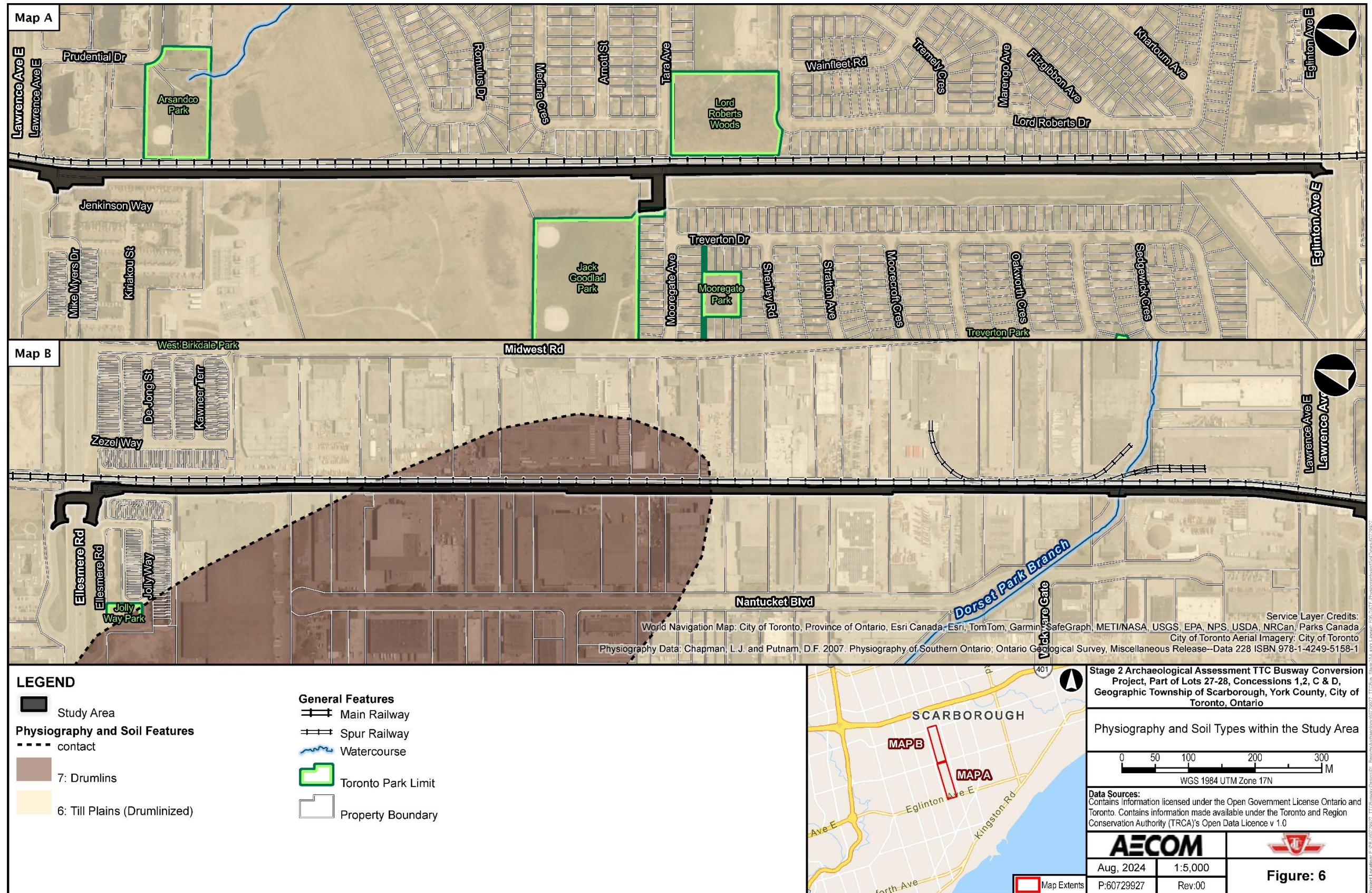


Figure 7: Previous Assessments

