

Stage 1 Archaeological Assessment of 7 St. Dennis Drive and 10 Grenoble Drive, Part of Blocks E and E1, Plan M-834, Part of Lots 9 and 10, Concession 3 From the Bay, Geographic Township of York, County of York, City of Toronto

Original Report

Prepared for:

Osmington Gerofsky Development Corporation

600-141 Adelaide Street West

Toronto, Ontario, M5H 3L5

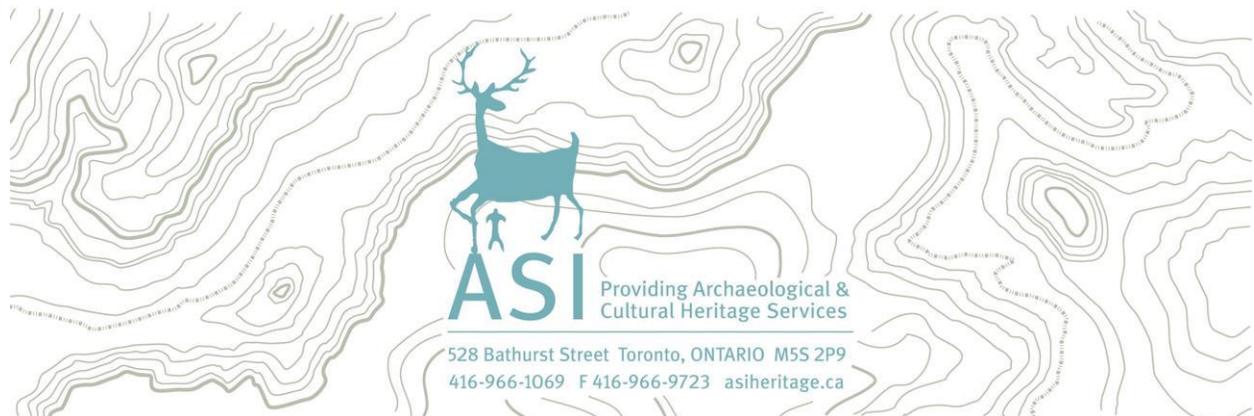
(416) 362-5177

Archaeological Licence: P449 (Bhardwaj)

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Executive Summary

Archaeological Services Inc. was contracted by Osmington Gerofsky Development Corporation to conduct a Stage 1 Archaeological Assessment of 7 St. Dennis Drive and 10 Grenoble Drive, Part of Blocks E and E1, Plan M-834, Part of Lots 9 and 10, Concession 3 From the Bay, in the Geographic Township of York, County of York, now in the City of Toronto. The subject property is approximately 4.6 hectares.

The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth- and twentieth-century settlement trends as well as the general guidance provided by the *City of Toronto Archaeological Management Plan* (Archaeological Services Inc. et alia, 2004). This research indicated there would typically be potential for the presence of Indigenous and Euro-Canadian archaeological resources on the subject property; however, there is no possibility for the survival of any *in situ* archaeological material due to the widespread and intensive ground disturbance from previous development.

The Stage 1 field review determined that the subject property does not retain any landscape integrity or archaeological potential due to previous extensive and pervasive ground disturbances. As such, it is recommended that no further archaeological assessment of the property be required.



Project Personnel

- **Senior Project Manager:** David Robertson, Master of Arts, (P372), Partner, Director, Planning Assessment Division
- **Project Manager:** Robb Bhardwaj, Master of Arts (P449), Associate Archaeologist, Project Manager, Planning Assessment Division
- **Project Director:** Robb Bhardwaj
- **Project Administrator:** Lauren Vince, Honours Bachelor of Arts (R1235), Archaeologist, Project Administrator, Planning Assessment Division
- **Field Director:** Christopher Brown, Master of Arts (P361), Associate Archaeologist, Project Manager, Planning Assessment Division
- **Project Historians:** Christopher Brown; David Robertson
- **Report Preparation:** Dana Millson, Doctor of Philosophy, Archaeologist, Technical Writer, Planning Assessment Division
- **Graphics:** Peter Bikoulis, Doctor of Philosophy, Archaeologist, Geographic Information System Technician, Operations Division
- **Report Reviewers:** Robb Bhardwaj; David Robertson



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1.0 Project Context

Archaeological Services Inc. was contracted by Osmington Gerofsky Development Corporation to undertake a Stage 1 Archaeological Assessment of 7 St. Dennis Drive and 10 Grenoble Drive, Part of Blocks E and E1, Plan M-834, Part of Lots 9 and 10, Concession 3 From the Bay, in the Geographic Township of York, County of York, now in the City of Toronto (Figure 1). The subject property is approximately 3.88 hectares.

1.1 Development Context

This assessment was conducted under the senior project management of David Robertson (P372), the project management and the project direction of Robb Bhardwaj (P449) under Ministry of Heritage, Sport, Tourism and Culture Industries (hereafter “the Ministry”) Project Information Form P449-0642-2022. All activities carried out during this assessment were completed as part of a Zoning By-Law Amendment application, as required by the City of Toronto and the *Planning Act* (Ministry of Municipal Affairs and Housing, 1990). All work was completed in accordance with the *Ontario Heritage Act* (Ministry of Culture, now the Ministry, 1990) and the Standards and Guidelines for Consultant Archaeologists (hereafter “the Standards”) (the Ministry, formerly Ministry of Tourism and Culture/Ministry of Tourism, Culture, and Sport, 2011).

The work carried out for this assessment was also guided by the *City of Toronto Archaeological Management Plan* (Archaeological Services Inc. et alia, 2004), which provides further refinement with regard to buffers surrounding any noted features or characteristics that affect archaeological potential.

Permission to access the subject property and to carry out all activities necessary for the completion of the assessment was granted by the proponent on June 3, 2022.



1.2 Historical Context

The purpose of this section is to describe the past and present land use and settlement history, and any other relevant historical information gathered through the Stage 1 background research. First, a summary is presented of the current understanding of the Indigenous land use of the subject property. This is followed by a review of historical Euro-Canadian settlement trends.

Historically, the subject property was located on the boundary between Lots 9 and 10, Concession 3 From the Bay, in the former Geographic Township of York, County of York. The property currently comprises two multi-storey apartment buildings, associated underground parking lots, and surrounding walkways, driveways, parking lots, and landscaped areas.

1.2.1 Pre-Contact Settlement

Southern Ontario has a cultural history that began approximately 13,000 years ago and continues to the present. Table 1 provides a general summary of the pre-contact Indigenous settlement of the subject property and surrounding area.

Table 1: Pre-contact Indigenous Temporal Culture Periods in Southern Ontario

Period	Description
Paleo 13,000 Before Present – 9,000 Before Present	<ul style="list-style-type: none"> • First human occupation of Ontario • Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • Language Unknown • Small occupations • Non-stratified populations
Archaic 9,000 Before Present – 3,000 Before Present	<ul style="list-style-type: none"> • Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • Small occupations • Non-stratified populations • Mortuary ceremonialism • Extensive trade networks for raw materials and finished objects



Period	Description
<p>Early Woodland 3,000 Before Present – 2,400 Before Present</p>	<ul style="list-style-type: none"> • Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • General trend in spring/summer congregation and fall/winter dispersal • Small and large occupations • First evidence of community identity • Mortuary ceremonialism • Extensive trade networks for raw materials and finished objects
<p>Middle Woodland 2,400 Before Present – 1,300 Before Present, Transitional Woodland 1,300 Before Present – 1,000 Before Present</p>	<ul style="list-style-type: none"> • Astronomers/ Artists/ Hunters/ Gatherers/ Foragers • A general trend in spring/summer congregation and fall/winter dispersal into large and small settlements • Kin-based political system • Increasingly elaborate mortuary ceremonialism • Incipient agriculture in some regions • Longer term settlement occupation and reuse
<p>Late Woodland (Early) <i>Anno Domini</i> 900 – <i>Anno Domini</i> 1300</p>	<ul style="list-style-type: none"> • Foraging with locally defined dependence on agriculture • Villages, specific and special purpose sites • Socio-political system strongly kinship based
<p>Late Woodland (Middle) <i>Anno Domini</i> 1300 – <i>Anno Domini</i> 1400</p>	<ul style="list-style-type: none"> • Major shift to agricultural dependency • Villages, specific and special purpose sites • Development of socio-political complexity
<p>Late Woodland (Late) <i>Anno Domini</i> 1400 – <i>Anno Domini</i> 1650</p>	<ul style="list-style-type: none"> • Complex agricultural society • Villages, specific and special purpose sites • Politically allied regional populations



1.2.2 Post-Contact Settlement

Treaty 13 – The Toronto Purchase

The subject property is within Treaty 13, the Toronto Purchase. In 1787, representatives of the Crown met with members of the Mississaugas at the Bay of Quinte to negotiate the sale of lands along the shore of Lake Ontario near the settlement of York, the seat of the colonial government. Due to disputes over the boundaries, a new agreement, the Toronto Purchase, was signed on August 1, 1805, in which the Mississaugas ceded to the Crown 250,830 acres of land. Both the 1787 Purchase and its 1805 Indenture are known as Treaty 13. The Mississaugas claimed that the Toronto Islands and other lands were not part of the purchase, and a land claim settlement was reached for these areas in 2010 (Mississauga of the New Credit First Nation, 2001; Mississaugas of the Credit First Nation, 2017).

