
Appendix G: Cultural Heritage

Section G.1:

Area A Cultural Heritage Report

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



REP-057- WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK

Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment

Project # OISO52004

Prepared for:

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

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



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Executive Summary

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

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

WSP was retained by TTC to complete a Cultural Heritage Report (CHR) in support of the WELRT. This CHR represents one deliverable to support program delivery. This CHR is being carried out under the Transit Project Assessment Process (TPAP) and was prepared in accordance with the Ministry Citizenship and Multiculturalism (MCM) guidance document titled *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants* (MCM 2019).

The purpose of this CHR is to establish the historical context of the Study Area, identify known and potential built heritage resources and cultural heritage landscapes through information gathering and fieldwork, create an inventory of built heritage resources and cultural heritage landscapes, and complete a preliminary impact assessment and recommend mitigation measures.

The results of the heritage review determined that there are nine built heritage resources (CHR 3-CHR 9 and CHR 13 and CHR 14) and five cultural heritage landscapes (CHR 1, CHR 2, and CHR 9-11) in the Study Area.

A preliminary impact assessment was completed to evaluate potential impacts to identified built heritage resources and cultural heritage landscapes and recommend mitigation measures. Based on the impact assessment, the following recommendations are made:

- 1) The proposed WELRT is located within the Union Station HCD (CHR 1) and adjacent to, or in close proximity to, an additional 13 known and potential cultural heritage properties (CHR 2-14). The proposed work should be planned in a manner that avoids direct impacts to these properties.
- 2) Direct adverse impacts are anticipated to four *protected* heritage properties. Standalone HIAs should be completed for each of these properties to identify potential impacts and develop mitigation measures. Each HIA should be prepared in accordance with the MCM *Information Bulletin 3: Heritage Impact*



Assessments for Provincial Heritage Properties (2017). Properties requiring an HIA include:

- a. CHR 1 (Union Station HCD)
 - b. CHR 2 (Union Station, 65-71 Front Street West)
 - c. CHR 3 (Dominion Public Building, 1 Front Street)
 - d. CHR 4 (Postal Delivery Building, 40 Bay Street)
- 3) Work is planned in within, or in close proximity to, CHR 2 (Union Station, 65-71 Front Street West), CHR 3 (Dominion Public Building, 1 Front Street), CHR 4 (Postal Delivery Building, 40 Bay Street), CHR 8 (Toronto Harbour Commission Building, 60 Harbour Square), and CHR 10 (Westin Harbour Castle Hotel, 1 Harbour Square). Site plan control is recommended for these properties. These properties should be identified on project drawings so that project personnel are aware of the heritage status of these resources. In addition, protective fencing should be installed along these properties in the vicinity of construction work or laydown areas to protect these buildings during the construction phase of the Project.
- 4) Construction activity is proposed within, or in close proximity to, CHR 1 (Union Station Heritage Conservation District), CHR 2 (Union Station, 65-71 Front Street West), CHR 3 (Dominion Public Building, 1 Front Street), CHR 4 (Postal Delivery Building, 40 Bay Street), CHR 5 (Brookfield Place, 161 Bay Street), CHR 6 (Royal Bank Plaza, 200 Bay Street), and CHR 10 (Westin Harbour Castle Hotel, 1 Harbour Square). Vibration monitoring is recommended for these properties and should include pre-condition survey, vibration monitoring during construction, and post-condition survey. Vibration monitoring should be completed by a qualified geotechnical engineer.

The above recommendation was prepared using the best available information regarding potential impacts at the time of writing. Should the proposed work change, then the preliminary impact assessment should be revisited to confirm identified impacts and proposed mitigation measures.



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List of Acronyms and Abbreviations	
BHR	Built Heritage Resource
CHL	Cultural Heritage Landscape
CHR	Cultural Heritage Report: Existing Conditions and Impact Assessment
CHVI	Cultural Heritage Value or Interest
HCD	Heritage Conservation District
MCM	Ministry of Citizenship and Multiculturalism
O. Reg.	Ontario Regulation
PPS	Provincial Policy Statement
TTC	Toronto Transit Commission

Definitions	
Adjacent lands	Those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan (PPS 2020).
Built Heritage Resource	Means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the <i>Ontario Heritage Act</i> , or that may be included on local, provincial, federal and/or international registers (PPS 2020).
Conserved	Means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments (PPS 2020).
Cultural Heritage Landscape	Means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an



Definitions	
	Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the <i>Ontario Heritage Act</i> , or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms (PPS 2020).
Heritage Attributes	Means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property) (PPS 2020).
Protected Heritage Property	Means property designated under Parts IV, V or VI of the <i>Ontario Heritage Act</i> ; property subject to a heritage conservation easement under Parts II or IV of the <i>Ontario Heritage Act</i> ; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites (PPS 2020).
Provincial Heritage Property	Means real property, including buildings and structures on the property, that has cultural heritage value or interest and that is owned by the Crown in right of Ontario or by a prescribed body; or that is occupied by a ministry or prescribed body if the terms of the occupancy agreement are such that the ministry or public body is entitled to make the alterations to the property that may be required under these heritage standards and guidelines (Standards and Guidelines for Conservation of Provincial Heritage Properties 2020).
Provincial Heritage Property of Provincial Significance	Means provincial heritage property that has been evaluated using the criteria found in Ontario Heritage Act O. Reg. 10/06 and has been found to have cultural heritage value or interest of provincial significance (Standards and Guidelines for Conservation of Provincial Heritage Properties 2020).
Significant	In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or



Definitions	
	interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the <i>Ontario Heritage Act</i> (PPS 2020).
Statement of Cultural Heritage Value	Means a concise statement explaining why a property is of heritage interest; this statement should reflect one or more of the criteria found in <i>Ontario Heritage Act</i> O. Regs. 9/06 and 10/06 (Standards and Guidelines for Conservation of Provincial Heritage Properties 2020).

1.0 Introduction

1.1 TTC Waterfront East LRT Project Overview

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

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



Plate 1: Overview of Waterfront Transit Network

Please reach out to the Project Team should you require alternative text for this image.

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



1.2 Project Scope

The scope of work to be completed for the Project includes, but is not limited to, Focus Area 1 and Focus Area 2. An overview of these Project Areas is provided in Plate 2.

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

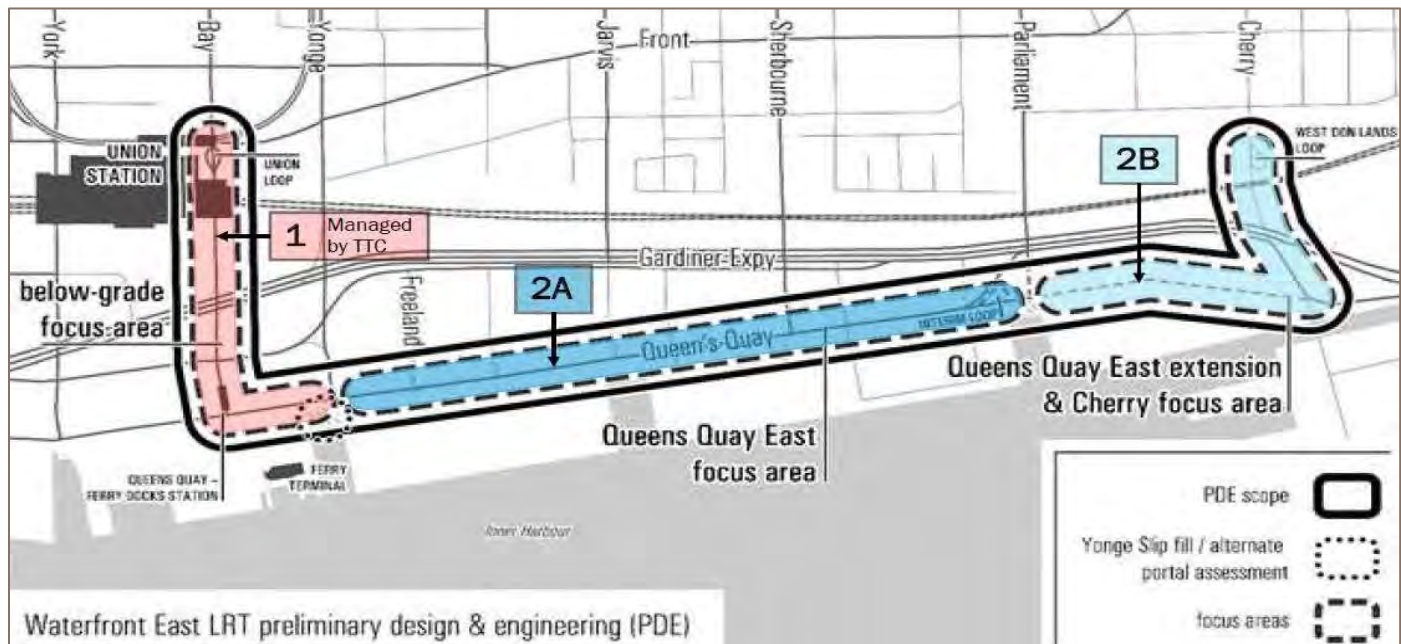


Plate 2: Focus Area 1 and Focus Area 2

Please reach out to the Project Team should you require alternative text for this image.

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



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

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

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

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

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

1.3 Basis of Design

The Bay Street Tunnel, as measured from the south portal on Queen's Quay West to the centre of the north loop, is approximately 560m long. The Union LRT Station is located at the north end of the loop and the Queen's Quay/Ferry Docks Station is at the south end approximately 100m north of the portal.

The trains run in separate box structures which are aerodynamically connected by openings in the central dividing wall. The openings are of significant size and are spaced approximately 5 m on centre along the tunnel's length. Approximately 160 m south of Union Station, the box structures become fully separated as they flare out to make the loop turn.

The northbound track comes into the box structure on the east side of the central dividing wall, extending into an existing 15 m radius loop at the north end. The southbound track runs off the west end of the loop. The existing semi-circular platform is located at the north end of the loop. Existing track centres coming into the north loop are 8.85 m. The posted speed on the Union Station loop track is 5 km/hour due to the existing curve radius and loading/unloading requirements at the north end of the loop.



On both the northbound and southbound tracks, there is also an existing 1,800 m radius curve that begins approximately 56 m south of the beginning of curve / end of curve of the north loop curve. The existing configurations of the Union Station loop and Queens Quay West Station and West Portal are provided in **Plate 3** and **Plate 4**.

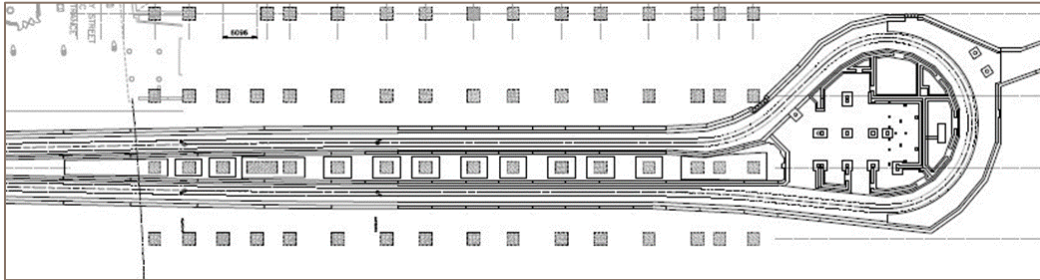


Plate 3: Union Station – Existing Configuration

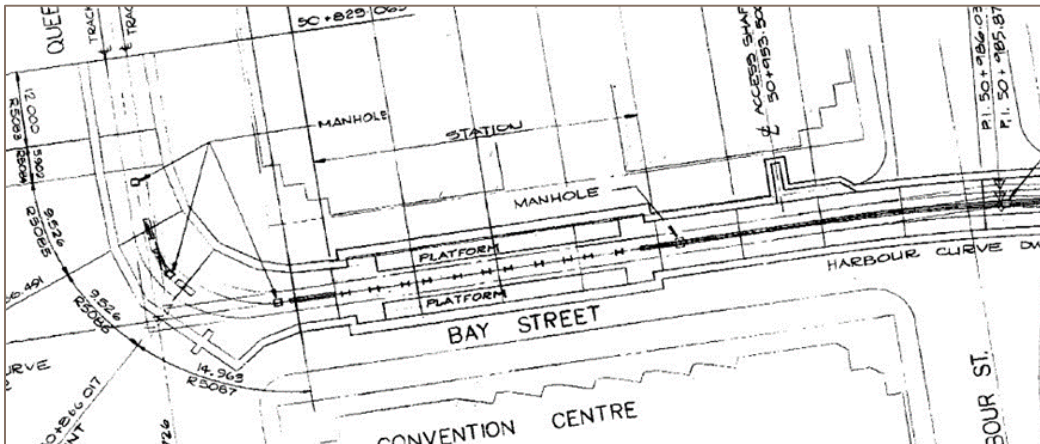


Plate 4: Queens Quay Station and West Portal – Existing Conditions

1.3.1 Previously Proposed Configuration

As indicated in the WELRT Design Kickoff Meeting held on July 10, 2020, the layouts as indicated in Appendix B of the City of Toronto, Union Station - Queens Quay Transit Link Study Final Report (April 2019) by Arup were used as a basis of design (**Plate 5** and **Plate 6**).

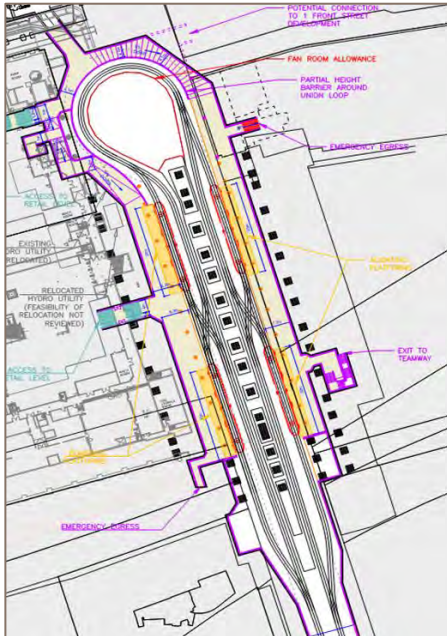


Plate 5: Union Station – Basis of Design

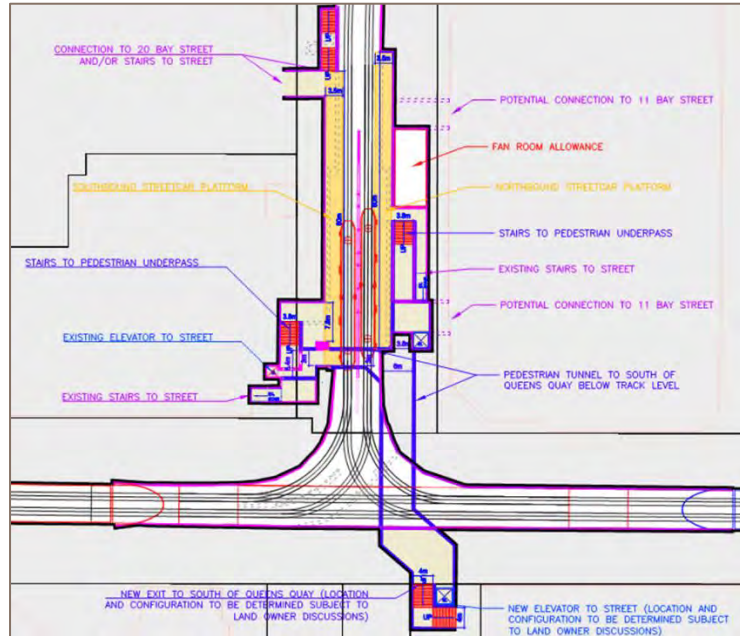


Plate 6: Queens Quay Station and West Portal – Basis of Design

1.3.2 Conceptual Design Review Submission Drawings – Proposed Configuration

From the layouts indicated in Appendix B of the *City of Toronto, Union Station - Queens Quay Transit Link Study Final Report* (April 2019), further developments were made to progress the design to consider the latest requirements and current standards. A summary of the current station layouts are provided in **Plate 7** and **Plate 8**.

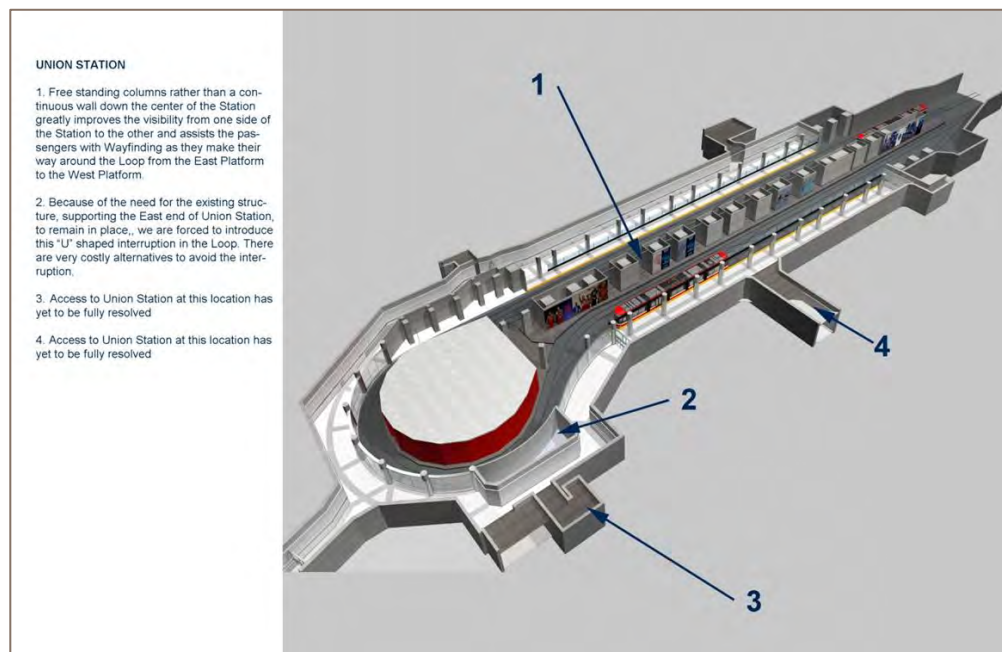


Plate 7: Union Station -CDRS Proposed Configuration

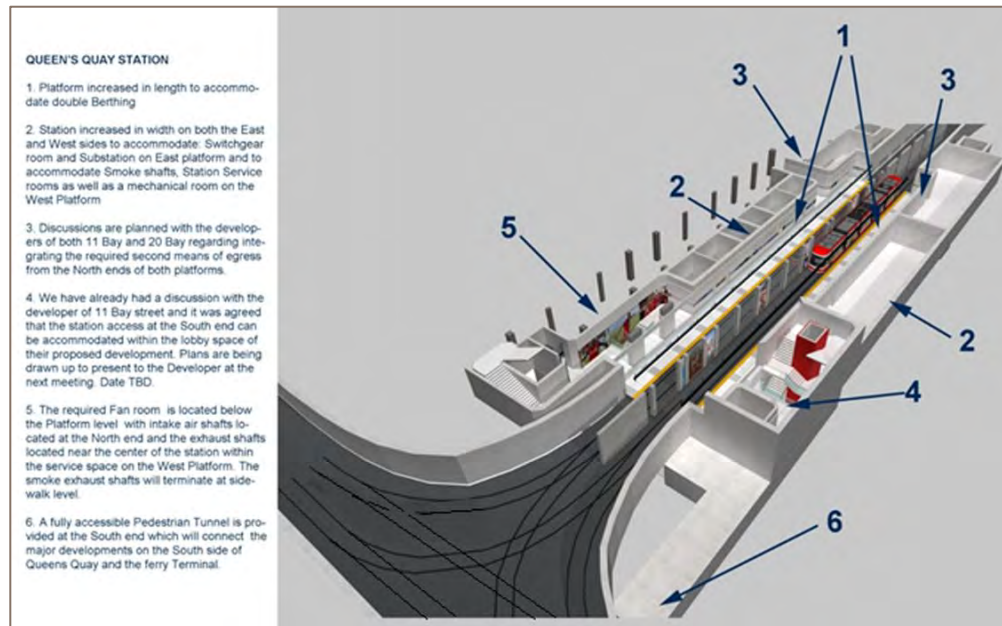


Plate 8: Queens Quay Station - CDRS Proposed Configuration

1.4 Cultural Heritage Report Purpose

WSP was retained by TTC to complete a *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* (CHR) in support of the WELRT. This CHR represents one deliverable to support program delivery. This CHR is being carried out under the Transit Project Assessment Process (TPAP) and was prepared in accordance with Ministry of Citizenship and Multiculturalism (MCM) guidance document titled *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants* (MCM 2019).

The purpose of this CHR is to establish the historical context of the Study Area, identify known and potential built heritage resources and cultural heritage landscapes through information gathering and fieldwork, create an inventory of built heritage resources and cultural heritage landscapes, and complete a preliminary impact assessment and recommend mitigation measures.

1.5 Study Area

Per MCM guidance, this CHR uses Section 4.1 of the Ministry of Transportation Ontario's (MTO) *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (MTO 2007:13) to define the Study Area and Study Zones. Per Section 4.1 of MTO's guide, the Study Area is defined as follows:

- **Project Footprint:** A ROW Study Zone comprised of the lands to be developed for the proposed project component. In this Cultural Heritage Report, the 'ROW Study Zone' is identified as the 'Project Footprint' and includes the footprints of the proposed subway stations and associated project components.



- 25 Metre Study Zone: Located immediately beside the Project Footprint and has potential for direct impacts to identified built heritage resources and cultural heritage landscapes.
- 50 Metre Study Zone: Located immediately beside the 25 Metre Study Zone and includes lands where direct impacts are unlikely to occur but indirect impacts to built heritage resources and cultural heritage landscapes may be identified.

Together the Project Footprint, 25 Metre Study Zone, and 50 Metre Study Zone form the Cultural Heritage Study Area (Study Area). This area was judged sufficient to capture potential direct and indirect impacts to identified built heritage resources and cultural heritage landscapes within, and adjacent to, the proposed work. An overview of the Study Area is provided in

Figure 1 and



Figure 2 mapping of the Study Area overlaid on aerial imagery is provided in **Appendix A**.

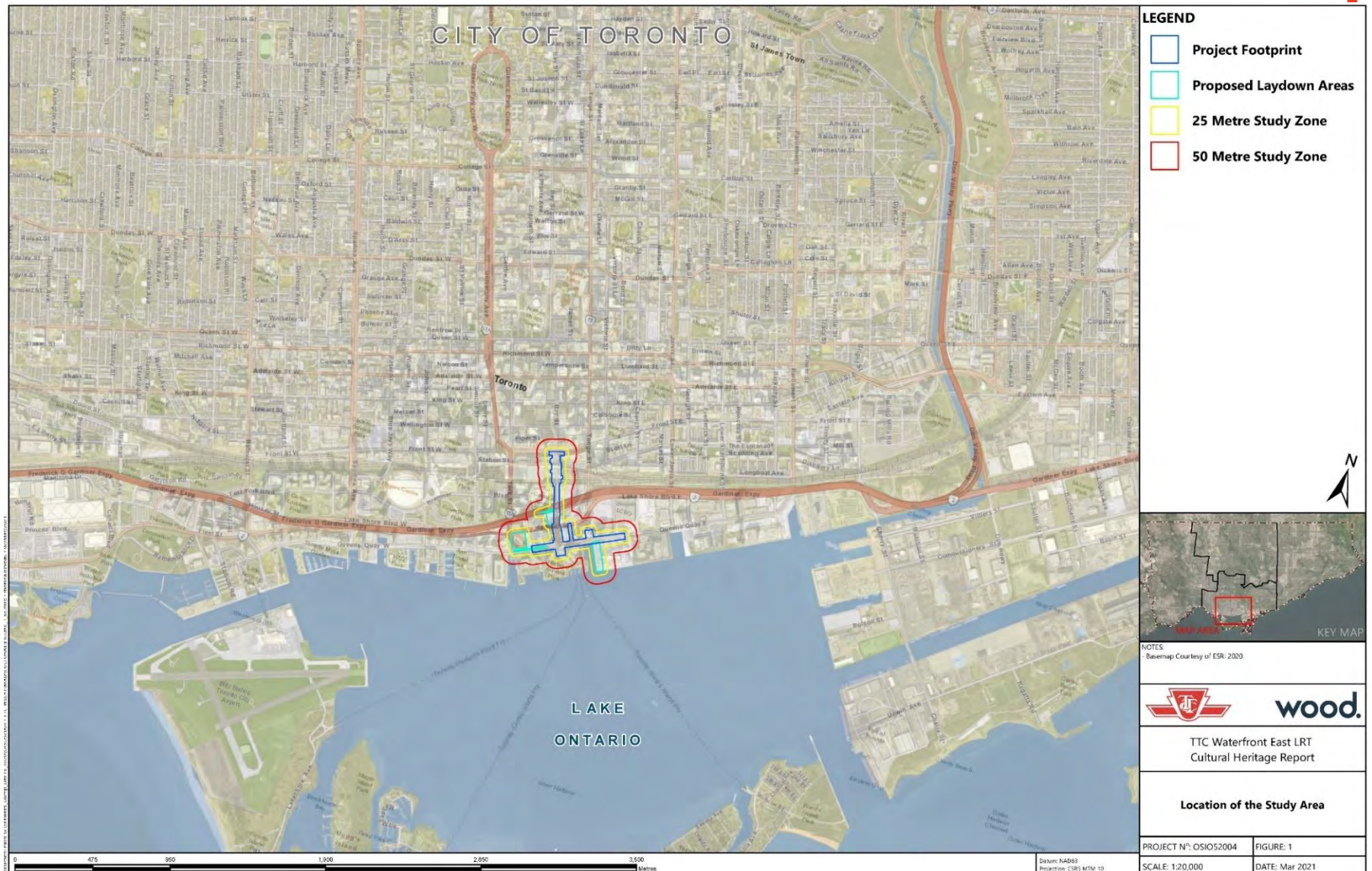


Figure 1: Location of the Study Area

Please reach out to the Project Team should you require alternative text for this image.

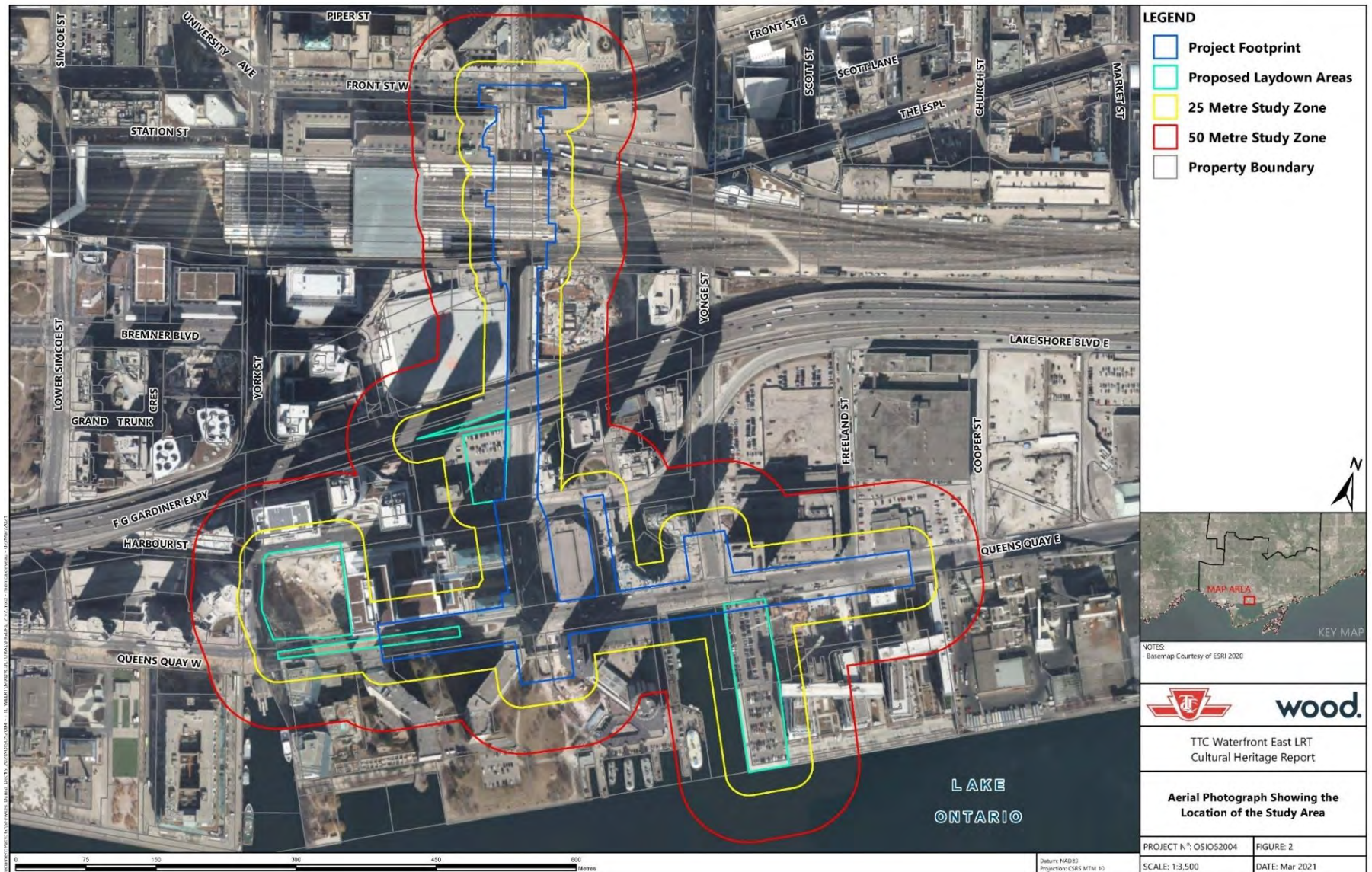


Figure 2: Aerial Photograph Showing Location of the Study Area

Please reach out to the Project Team should you require alternative text for this image.



2.0 Cultural Heritage Assessment Context

2.1 Approach and Methodology

2.1.1 Legislative Requirements and Regulations

The requirements to consider cultural heritage under the Environmental Assessment (EA) process are found in the *Provincial Policy Statement* (PPS) 2020 (Government of Ontario 2020) and the *Environmental Assessment Act* R.S.O. 1990, c. E.18 (EA Act).

The PPS provides policy direction on matters of provincial interest related to land use planning and development (Government of Ontario 2020:1). The PPS is applicable to the entire Province of Ontario. Under the PPS, the conservation of cultural heritage is identified as a matter of provincial interest. Section 2.6 of the PPS gives direction on the consideration of cultural heritage and archaeology (Government of Ontario 2020:31). Specifically, the following direction is given regarding built heritage resources, cultural heritage landscapes, and protected heritage properties:

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

(Government of Ontario 2020)

The EA Act sets out planning and decision-making process so that potential environmental effects are considered before a project begins (Government of Ontario 2019). The EA Act applies to provincial ministries and agencies, municipalities, and public bodies.

The *Ontario Heritage Act*, R.S.O. 1990, c. O.18, provides a framework for the protection of cultural heritage resources in the Province. It gives municipalities and the provincial government powers to protect heritage properties and archaeological sites. O. Reg. 157/10 of the *Ontario Heritage Act* lists prescribed public bodies that must follow the *Standards and Guidelines for Provincial Heritage Properties*. Presently, there are 12 prescribed public bodies in Ontario. The TTC is not a prescribed public body in Ontario.

The *Ontario Heritage Act* includes two regulations for determining Cultural Heritage Value or Interest (CHVI): Ontario Regulation (O. Reg.) 9/06 and O. Reg. 10/06. O. Reg. 9/06 provides criteria to determine the CHVI of a property at a municipal level while O. Reg. 10/06 provides criteria to determine if a property has CHVI of provincial significance.

2.1.2 Municipal Policies

Development in the City of Toronto is directed by the City of Toronto Official Plan (Official Plan). Chapters 1 to 5 and Schedules 1 to 4 of the plan have been in effect as of February 2019 (City of Toronto 2019). The Official Plan contains policies for cultural heritage in Chapter 3, Section 3.1.5. The following policies are relevant to this study:



Policy 4: Properties on the Heritage Register will be conserved and maintained consistent with the *Standards and Guidelines for the Conservation of Historic Places in Canada*, as revised from the time to time and as adopted by Council (Official Plan, 3-12).

Policy 5: Proposed alterations, development and/or public works on or adjacent to, a property on the Heritage Register will ensure that the integrity of the heritage property's cultural heritage value and attributes will be retained, prior to work commencing on the property and to the satisfaction of the City. Where a Heritage Impact Assessment is required in Schedule 3 of the Official Plan, it will describe and assess the potential impacts and mitigation strategies for the proposed alteration, development or public work (Official Plan: 3-12).

Policy 7: Prior to undertaking an approval alteration to a property on the Heritage Register, the property will be recorded and documented by the owner, to the satisfaction of the City (Official Plan: 3-12).

Policy 14: Potential and existing properties of cultural heritage value of interest, including cultural heritage landscapes and Heritage Conservation Districts, will be identified, and included in planning studies plans with recommendations for further study, evaluation, and conservation (Official Plan: 3-13).

Policy 22: Heritage Impact Assessment will address all applicable heritage conservation policies of the Official Plan and the assessment will demonstrate conservation options and mitigation measures consistent with those policies. A Heritage Impact Assessment shall be considered when determining how a heritage property is to be conserved (Official Plan: 3-14).

Policy 25: In addition to a Heritage Impact Assessment, the City may request a Heritage Property Conservation Plan to address in detail the conservation treatments for the subject heritage property. The City may also request a Heritage Interpretation Plan to promote a heritage property or area, to the public (Official Plan: 3-15).

Policy 32: Impacts of site alterations, developments, municipal improvements, and/or public works within or adjacent to Heritage Conservation Districts will be assessed to ensure that the integrity of the districts' heritage values, attributes and character are conserve. This assessment will be achieved through a Heritage Impact Assessment, consistent with Schedule 3 of the Official Plan, to the satisfaction of the City (Official Plan: 3-16).

Policy 33: Heritage Conservation Districts should be managed and conserved by approving only those alterations, additions, new development, demolitions, removals and public works in accordance with respective Heritage Conservation District plans (Official Plan: 3-16).



2.1.3 Cultural Heritage Guidance Documents

The Ministry of Citizenship and Multiculturalism (MCM) is responsible for the administration of the *Ontario Heritage Act* and has developed checklists, information bulletins, standards and guidelines, and policies to support the conservation of Ontario's cultural heritage resources, including built heritage resources, cultural heritage landscapes, and archaeological sites.

The 2019 MCM guidance document *titled Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment" and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants* was used to guide the preparation of this report, including the definition of the Study Area, creating the inventory of built heritage resources and cultural heritage landscapes, and presenting the results of the impact assessment. In addition, the MCM Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes: A Checklist for the Non-Specialist (the Checklist) was used to screen known and potential properties with cultural heritage value.

2.2 Data Collection and Analysis

2.2.1 Background Research

Background research was carried out during the preparation of this Cultural Heritage Report to gain a thorough understanding of the historical context of the Study Area. Primary sources, secondary sources, historical maps, and aerial photographs were consulted, as appropriate, to identify historical themes relevant to the Study Area. Specifically, research regarding the physiography, survey and settlement, 19th-century land use, and 20th-century land use of the Study Area 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. Historical maps from 1818, 1860, 1862, 1878, 1903, 1904, 1913 and 1924 were reviewed as well as aerial photography from 1947, 1957, 1964, 1968, 1973, 1977, 1987 and 1999. In addition, Google Earth imagery was reviewed to identify recent changes within the Study Area.

2.2.2 Information Gathering

Information gathering requests were completed to identify protected built heritage resources and cultural heritage landscapes in the Study Area. For this CHR, the City of Toronto, Ontario Heritage Trust, and the MCM were contacted directly via email and/or telephone to determine the presence of listed, designated, or protected heritage properties within the Study Area.

The results of information gathering requests are presented in Section 4.1 of this report.

2.2.3 Field Review

A field review of the Study Area was completed on December 7, 2020 by Luke Fischer, Cultural Heritage Specialist at WSP. The field review was conducted from the public right-of-way (ROW) to identify properties containing protected and potential built heritage resources and cultural heritage landscapes. Weather conditions were cold and clear and did not affect the assessment in anyway. During the field review, the 40-year



'rule of thumb' was used to identify properties with the potential to have CHVI. The 40-year rule is generally accepted by federal and provincial agencies as a preliminary screening measure for CHVI. It should be noted, however, that the 40-year threshold is a guide only and does not imply that all properties of 40 years of age have CHVI. Nor does it exclude properties that are less than 40 years of age and exhibit CHVI. The professional judgement of WSP's Cultural Heritage Specialist was used during the field review in applying the 40-year rule to help identify properties with potential CHVI.

The results of the field review are presented in Section 4.2 of this report.

2.2.4 Inventory of Built Heritage Resources and Cultural Heritage Landscapes

Following the completion of the background research, information gathering, and field review, an inventory of built heritage resources and cultural heritage landscapes within the Study Area was created. The inventory includes both protected heritage properties and potential heritage properties.

The inventory of built heritage resources and cultural heritage landscapes is presented in Section 5.0. For the purpose of this report, entries in the inventory are labeled as cultural heritage resources (CHR) and include both built heritage resources and cultural heritage landscapes.

2.2.5 Preliminary Impact Assessment

A preliminary impact assessment was completed to evaluate whether the proposed undertaking will impact—positively or negatively, and directly or indirectly—identified built heritage resources and cultural heritage landscapes. For the purposes of this document, an impact is a change in an identified cultural heritage resource resulting from a particular activity (MCM 2019).

In order to make predictions about potential impacts, additional factors were considered, including the scale or severity of impacts, and whether they are to be temporary or permanent, reversible or irreversible (MCM 2019).

As outlined in the MCM TPAP guidance, a direct adverse impact would have a permanent and irreversible negative affect on the CHVI of a property or result in the loss of one or more heritage attributes on all or part of the property. Examples of direct adverse impacts include, but are not limited to:

- Removal or demolition of all or part of any heritage attribute.
- Removal or demolition of any building or structure on the property whether or not it contributes to the CHVI of the property (i.e. non-contributing buildings).
- Any land disturbance, such as a change in grade and/or drainage patterns that may adversely affect the property, including archaeological resources.
- Alterations to the property in a manner that is not sympathetic, or is incompatible, with the CHVI of the property. This may include necessary alterations, such as new systems or materials to address health and safety requirements, energy-saving upgrades, building performance upgrades, security upgrades or servicing needs.
- Alterations for access requirements or limitations to address such factors as accessibility, emergency egress, public access, security.



- Introduction of new elements that diminish the integrity of the property, such as a new building, structure or addition, parking expansion or addition, access or circulation roads, landscape features changing the character of the property through the removal or planting of trees or other natural features, such as a garden, or that may result in the obstruction of significant views or vistas within, from, or of built and natural features.
- Change in use for the property that could result in permanent, irreversible damage to, or negate, the property's CHVI.
- Continuation or intensification of the use of a property without prior conservation of its heritage attributes.

An indirect adverse impact would be the result of an activity on or near the property that may adversely affect its CHVI and/or heritage attributes. Examples of indirect adverse impacts include, but are not limited to:

- Shadows that alter the appearance of a heritage attribute or change the visibility of an associated natural feature, or plantings, such as a tree row, hedge or garden.
- Isolation of a heritage attribute from its surrounding environment/context, or from other significant cultural heritage features.
- Vibration damage to a structure due to construction or activities on, or adjacent to, the property.
- Alteration or obstruction of a significant view of, or from, the property from a key vantage point.

Positive impacts are those that may positively affect a property by conserving or enhancing its CHVI and/or heritage attributes. Examples of positive impacts may include, but are not limited to:

- Changes or alterations that are consistent with accepted conservation principles, such as those articulated in MCM's Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for Land Use Planning or Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada.
- Adaptive re-use of a property—alteration of a heritage property to fit new uses or circumstances of the property in a manner that retains its CHVI.
- Public interpretation or commemoration of the heritage property.

The results of the preliminary impact assessment are presented in Section 6.0.



3.0 Background Research

3.1 Introduction

To gain a thorough understanding of the history of the Study Area, a review of its physiography, survey and settlement, 19th-century land use and 20th-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 is located in the Township of York South East, York County at the foot of Yonge Street and Front Street. The physical composition of the Study Area changed dramatically throughout the 19th century so historical lot and concession information for the Study Area is not applicable.

The Study Area is located in one of the most dynamic urban areas of Toronto, although the history of occupation of this area by Indigenous peoples dates to 9000 B.C. This report is focused on providing an outline of the history of the Study Area for the 19th and 20th centuries. However, it should be noted that the earliest European settlement in this area is a continuation of settlement patterns by Indigenous groups that had been in place for thousands of years. For millennia before European settlement, the area now known as Toronto located along the shore of Lake Ontario between the Humber and Don Rivers was a junction point of land and water routes. At the time of European contact, the location of Indigenous settlements and colonial settlement locations along the Toronto waterfront were largely determined by the area's strategic importance for accessing and controlling long established economic networks. As such, the pre-existing cultural networks and geographic configuration of the Indigenous settlements and transportation networks influenced the placement of the earliest colonialist settlements (ASI 2004: 19-23).

The Euro-Canadian settlement of Toronto can be traced back to a ten-block radius of York (Old Town) that is bounded Duke Street on the north, Ontario Street on the east, Palace Street (now Front Street) on the south, and George Street on the west. The contemporary city is made up of the historic Townships of Etobicoke, York, and Scarborough and the current layout of the city is a product of these historic settlement centres. The placement of these centres would have originally been influenced by the existing natural landscape and Indigenous land use of the area. The development of these settlement centres was then influenced by evolving industrial and agricultural patterns and supporting transportation networks (ASI 2004: 19-23). Presently, the Study Area is situated largely within the Union Station Heritage Conservation District (HCD), which is culturally significant for its role as a transportation hub for Toronto residents as a gateway to the city for travelers.

3.2 Physiography

The Study Area is situated in a low area along Lake Ontario between the Humber and Don Rivers. This area is located within the Iroquois Plain physiographic region of Ontario (Chapman and Putnam 1984:191-192). This physiographic region encompasses lowlands bordering Lake Ontario, from the Niagara River to the Trent River. The Iroquois Plain was inundated in the late Pleistocene by glacial Lake Iroquois



(Chapman and Putnam 1984:190). The region located in the vicinity of the Study Area generally consists of barrier beaches and cut shale bluffs of varying sizes along the shoreline. The portion of the Iroquois Plain in which the Study Area lies is underlain by shale plains. The sandy topsoil of the Iroquois Plain historically lent itself to the growing of apples, pears, bush fruits, strawberries and vegetables (Chapman and Putnam 1984:192).

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

3.3 Township Survey and Settlement

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

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

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

3.4 Railway Construction (1850-1900)

Construction of the first railway in Toronto began in 1851 with the Ontario, Simcoe, and Huron Railway (known as the Northern Railway post-1860) between John Street and Simcoe Street, in front of what was then the Upper Canada Parliament Buildings (Hayes 2008: 36; MacMurchy 1930:18). The first Union Station was located west of the current station in a peripheral location that was removed from the commercial and institution centres at the time. During the early 19th century, Front Street (then called Princess Street) was occupied by a mix of mansions housing the local gentry and small



warehousing operations. The shore of Toronto Harbour was situated directly south of Front Street. During the mid-1800s, the area between Front Street and the port was occupied by a small strip of land held in the public trust stretching from Fort York to the Don River. This land was originally envisioned as a park system where the local gentry could “take the air in the evenings”. However, the landscaped park was never realized, and the area functioned as a wide muddy street until it was appropriated and transformed into railway and industrial land to support the fast-growing industry in the area (ERA Architects Inc. 2006: 21-22).

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

The railway and grand station acted as a catalyst for industrial development in the area and the increase in rail travel in the 1870s led to the development of hospitality and commercial infrastructure in the area. The grand Queens Hotel was situated on the site of the current Royal York Hotel and the area began to infill with shops and taverns but was still relatively sparsely developed during the late 19th century. Originally, railway infrastructure was situated on Front Street, although the rapid advance in industry and commercial activity in the area led to the creation of the Esplanade in 1856. The Esplanade was created as a 30 m wide embankment built into the harbour and the railway was moved from Front Street onto this new land allowing Front Street to return to its original function. The creation of the Esplanade can be seen as the beginning of the dramatic change in the physical state of the central Toronto shoreline (ERA Architects Inc. 2006: 24).

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

3.5 Union Station and Rail Infrastructure

The expansion of Toronto at the onset of the 20th century brought with it a reorganization of land use characterized by the movement of Parliament and many administrative buildings to the north end of the city. This happened as residential land



use shifted away from the Study Area, which opened more land for rail and industrial uses in this area. The commercial district shifted westerly and office buildings began to be erected as white-collar jobs began to increase in the area. Monumental state of the art office buildings were erected and the east/west orientation of the city along Front Street and King Street shifted to a predominantly north/south orientation along Yonge and Bay (ERA Architects Inc. 2006: 24).

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

The renowned architect John Lyle was commissioned to create a master plan for the area in 1911 (Sewell 1993: 15). The project was undertaken through the auspices of the of the City Improvement Committee that was established in 1909 (Fulford 1995: 139-139). The plan was heavily influenced by the City Beautiful movement and the Beaux Arts architectural style, an architectural movement popular in North America during the era that exhibited rationally organized wide boulevards, formal public squares and parks (Williams 2014:266). This style was an effort to improve urban environments from often ramshackle utilitarian city cores that emerged organically during the 19th century into grand landscapes for the masses. The City Beautiful movement was an effort to create grand landscapes that people could access day-to-day, thereby improving people through the built environment (Tarlow 2009). Union Station, as the focus of the Lyle master plan, was designed to be the most monumental structure in the city. The intention of the project was to create a monumental new landscape that would further consolidate and formalize the administrative, commercial and transportation functions of downtown Toronto. The ambitious original vision included the creation of a Federal Avenue that was to be lined with monumental Beaux Arts structures, intended to run from Front Street to Queen Street between Bay Street and York Street. Union Station opened in 1927 and other grand architectural projects relating to the rail infrastructure and following the design of John Lyle's master plan were opened during the same period, including Royal York Hotel (1929) and the Dominion Public Building (1935). Notably, Union Station and the Royal York Hotel were the first two buildings in Toronto to be linked underground (ERA Architects Inc. 2006: 26). Underground connections would become a more common and integral feature of the built environment of the area in the 20th century, connecting places of work and commercial space via large concourses that allow pedestrian traffic to flow freely.

With the creation of Union Station and associated modernization of rail infrastructure, the lands south of the station became increasingly dominated by rail and industrial activity strategically positioned between the rail yards and harbour. The Toronto viaduct, a nearly ten-kilometer-long stretch of track elevated over 5 m high was created to establish a means of separating the increased pedestrian traffic in the area from rail activity. This was completed with the support of the newly formed Toronto Harbour



Commission in 1927. The viaduct supplied a means of separating rail traffic from car and pedestrian traffic, a theme that is evident in the area today as trains run overhead east-west while vehicular and pedestrian traffic run below through north-south oriented crossways. The creation of teamways running parallel to roads in these areas further instituted the separation of forms of transportation, providing a safe and spatially ordered circulation of traffic in the area. Examples of teamways are present running parallel to Bay Street and York Street under the Union Station rail viaduct. These spatially distinct areas originally facilitated the separation of cars and carriages were later converted provide separation of pedestrian and motor vehicle traffic (ERA Architects Inc. 2006:26-29). The later underground PATH system further segmented the flow of pedestrian traffic.

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

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

3.6 Connectivity and Office Development

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

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

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



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

3.7 Deindustrialization of the Railway Lands and Central Waterfront

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

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

3.8 Review of Historical Mapping

3.8.1 19th Century Land Use

Historical records and mapping were examined to gain an understanding of 19th-century land use in the Study Area. A summary of these historical records is presented below in **Table 1**.



Table 1: Review of 19th Century Mapping

Year	Map Title	Historical Feature(s)
1818	Plan of York (Lieut. Phillpotts, 1818)	<ul style="list-style-type: none">• The Study Area is shown to be a sparsely developed area along the shore of Lake Ontario• The majority of the Study Area is situated within Lake Ontario• Fort York has been established east of the current Study Area• Yonge Street and Front Street are depicted at the north end of the Study Area (in the vicinity of present-day Union Station)
Figure 3)		
1860	Tremaine's Map of the County of York (Tremaine;1860)	<ul style="list-style-type: none">• "Union Depot (the first Union Station, now demolished) is shown west of the Study Area• Railways are indicated immediately south of Union Station• The shoreline of Lake Ontario is shown immediately south of the railway• The majority of the Study Area is situated within Lake Ontario



Figure 4)		
1862 \\	Plan of city of Toronto, (H.J. Browne 1862)	<ul style="list-style-type: none">• The first Union Station is west of the current Study Area (now demolished) between Simcoe Street and York Street• Railways are indicated immediately south of Union Station• The shoreline of Lake Ontario is shown immediately south of the railway• The majority of the Study Area is situated within Lake Ontario
Figure 5)		



1878	York County, Township of York West (Miles & Co; 1878)	<ul style="list-style-type: none">• The second Union Station is shown on Station Street, set back from Front Street between Simcoe and York Street• The majority of the Study Area is situated within Lake Ontario• The shoreline of Lake Ontario has been extended south
Figure 6)		

3.8.2 20th Century Land Use

Historical fire insurance plans were examined to gain an understanding of early 20th-century land use in the Study Area. A summary of these historical records is presented below in **Table 2**



Table 2.



Table 2: Review of 20th Century Fire Insurance Plans

Year	Map Title	Historical Feature(s)
1903 Figure 7)	Fire insurance Plan, 1903	<ul style="list-style-type: none"> Numerous commercial buildings are shown within this Study Area north of Esplanade West The second Union Station is shown on Station Street, set back from Front Street between Simcoe Street and York Street The area now occupied by Union Station is occupied by 'The Land Security Company' and the block is broken up by Lorne Street (no longer extant) Flour mills are shown lining Bay Street just north of Esplanade West Sparse development south of Esplanade West, although Harbour Street and Lake Street are shown on this part of the reclaimed harbour area A park is indicated within the block south of the Esplanade between Bay Street and Yonge Approximately 50% of the Study Area is located within Lake Ontario
1904	Area of Fire, Wholesale District, Toronto, Canada Fire insurance Plan, 1904 (Goad, 1904)	<ul style="list-style-type: none"> Commercial and industrial development in the vicinity of the Study Area (Bay Street from Wellington West to Esplanade West) labeled as "ALL GONE" indicating that these properties were destroyed by the fire of 1904 The area south of Esplanade is not depicted



Year	Map Title	Historical Feature(s)
Figure 8)		
1913	Fire insurance Plan, 1913	<ul style="list-style-type: none">• This map indicates a less developed area than the two previous Fire Insurance Plans due to the fire of 1904• The location of Union Station has not changed• The north side of Front Street is now occupied by the Queens Hotel• Customs buildings are shown in the block of Front Street between Bay and Yonge streets, although not in the current configuration• The railway infrastructure south of Esplanade West has increased substantially• Harbour Square is shown west of the base of Bay Street• Bayside Park is shown south of Harbour Street between Bay and Yonge streets Approximately 50% of the Study Area is located within Lake Ontario



Year	Map Title	Historical Feature(s)
Figure 9)		
1924	Fire insurance Plan, 1924	<ul style="list-style-type: none">• Existing Union Station is shown in its current location• No other major changes• Approximately 50% of the Study Area is located within Lake Ontario



Year	Map Title	Historical Feature(s)
Figure 10)		

3.8.3 20th Century Land Use Aerials

A review of recent aerial photographs was completed to gain an understanding of 20th-century land use in the Study Area. A summary of the review is provided in **Table 3**. Aerial photographs are provided in Appendix A.

Table 3: Review of 20th Century Historical Aerial Photographs

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



Year	Features
	<ul style="list-style-type: none">• An off ramp is present south of the Gardiner Expressway between Bay and Yonge streets
1977 (Plate A6)	<ul style="list-style-type: none">• The CN Tower shown in its current location• The TD building is shown on the northeast corner of Bay Street and Front Street
1987 (Plate A7)	<ul style="list-style-type: none">• A low-rise structure is now present on the northwest corner of Bay Street and Harbour Street
1992 (Plate A8)	<ul style="list-style-type: none">• The TD centre is now present at the northeast corner of Bay street and Front Street• Large block sized developments within the financial district have continued to fill in the landscape north of Front Street

3.9 Union Station Heritage Conservation District

The Union Station Heritage Conservation District (HCD) was designated in 2006 through [By-law 634-2006](#) (City of Toronto 2006; Ontario Heritage Trust 2020). The Union Station HCD is located between Toronto's Financial District, Entertainment District, historical St. Lawrence Neighborhood, and the post-industrial waterfront. The Union Station HCD Plan is available [online](#) and includes an in depth analysis of the history, heritage character, district policies, municipal policies, implementation guidance, and design guidelines (ERA Architects Inc 2006).

The boundaries of the Union Station HCD coincide with Wellington Street West to the north, Yonge Street to the east, and Lakeshore Boulevard West/Harbour Street to the south. The east boundary of the HCD is defined by Simcoe Street north of the rail corridor and Reese Street south of the rail corridor. The Union Station HCD consists of an assemblage of buildings, open spaces and streets that have a collective interdependent history. Intersecting development and planning initiatives associated with Toronto's railway lands, waterfront and central business district, historic and monumental architecture; as well as physical patterns of interrelated function are the key heritage attributes that comprise the heritage character of the HCD (ERA Architects Inc. 2006).

3.9.1 Statement of Cultural Heritage Value

The Statement of Heritage Value for the Union Station HCD is as follows:

The heritage character of the Union Station District illustrates several periods of development. The architectural legacies and development patterns underline the prominence of Union Station as a node of urban activity.

Since the opening of the station, the district has remained a focus for pedestrian activity in downtown Toronto. Different phases of development have resulted in varied streetscapes. These open space patterns describe the district's historical relationship to adjacent downtown districts and its important role as a multimodal transportation hub. Today the district's significant public space provides an opportunity to celebrate its important historical identity.



A strong Beaux-Arts presence around Union Station creates one of the most stylistically cohesive areas in the City of Toronto. This civic-minded architecture speaks strongly to the prominence of Union Station as a centre of urban activity. As a transportation hub linked to TTC and the PATH system, Union Station has catalyzed the development of some of the largest examples of modern architecture and urban design in the world.

Post-war office towers such as BCE Place and modernist developments like the CN tower represent a distinct shift in built form. The John Street Roundhouse and other red brick industrial buildings are interspersed throughout the district and act as reminders of an era in which the district played a substantially different role within the city. Many architectural eras and styles coexist within the Union Station Heritage Conservation District. One does not predominate – yet they are unified in their monumentality.

(ERA Architects Inc. 2006: 56)

3.9.2 Heritage District Guidelines

The Union Station HCD Plan contains design guidelines for contributing buildings, non-contributing buildings, new construction, adjacent properties, and the public realm (ERA Architects Inc. 2006: 57-65). Definitions of contributing and non-contributing properties are provided below and relevant HCD guidelines are provided in Sections 3.9.2.1 to 3.9.2.5.

Contributing Buildings: Properties that contribute to the character of the district and/or are historically, architecturally or culturally significant as identified in the Heritage Evaluation or determined by further evaluation.

Non-Contributing Buildings: Properties that do not contribute to the character of the district and/or are not historically, architecturally or culturally significant as identified in the Heritage Evaluation or determined by further evaluation.

(ERA Architects Inc. 2006: 58)

3.9.2.1 Guidelines for Contributing Heritage Buildings

The design guidelines for contribution buildings in the Union Station HCD are as follows:

Additions and Alterations: Additions and alterations may be approved, depending on their impact within the district. Additions that are not prominently visible – especially from Union Station, will generally be approved. Those that are visible will be evaluated on a case-by-case basis. Additions will be evaluated by the following criteria:

- The new structure respects the general size, shape and scale of features associated with the property of district.
- The site plan respects the general site characteristics associated with the property or district.
- The design respects the general historic and architectural characteristics associated with the property or district.



- The material choice respects the existing character of the property and district as a whole. Material choice not directly emulating what exists will be contextual and appropriate.
- Any addition is to be connected to the property in a way that does not alter, change, obscure, damage, or destroy any significant building features.
- Additions, renovations and alterations that enhance the character of the district, and are compatible with the overall planning goals of the district will be encouraged, yet subject to thorough review.

Demolition: The demolition involving any contributing building in the district will only be approved after thorough review in accordance with the *Ontario Heritage Act*.

(ERA Architects Inc. 2006: 60)

3.9.2.2 Guidelines for Non-Contributing Buildings

The design guidelines for non-contribution buildings in the Union Station HCD are as follows:

Additions and alterations:

- Alterations to non-contributing buildings are acceptable and may vary from small storefront alterations to complete replacement of facades.
- All alterations should take into consideration the overall character of the district.
- Minor alterations need only be consistent with the existing building. If the alterations are extensive enough to change the character of the building, then the guidelines for new construction should be followed.

Demolition:

- Demolition of non-contributing buildings is acceptable in the district, and new compatible infill construction is strongly encouraged. All new construction shall follow the guidelines for new construction.

(ERA Architects Inc. 2006: 61)

3.9.2.3 Guidelines for New Construction

The Union Station HCD Plan notes that new construction presents an opportunity to add richness to the district by optimizing vacant parcels or by replacing non-contributing buildings (ERA Architects Inc. 2006: 62). The juxtaposition of historic and contemporary architecture is a strong aspect of the existing character of the HCD. The continued addition of new construction is encouraged (ERA Architects Inc. 2006:60-62).

Designers of new construction should look to surrounding buildings for context, and especially consider the relationship of the building to Union Station. The HCD Plan recognizes that no set guidelines can replace a design professional's judgment and expertise in determining a design appropriate for the district (ERA Architects Inc. 2006: 62). Per Section 8.3.3 of the HCD Plan, the following criteria, however, should be considered:



- The new structure respects the general size, shape and scale of the features associated with adjacent properties and the district as a whole, as well as directly considering its relationship with Union Station.
- The site plan respects the general site characteristics associated with the property itself and district as whole.
- The design respects the general historic and architectural characteristics associated with the district.
- The materials chosen are considered in context with those of adjacent contributing properties and with the district as a whole.
- In the case of additions, critical significant features on existing buildings are not obscured, damaged or destroyed.

(ERA Architects Inc. 2006: 62)

3.9.2.4 Guidelines for Adjacent Properties

In recognizing Union Station's central role in the historical development of downtown Toronto, it is important to maintain and enhance the physical and visual connections that exist between Union Station's adjacent neighborhoods, including the Financial District to the north, St. Lawrence Neighbourhood to the east, the rail lands and waterfront to the south, and the Entertainment District to the west.

- Development in surrounding areas should respect and enhance established visual and physical connections to Union Station.

(ERA Architects Inc. 2006: 63)

3.9.2.5 Guidelines for the Public Realm

Section 8.3.5 of the Union Station HCD Plan provides direction for the development of the public realm within the district. As outlined in the HCD Plan, the public realm provides a stage for the daily life of the city, comprising gathering spaces such as parks, public squares, streets, path networks, and the interior of malls. The design and functional aspects of the public realm, such as sidewalks, streetscapes, and boulevards, provide public spaces with both form and a sense of place (ERA Architects Inc. 2006: 64-65). The HCD Plan notes that enhancing connectivity and maintaining open spaces through public realm can promote the heritage character of the HCD. Similarly, the consolidation of and simplification of streetscape elements in the district, including paving, curbs, tree grates, signage, base plants, vertical elements, and lighting has a strong impact on the general quality and understanding of the public realm.

The design guidelines for non-contribution buildings in the Union Station HCD are as follows:

Promote Heritage Character: All aspects of the public realm need to recognize the heritage character of the district. Lighting should be used to emphasize building forms at night, in a manner representative of the grandeur of the architecture. Historical precedents in planning around Union Station, such as the John Lyle Plan of 1911, should be used to inform the importance of establishing connections to the south of the district. Historical



connections, both visual and physical, should be maintained and enhanced, such as the view of the Royal York Hotel and the physical connections between the John Street Roundhouse and Union Station. The moats, teamways, and bridges of Union Station should be better utilized as important linkages between areas of the district.

Aspire to Highest Standards of Design Excellence: Streetscape elements should be of high-quality design and enduring materials that are appropriate to the district's historic character. The approach to design and materials used should reflect good contemporary design to emphasize the district's evolving character. Designs using inauthentic historical pastiche, for example mock-Victorian, should be avoided because they look backwards, and when executed using modern techniques do not have the quality of craft of the original.

Streetscape furniture should fit into the landscape rather than be its focus: Street furniture should have high standards of functionality, durability, environmental performance, and visual attractiveness. Materials such as stainless steel should be used because they wear well and do not require continual maintenance. Pedestrian comfort should be encouraged by considering and supporting pedestrian flow, needs of elderly, visually impaired, etc.

Maintain open spaces: Open spaces, such as Roundhouse Park, serve critical functions by helping to maintain the environmental quality of the district, in addition to providing a calm gathering space. Open spaces should be properly protected and maintained.

Reduce clutter: In order to reduce clutter on the streetscape, the size and number of objects like waste and recycling receptacles and newspaper boxes should be reduced. For example, the three-unit garbage receptacle should be reconsidered as three separate components. Consolidated newspaper boxes should be used to replace the banks of 10-20 boxes chained together.

Coordinate Design Implementation and Maintenance: The overall design of the public realm should be carried out in a consistent and well-coordinated manner to ensure that design measures complement each other and work towards enhancing the district's identity.

(ERA Architects Inc. 2006: 64-65)

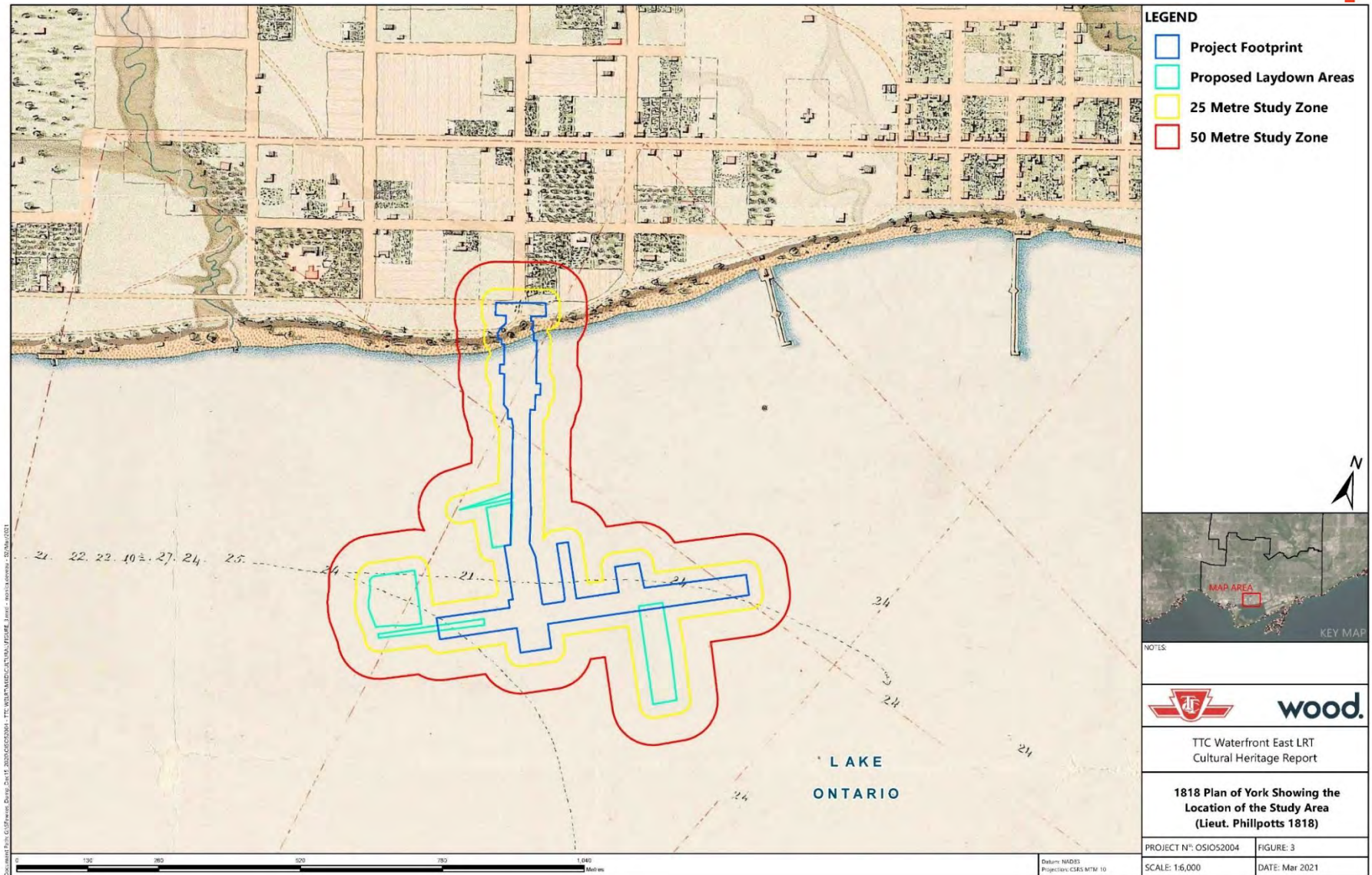


Figure 3: 1818 Plan of York Showing the Location of the Study Area

Please reach out to the Project Team should you require alternative text for this image.

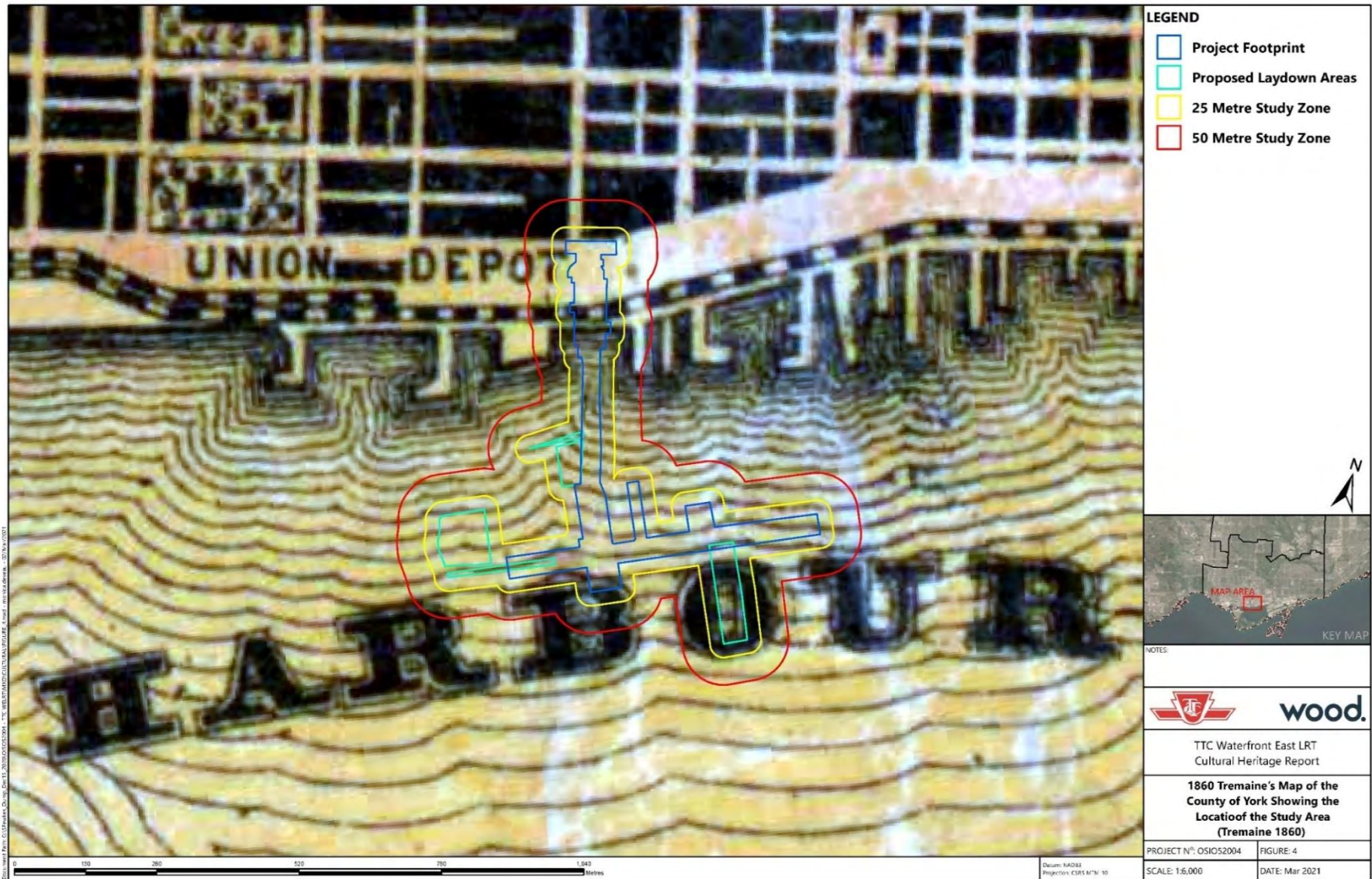


Figure 4: 1860 Tremaine's Map of the County of York Showing the Location of the Study Area

Please reach out to the Project Team should you require alternative text for this image.

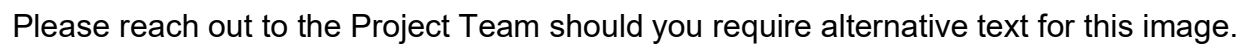




Figure 6: 1878 Illustrated Historical Atlas of the County of York, Ontario (Miles & Co. 1878)

Please reach out to the Project Team should you require alternative text for this image.

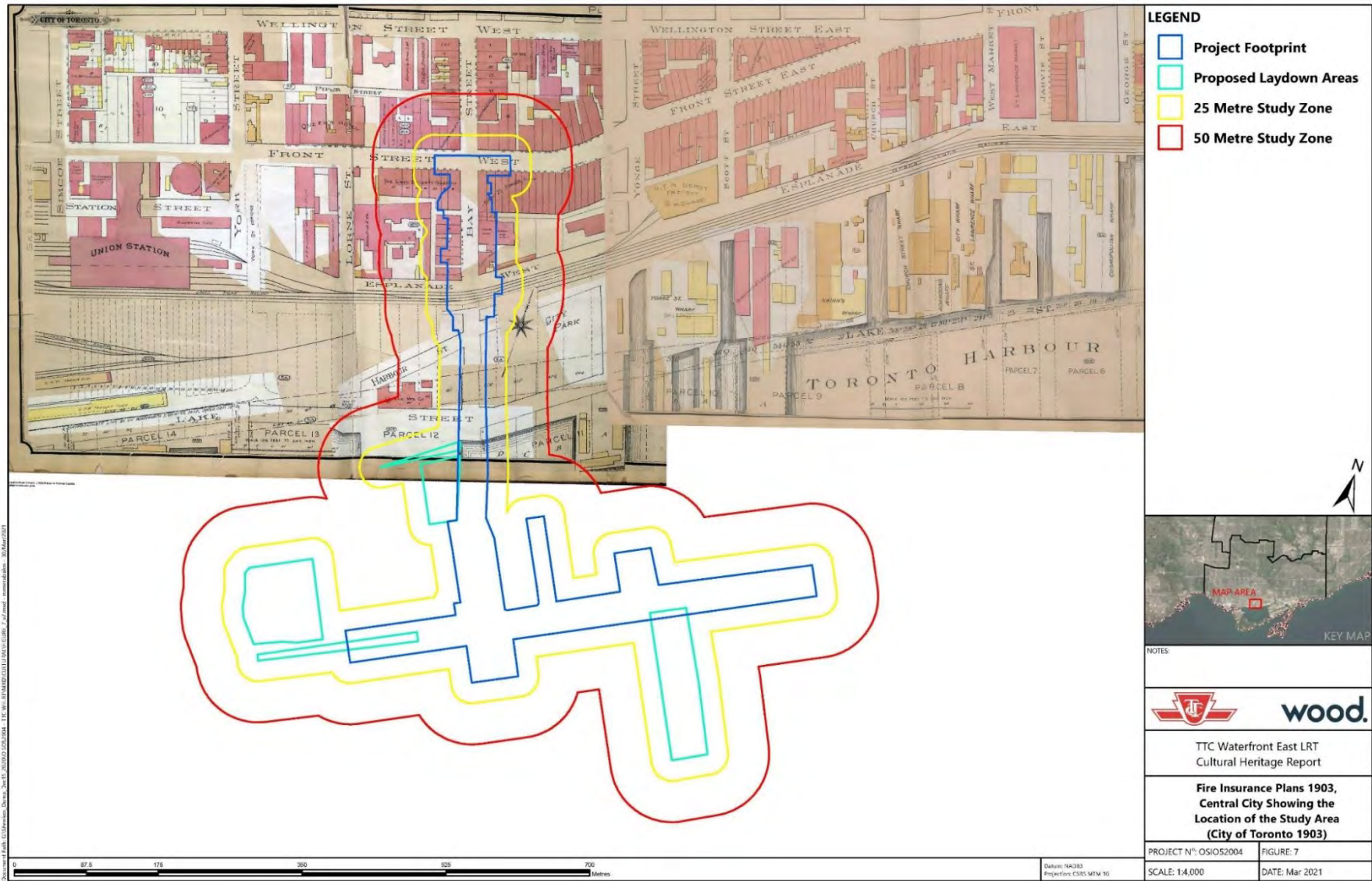


Figure 7: Fire Insurance Plans 1903, Central City Showing the Location of the Study Area (City of Toronto 1903)

Please reach out to the Project Team should you require alternative text for this image.

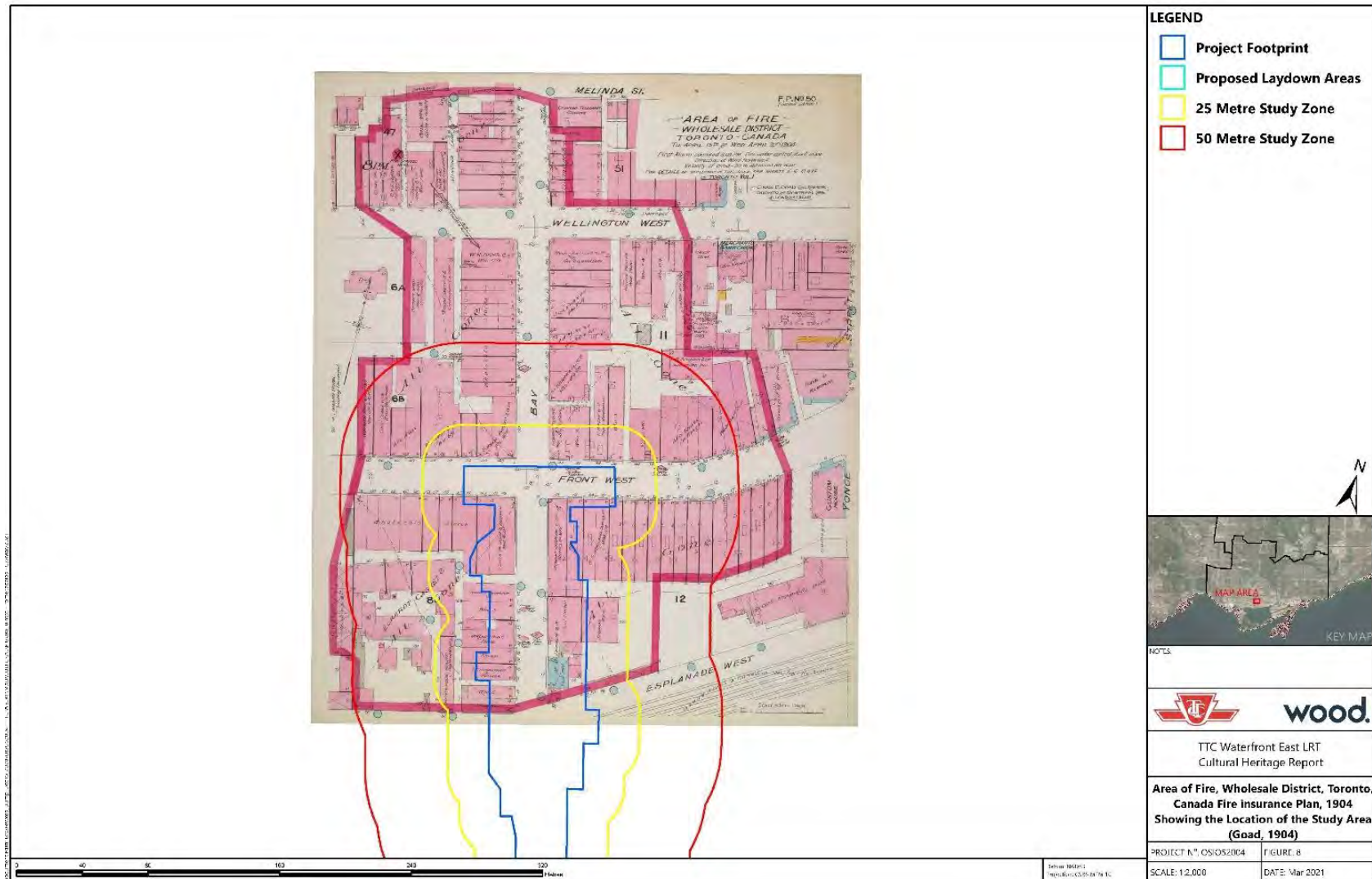


Figure 8: Area of Fire, Wholesale District, Toronto, Canada Fire Insurance Plan, 1904, Showing the Location of the Study Area (Goad 1904)

Please reach out to the Project Team should you require alternative text for this image.

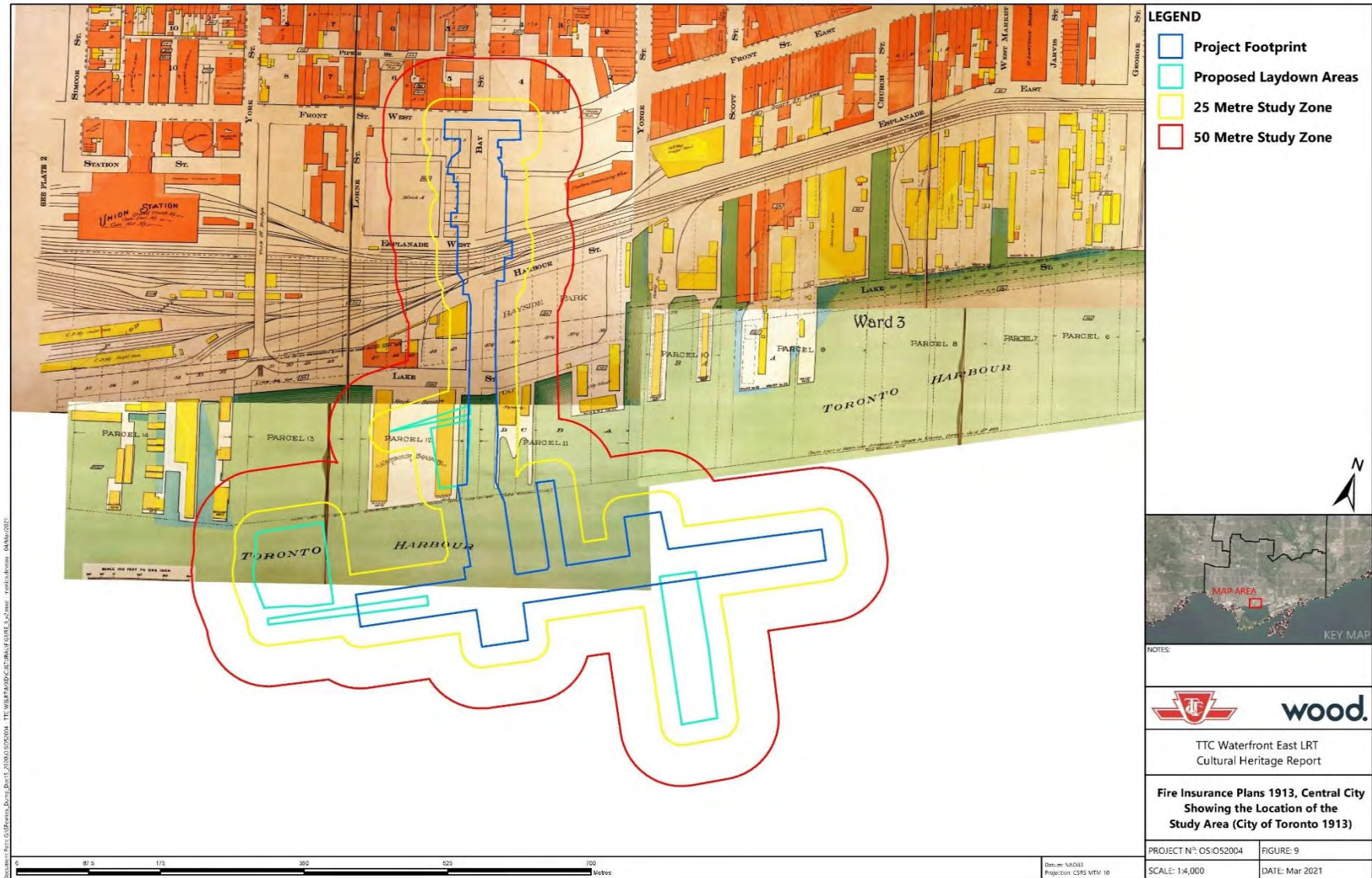


Figure 9: Fire Insurance Plan 1913, Central City Showing the Location of the Study Area (City of Toronto 1913)

Please reach out to the Project Team should you require alternative text for this image.

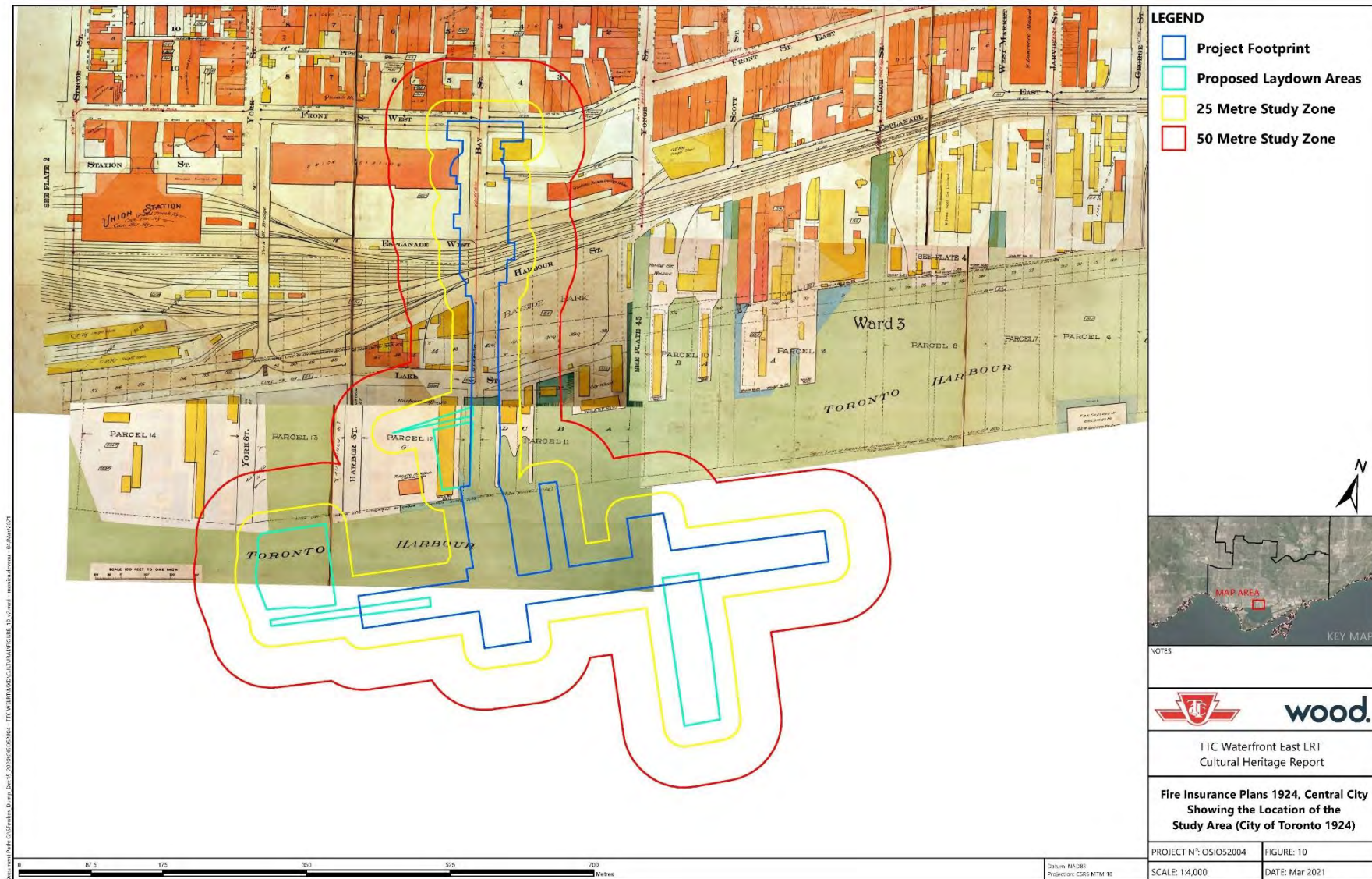


Figure 10: Fire Insurance Plan 1924, Central City Showing the Location of the Study Area (City of Toronto 1924)

Please reach out to the Project Team should you require alternative text for this image.



4.0 Existing Conditions

4.1 Information Gathering

In order to identify existing heritage protections, information gathering requests were sent to the MCM, Ontario Heritage Trust, and the City of Toronto. Copies of the information gathering requests are provided in **Appendix B**.