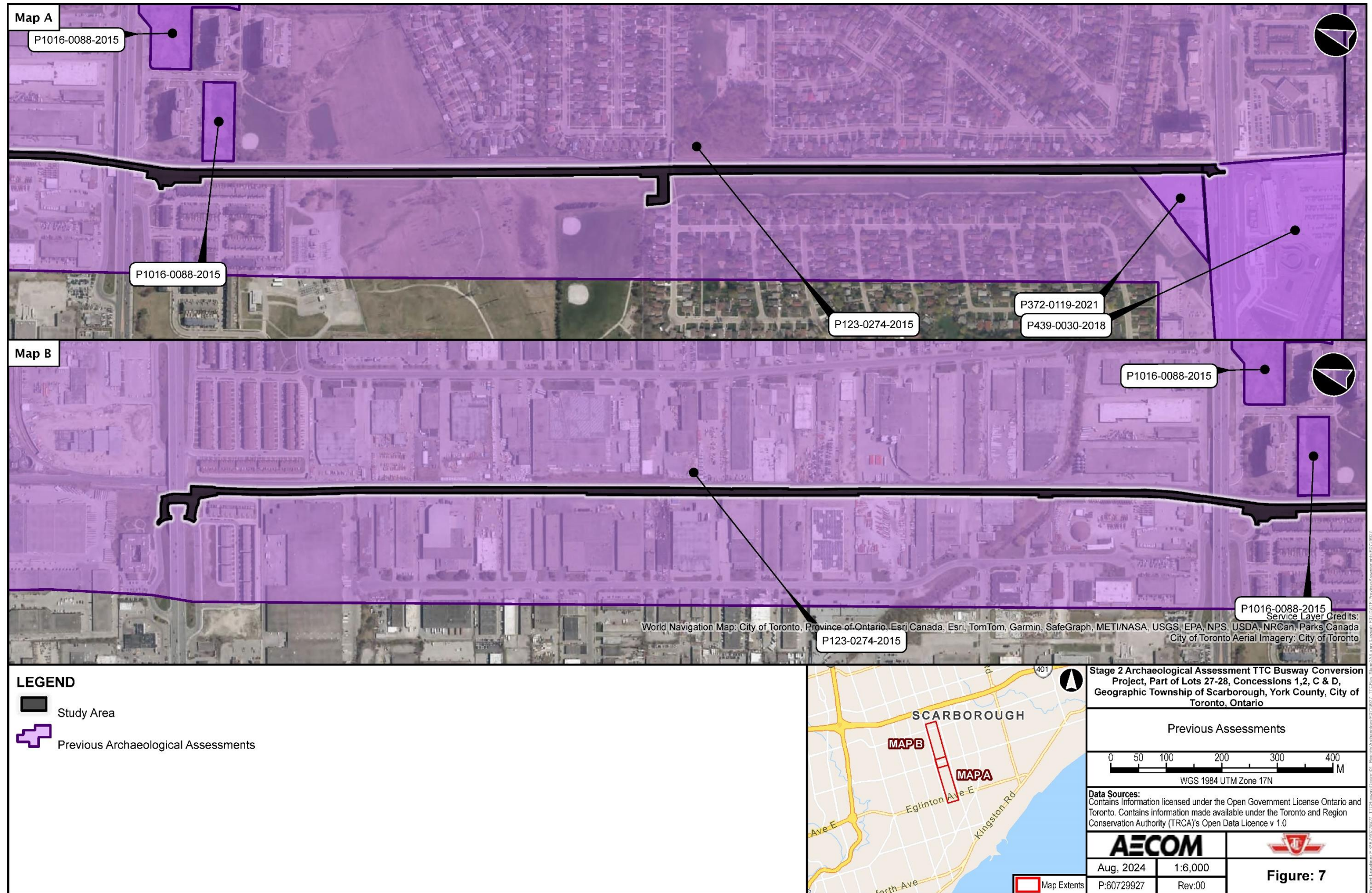
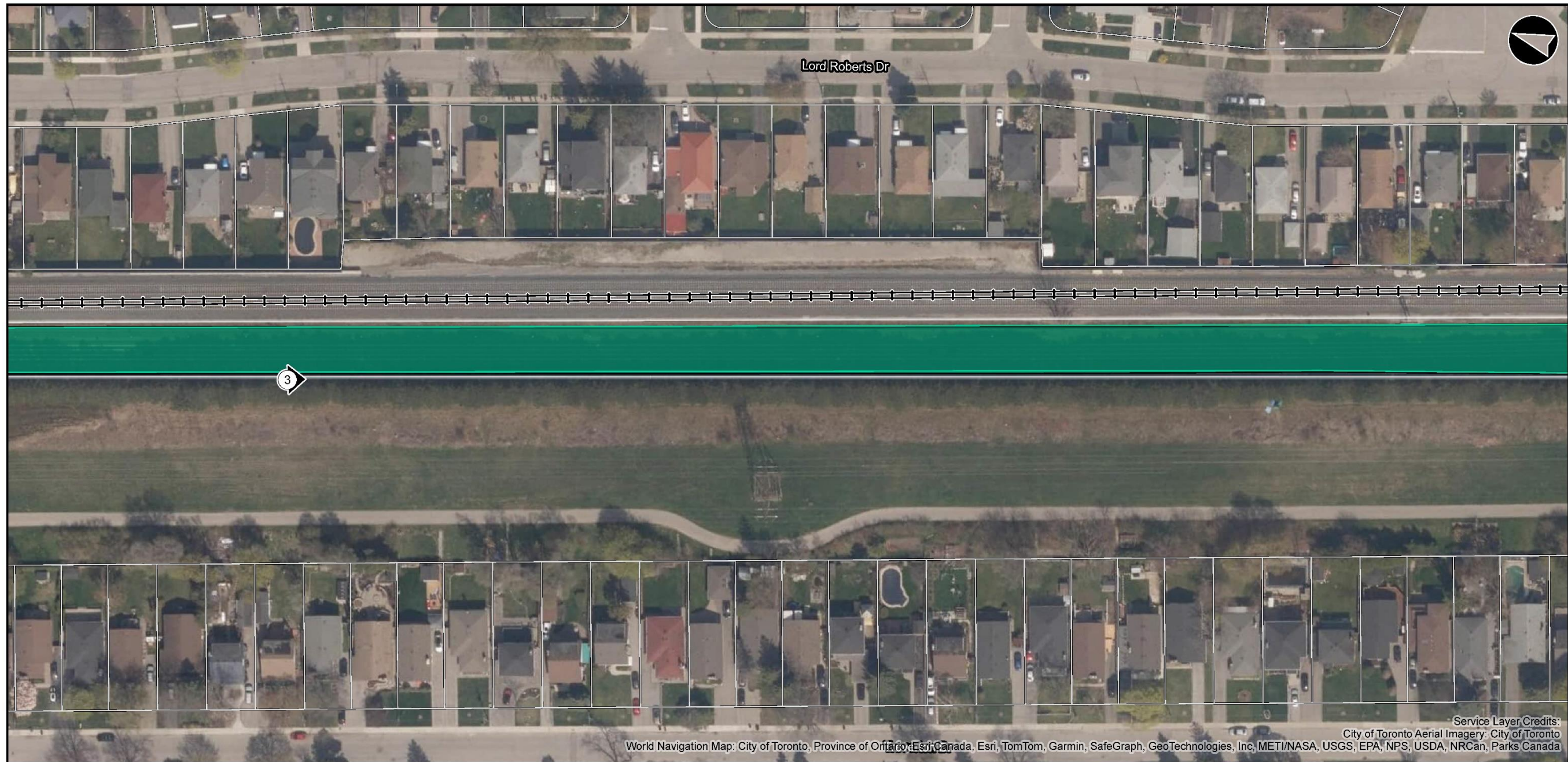


