

Stage 1 Archaeological Assessment of 46-50 Ontario Street and 1-21 John Street, Part of Lot 9, Concession 1, Geographic Township of Grimsby, Lincoln County, Now in the Town of Grimsby, Regional Municipality of Niagara

Original Report (Interim)

Prepared for:

1000104674 Ontario Inc.

70 Mapledowns Way

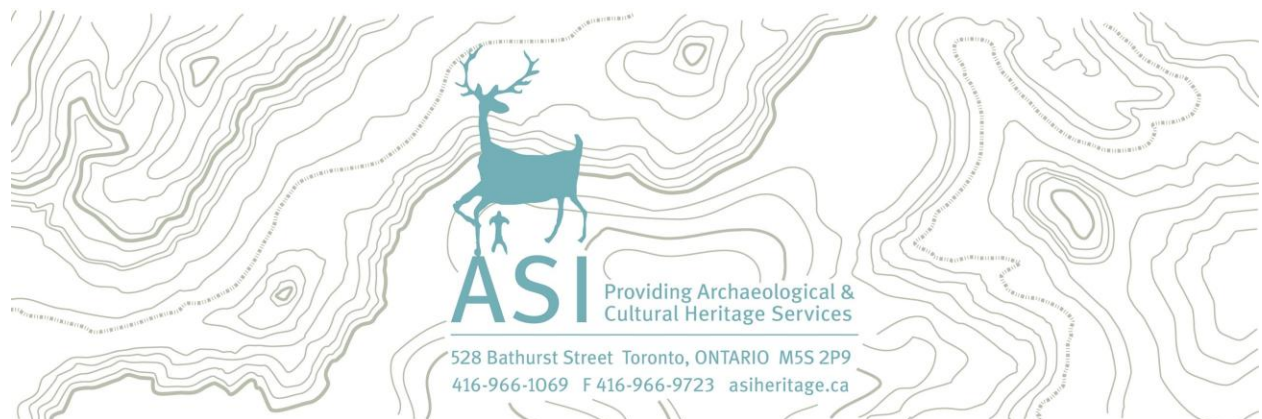
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Executive Summary

Archaeological Services Inc. was contracted by 1000104674 Ontario Inc. to undertake a Stage 1 Archaeological Assessment of 46-50 Ontario Street and 1-21 John Street, Part of Lot 9, Concession 1, in the Geographic Township of Grimsby, Lincoln County, now in the Town of Grimsby, Regional Municipality of Niagara. The subject property is approximately 0.9 hectare and consists of 10 adjacent property parcels.

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 a review of available aerial and satellite imagery. The evaluation of archaeological potential also took into consideration the criteria established in the *Niagara Region Archaeological Management Plan* (Archaeological Services Inc. and Letourneau Heritage Consulting Inc., 2023). This research indicates the subject property has potential for the presence of archaeological resources and will require a Stage 2 Archaeological Assessment in accordance with the Ministry of Citizenship and Multiculturalism's 2011 *Standards and Guidelines for Consultant Archaeologists*.



Project Personnel

- **Senior Project Manager:** Jennifer Ley, Honours Bachelor of Arts (R376), Lead Archaeologist, Manager, Planning Assessment
- **Project Manager:** Jamie Houston-Dickson, Master of Arts (P398), Associate Archaeologist, Project Manager, Planning Assessment
- **Project Director:** Jamie Houston-Dickson
- **Project Administrator:** Amy Boonstra, Honours Bachelor of Arts, Project Administrator, Planning Assessment
- **Report Preparation:** Sarah-Jane Leipert, Doctor of Philosophy, Archaeologist, Technical Writer, Planning Assessment
- **Graphics:** Andrew Clish, Bachelor of Environmental Science (P046), Senior Archaeologist, Geographic Information System Technician and Equipment Coordinator, Operations; Robin Latour, Master of Letters, Assistant Manager of Geographical Information Systems Data and Survey, Operations; Michelle Nguyen, Bachelor of Arts, Geographical Information Systems Technician, Operations
- **Report Reviewers:** Emily Fitzpatrick, Master of Arts (R1092), Associate Archaeologist, Project Manager, Planning Assessment; Jamie Houston-Dickson; Jennifer Ley



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1.0 Project Context

Archaeological Services Inc. was contracted by 1000104674 Ontario Inc. to undertake a Stage 1 Archaeological Assessment of 46-50 Ontario Street and 1-21 John Street, Part of Lot 9, Concession 1, Geographic Township of Grimsby, Lincoln County, now in the Town of Grimsby, Regional Municipality of Niagara (Figure 1). The subject property is approximately 0.9 hectare and comprises 10 adjacent property parcels (Figure 2).

1.1 Development Context

This assessment was conducted under the senior project management of Jennifer Ley (R376), and the project management and project direction of Jamie Houston-Dickson (P398); the work was completed under Ministry of Citizenship and Multiculturalism (hereafter the Ministry) Project Information Form P398-0151-2026. All activities carried out during this assessment were completed to support an Official Plan Amendment and Zoning By-law Amendment, as required by the Town of Grimsby 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 of Citizenship and Multiculturalism], 1990) and the *Standards and Guidelines for Consultant Archaeologists* (hereafter the *Standards*) (Ministry of Tourism and Culture [now the Ministry of Citizenship and Multiculturalism], 2011).

The work carried out for this assessment was also guided by the *Niagara Region Archaeological Management Plan* (Archaeological Services Inc. and Letourneau Heritage Consulting Inc., 2023), which provides further refinement with regard to potential 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 November 20, 2025.

The subject property is located within the historical settlement area of Grimsby. The 10 individual parcels that comprise the subject property include 46-48 and 50



Ontario Street and 1, 3, 5, 7, 11, 13, 15, and 17-21 John Street (Figure 2). Each parcel has a single, detached residence except for 46-48 Ontario Street, which has a multi-use residential and commercial building, and 17-21 John Street, which consists of a detached residence (#17) and a separate commercial/industrial building (#21).

1.2 Historical Context

1.2.1 Indigenous Land Use and Settlement

Southern Ontario has been occupied by human populations since at least the retreat of the Laurentide glacier approximately 11,000 years Before Common Era (B.C.E.) (Ferris, 2013). Populations at this time would have been highly mobile, inhabiting a boreal parkland similar to the modern sub-arctic. By approximately 8000 B.C.E., the environment had progressively warmed (Edwards and Fritz, 1988) and populations now occupied less extensive territories (Ellis and Deller, 1990).

Between approximately 8000-3500 B.C.E., the Great Lakes basins experienced low-water levels, and many sites that would have been located on those former shorelines are now submerged. This period produces the earliest evidence of heavy woodworking tools, an indication of greater investment of labour in felling trees for fuel, to build shelter, and watercraft production. These activities suggest prolonged seasonal residency at occupation sites. Polished stone and native copper implements were produced by approximately 6000 B.C.E.; the latter was acquired from the north shore of Lake Superior, evidence of extensive exchange networks throughout the Great Lakes region. The earliest evidence for cemeteries dates to approximately 2500-1000 B.C.E. and is indicative of increased social organization, investment of labour into social infrastructure, and the establishment of socially prescribed territories (Ellis *et alia*, 1990; Ellis *et alia*, 2009; Brown, 1995:13).

