Airport Rail Link Electrification EA
Stage 1 Archaeological Assessment Report

Presented to:
Karen Pitre
Executive Director, Electrification
Metrolinx

Project No. 1124019.00 December, 2012
THE STAGE 1 ARCHAEOLOGICAL ASSESSMENT FOR THE
AIRPORT RAIL LINK ELECTRIFICATION EA,
CITY OF TORONTO

(Lot 26, Con. II FTH, Etobicoke; Lot 6, Con. II S. Div. FTL, Etobicoke; Lot 6, Con. II S. Div. FTL,
Etobicoke; Lot 40, Con. III from the Bay, York; Lot 1 & 2, Con. IV, York
Lot 39, Con. III from the Bay, York; Garrison Common; Lot 24, Con. B FTH, Etobicoke)

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EXECUTIVE SUMMARY

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment for the lands that may be required for infrastructure for the future electrification of the Toronto Airport Rail Link. The archaeological assessment is part of an environmental assessment being carried out in accordance with the *Transit Project Assessment Process* (Ontario Regulation 231/08). The purpose of this study is to identify archaeological potential for the location any Aboriginal and Euro-Canadian archaeological sites that may be impacted. The archaeological assessment was conducted for Morrison Hershfield Limited on behalf of Metrolinx.

Archaeological recommendations have been made based on the background historic research, property inspection, locations of known or registered archaeological sites, previous archaeological assessments and indicators of archaeological potential. These recommendations include the following:

1. A Stage 2 archaeological assessment should be conducted on the Bathurst/Ordnance Paralleling Station lands with archaeological potential prior to any impacts by the proposed project (Figure 32). This work will be done in accordance with the MTCS’s *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011), in order to identify any archaeological remains that may be present identify appropriate mitigation measures;

2. The remaining seven properties including: the Northern Substation; the Southern Substation Options 1 & 2; the Switching Station, Properties 1 & 2, and the Maintenance Facility no longer have archaeological potential due to extensive and intensive disturbance. No further archaeological assessment is required.

A. M. Archaeological Associates
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1.0 PROJECT CONTEXT

1.1 Development Context

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment for the lands possibly required for infrastructure for the future electrification of the Toronto Airport Rail Link. The archaeological assessment is part of an environmental assessment being carried out in accordance with the Transit Project Assessment Process (Ontario Regulation 231/08). The purpose of this study is to identify archaeological potential for the location any Aboriginal and Euro-Canadian archaeological sites that may be impacted. The archaeological assessment was conducted for Morrison Hershfield Limited on behalf of Metrolinx.

All archaeological assessment activities were performed according to the Standards and Guidelines for Consultant Archaeologists (MTC 2011). All work was done under the archaeological consulting license, P035, issued to Andrew Murray of A. M. Archaeological Associates under the Ontario Heritage Act. All records pertaining to this project will be curated at the offices of A. M. Archaeological Associates. All field work was conducted from the public thoroughfare.

The study area includes seven locations along the existing GO Lakeshore & Kitchener (formerly Georgetown) Rail lines:

1. **Substations (TPS):**
   a. 175 City View Dr (Richview, Northern Option 1); Figure 1
   b. 185 Judson St. (Southern Option 1); Figure 2
   c. 22-24 Magnificent Rd (Southern Option 2); Figure 2

2. **Switching Station (SWS):**
   a. Property 1- 3500 Eglinton Ave West (Kodak Heights); Figure 1
   b. Property 2- 955 Weston Rd (Weston & Bushey); Figure 1

3. **Paralleling Station (PS):**
   a. Bathurst/Ordnance; Figure 2

4. **Maintenance Facility (MF):**
   a. Islington-Hwy 401 SE Corner; Figure 1
1.2 Historic Context

The only property to show nineteenth century development directly within the study limits is the Bathurst/Ordnance Paralleling Station. A hospital was built in the Garrison Creek valley but this was 70 metres to the east and the surrounding lands remained military (Bonnycastle 1833) (Figure 16). It was not until a Great Western Railway engine house and turntable was constructed in 1857 and demolished in 1891 that there was any construction within the Paralleling Station limits (Figures 18 - 21). The property has remained vacant since 1891 except for the existing billboard footings (Figures 21 - 24). A summary of the nineteenth century property owners from nineteenth century map sources for the remaining study areas is given in Table 1 below (Tremaine 1860; Miles and Co. 1878).

