APPENDIX G

ARCHAEOLOGICAL ASSESSMENT REPORT

Stage 1 Archaeological Assessment

Spadina Subway Extension
From Downsview Station via
York University to Steeles Avenue
City of Toronto, Ontario

Submitted to
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ASI File 04CS-04
Archaeological Licence P057
MCL PIF P057-117

November 2004 (revised December 2005)

ARCHAEOLOGICAL SERVICES INC.
ENVIRONMENTAL ASSESSMENTS

PROJECT PERSONNEL

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Field Photography:	Robert Pihl
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Stage 1 Archaeological Assessment

Spadina Subway Extension
From Downsview Station via York University to Steeles Avenue
City of Toronto, Ontario

1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted by URS Canada Inc., on behalf of the City of Toronto and the Toronto Transit Commission, to conduct a Stage 1 archaeological assessment for the Spadina Subway Extension Environmental Assessment from Downsview Station via York University to Steeles Avenue in the City of Toronto, Ontario (Figure 1).

The assessment was conducted under the project direction of Mr. Robert Pihl, ASI, under an archaeological license (P057) issued to Mr. Pihl. The field review was conducted by Dr Michael Brand (P160) in accordance with the Ontario Heritage Act (2005).

Permission to access the study area and to carry out the activities necessary for the completion of the Stage 1 assessment was granted to ASI by URS Canada Inc. on November 8, 2004.

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

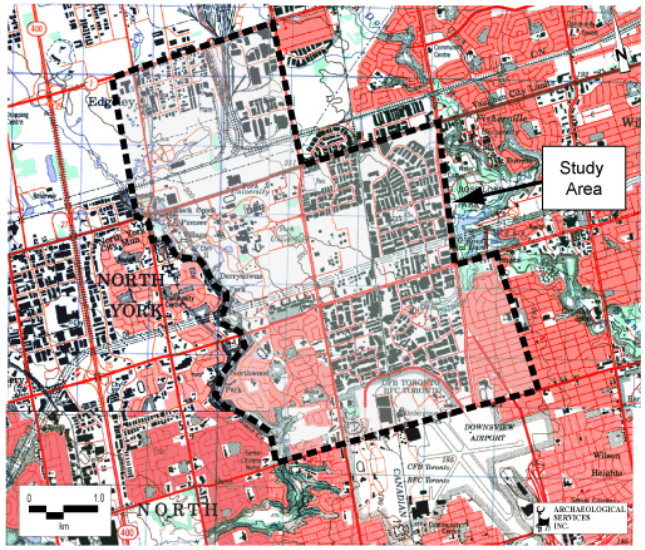

Figure 1: Location of the study area [NTS Sheets 30 M/11 (Toronto), 30 M/12 (Brampton), 30M/13 (Bolton), 30 M/14 (Markham)]

2.0 BACKGROUND RESEARCH

2.1 Previous Archaeological Research

In order that an inventory of archaeological resources could be compiled for the study area, three sources of information were consulted: the site record forms for registered sites housed at the Ontario Ministry of Culture; published and unpublished documentary sources; and the files of ASI.

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

According to the OASD, there are 15 previously registered sites within the study area (Table 1).

Table 1: Registered Archaeological Sites within the Study Area

Borden #	Site name	Site Affiliation	Site Type	Researcher(s)
AkGu-10	Risebrough	Late Woodland	Iroquoian Village	A. Roberts, 1971; M, Kapches, 1972
AkGu-12	Dufferin	Woodland	Campsite	Father Meighan, 1950
AkGu-68	Jerrett	Historic Euro-Canadian	Homestead	ASI*, 2001
AkGv-8	E.A. Parson	Late Woodland	Village	J.V. Wright, 1966; J. Morrison, 1979; U of T**; ASI, 1988
AkGv-70	Boynton	Historic Euro-Canadian	Homestead	ASI, 1988
AkGv-71	Bramalae	Undetermined Pre-contact	Isolated Find	ASI, 1988
AkGv-104	Burkholder House	Historic Euro-Canadian	Homestead	Warrick 1990
AkGv-105	Unassigned	Undetermined Pre-contact	Isolated find	Warrick 1991
AkGv-106	Goose	Undetermined Pre-contact	Isolated find	Warrick 1991
AkGv-107	Bingo	Undetermined Pre-contact	Campsite	Warrick 1991
AkGv-108	Unassigned	Early Archaic	Isolated find	Warrick 1991
AkGv-109	Left Shoe	Undetermined Pre-contact	Isolated find	Warrick 1991
AkGv-110	Right Shoe	Undetermined Pre-contact	Campsite	Warrick 1991
AkGv-111	Boot	Undetermined Pre-contact	Isolated find	Warrick 1991
AkGv-193	Kaiser Site	Historic Euro-Canadian	Homestead	ASI, 2002