Figure 8: Results of the Stage 2 Archaeological Assessment

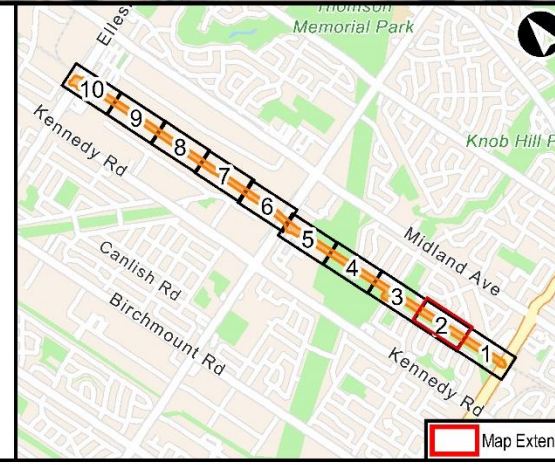




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LEGEND

- Study Area
- Archaeology Features**
- Photo Number and Direction
- Stage 2 Assessment Results**
- Visually Confirmed Disturbance
- General Features**
- Main Railway
- Property Boundary



Stage 2 Archaeological Assessment TTC Busway Conversion Project, Part of Lots 27-28, Concessions 1,2, C & D, Geographic Township of Scarborough, York County, City of Toronto, Ontario