<table>
<thead>
<tr>
<th>Property</th>
<th>1860 Tremaine</th>
<th>1878 Miles and Co.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Substation</td>
<td>Mrs. E. Betteridge</td>
<td>Isaac Kellam</td>
<td>Lot 26, Con. II FTH, Etobicoke</td>
</tr>
<tr>
<td>Southern Substation Options 1&amp;2</td>
<td>Mrs. Arthurs</td>
<td>Government Land</td>
<td>Lot 6, Con. II S. Div. FTL, Etobicoke</td>
</tr>
<tr>
<td>Switching Station, Property 1</td>
<td>Joseph Dennis; Jos. &amp; Eliz Gould, Heirs</td>
<td>Wm. MacDonald; Hy Saunders</td>
<td>Lot 1 &amp; 2, Con. IV, York</td>
</tr>
<tr>
<td>Switching Station, Property 2</td>
<td>Colonel Ready</td>
<td>M. Brown; J. Brown</td>
<td>Lot 39, Con. III from the Bay, York</td>
</tr>
<tr>
<td>Paralleling Station</td>
<td>na - see above</td>
<td>na - see above</td>
<td>Garrison Common</td>
</tr>
<tr>
<td>Maintenance Facility</td>
<td>J. Holley</td>
<td>Joshua Holley</td>
<td>Lot 24, Con. B FTH, Etobicoke</td>
</tr>
</tbody>
</table>

1.3 Archaeological Context

The existing rail line passes through sections of the City of Toronto that are heavily urbanized with residential, commercial and industrial development. As a result, most of the study lands are in their second period of development.

1.3.1 Environmental Setting

There are a number of environmental factors such as water sources, soil types, physiographic features, vegetation and lithic resources that will influence settlement and the archaeological potential of an area. These regional features would have influenced transportation routes, gathering places, food sources, climate (micro-environments), overall vegetation patterns, and soil formation.
1.3.1.1 Physiographic Features and Soils

Land forms and soils can play a role in determining settlement patterns and human behaviour. In particular, elevated areas that are well-drained are preferred areas for settlement.

The Northern Substation and Maintenance Facility are located within the Peel Plain physiographic region formed by Lake Peel, which was a ponding from the Ontario Glacier ice lobe run-off caught between the Oak Ridges Moraine and the Niagara Escarpment (Chapman and Putnam 1984). The soils of the Northern and Southern Substations and the Maintenance Facility are Chinguacousy Clay and Oneida Clay (Hoffman and Richards 1955).

The remaining study properties, South Substations, Switching Stations and Paralleling Station, are located in the Iroquois Plain physiographic region (Chapman and Putnam 1984). The Iroquois Plain was formed as part of glacial Lake Iroquois and is comprised of myriad soil variations ranging from clays to large deposits of sand and gravel associated with the ancient shoreline and beach bars (Chapman and Putnam 1984). The Switching Stations are located along the bluff of the glacial Lake Iroquois shoreline formed when glacial melt water was trapped by a blockage at the east end of the Lake Ontario basin around 12,000 B.P..

1.3.1.2 Water Sources

All three of the switching station properties are completely or partially within 300 metres of Black Creek. The Bathurst/ Ordnance Paralleling Station is located within the former creek valley of Garrison Creek.

1.3.1.3 Lithic Sources

There are no known lithic sources on or near of the study area properties.

1.3.2 Registered Archaeological Sites

A search of the archaeological sites database at the Ministry of Tourism, Culture and Sport revealed only 5 registered sites within one kilometre of the Bathurst/ Ordnance Paralleling Station property and one site near the Switching Station Property 1. No sites are located within one kilometre of the remaining study areas. Fort York, AjGu-26, is located within 300 metres across the railway from the proposed Paralleling Station property. The Hunter site, AkGu-24, is known from a report by John Andres in the 1960’s of an Iroquoian village that was once located at the northeast corner of the intersection of Eglinton Avenue and Weston Road.
### Table 2: Summary of archaeological sites within 1 km.

