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# Appendix F: Archaeology

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# Section F.1:

## Area A Archaeological Assessment

Note: This appendix refers to Area A as Focus Area 1 and to Area B as Focus Area 2, a reflection of previous project nomenclature.



# **REP 065-1- WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK**

## **Baseline Design Review Submission - Stage 1 Archaeological Assessment**

Project # OISO52004

Prepared for:

**Toronto Transit Commission**  
1900 Yonge Street, Toronto, ON M4S 1Z2

REP-065 R0  
Waterfront East LRT Union  
Station - Queens Quay Link  
Concept Design Review  
Submission



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## Executive Summary

WSP E&I Canada Limited (WSP) (formerly Wood Environment & Infrastructure) was retained by Toronto Transit Commission (TTC) to conduct a Stage 1 archaeological assessment in support of the Waterfront East LRT project. This archaeological assessment was triggered under *O. Reg. 231/08* of the *Environmental Assessment Act* under the Transit Project Assessment Process (TPAP) and was conducted prior to development. The property is located at Bay Street from Front Street West to Queens Quay East and Queens Quay East from Bay Street to Yonge Street in Toronto, Ontario (the “Study Area”). The Study Area was historically located in Part of Lots 20 and 21, Broken Front Concession, formerly Township of York, County of York, now City of Toronto, Ontario (**Appendix A: Figure 2 and Figure 4**). The Study Area is approximately 6.54 hectares (“ha”) in size.

The Stage 1 archaeological assessment was carried out in accordance with the Ontario Ministry of Citizenship and Multiculturalism’s (MCM) 2011 *Standards and Guidelines for Consultant Archaeologists* (MCM 2011), under an Ontario Professional License to Conduct Archaeological Fieldwork (P362) held by Dr. Peter Popkin, Principal Archaeologist at WSP. The project information was acknowledged by the MCM on 04 January 2021 with the issuance of PIF number P362-0310-2021 (Stage 1). Permission to enter the Study Area was not required for the purposes of the Stage 1 assessment as all work was completed on the public right-of-way.

The Stage 1 property assessment was directed by Dr. Peter Popkin (P362) of WSP on 24 January 2021. The weather during the assessment was cool and overcast and did not impede the assessment in any way.

The Stage 1 background study indicated that the Study Area has general archaeological potential and warrants Stage 2 property assessment for the following reasons: 1) the close proximity of Lake Ontario to the Study Area; 2) the presence of 16 registered archaeological sites located within a 1-km radius of the Study Area, one of which is located within 250 m of the Study Area, providing direct evidence that this general area had been utilized by Indigenous and Euro-Canadian peoples; 3) the location of the Study Area within 100 m of historical transportation routes; and, 4) evidence of numerous Euro-Canadian historical buildings located within 300 m of the Study Area as indicated on various historical maps (**Figure 5-Figure 12**).

The Stage 1 archaeological assessment determined that 1) 0.15 ha (2.3%) of the Study Area has been previously assessed and the portion containing and adjacent to the Harbour Square Wharf (CW7) was recommended for archaeological monitoring, 2) 5.13 ha (78.5%) of the Study Area has been previously assessed and requires no further archaeological assessment, and 3) The remaining 1.26 ha (19.2%) of the Study Area has low archaeological potential due to deep and extensive previous disturbance and requires no further archaeological assessment (Appendix A: Figure 14).

In light of the findings of the Stage 1 archaeological assessment of the Study Area, the following recommendations are made, subject to the conditions outlined below and in Section 0:



1. The 30 Bay Street/60 Harbour Street property, immediately adjacent to the Study Area was previously assessed and the eastern section of Harbour Square Wharf (CW7) was recommended for archaeological construction monitoring. Because the exact location of any potential Harbour Square Wharf remains is not clear the extension of this recommendation into the current study area is prudent. The following recommendation was made in association with the Harbour Square Wharf (CW7) (ASI 2017):

“During preliminary site work, the site should be visited on a regular basis to inspect the progress of the perimeter shoring and any initial removals/testing, etc. When bulk excavation approaches an elevation of approximately 75.0 m ASL, the presence of a monitoring archaeologist on site will be of sufficient frequency and duration to ensure that any remains of the circa 1899 Harbour Square wharf shore east crib walls, and associated piling, are documented, through photography and the preparation of measured drawings. In the absence of an archaeological monitor on site, any potentially significant archaeological resource encountered during excavations anywhere on the subject property should be preserved intact to allow the archaeologist to record its salient attributed or carry out whatever other form of mitigation is appropriate.

West of this crib wall, the subject property consists of lake fills incorporating household waste collected by the City and harbour dredgings. Lake fill, by its very nature, is not generally regarded as an archaeological resource. However, small-scale artifact recovery may be undertaken at the discretion of the monitoring archaeologist, with the understanding that unique items of material culture that have clear interpretive value should be collected. Recovery of a representative sample of domestic refuse artifacts from generic lake fill deposits may be undertaken if the monitoring archaeologist has entered into an agreement concerning their curation and interpretation with either the development proponent or a public agency. It is not, however, a prerequisite of any monitoring program.”

A monitoring program outlining roles and responsibilities by all parties will need to be prepared, in consultation with the Client, contractors and subcontractors, prior to any construction activities in the vicinity of Harbour Square Wharf (CW7). The monitoring program must include a contingency plan outlining procedures, documentation, and time requirements in the event that archaeological resources are exposed.

The monitoring program outlines the roles and responsibilities of all parties:

- a. Primarily, anyone associated with the development must be advised of the area of archaeological sensitivity and agree to halt all excavation activities in the immediate area of any artifacts or deposits that the archaeologist deems to have potential cultural heritage value or interest until such time that the find(s) can be adequately investigated. If these artifacts/deposits are found not to have cultural heritage value or interest, the contractor/subcontractors will be informed in a timely manner so that work can continue.



- b. Secondly, the contractor/subcontractors should be notified in advance of how and when to contact the consultant archaeologist if archaeological finds/deposits are made when the archaeologist is not present on the property.

If the proposed development of 30 Bay Street / 60 Harbour Street occurs in advance of ground disturbing activities associated with the TTC WELRT project and confirms that the north-south running section of the east side of Harbour Square Wharf does not extend into the current study area, no archaeological construction monitoring of this portion of the wharf structure will be required. However, archaeological construction monitoring of the east-west running section of the Harbour Square Wharf structure that extends across the Bay Street right-of-way will still be required (Appendix A: Figure 13).

2. Approximately 5.13 ha (78.5%) of the Study Area has been previously assessed and requires no further archaeological assessment.
3. The remaining 1.26 ha (19.2%) of the Study Area has low archaeological potential due to deep and extensive previous disturbance and requires no further archaeological assessment.

**The above recommendation is subject to Ministry of Citizenship and Multiculturalism's approval, and it is an offence to alter any portion of the Study Area without Ministry of Citizenship and Multiculturalism's concurrence.**

No grading or other activities that may result in the destruction or disturbance of the Study Area is permitted until notice of Ministry of Citizenship and Multiculturalism's approval has been received.



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## 1.0 Project Context

### 1.1 Development Context

#### 1.1.1 TTC Waterfront East LRT Project Overview

The Toronto Transit Commission (TTC) is undertaking Preliminary Design and Engineering (PDE) to produce a Baseline Design (approximately 30% design completion) of a new TTC Waterfront East Light Rail Transit (WELRT) system (the Project). The WELRT, goes under Bay Street, from Front Street to Queens Quay West, and then heads easterly on Queens Quay West. A new portal on Queens Quay West between Bay Street and Yonge Street will be constructed to provide a transition from an underground Light Rail Transit (LRT) to an at-grade LRT, which will complement the existing west portal and at-grade LRT on Queens Quay West, west of Bay Street.

The WELRT will service Toronto's waterfront revitalization area by providing fast, reliable transit service in the East Bayfront (EBF) Area of the Waterfront (**Figure 1**). The expansion of the Union LRT and Queens Quay LRT Stations is required to accommodate the additional streetcar lines and passenger volume. This project is critical to the new waterfront transit plan in the EBF Precinct.

The planning for the Project began in 2010 when the East Bayfront Transit Class Environmental Assessment (EA) Study was carried by Waterfront Toronto, who is the proponent for all redevelopment activities in the East Bayfront Area. The Consultant, MRC, produced the draft Environmental Study Report in August 2009. The Engineering Department of TTC carried out the Conceptual 10% Design of the project, producing a final Conceptual Design Report in February 2010.

#### 1.1.2 Project Scope

The scope of work to be completed for the Project includes, but is not limited to, Focus Area 1 and Focus Area 2.

1. Focus Area 1 - Managed by TTC - Below Grade (Union Station Loop to future Portal east of Bay Street on Queens Quay), which includes:
  - a. Union LRT Station Expansion, including new crossover tracks; Queen Quay LRT Station Expansion;
  - b. New Streetcar tunnel and portal structures along Queens Quay between Bay Street and Yonge Street; and
  - c. Track works within the tunnel and portal structures.
2. Focus Area 2 - Managed by Waterfront Toronto:
  - a. 2A: Queens Quay East (Future Portal to Parliament vicinity ancillary Queens Quay surface/public realm between Bay & future portal).
  - b. 2B (Provisional): Queens Quay East Extension & Cherry (Parliament vicinity to West Don Lands Loop).

WSP E&I Canada Limited's (WSP) (formerly Wood Environment & Infrastructure) scope of work pertains to Focus Area 1 only and includes a collaborative effort among the City of Toronto, the TTC, and Waterfront Toronto. WSP's overall scope of work includes





Preliminary Design and Engineering (PDE) services to provide a baseline design (30% design), a level 3 cost estimate for the expansion of the existing Union LRT and Queens Quay LRT Stations, and new running tunnel and portal as part of WELRT project. In particular, the main scope items include:

1. Union Station LRT Loop Expansion to accommodate up to four (4) new platforms, including new crossover tracks;
2. Queens Quay Station Expansion with up to two (2) extended platforms;
3. New streetcar tunnel and portal structures along Queens Quay between Bay Street and Yonge Street;
4. Track works within the tunnel and portal structures; and
5. Design interface and coordination with the work of Focus Area 2 and adjacent projects (public and private) along project limits.

Subject to further funding approval and a procurement options analysis, a contract amendment may be issued to extend the term of the contract and the consultant may be requested to carry out the detailed design and construction support services or develop Reference Concept Design (RCD) and Project Specific Output Specifications (PSOS) for this project.

The phases of WSP's overall scope of work are as follows:

1. Phase 1 – Work Plan (OISO52004-PLN-001 Phase 2 Work Plan);
2. Phase 2a - Concept Design Review Submission (CDRS) (approximately 15%); and,
3. Phase 2b - Baseline Design Review Submission (BDRS) (approximately 30%).

### **1.1.3 Stage 1 Archaeological Assessment Context**

WSP E&I Limited Canada (WSP) (formerly Wood Environment & Infrastructure ) was retained by Toronto Transit Commission (TTC) to conduct a Stage 1 archaeological assessment in support of the Waterfront East LRT project. This archaeological assessment was triggered under *O. Reg. 231/08* of the *Environmental Assessment Act* under the Transit Project Assessment Process (TPAP) and was conducted prior to development. The property is located at Bay Street from Front Street West to Queens Quay East and Queens Quay East from Bay Street to Yonge Street in Toronto, Ontario (the "Study Area"). The Study Area was historically located in Part of Lots 20 and 21, Broken Front Concession, formerly Township of York, County of York, now City of Toronto, Ontario (**Appendix A: Figure 2 and Figure 4**). The Study Area is approximately 6.54 hectares ("ha") in size.

The Stage 1 archaeological assessment was carried out in accordance with the Ontario Ministry of Citizenship and Multiculturalism's ("MCM") 2011 *Standards and Guidelines for Consultant Archaeologists* (MCM 2011), under an Ontario Professional License to Conduct Archaeological Fieldwork (P362) held by Dr. Peter Popkin, Principal Archaeologist at WSP. The project information was acknowledged by the MCM on 04 January 2021 with the issuance of PIF number P362-0310-2021 (Stage 1). Permission to enter the Study Area was not required for the purposes of the Stage 1 assessment as all work was completed on the public right-of-way.



The Stage 1 property assessment was directed by Dr. Peter Popkin (P362) of WSP on 24 January 2021. The weather during the assessment was cool and overcast and did not impede the assessment in any way.

This report presents the results of the Stage 1 archaeological assessment and makes pertinent recommendations.

#### **1.1.4 Stage 1 Archaeological Assessment Scope of Work**

A Stage 1 archaeological assessment is a systematic qualitative process executed in order to assess the archaeological potential of a Study Area based on its historical use and its potential for early Euro-Canadian (early settler) and pre-contact Indigenous occupation. The objectives of a Stage 1 background study are: 1) to provide information about the Study Area's geography, history, previous archaeological fieldwork and current land condition; 2) to evaluate in detail the Study Area's archaeological potential which will support recommendations for Stage 2 property assessment for all or parts of the Study Area if warranted; and 3) to recommend appropriate strategies for Stage 2 property assessment if warranted.

The scope of work for the Stage 1 background study consisted of the following tasks:

- Contacting the MCM to determine if recorded archaeological sites exist in the vicinity (1 kilometre ["km"] radius) of the Study Area, through a search of the *Ontario Archaeological Sites Database* maintained by that Ministry.
- Contacting the MCM to determine if there are any known reports of previous archaeological field work within the Study Area or within a radius of 50 metres ("m") around the Study Area, through a search of the *Ontario Public Register of Archaeological Reports* maintained by that Ministry.
- A desktop review of the Study Area's physical setting to determine its potential for both pre-contact and post-contact period human occupation, including its topography, hydrology, soils, and proximity to important resources and historical transportation routes and settlements.
- A review of the potential for post-contact period human occupation of the Study Area as documented in historical atlases and other archival sources.
- A visual inspection of the Study Area to gather first-hand and current evidence of its physical setting, and to aid in delineating areas where archaeological potential may have been impacted or removed by recent land-use practices.
- Formulate appropriate field testing strategies for areas of general archaeological potential.
- Preparing a Stage 1 report of findings with recommendations regarding the need for further archaeological work if deemed necessary.





## 2.0 Stage 1 Background Study

As part of the Stage 1 archaeological assessment, WSP queried the *Ontario Archaeological Sites Database*, maintained by the MCM to determine if archaeological sites have been registered within 1 km of the Study Area (Section 2.1.1) (MCM 2021a). The *Ontario Public Register of Archaeological Reports* was also queried to determine whether previous archaeological assessments have been carried out within the Study Area, or within a 50 m radius of the Study Area (Section 2.1.2) (MCM 2021b). Secondly, the principal determinants of archaeological potential, namely proximity to water, topography, drainage, soils, and proximity to important resources and historical transportation routes and settlements, were examined to evaluate the Study Area's general archaeological potential (Sections 2.1, 2.1.3, 2.2, and 2.2.1). Thirdly, the specific potential for post-contact period archaeological resources was assessed through an examination of available historical maps and other archival sources (Section 2.2). And fourthly, a property inspection was conducted to confirm the desktop evaluation of archaeological potential and identify areas where recent land use has impacted or removed that potential.

### 2.1 Archaeological Context

#### 2.1.1 Registered Archaeological Sites

In Ontario, information concerning archaeology sites is stored in the *Ontario Archaeological Sites Database* maintained by the MCM. This database contains archaeological sites registered within the Borden system (Borden 1952). Under the Borden system, Canada has been divided into grid blocks based on longitude and latitude. A Borden block is approximately 13 km east to west, and approximately 18.5 km north to south. Each Borden block is referred to by a four-letter designation and sites located within the block are numbered sequentially as they are found. The Study Area is located within the *AjGu* Borden block. On the basis of a search of the *Ontario Archaeological Sites Database* there are no registered sites located within the Study Area, and 53 sites are located within a 1 km radius of the Study Area. However, based on further investigation, only 17 of these sites are located within 1 km of the Study Area, one of which is located within 250 m of the Study Area (**Table 1**). The remaining 36 registered archaeological sites are located beyond a 1 km radius of the Study Area.

**Table 1: Registered Archaeological Sites within a 1 km Radius of the Study Area**

Borden Number	Site Name	Cultural Affiliation	Site Type	Distance from Study Area	Development Review Status
<b>AjGu-15</b>	Front Street	Post-Contact (Euro-Canadian)	-	620 m	-
<b>AjGu-16</b>	Thornton Blackburn	-	-	> 1 km	-



Borden Number	Site Name	Cultural Affiliation	Site Type	Distance from Study Area	Development Review Status
<b>AjGu-17</b>	St. James Cathedral	Post-Contact (Euro-Canadian)	-	710 m	-
<b>AjGu-19</b>	Mackenzie House	Post-Contact (Euro-Canadian)	-	> 1 km	-
<b>AjGu-21</b>	Navy Wharf	Post-Contact (Euro-Canadian)	-	700 m	-
<b>AjGu-23</b>	Esplanade Crib	Post-Contact (Euro-Canadian)	-	820 m	-
<b>AjGu-24</b>	Furniss Water Works Wharf	Post-Contact (Euro-Canadian)	-	890 m	-
<b>AjGu-25</b>	1894 Landfill	Post-Contact (Euro-Canadian)	Cemetery	760 m	-
<b>AjGu-27</b>	George Brown House	Post-Contact (Euro-Canadian)	Homestead, House	> 1 km	-
<b>AjGu-28</b>	Elgin-Winter Garden Theatre	Post-Contact (Euro-Canadian)	Other wharf/Pier/Dock	890 m	-
<b>AjGu-34</b>	-	Post-Contact (Euro-Canadian)	Railway	510 m	-
<b>AjGu-35</b>	J.G. Worts Residence	Post-Contact (Euro-Canadian)	Other wharf/Pier/Dock	> 1 km	-
<b>AjGu-36</b>	Court House Square	Post-Contact (Euro-Canadian)	Dump	530 m	-



Borden Number	Site Name	Cultural Affiliation	Site Type	Distance from Study Area	Development Review Status
<b>AjGu-39</b>	St. Paul's Catholic Cemetery	Archaic, Middle, Post-Contact	House, Residential	> 1 km	<b>No Further CHVI</b>
<b>AjGu-41</b>	Parliament	Post-Contact (Euro-Canadian)	-	> 1 km	-
<b>AjGu-46</b>	-	Post-Contact (Euro-Canadian)	Railway	> 1 km	-
<b>AjGu-48</b>	The Grange	Post-Contact (Euro-Canadian)	Homestead	> 1 km	-
<b>AjGu-49</b>	Bishop's Block	Post-Contact (Euro-Canadian)	Other fire Brigade Hall, Mechanic's Institute, Midden	620 m	-
<b>AjGu-50</b>	Ontario Heritage Centre	Post-Contact (Euro-Canadian)	-	475 m	-
<b>AjGu-51</b>	Toronto Hospital	Post-Contact	Other building, Administrative	990 m	<b>Further CHVI</b>
<b>AjGu-54</b>	Barchard Box Factory	Post-Contact (Euro-Canadian)	Mill	> 1 km	-
<b>AjGu-61</b>	Toronto Lime Kiln Works	Post-Contact (Euro-Canadian)	House	> 1 km	-
<b>AjGu-62</b>	John Bugg Stores	Post-Contact (Euro-Canadian)	Other townhouse	> 1 km	-
<b>AjGu-64</b>	Lime Kiln Works Site	Post-Contact (Euro-Canadian)	Other building	> 1 km	-
<b>AjGu-65</b>	Bright-Barber	Post-Contact (Euro-Canadian)	Other fever Shed, Hospital, Outbuilding	> 1 km	<b>No Further CHVI</b>



Borden Number	Site Name	Cultural Affiliation	Site Type	Distance from Study Area	Development Review Status
<b>AjGu-66</b>	-	Post-Contact (Euro-Canadian)	Manufacturing	> 1 km	<b>No Further CHVI</b>
<b>AjGu-67</b>	West Market Square (AjGu-67)	Post-Contact (Euro-Canadian)	Homestead	> 1 km	-
<b>AjGu-70</b>	15-19 Beverley street site	Post-Contact	Other other	> 1 km	-
<b>AjGu-71</b>	-	Post-Contact (Euro-Canadian)	Other industrial Lime Kiln, House	> 1 km	<b>Further CHVI</b>
<b>AjGu-72</b>	32 Camden Street	Post-Contact (Euro-Canadian)	Residential	> 1 km	<b>Further CHVI</b>
<b>AjGu-74</b>	Queen's Wharf Station	Post-Contact	-	> 1 km	-
<b>AjGu-75</b>	-	Post-Contact (Euro-Canadian)	Hotel	> 1 km	-
<b>AjGu-77</b>	The Alverthorpe Site	Post-Contact	-	> 1 km	-
<b>AjGu-81</b>	Dollery	-	-	> 1 km	-
<b>AjGu-82</b>	King-Caroline	Post-Contact (Euro-Canadian)	Residential	> 1 km	<b>No Further CHVI</b>
<b>AjGu-85</b>	Berkeley House	--	Wharf	> 1 km	<b>No Further CHVI</b>
<b>AjGu-87</b>	Richmond H1 Sit	Post-Contact (Euro-Canadian)	-	> 1 km	-



Borden Number	Site Name	Cultural Affiliation	Site Type	Distance from Study Area	Development Review Status
<b>AjGu-89</b>	Old Upper Canada College	Post-Contact (Euro-Canadian)	House, Inn	660 m	<b>No Further CHVI</b>
<b>AjGu-90</b>	Squire	Post-Contact (Euro-Canadian)	-	> 1 km	-
<b>AjGu-91</b>	Armoury Street Ward Block	Other	Other commercial, Residential, Industrial	1 km	-
<b>AjGu-92</b>	St. Lawrence Market	Post-Contact (Euro-Canadian)	-	665 m	-
<b>AjGu-93</b>	Jack Cooper Lane Parking Lot	Post-Contact	House	> 1 km	<b>No Further CHVI</b>
<b>AjGu-94</b>	Britain St. Site	Post-Contact (Euro-Canadian)	School	> 1 km	<b>No Further CHVI</b>
<b>AjGu-95</b>	Esplanade Crib & Wharves	Post-Contact (Euro-Canadian)	Manufacturing, Residential	620 m	<b>No Further CHVI</b>
<b>AjGu-96</b>	Queen Street West Parking Lot Site	Post-Contact (Euro-Canadian)	Other neighbourhood	> 1 km	<b>No Further CHVI</b>
<b>AjGu-98</b>	City Corporation Wharf	Post-Contact (Euro-Canadian)	Market	> 1 km	<b>Further CHVI</b>
<b>AjGu-103</b>	St. Andrew's Market	Post-Contact (Euro-Canadian)	Market	> 1 km	<b>Further CHVI</b>
<b>AjGu-104</b>	Wharves 26-28	Post-Contact (Euro-Canadian)	Wharf	25 m	<b>No Further CHVI</b>



Borden Number	Site Name	Cultural Affiliation	Site Type	Distance from Study Area	Development Review Status
<b>AjGu-105</b>	297 George Street	Post-Contact	House, Outbuilding	> 1 km	<b>No Further CHVI</b>
<b>AjGu-106</b>	Duke of Cambridge	Post-Contact (Euro-Canadian)	Hotel	> 1 km	<b>Further CHVI</b>
<b>AjGu-107</b>	360 Richmond Street East Site	Post-Contact	House	> 1 km	<b>No Further CHVI</b>
<b>AjGu-108</b>	The Esplanade - Church Street	Post-Contact (Euro-Canadian)	Other shore Wall	415 m	<b>No Further CHVI</b>
<b>AjGw-511</b>	-	-	-	> 1 km	-

- Archaeological Site AjGu-104 (Wharves 26-28) is located approximately 25 m to the east of the Study Area. The excavation of the site included archaeological monitoring of construction excavations to document portions of the nineteenth-century harbour front cribbing (ASI 2018)

### 2.1.2 History of Archaeological Investigations

WSP completed a search for archaeological reports within 50 m of the Study Area within the *Ontario Register of Archaeological Reports* administered by the MCM. Based on this search (by address, lot and concession, and above-mentioned archaeological sites), 14 archaeological assessments conducted within 50 m of the Study Area were identified:

- *Documentation of Twentieth Century Cribbing at 33 Bay Street, TE SPC 2003 0010, City of Toronto, Ontario. P049-156-2007. (ASI 2007)*
- *Waterfront Toronto Archaeological Conservation and Management Strategy. (ASI 2008a)*
- *Stage 1 Archaeological Resource Assessment of the Queen's Quay Boulevard Revitalization, City of Toronto, Ontario. P049-253-2008. (ASI 2008b)*
- *Toronto Transit Commission Environmental Assessments for Transit Projects in the Eastern Waterfront, Assignment 4: Stage 1 Archaeological Resource Assessment of the East Bayfront Transit Precinct, City of Toronto. P264-008-2009. (ASI 2009)*



- *Coordinated Provincial Individual/Federal Environmental Assessment and Integrated Urban Design Study, Gardiner Expressway and Lake Shore Boulevard Reconfiguration, City of Toronto, Ontario. Stage 1 Archaeological Resource Assessment. P057-587-2010. (ASI 2010)*
- *East Bayfront Transit Class Environmental Assessment, Environmental Study Report. (Waterfront Toronto 2010)*
- *Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment, Archaeological Baseline Conditions Report - 2014 (ASI 2014a)*
- *Stage 1 Archaeological Resource Assessment of 45 Bay Street (Lot 23, Registrar's Compiled Plan 12164), City of Toronto, Ontario. P1017-0002-2014. (ASI 2014b)*
- *Stage 1 Archaeological Resource Assessment of 141 Bay Street (Lots 12, 13, 14 and 18, Registrar's Compiled Plan 12164), City of Toronto, Ontario. P1017-0004-2014. (ASI 2014c)*
- *Lower Yonge Precinct Existing Conditions Memorandum. August 5, 2016. Archaeological input into the ESR documentation for the Lower Yonge Municipal Class Environmental Assessment (ASI 2016)*
- *Stage 1 Archaeological Resource Assessment of 30 Bay Street and 60 Harbour Street (Part of Block 3, Registered Plan 655E), City of Toronto, Ontario. P1030-0019-2017. (ASI 2017)*
- *Stage 2 Archaeological Resource Assessment: Archaeological Monitoring and Documentation of Construction Excavations, 45-81 Bay Street (Lot 23, Registrar's Compiled Plan 12164), City of Toronto, Ontario. P125-0257-2017. (ASI 2018)*

The above studies were reviewed to determine the presence of areas of archaeological potential and registered archaeological sites within the vicinity of the Study Area and summarize relevant recommendations. The results of the review are contained in **Table 2**.