Township of York

Between 1784 and 1792, this area of southern Ontario formed part of the judicial District of Montreal in the Province of Quebec. Augustus Jones undertook the first township survey for York in 1791 and established a base line at present-day Queen Street (Winearls, 1991:591; Firth, 1962:11). The Township comprised part of the East Riding of York in the Home District, which was administered from Niagara from 1792 until 1800.

Unofficially, plans were made in the winter of 1796 for York to be made the capital of Upper Canada. It was not until February 1798, however, that it was selected as the “seat of Government on mature deliberation” by the Duke of Portland. On January 1, 1800, the Home District was elevated into a separated administrative district from Niagara. Following the abolition of the districts in 1849, the Home District was succeeded by the United Counties of York, Peel and Ontario in 1850. Ontario and Peel were elevated to separate county status in 1851-52 (Firth, 1962:24-47; Armstrong, 1985:143).

The Town of York was incorporated as the City of Toronto on March 6, 1834. The etymology of ‘Toronto’ is most likely related to the Toronto passages



(Archaeological Services Inc. et alia, 2004). It is thought to be derived from either the Mohawk word “tkaronto”, which means “where there are trees standing in the water” or from the Huron-Wendat word “toronton”, meaning “place of meetings”/“place of plenty.” Late seventeenth- and early eighteenth-century French sources refer to Lake Simcoe as Lac Taronto, which is thought to be on account of the fish weir at the Narrows between Lake Simcoe and Lake Couchiching (Natural Resources Canada, 2007). By 1670, Lake Simcoe is also found labeled on several early French maps as Lac de Taronto and in 1686, the Humber carrying place was known as the Passage de Taronto. In turn, that river became known as Rivière Taronto. On the other hand, Nicolas Perrot, a seventeenth-century explorer, interpreter, and fur-trader, used Toronto in his memoirs to apply to the old Huron country evacuated in 1650. He also noted that Toronto was used by Cadillac in a letter at the turn of the seventeenth century and by the remnant populations of the exiled Hurons, Petun, and Neutrals as the name of the region from which they had been expelled fifty years earlier by the Iroquois.

In its first 30 years, York Township (as differentiated from the Town of York) was a rolling and well wooded countryside. The population of the Township increased steadily during the nineteenth century. In 1797, for instance, the total number of inhabitants “of Yonge Street” was estimated at 86 persons (52 males and 34 females). Within the space of one decade, the population of the Township proper was 502. At the outbreak of the War of 1812, York Township contained 756 inhabitants, and by 1823 this number had increased to 1,909 residents. In 1837, the population had reached 4,320 and by 1842 this number had increased again to 5,720 (Walton, 1837:189; Smith, 1846:335; Smith, 1851:43; Mosser, 1984:6, 93, 156).

Eglinton Avenue was surveyed as the township’s baseline and at that time known as Baseline Road. The centre of the township was located at Eglinton Village (the intersection of Yonge Street and Eglinton Avenue) and had several services, including four hotels and a Masonic Hall; Yonge Street was well-settled on both sides of Eglinton. One mile south of Eglinton, the Davis family ran a successful pottery business in the community now known as Davisville. Many suburban residences were constructed along the Davenport Ridge, an early Indigenous trail.



Other villages in the township included Yorkville (incorporated 1884) and North Toronto (Eglinton and Davisville combined, 1889). The villages of Riverdale, Rosedale, the Annex, Seaton Village and Sunnyside were all annexed directly to Toronto during the 1880s.

New immigration and more land annexation, including North Toronto and Moore Park in 1912, resulted in strong population growth. The geographic area of the city doubled between 1891 and 1912 and the population grew from 181,000 to 378,000 during the same period. Between 1922 and 1928, a dramatic economic boom fueled the construction of fourteen new office towers. Increased automobile use necessitated improvements to local roads and crossings. Before the Second World War ended, a post-war reconstruction plan was put together for the city and this represented the first overall approach to urban planning since Governor Simcoe envisioned plans for York in 1793. Residential lots were divided and subdivided as the city's density increased, new office buildings and manufacturing plants filled in open spaces, and public transportation networks were expanded.

Toronto is the capital city of the province of Ontario and, following the 1998 amalgamation of the former borough of East York and the former cities of North York, Scarborough, York, and Etobicoke, became Canada's largest municipality.

Lots 9 and 10, Concession 3 From the Bay

Historically, the subject property was located within both the northwest corner of the east half of Lot 9 and the southwest corner of the east half of Lot 10, in Concession 3 From the Bay, in the former Township of York, County of York.

The east half of Lot 9, Concession 3 From the Bay was initially patented to John Ross in 1798 (Ontario Land Registry Access, no date). It was sold to John Richardson in 1830, who sold it the following year to Simon Washburn. Two months later the east half of the lot was purchased by Joseph Tosoni, who quickly sold the parcel to Francis (Francois) Rossi, in December of 1831. In July of 1832, the eastern half of Lot 9 was sold to Philip De Grassi(e).



There were two men by the name of John Ross in the early Town of York. One was a merchant and the other a carpenter (Firth, 1966:185), who later became an undertaker as well, as was a common practice.

Richardson (1754-May 18, 1831) was a native of Portsoy, Scotland, and the son of Thomas and Helen (Stewart) Richardson. He emigrated to New York in 1774 where he was employed in his uncle's firm of Phynn, Ellice and Company, which later moved to Montreal. The firm was one of the major suppliers for the British army in New York and Philadelphia during the American Revolutionary War. In 1779, Richardson was the commander of a privateer named the *Vengeance*, and in 1780 he was an exporter of goods out of Charleston, South Carolina. In 1787, he helped his cousin, John Forsyth, to reorganize the business affairs of the firm of Robert Ellice and Company. In 1790, they became partners in the mercantile firm of Forsyth, Richardson and Company. They imported a wide variety of merchandise for the markets in Upper and Lower Canada. They established a distillery, a private bank, dealt in real estate, and were involved in the fur trade. Richardson was one of the most influential businessmen in British Canada (Greenwood, 1987:639-647).

Simon Ebenezer Washburn (1794-1837) was the son of Massachusetts-born Ebenezer Washburn, who was a merchant based in Picton. Simon served in the militia during the War of 1812 and studied law under William Warren Baldwin at York. He was called to the bar in 1820, initially working in partnership with Baldwin until establishing his own office in 1825. He served as clerk of the Peace for the Home District, reporter to the Court of King's Bench and was a bencher of the Law Society of Upper Canada, and during the 1832 cholera epidemic was a member of the York Board of Health. He was also an alderman for St. David's Ward in the City of Toronto. In his law practice he gained a reputation for defending marginalized people, in which cases he almost certainly provided his services free of charge (McKenzie, 1988).

Phillip(e) De Grassi(e) was born in Rome in 1793, the son of an Italian lawyer and an Austrian aristocrat. Following a military career in Spain, France, England, and the West Indies, he taught languages for sixteen years in England. For health reasons, De Grassi immigrated to Canada in 1831, and settled on a 200-acre land



grant along the Don River, in the east half of Lot 8, Concession 3 From the Bay and quickly commenced clearing the land and building a house and mill. He soon purchased adjacent land to the north, in Lot 9, which included part of the subject property. De Grassi sided with the government in the 1837 Rebellion, serving in the colonial militia, and was an associate of the Family Compact. Following a long series of personal misfortunes, De Grassi died penniless, but his former prominence in the region is reflected in the name of De Grassi Street in Toronto, after his family (Sauriol, 1981; Skene, 2015).