Between 1000-500 B.C.E., populations continued to practice residential mobility and to harvest seasonally available resources, including spawning fish. The Woodland period began around 500 B.C.E. and exchange and interaction networks broadened at this time (Spence *et alia*, 1990:136, 138). By end of the first millennium B.C.E., evidence exists for macro-band camps, focusing on the



seasonal harvesting of resources (Spence *et alia*, 1990:155, 164). By 450 Common Era (C.E.), there is macro botanical evidence for maize in southern Ontario. Although it is thought that maize only supplemented people's diet, phytolith evidence for maize in central New York State by 350 B.C.E. suggests that similar analyses conducted on Ontario ceramic vessels of the same period could result in the same evidence here (Birch and Williamson, 2013:13-15). As is evident in detailed Anishinaabek ethnographies, winter was a period during which some families would depart from the larger group as it was easier to sustain smaller populations (Rogers, 1962). It is generally understood that these populations were Algonquian speakers during these millennia of settlement and land use.

From the beginning of the Late Woodland period at approximately 950 C.E., lifeways became more similar to that described in early historical documents. Between approximately 1000-1300 C.E., the communal site is replaced by the village focused on horticulture, with seasonal occupation of specialized resource extraction sites across a wider territory providing a more varied resource base to supplement the community (Williamson, 1990:317). By 1300-1450 C.E., however, populations began to occupy sites throughout the year, with less reliance on resource supplementation from smaller, seasonally occupied satellite sites (Dodd *et alia*, 1990:343). From 1450-1649 C.E. this process continued with the coalescence of these small villages into larger communities (Birch and Williamson, 2013). Through this process, the socio-political organization of the Indigenous nations, as described historically by the French and English explorers who first visited southern Ontario, was developed.

At the time of contact with Europeans in the early 1600s, the Hadiwendaronk (referred to by the French as the Neutral Nation), an Iroquoian-speaking confederacy, occupied an area extending from the west end of Lake Ontario to east of the Niagara River. In the 1640s, the traditional conflict between the Haudenosaunee and the Wendat (and their Algonquian allies such as the Nipissing and Odawa) led to the dispersal of the Wendat and then the Hadiwendaronk from their traditional territory. Some were adopted by the Haudenosaunee while others moved to Quebec and the Detroit-Windsor area. Shortly afterwards, the Haudenosaunee established a series of settlements at strategic locations along the trade routes inland from the north shore of Lake Ontario. By the 1690s,



Anishinaabeg groups, such as the Mississaugas, maintained a permanent presence in southern Ontario. From the beginning of the eighteenth century to the assertion of British sovereignty in 1763, there was no interruption to Anishinaabeg use of southern Ontario.

1.2.2 Post-Contact Settlement

Between the Lakes Purchase (Treaty 3)

The subject property is within the Between the Lakes Purchase (Treaty 3). Following the American Revolutionary War, the British Crown needed to find lands on which to settle United Empire Loyalists, including approximately 2,000 members of the Six Nations confederacy who had fought alongside British troops. Led by Sir Frederick Haldimand, who was the governor of Quebec at that time, the Crown was initially planning on providing lands for Loyalist settlers in Quebec and southeastern Ontario, including land in the Bay of Quinte for Six Nations refugees. This was not suitable for many of the members of Six Nations and a contingent of approximately 1,800 community members, led by Joseph Brant, requested land north of Lake Erie along the Grand River. Brant felt that the location in the Bay of Quinte was too isolated and that his followers could be better served by being closer to the Six Nations communities that chose to remain in the United States in western New York (Surtees, 1984:21).

Recognizing that under the terms of the Royal Proclamation the land needed to be purchased prior to settlement, Colonel John Butler was sent to negotiate with the Mississaugas of the Credit for lands east of Lake Ontario and north of Lake Erie. On May 22, 1784, the Mississaugas of the Credit agreed to cede approximately 3,000,000 acres (1,214,057 hectares) of land containing all or part of what are now Brant, Elgin, Middlesex, Oxford, and Wellington Counties as well as the Regions of Haldimand-Norfolk, Halton, Hamilton-Wentworth, Niagara, and Waterloo. In exchange for these lands, the Mississaugas received £1180.74 worth of trade goods (Crown-Indigenous Relations and Northern Affairs, 2016; Surtees, 1984). Of the 3,000,000 acres (1,214,057 hectares), approximately 550,000 acres (222,577 hectares) was set aside for the settlement of Six Nations people along the Grand River.



Due to uncertainties with the description of the lands in the original surrender, Treaty 3 was renegotiated on December 7, 1792, to clarify what was ceded. This largely revolved around the northern boundary of the Treaty area, and in particular the Grand River corridor set aside for Six Nations settlement (which would become known as the Haldimand Tract [Treaty 4]). The signees on the side of the British included Lieutenant Governor John Graves Simcoe, John Butler, Robert Kerr, Peter Russell, John McGill, and Davie William Smith. The signees on the side of the Mississaugas included Chiefs Wabakayne, Wabanip, Kautabus, Wabaniship and Mottotow (Crown-Indigenous Relations and Northern Affairs, 2016; Surtees, 1984; Mississaugas of the Credit First Nation, 2017).

The original text stipulated that the northwest boundary of the parcel was an imaginary line between Burlington Bay and the Thames River, which is inconsistent with the geography of the area. The boundaries of the parcel were corrected to create a polygon encompassing the Niagara peninsula up to Burlington Bay and then up north to the present-day town of Arthur then south to the present-day town of Woodstock to finally meet Lake Erie at Port Bruce. Treaty 3 lands exclude a corridor along the Grand River set aside for Six Nations (Crown-Indigenous Relations and Northern Affairs, 2016; Native Land Digital, 2018).

Lincoln County

Lincoln County was one of the first Counties to be established by proclamation following the arrival of Lieutenant-Governor John Graves Simcoe in Upper Canada in 1792. The County was named after Lincolnshire in England. Prior to that time, Lincoln had comprised part of the District of Nassau, which was under the legal and administrative jurisdiction of Montreal between 1783 and 1788. This name was changed to the “Home District” in October 1792. The former Town of Niagara (or Newark, now Niagara-on-the-Lake) was not only the County Town but also the capital of the Province of Upper Canada between 1792 and 1796. In 1800, the Niagara Region was renamed as the “District of Niagara.” The Town of Niagara remained as the “official” County Town from July 1801 until 1866, when that status was transferred to St. Catharines (Armstrong, 1985; Gardiner, 1899).

By 1805, Lincoln was described as being “a very fine and populous settlement,” with a population of about 6,000 (Boulton, 1805).



Township of Grimsby

Grimsby was originally known as “Township No. 6,” but was also called “The Forty” due to its location on the Forty Mile Creek. It was renamed after a place called “Great Grimsby” in Lincolnshire, England (Gardiner, 1899:268).