Karla Barboza, Team Lead at MCM, reported that there are three provincial heritage properties within or adjacent to the Study Area:

- Union Station – Provincial Heritage Property of Provincial Significance
- Union Station Rail Corridor (USRC) Interlocking Tower – Scott Street – Provincial Heritage Property of Provincial Significance
- Yonge Street Railway Bridge – Provincial Heritage Property

Kevin DeMille, Natural Heritage Coordinator at the Ontario Heritage Trust, reported that the Ontario Heritage Trust does not have any conservation easements or Trust-owned properties within, or adjacent to, the Study Area.

Information gathering with Parks Canada is pending at the time of writing. This report will be updated once the results of information gathering activities with Parks Canada are completed.

Yasmina Shamji, Urban Designer/Heritage Planner at the City of Toronto reported that there are four known heritage properties in the Study Area. A summary of the properties that were flagged as being relevant to this CHR is provided in **Table 4**. Guy Zimmerman, Heritage Planner was contacted to gather information on properties within the Union Station HCD.

Table 4: Results of City of Toronto Information Request

Property Name	Address	Heritage Status
Postal Delivery Building (1939-1949)	40 Bay Street	<ul style="list-style-type: none">• -Designated under Part IV of the <i>Ontario Heritage Act</i> (By-law 360-90)• Designated under Part V of the <i>Ontario Heritage Act</i> (By-law 634-2006)
Union Station	61 Front Street West, aka 140 & 142 Bay Street & 55 Front Street West	<ul style="list-style-type: none">• -Designated under Part IV of the <i>Ontario Heritage Act</i> (By-law 848-2005)• -Designated under Part V of the <i>Ontario Heritage Act</i> (By-law 634-2006)• Listed in heritage Register (61 Front Street)
Toronto Ferry	145 Queens	<ul style="list-style-type: none">• Designated under Part IV of the <i>Ontario Heritage Act</i> (By-law 1249-2007)



Property Name	Address	Heritage Status
Company Waiting Room	Quay West aka 77 Harbour Square	
LCBO Office and Warehouse	2 Cooper Street (entrance at 55 Lake Shore Boulevard East)	<ul style="list-style-type: none">Under Intention to designate

In addition to the above, the results of a Request for Information (RFI) submitted for this project determined that Metrolinx is preparing a Strategic Conservation Plan (SCP) for Union Station (65 Front Street). However, this document is not complete and no information related to the SCP has been provided to WSP for review.

4.2 Description of the Study Area

A field review of the Study Area was completed on December 7, 2020 by Luke Fischer, Cultural Heritage Specialist at WSP, to confirm the presence of protected heritage properties and identify potential built heritage resources and cultural heritage landscapes. The field review determined that previously identified heritage properties maintain their integrity and cultural heritage value.

The Study Area is located partially within the Union Station HCD and many of the structures within the Study Area are protected under Part V of the *Ontario Heritage Act* through [By-Law 634-2006](#). The HCD also includes properties that are individually designated under Part IV of the *Ontario Heritage Act*. The Study Area includes Bay Street from Front Street West to Queens Quay West and Queens Quay from roughly York Street to Cooper Street. The Study Area also includes proposed laydown areas adjacent to Bay Street and Queens Quay West/Queens Quay East.

The north end of the Study Area is comprised of the intersection of Front Street and Bay Street. West of Bay Street, Front Street West is a two-lane road (one eastbound and one westbound) that also includes turning lanes, bike lanes, and parking zones (**Plate 9**). This section of Front Street West is paved with rectangular pavers. There are sidewalks on both the north and south sides of the street. East of Bay Street, Front Street is generally a four-lane road (two eastbound and two westbound) with dedicated turning lanes and a planted median (**Plate 10**). There are sidewalks on both the north and south sides of Front Street. In the vicinity of the Study Area, Front Street is bordered by a number of known heritage properties, including the Royal York Hotel (100 Front Street West; designated under Part V of the *Ontario Heritage Act*), Union Station (65 Front Street West; designated under Part V of the *Ontario Heritage Act*), National



Historic Site of Canada under the *Historic Sites and Monuments Act*, Heritage Railway Station under the *Historic Railway Stations Protection Act*, 200 Bay Street (designated under Part V of the Ontario Heritage Act), 161 Bay Street (designated under Part V of the *Ontario Heritage Act*), and 1 Front Street West (designated under Parts IV and V of the *Ontario Heritage Act*). This section of the Study Area features the “grand improvement architecture” and forms the northern boundary of the Union Station HCD. This grand stone architecture melds with the surrounding transportation infrastructure and the surrounding Toronto skyline.

Bay Street is a north-south road that has four lanes of traffic (two northbound and two southbound) and dedicated turning lanes. Bay Street exemplifies transportation infrastructure, which is a salient characteristic of the Union Station HCD as well as the extensive urbanization associated with the late 20th and early 21st century in the area. Bay Street is bordered by sidewalks on the east and west sides of the road (**Plate 11**). Bay Street, south of Front Street, includes the covered railroad bridge, and the Gardiner Expressway (**Plate 12**). Significant heritage properties in this section of the Study Area include the Postal Delivery Building (40 Bay Street; designated under Parts IV and V of the *Ontario Heritage Act* (**Plate 13** and **Plate 14**)). The Gardiner Expressway passes over Bay Street approximately 100 metres north of Queens Quay (**Plate 15**). The Toronto Harbour Commission Building (60 Harbour Street; designated under Part V of the *Ontario Heritage Act*) is located approximately 50 metres west of the intersection of Bay Street and Harbour Street (**Plate 16**).

Bay Street is also bordered by two properties (18 Yonge Street and 29-39 Bay Street) that are designated under Part V of the *Ontario Heritage Act* but are ‘Non-Contributing’ buildings in the Union Station HCD since they were constructed post-2006 (ERA Architects Inc. 2006:44). The foot of Bay Street, at Queens Quay, falls outside the boundaries of the Union Station HCD. This intersection includes an office tower at the northwest side of the intersection, the Westin Harbour Castle Conference Centre on the northeast side, the Westin Harbour Castle hotel on the southeast side, and a high-rise apartment complex on the southwest side (**Plate 17** and **Plate 18**). The buildings on the northeast, southeast, and southwest sides of the Bay Street/Queens Quay intersection are connected by elevated walkways above the road. The Jack Layton Ferry Terminal and Harbour Square Park are located at the foot of Bay Street, between Queens Quay and Lake Ontario (**Plate 19**).

Queens Quay is an east-west road with two lanes of traffic on the west side of Bay Street (one eastbound and one westbound) and four lanes of traffic on the east side of Bay Street (two eastbound and two westbound) (**Plate 20** to **Plate 24**). The intersection of Yonge Street and Queens Quay includes the Toronto Star Building on the northeast side of the intersection and a recent mixed-use development on the northwest side of the intersection (**Plate 22**). Queens Quay West also includes streetcar tracks, which emerge from below grade approximately 50 metres west of Bay Street and run along the south side of Queens Quay West (**Plate 25**). A small parkette containing remnant infrastructure from a Gardiner Expressway offramp is located at the northeast corner of Queens Quay and York Street (**Plate 26**).

Heritage properties along Queens Quay West include the Toronto Ferry Company Waiting Room (145 Queens Quay West, designated under Part IV of the *Ontario*

Heritage Act) and the Terminal Building (207-211 Queens Quay, listed on the Toronto Heritage Register) (**Plate 27**). There are known heritage properties on Queens Quay, east of Bay Street, including the LCBO Office and Warehouse (55 Lake Shore Boulevard East) and the Redpath Sugar Refinery (95 Queens Quay East). In addition to the known heritage properties, there are numerous late 20th century high rise office buildings located south of the railyards and the Gardiner Expressway. The harbour area is located along and south of Queen Queens Quay. This area exhibits a mix of Toronto's past industrial landscape as well as newer extensive park area, commercial, and residential development.

Overall, the Study Area exhibits various historical themes through the presence of known heritage properties along Front Street, Bay Street, and Queens Quay. Apparent themes reflected through the built form and public realm in the Study Area include: 1) the grand improvement architecture of Union Station and the surrounding area; 2) the industrial past of the area surrounding the railyards and harbour; 3) the shift from industrial to commercial land use in the area; 4) the area's important past and present function as a transportation hub; and 5) the area's visual relationship with the surrounding landscapes including the Union Station HCD, Financial District, Toronto harbour, and transportation infrastructure.



Plate 9: Southwest view of Front Street showing Union Station (left) and the Fairmont Hotel (right)

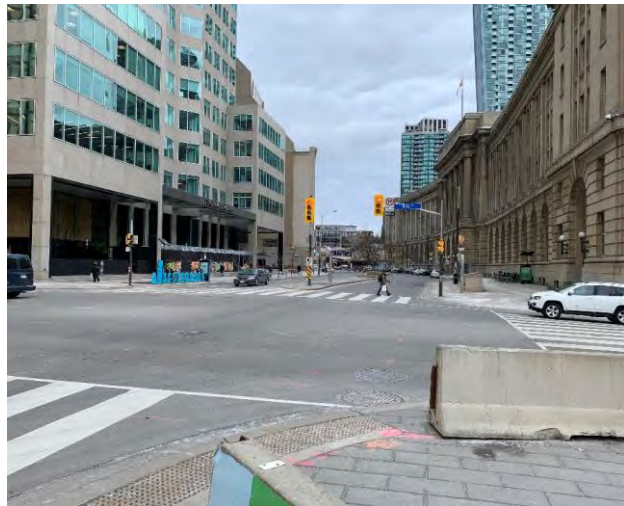


Plate 10: Northeast view of the intersection of Front Street and Bay Street showing the Dominion Public Building (1 Front Street) on the right



Plate 11: Northwest view of Bay Street from Front Street



Plate 12: Southeast view of Bay Street from Front Street showing Union Station (right) and the Dominion Public Building (left)



Plate 13: Northwest view of Bay Street showing Postal Deliver Building façade on the right and new development on the left

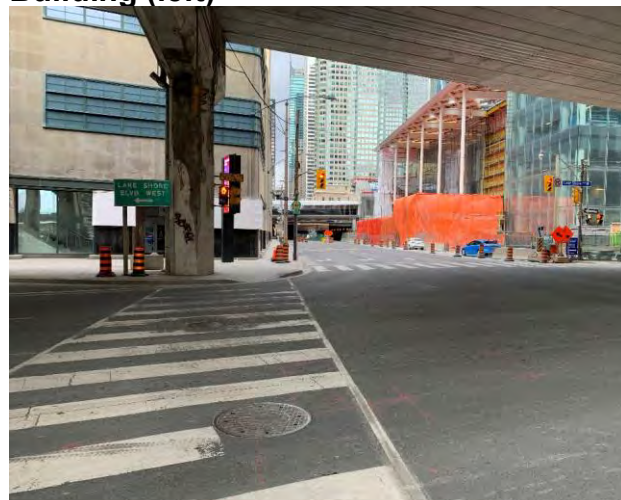


Plate 14: Northwest view of Bay Street from the base of the Gardiner Expressway

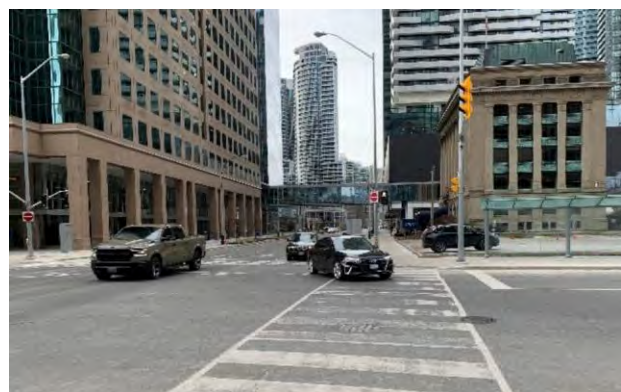




Plate 15: Southeast view of the north elevation of the Gardiner Expressway passing over Bay Street

Plate 16: Southwest view of Harbour Street showing the Toronto Harbour Commission Building on the right



Plate 17: Northwest view of Bay Street from Queens Quay



Plate 18: Southeast view of Harbour Square showing the Westin Harbour Castle on the left



Plate 19: Southeast view of Harbour Square with Jack Layton Ferry Terminal on left



Plate 20: Northeast view of Queens Quay showing LCBO Headquarters on left and Redpath Building in distance (right)



Plate 21: Southwest view of Queens Quay showing LCBO Headquarters on right



Plate 22: Southeast view of Yonge Street looking towards Lake Ontario



Plate 23: Southwest view of Queens Quay looking towards Bay Street

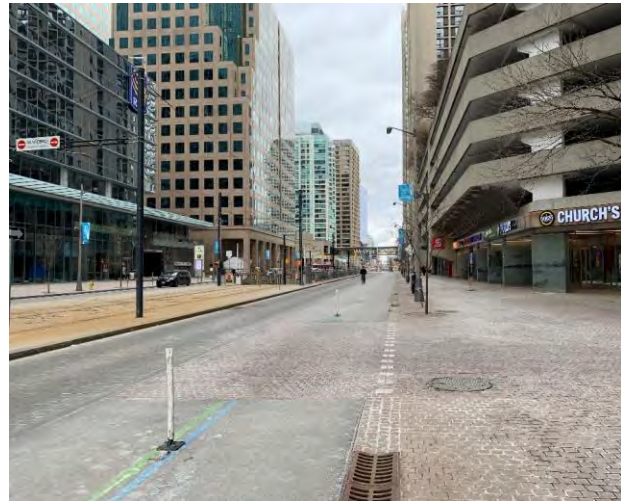


Plate 24: Northeast view of Queens Quay looking towards Bay Street

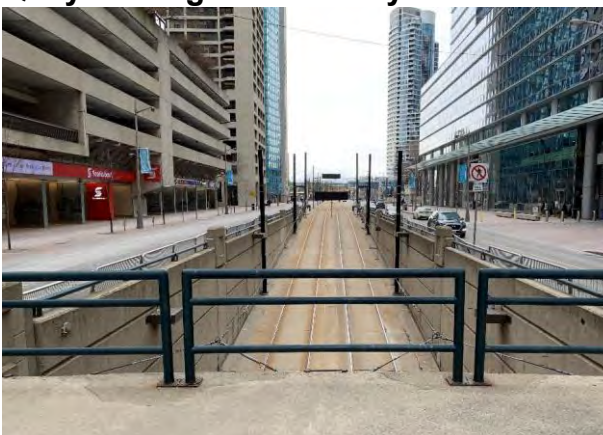


Plate 25: Southwest view of Queens Quay showing existing streetcar alignment



Plate 26: Parkette at the northeast corner of Queens Quay and York Street



Plate 27: Southeast view of York Street looking towards Lake Ontario showing the Toronto Ferry Company Waiting Room (small red building in centre) and the Terminal Building (right)




5.0 List of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

Following the completion of the background research, consultation, and field review, an inventory of built heritage resources and cultural heritage landscapes within the Study Area was developed. The inventory of built heritage resources and cultural heritage landscapes is provided in **Table 5**. The location of identified built heritage resources and cultural heritage landscapes in relation to the Study Area are depicted in



Figure 11.

Table 5: Inventory of Known and Potential Built Heritage Resources and Cultural Heritage Landscapes

CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
CHR 1	-HCD -CHL	-Union Station Heritage Conservation District -Bounded by Wellington Street West (north), Yonge Street (east), Lakeshore Boulevard West/Harbour Street (south), Simcoe Street/Reese Street (west)	-Designated under Part V of <i>Ontario Heritage Act</i> through By-Law 634-2006	<p>The Union Station HCD was established in 2006 and is designated under Part V of the <i>Ontario Heritage Act</i> through By-Law 634-2006 (ERA Architects Inc. 2006). The Statement of Cultural Heritage Value, as presented in Section 7.0 of the HCD Plan is provided below:</p> <p>Statement of Cultural Heritage Value: The heritage character of the Union Station District illustrates several periods of development. The architectural legacies and development patterns underline the prominence of Union Station as a node of urban activity.</p> <p>Since the opening of the station, the district has remained a focus of pedestrian activity in downtown Toronto. Different phases of development have resulted in varied streetscapes. These open space patterns describe the district's historical relationship to adjacent downtown districts and its important role as a multimodal transportation hub. Today the district's significant public space provides an opportunity to celebrate its important historical identity.</p>	 <p>Boundaries of the Union Station HCD (ERA Architects Inc. 2006:36)</p>



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>A strong Beaux-Arts presence around Union Station creates one of the most stylistically cohesive areas in the City of Toronto. The civic-minded architecture speaks strongly to the prominence of Union Station as a centre of urban activity. As a transportation hub linked to the TTC and the PATH system, Union Station has catalyzed the development of some of largest examples of modern architecture and urban design in the world.</p> <p>Post-war office towers such as BCE Place and modernist developments like the CN tower represent a distinct shift in built form. The John Street Roundhouse and other red brick industrial buildings are interspersed throughout the district and act as reminders of an era in which the district played a substantially different role within the city. Many architectural eras and styles coexist within the Union Station Heritage Conservation District. One does not predominate – yet they are unified in their monumentality.</p>	

CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
CHR 2	CHL	Union Station (65-71 Front Street West)	<p>-Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union Station HCD (By-Law 634-2006) as a 'Contributing Building'</p> <p>- Designated under Part IV of the <i>Ontario Heritage Act</i> (By-Law 948-2005)</p> <p>-Designated as a Provincial Heritage Property of Provincial Significance by Metrolinx</p>	<p>Union Station Complex is a monumental, five-storey structure occupying a city block in downtown Toronto. Constructed 1914-1919, the complex officially opened in 1927 and was fully operational in 1930. The heritage property is composed of the station building (headhouse), its moat and teamways as well as the platforms and trainshed which covers the elevated railway tracks. Constructed by the Toronto Terminal Railways (TTR) and designed by a consortium of architects comprised of Ross & Macdonald, Hugh G. Jones and John Lyle, the Union Station Complex is the finest Beaux-Arts railway station in Ontario and one of the best examples of Beaux-Arts architecture in the county.</p> <p>Currently, the Union Station Complex serves as the hub for national, provincial, urban, and inter-city passenger transportation.</p> <p>Union Station is designated under Part V of the <i>Ontario Heritage Act</i> as a 'Contributing Building' in the Union Station HCD (By-law 634-2006). Union Station is also a National Historic Site under the Historic Sites and Monuments Act. The Statement of Cultural Heritage Value and list of Heritage Attributes as presented in the Metrolinx Heritage</p>	 <p>North and east elevations of Union Station</p>  <p>North and west elevations of Union Station</p>



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
			- National Historic Site of Canada under the <i>Historic Sites and Monuments Act by Parks Canada (1975-11-28) (R.S.C., 1985, c. H-4)</i>	<p>Committee Decision Form is presented below:</p> <p>Cultural Heritage Value:</p> <p>The Union Station Complex is of cultural heritage value or interest for its historical, design and contextual values.</p> <p>Historical Values</p> <p>The Union Station Complex demonstrates historic values at the local and provincial levels. Construction of the massive facility was a response to the rapidly expanding rail networks in Ontario during the early 20th century and corresponding urban growth of Toronto. Railways had a dramatic effect on emerging urban centres, particularly in south-central Ontario and Toronto's dominance in this area was a result of its numerous rail connections. Railways also played an integral role in the industrialization process - opening up new markets while, at the same time creating a demand for fuel, iron and steel, locomotives, and rolling stock. By 1927 when Union Station officially opened, it was handling 180 trains per day and between 60,000-75,000 passengers making it the busiest in the province. Union Station is directly associated with several organizations and individuals significant to the City of Toronto and to the province.</p>	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>Chiefly, Canada's major railway companies (CPR, GTR/CN), the TTR and its engineer John Robert Ambrose as well as the architectural firm of Ross & MacDonald, and architect John Lyle.</p> <p><i>Design Values</i></p> <p>The Union Station Complex demonstrates design values at the local and provincial levels. The station building (headhouse) is a representative example of Beaux-Arts transportation facility, embodying the main tenets of the style in a single structure. This includes the exceptional quality of its design, symmetrical plan, prominent siting and use of exaggerated Classical forms and detailing. Further, it is a rare example of Beaux-Arts architecture executed at the full, monumental scale associated with the style. It is the largest and most opulent railway station in Ontario. Designed to represent one unified structure, the station building is three distinct units, with the station function occupying the centre section and office functions to the east and west. The front façade is 230 metres (752 feet) and features a colonnade of 22 gigantic Roman Doric columns. The steel frame structure is clad in Indiana limestone and demonstrates a hierarchy of treatment with an embellished front façade</p>	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>(Front Street), plainer east (Bay Street) and west (York Street) facades, and unadorned rear façade.</p> <p>The trainshed is a representative example of a Bush trainshed which was used in larger Canadian railway stations. Toronto's trainshed is notable for its through-traffic design. The trainshed was planned as part of the 1913-14 design of the station building.</p> <p>Contextual Values</p> <p>The Union Station Complex has contextual values at the local level. Occupying the entire block between Bay and York streets, the Union Station Complex is the defining feature of the area. As the first of several large-scale buildings in the area, its scale, style and extensive use of limestone created the precedent for subsequent buildings including the Royal York Hotel and the Dominion Public Building. In addition, the Union Station Complex is one component of a larger transportation network which includes the high-level viaduct and associated subways (bridges) as well as the signal towers at John, Scott and Cherry streets. As a hub for passenger train travel at the local, provincial and national levels, the Union Station Complex is well-known to residents of, and visitors to, Toronto.</p>	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>Heritage Attributes:</p> <p>The heritage attributes essential to the cultural heritage values of the Union Station Complex are:</p> <p><i>Design and Physical Value</i></p> <p>As a rare and representative example of Beaux-Arts the property contains the following attributes:</p> <ul style="list-style-type: none">• symmetrical form of a central loggia, flanked on the east and west by offices and pavilions• a monumental sense of scale, as conveyed through the headhouse's massive rectangular footprint, oversized interior spaces and exaggerated stylistic elements• a clear horizontal emphasis, achieved through:<ul style="list-style-type: none">○ a bold, continuous projecting cornice and largely uninterrupted roofline, lacking vertical punctuation○ an acute length to height ratio along the principal façade• the exterior and interior use of classical design elements, including:<ul style="list-style-type: none">○ tripartite divisions of base, column and entablature	




CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<ul style="list-style-type: none">○ the Doric order employed within the loggia and porticos○ double pilasters and arched doorways punctuating east and west pavilions○ decorative masonry motifs including egg and dart mouldings, dentils, scrolls, laurel wreaths and meanders• the use of Indiana limestone for the channeled, ashlar and decorative masonry• the use of rich materials throughout; marble, travertine, terrazzo, clay tile, copper, and cast iron• exterior and interior use of low-relief motifs cast into doorframes• the Great Hall, including:<ul style="list-style-type: none">○ its vast open space rising numerous storeys to a shallow barrel-vault○ barrel-vaulted arches at each end terminating with massive arched windows illumination from diffuse, ambient lighting○ decorative details including Corinthian columns, entablature carved with station names, clerestory and coffered Guastavino tiles	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<ul style="list-style-type: none">○ built in ticket booths• the exterior office fenestration, diminishing in size with every higher storey• monumental fenestration around doorways, and illuminating the Great Hall utilizing exposed copper or painted iron frames• the high level of craftsmanship as seen in the carved masonry and Guastavino vaults <p>As a representative train station and transportation hub the property contains the following attributes:</p> <ul style="list-style-type: none">• the ground level moat, set below Front Street• a clear, functionally informed hierarchy of internal spaces• distinct circulation paths for arriving and departing passengers• the trainshed including the through-track configuration, arched trusses spanning columns between the tracks, all remaining exterior facades and smoke ducts, and the organization, location, materials and design of elevators, stairwells and rooftop penthouses.	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p><i>Historical and Associative Value</i></p> <ul style="list-style-type: none">• its direct relationship with the Royal York Hotel, as a railway hotel built by the CPR• the direct associations with the railways, through names and coats of arms inscribed above the loggia• the significance of the project to the portfolios of Ross & MacDonald and John Lyle <p><i>Contextual Value</i></p> <ul style="list-style-type: none">• its relationship with the Dominion Public Building, creating a continuous Beaux-Arts streetscape between York Street and Yonge Street (Fig. continuous front)• its occupation of the entire south side of Front Street between Bay Street and York Street• the elevated tracks and trainshed, lining up with the USRC viaduct to the east• its role in defining the Beaux-Arts character of the area <p>Metrolinx Heritage Property Location: The Union Station Complex is located on Front Street in downtown Toronto. It occupies the entire block between Yonge and York streets. Directly to the east is this</p>	

CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				Dominion Public Building (built 1925-1930). The station is located in the centre of the Union Station Rail Corridor (USRC), a 7-kilometre stretch of track between the Don River (to the east) and Bathurst Street (to the west).	
CHR 3	BHR	Dominion Public Building (1 Front Street West)	-Designated under Part IV <i>Ontario Heritage Act</i> with By-Law 423-2017 Designated under Part V of the Ontario Heritage Act as part of the Union Station HCD through By-law 634-2006 - 'Contributing Building' in the Union Station HCD	<p>The Dominion Public Building (1 Front Street West) is designated under Part IV of the Ontario Heritage Act through By-law 423-2017 and under Part V of the Ontario Heritage Act as a 'Contributing Building' in the Union Station HCD under By-law 623-2006. The Dominion Public Building is also a Classified Federal Heritage Building under FHBRO. The following Statement of Cultural Heritage Value and list of heritage attributes is taken By-law 423-2017:</p> <p>Description of Property:</p> <ul style="list-style-type: none"> Anchoring the southwest corner of Yonge Street and Front Street West, the Dominion Public Building is a large-scale federal government building that was commissioned by the Government of Canada's Department of Public Works and originally served as Toronto's Custom's House. Completed in two phases in 1929-31 (centre and east pavilions) and 1934-35 (west 	 <p>North elevation of the Dominion Public Building</p>



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
			- Classified Federal Heritage Building by the Parks Canada Federal Heritage Buildings Review Office (FHBRO) in 1983.	<p>pavilion), the north section of the building on Front Street West rises five stories, while the rear section extends six stories to address the change in grade.</p> <p>Statement of Cultural Heritage Value:</p> <ul style="list-style-type: none">• The Dominion Public Building has cultural heritage value for its role as the federal government's Toronto Customs House for the administration, taxation, inspection and storage of imported and exported goods. Conceived by the federal government as a Customs House only, the Dominion Public Building was completed as the third and largest Customs House in the city, as well as the first to incorporate the public offices and the examining warehouse in the same building. The construction of the Dominion Public Building during the Great Depression of the 1930s was a reflection of the significance of Toronto to the nation's economic status and recovery.• The associative value of the Dominion Public Building is also through its connection to T.W. Fuller, who served from 1927 to 1936 as the Chief	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>Architect of the Federal Department of Public Works, which was responsible for the in-house design of nearly all public architecture in Canada in the late 19th and early 20th centuries. During the Great Depression, the Chief Architect oversaw monumental projects in the country's major centres, including Toronto where the Dominion Public Building remains Fuller's best-known work.</p> <ul style="list-style-type: none">• From a design standpoint, the Dominion Public Building is valued as a rare and exceptional example in Canada of Beaux-Arts Classicism, the international style popularized for monumental architecture in the late 18th and early 19th centuries. The Dominion Public Building has the hallmarks of the style with its imposing scale, the symmetrical organization of the facades, the hierarchy of spaces from grand to utilitarian, the decorative detailing inspired by precedents, and its placement in a highly visible and prominent setting. As a rare and early surviving example of a public building in Toronto constructed by the federal government in the early 20th century,	



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				<p>the Dominion Public Building was among the first applications of Beaux Arts Classicism to a federal design. The dominion Public Building stands as an important physical reminder of the imposing public spaces created by the federal government, combining the monumentality and grandeur of the Front Street portion of the building (including the interior Long Room) with the practicality and accessibility of the warehouse component to the rear. Designed in two phases, over time the Dominion Public Building changed from a Customs House to a multi-use federal building, and the interior alterations dating to the 1980s and 1990s are part of the evolution of the building.</p> <ul style="list-style-type: none">• With the neighboring Union Station (which was officially opened in 1927), the Dominion Public Building establishes the character of the area along Front Street, west of Yonge Street. Following the Great Fire of 1904 that destroyed most of the existing buildings in this area, Toronto's Civic Improvement Committee commissioned a plan (1911) by architect John M. Lyle that	



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				<p>was based on the principles of the City Beautiful Movement and that envisioned Front Street as a grand boulevard with expansive tracts reserved for monumental architecture that included a new Union Station and Customs House (the Dominion Public Building). According to the federal government, “The Dominion Public Building and Union Station together form probably the most imposing Beaux Arts streetscape in Canada.”</p> <ul style="list-style-type: none">Contextually, the Dominion Public Building is historically, visually, physically and functionally linked to its important setting on the south side of Front Street where it anchors the southwest corner of Yonge Street (Toronto’s “main street”) and extends across the entire city block to Bay Street. As the third Customs House on the site, the Dominion Public Building occupies what was historically among the most sought-after locations in Toronto with its proximity to the city’s financial district directly north, Union Station as its neighbor on the west, and the railway corridor and harbour to the south. The Dominion Public Building, with its	



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				<p>office and warehouse components aligned to access Front, Yonge and Bay streets, forms an important precinct.</p> <ul style="list-style-type: none">• As a monumental federal government building in a prominent location beside the complementing Union Station, the Dominion Building is a local landmark <p>Heritage Attributes: The heritage attributes of the building known historically as the Dominion Public Building on the property at 1 Front Street West are:</p> <ul style="list-style-type: none">• The placement, setback and orientation of the building on the south side of Front Street West where it extends from Yonge Street to Bay Street• The scale, form and massing of the irregularly shaped plan that rises five stories along Front Street to the flat roofline and follows the curve of Front Street west of Yonge Street• The partially raised stone base with window openings, which extended in height where the changes south of Front Street• On the reinforced concrete structure and above the granite clad foundation, the limestone cladding that is	




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				<p>channeled on the extended first (ground) floor and smoothly dressed in the stories above, with stone and metal detailing</p> <ul style="list-style-type: none">• The tripartite organization of the north elevation on Front Street into the centre pavilion and the adjoining east and west pavilions, with the west pavilion rounded at the northwest corner and the east pavilion truncated at the northeast corner• The horizontal division of the north elevation by the cornices above the extended first story and beneath the parapet• The centre pavilion, with five-story projecting frontispiece composed of six freestanding Ionic columns supporting the entablature inscribed “Dominion Public Building A.D. MCMXXX”• At the base of the centre frontispiece, the two-story main entrance where the three round-arched openings contain paired bronze doors beneath large transoms with metal mullions incorporating rope detailing and cast metal beavers (as symbols of Canada)	



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				<ul style="list-style-type: none">• The single secondary entrances on the north elevations of the east and west pavilions that repeat the detailing introduced on the central entrance. The east elevation on Yonge Street, which extends 12 bays and is divided into three parts with a recessed centre section• The five-bay west elevation facing Bay Street• The fenestration on the north, east and west elevations, which is arranged between Ionic pilasters and features double-height round arched openings with keystones in the first floor, and single, paired and triple flat-headed openings with spandrel panels in the remaining floors, and the metal window mullions with the rope detailing in the first and second floors• The classical detailing on the elevations facing Front, Yonge and Bay streets, including the carved acanthus leaves, the dentils and the stone lion's heads• On the rear (south) elevation, the end bays (east and west) that continue the decorative detailing and fenestration from the east and west elevations	




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				<ul style="list-style-type: none">• The central utilitarian section of the south wall with fenestration and raised centre section• On the interior, the organization and layout of the public spaces on the first floor, including the three marble-clad lobbies• The detailing in the east vestibule and lobby, with the marble floors, dado and door and window surrounds, including the marble door pediment inscribed “Long Room”, the bronze window mullions between the lobby and the Long Room, the “enquiry” window in the lobby, and the classical detailing• In the east pavilion, the two-story Long Room, with the marble floors, dado and door and window and surrounds, the marble counters with brass wickets, the double row of square columns with pilasters and the Corinthian capitals, the entrances with the bronze doors and classical detailing, the metal window mullions, the second-story gallery with brass balustrade, and the coffered plaster ceiling with the dentils and mouldings.	

CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
CHR 4	BHR	Postal Delivery Building (40 Bay Street)	<p>-Designated under Part IV of the <i>Ontario Heritage Act</i> through By-law 360-90</p> <p>-Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union Station HCD through By-law 634-2006</p> <p>- 'Contributing Building' in the Union Station HCD</p>	<p>The Postal Delivery Building (40 Bay Street) is designated under Part IV of the <i>Ontario Heritage Act</i> through By-law 360-90 and under Part V of the <i>Ontario Heritage Act</i> as a 'Contributing Building' in the Union Station HCD through By-law 634-2006 (ERA Architects Inc. 2006). The following reasons for designation are provided in By-law 360-90:</p> <p>The property at 40 Bay Street (Postal Delivery Building) is designated on architectural and historical grounds. The Postal Delivery Building was constructed in 1939-40 according to the designs of Toronto architect Charles Dolphin and Public Works architect C.D. Sutherland. The building served as the central mail distribution centre in Toronto for the Canadian Postal Service.</p> <p>The building, constructed of limestone and polished granites, is distinguished by its horizontal bands of fenestration and its bas relief sculpture, characteristic of the Art Moderne and Art Deco styles. Set on an irregular site at the intersection of Bay Street and Lake Shore Boulevard West, the elevations are treated in a similar manner. In the centre of each wall, multiple fenestration is inset between stone piers, while the rounded corners of the building feature two</p>	 <p>East elevation of the Postal Delivery Building</p>



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>bands of wraparound metal windows. The principal entrances flank the southeast corner. Attention is focused on the east elevation with the name band and bronze Canadian coat-of-arms. The stylized sculptural program reflects the history of communication and transportation in Canada through a progressive series of corner panels.</p> <p>The Postal Delivery Building is a significant public commission, designed by a local architect in conjunction with the Department of Public Works. The sculptural program is one of the most extensive in the City of Toronto, demonstrating the role of the federal government as a patron of the arts.</p>	

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CHR 5	BHR	Brookfield Place (161-181 Bay Street)	-Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union Station HCD through By-law 634-2006 - 'Contributing Building' in the Union Station HCD	<p>Brookfield Place (161 Bay Street) is designated under Part V of the <i>Ontario Heritage Act</i> as a 'Contributing Building' in the Union Station HCD through By-law 634-2006. The property description below is taken from the Union Station HCD heritage inventory (ERA Architects Inc. 2006).</p> <p>Brookfield Place is a Post-War era Post-Modern building that containing twelve designated heritage properties.</p> <p>Brookfield Place, formerly known as BCE Place is an office, commercial, retail and cultural complex designed by SOM of Chicago, Spanish architect Santiago Calatrava and B+H Architects of Toronto. The complex takes up the entire bounded by Front, Bay, Wellington, and Yonge streets. The centre sits in one of the most prestigious locations in the city, bridging the Union Station District, the financial district, and the St. Lawrence neighbourhood.</p> <p>Completed in 1991, the 5 acre site is the most contemporary large development in the Financial District, and displays many of the changes in ideology and typology within the genealogy of Toronto office complexes. The most prominent contribution of this development is the integration of twelve designated heritage structures into the site</p>	 <p>South elevation of Brookfield Place</p>




CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>most prominently visible along Yonge and Wellington streets, the creation of at-grade retail space, and the inclusion of a large indoor public promenade and square known as the Allen Lambert Galleria.</p> <p>The project's 2.5 million square feet of office space is located in two office towers and surrounding podium. The towers, known as Canada Trust and Bay Wellington Towers, are clad in granite and post-modern styling. They are located at the south/west and north/east ends of the site respectively. The five-story podium defines the perimeter of the site and makes up the northern and western elevation. The podium relates to both lower blocks of Commerce Court South to the north, and to the Dominion Public Building to the south. The complex's Wellington and Yonge Street elevations are predominately made up of heritage facades that existed on the site at the time of construction. As well, the façade of Merchant's Bank c1845 originally located at 13-15 Wellington was fully restored and reassembled within the Allen T. Lambert Galleria giving the interior public space of Brookfield Place a particular heritage quality. The public promenade and 'heritage square' were designed by renown Spanish architect Santiago Calatrava and feature an</p>	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>articulated white steel and glass arcade which spans the entire site from Bay to Yonge Street. "Heritage Square" is bounded by the interior elevation of the podium offices and incorporated heritage buildings. It features retail space, restaurants and other services, as well as access to a below grade concourse and PATH system. The Calatrava designed space is one of the most spectacular public spaces in the city of Toronto.</p> <p>Brookfield Place contains several important cultural institutions including the Hockey Hall of Fame and the Canadian Chamber of Commerce – both incorporated into existing heritage structures. The southern portion of the site contains a large outdoor plaza – bounded by the Canada Trust Tower to the west, the Allen Lambert Galleria to the north, the Heritage block to the east, and the Dominion Public Building across Front Street to the south. This space is currently zoned for another office tower.</p>	





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				<div>List of Brookfield Place Designated Heritage Properties:</div> <table><tr><th>Address</th><th>Name</th><th>Construction Date</th></tr><tr><td>1 Wellington Street West (46 Yonge St.)</td><td>The Argyle Inn</td><td>1849 alt. 1865</td></tr><tr><td>3/11 Wellington Street West</td><td>Warehouse Store</td><td>1855</td></tr><tr><td>5,7,9 Wellington Street West</td><td>Charles Moore and Co.</td><td>1871</td></tr><tr><td>15 Wellington Street West</td><td>Commercial Bank</td><td>1845</td></tr><tr><td>30 Yonge Street</td><td>Bank of Montreal</td><td>1886</td></tr><tr><td>36 Yonge Street</td><td>Moffat, Murray and Co.</td><td>1844 alt. 1928</td></tr><tr><td>38 + 40 Yonge Street</td><td>John Crawford Block</td><td>1852</td></tr></table>	Address	Name	Construction Date	1 Wellington Street West (46 Yonge St.)	The Argyle Inn	1849 alt. 1865	3/11 Wellington Street West	Warehouse Store	1855	5,7,9 Wellington Street West	Charles Moore and Co.	1871	15 Wellington Street West	Commercial Bank	1845	30 Yonge Street	Bank of Montreal	1886	36 Yonge Street	Moffat, Murray and Co.	1844 alt. 1928	38 + 40 Yonge Street	John Crawford Block	1852	
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				42 Yonge Street	John Hagerty Building	1851 alt. 1879	
				44 Yonge Street	William Cawthra Building	1850	
CHR 6	BHR	Royal Bank Plaza (200 Bay Street)	-Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union Station HCD - 'Contributing Building' in the Union Station HCD	<p>The Royal Bank Plaza (200 Bay Street) is designated under Part V of the <i>Ontario Heritage Act</i> as a 'Contributing Building' in the Union Station HCD through By-law 634-2006. The property description below is taken from the Union Station HCD heritage inventory (ERA Architects Inc. 2006).</p> <p>The Royal Bank Plaza is a Post-War era Post-Modern style building.</p> <p>The Royal Bank Plaza was completed in 1976 by Webb Zerafa Menkes & Housden Architects of Toronto. It encompasses the eastern portion of the block defined by Bay, Wellington, Front and York streets, and is bounded by the Royal York Hotel and TD-Waterhouse Tower.</p> <p>The Royal Bank Plaza is significant in that it marks many firsts in Toronto's office tower development. The project was the first major bank tower to be constructed on Front Street</p>			 <p>South elevation of Royal Bank Plaza</p>




CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>and away from the King Street corridor. This brought Front Street into the post-war era. Further it was the first major project in the financial district to break from the 'modernist box', and opt for two towers atop a significant podium, rather than the predominant 'tower in the plaza' formation. The project also brought the PATH system south; connecting the Toronto Dominion Centre with the Royal York hotel and Union Station. Originally the Podium between the towers contained a grand multi story volume accessible to the public. This has subsequently filled in with office floors.</p> <p>Aesthetically, Royal Bank Plaza is one of the most easily recognized and striking buildings on the Toronto skyline. Consisting of a glass envelope of faceted mirrored panels, it is illuminated with refracted images of the city around it. Unique to the project is the innovative use of gold in the glazing, which acts to reduce the heating load. The metal also renders refracted light in a bright golden hue even in the greyest of winter days.</p> <p>An elevated public plaza at the building's western side between the Royal Bank Tower and the Royal York Hotel allows generous views of Union Station to the south and the TD Centre to the north. However, this plus</p>	

CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>15 system never functioned as intended and access is now limited to business hours. Furthermore, it acts as an impediment to the north south pedestrian flows as well as being a substantial visual barrier between the TD Centre plaza and Union Station.</p> <p>The Royal Bank Plaza is a signature building in the Toronto skyline. It sits on an extremely prominent site, at the foot of Bay Street and in direct view of Union Station. It breaks from classic modernism, reconceptualized the form of an office complex in the financial district and was the first of the post war megaprojects to be designed solely by a Canadian firm.</p>	
CHR 7	BHR	Gowans Kent Building (20 Front Street)	<p>-Designated under Part IV of the <i>Ontario Heritage Act</i> through By-law 108-83</p> <p>-Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union</p>	<p>The Gowans Kent Building is designated under Part IV of the Ontario Heritage Act through By-law 108-83 and under Part V of the <i>Ontario Heritage Act</i> as a 'Contributing Building' in the Union Station HCD through By-law 634-2006 (ERA Architects Inc. 2006). The following text is taken from By-law 108-83.</p> <p>The Gowans building is a Pre-War era Beaux-Arts style building.</p> <p>The Gowans Kent Building at No. 20 Front Street West is designated on architectural grounds. Built in 1923, the Gowans Kent Building was designed by Architects</p>	 <p>South elevation of Gowans Kent Building</p>

CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
			Station HCD through By-law 634-2006	MacVicar and Heriot, for Cassidy's Ltd., functioning as office, chinaware showroom and warehouse for thirty years. Classically influenced, the stone detailing of the facade is distinctive with four arched openings inset with finely crafted metal entrances and display windows. The mouldings, key stones, spandrels, and cornice are other features that contribute to the significance of this building in context with the scale and materials of the Dominion Public Building and Union Station on Front Street West.	
CHR 8	BHR	Toronto Harbour Commission Building (60 Harbour Square)	Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union Station HCD - 'Contributing Building' in the Union Station HCD	<p>The Toronto Harbour Commission Building (60 Harbour Square) is designated under Part V of the <i>Ontario Heritage Act</i> as a 'Contributing Building' in the Union Station HCD through By-law 634-2006 (ERA Architects Inc. 2006). The property description below is taken from the Union Station HCD heritage inventory (ERA Architects Inc. 2006).</p> <p>The Harbour Commission Building is a Pre-War era Beaux-Arts style building.</p> <p>The Harbour Commission Building was completed in 1917, and was designed by Chapman of Chapman & McGriffin Architects. The Harbour Commission was chartered in 1912, with the mandate of overseeing the massive public works</p>	 <p>South elevation of the Toronto Harbour Commission Building.</p>



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>involved in “modernizing Toronto’s disorganized harbour of ramshackle wharfs”. The Commission headquarters was located directly on the shore of Lake Ontario. As projects of harbour modernization and industrial activity continued from the 1920s through 1950s, the resultant series of shore infilling placed the building farther and farther from the shore. Its current location is many hundreds of metres from the lake, north of the Gardiner Expressway.</p> <p>The building is important for both historical and architectural reasons. It is representative of the grand Beaux-arts style used for public architecture. It is also one of the few visible remainders of the era predating the infilling of the harbour.</p>	


CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
CHR 9	BHR	Toronto Ferry Company Waiting Room (145 Queens Quay West)	Designated under Part IV of the <i>Ontario Heritage Act</i> through By-law 1249-2007 -Heritage Easement registered in 1991	<p>The Toronto Ferry Company Waiting Room is designated under Part IV of the <i>Ontario Heritage Act</i> through By-law 1249-2007. The following text is taken from By-law 1249:</p> <p>Description:</p> <p>The property at 145 Queens Quay West is worthy of designation under Part IV of the <i>Ontario Heritage Act</i> for its cultural heritage value or interest, and meets the criteria for municipal designation prescribed by the Province of Ontario under the three categories of design, historical, and contextual value. Located on the south side of Queens Quay West at the foot of York Street, the single-story building known historically as the Toronto Ferry Company Waiting Room was constructed in 1907 by the City of Toronto. The property was listed on the inaugural City of Toronto Inventory of heritage Properties in 1973, and a Heritage Easement Agreement was registered in 1991.</p> <p>Statement of Cultural Heritage Value:</p> <p>The Toronto Ferry Company Waiting Room has design value as a rare example of a building type associated with the development of the Central Waterfront. As described in the heritage easement agreement, it is “the oldest standing structure</p>	 <p>North elevation of the Toronto Ferry Company Waiting Room</p>





CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>and only building originally constructed for a harbour-oriented use that is still located beside the water of Toronto Bay.”</p> <p>Historically, the Toronto Ferry Company Waiting Room is linked to Toronto’s waterfront, where it has served a number of functions in different locations since its construction in 1907. Originally located at the foot of Bay Street, the building was built by the City of Toronto and leased to the Turbine Ferry Company as a freight shed. In 1911, the structure was acquired by the newly formed Toronto Harbour Commission, which leased it to the Toronto Ferry Company the following year. The building was cut in half in 1927, and the south section moved by barge to its current site at the foot of York Street. Following alterations, it was used for various purposes by the Toronto Harbour Commission, including housing the water level gauge. Between 1953 and 1980, the Royal Canadian Yacht Club leased the building as the City Station for its launches., “Kwasind” and “Hiawatha”. While the east side of York Slip was prepared for a condominium development in 1988, the Toronto Ferry Company Waiting Room was temporarily moved to Terminal 51. The next year, the building was returned by barge and reinstated on new concrete foundations on</p>	




CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>the York Slip site. The Toronto Ferry Company Waiting Room was restored under the supervision of Toronto architects Natale, Scott, Browne as an information centre for the Toronto Harbour Commission and for other commercial services related to the public enjoyment of the waterfront.</p> <p>With its diminutive appearance and location on Queens Quay West, the Toronto Ferry Company Waiting Room is a landmark on the Central Waterfront. Directly west, the Toronto Terminal Building (1928) at 207 Queens Quay is also recognized on the City's heritage inventory.</p> <p>Heritage Attributes:</p> <p>The heritage attributes of the Toronto Ferry Company Waiting Room are found on the exterior walls and roof, consisting of:</p> <ul style="list-style-type: none">• The single-storey plan under a gable roof with extended eaves and shingles.• The corrugated prefinished steel siding, reminiscent of the original steel finishes.• The door and window openings on the exterior walls, with the main entrance on the principal (north) façade, and three garage-style door openings with	

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				<p>transoms and reproduction sliding doors on the west elevation.</p> <ul style="list-style-type: none"> The rear (south) wall, identifying the line where the building was severed in 1927 with the glazing added in 1989. The wood decking around the building is identified in the heritage easement agreement and included in the Reasons for Designation 	
CHR 10	CHL	Westin Harbour Castle Complex (1 Harbour Square)	Identified during the field review	<p>The Westin Castle Hotel was built in 1972, repurposing industrial land into a 30-acre residential and commercial development. It is a 38-storey twin-towered poured concrete structure opened in April 1975 as the Harbour Castle Hotel.</p> <p>The hotel is built in the International style of architecture developed in the 1920s-1930s. The style is characterized by an emphasis on volume over mass. Buildings of this style use lightweight, mass-produced, industrial materials, reject all ornament and colour, have repetitive modular forms, and use flat surfaces, typically alternated with glass.</p> <p>The structure is also heavily influenced by the Brutalist architectural style that emerged during the 1950s. Structures of this style generally employ exposed building materials including concrete and exhibit a predominately monochrome colour palette.</p>	 <p>East elevation of the Westin Castle Hotel</p>

CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>The large parking structure directly abutting Queens Quay East has brutalist architectural style. The structure is a landmark along the central Toronto waterfront that is an excellent example of modern brutalist architecture. The structure is also an early representative example of the commercial and residential infill of the area following the de-industrialization of the harbour front. The raised pedestrian linkages between buildings that provide sheltered pedestrian connections to nearby structures are also a rare remnant of above ground pedestrian links that were installed downtown prior to the proliferation of the underground PATH system.</p>	 <p>West elevation of the Westin Castle Hotel</p>
CHR 11	CHL	Redpath Sugar Refinery (95 Queens Quay East)	Listed on the City of Toronto's Inventory of Heritage Properties (June 1984)	<p>The Redpath Sugar Refinery (Canada and Dominion Sugar Refineries) was built in and designed by Gordan S. Adamson and Associates. The complex is a visually prominent and well-known landmark in the eastern part of Queens Quay. It opened in 1958.</p> <p>The complex occupies 4.25 hectares of land on the Toronto waterfront and consists of one eight-storey building, two five-storey buildings, a chimney stack, and several outbuildings and storage silos. Large silos and a massive conveyor-built provide an</p>	 <p>North and west elevations of the Redpath Sugar Refinery</p>



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>outstanding example of this area's 20th century industrial past. The main storage factory building boasts access to an industrial man-made inlet and harbour and displays a large marine mural displaying humpback whales and other sea life.</p> <p>The largest building has a white painted brick façade facing north fronting Queens Quay East and has a large iconic 'Redpath' cursive logo. The dark brown brick chimney stack is massive in scale and looms over the entire complex.</p>	
CHR 12	CHL	LCBO Complex (55 Lake Shore Boulevard East [north of Queen's Quay Boulevard East between Freeland and Cooper streets])	Designated under Part IV of the Ontario Heritage Act through By-law 45-2021	<p>The LCBO Complex is designated under Part IV of the Ontario Heritage Act through By-law 45-2021 on February 5, 2021. By-law 45-2021 was not available for viewing at the time of this writing therefore the following text is taken from the Revised Reasons for Inclusion - 55 Lake Shore Boulevard East (City of Toronto 2018):</p> <p>Statement of Significance:</p> <p><i>Description</i></p> <p>Located east of Yonge Street and occupying the city block bounded by Lake Shore Boulevard East (north) and Queen's Quay East (south) between Cooper and Freeland streets, the property at 55 Lake Shore Boulevard East contains a commercial and industrial complex that was commissioned by</p>	 <p>East elevation of the LCBO Complex</p>



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>the Liquor Control Board of Ontario (LCBO) and completed in 1954 according to the plans of the Toronto architectural partnership of Mathers and Haldenby. The LCBO Complex consists of the four-storey office building facing Lake Shore Boulevard East that is linked by an overhead pedestrian bridge to the three-storey warehouse to the south. At the southwest corner of the property, the detached single-storey building was designed as a garage, repurposed in 1958 for a retail store (replacing the outlet that was originally located inside the office building), and subsequently modified. The property at 55 Lake Shore Boulevard East was listed on the City of Toronto's Inventory of Heritage Properties (now known as the Heritage Register) in 2005.</p> <p><i>Statement of Significance</i></p> <p>The property at 55 Lake Shore Boulevard East has cultural heritage value for the design of the combined commercial and industrial complex, which was purpose-built for the LCBO with its Modern styling, high degree of craftsmanship and functional organization of the individual buildings. The Modern design employs symmetry and shared cladding to link the components of</p>	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>the site, which are distinguished individually by their scale, fenestration and detailing.</p> <p>The LCBO Complex is valued for its historical association with the acclaimed Toronto architectural partnership of Mathers and Haldenby, which prepared the plans for the complex in 1950. Headed by Alvan Sherlock Mathers (1895-1965) and Eric Wilson Haldenby (1893-1971) and following its formation in the 1920s, the firm was recognized for the wide range of projects it executed, including its contributions to the University of Toronto's St. George campus and the industrial complexes for Coca-Cola Limited across Canada. The commission for the LCBO's headquarters in Toronto was followed by Mathers and Haldenby's combined office and warehouse facility (1961) for Christie Brown and Company in Etobicoke.</p> <p>The value of the property at 55 Lake Shore Boulevard East is through its association with the Liquor Control Board of Ontario (LCBO), the provincially-owned agency that, with the Liquor License Board of Ontario (LLBO), commissioned the complex. In operation since 1927, the LCBO consolidated its activities in this location with its office headquarters and the massive</p>	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>warehouse that included facilities for the distilling, bottling and storage of its own brand of liquor. As the largest purchaser of liquor and spirits in the world, the LCBO oversaw its retail and distribution system across the province from this complex at 55 Lake Shore Boulevard East.</p> <p>The associative value of the property at 55 Lake Shore Boulevard East is also through its contribution to the transformation of Toronto's waterfront after World War II. Prior to this, in the early 20th century, the waterfront had been extended and modernized with dredging, lakefill, breakwaters, permanent dock walls and slips that provided multiple points of access for water, rail and road transportation. The section east of Yonge Street was prepared for the impending opening of the St. Lawrence Seaway (1959) where large tracts of land were acquired for commercial and manufacturing facilities, including the marine terminals on the Queen Elizabeth Docks (no longer extant) and the LCBO Complex, which led to the post-war revitalization of Toronto's waterfront.</p> <p>Contextually, the LCBO Complex supports and maintains the historic character of Toronto's central waterfront as it was</p>	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>expanded and modernized in the 20th century. Anchored on the east end by the extant silo of the Victory Soya Mills (completed 1948), this section of the waterfront east of Yonge Street is associated with the large-scale facilities that marked its post-World War II development and the opening of the St. Lawrence Seaway. The LCBO Complex is an important surviving reminder of the ongoing transformation of the central waterfront during this era.</p> <p>The LCBO Complex is historically, visually, functionally and physically linked to its setting where it occupies the entire block bounded by Lake Shore Boulevard East, Queen's Quay East and Cooper and Freeland streets and was situated to access the water, rail and road links along Toronto's central waterfront. In this location, it reflects the commercial and industrial heritage of the area, along with the neighbouring Redpath Sugar Complex (1957) at 95 Queen's Quay East, which is also recognized on the City's Heritage Register.</p> <p>Heritage Attributes:</p> <p>The Office Building with: •</p> <ul style="list-style-type: none">• The placement, setback and orientation of the structure on the south side of Lake Shore Boulevard	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>East between Cooper and Freeland streets where it is connected to the warehouse to the south by an overhead pedestrian bridge</p> <ul style="list-style-type: none">• The scale, form and massing of the four-storey building with the rectangular-shaped plan• The flat roofline with the stone coping and the penthouse with the brick cladding• The materials, with the buff brick cladding and the brick, stone and metal detailing, which complements the adjoining warehouse• The principal (north) entrance to the building, which is centred in the wall in the glazed porch with the granite detailing and the cantilevered roof, with the metal “Province of Ontario” crest on the right (west) side• On all of the elevations, the symmetrical arrangement of the window openings, which are recessed and set in stone frames• On the north elevation, the flat-headed window openings, which are reduced in height in the first (ground) floor with the continuous stone lintels and sills, and have metal balustrades in the upper three stories	




CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<ul style="list-style-type: none">• The side elevations (east and west), which display flat-headed window openings with stone trim and, in the upper stories, metal balustrades• On the west elevation, the entrance (originally designed for the retail store), which is set in the raised porch with the glazing, metal detailing and cantilevered roof• The east elevation, where the single entrance with the flat-headed surround is centered in the first (ground) floor• On the rear (south) elevation, the cargo door opening at the west end of the first (ground) floor, and the window openings, including those in the second floor that are reduced in height above the adjoining single-storey building that was designed as a truck-loading bay for the warehouse (south)• The overhead pedestrian bridge with the copper cladding and the flat-headed openings connecting the south wall of the office building to the north wall of the warehouse• On the interior, the entrance lobby (north) with the stone and metal	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>detailing (the lobby was partially altered in the 1990s)</p> <p>The Warehouse with:</p> <ul style="list-style-type: none">• The placement, setback and orientation of the structure, which is placed south of the office building, to which it is connected by the overhead pedestrian bridge, and extends from Cooper Street (east) to Freeland Street (west)• The scale, form and massing of the three-storey building with the rectangular shaped plan• The flat roofline with the stone coping and the brick-clad penthouse• The materials, with the concrete construction, the buff brick cladding, and the brick, stone and metal detailing, which complements the adjoining office building• On all of the elevations, the regular placement of the window openings, which are recessed and placed in stone surrounds• The west elevation on Freeland Street, with the mixture of the flat-headed window openings with the stone trim, the punched windows and, in the first storey, the paired window	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>openings that are protected by the canopy and placed beside the cargo door</p> <ul style="list-style-type: none">• On the south elevation facing Queen's Quay East, the flat-headed window openings with the continuous lintels and sills at the west end, the punched windows in the remainder of the wall, and the entrances in the first (ground) floor (which are additions)• The east elevation on Cooper Street, with the flat-headed window openings with the continuous stone lintels and sills in the first and third stories, the punched windows in the second floor, the two tall window openings for the stairwells (which have been blocked in), and the flat-headed entrance at the south end with the rolling steel door (designed to accommodate rail cars)• The north elevation facing the office building, with the glazed entrance porch at the west end of the first floor (which has been altered), the flat-headed window openings with the stone trim, some of which have metal balustrades, and the punched windows at the east end of the wall	


CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<ul style="list-style-type: none"> At the north end of the warehouse where it is connected to the office building (north), the single-storey building designed as a truck-loading bay with the brick cladding, the covered roof with the skylights, the canted corners, the openings for rolling doors (east and west) and, on the northeast corner, the flat-headed window openings with the continuous stone lintels and sills The overhead pedestrian bridge with the copper cladding and the flat-headed openings connecting the north wall of the warehouse to the south wall of the office building 	
CHR 13	BHR	Terminal Building (207-211 Queens Quay)	Listed on the City of Toronto's Inventory of Heritage Properties (20 June 1973)	<p>The Terminal Building was opened in 1928 by Moores & Duneford of New York. The structure was originally built as a marine terminal with office, warehouse, and cold-storage facilities. The building is an art-deco style federal building that has been repurposed for commercial and residential use. The original poured concrete structure is eight-storeys high, although additional storeys were added during renovations in 1983.</p> <p>The original elevations are an example of post-modern architecture in the early 20th</p>	 <p>North elevation of the Terminal Building</p>



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>century. This was in fact the first poured concrete building commissioned in Canada.</p> <p>The northern elevation of the building faces Queens Quay West and has a prominent symmetrically placed clock tower extending several storeys over the eight-storey mass of building. The first floor consists of a row of eight bay windows while higher storeys have smaller plain windows. The decorative attributes of the northern façade include straight lines and geometric shapes as does the remainder of the building's original poured concrete façade. The 1980s addition of additional floors can be seen when looking at the building from all elevations but is set back substantially from the art-deco façade.</p> <p>The rear elevation of the building visible from the east, south, and west is largely comprised of the original eight-storey poured concrete structure completed in the art-deco style. However, in 1983 architect Zeldler Roberts added four floors to the original height of the structure and added additional art-deco elements to the east, south, and west elevations including new rounded glass atriums. The new roof of the additional floors set back from the façade of the building are finished in green cladding. The 1980s renovations were awarded the Governor</p>	



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				<p>General's Medal of Architecture in 1986 and the Ontario Association of Architects' architectural Excellence Award in 1989. These renovations are sympathetic to the original design and the in some cases, as with the glass atriums add to the buildings original design. Open spaces along the southern elevation create an atmosphere whereby the buildings melds and utilizes the park like atmosphere along the modern Toronto shoreline.</p> <p>During the 1960s and 1970s the building was purchased by the Government of Canada and repurposed into residential and office space. The cold storage area that is separate from the main building and not within or adjacent to the Study Area was largely demolished and repurposed to become The Power Plant gallery and Harbour Front Theatre.</p> <p>The original building was accessible to railways along its northern elevation at Queens Quay West and steamships along its eastern, southern, and western harbour elevations. Today the building is a residential and commercial structure with high quality art-deco design that melds and improves the park atmosphere along the Toronto waterfront.</p>	

CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
CHR 14	BHR	Toronto Star Building (1 Yonge Street)	Identified during the field review	<p>The Toronto Star Building is a 100 m tall 25-storey mid-century office building built in the International style of architecture with brutalist influences. The building was opened in 1971 after the original Toronto Star building located at 80 King Street was demolished to make room for the First Canadian Place.</p> <p>The International style of architecture was developed in the 1920s-1930s. The style is characterized by an emphasis on volume over mass. Buildings of this style use lightweight, mass-produced, industrial materials, reject all ornament and colour, have repetitive modular forms, and use flat surfaces, typically alternated with glass. Brutalist architecture emerged during the 1950s and includes structures generally employing exposed building materials including concrete exhibiting a predominately monochrome colour palette.</p> <p>The newspaper originally known as the Evening Star and then the Toronto Daily Sun was created in 1892 and is the flagship newspaper of Toronto.</p> <p>This building represents a period of growth in the area adjacent to the Union Station HCD near the waterfront in Toronto. During this period the area began to be infilled with</p>	 <p>South elevation of the Toronto Star Building</p>



CHR No.	Type	Name/ Location	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest (CHVI)	Photographs/Digital Image
				commercial office structures as the area became increasingly de-industrialized. This structure represents an excellent example of the prominent type of architecture at a time of transition in the area and is home to a flagship newspaper making it a landmark in the central Toronto waterfront landscape.	



Figure 11: Identified Built Heritage Resources and Cultural Heritage Landscapes
Please reach out to the Project Team should you require alternative text for this image.



6.0 Preliminary Impact Assessment

The MCM guidance document titled *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* and *Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants* gives guidance on the how to complete impact assessments for TPAP projects (MCM 2019). The purpose of the impact assessment is to identify and assess the proposed activity to determine impacts (positive or negative, direct or indirect) that the proposed activity may have on a property's CHVI. For the purpose of this preliminary impact assessment, the following definitions of direct, indirect, and positive impacts are used:

- **Direct Adverse Impact:** A permanent or irreversible negative affect on the cultural heritage value or interest of a property or result in the loss of a heritage attribute on all or part of the provincial heritage property.
- **Indirect Adverse Impact:** An impact that is the result of an activity on or near the property that may adversely affect its cultural heritage value or interest and/or heritage attributes.
- **Positive Impact:** An impact that may positively affect a property by conserving or enhancing its cultural heritage value or interest and/or heritage attributes.

(MCM 2017)

A description of the proposed work for the TTC Waterfront East LRT is provided below in Section 6.1 and a detailed preliminary impact assessment and proposed mitigation measures are provided in Section 6.0.

6.1 Description of the Proposed Work

A preliminary impact assessment to evaluate the potential impacts of the proposed work on built heritage resources and cultural heritage landscapes was completed. This preliminary impact assessment was prepared based on drawings of the proposed work contained in **Appendix C**.

The scope of the project is to complete the Preliminary Design and Engineering (PDE) to produce a Baseline Design (approximately 30% design completion) of a new Light Rail Transit (LRT) system. The WELRT, goes under Bay Street, from Front Street to Queens Quay W, then heading easterly on Queens Quay West. A new portal on Queens Quay West between Bay Street and Yonge Street will be constructed to provide a transition from an underground LRT to an at-grade LRT, which will complement the existing west portal and at-grade LRT on Queens Quay West, west of Bay Street. The CDRS Property Impacts Report includes a list of properties where impacts are anticipated. The key findings of this report are summarized in Section 6.1 (Wood 2020). Identified known and potential heritage properties are highlighted in grey. It should be noted that the Study Area (north of Harbour Street) is located within the Union Station HCD and the proposed work may have impacts to the overall HCD (i.e. public realm or construction of new buildings/infrastructure).



Table 6: Summary of CDRS Property Impacts Report

Property Address	Proposed Property Impact
65 Front Street West (Union Station)	A Proposed Property Taking (TBD) of approximately 180.81 m ² will be required to accommodate the Union Station Loop.
Rail Corridor	A Proposed Property Taking (TBD) of approximately 43.16 m ² will be required to accommodate a portion of the tunnel and shoring.
40 Bay Street (Concourse Area into Scotiabank Arena; Postal Delivery Building)	A Proposed Property Taking (TBD) of approximately 115.27 m ² will be required to accommodate a portion of the tunnel and shoring.
1 Front Street West (Dominion Public Building)	A Proposed Stratified Subsurface Taking of approximately 18.8 m ² will be required to accommodate the Union Station Loop and Proposed Future Taking of approximately 30.22 m ² will be required to accommodate a future entrance to the adjacent building.
141 Bay Street	A Proposed Property Taking (TBD) of approximately 1428.3 m ² will be required to accommodate the teamway and entrances into the proposed development at 141 Bay Street.
81 Bay Street	Proposed Subsurface Stratified Taking based on the current design an approximate 8.8 m ² may be required to accommodate a small portion of the tunnel as it appears to abut the property line.
10 Bay Street	There is an existing staircase and elevator shaft at this property and any alterations are subject to the existing access agreement between TTC and the owner.
20 Bay Street	A Proposed Property Taking (TBD) of approximately 26.63 m ² will be required to accommodate a proposed entry to the platform that will be within the building.
9 Queens Quay West (Jack Layton Ferry Terminal)	Proposed Fee Simple Taking based on the current design there will be a 136.11 m ² for the proposed staircase and elevator shaft from the surface to the Queens Quay station.
1 Harbour Square (Westing Harbour Castle Hotel)	Proposed Subsurface Stratified Taking based on the current design there will be a 91.76 m ² for the proposed staircase and elevator shaft to the Queens Quay station.
Union Station Rail Corridor & Concourse	A Proposed Property Taking (TBD) of approximately 924.04 m ² will be required to accommodate a portion of the tunnel and shoring.



Property Address	Proposed Property Impact
11 Bay Street	<p>The proposed development will be a 54-storey office building comprised of mixed-use conference facility, commercial and retail spaces.</p> <p>The developer has allocated a proposed entrance on the south end to integrate access to the proposed TTC Queens Quay station platform and based on the current design a proposed property taking will be required for the entrance, proposed staircases and elevator shaft.</p>



Table 7: Potential Impacts of the Proposed Work on Built Heritage Resources and Cultural Heritage Landscapes

CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
CHR 1	-HCD -CHL	-Union Station Heritage Conservation District -Bounded by Wellington Street West (north), Yonge Street (east), Lakeshore Boulevard West/Harbour Street (south), Simcoe Street/Reese Street (west)	-Designated under Part V <i>Ontario Heritage Act</i> through By-Law 634-2006	Anticipated Impact: New accesses resulting from the Union Station LRT Loop Expansion to accommodate up to four (4) new platforms, including new crossover tracks Type of Impact: <i>Direct Adverse Impacts (land disturbance, alterations, introduction of new elements)</i> resulting from the following: <ul style="list-style-type: none">• Construction of Union Station Loop (open cut)• Connection to 1 Front Street• Exit to Teamway• Alterations to the northbound platform	Preferred Option: <i>Avoidance:</i> Proposed work within the Union Station HCD should be planned in a manner that avoids direct impacts to ‘Contributing Properties’ and heritage attributes of the district. However, it is recognized that the nature of this Project requires the permanent alteration of existing infrastructure and known heritage properties in the HCD (i.e. Union Station). Accordingly, alternative mitigation options are recommended below. Alternative Option: <i>Heritage Impact Assessment:</i> Direct impacts are anticipated to portions of the HCD due to below and at-grade construction work associated with the WELRT. In addition, open cut construction is anticipated within the HCD in the vicinity of Union Station, the Dominion Public Building, and the Postal Delivery Building. This represents a potential permanent alteration to the public realm of the district. Accordingly, an HIA must be prepared. The HIA will be completed in accordance with the MCM <i>Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties</i> (2017) to identify alternatives and mitigation and monitoring commitments to avoid or lessen impacts on the cultural heritage



CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
				<ul style="list-style-type: none"> Anticipated impacts to the east of the emergency egress. Connection to 20 Bay Street and/or Stairs to the Street Connection to 11 Bay Street <p><i>Indirect Adverse Impacts (potential vibration damage) resulting from construction work.</i></p>	<p>value and heritage attributes of the Union Station HCD with a focus on mitigating potential impacts to the public realm.</p> <p><i>Vibration Monitoring:</i> Construction work is proposed within, and adjacent to, multiple buildings and structures within the HCD. A qualified geotechnical engineer should identify a vibration zone of influence that accounts for potential impacts to 'contributing' and 'non-contributing' buildings in the HCD. Where required, vibration monitoring should consist of a pre-construction survey, vibration monitoring during construction, and a post-construction survey.</p>
CHR 2	CHL	Union Station (65-71 Front Street West)	<p>-Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union Station HCD (By-Law 634-2006) as a 'Contributing Building'</p> <p>- Designated under Part IV of</p>	<p>Anticipated Impact: New accesses resulting from the Union Station WELRT Loop Expansion to accommodate up to four (4) new platforms, including new crossover tracks.</p> <p>Type of Impact: <i>Direct Adverse Impacts (land disturbance,</i></p>	<p>Preferred Option: <i>Avoidance:</i> The proposed work should be planned in a manner that avoids direct impacts to the heritage attributes of Union Station. However, it is recognized that the nature of this Project requires the permanent alteration of existing infrastructure and building components associated with Union Station. Accordingly, alternative mitigation options are recommended below.</p>



CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
			<p>the <i>Ontario Heritage Act</i> (By-Law 948-2005)</p> <p>-Designated as a Provincial Heritage Property of Provincial Significance by Metrolinx</p> <p>-National Historic Site of Canada under the Historic Sites and Monuments Act by Parks Canada (1975-11-28) (R.S.C., 1985, c. H-4)</p>	<p><i>alterations, introduction of new elements</i>) anticipated resulting from the following:</p> <ul style="list-style-type: none">• Potential connection to 1 Front Street• Exit to Teamway,• Alterations to the northbound platform• Anticipated impacts to the east of the emergency egress• Alterations to the track alignment. <p><i>Indirect Adverse Impacts (potential vibration damage)</i> resulting from construction work within, and immediately adjacent to, Union Station.</p>	<p>Alternative Option: <i>Heritage Impact Assessment:</i> Direct impacts are anticipated to this resource. Accordingly, an HIA must be prepared. The HIA will be completed in accordance with the MCM <i>Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties</i> (2017) to identify alternatives and mitigation and monitoring commitments to avoid or lessen impacts on the cultural heritage value and heritage attributes of Union Station.</p> <p><i>Protection Measures:</i> This property should be noted on project drawings as a “protected heritage property” to identify the heritage status of the property to project personnel. In addition, protective fencing should be installed during construction to protect the heritage attributes of the property.</p> <p><i>Vibration Monitoring:</i> Construction work is proposed immediately within, and immediately adjacent to, this property. Vibration monitoring should be carried out by a qualified geotechnical engineer. Vibration monitoring should consist of a pre-construction survey, vibration monitoring during construction, and a post-construction survey.</p>



CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
CHR 3	BHR	Dominion Public Building (1 Front Street West)	<p>-Designated under Part IV <i>Ontario Heritage Act</i> with By-Law 423-2017</p> <p>Designated under Part V of the Ontario Heritage Act as part of the Union Station HCD through By-law 634-2006</p> <p>-‘Contributing Building’ in the Union Station HCD</p> <p>- Classified Federal Heritage Building by the Park’s Canada Federal Heritage Buildings Review Office (FHBRO) in 1983.</p>	<p>Anticipated Impact: Proposed property acquisition of approximately 18 m² to accommodate the Union Station Loop and proposed future property acquisition of approximately 30 m² to accommodate a future entrance to the adjacent building.</p> <p>Type of Impact: <i>Direct Adverse Impacts (land disturbance, alterations, introduction of new elements)</i> resulting from property acquisition and planned connection to the WELRT north loop infrastructure.</p> <p><i>Indirect Adverse Impacts (potential vibration damage)</i> resulting from construction work to</p>	<p>Preferred Option: <i>Avoidance:</i> The proposed work should be planned in a manner that avoids direct impacts to the heritage attributes of the Dominion Public Building. However, it is recognized that the nature of this Project requires the permanent alteration of existing infrastructure and building components associated with Union Station and the planned connection to 1 Front Street. Accordingly, alternative mitigation options are recommended below.</p> <p>Alternative Option: <i>Heritage Impact Assessment:</i> Direct impacts are anticipated to this resource. Accordingly, an HIA must be prepared. The HIA will be completed in accordance with the MCM <i>Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties</i> (2017) to identify alternatives and mitigation and monitoring commitments to avoid or lessen impacts on the cultural heritage value and heritage attributes of the Dominion Public Building.</p> <p><i>Protection Measures:</i> This property should be noted on project drawings as a “protected heritage property” to identify the heritage status of the property to project personnel. In addition,</p>



CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
				accommodate the Union Station Loop.	protective fencing should be installed during construction to protect the heritage attributes of the property. <i>Vibration Monitoring:</i> Construction work is proposed, within, and immediately adjacent to, this property. Vibration monitoring should be carried out by a qualified geotechnical engineer. Vibration monitoring should consist of a pre-construction survey, vibration monitoring during construction, and a post-construction survey.
CHR 4	BHR	Postal Delivery Building (40 Bay Street)	-Designated under Part IV of the <i>Ontario Heritage Act</i> through By-law 360-90 -Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union Station HCD through By-law 634-2006 -'Contributing Building' in the Union Station HCD	Anticipated Impact: Proposed property acquisition of approximately 115 m ² to accommodate a portion of the tunnel and shoring. Type of Impact: <i>Direct Adverse Impacts (land disturbance, alterations, introduction of new elements)</i> resulting from property acquisition and planned	Preferred Option: <i>Avoidance:</i> The proposed work should be planned in a manner that avoids direct impacts to the heritage attributes of the Postal Delivery Building. However, it is recognized that the nature of this Project requires the permanent alteration of existing infrastructure along Bay Street immediately adjacent to, and within the property limits, of this building given its connection to the existing transit network. Accordingly, alternative mitigation options are recommended below. Alternative Option: <i>Heritage Impact Assessment:</i> Direct impacts are anticipated to this property. Accordingly, an HIA must be prepared. The HIA will be completed in



CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
				construction of tunnel and shoring. <i>Indirect Adverse Impacts (potential vibration damage)</i> resulting from construction work required to accommodate a portion of the tunnel and shoring.	accordance with the MCM <i>Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties</i> (2017) to identify alternatives and mitigation and monitoring commitments to avoid or lessen impacts on the cultural heritage value and heritage attributes of the Dominion Public Building. <i>Protection Measures:</i> This property should be noted on project drawings as a “protected heritage property” to identify the heritage status of the building to project personnel. In addition, protective fencing should be installed during construction to protect the Bay Street façade of the building. <i>Vibration Monitoring:</i> Construction work is proposed, within, and immediately adjacent to, this property. Vibration monitoring should be carried out by a qualified geotechnical engineer. Vibration monitoring should consist of a pre-construction survey, vibration monitoring during construction, and a post-construction survey.
CHR 5	BHR	Brookfield Place (161 Bay Street)	-Designated under Part V of the <i>Ontario Heritage Act</i> as part of the	Anticipated Impact: Work is planned within approximately 12 metres of Brookfield Place.	Preferred Option: <i>Avoidance:</i> The proposed work should be planned in a manner that avoids direct impacts to the heritage attributes of Brookfield Place. However, it



CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
			Union Station HCD through By-law 634-2006 -'Contributing Building' in the Union Station HCD	Type of Impact: <i>Indirect Adverse Impacts (potential vibration damage)</i> resulting from construction work in close proximity to this building.	is recognized that the nature of this Project requires the permanent alteration of existing infrastructure and construction activities in the immediate vicinity of this building. Accordingly, alternative mitigation options are recommended below. Alternative Option: Construction work is planned within approximately 12 metres of this building. Given the close proximity of work, vibration monitoring should be carried out for this property by a qualified geotechnical engineer. Vibration monitoring should consist of a pre-construction survey, vibration monitoring during construction, and a post-construction survey.
CHR 6	BHR	Royal Bank Plaza (200 Bay Street)	-Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union Station HCD -'Contributing Building' in the Union Station HCD	Anticipated Impact: Work is planned within approximately 12 metres of Royal Bank Plaza. Type of Impact: <i>Indirect Adverse Impacts (potential vibration damage)</i> resulting from construction work in close proximity to this building.	Preferred Option: <i>Avoidance:</i> The proposed work should be planned in a manner that avoids direct impacts to the heritage attributes of the Royal Bank Plaza. However, it is recognized that the nature of this Project requires the permanent alteration of existing infrastructure and construction activities in the immediate vicinity of this building. Accordingly, alternative mitigation options are recommended below.



CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
					Alternative Option: Construction work is planned within approximately 12 metres of this building. Given the close proximity of work, vibration monitoring should be carried out for this property by a qualified geotechnical engineer. Vibration monitoring should consist of a pre-construction survey, vibration monitoring during construction, and a post-construction survey.
CHR 7	BHR	Gowans Kent Building (20 Front Street)	-Designated under Part IV of the <i>Ontario Heritage Act</i> through By-law 108-83 -Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union Station HCD through By-law 634-2006	No anticipated impacts.	None
CHR 8	BHR	Toronto Harbour Commission Building (60 Harbour Square)	Designated under Part V of the <i>Ontario Heritage Act</i> as part of the Union Station HCD	Anticipated Impact: A laydown area is proposed in the parking lot on the east side of the Toronto Harbour Commission Building.	Preferred Option: <i>Avoidance:</i> The proposed work staging area should be planned in a manner that avoids direct impacts to the heritage attributes of the Toronto Harbour Commission Building.



CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
			-‘Contributing Building’ in the Union Station HCD	Type of Impact: <i>Indirect (temporary isolation from the Union Station HCD) due to use of adjacent property as a staging area.</i>	<i>Protection Measures:</i> This property should be noted on project drawings as a “protected heritage property” to identify the heritage status of the building to project personnel. If warranted, protective fencing should be installed along the east elevation of this building during construction to protect this building while the staging area is in place.
CHR 9	BHR	Toronto Ferry Company Waiting Room (145 Queens Quay West)	Designated under Part IV of the <i>Ontario Heritage Act</i> through By-law 1249-2007 -Heritage Easement registered in 1991	No anticipated Impacts	None
CHR 10	CHL	Westin Harbour Castle Hotel (1 Harbour Square)	Identified during the field review	Anticipated Impact: Proposed subsurface property acquisition to accommodate proposed staircase and elevator shaft to the Queens Quay station. No direct impacts to the Westing Harbour Castle Hotel are anticipated since	Preferred Option: <i>Avoidance:</i> The proposed work should be planned in a manner that avoids direct impacts to the Westin Harbour Castle Hotel. However, it is recognized that the nature of this Project requires the permanent alteration of existing infrastructure along Queens Quay immediately adjacent to, and within the property limits, of this building. Accordingly, alternative mitigation options are recommended below.



CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
				property acquisition and planned work are located below grade. Type of Impact: <i>Indirect (potential vibration damage)</i> due to use of adjacent property as a staging area.	Protection Measures: This property should be noted on project drawings as a “potential heritage property” to identify the heritage status of the building to project personnel. In addition, protective fencing should be installed along the west elevation of this building in the vicinity of the planned staircase and elevator shaft to protect this building during construction. Vibration Monitoring: Construction work is proposed, within, and immediately adjacent to, this property. Vibration monitoring should be carried out by a qualified geotechnical engineer. Vibration monitoring should consist of a pre-construction survey, vibration monitoring during construction, and a post-construction survey.
CHR 11	CHL	Redpath Sugar Refinery (95 Queens Quay East)	Listed on the City of Toronto’s Inventory of Heritage Properties (June 1984)	No anticipated Impacts	None
CHR 12	CHL	LCBO Complex (55 Lake Shore Boulevard East [north of	Designated under Part IV of the Ontario Heritage Act through By-law 45-2021	No anticipated Impacts	None



CHR No.	Property Type	Location	Heritage Recognition	Type and Description of Potential/Anticipated Impact	Mitigation Measures: i. Mitigation Options ii. Mitigation Recommendation
		Queen's Quay Boulevard East between Freeland and Cooper streets])			
CHR 13	BHR	Terminal Building (207-211 Queens Quay)	Listed on the City of Toronto's Inventory of Heritage Properties (20 June 1973)	No anticipated Impacts	None
CHR 14	BHR	Toronto Star Building (1 Yonge Street)	Identified during the field review	No anticipated Impacts	None



7.0 Recommendations

WSP was retained by TTC to complete a CHR in support of the WELRT. This CHR represents one deliverable to support program delivery. This CHR is being carried out under the TPAP and was prepared in accordance with the MCM guidance document titled *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants* (MCM 2019).

The purpose of this CHR is to establish the historical context of the Study Area, identify known and potential built heritage resources and cultural heritage landscapes through information gathering and fieldwork, create an inventory of built heritage resources and cultural heritage landscapes, and complete a preliminary impact assessment and recommend mitigation measures.

The results of the heritage review determined that there are nine built heritage resources (CHR 3-CHR 9 and CHR 13 and CHR 14) and five cultural heritage landscapes (CHR 1, CHR 2, and CHR 9-11) in the Study Area.

A preliminary impact assessment was completed to evaluate potential impacts to identified built heritage resources and cultural heritage landscapes and recommend mitigation measures. Based on the impact assessment, the following recommendations are made:

- 1) The proposed WELRT is located within the Union Station HCD (CHR 1) and adjacent to, or in close proximity to, an additional 13 known and potential cultural heritage properties (CHR 2-14). The proposed work should be planned in a manner that avoids direct impacts to these properties.
- 2) Direct adverse impacts are anticipated to four *protected* heritage properties. Standalone HIAs should be completed for each of these properties to identify potential impacts and develop mitigation measures. Each HIA should be prepared in accordance with the MCM *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (2017). Properties requiring an HIA include:
 - a. CHR 1 (Union Station HCD)
 - b. CHR 2 (Union Station, 65-71 Front Street West)
 - c. CHR 3 (Dominion Public Building, 1 Front Street)
 - d. CHR 4 (Postal Delivery Building, 40 Bay Street)
- 3) The nature of the work planned may affect the flow of people into and within the Union Station HCD and connectivity between open spaces within the public realm. Anticipated temporary and permanent impacts to streetscapes and the subgrade PATH system will be considered in the subsequent HIA.
- 4) Work is planned within, or in close proximity to, CHR 2 (Union Station, 65-71 Front Street West), CHR 3 (Dominion Public Building, 1 Front Street), CHR 4 (Postal Delivery Building, 40 Bay Street), CHR 8 (Toronto Harbour Commission Building, 60 Harbour Square), and CHR 10 (Westin Harbour Castle Hotel, 1 Harbour Square).



Site plan control is recommended for these properties. These properties should be identified on project drawings so that project personnel are aware of the heritage status of these resources. In addition, protective fencing should be installed along these properties in the vicinity of construction work or laydown areas to protect these buildings during the construction phase of the Project.

5) Construction activity is proposed within, or in close proximity to, CHR 1 (Union Station Heritage Conservation District), CHR 2 (Union Station, 65-71 Front Street West), CHR 3 (Dominion Public Building, 1 Front Street), CHR 4 (Postal Delivery Building, 40 Bay Street), CHR 5 (Brookfield Place, 161 Bay Street), CHR 6 (Royal Bank Plaza, 200 Bay Street), and CHR 10 (Westin Harbour Castle Hotel (1 Harbour Square). Vibration monitoring is recommended for these properties and should include pre-condition survey, vibration monitoring during construction, and post-condition survey. Vibration monitoring should be completed by a qualified geotechnical engineer. The above recommendation was prepared using the best available information regarding potential impacts at the time of writing. Should the proposed work change, then the preliminary impact assessment should be revisited to confirm identified impacts and proposed mitigation measures.



8.0 Assessor Qualifications

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



9.0 Closure

This report was prepared for the exclusive use of the TTC and is intended to provide a Cultural Heritage Report (Existing Conditions and Preliminary Impact Assessment) of the Study Area. The Study Area includes Bay Street from Front Street West to Queens Quay West and Queens Quay from roughly York Street to Cooper Street. The Study Area also includes proposed laydown areas adjacent to Bay Street and Queens Quay West/Queens Quay East in the City of Toronto, Ontario.

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

The report is based on data and information collected during the cultural heritage assessment conducted by WSP. It is based solely a review of historical information, a property reconnaissance conducted in December 2019 and data obtained by WSP as described in this report. Except as otherwise maybe specified, WSP disclaims any obligation to update this report for events taking place, or with respect to information that becomes available to WSP after the time during which WSP conducted the cultural heritage assessment. In evaluating the Study Area, WSP has relied in good faith on information provided by other individuals noted in this report. WSP has assumed that the information provided is factual and accurate. In addition, the findings in this report are based, to a large degree, upon information provided by the current owner/occupant. WSP accepts no responsibility for any deficiency, misstatement or inaccuracy contained in this report as a result of omissions, misinterpretations or fraudulent acts of persons interviewed or contacted.

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

We trust that the information presented in this report meets your current requirements. Should you have any questions, or concerns, please do not hesitate to contact the undersigned.