Additional archaeological studies relevant to the Study Area have been undertaken but were not available for review prior to the completion of this background review, including:

- *Stage 1 Archaeological Assessment of 33 Bay Street, City of Toronto, Ontario. P049-027 (ASI 2003)*
- *Stage 1 Archaeological Assessment (AA) of: Front Street Re-configuration Bay Street to York Street, EA Study, City of Toronto, Ontario. P029-659-2009 (Archeoworks 2010)*





**Table 2: Summary of Archaeological Investigations within 50m of the Study Area**

<b>Title</b>	<b>Key Findings</b>	<b>Summary of Recommendations</b>
<b>Documentation of Twentieth Century Cribbing at 33 Bay Street, TE SPC 2003 0010, City of Toronto, Ontario. P049-156-2007. (ASI 2007)</b>	<ul style="list-style-type: none"><li>• A significant portion of the cribwork forming the foundation of the early twentieth century Toronto Ferry Terminal was identified on the property.</li></ul>	<ol style="list-style-type: none"><li>1. The cribwork was recorded and removed. As such the subject property may be considered free of further archaeological concern.</li></ol>
<b>Waterfront Toronto Archaeological Conservation and Management Strategy. (ASI 2008a)</b>	<ul style="list-style-type: none"><li>• This document recognizes two features of archaeological potential in the immediate vicinity of the Study Area associated with the 1893-1910 shoreline complex:<ul style="list-style-type: none"><li>○ CW7: Harbour Square Wharf (Wharves 18 and 19). Substantial portions of the foundation cribs may be expected to have survived.</li><li>○ CW8: Toronto Ferry Terminal Wharves. The complex was built between 1903 and 1910. Much of the structure was destroyed by the construction of a condominium tower in 2007</li></ul></li><li>• Features CW 4, 5 and 6 are also associated with the 1903-1910 shoreline complex however, they are located sufficiently east of the Study Area that they will not be impacted by the project.</li></ul>	<ol style="list-style-type: none"><li>1. CW 4, 5 and 6: These archaeological features are classified as Grade 2: recommended for documentation during construction monitoring.</li><li>2. CW7: This archaeological feature is classified as Grade 2: recommended for documentation during construction monitoring.</li><li>3. CW8: This archaeological feature is thought to be mainly destroyed. It is classified as Grade 3: no archaeological action is required.</li></ol>





Title	Key Findings	Summary of Recommendations
<b>Stage 1 Archaeological Resource Assessment of the Queen's Quay Boulevard Revitalization, City of Toronto, Ontario. P049-253-2008. (ASI 2008b)</b>	<ul style="list-style-type: none"><li>• The Stage 1 archaeological assessment of the Queen's Quay Revitalization project resulted in the identification of six features or feature complexes of potential significance, none of which area in or immediately adjacent to the Study Area</li></ul>	<ol style="list-style-type: none"><li>1. The balance of the Queen's Quay Revitalization Study Area (including the overlapping portion of the current Study Area) may be considered free of further archaeological concern.</li></ol>
<b>Toronto Transit Commission Environmental Assessments for Transit Projects in the Eastern Waterfront, Assignment 4: Stage 1 Archaeological Resource Assessment of the East Bayfront Transit Precinct, City of Toronto. P264-008-2009. (ASI 2009)</b>	<ul style="list-style-type: none"><li>• The study identified two features of archaeological potential associated with the 1903-1923 shoreline complex in the immediate vicinity of the current Study Area:<ul style="list-style-type: none"><li>○ CW7: Harbour Square Wharf (Wharves 18 and 19). Substantial portions of the foundation cribs may be expected to have survived.</li><li>○ CW8: Toronto Ferry Terminal Wharves. The complex was built between 1903 and 1910. Much of the structure was destroyed by the construction of a condominium tower in 2007.</li></ul></li></ul>	<ol style="list-style-type: none"><li>1. CW7: This archaeological feature is classified as Grade 2: recommended for documentation during construction monitoring.</li><li>2. CW8: This archaeological feature is thought to be mainly destroyed. It is classified as Grade 3: archaeological action is required.</li></ol>
<b>Coordinated Provincial Individual/Federal Environmental Assessment and Integrated Urban Design Study, Gardiner Expressway and Lake Shore Boulevard Reconfiguration, City of Toronto, Ontario. Stage 1 Archaeological</b>	<ul style="list-style-type: none"><li>• The 2010 Study Area is located immediately to the east of the current Study Area, east of Yonge Street. The Air Harbour facility was located at the foot of Freeland Street, east of Yonge Street.</li></ul>	<ol style="list-style-type: none"><li>1. The archaeological remains associated with the Air Harbour facility are not considered to have archaeological potential, however, the site is recognized as having interpretive value</li></ol>



Title	Key Findings	Summary of Recommendations
<b>Resource Assessment. P057-587-2010. (ASI 2010)</b>	<ul style="list-style-type: none"><li>Note: Results of current Stage 1 property inspection has confirmed that to date there are no historic plaques regarding the Air Harbour facility.</li></ul>	in any presentations of the history of the area.
<b>East Bayfront Transit Class Environmental Assessment, Environmental Study Report. (Waterfront Toronto 2010)</b>	<ul style="list-style-type: none"><li>This report provides a summary of the archaeological findings of the ASI 2009 Stage 1 Archaeological Resource Assessment</li></ul>	1. Refer to ASI 2009 as summarized above.
<b>Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment, Archaeological Baseline Conditions Report - 2014 (ASI 2014a)</b>	<ul style="list-style-type: none"><li>This report provides a summary of the archaeological findings of the ASI 2010 Stage 1 Archaeological Resource Assessment</li></ul>	1. Refer to ASI 2010 as summarized above.
<b>Stage 1 Archaeological Resource Assessment of 45 Bay Street (Lot 23, Registrar's Compiled Plan 12164), City of Toronto, Ontario. P1017-0002-2014. (ASI 2014b)</b>	<ul style="list-style-type: none"><li>The study identified that historical mapping indicates circa 1865-1893 wharfage extends into the north half of the property. The balance of the property is likely to be made up of post-1893 fills laid down during the extension of the shoreline to the New Windmill Line, although it is possible that some cribwork related to the New Windmill Line shorewall may be present along the south limit of the property.</li></ul>	1. The study recommended that construction excavations at 45 Bay Street should be subject to a program of archaeological monitoring.  <i>During preliminary site work, the site should be visited on a regular basis to inspect the progress of the perimeter shoring and any initial removals/testing, etc. When bulk excavation approaches an elevation of approximately 75.0 m ASL, the presence of a monitoring archaeologist on site will be of sufficient frequency and duration to ensure that any remains of the circa</i>



Title	Key Findings	Summary of Recommendations
		<p><i>1899 Harbour Square wharf shore east crib walls, and associated piling, are documented, through photography and the preparation of measured drawings. In the absence of an archaeological monitor on site, any potentially significant archaeological resource encountered during excavations anywhere on the subject property should be preserved intact to allow the archaeologist to record its salient attributes or carry out whatever other form of mitigation is appropriate.</i></p> <p><i>West of this crib wall, the subject property consists of lake fills incorporating household waste collected by the City and harbour dredgings. Lake fill, by its very nature, is not generally regarded as an archaeological resource. However, small-scale artifact recovery may be undertaken at the discretion of the monitoring archaeologist, with the understanding that unique items of material culture that have clear interpretive value should be</i></p>



Title	Key Findings	Summary of Recommendations
		<p><i>collected. Recovery of a representative sample of domestic refuse artifacts from generic lake fill deposits may be undertaken if the monitoring archaeologist has entered into an agreement concerning their curation and interpretation with either the development proponent or a public agency. It is not, however, a prerequisite of any monitoring program.</i></p> <p>(ASI 2014b: 10)</p> <p>2. Note: See ASI 2018 below</p>
<b>Stage 1 Archaeological Resource Assessment of 141 Bay Street (Lots 12, 13, 14 and 18, Registrar's Compiled Plan 12164), City of Toronto, Ontario. P1017-0004-2014. (ASI 2014c)</b>	<ul style="list-style-type: none"><li>• The study identified that the property may contain the remains of late-nineteenth-century industrial, and warehousing destroyed by the Great Fire of 1904, as well as structures related to the Customs House that were demolished around the time of the construction of the High Line. However, it is concluded that any subsurface remains associated with these post-1870 uses that may survive on the property are not considered to be of potential cultural heritage value.</li></ul>	<p>1. The 141 Bay Street subject property may be considered free of further archaeological concern. No further archaeological assessment is required.</p>



Title	Key Findings	Summary of Recommendations
<b>Lower Yonge Precinct Existing Conditions Memorandum. August 5, 2016. Archaeological input into the ESR documentation for the Lower Yonge Municipal Class Environmental Assessment (ASI 2016)</b>	<ul style="list-style-type: none"><li>This archaeological study re-iterated the findings of ASI 2009 specific to the c. 1903-1923 Harbour Square Wharf (CW7) and the c. 1893-1925 Toronto Ferry Terminal Wharf (CW8).</li></ul>	<ol style="list-style-type: none"><li>CW7: This archaeological feature is classified as Grade 2: requires archaeological monitoring.</li><li>CW8: This archaeological feature is classified as Grade 3: requires no further archaeological work.</li></ol>
<b>Stage 1 Archaeological Resource Assessment of 30 Bay Street and 60 Harbour Street (Part of Block 3, Registered Plan 655E), City of Toronto, Ontario. P1030-0019-2017. (ASI 2017)</b>	<ul style="list-style-type: none"><li>A portion of c. 1903-1923 Harbour Square Wharf is identified as having been within the boundaries of this property.</li></ul>	<ol style="list-style-type: none"><li>Harbour Square Wharf (CW7) is classified as Grade 2 and requires archaeological monitoring.</li></ol>
<b>Stage 2 Archaeological Resource Assessment: Archaeological Monitoring and Documentation of Construction Excavations, 45-81 Bay Street (Lot 23, Registrar's Compiled Plan 12164), City of Toronto, Ontario. P125-0257-2017. (ASI 2018)</b>	<ul style="list-style-type: none"><li>Evidence for limited cribbing elements related to the circa 1860s -1870s Ewart's or Snarr's wharf and more extensive remains of the shore wall constructed along the Windmill Line in the late 1870s-early 1880s, leading to the creation of Wharves 26-28, was identified during the construction monitoring program. These archaeological features were documented and removed during the course of construction excavation.</li></ul>	<ol style="list-style-type: none"><li>The 45-81 Bay Street subject property may be considered clear of further archaeological concern. No further assessment is required.</li></ol>

**Appendix A: Figure 13** shows the location of these previous studies.



### 2.1.3 Environmental Context

The Study Area is situated in a low area along Lake Ontario between the Humber and Don Rivers. This area is located within the Iroquois Plain physiographic region of Ontario (Chapman and Putnam 1984:191-192). This physiographic region encompasses lowlands bordering Lake Ontario, from the Niagara River to the Trent River. The Iroquois Plain was inundated in the late Pleistocene by glacial Lake Iroquois (Chapman and Putnam 1984:190). The region located in the vicinity of the Study Area generally consists of barrier beaches and cut shale bluffs of varying sizes along the shoreline. The portion of the Iroquois Plain in which the Study Area lies is underlain by shale plains. The sandy topsoil of the Iroquois Plain historically lent itself to the growing of apples, pears, bush fruits, strawberries and vegetables (Chapman and Putnam 1984:192).

While the physiography of this location would have influenced the original attraction for settlement in the area for Indigenous and Euro-Canadian peoples alike, industrial land use in the Study Area during the 1800s created high demand for space in along the waterfront leading to an extensive transformation to the natural shoreline of Lake Ontario.

According to the “Ministry of Northern Development and Mines Quaternary Geology”, map 2556, this immediate area includes silt to silt matrix till deposits.

It is crucial to consider the proximity of water sources in any evaluation of archaeological potential because the availability of water is arguably the single most important determinant of human land use, past and present. The Standards and Guidelines for Consultant Archaeologists (MCM 2011) lists proximity to water as one of the prime indicators of potential for the presence of archaeological sites. Distance from potable water has been one of the most commonly used variables for predictive modelling of archaeological site location. Water, both potable and non-potable, also facilitated the transportation of people and goods and served to focus animal and plant resources. According to the *Standards and Guidelines for Consultant Archaeologists* (MCM 2011), lands within 300 m of an extant or formerly mapped river or creek have potential for the presence of early Indigenous and Euro-Canadian archaeological sites. Lake Ontario is currently located approximately 140 m to the southeast of the Study Area, however, the majority of the Study Area was located within Lake Ontario in the early nineteenth century and is only dry land now due to lake filling events of the nineteenth and early twentieth century (**Appendix A: Figure 2-Figure 3**). Historic mapping from 1818-1924 depict the evolution of the City of Toronto shoreline (**Appendix A: Figure 4-Figure 12**).

## 2.2 Historical Context

### 2.2.1 A Cultural History for Southern and Eastern Ontario

The majority of interpretations of pre-contact Indigenous adaptations in Ontario derive from the analysis and interpretation of stone tools. Stone tools are made from specific types of rocks that fracture in ways that can be controlled, so that they are easily shaped into useful forms. These rocks include chert, chalcedony, quartzite, petrified wood, and volcanic glass, known as obsidian. Most stone tools found in southern





Ontario are formed from types of chert that outcrop in local limestone formations, such as: Onondaga and Haldimand cherts, found near the north shore of Lake Erie; Kettle Point chert, which outcrops near Lake Huron; and Collingwood chert, which outcrops along the Niagara Escarpment near Georgian Bay.

Stone tools used as spear tips and arrowheads are the most commonly studied tool type. These are referred to as projectile points. As projectile point technology changed over time, styles and shapes of points changed also. Studying these changing point types has resulted in the development of a chronological framework for pre-contact times prior to 3,000 years ago, when Indigenous Nations began to make clay pottery. Later periods are defined both by point types and pottery characteristics. Radiocarbon dating of archaeological sites can only be done when organic materials are collected from those sites, so the dating of most sites is done by comparing the artifacts from dated sites to those from undated sites.

The following is an overview of the cultural history of southern and eastern Ontario as understood by archaeologists. It is based upon published syntheses of Indigenous cultural occupations (Wright 1968, Ellis and Ferris 1990, Adams 1994). For additional reference, Ellis and Ferris (1990) provide greater detail of the distinctive characteristics of each time period and cultural group.

The cultural history of southern Ontario began approximately 11,000 years ago when the glaciers had melted, and the land was re-exposed. The land was quickly settled by bands of hunters and gatherers who are thought to have been large game hunters. These people used large spear points that are distinctively shaped with long central grooves, called “flutes”. Archaeologists have defined a number of point types that date to this time, including Gainey, Barnes, Crowfield, and Hi-Lo types. This period is referred to as the Paleo-Indian Period and it is thought to have lasted until approximately 9,000 years ago.

After 9,500 years ago, there was a long period when the climate was variable and the bare lands left by the glaciers were becoming re-forested, resulting in patchier, more diverse ecozones. During this time, which lasted until 3,000 years ago, people were adapting to diverse environmental settings. There appears to have been more reliance on local stone for making tools and more variable tool manufacturing technologies. The adoption of a spear-throwing board, known as an atlatl, was an important innovation, resulting in the ability to throw smaller darts with more force. Projectile points from this period, called the Archaic Period, are commonly side or corner-notched and are smaller than those of the preceding period. The Archaic adaptation is generally thought to have centered on localized resources, often forest resources, and groups of people are thought to have been less mobile, an adaptation that continued to develop until the arrival of Europeans.

In southern Ontario, the Archaic Period is divided into the Early, Middle and Late Archaic. Early point types include serrated Nettling and Bifurcate Base points. Middle types include Brewerton Corner Notched and Otter Creek, and Late types include Lamoka, Genesee, Crawford Knoll, and Innes. Most of these point types are named after archaeological sites where they were first identified.



The Archaic Period is followed by the Woodland Period. The major technological change in the Early Woodland Period is the introduction of pottery. During this time, people are thought to have developed more community organization and the manufacture of clay pottery is thought to indicate less residential mobility. Burial sites dating to this time often display evidence of ceremonial activities. Projectile points made at this time include much smaller types, probably used as arrow tips. Point types include Meadowood and Kramer and early ceramics were crudely-made vessels with conoidal (pointed) bases. The Early Woodland Period transitioned into the Middle Woodland Period approximately 2,400 years ago.

During the Middle Woodland Period in southern Ontario community and kin identity became more deeply entrenched, and more sedentary communities developed. Point types made at this time include Saugeen, Vanport, and Snyders. Ceramic vessels were conoidal in shape but were decorated with stamped designs in the soft clay. The Middle Woodland Period transitioned into the Late Woodland Period A.D. 500–900 with the earliest direct evidence for agriculture.

The Late Woodland Period saw the development of recognizable Iroquoian and Algonquian cultures in southern Ontario, characterized by the intensification of agriculture and the increased utilization of corn. Greater sedentism led to increasing settlement populations and greater complexity of settlement organization. Sites dating to this time are often found on terraces overlooking the floodplains of large rivers. Iroquoian villages tended to be small, palisaded compounds with longhouses occupied by families. As the Late Woodland Period progressed, more intercommunity communication and integration became necessary to maintain the sedentary agricultural way of life. Later Iroquoian villages were larger and more heavily palisaded, and longhouses were larger also. Algonquian settlements tended to be less populous and temporary.

When European explorers and missionaries arrived in southern Ontario in the early seventeenth century, they described the local Iroquoian social organization as being under the direction of elected chiefs. Tribal confederacies and allegiances resulted in intertribal warfare, which was only made worse by the European presence. Three Ontario Iroquoian confederacies, the Huron, Petun, and Neutral, were driven from their traditional territories before the middle of the seventeenth century.

Archaeologists tend to describe a period of transition from Late Woodland to post-contact times as “proto-historic”. The dating of this period is variable and may be different from site to site within a region as it describes a time when local Indigenous peoples were acquiring European trade goods indirectly through other Indigenous middlemen rather than directly from European traders. This period was generally very short and is often difficult to differentiate archaeologically from later post-contact times, when trade goods were widely available, but it usually is identified by evidence of an intact traditional cultural adaptation with occasional European items used in traditional ways.





**Table 3: Simplified Cultural Chronology of Southern and Eastern Ontario**

<b>Period</b>	<b>Complexes/Cultures, Some Diagnostic Artifacts</b>
<b>Early Paleo-Indian (9000–8500 B.C.)</b>	Small nomadic hunter-gatherer bands. Early Paleo-Indian (EPI) rarely found in eastern Ontario. Gainey, Barnes, Crowfield fluted points.
<b>Late Paleo-Indian (8500–7500 B.C.)</b>	Small nomadic hunter-gatherer bands. Hi-Lo, Holcombe points, Lanceolate Bifaces.
<b>Early Archaic (7500–6000/4500 B.C.)</b>	Small nomadic hunter-gatherer bands. Nettling, Stanley/Neville points.
<b>Middle Archaic (6000/4500–2500 B.C.)</b>	Transition to territorial settlements. Seasonal round of subsistence introduced. Thebes (6000–5000 B.C.), Otter Creek points (4500–3000 B.C.). <b>Brewerton Complex (3000–2500 B.C.)</b> . Brewerton points. <b>Laurentian Complex (6000–2500 B.C.)</b> (Eastern Ontario)
<b>Late Archaic (2500–1000 B.C.)</b>	More numerous territorial hunter-gatherer bands, increasing use of exotic materials and artistic items for grave offerings, regional trade networks. <b>Narrowpoint Complex (2500–1850 B.C.)</b> . Lamoka points. <b>Broadpoint Complex (1850–1650 B.C.)</b> . Adder Orchard, Genesee points. <b>Smallpoint Complex (1650–1000 B.C.)</b> . Crawford Knoll, Innes points. <b>Terminal Archaic (1100–1000 B.C.)</b> Glacial Kame Complex. Hind points.
<b>Early Woodland (1000–400 B.C.)</b>	Pottery introduced. Meadowood Notched points, Meadowood Cache Blades, Kramer, Adena points. <b>Meadowood Complex (1000–400 B.C.)</b> . <b>Middlesex Complex (650–400 B.C.)</b> . Introduction of true cemeteries.
<b>Middle Woodland (400 B.C.–A.D. 500/900)</b>	Saugeen, Snyders, Vanport, Port Maitland points. <b>Point Peninsula Complex</b> (Southcentral and eastern Ontario) <b>Saugeen Complex</b> (Southeast of Lake Huron and the Bruce Peninsula, London area, and possibly as far east as the Grand River) <b>Couture Complex</b> (Lake St. Clair and the western end of Lake Erie). Burial ceremonialism.
<b>Transitional Woodland (A.D. 500–900)</b>	Agriculture introduced. Levanna, Jacks Reef points. <b>Princess Point Complex</b> (Eastern end of Lake Erie and the western end of Lake Ontario). <b>Rivière au Vase Phase of the Younger / Western Basin Tradition</b> (Lake St. Clair and western end of Lake Erie) <b>Sandbanks Complex</b> (Kingston area).



Period	Complexes/Cultures, Some Diagnostic Artifacts
<b>Late Woodland (A.D. 900–1650)</b>	Tribal differentiation. Transition to settled village life. Dewaele, Glen Meyer Tanged, Triangular Nanticoke, Notched Nanticoke, Triangular Daniels/Madison points. <b>Ontario Iroquoian and St. Lawrence Iroquoian Traditions</b> (Southcentral and eastern Ontario, respectively). <b>Algonkian Western Basin Tradition</b> (Lake St. Clair and the western end of Lake Erie).
<b>Early Post-Contact (A.D. 1650–1763)</b>	Iroquoian, Algonkian migrations and resettlement. French exploration and colonization
<b>Late Post-Contact (A.D. 1763–1867)</b>	Iroquoian, Algonkian migrations and resettlement. British and other European immigration increases.