Grimsby Township was first surveyed and settled in 1787-1788. Some of the original landowners were disbanded soldiers who had served in Butler’s Rangers during the American Revolutionary War, while others were classified as “Late Loyalists” and Americans who arrived in the province between 1785 and 1789. The first known township meeting in Ontario was held at Grimsby in April 1790. A post-office was established there in 1816 (Smith, 1851:153; Armstrong, 1985:144; Scott, 1997:94).

In 1846, with a population of 1,784, Grimsby was described as a “well settled township” with “rolling land” and “excellent farms.” Approximately 35% of the land within the township was under cultivation. The principal crops included wheat, barley, rye, oats, peas, Indian corn, potatoes, buckwheat, turnips, mangel-wurzel, hay, and various fruit cultivars. Additional farm products of note included hay, wool, cheese, butter, and maple sugar. Real property in the township was assessed at £35,498. The timber was a mixture of pine and hardwood. The township contained 13 public schools by the early 1850s (Smith, 1846:71; Smith, 1851:211, 216-217).

The township was split into North and South Grimsby Townships in 1882. Following the creation of the Regional Municipality of Niagara in 1970, South Grimsby was annexed and joined with other nearby townships to form part of present-day West Lincoln Township (Rayburn, 1997:144).

Town of Grimsby

The first settlers to what would eventually become the Town of Grimsby arrived between 1784 and 1790. Many of the original settlers were United Empire Loyalists who had been forced to leave the United States after the American Revolution. Early mills and various industries were established in Grimsby on the Forty Mile Creek (Smyth, 1799:86; Boulton, 1805:80). The first sawmill was built



at The Forty in 1788. A year later a grist mill was erected. By 1792, two more sawmills were in operation. The first known township meeting in Ontario was held at Grimsby in April of 1790 (Armstrong, 1985; Mika and Mika, 1981).

The settlement saw a great deal of damage during the war of 1812, with the Battle of The Forty taking place in June of 1813. The settlement quickly recovered from the war. The year 1816 saw the settlement renamed Grimsby and the opening of a post office. Grimsby became a major fruit-growing settlement and was home to an early canning factory (Mika and Mika, 1981).

Grimsby was incorporated as a village in 1876, and became a town in 1922 (Town of Grimsby, no date[b]). By the end of the 1960s, Grimsby was known as the “Garden of Canada” (Mika and Mika, 1981; Rayburn, 1997; Smith, 1846, 1851).

The Great Western Railway

The Great Western Railway was originally incorporated in 1834 as the London and Gore Railroad Company, after a group of business owners combined efforts with the aim to construct a railway from London, Ontario, to Burlington Bay in the District of Gore. Initially, sufficient funds could not be raised for the project, and it was delayed until the charter was renewed and amended, and funding could be obtained. At this time, the name was changed to the Great Western Railway, and the planned route was expanded to cover the area between Windsor and the Niagara River.

The new route was not originally planned to pass through Hamilton, but a later arrangement was made for the line to bypass Brantford and instead travel alongside Lake Ontario. The Great Western Railway was to be Hamilton’s first railway and would prove to be a significant catalyst for Hamilton’s development and growth (Baskerville, 2015; Old Time Trains, 2020). By 1860, locomotive engines were being constructed alongside the bayfront of Hamilton, and by 1869, the Great Western Railway also constructed a rolling mill there (the first in Ontario), which rerolled old and inferior iron nails (Baskerville, 2015; Old Time Trains, 2020).



Aided by government guarantees and supported by foreign American and British investment, construction began in 1851. The first train ran on the line on January 17, 1854, travelling from Niagara to Windsor in seven hours (Old Time Trains, 2020).

Hamilton's first railway station was constructed in 1853, which was replaced by a larger station in 1875 (Old Time Trains, 2020). The station east of Hamilton at Grimsby was constructed *circa* 1855 and remains to the present-day at 53 Ontario Street as a designated heritage building.

By 1879, the Great Western Railway faced increasing competition and poor management. By 1882, the railway merged with the Grand Trunk Railway in an attempt to remain competitive with other railways. This was ultimately not successful; faced with increasing financial and maintenance issues, the Grand Trunk Railway was taken over by the Canadian National Railway in 1923 (Old Time Trains, 2020).

Listed and Designated Heritage Properties in Proximity to the Subject Property

The *Town of Grimsby Heritage Properties Register* (Town of Grimsby, no date[a]) records a single building designated under Part IV of the *Ontario Heritage Act* within 50 metres of the subject property. The register records that the property comprises a former railway station located at 53 Ontario Street. The wooden station building was constructed *circa* 1855. The building is described as utilitarian in design, representing the first Great Western Railway Station constructed in Grimsby. The statement of significance in the by-law lists that “the railway station is the oldest and only remaining rail station in Grimsby, and is one of the oldest train stations still standing near its original site in Canada” (The Corporation of the Town of Grimsby, 2019). The building is currently in use as a Montessori school.

As of 2023, the *Grimsby Municipal Heritage Register* includes 13 listed (non-designated) heritage properties within 50 metres of the subject property; a summary of all 13 properties is available in Appendix A. Included in these 13



properties are eight residences located within the current subject property: 1, 3, 5, 7, 11, 13, 15, and 17 John Street (Town of Grimsby, 2023).

1.2.3 Review of Nineteenth-Century Mapping

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 in order 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.

On the 1862 *Tremaine Map of the Counties of Lincoln and Welland*, the subject property is located within part of Lot 9, Concession 1, which has been subdivided (Tremaine, 1862) (Figure 3). Lot 9 was divided by the Great Western Railway line, with the subject property located immediately south of the railway. The subject property overlays parts of two parcels, both of which appear to be within the Estate of William A. Nelles. The property fronts Depot Street, now Ontario Street, and is located on the perimeter of the Village of Grimsby. An unopened road allowance is illustrated adjacent to the east limit of the subject property. There are no structures, watercourses, or other settlement features illustrated within



the property limits. One building is depicted between the Great Western Railway and the subject property, while additional buildings are found on the opposite side of Ontario Street (former railway station located at 53 Ontario Street) and on the opposite side of the railway.

On the Village of Grimsby inset of the 1876 *Illustrated Historical Atlas of the Counties of Lincoln and Welland*, the subject property is now illustrated as within the limits of the Village of Grimsby (Page, 1876) (Figure 4). The subject property continues to be bound by Ontario Street the west and the Great Western Railway corridor to the north, with a partially opened road allowance to the east (present-day Robinson Street North). Lot 9 has been further subdivided, and the subject property is illustrated as entirely overlaying five parcels; the mapping also suggests some overlap with the railway easement to the north, but this appears to be a product of the scaling and/or georeferencing error inherent in the historical map sources. With the exception of the railway easement, which is within the property of the Great Western Railway, the remaining parcels are under the ownership of Hugh Anderson. The building fronting Ontario Street immediately northwest of the property limits is labelled as “Brant House.” The collection of nearby railway buildings are now more clearly illustrated, with the main grounds located on the north of the railway line, labelled as “Great Western Railway Station Grounds.” As previously depicted on the 1862 map, another railway building is illustrated on the south side of the railway line approximately 30 metres to the northwest of the property, at the east end of Victoria Avenue (present-day Carnegie Lane), corresponding to 53 Ontario Street.

