

APPENDIX L

STAGE 1 ARCHAEOLOGICAL ASSESSMENT REPORT

THE STAGE 1 ARCHAEOLOGICAL ASSESSMENT FOR THE MUNICIPAL
CLASS EA FOR PASSMORE AVENUE,
CITY OF TORONTO
(Part Lots 17, 18, 19 and 20, Con. 4 and 5,
Geo. Twp. Scarborough, County of York)

Prepared for

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EXECUTIVE SUMMARY

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment for the development and evaluation of alternatives to widen Passmore Avenue between Markham Road and approximately 750 metres east of Middlefield Road, City of Toronto (Part Lots 17, 18, 19 and 20, Con. 4 and 5, Geo. Twp. Scarborough, County of York). The study area was assessed for archaeological potential as part of a Municipal Class Environmental Assessment that will evaluate alternative solutions for a for the widening of Passmore Road area under the Environmental Assessment Act. Additionally, this assessment includes lands determined to have archaeological potential by the Toronto Archaeological Master Plan as required by the Heritage Preservation Services group within the Urban Design Group of the City of Toronto City Planning Division under the Planning Act.

The project includes the general study area encompassed by Steeles Avenue in the north, Markham Road in the east, McNicoll Avenue in the south and Middlefield Road in the west approximately 177 hectares in size. However, the project focus area is along 450 metres of Passmore Avenue, from approximately 750 m east of Middlefield Road to Markham Road. The roadway is currently a two-lane east-west collector road with an average 20 m right-of-way (ROW) and a 60 kilometre per hour (km/hr) operating speed. This subject segment was constructed in 1982. The works include the proposal to widen this approximately 450-metre segment and, in the context of future developments, provide new and/or extend storm and sanitary lines from Markham Road, west of Dynamic Drive, to the existing storm and sanitary lines. (Map 1). The general study area for Passmore Avenue services a mixed commercial/industrial area in northeast Toronto.

A site visit was made to the property on September 8, 2016, under clear conditions and temperatures around +30°C. The current property conditions were visually assessed and photo documented from directly within the study area from public streets.

The proximity the former location of a tributary of East Highland Creek indicated a major section through the middle of the general study area would have had archaeological potential prior to development. The historic transportation routes including Passmore Road, Steeles Avenue East and Middlefield Road as well the houses of William Nash, William Stonehouse, and Francis Underwood indicate potential for across major portions of the general study area. The potential from these features is reflected in the 2015 mapping for the Toronto Archaeological Master Plan which defines archaeological potential for the City of Toronto (Maps 20 and 21). Although the mapping reflects the removal of potential within the general study lands of some areas due to industrial development, this current study has reduced the archaeological potential to seven areas as described in Table 3 below. Background research including eleven aerials photographs from 1977 to 2007 and a site visit indicate that extensive disturbances have removed archaeological potential from all areas within and immediately adjacent to the focus study area along 450 metres of Passmore Avenue. The zones of archaeological potential within the general study area have also been reduced. The background research also indicates that three areas of Toronto AMP potential have been subject to archaeological assessment without finding significant archaeological remains (ACC 2012, AMICK 2015 and Neill 2012).

The detailed documentary research and site visit indicates that archaeological potential has been removed by intensive and extensive disturbance for all of the Stage 1 archaeological assessment focussed study area for the proposed changes to Passmore Avenue from 750 metres east of Middlefield Road to Markham Road (approximately 450 metres) (Maps 20 and 21). No further archaeological assessment is required for this area.

There are seven areas that have archaeological potential and required Stage 2 property survey prior to any future impacts. These areas constitute 14.25 hectares or 8 percent of the general study area. Most of these areas are very small and are constrained by adjacent buildings, roads and sidewalks so ploughing for visual assessment is not viable, and test pit assessment will be the appropriate field method. These small areas include areas 4a, 4b, 5, 6 and parts of 7 but would require documentation of such obstacles. Additionally, these areas may also be at least partially disturbed and ploughing for visual assessment will not sufficiently reveal the extent of past disturbances. The assessment of these areas should utilise the test pit method as described in the Standards and Guidelines for Consultant Archaeologists - 2.1.2 Test pit Survey (MTCS 2011:31). All test pits should be at least 30 cm in diameter and excavated 5 cm or more into the subsoil. All soil should be screened through 6 mm mesh prior to backfilling of test pits. The test pit interval should be maintained at a maximum of five metres. Any future proposed linear projects that are 10 metres wide or less (e.g. road widenings, buried service installations, pedestrian/ bike paths) that will impact only portions of areas 1, 2, 3 and 7 can also use this method.

It may be possible to assess at least parts of areas 1, 2, 3 and parts of 7 through visual assessment as per Standards and Guidelines for Consultant Archaeologists - 2.1.1 Pedestrian Survey (MTCS 2011:30-31). This involves systematically walking the property, mapping and collecting artifacts found on the ground surface. The method requires the recent ploughing of open lands and subsequent weathering by one heavy rain or several light rainfalls. The visually assessed survey transects should be spaced at intervals no greater than five metres. Background research suggests that Area 7 including the large open field may be disturbed so ploughing for visual assessment will not sufficiently reveal the extent of past disturbances. Any assessment of Area 7 should begin with test pit assessment to determine the extent of past disturbances.

Area 3 surrounds the Armadale Free Methodist Church and cemetery. The landscaping may restrict the ability to plough this area and test pit assessment around the buildings and outside of the cemetery may be the preferred alternative. Additionally, the test pit assessment of any future requirements within 10 metres of the cemetery will not be sufficient to delineate any unmarked burials that may extend beyond the mapped limits. Should any land-disturbing activities be proposed within this area, a Stage 3 investigation involving mechanical topsoil stripping so that, subsoil can be inspected for possible grave shafts. To avoid damage to the underlying archaeological site, use heavy machinery that pulls soil away (e.g., excavator, backhoe with a flat-edged bucket, grader with extendable arm). Mechanical topsoil removal must stop at or above the topsoil/subsoil interface. Although there is already a road cut and watermain along the south side of the cemetery, future impacts in this area should still be subject to Stage 3 investigation as the past disturbances may have impacted unmarked graves.

On the basis of the above information, we recommend the following:

1. All of the project focus limit of Passmore Avenue from 750 metres east of Middlefield Road to Markham Road has been determined through background research and visual inspection to have been intensively and extensively disturbed and no longer has the potential for archaeological remains. No assessment of these areas as mapped in Maps 20 and 21 is required proposed to any future development.
2. There are seven areas of archaeological potential within the general study area that will require Stage 2 field assessment prior to any future impacts. The methods should follow the instructions given in Section 3.2 Conclusions and summarized below:
 - a. Assess areas 1, 2, 3 and parts of 7 through visual assessment as per Standards and Guidelines for Consultant Archaeologists - 2.1.1 Pedestrian Survey (MTCS 2011:30-31)

- b. Assess areas 4a, 4b, 5, 6 and parts of 7 through the test pit method as described the Standards and Guidelines for Consultant Archaeologists - 2.1.2 Test pit Survey (MTCS 2011:31).
- c. Assess the 10-metre buffer around the Armadale Free Church Cemetery using mechanical topsoil stripping to reveal possible grave shafts.
- 3. In the event that deeply buried archaeological remains are encountered on the property during construction activities, the Heritage Operations Unit of the Ministry of Tourism, Culture and Sport, be notified immediately at (416) 314-7146 as well as the City of Toronto, Heritage Preservation Services Unit (416) 338-1096.
- 4. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Tourism, Culture and Sport, and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, of the Ministry of Government and Consumer Services, (416) 212-7499.
- 5. If any expansions to the boundaries of the subject property are proposed, further archaeological assessment work may be required.

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1.0 PROJECT CONTEXT

1.1 Development Context

This report discusses the rationale, methods and results of the Stage 1 archaeological assessment for the development and evaluation of alternatives to widen Passmore Avenue between Markham Road and approximately 750 metres east of Middlefield Road, City of Toronto (Part Lots 17, 18, 19 and 20, Con. 4 and 5, Geo. Twp. Scarborough, County of York). The study area was assessed for archaeological potential as part of a Municipal Class Environmental Assessment that will evaluate alternative solutions for a for the widening of Passmore Road area under the *Environmental Assessment Act*. Additionally, this assessment includes lands determined to have archaeological potential by the *Toronto Archaeological Master Plan* as required by the Heritage Preservation Services group within the Urban Design Group of the City of Toronto City Planning Division under the *Planning Act*.

All archaeological assessment activities were performed according to the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011). All work was done under the archaeological consulting license, P158, issued to Jackie Dolling of A. M. Archaeological Associates under the *Ontario Heritage Act*. All records pertaining to this project will be curated at the offices of A. M. Archaeological Associates.

The project includes the general study area encompassed by Steeles Avenue in the north, Markham Road in the east, McNicoll Avenue in the south and Middlefield Road in the west approximately 177 hectares in size. However, the project focus area is along 450 metres of Passmore Avenue, from approximately 750 m east of Middlefield Road to Markham Road. The roadway is currently a two-lane east-west collector road with an average 20 m right-of-way (ROW) and a 60 kilometre per hour (km/hr) operating speed. This subject segment was constructed in 1982. The works include the proposal to widen this approximately 450-metre segment and, in the context of future developments, provide new and/or extend storm and sanitary lines from Markham Road, west of Dynamic Drive, to the existing storm and sanitary lines. (Map 1). The general study area for Passmore Avenue services a mixed commercial/industrial area in northeast Toronto.

1.2 Historic Context

1.2.1 General Area

This area of central Ontario was originally named the District of Nassau in 1788 and was renamed the Home District in 1792. The district stretched from the Trent River west to Long Point on Lake Erie and north to the Severn River. In the 1840's, the Home District was subdivided and renamed the County of

York (Guillet 1946). The County of York was the earliest to be surveyed because of the importance that John Graves Simcoe placed on the establishment of Yonge Street as an overland route north.

The importance of the area in the pre-contact and early historic period was due to the use of the Rouge River, along with the Don and Humber Rivers, as part of northward transportation route to Lake Simcoe, Georgian Bay, and the Upper Great Lakes. A Seneca village on the lower Rouge River known as Ganatsekwyagon appears on early mapping from the seventeenth century (Jolliet 1673). An easterly road was eventually surveyed by David Thomson from York to the Bay of Quinte along a former “Indian Trail”, which became known as Kingston Road (Boyle 1896; Bonis 1968). The section of road through Scarborough Township was completed in 1799. In 1805, the Toronto Purchase Treaty was made from the Mississauga Indians, but this land did not include the Township of Scarborough. The question of ownership of Scarborough was not fully resolved until the Williams Treaty in 1923 (Myrvold 1996). Despite the proximity to the capital of Upper Canada (later Ontario), Scarborough remained largely agricultural throughout the nineteenth century. The population in 1830 was 1,135 and by 1945 it had only increased to 25,482 (Guillet 1946, Myrvold 1996).

The area was first named Glasgow Township by the surveyor Augustus Jones in 1791. Jones surveyed a large area from York (now Toronto) to the Bay of Quinte. Armadale was a small hamlet located at Markham Road and Steeles Avenue (Scarborough Historical Society 2009). A postal station was established in 1869 along what is now Passmore Avenue, but the original name, Magdala, was not accepted, and the post office became known as Armadale.