In 1848, a 12-acre, 16-perches parcel in the western part of the east half of Lot 9 was sold by De Grassi to Abraham Taylor. In 1849, a two-acre parcel was purchased by Horace Brooke. William R. Graham purchased the remaining part of the eastern portion of Lot 9 from Philip De Grassi in 1854, as part of a larger purchase of lands totaling just over 173 acres. In 1861, this eastern portion was sold to Richard Graham, then sold a parcel totaling 163 acres to George D. Morse in 1865. This parcel was sold three years later to a group led by George Taylor. Parts representing most of the east half of Lot 9 were sold to Thomas Meagher in 1874, as well as John H. Taylor and Thomas B. Taylor, both in 1881. Thomas Meagher's parcel, coming east of Don Mills Road, was held until his death in 1911. Following an ownership dispute, the ownership was transferred to Mary A. Meagher and Margaret E. Meagher in 1916, with sole ownership immediately being granted to Mary Meagher, who owned the parcel until her death some time around 1927.

The 200-acre Lot 10, Concession 3 From the Bay was initially patented to John Peter Carey in 1843 (Ontario Land Registry Access, no date). The western part, encompassing 90 acres, was sold the same year to Thomas Elliott, while the eastern 110 acres were sold to John Taylor *et alia* less than a month later, as a part of larger holdings in the township.

John Carey may have been the early Toronto newspaper editor and publisher, who later moved to Springfield on the Credit River (Firth, 1966:62). Thomas Elliott was a native of Ireland who emigrated to Upper Canada in 1839, arriving in Toronto in 1840 (Mulvaney *et alia*, 1885:46).



John Taylor and his brothers Thomas and George were part of a prominent milling family in the nineteenth century. Originally from Staffordshire, England, they emigrated and eventually settled at the forks of the Don River in York Township in the 1830s, after stops in New York State and Vaughan Township. They ran paper, grist, and flour mills in the Don Valley, in addition to farming and cow and horse breeding. By the 1870s, the mills supplied goods across the Dominion of Canada. William, a son of George Taylor, and his brothers John F. and George A. founded the former Don Valley Brickworks in 1880, which operated for over 100 years (Goldenberg and Cross, 2015).

The group headed by John Taylor held the 110-acre eastern portion of Lot 10 in its entirety until 1846, when a 22-acre, 1-rood, 18-perch parcel was sold to Abraham Taylor. By 1864, John Taylor's group had acquired the western 90 acres of Lot 10 as well. Following the death of John Taylor four years later, parts of the lot were acquired by Thomas Taylor in 1872, as part of a larger acquisition. In 1881, the surviving executors of John Taylor, George Taylor, and William M. Morse, sold a parcel in the western part of the Lot to John H. Taylor, in addition to other lands. Ownership of the eastern part of the lot was transferred to Henrietta Taylor by the High Court of Justice in 1882, after which it fell to Edmund Taylor.

In 1906, the eastern portion of the lot, totalling 89 acres and coming east of Don Mills Road, was sold by Edmund and Elizabeth Taylor to Catherine G. MacLean. Following her death, these 89 acres were sold to Mary L. Sifton in 1918. After almost four years of legal proceedings, ownership was transferred to Robert D. Little in 1922. Almost immediately, the part of Lot 10 east of Don Mills Road was sold to Robert J. Fleming. Four years later, a group of administrators for Robert Fleming, headed by Lydia J. Fleming, sold this parcel to Donlands Properties. It was, in turn, granted back to Lydia Fleming in trust, and it was held by her until 1962.

1.2.3 Review of Map Sources

A review of nineteenth- and early twentieth-century mapping was completed to determine if these sources depict any nineteenth-century Euro-Canadian settlement features that may represent potential historical archaeological sites within or adjacent to the subject property. Historical map sources are used to



reconstruct/predict the location of former features within the modern landscape by cross-referencing points between the various sources and then georeferencing them to provide the most accurate determination of the location of any property from historical mapping sources. The results can be imprecise (or even contradictory) because sources of error, such as the vagaries of map production, differences in scale or resolution, and distortions caused by the reproduction of the sources, introduce error into the process. The impacts of this error are dependent on the size of the feature in question, the constancy of reference points on mapping, the distances between them, and the consistency with which both are depicted on historical mapping.

In addition, not all settlement features were depicted systematically in the compilation of these historical map sources, given that they were financed by subscription, and subscribers were given preference with regards to the level of detail provided. Thus, not every feature of interest from the perspective of archaeological resource management would have been within the scope of these sources.

The 1851 *J.O. Browne's Map of the Township of York* (Browne, 1851) depicts the subject property within the southwest portion of the east half of Lot 10 and the northwest portion of the east half of Lot 9. The subject property fronts a plank road, present-day Don Mills Road, to the west (Figure 2). While there are no settlement features within the subject property, the southern portion of the property is illustrated as wooded. The northern portion of the property, within Lot 10, is depicted as cleared land. The Don River West Branch is depicted to the west of the property.

The 1860 *Tremaine Map of the County of York* (Tremaine, 1860) illustrates the subject property within Lots 9 and 10 under the ownership of John Taylor and Brothers (Lot 10) and William Graham (Lot 9)(Figure 3). There are no houses, watercourses, or settlement features depicted within the subject property. As seen on the 1851 map, the subject property fronts present-day Don Mills Road to the west and the Don River West Branch is illustrated to the west.

The 1878 *Illustrated Historical Atlas of the County of York* (Miles and Company, 1878) depicts the subject property, similarly to previous mapping, within Lots 9



and 10, east of Don Mills Road and the West Branch of the Don River (Figure 4). The southern portion of the subject property, within Lot 9, is now under the ownership of Thomas Magher, while the northern portion is now owned by Thomas Taylor. While there are no settlement features within the subject property, the residence of Thomas Magher is depicted within Lot 9, to the south of the subject property.

The 1884 *Goad's Atlas of the City of Toronto* (Goad, 1884) depicts the subject property overlying the estate of Thomas Taylor in the north and a parcel owned by Thomas Meagher in the south, east of present-day Don Mills Road (Figure 5). Although there are no structures, watercourses, or settlement features depicted within the subject property, a cluster of three buildings, correlating to the location of a structure on the 1878 Atlas, is indicated approximately 120 metres southeast of the property within Lot 9.

Early topographic mapping was also reviewed for the presence of potential historical features. Figure 6 illustrates the subject property located on the 1909 Toronto Topographic Map (Department of Militia and Defence, 1909). Land features such as waterways, wetlands, woodlots, and elevation are clearly illustrated on this series of mapping, along with roads and structure locations. The subject property is depicted on an area of land cleared of trees on the 425-foot (129.5 metre) elevation contour on the top of a plateau between the East and West Branches of the Don River. There are no houses or settlement features depicted on the subject property. A house, as depicted on earlier mapping, is illustrated approximately 75 metres south of the property limits, adjacent to the edge of a wooded area and the beginning of a small watercourse. Present-day Don Mills Road is now indicated as a metalled road on the telegraph line, labelled as "Independent Road".

1.2.4 Review of Aerial Imagery

In order to further understand the previous land use on the subject property, twentieth-century aerial imagery and twenty-first century satellite imagery was reviewed. Figure 7 shows the subject property on aerial photographs from 1959, 1961, and 1964 (City of Toronto Archives, no date). In 1959, the subject property is located within a rural landscape and comprises of portions of two agricultural



fields, corresponding with the historical boundary between Lots 9 and 10, Concession 3 From the Bay, fronting present-day Don Mills Road to the west. A watercourse is visible flowing through the northeast corner of the property. A cluster of farm buildings can be seen approximately 125 metres southeast of the property limits, corresponding to location of structures on the 1878 Atlas and 1884 Goad's map.

By 1961, the subject property is transitioning from a rural to urban setting within a wider area of development on the east side of Don Mills Road. The northern portion of the subject property now consists of a staging area for the surrounding construction. There are grading activities occurring in the eastern portion of the property and the construction activities associated with the creation of St. Dennis Drive and Grenoble Drive have spilled over onto the northern boundary and southeastern boundaries of the subject property. The only remnant portions of the former agricultural field are located within the southwest portion and central portion of the property.

In 1964, the subject property remains transitioning from a rural landscape to an urban setting as the corridors of St. Dennis Drive and Grenoble Drive are now paved and in use. The subject property consists of the remnants of two former agricultural fields, the northern field having been graded with evidence of disturbance along St. Dennis Drive and throughout the entire northern portion of the property. The southeast portion of the property, heavily disturbed in 1961, now appears to have been levelled, while the southwestern portion appears unchanged from 1961 and remains an agricultural field. The watercourse from earlier images remains immediately east of the property.

