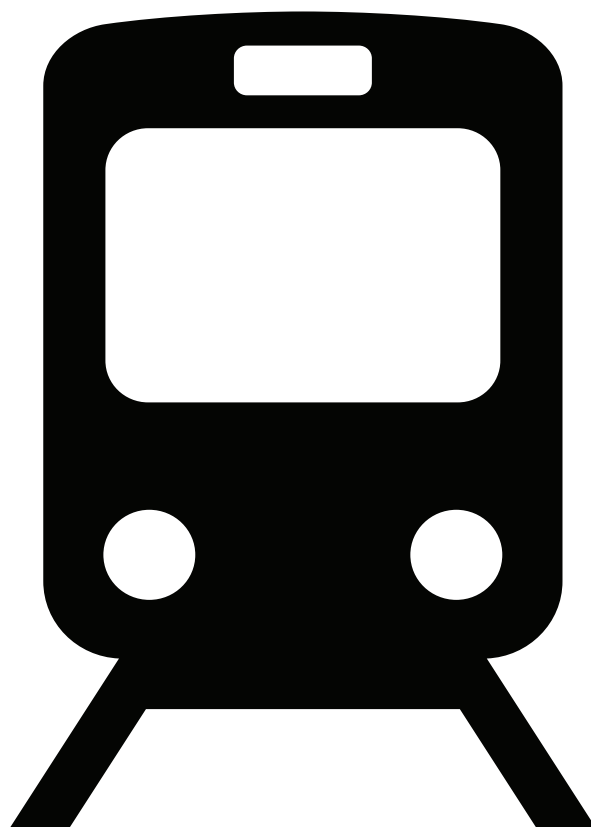

EGLINTON CROSSTOWN WEST EXTENSION

ENVIRONMENTAL PROJECT REPORT – 2020 ADDENDUM

APPENDIX F

STAGE 1-2 ARCHAEOLOGICAL ASSESSMENT REPORT



EGLINTON CROSSTOWN WEST EXTENSION

Transit Project Assessment Process

Stage 1-2 Archaeological Assessment Report

Parts of Lot 1, East on Centre Road, Toronto Township, Lot 1 Concession 7 Sern Div, Gore Township within the County of Peel, Lots A and B, Etobicoke River, Lots 15, 16 and 17 Concession 4 from the Humber, Lots 15, 16 and 17, Concession 3 from the Humber, Lots 16 and 17, Concession 2 from the Humber, Lots 16 and 17 Concession 1 from the Humber, Lots 16 and 17 Concession A Fronting the Humber, Lots 16 and 17, Concession B Fronting the Humber, Lots 16 and 17, Concession B Fronting the Humber within Etobicoke Township, County of York, Lot 10, Concession 3 on the Humber, Lot 1, Concession 5 West of Yonge Street, Lot 40, Concession 3 From the Bay, and Lot 1, Concession 4 West of Yonge Street within the Township of York, County of York

Original Report
May 2020



Metrolinx
Eglinton Crosstown West Extension
Contract: TC85-3A

Stage 1-2 Archaeological Assessment

Issue and Revision Record					
Rev	Date	Originator	Checker	Approver	Description
A	2020-01-20	T. Taylor	L. Wood	M. Alden	DRAFT
B	2020-03-06	T. Taylor	L. Wood	M. Alden	For Review
C	2020-05-29	T. Taylor	L. Wood	M. Alden	For information

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Executive Summary

Metrolinx, an agency of the Province of Ontario, has proposed the development of the Eglinton Crosstown West Extension (ECWE) Project. Metrolinx has retained 4Transit (4T), a joint venture of Hatch, Parsons and WSP, to complete a Stage 1 & Stage 2 Archaeological Assessment (AA). The Stage 1 is being carried out in support of the Transit Project Assessment Process (TPAP) Addendum, and to ensure that the proponent (i.e., Metrolinx) meets legal obligations under the Ontario Heritage Act (OHA) to determine the potential for archaeological resources within the study area and provide recommendations for further work. Previous archaeological work on the Project corridor included the Stage 1 and Stage 2 assessments of the previous alignment which has since been updated and changed, resulting in the requirement to complete additional archaeological studies to assess the new alignment. Stage 2 AA recommended by this Stage 1 AA will be completed during the Detailed Design phase of the project. The Stage 2 AA was completed in advance of the geotechnical (borehole) impacts within the study area. The study area was determined based on the footprint of the planned impacts and a 150 m buffer around the footprint.

The study area is located within parts of Lot 1, East on Centre Road, Toronto Township, Lot 1 Concession 7 Sern Div, Gore Township within the County of Peel, Lots A and B, Etobicoke River, Lots 15, 16 and 17 Concession 4 from the Humber, Lots 15, 16 and 17, Concession 3 from the Humber, Lots 16 and 17, Concession 2 from the Humber, Lots 16 and 17 Concession 1 from the Humber, Lots 16 and 17 Concession A Fronting the Humber, Lots 16 and 17, Concession B Fronting the Humber, Lots 16 and 17, Concession B Fronting the Humber within Etobicoke Township, County of York, Lot 10, Concession 3 on the Humber, Lot 1, Concession 5 West of Yonge Street, Lot 40, Concession 3 From the Bay, and Lot 1, Concession 4 West of Yonge Street within the Township of York, County of York. A property inspection was completed on November 8, 2019, and a test pit survey was completed for a portion of the study area on November 22, 2019.

Archaeological recommendations have been made based on historical research, locations of known or registered archaeological sites, previous AAs, indicators of archaeological potential, the property inspection, as outlined in Section 1.3.1 of the 2011 Standards and Guidelines for Consultant Archaeologists (S&G), as well as the results of the Stage 2 AA. These recommendations are:

- 1. Portions of the Project study area hold archaeological potential and areas that will be impacted will require a Stage 2 test pit survey at five metre intervals per Section 2.3.2 of the 2011 S&G (Figure A-19 to A-23, Appendix A);**
- 2. No archaeological materials were recovered during the Stage 2 test pit survey for BH39 and BH40 and therefore no further assessment is required within these areas (Figure A-19 to A-23, Appendix A);**
- 3. The Richview Cemetery is located within the study area limits and should be subject to the following recommendations (Figure A-19 to A-23, Appendix A):**

- a) **Project impacts should avoid Richview Cemetery and possible chapel remains (Figure A-19 to A-23, Appendix A).**
- b) **There are no current proposed impacts but any future proposed changes that require any soil movement within Richview Cemetery be unavoidable, a Stage 2 AA by test pit survey as per Section 2.3.2 of the 2011 S&G followed by a Stage 3 Cemetery Investigation within the cemetery limits is required to determine the presence or absence of archaeological materials or graves prior to any impacts. Excavations must be completed by a licensed archaeologist. Permission from the cemetery owner and an Investigation Authorization from the Bereavement Authority of Ontario should be sought prior to any disturbance to the cemetery.**
- c) **The small area enclosed by semi-circular driveway south of the Richview Cemetery requires Stage 3 investigation as per Table 3.1, Standards 1 and 2, as per previous recommendations (NDA, PIF# P018-0686-2014) (Figure A-19 to A-23, Appendix A).**
- d) **Impacted lands within 10 m of Richview Cemetery must be monitored by a licensed archaeologist for the presence of burials and archaeological remains (Figure A-19 to A-23, Appendix A). An Investigation Authorization from the Bereavement Authority of Ontario should be sought prior to any disturbance adjacent to the cemetery.**
4. **Areas determined to be disturbed and previously assessed lands that were deemed clear from further assessment do not require further AA (Figure A-19 to A-23, Appendix A); and**
5. **If the final limits of the Project study area are altered and fall outside the current study area, an additional Stage 1 AA is required to assess the new footprint.**

No ground disturbing activities shall take place within the study area prior to the receipt of written confirmation from the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) that all archaeological requirements have been met.

In the event that archaeological remains are discovered during construction activities, the consultant archaeologists, Metrolinx, and the MHSTCI should be notified immediately.

Table of Contents

Executive Summary	i
1. Introduction	1
1.1 Objectives	1
1.2 Project Description	1
1.3 Summary of Proposed Design Changes	2
1.4 Development Context	6
1.5 Historical Context	6
1.5.1 Project Location	6
1.5.2 Pre-Contact Period	7
1.5.3 Euro-Canadian Settlement Period	9
1.5.3.1 Peel County	9
1.5.3.2 Etobicoke Township	10
1.5.3.3 York Township	11
1.5.3.4 Toronto Gore	12
1.5.3.5 Historical Rail Lines	12
1.5.3.6 Study Area Specific History	13
1.5.4 Summary	14
1.6 Archaeological Context	15
1.6.1 Current Conditions	15
1.6.2 Physiography	15
1.6.3 Previous Archaeological Assessments	15
1.6.4 Registered Archaeological Sites	22
1.6.5 Archaeological Master Plan	23
1.6.6 Listed and Designated Heritage Properties	23
1.6.7 Richview Memorial Cemetery	24
1.6.8 Summary	25
2. Field Methods	25
2.1 Property Inspection	25
2.2 Test Pit Survey	27
2.3 Record of Finds	27
2.4 Inventory of Documentation Records	28
3. Analysis and Conclusions	28
3.1 Archaeological Potential	28
3.2 Analysis of Stage 2 Results	29
3.3 Conclusions	29
4. Recommendations	30
5. Advice on Compliance with Legislation	31
6. References	32
7. Photographs	37

Appendices

- Appendix A - Figures
- Appendix B - Key Plan
- Appendix C - Richview Cemetery Map
- Appendix D - Photograph Locations
- Appendix E - Features Indicating Archaeological Potential

Acronyms

4T	4Transit, a Joint Venture of Hatch, Parsons and WSP
AA	Archaeological Assessment
AMAA	A.M. Archaeological Associates
BP	Before Present
BHR	Built Heritage Resource
CHL	Cultural Heritage Landscape
CHVI	Cultural Heritage Value or Interest
CN	Canadian National
CP	Cross Passage
EAA	Ontario Environmental Assessment Act, 1990
ECLRT	Eglinton Crosstown Light Rail Transit
ECWE	Eglinton Crosstown West Extension
EEB	Emergency Exit Building
EPR	Environmental Project Report
ES	Extraction Shaft
GPS	Global Positioning System
GTHA	Greater Toronto and Hamilton Area
GWR	Great Western Railway
HTR	Hamilton and Toronto Railway Company
LRT	Light Rail Transit
LS	Launch Shaft
MHSTCI	Ministry of Heritage, Sport, Tourism, and Culture Industries
MS	Maintenance Shaft
NDA	New Direction Archaeology
OASDB	Ontario Archaeological Sites Database
OHA	Ontario Heritage Act, 1990
O. Reg.	Ontario Regulation
QEW	Queen Elizabeth Way
ROW	Right-of-Way
S&G	Standards and Guidelines for Consultant Archaeologists
TBM	Tunnel Boring Machine
TPAP	Transit Project Assessment Process
TPSS	Traction Power Substation
TRCA	Toronto and Region Conservation Authority
TTC	Toronto Transit Commission

Project Personnel

Project Manager	Lara Wood (P1078) <i>Professional Archaeologist</i>
Field Director	Trevor Taylor (R1126) <i>Archaeologist</i> Lara Wood
Field Technician	Ayla Mykytey (R1002) <i>Archaeologist</i>
Report Preparation	Trevor Taylor Lara Wood
Mapping/GIS	Jason Stephenson (P1105) <i>Professional Archaeologist</i> Andrew Turner (R1042) <i>Archaeologist</i>
Report Review	Douglas Yahn, MES, CAHP (P365) <i>National Archaeology and Heritage Lead</i>

1. Introduction

1.1 Objectives

The objective of a Stage 1 Archaeological Assessment (Stage 1 AA) is to evaluate in detail the study area's archaeological potential, which will support recommendations for a Stage 2 Archaeological Assessment (Stage 2 AA) for all or parts of the study area, and to recommend appropriate strategies for a Stage 2 AA (if required). In support of the determination of archaeological potential, the Stage 1 AA provides information about the study area's geography, land use history, previous archaeological fieldwork and current land condition.

A Stage 2 AA consists of a survey of the study area for archaeological resources. For the current study area, this is accomplished using systematic test pit survey. If archaeological materials are recovered, a determination will be made regarding the site's Cultural Heritage Value or Interest (CHVI).

1.2 Project Description

On May 17, 2010, the Minister of the Environment, Conservation and Parks (previously the Minister of the Environment; the Minister) for the Province of Ontario issued a Notice to Proceed to the Toronto Transit Commission (TTC) and the City of Toronto for the Eglinton Crosstown Light Rail Transit (ECLRT) Project, a 33-kilometre electrically-powered LRT line extending from the Lester B. Pearson International Airport in the City of Mississauga, to Kennedy Station in the City of Toronto. The basis for that Notice was the Environmental Project Report prepared in 2010 (2010 EPR) as part of the *Transit Project Assessment Process (TPAP)* found in Ontario Regulation (*O. Reg.*) 231/08 under the Ontario Environmental Assessment Act (EAA).

The 2010 Environmental Project Report (EPR) for the Eglinton Crosstown LRT was undertaken by the City of Toronto and the TTC as co-proponents. Subsequently, in 2012, Metrolinx became the sole proponent for the ECLRT Project and initiated an EPR Addendum for changes to the approved ECLRT Project between Keele Street to Jane Street, as well as the Maintenance and Storage Facility at Black Creek. Assessment of these changes to the 2010 EPR was documented in the 2013 EPR Addendum. After a 30-day public comment period, and the 35-day review by the Minister, the Minister issued a Notice to Allow a Change to the Transit Project in accordance to *O. Reg.* 231/08 in December 2013. Construction of the ECLRT Project is currently underway between Kennedy Station and Mount Dennis Station.

In April 2019, the province announced a \$28.5 billion expansion to Ontario's transit network in an effort to bring relief and new opportunities to transit users and commuters. This rapid transit project plan includes the new Ontario Line (formerly the Downtown Relief Line), the Yonge North Subway Extension, the three-stop Scarborough Subway Extension, and the extension for Eglinton Crosstown West between Mount Dennis Station and Renforth Drive.

Since the completion of the 2010 EPR and 2013 EPR Addendum, a number of changes have been proposed to the segment of the ECLRT project between Mount Dennis Station in the City of Toronto and Renforth Drive in the City of Mississauga, known as the Eglinton Crosstown West Extension (ECWE) (the Project) shown in Appendix B. The changes to the

Project, were determined to be inconsistent with a previously approved EPR and requires a reassessment of the impacts associated with the project, the identification of potentially new mitigation measures, and potentially new monitoring systems, in accordance with the addendum process prescribed in *O. Reg. 231/08*.

A connection to Lester B. Pearson International Airport (as originally part of the 2010 ECLRT Project) is also being considered. This planned connection, between Renforth Drive and Lester B. Pearson International Airport, will be assessed separately in accordance with the addendum process prescribed in *O. Reg. 231/08*.

1.3 Summary of Proposed Design Changes

The proposed design changes currently being assessed in accordance with *O. Reg. 231/08* are as follows:

Vertical Alignment

- The Project alignment (approximately 9.2 km in length) will run mostly underground along Eglinton Avenue West from the future Mount Dennis ECLRT Station in the City of Toronto to Renforth Drive in the City of Mississauga;
- The Project will be underground from Mount Dennis Station to east of Jane Station; elevated east of Jane Street to west of Scarlett Road; underground from west of Scarlett Road to east of the Renforth portal; and transitions to partially at-grade to Renforth Station;
- The Project features three portals, which serve as approach entrances where the alignment transitions between underground and elevated, at the following locations:
 - East of Jane Street;
 - West of Scarlett Station; and
 - West of Renforth Drive.

Stations and Ancillary Features

- There will be a total of seven stations between Mount Dennis Station and Renforth Drive:
 - Scarlett and Jane Stations will be elevated;
 - Martin Grove, Kipling, Islington and Royal York Stations will be below grade and include associated ancillary features (e.g., vent shafts, Traction Power Substations (TPSSs); Emergency Exit Buildings (EEBs), Cross Passages (CPs)); and
 - The new terminal station at Renforth will be partially at-grade.

Emergency Exit Buildings

Six new EEBs are located along the underground portion of the alignment at the following locations:

- EEB-1 - located near 4000 Eglinton Avenue West, east of Royal York Road;

- EEB-2 - located west of Russell Road and Eden Valley Drive;
- EEB-3 - located east of Wincott Drive/Bemersyde Drive;
- EEB-4 - located west of Mimico Creek;
- EEB-5 - located between the on and off ramps of Highway 427; and
- EEB-6 - located immediately west of the hydro corridor at Eglinton Avenue West.

Construction

The underground section will be constructed using a Tunnel Boring Machine (TBM) between stations and a cut and cover method at stations and portal locations. A proposed Extraction Shaft (ES), Maintenance Shaft (MS), and Launch Shaft (LS) for the TBM will be located in the following areas:

- A LS for the TBM will be located adjacent to Renforth Station;
- A MS will be located near the west end of the Islington Station. This will be removed at the end of construction; and
- An ES for the TBM will be located west of Scarlett Road.

A new bridge across the Humber River east of Scarlett Road will be constructed as part of the elevated guideway, including two elevated stations (i.e., Jane Station and Scarlett Station).

Table 1-1 compares the project components, as assessed in the 2010 EPR and 2013 EPR Addendum, against the proposed design changes currently being assessed for this Project and provides a rationale for these changes. These changes to the Project were determined to be inconsistent with the 2010 EPR and 2013 EPR Addendum. As described in Section 15 of *O. Reg. 231/08*, any change that is inconsistent with a previously approved EPR requires a reassessment of the impacts associated with the project, the identification of potentially new mitigation measures, and potentially new monitoring systems in an Addendum to the previously approved EPR. This Stage 1-2 Archaeological Assessment Report documents the reassessment of the impacts associated with the project, the identification of potentially new mitigation measures, and potentially new monitoring systems.

Table 1-1: Differences between 2010 EPR, 2013 EPR Addendum and 2020 EPR Addendum

Project Component	2010 EPR and 2013 EPR Addendum	2020 EPR Addendum	Rationale for Change
Vertical Alignment	<p>The 2010 EPR proposed:</p> <ul style="list-style-type: none"> An at-grade alignment from Lester B. Pearson International Airport to Weston Road with a new bridge over Highway 401 to connect Convair Drive to Commerce Boulevard; and Operational crossovers and storage (pocket) tracks between Commerce Boulevard and Renforth Drive and east of the Martin Grove Road stop to provide operational flexibility and allow LRT vehicles to change travel directions from one track to another. <p>In the 2013 EPR Addendum, changes to the alignment were proposed including:</p> <ul style="list-style-type: none"> Revised LRT alignment between Jane Street and Keele Road from surface alignment with surface stops to a completely grade-separated alignment; Revised track alignment connecting the mainline and the proposed Black Creek Maintenance and Storage Facility from an at-grade connection to a grade-separated connection; and New passenger tunnel connection under the GO Transit Kitchener Rail and Canadian Pacific Railway corridors. 	<p>The 2020 EPR Addendum is proposing:</p> <ul style="list-style-type: none"> Below grade alignment from Mount Dennis Station to east of Jane Street; Elevated guideway from east of Jane Street to west of Scarlett Road; Below grade alignment from west of Scarlett Road to west of Renforth Drive; Partially below grade alignment from Renforth Drive to Renforth Station; Portal located just east of Jane Street when the alignment transitions from underground to the elevated guideway; Portal for the advanced tunnelled construction located west of Scarlett Station; and Portal located west of Renforth Drive. 	<p>The change in alignment from at-grade to underground and elevated provides:</p> <ul style="list-style-type: none"> More reliable service due to full grade separation; Higher level of protection from severe weather; Increased number of Greater Toronto and Hamilton Area (GTHA) jobs accessible by transit in 45 minutes; Greater reduction in Greenhouse Gas emissions; Greater increase in GTHAs two-hour peak travel time savings; Larger increase in Transitway and Crosstown weekly boarding's to reduce the connectivity gap; Reduced property impacts; and Reduced potential flooding impacts at the Humber River crossing.
Stations and Ancillary Features	<p>The 2010 EPR proposed:</p> <ul style="list-style-type: none"> 17 median surface stops at Jane Street, Scarlett Road, Mulham Place, Royal York Road, Russell Road/Eden Valley Drive, Islington Avenue, Wincott Drive/Bemersyde Drive, Kipling Avenue, Widdicombe Hill Boulevard/Lloyd Manor Road, Martin Grove Road, The East Mall, Rangoon Road, Renforth Drive, Commerce Boulevard, Convair Drive, Silver Dart Drive, and Lester B. Pearson International Airport. <p>In the 2013 EPR Addendum, considerations to stops and other ancillary features included:</p> <ul style="list-style-type: none"> Consolidation of the Weston Stop and the Black Creek Stop into one new underground Mount Dennis Station located at the GO Transit Kitchener Rail corridor; Addition of the Black Creek Maintenance and Storage Facility site at Mount Dennis; and Addition 15-bay bus terminal and Passenger Pick Up and Drop off at the Mount Dennis Station. 	<p>A total of seven stations between Mount Dennis Station and Renforth Drive:</p> <ul style="list-style-type: none"> Scarlett and Jane Stations are elevated; Martin Grove, Kipling, Islington and Royal York Stations are below-grade with associated ancillary features (e.g., vent shafts, TPSSs, EEBs, CPs); New terminal station at Renforth Drive is partially at-grade; and Stations at Rangoon Road, The East Mall, Widdicombe Hill Boulevard/Lloyd Manor Road, Wincott Drive/Bemersyde Drive, Russell Road/Eden Valley Drive and Mulham Place were removed from the Project. 	<p>Change in number of stations provides benefits in terms of:</p> <ul style="list-style-type: none"> Construction complexity and cost for below-grade stations; and Reduced property impacts.
Emergency Exit Buildings (EEB)	<p>No emergency exits along this section in either the 2010 EPR or the 2013 EPR Addendum as the alignment was at-grade.</p>	<p>Six EEBs at the following approximate locations:</p> <ul style="list-style-type: none"> EEB-1 - near 4000 Eglinton Avenue West, east of Royal York Road; EEB-2 - west of Russell Road and Eden Valley Drive; EEB-3 - east of Wincott Drive / Bemersyde Drive; EEB-4 - west of Mimico Creek; EEB-5 - between the on and off ramps of Highway 427; and 	<p>Emergency exits for passengers and emergency access for fire fighters are required for tunnels under the National Fire Protection Agency Standard 130. The distance between EEBs and station platform must not exceed 762 m.</p>

Project Component	2010 EPR and 2013 EPR Addendum	2020 EPR Addendum	Rationale for Change
Construction	<p>The 2010 EPR proposed:</p> <ul style="list-style-type: none"> At-grade construction between Mount Dennis and Renforth Drive with dedicated runningway along the centre line of Eglinton Avenue West, Commerce Boulevard, and Convair Drive; Cut and cover method will be used to construct stations, portals, and special track work; Road widening, reconstruction of curb lines and associated sidewalk modifications; Relocation of utilities and relocation of traffic signals and provision of temporary traffic signals; Roadway resurfacing following roadway reconstruction; Construct LRT facilities within the LRT Right-of-Way (ROW); Construct streetscaping and urban design elements and provide bicycle lanes on both sides of the roadway; Widening of the existing single span bridge structure over Mimico Creek to accommodate the LRT ROW; and Construction of a multi-span structure over Highway 401. <p>The 2013 EPR Addendum proposed:</p> <ul style="list-style-type: none"> Cut and cover construction at Mount Dennis Station and locations of special track work (focused to 150 m long sections at each station), tail tracks and where the LRT emerges through a tunnel portal to match back into grade along the median of Eglinton Avenue West, and in the underground section west of Weston Road. 	<ul style="list-style-type: none"> EEB-6 - immediately west of the hydro corridor at Eglinton Avenue West. Elevated guideway from east of Jane Street to west of Scarlett Road; Two elevated stations (Scarlett and Jane). There is potential for impacts to the pedestrian bridge west of Scarlett Road due to the portal; and Underground section to be constructed using twin tunnelling method between stations and cut and cover method at stations and at portal locations. <p>Underground tunnel construction approach:</p> <ul style="list-style-type: none"> A LS for the TBM will be located adjacent to Renforth Station, a MS will be located at the west end of Islington Station, and an ES for the TBM will be located west of Scarlett Road; Install headwalls, where required, at both ends of EEBs and stations; Tunnel structure constructed using precast concrete tunnel liner segments that are installed as the TBM progresses; Excavated soils will be removed from work site for off-site disposal; and EEBs will be constructed once the TBM has completed the tunnelling. Construction is similar to station construction. <p>As part of the above ground construction:</p> <ul style="list-style-type: none"> A new bridge across the Humber River east of Scarlett Road will be constructed as part of the elevated guideway, including two elevated stations (i.e., Jane Station and Scarlett Station). Construction of the new bridge will include: <ul style="list-style-type: none"> Building foundations for piers; Constructing piers; Building and placing bridge sections; and Installing systems and track. 	<p>Construction is required to build the alignment and new stations. Refer to the rationale for change listed under Vertical Alignment and Stations and Ancillary Features above.</p>

1.4 Development Context

Assessment of the Project area is being carried out to support the EPR Addendum. Metrolinx has retained 4Transit (4T), a joint venture of Hatch, Parsons, and WSP, to undertake the assessments for the proposed Project. This Stage 1 AA forms an appendix to the 2020 EPR Addendum completed for the Project.

The Project includes the requirement for an Archaeological Assessment (AA) as one of the conditions for approval to ensure that the proponent (i.e., Metrolinx) meets their legal obligations under the *Ontario Heritage Act* (OHA).

Archaeological activities were carried out in accordance with the Standards and Guidelines for Consultant Archaeologists developed by the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) in 2011 (2011 Standards and Guidelines for Consultant Archaeologists (S&G)). A property inspection was conducted on November 8, 2019 between the new Mount Dennis station location and Commerce Boulevard, and a test pit survey was completed for a two borehole locations (BH39 and BH40) within the study area on November 23, 2019. While additional areas of archaeological potential were also identified, permission to enter the rest of the properties requiring Stage 2 was not available in November 2019, so the remainder of the required Stage 2 AA will be completed during the detailed design phase of the Project.

1.5 Historical Context

1.5.1 Project Location

The Project study area (see Figure A-1 and Figure A-2 to A-6 in Appendix A) is located between Mount Dennis Station and Renforth Drive along Eglinton Avenue West. The study corridor is approximately 300 m wide, encompassing surrounding parkland, golf courses, commercial/industrial areas and residential areas. Lot 1 Concession 7 Sern Div, Gore Township within the County of Peel, Lots A and B, Etobicoke River, Lots 15, 16 and 17 Concession 4 from the Humber, Lots 15, 16 and 17, Concession 3 from the Humber, Lots 16 and 17, Concession 2 from the Humber, Lots 16 and 17 Concession 1 from the Humber, Lots 16 and 17 Concession A Fronting the Humber, Lots 16 and 17, Concession B Fronting the Humber, Lots 16 and 17, Concession B Fronting the Humber within Etobicoke Township, County of York, Lot 10, Concession 3 on the Humber, Lot 1, Concession 5 West of Yonge Street, Lot 40, Concession 3 From the Bay, and Lot 1, Concession 4 West of Yonge Street within the Township of York, County of York.

The 1860 Tremaine Map of the County of York, Canada West historic map (Tremaine, 1860) (see Figure A-7, Appendix A in this Report) and the Illustrated Historical Atlas of the County of York and the Township of Etobicoke, Ontario (Miles and Co., 1878) (see Figure A-8, Appendix A in this Report) provide insight into the land uses of the study area during the 1800s. The 2004 Archaeological Master Plan of the City of Toronto (ASI 2004) was consulted to help determine archaeological potential (see Figure A-24 to A-28, Appendix A in this Report).

The following sections provide a brief outline of the study area history during the pre-contact and post-contact periods in order to provide a generalized chronological framework in which the AA was conducted.

1.5.2 Pre-Contact Period

Paleoindian period populations were the first to occupy what is now southern Ontario, moving into the region following the retreat of the Laurentide Ice Sheet approximately 11,000 years Before Present (BP). The first Paleoindian period populations to occupy southern Ontario are referred to by archaeologists as Early Paleoindians (Ellis and Deller, 1990).

Early Paleoindian period groups are identified by their distinctive projectile point morphologies, exhibiting long grooves, or 'flutes', that likely functioned as a hafting mechanism (method of attaching the point to a wooden shaft). These Early Paleoindian group projectile morphologies include Gainey (ca. 10,900 BP), Barnes (ca. 10,700), and Crowfield (ca. 10,500) (Ellis and Deller, 1990). By approximately 10,400 BP, Paleoindian projectile points transitioned to various unfluted varieties such as Holcombe (ca. 10,300 BP), Hi Lo (ca. 10,100 BP), and Unstemmed and Stemmed Lanceolate (ca. 10,400 to 9,500 BP). These morphologies were utilized by Late Paleoindian period groups (Ellis and Deller, 1990). Both Early and Late Paleoindian period populations were highly mobile, participating in the hunting of large game animals. Paleoindian period sites often functioned as small campsites where stone tool production and maintenance occurred (Ellis and Deller, 1990).

Climatic warming, approximately 8,000 BP, was accompanied by the arrival of the deciduous forest in southern Ontario. With this shift in flora came new faunal resources, resulting in a change in cultural adaptations in the region. This change is reflected in new tool-kits and associated subsistence strategies referred to archaeologically as the Archaic period. The Archaic period in southern Ontario is divided into three phases: the Early Archaic (ca. 10,000 to 8,000 BP), the Middle Archaic (ca. 8,000 to 4,500 BP), and the Late Archaic (ca. 4,500 to 2,800 BP) (Ellis et al. 1990).

The Archaic period is differentiated from earlier Paleoindian populations by a number of traits such as: 1) an increase in tool stone variation and reliance on local tool stone sources, 2) the emergence of notched and stemmed projectile point morphologies, 3) a reduction in extensively flaked tools, 4) the use of native copper, 5) the use of bone tools for hooks, gorges, and harpoons, 6) an increase in extensive trade networks, and 7) the production of ground stone tools. Also noted is an increase in the recovery of large woodworking tools such as chisels, adzes (a tool similar to an axe with an arched blade, used for cutting or shaping large pieces of wood), and axes (Ellis et al., 1990). The Archaic period is also marked by population growth. Archaeological evidence suggests that by the end of the Middle Archaic period (ca. 4,500 BP) populations were steadily increasing in size (Ellis et al., 1990). Over the course of the Archaic period, populations began to rely on more localized hunting and gathering territories. By the end of the Archaic period, populations were utilizing more encampments that are seasonal. From spring to fall, the archaeological record shows populations were shifting their settlement patterns on a regular, seasonal basis. From spring to fall, settlements would exploit lakeshore/riverine locations where a broad-based

subsistence strategy could be employed, while the late fall and winter months would be spent at interior site where deer hunting was likely a primary focus with some wild edibles likely being collected (Ellis et al. 1990:114). This steady increase in population size and adoption of a more localized seasonal subsistence strategy eventually evolved into what is termed the Woodland period.

The beginning of the Woodland period is identified by archaeologists by the emergence of ceramic technology for the manufacture of pottery. Similar to the Archaic period, the Woodland period is separated into three primary timeframes: the Early Woodland (approximately 2,800 to 2,000 BP), the Middle Woodland (approximately 2,000 to 1,200 BP), and the Late Woodland (approximately 1,200 to 350 BP) (Spence et al., 1990; Fox, 1990).

The Early Woodland period is represented in southern Ontario by two different cultural complexes: the Meadowood Complex (ca. 2,900 to 2,500 BP), and the Middlesex Complex (ca. 2,500 to 2,000 BP). During this period, the life ways of Early Woodland populations differed little from that of the Late Archaic with hunting and gathering representing the primary subsistence strategies. The pottery of this period is characterized by its relatively crude construction and lack of decorations. These early ceramics exhibit cord impressions, likely resulting from the techniques used during manufacture (Spence et al., 1990).

The Meadowood complex is present within the study area location. It is predominantly found across Southern Ontario and is characterised by Meadowood cache blades, Meadowood side notched points, trapezoidal gorgets and a marked preference for Onondaga chert (Fox, 1990).

The Middle Woodland period is differentiated from the Early Woodland period by changes in lithic tool morphologies (e.g., projectile points, expedient tools) and the increased elaboration of ceramic vessels (Spence et al., 1990). In southern Ontario, the Middle Woodland is observed in three different cultural complexes: the Point Peninsula Complex to the north and northeast of Lake Ontario, the Couture Complex near Lake St. Claire, and the Saugeen Complex throughout the remainder of southern Ontario. These groups can be identified by their use of either dentate or pseudo scalloped ceramic decorations. It is by the end of the Middle Woodland period that archaeological evidence begins to suggest the rudimentary use of maize (corn) horticulture (Warrick, 2000).

The study area lies within a region that was occupied by both the Saugeen and Point Peninsula Complex.

The Point Peninsula Complex extends from South-Central and Eastern Ontario into Southern Quebec. The northernmost borders of the complex can be found along the Mattawa and French Rivers. Ceramics are of the Vinette 2 series. These are coil constructed with conoidal or sub-conoidal bases with outflaring rims, and flat, rounded, or pointed lips. The interior surfaces of vessels are often channelled with a “comb-like” implement, leaving horizontal striations throughout the vessel. In contrast, the exteriors are smoothed, or brushed. Decoration is generally done with pseudo-scallop stamp or dentate to create impressions and occasionally has a red ochre wash (Spence et. al, 1990).

Outside of ceramic, the most distinctive artifacts associated with the Point Peninsula Complex are often associated with burials. These traits are often associated with Hopewellian influences (Spence et. al, 1990).

The Saugeen Complex lies in south-central Ontario, but is best known for material culture found along the east shores of Lake Huron. Vinette 2 ceramics are characterized by their thick walls, wide necks, coil construction, poorly defined shoulders and conoidal bases. Usually, the majority of the vessel has been decorated with pseudo-scallop stamps or dentate impressions, with the latter occurring more frequently at later dates (Spence et. al, 1990).

The adoption and expansion of maize horticulture during the Late Woodland period allowed for an increase in population size, density, and complexity among Late Woodland populations. As a result, a shift in subsistence and settlement patterns occurred, with the adoption of a more sedentary village life and reliance on maize horticulture, with beans, squash, and tobacco also being grown (Fox, 1990). Nearing the end of the Late Woodland period (approximately 600 BP) villages reached their maximum size. During this period, increased warfare resulted in the development of larger villages with extensive palisades.

Early contact with European settlers at the end of the Late Woodland period resulted in extensive change to the traditional lifestyles of most populations inhabiting southern Ontario. Trade with the Europeans lead to dependency on European goods and incited conflict between the Indigenous communities in southern Ontario (Warrick, 2000).

1.5.3 Euro-Canadian Settlement Period

1.5.3.1 Peel County

From 1783 to 1787, the British government negotiated a series of treaties to acquire lands along the north shore of Lake Ontario from the Mississauga of Credit with the exception of a portion of land that ran between Etobicoke Creek and Burlington Bay, which came to be known as the 'Mississauga Tract'. The land surrounding the tract was used to settle United Empire Loyalists that were displaced from the American colonies during the Revolutionary War in 1783 (Riendeau, 1985). In 1818, as settlement in the area increased, the British Crown conducted the Mississauga Purchase, acquiring 648,000 acres of the Mississauga Tract which included what was to become known as the Townships of Albion, Caledon, Chinguacousy and Toronto Gore (Heyes, 1961).

In 1854, the County of Peel was established and was named after Sir Robert Peel, Prime Minister of Great Britain. Originally, the County was united with the County of York, but many inhabitants wanted independent county status. In October of 1866, a vote was taken which favoured separation, and eventually, the Village of Brampton was chosen as the county town. On January 22, 1867, the first county council of Peel met at the newly constructed court house in Brampton. At this time, the County of Peel included the Townships of Albion, Caledon, Chinguacousy, Toronto, and Toronto Gore, and the Town of Brampton and the Village of Streetsville (Mika & Mika, 1983).

