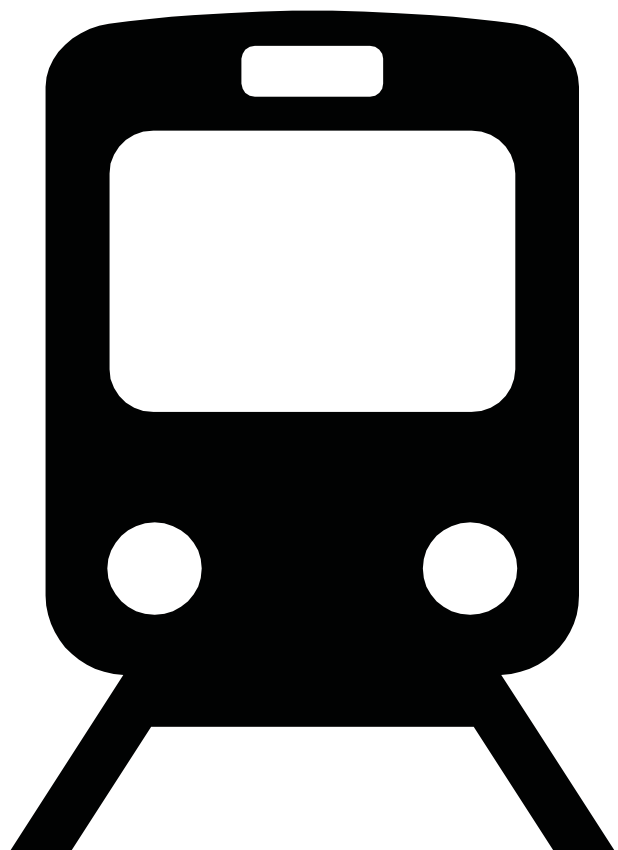

YONGE NORTH SUBWAY EXTENSION

ENVIRONMENTAL PROJECT REPORT ADDENDUM

Final Stage 1 Archaeological Assessment
Report

April 14, 2022



	Name, Title	Signature/Date
On behalf of Metrolinx IO:		
On behalf of Metrolinx IO:		
On behalf of Metrolinx IO:		

Yonge North Subway Extension (YNSE) Environmental Project Report Addendum

Stage 1 Archaeology Assessment Report

FOR

CONTRACTING AUTHORITY: METROLINX / IO

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Executive Summary

Metrolinx and Infrastructure Ontario are undertaking an Addendum to the Environmental Project Report (EPR) for the Yonge North Subway Extension (YNSE). This study is following the requirements of the Transit Project Assessment Process (TPAP) under *O. Reg. 231/08* and will address a change to the subway extension alignment, stations, and associated facilities.

Previous studies followed the TPAP for the YNSE. An EPR was completed by the Regional Municipality of York (York Region), York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission in 2009 for the new subway extension. A further addendum to the EPR was prepared in 2014 to assess the potential environmental impacts associated with the identified Train Storage Facility (TSF) location that would accommodate up to 14 trains within the vicinity of the Richmond Hill Centre.

As part of the YNSE EPR Addendum process, OneT+ was retained by Metrolinx to conduct a Stage 1 Archaeological Assessment (AA) to document the current existing conditions within the Study Area, to undertake and assessment of the potential impacts associated with the currently proposed YNSE Project, and to identify mitigation and monitoring measures, as appropriate.

The Study Area for the Stage 1 AA includes properties or portions of properties that were previously unassessed as well as project components which require further assessment.

The Stage 1 AA was carried out in accordance with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists* (MHSTCI 2011), under an Ontario Professional License to Conduct Archaeological Fieldwork (P362) held by Peter Popkin, Archaeology Lead for OneT+. The project information was acknowledged by the MHSTCI on 09 April 2021 with the issuance of PIF number P362-0311-2021.

A Stage 1 property inspection was undertaken by Peter Popkin (P362) on 05 May 2021, 31 May 2021, 04 June 2021, 21 June 2021, 23 November 2021, 13 December 2021 and 17 December 2021 and Chelsea Dickinson (R1194) on 15 November 2021. The weather during these days was sunny with some overcast and the weather did not impede the property assessment in any way.

The Stage 1 background study indicated that the Study Area has general archaeological potential for the following reasons:

- 1) Natural water sources which transect portions of the Study Area, including Wilket Creek and two additional tributaries of the Don River
- 2) The Study Area is located within 100 m of historical roadways, including Yonge Street, and within 300 m of numerous noted historic features including historical settlements/structures, cemeteries etc.
- 3) Portions of the Study Area, located within the City of Toronto's Archaeological Management Plan, are identified as having archaeological potential
- 4) Portions of the Study Area, located within the Region of York's Archaeological Master Plan, are identified as having archaeological potential and
- 5) The presence of 22 sites located within a 1 km radius of the Study Area, seven of which are located within 250 m of the Study Area.

The Stage 1 AA determined that of the 91.17 ha Study Area:

- 77.70 ha (85%) of the Study Area is disturbed and does not require Stage 2 AA;
- 12.1 ha (13%) of the Study Area has been previously assessed and requires no further AA and,
- 1.39 ha (2%) of the Study Area retains archaeological potential and warrants Stage 2 AA, this includes 0.4 ha (29%) from Segment 1 (**Appendix B: Figure 9A, Figure 9C Figure 9D**) and 0.99 ha (71%) Segment 2 (**Appendix B: Figure 9G-Figure 9I**). No further AA is recommended for Segment 3.

In light of the findings of the Stage 1 AA of the YNSE Archaeology Study Area, the following recommendations are made:

1. Approximately 77.70 ha (85%) of the Study Area has low archaeological potential due to disturbance and requires no further AA, as indicated on **Appendix B: Figure 9A-M**.
2. Approximately 12.1 ha (13%) of the Study Area has been previously assessed and requires no further AA as indicated on **Appendix B: Figure 9A-M**.
3. Approximately 1.39 ha (2%) of the Study Area retains archaeological potential, this includes 0.4 ha (29%) from Segment 1 as indicated on **Appendix B: Figure 9A, Figure 9C and Figure 9D** and 0.99 ha (71%) from Segment 2 as indicated on **Appendix B: Figure 9G-Figure 9I**, and must be subject to Stage 2 AA prior to near-surface ground disturbance activities if any disturbance is anticipated to those areas. No further AA is recommended for Segment 3. No portion of the Study Area retaining archaeological potential can viably be ploughed for pedestrian survey, so Stage 2 AA will either take place by test pit survey, on swards and manicured lawns, or mechanical trenching on paved areas. Test pit survey will follow the Standards presented in Sections 2.1.2 and 2.1.3 of the *Standards and Guidelines for Consultant Archaeologists* (MHSTCI 2011) and will include the hand excavation of test pits at 5 m grid intervals across the portion of the Study Area retaining archaeological potential. All test pits should be a minimum of 30 centimetres (cm) in diameter and dug to a minimum of 5 cm into the subsoil. Soil fills should be screened through 6 millimetre (mm) mesh screens in order to facilitate artifact recovery. Test pit profiles should be examined for cultural deposits prior to being backfilled. Test pitting should be conducted to within 1 m of all built structures or until modern disturbance is identified. All test pits should be backfilled to level grade, and any sod caps replaced and tamped down by foot. Stage 2 AA survey by mechanical trenching will follow the Standards presented in Section 2.1.7 of the *Standards and Guidelines for Consultant Archaeologists* (MHSTCI 2011). The planned trenches will be located within all areas of archaeological potential and will be placed at a maximum interval of 10 m within those areas.

The above recommendations are subject to Ministry of Heritage, Sport, Tourism and Culture Industries' approval, and it is an offence to alter any of portion of an archaeological site except by a person holding a professional archaeological license.

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).

1.0 Introduction

1.1 Project Background

In 2009, the Regional Municipality of York, York Region Rapid Transit Corporation, the City of Toronto and the Toronto Transit Commission (TTC) completed an Environmental Project Report (EPR) in accordance with the Transit Project Assessment Process (TPAP), to assess the potential environmental impacts of the proposed Yonge North Subway Extension (YNSE) Project. The study area was defined as Finch Avenue in the City of Toronto to Richmond Hill Centre Terminal at Highway 7 in the City of Richmond Hill, York Region. Notice to Proceed was given by the then Minister of Environment and Climate Change (now the Minister of Environment, Conservation & Parks [MECP]) and Statement of Completion was issued in April 2009.

In 2014, an EPR Addendum was carried out by the York Region Rapid Transit Corporation, in partnership with the Regional Municipality of York, TTC, and the City of Toronto to assess the potential environmental impacts associated with the identified Train Storage Facility (TSF) location that would accommodate up to 14 trains within the vicinity of the Richmond Hill Centre. This EPR Addendum was completed in November 2014.

Subsequently in April 2019, the Government of Ontario announced a \$28.5 billion expansion to Ontario's transit network. This rapid transit project plan includes four key initiatives including: the Ontario Line, the Scarborough Subway Extension, Eglinton Crosstown West Extension, and the YNSE. The YNSE is an extension of TTC's Line 1 north from Finch Station to Richmond Hill. Since the completion of the 2009 EPR and 2014 EPR Addendum, further changes to the proposed YNSE Project have been identified that will result in modifications to the plans presented in the previously approved 2009 EPR and 2014 EPR Addendum.

In accordance with *Section 15, O. Reg. 231/08*, Metrolinx has determined that the changes to the Project are Significant and therefore necessitate completion of an EPR Addendum to: evaluate and document the updates to the Project description, update existing conditions, carry out associated environmental impact assessment studies, identify mitigation and monitoring requirements, and undertake public, stakeholder and Indigenous Nations consultation.

Furthermore, as per *Section 16, O. Reg. 231/08*, since the construction of the Project has not commenced within 10 years of the issuance of the Statement of Completion (originally issued in 2009), Metrolinx is required to re-examine existing conditions as well as potential environmental impacts and mitigation measures documented in the previously approved EPR to ensure they are still valid and subsequently carry out additional environmental studies as appropriate. Purpose

The purpose of this report is to document the Stage 1 AA (AA) that was carried out for the EPR Addendum. This report includes a review of historical records/mapping and applicable background information, desktop research, a review of previously completed AA reports and a property inspection to determine if further AA is required.

2.0 Project Context

2.1 Development Context

OneT+ was retained by Metrolinx to conduct a Stage 1 AA in support of the Yonge North Subway Extension. Since the completion of the 2009 EPR and 2014 EPR Addendum, further changes to the proposed YNSE Project have been identified that will result in modifications to the plans previously presented. The Study Area for the Stage 1 AA includes properties or portions of properties that were previously unassessed as well as project components which require further assessment.

The Archaeology Study Area (hereafter the “Study Area”) is based on our current understanding of the project footprint and is consistent with the notion of archaeological ‘Project Area’ as defined within the MHSTCI’s 2011 *Standards and Guidelines for Consultant Archaeologists* (MHSTCI 2011). The Study Area will be updated based on Reference Concept Design property requirements as the design progresses. From the southern end of the alignment to Royal Orchard Boulevard, the Study Area is the width of the Yonge Street Right of Way (ROW). The Study Area expands beyond the width of the Yonge Street ROW on occasion to assess property that has the potential to be impacted by project infrastructure. North of Royal Orchard Boulevard, between Royal Orchard Boulevard and the southern edge of the Holy Cross Catholic Cemetery, the alignment departs from the Yonge Street ROW. Within this section the Study Area is calculated as the proposed alignment plus a 25 m buffer on either side of the proposed alignment. From the south edge of the Holy Cross Catholic Cemetery to the northern-most extension of the alignment near Moonlight Lane, the proposed alignment is located within the CN corridor. Within this section of the alignment the Study Area is calculated as the CN corridor and the strip of land to the west of the CN corridor owned by the Municipality. Within this section of the alignment the Study Area expands beyond the width of the CN Corridor and the adjacent strip of Municipally-owned land as required to incorporate project infrastructure associated with the proposed Portal Location at the north side of Holy Cross Catholic Cemetery, Bridge Station and the associated Proposed Bus Terminal, TPSS-6, High Tech Station, the Train Storage Facility Structure and associated parking and access areas, and TPSS-7. For full details regarding the Study Area please refer to **Appendix B: Figure 1**.

2.2 Scope of Work

The Stage 1 AA was carried out in accordance with the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) *Standards and Guidelines for Consultant Archaeologists* (2011).

A Stage 1 AA 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 AA property assessment for all or parts of the Study Area if warranted;
- and,

3) To recommend appropriate strategies for Stage 2 AA property assessment if warranted.

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

- Contacting the MHSTCI 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 MHSTCI 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 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.

3.0 Stage 1 AA Background Study

As part of the Stage 1 AA, the *Ontario Archaeological Sites Database*, maintained by the MHSTCI, was queried to determine if archaeological sites have been registered within 1 km of the Study Area (Section 2.1.1) (MHSTCI 2020a). The *Ontario Public Register of Archaeological Reports* was also queried to determine whether previous AAs have been carried out within the Study Area, or within a 50 m radius of the Study Area (Section 2.1.2) (MHSTCI 2020b). 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.

3.1 Archaeological Context

3.1.1 Registered Archaeological Sites

In Ontario, information concerning archaeology sites is stored in the *Ontario Archaeological Sites Database* maintained by the MHSTCI. 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 *AkGu* and *AlGu* Borden Block. On the basis of inquiries made to Mr. Robert von Bitter, Database Co-ordinator of MHSTCI on 12 April 2021, there are 25 registered archaeological sites located within a 1 km radius of the Study Area (**Table 1**). However, based on further investigations, three of these registered archaeological sites are located more than 1 km from the Study Area. Of the 22 registered archaeological sites that are located within a 1 km radius of the Study Area, seven are located within 250 m 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 the Study Area	Development Status Review
AkGu-14	Thornhill	Woodland	Camp/Campsite	595 m	n/a
AkGu-17	Doncaster 2	Late Woodland	Village	890 m	Further Cultural Heritage Value or Interest (CHVI) (Awaiting Ministry Review)
AkGu-18	Ladies Golf Course	n/a	n/a	535 m	n/a

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

AkGu-61	Soules' Inn	Euro-Canadian	Inn	20 m	Further CHVI
AkGu-69	MacDonald Horse Barn	Euro-Canadian	Homestead	320 m	Further CHVI
AkGu-321	Thornhill Golf and Country Club Burial	Euro-Canadian	Burial	30 m	Further CHVI
AkGu-327	Pearl	Euro-Canadian	House	30 m	No Further CHVI
AlGu-34	Vanderburgh	Euro-Canadian	House	480 m	n/a
AlGu-80	Pegasus	n/a	n/a	960 m	No Further CHVI
AlGu-94	Russell	Euro-Canadian	Homestead	325 m	No Further CHVI
AlGu-95	Langstaff Jail Farm	Euro-Canadian	Homestead	210 m	n/a
AlGu-116	POW	Pre-Contact	n/a	460 m	n/a
AlGu-117	n/a	n/a	n/a	735 m	n/a
AlGu-118	n/a	n/a	n/a	260 m	n/a
AlGu-119	n/a	n/a	n/a	990 m	n/a
AlGu-120	Over	Late Woodland, Euro-Canadian	Huron-Wendat Village	970 m	n/a
AlGu-121	Eleventh Hour	Other	Findspot	275 m	n/a
AlGu-400; Originally Reported under BaGu-159 in error	Alex Marsh Site 1	Euro-Canadian	Dump	435 m	Further CHVI (Awaiting Ministry Review)
AlGu-414; Originally Reported under BaGu-160 in error	Alex Marsh Site 2	Euro-Canadian	Homestead	75 m	Further CHVI (Awaiting Ministry Review)
AlGu-415	Vanderburgh Site	Euro-Canadian	Homestead	645 m	Further CHVI
AlGu-445	Alex Marsh 3 Site	Euro-Canadian	Homestead	>1 km	No Further CHVI (Awaiting Ministry Review)
AlGu-468	Munshaw Site	Euro-Canadian	Homestead	> 1 km	n/a
AlGu-496	Dexter	Euro-Canadian	Homestead	240 m	No Further CHVI

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

AlGu-506	Balcer Munshaw	Euro-Canadian	Homestead	140 m	No Further CHVI (Awaiting Ministry Review)
AlGv-1	Kleinburg Ossuary	Huron-Wendat	Ossuary	>1km	n/a

- Archaeological Site AkGu-61 (Soules' Inn) is a Euro-Canadian site located within approximately 20 m of the Study Area. This site was uncovered during a test-pit survey which yielded 35 artifacts from four test pits which are attributed to the original 1830s structure (ASI 1998). Further CHVI is recommended for this site (MHSTCI 2021), however a Stage 3-4 AA report has been registered for this site (ASI 2000), so the current status of the CHVI is uncertain.
- Archaeological Site AkGu-321 (Thornhill Golf and Country Club Burial) was uncovered in 2015 by This Land Archaeology Inc. during a Stage 3 Cemetery Limit Investigation of the Thornhill Golf and Country Club's property. The subsequent Stage 4 mitigation determined that the remains recovered during excavation belonged to that of a young foal and are not human remains. The burial has been fully excavated, removed and recorded, and as such, this burial has no further CHVI.
- Archaeological Site AkGu-327 (Pearl), a Euro-Canadian house, was uncovered in 2019 by Irvin Heritage Inc. during a Stage 2 AA test-pit survey. The site dates to approximately AD 1855 – 1935. However, since the site occupation does not fall predominantly prior to 1870 Irvin determined that the Study Area has no further CHVI and therefore the Study Area requires no further archaeological mitigation.
- Archaeological Site AlGu-95 (Langstaff Jail Farm) is a Euro-Canadian site located within approximately 210 m of the Study Area. This site was uncovered during a pedestrian survey which yielded 32 pieces of historical ceramics. Additional comments found on the *Ontario Archaeological Sites Database* claim that site AlGu-95 (Langstaff Jail Farm) is culturally affiliated with the Munshaw site (AlGu-93) (MHSTCI 2021).
- Archaeological Site AlGu-414 (Alex Marsh Site 2) is a Euro-Canadian homestead which is dated between AD 1800-1850. The site, which was identified during a test pit survey, was originally registered as BaGu-160 and is currently identified as AlGu-414. Further CHVI is recommended for this site (MHSTCI 2021).
- Archaeological Site AlGu-496 (Dexter) is a Euro-Canadian homestead which is dated between AD 1865-1954. The site has undergone Stage 1-3 archaeological investigations and following the Stage 3 was determined to have no further CHVI and therefore the Study Area requires no further archaeological mitigation.
- Archaeological Site AlGu-506 (Balcer Munshaw) is a Euro-Canadian homestead which is dated between AD 1800-1950. The site was uncovered in 2016 during a Stage 2 AA test pit survey which

yielded 14 positive test-pits and a total of 54 Euro-Canadian artifacts dating from the early to late 19th century. The site has been recommended for further work in the form of Stage 3 AA.

The Kleinburg Ossuary (AlGv-1) was identified as a site located within 1 km of the Study Area however upon further inspection and a review of TRCA's *AA of TRCA Property in York Region (Stage 1 and 2) Kleinburg Ossuary (AlGv-001) Investigation Lot 23, Concession VII, City Of Vaughan, York Region*. It was determined that this site lies outside the 1 km radius of the Study Area and in fact is located approximately 7 km to the northwest of the Study Area.

The Huron Wendat Nation provided a comment on the 2014 EPR Addendum noting that a Huron archaeological site is located within 300 m of the proposed 2014 EPR Addendum project footprint. The 2013 Stage 1-2 AA completed as part of the 2014 EPR Addendum noted seven registered archaeological sites within a 1 km radius of the project footprint (New Directions 2013). One of these sites, the Two Pines Site (AkGu-56) is recorded as a Huron Cabin site. The Two Pines Site (AkGu-56) has been subject to Stage 4 archaeological mitigation, cleared of archaeological concern, and no further archaeological work is recommended for the site. Based on a review of the current Study Area mapping it was determined that this site lies just outside the 1 km radius of the Study Area.

3.1.2 History of Archaeological Investigations

OneT+ completed a search for archaeological reports within 50 m of the Study Area within the *Ontario Public Register of Archaeological Reports* administered by the MHSTCI on 21 June 2021. Based on this search (by address, lot and concession, and above-mentioned archaeological sites), seven AAs have been conducted within the Study Area and sixteen AAs have been conducted within 50 m of the Study Area.

At the time of preparation of this report, three of these reports were not available for viewing, these include:

- *A Stages 1 & 2 Arch. Assess. of the Soules' Inn Property, 8038 Yonge Street Part Lot 32, 1 Concession W.Y.S. City of Vaughan RM of York, Ontario*. Prepared by ASI. 1998. (PIF 95HY-01)
- *Stages 3/4 A.A. of Soules' Inn Site (AkGu-61), 8038 Yonge Street, Part of Lot 32, Con. 1, W.H.S., Former Twp. of Vaughan, Now in the City of Vaughan, R.M. of York*. Prepared by ASI. January 2000. (PIF 96HY-01)
- *Stage 2 AA for Diversion 1, Diversion 2 and Diversion 3 of the West Thornhill Stormwater Flood Remediation Municipal Class Environmental Assessment Study Within Part of Lot 32-33, Concession 1 East of Yonge Street in the Geographic Township of Markham Former County of York Now the City of Markham Regional Municipality of York Ontario*. Prepared by Archeoworks Inc. January 2020. (PIF P1059-0007-2019)

Reports Documenting AAs Within the Study Area

Table 2 lists the reports made available from MHSTCI documenting AAs conducted within the Study Area.

Table 2: Related AA Reports Within the Study Area			
Year	Title	Author	PIF
2008	Stage 1 AA, Yonge Street Subway Extension from Finch Station to Highway 7, City of Toronto and Town of Richmond Hill.	ASI	P057-492-2008
2011	Stage 2 AA (Property Assessment) TTC Yonge Street Subway Extension Conceptual Design from Finch Street to Highway 7, City of Toronto and Regional Municipality of York, Ontario.	ASI	P264-118-2010
2012	Stage 1 AA Background Study and Property Inspection West Thornhill Stormwater Flood Remediation Municipal Class Environmental Assessment Study Former Township of Markham, York County Town of Markham, Regional Municipality of York, Ontario.	ASI	P094-118-2012
2013	Stage 1-2 AA (Property Assessment) TTC Yonge Street Subway Extension Conceptual Design from Finch Street to Highway 7, City of Toronto and Regional Municipality of York, Ontario	New Directions Archaeology Ltd	P018-413-2012
2016	Stage 1 Background Study for 5959 Yonge Street, Part of Lot 23, Concession 1 East of Yonge Street (EYS), In the Former Township of North York, Now in the City of Toronto, Ontario	AMICK	P1024-0053-2015
2018	Report on the Stage 1-2 AA and Stage 3 AA of the Balcer Munshaw Site (AlGu-506) Located on Part of Lot 35, Concession 1 EYS, Part of Plan 65R-36744, City of Markham, Regional Municipality of York, Historic County of York, Geographic Township of Markham, Ontario	This Land Archaeology Inc.	P379-0126-2016; P379-0127-2016; P379-0141-2017
2019	Stage 2 AA 5959 Yonge Street, Part of Lot 23, Concession 1 East of Yonge Street, in the Former Township of York North, now in the City of Toronto, Ontario	AMICK	P038-0929-2017

- *Stage 1 AA, Yonge Street Subway Extension from Finch Station to Highway 7, City of Toronto and Town of Richmond Hill.* Prepared by Archaeological Services Inc. December 2008. (PIF P057-492-2008)

In 2008, ASI was contracted by McCormick Rankin Corporation to conduct a Stage 1 AA as part of the Transit Project Assessment Process for the Yonge Subway Extension from Finch Station to Highway 7, City of Toronto and Town of Richmond Hill. ASI noted ten archaeological sites located within 2 kilometers of the study alignment, two of which ASI identified as located adjacent to the Yonge Street Corridor. Following a field review ASI recommended the following: 1) the Yonge Street right-of-way, with the exception of the East Don

River crossing, does not retain archaeological potential and does not require an additional assessment 2) a Stage 2 AA is required on all lands that retain archaeological potential (ASI 2008:12).

- *Stage 2 AA (Property Assessment) TTC Yonge Street Subway Extension Conceptual Design from Finch Street to Highway 7, City of Toronto and Regional Municipality of York, Ontario.* Prepared by Archaeological Services Inc. April 2011. (PIF P264-118-2010)

In 2010, ASI was contracted by McCormick Rankin Corporation, on behalf of the Toronto Transit Commission (TTC), to conduct a Stage 2 AA on all lands with archaeological potential that were identified in the Stage 1 AA (ASI 2008). The Stage 2 AA Study Area included 18 hectares of land that had the potential to be impacted by the proposed extension of the Yonge Street Subway from Finch Street to Highway 7 in the City of Toronto and the Regional Municipality of York, Ontario. Following a Stage 2 AA test-pit survey and property inspection, ASI made the following recommendations: 1) All project lands previously determined to have archaeological potential within the TTC Yonge Street study were cleared of archaeological concern, and no further AA is required 2) Should the design plans of the proposed at grade facilities change any new lands that may be impacted by construction and/or staging activities must be subject to a Stage 2 AA property assessment 3) In the event that archaeological remains are found during subsequent construction activities, the consultant archaeologist, approval authority, and the MHSTCI should be contacted (ASI 2011:13). It should be noted that with the exception of the proposed bus loop footprint at Cummer Station, the Study Area of ASI's 2011 Stage 2 AA report was different than the current Study Area.

- *Stage 1 AA Background Study and Property Inspection West Thornhill Stormwater Flood Remediation Municipal Class Environmental Assessment Study Former Township of Markham, York County Town of Markham, Regional Municipality of York, Ontario.* Prepared by ASI. June 2012. (PIF P094-118-2012)

In 2012, ASI was retained by the Town of Markham to conduct a Stage 1 AA as part of the Thornhill Stormwater Flood Remediation Class Environmental Assessment. The background study identified 20 archaeological sites located within 1 km of the Study Area. Following a property inspection ASI determined that the majority of the ROW have undergone extensive land disturbance and require no further AA. The remaining sections of the Study Area are assumed to have retained their archaeological potential and are therefore recommended for further work in the form of a test-pit survey. The lands recommended for further assessment include a small portion of Royal Orchard Park adjacent to Baythorn Drive located within the YNSE Archaeology Study Area.

- *Stage 1-2 AA of Yonge Street Subway Extension, Lots 37-41, Concession EYS, Township of Markham, City of Toronto, York County.* Prepared by New Directions Archaeology Ltd., April 2013 (PIF P018-413-2012).

In 2012, New Directions Archaeology Ltd. was contracted by the TTC and the YRRTC as part of an Environmental Assessment to conduct a Stage 1-2 AA within various lots and concessions in the Township of Markham. Following a property inspection New Directions Archaeology Ltd. identified all lands within the Study Area to be previously disturbed and thus made the following recommendations: 1) All project lands are identified as disturbed and are cleared of archaeological concern, and no further AA is required 2) Should the design plans of the Study Area change any new lands that may be impacted by construction and/or staging activities must be subject to a Stage 2 AA property assessment 3) In the event that archaeological remains

are found during subsequent construction activities, the consultant archaeologist, approval authority, and the MHSTCI should be contacted (New Directions Archaeology Ltd. 2013:5). It should be noted that the Study Area assessed by New Directions in 2012 was different than the current Study Area.

- *Stage 1 Background Study for 5959 Yonge Street, Part of Lot 23, Concession 1 East of Yonge Street (EYS), In the Former Township of North York, Now in the City of Toronto, Ontario.* Prepared by AMICK. January 2016. (PIF P1024-0053-2015)

In 2015, AMICK was retained to conduct a Stage 1 background study of 5959 Yonge Street located on part of Lot 23, Concession 1 East of Yonge Street (EYS), in the Former Township of North York, now in the City of Toronto, Ontario. The entire Study Area included portions of 5959 Yonge St., 5949 Yonge St., 15 Wedgewood Dr., 1 Doverwood Court, 2 Doverwood Court, and 48 Cummer Avenue. The background study indicated that the Study Area had the potential to yield archaeological resources within portions of the Study Area. Following their property inspection AMICK made the following recommendations: 1) 40% of the Study Area includes sections of manicured lawns including: 15 Wedgewood Dr., 48 Cummer Avenue., 1 Doverwood Court and 2 Doverwood Court. These areas have retained their archaeological potential and should be subject to a Stage 2 AA and 2) the remaining 60% sections of the Study Area was identified as disturbed and cleared of archaeological concern, no further AA is required.

- *Stage 2 AA, 5959 Yonge Street, Part of Lot 23, Concession 1 East of Yonge Street, in the Former Township of York North, now in the City of Toronto, Ontario.* Prepared by AMICK. December 2019. (PIF P038-0929-2017)

In 2017, AMICK was retained to conduct a Stage 2 AA of 5959 Yonge Street for the sections of manicured lawn at 15 Wedgewood Dr., 48 Cummer Avenue., 1 Doverwood Court and 2 Doverwood Court which were identified in the Stage 1 as having retained their archaeological potential (approximately 40%). AMICK completed a Stage 2 Test Pit Survey at five metre intervals however no archaeological resources were encountered. Following the test-pit survey AMICK made the following recommendations: 1) The portions of the Study Area for which permission to access was not received, must still undergo a Stage 2 AA in the form of a high intensity test pit survey (10% of the total 40% recommended for test pit survey and 2) the remaining 30% was test-pitted at 5m intervals however no archaeological resources were recovered therefore no further AA is required.

- *Report on the Stage 1-2 AA and Stage 3 AA of the Balcer Munshaw Site (AlGu-506) Located on Part of Lot 35, Concession 1 EYS, Part of Plan 65R-36744, City of Markham, Regional Municipality of York, Historic County of York, Geographic Township of Markham, Ontario.* Prepared by This Land Archaeology Inc. September 2018. (PIF P379-0126-2016; P379-0127-2016; P379-0141-2017)

In 2016, This Land Archaeology was retained by Langstaff Gateway West to conduct a Stage 1-2 AA of the property located on part of Lot 35, Concession 1 EYS in the Town of Markham, Ontario. The Stage 1 AA identified that the entire Study Area had archaeological potential and should be subject to a Stage 2 AA test pit survey. The Stage 2 AA test pit survey yielded 14 positive test pits and a total of 54 Euro-Canadian artifacts dating from the early to late 19th century. The site was registered and named the Balcer Munshaw Site (AlGu-506) and was recommended for further work in the form of Stage 3 AA.

The Stage 3 AA took place in 2017 and yielded a total of 772 artifacts. Following their assessment This Land Archaeology made the following recommendations: 1) the Balcer Munshaw Site (AlGu-506) was highly disturbed and had been sufficiently assessed within the completed Stage 3 assessment, no further AA is required and 2) portions of the Study Area, owned by third parties that were previously unassessed should be subject to a Stage 2 AA in the form of a test-pit survey. The lands recommended for further assessment do not include lands within the present Study Area.

Reports Documenting AAs Within 50 m of the Study Area

Table 3 lists the reports made available from MHSTCI documenting AAs conducted within 50 m of the Study Area.

Year	Title	Author	PIF
2011	AA (Stage 1 - 2) in the City of Toronto Finch Hendon Bike Trail Lots 21 And 22, Concession I WYS Lots 21 And 22, Concession I EYS Lot 22, Concessions II, III, And IV EYS Historic York Township, York County	TRCA	P303-117-2011
2011	A Stage 1 and 2 Archaeological Resource Assessment of 43 Drewry Avenue (Part of Lot 22, Concession 1, West of Yonge Street), City of North York, Municipality of Metropolitan Toronto, Ontario.	Archaeological Consultants & Contractors	P120-116-2011
2012	Stage 1 and 2 AA of The Newtonbrook Plaza Development, Lots 240, 241, 253, 266-269, Block H and Part of Lots 254-259, Registered Plan 5345, City of Toronto, Formerly Part of Lot 22, Concession 1 East of Yonge Street Geographic Township of York, County of York	ASI	P347-038-2011
2012	Stage 1 Archaeological Assessment Background Study and Property Inspection. West Thornhill Stormwater Flood Remediation Municipal Class Environmental Assessment Study. Former Township of Markham, York County Town of Markham, Regional Municipality of York, Ontario	ASI	P094-118-2012
2012	Stage 1 Archaeological Background Research Red Maple Road 153 16th Avenue and 370 Red Maple Road Part of Lot 40, Concession 1 E.Y.S (Geographic Township of Markham), Town of Richmond Hill, Regional Municipality of York	AMICK	P058-835-2012
2014	Revised Report on the 2008 and 2009 Stage 1 and 2 AA of Corsica Development Inc.'s Property, Part of Lots 42 through 43, Concession 1 EYS, Town of Richmond Hill, Regional Municipality of York, Ontario Alex Marsh Site 1 (BaGu-159) and Alex Marsh Site 2 (BaGu-160)	This Land Archaeology Inc.	P059-114-2008 and P059-165-2009

Table 3: Related AA Reports Within 50 m of the Study Area

2016	Stage 2 Archaeological Assessment: Construction Monitoring. 43 Drewry Avenue Part of Lot 22, Concession 1 West of Yonge Street, City of North York Regional Municipality of Metropolitan Toronto Ontario.	Golder Associates Ltd.	P346-0053-2014
2015	Stage 1 AA for the Proposed Re-Zoning of Lots 153, 154 and Part of Lot 155 Registered Plan 2324, At 11 Newton Drive Within Lot 24, Concession 1 East of Yonge Street In the Geographic Township of York (North) Historical County of York Now in the City of Toronto Ontario	Archeoworks Inc.	P029-0902-2015
2016	Report on the Stage 1, 2 and 3 AA of Thornhill Golf and Country Club, Located on Part of Lot 32, Concession 1 WYS, City of Vaughan, Regional Municipality of York, Historic County of York, Geographic Township of Vaughan, Ontario	This Land Archaeology Inc.	P379-0048-2015, P379-0047-2015
2016	The Stage 3 AA of 8890 Yonge Street for the Vivanext Yonge Street Rapidway Project (Y2.1), Town of Richmond Hill, R. M. Of York (Lot 38, Con. 1 WYS Geo. Twp. Vaughan)	A. M. Archaeological Associates	P035-0248-2015
2016	Stage 1 AA of 5840, 5868 And 5870 Yonge Street Part of Lot 22, Concession 1 West of Yonge Street Geographic Township of York, York County now in the City of Toronto	ASI	P046-0127-2015
2016	Report on the Stage 4 Archaeological Mitigation of Thornhill Golf and Country Club, Located on Part of Lot 32, Concession 1 WYS, City of Vaughan, Regional Municipality of York, Historic County of York, Geographic Township of Vaughan, Ontario	This Land Archaeology Inc.	P379-0081-2016
2018	Report on the Stage 1-2 AA on Part of Lot 22, Concession 1 WYS, Municipal Address of 5800 Yonge Street, City of Toronto, Regional Municipality York, Historic County of York, Ontario	This Land Archaeology Inc.	P059-0785-2018
2019	Stage 1 & 2 AA and Stage 3 Excavation of the Pearl Site AkGu-327	Irvin Heritage Inc.	P379-0230-2018 & P379-0260-2019
2019	Stage 1-2 Archaeological Property Assessment 6150 Yonge Street, 9 & 11 Pleasant Ave and 18 Goulding Ave. Lots 338, 339, 340, 341, 342 and Part of Block A, Registered Plan 2366 and Part of Lot 24, Concession 1 West of Yonge Street, (Geographic Township of York, County of York) City of Toronto	AMICK	P058-1777-2019

- *AA (Stage 1 - 2) in the City of Toronto Finch Hendon Bike Trail Lots 21 And 22, Concession I WYS Lots 21 And 22, Concession I EYS Lot 22, Concessions II, III, And IV EYS Historic York Township, York County.* Prepared by TRCA. January 2011. (PIF P303-117-2011)

In 2011, TRCA conducted a Stage 1-2 AA for the proposed City of Toronto Bike trail located on Hydro One, City of Toronto and TRCA land along the hydro corridor located north of Finch Avenue, between Yonge Street and Victoria Park Avenue in the former Borough of North York in the City of Toronto. The results of the Stage 2 AA test-pit survey identified that the entire Study Area (100%) was disturbed and cleared of archaeological concern, no further AA is required.

- *A Stage 1 and 2 Archaeological Resource Assessment of 43 Drewry Avenue (Part of Lot 22, Concession 1, West of Yonge Street), City of North York, Municipality of Metropolitan Toronto, Ontario.* Prepared by Archaeological Consultants & Contractors. December 2011. (PIF P120-116-2011)

In 2011, Archaeological Contractors and Consultants (ACC) were retained by 1641911 Ontario Ltd. to conduct a Stage 1-2 Archaeological Resource Assessment of 43 Drewry Avenue. Following a Stage 1 background study and Stage 2 AA test-pit survey/trench excavation, Archaeological Consultants & Contractors made the following recommendations: 1) The portion of the Study Area that housed the original 1878 schoolhouse should be monitored during the excavation portion of the development by a licensed archaeologist in order to identify any deeply buried undisturbed archaeological features of concern that may be encountered and 2) 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 the archaeological fieldwork, in compliance with Section 48 (1) of the Ontario Heritage Act.

- *Stage 1 and 2 AA of The Newtonbrook Plaza Development, Lots 240, 241, 253, 266-269, Block H and Part of Lots 254-259, Registered Plan 5345, City of Toronto, Formerly Part of Lot 22, Concession 1 East of Yonge Street Geographic Township of York, County of York.* Prepared by ASI. January 2012 (PIF P347-038-2011)

In 2011, ASI was retained by Silvercore Inc. of Toronto, Ontario to undertake a Stage 1 and 2 AA of the Newtonbrook Plaza Development. Following the results of the Stage 1 background study and Stage 2 AA test-pit survey which yielded no archaeological resources ASI made the following recommendation: The Study Area is recommended to be considered free from any further archaeological concern, with the provision that the appropriate authorities must be contacted if deeply buried archaeological or human remains are encountered during future development of this Study Area.

- *Stage 1 Archaeological Assessment Background Study and Property Inspection. West Thornhill Stormwater Flood Remediation Municipal Class Environmental Assessment Study. Former Township of Markham, York County Town of Markham, Regional Municipality of York, Ontario.* Prepared by ASI. June 2012 (PIF P094-118-2012)

In 2012, ASI was retained to conduct a Stage 1 AA as part of the West Thornhill Stormwater Flood Remediation Class EA. The project segments were broken into four areas: 1, 2, 3a and 3b and existed primarily in the ROW. Following the Stage 1 AA background research and property inspection ASI made the following recommendations: 1) Archaeological potential exists in isolated parts of Areas 1, 2, 3a, and 3b in the West Thornhill Stormwater Flood Remediation project area and requires further assessment by means of a test pit survey at 5m intervals, and 2) The majority of the project area has undergone extensive and deep land alterations that have severely damaged the integrity of any potential archaeological resources. These areas, which includes the majority of ROW in Areas 1, 2, 3a, and 3b do not require further archaeological assessment.

- *Stage 1 Archaeological Background Research Red Maple Road 153 16th Avenue and 370 Red Maple Road Part of Lot 40, Concession 1 E.Y.S (Geographic Township of Markham), Town of Richmond Hill, Regional Municipality of York. Prepared by AMICK. June 2012. (PIF P058-835-2012)*

In 2012, AMICK was retained to conduct a Stage 1 Archaeological Background Research of Red Maple Road, 153 16th Avenue and 370 Red Maple Road. Following the Stage 1 background research and property inspection AMICK made the following recommendation: The Study Area has been identified as an area of archaeological potential; however, the property is currently characterized by both gravel and paved disturbance across the entirety of the Study Area. As such all archaeological potential has been removed. It was therefore recommended that no further AA is required.

- *Revised Report on the 2008 and 2009 Stage 1 and 2 AA of Corsica Development Inc.'s Property, Part of Lots 42 through 43, Concession 1 EYS, Town of Richmond Hill, Regional Municipality of York, Ontario Alex Marsh Site 1 (BaGu-159) and Alex Marsh Site 2 (BaGu-160). Prepared by This Land Archaeology Inc. April 2014. (PIF P059-114-2008 and P059-165-2009)*

In 2008 and 2009, This Land Archaeology conducted a Stage 1-2 on the Corsica Development Inc.'s property located on part of Lots 42 and 43, Concession 1 EYS. The Stage 1 background study identified that the Study Area had archaeological potential and was recommended for a Stage 2 AA. The Stage 2 AA (partial Stage 2 of property) resulted in the discovery of two Euro-Canadian sites: Alex Marsh Site 1 (originally registered as BaGu-159, now identified as AIGu-400, MHSTCI 2021) and Alex Marsh Site 2 (originally registered as BaGu-160, now identified as AIGu-414; MHSTCI 2021) as well as one Brewerton Side-Notched projectile point and one fragment of a chert knife. Following the results of the Stage 2 AA This Land Archaeology Inc. made the following recommendations: 1) Alex Marsh Site 1 was found in an area of low archaeological potential however all areas of the Study Area need to be assessed at 5 m intervals. 2) Conduct a Stage 3 test excavation for both Alex Marsh Site 1 and Alex Marsh Site 2 3) The Brewerton Side-Notched projectile point and fragmentary chert knife are not considered significant, and no further work is required and 4) Complete a Stage 2 AA for areas not yet assessed within this report.

- *Stage 2 Archaeological Assessment: Construction Monitoring. 43 Drewry Avenue Part of Lot 22, Concession 1 West of Yonge Street, City of North York Regional Municipality of Metropolitan Toronto Ontario. Prepared by Golder Associates Ltd. March 2016. (PIF P346-0053-2014)*

In 2015, Golder Associates Ltd. (Golder) was retained by Rivermill Homes to conduct a Stage 2 AA Construction Monitoring as per the Stage 1 AA (ACC 2011). During the construction monitoring it was determined that the project area had been significantly impacted during demolition of the schoolhouse building in 1997. Golder did identify one cement cultural feature during their assessment. This feature was documented as 82 cm in length, 72cm in width and 35 cm in height ranged between 10-12 cm in thickness. While the function remains, unclear Golder theorized this may have been a sump. No evidence of basement walls, flooring or trenches were identified during the monitoring and as such this area was deemed to have been completely mitigated and fully documented. No further work was recommended.

- *Stage 1 AA for the: Proposed Re-Zoning of Lots 153, 154 and Part of Lot 155 Registered Plan 2324, At 11 Newton Drive Within Lot 24, Concession 1 East of Yonge Street in the Geographic Township of York (North) Historical County of York Now in the City of Toronto, Ontario.* Prepared by Archeoworks. August 2015. (PIF P029-0902-2015)

In 2015, Archeoworks Inc. was retained by 1673288 Ontario Inc. to conduct a Stage 1 AA of Lots 153, 154 and part of Lot 155 at 11 Newton Drive. The Stage 1 background study identified that the Study Area exhibited archaeological potential based on the close proximity to a historic village/structures and a review of the City of Toronto's archaeological management plan. Further review of aerial/satellite imagery identified that the Study Area had undergone extensive changes since 1947. Following a property inspection Archeoworks confirmed that the Study Area had undergone extensive disturbance and cleared of archaeological concern, no further AA is required.

- *Report on the Stage 1, 2 and 3 AA of Thornhill Golf and Country Club, Located on Part of Lot 32, Concession 1 WYS, City of Vaughan, Regional Municipality of York, Historic County of York, Geographic Township of Vaughan, Ontario.* Prepared by This Land Archaeology Inc. December 2016. (PIF P379-0048-2015, P379-0047-2015)

In 2015, This Land Archaeology Inc. was retained to conduct a Stage 1-2 AA and Stage 3 Cemetery Limit Investigation of the Thornhill Golf and Country Club's property. The Stage 2 AA property inspection included the removal of the asphalt tennis court surface, however This Land Archaeology identified that there was no preserved topsoil encountered during the Stage 2 AA excavations. Following the Stage 2 AA, This Land Archaeology Inc. proceeded to the Stage 3 AA where they encountered a single burial. The burial was covered then capped with over 1 m of topsoil for protection however the 10 m buffer was not enforced as this buffer extended beyond the proposed development. Following the Stage 3 AA This Land Archaeology Inc. made the following recommendations: 1) The burial must not be subject to any interference, and must be secured to avoid any potential interference, until such time as a Disposition Agreement has been reached. Further directives to work with the burial will solely come from the Registrar of Cemeteries 2) No ground disturbance of any kind may occur within the 15-foot buffer marked around the burial with red flags, unless otherwise directed by the Registrar of Cemeteries 3) all unassessed area where subsoil impacts are anticipated require an additional archaeological investigation. This investigation will consist of further mechanical stripping under a Stage 3 Cemetery Limit Investigation conducted by a licensed archaeologist, and 4) Should any development within the Study Area reveal archaeological resources or human remains all work must stop, and the consultant archaeologist, York Regional Police and the Registrar must be informed.

- *The Stage 3 AA of 8890 Yonge Street for the VivaNext Yonge Street Rapidway Project (Y2.1), Town of Richmond Hill, R. M. Of York (Lot 38, Con. 1 WYS Geo. Twp. Vaughan).* Prepared by A. M. Archaeological Associates. January 2016. (PIF P035-0248-2015)

In 2015, A. M. Archaeological Associates conducted a Stage 3 AA at 8890 Yonge Street for the VivaNext Yonge Street Rapidway in the Town of Richmond Hill. The Stage 3 AA was conducted to determine the extent of the Dexter archaeological site (AlGu-496). The Stage 3 excavation recovered 832 artifacts which dates the former Euro-Canadian homestead between the 1830 to 1984. The analysis of the Stage 3 AA made the following inferences 1) the site does not represent the history of a specific group or family 2) none of the settlement pattern or artifacts document the earliest period of settlement that background research indicates is the late eighteenth century. 3) the site is not associated with a specific historical figure or event and finally 4) the information from the combined background research and the artifact and stratigraphic analysis of this site-specific assessment indicates that most (80 percent or more) of the time span of occupation does not date to before 1870. As a result, A. M. Archaeological Associates concluded that a Stage 4 mitigation is not required for the Dexter archaeological site (AlGu-496).

- *Stage 1 AA of 5840, 5868 And 5870 Yonge Street Part of Lot 22, Concession 1 West of Yonge Street Geographic Township of York, York County now in the City of Toronto.* Prepared by ASI. April 2016 (PIF P046-0127-2015)

In 2015, ASI was retained by 1831988 Ontario Ltd. to undertake a Stage 1 AA of 5840, 5868 and 5870 Yonge Street. Following a background study and property inspection ASI determined that the subject property lacks archaeological potential due to previous disturbances. Therefore, no further AA of the Study Area is required.