In southern Ontario, significant post-contact archaeological sites are those that have an affiliation with an important historic event, figure, or family, but can also be anything dating to the original European settlement of a region. Often, these archaeological sites date to before A.D. 1830, but archaeologically significant Euro-Canadian sites can date into the twentieth century.

## 2.2.2 Review of Historical Records

### 2.2.2.1 Township Survey & Settlement

During pre-contact and early contact times, the vicinity of the Study Area would have contained a mixture of deciduous trees, coniferous trees, and open areas. In the early nineteenth century, Euro-Canadian settlers arrived and began to clear the forests for agricultural purposes. In the nineteenth and early twentieth centuries, the Study Area and surrounding land were primarily used for agricultural purposes.

The Study Area is located within the geographic Township of York South East, York County. York County was first created in 1792 when Lieutenant John Graves Simcoe divided Upper Canada into 19 counties. York County itself was divided into 13 townships (Mika and Mika 1983: 681). Prior to the forming of the County there was a French fort located near the Lake Ontario shoreline near the mouth of the Humber River. This fort was constructed in 1749 to control fur trade traffic (Miles & Co. 1878: v). The fort was dubbed Rouillé, but it became more commonly known as Fort Toronto.

The area was first surveyed by Deputy Surveyor John Collins in 1788. A more thorough survey was completed by Joseph Bouchette in 1793. In spring of 1793, Governor Simcoe arrived in the area with his Queen's Rangers and determined that the area around Fort Toronto, which was in ruins by then, should be the new capital of Upper Canada. Construction of government buildings began in 1794 and by 1802 the Township boasted one grist mill, two sawmills, and two taverns. Simcoe resigned as lieutenant governor in 1796 and in 1798 and Peter Russell took over as the administrator of Upper Canada. Russell expanded the Town of York having the New Town surveyed and defenses of the capital bolstered.



By 1820, the population of York was 1,672. Twenty years later the population reached more than 5,000 as the wealth of the inhabitants increased steadily. The position of the town at the crossroads of primary travel routes including Yonge Street and Dundas Street as well as its rare natural harbour ensured the communities growth capitalizing on a brisk shipping trade (Hayes 2008: 23; Mika and Mika 1983: 683). In 1830 a bill was drafted incorporating the City of York, establishing the city's boundaries, and changing the name from York to Toronto (Hayes 2008: 36).

#### **2.2.2.2 Toronto Shoreline Development**

Trade for the City of Toronto in the 1800s had historically been by boat. A byproduct of this included the growth of the manufacturing and industrial sector along the City of Toronto's shorelines and by the 1800s several factories were built in order to easily receive products and transport goods (**Appendix A: Figure 5**). By the 1830s and 1840s there was a severe shortage of available shoreline space. In order to remedy the lack of space and growing infrastructure the City of Toronto engaged in massive land-building events on the shore of Lake Ontario to expand the shore land south of the Esplanade and by 1950 the present-day shoreline was obtained (Waterfront Toronto 2021). Historic maps dating between from 1818-1924 depict the evolution of the City of Toronto shoreline (**Appendix A: Figure 4-Figure 12**).

#### **2.2.2.3 Railway Construction (1850-1900)**

Construction of the first railway in Toronto began in 1851 with the Ontario, Simcoe, and Huron Railway (known as the Northern Railway post-1860) between John Street and Simcoe Street, in front of what was then the Upper Canada Parliament Buildings (Hayes 2008: 36; MacMurchy 1930:18). The first Union Station was located west of the current station in a peripheral location that was removed from the commercial and institution centres at the time. During the early 19th century, Front Street (then called Princess Street) was occupied by a mix of mansions housing the local gentry and small warehousing operations. The shore of Toronto Harbour was situated directly south of Front Street. During the mid-1800s, the area between Front Street and the port was occupied by a small strip of land held in the public trust stretching from Fort York to the Don River. This land was originally envisioned as a park system where the local gentry could "take the air in the evenings". However, the landscaped park was never realized, and the area functioned as a wide muddy street until it was appropriated and transformed into railway and industrial land to support the fast-growing industry in the area (ERA Architects Inc. 2006: 21-22).

When the Ontario, Huron, and Simcoe Railway was completed in 1853 a small wooden platform was constructed at the corner of Front Street and Bay Street (approximately in the location of Union Station today); although the original location of the more substantial Union Station was built along the Grand Trunk Railway at the southern terminus of York Street in 1858. A grander version of Union Station was constructed in 1873, although the current Union Station was not established until 1927 (ERA Architects Inc. 2006: 22).

The railway and grand station acted as a catalyst for industrial development in the area and the increase in rail travel in the 1870s led to the development of hospitality and commercial infrastructure in the area. The grand Queens Hotel was situated on the site



of the current Royal York Hotel and the area began to infill with shops and taverns but was still relatively sparsely developed during the late 19th century. Originally, railway infrastructure was situated on Front Street, although the rapid advance in industry and commercial activity in the area led to the creation of the Esplanade in 1856. The Esplanade was created as a 30 m wide embankment built into the harbour and the railway was moved from Front Street onto this new land allowing Front Street to return to its original function. The creation of the Esplanade can be seen as the beginning of the dramatic change in the physical state of the central Toronto shoreline (ERA Architects Inc. 2006: 24).

The early industrial period of central Toronto precipitated the creation of an expanded man-made shoreline increasing the amount of valuable land near the port while simultaneously providing a convenient means for disposing of massive amounts of waste created by the thriving industry. Front Street marked the approximate original shoreline in this area, roughly 800 m north of the current shoreline. During the second half of the 19th century, the Grand Trunk and Canadian Pacific Railway acquired most of the water lots south of Front Street, filling them in to create expanded railway facilities. The increasing demand for valuable industrial lands with access to ports and railways led to a federal law being passed in 1911 giving the Toronto Harbour Commission the ability to manage, control, and develop harbour facilities. This led to the reclamation of Ashbridge's Bay, and other shorelands being converted to port and industrial use. The reclamation of Toronto Harbour continued well into the 20th century as evidenced by the airport created in the 1930s (Hayes 2008; 120-127).

#### **2.2.2.4 Union Station and Rail Infrastructure (1900-1930)**

The expansion of Toronto at the onset of the 20th century brought with it a reorganization of land use characterized by the movement of Parliament and many administrative buildings to the north end of the city. This happened as residential land use shifted away from the Study Area, which opened more land for rail and industrial uses in this area. The commercial district shifted westerly and office buildings began to be erected as white-collar jobs began to increase in the area. Monumental state of the art office buildings were erected and the east/west orientation of the city along Front Street and King Street shifted to a predominantly north/south orientation along Yonge and Bay (ERA Architects Inc. 2006: 24).

The great fire of 1904 resulted in the destruction of most of the buildings along Front Street between Queens Hotel and Bank of Montreal at Yonge Street. This left Toronto with an opportunity for a grand reimagining of downtown Toronto. The great fire of 1904 coupled with the growing rail activity in the area created the need for a new train station. The Grand Trunk and Canadian Pacific Railway companies leased a large plot of city owned land south of Front Street between York and Bay street to create a new train station. The new Union Station was intended to be a grand entrance to the city and the focus of a new master plan for the surrounding area.

The renowned architect John Lyle was commissioned to create a master plan for the area in 1911 (Sewell 1993: 15). The project was undertaken through the auspices of the of the City Improvement Committee that was established in 1909 (Fulford 1995: 139-139). The plan was heavily influenced by the City Beautiful movement and the Beaux



Arts architectural style, an architectural movement popular in North America during the era that exhibited rationally organized wide boulevards, formal public squares and parks (Williams 2014:266). This style was an effort to improve urban environments from often ramshackle utilitarian city cores that emerged organically during the 19th century into grand landscapes for the masses. The City Beautiful movement was an effort to create grand landscapes that people could access day-to-day, thereby improving people through the built environment (Tarlow 2009). Union Station, as the focus of the Lyle master plan, was designed to be the most monumental structure in the city. The intention of the project was to create a monumental new landscape that would further consolidate and formalize the administrative, commercial and transportation functions of downtown Toronto. The ambitious original vision included the creation of a Federal Avenue that was to be lined with monumental Beaux Arts structures, intended to run from Front Street to Queen Street between Bay Street and York Street. Union Station opened in 1927 and other grand architectural projects relating to the rail infrastructure and following the design of John Lyle's master plan were opened during the same period, including Royal York Hotel (1929) and the Dominion Public Building (1935). Notably, Union Station and the Royal York Hotel were the first two buildings in Toronto to be linked underground (ERA Architects Inc. 2006: 26). Underground connections would become a more common and integral feature of the built environment of the area in the 20th century, connecting places of work and commercial space via large concourses that allow pedestrian traffic to flow freely.

With the creation of Union Station and associated modernization of rail infrastructure, the lands south of the station became increasingly dominated by rail and industrial activity strategically positioned between the rail yards and harbour. The Toronto viaduct, a nearly ten-kilometre-long stretch of track elevated over 5 m high was created to establish a means of separating the increased pedestrian traffic in the area from rail activity. This was completed with the support of the newly formed Toronto Harbour Commission in 1927. The viaduct supplied a means of separating rail traffic from car and pedestrian traffic, a theme that is evident in the area today as trains run overhead east-west while vehicular and pedestrian traffic run below through north-south oriented crossways. The creation of teamways running parallel to roads in these areas further instituted the separation of forms of transportation, providing a safe and spatially ordered circulation of traffic in the area. Examples of teamways are present running parallel to Bay Street and York Street under the Union Station rail viaduct. These spatially distinct areas originally facilitated the separation of cars and carriages were later converted provide separation of pedestrian and motor vehicle traffic (ERA Architects Inc. 2006:26-29). The later underground PATH system further segmented the flow of pedestrian traffic.

Harbour expansion and modernization occurred simultaneously with advancements in rail infrastructure. The Toronto Harbour Commission was created in 1912 and by 1930 the waterfront in this area was considered one of the most modern industrial harbours on the continent (Wallace 1930: 26). The modernization of the harbour included the reclamation of 500 acres of new harbour lands, which projected the shoreline nearly to its current position today (ERA Architects Inc. 2006: 29).





The development and modernization of the rail and harbour infrastructure as well as the urban investment and beautification centered around Union Station area connected massive projects completed on a grand scale. Together these projects represent one of the largest civic investment in Toronto's history and their legacy shapes the character of present-day Toronto.

#### **2.2.2.5 Connectivity and Office Development**

The establishment of Toronto's first subway in 1954 significantly intensified downtown development and marked a new era in Union Station's transportation function. The creation of the TTC University Line in 1963 hemmed in the area between Yonge Street and University Avenue catalyzing intense massive scale development between the subway lines creating a loop north of Front Street with the most valuable real-estate in the area (ERA Architects Inc. 2006: 31).

New office towers exemplified by massive full block developments such as the TD Centre began to replace old warehouses and commercial buildings in the area. Between the late 1950s and mid 1970s dozens of office buildings designed on a massive scale were constructed in the area (ERA Architects Inc. 2006: 32).

The high-rise development in area changed the scale of the area surrounding Union Station. The non-human scale development of the area did not achieve John Lyle's original vision of connectivity, although an effort was made to create connectedness. This was first achieved through a series of elevated pedestrian bridges called a "+15 system". The +15 system can be seen in the connections between the Sheraton Hotel and City Hall and between the Westin Castle Hotel and Westin Harbour Castle Conference Centre. The elevated connective system was soon neglected in favour of sub-grade connections between adjacent underground shopping centres located below massive office towers, which evolved into the current PATH system.

The PATH system has grown incrementally throughout the Financial District north of the Study Area and to Union Station creating a below grade public pedestrian environment with small commercial development interlinking subway stations and the administrative and large commercial developments above (City of Toronto 2021). The PATH system and formalization of the Financial District during the mid-20th century essentially established Union Station and the area to the north as the core of the city (ERA Architects Inc. 2006: 31-32).

#### **2.2.2.6 Deindustrialization of the Railway Lands and Central Waterfront**

The changing economy following the World War II marked a shift in land use in Toronto as industrial infrastructure moved to new employment zones on the periphery of the city. This changing land use in the city gradually made the industrial areas surrounding the railway infrastructure at Union Station obsolete precipitating repurposing of the lands in this area. The phenomenon of deindustrialization is evident in the areas changing character to this day, for example, in the 1960s rail lands north of Front Street were converted into parking lots to accommodate the expanding Financial District (ERA Architects Inc. 2006: 34). 20th century fire insurance mapping and aerial photography illustrate the once industrial area south of Front Street increasingly being converted to large scale high-rise development. Similarly, the extensive industrial areas surrounding



the harbour began to be replaced with recreational, entertainment and commercial facilities such as the Westin Harbour Castle, condominium developments along Queens Quay, and the park areas along the harbour front (ERA Architects Inc. 2006: 34).

Beginning in the 1960s large master plans were commissioned to determine how best to redevelop the area, including the Metro Centre development of 1968 (Sewell 1993: 146-149). The Metro Centre Plan proposed the development of massive housing, office, transportation, and recreational facilities within the area between Front Street and the Gardner Expressway and included significant demolition of Union Station. Public outcry concerning the Metro Centre development led to the cancellation of the project and the creation of the heritage legislation under which Union Station is currently protected. The CN Tower is one piece of the Metro Centre project that was realized (ERA Architects Inc. 2006: 35). The development of the Skydome (now Rogers Centre) (1998), the Harbourfront light rail (1990), Harbourfront Centre (1991) and several high-density housing projects have urbanized the former industrial lands surrounding the railway and harbour.

## 2.3 Review of Historical Mapping

### 2.3.1 19th Century Land Use

Historical records and mapping were examined to gain an understanding of 19th-century land use in the Study Area. A summary of these historical records is presented below in **Table 4**.

**Table 4: Review of 19th Century Mapping**

Year	Map Title	Historical Feature (s)
<b>1818 (Appendix A: Figure 5)</b>	Plan of York (Lieut. Phillpotts 1818)	<ul style="list-style-type: none"><li>• The Study Area is shown to be a sparsely developed area along the shore of Lake Ontario</li><li>• Fort York is located approximately 450 m to the west of the current Study Area</li><li>• Yonge Street and Front Street are depicted at the north end of the Study Area (in the vicinity of present-day Union Station)</li><li>• The majority of the Study Area is situated within Lake Ontario</li></ul>
<b>1860 (Appendix A: Figure 6)</b>	Tremaine's Map of the County of York (Tremaine 1860)	<ul style="list-style-type: none"><li>• <b>"Union Depot" is located approximately 250 m west of the Study Area (the first Union Station, now demolished)</b></li><li>• <b>Railways are indicated immediately south of Union Station</b></li><li>• <b>The shoreline of Lake Ontario is shown immediately south of the railway</b></li><li>• The majority of the Study Area is situated within Lake Ontario</li></ul>



<b>1862</b> <b>(Appendix A: Figure 7)</b>	Plan of City of Toronto, (H.J. Browne 1862)	<ul style="list-style-type: none"> <li>• The first Union Station is located approximately 450 m west of the current Study Area (now demolished) between Simcoe Street and York Street</li> <li>• Railways are indicated immediately south of Union Station</li> <li>• The shoreline of Lake Ontario is shown immediately south of the railway</li> <li>• The majority of the Study Area is situated within Lake Ontario</li> <li>• The Jaques &amp; Hayes Factory is located immediately to the west of the Study Area</li> <li>• Additional structures located within 300 m of the Study Area include: <ul style="list-style-type: none"> <li>○ RevereHo Hotel,</li> <li>○ City Registry Office,</li> <li>○ A Custom House,</li> <li>○ Two (2) Banks of Montreal,</li> <li>○ The Holland House,</li> <li>○ The American Hotel,</li> <li>○ The Royal Assur and,</li> <li>○ Several Wharfs</li> </ul> </li> </ul>
<b>1878</b> <b>(Appendix A: Figure 8)</b>	York County, Township of York West (Miles & Co; 1878)	<ul style="list-style-type: none"> <li>• The second Union Station is shown on Station Street, set back from Front Street between Simcoe and York Street</li> <li>• Five (5) additional structures are located within 300 m o the Study Area</li> <li>• The majority of the Study Area is situated within Lake Ontario</li> <li>• The shoreline of Lake Ontario has been extended south</li> </ul>

### 2.3.2 20th Century Land Use

Historical fire insurance plans were examined to gain an understanding of early 20th-century land use in the Study Area. A summary of these historical records is presented below in **Table 5**.

**Table 5: Review of 20th Century Fire Insurance Plans**

Year	Map Title	Historical Feature (s)
<b>1903</b> <b>(Appendix A: Figure 9)</b>	Fire insurance Plan, 1903 (City of Toronto 1903)	<ul style="list-style-type: none"> <li>• Numerous commercial buildings are shown within this Study Area north of Esplanade West including: <ul style="list-style-type: none"> <li>○ The Land Security Company</li> </ul> </li> </ul>





Year	Map Title	Historical Feature (s)
		<ul style="list-style-type: none"> <li>○ Several buildings along Front Street owned by John B. Smith</li> <li>• The second Union Station is shown on Station Street, set back from Front Street between Simcoe Street and York Street</li> <li>• The area now occupied by Union Station is occupied by 'The Land Security Company' and the block is broken up by Lorne Street (no longer extant)</li> <li>• Flour mills are shown lining Bay Street just north of Esplanade West</li> <li>• Sparse development south of Esplanade West, although Harbour Street and Lake Street are shown on this part of the reclaimed harbour area</li> <li>• Additional Structures located within the Study Area include:</li> <li>• A park is located approximately 300 m to the east of the Study Area within the block south of the Esplanade between Bay Street and Yonge</li> <li>• Approximately 50% of the Study Area is located within Lake Ontario</li> </ul>
<b>1904 (Appendix A: Figure 10)</b>	Area of Fire, Wholesale District, Toronto, Canada Fire insurance Plan, 1904 (Goad, 1904)	<ul style="list-style-type: none"> <li>• Commercial and industrial development in the vicinity of the Study Area (Bay Street from Wellington West to Esplanade West) labeled as "ALL GONE" indicating that these properties were destroyed by the fire of 1904</li> <li>• The area south of Esplanade is not depicted</li> </ul>
<b>1913 (Appendix A: Figure 11)</b>	Fire insurance Plan, 1913 (City of Toronto 1913)	<ul style="list-style-type: none"> <li>• This map indicates a less developed area than the two previous Fire Insurance Plans due to the fire of 1904</li> <li>• The location of Union Station has not changed</li> <li>• The north side of Front Street is now occupied by the Queens Hotel</li> <li>• Customs buildings are shown in the block of Front Street between Bay and Yonge streets, although not in the current configuration</li> <li>• The railway infrastructure south of Esplanade West has increased substantially</li> <li>• Harbour Square is shown west of the base of Bay Street</li> </ul>



Year	Map Title	Historical Feature (s)
		<ul style="list-style-type: none"><li>• Bayside Park is shown south of Harbour Street between Bay and Yonge streets</li><li>• Approximately 50% of the Study Area is located within Lake Ontario</li></ul>
<b>1924 (Appendix A: Figure 12)</b>	Fire insurance Plan, 1924 (City of Toronto 1924)	<ul style="list-style-type: none"><li>• Existing Union Station is shown in its current location</li><li>• No other major changes</li><li>• Approximately 50% of the Study Area is located within Lake Ontario</li></ul>

## 2.4 Historical Plaques

The MCM's *Standards and Guidelines for Consultant Archaeologists* (MCM 2011:18) stipulates that areas of early Euro-Canadian settlement, including places of early military pioneer settlement (pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and early cemeteries, are considered to have archaeological potential. There may be commemorative markers of their history, such as local, provincial, or federal monuments or heritage parks. Early historical transportation routes (trails, passes, roads, railways, portage routes), properties listed on a municipal register or designated under the Ontario Heritage Act or a federal, provincial, or municipal historic 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.

There are 24 historical plaques located within 1 km of the Study Area, nine of which are located within 500 m of the Study Area. A summary of each plaque is provided in **Table 6**.



**Table 6: Review of Historical Plaques within 1 km of the Study Area**

<b>Historical Plaque</b>	<b>Plaque Inscription</b>	<b>Distance from the Study Area</b>
<b>Yonge Street</b>	Yonge Street was built by Upper Canada's first lieutenant-governor to connect the town of York (Toronto) on Lake Ontario with the naval base at Penetanguishene on Georgian Bay. It provided a secure overland route for moving troops and settlers to the interior.	Located within 75 m of the Study Area
<b>The Royal York Hotel</b>	Built on the site of the Queen's Hotel by the Canadian Pacific Railway in 1928-29, the Royal York Hotel was part of its coast-to-coast chain of grand hotels. The skyscraper hotel, designed by Montreal architects Ross and Macdonald in association with Sproatt and Rolph of Toronto, was the largest hotel in the British Commonwealth and dramatically altered the Toronto skyline. Inside, attractive rooms – from the classicism of the 1928-29 interior to the 1957-59 extension decorated in Canadian themes – have provided the setting for conventions, entertainers, cocktails, teas, debutante balls and royal visits. Together with Union Station to the south and the Dominion Public Building to the southeast, the Royal York Hotel has created one of the finest streetscapes in the provincial capital.	Located approximately 100 m to the northwest of the Study Area
<b>The Noronic Disaster</b>	The Canada Steamship Lines passenger cruiser Noronic, burned in Toronto harbour on September 19, 1949. 119 people died as a result of the blaze, making it the worst disaster in the history of Toronto.	Located within 150 m south of the Study Area at the Toronto waterfront at the foot of Bay Street
<b>107 Wellington Street West 1889</b>	The oldest private club building in Ontario, 107 Wellington Street West was designed for the Toronto Club in 1888-89 by Frank Darling and Samuel Curry. Its design mixes different architectural styles and marks an important transition in Darling's career. The sandstone base, terracotta details, windows and capitals on the ground floor reflect the Richardsonian Romanesque Style. The second floor's Palladian-like windows,	Located approximately 190 m to the northwest of the Study Area



Historical Plaque	Plaque Inscription	Distance from the Study Area
	<p>pilasters and capitals, frieze, cornice mouldings and the nearly-square attic windows are in the Renaissance Revival Style. The interior contains a billiards room, reading rooms, and dining rooms finished with wood paneling and carvings, stone and marble fireplaces, and plaster ceilings.</p>	
<b>The Bishop's Palace 1818</b>	<p>The residence of John Strachan, the first Anglican Bishop of Toronto, the Bishop's Palace was a large two-storey house built in 1817-18 when Strachan was the incumbent at St. James' Church. It was also the place of assembly in 1837 for the loyalist forces that defeated Mackenzie's rebels at Montgomery's Tavern.</p>	<p>Located approximately 245 m to the west of the Study Area</p>
<b>Toronto-Dominion Centre</b>	<p>Designed by Modernist architect Ludwig Mies van der Rohe in association with John B. Parkin Associates and Bregman and Hamann Architects, the Toronto-Dominion Centre is located in the heart of Toronto's financial district. The Centre was commissioned by Allen Lambert, chairman of TD Bank, in partnership with Fairview Corporation. The complex is arranged around a granite-paved pedestrian plaza and originally consisted of three buildings: the 56-storey Toronto-Dominion Bank Tower (1967), the one-storey Banking Pavilion (1968), and the 46-storey Royal Trust Tower (1969). An underground shopping concourse is located beneath the granite plinth. The buildings are steel structures, clad with bronze-coloured glass and black-painted steel, with steel I-beam mullions attached to the exterior. A leading example of the International style in Canada, the Toronto-Dominion Centre altered the Toronto cityscape and influenced many buildings throughout the country.</p>	<p>Located approximately 260 m to the northwest of the Study Area</p>
<b>The King Edward Hotel</b>	<p>The King Edward Hotel was built by George Gooderham's Toronto Hotel Company to meet the demand in the rising metropolis for a grand hotel. When it opened in 1903, the hotel, affectionately known as the "King Eddy," was embraced by the city. The fireproof, eight-storey building, designed by eminent Chicago architect Henry Ives Cobb and prominent Toronto architect E.J. Lennox, provided luxury and service in</p>	<p>Located approximately 345 m northeast of the Study Area</p>