The Townships of Caledon and Chinguacousy were both surveyed in 1819 and settlement occurred shortly after by United Empire Loyalists. The land within the area was sold in

parcels to individuals as well as awarded to soldiers in lots under the stipulation that a percentage of the land be cleared and planted. In the early settlement days, the county had an established industry of timber, specifically tall pines used as mast on in the British Navy ships (Riendeau 1985). As more land was cleared and settled a new industry was needed to sustain the economy of the county. In the 1850s, by capitalizing on the trade demands with the United States, the County of Peel was established as an agricultural hub. Rather than focusing on cereal crops, the county developed a niche in the breeding of livestock and dairy industries. These agricultural industries brought economic growth to the county well into the early 1900s (Riendeau, 1985).

The Regional Municipality of Peel was incorporated on October 15, 1973, and includes the City of Brampton, the City of Mississauga, and the Town of Caledon (Mika & Mika, 1983).

1.5.3.2 *Etobicoke Township*

In 1805, the land that would become Etobicoke Township was purchased from the Mississauga by the Crown with Toronto Purchase, No. 13 after the first agreement, made in 1787, was disputed. In 1795, during the dispute, Etobicoke was surveyed by Abraham Iredell. No permanent European residents settled into the area until 1797 when Lieutenant Governor John Graves Simcoe granted land to members of the Queen's Rangers, Simcoe's regiment, after the Loyalists fought and lost their homes during the American Revolutionary War (Harris, n.d.).

Simcoe ordered the first road (now Lake Shore Boulevard) to be surveyed through Etobicoke in 1791. In 1793, he built the King's Sawmill on the Humber River, near the present day Old Mill Inn. Simcoe's development efforts drew up to 250 people to Etobicoke Township by the outbreak of the War of 1812. After the War, Britain experienced a depression resulting in an influx of British settlers immigrating to Canada. The population continued to grow and improved services were introduced to support the population (Harris, n.d.).

The waterfront land of the Long Branch area was originally owned by Captain Samuel Smith. Smith served in the Queen's Rangers and was granted 3000 acres of land, which became known as Colonel Smith's Tract. After Simcoe returned to England in 1796, Smith was given command of the Queen's Rangers. He built a cabin on his land and a sawmill on Etobicoke Creek. After his death in 1826, most of the Smith land went unused until it was purchased by James Eastwood in 1861. In 1883, Eastwood sold 64 acres of the eastern side of the property to be developed into a resort. The land was subdivided, cottages were built, and in 1886 brothers Thomas and John Wilkie formed a resort called Long Branch Park. The area then became known as Long Branch. In 1887, the Long Branch Hotel was constructed, and visitor traffic increased over the years. In 1930, Long Branch was approved to become an independent village. During this time, they were still a successful resort community with many cottages for visitors and stands selling food, souvenirs, and games were set up by the local residents. The Queen Elizabeth Way was completed in 1939, which reduced the number of visitors to the area. In 1954, Hurricane Hazel destroyed 43 homes, and in 1958 the Long Branch Hotel was destroyed by a fire. In 1967, Long Branch amalgamated with New Toronto and Mimico into Etobicoke (Harris, n.d.).

Etobicoke amalgamated with Toronto in 1998, dissolving its legal entity. Etobicoke now acts as an administrative district within the City of Toronto.

1.5.3.3 *York Township*

In the Toronto area, the land was occupied by the Anishinaabe, Haudenosaunee, and Huron-Wendat communities (Turner, 2015). The Toronto Carrying Place is a well documented complex of foot trails, portages and river routes that provided Indigenous people with a “highway” to access Lake Ontario, the Atlantic coast, the Midwest and the rest of the Great Lakes (Turner, 2015). Upon their arrival in the early 1700s, French traders began utilizing these established trails, along with Toronto’s natural harbour. The French built fortified trading posts at the mouth of and along the Humber River as early as 1720 to capitalize on trade with Indigenous peoples using the preestablished trails (Guillet, 1946). After the success of Magasin Royal, and Fort Toronto along the Humber River, a larger fort, Fort Rouillé, was constructed at the start of the Carrying-Place Trail, near the historical waterfront now located within the lands of Exhibition Place (Turner, 2015). The location of the French fort was chosen to capitalize on trading opportunities with the Indigenous communities travelling through this area and to disrupt British trade (Turner, 2015).

Fort Rouillé was built in 1751, though its operations were short-lived, as the French destroyed the fort to prevent its use by the opposing British during the Seven Years War (City of Toronto, 1980). Upon the signing of the Treaty of Paris and concluding the Seven Year’s War, the British Crown gained control over what would become Canada including what is currently the City of Toronto. Once this cession occurred, the land was opened for general European settlement. In 1761, Lieutenant-Governor of Upper Canada, John Graves Simcoe declared that the Village of York (Toronto) would be the new capital of Upper Canada (Guillet, 1946).

The Township of York was originally surveyed in 1792 by Augustus Jones. Its original borders were situated between the Humber River and Scarborough Township, and between Lake Ontario to the Townships of Vaughn and Markham. The layout of York differed from other townships due to the layout of its main concessions (Borough of York, 1973). Along the shoreline, broken front lots were laid out with concessions one to three located to the north. These lots were of irregular size and were generally no larger than 200 acres each.

Major growth of the Township of York did not begin until 1796 when an influx of United Empire Loyalists, those who were allegiant to the British Crown in the Thirteen Colonies during the American Revolutionary War, were granted land in 1796. Following the War of 1812, a more diverse population of English, Scottish, Irish and Americans sought to settle in the Township of York (Borough of York, 1973). By 1802, the combined population of the Town of York, Township of York and Etobicoke Township was 659. By 1825, the population of the Township of York had reach 2,412 and by the 1830s it increased to 3,127 (Robinson, 1885).

The Township flourished with a strong agricultural industry and became a center for trade. With the steady growth and development by the 1830s, most of the Township was no longer Crown Land and was either held by freeholders or tenants. The majority of the lots had been

partially cleared and many farms were being sold at a profit to newcomers. The original Euro-Canadian settlers relocated to cheaper land in other townships to resettle again. In 1834, with the continual increase in population, the Village of York applied for incorporation. On March 6, 1834 it was incorporated as the City of Toronto. In the 1850s, Parkdale became an independent settlement in the Township. In 1879, it was incorporated into its own village.

By 1867, the City's boundaries had expanded to what is now Bloor Street in the north and to Dufferin Street in the west and the Don River in the east. In 1883, Toronto annexed the Village of Yorkville, the Village of Brockton in 1884, and in 1889 it continued to expand to annex the Village of Parkdale (City of Toronto, 1980).

By the early 1900s, the Township of York could no longer be distinguished from the rapidly growing City of Toronto. This growth continued through the World War I and II. After World War II ended, a wave of immigrants arrived in Toronto to build new lives. The City continued to grow as a commercial and industrial center, and as more money flowed into Toronto, skyscrapers were built to house the new companies moving to the City (City of Toronto, 1980).

Toronto's population continued to grow, adding to the continual urban sprawl. By the 1950s Toronto was no longer the small Town of York but had developed into a thriving metropolitan city with a large multi-cultural population (City of Toronto, 1980).

1.5.3.4 *Toronto Gore*

The Township of Toronto Gore was first surveyed in 1818 and was settled in the following year. The township derives its name from its wedge like shape. It was united with Chinguacousy until 1831, when it broke away to form its own independent township. The largest settlement within Toronto Gore is Malton which lies on the border of the Township of Toronto and Toronto Gore. Malton served as a hub for enterprise for the area having a Grand Trunk Railway Station connecting Toronto and Brampton. (Walker & Miles, 1877.)

1.5.3.5 *Historical Rail Lines*

In 1853, the Hamilton and Toronto Railway Company (HTR) began construction of a rail line between Hamilton and Toronto, which would run through the Eglinton area. Before completion of the line, HTR was amalgamated with the Great Western Railway (GWR) in 1857. In 1882, the GWR amalgamated with the Grand Trunk Railway (Old Time Trains, 2013).

In 1861, the Grand Trunk Railway Company of Canada had accumulated a large amount of debt due to a lack of rail traffic, and although the debt continued to grow, the company continued to expand their rail line network through the purchasing of other rail companies. This continual growth without the ability to sustain its existing expenses resulted in the Grand Trunk Railway Company of Canada filing for bankruptcy in 1919 (Library and Archives Canada, 2005). As a result, the federal government took control of the railway, and in 1923, the company was amalgamated with the Canadian National Railways, now Canadian National (CN) (Canadian National Railway Company, 2018). The study area encompasses this historic rail line, which is now referred to as the Lakeshore West rail corridor.

1.5.3.6 Study Area Specific History

The 1860 Tremaine and 1878 Miles and Co. historic maps depict the study area located along Eglinton Avenue West. The ownership and settlement features of the study area are detailed in Table 1-2.

Table 1-2: Summary of Historic Ownership of the Study Area and Nearby Historic Features (Tremaine 1860; Miles & Co. 1878)

		1859 (Tremaine)		1877 (Miles & Co.)	
Lot	Con	Owner(s)	Feature	Owner(s)	Feature
Peel, Toronto Township					
1	6, East of Centre Road	William Wardell	None	William Wardell	Farmhouse and Orchard Present
		John McCarthy	None	John Brennan	Farmhouse and Orchard Present
Peel, Gore					
A	Etobicoke River	R.L. Denison	None	R.L. Denison	Farmhouse and Orchard Present
B	Etobicoke River	Thomas Mercer	None	William P. Carr	None
15	4 From the Humber	Mark Dawson	None	William Dawson	Farmhouse Present
16	4 From the Humber	John McCarthy	None	Ms. R. Brennan	Farmhouse and Orchard Present
17	4 From the Humber	Thomas Rainage	None	Thomas Rainage	Farmhouse and Orchard Present
15	3 From the Humber	Mark Dawson	Farmhouse Present	William Dawson	Farmhouse and Orchard Present
16	3 From the Humber	Estate of the Late William Knagg	Blacksmith Shop and United Church Present	William Knagg	Union Hall, Church, Farmhouse and Orchard Present
17	3 From the Humber	Estate of the Late William Knagg	None	George Middle Brook	None
		Mark Dawson	Farmhouse Present	Jasper Peacock	3 Farmhouses and an Orchard Present
16	2 From the Humber	James Gracy	None	Jasper H. Gracy	Farmhouse and Orchard Present
17	2 From the Humber	Mathew Canning	None	Mathew Canning	Farmhouse and Orchard Present
		Thomas Stewart	None		
16	1 From the Humber	Estate of the Late A. Coulter	None	Andrew Coulter	None
		William Newlove	None	William Newlove	Farmhouse and Orchard Present
17	1 From the Humber	Joseph Canning	2 Farmhouses Present	Mathew Canning	2 Farmhouses and 2 Orchards Present
16	A Fronting the Humber	R.B. Miller	None	C.C. Andrew Coulter	Farmhouse Present

Lot	Con	1859 (Tremaine)		1877 (Miles & Co.)	
		Owner(s)	Feature	Owner(s)	Feature
		M. Dawson	None	A.B. Mathers	None
17	A Fronting the Humber	Estate of Andrew Coulter	None	Andrew Coulter	Farmhouse and Orchard Present
16	B Fronting the Humber	Edward Scarlett	None	George W. Stonehouse	None
17	B Fronting the Humber	Daniel La Rose	None	Daniel La Rose	Farmhouse and Orchard Present
16	C Fronting the Humber	Edward Scarlett	Sawmill Present	George Pearson	Farmhouse and Orchard Present
17	C Fronting the Humber	Edward Scarlett	None	Alex R. Gracey	3 Farmhouses, Orchard and a Sawmill Present
York, York Township					
10	3 on the Humber	Joseph Dennis	3 Farmhouses Present	None	Roadway Present
1	5 West of Yonge Street	Henry Dennis	Sawmill Present	Henry Dennis	Sawmill Present
40	3 From the Bay	Joseph Dennis	Grand Trunk Railway Present	None	Grand Trunk Railway Present
1	4 West of Yonge Street	Joseph and Elizabeth Gould	Grand Trunk Railway Present	William Donald	Grand Trunk Railway Present

Tremaine's 1860 map depicts a number of early settlement industries and institutions across the townships including a Blacksmith shop, a United Church, a sawmill and the Grand Trunk Railway within the study area (Figure A-7, Appendix A). The 1878 Miles and Co. historic map shows further industrial development including the addition of a sawmill as well as additional farmhouses and orchards within the study area (Figure A-8, Appendix A).

Given the proximity of the study area to documented historic roadways and settlements, there is a distinct possibility that historic materials might be located within the study area.

Furthermore, not all structures were illustrated on historic maps and as a result, it is possible that additional structures such as outbuildings may be present within the study area. The absence of an identified landowner, or structures, should not be taken as evidence that these parcels were unoccupied, as typically only subscribers would be included in the publication. It should also be noted that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the atlases.

1.5.4 Summary

Indigenous communities have a deep history of occupation in the area since initial migrations following deglaciation. Early First Nations groups would have made use of resource areas

and various well-drained terrain features located near river mouths or along the glacial and post-glacial shorelines, as well as the numerous native trails used for trade in the area.

The study area represents an area of early Euro Canadian settlement and industrial development advanced by the presence of the Grand Trunk Railway through the 1800s.

1.6 Archaeological Context

1.6.1 Current Conditions

The study area is located along Eglinton Avenue West. It consists of developed industrial and residential areas, the Highway 427 interchange, as well as parkland and golf courses.

1.6.2 Physiography

The study area is located within the South Slope and Iroquois Plain physiographic regions (Chapman and Putnam, 1984). The South Slope region is characterized by relatively impermeable drumlinized till plains formed by glacial deposition and scarification over the past 20,000 to 150,000 years (Toronto and Region Conservation Authority (TRCA), 2008; Natural Areas Inventory, 2011). The soil within the South Slope region is sandier in the east and clay in the west and is excellent for agricultural purposes (Chapman and Putnam, 1984). The Iroquois Plains is characterized by cliffs, bars, beaches, boulder pavements, and undulating till planes that are remnants of glacial Lake Iroquois. Where the study area is located, the surviving portion of the bed of Lake Iroquois is a slightly sloping plain with an average width of about two miles. In some areas it is covered with stratified sands of varying depth, or the soil is formed directly on the wave eroded surface of the red shale or a shallow cover of till remains over the bedrock (Chapman and Putnam, 1984).

The property lies in the Mixedwood Plains Ecozone, within the Lake Simcoe-Rideau Ecoregion (Ecoregion 6E) (Crins et al., 2009). Climatic and geological characteristics for this ecoregion are provided below, along with a brief description of dominant vegetation and wildlife species.

The climate is mild and moist, with a mean annual temperature range of 4.9 to 7.8 degrees Celsius. Forested areas include deciduous, coniferous and mixed forest types.

The study area is within the Great Lakes-St. Lawrence Forest Region. The deciduous trees characterizing this region include sugar maple, beech, red maple, yellow birch, basswood, white ash, large-toothed aspen, red and burr oak. White eastern hemlock, eastern white pine, white spruce and balsam fir are among the coniferous species (Rowe, 1972).

1.6.3 Previous Archaeological Assessments

A search of the Ontario Public Register of Archaeological Reports on December 4, 2019 indicates that 31 AAs have been conducted on or within 50 m of the study area (see Table 1-3). Reports that include mapping that is able to be recreated here have been documented in Figure A-14 to A-18, in Appendix A.

1. New Directions Archaeology Ltd. conducted a Stage 1 AA on behalf of Ecoplans Limited prior to the update of the 427, Queen Elizabeth Way (QEW) and Highway 401 in 2008 (PIF# P018-251-2008). Portions of the study area were determined to retain

archaeological potential and were recommended for Stage 2 AA prior to development. This assessment overlaps a portion of this report's study area;

2. Archeoworks Inc. conducted a Stage 1-2 AA on behalf of *Metrus Properties* prior to the development of the subject area in 2008 (PIF# P029-478-2008). No archaeological materials were recovered during the assessment, and no further AA was recommended. This assessment overlaps a portion of this report's study area;
3. Archeoworks Inc. conducted a Stage 1 AA for the proposed Eglinton Crosstown Light Rail Transit Corridor and Lester B. Pearson Airport Surface Connection project on behalf of Giffels Associates Limited in 2009 (PIF# P029-661-2009). The assessment concluded that some areas would require Stage 2 AA prior to development. Maps provided in this report are unclear and therefore could not be illustrated here. This assessment overlaps a portion of this report's study area;
4. Archeoworks Inc. conducted a Stage 2 AA for the proposed ECLRT Corridor and Lester B. Pearson Airport Surface Connection project on behalf of Giffels Associates Limited in 2009 (PIF# P029-660-2009). No archaeological materials were recovered during the assessment and no further AA was recommended. Maps provided in this report are unclear and therefore could not be illustrated here. This assessment overlaps a portion of this report's study area;
5. New Directions Archaeology Ltd. conducted a Stage 1-2 AA on behalf of McCormick Rankin Corporation for the proposed Renforth Gateway roadway in 2010 (PIF# P018-329-2010). The study area was found to be disturbed by modern construction activities and no further AA was recommended. This assessment overlaps a portion of this report's study area;
6. Archaeological Services Inc. conducted a Stage 1 AA on behalf of Build Toronto Inc. prior to the development of the subject area in 2011 (PIF# P347-085-2011). The assessment found some of the study area was undisturbed by modern construction activities and retained archaeological potential, consequently a Stage 2 AA was recommended for portions of the study area. This assessment overlaps a portion of this report's study area;
7. Archaeological Services Inc. conducted a Stage 1 AA on behalf of Build Toronto Inc. prior to the development of the subject area in 2011 (PIF# P347-086-2011). The assessment found some of the study area was undisturbed by modern construction activities and retained archaeological potential, consequently a Stage 2 AA was recommended for portions of the study area. This assessment overlaps a portion of this report's study area;
8. New Directions Archaeology Ltd. conducted a Stage 1-2 AA of the ECLRT corridor on behalf of MMM Group Ltd. in 2012 (PIF# P018-403-2012). No archaeological materials were recovered during the assessment, and no further AA was recommended. However, a caveat was included in the report recommendations regarding deeply buried archaeological resources and directed any constructors to halt all activities and notify the MTCS (now MHSTCI) and the client, if any deeply buried archaeological materials were unearthed during construction activities;

9. Archaeological Services Inc. conducted a Stage 2 AA on behalf of Fernbrook Homes Ltd. prior to the development of the subject area in 2012 (PIF# P047-340-2012). The study area was found to be disturbed by modern construction activities and no further AA was recommended. This assessment overlaps a portion of this report's study area;
10. Archaeological Services Inc. conducted a Stage 2 AA on behalf of Fernbrook Homes Ltd. prior to the development of the subject area in 2012 (PIF# P047-341-2012). The study area was found to be disturbed by modern construction activities and no further AA was recommended. This assessment overlaps a portion of this report's study area;
11. Archeoworks Inc. conducted a Stage 1 AA on behalf of MMM Group Limited in preparation for the proposed rehabilitation of the Highway 401 West - Highway 427 North Ramp in 2012 (PIF# P334-252-2012). The study area was found to be disturbed by modern construction activities and no further AA was recommended. This assessment overlaps a portion of this report's study area;
12. Archeoworks Inc. conducted a Stage 1-2 AA in 2013 on behalf of National Homes Inc. in preparation for the development of the property in 2013 (PIF# P390-019-2013). No archaeological materials were located and no further AA was recommended. This assessment overlaps a portion of this report's study area;
13. Archeoworks Inc. conducted a Stage 1 AA in 2013 on behalf of Shannex Ontario Developments in preparation of the development of the study area in 2013 (PIF# P390-0080-2013). The study area was found to retain archaeological potential and was consequently Stage 2 AA was recommended. This assessment overlaps a portion of this report's study area;
14. Archaeological Services Inc. conducted a Stage 1 and 2 AA on behalf of Princess Gardens West c/o Princess Management Inc. in 2013 (PIF# P047-417-2013). No archaeological materials were located and no further AA was recommended. This assessment overlaps a portion of this report's study area;
15. New Directions Archaeology conducted a Stage 2 AA of the Highway 401 and Highway 427 interchange in 2014 on behalf of MMM Group Limited (PIF# P018-0686-2014). The study area was found to be disturbed, consequently no further AA was recommended. The NDA study area contains the Richview Cemetery, and recommendations for avoiding the cemetery and possible chapel remains are included in the report. Additionally, NDA recommended a cemetery investigation if ground disturbing activities were planned for the area surrounding the cemetery or within the cemetery. Finally, NDA determined that the half-circle driveway at the south end of the parking area for the cemetery may hold cultural heritage value or interest, and may be the remains of a buried cellar or foundation of the brick church. Further investigation for this portion of the property was recommended. This assessment overlaps a portion of this report's study area;
16. Amec Environment and Infrastructure conducted a Stage 2 AA in 2014 on behalf of Metrolinx in accordance with Ontario's TPAP (PIF# P348-0015-2014). Archaeological materials were recovered and the study area was recommended for Stage 3 AA;

17. Archeoworks Inc. conducted a Stage 1 AA in 2014 on behalf of R.V. Anderson Associates Ltd. prior to the construction of a pedestrian bridge (PIF# P390-0083-2014). The study area was found to be disturbed by modern construction activities and no further AA was recommended. This assessment overlaps a portion of this report's study area;
18. Archaeological Services Inc. conducted a Stage 1 and 2 AA as part of a due diligence process on behalf of Madison Group in 2014 (PIF# P049-0735-2014). No archaeological materials were located and no further AA was recommended. This assessment overlaps a portion of this report's study area;
19. Archeoworks Inc. conducted a Stage 2 AA in support of the proposed rezoning of Parts 1-4 of Block O Registered Plan 6864 on behalf of Shannex Ontario Developments in 2015 (PIF# P029-0906-2015). No archaeological materials were located and no further AA was recommended. This assessment overlaps a portion of this report's study area;
20. Archaeological Services Inc. conducted a Stage 1 and 2 AA in advance of proposed redevelopment of 4000 Eglinton Avenue West on behalf of Lanterra HOOO Eglinton Realty Company in 2015 (PIF# P046-0102-2015). No archaeological materials were located and no further AA was recommended. This assessment overlaps a portion of this report's study area;
21. Archaeological Service Inc. conducted a Stage 1 and 2 AA of the West Deane Park eroding slope areas along the Mimico Creek on behalf of E. Lees & Associates Consulting Ltd. in 2016 (PIF# P057-0813-2015). No archaeological materials were located and no further AA was recommended. This assessment overlaps a portion of this report's study area;
22. Amec Foster Wheeler Environment & Infrastructure conducted a Stage 1 and 2 AA as part of the Ministry of Infrastructure Public Work Class Environmental Assessment on behalf of Infrastructure Ontario in 2016 (PIF# P141-0238-2015). No archaeological materials were located and no further AA was recommended. This assessment overlaps a portion of this report's study area;
23. Archaeological Services Inc. conducted a Stage 1 AA in advance of an application for redevelopment on behalf of Princess Management Inc. in 2016 (PIF# P046-0263-2016). The study area was found to be disturbed by modern construction activities and no further AA was recommended. This assessment overlaps a portion of this report's study area;
24. Toronto and Region Conservation Authority (TRCA) conducted a Stage 1-2 AA for the West Dean Park Bank Stabilization Project in 2016 (PIF# P303-0413-2016). No archaeological materials were located and no further AA was recommended;
25. Timmins Martelle Heritage Consultants Inc. conducted a Stage 1 AA for the Martin Grove Replacement Project on behalf of Dillon Consulting Limited in 2017 (PIF# P324-0214-

2017). Some parts of the study area were found to retain archaeological potential and were consequently recommended for Stage 2 AA;

26. Stantec Consulting Limited conducted a Stage 1 AA in preparation for infill development on behalf of Choice Properties Real Estate Investment Trust Ontario Properties Limited in 2018 (PIF# P400-0117-2018). The study area was found to be disturbed by modern construction activities and no further AA was recommended;
27. Archaeological Services Inc. conducted a Stage 1 AA of 7 and 21 Richgrove Drive on behalf of Minto Apartment Limited Partnership in 2018 (PIF# P449-0252-2018). The study area was found to be disturbed by modern construction activities and no further AA was recommended. This assessment overlaps a portion of this report's study area;
28. A.M. Archaeological Assessments completed a Stage 1 AA of Roselands Junior Public School, 990 Jane Street, on behalf of Jeremy Craig, Victor Ford and Associates and the Toronto District School Board. The study area was determined be partially disturbed, but portions were determined to hold archaeological potential. The report also documents that this is the location of the documented Roseland site (AkGu-6) at the north end of the school property. This assessment overlaps a portion of this report's study area;
29. A.M. Archaeological Assessments completed a Stage 1 AA of Roselands Junior Public School, 990 Jane Street, on behalf of Jeremy Craig, Victor Ford and Associates and the Toronto District School Board. An area of 440 square metres was assessed by test pit survey which, along with the geotechnical report, indicated that the area tested was deeply and intensively disturbed and that no deeply buried remnants of the Roseland site was present beneath the parking lot. No artifacts were recovered within the undisturbed portion of the study area, and no further work was recommended for the tested area. However, the remainder of the school property was noted to have archaeological potential due to the presence of the registered Roseland site, and will require Stage 2 prior to any soil disturbances;
30. Archaeological Services Inc. conducted a Stage 1 AA of Princess Gardens East on behalf of Princess Management Inc. in 2019 (PIF# P449-0291-2019). The study area was found to be disturbed by modern construction activities and no further AA was recommended. This assessment overlaps a portion of this report's study area; and
31. In 2019 Wood Environment and Infrastructure Solutions conducted a Stage 1 and 2 AA on behalf of Imperial Oil Limited for integrity digs along the Waterdown - Finch corridor (PIF# P348-0056-2019). No archaeological materials were recovered and no further AA was recommended.

Table 1-3: Archaeological Assessments completed within 50 m of the Study Area

Researcher	PIF Number	Report Title
New Directions Archaeology Ltd.	P018-251-2008	Stage 1 AA of Highway 427, QEW Highway to Highway 401
Archeoworks Inc.	P029-478-2008	Stage 1-2 AA of the Former Kodak Plant Within Part of Lot 1 and Lot 2, Concession 4 West, City of Toronto, Ontario
Archeoworks Inc.	P029-0661-2009	Stage 1 AA of Proposed ECLRT Corridor & Lester B. Pearson Airport Surface Connection Study area, City of Toronto, Ontario
Archeoworks Inc.	P029-0660-2009	Stage 2 AA Report for Proposed ECLRT Corridor & Lester B. Pearson Airport Surface Connection Study Area, City of Toronto, Ontario
New Directions Archaeology Ltd.	P018-329-2010	Stage 1-2 AA of the Renforth Gateway, Renforth Drive, City of Mississauga, Ontario
Archaeological Services Inc.	P347-085-2011	Stage 1 AA of the Northwest Corner of Eglinton Avenue West and Widdicombe Hill Boulevard, Part of Lot 17, Concession 1, Geographic Township of Etobicoke
Archaeological Services Inc.	P347-086-2011	Stage 1 AA of the Northeast Corner of Eglinton Avenue West and Widdicombe Hill Boulevard, Part of Lot 17, Concession 1, Geographic Township of Etobicoke, Now in the City of Toronto, Ontario
New Directions Archaeology Ltd.	P018-403-2012	Stage 1-2 AA of the ECLRT Corridor
Archaeological Services Inc.	P047-340-2012	Stage 2 AA of the Northwest Corner of Eglinton Avenue West and Widdicombe Hill Boulevard, Part of Lot 17, Concession 1, Geographic Township of Etobicoke, Now in the City of Toronto, Ontario
Archaeological Services Inc.	P047-341-2012	Stage 2 AA of the Northeast Corner of Eglinton Avenue West and Widdicombe Hill Boulevard, Part of Lot 17, Concession 1, Geographic Township of Etobicoke, Now in the City of Toronto, Ontario
Archeoworks Inc.	P334-252-2012	Stage 1 AA of: Proposed Rehabilitation of Hwy 401W - Hwy 427N Ramp, Site 37-821, Part of Lot 1, Concession 7 SD & Lot 17-18, Concession 4 FTH, City of Toronto, Ontario
Archeoworks Inc.	P390-019-2013	Stage 1-2 AA for the: Proposed Development of 4650 Eglinton Avenue West Within Part of Lot 17, Concession A Fronting the Humber, Geographic Township of Etobicoke, City of Toronto, Ontario
Archeoworks Inc.	P390-0080-2013	Stage 1 AA for the: Proposed rezoning of Parts 1 to 4 of Block O. Reg. Plan 6864 Within Part of Lot 17, Concession A Fronting the Humber In the Geographic Township of Etobicoke, Historic County of York, Now in the City of Toronto, Ontario
Archaeological Services Inc.	P047-417-2013	Stage 1 and 2 AA of Princess Gardens, Parcel 2, Part of Lot 16, Concession 1 Fronting the Humber, Former Geographic Township of Etobicoke, York County, Now in the City of Toronto, Ontario
New Directions Archaeology Ltd.	P018-0686-2014	Stage 2 AA of the Highway 401 and Highway 427 Interchange, City of Toronto and Peel Region

Eglinton Crosstown West Extension
Stage 1-2 Archaeological Assessment

Researcher	PIF Number	Report Title
Amec Foster Wheeler Environment and Infrastructure	P348-0015-2014	Stage 2 AA, Former Kodak Plant, 3500 Eglinton Avenue West & 55 Ray Avenue, Part of Lots 1 and 2, Concession 4 West of Yonge Street, City of Toronto, Ontario
Archeoworks Inc.	P390-0083-2014	Stage 1 AA for the: Proposed Development of the Mimico Creek Bridge Crossing Within Part of Lot 16, Concession 2 Fronting the Humber River In the Geographic Township of Etobicoke, Historical County of York, Now in the City of Toronto, Ontario
Archaeological Services Inc.	P049-0735-2014	Stage 1 and 2 AA of Block 1 (4530 Eglinton Avenue West), Block 2 (4452 Eglinton Avenue West) and Block 3 (4400, 4300 and 4200 Eglinton Avenue West), Part of Lot 17, Concession A, Fronting the River Humber and Part of Lot 17, Concession B, Fronting the River Humber, Geographic Township of Etobicoke, County of York, Now in the City of Toronto, Ontario
Archeoworks Inc.	P029-0906-2015	Stage 2 AA for the: Proposed Rezoning of Parts 1 to 4 of Block O. Reg. Plan 6864 Within Part of Lot 17, Concession A Fronting the Humber In the Geographic Township of Etobicoke Historic County of York Now in the City of Toronto, Ontario
Archaeological Services Inc.	P046-0102-2015	Stage 1 and 2 AA of 4000 Eglinton Avenue West, Part of Lot 17, Concession C Fronting the Humber, Geographic Township of Etobicoke, Former York County, City of Toronto, Ontario
Archaeological Services Inc.	P057-0813-2015	Stage 1 and Stage 2 AA of the West Deane Park Eroding Slope Areas Along Mimico Creek, Part Lots 15 and 16, Concession 2, Fronting the River Humber, Geographic Township of Etobicoke, County of York, City of Toronto, Ontario
Amec Foster Wheeler Environment and Infrastructure	P141-0238-2015	Stage 1 & 2 AA for Lands Located at Intersection of Rangoon Road and Hartland Road, Lot 16, Concession III, County of York, Geographic Township of Etobicoke, Toronto, Ontario
Archaeological Services Inc.	P046-0263-2016	Stage 1 AA of La Rose Avenue, Part of Lot 17, Concession C FTH, Geographic Township of Etobicoke, York County, City of Toronto, Ontario
Toronto and Region Conservation Authority	P303-0413-2016	AA (Stage 1-2) in the City of Toronto, West Dean Park Bank Stabilization, Lots 15 and 16, Concession Fronting the Humber II, Geographic Township of Etobicoke, Historic York County
Timmins Martelle Heritage Consultants Inc.	P324-0214-2017	Stage 1 AA Martin Grove Replacement Project, Part of Lots 17 & 18, Concession North Fronting the Lake 1 & 2 and Part of Lots 12 to 23, Concession Fronting the Humber 1 & 2 Geographic Township of Etobicoke, Now in the City of Toronto, County of York, Ontario
Stantec Consulting Ltd.	P400-0117-2018	Stage 1 AA of the Infill development, 25 Photography Drive, Toronto, Ontario

Researcher	PIF Number	Report Title
Archaeological Services Inc.	P449-0252-2018	Stage 1 AA of 7 and 21 Richgrove Drive, Part of Lot 17, Concession 2 Fronting the Humber, Geographic Township of Etobicoke, York County, City of Toronto, Ontario
A.M. Archaeological Associates	P035-0296-2018	The Stage 1 Archaeological Assessment of Roselands Junior Public School, 990 Jane Street, City of Toronto (Part of Lot 10, Concession 3, Humber Range, Geo. Twp. York)
A.M. Archaeological Associates	P035-0301-2019	The Stage 2 Archaeological Assessment of Roselands Junior Public School, 990 Jane Street, City of Toronto (Part of Lot 10, Concession 3, Humber Range, Geo. Twp. York)
Archaeological Services Inc.	P449-0291-2019	Stage 1 AA of the Princess Gardens East, Parcel 3, Part of Lot 16, Concession 1, Fronting the Humber, Geographic Township of Etobicoke, York County, City of Toronto, Ontario
Wood Environment and Infrastructure Solutions	P348-0056-2019	Stage 1 & 2 AA, Integrity Dig Location 114-34720-2018 (Dig 114) Along the Imperial Oil Limited SPPL NPS 12 (Waterdown to Finch) Corridor, Part of Lot 16 Concession 3 (FTH), Township of Etobicoke, County of York, Now in the City of Toronto, Ontario

1.6.4 Registered Archaeological Sites

A search of the Ontario Archaeological Sites Database (OASDB) of the MHSTCI indicated that there are four registered archaeological sites located within a 1 km radius of the study area as documented in Table 1-4. One of the sites, the Hunter site AkGu-24), is located within the study area. The site was identified by J. Andres and was described by Victor Konrad in 1973 as a collection of Middle Archaic lithic artifacts and historic Euro-Canadian artifacts which was subject to Stage 3 and Stage 4 assessment. It is unlikely that any of this site remains due to the extensive development in its reported location.

There is little additional data available for the Roseland site (AkGu-6) within the site form available on PastPort other than the site being located on the top of a bluff overlooking the Humber River and the swamp, however, A.M. Archaeological Associates (AMAA) has completed additional research for the site including review of the original research notes by Victor Konrad (1973). The AMAA (2018) report notes that while Victor Konrad identified the site as disturbed from urban development, the archaeological interpretation of sites as “destroyed” has changed greatly since the 1970’s, and that intact sites have been located in very disturbed conditions. AMAA notes that the Konrad notes indicate that there was no records of any excavation, but that testing provided evidence of a village site including ceramics and lithic debitage, and yet the site form indicates that the site was not tested as part of the 1971 field project. The Roseland site may have been identified instead from the collection of J. Andrews in the 1960’s. Additionally, the site dimensions are recorded as 3 to 6 acres in size, however this is likely a best guess by Konrad based on the time period of the site and artifacts given that little or no fieldwork was completed for the site.

The Frimette site (AkGu-25) is located in close proximity to the Roseland site, and recent speculation suggests that the site may be a continuation of the Roseland site into the residential neighbourhood to the south (AMAA, 2018).

Given the site's location, the integrity of the site has likely been compromised due to modern development, but until additional archaeological work is undertaken this is unknown.

Two of the four sites documented within 1 km of the current study area were identified as precontact sites, with the remaining two sites being identified as multi-component. Current development status is assigned a value of CHVI which denotes the necessity of further AA. Should a site contain "Further CHVI" (Table 1-4, as provided by the MHSTCI), this indicates that further AA is required prior to development. A (-) symbol indicates that the development status of the site has not been provided by the MHSTCI, and this information is not available in the database.

