APPENDIX C5 – ARCHAEOLOGICAL ASSESSMENT AND CULTURAL HERITAGE ASSESSMENT REPORTS

Stage 1 Archaeological Assessment

Transit Project Assessment Study
Scarborough – Malvern Corridor,
City of Toronto, Ontario

Submitted to:

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ARCHAEOLOGICAL SERVICES INC.
ENVIRONMENTAL ASSESSMENT DIVISION

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EXECUTIVE SUMMARY

Archaeological Services Inc. (ASI) was contracted by IBI Group, Toronto, to conduct a Stage 1 Archaeological Assessment as part of the Transit Project Assessment Study for the Scarborough – Malvern Corridor, in the City of Toronto, Ontario. A 13-km long corridor is being proposed to link Kennedy Station with northern Scarborough and Malvern.

The Stage 1 archaeological assessment determined that there are no previously registered sites within the study corridor or within 2 km of it. However, a review of the general physiography and local nineteenth century land use within the study corridor suggests that it exhibits archaeological site potential for both Aboriginal and Euro-Canadian archaeological resources.

The field review determined that although most of the study corridor has been previously disturbed by construction activities, there are several areas adjacent to the ROW that remain undisturbed and contain archaeological potential.

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

1. The Eglinton Avenue, Kingston Road, and Morningside Avenue ROWs do not retain archaeological site potential due to previous road, commercial, and residential disturbances. Additional archaeological assessment is not required within the existing ROWs, and that portion of the study corridor can be cleared of further archaeological concern; and

2. A Stage 2 archaeological assessment should be conducted on any non-ROW lands determined to have archaeological potential that are effected by the proposed project. This work will be done in accordance with the MCL's draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006), in order to identify any archaeological remains that may be present.

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Stage 1 Archaeological Assessment

Transit Project Assessment Study
Scarborough – Malvern Corridor, City of Toronto, Ontario

1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by IBI Group, Toronto, to conduct a Stage 1 Archaeological Assessment as part of the Transit Project Assessment Study for the Scarborough – Malvern Corridor, in the City of Toronto, Ontario (Figure 1). A 13-km long corridor is being proposed to link Kennedy Station with northern Scarborough and Malvern.

Permission to carry out the activities necessary for the completion of the Stage 1 archaeological assessment was granted to ASI by IBI Group on May 7, 2008.

This report presents the results of the Stage 1 background research and makes several recommendations.

2.0 STAGE 1 BACKGROUND RESEARCH

The Stage 1 archaeological assessment of the study corridor was conducted in accordance with the *Ontario Heritage Act* (2005) and the Ontario Ministry of Culture's (MCL) draft *Standards and Guidelines for Consultant Archaeologists* (2006). A Stage 1 archaeological assessment involves research to describe the known and potential archaeological resources within the vicinity of a study corridor. Such an assessment incorporates a review of previous archaeological research, physiography, and land use history. Background research was completed to identify any archaeological sites in the study corridor and to assess its archaeological potential.

2.1 Previous Archaeological Research

In order that an inventory of archaeological resources could be compiled for the study corridor, three sources of information were consulted: registered archaeological site records kept by the MCL; published and unpublished documentary sources; and the files of ASI.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the MCL. This database contains archaeological sites registered according to the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km north to south. Each Borden block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The study corridor under review is located in Borden block *AkGt.*

Figure 1: Location of the study corridor [NTS Sheets 30 M/11, Toronto & 30 M/14, Markham].

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According to the OASD (email communication, Wai Kok on behalf of Robert von Bitter, MCL Data Coordinator, May 26, 2008), there are no previously registered sites within the study corridor or within 2 km of it.

ASI recently completed a Master Plan of Archaeological Resources for the City of Toronto (ASI 2004). It should be noted that the dearth of registered archaeological sites in the vicinity of the study corridor is most likely related to the development of the metropolitan area prior to the instigation of systematic archaeological assessments under provincial legislation. Accordingly, the absence of registered archaeological sites should not be taken as an indicator of any lack of Aboriginal or early Euro-Canadian land use or occupation (ASI 2004).

2.2 Physiography and Assessment of Aboriginal Archaeological Potential

The study corridor is located within two physiographic regions of Southern Ontario. From north to south they are the South Slope (Chapman and Putnam 1984:172- 174) and the Iroquois Plain physiographic regions (Chapman and Putnam 1984:190-196). Stretching from the Niagara Escarpment to the Trent River, the South Slope physiographic region forms the southern slope of the Oak Ridges Moraine, which divides the drainages of Lake Ontario, Lake Huron, and the Trent River system. It begins level with the top of the moraine, approximately 250 to 300 m above sea level, and descends to between 120 and 180 m above sea level, where it meets the Iroquois Lake Plain in an area of gently rolling till plain and low drumlins.

The Iroquois Plain region is the former lake bottom of glacial Lake Iroquois, and as such, the terrain generally consists of sand plains dissected by a series of glacial ravines carrying creeks that drain into existing Lake Ontario. Between the two shorelines, ancient and modern, the surviving bed of Lake Iroquois is a slightly sloping plain with an average width of about 3.2 km. The deep valley of Highland Creek was cut to early Lake Iroquois base levels.

Water is arguably the single most important resource necessary for any extended human occupation or settlement, and proximity to water can be regarded as the primary indicator of archaeological site potential. Accordingly, distance from water is one of the most commonly used variables for predictive modeling of archaeological site location.

The study corridor is situated within the Highland Creek watershed, an urban watershed lying within the fully urbanized landscape of Toronto and Markham. The watershed drains an area of 103 km^2, and has four distinct branches: the Main (which also includes West Hill Creek), Centennial Creek, the East Highland, and the West Highland. The East Highland branch is further subdivided into the Malvern and Markham branches, and the West Highland branch is formed by the Bendale and Dorset Park branches.

Due to high levels of urban development, what remains of the natural terrestrial habitat within the Highland Creek watershed is now restricted to a few small forest blocks and hedgerows. In the less developed areas, however, meadow and early successional habitat can be found along the banks of some of the creek channels (TRCA 1999:99).

The MCL's draft *Standards and Guidelines for Consultant Archaeologists* (2006: Unit 1c 5-7, 10) stipulates that undisturbed land within 300 m of a primary water source (lakeshore, river, large creek, etc.), undisturbed land within 200 m of a secondary water source (stream, spring, marsh, swamp, etc.), as

well as undisturbed land within 300 m of an ancient water source (as indicated by remnant beaches, shorecliffs, terraces, abandoned river channel features, etc.), are considered to have archaeological potential.

Therefore, depending on the degree of previous land disturbances, it may be concluded that there is potential for the recovery of Aboriginal archaeological remains within the study corridor.

2.3 Historical Land Use Summary

The land now encompassed by the study corridor has a cultural history that begins approximately 11,000 years ago and continues to the present. This section provides the results of historical research of the general study corridor for the Scarborough – Malvern Corridor. A brief review of available primary and secondary source material was undertaken to produce a contextual overview of the study corridor, including a general description of Euro-Canadian settlement and landuse, and the development of transportation infrastructure.

Scarborough Township was initially surveyed by Augustus Jones beginning in 1791, when the baseline was laid out, and it was then known as Glasgow Township. The early survey of the township was found to be faulty and carelessly done, resulting in numerous law suits between property owners. To remedy this situation, a new survey of the township was undertaken under F.F. Passmore in 1864 to correct and confirm the township concession lines. In August 1793, Mrs. Simcoe noted in her Diary that she and her party "came within sight of what is named in the Map the high lands of Toronto--- the shore is extremely bold and has the appearance of Chalk Cliffs… they appeared so well that we talked of building a Summer Residence there and calling it Scarborough" (Bonis 1965:38). The first land grants were patented in Scarborough in 1796, and were issued to Loyalists, high ranking Upper Canadian government officials, and some absentee Loyalist grantees. Among the first land owners we find the names of Captain William Mayne (1796), David Thomson (1801), Captain John McGill (1797), Captain William Demont (1798), John McDougall (1802), Sheriff Alexander McDonell (1806) and Donald McLean, clerk of the House of Assembly (1805).

Settlement in Scarborough remained slow, and in 1802, there were just 89 inhabitants within the Township. In 1803, the township contained just one assessable house and no grist or sawmills. The livestock was limited to five horses, eight oxen, 27 milch cows, seven "horned cattle" and 15 swine. In 1809 the population had increased to 140 men, women and children. The settlement and improvement of the Township was aided when the Danforth Road was constructed across the township, but was checked in 1812 with the outbreak of the War. By 1819, new settlement was augmented by settlers from Britain, Scotland and Ireland, but the population remained low at just 349 inhabitants (Bonis 1965:52).