The hamlet thrived as a small mercantile center boasting two blacksmith shops, a hotel and a post office between 1840 and 1860 (Scarborough Historical Society 2009). Unfortunately, the fortunes of the bustling community were brought to a premature end as the railway built through Unionville, Markham, Stouffville, and Scarborough disconnected Armadale from the all-important.

Scarborough Township became a borough of the newly formed Metropolitan Toronto in 1954, and the borders were expanded to include part of Pickering Township in 1973 (Myrvold 1996). A building boom of suburban development came through the 1950's and 1960's and by 1971 the population had expanded to 334,485 (Myrvold 1996). The current population (2006) of Scarborough is listed by Statistics Canada as 602,575. Rural mail delivery was subsequently introduced in 1917 and the community's post office was closed.

1.2.2 Property History

A summary of the history of owners and occupants of the six lots that are included within the general study area is shown in Table 1 below. The largest early landowner was Andrew Mercer who was granted the first patent for Lots 17, 18 and 19, Concession 5 on August 8, 1811 (LAC 1811; Bonis 1968) (Map 2). Mercer also received the patents for Lots 7, 14 (west half), 21, and 22 on Concession 5. Mercer was a friend to Thomas Scott, the attorney general of Upper Canada in 1800 and held a number of prominent positions including issuer of marriage licences, printer of the York Gazette, paymaster for the Home District militia during the War of 1812 and magistrate in 1833. (Armstrong 2000). Despite these substantial land holdings in northern Scarborough, Mercer lived in a simple cottage near Bay Street and Wellington Street in York (now Toronto) (Scadding 1873).

Elizabeth Thompson was the earliest to receive a crown patent in 1798 when she was granted 400 acres including Lots 17 and 18, Concession 4 along with a lot in the Town of York the following year (Bonis 1968, LAC 1794-1799) (Map 2). The Thompson family received grants of large tracts of Scarborough including an additional 800 acres in the Fourth Concession.

By 1860, the Tremaine map of the County of York shows C. Watts as the owner of the east half of Lot 18 and all of Lot 17, but no structures are indicated (Figure 2). By 1878, the Scarboro Township map indicates that the owner is William Stonehouse who was also shown on the west half of Lot 18 on the earlier Tremaine map (Figure 2). The William Stonehouse house at 5951 Steeles Avenue East (350 m to the northwest) is listed in the City of Toronto Heritage Properties Inventory and was designated through By-law 904-2006 enacted by city council on Sept. 25, 26, 27, 2006. The Underwood House, circa 1891, at 5933 Steeles Avenue East was designated February 6, 2007, under By-law 107-2007. The Armadale Church at 400 Passmore Avenue is also listed as designated on the City of Toronto Heritage Properties Inventory (By-law 19128; Jul 21, 1980). The Canadian Free Methodist place of worship was founded in 1879 and dedicated in 1880 on a half acre of land donated by Francis and Ann Underwood. The associated cemetery to the east of the church is still active.

Table 1: Summary of the history of the general study area.

Reference	Lot/Con	Owner/ Occupant	Details
Crown Patents (Map 2)	L18,C4	Elizabeth Thompson	June 12, 1798
	L19,C4	Miles McDonell	July 8, 1799
	L20,C4	Clergy Reserve; William Nash (N1/2)	May 10, 1855
	L17-19,C5	Andrew Mercer	August 8, 1811
	L20,C5	Clergy Reserve; Benjamin William Eaton	June 26, 1812
1837 Walton	L18,C5	Richard Houck; Christopher Walls	
	L19,C5	David Stonehouse	
1846	L18,C4	Robert Dewberry	
Brown	L18,C5	William Stonehouse	

Reference	Lot/Con	Owner/ Occupant	Details
	L20,C4	William Nash; Abraham Spring, Sr	
	L20,C5	Dennis Keof; David Spring, Sr	
1850 Armstrong	L18,C4	William Dewberry; Stephen Sadler; Abraham Smith	
	L18,C5	William Longfield; James Johnston	
	L19,C4	Charles Waters	
	L19,C5	George Johnston; William Stonehouse	
	L20,C4	James Bowes; William Nash	
	L20,C5	Edward McKeogh; Abraham & David Spring Sr	
1860 Tremaine (Map 3)	L18,C4	Francis Underwood	
	L19,C4	William Devereaux	
	L20,C4	William Nash	House on Passmore
	L17-18,C5	C. Watts	
	L18,C5	W. Stonehouse	
	L19,C5	W. Stonehouse	
1866 Mitchell	L20,C5	D. Spring	
	L18,C4	George Topper (h); Francis Underwood (f)	
	L18,C5	Simon Bear (h); Enoch Fowler (h); William Stonehouse (f)	
	L19,C4	Jonathan Baird, innkeeper (f); Thomas Baldwin, blacksmith (f); George Bambridge, junr (f); Samuel Blanchard, teacher (h); John Booth (h); C. C. Bowen (f); Joseph Crust (h); George Chester, councilman (f); John Colegrove, waggonmaker (f); Charles Cornell (f); Archibald Underwood (h)	
	L20,C4	Johnston Dunkin (h); Guy Stoner (h)	
1870 McEvoy & Co.	L20,C5	Josiah Hall, mason (h); Abraham & Robert Harrington, postmaster (f)	
	L18,C4	William Hasting (f); George Topper (h); Francis Underwood (f)	
	L18,C5	Simon Bear (h); William Stonehouse (f)	
	L19,C4	Thomas Walker (h); James Whalen (h)	
	L20,C4	George Davis (h); Daniel Johnston (h); William Nash (f); Joseph Spring (f); Archibald Underwood, Jr (f);	
1876 Fisher & Taylor	L20,C5	Enoch Fowler (h); Josiah Hall, mason (f)	
	L18,C4	William Hastings (f); William Topper (f); Francis Underwood (f);	
	L18,C5	Simon Bear (t); William Stonehouse (f) also L17-19, C5;	
	L19,C4	David Brown (f) also at L18,C3; Patrick McPhillips (f); William Patton (t); James Whalen (t)	
	L19,C5	William Bear (t)	
	L20,C4	William Canning (t); Hy Kennedy (f); Alfred Myles (f); William Nash (f); Peter Spring (t) also L21,C4;	
1878 Miles and Co (Map 4)	L20,C5	George Ellis (t); Henry Harding (f); George Hebden (t); Jonathan Stonehouse, Jr (f);	
	L18,C4	Francis Underwood	House on Markham Rd
	L19,C4	Robert Nash	House on Passmore
	L20,C4	William Nash	House on Passmore
	L17,C5	Armadale Post Office	Post office SW corner Markham/Steeles
	L18,C5	William Stonehouse	House on Steeles
	L19,C5	Francis Underwood	House on Steeles
1881 Irwin	L20,C5	Jonathan Stonehouse Thomas Harding	House on Steeles House on Middlefield
	L18,C4	William Hastings (f); F. Underwood (f);	
	L18,C5	William Stonehouse	
	L19,C4	Thomas Walker (t); James Maxwell (t);	
	L19,C5	R. Underwood (f);	

Reference	Lot/Con	Owner/ Occupant	Details
	L20,C4	T. & W. Empringham (f); Robert & William J. Nash (f); James Scambler (t); William Sellar (f);	
	L20,C5	J. Stonehouse (f); Jonathan Gates (t); Hy Harding (t); James Penny (f);	

The lands within the general study area remained rural agricultural lands well into the twentieth century. There is little change visible between the landscape shown on topographic maps from 1917, 1931 and 195 and aerial photography from 1947 and 1977 (Maps 5 - 9).

1.3 Archaeological Context

The project includes the general study area encompassed by Steeles Avenue in the north, Markham Road in the east, McNicoll Avenue in the south and Middlefield Road in the west approximately 177 hectares in size. However, the project focus area is along 450 metres of Passmore Avenue, from approximately 750 m east of Middlefield Road to Markham Road. The roadway is currently a two-lane east-west collector road with an average 20 m right-of-way (ROW) and a 60 kilometre per hour (km/hr) operating speed. This subject segment was constructed in 1982. The works include the proposal to widen this approximately 450-metre segment and, in the context of future developments, provide new and/or extend storm and sanitary lines from Markham Road, west of Dynamic Drive, to the existing storm and sanitary lines. (Map 1). The general study area for Passmore Avenue services a mixed commercial/industrial area in northeast Toronto.

1.3.1 Environmental Setting

The property is located in the South Slope physiographic region (Chapman and Putnam 1984). The South Slope is described as the southern slope of the interlobate Oak Ridges Moraine and contains a variety of soils (Chapman and Putnam 1984). This central portion of the South Slope is smoothed, faintly drumlinized and scored by river valleys including the Rouge River. The South Slope contains a variety of soils, but the soils on the property are Milliken loam, which is imperfectly drained and have few stones (Hoffman and Richards 1955).

The headwaters of a small tributary branch of East Highland Creek which is a tributary of the Rouge River is shown running diagonally through the general study area on 1860 and 1878 maps but is not indicated on later topographic mapping from 1917 (Maps 3, 4 and 5).

1.3.2 Registered Archaeological Sites

A search of the Ministry of Culture archaeological sites database revealed 18 archaeological sites within a two-kilometre radius. Three sites are located within the general study area limits. AlGt-502 relates to the historic occupation by William Stonehouse along Steeles Avenue about 300 metres northwest of the subject property. The site was subject to Stage 3 test excavation by Archaeological Services Inc., but no significant archaeological deposits related to the nineteenth-century occupation were discovered. The Tapscott site, AkGt-057, is where three isolated lithic artifacts were recovered, but no further work was recommended (ASI 2005). ASI also conducted Stage 4 excavation of the Armadale site, AlGt-502 in 2007. No further archaeological assessment was recommended for this site.

The oldest site, AlGt-277, is a Middle Archaic (6000-2500 B.C.) findspot where an isolated projectile point was recovered one kilometre to the east. Some of the first sites registered by archaeologists in the area, AlGt-003, AlGt-004, AlGt-010, AlGt-017, and AlGt-018, represent Middle Woodland (400 B.C.-400 A.D.) and Late Woodland (1330-1650 A.D.) occupations which indicates that the region was utilized extensively by precontact Aboriginal people.

Table 2: Summary of registered archaeological sites within a 2 km radius.

