
Section G.2:

Area A Heritage Impact Assessment, Union Station

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-058-WATERFRONT EAST LRT UNION STATION - QUEENS QUAY LINK

**Heritage Impact Assessment, Union Station, 65-71
Street, City of Toronto, Ontario**

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 E&I Canada Limited (WSP) (formerly Wood PLC) was retained by TTC to complete a Heritage Impact Assessment (HIA) for the Union Station Complex (65-71 Front Street West) in support of the WELRT. This HIA represents one deliverable to support program delivery. This HIA is being carried out under the Transit Project Assessment Process (TPAP) and was prepared in accordance with the MHSTCI guidance document titled *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017). The Union Station Complex has municipal, provincial, and federal heritage protection/recognition:

- Municipal Recognition
 - Designated under Part V of the *Ontario Heritage Act* as a contributing building within the Union Station HCD under By-Law 634-2006
 - Individually Designated under Part IV of the *Ontario Heritage Act* under By-Law 948-2005
- Provincial Recognition
 - Identified by Metrolinx as a Provincial Heritage Property of Provincial Significance
- Federal
 - Designated as a National Historic Site of Canada under the *Historic Sites and Monuments Act* by Parks Canada on 1975-11-28 (R.S.C., 1985, c. H-4)
 - Heritage Railway Station under the *Heritage Railway Station Protections Act*

In addition to the above protections, the Union Station Complex is subject to a Heritage Easement Agreement (Parks Canada 2000) and Collateral Agreement (Parks Canada 2006).

The purpose of this HIA is to establish the Statement of Cultural Heritage Value the Union Station Complex, assess the existing conditions of the property, describe the purpose of the proposed activity, complete an impact assessment and outline



considered alternatives and mitigation measures, provide a summary of community engagement, and development recommendations for the conservation of the property.

Based on the above, the following recommendations are made:

1) Avoidance:

- a. Per the Collateral Agreement for the Union Station Complex, the East Teamway, east elevation of the Headhouse building exterior, and , Moat area, and Trainshed are protected sections of the property and require Parks Canada approval prior to alteration. Open cut excavation within the East Teamway and adjacent to the east elevation of the Headhouse building exterior is not recommended. Avoidance of these areas to conserve the heritage attributes of the property is recommended. Work in these areas should be limited to below grade.

2) Design Guidelines:

- a. Direct adverse impacts are anticipated to the concourse level of the east block of the Union Station Headhouse due to the construction of new stairs ('Stair M' and 'Stair N') and a new elevator ('Elevator E3'). The design of 'Stair M', 'Stair N', and 'Elevator E3' should use materials and forms that have already been implemented in other sections of Union Station concourse level. Architectural materials for the new stairs should include terrazzo flooring, granite treads, granite walls, glass panels, and curved metal handrails with a buffed steel finish. Interior elements introduced to the interior of the Union Station Headhouse should be visually compatible and support the existing architectural finish of the concourse level.
- b. Direct adverse impacts are anticipated to the columns supporting the Union Station Trainshed over Bay Street. The cast-in-place concrete columns with segmentally arched openings should be retained and rehabilitated as part of this work. The form of the columns and arches should be not altered and subgrade connection should be buried/concealed post-construction. The columns on the east side of Bay Street (part of the East Teamway) and identical columns supporting the Trainshed over York Street are in good repair and should be used as examples to direct the design, repair, and finishes to the columns along Bay Street.

3) Site Plan Control and Planning Mechanisms:

- a. Open cut excavation, demolition of the existing streetcar loop, and construction of the new streetcar loop/station platform is proposed within the Bay Street right-of-way, and within the Union Station Complex, including within the Headhouse (concourse level of the east block), and beneath the East Teamway/Trainshed. Protective fencing, film, or netting should be installed around the base of the Union Station Headhouse during construction to protect the exterior of the building from accidental damage during construction. If feasible, protective fencing, film or netting should be installed around the concrete columns supporting the Union



Station Trainshed to likewise protect these structural elements during construction.

- b. The heritage status of the Union Station Complex should be noted on project drawings to communicate the status of this property to project personnel. The note should read:

“The Union Station Complex is a significant heritage property with municipal, provincial, and federal protection under the *Ontario Heritage Act* and *Historic Sites and Monuments Act*. Protected sections of the property include the station building (Headhouse), Moat, and Trainshed over Bay Street, and East and West Teamways. Use caution when conducting work in the vicinity of these built elements to avoid accidental damage to the Union Station Complex”.

- c. Work is proposed within the Union Station Complex, including the installation of new stairs and elevator within the Headhouse (east block concourse level and Bay Concourse) and below grade work beneath the Trainshed and in the vicinity of the East Teamway. Vibration monitoring should be carried out by a qualified geotechnical engineer. Vibration monitoring should consist of pre-construction survey, vibration monitoring during construction, and post-construction survey.

4) Approvals and Permits:

- a. The Union Station Complex has federal, provincial, and municipal heritage protection and is subject to a Collateral Agreement between Parks Canada, the City of Toronto, and Metrolinx (formerly GO Transit). The Heritage Approval Process contained in the Collateral Agreement between the City of Toronto and Parks Canada must be followed and this HIA must be submitted to the following agencies for review:
 - i. City of Toronto Heritage Preservation Services
 - ii. MHSTCI
 - iii. Metrolinx
 - iv. Parks Canada

The above recommendations were 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
CN	Canadian National
CPR	Canadian Pacific Railway
FHBRO	Federal Heritage Buildings Review Office
HCD	Heritage Conservation District
HIA	Heritage Impact Assessment
GTR	Grand Trunk Railway
MHSTCI	Ministry of Heritage, Sport, Tourism and Culture Industries
O. Reg.	Ontario Regulation
PPS	Provincial Policy Statement
TTC	Toronto Transit Commission
USRC	Union Station Rail Corridor
WSP	WSP E&I Canada Limited

Glossary

Adjacent lands	Those lands contiguous to a protected heritage property or as otherwise defined in the municipal official plan (Government of Ontario 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 (Government of Ontario 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



Glossary

	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 (Government of Ontario 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 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 (Government of Ontario 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) (Government of Ontario 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 (Government of Ontario 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 (MHSTCI 2017).
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 (MHSTCI 2017).



Glossary	
Significant	In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or 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> (Government of Ontario 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 (MHSTCI 2017).



1.0 Introduction

1.1 Description and Location of the Property

WSP E&I Canada Limited (WSP) (formerly Wood Environment and Infrastructure) was retained by the Toronto Transit Commission (TTC) to conduct a Heritage Impact Assessment (HIA) for the Union Station Complex (65-71 Front Street West) (the Study Area) as part of 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 Study Area is depicted in **Figure 1** and **Figure 2**.

Union Station is a defining element and namesake of the Union Station Heritage Conservation District (HCD), within which it is located. It is composed of the station building and rail infrastructure that includes a train shed, platforms, and tracks. The north elevation of the station faces Front Street West and it is bound by York Street to the west and Bay Street to the east. The Trainshed, platforms, and railways are situated south of the station building and are bound by the Telus Tower at 25 York Street and the Scotiabank Arena located at 40 Bay Street. The station occupies a full city block in downtown Toronto.

Union Station was constructed from 1914-1919 and officially opened in 1927. The Union Station Complex is the finest Beaux-Arts railway station in Ontario and one of the best examples of Beaux-Arts architecture in Canada. It serves as the hub for national, provincial, urban, and inter-city passenger transportation. The character of the station is partially defined by a Moat like quality of access to the complex created by raised and subgrade infrastructure including raised rail viaducts that pass over York Street to the west and Bay Street to the east.

1.1.1 Heritage Recognition

Union Station has known Cultural Heritage Value or Interest (CHVI) and is recognized at the municipal, provincial, and federal levels. Existing protections/recognitions include:

- Municipal Recognition
 - Designated under Part V of the *Ontario Heritage Act* as a contributing building within the Union Station HCD under By-Law 634-2006 a
 - Individually Designated under Part IV of the *Ontario Heritage Act* under By-Law 948-2005
- Provincial Recognition
 - Identified by Metrolinx as a Provincial Heritage Property of Provincial Significance
- Federal
 - Designated as a National Historic Site of Canada under the *Historic Sites and Monuments Act* by Parks Canada on 1975-11-28 (R.S.C., 1985, c. H-4)



- Heritage Railway Station under the *Heritage Railway Station Protections Act*

In addition to the above protections, the Union Station Complex is subject to a Heritage Easement Agreement (Parks Canada 2000) and Collateral Agreement (Parks Canada 2006).

1.1.2 Property Ownership

The Union Station Complex (65-71 Front Street West; PIN 213960106) is owned by Metrolinx (Wood 2020). The Union Station Complex is bounded by York Street on the west, Front Street West on the north, Bay Street on the east, and rail line on the south. The Union Station Trainshed extends over Bay Street and connects directly to the Union Station Bus Terminal at 141 Bay Street (now under construction). Parks Canada is the Approval Authority for the Union Station Complex with support from the City of Toronto. Per the Heritage Easement Agreement, the Union Station Complex is understood to include the following:

- The station building;
- A moat and driveway that is adjacent to Front Street;
- Teamways running perpendicular to Front Street on the east side of York Street and the west side of Bay Street; and,
- Railway platforms including the Trainshed running west to east at the rear of the station building.

(Parks Canada 2000: 14)

1.2 Proposed Undertaking and Purpose

The TTC is undertaking Preliminary Design and Engineering (PDE) to produce a Baseline Design (approximately 30% design completion) of a new TTC WELRT system (the Project). The WELRT, goes under Bay Street, from Front Street West 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 2: Overview of Waterfront Transit Network

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.

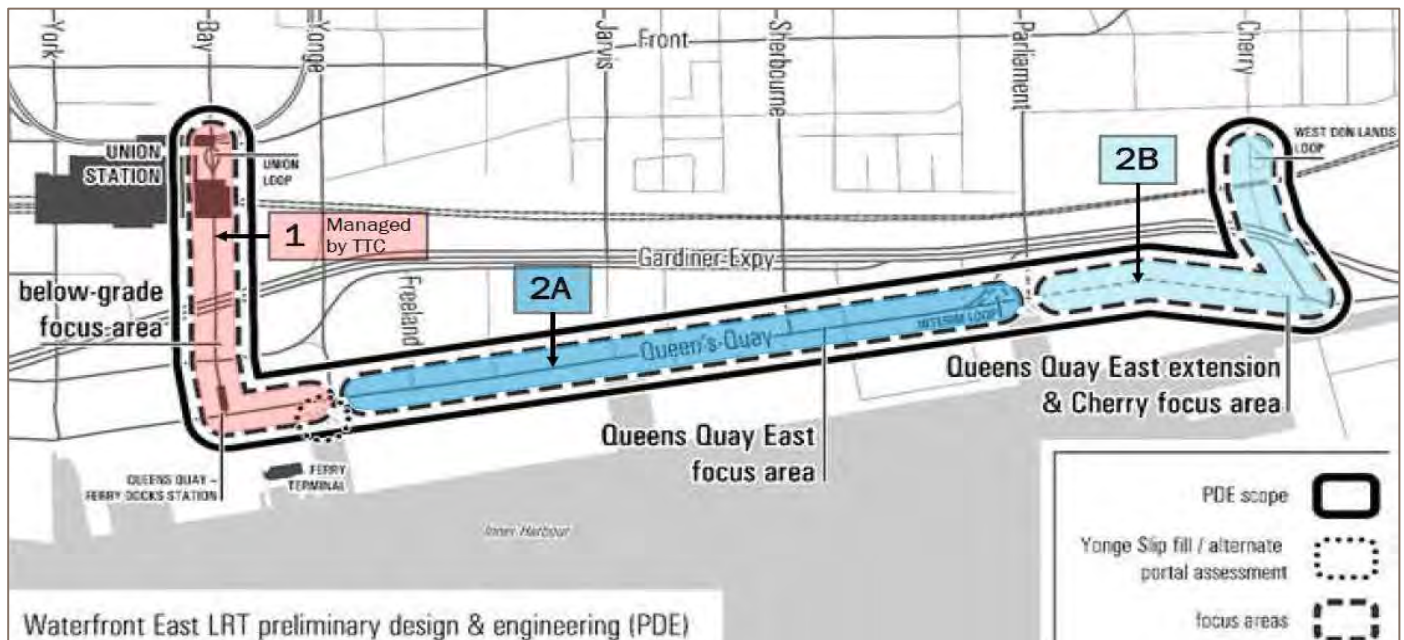


Plate 1: Focus Area 1 and Focus Area 2



The overall 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).

WSP E&I Canada Limited, , a division of WSP Canada 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 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%).



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 3** and **Plate 4**.

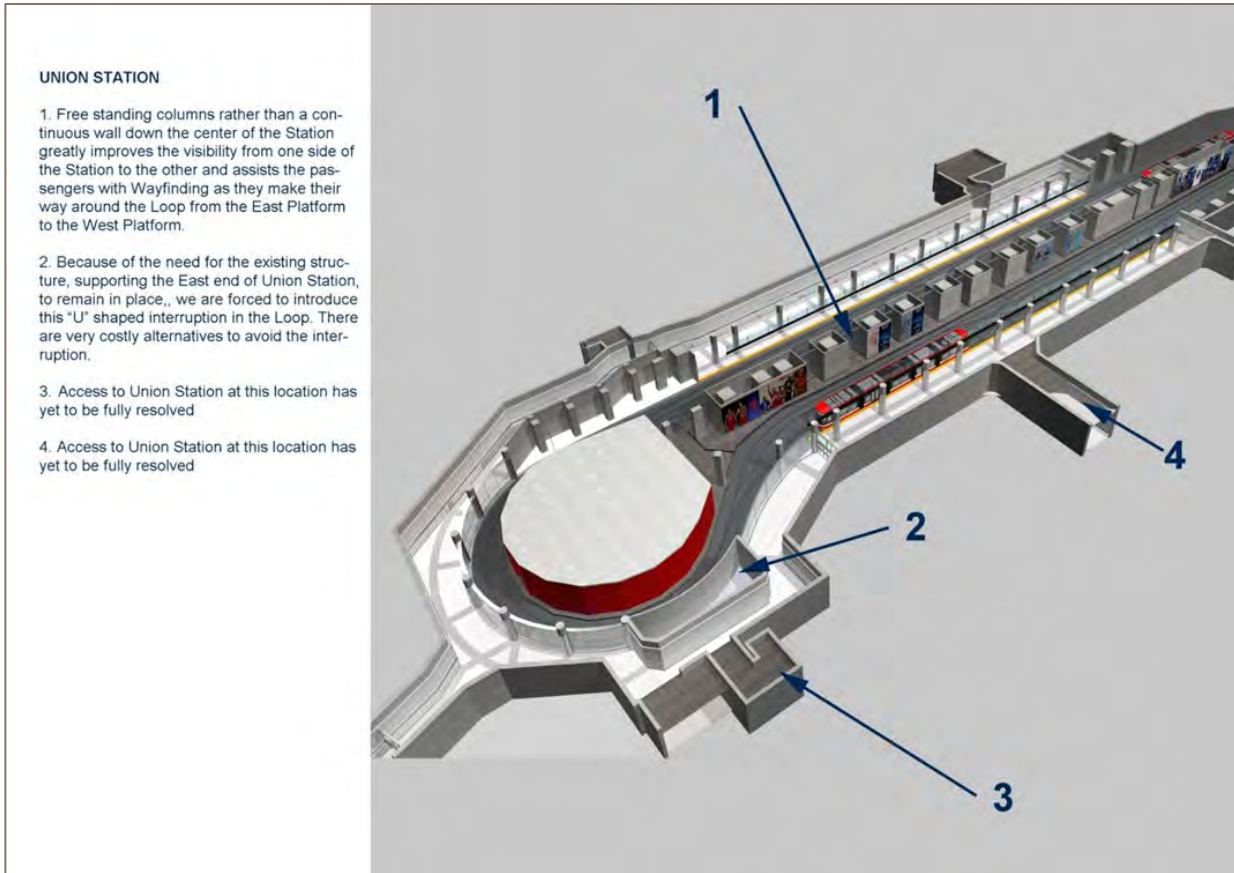


Plate 3: Union Station - CDRS Proposed Configuration

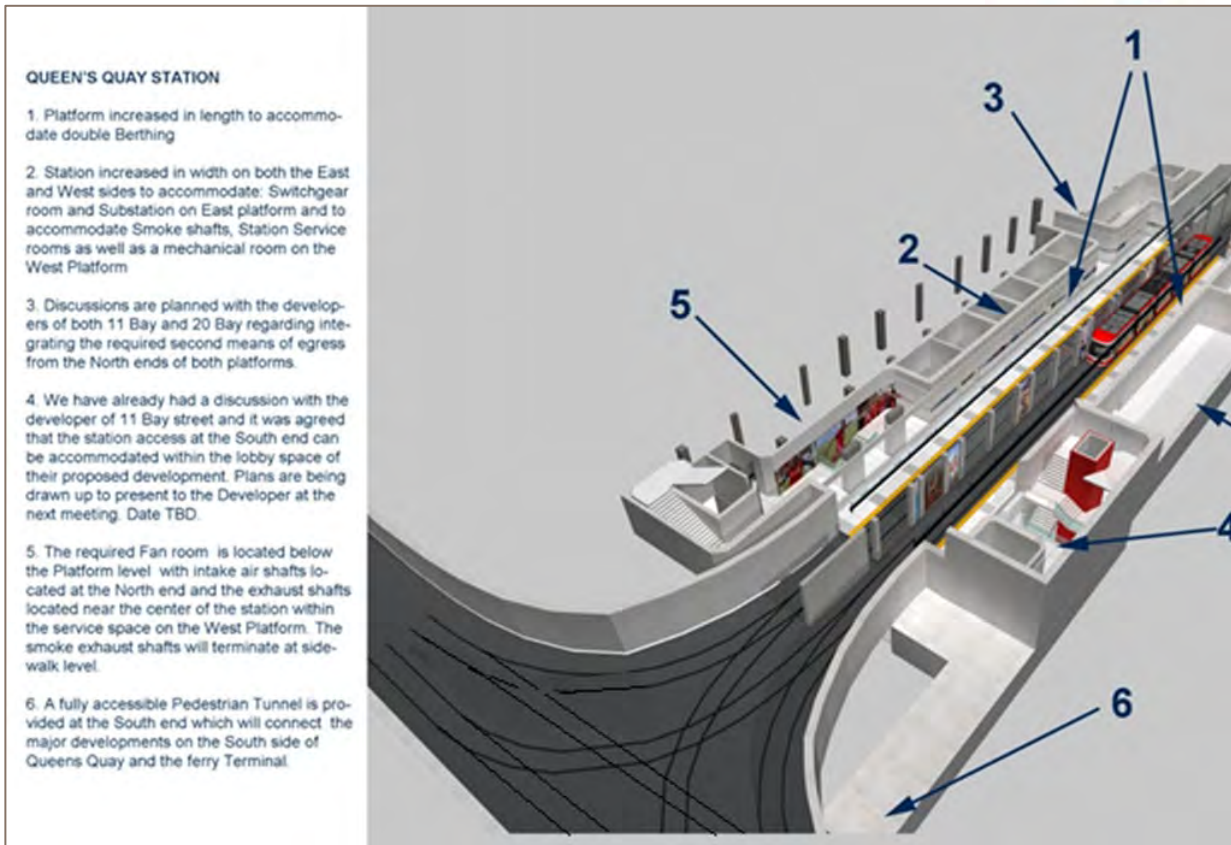


Plate 4: Queens Quay Station - CDRS Proposed Configuration

1.3 Potential Impacts to Cultural Heritage Resources

As described above, the project consists of the design of a new TTC WELRT system that goes under Bay Street, from Front Street West 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 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 proposed WELRT is located within the Union Station HCD and adjacent to, or in close proximity to, an additional 13 known and potential cultural heritage properties. A *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* (CHR) prepared for this project determined that direct impacts are anticipated to Union Station (65-71 Front Street West), the Dominion Public Building (1 Front Street West), the Postal Delivery Building (40 Bay Street), and the public realm of the Union Station HCD. Presently, Strategic Conservation Plans (SCP) are not available for these properties.

Given that there is proposed work within these heritage properties and SCPs are not available, HIAs are required. The purpose of the HIAs is to inform decisions that may affect the property while ensuring the conservation and protection of heritage attributes.

This report consists of the HIA for Union Station (65-71 Front Street). HIAs have been prepared for Dominion Public Building (1 Front Street West), the Postal Delivery Building (40 Bay Street), and the Union Station HCD under separate covers. All four



HIAs has been prepared in accordance with *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017).

1.4 Overview of Impacts and Mitigation Measures for the Dominion Public Building

A detailed impact assessment was prepared as part of this HIA. The impact assessment is presented in Section 5.0 and mitigation measures are presented in Section 6.0. Drawings of the proposed work are provided **Appendix E**.

An overview of the findings is presented below.

1.4.1 Summary of Potential Impacts

The proposed work at Union Station (65-71 Front Street West) consists of the installation of the new WELRT streetcar loop and associated platform. This includes the installation of major infrastructure including the expansion of the current subway tunnel to be deeper and the installation of a new platform with access to the TTC Union Station Subway Station. The potential impacts to Union Station include:

- Open cut excavation to install the WELRT streetcar loop along Bay Street and Front Street involving demolition of existing infrastructure, property acquisition, and construction of new loop, including the associated platform and connections to existing transit infrastructure.
 - Proposed property acquisition of approximately 180.81 m² to accommodate the WELRT streetcar loop (Wood 2020).
 - Permanent Impacts to the Union Station Complex:
 - Demolition of existing streetcar loop structure and infrastructure at platform level
 - Open cut excavation at street level within Union Station Complex (65-71 Front Street West)
 - Construction of new WELRT streetcar loop including new northbound and southbound platforms, new streetcar loop, mechanical rooms, 'Stair M' and 'Elevator E3' within Union Station Arcade, 'Stair N' and retention of 'Elevator 13' in northeast corner of Union Station building, retention of columns of Bay Street Bridge but new opening planned between columns
 - Temporary Impacts:
 - Construction staging areas along Bay Street and within Union Station Complex
 - Vibration related impacts due to open cut construction

1.4.2 Summary of Recommended Mitigation Measures

The following mitigation measures are proposed to address impacts resulting from the proposed work on the Union Station Complex:

- 1) Avoidance: Per the Collateral Agreement for the Union Station Complex, the East Teamway, east elevation of the Headhouse building exterior, and Moat area, and Trainshed are protected sections of the property and require Parks Canada approval prior to alteration. Open cut excavation within the East Teamway and



adjacent to the east elevation of the Headhouse building exterior is not recommended. Avoidance of these areas to conserve the heritage attributes of the property is recommended. Work in these areas should be limited to below grade.

- 2) Design guidelines should be used to ensure that the addition of new interior elements to Union Station are visually compatible and supportive of the existing conditions of the concourse level of the Headhouse. Architectural finishes such as terrazzo flooring, granite stair treads, granite walls, glass panels, and curved handrails with buffed steel finish. Design guidelines lines should also be used to plan the rehabilitation and finishes for the columns supporting the Union Station Trainshed. Columns in good repair on the east side of Bay Street and columns supporting the Trainshed over York Street should be used as examples to guide the rehabilitation approach for these structural elements.
- 3) Site plan control in the form of protective barriers and notes on project drawings should be implemented to protect the Union Station Complex from accidental damage during the construction phase of the project. Vibration monitoring in the form of pre-construction survey, vibration monitoring during construction, and post-construction survey should be carried out by a qualified geotechnical engineer.
- 4) Approvals and permits from the City of Toronto and Parks Canada are required to complete alterations to Union Station Complex. The approvals process set out in the Collateral Agreement between these agencies should be followed.
- 5) This HIA must be submitted to the City of Toronto, MHSTCI, Metrolinx, and Parks Canada for review and comment.

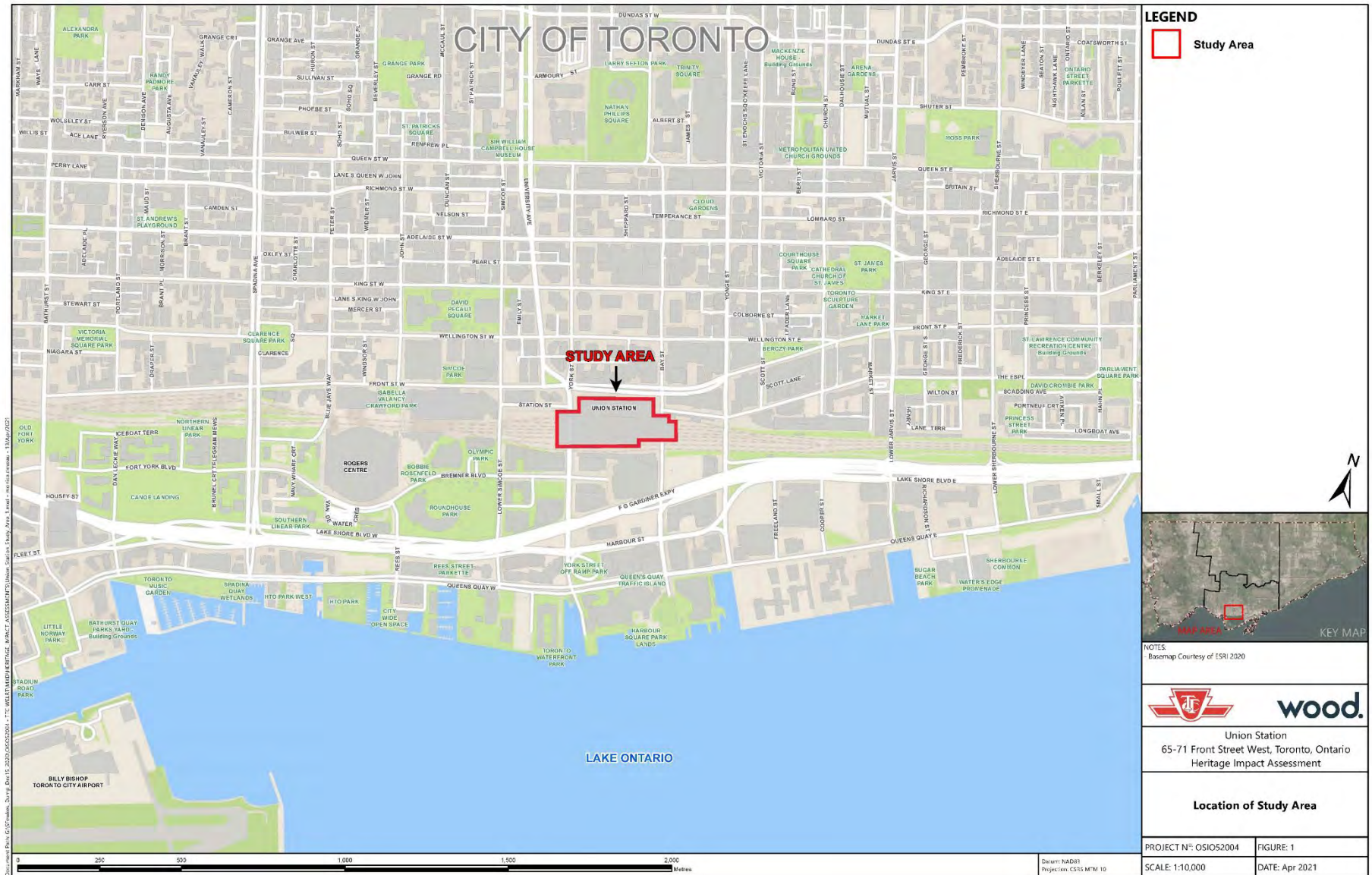


Figure 1: Location of the Study Area



Figure 2: Aerial Photograph Showing Location of the Study Area



2.0 Statement of Cultural Heritage Value

The Union Station Complex has multiple layers of heritage protection/recognition. For the purpose of this report the most recent statement of CHVI, which relates to the property's designation as a Provincially Significant Heritage Property of Provincial Significance is supplied in Section 2.1 in full ([Metrolinx Heritage Committee CHVI](#)). A copy of the Metrolinx Heritage Committee – Statement of Cultural Heritage Value is also provided in **Appendix A**.

A high level discussion of additional protections/recognitions is provided in Section 2.2.

2.1 Metrolinx Statement of Cultural Heritage Value - Union Station Complex

2.1.1 Description of Property

The 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.

Currently, the Union Station Complex serves as the hub for national, provincial, urban, and inter-city passenger transportation.

2.1.2 Statement of Cultural Heritage Value

The Union Station Complex is of cultural heritage value or interest for its historical, design and contextual values.

Historical Values

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. 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.



Design Values

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 (Front Street West), plainer east (Bay Street) and west (York Street) façades, and unadorned rear façade.

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.

Contextual Values

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.

2.1.3 Heritage Attributes

The heritage attributes essential to the cultural heritage values of the Union Station Complex are:

Design and Physical Value

As a rare and representative example of Beaux-Arts the property contains the following attributes:

- 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:
 - 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:
 - tripartite divisions of base, column and entablature
 - 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:
 - 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
 - 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

As a representative train station and transportation hub the property contains the following attributes:

- 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.

Historical and Associative Value

- 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

Contextual Value

- its relationship with the Dominion Public Building, creating a continuous Beaux-Arts streetscape between York Street and Yonge Street
- 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 Union Station Rail Corridor (USRC) viaduct to the east
- its role in defining the Beaux-Arts character of the area



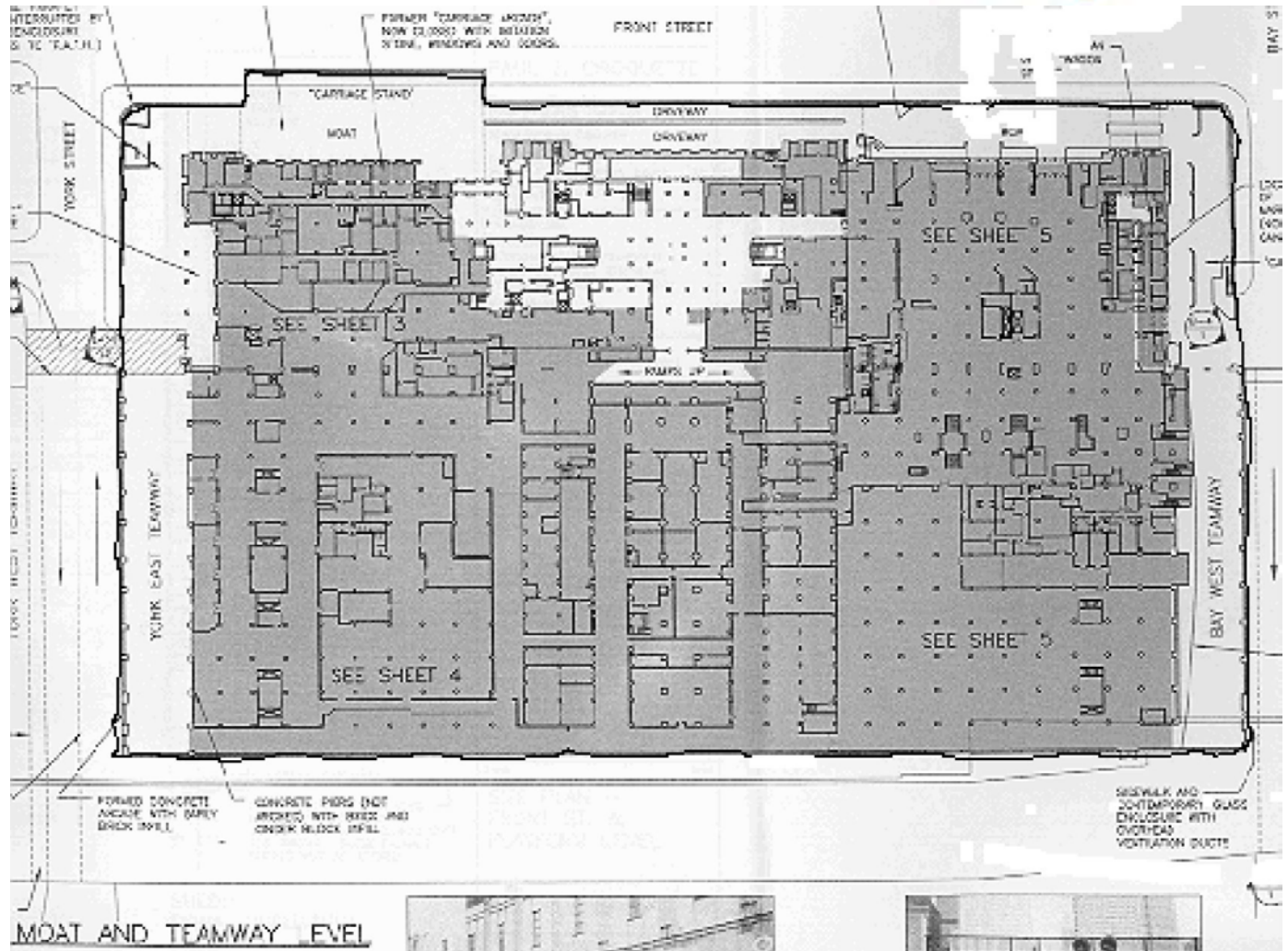
2.1.4 Metrolinx Heritage Property Location

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 Dominion Public Building (built 1925-1930). The station is located in the centre of the USRC, a 7-kilometre stretch of track between the Don River (to the east) and Bathurst Street (to the west).