- *Report on the Stage 4 Archaeological Mitigation of Thornhill Golf and Country Club, Located on Part of Lot 32, Concession 1 WYS, City of Vaughan, Regional Municipality of York, Historic County of York, Geographic Township of Vaughan, Ontario.* Prepared by Irvin Heritage Inc. June 2016. (PIF P379-0081-2016)

In 2016, Irvin Heritage Inc. was retained to conduct a Stage 4 archaeological mitigation for the Thornhill Golf and Country Club following the results of the Stage 3 investigation and the recovered burial. During the Stage 4 mitigation it was determined that the remains encountered during the Stage 3 investigation were not human and rather belonged to a young foal. Following the Stage 4 excavation the following recommendations were made: 1) the burial has been fully excavated, removed and recorded, in accordance with the 2011 *Standards and Guidelines for Consultant Archaeologists*. As such, this burial has no further Cultural Heritage Value or Interest 2) all unassessed area where subsoil impacts are anticipated require an additional archaeological investigation. This investigation will consist of further mechanical stripping under a Stage 3 Cemetery Limit Investigation conducted by a licensed archaeologist, and 4) Should any development within the Study Area reveal archaeological resources or human remains all work must stop, and the consultant archaeologist, York Regional Police and the Registrar must be informed.

- *Report on the Stage 1-2 AA on Part of Lot 22, Concession 1 WYS, Municipal Address of 5800 Yonge Street, City of Toronto, Regional Municipality York, Historic County of York, Ontario.* Prepared by This Land Archaeology Inc. December 2018. (PIF P059-0785-2018)

In 2018, This Land Archaeology Inc. was retained to conduct a Stage 1-2 AA of 5800 Yonge Street, City of Toronto, Ontario. The Stage 1 background study determined that the Study Area had archaeological potential and was recommended for a Stage 2 AA. No archaeological resources were recovered during the Stage 2 AA therefore ASI determined that no further AA of the Study Area is required.

- *Stage 1 & 2 AA and Stage 3 Excavation of the Pearl Site AkGu-327.* Prepared by Irvin Heritage Inc. July 2019. (PIF P379-0230-2018 & P379-0260-2019)

In 2019, Irvin Heritage Inc. was retained to conduct a Stage 1-2 AA at 7808 Yonge Street. The Stage 1 AA determined that the Study Area had archaeological potential and was recommended for Stage 2 AA. During the Stage 2 AA test-pit survey a Euro-Canadian site was identified. This site was registered as Pearl Site (AkGu-327) and was recommended for further Stage 3 assessment. The site yielded a total of 850 artifacts from 14 1 m x 1 m excavation units. While the artifact assemblage included both Pearlware and a potential Creamware fragment Irvin Heritage Inc. suggested these items could represent heirloom artifacts rather than an indication of earlier occupation. As a result, Irvin Heritage Inc. dated the site to approximately AD 1855 – 1935. Since the site occupation does not fall predominantly prior to 1870 Irvin determined that the Study Area has no further CHVI and therefore the Study Area requires no further archaeological mitigation.

- *Stage 1-2 Archaeological Property Assessment 6150 Yonge Street, 9 & 11 Pleasant Ave and 18 Goulding Ave. Lots 338, 339, 340, 341, 342 and Part of Block A, Registered Plan 2366 and Part of Lot 24, Concession 1 West of Yonge Street, (Geographic Township of York, County of York) City of Toronto.* Prepared by AMICK. September 2019. (PIF P058-1777-2019)

In 2019, AMICK conducted a Stage 1-2 AA of 6150 Yonge Street, 9 Pleasant Avenue, 11 Pleasant Avenue and 18 Goulding Avenue. The Study Area was subjected to a property inspection and Stage 2 AA test pit survey. No archaeological resources were recovered and therefore no further AA of the Study Area is required.

3.1.3 Environmental Context

The Study Area is situated within the Peel Plain physiographic region of Ontario (Chapman and Putnam 1984:113). This physiographic region consists of approximately 777 square km (300 square miles) of clay soils that cover the central portion of the Regional Municipality of York, Peel and Halton (Chapman and Putnam 1984:174). The underlying geological material consists of shale and limestone. According to Chapman and Putnam (1984), this area would have been covered by hardwood forests (Chapman and Putnam 1984:175). The Peel Plain was settled during the early part of the nineteenth century for its fertile clay soils (Chapman and Putnam 1984: 176). Until the 1940s, the land was used for agricultural purposes, beginning with the growing of wheat, hay and alfalfa. In addition, various racehorse farms and small fruit, vegetable and poultry farms were established. According to Chapman and Putnam (1984:176), most of the farms were 100 acres in size and had the following configuration: the majority of the land was used for field crops, a small portion of it for pasture and about 6-7% remained as woodlots. Since the 1960s, the villages and towns have grown rapidly. The closest town to the Study Area is Milton.

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 (MHSTCI 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 modeling 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 2011 *Standards and Guidelines for Consultant Archaeologists* (MHSTCI 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. Wilket Creek and two additional tributaries of the Don River are illustrated transecting the Study Area (**Appendix B: Figure 1**). It is likely that one or more seasonally active creeks once flowed across the Study Area as illustrated in the 1860 and 1878 historic maps (**Appendix B: Figure 2-4**).

3.2 Historical Context

3.2.1 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 First Nations groups 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 pre-contact history of southern Ontario as understood by archaeologists.

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.

There was a long period, approximately 9500 years ago, 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 centred 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 Algonkian 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.

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 where occasional European items were used in traditional ways.

Table 4: Simplified Cultural Chronology of Southern and Eastern Ontario

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

Table 4: Simplified Cultural Chronology of Southern and Eastern Ontario

Late Woodland (A.D. 900–1650)	Tribal differentiation. Transition to settled village life. Dewaele, Glen Meyer Tanged, Triangular Nanticoke, Notched Nanticoke, Triangular Daniels/Madison points. Early Late Woodland (A.D. 1000-1300) Middle Late Woodland (A.D. 1300-1400) Late Woodland (A.D. 1400-1650)
Early Post-Contact (A.D. 1650–1763)	Iroquoian, Algonkian migrations and resettlement. French exploration and colonization
Late Post-Contact (A.D. 1763–1867)	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.

3.2.2 Review of Historical Records

In order to gain a thorough understanding of the history of the Study Area, a review of its physiography, survey and settlement, nineteenth-century land use and twentieth-century land use was completed. A review of historical mapping and aerial photographs was also conducted to identify settlements, structures, and landscape features within, and adjacent to, the Study Area. Historically, the Study Area was in the following Lots and Concessions: Lots 26-30; 31-32 Concession I West of Yonge Street Township of Vaughan, Lots 26-30; 32-42 Concession I East of Yonge Street Township of Markham, Lots 20-25 Concession I West and West of Yonge Street Township of York, York County.

3.2.3 Township Survey and Settlement

The Study Area is located within the geographic Townships of Markham, Vaughan and York in the County of York. The County of York may have first been visited by Euro-Canadians in 1615–1616 when Étienne Brûlé ventured into the area. Before Euro-Canadians arrived, the county area was referred to as Toronto by the Indigenous inhabitants (Miles & Co. 1878). In the early eighteenth century a fort was established by the French at the mouth of the Humber River, although French occupation was relatively short lived. In the late 1700s Deputy Surveyor John Collins made the first British maps of the area under the direction of Lieutenant-Governor of Upper Canada, John Graves Simcoe who had dubbed it the County of York. The Town of York, located southwest of the Study Area, was named the capital of Upper Canada in 1793 (Miles and Co. 1878: i–x). Early development of York was focused around the shore area of Lake Ontario where historical parliament, defensive positions, and trade were centred. Yonge Street was laid out on a north-south access, becoming a front for concessions. Many of the original roads in the county were situated along pre-existing trails used by Indigenous peoples. Some of the early infrastructure received names by practical means, such as Don Mills Road, which facilitated access to many of the mills located along the Don River. A large section of the southernmost portion of the county between the Don and Humber Rivers was first known as Toronto, then as York in 1793, and as Toronto once again in 1834 (Miles & Co. 1878: i–x; Williamson 2008).

The survey of the Township of Vaughan was begun as early as 1795 by John Iredell but was not completed until 1851 (Mika and Mika 1983:574). The township was named after Benjamin Vaughan, one of two representatives sent by Lord Melbourne to negotiate peace terms with the Americans in 1783. The first settlers came to the township as early as 1778 and took up residence in the southeast corner of the township. Most of the early settlers were predominantly British, many of whom worked as farm labourers (Mika and Mika 1983:575). Both religion and education were important to the early settlers, and by 1825, 20 schools had been established. Sixteen churches, of various denominations, were also built (Miles & Co. 1878).

The survey of the Township of Markham occurred between 1793-94 (The Canadian Encyclopedia 2020). Named by John Graves Simcoe after William Markham, Archbishop of York, the township consisted of over 64000 acres and was home to several streams and rivers which helped power several mills (History of Markham 2020). The township was incorporated as a township on January 1, 1815 (Carter 1984a). By 1857 most of the township was cleared of timber and the land utilized for agricultural purposes. Local business owners lobbied for a railway in order to compete with neighboring townships and on September 14, 1871 stations for the Toronto Railway company were established in Unionville and Markham and by 1878 the township of Markham had 16 established post offices (History of Markham 2020; Carter 1984a). Records from the nineteenth century list the population size of Markham township as 3,070 in 1830, 7,720 in 1852 and 5,500 in 1878 (Carter 1984a). At the turn of the century Markham once again began to utilize the agricultural land as the railway connection to Toronto as well as other technological advancements diminished Markham's industrial role. Post World War II Markham saw an increase in urban development and push from Toronto as the population continued to grow. Markham saw another increase in urban development following the introduction of the 404 Highway in the mid 1970s (History of Markham 2020). In 1970 the township was dissolved and on January 1, 1971, the township was annexed into the Towns of Markham, Richmond Hill and into part of Whitchurch-Stouffville (Carter 1984a).

The Township of York was originally called Dublin but was renamed to York in 1793 (Toronto Public Library 2016). Following the British hegemony in the Canadas at the conclusion at the end of the Seven Years War, settlement in Toronto was limited, although its potential to serve as an effective link within the transportation and communications network associated with the fur trade was widely recognized (Careless 1984:10; ASI 2003). One notable exception to this was the establishment of a substantial trading post by Jean Baptiste Rosseau at the mouth of the Humber River (Careless 1984:10; ASI 2003). At the end of the American War of Independence (1774–1783), the British were forced to recognize the emergence of a new political frontier which had to be maintained under a strong military presence. It was these new developments which led, in 1793, to the founding of the Town of York on the west side of the outlet and associated wetlands of the Don River, as well as a military establishment further to the west at the mouth of Garrison Creek. The intended purpose of Fort York was to control entry into the town's harbour (Careless 1984:11; 19–21; ASI 2003). The garrison-maintained control of the lands east of Garrison Creek, between the lakeshore and present-day Queen and Peter Streets. After the destruction of Fort York and a portion of the Town of York during the War of 1812, Fort York was rebuilt between 1813 and 1815 (Benn 1993:69–70; ASI 2003). Shortly thereafter, plans commenced for improved defences, which included a new fort (to complement the existing complex) to the southwest. In the 1830s, the plan for a new fort was rendered on maps and in 1842 several structures were built with palisades around three sides. Despite the opening of the "New Fort," Fort York continued to be an important part of military life (ASI 2003:17).

Between the years of 1853-1912 several areas would separate from York township to become individual municipalities, but these would be later annexed into the City of Toronto. York township would cease to be an individual municipality on 1 January 1998 when the township was amalgamated into the City of Toronto (Toronto Public Library 2016).

The Study Area is located along Yonge Street a historic roadway, named in honor of Sir George Yonge. Yonge street was originally planned in 1792 by Simcoe and later surveyed by Augustus Jones as a means to offer a connection between Lake Simcoe and Lake Ontario (Mike and Mika 1983). Constructed between 1794-1796 Yonge Street was the site of various historic settlements including: Toronto, Yorkville, Eglington, York Mills, Willowdale, Newtonbrook, Thornhill, Richmond Hill, Aurora and Holland Landing (Tremaine 1860). Of the ten settlements mentioned the Study Area crosses the Villages of Thornhill and Newtonbrook and is located approximately 900 meters to the north of the Village of Willowdale.

Located at the northernmost portion of the Study Area is the former Village of Thornhill (History of Thornhill 2020). Originally located on Lots 29-31 and Lots 30-31 on the east and west side of Yonge Street respectively Thornhill was located approximately 19km from Toronto (Carter 1984b). The first settlers listed within Thornhill are Asa Johnson and Nicholas Miller, both of which claimed their land grants in 1794. By 1829 the village had established the following: four (4) sawmills, two (2) distilleries, three (3) blacksmiths, three (3) harness makers, one (1) grist mill, one (1) tannery, one (1) fulling mill, and a post office which was established on January 6, 1828 (History of Thornhill 2020; Carter 1984b). The post office was named after Benjamin Thorne, an early merchant who settled in the area in 1822 and the first listed postmaster was named William Parsons. Records from the nineteenth century list the population size of Thornhill as 700 in 1857 and 1,135 in 1976 (Carter 1984b). In 1830, the Holy Trinity Burying Grounds, the first cemetery in Thornhill was established at the Holy Trinity Churchyard, while the Holy Trinity Church has since been moved the cemetery grounds remain, further details regarding the cemetery and its history is located in **Section 3.3.2**. In 1896 the Metropolitan Radial Railway reached Thornhill allowing commuters to travel to and from Toronto. A significant improvement from the current preferred source of transportation, the railway, the introduction of the electric street railway and the later invention of the automobile helped to facilitate travel along Yonge Street into Toronto (History of Thornhill 2020). Presently both sides of Thornhill, located within Vaughan and Markham, are designated as Heritage Conservation Districts (Thornhill Vaughan Heritage Conservation District Plan 2007; Thornhill Markham Heritage Conservation District Plan).

Intersecting with the Study Area is the site of the historic Village of Newtonbrook. Located approximately 13 miles from Toronto the Village of Newtonbrook was named after Sir Isaac Newton and a small brook that intersects the middle of the village. A post office named Newtonbrook was established on 1 May 1863; the post office would later close on 15 May 1954. Records from the nineteenth century list the population size of Newtonbrook as 250 in 1886 and 350 in 1926 (Carter 1984b).

Approximately 900 meters to the south of the Study Area is the Village of Willowdale which was originally known as the Kummer Settlement after the Kummer family; later references list the Kummer family as Cumner or Cumber. A post office was established on 1 April 1855 named Willowdale. Located between Yonge and Sheppard, approximately 13 miles north of Toronto, the settlement became known as Willowdale although it had other titles including: Cumber Sawmill, Scripture town and in 1826 as Angel Valley. Records list the population size of Willowdale as 150 in 1857, 40 in 1885, and 150 in 1908 (Carter 1984b).

3.3 Review of Historical Mapping

3.3.1 Nineteenth-Century Land Use

Historical records and mapping were examined to gain an understanding of nineteenth-century land use in the Study Area. A summary of these historical records is presented in **Table 5**.

Table 5: Review of Nineteenth-Century Historical Mapping			
Year	Map Title	Historical Feature (s)	
1860 (Appendix B: Figure 2)	1860 Tremaine’s Map of the County of York (Tremaine 1860)	<ul style="list-style-type: none">• The Study Area is in the following Lots and Concessions:<ul style="list-style-type: none">○ Lot 26-30; 31-32 Concession I West of Yonge Street Township of Vaughan○ Lot 26-30; 32-42 Concession I East of Yonge Street Township of Markham○ Lot 20-25 Concession I West and West of Yonge Street Township of York• Information concerning the various listed property owners and noted historic features are included below	

Table 5: Review of Nineteenth-Century Historical Mapping

			Lot 39	• William Russel
			Lot 40	• William Russel
			Lot 41	• William Duncan
			Lot 42	• Robert Marsh
			Concession I East & West of Yonge Street York Township	
			Listed Property Owners	
			West of Yonge Street	East of Yonge Street
			Lot 20	• John Kirby • Emanuel Bowes
			Lot 21	• Lackie & Johnson
			Lot 22	• Geroge Routliff • n/a Sigworth
1878 (Appendix B: Figure 3)	1878 Historical Atlas of the County of York (Miles & Co. 1878)	Additional Historic Feature(s) <ul style="list-style-type: none"> • One (1) Hotel depicted within 100 m of the Study Area • Villages of Thornhill and Newtonbrook depicted transecting Study Area • Wilket Creek depicted within 100 m of the Study Area • Two (2) tributaries of the Don River depicted transecting Study Area • One (1) Pottery depicted within 100 m of the Study Area • Green Bush Inn depicted within 100 m of the Study Area • One Homestead labelled S.S. depicted within 100 m of the Study Area • Thirteen (13) Homesteads depicted within 300 m of the Study Area • One (1) Grist Mill depicted within 100 m of the Study Area • One (1) Post Office depicted within 100 m of the Study Area • One Homestead labelled S.S.M. depicted within 100 m of the Study Area 	Lot 23	• Robert Weatherill • Richard Montgomery
			Lot 24	• n/a Scholfield
			Lot 25	• George Crookshanks
			The Study Area is in the following Lots and Concessions: <ul style="list-style-type: none"> ○ Lot 26-30; 31-32 Concession I West of Yonge Street Township of Vaughan ○ Lot 26-30; 32-42 Concession I East of Yonge Street Township of Markham ○ Lot 20-25 Concession I West and West of Yonge Street Township of York 	
			Information concerning the various property owners is included below	
			Concession I West of Yonge Street, Vaughan Township	
			Lot	Listed Property Owners
			Concession I East of Yonge Street, Markham	
			Lot	Listed Property Owners
			Lot 26	• Joshua Abraham

Table 5: Review of Nineteenth-Century Historical Mapping

		Lot 26	<ul style="list-style-type: none"> Green Bush Robert Gordon 		<ul style="list-style-type: none"> William Gordan
		Lot 27	<ul style="list-style-type: none"> Widow Munshaw John Morgan 	Lot 27	<ul style="list-style-type: none"> Jas. Far
		Lot 28	<ul style="list-style-type: none"> James Chapman Isaac Chapman 	Lot 28	<ul style="list-style-type: none"> John Morgan Mrs. Pagett
		Lot 29	<ul style="list-style-type: none"> Arnold Estate 	Lot 29	<ul style="list-style-type: none"> Abraham Arnold J.B.
		Lot 30	<ul style="list-style-type: none"> T. Yarv Archibald Gallanough 	Lot 30	<ul style="list-style-type: none"> John Arnold
		Lot 31	<ul style="list-style-type: none"> Edward Seager 	Lot 31	<ul style="list-style-type: none"> N/A
		Lot 32	<ul style="list-style-type: none"> Benjamin Bowman 	Lot 32	<ul style="list-style-type: none"> Henry Lemon
				Lot 33	<ul style="list-style-type: none"> William Parsons Henry Miller
				Lot 34	<ul style="list-style-type: none"> David James
				Lot 35	<ul style="list-style-type: none"> Manshaw Estate
				Lot 36	<ul style="list-style-type: none"> John Langstaff
				Lot 37	<ul style="list-style-type: none"> Levi's Langstaff James Russell Mrs Lawrence
				Lot 38	<ul style="list-style-type: none"> John Chapman
				Lot 39	<ul style="list-style-type: none"> William Russell
				Lot 40	<ul style="list-style-type: none"> John Duncan
				Lot 41	<ul style="list-style-type: none"> Robert Marsh
				Lot 42	<ul style="list-style-type: none"> Alex Marsh

Concession I East & West of Yonge Street York Township			
Lot	Listed Property Owners		
	West of Yonge Street		East of Yonge Street
Lot 20	<ul style="list-style-type: none"> F.J.D. Smith 		<ul style="list-style-type: none"> William Holmes
Lot 21	<ul style="list-style-type: none"> C.P. 		<ul style="list-style-type: none"> D. Finch John Francis
Lot 22	<ul style="list-style-type: none"> George Routliffe 		<ul style="list-style-type: none"> John Francis
Lot 23	<ul style="list-style-type: none"> Samual Warnica 		<ul style="list-style-type: none"> T. Humberston William Street J.S. J.L D.M.S
Lot 24	<ul style="list-style-type: none"> William Goulding 		<ul style="list-style-type: none"> Crookshank Estate J. Nichol M.c.W.
Lot 25	<ul style="list-style-type: none"> Stephen Heward 		<ul style="list-style-type: none"> Crookshank Estate

Table 5: Review of Nineteenth-Century Historical Mapping

	<p>Additional Historic Feature(s)</p> <ul style="list-style-type: none"> • Villages of Thornhill depicted transecting Study Area; the following historic features are located within the Village: <ul style="list-style-type: none"> ○ Thomas Carr's Drugstores depicted transecting Study Area ○ Presbyterian Church depicted transecting Study Area ○ One (1) Post Office and Montreal Telegraph Office Area depicted transecting Study Area ○ Victoria Hill depicted transecting Study Area ○ Two (2) Parsonage's located within 300 m of the Study Area ○ One (1) Episcopal Church depicted transecting Study Area ○ Temperance Hotel located within 100 m of the Study Area • Village of Newtonbrook depicted transecting Study Area • Wilket Creek depicted within 100m of the Study Area • Two (2) tributaries of the Don River depicted transecting Study Area • Green Bush Inn depicted within 100 m of the Study Area • Sixty-Seven (67) Homesteads depicted within 300 m of the Study Area • One (1) Sawmill depicted within 100 m of the Study Area • Two (2) Post Offices depicted within 100 m of the Study Area • Three (3) Schoolhouses depicted within 300 m of the Study Area • One (1) Church labelled C.M. depicted within 100 m of the Study Area • One Cemetery within 100 m of the Study Area
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3.3.2 Historical Plaques

The *Standards and Guidelines for Consultant Archaeologists* (MHSTCI 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.

Based on a search by location and subjects, there are four historical plaque in the vicinity of the Study Area. The first, located at 7751 Yonge Street documents the history of the Founding of Thornhill (Ontario Heritage Trust 2020). The Plaque reads:

Settlement began here after the opening of Yonge Street in the mid-1790s and, by 1802, a grist mill and sawmill were operating on the Don River. The community developed slowly until 1829 when Benjamin Thorne built a large flour mill, tannery and store. Within a year, the village also contained a post office named "Thornhill," a church, school and tavern. Thornhill's growth as a milling and agricultural centre suffered after 1846 when the loss of British markets drove Thorne out of business. Further decline occurred when the Northern Railway bypassed the community in 1853. Recovery

began with the flow of grain southward during the American Civil War and, by 1867, about 700 residents were recorded. From 1931 to 1971, Thornhill was an incorporated Police Village.

The second, located at the corner of John and Yonge Street and describes the local history of Thornhill relates to the surrounding landscape and to a broader international history. The Plaque was erected by the Society for the Preservation of Historic Thornhill on the Occasion of Thornhill's Bicentennial in 1994 and reads:

How Thornhill Decided the American Election of 1832

"In 1826, in Batavia, N.Y. William Morgan Published Illustrations of Masonry, an expose of the first three degrees of masonry, for his efforts he was imprisoned, allegedly for a two-dollar debt. Someone paid off his debt, and upon his release from prison, he was seized, gagged, and thrust into a yellow carriage. There was a wild ride with relays of horses, to the Niagara Frontier. It was commonly believed he was then murdered and dropped into Lake Ontario. His disappearance and the obstruction of justice by politically influential masons raised popular indignation to a point that a third party, the antimasonic party with William Wirt as its leader and presidential candidate, was born. Just Prior to the presidential election of 1852, a body was found near the mouth of the Niagara River, said to be Morgan's was claimed by his family. It turned out to be someone else's but was said by the antimasonic party to be a good enough Morgan 'till after the election", a statement of political deceit. Andrew Jackson won, in part because the antimasonic candidate drew votes from Republican Henry Clay. All this time William Morgan was in Thornhill, operating a distillery in Brewers Hollow, southeast of this location." {SEE OTHER SIDE}

Milburn Tavern

"Milburn Tavern, built in 1829 west of Yonge Street at John (formerly Milburn Rd) was a meeting place for the local rebels of 1837. As a result of the owner, Joseph Milburn, a Quaker, was arrested and banished to Van Diemen's Land in Australia in 1837 until his pardon by Queen Victoria in 1843. A Tavern and Inn under various names such as the White Horse Tavern, Lemon's Inn and Queen's existed at this location until 1905. It was at Lemon's Inn on Friday, June 2, 1848, at 10:00 am that the trustees of the bankrupt estate of Thornhill's most prominent citizen, Benjamin Thorne, held an auction of his smaller possessions – horses and colts, sleighs, wagons, hogs, and ox cart. He was a wealthy owner of a number of mills who was financially ruined by the repeal of the corn laws in England in 1846. One month later, Thorne, aged 54, went to a rocky knoll behind his home (near Thornhill Country Club), and shot himself. He left behind a wife and eight children."

Brewers Hollow

"A tributary of the Don that ran southeast of this location, currently under John Street, was known as Brewers Hollow because of the existence of at least two breweries and a distillery in this area from 1820 to 1880. Breweries were located close to water, near grist mills, from which the "Tailings" and damaged grain were used in the brewer's mash."

The third, located at 43 Drewry Avenue describes the history of the Newtonbrook School Section No. 5 and more specifically the fourth schoolhouse within the Village of Newtonbrook. The plaque reads:

Newtonbrook School Section No. 5

"In 1878, the fourth schoolhouse of the Village of Newtonbrook opened here, at 43 Drewry Avenue. It was at the centre of the rural community that had been established on land occupied and used by Wendat, Haudenosaunee, and Anishinaabe First Nations before the arrival of European settlers. The land was included in the 1805 Toronto Purchase treaty between the British Crown and the Mississauga's of the Credit River.

The schoolhouse was built as the public school system was expanding across Ontario and access to free elementary education became increasingly universal. The red-brick building contained a one-room, multi-grade classroom, as well as quarters for the teacher. Before the school was built, classes were held in log houses and from 1847 to 1878, in a one room brick schoolhouse on the north side of Drewry Avenue between Yonge and Bathurst Streets.

The schoolhouse here was in use until 1928 when what is now Drewry Secondary School, originally a four-room building, opened on the north side of the street. The schoolhouse was sold to the Newtonbrook Gospel Mission in 1930 and was subsequently altered and expanded to serve as a church. It was demolished in 1997."

The fourth historical plaque is located at the Thornhill Baptist Church at the corner of Yonge Street and Royal Orchard Boulevard. The onsite plaque was erected by the Society for the Preservation of Historic Thornhill and Holy Trinity Anglican Church, with the Assistance of the Ontario Ministry of Culture and Recreation details the history of the Cemetery and Church as well as the early history of Thornhill. The Plaque Reads:

Holy Trinity Burying Grounds

"Thornhill's first official cemetery was the churchyard of Holy Trinity Church built on this site in 1830 and moved to Brooke Street in 1950. The Parish Hall was added in 1928 and serves a Baptist congregation. The historic burying ground remains to serve parishioners who have settled here since the early 1800s. The oldest headstone dated 1804, commemorates Rebecca Wilson who fled New Jersey with her family Loyalist refugees in 1793. Other headstones record the drama of immigration and rugged settlement, War in 1812, Rebellion in 1837, fire, flood, epidemic and of greater wars. The reality of daily life is dominant. These men, women and children lived by the seasons, working with their hands and minds to create our community."

Thornhill Settlement Village

"The thriving hamlet scrambled north from the valley-plank cabins. In forest clearings, frame loyalists buildings, snake fences and a few brick houses of prosperity. Thorne's Hill overlooked the great mills – the source of village trade. Thorne's wealth, and the site of his untimely death in 1845.

These properties on Yonge Street survive from the 'original' village:

No. 8000 – Mortier House build in 1834 for the first Paster of Holy Trinity Church

No. 8038 Soules Inn, hosting travellers since 1830, later a Temperance Inn and Stagecoach depot.

No. 8046, 8054, 8064 – Old houses from the picturesque village, one refreshed the rebels of 1837, another was a rectory for 100 years.

No. 8201 – Langstaff School, the fourth on this site dedicated to education since 1811.

Other survivors from this historic time are Cricklewood, Sunnyside Manor, Holy Trinity Church and the Methodist Church on Centre Street."

Today the Thornhill Baptist Church fronts Yonge Street while the cemetery is located behind the church with access to Yonge just south of the church.

Finally, field review identified a small parkette adjacently south of the Thornhill Pub where there are multiple historic plaques. A bronze plaque erected by the Society for the Preservation of Historic Thornhill in 1994 highlights several topics including Old Victoria Hall, the Mineral Water Bottling Plant and a wagonyard.

The plaque entitled “Old Victoria Hall” notes that Victoria Hall opened just north of this location in 1871. The hall was known for its acoustics and was home to concerts and political meetings. It notes that at least two Prime Ministers spoke there including Sir John A McDonald and Mackenzie King. It notes that multiple similar venues were subsequently located in the same location. Notably, the Thornhill Pub is currently in this approximate location. The section entitled “Mineral Water Bottling Plant” notes that in the late 1880’s Thornhill was known for having health spas and bottling mineral water, due to many natural springs in the area. And the plaque also notes that a wagonyard and weigh scale was situated at this approximate location, drawing attention to the locations historic place along the well traveled Yonge Street. Finally, an interpretive plaque at this location supplies a history of several local properties within Thornhill Vaughan HCD located along the Yonge hill.

3.4 Additional Information

3.4.1 Recent Land Use Information

A review of recent twentieth century historical maps and aerial photographs was completed to gain an understanding of twentieth-century land use in the Study Area. While maps from the 1914, 1917, 1922, 1930, 1933, 1936, and 1943 were examined along with available aerial imagery from 1947 to 1992. It was concluded that historic maps from the years 1914, 1933 and 1943 and aerial images from 1959, 1970 and 1977 best illustrated the prominent changes of the Study Area within the early 20th-century and its surrounding areas. Additionally, online imagery available from Google Earth and from YorkMaps (York Region 2021) from the mid to late 20th century to the early 21st century was reviewed. A summary of the review is provided in **Table 6** and Aerial photographs are provided in **Appendix C**.

Table 6: Review of Twentieth Century Records - Historical Mapping & Aerial Photographs

Year	Map Title	Historical Feature (s)
1914	1914 Topographic Map of Ontario, Markham Sheet (Department of Militia and Defense 1914)	<p>The following features are observed:</p> <ul style="list-style-type: none"> • Numerous Residences • Numerous Residences • Two (2) Post Offices • Three (3) Blacksmiths • One (1) Hotel • One (1) School • One (1) Church approximately 300 meters to the southeast • Three (3) Cemeteries within 300 meters of the Study Area • Railway intersecting the Study Area • Tributaries of the Don River intersecting the Study Area
1933	1933 Topographic Map of Ontario, Markham Sheet (Department of Militia and Defense 1933)	<p>The following features are observed:</p> <ul style="list-style-type: none"> • Numerous Residences • Two (2) Post Offices

Table 6: Review of Twentieth Century Records - Historical Mapping & Aerial Photographs

		<ul style="list-style-type: none"> • One (1) Blacksmiths • One (1) Hotel • Two (2) Schools • One (1) Garage • One (1) Church approximately 300 meters to the southeast • Three (3) Cemeteries within 300 meters of the Study Area • Railway intersecting the Study Area • Tributaries of the Don River intersecting the Study Area
1943	1943 Topographic Map of Ontario, Markham Sheet (Department of Militia and Defense 1943)	<p>The following features are observed:</p> <ul style="list-style-type: none"> • Unknown Number of Residences • Willowdale Golf Course • Upland Golf Club • Two (2) Post Offices • One (1) Blacksmiths • One (1) Hotel • Two (2) Schools • One (1) Church approximately 300 meters to the southeast • Three (3) Cemeteries within 300 meters of the Study Area • Railway intersecting the Study Area • Tributaries of the Don River intersecting the Study Area
1959	Appendix C: Plate A1-A2	<p>The following features are observed:</p> <ul style="list-style-type: none"> • Established subdivisions intermixed with farmland • Tributaries of the Don River intersecting the Study Area • CN Railway construction in progress
1970	Appendix C: Plate B1-B2	<p>The following features are observed:</p> <ul style="list-style-type: none"> • Established subdivisions surrounding the Study Area • Farmland visible surround various subdivisions located outside of the Study Area • Tributaries of the Don River intersecting the Study Area • CN Railway established and intersecting the Study Area
1977	Appendix C: Plate C1-C2	The configuration of the Study Area is very stable between 1970 and 1977; little change takes place.
Various	1954 to 2020 Online Google Earth Aerial Imagery and YorkMap Imagery (York Region 2021)	The configuration of the Study Area is very stable and little change takes place. An exception to this observation is the development that takes place immediately to the west of the CN rail corridor from the late 1980s to the early 2000s.

Property Specific Land Use Information

An additional property specific review of recent twentieth century aerial photographs was completed in order to gain an understanding of the land use history for properties flagged as having general archaeological potential within the Study Area.

Table 7: Property Specific Land Use History			
Year	Project Component	Associated Address(s)	Comments
1972-1973 (Appendix D: Plate 1 to Plate 7)	Finch Station Duct Bank Modification	Hendon Park; 24 Hendon Avenue; 18 Hendon Avenue	<p>The land at Hendon Park is located within an area that retains archaeological potential. Review of historical mapping and 20th – 21st century aerial photographs indicates that this portion of the Study Area does not demonstrate evidence for significant disturbance.</p> <p>The property at 24 Hendon Avenue has been graded to subsoil between 1972 and 1973 as evident in the historic aerials and the general archaeological potential has been removed.</p> <p>The property at 18 Hendon Avenue (Finch Parking Lot) was constructed between 19677-1968 and later disturbed and graded to subsoil between 1968 and 1970 as evident in the historic aerials and the general archaeological potential has been removed.</p>
1953-1981 (Appendix D: Plate 8- Plate 21)	Cummer Station	3-21 Drewry Avenue 5906-5908 Yonge Street 40-42 Cummer Avenue 5925-5935 Yonge Street 6000 Yonge Street	<p>This section of the Study Area has been heavily developed between 1953-1981. The properties were graded to subsoil during construction and the general archaeological potential has been removed. In addition, AA has previously occurred on 5925-5935 Yonge Street and 40-42 Cummer Avenue and the properties were recommended for no further AA (AMICK 2019).</p>
1947-1956 (Appendix D: Plate 22- Plate 25)	South of Steeles Station	6125 Yonge Street	<p>This parcel of land was owned by George Crookshanks in the mid-1850s. A review of historic aerials has determined that this portion of the Study Area was developed into a parking lot between 1953 and 1956. No further development has occurred on the property since the mid-1950s, and it is therefore assumed to have retained its archaeological potential.</p>
1947-1965 (Appendix D: Plate 26- Plate 31)	Steeles Station & Bus Terminal	Various	<p>The neighborhood located southeast of the Steeles Avenue and Yonge Street intersection is located within an area that retains archaeological potential. Review of historical mapping and 20th – 21st</p>

Table 7: Property Specific Land Use History

			<p>century aerial photographs indicates that this portion of the Study Area does not demonstrate evidence for significant disturbance.</p> <p>The lands located southwest of the of the Steeles Avenue and Yonge Street intersection is located within an area that does not retain archaeological potential. Review of historical mapping and 20th – 21st century aerial photographs indicates that this portion of the Study Area underwent development between 1961-1965 involving significant grading to create the parking lot and later shopping centre.</p>
1966-1967 (Appendix D: Plate 32-Plate 33)	Steeles Station NE Corner	7015 Yonge Street	This property was graded to subsoil between 1966 and 1967 as evident in the historic aerials and the general archaeological potential has been removed.
1966-1967 (Appendix D: Plate 34-Plate 36)	Project Alignment between TPSS-5 and EEB-07	Langstaff Neighbourhood	This land was graded to subsoil between 1966 and 1967 as part of the Langstaff subdivision development as evident in the historic aerials and the general archaeological potential has been removed.
1969-1981 (Appendix D: Plate 34-Plate 36)	Clark Station	Various	This land was continually developed between 1969 to 1981. Evidence of grading is significant grading on the west side of Yonge Street is visible on the 1981 Aerial.
Appendix C: Plate A1-C2	Project Alignment between EEB-06 and EEB-07	Royal Orchard Park	The portion of Royal Orchard Park between Bay Thorn Drive and Thorny Brae Drive is located within an area that retains archaeological potential. Review of historical mapping and 20th – 21st century aerial photographs indicates that this portion of the Study Area does not demonstrate evidence for significant disturbance.
Appendix C: Plate A1-C2	Royal Orchard Station	7994 & 8000 Yonge Street	The portion of 7994 & 8000 Yonge Street located within the vicinity of Royal Orchard Station is within an area that retains archaeological potential. Review of historical mapping and 20th – 21st century aerial photographs indicates that this portion of the Study Area does not demonstrate evidence for significant disturbance.
1951-1999 YorkMaps Aerial Imagery	Proposed Portal Footprint	5 and 9 Ruggles Avenue and 75 Langstaff Road East	The portion of the Study Area on the west side of the proposed Portal location, south of Langstaff Road East, has general archaeological potential. However, based on a review of 20 th century aerial imagery it was determined that this property has

Table 7: Property Specific Land Use History

(York Region 2021)			been graded to subsoil and the general archaeological potential has been removed. In addition, AA has previously occurred on 5 and 9 Ruggles Avenue and 75 Langstaff Road East and the properties were recommended for no further AA (This Land Archaeology Inc. 2018).
1951-1999 YorkMaps Aerial Imagery (York Region 2021)	TPSS-6 to the end of Segment 3	Various	The portion of the Study Area north of Highway 7 directly adjacent to the western edge of the CN railway corridor has general archaeological potential. However, based on a review of 20 th century aerial imagery it was determined that this property has been graded to subsoil and the general archaeological potential has been removed.

3.4.2 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). According to the City of Toronto Master Plan of Archaeological Resources several portions of the land within the Study Area was identified as having archaeological potential and an archaeological resource assessment was required as part of this development.

The Region of York has developed an Archaeological Master Plan to support the identification and protection of archaeological and cultural heritage resources. As of the spring of 2012, 1,453 archaeological sites had been registered within the Region of York, dating from the earliest period of human occupation in Ontario, ca. 11,000 years ago (York Region 2014). The current Study Area falls within areas of an identified Urban Area in the Region of York Archaeological Master Plan (York Region 2014).

3.4.3 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 (MHSTCI 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.

3.4.4 Indigenous Engagement

The archaeological Study Area occupies lands that fall within the treaty and/or traditional territories of numerous Indigenous Nations. Indeed, this area was used and shared by many Indigenous Nations over the

millennia; each with their own traditions as to how they arrived, how they lived, and the major events that punctuated their time there.

A draft of this report will be shared with the following 13 potentially interested Nations:

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Haudenosaunee Confederacy Chiefs Council
- Hiawatha First Nation
- Huron-Wendat Nation
- Métis Nation of Ontario Head Office
- Mississaugas of Scugog Island
- Mississaugas of the Credit First Nation
- Six Nations of the Grand River Territory
- Kawartha Nishnawbe First Nation

Feedback from Indigenous Nations will be summarized in a supplementary document to accompany this report, once received.

Oral History and Traditional Knowledge

As part of the Indigenous Engagement process the following document was provided by Curve Lake First Nation and details the oral history and traditional knowledge of the Michi Saagiig (Mississauga Anishinaabeg) peoples. It should be noted that the oral history provided by the Curve Lake First Nation does not necessarily reflect the views of other Indigenous Nations, or the consultant archaeologist.

Michi Saagiig Historical/Background context:

The traditional homelands of the Michi Saagiig (Mississauga Anishinaabeg) encompass a vast area of what is now known as southern Ontario. The Michi Saagiig are known as “the people of the big river mouths” and were also known as the “Salmon People” who occupied and fished the north shore of Lake Ontario where the various tributaries emptied into the lake. Their territories extended north into and beyond the Kawarthas as winter hunting grounds on which they would break off into smaller social groups for the season, hunting and trapping on these lands, then returning to the lakeshore in spring for the summer months.

The Michi Saagiig were a highly mobile people, travelling vast distances to procure subsistence for their people. They were also known as the “Peacekeepers” among Indigenous nations. The Michi Saagiig homelands were located directly between two very powerful Confederacies: The Three Fires Confederacy to the north and the Haudenosaunee Confederacy to the south. The Michi Saagiig were the negotiators, the messengers, the diplomats, and they successfully mediated peace throughout this area of Ontario for countless generations.

Michi Saagiig oral histories speak to their people being in this area of Ontario for thousands of years. These stories recount the “Old Ones” who spoke an ancient Algonquian dialect. The histories explain that the current Ojibwa phonology is the 5th transformation of this language, demonstrating a linguistic connection that spans back into deep time. The Michi Saagiig of today are the descendants of the ancient peoples who lived in Ontario during the Archaic and Paleo-Indian periods. They are the original inhabitants of southern Ontario, and they are still here today.

The traditional territories of the Michi Saagiig span from Gananoque in the east, all along the north shore of Lake Ontario, west to the north shore of Lake Erie at Long Point. The territory spreads as far north as the tributaries that flow into these lakes, from Bancroft and north of the Haliburton highlands. This also includes all the tributaries that flow from the height of land north of Toronto like the Oak Ridges Moraine, and all of the rivers that flow into Lake Ontario (the Rideau, the Salmon, the Ganaraska, the Moira, the Trent, the Don, the Rouge, the Etobicoke, the Humber, and the Credit, as well as Wilmot and 16 Mile Creeks) through Burlington Bay and the Niagara region including the Welland and Niagara Rivers, and beyond. The western side of the Michi Saagiig Nation was located around the Grand River which was used as a portage route as the Niagara portage was too dangerous. The Michi Saagiig would portage from present-day Burlington to the Grand River and travel south to the open water on Lake Erie.

Michi Saagiig oral histories also speak to the occurrence of people coming into their territories sometime between 500-1000 A.D. seeking to establish villages and a corn growing economy – these newcomers included peoples that would later be known as the Huron-Wendat, Neutral, Petun/Tobacco Nations. The Michi Saagiig made Treaties with these newcomers and granted them permission to stay with the understanding that they were visitors in these lands. Wampum was made to record these contracts, ceremonies would have bound each nation to their respective responsibilities within the political relationship, and these contracts would have been renewed annually (see Gitiga Migizi and Kapyrka 2015). These visitors were extremely successful as their corn economy grew as well as their populations. However, it was understood by all nations involved that this area of Ontario were the homeland territories of the Michi Saagiig.

The Odawa Nation worked with the Michi Saagiig to meet with the Huron-Wendat, the Petun, and Neutral Nations to continue the amicable political and economic relationship that existed – a symbiotic relationship that was mainly policed and enforced by the Odawa people.

Problems arose for the Michi Saagiig in the 1600s when the European way of life was introduced into southern Ontario. Also, around the same time, the Haudenosaunee were given firearms by the colonial governments in New York and Albany which ultimately made an expansion possible for them into Michi Saagiig territories. There began skirmishes with the various nations living in Ontario at the time. The Haudenosaunee engaged in fighting with the Huron-Wendat and between that and the onslaught of European diseases, the Iroquoian speaking peoples in Ontario were decimated.

The onset of colonial settlement and missionary involvement severely disrupted the original relationships between these Indigenous nations. Disease and warfare had a devastating impact upon the Indigenous peoples of Ontario, especially the large sedentary villages, which mostly included

Iroquoian speaking peoples. The Michi Saagiig were largely able to avoid the devastation caused by these processes by retreating to their wintering grounds to the north, essentially waiting for the smoke to clear.

Michi Saagiig Elder Gitiga Migizi (2017) recounts:

“We weren’t affected as much as the larger villages because we learned to paddle away for several years until everything settled down. And we came back and tried to bury the bones of the Huron but it was overwhelming, it was all over, there were bones all over – that is our story.

There is a misnomer here, that this area of Ontario is not our traditional territory and that we came in here after the Huron-Wendat left or were defeated, but that is not true. That is a big misconception of our history that needs to be corrected. We are the traditional people, we are the ones that signed treaties with the Crown. We are recognized as the ones who signed these treaties and we are the ones to be dealt with officially in any matters concerning territory in southern Ontario.

We had peacemakers go to the Haudenosaunee and live amongst them in order to change their ways. We had also diplomatically dealt with some of the strong chiefs to the north and tried to make peace as much as possible. So we are very important in terms of keeping the balance of relationships in harmony.

Some of the old leaders recognized that it became increasingly difficult to keep the peace after the Europeans introduced guns. But we still continued to meet, and we still continued to have some wampum, which doesn’t mean we negated our territory or gave up our territory – we did not do that. We still consider ourselves a sovereign nation despite legal challenges against that. We still view ourselves as a nation and the government must negotiate from that basis.”

Often times, southern Ontario is described as being “vacant” after the dispersal of the Huron-Wendat peoples in 1649 (who fled east to Quebec and south to the United States). This is misleading as these territories remained the homelands of the Michi Saagiig Nation.

The Michi Saagiig participated in eighteen treaties from 1781 to 1923 to allow the growing number of European settlers to establish in Ontario. Pressures from increased settlement forced the Michi Saagiig to slowly move into small family groups around the present day communities: Curve Lake First Nation, Hiawatha First Nation, Alderville First Nation, Scugog Island First Nation, New Credit First Nation, and Mississauga First Nation.

The Michi Saagiig have been in Ontario for thousands of years, and they remain here to this day.

This historical context was prepared by Gitiga Migizi, a respected Elder and Knowledge Keeper of the Michi Saagiig Nation.

Publication reference:

Gitiga Migizi and Julie Kapyrka

2015 *Before, During, and After: Mississauga Presence in the Kawarthas. In Peterborough Archaeology, Dirk Verhulst, editor, pp.127-136. Peterborough, Ontario: Peterborough Chapter of the Ontario Archaeological Society.*

It is to be hoped that other such accounts from different Indigenous Nations can be incorporated into studies like this as they become available.

3.5 Summary of Archaeological Potential and Previous Work

The Study Area is largely characterized by a mix of recent high-rise developments, mid-rise apartment buildings, two-storey commercial/mixed use properties that date to the mid-late 20th and residential properties. The Stage 1 AA background research has indicated that the vast majority of the YNSE archaeological Study Area has general archaeological potential for the following reasons: 1) natural water sources transecting portions of the Study Area 2) as shown in the 1856 and 1877 historical atlas mapping the Study Area is located within 100 m of historical roadways, including Yonge Street and within 300 m of numerous noted historic features (**Appendix B: Figure 8**) and 3) Portions of the Study Area, located within the City of Toronto's Archaeological Management Plan, are identified as having archaeological potential.