<table>
<thead>
<tr>
<th>Borden No.</th>
<th>Site Name</th>
<th>Cultural Affiliation</th>
<th>Site Type</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>AjGu-4</td>
<td>Denison</td>
<td>Pre-contact First Nation</td>
<td>Village</td>
<td>Robinson 1963</td>
</tr>
<tr>
<td>AjGu-26</td>
<td>Fort York</td>
<td>19th C. Euro-Canadian</td>
<td>Fort</td>
<td>D. Brown et al; Spittal 2006</td>
</tr>
<tr>
<td>AjGu-29</td>
<td>Trinity-Bellwoods</td>
<td>Late 19th C. Euro-Canadian</td>
<td>Domestic</td>
<td>ARC 1992</td>
</tr>
<tr>
<td>AjGu-32</td>
<td>New Fort/ Stanley</td>
<td>19th C. Euro-Canadian</td>
<td>Fort</td>
<td>Historic Horizon; ASI</td>
</tr>
<tr>
<td>AjGu-37</td>
<td>Farr</td>
<td>19th C. Euro-Canadian</td>
<td>Brewery</td>
<td>ASI 1997</td>
</tr>
<tr>
<td>AkGu-24</td>
<td>Hunter</td>
<td>Woodland, Iroquoian</td>
<td>Village</td>
<td>J. Andres, 1960’s</td>
</tr>
</tbody>
</table>

Bolded line indicates archaeological site within 300 metres of the Switching Station Property 1.
Shaded line indicates archaeological site within 300 metres of the Bathurst/ Ordnance Paralleling Station.

### 1.3.3 Past Projects

The City of Toronto Archaeological Master Plan (AMP) includes mapping of the determination of archaeological potential for all of the study locations (ASI 2004, 2011). However, only portions of the Northern substation, the Switching Station Property 1, the Paralleling Station and the Maintenance Facility are shown with portions of archaeological potential (Figures 29, 31, 32 and 33). Both South Substation options and the Switching Station Property 2 were determined to have no archaeological potential (Figures 30 and 31). Several projects have already been conducted in connection with the Airport Rail Link and GO Transit corridor. A 2009 report by ASI on the Stage 1 assessment of the Georgetown South Service Expansion and Union-Pearson Rail Link identified archaeological potential within the railway lands and within the Paralleling Station study area and made a recommendation to monitor any potential impacts to the former location of railway buildings.

A study for a proposed pedestrian bridge crossing the railway providing access to Fort York provided more detailed mapping and recommendations associated with the Great Western engine house and turntable, circa 1857-1891, which falls within the Paralleling Station study area. Other nearby potential was identified as the Dominion Integration offices and the Cattle Market Annex and buildings but they were on the 30 Ordnance Street parcel of land to the west (ASI 2008). The recommendations included the following:

“10. Remains associated with the circa 1857-1891 Great Western engine house and turntable, the circa 1857-1884 freight house and ancillary features, which were subsumed by later railway tracks, may be expected to have survived in the creek valley. It is assumed that the grade alteration history and processes within this area are comparable to the sections of the ravine further downstream.”
2.0 METHODOLOGY

2.1 GIS Methods

The existing design plans were supplemented with information from the Ministry of Natural Resources 1:10,000 scale Ontario Base Map (OBM) downloaded from the Geography Network Canada. The Toronto archaeological master plan specifies archaeological potential for property within only 250 metres of water while the Standards and Guidelines for Consultant Archaeologists, 2011 specify 300 metres (ASI 1998; MTCR 2011a). Nineteenth and twentieth century maps and aerial photographs for the City of Toronto and County of York were georeferenced and relevant features were digitized (Figures 3-28). This archaeological assessment was carried out during the pre-approval the Airport Rail Link Electrification project; therefore, detailed design mapping was not available. Combined aerial photographs and parcel mapping from Morrison Hershfield have been used for base mapping instead of a detailed plan (Figures 29 - 33).