The first transportation routes to be established across the study corridor followed early aboriginal trails, both along the lakeshore and adjacent to various creeks and rivers. This included the Toronto Passage, which connected Lake Ontario (via the Humber River and other waterways and trails) to Georgian Bay. Local roads were initially cleared by the grantees of adjacent land as part of their settlement duties although the many branches and tributaries of the Humber and Don Rivers posed a challenge to the gridded road system, and 19th century maps detail the many jags and detours necessary to avoid bad crossing points.

After Simcoe established York as the capital of Upper Canada, he commissioned the Queen's Rangers to build the Dundas Highway (also known as the Governor's Road) running west to Ancaster and east toward Kingston, hooking up with Kingston Road. This important transportation corridor was intended to provide an overland military route between Lake Ontario, Lake Saint Clair and Lake Huron. The road (later known as Dundas Street and now Highway 5) was intended to serve a dual purpose – to support settlement in Upper Canada and as a deterrent to expansionist American interests. Work on the Governor's Road commenced in 1793 but the rocky and heavily treed landscape made progress slow and the route was still barely passable when Simcoe returned to England in 1796 (Byer and McBurney 1982). Eventually, however, Dundas Street served the purpose of supporting settlement in southern Ontario once the colonial government purchased new lands adjacent to it.

Eventually, villages lost their dependency on river banks when roads were surveyed and improved through the wilderness, and crossroads communities sprang up wherever major thoroughfares and concession and line roads intersected. The same was true after 1856 when the construction of railway lines created junction communities adjacent to stops along the route. At first these crossroads and junction settlement centres existed largely to provide goods and services to travelers along long distance journeys, or to aid in the shipment of goods across the province. But, as resident families settled near the crossroads and created other institutions and amenities of village life, population growth, diversified industries and a consolidation of a strong agricultural base allowed villages to flourish beyond their initially transient economies.

In 1805, it was predicted that Scarborough would become a very valuable township due to its proximity to York, and was noteworthy for its highlands which were "remarkable and are visible many leagues from the shore" (Boulton 1805:88). In 1846, Scarborough was described as "well settled, and contains many good farms: a large portion of which are let to the occupants" at an average rent of $2 per acre. It was further noted that the land nearest the lakeshore was poor quality forested with pine, but richer land was found in the rear of the township and was covered with hardwood (Smith 1846:167).

2.4 Assessment of Historic Archaeological Potential

The *1860 Tremaine's Map of the County of York* and the *1878 Illustrated Historical Atlas of the County of York, Ontario* were reviewed to determine the potential for the presence of historical archaeological remains within the study corridor during the nineteenth century (Figure 2 and Figure 3).

The study corridor is located on Lots 9-30, Concessions C-D, I-IV, in the former Township of Scarboro. The atlas depicts several property owners/residents and historic features within the study corridor, as well as a number of historic communities. These communities include Highland Creek and Scarboro' Village. The atlas also depicts several roads and railroads within the study corridor, many of which approximate their present routes. It should be noted, however, 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 1878 atlas.

Figure 2: The study corridor overlaid on the historic map of the Township of Scarboro, as found in the 1860 Tremaine's Map of the County of York.

Figure 3: The study corridor overlaid on the historic map of the Township of Scarboro, as found in the 1878 Illustrated Historical Atlas of the County of York.

Southern Section

The southern section of the study corridor is located within part of Lots 9-30, Concession C & D (Figure 4). The historic community of Scarboro Village falls within this section of the study corridor, as well as a number of historic roads, including Eglinton Avenue and Kingston Road. The Grand Trunk Railway also bisects this section of the study corridor. Table 1 lists information concerning the historical features and property owners/residents illustrated within the southern section of the study corridor. The historical features illustrated in the 1878 atlas consist mostly of farmsteads, but also include schools, churches, and the Scarboro Post Office. A toll gate was also present along Kingston Road.

Figure 4: The southern section of the study corridor overlaid on the historic map of the Township of Scarboro, as found in the 1878 Illustrated Historical Atlas of the County of York.

Table 1: Property Owner(s)/Resident(s) and Historical Feature(s) Illustrated within the Southern Section of the Study Corridor

Con.	Lot	Owner/Resident	Historical Feature(s)
C	17	Arch Muir	2 homesteads
	18	Russel Cornell	Homestead, orchard
	19	Nelson Gates J.C. J.L.	Homestead
	20	Nelson Gates	
	21	Alex Muir Robert Slobo	
	22	Isaac Slobo Robert McCowan	
	23	David Wilson	Homestead, orchard
	24	John Tabor	2 homesteads, orchard
	25	George Carttes	Homestead

Con.	Lot	Owner/Resident	Historical Feature(s)
C	26	George B. Taylor	
	27	Robert Martin	Homestead
	28	P. Martin William W. Walton Jason Jones	Primitive Methodist Church Orchard
	29	William W. Walton	Homestead, orchard
	30	Guy Walton	Homestead, orchard
D	11	Thomas Young	2 homesteads, 2 orchards
	12	William Galloway	Homestead, orchard
	13	Exovy Robarge J. Galloway L.C. R. Bodes W. Chamber W. Galloway	Homestead Homestead Homestead Homestead
	14	John N. Lake John Richardson	Homestead, orchard Homestead, orchard
	15	Shelton H. John Shelton Jason Humphrey Morgan Gladstone	 Homestead, Evangelical Congregational Church
	16	Morgan Gladstone	Homestead, orchard, Wesleyan Methodist Church
	17	J. Annis	Homestead, orchard, Scarboro Post Office
	18	J. Annis	3 homesteads
	19		10 homesteads, school house
	20	George Chase Thomas Wilson Mrs. H A. Muir	
	21	Smith Wilson Isaac Secor	Homestead, orchard Homestead, orchard
	22	John Young	Homestead, orchard
	23	John Young	Homestead, orchard
	24	Andrew Taylor J.W.	Homestead, orchard
	25	Isaac Chester	4 homesteads, orchard
	26	Jason McLaren	Homestead, orchard
	27	John Fitzgibbon	Homestead, orchard
	28	Simon Beaty	Homestead, orchard
	29	Thomas Ionson	Homestead, orchard
	30	Jason Ionson Loveless Estate	School House Homestead, orchard

Northern Section

The northern section of the study corridor is located within part of Lots 9-11, Concessions I-III (Figure 5). The historic community of Highland Creek falls within this section of the study corridor. There are also a number of historic roads within this section, including Morningside Avenue, Military Trail and Lawrence Avenue. Table 2 lists information concerning the historical features and property owners/residents illustrated within the northern section of the study corridor. The historical features illustrated in the 1878 atlas consist mostly of farmsteads, but also include churches, a school, and a grist mill.

Figure 5: The northern section of the study corridor overlaid on the historic map of the Township of Scarboro, as found in the 1878 Illustrated Historical Atlas of the County of York.

Table 2: Property Owner(s)/Resident(s) and Historical Feature(s) Illustrated within the Northern Section of the Study Corridor

Con.	Lot	Owner/Resident	Historical Feature(s)
I	9	John H. Richardson Mrs. Stephenson William Muir	 Homestead, orchard, Presbyterian Church, Grist Mill, Highland Creek
	10	John Collins Donald G. Stephenson	Homestead, orchard 2 homesteads, Highland Creek
	11	TS John Wilson	Homestead, orchard, sawmill, Highland Creek
	12	Par Village J. McCuffy H. Morley	 Homestead Homestead Evangelical Congregational Church
II	10	William Tredway John Taylor Josh Symons Richard Slaton Jason Aneroid	 Homestead Homestead, orchard, creek Homestead, orchard Homestead, orchard, creek
	11	William Humphrey Josh Symons Thomas Forfar	Homestead, orchard Homestead, orchard Homestead, orchard, creek
III	10	Stephen Westney	Homestead, orchard
	11	Jason Fleming	Homestead, orchard, creek

Historic Communities

Highland Creek was first settled by William Knowles who is said to have established a smithy here in 1802. His son, Daniel Knowles, opened the first general store in the village. The first mill in the village was built by William Cornell in 1804. This structure was razed in a destructive conflagration, but was replaced with a gristmill on the same site by William Helliwell in 1847. This structure was unfortunately also burned in 1880 (MPLS #147; Brown 1997:104).

Highland Creek was established as a post office on July 6, 1852, with William Chamberlain as the first postmaster. The office was rocked by scandal in 1856, when the second postmaster, John Page, absconded. The post office is still in operation although its name has been changed to the West Hill sub postal outlet #2. The community once contained four stores, two hotels and two gristmills with a total population of approximately 500 inhabitants (Crossby 1873:144). By 1885, it was described as a "considerable village" with a population of about 600 (Blackett Robinson 1885:112). By the late 1890s, it contained three churches representing Catholics, Methodists and Presbyterians (Boyle 1896:224).

