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
Stage 1-2 Archaeological Assessment

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<th>Rev</th>
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<th>Originator</th>
<th>Checker</th>
<th>Approver</th>
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<tr>
<td>A</td>
<td>2020-01-20</td>
<td>T. Taylor</td>
<td>L. Wood</td>
<td>M. Alden</td>
<td>DRAFT</td>
</tr>
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<td>B</td>
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<td>T. Taylor</td>
<td>L. Wood</td>
<td>M. Alden</td>
<td>For Review</td>
</tr>
<tr>
<td>C</td>
<td>2020-05-29</td>
<td>T. Taylor</td>
<td>L. Wood</td>
<td>M. Alden</td>
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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 1, 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.
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Acronyms

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<th>Full Form</th>
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<tr>
<td>4T</td>
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<td>BP</td>
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<td>CHVI</td>
<td>Cultural Heritage Value or Interest</td>
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# Project Personnel

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<tbody>
<tr>
<td><strong>Project Manager</strong></td>
<td>Lara Wood (P1078)</td>
<td>Professional Archaeologist</td>
</tr>
<tr>
<td><strong>Field Director</strong></td>
<td>Trevor Taylor (R1126)</td>
<td>Archaeologist</td>
</tr>
<tr>
<td></td>
<td>Lara Wood</td>
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</tr>
<tr>
<td><strong>Field Technician</strong></td>
<td>Ayla Mykytey (R1002)</td>
<td>Archaeologist</td>
</tr>
<tr>
<td><strong>Report Preparation</strong></td>
<td>Trevor Taylor</td>
<td></td>
</tr>
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<td></td>
<td>Lara Wood</td>
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<tr>
<td><strong>Mapping/GIS</strong></td>
<td>Jason Stephenson (P1105)</td>
<td>Professional Archaeologist</td>
</tr>
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<td></td>
<td>Andrew Turner (R1042)</td>
<td>Archaeologist</td>
</tr>
<tr>
<td><strong>Report Review</strong></td>
<td>Douglas Yahn, MES, CAHP (P365)</td>
<td>National Archaeology and Heritage Lead</td>
</tr>
</tbody>
</table>
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>
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<th>2010 EPR and 2013 EPR Addendum</th>
<th>2020 EPR Addendum</th>
<th>Rationale for Change</th>
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| **Vertical Alignment** | The 2010 EPR proposed:  
- 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.  
In the 2013 EPR Addendum, changes to the alignment were proposed including:  
- Revised LRT alignment between Jane Street and Keelesdale Park 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. | The 2020 EPR Addendum is proposing:  
- 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. | The change in alignment from at-grade to underground and elevated provides:  
- 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 GTHA's 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** | The 2010 EPR proposed:  
- 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 Boulevard/Lloyd Manor Road, Martin Grove Road, The East Mall, Rangoon Road, Renforth Drive, Commerce Boulevard, Corvair Drive, Silver Dart Drive, and Lester B. Pearson International Airport.  
In the 2013 EPR Addendum, considerations to stops and other ancillary features included:  
- 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. | A total of seven stations between Mount Dennis Station and Renforth Drive:  
- 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. | Change in number of stations provides benefits in terms of:  
- Construction complexity and cost for below-grade stations; and  
- Reduced property impacts. |

| **Emergency Exit Buildings (EEB)** | No emergency exits along this section in either the 2010 EPR or the 2013 EPR Addendum as the alignment was at-grade. | Six EEBs at the following approximate locations:  
- 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 | 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. |
### Project Component