Respectfully Submitted,
WSP E&I Canada Limited

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Appendix A: Aerial Photographs



Plate A1: Aerial Photograph
Dated: 1947
TCC Waterfront East LRT
Plate: B1



Plate A2: Aerial Photograph
Dated: 1957
TCC Waterfront East LRT
Plate: B2

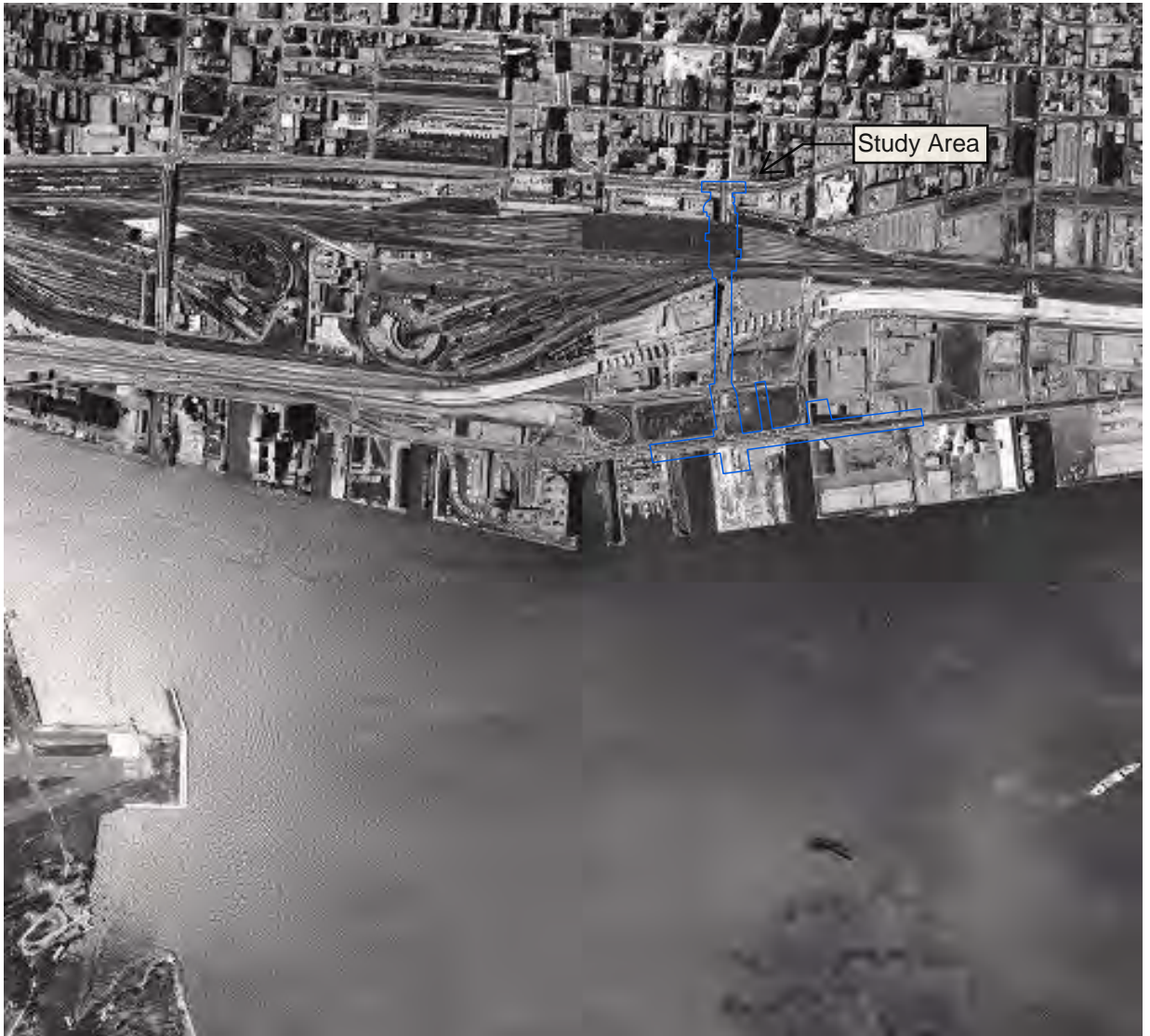


Plate A3: Aerial Photograph
Dated: 1964
TCC Waterfront East LRT
Plate: B3



Plate A4: Aerial Photograph
Dated: 1968
TCC Waterfront East LRT
Plate: B4

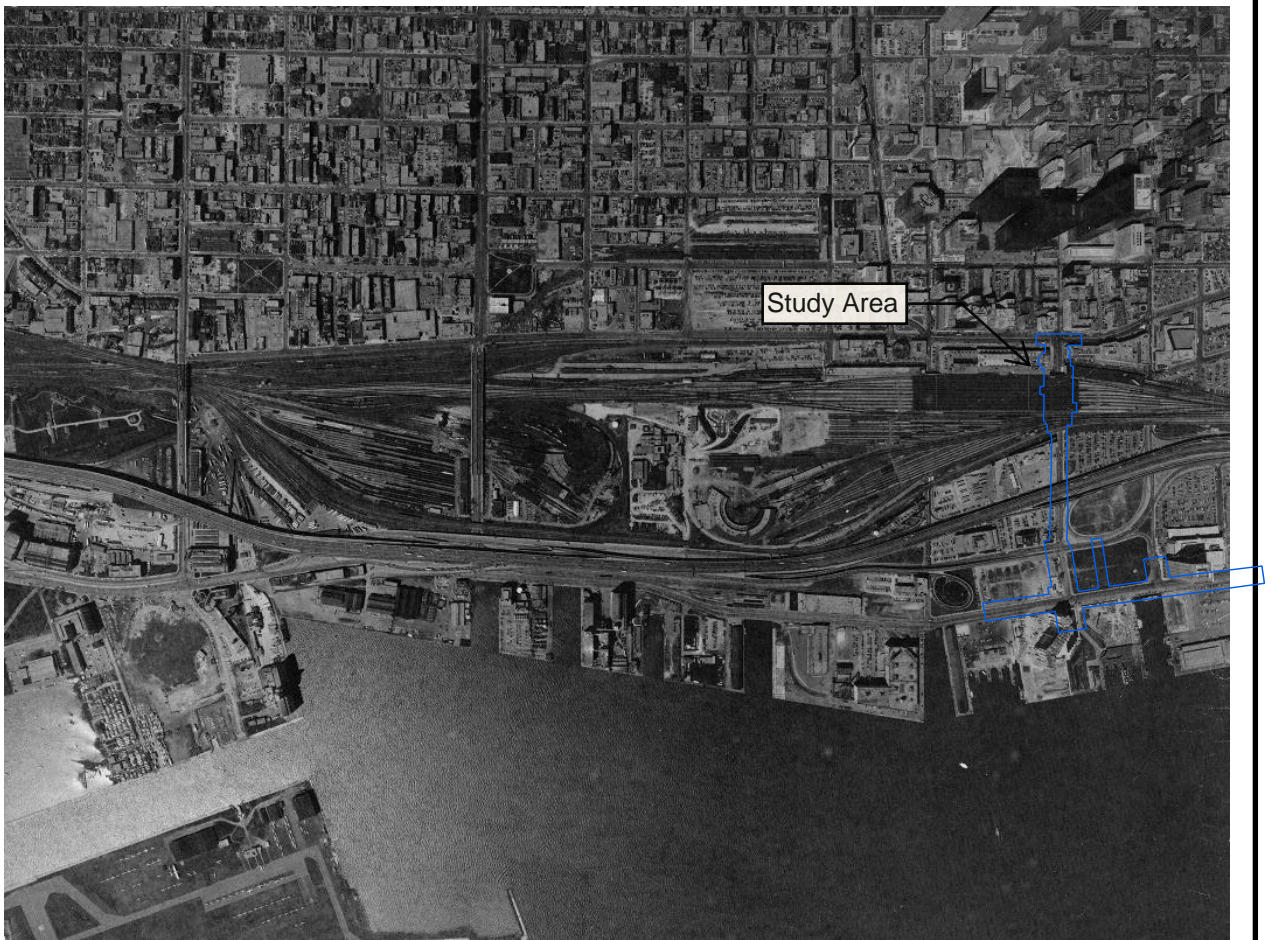


Plate A5: Aerial Photograph
Dated: 1973
TCC Waterfront East LRT
Plate: B5

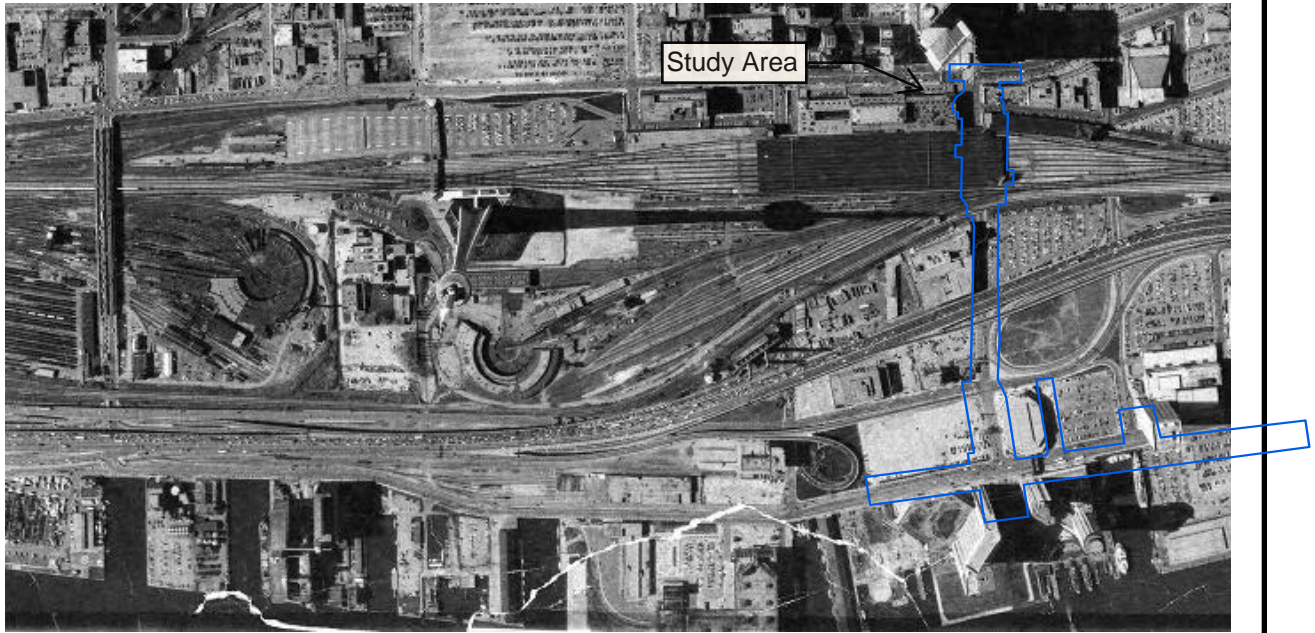


Plate A6: Aerial Photograph
Dated: 1977
TCC Waterfront East LRT
Plate: B6

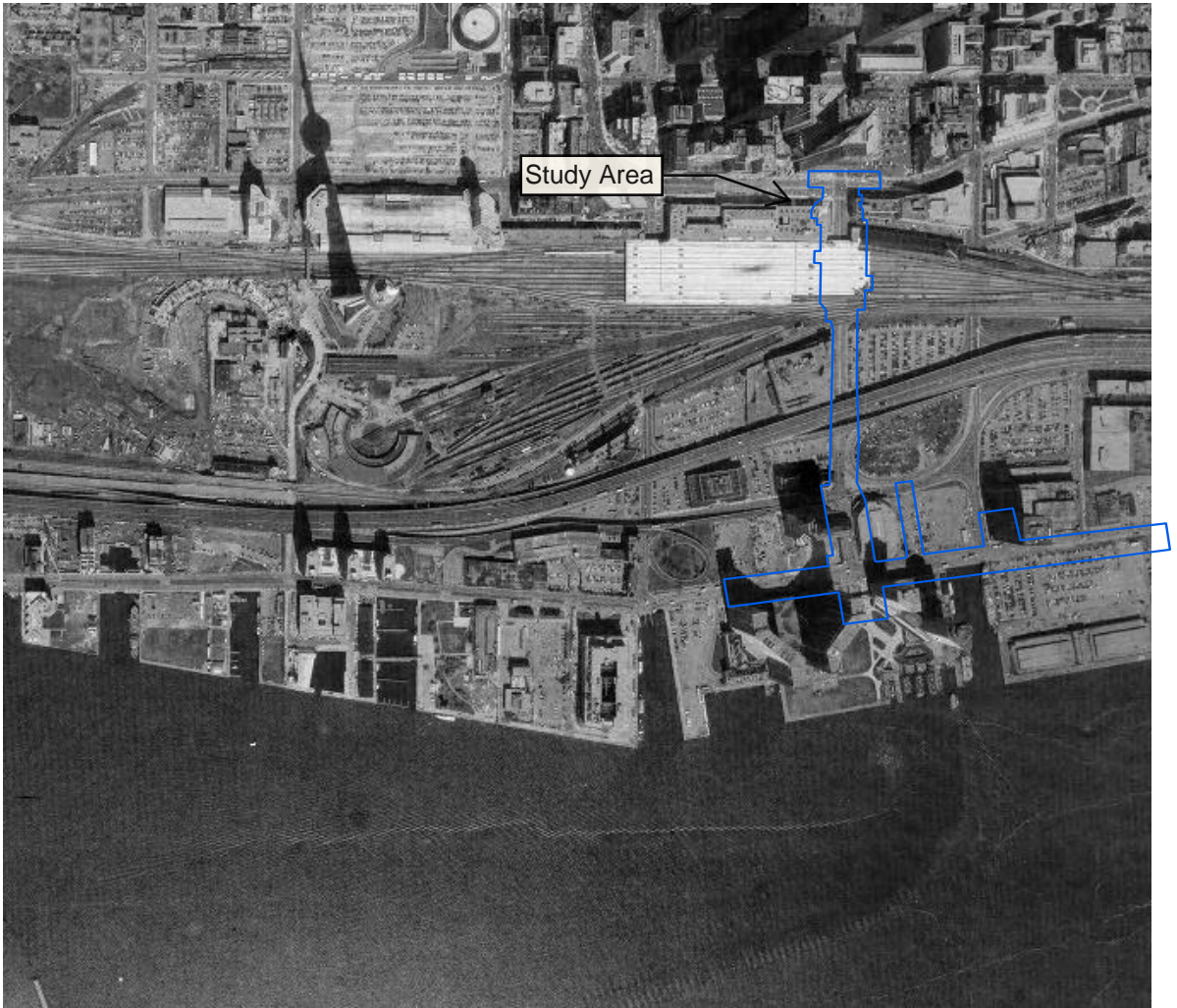


Plate A7: Aerial Photograph
Dated: 1987
TCC Waterfront East LRT
Plate: B7

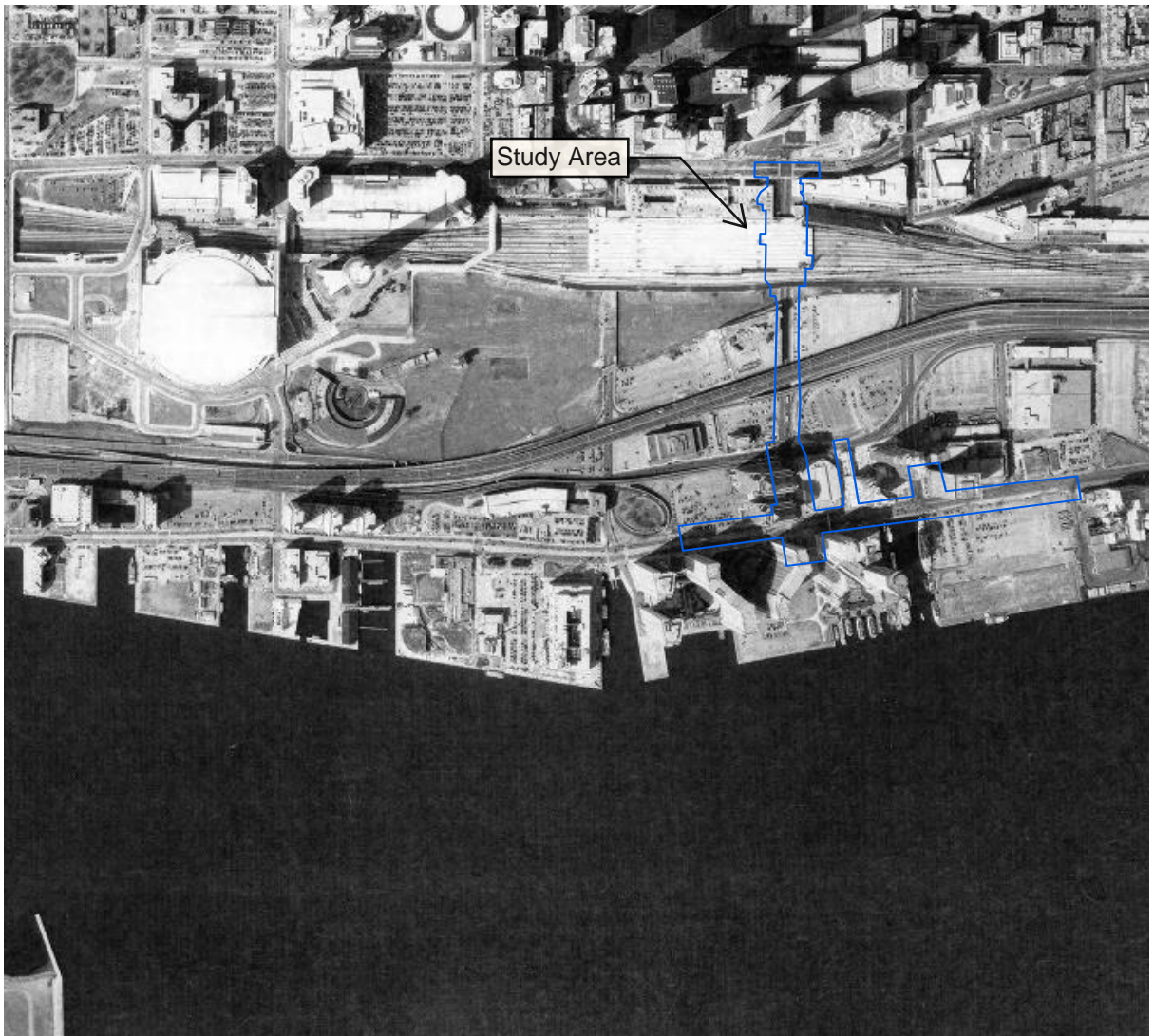


Plate A8: Aerial Photograph
Dated: 1992
TCC Waterfront East LRT
Plate: B8

Appendix B: Information Gathering Results

Schopf, Heidy

From: Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>
Sent: Friday, December 18, 2020 12:56 PM
To: Schopf, Heidy; Registrar (MHSTCI); Fischer, Luke
Subject: RE: MHSTCI Response: Information Gathering Request - Waterfront East Light Rail Transit (LRT)
Attachments: MHC SCHV - Union Station FINAL.pdf; 4. USRC Scott Street Interlocking Tower - MHC Decision Form & SCHV (PHPPS).pdf; Metrolinx Heritage Committee - Yonge Street Bridge.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Heidy and Luke,

Karla is away today so I am following up with the statements of Cultural Heritage Value for the three properties. Please let us know if you need anything else.

Sincerely,
Laura

Laura Hatcher, MCIP, RPP

Heritage Planner

Heritage Planning Unit | Programs and Services Branch | Heritage, Tourism and Culture Division

Ministry of Heritage, Sport, Tourism and Culture Industries

401 Bay Street Suite 1700 Toronto ON M7A 0A7

Tel. 437-239-3404 **New** | email: laura.e.hatcher@ontario.ca

From: Schopf, Heidy <heidy.schopf@woodplc.com>
Sent: Friday, December 18, 2020 7:24 AM
To: Registrar (MHSTCI) <Registrar@ontario.ca>; Fischer, Luke <luke.fischer@woodplc.com>
Cc: Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>
Subject: RE: MHSTCI Response: Information Gathering Request - Waterfront East Light Rail Transit (LRT)

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Karla,

Thank you so much for the quick reply. Yes, please send along the 'Statements of Cultural Heritage Value' for all three properties. That would be much appreciated!

I will double check on the process as well and get back to you.

Happy Holidays 😊

-Heidy

From: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca> **On Behalf Of** Registrar (MHSTCI)
Sent: Thursday, December 17, 2020 5:02 PM
To: Fischer, Luke <luke.fischer@woodplc.com>
Cc: Registrar (MHSTCI) <Registrar@ontario.ca>; Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Schopf, Heidy <heidy.schopf@woodplc.com>
Subject: MHSTCI Response: Information Gathering Request - Waterfront East Light Rail Transit (LRT)

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

File 0013552 – TTC Waterfront East Light Rail Transit (LRT)

Hi Luke,

I hope this email finds you well.

As you may know, the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) developed screening checklists to assist property owners, developers, consultants and others to identify known and potential cultural heritage resources:

- [Criteria for Evaluating Archaeological Potential](#)
- [Criteria for Evaluating Marine Archaeological Potential](#)
- [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#)

I have used the document above (Built Heritage and Cultural Heritage Landscapes) in order to respond to your question:

- Question 3a. i. Is the property (or project area) identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value e.g. a property that is designated by order of the Minister of Heritage, Sport, Tourism and Culture Industries as being of cultural heritage value or interest of provincial significance [s.34.5]?

MHSTCI Response: To date, no properties have been designated by the Minister.

- Question 3a.v. Is the property (or project area) identified, designated or otherwise protected under the Ontario Heritage Act as being of cultural heritage value included in the Ministry of Heritage, Sport, Tourism and Culture Industries' list of provincial heritage properties?

MHSTCI Response: The following provincial heritage properties are within or adjacent to the study area:

- Union Station – provincial heritage property of provincial significance
- Union Station Rail Corridor (USRC) Interlocking Tower - Scott Street - provincial heritage property of provincial significance
- Yonge Street Railway Bridge – provincial heritage property (of local significance)

Let me know if you would like a copy of the Statement of Cultural Heritage Value for any of the properties above. None of these properties have a Strategic Conservation Plan in place. Please note that if the subject lands or parts of the subject lands are owned or controlled by an Ontario Ministry or Prescribed Public Body (PPB) on behalf of the Crown (the list of PPBs is available as O. Reg. 157/10), a Ministry or PPB may have responsibilities under the [Standards and Guidelines for Conservation of Provincial Heritage Properties](#).

Regarding your request about other protected heritage properties within or adjacent to the study area, you should contact the Ontario Heritage Trust, Provincial Heritage Registrar at registrar@heritagetrust.on.ca or 416-212-7104 and the City of Toronto Heritage Preservation Services.

Please let us know which process will this project fall under (e.g. Ontario Regulation 231/08 – Transit Project Assessment Process) as we may have additional advice.

I hope this helps. Let me know if you have any questions.

Regards,
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead, Heritage
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit
T. 416.314.7120 | Email: karla.barboza@ontario.ca

From: Fischer, Luke <luke.fischer@woodplc.com>
Sent: December-16-20 3:08 PM
To: Registrar (MHSTCI) <Registrar@ontario.ca>
Cc: Schopf, Heidy <heidy.schopf@woodplc.com>
Subject: Information Gathering Request

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Hello,

Wood is carrying out a *Cultural heritage Report: Exiting Conditions and Preliminary Impact Assessment* (CHR) for the Waterfront East Light Rail Transit (LRT) project in Toronto. Please find the attached letter indicating the study area and outlining the information we are seeking to inform our report.

Kind Regards,
Luke

Luke Fischer, M.A., CAHP
Senior Archaeologist, Built Heritage Analyst
Direct: 1 (519) 681-2400
Mobile: 1 (226) 376-2968
luke.fischer@woodplc.com
www.woodplc.com

wood.

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Schopf, Heidy


From: Yasmina Shamji <Yasmina.Shamji@toronto.ca>
Sent: Thursday, March 25, 2021 11:36 AM
To: Schopf, Heidy
Subject: FW: Information Gathering Request
Attachments: OSIO52004_TTC Waterfront East LRT_Information Gathering Request_20201216....pdf

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Heidy

Sorry, I didn't realize I hadn't copied you on the email. Here is my response to Luke.

Thank you

Yasmina Shamji
Urban Design | Heritage Planning
Toronto City Hall | 100 Queen Street West, 17th Floor East Tower
Toronto, ON M5H 2N2
416-392-1975
[City of Toronto](#)


From: Yasmina Shamji
Sent: January 7, 2021 4:27 PM
To: 'Fischer, Luke' <luke.fischer@woodplc.com>
Cc: Guy Zimmerman <Guy.Zimmerman@toronto.ca>; Joe Muller <Joe.Muller@toronto.ca>
Subject: RE: Information Gathering Request

Luke

Happy New Year!

I have reviewed your report and compiled the information as requested. I don't have information for the properties noted in red below – it's possible details for these properties doesn't exist. In that case, I am deferring your request to Guy Zimmerman (also copied on this email), who is the Heritage Planner for the Union Station Heritage Conservation District.

According to our [Heritage Register Map](#), the following properties fall within the area study areas indicated in your report:

- Bay Street from Front Street West to Queens Quay East
- Queens Quay East from York Street to Cooper Street

(I am attaching the link to the property details from our online register as well as the by-laws wherever applicable)

40 Bay St: Part IV Designation (Part IV By-law 360-90) as well as Union Station HCD (By-law 634-2006)
<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2433226&propertyRsn=206956>

<https://www.toronto.ca/legdocs/pre1998bylaws/toronto%20-%20former%20city%20of/1990-0360.pdf>

71 Front St W (Union Station) aka 140 & 142 Bay St & 55 Front St W: Part IV Designation (Part IV By-law 948-2005) as well as Union Station HCD

And 61 Front St W - <http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2440090&propertyRsn=206955>
<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2435414&propertyRsn=705027>
<https://www.toronto.ca/legdocs/bylaws/2005/law0948.pdf>

145 Queens Quay W aka 77 Harbour Sq: Part IV Designation (By-law 1249-2007)

<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2439065&propertyRsn=206198>
<https://www.toronto.ca/legdocs/bylaws/2007/law1249.pdf>

2 Cooper St (entrance address for 55 Lake Shore Blvd E) – Under Intention to Designate

<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2438226&propertyRsn=719130>
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE30.17>

Further to the above, you also requested information sheets for the following properties:

Gardiner Expressway – no information available – deferred to Guy

1 Front St W

<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2435336&propertyRsn=578987>
<https://www.toronto.ca/legdocs/bylaws/2017/law0423.pdf>

61 Front St W – Listed – no additional information is available

<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2440090&propertyRsn=206955>

65 Front St W - refer to details provide above

18 Yonge St – no property info sheets available – deferred to Guy

<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2437048&propertyRsn=615674>

33 Bay St - no property info sheets available – deferred to Guy

<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2433225&propertyRsn=751123>

40 Bay St – refer to details provide above

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<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=3246951&propertyRsn=206967>

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<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2434664&propertyRsn=206938>

88-100 Harbour St - no property info sheets available – deferred to Guy

<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=3607011&propertyRsn=826634>

15-19 York St - no property info sheets available – deferred to Guy

<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2436569&propertyRsn=750799>

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Thank you

Yasmina Shamji
Urban Design | Heritage Planning
Toronto City Hall | 100 Queen Street West, 17th Floor East Tower
Toronto, ON M5H 2N2
[City of Toronto](#)

416-392-1975



From: Fischer, Luke [<mailto:luke.fischer@woodplc.com>]
Sent: December 16, 2020 3:13 PM
To: Yasmina Shamji <Yasmina.Shamji@toronto.ca>
Cc: Schopf, Heidy <heidy.schopf@woodplc.com>
Subject: Information Gathering Request

Hello Yasmina,

Wood is carrying out a *Cultural heritage Report: Exiting Conditions and Preliminary Impact Assessment* (CHR) for the Waterfront East Light Rail Transit (LRT) project in Toronto. Please find the attached letter indicating the study area and outlining the information we are seeking to inform our report.

Kind Regards,
Luke

Luke Fischer, M.A., CAHP
Senior Archaeologist, Built Heritage Analyst
Direct: 1 (519) 681-2400
Mobile: 1 (226) 376-2968
luke.fischer@woodplc.com
www.woodplc.com



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Schopf, Heidi

From: Guy Zimmerman <Guy.Zimmerman@toronto.ca>
Sent: Friday, March 26, 2021 9:00 AM
To: Schopf, Heidi
Cc: Fischer, Luke; Brent Fairbairn; Yasmina Shamji
Subject: Union Station HCD Background Request

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Heidy/Luke,

I will be working on this today.

The HCD material that you are referencing dates back to 2006.

Brent Fairbairn has made an inquiry as well and I will determine what additional material we have relative to your requests... beyond what Yasmina has already provided.

Guy Zimmerman - BEDS, CAHP
Heritage Planner
Heritage Planning/Urban Design
City Planning • City of Toronto
guy.zimmerman@toronto.ca
416.338.1094

From:

From: Schopf, Heidi [mailto:heidy.schopf@woodplc.com]
Sent: March 26, 2021 6:53 AM
To: Guy Zimmerman <Guy.Zimmerman@toronto.ca>
Cc: Fischer, Luke <luke.fischer@woodplc.com>
Subject: FW: Information Gathering Request

Hi Guy,

I am following up on an information request submitted by Luke this past January. Apologies if you already replied to him!

We are completing a Cultural Heritage Report for the Waterfront East LRT and part of the Study Area falls within the Union Station HCD. Any additional information you can provide on the heritage attributes of the district and property sheets for addresses in the Study Area would be hugely helpful! Happy to have a call sometime if that works better for you.

Thank you,
Heidy

From: Yasmina Shamji <Yasmina.Shamji@toronto.ca>

Sent: Thursday, March 25, 2021 11:36 AM

To: Schopf, Heidy <heidy.schopf@woodplc.com>

Subject: FW: Information Gathering Request

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Heidy

Sorry, I didn't realize I hadn't copied you on the email. Here is my response to Luke.

Thank you

Yasmina Shamji

Urban Design | Heritage Planning

Toronto City Hall | 100 Queen Street West, 17th Floor East Tower

Toronto, ON M5H 2N2

416-392-1975

[City of Toronto](http://www.toronto.ca)



From: Yasmina Shamji

Sent: January 7, 2021 4:27 PM

To: 'Fischer, Luke' <luke.fischer@woodplc.com>

Cc: Guy Zimmerman <Guy.Zimmerman@toronto.ca>; Joe Muller <Joe.Muller@toronto.ca>

Subject: RE: Information Gathering Request

Luke

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Thank you

Yasmina Shamji
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Toronto, ON M5H 2N2
[City of Toronto](#)

416-392-1975



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Sent: December 16, 2020 3:13 PM
To: Yasmina Shamji <Yasmina.Shamji@toronto.ca>
Cc: Schopf, Heidy <heidyschopf@woodplc.com>
Subject: Information Gathering Request

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Kind Regards,
Luke

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Senior Archaeologist, Built Heritage Analyst
Direct: 1 (519) 681-2400
Mobile: 1 (226) 376-2968
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Schopf, Heidy

From: Fischer, Luke
Sent: Wednesday, December 16, 2020 3:10 PM
To: registrar@heritagetrust.on.ca
Cc: Schopf, Heidy
Subject: Information Gathering Request
Attachments: OSIO52004_TTC Waterfront East LRT_Information Gathering Request_20201216.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

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Senior Archaeologist, Built Heritage Analyst

Direct: 1 (519) 681-2400

Mobile: 1 (226) 376-2968

luke.fischer@woodplc.com

www.woodplc.com

wood.

Schopf, Heidy

From: Kevin DeMille <Kevin.DeMille@heritagetrust.on.ca>
Sent: Friday, March 26, 2021 3:46 PM
To: Schopf, Heidy
Subject: Re: Information Gathering Request

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Good afternoon Heidy,

I'm sorry for the confusion. I was away in December and January and it seems your inquiry was received during my absence and unfortunately the response was not sent.

Thank you for your information request related to a Cultural Heritage Evaluation Report relating to the TTC Waterfront East LRT study area including Bay Street from Front Street West to Queens Quay East, and Queens Quay East from York Street to Cooper Street in Toronto. Your request to verify the presence of OHT heritage properties or easements within or adjacent to the study area has been processed. I've reviewed the study area against our database of OHT easements and properties. We can confirm that the OHT does not have any conservation easements or Trust-owned properties within or adjacent to the study area provided in your map.

If you have not already done so, I recommend you check the Trust's Plaque Database (available online) <https://www.heritagetrust.on.ca/en/online-plaque-guide> to verify the presence of plaques. Additionally, I recommend you check the Trust's register (available online) <http://www.heritagetrust.on.ca/en/index.php/pages/tools/ontario-heritage-act-register> and contact the local municipality to verify no local heritage properties are present within the identified study area.

As described in Section 23 of the Ontario Heritage Act, the Trust holds and maintains the provincial Ontario Heritage Act Register of properties that have been designated by municipalities under sections 29 and 41 of the Act as well as properties designated under the Act by the Minister. We rely on municipalities to send us information and it is advisable to check with the clerk's office to verify information.

Under Section 27 of the Act (OHA) the clerk of a municipality is required to maintain a local register of all designated properties. Section 27 also states that municipalities may keep a register of property that has not been designated, but that the municipality has determined to be of cultural heritage value or interest. These are often referred to as "listed" properties. These non-designated heritage properties are not reflected in the OHA Register.

Kind regards,

Kevin De Mille

Kevin De Mille

Natural Heritage Coordinator

Telephone: 437-246-5854*NEW



From: Schopf, Heidi <heidy.schopf@woodplc.com>
Sent: March 25, 2021 10:02 AM
To: registrar <registrar@heritagetrust.on.ca>
Cc: Fischer, Luke <luke.fischer@woodplc.com>
Subject: FW: Information Gathering Request

CAUTION: External mail. Do not click on links or open attachments unless you recognize the sender and know the content.

Good morning,

Following up on this request. Do you have any information regarding trust-owned properties or heritage easements in this Study Area? Apologies if this information was already sent. I can find a record in my email.

Sincerely,
Heidy

From: Fischer, Luke <luke.fischer@woodplc.com>
Sent: Wednesday, December 16, 2020 3:10 PM
To: registrar@heritagetrust.on.ca
Cc: Schopf, Heidi <heidy.schopf@woodplc.com>
Subject: Information Gathering Request

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Kind Regards,
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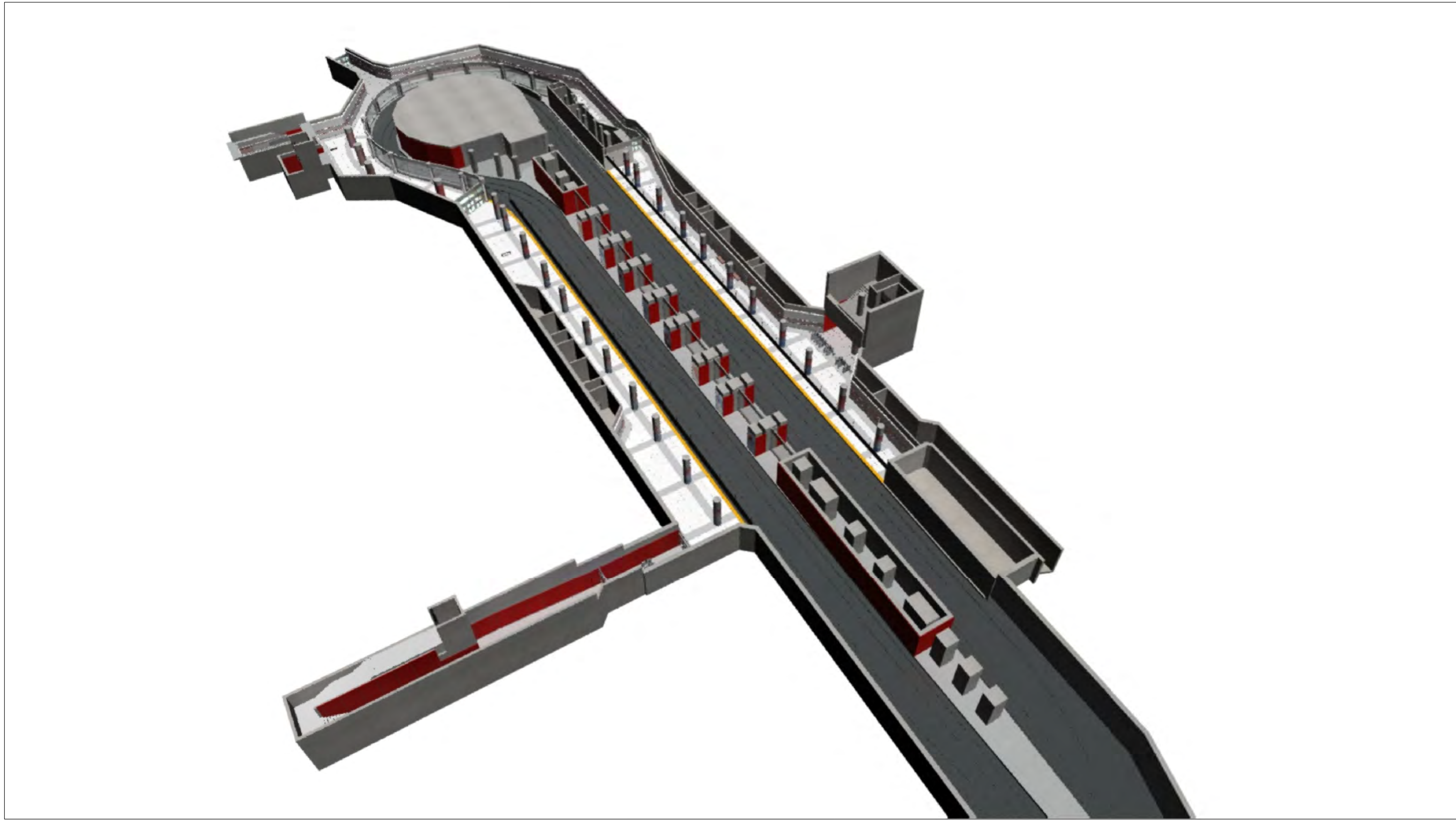
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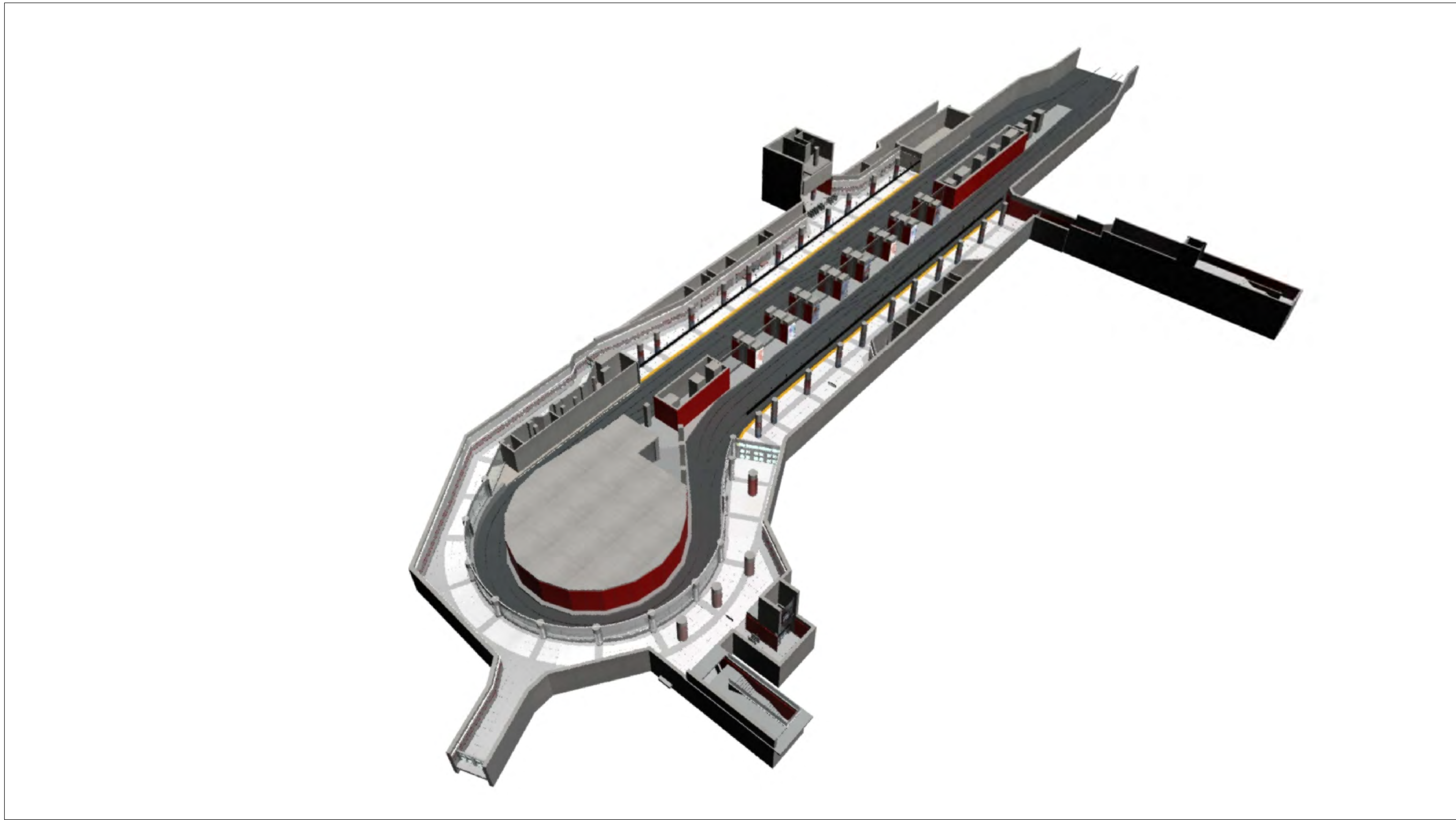
Appendix C: Proposed Work



DETAIL

3D RENDER

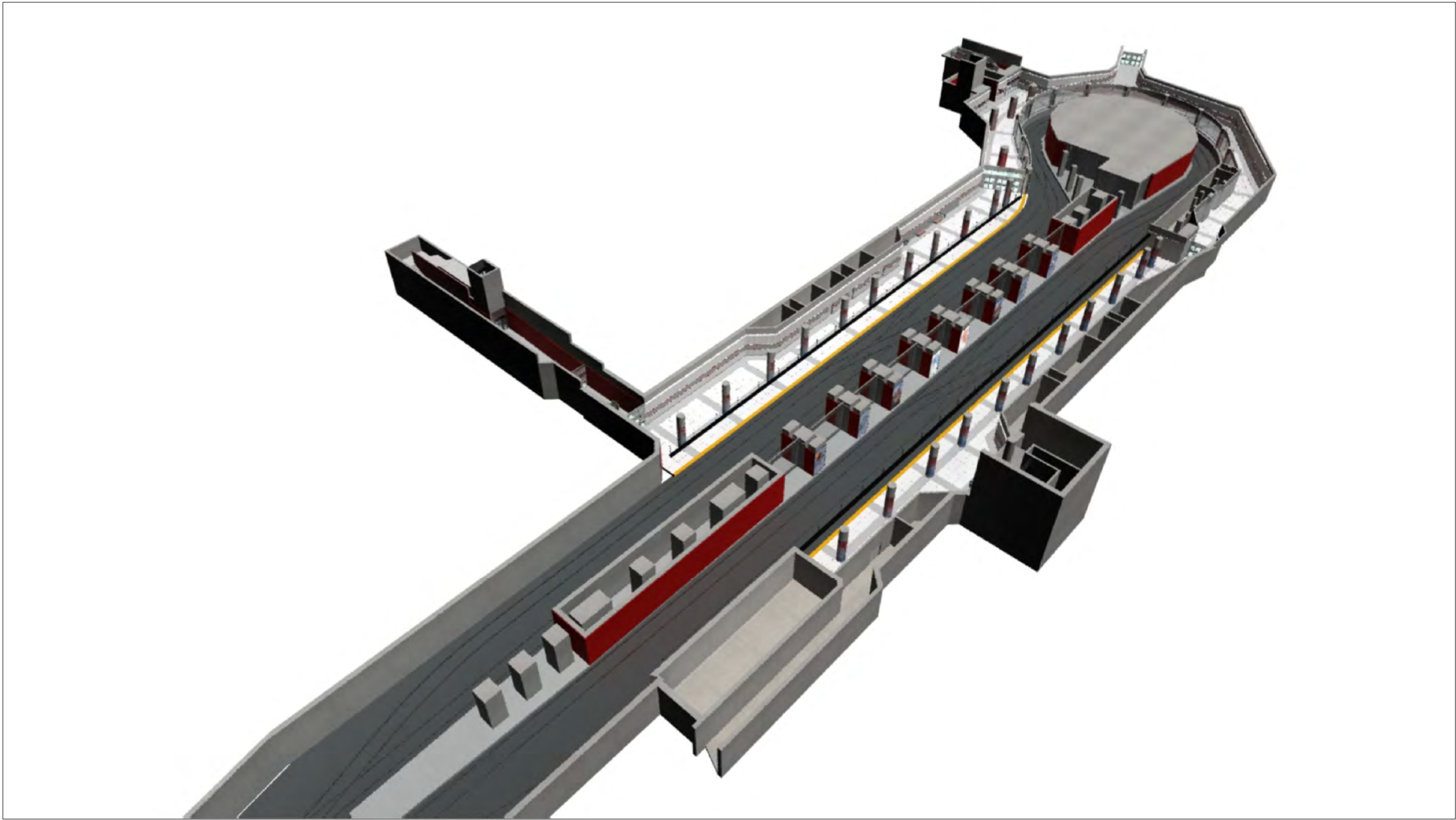
3
AA011



DETAIL

3D RENDER

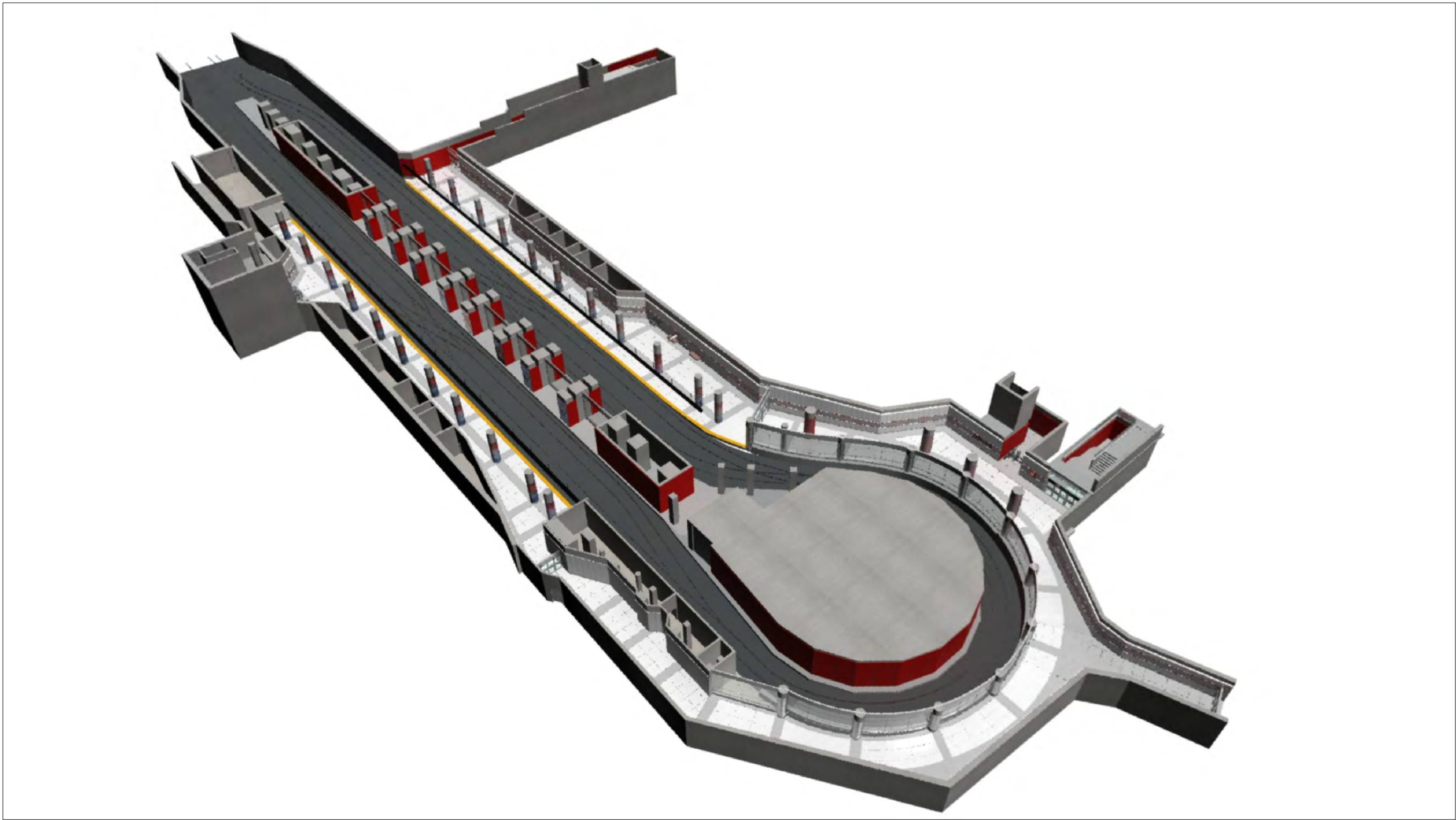
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AA011



DETAIL

3D RENDER

1
AA011



DETAIL

3D RENDER

2
AA011

REVISIONS	REVISIONS
△	△
△	△
△	△

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BURLINGTON, ONTARIO, CANADA, L7N 3W5
TEL: +1 905 336 2263

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CHECKED	O. PHELAN	2020/10/23
CORRECT	J. STRASMAN	
SCALE	N.T.S.	

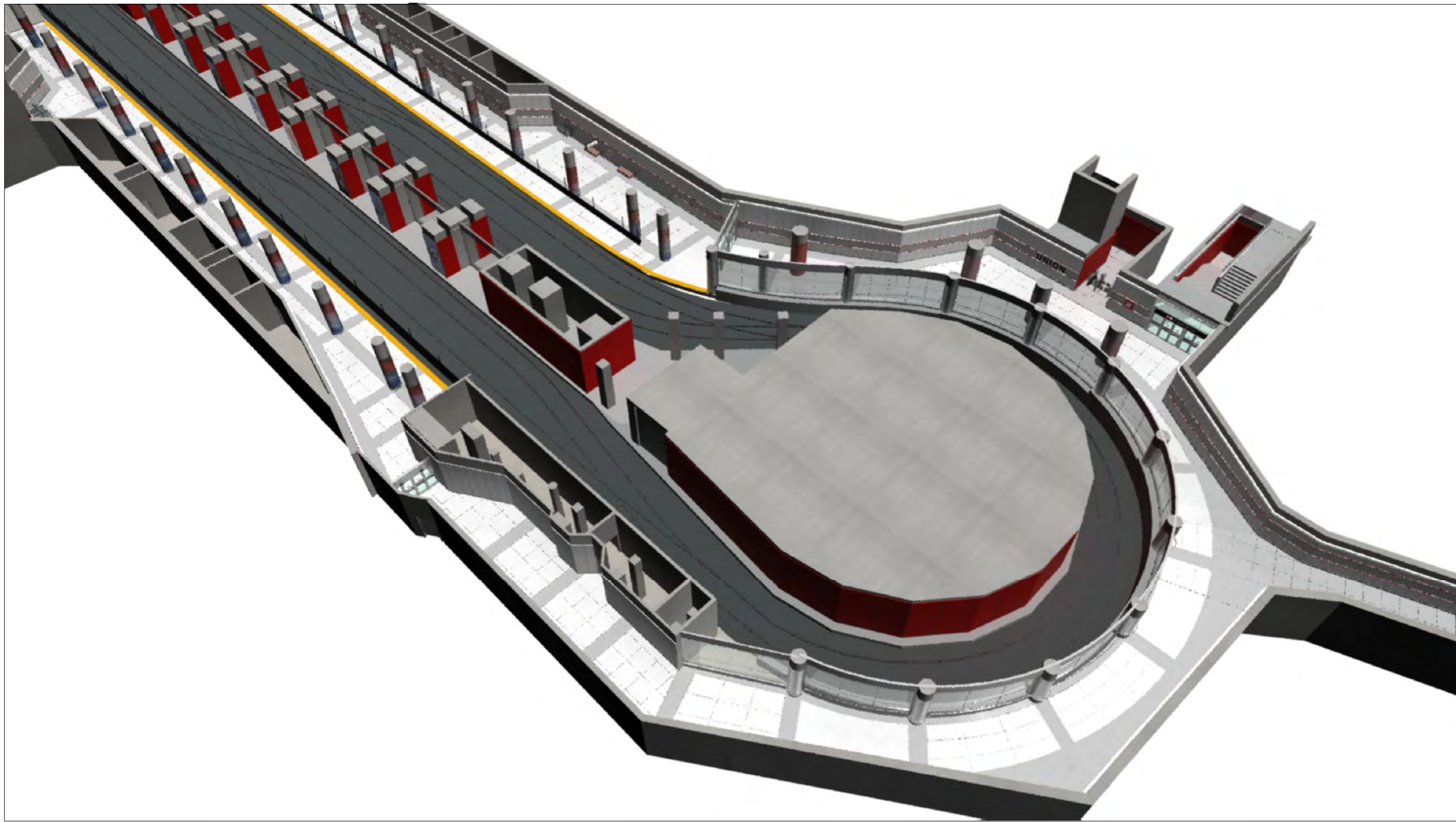
WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

UNION STATION

AERIAL VIEW RENDERS

Contract: RE35-1		
		
TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT		
Dwg. No. RE35-1-AA011	Rev. No.	Sheet No.

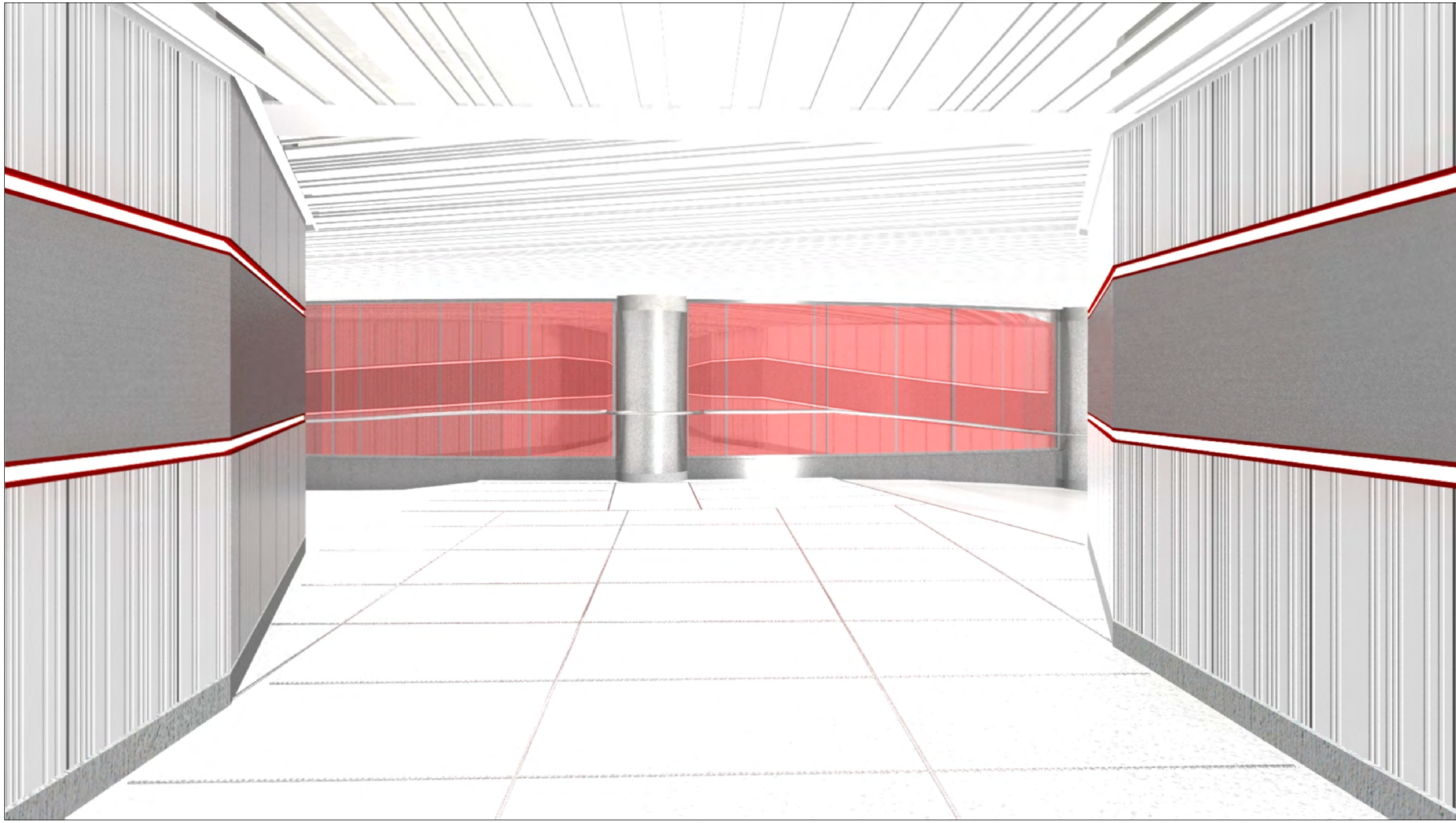
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DETAIL

3D RENDER

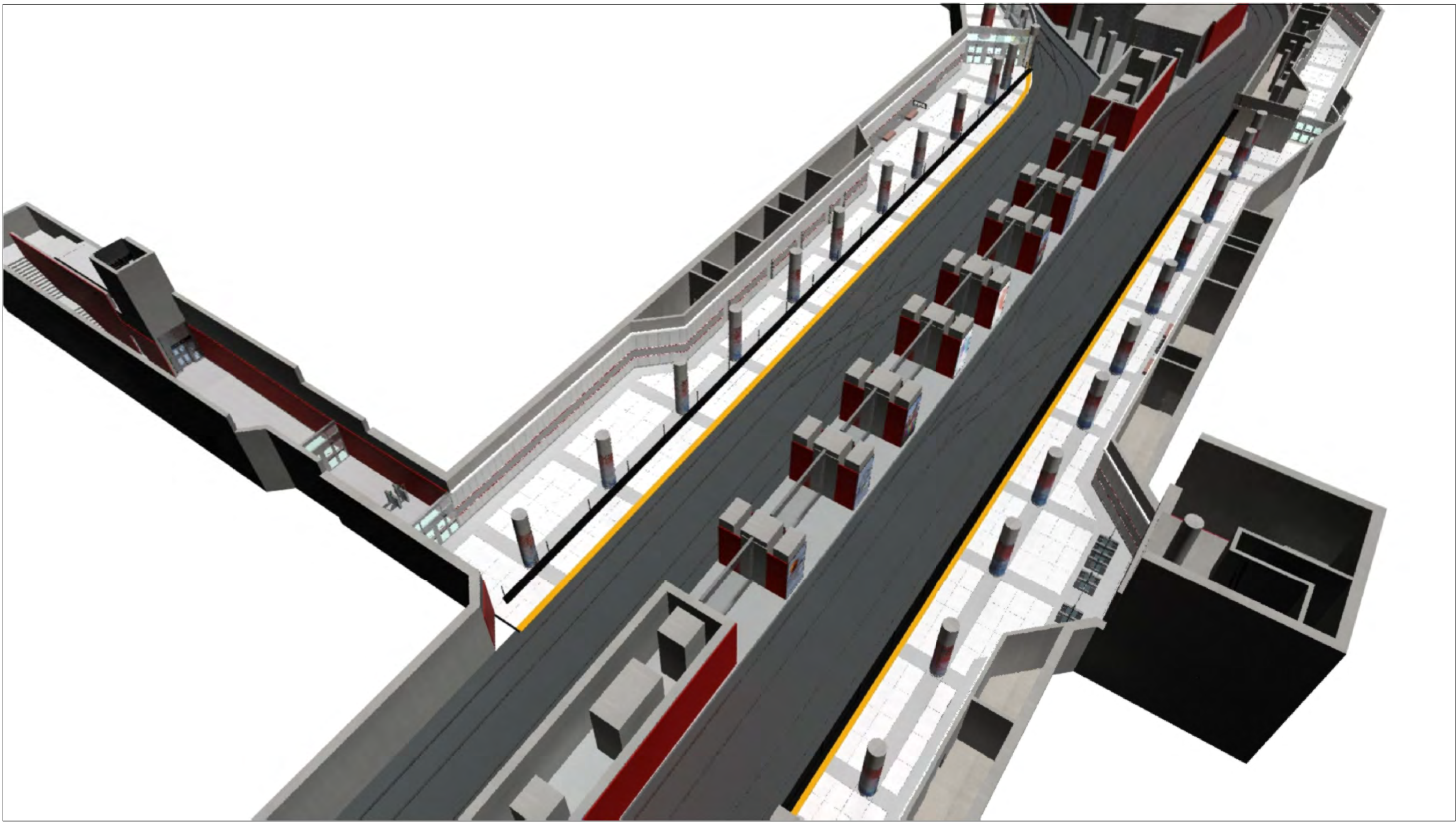
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DETAIL

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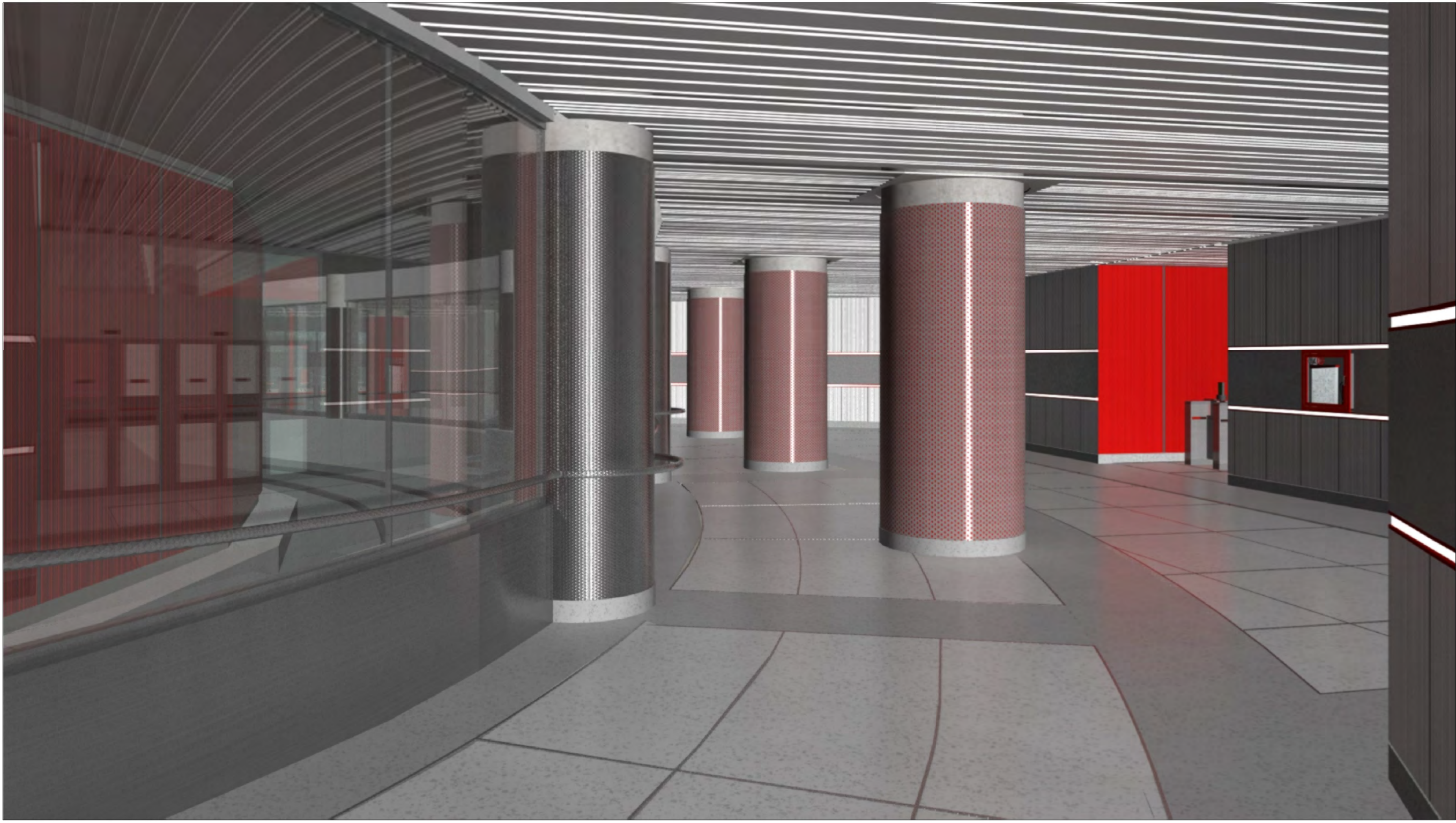
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DETAIL

3D RENDER

1
AA012



DETAIL

3D RENDER

2
AA012

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wood.

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TEL: +1 905 336 2553

DRAWN E.ENGLAND	YYYY/MM/DD 2020/10/23
CHECKED O.PHELAN	
CORRECT J.STRASMAN	
SCALE	N.T.S.

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

UNION STATION

PLATFORM LEVEL VIEWS
3D AXONOMETRIC RENDERS

Contract: RE35-1		
		
TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT		
Dwg. No. RE35-1-AA012	Rev. No.	Sheet No.
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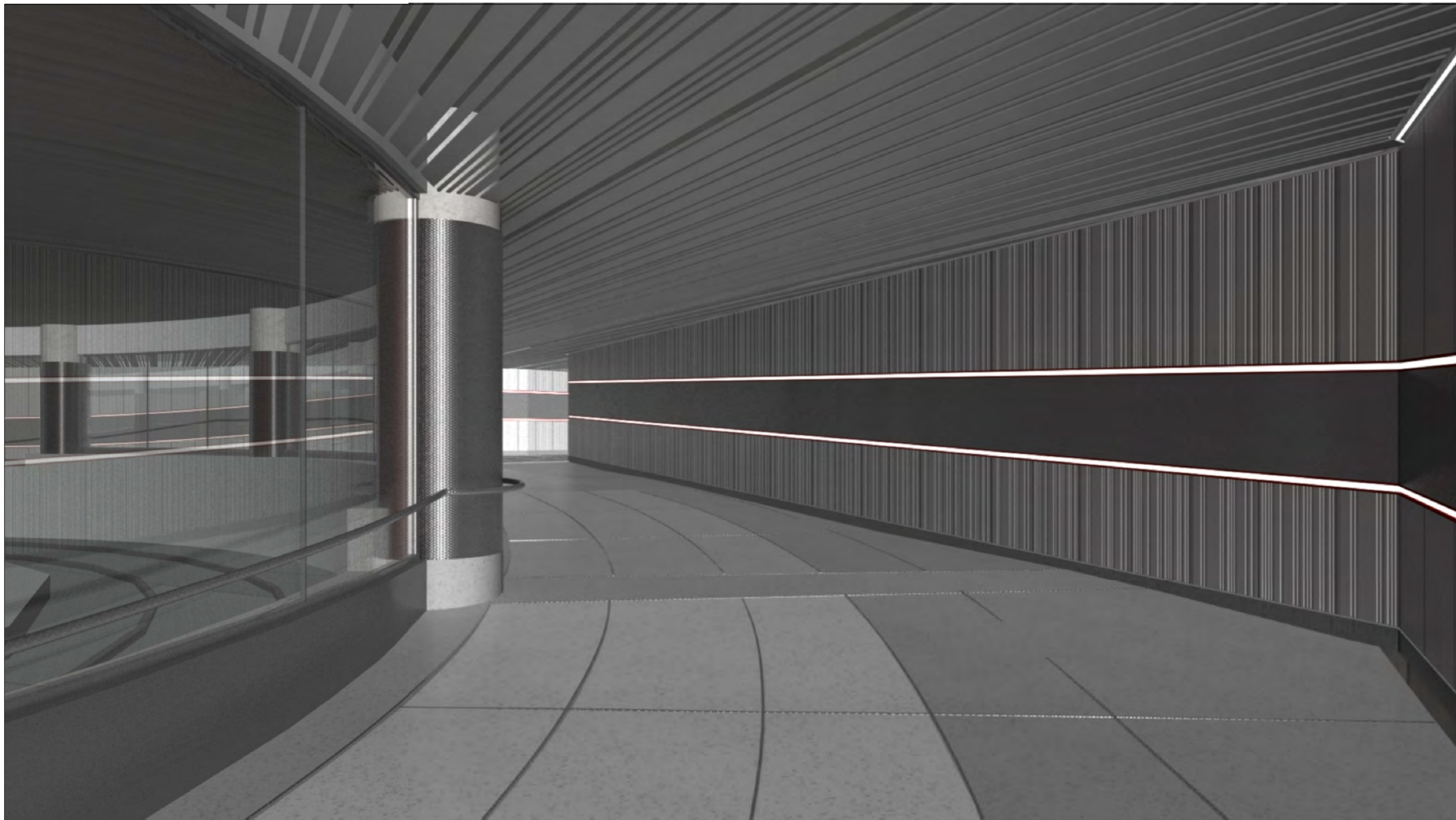
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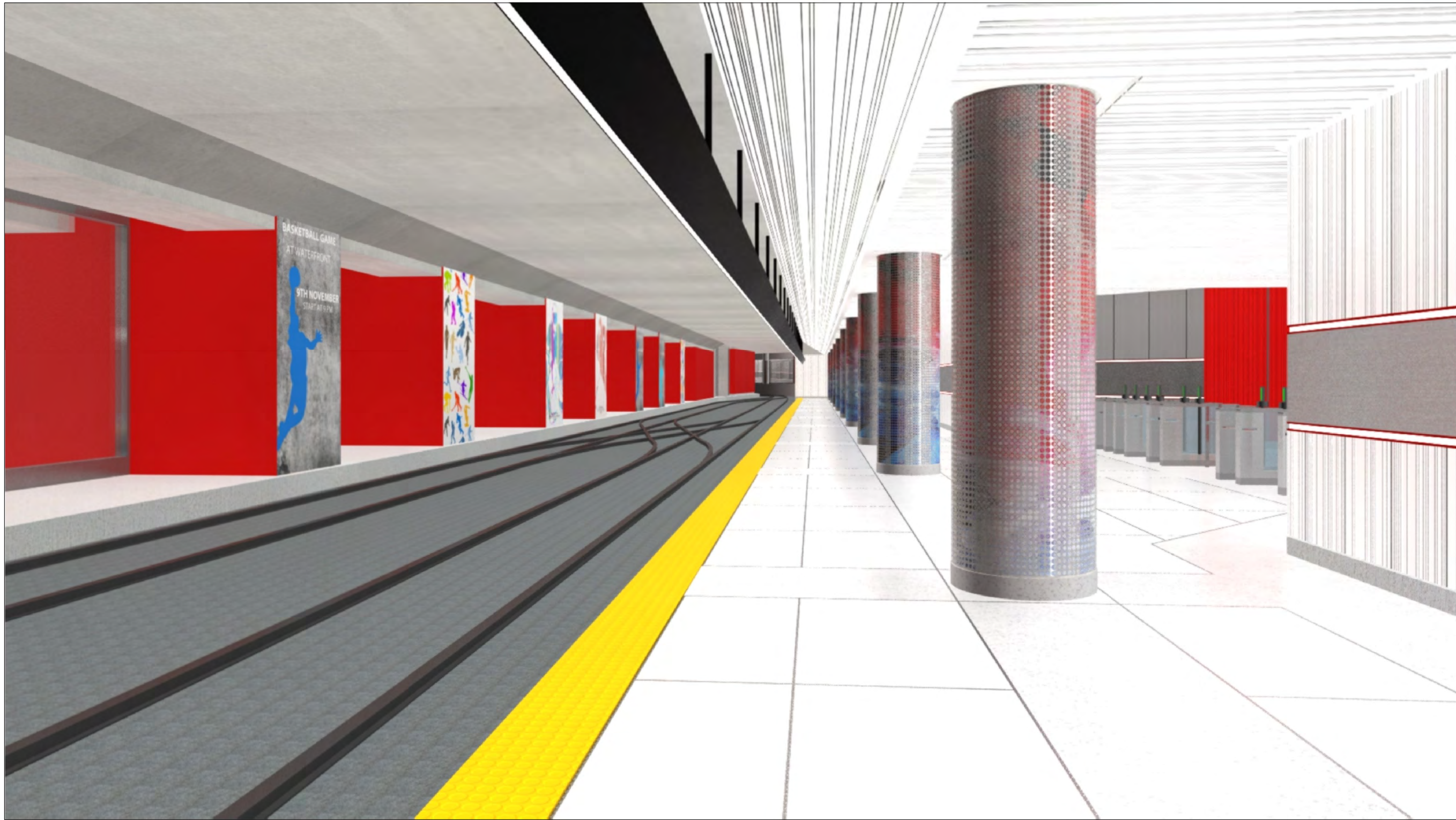
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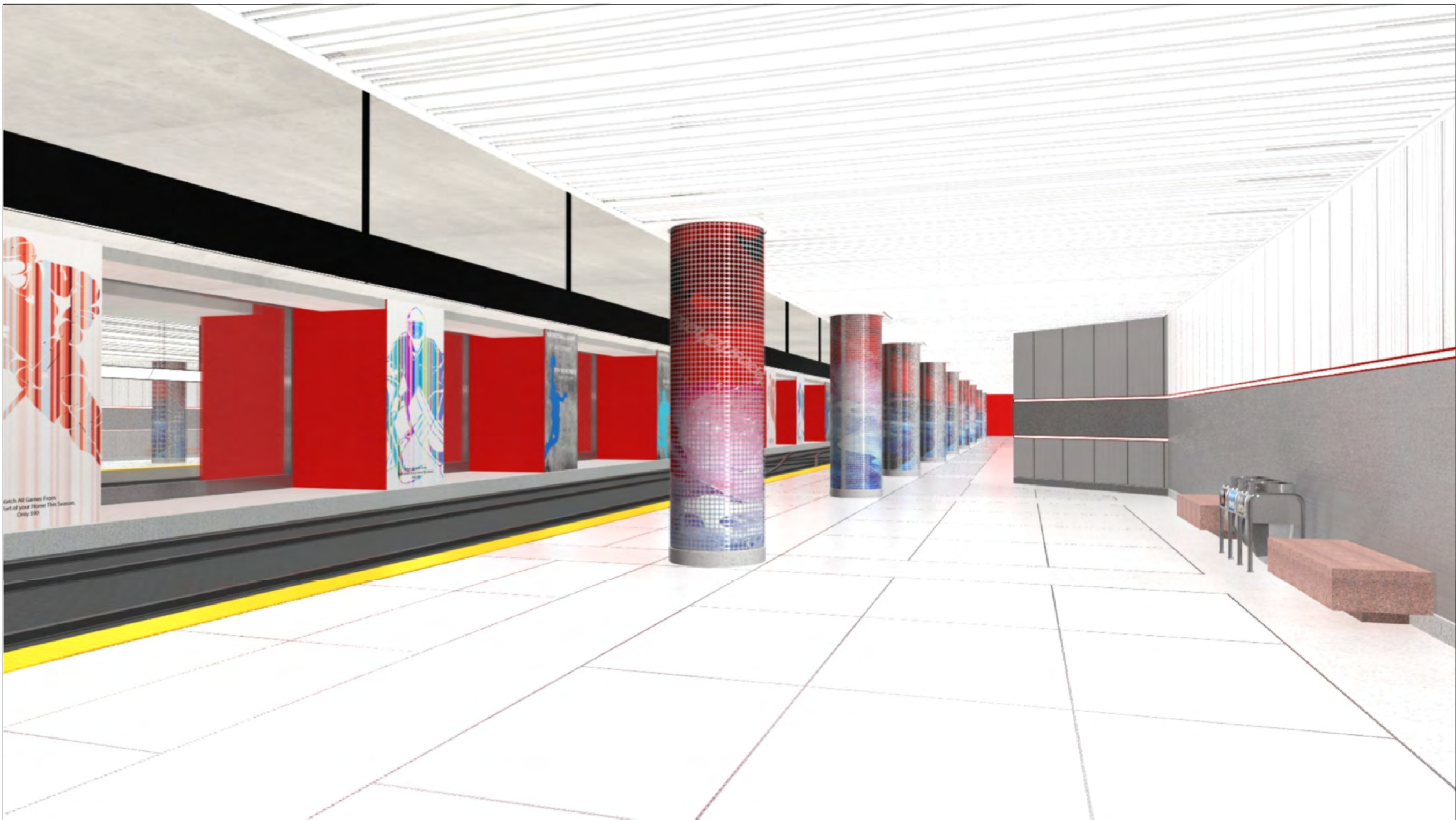
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DETAIL

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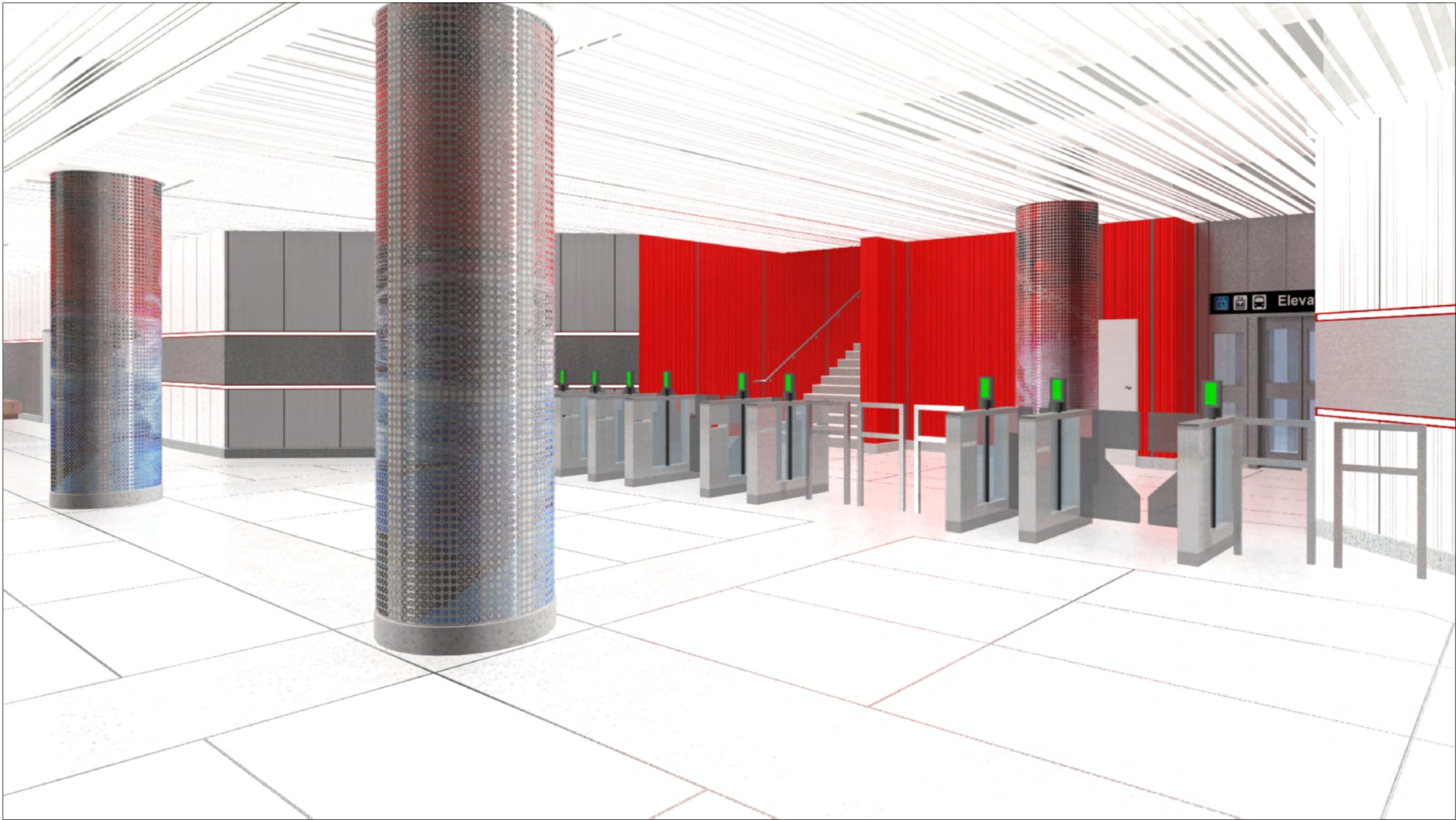
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DETAIL

3D RENDER

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AA013



DETAIL

3D RENDER

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AA013

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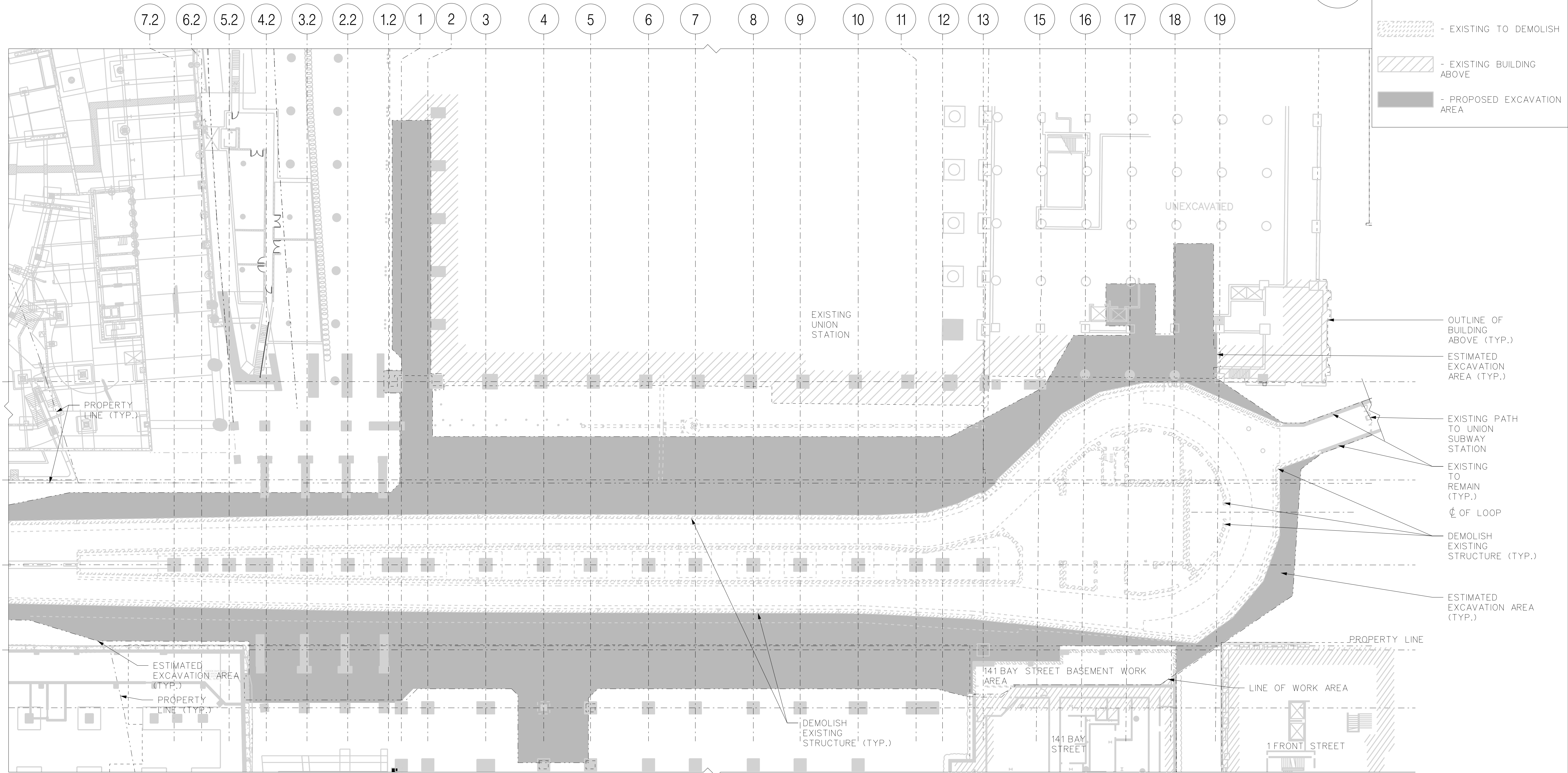
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UNION STATION

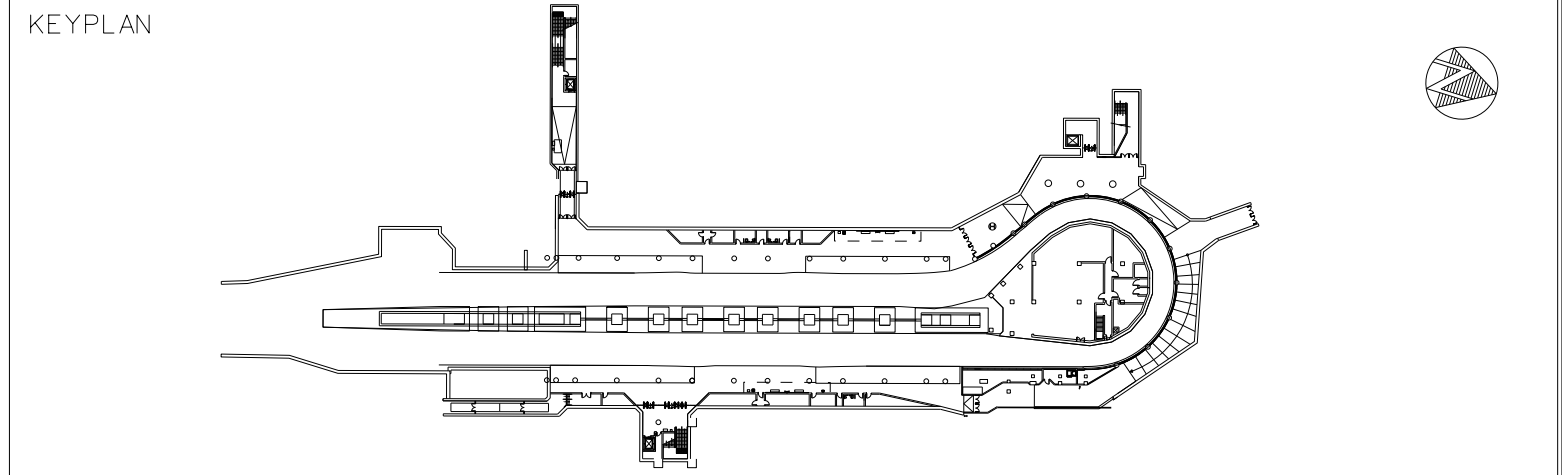
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3D AXONOMETRIC RENDERERS

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PLAN
UNION STATION STREETCAR LOOP PLATFORM LEVEL
DEMOLITION PLAN
1
AD001



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CHECKED ... O. PHELAN ...
CORRECT ... J. STRASMAN ...
SCALE
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WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

UNION STATION

PLATFORM LEVEL
DEMOLITION PLAN

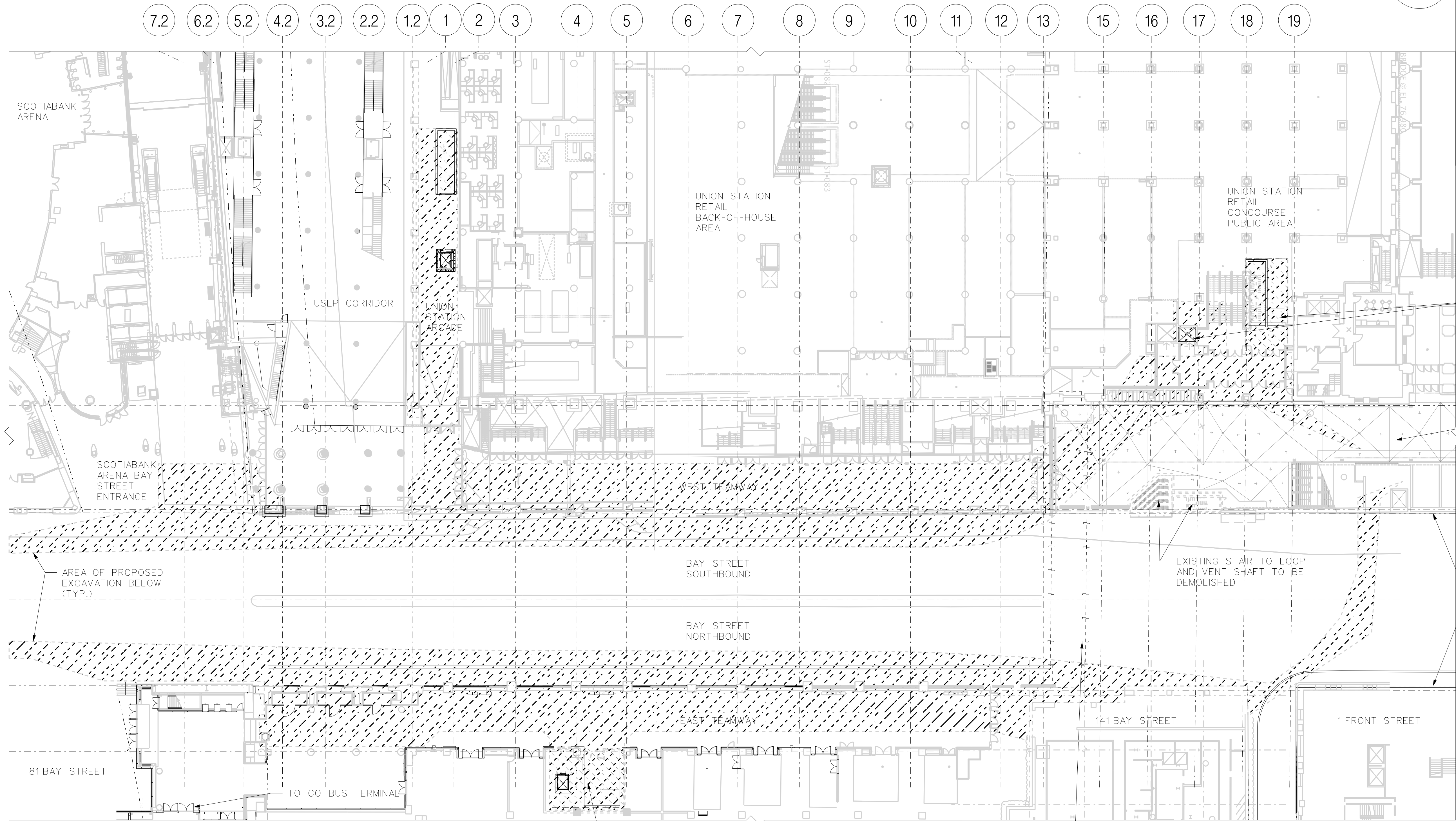
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TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT

Dwg. No. RE35-1-AD001
Rev. No.
Sheet No.