Table 1-4: Registered Archaeological Sites within 1 km of the Study Area

Borden Number	Site Name	Time Period	Cultural Affinity	Site Type	Development Status
AkGu-24	Hunter	Woodland	-	Village	-
AkGu-25	Frimette	Woodland	Aboriginal	Village	-
AkGu-6	Roseland	-	-	-	-
AkGu-90	-	Post-Contact, Pre-Contact	Other	-	-

1.6.5 **Archaeological Master Plan**

The 2004 Archaeological Master Plan for the City of Toronto was consulted to inform the determination of archaeological potential of the current study area as per Section 1.1, Standard 1, and Section 7.5.6, Standard 2 of the S&Gs (MHSTCI, 2011). The portion of the current study area that is currently occupied by buildings and parking lots is identified as having no archaeological potential, while the remainder of the study area is identified as holding archaeological potential.

While Archaeological Master Plans are useful to assist in municipal planning and the stewardship of archaeological resources, they do not negate the requirement for a site inspection to confirm actual conditions of the study area.

1.6.6 **Listed and Designated Heritage Properties**

There are two properties designated under Part IV of the OHA, and two listed properties within 50 m of the study area as listed in Table 1-5. The presence of these heritage properties indicates potential for Euro-Canadian archaeological resources within the current study area. One heritage plaque describing the history of Richview Cemetery and Richview Methodist Church (later Richview United Church) is located at the Highway 427 Interchange, which was relocated in 1959.

Table 1-5: Listed and Designated Properties, Heritage Districts, and Known Cultural Heritage Landscapes

Built Heritage Resource (BHR)/Cultural Heritage Landscape (CHL)	Name	Location	Heritage Designation	Details
CHL	Richview Cemetery	Eglinton Avenue West, Toronto, ON	Status: Part IV	Established 1853, Extended 1886
BHR	La Rose House	322 La Rose Avenue	Listed	-
CHL	Mary Reid House	4200 Eglinton Avenue West	Status: Part IV	Built 1939
BHR	Mount Dennis Bank of Nova Scotia	1151 Weston Road	Listed	Built 1949, addition added 1981

1.6.7 *Richview Memorial Cemetery*

Richview Memorial Cemetery (Richview Cemetery) is located within the study area the intersection of the Highway 427 interchange and Eglinton Avenue West. The first person interred was Ann Garbutt, who was buried in the cemetery in 1846, prior to the official establishment of the cemetery. The cemetery was established officially in 1853 by William Knaggs (OGS, 2005). A non-denominational church was constructed on the property, and in 1888 was replaced by a red brick church which housed the newly united congregations of the local Primitive Methodist and Wesleyan Methodist churches (OGS, 2005, Etobicoke Historical Society, 2015). The church remained until 1959 when the congregation moved to a new location, Highway 427 was constructed and the church was demolished (OGS, 2005, Etobicoke Historical Society, 2015, Brown, n.d.). Approximately 300 people are reported to be buried in Richview Cemetery, most of whom were early settlers of Richview (Etobicoke Historical Society, 2015).

A Stage 2 AA by test pit survey was completed by New Directions Archaeology (NDA) in 2014 for the half-circle driveway area, south of the cemetery, which was found to be covered by high weeds with shallow topsoil over very compact gravel and clay. While no specific building remains or artifacts were recovered, NDA determined that the soils observed could be a filled in cellar or footing for the original building. Further archaeological assessment was recommended for this area.

The cemetery is at a higher elevation from Eglinton Avenue West, and significant disturbances have occurred around the cemetery's perimeter associated with the construction of the Highway 427 interchange. While the previous archaeological assessment completed by NDA in 2014 (PIF# P018-0686-2014) recommended a cemetery investigation for the sloped area around the cemetery and within the cemetery if impacts were planned, additional research has been undertaken for this report that indicates that a cemetery investigation outside of the fenced cemetery limit is unnecessary. A plan of the cemetery has been obtained (see Appendix C) which includes the locations of burials within the cemetery limits (OGS, 2005). Additionally, the Ontario Genealogical Society has compiled a history of the

Richview Cemetery, as well as a history of moving the 105 bodies and markers from the Willow Grove Cemetery in 1970 and bodies and markers from the McFarlane family cemetery in 1973 to the Richview Cemetery (OGS, 2005). Given the careful records kept of burials, continued careful upkeep of the property and fencing, no indications that the fence line has ever been moved, and steep slopes surrounding the cemetery fence to the west and north, it is unlikely that any burials are located outside of the fenced area. This report concurs with the recommendation for a cemetery investigation for inside the fenced cemetery limits if impacts are planned, however, archaeological monitoring during construction activities surrounding the cemetery is recommended if impacts cannot be avoided in these areas.

1.6.8 Summary

The study area is located within the Iroquois Plains and the South Slope physiographic region. Based on current satellite imagery, the study area appears to consist of apartment buildings and row housing, with industrial complexes to the north and south of Eglinton Avenue West with golf courses and parklands present at the eastern limit of the study area.

A total of 29 previous AAs have been conducted within or within 50 m of the study area. The OASDB indicated that there are four registered archaeological sites within a 1 km radius of the study area. AkGu-24 is located within the study area and AkGu-6 is within 50 m. There are two Listed heritage properties and two heritage properties designated as Status: Part IV located within the study area. One heritage plaque describing the history of Richview Cemetery and Richview Methodist Church (later Richview United Church) is located at the Highway 427 Interchange, which was relocated in 1959.

2. Field Methods

2.1 Property Inspection

A property inspection is a visit to the property to gain first-hand knowledge of its geography, topography, and current condition, and to evaluate and map the archaeological potential within the study area. The property inspection was completed for the portion of the study area that lies between the new Mount Dennis Station location and Commerce Drive by spot checking areas throughout the study corridor. Areas of suspected disturbance were identified prior to the property inspection based on aerial imagery, and these areas were checked for any signs of remaining archaeological potential.

Much of the study area was determined to be disturbed by the construction of Eglinton Avenue West and associated utilities and ditching. Additionally, the area surrounding Eglinton Avenue West has seen significant development over the 19th and 20th centuries which has effectively removed archaeological potential. The following details the property inspection and describes areas of observed disturbance and archaeological potential within the study area.

The property inspection began at the eastern end of the study area, east of Weston Road, which includes subdivision and commercial properties that have been disturbed by modern

construction activities and does not retain archaeological potential (Photographs 7-1 to 7-3). The photograph locations are presented in Table D-1, Appendix D.

West of the above described area, and east of the Humber River the study area partly consists of parkland (Eglinton Flats, Fergy Brown Park) and golf courses (Scarlett Woods Golf Course). While Eglinton Avenue West itself and the Eglinton Flats sports complex show signs of disturbance from modern construction activities including road, parking lot, and building construction, the parklands and golf courses hold archaeological potential (Photographs 7-4 to 7-8).

The area surrounding the Humber River appears to be undisturbed holds archaeological potential (Photographs 7-9 to 7-10). The portion of the Humber River that lies within the current study area is approximately 1 m deep. Given the shallow depth of the Humber River in this location, the river was also inspected, and no features were visible from the surface.

East of Kipling Avenue is primarily subdivision and commercial area that has been disturbed by modern construction activities (Photographs 7-11 to 7-14) with interspersed green spaces that retain archaeological potential including bush lot, a soccer field and a golf course (Photographs 7-15 to 7-16).

East of Widdicombe Hill Boulevard is a subdivision and plaza, both of which have been disturbed by modern construction activities and do not retain archaeological potential. North of the subdivision and east of the plaza are apartment complexes. While the buildings themselves and parking areas show signs of modern disturbance, the lawn areas appear to retain archaeological potential. Additionally, the northwest corner of the intersection of Eglinton Avenue West and Kipling Avenue is a bush lot that appears to retain archaeological potential.

Continuing west on Eglinton Avenue West, all areas impacted by the construction of the interchanges and on ramps show clear signs of disturbance including water catchment drains and utilities in addition to the evidence of grading and paving (Photograph 7-17). The portions of the study area located around the intersection of Eglinton Avenue West and Martin Grove Road appears to retain archaeological potential, as well as the areas north of Eglinton Avenue West, and east and west of Willowridge Road.

A large greenspace lies southwest of Eglinton Avenue West and northeast of The East Mall. Despite its proximity to Eglinton Avenue West and the 427 interchange, the area appears to hold archaeological potential (Photograph 7-18).

The area northeast of Renforth Drive has been disturbed by modern construction activities, primarily resulting from the construction of a subdivision, a roadway and highway interchanges, and does not retain archaeological potential. This disturbance is evidenced by sewer systems, altered landscapes and utilities present throughout the area (Photographs 7-19 to 7-23). However, the aforementioned hydro corridor continues north of Renforth Drive and does not appear to have been extensively and intensively disturbed (Photograph 7-24). Additionally, Richview Cemetery lies within the Highway 427 Interchange. The area surrounding the cemetery has been deeply altered by the construction of the highway

interchange. The portion of the study area around Richview Cemetery was inspected, however previous assessments have also documented the conditions and no alterations have been made to the area in the vicinity of the cemetery since the previous NDA assessment in 2014.

The property inspection was completed at the southwestern end of the study area, between Eglinton Avenue West and Matheson Boulevard East. With the exception of a hydro corridor and a soccer field with an adjacent bush lot, this portion of the study area has been disturbed by modern construction activities and does not retain archaeological potential (Photographs 7-25 to 7-28). The Hydro corridor and soccer field with adjacent bush lot do not appear to be disturbed by modern construction activities (Photograph 7-29).

All referenced images are located on Figure A-19 to A-23, Appendix A in this Report, and their Global Positioning System (GPS) coordinates are retained by WSP Canada Inc.

2.2 Test Pit Survey

As part of the geotechnical borehole program, a test pit survey was conducted in the location of two boreholes (BH39 and BH40) located northeast of the intersection of Eglinton Avenue West and Islington Avenue on November 22, 2019. The area of impact was identified in consultation with the geotechnical team, which included a 5 m radius around each borehole location. Locations were marked with stakes in the field. While the area had been previously identified as disturbed by Archaeological Services Inc., the property inspection component of WSPs Stage 1 assessment determined that the area may retain archaeological potential and was consequently subjected to Stage 2 assessment.

All test pits were excavated at 5 m intervals (Photographs 7-30 & 7-31), had a diameter of 30 cm and were excavated at least 5 cm into subsoil (Photographs 7-32 & 7-33). The test pit was examined for evidence of disturbance, stratigraphy, and archaeological features. All sediments were screened through 6 mm mesh to recover any archaeological materials, and all test pits were backfilled upon completion.

Test pits appeared undisturbed and consisted of two lots; the first of which was a brown clay-loam with a depth of approximately 25 cm, followed by a light brown clay subsoil.

No archaeological materials were recovered during the assessment.

All referenced images are located on Figure A-19 to A-23, Appendix A in this Report, and their GPS coordinates are retained by WSP Canada Inc.

2.3 Record of Finds

The Stage 1 AA included a visual inspection only and did not include excavation or collection of archaeological resources. No archaeological resources were visible on the ground surface during the visual inspection.

The Stage 2 AA for borehole locations BH39 and BH40 did not result in the recovery of any archaeological resources.

2.4 Inventory of Documentation Records

The following list represents all the documentation taken in the field relating to this Project and is being retained by WSP Canada Inc. indefinitely:

- Four pages of field notes including photograph log;
- 404 digital photographs in JPG format; and
- GPS readings taken during the limited property inspection.

3. Analysis and Conclusions

3.1 Archaeological Potential

A number of factors are employed in determining archaeological potential. Features indicating archaeological potential can be found in Appendix E of this Report.

Criteria for pre-contact archaeological potential focus on physiographic variables. These include distance from the nearest source of water, the nature of the nearest source/body of water, distinguishing features in the landscape (e.g., ridges, knolls, eskers, wetlands), the types of soils found within the area of assessment and resource availability (e.g., food sources, tool sources, etc.). Also considered in determining archaeological potential are known archaeological sites within or in proximity to the study area.

Historical research provides the basis for determining historical archaeological potential. Historical maps, aerial photographic evidence and a property inspection of the study area all assist in determining historical archaeological potential. Additionally, proximity to historical transportation corridors such as roads, rail and watercourses also affect historical archaeological potential.

The study area is located within close proximity to historic transportation routes (e.g., Eglinton Avenue West, Martin Grove Road, Kipling Avenue, Islington Avenue, Royal York Road, Scarlett Road, Jane Street, and the rail corridor) and the Humber River, and the Richview Cemetery is located within the study area, which has been previously documented to potentially contain the remains of the early church structure. These factors indicate that the property holds potential for the recovery of post-contact period archaeological resources. The study area also crosses the Humber River and its tributaries, and is also in close proximity to a number of large village sites that have been documented to have been disturbed by modern development. These factors indicate the study area holds potential for the recovery of pre-contact archaeological resources, and potentially deeply buried archaeological resources. A review of the City of Toronto Archaeological Master Plan (ASI, 2004) provides further insight into the potential of the area (Figure A-24 to A-28 in Appendix A).

A previous archaeological assessment completed by NDA in 2014 (PIF# P018-0686-2014) recommended avoidance of the Richview Cemetery and surrounding driveway area. If impacts could not be avoided, a cemetery investigation for the sloped area around the cemetery and within the cemetery was recommended. While the

Additionally, the Stage 2 test pit survey completed for the half-circle drive way area south of the cemetery was found to be covered by high weeds with shallow topsoil over very compact gravel and clay. While no specific building remains or artifacts were recovered, NDA determined that the soils observed could be a filled in cellar or footing for the original building, and further archaeological assessment was recommended.

3.2 Analysis of Stage 2 Results

While the test pit survey resulted in the determination that the BH39 and BH40 study areas were undisturbed, no archaeological materials were recovered during the test pit survey.

3.3 Conclusions

The presence of historic transportation routes and the proximity of the study area to the Humber River indicates that the property holds potential for the recovery of both pre-contact and contact period archaeological resources. While the area contains archaeological potential, the development of the surrounding lands resulted in deep disturbances of lands within the study area. Despite the significant development of the area in the 19th and 20th centuries, portions of the study area appear to be undisturbed and still hold archaeological potential (Figure A-19 to A-23 in Appendix A). If impacts are planned for these areas that hold archaeological potential, Stage 2 AA is required.

As no archaeological materials were recovered during the test pit survey of the BH39 and BH40 study areas, no further AA is required.

This report concurs with the majority of earlier recommendation made by NDA. It is recommended that the Richview Cemetery property be avoided by the current project impacts. If avoidance of the cemetery lands is not possible, a Stage 2 test pit survey within the cemetery lands to determine whether other archaeological materials may be present is recommended. Approval from the cemetery owner and an Investigation Authorization from the Bereavement Authority of Ontario must be obtained prior to any impacts within and within 10 m of the cemetery limits. Given the careful records kept of burials, continued careful upkeep of the property and fencing, no indications that the fence line has ever been moved, and steep slopes surrounding the cemetery fence to the west and north, it is unlikely that any burials are located outside of the fenced area. This report concurs with the NDA recommendation for a cemetery investigation within the fenced cemetery limits if impacts are planned, however, archaeological monitoring during construction activities surrounding the cemetery is recommended if impacts cannot be avoided in these areas. The earlier NDA recommendation for a cemetery investigation for the area surrounding the cemetery would be replaced by the recommendation for archaeological monitoring during construction.

4. Recommendations

Archaeological recommendations have been made based on historical research, locations of known or registered archaeological sites, previous AAs, indicators of archaeological potential, the property inspection, as outlined in Section 1.3.1 of the 2011 S&G, as well as the results of the Stage 2 AA. These recommendations are:

1. **Portions of the Project study area hold archaeological potential and areas that will be impacted will require a Stage 2 test pit survey at five metre intervals per Section 2.3.2 of the 2011 S&G (Figure A-19 to A-23, Appendix A);**
2. **No archaeological materials were recovered during the Stage 2 test pit survey for BH39 and BH40 and therefore no further assessment is required within these areas (Figure A-19 to A-23, Appendix A);**
3. **The Richview Cemetery and possible chapel remains are located within the study area limits and should be subject to the following recommendations (Figure A-19 to A-23, Appendix A):**
 - a) **Project impacts should avoid Richview Cemetery and possible chapel remains (Figure A-19 to A-23, Appendix A).**
 - b) **There are no current proposed impacts but any future proposed changes that require any soil movement within Richview Cemetery be unavoidable, a Stage 2 AA by test pit survey as per Section 2.3.2 of the 2011 S&G followed by a Stage 3 Cemetery Investigation within the cemetery limits is required to determine the presence or absence of archaeological materials or graves prior to any impacts. Excavations must be completed by a licensed archaeologist. Permission from the cemetery owner and an Investigation Authorization from the Bereavement Authority of Ontario should be sought prior to any disturbance to the cemetery.**
 - c) **The small area enclosed by semi-circular driveway south of the Richview Cemetery requires Stage 3 investigation as per Table 3.1, Standards 1 and 2, as per previous recommendations (NDA, PIF# P018-0686-2014) (Figure A-19 to A-23, Appendix A).**
 - d) **Impacted lands within 10 m of Richview Cemetery must be monitored by a licensed archaeologist for the presence of burials and archaeological remains (Figure A-19 to A-23, Appendix A). An Investigation Authorization from the Bereavement Authority of Ontario should be sought prior to any disturbance adjacent to the cemetery.**
4. **Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, 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 archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the Ontario Heritage Act.

- 5. Areas determined to be disturbed and previously assessed lands that were deemed clear from further AA do not require further AA, and;**
- 6. If the final limits of the Project study area are altered and fall outside the current study area, an additional Stage 1 AA is required to assess the new footprint.**

No construction activities shall take place within the study area prior to the MHSTCI confirming in writing that all archaeological requirements have been met.

In the event that archaeological remains are discovered during construction activities, the consultant archaeologists, Metrolinx and the MHSTCI should be notified immediately.

5. Advice on Compliance with Legislation

This Report is submitted to the Minister of Tourism, Culture and Sports as a condition of licencing in accordance with Part VI of the OHA, R.S.O. 1990, c 0.18. The Report is reviewed to ensure that it complies with the 2011 S&G that are issued by the Minister, and that the archaeological fieldwork and Report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the Project area of a development proposal have been addressed to the satisfaction of the MHSTCI, 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 OHA for any party other than a licenced 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 licenced archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further CHVI, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the OHA.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the OHA. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licenced consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the OHA.

The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services.

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

6. References

1. A.M. Archaeological Associates
(2018). *The Stage 1 Archaeological Assessment of Roselands Junior Public School, 990 Jane Street, City of Toronto (Part of Lot 10, Concession 3, Humber Range, Geo. Twp. York)*. PIF# P035-0296-2018. On file with the MHSTCI, Toronto.
2. (2019). *The Stage 2 Archaeological Assessment of Roselands Junior Public School, 990 Jane Street, City of Toronto (Part of Lot 10, Concession 3, Humber Range, Geo. Twp. York)*. PIF# P035-0301-2019. On file with the MHSTCI, Toronto
3. Amec Foster Wheeler Environment and Infrastructure
(2014). *Stage 2 Archaeological Assessment, Former Kodak Plant, 3500 Eglinton Avenue & 55 Ray Avenue, Part of Lots 1 and 2, Concession 4 West of Yonge Street, City of Toronto, Ontario*. PIF# P348-0015-2014. On file with the MHSTCI, Toronto.
4. (2016). *Stage 1 & 2 Archaeological Assessment for Lands Located at Intersection of Rangoon Road and Hartland Road, Lot 16, Concession III, County of York, Geographic Township of Etobicoke, Toronto, Ontario*. PIF# P141-0238-2015. On file with the MHSTCI, Toronto.
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7. Photographs



Photograph 7-1: Looking West Northwest along Weston Road, showing disturbance due to modern Construction Activities



Photograph 7-2: Looking East at current Construction Sites along Eglinton Avenue West, showing disturbance due to modern Construction Activities



Photograph 7-3: Looking Northeast Rail Crossing on Eglinton Avenue West, showing disturbance due to modern Construction Activities



Photograph 7-4: Looking West at Park Area on Emmett Avenue, showing Area of Archaeological Potential



Photograph 7-5: Looking North at Park Area, North of Eglinton Avenue West, showing Area of Archaeological Potential



Photograph 7-6: Looking South at Golf Course, South of Eglinton Avenue West, showing Area of Archaeological Potential



Photograph 7-7: Looking Southwest at Sports Field, South of Eglinton Avenue West, showing Area of Archaeological Potential



Photograph 7-8: Looking East at Greenspace behind Sports Complex, South of Eglinton Avenue West, showing Area of Archaeological Potential



Photograph 7-9: Looking North at Natural Area on Humber River, North of Eglinton Avenue West, showing Area of Archaeological Potential



Photograph 7-10: Looking South at Natural Area along the Humber River, South of Eglinton Avenue West, showing Area of Archaeological Potential



Photograph 7-11: Looking Northeast at Subdivision East of Kipling Avenue, showing disturbance due to modern Construction Activities



Photograph 7-12: Looking Southeast at active Construction Area West of Bemersyde Drive



Photograph 7-13: Looking West at developed Commercial Area East of Royal York Road showing disturbance due to modern Construction Activities



Photograph 7-14: Looking West Southwest at Lemonwood Drive showing disturbance due to modern Construction Activities



Photograph 7-15: Looking Northeast along Jane Street, showing disturbance due to modern Construction Activities



Photograph 7-16: Looking East at Eglinton Flats Sports Complex located South of Eglinton Avenue West, showing disturbance due to modern Construction Activities



Photograph 7-17: Looking Southwest at Water Catchment Drain on Eglinton Avenue West, showing disturbance due to modern Construction Activities



Photograph 7-18: Looking Northeast at Greenspace Area South of Eglinton Avenue West, showing area of Archaeological Potential



Photograph 7-19: Looking Southwest between Highway 401 and Eglinton Avenue West, showing disturbance due to modern Construction Activities



Photograph 7-20: Looking Northwest from Eglinton Avenue West at Highway 427 access area, showing disturbance due to modern Construction Activities



Photograph 7-21: Looking East Northeast on Eglinton Avenue West at Water Catchment Drain, showing disturbance due to modern Construction Activities



Photograph 7-22: Looking Northeast at Water Catchment drain within Highway Interchanges, showing disturbance due to modern Construction Activities



Photograph 7-23: Looking South at Concrete protruding from the Ground Surface within Highway Interchanges, showing disturbance due to Modern Construction Activities



Photograph 7-24: Looking North at Hydro Corridor, showing Area of Archeological Potential



Photograph 7-25: Looking Southeast at a Parking Lot on Skymark Avenue, showing disturbance due to Modern Construction Activities



Photograph 7-26: Looking Northwest at Vacant Lot on Commerce Boulevard showing disturbance



Photograph 7-27: Looking North on Eglinton Avenue West showing disturbed Area



Photograph 7-28: Looking Down in Vacant lot North of Matheson Boulevard East showing Ground disturbance

Eglinton Crosstown West Extension
Stage 1-2 Archaeological Assessment



Photograph 7-29: Looking South from Renforth Drive at A Hydro Corridor, Showing Area of Archaeological Potential



Photograph 7-30: Looking Northeast at Crew Test Pitting at 5 m Intervals



Photograph 7-31: Looking Northeast at Crew Test Pitting at 5 m Intervals



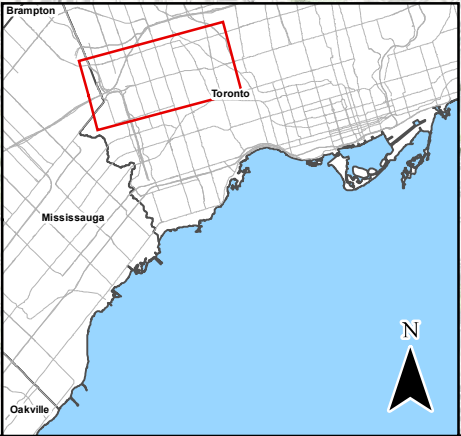
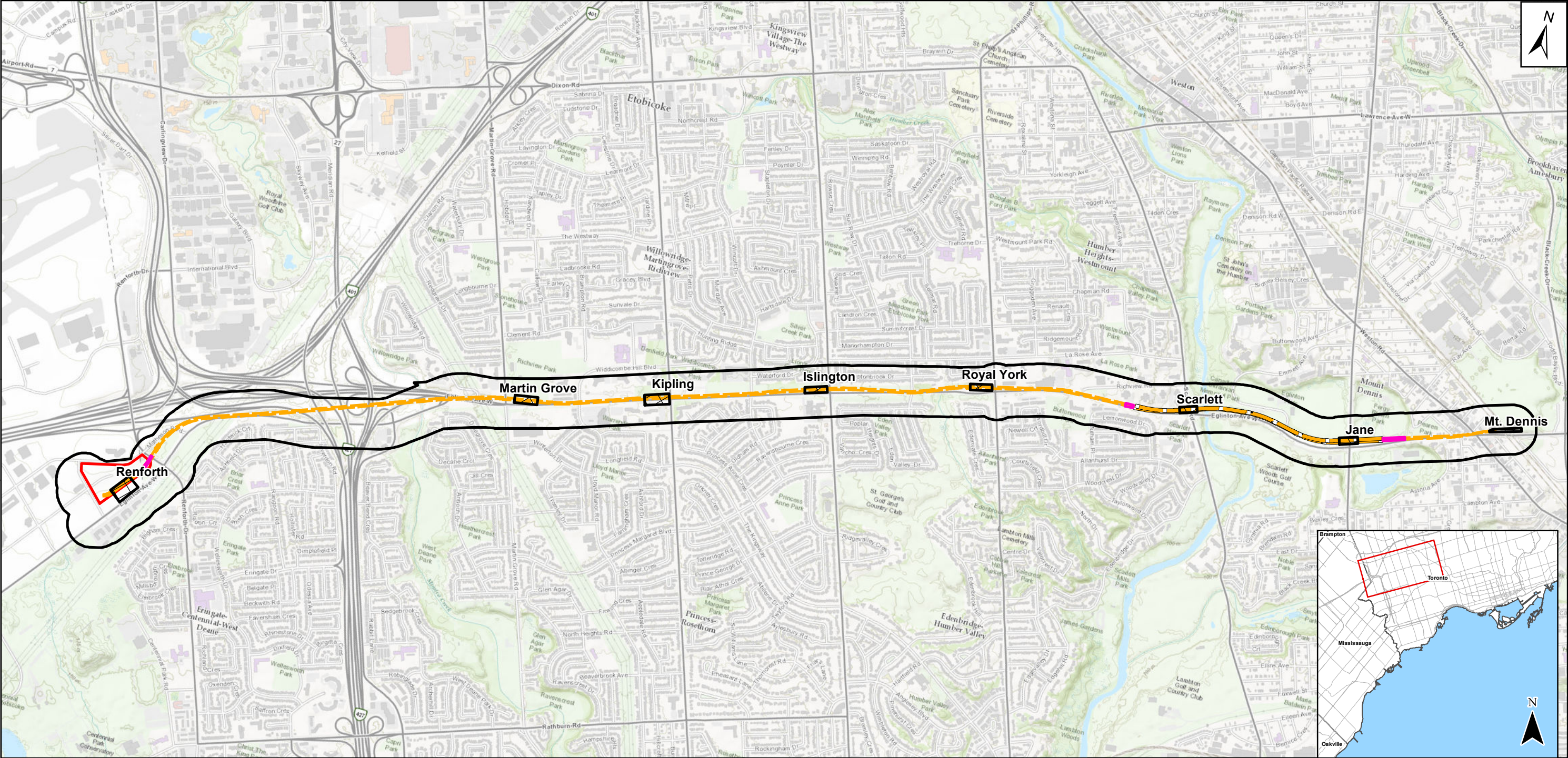
Photograph 7-32: Typical Stratigraphy within Test Pit, Looking Down



Photograph 7-33: Typical Stratigraphy within Test Pit, Looking Down

Appendix A

Figures



Legend

- Study Area

Renford Laydown Area - approximate; subject to change
- Proposed Alignment

Portals
- Elevated

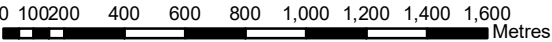
Transition to at-grade

Underground
- Station Sites

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Project Location

Prepared By: **4TRANSIT**
PARSONS HATCH WSP

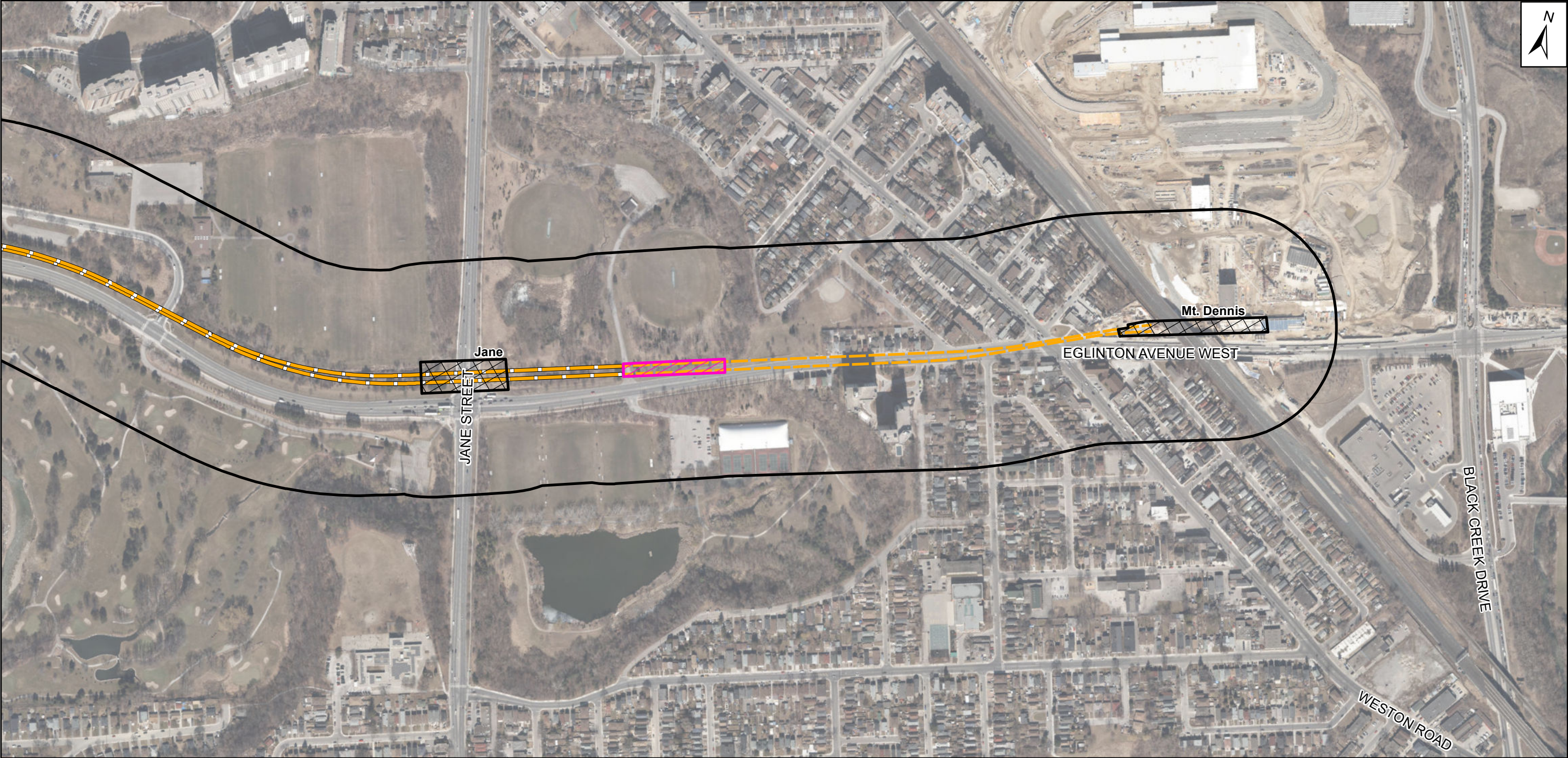
Date: May 25 2020

Version: 1-1

Review:

Figure: A-1

Page: 1 of 1

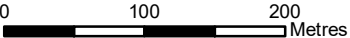




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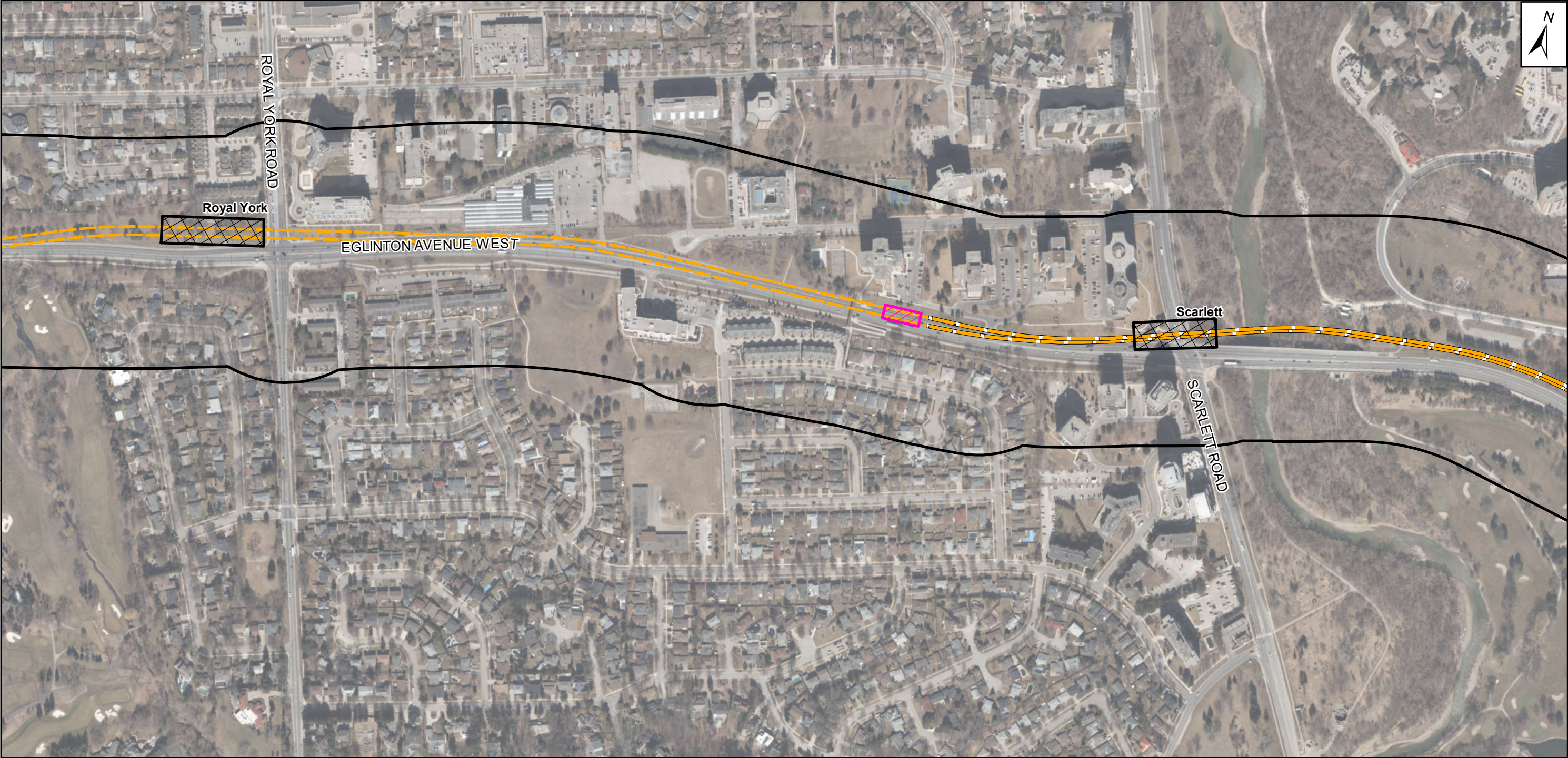
- Study Area
- Renford Laydown Area - approximate; subject to change
- Proposed Alignment**
- Elevated
- Underground
- Station Sites
- Portals

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10
Vertical grade change is approximate.