1.2.4 Review of Early Twentieth-Century Mapping

Early twentieth-century mapping was also reviewed for the presence of potential historical features. Figure 5 shows the subject property overlaid on the 1907 Grimsby Topographic Sheet (Department of Militia and Defence, 1907) and Figure 6 shows the subject property overlaid the 1914 *Grimsby Fire Insurance Plan* (Goad, 1914); note some segments of the 1914 plan covering the north end of the subject property were not available for reproduction on the figure.

The early twentieth-century topographic maps depict various land features such as waterways, wetlands, woodlots, and elevation, along with roads and structure



locations. On the 1907 Grimsby Topographic Sheet, the subject property is illustrated on cleared land within the village of Grimsby (Figure 5). There are no structures or settlement features depicted within the property but there is a structure shown immediately adjacent to the east limit. A row of buildings is illustrated on the east side of present-day Ontario Street, immediately adjacent to the south limit of subject property. The building illustrated as adjacent to the northwest limit of the property on earlier mapping is not illustrated. Whilst the earlier 1876 map correctly maps the side streets of Victoria Avenue, Adelaide Street, and John Street, all three were omitted from the 1907 topographic mapping. Additionally, while the 1876 map illustrated the road allowance to the east of the subject property (present-day Robinson Street North) as partially opened as far as Main Street to the south, the 1907 map now shows it as terminating to the south of the property limits, at the junction with a new street, Doran Avenue. The former Great Western Railway line, now the Grand Trunk Railway, remains immediately adjacent to the north limit of the property. The train station and associated buildings are now labelled as such but remain depicted to the northwest of the subject property. No watercourses are shown within the immediate vicinity of the subject property and contour lines within the property indicate an elevation of approximately 275-300 feet (84-91 metres) above sea level.

The 1914 Grimsby Fire Insurance Plan, which provides detailed information about individual building locations and construction materials, indicates that the subject property overlays at least three parcels (Figure 6). The available sections of the plan shown on Figure 6 illustrate 15 structures within the subject property, including nine residences that are extant within the subject property, of which eight are listed in the *Grimsby Municipal Heritage Register* (see Appendix A). Table 1 provides an overview of the fifteen structures illustrated within the subject property.



Table 1: Summary of Settlement Features within the Subject Property illustrated on the 1914 Grimsby Fire Insurance Plan

Modern Address	Fire Insurance Building Number	Settlement Feature
50 Ontario Street	179	Wood frame two-storey house; front verandah; one-storey rear extension.
46-48 Ontario Street	129	“Dominion Carriage Factory” ¹ – Iron two-storey structure (labelled as “NO POWER”); northeast portion has composite roof (tar/gravel).
1 John Street	131	Wood frame one-and-a-half-storey house with front verandah.
-	127	Iron one-and-a-half-storey structure. Labelled as old and dilapidated.
3 John Street	140	Wood frame two-storey house; front and side (west) verandah; rear extension - northwest rear extension is one-and-a-half stories, and northeast portion is one storey.
5 John Street	142	Wood frame one-and-a-half-storey house; front verandah, one-storey rear extension; small iron shed in rear yard.

¹ The Dominion Carriage Factory would have housed a blacksmith and wheelwright shop. A preserved example of a Dominion Carriage Factory building is located within The Village at Black Creek visitor attraction.

Modern Address	Fire Insurance Building Number	Settlement Feature
7 John Street	248	Wood frame one-and-a-half-storey house with front verandah and a one-storey rear extension; small iron shed in rear yard.
11 John Street	238/235	Wood frame one-and-a-half-storey house with front verandah, and a one-storey rear extension; iron one-a-half-storey shed in rear yard.
13 John Street	234	Wood frame one-and-a-half-storey house; front verandah; a one-storey rear extension.
15 John Street	232	Wood frame one-and-a-half-storey rough cast/plastered house; rear verandah; one-storey rear extension with composite roof (tar/gravel). Small iron shed in rear yard.
17-21 John Street	225-226	Wood frame one-and-a-half-storey house; front bay windows; rear verandah. Concrete construct one-and-a-half-storey warehouse building with composite roof (tar/gravel)

The building located adjacent to the northwest corner of the subject property, formerly recorded as “Brant House” on earlier mapping, is now labelled as the “Vine House Temperance Hotel”². The hotel is a three-storey wood frame building with a brick side extension. An industrial complex is illustrated immediately to the east of the subject property, at present-day 27 John Street (labelled as 220, 218, and 206 on the 1914 plan). The complex comprises warehouses and manufacturing shops.

1.2.5 Review of Aerial and Satellite Imagery

In order to further understand the previous land use within the subject property, twentieth-century aerial imagery and twenty-first century satellite imagery was reviewed. Figure 7 shows the subject property on imagery from 1934 and 2000 (Brock University, 2026).

On 1934 aerial imagery, the subject property is located within Grimsby, with Ontario Street shown as a wider arterial road and John Street as a narrow, treelined, residential street. The residences and other buildings previously identified within the subject property on the 1914 fire insurance plan appear visible on the 1934 image, along with associated driveways and some additional structures not previously shown on the plan, including a large structure that appears northeast of the former carriage factory building at the southwest corner. The Canadian National Railway is parallel to the eastern length of the north property limit.

The 2000 image shows many of the original buildings, including all nine residences marked on the 1914 fire insurance plan, still standing within the subject property. There have been some changes, however, including the removal of both the former Dominion Carriage Factory building and adjacent structure in the southwest corner (46-48 Ontario Street). In place of these former buildings is a

² Temperance hotels were establishments that provided alcohol-free lodgings, as part of the late nineteenth- and early twentieth-century temperance movement. The introduction of The Ontario Temperance Act in 1916 led to many non-temperance hotels struggling to stay in business (City of Waterloo Museum, no date; The Ontario Temperance Act, 1916).



newer structure fronting the intersection of Ontario Street and John Street with a large parking lot to the north and a smaller detached garage to the east of the building. In the east end of the property at 17-21 John Street, the original commercial/industrial building (#21) along the east limit remains but now has a large extension off the north side of the building, and beside the extension is a separate detached building. At least one of the various structures located in the rear yards of the residential lots on the 1934 image—at 7 John Street along the north limit—has also been removed.

Current satellite imagery shows some changes to the subject property, such as the removal of the newer structure adjacent to the industrial building at 17-21 John Street and some landscape alterations (for example, patio extensions) in the backyards of a few residences, but otherwise the subject property appears little changed since 2000 (Figure 2).

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, etc.), 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 in the AhGv Borden block.

A total of seven archaeological sites have been registered within an approximate one-kilometre radius of the subject property (Ministry of Citizenship and Multiculturalism, 2026); a summary of these sites is available in Appendix B. The closest of these is the Lakeview Terrace II (AhGv-10) site, an Indigenous campsite approximately 320 metres northeast of the subject property. An Indigenous burial site (AhGv-1) is located approximately 720 metres southeast of the subject property.

1.3.2 Previous Assessments

During the course of the background research, no previous archaeological assessments were identified within 50 metres of the subject property.