The village was primarily centred around the intersection of Kingston Road and the Military Trail on either side of Highland Creek. The main concentration of settlement here was focused on part of Lots 6, 7 and 8 in Concession 1 on land owned by William Helliwell. The central portion of the village, located on Lot 7, was formally subdivided into fifteen large building lots by a plan prepared in January 1855 (Plan 114). At that time a cooper's shop stood in the apex of land on the west side of the intersection of Kingston Road and the Military Trail, and a dwelling house was located south of Kingston Road on the east side of Morrish.

Local tradition relates that during the 1860s, approximately 150 local businessmen and speculators formed an oil drilling company along Highland Creek. The only oil discovered here was a small amount that a prankster poured into the rig one night, although a salt deposit was discovered during the drilling operation.

Despite the loss of heritage structures within the village due to modern developments, the history of Highland Creek is kept alive through large painted outdoor murals (Brown 1997:105). The west end of the village was said to have contained a cluster of shanties built by Irish railway workers during the 1850s. As a result, this part of the village was referred to as "Corktown" (Brown 1997:105).

Scarboro' Village was located on part of Lots 18 and 19 in Concessions "C" and "D" around Kingston Road and Eglinton Avenue. It was first named "Scarborough Post Office" when a post office was established here in 1830. Peter Secor was appointed as the first postmaster. The name of the community was changed to Scarboro' Village around 1856, and then was re-named "Scarborough" as a sub-post office in May 1955. This post office was finally closed in April 1959. Located on the Grand Trunk Railway line, it contained a general store, blacksmith, school, church, a tavern known as Baird's Hotel, and some homes. It also boasted a telegraph office and a population of approximately 200 inhabitants (Crossby 1873:309). By the late 1880s, the population had grown to about 300, and was described as "an attractive and pleasant neighbourhood" (Blackett Robinson 1885:112).

The west half of the village was laid out on part of Lot 19 by proprietor Isaac Stoner in 1856, who sold the building lots at auction. It is said that some of the choice lots sold for as much as $428 at the time. The west half soon became the larger and more populous half of the village, laid out on a grid which contained a number of streets and 107 building lots, as well as the Grand Trunk Railway freight depot and station. Unlike the other mid-Victorian village developments within the study corridor, many of the streets laid out on the Isaac Stoner plan still survive to this day. The notable exceptions are the disappearance of Railway Street and the renaming of Smith Street as Luella Street.

The first plan of subdivision showed two structures on "W. Hall's lot" on the northwest corner of Markham Road and Eglinton Avenue East. The plan of 1856 also showed the line of track for the Great Western Railway, as well as a freight depot and station house. Another private owner named G. Chester had purchased Lot 80, situated at the intersection of Baker Street and Markham Road.

A recent history of this community has described it as "one of those many speculative railway towns" (Brown 1997:196). It is said that due to the steepness of the grade and the curve, the Grand Trunk Railway found it difficult to stop and start here. This lead to the relocation of the track and station from its original Kingston Road-Eglinton Avenue location in 1856, at which time the name of the settlement was changed from Scarborough Post Office to Scarborough Village. Even the new location proved to be unsatisfactory for the station, which was moved yet again to the vicinity of Scarborough Junction near Midland Avenue. By the late 1890s, Scarborough Village had ceased to be a regular station stop and it was "considered by many to be a ghost town and most of the lots remained empty" (Brown 1997:196).

During the 1960s, Markham Road was widened and several structures on the west side of the road were demolished. During the 1980s, Eglinton Avenue was widened and other heritage buildings fell victim to the new developments. Today, a few 19th century structures remain within the boundaries of the village, although most of the present day housing dates between the 1960s and 1980s (Brown 1997:197).

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be captured by the basic proximity to water model outlined in Section 2.2, since these occupations were subject to similar environmental constraints. An added factor however is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 m of an early settlement road, are also considered to have potential for the presence of Euro-Canadian archaeological sites.

Therefore, depending on the degree of previous land disturbance, it may be concluded that there is potential for the recovery of historic cultural material within the study corridor.

3.0 FIELD REVIEW

A field review of the study corridor was conducted by Mr. Peter Carruthers (P163), ASI, on February 4, 2009, in order to confirm the assessment of archaeological site potential and to determine the degree to which development and landscape alteration may have affected that potential. Weather conditions during the field assessment were overcast and -8°C. Field observations and photographs have been compiled onto maps of the study corridor.

Typically, rights-of-way (ROW) can be divided into two areas: the disturbed ROW, and ROW lands beyond the disturbed ROW. The typically disturbed ROW extends outwards from either side of the centerline of the traveled lanes. The disturbed ROW includes the traveled lanes and shoulders, and extends to the toe of the fill slope, the top of the cut slope, or the outside edge of the drainage ditch, whichever is furthest from the centerline. Subsurface disturbance within these lands may be considered extreme and pervasive, negating any archaeological potential for such lands.

ROW construction disturbance may be found to extend beyond the typical disturbed ROW area. Such ROW disturbances generally include additional grading, cutting and filling, additional drainage ditching, watercourse alteration or channelization, servicing, removals, intensive landscaping, and heavy construction traffic. Areas beyond the typically disturbed ROW generally require archaeological assessment in order to determine archaeological potential relative to the type or scale of disturbances that may have occurred in these zones.

The proposed Scarborough – Malvern LRT corridor will connect Kennedy Subway Station with northern Scarborough and Malvern. The preferred alignment would travel east along Eglinton Avenue, northeast on Kingston Road, north on Morningside Avenue to Sheppard Avenue where it would interline with the proposed Sheppard East LRT. For the purpose of this report, the study corridor has been divided into three sections: Eglinton, Kingston and Morningside corridors.

3.1 Eglinton Avenue Corridor (Figures 6-1 to 6-6)

The Eglinton Avenue corridor begins east of Birchmount Road and travels east to Kingston Road, within the existing roadbed. Within the study corridor, Eglinton Avenue consists of a six-lane urban cross-section. The field review of this portion of the study corridor proceeded from west to east, starting just east of Birchmount Road.

The Eglinton Avenue ROW has been heavily disturbed by typical road construction, exhibiting grading, utility installation, and landscaping, and by residential and commercial developments (Plates 1 to 6). Due to the extent of previous disturbance, the Eglinton Avenue ROW does not exhibit archaeological site potential. No further archaeological assessment is required along this portion of the study corridor (Figures 6-1 to 6-6, areas marked in yellow).

3.2 Kingston Road Corridor (Figures 7-1 to 7-5)

The Kingston Road corridor begins just south of Eglinton Avenue and travels northeast to Orchard Park Drive, within the existing roadbed. The field review of this portion of the study corridor proceeded from south to north, starting just south of Eglinton Avenue.

The Kingston Road ROW has been heavily disturbed by typical road construction, exhibiting grading, utility installation, and landscaping, and by residential and commercial developments (Plates 7 to 9). Due to the extent of previous disturbance, the Kingston Road ROW does not exhibit archaeological site potential. No further archaeological assessment is required along this portion of the study corridor (Figures 7-1 to 7-5, areas marked in yellow).

3.3 Morningside Avenue Corridor (Figures 8-1 to 8-6)

The Morningside Avenue corridor begins at Kingston Road and travels north to Casebridge Court. The field review of this portion of the study corridor proceeded from south to north, starting at Kingston Road.

The Morningside Avenue ROW has been heavily disturbed by typical road construction, exhibiting grading, utility installation, and landscaping, and by residential and commercial developments (Plates 10, 12, 19-21). Due to the extent of previous disturbance, the Morningside Avenue ROW does not exhibit archaeological site potential. No further archaeological assessment is required along this portion of the study corridor (Figures 8-1 to 8-6, areas marked in yellow).

For the most part, the land around Highland Creek can be characterized as having excessive slope (Plates 12, 14). These portions of the study corridor do not have archaeological potential, and no further archaeological assessment is therefore required (Figure 8-2 and 8-3, areas marked in pink).

The proposed LTR alignment extends beyond the existing Morningside Avenue ROW north of Warnsworth Street. At Warnsworth Street, the proposed LTR alignment extends beyond the existing Morningside Avenue ROW into Morningside Park. The road will be extended and a new bridge over Highland Creek will need to be constructed. Between Warnsworth Street and Highland Creek a number of areas have remained undisturbed, and they exhibit archaeological site potential (Plate 11 and 13). Should the proposed project encroach upon undisturbed land with archaeological potential, a Stage 2 assessment should be conducted (Figures 8-1 and 8-2, areas marked in green).

Archaeological potential is also extant along Military Trail, which corresponds to a historic transportation corridor (Plates 15-18). Should the proposed project encroach upon undisturbed land with archaeological potential, a Stage 2 assessment should be conducted (Figures 8-3 and 8-4, areas marked in green).

4.0 SUMMARY AND CONCLUSIONS

A Stage 1 archaeological assessment was conducted for the Transit City Light Rail Plan, Scarborough – Malvern Corridor. Background research determined that no sites had been registered within the study corridor or within 2 km of it. However, a review of the general physiography and local nineteenth century land uses of the study corridor suggested that it exhibits archaeological site potential.