Site Name	Borden #	Site Type	Culture	Reference
Brookwood	AkGt-033	Camp	Pre-contact First Nation	Konrad 1971
Tapscott	AkGt-057	Findspot	Pre-contact First Nation	ASI 2005
Macklin	AkGt-006	Camp	Archaic, Woodland	Boyle, 1896; Konrad 1966
Brookwood	AkGt-033	Camp	Pre-Contact Aboriginal	Boyle 1896; Dandy 1986
Young Ron	AkGt-050	Findspot	Archaic, Late	ASI 1993
Weir 1	AkGt-066	Homestead	Euro-Canadian – 19th C.	ASI 2008-2009
Weir 2	AkGt-067	Homestead	Euro-Canadian – 19th C.	ASI 2008-2009
P1 Site	AkGt-078	Findspot	Archaic, Early	P334-042-2011
Robb	AlGt-004	Village	Woodland, Late - Iroquoian	Donaldson 1958
			Middleport	
Roberts	AlGt-010	Camp	Woodland, Middle - Point Peninsula	Clarke 1960; MPP 1987
South of 14th	AlGt-017	Camp	Woodland	Clark 1960
Faraday	AlGt-018	Camp	Woodland, Late - Iroquoian	Konrad n.d.
Russell	AlGt-162	Village	Woodland, Middle	MPP 1986
Demond	AlGt-206	Homestead	Euro-Canadian – 19th C.	ASI 2001
Morningside Creek	AlGt-260	Cabin	Woodland, Late - Iroquoian	ASI 1998
-	AlGt-261	Findspot	Pre-contact First Nation	ASI 1998
-	AlGt-276	Findspot	Archaic, Middle	ASI 2001
-	AlGt-277	Findspot	Archaic, Middle	ASI 2001
	AlGt-278	Camp	Archaic, Late - Narrow Point	ASI 2001
	AlGt-279	Findspot	Pre-contact First Nation	ASI 2001
	AlGt-280	Findspot	Archaic, Late Genesee	ASI 2000
	AlGt-281	Findspot	Pre-contact First Nation	ASI 2001
Fieldgate	AlGt-493		Post-contact	
Armadale	AlGt-499		Post-contact	
Stonehouse	AlGt-502	Homestead	Euro-Canadian – 19th C.	ASI 2006

Site Name	Borden #	Site Type	Culture	Reference
Petch	Algt-536		Pre-Contact	
	AlGt-537		Post-Contact	
	AlGt-590		Pre-Contact	
	AlGt-591		Pre-Contact	

1.3.3 Past Projects

A search of the PastPort site report titles using keywords of each street within the overall study area as well as the lot and concession numbers recovered the titles of nine project reports within 50 metres (AMICK 2015, ACC 2012, ASI 2005 2006a-c, 2007, Murray 2009, Neill 2012). The limits of these assessments encompass 24.1 hectares or 14 percent of the general study area and are illustrated on Map 20 below. Seven of these projects involve Stage 1 and Stage 2 assessments of lands prior to development. The remaining two project reports document a Stage 3 assessment of the Stonehouse site (AlGt-502) at 5933 Steeles Avenue East and a Stage 4 excavation at the Armadale site (AlGt-499) at the southwest corner of Steeles Avenue East and Markham Road. The Toronto Archaeological Master Plan (AMP) has mapped archaeological potential for the entire City of Toronto, and the extent of this potential is also shown in Map 20 (ASI 2015).

2.0 METHODOLOGY

2.1 GIS Methods

The existing survey plan was overlaid with nineteenth and twentieth-century mapping using the best available landmarks. The maps were rotated and stretched in both east-west and north-south direction to provide the best fit.

2.2 Property Visit

A site visit was made to the property on September 8, 2016, under clear conditions and temperatures around +30°C. The current property conditions were visually assessed and photo documented from directly within the study area from public streets (Images 1 - 30). Photograph locations were logged by GPS (Maps 20 and 21).

2.2.1 Focus Study Area

The walking visual assessment was conducted along the Passmore Avenue focus area but also covered all public streets within the general study area. The 450-metre-long focused study area of

Passmore Avenue extends westward from Markham Road to 750 metres east of Middlefield Road as a two-lane east-west collector road with no sidewalks or curb along the north side. There is also a buried watermain with fire hydrants along the north side of the roadway (Image 2). The Toronto Archaeological Master Plan (AMP) mapping indicates that there is archaeological potential along the north side between Dynamic Drive and the west end of the focus area. However, unnatural contours, services, and aerial photography indicate that this area was extensively disturbed during industrial development of the large area between Passmore Avenue and Select Avenue between 1987 and 1992 (Images 2, 5, 6 and 7; Maps 13 - 15). The AMP also indicated very narrow bands of archaeological potential along the south side of Passmore Avenue and east side of Dynamic Drive. However, the field visit indicated that these areas must have been subject to major landscaping during the construction of the Canlan Ice Sports facilities and parking lots at 159 Dynamic Drive including initial development in the early 2000s and more recent additions of an outdoor rink and additional parking (Images 3 and 4). Toronto AMP mapping indicates archaeological potential for the property at 385 Passmore Avenue, but a Stage 1 assessment conducted in 2012 determined that extensive and intensive disturbance has removed potential for archaeological remains (ACC 2012) (Image 10; Map 21).

2.2.2 General Study Area

There is no remaining archaeological potential within the limits of the focused study area, but there are seven areas remaining with archaeological potential within the general study area (Table 3; Maps 20 and 21). The most sensitive of these areas are the lands just to the west of the western limit Passmore Avenue focus study area which still has potential for archaeological remains. This area includes the Armadale Free Methodist Church at 400 Passmore Avenue and the associated cemetery just to the east of the church (Images 8 and 9; Maps 20 and 21: Area 3). This section of Passmore Avenue was widened to four lanes in 1989 and descends through a steep sided road cut immediately south of the cemetery. There is a buried watermain between the crest of this cut and the cemetery.

The only other area of remaining archaeological potential along Passmore Avenue is a grassed field adjacent to the north side of Passmore Avenue between industrial buildings at 328 Passmore Avenue and 380 Passmore Avenue (Images 11 and 16; Maps 20 and 21: Area 2).

Two areas indicated as having archaeological potential by the Toronto AMP at the intersection of Passmore Avenue and Middlefield Road have been determined to be extensively and intensively disturbed. This includes the parking lots of Gursikh Sabha Canada that are immediately adjacent to the north side of Passmore Avenue. The construction of the religious institution building began in 1989 and was completed

in 1991 with land expansions in 1997, 2002 and 2012 (Gursikhsabha.ca 2016) (Images 18 and 19; Maps 15 - 19). The building at 875 Middlefield Road on the south side of Passmore Avenue was constructed between 1987 and 1989 (Images 17 and 20; Maps 13 and 14). There is extensive and intensive disturbance from the construction of the building and buried services.

The 2015 Toronto AMP mapping continues the narrow strips of archaeological potential along the east side of Middlefield Road south of Passmore Road and along portions of both sides of Maybrook Drive (Images 15, 28, 29 and 30). These areas have been extensively landscaped and no longer have the potential for archaeological remains.

The retail plaza at the southeast corner of Steeles Avenue East and Middlefield Road was the first property along Steeles Avenue East portion of the general study area to undergo major redevelopment. No archaeological report relating to the development could be found in the MTCS report database, but it appears that the property was developed between 2002 and 2005 (Maps 16 and 17). Although the 2015 mapping for the Toronto AMP indicates potential for the large area in this northwest corner of the general study area, there is extensive disturbance from paved parking lots and buildings and only a small area 300 metres south of Steeles still has potential for archaeological remains (Map 20: Area 1).

Another retail plaza at the northeast corner of the general study area at the intersection of Steeles Avenue East and Markham Road was developed as recently as 2009, but the only report of an archaeological assessment in this area is for .3 hectares immediately at the southwest corner of the intersection (ASI 2006c). The Armadale site, AlGt-499, was subject to full Stage 4 excavation at this location (ASI 2007). The 2015 mapping for the Toronto AMP indicates the archaeological potential for the 8.8-hectare block along Steeles Avenue East and Markham Road, but this was removed during construction disturbance in 2009 (Map 19).

The Toronto Archaeological Master Plan indicates archaeological potential along the north side of Select Avenue both to the east and west of State Crown Boulevard. However, the .7-hectare property at State Crown Boulevard was subject to Stage 1 and 2 assessment in 2015 and determined to have been extensively and intensively disturbed (AMICK 2015). Background research of the aerial photography for the period of industrial development indicates that extensive and intensive disturbances starting in 1985 and continuing through 2007 have also removed archaeological potential (Maps 12 - 19). The year of disturbances to each property is as follows: #72-2007, #96-2007, 100-2007, #106-1989, #112-2005, #120-1985&1992 and #126, 1985-1987. There remaining archaeological potential is at the rear of 72 and 80 Select Avenue (.1 hectare) and 116 Select Avenue (.3 hectare) (Map 21: Areas 4a & 4b).

There are two small blocks of remaining archaeological potential in the eastern section of the general study area along Dynamic Drive and Turbina Avenue (Map 20: Areas 5 & 6). The property on the east side of Dynamic Drive is currently a gravel parking lot for a highway construction and maintenance company. The property on the south side of Turbina Avenue has an industrial building with lawn around the building and southern portion of the property.

The largest zone of remaining archaeological potential within the general study area is the lands surrounding the Owens-Corning plant at 3450 McNicoll Avenue (Map 20: Area 7). This industrial complex with manufacturing buildings, parking lots, and railway spur was the first industrial development within the general study area first appearing on aerial photography in 1983 (Map 10). Since there is no aerial photography that depicts the plant under construction, it is not clear how extensive the disturbances surrounding the facility were. There is a large open field north of the main building that could be seen from publicly accessible roads; however, right-angled contours surrounding this field suggest that it has been artificially filled. There is a fairly steep slope along the McNicoll Avenue frontage, but there may be isolated areas of potential within this area (Images 26 and 27).

2.3 Inventory of the Documentary Record

The documentary record of the project consists of one GPS track and 111 geo-tagged digital photographs and this report. The documentary record will be stored at the office of A. M. Archaeological Associates until they can be deposited at a long-term storage facility with the approval of the Ministry of Tourism, Culture, and Sport.

3.0 ANALYSIS AND CONCLUSIONS

3.1 Archaeological Potential

The proximity the former location of a tributary of East Highland Creek indicated a major section through the middle of the general study area would have had archaeological potential prior to development. The historic transportation routes including Passmore Road, Steeles Avenue East and Middlefield Road as well the houses of William Nash, William Stonehouse, and Francis Underwood indicate potential for across major portions of the general study area. The potential from these features is reflected in the 2015 mapping for the *Toronto Archaeological Master Plan* which defines archaeological potential for the City of Toronto (Maps 20 and 21). Although the mapping reflects the removal of potential within the general study lands of some areas due to industrial development, this current study has reduced

the archaeological potential to seven areas as described in Table 3 below. Background research including eleven aerials photographs from 1977 to 2007 and a site visit indicate that extensive disturbances have removed archaeological potential from all areas within and immediately adjacent to the focus study area along 450 metres of Passmore Avenue. The zones of archaeological potential within the general study area have also been reduced. The background research also indicates that three areas of Toronto AMP potential have been subject to archaeological assessment without finding significant archaeological remains (ACC 2012, AMICK 2015 and Neill 2012).

Table 3: Summary of remaining areas with archaeological potential within the general study area.

#	Location/ address	Details	Area
1	NW corner of study area, 300 m S of Steeles, 200 m west of Middlefield	Green space behind industrial/ retail buildings	.38 ha
2	N side of Passmore between 328 Passmore Avenue and 380 Passmore Avenue	Green space	1.2 ha
3	N side of Passmore 100 m east of State Crown Blvd	Armada Free Methodist Church at 400 Passmore Avenue and Cemetery east of Church	.93 ha
4ab	N side of Select Avenue at 72-80 Select Ave. & 116 Select Ave.	Some industrial buildings interspersed with green space	.31 ha
5	E side of Dynamic Drive at Turbina Ave.	Currently heavy machinery parking at 125-127 Dynamic Drive.	.36 ha
6	South side of Turbina Avenue	Green space around existing industrial building	.49 ha
7	Lands on N side of McNicoll Avenue	Green space around existing industrial building at 3450 McNicoll	10.58
Total			14.25 ha

3.2 Conclusions

The detailed documentary research and site visit indicates that archaeological potential has been removed by intensive and extensive disturbance for all of the Stage 1 archaeological assessment focussed study area for the proposed changes to Passmore Avenue from 750 metres east of Middlefield Road to Markham Road (approximately 450 metres) (Maps 20 and 21). No further archaeological assessment is required for this area.