* ASI – Archaeological Services Inc. **U of T – University of Toronto

2.2 Physiography and Assessment of Pre-contact Archaeological Potential

The study area is located in the bevelled till plains of the Peel Plain physiographic region (Chapman and Putnam 1984: 174–176) of southern Ontario. This region is a fairly level clay plain spread across the central portions of the Regional Municipalities of York, Peel, and Halton and the City of Toronto. The surface of the Peel Plain is characterized by level to gently rolling topography, with a consistent, gradual

slope toward Lake Ontario. The Peel Plain is made up of deep deposits of dense, limestone and shale imbued till, often covered by a shallow layer of clay sediment. Across this plain the Credit, Humber, Don and Rouge Rivers create a systematic drainage system as there is no large undrained depression, swamp, or bog in the study area.

Potable water is arguably 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 *Ministry of Citizenship, Culture and Recreation* Primer on Archaeology Land Use Planning and Development in Ontario (1997: 12-13) stipulates that undisturbed lands within 300 metres of a primary water source or 200 metres of a secondary water source are considered to be of high archaeological site potential.

Therefore, depending on the degree of previous land disturbance, it may be concluded that there is potential for the recovery of pre-contact archaeological remains within the study area.

2.3 Assessment of Historic Archaeological Potential: Summary Review of Historical Maps

The 1878 *Illustrated Historical Atlas of the County of York, Ontario* was reviewed to determine the potential for the presence of historical archaeological remains within the study area during the nineteenth century (Figure 2).

A number of historic communities fall within the study area including Dublin, Fisherville, Kaiserville, and Elia. The many little communities which sprang up in the nineteenth century had their beginnings as service areas for the farms which surrounded them (Hart, 1968: 136). Naturally, there was a tendency for the neighbourhood churches and schools to concentrate in the same area (*ibid.*)

Dublin, a crossroads village, developed at the corner of Sheppard Avenue and Dufferin Street (where the northeastern most part of Downsview Park is currently situated) and was named after William Duncan's Farm (Hart 1968: 197). Very few merchants settled in the area, but a shoemaker's shanty and a general store were constructed in the late 1830's. When the Duncan children reached school age, William built a one-storey frame schoolhouse and hired a school master for his growing family and the neighbourhood children (Hart 1968: 199). Members of the community would head into the neighbouring community of Downsview to attend to business that could not be done in Dublin or to attend church.

Elia, a larger community than Dublin, was located in the district between Dufferin Street and Jane Street and from north of Sheppard Avenue to Steeles Avenue. The original lot owners in 1800 were mostly members of the Queen's Rangers, who accompanied Governor Simcoe from Niagara to York in 1793. Later the property was sold to Pennsylvania German settlers who left Lancaster, Franklin, and Bedford Counties in Pennsylvania and came overland with their families to take up residence in Upper Canada (Hart 1968: 213).

The community of Elia contained two blacksmith shops, a saw mill, a grist mill, a general store, a post office, an Episcopal Methodist Church, a log school house which was replaced by a brick school in 1873, and the Canadian Order of Foresters Hall. Today, the church stands alone surrounded by huge oil tanks. The old school, which closed in 1956, has been replaced with many new school buildings, and York