The field review determined that although most of the study corridor has been previously disturbed by construction activities, there are several areas adjacent to the ROW that remain undisturbed and contain archaeological potential.

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

1. The Eglinton Avenue, Kingston Road, and Morningside Avenue ROWs do not retain archaeological site potential due to previous road, commercial, and residential disturbances (Figures 6-1 to 6-6, 7-1 to 7-5, and 8-1 to 8-6: areas marked in yellow), or excessive slope (Figures 8-2 and 8-3: areas marked in pink). Additional archaeological assessment is not required within the existing ROWs, and these portions of the study corridor can be cleared of further archaeological concern; and

2. A Stage 2 archaeological assessment should be conducted on any non-ROW lands determined to have archaeological potential that are impacted by the proposed project (Figures 8-1 to 8-4: areas marked in green). This work will be done in accordance with the MCL's draft *Standards and Guidelines for Consultant Archaeologists* (MCL 2006), in order to identify any archaeological remains that may be present.

The following MCL conditions also apply:

- This report is filed with the Minister of Culture in compliance with sec. 65 (1) of the Ontario Heritage Act. The ministry reviews reports to ensure that the licensee has met the terms and conditions of the licence and archaeological resources have been identified and documented according to the standards and guidelines set by the ministry, ensuring the conservation, protection and preservation of the heritage of Ontario. It is recommended that development not proceed before receiving confirmation that the Ministry of Culture has entered the report into the provincial register of reports.

- 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.

- Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services.

The documentation and artifacts related to the archaeological assessment of this project will be curated by archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty

the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner, the Ontario Ministry of Culture, and any other legitimate interest groups.

5.0 REFERENCES CITED

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6.0 OVERSIZED GRAPHICS

Figures 6-1 to 6-6: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

Figures 7-1 to 7-5: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

Figures 8-1 to 8-6: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

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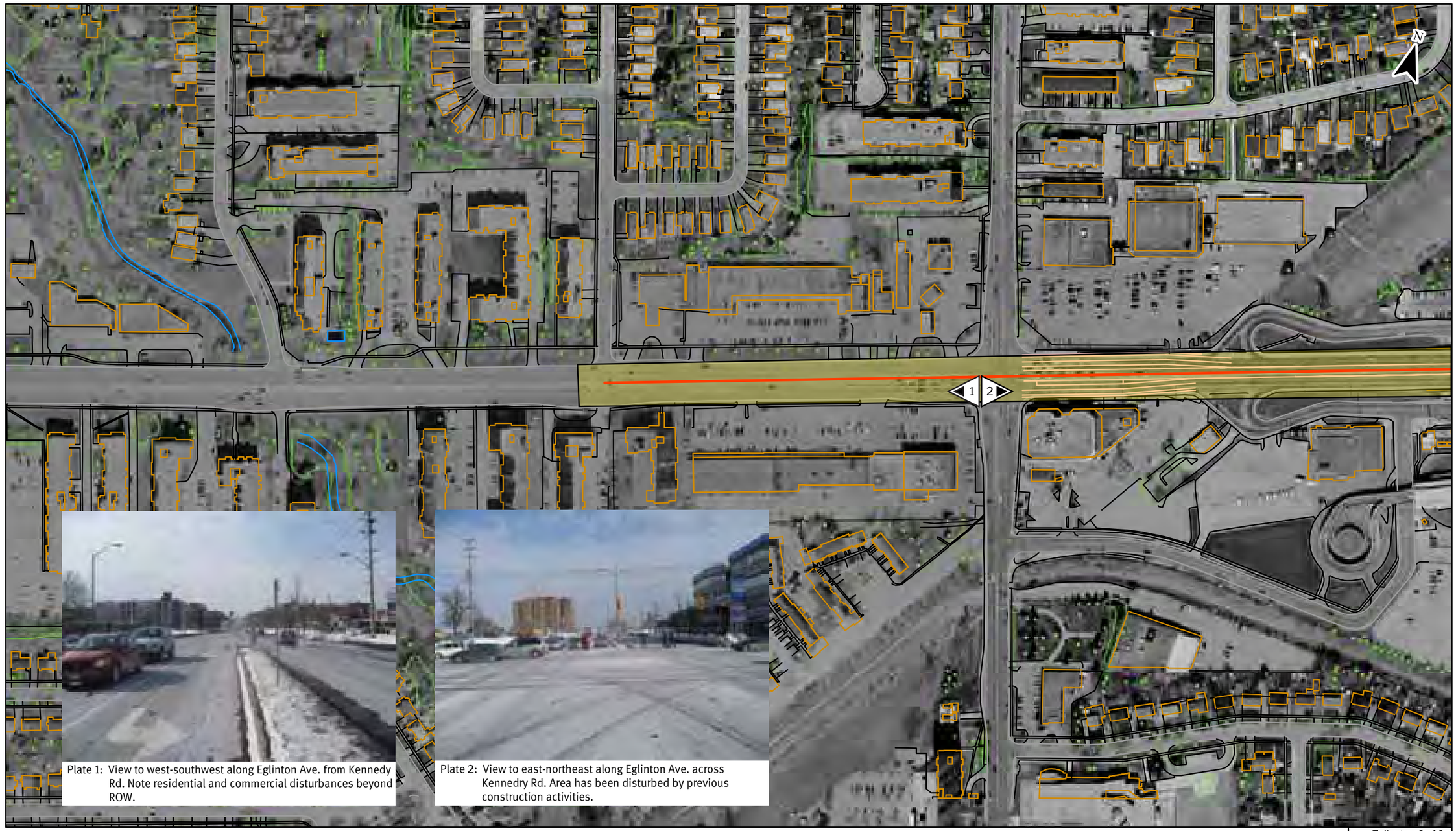


Plate 1: View to west-southwest along Eglinton Ave. from Kennedy Rd. Note residential and commercial disturbances beyond ROW.

Plate 2: View to east-northeast along Eglinton Ave. across Kennedry Rd. Area has been disturbed by previous construction activities.

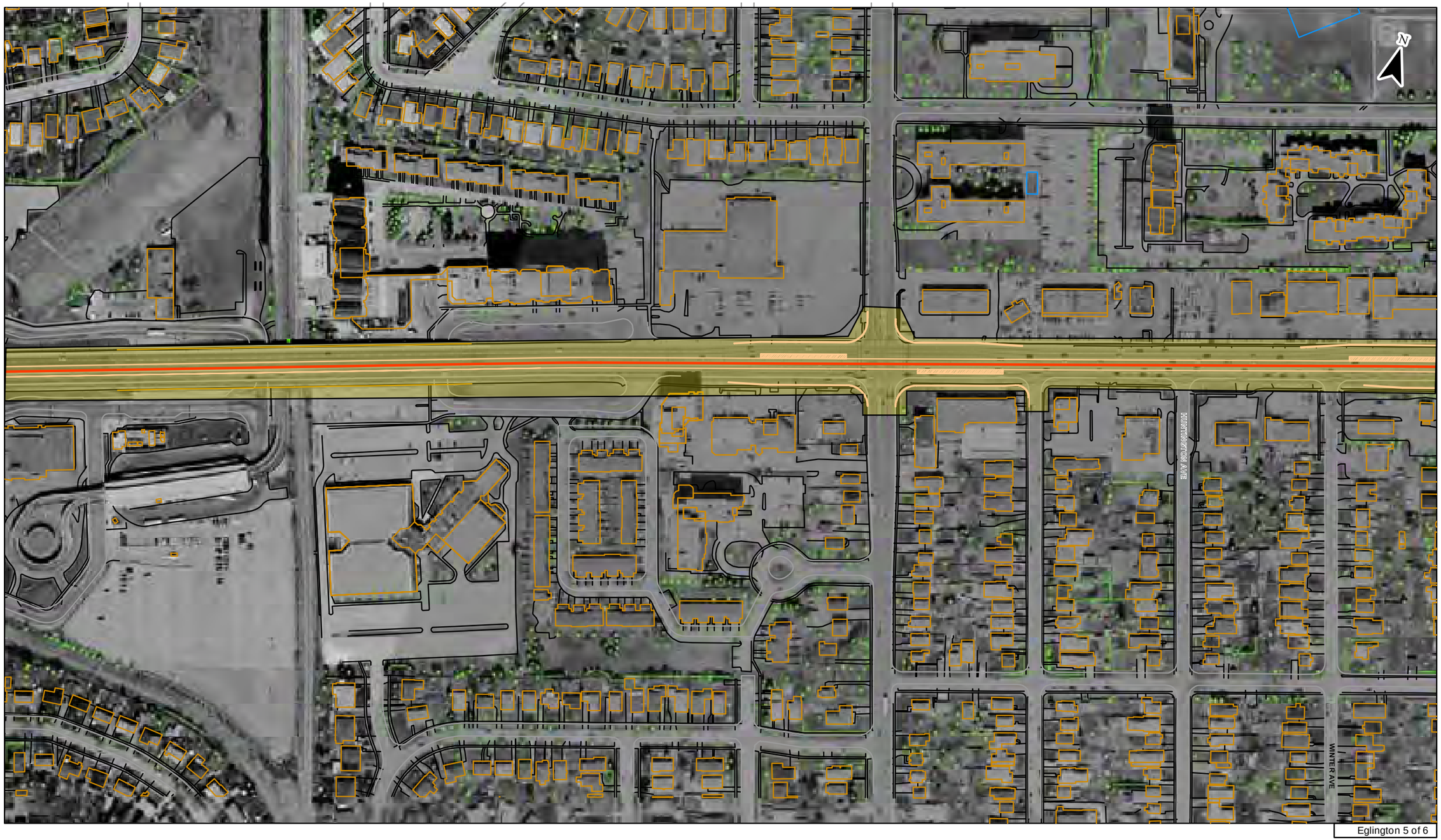
Archaeological Services Inc.

Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed
Photo location & direction

0 30 60 90 120 150
Meters

DATE: Sept 24, 2009
FILE: 08EA-103-104_ScarbMalv_Sheets

Figure 6-1: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment



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Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed
Photo location & direction

0 30 60 90 120 150
Meters

DATE: Sept 24, 2009
FILE: 08EA-103-104_ScarbMalv_Sheets

Figure 6-2: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

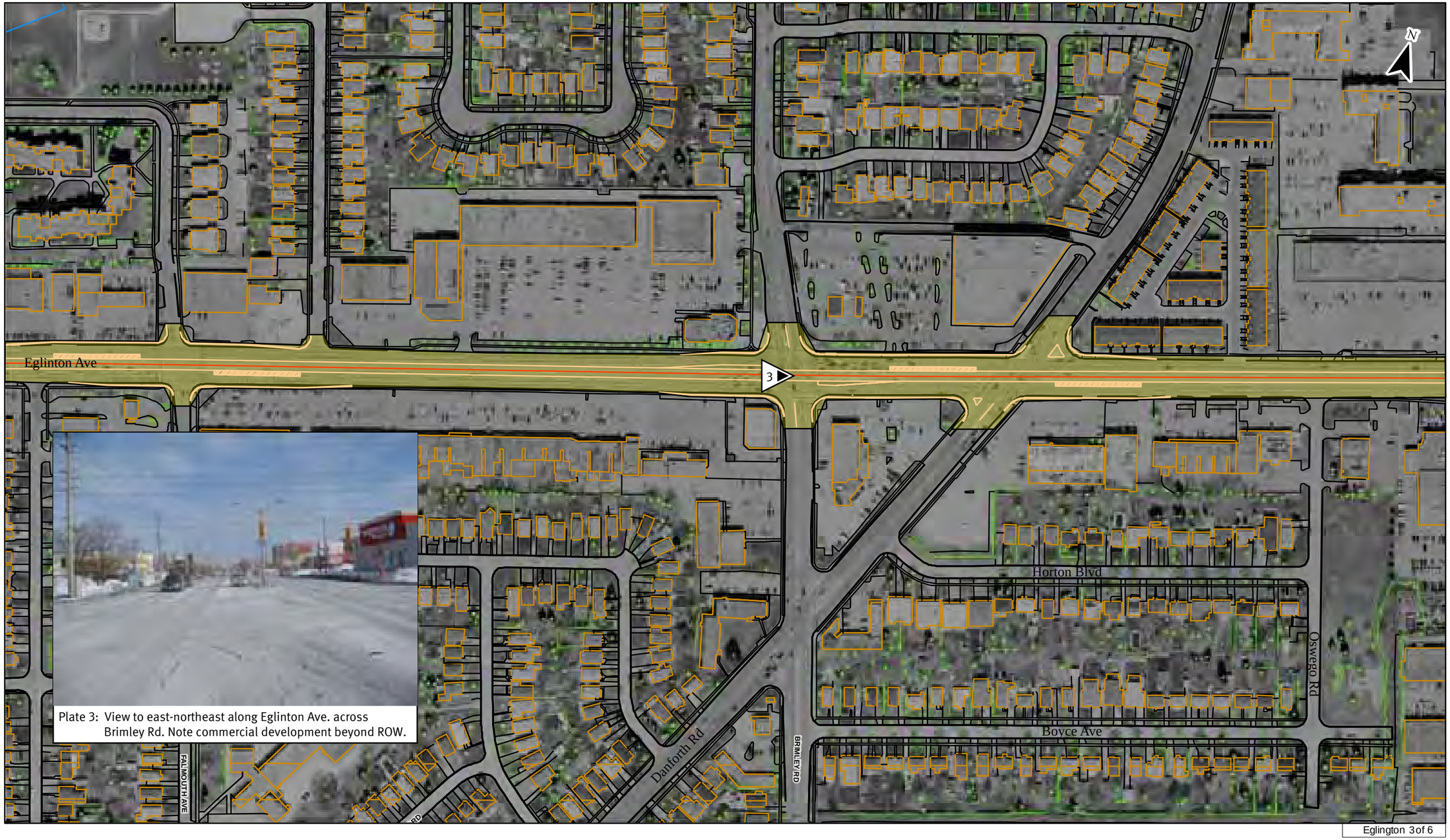


Plate 3: View to east-northeast along Eglinton Ave. across Brimley Rd. Note commercial development beyond ROW.

Archaeological Services Inc.

Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed
Photo location & direction