There are seven areas that have archaeological potential and required Stage 2 property survey prior to any future impacts. These areas constitute 14.25 hectares or 8 percent of the general study area. Most of these areas are very small and are constrained by adjacent buildings, roads and sidewalks so ploughing for visual assessment is not viable, and test pit assessment will be the appropriate field method. These small areas include areas 4a, 4b, 5, 6 and parts of 7 but would require documentation of such obstacles. Additionally, these areas may also be at least partially disturbed and ploughing for visual assessment will not sufficiently reveal the extent of past disturbances. The assessment of these areas should utilise the test

pit method as described the *Standards and Guidelines for Consultant Archaeologists - 2.1.2 Test pit Survey* (MTCS 2011:31). All test pits should be at least 30 cm in diameter and excavated 5 cm or more into the subsoil. All soil should be screened through 6 mm mesh prior to backfilling of test pits. The test pit interval should be maintained at a maximum of five metres. Any future proposed linear projects that are 10 metres wide or less (e.g. road widenings, buried service installations, pedestrian/ bike paths) that will impact only portions of areas 1, 2, 3 and 7 can also use this method.

It may be possible to assess at least parts of areas 1, 2, 3 and parts of 7 through visual assessment as per *Standards and Guidelines for Consultant Archaeologists - 2.1.1 Pedestrian Survey* (MTCS 2011:30-31). This involves systematically walking the property, mapping and collecting artifacts found on the ground surface. The method requires the recent ploughing of open lands and subsequent weathering by one heavy rain or several light rainfalls. The visually assessed survey transects should be spaced at intervals no greater than five metres. Background research suggests that Area 7 including the large open field may be disturbed so ploughing for visual assessment will not sufficiently reveal the extent of past disturbances. Any assessment of Area 7 should begin with test pit assessment to determine the extent of past disturbances

Area 3 surrounds the Armadale Free Methodist Church and cemetery. The landscaping may restrict the ability to plough this area and test pit assessment around the buildings and outside of the cemetery may be the preferred alternative. Additionally, the test pit assessment of any future requirements within 10 metres of the cemetery will not be sufficient to delineate any unmarked burials that may extend beyond the mapped limits. Should any land-disturbing activities be proposed within this area, a Stage 3 investigation involving mechanical topsoil stripping so that, subsoil can be inspected for possible grave shafts. To avoid damage to the underlying archaeological site, use heavy machinery that pulls soil away (e.g., excavator, backhoe with a flat-edged bucket, grader with extendable arm). Mechanical topsoil removal must stop at or above the topsoil/subsoil interface. Although there is already a road cut and watermain along the south side of the cemetery, future impacts in this area should still be subject to Stage 3 investigation as the past disturbances may have impacted unmarked graves.

4.0 RECOMMENDATIONS

On the basis of the above information, we recommend the following:

1. All of the project focus limit of Passmore Avenue from 750 metres east of Middlefield Road to Markham Road has been determined through background research and visual inspection to have been intensively and extensively disturbed and no longer has potential for archaeological remains. No assessment of these areas as mapped in Maps 20 and 21 is required proposed to any future development.
2. There are seven areas of archaeological potential within the general study area that will require Stage 2 field assessment prior to any future impacts. The methods should follow the instructions given in Section 3.2 Conclusions and summarized below:
 - a. Assess areas 1, 2, 3 and parts of 7 through visual assessment as per Standards and Guidelines for Consultant Archaeologists - 2.1.1 Pedestrian Survey (MTCS 2011:30-31)
 - b. Assess areas 4a, 4b, 5, 6 and parts of 7 through the test pit method as described the Standards and Guidelines for Consultant Archaeologists - 2.1.2 Test pit Survey (MTCS 2011:31).
 - c. Assess the 10-metre buffer around the Armadale Free Church Cemetery using mechanical topsoil stripping to reveal possible grave shafts.
3. In the event that deeply buried archaeological remains are encountered on the property during construction activities, the Heritage Operations Unit of the Ministry of Tourism, Culture and Sport, be notified immediately at (416) 314-7146 as well as the City of Toronto, Heritage Preservation Services Unit (416) 338-1096.
4. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Tourism, Culture and Sport, and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, of the Ministry of Government and Consumer Services, (416) 212-7499.
5. If any expansions to the boundaries of the subject property are proposed, further archaeological assessment work may be required.

5.0 ADVICE ON COMPLIANCE WITH LEGISLATION

1. Advice on compliance with legislation is not part of the archaeological record. However, for the benefit of the proponent and approval authority in the land use planning and development process, the report must include the following standard statements:
 - a. This report is submitted to the Minister of Culture as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism and Culture, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
 - b. It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
 - c. Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with sec. 48 (1) of the *Ontario Heritage Act*.
 - d. The Cemeteries Act, R.S.O. 1990 c. C.4 and the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, C.33 (when proclaimed in force) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

Contacts: Heritage and Operations Unit, Ministry of Tourism and Culture: (416) 314-7148

Registrar of Cemeteries, Cemeteries Regulation Unit: Michael D'Mello (416) 326-8404 or (416)-326-8393 or Corina Burnell, Deputy Registrar (Acting), 416-326-8514

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7.0 IMAGES



Image 1: West view of landscaping on south side of Passmore just west of Markham Road.



Image 2: West view of ditching, watermain, berm between Passmore and former golf range.



Image 3: East view of landscaping on south side of Passmore at



Image 4: South view of landscaped berm south of Passmore on east side of Dynamic Drive.



Image 5: West view of marked services along north side of Passmore Avenue.



Image 6: West view of landscaped green space between Passmore Avenue and industrial building.



Image 7: West view of landscaped green space between Passmore Avenue and industrial building.



Image 8: West view of Passmore Avenue road cut along front of cemetery with 400 Passmore in background.



Image 9: East view of Passmore Avenue road cut along front of church showing location of watermain/ hydrant.



Image 10: East view of landscaping at 385 Passmore Avenue.



Image 11: West view of landscaping across front of 380 Passmore Avenue.



Image 12: East view of landscaping across front of 351 Passmore Avenue.



Image 13: East view of landscaping across front of 351 Passmore Avenue.



Image 14: East view of landscaping across front of 351 Passmore Avenue.



Image 15: South view at landscaping along Maybrook Drive.



Image 16: East view from 328 Passmore Avenue.



Image 17: West view of landscaping along industrial building at 875 Middlefield Road on south side of Passmore Avenue.



Image 18: Northwest view of parking lot at northeast corner of Passmore Avenue and Middlefield Road (Gursikh Sabha Canada, 905 Middlefield).



Image 19: North view along Middlefield Road.



Image 20: South view along front of 875 Middlefield Road.



Image 21: South view of west side of State Brown Boulevard.



Image 22: South view of east side of State Brown Boulevard.



Image 23: East view of southeast corner of State Crown Boulevard and Select Avenue.



Image 24: North view of west side of Dynamic Drive.



Image 25: South view of Dynamic Drive.



Image 26: West view along McNicoll Avenue.



Image 27: East view along McNicoll Avenue from Maybrook Drive.



Image 28: North view of major landscaping along west side of Maybrook Drive.

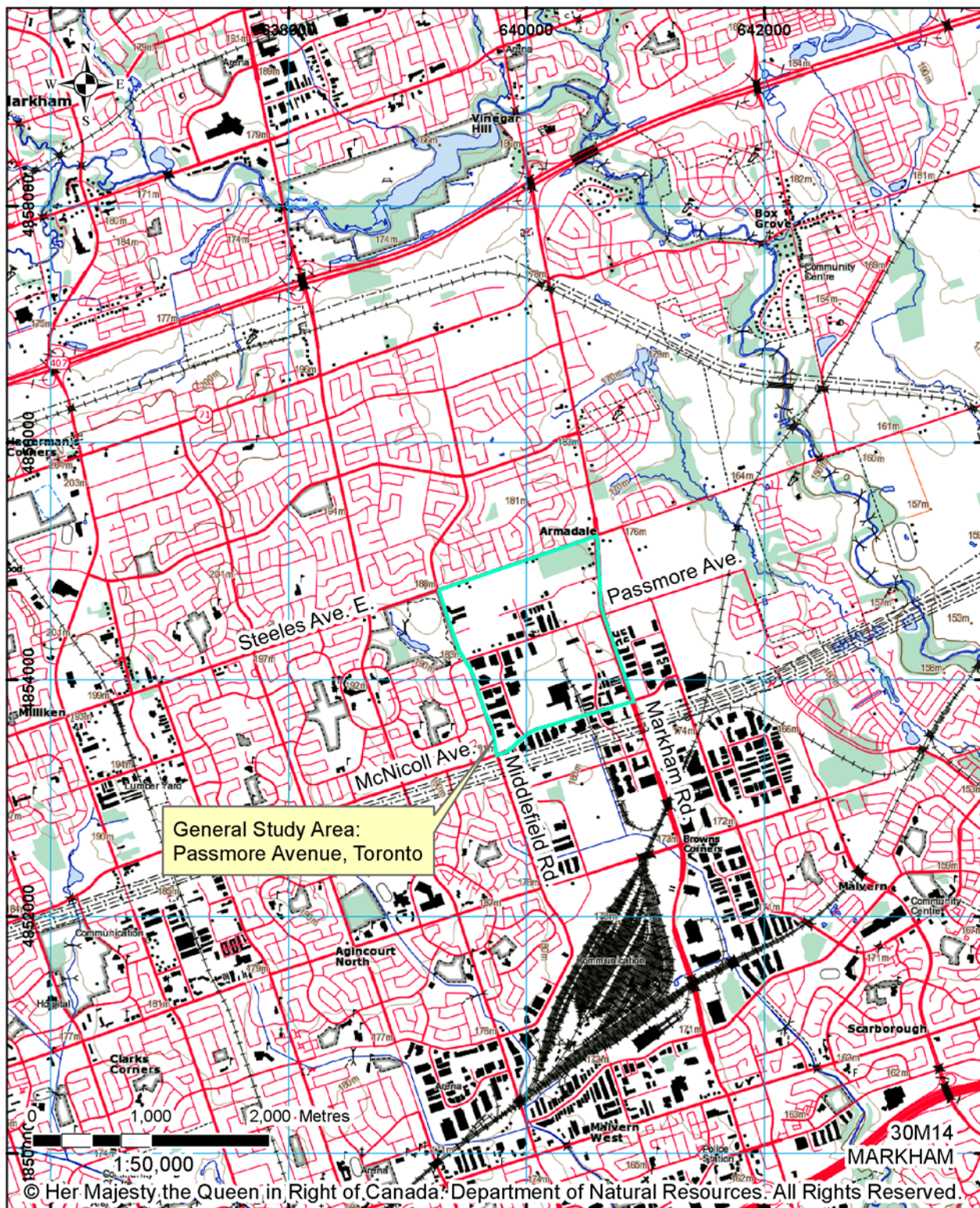


Image 29: South view of major landscaping along east side of Maybrook Drive.