Results of the Stage 2 Archaeological Assessment

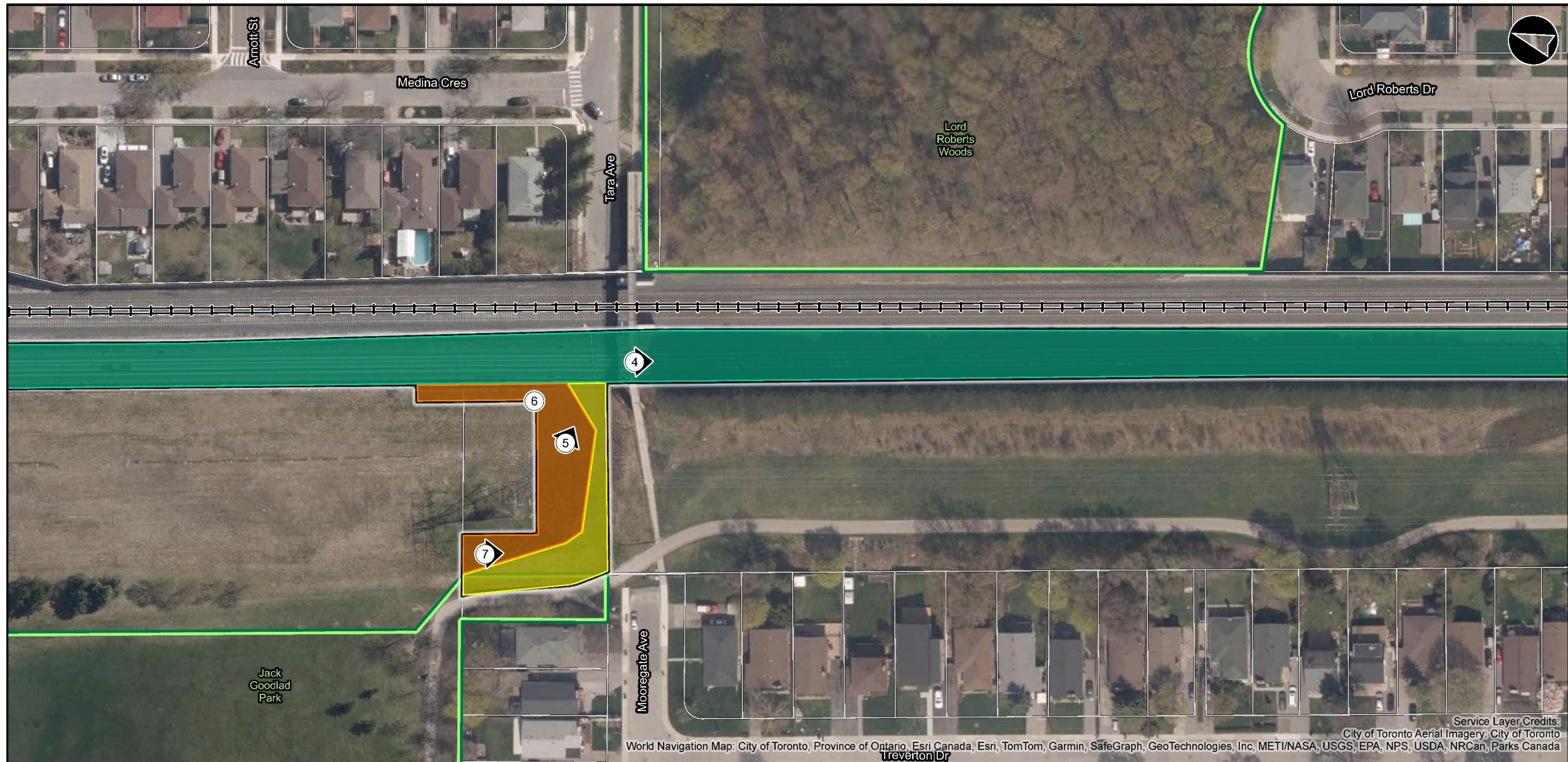
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Map Extents

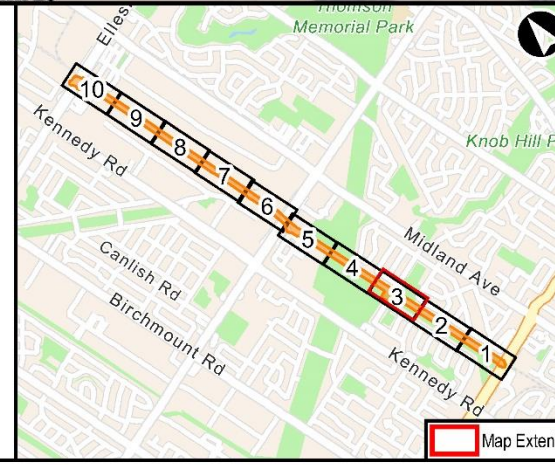
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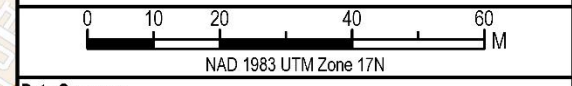
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- Study Area
- Archaeology Features**
- Photo Number and Direction
- Photo Number and Facing Down
- Stage 2 Assessment Results**
- Visually Confirmed Disturbance
- Sloped Area
- Test Pitted at 5m Intervals
- General Features**
- Main Railway
- Toronto Park Limit
- Property Boundary