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Eglington

Figure 6-3: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

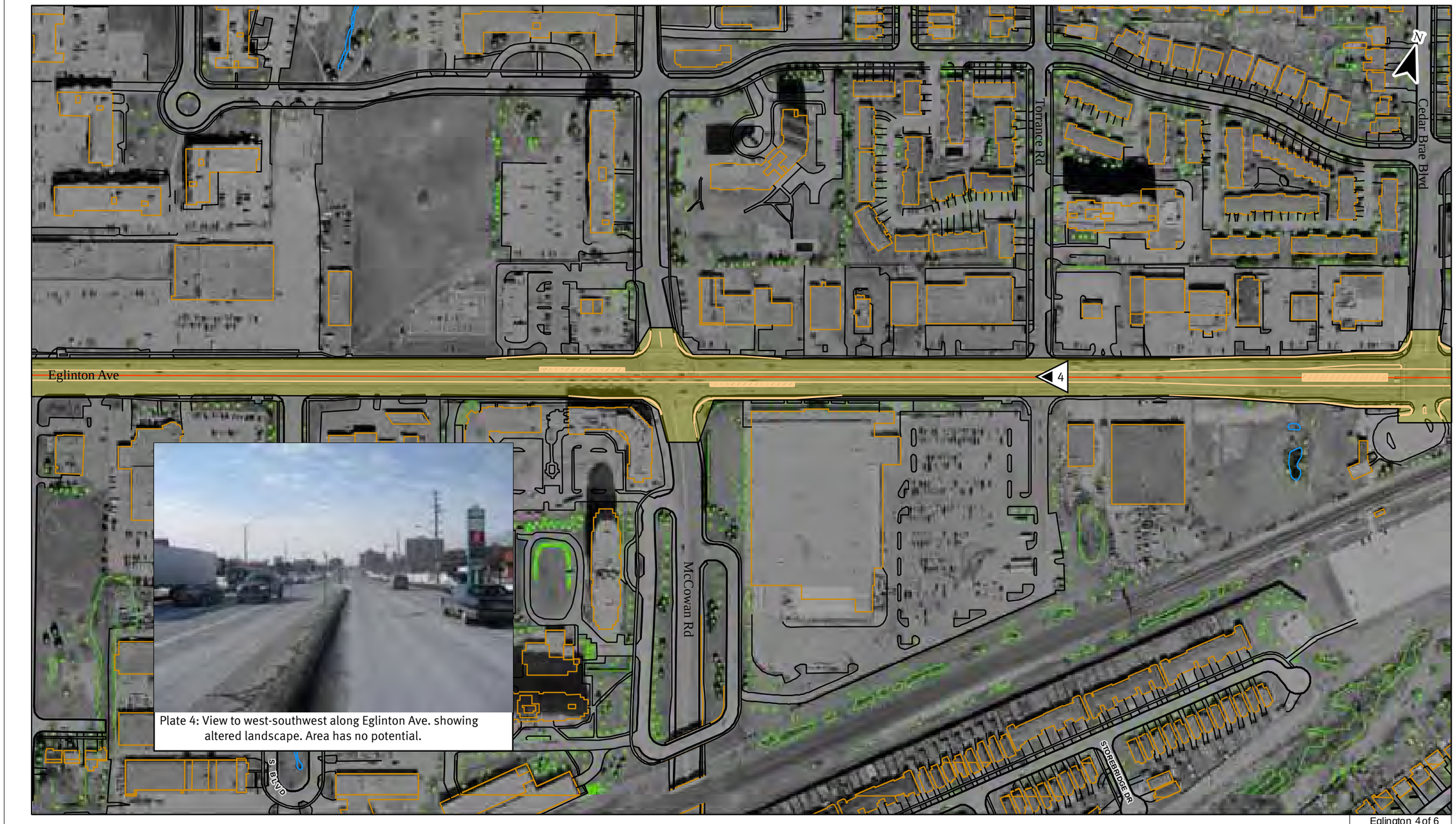


Figure 6-4: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

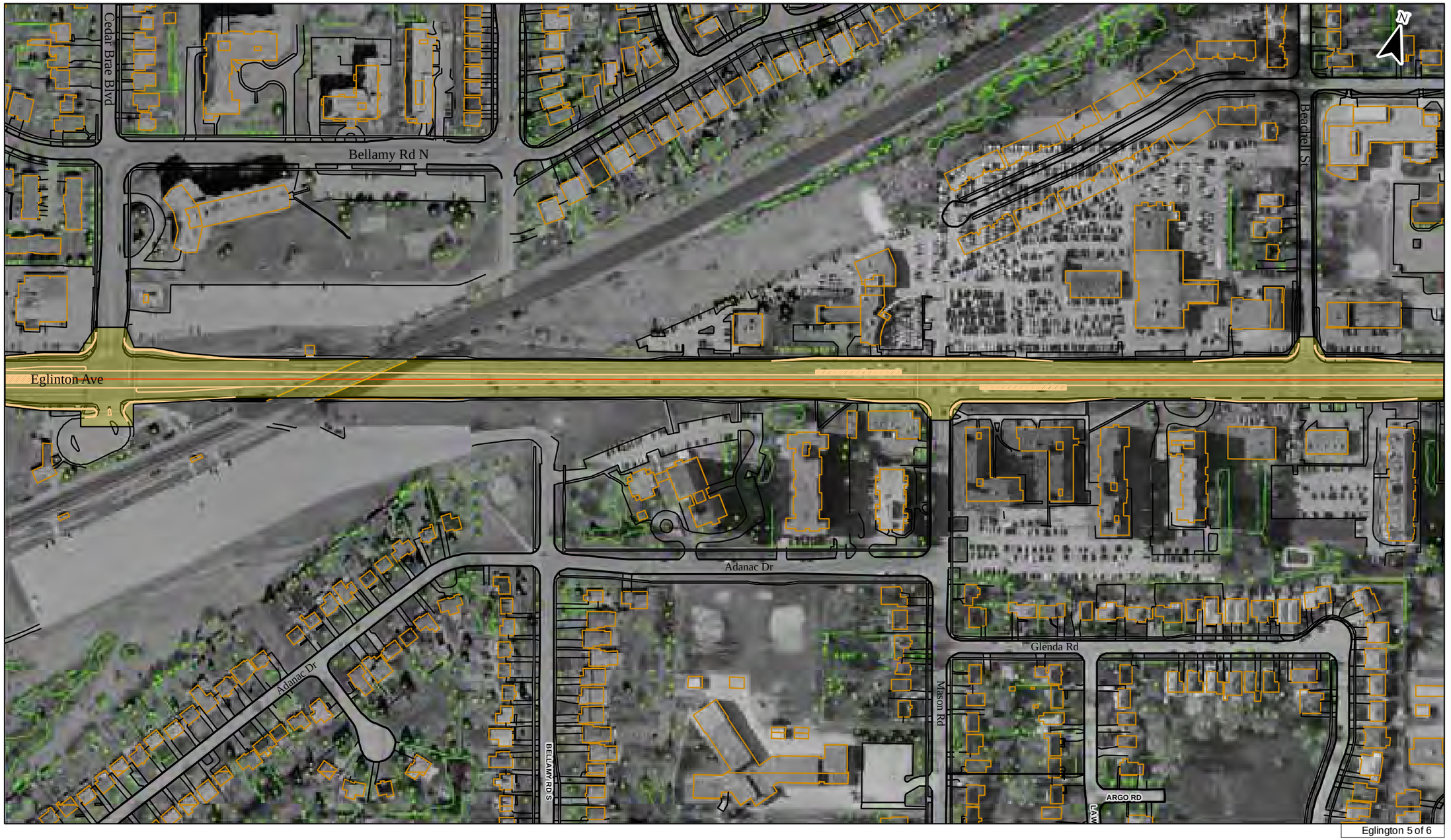
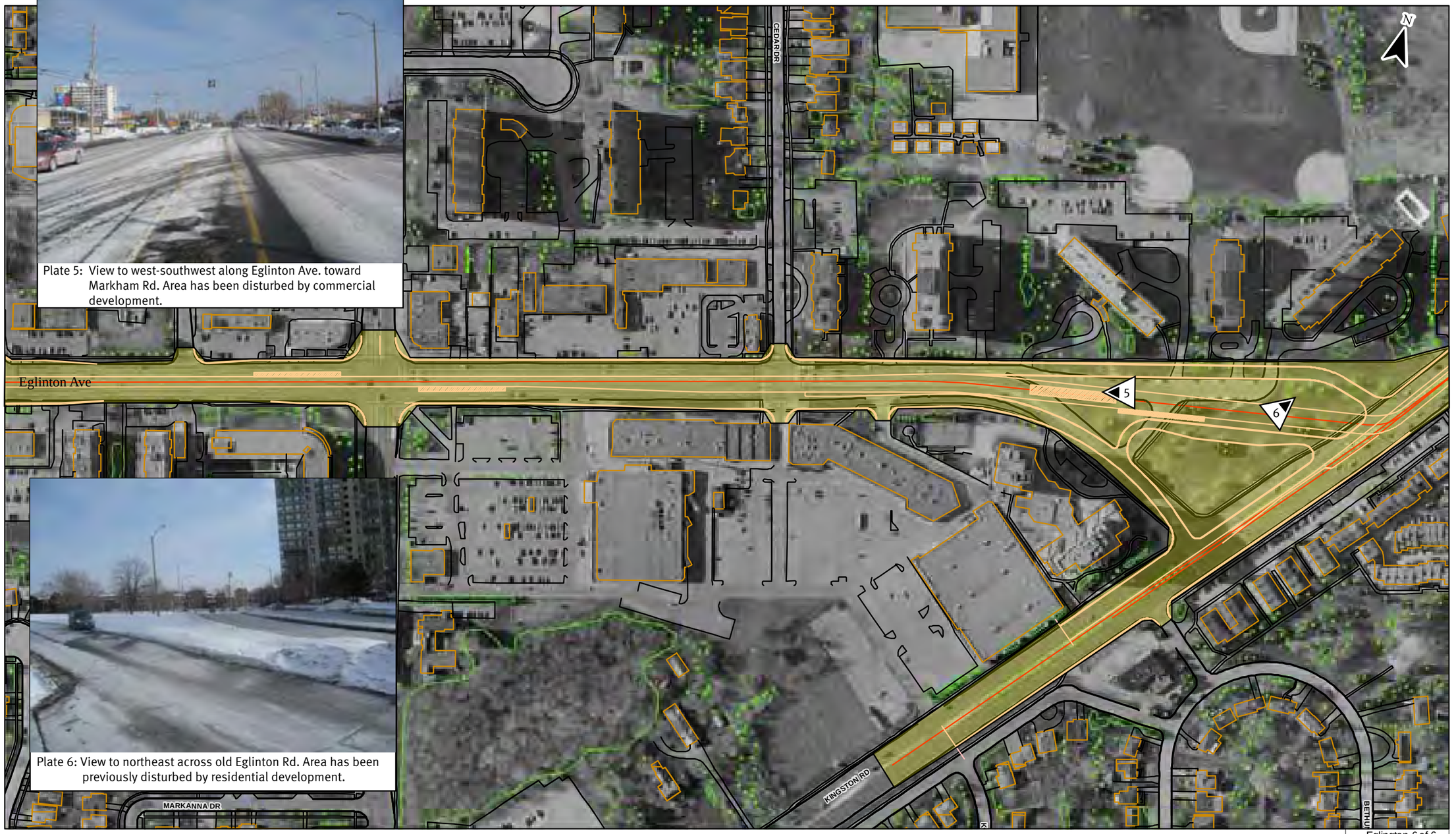


Figure 6-5: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

Plate 5: View to west-southwest along Eglinton Ave. toward Markham Rd. Area has been disturbed by commercial development.

Plate 6: View to northeast across old Eglinton Rd. Area has been previously disturbed by residential development.



Archaeological Services Inc.

Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed
Photo location & direction

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Eglington

Figure 6-6: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

Figure 7-1: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

Plate 7: View to north-northeast along Kingston Rd. Landscape has been altered by residential development and has no potential.