2.2 Field Methods

A. M. Archaeological Associates conducted a field visit for each of the properties for the Airport Rail Link Electrification project that consisted of a visual inspection of each study area in order to assess the terrain and archaeological potential factors identified during the background research. The field inspection was undertaken to determine if there were areas extensive and intensive disturbance and steeply sloped or wet areas, which had no or low archaeological potential. It was also intended to determine what survey strategies would be appropriate for a Stage 2 assessment, should it be required. Current conditions for the study area were photographed and the locations were logged by GPS (Figures 29 - 33; Plates 1 - 12). All property inspection was carried out from the public thoroughfare. The property inspection was carried out on July 14th, 2012 under clear skies and temperatures around 25°C.

2.3 Property Inspection

2.3.1 Substations (TPS)

The Northern Substation Option 1 is located at 175 City View Drive and is currently occupied by a large single storey commercial building, driveways and parking areas approximately one hectare in size (Figure 29; Plates 1 and 2). The property is flat and level but is
down-cut from the lands immediately to the west. The Toronto AMP indicates archaeological potential at both the west and east ends of this property but these areas have been significantly impacted by past construction as recently as 1970 (Figure 6). There is no remaining archaeological potential for this option.

The Southern Substation Option 1 is located at 185 Judson Street 50 metres west of Islington Avenue (Figure 30). This location is currently occupied by a commercial/industrial building, driveways and parking areas approximately 0.5 hectares in size (Plate 3). The Southern Substation Option 2 is located at 22-24 Magnificent Rd a further 250 metres southwest of Option 1 (Figure 30; Plate 4). This location is currently a paved parking area approximately 0.5 hectares in size. The area surrounding both options was developed in the late 1950’s (City of Toronto Archives 1959-10). Neither of the two options for the Southern Substation is considered to have archaeological potential according to the Toronto AMP mapping and this Stage 1 study concurs with this determination.

2.3.2 Switching Stations (SWS)

Property 1 is located at 3500 Eglinton Avenue West and consists of an irregularly shaped property above and below the Lake Iroquois shoreline bluff encompassing approximately 23 hectares (Figure 31; Plates 5 - 10). This property was the former industrial complex for the Kodak Company. The industrial development began in the second quarter of the twentieth century and eventually included all of the lands except the steep slope of the bluff (Figures 11 and 12). By 1931 industrial development of lands both above and below the bluff had begun. All but one of the former industrial buildings have been removed and the property is currently vacant. The Toronto AMP indicates archaeological potential for the steep slope of the shore cliff and the lands below to the east but comparison of aerial photographs and predevelopment topography has determined that there is no longer any archaeological potential for these lands. In particular, the 1915 mapping indicates that the shore cliff once was once much more irregular that the existing face (Figures 11 and 29).

Property 2 is a rectangular property at 955 Weston Road encompassing 0.7 hectares (Figure 31; Plate 11). The property was vacant except for construction trailers during the site visit but aerial photography indicates that the property once had industrial buildings covering almost all of the surface area (Figure 14). The disturbance from the construction and destruction has
been extensive and intensive. The Toronto AMP mapping does not indicate archaeological for this property and this Stage 1 concurs with this determination.

2.3.3  **Paralleling Station (PS)**

The Paralleling Station encompasses a rectangular 0.1 hectare area at the east end of the Ordnance Triangle Lands triangle formed by Strachan Avenue along the west and two rail lines to the north and south (Figure 32). It is approximately 400 metres west of the Bathurst Street Bridge. There is a large billboard superstructure currently on the property. Since no clear views of the property were available from public thoroughfares, Microsoft Bing bird’s eye imagery has been used (Figure 24). The previous archaeological studies by Archaeological Services Inc. in 2008 and 2009 for the Fort York pedestrian bridge and the Union-Pearson Rail Link determined that there is potential for remains related to the 1857-1891 GWR engine house and turntable and further investigation of this area should be subject to Stage 2 assessment prior to any proposed impacts (ASI 2008, 2009). This Stage 1 assessment concurs with this determination.