2.2 Additional Protections/Recognition – Union Station Complex

Union Station is individually designated under Part IV of the *Ontario Heritage Act* (By-Law 948-2005) and is designated under Part V of the *Ontario Heritage Act* 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* and is a Heritage Railway Station under the *Heritage Railway Station Protections Act*.

Parks Canada is approval authority for the Union Station Complex due to its status as a National Historic Site. The City of Toronto and Metrolinx are the owners of the property. Due to National Historic Site status of the property, Union Station has a Commemorative Integrity Statement (Parks Canada 2002) and is subject to an Easement Agreement (Parks Canada 2000) and Collateral Agreement (Parks Canada 2006). Copies of these documents are provided in **Appendix B**, **Appendix C**, and **Appendix D**. The Commemorative Integrity Statement is a key document in defining the national significance of Union Station (Parks Canada 2002). The Easement Agreement includes direction regarding physical changes to the property, approval requirements, and a detailed description of the heritage attributes (Parks Canada 2000). The Collateral Agreement contains detailed information on the heritage approvals process and includes maps that depict areas exempt from Parks Canada approval within the Union Station Complex (Parks Canada 2006). It should be noted that the interior concourse level of the east block does not have heritage value while the Bay West Teamway has heritage value (**Plate 5** and **Plate 6**).



**Plate 5: Union Station Complex Designated Place (Moat and Teamway Level).
White zones have heritage value and grey zones do not have heritage value
(Parks Canada 2002).**

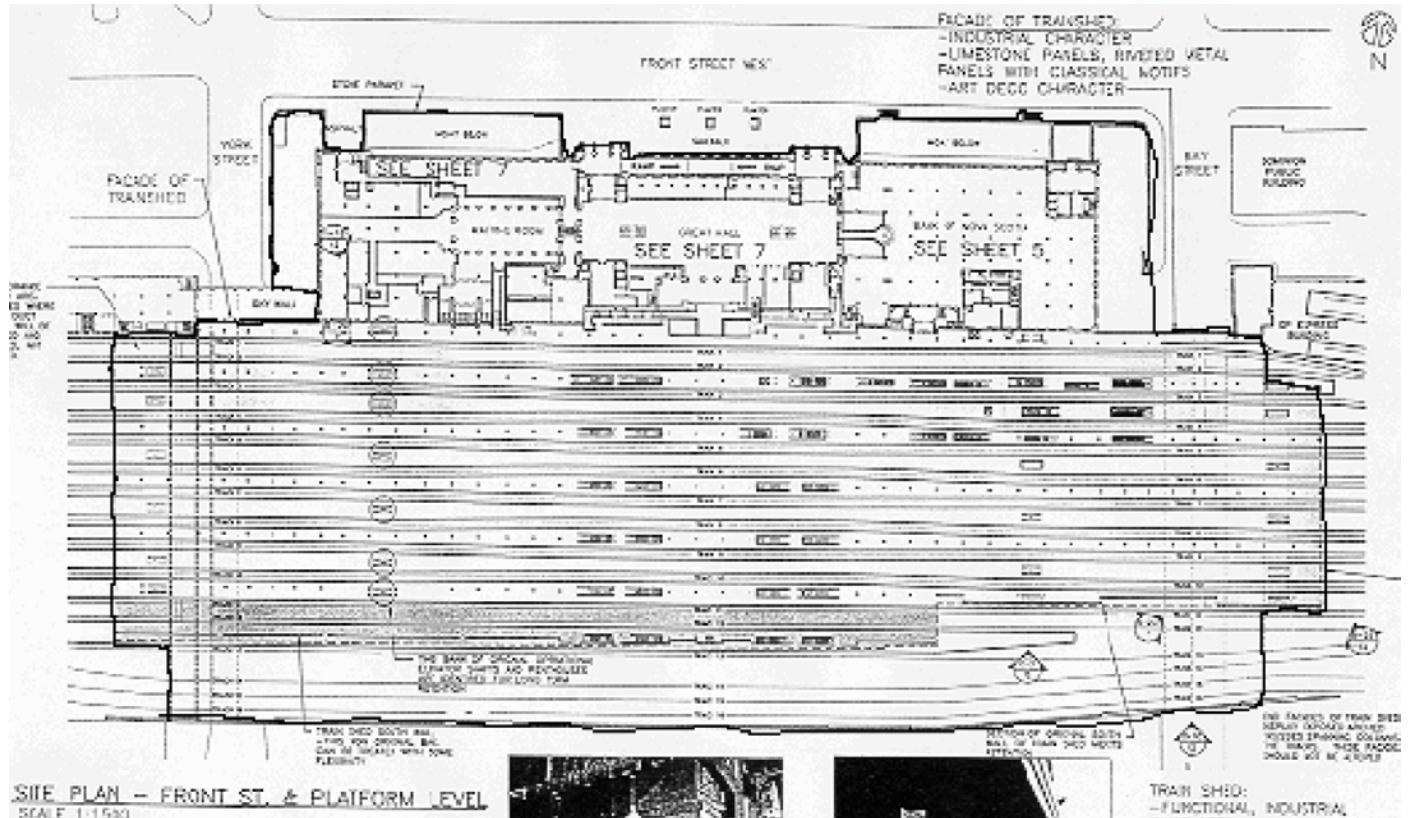


Plate 6: Union Station Complex Designated Place (Front Street and Platform Level (Parks Canada 2002))

2.3 Union Station Heritage Conservation District

Union Station Complex falls within the Union Station HCD and is identified as a 'contributing building' of the district. The Union Station 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).



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).

The HCD Plan describes contributing buildings as 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 are defined as 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).

2.3.1 Union Station HCD Guidelines for Contributing Buildings

Design guidelines for contributing heritage 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)

2.3.2 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)



3.0 Assessment of Existing Conditions

3.1 Property Context

The Union Station Complex occupies the entire block between Bay and York streets. The Union Station Complex is comprised of three main components: the Headhouse, Moat, and the Trainshed. The Union Station Complex is bounded by Front Street West on the north (**Plate 7 to Plate 10**), Bay Street on the east (**Plate 11**), York Street on the west (**Plate 12**) and the Postal Delivery Building/Scotiabank Arena and Bremner Boulevard on the south (**Plate 13 and Plate 14**). Union Station is the central node of the Union Station HCD and is a hub for national, provincial, urban, and inter-city passenger transportation. The Union Station Complex is situated within the Union Station HCD, an area protected under Part V of the *Ontario Heritage Act* that is bounded by Wellington Street West on the north, Yonge Street on the east, Harbour Street on the south, and Reese Street/Simcoe Street on the west. All properties within this boundary are designated through the Union Station HCD and include both “contributing” and “non-contributing” properties. Contributing properties adjacent to the Union Station Complex are captured in **Plate 15 to Plate 17** and include:

- Dominion Public Building (1 Front Street West) (Designated under Part IV and V of the *Ontario Heritage Act* and Classified as a Federal Heritage Building by Parks Canada’s Federal Heritage Building Review Office [FHBRO])
- Brookfield Place (161-181 Bay Street; Designated under Part V of the *Ontario Heritage Act* as part of the Union Station HCD)
- Royal Bank Plaza (200 Bay Street; Designated under Part V of the *Ontario Heritage Act* as part of the Union Station HCD)
- Royal York Hotel (100 Front Street West; Designated under Part V of the *Ontario Heritage Act* as part of the Union Station HCD)
- 142 Front Street West (142 Front Street West; Designated under Part V of the *Ontario Heritage Act* as part of the Union Station HCD)
- Skywalk (Designated under Part V of the *Ontario Heritage Act* as part of the Union Station HCD)

The Union Station Complex is a representative example of a monumental Beaux-Arts transportation facility, embodying the main tenets of the style. It is located adjacent to additional monumental examples of Beaux-Arts architecture on Front Street West, the Royal York Hotel (100 Front Street West) and the Dominion Public Building (1 Front Street West), that together form a cohesive streetscape.

A map depicting the site context of the Union Station Complex is provided in **Figure 3**.



Plate 7: West-southwest view of Front Street West showing the front façade (north elevation) of Union Station



Plate 8: Southeast view of the intersection of York Street and Front Street West showing the Royal York Hotel on the left and Union Station in the distance (centre)



Plate 9: East-northeast view of Front Street West from Bay Street



Plate 10: West-southwest view of the intersection of Front Street West and York Street showing the Royal York Hotel on the right, 142 Front Street West in the distance (centre) and Union Station Moat on the left



Plate 11: South-southeast view of Bay Street from Front Street West



Plate 12: South-southeast view of York Street from Front Street East



Plate 13: View of the property line between the Postal Delivery Building/Scotiabank Arena (left) and Union Station Complex (right)



Plate 14: East-northeast view of Bremner Boulevard from York Street



Plate 15: Northeast view from Union Station Complex showing the Royal Bank Plaza/200 Bay Street (left), Brookfield Place/161-181 Bay Street (centre), and the Dominion Public Building/1 Front Street West (right)



Plate 16: West-southwest view of Front Street West showing the Royal York Hotel (100 Front Street West) on the right, and 142 Front Street West (centre distance), and the Union Station Complex (right)



Plate 17: Southwest view of the Skywalk from York Street

3.2 Union Station Complex

The Union Station Complex is a monumental transportation hub that forms the entire block of Front Street West between Bay Street and York Street. It is comprised of three main components: the Headhouse, the Moat, and the Trainshed. Each component was reviewed to confirm the existing conditions of heritage attributes.

3.2.1 The Headhouse

The Union Station 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 (**Plate 18**). 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 block and office functions to the east and west (**Plate 19** to **Plate 23**). There are etchings above each section of the Headhouse that identify the east block as “Postal Station A”, the centre block as “Union Station”, and the west block as “Railway Offices” (**Plate 21** and **Plate 22**). The centre block is comprised of the grand entrance to the train station building and is 230 metres (752 feet) and features a colonnade of 22 gigantic Roman Doric columns (**Plate 25** to **Plate 27**). The steel frame structure is clad in Indiana limestone and demonstrates a hierarchy of treatment with an embellished front façade (Front Street West), plainer east (Bay Street) and west (York



Street) facades, and unadorned rear façade (**Plate 28** and **Plate 29**). The field review determined that the external heritage attributes of the Union Station Headhouse are intact. It was noted, however, that there is ongoing exterior and interior construction in the east block (“Postal Station A”).

A high-level review of the heritage attributes of the interior of Union Station determined that the heritage attributes of the Great Hall and publicly accessible sections of the west block (historical “Railway Offices”) appear to be intact (**Plate 30** and **Plate 31**). The monumental scale and open space of the Great Hall is intact and the use of marble and brass interior building details appears to be undisturbed.

A review of the concourse level of the east block (historically “Postal Station A”) determined that this section of the Union Station Headhouse is currently under construction and interior building finishes have largely been stripped (**Plate 32** to **Plate 34**). Remaining architectural finishes in this section of the building include terrazzo floors, marble or travertine clad columns, and stairs with curved railings and glass partitions. The interior architectural finishes in this section of the building appear to be recent/replaced. However, interior building materials such as terrazzo, marble and travertine are listed as heritage attributes of the Union Station Complex and are included in the list of heritage attributes in the Metrolinx Union Station Complex ‘Statement of Cultural Heritage Value’.



Plate 18: Oblique view of Union Station taken from the corner of York and Front Street facing southeast. Shows the length of the northern elevation of Union Station on Front Street and the Eastern Elevation where a train shed can be seen crossing York Street.



Plate 19: West block of the Union Station Headhouse showing the front façade (north elevation) and west elevation along York Street



Plate 20: East block of the Headhouse showing the front façade (north elevation) and east elevation facing Bay Street



Plate 21: Etching above the main entrance to the east block that reads “Postal Station A”



Plate 22: Etching above the main entrance to the west block that reads “Railway Offices”



Plate 23: Oblique view showing the east elevation of Union Station, facing southwest.



Plate 24: Oblique view of the west elevation of Union Station, facing southeast.



Plate 25: Centre block of the Union Station Headhouse showing the entrance to the train station



Plate 26: Centre block of the Headhouse showing the classical columns and monumental design of the train station entrance



Plate 27: Stone etching above the columns reads 'Union Station', 'Canadian Pacific Railway', and 'Grand Trunk Railway'.



Plate 28: View from inside the concourse where Scotiabank Arena abuts Union Station showing the original exterior south elevation is visible.



Plate 29: View of limestone ashlar composing the front of the station façade and the plane double paned windows that characterize the east and west office sections, facing south.



Plate 30: View facing east within the Great Hall. This view illustrates several heritage attributes pertaining to the interior of Union Station. It illustrates the vast open space rising numerous storeys to a shallow barrel-vault arch, terminating with a massive arched window. The hall is illuminated by defuse ambient lighting, which illuminates the limestone columns opening to the loggia for boarding trains, and the built-in ticket booths.



Plate 31: Commercial and bank area located in the western section of building

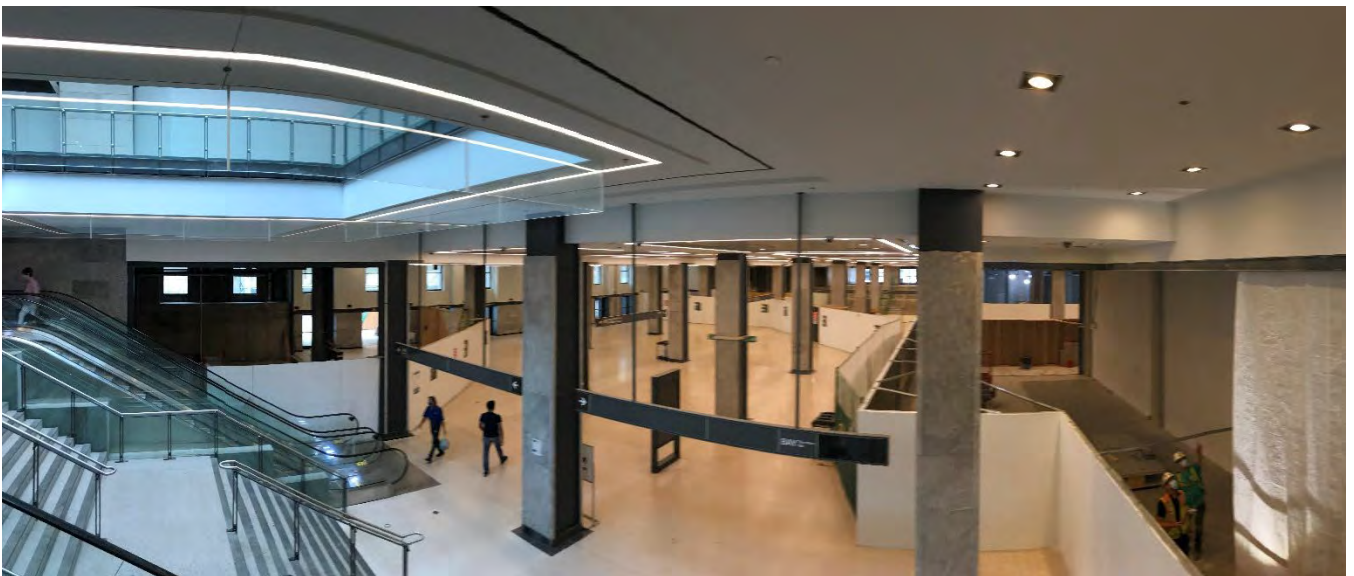


Plate 32: View of the concourse level in the east block of the Union Station Headhouse (historically “Postal Station A” showing ongoing interior construction



Plate 33: Photo of the concourse level of the east block showing ongoing construction (looking towards Bay Street)



Plate 34: Photo showing construction heading at the concourse level of the east block.



Plate 35: Terrazzo flooring in the concourse level of the east block



Plate 36: Marble or travertine clad columns in the concourse level of the east block (appear to be new/replaced)



Plate 37: Stairs connecting the concourse level of the east block to the historical core of the railway station



Plate 38: Concourse level exit to Front Street West



Plate 39: Bay Street entrance to the east block concourse level. Note the active construction in this section of the Headhouse

3.2.2 The Moat

The Union Station Complex includes an exterior “Moat” that runs along the front façade of the Union Station Headhouse and then is connected to the east and west elevations of the building by a covered walkways (**Plate 40 to Plate 42**). The covered walkway on the east and west elevations provides a sheltered pedestrian path that link to the Teamways on the east and west sides of the building. The Moat serves to connect Union Station to its surroundings via Teamways and subgrade entrances and exits from public transportation including street cars, subways, GO trains, and VIA Rail. The Moat facilitates the movement of people into the PATH, which then allows expedient access to various concourses and commercial areas without exposure to vehicular traffic and inclement weather.

Architectural finishes present in the Moat include granite pavers and stairs, travertine or marble cladding along staircases (north elevation), curved stair railings, metal columns (painted green), and a faceted glass ceiling with metal frame (painted green) (**Plate 43 to Plate 45**). The architectural finishes of the Moat are consistent along the north, east, and west sides of the building, which create a cohesive circulation route around the building that is protected from the elements.



Plate 40: West-southwest view of the Moat along the front façade (north elevation) of the Union Station Headhouse



Plate 41: South-southeast view of the Moat along the east elevation of the Union Station Headhouse



Plate 42: South-southeast view of the Moat along the west elevation of the Union Station Headhouse



Plate 43: Stairs in the Moat at the northeast corner of the Union Station Headhouse



Plate 44: View of the north elevation of the Union Station Headhouse from the Moat



Plate 45: Covered walkway over the east elevation of the Union Station Headhouse connected to the Moat

3.2.3 The Trainshed

The Union Station Complex includes a Trainshed that extends from the west side of York Street to the east side of Bay Street. This structure is a representative example of a Bush Trainshed constructed in larger Canadian railway stations during the early 20th century. The Union Station Trainshed is notable for its through-traffic design. The Trainshed was planned as part of the 1913-14 design of the station building. The covered Trainshed is located at the rear of the Union Station Headhouse and is connected to the USRC raised viaduct that traverses over York Street, Bay Street, and Yonge Street. This raised viaduct allows for vehicular traffic of the downtown core to pass under the rail corridor and for teamways to likewise allow pedestrians to travel throughout the Union Station property and surrounding area safely and efficiently. The presence of the raised viaducts and sunken underpass contribute to the Moat characteristic of Union Station.

In the vicinity of the Study Area, the Trainshed extends over Bay Street and is supported by three sets of board-formed concrete columns with segmental arches. The west set of columns are located adjacent to the Union Station Headhouse and enclosed with multi-light glass panels that form the enclosed “West Teamway” (**Plate 49 to Plate 51**). The centre set of columns have open spaces are located in the Bay Street median (**Plate 52**). The east set of columns are enclosed with multi-pane glass panels and form the “East Teamway” on the east side of Bay Street (**Plate 53 to Plate 55**). The centre set of columns and west set of columns on the Bay Street viaduct are near identical to the centre set of columns and east set of columns on the York Street viaduct (**Plate 56 and Plate 57**).



Plate 46: North elevation of the Union Station Trainshed. Note ongoing construction.



Plate 47: North elevation of the Union Station Trainshed over Bay Street



Plate 48: Visible portion of the Union Station Trainshed on the east side of Bay Street



Plate 49: West Teamway showing board-formed concrete columns with segmentally arched openings on the left (adjacent to Bay Street)



Plate 50: Example of a segmentally arched concrete opening and column forming the west set of viaduct columns



Plate 51: Example of multi-light glass panels between the columns on the west side of Bay Street



Plate 52: Centre set of columns that form the viaduct supporting the Union Station Trainshed. The columns and segmental arches are open, unlike the east and west sets of columns which are filled with glass panels



Plate 53: East Teamway showing concrete columns and segmentally arched openings that form the viaduct supporting the Union Station Trainshed. The columns and arches on the east side of Bay Street are coated in white pigmented sealer.



Plate 54: Detail of a column on the east side of Bay Street



Plate 55: Example of glass panes between columns on the east side of Bay Street



Plate 56: Centre set of columns with segmentally arched openings located on York Street



Plate 57: East Teamway on York Street showing concrete columns with segmentally arched openings filled with multi-light glass panes



3.3 Areas of Proposed Intervention

The proposed work for the WELRT project involves the demolition of the existing streetcar loop and construction of a new station/loop within the Bay Street right of way with new connections (i.e. stairs and elevators) to adjacent properties. The proposed intervention would involve open cut excavation along Bay and at the intersection of Bay and Front Street. The plan also proposes land taking at within the Union Station property and to connect a new lower subway platform to the existing station infrastructure. The support pillars supporting the Trainshed/rail viaduct above Union Station will be retained and attached to deeper reinforced concrete support pillars as part of the proposed scope.

The existing streetcar loop is located within the Bay Street right-of-way and is connected to the Union Station TTC platform via a single hallway. The existing platform has a “loop” configuration with a central mechanical room encased in concrete. The streetcar tracks circle the mechanical room and the station platform is located along the periphery of the station walls (**Plate 58 to Plate 60**). The architectural finishes in the existing station are minimal and include bare concrete, beige floor tiles with yellow safety strips, and walls tiles in a beige/green/grey/brown striped pattern. The platform also includes structural columns that are clad in green tile (**Plate 59 to Plate 60**). In relation to the Union Station Complex, the proposed intervention includes the expansion of the platform and addition of a set of stairs and new access to an existing elevator through the west wall (‘Stair N’ and existing ‘Elevator 13’) (**Plate 61 and Plate 62**). The existing doors and corridor linking the streetcar platform and TTC Union Station platform will be retained (**Plate 63**).

Within the Union Station Headhouse, the proposed interventions are minimal and include the addition of one new set of stairs (‘Stair N’) and the retention/repurposing of ‘Elevator 13’ to service the new streetcar platform (**Plate 65 to Plate 67**). These interventions are located in the concourse level of the east block of the Headhouse (**Plate 64**). This section of the Headhouse is under active construction and the remaining heritage attributes include the use of terrazzo flooring and marble or travertine cladding on structural columns.

The second area of proposed intervention within the Union Station Complex is located within the Bay Concourse at the rear of the station. Here, the proposed work involves the construction of a new stairway and elevator (proposed ‘Stair M’ and Elevator 3’). There are no heritage attributes associated with Union Station in the Bay Concourse since this corridor consists of plain concrete floors, new drywall, and new ceiling/lighting (**Plate 68 to Plate 70**).

Additional work is proposed to the columns supporting the Union Station Trainshed, which carrying the rail line over Bay Street. Here, the concrete columns and associated segmental arches will be retained in situ. Structural columns will be added below the existing columns to support the structure during the construction and operation of the new streetcar platform (**Plate 71 to Plate 73**).

An additional stairway and elevator (‘Stair Q’ and ‘Elevator E4’) are proposed within 141 Bay Street (GO Bus Platform associated with the Union Station Complex). This section of the property is currently under construction and no heritage attributes associated with the Union Station Complex are extant at this site (**Plate 74**).



Plate 58: View of existing streetcar loop from platform



Plate 59: View of the east side of the existing streetcar loop platform

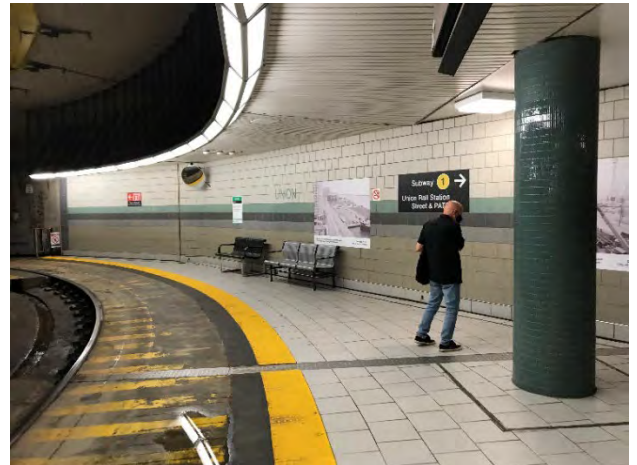


Plate 60: View of the west side of the existing streetcar loop platform

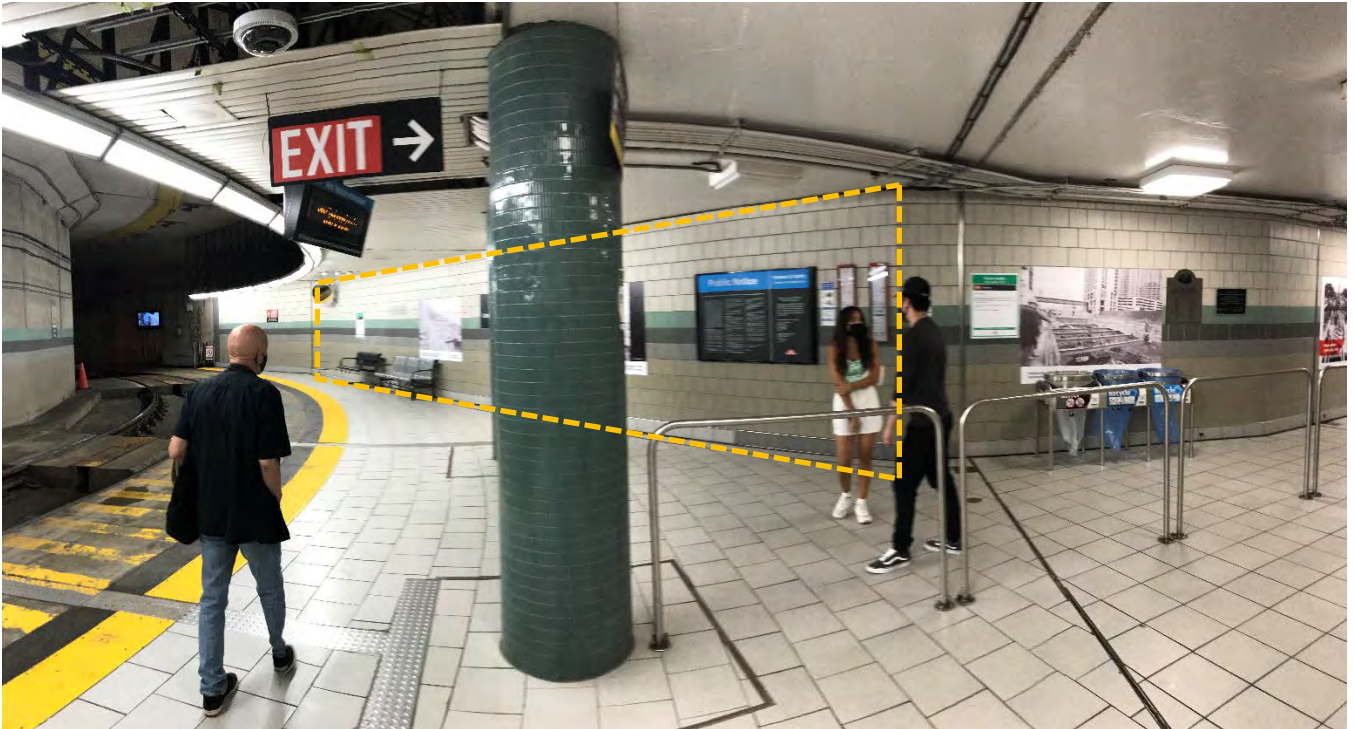


Plate 61: Approximate area of intervention in existing streetcar loop (proposed location of platform expansion, 'Stair N' and existing 'Elevator 13')

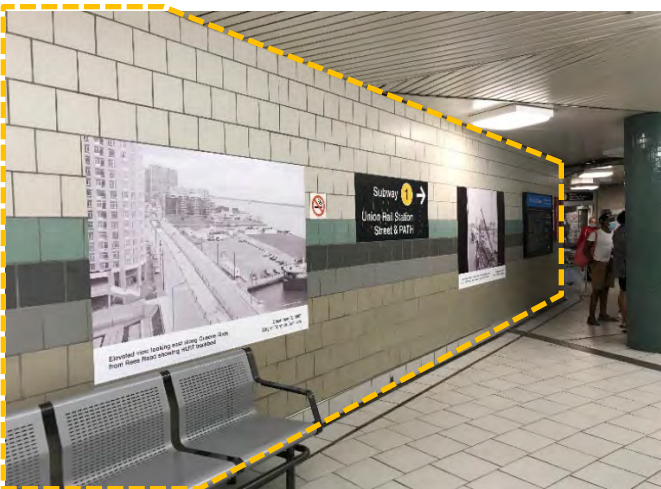


Plate 62: Approximate area of intervention on west wall of existing streetcar loop



Plate 63: Existing connection between TTC Union Station and the streetcar loop. Doors and hallway to remain in place.



Plate 64: Overview of the existing Union Station concourse level (east side of Headhouse)

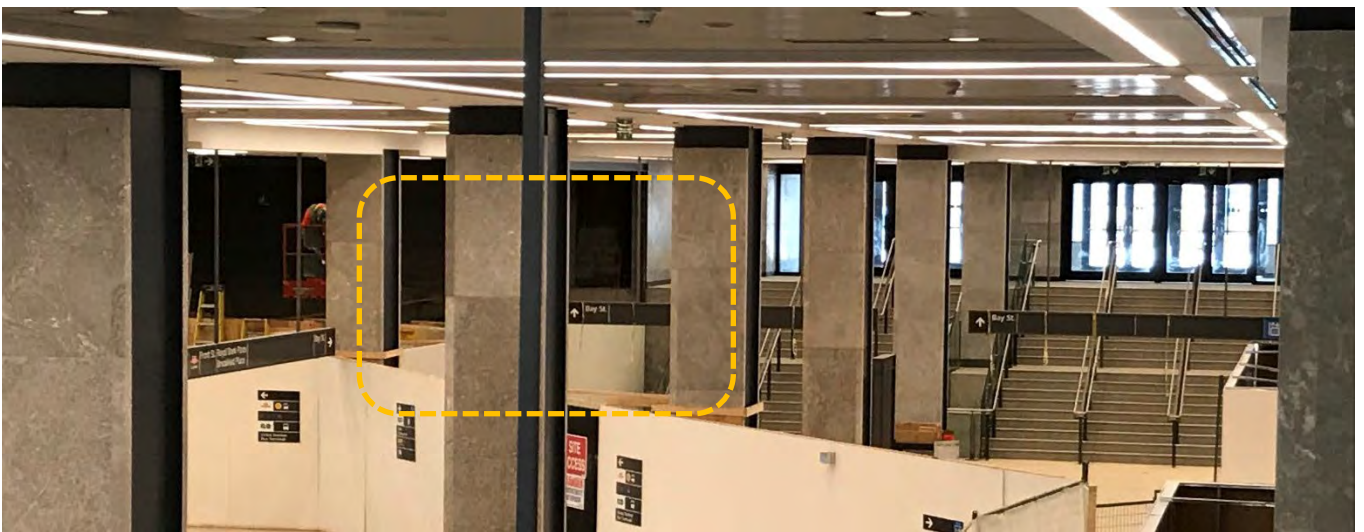


Plate 65: Approximate area of intervention within the Union Station Headhouse (proposed location of 'Stair M')

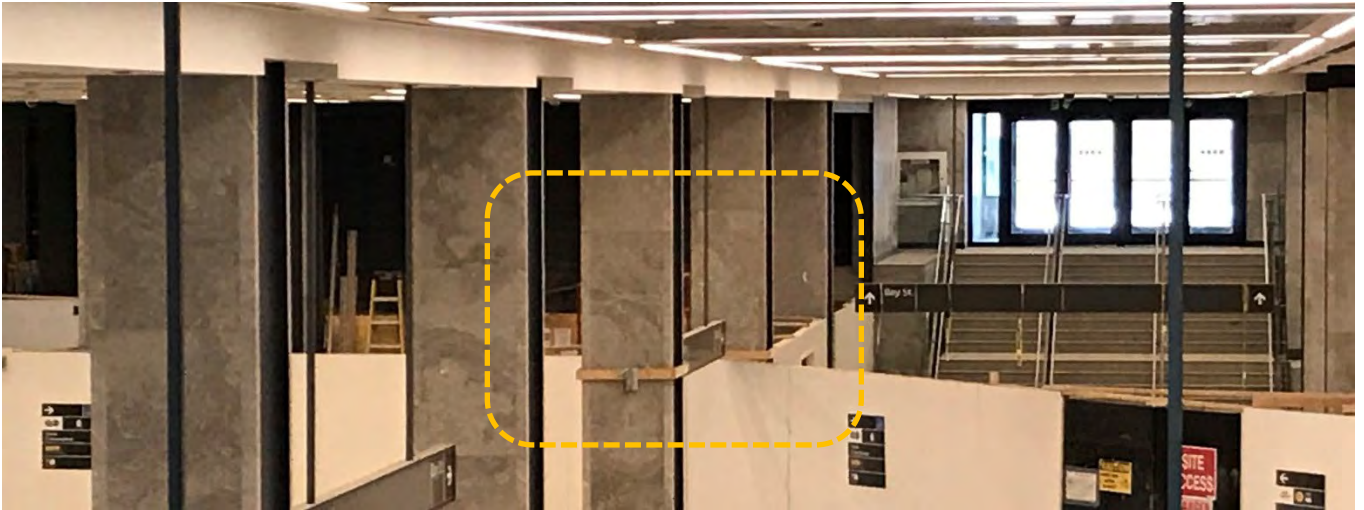


Plate 66: Approximate area of intervention within the Union Station Headhouse (proposed location of 'Stair M')



Plate 67: Approximate area of intervention within the Union Station Headhouse (location of existing 'Elevator 13', which will be retained)



Plate 68: Entrance to Bay Concourse Hall from the south side of the West Teamway



Plate 69: View of Bay Concourse Hall from Bay Street entrance



Plate 70: Approximate area of intervention in Bay Concourse Hall (Proposed locations of 'Stair M' and 'Elevator 3')



Plate 71: Example of existing column in West Teamway. Columns will be retained and supported with new infrastructure below grade.