Figure 8 shows aerial images from 1967 and 1969 (City of Toronto Archives, no date). In 1967, the subject property is now located within a residential area with few remains of its former rural landscape. The existing multi-storey apartment building at 7 St. Dennis Drive is under development. The construction of the multi-storey apartment building encompasses the entire western portion of the subject property and construction activities have extended into the eastern portion of the property. The construction of the multi-storey apartment building



to the south has spilled over into the southeastern portion of the subject property. The watercourse from earlier images remains visible to the east.

In 1969, the subject property consists of the completed multi-storey apartment building at 7 St. Dennis Drive and associated parking lot, within the western portion of the subject property. A second multi-storey apartment building, located within the eastern portion of the subject property at 10 Grenoble Drive, is under construction. The remaining areas within the subject property appear to still be under construction as landscaping activities are on-going. A multi-storey apartment building has been constructed in the adjacent parcel to the east, overlying the watercourse in earlier images.

Figure 9 depicts the subject property on aerial images from 1991 (City of Toronto Archives, no date) and satellite imagery from 2002 (Google Earth Pro, 2022). The images from 1991 and 2002 indicate that the two existing apartment buildings, at 7 St. Dennis Drive and 10 Grenoble Drive, and their associated parking areas, landscaped lawns, and walkways have been completed and remained relatively constant through the end of the twentieth century and into the early twenty-first century. Landscaped lawns and trees are now visible in the green spaces between the buildings and along the east of the property.

1.3 Archaeological Context

This section provides background research pertaining to previous archaeological fieldwork conducted within and in the vicinity of the subject property, its environment characteristics (including drainage, soils, surficial geology, topography), and current land use and field conditions.

1.3.1 Registered Archaeological Sites

In order that an inventory of archaeological resources could be compiled for the subject property, three sources of information were consulted: the site record forms for registered sites housed at the Ministry, published and unpublished documentary sources, and the files of Archaeological Services Inc.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database, which is maintained by the Ministry. This database



contains archaeological sites registered within the Borden system. The Borden system was first proposed by Doctor Charles E. Borden and is based on a block of latitude and longitude. Each Borden block measures approximately 13 kilometres east-west by 18.5 kilometres north-south and is referenced by a four-letter designator. Sites within a block are numbered sequentially as they are found. The subject property is located within two borden blocks. The majority of the subject property is located in the AkGu Borden block, and the east corner of the property is in the AkGt Borden block.

No sites have been registered with an approximate one-kilometre radius of the subject property (the Ministry, 2022). The paucity of documented archaeological sites in the general vicinity of the property is likely related to the lack of archaeological investigation of the densely developed area prior to the implementation of systematic archaeological assessments under provincial legislation. It does not necessarily reflect the intensity of Indigenous settlement or land use prior to Euro-Canadian colonization, nor the absence of early Euro-Canadian settlement, and thus should not be taken as an indicator of any lack of Indigenous or Euro-Canadian land use or occupation.

1.3.2 Previous Assessments

During the course of the background research, it was determined that two archaeological assessments are known to have been completed within 50 metres of the subject property.

In 2003, Archaeological Services Inc. completed a Stage 1 Archaeological Assessment of the Ontario Science Centre under the Contract Information Form 2002-007-014 (Archaeological Services Inc., 2003). The study area is on the opposite side of Don Mills Road, approximately 25 metres east of the subject property. The background research and field review determined that the majority of the study area was disturbed by development, but lands in the west, adjacent to the woodlot and closer to the Don River East Branch retained archaeological potential and required a Stage 2 Archaeological Assessment.

In 2008, Archaeological Services Inc. conducted a Stage 1 Archaeological Assessment for the Don Mills Road Light Railway Transit and the Toronto Transit



Commission under the Project Information Forms P163-023-2007 and P057-514-2008 (Archaeological Services Inc., 2008). The study area consisted of the Don Mills Road corridor from Steeles Avenue East to the Bloor-Danforth subway. The current subject property is east of this corridor in the south. The field review determined that the corridor was disturbed, but a Stage 2 Archaeological Assessment was recommended on lands adjacent that retained archaeological potential.

1.3.3 Physiography

The subject property is located on sand plains of the Iroquois Slope physiographic region. The Iroquois Plain physiographic region of Southern Ontario is a lowland region bordering Lake Ontario. This region is characteristically flat and formed by lacustrine deposits laid down by the inundation of Lake Iroquois, a body of water that existed during the late Pleistocene. This region extends from the Trent River, around the western part of Lake Ontario, to the Niagara River, spanning a distance of 300 kilometres (Chapman and Putnam 1984:190). The old shorelines of Lake Iroquois include cliffs, bars, beaches, and boulder pavements. The old sandbars in this region are good aquifers that supply water to farms and villages. The gravel bars are quarried for road and building material, while the clays of the old lake bed have been used for the manufacture of bricks (Chapman and Putnam 1984:196).

The surficial geology on the subject property consists of foreshore and basinal deposits of coarse-textured glaciolacustrine deposits of sand, gravel, minor silt and clay (Ontario Geological Survey, 2000).

The subject property is within the Don River watershed, roughly equal distance between the Don River's east and west branches (Ministry of Natural Resources and Forestry, 2020). There is an area of marsh associated with the Don River East Branch to the east of the property, approximately 220 metres distant.

1.3.4 Review of Indigenous Archaeological Potential

The Standards, Section 1.3.1 stipulates that lands within 300 metres of primary water sources (such as, lakes, rivers, streams, creeks), secondary water sources



(for example, intermittent streams and creeks, springs, marshes, swamps), as well as ancient water sources (glacial lake shorelines indicated by the presence of raised sand or gravel beach ridges, relic river or stream channels indicated by clear dip or swale in the topography, shorelines of drained lakes or marshes, and cobble beaches) are characteristics that indicate archaeological potential. Geographic characteristics also indicate archaeological potential and include distinct topographic features and soils.

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modelling of site location.

The generic distance to water potential model has been refined for the *City of Toronto Archaeological Management Plan* (Archaeological Services Inc. et alia, 2004). Undisturbed lands within 250 metres of major rivers and their tributaries, in addition to the Lake Ontario shoreline have potential for the presence of Indigenous archaeological sites. This 250-metre potential zone is also extended to the lands above glacial lake strands, while 200 metre buffers are applied to the lands below glacial lake strands. The management plan also identifies potential for Indigenous resources within 100 metres of registered Indigenous sites.

Other geographic characteristics that can indicate pre-contact archaeological potential include elevated topography (eskers, drumlins, large knolls, plateaux), pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground, and distinctive land formations that might have been special or spiritual places for indigenous populations, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their bases. There may be physical indicators of their use by indigenous peoples, such as burials, structures, offerings, rock paintings or carvings. Resource areas, including food or medicinal plants (migratory routes, spawning areas, prairie), and scarce raw materials (quartz, copper, ochre, or outcrops of chert) are also considered characteristics that indicate pre-contact archaeological potential.



By virtue of its location relative to the east and west branches of the Don River and the presence of a watercourse on aerial imagery within the subject property in 1959 and to the east until 1991, the subject property would typically be considered to fall within an area of potential for the presence of precontact or early contact period Indigenous archaeological resources given the generic Provincial distance-to-water criterion as well as the model used by the *City of Toronto Archaeological Management Plan*. These considerations aside, the potential for the survival of any Indigenous archaeological remains in primary contexts within the subject property is essentially nil. Such sites would not have survived the development activities that have altered the topography of the property.

1.3.5 Review of Historical Archaeological Potential

The Standards, Section 1.3.1 stipulate that areas of early Euro-Canadian settlement, including places of early military pioneer settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches, and early cemeteries, are considered to have archaeological potential. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the *Ontario Heritage Act* or a federal, provincial, or municipal historical landmark or site, and properties that local histories or informants have identified with possible archaeological sites, historical events, activities, or occupations are also considered to have archaeological potential.

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (for example, 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 the water model, 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 metres of an early historical transportation route



are also considered to have potential for the presence of Euro-Canadian archaeological sites.

The *City of Toronto Archaeological Management Plan* (Archaeological Services Inc. et alia, 2004) considers a similar suite of criteria or indicators. There is potential for historical sites within 100 metres of registered or designated historical sites, cemeteries and features illustrated on historical maps. There is also potential within 200 metres of settlement roads and within 50 metres of early railways.