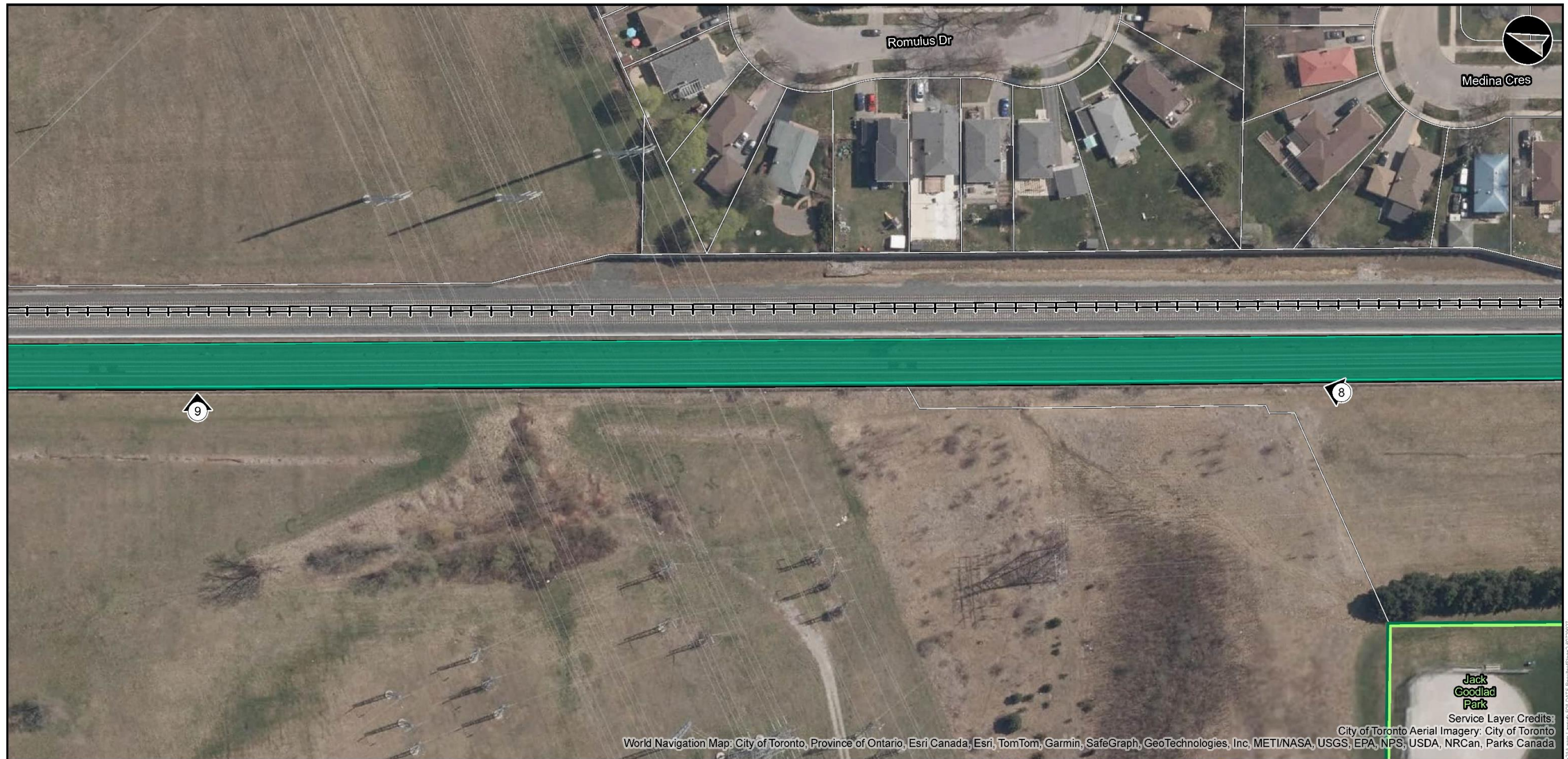
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Results of the Stage 2 Archaeological Assessment