Kingston 2 of 5

Archaeological Services Inc.

Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed
Photo location & direction

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Kingston

Figure 7-2: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

Figure 7-3: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

Figure 7-4: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

Plate 9: View to northeast along Kingston Rd. from Morningside Ave. Landscape has been previouslyu altered and has no potential.

Archaeological Services Inc.

Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed
Photo location & direction

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Kingston

Figure 7-5: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

Plate 11: View to southwest across Morningside Ave. Potential exists along front lawn of school where LRT is proposed.

Plate 10: View to south along Morningside Ave. Area has been previously disturbed by construction activities and has no potential.

Archaeological Services Inc.

Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed
Photo location & direction

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Morning

Figure 8-1: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

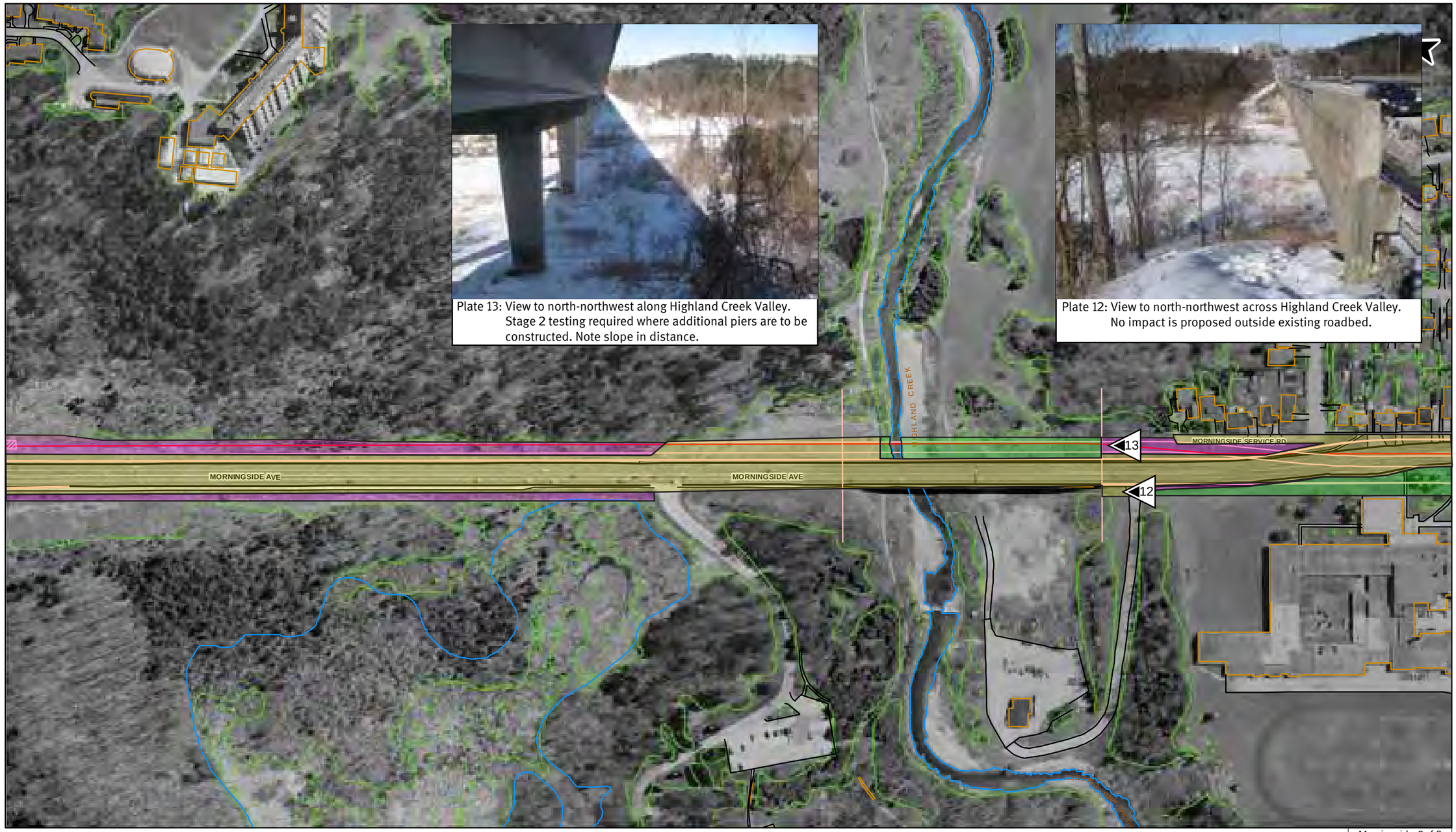


Plate 13: View to north-northwest along Highland Creek Valley. Stage 2 testing required where additional piers are to be constructed. Note slope in distance.

Plate 12: View to north-northwest across Highland Creek Valley. No impact is proposed outside existing roadbed.

Archaeological Services Inc.

Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed
No Potential: slope
Photo location & direction

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Morning

Figure 8-2: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

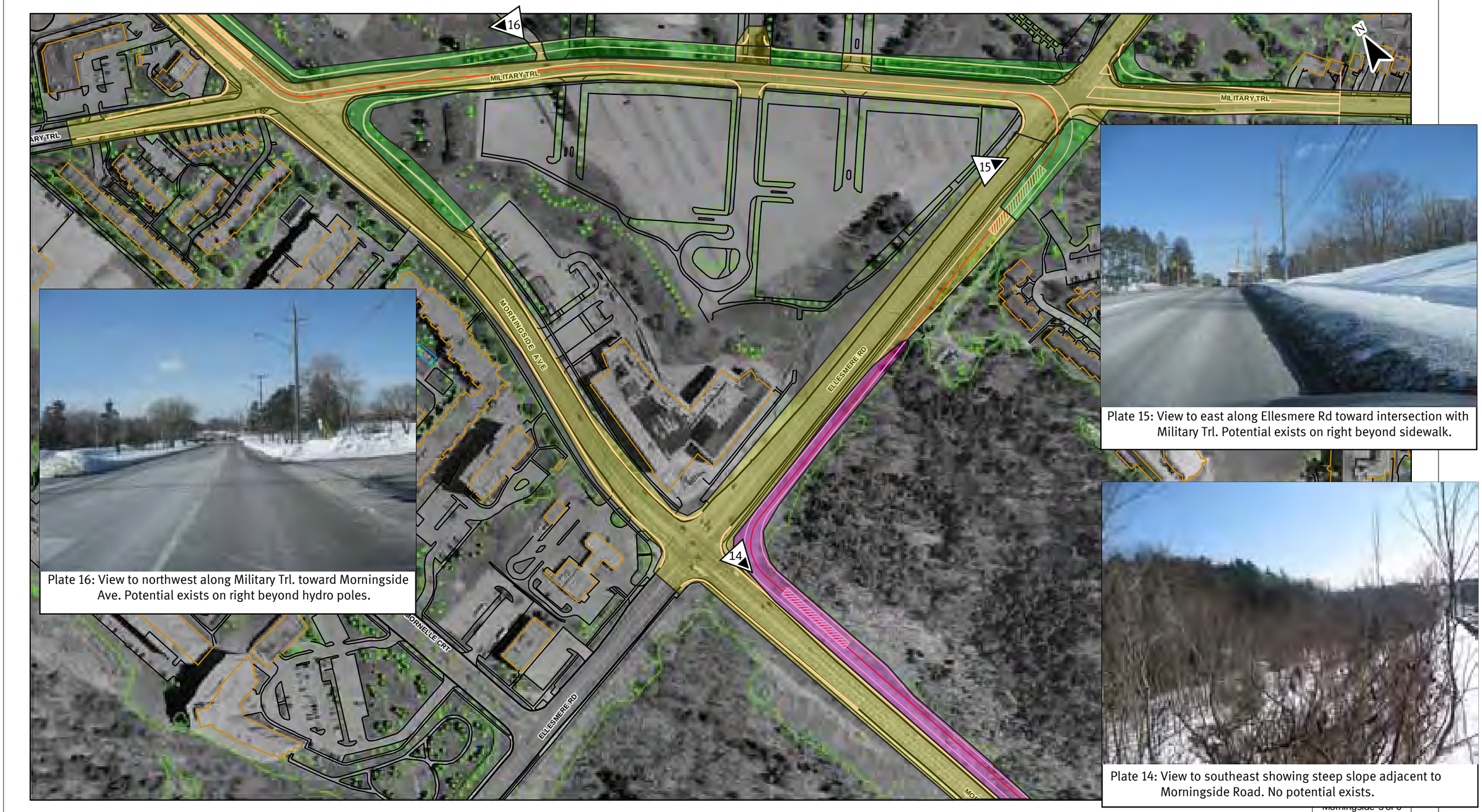


Plate 16: View to northwest along Military Trl. toward Morningside Ave. Potential exists on right beyond hydro poles.