Natural water sources transect portions of the Study Area, including Wilket Creek and two additional tributaries of the Don River. Moreover, there is direct evidence that this general area has been intensively utilized by Indigenous people. Although no Indigenous sites have been registered within the Study Area, four Indigenous sites have been registered within a 1 km radius of the Study Area.

As per the MHSTCI's *Standards and Guidelines for Consultant Archaeologists* (MHSTCI 2011), any areas within 100 m of early transportation routes and 300 m of early Euro-Canadian settlement have archaeological potential. The Study Area is located within 100 m of historical roadways, including Yonge Street, and within 300 m of numerous noted historic features including historical settlements/structures, cemeteries etc. In addition, the City of Toronto and Region of York Archaeological Master Plans have indicated that portions of the land within the Study Area was identified as having archaeological potential. 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, 15 Euro-Canadian sites have been registered within a 1 km radius of the Study Area and seven of these sites are located within 250 m of the Study Area.

Given the above, background archival research supports the conclusion that most of the Study Area exhibits general archaeological potential for archaeological resources (**Appendix B: Figure 8**).

Despite the presence of general archaeological potential throughout the Study Area almost all of the Study Area has been significantly impacted and disturbed by previous 20th and 21st century development activity. This development activity has included major landscaping involving grading below topsoil, the construction of buildings as well as the installation of sewage and other subsurface utility infrastructure. This development activity has removed the archaeological potential from the vast majority of the Study Area.

4.0 Stage 1 AA Property Inspection

4.1 Methods

A Stage 1 property inspection was undertaken by Peter Popkin (P362) on 05 May 2021, 31 May 2021, 04 June 2021, and 21 June 2021 and Chelsea Dickinson (R1194) on 15 November 2021. The weather those days were sunny with overcast and did not impede the inspection or assessment in any way. As such, it is confirmed that the assessment met Section 2.1 Standard 3 of the *Standards and Guidelines for Consultant Archaeologists* (MHSTCI 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 B: Figure 9A-Figure 9M**.

4.2 Results

Based on the Stage 1 property inspection and background research it was determined that archaeological potential has been removed within 77.70 ha (85%) 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 road and railway ROWs, buildings/buildings with basements, parking lots and/or utility corridors. The remainder of the Study Area retains general archaeological potential.

4.2.1 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
Part of Lots 26-30; 31-32 Concession I West of Yonge Street Township of Vaughan, Lots 26-30; 32-42 Concession I East of Yonge Street Township of Markham, Lots 20-25 Concession I West and West of Yonge Street Township of York, York County	Copies of 6 historical maps, 107 Stage 1 photographs and 6 aerial photographs	Stage 1 photo logs and field notes

Documentation related to the AA of this project will be curated by the OneT+ AA team until such time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner, the MHSTCI and any other legitimate interest groups.

5.0 Stage 1 AA Analysis and Conclusions

The Stage 1 background study indicated that portions of the Study Area has general archaeological potential and warrants Stage 2 AA property assessment for the following reasons:

- Natural water sources which transect portions of the Study Area, including Wilket Creek and two additional tributaries of the Don River,
- The Study Area is located within 100 m of historical roadways, including Yonge Street, and within 300 m of numerous noted historic features including historical settlements/structures, and cemeteries,
- Portions of the Study Area, located within the City of Toronto's Archaeological Management Plan, are identified as having archaeological potential,
- Portions of the Study Area, located within the Region of York's Archaeological Master Plan, are identified as having archaeological potential and,
- The presence of 22 sites located within a 1 km radius of the Study Area, seven of which are located within 250 m of the Study Area.

The Stage 1 AA determined that of the 91.17 ha Study Area:

- 77.70 ha (85%) of the Study Area is disturbed and does not require Stage 2 AA;
- 12.1 ha (13%) of the Study Area has been previously assessed and requires no further AA and,
- 1.39 ha (2%) of the Study Area retains archaeological potential and warrants Stage 2 AA, this includes 0.4 ha (29%) from Segment 1 (**Appendix B: Figure 9A, Figure 9C, Figure 9D**) and 0.99 ha (71%) Segment 2 (**Appendix B: Figure 9G-Figure 9I**). No further AA is recommended for Segment 3.

Areas that retain archaeological potential include a section of Hendon Park north of the corner of Hendon Avenue and Greenview Avenue within Segment 1 (**Appendix B: Figure 9A**), a lawn parking lot located at the southeast corner of Yonge Street and Newton Drive within Segment 1 (**Appendix B: Figure 9C and Figure 9D**), sections of manicured lawns associated with residential properties south of Steeles Avenue East and east of Yonge Street within Segment 1 (**Appendix B: Figure 9D**), sections of manicured lawn at 7994 and 8000 Yonge Street associated with the proposed Royal Orchard Station and TPSS-5 within Segment 2 (**Appendix B: Figure 9G and Figure 9H**), and the section of Royal Orchard Park between Bay Thorn Drive and Thorny Brae Drive within Segment 2 (**Appendix B: Figure 9I**).

There are two cemeteries located in close proximity to the Study Area worth considering in relation to the YNSE project: 1) Holy Cross Catholic Cemetery located at 8361 Yonge Street and 2) Holy Trinity Anglican Cemetery/Holy Trinity Burying Grounds, located at 8004 Yonge Street.

The Holy Cross Cemetery was opened in 1954 in Thornhill to meet the demands of the Catholic population in the area. The cemetery has an eastern extension located at 211 Langstaff Road East, separated from the original cemetery by the CN corridor. The CN rail corridor is separated from both sides of the cemetery by deep ditching (**Appendix E: Photos 45 and 46**). The western half of the Holy Cross Cemetery is also immediately adjacent to 5 Ruggles Avenue. 5 Ruggles Avenue has been previously subject to significant

grading below topsoil and has been previously assessed and found to not retain archaeological potential (This Land Archaeology Inc. 2018). The late date of the creation of the Holy Cross Cemetery, the deep ditching adjacent to the cemetery on both sides of the CN corridor, the subgrade soil removal from 5 Ruggles Avenue on the cemetery's northern boundary as well as the previous AA that cleared the 5 Ruggles Avenue property of archaeological potential, all indicate that there is no reasonable potential for human burials to be located beyond the cemetery boundaries. There is no requirement for a Stage 3 Cemetery Investigation to confirm the cemetery boundaries within either the CN corridor or the 5 Ruggles Avenue property adjacent to the Holy Cross Cemetery.

The Holy Trinity Anglican Cemetery (also known as the Holy Trinity Burying Ground) was begun in the early 1800s with the earliest recorded headstone dating to 1804. The cemetery has considerable archaeological potential and any ground disturbing activity occurring within 10 m of the current cemetery boundary must be preceded by a Stage 3 Cemetery Investigation to confirm that there are no human remains located within that section of land. A portion of the 10 m buffer to the south of the Holy Trinity Cemetery within the Thornhill Golf and Country Club property at 7994 Yonge Street has previously been subject to full archaeological mitigation and does not require additional AA (This Land Archaeology Inc. 2015, 2016). The Study Area is not within 10 m of the Holy Trinity Cemetery boundary so currently no archaeological work is required due to the proximity of the Study Area to the Holy Trinity Cemetery. However, should the Study Area change such that it is located within a portion of a 10 m buffer around the Holy Trinity Cemetery that has not previously been subject to AA, a Stage 3 Cemetery Investigation will be required within that portion of the Study Area.

6.0 Recommendations

In light of the findings of the Stage 1 AA of the YNSE Archaeology Study Area, the following recommendations are made, subject to the conditions outlined below and in **Section 7.0**:

1. Approximately 77.70 ha (85%) of the Study Area has low archaeological potential due to disturbance and requires no further AA, as indicated on **Appendix B: Figure 9A-M**.
2. Approximately 12.1 ha (13%) of the Study Area has been previously assessed and requires no further AA as indicated on **Appendix B: Figure 9A-M**.
3. Approximately 1.39 ha (2%) of the Study Area retains archaeological potential, this includes 0.4 ha (29%) from Segment 1 as indicated on **Appendix B: Figure 9A, Figure 9C Figure 9D** and 0.99 ha (71%) Segment 2 as indicated on **Appendix B: Figure 9G-Figure 9I**, and must be subject to Stage 2 AA prior to near-surface ground disturbance activities if any disturbance is anticipated to those areas. No further AA is recommended for Segment 3. No portion of the Study Area retaining archaeological potential can viably be ploughed for pedestrian survey, so Stage 2 AA will either take place by test pit survey, on swards and manicured lawns, or mechanical trenching on paved areas. Test pit survey will follow the Standards presented in Sections 2.1.2 and 2.1.3 of the *Standards and Guidelines for Consultant Archaeologists* (MHSTCI 2011) and will include the hand excavation of test pits at 5 m grid intervals across the portion of the Study Area retaining archaeological potential. All test pits should be a minimum of 30 centimetres (cm) in diameter and dug to a minimum of 5 cm into the subsoil. Soil fills should be screened through 6 millimetre (mm) mesh screens in order to facilitate artifact recovery. Test pit profiles should be examined for cultural deposits prior to being backfilled. Test pitting should be conducted to within 1 m of all built structures or until modern disturbance is identified. All test pits should be backfilled to level grade, and any sod caps replaced and tamped down by foot. Stage 2 AA survey by mechanical trenching will follow the Standards presented in Section 2.1.7 of the *Standards and Guidelines for Consultant Archaeologists* (MHSTCI 2011). The planned trenches will be located within all areas of archaeological potential and will be placed at a maximum interval of 10 m within those areas.

The above recommendations are subject to Ministry of Heritage, Sport, Tourism and Culture Industries' approval, and it is an offence to alter any of portion of an archaeological site except by a person holding a professional archaeological license.

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).

7.0 Advice on Compliance with Legislation

- a. This report is submitted to the Minister of Heritage, Sport, Tourism and Culture Industries 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 Heritage, Sport, Tourism and Culture Industries, 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.

8.0 Summary of Potential Impacts, Mitigation Measures and Monitoring Activities

Potential impacts from the work related to the Yonge North Subway Extension have been identified in **Table 9**, with associated mitigation measures and monitoring activities.

Table 9: Potential Impacts, Mitigation Measures and Monitoring Activities

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
CONSTRUCTION	Archaeological Resources	Potential for the disturbance of unassessed or documented archaeological resources	<ul style="list-style-type: none"> All work shall be performed in accordance with the recommendations from the Stage 1 Archaeological assessment report and any subsequent archaeological assessments as well as applicable guidelines and regulations, including but not limited to the Ontario Heritage Act, the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), formerly the Ministry of Tourism, Culture and Sport (MTCs) Standards and Guidelines for Consultant Archaeologists (2011), and the MHSTCI document, Engaging Aboriginal Communities in Archaeology: A Draft Bulletin for Consultant Archaeologists in Ontario (2011). If limits of the Project Area assessed in this report are altered and fall outside of the assessed Study Area, additional Archaeological Assessments will be conducted by a professionally licensed archaeologist prior to ground disturbing activities. For areas determined to have archaeological potential or contain archaeological resources that will be impacted by project activities, additional Archaeological Assessment will be conducted by a professionally licensed archaeologist prior to disturbance. All Archaeological Assessment findings will be shared with Indigenous Nations that were engaged in the Stage 1 archaeological assessment. 	<ul style="list-style-type: none"> None identified. However, should the results of further Archaeological Assessments, if any required as per mitigation measures outlined in this table, identify the need for monitoring during construction, those monitoring activities will be implemented.
		Potential for the recovery of archaeological resources during construction	<ul style="list-style-type: none"> In the event that archaeological resources are encountered or suspected of being encountered during construction, all work will cease. The location of the findspot should be protected from impact by employing a buffer in accordance with requirements of the MHSTCI. A professionally licensed archaeologist will be consulted to complete the assessment. If resources are confirmed to possess cultural heritage value/interest then they will be reported to the MHSTCI, and further Archaeological Assessment of the resources may be required. If it is determined that there is a potential for Indigenous artifacts, Metrolinx should be contacted and Applicable Law will be followed. If human remains are encountered or suspected of being encountered during project work, all activities must cease immediately and the local police/coroner as well as the Bereavement Authority of Ontario on behalf of the Ministry of Government and Consumer Services must be contacted. Archaeological investigations of human remains will not proceed until police have confirmed the remains are not subject to forensic investigation. Once human remains have been cleared of police concern, the MHSTCI will also be notified to ensure that the site is not 	<ul style="list-style-type: none"> None identified.

Project Phase	Environmental Components	Potential Impacts	Mitigation Measures	Monitoring Activities
			<p>subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act. If the human remains are determined to be of Indigenous origin, Metrolinx should be contacted and all Applicable Law must be adhered to.</p> <ul style="list-style-type: none"> For areas determined to have archaeological potential or contain archaeological resources that will be impacted by project activities, additional Archaeological Assessment will be conducted by a professionally licensed archaeologist prior to disturbance. All Archaeological Assessment findings will be shared with Indigenous Nations that were engaged in the Stage 1 archaeological assessment. 	
OPERATION	Archaeological Resources	No impacts to archaeological resources are anticipated during Project operations	<ul style="list-style-type: none"> No impacts to archaeological resources are anticipated during Project operations, therefore no mitigation is required. 	<ul style="list-style-type: none"> No impacts to archaeological resources are anticipated during Project operations, therefore no monitoring is required.

***Notes:**

Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time. If clarification is required regarding regulatory requirements, consult with the appropriate regulatory agencies.

9.0 Assessor Qualifications

This report was prepared and reviewed by OneT+ AA team and the qualifications of the assessors involved in the preparation of this report are provided in **Appendix F**.

10.0 Closure

This report was prepared for the exclusive use of Metrolinx and is intended to provide a Stage 1 AA of the Study Area. The property is located in various Lots and Concessions in the Cities of Vaughan, Markham and Richmond Hill Ontario. Historically, the Study Area was in the following Lots and Concessions: Lots 26-30; 31-32 Concession I West of Yonge Street Township of Vaughan, Lots 26-30; 32-42 Concession I East of Yonge Street Township of Markham, Lots 20-25 Concession I West and West of Yonge Street Township of York, York County.

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 OneT+ will be required. With respect to third parties, OneT+ 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 OneT+. It is based solely a review of historical information, a property reconnaissance conducted on 05 May 2021, 31 May 2021, 04 June 2021, 21 June 2021, 15 November 2021, 23 November 2021, 13 December 2021, and 17 December 2021 and data obtained by OneT+ as described in this report. Except as otherwise maybe specified, OneT+ disclaims any obligation to update this report for events taking place, or with respect to information that becomes available to OneT+ after the time during which OneT+ conducted the AA. In evaluating the property, OneT+ has relied in good faith on information provided by other individuals noted in this report. OneT+ 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. OneT+ 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.

OneT+ 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 D.

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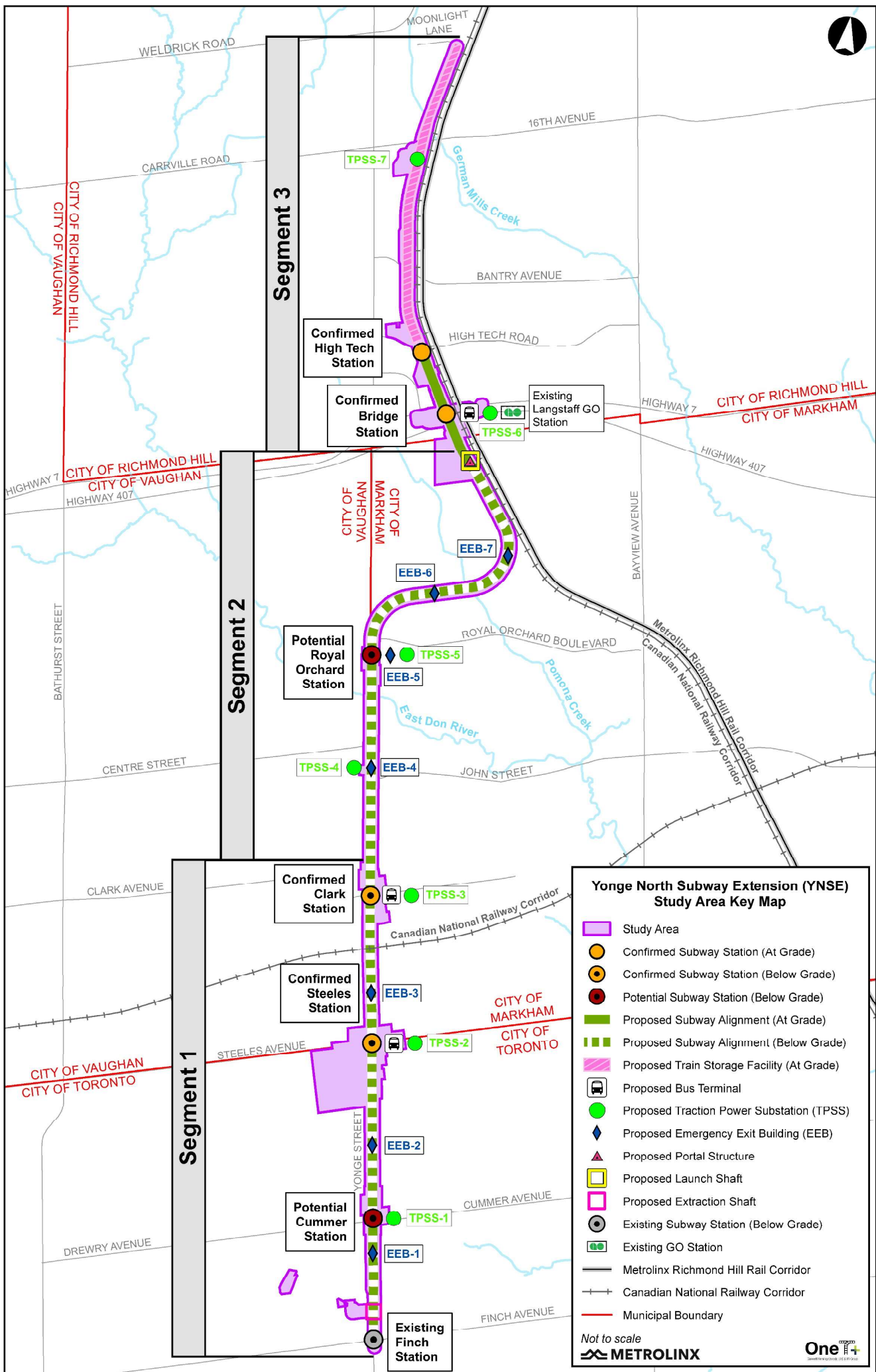
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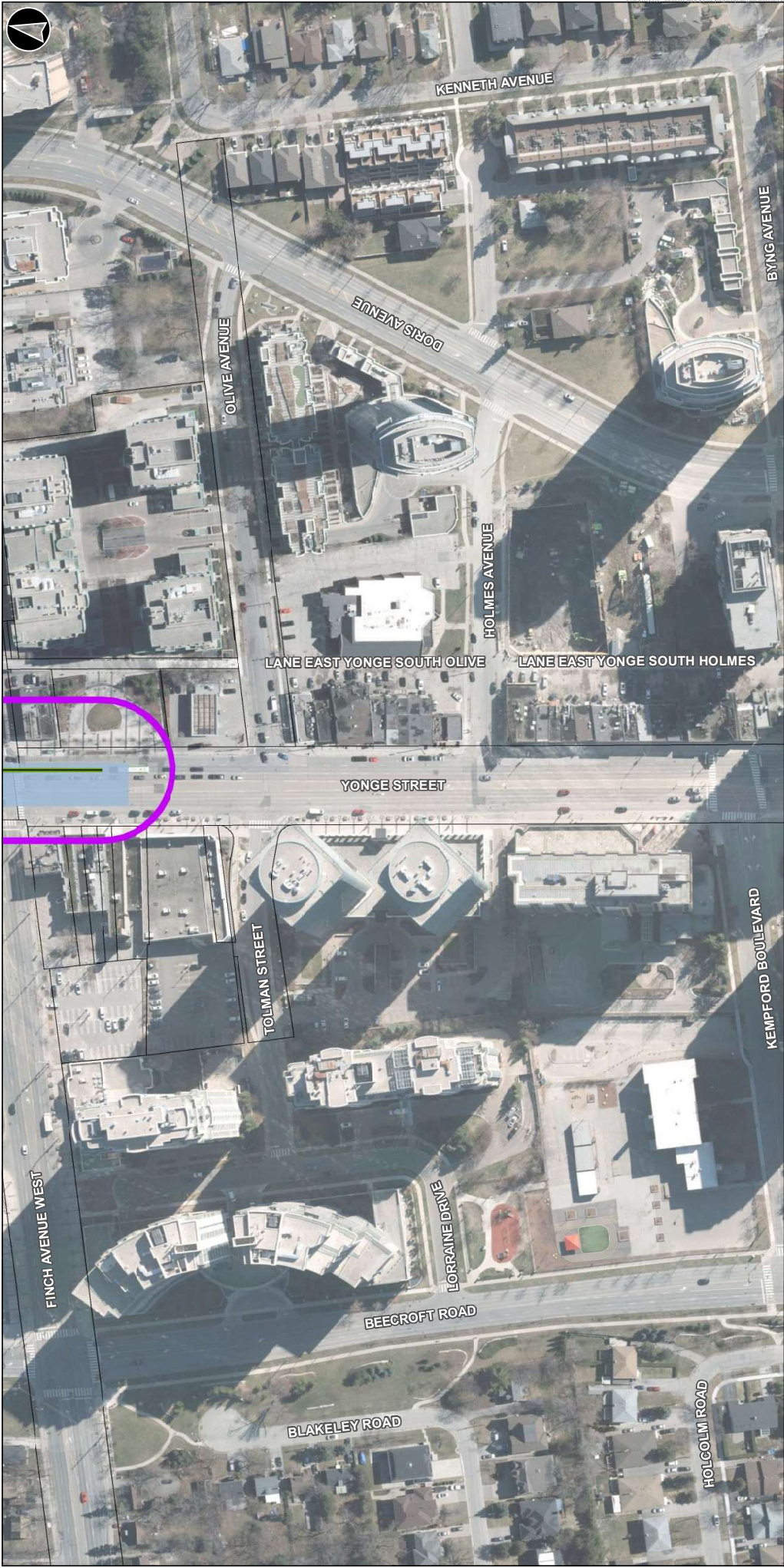
APPENDIX A: Impact Assessment Conceptual Plans/Mapping



Not to scale

METROLINX

One metrolinx



Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

Legend

- Study Area
- Existing Finch Station
- Proposed Subway Alignment (Below Grade)
- Property Fabric

Segment 1 - Figure 1

Scale: 0 25 50 Metres

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.

Datum: NAD27 MTM zone 10

Jan. 2022
1:1,600

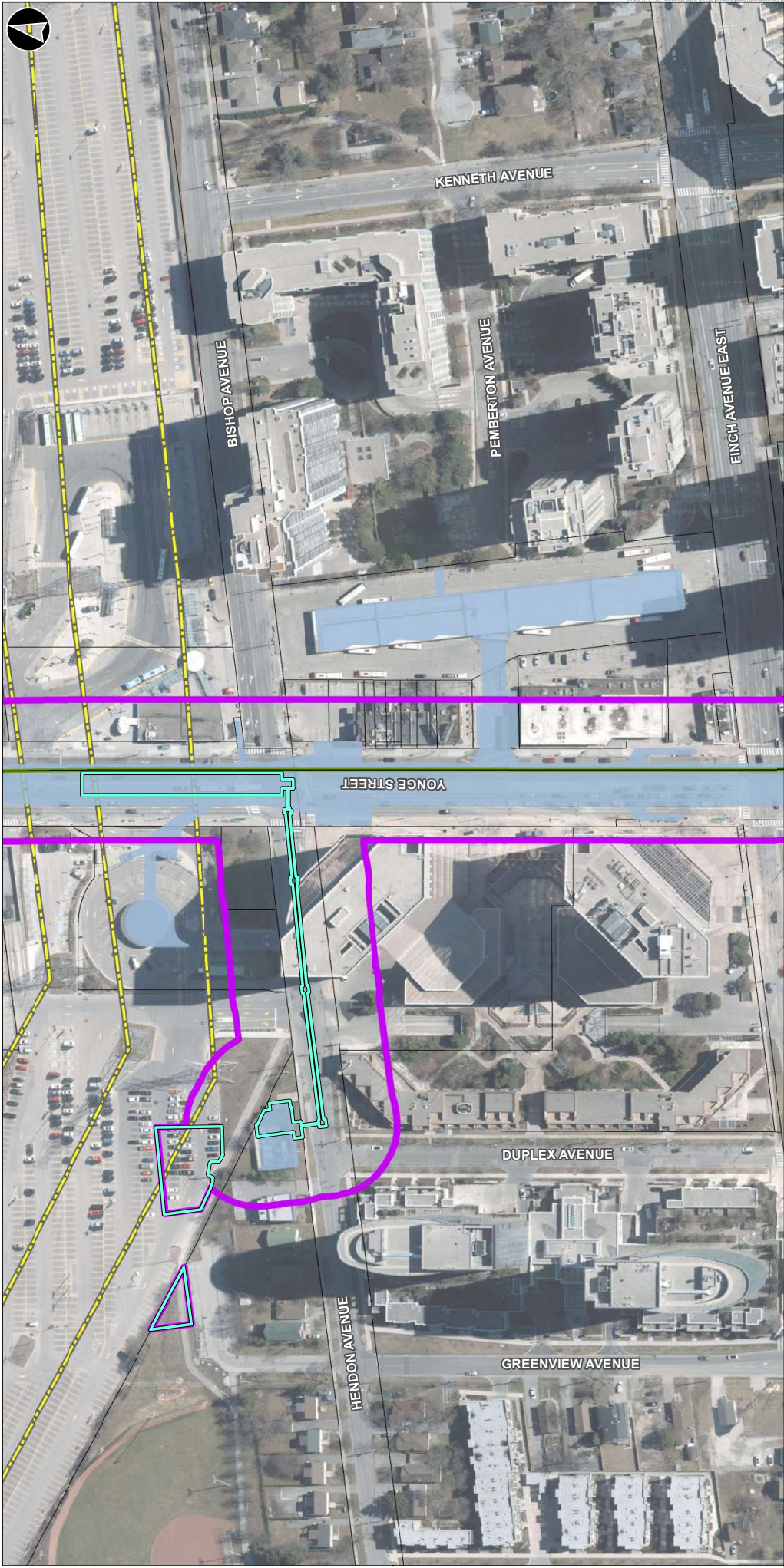
P 067400
Rev 0

METROLINX
Infrastructure Ontario

One
Infrastructure Ontario

Map Extent
0 0.25 0.5 Kilometres

Designs are conceptual and subject to change.



Legend

- Study Area
- Existing Finch Station
- Proposed Finch Station Modifications
- Proposed Subway Alignment (Below Grade)
- Existing Hydro One Transmission
- Property Fabric

Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

0 25 50
Metres

Date: NAD2011 MTM zone 10

Segment 1 -
Figure 2

Jan. 2022

1:1,600

METROLINX
Infrastructure
Ontario

One

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

Jan. 2022

P 067400

1:1,600

Rev 0

Designs are conceptual and subject to change.



Proposed EEB layout to be confirmed

Map Extent
0 0.25 0.5
Kilometres

Legend

- Study Area
- Existing Finch Station
- Proposed Finch Station Modifications
- Proposed Transition Box Structure (Below Grade)
- Proposed Subway Alignment (Below Grade)
- Proposed Extraction Shaft
- Proposed TPSS Location
- Proposed EEB Location
- Existing Hydro One Transmission
- Property Fabric

Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

**Segment 1 -
Figure 3**

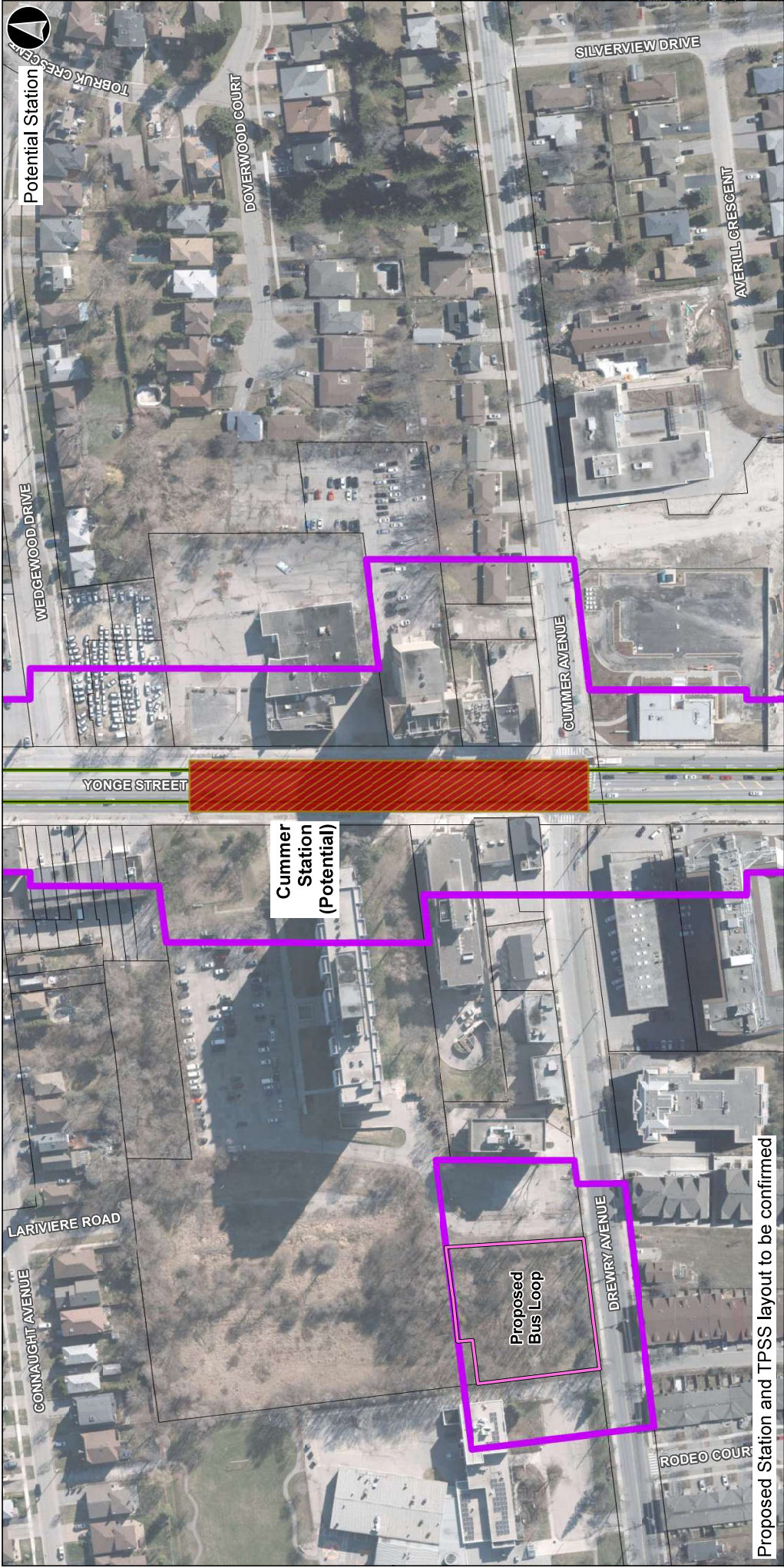
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Data Sources:
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Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.

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P 067400 Rev 0

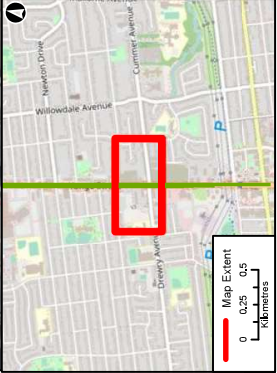
METROLINX
Infrastructure
Ontario
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Designs are conceptual and subject to change




Proposed Station and TPSS layout to be confirmed

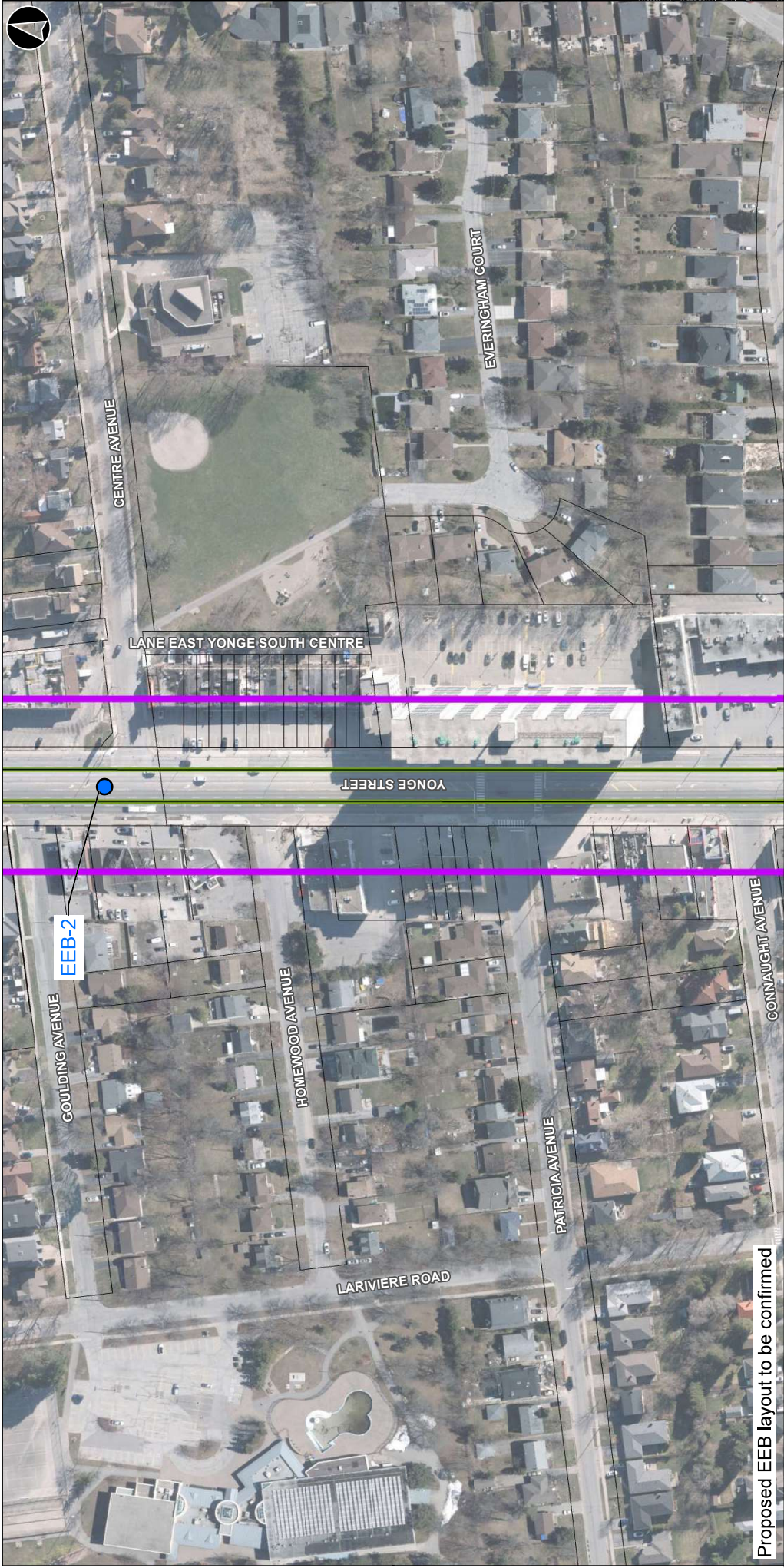
- Legend**
- Study Area
 - Proposed Subway Alignment (Below Grade)
 - Potential Station Platform Area
 - Proposed Bus Loop
 - Property Fabric



**Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping**

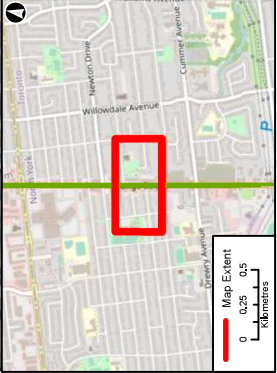
 Infrastructure Ontario	Segment 1 - Figure 4	
	Jan. 2022	1:1,600
Data Sources: Aerial imagery provided by ESRI dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.		P 067400 Rev 0

Designs are conceptual and subject to change



Proposed EEB layout to be confirmed

- Legend**
- Study Area
 - Proposed Subway Alignment (Below Grade)
 - Proposed EEB Location
 - Property Fabric



**Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping**

**Segment 1 -
Figure 5**

0 25 50
Metres

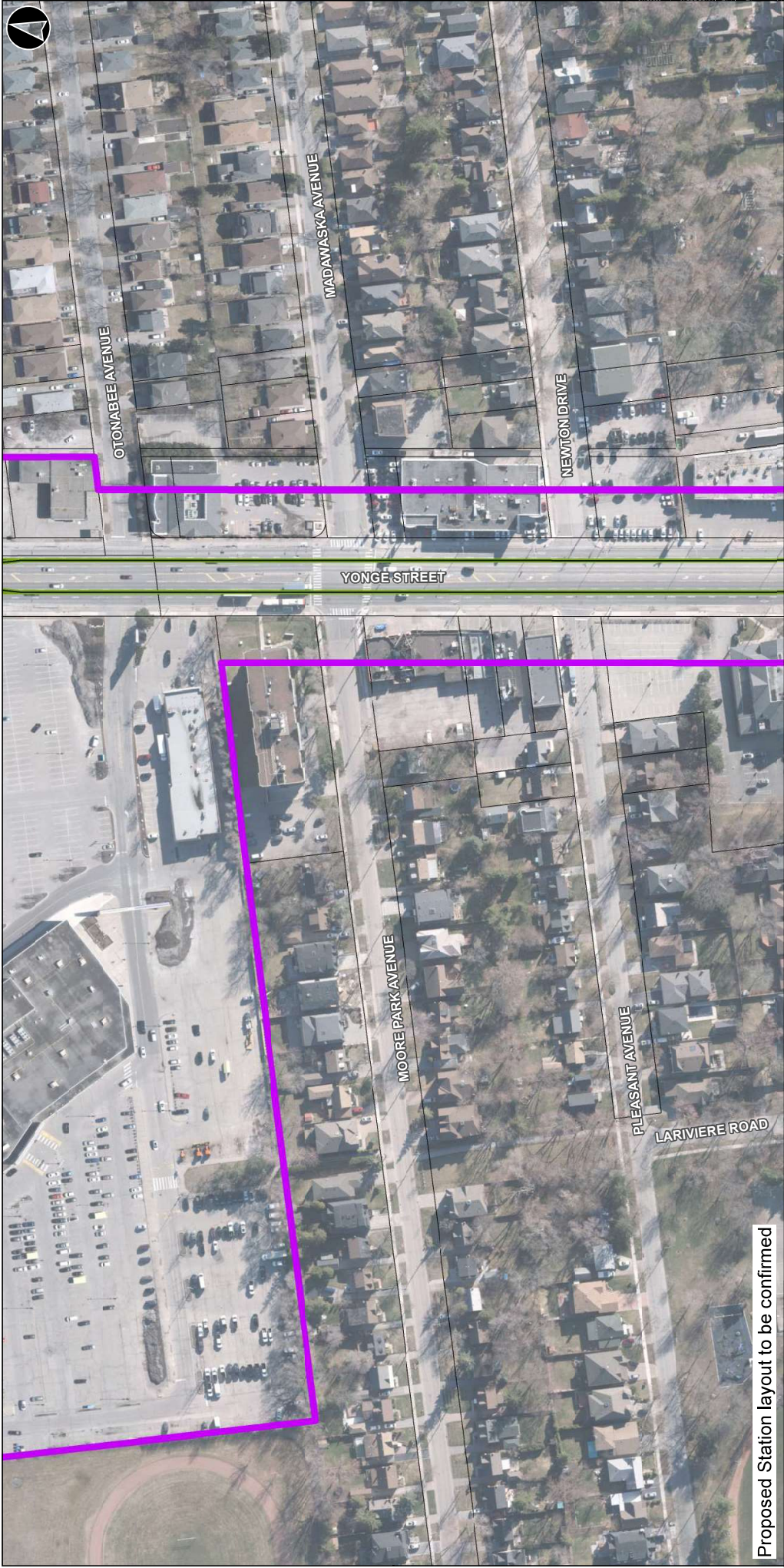
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Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

Jan. 2022
1:1,600
P 067400
Rev 0

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Infrastructure
Ontario

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Infrastructure
Ontario


Designs are conceptual and subject to change



Proposed Station layout to be confirmed

Legend

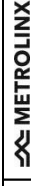
 Study Area

 Proposed Subway Alignment (Below Grade)

 Property Fabric

Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping

Segment 1 -
Figure 6

 METROLINX

Infrastructure
Ontario

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

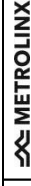
Jan. 2022

1:1,600

P 067400

Rev 0

0 25 50
Metres

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Ontario

Jan. 2022

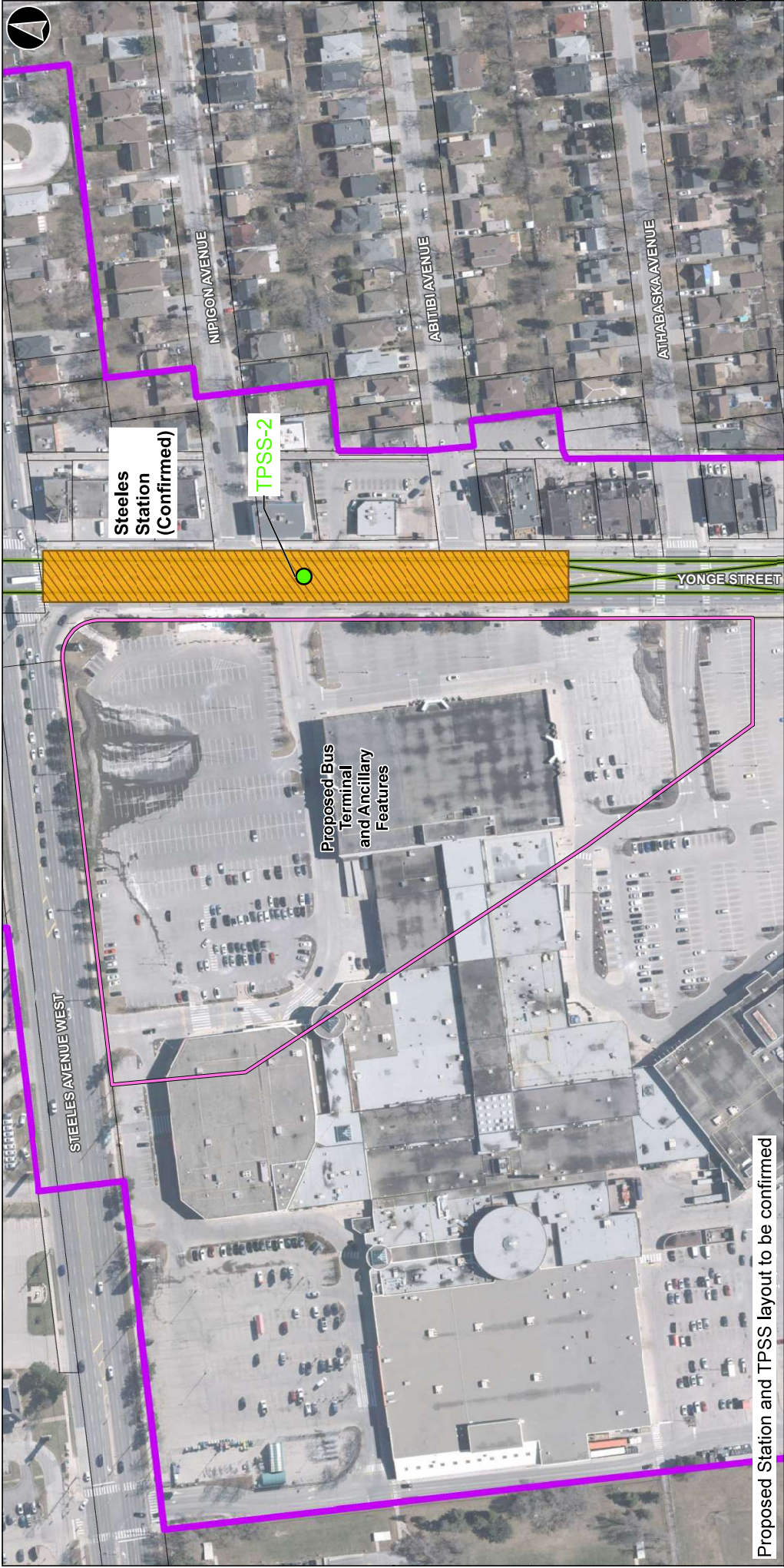
1:1,600

P 067400

Rev 0

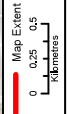
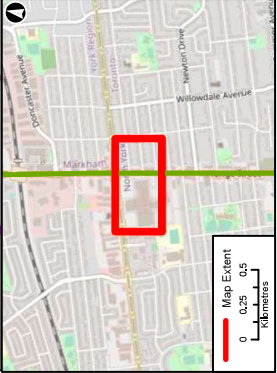
Designs are conceptual and subject to change