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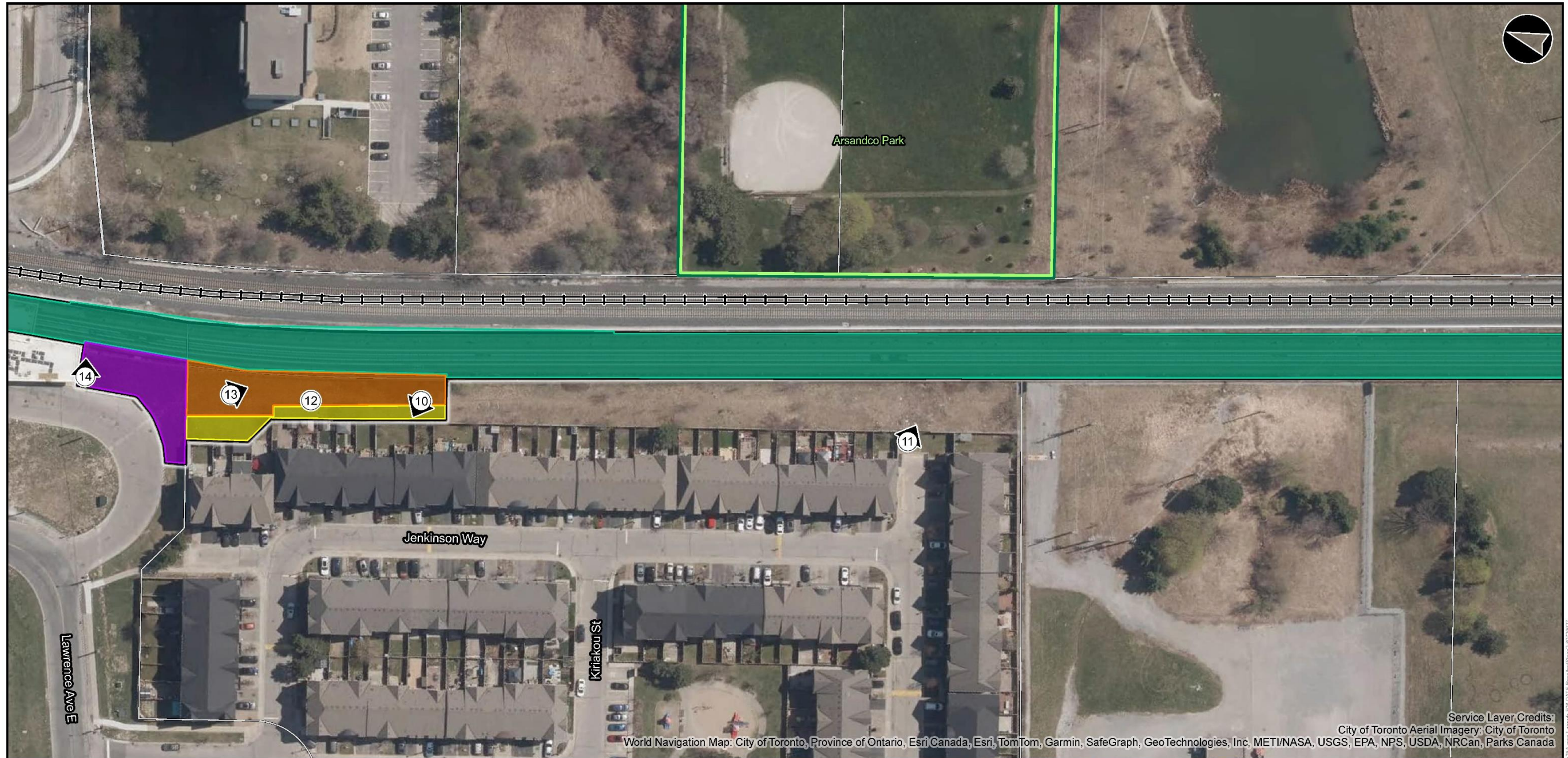
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Jack Goodlad Park
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<p>LEGEND</p> <p> Study Area</p> <p>Archaeology Features</p> <p> Photo Number and Direction</p> <p>Stage 2 Assessment Results</p> <p> Visually Confirmed Disturbance</p>		<p>General Features</p> <p> Main Railway</p> <p> Toronto Park Limit</p> <p> Property Boundary</p>		<p>Map Extents</p>	<p>Stage 2 Archaeological Assessment TTC Busway Conversion Project, Part of Lots 27-28, Concessions 1,2, C & D, Geographic Township of Scarborough, York County, City of Toronto, Ontario</p> <p>Results of the Stage 2 Archaeological Assessment</p> <p>0 10 20 40 60 M NAD 1983 UTM Zone 17N</p> <p>Data Sources: Contains Information licensed under the Open Government License Ontario and Toronto. Contains information made available under the Toronto and Region Conservation Authority (TRCA)'s Open Data Licence v 1.0</p>
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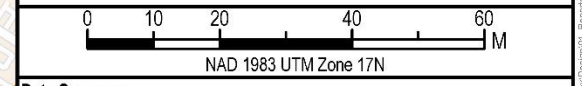
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- Study Area
- Archaeology Features**
- Photo Number and Direction
- Photo Number and Facing Down
- Stage 2 Assessment Results**
- Visually Confirmed Disturbance
- Sloped Area
- Test Pitted at 10m Intervals
- Test Pitted at 5m Intervals
- General Features**
- Main Railway
- Toronto Park Limit
- Property Boundary



Stage 2 Archaeological Assessment TTC Busway Conversion Project, Part of Lots 27-28, Concessions 1,2, C & D, Geographic Township of Scarborough, York County, City of Toronto, Ontario

Results of the Stage 2 Archaeological Assessment



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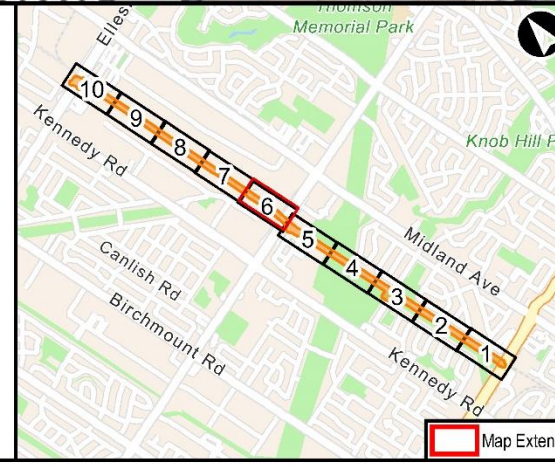
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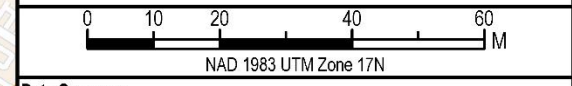
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- Study Area
- Archaeology Features**
- Photo Number and Direction
- Stage 2 Assessment Results
- Visually Confirmed Disturbance
- General Features**
- Main Railway
- Spur Railway
- Watercourse
- Property Boundary