Given the proximity to Don Mills Road, an early settlement road, the east and west branches of the Don River, and the presence of a watercourse on aerial imagery within the subject property until 1959 and to the east of the subject property until 1991, the subject property would typically be considered to fall within an area of potential for the presence of Euro-Canadian archaeological site potential, depending upon the degree of more recent development disturbances. However, again, the property was thoroughly disturbed and graded prior to the construction of the existing apartment complexes, removing any traces of any earlier occupations.

1.3.6 Existing Conditions

The subject property, approximately 3.88 hectares in size, consists of two multi-storey apartment buildings at 7 Dennis Drive and 10 Grenoble Drive, associated underground parking lots, paved driveways, walkways, and landscaped areas (Figure 10). The subject property is bounded by St. Dennis Drive to the north, Don Mills Road to the west, and Grenoble Drive to the southeast, and there are apartment complexes to the east and south.

2.0 Field Methods

The Stage 1 field assessment was conducted on June 8, 2022, to assess the geography, topography, and current conditions of the subject property, as well as evaluate and map archaeological potential prior to development. The field review was conducted by Christopher Brown (P361) and was carried out in accordance with the Standards. The weather conditions were appropriate for the completion of fieldwork, permitting good visibility of the land features.



Representative photos documenting the field conditions during the Stage 1 fieldwork are presented in Section 7.0 of this report, and photo locations and field observations have been compiled on project mapping (Figure 10). Photo locations and field observations have been compiled on project mapping (Images 1-18; Figure 11).

2.1 Findings

The assessment was conducted by means of a visual inspection. During this review, the entire subject property was confirmed to have no potential for the presence of archaeological resources due to extensive and deep land alteration and grading below topsoil during the construction of the apartment complexes. This man-made landscape includes two multi-storey apartment buildings, asphalt and gravel pathways and driveways, underground parking garages, and landscaped lawns with trees (Images 1-18; Figure 10). In accordance with the Standards, Section 1.3.2, these disturbances are considered too deep and extensive to warrant further survey.

3.0 Analysis and Conclusions

Archaeological Services Inc. was contracted by Osmington Gerofsky Development Corporation to complete a Stage 1 Archaeological Assessment of 7 St. Dennis Drive and 10 Grenoble Drive, Part of Blocks E and E1, Plan M-834, Part of Lots 9 and 10, Concession 3 From the Bay, in the Geographic Township of York, County of York, now in the City of Toronto. The subject property is approximately 3.88 hectares.

The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth- and twentieth-century settlement trends and the general guidance provided by the *City of Toronto Archaeological Management Plan* (Archaeological Services Inc. et alia, 2004). This research indicated there would typically be potential for both Indigenous and Euro-Canadian historical archaeological resources on the subject property. It was concluded, however, that there is no possibility for the survival of any *in situ*



archaeological material due to the widespread and intensive ground disturbance from previous development.

The Stage 1 field review confirmed that the entire subject property has been heavily altered by extensive disturbance, grading, and construction of the extant apartment complexes.

4.0 Recommendations

In light of these results, and in accordance with the *Standards and Guidelines for Consultant Archaeologists (2011)*, the following recommendation is made:

1. No further archaeological assessment of the subject property is required.

NOTWITHSTANDING the results and recommendations presented in this study, Archaeological Services Inc. notes that no archaeological assessment, no matter how thorough or carefully completed, can necessarily predict, account for, or identify every form of isolated or deeply buried archaeological deposit. In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the Cultural Programs Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries must be immediately notified.

The above recommendations are subject to Ministry approval, and it is an offence to alter any archaeological site without Ministry of Heritage, Sport, Tourism and Culture Industries concurrence. No grading or other activities that may result in the destruction or disturbance of any archaeological sites are permitted until notice of the Ministry of Heritage, Sport, Tourism, and Culture Industries approval has been received.

5.0 Advice on Compliance with Legislation

Archaeological Services Inc. advises compliance with the following legislation:

- This report is submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, RSO 2005, c 0.18. The report is reviewed to



ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological field work and report recommendations ensure the conservation, preservation, and protection of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries, a letter will be issued by the Ministry stating that there are no further concerns with regards to alterations to archaeological sites by the proposed development.

- It is an offence under Sections 48 and 69 of the Ontario Heritage Act for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological field work on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the Ontario Heritage Act.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the Ontario Heritage Act.
- The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33, requires that any person discovering or having knowledge of a burial site shall immediately notify the police or coroner. It is recommended that the Registrar of Cemeteries at the Ministry of Government and Consumer Services is also immediately notified.
- Archaeological sites recommended for further archaeological field work or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, nor may artifacts be removed from them, except by a person holding an archaeological license.



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7.0 Images



Image 1: View of the southwest corner of the subject property.

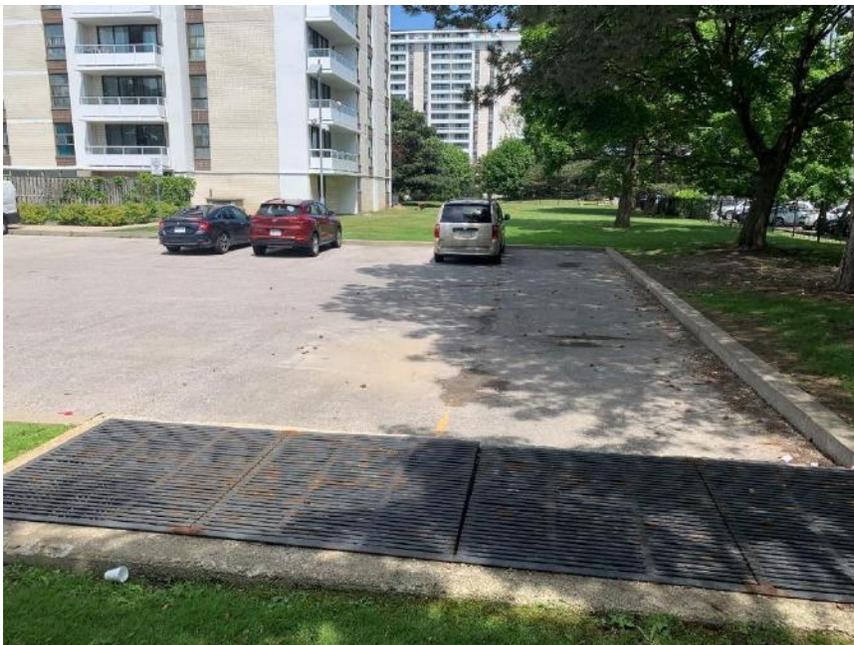


Image 2: View of the asphalt parking lot at 7 St. Dennis Drive.



Image 3: View of landscaped lawn within southwest portion of the subject property.

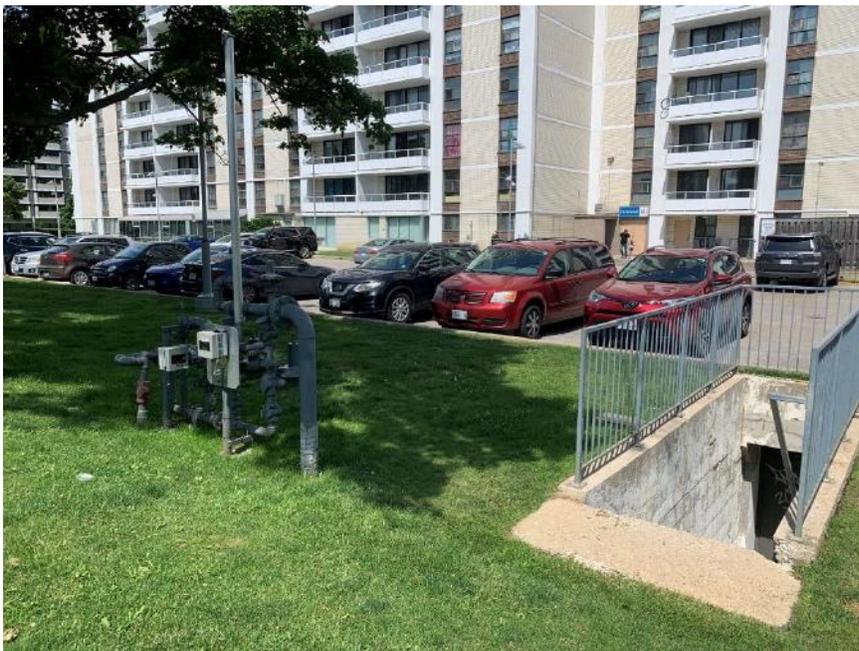


Image 4: View of landscaped lawn, underground utilities and parking garage entrance at 7 St. Dennis Drive.