1.3.3 Physiography

The subject property is situated within the sand plains of the Iroquois Plain physiographic region of southern Ontario, within the 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 around the western part of Lake Ontario from the Trent River to the Niagara River, spanning a distance of 300 kilometres (Chapman and Putnam, 1984). 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).

Soil deposits within the subject property are mapped as clay to silt-textured till derived from glaciolacustrine deposits or shale (Ontario Geological Survey, 2025).

The closest modern watercourse to the subject property is a channelized creek that drains into Lake Ontario at Grimsby Harbour, located approximately 118 metres to the east. Historically, the closest watercourse was Forty Mile Creek, located approximately 335 metres to the west.



1.3.4 Existing Conditions

The subject property is approximately 0.9 hectare and comprises 10 individual property parcels, each with at least one structure (Figure 2). The residential properties located at 50 Ontario Street and 1-15 John Street each have a detached house with rear yards; 50 Ontario Street and 11-15 John Street also have detached garages. The property at 17-21 John Street, which is the largest of the parcels and borders the railway corridor to the north, has both a residential building (#17) at the south end by the road and a separate commercial/industrial building (#21) at the north end. The property at 46-48 Ontario Street comprises a two-storey multi-use building with residential apartments and a laundromat. The subject property is bound by John Street to the south, Ontario Street to the west, a vacant scrub lot to the east, and a residential lot and the railway corridor to the north.

1.3.5 Review of Archaeological Potential

The *Standards*, Section 1.3.1 stipulates that undisturbed lands within 300 metres of primary water sources (such as lakes, rivers, streams, and creeks), secondary water sources (intermittent streams and creeks, springs, marshes, and swamps), 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), and accessible and inaccessible shorelines (bluffs, swamps or marsh fields by the edge of a lake, sandbars stretching into marsh) are considered, at a generic level, to exhibit archaeological potential.

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 common variables used for predictive modelling of site location.

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, and 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.

The generic distance to water potential model has been refined for the *Niagara Region Archaeological Management Plan* (Archaeological Services Inc. and Letourneau Heritage Consulting Inc., 2023). According to the modelling criteria, lands within 250 metres of a relic or primary watercourse or waterbody and lands within 250 metres of a secondary watercourse or waterbody have potential for the presence of Indigenous archaeological sites. In addition to the proximity of water, the management plan also defines a buffer of 100 metres around registered and unregistered Indigenous sites and 250 metres around Late Woodland village sites. While there is currently a modern channelized creek approximately 120 metres east of the subject property, historically the closest watercourse is Forty Mile Creek, located approximately 335 metres to the west.

For the post-contact period, Section 1.3.1 of the *Standards* stipulates those areas of early Euro-Canadian settlement, including places of early military or 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 plaques. 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.



The majority of early nineteenth-century farmsteads, 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, 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 *Niagara Region Archaeological Management Plan* considers a similar suite of criteria or indicators (Archaeological Services Inc. and Letourneau Heritage Consulting Inc., 2023). There is potential for historical sites within 100 metres of registered or designated historical sites, unregistered historical sites, cemeteries, and other features illustrated on historical maps, as well as settlement roads. The management plan also defines buffers of 50 metres from early railway corridors. The subject property is located in the historical settlement area of Grimsby and, in addition to fronting multiple early settlement roads and a nineteenth-century railway corridor, eight of the nine historical houses currently located within the property are listed on the *Town of Grimsby Heritage Properties Register* (Town of Grimsby, 2023). A designated mid-nineteenth-century former railway station is also located within approximately 25 metres of the subject property (Town of Grimsby, no date[a]). The subject property also once housed a Dominion Carriage Factory building.

In light of the above, the subject property is considered to have potential for the presence of archaeological resources.

2.0 Field Methods

The optional field review was not required as part of this assessment, as per the *Standards*, Section 1.2. The Stage 1 evaluation of the archaeological potential of the subject property instead relied on the information garnered from the historical background research and a review of the available historical and



modern mapping and aerial imagery. Reference images of the modern conditions of the property available through Google Maps Street View (Images 1-6) (Google, 2026) were reviewed; the Google Maps Street View images, captured in October 2021 and May 2025, are presented in Section 7.0 of this report. The photo locations and assessment conclusions have been compiled on project mapping (Figure 8).

2.1 Findings

The subject property is comprised of 10 individual lots, each with at least one primary residential and/or commercial building (Images 1-6). Review of modern orthographic imagery and Google Maps Street View images confirms that the majority of these buildings correlate to historical structures identified on the 1914 *Grimsby Fire Insurance Plan* (Figure 6), including eight houses that are currently listed on the *Town of Grimsby Heritage Properties Register* (Town of Grimsby, 2023). In light of these observations, and given the absence of an on-site property review, the entire subject property will require Stage 2 Archaeological Assessment (Figure 8).

3.0 Analysis and Conclusions

Archaeological Services Inc. was contracted by 1000104674 Ontario Inc. to undertake a Stage 1 Archaeological Assessment of 46-50 50 Ontario Street and 1-21 John Street, Part of Lot 9, Concession 1, in the Geographic Township of Grimsby, Lincoln County, now in the Town of Grimsby, Regional Municipality of Niagara. The subject property is approximately 0.9 hectare and comprises 10 adjacent parcels.

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 a review of available aerial and satellite imagery. The evaluation of archaeological potential also took into consideration the criteria established in *Niagara Region Archaeological Management Plan* (Archaeological Services Inc. and Letourneau Heritage Consulting Inc., 2023). This research indicates the subject property has potential for the presence of archaeological resources and



will require a Stage 2 Archaeological Assessment in accordance with the Ministry of Citizenship and Multiculturalism's 2011 *Standards and Guidelines for Consultant Archaeologists*.

4.0 Recommendations

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

1. Prior to any land-disturbing activities within the subject property, a Stage 2 Archaeological Assessment must be undertaken across all areas of archaeological potential.
 - a) The Stage 2 Archaeological Assessment must be carried out by means of a test pit survey. All test pits must be excavated at least five centimetres into sterile subsoil, with all soils being screened through six-millimetre mesh to facilitate artifact recovery. All test pits must be at least 30 centimetres in diameter and backfilled upon completion. Test pits should be excavated at five-metre transect intervals, but intervals may be adjusted in light of considerations of disturbance, topography, and drainage, as outlined in the *Standards*, Section 2.1.2.

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 Archaeology Program Unit of the Ministry of Citizenship and Multiculturalism 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 Citizenship and Multiculturalism concurrence. No grading or other activities that may result in the



destruction or disturbance of any archaeological sites are permitted until notice of Ministry of Citizenship and Multiculturalism 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 Citizenship and Multiculturalism 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 that 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 Citizenship and Multiculturalism a letter will be issued by the Ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the *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 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 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 (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.
- 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, or have artifacts removed from them, except by a person holding an archaeological license.

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7.0 Images



Image 1: Front view of the house (#17) and rear commercial/industrial building (#21) at 17-21 John Street (Google Maps Street View image captured in October 2021).



Image 2: Front view of the houses (left to right) at 11, 13, and 15 John Street (Google Maps Street View image captured in October 2021).