Plot Date: 7-JUL-2021

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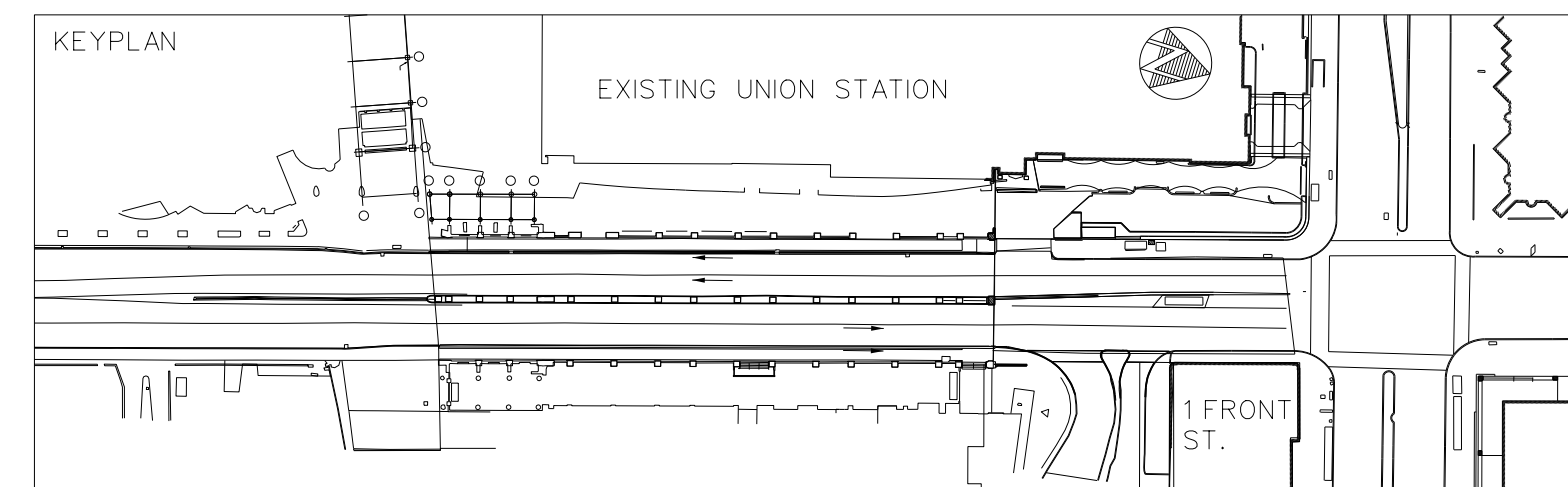


PLAN
UNION STATION STREETCAR LOOP STREET LEVEL
DEMOLITION PLAN

1
AD002

LEGEND

- EXISTING TO REMAIN
- EXISTING TO DEMOLISH
- EXISTING BUILDING ABOVE
- EXTENT OF EXCAVATION AREA BELOW
- STREET LEV. PROPOSED DEMOLITION AREA



REVISIONS	REVISIONS

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CHECKED O.PHELAN
CORRECT J.STRASMAN

SCALE
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YYYY/MM/DD
2021/05/05

**WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK**

UNION STATION

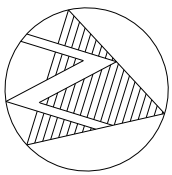
STREET LEVEL DEMOLITION
PLAN

Contract: RE35-1

TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT

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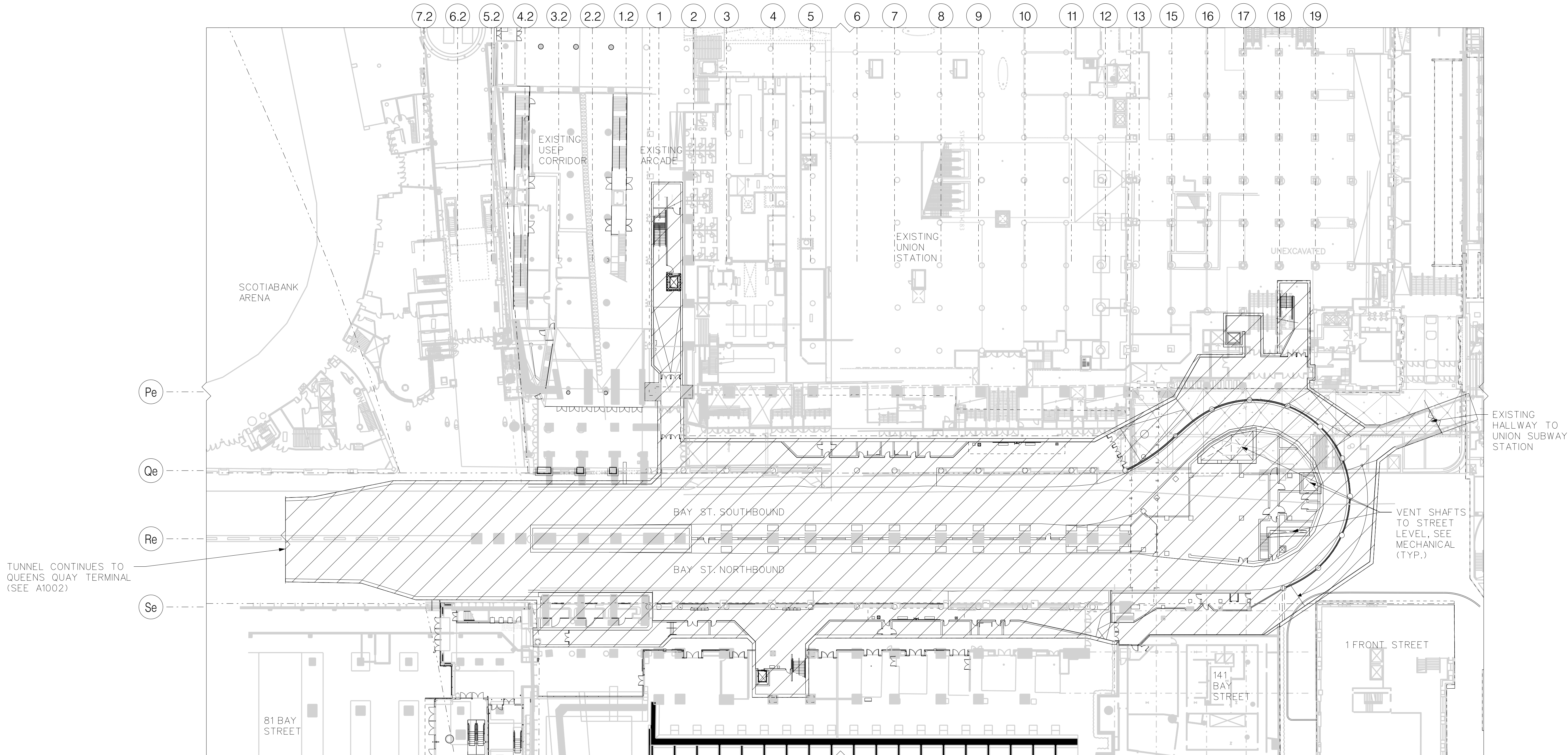
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LEGEND

- EXISTING TO REMAIN

- NEW CONSTRUCTION

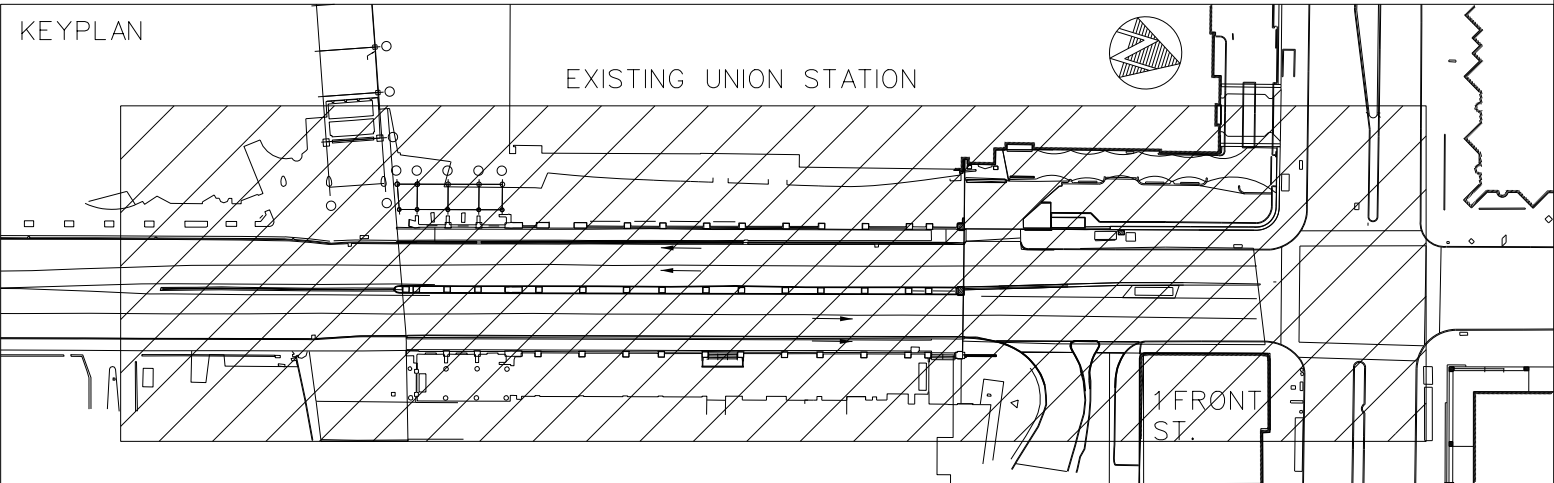


PLAN

UNION STATION STREETCAR LOOP - STREET LEVEL

1
A1001

NP-A NP-B NP-C NP-D



REVISIONS	REVISIONS
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DRAWING
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BURLINGTON, ONTARIO, CANADA, L7N 3W5
TEL: +1 905 336 2263

DRAWN E. ENGLAND
CHECKED O. PHELAN
CORRECT J. STRASMAN

SCALE
0 2 4 6 8 10 15m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

UNION STATION

SITE PLAN

Contract: RE35-1



TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT

Dwg. No. Rev. No. Sheet No.
RE35-1-A1001

Plot Date: 7-JUL-2021

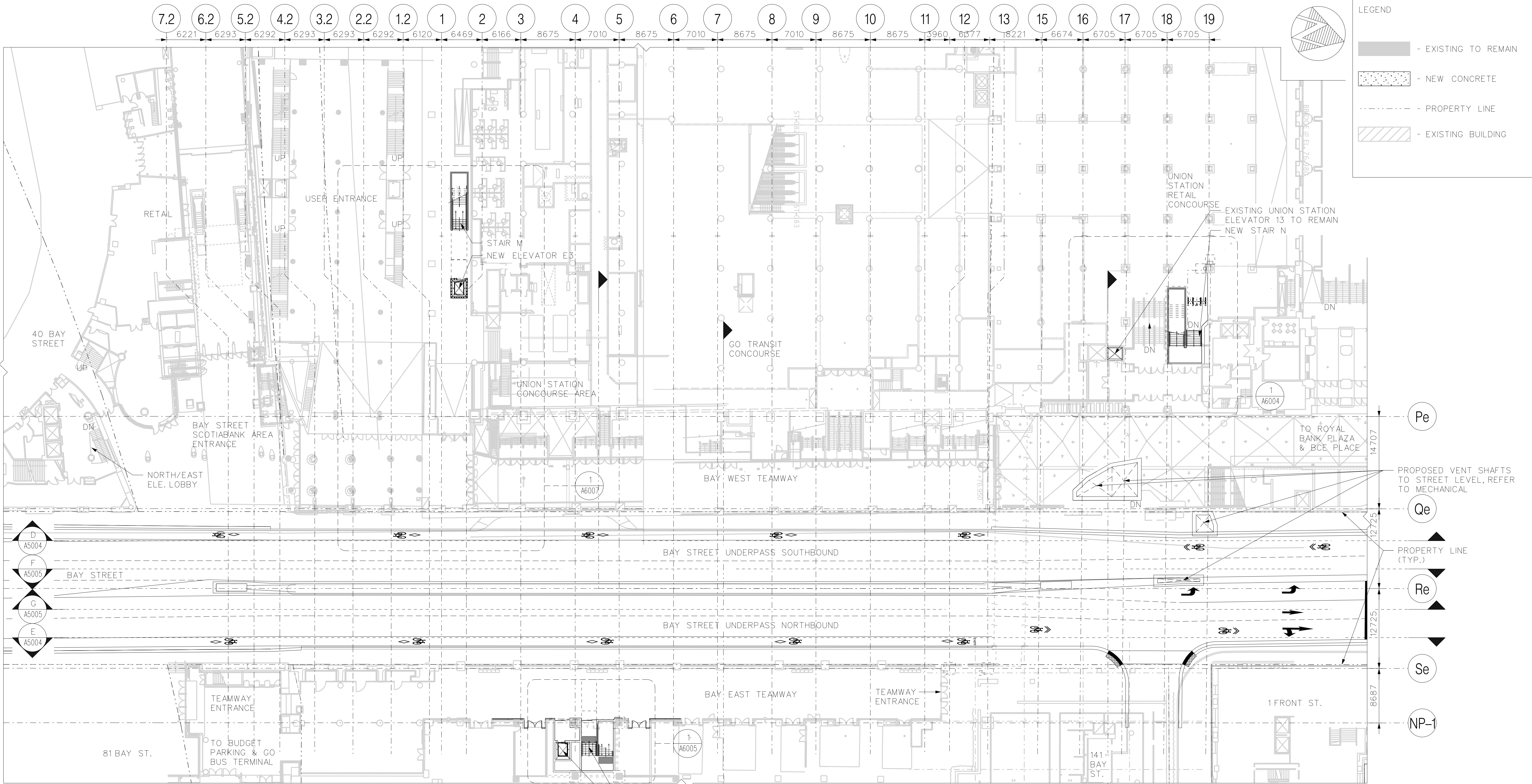
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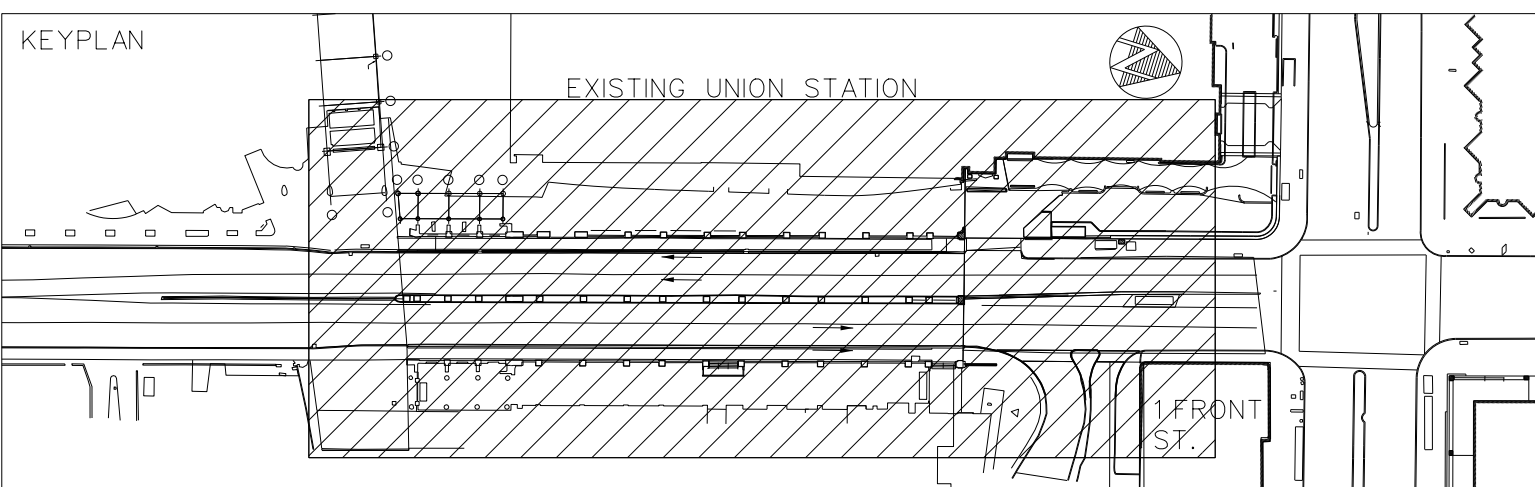
LEGEND

- EXISTING TO REMAIN
- NEW CONCRETE
- PROPERTY LINE
- EXISTING BUILDING

PLAN

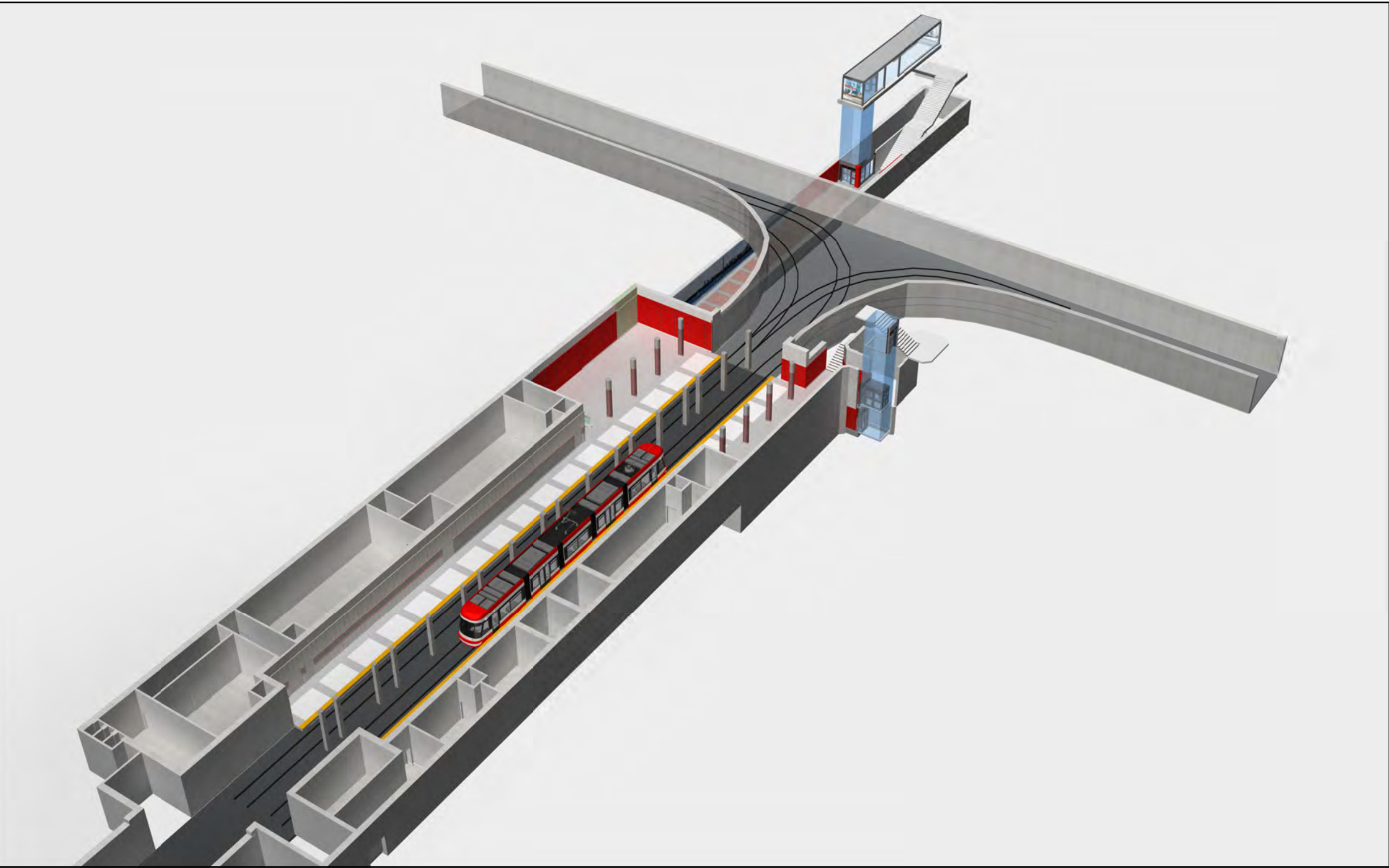
UNION STATION STREETCAR LOOP - STREET LEVEL

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Plot Date: 7-JUL-2021



DETAIL

3D RENDER

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AA021



DETAIL

3D RENDER

2

AA021

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DRAWN N. MANABAT YYYY/MM/DD
2020/10/23

CHECKED R. BARDALEZ _____

CORRECT J. STRASMAN _____

SCALE

N.T.S.

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

QUEENS QUAY STATION

AERIAL VIEW RENDERS

Contract: RE35-1



TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT

Dwg. No. RE35-1-AA021 Rev. No.

Sheet No.



DETAIL
3D RENDER

3
AA022



DETAIL
3D RENDER

1
AA022

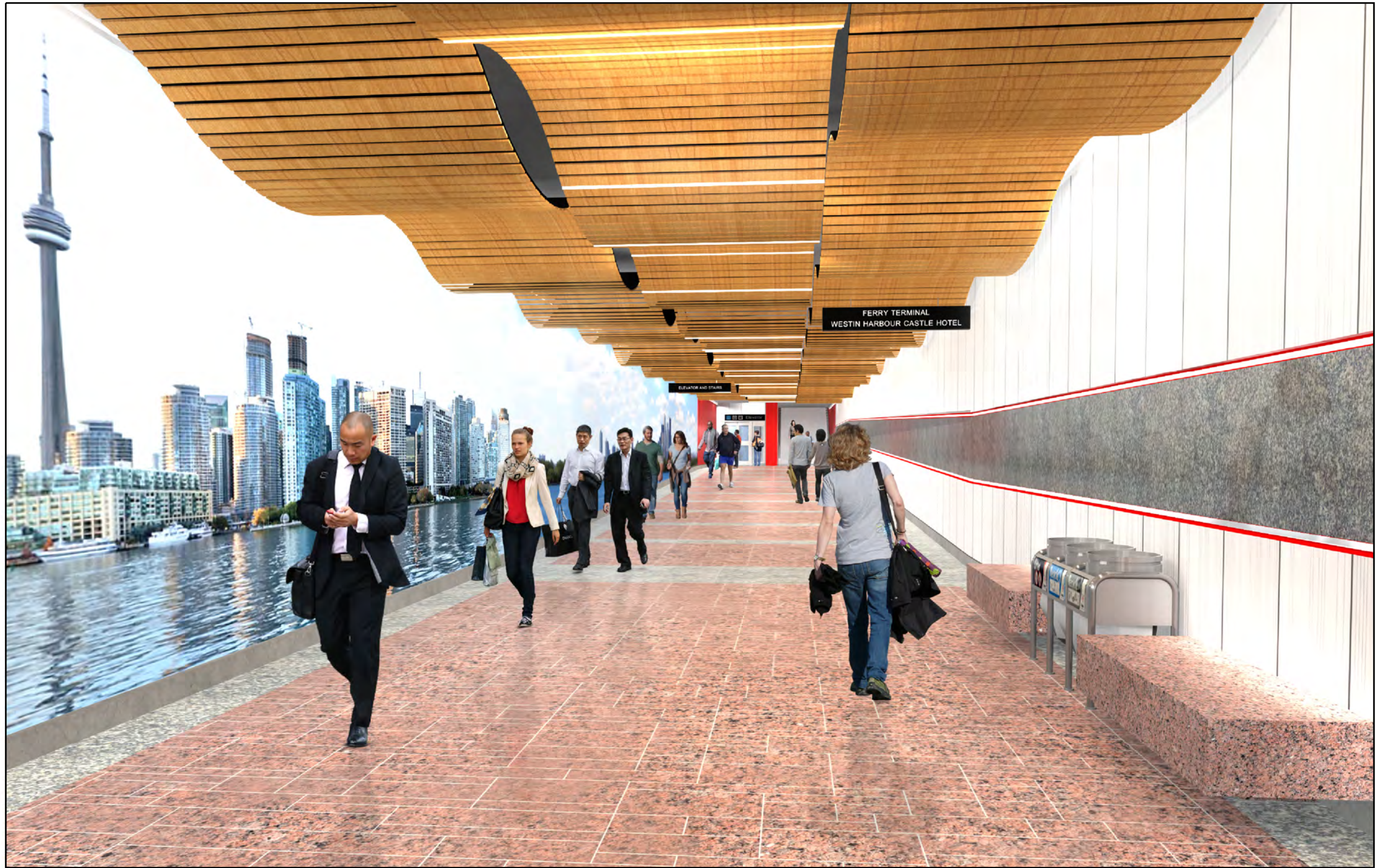
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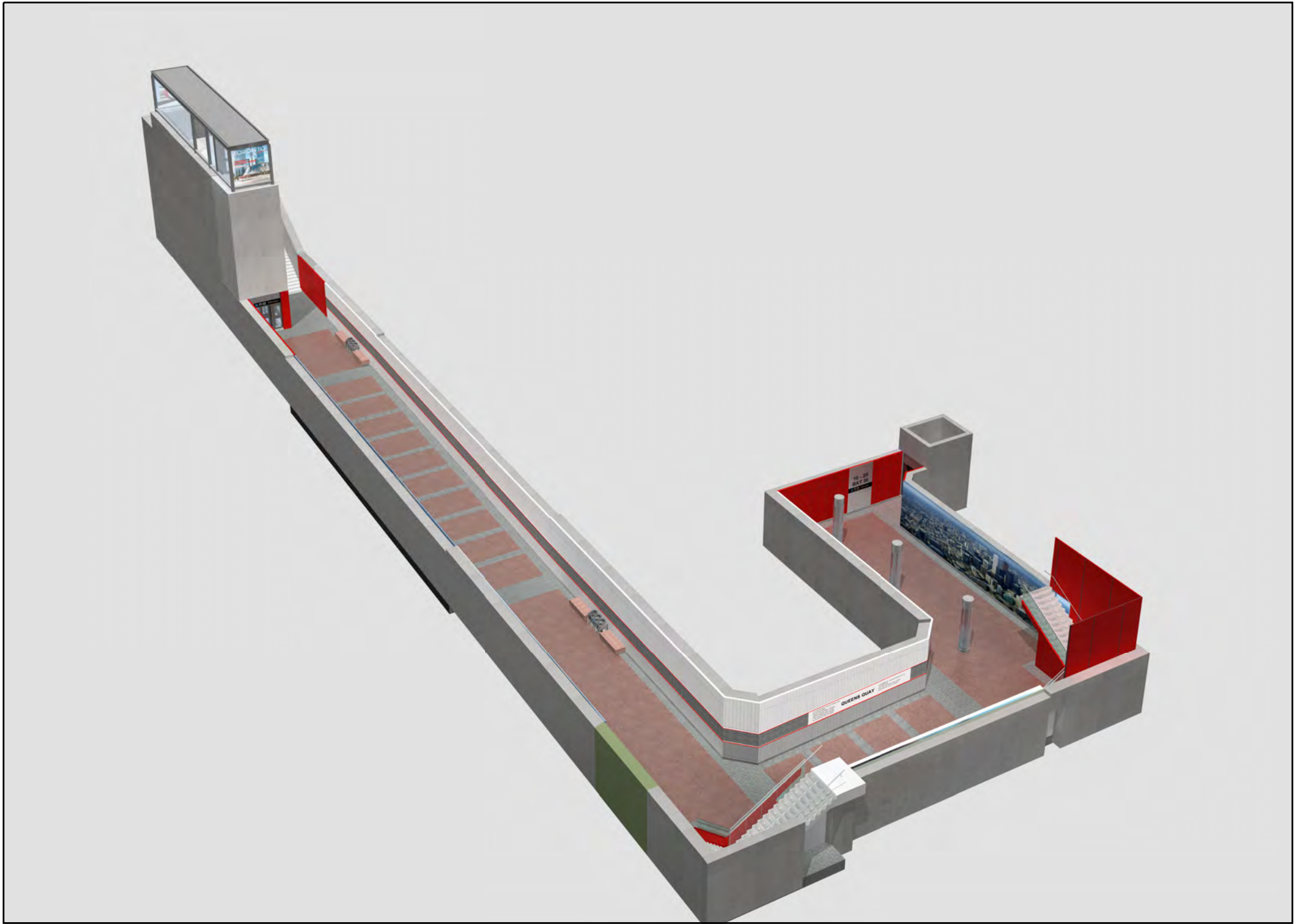
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3D RENDER

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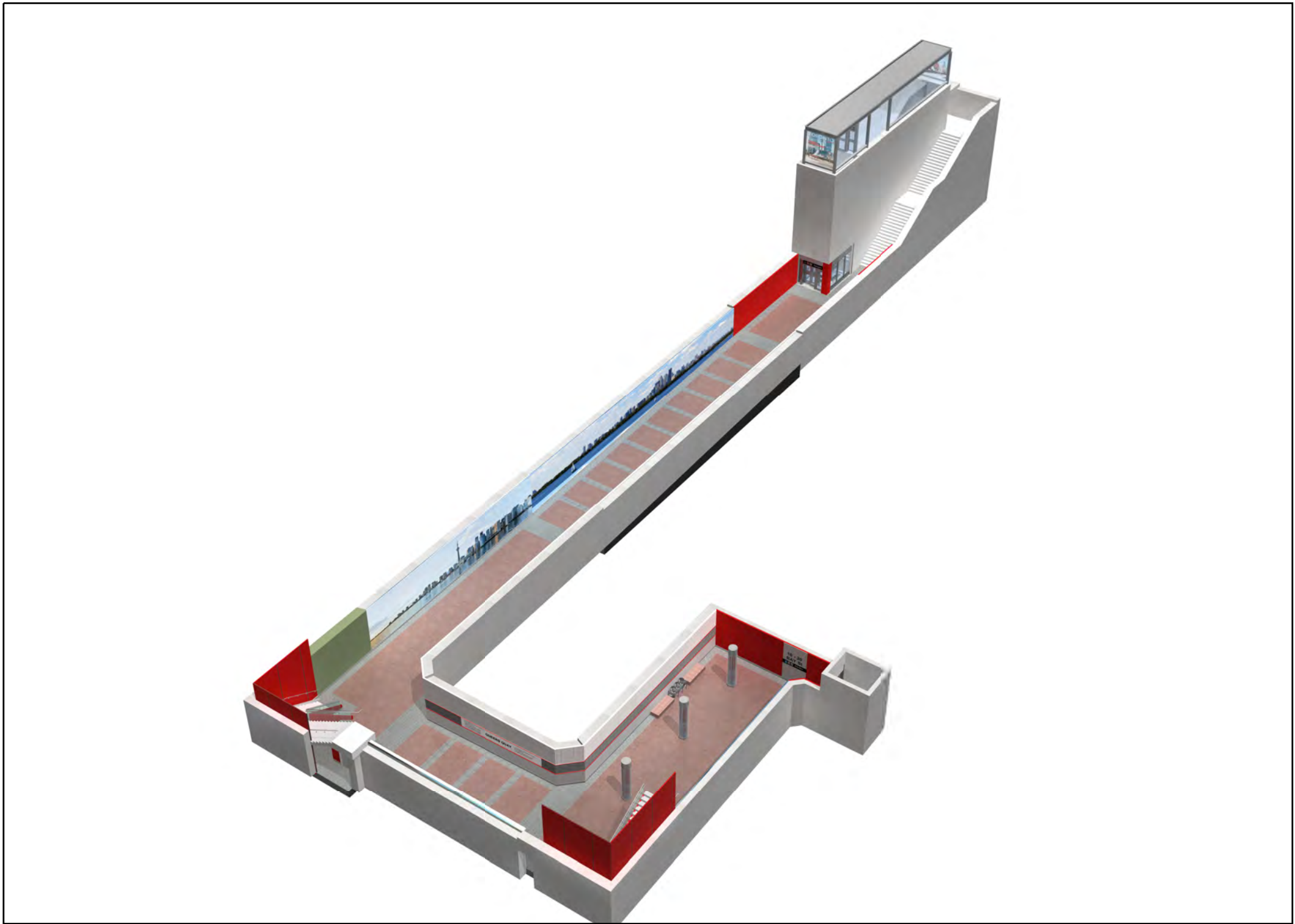
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AA023



DETAIL
3D RENDER

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AA023



DETAIL
3D RENDER

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AA023

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wood. WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3M5 TEL: +1 905 335 2353	sai Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 588 1800 F 416 588 1009 info@strasmanarch.com www.strasmanarch.com	DRAWN <u>E. ENGLAND</u> YYYY/MM/DD 2020/10/23 CHECKED <u>R. BARDALEZ</u> CORRECT <u>J. STRASMAN</u> SCALE N.T.S.	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK QUEENS QUAY STATION PEDESTRIAN TUNNEL LEVEL VIEWS 3D AXONOMETRIC RENDERS	Contract: <u>RE35-1</u> TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Dwg. No. <u>RE35-1-AA023</u> Rev. No. <u>1</u> Sheet No. <u>1</u>
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DETAIL
3D RENDER

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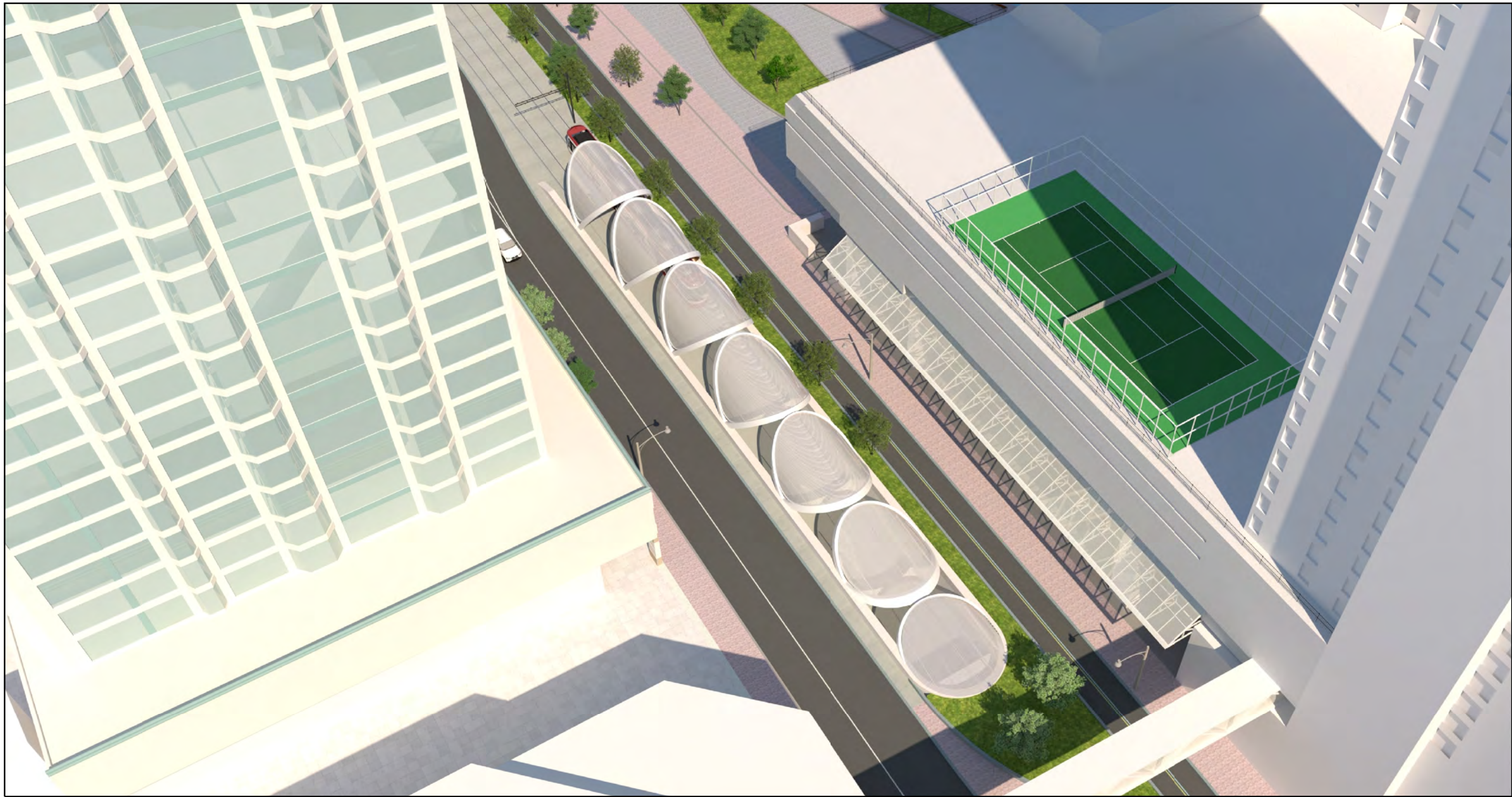
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DETAIL
3D RENDER

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AA081



DETAIL
3D RENDER

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AA081



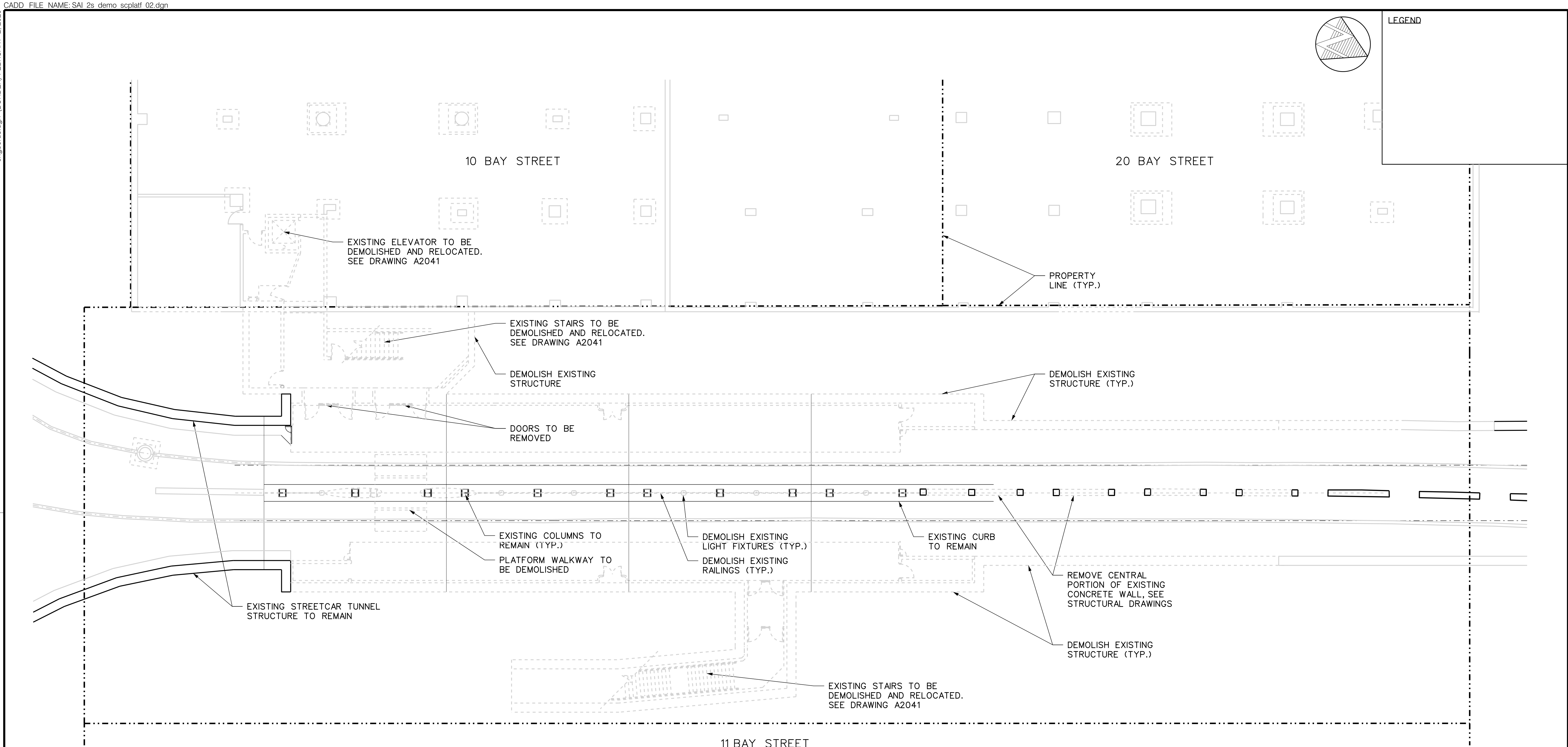
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3D RENDER

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AA081

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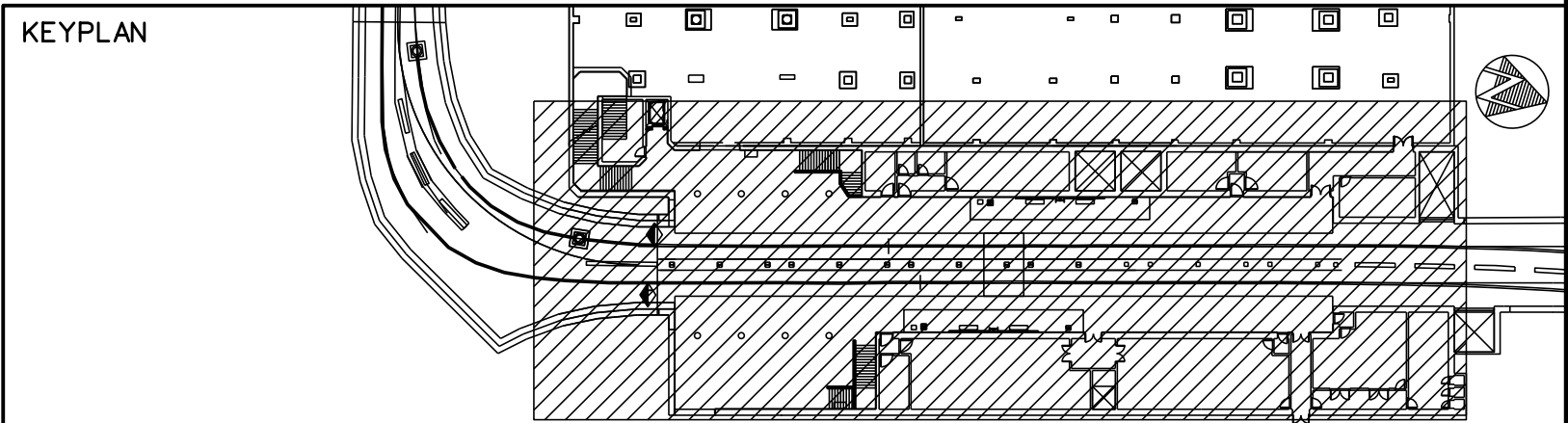


LEGEND

PLAN
QUEENS QUAY STATION PLATFORM LEVEL DEMOLITION

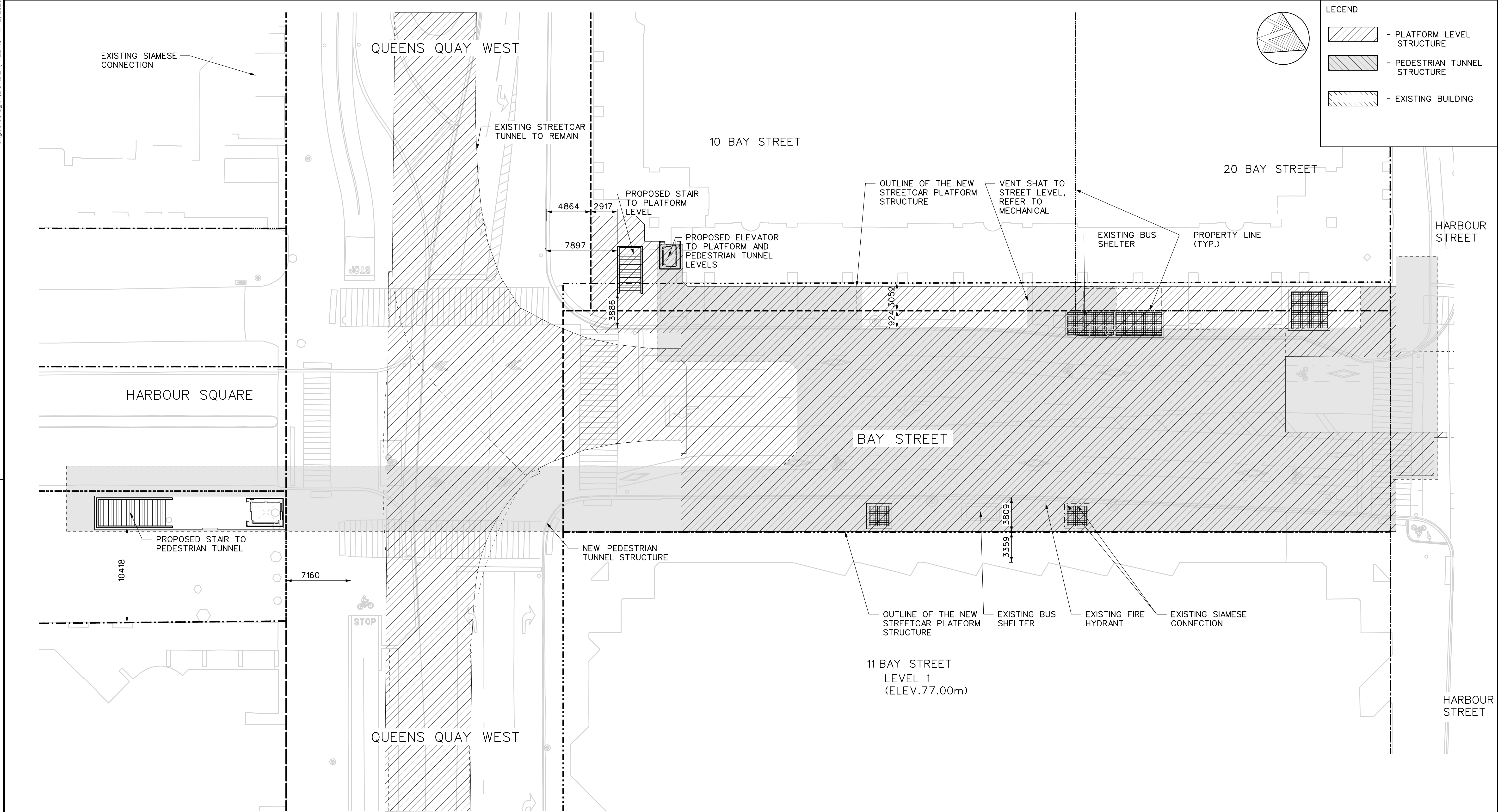
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AD011



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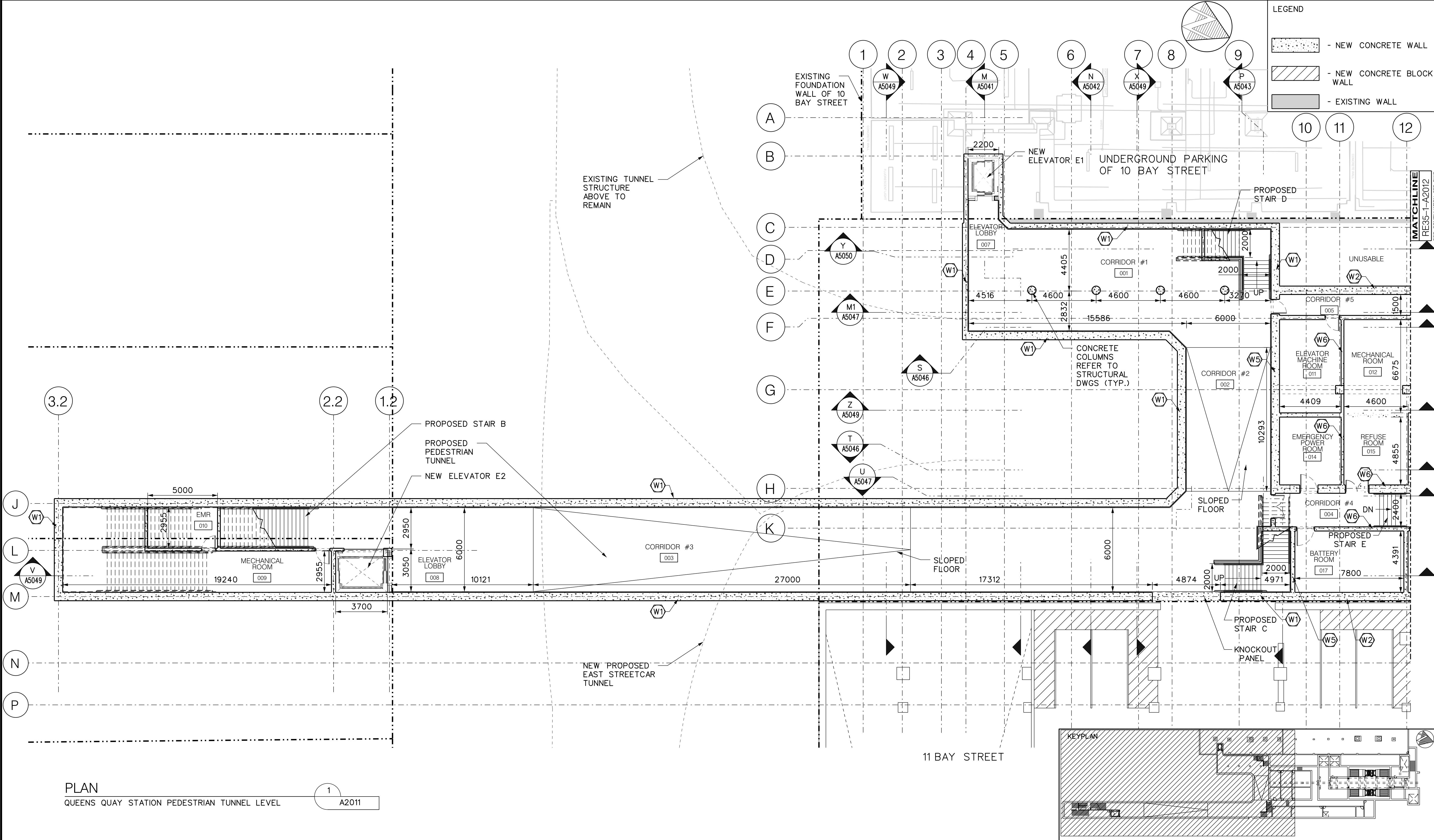
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PLAN
QUEENS QUAY STATION STREET LEVEL
1
A1002

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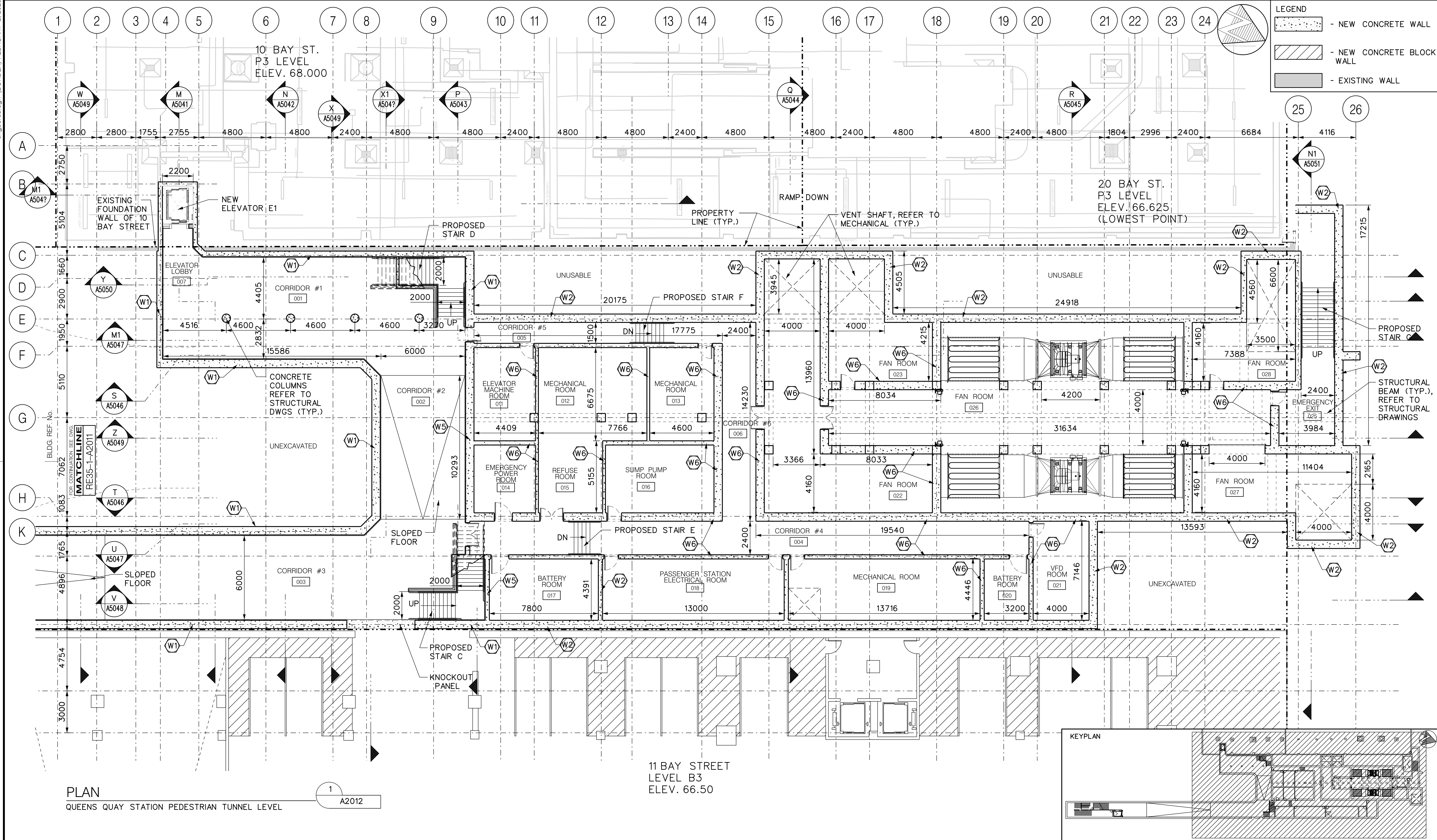
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PLAN
QUEENS QUAY STATION PEDESTRIAN TUNNEL LEVEL
1 A2011

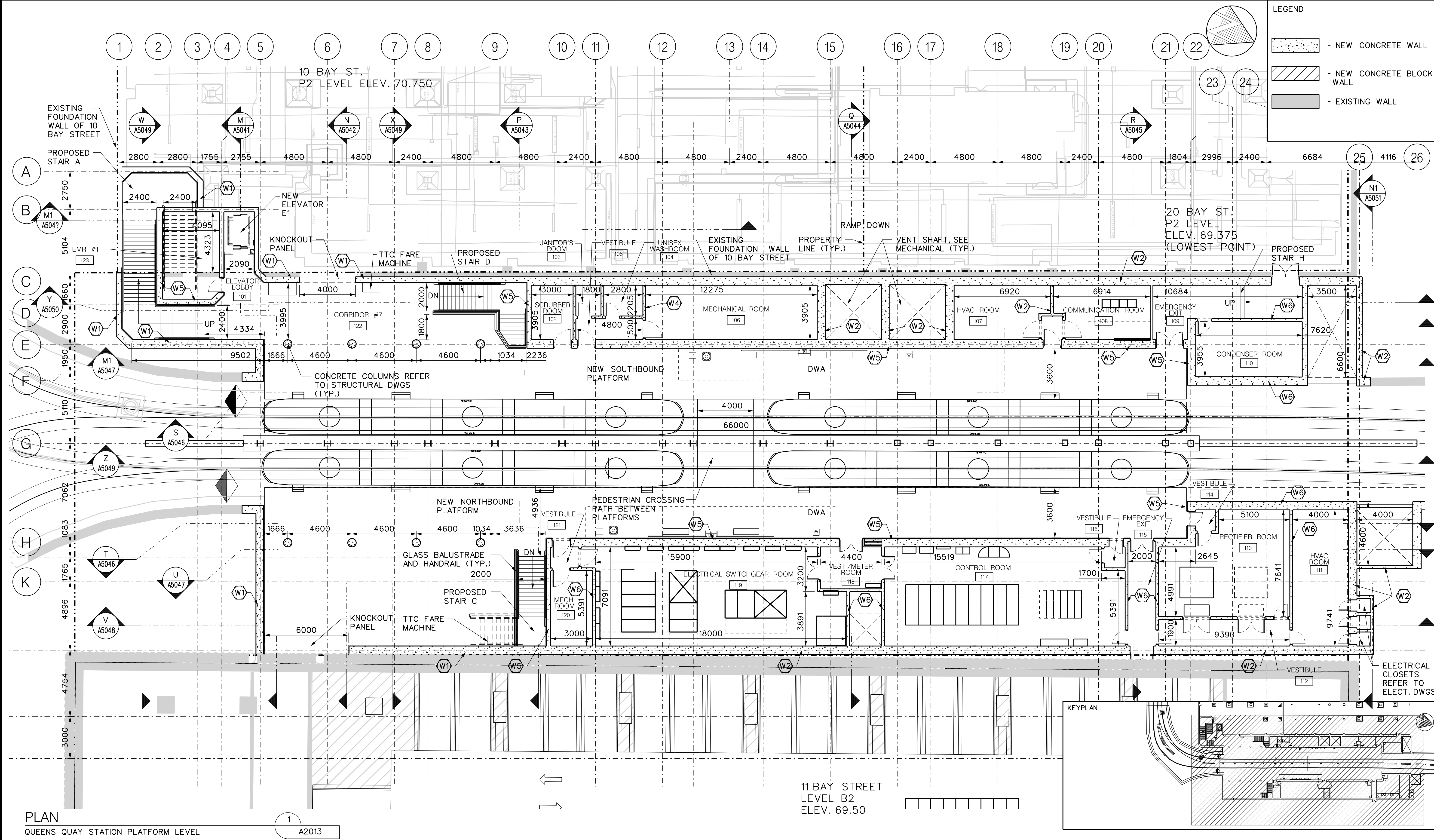
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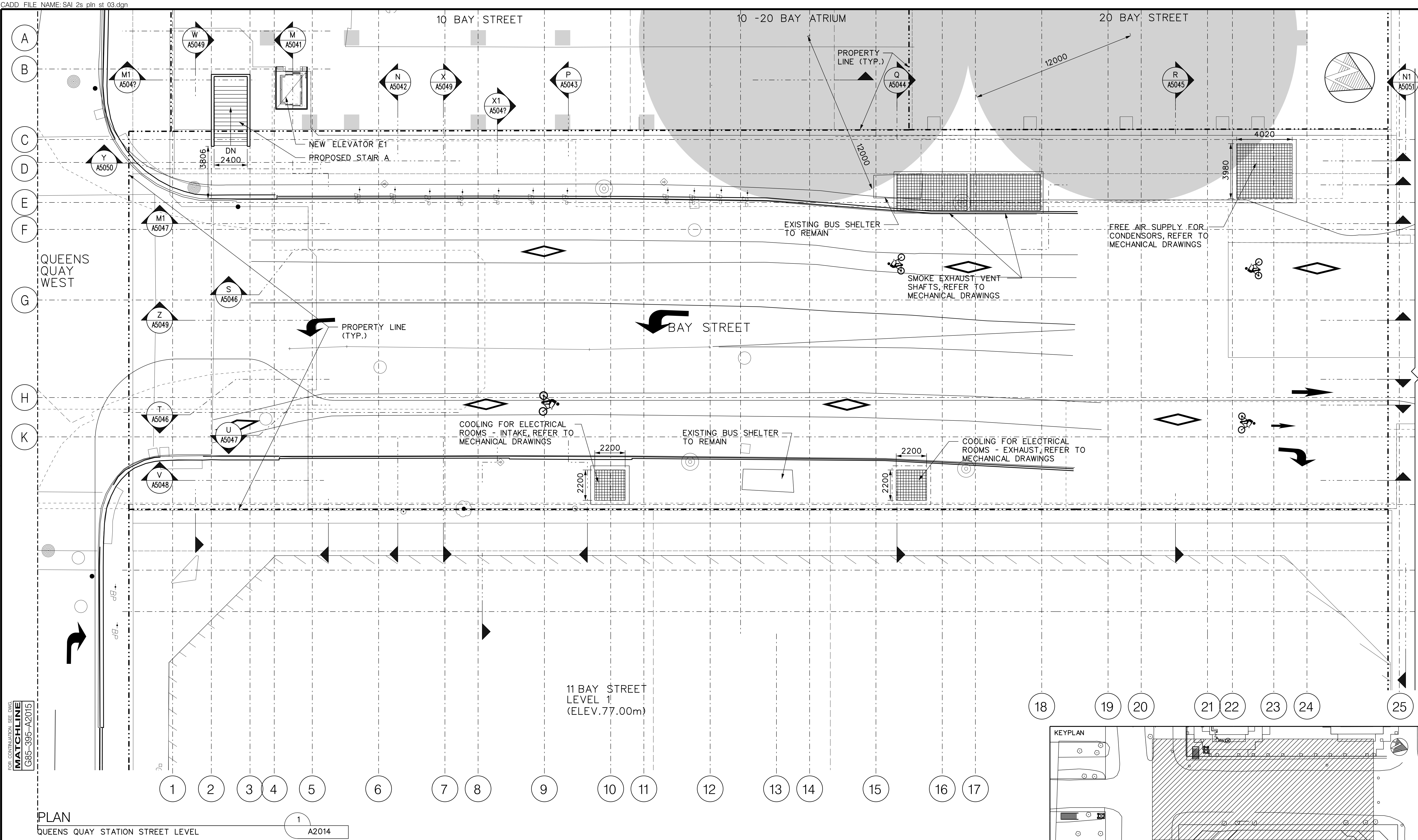


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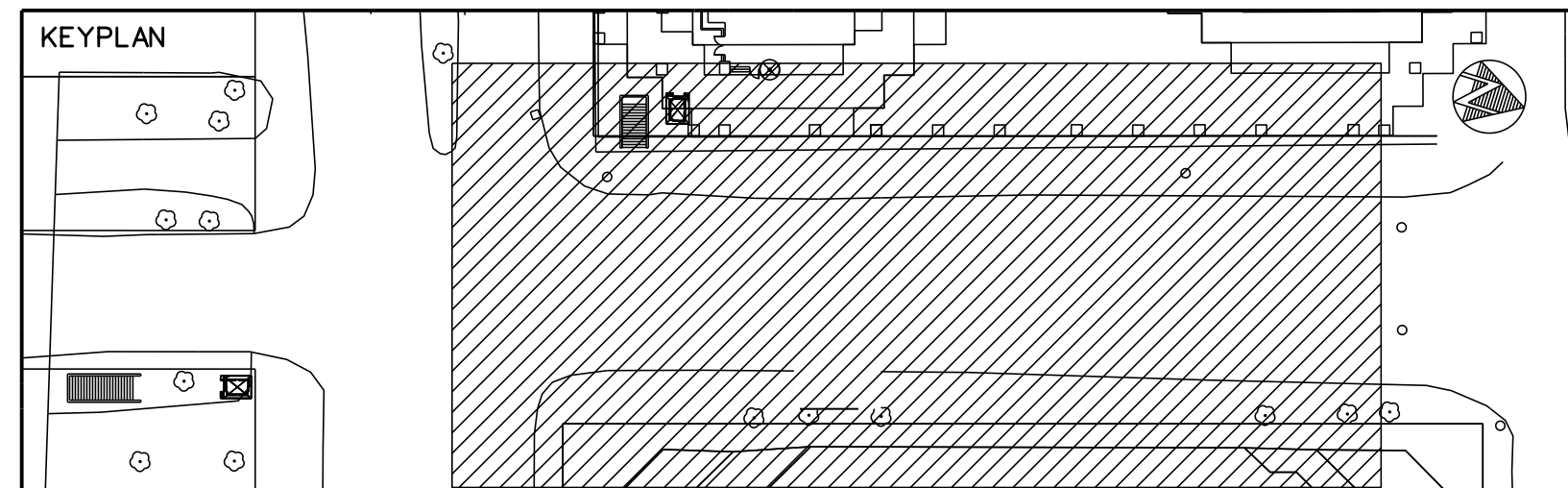
- NEW CONCRETE WALL
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- EXISTING WALL

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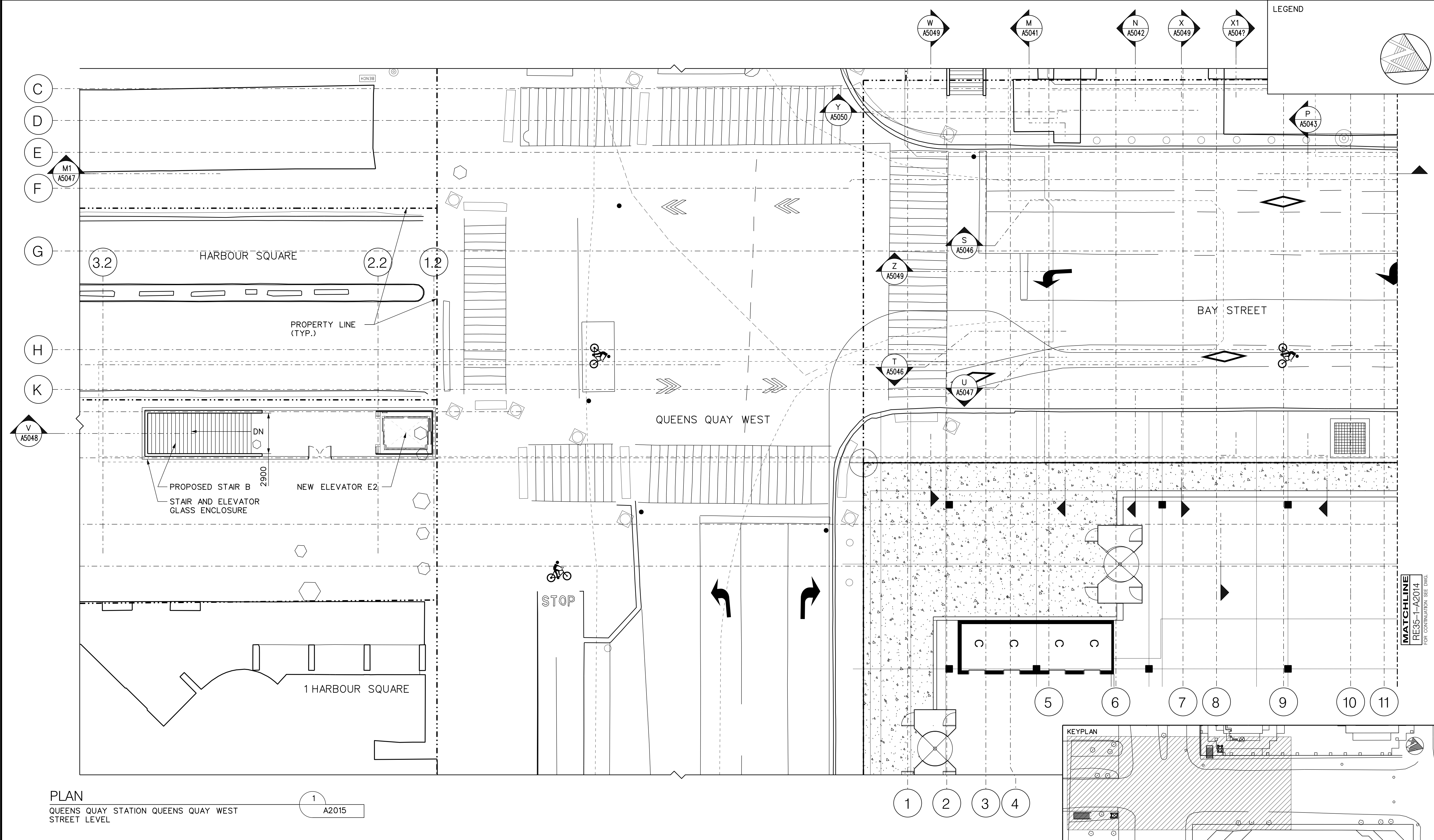


PLAN
QUEENS QUAY STATION STREET LEVEL



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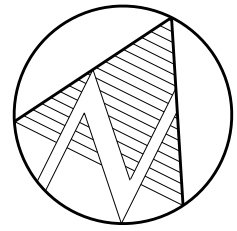
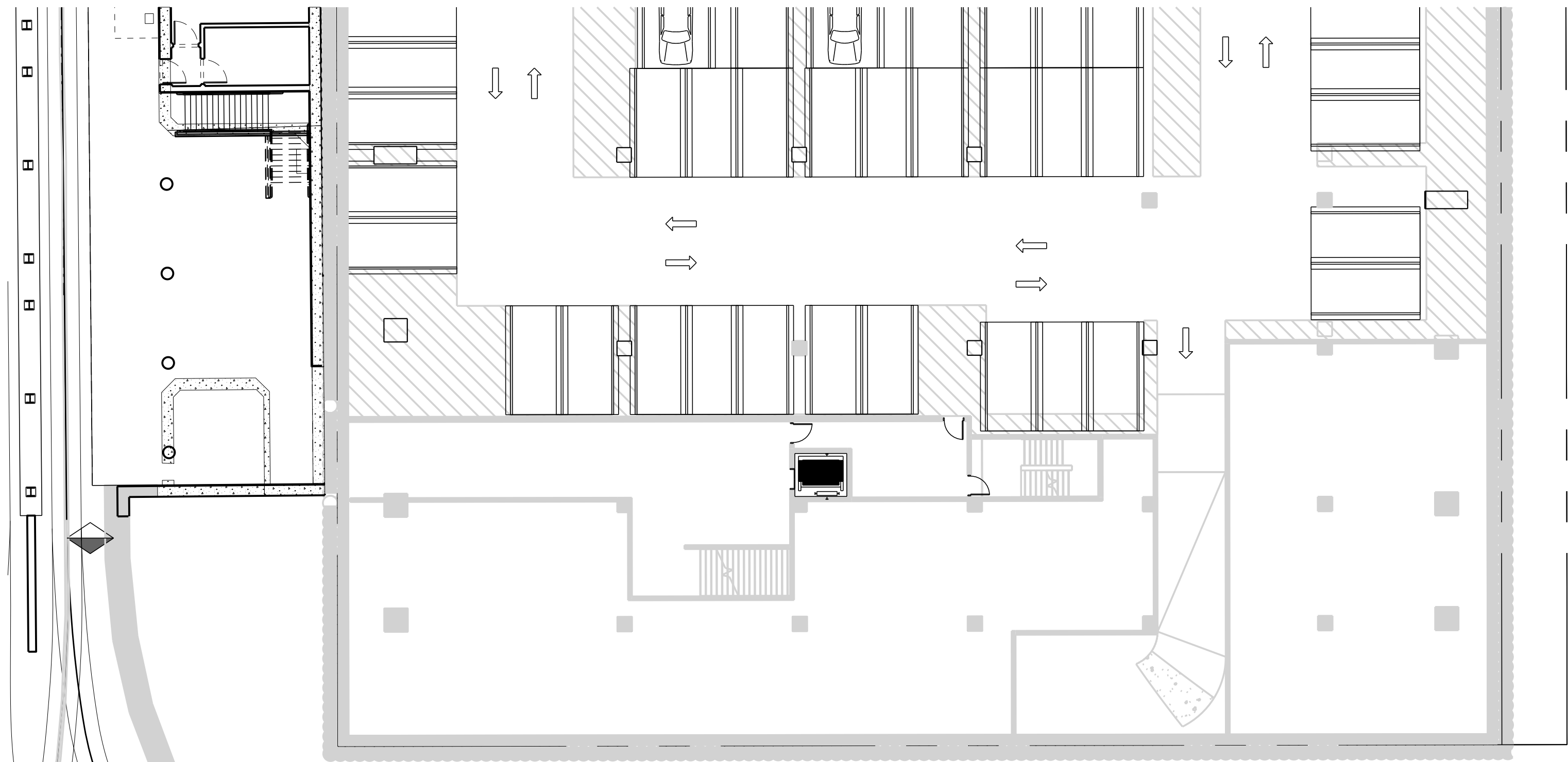
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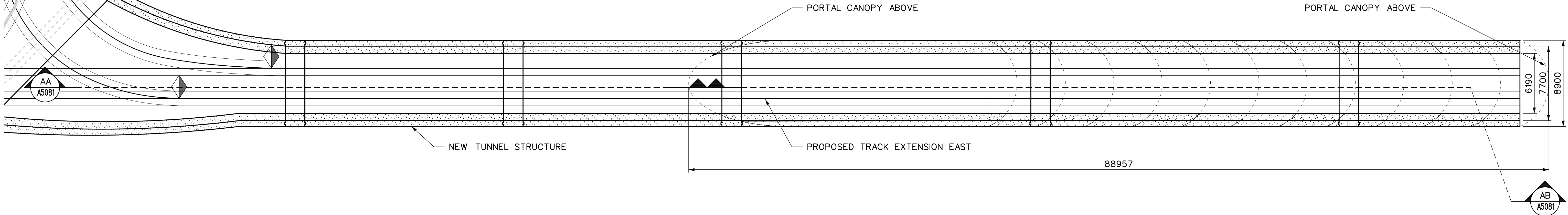
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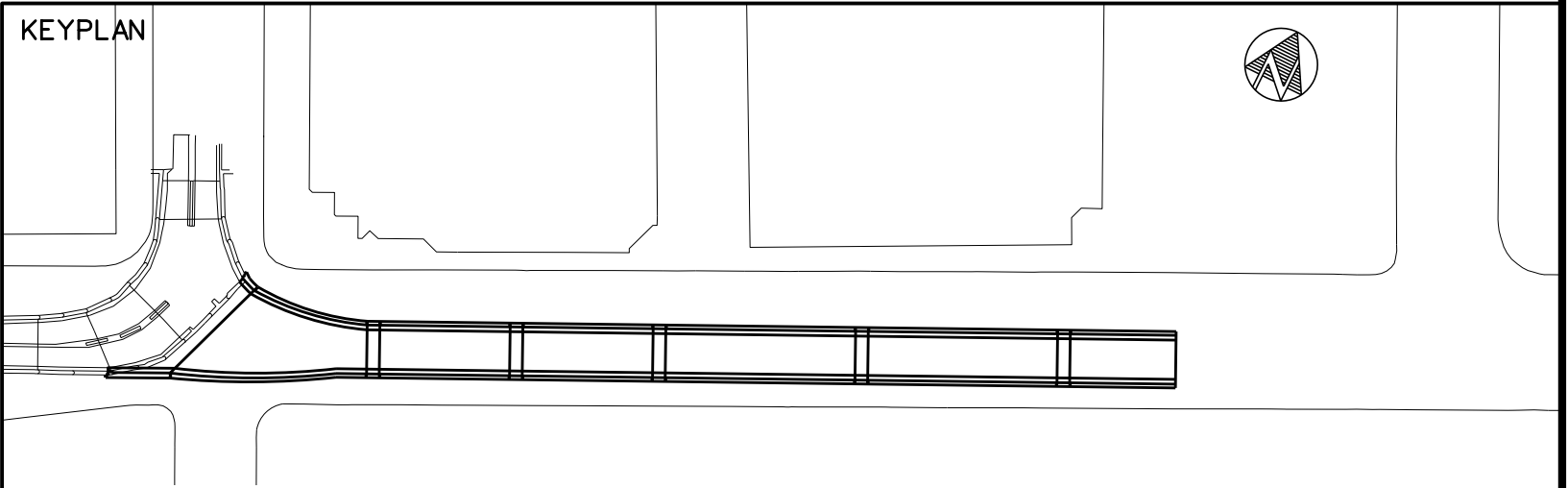


- LEGEND
- NEW CONCRETE WALL
 - NEW CONCRETE BLOCK WALL
 - EXISTING WALL



PLAN
PORTAL STREETCAR TRACK LAYOUT

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A2081



REVISIONS	REVISIONS

30% REVIEW
DRAWING
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wood.
WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS
3650 HARVESTER ROAD, SUITE 100
BURLINGTON, ONTARIO, CANADA L7M 3W5
TEL: +1 905 335 2353

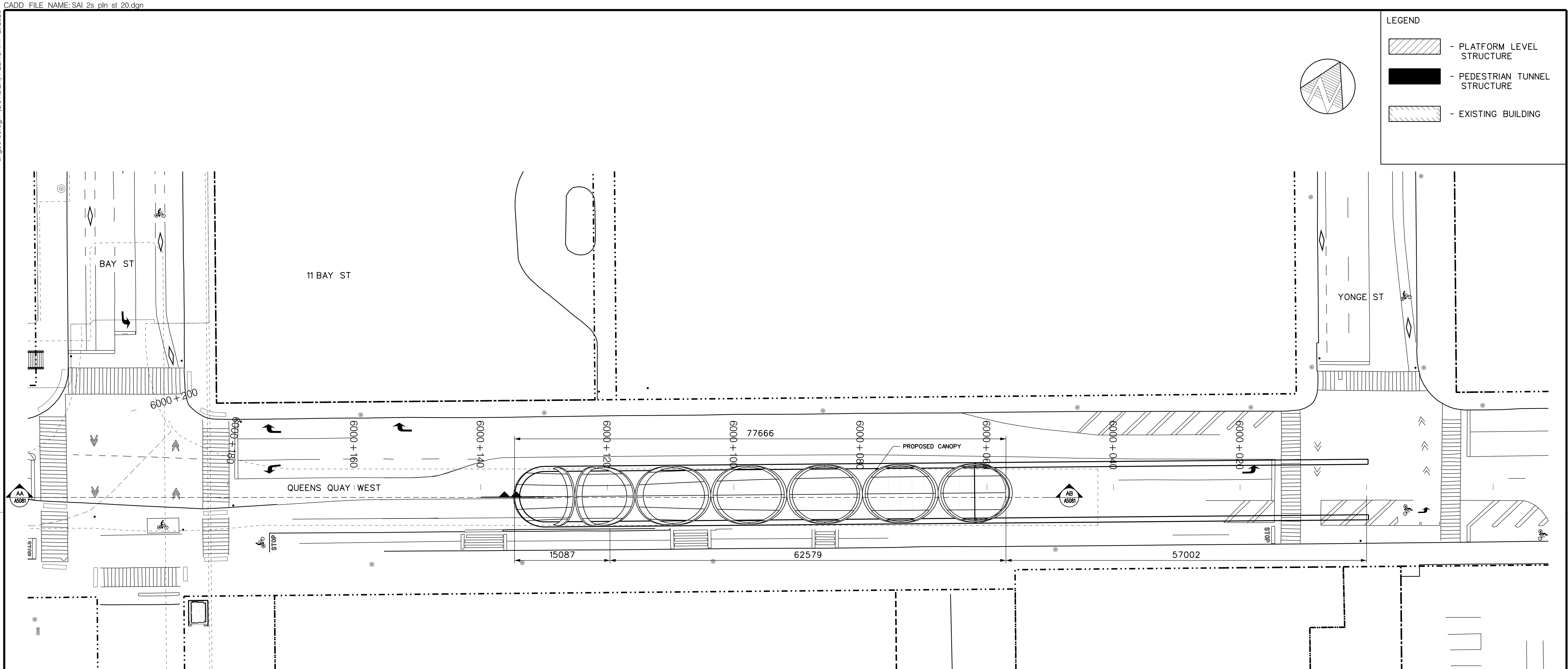
sai
Strasman Architects Inc.
1941 Gerrard Street East
Toronto, Ontario, Canada M4L 2C2
T 416 588 1800
F 416 588 1009
info@strasmanarch.com
www.strasmanarch.com

DRAWN N.MANABAT YYYY/MM/DD
2020/11/16
CHECKED R.BARDALEZ
CORRECT J.STRASMAN
SCALE
0 1 2 3 4 5 8m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK
EAST PORTAL
STREETCAR TUNNEL LEVEL PLAN

Contract: RE35-1
TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT
Dwg. No. **RE35-1-A2081** Rev. No. Sheet No.
Plot Date: 7-JUL-2021

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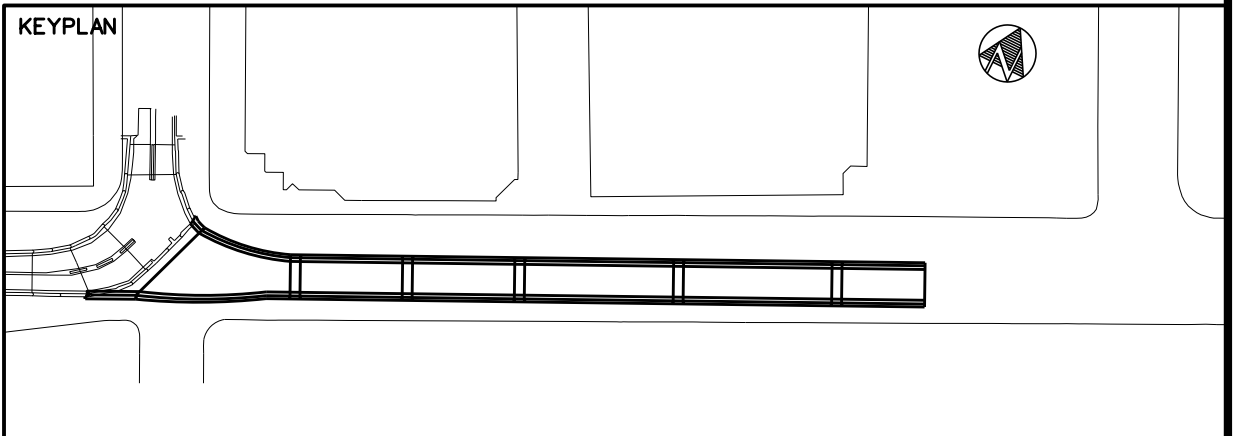
- PLATFORM LEVEL STRUCTURE