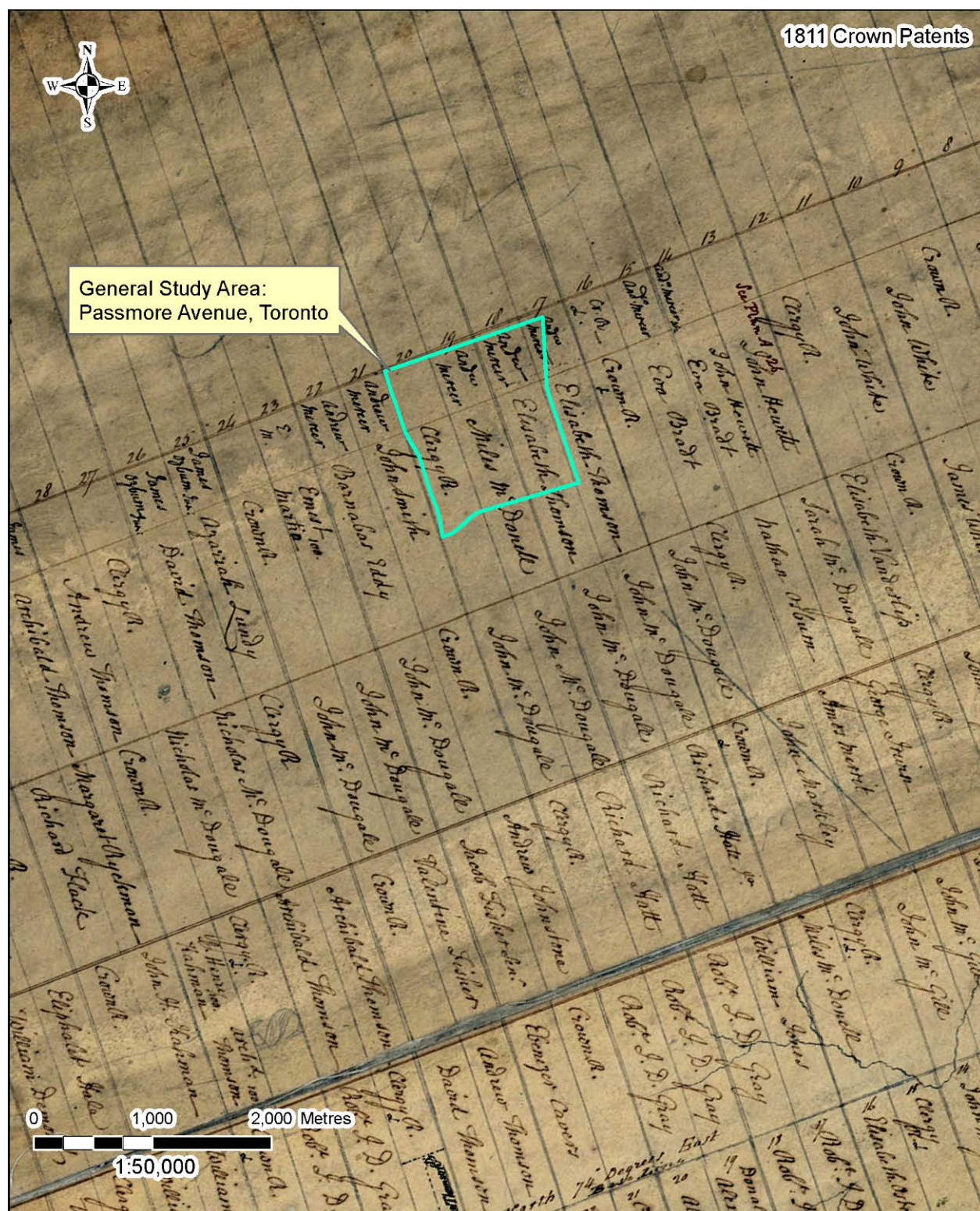


Image 30: North view of major landscaping along west side of Maybrook Drive.

8.0 MAPS

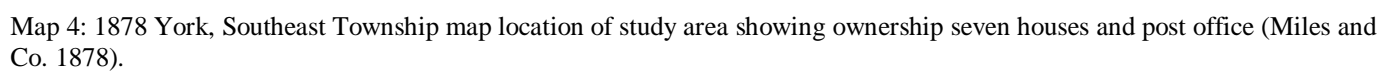


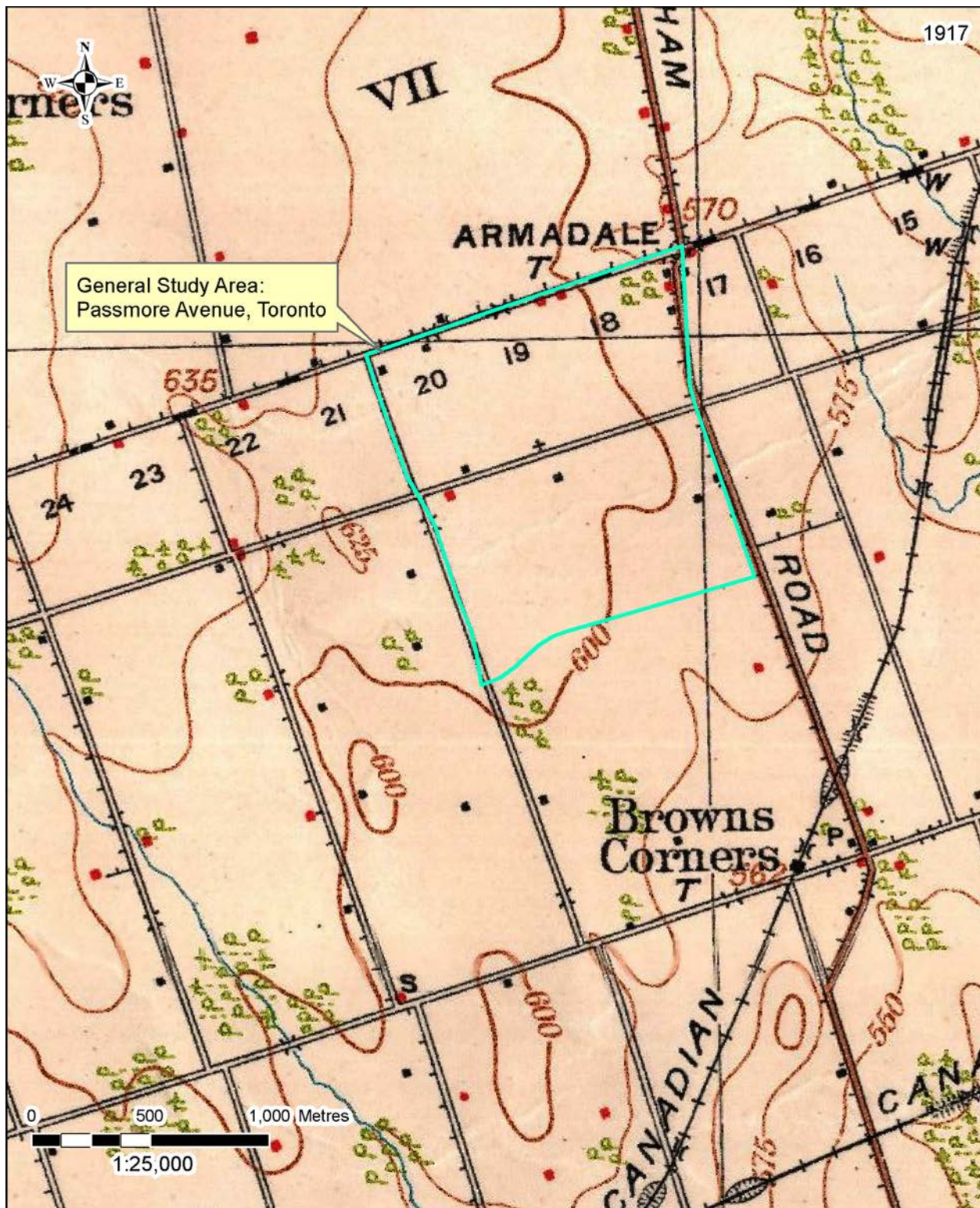
Map 1: Location of the Passmore Avenue general study area (NRC 2010).



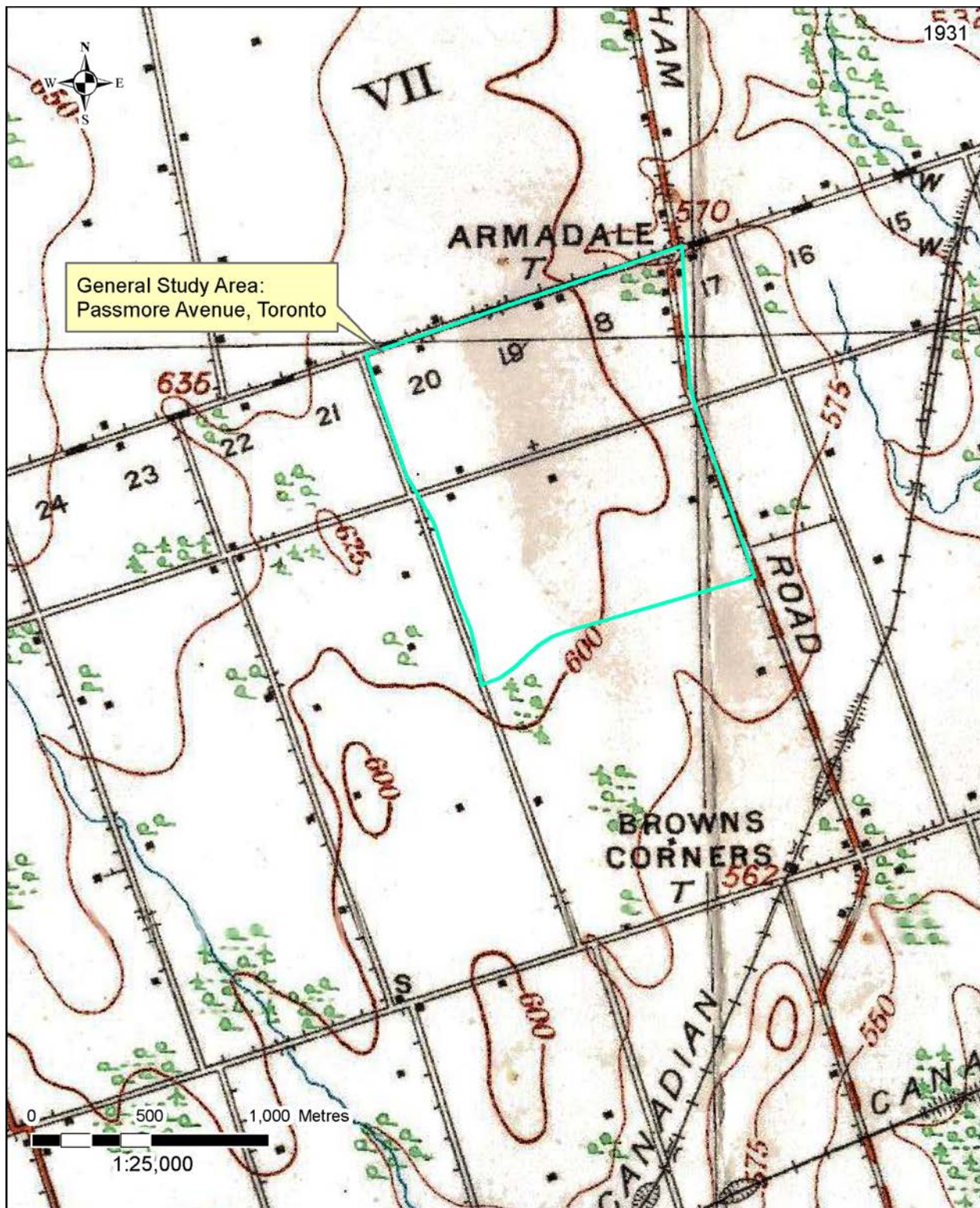
Map 2: Disposition of Crown lands showing Elizabeth Thomson, Miles McDonnell, Clergy Reserve and Andrew Mercer (1811).