Proposed Station and TPSS layout to be confirmed

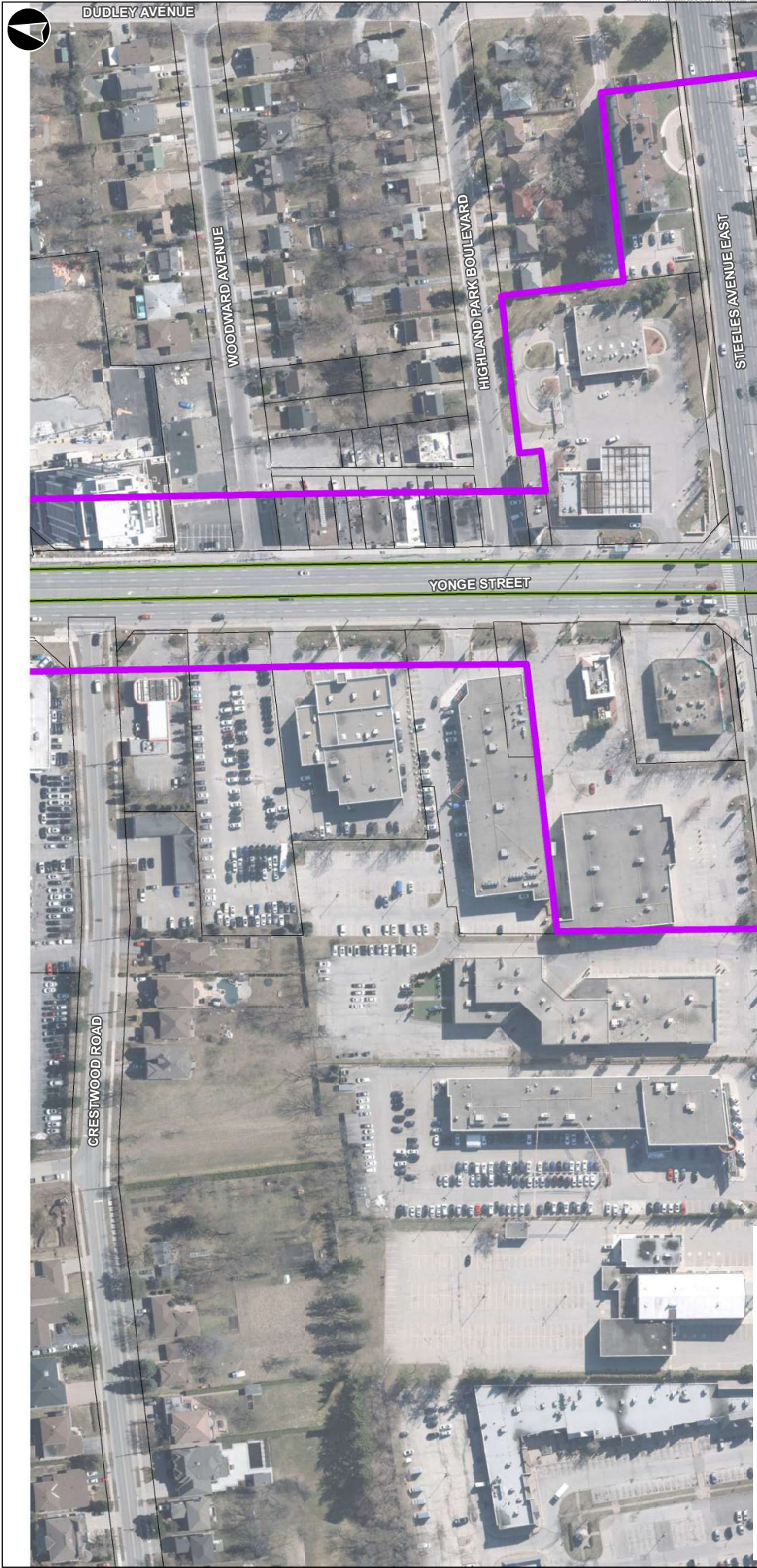
- Legend**
- Study Area
 - Proposed Subway Alignment (Below Grade)
 - Confirmed Station Platform Area
 - Proposed Bus Terminal and Ancillary Features
 - Proposed TPSS Location
 - Property Fabric



Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

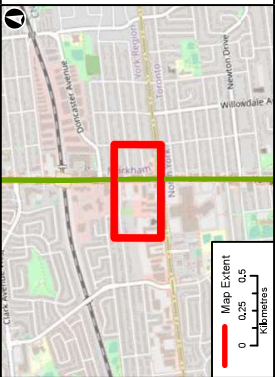
METROLINX Infrastructure Ontario	Segment 1 - Figure 7	
	Jan. 2022	1:1,600
Data Sources: Aerial imagery provided by ESRI dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.		P 067400
		Rev 0

Designs are conceptual and subject to change




Proposed Station layout to be confirmed

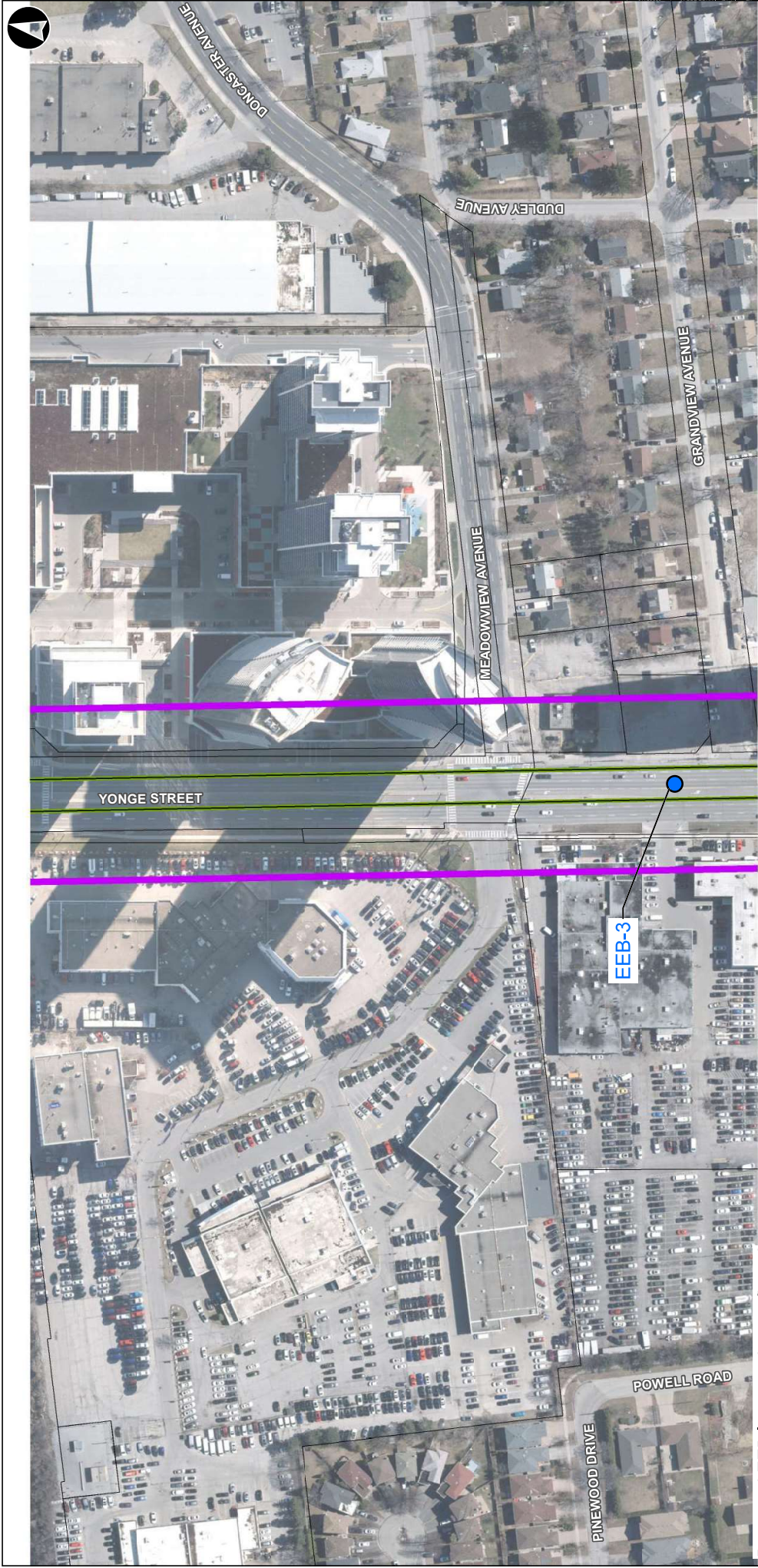
- Legend**
- Study Area
 - Proposed Subway Alignment (Below Grade)
 - Property Fabric



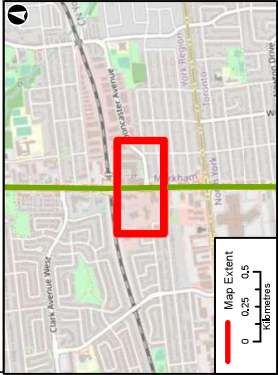
Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

 METROLINX Infrastructure Ontario	Segment 1 - Figure 8	
	Jan. 2022	1:1,600
Data Sources: Aerial imagery provided by ESRI dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.	P 067400 Rev 0	

Designs are conceptual and subject to change



Proposed EEB layout to be confirmed



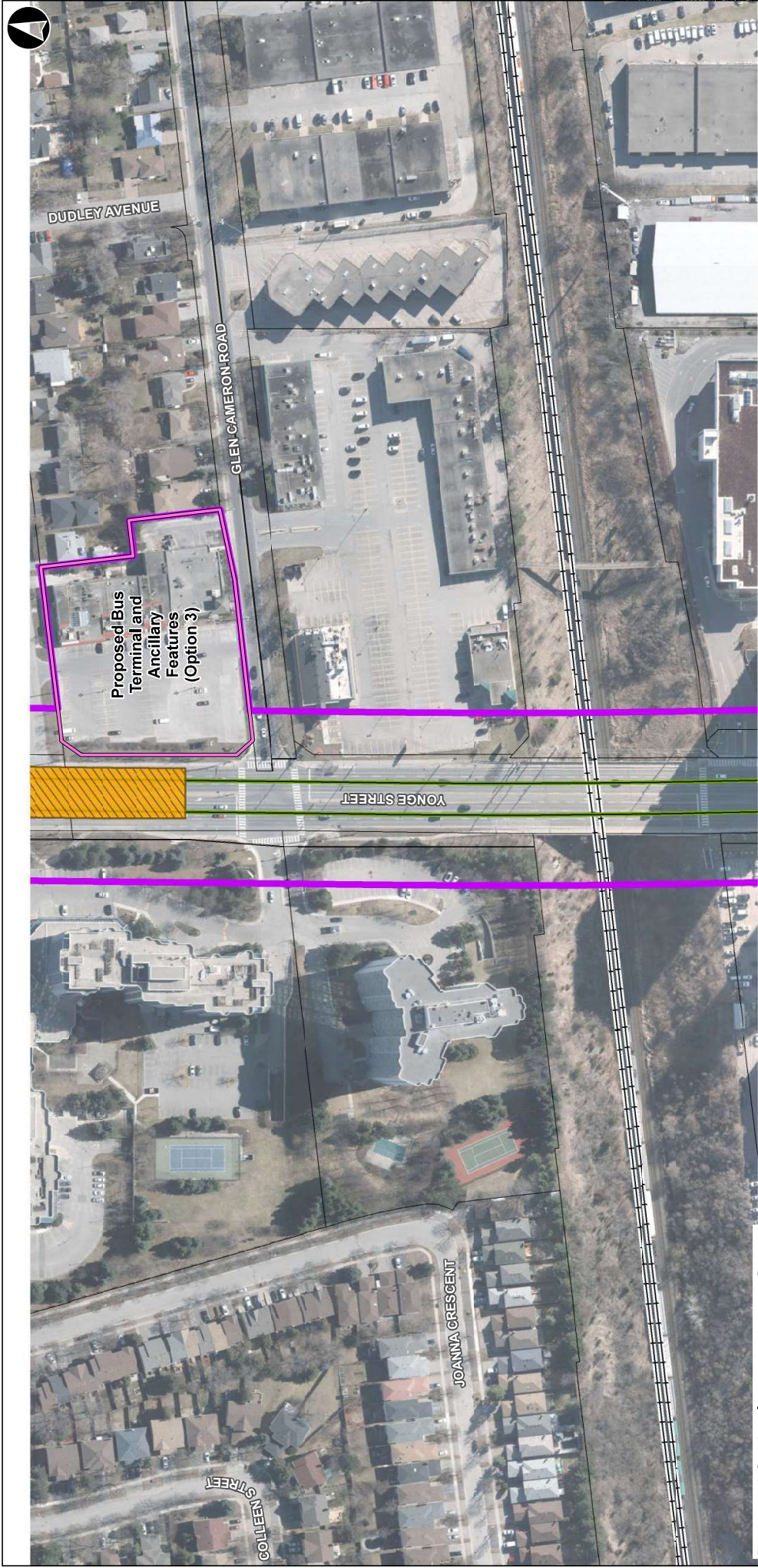
Legend

- Study Area
- Proposed Subway Alignment (Below Grade)
- Proposed EEB Location
- Property Fabric

Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping

METROLINX Infrastructure Ontario	Segment 1 - Figure 9	
	Jan. 2022	1:1,600
Data Sources: Aerial imagery provided by ESRI dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.		P 067400 Rev 0

Designs are conceptual and subject to change



Proposed Station layout to be confirmed

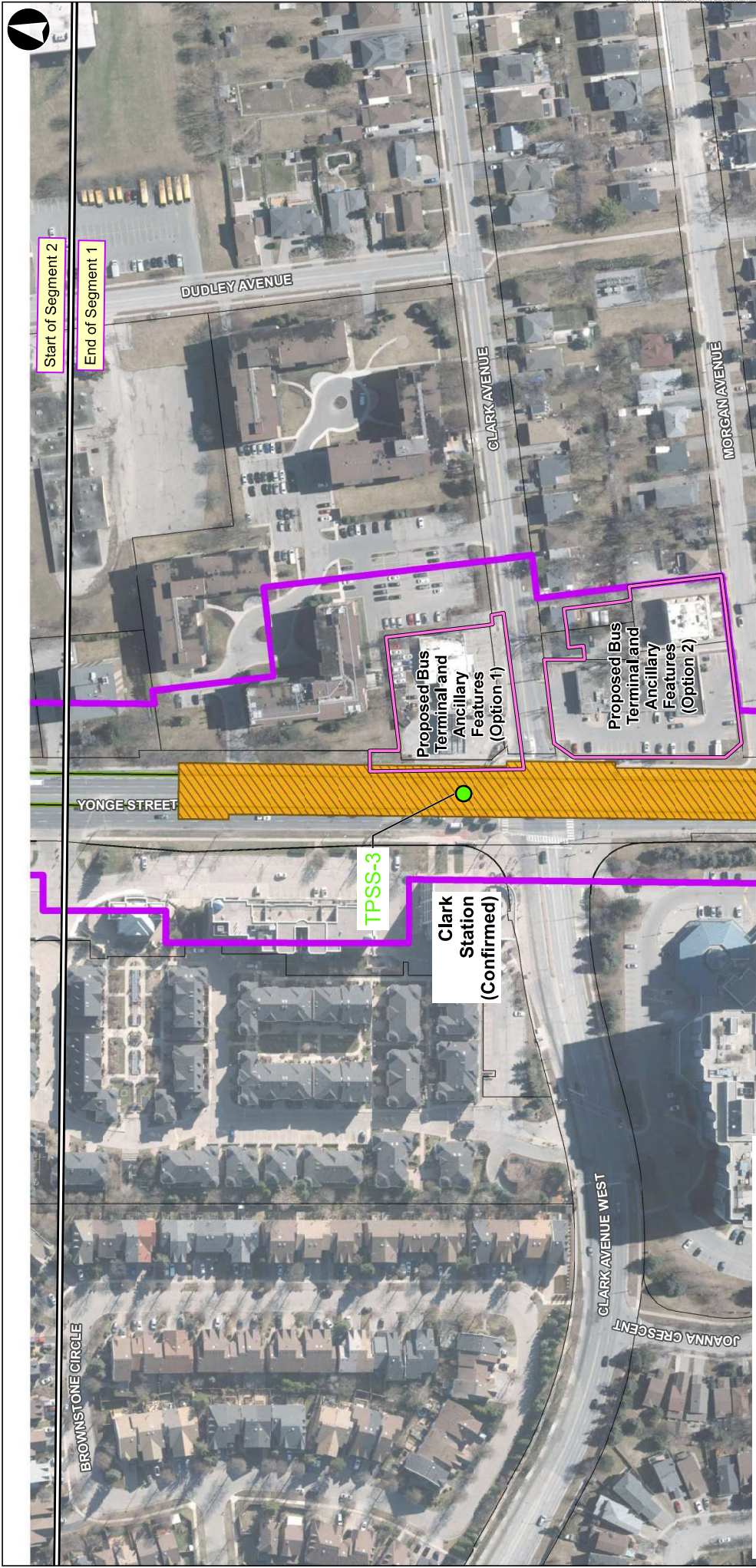
- Legend**
- Study Area
 - Proposed Subway Alignment (Below Grade)
 - Confirmed Station Platform Area
 - Proposed Bus Terminal and Ancillary Features
 - Existing CN Track
 - Property Fabric



Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

METROLINX Infrastructure Ontario	Segment 1 - Figure 10	
	Jan. 2022	1:1,600
Data Sources: Aerial imagery provided by ESRI dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.		P 067400
		Rev 0

Designs are conceptual and subject to change



Proposed Station and TPSS layout to be confirmed

Legend

- Study Area Segment Breakline
- Study Area
- Proposed Subway Alignment (Below Grade)
- Confirmed Station Platform Area
- Proposed Bus Terminal and Ancillary Features
- Proposed TPSS Location

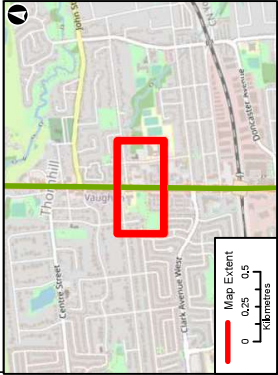
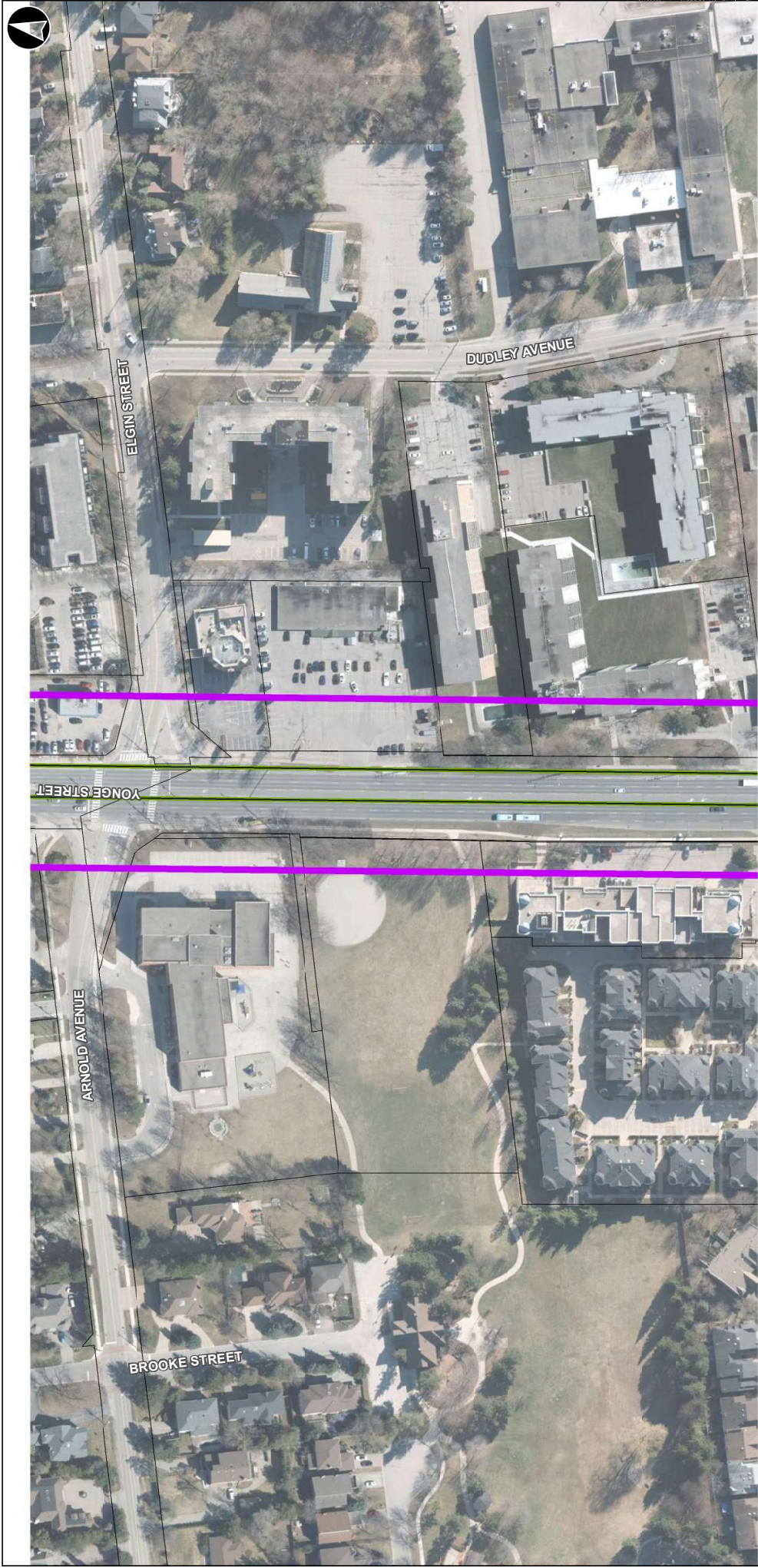
Property Fabric

**Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping**

 METROLINX Infrastructure Ontario	Segment 1/2 - Figure 11	
	Jan. 2022	1:1,600
Data Sources: Aerial imagery provided by ESRI dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.		Rev 0 P 067400


Map Extent
0 0.25 0.5
kilometres


Designs are conceptual and subject to change



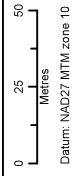
Legend

 Study Area

 Proposed Subway Alignment (Below Grade)

 Property Fabric

**Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping**



**Segment 2 -
Figure 12**

METROLINX
Infrastructure
Ontario

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

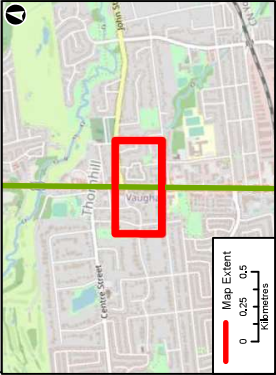
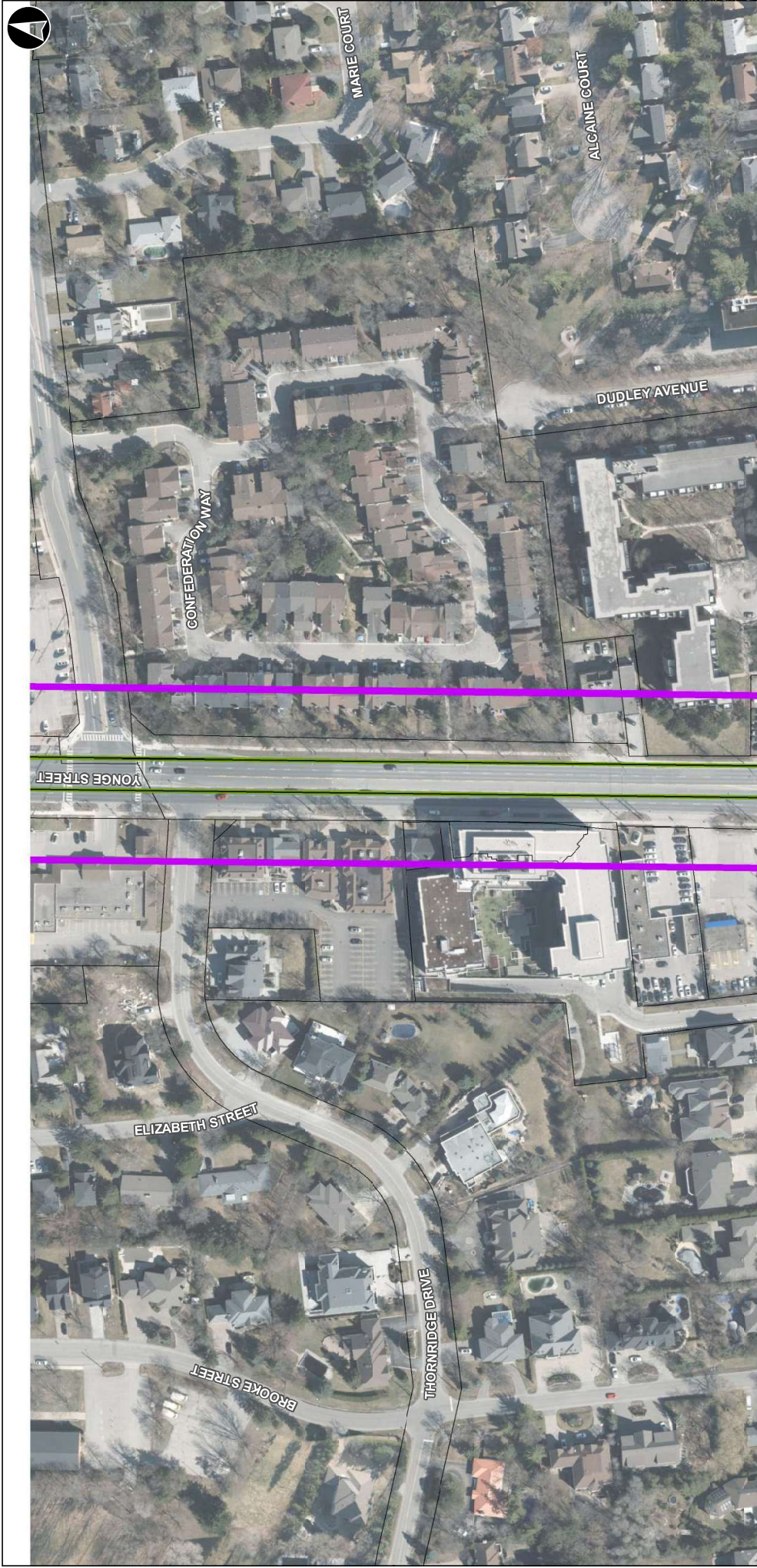
Jan. 2022

One
Infrastructure
Ontario




1:1,600

Rev 0

Designs are conceptual and subject to change.



Legend

-  Study Area
-  Proposed Subway Alignment (Below Grade)
-  Property Fabric

**Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping**

0 25 50
Metres

**Segment 2 -
Figure 13**



Infrastructure
Ontario

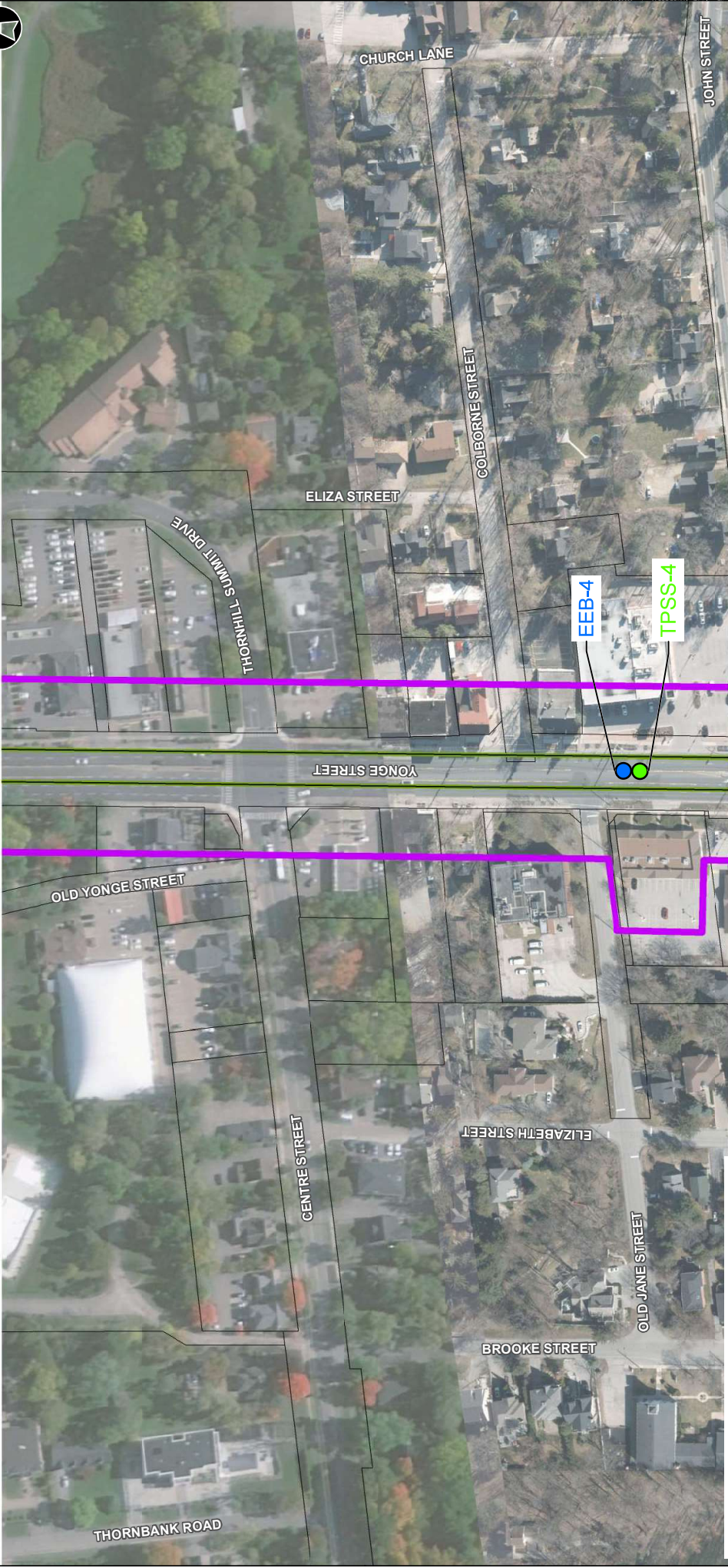
Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

Jan. 2022
1:1,600

P 067400
Rev 0



Designs are conceptual and subject to change.



Proposed EEB and TPSS layout to be confirmed

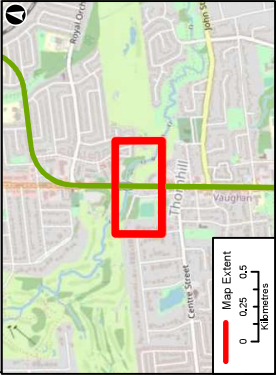
Legend

- Study Area
- Proposed Subway Alignment (Below Grade)
- Proposed TPSS Location
- Proposed EEB Location
- Property Fabric


Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping


METROLINX Infrastructure Ontario	Segment 2 - Figure 14	Data Sources: Aerial imagery provided by ESRI dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.	
		Jan. 2022	1:1,600
		P 067400	Rev 0

Designs are conceptual and subject to change




Legend

 Study Area

 Proposed Subway Alignment (Below Grade)

 Watercourse

 Property Fabric

**Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping**



**Segment 2 -
Figure 15**

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

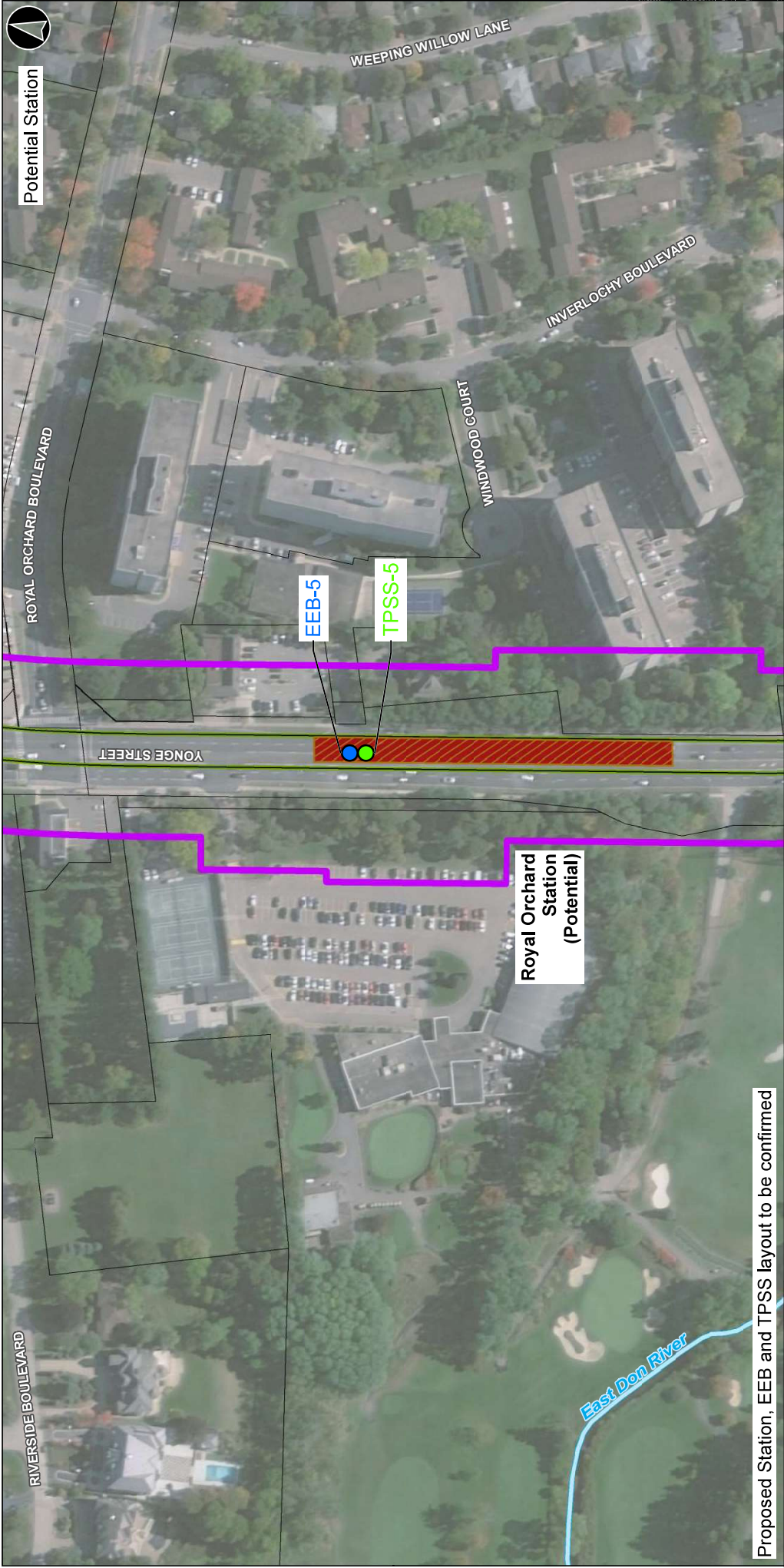
Jan. 2022
1:1,600

P 067400
Rev 0

 **METROLINX**
Infrastructure
Ontario

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Infrastructure
Ontario

Designs are conceptual and subject to change.



Proposed Station, EEB and TPSS layout to be confirmed



Legend

- Study Area
- Proposed Subway Alignment (Below Grade)
- Potential Station Platform Area
- Proposed TPSS Location
- Proposed EEB Location
- Watercourse
- Property Fabric

Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping

Segment 2 -
Figure 16

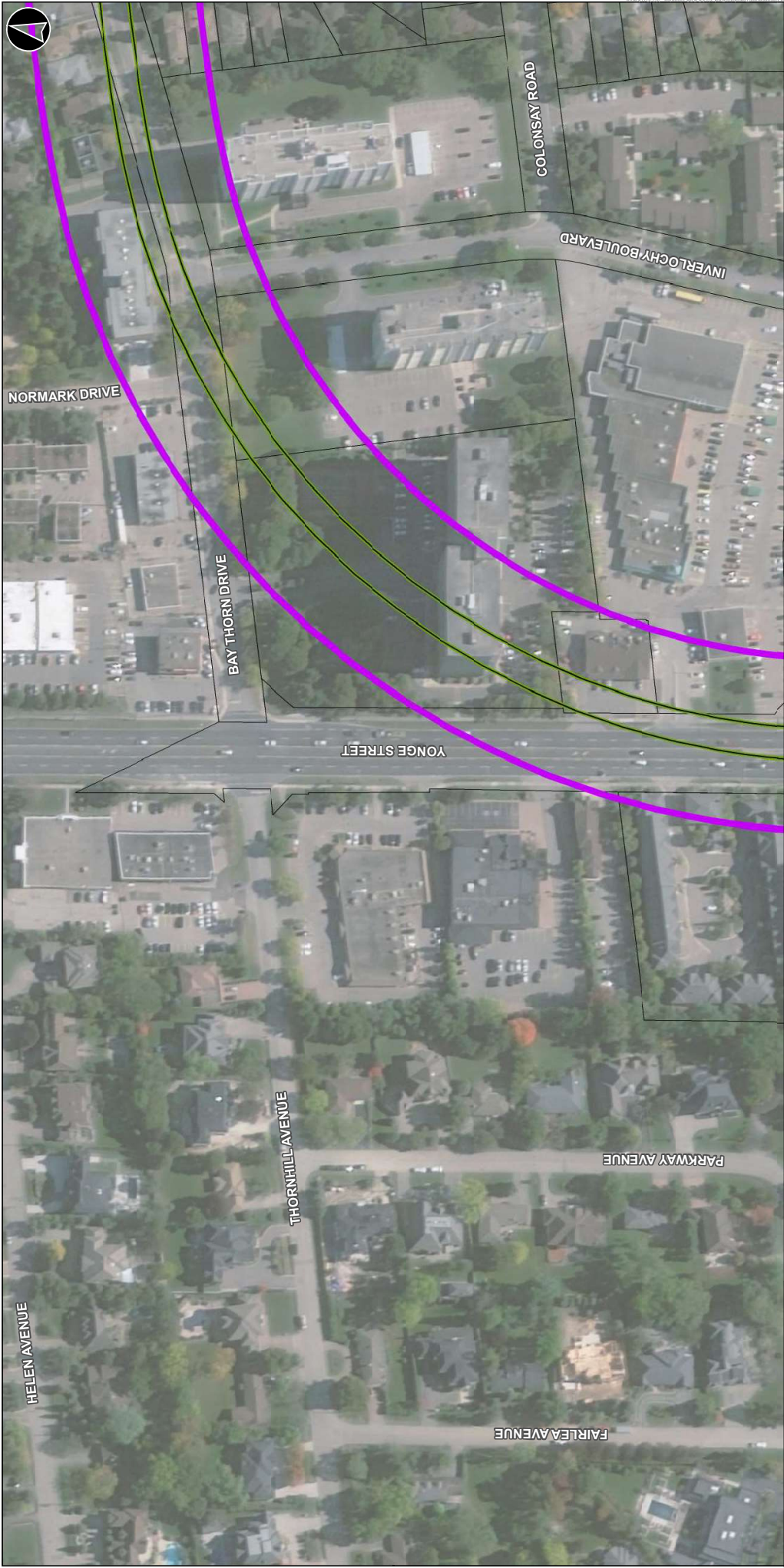


Infrastructure
Ontario

1:1,600	Jan. 2022
P 067400	Rev 0

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

Designs are conceptual and subject to change



Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

Legend

Study Area

Proposed Subway Alignment (Below Grade)

Property Fabric

**Segment 2 -
Figure 17**

METROLINX
Infrastructure
Ontario

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Map

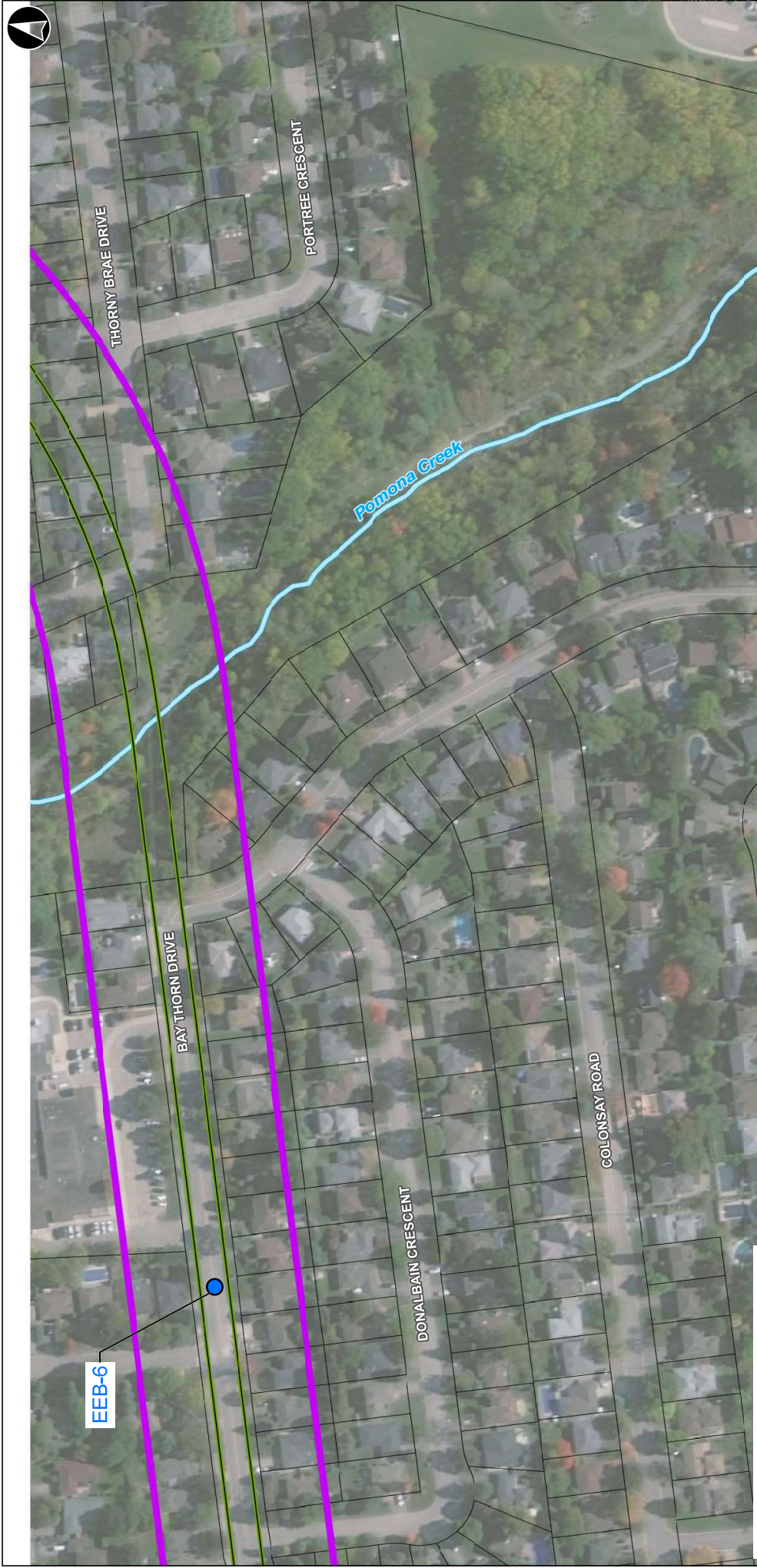
Scale

0 25 50
Metres

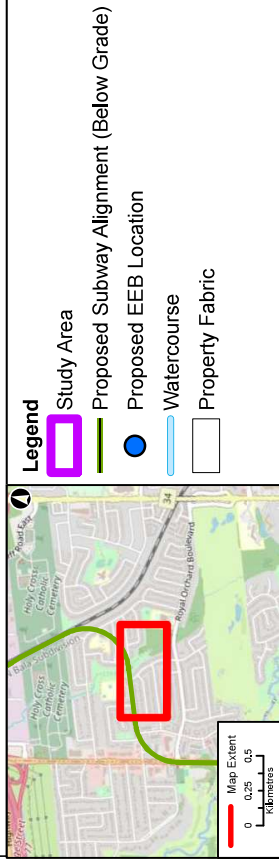
Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.