- PEDESTRIAN TUNNEL STRUCTURE

- EXISTING BUILDING

PLAN
EAST PORTAL

1
A2082



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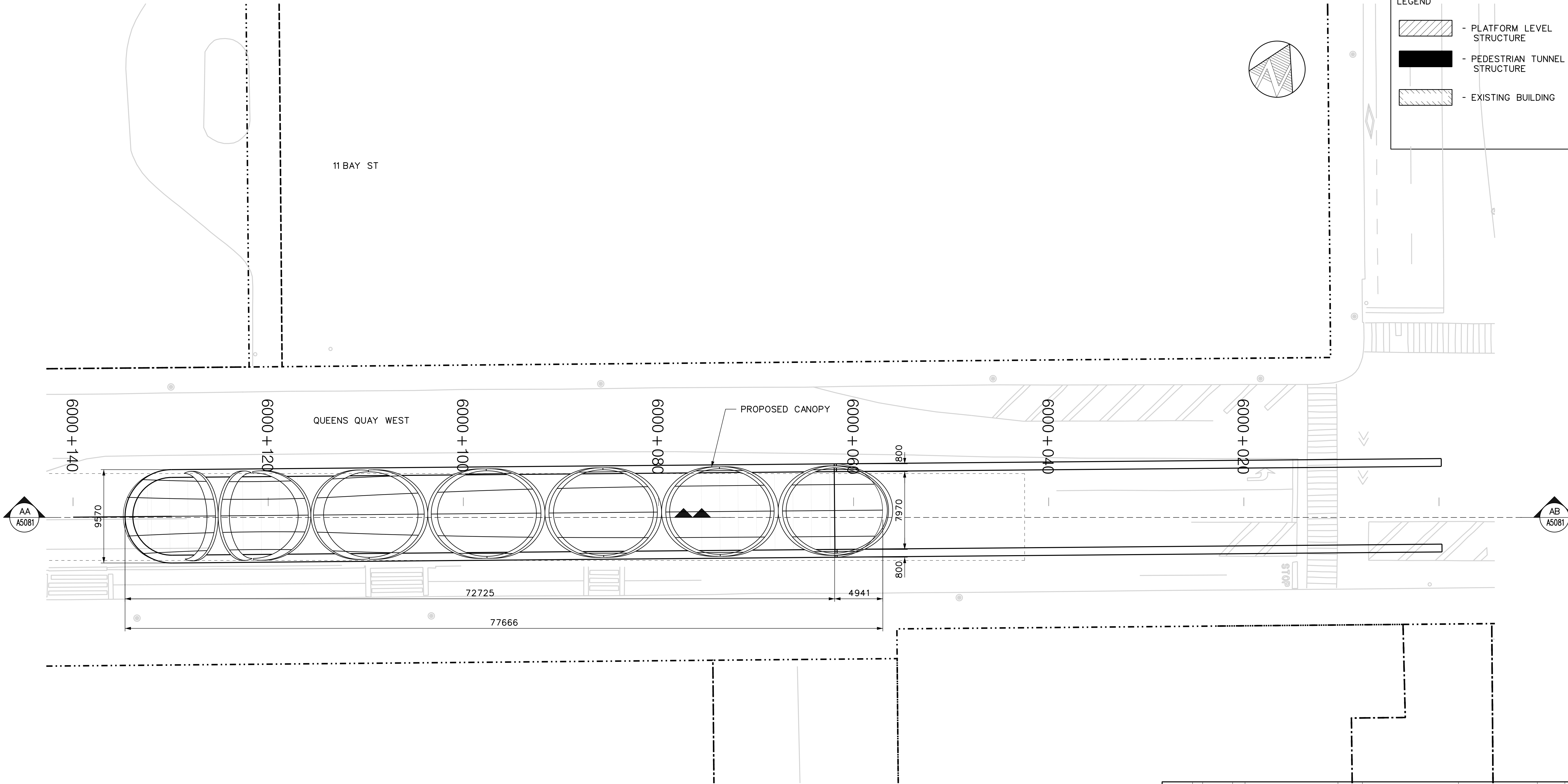
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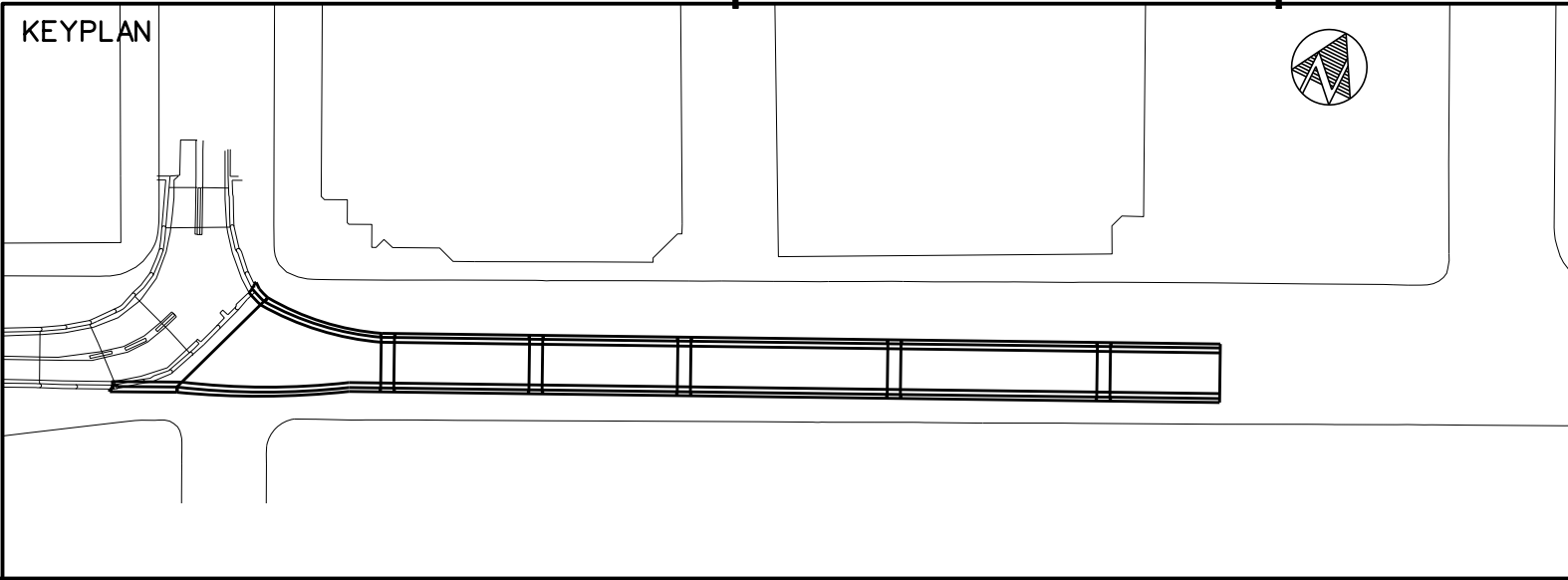


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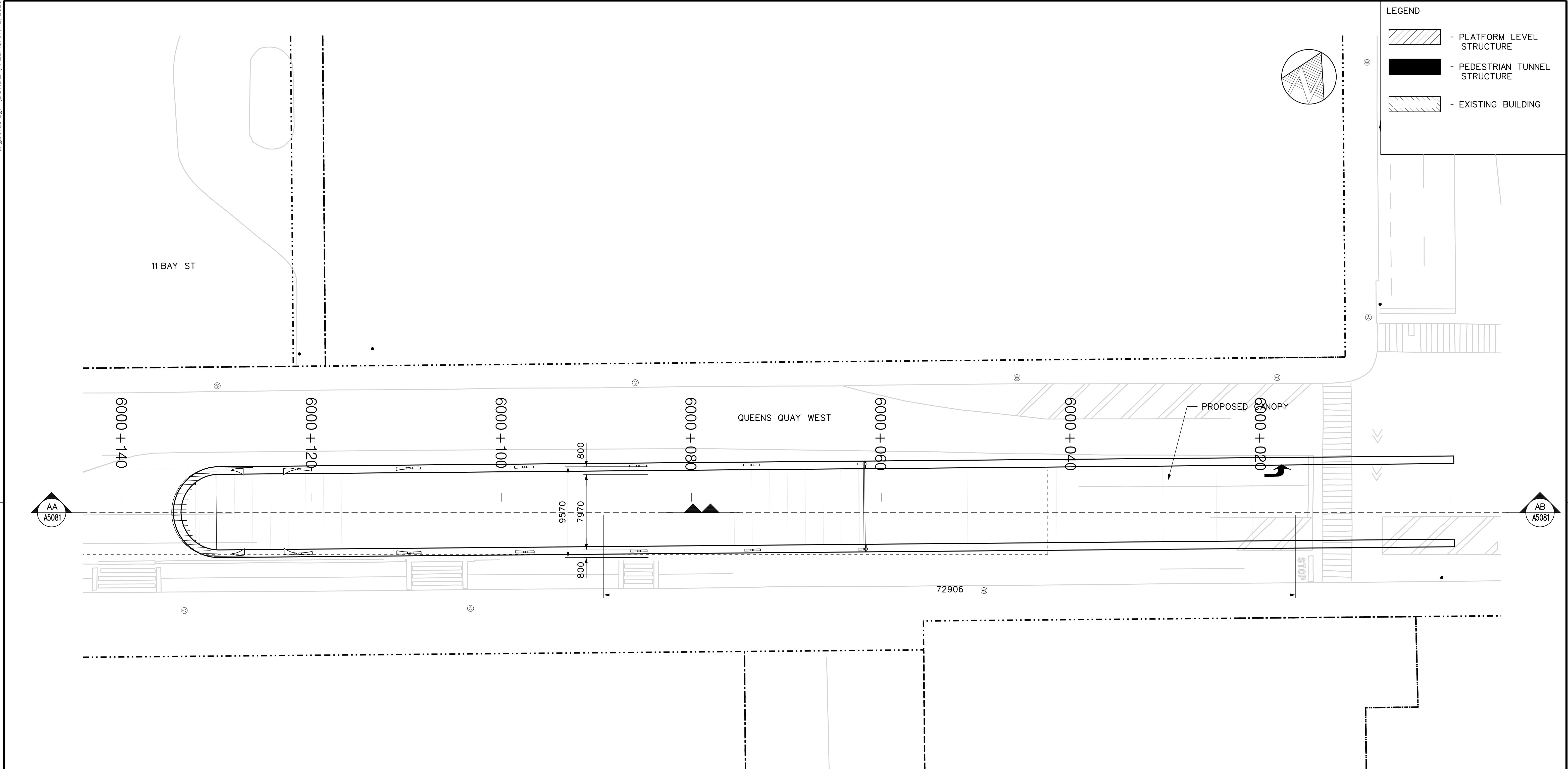
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PLAN
PORTAL TRACK LAYOUT



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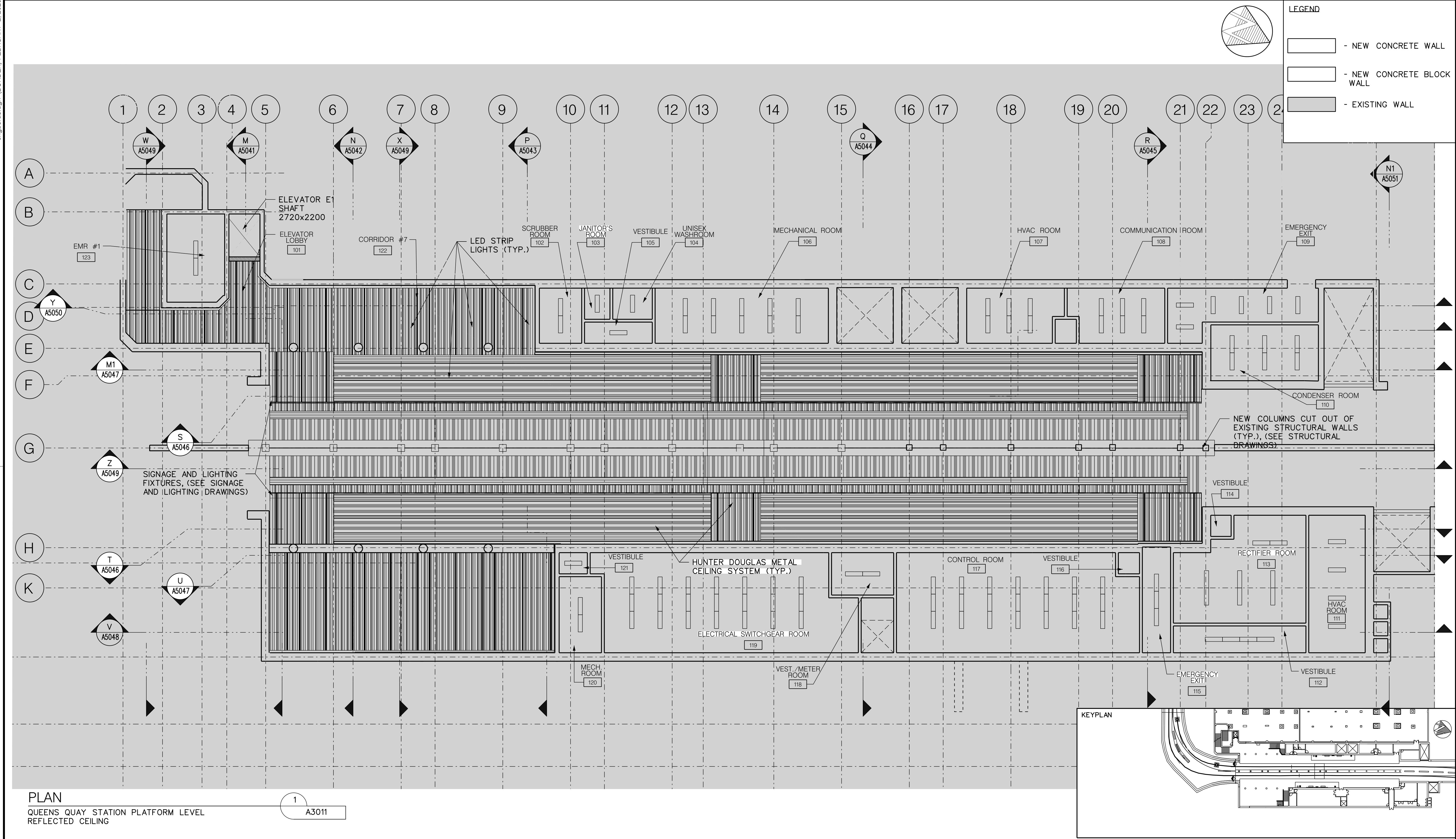


PLAN
PORTAL FLOOR PLAN

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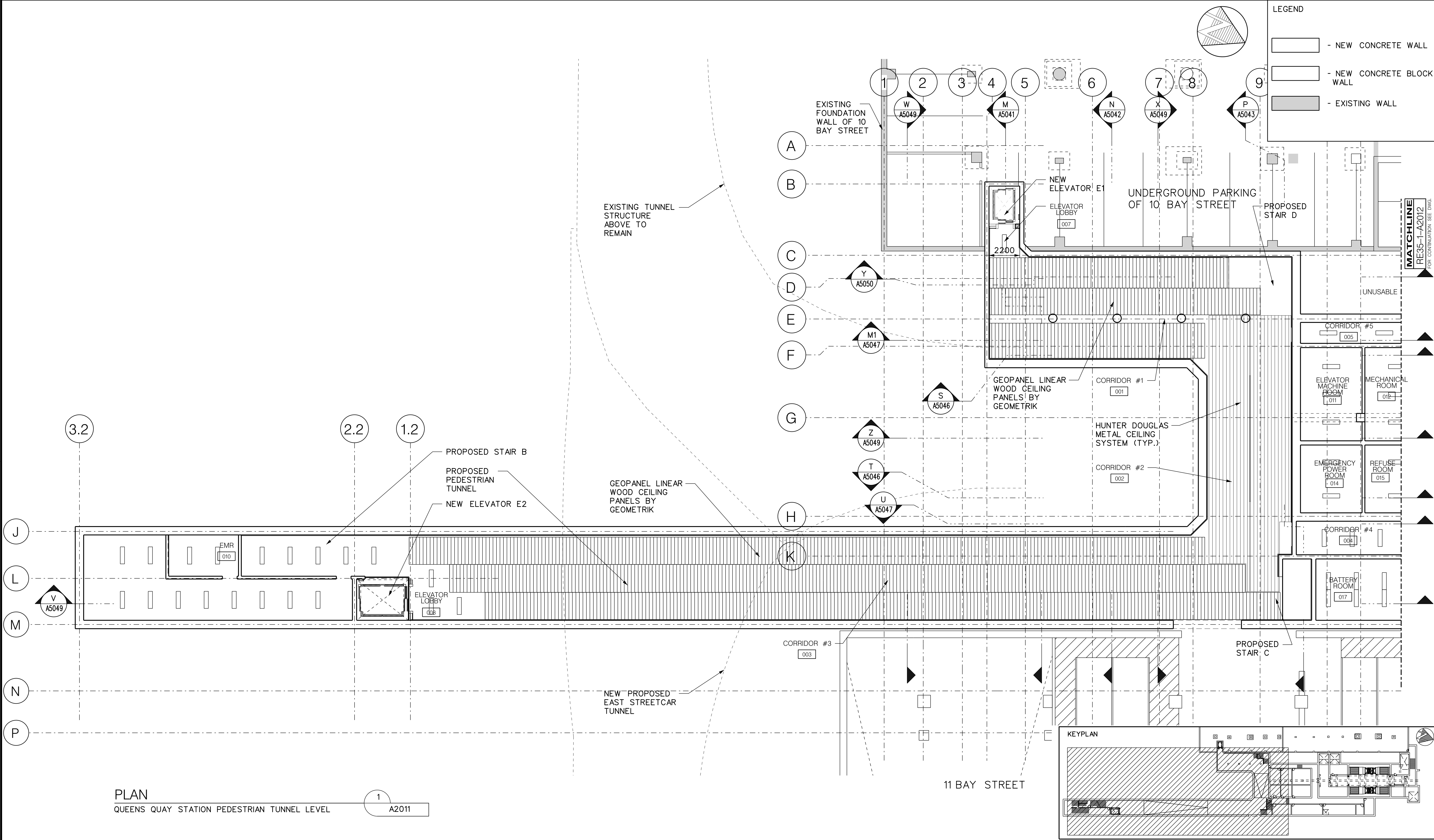
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PLAN
QUEENS QUAY STATION PLATFORM LEVEL
REFLECTED CEILING

<table><tr><td>REVISIONS</td><td>REVISIONS</td></tr><tr><td>△</td><td>△</td></tr><tr><td>△</td><td>△</td></tr><tr><td>△</td><td>△</td></tr></table>		REVISIONS	REVISIONS	△	△	△	△	△	△	<div>30% REVIEW DRAWING NOT FOR CONSTRUCTION</div>	<div>wood. WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2353</div>	<div>sai Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1006 info@strasmanarch.com www.strasmanarch.com</div>	<table><tr><td>DRAWN</td><td>N.MANABAT</td><td>YYYY/MM/DD</td><td>2020/09/01</td></tr><tr><td>CHECKED</td><td>R.BARDALEZ</td><td></td><td></td></tr><tr><td>CORRECT</td><td>J.STRASMAN</td><td></td><td></td></tr><tr><td>SCALE</td><td colspan="3"></td></tr></table>	DRAWN	N.MANABAT	YYYY/MM/DD	2020/09/01	CHECKED	R.BARDALEZ			CORRECT	J.STRASMAN			SCALE				<table><tr><td colspan="2">WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK</td><td>Contract: RE35-1</td></tr><tr><td colspan="2">QUEENS QUAY STATION</td><td></td></tr><tr><td colspan="2">PLATFORM LEVEL REFLECTED CEILING PLAN</td><td>TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT</td></tr><tr><td>Dwg. No.</td><td>Rev. No.</td><td>Sheet No.</td></tr><tr><td>RE35-1-A3011</td><td></td><td></td></tr><tr><td colspan="3">Plot Date: 7-JUL-2021</td></tr></table>	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		Contract: RE35-1	QUEENS QUAY STATION			PLATFORM LEVEL REFLECTED CEILING PLAN		TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT	Dwg. No.	Rev. No.	Sheet No.	RE35-1-A3011			Plot Date: 7-JUL-2021		
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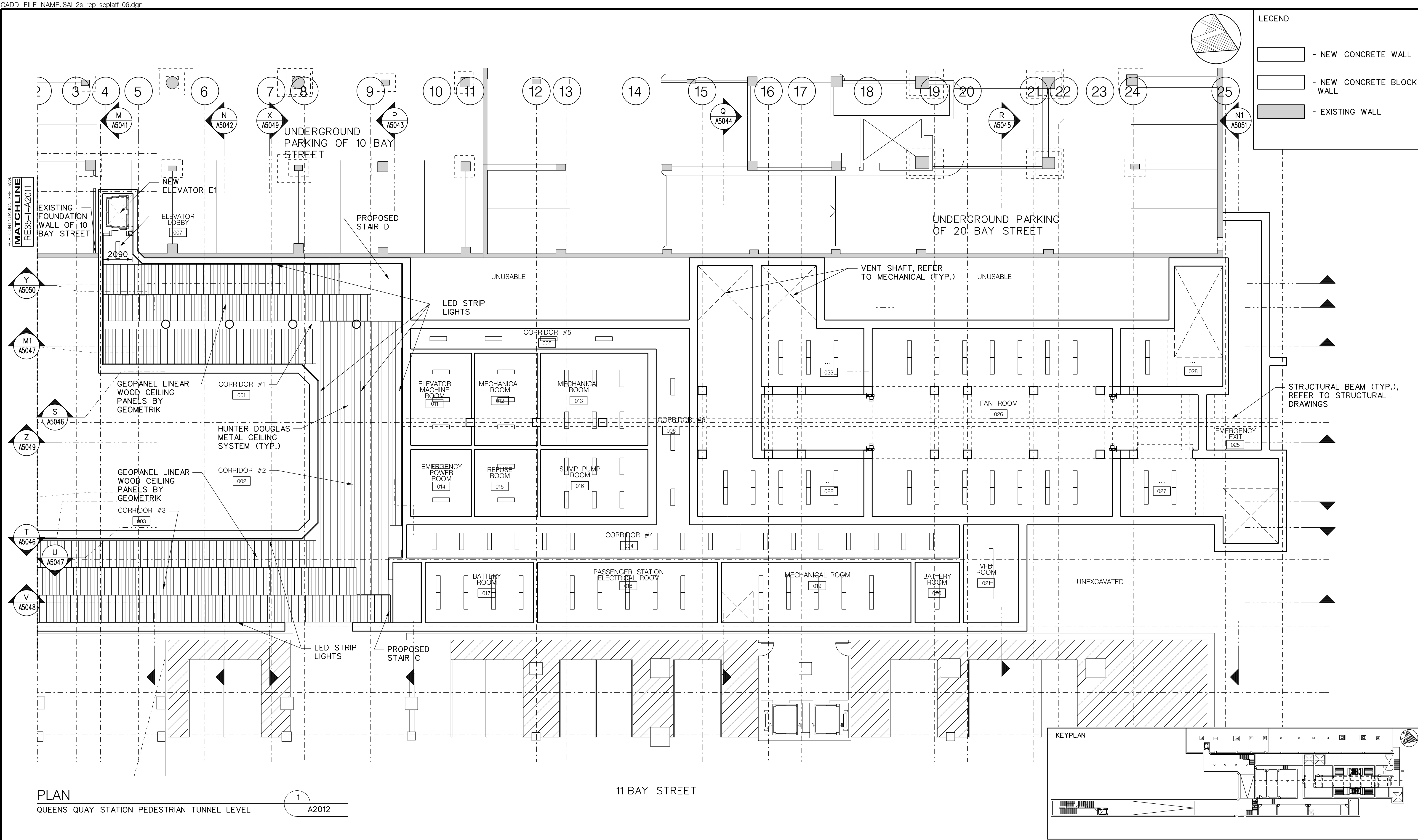


PLAN
QUEENS QUAY STATION PEDESTRIAN TUNNEL LEVEL

1
A2011

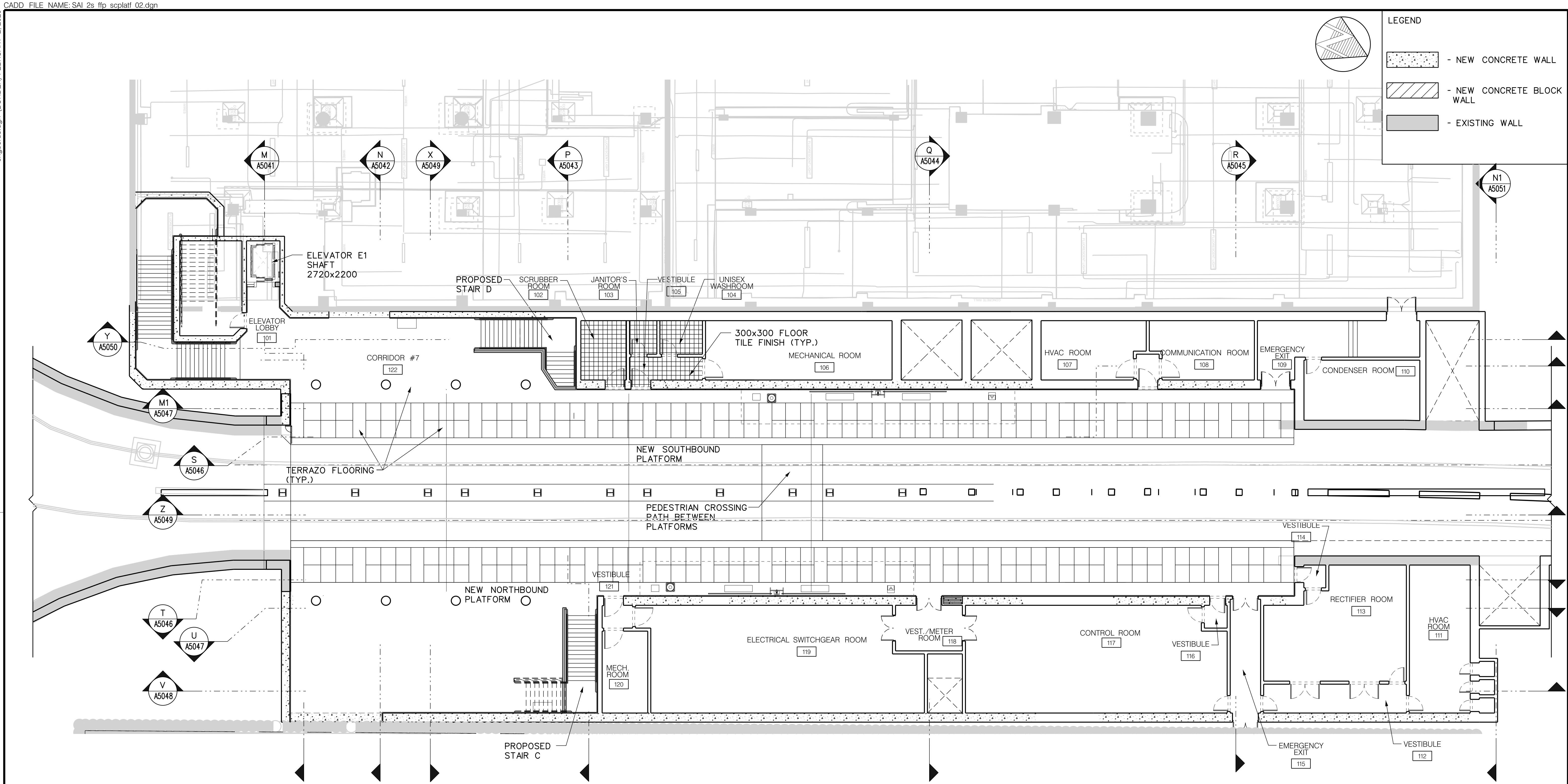
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QUEENS QUAY STATION			TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT											
PEDESTRIAN TUNNEL LEVEL REFLECTED CEILING PLAN SHEET 1 OF 2			Dwg. No. RE35-1-A3012 Rev. No. Sheet No. Plot Date: 7-JUL-2021											

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REVISIONS		REVISIONS		30% REVIEW DRAWING NOT FOR CONSTRUCTION		wood. WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2253		sai Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1006 info@strasmanarch.com www.strasmanarch.com		DRAWN: N.MANABAT CHECKED: R.BARDALEZ CORRECT: J.STRASMAN SCALE: 0 1 2 3 4 5m		WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK QUEENS QUAY STATION PEDESTRIAN TUNNEL LEVEL REFLECTED CEILING PLAN SHEET 2 OF 2		Contract: RE35-1 TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Dwg. No. RE35-1-A3013 Rev. No. Sheet No. Plot Date: 7-JUL-2021	
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PLAN
QUEENS QUAY STATION PLATFORM LEVEL FLOOR FINISH
1 A3015

REVISIONS	REVISIONS

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DRAWING
NOT FOR CONSTRUCTION

wood. WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2353	sai Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1009 info@strasmanarch.com www.strasmanarch.com	DRAWN <u>N.MANABAT</u> CHECKED <u>R.BARDALEZ</u> CORRECT <u>J.STRASMAN</u> SCALE 0 1 2 3 4 5m	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK QUEENS QUAY STATION PLATFORM LEVEL FLOOR FINISH PLAN	Contract: RE35-1 TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Dwg. No. RE35-1-A3015 Rev. No. Sheet No. Plot Date: 7-JUL-2021
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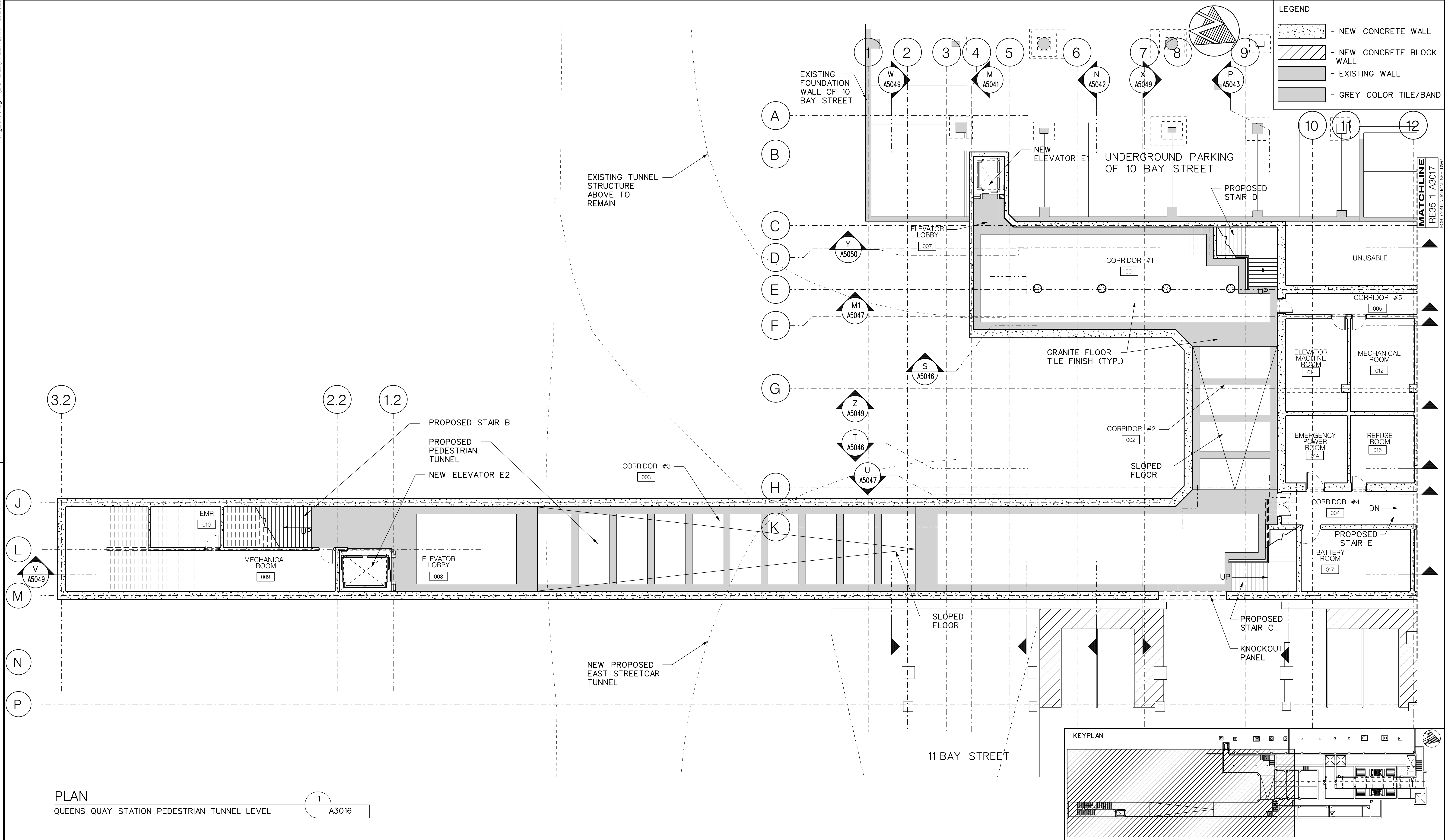
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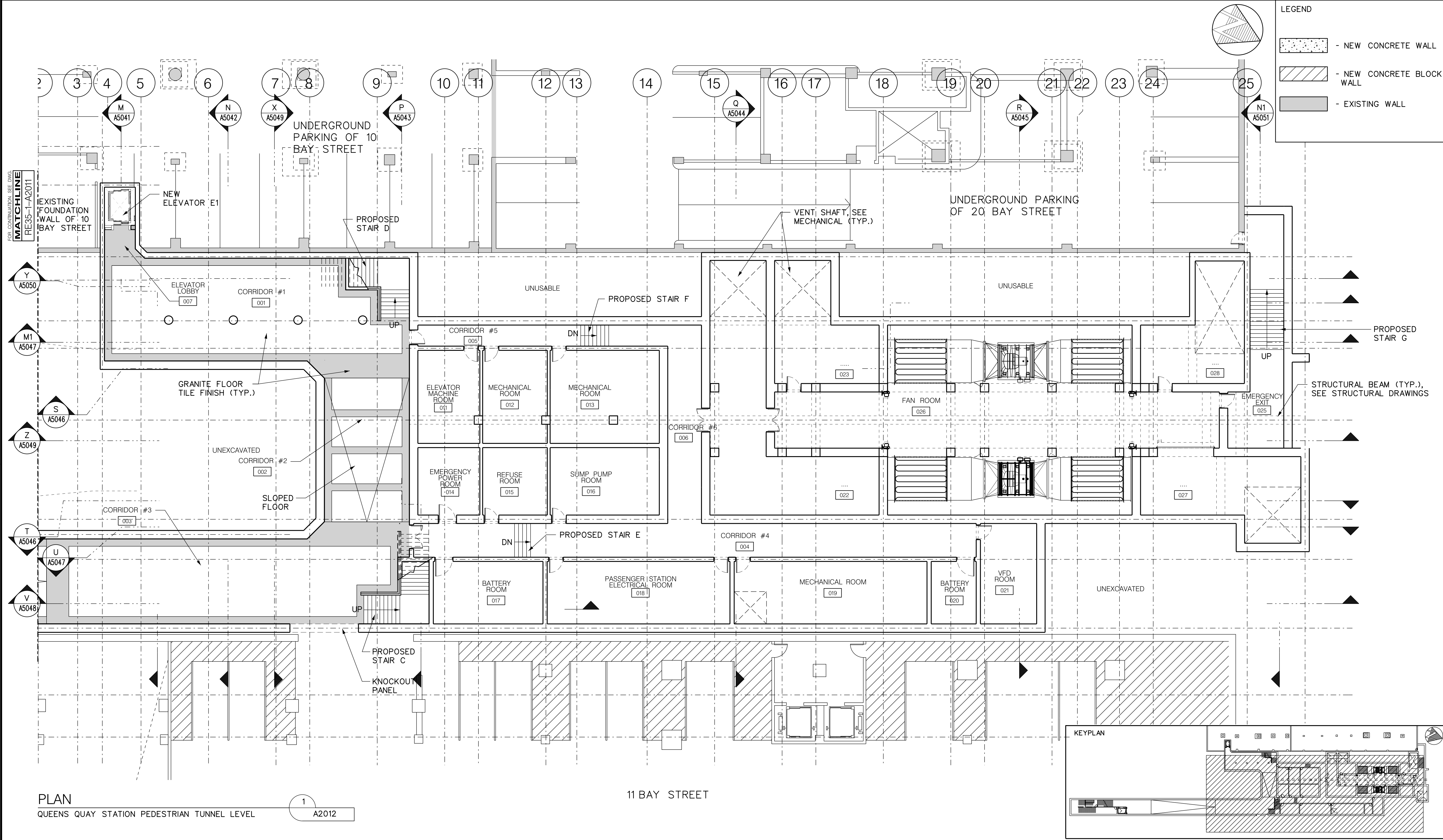


PLAN
QUEENS QUAY STATION PEDESTRIAN TUNNEL LEVEL

1
A3016

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DRAWING No.



REVISIONS		REVISIONS		<div>30% REVIEW DRAWING NOT FOR CONSTRUCTION</div>	<div>wood. <small>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2253</small></div>	<div>sai <small>Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 588 1800 F 416 588 1006 info@strasmanarch.com www.strasmanarch.com</small></div>	<div>DRAWN C.SEUN CHECKED R.BARDALEZ CORRECT J.STRASMAN SCALE 0 1 2 3 4 5m</div>	<div>YYYY/MM/DD 2021/03/31</div>	<div>WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK</div>			<div>Contract: RE35-1</div>	
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									<div>PEDESTRIAN TUNNEL LEVEL FLOOR FINISH PLAN SHEET 2 OF 2</div>			<div>Dwg. No. RE35-1-A3017 Rev. No. Sheet No.</div>	
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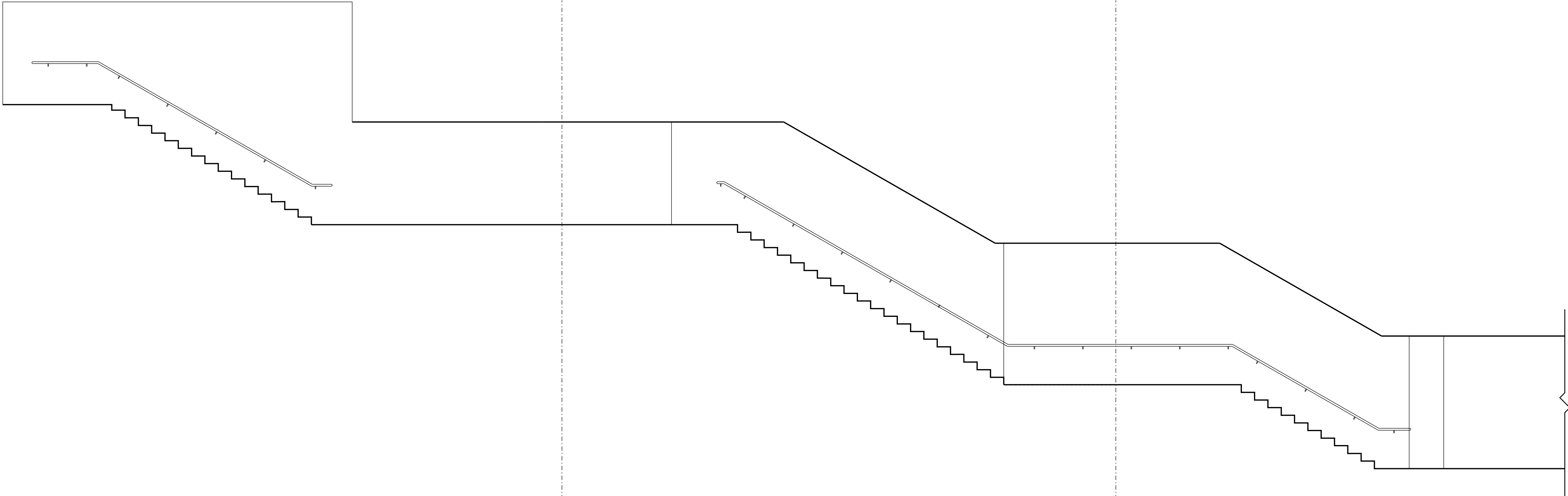
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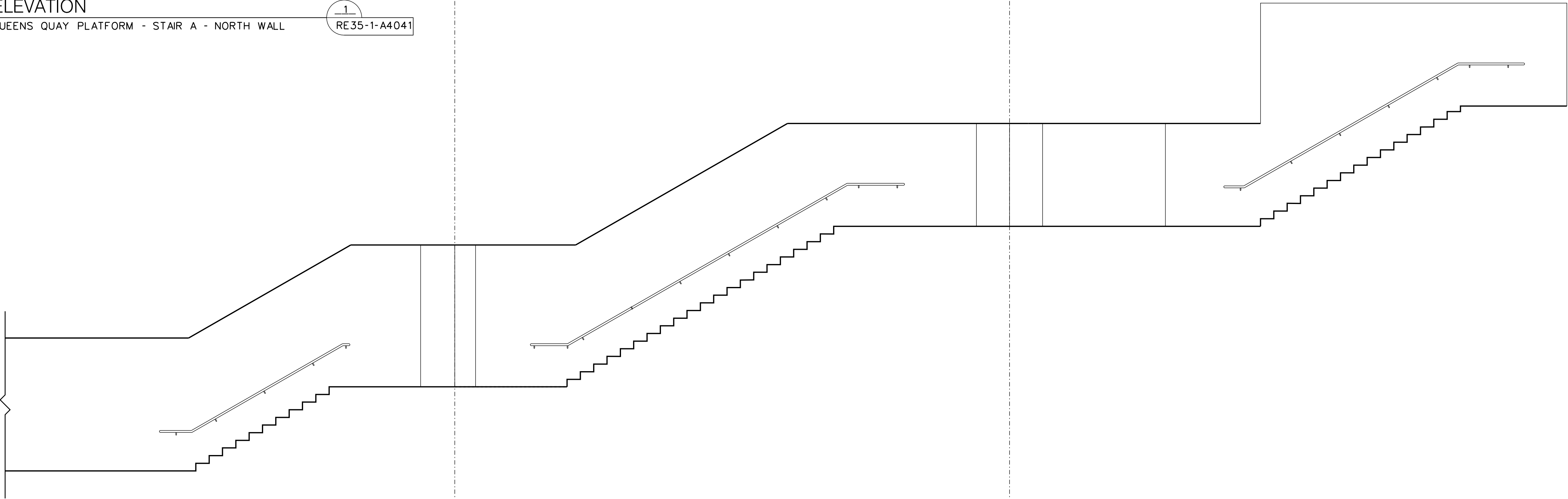
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ELEVATION
QUEENS QUAY PLATFORM - STAIR A - NORTH WALL

1

RE35-1-A4041



ELEVATION
QUEENS QUAY PLATFORM - STAIR A - SOUTH WALL

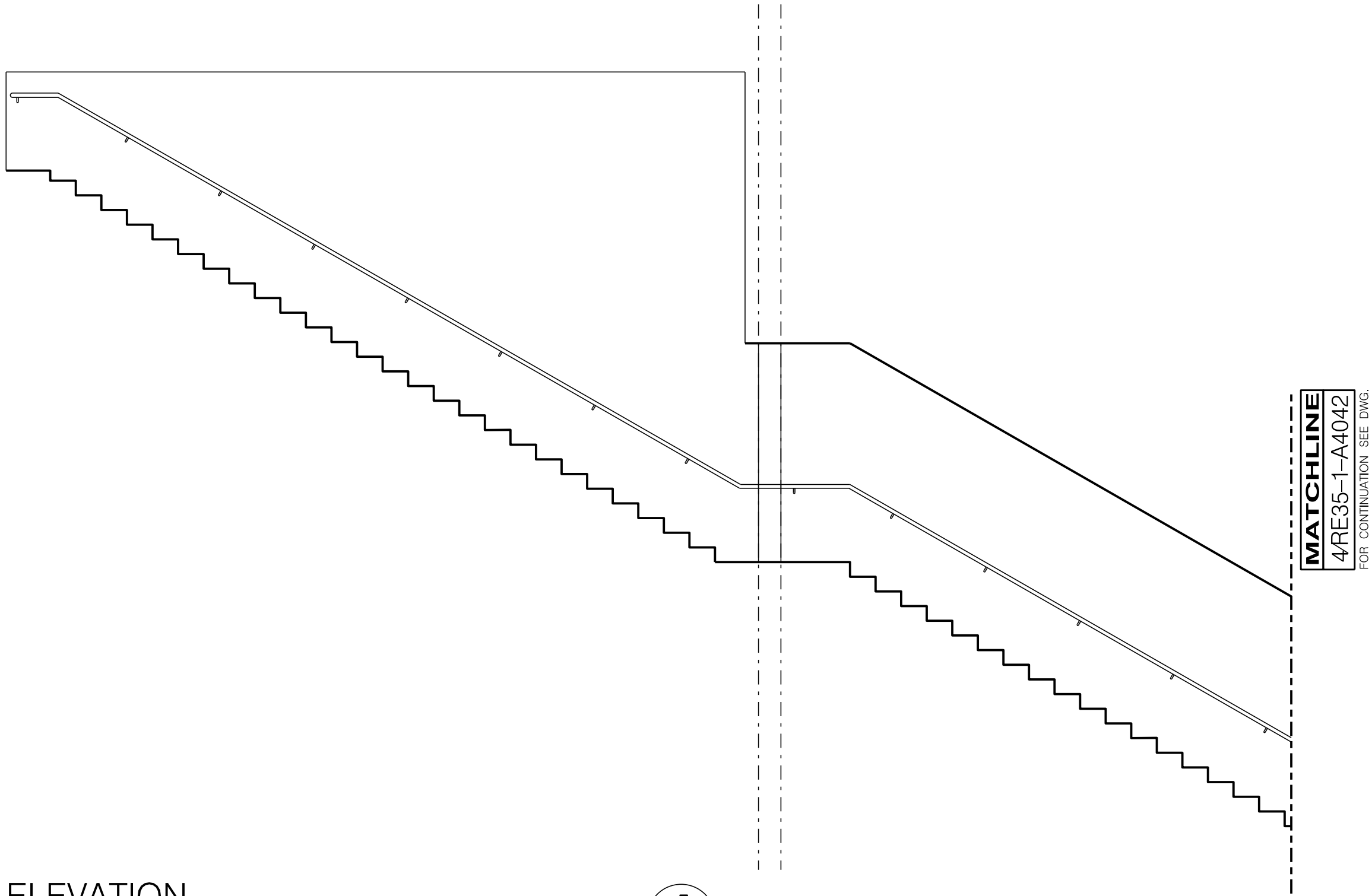
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RE35-1-A4041

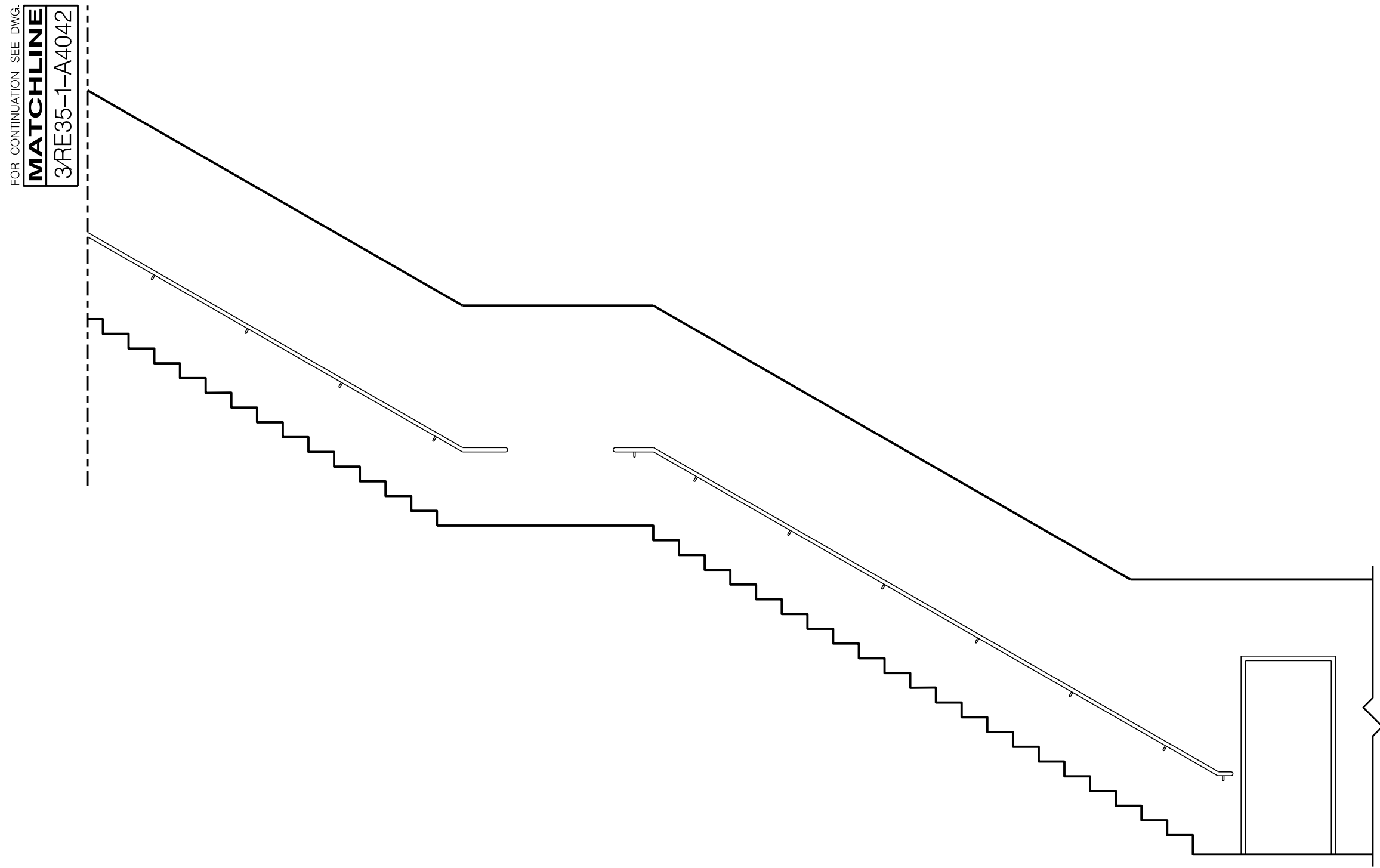
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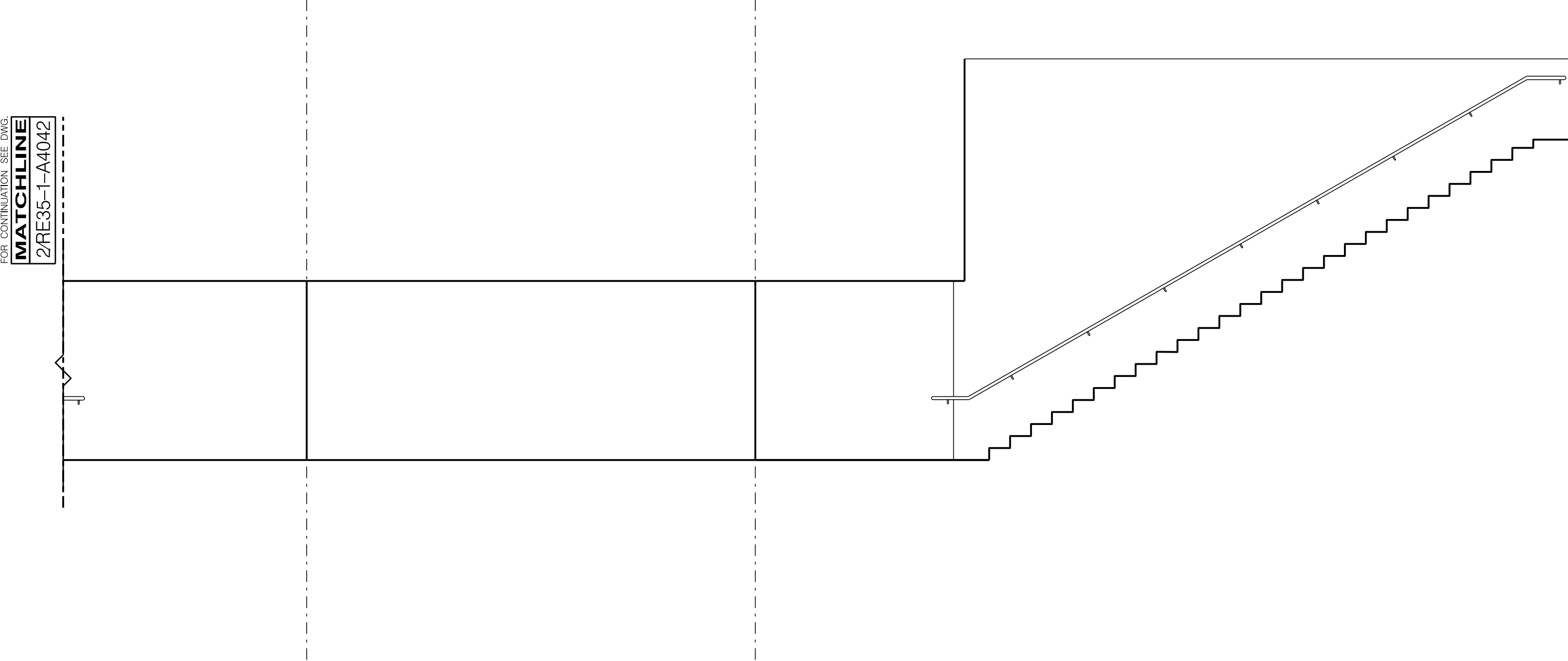
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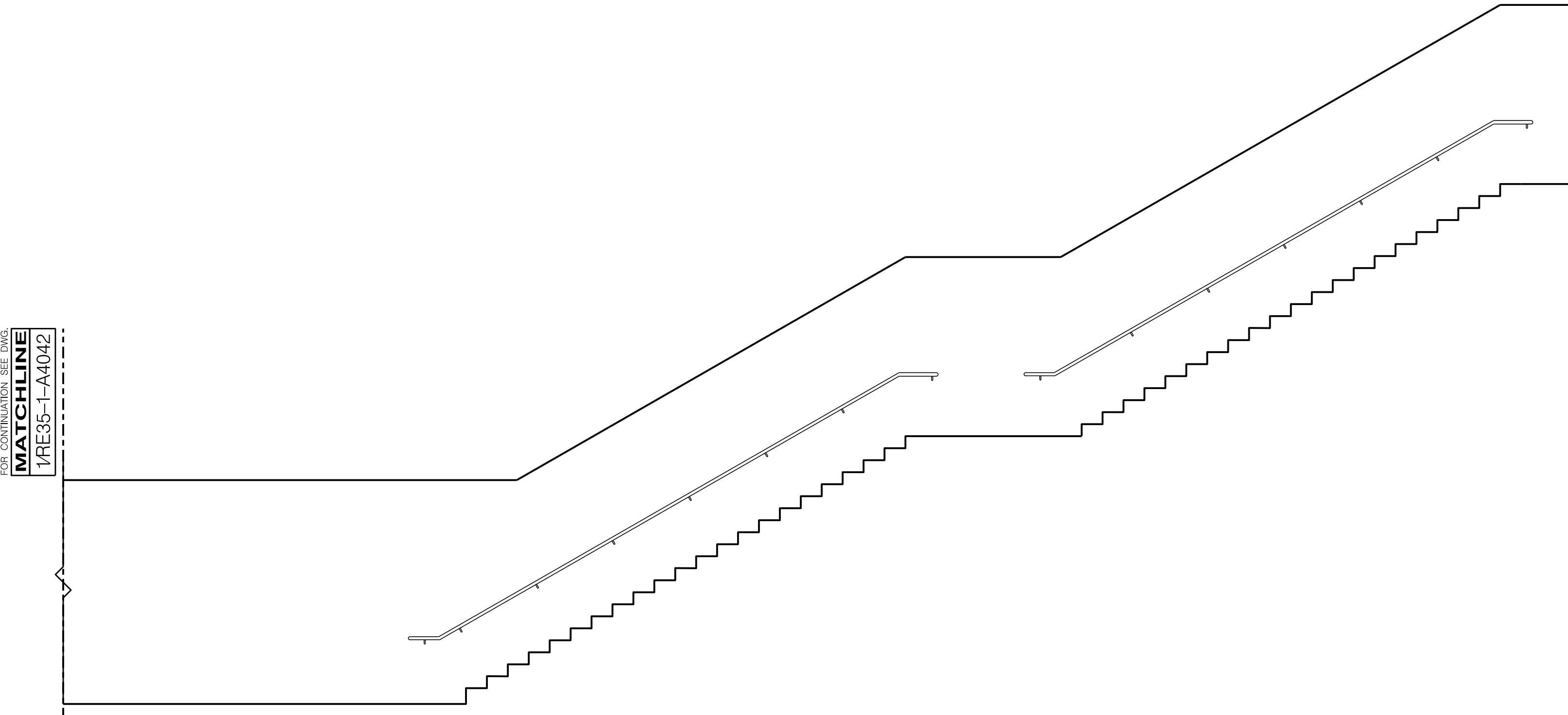
ELEVATION
QUEENS QUAY PED. TUNNEL - STAIR B - NORTH WALL
3
RE35-1-A4042



ELEVATION
QUEENS QUAY PED. TUNNEL - STAIR B - NORTH WALL
4
RE35-1-A4042



ELEVATION
QUEENS QUAY PED. TUNNEL - STAIR B - SOUTH WALL
1
RE35-1-A4042

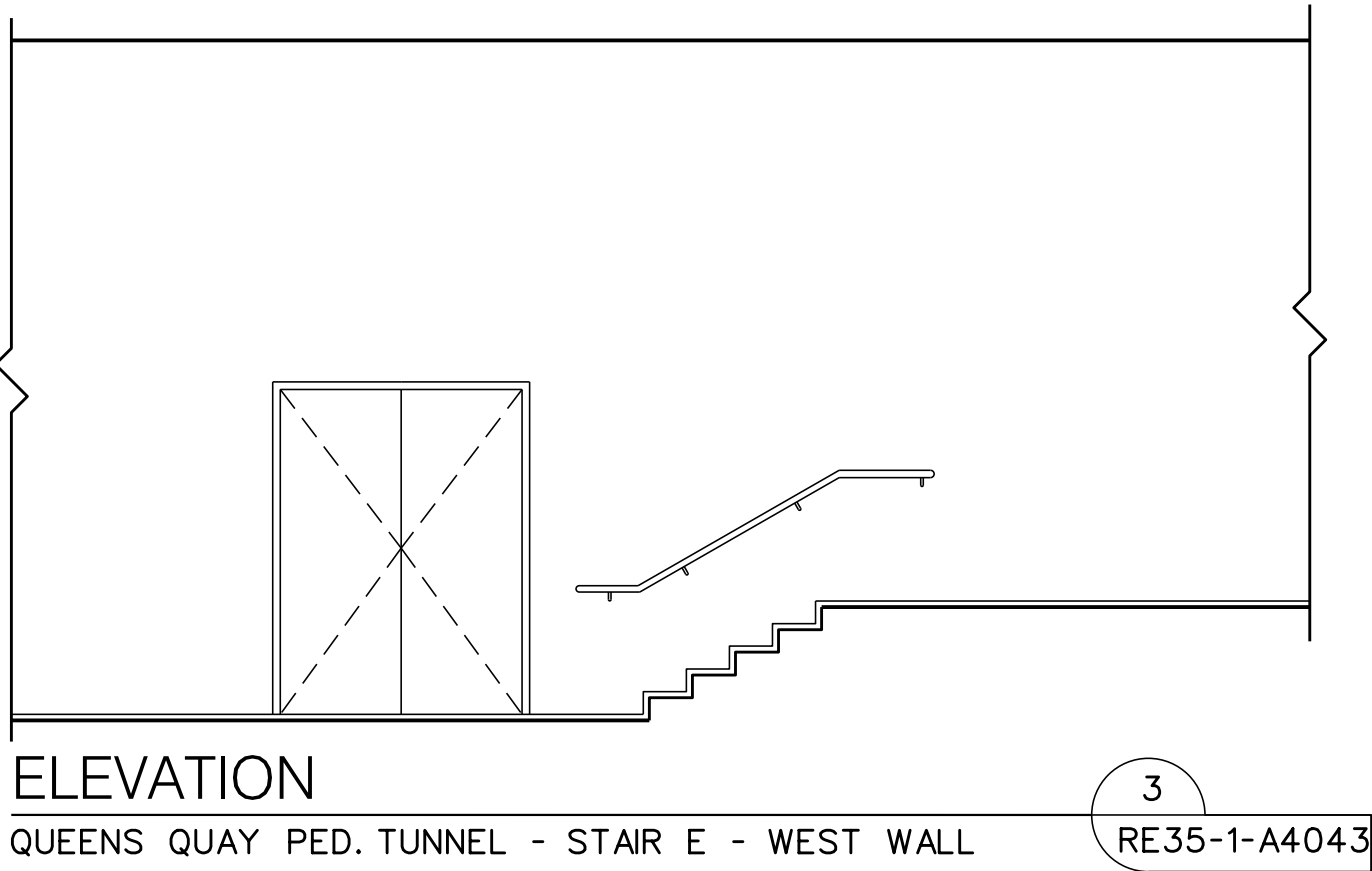


ELEVATION
QUEENS QUAY PED. TUNNEL - STAIR B - SOUTH WALL
2
RE35-1-A4042

REVISIONS	REVISIONS
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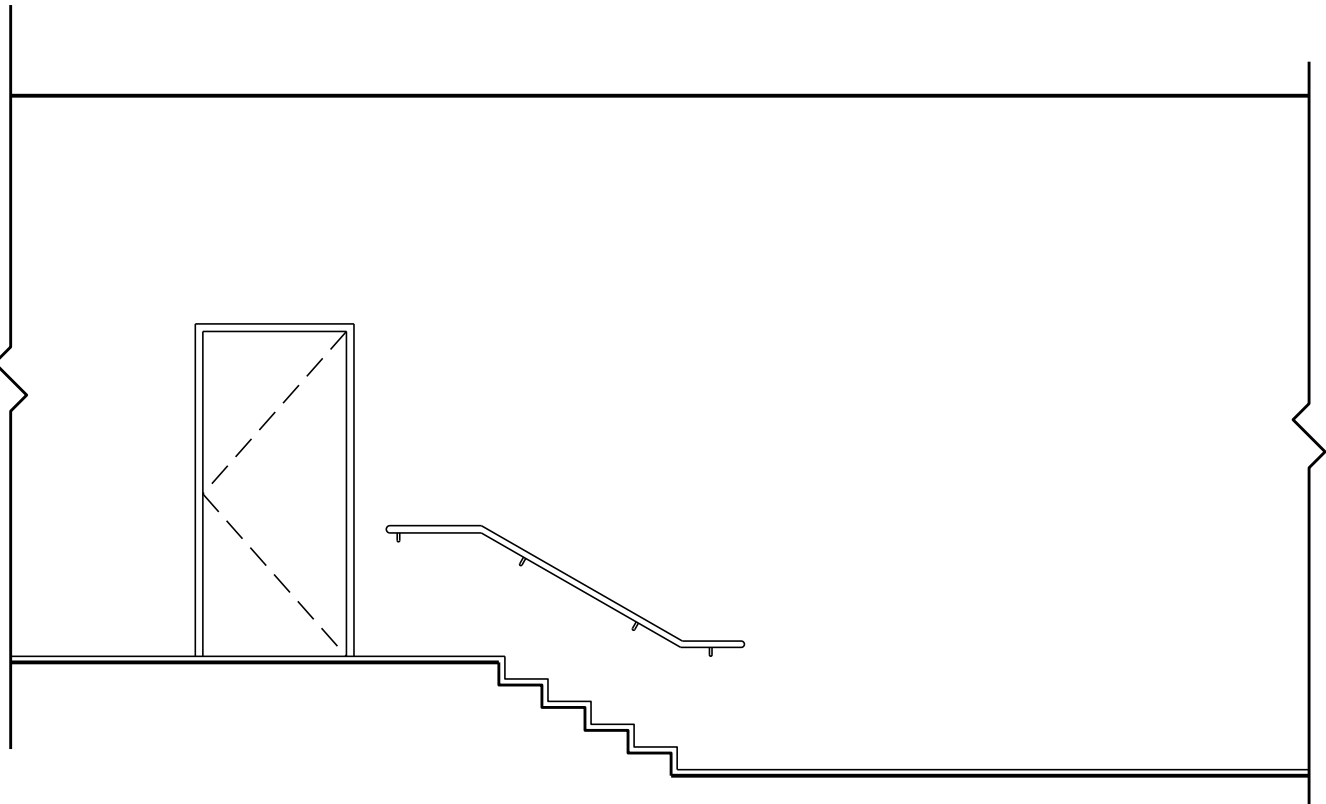
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 WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2353	 Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 588 1800 F 416 588 1008 info@strasmanarch.com www.strasmanarch.com				<table><tr><td>DRAWN</td><td>C.SEUN</td><td>YYYY/MM/DD</td></tr><tr><td>CHECKED</td><td>R.BARDALEZ</td><td>2021/04/12</td></tr><tr><td>CORRECT</td><td>J.STRASMAN</td><td>2021/04/12</td></tr></table> <table><tr><td>SCALE</td><td>0 1 2 3m</td></tr></table>	DRAWN	C.SEUN	YYYY/MM/DD	CHECKED	R.BARDALEZ	2021/04/12	CORRECT	J.STRASMAN	2021/04/12	SCALE	0 1 2 3m	<table><tr><td colspan="2">WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK</td></tr><tr><td colspan="2">QUEENS QUAY STATION</td></tr><tr><td colspan="2">INTERIOR STAIR ELEVATION SHEET 2 OF 5</td></tr></table>	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		QUEENS QUAY STATION		INTERIOR STAIR ELEVATION SHEET 2 OF 5		<table><tr><td colspan="3">Contract: RE35-1</td></tr><tr><td colspan="3"></td></tr><tr><td colspan="3">TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT</td></tr><tr><td>Dwg. No. RE35-1-A4042</td><td>Rev. No.</td><td>Sheet No.</td></tr></table> <p>Plot Date: 7-JUL-2021</p>	Contract: RE35-1						TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT			Dwg. No. RE35-1-A4042	Rev. No.	Sheet No.
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INTERIOR STAIR ELEVATION SHEET 2 OF 5																																				
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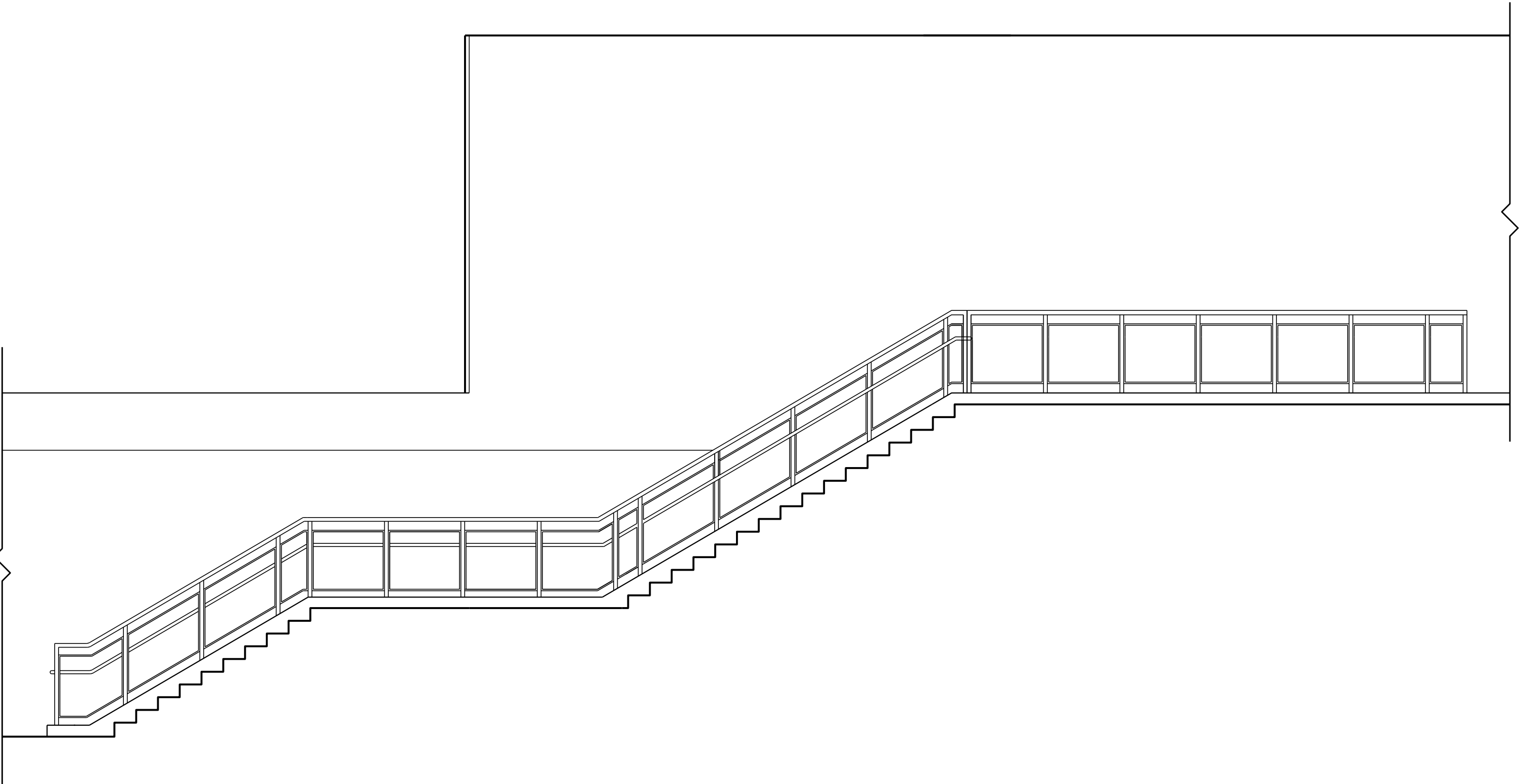
ELEVATION
QUEENS QUAY PED. TUNNEL - STAIR E - WEST WALL

3
RE35-1-A4043



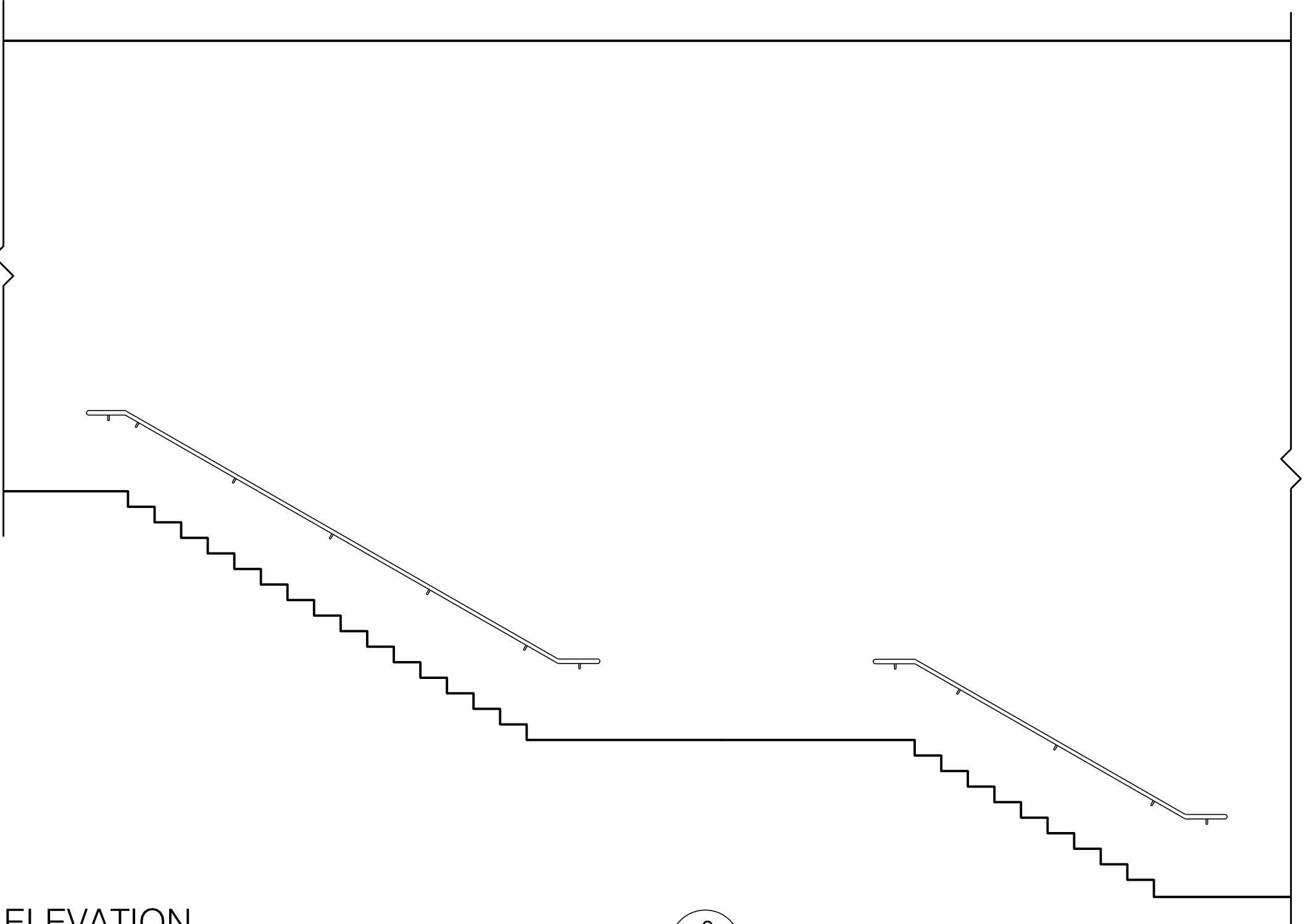
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4
RE35-1-A4043



ELEVATION
QUEENS QUAY - STAIR C - SOUTH WALL

1
RE35-1-A4043



ELEVATION
QUEENS QUAY - STAIR C - NORTH WALL

2
RE35-1-A4043

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wood.
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DRAWN C.SEUN	YYYY/MM/DD 2021/04/12
CHECKED R.BARDALEZ	2021/04/12
CORRECT J.STRASMAN	2021/04/12

SCALE
0 1 2 3m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

QUEENS QUAY STATION

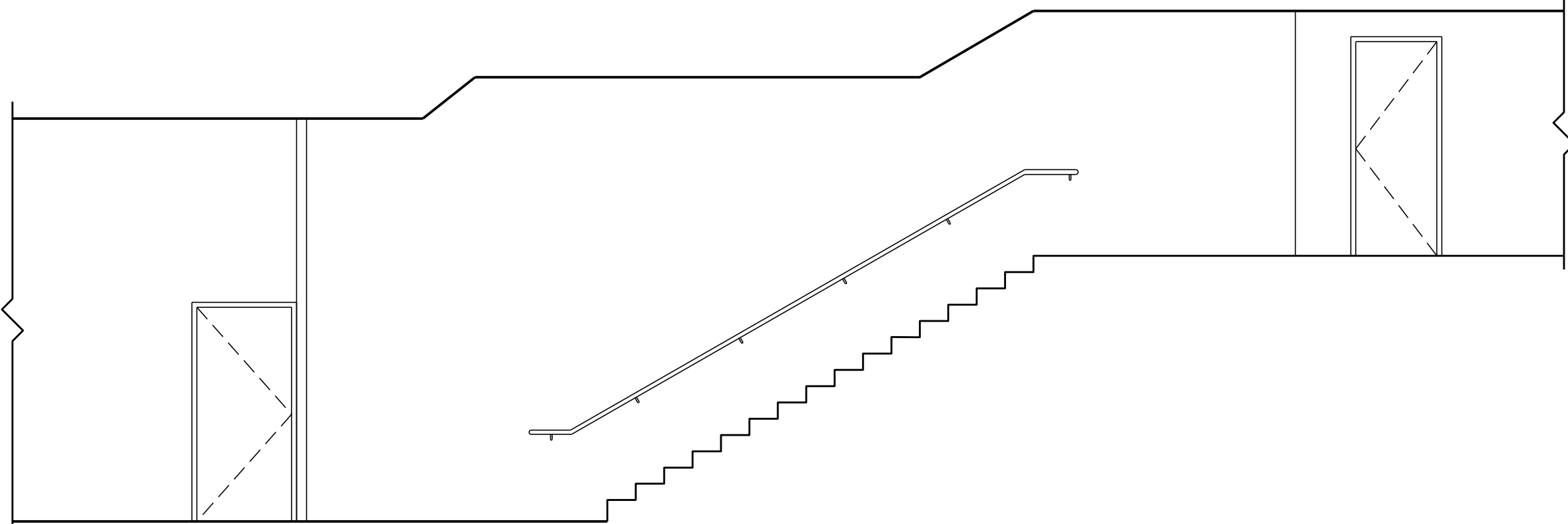
INTERIOR STAIR ELEVATION
SHEET 3 OF 5

Contract: RE35-1

TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT

Dwg. No. RE35-1-A4043	Rev. No.	Sheet No.
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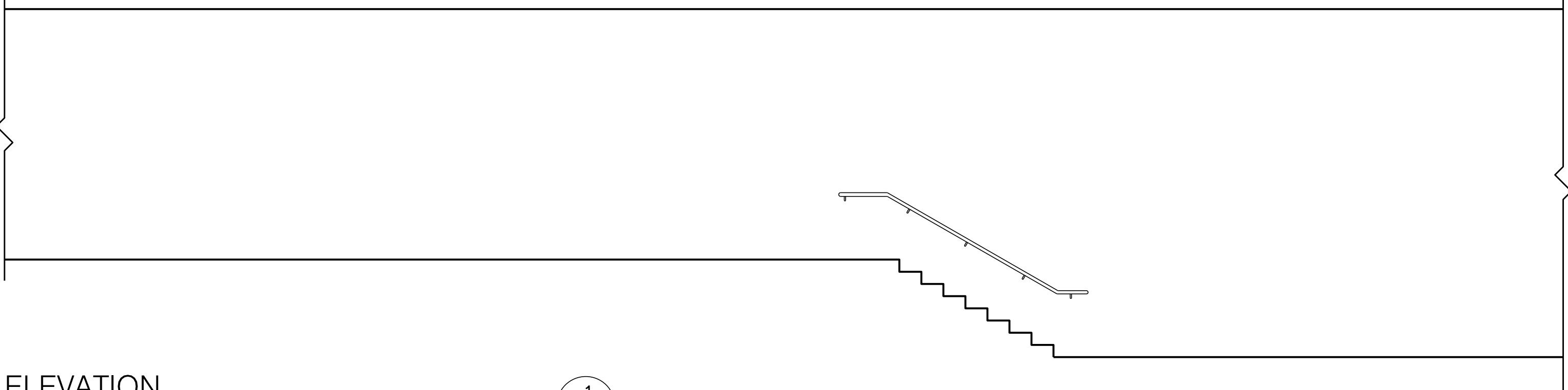


ELEVATION

QUEENS QUAY PED. TUNNEL - STAIR G - SOUTH WALL

3

RE35-1-A4044

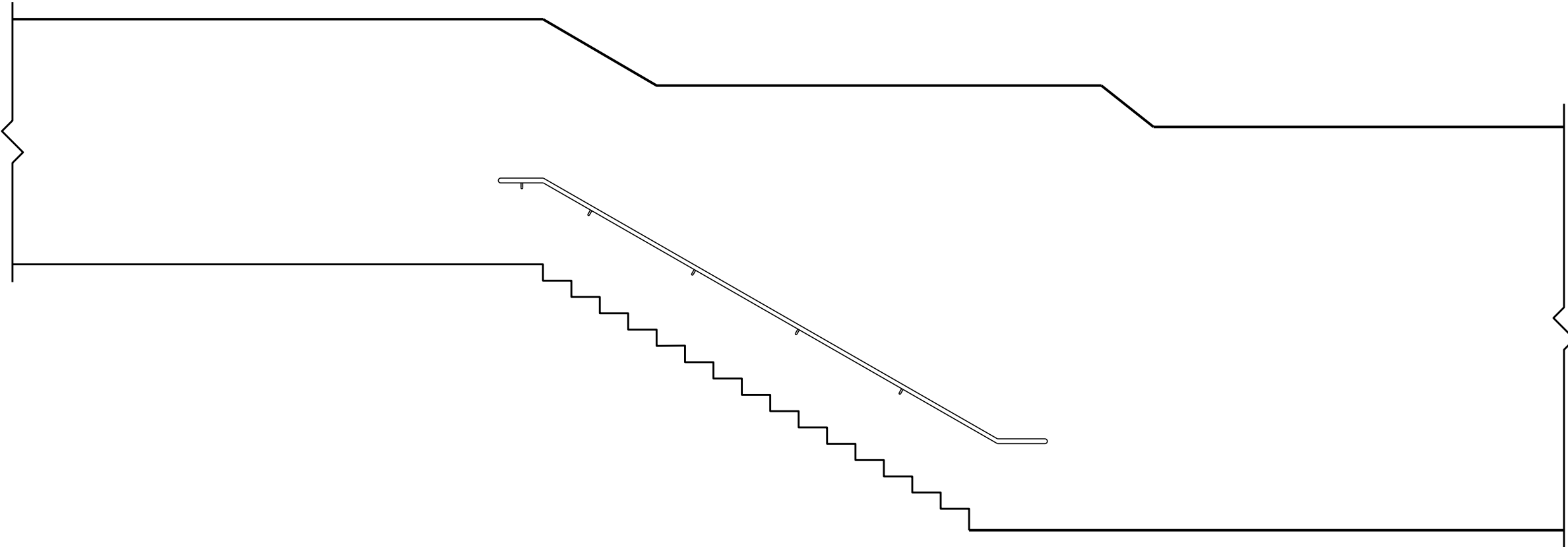


ELEVATION

QUEENS QUAY PED. TUNNEL - STAIR F - WEST WALL

1

RE35-1-A4044

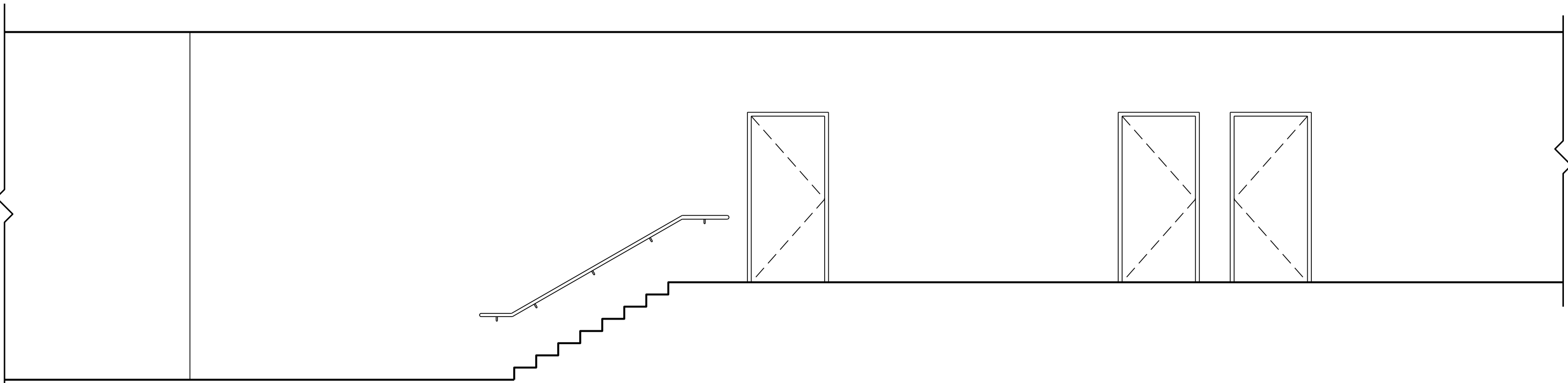


ELEVATION

QUEENS QUAY PED. TUNNEL - STAIR G - NORTH WALL

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RE35-1-A4044



ELEVATION

QUEENS QUAY PED. TUNNEL - STAIR F - EAST WALL

2

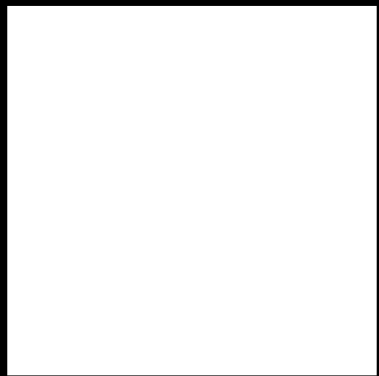
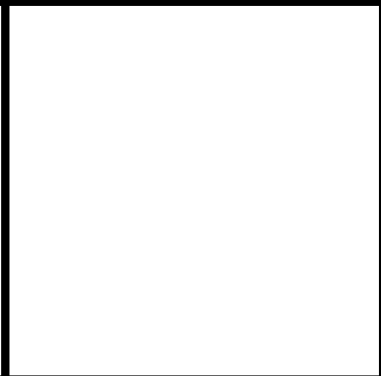
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wood.
WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS
3620 HARVESTER ROAD, SUITE 100
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www.strasmanarch.com



DRAWN C.SEUN YYYY/MM/DD
2021/04/12
CHECKED R.BARDALEZ 2021/04/12
CORRECT J.STRASMAN 2021/04/12
SCALE
0 1 2 3m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK
QUEENS QUAY STATION
INTERIOR STAIR ELEVATION
SHEET 4 OF 5

Contract: RE35-1
TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT
Dwg. No. RE35-1-A4044
Rev. No.
Sheet No.