Plate 72: Example of existing column in East Teamway. Columns will be retained and supported with new infrastructure below grade.



Plate 73: North-northwest view of Bay Street showing centre row of columns supporting the Union Station Trainshed. All columns will be retained and supported with new infrastructure below grade.



Plate 74: Southeast view of 141 Bay Street (former GO Bus Platform associated with the Union Station Complex). This section of the property is under construction and there are no heritage concerns associated with the construction of 'Stair Q' or 'Elevator E4' at this site.

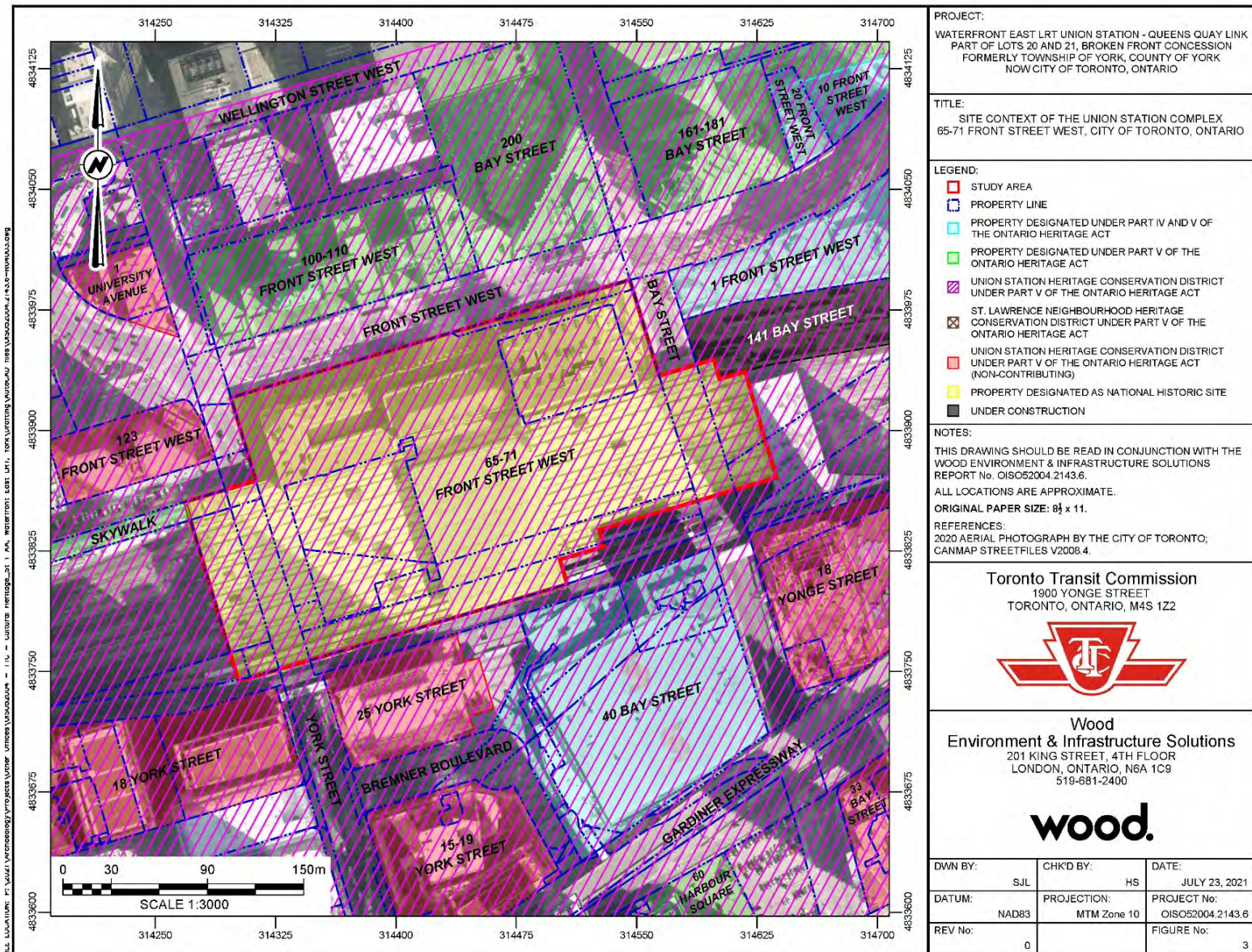


Figure 3: Site Context of the Union Station Complex



4.0 Description and Purpose of Proposed Activity

The proposed work at Union Station (65-71 Front Street West) consists of the installation of the new WELRT streetcar loop and associated platform. This includes the installation of major infrastructure including the expansion of the current subway tunnel to be deeper and the installation of a new platform with access to the TTC Union Station Subway Station. Details of the proposed work are provided below and drawings showing the proposed architectural plan and construction phasing plans are provided in Appendix E.

High-level description of potential impacts to the Union Station Complex:

- Open cut excavation to install the WELRT streetcar loop along Bay Street and Front Street involving demolition of existing infrastructure, property acquisition, and construction of new loop, including the associated platform and connections to existing transit infrastructure.
 - Permanent Impacts to Dominion
 - Demolition of existing streetcar loop structure and infrastructure at platform level
 - Open cut excavation at street level within Union Station (65-71 Front Street West) and within 141 Bay Street
 - Construction of new WELRT streetcar loop including new northbound and southbound platforms, new streetcar loop, mechanical rooms, 'Stair M' and 'Elevator E3' within Union Station Arcade, 'Stair N' and retention of 'Elevator 13' in northeast corner of Union Station building, retention of columns of Bay Street Bridge but new opening planned between columns, construction of 'Stair Q' and 'Elevator E4' in 141 Bay Street
 - Temporary Impacts:
 - Construction staging areas along Bay Street and within Union Station complex
 - Vibration related impacts due to open cut construction

Review of drawings of proposed work:

- Union Station Aerial View Renders, RE35-1-AA011 to RE35-1-AA013 (July 7, 2021)
 - Overview of the proposed work shown as 3D renders
- Union Station Platform Level Demolition Plan, RE35-1-AAD001 (July 7, 2021)
 - Demolition of Union Station Streetcar Loop at platform level
 - Basement work proposed at 141 Bay Street
 - Excavation area within 1 Front Street West and immediately adjacent to southwest corner of heritage building
 - Excavation within, and adjacent to, Union Station Complex
- Union Station Street Level Demolition Plan, RE35-1-AD002 (July 7, 2021)
 - Street level proposed demolition area depicted



- Demolition activities shown with Union Station Complex (65-71 Front Street West), Dominion Public Building (1 Front Street West), Postal Delivery Building (40 Bay Street), and the public realm of the Union Station HCD along Bay Street
- Union Station Streetcar Platform Level Demolition Reflected Ceiling Plan, RE35-1-AD003 (July 7, 2021)
 - Street level demolitions depicted within Union Station (65-71 Front Street West), Postal Delivery Building (40 Bay Street), Dominion Public Building (1 Front Street West), and public realm of Union Station HCD
- Union Station Platform Level Staging (Plans 1 and 2), RE35-1-AS001 and RE35-1-AS002 (July 7, 2021)
 - Footprint of proposed work showing including alterations to the corridor/stairs in the 'USEP' Corridor, platform level mechanical rooms (northbound and southbound platforms), connections/alterations to stairs within Union Station (65-71 Front Street West), connection to existing TTC Union Station Subway Station, stairs and elevator within 141 Bay Street)
 - Retention of columns of Bay Street Bridge
- Union Station Site Plan, RE35-1-A1001 (July 7, 2021)
 - Site plan depicting the location of new construction shown
 - New construction shown within Union Station Complex (65-71 Front Street West) and 141 Bay Street, Dominion Public Building (1 Front Street West), and within public realm of Union Station HCD
 - New stairs showing within 'Existing Arcade' of Union Station and northwest portion of building
 - Vent shafts to street level shown
 - Existing columns of Bay Street Bridge to be retained
- Union Station Platform Level Plan, RE35-1-A2001 (July 7, 2021)
 - New track arrangement shown
 - Union Station Arcade: New Stair M, Elevator E3, Presto TVM/FSVM machines shown
 - New openings shown between existing columns of Bay Street Bridge
 - New West Platform shown
 - New East Platform shown
 - 141 Bay Street: Stair Q, Elevator E4, new corridor
 - Pedestrian Bridge Columns to remain
 - Existing Union Station Elevator 13 to remain
 - Stair N proposed within northwest portion of Union Station building (65-71 Front Street West)
 - Existing doors to TTC Union Station Subway to remain
 - New streetcar loop depicted including new handrails, new glazed wall, new structural walls and columns, and fan room
 - Existing columns of Bay Street Bridge to remain
- Union Station Street Level Plan, RE35-1-A2002 (July 7, 2021)
 - Union Station Arcade: Stair M and new Elevator E3



- Northwest corner of Union Station building: Existing elevator 13 to remain and New Stair N
- Proposed vent shafts on west side of Bay Street, south of Front Street and within Bay Street right-of-way
- New curbs adjacent to Dominion Public Building (1 Front Street West)
- 141 Bay Street: Stair Q and new Elevator E4 shown
- Bay Street: Bay Street underpass (northbound and southbound shown) and associated new bike lanes shown



5.0 Impact Assessment

The Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) Standards & Guidelines for Conservation of Provincial Heritage Properties – Information Bulletin 3: Heritage Impact Assessment for Provincial Heritage Properties (MHSTCI 2017) gives guidance on how to complete HIAs for public bodies prescribed under the Ontario Heritage Act, such as Metrolinx (Government of Ontario 2014). The purpose of the HIA is to identify and assess the proposed activity to determine impacts (positive or negative, direct or indirect) that the proposed activity may have on the property's cultural heritage value or interest. For the purpose of this HIA, 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.

(MHSTCI 2017)

A detailed assessment of potential impacts resulting from the proposed TTC WELRT work is provided in Section 5.1. A discussion of the anticipated impacts is provided in Section 5.3.

5.1 Potential Impacts to Union Station Complex

As outlined in Section 4.0, the proposed work includes the demolition of the existing streetcar loop and construction of the new WELRT streetcar loop in the same location. A detailed assessment of the potential impacts resulting from the proposed work is provided in **Table 1** to **Table 3**.

Table 1: Assessment of Potential Direct Adverse Impacts to Union Station Complex

Potential Direct Adverse Impact	Y/N	Discussion
Removal or demolition of all or part of any heritage attribute.	N	No heritage attributes associated with the Union Station Complex will be removed or demolished as part of the proposed work. Proposed alterations within the Headhouse include the addition of one staircase ('Stair N') and the retention of one elevator ('Elevator 13'). The area of this proposed intervention is under active construction.



Potential Direct Adverse Impact	Y/N	Discussion
		<p>Another area of proposed work includes the addition of a staircase and new elevator in the Bay Concourse ('Stair M' and 'Elevator E3'). The Bay Concourse does not include any heritage attributes of the Union Station Complex.</p> <p>Work within the Bay Street right-of-way is proposed to accommodate the demolition of the existing below-grade streetcar loop and construction of the new streetcar loop and platform. As part of this work, the columns and associated segmentally arched openings supporting the Union Station Trainshed will be retained and supported with new, below-grade infrastructure.</p> <p>Accordingly, no removal or demolition of the heritage attributes associated with the Union Station Complex is proposed as part of the WELRT project.</p>
Removal or demolition of any building or structure on the provincial heritage property whether or not it contributes to the cultural heritage value or interest of the property (i.e. non-contributing properties).	Y	The demolition of the existing streetcar loop is proposed as part of the WELRT project. The streetcar loop is not identified as a heritage attribute of the property but the proposed work will result in demolition work, open cut excavation, and construction work with the Union Station Complex, including the Headhouse, East Teamway, and Trainshed areas. Accordingly, mitigation measures are required.
Any land disturbance, such as change in grade and/or drainage patterns that may adversely affect a provincial heritage property, including archaeological resources.	Y	Open cut excavation is planned within the Union Station Complex, including within the Headhouse, East Teamway area, and beneath the Trainshed. Accordingly, mitigation measures must be prepared.
Alterations to a property in a manner that is not sympathetic, or is incompatible, with cultural heritage value or interest of the property. This	Y	Alterations to the Union Station Complex are proposed, including the addition of two new sets of stairs, one new elevator, and new supporting



Potential Direct Adverse Impact	Y/N	Discussion
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.		columns beneath the Trainshed to accommodate the new streetcar loop and platform. Accordingly, mitigation measures are required.
Alterations for access requirements or limitations to address factors as accessibility, emergency egress, public access, or security.	Y	New access is planned with the Union Station Headhouse, including the construction of 'Stair M' and 'Elevator 3' in the Bay Concourse at the rear of the building and construction of "Stair N" in the northeast portion of the Union Station Headhouse. 'Elevator 13' within the Union Station Headhouse will be retained. Given that two new stairs and one new elevator are planned, mitigation measures must be prepared.
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, or landscape features	N	The WELRT project involves the reconstruction of the existing streetcar loop in the same location as the existing streetcar loop. While new elements such as stairs and elevators will be introduced within the Union Station Complex, these are considered to be alterations to the existing property and not the introduction of new elements that diminish the integrity of the property. Accordingly, no impacts related to new elements are anticipated.
Changing the character of the property through removal or planting 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.	N	No changes to the character of the property are proposed.
Change in use for the provincial heritage property that could result in permanent, irreversible damage or negates the property's cultural heritage value or interest.	N	No changes in land use are planned.



Potential Direct Adverse Impact	Y/N	Discussion
Continuation or intensification of a use of the provincial heritage property without conservation of heritage attributes.	N	No intensification of use is planned.

Table 2: Assessment of Potential Indirect Impacts Union Station (65-71 Front Street West)

Potential Indirect Adverse Impact	Y/N	Discussion
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.	N	No shadow-related impacts are anticipated.
Isolation of a heritage attribute from its surrounding environment, context, or a significant relationship	N	No isolation-related impacts are anticipated.
Vibration damage to a structure due to construction or activities on adjacent to the property	Y	Demolition, open cut excavation and construction is proposed within the Union Station Complex, including with the Headhouse, East Teamway area, and beneath the Trainshed. Accordingly, vibration related impacts are anticipated and mitigation measures are required.
Alteration or obstruction of a significant view of or from the provincial heritage property from a key advantage point	N	No impacts to significant views are anticipated since the proposed work is largely located below grade.

Table 3: Assessment of Potential Positive Impacts to Union Station (65-71 Front Street West)

Potential Positive Impact	Y/N	Discussion
Changes or alterations that are consistent with accepted conservation principles, such as those articulated in MHSTCI's <i>Eight Guiding Principles in the Conservation of Historic Properties, Heritage Conservation Principles for</i>	N	No alterations of the property are planned.



Potential Positive Impact	Y/N	Discussion
<i>Land Use Planning, Parks Canada's Standards and Guidelines for the Conservation of Historic Places in Canada</i>		
Adaptive re-use of a property – alteration of a provincial heritage property to fit new uses or circumstances of the property in a manner that retains its cultural heritage value or interest	N	No new use or re-use is planned as part of the proposed work.
Public interpretation or commemoration of the provincial heritage property	N	No public interpretation or commemoration is planned as part of the proposed work.

5.2 Potential Impacts to Union Station HCD

The Union Station Complex (65-71 Front Street West) is a contributing building in the Union Station HCD. However, work associated with the WELRT is below grade and no exterior impacts to the Union Station Headhouse, East Teamway, or Trainshed are anticipated. The HCD guidelines for contributing buildings address additions, alterations, or demolition of these properties with heritage significance within the district (ERA Architects Inc. 2006: 60). Given that no exterior demolition, additions, or alterations of the Union Station Complex are proposed, the HCD guidelines for Contributing Buildings are not applicable. The proposed interior alterations to the Union Station Complex are better addressed by evaluating the proposed work against the list of heritage attributes contained in the Metrolinx 'Statement of Cultural Heritage Value' (see Section 5.1).

The impacts related to the Union Station HCD are related to the public realm of the district since the WELRT project will result in open cut excavation in the vicinity of Front Street West and Bay Street to accommodate the demolition of the existing streetcar loop and construction of the new streetcar loop and platform. A standalone HIA for the Union Station HCD to address impacts to the public realm has been prepared by WSP under a separate cover.

5.3 Discussion of Anticipated Impacts

The detailed impact assessment determined that four (4) direct adverse impacts and one (1) indirect impact are anticipated as a result of the proposed work.

5.3.1 Summary of Potential Direct Adverse Impacts

Drawings of the proposed work depict the demolition of the existing streetcar loop and street level/open cut excavation within the Union Station Headhouse, East Teamway area, and beneath the Trainshed. Alterations to the Union Station Complex include altered connections from the new West Platform to Union Station and the addition of



new access points including the construction of 'Stair M', 'Elevator 3', and 'Stair N'. Drawings show that 'Elevator 13' will remain. Alterations are also proposed to the columns of the viaduct supporting the Union Station Trainshed over Bay Street. Given the potential for direct adverse impacts to the Union Station Complex, mitigation measures are required.

Alternatives and mitigation measures to avoid potential adverse impacts to the Union Station Complex are provided in Section 6.0.

5.3.2 Summary of Potential indirect Adverse Impacts

One potential indirect adverse impact was identified to the Union Station Complex due to the potential for vibration related damage since open cut excavation, demolition, and construction are proposed within the Union Station Headhouse, Moat area, and beneath the Trainshed. Accordingly, mitigation measures are required.

5.3.3 Summary of Potential Positive Impacts

No potential positive impacts were identified as part of the proposed work. Accordingly no mitigation measures are required.



6.0 Considered Alternatives and Mitigation Measures

Alternative approaches and mitigation measures are required when impacts are anticipated to a property with CHVI. In the case of the Union Station Complex four (4) direct impacts and one (1) indirect impact are anticipated due to open cut excavation, demolition activities, and construction work proposed within the Union Station Headhouse and below grade in the West Teamway and Trainshed areas. To address these anticipated impacts, the mitigation measures contained in MHSTCI InfoSheet#5 were considered (Government of Ontario 2005). An evaluation of applicable mitigation measures is presented in **Table 4**.

Table 4: Mitigation Measures

Mitigation Measures	Relevance
Alternative development approaches	The proposed work involves open cut excavation, demolition of the existing streetcar loop, and construction of the new WELRT loop and platform. The East Teamway, Headhouse building exterior walls, and Moat area are protected sections of the Union Station Complex that require Parks Canada approval prior to alteration. It is recommended that open cut excavation within the East Teamway and adjacent to the exterior walls of the Headhouse is avoided. Work in these areas should be limited to below grade.
Isolating development and site alteration from significant built and natural features and vistas	n/a
Design guidelines that harmonize mass, setback, setting, and materials	<p>The proposed work includes the addition of two sets of stairs ('Stair M' and 'Stair N') and one new elevator ('Elevator E3') within the Union Station Headhouse. In addition, the columns supporting the Union Station Trainshed will be retained but the base of these columns will be altered to accommodate new supporting columns/infrastructure below grade.</p> <p><i>Union Station Headhouse</i></p> <p>The design of new stairs and elevator within the Union Station Headhouse should use materials and forms that have already been implemented in other sections of Union Station. Architectural materials for the new stairs should include terrazzo flooring, granite treads, granite walls, glass panels, and curved metal handrails with a buffed steel finish. The finishes of the new elevator should use finishes and design already in place in the concourse level of</p>



Mitigation Measures	Relevance
	<p>Union Station. New elements introduced to Union Station should be visually compatible and supportive of the existing built fabric of the building.</p> <p>Guidelines from the <i>Standards and Guidelines for the Conservation of Historic Places in Canada</i> (Parks Canada 2011) that should be followed include:</p> <ul style="list-style-type: none">• 4.3.7 Interior Features <p><i>Union Station Trainshed</i></p> <p>The proposed work will involve the retention columns supporting the Union Station Trainshed. The base of these columns will be altered to connect to new supporting columns and infrastructure below grade. The cast-in-place concrete columns with segmentally arched openings should be retained and rehabilitated as part of this work. The form of the columns and arches should be not altered and subgrade connection should be buried/concealed post-construction. The columns on the east side of Bay Street (part of the East Teamway) are in good repair and have been rehabilitated and include repairs to concrete, a protective tinted sealer, and new multi light glass panes. The identical columns supporting the Trainshed over York Street likewise appear to have been recently rehabilitated and include repairs to concrete and are coated in a protective, tinted sealer. These examples should be used to direct the design, repair, and finishes to the concrete columns along Bay Street.</p> <p>Guidelines from the <i>Standards and Guidelines for the Conservation of Historic Places in Canada</i> (Parks Canada 2011) that should be followed include:</p> <ul style="list-style-type: none">• 4.4.1 Constructed Elements• 4.5.4 Concrete
Limiting height and density	n/a
Allowing only compatible infill and additions	n/a
Reversible alterations	n/a



Mitigation Measures	Relevance
Buffer zones, site plan control, and other planning mechanisms	<p>The proposed work for the WELRT project is largely located below grade with the exception of the new stairs ('Stair M' and 'Stair N' and 'Elevator E3') and work to retain the existing columns supporting the Trainshed on Bay Street. To complete the demolition of the existing streetcar loop and construction of the new loop/platform, open cut construction is proposed along Bay Street from Front Street West to 40 Bay Street. Open cut construction will occur within the footprint of the Union Station Headhouse, East Teamway, and Trainshed, all heritage attributes of the Union Station Complex. Site plan controls in the form of protective barriers and notes on construction drawings should be implemented during the construction phase of the project.</p> <p><i>Protective Barriers</i></p> <p>Protective fencing, film, or netting should be installed around the base of the Union Station Headhouse during construction to protect the exterior of the building from accidental damage during construction. If feasible, protective film or netting should be installed around the concrete columns supporting the Union Station Trainshed to likewise protect these structural elements during construction.</p> <p><i>Site Plan Control</i></p> <p>The heritage status of the Union Station Complex should be noted on project drawings to communicate the status of this property to project personnel. The note should read:</p> <p>"The Union Station Complex is a significant heritage property with municipal, provincial, and federal protection under the <i>Ontario Heritage Act</i> and <i>Historic Sites and Monuments Act</i>. Protected sections of the property include the station building (Headhouse), Moat, and Trainshed over Bay Street. Use caution when conducting work in the vicinity of these built elements to avoid accidental damage to the Union Station Complex".</p> <p><i>Vibration Monitoring</i></p> <p>Work is proposed within the Union Station Complex, including the installation of new stairs and elevator within the Headhouse and below grade work beneath the Trainshed and in the vicinity of the Moat.</p>



Mitigation Measures	Relevance
	Vibration monitoring should be carried out by a qualified geotechnical engineer. Vibration monitoring should consist of pre-construction survey, vibration monitoring during construction, and post-construction survey.

6.1 Conservation Guidance

The *Standards and Guidelines for the Conservation of Historic Places in Canada* (Standards and Guidelines) was reviewed to develop a conservation strategy for the Union Station Complex (65-71 Front Street West). The Standards and Guidelines lays out the framework for the conservation of historic places, can be defined as “all actions or processes aimed at safeguarding the character-defining elements [heritage attributes] of an historic place to retain its heritage value and extend its physical life” (Parks Canada 2011: 15). Per the Standards and Guidelines, there are three primary conservation treatments:

- **Preservation:** Involves protecting, maintaining, and stabilizing the existing form, material, and integrity of an historic place or individual component, while protecting its heritage value. Preservation should be considered as the primary treatment when, a) materials, features and spaces of the historic place are essentially intact and convey the historical significance without extensive repair or replacement, b) depiction during a particular period in its history is not appropriate, and, c) continuation or new use does not require extensive alterations or additions.
- **Rehabilitation:** Involves the sensitive adaptation of an historic place or individual component for a continuing or compatible contemporary use, while protecting its heritage value. Rehabilitation should be considered as the primary treatment when, a) repair or replacement of deteriorated features is necessary, b) alterations or additions to the historic place or planned for a new or continued use, and c) depiction during a particular period in its history is not appropriate.
- **Restoration:** Involves accurately revealing, recovering or representing the state of an historic place or individual component as it appeared at a particular period in its history, while protecting its heritage value. Restoration should be considered as the primary treatment when, a) an historic place’s significance during a particular period in its history significantly outweighs the potential loss of existing, non-character defining materials, features and spaces from other periods, b) substantial physical and documentary or oral evidence exists to accurately carry out the work, and, c) contemporary additions or alterations are not planned.

(Parks Canada 2011: 17)

Given that change is planned for the Study Area in the form of the addition of new stairs, an elevator, it is recommended that *rehabilitation* be considered the primary conservation treatment for the Union Station Complex. Accordingly, it is recommended that the ‘General Standards’ and guidelines for *Interior Features* (Section 4.3.7, *Constructed Elements* (4.4.1), and *Concrete* (4.5.4) are used to guide the design and implementation of the WELRT project. Full copies of these standards and guidelines are provided in **Appendix F**. Standards and guidelines of note are included below.



General Standards for Preservation, Rehabilitation, and Restoration (Parks Canada 2011: 22-23)

1. Conserve the heritage value of an historic place. Do not remove, replace or substantially alter its intact or repairable character defining elements. Do not move a part of an historic place if its current location is a character-defining element.
3. Conserve heritage value by adopting an approach calling for minimal intervention.
4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.
9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable on close inspection. Document any intervention for future reference.
10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
11. Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.

Section 4.3.7 *Interior Features* of the Standards and Guidelines should be used to guide work proposed within the Union Station Headhouse related to the installation of 'Stair M', 'Stair N', retention of 'Elevator 13' and installation of 'Elevator E3'. Guidelines of note from this section include:

Guidelines for Interior Features (Section 4.3.7) (Parks Canada 2011: 167)

1. Understanding interior features and how they contribute to the heritage value of the historic building.
2. Understanding the properties and characteristics of interior features as well as changes and previous maintenance practices; for example, investigating the reconfiguration of a staircase or removal of a reception counter, or testing the loading capacity of a period elevator.
6. Protecting and maintaining interior features through appropriate repairs to their functional parts and by using appropriate surface treatments, such as cleaning, rust removal, limited paint removal and reapplying protective coating systems in kind.
10. Retaining sound and repairable interior features.



13. Protecting adjacent character-defining elements from accidental damage or exposure to damaging materials during maintenance or repair work.

15. Testing proposed interventions to establish appropriate replacement materials, quality of workmanship and methodology. This can include reviewing samples, testing products, methods or assemblies, or creating a mock-up. Testing should be carried out under the same conditions as the proposed intervention.

17. Repairing interior features by using a minimal intervention approach. Such repairs might include the limited replacement in kind, or replacement with an appropriate substitute material, of irreparable or missing elements, based on physical or documentary evidence.

21. Designing, locating and installing new interior features, such as stairways, cabinetwork or fireplaces, in a manner that respects the building's heritage value.

Section 4.4.1 *Constructed Elements* and Section 4.5.4 *Concrete* of the Standards and Guidelines should be used to guide work proposed to the concrete columns with segmentally arched openings supporting the Union Station Trainshed. Guidelines of note from these sections include:

Section 4.4.1 Constructed Elements (Parks Canada 2011: 194-200)

1. Understanding the constructed element and how it contributes to the heritage value of the engineering work.

5. Assessing the overall condition of constructed elements early in the planning process so that the scope of work is based on current conditions.

7. Determining the physical condition of constructed elements or their components, including the causes of distress, damage or deterioration through investigation, analysis, monitoring and minimally invasive or non-destructive testing techniques.

14. Balancing the need to alter constructed elements to meet current safety codes and standards (to allow continued use) with the need to preserve the heritage value of the work's functionality and operation.

15. Retaining sound constructed elements or deteriorated constructed elements of engineering works that can be repaired.

18. Repairing deteriorated parts of constructed elements in a manner that is physically and visually compatible with the engineering work.

19. Protecting adjacent character-defining elements and components of constructed elements from accidental damage or exposure to damaging materials during maintenance or repair work.

28. Designing additions for a new use in a manner that is compatible with the constructed element and respects the heritage value of the engineering work.



36. Adding a new structural system to a constructed element when required for the new or continued use, in a manner that does not obscure, damage or destroy character-defining elements.

Section 4.4.1 Concrete (Parks Canada 2011: 229-233)

1. Understanding the properties and characteristics of the concrete of the historic place.
4. Cleaning concrete, only when necessary, to remove heavy soiling or graffiti. The cleaning method should be as gentle as possible to obtain satisfactory results.
7. Removing damaged or peeling paint, using the gentlest method possible before repainting.
8. Reapplying compatible paint or coatings, if necessary, that are physically and chemically compatible with the previous surface treatment, and visually compatible with the surface to which they are applied.
10. Retaining sound and repairable concrete elements that contribute to the heritage value of the historic place.
15. Sealing inactive cracks in concrete by pointing with a cementitious mortar, or injecting epoxies to prevent moisture from entering the concrete mass.
18. Replacing in kind an irreparable concrete element, based on documentary and physical evidence.
19. Applying appropriate surface treatments, such as breathable coatings, to concrete as a last resort, only if repairs, alternative design solutions, or flashings have failed to stop water penetration, and if a maintenance program is established for the coating.

6.2 Discussion of Mitigation Measures

The evaluation of mitigation measures contained in InfoSheet#5 determined that design guidelines and site plan control are appropriate mitigation measure to protect the cultural heritage value of the Union Station Complex.

6.2.1 Avoidance

Per the Collateral Agreement for the Union Station Complex, the East Teamway, east elevation of the Headhouse building exterior, Trainshed, and Moat area are protected sections of the property and require Parks Canada approval prior to alteration. Open cut excavation within the East Teamway and adjacent to the east elevation of the Headhouse building exterior is not recommended. Avoidance of these areas to conserve the heritage attributes of the property is recommended. Work in these areas should be limited to below grade.

6.2.2 Design Guidelines

Design guidelines are required to guide the proposed work within the Union Station Headhouse and to the columns supporting the Union Station Trainshed. The design of



'Stair M', 'Stair N', and 'Elevator E3' should use materials and forms that have already been implemented in other sections of Union Station concourse level. Architectural materials for the new stairs should include terrazzo flooring, granite treads, granite walls, glass panels, and curved metal handrails with a buffed steel finish (**Plate 75 to Plate 81**). The finishes of the new elevator should use finishes and design already in place in the concourse level of Union Station. New elements introduced to Union Station should be visually compatible and supportive of the existing built fabric of the building.

The proposed work underneath the Union Station Trainshed will involve the retention columns and alteration of the base of these columns to connect with new supporting columns and infrastructure below grade. The cast-in-place concrete columns with segmentally arched openings should be retained and rehabilitated as part of this work. The form of the columns and arches should be not altered and subgrade connection should be buried/concealed post-construction. The columns on the east side of Bay Street (part of the East Teamway) are in good repair and have been rehabilitated and include repairs to concrete, a protective tinted sealer, and new multi light glass panes (**Plate 82 and Plate 83**). The identical columns supporting the Trainshed over York Street likewise appear to have been recently rehabilitated and include repairs to concrete and are coated in a protective, tinted sealer (**Plate 84**). These examples should be used to direct the design, repair, and finishes to the concrete columns along Bay Street.