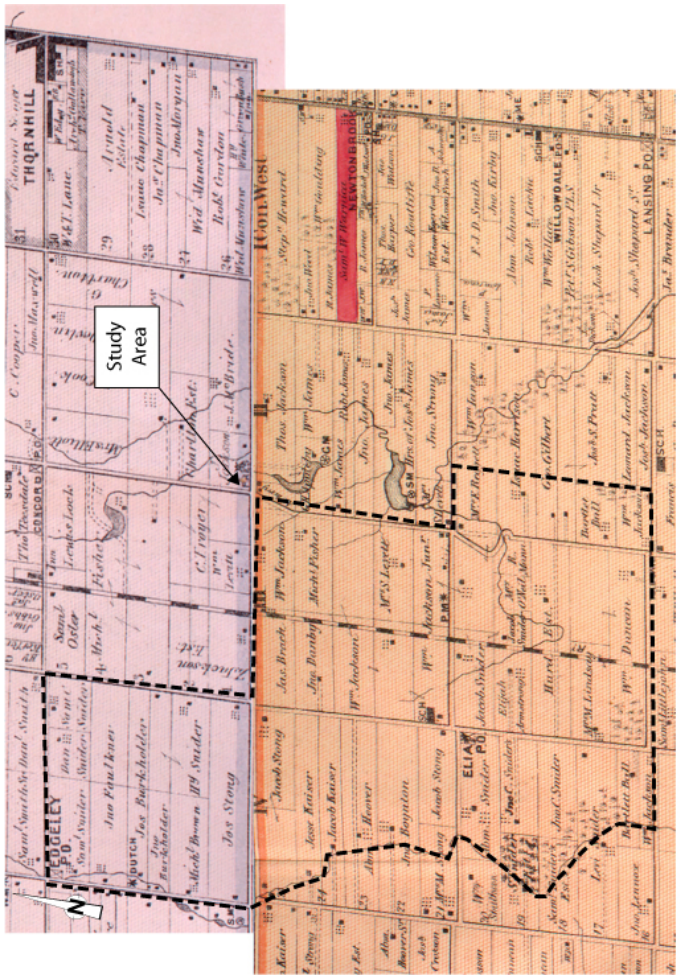

Figure 2: The study area overlaid on the historic map of Township of York North and the Township of Vaughan, County of York, as found in the 1878 *Illustrated Historical Atlas of the County of York, Ontario.*

University opened its doors in September, 1964, on the Boyton, Hoover, Kaiser, and Stong farms (Hart 1968: 218).

Two small villages sprang up west of Yonge Street along Steeles Avenue, North York's northern boundary. Fisherville and Kaiserville (now Black Creek Village), were drawn toward the villages of Vaughan to the north. (Hart 1968: 224).

Fisherville was named after Jacob Fisher, who brought twenty-two members of his Pennsylvania German family to Canada in 1797 and received land from the Crown in Vaughan Township and North York, bordering Steeles Avenue (Hart 1968: 224). He built a mill on the West Branch of the Don River, and, as usually happened, a community grew up around it. The community also consisted of several houses, a blacksmith shop, and an inn (Reaman 1971: 106).

As in similar communities, Fisherville's numbers decreased and finally ceased to exist except for the Presbyterian church and the hotel. In 1945, the property was taken over by the University of Toronto, and the Cannaught Medical Research Laboratories were expanded on to it (Reaman 1971: 107). The church has since been relocated to Black Creek Pioneer Village, located at Jane Street and Steeles Avenue.

Kaiserville was the official name the Kaiser family gave to the settlement where they lived. Other families in the district may not have accepted the name, but for lack of a better one, it is used to distinguish this early community, part of which is now known as Black Creek Pioneer Village (Hart 1968: 225). Some of the early buildings associated with Kaiserville still stand at Black Creek Pioneer Village.

In order to meet the need for a church and community hall, the Kaiser Chapel was erected in 1830 on Jane Street and served many purposes (Hart 1968: 226). Eventually the Kaiser Chapel was dismantled and the Townline Church was established in 1852, adjoining the school. Other buildings of interest in the community included a saw mill, which was the centre of industry in Kaiserville, two blacksmith shops, a carpenter shop, and a wagon shop. The community was gradually turning northward to Edgeley, where a school was opened about 1839, a post office in 1872, and finally a Methodist church in 1877 (*ibid.).*

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

Therefore, depending on the degree of previous land disturbance, it may be concluded that there is potential for the recovery of historic cultural material within the study area. Furthermore, it should be noted that not every feature of potential interest today would have been illustrated on the nineteenth century mapping.

3.0 FIELD REVIEW

A field review of three alternative alignments was conducted by Dr Michael Brand, ASI, on December 14, 2004. The weather at the time consisted of cold temperatures with grey, overcast skies, but viewing conditions were considered acceptable. The three alternatives investigated traversed a largely urban land-

scape (Figure 3), but the actual construction alignment will be underground, and therefore tunneled. Following detailed study of these three and other alternatives, a recommended subway alignment was defined which differed from the three investigated in the field. The Preferred Alignment is depicted in Figure 4, and a field review of that corridor was conducted by Mr. Rober Pihl, ASI, in early November, 2005. The weather again consisted of grey overcast skies, cool temperatures and a stiff wind, but viewing conditions were considered satisfactory.