2.3.4  **Maintenance Facility (MF)**

The Maintenance Facility is located at the southeast corner of Islington Avenue and Highway 401 and encompasses rhomboid-shaped parcel 6.3 hectares in size (Figure 33; Plate 12). The property is currently being used for a staging area for a commercial development to the north but aerial photography indicates that the study area was originally disturbed during the construction of the former brewery first built in 1961 then expanded in 1971 (Sneath 2001). The Toronto AMP indicates that the paved areas around the former brewery no longer had archaeological potential but the lands between the brewery and existing railway had potential for archaeological resources. This more detailed Stage 1 has determined that there was no longer any archaeological potential following the 1970’s era expansion of the brewery and more recent construction activity has even further disturbed the area (Figures 27 and 28).
3.0 ANALYSIS AND CONCLUSIONS

Based on these findings, six of the seven properties required for the Airport Rail Link Electrification project no longer have archaeological potential due to extensive and intensive disturbances. These properties with no archaeological potential include the following: the Northern Substation; the Southern Substation Options 1 & 2; the Switching Station, Properties 1 & 2 and the Maintenance Facility. The only property with potential for significant archaeological resources is the Bathurst/Ordnance Paralleling Station. This property has potential for remains related to the 1857-1891 GWR engine house and turntable and further investigation of this area should be subject to Stage 2 assessment prior to any proposed impacts.
4.0 RECOMMENDATIONS

On the basis of the above information, the following recommendations can be made:

1. A Stage 2 archaeological assessment should be conducted on the Bathurst/Ordnance Paralleling Station lands with archaeological potential prior to any impacts by the proposed project (Figure 32). This work will be done in accordance with the MTCS’s *Standards and Guidelines for Consultant Archaeologists* (MTCS 2011), in order to identify any archaeological remains that may be present and identify appropriate mitigation measures;

2. The remaining seven properties including: the Northern Substation; the Southern Substation Options 1 & 2; the Switching Station, Properties 1 & 2, and the Maintenance Facility no longer have archaeological potential due to extensive and intensive disturbance. No further archaeological assessment is required.
5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

1. Advice on compliance with legislation is not part of the archaeological record. However, for the benefit of the proponent and approval authority in the land use planning and development process, the report must include the following standard statements:

a. This report is submitted to the Minister of Culture as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism and Culture, 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.

b. It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

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


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Registrar of Cemeteries, Cemeteries Regulation Unit: Michael D’Mello (416) 326-8404 or (416)-326-8393
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Primary Sources:  
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7.0 IMAGES

Plate 1: NE view at existing below grade building at North substation (Richview).

Plate 2: NE view at paved parking east of building at North substation (Richview).

Plate 3: North view of paved parking area at South substation Option 1.

Plate 4: North view of paved parking area at South substation Option 2.

Plate 5: South view of Switching Station Property 1.

Plate 6: East view along Industry Street cut showing elevation change along north side of Property 1.
Plate 7: West view of elevation from Todd Baylis Boulevard.

Plate 8: South view along steep eastern slope of Property 1.

Plate 9: West view of driveway into former industrial location in SE corner of Property 1.

Plate 10: Northwest view into overgrown former industrial location in SE corner of Property 1.

Plate 11: East view of Switching Station Property 2.

Plate 12: East view of current conditions proposed Maintenance Facility site.
8.0 MAPS

Figure 1: Location of the North Substation, Switching Station and Maintenance Facility study areas (NTS maps 30M05 & 30M12) (Natural Resources Canada 2010).
Figure 2: Location of the South Substations and Parallel Station study areas (NTS maps 30M05 & 30M12) (Natural Resources Canada 2010).
8.1 North Substation Historic Maps and Aerials

Figure 3: North substation property shown on 1860 Tremaine map (Tremaine 1860; Reproduced from University of Toronto Map Library).

Figure 4: North Substation property shown on 1878 Etobicoke Township map (1878 Miles and Company; Reproduced from McGill University)
Figure 5: Aerial photograph of Northern Substation property in 1947 (City of Toronto Archives 1947 7E).