Historical Plaque	Plaque Inscription	Distance from the Study Area
	dramatic settings. The 18-storey tower, with its top-floor Crystal Ballroom, was added in 1920-21 to enlarge the hotel. Although threatened with demolition in the 1970s, the hotel was revitalized in 1980-81. On its 100th anniversary in 2003, the King Edward, Toronto's first luxury hotel, remains a vibrant and elegant meeting place for local and international visitors.	
<b>The "Canada First" Movement</b>	Canada First was the name and slogan of a patriotic movement that originated in Ottawa in 1868. By 1874, the group was based in Toronto and had founded the National Club as its headquarters.	Located approximately 370 m to the north of the Study Area
<b>Flight Lieutenant David Ernest Hornell, V.C. 1910-1944</b>	Commanding an eight-man crew, Hornell attacked and, under heavy fire, destroyed an enemy submarine off the Shetland Islands on June 24, 1944. For his courage during the ordeal, which ultimately cost him his life, the Toronto-born Hornell was awarded the Victoria Cross.	Located approximately 475 m to the northeast of the Study Area
<b>St. Andrew's Church</b>	Built between 1874 and 1876, St. Andrew's was designed by the noted Toronto architect William Storm in the then popular Romanesque Revival style. Under the vigorous leadership of the Reverend D.J. Macdonnell, St. Andrew's became one of the most influential Presbyterian churches in Canada.	Located approximately 530 m to the northwest of the Study Area
<b>St. James' Cathedral</b>	The first church in Toronto was begun on this site in 1803. The present St. James', which was begun in 1850 but not completed until 1874, is the second Anglican cathedral and the fourth religious structure on the site.	Located approximately 575 m to the northeast of the Study Area



Historical Plaque	Plaque Inscription	Distance from the Study Area
<b>The Bay Queen Street Store</b>	Department stores revolutionized shopping in the late nineteenth century by offering selection, low prices and money-back guarantees. In 1895, Robert Simpson commissioned architect Edmund Burke to design his new department store at the southwest corner of Yonge and Queen Streets. It was the first building in Canada with a load-bearing metal frame and a façade clearly patterned on this internal structure. By 1969, Simpson's department store had been enlarged six times and occupied two city blocks between Yonge, Queen, Bay and Richmond Streets. Canada's oldest corporation and largest department store retailer, Hudson's Bay Company, acquired the building in 1978. A Bay store since 1991, it remains one of Canada's great shopping landmarks.	Located approximately 625 m to the north of the Study Area
<b>St. Lawrence Market</b>	In 1803, Lieutenant Governor Peter Hunter established a public marketplace here where farmers from nearby townships sold produce and livestock to residents of the town of York (now Toronto). A wooden building was constructed in 1820 and replaced in 1831 by a brick building, which was also used for city council meetings. The market expanded south of Front Street in 1844 with the construction of the Market House and City Hall. It was enlarged again in 1851 when the St. Lawrence Hall and Market was built north of Front Street. The market was an important source of revenue and the City of Toronto rebuilt the north and south market buildings in 1899. The resulting complex, including the present-day south market, was designed by John W. Siddall and completed in 1904. The market remains an important part of Ontario's commercial history.	Located approximately 630 m northeast of the Study Area
<b>York Mechanics' Institute</b>	Modelled after similar organizations in Great Britain, the Mechanics' Institute was established in 1830. It had as its aim the education of all workingmen (mechanics), and to this end operated a lending library and offered classes in a wide range of subjects.	Located approximately 635 m to the northeast of the Study Area



Historical Plaque	Plaque Inscription	Distance from the Study Area
<b>The Santa Claus Parade</b>	In 1905, Timothy Eaton's department store began the tradition of the Santa Claus Parade. Initially, the parade featured Santa Claus on a horse-drawn cart. The parade has grown in size and splendour to include upside-down clowns, colourful marching bands, mascots, characters in elaborate costumes, ornately-decorated floats and – of course – Santa Claus himself. Over the years, Santa has travelled from the North Pole by train, coach, ice floe, airplane and sleigh pulled by nine reindeer. In 1982, a local volunteer group assumed responsibility for the parade. One of Canada's longest-running traditions, the parade remains focussed on bringing joy to children and continues to enchant and entertain people of all ages.	Located approximately 660 m to the north of the Study Area
<b>St. Lawrence Hall 1850</b>	Situated in the heart of the city, St. Lawrence Hall was the site of gala occasions and civic events throughout the 1850s and 1860s. In the 1,000-seat recital hall Torontonians were offered a variety of entertainments from the vocal artistry of Jenny Lind to the fiery oratory of George Brown.	Located approximately 675 m to the northeast of the Study Area
<b>"Old" City Hall 1899-1965</b>	Designed by E.J. Lennox in the Romanesque Revival style, an architectural style unique to North America, Toronto's third city hall was constructed of sandstone from the Credit River valley, grey stone from the Orangeville area, and brown stone from New Brunswick. The rugged, towering façade has often been described as cliff-like.	Located approximately 730 m to the north of the Study Area
<b>Loew's Yonge Street and Winter Garden Theatres</b>	Designed by architect Thomas Lamb for entrepreneur Marcus Loew as the Canadian flagship of his American theatre chain, these double-decker theatres opened in 1913-14. The 2,149-seat, lower theatre was decorated with classical details and red damask, while flowers, leaves, lanterns and garden murals embellished the 1,410-seat rooftop Winter Garden Theatre. Both theatres presented vaudeville acts and silent moving pictures until 1928 when the Winter Garden was closed and Loew's Yonge Street was converted to show sound movies. After the lower theatre (renamed the Elgin in 1978) closed in 1981, the theatres were acquired by the Ontario Heritage Foundation, which restored and upgraded the building. The Elgin and Winter Garden Theatre Centre reopened in 1989 and is the last of its kind in operation.	Located approximately 750 m to the northeast of the Study Area





Historical Plaque	Plaque Inscription	Distance from the Study Area
<b>Walter Seymour Allward, R.C.A. 1876-1955</b>	A native of Toronto, Allward had executed several notable public monuments by 1922 when he was commissioned to design the Canadian War Memorial at Vimy Ridge - a project to which he devoted 14 years. His work can be found in the National Gallery in Ottawa and in public squares in several Canadian cities.	Located approximately 765 m to the northwest of the Study Area
<b>Sir William Campbell 1758-1834</b>	Campbell served as chief justice of the King's Bench and as speaker of the legislative council in Upper Canada during the late 1820s. He was the first judge in the province to receive a knighthood.	Located approximately 815 m to the northwest of the Study Area
<b>Metropolitan United Church</b>	Built between 1870 and 1872, Metropolitan United was designed by Henry Langley in the High Victorian Gothic style. The church has been the scene of many important events in the history of Methodism in Canada, including the World Ecumenical Methodist Conference in 1911 and the first General Council of the United Church in 1925.	Located approximately 875 m to the northeast of the Study Area
<b>St. Michael's Cathedral</b>	Built between 1845 and 1848, St. Michael's was designed by William Thomas in a style adapted from 14th-century English Gothic architecture. It is the principal church in the largest English-speaking Roman Catholic archdiocese in Canada.	Located approximately 900 m to the northeast of the Study Area
<b>The Church of the Holy Trinity 1847</b>	This Gothic-style Anglican church was built in 1847 as the result of a donation of £5,000 from a Mrs. Swale of Yorkshire who stipulated that no pew rentals were to be charged to the church's parishioners.	Located approximately 945 m to the north of the Study Area
<b>The Reverend Henry Scadding 1813-1901</b>	The first rector of the Church of the Holy Trinity, Scadding was a noted historian and religious scholar. He produced numerous works on the history of Toronto, and was instrumental in the formation of several historical societies in Ontario.	Located approximately 975 m to the north of the Study Area



## 2.5 Additional Information

### 2.5.1 Recent Land Use History

A review of recent aerial photographs was completed to gain an understanding of 20th-century land use in the Study Area. A summary of the review is provided in **Table 7**. Aerial photographs are provided in **Appendix B**.

**Table 7: Review of 20th Century Historical Aerial Photographs**

Year	Features
<b>1947 (Plate A1)</b>	<ul style="list-style-type: none"><li>• Union Station, Royal York, the Dominion Public Building, Postal Delivery Building are all present in their current locations</li><li>• Sufficient land has been reclaimed that the Lake Ontario shoreline is now far enough south that the full Study Area is on land</li><li>• Rail bridge is constructed over Bay Street and Yonge Street</li><li>• Land north of the railway infrastructure is densely developed with commercial and industrial structures</li><li>• The first two blocks south of Front Street on the east side of Bay Street are a parking lot</li><li>• The two blocks north of Lake Road on both sides of Bay Street are a park area</li><li>• <b>East of Yonge Street is largely undeveloped/under development and expansion with little to no permanent structures present</b></li></ul>
<b>1957 (Plate A2)</b>	<ul style="list-style-type: none"><li>• The area east of Yonge Street is now developed with industrial structures</li><li>• No further changes noted</li></ul>
<b>1964 (Plate A3)</b>	<ul style="list-style-type: none"><li>• The Gardiner Expressway is under construction</li><li>• The Redpath Sugar Refinery is present south of Queens Quay West</li><li>• <b>The LCBO building complex is present north of Queens Quay West, east of Yonge Street</b></li></ul>
<b>1968 (Plate A4)</b>	<ul style="list-style-type: none"><li>• The number of office towers in the financial district has increased</li><li>• <b>No further changes noted</b></li></ul>
<b>1973 (Plate A5)</b>	<ul style="list-style-type: none"><li>• The Toronto Star building is now present on the northeast corner of Queens Quay West and Yonge Street</li><li>• A large office/hotel building is under construction on the southeast corner of Bay Street and Queens Quay West</li><li>• An off ramp is present south of the Gardiner Expressway between Bay and Yonge streets</li></ul>
<b>1977 (Plate A6)</b>	<ul style="list-style-type: none"><li>• The CN Tower shown in its current location</li><li>• The TD building is shown on the northeast corner of Bay Street and Front Street</li></ul>
<b>1987 (Plate A7)</b>	<ul style="list-style-type: none"><li>• A low-rise structure is now present on the northwest corner of Bay Street and Harbour Street</li></ul>



Year	Features
<b>1992 (Plate A8)</b>	<ul style="list-style-type: none"><li>• The TD centre is now present at the northeast corner of Bay street and Front Street</li><li>• Large block sized developments within the financial district have continued to fill in the landscape north of Front Street</li></ul>

### 2.5.2 Archaeological Master Plans

The City of Toronto has developed a Master Plan of Archaeological Resources, also referred to as the City of Toronto's Archaeological Management Plan, which identifies areas of archaeological potential and requires assessments on these lands prior to development (ASI 2004). The Toronto Archaeological Potential Map (Toronto 2019) indicates that portions of the Study Area have archaeological potential.

## 2.6 Potential for Archaeological Resources

Archaeological potential is defined as the likelihood of finding archaeological sites within a Study Area. For planning purposes, determining archaeological potential provides a preliminary indication that archaeological sites might be found within the Study Area, and consequently, that it may be necessary to allocate time and resources for archaeological survey and mitigation.

The framework for determining the presence of archaeological potential within a Study Area is drawn from provincial standards found in the Standards and Guidelines for Consultant Archaeologists (MCM 2011, Sections 1.3.1 and 1.3.2). The following are features or characteristics that can indicate archaeological potential:

- previously identified archaeological sites;
- water sources (it is important to distinguish types of water and shoreline, and to distinguish natural from artificial water sources, as these features affect site locations and types to varying degrees):
  - primary water sources (e.g. lakes, rivers, streams, creeks);
  - secondary water sources (e.g. intermittent streams and creeks, springs, marshes, swamps);
  - features indicating past water sources (e.g. 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, cobble beaches); and,
  - accessible or inaccessible shoreline (e.g. high bluffs, swamp or marsh fields by the edge of a lake, sandbars stretching into marsh).
- elevated topography (e.g. eskers, drumlins, large knolls, plateaus);
- pockets of well-drained sandy soil, especially near areas of heavy soil or rocky ground;
- distinctive land formation that might have been special or spiritual places, such as waterfalls, rock outcrops, caverns, mounds, and promontories and their



bases. There may be physical indicators of their use, such as burials, structures, offerings, rock paintings or carvings;

- resource areas, including:
  - food or medicinal plants (e.g. migratory routes, spawning areas, prairie);
  - scarce raw materials (e.g. quartz, copper, ochre or outcrops of chert); and,
  - early Euro-Canadian industry (e.g. fur trade, logging, prospecting, mining).
- areas of early Euro-Canadian settlement. These include places of early military or pioneer settlement (e.g. pioneer homesteads, isolated cabins, farmstead complexes), early wharf or dock complexes, pioneer churches and cemeteries. There may be commemorative markers of their history, such as local provincial, or federal monuments or heritage parks;
- early transportation routes (e.g. trails, passes, roads, railways, portages); and,
- property listed on a municipal register or designated under the Ontario Heritage Act or that is a federal, provincial or municipal historic landmark or property that local histories or informants have identified with possible archaeological sites, historical events, activities or occupations.

Archaeological potential can be determined to not be present for either the entire Study Area or parts of it when the area under consideration has been subjected to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources. This is commonly referred to as “disturbed” or “disturbance” and may include:

- quarrying;
- major landscaping involving grading below topsoil;
- building footprints;
- sewage and infrastructure development; and,
- activities such as agricultural cultivation, gardening, minor grading, and landscaping do not necessarily affect archaeological potential.

The Study Area is located in a densely built-up area of Toronto and includes the Waterfront, Union Station, Financial District, and transportation infrastructure. These areas are predominately located near large high-rise buildings and concrete sidewalks and roadways.

As per the MCM’s *Standards and Guidelines for Consultant Archaeologists* (MCM 2011), any areas within 100 m of early transportation routes and 300 m of early Euro-Canadian settlement have archaeological potential. The Study Area transects historical roadways as illustrated in the 1818-1878 historical maps and is located within the proximity various historical buildings. Moreover, there is direct evidence that this general area had been intensively utilized by Euro-Canadian people. Although no Euro-Canadian sites have been registered within the Study Area, 17 Euro-Canadian sites



have been registered within a 1-km radius of the Study Area, one of which is located within 250 m of the Study Area.

The Toronto Archaeological Potential Map (Toronto 2019) indicates that portions of the Study Area have archaeological potential. However, the majority of the Study Area was located in what was previously Lake Ontario prior to the shoreline expansion (**Appendix A: Figure 5-Figure 12**).

These lands by the waterfront formed by the fill campaigns from the shoreline expansion do not provide an accurate evaluation of the potential extent or integrity of subsurface remains. As a result, these lands as well as those that have been disturbed by modern activities, both extensive and intensive, have low potential for the recovery of archaeological resources. Nevertheless, the infrastructure of the nineteenth and early twentieth century land expansion projects, such as wharf structures and associated cribbing, are deemed to be features of archaeological potential that should be identified and recorded during construction activities.

### **3.0 Stage 1 Property Assessment**

#### **3.1 Method**

A Stage 1 property inspection was conducted on 24 January 2021. The weather was cool and overcast with a maximum temperature of -3°C and did not impede the inspection or assessment in any way. The ground was clear of snow during the Stage 1 property inspection. As such, it is confirmed that the assessment met Section 2.1 Standard 3 of the *Standards and Guidelines for Consultant Archaeologists* (MCM 2011) regarding weather and lighting.

The Stage 1 property inspection confirmed archaeological site potential and determined the degree to which development and landscape alteration have affected that potential. It included a walk-through of the entire Study Area. The property inspection was thoroughly photo-documented. Field observations were recorded on aerial maps and field forms. All land conditions were recorded as shown in **Appendix A: Figure 14** and **Appendix D: Photographs 1 to 23**.

#### **3.2 Results**

Based on the Stage 1 property inspection and background research WSP determined that archaeological potential has been removed within 1.26 ha (19.2%) of the Study Area. These areas, identified as disturbed, have had the integrity of the topsoil compromised by earth moving activities to the point where archaeological potential has been removed. These areas include buildings / buildings with basements/ parking lots and/or roadways (**Appendix D: Photographs 1 to 23**).

Approximately 5.28 ha (80.8%) of the Study Area has been previously assessed. Of this area approximately 5.13 ha (78.5%) of the Study Area requires no further archaeological assessment. The remaining portion of the Study Area (0.15 ha) is in the immediate vicinity of the Harbour Square Wharf (CW7) identified as a Grade 2 archaeological resource in the *Waterfront Toronto Archaeological Conservation and Management Strategy* (ASI 2008a) and recommended for archaeological construction



monitoring in a Stage 1 archaeological assessment of 30 Bay Street and 60 Harbour Street (ASI 2017).

Historical photographs featuring Harbour Square Wharf and the Harbour Commissioners' building are found in **Appendix C**. Approximately 65 m of the western crib wall of Harbour Square Wharf has been identified and recorded during archaeological construction monitoring of the 90 Harbour Street / 1 York Street property (ASI 2013). The crib wall of the wharf was preserved to a height of approximately 6.6 m. Individual cribs were approximately 16 feet (4.88 m) wide and alternated between 50 foot (15.24 m) and 60 foot (18.29 m) lengths. The top of the preserved crib wall was at an elevation of approximately 74.55 m above sea level (ASL) (ASI 2013).

The eastern portion of the Harbour Square Wharf is mapped as being within or immediately adjacent to the Study Area running east along Harbour Street and turning north adjacent to Bay Street (**Appendix A: Figure 13**). Harbour Square Wharf is recommended for archaeological monitoring through a previous Stage 1 archaeological assessment (ASI 2017) (**Appendix A: Figure 13**). While the previous Stage 1 recommendation for construction monitoring of Harbour Square Wharf was specific to the 30 Bay Street and 60 Harbour Street property, the exact location of any potential wharf remains is not clear so the extension of this recommendation into the current study area is prudent.

### 3.2.1 Documentary Record

*The inventory of documentary records accumulated as part of this assessment is provided in Table 8.*

**Table 8: Inventory of Documentary Record**

Study Area	Map and Photo(s)	Field Notes
<b>Part of Lots 20 and 21, Broken Front Concession, formerly Township of York, County of York, now City of Toronto, ON</b>	Copies of 8 historical maps, 23 Stage 1 photographs, 6 historical photographs and 8 aerial photographs	<b>Stage 1 photo logs and field notes</b>

Documentation related to the archaeological assessment of this project will be curated by WSP until such time that arrangements for their ultimate transfer to His Majesty the King in right of Ontario, or other public institution, can be made to the satisfaction of the project owner, the MCM and any other legitimate interest groups.

### 3.3 Stage 1 Analysis & Conclusions

The Stage 1 background study indicated that the Study Area has general archaeological potential and warrants Stage 2 property assessment for the following reasons: 1) the close proximity of Lake Ontario to the Study Area; 2) the presence of 16 registered archaeological sites located within a 1-km radius of the Study Area, one of which is located within 250 m of the Study Area, providing direct evidence that this general area





had been utilized by Indigenous and Euro-Canadian peoples; 3) the location of the Study Area within 100 m of historical transportation routes; and, 4) evidence of numerous Euro-Canadian historical buildings located within 300 m of the Study Area as indicated on various historical maps (**Figure 5-Figure 12**).

The Stage 1 archaeological assessment determined that 1) 0.15 ha (2.3%) of the Study Area has been previously assessed and the portion containing and adjacent to the Harbour Square Wharf (CW7) was recommended for archaeological monitoring, 2) 5.13 ha (78.5%) of the Study Area has been previously assessed and requires no further archaeological assessment, and 3) The remaining 1.26 ha (19.2%) of the Study Area has low archaeological potential due to deep and extensive previous disturbance and requires no further archaeological assessment (**Appendix A: Figure 14**).





## 4.0 Recommendations

In light of the findings of the Stage 1 archaeological assessment of the Study Area, the following recommendations are made, subject to the conditions outlined below and in Section 5.0:

1. The 30 Bay Street/60 Harbour Street property, immediately adjacent to the Study Area was previously assessed and the eastern section of Harbour Square Wharf (CW7) was recommended for archaeological construction monitoring. Because the exact location of any potential Harbour Square Wharf remains is not clear the extension of this recommendation into the current study area is prudent. The following recommendation was made in association with the Harbour Square Wharf (CW7) (ASI 2017):

“During preliminary site work, the site should be visited on a regular basis to inspect the progress of the perimeter shoring and any initial removals/testing, etc. When bulk excavation approaches an elevation of approximately 75.0 m ASL, the presence of a monitoring archaeologist on site will be of sufficient frequency and duration to ensure that any remains of the circa 1899 Harbour Square wharf shore east crib walls, and associated piling, are documented, through photography and the preparation of measured drawings. In the absence of an archaeological monitor on site, any potentially significant archaeological resource encountered during excavations anywhere on the subject property should be preserved intact to allow the archaeologist to record its salient attributed or carry out whatever other form of mitigation is appropriate.

West of this crib wall, the subject property consists of lake fills incorporating household waste collected by the City and harbour dredgings. Lake fill, by its very nature, is not generally regarded as an archaeological resource. However, small-scale artifact recovery may be undertaken at the discretion of the monitoring archaeologist, with the understanding that unique items of material culture that have clear interpretive value should be collected. Recovery of a representative sample of domestic refuse artifacts from generic lake fill deposits may be undertaken if the monitoring archaeologist has entered into an agreement concerning their curation and interpretation with either the development proponent or a public agency. It is not, however, a prerequisite of any monitoring program.”

A monitoring program outlining roles and responsibilities by all parties will need to be prepared, in consultation with the Client, contractors and subcontractors, prior to any construction activities in the vicinity of Harbour Square Wharf (CW7). The monitoring program must include a contingency plan outlining procedures, documentation, and time requirements in the event that archaeological resources are exposed.

The monitoring program outlines the roles and responsibilities of all parties:

- a. Primarily, anyone associated with the development must be advised of the area of archaeological sensitivity and agree to halt all excavation activities in the immediate area of any artifacts or deposits that the archaeologist



deems to have potential cultural heritage value or interest until such time that the find(s) can be adequately investigated. If these artifacts/deposits are found not to have cultural heritage value or interest, the contractor/subcontractors will be informed in a timely manner so that work can continue.

- b. Secondly, the contractor/subcontractors should be notified in advance of how and when to contact the consultant archaeologist if archaeological finds/deposits are made when the archaeologist is not present on the property.

If the proposed development of 30 Bay Street / 60 Harbour Street occurs in advance of ground disturbing activities associated with the TTC WELRT project and confirms that the north-south running section of the east side of Harbour Square Wharf does not extend into the current study area, no archaeological construction monitoring of this portion of the wharf structure will be required. However, archaeological construction monitoring of the east-west running section of the Harbour Square Wharf structure that extends across the Bay Street right-of-way will still be required (Appendix A: Figure 13).

2. Approximately 5.13 ha (78.5%) of the Study Area has been previously assessed and requires no further archaeological assessment.
3. The remaining 1.26 (19.2%) of the Study Area has low archaeological potential due to deep and extensive previous disturbance and requires no further archaeological assessment.

**The above recommendations are subject to Ministry of Citizenship and Multiculturalism's approval, and it is an offence to alter any of portion of the Study Area without Ministry of Citizenship and Multiculturalism's concurrence.**

No development or site alteration (including, but not limited to, grading, excavation or the placement of fill that would change the landform characteristics) is permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (Government of Ontario 2020:31).



## 5.0 Advice on Compliance with Legislation

- a. This report is submitted to the Minister of Citizenship and Multiculturalism as a condition of licensing in accordance with Part IV of the *Ontario Heritage Act*, R.S.O. 1990, c O.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 Ministry of 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.
- 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 to remove any artifact or other physical evidence of past human use or activity from the site, until such a 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 Section 48 (1) of the *Ontario Heritage Act*.
- d. The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the local police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services.
- e. Archaeological sites recommended for further archaeological fieldwork 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.



## 6.0 Assessor Qualifications

This report was prepared and reviewed by the undersigned, employees of WSP. WSP is one of North America's leading engineering firms, with more than 50 years of experience in the earth and environmental consulting industry. The qualifications of the assessors involved in the preparation of this report are provided in **Appendix E**.