Image 5: View of asphalt parking lot within 7 St. Dennis Drive.



Image 6: View of the asphalt parking area within 7 St. Dennis Drive.



Image 7: View of the southeast corner of the 7 St. Dennis Drive.



Image 8: View of the main entrance of 7 St. Dennis Drive on the east side of the building.



Image 9: View of the landscaped greenspace between 7 St. Dennis Drive and 10 Grenoble Drive.

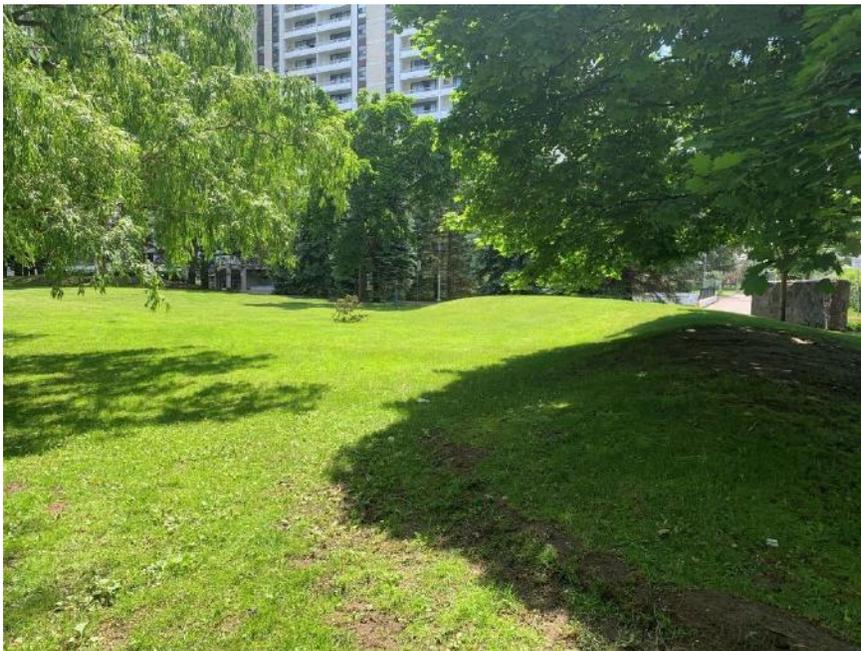


Image 10: View of landscaped lawns within northern portion of the subject property.



Image 11: View of landscaped lawns within northern portion of the subject property.



Image 12: View of landscaped lawns within the eastern portion of the subject property.



Image 13: View of the east side of the apartment building at 10 Grenoble Drive.



Image 14: View of the landscaped lawn and gravel parking lot within the east side of the subject property.



Image 15: View of the gravel parking area in the southeast of the subject property.



Image 16: View of the entrance on the south side of the multi-storey apartment building at 10 Grenoble Drive.



Image 17: View of asphalt driveway within 10 Grenoble Drive.

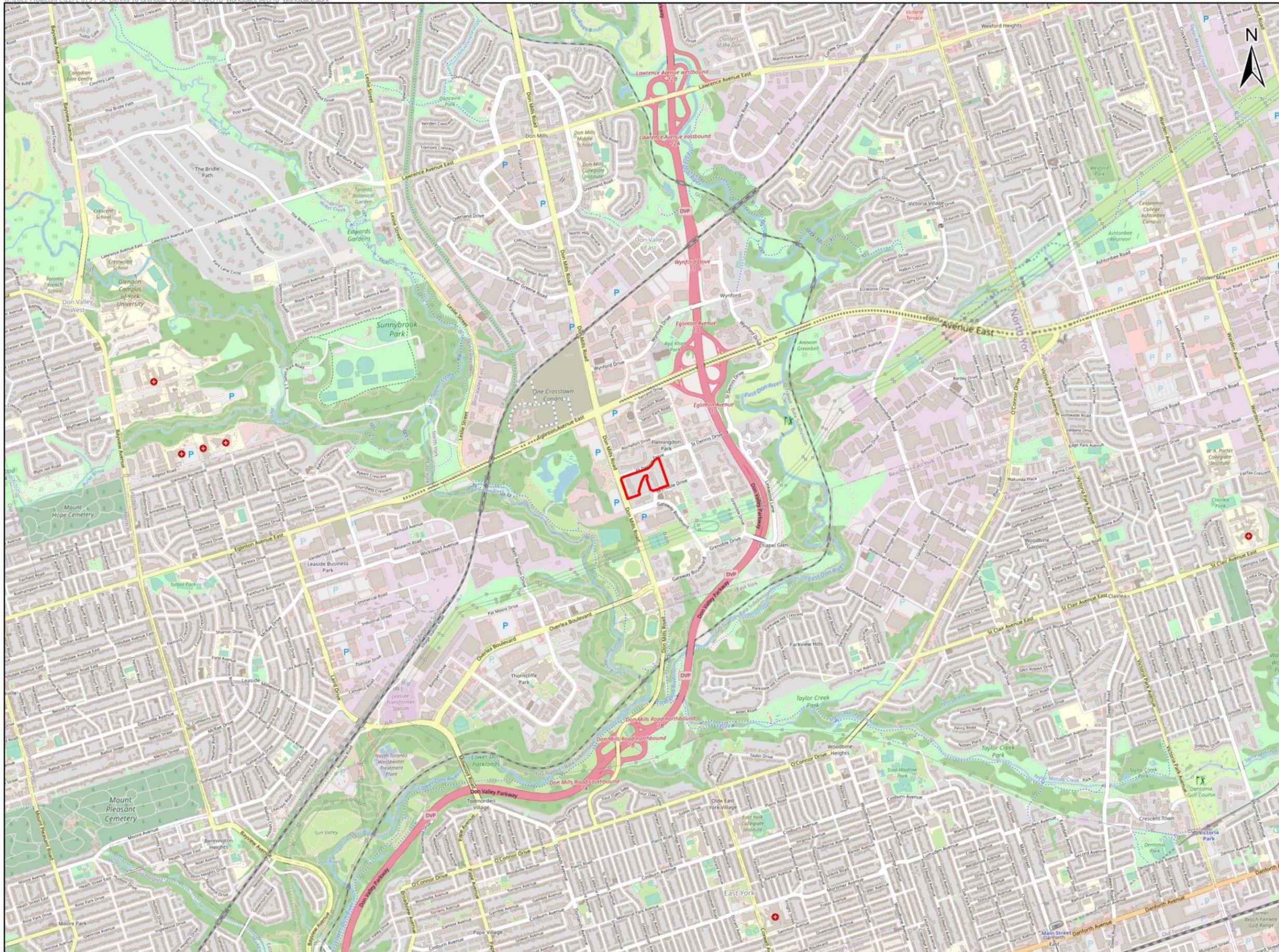


Image 18: View of landscaped lawns within south part of the subject property at 10 Grenoble Drive.