The field review proceeded from south to north, starting at Downsview Station (Plate 1). Although the route mostly traverses an urban landscape and will pass beneath buildings, roads, and parking lots (Plates 1-3, 8-11, 12-15), there are sections where development disturbances are absent to minimal (Plates 4-7). All stations are cut and cover construction (personal communication, Scott Thorburn, URS, December 6, 2005), but several will also feature major surface facilities: both Steeles West and Finch West Stations feature commuter parking and bus terminal facilities. All proposed construction activity within lands with known archaeological sites or archaeological site potential will require a Stage 2 archaeological assessment.

4.0 CONCLUSIONS AND RECOMMENDATIONS

The Stage 1 archaeological assessment for the Spadina Subway Extension Environmental Assessment determined that 15 archaeological sites have been registered within the study area. Additionally, a review of the general physiography and local nineteenth century land uses of the study area suggested that it exhibits archaeological site potential.

Field reviews were conducted in December 2004 and November 2005 by archaeologists from ASI, and these focused on the alternative and recommended alignments (Figures 3 and 4). Since construction activities will be mostly confined to underground tunneling, disturbance to archaeological resources will not occur unless these activities move to the surface (e.g. construction of station parking and bus terminal facilities) within areas of known or potential archaeological interest.

In light of these results, the following recommendations are made:

1. A Stage 2 archaeological assessment of the preferred alignment (Figure 3) should be conducted in accordance with the Ministry of Culture's Stage 1-3 Archaeological Assessment Technical Guidelines (1993), in order to identify any archaeological remains that may be present within the preferred alignment. *However, this assessment will only be required on those sections containing known sites or archaeological site potential where construction activities will disturb the surface.*

   Otherwise, and with this exception, no additional archaeological assessment will be required, and the study area (preferred alignment) can be considered clear of further archaeological concern.

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

2. Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of the Ministry of Culture should be immediately notified.

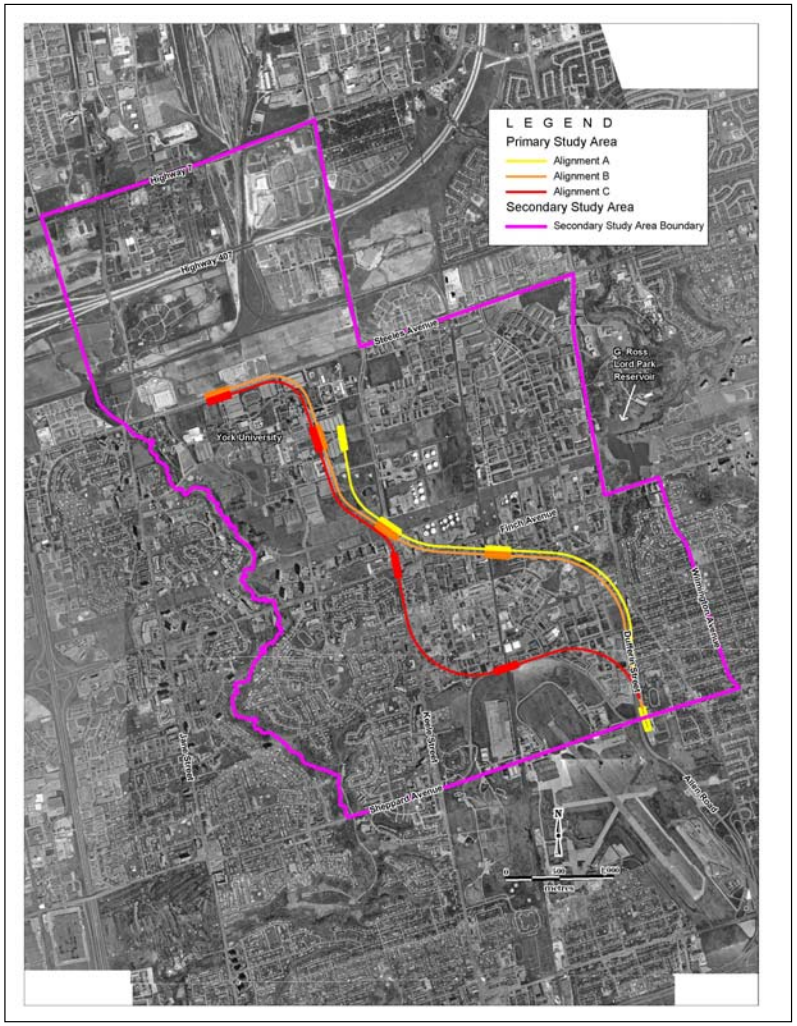

Figure 3: Spadina Subway Extension Study Area with Alternative Alignments.