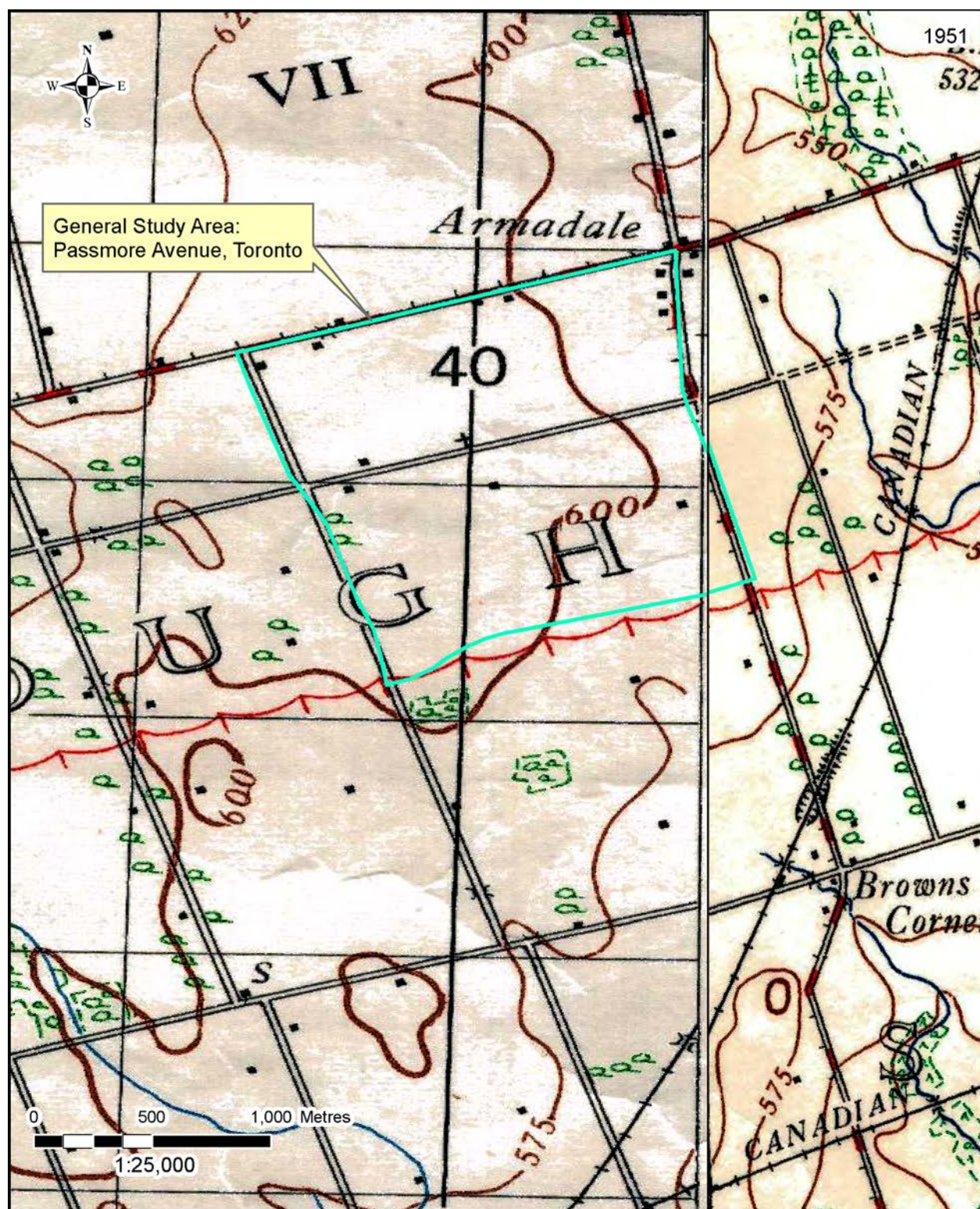




Map 5: Topographic mapping of study area showing streams in northeast corner and house adjacent to the northwest corner (DMD 1917).



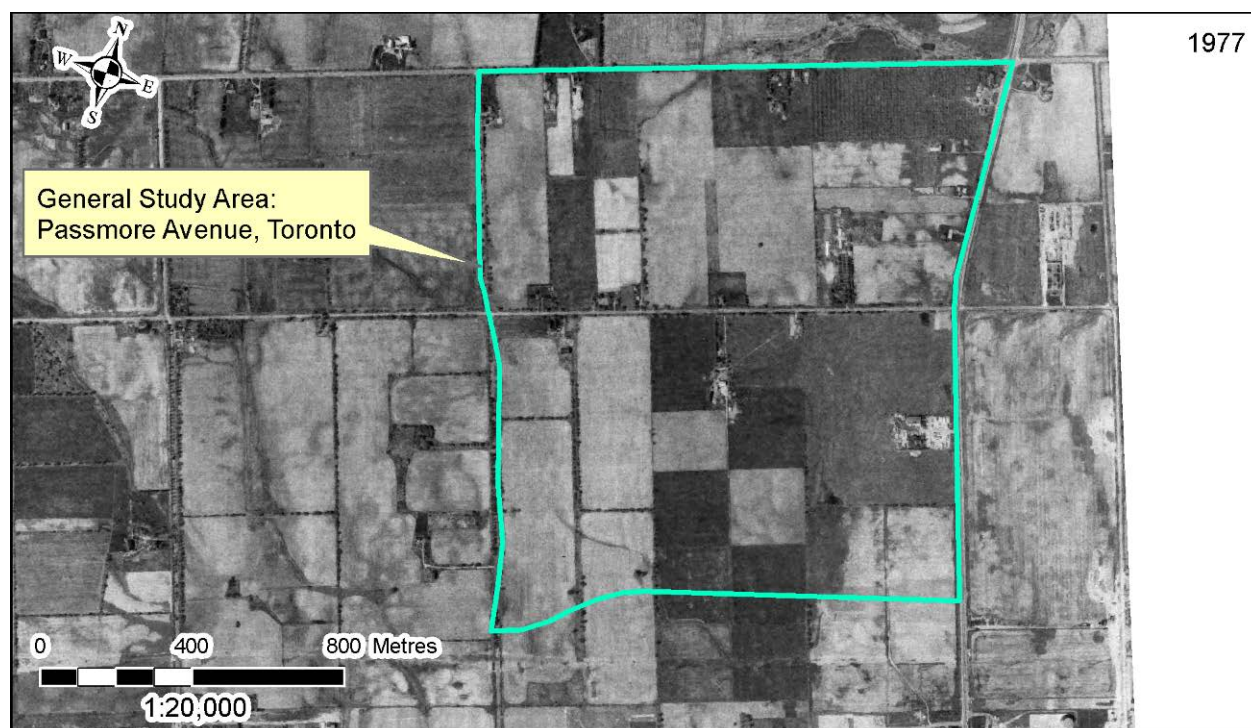
Map 6: Topographic mapping from 1931 of study area showing houses along Sheppard Avenue East (DND 1931).



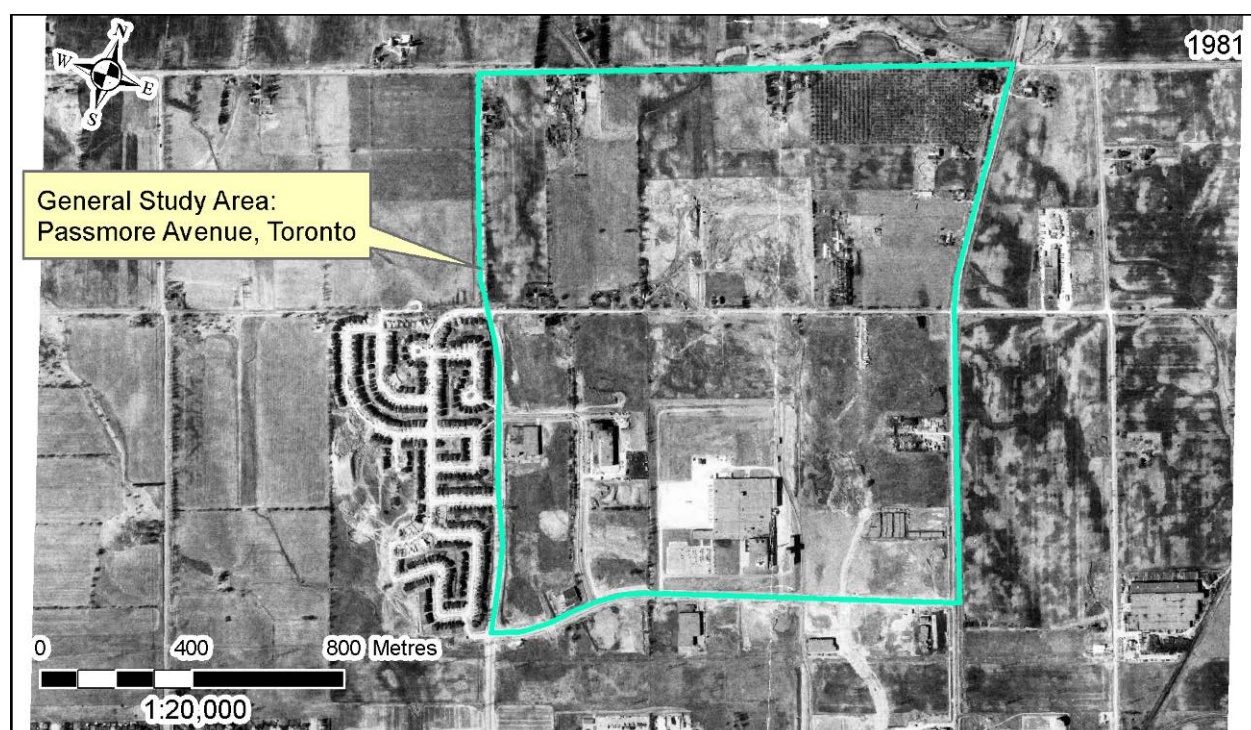
Map 7: Topographic mapping of study area showing house along Sheppard Avenue East (DND 1951).



Map 8: 1947 aerial view of the study area showing pre-development landscape (Toronto Archives 1947).