## 7.0 Closure

This report was prepared for the exclusive use of Toronto Transit Commission (TTC) and is intended to provide a Stage 1 Archaeological Assessment of the Study Area. The property is located at located at Bay Street from Front Street West to Queens Quay East and Queens Quay East from Bay Street to Yonge Street in Toronto, Ontario (the “Study Area”). The Study Area was historically located in Part of Lots 20 and 21, Broken Front Concession, formerly Township of York, County of York, now City of Toronto, Ontario

Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of the third party. Should additional parties require reliance on this report, written authorization from WSP will be required. With respect to third parties, WSP has no liability or responsibility for losses of any kind whatsoever, including direct or consequential financial effects on transactions or property values, or requirements for follow-up actions and costs.

The report is based on data and information collected during the Stage 1 background study conducted by WSP. It is based solely a review of historical information, a property reconnaissance conducted on 24 January 2021 and data obtained by WSP as described in this report. Except as otherwise maybe specified, WSP disclaims any obligation to update this report for events taking place, or with respect to information that becomes available to WSP after the time during which WSP conducted the archaeological assessment. In evaluating the property, WSP has relied in good faith on information provided by other individuals noted in this report. WSP has assumed that the information provided is factual and accurate. In addition, the findings in this report are based, to a large degree, upon information provided by the current owner/occupant. WSP accepts no responsibility for any deficiency, misstatement or inaccuracy contained in this report as a result of omissions, misinterpretations or fraudulent acts of persons interviewed or contacted.

WSP makes no other representations whatsoever, including those concerning the legal significance of its findings, or as to other legal matters touched on in this report, including, but not limited to, ownership of any property, or the application of any law to the facts set forth herein. With respect to regulatory compliance issues, regulatory statutes are subject to interpretation and change. Such interpretations and regulatory changes should be reviewed with legal counsel.

This report is also subject to the further Standard Limitations contained in **Appendix F**.



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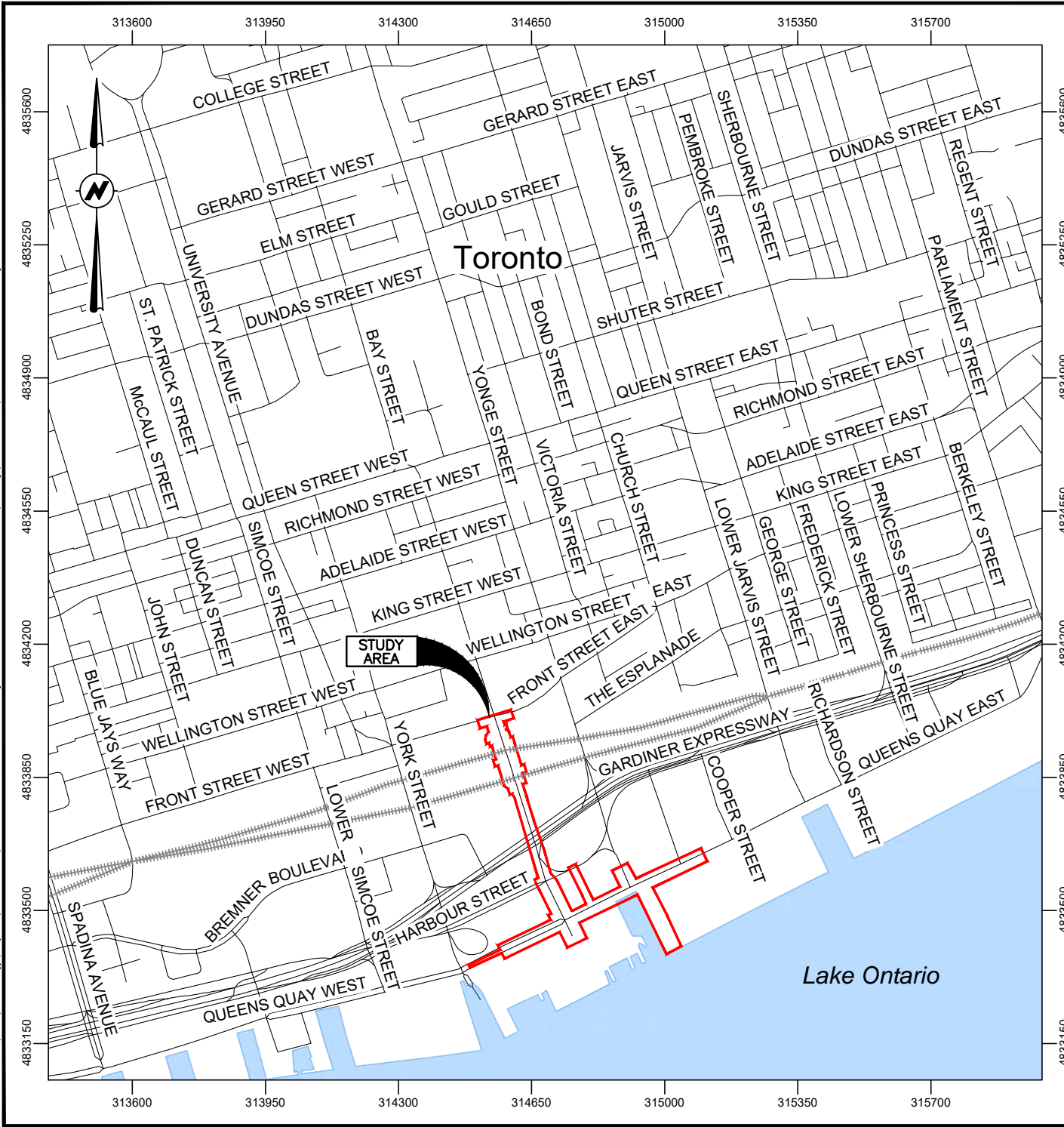


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# **Appendix A**

## **Figures**



PROJECT:  
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
 WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
 PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
 FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
 NOW CITY OF TORONTO, ONTARIO

TITLE:  
 LOCATION OF THE STUDY AREA

LEGEND:  
 STUDY AREA

NOTES:  
 THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE  
 WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS  
 REPORT No. OISO2004-REP-065 R0  
 ALL LOCATIONS ARE APPROXIMATE.  
**ORIGINAL PAPER SIZE: 8½ x 11.**  
 REFERENCES:  
 CANMAP STREETFILES V2008.4.



Toronto Transit Commission  
 1900 YONGE STREET  
 TORONTO, ONTARIO, M4S 1Z2



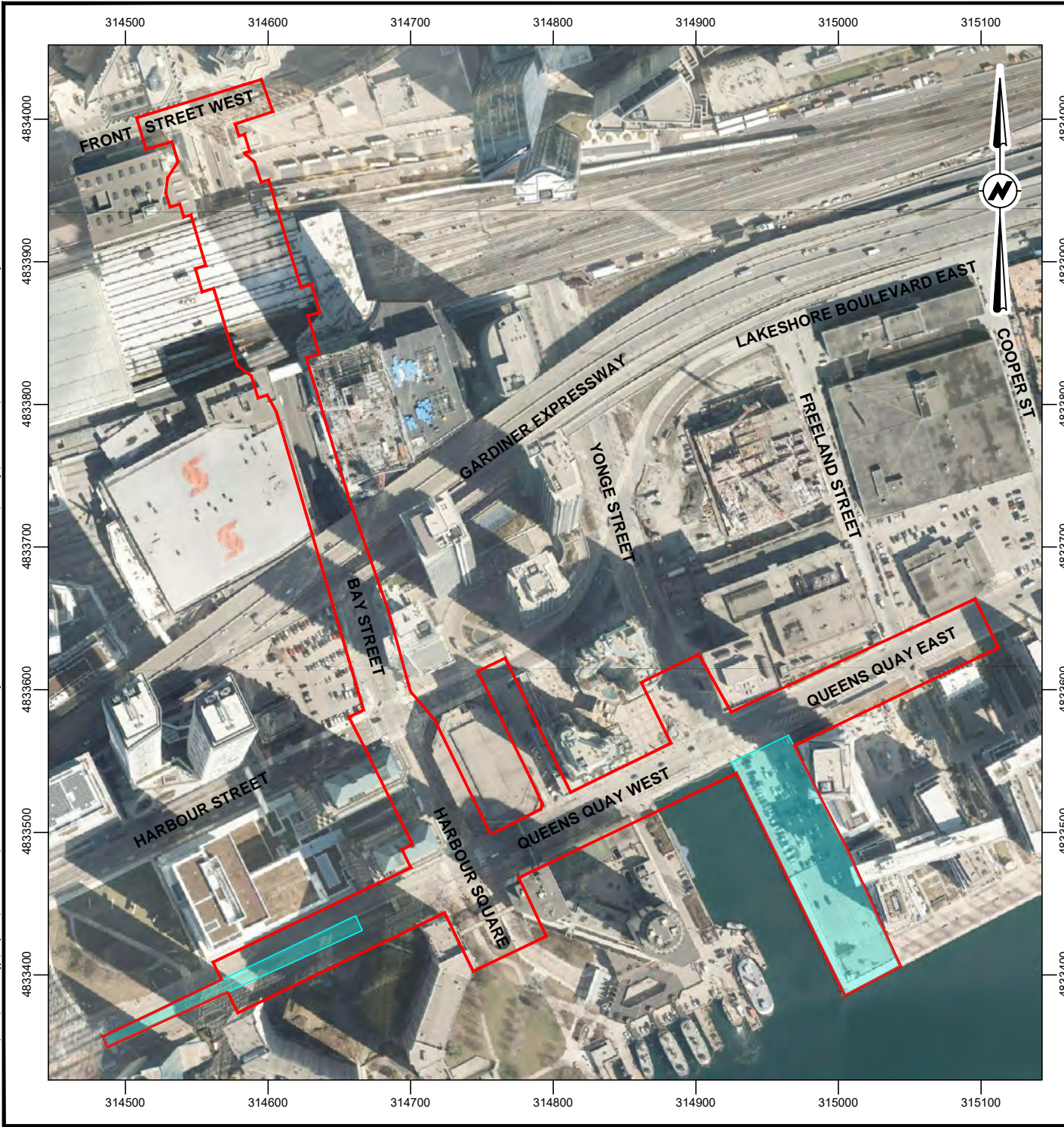
Wood  
 Environment & Infrastructure Solutions  
 201 KING STREET, 4TH FLOOR  
 LONDON, ONTARIO, N6A 1C9  
 519-681-2400



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REV No: 0		FIGURE No: 1





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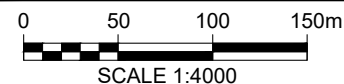


PROJECT:  
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
 WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
 PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
 FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
 NOW CITY OF TORONTO, ONTARIO

TITLE:  
 AERIAL PHOTOGRAPH SHOWING THE  
 LOCATION OF THE STUDY AREA

LEGEND:  
 STUDY AREA  
 LAYDOWN AREA

NOTES:  
 THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE  
 WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS  
 REPORT No. OISO52004-REP-065 R0  
 ALL LOCATIONS ARE APPROXIMATE.  
**ORIGINAL PAPER SIZE: 8½ x 11.**  
 REFERENCES:  
 2020 AERIAL PHOTOGRAPH BY THE CITY OF TORONTO;  
 CANMAP STREETFILES V2008.4.



Toronto Transit Commission  
 1900 YONGE STREET  
 TORONTO, ONTARIO, M4S 1Z2



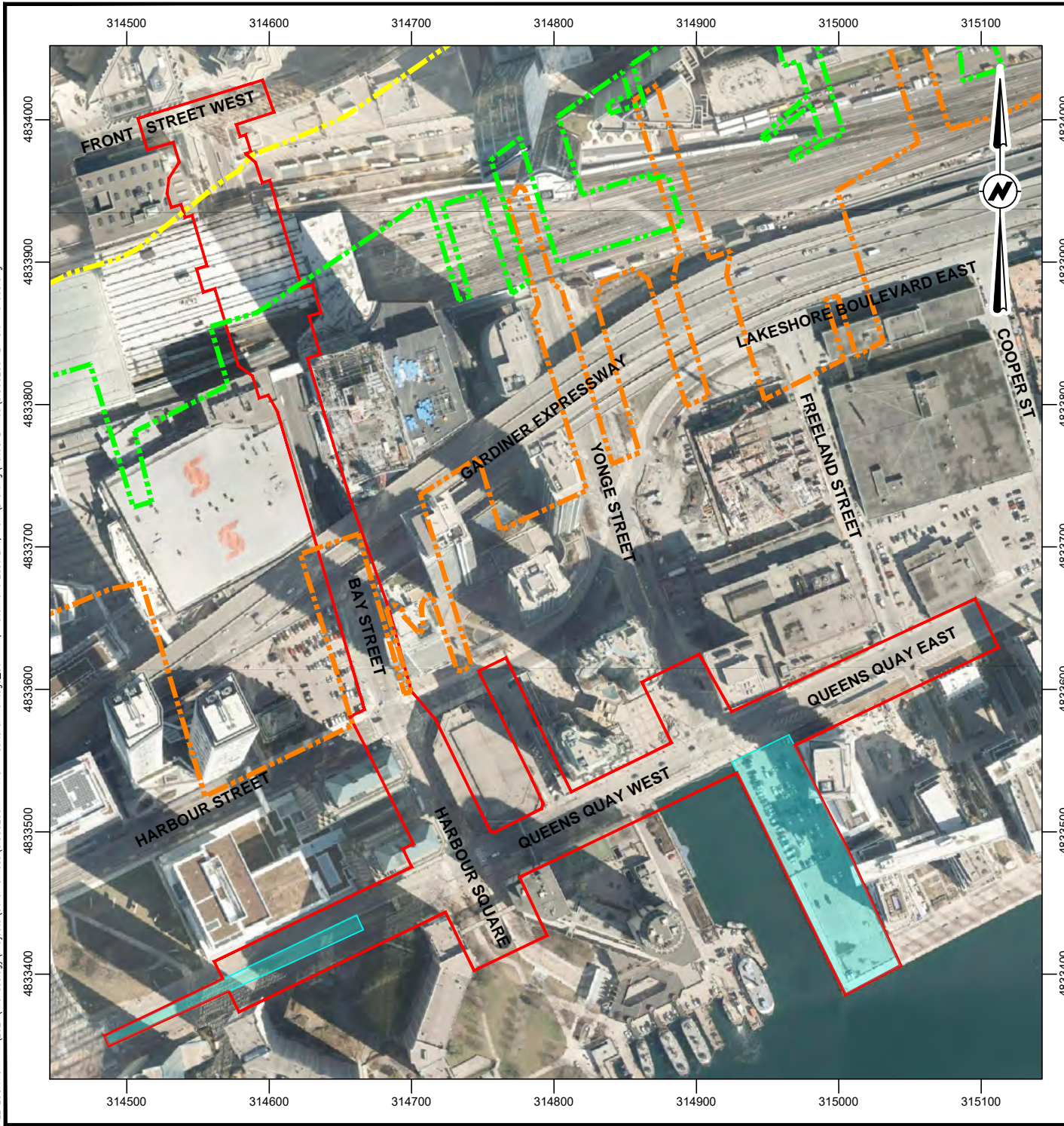
Wood  
 Environment & Infrastructure Solutions  
 201 KING STREET, 4TH FLOOR  
 LONDON, ONTARIO, N6A 1C9  
 519-681-2400

**wood.**

DWN BY: SJL	CHK'D BY: CD	DATE: JULY 21, 2021
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REV No: 0		FIGURE No: 2



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**PROJECT:**

STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
NOW CITY OF TORONTO, ONTARIO

**TITLE:**

TORONTO SHORELINE DEVELOPMENT 1818 TO 1910

**LEGEND:**

- STUDY AREA
- LAYDOWN AREA
- TORONTO SHORELINE (1820)
- TORONTO SHORELINE (1858)
- TORONTO SHORELINE (1910)

**NOTES:**

THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE  
WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS  
REPORT No. OISO52004-REP-065 R0

ALL LOCATIONS ARE APPROXIMATE.

**ORIGINAL PAPER SIZE:** 8½ x 11.

**REFERENCES:**

2020 AERIAL PHOTOGRAPH BY THE CITY OF TORONTO;  
CANMAP STREETFILES V2008.4.



Toronto Transit Commission  
1900 YONGE STREET  
TORONTO, ONTARIO, M4S 1Z2



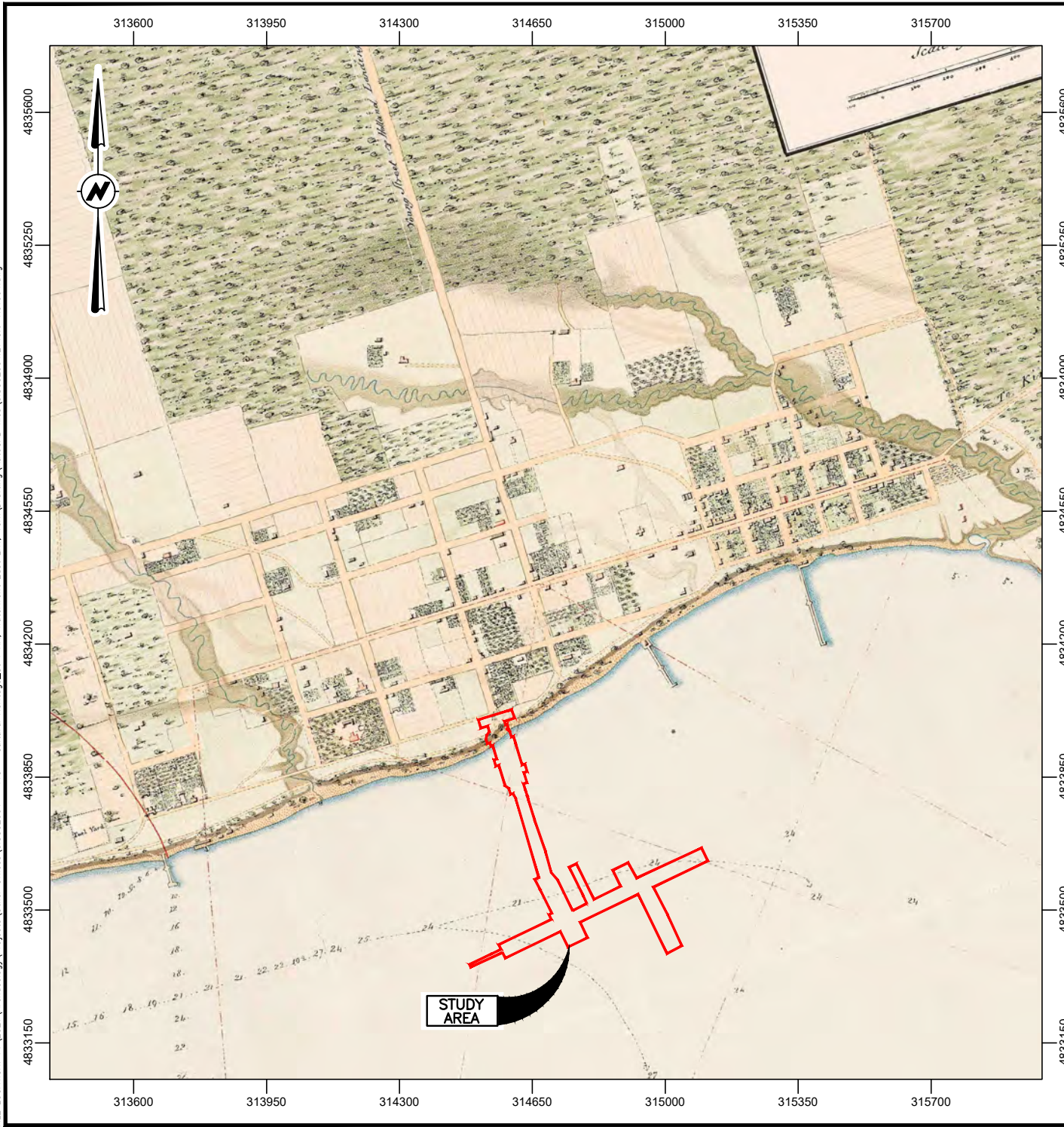
Wood  
Environment & Infrastructure Solutions  
201 KING STREET, 4TH FLOOR  
LONDON, ONTARIO, N6A 1C9  
519-681-2400

**wood.**

DWN BY: SJL	CHK'D BY: CD	DATE: JULY 21, 2021
DATUM: NAD83	PROJECTION: MTM Zone 10	PROJECT No: OISO52004.2143.6
REV No: 0		FIGURE No: 3




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PROJECT:  
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
 WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
 PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
 FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
 NOW CITY OF TORONTO, ONTARIO

TITLE:  
 1818 PLAN OF YORK SHOWING THE  
 LOCATION OF THE STUDY AREA

LEGEND:  
 STUDY AREA

NOTES:  
 THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE  
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 REPORT No. OISO52004-REP-065 R0  
 ALL LOCATIONS ARE APPROXIMATE.  
**ORIGINAL PAPER SIZE: 8½ x 11.**  
 REFERENCES:  
 LIEUT. PHILLPOTTS, 1818; CANMAP STREETFILES V2008.4.



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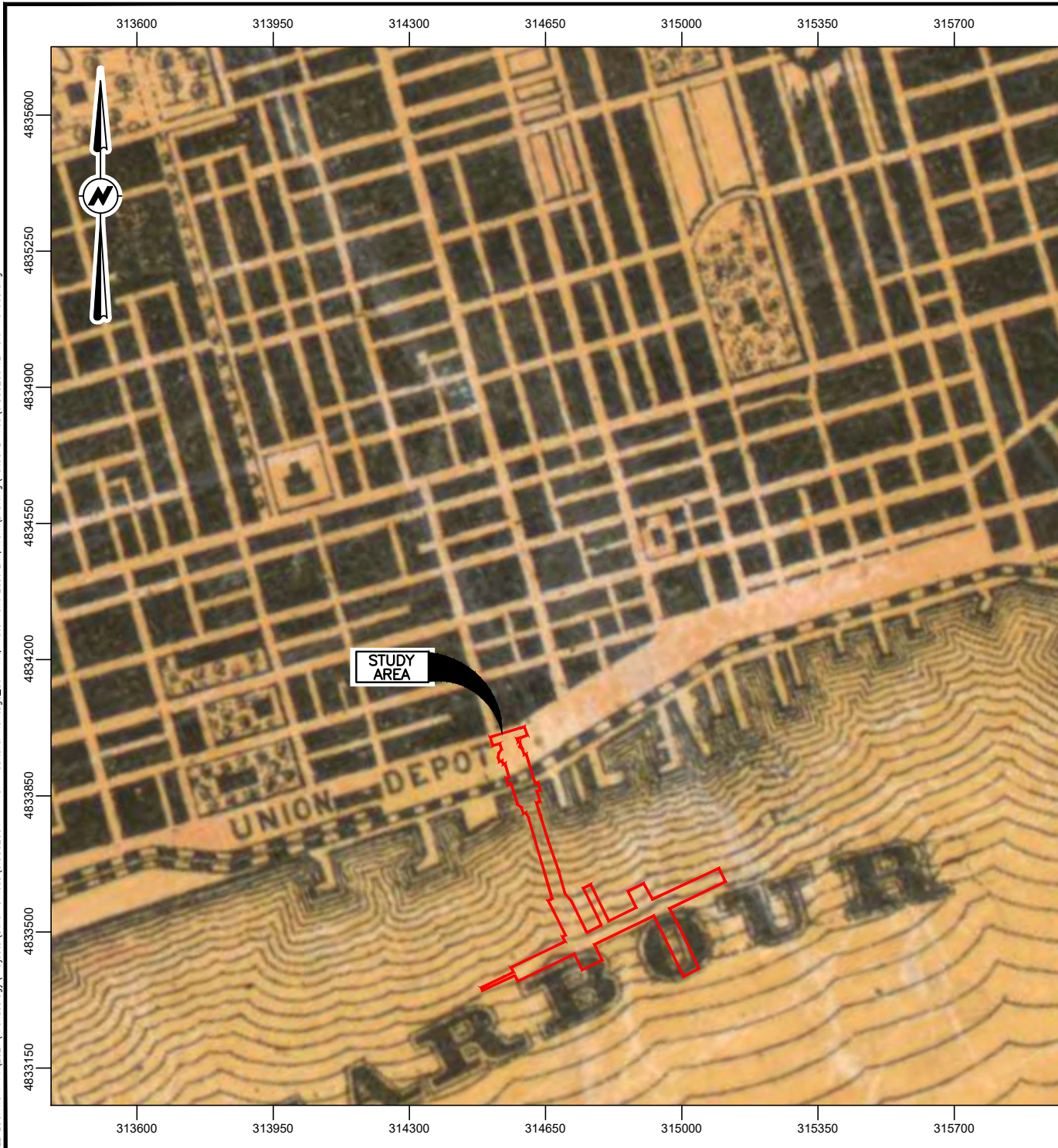
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DWN BY: SJL	CHK'D BY: CD	DATE: JULY 21, 2021
DATUM: NAD83	PROJECTION: MTM Zone 10	PROJECT No: OISO52004.2143.6
REV No: 0		FIGURE No: 4




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PROJECT:  
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WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
NOW CITY OF TORONTO, ONTARIO

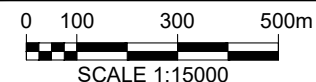
TITLE:  
1860 TREMAINE MAP OF THE COUNTY OF YORK  
SHOWING THE LOCATION OF THE STUDY AREA

LEGEND:  
 STUDY AREA

NOTES:  
THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE  
WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS  
REPORT No. OISO52004-REP-065 R0  
ALL LOCATIONS ARE APPROXIMATE.