Plate 15: View to east along Ellesmere Rd toward intersection with Military Trl. Potential exists on right beyond sidewalk.

Plate 14: View to southeast showing steep slope adjacent to Morningside Road. No potential exists.

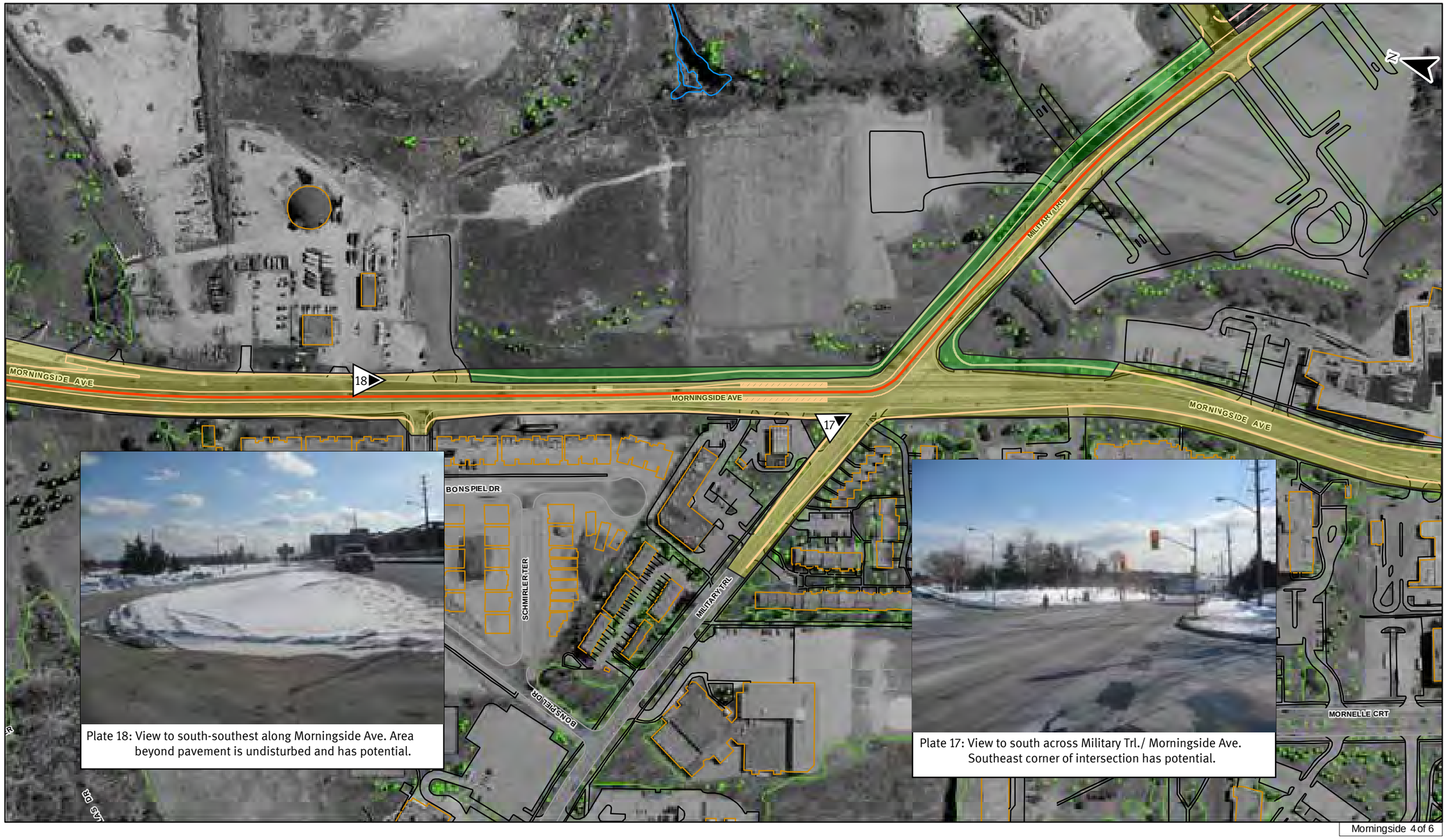
Archaeological Services Inc.

Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed/ excessive slope
No Potential: slope
Photo location & direction

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Morning

Figure 8-3: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment



Archaeological Services Inc.

Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed
Photo location & direction

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Morning

Figure 8-4: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

Plate 19: View to north-northwest along Morningside Ave. Landscape has been previously altered and has no potential.

Archaeological Services Inc.

Existing Roads and Sidewalks
Existing Buildings
Proposed Roads, Rails, and Platforms
LRT Alignment
Water
Vegetation
Archaeological Potential
No Potential: disturbed
Photo location & direction

0 50 100 150
Metres

DATE: Dec. 3rd, 2008
FILE: 08EA-103-104_ScarbMalv_Morning

Figure 8-5: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment

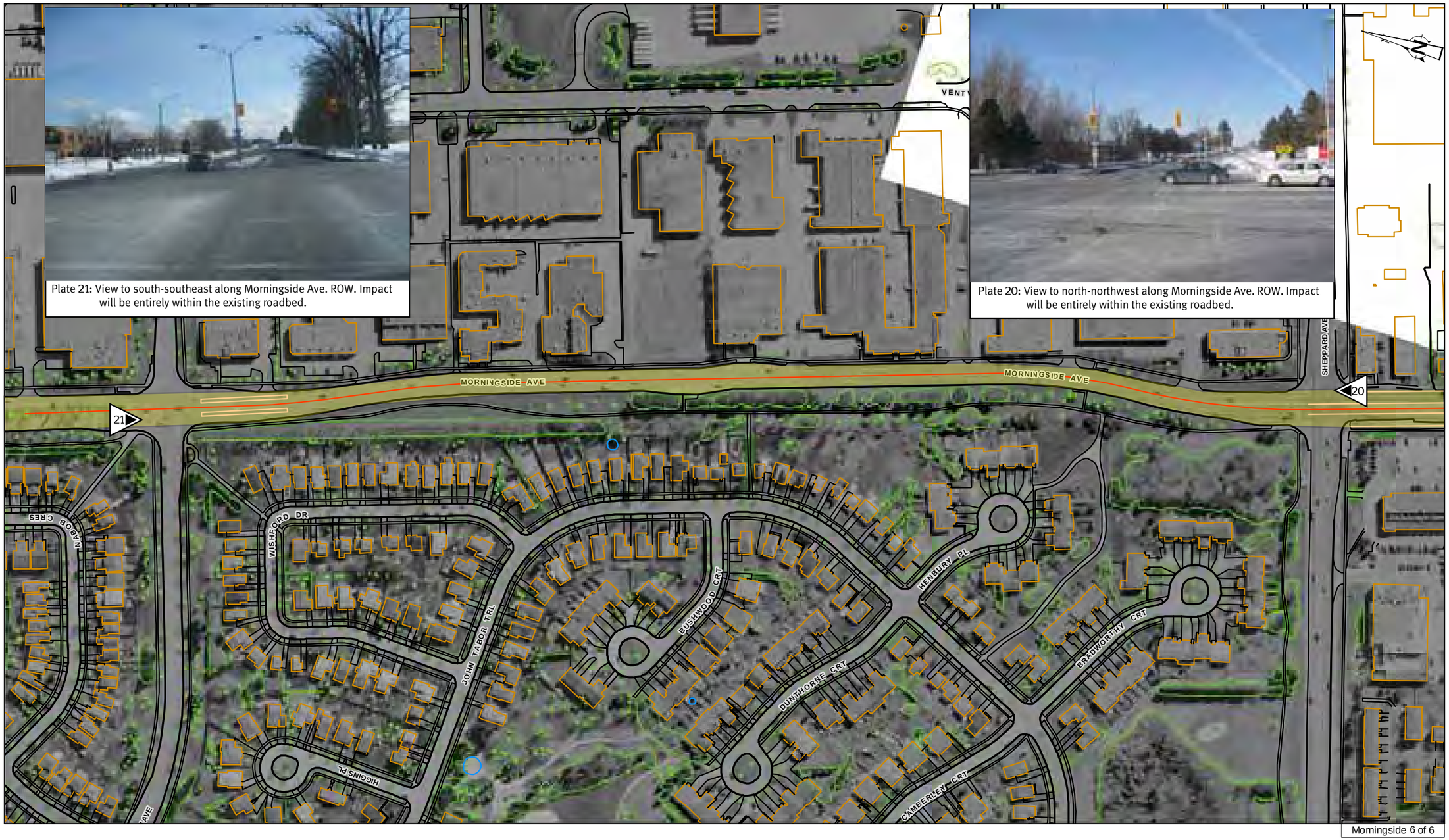


Figure 8-6: Scarborough-Malvern LRT Environmental Assessment - Results of the Stage 1 Archaeological Assessment