Project:		Eglinton Crosstown West Extension	
Figure Title:		Stage 1-2 Archaeological Assessment Study Area	
Prepared By:		Date: May 25 2020	
Version: 1-1	Review: 	Figure: A-2	Page: 1 of 5



Legend

- Study Area

Renford Laydown Area - approximate; subject to change
- Proposed Alignment

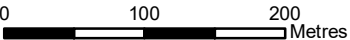
Portals
- Elevated



Underground
- Station Sites

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projecton: MTM 10






Vertical grade change is approximate.



Project:		Eglinton Crosstown West Extension	
Figure Title:		Stage 1-2 Archaeological Assessment Study Area	
Prepared By:		Date: May 25 2020	
Version: 1-1	Review: 	Figure: A-3	Page: 2 of 5



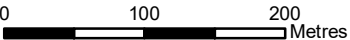
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-  Study Area
- Proposed Alignment**
 -  Underground
 -  Station Sites
 -  Renford Laydown Area - approximate; subject to change
 -  Portals

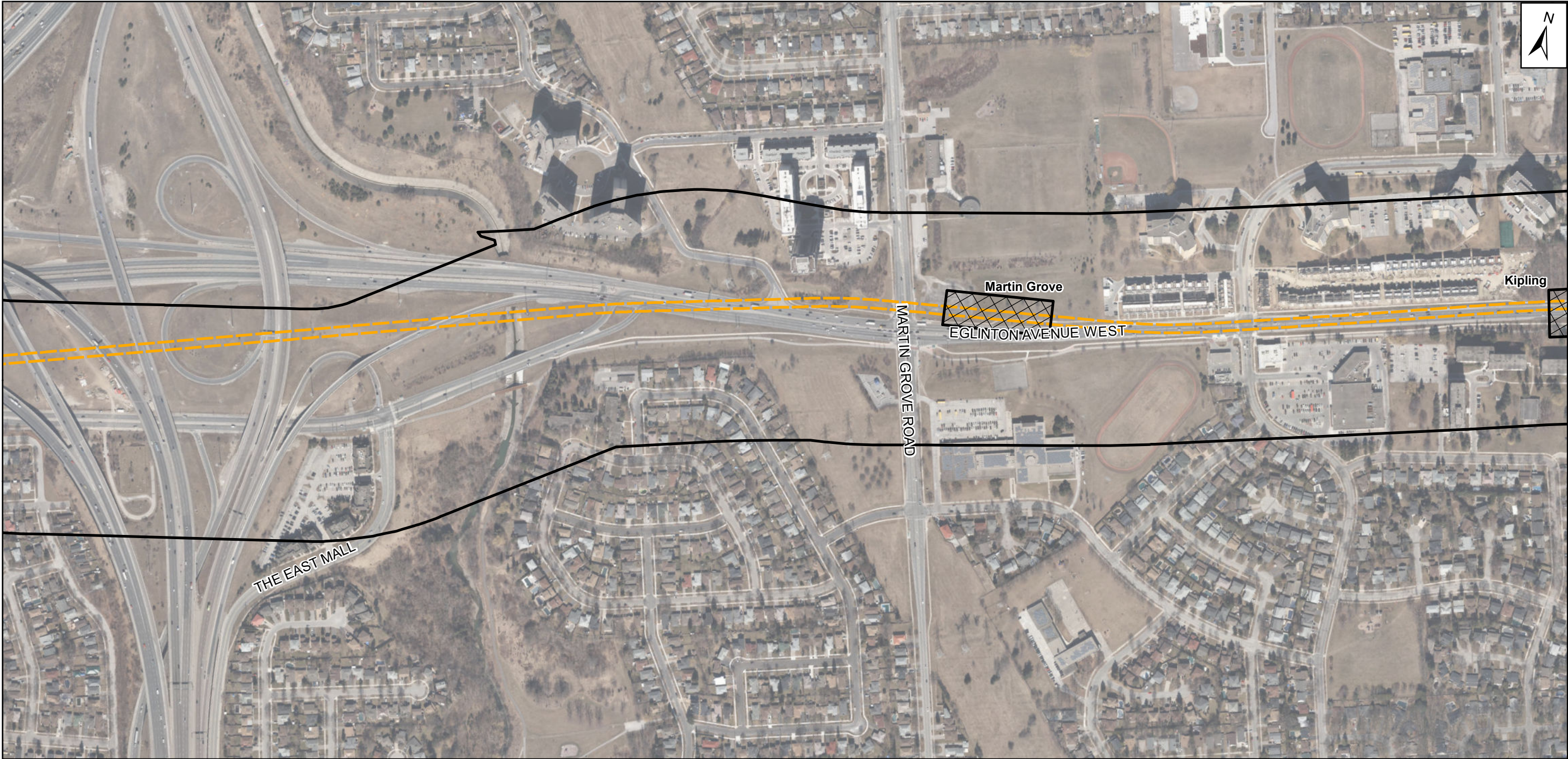
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Toronto Region Conservation Authority - Floodplain
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Datum: NAD83 CSRS
Projeciton: MTM 10

Vertical grade change is approximate.




Project: Eglinton Crosstown West Extension	
Figure Title: Stage 1-2 Archaeological Assessment Study Area	
Prepared By: 	Date: May 25 2020
Version: 1-1	Review: 
Figure: A-4	Page: 3 of 5




Legend

 Study Area

Proposed Alignment

 Underground

 Station Sites

 Renford Laydown Area - approximate; subject to change

 Portals

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap

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Projeciton: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Study Area

Prepared By: 

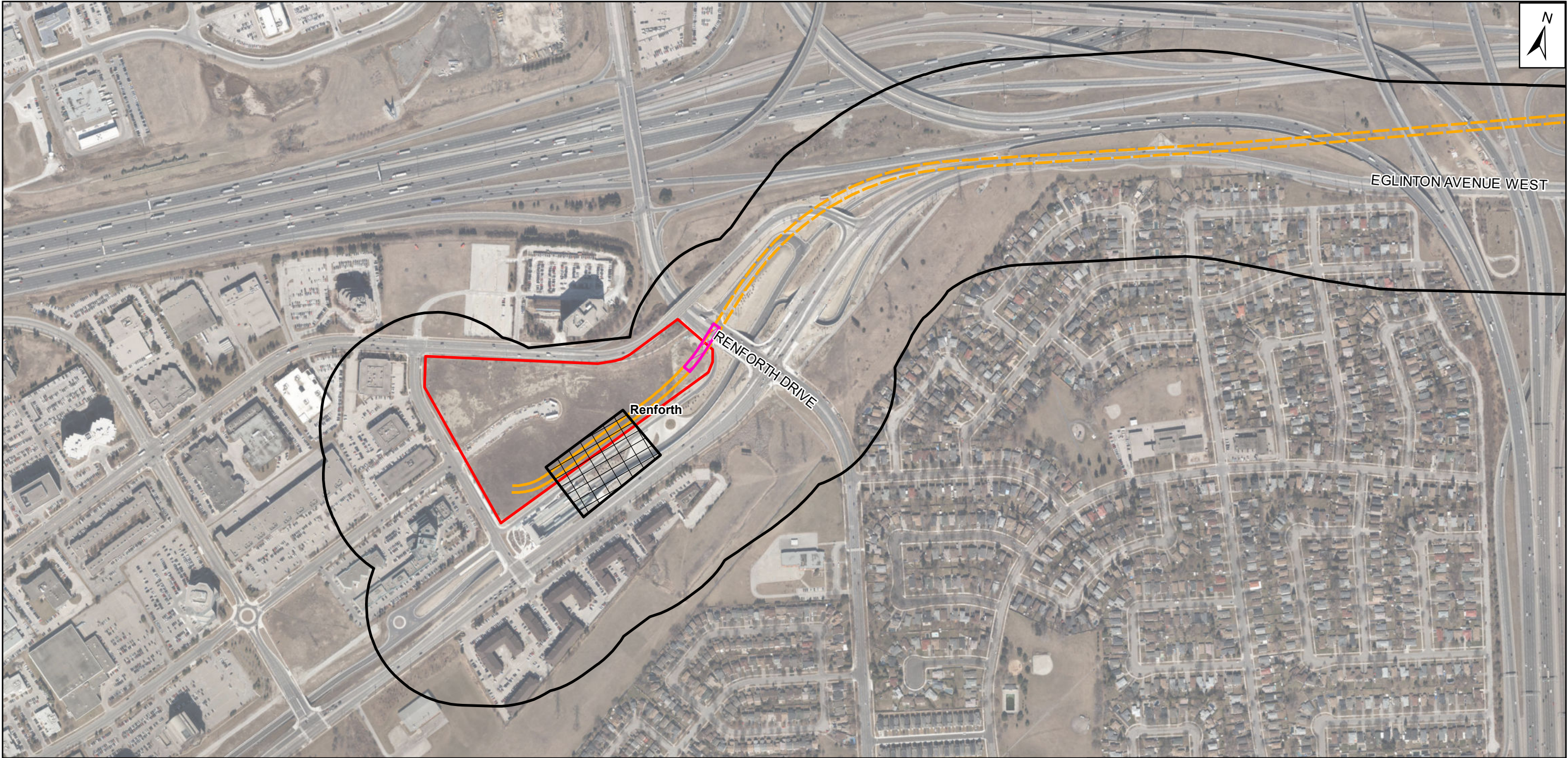

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Version:
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Figure:
A-5

Page:
4 of 5



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- Study Area

Renford Laydown Area - approximate; subject to change
- Proposed Alignment

Transition to at-grade

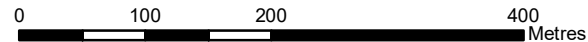
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Station Sites
- Portals

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
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Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
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Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Study Area

Prepared By: 


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A-6

Page:
5 of 5



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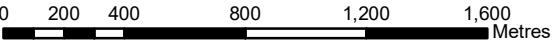
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- Elevated
- Transition to at-grade
- Underground
- Station Sites

DATA SOURCES:

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Tremaine's Map of the County of York, Canada West (1860)

Datum: NAD83 CSRS
Projection: MTM 10

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Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Historical Mapping (1859 and 1860)

Prepared By: 4TRANSIT
PARSONS HATCH WSP

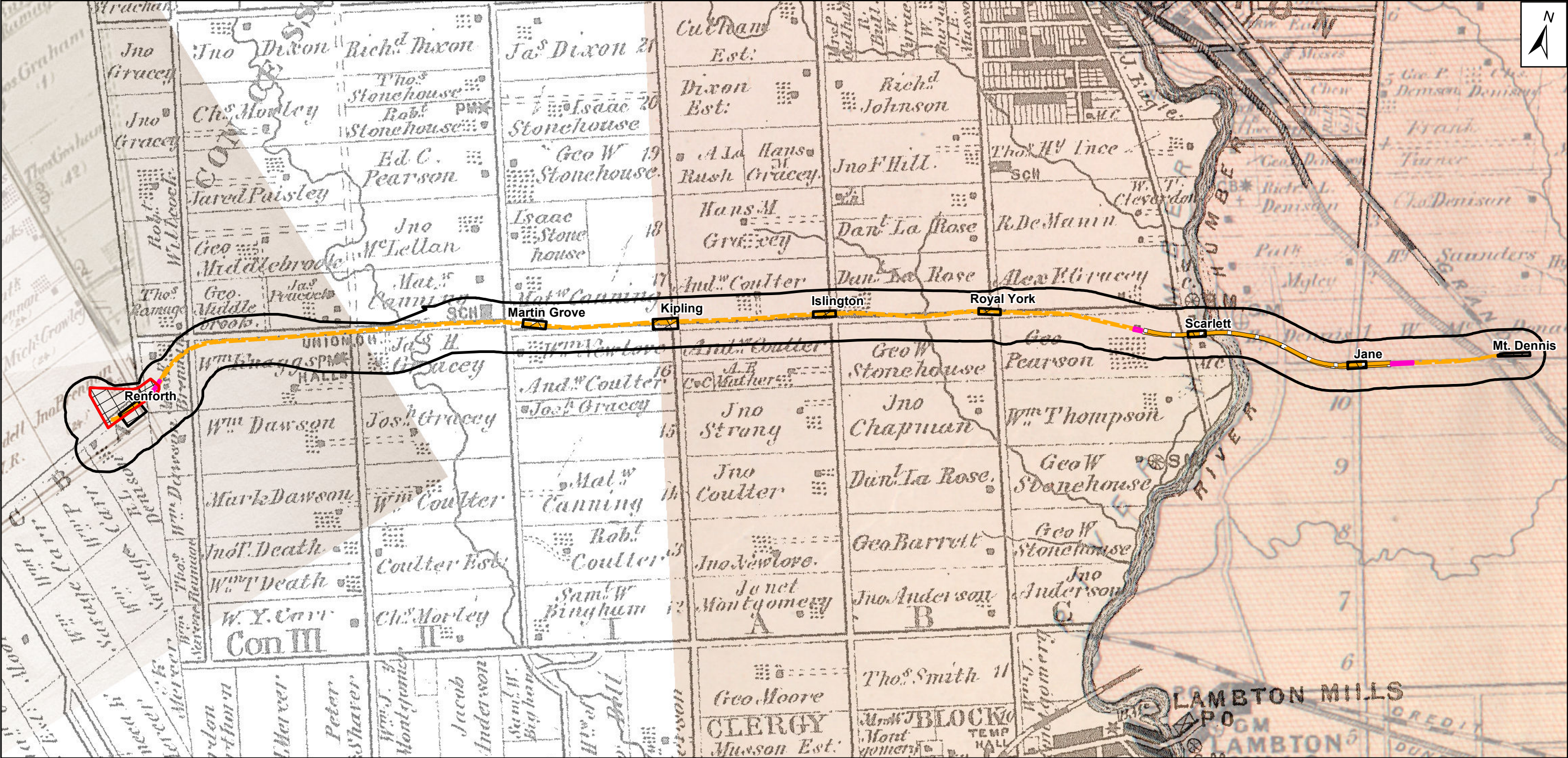
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Version: 1-1

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Page: 1 of 1



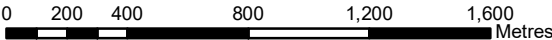
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- Renford Laydown Area - approximate; subject to change
- Proposed Alignment
- Elevated
- Transition to at-grade
- Underground
- Station Sites
- Portals

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Illustrated Historical Atlas of the County of York and the township of West Gwillimbury & town of Bradford in the county of Simcoe, Ont. (Miles and Co, 1878)
Illustrated historical atlas of the county of Peel, Ont. (Walker and Miles, 1877)
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Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Historical Mapping (1877 and 1878)

Prepared By: 4TRANSIT
PARSONS HATCH WSP

Date: May 25 2020

Version: 1-1







Review:

Figure: A-8

Page: 1 of 1



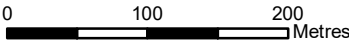
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|  Elevated | |
|  Underground | |
|  Station Sites | |

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projecton: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Aerial Imagery (1954)

Prepared By: 


Date: May 25 2020

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A-9

Page:
1 of 5



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- Study Area



Renford Laydown Area - approximate; subject to change

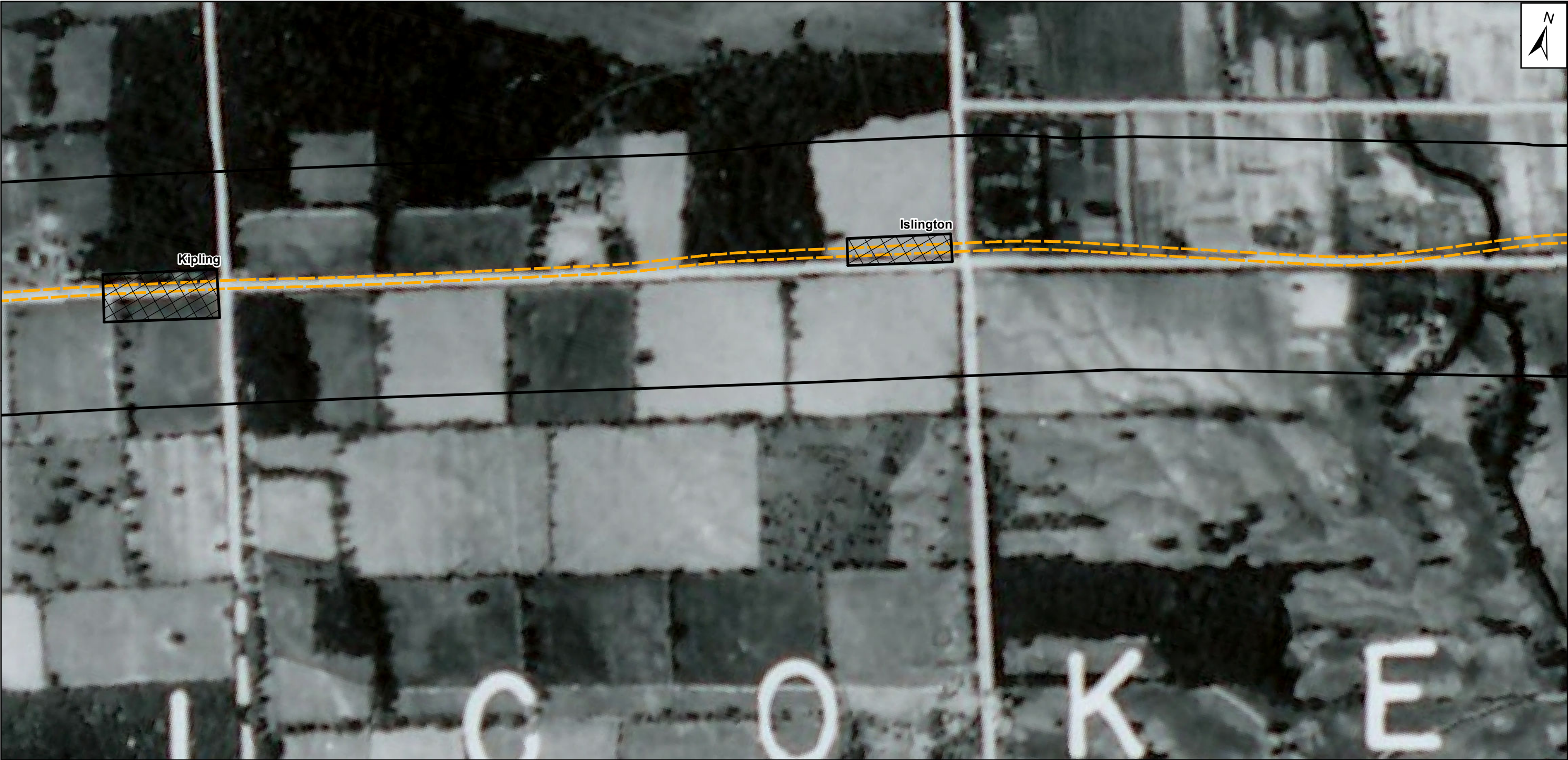
Proposed Alignment

Portals

Elevated

Underground

Station Sites
- DATA SOURCES:
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Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
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| Project: Eglinton Crosstown West Extension | |
| Figure Title: Stage 1-2 Archaeological Assessment
Aerial Imagery (1954) | |
| Prepared By:  | Date: May 25 2020 |
| Version: 1-1 | Review:  |
| Figure: A-10 | Page: 2 of 5 |



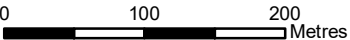
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- Study Area
- Proposed Alignment**
 - Underground
 - Station Sites
 - Renford Laydown Area - approximate; subject to change
 - Portals

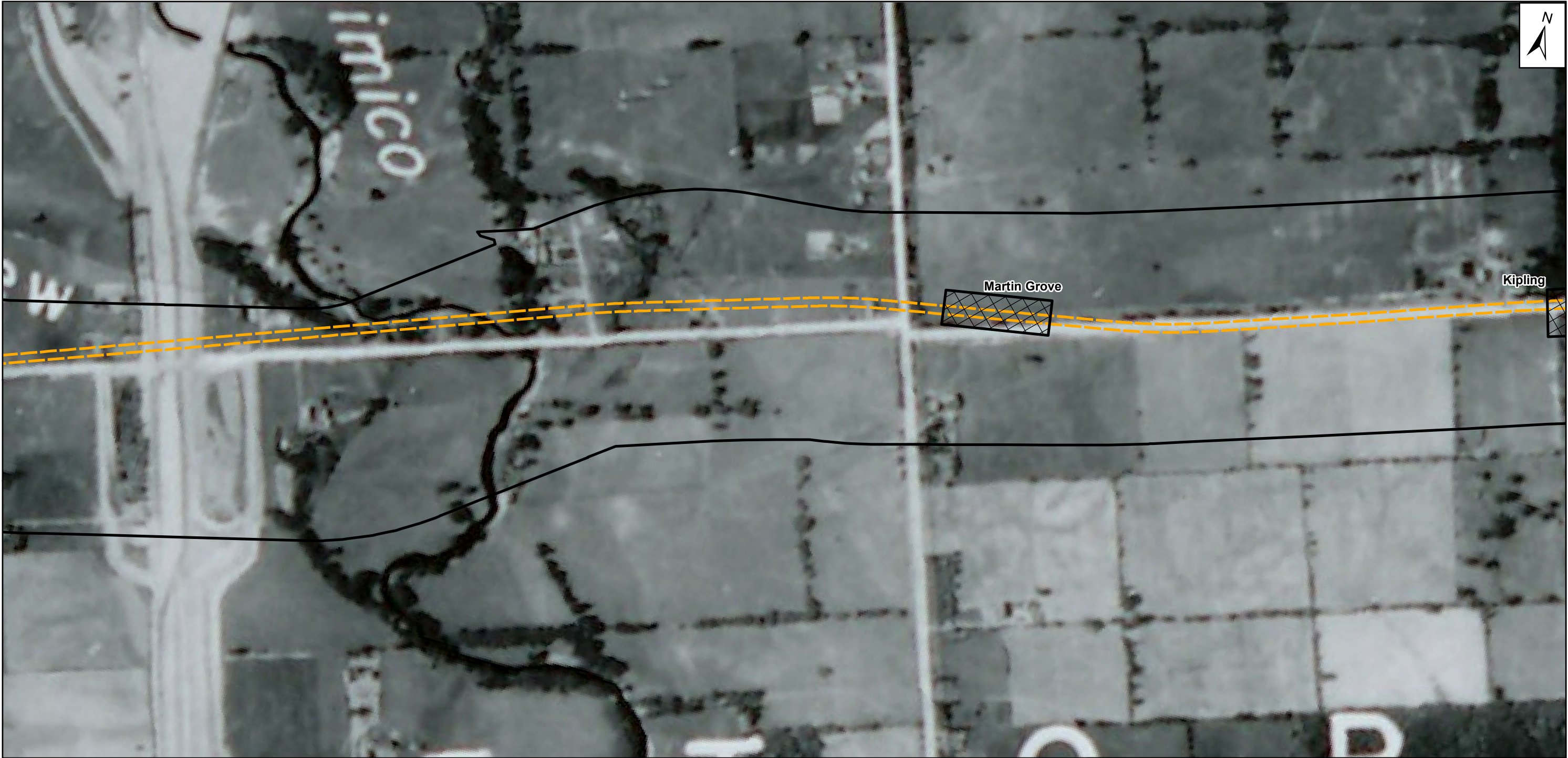
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Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projeciton: MTM 10

Vertical grade change is approximate.




Project:		Eglinton Crosstown West Extension		
Figure Title:		Stage 1-2 Archaeological Assessment Aerial Imagery (1954)		
Prepared By:			Date: May 25 2020	
	Version: 1-1	Review:	Figure: A-11	Page: 3 of 5




Legend

 Study Area

Proposed Alignment

 Underground

 Station Sites

 Renford Laydown Area - approximate; subject to change

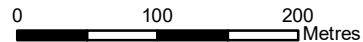
 Portals

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap

Datum: NAD83 CSRS
Projeciton: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Aerial Imagery (1954)

Prepared By: 
PARSONS HATCH WSP

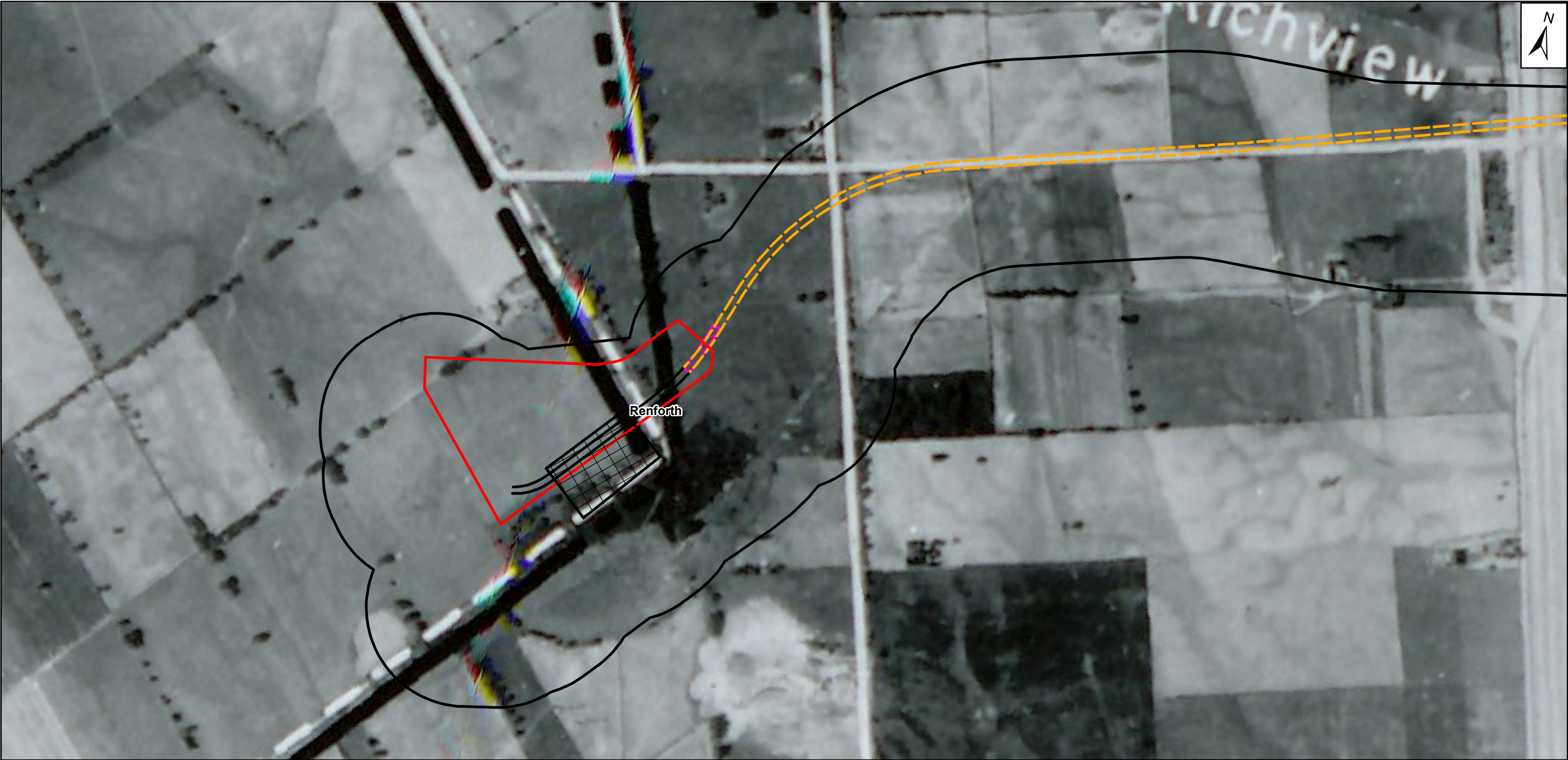
Date: May 25 2020

Version:
1-1

Review: 

Figure:
A-12

Page:
4 of 5



Legend

- Study Area

Renford Laydown Area - approximate; subject to change

Portals
- Proposed Alignment

Transition to at-grade

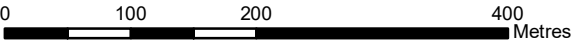
Underground

Station Sites

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projeciton: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Aerial Imagery (1954)

Prepared By: 

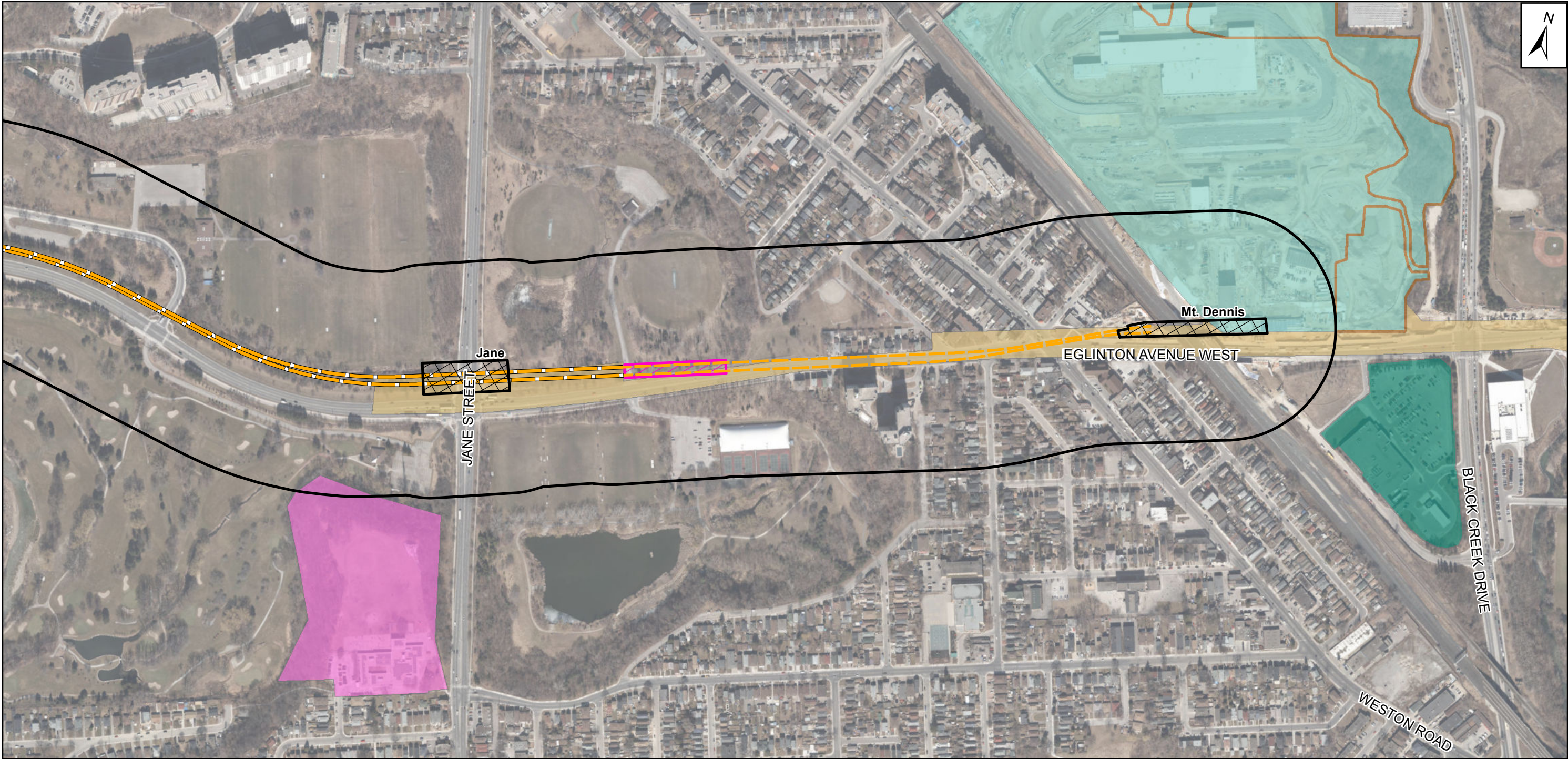

Date: May 25 2020

Version:
1-1












Review: 

Figure:
A-13

Page:
5 of 5



Legend

- | | |
|---|--|
|  Study Area |  Portals |
| Proposed Alignment |  AMAA 2018 & 2019 |
|  Elevated |  AMEC 2014 |
|  Underground |  Archeoworks 2008 |
|  Renford Laydown Area - approximate; subject to change |  NDA 2012 |
|  Station Sites |  Stantec 2018 |

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projeciton: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Previous Assessments

Prepared By: 

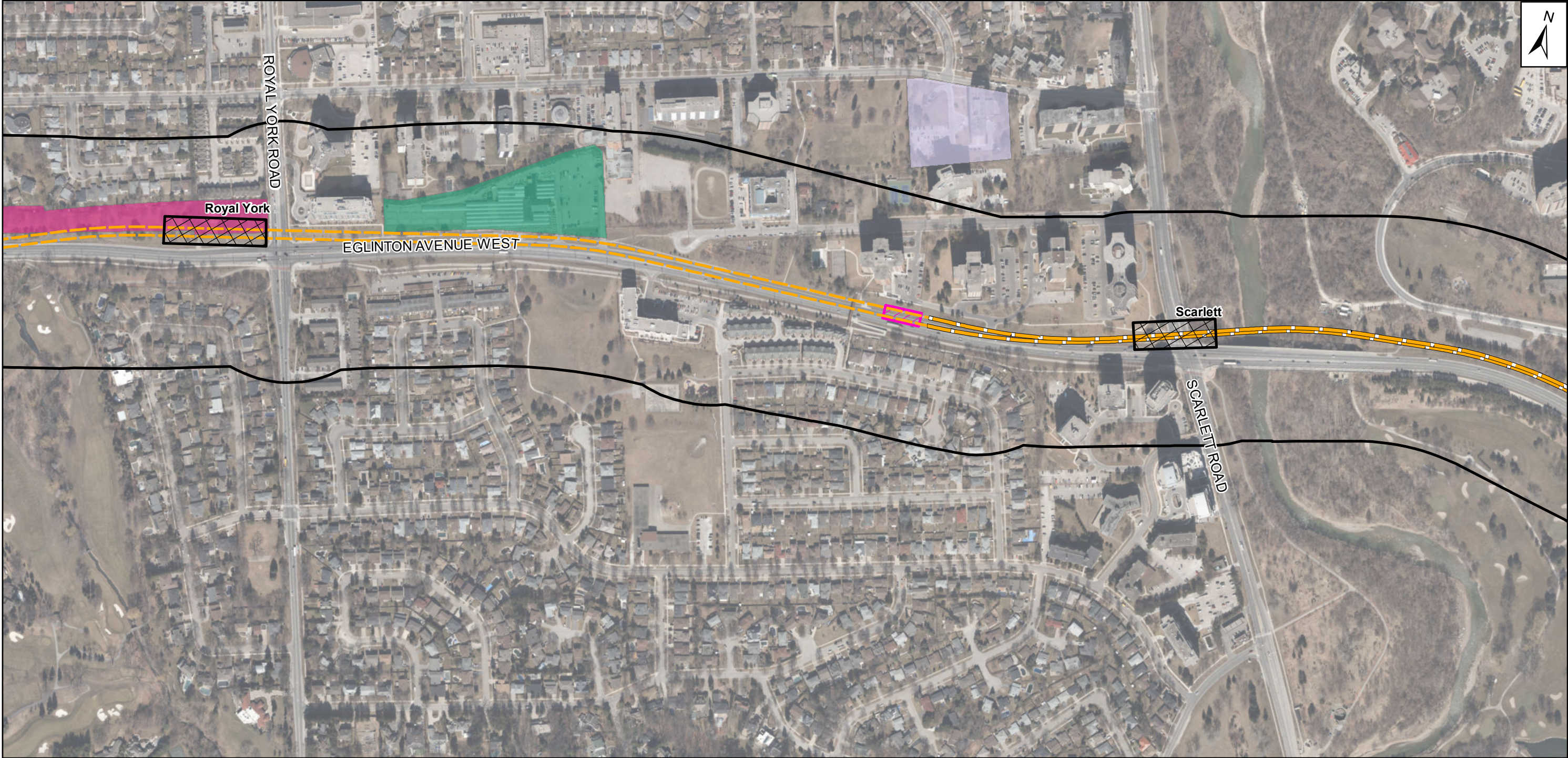

Date: May 26 2020

Version:
1-1

Review: 