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<th>2010 EPR and 2013 EPR Addendum</th>
<th>2020 EPR Addendum</th>
<th>Rationale for Change</th>
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<tr>
<td><strong>Construction</strong></td>
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<tr>
<td>The 2010 EPR proposed:</td>
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<tr>
<td>• 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;</td>
<td>• Elevated guideway from east of Jane Street to west of Scarlett Road;</td>
<td>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.</td>
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<tr>
<td>• Cut and cover method will be used to construct stations, portals, and special track work;</td>
<td>• Two elevated stations (Scarlett and Jane). There is potential for impacts to the pedestrian bridge west of Scarlett Road due to the portal; and</td>
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<td>• Road widening, reconstruction of curb lines and associated sidewalk modifications;</td>
<td>• Underground section to be constructed using twin tunnelling method between stations and cut and cover method at stations and at portal locations.</td>
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<td>• Relocation of utilities and relocation of traffic signals and provision of temporary traffic signals;</td>
<td>Underground tunnel construction approach:</td>
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<td>• Roadway resurfacing following roadway reconstruction;</td>
<td>• 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;</td>
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<td>• Construct LRT facilities within the LRT Right-of-Way (ROW);</td>
<td>• Install headwalls, where required, at both ends of EEBs and stations;</td>
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<td>• Construct streetscaping and urban design elements and provide bicycle lanes on both sides of the roadway;</td>
<td>• Tunnel structure constructed using precast concrete tunnel liner segments that are installed as the TBM progresses;</td>
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<td>• Widening of the existing single span bridge structure over Mimico Creek to accommodate the LRT ROW; and</td>
<td>• Excavated soils will be removed from work site for off-site disposal; and</td>
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<td>• Construction of a multi-span structure over Highway 401.</td>
<td>• EEBs will be constructed once the TBM has completed the tunnelling. Construction is similar to station construction.</td>
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</tr>
<tr>
<td>• 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.</td>
<td>• 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:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Building foundations for piers;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Constructing piers;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Building and placing bridge sections; and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Installing systems and track.</td>
<td></td>
</tr>
</tbody>
</table>
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 then
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)