Jan. 2022
1:1,600
P 067400
Rev 0


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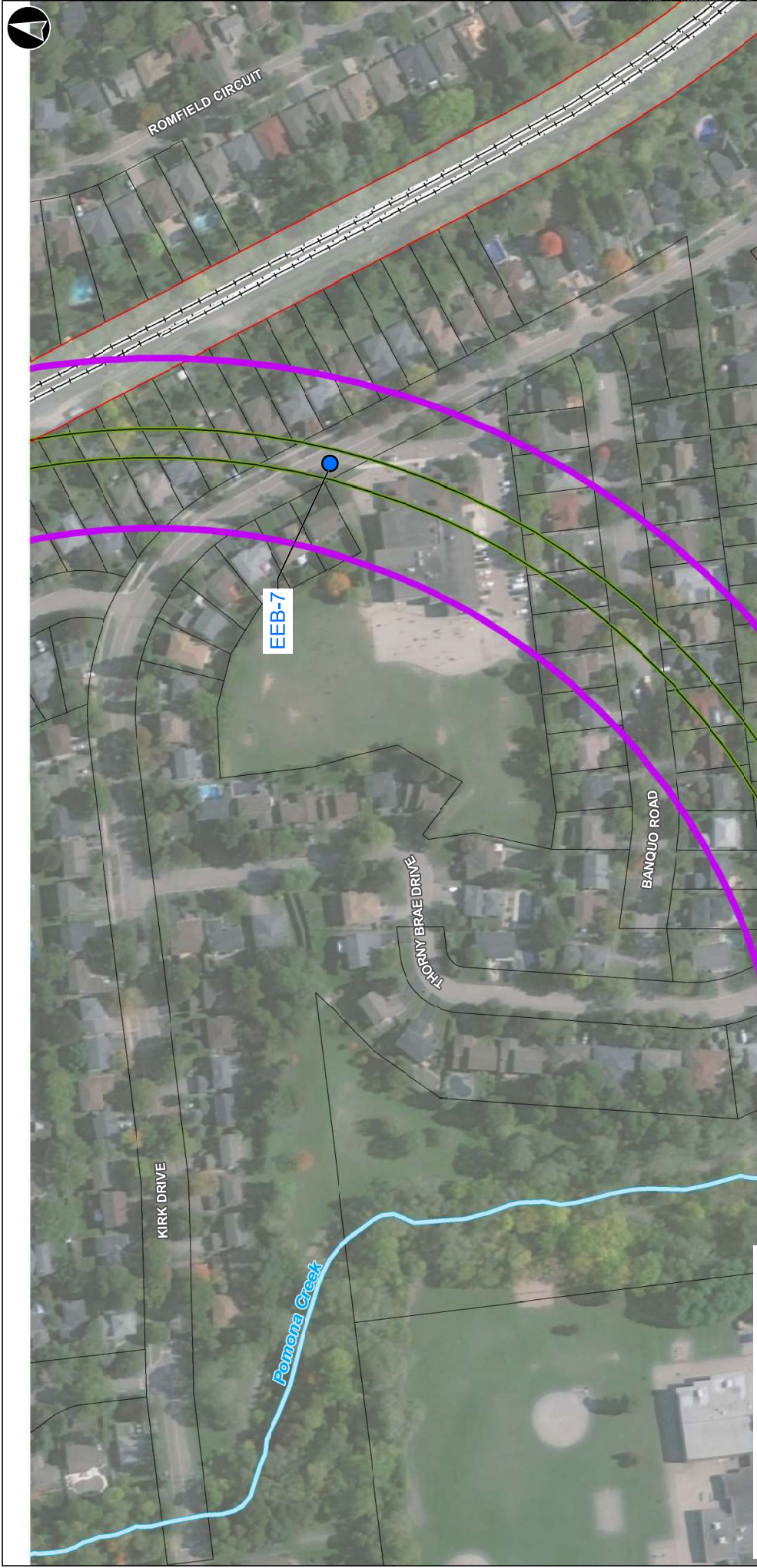
Proposed EEB layout to be confirmed



Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

 METROLINX Infrastructure Ontario	Segment 2 - Figure 18	
	Jan. 2022	1:1,600
Data Sources: Aerial imagery provided by ESRI dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.		P 067400 Rev 0

Designs are conceptual and subject to change



Proposed EEB layout to be confirmed



Legend

- Study Area
- Property Fabric
- Proposed Subway Alignment (Below Grade)
- Proposed EEB Location
- Existing CN Track / Metrolinx Richmond Hill Corridor
- Watercourse
- CN Right-of-Way

Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

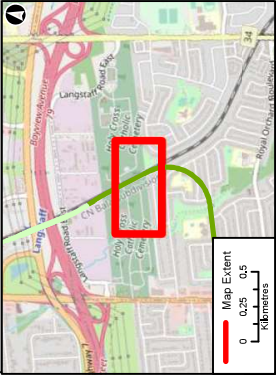
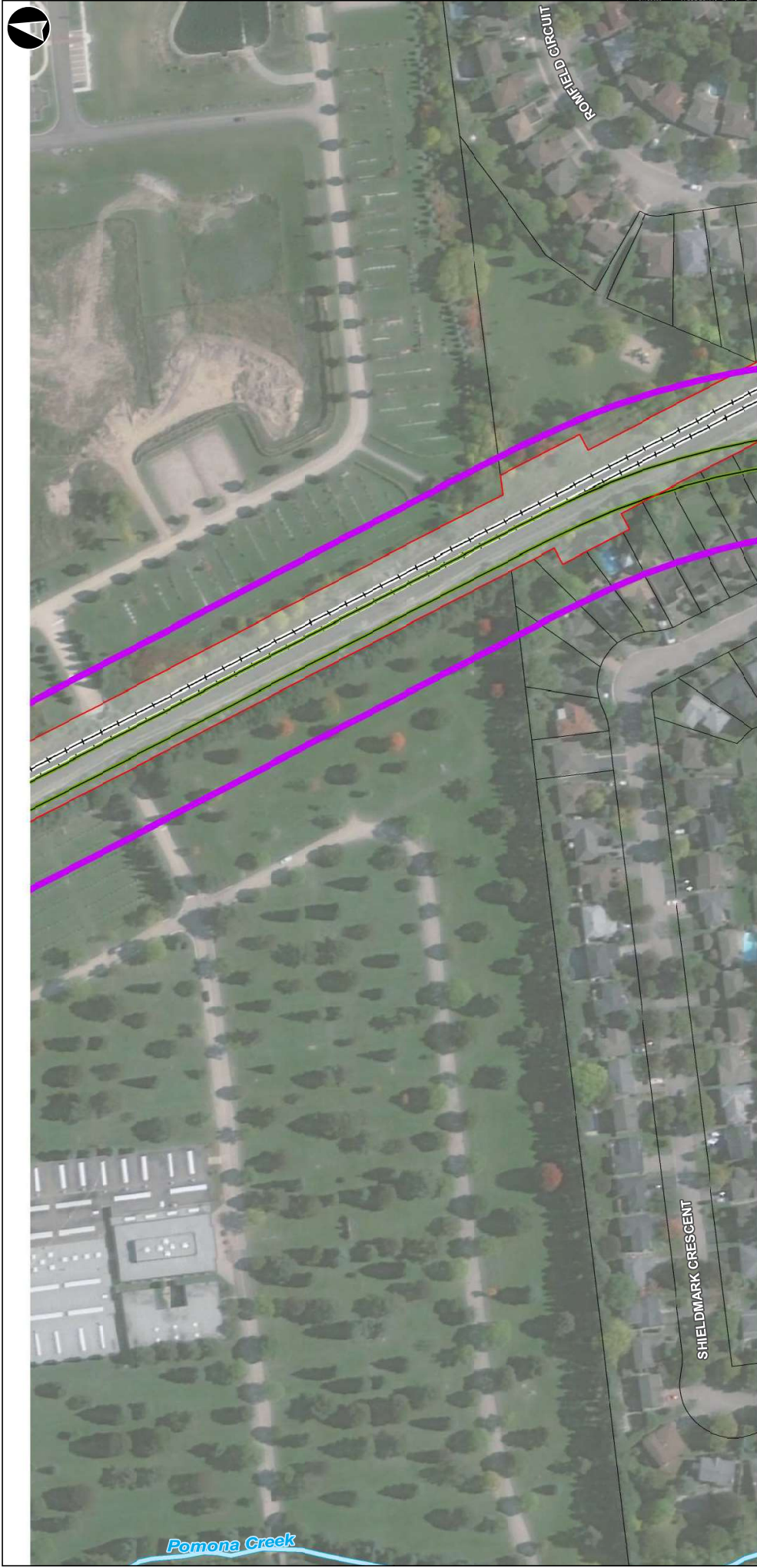
Segment 2 -
Figure 19

METROLINX
Infrastructure
Ontario

Jan. 2022
1:1,600
P 067400
Rev 0

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

Designs are conceptual and subject to change



Legend

- Study Area
- Proposed Subway Alignment (Below Grade)
- Existing CN Track / Metrolinx Richmond Hill Corridor
- Watercourse
- CN Right-of-Way
- Property Fabric

Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

0 25 50
Metres

**Segment 2 -
Figure 20**

METROLINX
Infrastructure
Ontario

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

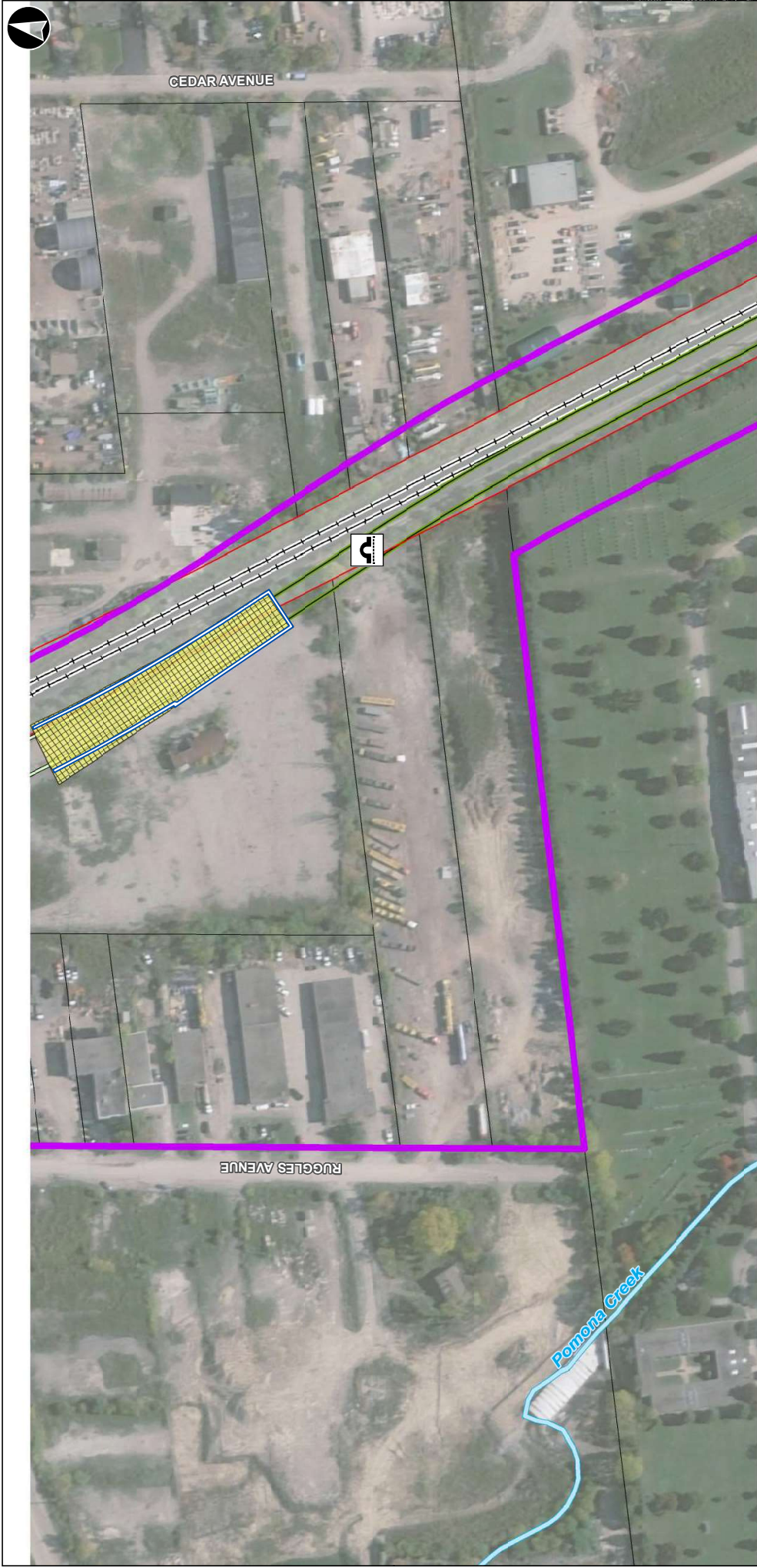
Jan. 2022

1:1,600

P 067400

Rev 0

Designs are conceptual and subject to change



Map Extent
0 0.25 0.5
Kilometres

Legend

- Study Area
- Proposed Subway Alignment (At Grade)
- Proposed Subway Alignment (Below Grade)
- Proposed Launch Shaft
- Proposed Portal Structure
- Proposed Culvert Relocation
- Existing CN Track / Metrolinx Richmond Hill Corridor
- Watercourse
- CN Right-of-Way
- Property Fabric

Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

0 25 50
Metres

Datum: NAD27 MTM zone 10

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

**Segment 2 -
Figure 21**

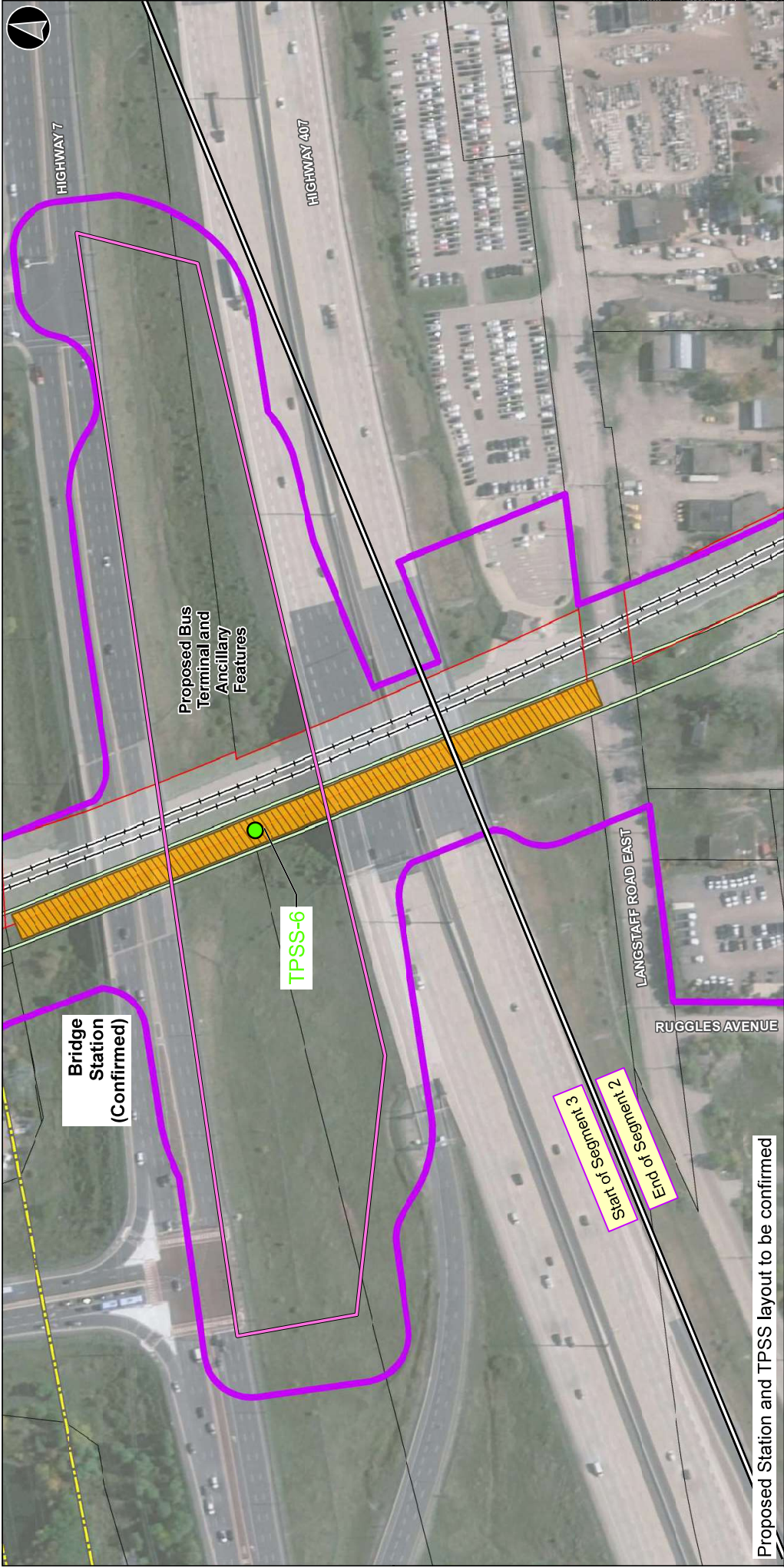
Jan. 2022
P 067400

1:1,600
Rev 0

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Infrastructure
Ontario

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Infrastructure
Ontario

Designs are conceptual and subject to change



Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

Legend

- Study Area Segment Breakline
- Study Area
- Proposed Subway Alignment (At Grade)
- Confirmed Station Platform Area
- Proposed Bus Terminal and Ancillary Features
- Proposed TPSS Location

- Proposed Launch Shaft
- Existing CN Track / Metrolinx Richmond Hill Corridor
- Existing Hydro One Transmission
- CN Right-of-Way
- Property Fabric

Scale

0 25 50
Metres

Datum: NAD27 MTM zone 10

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.

**Segment 2/3 -
Figure 22**

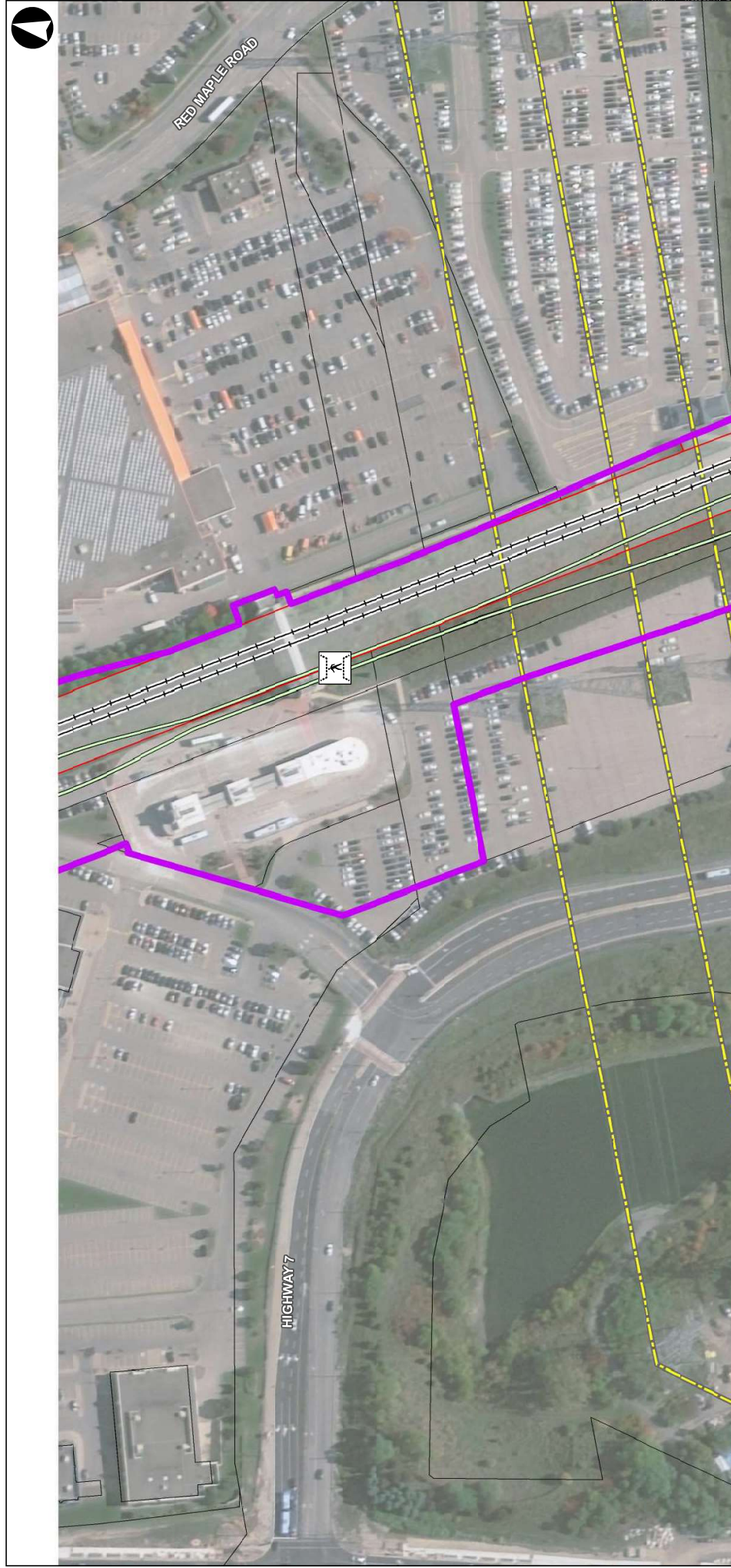
Jan. 2022
1:1,600

P 067400
Rev 0

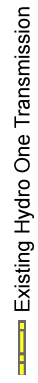
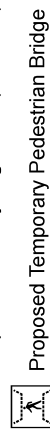
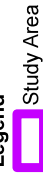
METROLINX
Infrastructure
Ontario

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Infrastructure

Designs are conceptual and subject to change



Legend



Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

YNSE EPR Addendum Mapping



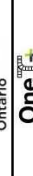
Datum: NAD27 MTM zone 10
Data Sources: Aerial imagery provided by ESR dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.

**Segment 3 -
Figure 23**

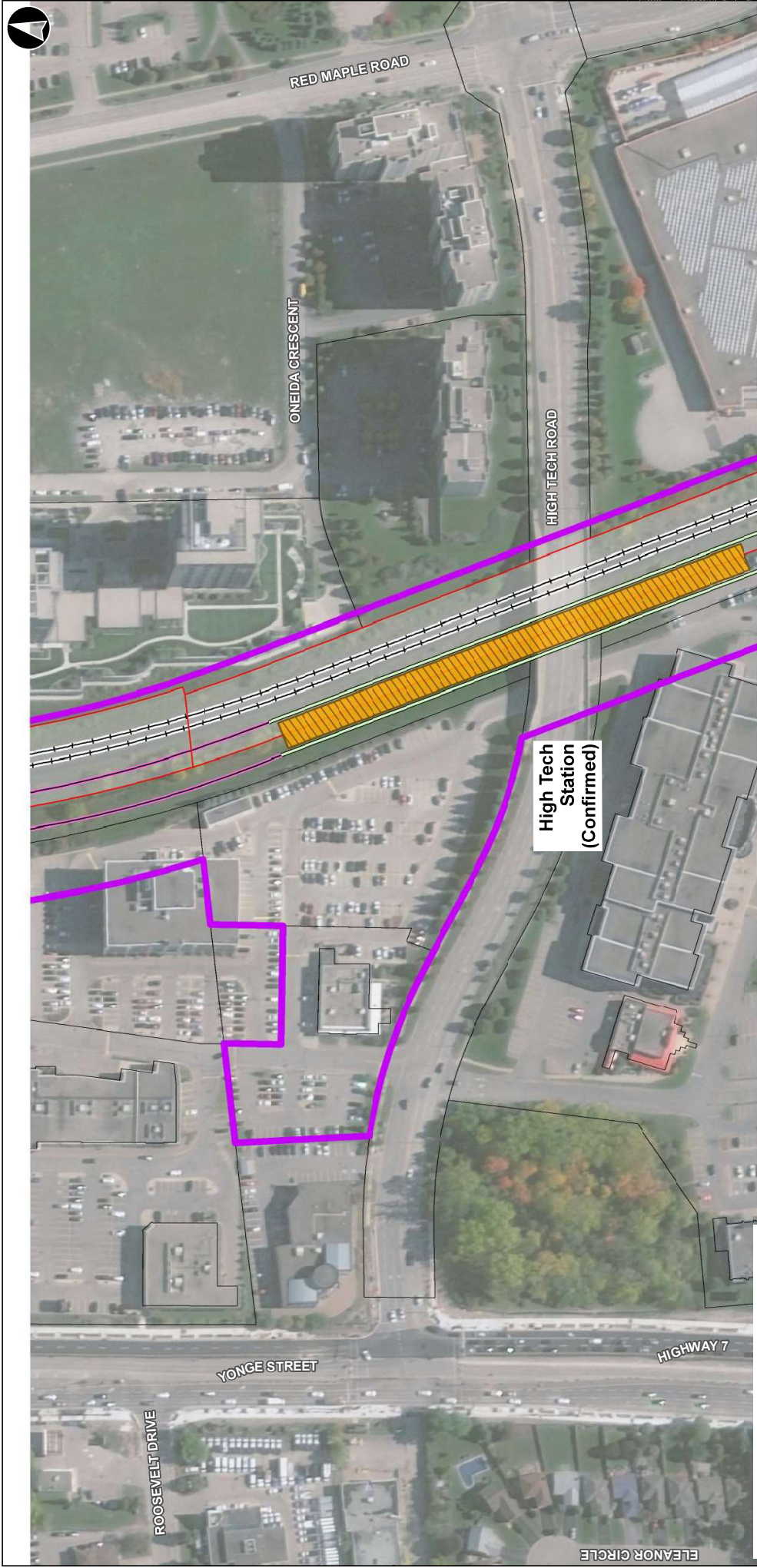
Jan, 2022	1:1,600
P 067400	Rev 0



Infrastructure



Designs are conceptual and subject to change.



Proposed Station layout to be confirmed

Legend

- Study Area
- Proposed Subway Alignment (At Grade)
- Proposed Train Storage Facility Alignment
- Confirmed Station Platform Area
- Existing CN Track / Metrolinx Richmond Hill Corridor
- CN Right-of-Way
- Property Fabric

**Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping**

**Segment 3 -
Figure 24**

Scale:
0 25 50
Metres

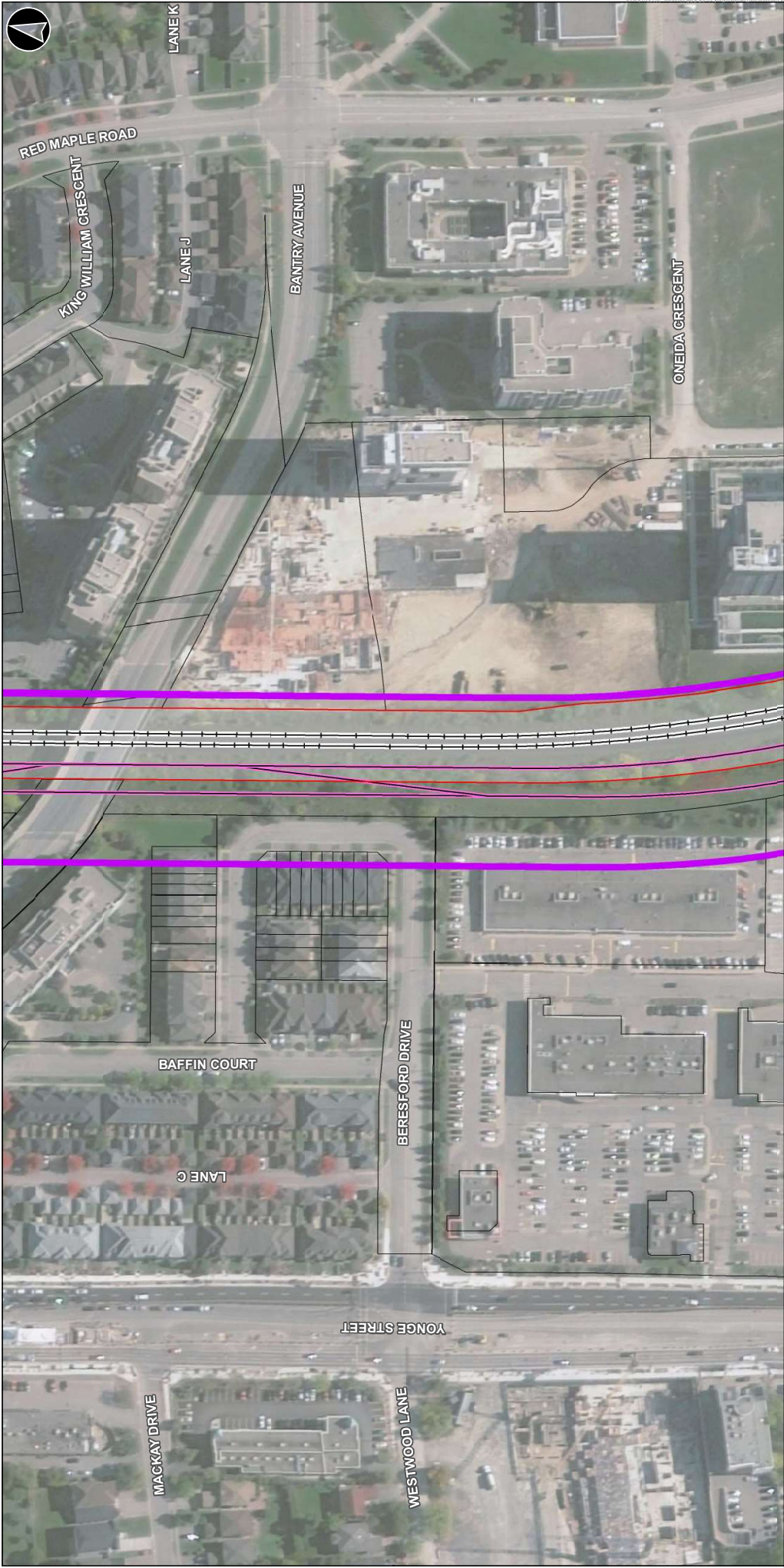
Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

Jan. 2022
1:1,600
P 067400
Rev 0

METROLINX
Infrastructure
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Engineering

Designs are conceptual and subject to change



Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

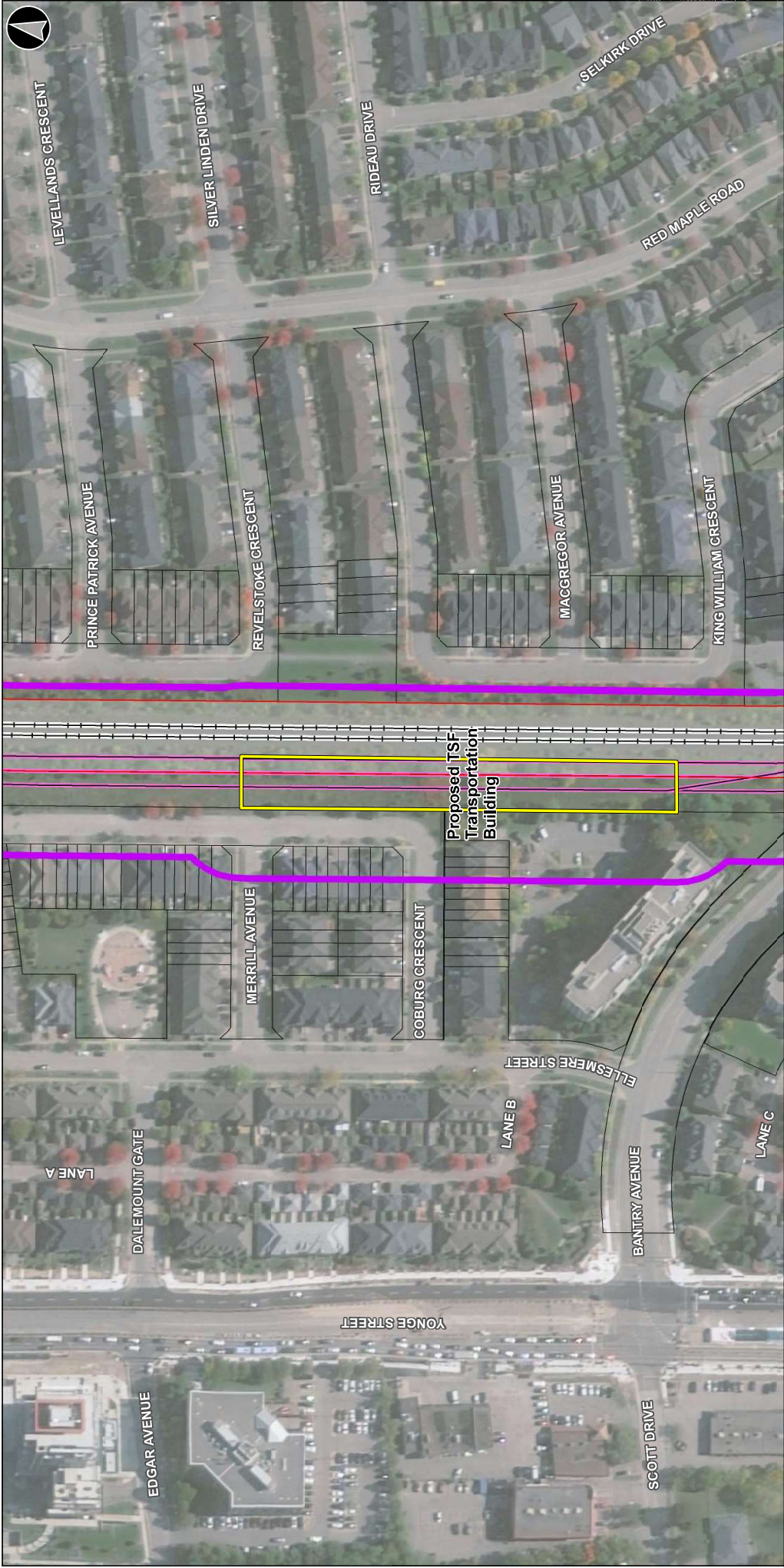
Legend

- Study Area
- Proposed Train Storage Facility Alignment
- Existing CN Track / Metrolinx Richmond Hill Corridor
- CN Right-of-Way
- Property Fabric

Map Extent

 Datum: NAD27 MTM zone 10 Data Sources: Aerial imagery provided by ESRI dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.	Segment 3 - Figure 25	
	Jan. 2022 1:1,600	Infrastructure Ontario One
P 067400		Rev 0

Designs are conceptual and subject to change.



Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

Legend

- Study Area
- Proposed Train Storage Facility Alignment
- Proposed TSF Transportation Building
- Existing CN Track / Metrolinx Richmond Hill Corridor
- CN Right-of-Way
- Property Fabric

**Segment 3 -
Figure 26**

Scale:
0 25 50
Metres

Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.

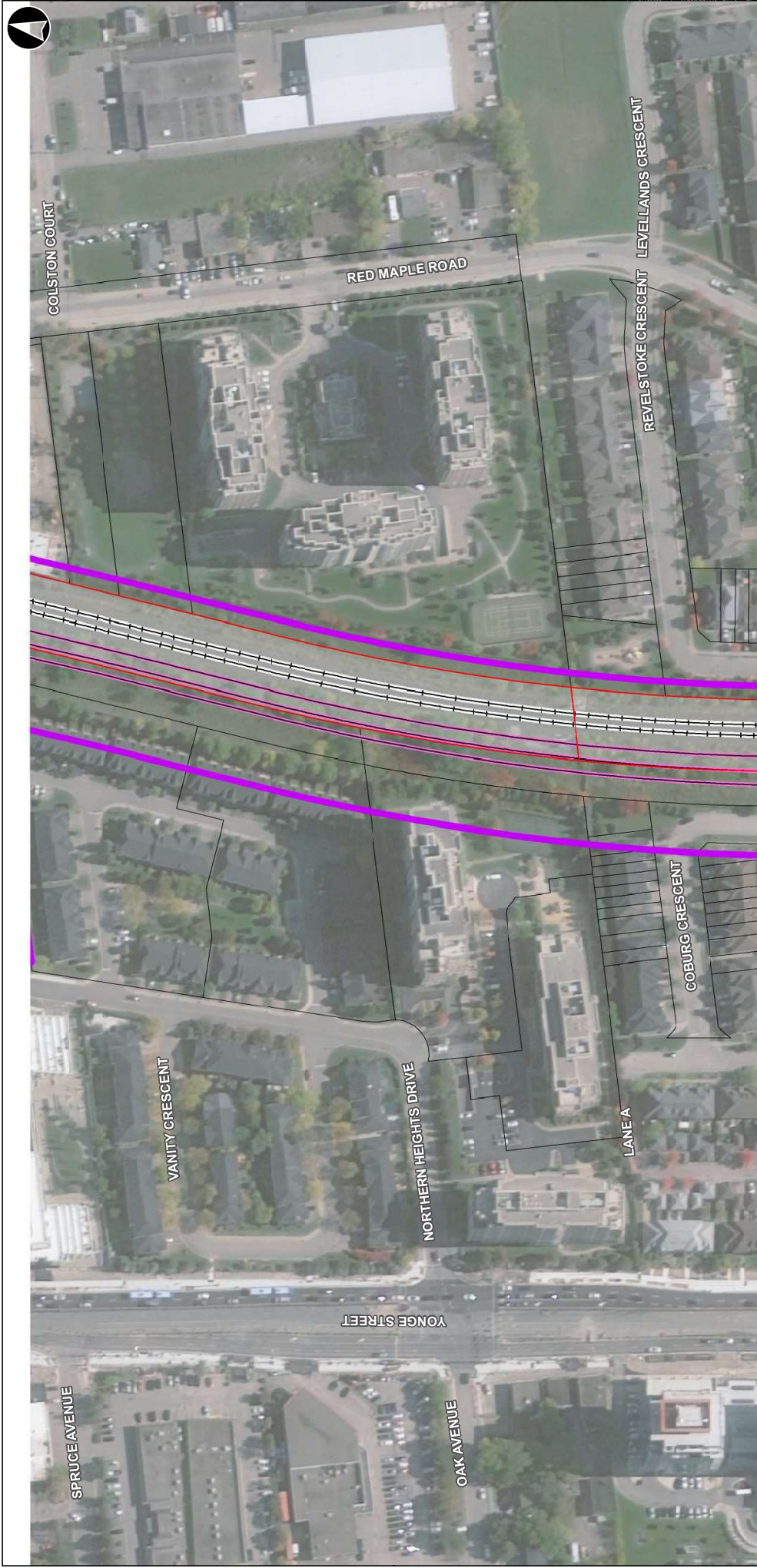
Metrolinx
Infrastructure
Ontario

One
Map

Jan. 2022
1:1,600



P 067400
Rev 0

Designs are conceptual and subject to change.

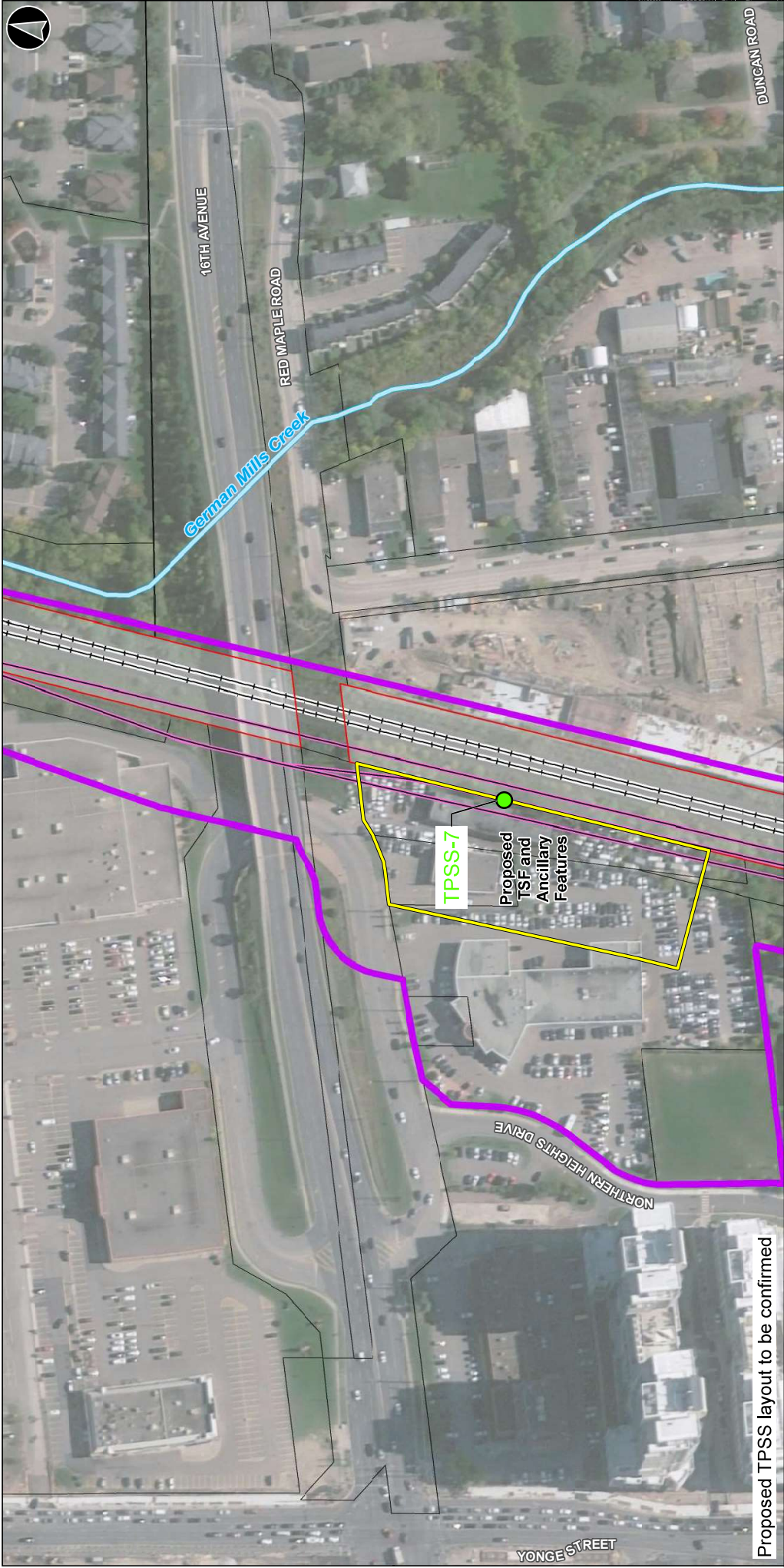


- Legend**
- Study Area
 - Proposed Train Storage Facility Alignment
 - Existing CN Track / Metrolinx Richmond Hill Corridor
 - CN Right-of-Way
 - Property Fabric

Yonge North Subway Extension (YNSE) YNSE EPR Addendum Mapping

 METROLINX Infrastructure Ontario	Segment 3 - Figure 27	
	Jan. 2022	1:1,600
Data Sources: Aerial imagery provided by ESRI dated 2019. Mapping contains open data from TRCA & Municipal/Provincial Data Catalogues.	P 067400 Rev 0	 One <small>Infrastructure</small>

Designs are conceptual and subject to change.



Proposed TPSS layout to be confirmed



Legend

- Study Area
- Proposed Train Storage Facility Alignment
- Proposed TSF and Ancillary Features
- Proposed TPSS Location
- Existing CN Track / Metrolinx Richmond Hill Corridor
- Watercourse
- CN Right-of-Way
- Property Fabric

**Yonge North Subway Extension (YNSE)
YNSE EPR Addendum Mapping**

**Segment 3 -
Figure 28**

0 25 50
Metres

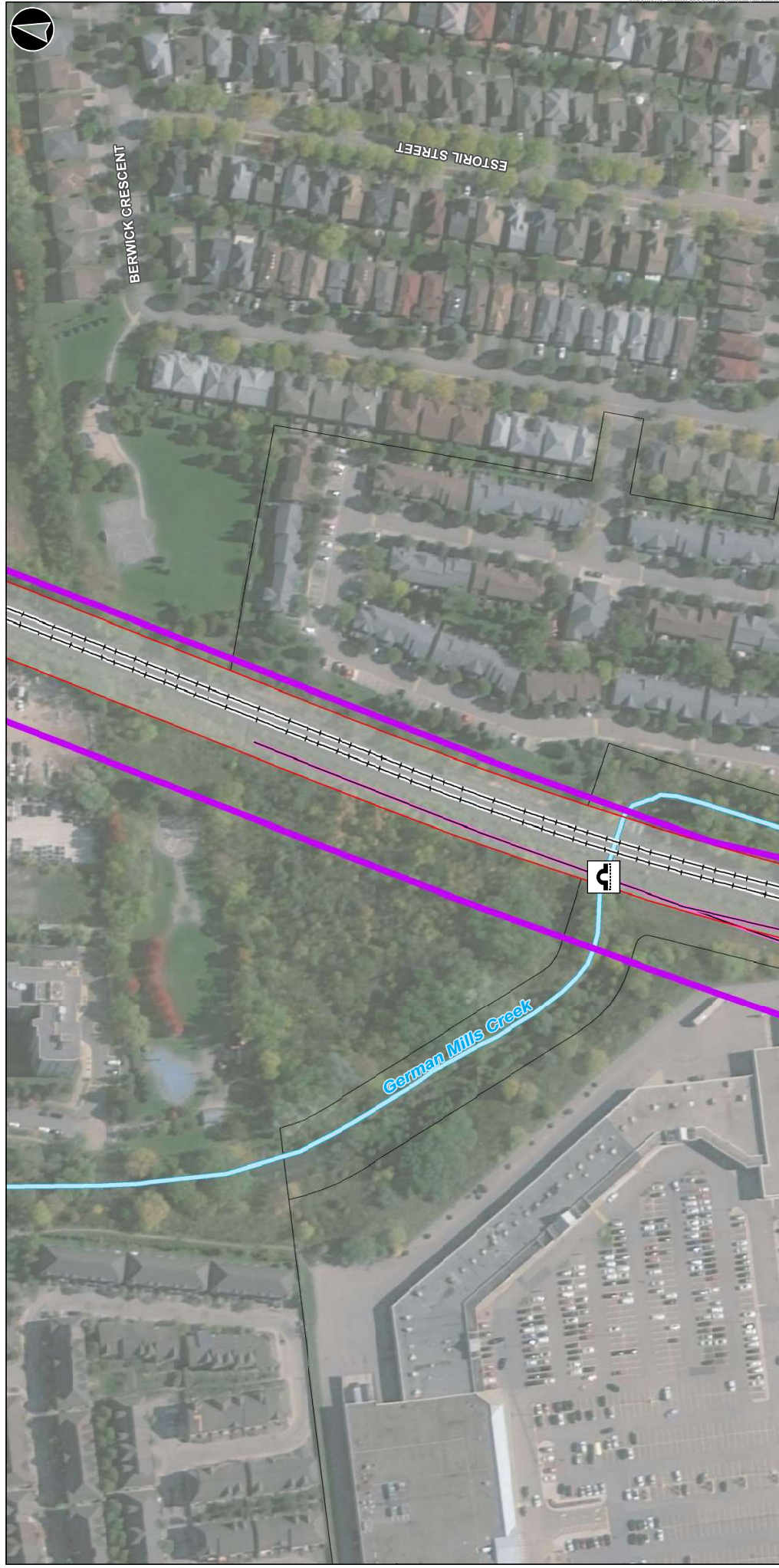
Data Sources:
Aerial imagery provided by ESRI dated 2019.
Mapping contains open data from TRCA &
Municipal/Provincial Data Catalogues.