Figure:
A-14

Page:
1 of 5

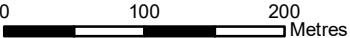




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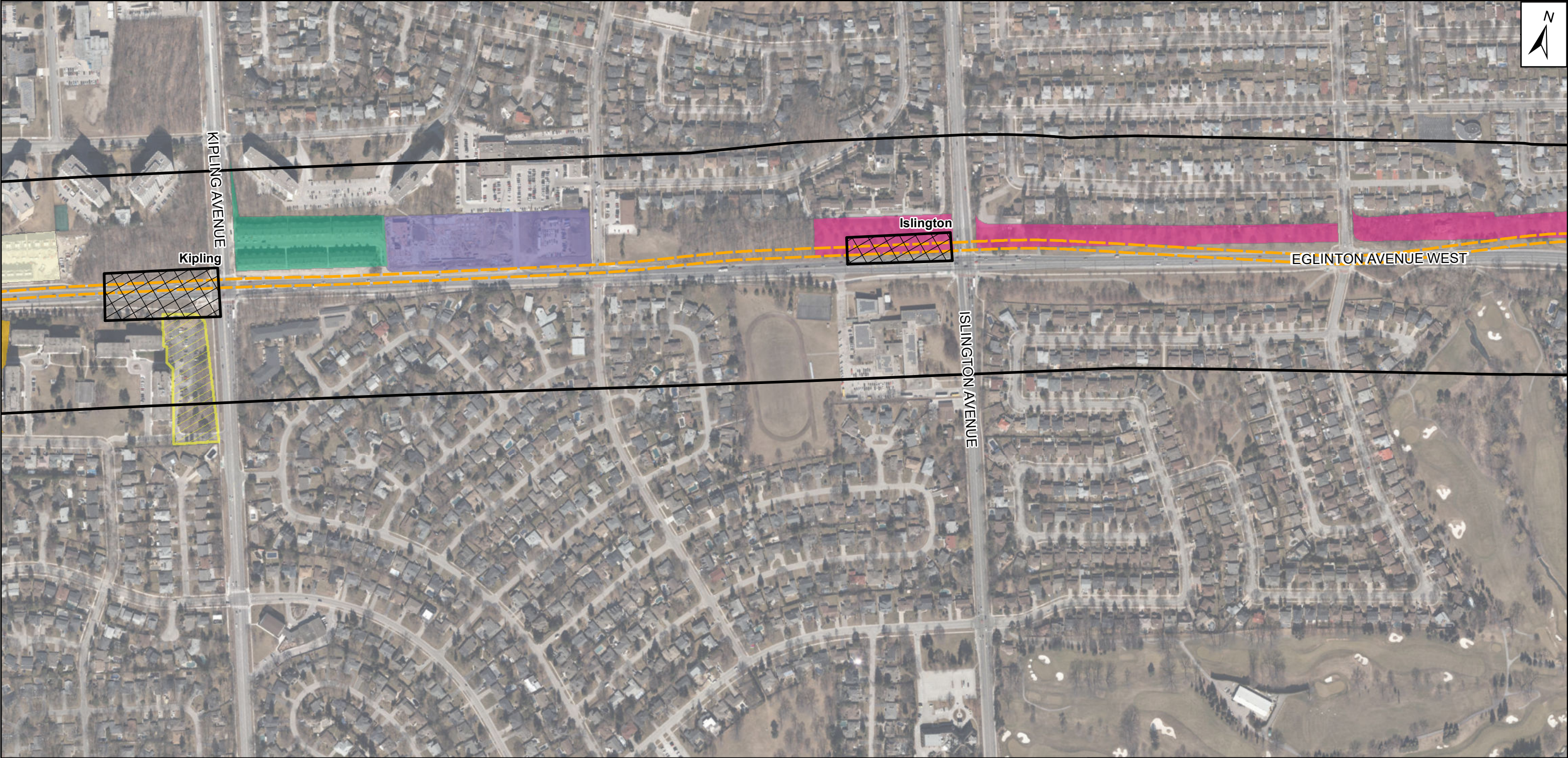
- Study Area
- Proposed Alignment
- Elevated
- Underground
- Renford Laydown Area - approximate; subject to change
- Station Sites
- Portals
- AMAA 2018 & 2019
- ASI 2014
- ASI 2015b
- ASI 2016

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10
Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension	
Figure Title: Stage 1-2 Archaeological Assessment Previous Assessments	
Prepared By: 	Date: May 26 2020
Version: 1-1	Review: 
Figure: A-15	Page: 2 of 5



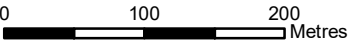
Legend

- Study Area
- Proposed Alignment
- Underground
- Renford Laydown Area - approximate; subject to change
- Station Sites
- Portals
- AMAA 2018 & 2019
- Archeoworks 2013
- Archeoworks 2013, 2015
- ASI 2011, 2012a
- ASI, 2013
- ASI 2014
- ASI 2019

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment Previous Assessments

Prepared By: 

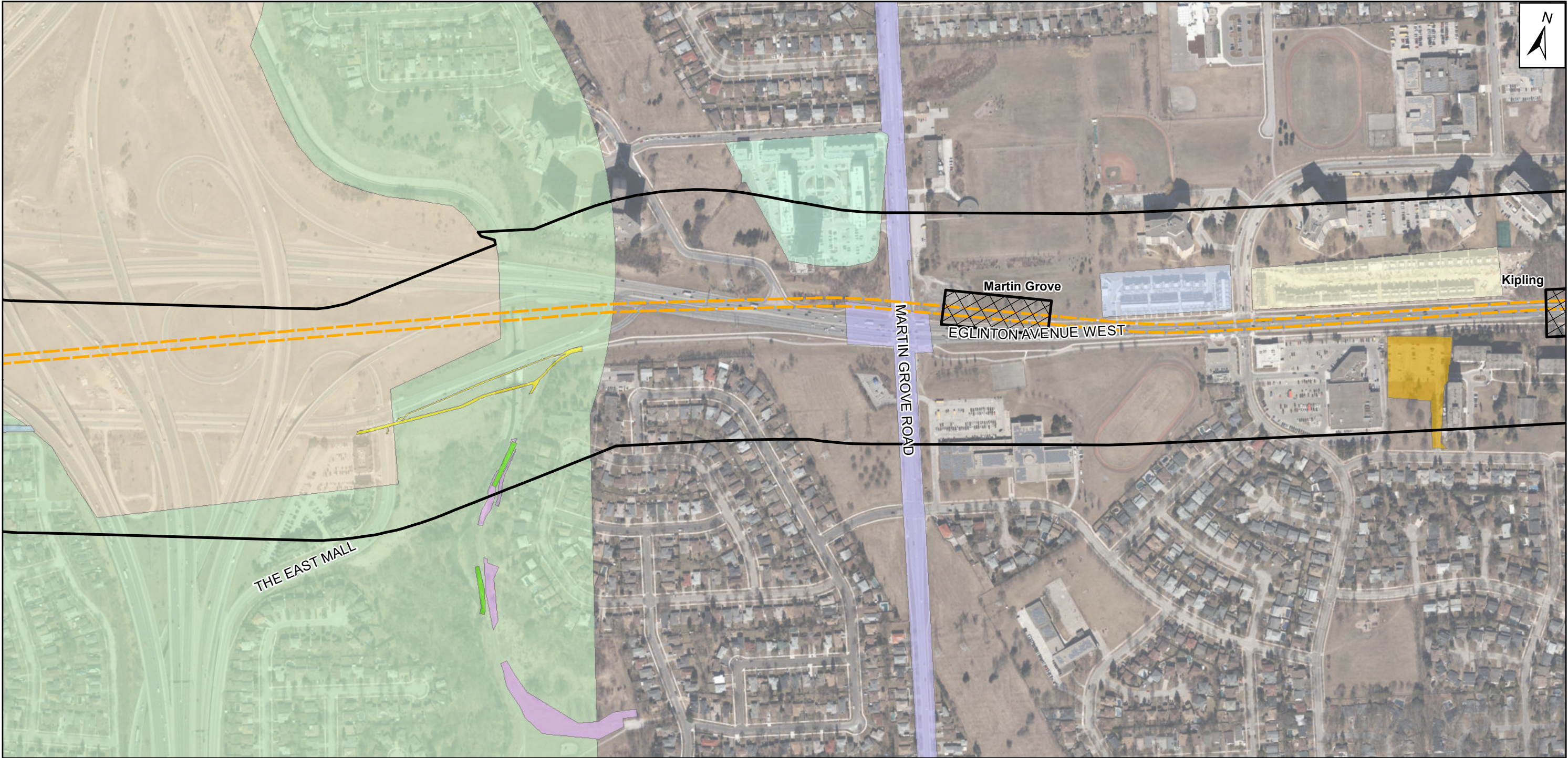

Date: May 26 2020

Version: 1-1

Review: 

Figure: A-16

Page: 3 of 5



Legend

Study Area

Proposed Alignment

Underground

Renford Laydown Area - approximate; subject to change

Station Sites

Portals

AMAA 2018 & 2019

AMEC 2015

Archeoworks 2014

ASI 2011, 2012a

ASI 2011, 2012b

ASI, 2013

ASI 2015a

ASI 2018

NDA 2008

NDA 2014

TMHC 2017

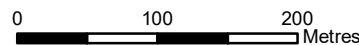
TRCA 2016

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap

Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Previous Assessments

Prepared By:

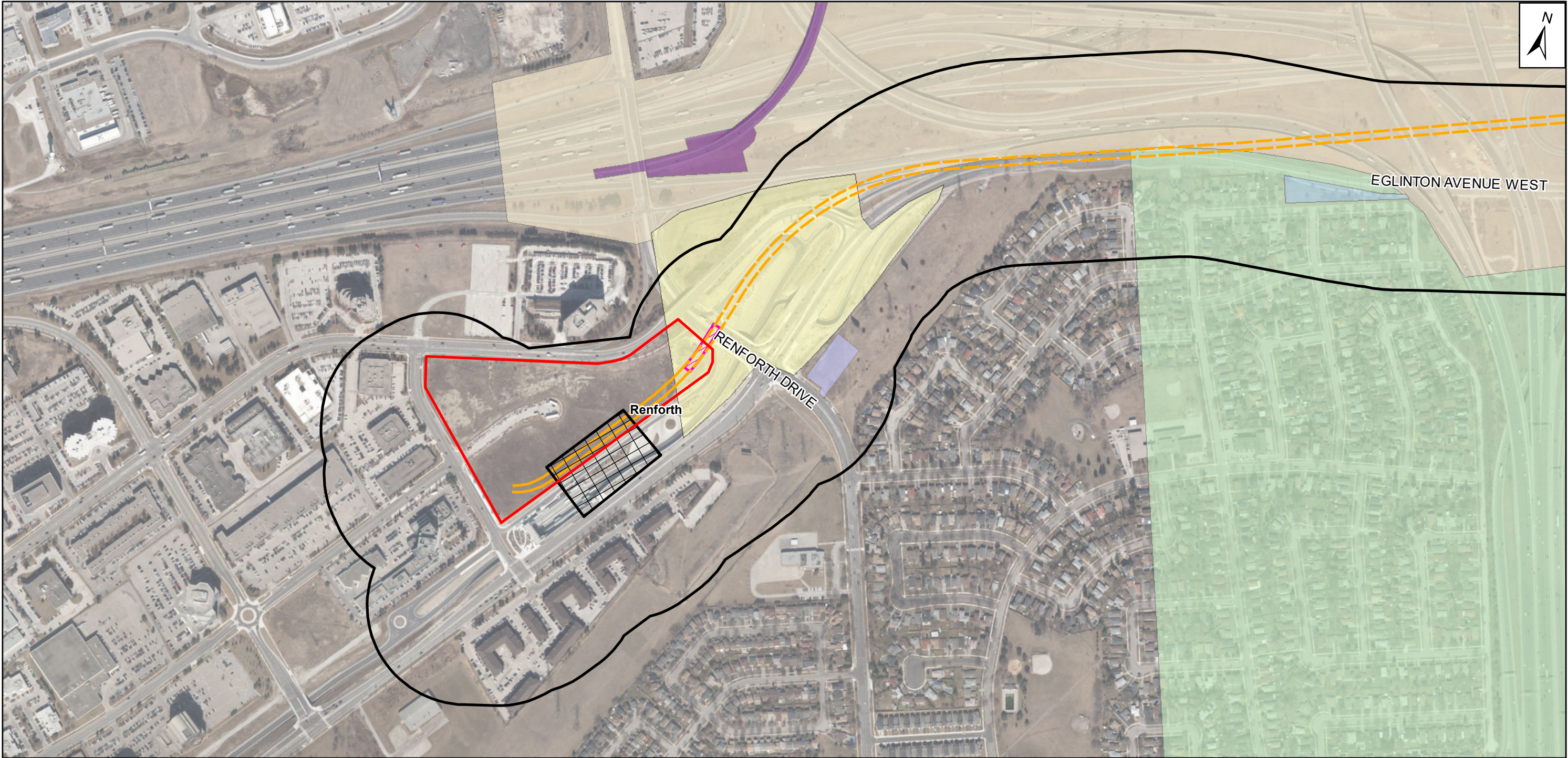
Date: May 26 2020

Version:
1-1

Review:

Figure:
A-17

Page:
4 of 5



Legend

- | | | |
|---|------------------|-----------|
| Study Area | Portals | NDA 2014 |
| Proposed Alignment | AMAA 2018 & 2019 | Wood 2014 |
| Transition to at-grade | AMEC 2015 | |
| Underground | Archeoworks 2012 | |
| Renford Laydown Area - approximate; subject to change | NDA 2008 | |
| Station Sites | NDA 2010 | |

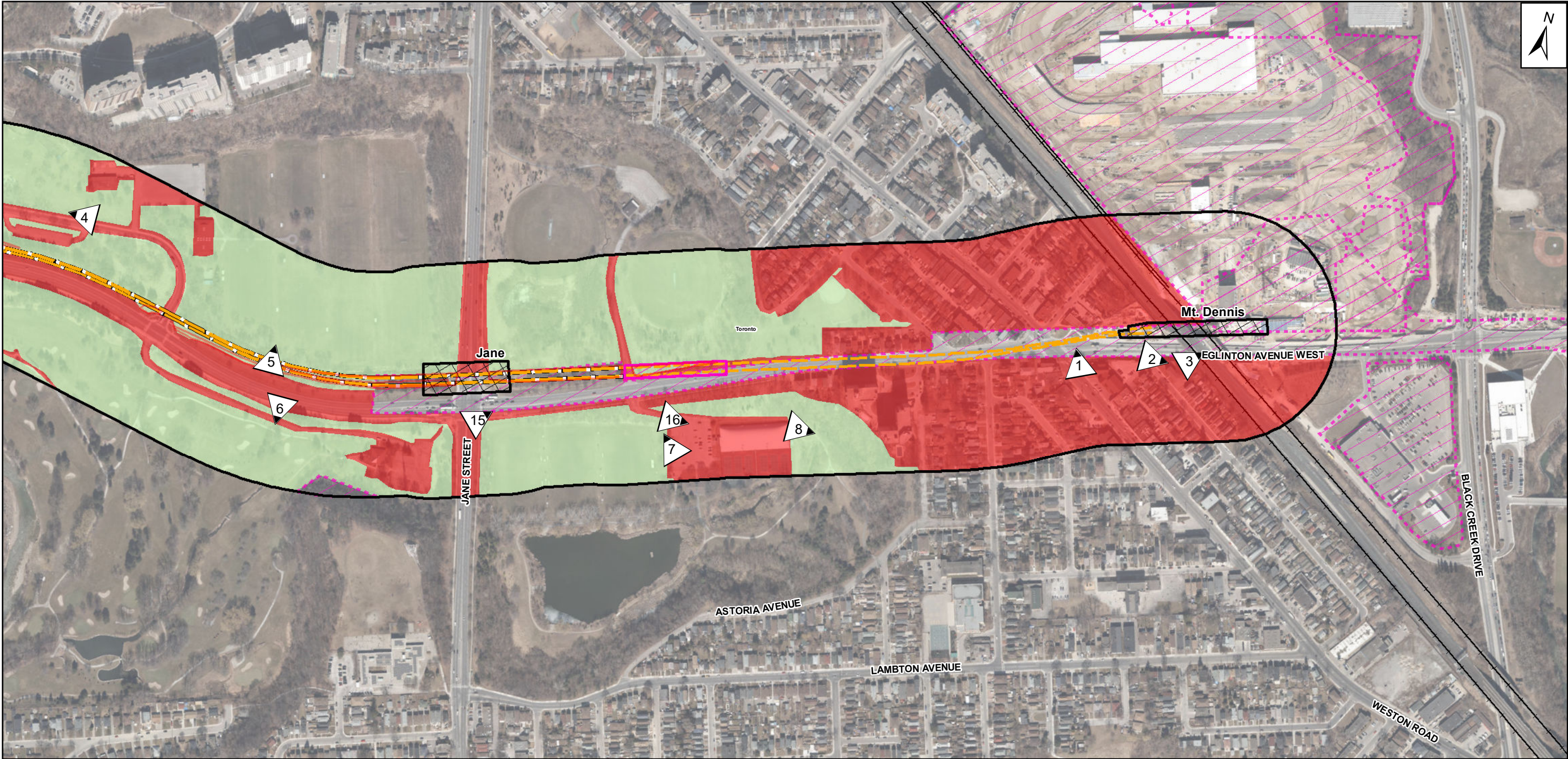
DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension			
Figure Title: Stage 1-2 Archaeological Assessment Previous Assessments			
Prepared By:			Date: May 26 2020
Version: 1-1	Review:		Figure: A-18
			Page: 5 of 5



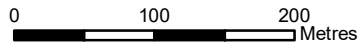
Legend

- | | | |
|---------------------------|---------------------|---------------------|
| Study Area | Previously Assessed | Photograph Location |
| Proposed Alignment | Stage 2 Required | |
| Elevated | Disturbed | |
| Underground | Railway | |
| Station Sites | Municipal Boundary | |
| Portals | | |

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment Results

Prepared By:

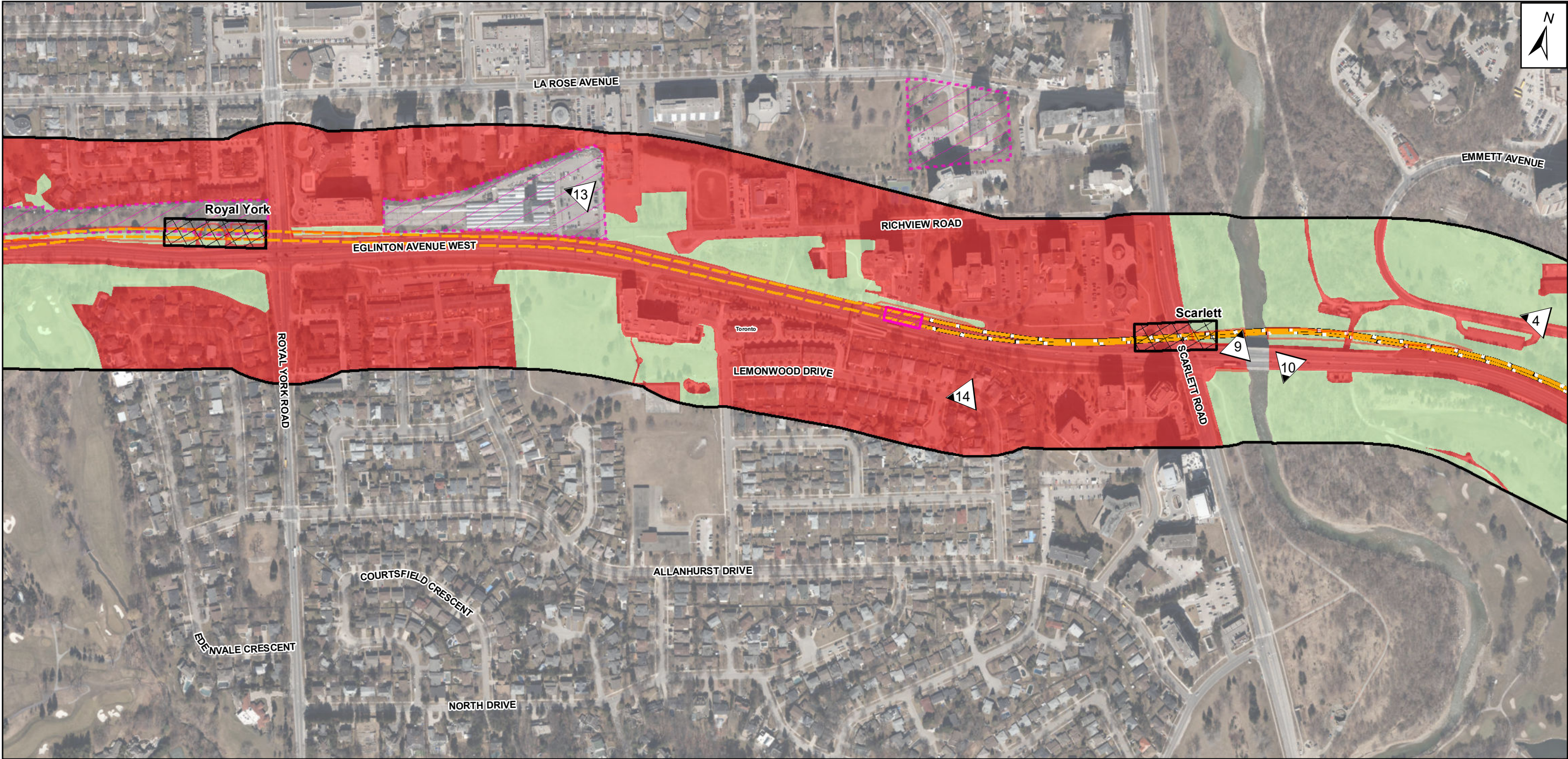
Date: May 26 2020

Version:
1-1

Review:

Figure:
A-19

Page:
1 of 5



Legend



- | | |
|---------------------------|---------------------|
| Study Area | Previously Assessed |
| Proposed Alignment | Stage 2 Required |
| Elevated | Disturbed |
| Underground | Municipal Boundary |
| Station Sites | Photograph Location |
| Portals | |

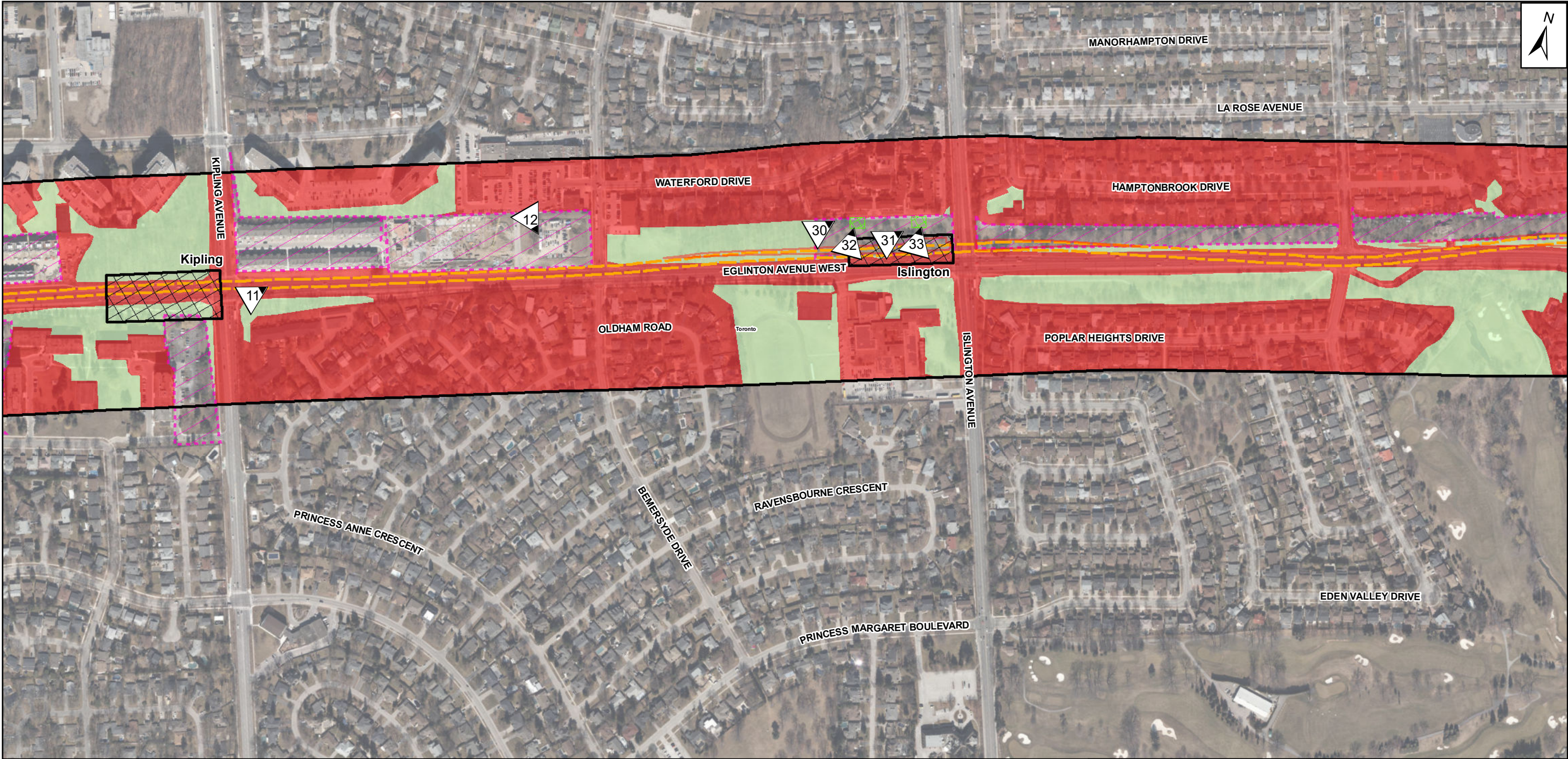
DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10


Vertical grade change is approximate.




Project: Eglinton Crosstown West Extension	
Figure Title: Stage 1-2 Archaeological Assessment Results	
Prepared By: 	Date: May 26 2020
Version: 1-1	Review: 
Figure: A-20	Page: 2 of 5




Legend


 Study Area


Proposed Alignment

 Underground

 Station Sites


 Stage 2 Test Pit Survey Completed

 Previously Assessed

 Stage 2 Required

 Disturbed

 Municipal Boundary

 Photograph Location

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap

Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment Results

Prepared By: 

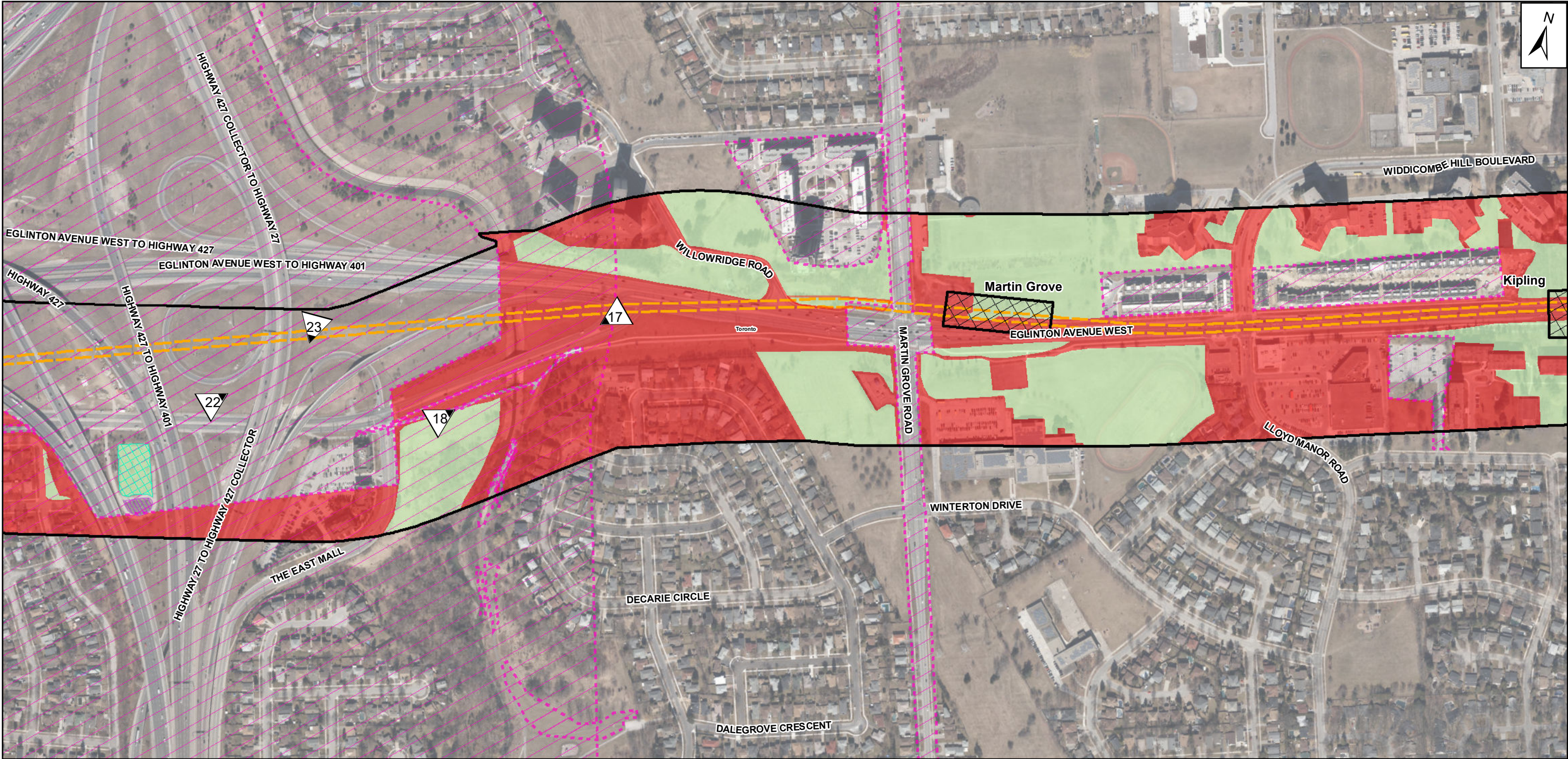

Date: May 26 2020

Version:
1-1


Review: 


Figure:
A-21


Page:
3 of 5





Legend


-  Study Area


 Stage 3 Required


 Proposed Alignment


 Disturbed


 Station Sites

 Stage 3 Cemetery Investigation Required

 Previously Assessed

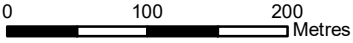
 Municipal Boundary



 Stage 2 Required

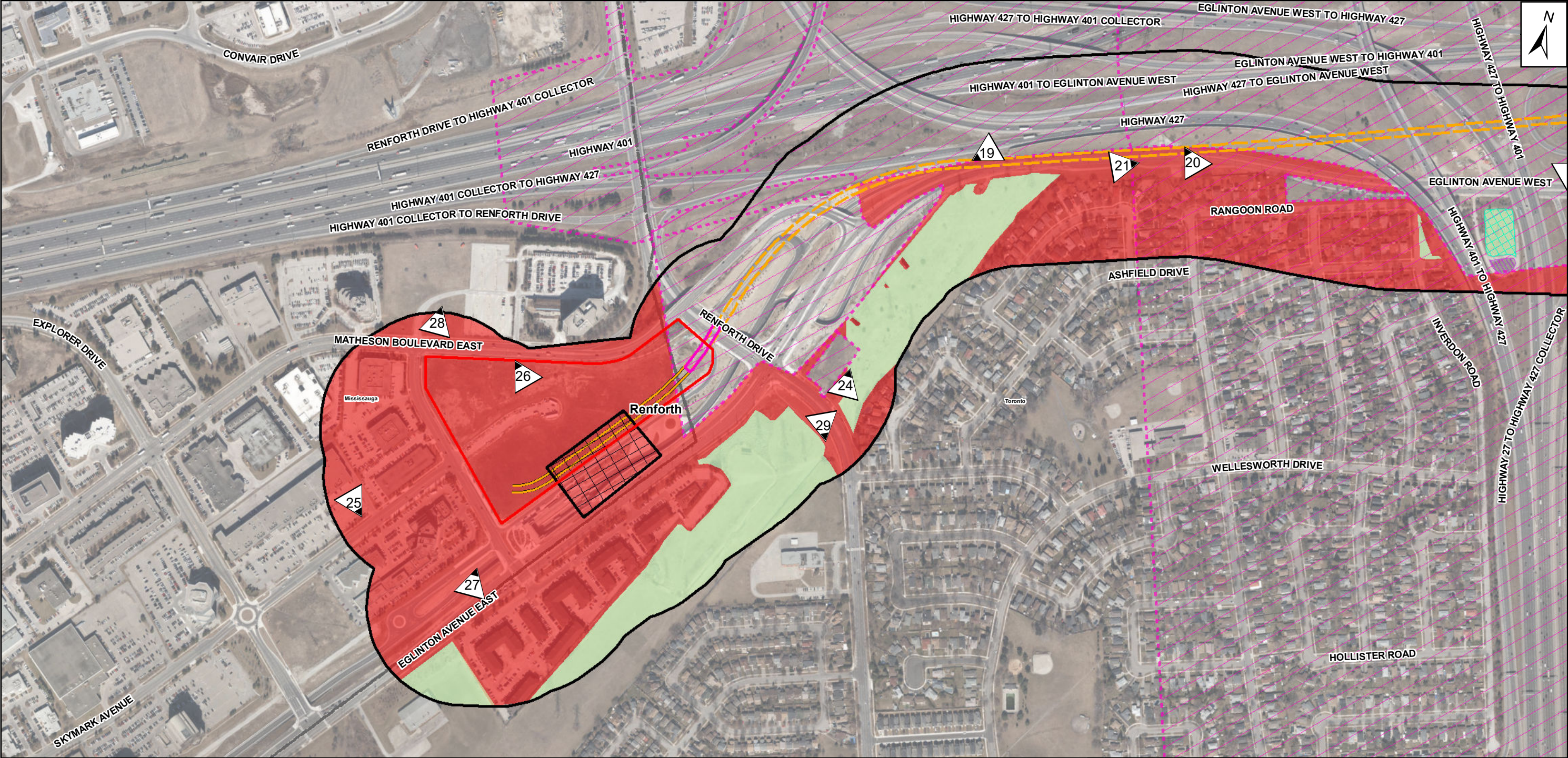
 Photograph Location

DATA SOURCES:


Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10
Vertical grade change is approximate.