<table>
<thead>
<tr>
<th>Lot</th>
<th>Con</th>
<th>Owner(s)</th>
<th>Feature</th>
<th>Owner(s)</th>
<th>Feature</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6, East of Centre Road</td>
<td>William Wardell, John McCarthy</td>
<td>None, None</td>
<td>William Wardell, John Brennan</td>
<td>Farmhouse and Orchard Present, Farmhouse and Orchard Present</td>
</tr>
<tr>
<td>A</td>
<td>Etobicoke River</td>
<td>R.L. Denison</td>
<td>None</td>
<td>R.L. Denison</td>
<td>Farmhouse and Orchard Present</td>
</tr>
<tr>
<td>B</td>
<td>Etobicoke River</td>
<td>Thomas Mercer</td>
<td>None</td>
<td>William P. Carr</td>
<td>None</td>
</tr>
<tr>
<td>15</td>
<td>4 From the Humber</td>
<td>Mark Dawson</td>
<td>None</td>
<td>William Dawson</td>
<td>Farmhouse Present</td>
</tr>
<tr>
<td>16</td>
<td>4 From the Humber</td>
<td>John McCarthy</td>
<td>None</td>
<td>Ms. R. Brennan</td>
<td>Farmhouse and Orchard Present</td>
</tr>
<tr>
<td>17</td>
<td>4 From the Humber</td>
<td>Thomas Rainage</td>
<td>None</td>
<td>Thomas Rainage</td>
<td>Farmhouse and Orchard Present</td>
</tr>
<tr>
<td>15</td>
<td>3 From the Humber</td>
<td>Mark Dawson</td>
<td>Farmhouse Present</td>
<td>William Dawson</td>
<td>Farmhouse and Orchard Present</td>
</tr>
<tr>
<td>16</td>
<td>3 From the Humber</td>
<td>Estate of the Late William Knagg</td>
<td>Blacksmith Shop and United Church Present</td>
<td>William Knagg</td>
<td>Union Hall, Church, Farmhouse and Orchard Present</td>
</tr>
<tr>
<td>17</td>
<td>3 From the Humber</td>
<td>Estate of the Late William Knagg</td>
<td>None</td>
<td>George Middle Brook</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>Mark Dawson</td>
<td>Farmhouse Present</td>
<td>Jasper Peacock</td>
<td>3 Farmhouses and an Orchard Present</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>2 From the Humber</td>
<td>James Gracy</td>
<td>None</td>
<td>Jasper H. Gracy</td>
<td>Farmhouse and Orchard Present</td>
</tr>
<tr>
<td>17</td>
<td>2 From the Humber</td>
<td>Mathew Canning, Thomas Stewart</td>
<td>None, None</td>
<td>Mathew Canning</td>
<td>Farmhouse and Orchard Present</td>
</tr>
<tr>
<td>16</td>
<td>1 From the Humber</td>
<td>Estate of the Late A. Coulter</td>
<td>None</td>
<td>Andrew Coulter</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>William Newlove</td>
<td>None</td>
<td>William Newlove</td>
<td>Farmhouse and Orchard Present</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>1 From the Humber</td>
<td>Joseph Canning</td>
<td>2 Farmhouses Present</td>
<td>Mathew Canning</td>
<td>2 Farmhouses and 2 Orchards Present</td>
</tr>
<tr>
<td>16</td>
<td>A Fronting the Humber</td>
<td>R.B. Miller</td>
<td>None</td>
<td>C.C. Andrew Coulter</td>
<td>Farmhouse Present</td>
</tr>
</tbody>
</table>
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 (QE) 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 for 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-
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>
<thead>
<tr>
<th>Researcher</th>
<th>PIF Number</th>
<th>Report Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Directions Archaeology Ltd.</td>
<td>P018-251-2008</td>
<td>Stage 1 AA of Highway 427, QEW Highway to Highway 401</td>
</tr>
<tr>
<td>Archeoworks Inc.</td>
<td>P029-478-2008</td>
<td>Stage 1-2 AA of the Former Kodak Plant Within Part of Lot 1 and Lot 2, Concession 4 West, City of Toronto, Ontario</td>
</tr>
<tr>
<td>Archeoworks Inc.</td>
<td>P029-0661-2009</td>
<td>Stage 1 AA of Proposed ECLRT Corridor &amp; Lester B. Pearson Airport Surface Connection Study Area, City of Toronto, Ontario</td>
</tr>
<tr>
<td>Archeoworks Inc.</td>
<td>P029-0660-2009</td>
<td>Stage 2 AA Report for Proposed ECLRT Corridor &amp; Lester B. Pearson Airport Surface Connection Study Area, City of Toronto, Ontario</td>
</tr>
<tr>
<td>New Directions Archaeology Ltd.</td>
<td>P018-329-2010</td>
<td>Stage 1-2 AA of the Renforth Gateway, Renforth Drive, City of Mississauga, Ontario</td>
</tr>
<tr>
<td>Archeological Services Inc</td>
<td>P347-085-2011</td>
<td>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</td>
</tr>
<tr>
<td>Archeological Services Inc.</td>
<td>P347-086-2011</td>
<td>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</td>
</tr>
<tr>
<td>New Directions Archaeology Ltd.</td>
<td>P018-403-2012</td>
<td>Stage 1-2 AA of the ECLRT Corridor</td>
</tr>
<tr>
<td>Archeological Services Inc.</td>
<td>P047-340-2012</td>
<td>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</td>
</tr>
<tr>
<td>Archeological Services Inc.</td>
<td>P047-341-2012</td>
<td>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</td>
</tr>
<tr>
<td>Archeoworks Inc.</td>
<td>P334-252-2012</td>
<td>Stage 1 AA of: Proposed Rehabilitation of Hwy 401W - Hwy 427N Ramp, Site 37-821, Part of Lot 1, Concession 7 SD &amp; Lot 17-18, Concession 4 FTH, City of Toronto, Ontario</td>
</tr>
<tr>
<td>Archeoworks Inc.</td>
<td>P390-019-2013</td>
<td>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</td>
</tr>
<tr>
<td>Archeoworks Inc.</td>
<td>P390-0080-2013</td>
<td>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</td>
</tr>
<tr>
<td>Archeological Services Inc.</td>
<td>P047-417-2013</td>
<td>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</td>
</tr>
<tr>
<td>New Directions Archaeology Ltd.</td>
<td>P018-0686-2014</td>
<td>Stage 2 AA of the Highway 401 and Highway 427 Interchange, City of Toronto and Peel Region</td>
</tr>
<tr>
<td>Researcher</td>
<td>PIF Number</td>
<td>Report Title</td>
</tr>
<tr>
<td>------------</td>
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<td>--------------</td>
</tr>
<tr>
<td>Amec Foster Wheeler Environment and Infrastructure</td>
<td>P348-0015-2014</td>
<td>Stage 2 AA, Former Kodak Plant, 3500 Eglinton Avenue West &amp; 55 Ray Avenue, Part of Lots 1 and 2, Concession 4 West of Yonge Street, City of Toronto, Ontario</td>
</tr>
<tr>
<td>Archeoworks Inc.</td>
<td>P390-0083-2014</td>
<td>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</td>
</tr>
<tr>
<td>Archaeological Services Inc.</td>
<td>P049-0735-2014</td>
<td>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</td>
</tr>
<tr>
<td>Archeoworks Inc.</td>
<td>P029-0906-2015</td>
<td>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</td>
</tr>
<tr>
<td>Archaeological Services Inc.</td>
<td>P046-0102-2015</td>
<td>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</td>
</tr>
<tr>
<td>Archaeological Services Inc.</td>
<td>P057-0813-2015</td>
<td>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</td>
</tr>
<tr>
<td>Amec Foster Wheeler Environment and Infrastructure</td>
<td>P141-0238-2015</td>
<td>Stage 1 &amp; 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</td>
</tr>
<tr>
<td>Archaeological Services Inc.</td>
<td>P046-0263-2016</td>
<td>Stage 1 AA of La Rose Avenue, Part of Lot 17, Concession C FTH, Geographic Township of Etobicoke, York County, City of Toronto, Ontario</td>
</tr>
<tr>
<td>Toronto and Region Conservation Authority</td>
<td>P303-0413-2016</td>
<td>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</td>
</tr>
<tr>
<td>Timmins Martelle Heritage Consultants Inc.</td>
<td>P324-0214-2017</td>
<td>Stage 1 AA Martin Grove Replacement Project, Part of Lots 17 &amp; 18, Concession North Fronting the Lake 1 &amp; 2 and Part of Lots 12 to 23, Concession Fronting the Humber 1 &amp; 2 Geographic Township of Etobicoke, Now in the City of Toronto, County of York, Ontario</td>
</tr>
<tr>
<td>Stantec Consulting Ltd.</td>
<td>P400-0117-2018</td>
<td>Stage 1 AA of the Infill development, 25 Photography Drive, Toronto, Ontario</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Borden Number</th>
<th>Site Name</th>
<th>Time Period</th>
<th>Cultural Affinity</th>
<th>Site Type</th>
<th>Development Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>AkGu-24</td>
<td>Hunter</td>
<td>Woodland</td>
<td>-</td>
<td>Village</td>
<td>-</td>
</tr>
<tr>
<td>AkGu-25</td>
<td>Frimette</td>
<td>Woodland</td>
<td>Aboriginal</td>
<td>Village</td>
<td>-</td>
</tr>
<tr>
<td>AkGu-6</td>
<td>Roseland</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>AkGu-90</td>
<td>-</td>
<td>Post-Contact</td>
<td>Other</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