8.0 Maps

See following pages for detailed assessment mapping and figures





 SUBJECT PROPERTY

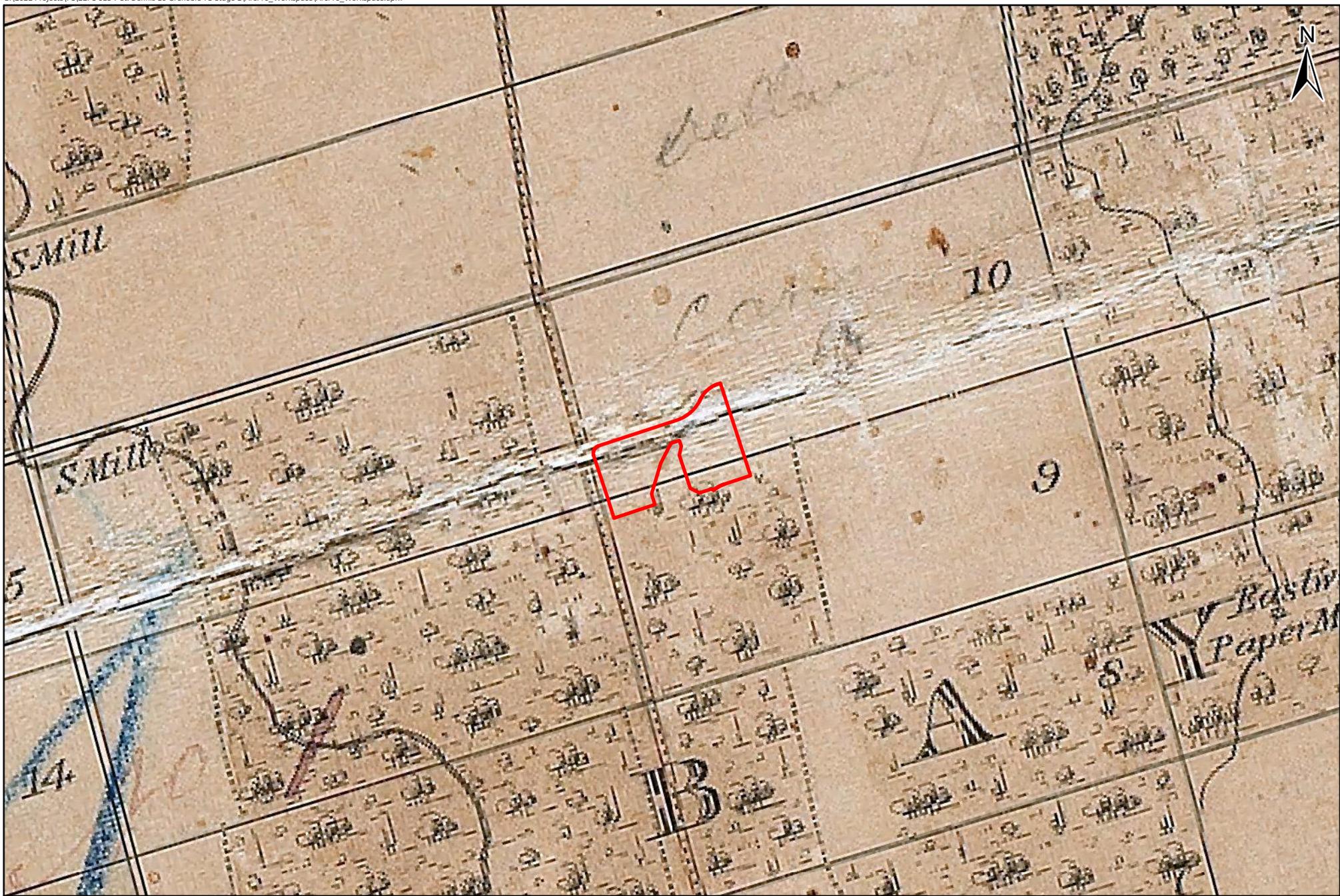
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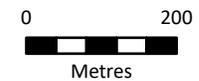
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Figure 1: Location of the Subject Property



 SUBJECT PROPERTY

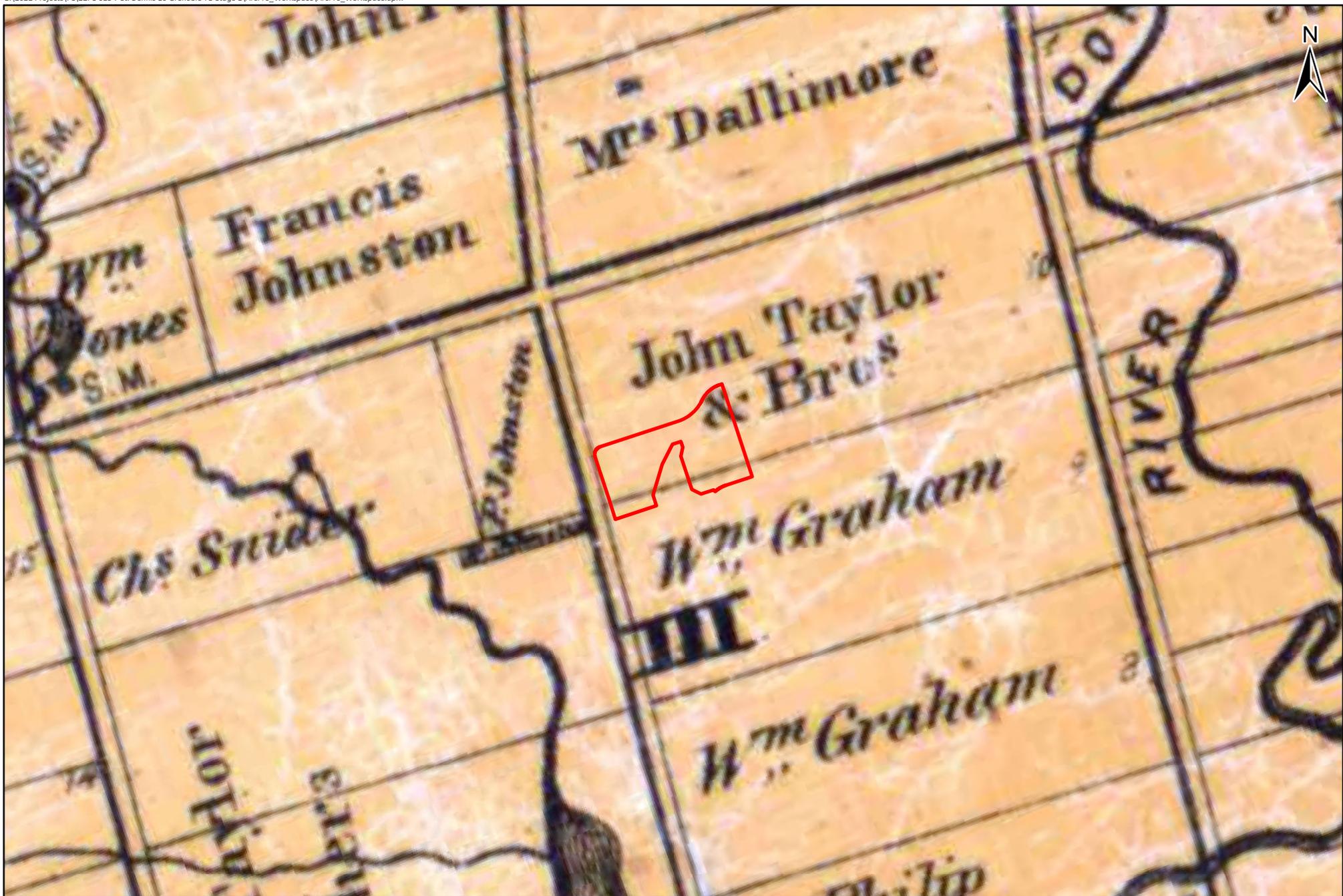


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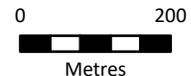
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Figure 2: Subject Property Located on the 1851 Browne's Map of the Township of York