Project: Eglinton Crosstown West Extension	
Figure Title: Stage 1-2 Archaeological Assessment Results	
Prepared By: 	Date: May 26 2020
Version: 1-1	Review: 
Figure: A-22	Page: 4 of 5





Legend


-  Study Area



 Transition to at-grade


 Underground


 Station Sites


 Renford Laydown Area - approximate; subject to change


 Portals


 Previously Assessed
-  Stage 2 Required

 Stage 3 Required

 Disturbed

 Stage 3 Cemetery Investigation Required

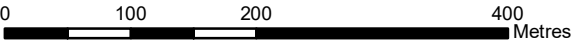
 Municipal Boundary

 Photograph Location

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment Results

Prepared By: 

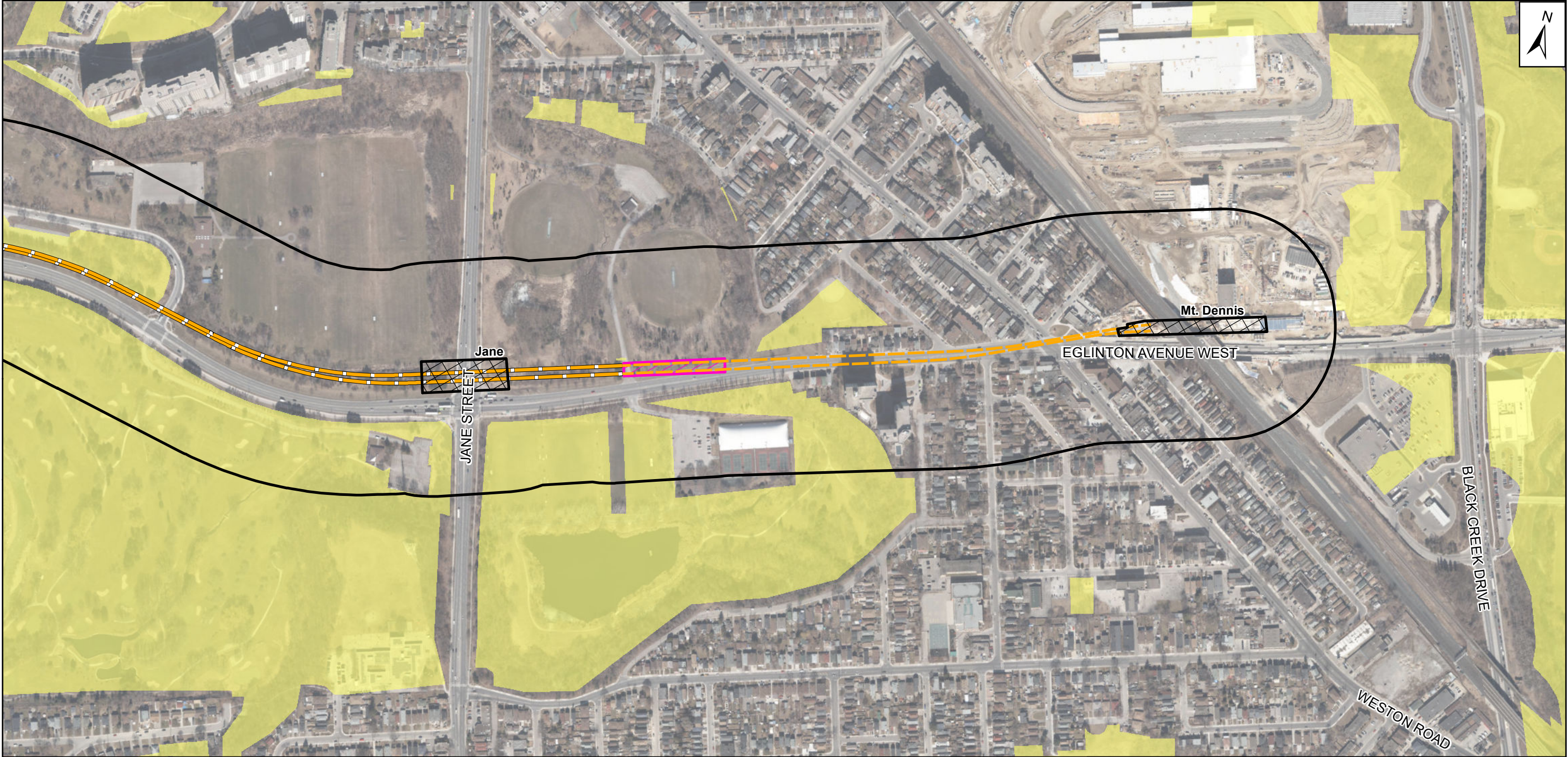

Date: May 26 2020

Version: 1-1







Review: 

Figure: A-23

Page: 5 of 5



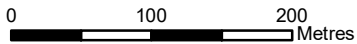
Legend

-  Study Area
-  Archaeological Management Plan
- Proposed Alignment**
-  Elevated
-  Underground
-  Station Sites
-  Portals

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands,
Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Archaeological Management Plan

Prepared By: 

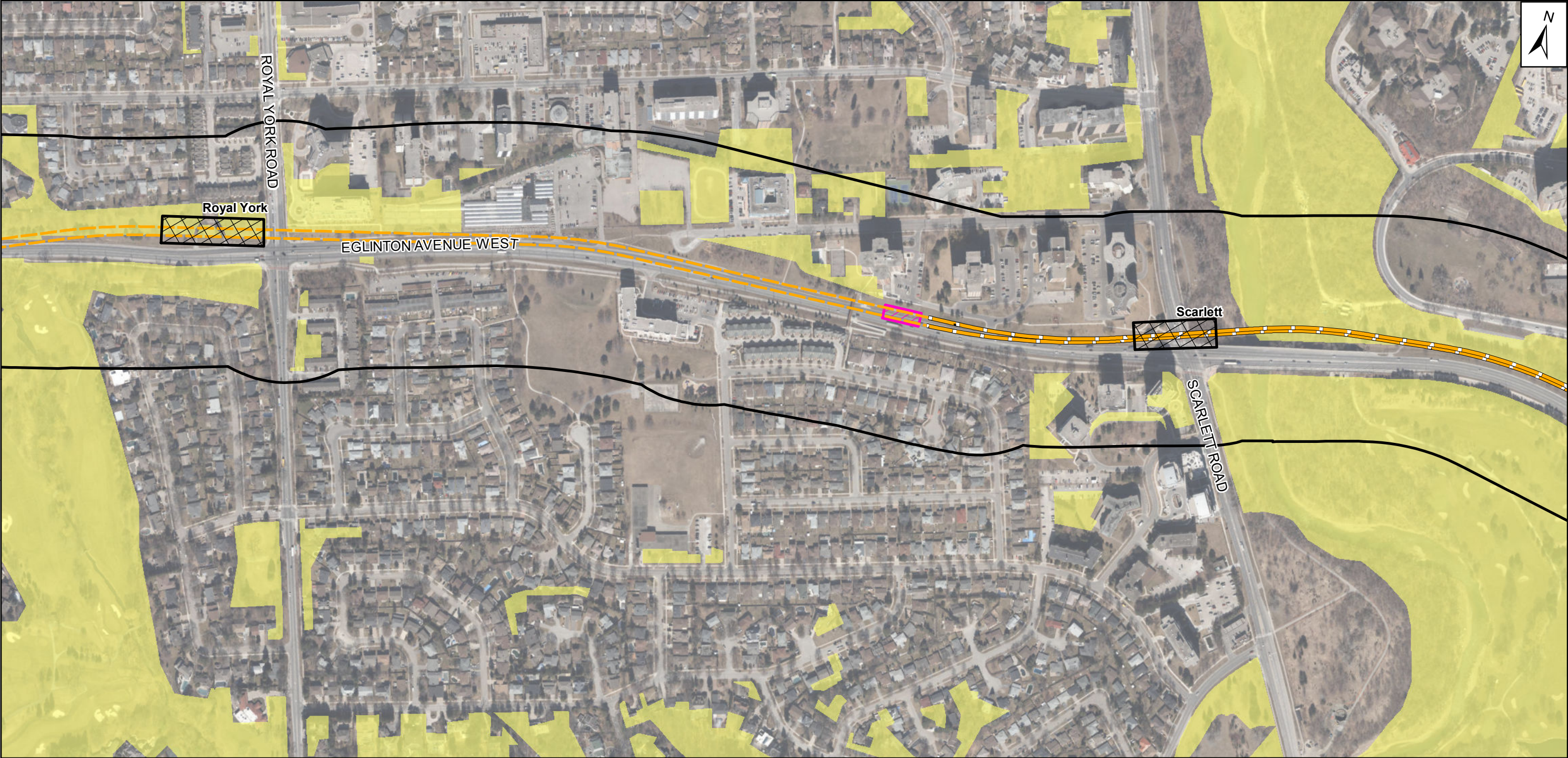

Date: May 25 2020

Version:
1-1

Review: 

Figure:
A-24

Page:
1 of 5



Legend

- Study Area

Archaeological Management Plan
- Proposed Alignment**
- Elevated

Underground

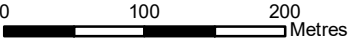
Station Sites



Portals

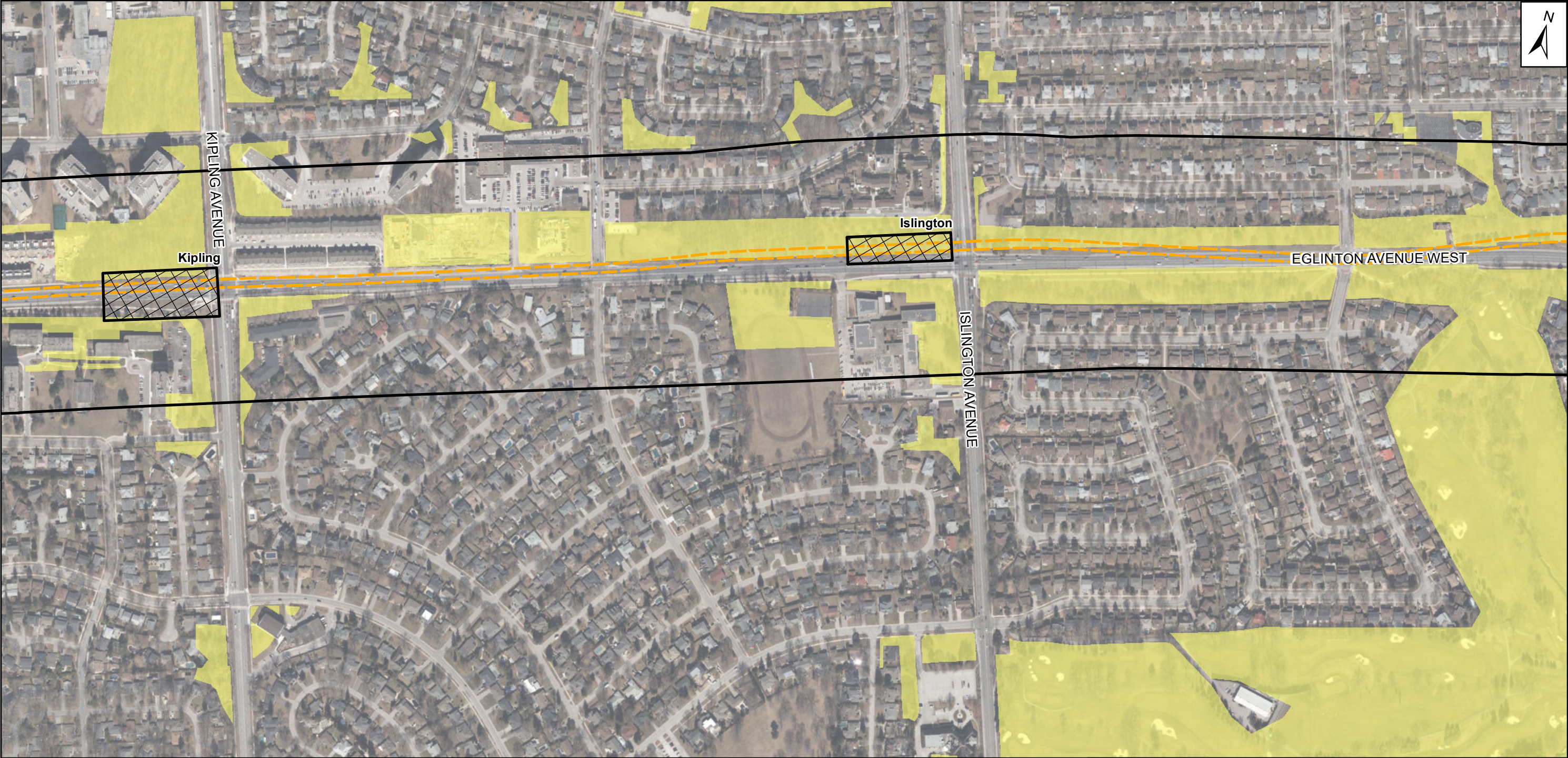
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Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projecton: MTM 10

Vertical grade change is approximate.



Project:		Eglinton Crosstown West Extension	
Figure Title:		Stage 1-2 Archaeological Assessment Archaeological Management Plan	
Prepared By:		Date: May 25 2020	
Version: 1-1	Review:		Figure: A-25 Page: 2 of 5



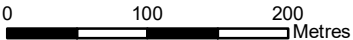
Legend



-  Study Area
- Proposed Alignment**
-  Underground
-  Station Sites
-  Archaeological Management Plan

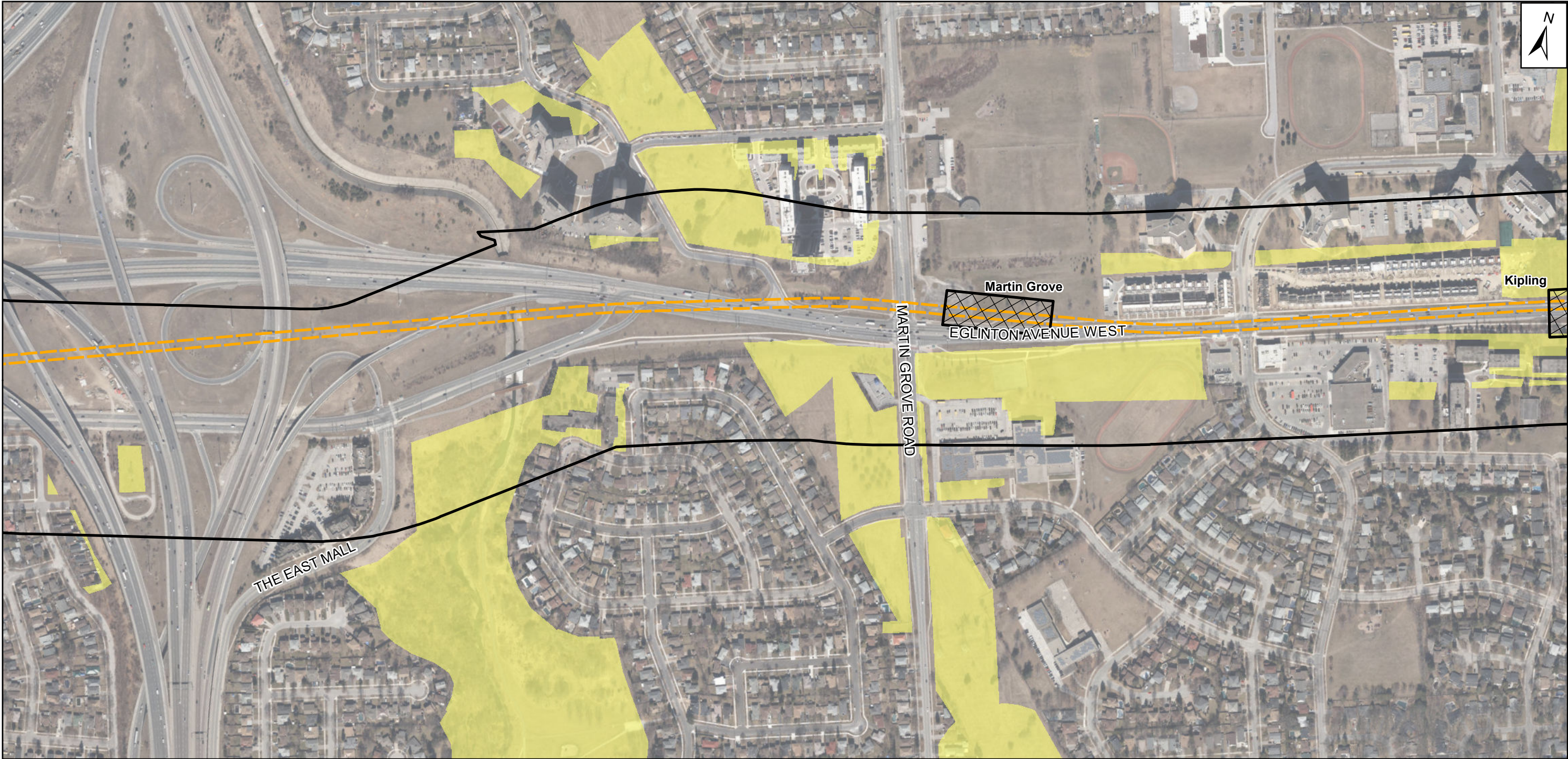
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Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projeciton: MTM 10

Vertical grade change is approximate.




Project: Eglinton Crosstown West Extension	
Figure Title: Stage 1-2 Archaeological Assessment Archaeological Management Plan	
Prepared By: 	Date: May 25 2020
Version: 1-1	Review: 
Figure: A-26	Page: 3 of 5



Legend

 Study Area

Proposed Alignment

 Underground

 Station Sites

 Archaeological Management Plan

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands,
Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap

Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Archaeological Management Plan

Prepared By: 

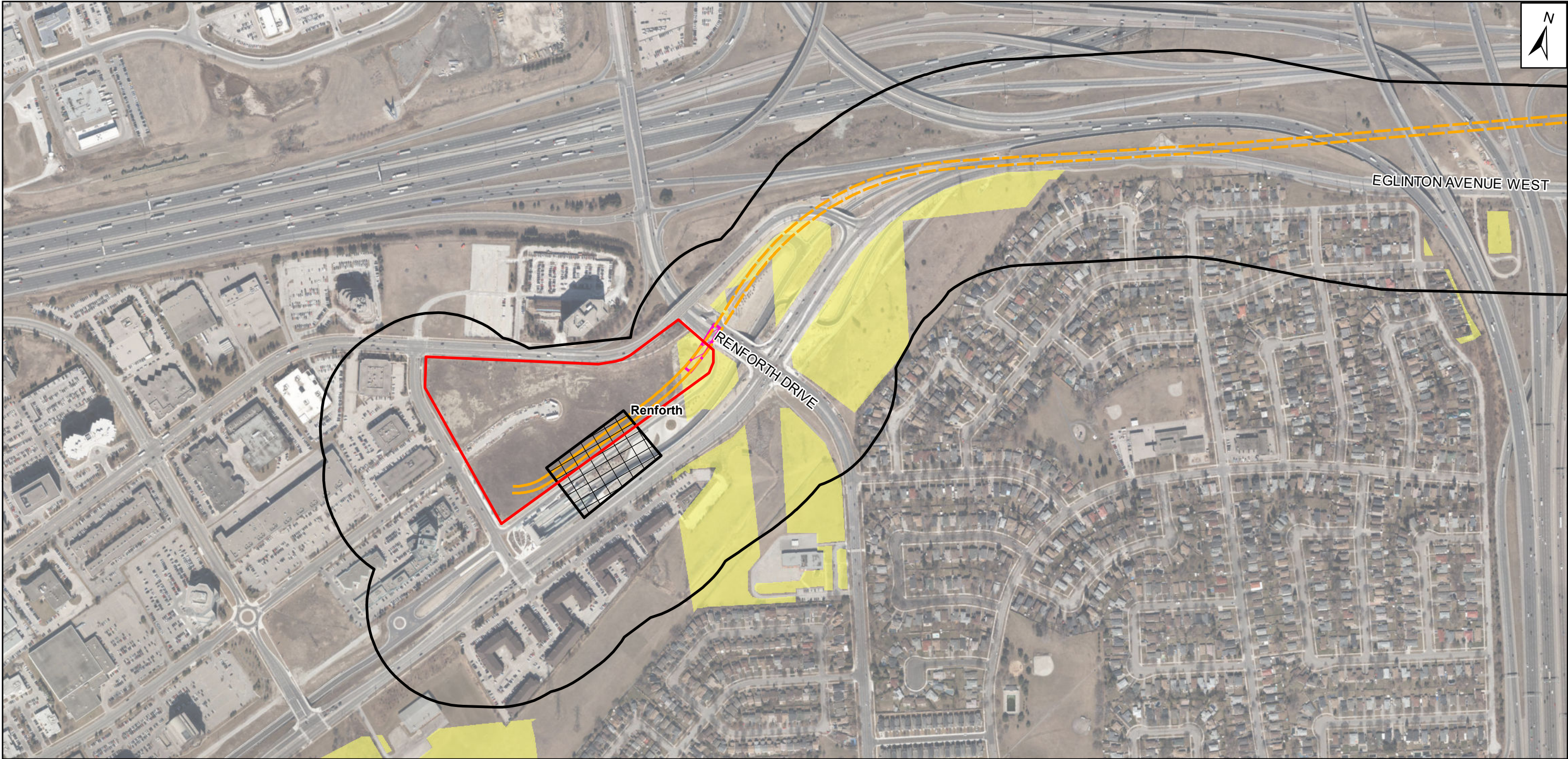

Date: May 25 2020

Version:
1-1








Review: 

Figure:
A-27

Page:
4 of 5



Legend

- | | |
|--|---|
|  Study Area |  Renford Laydown Area - approximate; subject to change |
| Proposed Alignment |  Portals |
|  Transition to at-grade |  Archaeological Management Plan |
|  Underground | |
|  Station Sites | |

DATA SOURCES:

Ontario Open Data Catalogue - Roads and Railways
Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
Toronto Region Conservation Authority - Floodplain
ESRI - Basemap
Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.



Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment
Archaeological Management Plan

Prepared By: 


Date: May 25 2020

Version:
1-1

Review: 

Figure:
A-28

Page:
5 of 5

Appendix B

Key Plan

Eglinton Crosstown West Extension
Stage 1-2 Archaeological Assessment

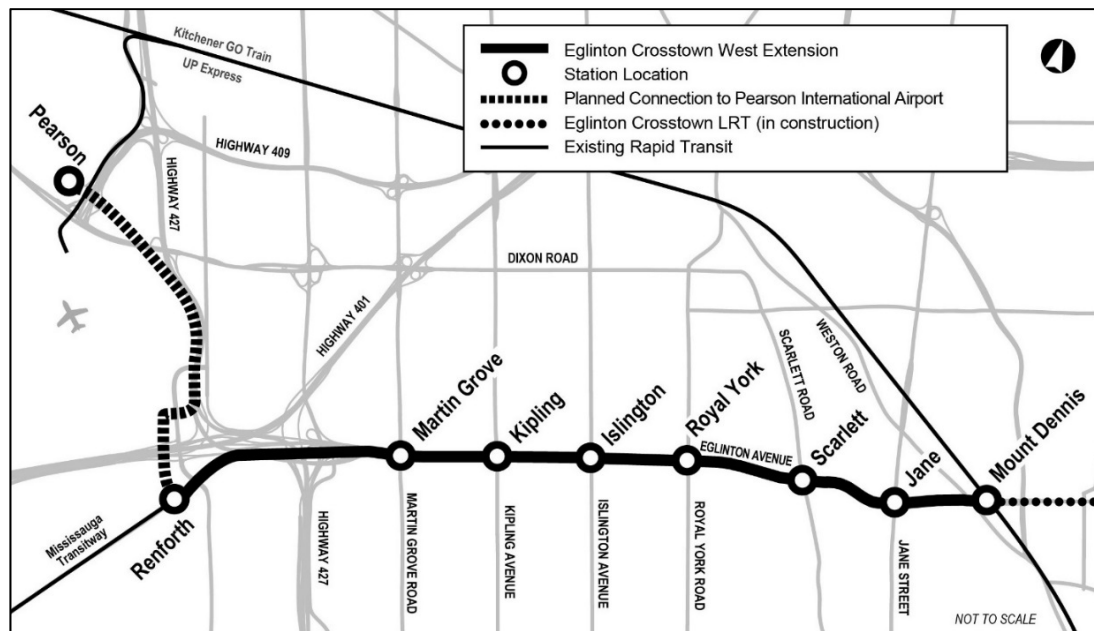


Figure B1: Eglinton Crosstown West Extension

Appendix C

Richview Cemetery Map

**TORONTO / FORMER CITY OF ETOBICOKE / RICHVIEW CEMETERY / ETB-007
WILLOW GROVE BAPTIST CEMETERY/ ETB-006
McFARLANE FAMILY BURYING GROUND/ ETB-005**

Richview Cemetery

Also known as

Union Chapel Cemetery

plus

Willow Grove and McFarlane Cemeteries

**Part of Lot 16, concession 3
City of Toronto
formerly
City of Etobicoke**

**Situated in the cloverleaf south of Eglinton Avenue West at the intersection of
Highways 427 and 401**

REVISED EDITION

PUBLISHED BY

**THE CEMETERY COMMITTEE
TORONTO BRANCH
ONTARIO GENEALOGICAL SOCIETY
A GENEALOGICAL REFERENCE LISTING**

Richview Memorial Cemetery

Also known as
Union Chapel Cemetery

plus

Willow Grove and McFarlane Cemeteries

Transcribed by the Ontario Genealogical Society, Toronto Branch

(This cemetery is listed as ETB-007 in the *Directory of Cemeteries in the Municipality of Metropolitan Toronto and the Regional Municipality of York*, Published by the Ontario Genealogical Society, Toronto Branch, 1989.)

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Box 518, Station K, Toronto, Ontario M4P 2G9

ISBN 0-7779-0378-4

RICHVIEW CEMETERY
/Union Chapel Cemetery
plus
WILLOW GROVE AND McFARLANE CEMETERIES

Introduction

These cemeteries are located south of Eglinton Avenue West at the cloverleaf intersection of Highways 427 and 401. The municipal designation is part Lot 16, Concession 3, fronting the Humber, City of Toronto, formerly City of Etobicoke. The cemetery can be reached by an access road running south from Eglinton Avenue West.

The cemetery, which is administered by a Board of Trustees, was established in 1853 by William Knaggs. Burial plots are available to descendants of those buried there. Great care and attention were taken by the Department of Highways when the intersection of the two major highways was designed. Every effort was made to leave the cemetery untouched.

In 1970, 105 bodies and markers were removed from Willow Grove Baptist Cemetery (ETB-006) and transferred to Richview Memorial Cemetery. In 1973 the graves and markers from The McFarlane Family Burying Ground (ETB-005) were also moved to Richview Cemetery.

Earlier churches established in the Richview community were the forerunners of Richview United Church. In 1831 a Primitive Methodist preacher conducted services in a barn on Joseph Stonehouse's farm (Lot 18, Concession 1, fronting on the Humber). In 1839 a Primitive Methodist church was built and a cemetery was established. This was known as The Stonehouse Chapel and Cemetery (ETB-009). The Chapel was closed in 1869 but the cemetery (ETB-009) stayed open.

In 1853 William Knaggs deeded land from his farm, (Lot 16, Concession 3, fronting on the Humber), for a church and cemetery to be used by all denominations within the community.

Also in 1853, Robert Stonehouse deeded land from his farm (Lot 20, Concession 2, fronting on the Humber), across the road from his brother, Joseph. This was for a Wesleyan Methodist church.

By 1880 the Primitive Methodist congregation on the Joseph Stonehouse property, the Wesleyan Methodist Church congregation on the Robert Stonehouse property and the chapel on the Knaggs' property were absorbed together on the Knaggs' property under the name Union Chapel.

By 1888 Union Chapel was overcrowded and a new building was constructed to the south of the cemetery. This was known as Richview Methodist Church. It became Richview United Church at Church Union in 1925.

The congregation of Richview United Church realized that their church would be isolated on an island between the proposed highway ramps so a new church was built at 149 Wellesworth Drive, Etobicoke.

The Cemetery Committee wishes to acknowledge the interest and practical assistance provided to our transcribing team by Mr. Victor Kimber. Mr. Kimber has faithfully tended the cemetery for many years.

RICHVIEW CEMETERY
/Union Chapel Cemetery
plus
WILLOW GROVE AND McFARLANE CEMETERIES

This transcription is part of an ongoing project of the Ontario Genealogical Society to record all the gravemarkers in Ontario. The stones were originally recorded in 1969 by Mary Garrett and again in 1975 by William E. Britnell. Team Captain Edith Collison, assisted by Harvey Collison, Jane Elliott, Fran Holmes, Joan Hoz, Rita Knott and Ken Sage completed this transcription in 1993. Previous recording was done by Martha Jackson, Lionel Lancaster, Shirley Lancaster, Sandra Moore and Marjorie Stuart. In 2000 Ken Sage rechecked and revised the previous transcriptions. The introduction was prepared by Edith Collison and Marjorie Stuart with information provided by Randall Reid. Harvey Collison took the photographs. The map was drafted by Edith and Harvey Collison and was computerized by Jeff Bender. The information was entered into computer by Cathy Hamilton and the final proofreading and editing was done by Fran Holmes and Ken Sage. Jeannette Tyson entered the additional corrections. Final assembly was done by Jack Tyson.

Researchers should report errors or omissions to: Cemetery Committee, Toronto Branch, Ontario Genealogical Society, Box 518, Station K, Toronto, ON, M4P 2G9.

Sources and further reading:

1. The Toronto Star, "*John Brehl's Toronto*" (Toronto: Monday, October 17, 1972).
2. The Toronto Star, article by Jordon Richard, (Toronto: October 20, 1987).
3. "*150 Years: A History of Richview United Church, 1829-1979*", (undated).
4. *Etobicoke from Furrow to Burough*, by Esther Heyes (Etobicoke: Borough of Etobicoke Civic Centre, 1974) p.48,49,73.
5. The Etobicoke Advertiser-Guardian, (Etobicoke: Wednesday, November 21, 1975), p.25.

RICHVIEW CEMETERY
/Union Chapel Cemetery
plus
WILLOW GROVE AND McFARLANE CEMETERIES

THE McFARLANE FAMILY BURYING GROUND

The original location was at the north east part of Lot 9, Concession 4, Borough of Etobicoke, now in the City of Toronto. It was on the south side of Dundas Street West opposite what is now Paulart Drive. The cemetery became abandoned and eventually the property was sold. Kipling Lumber owned part of the farm and their business surrounded the cemetery. The company maintained it for some time, but when it left the area, the Etobicoke Cemetery Board took over. The cemetery was closed in 1973 when the widening of Dundas Street was taking place and the twelve graves and the markers which then existed were moved to the Richview Cemetery.

Mary Garrett did a transcription in 1969 at the original site. W.E. Britnell and Elizabeth Hancocks did one in 1975 shortly after the stones were moved. Material from these transcriptions which is no longer visible on the stones has been added to this publication in square brackets.

According to Jean Story of Vancouver in addition to the three generations of McFarlanes noted in the transcriptions the following were also buried there: children of John and Margaret McFarlane, James 1813-1827, Catherine 1801 – 1823 and Alexander's second wife Jane (1831-1892) as well as an immigrant child whose parents were permitted to bury him/her there.

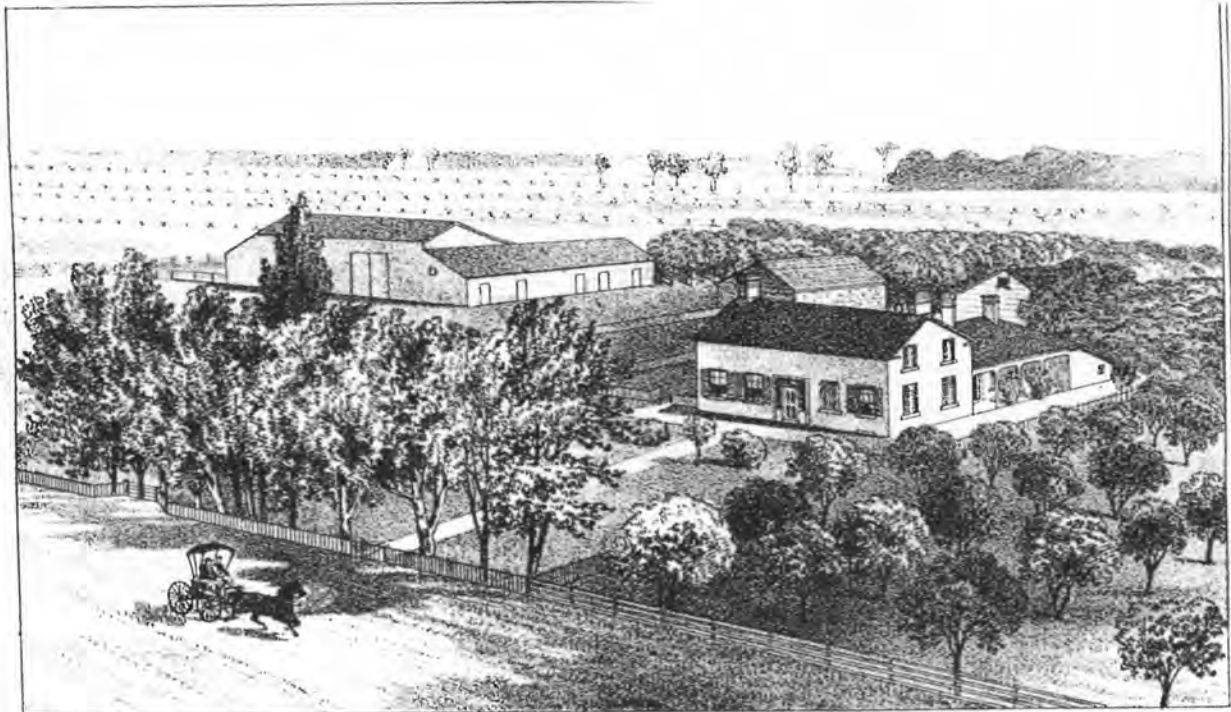
John and Margaret McFarlane and their children came to Canada in 1820 and they settled on a farm situated west of Kipling Avenue, between Evans Avenue and Bloor Street. Alexander, their son who was 21 when he came to Canada, eventually purchased 350 acres of farmland on Dundas Street. It was on his land that the cemetery was located. The original house stood on the property until 1958. See the sketch of the house and farmbuildings as they were depicted in 1878. Alexander was a Justice of the Peace and was the third Reeve of Etobicoke serving from 1855 to 1857. He died on the farm in 1887.

By the transcriptions the earliest burial was in 1840 and the last in 1870. According to Jean Story of Vancouver the first burial was in 1823, that of John and Margaret's daughter Catherine and the last in 1892, that of Jane, second wife of Alexander.

The introduction was compiled by Jack and Jeannette Tyson from notes by Edith Collison, Jean Story, a descendant of the family and from Vera Halhed's article "Pioneer Cemeteries" in the *The Spires*.

THE MCFARLANE FAMILY BURYUING GROUNDS

The sketch below of the Alexander McFarlane homestead on Dundas Street at Paulart Drive (on the opposite side) is taken from The Historical atlas of York County, 1878. The McFarlane Family Burying Grounds would have been located near the fence at Dundas Street.



RESIDENCE OF ALEX^R M^C FARLANE, DUNDAS ST ETOBICOKE.

Willow Grove Chapel and Burying Ground Highfield Baptist Church Brief Histories

Willow Grove Chapel and Burying Ground

This cemetery and chapel was originally located on the south side of Rexdale Boulevard, west of Kipling Avenue (Lot 26, Concession 1, fronting the Humber River, Etobicoke Township), in the community of Highfield.¹

The early history of the chapel and cemetery is unclear; however, it appears that the site was acquired from John Bettridge (1779-1854), who had purchased the property in 1845.² In 1846 “the parcel of said lot sold to the church” was used in reference to adjacent property also owned by Bettridge.³ This reference indicates that the church property existed by at least 1846. A conveyance dated 1886 stated that Reverend William Millard of Bristol, England, Minister of the Gospel, had previously purchased the land from John Bettridge.⁴ Apparently the original sale was never registered and in 1886 the trustees wished to obtain clear title to the land. Therefore, in 1886, Richard P. Dixon, Robert Moody, and Thomas Gardhouse, trustees of Willow Grove Chapel, received a conveyance from George Betteridge, son of the late John Bettridge, which read, “for a chapel and burying ground for the use of the congregation of Christians worshipping in the said chapel, (not being regular Baptists), practising baptism by immersion and with liberty of communion to all who profess faith in Christ whether immersed or not.”⁵

John Bettridge, from whom the property was originally acquired, was interred in Willow Grove Burying Ground along with his wife Mary Ann, but they were later removed to Riverside Cemetery, Weston.