Image 3: Front view of the houses (left to right) at 3, 5, and 7 John Street (Google Maps Street View image captured in May 2025).

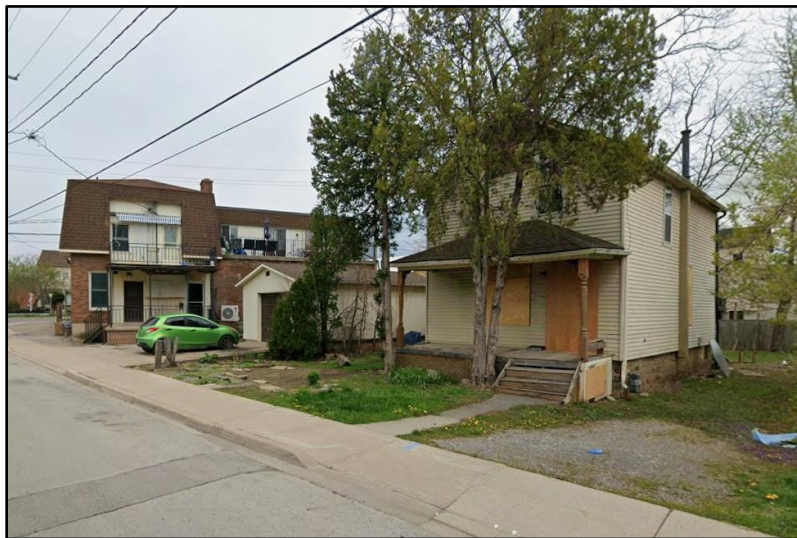


Image 4: Front view of the vacant house at 1 John Street (right) and rear view of the multi-use residential/commercial building at 46-48 Ontario Street (left) (Google Maps Street View image captured in May 2025).



Image 5: Front and side view of the multi-use residential/commercial building at 46-48 Ontario Street (Google Maps Street View image captured in May 2025).

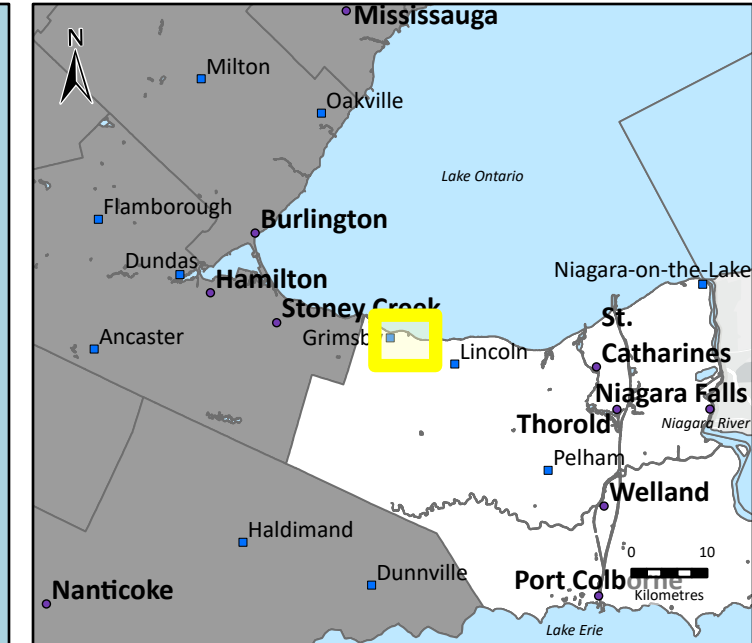
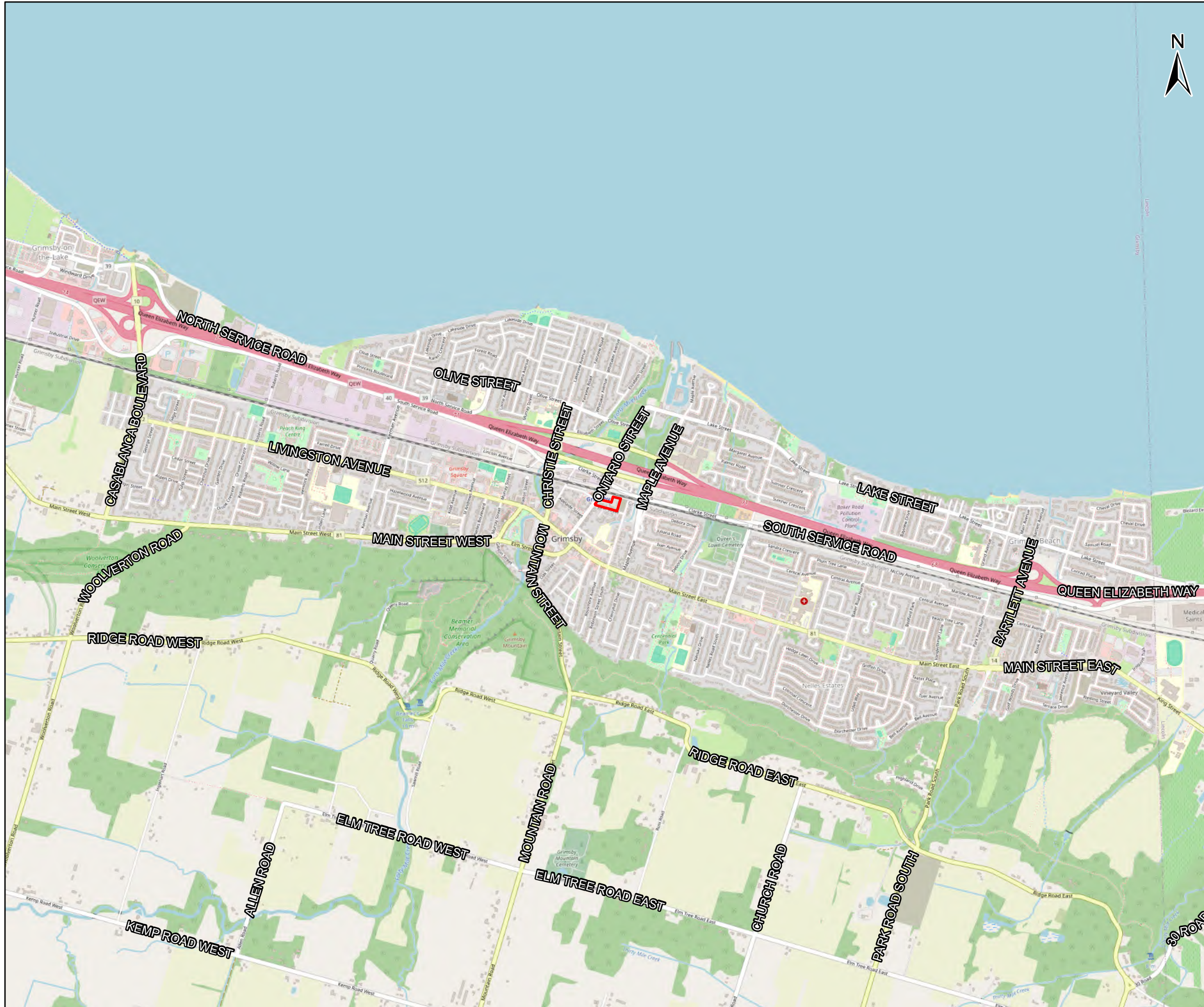


Image 6: Front view of the house at 50 Ontario Street (Google Maps Street View image captured in May 2025).