Jan. 2022
1:1,600

P 067400
Rev 0

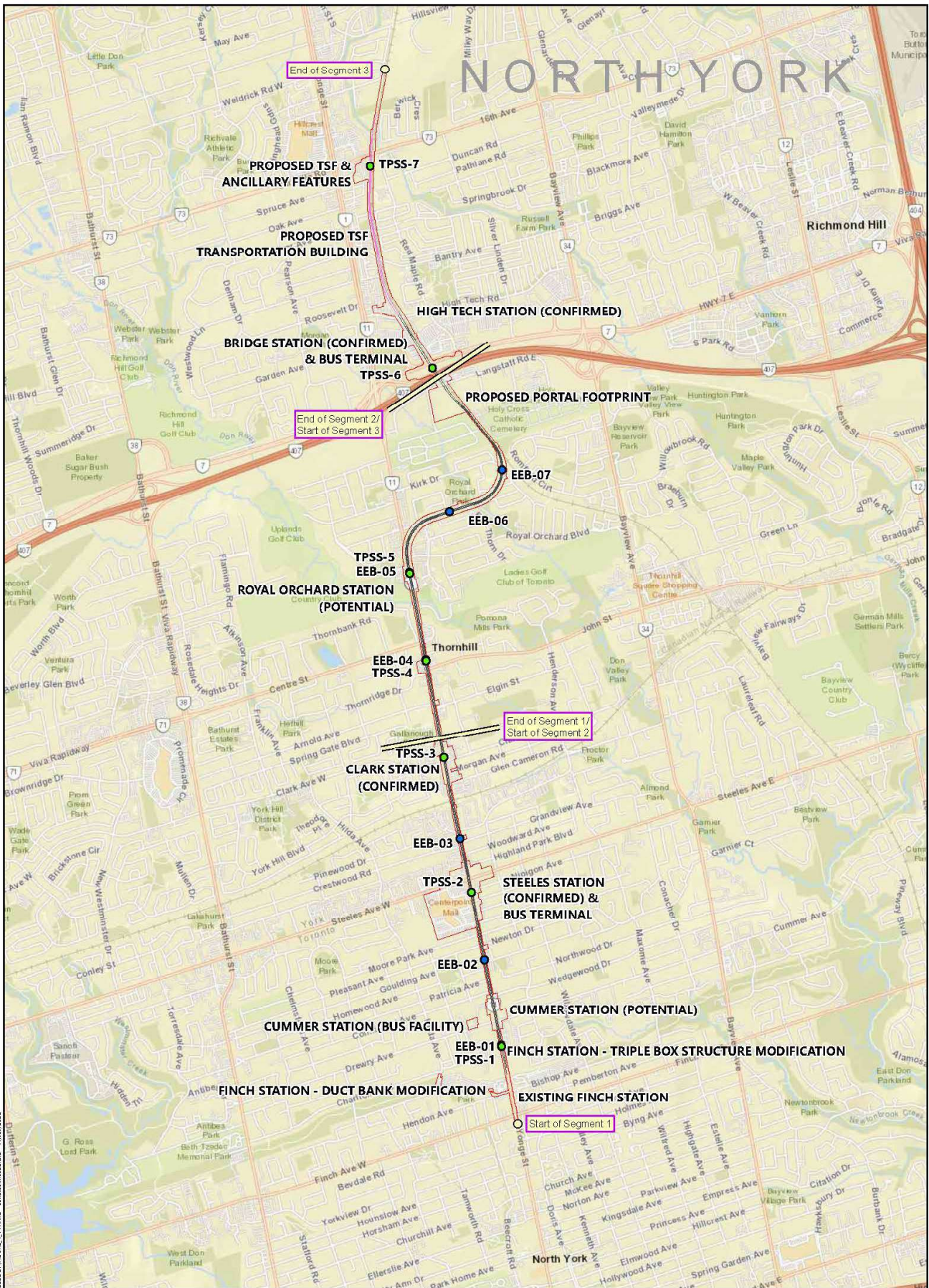
METROLINX
Infrastructure
Ontario
One
Infrastructure

Designs are conceptual and subject to change





APPENDIX B: Archaeology Study Area Mapping



- LEGEND**
- Study Area Start/End Point
 - Proposed TPSS Location
 - Proposed EEB Location
 - Study Area Segment Breakline
 - Proposed Alignment
 - Proposed Train Storage Facility Alignment
 - Archaeology Study Area



NOTES:
- Basemap Courtesy of ESRI 2019

Datum: NAD83
Projection: UTM Zone 17N



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Sustainable Housing Solutions

ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT

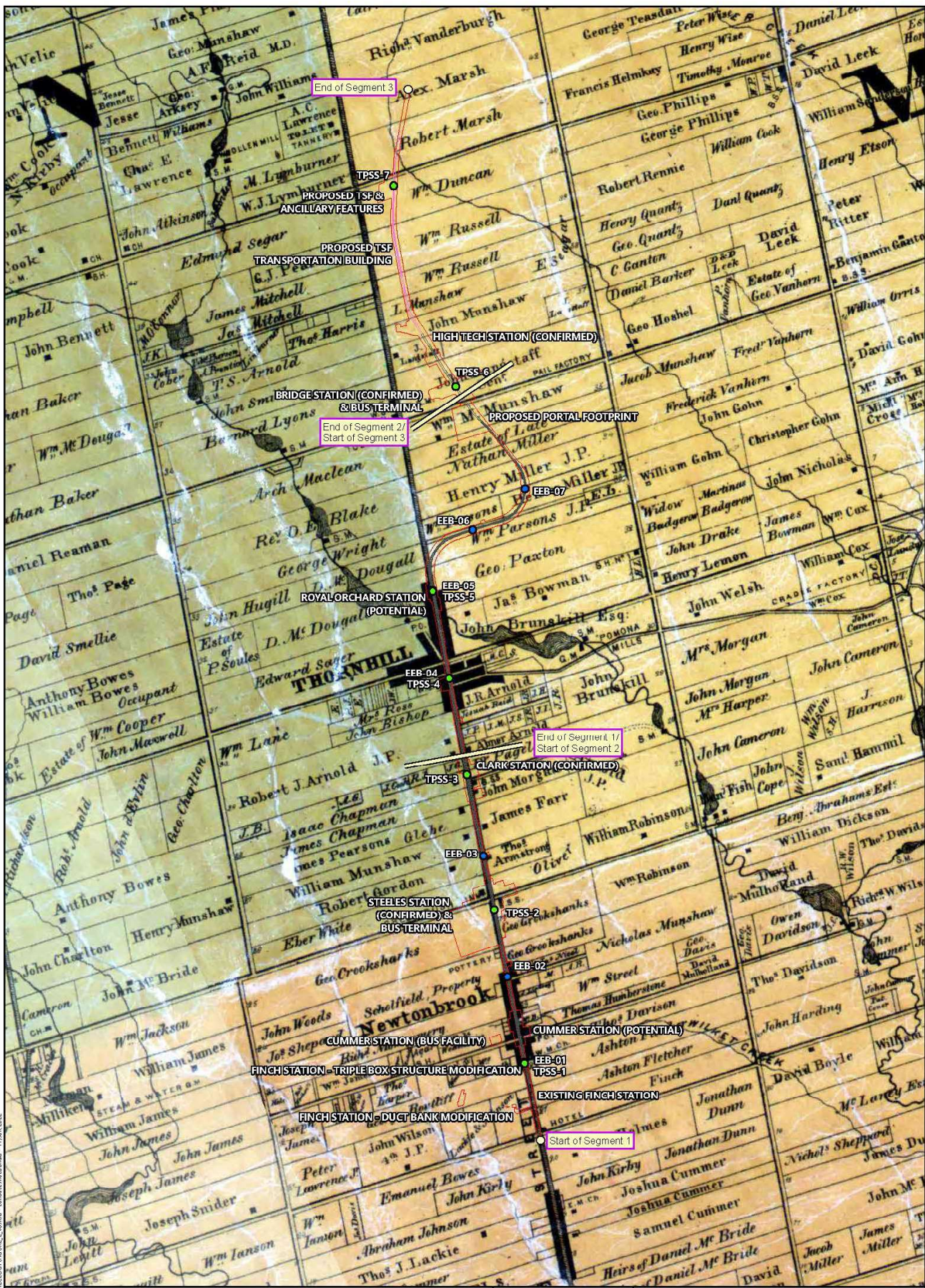
**Location of The Archaeological
Assessment Study Area**

PROJECT N°: OGTW2005

FIGURE: 1

SCALE: 1:30,000

DATE: Jan 2022



- LEGEND**
- Study Area Start/End Point
 - Proposed TPSS Location
 - Proposed EEB Location
 - Study Area Segment Breakline
 - Proposed Alignment
 - Proposed Train Storage Facility Alignment
 - ▭ Archaeology Study Area

NOTES:

Datum: NAD83
Projection: UTM Zone 17N

METROLINX

One
Sustainable Communities Group

ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT

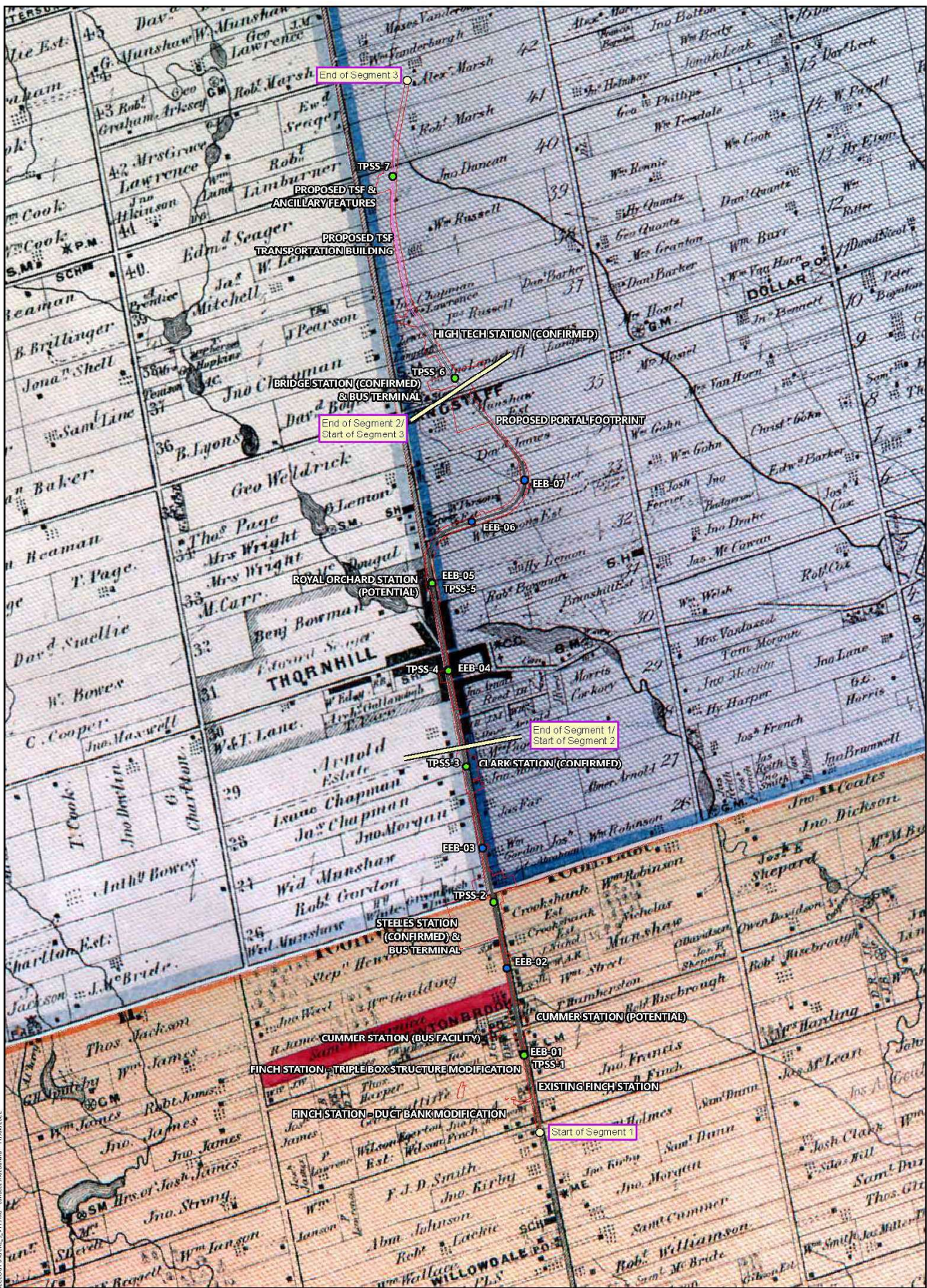
**1860 Tremaine's Map of the
County of York Showing the
Location of the Study Area**

PROJECT N°: OGWT2005

FIGURE: 2

SCALE: 1:30,000

DATE: Jan 2022



- LEGEND**
- Study Area Start/End Point
 - Proposed TPSS Location
 - Proposed EEB Location
 - Study Area Segment Breakline
 - Proposed Alignment
 - Proposed Train Storage Facility Alignment
 - Archaeology Study Area

NOTES:

Datum: NAD83
Projection: UTM Zone 17N

METROLINX

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ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT
**1878 Illustrated Historical Atlas Map of
York County Showing the
Location of the Study Area**

PROJECT N°: OGTW2005

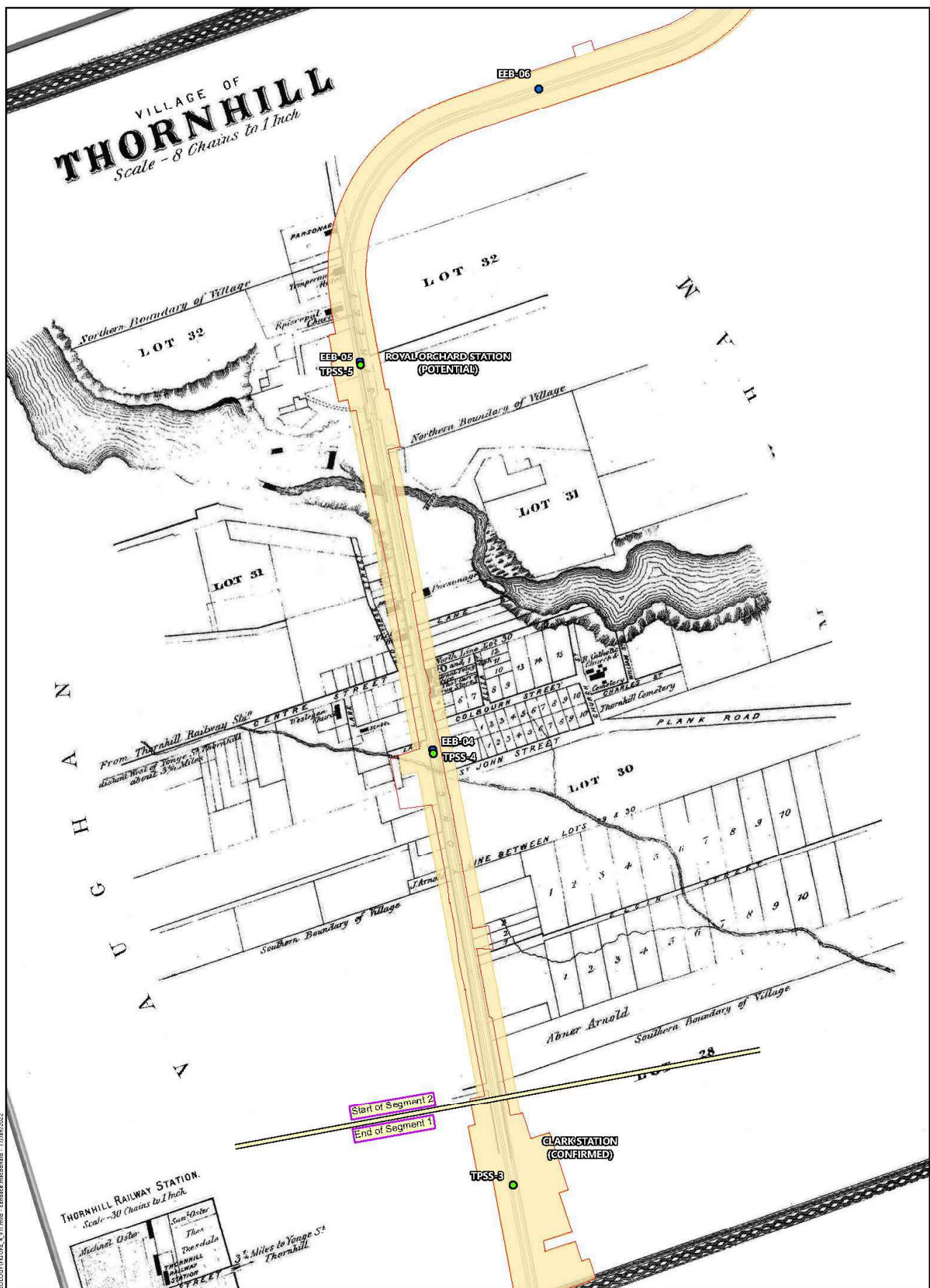
FIGURE: 3

SCALE: 1:30,000

DATE: 1st 2022

VILLAGE OF THORNHILL

Scale - 8 Chains to 1 Inch



LEGEND

- Proposed TPSS Location
- Proposed EEB Location
- Study Area Segment Breakline
- Proposed Alignment
- Project Footprint
- Archaeology Study Area

0 50 100 200 300 400 500 Metres

NOTES

Datum: NAD83
Projection: UTM Zone 17N



METROLINX

OneT+
Sustaining Communities

ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT

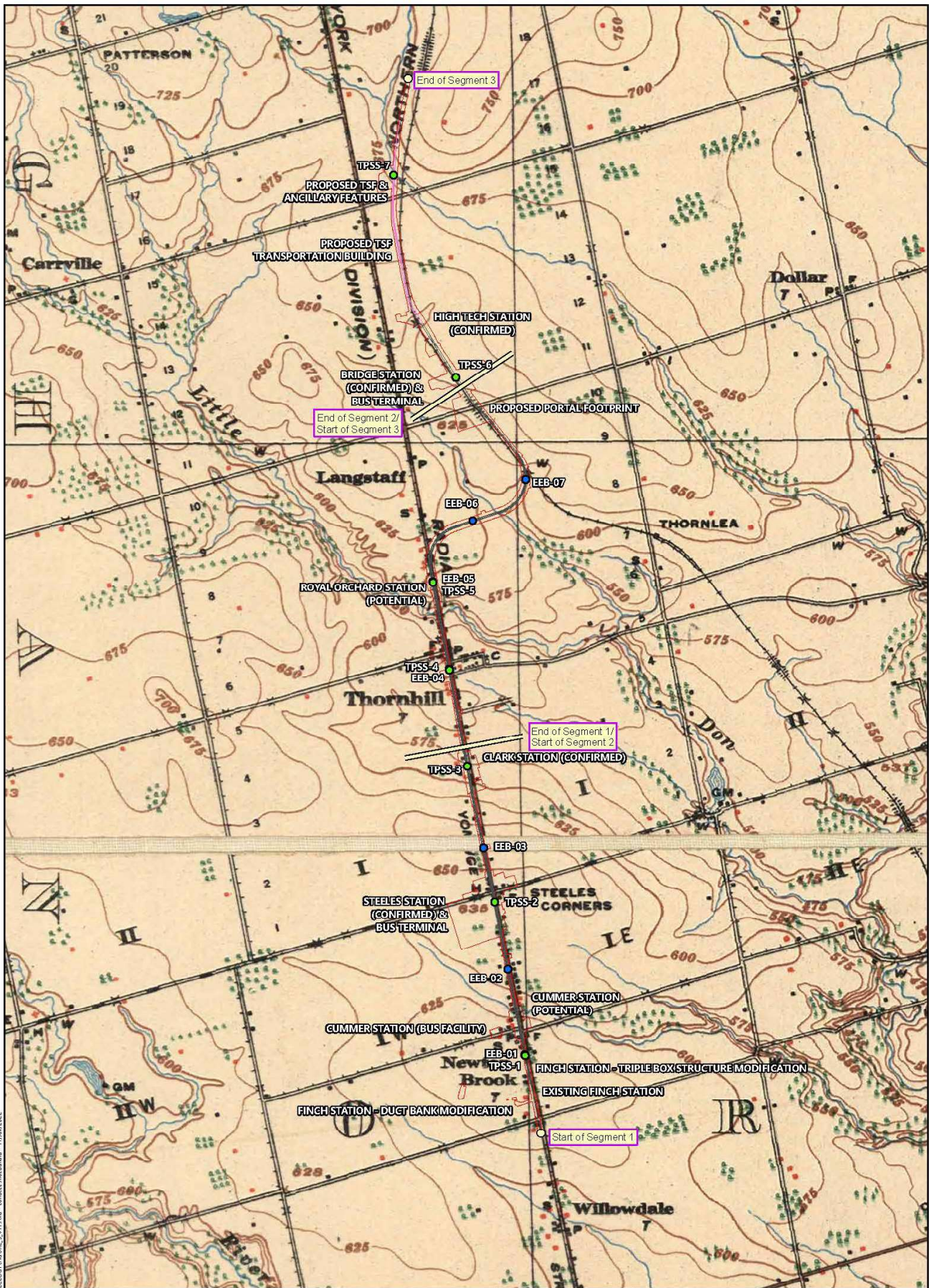
**1878 Historical Atlas of the
County of York: Village of Thornhill
Location of the Study Area**

PROJECT N°: OGTW2005

FIGURE: 4

SCALE: 1:6,725

DATE: Jan 2022



- LEGEND**
- Study Area Start Point
 - Proposed TPSS Location
 - Proposed EEB Location
 - Study Area Segment Breakline
 - Proposed Alignment
 - Proposed Train Storage Facility Alignment
 - Archaeology Study Area

NOTES:

Datum: NAD83
Projection: UTM Zone 17N



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Sustainable Communities & Infrastructure

ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT

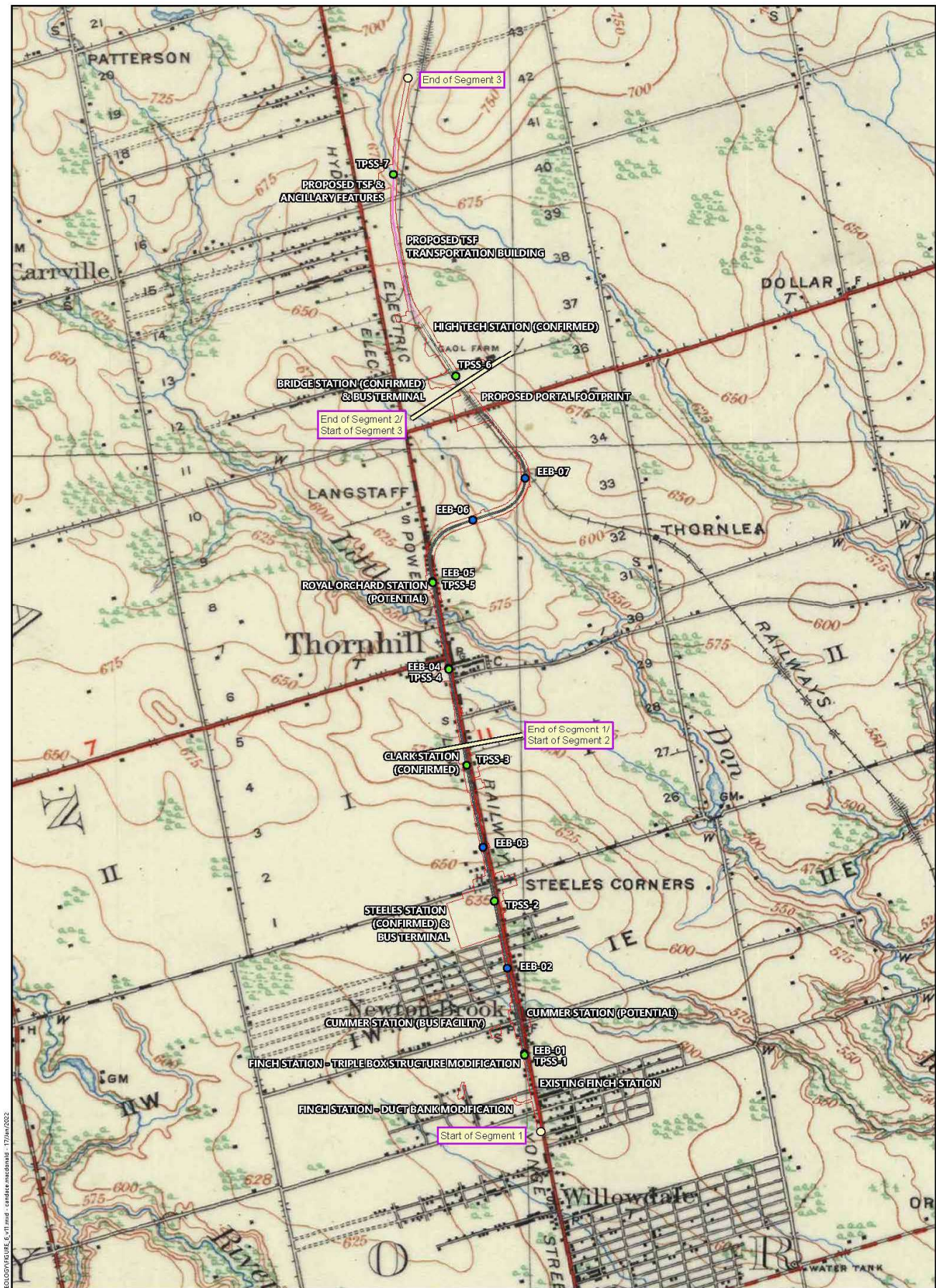
**1914 Topographic Map of Ontario
Showing the Location of the Study Area**

PROJECT N°: OGTW2005

FIGURE: 5

SCALE: 1:30,000

DATE: 1 Jan 2022





- LEGEND**
- Study Area Start/End Point
 - Proposed TPSS Location
 - Proposed EEB Location
 - Study Area Segment Breakline
 - Proposed Alignment
 - Proposed Train Storage Facility Alignment
 - ▭ Archaeology Study Area

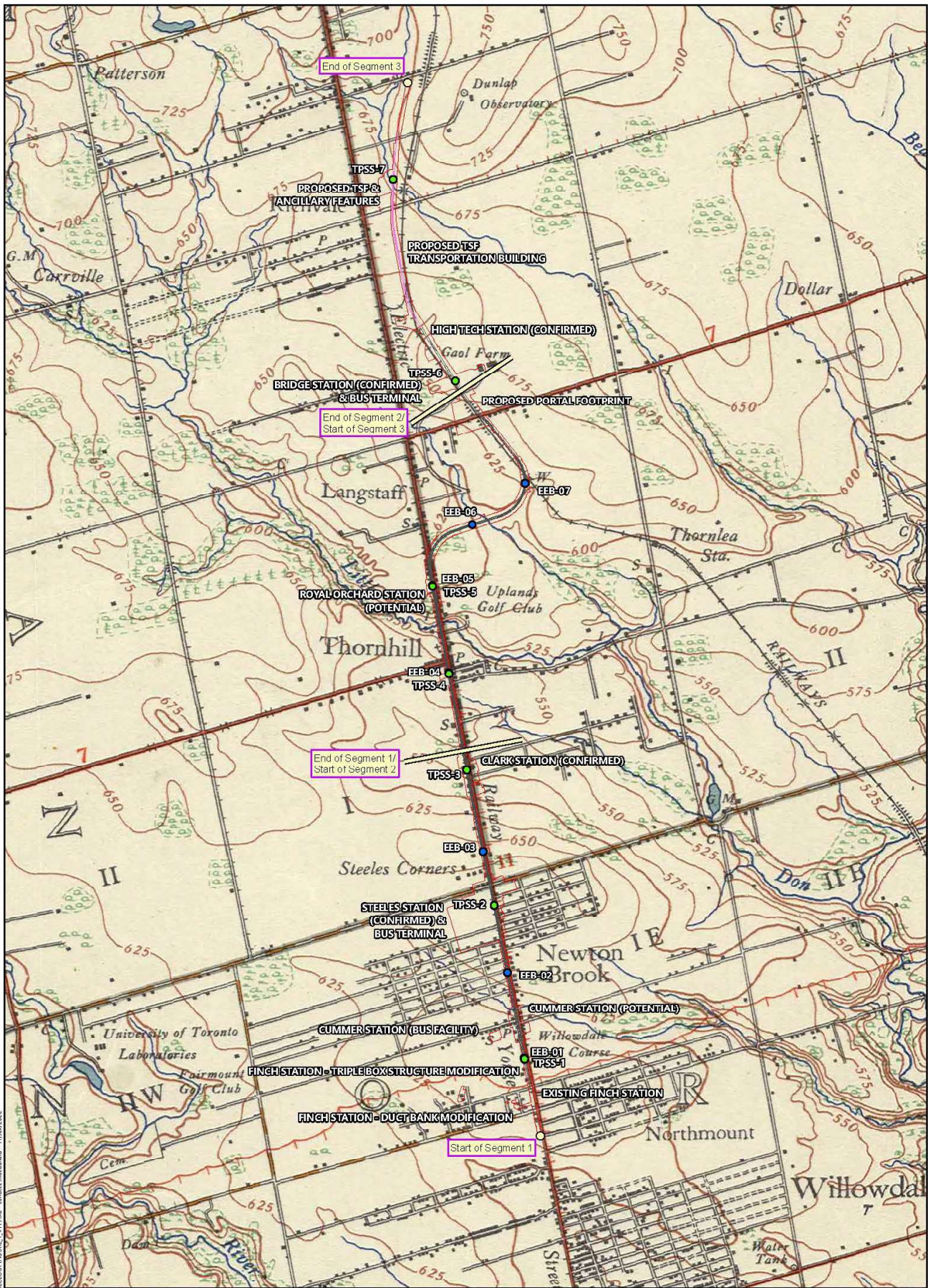
NOTES:

Datum: NAD83
Projection: UTM Zone 17N



 	
ARCHAEOLOGICAL ASSESSMENT REPORT: YONGE NORTH SUBWAY EXTENSION PROJECT	
1933 Topographic Map of Ontario Showing the Location of the Study Area	
PROJECT N°: OGTW2005	FIGURE: 6
SCALE: 1:30,000	DATE: Jan 2022

Document Path: D:\PROJECT\OGT\OGT2005\1933TOPMAP\ARCHAEOLOGY\FIGURE_6_V1.mxd; created: mcdonald - 17Jan2022



LEGEND

- Study Area Start/End Point
- Proposed TPSS Location
- Proposed EEB Location
- Study Area Segment Breakline
- Proposed Alignment
- Proposed Train Storage Facility Alignment
- Archaeology Study Area



NOTES:

Datum: NAD83
Projection: UTM Zone 17N



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Sustaining Communities & the World

ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT

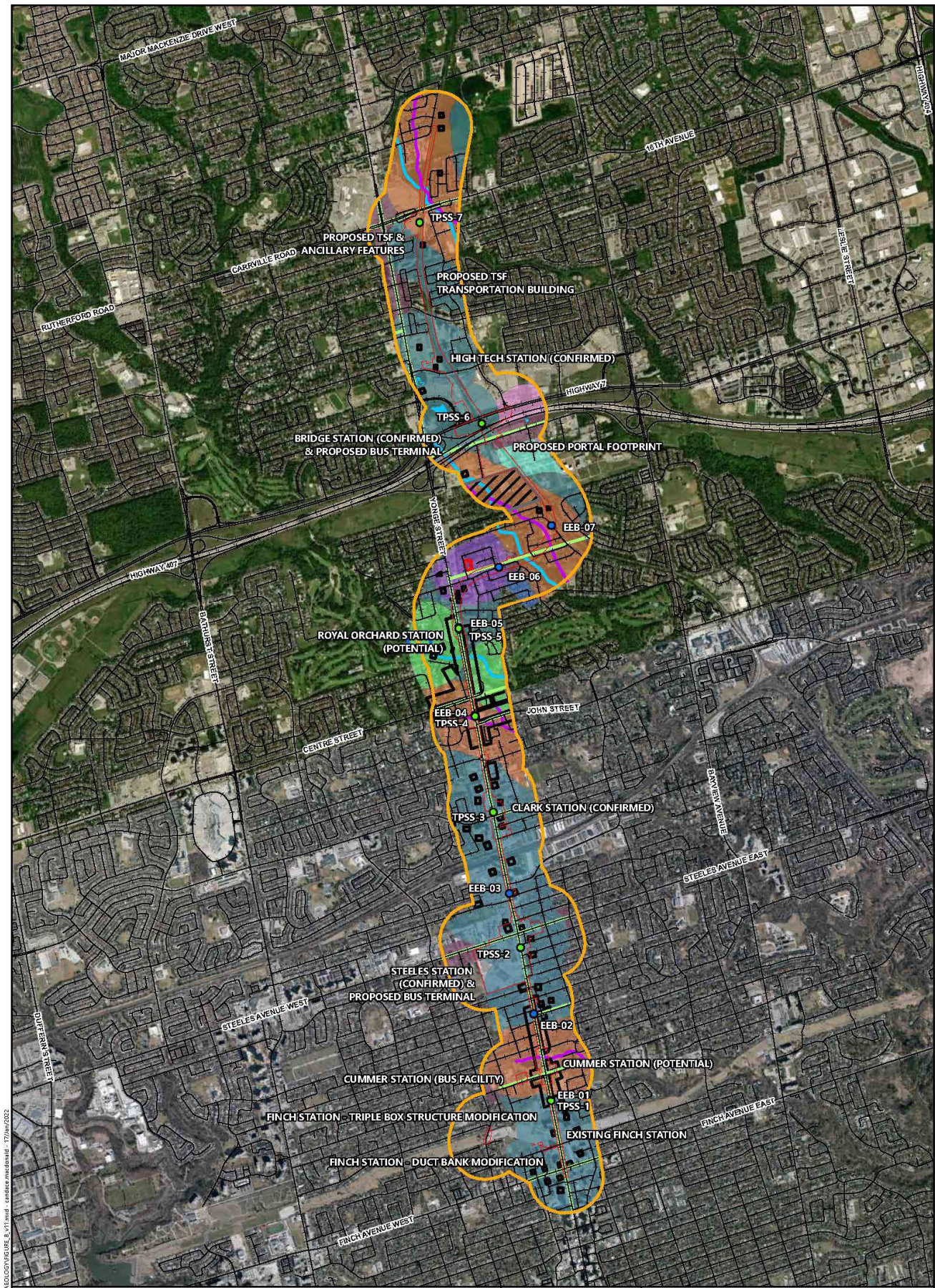
**1943 Topographic Map of Ontario
Showing the Location of the Study Area**

PROJECT N°: OGTW2005

FIGURE: 7

SCALE: 1:30,000

DATE: 1 Jan 2022



LEGEND

Railway

Historical Road

Historical Watercourse

Watercourse

Wetland

Historical Waterbody

Modern Cemetery

Historical Cemetery

Historical Building / Settlement Area

Archaeology Study Area

APM Area

Archaeological Potential

Historical Cemetery - 300 m Buffer

Historical Waterbody - 300 m Buffer

Historical Watercourse - 300 m Buffer

Historical Building / Settlement Area - 300 m Buffer

Historical Road - 100 m Buffer

Modern Cemetery - 300 m Buffer

Waterbody - 300 m Buffer

Watercourse - 300 m Buffer

Wetland - 300 m Buffer

Proposed TPSS Location

Proposed EEB Location

NOTES:

- Basemap Courtesy of ESRI 2019

Datum: NAD83
Projection: UTM Zone 17N

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Shared Planning Canada (S.C.) & B Group

**ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT**

Archaeological Potential Map

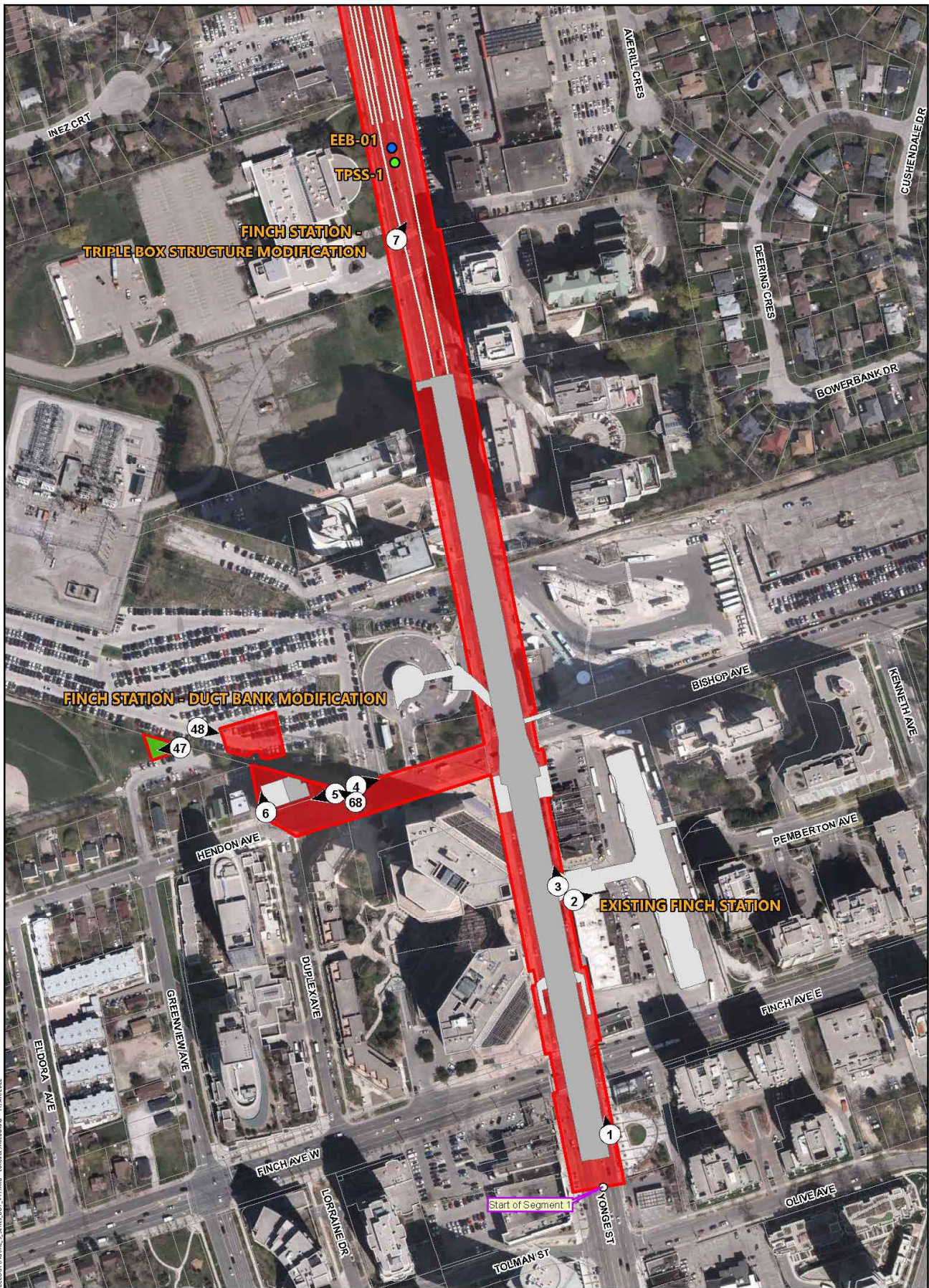
PROJECT N^o: OGTW2005

SCALE: 1:30,000

FIGURE: 8

DATE: Jan 2022

Document Path: D:\PROJECTS\OGTW2005_YN\ESRI\MAPS\ARCHAEOLOGICAL\FIGURE_8_17.mxd - cartocase.mxd - 17-Jan-2022

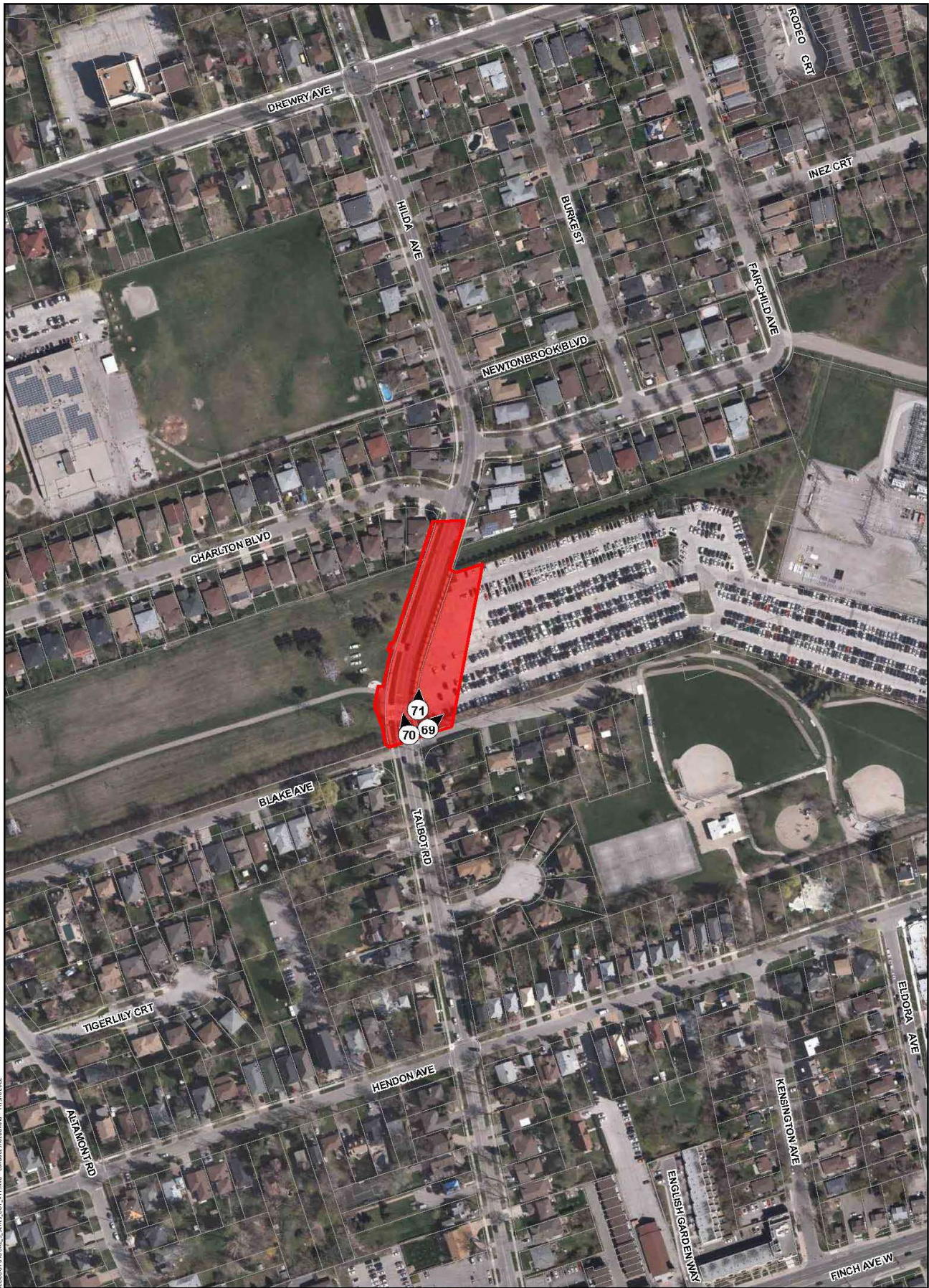


LEGEND	
	Photo Location & Direction
	Study Area Start Point
	Proposed TPSS Location
	Proposed EEB Location
	Proposed Alignment
	Archaeology Study Area
	Property Boundary
	Existing Finch Station - Inside Project Footprint
	Existing Finch Station - Outside Project Footprint
	Retains Archaeological Potential: Stage 2 Archaeological Assessment Required in Advance of Ground Disturbance
	Previously Disturbed: No Further Archaeological Assessment Required



NOTES	
- Imagery Courtesy of ESRI 2019	
Datum: NAD83 Projection: UTM Zone 17N	

ARCHAEOLOGICAL ASSESSMENT REPORT: YONGE NORTH SUBWAY EXTENSION PROJECT	
Stage 1 Archaeological Assessment Results with Photograph Locations and Directions	
PROJECT N°: OGTW2005	FIGURE: 9A
SCALE: 1:2,250	DATE: Jan 2022



- LEGEND**
- Photo Location & Direction
 - Archaeology Study Area
 - Property Boundary
 - Previously Disturbed: No Further Archaeological Assessment Required

KEY MAP



NOTES:
- Imagery Courtesy of ESRI 2019

Datum: NAD83
Projection: UTM Zone 17N

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Surrey, British Columbia, B.C. & M. Group

ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT

Stage 1 Archaeological Assessment Results
with Photograph Locations and Directions