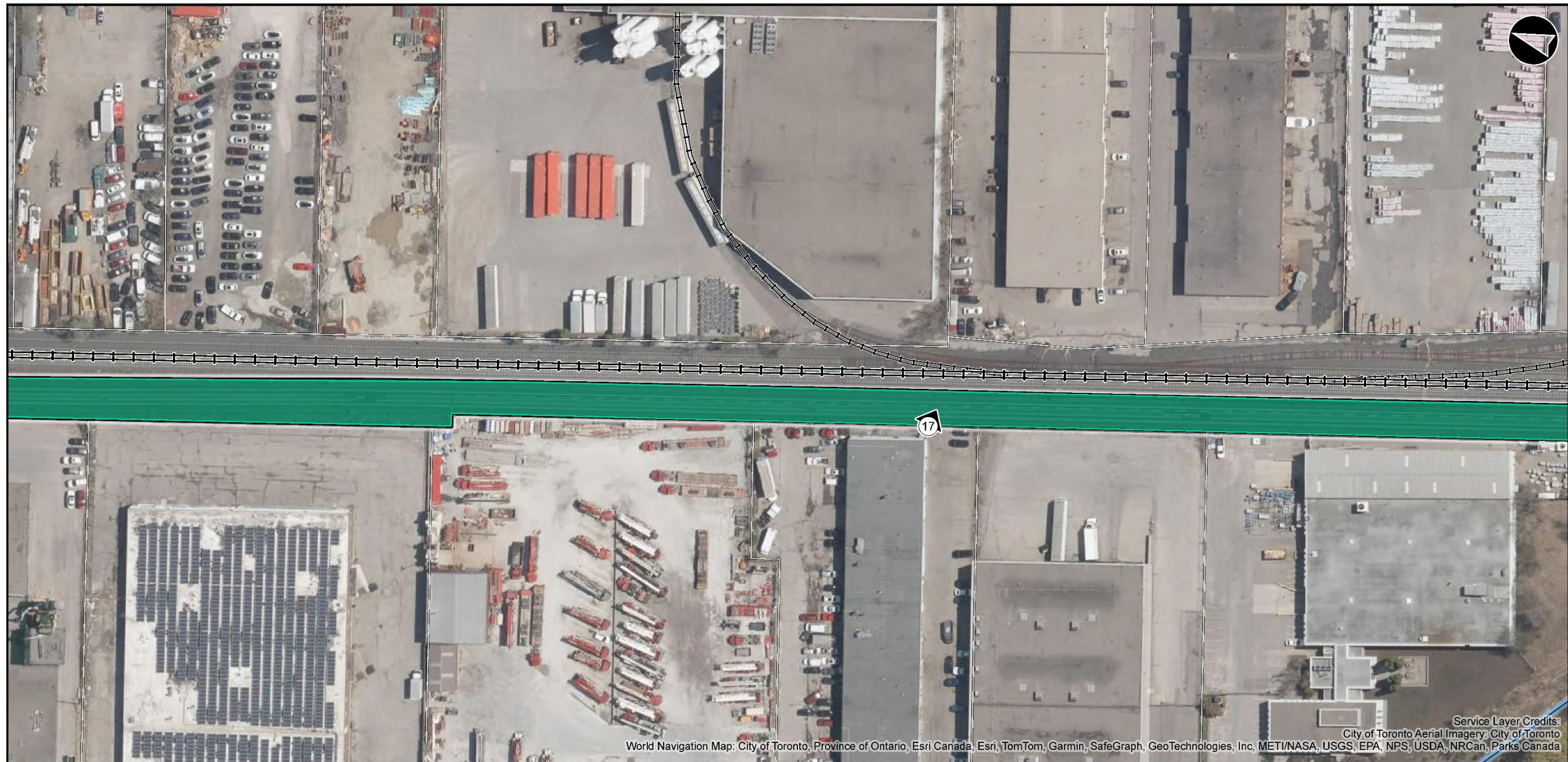
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LEGEND

Study Area
 Study Area

Archaeology Features

Photo Number and Direction

Stage 2 Assessment Results

Visually Confirmed Disturbance

General Features

Main Railway

Spur Railway

Watercourse

Property Boundary



Stage 2 Archaeological Assessment TTC Busway Conversion Project, Part of Lots 27-28, Concessions 1,2, C & D, Geographic Township of Scarborough, York County, City of Toronto, Ontario

Results of the Stage 2 Archaeological Assessment

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

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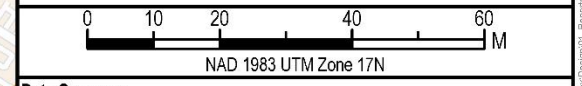
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-  Study Area
- Archaeology Features**
-  Photo Number and Direction
- Stage 2 Assessment Results**
-  Visually Confirmed Disturbance
- General Features**
-  Main Railway
-  Property Boundary





Stage 2 Archaeological Assessment TTC Busway Conversion Project, Part of Lots 27-28, Concessions 1,2, C & D, Geographic Township of Scarborough, York County, City of Toronto, Ontario