8.0 Maps

See following pages for detailed assessment mapping and figures.





SUBJECT PROPERTY

Sources: © OpenStreetMap (and) contributors, CC-BY-SA, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
 Projection: NAD 1983 UTM Zone 17N
 Scale: 1:25,000
 Scale Inset: 1:1,000,000
 Page Size: 11 x 17



ASI Project No: 25PL-322
 Date: 1/21/2026 3:21 PM
 Drawn By: rlatour
 File: 25PL322_Fig1

ASI Providing Archaeological & Cultural Heritage Services
 528 Bathurst Street Toronto, ONTARIO M5S 2P9
 T 416-966-1069 F 416-966-9723 asiheritage.ca

Figure 1: Location of the Subject Property



	 SUBJECT PROPERTY  PARCEL BOUNDARY	Source: Niagara Region, 2023	 0 25 Metres	
		Projection: NAD 1983 UTM Zone 17N Scale: 1:500 Page Size: 11 x 17	ASI Project No.: 25PL-322 Date: 3/12/2026 5:31 PM	Drawn By: MNguyen File: 25PL322_Stage1_Int

Figure 2: Existing Conditions of the Subject Property



Figure 3: Subject Property located on the 1862 Tremaine Map of the Counties of Lincoln and Welland

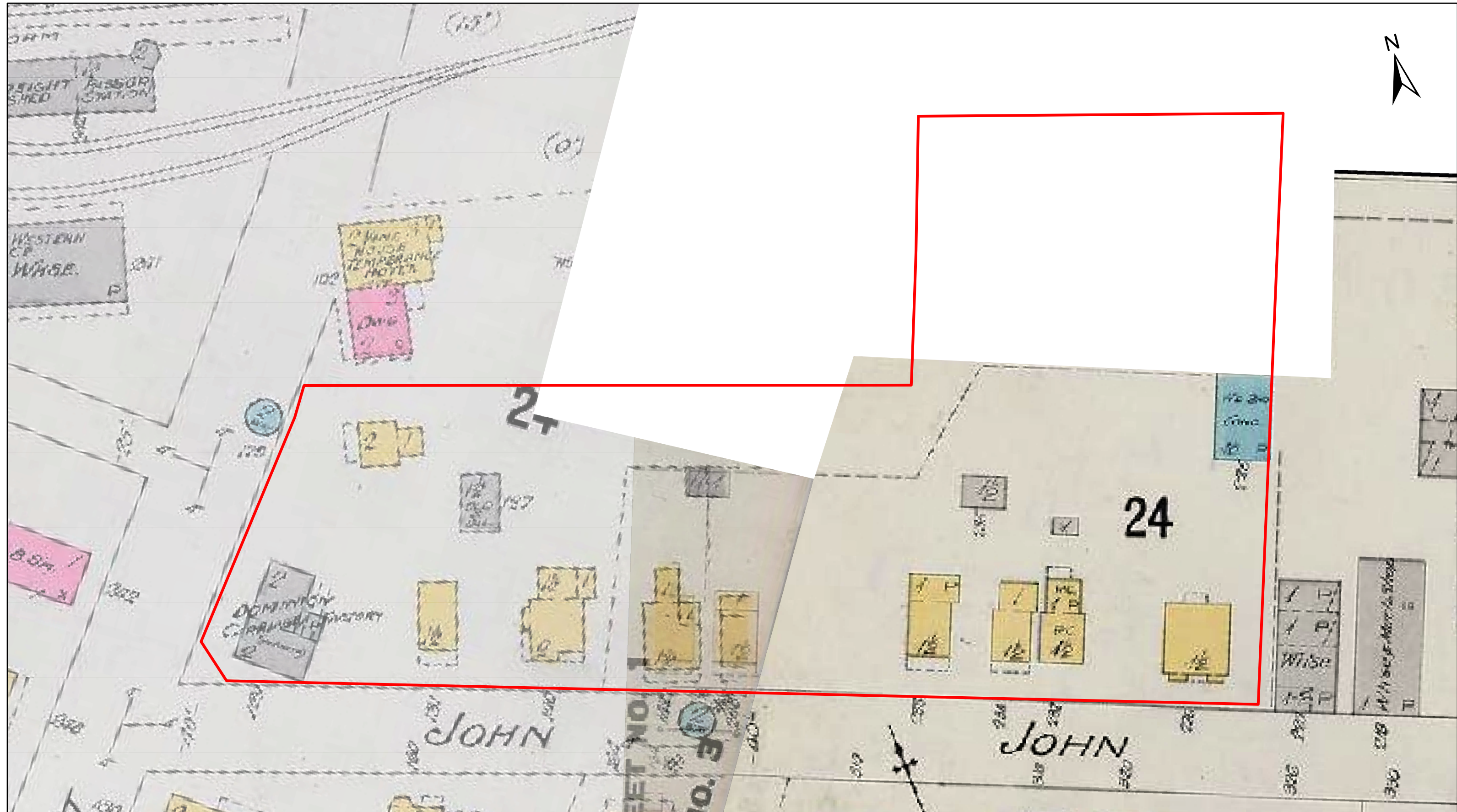


Figure 4: Subject Property located on the Village of Grimsby inset of the 1876 Illustrated Historic Atlas of the Counties of Lincoln and Welland



Figure 5: Subject Property located on the 1907 Grimsby Topographic Sheet

	 SUBJECT PROPERTY	Sources: Geo. R. & G.M. Tremaine, Toronto 1862 H.R. Page, Toronto 1876 Department of Militia and Defence 1907		0 250  Metres	
		Projection: NAD 1983 UTM Zone 17N Scale: 1:10,000 Page Size: 11 x 17	ASI Project No.: 25PL-322 Date: January 29, 2026	Drawn By: aclish File: 25PL322_Fig_3_4	