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 archeological 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

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

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


3. Amec Foster Wheeler Environment and Infrastructure


5. Archaeological Services Inc. (ASI)


7. (2012). Stage 1 Archaeological Assessment 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. PIF# P347-086-2011. On file with the MHSTCI, Toronto.


11. (2015). Stage 1 and 2 Archaeological Assessment 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. PIF# P049-0735-2014. On file with the MHSTCI, Toronto.


14. (2016). Stage 1 Archaeological Assessment of La Rose Avenue, Part of Lot 17, Concession C FTH, Geographic Township of Etobicoke, York County, City of Toronto, Ontario. PIF# P046-0263-2016. On file with the MHSTCI, Toronto.


22. (2013). Stage 1 Archaeological Assessment for the: Proposed rezoning of Parts 1 to 4 of Block O Registered 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. PIF# P390-0080-2013. On file with the MHSTCI, Toronto.

23. (2014). Stage 1 Archaeological Assessment 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. PIF# P390-0083-2014. On file with the MHSTCI, Toronto.

24. (2015). Stage 2 Archaeological Assessment for the: Proposed Rezoning of Parts 1 to 4 of Block O Registered 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. PIF# P029-0906-2015. On file with the MHSTCI, Toronto.


54. Timmins Martelle Heritage Consultants Inc. (2017). *Stage 1 Archaeological Assessment 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*. PIF# P324-0214-2017. On file with the MHSTCI, Toronto.


56. Toronto and Region Conservation Authority (2017). *Archaeological Assessment (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*. PIF# P303-0413-2016. On file with the MHSTCI, Toronto.

57. Tremaine (1860). *Tremaine Map of the County of York, Canada West*. Toronto, ON.


60. Wood Environment and Infrastructure Solutions. (2019). *Stage 1 & 2 Archaeological Assessment, 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*. PIF# P348-0056-2019. On file with the MHSTCI, Toronto.
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
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
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.
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

Vertically, grade change is approximate.
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
Projection: MTM 10

Vertical grade change is approximate.
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.