The records of Cheltenham Baptist Church state that shortly after 1836 Reverend Millard, a resident of Etobicoke, paid monthly visits from Etobicoke to the church at Cheltenham. He continued to minister along with his brother-in-law Reverend James Brooks until 1844, when Reverend James Campbell of Toronto replaced him.⁶ As the 1886 conveyance stated, it was about 1844 that Reverend Millard purchased the Willow Grove site, perhaps because he was no longer involved in the ministry at the Cheltenham Church. In 1930, the Baptist publication *The Link and Visitor* stated that little was known about Reverend Millard and that he probably returned to

England where he worked for one of the institutions engaged in placing orphan children in Canadian homes. It was presumed that he died in England;⁷ however, his wife Loetitia remained in Canada and her gravestone survives today in Willow Grove Burying Ground. Loetitia Millard is memorialized thus:

In / memory of / Loetitia / the beloved wife of / William Millard / Pastor / who departed this life /
Sept. 8, 1869 / Devoted in Christian Ministry / for many years in this place / closed her eyelids
for Christ / with his words / "Be thou faithful unto death and / I will give thee a crown of life." /
Rev. II.10 / Proverbs XXXI 30.

Reverend Millard was succeeded in the pastorate by Reverend James Brooks.⁸ He also ministered at Ebenezer, which was located on the south side of Burnhamthorpe Road, west of today's Highway 427 (Lot 22, Concession 1, fronting Lake Ontario, Etobicoke Township).⁹ In 1882 Ebenezer relocated to the north side of Burnhamthorpe Road, across the road from the old chapel.¹⁰ In 1955 the church was renamed Renforth Baptist Church and continues to serve the community to this day.

Reverend James Brooks had come to Canada as a missionary under the sponsorship of George Friedrich Muller, a Bristol layman and philanthropist and a member of the Plymouth Brethren.¹¹ He died January 2, 1881, aged 70 years.¹² His funeral service was held in the Willow Grove Chapel and was conducted by Reverend Bookman of Toronto.¹³ Reverend Brooks and his wife are interred in Willow Grove Burying Ground and surviving monuments mark their graves.

Following the death of Reverend Brooks, the Toronto Baptist Evangelistic Society secured from his widow the use of the Willow Grove Chapel for special services. In 1930 *The Link and Visitor* recorded that the Willow Grove Baptist Church was a "neat structure of brick but it was wrecked after the Reverend Brooks' house beside it was destroyed by fire and it was not rebuilt." The publication further stated that "the little burying ground has been neglected and although a few burials were made in the later years, little or no care has been taken of the property and long grass has periodically grown and withered about the grave stones and monuments that mark the score or more graves in this historic road-side plot."¹⁴

In 1961 the Township of Etobicoke Cemetery Board was formed.¹⁵ In 1962 this board assumed title to the Willow Grove Burying Ground¹⁶ and in 1970 removed the approximately 110 bodies¹⁷ and monuments at a cost of about \$32,000.00.¹⁸ The bodies were re-interred in land acquired from the Ontario Ministry of Transport on the southern edge of Richview Cemetery.¹⁹ The former Willow Grove Burying Ground property was then deemed to be no longer a cemetery.²⁰ The property, appraised at a value of \$62,000.00,²¹ was eventually sold with a portion of the money realized from the sale deposited into the public trust “statutory perpetual care allowance” fund.²² To date (2005) the Ministry of Consumer and Business Affairs, which administers cemeteries in Ontario, has been unable to identify the amount of money currently held in that fund on behalf of the cemetery board. The Ministry has also been unable to identify the whereabouts of the remainder of the proceeds realized from the sale of the Willow Grove property.

Although regrettably moved, Willow Grove Burying Ground remains today as a monument to early Baptist witness in the community.

Highfield Baptist Church

In 1886, the same year that the Willow Grove site was officially conveyed, the new Highfield Baptist Church succeeded the Willow Grove Chapel. The new site was located on what is today the north side of Rexdale Boulevard, near Martingrove Road. Opening services were held on October 3, 1886, and were conducted by Dr. J.H. Castle, assisted by Reverend J.B. Kennedy of McMaster Hall and the Pastor, the Reverend Mr. Maider. *The Canadian Baptist* records:

The house was filled at each service and all seemed delighted with the excellent sermons and other exercises of the day. On Monday evening a tea meeting was given. The evening was unpleasant, but this did not prevent the friends from filling the house. The efforts [of the musicians] to please were so successful that encore followed encore in rapid succession and their services were at once secured for a second edition of the entertainment on Friday evening. This, on a beautiful evening was, if possible, more successful than the first. To say that all were delighted is to say little. This new church is the second opened on the Etobicoke field in less than a year by Mr. Maider. Zion, near Springfield, opened October 11th, 1883. Owing to the size of Brother Maider's field, he is only able to

have service here every alternate Sunday morning. The Sabbath school meets regularly and is very encouraging. The amount cleared by Sunday collection and tea meeting was about \$95.00.²³

The Highfield Baptist Church was an unusual two-storey frame structure. Services were held on the upper floor, ascended by a long flight of stairs from the outside. The ground level was used by the congregation to stable their horses. Sometime before 1918, the church was closed. In about 1919 Herbert Ackrow dismantled the building and used some of the lumber to build houses numbered 14 and 16 on the north side of Fern Avenue in Weston.²⁴ Highfield Baptist Church did not have a graveyard connected with it.

Notes

1. *Illustrated Historical Atlas of the County of York*, 1878, Miles and Co., Toronto, reprinted by Ross Cumming, p. 38
2. Abstract Book, Lot 26, Con. 1 fronting the Humber, Etobicoke Township, York County Land Titles, Instrument #24749
3. Copy Book, Lot 26, Con. 1 fronting the Humber, Etobicoke Township, Instrument #28140 (Archives of Ontario)
4. In the second generation, the spelling of the family surname varies.
5. Lot 26, Con. 1 fronting the Humber, Etobicoke Township, York County Land Titles, Instrument #2861
6. Church book of the Baptist Church of Cheltenham, Chinguacousy, Peel, C.W., Minute Book 1844—1917 (Region of Peel Archives)
7. "Pioneer Work Recalled," *The Link and Visitor*, p. 21 (Canadian Baptist Archives, McMaster Divinity College)
8. *Ibid.*, p. 21
9. Glynford P. Allen and Dale Calder, *Trials and Triumphs, the 150-Year History of Ebenezer/Renforth Church*, Renforth Historical Committee, Etobicoke, 1990, p. 45
10. *Ibid.*, p. 47
11. *Ibid.*, p. 45
12. *Ibid.*, p. 45

13. *The Canadian Baptist*, January 13, 1881, p. 8
14. "Pioneer Work Recalled," p. 21
15. Township of Etobicoke By-Law No. 12,615, March 6, 1961
16. Township of Etobicoke, Cemetery Board Minutes, May 4, 1962
17. Borough of Etobicoke, Cemetery Board Minutes, May 25, 1970
18. *Ibid.*, Minutes, July 16, 1969
19. *Ibid.*, Minutes, May 25, 1970
20. *Ibid.*, Minutes, January 20, 1971
21. *Ibid.*, Minutes, December 21, 1967
22. *Ibid.*, Minutes, May 25, 1970
23. *The Canadian Baptist*, October 14, 1886, p. 8
24. Dorothy A. Taylor, *Remember Your Mother was a Magrill: A Family History and Autobiography*, privately published, p. 15

Prepared by Randall Reid

Research by Anna Clapp and Ken Turton

RICHVIEW MEMORIAL CEMETERY
/ Union Chapel Cemetery



RICHVIEW CEMETERY
/Union Chapel Cemetery
plus
WILLOW GROVE AND McFARLANE CEMETERIES

COPY OF WORDING ON PLAQUES UNVEILED JUNE 12, 2005

RICHVIEW CEMETERY

Richview Cemetery's oldest surviving monument records the death of Ann Garbutt who was interred in 1846, before the official establishment of this burial site. In 1853, William Knaggs sold this land from his farm for "a chapel and lot without belonging to any particular church or denomination, to be respectively devoted exclusively to religious purposes in the discretion of certain trustees", namely Mark Dawson, Robert Coulter, and William Tuer. By 1880, the Union Chapel on the site had been joined by two other local congregations. The chapel and its cemetery served Richview, a small rural community bounded by present-day Dixon Road, Rathburn Road, Kipling Avenue, and Renforth Drive. Richview consisted of farms, a post office, blacksmith, church, and school.

In 1888, William and Sarah Knaggs donated additional property, south of the cemetery, upon which a new building, depicted above, was constructed. It was named Richview Methodist Church (later Richview United Church). The vast development of Highway 427 led to the relocation of the congregation in 1959, the demolition of the church building, and the dramatic surroundings of the cemetery today. In the 1970s the McFarlane family cemetery and the Willow Grove Burying Ground were moved from their original sites and relocated here.

Richview Cemetery contains the graves of many of Etobicoke's founding families and their descendants, and remains today a rare surviving site within a now vanished rural community.

Site designated under the Ontario Heritage Act in 2003

PLAQUE ERECTED 2005

WILLOW GROVE BURYING GROUND

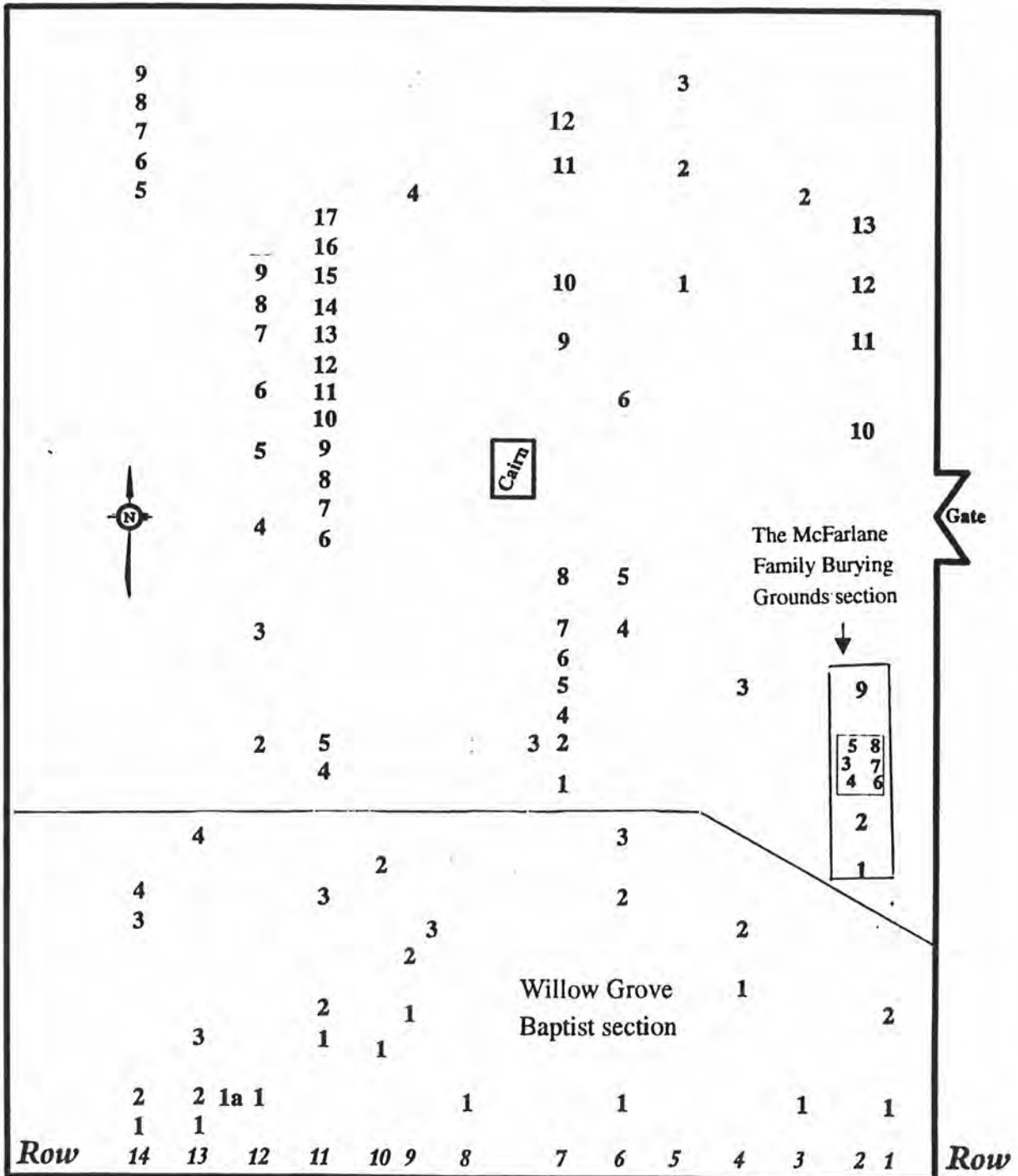
The Willow Grove Burying Ground was originally located about four miles northeast of here, on the south side of Rexdale Boulevard, west of Kipling Avenue, in the community of Highfield. The site was acquired by the Rev. William Millard from John Betteridge in the mid-1840s. In 1886, the property was conveyed to Richard P. Dixon, Robert Moody, and Thomas Gardhouse, trustees of Willow Grove Chapel, and dedicated "for a chapel and burying ground for the use of the congregation of Christians worshipping in the said chapel (not being regular Baptists), practising baptism by immersion and the liberty of communion to all who profess faith in Christ, whether immersed or not."

In 1970, 110 bodies were removed and re-interred in the southern end of Richview Cemetery. The former Willow Grove cemetery property was then sold.

PLAQUE ERECTED 2005

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES
 (not to scale)

ETB-007



RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

Information in [] is from
 previous transcriptions and from Randall Reid

1.1 Sacred
 to the memory of
 Ann,
 wife of
 George **BAILEY**
 who died
 Feb. 7, 1853
 aged 33 y'rs
*Farewell dear friends, a long
 farewell
 For we shall meet no more
 Till we be raised with Christ
 to dwell
 On Zion's happy shore.*

1.2 Erected
 to the memory of
 Thomas
 son of
 George & Ann **BAILEY**
 who died
 April 10, 1876
 aged 31 y'rs. 2 mo's & 5 d'ys
*This humble token of respect
 To thy loved memory we erect
 Tho' mouldering here thy body
 lies
 We trust to meet thee in the
 skies*

2.1 (top broken off – see 2.4)
 son of
 Alex & Marga... [Margaret]
McFARLANE,
 born Nov. 28, 1836,
 who departed this life
 Oct. 1, 1852;
 Æ 16 years.
Beloved By All Who Knew Him

2.2 In memory of
 Margaret
 wife of
 John **McFARLANE**
 and dau. of
 Alex **ROBERTSON**,
 of Croftdown, Parish of Blair
 Athol
 Perthshire, Scotland
 born Sept. 29, 1774;
 who departed this life in
 ceertain (sic) hope of a

blissful resurection (sic)
 Nov. 2, 1849;
 Æ 76 years
 (monument maker) Hurd, Toronto

2.3 (on table)
 To
 the memory
 of
 Margret (sic)
 wife of Alexr. **MacFARLANE**
 and daughter of
 Malcolm **MacGREGOR** Caledon
 who departed this life
 11 Jan. 1840
 aged 36 born in Glasgow
 Feb. 19, 1804

2.4 (on table, broken piece,
 top of #2.1)
 In memory of
 John (according to Mary Garrett's
 transcription in 1969 this was attached
 to 2.1)

2.5 (on table, broken piece, no
 inscription but must belong to
McFARLANE graves – the 1969
 transcription is as follows:
 [[???] **McFARLANE**, who departed this
 life June 6, 1860, 21 years]
 (According to Jean Story of Vancouver,
 the first name here is Alexander.)

2.6 (on table)
 In memory of
 Ellen
 Beloved [infant] dau. of
 Alex & Jane
McFARLANE
 who died
 Feb. 6, 1863
 aged 8 mos.

2.7 (on table)
 In memory of
 Mary [Olive]
 beloved dau. of
 Alex & Jane
McFARLANE
 who died
 [?] 7, 1870
 aged 10 mo's.

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

- | | |
|--|---|
| <p>2.8 (on table, broken)
A. McF [Alexander McFARLANE]</p> <p>2.9 In memory of
John McFARLANE
born at Druid, Parish of Mouline
Perthshire, Scotland
March 1, 1778
who departed this life
April 28, 1853
Æ 75 years
(monument maker) Hurd, Toronto</p> <p>2.10 (sitting loose on cement base)
[William Walter
son of
William R. &
Martha IRWIN
died
Nov. 16 1885:
aged
5 weeks.
6 days.</p> <p>2.11 KIMBER
Charles A. KIMBER
1899 - 1989
beloved husband of
Edith EINBODEN
1900 - 1992
(footstones) - Father, Mother</p> <p>2.12 KIMBER
In loving memory of
Phyllis EDGERTON
1930 - 1975
beloved wife of
Victor KIMBER
(uncut)
<i>Rest In Peace</i></p> <p>2.13 (small cairn of blocks of
granite cemented together -
no markings)</p> <p>3.1 (broken)
In
memory of
Loetitia
the beloved wife of
William MILLARD
Pastor,
who departed this life</p> | <p>Sept. 8, 1869
Devoted in Christian Ministry
for many years in this place, she
closed her eyelids for Christ
with his words:
<i>Be thou faithful unto death and
I will give thee a crown of life.</i>
Rev. 11.10
Proverbs XXXI=30</p> <p>3.2 (sitting loose on top of a pile
of stones on a base)
Mother Father</p> <p>4.1 (east side)
D
In loving memory of
John DIXON
died Sep. 2, 1880 - aged 70 years
his wife
Eliza PEARSON
died Mar. 18, 1901 - aged
79 years
both of Yorkshire, Eng.
their sons
Edwin
died June 6, 1890 - aged 32 years
John
died Jan. 18, 1891 - aged
50 years
DIXON (on base)</p> <p>(south side)
Also
Freddie
died Jan. 16, 1872
aged 7 years
(footstones) - Father, Mother,
John</p> <p>4.2 <i>Asleep in Jesus, blessed sleep
From which none ever wakes
to weep</i>
In loving
remembrance of
Thomas GARDHOUSE
died
Feb. 5, 1889,
aged
28 years & 5 mo's.
<i>A precious one from us is gone
A voice we loved is stilled
A place is vacant in our home
Which never can be filled.</i></p> |
|--|---|

RICHVIEW CEMETERY

/Union Chapel Cemetery

plus

WILLOW GROVE AND McFARLANE CEMETERIES

*God in his wisdom has recalled
The boon his love has given
And though the body slumbers
here
The soul is safe in heaven.*
GARDHOUSE (on base)
(monument maker) H & F, Brampton

- 4.3 square granite stone, looks like the base of a monument. The caretaker tells us this was a monument (just as is) but he could not remember the name. He says "*Gone But Not Forgotten*" was written on the stone.

- 5.1 (footstone) - Clifford
(could possibly belong to 5.2)

- 5.2 (south side)
In loving memory
of
George
KNAGGS
1816 - 1896
his wife
Ann **O'NEIL**
1832 - 1905
KNAGGS (on base)

(north side)
Amanda
KNAGGS
1860 - 1922
*Father in thy gracious keeping,
Leave we now thy
servant sleeping.*

(west side)
James
1858 - 1916
Celia Ann
1861 - 1876
Chrisia
1856 - 1859
children of
G. & A. **KNAGGS**

(east side)
Clifford
KNAGGS
1866 - 1958
(2 cornerstones) - K

- 5.3 (now flat, broken, illegible)
William **KNAGGS**
(several illegible lines)
died Oct. ..., 18..
aged 61 yrs.
*Blessed are the dead who
die in the Lord*

- 6.1 (now flat)
In memory
of
[Ch]ristiana **ROSS**
died
[Ju]ly 30, 186(9?) [Willow Grove
transcription reads 1862]
aged 49 years
*Asleep in Jesus awaiting the
resurrection of the just*
(monument maker) Yale, Toronto

- 6.2 (now flat, broken)
Arise
In memoriam
Ann [**WOLFE**]
dear wife of ...
(broken here)
[the late Robert **CHAPMAN**
died Oct. 14, 1891]
(monument maker) J.G. Gibson,
Toronto

- 6.3 In memory of
Robert **CHAPMAN**
who died
Aug. 22, 1877,
aged
72 yrs. & 8 mos
native of Yorkshire
England
*What He is and what we are
the day of judgment will declare*
(monument maker) McQuillan &
Hamilton, Guelph

- 6.4 Emily Victoria
wife of
Rev. F.G. **BLANSHARD**
and daughter of
Robert & Jane
COULTER
died July 31, 1893
in her 27 year
*Until the day breaks
And the shadows flee away*

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

6.5 (east side)
 In
 memory of
 Robert **COULTER**,
 died
 Dec. 15, 1888
 aged
 69 years.
 a native of Co. Down
 Ireland
*We loved him yes no tongue
 can tell
 How much we loved him and
 how well
 God loved him too and He
 thought best
 To take him home with Him
 to rest*
COULTER (on base)

(south side)
 In
 memory of
 Ann Jane
 wife of
 Robert **COULTER**
 died Aug. 1903
 aged 73 yrs
At Rest

(north side)
 Frederick A.
COULTER
 July 30, 1874
 Jan. 22, 1913
 Edward A.
COULTER
 June 13, 1861
 Dec. 23, 1924
 Isabella
COULTER
 July 8, 1857
 Jan. 17, 1939
 (monument maker) Hobson &
 Franks, Brampton

6.6 (east side)
 T
 James **THIRKLE**
 died Jan. 26. 1918
 aged 69 years
 Mary Jane
 wife of

James **THIRKLE**
 died April 13. 1911
 aged 67 years.
THIRKLE (on base)

(west side)
 George **THIRKLE**
 1874 - 1960
 James **THIRKLE**
 1882 - 1965
 his wife
 Florence **THIRKLE**
 1886 - 1967
 Fred **MILNER**
 1897 - 1979
 (footstones) - Father, Mother,
 George, Fred
 (4 cornerstones) - T

7.1 Thomas **McLA.. [McLAUCHLIN]**
 who died
 Mar. 12, 1876
 aged
 30 years
*He's gone, the loved and
 cherished one
 Like some bright star he
 passed away
 Death claimed his victim and he
 sank
 Calm as the sun's expiring ray.*
 (monument maker) W.W. Price,
 Hamilton

7.2 (flat)
POWLEY
 In loving memory of
 Kenneth Charles
 Dec. 12, 1952
 Apr. 21, 1992
 To those who knew him
 and loved him
 his memory will never grow old.
Rest In Peace

7.3 (flat)
 In loving memory of
 our dear mother
 Eva D. **POWLEY**
 March 5, 1926 - Aug. 19, 1978

7.4 In memory of
POWLEY
 George Kenneth

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

- *June 04, 1920
 +May 10, 1997
 Our beloved father
- 7.5 (now flat, broken)
 Erected by
 W...m **HENDERSON**
 in memory of his mother
 Catherine **HENDERSON**
 who died Jan. 27,
 1871
 aged 81 years
 native of Co. Sligo, Ireland
- 7.6 James **GRACEY**
 1811 - 1873
 his wife
 Catherine
HENDERSON
 1829 - 1915
The blood of Jesus Christ
God's son, cleanseth us
from all sin. 1 John 1.7
GRACEY (on base)
 (footstones) Father Mother
- 7.7 (flat)
 Alexander **GRACY**
 died March 21
 1857
 aged 76 years
 native of Co. Down
 Ireland
 (footstones) - A.G., J.H.
- 7.8 (east side)
 In memory of
 John **GRACEY**
 who died
 5TH Sept. 1885
 aged 72 yrs. & 7 mos.
 a native of
 Co. Down, Ireland
"Safely anchored in the
harbour of eternal rest."
 In memory of
 Ann
 wife of John **GRACEY**
 died Jan. 29, 1907
 aged 73 years
"Until the day break"
GRACEY (on base)
 (north side)
- Margaret Ann
 wife of
 Joseph **GRACEY**
 died Jan. 8, 1907
 aged 44 years
"Her good works still
follow her."
 (footstones) John, J.G.
- 7.9 Here lies
 the infant son of
 John & Ann
GRACY
- 7.10 (now flat, broken)
Gone But Not Forgotten
 Jos[eph] **[CANNING]** (?)
 died July 1 1863
 aged 84 years
 Catharine
 wife of [the above]
 [.....]
- 7.11 (now flat, broken)
 Mary Louisa
 dau. of
 Robert & Martha A.
BLANSHARD
 died
 Apr 19, 18(?)
 aged ... [2]
Suffer little children to come
unto me for such is the
kingdom of heaven.
- 7.12 (broken in 7 pieces)
 Lydia J.
 daughter of
 [John] & Mary J
STRONG
 died Nov. ... 1869
 aged 13 mo's.
Ere sin could blight
or sorrow fade
Death came with friendly care
The opening bud to heaven
conveyed
And bade it blossom there.
- 8.1 (now flat, broken)
 Robert
 son of
 Robert & Ann
BALDOCK

RICHVIEW CEMETERY

/Union Chapel Cemetery

plus

WILLOW GROVE AND McFARLANE CEMETERIES

- died Jan. 19, 1866
aged
29 yrs 1 mo. 8 d's.
*Trust in Jesus, weeping mourner
Fear not He is guiding thee
By the streams of living water
He is leading tenderly
Weep not for me my parents dear
I am not dead but sleeping here
Short was my stay long is my rest
To take me home God thought it
best*
(monument maker) Reids
- 9.1 (west side)
John **MOODY**,
died
Jan. 26, 1890,
aged 75 years
*For I know whom I have
believed and am persuaded
that He is able to keep that
which I have committed
unto Him against that day.
2 Tim. 1:12
Marvel not that I said
unto thee, ye must be born
again. John 3:7*

(west side)
his wife
Sarah **MOODY** [née **GARDHOUSE**]
died
July 3, 1908
aged 86 years
MOODY (on base)
(monument maker) J.J. Hobson,
Brampton
- 9.2 (west side)
Robert **DORSEY**
died
Apr. 1, 1887
aged
51 years
DORSEY (on base)

(east side)
Hannah **BALDOCK**
wife of
Robt. **DORSEY**
died
Feb. 4, 1895
in her 56 year
- (monument maker) Hobson &
Franks, Brampton
(4 cornerstones) - R.D.
- 9.3 *At Rest*
Thomas **STOBBART**
died
April 15, 1862
aged 60 years
his wife
Mary. [**MOODY** -married Dec. 28,
1831]
died Jan. 1884,
aged 75 years
STOBBART (on base)
(4 cornerstones) - S
- 9.4 Erected
by
Thomas **THIRKLE**
in
memory of
his father
Christopher **THIRKLE**
died
April 14th 1890
aged 80 years
a native of Yorkshire
England
*Blessed are the dead who
die in the Lord*
(monument maker) C.B. Gullett,
Toronto
- 10.1 *Gone So Soon*
Robert John
died Apr. 7, 1866
aged 2 days
Elijah
died Apr. 8 1874
aged 1 day
children of
Robert & Naomi
MOODY
*Suffer little children to come
unto me and forbid them not for
of such is the kingdom of God.*
- 10.2 (broken)
Jane
wife of John **BOLDOCK**
died
Aug. 10, 1858
Æ (broken here)

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

- 11.1 (now flat, broken)
 In
 memory of
 James **BROOKS**
 who departed this life
 Jan. 2, 1881
 aged
 70 years
 (illegible 3 line verse)
- 11.2 *Farewell*
 In memory of
 Ann
 the beloved wife of
 James **BROOKS**
 Pastor
 who departed this life
 Jan. 10 1897
 Aged 84 yrs. ... mos.
*I am the resurrection [and
 the life saith the Lord]*
- 11.3 (broken)
 Sacred to the memory of
 Ellen,
 wife of Robert **BULL**
 who died
 Sept. 4, 1854
 aged 23 years 4 mos.
 & 28 days
*All is peace then do not weep
 Death is not an endless sleep
 Love's chain is not forever riven
 We shall meet and rest in heaven
 also their daughter
 Jennette
 died Sept. 7 1854
 Æ.3 ys. & 6 mo.
 Removed from the toils of life
 Both in quiet slumber sleep
 Mourn not they'r free from strife
 For their bliss why should we
 weep.*
 (monument maker) Yale, Toronto
- 11.4 Mother
 In abiding memory
 Catherine Ann **PEACOCK**
 Nov. 29, 1866 Jan. 7, 1900
 beloved wife of
 Francis J. **CANNING**
 (uncut)
At Rest
- 11.5 (flat)
 Father
 Joseph **PEACOCK**
 Sept. 30, 1870
 Apr. 27, 1914
- 11.6 (east side)
 Sacred
 to the memory of
 Rev. Rounding **PATTISON**
 who
 departed this life
 Dec. 4, 1882
 Æ 44 yrs 3 mos
 native of Yorkshire, England
*Farewell dear wife my life
 is past
 A faithful friend I was to
 the last
 But now I am going, no mourning
 make
 But love my children for my sake.*
PATTISON (on base)
- (west side)
 In
 memory of
 James **PATTISON**
 died May 28, 1879
 Æ 63 years
 a native of Yorkshire, Eng.
*Blessed are the dead which die in
 the Lord
 My body rests beneath this soil
 My spirit has returned to God
 Gladly I left this world of pain
 Through Christ eternal life to
 gain*
 (4 cornerstones) - R.P., S.J.P.
- 11.7 (now flat, broken)
Gone Home
 In memory of
 Mary Jane **WIER**
 beloved wife of
 Thomas **DEWS.. [DEWSBURY]**
 died
 Sept. 12, 1875
 aged
 39 years
*She has gone to heaven before us
 But she turns and raises her hand
 Pointing to the clouds o'er us*

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

In the fair and happy land

- 11.8 (broken)
 Elizabeth
 daughter of
 Andrew & Martha **COULTER**
 died Nov. 13 1852
 aged 22 years
Affliction sore long time I
[bore]
Physicians were in vain
Till God was pleased to send
me [ease]
And free me of my pain
Repent in time make no delay
I in my bloom was call'd away
 (monument maker) Hurd, Hamilton

- 11.9 (broken)
 Jessy Elizabeth
 daughter of
 John & Martha
COULTER
 died Sept. 23, 1875
 Æ 3 mo's & 26 days
This lovely bud so young and fair
Has gone to heaven to blossom
there.

- 11.10 Mary Jane
 relict of the late
 Henry **COULTER**
 and widow of the late
 Thomas **McLAUGHLIN**
 died
 Sept. 29, 1881;
 aged 46 years
Be ye also ready for in such
an hour as
Ye think not the son of man
Cometh
 (monument maker) W.W. Price
 Brampton
 (footstone) - M.C.

- 11.11 (now flat, broken)
Farewell
 [Ma]rtha **COULTER**
 died
 Aug. 12 1877
 Æ 78 years
 native of Co. Down Ireland
Jesus has called the mother home
Her flesh lies mouldering in

the tomb
God grant her offspring may be
blest
And meet her in eternal rest
 (monument maker) D.W. Reid,
 Newmarket

- 11.12 *Gone But Not Forgotten*
 In memory of
 Andrew **COULTER**
 who died
 July 18. 1857;
 aged 64 years.
 native of Co. Down
 Ireland
A faithful friend a companion
dear
A tender parent lieth here
Great is the loss we here
sustain
But hope in heaven to meet again.

- 11.13 Thomas **DAWSON**
 1830 - 1909
 Frances J.
 his wife
 1832 - 1870
DAWSON (on base)

- 11.14 (large square granite, 3 plates out of 4
 missing)
 (1 plate)
 I[n]
 [memory of]
 Mark **DAW[SON]**
 born May 10, 1801
 died Dec. 4, 1865
 a native of [Westmoreland]
 England
Asleep in Jesus
 (monument maker) Gibson, Yorkville

- 11.15 In memory of
 Alfred E. **PEARSON**
 died Jan. 6, 1891
 aged 20 years
 son of
 George & Jane
PEARSON
How short is life
How sure is death
Alas our days are few

- 11.16 (now flat, broken)

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

Asleep In Jesus
 Edward Walter
 son of
 George & Rebecca
PEARSON
 born Feb. 10 1857
 died July 19 1874
 (broken here)
[He is not dead] but gone before.

- 11.17 Margaret A.
 daughter of
 Horatio & Sarah
PEARSON
 died Dec. 19, 1874:
 aged
 2 y'rs 1 mo 14 d's
Weep not for babe for she
is blest
And in her saviour's arms
at rest.
 (monument maker) Reid

- 12.1 John **FORSTER**
 died Aug. 30. 1888
 aged 81 years
 also his wife
 Helen Mary [née **ROSS**]
 died Sep. 29, 1888
 aged 76 years & 10 dy's
Blessed are the dead
which die in the Lord
FORSTER (on base)
 (monument maker) Hobson &
 Franks, Brampton

- 12.1a (west side)
 In memory of
 Alexander G. [Gavin] **WARDLAW**
 died
 Jan. 29, 1872
 aged 44 y'rs
For if we believe that
Jesus died and rose
again, even so them also
which sleep in Jesus
will God bring with
Him

(north side)
 John William,
 son of
 Alex. G. & Mary J.
WARDLAW

died
 Jan. 21, 1872
 aged 13 yrs 10 mos.
 Peter A. **WARDLAW**
 died
 Sep. 30, 1881,
 aged 25 yrs. 4 dy's
A precious one from us has
gone
A voice we loved is stilled
A place is vacant in our
home
Which never can be filled.

- 12.2 In memory of
 William
 son of
 James E. & Mary [**DAWSON**]
PEACOCK
 who died
 July 18, 1876
 aged 13 years 11 mos.
Weep not for me my parents dear
I am not dead but sleeping here
My debt is paid my grave you see
Prepare in time to follow me.