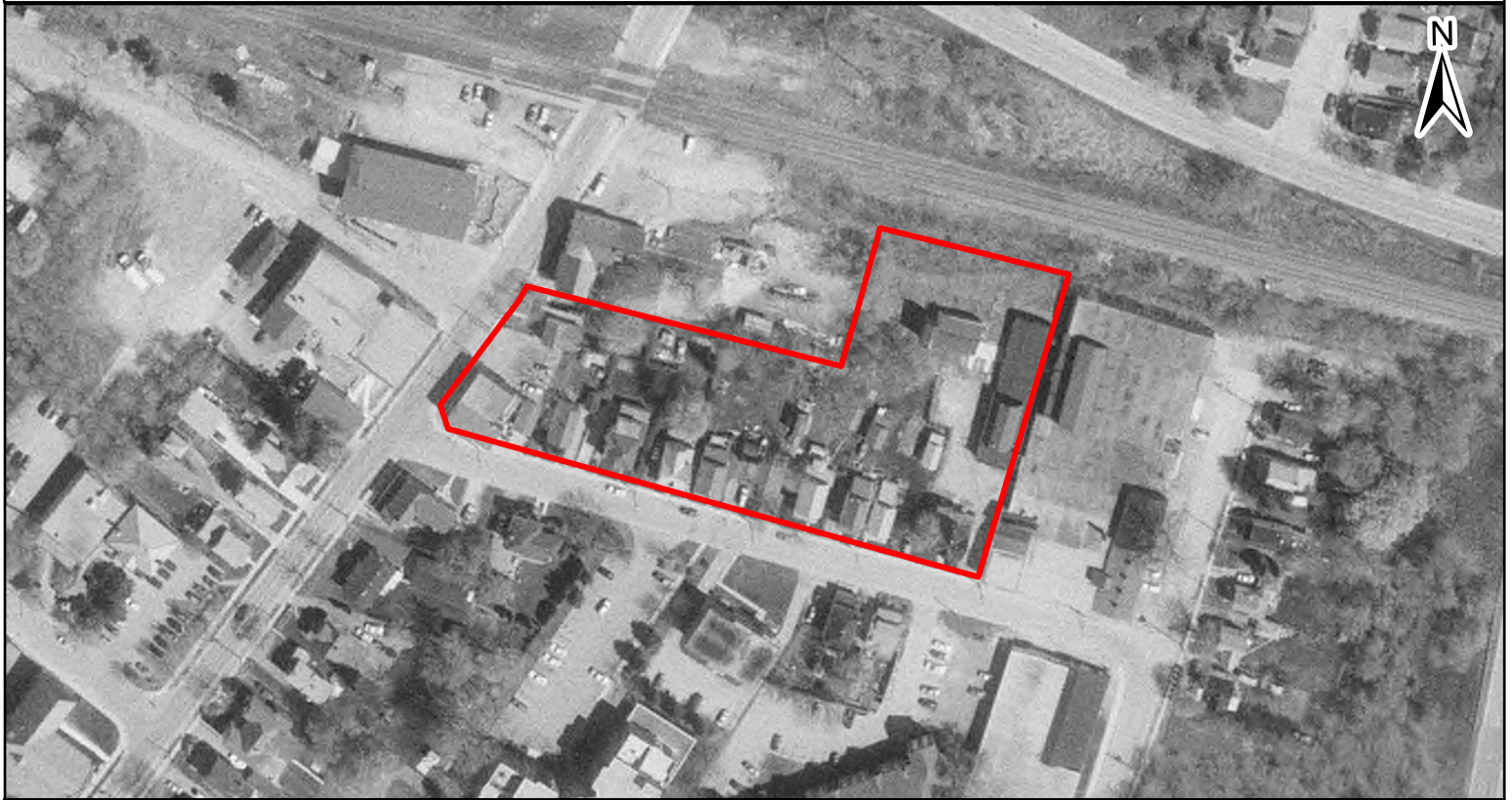


	 SUBJECT PROPERTY	Source: Charles E. Goad 1914		
		Projection: NAD 1983 UTM Zone 17N Scale: 1:500 Page Size: 11 x 17	ASI Project No.: 25PL-322 Date: 2/10/2026 6:21 PM	Drawn By: aclish File: 25PL322_Fig5

Figure 6: Subject Property located on the 1914 Grimsby Fire Insurance Plan



1934



2000

 ASI	 SUBJECT PROPERTY	Source: Niagara Region, Ministry of Natural Resources Niagara Air Photo Index, 1934, 2000	 0 50 Metres	
		Projection: NAD 1983 UTM Zone 17N Scale: 1:2,000 Page Size: 8.5 x 11	ASI Project No.: 25PL-322 Date: 3/12/2026	Drawn By: MNguyen File: 25PL322_Fig6

Figure 7: Subject Property located on Aerial Imagery



	 SUBJECT PROPERTY  PARCEL BOUNDARY  STAGE 2 ARCHAEOLOGICAL ASSESSMENT REQUIRED  PHOTO LOCATION AND DIRECTION	Source: Niagara Region, 2023	 0 25 Metres	
		Projection: NAD 1983 UTM Zone 17N Scale: 1:500 Page Size: 11 x 17	ASI Project No.: 25PL-322 Date: 3/12/2026 5:31 PM	Drawn By: MNguyen File: 25PL322_Stage1_Int

Figure 8: Stage 1 Archaeological Assessment Results

Appendix A: Heritage Properties within 50 Metres of the Subject Property Listed on the *Grimsby Municipal Heritage Register*

The list of properties is not static and is subject to change at any time. Properties located within the subject property limits are indicated in bold.

Address	Description	Statement
1 John Street	Gable front structure; four bay openings, portico with turned columns	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.
3 John Street	Two storey, four bay structure; gable front; hipped roof addition	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.
4-6 John Street	Stucco exterior; bay window; brackets; wide eaves; small portico; turned columns	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and

Address	Description	Statement
		has the potential to have architectural, associative, and contextual value.
5 John Street	Ontario Farmhouse style; enclosed portico; historic foundation	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.
7 John Street	Gable front structure; portico; historic foundation	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.
11 John Street	Gable front structure; portico; historic foundation; stucco exterior	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.
13 John Street	Gable front structure; portico; historic foundation	This property was included on the register based on its age and placement along a historic corridor.

Address	Description	Statement
		This structure contains many original elements and has the potential to have architectural, associative, and contextual value.
15 John Street	Gable front structure; added sunroom, historic foundation	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.
17 John Street	Ontario Farmhouse style; symmetrical openings; centrally located front entrance; corbels	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.
41 Ontario Street	Late Victorian style; concrete block exterior cladding; porch	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.

Address	Description	Statement
42 Ontario Street	Porch; original window/door openings; return eaves; wood siding; rubble stone foundation	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.
45 Ontario Street	Jerkin head roof; fish scale shingles; two-storey structure	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.
54 Ontario Street	Historic foundations; gable roof; bay; two-storey structure	This property was included on the register based on its age and placement along a historic corridor. This structure contains many original elements and has the potential to have architectural, associative, and contextual value.

Appendix B: Registered Sites Within One Kilometre of the Subject Property

Borden	Site Name	Temporal/Cultural Affiliation	Site Type	Researcher
AhGv-1	Grimsby	Indigenous (Neutral; Post-Contact)	Burial	Royal Ontario Museum and Ontario Ministry of Culture and Recreation, 1976
AhGv-5	Maple I	Indigenous	Findspot	Mayer, Pihl and Associates Inc., 1987
AhGv-9	Lakeview Terrace I	Late Archaic; Crawford Knoll	Campsite	Griffin-Short, 1993
AhGv-10	Lakeview Terrace II	Middle Archaic; Brewerton	Campsite	Griffin-Short, 1993
AhGv-11	Lakeview Terrace III	Late Archaic	Campsite	Griffin-Short, 1993
AhGv-35	Lake Land	Late Archaic	Lithic scatter	URS Corporation, 2009

Borden	Site Name	Temporal/Cultural Affiliation	Site Type	Researcher
AhGv-53	Nelles	Euro-Canadian	Homestead	Earthworks Archaeological Services Inc., 2021