Plate 75: Example of existing terrazzo floors in the Union Station Headhouse concourse level in the vicinity of proposed 'Stair N'



Plate 76: Example of existing terrazzo floors in the vicinity of proposed 'Stair N'



Plate 77: Example of existing stairs leading to the concourse level in the vicinity of proposed 'Stair N'. The design and materials of existing new stairs within the Union Station Headhouse should guide the design of stairs to be added as part of the WELRT project



Plate 78: Example of curved handrail connecting to metal posts, glass partition, and granite walls

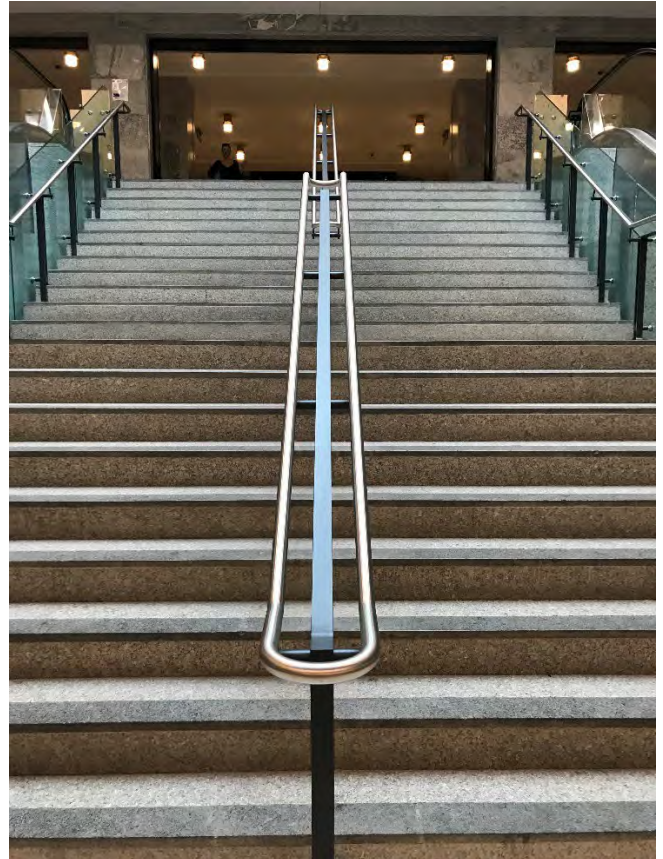


Plate 79: Example of central handrail on a new set of stairs within Union Station



Plate 80: Example of existing granite stairs in the Union Station Headhouse in the vicinity of proposed 'Stair N'

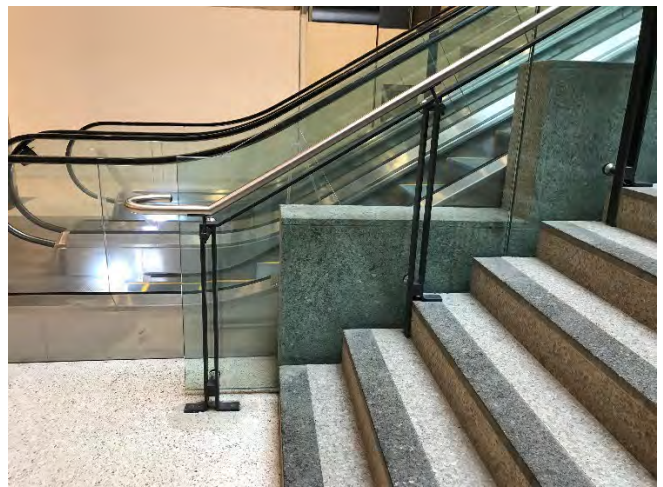


Plate 81: Profile of metal handrail, metal posts, glass partition, and stepped granite wall



Plate 82: Exterior of the concrete columns with segmentally arched openings on the east side of Bay Street (leading to the East Teamway). The columns on the east side of Bay Street are in good repair and have been coated in light grey protective sealer



Plate 83: Interior of the East Teamway showing columns and segmentally arched openings in good repair. The columns and arches have been coated in white protective sealer and the glass panes have been replaced.



Plate 84: Photo of the central columns and segmentally arched openings on York Street. The columns located in the median along York Street appear to be in good repair and have been coated in a light grey protective sealer.

6.2.3 Site Plan Control and Planning Mechanisms

The proposed work for the WELRT project is largely located below grade with the exception of the new stairs ('Stair M' and 'Stair N' and 'Elevator E3') and work to retain the existing columns supporting the Trainshed on Bay Street. To complete the demolition of the existing streetcar loop and construction of the new loop/platform, open cut construction is proposed along Bay Street from Front Street West to 40 Bay Street. Open cut construction will occur within the footprint of the Union Station Headhouse and beneath the East Teamway, and Trainshed, all heritage attributes of the Union Station Complex. Site plan controls in the form of protective barriers and notes on construction drawings should be implemented during the construction phase of the project.

6.2.3.1 Protective Barriers

Protective fencing, film, or netting should be installed around the base of the Union Station Headhouse during construction to protect the exterior of the building from accidental damage during construction. If feasible, protective film or netting should be installed around the concrete columns supporting the Union Station Trainshed to likewise protect these structural elements during construction.

6.2.3.2 Site Plan Control

The heritage status of the Union Station Complex should be noted on project drawings to communicate the status of this property to project personnel. The note should read:

"The Union Station Complex is a significant heritage property with municipal, provincial, and federal protection under the *Ontario Heritage Act* and *Historic Sites and Monuments Act*. Protected sections of the property include the station building (Headhouse), East Teamway, and



Trainshed over Bay Street. Use caution when conducting work in the vicinity of these built elements to avoid accidental damage to the Union Station Complex”.

6.2.3.3 Vibration Monitoring

Work is proposed within the Union Station Complex, including the installation of new stairs and elevator within the Headhouse and below grade work beneath the Trainshed, East Teamway, and in the vicinity of the Moat. Vibration monitoring should be carried out by a qualified geotechnical engineer. Vibration monitoring should consist of pre-construction survey, vibration monitoring during construction, and post-construction survey.



7.0 Summary of Community Engagement

In order to identify the existing heritage protections and requirements for the Union Station Complex (65-71 Front Street West), the MHSTCI, Ontario Heritage Trust, and the City of Toronto were consulted. A summary of the community engagement results is presented in **Table 5** and records of correspondence are provided in **Appendix G**.



Table 5: Summary of Community Engagement

Individuals/Groups Engaged	Method	Results	Incorporation into HIA
Yasmina Shamji, Urban Design/Heritage Planning, City of Toronto	-Email sent on December 16, 2020 -Response received on January 7, 2021	<p>Yasmina Shamji from Urban Design and Heritage Planning at the City of Toronto was initially contacted as part of the CHR prepared for the TTC WELRT project. Ms. Shamji reported that there are a number of known/protected municipal heritage properties within the CHR Study Area. These included:</p> <ul style="list-style-type: none">-40 Bay Street (Designated under Part IV and V of the <i>Ontario Heritage Act</i>)-71 Front Street West (Union Station) (Designated under Part IV and V of the <i>Ontario Heritage Act</i>)-145 Queens Quay West (Designated under Part IV of the Ontario Heritage Act)-2 Cooper Street (Intention to Designate)-1 Front Street West (Designated under Part IV and V of the Ontario Heritage Act)-61 Front Street West (Listed Heritage Property) <p>Ms. Shamji noted that property information can be found on the City of Toronto's Heritage Register Map and By-law information is available on the By-laws and Municipal Codes webpage. Information was requested on additional properties within the Union Station HCD. Ms. Shamji provided the contact information for Guy Zimmerman, Heritage Planner at the City of Toronto, and recommended that WSP contact Mr. Zimmerman regarding information related to the Union Station HCD.</p>	Levels of heritage protection for Union Station (65-71 Front Street) and nearby provincial heritage properties noted in the HIA. Guy Zimmerman contacted to obtain direction on the Union Station HCD.
Guy Zimmerman, Heritage Planner, City of Toronto	-Series of email correspondence between March 26, 2021 and July 7, 2021	Based on the recommendation of Yasmina Shamji, Guy Zimmerman, Heritage Planner with the City of Toronto, was contacted regarding properties within the Union Station HCD that are located within the TTC WELRT Study Area. Guy Zimmerman is noted as being the Heritage Planner for the Union Station HCD. Mr. Zimmerman provided HCD inventory sheets for a number of	Inventory sheets provided by Guy Zimmerman used as background information in the preparation of the CHR and this HIA. Information on the role of



Individuals/Groups Engaged	Method	Results	Incorporation into HIA
	-Online meeting on Tuesday, July 7, 2021 regarding the Gardiner Expressway, PATH system, and Bay Street Bridge	<p>individual HCD properties/landscape features within the TTC WELRT Study Area.</p> <p>Subsequent conversations with Mr. Zimmerman determined that a demolition permit was issued for the Workmen's Compensation Board Building (90 Harbour Street) in 2011 and that this building is no longer standing.</p> <p>An online meeting with Guy Zimmerman (City of Toronto), Brent Fairbairn (City of Toronto), and Heidi Schopf (WSP) was carried out on Tuesday, July 7, 2021 to discuss the role of the Gardiner Expressway, PATH System, and Bay Street Bridge in the Union Station HCD. Mr. Zimmerman discussed how the Gardiner Expressway and PATH System are contributing landscape elements of the HCD and that the public realm contributions of these resources should be considered. Ms. Schopf asked if the Bay Street Bridge (supporting the Union Station Trainshed over Bay Street) had heritage significance in its own right since this substructure was not noted as a heritage resource on the municipal register or by the MHSTCI and OHT. Mr. Zimmerman expressed that Union Station is run by Parks Canada and that this federal agency will have direction regarding the heritage status of individual components of the Union Station complex. Mr. Zimmerman suggested that Parks Canada and Metrolinx have previous cultural heritage studies that may be of relevance to the current Study Area.</p>	<p>Parks Canada and Metrolinx used to expand the community engagement strategy for this HIA.</p>
Kevin DeMille, Natural Heritage Coordinator, Ontario Heritage Trust	-Emails sent on December 16, 2020, March 25, 2021, April 8, 2021, and July 8, 2021	Kevin DeMille, Natural Heritage Coordinator with the Ontario Heritage Trust was initially contacted as part of the CHR prepared for the TTC WELRT project. Mr. DeMille reported that the Ontario Heritage Trust does not have any conservation easements or Trust-owned properties within the WELRT Study Area. Mr. DeMille recommended reviewing the Ontario Heritage Trust's	Heritage protections noted by Kevin DeMille were incorporated into the CHR and this HIA. By-laws provided by Mr. DeMille were reviewed. Contact



Individuals/Groups Engaged	Method	Results	Incorporation into HIA
	-Responses received on March 26, 2021, April 14, 2021, and July 13, 2021	<p>Plaques Database and Ontario Heritage Act register to obtain information on municipal/local heritage properties in the Study Area. Mr. DeMille further recommended direct communication with the City of Toronto regarding listed and designated municipal heritage properties.</p> <p>Kevin DeMille was subsequently contacted on April 8, 2021 and July 8, 2021 regarding three properties within the Study Area, including Union Station (65-71 Front Street West), the Dominion Public Building (1 Front Street West), and the Postal Delivery Building (40 Bay Street). Mr. DeMille provided the designation By-laws for these properties and also noted that Union Station (65-71 Front Street West) is a National Historic Site. Mr. DeMille recommended consultation with Parks Canada given the federal status of this property. Mr. DeMille subsequently provided the contact information for Kirushanth Gnanachandran with Parks Canada at the request of WSP.</p>	information for Kirushanth Gnanachandran at Parks Canada was used to consult this agency as part of the community engagement completed for this HIA.
Karla Barboza, (A) Team Lead, MHSTCI	-Email sent on December 16, 2020 -Email response received on December 17, 2020 -Email sent on April 8, 2021	Karla Barboza, Acting Team Lead for Heritage at the MHSTCI was initially contacted as part of the CHR prepared for the TTC WELRT project. Karla reported that there were no properties designated by the Minister in the TTC WELRT Study Area. Ms. Barboza did identify that Union Station is a Provincial Heritage Property of Provincial Significance. She also noted that there are two nearby provincial heritage properties including the Union Station Rail Corridor (USRC) Interlocking Tower – Scott Street (Provincial Heritage Property of Provincial Significance) and Yonge Street Railway Bridge (Provincial Heritage Property – Local Significance). Ms. Barboza also noted that Strategic Conservation Plans (SCP) have not been prepared for Union Station (65-71 Front Street), the USRC Interlocking Tower-Scott Street, or the Yonge Street Bridge. Ms. Barboza noted that lands	Levels of heritage protection for Union Station (65-71 Front Street) and nearby provincial heritage properties noted in the HIA. Direction regarding obligations of prescribed public bodies under the Standards and Guidelines for the Conservation of Provincial Heritage Properties noted and used



Individuals/Groups Engaged	Method	Results	Incorporation into HIA
		<p>owned or controlled by an Ontario Ministry or Prescribed Public Body on behalf of the Crown may have responsibilities under the Standards and Guidelines for the Conservation of Provincial Heritage Properties (MTC 2010).</p> <p>Communication with Karla Barboza continued in April 2021 when WSP contacted her to request input on the HIAs being prepared for this project. Ms. Barboza requested to review the CHR before providing input on the HIAs.</p>	to guide the preparation of HIAs.
Laura Hatcher, Heritage Planner, MHSTCI	-Response received on December 18, 2020	As part of the ongoing communication with Karla Barboza outlined above, Laura Hatcher, Heritage Planner, at the MHSTCI provided the Statements of Cultural Heritage Value (SCHV) for Union Station (65-71 Front Street), the URSC Scott Street Interlocking Tower, and the Yonge Street Bridge. All three SCHV had been approved by the Metrolinx Heritage Committee.	SCHV for Union Station (65-71 Front Street) used to form WSP's understanding of the Union Station property.
Kirushanth Gnanachandran Project Coordinator, Rouge National Urban Park Parks Canada/Government of Canada	-Email sent on July 13, 2021 -Response received on July 14, 2021	An email was sent to Kirushanth Gnanachandran from Parks Canada on July 13, 2021 to request background information on Union Station (65-71 Front Street West) and the Dominion Public Building (1 Front Street West). A response was received on July 14, 2021 to notify WSP that the information gathering request had been passed on to others at FHBRO and the Cultural Resource Management group. To date, responses to fulfill the information gathering request have not been received.	n/a
Blair Philpott Acting Cultural Resource Management Advisor, Parks Canada Agency	-Email received on July 26, 2021	Blair Philpott reported that the Dominion Public Building is no longer a Federal Heritage Building. Public Service and Procurement Canada (PSPC) disposed of the property to Canada Lands Company in 2017. In addition, Blair Philpott identified that Shelley Bruce could advice on the Union Station National Historic	Heritage status of the Dominion Public Building updated to note that it is no longer a Federal Heritage building under FHBRO. Email sent to



Individuals/Groups Engaged	Method	Results	Incorporation into HIA
		Site. WSP send a subsequent email to Shelley Bruce on July 26, 2021.	Shelley Bruce to follow up on Union Station background information.
Shelley Bruce Built Heritage Advisor, Indigenous Affairs and Cultural Heritage Directorate Parks Canada/Government of Canada	-Email sent on July 26, 2021 -Response received on July 28, 2021	Shelley Bruce provided background information and supporting documents for Union Station. Both the Easement Agreement (Parks Canada 2000) and Collateral Agreement (2006) were summarized and it was reiterated that these agreements capture the relationship between Parks Canada (Approval Authority) and the two owners of the Union Station Complex (City of Toronto and GO/Metrolinx). Shelley Bruce also noted that the Collateral Agreement contains a series of white/grey drawings that identify which areas have heritage value (white areas) vs which areas do not (grey areas). Shelley Bruce also provided the Commemorative Integrity Statement (2002) and Historic Sites and Monuments Board of Canada Heritage Railway Stations Report. The background information contained in these reports was used to generally inform the preparation of this report.	Notes on areas with heritage value (white areas) and areas with no heritage value (grey areas) used to inform analysis, impact assessment, and mitigation measures. Background reports used to expand understanding of the Union Station Complex. Information regarding the role of Parks Canada (Approval Authority) and property owners (City of Toronto and GO/Metrolinx) used to inform Approvals/Permits required for the Union Station Complex.
Dan Beare, Metrolinx	-Email sent on July 13, 2021	To date, a response from Dan Beare at Metrolinx has not been received.	n/a
Tamkin Naghshbandi, Metrolinx	-Email sent on July 13, 2021 -Email response received on	Tamkin Naghshbandi from Metrolinx has contacted to gather background information and guidance on the Union Station Complex. Information provided included: -Statement of Cultural Heritage Value for Union Station Complex (2016)	Background information incorporated into HIA. Permits and Approvals section added to capture the approval process



Individuals/Groups Engaged	Method	Results	Incorporation into HIA
	July 16, 2021 and Jul 28, 2021	<ul style="list-style-type: none">-Heritage Statement Report, Union Station Complex (2016)-Union Station Electrification Heritage Impact Assessment (2017)-Heritage Easement Agreement (2006)-Standards and Guidelines for the Conservation of Provincial Heritage Properties (2010) <p>It was noted that Union Station is owned by a number of parties and that the properties is a Provincial Heritage Property of Provincial Significance and is subject to a Heritage Easement Agreement between the Toronto Terminals Railway Company Limited and the City of Toronto and a Collateral Agreement between Parks Canada (Approval Authority), the City of Toronto, and Great Toronto Transit Authority (GO Transit, now Metrolinx). It was also noted that Union Station has additional heritage recognitions and agreements, including:</p> <ul style="list-style-type: none">-under the <i>Heritage Railway Stations Protection Act</i> a heritage railway station designation in 1989 with a heritage character statement in 1992, and statement of significance in 2007;-under the <i>Historic Sites and Monuments Act</i> a national historic site designation in 1975 with a commemorative integrity statement in 2002, and statement of significance in 2006;-under the <i>Ontario Heritage Act</i> a Part IV designation in 2005 with reasons for designation; and-under the <i>Ontario Heritage Act</i> a Part V designation in 2006 with a heritage conservation district plan. <p>WSP also asked for Metrolinx to confirm the full property boundaries of the Union Station Complex and whether Metrolinx has any ownership over 40 Bay Street. Tamkin Naghshbandi has confirmed that Metrolinx is seeking clarification on these items and will follow up with WSP once this information is available.</p>	required for the Union Station Complex.



8.0 Permits and Approvals

8.1 Municipal Approvals

The Union Station Complex is individually designated under Part IV of the *Ontario Heritage Act* and under Part V of the *Ontario Heritage Act* as part of the Union Station HCD. Per the City of Toronto [Heritage Permit Guide](#), heritage permits may be required where alterations are proposed to individually designated properties or properties that fall within an HCD. The requirement to obtain a City of Toronto Heritage Permit for the proposed WELRT should be confirmed with the City of Toronto by submitting this report to Heritage Preservation Service for review and comment.

8.2 Provincial Approvals

As a Provincial Heritage Property of Provincial Significance, the consent of the Minister of the MHSTCI is required prior to removing or demolishing buildings or structures on the Union Station property, or before transferring the property from provincial control. Presently, no removal, demolition or transfer of the Union Station Complex is proposed. Accordingly, Minister's Consent does not appear to be required for the proposed work. Requirements for provincial approvals for the Union Station Complex should be confirmed by submitting this report to the MHSTCI for review and comment.

8.3 Federal Approvals

Alterations to the Union Station Complex are subject to the Collateral Agreement between Parks Canada, the City of Toronto, and the Greater Toronto Transit Authority ("GO Transit [now Metrolinx]"). The full Collateral Agreement is provided in **Appendix D**.

Regarding the proposed WELRT work, WSP makes the following observations:

- 1) Interior alterations in the concourse level of the east block are exempt from Parks Canada approval per the Collateral Agreement (Parks Canada 2006: Drawing No. 1 and Drawing No. 5). Alterations in these areas shall not negatively impact the historical and architectural character of protected sections of the Union Station Complex and alterations must follow the design guidelines contained within the Collateral Agreement. While Parks Canada approval is not required for alterations this area, materials outlining the proposed work (i.e. this HIA, project drawings and specifications) must be circulated to Parks Canada for review and comment prior to the commencement of work. The purpose of circulating this material to Parks Canada is to ensure that design guidelines for the Union Station Complex are being followed that no negative impacts to heritage attributes are planned. Interior alterations that do not appear to require Parks Canada Approval include:
 - a. Installation of 'Stair N' and retention of 'Elevator 13' in the concourse level of the east block
 - b. Installation of 'Stair M' and installation of 'Elevator E3' in the Bay Concourse at the rear of the building
- 2) Exterior alterations to the Union Station Complex within the East Teamway and to the Headhouse building exterior require approval by Parks Canada per the



Collateral Agreement (Parks Canada 2006: Drawing No. 1 and Drawing No. 5). If avoidance of these areas is not feasible for the proposed WELRT work, then approval from Parks Canada per the Heritage Approval Process outlined in the Collateral Agreement is required (see **Appendix D**).



9.0 Recommendations

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 Heritage Impact Assessment (HIA) for the Union Station Complex (65-71 Front Street West) in support of the WELRT. This HIA represents one deliverable to support program delivery. This HIA is being carried out under the Transit Project Assessment Process (TPAP) and was prepared in accordance with the MHSTCI guidance document titled *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (MHSTCI 2017).

The purpose of this HIA is to establish the Statement of Cultural Heritage Value the Union Station Complex, assess the existing conditions of the property, describe the purpose of the proposed activity, complete an impact assessment and outline considered alternatives and mitigation measures, provide a summary of community engagement, and development recommendations for the conservation of the property.

Based on the above, the following recommendations are made:

2) Avoidance:

- a. Per the Collateral Agreement for the Union Station Complex, the East Teamway, east elevation of the Headhouse building exterior, and Moat area are protected sections of the property and require Parks Canada approval prior to alteration. Open cut excavation within the East Teamway and adjacent to the east elevation of the Headhouse building exterior is not recommended. Avoidance of these areas to conserve the heritage attributes of the property is recommended. Work in these areas should be limited to below grade.

3) Design Guidelines:

- a. Direct adverse impacts are anticipated to the Union Station Headhouse due to the construction of new stairs ('Stair M' and 'Stair N') and a new elevator ('Elevator E3') within the concourse level of the Headhouse. The design of 'Stair M', 'Stair N', and 'Elevator E3' should use materials and forms that have already been implemented in other sections of Union Station concourse level. Architectural materials for the new stairs should include terrazzo flooring, granite treads, granite walls, glass panels, and



curved metal handrails with a buffed steel finish. Interior elements introduced to the interior of the Union Station Headhouse should be visually compatible and support the existing architectural finished of the concourse level.

- b. Direct adverse impacts are anticipated to the columns supporting the Union Station Trainshed over Bay Street. The cast-in-place concrete columns with segmentally arched openings should be retained and rehabilitated as part of this work. The form of the columns and arches should be not altered and subgrade connection should be buried/concealed post-construction. The columns on the east side of Bay Street (part of the East Teamway) and identical columns supporting the Trainshed over York Street are in good repair and should be used as examples to direct the design, repair, and finishes to the columns along Bay Street.

4) Site Plan Control and Planning Mechanisms:

- a. Open cut excavation, demolition of the existing streetcar loop, and construction of the new streetcar loop/station platform is proposed within the Bay Street right-of-way, and within the Union Station Complex, including within the Headhouse and beneath the Moat area and Trainshed. Protective fencing, film, or netting should be installed around the base of the Union Station Headhouse during construction to protect the exterior of the building from accidental damage during construction. If feasible, protective file or netting should be installed around the concrete columns supporting the Union Station Trainshed to likewise protect these structural elements during construction.

- b. The heritage status of the Union Station Complex should be noted on project drawings to communicate the status of this property to project personnel. The note should read:

“The Union Station Complex is a significant heritage property with municipal, provincial, and federal protection under the Ontario Heritage Act and Historic Sites and Monuments Act. Protected sections of the property include the station building (Headhouse), Moat, and Trainshed over Bay Street. Use caution when conducting work in the vicinity of these built elements to avoid accidental damage to the Union Station Complex”.

- c. Work is proposed within the Union Station Complex, including the installation of new stairs and elevator within the Headhouse and below grade work beneath the Trainshed and in the vicinity of the Moat. Vibration monitoring should be carried out by a qualified geotechnical engineer. Vibration monitoring should consist of pre-construction survey, vibration monitoring during construction, and post-construction survey.

5) Approvals and Permits: The Union Station Complex has federal, provincial, and municipal heritage protection and is subject to a Collateral Agreement between Parks Canada, the City of Toronto, and Metrolinx (formerly GO Transit). The



Heritage Approval Process contained in the Collateral Agreement between the City of Toronto and Parks Canada must be followed and this HIA must be submitted to the following agencies for review:

- a. City of Toronto Heritage Preservation Services
- b. MHSTCI
- c. Metrolinx
- d. Parks Canada

The above recommendations were 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.



10.0 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 H.



11.0 Closure

This report was prepared for the exclusive use of the TTC and is intended to provide Heritage Impact Assessment for the Union Station Complex (the Study Area). The Study Area includes the block bounded by Front Street West on the north, the east side of Bay Street, the west side of York Street, and the rail line on the south. .

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,
a Division of WSP Canada**

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12.0 References Cited

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Metrolinx

n.d. *Metrolinx Heritage Committee – Statement of Cultural Heritage Value, Union Station, Toronto*. Document on file at WSP.

Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)

2017 *Standards and Guidelines for Conservation of Provincial Heritage Properties – Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties*. Ontario Ministry of Tourism, Culture and Sport, Toronto.

2019 *MHSTCI Sample Tables and Language for “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*. On file at WSP.



Parks Canada

- 2000 *Easement Agreement between Parks Canada and the City of Toronto.* Document on file at WSP.
- 2002 *Toronto Union Station National Historic Site of Canada, Commemorative Integrity Statement.* Document on file at WSP.
- 2006 *Collateral Agreement between Parks Canada, the City of Toronto, and Greater Toronto Transit Authority.* Document on file at WSP.

Appendix A: Statement of Cultural Heritage Value for the Union Station Complex



A Division of METROLINX
Une Division de METROLINX

Metrolinx Heritage Committee – Statement of Cultural Heritage Value

Property Name: Union Station, Toronto

Description of property:

The 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.

Currently, the Union Station Complex serves as the hub for national, provincial, urban and inter-city passenger transportation.

Cultural Heritage Value:

The Union Station Complex is of cultural heritage value or interest for its historical, design and contextual values.

Historical Values

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. 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.

Design Values

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 (Front Street), plainer east (Bay Street) and west (York Street) facades, and unadorned rear façade.

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.

Contextual Values

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.

Heritage Attributes:

The heritage attributes essential to the cultural heritage values of the Union Station Complex are:
Design and Physical Value

As a rare and representative example of Beaux-Arts the property contains the following attributes:

- 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:
 - 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:
 - tripartite divisions of base, column and entablature
 - 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:
 - 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

- 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

As a representative train station and transportation hub the property contains the following attributes:

- 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.

Historical and Associative Value

- 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

Contextual Value

- 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

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 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).

Appendix B: Commemorative Integrity Statement

TORONTO UNION STATION
NATIONAL HISTORIC SITE of CANADA
COMMEMORATIVE INTEGRITY STATEMENT

APPROVED BY:


City of Toronto

Rita Davies

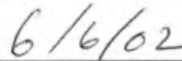
Managing Director of Culture
Culture Division, EDCT


Date



Christina Cameron

Director General

National Historic Sites Directorate
Parks Canada Agency


Date

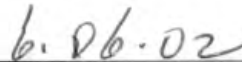


Ross Thomson

Field Unit Superintendent

Ontario Southwest

Parks Canada Agency

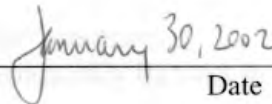


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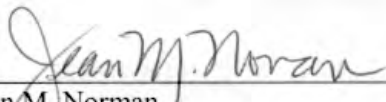
GREATER TORONTO TRANSIT AUTHORITY


Gary McNeil

Managing Director and Chief Executive Officer

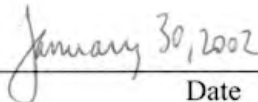


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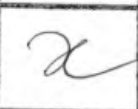


Jean M. Norman

Secretary



Date

APPROVED FOR EXECUTION



EXECUTION AUTHORIZED BY

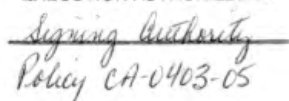

Policy CA-0403-05

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TORONTO UNION STATION NATIONAL HISTORIC SITE of CANADA

COMMEMORATIVE INTEGRITY STATEMENT

1.0 INTRODUCTION

1.1 Overview

Toronto's Union Station occupies the south side of Front Street, from Bay to York Street. It is the largest of the great metropolitan railway stations built in Canada in the first decades of the twentieth century. Together with its near neighbours, the Royal York Hotel and the Dominion Public Building, it marks out the precinct of monumental structures that is the legacy of Toronto's experiment with the City Beautiful movement. Like many others of its kind in North America, Union Station expresses the grand architectural style of the Parisian *École des Beaux Arts*, while incorporating explicit Canadian themes in its decorative motifs. The successful use of monumental design, classical detailing, and formal setting makes it one of the most outstanding examples of Beaux-Arts railway architecture in Canada.

Since 1927 Union Station has served as the city's principal passenger depot for inter-urban and commuter trains. In that time it has withstood the ravages of time, heavy use, at least one fire and the threat of demolition, to be designated a national historic site of Canada in 1975. The station is now owned by the City of Toronto, and it continues to serve its historic function as a major urban transportation facility. Union Station is familiar to travellers from all over the country and to generations of Torontonians it has been the gateway to their city.

1.2 National Historic Site Objectives

The National Historic Sites Policy sets out the following objectives:

To foster knowledge and appreciation of Canada's past through a national program of historical commemoration.

To ensure the commemorative integrity of national historic sites administered by Parks Canada, by protecting and presenting them for the benefit, education and enjoyment of this and future generations, in a manner that respects the significant and irreplaceable legacy represented by these places and their associated resources.

To encourage and support the protection and presentation by others of places of

national historic significance that are not administered by Parks Canada.

1.3 Definition and Purpose of Commemorative Integrity

The term commemorative integrity is used to describe the health or wholeness of a national historic site. A national historic site possesses commemorative integrity when:

the resources that symbolize or represent its importance are not impaired or under threat;

the reasons for the site's national historic significance are effectively communicated to the public;

the site's heritage values are respected by all whose decisions or actions affect the site.

2.0 DESIGNATION AND CONTEXT

2.1 Designation

In June 1975 the Historic Sites and Monuments Board of Canada recommended to the Minister responsible for Parks Canada, *that Windsor Station in Montreal and Toronto Union Station are of national architectural significance and should be commemorated by plaque only.* With the Minister's approval of this recommendation, Toronto Union Station became a national historic site. In 1976 the Board approved the text for the commemorative plaque for Union Station. This plaque was unveiled in 1979, and the text reads as follows:

Conceived in 1913-14, this station was built between 1915 and 1920 to designs of Ross and Macdonald, H.G. Jones, and J.M. Lyle, but was not opened until 1927 because of problems arising from the relocation of track. It is the finest example in Canada of stations erected in the classical Beaux-Arts style during an era of expanding national rail networks and vigorous urban growth. Its sweeping facade and imposing Great Hall exhibit characteristics of the Beaux-Arts movement.

2.2 Commemorative Intent

2.2.1 Definition of Commemorative Intent

Commemorative intent refers specifically to the reasons for a site's national historic significance. It is determined from the recommendation by the Historic Sites and Monuments Board of Canada, approved by the Minister. The question as to why a place has been designated a national historic site is answered in a *Statement of Commemorative Intent*.

2.2.2. Statement of Commemorative Intent:

The Toronto Union Station was designated a national historic site in 1975. The reason for its national significance, as derived from the 1976 plaque inscription, is: *it is the finest example in Canada of stations erected in the classical Beaux-Arts style during an era of expanding national rail networks and vigorous urban growth.*

2.3 Designated Place

2.3.1 Definition of Designated Place

The *Historic Sites and Monuments Act* empowers the Minister to commemorate historic places. The Act defines *historic place* as a site, building or other place of national historic interest or significance, and includes buildings or structures that are of national interest by reasons of age or architectural design. A place so designated by the Minister on the recommendation of the Board, is commonly referred to as a national historic site. Information on what constitutes the designated place of a particular national historic site is drawn from the Board's written conclusions, in the minutes of its deliberations. The designated place is a geographically definable location which is circumscribed by boundaries.