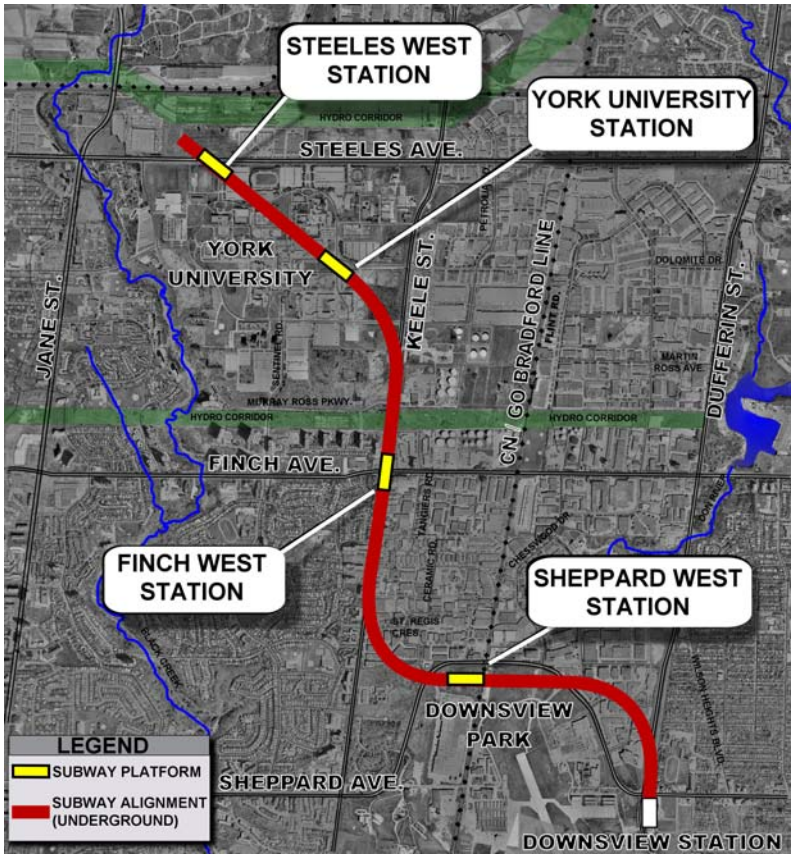

Figure 4: Spadina Subway Extension Study Area with Preferred Alignment.

3. In the event that human remains are encountered during construction, the proponent should immediately contact both the Ministry of Culture, and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.

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

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

5.0 REFERENCES CITED

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1997 *Conserving a Future for a Past: Archaeology, Land Use Planning and Development in Ontario. An Educational Primer and Comprehensive Guide for Non Specialists*. (former Cultural Programs Branch, Archaeology & Heritage Planning Unit) Ministry of Culture, Toronto

Reaman, G. Elmore
1971 *A History of Vaughan Township*. University of Toronto Press, Toronto.

6.0 PHOTOGRAPHY

Plate 1: View of Downsview Station looking south

Plate 2: View of east side of Dufferin Steet looking north from Downsview Station.

Plate 3: Looking northwest from Dufferin Street along preferred alignment that will run beneath buildings

Plate 4: Looking east along Sheppard Avenue at proposed Downsview Park Station site beside railway tracks; cut and cover construction.

Plate 5: View of proposed corridor running along Sheppard Avenue (from proposed station site); area will be tunneled.

Plate 6: View of preferred alignment from Sheppard Avenue across field and connecting to Keele Street (in the distance); area will be tunneled..

Plate 7: Looking southeast along preferred alignment from Keele Street; area will be tunneled.

Plate 8: View of proposed Finch West Station site looking south along Keele Street; proposed main entrance to station.

Plate 9: Looking north along Keele Street section of preferred alignment from proposed Finch West Station site; view of proposed pedestrian entrance.

Plate 10: Looking north along Keele Streete corridor section from Murray Ross Parkway; area will tunneled.

Plate 11: View of preferred alignment looking south-east from Pond Road (within York University campus); area will be tunneled.

Plate 12: View of preferred alignment through York University parking lot next to the proposed York University Station site; cut and cover construction at station.

Plate 13: View of proposed York University Station site within campus; cut and cover construction at station..

Plate 14: View of preferred alignment looking south-east through woodlot on south side of Ian MacDonald Boulevard; area will be tunneled.

Plate 15: View of preferred alignment looking south-east through York University parking lot from Steeles Avenue (and proposed Steeles West Station site); proposed bus terminal.