ORIGINAL PAPER SIZE: 8½ x 11.

REFERENCES:  
GEO. TREMAINE, 1860; CANMAP STREETFILES V2008.4.



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DATUM: NAD83	PROJECTION: MTM Zone 10	PROJECT No: OISO52004.2143.6
REV No: 0		FIGURE No: 5



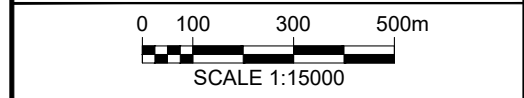


PROJECT:  
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
 WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
 PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
 FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
 NOW CITY OF TORONTO, ONTARIO

TITLE:  
 1862 PLAN OF THE CITY OF TORONTO SHOWING  
 THE LOCATION OF THE STUDY AREA

LEGEND:  
 STUDY AREA

NOTES:  
 THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE  
 WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS  
 REPORT No. OISO52004-REP-065 R0  
 ALL LOCATIONS ARE APPROXIMATE.  
**ORIGINAL PAPER SIZE: 8½ x 11.**  
 REFERENCES:  
 H.J. BROWNE, 1862; CANMAP STREETFILES V2008.4.



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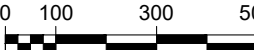


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DATUM: NAD83	PROJECTION: MTM Zone 10	PROJECT No: OISO52004.2143.6
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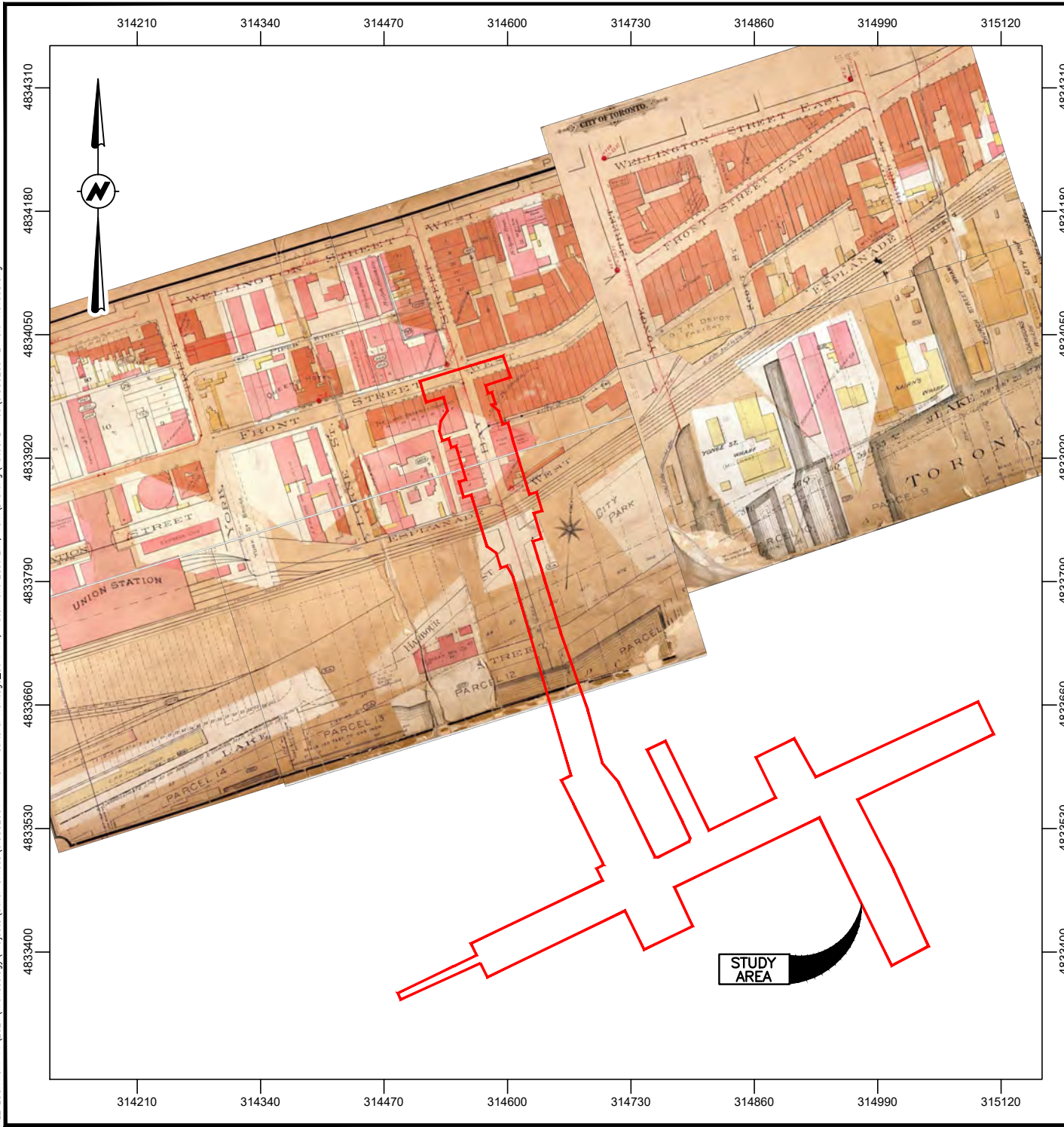




<b>PROJECT:</b> STAGE 1 ARCHAEOLOGICAL ASSESSMENT WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK NOW CITY OF TORONTO, ONTARIO		
<b>TITLE:</b> 1878 ILLUSTRATED HISTORICAL ATLAS OF THE COUNTY OF YORK SHOWING THE LOCATION OF THE STUDY AREA		
<b>LEGEND:</b> <div style="display: flex; align-items: center;"> <div style="border: 2px solid red; width: 20px; height: 10px; margin-right: 5px;"></div>         STUDY AREA       </div>		
<b>NOTES:</b> THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS REPORT No. OISO52004-REP-065 R0 ALL LOCATIONS ARE APPROXIMATE. <b>ORIGINAL PAPER SIZE: 8½ x 11.</b> <b>REFERENCES:</b> MILES & Co., 1878; CANMAP STREETFILES V2008.4.		
<div style="text-align: center;">           SCALE 1:15000       </div>		
<div style="text-align: center;"> <b>Toronto Transit Commission</b>          1900 YONGE STREET          TORONTO, ONTARIO, M4S 1Z2   </div>		
<div style="text-align: center;"> <b>Wood</b>  <b>Environment &amp; Infrastructure Solutions</b>          201 KING STREET, 4TH FLOOR          LONDON, ONTARIO, N6A 1C9          519-681-2400   </div>		
DWN BY: SJL	CHK'D BY: CD	DATE: JULY 21, 2021
DATUM: NAD83	PROJECTION: MTM Zone 10	PROJECT No: OISO52004.2143.6
REV No: 0		FIGURE No: 7




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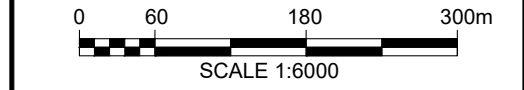
PROJECT:  
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 WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
 PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
 FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
 NOW CITY OF TORONTO, ONTARIO

TITLE:  
 FIRE INSURANCE PLANS 1903  
 CENTRAL CITY SHOWING THE  
 LOCATION OF THE STUDY AREA

LEGEND:  
 STUDY AREA

NOTES:  
 THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE  
 WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS  
 REPORT No. OISO52004-REP-065 R0  
 ALL LOCATIONS ARE APPROXIMATE.  
**ORIGINAL PAPER SIZE: 8½ x 11.**

REFERENCES:  
 CITY OF TORONTO, 1903; CANMAP STREETFILES V2008.4.



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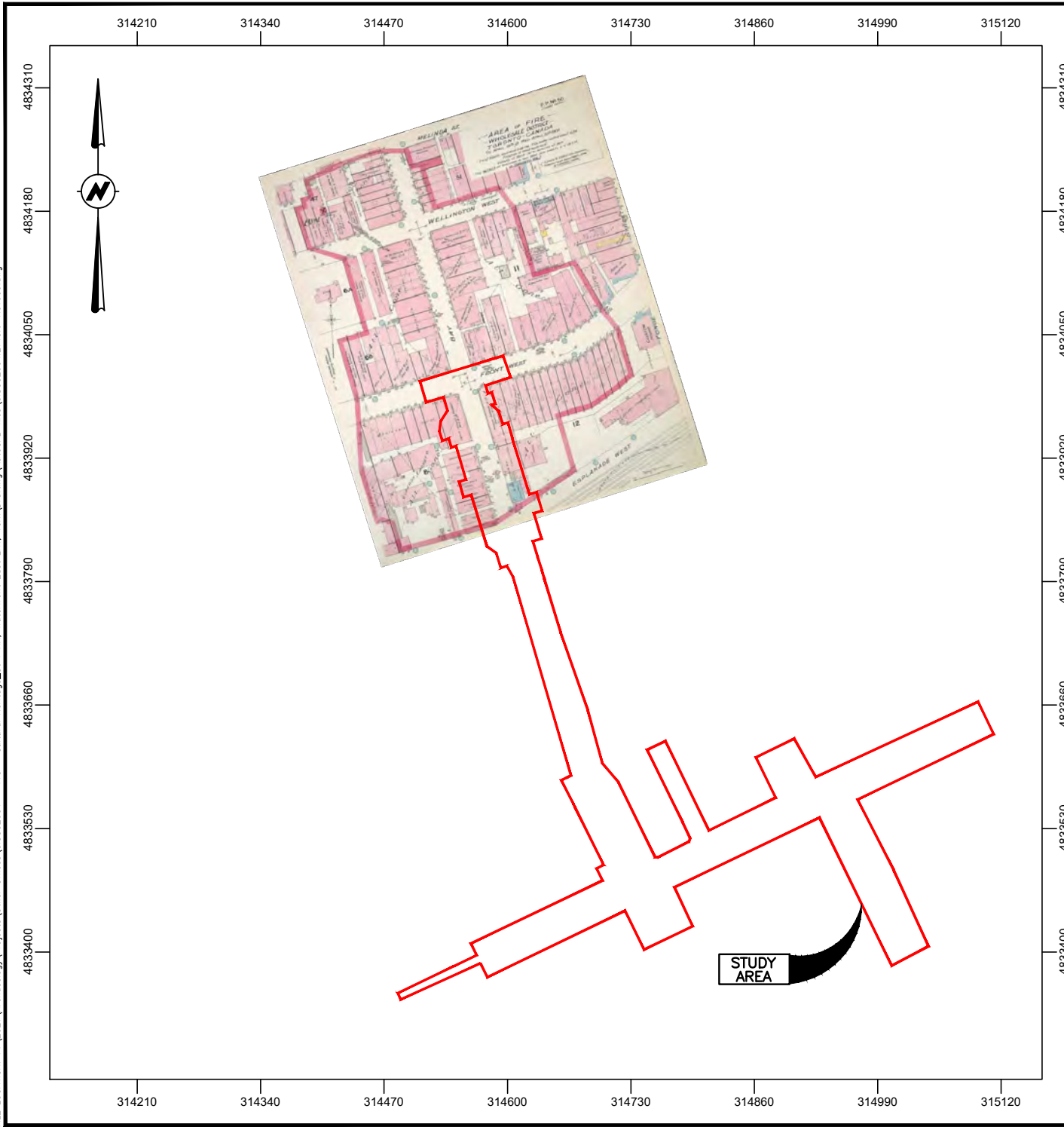


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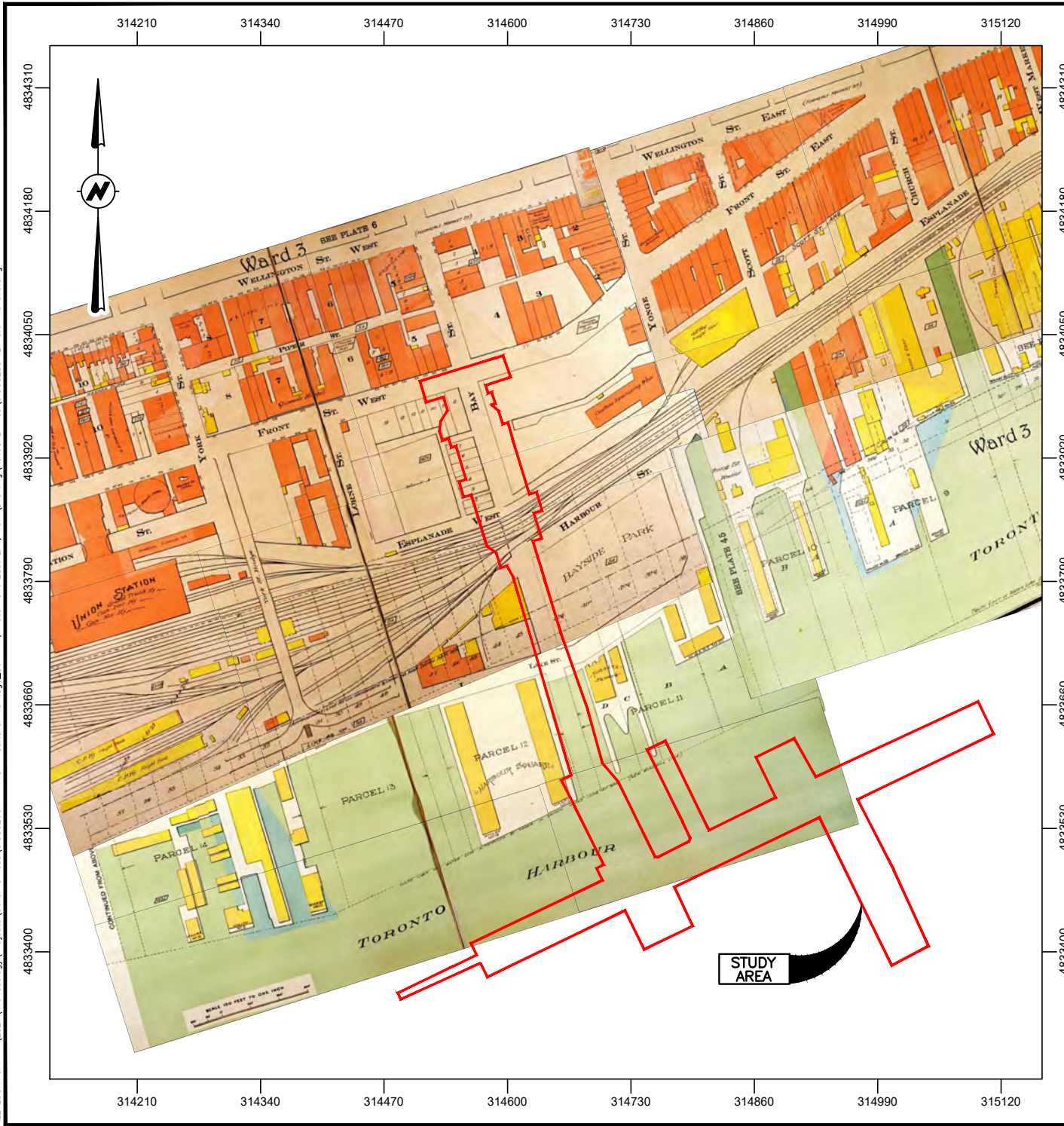
DWN BY: SJL	CHK'D BY: CD	DATE: JULY 21, 2021
DATUM: NAD83	PROJECTION: MTM Zone 10	PROJECT No: OISO52004.2143.6
REV No: 0		FIGURE No: 8

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<b>PROJECT:</b> STAGE 1 ARCHAEOLOGICAL ASSESSMENT WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK NOW CITY OF TORONTO, ONTARIO		
<b>TITLE:</b> CANADA FIRE INSURANCE PLANS 1904 AREA OF FIRE, WHOLESALE DISTRICT SHOWING THE LOCATION OF THE STUDY AREA		
<b>LEGEND:</b> <div style="display: flex; align-items: center;"> <div style="border: 2px solid red; width: 20px; height: 10px; margin-right: 5px;"></div> <span>STUDY AREA</span> </div>		
<b>NOTES:</b> THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS REPORT No. OISO52004-REP-065 R0 ALL LOCATIONS ARE APPROXIMATE. <b>ORIGINAL PAPER SIZE: 8½ x 11.</b> <b>REFERENCES:</b> GOAD, 1904; CANMAP STREETFILES V2008.4.		
<div style="text-align: center;">           SCALE 1:6000       </div>		
<div style="text-align: center;"> <b>Toronto Transit Commission</b>          1900 YONGE STREET          TORONTO, ONTARIO, M4S 1Z2  </div>		
<div style="text-align: center;"> <b>Wood</b>  <b>Environment &amp; Infrastructure Solutions</b>          201 KING STREET, 4TH FLOOR          LONDON, ONTARIO, N6A 1C9          519-681-2400  </div>		
<b>DWN BY:</b> SJL	<b>CHK'D BY:</b> CD	<b>DATE:</b> JULY 21, 2021
<b>DATUM:</b> NAD83	<b>PROJECTION:</b> MTM Zone 10	<b>PROJECT No:</b> OISO52004.2143.6
<b>REV No:</b> 0		<b>FIGURE No:</b> 9





PROJECT:  
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
 WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
 PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
 FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
 NOW CITY OF TORONTO, ONTARIO

TITLE:  
 FIRE INSURANCE PLANS 1913  
 CENTRAL CITY SHOWING THE  
 LOCATION OF THE STUDY AREA

LEGEND:  
 STUDY AREA

NOTES:  
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 WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS  
 REPORT No. OISO52004-REP-065 R0  
 ALL LOCATIONS ARE APPROXIMATE.  
**ORIGINAL PAPER SIZE: 8½ x 11.**  
 REFERENCES:  
 CITY OF TORONTO, 1913; CANMAP STREETFILES V2008.4.



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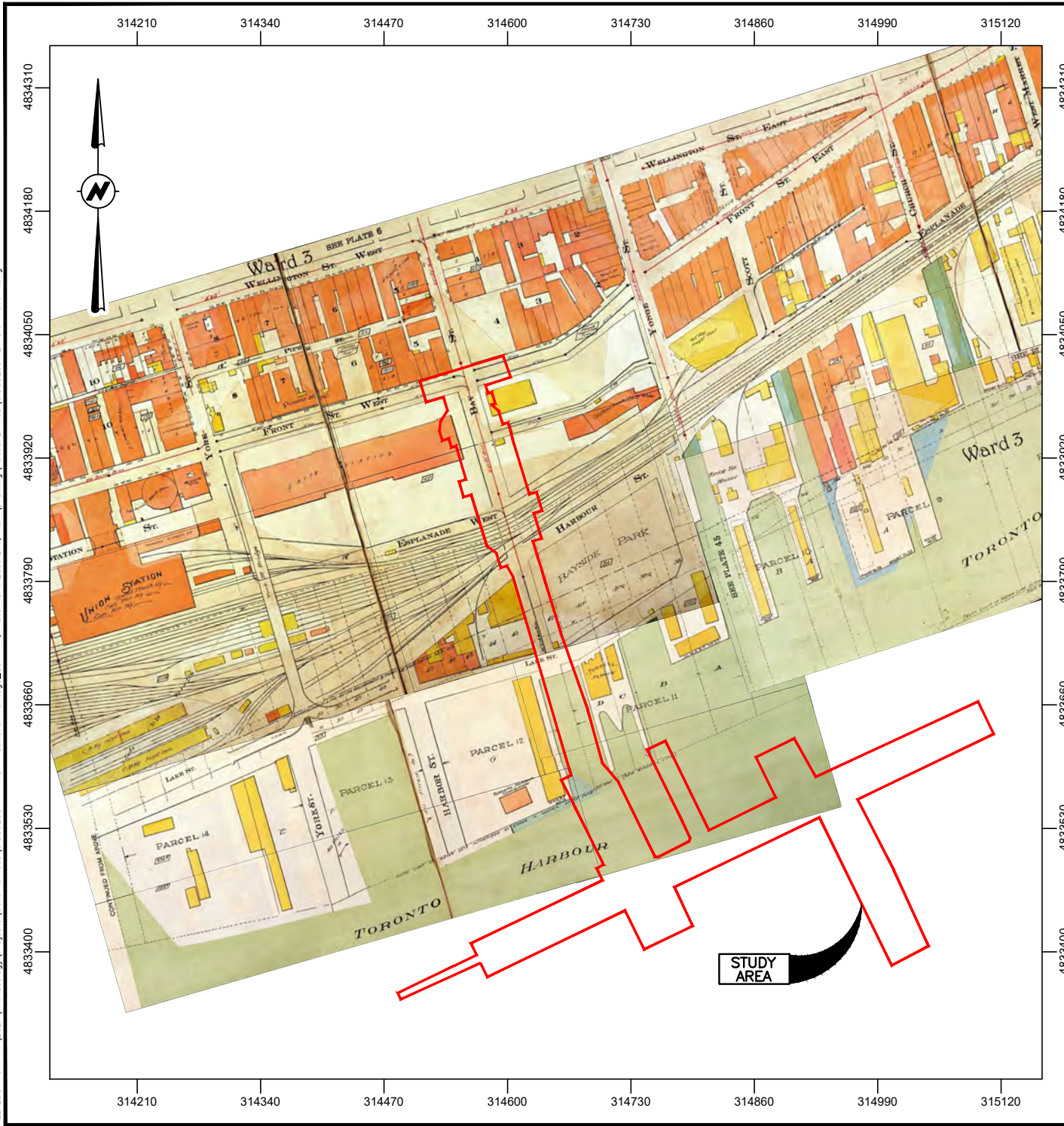


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DATUM: NAD83	PROJECTION: MTM Zone 10	PROJECT No: OISO52004.2143.6
REV No: 0		FIGURE No: 10





PROJECT:  
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
 WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
 PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
 FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
 NOW CITY OF TORONTO, ONTARIO

TITLE:  
 FIRE INSURANCE PLANS 1924  
 CENTRAL CITY SHOWING THE  
 LOCATION OF THE STUDY AREA

LEGEND:  
 STUDY AREA

NOTES:  
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 WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS  
 REPORT No. OISO52004-REP-065 R0  
 ALL LOCATIONS ARE APPROXIMATE.  
**ORIGINAL PAPER SIZE: 8½ x 11.**  
 REFERENCES:  
 CITY OF TORONTO, 1924; CANMAP STREETFILES V2008.4.