2.3.2 Description of the Designated Place

At Toronto Union Station National Historic Site, the designated place encompasses those structures which constitute the railway station: specifically the main station building (headhouse) and attached train sheds with the connecting passenger concourses, the exterior moat and driveway, the north-south teamways on the east side of York Street and the west side of Bay Street, and the railway platforms.

2.4 Historical and Geographical Context

Union Station was so called because it provided facilities for more than one railway. It was built for the Toronto Terminals Railway Company, incorporated 13 July 1906, a wholly owned subsidiary of Grand Trunk Railway and Canadian Pacific Limited. Inscriptions over the main entrance to the station include Canadian Pacific Railway and Grand Trunk Railway, and the date Anno Domini MCMXIX. By the time construction was completed in 1927, the Grand Trunk Railway had become part of Canadian National Railways.

Railway passenger service had begun in Toronto in 1853. Two years later the Grand Trunk arrived and built a station at Bay and Front Streets. At various times it shared this facility with other railways, most of which it absorbed, until the need for a larger station led to the

construction in 1873 of a new one west of York Street. In 1887 Canadian Pacific entered Toronto, built improved freight and engine facilities on the waterfront, and placed its passenger terminal in the Grand Trunk's station. This first Toronto Union Station was enlarged 1893-1895 and served until after the opening of a new Union Station in 1927.

Construction

The present Union Station owes its origins to the widely-held notion that a great city like Toronto deserved better railway facilities, and to the devastating fire of 1904, which left much of the old waterfront in ruins. Even before the fire the railways themselves had disrupted the early nineteenth century relationship between Toronto and its harbour. The city had been very much a part of this process, as the business elite saw railways as inseparable from progress. The Esplanade, a thoroughfare that had overlooked the harbour since 1818, was virtually surrendered to the Grand Trunk Railway, and replaced by a jungle of tracks and level crossings. Despite its enlarged size, the old Union Station was seen as inadequate and inefficient. Once again the city took the initiative, assumed title to the properties destroyed by the fire, and negotiated an agreement with the railways. This agreement spelled out the necessity of separate grade levels between trackage and the streets, the location of a new Union Station between York and Bay Streets, and the essentials of a long-term lease of the city's land.

Despite this agreement, and the incorporation of the jointly-owned Toronto Terminal Railway Company, the way ahead was far from smooth. The design and construction of the new station building proceeded in the face of wartime shortages of materials and labour. Plans were approved in April 1914, and in September of that year preliminary site work began. Exterior walls and columns were completed by 1918. In 1920 the railway company offices were ready for occupation, as was the Post Office Department's space in the east wing. What was missing, however, was the essence of a railway station – passenger access to the trains. The design and construction of the passenger concourses and train sheds still awaited resolution of the grade separation problem.

Canadian Pacific was a reluctant partner. The grade separation scheme of 1909 threatened the company's existing yard facilities. The development of North Toronto station, operated jointly with the Canadian Northern, began to divert Canadian Pacific traffic away from the waterfront. The Toronto Harbour Commission, created in 1911, also intervened in the project, leading to a modified scheme being approved by the Board of Railway Commissioners in 1913. The heart of this project would be the construction of a concrete and earth-fill viaduct the length of the Esplanade, with subways at intervals to accommodate intersecting streets. The scale of this work was to be enormous. Final agreement on design revisions, and on cost sharing between the city and the railways, was only achieved in 1924.

The 1924 agreement opened the way for the construction of the new station's passenger concourses and platforms. Work on the interior of half the concourses was completed in July 1927, and the new Union Station was opened officially by the Prince of Wales on 6 August. The following Thursday baggage, equipment and staff moved over from old Union Station, and the new facility was opened to the public. Access to trains, however, was only available at the old

station platforms, to which passengers had to pick their way until traffic could be transferred onto the new viaduct in stages. Six elevated tracks serving the new station were completed in December 1929, and train service commenced with due ceremony at the end of January 1930. The remaining half of the concourses was completed and placed in service in December. The design of the concourses and train sheds permitted through-track (as opposed to stub-track) operation, as old Union Station had done before. New Union Station became operationally complete in August 1931, with the installation of its elaborate interlocking and signalling system.

The Building

The Toronto Terminals Railway company assembled an impressive architectural team including the Montreal architectural firm of Ross and Macdonald, CPR architect Hugh G. Jones, and the well-known Toronto architect John Lyle. Together they designed and built the largest and most elaborate of the Beaux-Arts railway stations in Canada. Its imposing facade stretches 752 feet along Front Street and culminates in a central entry porch fronted by giant columns with what appears to be almost a separate structure rising up behind the entablature. On either side of the central colonnade, three-storey wings punctuated with fourteen bays of severely delineated fenestration terminate in corner pavilions.

The sense of spectacle invoked by the facade is continued on the interior where passengers enter into a monumental ticket lobby whose lavish decor includes Tennessee marble floors, walls faced with exotic Zumbro stone under a two-storey high vaulted ceiling decorated with coffered tiles. Giant arched windows based on those of Roman baths flood the interior with diffused light. From this Great Hall, passengers could progress directly to the train platforms through a subterranean concourse projecting southward under the platforms or move laterally to waiting rooms or offices. The rare through-track arrangement runs parallel to the axis of the main station building. The tracks are sheltered by large, attached Bush train sheds designed by A.R. Ketterson.

3.0 RESOURCES THAT SYMBOLIZE OR REPRESENT THE NATIONAL HISTORIC SIGNIFICANCE OF TORONTO UNION STATION

This section of the commemorative integrity statement contains details on the resources - the whole and the parts of the whole - which are directly related to the reasons for designation. These resources have been assigned the highest level of historic value and are referred to as level 1 cultural resources. For Toronto Union Station these resources consist of the Designated Place (as described above in Section 2.3.3). A description of its historic values is included, relating them to the site as a whole as well as certain component parts with particular architectural qualities or design roles which reflect and sustain the Beaux-Arts design. These values may be symbolic or associative as well as physical. In order to provide guidance for the management of the site, and to ensure that the level 1 resources are not impaired or under threat, an outline of the conditions necessary to achieve this state is included as well.

3.1 Designated Place

As described in Section 2.3.2, the designated place is a railway station. It is, however, no ordinary station, but *the finest example in Canada of stations erected in the classical Beaux-Arts style*. Certain architectural attributes create that distinction, in addition to its associated history, and these constitute its historic values.

3.2 Historic Values of the Designated Place

" *Monumentality of massing* - the structure is organized around a central, double height interior Ticket Lobby (the Great Hall), expressed on the exterior by a giant colonnade and raised central attic framed by sweeping lateral wings and corner pavilions. This monumental aspect is reinforced by the moat, or sunken drive, and its parapet wall, which provide a visual separation from the foreground, making the long front facade appears to rise from below.

Legibility of plan - the rational approach to planning associated with the Beaux-Arts style is expressed on the exterior by the alignment of the central colonnade and raised central attic with the central Great Hall.

Axial planning - the symmetrical layout of kinetic spaces and the resulting circulation patterns proceeds axially, with the primary traffic corridor progressing through the central giant colonnade, into and through the Great Hall, and directly toward the train sheds and platforms in the rear. Secondary traffic patterns extend laterally into the wings.

Processional experience - the transition from the exterior forecourt, through the colonnade and main entrance, and into the Great Hall, is designed to inspire a sense of the grandeur of the surroundings.

Classical vocabulary - the formality and enduring quality of the station is underscored by the use of an architectural vocabulary consisting of structural and decorative elements that take classical form, one of the prominent characteristics of the Beaux-Arts style. These elements include the columns in classical orders and formal architraves which characterize the front facade and main entry; and the large arched openings, the deliberate introduction of natural light from above, the barrel-vaulted ceiling, patterned stone floor and inscribed frieze of the Great Hall, as well as coffering and other classical detailing, including fittings, fixtures and hardware.

Materials - the classical origins of the station's Beaux-Arts design are recalled by the use of such materials as marble, bronze, limestone, Guastavino tiles and translucent glass, which further reinforce the symbolism and monumentality of the building by providing a sense of enduring quality and importance.

Landmark quality - the Beaux-Arts emphasis on an axially designed setting, with

its focus on *a central, monumental structure* is clearly demonstrated by Union Station's striking domination of the entire city block between York and Bay Streets. *The forecourt, or set-back from Front Street, and the attempt to frame the station with complementary architecture* such as the neighbouring Dominion Public Building, create a formal setting which accentuates Union Station's identity as a major public monument.

Associated history - the station speaks strongly to the era of vigorous, planned growth, an era in which railways were expanding and the city of Toronto was becoming a modern metropolis.

3.3 Objectives

The designated place will not be impaired or under threat when:

the cultural resources and their associated values are respected;

the cultural resources and their associated values are not lost or impaired from natural processes within or outside the site, nor are they lost, impaired or threatened from human actions within or outside the site;

management decisions are based on adequate and sound information and are made in accordance with the principles and practice of cultural resource management;

adaptations, alterations and other interventions to the designated place to accommodate new and evolving uses, functional layout, or circulation patterns are designed and implemented in a manner that is sensitive to the coherence of the original design and ensures the legibility of new work;

the formal setting of Toronto Union Station continues to be sustained by the open forecourt (the set-back from Front Street), access to natural light, and the visual relationship with nearby complementary buildings;

Toronto Union Station continues to serve a public purpose, its principal common spaces remain publically accessible, and the clarity of function and orientation of these spaces are sustained and reinforced;

the axial plan is reflected in the primary internal traffic corridors;

the historic values of the designated place are communicated to station users, visitors and the general public.

4.0 MESSAGES OF NATIONAL SIGNIFICANCE

The achievement of commemorative integrity requires the effective communication to the public of the reasons for Toronto Union Station's national historic significance. These reasons are derived from the Statement of Commemorative Intent (see Section 2.2.2 above), and to facilitate effective communication they are embodied as messages of the highest level of priority.

4.1 Messages of National Significance

" *Toronto Union Station is the finest example in Canada of stations erected in the classical Beaux-Arts style.*

Toronto Union Station reflects an era of expanding national rail networks and vigorous urban growth.

4.2 Context Messages

Context messages are included with each message of national significance where they are needed to understand the reason for the national significance of the site. While context messages are essential to understanding the reasons for the national significance of the site, they are not themselves messages of national significance.

The classical Beaux-Arts style is named for *l'École des Beaux-Arts* in Paris, where architects were taught to seek logic, harmony and uniformity in their designs. It is characterized by the use of forms and decorative elements derived from classical antiquity, deliberate siting and orientation, and massive scale.

Toronto Union Station was planned, and its construction commenced, during the first decade and a half of the 20th century, a time when two new transcontinental railways were built in Canada as well as many miles of branch lines. Economic expansion and immigration also led in these years to growth in the population of Canada's cities, and to the establishment of new urban centres.

4.3 What is a National Historic Site?

Toronto Union Station is a national historic site of Canada, that is, a place designated by the Government of Canada as a site of importance to all Canadians for historical reasons.

4.4 Objectives

The reasons for Toronto Union Station's national historic significance will be effectively communicated to the public when:

they are conveyed by the overall heritage presentation experience;

station users, visitors and non-visitors who experience heritage presentation understand the reasons for the national historic significance of the site;
 the site's stewards (owners, managers and staff) understand the reasons for the its national historic significance;
 the site's Level 1 resources are maintained in a condition that reinforces and sustains the main messages, and the public understands and appreciates the design, function and origins of Toronto Union Station;
 the effective communication of messages and their understanding is monitored.

5.0 HERITAGE VALUES

5.1 Resources Not Directly Related to the Reasons for National Historic Significance

Cultural resources which are *not* of national historic significance but have historic value are described as level 2 resources. At Toronto Union Station these level 2 resources consist of components of the designated place which are not overt physical expressions of the classical Beaux-Arts architectural style, but are otherwise valued as important functional elements or characteristic design features of this large, early 20th century urban railway station.

The level 2 resources are:

- a) the east and west exterior facades of the main station building, and the teamways;

Values: the smooth stone surfaces and existing patterns of fenestration and access of the east and west facades; the utilitarian design and finishes of the teamways, characterized by the strong rhythm of the masonry colonnade, and their historic role, together with the moat, as circulation paths;

- b) the train sheds;

Values: their industrial character, defined by arched trusses spanning columns between the tracks, the cascade of end facades and pattern of smoke ducts; their functional relationship to the platforms, the through-track arrangement, and the viaduct;

- c) the arrival and departure concourses;

Values: the large open volume and symmetry of the arrival concourse, and its austere neutral finishes; the layout of the departure concourse and detailing such as shallow coffering of the plaster ceiling, light fixtures, original doors and painted directional signs;

- d) original detailing and historic features throughout the station such as the glass-floored walkway, early glazed double elevator doors with circular indicators, mail chutes, radiators, brass door fittings, marble and terrazzo stairs, the original plan

and surviving interior fabric of certain parts of the upper office floors, and extant original finishes and fittings (wood panelling, plaster ceiling detail, radiator covers, light fixtures, marble and tile floors) in the main floor office suite, washrooms and vestibule;

Values: these details and features have been part of the station building since it was constructed, exhibit a good visual quality and evidence of workmanship, and collectively enhance its heritage character

5.1.2 Objectives

These level 2 resources will not be impaired or under threat when:

the cultural resources and their associated values are respected.

management decisions are based on adequate and sound information and are made in accordance with the principles and practice of cultural resource management.

responses to changing operational needs, maintenance and functional requirements, and physical interventions, are guided by respect for historic values.

the historic values of these resources are communicated to station users, visitors and the public.

5.2 Messages not Directly Related to National Historic Significance

In addition to the messages described in Section 4.0 above, the communication of other messages is an important part of respecting the full range of heritage values associated with Toronto Union Station:

The history of rail travel as it affected Toronto, and the stories of its other railway stations, particularly Old Union Station.

The story of the architects and engineers who designed and built Toronto Union Station, in particular John M. Lyle (1872-1945), a Toronto exponent of the Beaux-Arts style.

Toronto Union Station was designated in 1989 under the *Heritage Railway Stations Protection Act*. The station is subject to a heritage easement. The owner, the City of Toronto, has assigned to the Minister of Canadian Heritage for the purposes of Parks Canada Agency, the rights and responsibilities of the Approval Authority under the easement.

5.2.1 Objectives

Effective communication of the messages not directly related to the national historic significance of Toronto Union Station will be achieved when:

- part of the heritage presentation experience conveys these messages;
- these messages and their presentation do not overwhelm or detract from the presentation and understanding of the site's national historic significance.
- station users, visitors and non-visitors who receive these messages understand them;
- the effectiveness of the communication and understanding of these messages is monitored.

5.3 Other Heritage Values

5.3.1 Toronto Union Station and the Community

This station has been an important part of Toronto life for 70 years or more, and is probably the most widely-known railway station among travellers from other parts of Canada. Union Station's website states it has served as a major transportation hub for Canada, having welcomed countless visitors and immigrants to this land and seen millions of people off on train journeys to every corner of the country. Tearful partings and joyful reunions form an integral part of its history. It has played a significant role in the maintenance of a vibrant city core. A proper Beaux-Arts monument is intended to have a beneficial impact on the community around it that goes beyond the merely utilitarian, and Union Station appears to have achieved this goal.

5.3.2 Toronto Union Station is Thematically Related to Other National Historic Sites

John Street Roundhouse (Toronto), built in 1929 west of Union Station as part of a major project to replace CPR yard and engine facilities displaced by the construction of the approach viaduct. Designated in 1990.

Union Station - Winnipeg Railway Station (Canadian National), a western example of Beaux-Arts style railway architecture. Designated in 1976.

5.3.3 The Family of National Historic Sites

Toronto Union Station is one of more than 800 national historic sites across Canada.

5.3.4 Objectives

These heritage values will be respected when:

- the World Heritage Convention's requirement that heritage should be relevant to

the community is fulfilled through a continuing relationship between the people of Toronto and Union Station that transcends the merely utilitarian;

Toronto Union Station remains a public place;

the public is aware of the thematic relationship between Toronto Union Station and the John Street Roundhouse, and with Union Station in Winnipeg, and information is made available about these designations.

Toronto Union Station's membership in the larger family of national historic sites is made known, and information about other national historic sites is provided to the public.

6.0 APPENDICES

6.1 Historic Sites and Monuments Board Minutes, and Text of the Commemorative Plaque

In June 1975, the Historic Sites and Monuments Board of Canada recommended: *that Windsor Station in Montreal and Toronto Union Station are of national architectural significance and should be commemorated by plaque only.*

In November 1976 the text for the commemorative plaque for Union Station was approved. The plaque was unveiled in 1979. The plaque text reads as follows:

Conceived in 1913-14, this station was built between 1915 and 1920 to designs of Ross and Macdonald, H.G. Jones, and J. M Lyle, but was not opened until 1927 because of problems arising from the relocation of track. It is the finest example in Canada of stations erected in the classical Beaux-Arts style during an era of expanding national rail networks and vigorous urban growth. Its sweeping facade and imposing Great Hall exhibit characteristics of the Beaux-Arts movement.

6.3 Commemorative Integrity Workshop Participants

Thirty people participated in the workshop that lead to the writing of this document.

City of Toronto

Steven Bell
Carl Benn
Angus Cranston
Rita Davies
Glenn Garwood
Denise Gendron
Anna Pace
Patty Simpson
Barbara Stock

Via Rail

Bob Jeffries
Ken Rose

Parks Canada:

Paul Couture
Yves Racine
Brian Thompson
Leslie Maitland

Toronto Region Architectural Conservancy

Edna Hudson

Toronto Preservation Board

Catherine Nasmith

Toronto Terminal Railways

Pio Mammone

Ministry of Tourism, Culture and Recreation

Melissa Gordon

Ontario Heritage Foundation

Jeremy Collins

Go Transit:

Lester Keachie

Toronto Transit Commission

Susan Reed Tanaka
Charles Wheeler

Heritage Toronto Board

Bill Greer

Consultants:

Rob Brough
David Hopper
Don Loucks
Michael McClelland
Fraser Smith
W. B. Yeo

Appendix C: Easement Agreement

Parks Canada to City of Toronto

THIS EASEMENT AGREEMENT dated as of the 30day of June, 2000.

APPROVED AS TO FORM
For H.W. OSMOND DOYLE
City Solicitor

BETWEEN:

The Toronto Terminals Railway Company Limited

(the "Owner")

OF THE FIRST PART

- and -

City of Toronto,

(the "Approval Authority")

OF THE SECOND PART

WHEREAS:

the Owner is the registered owner of certain lands and premises situated in the City of Toronto and the Province of Ontario (the "**Property**"), more particularly described in **Appendix "A"** attached hereto;

there is situate on the Property a building complex commonly known as Toronto Union Station, which is composed of a station building, a moat and teamways, and railway platforms and train sheds (hereinafter called the "**Station Complex**") more particularly described in **Appendix "B"** attached hereto;

by section 3 of the Historic Sites and Monuments Act the Toronto Union Station National Historic Site has been commemorated as a historic place that has national historic significance;

by section 37(1) of the *Ontario Heritage Act* the Council of the City of Toronto is authorized to enter into easements or covenants with owners of real property, or interests therein, for the conservation of buildings of historic or architectural value or interest;

by its adoption of Clause 9 of Report No. 2 of the Administration Committee of the City of Toronto on February 2, 3 and 4, 2000, as confirmed by By-law No. 93-2000, the Council of the City of Toronto specifically recognized heritage preservation as a key objective of the purchase of Union Station by the City of Toronto and authorized and directed City staff to execute all agreements required to complete the purchase of Union Station including a heritage easement agreement;

by section 37 of the *Ontario Heritage Act*, such covenants and easements for the conservation of buildings of historic or architectural value or interest entered into by the Council of the City of Toronto, when registered in the proper land registry office against the real property affected by them, shall run with the real property and may, whether positive or negative in nature, be enforced by the Council of the City of Toronto or its assignee against the Owner or any subsequent owners of the real

property, even where the Council of the City of Toronto or the assignee owns no land which would be accommodated or benefitted by such covenants and easements;

the Owner and the Approval Authority desire to conserve the present historical and architectural character and condition of the Property and the Station Complex as a whole, including the exterior and interior features of the Station Complex described in Appendix "B" (all of which are hereinafter called the "Heritage Elements");

The Toronto Terminals Railway Company Limited has agreed with the City of Toronto to sell, assign and transfer to the City of Toronto in part and to the Greater Toronto Transit Authority in part, certain real property and assets including the Property and the Station Complex; and

The City of Toronto and the Greater Toronto Transit Authority have agreed, upon the closing of the aforesaid transaction, to take an assignment of this Easement Agreement from and to assume the rights and liabilities of The Toronto Terminals Railway Company Limited as "Owner" under this Easement Agreement, and the City of Toronto has agreed before the transfer from The Toronto Terminals Railway Company Limited, as part of the closing of the aforesaid transaction to assign to Minister of Canadian Heritage for the purposes of the Parks Canada Agency the rights and responsibilities of the "Approval Authority" under the terms of this Easement Agreement.

to this end, the Owner and the Approval Authority desire to enter into this Easement Agreement (the "Agreement");

THE PARTIES AGREE that in consideration of the sum of TWO DOLLARS (\$2.00) of lawful money of Canada now paid by the Approval Authority to the Owner (the receipt of which is hereby acknowledged), and in consideration of the covenant and agreement of the City of Toronto and the Greater Toronto Transit Authority to assume as assignee all rights and liabilities of The Toronto Terminals Railway Company Limited as "Owner" hereunder and for other valuable consideration, and in further consideration of the granting of the easements herein and in further consideration of the mutual covenants and restrictions hereinafter set forth, the Owner and the Approval Authority agree to abide by the following covenants, easements and restrictions which shall run with the Property forever.

1. Duties Of Owner

1.1 Repairs And Alterations



The Owner shall not, except as hereinafter set forth, without the prior written approval of the Approval Authority, undertake or permit any demolition, construction, reconstruction, alteration, remodeling, or any other thing or act which would materially affect the appearance or construction of the Heritage Elements. The approval required to be obtained from the Approval Authority herein shall be deemed to have been given upon the failure of the Approval Authority to respond in writing to a written request for it within ninety (90) days of receiving such request at its address as set out in paragraph 10.1 of this Agreement. If the approval of the Approval Authority is given or deemed to be given under this paragraph, the Owner, in undertaking or permitting the construction, alteration, remodelling, or other thing

or act so approved of or deemed to be approved of, shall use materials and methods specified by the Approval Authority.

The Owner may, without the prior written approval of the Approval Authority, undertake or permit the repair or refinishing of presently existing parts or elements of the Heritage Elements damage to which has resulted from casualty, loss, deterioration, or wear and tear, provided that such repair or refinishing is not performed in a manner which would materially affect the construction or appearance of the Heritage Elements. Where such repairs or refinishings are undertaken that do not require approval of the Approval Authority because they do not materially affect the construction or appearance of the Heritage Elements, the Owner shall maintain a record of the repair which will be made available to the Approval Authority on request.

1.2 Insurance

The Owner shall at all times during the currency of this Agreement keep the building insured against normal perils that are coverable on an all risk policy basis, including fire, in an amount equal to the replacement cost of the Station Complex. The policy shall name the Approval Authority as an additional insured. The Owner shall have a form as set out in **Appendix "C"** completed and certified by its insurance company and delivered to the Approval Authority within three (3) weeks of the execution of this Agreement, and thereafter evidence satisfactory to the Approval Authority of the renewal of insurance shall be delivered to the Approval Authority at least fifteen (15) clear days before the termination thereof. If the Owner fails to so insure the Station Complex, or if any such insurance on the building is cancelled, the Approval Authority may effect such insurance as the Approval Authority reasonably deems necessary and any sum paid in so doing shall forthwith be paid by the Owner to the Approval Authority, or if not, shall be a debt owing to the Approval Authority and recoverable from the Owner by action in a court of law. All proceeds receivable by the Owner under the aforementioned insurance policy or policies on the building shall, on the written demand and in accordance with the requirements of the Approval Authority, be applied to replacement, rebuilding, restoration or repair of the building to the fullest extent possible having regard to the particular nature of the building and the cost of such work. The Owner's financial liability to replace, rebuild, restore or repair the building if it has been damaged or destroyed shall not exceed the proceeds receivable by the Owner under the aforementioned insurance policy or policies. In the event that the proceeds receivable by the Owner under the aforementioned insurance policy or policies are insufficient to effect a partial or complete restoration of the Heritage Elements, the Approval Authority shall have the privilege, but not the obligation, of contributing additional monies towards the replacement, rebuilding, restoration, or repair costs in order to effect a partial or complete restoration of the Heritage Elements provided that the Approval Authority shall notify the Owner of the Approval Authority's intention to do so within forty (40) days after receiving from the Owner (a) the written request for permission to demolish referred to in paragraph 1.3, or (b) all plans and specifications for the replacement, rebuilding, restoration or repair of the Heritage Elements as the case may be. Notwithstanding anything to the contrary contained herein, as long as the Owner is a public entity (including the Transferees as defined in Subsection 15(a)) it may elect to self-insure in lieu of obtaining any of the insurance coverages required herein, but the amount and type of insurance coverage required, and the obligations related to insurance shall remain as set out in this Agreement.

1.3 Demolition

The Owner shall notify the Approval Authority of any damage or destruction to the Station Complex within ten (10) clear days of such damage or destruction occurring. In the event that the Station Complex is damaged or destroyed and the replacement, rebuilding, restoration or repair of it is impractical because of the financial costs involved or because of the particular nature of the Station Complex, the Owner shall, in writing within forty (40) days of the giving by the Owner of notice of such damage or destruction, request written approval of the Approval Authority to demolish the Station Complex, and in the event of receiving the approval in writing of the Approval Authority, be entitled to retain any proceeds from the insurance hereinbefore mentioned and to demolish the Station Complex. Such approval shall be deemed to have been received upon failure of the Approval Authority to respond in writing to a written request for it within seventy (70) days of the receipt thereof.

1.4 Reconstruction By Owner

If the Approval Authority does not give the approval referred to in paragraph 1.3, or if the Owner has not requested the approval referred to in paragraph 1.3, the Owner shall replace, rebuild, restore or repair the Station Complex to the limit of any proceeds receivable under the aforementioned insurance policy or policies on the Station Complex and of any additional monies contributed by the Approval Authority towards the replacement, rebuilding, restoration or repair of the Heritage Elements under the provisions of paragraph 1.2 to effect a partial or complete restoration of the Station Complex. Before the commencement of such work, the Owner shall submit all plans and specifications for the replacement, rebuilding, restoration or repair of the Heritage Elements to the Approval Authority for its written approval within one hundred and thirty-five (135) days of the damage or destruction occurring to the Station Complex. A refusal by the Approval Authority to approve any plans and specifications may be based upon choice of materials, nonconforming architectural style, or any other ground or grounds which pertain to conservation of the historic and architectural value of the Station Complex, including but not limited to purely aesthetic grounds, and the determination of the Approval Authority shall be final. The Owner shall not commence or cause restorative work to be commenced on the Heritage Elements before receiving the written approval of the Approval Authority of the plans and specifications for it, and such restorative work shall be performed upon such terms and conditions as the Approval Authority may stipulate. Such approval shall be deemed to have been received upon failure of the Approval Authority to respond in writing to a written request for it within thirty (30) days of the receipt of such request by the Approval Authority. The Owner shall cause all replacement, rebuilding, restoration and repair work on the Heritage Elements to be commenced within thirty (30) days of the approval by the Approval Authority of the plans and specifications for it and to be completed within nine (9) months of commencement, or as soon as possible thereafter if factors beyond its control prevent completion within the said nine (9) months, and the Owner shall cause all such work to conform to the plans and specifications approved of and terms and conditions stipulated by the Approval Authority.

1.5 Emergencies

Notwithstanding the provisions of paragraph 1.1, it is understood and agreed that the Owner may undertake such temporary measures in respect of the Property as are:

- (a) in keeping with the intentions of this Agreement,
- (b) consistent with the conservation of the Heritage Elements, and
- (c) reasonably necessary to deal with an emergency which puts the security or integrity of the Heritage Elements at risk of damage or occupants of the Station Complex at risk of harm;

provided that the *Building Code Act* 1992, S.O. 1992, c.23 as amended or reenacted from time to time is complied with and, where time permits, the Approval Authority is consulted. In any case, the Owner shall advise the Approval Authority forthwith when it undertakes temporary measures.

1.6 Reconstruction By Approval Authority

In the event that the request to demolish the Station Complex is not submitted or is refused pursuant to the provisions of paragraph 1.3 and the Owner fails to submit plans and specifications for the replacement, rebuilding, restoration or repair of the Heritage Elements pursuant to paragraph 1.4 which are acceptable to the Approval Authority within one hundred and thirty-five (135) days of the damage or destruction occurring to the Station Complex, the Approval Authority may prepare its own set of plans and specifications for the Heritage Elements. The Owner shall have thirty (30) days from receiving a copy of such plans and specifications to notify the Approval Authority in writing that it intends to replace, rebuild, restore or repair the Heritage Elements in accordance with those plans and specifications. If the Owner does not so notify the Approval Authority within the said thirty (30) days, the Approval Authority may proceed with replacing, rebuilding, restoring or repairing the Station Complex up to the value of any insurance proceeds receivable by the Owner under the aforementioned insurance policy or policies or self-insurance and of any additional amount that the Approval Authority is prepared to contribute to effect a partial or complete restoration of the Heritage Elements. The Owner shall reimburse the Approval Authority for any expenses incurred by the Approval Authority thereby to an amount not to exceed any insurance proceeds receivable by the Owner under the aforementioned insurance policy or policies or an amount equivalent to the replacement cost of the Station Complex if the owner is a public entity that elects to self-insure.

In the event that the Approval Authority does not submit its own plans and specifications or does not proceed with replacing, rebuilding, restoring or repairing the Station Complex within ninety (90) days after it becomes so entitled, unless it is prevented from so doing by the action or omission of the Owner or any tenant or agent of the Owner, or by any other factors beyond its control, the Approval Authority's rights under this paragraph shall automatically terminate and the Owner shall be entitled to retain the proceeds receivable under the aforementioned insurance policy or policies and to demolish the Station Complex.

1.7 Maintenance Of The Station Complex

The Owner shall at all times maintain the Station Complex in as good and sound a state of repair as a prudent owner would normally do so that no deterioration in the present condition and appearance of the Heritage Elements shall take place.

1.8 Signs, Structures, Etc.

The Owner shall not erect or permit the erection on the Property or on the Station Complex any signs, storm windows, screens or awnings, television aerials or other similar objects without the prior written approval of the Approval Authority. Such approval may, in the sole discretion of the Approval Authority, only be refused for any reason related to their effect on the appearance or construction of the Heritage Elements.

It is acknowledged that, as an active transportation and commercial complex, there will be signage requirements including for occupant identification, information and direction. The parties will endeavour to establish Signage Guidelines for the Station Complex. Where Signage Guidelines are established, the Approval Authority shall base their approval or refusal on whether or not the signs are in keeping with the Signage Guidelines.

It is further acknowledged that, as an active rail transportation complex, there will be communications requirements for safe and efficient rail operations.

1.9 Activities with respect to the Property

The Owner shall not commit or permit any act of waste on the Property. With respect to the Property, the Owner shall not, except with the prior written approval of the Approval Authority,

- (a) erect or remove or permit the erection or removal of any building, sign, fence, or other structure of any type whatsoever which would affect the Heritage Elements except temporary fencing required during construction;
- (b) allow the dumping of soil, rubbish, ashes, garbage, waste or other unsightly, hazardous or offensive materials of any type or description;
- (c) allow the planting of trees, shrubs or other vegetation which would (i) affect the Heritage Elements or (ii) cause any damage to the Station Complex.

1.10 Survey Monuments

The Owner shall ensure that all legal or control survey monuments are protected and not disturbed, damaged or destroyed during construction, reconstruction, removal, replacement, inspection, relocation, repair or maintenance of the Works. Should any such monuments be disturbed, damaged or destroyed the Owner shall, at its expense, replace such monuments by a qualified Ontario Land Surveyor to the satisfaction of the Chief of Survey Section,

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secure
copy.*

1.11 Taxes and Other Charges

The Owner shall from and after the commencement date pay and discharge all taxes, including water rates, local improvements, assessments, sewer rents and all other rents, rates, assessments and charges payable in respect of the Property and shall reimburse the Approval Authority for any grants-in lieu of taxes which the Approval Authority may be required to pay for the Property.