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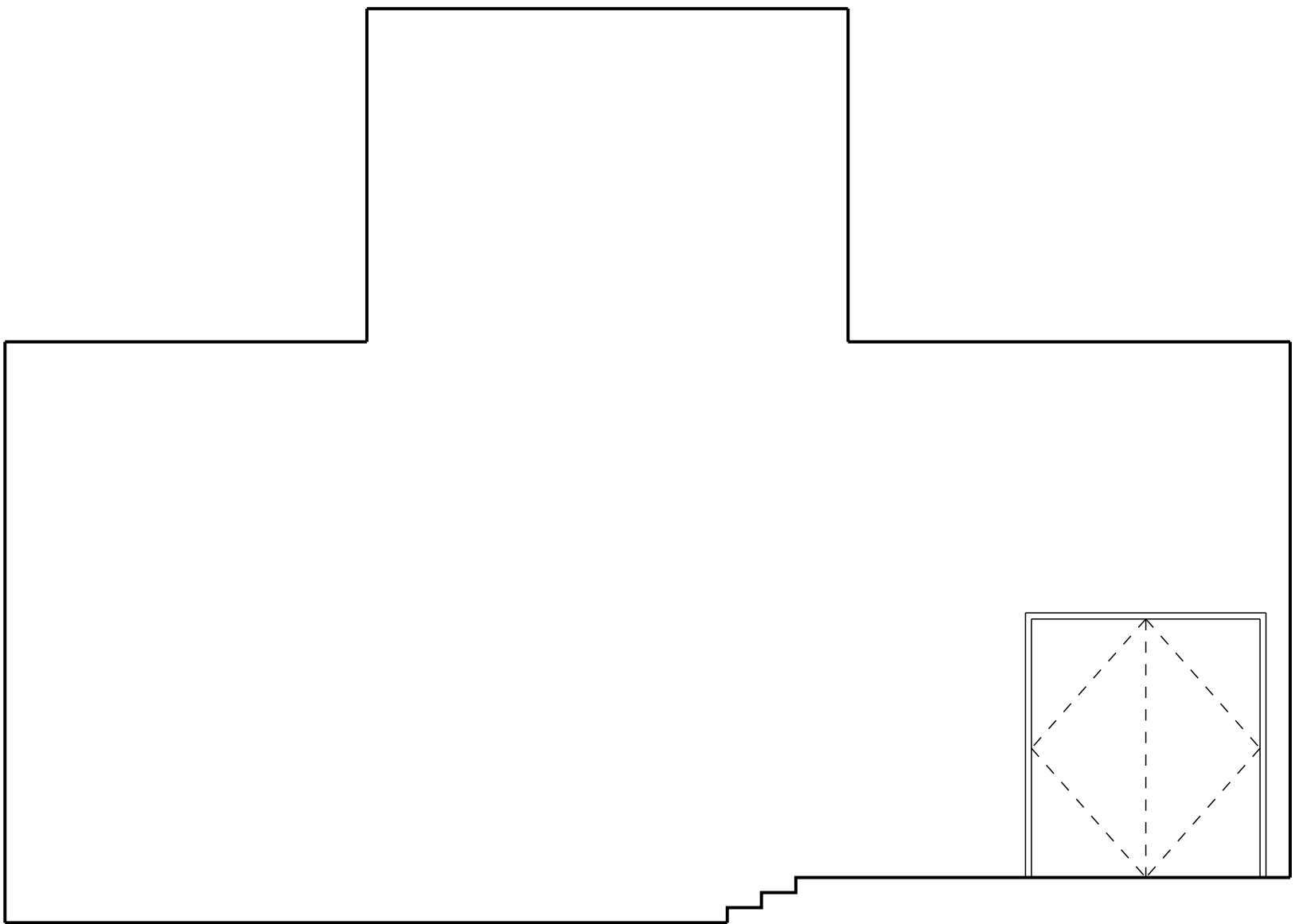
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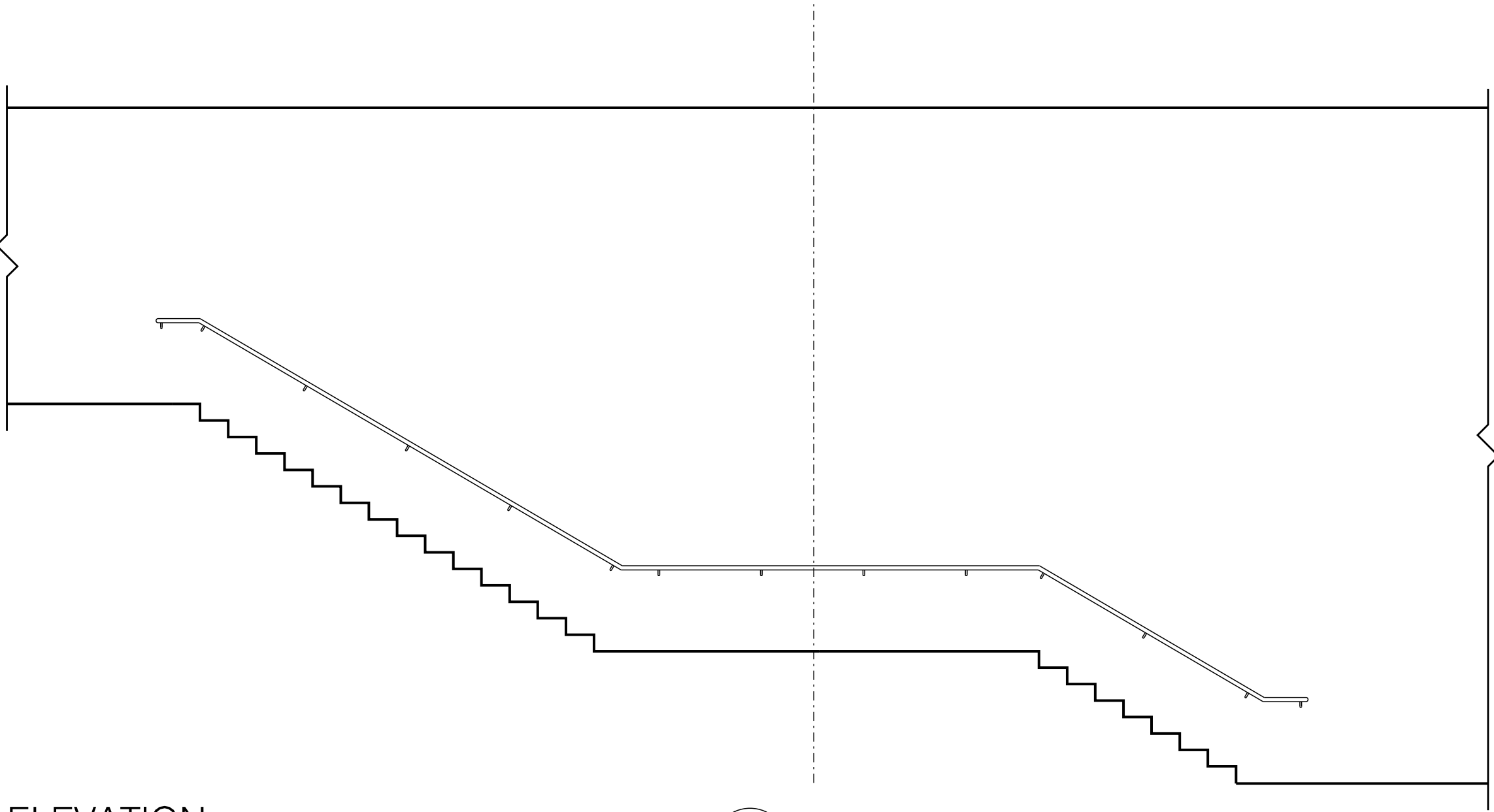
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ELEVATION
QUEENS QUAY - STAIR H - WEST WALL

3

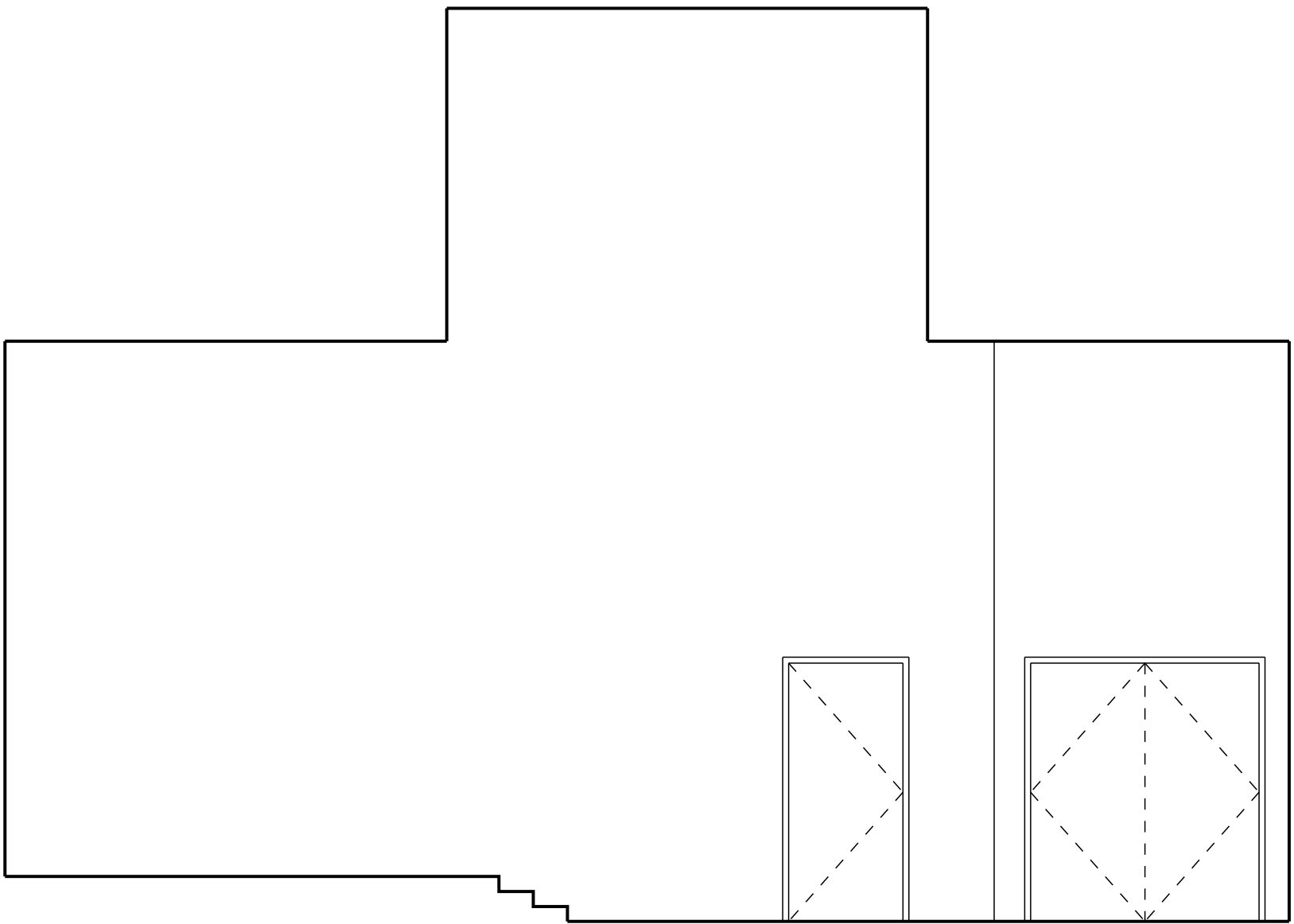
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ELEVATION
QUEENS QUAY - STAIR D - SOUTH/NORTH WALL

1

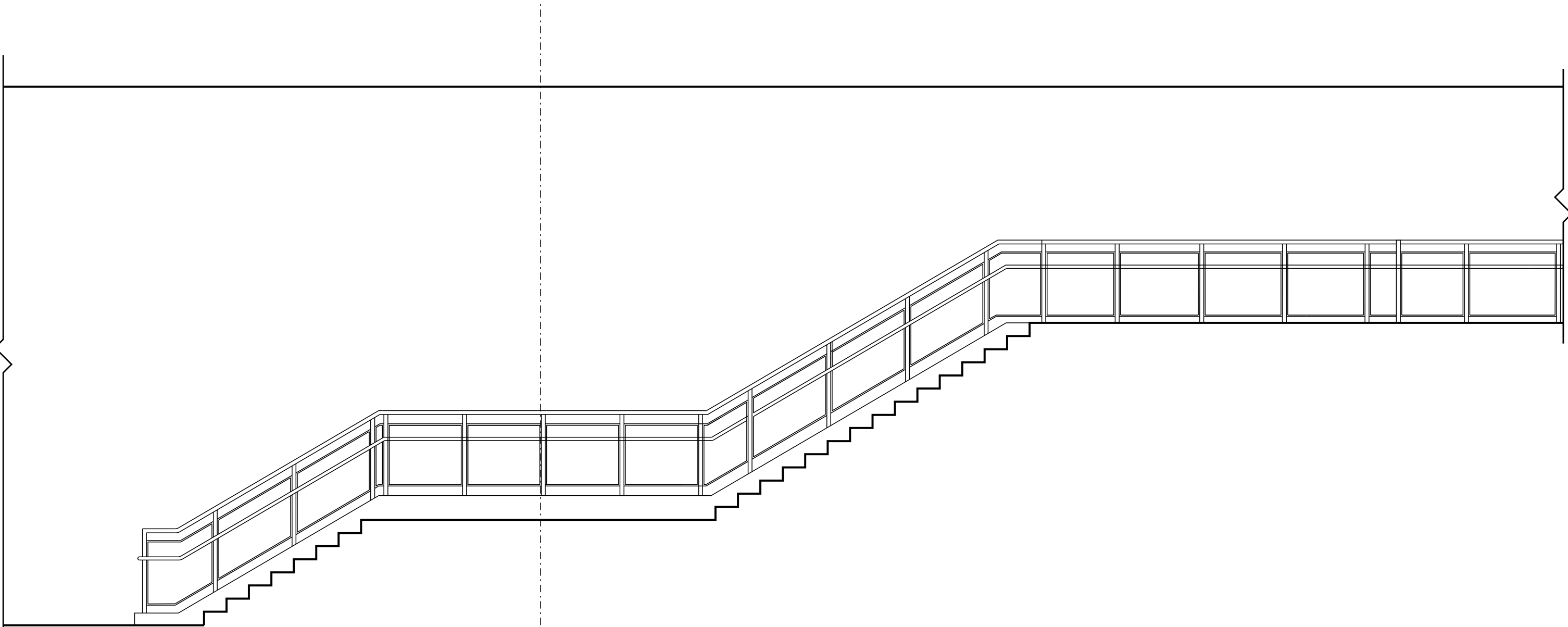
RE35-1-A4045



ELEVATION
QUEENS QUAY - STAIR H - EAST WALL

4

RE35-1-A4045








ELEVATION

2

RE35-1-A4045

REVISIONS	REVISIONS
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 <p>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3M5 TEL: +1 905 335 2263</p>	 <p>1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1009 info@strasmanarch.com www.strasmanarch.com</p>				<table><tr><td>DRAWN</td><td>YYYY/MM/DD</td></tr><tr><td>CHECKED</td><td></td></tr><tr><td>CORRECT</td><td></td></tr><tr><td>SCALE</td><td></td></tr></table>	DRAWN	YYYY/MM/DD	CHECKED		CORRECT		SCALE		<table><tr><td colspan="3">WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK</td></tr><tr><td colspan="3">Contract: RE35-1</td></tr><tr><td colspan="3"></td></tr><tr><td colspan="3">TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT</td></tr><tr><td>Dwg. No.</td><td>Rev. No.</td><td>Sheet No.</td></tr></table>	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK			Contract: RE35-1						TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT			Dwg. No.	Rev. No.	Sheet No.
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DRAWN	N.MANABAT	YYYY/MM/DD 2021/04/12
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CORRECT	J.STRASMAN	

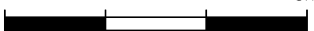
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1

2

3m



WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

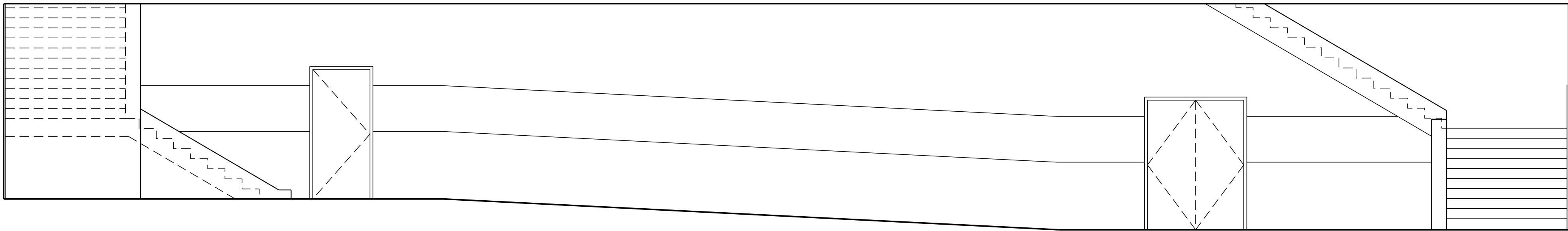
QUEENS QUAY STATION

INTERIOR PEDESTRIAN TUNNEL ELEVATION
SHEET 1 OF 3

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Dwg. No. RE35-1-A4051	Rev. No.	Sheet No.

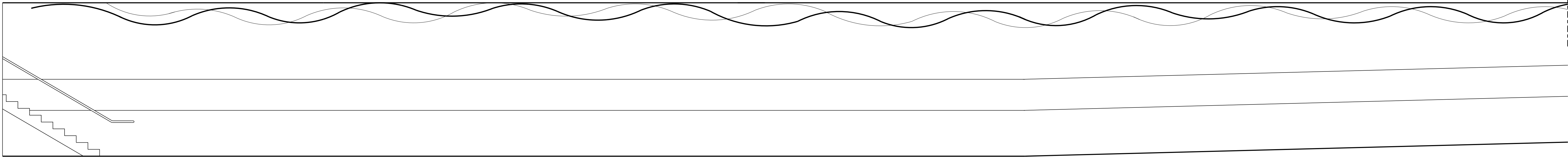
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ELEVATION
CORRIDOR #3 LOOKING WEST

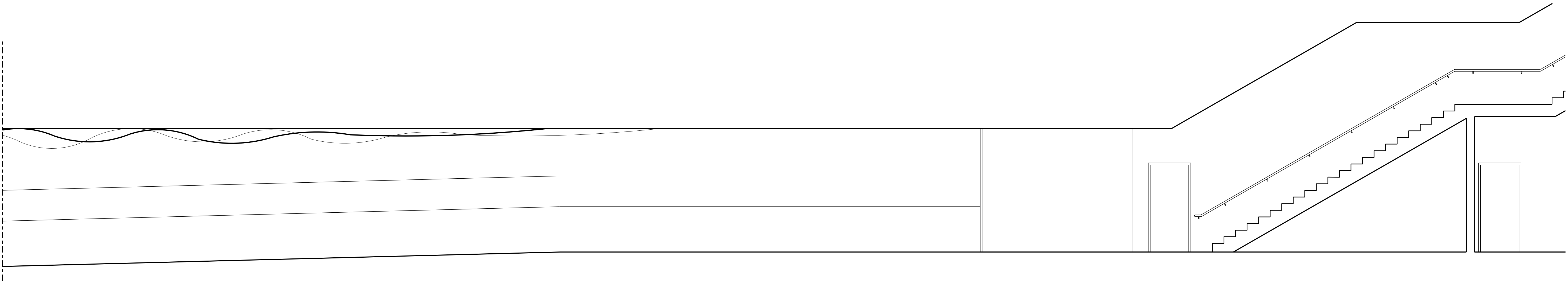
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ELEVATION
CORRIDOR #3 LOOKING WEST

2

FOR CONTINUATION SEE DWG.
MATCHLINE
2/RE35-1-A4052



ELEVATION
CORRIDOR #3 LOOKING EAST

3

MATCHLINE
3/RE35-1-A5042
FOR CONTINUATION SEE DWG.

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 WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2553	 Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1009 info@strasmanarch.com www.strasmanarch.com	<table><tr><td>DRAWN</td><td>N.MANABAT</td><td>YYYY/MM/DD</td></tr><tr><td>CHECKED</td><td>R.BARDALEZ</td><td>2021/04/12</td></tr><tr><td>CORRECT</td><td>J.STRASMAN</td><td></td></tr></table> <table><tr><td>SCALE</td><td>0 1 2 3m</td></tr></table>	DRAWN	N.MANABAT	YYYY/MM/DD	CHECKED	R.BARDALEZ	2021/04/12	CORRECT	J.STRASMAN		SCALE	0 1 2 3m	<table><tr><td colspan="2">WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK</td></tr><tr><td colspan="2">QUEENS QUAY STATION</td></tr><tr><td colspan="2">INTERIOR PEDESTRIAN TUNNEL ELEVATION SHEET 2 OF 3</td></tr></table>	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		QUEENS QUAY STATION		INTERIOR PEDESTRIAN TUNNEL ELEVATION SHEET 2 OF 3		<table><tr><td colspan="3">Contract: RE35-1</td></tr><tr><td colspan="3"></td></tr><tr><td colspan="3">TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT</td></tr><tr><td>Dwg. No. RE35-1-A4052</td><td>Rev. No.</td><td>Sheet No.</td></tr></table> <p>Plot Date: 7-JUL-2021</p>	Contract: RE35-1						TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT			Dwg. No. RE35-1-A4052	Rev. No.	Sheet No.
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Dwg. No. RE35-1-A4052	Rev. No.	Sheet No.																															

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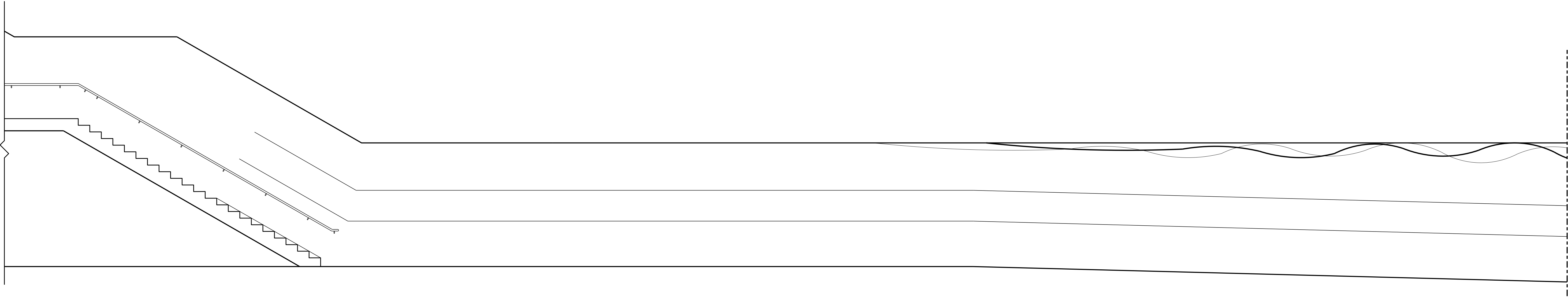
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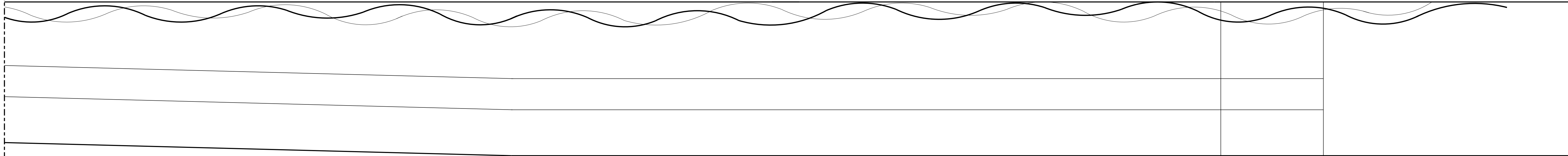


MATCHLINE
2/RE35-1-A4053
FOR CONTINUATION SEE DWG.

ELEVATION
CORRIDOR #3 LOOKING WEST

1

FOR CONTINUATION SEE DWG.
MATCHLINE
1/RE35-1-A4053



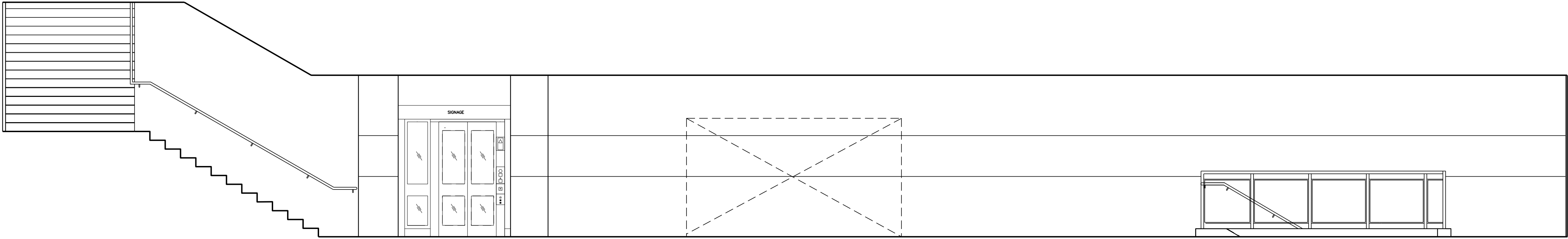
ELEVATION
CORRIDOR #3 LOOKING WEST

2

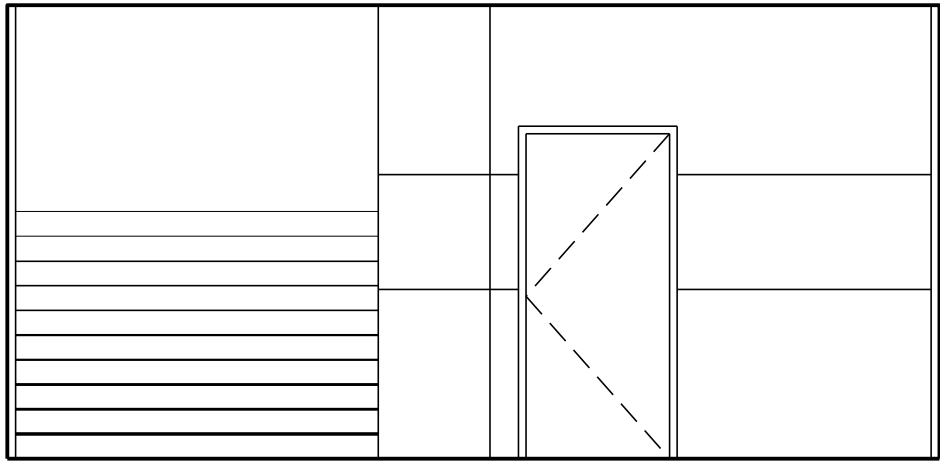
REVISIONS		REVISIONS		<div>30% REVIEW DRAWING</div> <div>NOT FOR CONSTRUCTION</div>	<div>wood.</div> <div>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2353</div>	<div>sai</div> <div>Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1009 info@strasmanarch.com www.strasmanarch.com</div>				<div>DRAWN N.MANABAT <small>YYYY/MM/DD</small> 2021/04/12</div> <div>CHECKED R.BARDALEZ</div> <div>CORRECT J.STRASMAN</div> <div>SCALE <div>0123m</div></div>	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		Contract: RE35-1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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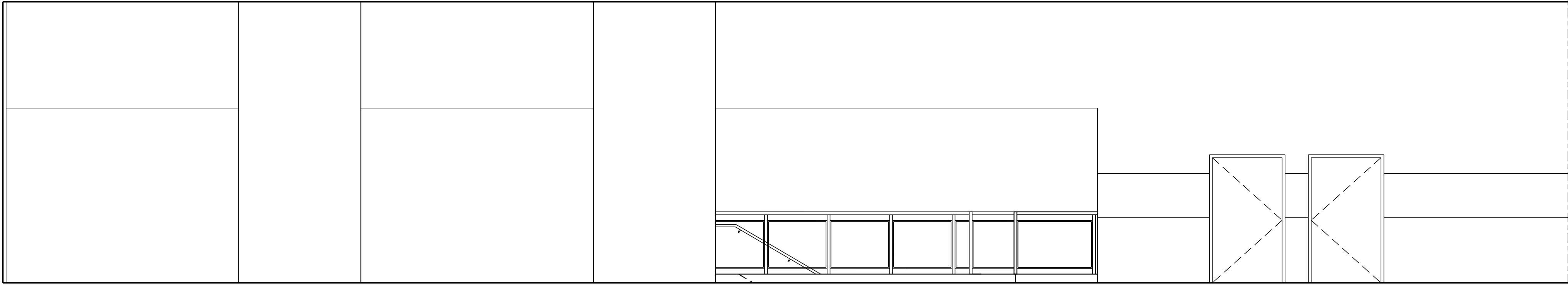
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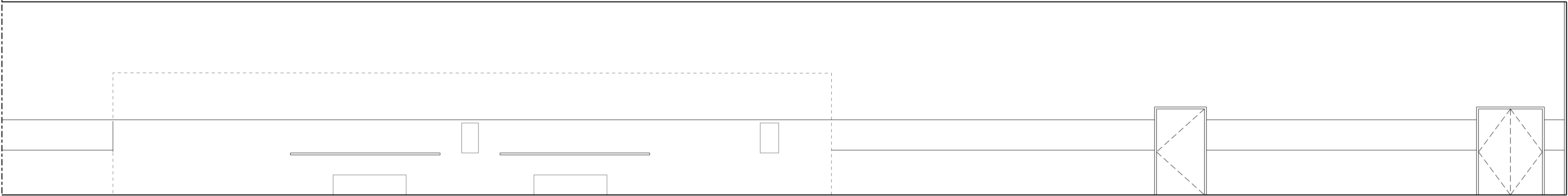
ELEVATION
ELEVATOR LOBBY LOOKING WEST



ELEVATION
ELEVATOR LOBBY LOOKING SOUTH



ELEVATION
WEST PLATFORM LOOKING WEST



ELEVATION
WEST PLATFORM LOOKING WEST

FOR CONTINUATION SEE DWG.
MATCHLINE
4/RE35-1-4054

FOR CONTINUATION SEE DWG.
MATCHLINE
3/RE35-1-4054


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wood.
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DRAWN N.MANABAT	YYYY/MM/DD 2021/04/12
CHECKED R.BARDALEZ	
CORRECT J.STRASMAN	
SCALE	0 1 2 3m

WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK			Contract: RE35-1		
QUEENS QUAY STATION					
INTERIOR PLATFORM ELEVATION SHEET 1 OF 2			TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT		
Dwg. No. RE35-1-A4054	Rev. No.	Sheet No.			

Plot Date: 7-JUL-2021

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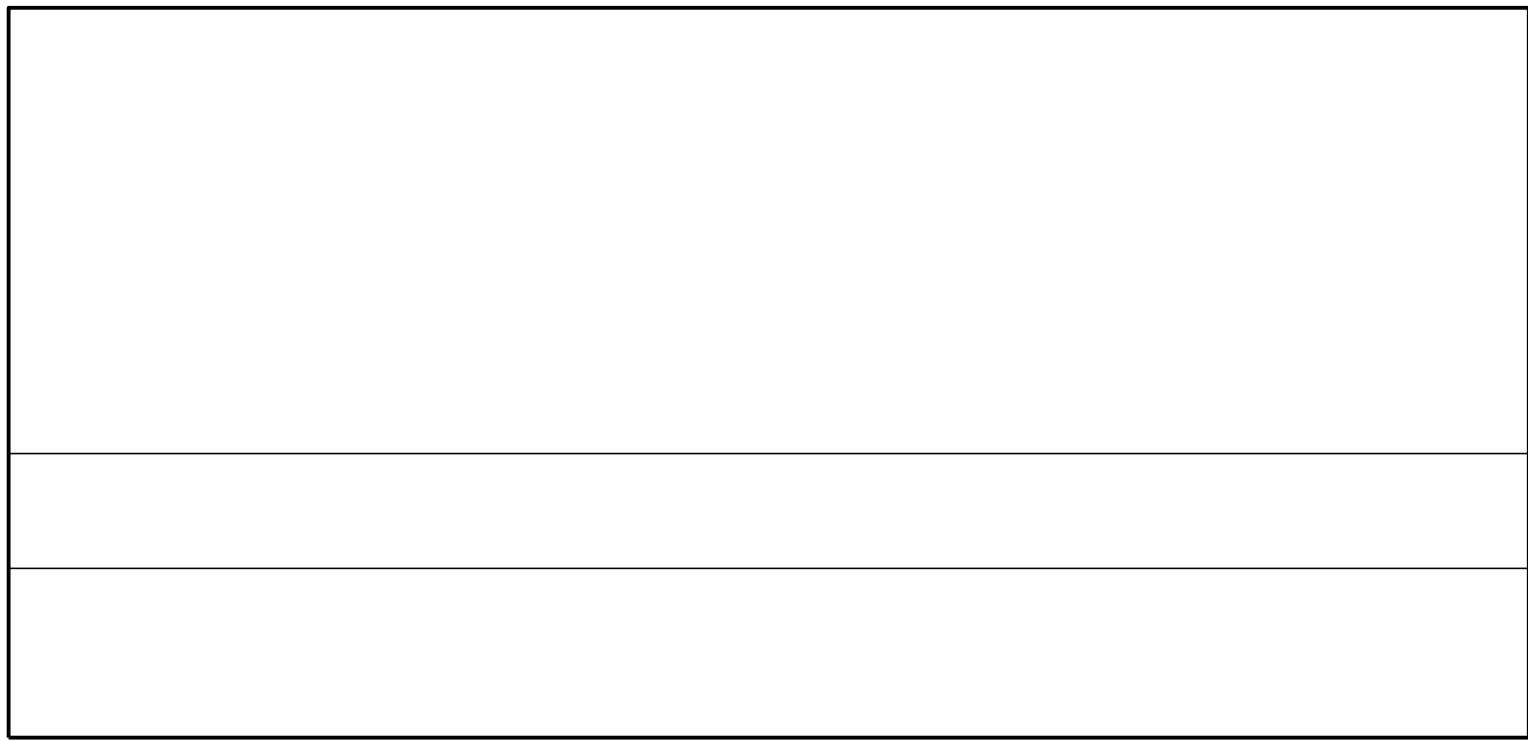
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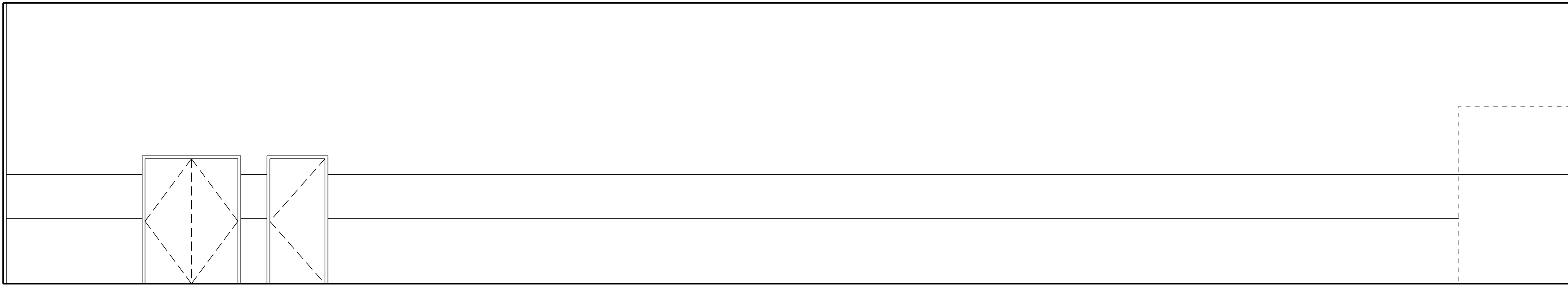
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ELEVATION

EAST PLATFORM LOOKING SOUTH

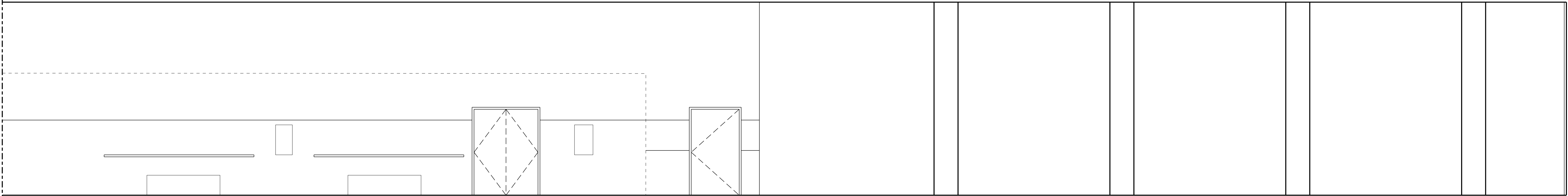
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ELEVATION

EAST PLATFORM LOOKING EAST

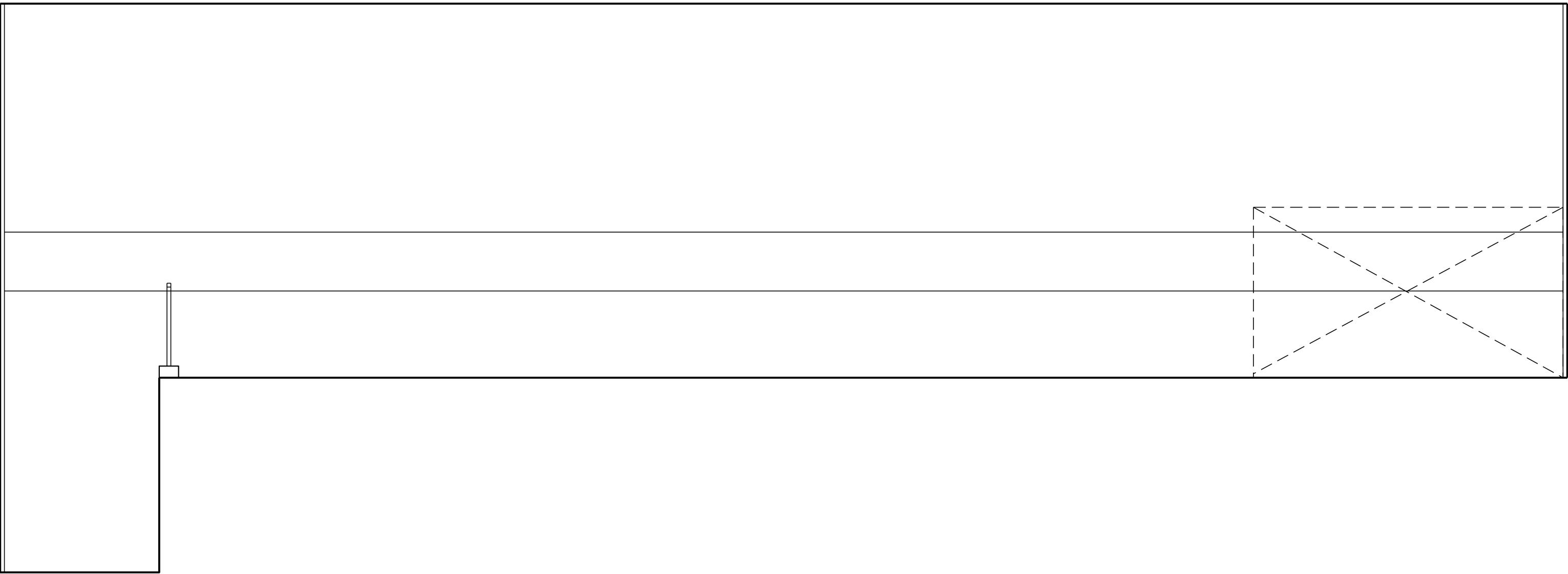
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ELEVATION

EAST PLATFORM LOOKING EAST

3



ELEVATION

EAST PLATFORM LOOKING EAST

4

MATCHLINE
3/RE35-1-4054
FOR CONTINUATION SEE DWG.

REVISIONS	REVISIONS
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2021/04/12

CHECKED **R.BARDALEZ**

CORRECT **J.STRASMAN**


SCALE
0 1 2 3m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

QUEENS QUAY STATION

INTERIOR PLATFORM ELEVATION
SHEET 2 OF 2

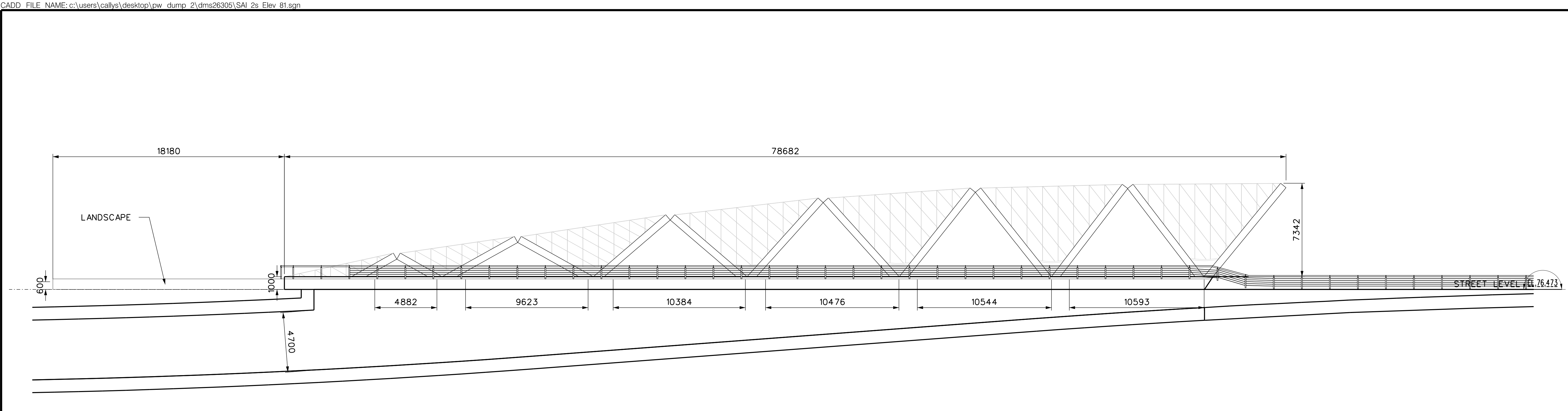
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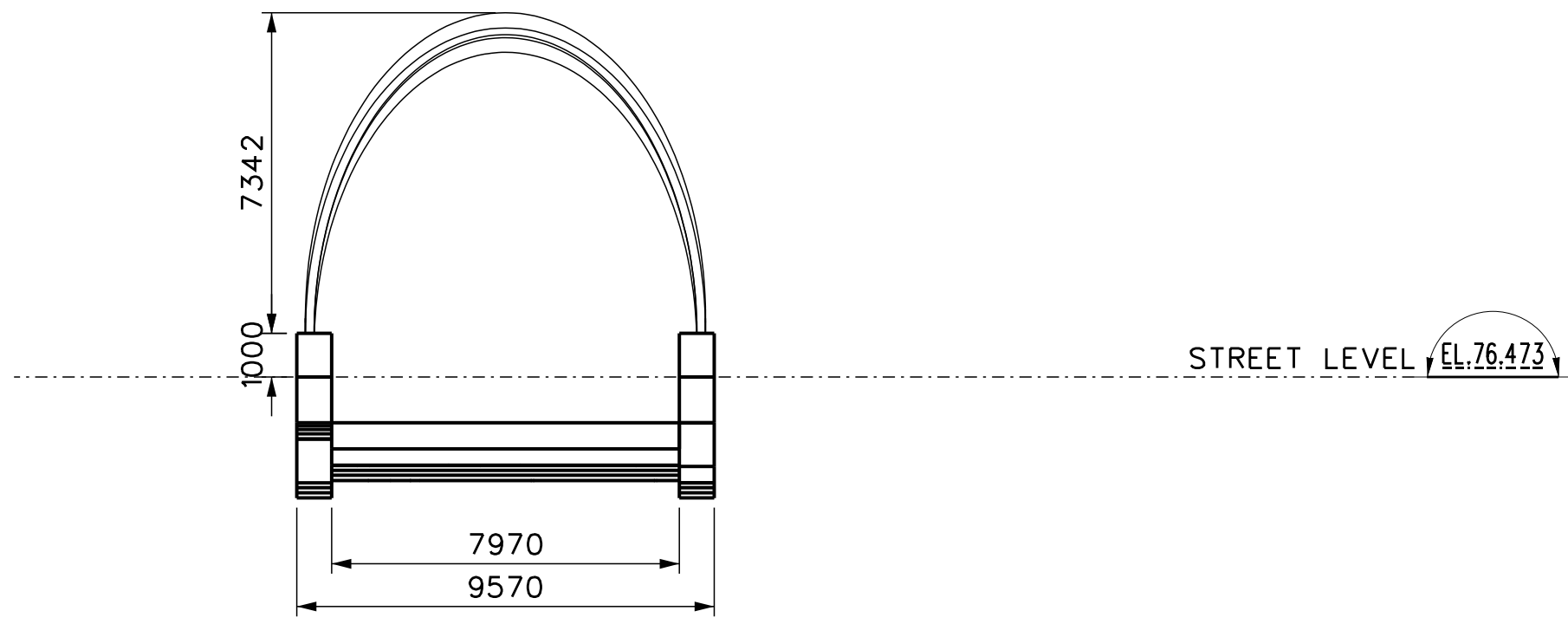
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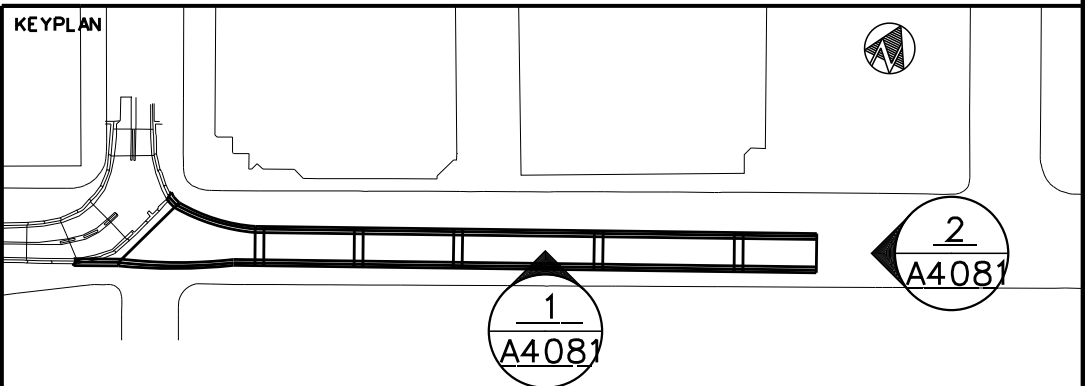
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ELEVATION
PORTAL CANOPY ELEVATION LOOKING NORTH
1
A2081, A2082

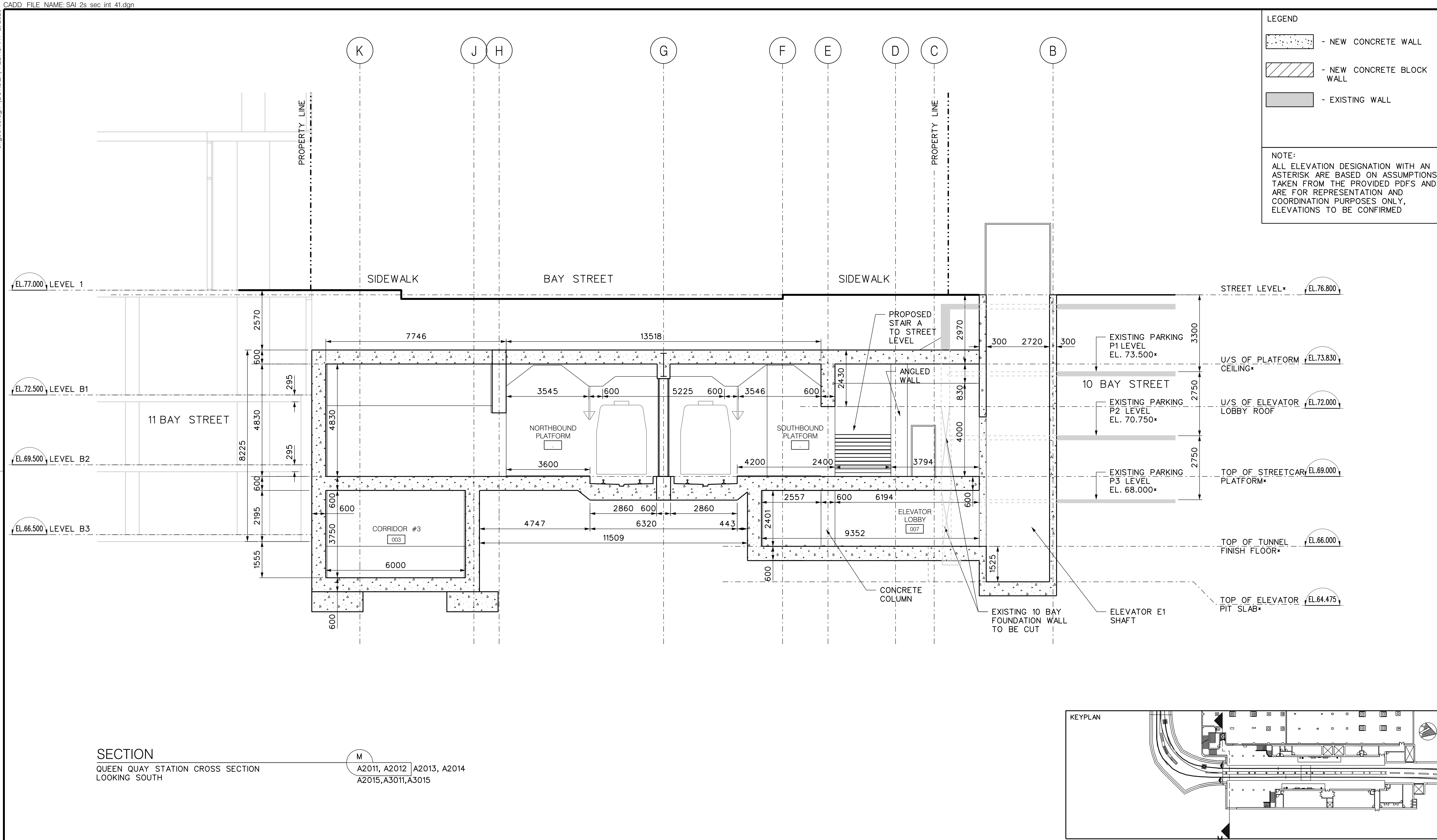


ELEVATION
PORTAL CANOPY ELEVATION LOOKING WEST
2
A2081, A2082



REVISIONS		REVISIONS		<div>30% REVIEW DRAWING</div> <div>NOT FOR CONSTRUCTION</div>		<div>wood.</div> <div>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3400 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7N 3W5 TEL: +1 905 336 2363</div>		<div>DRAWN <u>N.MANABAT</u> 2020/11/16</div> <div>CHECKED <u>R.BARDALEZ</u></div> <div>CORRECT <u>J.STRASMAN</u></div> <div>SCALE <div>0 1 2 3 4m</div></div>		<div>WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK</div> <div>EAST PORTAL-CANOPY</div> <div>ELEVATIONS</div>		Contract: <u>RE35-1</u>	
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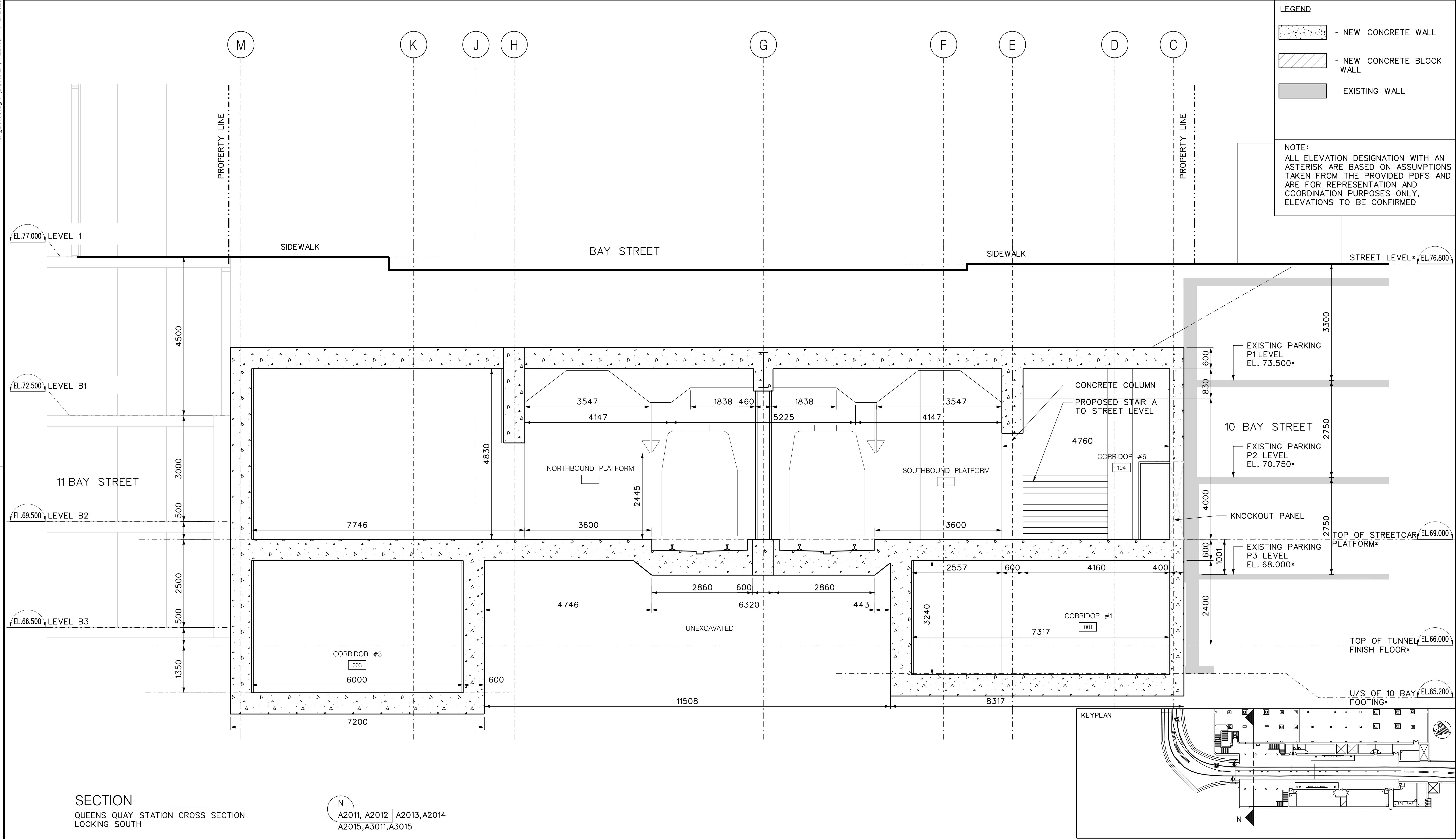


SECTION
QUEEN QUAY STATION CROSS SECTION
LOOKING SOUTH

M
A2011, A2012 | A2013, A2014
A2015, A3011, A3015

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RE35-1-A5041																																																			
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DRAWING No.



SECTION

QUEENS QUAY STATION CROSS SECTION
LOOKING SOUTH

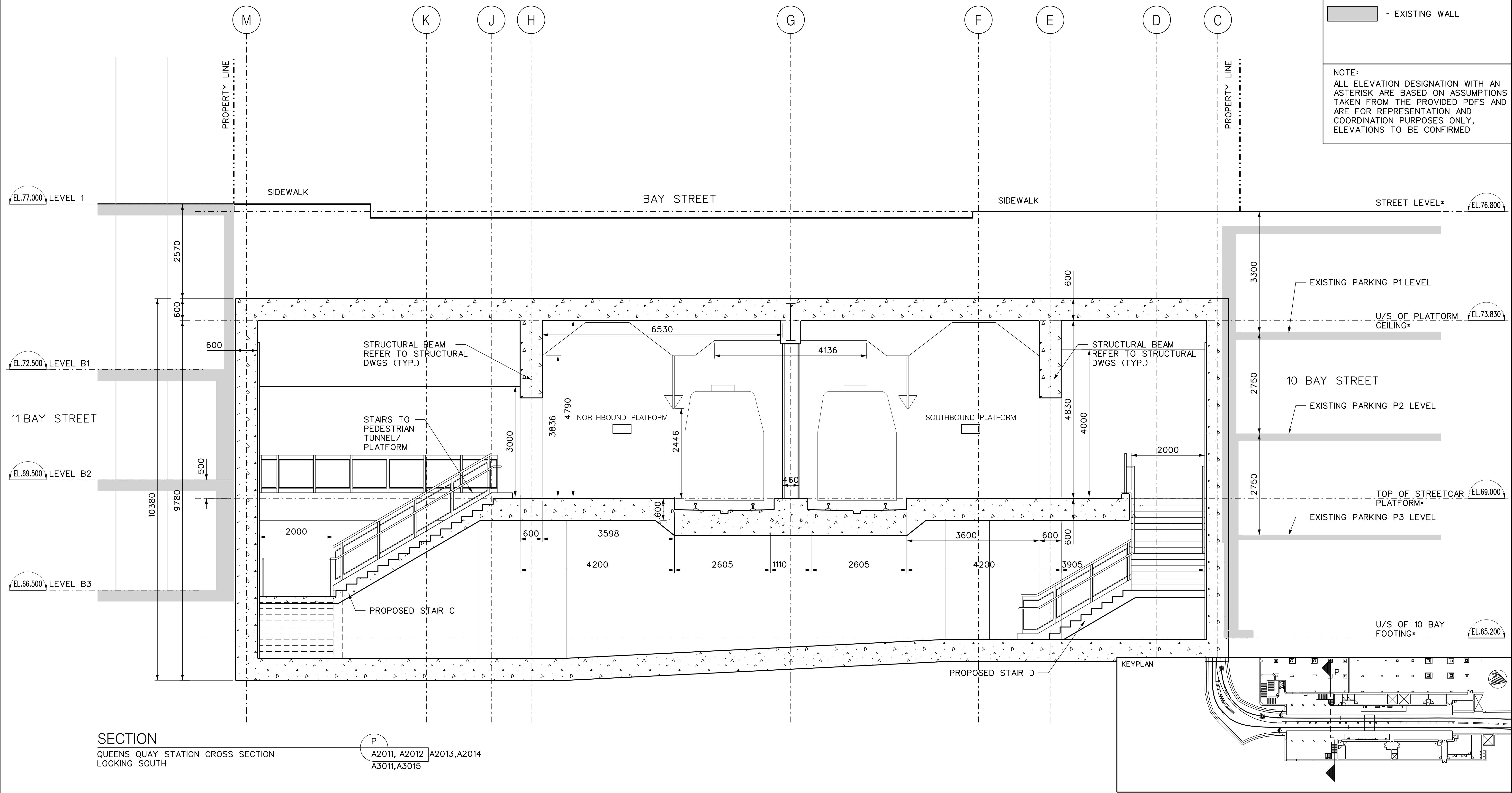
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A2011, A2012 A2013, A2014
A2015, A3011, A3015

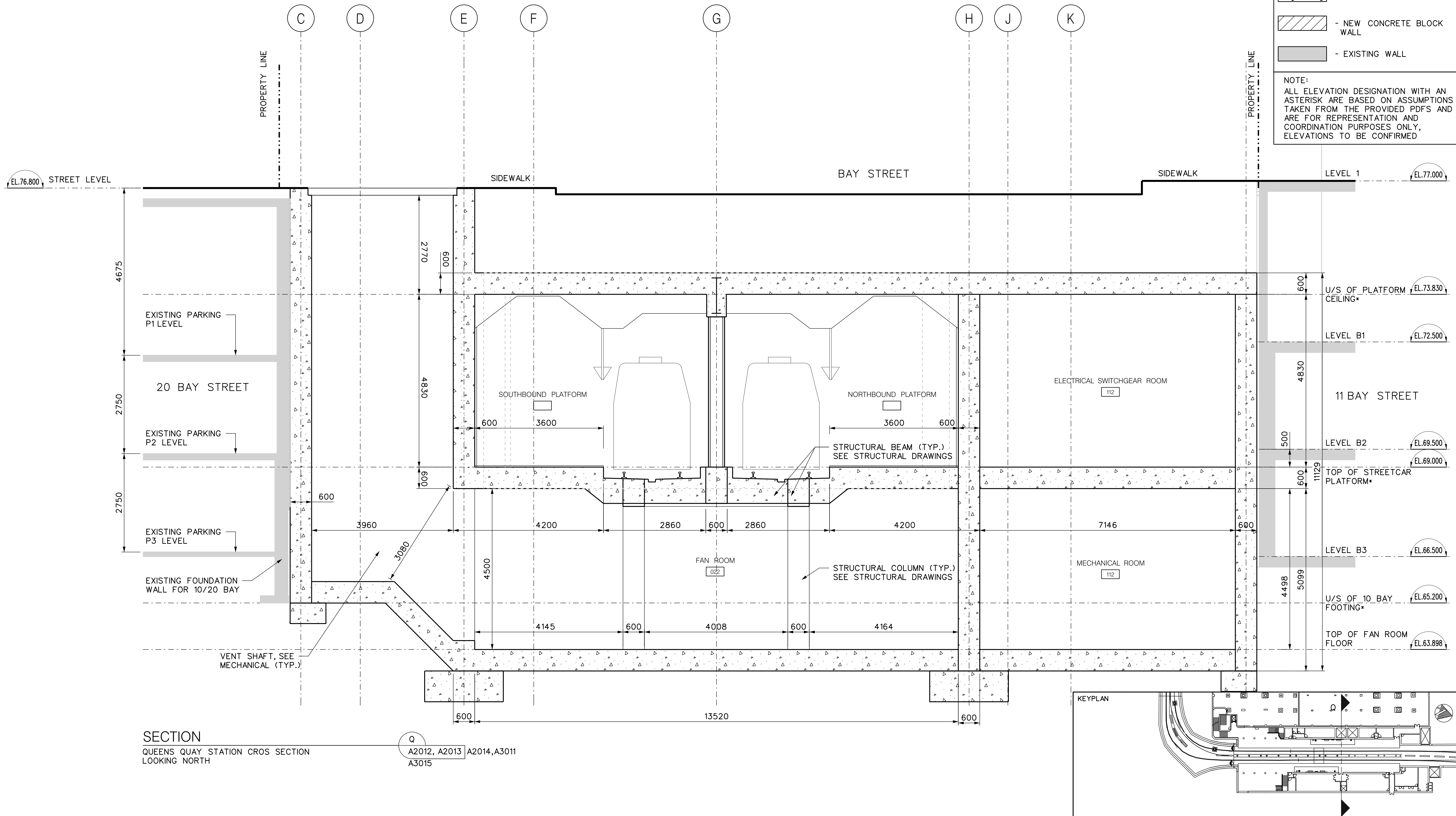
REVISIONS	REVISIONS
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wood. WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3620 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2353	sai Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1009 info@strasmanarch.com www.strasmanarch.com	DRAWN <u>N.MANABAT</u> YYYY/MM/DD 2020/10/07 CHECKED <u>R.BARDALEZ</u> CORRECT <u>J.STRASMAN</u> SCALE 0 1 2m	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK QUEENS QUAY STATION BUILDING SECTIONS SHEET 2 OF 13	Contract: RE35-1 TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Dwg. No. RE35-1-A5042 Rev. No. Sheet No. Plot Date: 7-JUL-2021
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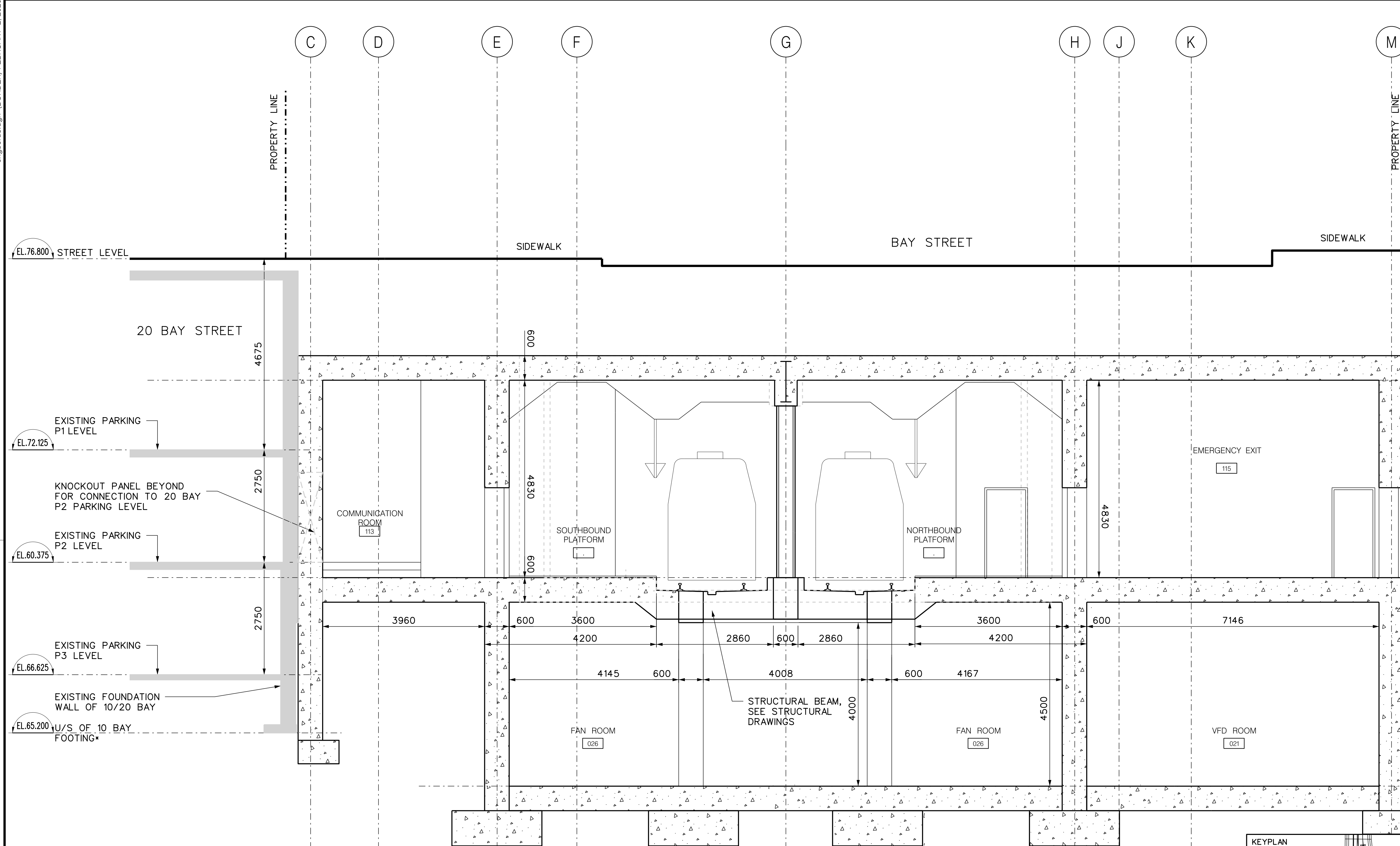


REVISIONS		REVISIONS		<div>30% REVIEW DRAWING</div> <div>NOT FOR CONSTRUCTION</div>	<div>wood.</div> <div>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2353</div>	<div>sai</div> <div>Strasman Architects Inc.</div> <div>1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 588 1800 F 416 588 1009 info@strasmanarch.com www.strasmanarch.com</div>			<div>XXXX/MM/DD 2020/09/09</div> <div>DRAWN <u>N.MAHABAT</u></div> <div>CHECKED <u>R.BARDALEZ</u></div> <div>CORRECT <u>J.STRASMAN</u></div>	<div>SCALE</div> <div><div>012m</div></div>	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		Contract: RE35-1	
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△		△									RE35-1-A5043			
<div>QUEENS QUAY STATION</div> <div>BUILDING SECTIONS SHEET 3 OF 13</div>														



REVISIONS		REVISIONS		<div>30% REVIEW DRAWING</div> <div>NOT FOR CONSTRUCTION</div>	<div>wood.</div> <div>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3450 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7N 3W5 TEL: +1 905 335 2353</div>	<div>sai</div> <div>Strasman Architects Inc.</div> <div>1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 588 1500 F 416 588 1009 info@strasmanarch.com www.strasmanarch.com</div>			<div>DRAWN <u>N.MANABAT</u></div> <div>CHECKED <u>R.BARDALEZ</u></div> <div>CORRECT <u>J.STRASMAN</u></div>	<div>YYYY/MM/DD 2020/09/09</div>	<div>WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK</div> <div>QUEENS QUAY STATION</div> <div>BUILDING SECTIONS SHEET 4 OF 13</div>	Contract: RE35-1		
<div>△</div>	<div>△</div>	<div></div> <div>TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT</div>	Dwg. No.									Rev. No.	Sheet No.	
<div>△</div>	<div>△</div>		RE35-1-A5044											
<div>△</div>	<div>△</div>													

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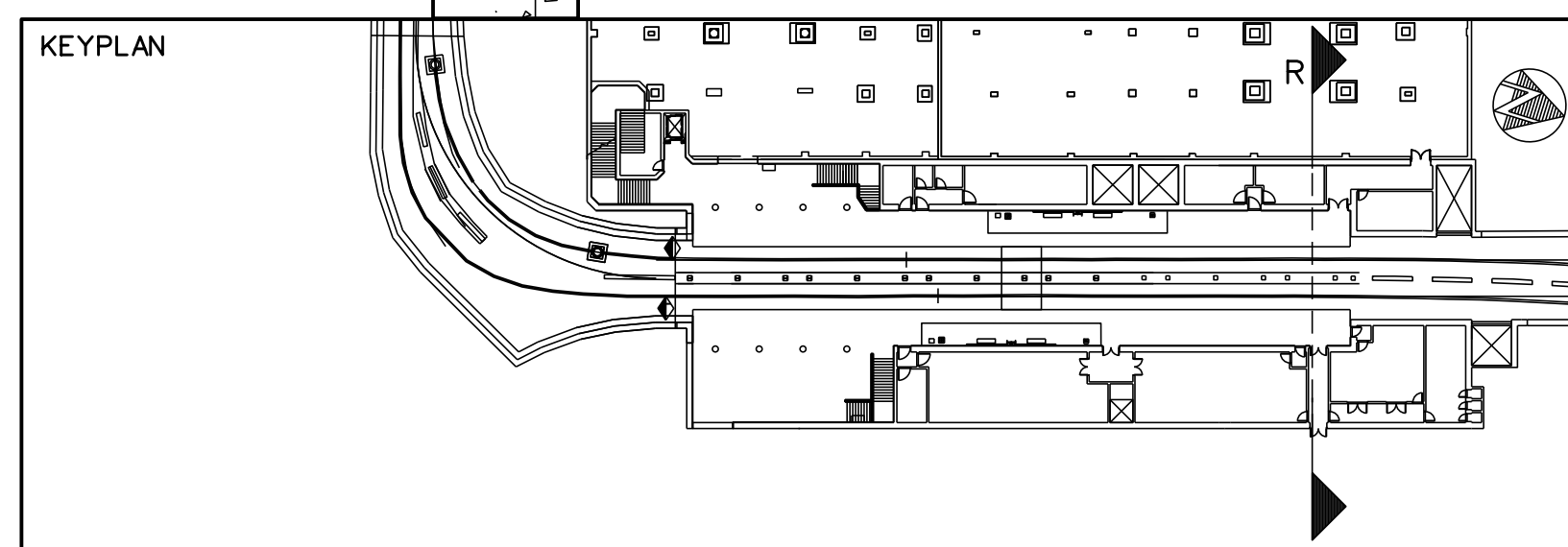
LEGEND

- NEW CONCRETE WALL
- NEW CONCRETE BLOCK WALL
- EXISTING WALL

NOTE:
ALL ELEVATION DESIGNATION WITH AN ASTERISK ARE BASED ON ASSUMPTIONS TAKEN FROM THE PROVIDED PDFS AND ARE FOR REPRESENTATION AND COORDINATION PURPOSES ONLY, ELEVATIONS TO BE CONFIRMED

SECTION
QUEENS QUAY STATION CROSS SECTION
LOOKING NORTH

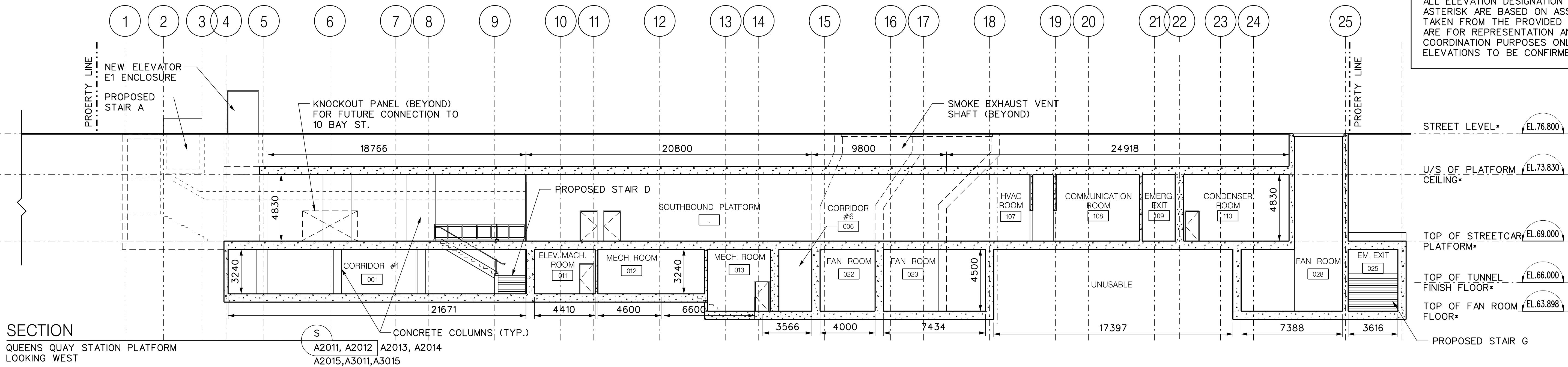
R
A2012, A2013 A2014, A3011
A3015



REVISIONS		REVISIONS		30% REVIEW DRAWING NOT FOR CONSTRUCTION		wood. WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3620 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3M5 TEL: +1 905 335 2553		sai Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 588 1800 F 416 588 1006 info@strasmanarch.com www.strasmanarch.com		Drawn N. MANABAT Checked R. BARDALEZ Correct J. STRASMAN Scale 0 1 2m YYYY/MM/DD 2020/09/09		WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK QUEENS QUAY STATION BUILDING SECTIONS SHEET 5 OF 12		Contract: RE35-1 TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Dwg. No. RE35-1-A5045 Rev. No. Sheet No. Plot Date: 7-JUL-2021	
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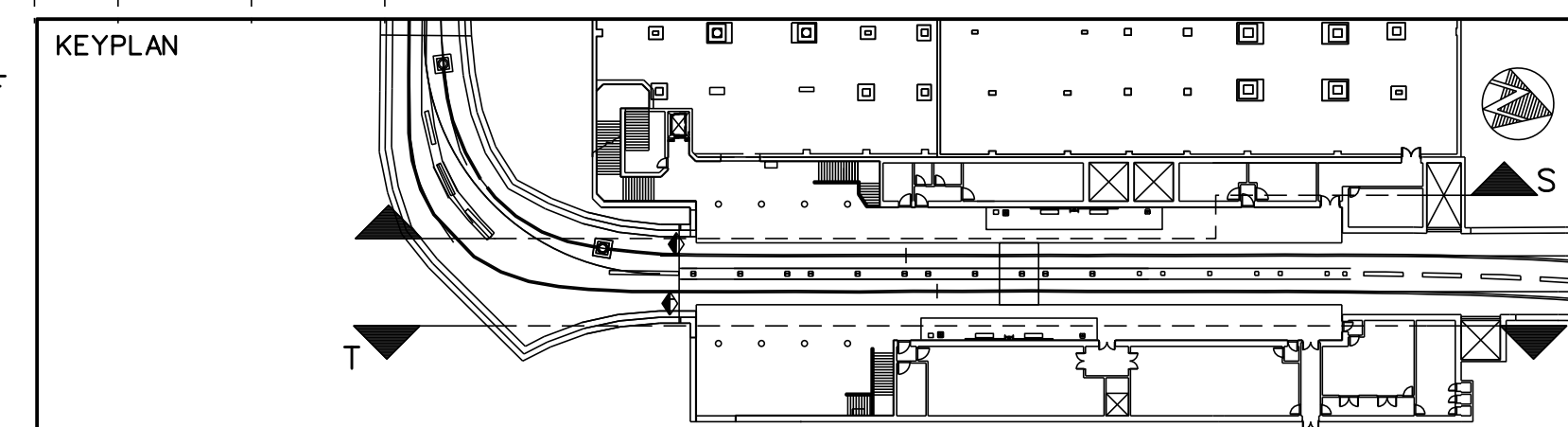
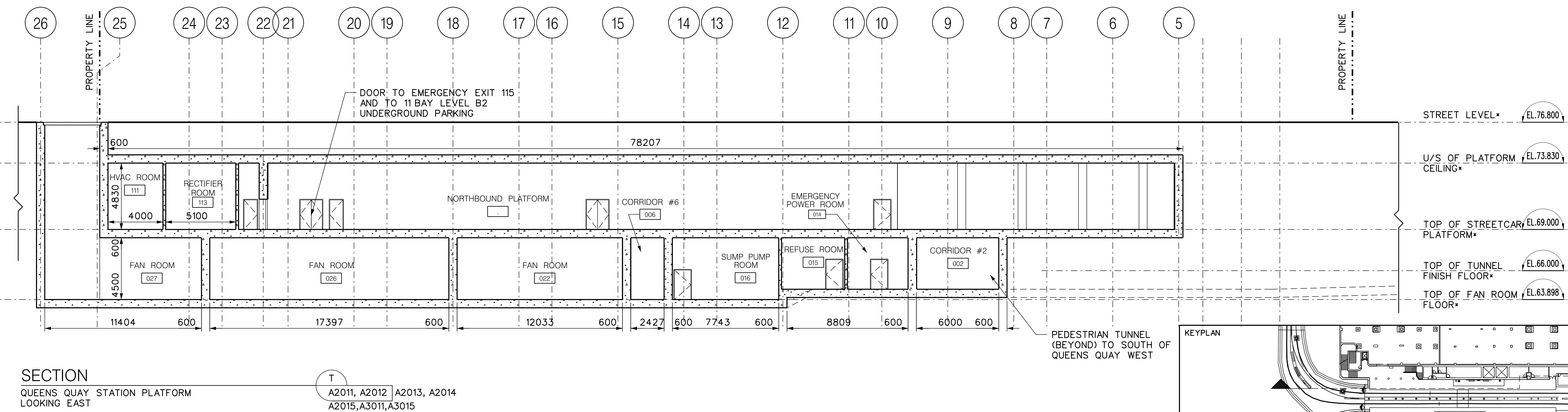
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LEGEND

- NEW CONCRETE WALL
- NEW CONCRETE BLOCK WALL
- EXISTING WALL

NOTE:
ALL ELEVATION DESIGNATION WITH AN ASTERISK ARE BASED ON ASSUMPTIONS TAKEN FROM THE PROVIDED PDFS AND ARE FOR REPRESENTATION AND COORDINATION PURPOSES ONLY, ELEVATIONS TO BE CONFIRMED



REVISIONS	REVISIONS
△	△
△	△
△	△

30% REVIEW
DRAWING
NOT FOR CONSTRUCTION

wood.
WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS
3650 HARVESTER ROAD, SUITE 100
BURLINGTON, ONTARIO, CANADA L7M 3W5
TEL: +1 905 335 2353

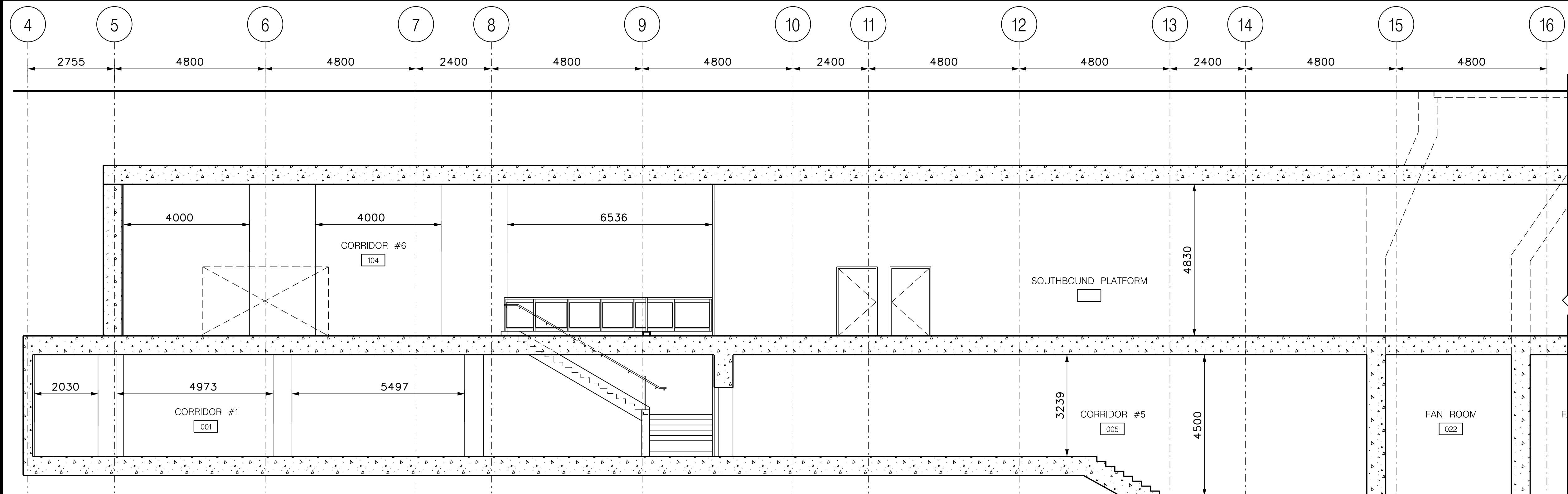
sai
Strasman Architects Inc.
1941 Gerrard Street East
Toronto, Ontario, Canada M4L 2C2
T 416 598 1800
F 416 598 1009
info@strasmanarch.com
www.strasmanarch.com

DRAWN N.MANABAT YYYY/MM/DD
2020/09/09
CHECKED R.BARDALEZ
CORRECT J.STRASMAN
SCALE
0 1 2 3 4 5 6m

WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		Contract: RE35-1
QUEENS QUAY STATION		
BUILDING SECTIONS SHEET 6 OF 13		TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT
Dwg. No. RE35-1-A-5046	Rev. No.	Sheet No.