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 TORONTO, ONTARIO, M4S 1Z2



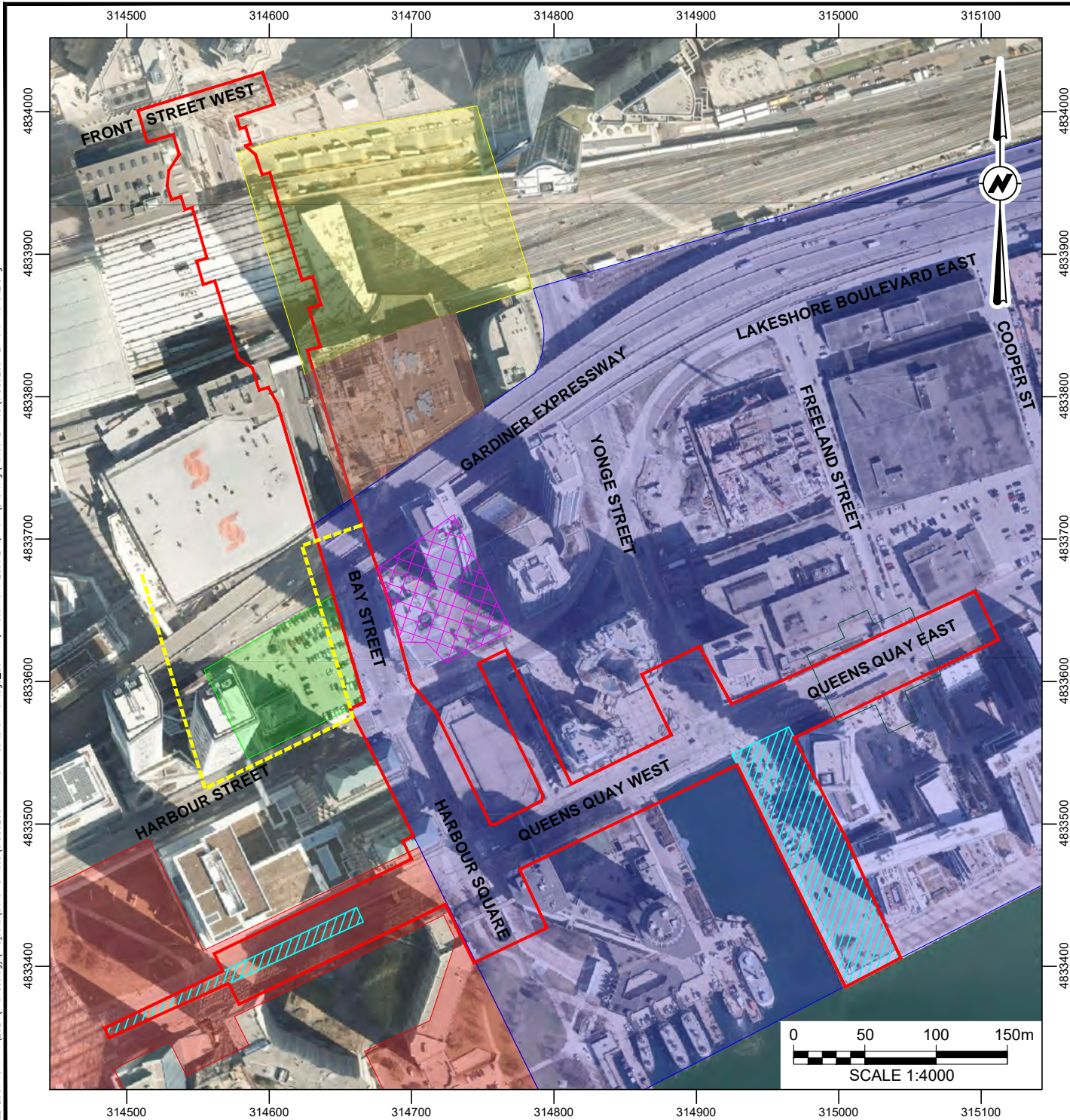
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 Environment & Infrastructure Solutions  
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DATUM: NAD83	PROJECTION: MTM Zone 10	PROJECT No: OISO52004.2143.6
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PROJECT:  
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
 WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
 PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
 FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
 NOW CITY OF TORONTO, ONTARIO

TITLE:  
 PREVIOUS ARCHAEOLOGICAL ASSESSMENTS  
 IN THE VICINITY OF THE STUDY AREA

- LEGEND:
- STUDY AREA
  - LAYDOWN AREA
  - HARBOUR SQUARE WHARF (CW7)
  - ARCHAEOLOGICAL MONITORING (PIF P049-156-2007; ASI, 2007); NO FURTHER ASSESSMENT REQUIRED
  - STAGE 1 ARCHAEOLOGICAL ASSESSMENT (PIF P049-253-2008; ASI, 2008); NO FURTHER ASSESSMENT REQUIRED
  - STAGE 1 ARCHAEOLOGICAL ASSESSMENT (PIF P264-008-2009; ASI, 2009); PORTIONS OF THE STUDY AREA (CW7) RECOMMENDED FOR CONSTRUCTION MONITORING
  - STAGE 1 ARCHAEOLOGICAL ASSESSMENT (PIF P1017-0004-2014; ASI, 2014); NO FURTHER ASSESSMENT REQUIRED
  - STAGE 1 ARCHAEOLOGICAL ASSESSMENT (PIF P1030-0019-2017; ASI, 2017); RECOMMENDED FOR CONSTRUCTION MONITORING
  - STAGE 1 ARCHAEOLOGICAL ASSESSMENT (PIF P125-0257-2017; ASI, 2018); NO FURTHER ASSESSMENT REQUIRED

NOTES:  
 THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE  
 WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS  
 REPORT No. OISO52004-REP-065 R0  
 ALL LOCATIONS ARE APPROXIMATE.  
**ORIGINAL PAPER SIZE: 8½ x 11.**  
 REFERENCES:  
 2020 AERIAL PHOTOGRAPH BY THE CITY OF TORONTO;  
 CANMAP STREETFILES V2008.4.

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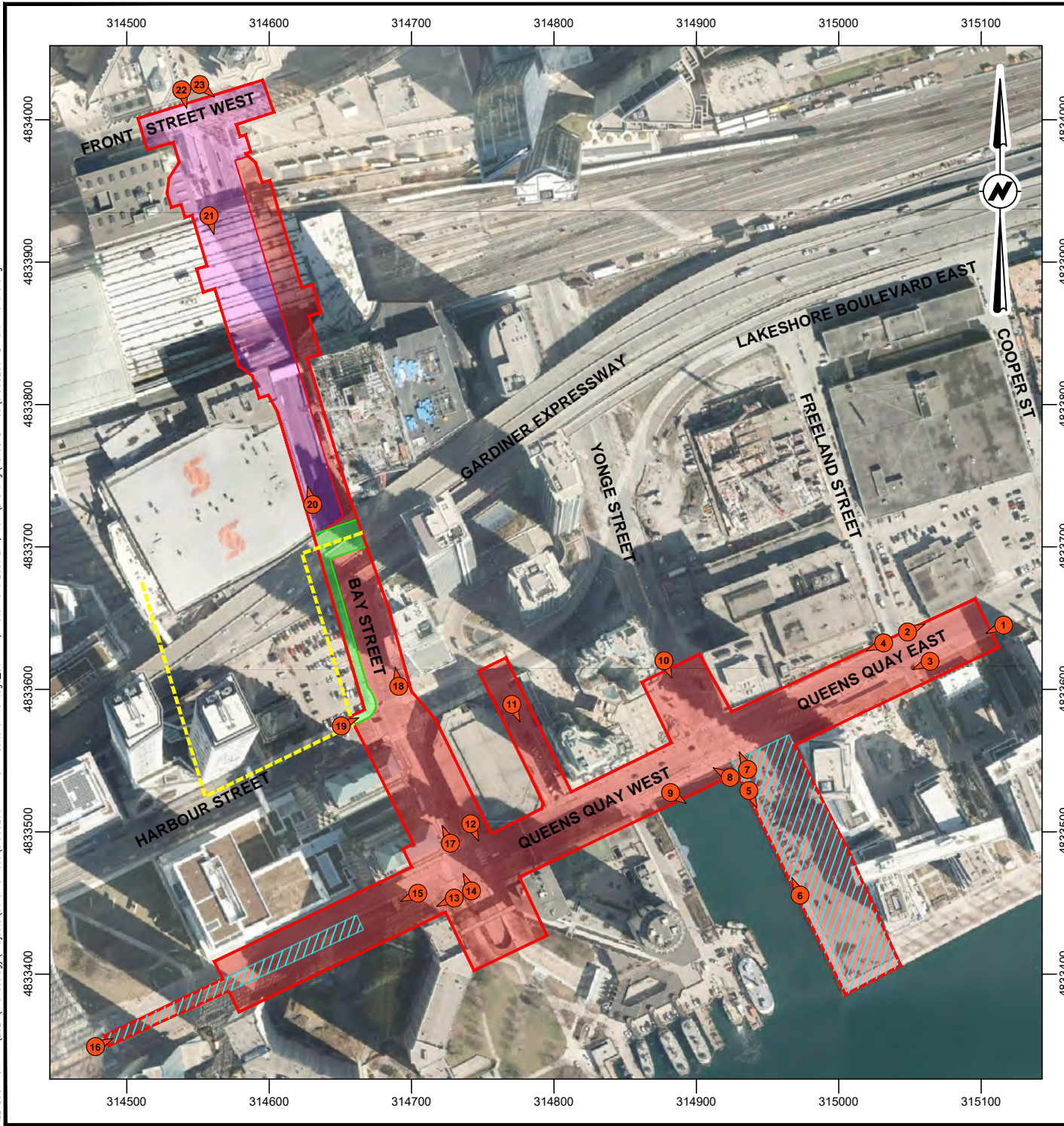
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 LONDON, ONTARIO, N6A 1C9  
 519-681-2400

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DWN BY:	CHK'D BY:	DATE:
SJL	CD	JULY 21, 2021
DATUM:	PROJECTION:	PROJECT No:
NAD83	MTM Zone 10	OISO52004.2143.6
REV No:		FIGURE No:
0		12



DATE PLOTTED: 7/23/2021 1:29:15 PM  
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PROJECT:  
STAGE 1 ARCHAEOLOGICAL ASSESSMENT  
WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK  
PART OF LOTS 20 AND 21, BROKEN FRONT CONCESSION  
FORMERLY TOWNSHIP OF YORK, COUNTY OF YORK  
NOW CITY OF TORONTO, ONTARIO

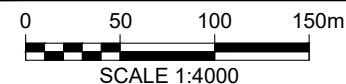
TITLE:  
STAGE 1 RESULTS WITH PHOTOGRAPH  
LOCATIONS AND DIRECTIONS

- LEGEND:
- STUDY AREA
  - LAYDOWN AREA
  - PHOTOGRAPH LOCATION, VIEWING DIRECTION, AND IDENTIFICATION
  - RECOMMENDED FOR ARCHAEOLOGICAL CONSTRUCTION MONITORING
  - HARBOUR SQUARE WHARF (CW7)
  - AREA OF NO ARCHAEOLOGICAL POTENTIAL
  - PREVIOUSLY DISTURBED: NO FURTHER ASSESSMENT REQUIRED
  - PREVIOUSLY ASSESSED: NO FURTHER ARCHAEOLOGICAL CONCERN

NOTES:  
THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE  
WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS  
REPORT No. OIS052004-REP-065 R0  
ALL LOCATIONS ARE APPROXIMATE.

ORIGINAL PAPER SIZE: 8½ x 11.

REFERENCES:  
2020 AERIAL PHOTOGRAPH BY THE CITY OF TORONTO;  
CANMAP STREETFILES V2008.4.



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DWN BY: SJL	CHK'D BY: CD	DATE: JULY 21, 2021
DATUM: NAD83	PROJECTION: MTM Zone 10	PROJECT No: OIS052004.2143.6
REV No: 0		FIGURE No: 13

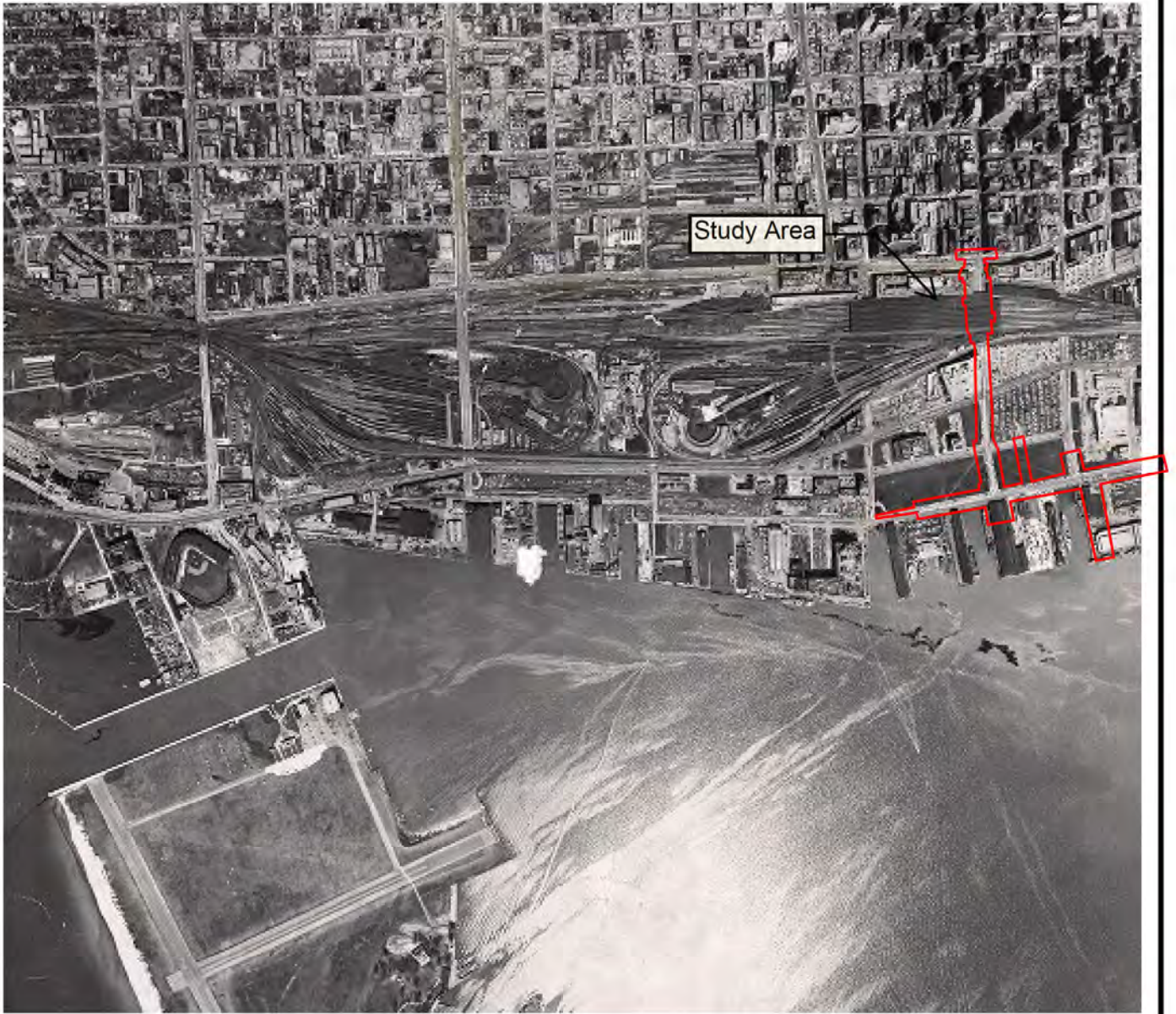
## **Appendix B**

### **Historic Aerials**





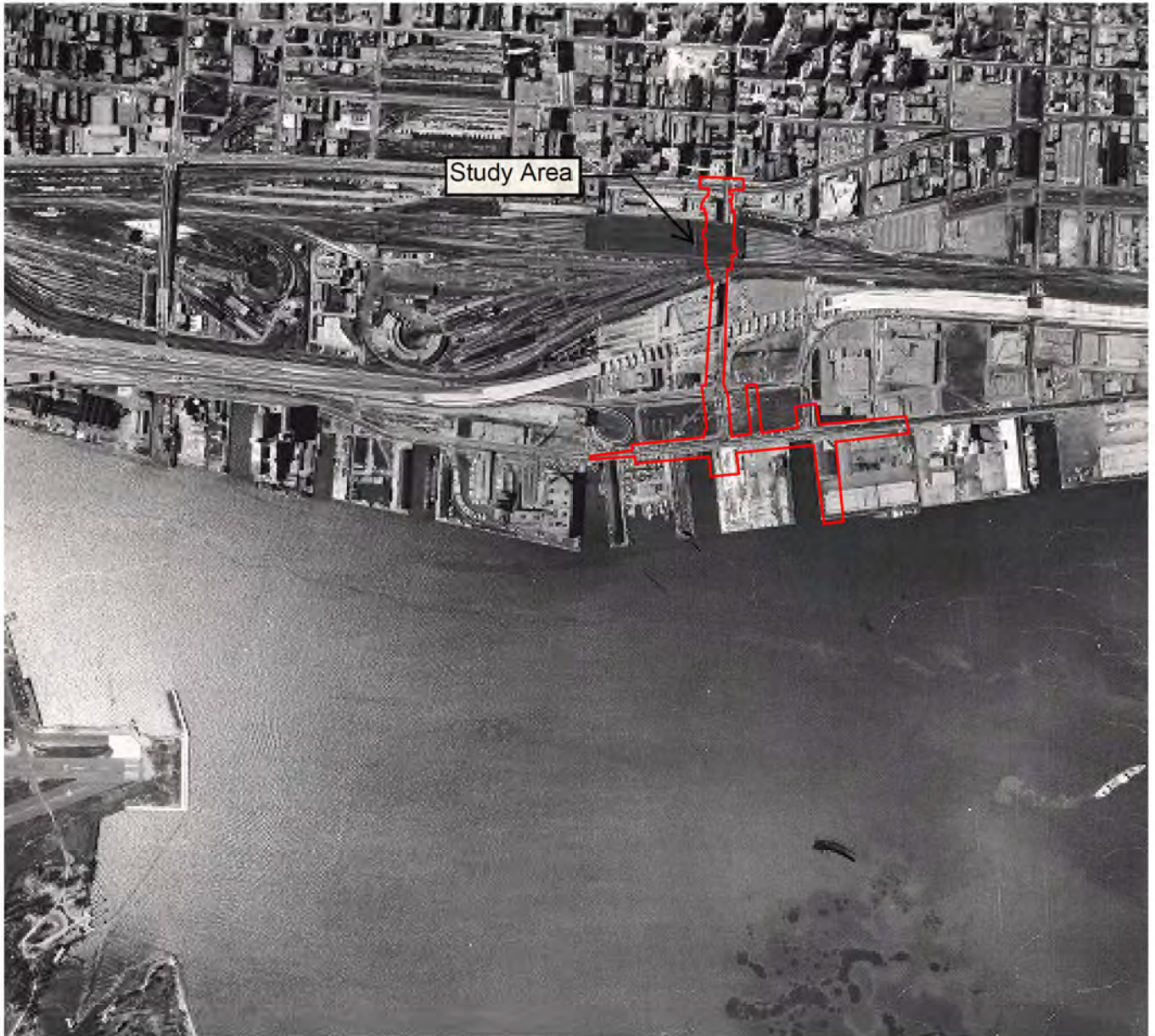
**Aerial Photograph**  
**Dated: 1947**  
**TCC Waterfront East LRT**  
**Plate: B1**