PROJECT N°: OGTW2005

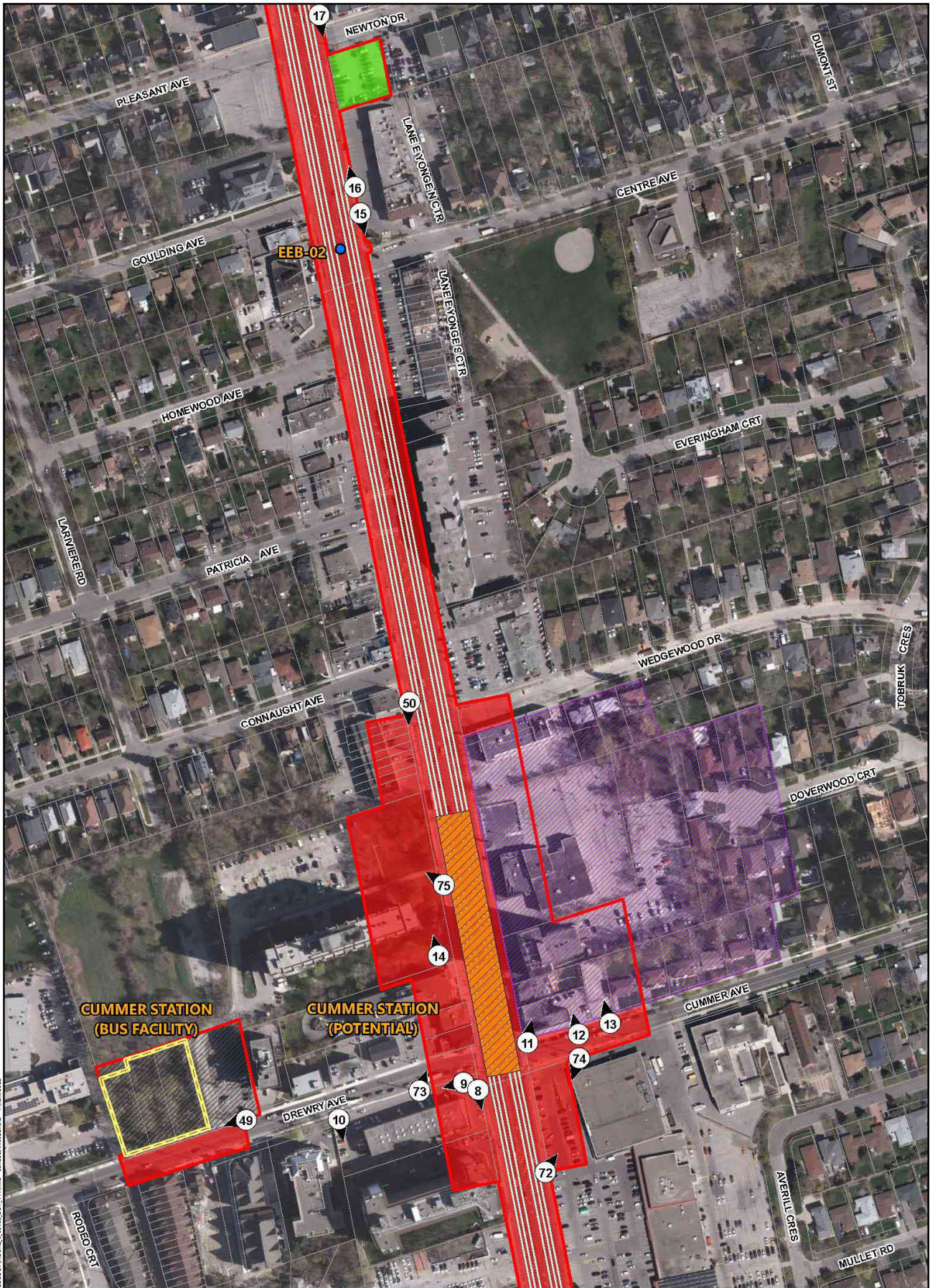
FIGURE: 9B

SCALE: 1:2,250

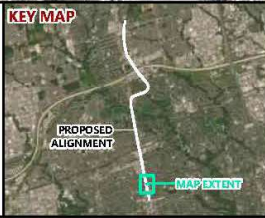
DATE: Jan 2022



0 25 50 100 150 200 Metres



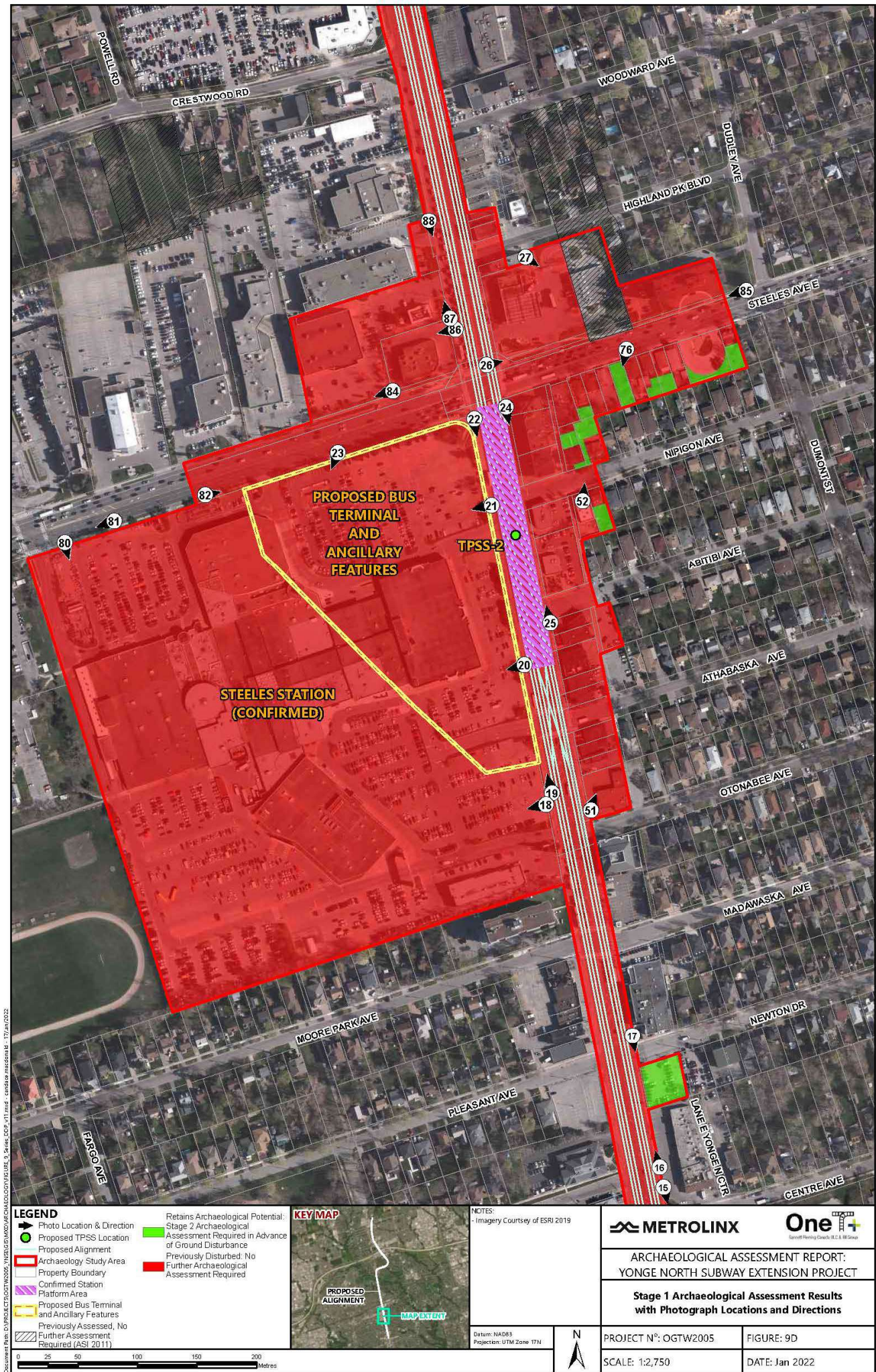
LEGEND	
	Previously Assessed, No Further Assessment Required (AMICK 2012, 2019)
	Retains Archaeological Potential: Stage 2 Archaeological Assessment Required in Advance of Ground Disturbance
	Previously Disturbed: No Further Archaeological Assessment Required



NOTES:
- Imagery Courtesy of ESRI 2019

Datum: NAD83
Projection: UTM Zone 17N

ARCHAEOLOGICAL ASSESSMENT REPORT: YONGE NORTH SUBWAY EXTENSION PROJECT	
Stage 1 Archaeological Assessment Results with Photograph Locations and Directions	
PROJECT N°: OGTW2005	FIGURE: 9C
SCALE: 1:2,250	DATE: Jan 2022



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- LEGEND**
- Photo Location & Direction
 - Proposed TPSS Location
 - Proposed Alignment
 - Archaeology Study Area
 - Property Boundary
 - Confirmed Station
 - Platform Area
 - Proposed Bus Terminal and Ancillary Features
 - Previously Assessed, No Further Assessment Required (ASI 2011)
 - Retains Archaeological Potential: Stage 2 Archaeological Assessment Required in Advance of Ground Disturbance
 - Previously Disturbed: No Further Archaeological Assessment Required



NOTES:

- Imagery Courtesy of ESRI 2019

Datum: NAD83
Projection: UTM Zone 17N

 	
ARCHAEOLOGICAL ASSESSMENT REPORT: YONGE NORTH SUBWAY EXTENSION PROJECT	
Stage 1 Archaeological Assessment Results with Photograph Locations and Directions	
PROJECT N ^o : OG TW2005	FIGURE: 9D
SCALE: 1:2,750	DATE: Jan 2022





Document Path: D:\PROJECTS\OGTW2005_YNSE\GIS\ARCHAEOLOGY\FIGURE_9_Figure_9_FTP_V1.mxd - cadastre.mxd created: 17-Jan-2022

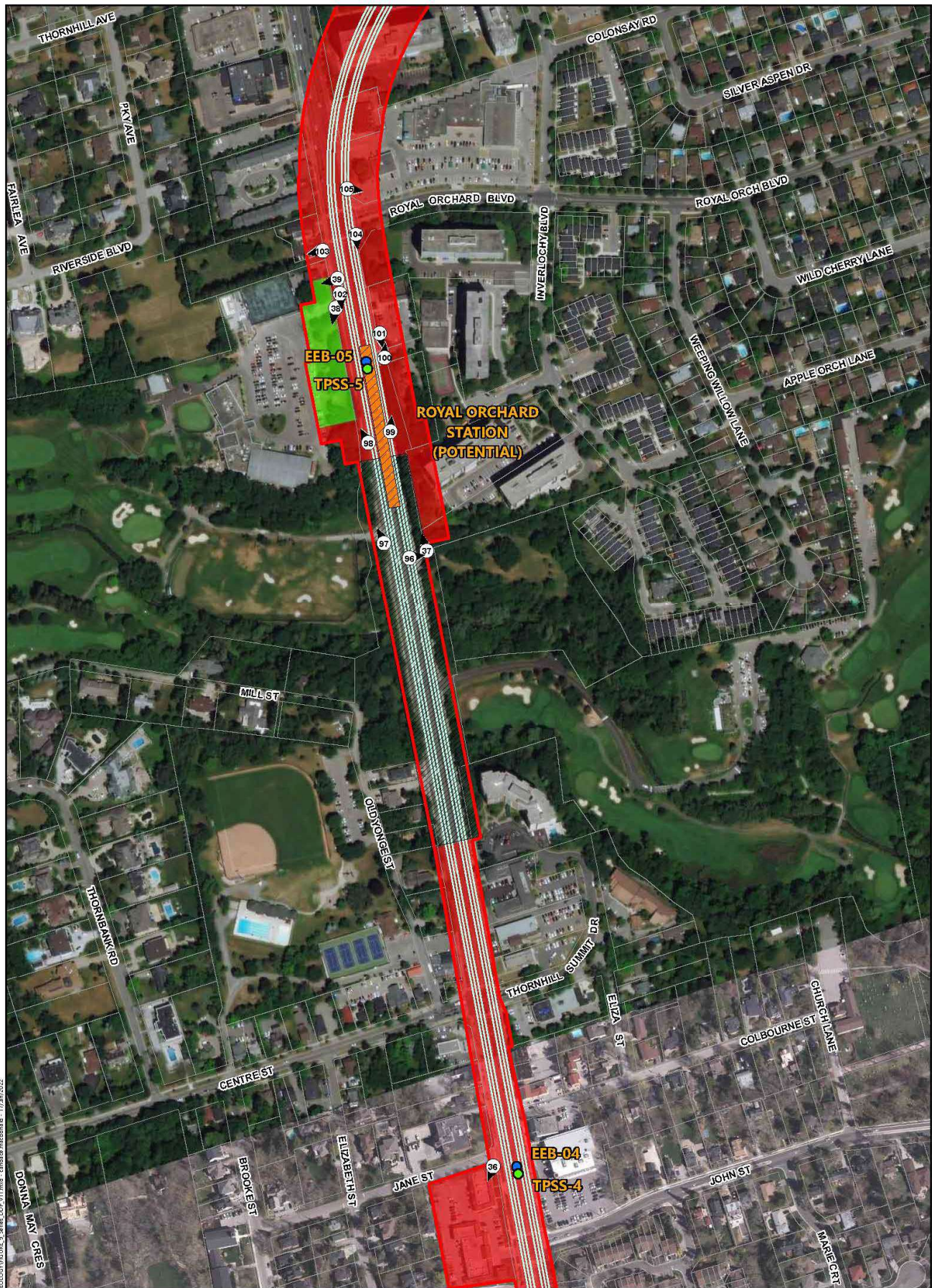
- LEGEND**
- Photo Location & Direction
 - Proposed TPSS Location
 - Proposed EEB Location
 - Proposed Alignment
 - Study Area Segment Breakline
 - Archaeology Study Area
 - Confirmed Station
 - Platform Area
 - Proposed Bus Terminal and Ancillary Features
 - Previously Disturbed: No Further Archaeological Assessment Required



NOTES:
- Imagery Courtesy of ESRI 2019

Datum: NAD83
Projection: UTM Zone 17N

 	
ARCHAEOLOGICAL ASSESSMENT REPORT: YONGE NORTH SUBWAY EXTENSION PROJECT	
Stage 1 Archaeological Assessment Results with Photograph Locations and Directions	
PROJECT N°: OG TW2005	FIGURE: 9F
SCALE: 1:3,000	DATE: Jan 2022



- LEGEND**
- Photo Location & Direction
 - Proposed TPSS Location
 - Proposed EEB Location
 - Proposed Alignment
 - Archaeology Study Area
 - Potential Station Platform Area
 - Previously Assessed, No Further Assessment Required (ASI 2011)
 - Retains Archaeological Potential, Stage 2 Archaeological Assessment Required in Advance of Ground Disturbance
 - Previously Disturbed: No Further Archaeological Assessment Required



NOTES:
- Imagery Courtesy of ESRI 2019

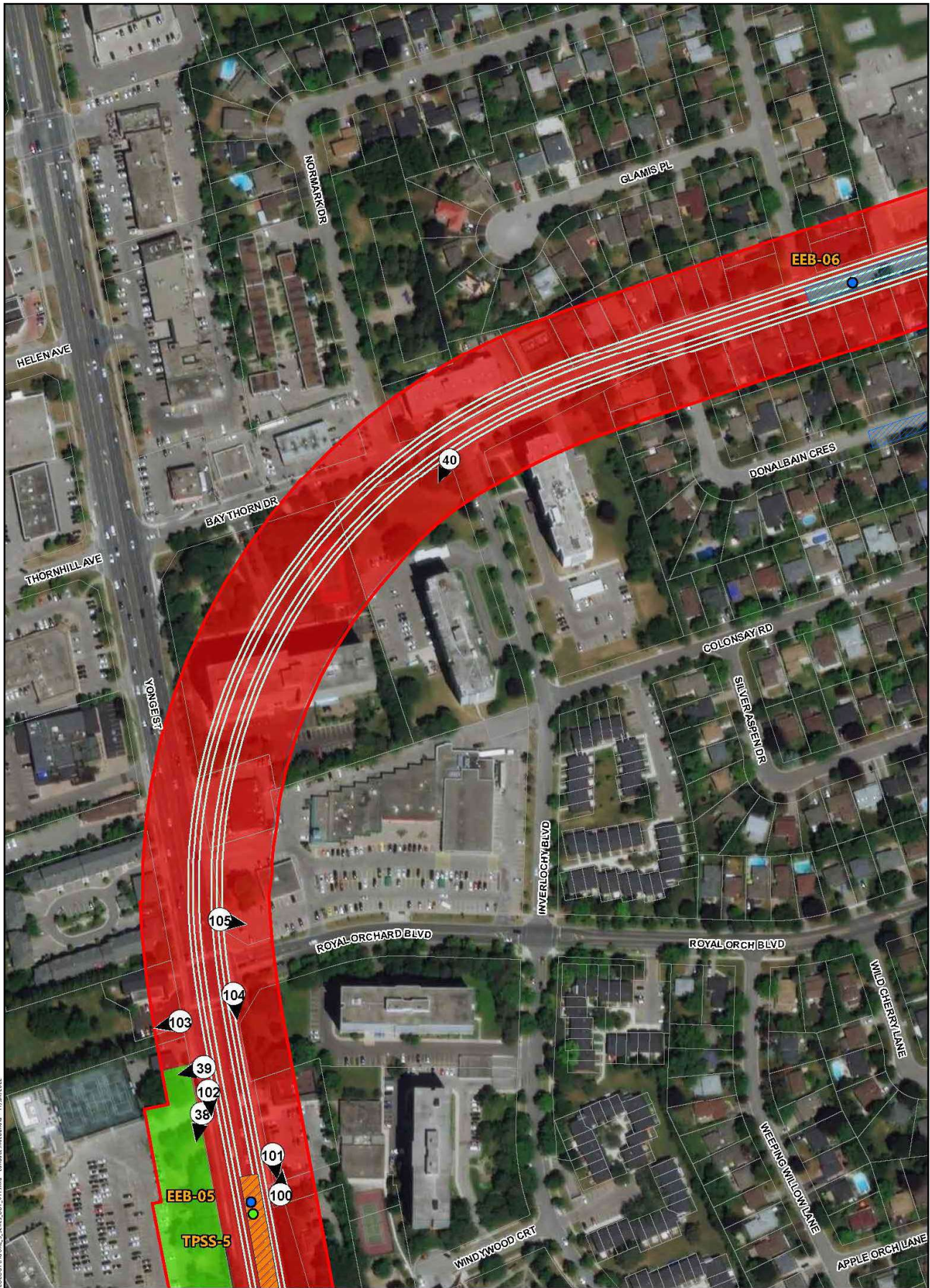
Datum: NAD83
Projection: UTM Zone 17N

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ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT

**Stage 1 Archaeological Assessment Results
with Photograph Locations and Directions**

PROJECT N°: OGTW2005	FIGURE: 9G
SCALE: 1:3,250	DATE: Jan 2022



- LEGEND**
- Photo Location & Direction
 - Proposed TPSS Location
 - Proposed EEB Location
 - Proposed Alignment
 - Archaeology Study Area
 - Potential Station Platform Area
 - Previously Assessed, No Further Assessment Required (ASI 2012)
 - Retains Archaeological Potential: Stage 2 Archaeological Assessment Required in Advance of Ground Disturbance
 - Previously Disturbed: No Further Archaeological Assessment Required



NOTES:
- Imagery Courtesy of ESRI 2019

Datum: NAD83
Projection: UTM Zone 17N



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Surrey Planning Council (S.C. & W. Coast)

ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT

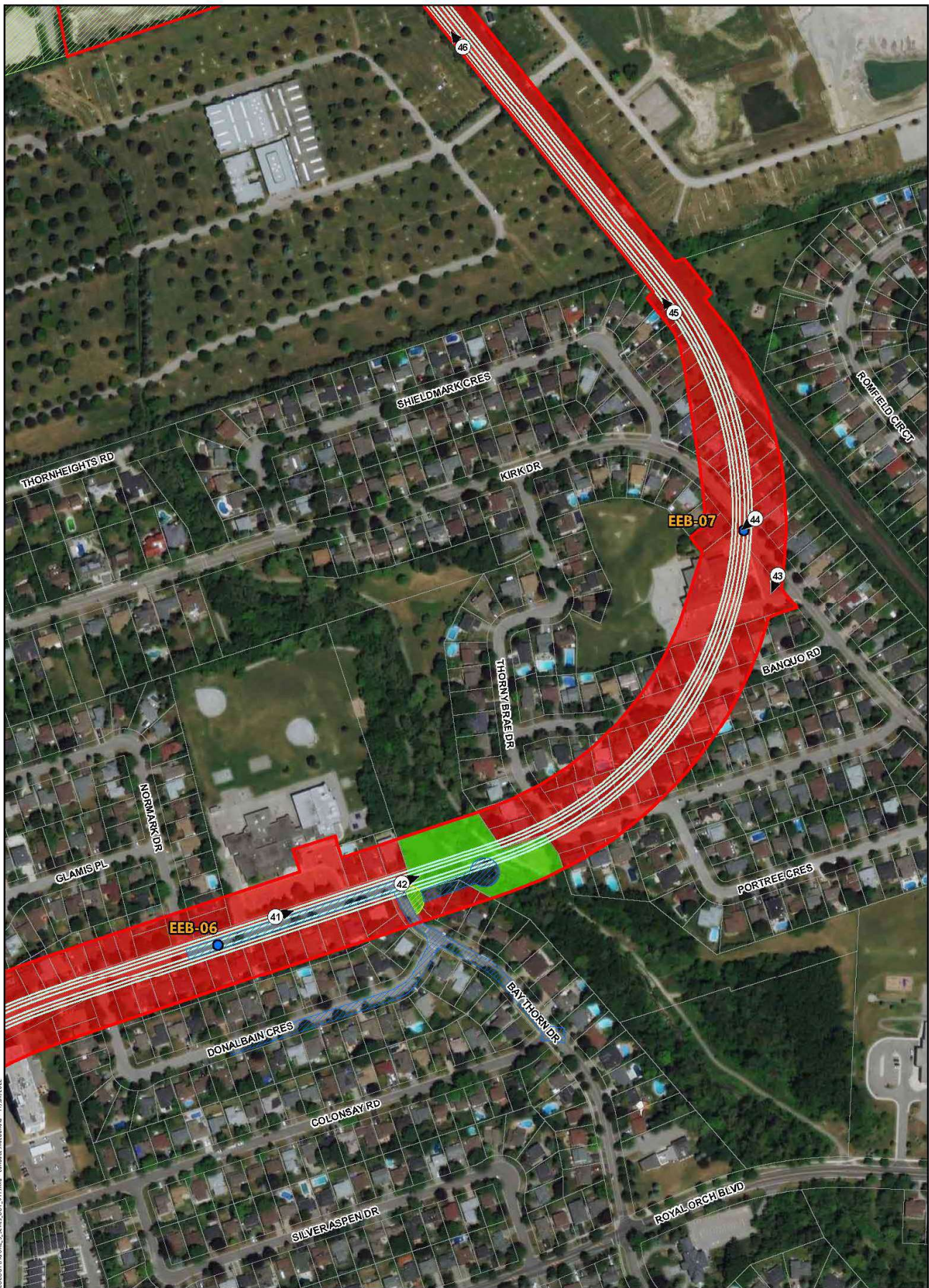
Stage 1 Archaeological Assessment Results
with Photograph Locations and Directions

PROJECT N°: OGTW2005

FIGURE: 9H

SCALE: 1:2,000

DATE: Jan 2022



LEGEND	
Photo Location & Direction	Previously Assessed, No Further Assessment Required (This Land Archaeology Inc. 2018)
Proposed EEB Location	Retains Archaeological Potential: Stage 2 Archaeological Assessment Required in Advance of Ground Disturbance
Proposed Alignment	Previously Disturbed: No Further Archaeological Assessment Required
Archaeology Study Area	
Previously Assessed, No Further Assessment Required (ASI 2012)	
Retains Archaeological Potential: Stage 2 Archaeological Assessment Required in Advance of Ground Disturbance	



NOTES:
- Imagery Courtesy of ESRI 2019

Datum: NAD83
Projection: UTM Zone 17N

ARCHAEOLOGICAL ASSESSMENT REPORT: YONGE NORTH SUBWAY EXTENSION PROJECT	
Stage 1 Archaeological Assessment Results with Photograph Locations and Directions	
PROJECT N°: OGTW2005	FIGURE: 9I
SCALE: 1:3,000	DATE: Jan 2022

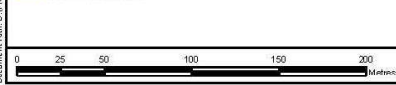


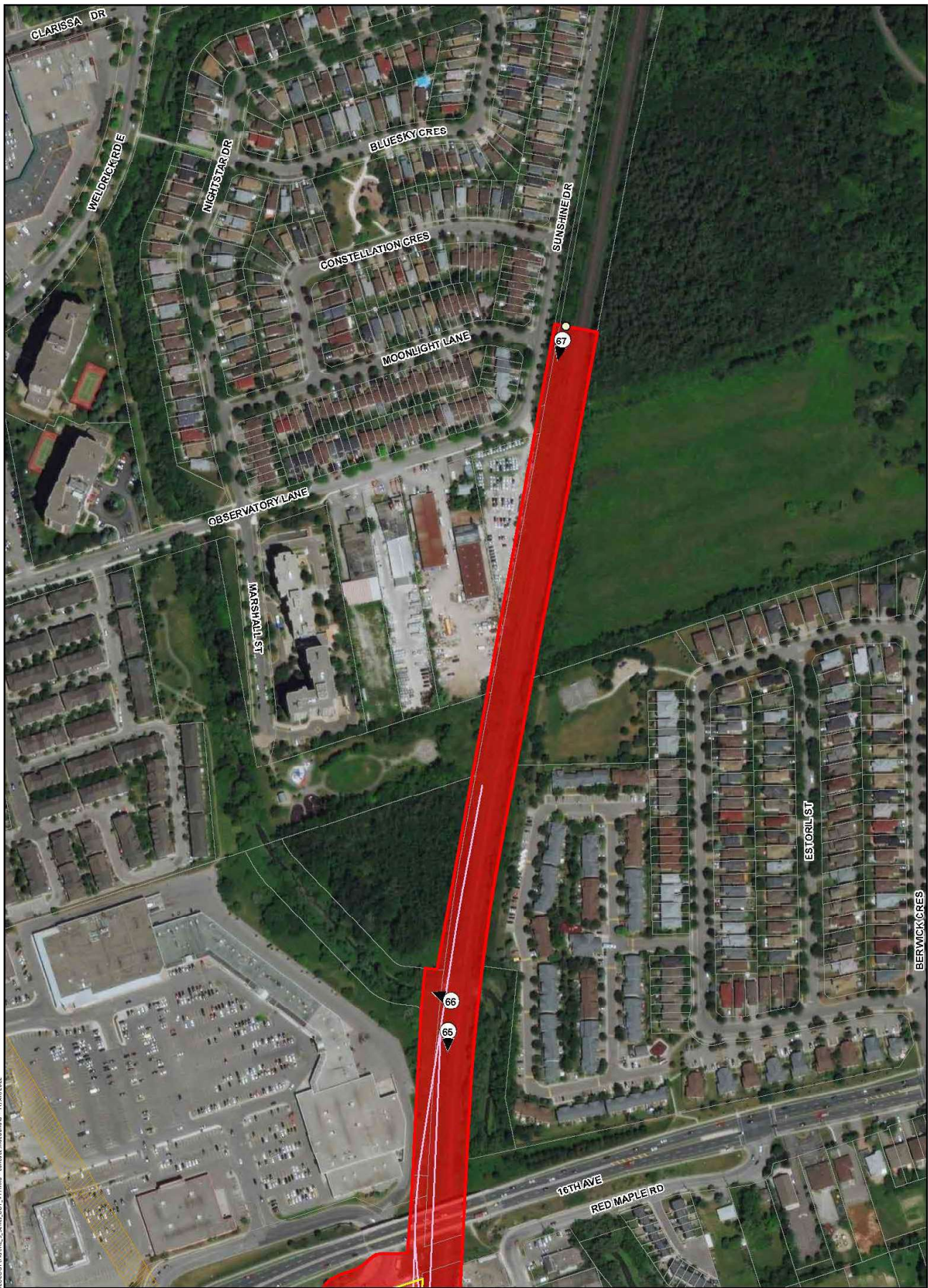
- LEGEND**
- Photo Location & Direction
 - Proposed Alignment
 - Proposed Train Storage Facility Alignment
 - Archaeology Study Area
 - Confirmed Station Platform Area
 - Proposed TSF and Ancillary Features
 - Previously Assessed, No Further Assessment Required
 - New Directions Archaeology Ltd. (2013)
 - Previously Disturbed, No Further Archaeological Assessment Required



NOTES:
- Imagery Courtesy of ESRI 2019

ARCHAEOLOGICAL ASSESSMENT REPORT: YONGE NORTH SUBWAY EXTENSION PROJECT	
Stage 1 Archaeological Assessment Results with Photograph Locations and Directions	
PROJECT N°: OGTW2005	FIGURE: 9K
SCALE: 1:2,800	DATE: Jan 2022





- LEGEND**
- Photo Location & Direction
 - Study Area Start Point
 - Proposed Train Storage Facility Alignment
 - Archaeology Study Area
 - Proposed TSF and Ancillary Features
 - Previously Assessed, No Further Assessment Required
 - New Directions Archaeology Ltd. 2013)
 - Previously Disturbed, No Further Archaeological Assessment Required



NOTES:
- Imagery Courtesy of ESRI 2019

Datum: NAD83
Projection: UTM Zone 17N

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ARCHAEOLOGICAL ASSESSMENT REPORT:
YONGE NORTH SUBWAY EXTENSION PROJECT

Stage 1 Archaeological Assessment Results
with Photograph Locations and Directions

PROJECT N°: OGTW2005

FIGURE: 9M

SCALE: 1:2,800

DATE: Jan 2022

0 25 50 100 150 200 Metres



APPENDIX C: Aerial Images



DATE: DECEMBER 2021		PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT EXISTING CONDITIONS & IMPACT ASSESSMENT YOUNG NORTH SUBWAY EXTENSION (YNSE) TORONTO, ONTARIO		TITLE: AERIAL PHOTOGRAPHS - 1959	
PROJECT No: OGTW2005.3000		DATE: CD		PROJECT No: UTM Zone 17	
REV No: 2		DWM BY: S.J.L.		SCALE: 1:12500	
PLATE No: A2		CHKD BY: CD		DWM BY: S.J.L.	
		DATE: NAD83		DWM BY: S.J.L.	
		PROJECTION: UTM Zone 17		DWM BY: S.J.L.	
		SCALE: 1:12500		DWM BY: S.J.L.	

LEGEND:

STUDY AREA

0 100 300 500m

SCALE 1:12500

One+

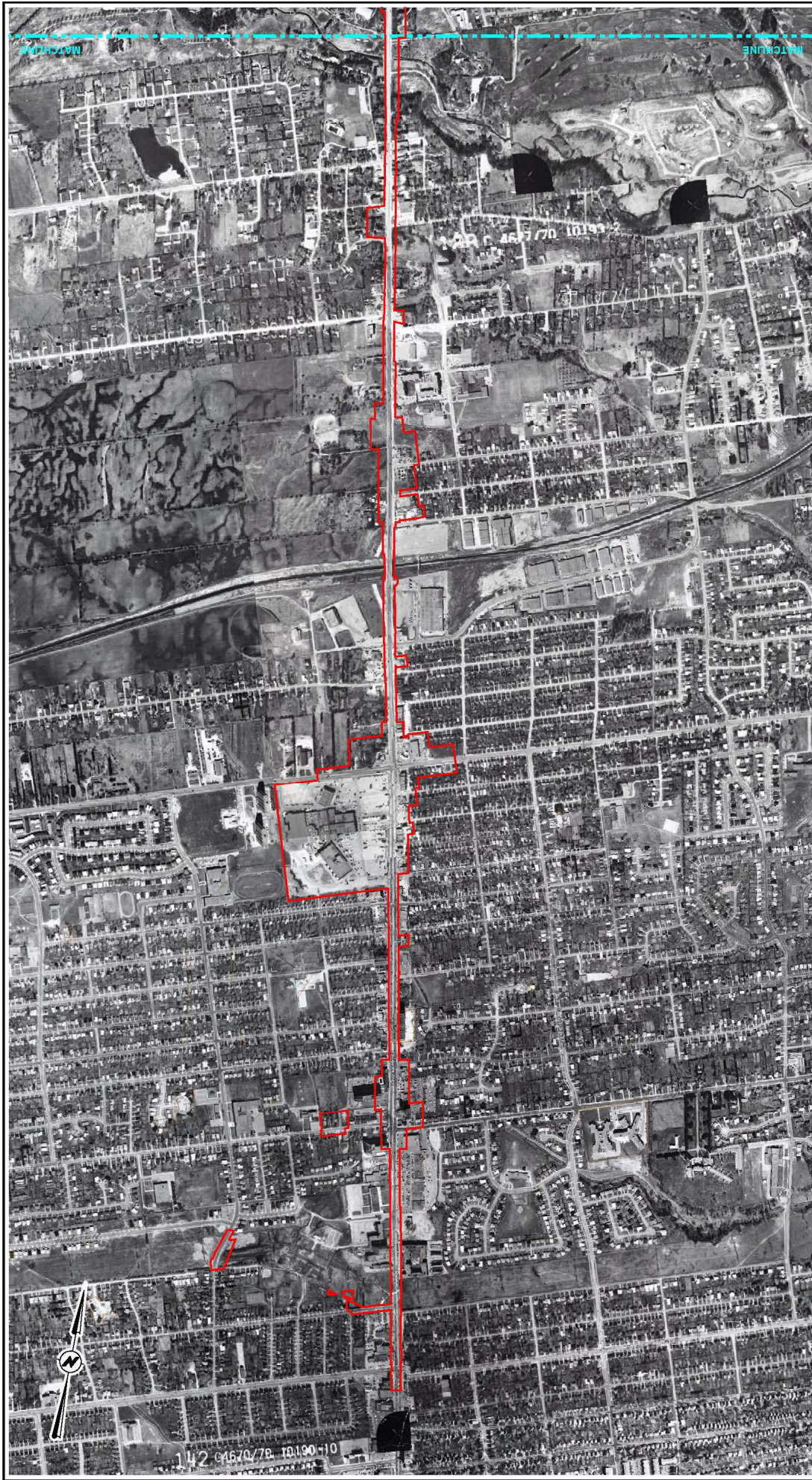
Gannett Fleming Canada ULC & IBI Group

DATE:
DECEMBER 2021

PROJECT No:
OGTW2005.3000

REV No:
2

PLATE No:
A2



<p>DATE: DECEMBER 2021</p> <p>PROJECT NO: OGTW2005.3000</p> <p>REV/NO: 2</p> <p>PLATE NO: B1</p>		<p>PROJECT: STAGE 1 ARCHAEOLOGICAL ASSESSMENT EXISTING CONDITIONS & IMPACT ASSESSMENT YOUNG NORTH SUBWAY EXTENSION (YNSE) TORONTO, ONTARIO</p>		<p>TITLE: AERIAL PHOTOGRAPHS - 1970</p>	
<p>DRAWN BY: SJL</p> <p>CHECKED BY: CD</p> <p>DATUM: NAD83</p> <p>PROJECTION: UTM Zone 17</p> <p>SCALE: 1:12500</p>	<p>LEGEND: STUDY AREA</p>	<p>One+ Barnett Fleming Canada ULC & IBI Group</p>		<p>0 100 300 500m SCALE 1:12500</p>	



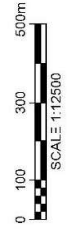
<div>LEGEND:</div> <div><div><div></div></div>STUDY AREA</div>		<div><div><div>One</div><div><div><div></div><div></div><div></div></div></div><div>Gannett Fleming Canada ULC & IBI Group</div></div></div> <div><div><div>0</div><div>100</div><div>300</div><div>500m</div></div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></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DATE DECEMBER 2021		PROJECT STAGE 1 ARCHAEOLOGICAL ASSESSMENT EXISTING CONDITIONS & IMPACT ASSESSMENT YOUNG NORTH SUBWAY EXTENSION ("NSE") TORONTO, ONTARIO		PROJECT SJL	
PROJECT No: OGTW2005.3000		REV No: 2		CD	
TITLE: AERIAL PHOTOGRAPHS - 1977		DWM BY:		DATUM: NAD83	
SCALE 1:12500		PROJECTION: UTM Zone 17		SCALE 1:12500	
LEGEND STUDY AREA		One+ Garrett Fleming Canada ULC & IBI Group		DATE PLOTTED: 12/15/2021 5:21:16 PM FILE LOCATION: P:\2020\Archaeology\Ynse\GIS\Drawings\Aerial\OGTW2005.3000 - SE 1 AA - Young Subway Extension ("NSE").dwg	



LEGEND:
□ STUDY AREA



DWN BY: SJJ
CHKD BY: CD
DATE: NAD83
PROJECTION: UTM Zone 17
SCALE: 1:12500

PROJECT:
TITLE:

STAGE 1 ARCHAEOLOGICAL ASSESSMENT
EXISTING CONDITIONS & IMPACT ASSESSMENT
YOUNG NORTH SUBWAY EXTENSION (YNSE)
TORONTO, ONTARIO

DATE: DECEMBER 2021
PROJECT No: 0GTW2005 3000
REV No: 2
PLATE No: C2

APPENDIX D: Property Specific Aerial Images



Plate 1: 1968 Historic Aerial - Yonge Street at Hendon Avenue to Talbot Road at Charlton Boulevard



Plate 2: 1970 Historic Aerial - Yonge Street at Hendon Avenue to Talbot Road at Charlton Boulevard



Plate 3: 1971 Historic Aerial - Yonge Street at Hendon Avenue to Talbot Road at Charlton Boulevard



Plate 4: 1973 Historic Aerial - Yonge Street at Hendon Avenue to Talbot Road at Charlton Boulevard



Plate 5: 1975 Historical Aerial - Yonge Street at Hendon Avenue to Talbot Road at Charlton Boulevard



Plate 6: 1976 Historical Aerial - Yonge Street at Hendon Avenue to Talbot Road at Charlton Boulevard



Plate 7: 1977 Historical Aerial - Yonge Street at Hendon Avenue to Talbot Road at Charlton Boulevard



Plate 8: 1953 Historic Aerial - Yonge Street at Cummer Avenue



Plate 9: 1956 Historic Aerial - Yonge Street at Cummer Avenue



Plate 10: 1978 Historic Aerial - Yonge Street at Cummer Avenue



Plate 11: 1959 Historic Aerial - Yonge Street at Cummer Avenue



Plate 12: 1960 Historic Aerial - Yonge Street at Cummer Avenue



Plate 13: 1961 Historic Aerial - Yonge Street at Cummer Avenue



Plate 14: 1962 Historic Aerial - Yonge Street at Cummer Avenue

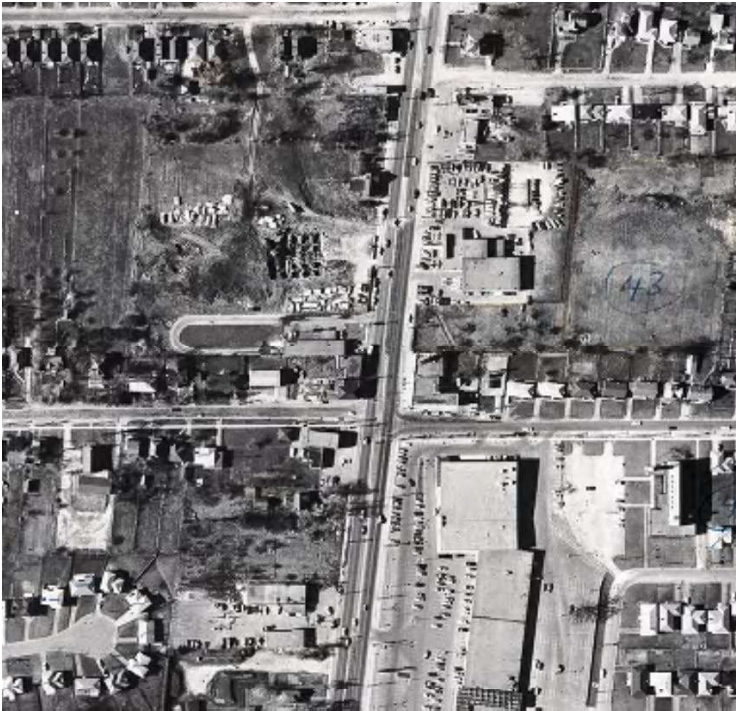


Plate 15: 1963 Historic Aerial - Yonge Street at Cummer Avenue

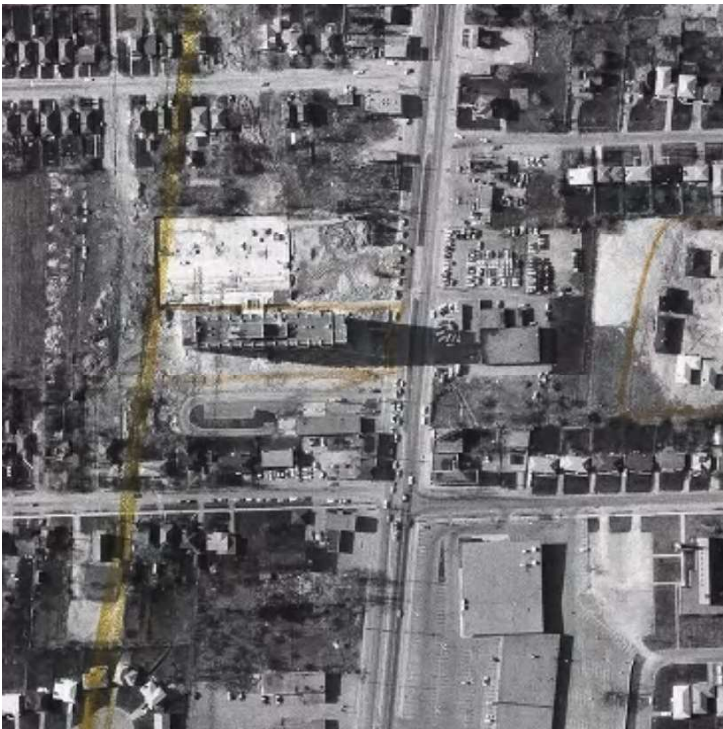


Plate 16: 1964 Historic Aerial - Yonge Street at Cummer Avenue



Plate 17: 1965 Historic Aerial - Yonge Street at Cummer Avenue



Plate 18: 1971 Historic Aerial - Yonge Street at Cummer Avenue



Plate 19: 1975 Historic Aerial - Yonge Street at Cummer Avenue



Plate 20: 1977 Historic Aerial - Yonge Street at Cummer Avenue



Plate 21: 1981 Historic Aerial - Yonge Street at Cummer Avenue

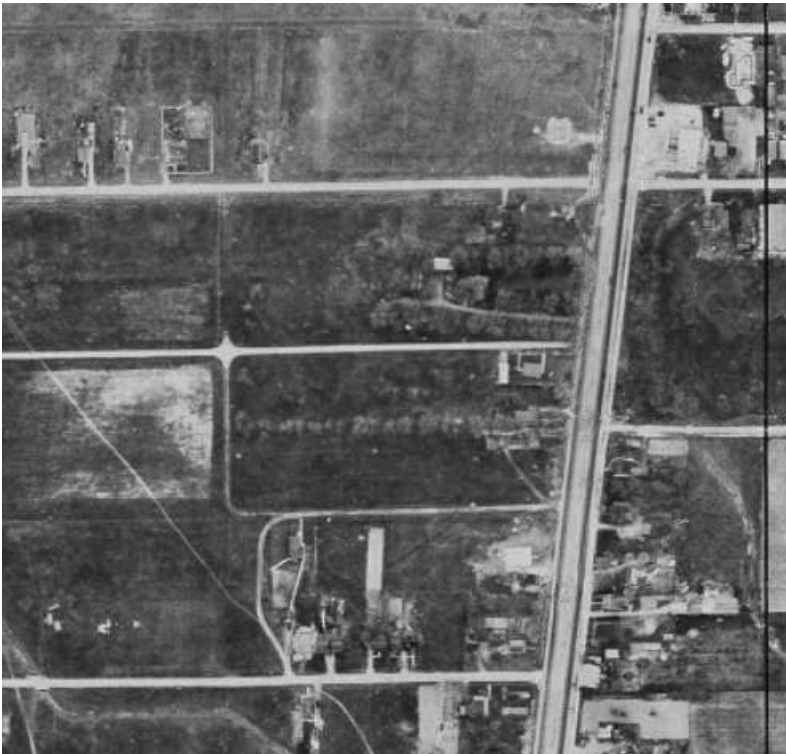


Plate 22: 1947 Historic Aerial - 6125 Yonge Street



Plate 23: 1950 Historic Aerial - 6125 Yonge Street



Plate 24: 1953 Historic Aerial - 6125 Yonge Street



Plate 25: 1956 Historic Aerial - 6125 Yonge Street

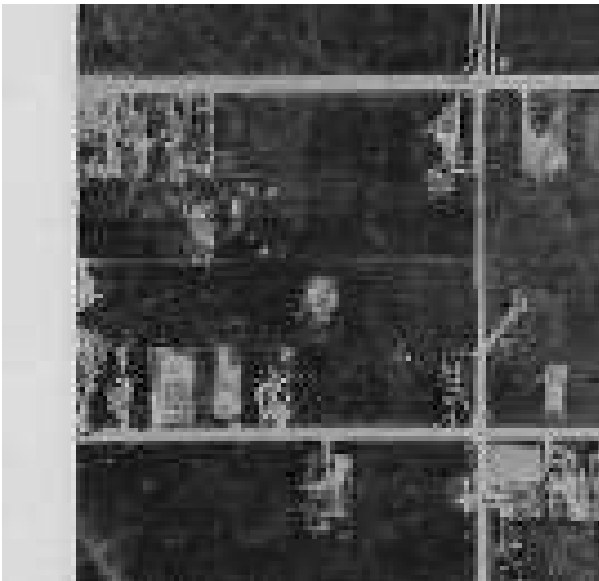


Plate 26: 1947 Historic Aerial - Yonge Street at Steeles Avenue



Plate 27: 1950 Historic Aerial - Yonge Street at Steeles Avenue



Plate 28: 1961 Historic Aerial - Yonge Street at Steeles Avenue



Plate 29: 1962 Historic Aerial - Yonge Street at Steeles Avenue

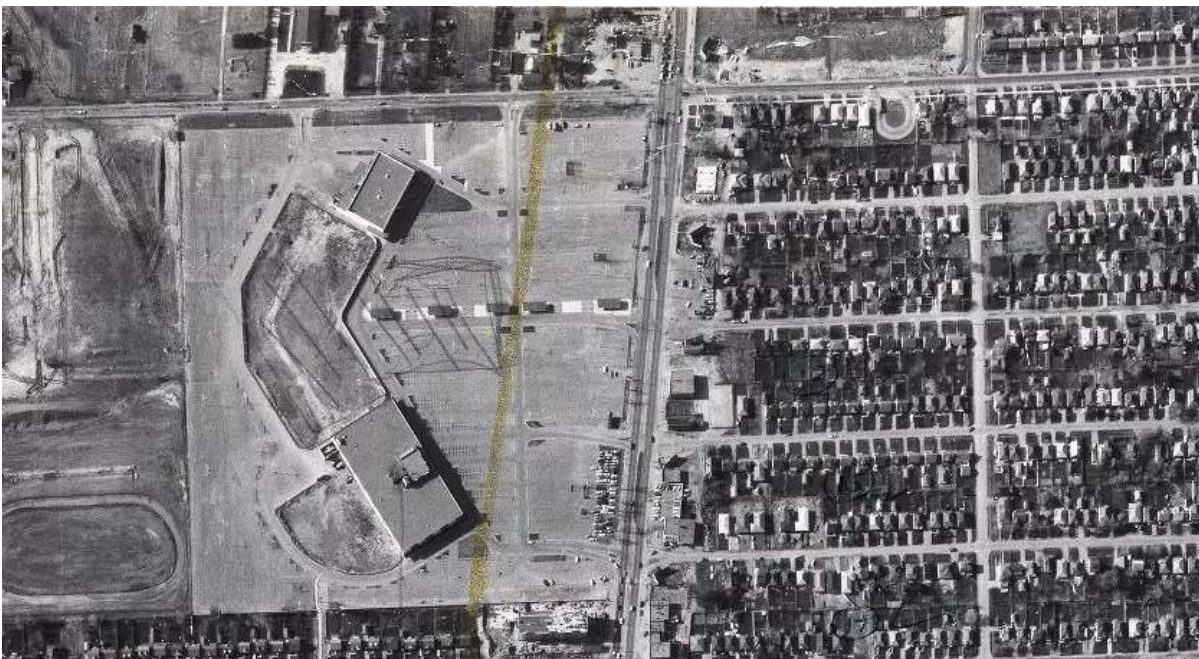


Plate 30: 1964 Historic Aerial - Yonge Street at Steeles Avenue

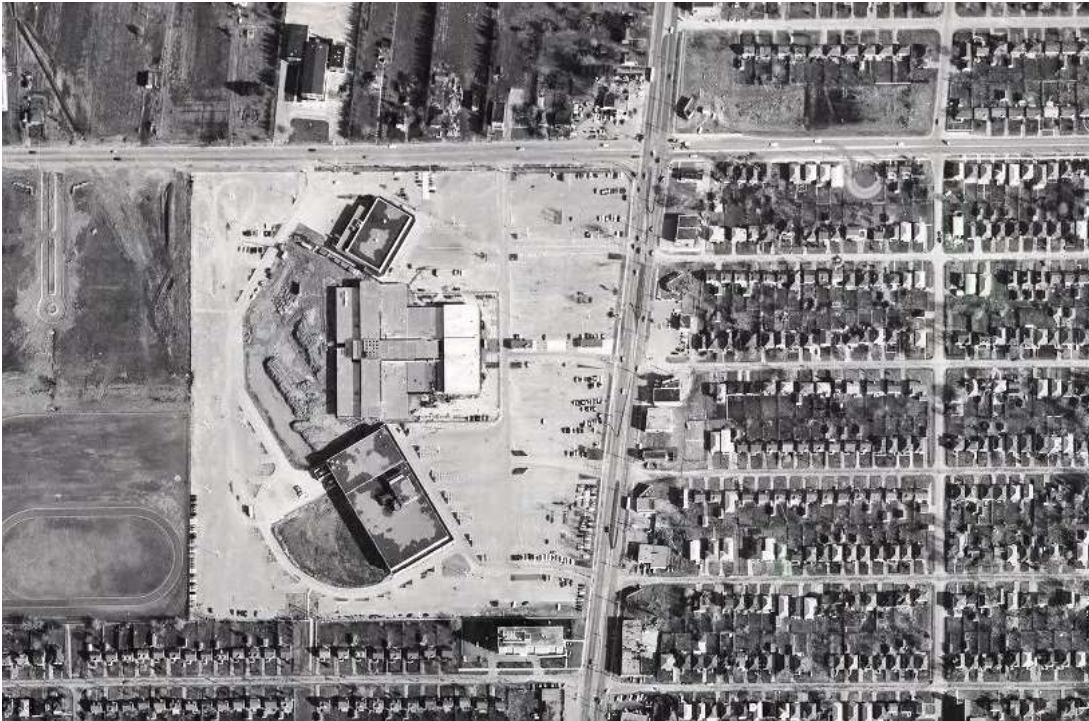


Plate 31: 1965 Historic Aerial - Yonge Street at Steeles Avenue



Plate 32: 1966 Historic Aerial - 7015 Yonge Street



Plate 33: 1967 Historic Aerial - 7015 Yonge Street



Plate 34: 1966 Historic Aerial - Langstaff Neighbourhood between Normark Drive and Wild Cherry Lane



Plate 35: 1966 Historic Aerial - Langstaff Neighbourhood between Thorny Brae Drive and Kirk Drive



Plate 36: 1967 Historic Aerial - Langstaff Neighbourhood between Bay Thorn Drive and Apple Orchard Path



Plate 37: 1969 Historic Aerial - Clark Station



Plate 38: 1970 Historic Aerial - Clark Station



Plate 39: 1971 Historic Aerial - Clark Station



Plate 40: 1975 Historic Aerial - Clark Station

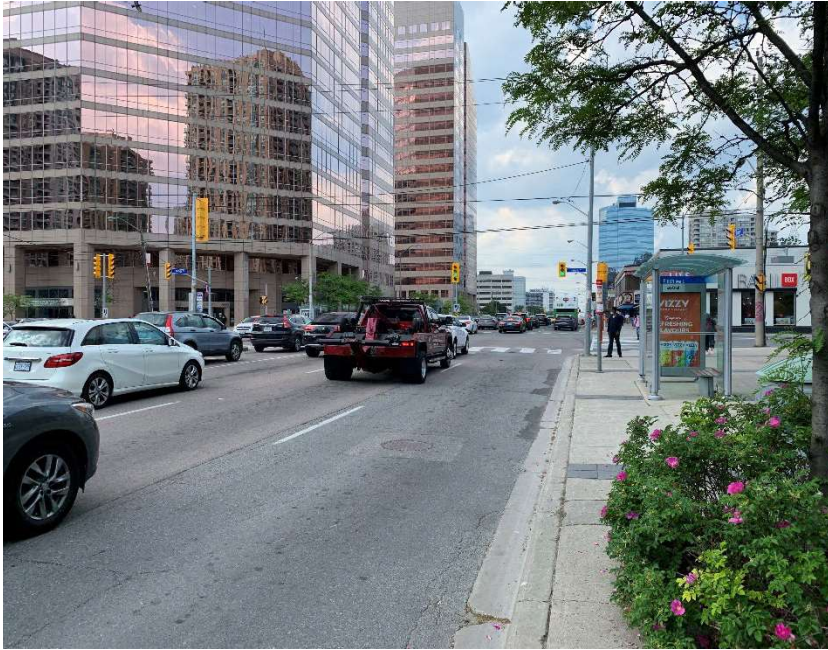


Plate 41: 1977 Historic Aerial - Clark Station



Plate 42: 1981 Historic Aerial - Clark Station

APPENDIX E: Photographs

**PHOTOGRAPH 1**

East side of Yonge Street
facing north toward Finch
Avenue.