Plot Date: 5-JUL-2021

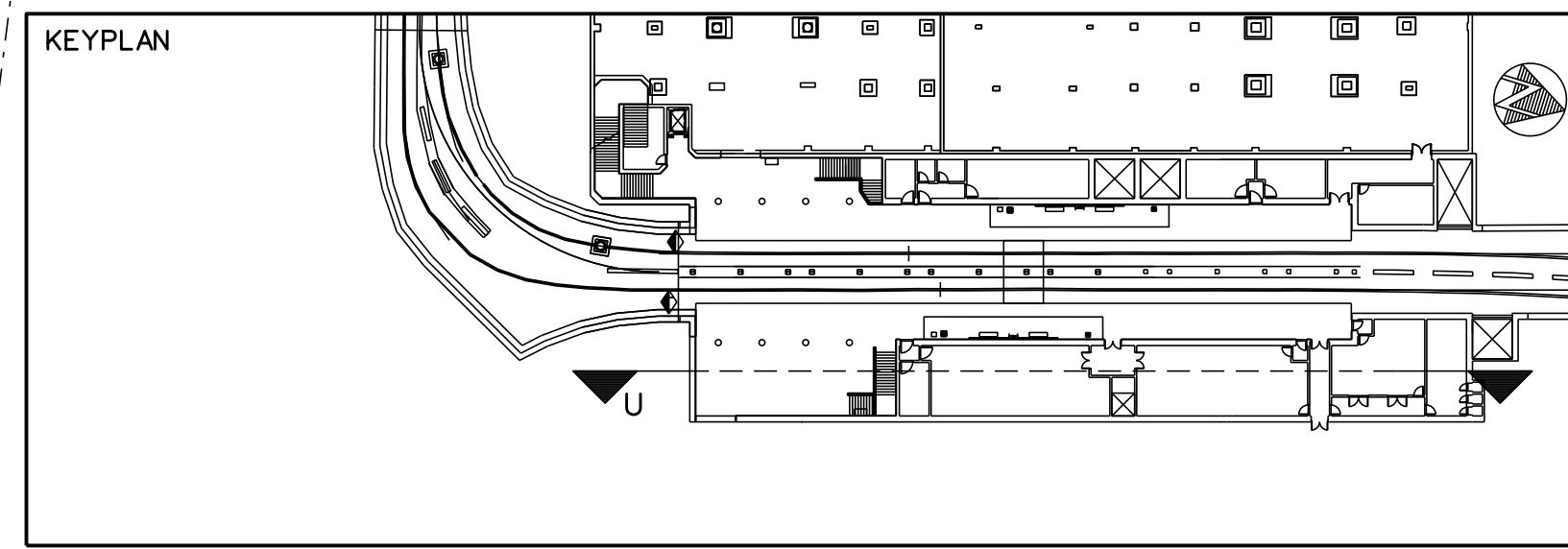
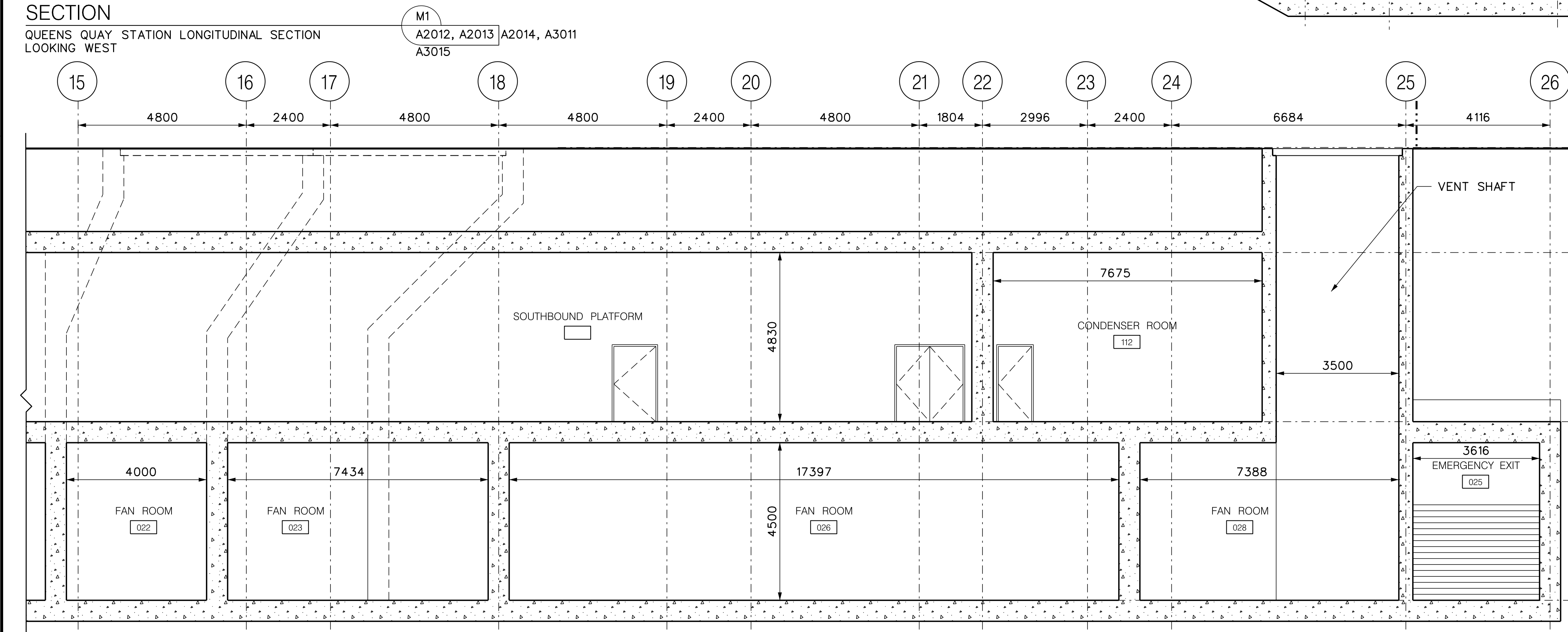
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DRAWING No.



LEGEND

- NEW CONCRETE WALL
- NEW CONCRETE BLOCK WALL
- EXISTING WALL

NOTE:
ALL ELEVATION DESIGNATION WITH AN ASTERISK ARE BASED ON ASSUMPTIONS TAKEN FROM THE PROVIDED PDFS AND ARE FOR REPRESENTATION AND COORDINATION PURPOSES ONLY, ELEVATIONS TO BE CONFIRMED



REVISIONS	REVISIONS

30% REVIEW
DRAWING
NOT FOR CONSTRUCTION

wood.
WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS
3650 HARVESTER ROAD, SUITE 100
BURLINGTON, ONTARIO, CANADA L7M 3W5
TEL: +1 905 335 2353

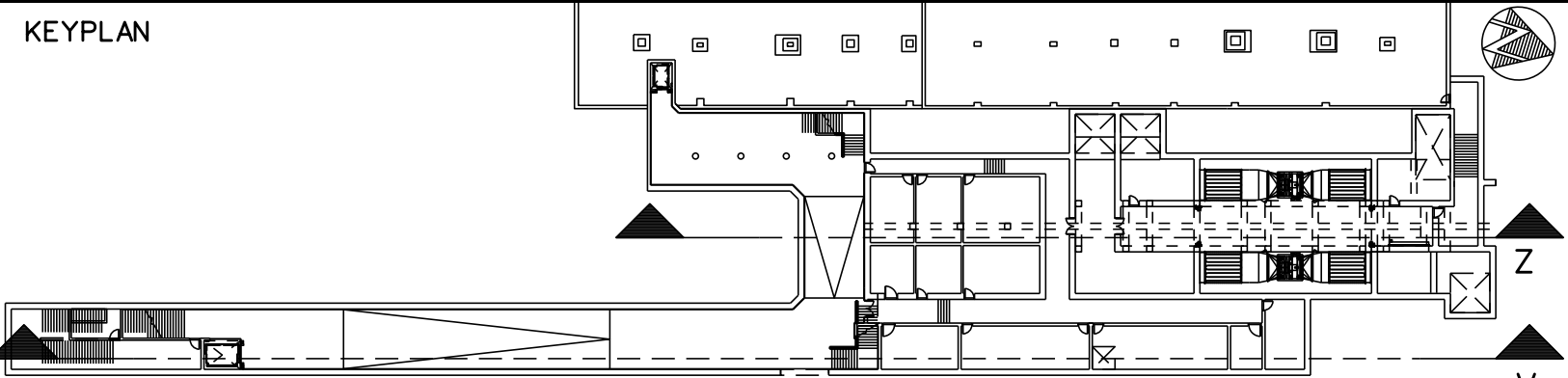
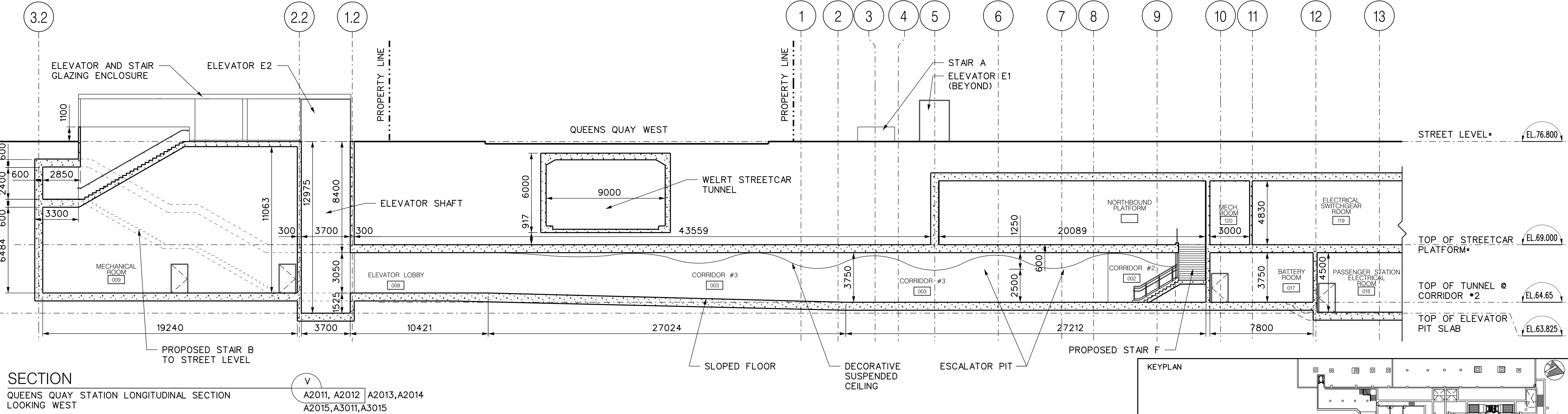
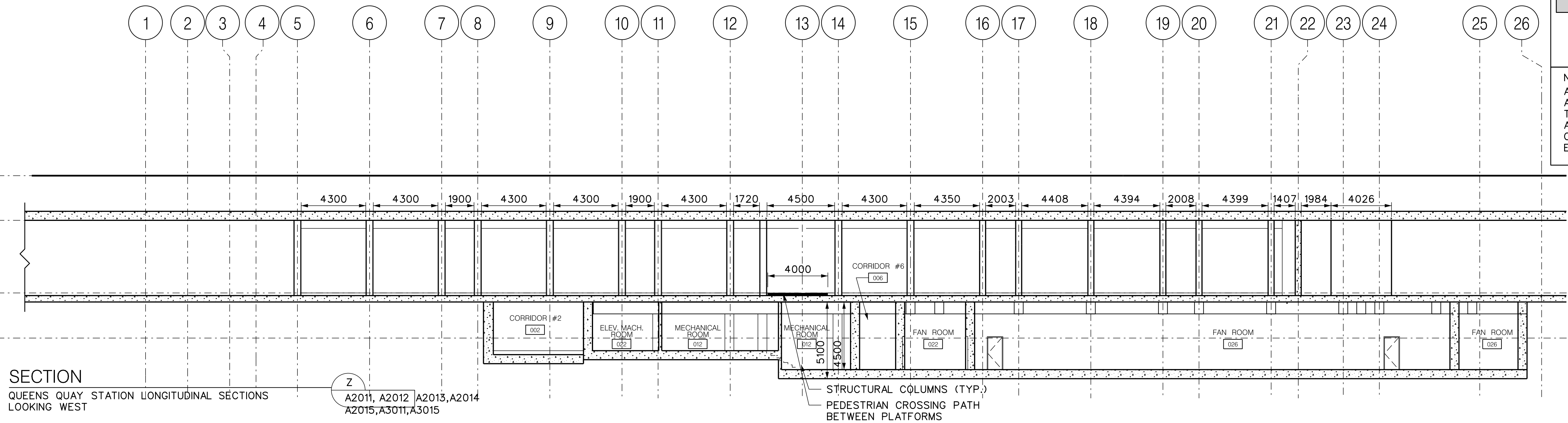
sai
Strasman Architects Inc.
1941 Gerrard Street East
Toronto, Ontario, Canada M4L 2C2
T 416 588 1800
F 416 588 1009
info@strasmanarch.com
www.strasmanarch.com

DRAWN N.MANABAT YYYY/MM/DD
2020/10/07
CHECKED R.BARDALEZ
CORRECT J.STRASMAN
SCALE
0 1 2 3m

WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		Contract: RE35-1
QUEENS QUAY STATION		
BUILDING SECTIONS SHEET 7 OF 13		TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT
Dwg. No. RE35-1-A5047	Rev. No.	Sheet No.

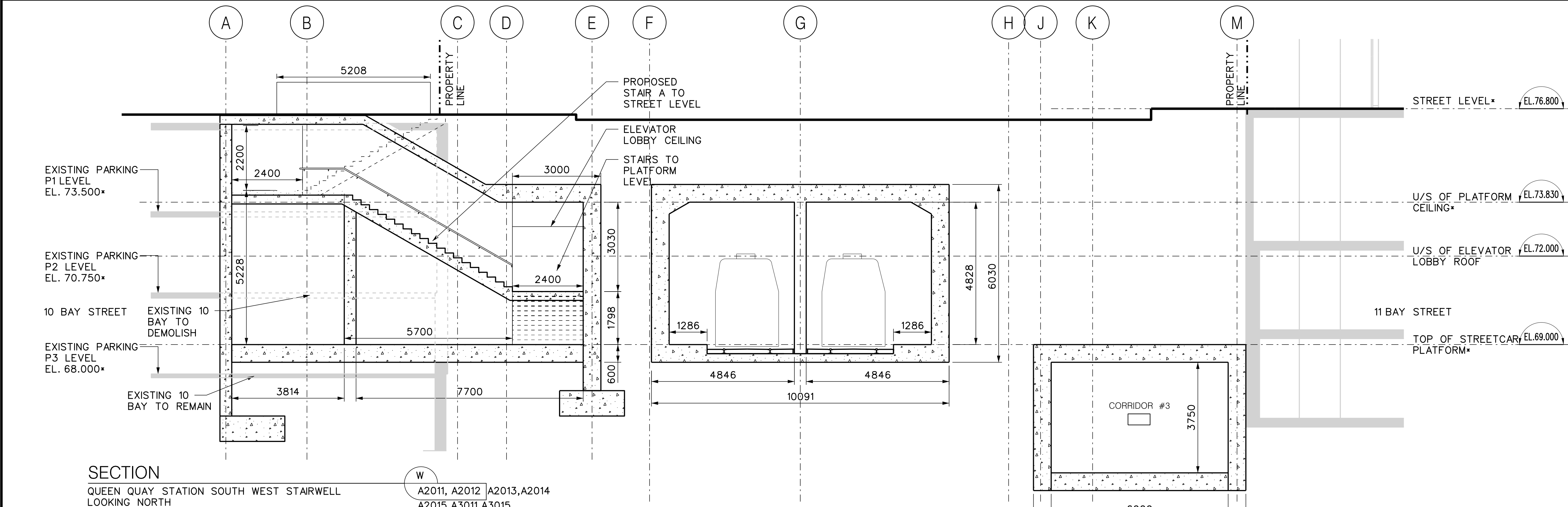
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REVISIONS		REVISIONS		30% REVIEW DRAWING NOT FOR CONSTRUCTION		wood. WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2353		sai Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 588 1800 F 416 588 1006 info@strasmanarch.com www.strasmanarch.com		DRAWN: N.MANABAT CHECKED: R.BARDALEZ CORRECT: J.STRASMAN SCALE: 0 1 2 3 4 5 6m		WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK QUEENS QUAY STATION BUILDING SECTIONS SHEET 8 OF 13		Contract: RE35-1 TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Dwg. No. RE35-1-A5048 Rev. No. 5-JUL-2021	
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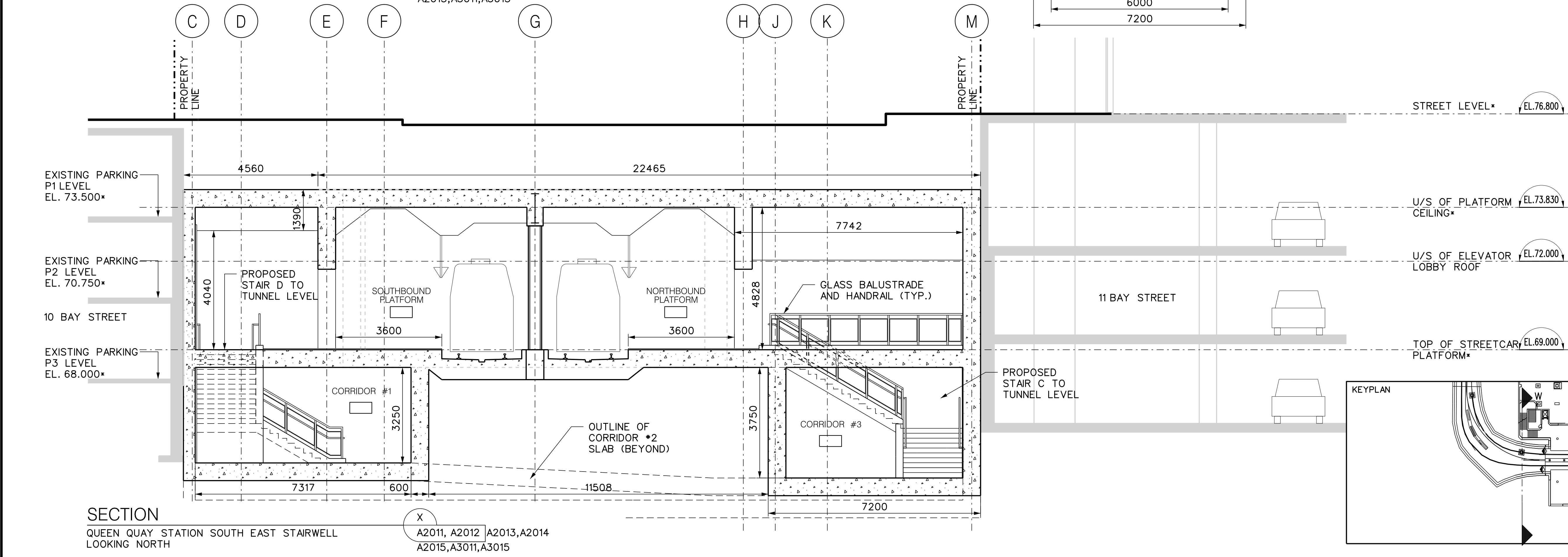
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LEGEND

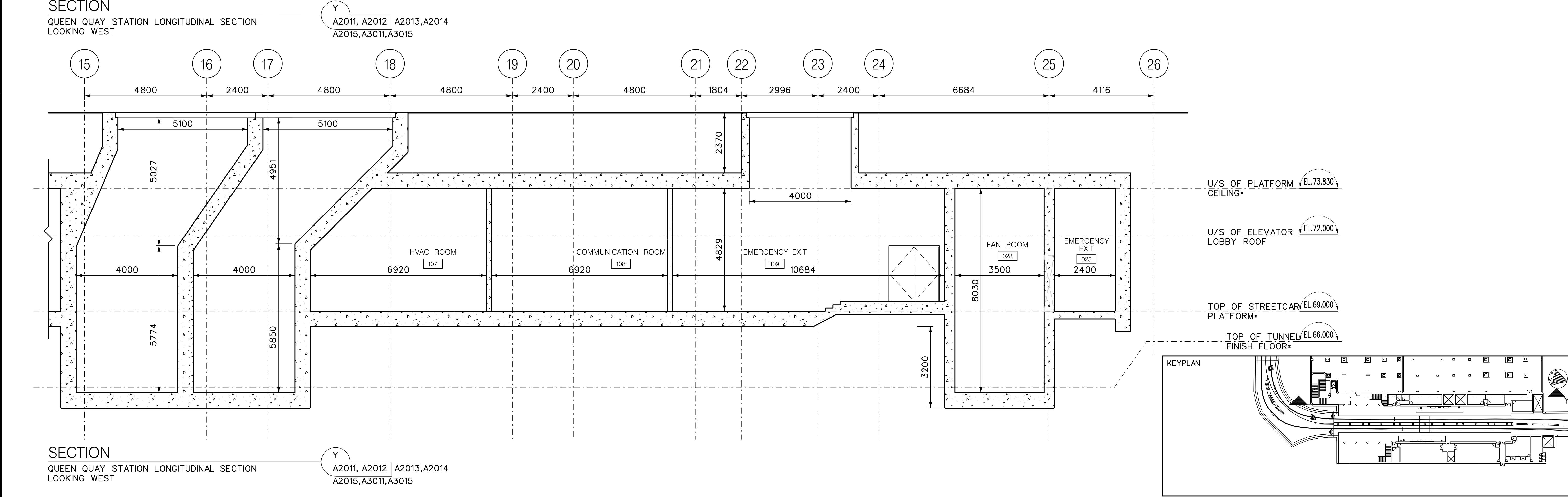
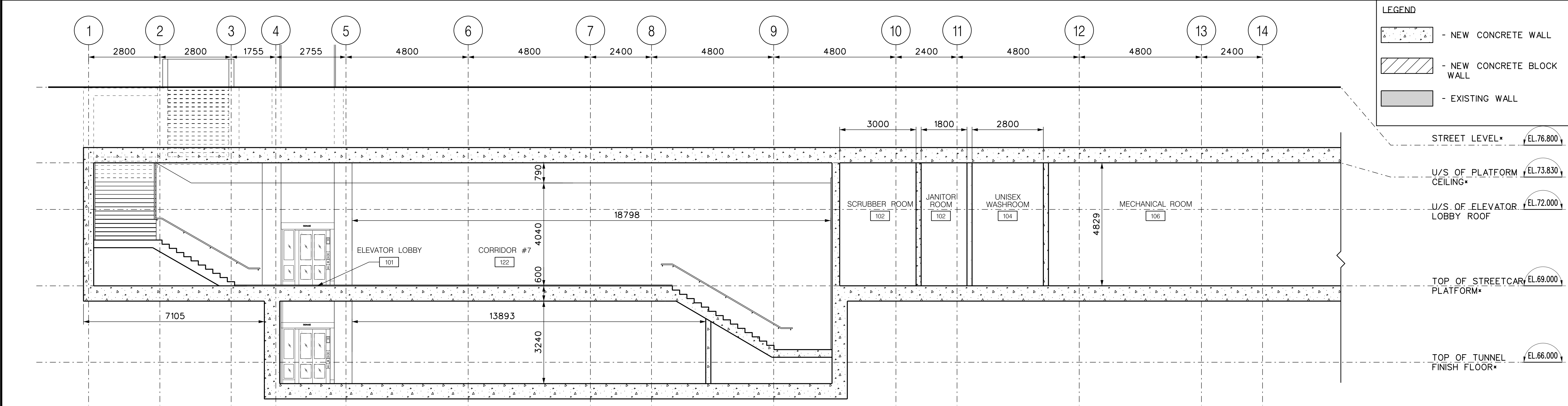
- NEW CONCRETE WALL
- NEW CONCRETE BLOCK WALL
- EXISTING WALL

NOTE:
ALL ELEVATION DESIGNATION WITH AN ASTERISK ARE BASED ON ASSUMPTIONS TAKEN FROM THE PROVIDED PDFS AND ARE FOR REPRESENTATION AND COORDINATION PURPOSES ONLY. ELEVATIONS TO BE CONFIRMED



REVISIONS		REVISIONS		<div>30% REVIEW DRAWING NOT FOR CONSTRUCTION</div>	<div>wood. WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3M5 TEL: +1 905 335 2353</div>	<div>sai Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1009 info@strasmanarch.com www.strasmanarch.com</div>	<div>DRAWN <u>N.MANABAT</u> CHECKED <u>R.BARDALEZ</u> CORRECT <u>J.STRASMAN</u> SCALE 0 1 2 3m</div>	<div>WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK QUEENS QUAY STATION BUILDING SECTIONS SHEET 9 OF 13</div>	<div>Contract: RE35-1 TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Dwg. No. RE35-1-A5049 Rev. No. Sheet No. Plot Date: 7-JUL-2021</div>		

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DRAWING No.



REVISIONS		REVISIONS		30% REVIEW DRAWING NOT FOR CONSTRUCTION		wood. WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2253		sai Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 588 1800 F 416 588 1009 info@strasmanarch.com www.strasmanarch.com		DRAWN: N.MANABAT CHECKED: R.BARDALEZ CORRECT: J.STRASMAN SCALE: 0 1 2 3m		WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK QUEENS QUAY STATION BUILDING SECTIONS SHEET 10 OF 13		Contract: RE35-1 TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Dwg. No. RE35-1-A5050 Rev. No. Sheet No.	
														Plot Date: 7-JUL-2021	

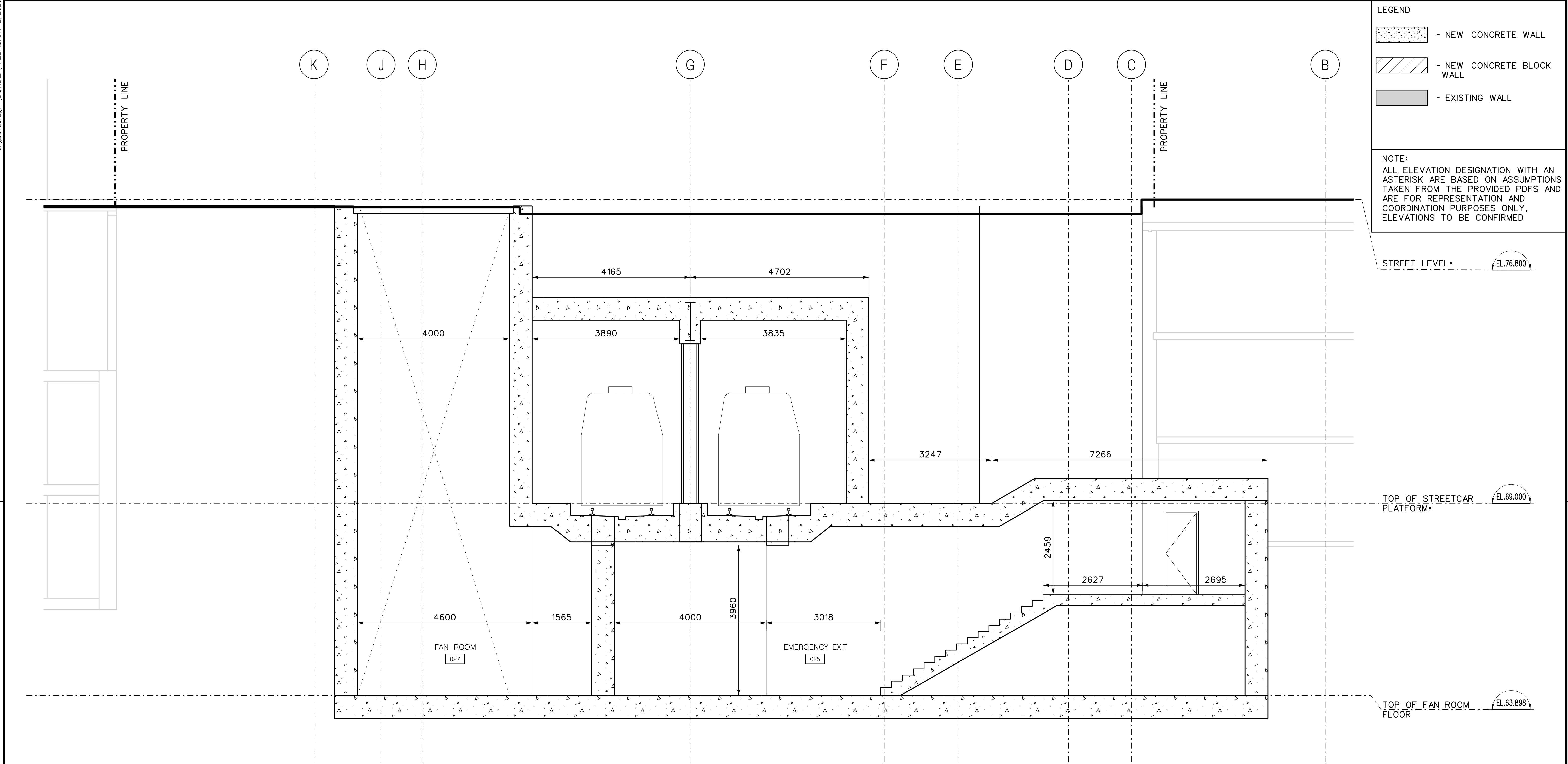
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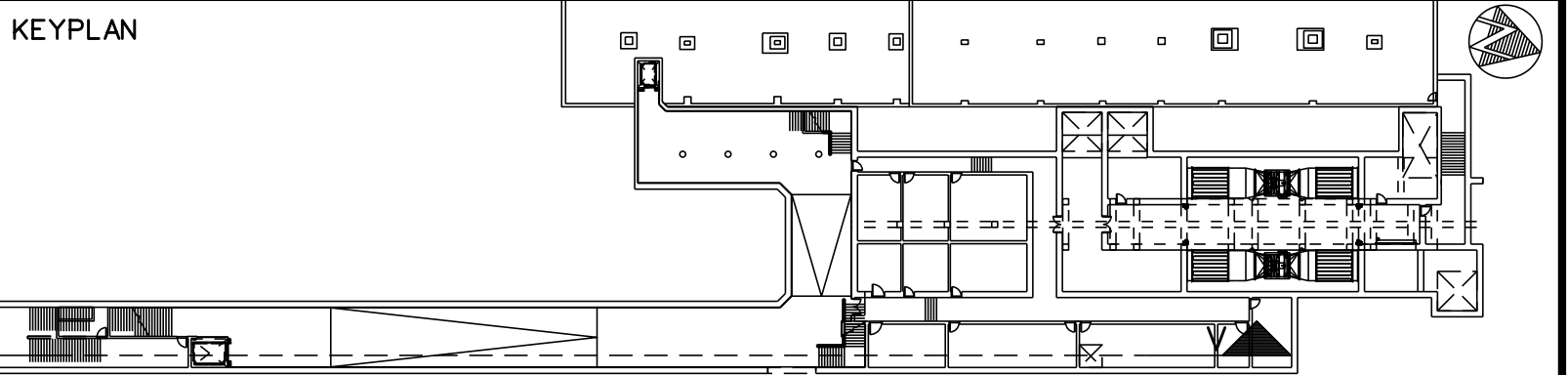


SECTION

QUEENS QUAY STATION CROSS SECTION
LOOKING SOUTH

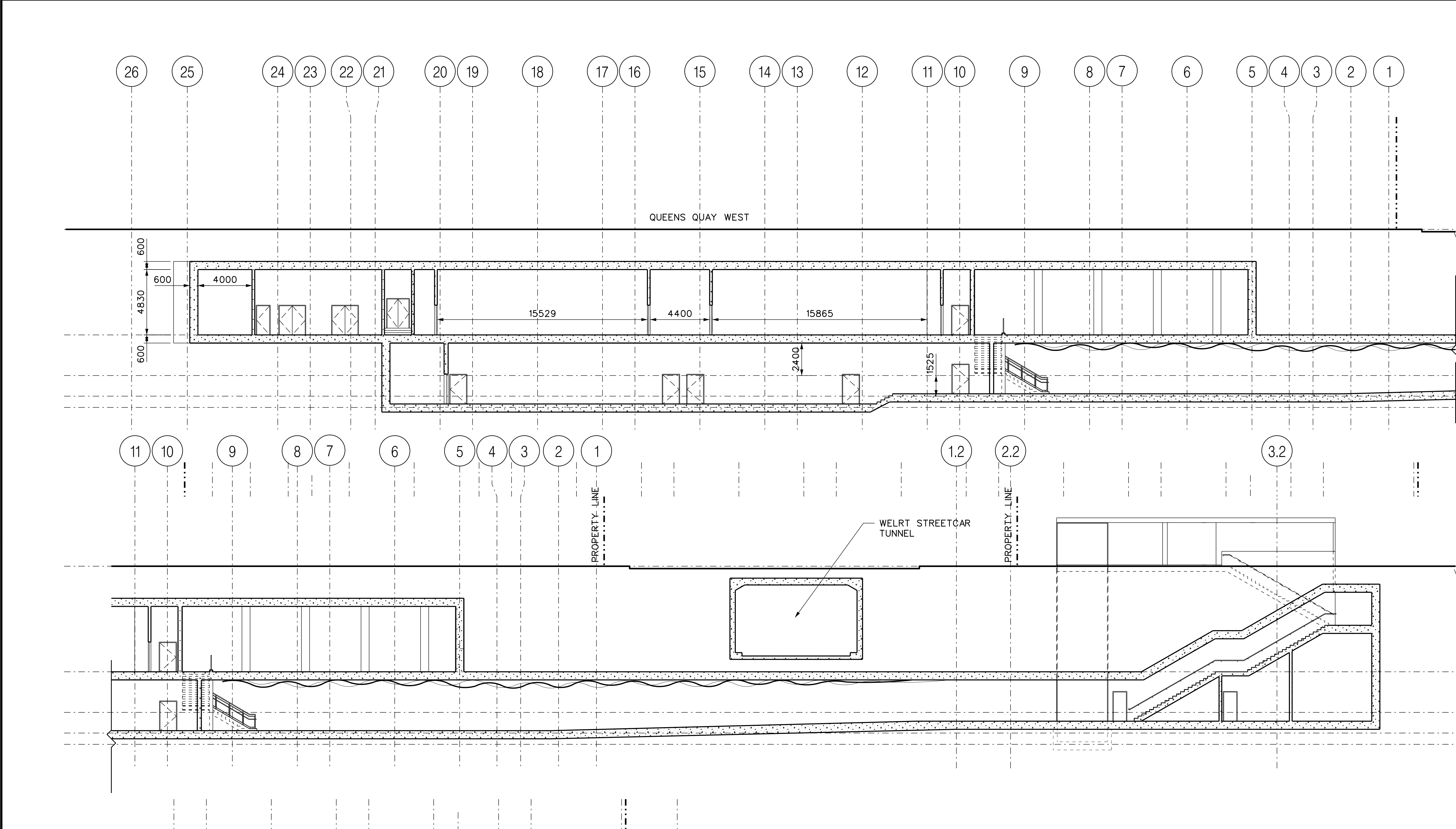
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A2011, A2012 A2013,A2014
A2015,A3011,A3015



REVISIONS		REVISIONS		<div>30% REVIEW DRAWING</div> <div>NOT FOR CONSTRUCTION</div>	<div>wood.</div> <div>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3450 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2353</div>	<div>sai</div> <div>Strasman Architects Inc.</div> <div>1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1009 info@strasmanarch.com www.strasmanarch.com</div>			<div>DRAWN <u>N.MANABAT</u> YYYY/MM/DD 2020/09/09</div> <div>CHECKED <u>R.BARDALEZ</u></div> <div>CORRECT <u>J.STRASMAN</u></div>	<div>SCALE</div> <div><div>012m</div></div>	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		Contract: RE35-1						
											<div>TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT</div>								
											BUILDING SECTIONS SHEET 11 OF 13								
																		Dwg. No. RE35-1-A5051	

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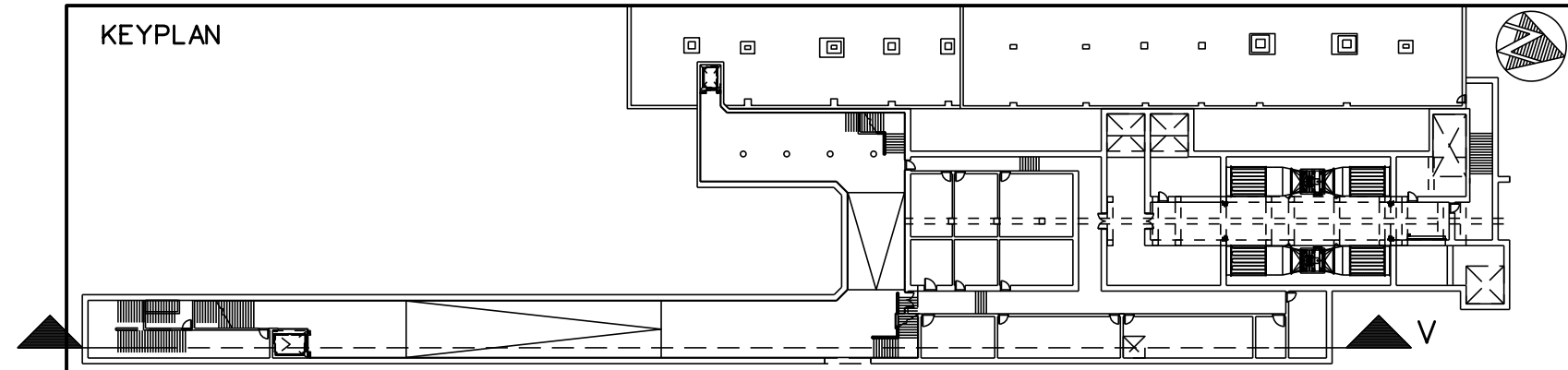
LEGEND

- NEW CONCRETE WALL
- NEW CONCRETE BLOCK WALL
- EXISTING WALL

NOTE:
ALL ELEVATION DESIGNATION WITH AN ASTERISK ARE BASED ON ASSUMPTIONS TAKEN FROM THE PROVIDED PDFS AND ARE FOR REPRESENTATION AND COORDINATION PURPOSES ONLY, ELEVATIONS TO BE CONFIRMED

SECTION
QUEENS QUAY STATION TUNNEL UNDER QUEENS QUAY
LOOKING WEST

V
A2011, A2012 A2013, A2014
A2015, A3011, A3015



REVISIONS		REVISIONS		<div>30% REVIEW DRAWING NOT FOR CONSTRUCTION</div>			 Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 588 1800 F 416 588 1009 info@strasmanarch.com www.strasmanarch.com	DRAWN <u>N.MANABAT</u> YYYY/MM/DD 2020/09/09		WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK QUEENS QUAY STATION BUILDING SECTIONS SHEET 12 OF 13		Contract: RE35-1	
CHECKED <u>R.BARDALEZ</u>		CORRECT <u>J.STRASMAN</u>						TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT					
SCALE 0 1 2 3 4 5 6m								Dwg. No. Rev. No. Sheet No. RE35-1-A5052					

Plot Date: 5-JUL-2021

engborc3.dgn (BORDER) FEBRUARY 2, 2020

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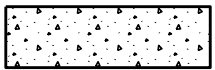
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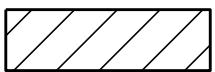
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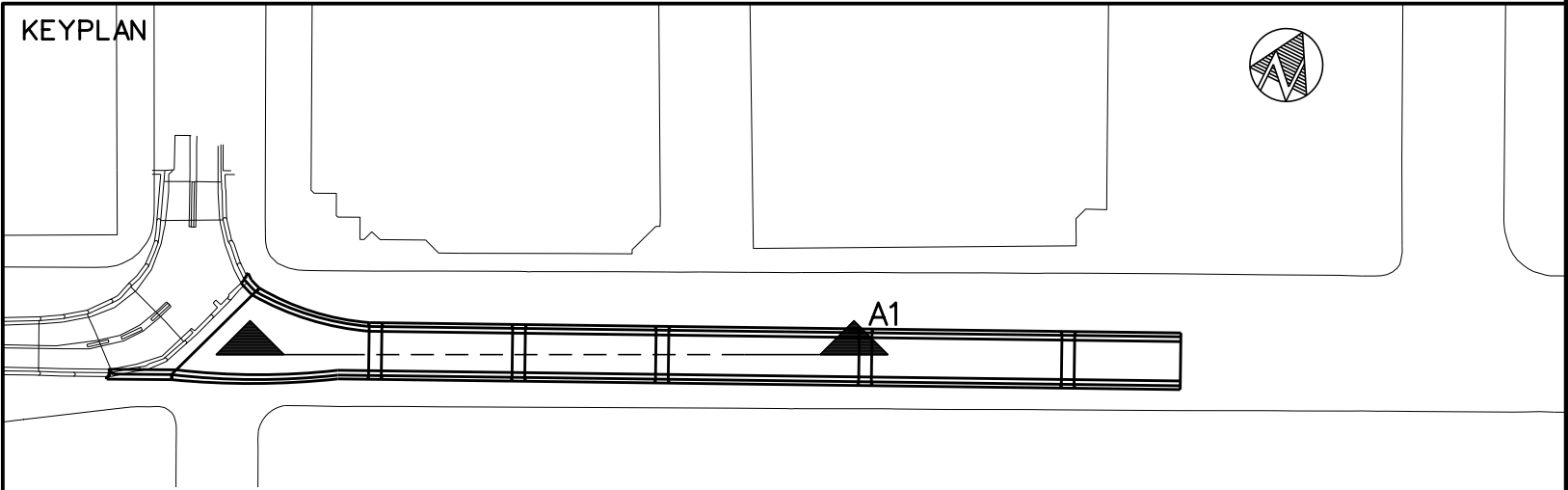
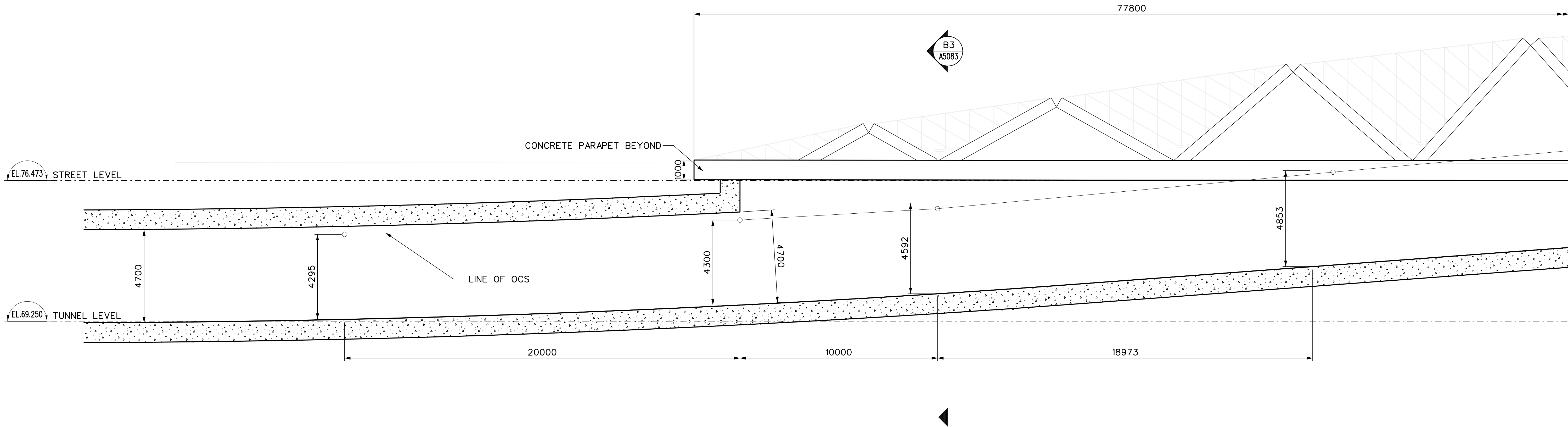
LEGEND



- NEW CONCRETE WALL



- NEW CONCRETE BLOCK WALL



REVISIONS		REVISIONS		<div>30% REVIEW DRAWING</div> <div>NOT FOR CONSTRUCTION</div>	<div>wood.</div> <div>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD SUITE 100 BURLINGTON, ONTARIO, CANADA L7N 3W5 TEL: +1 905 335 2353</div>	<div>sai</div> <div>Strasman Architects Inc.</div> <div>1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1009 info@strasmanarch.com www.strasmanarch.com</div>			<div>DRAWN <u>N.MANABAT</u> YYYY/MM/DD 2020/11/16</div> <div>CHECKED <u>R.BARDALEZ</u></div> <div>CORRECT <u>J.STRASMAN</u></div> <div>SCALE <div>0 1 2 3 4m</div></div>	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		Contract: RE35-1		
										EAST PORTAL – CANOPY		<div></div> <div>TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT</div>		
										LONGITUDINAL SECTION SHEET 1 OF 2		Dwg. No. RE35-1-A5081	Rev. No.	Sheet No.

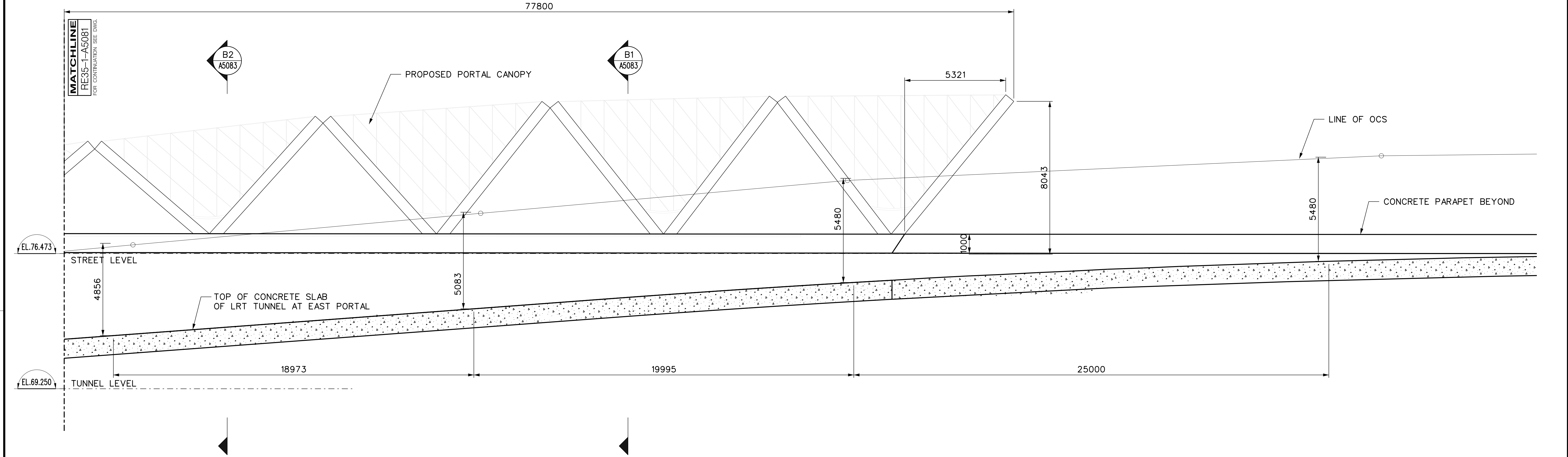
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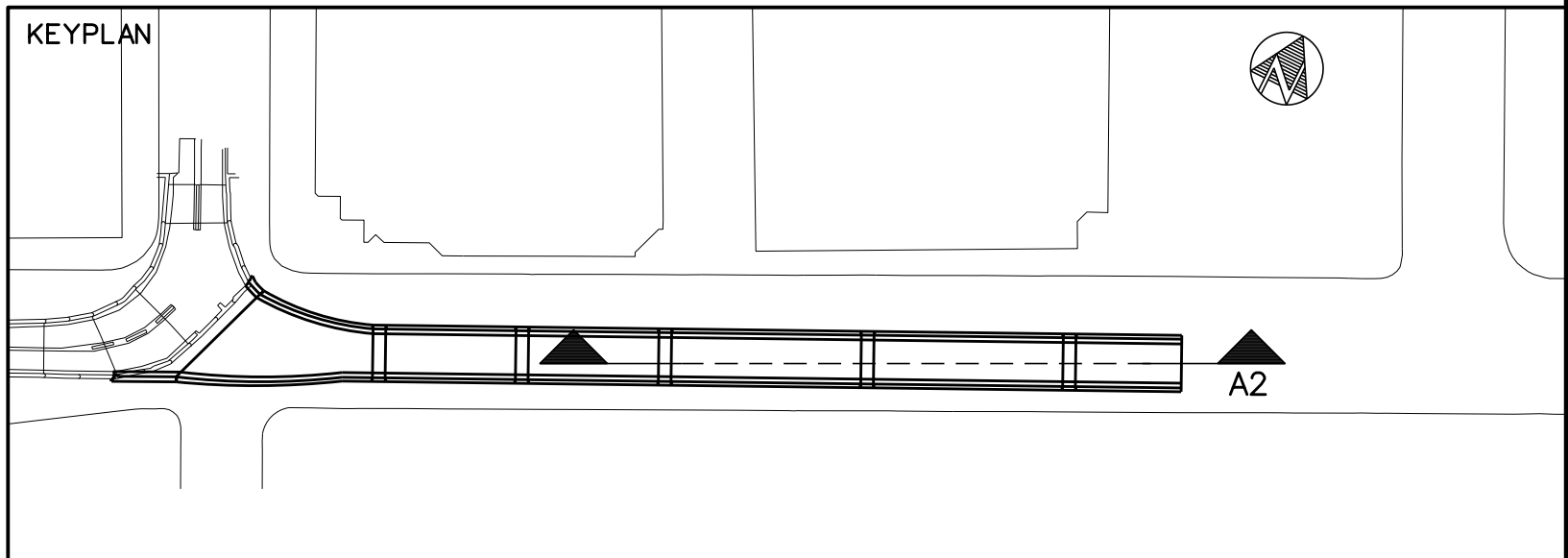
- NEW CONCRETE WALL

- NEW CONCRETE BLOCK WALL



SECTION
PORTAL CANOPY LOOKING NORTH

A2
A2081, A2082



<div>REVISIONS</div> <div><div></div><div></div><div></div></div>	<div>REVISIONS</div> <div><div></div><div></div><div></div></div>	<div>30% REVIEW DRAWING</div> <div>NOT FOR CONSTRUCTION</div>	<div>wood.</div> <div>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2353</div>	<div>sai</div> <div>Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1009 info@strasmanarch.com www.strasmanarch.com</div>	<div>DRAWN: N.MANABAT CHECKED: R.BARDALEZ CORRECT: J.STRASMAN</div> <div>SCALE 0 1 2 3 4m</div>	<div>WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK</div> <div>EAST PORTAL – CANOPY</div> <div>LONGITUDINAL SECTION SHEET 2 OF 2</div>	<div>Contract: RE35-1</div> <div><div>TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT</div><div>Dwg. No. RE35-1-A5082 Rev. No. Sheet No.</div></div> <div>Plot Date: 7-JUL-2021</div>
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engborc3.dgn (BORDER) FEBRUARY 2, 2020

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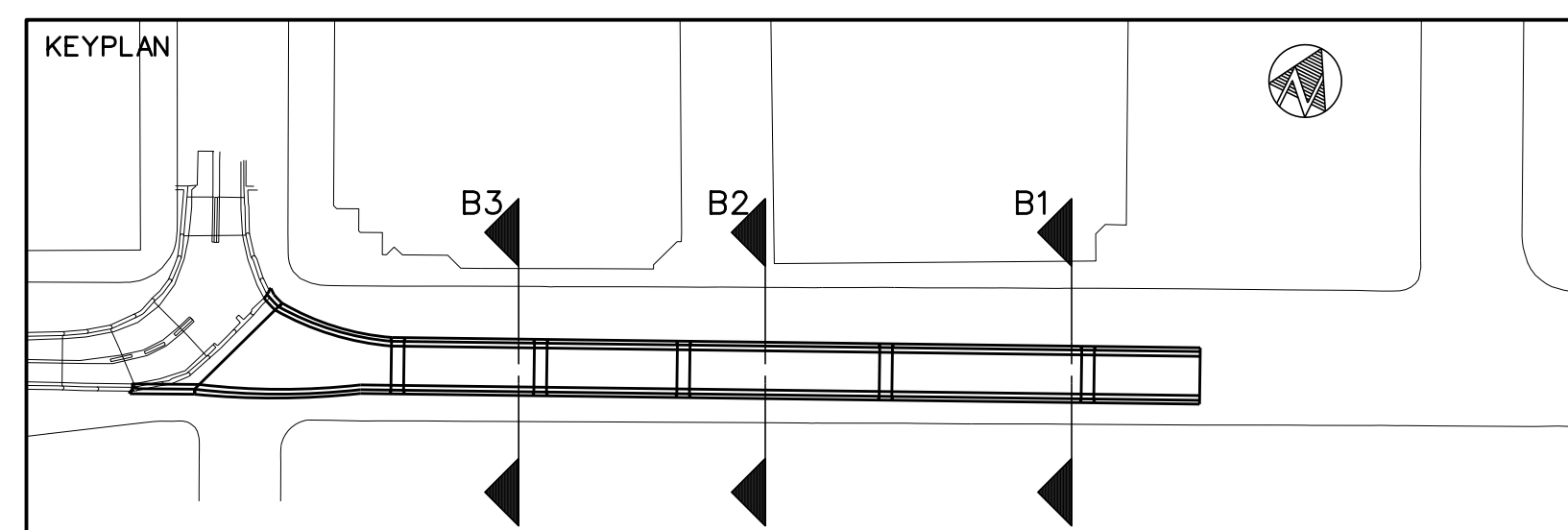
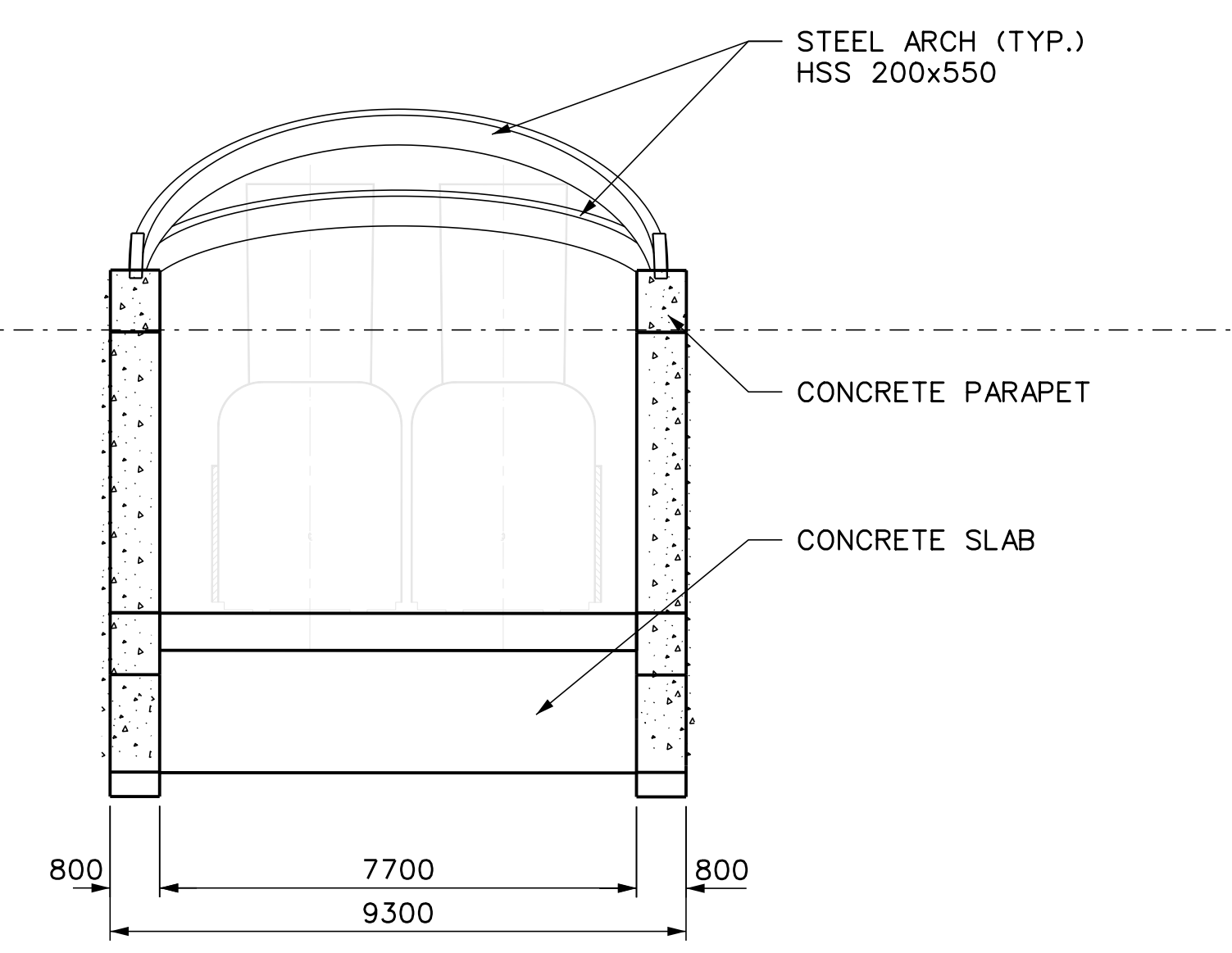
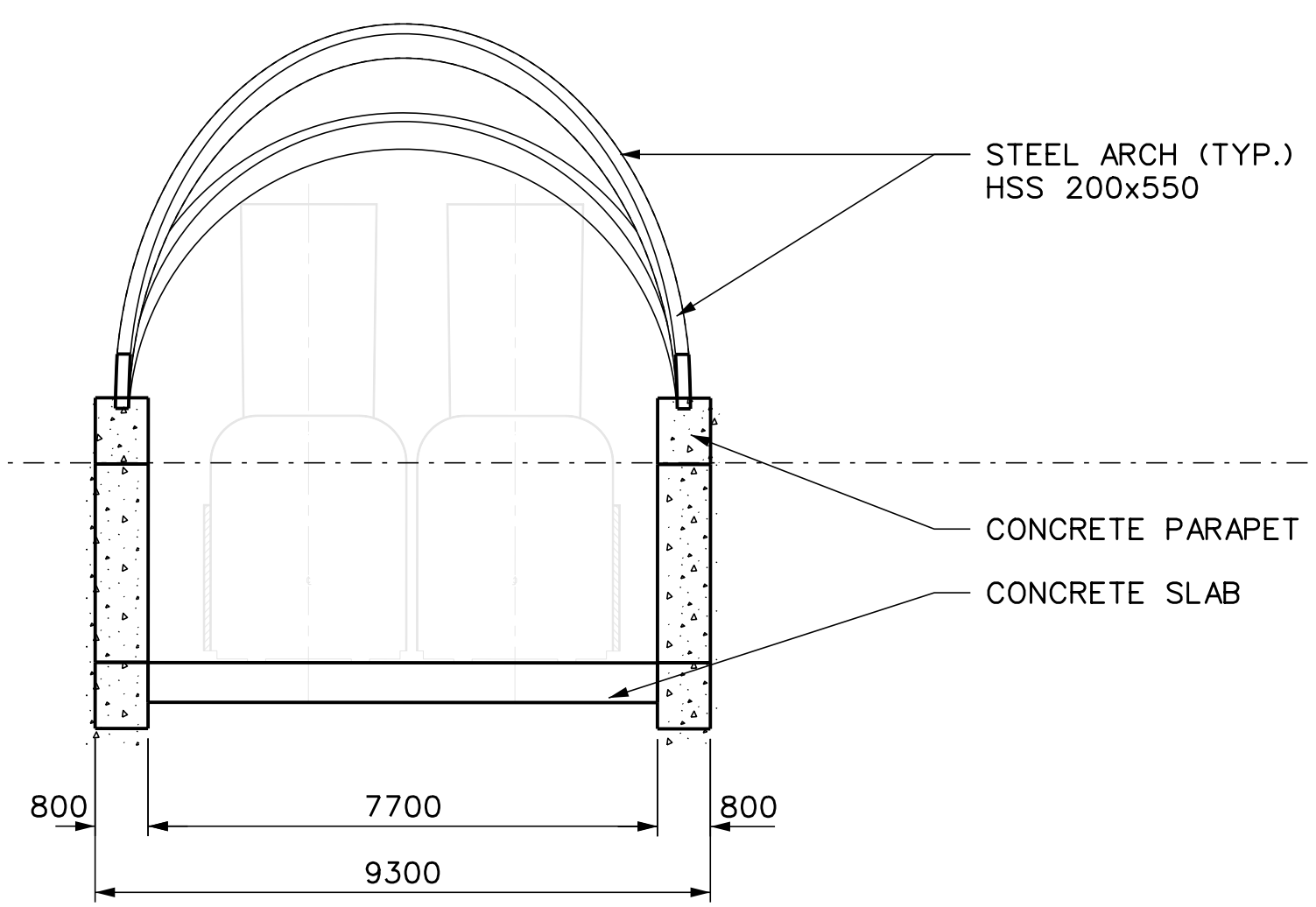
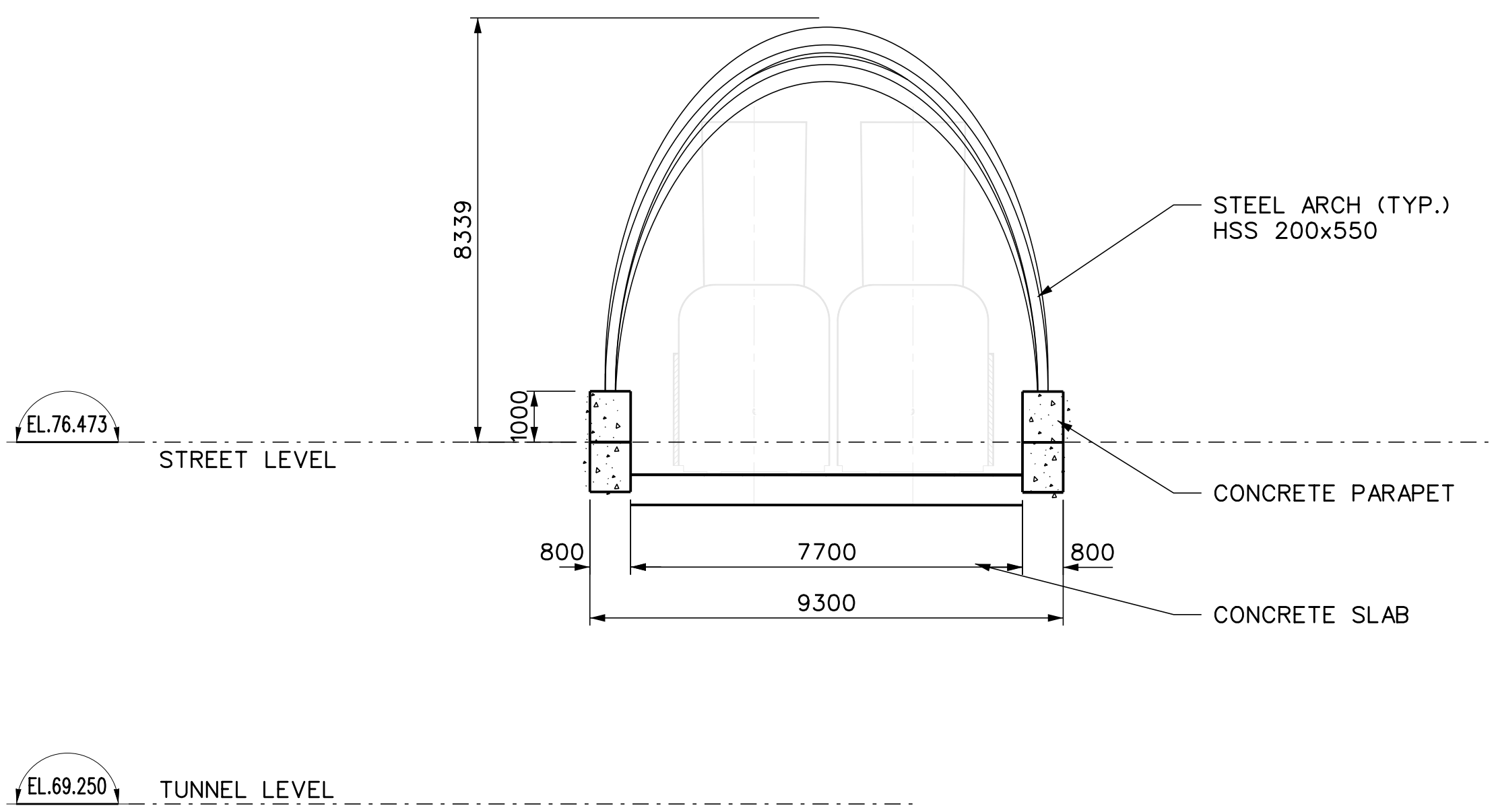
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LEGEND

- NEW CONCRETE WALL

- NEW CONCRETE BLOCK WALL



<div>REVISIONS</div> <div><div></div><div></div><div></div></div>		<div>REVISIONS</div> <div><div></div><div></div><div></div></div>		<div>30% REVIEW DRAWING</div> <div>NOT FOR CONSTRUCTION</div>		<div>wood.</div> <div>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS</div> <div>3620 HARVESTER ROAD, SUITE 100</div> <div>BURLINGTON, ONTARIO, CANADA L7M 3W5</div> <div>TEL: +1 905 335 2353</div>		<div>sai</div> <div>Strasman Architects Inc.</div> <div>1941 Gerrard Street East</div> <div>Toronto, Ontario, Canada M4L 2C2</div> <div>T 416 598 1800</div> <div>F 416 598 1000</div> <div>info@strasmanarch.com</div> <div>www.strasmanarch.com</div>		<div>DRAWN C.SEUN</div> <div>CHECKED R.BARDALEZ</div> <div>CORRECT J.STRASMAN</div> <div>SCALE</div> <div>0 1 2 3 4m</div>		<div>2021/04/10</div> <div>WATERFRONT EAST LRT</div> <div>UNION STATION QUEENS QUAY LINK</div> <div>EAST PORTAL – CANOPY</div> <div>CROSS SECTIONS</div>		<div>Contract: RE35-1</div> <div></div> <div>TORONTO TRANSIT COMMISSION</div> <div>ENGINEERING DEPARTMENT</div> <div>Dwg. No. RE35-1-A5083</div> <div>Rev. No.</div> <div>Sheet No.</div>	
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Plot Date: 7-JUL-2021

engborc3.dgn (BORDER) FEBRUARY 2, 2020

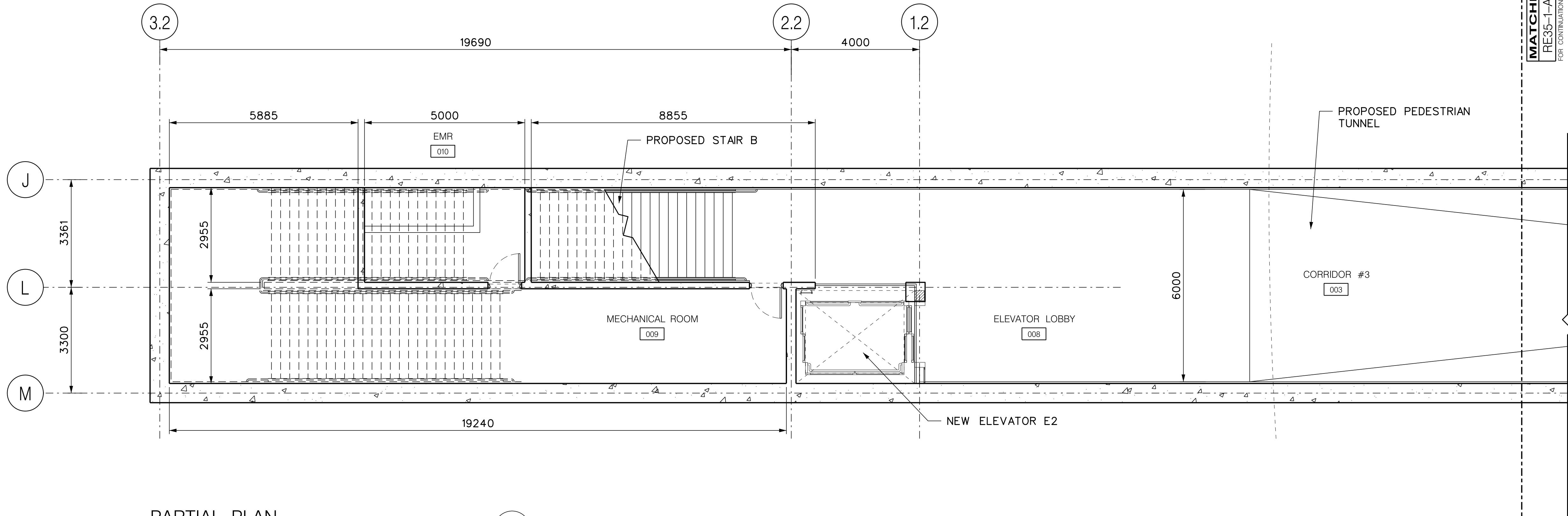
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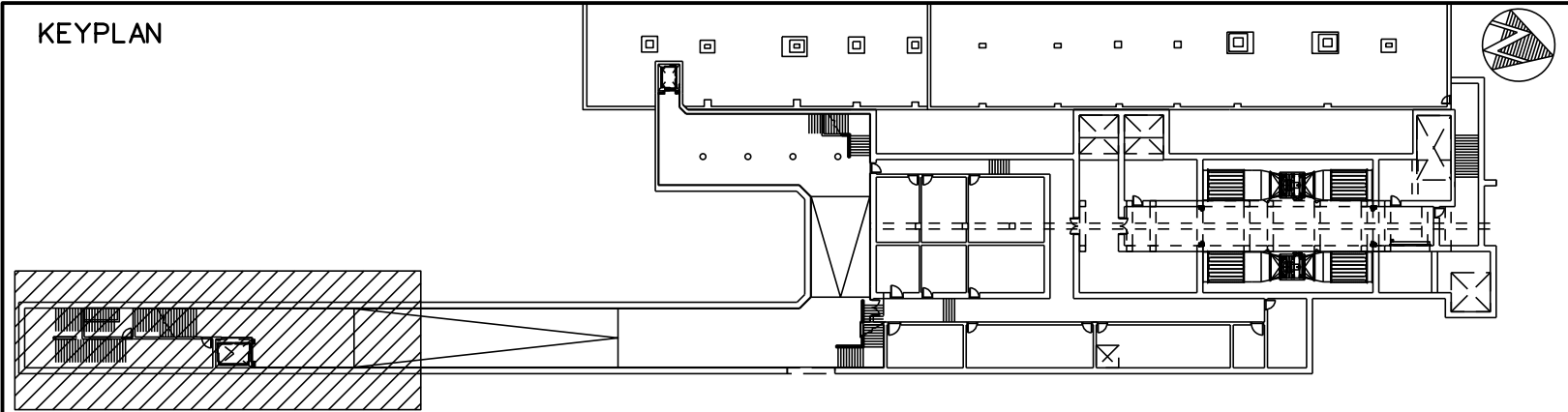
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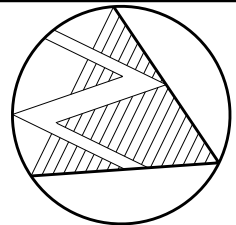
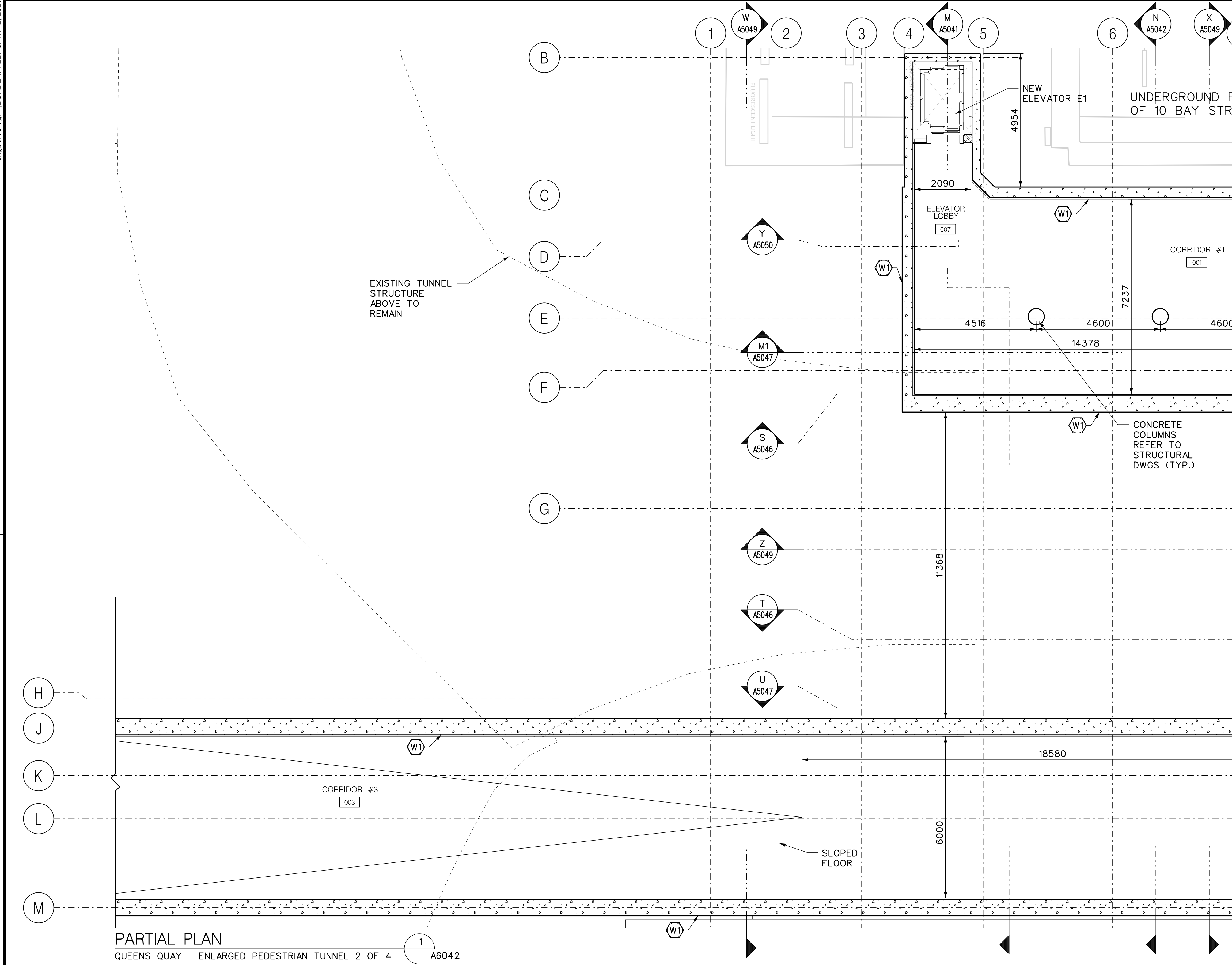


PARTIAL PLAN
QUEENS QUAY - ENLARGED PEDESTRIAN TUNNEL 1 OF 4



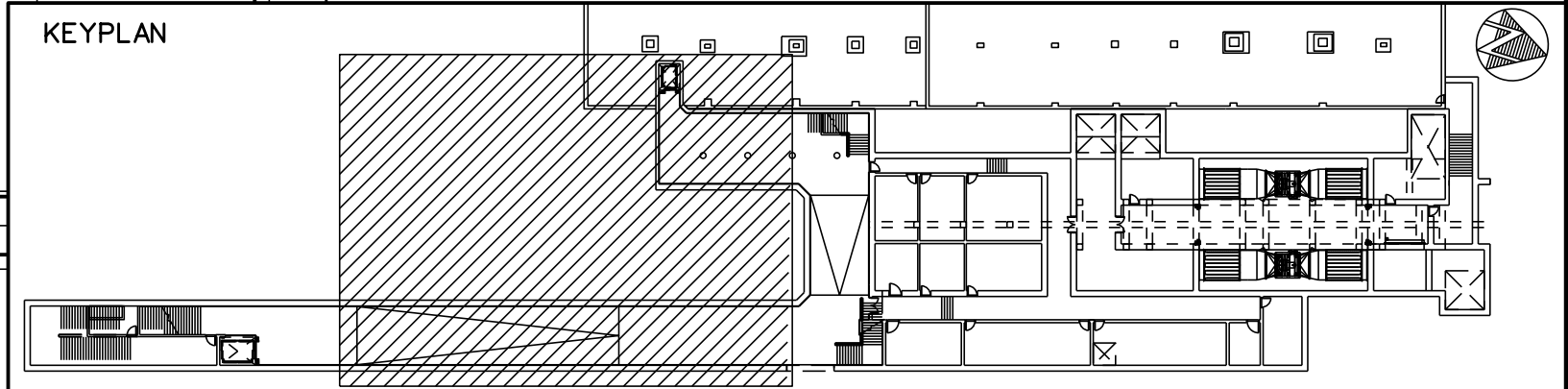
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△		△									QUEENS QUAY STATION			 TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT		
△		△									PEDESTRIAN TUNNEL LEVEL ENLARGED PLAN SHEET 1 OF 4			Dwg. No. RE35-1-A6041 Rev. No. Sheet No.		
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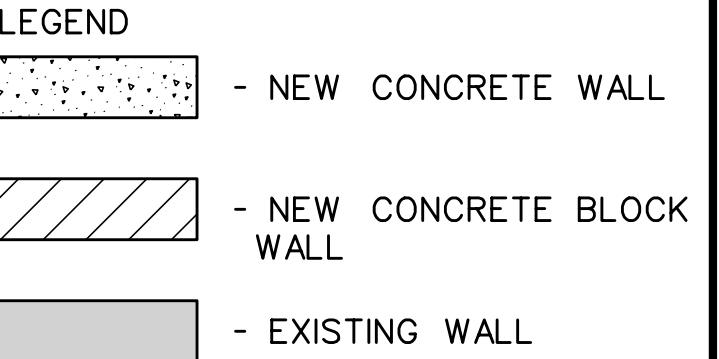


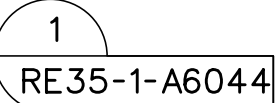
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- NEW CONCRETE WALL
- NEW CONCRETE BLOCK WALL
- EXISTING WALL



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									QUEENS QUAY STATION						
									PEDESTRIAN TUNNEL LEVEL ENLARGED PLAN SHEET 2 OF 4			TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT			
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Plot Date: 7-JUL-2021



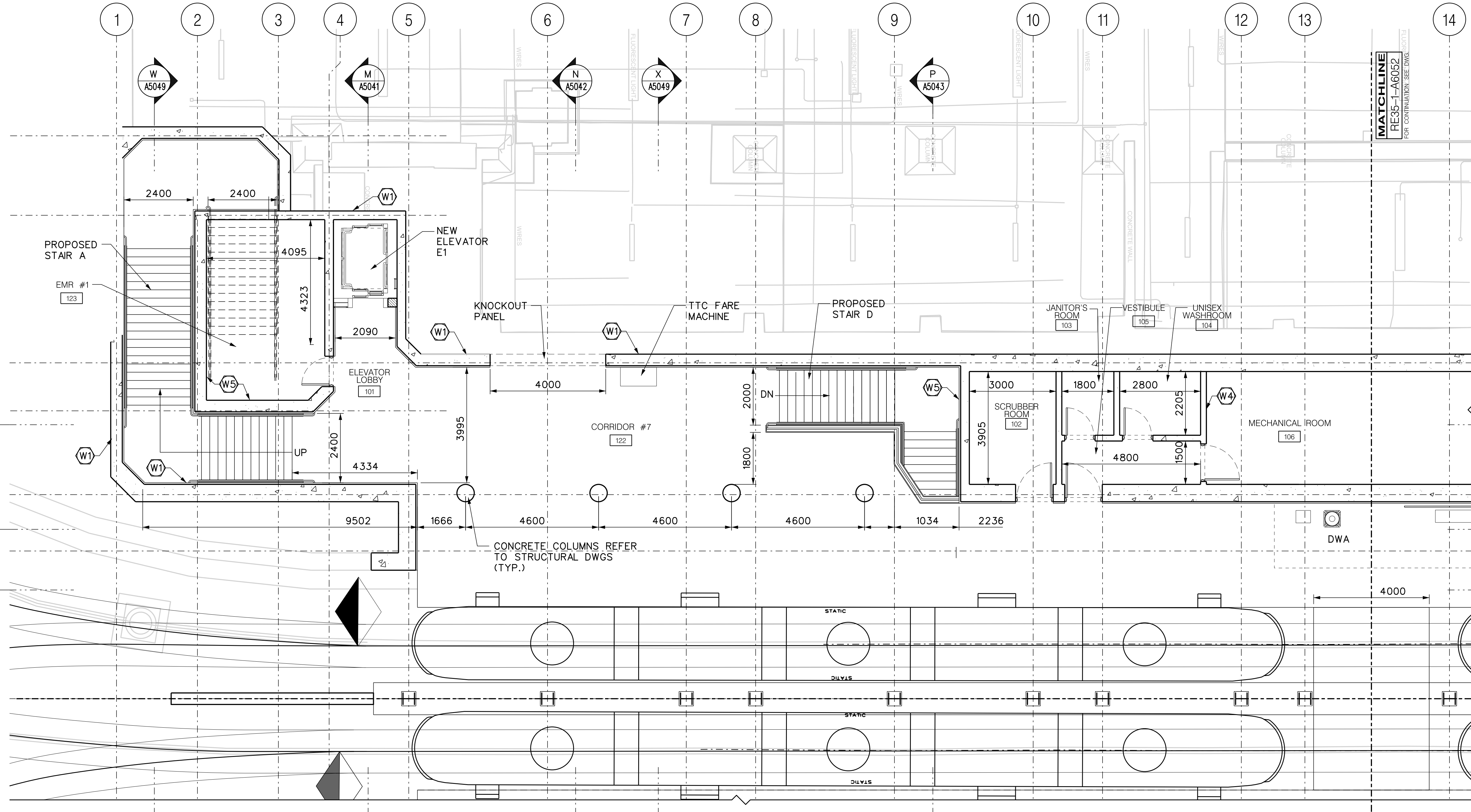
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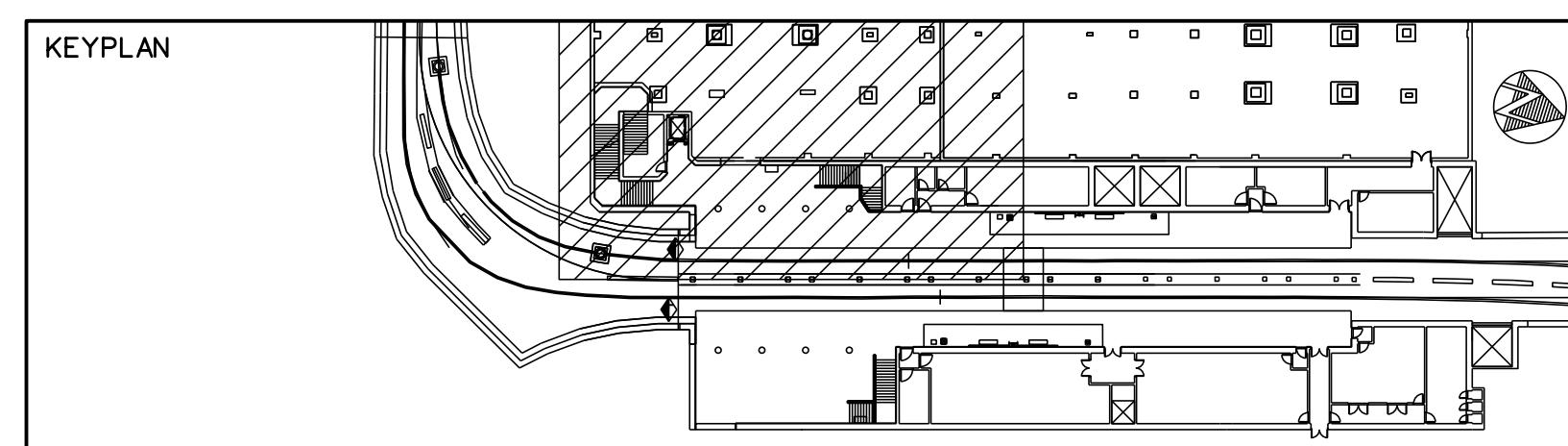
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Contract: RE35-1		
		
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Dwg. No. RE35-1-A6044	Rev. No.	Sheet No.