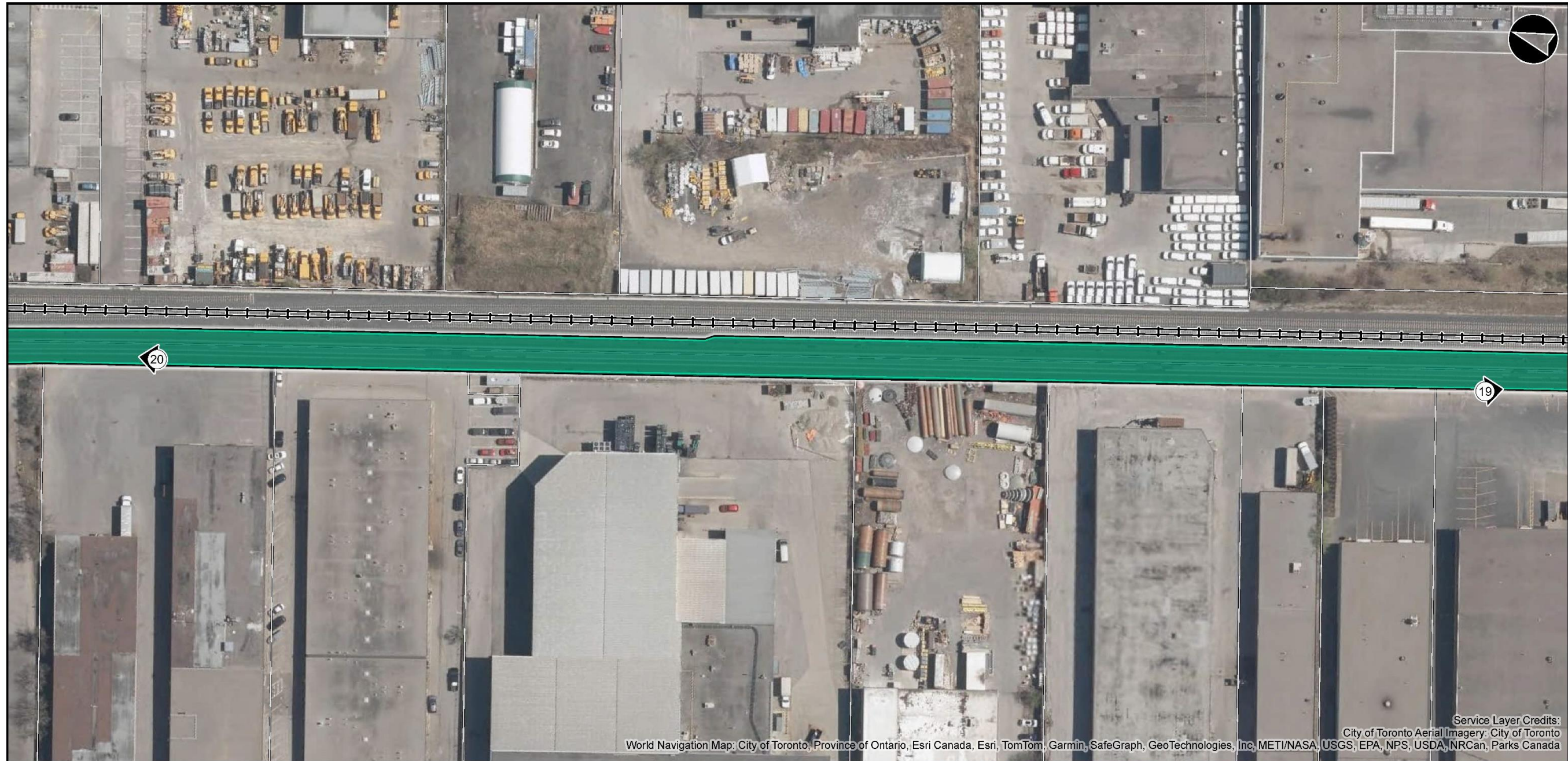
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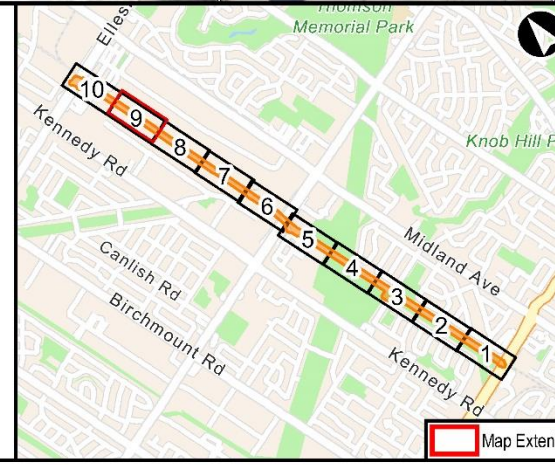


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LEGEND

- Study Area
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- Stage 2 Assessment Results**
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Stage 2 Archaeological Assessment TTC Busway Conversion Project, Part of Lots 27-28, Concessions 1,2, C & D, Geographic Township of Scarborough, York County, City of Toronto, Ontario

Results of the Stage 2 Archaeological Assessment

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