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2. Approvals

2.1 Where any request for approval required under this Agreement is made, the Owner shall provide all materials such as drawings or specifications that are reasonably required for the Approval Authority to make its determination.

2.2 Where any request for approval required under this Agreement is made, the determination of the Approval Authority may be based upon choice of materials, architectural design, historical authenticity, or any other grounds reasonably required to conserve the historic and architectural value of the Station Complex, not limited to purely aesthetic or historical grounds, and in accordance with conservation practices as delineated in Parks Canada Cultural Management Policy principles, practices and activities.

2.3 Without limiting the discretion of the Approval Authority to determine whether to approve requests as outlined in paragraph 2.1, the Approval Authority will consider the Heritage Character Statement prepared by the Historic Sites and Monuments Board of Canada, and the Commemorative Integrity Statement prepared for the Toronto Union Station National Historic Site (both of which are contained in Appendix "D"), when making its determination.

3. Remedies Of Approval Authority

3.1 If the Approval Authority, in its sole discretion, is of the opinion that the Owner has neglected or refused to perform any of its obligations set out in this Agreement, the Approval Authority may, in addition to any of its other legal or equitable remedies, serve on the Owner a notice setting out particulars of the breach and of the Approval Authority's estimated maximum costs of remedying the breach. The Owner shall have thirty (30) days from receipt of such notice to remedy the breach or make arrangements satisfactory to the Approval Authority for remedying the breach.

If within those thirty (30) days the Owner has not remedied the breach or made arrangements satisfactory to the Approval Authority for remedying the breach, or if the Owner does not carry out the said arrangements within a reasonable period of time, of which the Approval Authority shall be the sole and final judge, the Approval Authority may enter upon the Property and may carry out the Owner's obligations and the Owner shall reimburse the Approval Authority for any expenses incurred thereby, up to the estimated maximum costs of remedying the breach set out in the aforesaid notice. Such expenses incurred by the Approval Authority shall, until paid to it by the Owner, be a debt owed by the Owner to the Approval Authority and recoverable by the Approval Authority by action in a court of law.

4. Waiver

4.1 The failure of the Approval Authority at any time to require performance by the Owner of any obligation under this Agreement shall in no way affect its right thereafter to enforce such obligation, nor shall the waiver by the Approval Authority of the performance of any obligation hereunder be taken or be held to be a waiver of the performance of the same or any other obligation hereunder at any later time. Any waiver must be in writing and signed by the Approval Authority.

5. Extension Of Time

5.1 Time shall be of the essence of this Agreement. Any time limits specified in this Agreement may be extended with the consent in writing of both the Owner and the Approval Authority, but no such extension of time shall operate or be deemed to operate as an extension of any other time limit, and time shall be deemed to remain of the essence of this Agreement notwithstanding any extension of any time limit. Any extension must be in writing and signed by the Approval Authority.

6. Use of Property

6.1 The Owner expressly reserves for itself, its heirs, executors, representatives, successors and assigns the right to use the Property for all purposes not inconsistent with this Agreement.

7. Inspection Of The Property

7.1 The Approval Authority or its representatives shall be permitted at all reasonable times to enter upon and inspect the Property and the Station Complex upon prior written notice to the Owner of at least twenty-four (24) hours.

7.2 The Owner shall ensure that reasonable public access is available to the Property and the Station Complex on a regular basis to permit viewing of the Property and the Heritage Elements.

7.3 In addition to the requirements of section 7.2, at the request of the Approval Authority or a local heritage organization, the Owner shall arrange for the Property and the Heritage Elements of the Station Complex to be open for public viewing on at least two (2) occasions during each calendar year and that reasonable prior notice of such a showing be given to the Approval Authority.

7.4 The public access provided for in 7.2 and 7.3 shall not unreasonably interfere with the operation of the Station Complex as an active railway station nor interfere with railway safety consistent with the *Railway Safety Act*, as may be amended.

8. Plaque and Publicity

8.1 The Owner agrees to allow the Approval Authority to erect a plaque on the Station Complex, in a tasteful manner and at the Owner's expense, indicating that the Approval Authority holds a conservation easement on the Property. The Owner

also agrees to allow the Approval Authority to publicize the existence of the easement.

9. Severability Of Covenants

9.1 The Owner and the Approval Authority agree that all covenants, easements and restrictions contained in this Agreement shall be severable, and that should any covenant, easement or restriction in this Agreement be declared invalid or unenforceable, the validity and enforceability of the remaining covenants, easements and restrictions shall not be affected.

10. Notice

10.1 Any notices to be given or required under this Agreement shall be in writing and sent by personal delivery, facsimile transmission ("Fax"), or by ordinary prepaid mail to the following addresses:

THE OWNER The Toronto Terminals Railway Company Limited

Superintendent of TTR
Suite 402, Union Station
65 Front Street West, Toronto
M5J 1E7

THE APPROVAL AUTHORITY

City of Toronto

Attention: City Solicitor

The parties may designate in writing to each other a change of address at any time or any change in address due to an assignment of the easement agreement. Notice by mail shall be deemed to have been received on the fourth (4th) business day after the date of mailing, and notice by personal delivery or Fax shall be deemed to have been received at the time of the delivery or transmission. In the event of an interruption in postal service, notice shall be given by personal delivery or Fax.

11. Costs

11.1 In the event that a dispute arises between the parties hereto because of this Agreement, each party shall be responsible for its own legal fees, court costs and all other similar expenses which may result from any such dispute.

12. Indemnification

12.1 The Owner shall hold the Approval Authority or its assignee harmless against and from any and all liabilities, suits, actions, proceedings, claims, causes, damages, judgments or costs whatsoever (including all costs of defending such claims) arising out of, incidental to, or in connection with any injury or damage to person or property of every nature and kind (including death resulting therefrom), occasioned by any act or omission of the Owner related to this Agreement, save and except for any such liabilities and claims for or in respect of any act, deed, matter or thing made or done by the Approval Authority, its agents or employees pursuant to paragraphs 1.6 and 3.

13. Baseline Documentation Report

13.1 When the Approval Authority has completed a report (the "**Baseline Documentation Report**") containing visual and written information relating to the condition of the Property and its heritage value, the Owner agrees to execute an acknowledgment in the Baseline Documentation Report to confirm the photographs and written information are accurate physical depictions and descriptions of the Property. Copies of the Baseline Documentation Report shall be provided by the Approval Authority to the Owner. An original copy of the Baseline Documentation Report will be filed in and may be examined at the Archives of Ontario.

14. Entirety

14.1 Except to the extent referenced in Section 15, this written Agreement embodies the entire agreement of the parties with regard to the matters dealt with herein, and no understandings or agreements, verbal, collateral or otherwise, exist between the parties except as herein expressly set out.

15. Understandings

15.1 It is understood that promptly following execution and delivery of this Agreement:

- (a) the Owner intends to transfer (the "Transfer") title to the Property in part to the City of Toronto and in part to the Greater Toronto Transit Authority (collectively, the "Transferees");
- (b) immediately prior to, and as a precondition to, the Transfer the Approval Authority shall assign this Agreement to Minister of Canadian Heritage for the purposes of the Parks Canada Agency pursuant to Subsection 37(4) of the *Ontario Heritage Act* by a separate assignment and assumption agreement in which Minister of Canadian Heritage for the purposes of the Parks Canada Agency assumes the obligations of the Approval Authority hereunder; and
- (c) concurrently with the Transfer, the Transferees shall assume the obligations of the Owner hereunder and by separate assignment and assumption agreement the Transferees shall assume, release and hold harmless The Toronto Terminals Railway Company Limited from its

obligations hereunder, in which event The Toronto Terminals Railway Company Limited (as original Owner) shall be automatically forever released from its obligations hereunder; and

- (d) promptly thereafter the Approval Authority and the Transferees shall endeavor to finalize:
 - (i) a collateral agreement to define areas or zones of the Station Complex which may not require approvals by the Approval Authority as required in this Agreement, and to use as a basis for discussion an approach similar to that in the report entitled "Toronto Union Station: Review of Heritage Zones, April 1999" prepared for the Executive Secretary, Historic Sites and Monuments Board of Canada.
 - (ii) signage guidelines and maintenance guidelines to accompany the collateral agreement.

15.2 Where a collateral agreement is reached under section 15.1(d) above, the mutual covenants and restrictions in this Agreement are only modified to the extent provided in the collateral agreement while it is in force.

Where a collateral agreement is not reached under section 15.1(d) above, this Agreement remains in full force and effect and is the entire Agreement between the Approval Authority and the Transferees as Owner. No legal or equitable remedy can be sought by the Transferees as Owner if a collateral agreement as provided for in section 15.1(d) is not reached or finalized.

16. Subsequent Instruments

16.1 Notice of these covenants, easements and restrictions shall be inserted by the Owner in any subsequent deed, lease or other legal instrument by which it transfers either the fee simple title to or its possessory interest in the whole or any part of the Property or the Station Complex.

16.2 The Owner shall immediately notify the Approval Authority in the event that it transfers either the fee simple title to or its possessory interest in the whole or any part of the Property or the Station Complex but not including leases or licences to users of space within the Station Complex.

17. Covenants To Run With The Property

17.1 This Agreement shall be registered on title to the Property by the Approval Authority and the covenants, easements and restrictions set out in it shall run with the Property and enure to the benefit of and be binding upon the parties hereto and their heirs, executors, administrators, successors and assigns as the case may be.

18. Designation by the Council of the City of Toronto

18.1 In the event that the Council of the City of Toronto designates the Station Complex as a property within the municipality that is of historic or architectural value or interest under Part IV of the *Ontario Heritage Act*, the Owner, the Approval

Authority and the City of Toronto hereby acknowledge that any approval or determination required under this Agreement shall prevail over any other form of consent or approval required.

18.2 In the event that the Council of the City of Toronto designates the Station Complex as a heritage conservation district or part of a heritage conservation district under part V of the *Ontario Heritage Act*, the Owner, the Approval Authority and the City of Toronto hereby acknowledge that any approval or determination required under this Agreement shall prevail over any other form of consent or approval required.

19. Headings

19.1 The headings in the body of this Agreement form no part of the Agreement but shall be deemed to be inserted for convenience of reference.

IN WITNESS WHEREOF the parties hereto have executed this Agreement.

SIGNED, SEALED AND DELIVERED

THE TORONTO TERMINALS RAILWAY
COMPANY LIMITED

Per: _____

Name:
Title:

Per: _____

Name:
Title:

We have authority to bind the
Corporation.

CITY OF TORONTO

*Authorized by Report No. 2(9) of the
Administration Committee adopted in
Council on the 1st, 2nd and 3rd day of
February, 2000*

Per: _____

Jeffrey A. Abrams for Novina
Wong,
City Clerk

Per: _____

A.C. Shultz for W.A. Liczyk,
Chief Financial Officer and
Treasurer

We have authority to bind the
Corporation.

APPENDIX "A"

Attached to and forming part of the Easement Agreement between The Toronto Terminals Railway Company Limited, of the First part, and City of Toronto, of the Second part, dated as of the 30th day of June, 2000.

DESCRIPTION OF THE PROPERTY

FIRSTLY (Part Freehold and Part Leasehold):

THOSE PARTS of Lots 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 25 and 26 on Registrar's Compiled Plan 12164 designated as Parts 1, 2, 5, 7, 13, 14, 15, 16, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, 29, 30, 35, 36, 37, 38, and 39 on Reference Plan 64R- 16698 City of Toronto.

SECONDLY (Freehold):

PART of Parcel Lot 9-1, Section Index Plan D-970 being part of Lot 9 on Index Plan D-970 designated as Part 57 on Reference Plan 66R- 18763 City of Toronto.

Note: Only the elements comprising the Station Complex as described in Appendix B including the platforms and trains sheds at the rear of the Station Complex building, are to be affected by the Heritage Easement Agreement. For greater certainty the lands not covered by the Heritage Easement Agreement are those lands and improvements located east of the westerly limit of Bay Street and west of the easterly limit of York Street that are not located within the facades of the train shed. When a plan has been registered on the title that depicts those lands and improvements located east of the westerly limit of Bay Street and west of the easterly limit of York Street that are not located within the facades of the train shed, then those lands will be released from this Agreement.

APPENDIX "B"

Attached to and forming part of the Easement Agreement between The Toronto Terminals Railway Company Limited, of the First part, and City of Toronto, of the Second part, dated as of the 30th day of June, 2000.

I: STATION COMPLEX

The Station Complex is composed of:

1. the station building;
2. a moat and driveway that is adjacent to Front Street; and
3. teamways running perpendicular to Front Street on the east side of York Street and the west side of Bay Street; and
4. railway platforms including the train shed running west to east at the rear of the station building;

as illustrated in the drawing set attached in this Appendix.

II: FEATURES OF STATION COMPLEX AS A WHOLE: HERITAGE ELEMENTS

The features of the Station Complex as a whole that are Heritage Elements referred to in this Agreement are:

1. The relationship between the exterior design and interior organization, characteristic of the rational approach to planning associated with the Beaux-Arts style.
2. The monumental scale and character of the Station Complex and its component parts, created by the sheer volume as well as by design details.
3. The set-back from the street that creates view planes to and from the Station Complex and the clear airspace over the Station Complex, all of which accentuates the role of the Station Complex as a major public monument.
4. The Station Complex's relationship with the grade and with adjacent roadway surfaces.
5. The functional arrangement of spaces and functions, including large public spaces and corridors to accommodate movement of a high volume of passengers through the building, and operational components and spaces including the through-track arrangement and vertical circulation to and from platform levels.

III: EXTERIOR FEATURES: HERITAGE ELEMENTS

The exterior features of the Heritage Elements referred to in this Agreement comprise the exterior features of the entire exterior area of the Station Complex. Such exterior features include without limitation, and without limiting the generality

of the foregoing, the following highlighted characteristics of the exterior of the Station Complex:

1. The design and materials of the Front Street facade which includes the monumental columned central entry porch flanked by east and west wings ending in corner pavilions, and the raised attic that defines the ticket lobby (Great Hall).
2. The design and materials of the York Street and Bay Street facades.
3. The pattern of windows, doors and pedestrian and vehicular access at all elevations.
4. The roof line, roof materials and details including skylights.
5. The moat, or sunken drive, together with the stone parapet wall.
6. The design, materials and finishes of the teamways and the surviving elements indicating early patterns of use and access into the lower level of the Station Complex, such as wagon spaces, marquises, loading doors, and carriage entrances.
7. The train shed, including the covered through track configuration, the arched trusses spanning columns between the tracks, all exterior facades of the sheds, the pattern of smoke ducts through the roofs, the organization, location, materials and design of elevators, stairwells and rooftop penthouses.

IV: INTERIOR FEATURES: HERITAGE ELEMENTS

The interior features of the Heritage Elements referred to in this Agreement comprise the interior features of the entire interior area of the Station Complex. Such interior features include, without limitation, and without limiting the generality of the foregoing, the following highlighted characteristics of the interior of the Station Complex:

1. The interior functional layout, hierarchy of spaces and patterns of movement through the station building, based on the Beaux-Arts principles including axial planning and symmetry.
2. The decorative detailing, including fittings, fixtures and hardware, wood panelling, plaster ceilings and mouldings, radiator covers, light fixtures, marble floors, walls and trims, millwork, terrazzo floors, glass-floored walkways, glazed elevator doors and fittings, mail chutes, and architectural metal finishes and accents.
3. The imposing volume and acoustical properties of the ticket lobby (Great Hall) with its segmented barrel-vaulted ceilings made of Guastavino tile, patterned marble floor, stone walls, inscribed frieze, and translucent glass in the great arched windows.
4. The west waiting room including classically inspired lines and details, the rhythm of former seating alcoves along the north and south sides, the neutral finishes, hard surfaces and rectilinear form, the skylight, and free circulation through and across this space.

5. The large open volume and neutral finishes of the arrival concourse.
6. The large open volume and layout of the departure concourse, with its flanking concession areas, adjacent exit corridors, the shallow coffered plaster ceiling, light fixtures, original doors, stairwell and painted directional signs.
7. Evidence of the original plan and circulation pattern, and surviving interior fabric (marble-floored corridors, interior doors, windows, finishes, hardware, and millwork) in some of the upper floors, particularly in the former president's office and other early offices and washrooms.
8. The industrial-character train shed, including the organization and design of early elevator enclosures, the linear patterns created by tracks and platforms and by lines of smoke ducts in the roof, and the columns defining bays, with arched trusses over.

V: DRAWING SET

This drawing set is not a legal survey. It is an aid to define or describe the Station Complex.

APPENDIX "C"

Attached to and forming part of the Easement Agreement between The Toronto Terminals Railway Company Limited, of the First part, and City of Toronto, of the Second part, dated as of the 30th day of June, 2000.

CERTIFICATE OF INSURANCE

Name of Insurers:
Ins. Agent/Broker:
Address:
Agent/Broker Tel. No.

This is to certify that the insurance policy or policies detailed below are in force subject to the terms, conditions and exclusions of the policies.

Kind of Policy	Policy No.	Expiry Date Day Month Yr	Amount of Coverage	Form Written
DWELLING POLICY: <input type="checkbox"/> Fire <input type="checkbox"/> Extended Coverage <input type="checkbox"/> Malicious Damage				Waiver of Subrogation in favour of HM Queen <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Actual cash value <input type="checkbox"/> Replacement cost <input type="checkbox"/> Co-Insurance clause <input type="checkbox"/> % <input type="checkbox"/> Stated amount <input type="checkbox"/> %
<input type="checkbox"/> Comprehensive liability				Policy subject to cross liability clause endorsement <input type="checkbox"/> Yes <input type="checkbox"/> No
COMMERCIAL POLICY: <input type="checkbox"/> Fire <input type="checkbox"/> Extended Coverage <input type="checkbox"/> Malicious Damage <input type="checkbox"/> All Risk <input type="checkbox"/> Comprehensive Liability				<input type="checkbox"/> Actual Cash Value <input type="checkbox"/> Replacement Cost Value <input type="checkbox"/> Co-Insurance Clause % <input type="checkbox"/> Stated Amount % Policy subject to cross liability clause endorsement <input type="checkbox"/> Yes <input type="checkbox"/> No

It is hereby provided and agreed that the City of Toronto or its assignee, under the Easement Agreement between the City of Toronto and the Toronto Terminal Railway Company Limited, is added as an additional named insured to the above Policy or Policies as its interests may appear.

It is also understood and agreed the undersigned certifies if any of these policies are cancelled or materially changed before the expiry date, so as to affect this Certificate; ten days prior written notice of such change or cancellation will be mailed to the City of Toronto or its assignee.

It is also understood in the absence of the insured, or the inability, refusal or neglect of the insured to give notice of loss or deliver the required Proof of Loss under the Policy or Policies, then the City of Toronto or its assignee shall forthwith give the notice upon becoming aware of the loss and shall deliver as soon as practicable the Proof of Loss.

Name of Insured

Name of Insurer

Address of Property

Signature of Insurer's Official

Department or Title

Date

This Certificate must be signed only by an official of the Insurer. Signature of an agent or broker is not acceptable.

APPENDIX "D"

HISTORIC SITES AND MONUMENTS BOARD OF CANADA

HERITAGE RAILWAY STATIONS

HERITAGE CHARACTER STATEMENT

Union Station
Front Street
Toronto, Ontario

Union Station was built between 1914 and 1927 as a joint construction project by the Canadian Pacific Railway and the Grand Trunk Railway (now the Canadian National Railway) to consolidate their railway services into one facility. It was designed by a team of architects composed of the Montreal firm of G. A. Ross and R. H. Macdonald, Hugh Jones of the CPR and John M. Lyle of Toronto.

The exterior of the building has been well preserved but there have been some interior alterations. The east wing of the building, which was originally occupied by the Post Office, is now leased to the Bank of Nova Scotia which has completely renovated the interior of the building. The west wing still houses a waiting room on the ground floor with offices of the CPR, CNR and Toronto Terminal Railways above. Many of the office areas have been extensively renovated. A new entrance from an elevated pedestrian walkway has been constructed on the west side of the building. The ticket lobby or great hall and the train waiting halls behind have undergone some alterations in detail including the installation of modern ticket counters, but the grand scale and rational planning of these spaces have been retained. Refer to Railway Station Report 3.

Reasons for Designation

Union Station has operated as one of the most significant hubs in the Canadian transportation network. Several union stations were constructed co-operatively by the Canadian Pacific Railway and Grand Trunk Railway in the first decades of the 20th century, but Toronto's Union Station was the largest of the type.

Built at a time when a railway station was viewed as the gateway to a city, Union Station was the largest and most opulent station erected in Canada during this last great phase in railway station construction. Like many stations of the early 20th century, Union Station was designed in the grand manner of the École des Beaux-Arts in Paris. Its monumental scale, classical detail and rational, ordered planning were hallmarks of the style.

The close correlation between the exterior design and interior organization are characteristic of the rational approach to planning associated with the Beaux-Arts style. The monumental colonnade with its raised attic defines the immense ticket lobby or great hall which is the focus of the design. A vast open space, it features a segmental vaulted ceiling with barrel vaults lit by large thermal windows at each end of the lobby.

The layout and resulting circulation patterns demonstrate the careful planning that was required of a busy railway terminal. The traffic flows logically from ticket sales and baggage check in the great hall, down the sloping ramp to the passenger concourse that leads to the tracks. Circulation routes for arriving and departing passengers are clearly separate.

The trainshed at Toronto Union Station is the only such facility on the continent designed for through-track operation.

The setting of Union Station also illustrates well the aesthetic principles of Beaux-Arts urban design and those of the City Beautiful movement. The set back from the street creates a sense of space around the building and accentuates its role as a major public monument. The building was planned in conjunction with the Dominion Building at 1 Front Street which was also designed in the classical Beaux-Arts style. Together these two buildings provide a significant example of urban planning on the grand scale that was characteristic of the period.

Character Defining Features

The heritage value of the building resides in its successful use of monumental design, classical detailing, spatial planning, and siting which together make it the most outstanding example of Beaux-Arts railway architecture in Canada. At Union Station, classical forms and rational planning were manipulated to express strength, confidence and vigour. The plan of the building is clearly expressed on the exterior. Axial symmetry and separation of functions were utilized to ensure the efficient movement of arriving and departing passengers. The track arrangement and trainshed were designed to provide for through train traffic.

Because of the architectural significance of Union Station and the importance of its historical associations, great care must be taken in the preservation of the physical, spatial and contextual qualities of the building. Any alteration or redesign should take as its starting point the original axial planning and the progression of circulation as reflected in the original and present design.

The exterior of the building, executed in limestone, is characterized by the columned central entry porch flanked by more plainly detailed wings. The wings are terminated by corner pavilions. These features combine to give the building's exterior the monumentality that exemplifies "White Classicism" and, given the extreme length of the facade, to ensure the unity of the overall design.

The columned porch, backed by the central pavilion and its hipped roof, gives prominence to the entrance and expresses on the exterior the volume of the great hall and the route to the passenger concourse behind.

The north and south wings are of plainer design, the elevations being relieved only by windows of descending height and a substantial cornice. The "moat" or sunken drive before the wings accentuates the monumental aspect of the building and provides for a fully fenestrated storey below grade.

All facades of the building should be maintained "as is", including existing patterns of fenestration and access. The mass of the building should not be breached by new or altered openings. As far as possible, doors and windows should be maintained in the original pattern.

The steel and concrete trainshed is a significant functional feature of the station.

The principal interior public spaces on the ground floor and lower levels retain the main elements of their historic layout, circulation and decoration. For example, the original locations of ticket

counters and concession shops within the great hall survive. The location of the waiting room with adjacent service facilities off the great hall is another important plan relationship. Further relocation of functions should be preceded by a careful assessment of the impact on the heritage character of the building.

The insertion of new facilities and inappropriately designed and placed signage in the principal public spaces of the building have obscured the architectural clarity of the interior. A policy for the placement of concessionaires' facilities and signage could alleviate this problem.

Fittings, fixtures, hardware, and other details related to the original Beaux-Arts design are significant features of the building and should be retained and carefully maintained. Accurate reinstatement and restoration of missing elements of the original design would enhance the principal public spaces.

The upper office floors of the east wing have been totally altered by their tenant. This area could be open to further change that does not affect the centre block of the building. In some areas the upper office floors of the west wing have been considerably altered and retain little historic fabric. These areas could be freely altered, providing the alterations are not visible on the exterior. Other parts of this wing retain the original plan and considerable original fabric such as internal doors and windows, finishes, hardware, and millwork. These features should be preserved and integrated into any future upgrading plans.

The station has maintained its important site relationships - the tracks to the south, the Dominion Building at 1 Front Street to the east, and the Royal York opposite. Of particular significance is the set-back from Front Street as defined by the sunken drive and associated parapet wall. This feature creates a sense of space around the station accentuating its monumental scale.

August 28, 1989

TORONTO UNION STATION NATIONAL HISTORIC SITE
STATEMENT OF COMMEMORATIVE INTEGRITY

"DRAFT"

1.0 INTRODUCTION

1.1 National Historic Site Objectives

The National Historic Sites Policy sets out the following objectives:

- *to foster knowledge and appreciation of Canada's past through a national program of historical commemoration;*
- *to ensure the commemorative integrity of national historic sites administered by Parks Canada by protecting and presenting them for the benefit, education and enjoyment of this and future generations, in a manner that respects the significant and irreplaceable legacy represented by these places and their associated resources;*
- *to encourage and support the protection and presentation by others of places of national historic significance that are not administered by Parks Canada.*

1.2 Definition and Purpose of Commemorative Integrity

The term commemorative integrity is used to describe the health or wholeness of a national historic site. A national historic site possesses commemorative integrity when:

- *the resources that symbolize or represent its importance are not impaired or under threat;*
- *the reasons for the site's national historic significance are effectively communicated to the public;*
- *the site's heritage values are respected by all whose decisions or actions affect the site.*

The achievement of commemorative integrity is a goal; it is a goal that will be necessarily site specific. For this reason the three elements of commemorative integrity will be dealt with as they relate to the Toronto Union Station National Historic Site, and commemorative integrity objectives will be identified for each element.

1.3 Historical and Geographical Context

Toronto's Union Station occupies one side of Front Street, from Bay to York Street, the largest of the great metropolitan railway stations built in Canada in the first decades of the twentieth century. For over seventy years it has served as the city's principal passenger depot for interurban and commuter trains. Together with its near neighbours, the Royal York Hotel and the Dominion Public Building, it marks out the precinct of monumental structures that is the legacy of Toronto's experiment with the "City Beautiful" movement. Like many others of its kind in North America, Union Station expresses the grand architectural style of the Parisian Ecole des Beaux Arts, while incorporating explicit Canadian themes in its interior decoration. It has withstood the ravages of time, heavy use, at least one fire, and the prospect of demolition arising from the 1968 Metro Centre Proposal. It became a national historic site in 1975. In 1989 it was designated under the *Heritage Railway Stations Protection Act*.

Union Station is so called because it provides facilities for more than one railway. It was built for the Toronto Terminals Railway Company, incorporated 13 July 1906, a wholly owned subsidiary of Canadian National Railways and Canadian Pacific Limited. Inscriptions over the main entrance to the station include "Canadian Pacific Railway" and "Grand Trunk Railway", and the date "Anno Domini MCMXIX". The station was far from complete in 1919, but the Grand Trunk was finished; it became part of Canadian National three years later.

Railway passenger service had begun in Toronto in 1853. Two years later the Grand Trunk arrived and built a station at Bay and Front Streets. At various times it shared this facility with other railways, most of which it absorbed, until the need for a larger station led to the construction in 1873 of a new one west of York Street. In 1887 Canadian Pacific entered Toronto, built improved freight and engine facilities on the waterfront, and placed its passenger terminal in the Grand Trunk's station. This facility became Toronto Union Station, was enlarged 1893-1895 by the two companies, and served until after the opening of a new Union Station in 1927.

The present Union Station owes its origins to the widely-held notion that a great city like Toronto deserved better railway facilities, and to the devastating fire of 1904, which left much of the old waterfront in ruins. Even before the fire the railways themselves had disrupted the early nineteenth century relationship between Toronto and its harbour. The city had been very much a part of this process, as the business elite saw railways as inseparable from progress. The Esplanade, a thoroughfare that had overlooked the harbour since 1818, was virtually surrendered to the Grand Trunk Railway, and replaced by a jungle of tracks and level crossings. Despite its enlarged size, the old Union Station was seen as inadequate and inefficient. Once again the city took the initiative, assumed title to the properties destroyed by the fire, and negotiated an agreement with the railways. This agreement spelled out the necessity of separate grade levels between trackage and the streets, the location of a new Union Station between York and Bay Streets, and the essentials of a long-term lease of the city's land.

Despite this agreement, and the incorporation of the jointly-owned Toronto Terminal Railway Company, the way ahead was far from smooth. The design and construction of the new station building proceeded in the face of wartime shortages of materials and labour. Plans were approved in April 1914, and in September of that year preliminary site work began. Exterior walls and columns were completed by 1918. In 1920 the railway company offices were ready for occupation, as was the Post Office Department's space in the east wing. What was missing, however, was the essence of a railway station – passenger access to the trains. The design and construction of the passenger concourse and train sheds still awaited resolution of the grade separation problem.

Canadian Pacific was a reluctant partner. The grade separation scheme of 1909 threatened the company's existing yard facilities. The development of North Toronto station, operated jointly with the Canadian Northern, began to divert Canadian Pacific traffic away from the waterfront. The Toronto Harbour Commission, created in 1911, also intervened in the project, leading to a modified scheme being approved by the Board of Railway Commissioners in 1913. The heart of this project would be the construction of a concrete and earth-fill viaduct the length of the Esplanade, with subways at intervals to accommodate intersecting streets. The scale of this work was to be enormous. Final agreement on design revisions, and on cost sharing between the city and the railways, was only achieved in 1924.

The 1924 agreement opened the way for the construction of the new station's passenger concourse and platforms. Work on the interior of half the concourse was completed in July 1927, and the new Union Station was opened officially by the Prince of Wales on 6 August. The following Thursday baggage, equipment and staff moved over from old Union Station, and the new facility was opened to the public. Access to trains, however, was only available at the old station platforms, to which passengers had to pick their way until traffic could be transferred onto the new viaduct in stages. Six elevated tracks serving the new station were completed in December 1929, and train service commenced with due ceremony at the end of January 1930. The remaining half of the concourse was completed and placed in service in December. The design of the concourse and train sheds permitted through-track (as opposed to stub-track) operation, as old Union Station had done before. New Union Station became operationally complete in August 1931, with the installation of its elaborate interlocking and signalling system.

The station building proper is 752 feet (229 metres) long, with multi-level wings flanking a colonnaded entrance leading to the vast ticket lobby (known latterly as the "Great Hall"). Access to the trains is provided through a subterranean concourse projecting southward under the 12 platforms. The through-track arrangement runs parallel to the main station, where 10 tracks are sheltered by Bush train sheds 1200 feet (366 metres) long. Union Station was designed by a team of architects: the Montreal firm of G.A. Ross and R.H. Macdonald, Hugh Jones of the CPR, and John Lyle of Toronto (the train sheds by A.R. Ketterson). Their achievement is reflected in a book of photographs and essays inspired by efforts to defend the station from demolition, and published in 1972 as *The Open Gate*. On the basis of its architectural character Union Station was designated a national historic site three years later. To generations of Torontonians Union Station has been the gateway to their city. It is familiar to

travellers from all over Canada, and to visitors and immigrants as well. It is truly a public monument.

2.0 STATEMENT OF COMMEMORATIVE INTENT

This statement describes the reasons for the site's national historic significance, the basis for its designation as a national historic site. Authority to designate rests with the Minister responsible for Parks Canada, acting on the advice of the Historic Sites and Monuments Board of Canada. Commemorative intent is therefore derived from the Ministerially-approved minutes of the Board's deliberations. Inscriptions on commemorative plaques are approved by the Board, and where such an inscription clearly communicates commemorative intent it may also be considered.

In June 1975 the Board recommended: *that Windsor Station in Montreal and Toronto Union Station are of national architectural significance and should be commemorated by plaque only.* In November 1976 the text for the commemorative plaque for Union Station was approved. The plaque was unveiled in 1979. Two key lines in the text expand on the architectural significance of the station (see Appendix for the full text), and serve as the Statement of Commemorative Intent.

Toronto Union Station is of national historical and architectural significance because:

...it is the finest example in Canada of stations erected in the classical Beaux-Arts style during an era of expanding national rail networks and vigorous urban growth. Its sweeping facade and imposing Great Hall exhibit the monumental architecture and dramatic use of enclosed space characteristic of the Beaux-Arts movement.