Figure 6: Aerial photograph of Northern Substation property in 1970 (City of Toronto Archives 1970 167).
8.2 South Substations Historic Maps

Figure 7: South Substation properties shown on 1860 Tremaine map (Tremaine 1860; Reproduced from University of Toronto Map Library).

Figure 8: South Substation properties shown on 1878 Etobicoke Township map (1878 Miles and Company; Reproduced from McGill University)
8.3 Switching Station Historic Maps and Aerials

Figure 9: Switching Station properties shown on 1860 Tremaine map (Tremaine 1860; Reproduced from University of Toronto Map Library).

Figure 10: Switching Station properties shown on 1878 Etobicoke Township map (1878 Miles and Company; Reproduced from McGill University).
Figure 11: Switching Station properties on 1915 topographic map showing original topography and proximity to Black Creek (DMD 1915; University of Toronto Map Library).

Figure 12: Switching Station properties 1931 topographic map showing early twentieth century development (DND 1931; Reproduced from University of Toronto Map Library).
Figure 13: Aerial photograph of Switching Station properties in 1947 (City of Toronto Archives 1947 12H).

Figure 14: Aerial photograph of Switching Station properties in 1977 (City of Toronto Archives 1977-51).
8.4 Parallel Station Historic Maps and Aerials

Figure 15: Ordnance/ Bathurst Paralleling Station property shown on 1823 Philpott map showing early landscape and nearby hospital building to the east (Philpott 1823; University of Toronto Map Library).

Figure 16: Ordnance/ Bathurst Paralleling Station property shown on 1833 Bonnycastle map showing early landscape and nearby hospital building to the east (Bonnycastle 1833; University of Toronto Map Library).
Figure 17: Ordnance/ Bathurst Paralleling Station property shown on 1842 Cane map showing early landscape and nearby hospital building to the east (Cane 1842; University of Toronto Map Library).

Figure 18: Ordnance/ Bathurst Paralleling Station property shown on 1857 Fleming map showing railway roundhouse at east end of subject property (Fleming 1857; University of Toronto Map Library).
Figure 19: Ordnance/ Bathurst Paralleling Station property shown 1876 bird’s eye view map with railway roundhouse (Gross 1876; Reproduced from Toronto Archives).

Figure 20: Ordnance/ Bathurst Paralleling Station property on 1890 Goad map (Goad 1890; Reproduced from Toronto Archives).
Figure 21: Ordnance/ Bathurst Paralleling Station property on 1893 Goad map (Goad 1893; Reproduced from Toronto Archives).

Figure 22: Ordnance/ Bathurst Paralleling Station property on 1950 Goad map (Goad 1950; Reproduced from Toronto Archives).
Figure 23: Ordnance/ Bathurst Paralleling Station property on 1947 aerial photo (City of Toronto Archives 1947 22B).

Figure 24: Ordnance/ Bathurst Paralleling Station property on Microsoft Bing Bird’s Eye Imagery (Microsoft 2012).
8.5 Maintenance Facility Historic Maps and Aerials

Figure 25: Maintenance Facility property shown on 1860 Tremaine map (Tremaine 1860; Reproduced from University of Toronto Map Library).

Figure 26: Maintenance Facility property shown on 1878 Etobicoke Township map (1878 Miles and Company; Reproduced from McGill University).
Figure 27: Maintenance Facility Station property on 1947 aerial photo (City of Toronto Archives 1947 12B&7F).

Figure 28: Maintenance Facility Station property on 1975 aerial photo showing disturbance from brewery expansion (City of Toronto Archives 1975-144).
Figure 29: North Substation study limit with archaeological potential from Toronto Archaeological Master Plan (2011), current archaeological potential and photo views.
Figure 30: South Substation study limit with archaeological potential from Toronto Archaeological Master Plan (2011), current archaeological potential and photo views.
Figure 31: Switching Station Properties 1 & 2 study limits with archaeological potential from Toronto Archaeological Master Plan (2011), current archaeological potential and photo views.
Figure 32: Paralleling Station study limit with archaeological potential from ASI 2008 report and photo views.
Figure 33: Maintenance Facility study limit with archaeological potential from Toronto Archaeological Master Plan (2011), current archaeological potential and photo views.