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

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-6
Page: 5 of 5
DATA SOURCES:
Ontario Open Data Catalogue - Roads and Railways
Tremaine’s Map of the County of Peel, Canada West (1859)
Tremaine’s Map of the County of York, Canada West (1860)

Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.
Legend

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

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)

Datum: NAD83 CSRS
Projection: MTM 10

Vertical grade change is approximate.
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.

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

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: A-10
Page: 2 of 5
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.

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

Project: Eglinton Crosstown West Extension
Figure Title: Stage 1-2 Archaeological Assessment
Aerial Imagery (1954)

Prepared By: [4TRANSIT]
Date: May 25 2020

Version: 1-1
Review: A-11
Page: 3 of 5
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.
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.
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.

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

Project: Eglinton Crosstown West Extension

Figure Title: Stage 1-2 Archaeological Assessment

Previous Assessments
- AMAA 2018 & 2019
- AMEC 2015
- Archeoworks 2012
- NDA 2008
- NDA 2010
- Wood 2014

Prepared By: Date: May 26 2020
Version: 1-1
Review: A-18
Page: 5 of 5
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.

Legend
- Study Area
- Previously Assessed
- Stage 2 Required
- Photograph Location
- Elevated
- Disturbed
- Railway
- Underground
- Station Sites
- Portals
- Municipal Boundary
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.
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.
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.
Legend
- Study Area
- Proposed Alignment
- Transition to at-grade
- Underground
- Portals
- Station Sites
- Renford Laydown Area - approximate; subject to change
- 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: A-28
Page: 5 of 5
Appendix B

Key Plan
Figure B1: Eglinton Crosstown West Extension
Appendix C

Richview Cemetery Map
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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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.
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:


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 farm buildings 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 BURYING 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.
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; 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. 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). In 1882 Ebenezer relocated to the north side of Burnhamthorpe Road, across the road from the old chapel. 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. He died January 2, 1881, aged 70 years. His funeral service was held in the Willow Grove Chapel and was conducted by Reverend Bookman of Toronto. 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.”
In 1961 the Township of Etobicoke Cemetery Board was formed. In 1962 this board assumed title to the Willow Grove Burying Ground and in 1970 removed the approximately 110 bodies and monuments at a cost of about $32,000.00. The bodies were re-interred in land acquired from the Ontario Ministry of Transport on the southern edge of Richview Cemetery. The former Willow Grove Burying Ground property was then deemed to be no longer a cemetery. The property, appraised at a value of $62,000.00, was eventually sold with a portion of the money realized from the sale deposited into the public trust “statutory perpetual care allowance” fund. 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 regretfully 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. Maidier. *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. Maidier. Zion, near Springfield, opened October 11th, 1883. Owing to the size of Brother Maidier’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.\textsuperscript{21}

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.\textsuperscript{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

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


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
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 yrs
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 yrs. 2 mo's & 5 d'y's
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; \(\AE\) 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 ceartain (sic) hope of a blissful resurrection (sic)
Nov. 2, 1849; \(\AE\) 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.
2.8 (on table, broken)
A. McF [Alexander McFARLANE]

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

3.2 (sitting loose on top of a pile of stones on a base)
Mother Father

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)

2.10 (sitting loose on cement base)
[William Walter
son of
William R. &
Martha IRWIN
died
Nov. 16 1885:
aged
5 weeks.
6 days.

3.1 (broken)
In
memory of
Loettia
the beloved wife of
William MILLARD
Pastor,
who departed this life

2.11 KIMBER
Charles A. KIMBER
1899 - 1989
beloved husband of
Edith EINBODEN
1900 - 1992
(footstones) - Father, Mother

2.12 KIMBER
In loving memory of
Phyllis EDGERTON
1930 - 1975
beloved wife of
Victor KIMBER
(uncut)
Rest In Peace

2.13 (small cairn of blocks of granite cemented together - no markings)

3.2 Asleep in Jesus, blessed sleep
From which none ever wakes
In loving remembrance of
Thomas GARDHOUSE
died
Feb. 5, 1889,
aged
28 years & 5 mo's.
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.

Sept. 8, 1869
Devoted in Christian Ministry
for many years in this place, she
closed her eyelids for Christ
with his words:
Be thou faithful unto death and
I will give thee a crown of life.
Rev. 11.10
Proverbs XXXI=30
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.