3.0 TREATMENT OF THE THREE ELEMENTS OF COMMEMORATIVE INTEGRITY

3.1 First element: *the resources that symbolize or represent the site's national historic significance are not impaired or under threat.*

3.1.1 Designated Place

The *Historic Sites and Monuments Act* empowers the Minister to commemorate "historic places".

Delimiting a particular historic place gives geographic expression to the designated national historic site. Furthermore, the Cultural Resource Management Policy "applies to the overall management of a national historic site..., as well as to the individual cultural resources that are

contained in a national historic site...". It is important, therefore, to understand the whole site as well as its component parts.

For Toronto Union Station the designated place is the "footprint" of the station, which includes the main building, the exterior "moat", and the passenger concourse, platforms and train sheds.

HISTORIC VALUES

The historic values of the designated place as a whole are:

- * the close correlation between the exterior design and interior organization, characteristic of the rational approach to planning associated with the Beaux-Arts style. The monumental colonnade with its raised attic defines the immense ticket lobby or great hall, which is the focus of the design.
- the layout and resulting circulation patterns, which demonstrate the careful planning that was required of a busy railway terminal.
- the setting of Union Station, a good illustration of the aesthetic principles of Beaux-Arts urban design and those of the City Beautiful movement. The set-back from the street creates a sense of space around the building and accentuates its role as a major public monument.
- the uniqueness of the passenger concourse and train sheds at Union Station, the only surviving metropolitan railway station on the continent designed for through-track operation.
- the well-preserved exterior of the station building, together with the largely intact interior public spaces and appointments.

OBJECTIVES

The designated place will not be impaired or under threat when:

1. Toronto Union Station continues to serve a public purpose, and its principal public spaces remain accessible.
2. Its monumental character is retained.
3. The mass of the building and the unity of its overall design are protected.
4. Existing patterns of fenestration and access, as well as the rhythm, detailing and colour of the facades are maintained.
5. The original axial plan and internal progression of circulation are retained.
6. Important contextual relationships, such as the Front Street setting on the north side, and the covered through-track configuration on the south, continue to support the monumental and functional character of Toronto Union Station.
7. The historic values of the designated place are communicated to the public.

3.1.2 *In-situ* Resources

Certain major components of the larger designated place have national historical and architectural significance, that is to say they are resources of Level I historic value. These components are the Front Street facade and the ticket lobby or Great Hall.

HISTORIC VALUES

The historic values of these Level I resources are:

1. their monumental architecture and dramatic use of enclosed space, so characteristic of the Beaux-Arts movement.
2. the sweeping length of the Front Street facade, in which the columned central entry porch is flanked by east and west wings ending in corner pavilions.
3. the exterior expression given to the main entrance, the volume of the Great Hall and the route to the passenger concourses beyond, by the columned entry porch and large hipped roof of the central pavilion.
4. the sheer physical presence of the enfiladed colonnade across the central entry porch, made up of 22 Bedford limestone columns 12.2 metres high.
5. the austere detailing and smooth limestone cladding of the wings and corner pavilions, relieved by the recessed window pattern and substantial cornice.
6. the contribution of the moat, or sunken drive, together with its stone parapet wall, to the monumental aspect of the Front Street facade.
7. the imposing volume and unusual acoustic properties of the ticket lobby (Great Hall), with its segmental barrel-vault ceiling made of Guastavino tile, patterned marble floor, stone walls and translucent glass in the great arched windows.
8. classically-inspired decorative detailing, including fittings, fixtures and hardware, expressive of the original Beaux-Arts design of the ticket lobby (Great Hall), and in particular the inscribed frieze.
9. the architectural clarity of the original interior functional layout, such as the location of ticket counters and concession shops, as well as the important plan relationship with the adjacent waiting room and other service facilities.

OBJECTIVES

These Level I resources will not be impaired or under threat when:

1. A plan of management is in place and applied, which ensures the protection of the physical, spatial and contextual qualities of the Front Street facade and the ticket lobby (Great Hall), by addressing physical intervention, conservation, long-term maintenance and changes in use, layout or circulation patterns.
2. Original construction materials, decorative elements and fittings are conserved in accordance with the principles and procedures of cultural resource management.
3. Interventions to original fabric are based on research, are thoroughly documented, and

- respect the design, original materials and workmanship.
4. The historic values of these resources are communicated to the public.

3.2 Second Element: *the reasons for the site's national significance are effectively communicated to the public.*

The reasons for Toronto Union Station's national historic significance are derived from the statement of commemorative intent. In order to effectively communicate these reasons to the public they are embodied as messages of the highest level of priority. Context messages are also identified as an aid to the public's understanding.

MESSAGES

10. Toronto Union Station is the finest example in Canada of stations erected in the classical Beaux-Arts style during an era of expanding rail networks and vigorous urban growth.
11. Union Station's sweeping facade and imposing Great Hall exhibit the monumental architecture and dramatic use of enclosed space characteristic of the Beaux-Arts movement.

Context Messages

12. The classical Beaux-Arts style is named for l'Ecole des Beaux Arts in Paris, where architects were taught to seek logic, harmony and uniformity in their designs. It is characterized by the use of forms and decorative elements derived from classical antiquity, deliberate siting and orientation, and massive scale.
13. Toronto Union Station was planned, and its construction commenced, during the first decade and a half of the 20th century, a time when two new transcontinental railways were built in Canada as well as many miles of branch lines. Economic expansion and immigration also led in these years to growth in the population of Canada's cities, and to the establishment of new urban centres.

OBJECTIVES

These reasons for the site's national historic and architectural significance will be effectively communicated to the public when:

1. The site's Level I resources reinforce the delivery of the main messages, and the public understands and appreciates the design and function of Toronto Union Station.
2. As many Canadians as possible learn to recognize the Level I structural elements of Toronto Union Station that exhibit characteristics of the classical Beaux-Arts style of

- architecture.
3. As many Canadians as possible understand the historical context that gave rise to the building of Toronto Union Station.
 4. A presentation strategy is in place which reflects the nature and needs of visitors and the broader public, gives priority to the main messages, and addresses the above learning objectives.
 5. Methods of measurement and indicators of success are in place to determine the effectiveness of message delivery.

3.3 Third Element: *the site's heritage values are respected by all whose decisions or actions affect the site.*

3.3.1 Cultural Resources of Level II Historic Value

Level II cultural resources have historic value, but are not of national historic significance. For Toronto Union Station these resources consist of certain large components of the structure (train sheds and covered platforms, exterior moat and teamway level), specific large interior spaces (west waiting room, arrival and departure concourses), as well as those smaller spaces, fittings, finishes and detailing which retain their original design, function, or materials.

HISTORIC VALUES

The historic values of these Level II historic values are:

- the functional industrial character of the train sheds, defined by arched trusses spanning columns between the tracks, the end facades of the sheds, the pattern of smoke ducts on the roofs, the rhythm of elevators and stairwells (including original elevator shafts and penthouses), surviving original north and south facades, and the circulation pattern separating arriving and departing passengers.
- the uniqueness in North America of the "through-track" arrangement of the platforms, and their contextual relationship to the great viaduct.
- the utilitarian design and finishes of the teamways, characterized by the strong rhythm of the masonry colonnade, and surviving original functional elements such as the wagon space and marquee, and a carriage entrance.
- the original functional purpose of the moat, or sunken drive, as a circulation path, its design objective as a separation between the base of the station building and the surrounding site, and the stone accents on its outer walls.
- the classically-inspired lines and details of the west waiting room, its austere neutral finishes, hard surfaces and rectilinear forms, the skylight, and free circulation through and across this space.
- the large open volume and symmetry of the arrival concourse, and its austere neutral finishes.
- the layout of the departure concourse, exit corridors and alcoves, the shallow coffered plaster ceiling, light fixtures, original doors and painted directional signs.
- the original plan and surviving interior fabric (interior doors, windows, finishes, hardware and millwork) of certain areas (e.g. former president's office and original

- corridors and washrooms) in the upper office floors.
- surviving original finishes and fittings throughout the main level (office suite, washrooms and vestibule), such as wood panelling, plaster ceiling detail, radiator covers, light fixtures, marble and tile floors, etc.
- original features of the “carriage and customs lobby” on the lower level, such as marble floors and walls and original sliding loading doors.
- the collective effect of original detailing and historic features throughout the station, such as the glass-floored walkway, early glazed double elevator doors and circular indicators, mail chutes, radiators, brass door fittings, marble and terrazzo stairs, etc.

OBJECTIVES

The historic values of these Level II resources will be respected when:

1. They remain *in situ*, are secure and in a stable condition, and are managed in accordance with the principles and practice of cultural resource management.
2. Responses to changing operational needs, maintenance and functional requirements, and physical interventions are guided by respect for historic values and the document “Toronto Union Station: Review of Heritage Zones, April 1999” (see References, below).
3. The historic values of these resources are communicated to the public.

3.3.2 Secondary Messages

In addition to those messages of national significance described above, the communication of other messages is an important part of respecting the full range of heritage values associated with Toronto Union Station.

MESSAGES

The secondary messages are:

1. The history of rail travel as it affected Toronto; the stories of its other railway stations, and particularly of old Union Station.
2. The story of the architects and engineers who designed and built Toronto Union Station, particularly John M. Lyle (1872-1945), a Toronto exponent of the Beaux-Arts style.
3. Toronto Union Station was designated in 1989 under the *Heritage Railway Stations Protection Act*.

OBJECTIVES

These heritage values will be respected when:

1. The public understands and appreciates the larger story of rail travel in Toronto, the history of old Union Station, and the role of the architects and engineers who designed and built its successor, in particular John M. Lyle.
2. The public is aware that Toronto Union Station has been designated under the *Heritage*

Railway Stations Protection Act, and understands the purpose and significance of that designation.

3. These messages are communicated to as many Canadians as possible, and effectiveness can be determined by the measurement of success in achieving learning objectives.

3.3.3 Associative and Other Values

3.3.3.1 Toronto Union Station and the Community

Toronto Union Station has been an important part of Toronto life for 70 years, and is probably the most widely-known railway station among travellers from other parts of Canada. Union Station's internet website states "it has served as a major transportation hub for Canada, having welcomed countless visitors and immigrants to this land and seen millions of people off on train journeys to every corner of the country. Tearful partings and joyful reunions form an integral part of its history". A proper Beaux-Arts monument is intended to have a beneficial impact on the community around it that goes beyond the merely utilitarian. In this, Union Station seems to have succeeded.

3.3.3.2 Thematically related commemorations

- a) John Street Roundhouse: built in 1929 west of Toronto Union Station as part of a large project to replace CPR yard and engine facilities displaced by the construction of the approach viaduct; designated a national historic site in 1990.
- b) Union Station – Winnipeg Railway Station (Canadian National): a western example of Beaux-Arts railway architecture; designated a national historic site in 1976.

3.3.3.3 The Canadian family of national historic sites

Toronto Union Station is one of more than 800 national historic sites across Canada.

OBJECTIVES

These heritage values will be respected when:

1. The World Heritage Convention's requirement, that heritage should be relevant to the community, is fulfilled through a continuing relationship between the people of Toronto and Union Station that transcends the merely utilitarian.
2. Toronto Union Station remains a public place.
3. The public is aware of the thematic relationship between Toronto Union Station and the John Street Roundhouse, and with Union Station in Winnipeg; and information is made available about these designations.
4. Toronto Union Station's membership in the larger family of national historic sites is made known, and information about other national historic sites is provided to the public.

13.1 REFERENCES

1. Historic Sites and Monuments Board of Canada: Minutes of the June 1975 meeting.
2. CANADA: Department of Canadian Heritage, Parks Canada: *Parks Canada Guiding Principles and Operating Policies*, Ottawa (1994); "National Historic Sites Policy" and "Cultural Resource Management Policy".
3. Bebout, Richard: *The Open Gate; Toronto Union Station*; Toronto, P. Martin Associates (1972).
4. Toronto Terminals Railway Co. Ltd. website (www.ttrlv.com).
5. Public Works and Government Services Canada, Heritage Conservation Program: "Toronto Union Station: Review of Heritage Zones, April 1999"; unpublished report (Project 711244) prepared for the Executive Secretary, Historic Sites and Monuments Board, 20 May 1999.

ASSIGNMENT AND ASSUMPTION OF EASEMENT AGREEMENT

RETURN TO FORM
For H.W. OSMOND DOYLE
City Solicitor

MEMORANDUM OF AGREEMENT made as of the 30th day of June, 2000 (the "Effective Date").

BETWEEN:

**THE TORONTO TERMINALS RAILWAY
COMPANY LIMITED,**
a corporation established pursuant to
the laws of Canada,

(hereinafter referred to as the "Assignor"),

OF THE FIRST PART,

- and -

CITY OF TORONTO,
a municipal corporation established pursuant to
the laws of Ontario,

(hereinafter referred to as the "City"),

OF THE SECOND PART,

- and -

GREATER TORONTO TRANSIT AUTHORITY,

(hereinafter referred to as "GO Transit"),

OF THE THIRD PART,

- and -

**HER MAJESTY THE QUEEN IN RIGHT OF
CANADA AS REPRESENTED BY THE MINISTER
OF CANADIAN HERITAGE FOR THE PURPOSE
OF THE PARKS CANADA AGENCY,**

(hereinafter referred to as the "Crown"),

OF THE FOURTH PART.

WHEREAS the Assignor and the City have entered into an agreement of purchase and sale made as of November 3, 1999 (such agreement, as amended, supplemented and/or restated to the date hereof, the "Purchase Agreement"), pursuant to which the City has agreed to purchase from the Assignor, and the Assignor has agreed to sell to the City the property described firstly in Schedule A hereto (the "Union Station Property") pursuant to the authority in Subsection 37(4) of the *Ontario Heritage Act*;

AND WHEREAS the City is to receive from the Assignor a transfer to the City of that portion of the Union Station Property described in Part A of Schedule A as the "City Lands";

AND WHEREAS upon the request and direction of the City, the Assignor is to transfer to GO Transit that portion of the Union Station Property described in Part B of Schedule A as the "GO Lands";

AND WHEREAS the Assignor and the City have entered into an easement agreement dated as of June 30 2000 and registered on _____, 2000 as Instrument No. _____ in respect of both the City Lands and the GO Lands (the "Easement Agreement");

AND WHEREAS the City has assigned its interest in the Easement Agreement to the Crown pursuant to an assignment and assumption agreement between the City and the Crown dated as of June 30, 2000 and registered on _____, 2000 as Instrument No. _____;

AND WHEREAS pursuant to the Easement Agreement, the parties have agreed to execute and deliver this agreement;

NOW THEREFORE in consideration of the mutual covenants and agreements hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby covenant and agree as follows:

1. **Assignment to the City.** The Assignor hereby assigns and transfers unto the City, from and including the Effective Date, all of the Assignor's right, title and interest in, to and under the Easement Agreement as it relates to the City Lands.
2. **Assumption and Indemnity by City.** The City hereby accepts the assignment and transfer contained in Section 1 hereof and covenants and agrees with the Assignor and the Crown that the City will observe, perform and fulfill each and every covenant, proviso, obligation, term and condition of the Assignor in, to and under the Easement Agreement as it relates to the City Lands from and including the Effective Date to the same extent as if the City had been originally named as a party to the Easement Agreement in respect of the City Lands. The City hereby agrees to fully indemnify and save harmless the Assignor from and against any and all liabilities, damages, costs, expenses, causes of action, suits, claims and judgments arising from or in connection with, or resulting from, any breach by the City of its obligations hereunder, and/or any act or omission of the City or those for whom the City is legally responsible with respect to the Easement Agreement as it relates to the City Lands from and including the Effective Date.
3. **Assignment to GO Transit.** The Assignor hereby assigns and transfers unto GO Transit, from and including the Effective Date, all of the Assignor's right, title and interest in, to and under the Easement Agreement as it relates to the GO Lands.
4. **Assumption and Indemnity by GO Transit.** GO Transit hereby accepts the assignment and transfer contained in Section 3 hereof and covenants and agrees with the Assignor and the Crown that GO Transit will observe, perform and fulfill each and every covenant, proviso, obligation, term and condition of the Assignor in, to and under the Easement Agreement as it relates to the GO Lands from and including the Effective Date to the same extent as if GO Transit had been originally named as a party to the Easement Agreement in respect of the GO Lands. GO Transit hereby agrees to fully indemnify and save harmless the Assignor from and against any and all liabilities, damages, costs, expenses, causes of action, suits, claims and judgments arising from or in connection with, or resulting from, any breach by GO Transit of its obligations hereunder, and/or any act or omission of GO Transit or those for whom GO Transit is legally responsible with respect to the Easement Agreement as it relates to the GO Lands from and including the Effective Date.
5. **Release of the Assignor.** Each of the City, GO Transit and the Crown hereby releases the Assignor and its members, officers, directors, employees, agents, shareholders and affiliates (as defined in the *Business Corporations Act* (Ontario)) of and from all the obligations of the Assignor under the Easement Agreement.
6. **Successors and Assigns.** This Agreement shall enure to the benefit of and shall be binding upon the parties hereto and their respective successors and assigns.
7. **Governing Law.** This Agreement shall be construed and enforced in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein and shall be treated in all respects as an Ontario contract.

8. **Counterparts.** This Agreement may be executed in several counterparts and by facsimile transmission of an originally executed document, each of which shall be deemed to be an original, and all such counterparts shall constitute one and the same instrument.

9. **Headings, Extended Meanings.** The headings in this Agreement are inserted for convenience of reference only and shall not constitute a part hereof and are not to be considered in the interpretation hereof. In this Agreement, words importing the singular include the plural and *vice versa*; words importing the masculine gender include the feminine and *vice versa*; and words importing persons include firms or corporations and *vice versa*.

10. **Further Assurances.** Each of the parties hereto shall execute and deliver such additional documents and instruments and shall perform such additional acts as may be necessary or appropriate in connection with this Agreement and all transactions contemplated by this Agreement, to effectuate, carry out and perform all of the covenants, obligations and agreements of this Agreement and such transactions.

IN WITNESS WHEREOF the parties have executed this Agreement under seal as of the date first mentioned.

DATED this 23^d day of June, 2000.

**THE TORONTO TERMINALS RAILWAY
COMPANY LIMITED**

Per: 

Name: JOHN WALSBY

Title: A.S.O.

Per: 

Name: CLAUDE MONGEAU

Title: A.S.O.

We have authority to bind the Corporation.

CITY OF TORONTO

*Authorized by Report No. 2(9) of the
Administration Committee adopted in
Council on the 1st, 2nd and 3rd day of
February, 2000*

Per: 

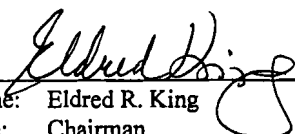
Jeffrey A. Abrams for Novina Wong,
City Clerk


Per: 

A.C. Shultz for W.A. Liczyk,
Chief Financial Officer and Treasurer

We have authority to bind the Corporation.

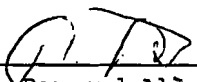
GREATER TORONTO TRANSIT AUTHORITY

Per: 
Name: Eldred R. King
Title: Chairman

Per: 
Name: Gary McNeil
Title: Managing Director

We have authority to bind the Corporation.

**HER MAJESTY THE QUEEN IN RIGHT OF
CANADA AS REPRESENTED BY THE
MINISTER OF CANADIAN HERITAGE FOR
THE PURPOSE OF THE PARKS CANADA
AGENCY**

Per: 
Name: Raymond Alègre
Title: Director
Investment Portfolio Management

Per: _____
Name:
Title:

We have authority to bind the Crown.

SCHEDULE A

Part A - City Lands

Part of Lots 1, 3, 4, 6, 15, 25 and 26 on Registrar's Compiled Plan 12164 designated as Parts 13, 14, 19, 20, 21, 24, 25, 26, 27, 28, 29 and 30 on Plan 64R-16698, City of Toronto.

Part B - GO Lands

FIRSTLY: Part of Lots 1, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13 and 14 on Registrar's Compiled Plan 12164 designated as Parts 1, 2, 5, 7, 15, 16, 17, 18, 35, 36, 37, 38 and 39 on Plan 64R-16698, City of Toronto.

SECONDLY: Part of Parcel Lot 9-1, Section Index Plan D-970 being in the City of Toronto and being composed of that part of Lot 9 on Index Plan D-970 designated as Part 57 on Plan 66R-18763.

ASSIGNMENT AND ASSUMPTION OF EASEMENT AGREEMENT

APPROVED AS TO FORM
For H.W. OSMOND DOYLE
City Solicitor

MEMORANDUM OF AGREEMENT made as of the 30th day of June, 2000 (the "Effective Date").

B E T W E E N:

CITY OF TORONTO,
a municipal corporation established pursuant to
the laws of Ontario,

(hereinafter referred to as the "Assignor"),

OF THE FIRST PART,

- and -

**HER MAJESTY THE QUEEN IN RIGHT OF
CANADA AS REPRESENTED BY THE MINISTER
OF CANADIAN HERITAGE FOR THE PURPOSE
OF THE PARKS CANADA AGENCY,**

(hereinafter referred to as the "Assignee"),

OF THE SECOND PART.

WHEREAS the Assignor and The Toronto Terminals Railway Company Limited ("TTR") have entered into an agreement of purchase and sale made as of November 3, 1999 (such agreement, as amended, supplemented and/or restated to the date hereof, the "Purchase Agreement"), pursuant to which the Assignor has agreed to purchase from TTR, and TTR has agreed to sell to the Assignor the property commonly known as Union Station, Toronto, Ontario;

AND WHEREAS the Assignor has agreed to execute and deliver this assignment of its interest in the easement agreement dated as of June 30, 2000 between the Assignor and TTR and registered on _____, 2000 as Instrument No. _____ (the "Easement Agreement") to the Assignee pursuant to the authority in Subsection 37(4) of the *Ontario Heritage Act*;

NOW THEREFORE in consideration of the mutual covenants and agreements hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby covenant and agree as follows:

1. **Assignment.** The Assignor hereby assigns and transfers unto the Assignee, from and including the Effective Date, all of the Assignor's right, title and interest in, to and under the Easement Agreement.
2. **Assumption by Assignee.** The Assignee hereby accepts the assignment and transfer contained in Section 1 hereof and covenants and agrees with the Assignor that the Assignee will observe, perform and fulfill each and every covenant, proviso, obligation, term and condition of the Assignor in, to and under the Easement Agreement from and including the Effective Date to the same extent as if the Assignee had been originally named as a party to the Easement Agreement so that the Assignee becomes the Approval Authority under the Easement Agreement.
3. **Successors and Assigns.** This Agreement shall enure to the benefit of and shall be binding upon the parties hereto and their respective successors and assigns.

4. **Governing Law.** This Agreement shall be construed and enforced in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein and shall be treated in all respects as an Ontario contract.

5. **Counterparts.** This Agreement may be executed in several counterparts and by facsimile transmission of an originally executed document, each of which shall be deemed to be an original, and all such counterparts shall constitute one and the same instrument.

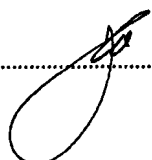
6. **Headings, Extended Meanings.** The headings in this Agreement are inserted for convenience of reference only and shall not constitute a part hereof and are not to be considered in the interpretation hereof. In this Agreement, words importing the singular include the plural and *vice versa*; words importing the masculine gender include the feminine and *vice versa*; and words importing persons include firms or corporations and *vice versa*.

7. **Further Assurances.** Each of the parties hereto shall execute and deliver such additional documents and instruments and shall perform such additional acts as may be necessary or appropriate in connection with this Agreement and all transactions contemplated by this Agreement, to effectuate, carry out and perform all of the covenants, obligations and agreements of this Agreement and such transactions.

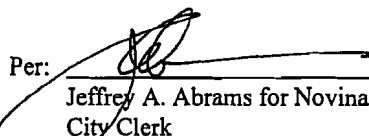
IN WITNESS WHEREOF the parties have executed this Agreement under seal with effect as of the Effective Date.

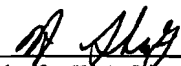
DATED this 23rd day of June, 2000.

Authorized by Report No. 2(9) of the
Administration Committee adopted in
Council on the 1st, 2nd and 3rd day of
February, 2000


.....
City Clerk

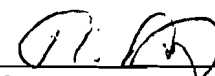
CITY OF TORONTO

Per: 
Jeffrey A. Abrams for Novina Wong,
City Clerk

Per: 
A.C. Shultz for W.A. Leczyk,
Chief Financial Officer and Treasurer

We have authority to bind the Corporation.

**HER MAJESTY THE QUEEN IN RIGHT OF
CANADA AS REPRESENTED BY THE
MINISTER OF CANADIAN HERITAGE FOR
THE PURPOSE OF THE PARKS CANADA
AGENCY**

Per: 
Name: Raymond Alègre
Title: Director
Investment Portfolio Management

Per: _____
Name:
Title:

We have authority to bind the Crown.



CANADA

P.C. 2000-1047

June 23, 2000

PRIVY COUNCIL • CONSEIL PRIVÉ

Her Excellency the Governor General in Council,
on the recommendation of the Minister of Canadian Heritage,
pursuant to section 8 of the *Heritage Railway Stations
Protection Act*, hereby authorizes The Toronto Terminals
Railway Company Limited to sell Union Station located on
Front Street in Toronto, Ontario, in accordance with the
conditions set out in the annexed schedule.

CERTIFIED TO BE A TRUE COPY—COPIE CERTIFIÉE CONFORME

[Signature]

SCHEDULE

The Toronto Terminals Railway Company Limited is authorized to sell its station building complex located on Front Street in Toronto, Ontario, on condition that:

(a) the purchaser agrees to assign to the Minister of Canadian Heritage, for the purposes of the Parks Canada Agency, under section 37 of the *Ontario Heritage Act*, the heritage conservation easement that is registered as the first encumbrance on the title of the property; and

(b) the purchaser's assignment of the heritage conservation easement to the Minister of Canadian Heritage for the purposes of the Parks Canada Agency shall be completed before the purchase of the station complex and lands that comprise the property.

Those conditions recognize the historical, architectural and environmental importance of the station complex which was designated a heritage railway station for the purposes of the *Heritage Railway Stations Protection Act* for the reasons set out in the Heritage Character Statement for the complex prepared by the Historic Sites and Monuments Board of Canada.



CANADA

PRIVY COUNCIL • CONSEIL PRIVÉ

C.P. 2000-1047

23 juin 2000

Sur recommandation de la ministre du Patrimoine
canadien et en vertu de l'article 8 de la *Loi sur la protection des
gares ferroviaires patrimoniales*, Son Excellence la
Gouverneure générale en conseil autorise la compagnie
The Toronto Terminals Railway Company Limited à vendre la
gare Union située sur la rue Front à Toronto (Ontario).
conformément aux conditions figurant à l'annexe ci-jointe.

CERTIFIED TO BE A TRUE COPY-COPIE CERTIFIÉE CONFORME

ANNEXE

La compagnie The Toronto Terminals Railway Company Limited est autorisée à vendre la gare Union située sur la rue Front à Toronto (Ontario), aux conditions suivantes :

- a) que l'acheteur accepte, conformément aux dispositions de l'article 37 de la *Loi sur le patrimoine de l'Ontario*, d'octroyer au ministre du Patrimoine canadien, pour l'Agence Parcs Canada, une servitude de conservation du patrimoine inscrite sur le titre de la propriété à titre de premier grèvement;
- b) que la cession de la servitude de conservation du patrimoine au ministre du Patrimoine canadien pour l'Agence Parcs Canada soit complétée avant l'achat du complexe ferroviaire et de la propriété.

Ces conditions tiennent compte de l'importance historique, architecturale et environnementale du complexe ferroviaire désigné comme gare ferroviaire patrimoniale pour l'application de la *Loi sur la protection des gares ferroviaires patrimoniales* pour les raisons exposées dans l'énoncé de la valeur patrimoniale préparé par la Commission des lieux et monuments historiques du Canada.

BACKGROUND NOTE

The Toronto Terminals Railway Company Limited's Union Station on Front Street in Toronto, Ontario, was designated a heritage railway station by the Minister of the Environment in 1989, pursuant to section 4 of the *Heritage Railway Stations Protection Act**.

According to the Act, no railway company may, in any way, alter or dispose of a designated heritage railway station owned by it or under its control without the authorization of the Governor in Council.

The Toronto Terminals Railway Company Limited has made application and given notice to sell its station building complex to the City of Toronto and/or the Greater Toronto Transit Authority, in accordance with the terms of the Act and the applicable regulations. No objections to this sale were received within the statutory time limit provided by the Act.

The Province of Ontario, Heritage Toronto and some interested citizens have indicated their support of this transaction; however, in the absence of specific information on the intended use of Union Station, they have sought assurances that the heritage values of the station complex will continued to be protected. In response to these concerns, the Order contains a requirement that, as a condition of sale, the purchaser agrees to grant a heritage conservation easement to the Minister of Canadian Heritage for the purposes of the Parks Canada Agency.

Further, in order to allow the Toronto Terminals Railway Company Limited as much flexibility as possible in finalizing this sale, the Schedule makes no reference to the City of Toronto and/or the Greater Toronto Transit Authority; it refers only to the "purchaser".

Parks Canada will ensure that the City of Toronto and any subsequent owner flies the Canadian flag at the station by providing a flag pole and flags.

*R.S. 1985 C.H.-3.5

GENÈSE

La gare ferroviaire Union de la compagnie Toronto Terminals Railway Company Limited située sur la rue Front à Toronto (Ontario) a été désignée gare ferroviaire patrimoniale par le ministre de l'environnement en 1989 en vertu de l'article 4 de la *Loi sur la protection des gares ferroviaires patrimoniales**.

Aux termes de cette loi, aucune compagnie de chemin de fer ne peut modifier ou aliéner de quelque façon que ce soit une gare ferroviaire patrimoniale dont elle est propriétaire ou a le contrôle, sauf autorisation du gouverneur en conseil.

Pour vendre sa gare ferroviaire à la Ville de Toronto et/ou la société Greater Toronto Transit Authority, la compagnie Toronto Terminals Railway Company Limited a fait la demande et donné l'avis prévus par la *Loi* et les règlements applicables. Aucun avis d'opposition à cette vente n'a été reçu dans le délai prévu par la *Loi*.

La province d'Ontario, la société Heritage Toronto et quelques citoyens appuient cette demande; cependant, en l'absence de précisions sur l'utilisation envisagée de la gare Union, ils ont demandé la protection des valeurs patrimoniales de la gare. Conséquemment, le décret autorise la vente à la condition que l'acheteur accepte d'octroyer à la Ministre du Patrimoine canadien, pour les besoins de l'Agence Parcs Canada, une servitude de conservation du patrimoine.

De plus, pour laisser le plus de latitude possible à la compagnie Toronto Terminals Railway Company Limited dans la conclusion de cette vente, le décret ne fait pas mention de la Ville de Toronto et/ou la société Greater Toronto Transit Authority, mais seulement de l' " acheteur " .

Parcs Canada s'assurera que la Ville de Toronto et tout propriétaire subséquent fera flotter le drapeau canadien à la gare en fournissant un mât et les drapeaux.

*L.R.. 1985 C.H-3.5

EXPLANATORY NOTE

This Order will authorize the Toronto Terminals Railway Company Limited to sell its station building complex, Union Station, in Toronto, Ontario, on condition that the purchaser agrees to grant a heritage conservation easement to the Minister of Canadian Heritage for the purposes of the Parks Canada Agency.

Authorization of the sale of this property will allow the transaction between the Toronto Terminals Railway Company Limited and the purchaser to be completed without impairment to the heritage character of the station.

NOTE EXPLICATIVE

Ce décret autorise la compagnie Toronto Terminals Railway Company Limited à vendre la gare ferroviaire Union située à Toronto (Ontario), à condition que l'acheteur accepte d'octroyer une servitude de conservation du patrimoine à la Ministre du Patrimoine canadien pour les besoins de l'Agence Parcs Canada.

L'autorisation de la vente de cette propriété permettra à la compagnie Toronto Terminals Railway Company Limited et à l'acheteur de conclure la transaction sans porter atteinte à la valeur patrimoniale de la gare.

Appendix D: Collateral Agreement

THIS COLLATERAL AGREEMENT dated as of the 1st day of May, 2006.