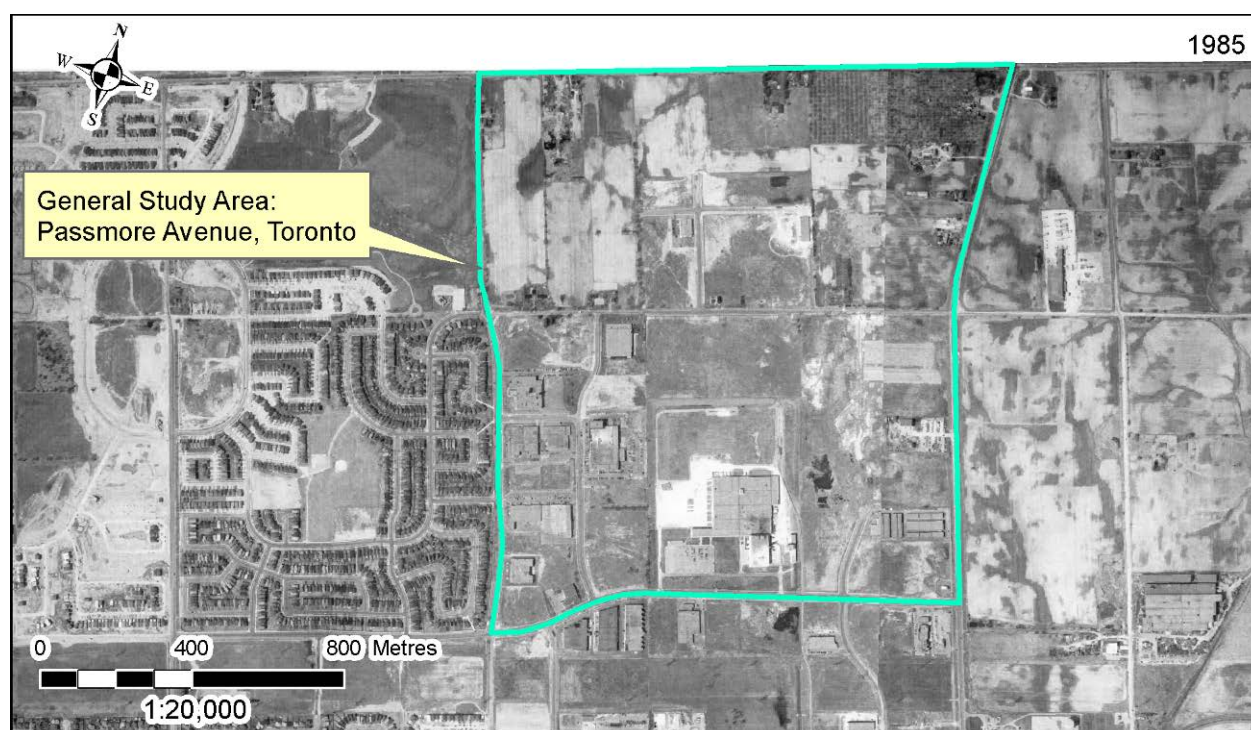
Map 9: 1977 aerial view of the study area showing the lack of development since previous 1947 aerial view (City of Toronto Archives 1977).



Map 10: 1981 aerial view of the study area showing initial industrial developments in south portion of general study area (City of Toronto Archives 1981).



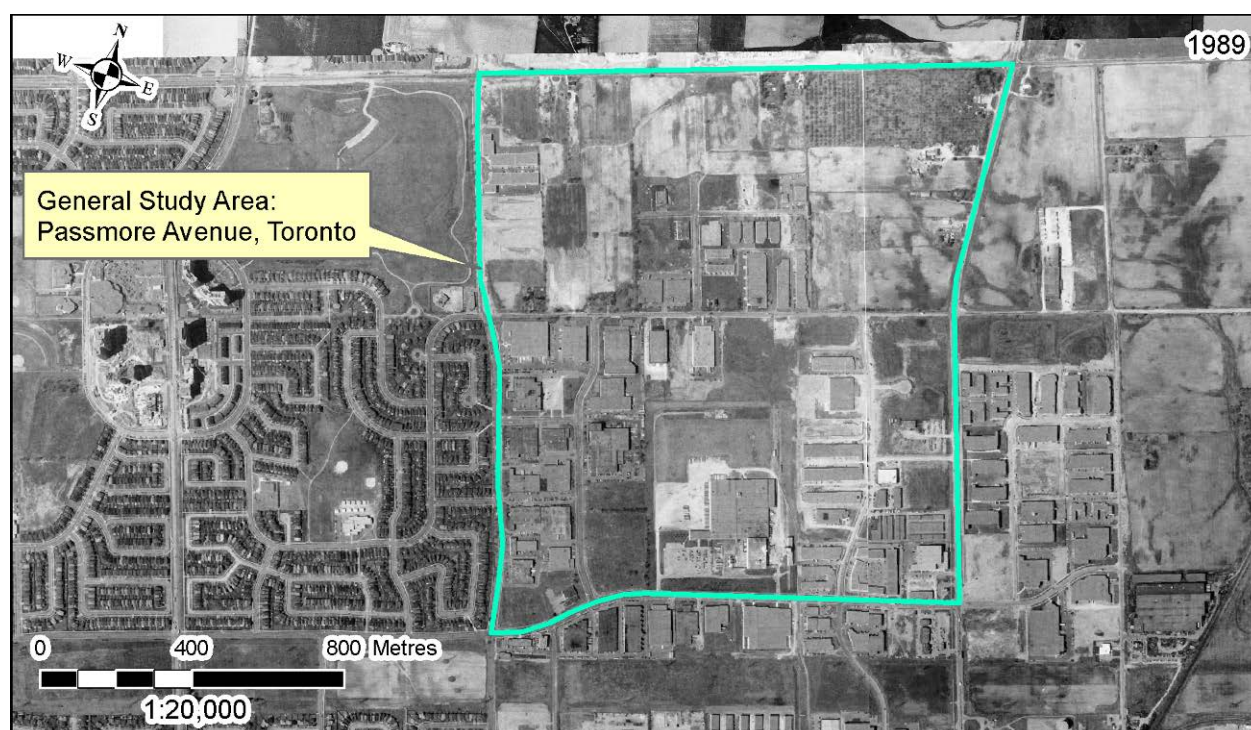
Map 11: 1983 aerial view of the study area showing first development at intersection of State Crown Boulevard and Select Avenue as well as extension of Maybrook Drive to Passmore Avenue (City of Toronto Archives 1983).



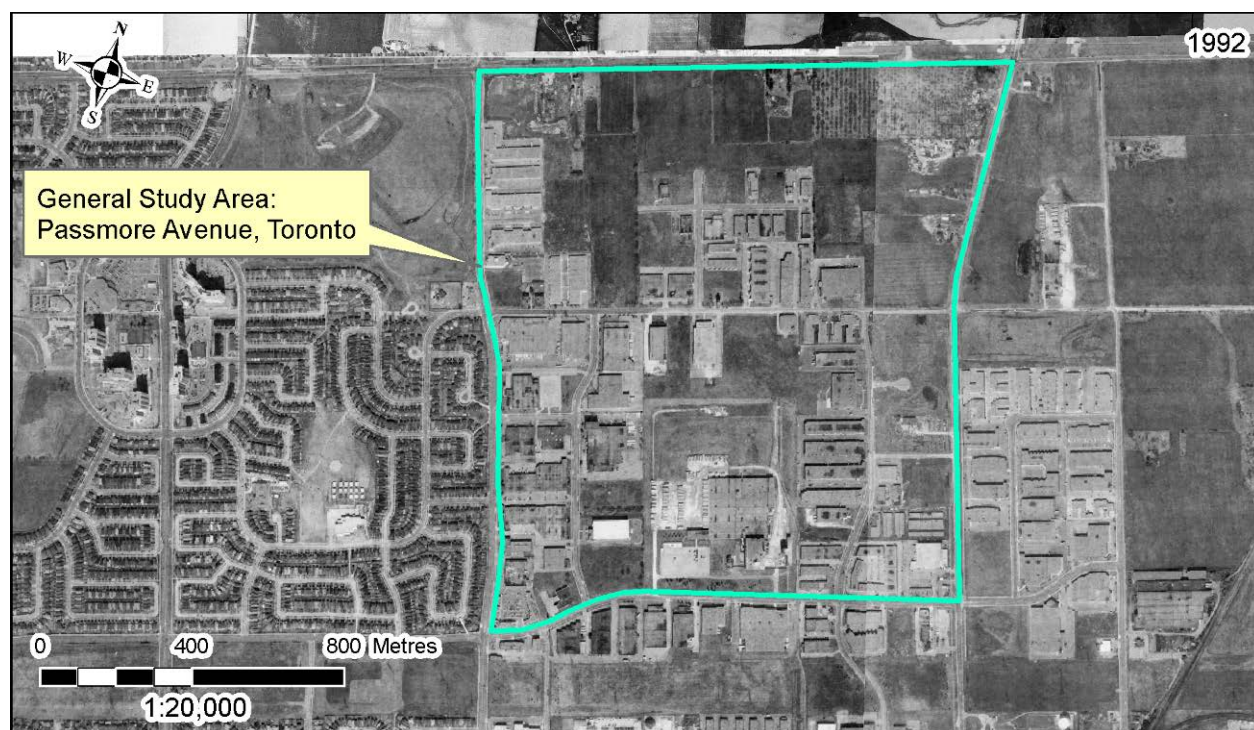
Map 12: 1985 aerial view of the study area showing first building at Passmore Avenue and Maybrook Drive and continuing development on Select Avenue (City of Toronto Archives 1985).



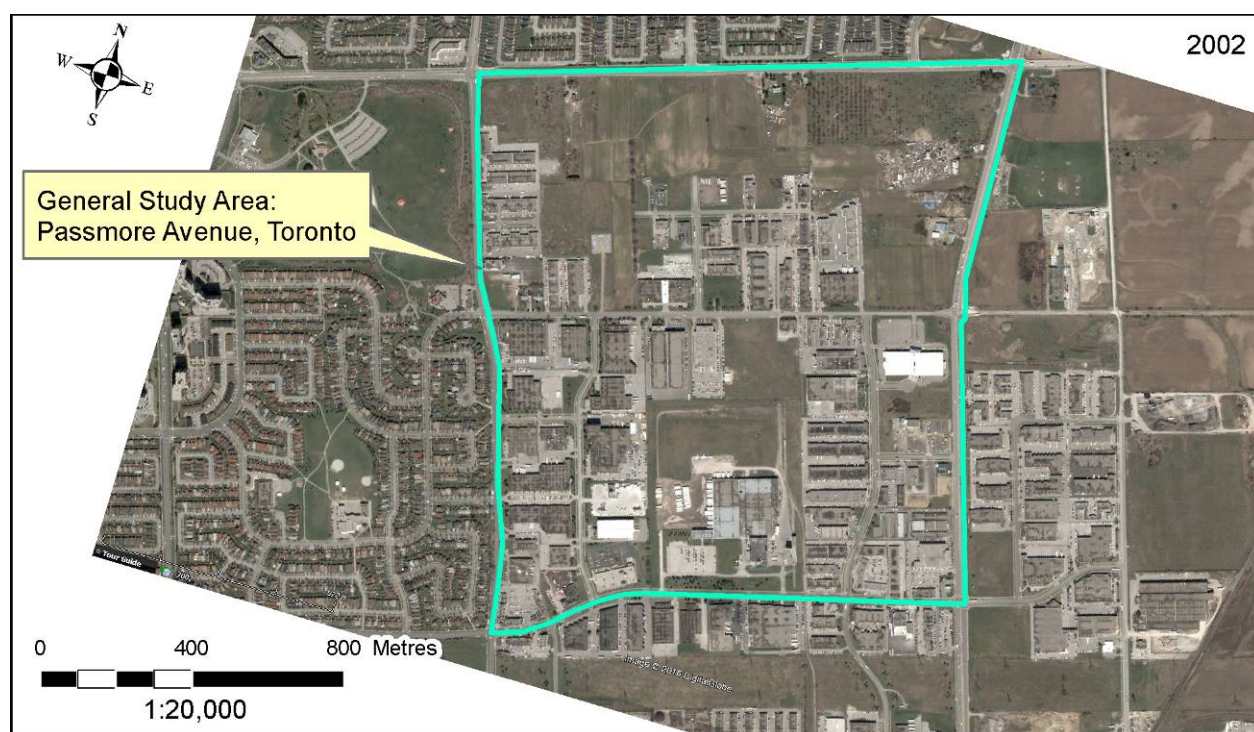
Map 13: 1987 aerial view of the study area showing continuing development within general study area (City of Toronto Archives 1987).