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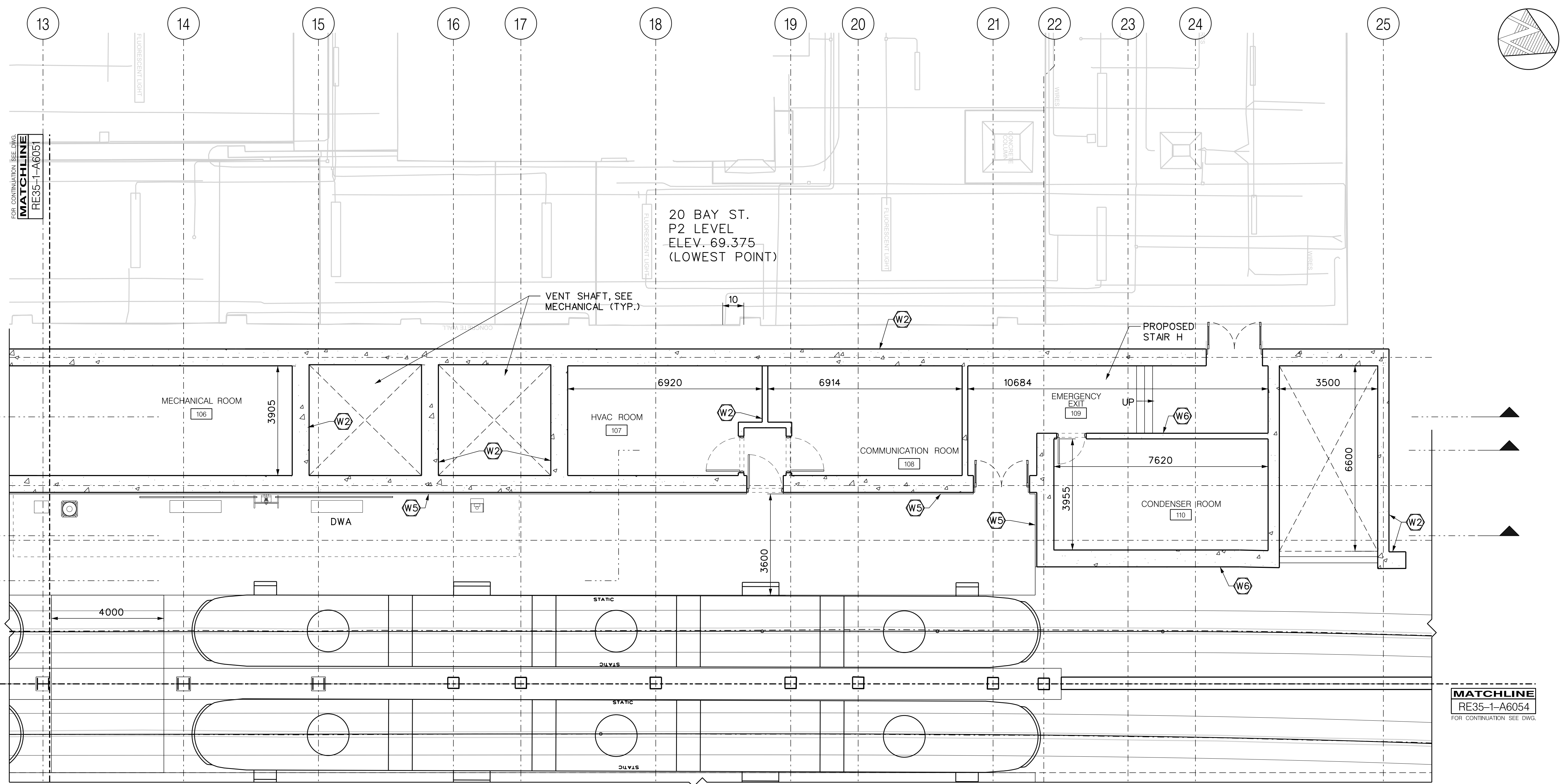


PARTIAL PLAN
QUEENS QUAY - ENLARGED PLATFORM 1 OF 4
1
RE35-1-A6051

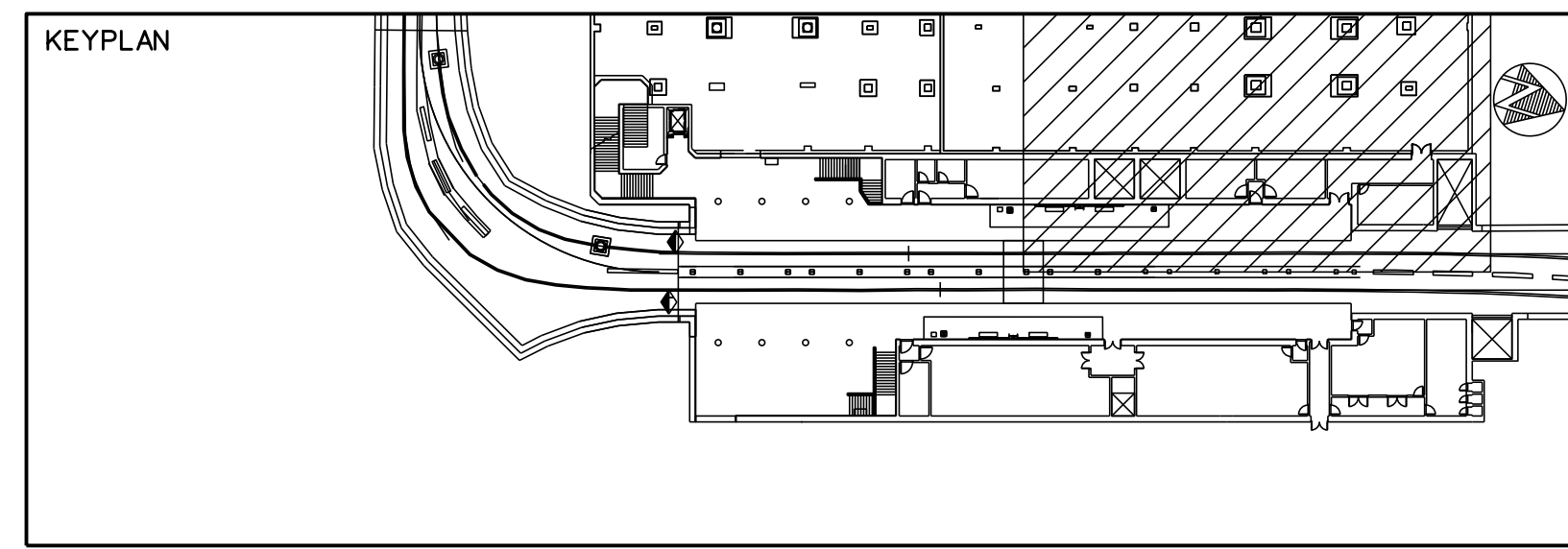


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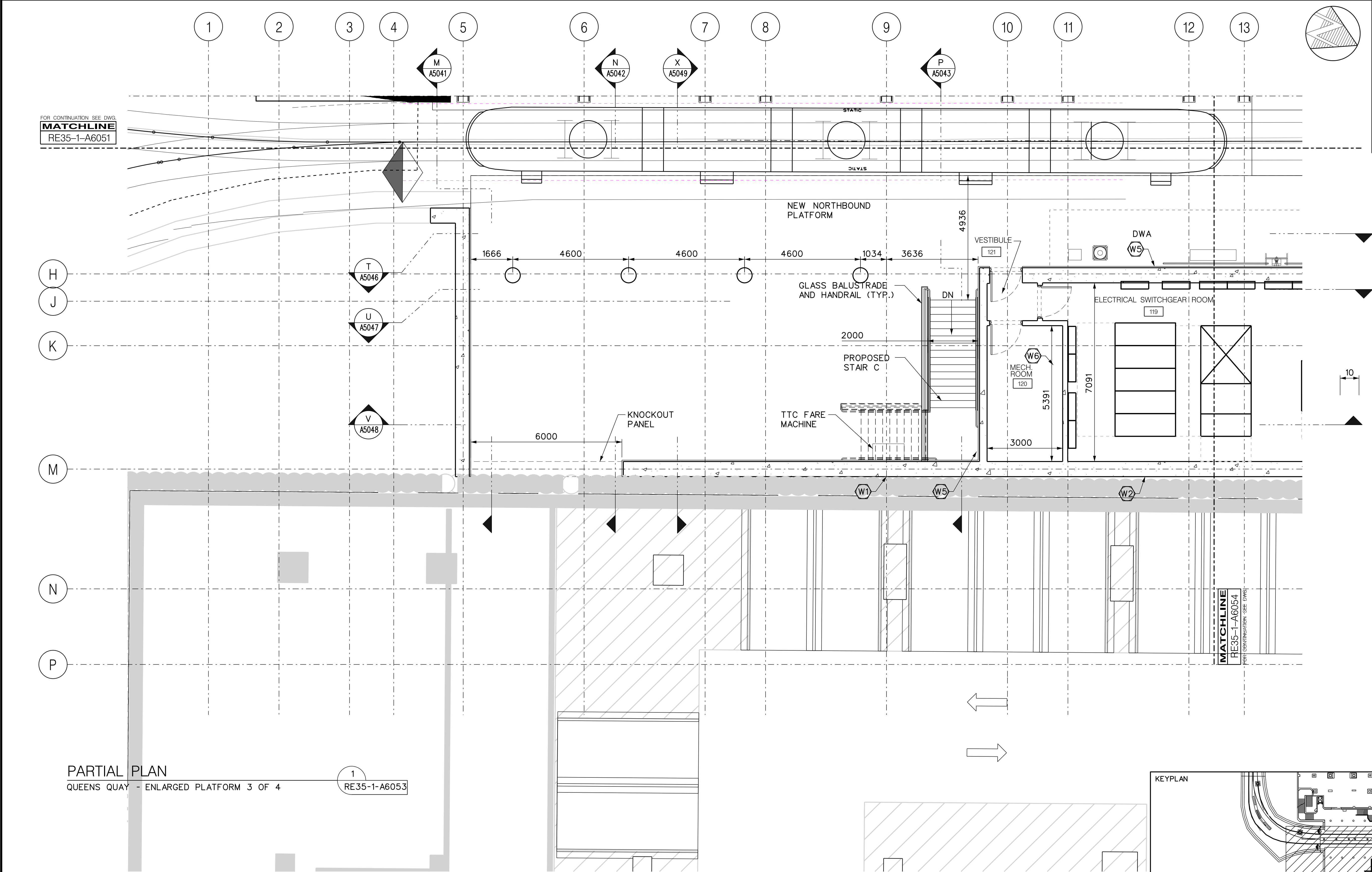


PARTIAL PLAN
QUEENS QUAY - ENLARGED PLATFORM 2 OF 4
1
RE35-1-A6052



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LEGEND

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- NEW CONCRETE BLOCK WALL
- EXISTING WALL

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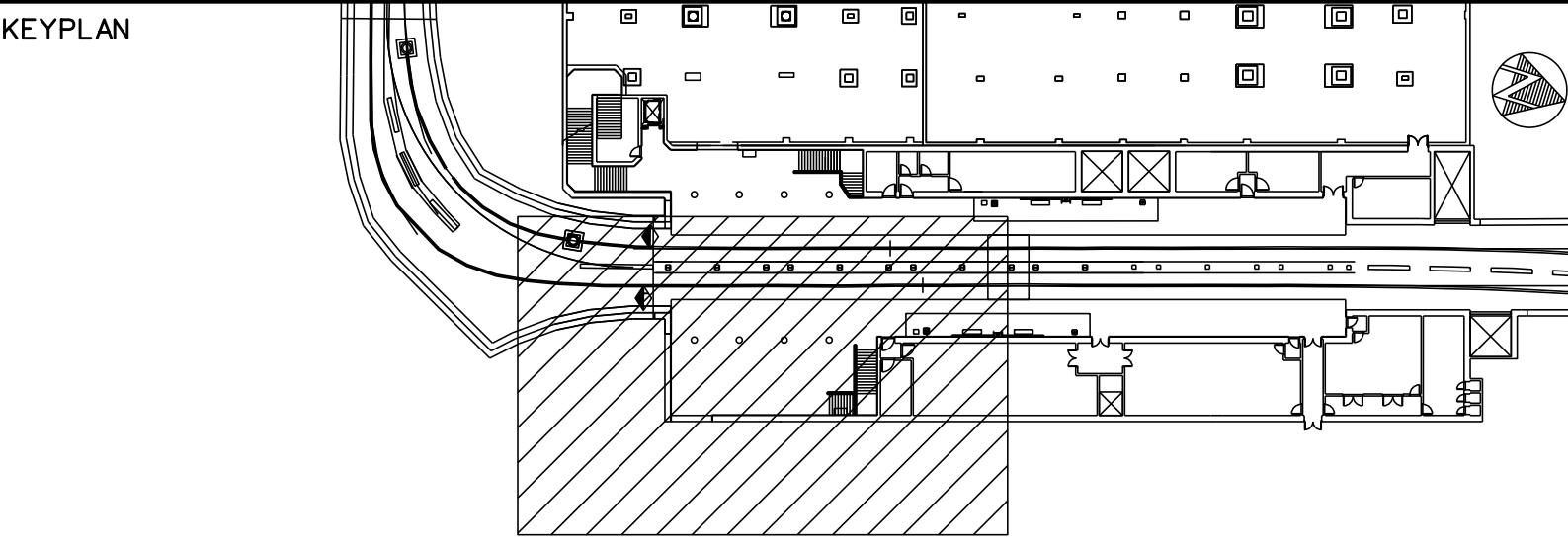
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www.strasmanarch.com

DRAWN C. SEUN
CHECKED R. BARDALEZ
CORRECT J. STRASMAN
SCALE
0 1 2 3m

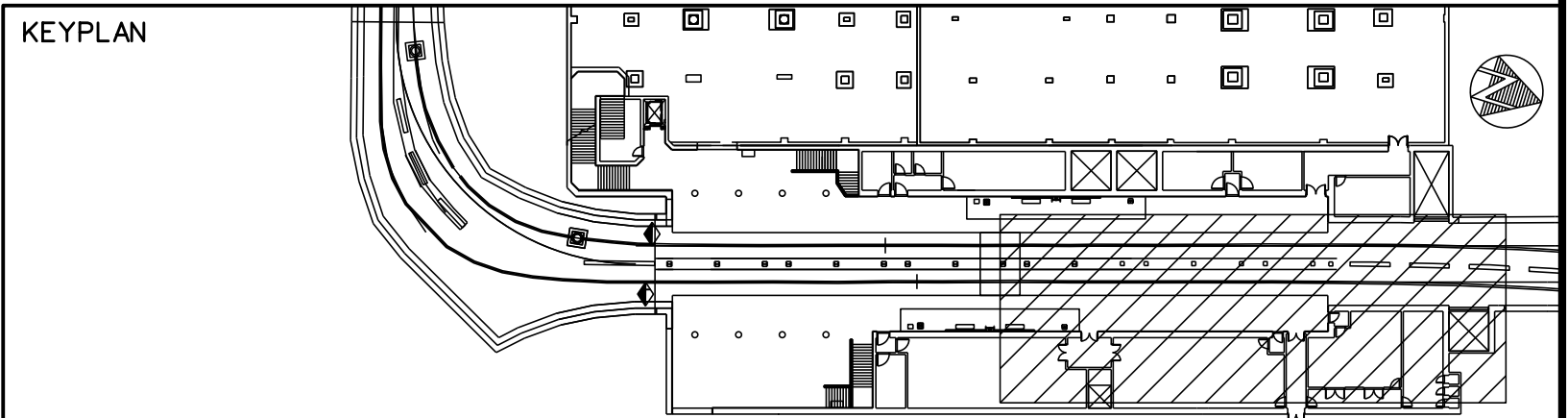
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**WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK**
QUEENS QUAY STATION
PLATFORM LEVEL
ENLARGED PLAN SHEET 3 OF 4

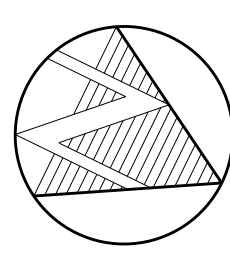
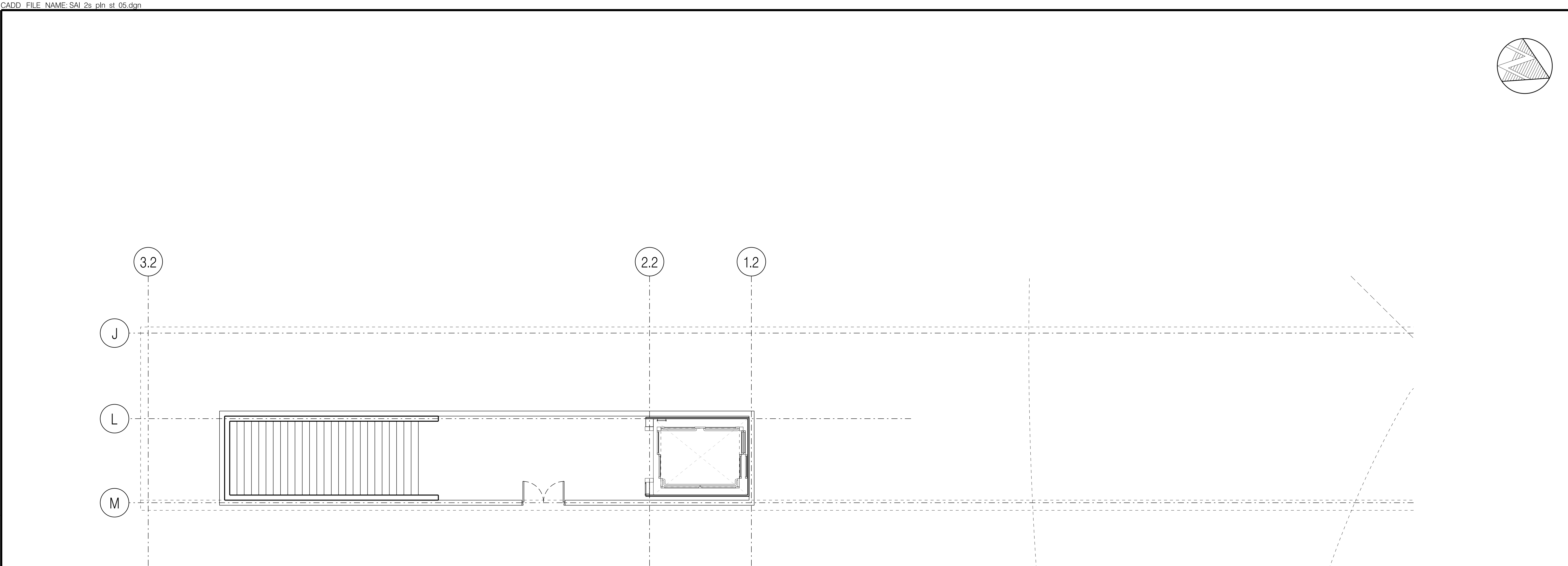
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Plot Date: 7-JUL-2021



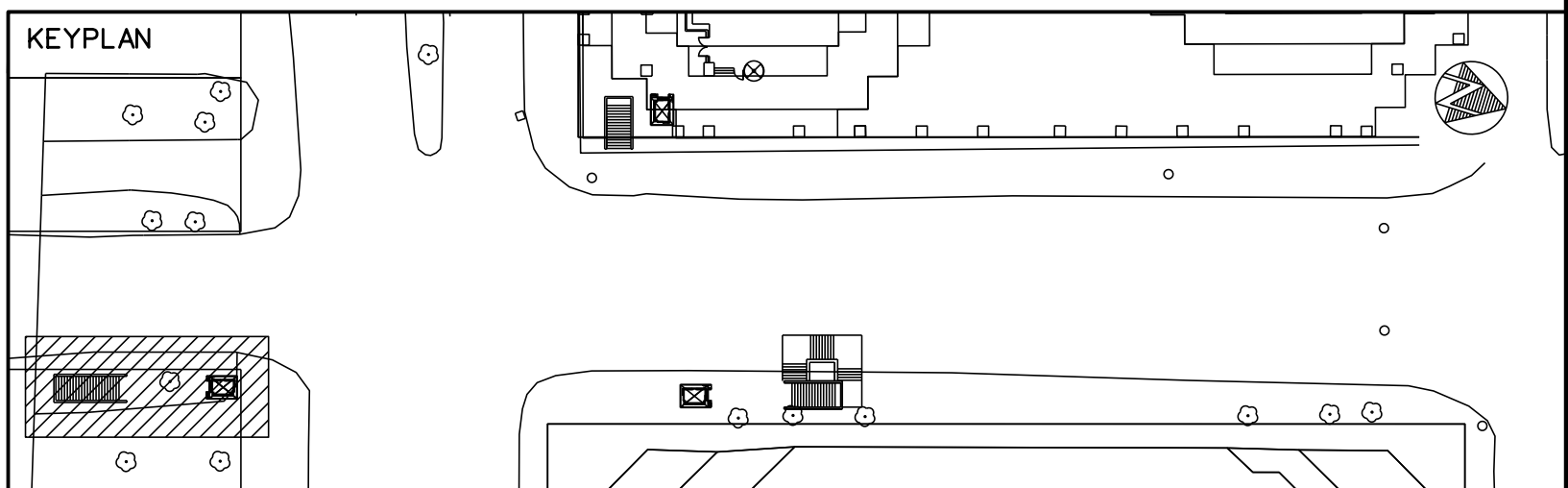
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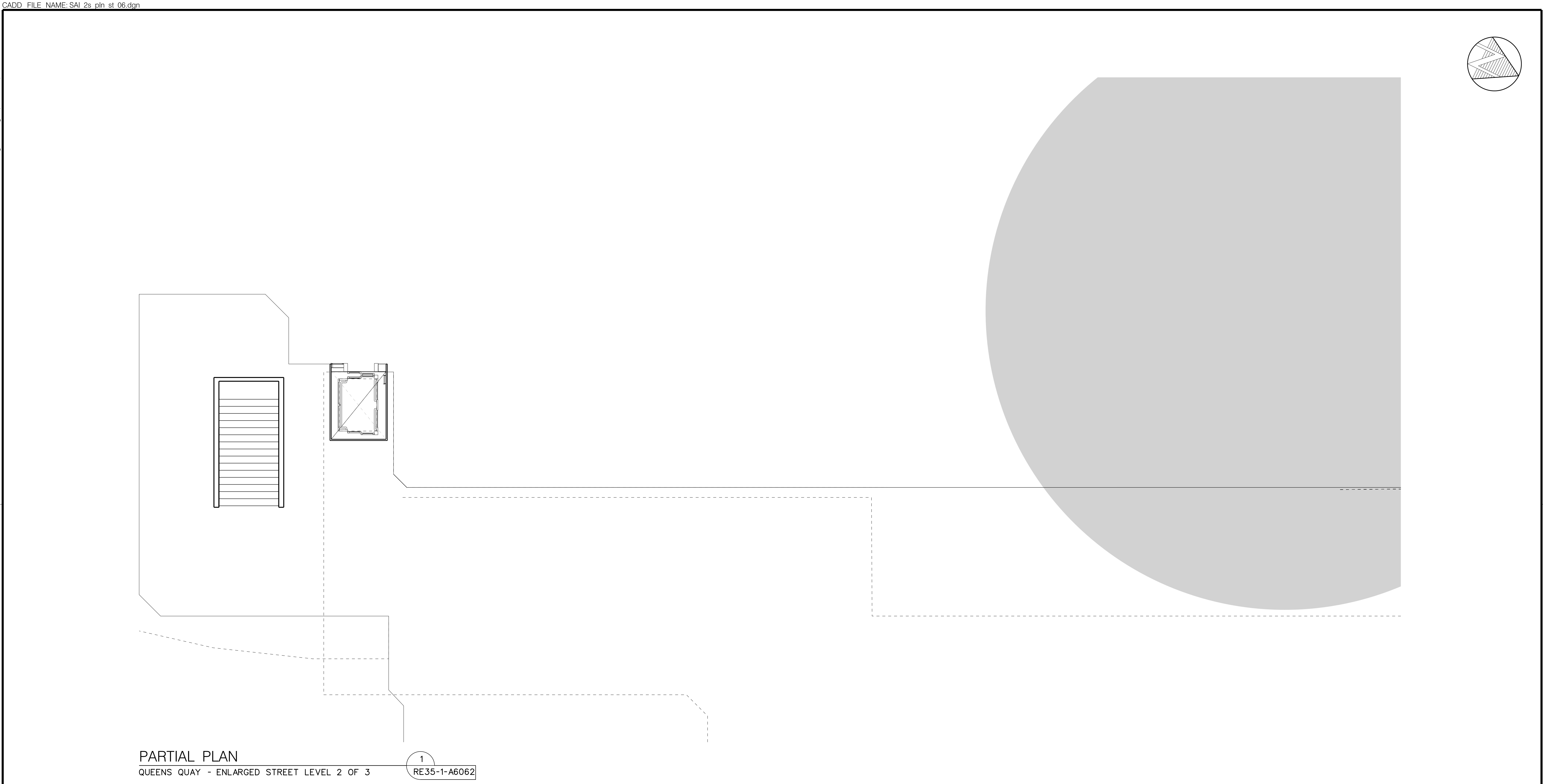
PARTIAL PLAN
QUEENS QUAY - ENLARGED STREET LEVEL 1 OF 3

1
RE35-1-A6061

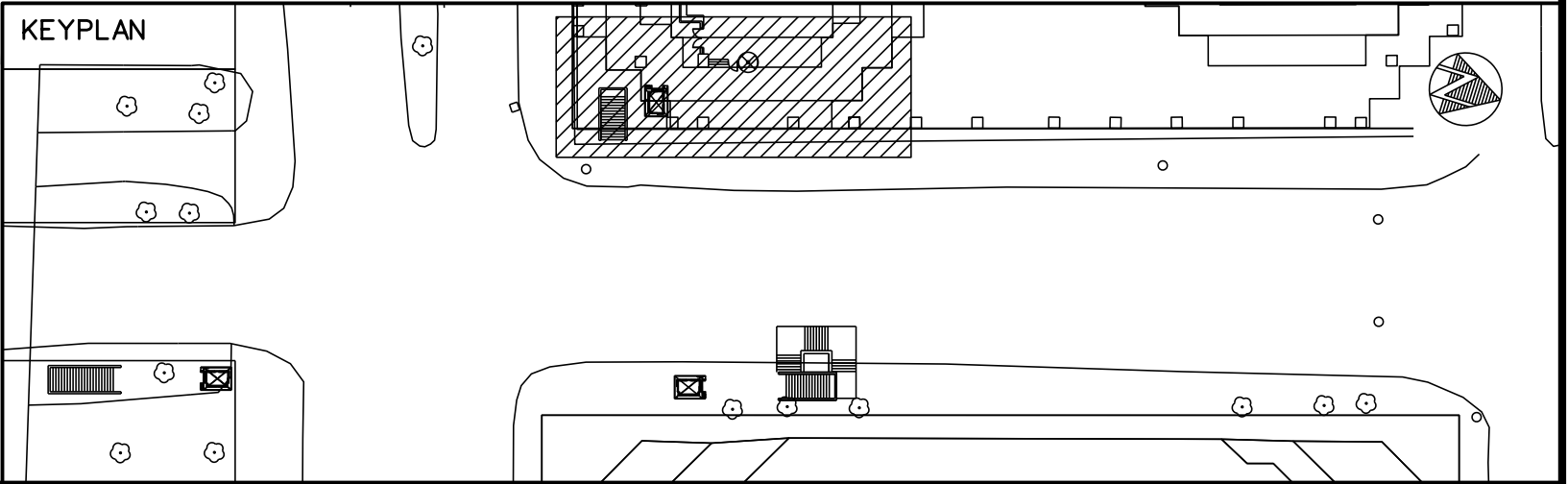


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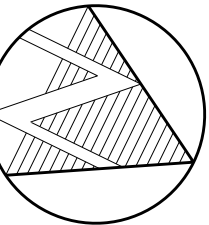
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PARTIAL PLAN
QUEENS QUAY - ENLARGED STREET LEVEL 2 OF 3
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RE35-1-A6062



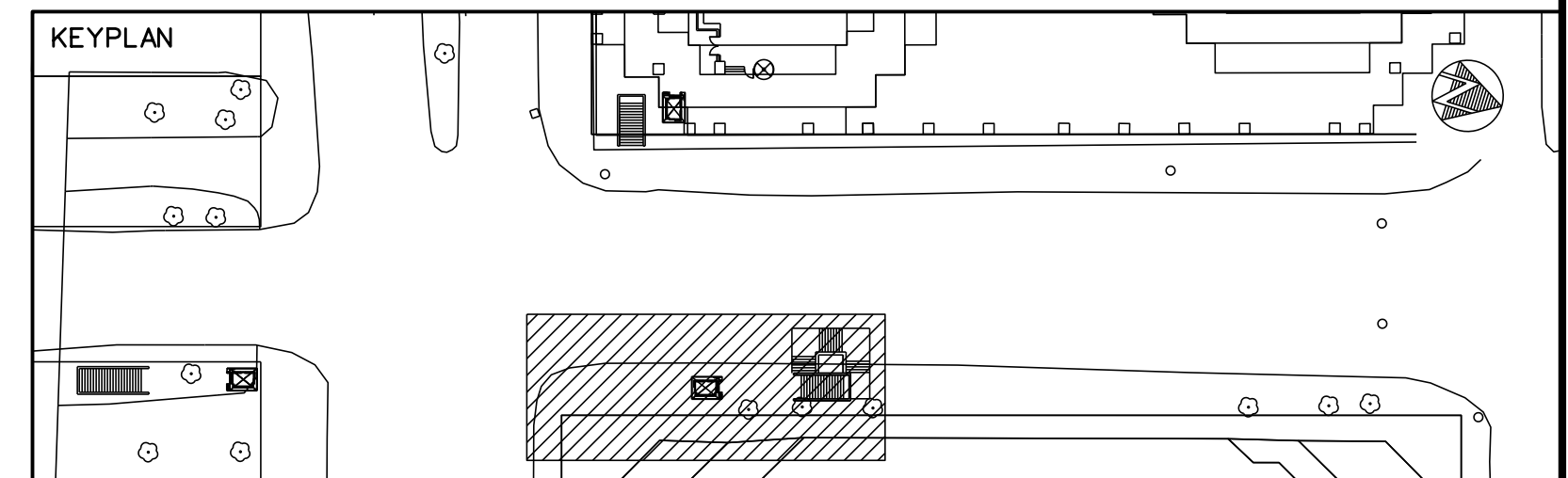
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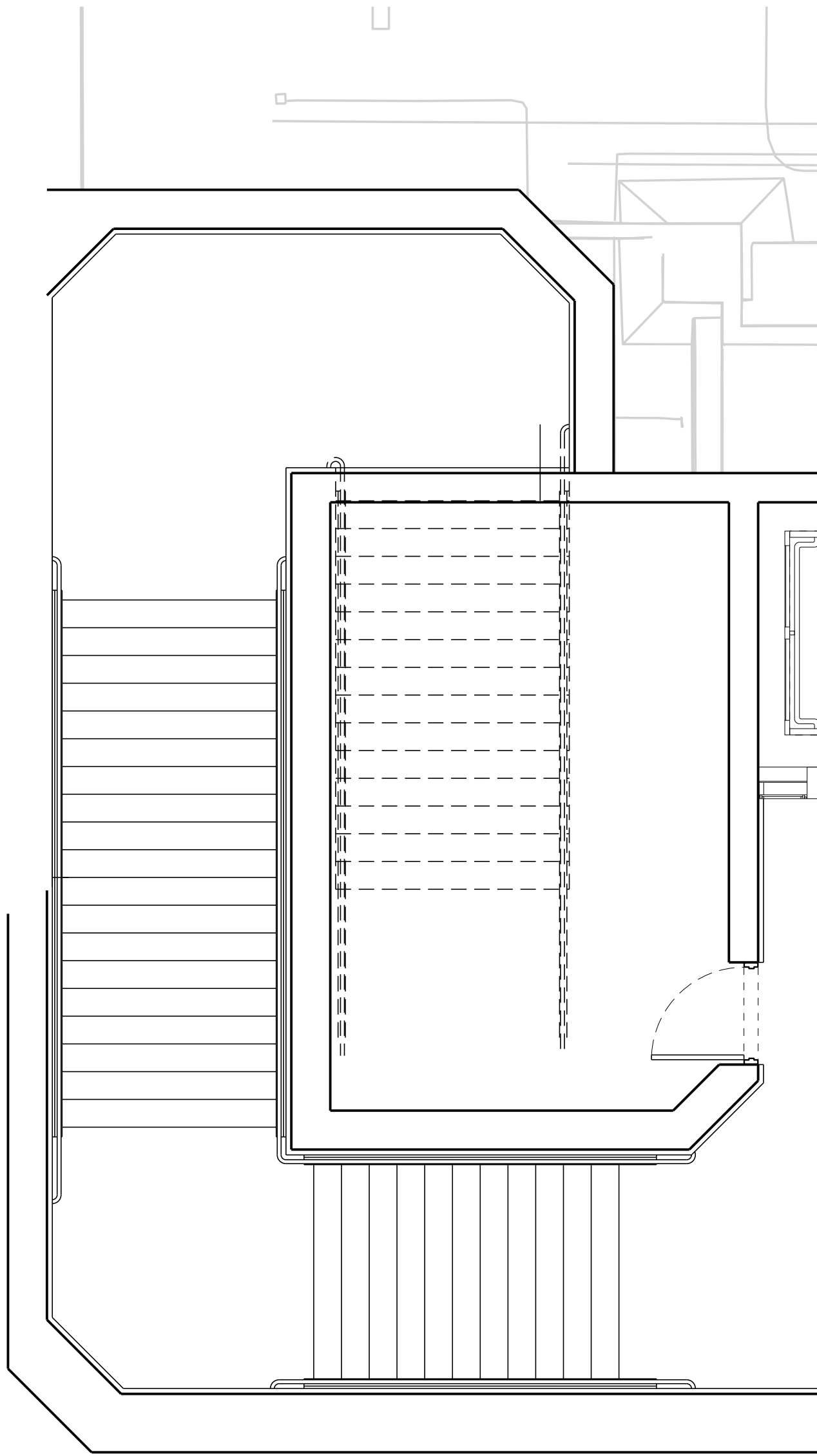
QUEENS QUAY - ENLARGED STREET LEVEL 3 OF 3

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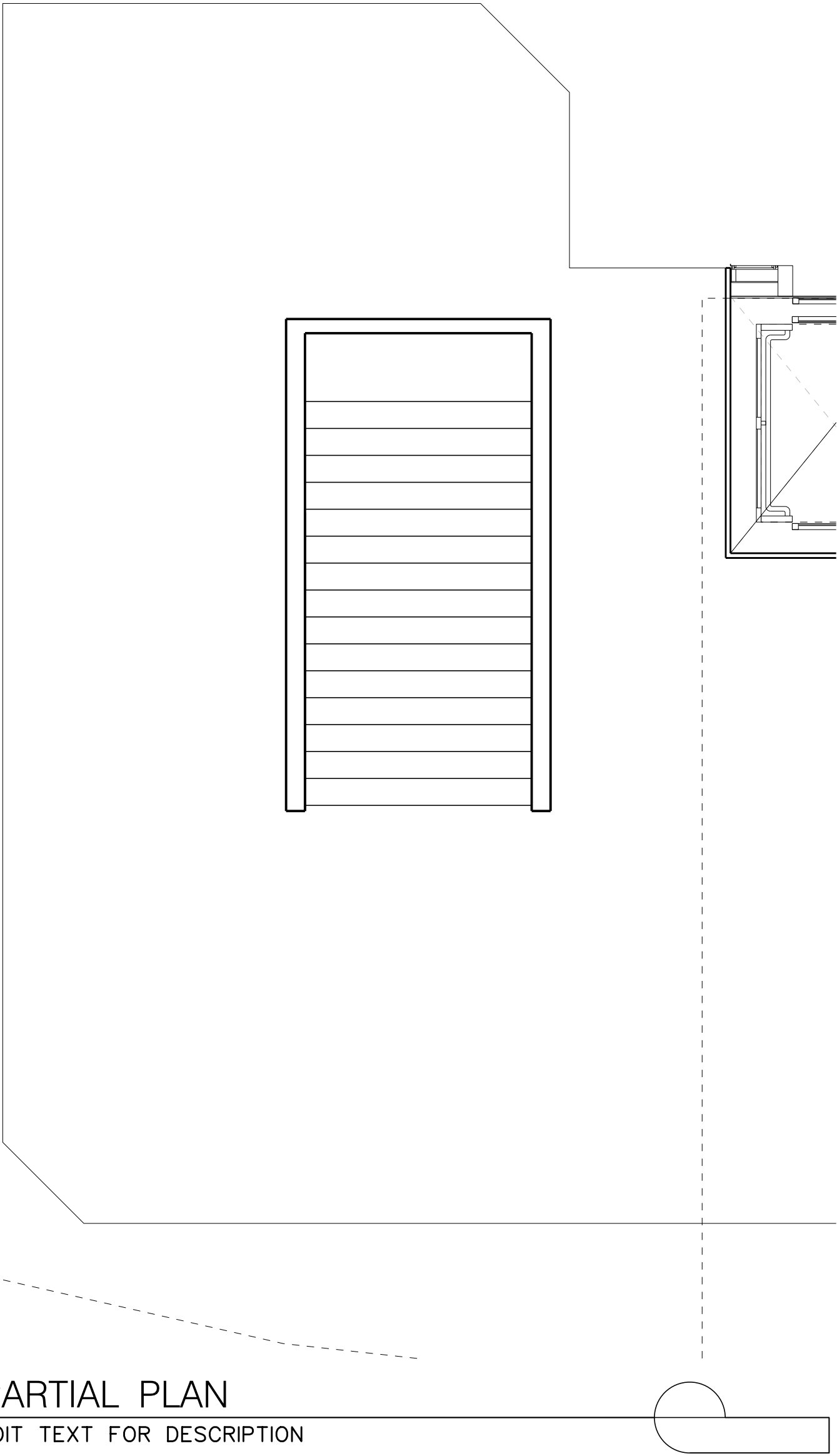
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PARTIAL PLAN
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wood.

WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS
3620 HARVESTER ROAD, SUITE 100
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F 416 598 1000
info@strasmanarch.com
www.strasmanarch.com

DRAWN **N. MANABAT** YYYY/MM/DD
2021/06/22

CHECKED **R.BARDALEZ**

CORRECT **J.STRASMAN**


SCALE
0 1 2m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

QUEENS QUAY STATION

STAIR A ENLARGED PLAN
SHEET 1 OF 2

Contract: RE35-1

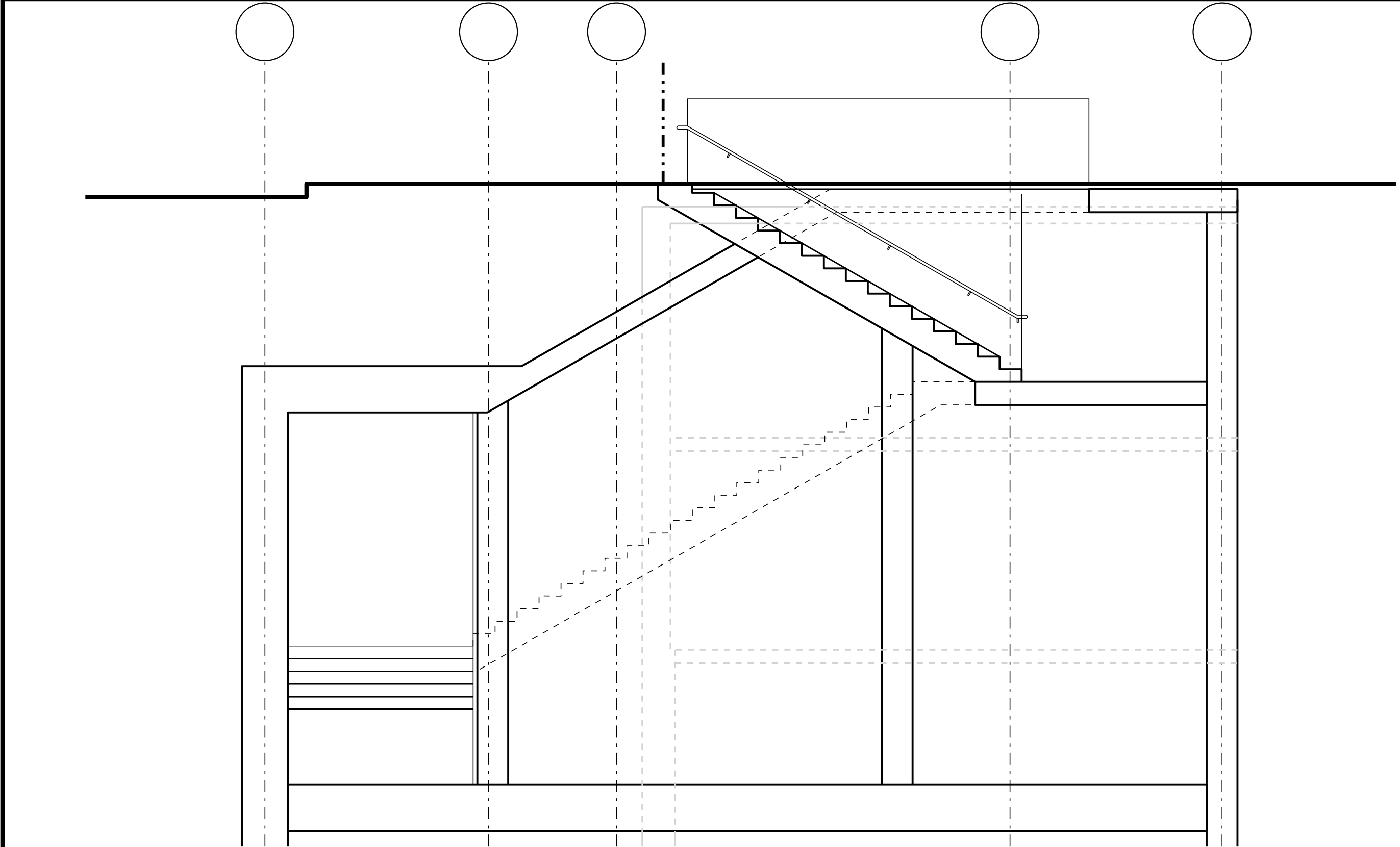


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ENGINEERING DEPARTMENT

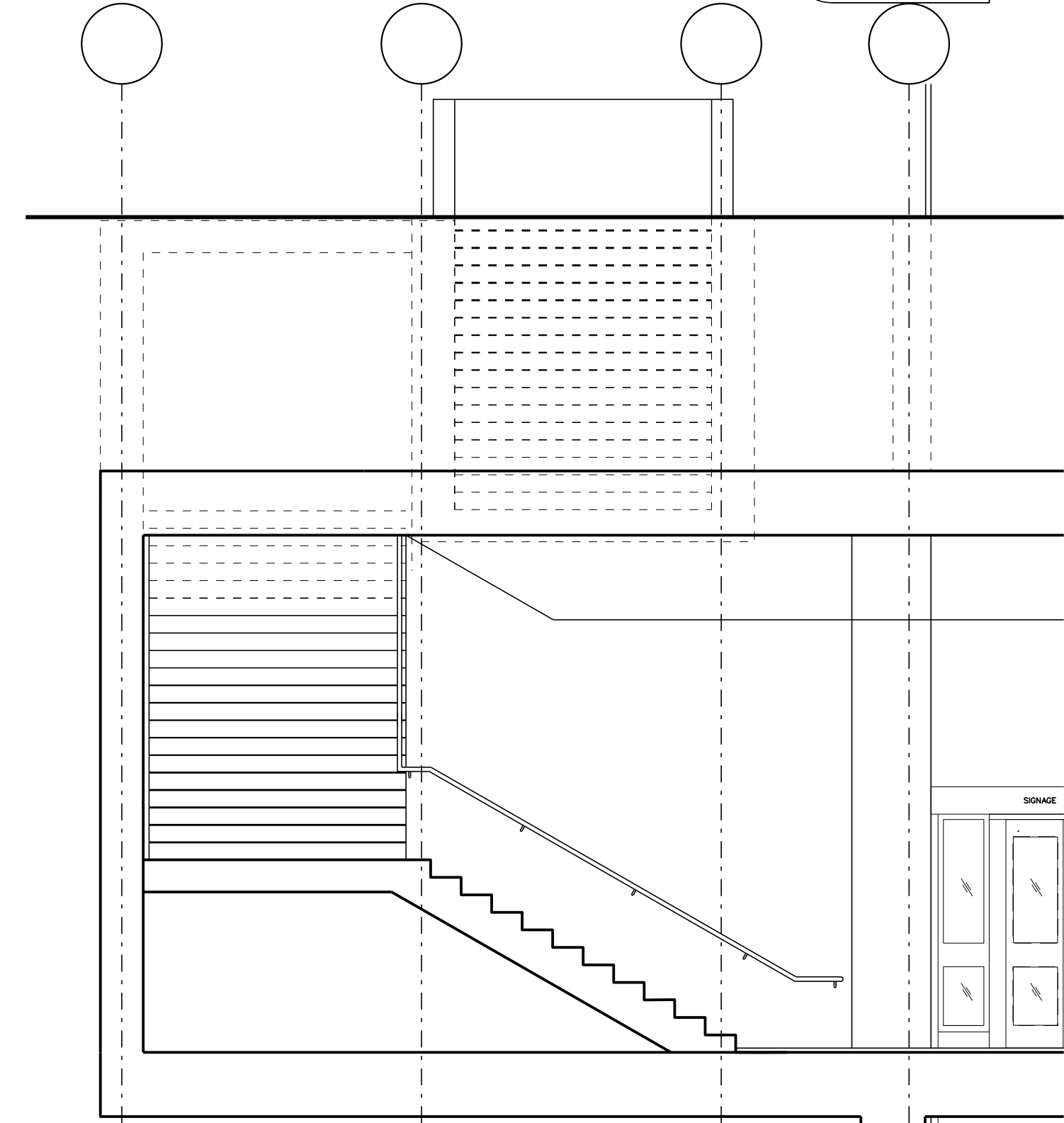
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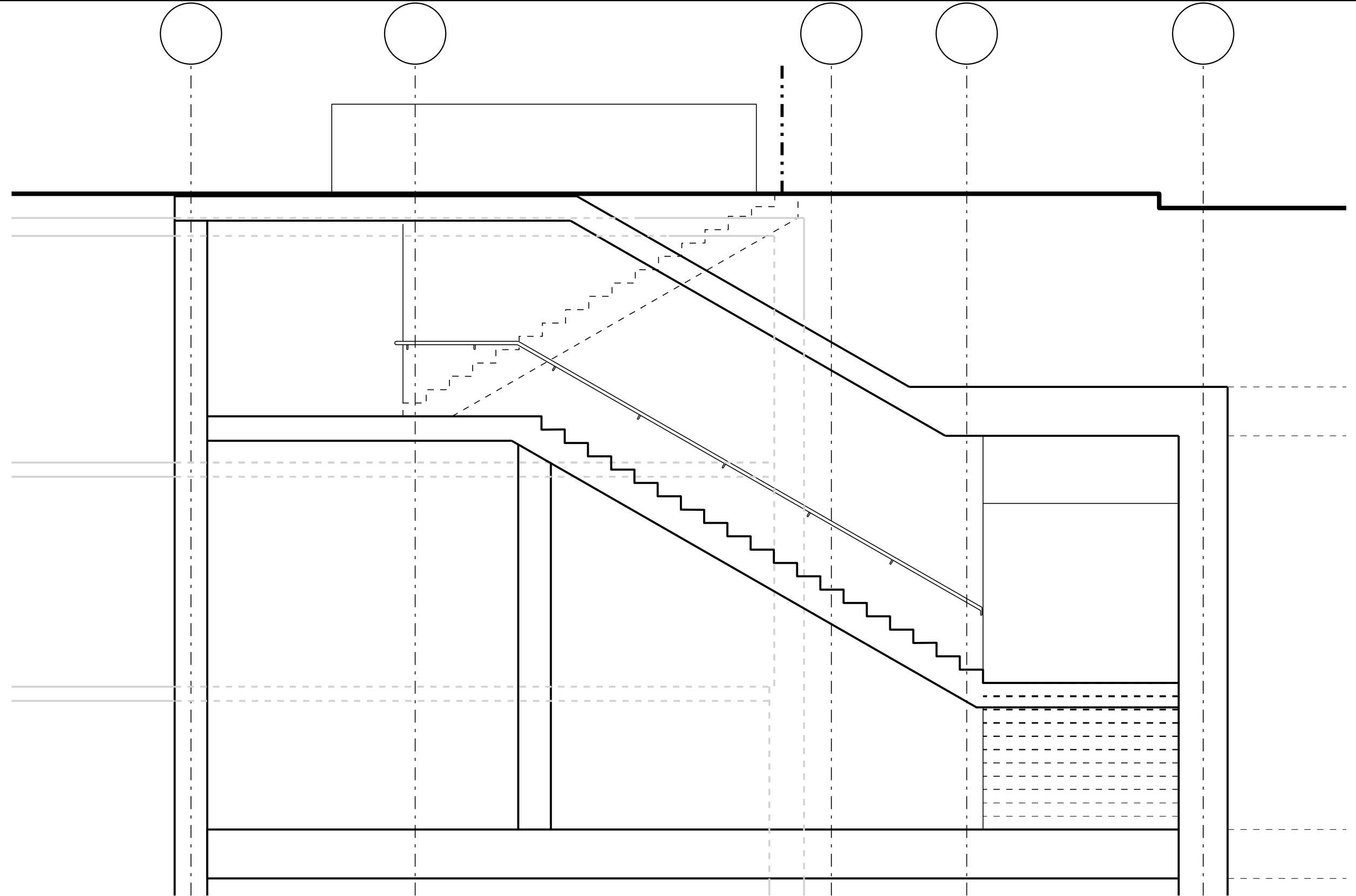
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DRAWING No.



SECTION
STAIR A TOP FLIGHT LOOKING SOUTH



SECTION
STAIR A BOTTOM FLIGHT LOOKING WEST



SECTION
STAIR A MIDDLE FLIGHT LOOKING NORTH

REVISIONS	REVISIONS
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WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS
3650 HARVESTER ROAD, SUITE 100
BURLINGTON, ONTARIO, CANADA L7M 3W5
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www.strasmanarch.com

DRAWN **N.MANABAT**
CHECKED **R.BARDALEZ**
CORRECT **J.STRASMAN**


SCALE
0 1 2m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

QUEENS QUAY STATION

STAIR A
ENLARGED PLAN AND SECTION

Contract: RE35-1


TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT

Dwg. No. **RE35-1-A7041** Rev. No. Sheet No.

Plot Date: 7-JUL-2021

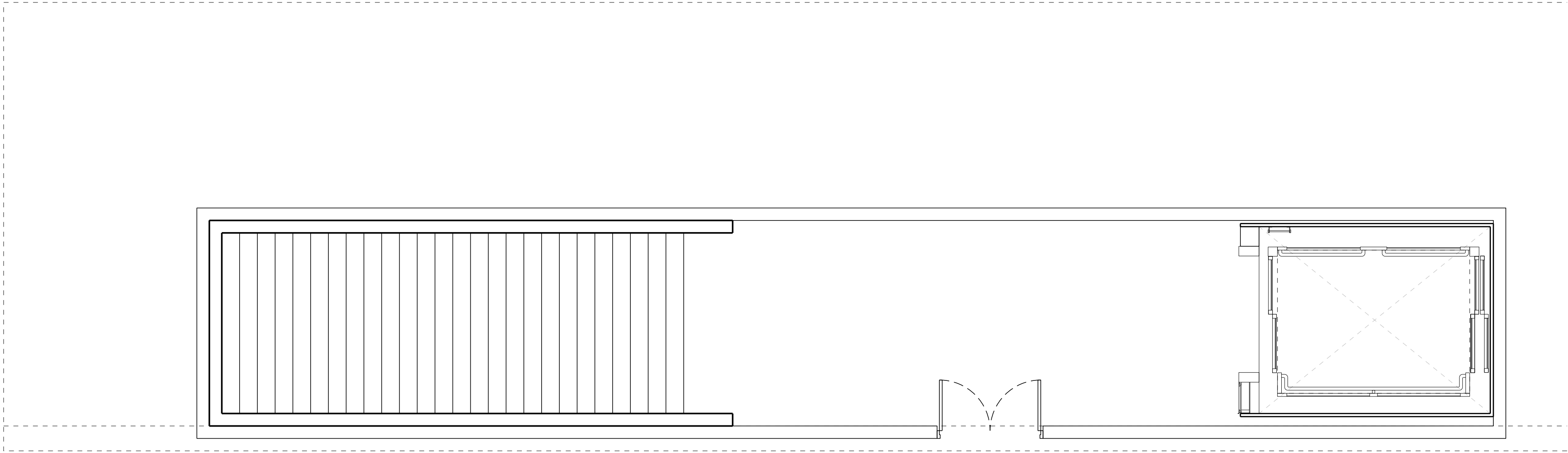
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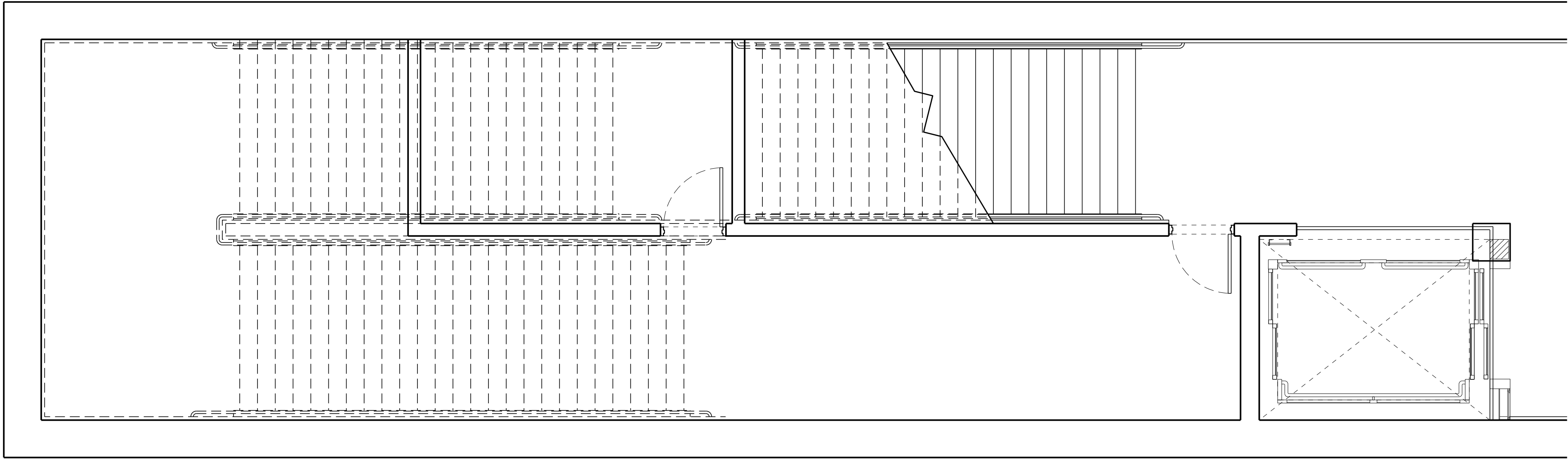
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PARTIAL PLAN

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PARTIAL PLAN

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 <small>WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3650 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA L7M 3W5 TEL: +1 905 335 2353</small>	 <small>Strasman Architects Inc. 1941 Gerrard Street East Toronto, Ontario, Canada M4L 2C2 T 416 598 1800 F 416 598 1009 info@strasmanarch.com www.strasmanarch.com</small>		DRAWN <u>C.SEUN</u> <small>YYYY/MM/DD 2021/04/12</small> CHECKED <u>R.BARDALEZ</u> CORRECT <u>J.STRASMAN</u>	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK			Contract: RE35-1		
				QUEENS QUAY STATION					
				STAIR C ENLARGED PLAN AND SECTION			TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT		
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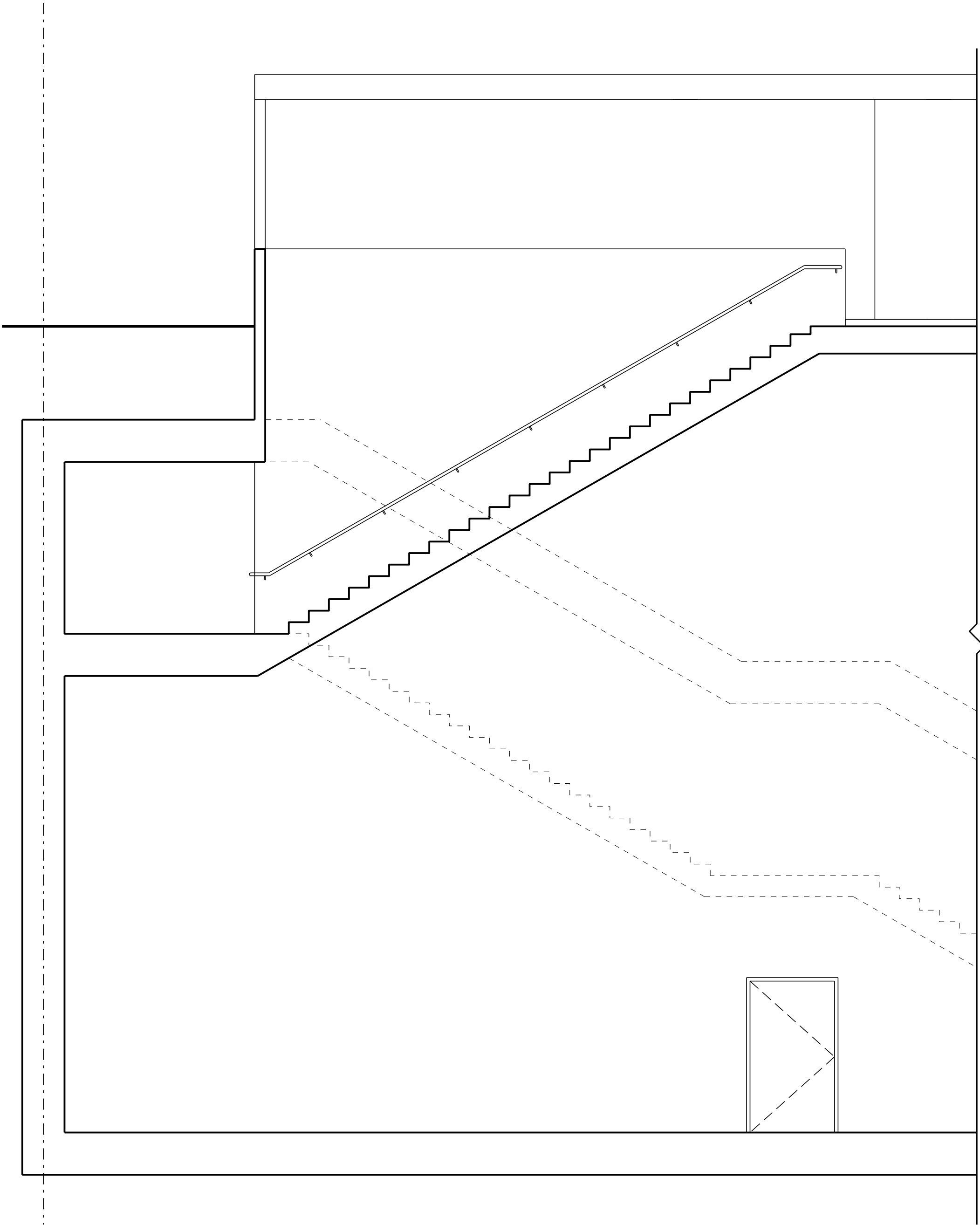
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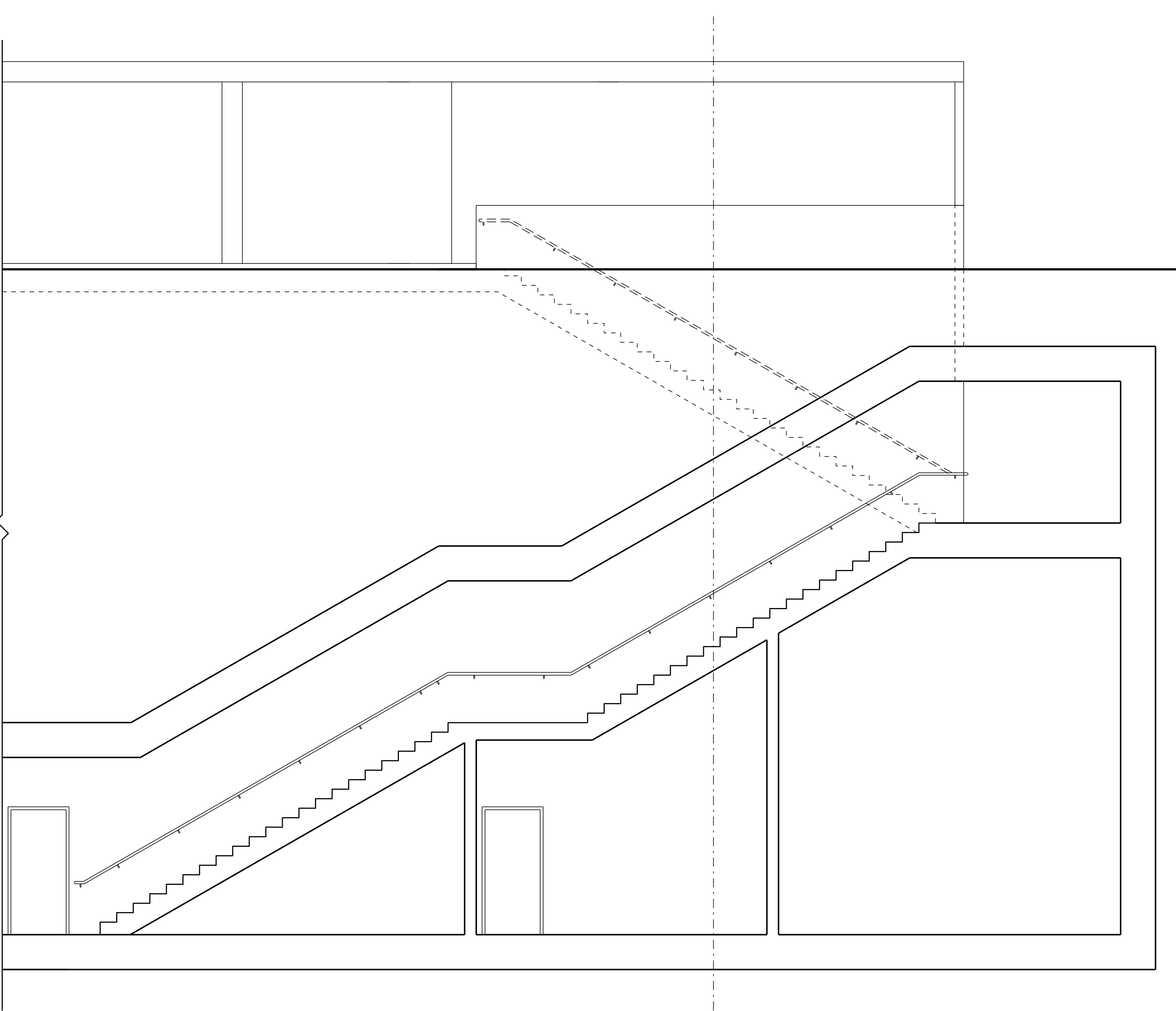
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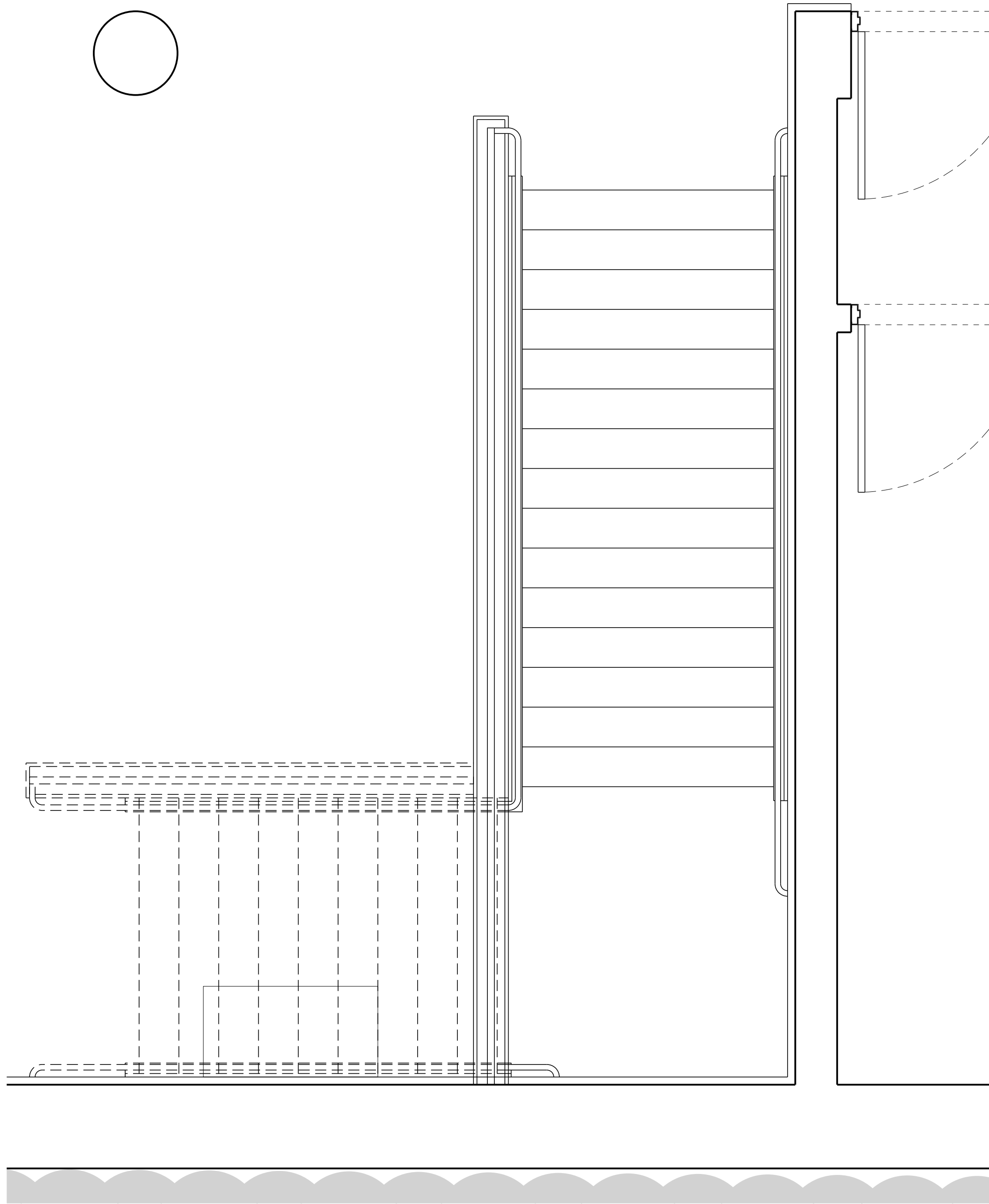
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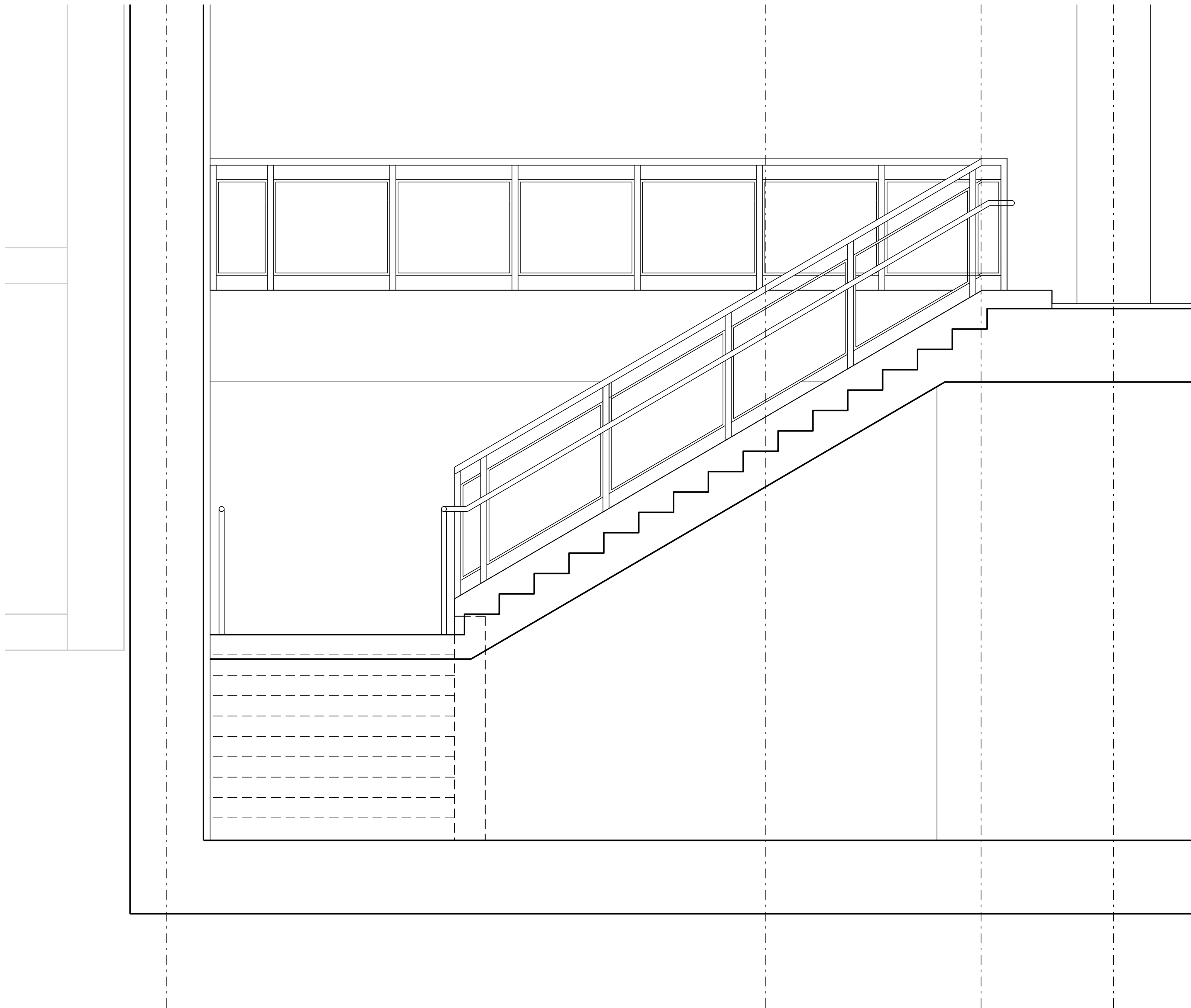
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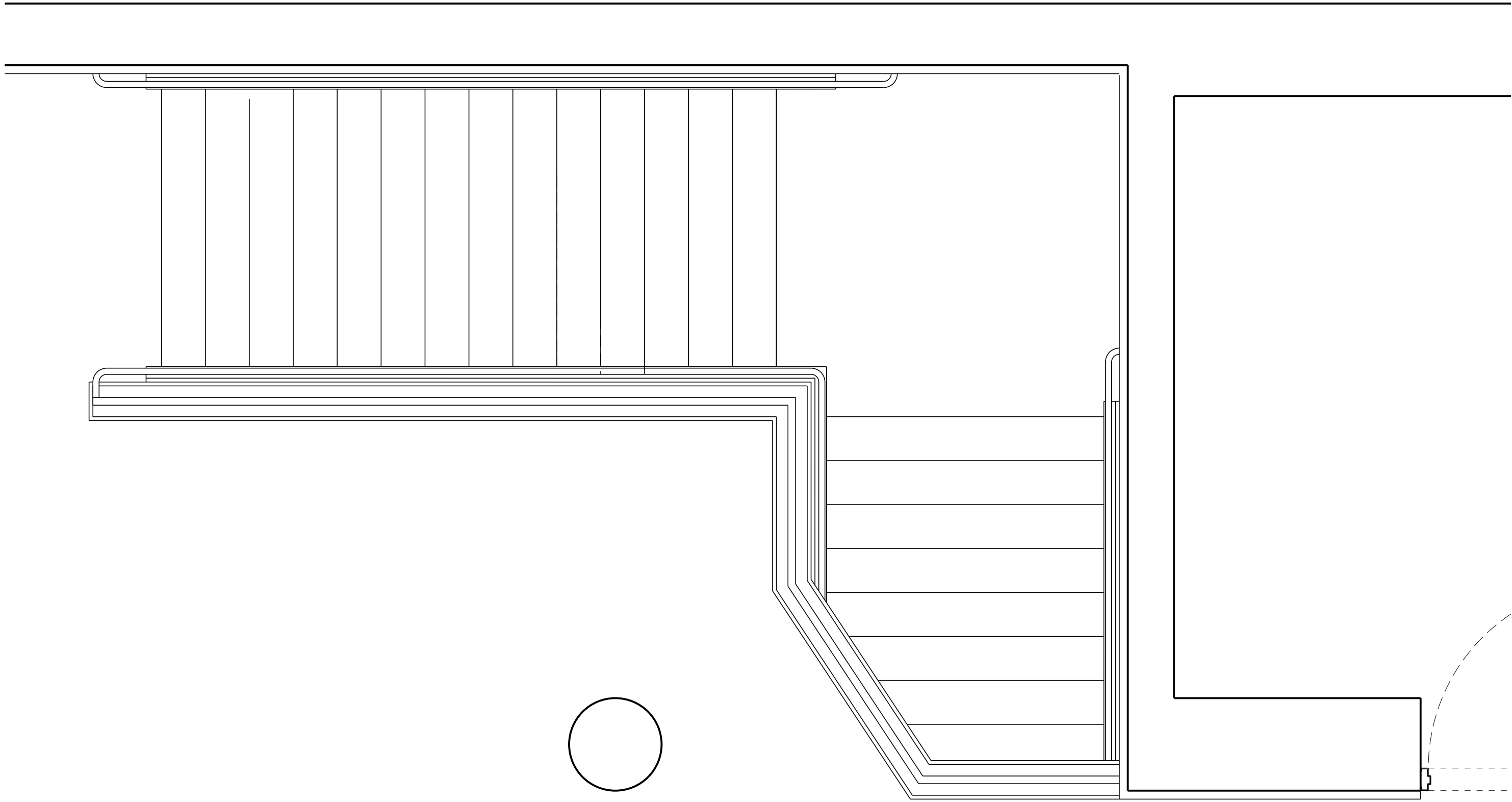
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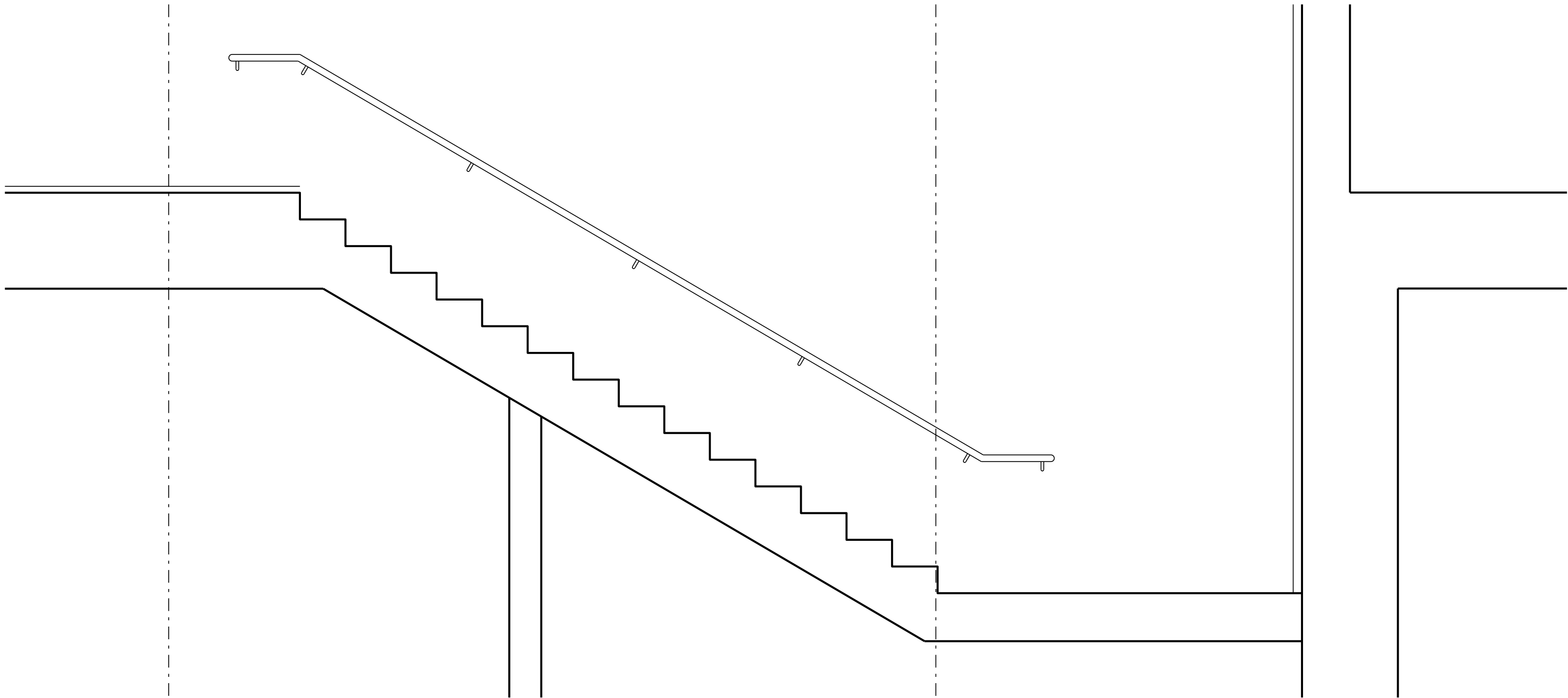
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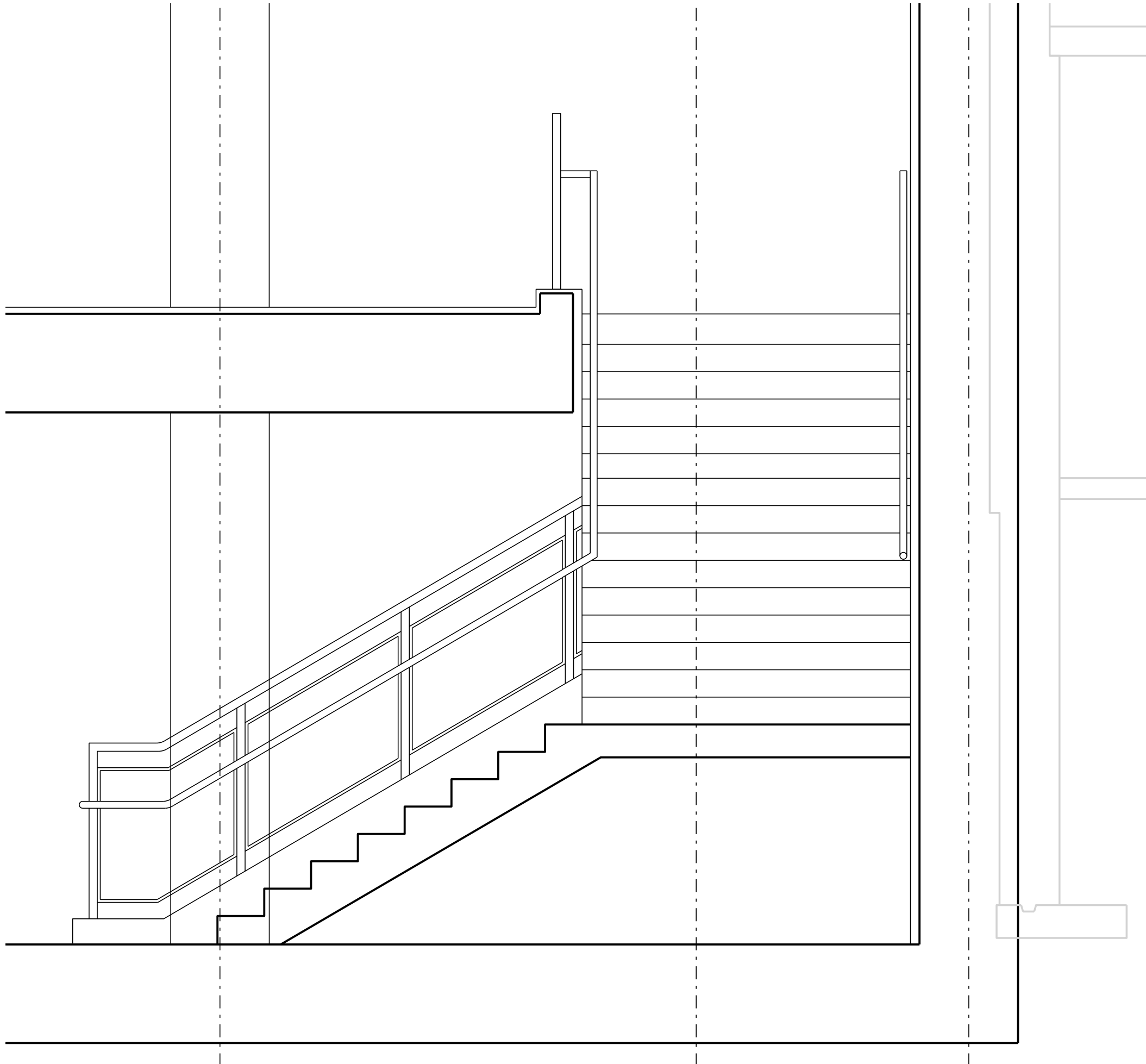
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WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS
3620 HARVESTER ROAD, SUITE 100
BURLINGTON, ONTARIO, CANADA L7M 3W5
TEL: +1 905 335 2353

sai
Strasman Architects Inc.
1941 Gerrard Street East
Toronto, Ontario, Canada M4L 2C2
T 416 598 1800
F 416 598 1009
info@strasmanarch.com
www.strasmanarch.com

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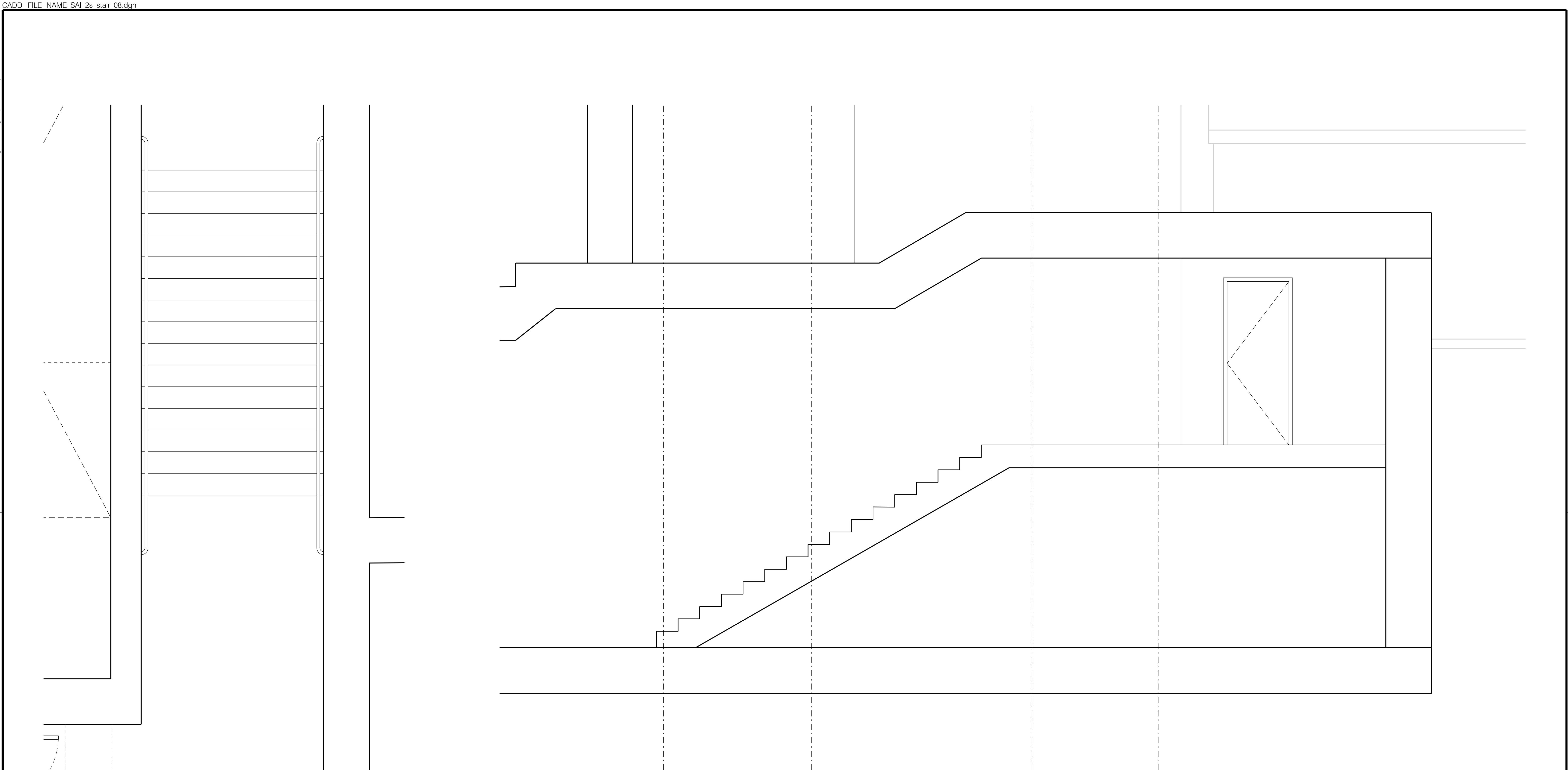
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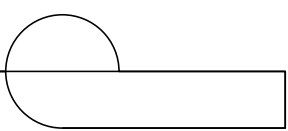
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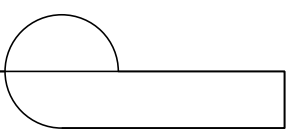
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SCHEDULE

QUEENS QUAY ROOM FINISH SCHEDULE

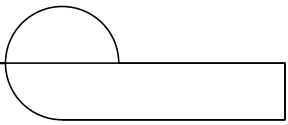
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				TYPE	MATERIAL	FINISH	WIDTH	HEIGHT	TYPE	MATERIAL	FINISH				
PLATFORM LEVEL															
PEDESTRIAN TUNNEL															

SCHEDULE
QUEENS QUAY ROOM FINISH SCHEDULE



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TYPE	GENERIC	SUPPLIER	PRODUCT	COLOR	REMARKS/TYPICAL LOCATION

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Plot Date: 7-JUL-2021

Appendix D: Assessor Qualifications

Peter Popkin, Ph.D., CAHP, MCIfA – Associate Archaeologist (Report Approver)

Dr. Popkin is an Principal Archaeologist at WSP based in WSP's Richmond Hill office. Peter has over 20 years of professional experience in both consulting and academic archaeology within Canada and internationally. In Ontario, he has successfully undertaken hundreds of consultant archaeology projects and has acted as Senior Reviewer (QA/QC) for numerous Cultural Heritage Reports. 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 Ministry of Citizenship and Multiculturalism, 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).

Heidy Schopf, MES, CAHP – Built and Landscape Heritage Team Lead (Report Reviewer)

Heidy Schopf is the Built and Landscape Heritage Team Lead in WSP's cultural heritage resources group. She has over ten years experience in Cultural Resource Management. She is a professional member of the Canadian Association of Heritage Professionals (CAHP). She has worked on a wide variety of projects throughout Ontario, including cultural heritage resources assessments, heritage impact assessments, documentation reports, cultural heritage evaluations, strategic conservation plans, heritage conservation district studies and plans and archaeological assessments. Ms. Schopf has extensive experience applying local, Provincial, and Federal heritage guidelines and regulations to evaluate protected and potential cultural heritage properties. She is skilled at carrying out impact assessments and developing mitigation measures to conserve the heritage attributes of properties where changes are proposed.

Luke Fischer, MA, CAHP – Cultural Heritage Specialist (Report Writer)

Luke Fischer is Cultural Heritage Specialist and Senior Archaeologist who has been working in the cultural heritage field since 2002. In addition to his main experience in Ontario he has worked on linear corridor studies in Alberta, British Columbia, and Illinois. Mr. Fischer has successfully authored and managed the production of Cultural Heritage Evaluation Reports and Heritage Impact Assessments for multiple clients including Hydro One and the University of Windsor during his time at WSP. Mr. Fischer is a member of the Canadian Association of Heritage Professionals (CAHP) and sits as a member on the London Advisory Committee on Heritage (LACH). Mr. Fischer holds a Professional Archaeology License (P219) issued by the Ontario Ministry of Citizenship and Multiculturalism.

Chelsea Dickinson, BA, Cultural Heritage Specialist (Report Writer)

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 archaeological consulting since 2014. During this time, Ms. Dickinson has developed a variety of archaeological skills, from background research to Stage 4 excavations laboratory work, and artifact analysis. In Ontario Ms. Dickinson has worked on a variety of archaeological projects triggered by the Planning and Environmental Assessment Acts participating in a multitude of environmental assessments (EA) conducted for the development of wind and solar farms, hydro line corridors and municipal roadways. Ms. Dickinson has been the co-author on a multitude of archaeological reports specializing in historical background research spanning across Southern Ontario. Ms. Dickinson has had the privilege of working alongside a multitude of First Nation community members while conducting archaeological assessments in both Northern and Southern Ontario.

Appendix E: Limitations

Limitations

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