 SUBJECT PROPERTY

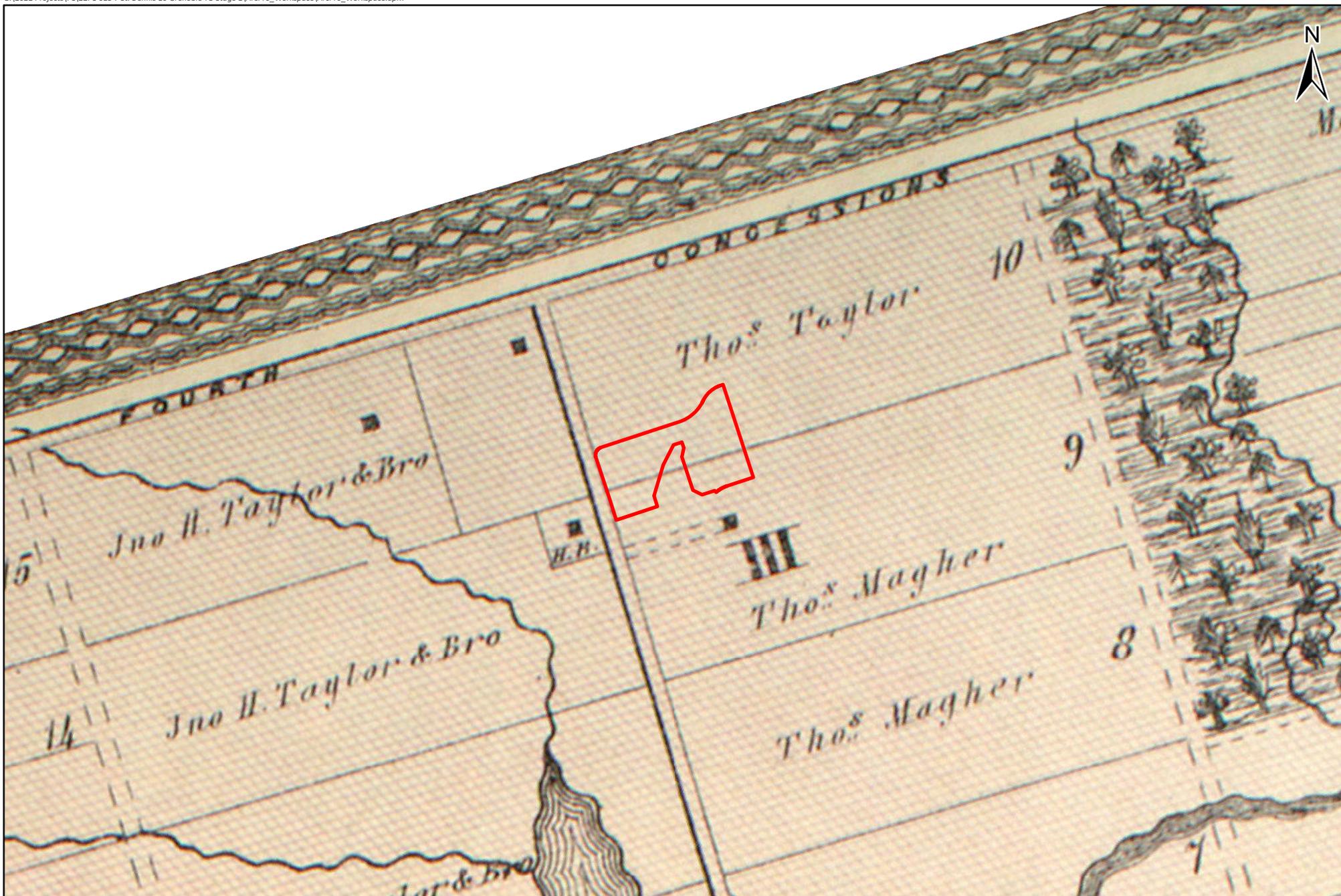


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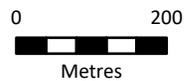
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Figure 3: Subject Property Located on the 1860 Tremaine Map of the County of York



 SUBJECT PROPERTY

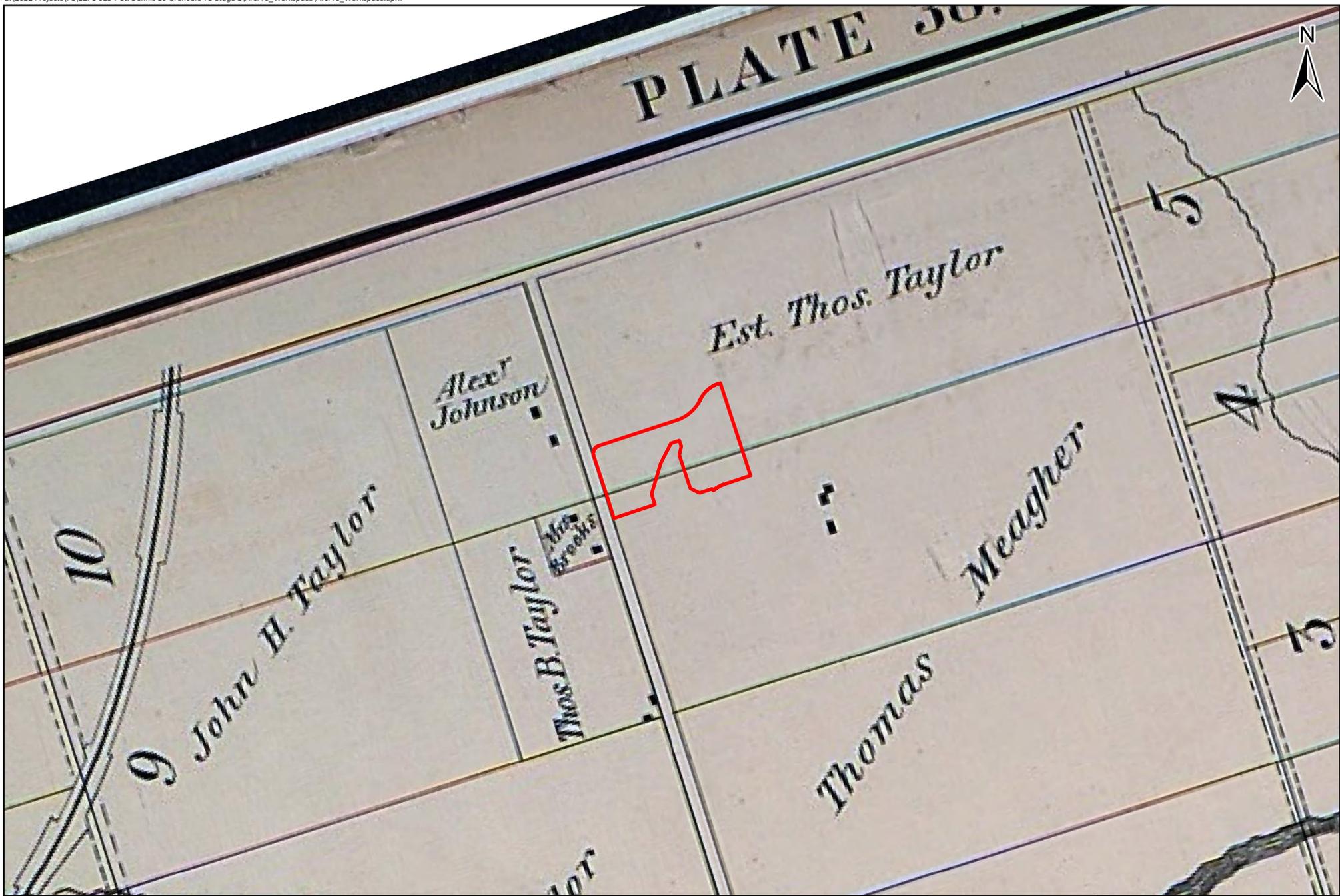


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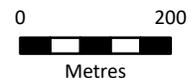
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 Date: 6/20/2022

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Figure 4: Subject Property Located on the 1878 Illustrated Historical Atlas of the County of York



 SUBJECT PROPERTY



Projection: NAD 1983 CSRS MTM 10
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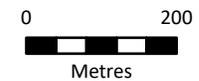
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Figure 5: Subject Property Located on the 1884 Goad's Atlas of the City of Toronto



 SUBJECT PROPERTY



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Figure 6: Subject Property Located on the 1909 Toronto Topographic Map



1959



1961



1964

 ASI	 SUBJECT PROPERTY	Source:	 0 125 Metres	
		Projection: NAD 1983 CSRS MTM 10 Scale: 1:4,000 Page Size: 11 x 17	ASI Project No.: 22PL-013 Date: 6/20/2022 10:26 AM	Drawn By: pbikoulis File: 22PL013_HistsAerials

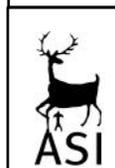
Figure 7: Subject Property Located on 1959, 1961, and 1964 Aerial Photography



1967



1969



 SUBJECT PROPERTY

0 120

Metres

Projection: NAD 1983 CSRS MTM 10
Scale: 1:4,000
Page Size: 8.5 x 11

ASI Project No.: 22PL-013
Date: 6/2/2022
Drawn By: pbikoulis
File:
22PL013_HistMapsX2

Figure 8: Subject Property Located on 1967 and 1969 Aerial Photography



1991



2002

 SUBJECT PROPERTY



Projection: NAD 1983 CSRS MTM 10
Scale: 1:4,000
Page Size: 8.5 x 11

ASI Project No.: 22PL-013
Date: 6/20/2022
Drawn By: pbikoulis
File: 22PL0103_HistAerials

Figure 9: Subject Property Located on 1991 and 2002 Aerial Photography



	 SUBJECT PROPERTY	 Metres	
	 PROPERTY PARCEL		Projection: NAD 1983 CSRS MTM 10 Scale: 1:2,000 Page Size: 8.5x11
Figure 10: Existing Conditions of the Subject Property		ASI Project No.: 22PL-013 Date: 6/20/2022	Drawn By: pbikoulis File: 22PL013_ExistCon



	SUBJECT PROPERTY	AREA OF NO POTENTIAL - DISTURBED	Source: City of Toronto, ON, Maxar, Microsoft	0 37.5
	PHOTO LOCATION AND DIRECTION	PROPERTY PARCEL	Projection: NAD 1983 CSRS MTM 10 Scale: 1:1,800 Page Size: 8.5x11	ASI Project No.: 22PL-013 Date: 6/20/2022
			Drawn By: pbikoulis File: 22PL013_Stg1Results	

Figure 11: Stage 1 Archaeological Assessment Results