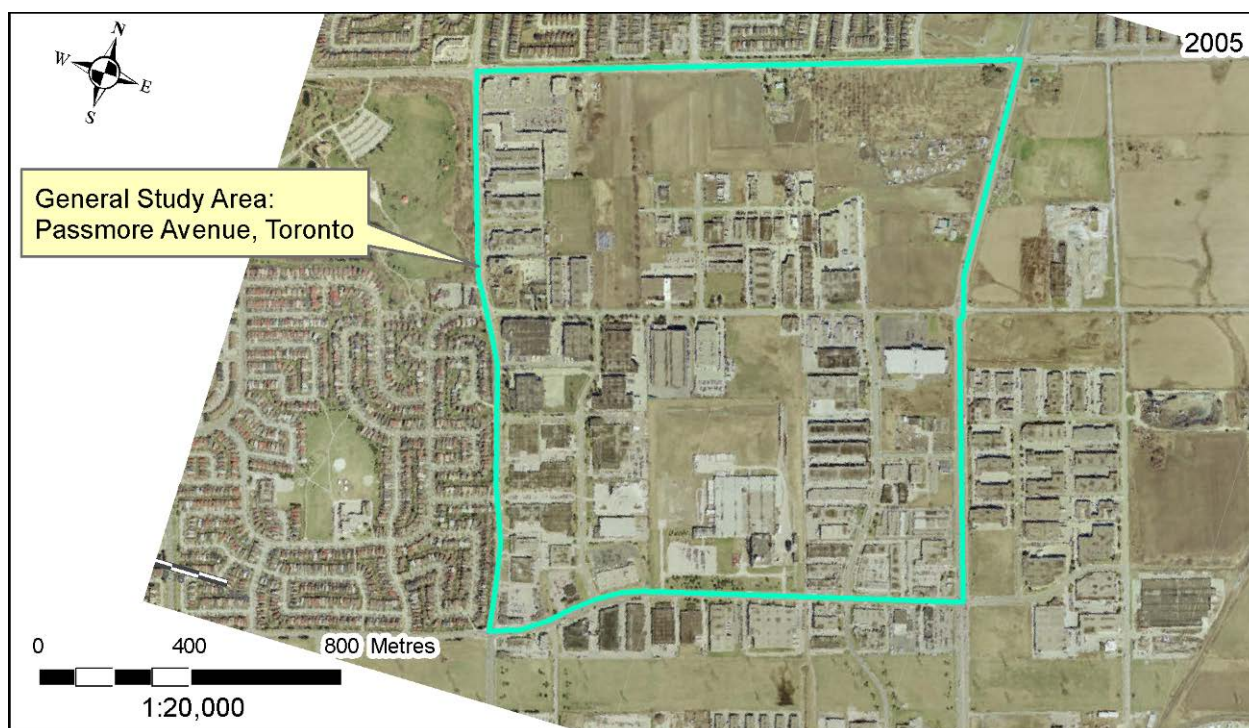
Map 14: 1989 aerial view of the study area showing extension of Dynamic Drive to Passmore Avenue (City of Toronto Archives 1989).



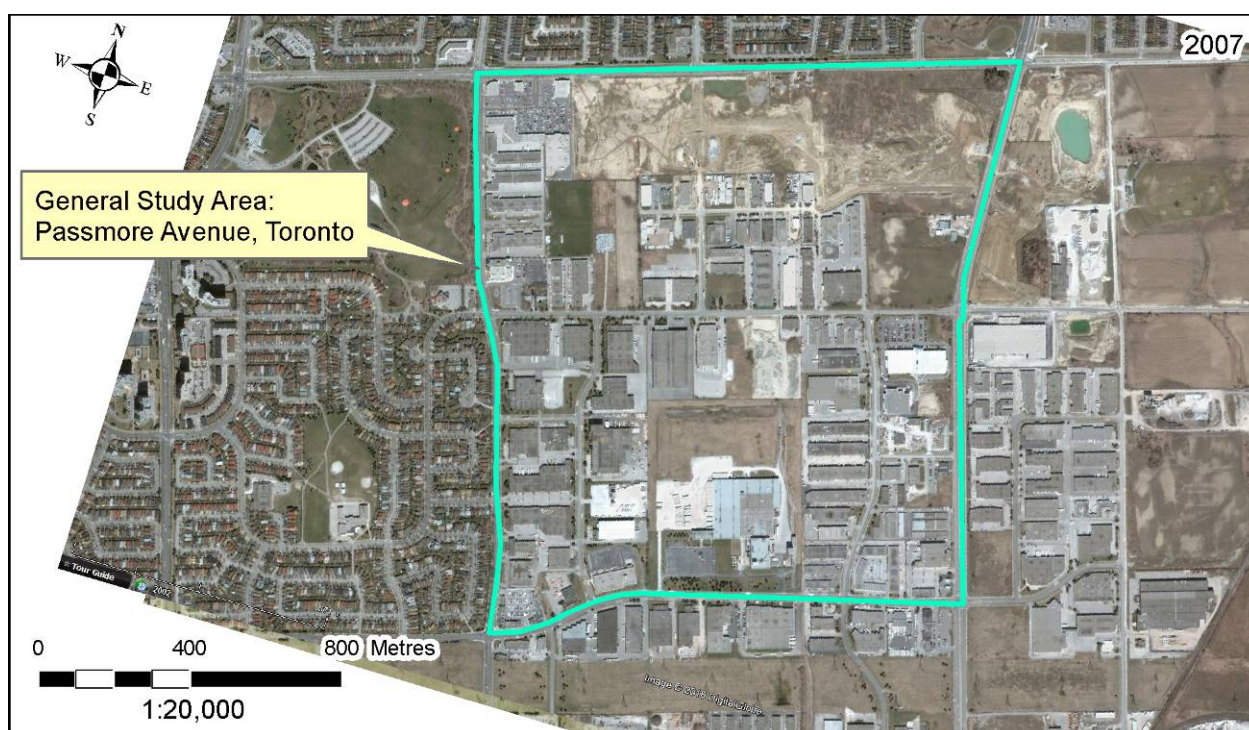
Map 15: 1992 aerial view of the study area showing continuing development within general study area (City of Toronto Archives 1992).



Map 16: 2002 aerial view showing lack of development along Steeles Avenue East (Google 2002).



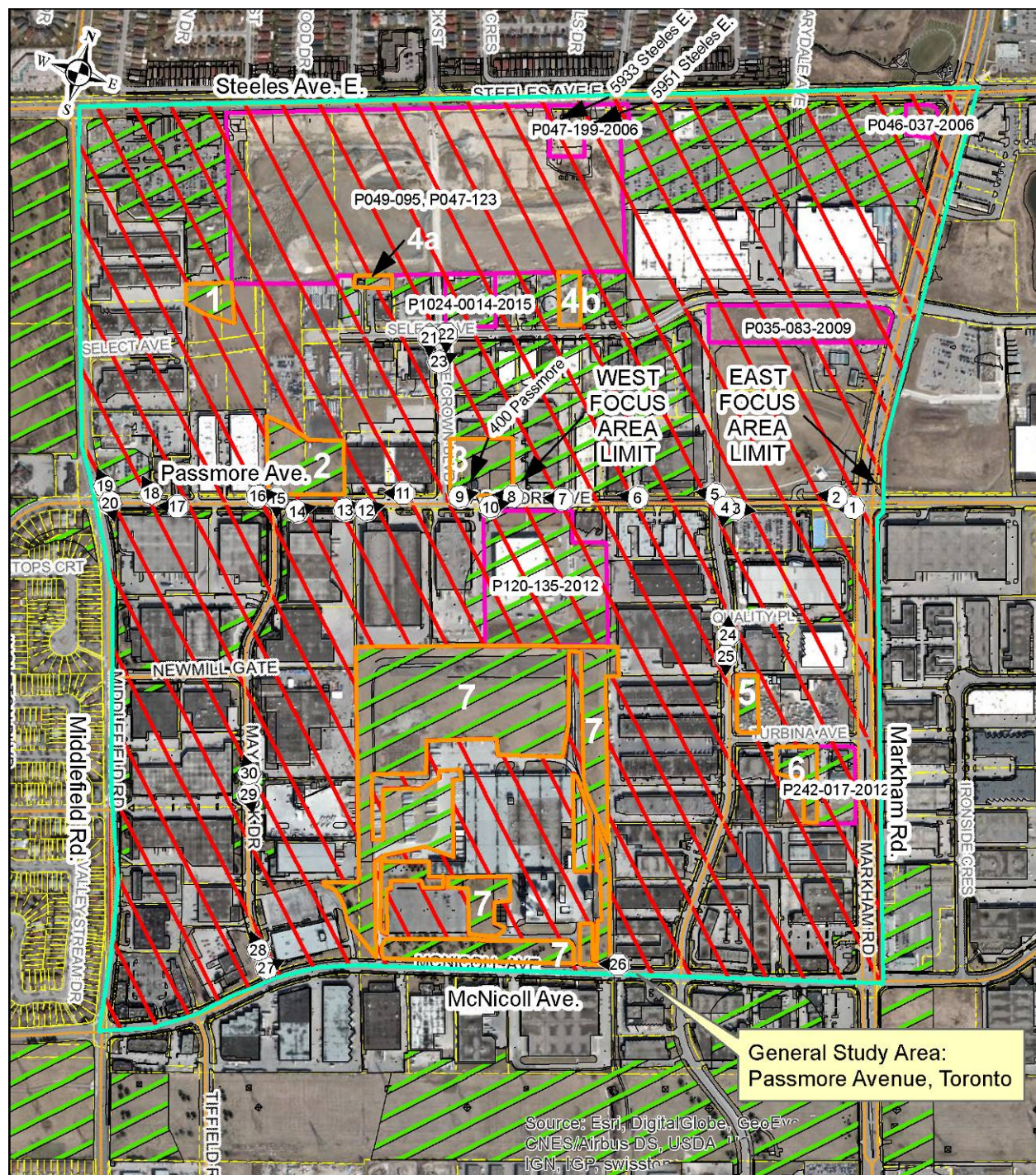
Map 17: 2005 aerial view showing retail plaza development at southeast corner of Steeles Avenue East and Middlefield Road (City of Toronto 2005).



Map 18: 2007 aerial view showing new industrial buildings along Select Avenue (Google 2007).



Map 19: 2009 aerial view of the study area showing new development in the northeast corner (City of Toronto 2014).



Map 20: Zones of removed archaeological potential and remaining potential, as per Table 3, with Toronto Archaeological Master Plan overlay, previous assessment limits and photo locations (ASI 2015).



Map 21: Passmore Avenue Focus Area showing zones of removed archaeological potential within study area due to disturbance or previous assessments with Toronto Archaeological Master Plan overlay and photo locations (ASI 2015).