**Aerial Photograph**  
**Dated: 1957**  
**TCC Waterfront East LRT**  
**Plate: B2**



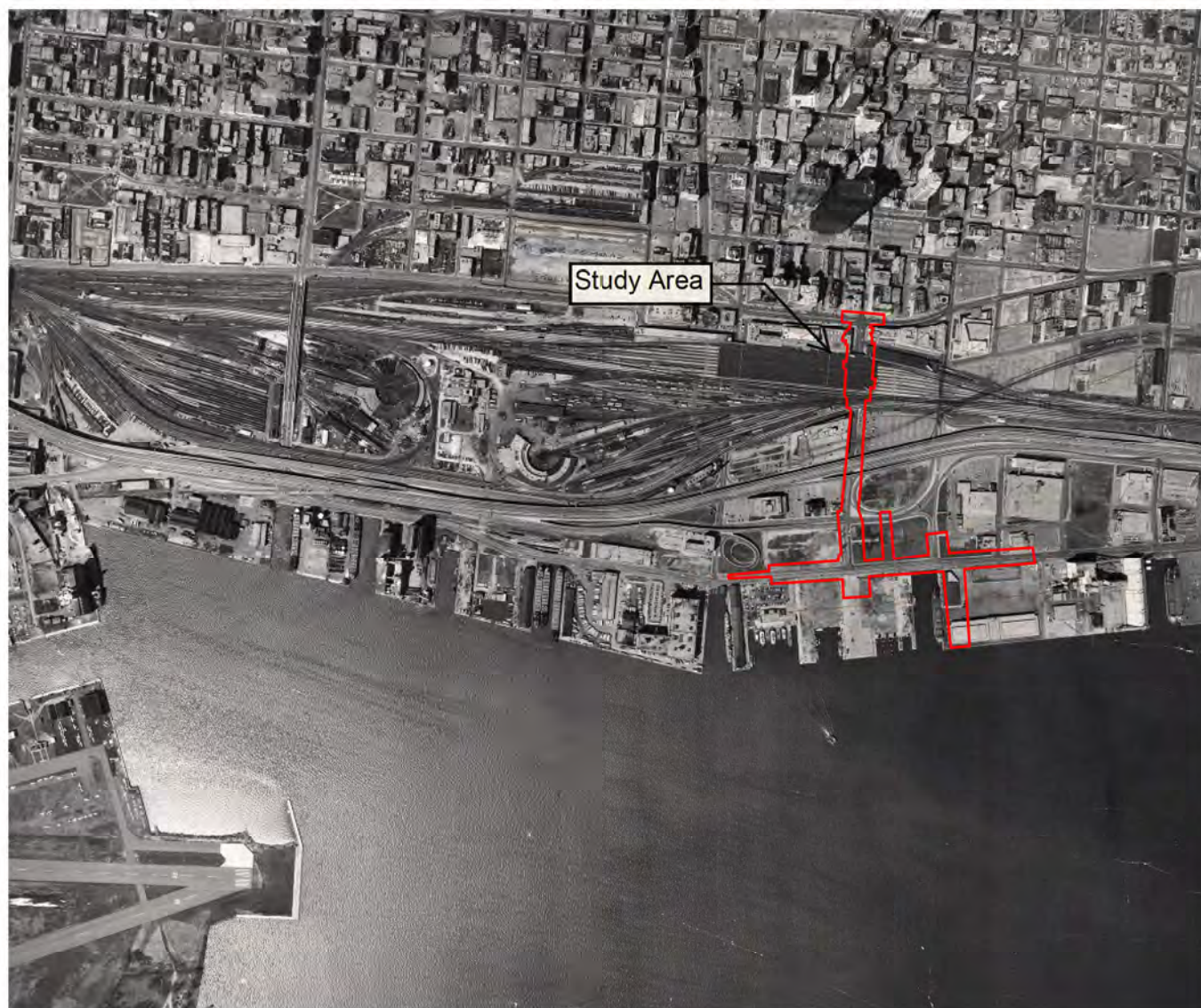




**Aerial Photograph**  
**Dated: 1964**  
**TCC Waterfront East LRT**  
**Plate: B3**



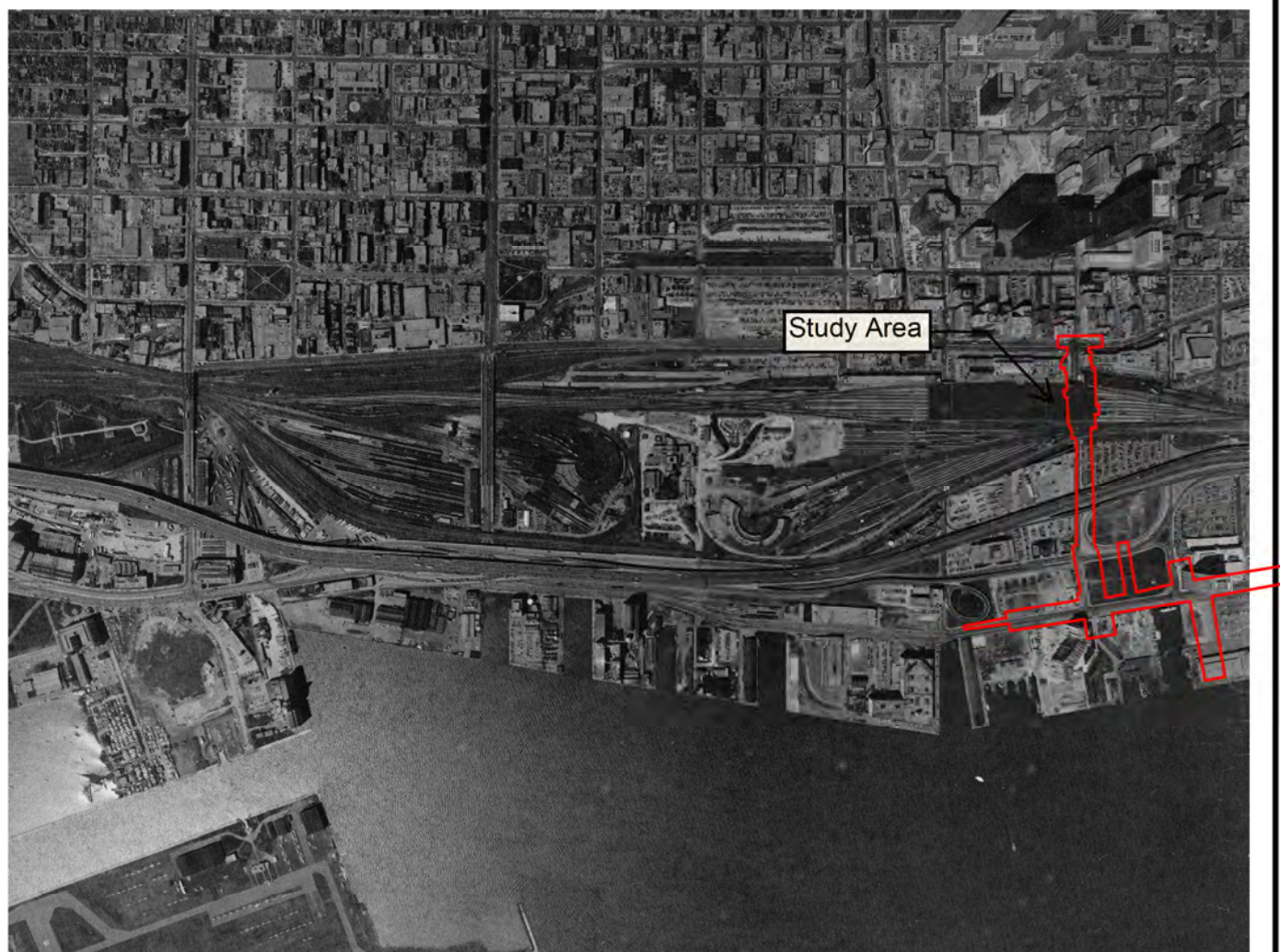




**Aerial Photograph**  
**Dated: 1968**  
**TCC Waterfront East LRT**  
**Plate: B4**

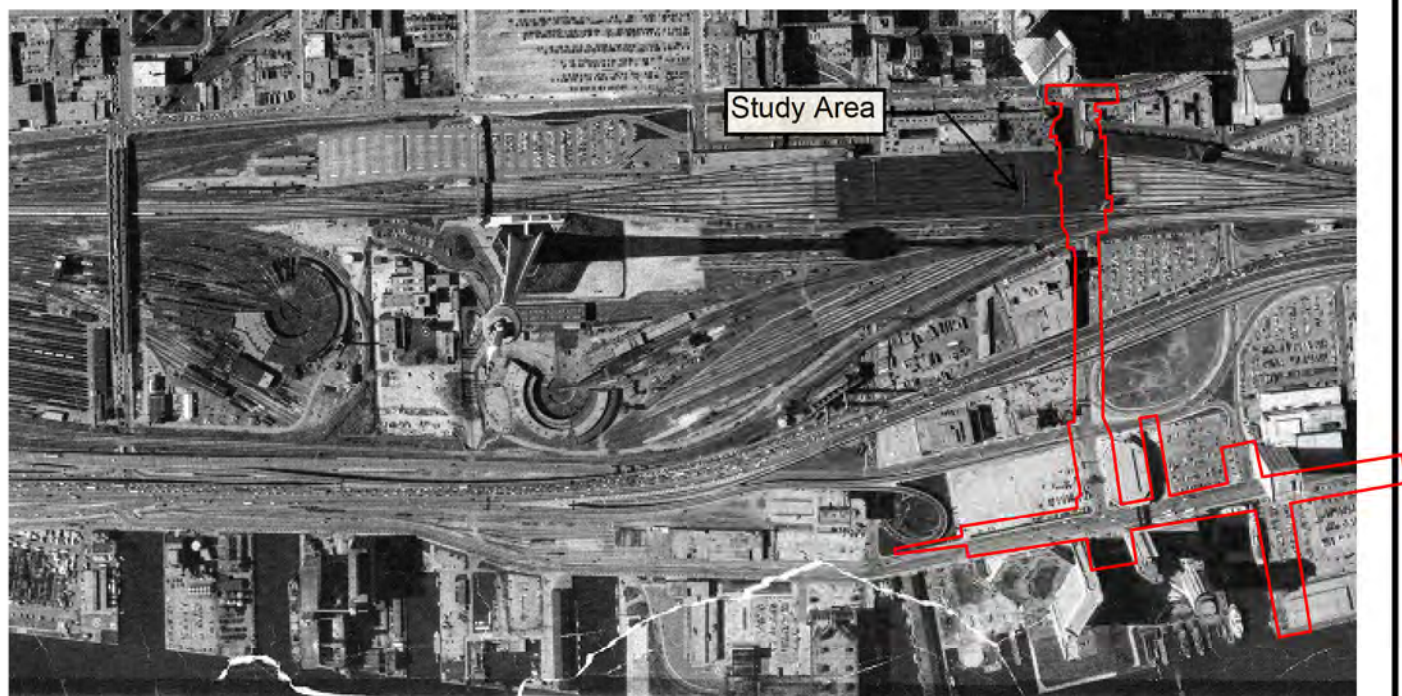






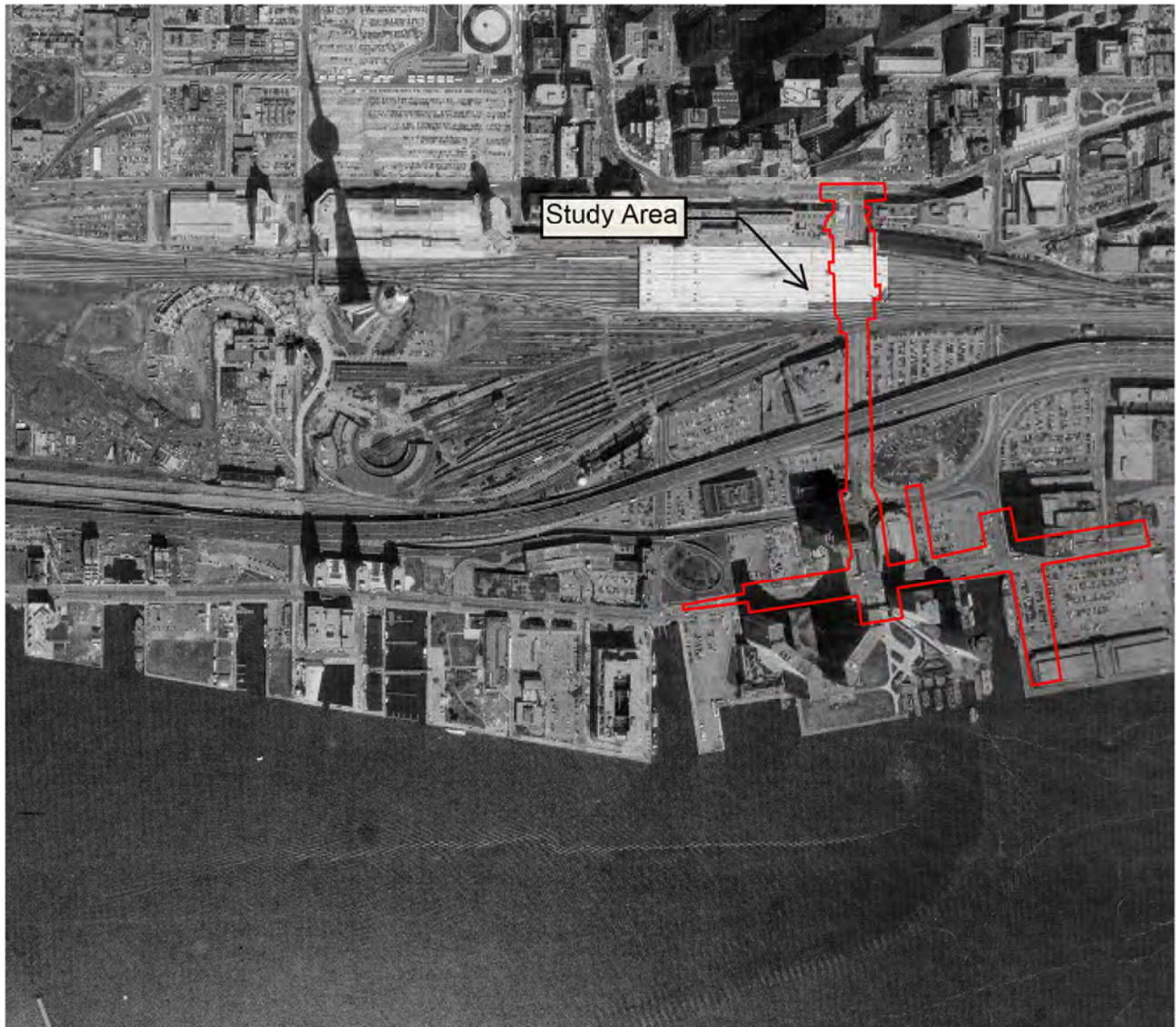
**Aerial Photograph**  
**Dated: 1973**  
**TCC Waterfront East LRT**  
**Plate: B5**





**Aerial Photograph**  
**Dated: 1977**  
**TCC Waterfront East LRT**  
**Plate: B6**





**Aerial Photograph**  
**Dated: 1987**  
**TCC Waterfront East LRT**  
**Plate: B7**





**Aerial Photograph**  
**Dated: 1992**  
**TCC Waterfront East LRT**  
**Plate: B8**



# **Appendix C**

## **Historic Photographs**





Plate 1: Harbour Square looking south-east (City of Toronto Archives 1899)



Plate 2: Toronto Harbour Commission building and submarine (City of Toronto Archives 1917a)





Toronto Port Authority Archives PC 1/1/5629

Plate 3: Looking north-east to Canada Steamship Lines marine terminal warehouses and Toronto Harbour Commission Administration Building (Toronto Port Authority Archives 1920)



Plate 4: Harbour Commissioners' Building looking north-east (City of Toronto Archives 191-?)



Plate 5: Conditions, central harbour terminals, May 1920 (City of Toronto Archives 1920)



Plate 6: Central waterfront looking north (City of Toronto Archives 1928)

# **Appendix D**

## **Photographs**





### **PHOTOGRAPH 1**

South side of  
Queens Quay  
East, facing  
southwest



### **PHOTOGRAPH 2**

North side of  
Queens Quay  
East, facing  
northeast



### **PHOTOGRAPH 3**

South side of Queens Quay East across from Freeland Street, facing southwest



### **PHOTOGRAPH 4**

North side of Queens Quay East, facing southwest





### **PHOTOGRAPH 5**

South side of Queens Quay East facing southeast adjacent to the waterfront



### **PHOTOGRAPH 6**

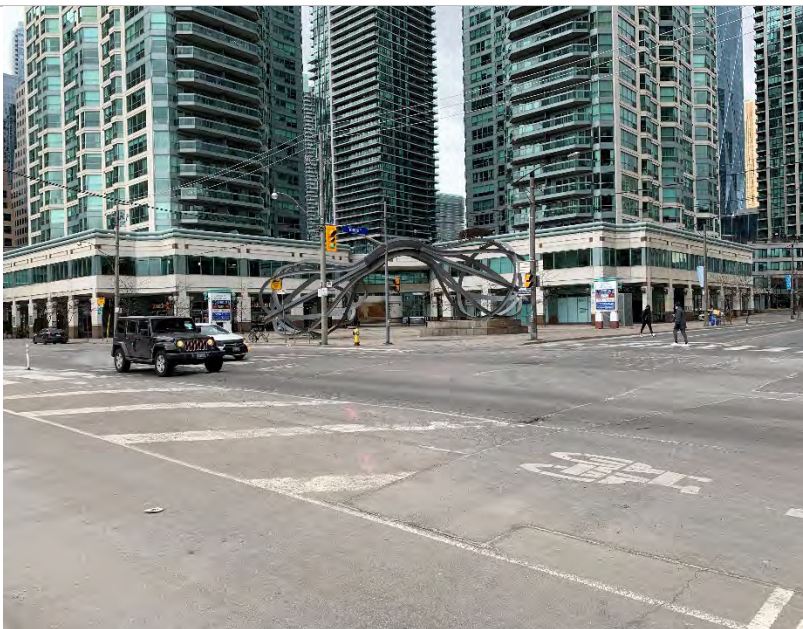
South side of Queens Quay East facing northwest adjacent to waterfront





**PHOTOGRAPH 7**

South side of Queens  
Quay East facing  
northwest up Yonge  
Street



**PHOTOGRAPH 8**

South side of Queens  
Quay East facing  
northwest towards 10  
Yonge Street



**PHOTOGRAPH 9**

South side of Queens Quay East facing southeast adjacent to the waterfront



**PHOTOGRAPH 10**

West side of Yonge Street facing southeast towards Queens Quay West





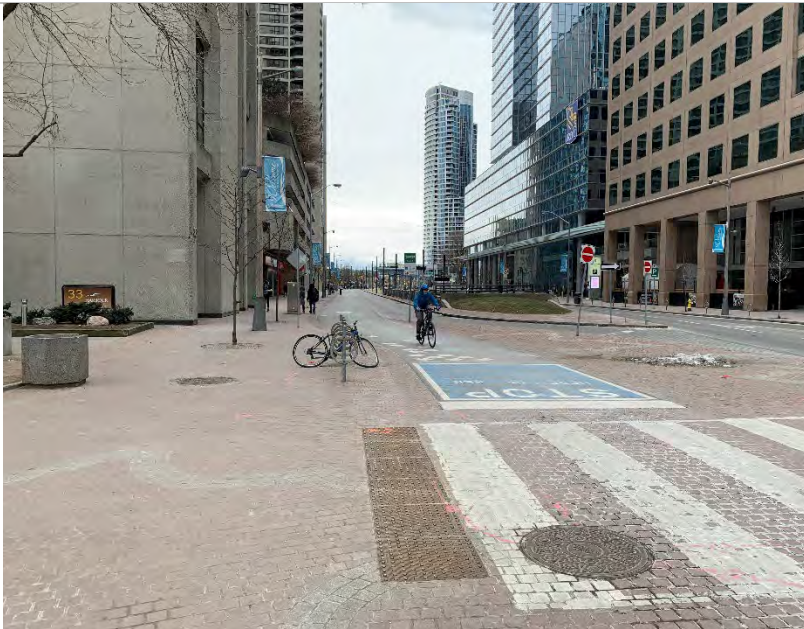
**PHOTOGRAPH 11**

Alley east of 11 Bay  
Street facing  
southeast towards  
Queens Quay West



**PHOTOGRAPH 12**

North side of Queens  
Quay West facing  
southeast towards  
Harbour Square



**PHOTOGRAPH 13**

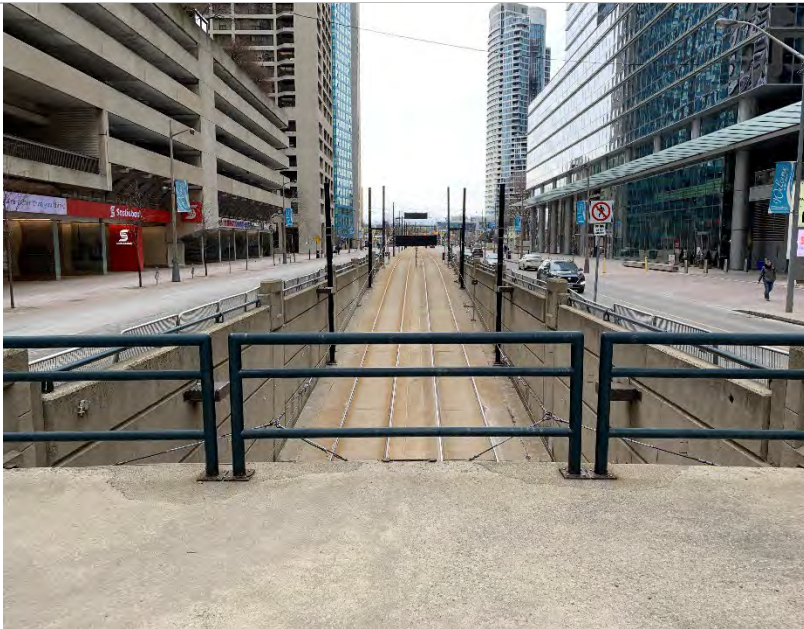
South side of Queens  
Quay West facing  
southwest



**PHOTOGRAPH 14**

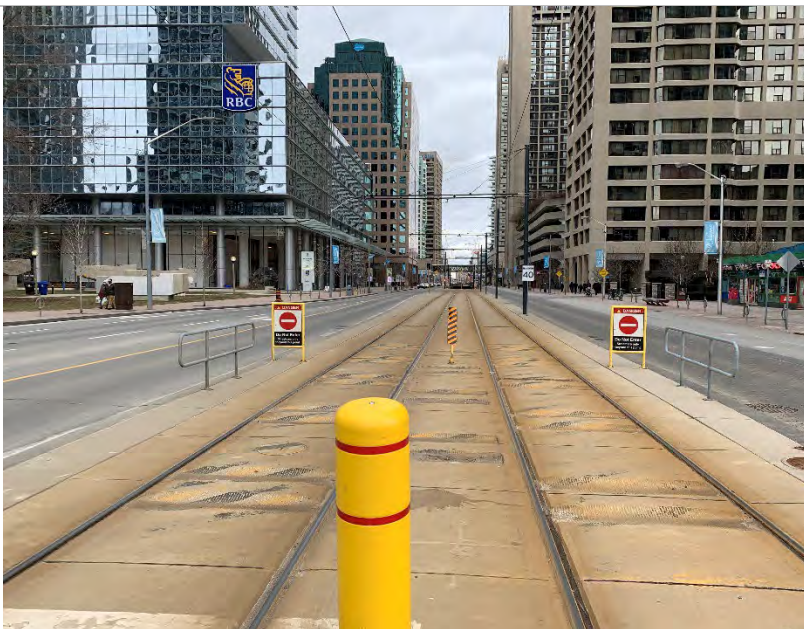
South side of Queens  
Quay West facing  
northwest up Bay  
Street





**PHOTOGRAPH 15**

Queens Quay West  
facing southwest  
along streetcar tracks



**PHOTOGRAPH 16**

Queens Quay West  
facing northeast along  
streetcar tracks





### PHOTOGRAPH 17

West side of Bay  
Street facing  
northwest



### PHOTOGRAPH 18

East side of Bay  
Street north of  
Harbour Street facing  
northeast



### **PHOTOGRAPH 19**

North side of Harbour Street facing northeast towards Bay Street



### **PHOTOGRAPH 20**

West side of Bay Street north of Lakeshore Boulevard facing northwest





### **PHOTOGRAPH 21**

West side of Bay  
Street facing  
southeast below rail  
tracks



### **PHOTOGRAPH 22**

Northwest corner at  
intersection at Bay  
Street and Front  
Street facing south-  
southeast





**PHOTOGRAPH 23**

Northwest corner at intersection at Bay Street and Front Street facing southeast towards 1 Front Street West (Dominion Public Building)

# **Appendix E**

## **Assessor Qualification**



## Assessor Qualifications

**Peter Popkin, Ph.D., CAHP, MCIfA, Principal Archaeologist (P362)** – Dr. Popkin is an Principal Archaeologist at WSP. Peter has over 20 years of professional experience in both consulting and academic archaeology within Canada and internationally. In Ontario he has successfully undertaken consultant archaeology projects triggered by: the Planning Act (subdivisions, site plans, re-zoning, official plan amendments, consent), the Environmental Assessment Act (individual and Class EAs, provincial and federal EAs), the Environmental Protection Act (Renewable Energy Approvals O.Reg 359/09), as well as the Aggregates Resources Act (aggregate pit extensions), and has managed projects under the National Energy Board Act (now the Canadian Energy Regulator Act). Dr. Popkin has lectured in archaeology at York University, the University of Toronto and Wilfrid Laurier University in Ontario, as well as University College London, King's College London, and Birkbeck College, in the UK. Dr. Popkin holds a Professional Archaeology Licence (P362) from the Ontario MCM, is a Professional Member of the Canadian Association of Heritage Professionals (CAHP) and is a full Member of the Chartered Institute for Archaeologists (MCIfA). Dr. Popkin received his Ph.D. from the Institute of Archaeology, University College London, London, UK (2009).

**Luke Fischer, M.A., Senior Archaeologist (P219)** - Mr. Fischer is a Senior Archaeologist with over 16 years of experience. In addition to experience in Ontario he has worked as an archaeologist in Alberta, British Columbia, and Illinois. Mr. Fischer has successfully coordinated efforts; field directed and authored reports for Stage 1 to 4 archaeological investigations for public and private development proponents. He is experienced in facilitating Indigenous engagement, including working with the Mississaugas of the Credit First Nation on several projects in Brantford. Mr. Fischer holds a Professional Archaeology Licence (P219) issued by the Ontario MCM, and is a member of the Canadian Association of Heritage Professionals.

**Chelsea Dickinson B.A., Research Archaeologist (R1194)** - Ms. Dickinson has been working in consulting archaeology since 2015. During this time, Ms. Dickinson has developed a variety of archaeological skills, from background research to Stage 4 excavations laboratory work, and environmental assessments (EA) conducted for the development of wind and solar farms, hydro line corridors and municipal roadway. Ms. Dickinson has had the privilege of working alongside a multitude of First Nation community members while conducting archaeological assessments in both Northern and Southern Ontario. Ms. Dickinson holds an honorary Degree in Near Eastern and Classical Archaeology from Wilfrid Laurier University, and a Post-Graduate Certificate in Geographical Information Systems from Fanshawe College. Ms. Dickinson holds an Applied Research Licence (R1194) from the Ontario MCM.



## **Appendix F**

### **Limitations**



### **Limitations**

1. The work performed in the preparation of this report and the conclusions presented are subject to the following:
  - a. The Standard Terms and Conditions which form a part of our Professional Services Contract;
  - b. The Scope of Services;
  - c. Time and Budgetary limitations as described in our Contract; and,
  - d. The Limitations stated herein.
2. No other warranties or representations, either expressed or implied, are made as to the professional services provided under the terms of our Contract, or the conclusions presented.
3. The conclusions presented in this report were based, in part, on visual observations of the Study Area. Our conclusions cannot and are not extended to include those portions of the Study Area which were not reasonably available, in WSP E&I Canada Limited's opinion, for direct observation.
4. The potential for archaeological resources, and any actual archaeological resources encountered, at the Study Area were assessed, within the limitations set out above, having due regard for applicable heritage regulations as of the date of the inspection.
5. Services including a background study and fieldwork were performed. WSP E&I Canada Limited's work, including archival studies and fieldwork, were completed in a professional manner and in accordance with the Ministry of Citizenship and Multiculturalism's guidelines. It is possible that unforeseen and undiscovered archaeological resources may be present at the Study Area.
6. The utilization of WSP E&I Canada Limited's services during the implementation of any further archaeological work recommended will allow WSP E&I Canada Limited to observe compliance with the conclusions and recommendations contained in the report. WSP E&I Canada Limited's involvement will also allow for changes to be made as necessary to suit field conditions as they are encountered.
7. This report is for the sole use of the parties to whom it is addressed unless expressly stated otherwise in the report or contract. Any use which any third party makes of the report, in whole or in part, or any reliance thereon, or decisions made based on any information or conclusions in the report, is the sole responsibility of such third party. WSP E&I Canada Limited accepts no responsibility whatsoever for damages or loss of any nature or kind suffered by any such third party as a result of actions taken or not taken or decisions made in reliance on the report or anything set out therein.
8. This report is not to be given over to any third-party other than a governmental entity, for any purpose whatsoever without the written



permission of WSP E&I Canada Limited, which shall not be unreasonably withheld.