- 12.3 In
 memory of
 Joseph **DAVIS**
 who died
 Nov. 14, 1865
 aged 84 years
 native of Co. Cavan,
 Ireland
A tender parent, a companion dear
A faithful friend lieth here.
Great is the loss we here sustain
But hope in Heaven to meet again
 (monument maker) Gibson, Toronto

- 12.4 M
At Rest
 George **MIDDLEBROOK**
 died Feb. 25, 1912
 in his 87th year
 his wife Mary **CODLIN**
 born Aug. 15, 1831 - died
 Dec. 14, 1917
 John eldest son of
 Geo. & Mary **MIDDLEBROOK**
 died May 10, 1911; in his
 57th year
 Mary infant dau. May 16, 1856

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

*"To Be With Christ Which Is Far
 Better."*

MIDDLEBROOK (on base)

12.5 Joseph
 son of
 Rob't & Ann **BALDOCK**
 died
 April 20 1864
 Æ 32 y'rs 1 mo. 28 d's
*The hour of my departing's come
 I hear the voice that calls me
 home
 At last O Lord let trouble cease
 And let thy servant die in peace
 I leave the world without a tear
 Save for the friends I hold so
 dear
 To heal their sorrow Lord descend
 And to the friendless prove a
 friend.*

12.6 (broken)
 In memory of
 Matthew John
 son of
 Thomas & Frances
DAWSON
 who died April 7, 1861.
 aged 2 y'rs. 7 mo's.
*This lovely bud so young and fair
 Called home by early doom
 Just come to show how sweet
 a flower
 In paradise would bloom.*

12.7 In memory of
 Mathew
 son of
 Mark & Mary **DAWSON**
 who died May 21, 1857
 aged 22 years
 also of Joseph
 their son
 who died August 25, 1850 Æ 5 yr.
 and two infants, Elizabeth &
 John
*While blooming youth is snatch'd
 away
 By death's relentless power
 May we thus warned against delay
 Improve the present hour
 Oh see how soon thy flowers of
 life decay*

*Then sun, terrestrial pleasure
 fade away
 These stars of comfort for a
 moment risen
 And rest on earth, then set to
 rise in heaven.
 It must be so, our Father Adam's
 fall
 And disobedience brought this
 lot on all
 All die in Him and hopeless
 should we be
 O blessed Jesus were it not
 for thee.*

12.8 *Gone But Not Forgotten*
 In memory of
 Jane **DAWSON**
 wife of
 George **PEARSON**
 who died
 Jan. 6 1872:
 aged 35 years
*Affections tribute here I raise
 Tis all that I can do
 Till death shall close my earthly
 days
 Our friendship to renew*

12.9 (no inscription)

13.1 Sacred
 to the memory of
 Peter **WARDLAW**
 who died
 Aug. 26, 1854
 Æ 65 y'rs.
 a native of Fifeshire
 Scotland
*Let worms devour my wasting flesh
 And crumble all my bones to dust
 My God shall raise my frame
 again
 At the revival of the just
 (monument maker) Yale, Toronto*

13.2 (broken)
 In memory of
 Janet [**LITTLEJOHN**]
 [born Oct. 4, 1784]
 wife of the late
 [Peter] **WARDLAW**
 [died Sept. 30] 1884

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

*I am the resurrection and the life saith
 the Lord.*

born 2 July 18
 at High Leigh, Cheshire,
 England]
 died [2 May 1880]

- 13.3 (now flat, broken)
Gone But Not Forgotten
 Richard **GARBUTT**
 died
 Feb. 1 1864 aged 30 years
A tender parent a companion dear
A faithful friend lieth here
Great is the loss we here sustain
But hope in heaven to meet again
 Ann
 wife of the above
 died Nov. 7, 1873
 aged 36 y'rs
 (monument maker) Gibson, Toronto

- 14.4 (flat, broken)
 In
 memory of
 Thomas **BOLTON**
 Born [April] 28, 1800
 [at Stockdale Farm,
 Cleveland, Yorkshire
 England]
 died [16th May 1880]

- 13.4 (now flat, broken)
Farewell
 In memory of
 Elizabeth **GARBUTT**
 died
 Sept. 21, 1875
 aged 84 y'rs.
This humble token of respect
To thy loved memory we erect
Tho' mouldring here thy body lies
We trust to meet thee in the
skies
 (monument maker) Gibson, Toronto

- 14.5 (footstone) - A.K.

- 14.6 (footstone) - R.C.

- 14.7 (broken)
 Ann
 wife of
 Thomas **GARBUTT**
 died
 March 24, 1846
 aged 36 years

- 14.1 Sarah, [**HIND**]
 wife of
 William Hennell **BLACK**
 died
 April 27th 1863
 [second wife Martha **GREEN** from
 Pennsylvania]

- 14.8 (broken)
 George
 infant son of
 Geo. & Ann
KNAGGS,
 died Mar. 9, 1849
 Æ 7 w'ks & 1 day
 (broken here)
 (footstone) - G.

- 14.2 John Vieira **BLACK**
 died
 August 11, 1852
 aged 29 years.
 (monument maker) Hurd &
 Roberts, Hamilton

- 14.9 William **KNAGGS**
 died
 June 22, 1858
 aged 74 years
A tender husband and a father
dear
A sincere friend lieth here
Great is the loss we here
sustain
But hope in heaven to meet
again
 (footstone) - W.K.

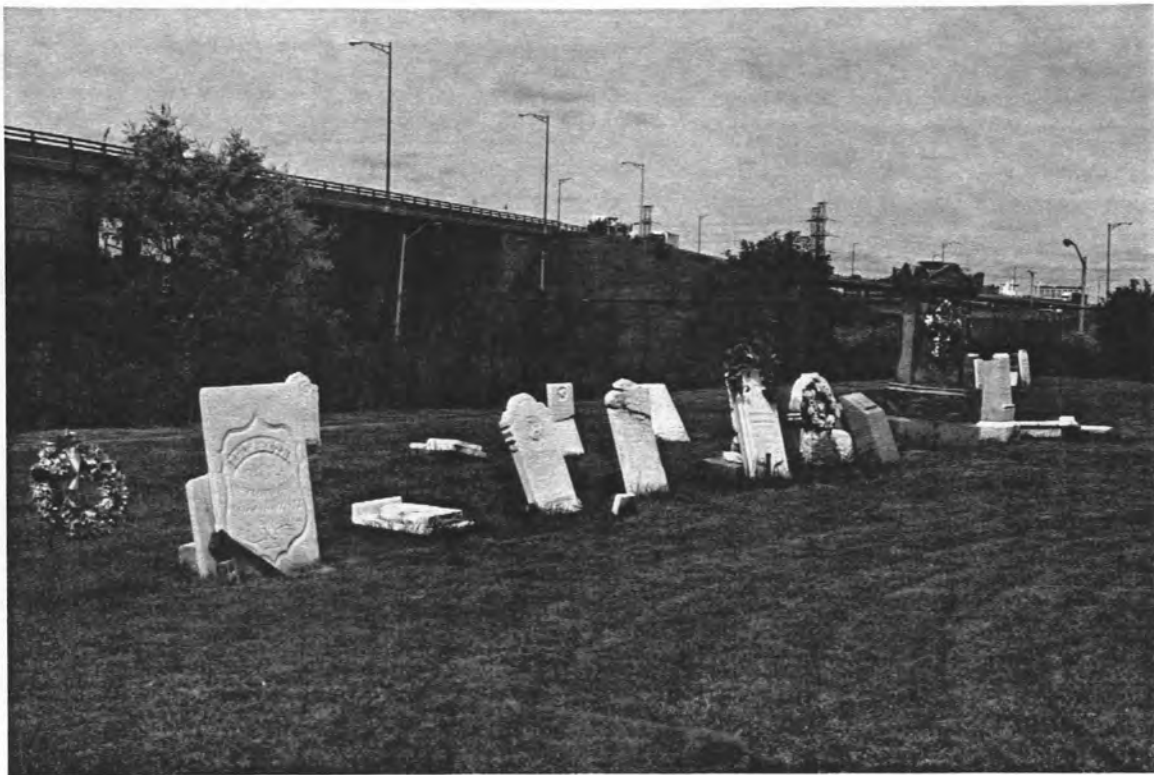
- 14.3 (now flat, broken)
 In
 memory of
 [Elizabeth **CARRUTHERS**
 wife of Thomas **BOLTON**

RICHVIEW CEMETERY
/Union Chapel Cemetery
plus
WILLOW GROVE AND McFARLANE CEMETERIES

(STONE CAIRN)

THE
RICHVIEW MEMORIAL CEMETERY

This cairn has been erected to
commemorate the lives and services
of those pioneers of this community
who continue to live through the
accomplishments of their children



RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

BAILEY	Andrew	11.8; 11.12
Ann	Ann Jane	6.5
George	Edward A.	6.5
Thomas	Elizabeth	11.8
BALDOCK	Emily Victoria	6.4
Ann	Frederick A.	6.5
Hannah	Henry	11.10
Joseph	Isabella	6.5
Robert	Jane	6.4
BULL	Jessy Elizabeth	11.9
Ellen	John	11.9
Jennette	Martha	11.8; 11.9; 11.11
Robert	Mary Jane	11.10
BLACK	Robert	6.4; 6.5
John Vieira	DAVIS	
Sarah Hind	Joseph	12.3
William Hennell	DAWSON	
BLANSHARD	Elizabeth	12.7
Emily Victoria (Coulter)	Frances	12.6
F.G., Rev.	Frances J.	11.13
Martha A.	Jane	12.8
Mary Louisa	John	12.7
Robert	Joseph	12.7
BOLDOCK	Mark	11.14; 12.7
Jane	Mary	12.2; 12.7
John	Mathew	12.7
BOLTON	Matthew John	12.6
Elizabeth (Carruthers)	Thomas	11.13; 12.6
Thomas	DEWSBURY	
BROOKS	Mary Jane (Wier)	11.7
Ann	Thomas	11.7
James	DIXON	
CANNING	Edwin	4.1
Catharine	Eliza (Pearson)	4.1
Catherine Ann (Peacock) ..	Freddie	4.1
Francis J.	John	4.1
Joseph	DORSEY	
CARRUTHERS	Hannah (Baldock)	9.2
Elizabeth	Robert	9.2
CHAPMAN	EDGERTON	
Ann (Wolfe)	Phyllis	2.12
Robert	EINBODEN	
CODLIN	Edith	2.11
Mary	FORSTER	
COULTER	Helen Mary (Ross)	12.1

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

John	12.1	Janet.....	13.2
GARBUTT		MacFARLANE	
Ann.....	13.3; 14.7	Alexr	2.3
Elizabeth.....	13.4	Margret (MacGregor).....	2.3
Richard	13.3	MacGREGOR	
Thomas	14.7	Malcolm	2.3
GARDHOUSE		Margret	2.3
Sarah	9.1	McFARLANE	
Thomas	4.2	Alex.....	2.1; 2.5; 2.6; 2.7, 2.8
GRACY		Ellen	2.6
Alexander	7.7	Jane	2.6; 2.7
GRACEY		John.....	2.2; 2.4; 2.9
Ann.....	7.8; 7.9	Margaret.....	2.1, 2.2
Catherine (Henderson)	7.6	Margaret (Robertson)	2.2
James	7.6	Mary.....	2.7
John	7.8; 7.9	Olive	2.7
Joseph	7.8	McLAUGHLIN	
Margaret Ann	7.8	Mary Jane	11.10
GREEN		Thomas	7.1; 11.10
Martha	14.1	MIDDLEBROOK	
HENDERSON		George.....	12.4
Catherine	7.5, 7.6	John.....	12.4
W...m.....	7.5	Mary.....	12.4
HIND		Mary (Codlin).....	12.4
Sarah	14.1	MILLARD	
IRWIN		Loetitia	3.1
Martha.....	2.10	William	3.1
William R.....	2.10	MILNER	
William Walter.....	2.10	Fred.....	6.6
KIMBER		MOODY	
Charles A.....	2.11	Elijah.	10.1
Edith (Einboden)	2.11	John.....	9.1
Phyllis (Edgerton)	2.12	Mary.....	9.3
Victor	2.12	Naomi	10.1
KNAGGS		Robert	10.1
Amanda.....	5.2	Robert John	10.1
Ann.....	14.8	Sarah (Gardhouse)	9.1
Ann (O'Neil)	5.2	O'NEIL	
Celia Ann.....	5.2	Ann	5.2
Chrisia.....	5.2	PATTISON	
Clifford.....	5.2	James	11.6
George	5.2; 14.8	Rounding, Rev.....	11.6
James	5.2	PEACOCK	
William	5.3; 14.9	Catherine Ann.....	11.4
LITTLEJOHN		James E.	12.2

RICHVIEW CEMETERY
 /Union Chapel Cemetery
 plus
WILLOW GROVE AND McFARLANE CEMETERIES

Joseph	11.5	Peter	13.1; 13.2
Mary (Dawson)	12.2	Peter A.	12.1a
William	12.2	WIER	
PEARSON		Mary Jane	11.7
Alfred E.	11.15	WOLFE	
Edward Walter	11.16	Ann	6.2
Eliza	4.1		
George	11.15; 11.16; 12.8		
Horatio	11.17		
Jane	11.15		
Jane (Dawson)	12.8		
Margaret A.	11.17		
Rebecca	11.16		
Sarah	11.17		
POWLEY			
Eva D.	7.4		
George Kenneth	7.4		
Kenneth Charles	7.2		
ROBERTSON			
Alex	2.2		
Margaret	2.2		
ROSS			
Christiana	6.1		
Helen Mary	12.1		
STOBART			
Mary (Moody)	9.3		
Thomas	9.3		
STRONG			
John	7.12		
Lydia J.	7.12		
Mary J.	7.12		
THIRKLE			
Christopher	9.4		
Florence	6.6		
THIRKLE (continued)			
George	6.6		
James	6.6		
Mary Jane	6.6		
Thomas	9.4		
WARDLAW			
Alexander Gavin.	12.1a		
Janet	13.2		
John William	12.1a		
Mary J.	12.1a		

GEOGRAPHIC TOWNSHIP OF ETOBICOKE
MUNICIPALITY - CITY OF ETOBICOKE

PLATE No :80-427/TR8
DRAWING No:08042708
UPDATED : 2010 03



MTM NAD 83

DESIGNATION PLAN P-2948-0151	QUIT CLAIM DEED P-5047-88-C	DEDICATION P-2083-79	ASSUMPTION P-2083-2	PRELIM ASSUMPT. A-42-47
DESIGNATION PLAN P-2948-0033	OMB RD CLOSING P-2083-0340	CANCELLED P-2083-395	ASSUMPTION P-2083-11	ROAD CLOSING P-5047-86-A
DESIGNATION PLAN P-2948-0072	REF PLAN P-5047-95	QUIT CLAIM DEED P-2083-433	TRANSFER A-42-115	ROAD CLOSING P-2083-308
DESIGNATION PLAN P-2948-0148	REF PLAN P-5047-86	PRELIM ASSUMPT. P-2083-157	ROAD TRANSFER P-2948-168	REF. PLAN P-2083-322
DESIGNATION PLAN P-2948-0071	REF PLAN P-5047-56	REF. PLAN P-2083-367	REF. PLAN P-2083-422	REF. PLAN P-5047-118

LTD INT RETAINED
P-5047-86
B,D,E,F,G,H,J,K

OIG TRANS to MBC
P-5047-118-A

LAND PLAN
P-2948-58

CONTINUED ON NEXT PAGE &
CONTINUED FROM PAGE TR1

REGISTERED PLAN NO. 5230		
NO.	AQUISITION	DISPOSAL
1 to 4	P-2083-232 P-2083-212	P-5047-86-E (PARTS 2, 3)
5 to 6	P-2083-196	
7	P-2083-212	
8	P-2083-196	
9	P-2083-212	

PLAN M-836		
NO.	AQUISITION	DISPOSAL
9, 10, 11, 12	P-2083-221	

PLAN M-752		
NO.	AQUISITION	DISPOSAL
389 & I'RES	P-2083-203	
390 & I'RES	P-2083-191	
391 to 393 I'RES	P-2083-203	
394 & I'RES	P-2083-191	
395 to 400 I'RES	P-2083-190	
401 to 402 I'RES	P-2083-190	
403 & I'RES	P-2083-189	
404 & I'RES	P-2083-201	
405 to 409 I'RES	P-2083-189	
410 & I'RES	P-2083-197	
411 & I'RES	P-2083-207	
412 to 415 I'RES	P-2083-197	

LOT 15, CON. 2, (F.H.)		
NO.	AQUISITION	DISPOSAL
①	P-2083-2 P-2083-11 P-2083-25	
②	P-2083-25 P-2083-157	P-2083-72

LOT 16, CON. 3, (F.H.)		
NO.	AQUISITION	DISPOSAL
⑧	P-2948-11 P-2083-28 P-2083-125	P-2083-322-A PART 1
⑨	P-2948-11 P-2083-25 P-2083-157	P-2083-72
⑩	P-2083-28 P-2083-61 P-2083-157	P-2083-72
⑪	P-2083-28 P-2083-61	

REGISTERED PLAN NO. 5400		
NO.	AQUISITION	DISPOSAL
BLOCK "B" & "D"	P-2083-251	P-2083-44-B (PARTS 2 to 9)
BLOCK "B"		P-5047-150-A (PARTS 1 & 2)

REGISTERED PLAN NO. 5135		
NO.	AQUISITION	DISPOSAL
SERV. RD BLOCK "C"	P-2083-178 P-5047-86-C	P-5047-86-B (PARTS 13)
294 & 296	P-2083-206 P-2083-220	P-5047-95-A (PARTS 1)
331 to 338 I'RES	P-2083-186 P-2083-222	
I'RES "M"	P-2083-196 P-2083-206 P-2083-212 P-2083-232	
289	INST 334995 P-2083-227	P-5047-86-J (PARTS 8,9,10)
292	INST 334994 P-2083-228	P-5047-86-F (PARTS 17,18,19)
288	INST 335303 P-2083-231	P-5047-86-H (PARTS 6,7)
290	INST 334652 P-2083-236	P-5047-86-B (PARTS 6,7)
287	INST 336871 P-2083-237	P-5047-86-K (PARTS 4,5)
291	INST 335302 P-2083-247	P-5047-86-G (PARTS 14,15,16)
293	INST 335549 P-2083-323	P-5047-86-D (PARTS 20,21)

LOT 15, CON. 2, (F.H.)		
NO.	AQUISITION	DISPOSAL
④	P-2083-2 P-2083-11	
⑤	P-2048-11	
⑥	P-2048-11 P-2048-26 P-2048-28 P-2048-157	P-2083-72
⑦	P-2048-11	
⑫	P-2048-174	P-2083-444-C (PARTS 10 to 22) P-5047-109-A (PART 1)
⑬	P-2083-251	

LOT 15, CON. 3, (F.H.)		
NO.	AQUISITION	DISPOSAL
③	P-2948-6 P-2083-25 P-2083-157	P-2083-72

REGISTERED PLAN NO 5701		
NO.	AQUISITION	DISPOSAL
DEDIC BLOCK "B"	P-2948-178	
1, 2 & I'RES	P-2083-186	
3 & I'RES	P-2083-199	
4 to 6 I'RES	P-2083-186	
7 & I'RES	P-2083-205	
8 to 10 I'RES	P-2083-185	
11 to 10 I'RES	P-2083-198	
12 to 10 I'RES	P-2083-185	
13, 14 & I'RES	P-2083-206	
15	P-2083-185	P-5047-56-A (PART 2) P-5047-56-B (PART 1)

- KING'S HIGHWAY DESIGNATION (LAND OWNED)
 - LAND OWNED OR ASSUMED BUT NOT DESIGNATED
 - LAND DISPOSED OF OR HIGHWAY TRANSFERRED
 - CONTROLLED-ACCESS HIGHWAY (LAND OWNED)
 - HIGHWAY DESIGNATED (LAND NOT OWNED)
 - LIMITED INTEREST ACQUIRED
 - OMB ROAD CLOSING
- SCALE
1:5000
20m 0 50m

MTO Central Region Geomatics Section

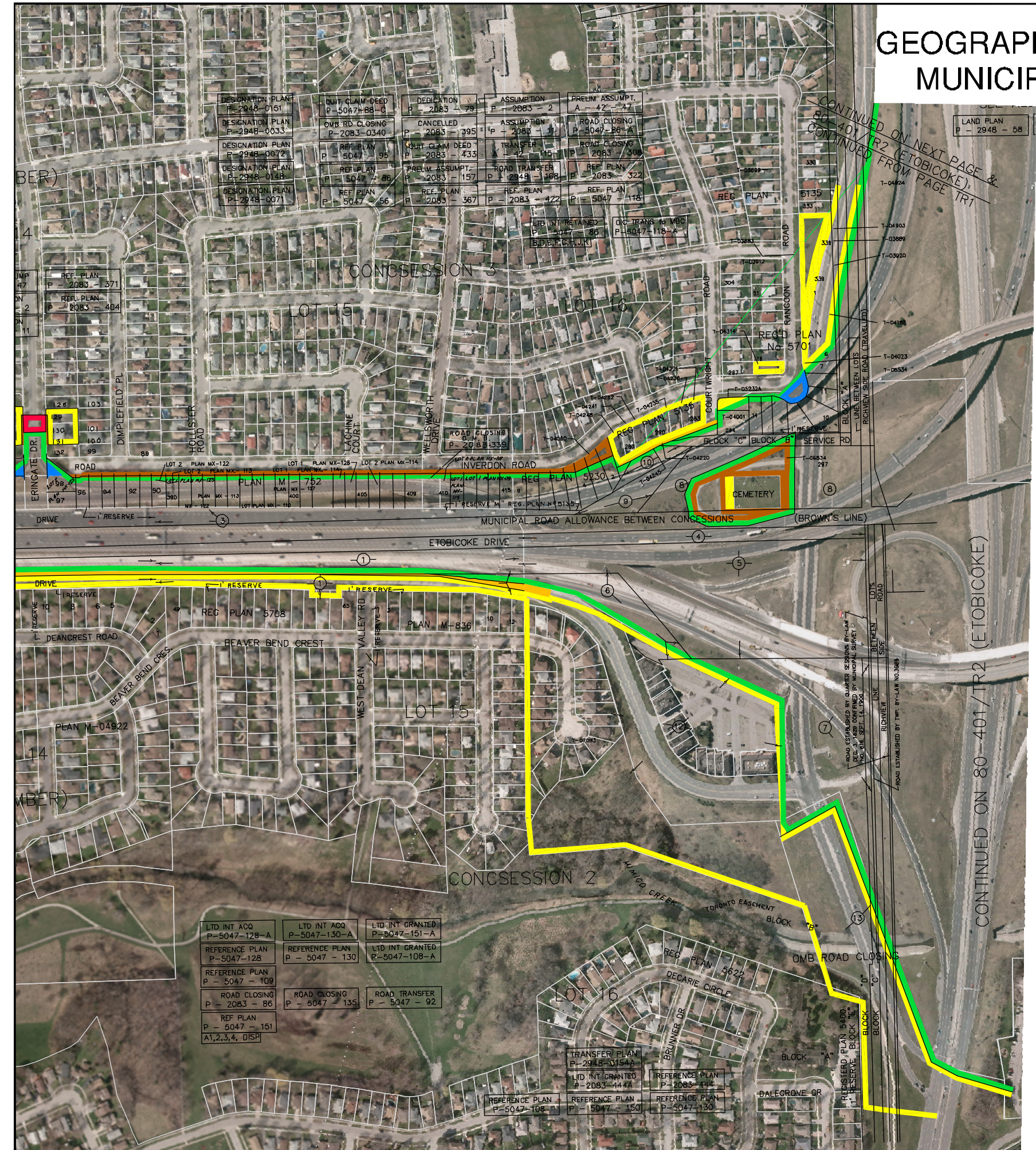
GEOGRAPHIC TOWNSHIP OF ETOBICOKE
MUNICIPALITY - CITY OF ETOBICOKE

PLATE No :80-427/TR8
DRAWING No:08042708
UPDATED : 2010 03



Ortho Images : 2013

MTM NAD 83



REGISTERED PLAN NO. 5230		
NO.	AQUISITION	DISPOSAL
1 to 4	P - 2083 - 232 P - 2083 - 212	P-5047-86-E (PARTS 2, 3)
5 to 6	P - 2083 - 196	
7	P - 2083 - 212	
8	P - 2083 - 196	
9	P - 2083 - 212	

PLAN M - 836		
NO.	AQUISITION	DISPOSAL
9, 10, 11 IRES 12	P - 2083 - 221	

PLAN M - 752		
NO.	AQUISITION	DISPOSAL
389 & I'RES	P - 2083 - 203	
390 & I'RES	P - 2083 - 191	
391 to 393 I'RES	P - 2083 - 203	
394 395 & I'RES	P - 2083 - 191	
396 to 400 I'RES	P - 2083 - 190	
401 402 & I'RES	P - 2083 - 190	
403 & I'RES	P - 2083 - 189	
404 & I'RES	P - 2083 - 201	
405 to 409 I'RES	P - 2083 - 189	
410 & I'RES	P - 2083 - 197	
411 & I'RES	P - 2083 - 207	
412 to 415 I'RES	P - 2083 - 197	

LOT 15, CON. 2, (F.H.)		
NO.	AQUISITION	DISPOSAL
①	P - 2083 - 2 P - 2083 - 11 P - 2083 - 25	
②	P - 2083 - 25 P - 2083 - 157	P - 2083 - 72

LOT 16, CON. 3, (F.H.)		
NO.	AQUISITION	DISPOSAL
⑧	P - 2948 - 11 P - 2083 - 28 P - 2083 - 125	P-2083-322-A PART 1
⑨	P - 2948 - 11 P - 2083 - 25 P - 2083 - 157	P - 2083 - 72
⑩	P - 2083 - 28 P - 2083 - 61 P - 2083 - 157	P - 2083 - 72
⑪	P - 2083 - 28 P - 2083 - 61	

REGISTERED PLAN NO. 5400		
NO.	AQUISITION	DISPOSAL
BLOCK 'B' & 'D'	P - 2083 - 251	P-2083-44-B (PARTS 2 to 9)
BLOCK 'B'		P-5047-150-A (PARTS 1 & 2)

REGISTERED PLAN NO. 5135		
NO.	AQUISITION	DISPOSAL
SERV. RD BLOCK "C"	P - 2083 - 178 P-5047-86-C	P-5047-86-B (PARTS 13)
294 & 296	P - 2083 - 206 P - 2083 - 220	P-5047-95-A (PARTS 1)
331 to 338 I'RES	P - 2083 - 186 P - 2083 - 222	
I'RES "M"	P - 2083 - 196 P - 2083 - 206 P - 2083 - 212 P - 2083 - 232	
289	INST 334995 P - 2083 - 227	P-5047-86-J (PARTS 8,9,10)
292	INST 334994 P - 2083 - 228	P-5047-86-F (PARTS 17,18,19)
288	INST 335303 P - 2083 - 231	P-5047-86-H (PARTS 6, 7)
290	INST 334652 P - 2083 - 236	P-5047-86-B (PARTS 6, 7)
287	INST 336871 P - 2083 - 237	P-5047-86-K (PARTS 4, 5)
291	INST 335302 P - 2083 - 247	P-5047-86-G (PARTS 14,15,16)
293	INST 335549 P - 2083 - 323	P-5047-86-D (PARTS 20, 21)

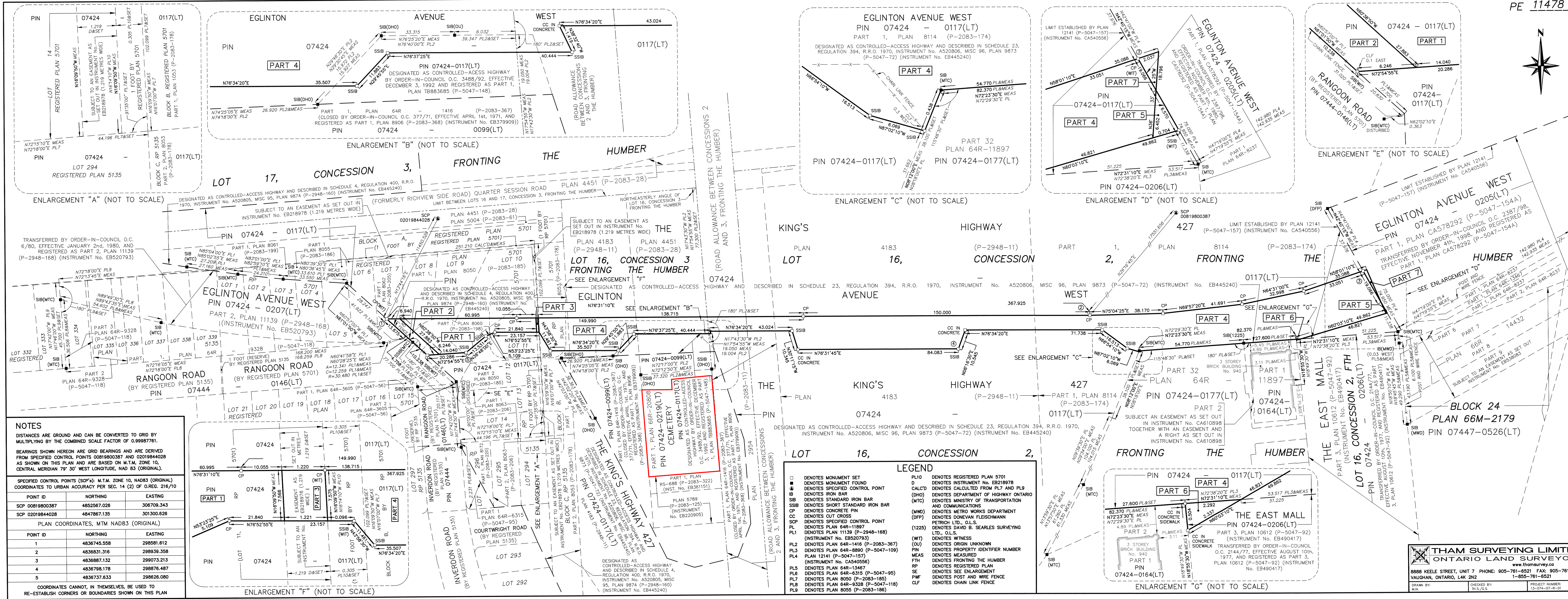
LOT 15, CON. 2, (F.H.)		
NO.	AQUISITION	DISPOSAL
④	P - 2083 - 2 P - 2083 - 11	
⑤	P - 2048 - 11	
⑥	P - 2048 - 11 P - 2048 - 26 P - 2048 - 28 P - 2048 - 157	P - 2083 - 72
⑦	P - 2048 - 11	
⑫	P - 2048 - 174	P-2083-444-C (PARTS 10 to 22) P-5047-109-A (PART 1)
⑬	P - 2083 - 251	

LOT 15, CON. 3, (F.H.)		
NO.	AQUISITION	DISPOSAL
③	P - 2948 - 6 P - 2083 - 25 P - 2083 - 157	P - 2083 - 72

REGISTERED PLAN NO 5701		
NO.	AQUISITION	DISPOSAL
DEDIC BLOCK "B"	P - 2948 - 178	
1, 2 & I'RES	P - 2083 - 186	
3 & I'RES	P - 2083 - 199	
4 to 6 I'RES	P - 2083 - 186	
7 & I'RES	P - 2083 - 205	
8 to 10 I'RES	P - 2083 - 185	
11 to 10 I'RES	P - 2083 - 198	
12 to 10 I'RES	P - 2083 - 185	
13, 14 & I'RES	P - 2083 - 206	
15	P - 2083 - 185	P-5047-56-A (PART 2) P-5047-56-B (PART 1)

- KING'S HIGHWAY DESIGNATION (LAND OWNED)
 - LAND OWNED OR ASSUMED BUT NOT DESIGNATED
 - LAND DISPOSED OF OR HIGHWAY TRANSFERRED
 - CONTROLLED-ACCESS HIGHWAY (LAND OWNED)
 - HIGHWAY DESIGNATED (LAND NOT OWNED)
 - LIMITED INTEREST ACQUIRED
 - OMB ROAD CLOSING
- SCALE
1:5000
20m 0 50m

MTO Central Region Geomatics Section



PLAN 66R-27485

RECEIVED AND DEPOSITED

DATE June 16, 2014

"IRENE LTC"

REPRESENTATIVE FOR THE LAND REGISTRAR FOR THE PROVINCE OF ONTARIO
LANDS DIVISION OF THE ONTARIO REGISTRY OFFICE (No. 66)

1 REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.

DATE May 29th, 2014

T. SHANMUGARAJAH
ONARIO LAND SURVEYOR

SCHEDULE

PART	LOT/BLOCK/ROAD ALLOWANCE	CONCESSION	REGISTERED PLAN	PIN	AREA	NAME OF MOST RECENT TRANSFEREE
1	PART OF LOTS 7, 8, 9, 10 AND 11				798.2 m ²	
2	PART OF RANGOON ROAD				130.2 m ²	
3	PART OF LOT 11				9.2 m ²	HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF ONTARIO AS REPRESENTED BY THE MINISTER OF TRANSPORTATION AND COMMUNICATIONS
4	PART OF BLOCK B				6639.6 m ²	
5	PART OF LOT 16				2.3 m ²	
6	PART OF LOT 16	2, FTH			0.8 m ²	
7	PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 2 AND 3, FRONTING THE HUMBER IN FRONT OF LOT 16				19.1 m ²	CITY OF TORONTO

PART 3 - SUBJECT TO AN EASEMENT AS SET OUT IN INSTRUMENT No. E8218978

PLAN OF SURVEY OF

PART OF LOT 16, CONCESSION 2, FRONTING THE HUMBER AND PART OF LOT 16, CONCESSION 3, FRONTING THE HUMBER AND PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 2 AND 3, FRONTING THE HUMBER IN FRONT OF LOT 16

(GEOGRAPHIC TOWNSHIP OF ETOBICOKE)

PART OF LOTS 7, 8, 9, 10 AND 11 AND PART OF BLOCK B AND PART OF 1 FOOT RESERVE AND PART OF RANGOON ROAD

REGISTERED PLAN 5701

CITY OF TORONTO

(FORMERLY CITY OF ETOBICOKE)

SCALE 1:750

METRIC

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SURVEYOR'S CERTIFICATE

1. I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.

2. THE SURVEY WAS COMPLETED ON THE 29th DAY OF MAY, 2014

DATE May 29th, 2014

T. SHANMUGARAJAH
ONARIO LAND SURVEYOR

MTO USE ONLY

HIGHWAY 427

ASSIGNMENT No. 2012-E-0080-07

REFERENCE PLAN TYPE "U" P-5047-0170

INDEXED UNDER TOWNSHIP OF ETOBICOKE

DRAWING FILE: P-5047-0170.DWG

THAM SURVEYING LIMITED
ONARIO LAND SURVEYORS
8888 KEELE STREET, UNIT 7 PHONE: 905-761-6521 FAX: 905-761-6523
VAUGHAN, ONTARIO, L4K 2N2
PROJECT NUMBER: 13-074-07-01

Appendix D

Photograph Locations

Table D-1: Photograph Locations

Photograph	Zone	Easting	Northing	Facing
1	17T	621774	4838203	NW
2	17T	621867	4838239	E
3	17T	621917	4838250	NE
4	17T	620423	4838024	W
5	17T	620720	4837906	N
6	17T	620749	4837848	S
7	17T	621275	4837942	SW
8	17T	621433	4838015	E
9	17T	620044	4837879	N
10	17T	620117	4837870	S
11	17T	616849	4837043	NE
12	17T	617182	4837245	SE
13	17T	619130	4837831	W
14	17T	619704	4837711	SW
15	17T	621011	4837907	NE
16	17T	621265	4837981	E
17	17T	615444	4836632	SW
18	17T	615254	4836434	NE
19	17T	614098	4836155	SW
20	17T	614401	4836227	NW
21	17T	614300	4836193	NE
22	17T	614952	4836370	N
23	17T	615056	4836506	S
24	17T	613990	4835758	N
25	17T	613325	4835383	SE
26	17T	613518	4835638	NW
27	17T	613531	4835313	N
28	17T	613371	4835679	Down
29	17T	613974	4835691	SE
30	17T	617603	4837361	NE
31	17T	617684	4837386	NE
32	17T	617607	4837364	Down
33	17T	617688	4837389	Down

Source: Garmin 64st (NAD 83)

Appendix E

Features Indicating Archaeological Potential

Features Indicating Archaeological Potential

The following are features or characteristics that indicate archaeological potential:

- Previously identified archaeological sites;
- Water sources:
 - Primary water sources (e.g., lakes, rivers, streams, creeks);
 - Secondary water sources (e.g., intermittent streams and creeks, springs, marshes, swamps);
 - Features indicating past water sources (e.g., glacial lake shorelines, relic river or stream channels, shorelines of drained lakes or marshes, cobble beaches);
 - Accessible or inaccessible shoreline (e.g., high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh);
- Elevated topography (e.g., eskers, drumlins, large knolls, plateaux);
- Pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground;
- Distinctive land formations that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases;
- Resource areas, including:
 - Food or medicinal plants (e.g., migratory routes, spawning areas, prairie);
 - Scarce raw materials (e.g., quartz, copper, ochre, or outcrops of chert);
 - Early Euro-Canadian industry (e.g., fur trade, logging, prospecting, mining);
- Areas of early Euro-Canadian settlement. These include places of early military or pioneer settlement (e.g., pioneer homesteads, isolated cabins, and farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries;
- Early historical transportation routes (e.g., trails, passes, roads, railways, portage routes);
- Property listed on a municipal register or designated under the OHA or that is federal, provincial or municipal historic landmark or site; and
- Property that local histories or informants have identified with possible archaeological sites, historic events, activities, or occupations.

SOURCE

Ontario Ministry of Heritage, Sport, Tourism, and Culture Industries.
Section 1.3.1 of the 2011 Standards and Guidelines for Consultant Archaeologists.