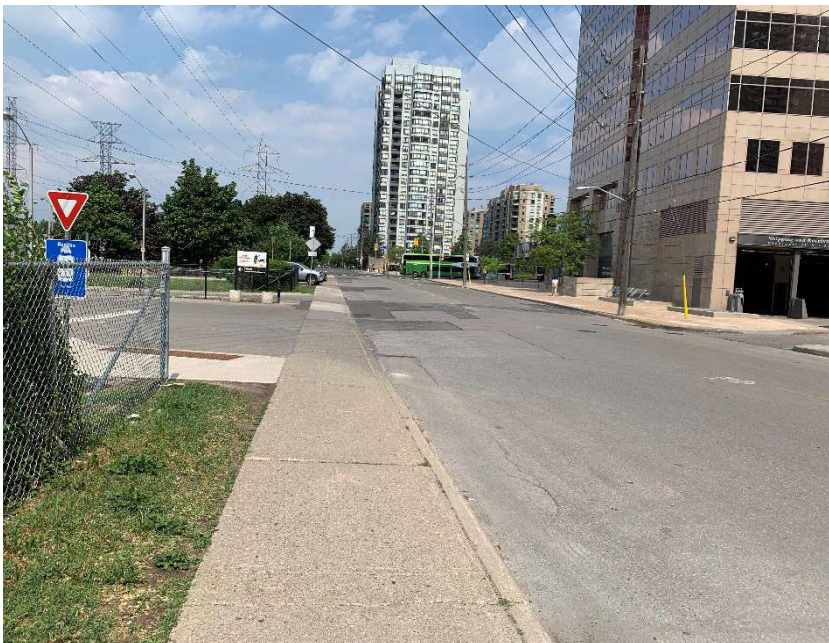
**PHOTOGRAPH 2**

East side of Yonge Street
facing east toward existing
Finch Station.



PHOTOGRAPH 3

East side of Yonge Street
facing north toward Bishop
Avenue.



PHOTOGRAPH 4

North side of Hendon Avenue
facing east toward Yonge
Street.



PHOTOGRAPH 5

North side of Hendon Avenue
facing west at 24 Hendon
Avenue.



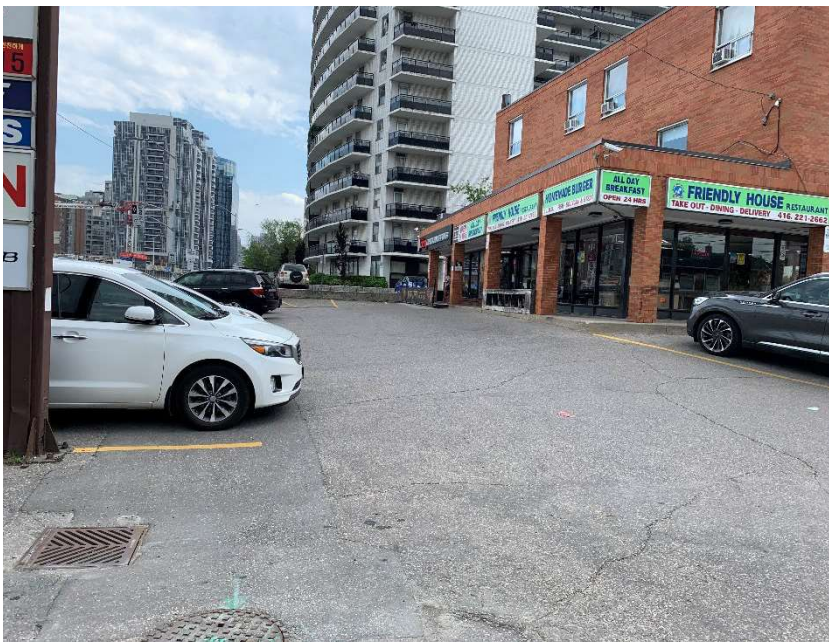
PHOTOGRAPH 6

North side of Hendon Avenue
facing north at 24 Hendon
Avenue.



PHOTOGRAPH 7

West side of Yonge Street
across from Turnberry Court
facing northeast at Finch
Station Triple Box Structure
Modification.



PHOTOGRAPH 8

West side of Yonge Street
facing south at 3-21 Drewry
Avenue. Southwest end of
Cummer Station.



PHOTOGRAPH 9

West side of Yonge Street facing west at 3-21 Drewry Avenue. Southwest end of Cummer Station.



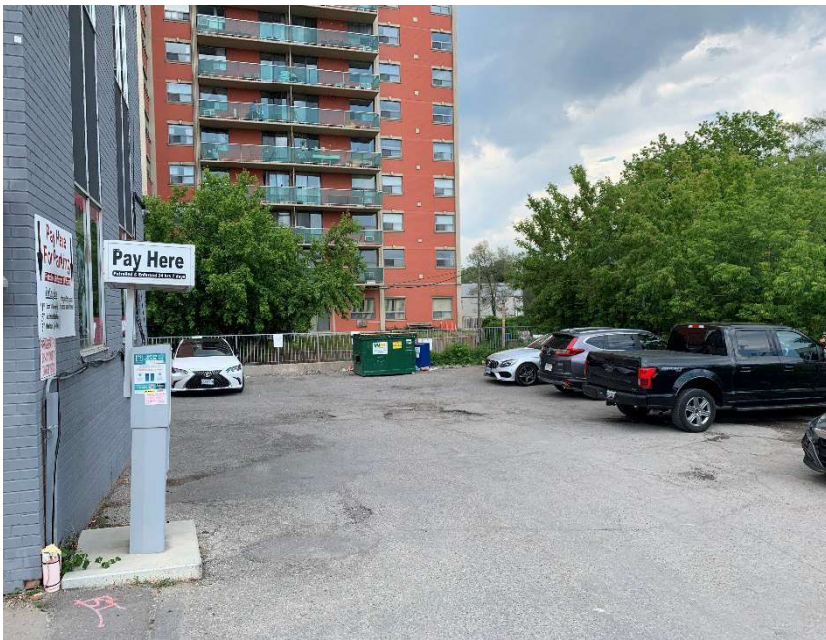
PHOTOGRAPH 10

Drewry Avenue facing south at west end of 3-21 Drewry Avenue.



PHOTOGRAPH 11

East side of Yonge Street
facing north just north of
Cummer Avenue. East side of
Cummer Station.



PHOTOGRAPH 12

36 Cummer Avenue facing
north. East side of Cummer
Station.



PHOTOGRAPH 13

40 Cummer Avenue facing north. TPSS-1 location.



PHOTOGRAPH 14

6000 Yonge Street, west side of Yonge Street facing north. Northwest end of Cummer Station.



PHOTOGRAPH 15

East side of Yonge Street
facing south, north of Centre
Avenue.



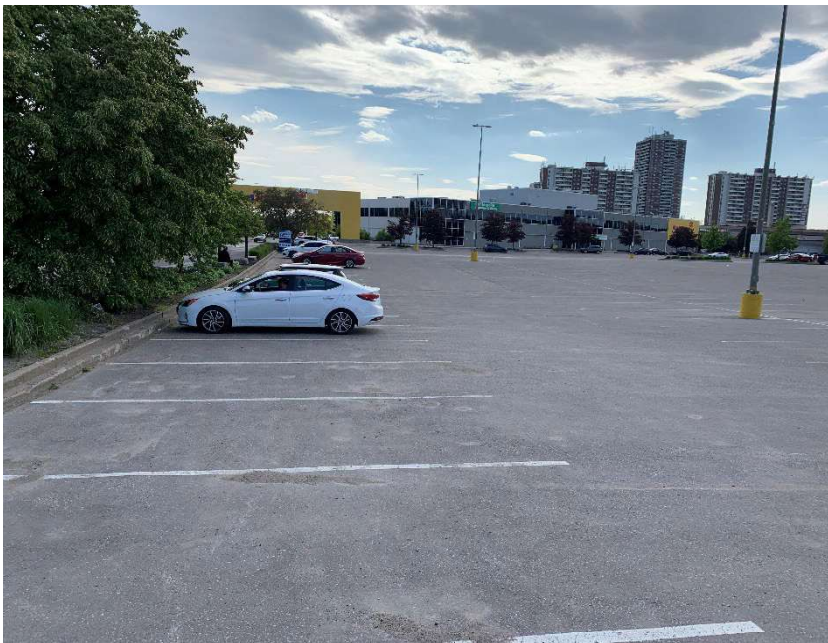
PHOTOGRAPH 16

East side of Yonge Street
facing north, north of Centre
Avenue.



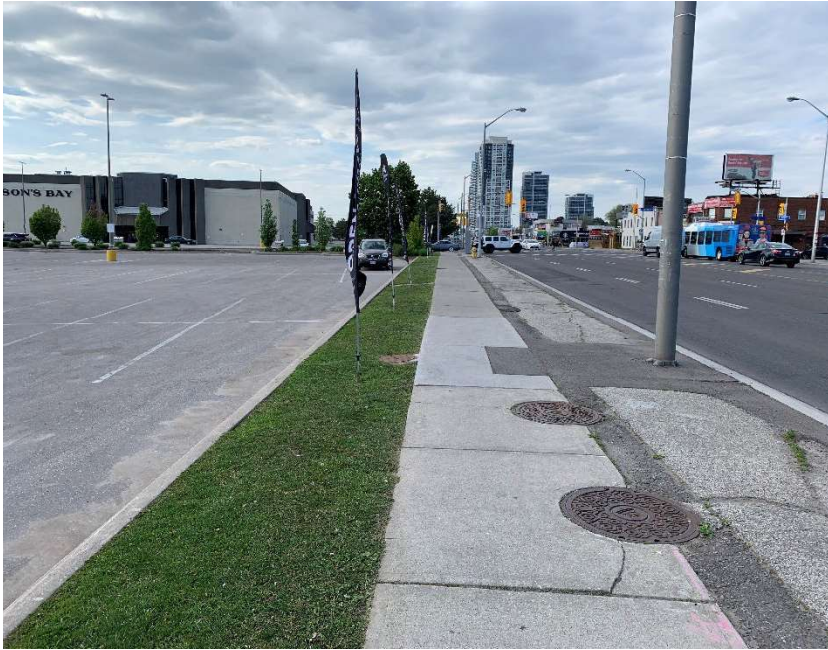
PHOTOGRAPH 17

East side of Yonge Street
facing south, north of Newton
Drive.



PHOTOGRAPH 18

West side of Yonge Street at
Centrepont Mall, 6200-6600
Yonge Street, across from
Otonabee Avenue, facing
west. Steeles Station,
proposed Bus Terminal and
TPSS-2.



PHOTOGRAPH 19

West side of Yonge Street
facing north at Steeles
Station, proposed Bus
Terminal and TPSS-2.



PHOTOGRAPH 20

West side of Yonge Street at
Centrepont Mall, 6200-6600
Yonge Street, between
Athabaska Avenue and Abitibi
Avenue, facing west. Steeles
Station, proposed Bus
Terminal and TPSS-2.



PHOTOGRAPH 21

West side of Yonge Street at Centrepont Mall, 6200-6600 Yonge Street, across from Nipigon Avenue, facing west. Steeles Station, proposed Bus Terminal and TPSS-2.



PHOTOGRAPH 22

Southwest corner of Yonge Street and Steeles Avenue, facing south. Steeles Station, proposed Bus Terminal and TPSS-2.



PHOTOGRAPH 23

South side of Steeles Avenue West at Centrepont Mall, 6200-6600 Yonge Street, facing southwest. Steeles Station, proposed Bus Terminal and TPSS-2.

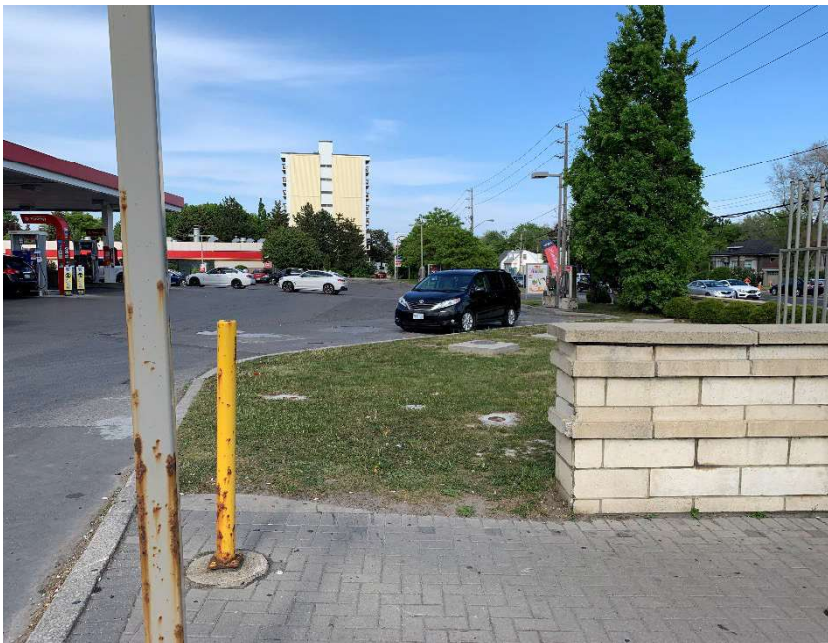


PHOTOGRAPH 24

Southeast corner of Yonge Street and Steeles Avenue, facing south. Steeles Station.

**PHOTOGRAPH 25**

Southeast corner of Yonge Street and Abitibi Avenue, facing north. Steeles Station.

**PHOTOGRAPH 26**

Northeast corner of Yonge Street and Steeles Avenue, facing east. Steeles Station.

**PHOTOGRAPH 27**

South side of Highland Park Boulevard, facing southeast. Steeles Station.

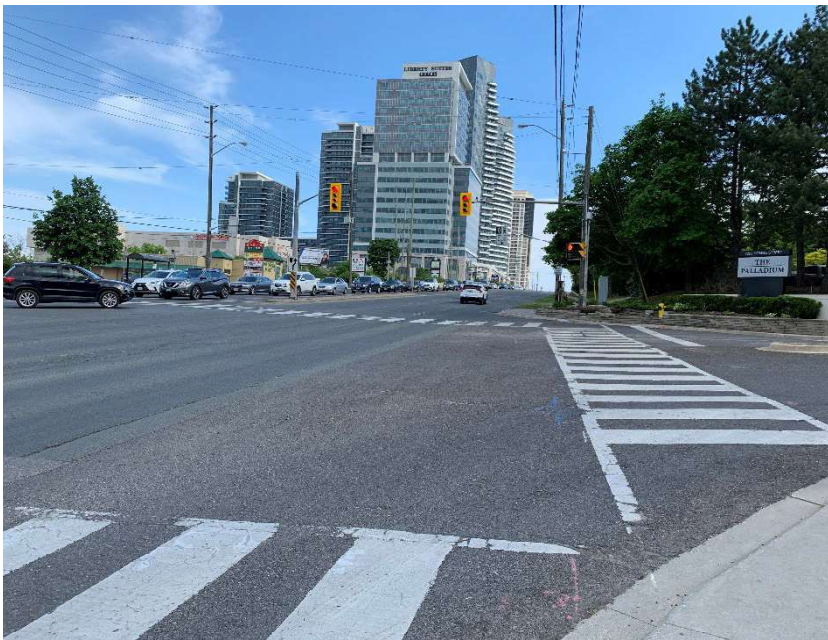
**PHOTOGRAPH 28**

North side of Grandview Avenue, facing northwest towards Yonge Street.



PHOTOGRAPH 29

Southeast corner of Yonge Street and Glen Cameron Road facing north, south of Clark Station.



PHOTOGRAPH 30

West side of Yonge Street facing south, across from Glen Cameron Road, south of Clark Station.



PHOTOGRAPH 31
Northeast corner of Yonge Street and Clark Avenue, facing north. Clark Station and TPSS-3.

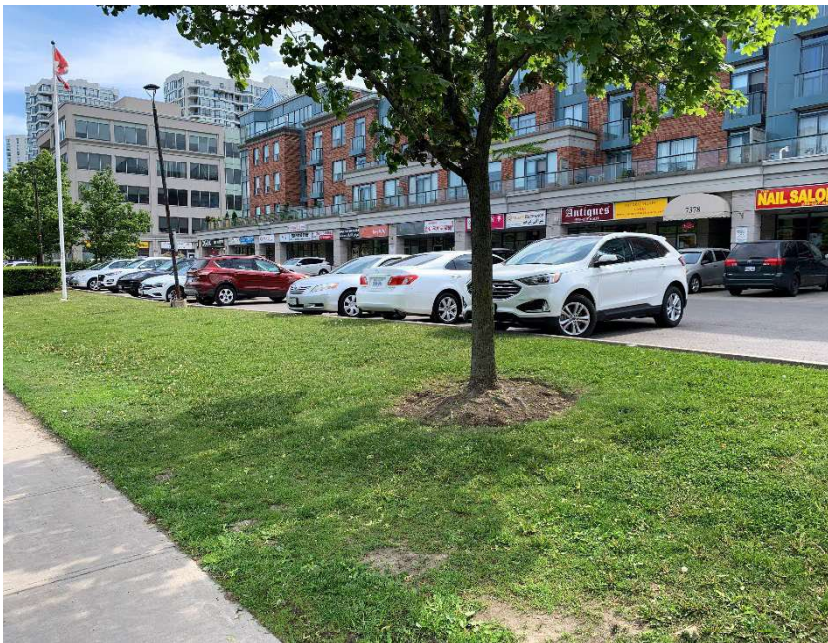


PHOTOGRAPH 32
North side of Clark Avenue facing northwest. Clark Station and TPSS-3.



PHOTOGRAPH 33

East side of Yonge Street
facing east. Clark Station and
TPSS-3.



PHOTOGRAPH 34

West side of Yonge Street
facing southwest. Clark
Station.



PHOTOGRAPH 35

West side of Yonge Street
facing northwest. Clark
Station.



PHOTOGRAPH 36

West side of Yonge Street
facing southwest, south of
Jane Street.



PHOTOGRAPH 37

East side of Yonge Street
facing north at Royal Orchard
Station



PHOTOGRAPH 38

West side of Yonge Street
facing southwest at 7994
Yonge Street, Royal Orchard
Station.



PHOTOGRAPH 39

West side of Yonge Street
facing west at 8000 Yonge
Street. Royal Orchard Station.



PHOTOGRAPH 40

Southwest corner of Bay
Thorn Drive and Inverloch
Boulevard facing southwest.

**PHOTOGRAPH 41**

North side of Bay Thorn Drive
facing east towards Royal
Orchard Park.

**PHOTOGRAPH 42**

Bay Thorn Drive facing east
into Royal Orchard Park.



PHOTOGRAPH 43
Kirk Drive facing southwest.



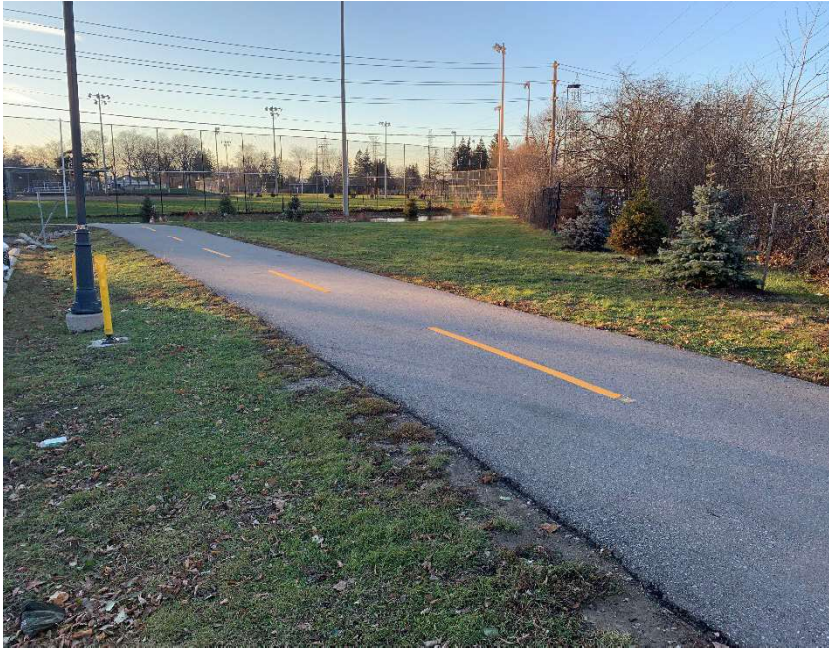
PHOTOGRAPH 44
Kirk Drive facing southwest
towards 129 Kirk Drive.

**PHOTOGRAPH 45**

CN corridor, west side of the tracks, south of Holy Cross Cemetery, facing northwest.

**PHOTOGRAPH 46**

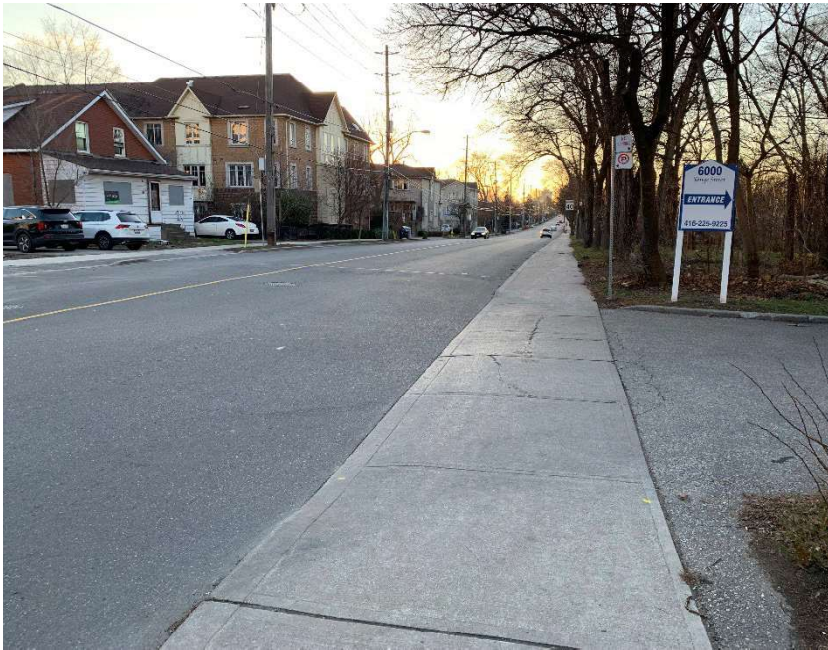
CN corridor, west side of the tracks, adjacent to Holy Cross Cemetery, facing northwest

**PHOTOGRAPH 47**

Facing northwest towards Hendon Park (50 Hendon Avenue). Proposed Finch Station – Duct Bank Modifications construction area.

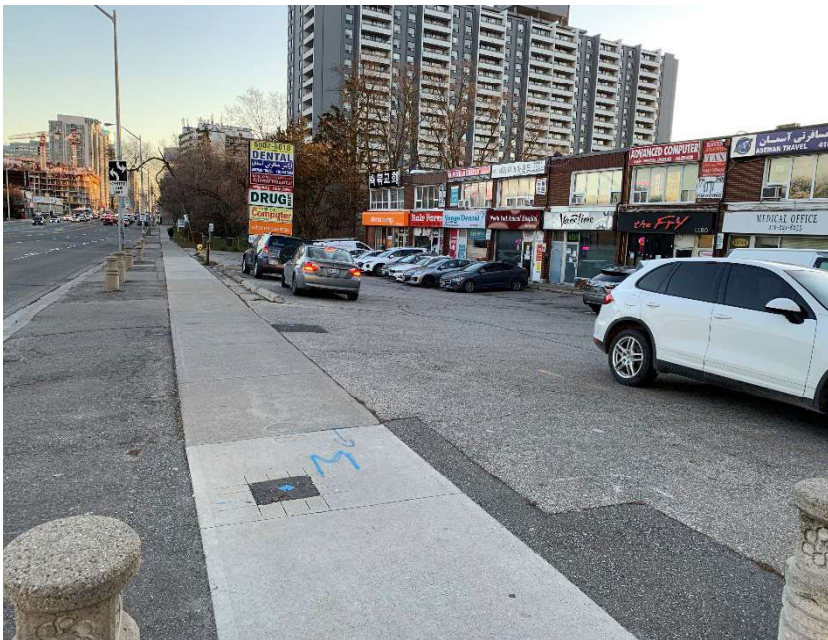
**PHOTOGRAPH 48**

Facing southeast towards Finch West Parking lot (18 Hendon Avenue).. Proposed Finch Station – Duct Bank Modifications construction area.



PHOTOGRAPH 49

Sidewalk and grassy area located along Drewry Avenue within the Cummer Station, bus facility project footprint facing southwest.



PHOTOGRAPH 50

Concrete parking lot and commercial properties located on west side of Yonge Street south of Connaught Avenue, facing south southwest.



PHOTOGRAPH 51

Concrete parking lot and commercial property north of 6267 Yonge Street on east side of Yonge Street facing northeast.



PHOTOGRAPH 52

Manicured Lawn at 10 Nipigon Avenue facing northeast by Steeles Station project footprint,.

**PHOTOGRAPH 53**

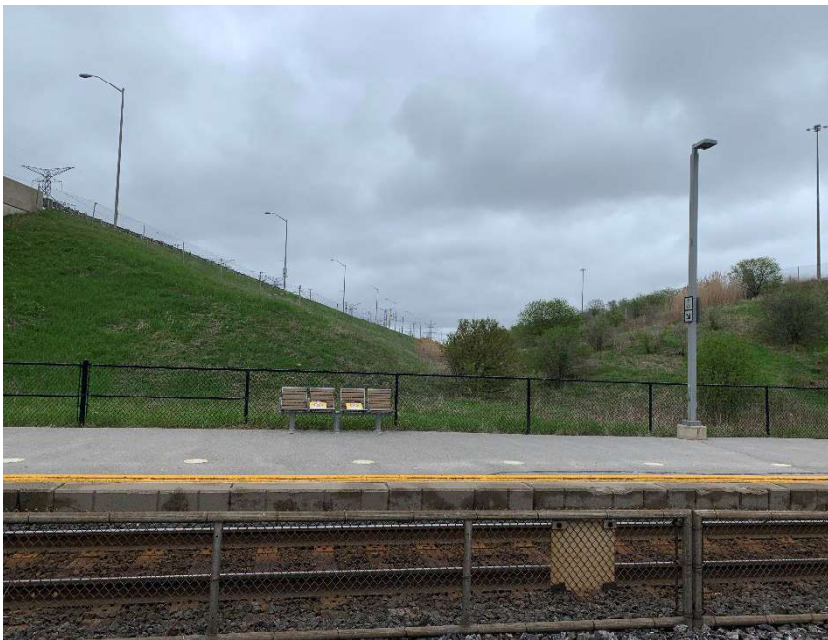
CN corridor, east of 75
Langstaff Road East, facing
southeast. Proposed Portal.

**PHOTOGRAPH 54**

CN corridor, north of
Langstaff Road East, facing
northwest. Bridge Station.

**PHOTOGRAPH 55**

CN corridor, north of
Langstaff Road East below
Highway 407, facing
northwest. Bridge Station

**PHOTOGRAPH 56**

CN corridor, north of
Langstaff Road East, between
Highway 407 and Highway 7,
facing northeast. Bridge
Station.



PHOTOGRAPH 57

CN corridor, north of Langstaff Road East, between Highway 407 and Highway 7, facing southwest. Bridge Station.



PHOTOGRAPH 58

CN corridor, north of Langstaff Road East, facing northwest. North of Bridge Station.

**PHOTOGRAPH 59**

CN corridor, north of
Langstaff Road East, west of
10 Red Maple Road. North of
Bridge Station.

**PHOTOGRAPH 60**

CN corridor, south of High
Tech Road, east of 8675
Yonge Street, facing north-
northwest. High Tech Station.

**PHOTOGRAPH 61**

CN corridor, south of High Tech Road, east of 8675 Yonge Street, facing northwest. High Tech Station.

**PHOTOGRAPH 62**

CN corridor, north of High Tech Road, east of 35 Beresford Drive, facing south. Base of deep ditching north of High Tech Station.



PHOTOGRAPH 63

CN corridor, north of High Tech Road, east of 35 Beresford Drive, facing south. Top of deep ditching north of High Tech Station.



PHOTOGRAPH 64

CN corridor, south of 16th Avenue, east of 125 16th Avenue, facing south. TSF - Parking and Station.

**PHOTOGRAPH 65**

CN corridor, north of 16th Avenue, east of 9301 Yonge Street, facing south. North of TPSS-7.

**PHOTOGRAPH 66**

CN corridor, north of 16th Avenue, east of 9301 Yonge Street, facing west at German Mills Creek. North of TPSS-7.



PHOTOGRAPH 67

CN corridor, north of 16th Avenue, east of Moonlight Lan, facing southwest. Northern end of YNSE alignment.



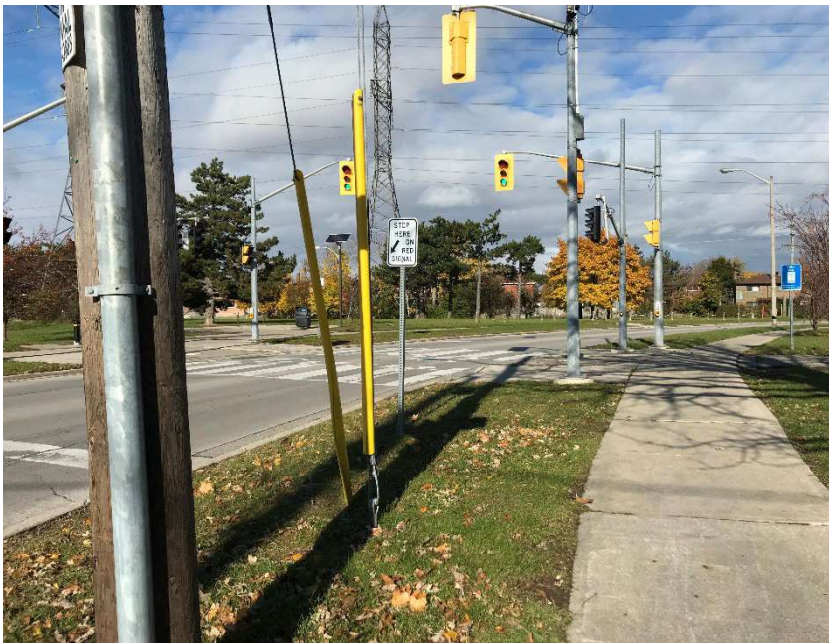
PHOTOGRAPH 68

Finch station parking lot, north of Hendon Avenue at the Finch Station Duct Modification project segment, facing northwest towards parking lot.



PHOTOGRAPH 69

Finch station parking lot, east of Talbot Road, east of the Finch Station Duct Modification project segment, facing northeast towards parking lot.



PHOTOGRAPH 70

Hydro Corridor, east of Talbot Road, east of the Finch Station Duct Modification project segment, facing northeast towards parking lot.



PHOTOGRAPH 71

Talbot Road, facing southwest. North northwest.



PHOTOGRAPH 72

Structure and parking lot at 5915 Yonge Street located southeast of the intersection of Yonge Street and Cummer Avenue by Cummer Station project footprint, facing northeast.



PHOTOGRAPH 73

Parking lot located westwards of the 5926 Yonge Street, facing northeast.



PHOTOGRAPH 74

Structure at 5915 Yonge Street located southeast of the intersection of Yonge Street and Cummer Avenue by Cummer Station project footprint, facing northeast.

**PHOTOGRAPH 75**

Manicured lawn and young trees located at 6000 Yonge Street CN corridor, by Cummer Station project footprint, facing northeast.

**PHOTOGRAPH 76**

Manicured lawn and young trees located at 19 Steeles Avenue, by Steeles Station project footprint, facing southwest..

**PHOTOGRAPH 77**

Concrete parking lot and commercial buildings northeast of the intersection at Glen Cameron and Yonge Street, facing northeast.

**PHOTOGRAPH 78**

Concrete parking lot northwest of Elgin Street and Arnold Avenue, facing north northwest.



PHOTOGRAPH 79

Concrete parking lot and commercial centre north of High Tech Road facing northeast.



PHOTOGRAPH 80

Parking lot located southwest of the intersection of Steeles Avenue and Yonge Street within the Steeles Station and Bus Terminal project footprint, facing southeast.



PHOTOGRAPH 81

Commercial properties located on either side of Steeles Avenue within the Steeles Station and Bus Terminal project footprint, facing southwest.



PHOTOGRAPH 82

Commercial properties located on either side of Steeles Avenue within the Steeles Station and Bus Terminal project footprint, facing northeast.



PHOTOGRAPH 83

Sloped manicured lawn to concrete parking lot and commercial centre north of High Tech Road facing northwest.



PHOTOGRAPH 84

Commercial properties located on either side of Steeles Avenue within the Steeles Station and Bus Terminal project footprint, facing southwest.



PHOTOGRAPH 85

Commercial and residential (high rise) properties located on either side of Steeles Avenue within the Steeles Station and Bus Terminal project footprint, facing southwest.



PHOTOGRAPH 86

Commercial properties and parking lots northwest of the Yonge Street and Steeles Avenue intersection within the Steeles Station and Bus Terminal project footprint, facing southwest.



PHOTOGRAPH 87

Commercial properties located on either side of Yonge Street within the Steeles Station and Bus Terminal project footprint, facing northwest.



PHOTOGRAPH 88

Commercial properties located on either side of Yonge Street within the Steeles Station and Bus Terminal project footprint, facing southeast.



PHOTOGRAPH 89

Landscaped area at 7250 Yonge Street, facing south southwest.



PHOTOGRAPH 90

Commercial and residential properties located on either side of Yonge Street north of Morgan Avenue, facing north northwest.



PHOTOGRAPH 91

Commercial properties located on the western side of Yonge Street north of Morgan Avenue, facing southeast.



PHOTOGRAPH 92

Landscaped area and brick sidewalk at 7250 Yonge Street, facing southwest.

**PHOTOGRAPH 93**

Intersection of Clark Avenue
and Yonge Street, facing
southeast.

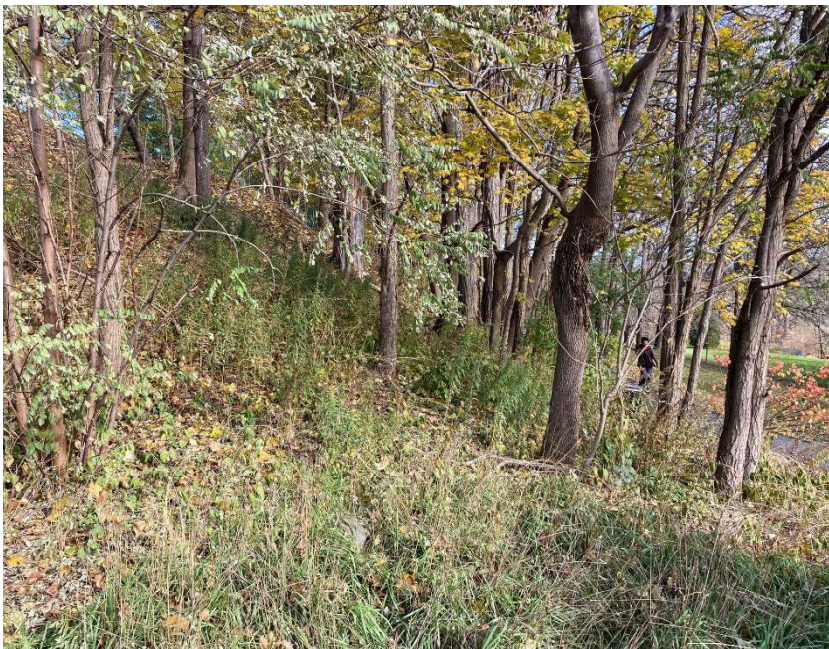
**PHOTOGRAPH 94**

Commercial properties
located on the southwest of
Clark Avenue and Yonge
Street, facing southeast.



PHOTOGRAPH 95

Ditching and sewer drainage located on the eastern side of 7433 Yonge Street Suite Building A, facing southeast.



PHOTOGRAPH 96

Steep slope located on the south side of 7877 Yonge Street northwards of the Cricklewood Park, facing northeast.



PHOTOGRAPH 97

Ravine located within the property at 7994 Yonge Street on north side of the southern driveway, facing northwest.



PHOTOGRAPH 98

Undulating lands located within the property at 7994 Yonge Street, facing northwest. The placement and spacing of the trees indicate landscaping.



PHOTOGRAPH 99

Steep sloping located on the western side of 7951 Yonge Street, facing north northeast. The placement and spacing of the trees indicate landscaping.



PHOTOGRAPH 100

Parking lot located to the south of 7967 Yonge Street.



PHOTOGRAPH 101

Yonge Street facing southeast at 7967 Yonge Street. Sloping visible on the western side of Yonge Street. Yonge Street is depicted with gentle sloping to the south.



PHOTOGRAPH 102

Yonge Street facing southeast at 7994 Yonge Street. Yonge Street is depicted with gentle sloping to the south.



PHOTOGRAPH 103

Holy Trinity Burying Grounds located to the west of the Thornhill Baptist Church at 8000 Yonge Street.



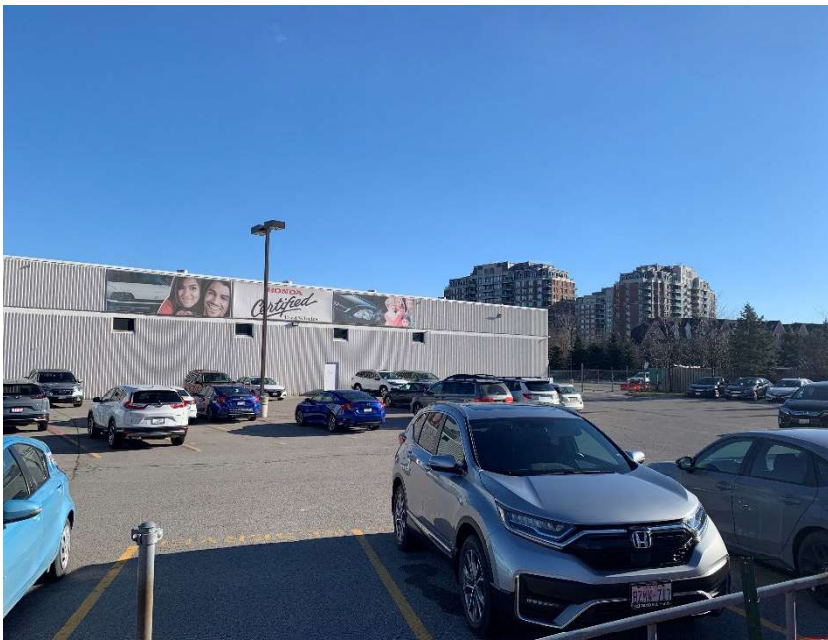
PHOTOGRAPH 104

Yonge Street facing southeast from the intersection Royal Orchard Boulevard and Yonge Street.



PHOTOGRAPH 105

Parking lot located northeast of the intersection Royal Orchard Boulevard and Yonge Street, facing southeast.



PHOTOGRAPH 106

Parking lot located southeast of 16th Avenue and Northern Heights Drive within the TPSS-7 project footprint, facing southeast.

**PHOTOGRAPH 107**

Parking lot and commercial property located southeast of 16th Avenue and Northern Heights Drive within the TPSS-7 project footprint, facing southeast.

APPENDIX F: Assessor Qualifications

Peter Popkin, Ph.D., CAHP, MCIfA, Associate Archaeologist – Dr. Popkin is an Associate Archaeologist at Wood. 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 Archaeological Licence (P362)** from the MHSTCI, 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).

Chelsea Dickinson, B.A., Research Archaeologist - Ms. Dickinson holds an Honours B.A. Degree in Near Eastern and Classical Archaeology from Wilfrid Laurier University, and a Post-Graduate Certificate in Geographical Information Systems from Fanshawe College. She has been working in the field of cultural resource management since 2015 and holds an **Applied Research license (License R1194)** in Archaeology from the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries. Ms. Dickinson has worked on a wide variety of projects throughout Ontario, including: Cultural Heritage Assessments Reports (CHARs), Cultural Heritage Reports (CHRs under TPAP), Heritage Impact Assessments (HIAs), Cultural Heritage Evaluation Reports (CHERs) using Ontario Regulation 9/06 and 10/06, Strategic Conservation Plans (SCP), and archaeological assessments (Stage 1-4) throughout Ontario. Ms. Dickinson has been the prime/co-author on a multitude of archaeological (i.e., Stage 1-4) and cultural heritage assessment reports (i.e., CHAR, CHER, HIA, CHDR), specializing in historical background research across Ontario. Ms. Dickinson has had the privilege of working alongside a multitude of Indigenous Nation members while conducting archaeological assessments in both Northern and Southern Ontario. In addition, she has experience using ArcGIS/Collector and high precision GPS technologies, specifically Top Con Hi SR and FC5000 positioning systems, used to map in architectural features, diagnostic artifacts, as well as topographical anomalies and site boundaries.