5.3 (now flat, broken, illegible)
William KNAGGS
(several illegible lines)
died Oct. 14, 1891
aged 61 yrs.
Blessed are the dead who die in the Lord

6.1 (now flat)
In memory of
[Ch]ristiana ROSS
died
[Jul]y 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
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
Margaret Ann
wife of
Joseph GRACEY
died Jan. 8, 1907
aged 44 years
"Her good works still
follow her."
(footstones) John, J.G.

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)

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
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

9.3
At Rest
Thomas STOBART
died
April 15, 1862
aged 60 years
his wife
Mary. [MOODY —married Dec. 28, 1831]
died Jan. 1884,
aged 75 years
STOBART (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)
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 yrs. & 6 mo.
Removed from the toils of life
Both in quiet slumber sleep
Mourn not they're 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)

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
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;
age 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

11.11 (now flat, broken)
Farewell
[Martha 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;
age 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)
[In]
[memory of]
Mark DAWSON
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)
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 yrs 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 yrs
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
"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 yrs 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.

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;
age 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 yrs.
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.

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]

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

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

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

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

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

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

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
Ann ........................................ 1.1; 1.2
George ................................... 1.1; 1.2
Thomas .................................. 1.2

BALDOCK
Ann ....................................... 8.1; 12.5
Hannah ................................... 9.2
Joseph .................................. 12.5
Robert .................................. 8.1; 12.5

BULL
Ellen ..................................... 11.3
Jennette ................................ 11.3
Robert .................................. 11.3

BLACK
John Vieira .............................. 14.2
Sarah Hind .............................. 14.1
William Hennell ....................... 14.1

BLANSHARD
Emily Victoria (Coulter) ................ 6.4
F.G., Rev. ................................ 6.4
Martha A .................................. 7.11
Mary Louisa ............................ 7.11
Robert .................................. 7.11

BOLDOCK
Jane ...................................... 10.2
John ..................................... 10.2

BOLTON
Elizabeth (Carruthers) ................ 14.3
Thomas .................................. 14.3; 14.4

BROOKS
Ann ....................................... 11.2
James ................................... 11.1; 11.2

CANNING
Catharine ............................... 7.10
Catherine Ann (Peacock) .............. 11.4
Francis J ................................ 11.4
Joseph .................................. 7.10

CARRUTHERS
Elizabeth ............................... 14.3

CHAPMAN
Ann (Wolfe) ............................ 6.2
Robert ................................... 6.2; 6.3

CODLIN
Mary ..................................... 12.4

COULTER

Andrew ................................. 11.8; 11.12
Ann Jane ................................ 6.5
Edward A ............................... 6.5
Elizabeth ................................ 11.8
Emily Victoria ......................... 6.4
Frederick A ............................ 6.5
Henry ................................... 11.10
Isabella ................................. 6.5
Jane ....................................... 6.4
Jessy Elizabeth ....................... 11.9
John ..................................... 11.9
Martha ................................. 11.8; 11.9; 11.11
Mary Jane ............................ 11.10
Robert .................................. 6.4; 6.5

DAVIS
Joseph .................................. 12.3

DAWSON
Elizabeth ............................... 12.7
Frances .................................. 12.6
Frances J ............................... 11.13
Jane ..................................... 12.8
John ..................................... 12.7
Joseph .................................. 12.7
Mark ..................................... 11.14; 12.7
Mary ..................................... 12.2; 12.7
Mathew .................................. 12.7
Matthew John .......................... 12.6
Thomas ................................. 11.13; 12.6

DEWSBURY
Mary Jane (Wier) ..................... 11.7
Thomas .................................. 11.7

DIXON
Edwin ................................... 4.1
Eliza (Pearson) ......................... 4.1
Freddie .................................. 4.1
John ..................................... 4.1

DORSEY
Hannah (Ballock) ..................... 9.2
Robert .................................. 9.2

EDGERTON
Phyllis ................................. 2.12

EINBODEN
Edith ................................... 2.11

FORSTER
Helen Mary (Ross) .................. 12.1
**RICHVIEW CEMETERY**

/Union Chapel Cemetery

_plus_

**WILLOW GROVE AND McFARLANE CEMETERIES**

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

Joseph ...................... 11.5
Mary (Dawson) ............ 12.2
William .................... 12.2

PEARSON
Alfred E. .................... 11.15
Edward Walter .............. 11.16
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

STOBBART
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

WIER
Mary Jane .................. 11.7

WOLFE
Ann ....................... 6.2
Appendix D

Photograph Locations
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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.