BETWEEN:

Her Majesty the Queen in Right of Canada
as represented by the Minister of the Environment
for the Purposes of the Parks Canada Agency

(the "Approval Authority")

OF THE FIRST PART

- and -

City of Toronto,

(the "City")

OF THE SECOND PART

- and -

Greater Toronto Transit Authority,

("GO Transit")

OF THE THIRD PART

WHEREAS:

- A. the City is the registered owner of certain lands and premises situated in the City of Toronto and the Province of Ontario ("**City Property**"), more particularly described in **Appendix "A"** attached hereto; and
- B. GO Transit is the registered owner of certain lands and premises situated in the City of Toronto and the Province of Ontario ("**GO Property**"), more particularly described in **Appendix "B"** attached hereto; and
- C. there is situate on the City Property and the GO Property a building complex commonly known as Toronto Union Station, which is composed of a station building, a moat and teamways, and railway platforms and train sheds (hereinafter called the "**Station Complex**") more particularly described in the **Easement Agreement** dated June 30, 2000 and registered on August 28, 2000, as Instrument No. E-352766A (in Land Titles) and No. CA-648788 (in Registry); and
- D. by Section 3 of the *Historic Sites and Monuments Act* the Toronto Union Station National Historic Site has been commemorated as a historic place that has national historic significance; and
- E. under the authority of section 37 of the *Ontario Heritage Act* the Toronto Terminal Railway Company Limited ("TTR"), as owner, and the City, as the approval authority, entered into the Easement Agreement dated June 30, 2000 and registered on August 28, 2000, as Instrument No. E-352766A (in Land Titles) and No. CA-648788 (in Registry) with respect to the preservation of the Heritage Elements (as therein defined) of the Station Complex; and
- F. under the authority of Section 37 of the *Ontario Heritage Act* the City assigned its interest in the Easement Agreement to the Approval Authority pursuant to an agreement dated June 30, 2000 and registered on August 28, 2000 as Instrument No. E-352766B (in Land Titles) and No. CA-684790 (in Registry); and

APPROVED AS TO FORM

For Anna Kinastowski
City Solicitor

805.5800001.98.

- G. under the authority of Section 37 of the *Ontario Heritage Act*, TTR assigned its interest in the Easement Agreement as Owner to the City for the City Property, and to GO Transit for the GO Property, pursuant to an agreement dated June 30, 2000 and registered on August 28, 2000 as Instrument No. E-352767 (in Land Titles) and No. CA-684791 (in Registry); and
- H. the City, GO Transit and the Approval Authority desire to conserve the present historical and architectural character and condition of the property and the Station Complex as a whole, including the exterior and interior features of the Station Complex, all of which are the Heritage Elements described in Appendix "B" of the Easement Agreement (hereinafter called the "**Heritage Elements**"); and
- I. the City, GO Transit and the Approval Authority acknowledge that Union Station is an operating multi-modal transportation centre and, as such, the Station Complex is subjected to intensive use by a number of parties who require a clear understanding of the approval process within the Station Complex; and
- J. under section 15.1(d) of the Easement Agreement the City, GO Transit and the Approval Authority undertook to define areas or zones of the Station Complex which will not require approvals by the Approval Authority as required in the Easement Agreement; and
- K. the City, GO Transit and the Approval Authority wish to agree on a process for how the approvals required under the Easement Agreement will be carried out when there is a request for approval to undertake or permit any demolition, construction, reconstruction, alteration, remodeling or any other thing or act that would materially affect the appearance or construction of the Heritage Elements (hereinafter referred to as "**Alterations**") so that the Approval Authority can effectively deal with requests for approvals; and
- L. the Approval Authority, the City and GO Transit agreed in the Easement Agreement that a collateral agreement only modifies the Easement Agreement to the extent provided in the collateral agreement while it is in force;

to this end, the Approval Authority, the City and GO Transit now desire to enter into this Collateral Agreement (the "**Agreement**");

THE PARTIES AGREE that in consideration of the mutual covenants and restrictions hereinafter set forth, the City, GO Transit and the Approval Authority will abide by the following covenants and restrictions:

1.0 APPLICATION OF THIS AGREEMENT

- 1.1 The City, GO Transit and the Approval Authority agree that, for so long as the City Property is owned by the City and the GO Property is owned by GO Transit, the Easement Agreement shall govern the protection of the Heritage Elements within the City Property and the GO Property respectively except to the extent that this Agreement modifies the covenants and restrictions in the Easement Agreement. To the extent that this Agreement is in conflict or is inconsistent with the terms of the Easement Agreement, this Agreement shall apply.

2.0 DESIGN GUIDELINES

- 2.1 The Parties agree that the Design Guidelines developed by the City and appended hereto as **Appendix "C"** shall form part of this Agreement and will be reviewed every five years and may, if deemed necessary, be amended by the Parties.
- 2.2 For those areas of the Station Complex situated on the City Property, the City and the Approval Authority must agree before any amendment can be made to the Design Guidelines.

- 2.3 Without limiting the discretion of the Approval Authority under the terms of the Easement Agreement to determine whether to approve requests to undertake or permit any Alterations, the Approval Authority shall consider the Design Guidelines in addition to the documents listed in Section 2.3 of the Easement Agreement when making its determination.

3.0 EXEMPT AREAS

- 3.1 The City, GO Transit and the Approval Authority agree that those areas of the Station Complex shown shaded in grey on the drawings attached hereto as **Appendix "D" ("Exempt Areas")**, are areas where the City or GO Transit do not require the approval of the Approval Authority under Section 1.1 of the Easement Agreement to undertake or permit any Alterations, provided however that, to the extent that they are applicable, the City or GO Transit, as the case may be, shall still be required to comply with the Design Guidelines.
- 3.2 Alterations in the Exempt Areas shall not negatively impact on the historical and architectural character of the Heritage Elements of the Station Complex.
- 3.3 If the Approval Authority, in its sole discretion, is of the opinion that the City or GO Transit, as the case may be, has neglected or refused to comply with the Design Guidelines or has undertaken or permitted an Alteration that negatively impacts on the historical or architectural character of the Heritage Elements of the Station Complex outside of the Exempt Areas, the remedy of the Approval Authority is the same as it is under Section 3 of the Easement Agreement.
- 3.4 Where any Alterations take place in the Exempt Areas, the City or GO Transit, as the case may be, shall, before the work commences, forward all materials, such as drawings and/or specifications that the Approval Authority will need to satisfy itself that the Design Guidelines are being followed and that the Alterations in the Exempt Areas do not negatively impact on the historical and architectural character of the Heritage Elements of the Station Complex outside of the Exempt Areas.
- 3.5 If, in undertaking or permitting any Alterations in the Exempt Areas, the City or GO Transit become aware of any Heritage Element(s) that contributes to the present historical and architectural character and condition of the property that was previously unknown, they shall immediately cease work and notify the Approval Authority.
- 3.6 Where, in the opinion of the Approval Authority, the previously unknown Heritage Element(s) should not be excluded from the approval required under Section 1.1 of the Easement Agreement, Appendix "D" of this Agreement shall be amended to remove that area of the Station Complex from Appendix "D".

4.0 ALTERATIONS TO HERITAGE ELEMENTS

- 4.1 Without limiting the discretion of the Approval Authority under the terms of the Easement Agreement to determine whether to approve requests to undertake or permit any Alterations, the City and/or GO Transit, as the case may be, and the Approval Authority shall:
- 1) follow the three stage process set out in **Appendix "E"** for consideration of the proposed Alterations; or
 - 2) with the consent of the other party, follow the process set out in the Easement Agreement for approvals.
- 4.2 For greater certainty, the approval required to be obtained from the Approval Authority under the Easement Agreement will be deemed to have been given upon the failure of the Approval Authority to respond in writing to a written request within ninety (90) days of receiving such a request at its address as set out in this Agreement. If the process in Appendix "E" is followed, the Approval Authority will have ninety (90) days in total for all three responses to the written requests for approval

that are received during the three stage process. However, if the proposed Alteration(s) is not approved at any stage of the process and a substantial rewriting of the proposed Alteration(s) is submitted, the Approval Authority will again have ninety (90) days in total to respond to written requests that are received during the three stage process. Where several written requests for approval to undertake or permit Alterations are made to the Approval Authority in the same ninety (90) day period, the Approval Authority and the City or GO Transit, as the case may be, will negotiate to prioritize the requests and agree on extensions to the ninety (90) day period as necessary.

- 4.3 In calculating the number of days referred to in Clause 4.2, Statutory Holidays and the day on which the Approval Authority receives the written request shall not be included in the ninety (90) day total and the day on which the response is sent shall be included.

- 4.4 In undertaking or permitting any Alteration(s) to the Heritage Elements of the Station Complex, the City shall comply with the Design Guidelines in addition to any direction provided by the Approval Authority as contemplated by the Easement Agreement.

5.0 DISPUTE RESOLUTION

- 5.1 If a dispute arises out of or in connection with this Agreement, the Parties agree to meet to pursue resolution through negotiation or other appropriate dispute resolution process before resorting to litigation.
- 5.2 All information exchanged during this meeting or any subsequent dispute resolution process shall be regarded as "without prejudice" communications for the purpose of settlement negotiations and shall be treated as confidential by the Parties and their representatives, unless otherwise required by law.

6.0 SEVERABILITY OF COVENANTS

- 6.1 The Owner and the Approval Authority agree that all covenants and restrictions contained in this Agreement shall be severable and that should any covenant or restriction in this Agreement be declared invalid or unenforceable, the validity and enforceability of the remaining covenants and restrictions shall not be affected.

7.0 INDEMNIFICATION

- 7.1 The City shall hold the Approval Authority or its assignee harmless against and from any and all liabilities, suits, actions, proceedings, claims, causes, damages, judgments or costs whatsoever (including all costs of defending such claims) arising out of, incidental to, or in connection with any injury or damage to person or property of every nature and kind (including death resulting therefrom), occasioned by any act or omission of the City related to this Agreement.
- 7.2 GO Transit shall hold the Approval Authority or its assignee harmless against and from any and all liabilities, suits, actions, proceedings, claims, causes, damages, judgments or costs whatsoever (including all costs of defending such claims) arising out of, incidental to, or in connection with any injury or damage to person or property of every nature and kind (including death resulting therefrom), occasioned by any act or omission of GO Transit related to this Agreement.

8.0 NOTICE

- 8.1 Any notices given or required under this Agreement shall be in writing and sent by personal delivery, facsimile transmission ("FAX") or by ordinary prepaid mail to the following addresses:

The City

City of Toronto
 City Hall, 100 Queen Street West
 Toronto, Ontario
 M5H 2N2
 Fax: (416) 392-2980

Attention: Managing Director, Heritage Preservation Services

With a copy to:

City Solicitor
 Metro Hall, Stn. 1260
 55 John Street
 Toronto, Ontario
 M5V 3C6
 Fax: (416) 397-5624

GO Transit

GO Transit
 20 Bay Street
 Suite 600
 Toronto, Ontario
 M5J 2W3
 Fax: (416) 869-3525

Attention: Managing Director

The Approval Authority

Parks Canada Agency
 Ontario Service Centre
 111 Water Street East
 Cornwall, Ontario
 K6H 6S3
 Fax: 613-938-5729

Attention: Head, Contracts, Procurement and Real Property Management

The Parties may designate in writing to each other a change of address at any time. Notice by mail shall be deemed to have been received on the fourth (4th) business day after the date of mailing and notice by personal delivery or FAX shall be deemed to have been received at the time of the delivery or transmission. In the event of an interruption in postal service, notice shall be given by personal delivery or FAX.

9.0 HEADINGS

- 9.1** The headings in the body of this Agreement form no part of the Agreement but shall be deemed to be inserted for convenience of reference.

10.0 DURATION OF THIS AGREEMENT

10.1 This Agreement will remain in force as long as the City is the registered owner of the City Property and GO Transit is the registered owner of the GO Property, unless the parties agree otherwise.

11.0 AMENDMENT TO THIS AGREEMENT

This Agreement may only be amended upon the mutual consent of the Parties.

IN WITNESS WHEREOF the parties hereto have executed this Agreement.

**HER MAJESTY THE QUEEN
IN RIGHT OF CANADA, as Represented by the
Minister of the Environment for the Purposes of
the Parks Canada Agency**

Per: [Signature]
Name: Ross Thomson
Title: Senior Manager, Parks Canada

Per: [Signature]
Name: Brian Thompson
Title: Head, Contracts, Procurement
and Real Property Management

I/We have authority to bind the Crown.

CITY OF TORONTO

Per: [Signature]
Name: Madeline Brown
Title: Ulli S. Watkiss
City Clerk

Per: [Signature]
Name: C. WELDON
Title: TREASURER
I/We have authority to bind the City.

GREATER TORONTO TRANSIT AUTHORITY

Per: [Signature]
Name: Peter Smith
Title: Chairman

Per: [Signature]
Name: Gary McNeil
Title: Managing Director

I/We have authority to bind the Authority.

DK
Authorized by Report No. 2(9) of the
Administration Committee adopted in
Council on the 1st, 2nd and 3rd day of
February, 2000.

[Signature]
Name: Madeline Brown
Title: City Clerk

APPROVED FOR EXECUTION
<i>AW</i>
<i>TS</i>
<i>JK</i>

EXECUTION AUTHORIZED BY
Signing Authority
Policy No.
CA-0403-05

APPENDIX "A"

CITY PROPERTY

Part of Lots 1, 3, 4, 6, 15, 25 and 26 on Registrar's Compiled Plan 12164 designated as Parts 13, 14, 19, 20, 21, 24, 25, 26, 27, 28, 29 and 30 on Plan 64R- 16698, City of Toronto.

APPENDIX "B"

GO PROPERTY

FIRSTLY:

Part of Lots 1, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13 and 14 on Registrar's Compiled Plan 12164 designated as Parts 1, 2, 5, 7, 15, 16, 17, 18, 35, 36, 37, 38, and 39 on Reference Plan 64R- 16698, City of Toronto.

SECONDLY :

PART of Parcel Lot 9-1, Section Index Plan D-970 being in the City of Toronto and being composed of that part of Lot 9 on Index Plan D-970 designated as Part 57 on Plan 66R- 18763.

APPENDIX "C"


UNION STATION HERITAGE GUIDELINES
PREPARED FOR THE CITY OF TORONTO
BY E.R.A. ARCHITECTS INC.
JULY 11, 2001

UNION STATION

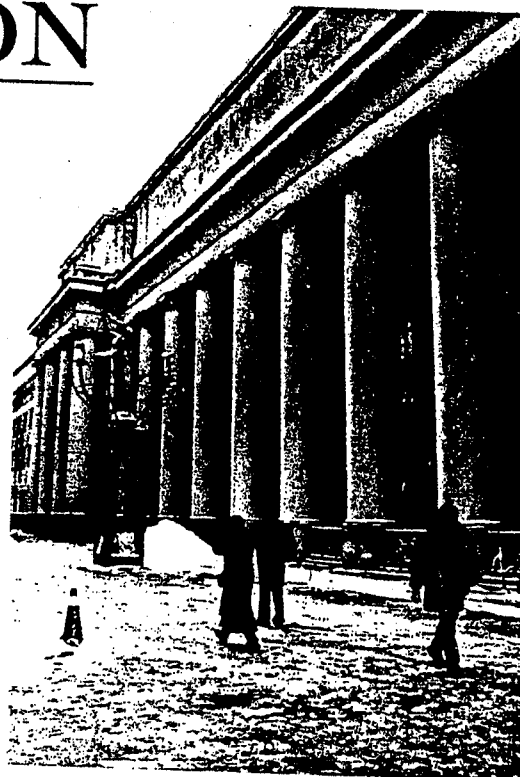
HERITAGE GUIDELINES

prepared for

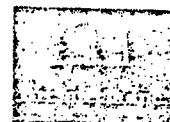
Heritage Preservation Services
Culture Division
Economic Development
Culture & Tourism

City of Toronto  **TORONTO**

July 11, 2001



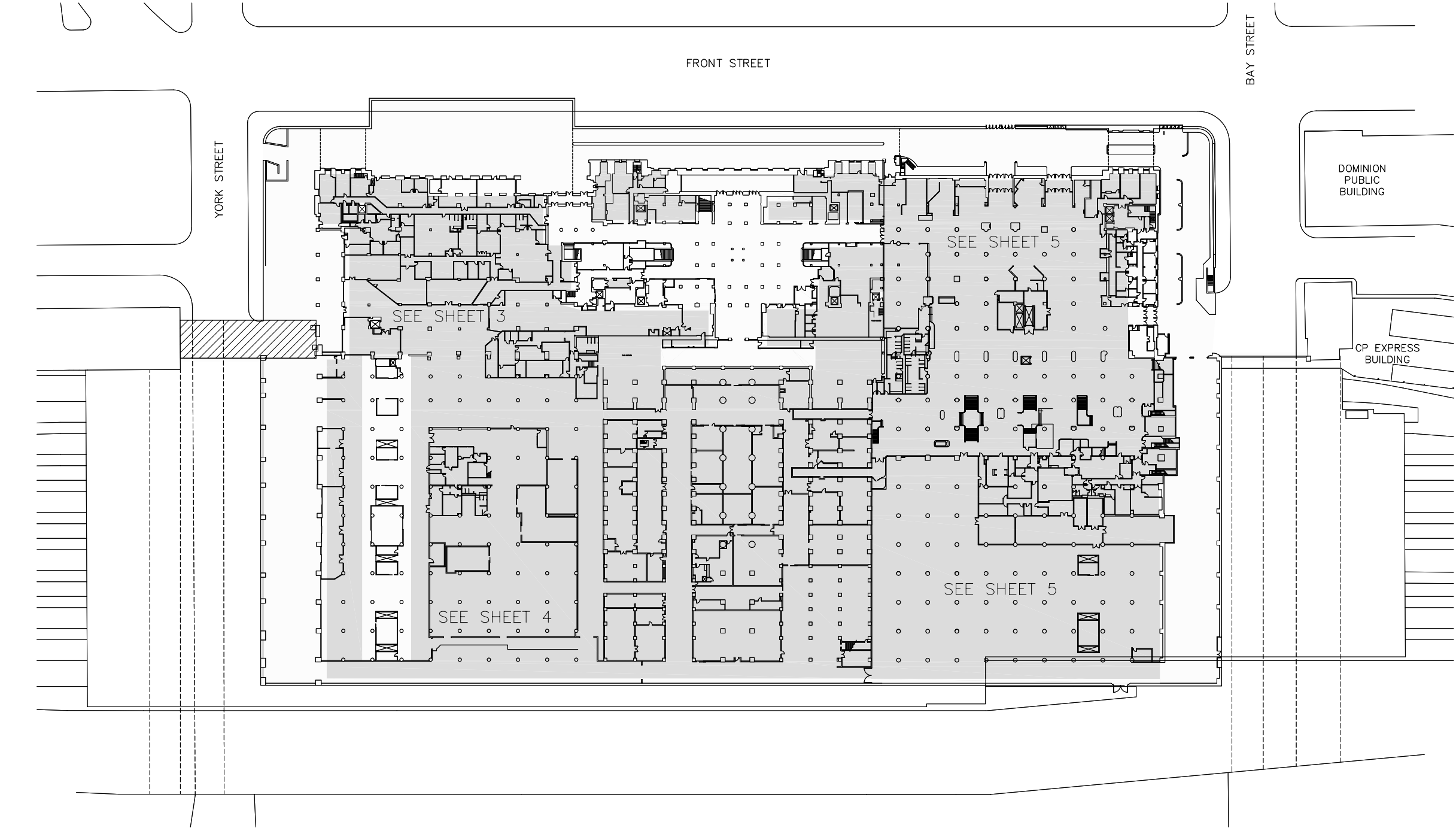
10 St. Mary St., Suite 801
Toronto, Canada, M4Y 1P9
416 963.4497 T
416 963.8761 F



APPENDIX "D"

DRAWINGS 1 THROUGH 11
PREPARED BY
PUBLIC WORKS AND GOVERNMENT SERVICES CANADA
DATED JUNE 7, 2005
ILLUSTRATING AREAS EXEMPTED FROM
APPROVAL PROCESS FOR ALTERATIONS - TORONTO UNION STATION

DRAWING NAME- 01LOWLEY.DWG
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SCALE OF PLOT- 1:1
PERSON PLOTTING- ?
DATE PLOTTED- DD/MM/YY
PERCENT COMPLETED-
LAYERS FROZEN - X_VIEW
PROJECT DIRECTORY- H:\NHSD\HRSPA\SPECIAL PROJECTS\ONTARIO\TORONTO\STATION\Drawings\Revision\collateral\



SITE PLAN – MOAT AND TEAMWAY LEVEL

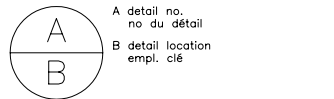
SUSAN HUM-HARTLEY

Director General
Real Property Services for
Parks Canada
Heritage Conservation Program
Directeur général
Services immobiliers pour
Parcs Canada
Programme pour la
conservation du patrimoine

Prepared By
Real Property Services
For Parks Canada
Heritage Conservation Program
Préparé par
Services immobiliers
pour Parcs Canada
Programme pour la
conservation du patrimoine

GENERAL NOTE:
All edges that separate the grey
and white zones are considered
to be in a white zone.

3	FINAL	JUNE 07/05
2	FOR REVIEW	APRIL 22/05
1	FOR DISCUSSION	FEB 13/01
revisions		date



project
UNION STATION
TORONTO, ONTARIO
proj

AREAS COVERED BY
COLLATERAL AGREEMENT

drawing
SITE PLAN –
MOAT AND
TEAMWAY LEVEL
dessin

designed	N. BULL	conçu
date		date
drawn	B. BUCHHOLZ	dessiné
date		date
reviewed		examiné
date		date
approved		approuvé
date		date
Tender		Soumission
Project Manager		Gestionnaire du projet
client project no.		no de projet du client

HCP project no. 431371
no de projet du PCP

drawing no. 1
no. du dessin

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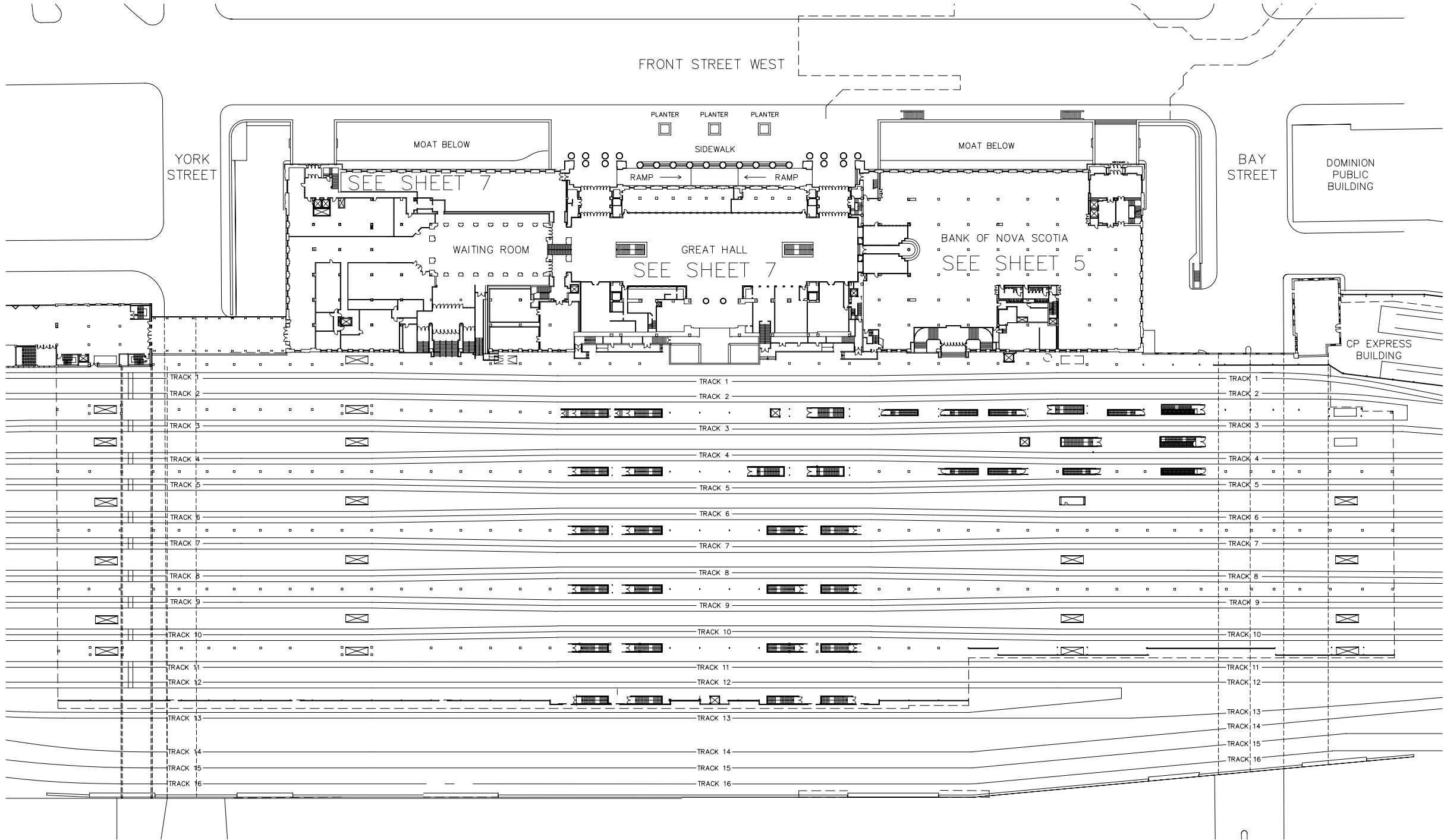
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PERSON PLOTTING–

DRAWING NAME– 02_SITE.DWG
VIEW PLOTTED– PLOT

PWGSC A-11x17



SITE PLAN – FRONT ST. & PLATFORM LEVEL

SUSAN HUM-HARTLEY

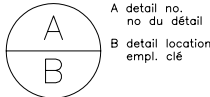
Director General
Real Property Services for
Parks Canada
Heritage Conservation Program
Directeur général
Services immobiliers pour
Parcs Canada
Programme pour la
conservation du patrimoine

Prepared By
Real Property Services
For Parks Canada
Heritage Conservation Program
Préparé par
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pour Parcs Canada
Programme pour la
conservation du patrimoine

GENERAL NOTE:

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3	FINAL	JUNE 07/05
2	FOR REVIEW	APRIL 22/05
1	FOR DISCUSSION	FEB 13/01
revisions		date



project
UNION STATION
TORONTO, ONTARIO

AREAS COVERED BY
COLLATERAL AGREEMENT

drawing
SITE PLAN –
FRONT ST. &
PLATFORM LEVEL

designed	N. BULL	conçu
date		date
drawn	B. BUCHHOLZ	dessiné
date		date
reviewed		examiné
date		date
approved		approuvé
date		date
Tender		Soumission
Project Manager		Gestionnaire du projet
client project no.		no de projet du client
HCP project no.		no de projet du PCP
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drawing no.		no. du dessin

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SCALE OF PLOT –
PERSON PLOTTING –

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VIEW PLOTTED –

03LOWLEV.DWG
PLOT



LOWER LEVEL FLOOR PLAN – NORTH END



Public Works and
Government Services
Canada

Travaux publics et
Services gouvernementaux
Canada

SUSAN HUM–HARTLEY

Director General
Real Property Services for
Parks Canada
Heritage Conservation Program

Directeur général
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GENERAL NOTE:

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3	FINAL	JUNE 07/05
2	FOR REVIEW	APRIL 22/05
1	FOR DISCUSSION	FEB 13/01
revisions		date

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no du détail

B detail location
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project

UNION STATION
TORONTO, ONTARIO

project

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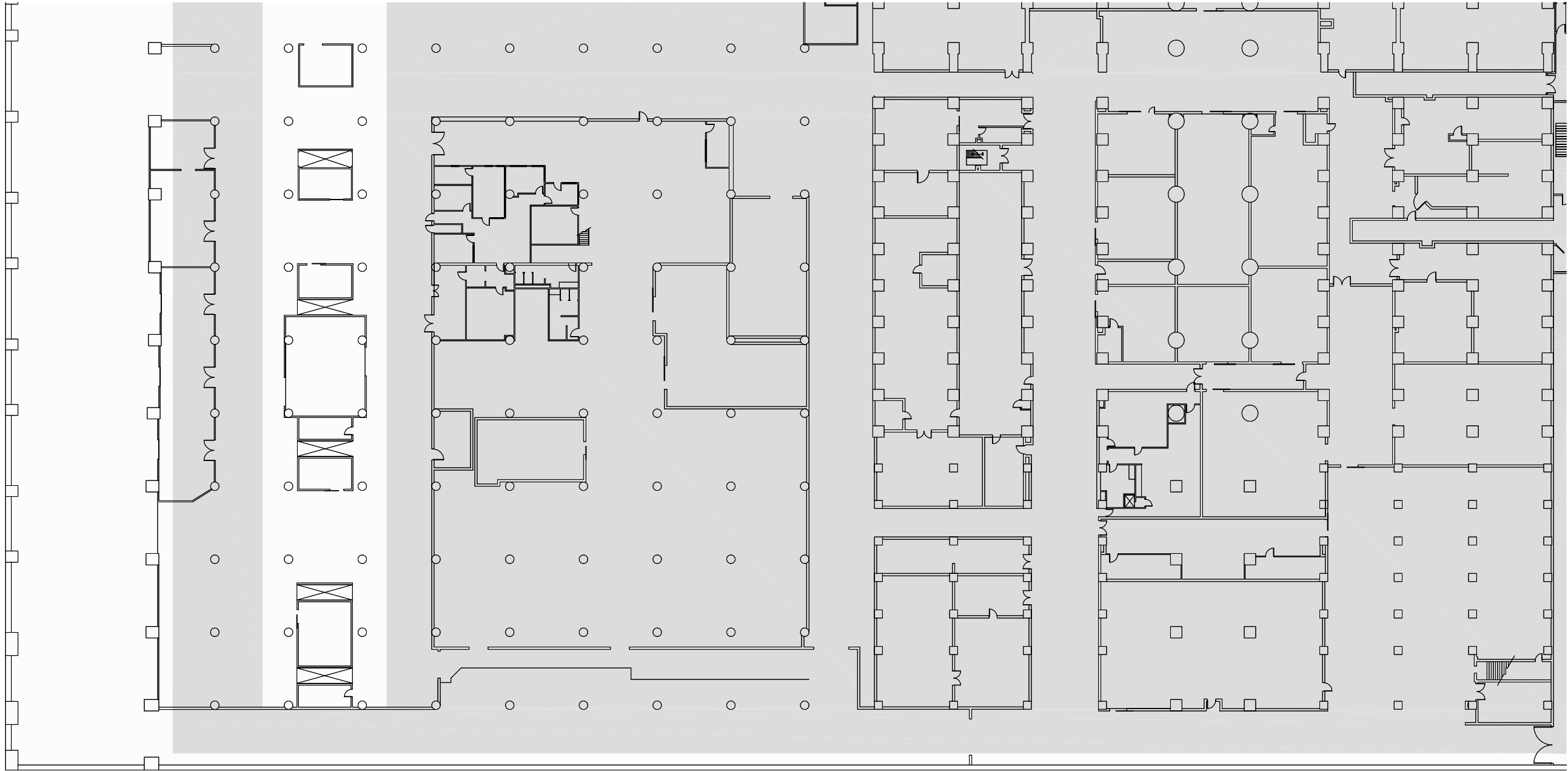
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COLLATERAL AGREEMENT

dessin


LOWER LEVEL
FLOOR PLAN –
NORTH END

designed	N. BULL	conçu
date		date
drawn	B. BUCHHOLZ	dessiné
date		date
reviewed		examiné
date		date
approved		approuvé
date		date
Tender		Soumission
Project Manager		Gestionnaire du projet
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drawing no.		no. du dessin
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PERCENT COMPLETED--
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PROJECT DIRECTORY-- H:\NHSD\HRSPA\SPECIAL PROJECTS\ONTARIO\TORONTO UNION_STATION\Drawings\Collateral\



LOWER LEVEL FLOOR PLAN – SOUTH END



Public Works and
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Services gouvernementaux
Canada

SUSAN HUM–HARTLEY

Director General
Real Property Services for
Parks Canada
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Directeur général
Services immobiliers pour
Parcs Canada
Programme pour la
conservation du patrimoine

Prepared By

Real Property Services
For Parks Canada

Heritage Conservation Program

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pour Parcs Canada

Programme pour la
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GENERAL NOTE:

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and white zones are considered
to be in a white zone.

3	FINAL	JUNE 07/05
2	FOR REVIEW	APRIL 22/05
1	FOR DISCUSSION	FEB 13/01

revisions

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A detail no.
no du détail
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project

UNION STATION
TORONTO, ONTARIO

project

AREAS COVERED BY
COLLATERAL AGREEMENT

drawing

LOWER LEVEL
FLOOR PLAN –
SOUTH END

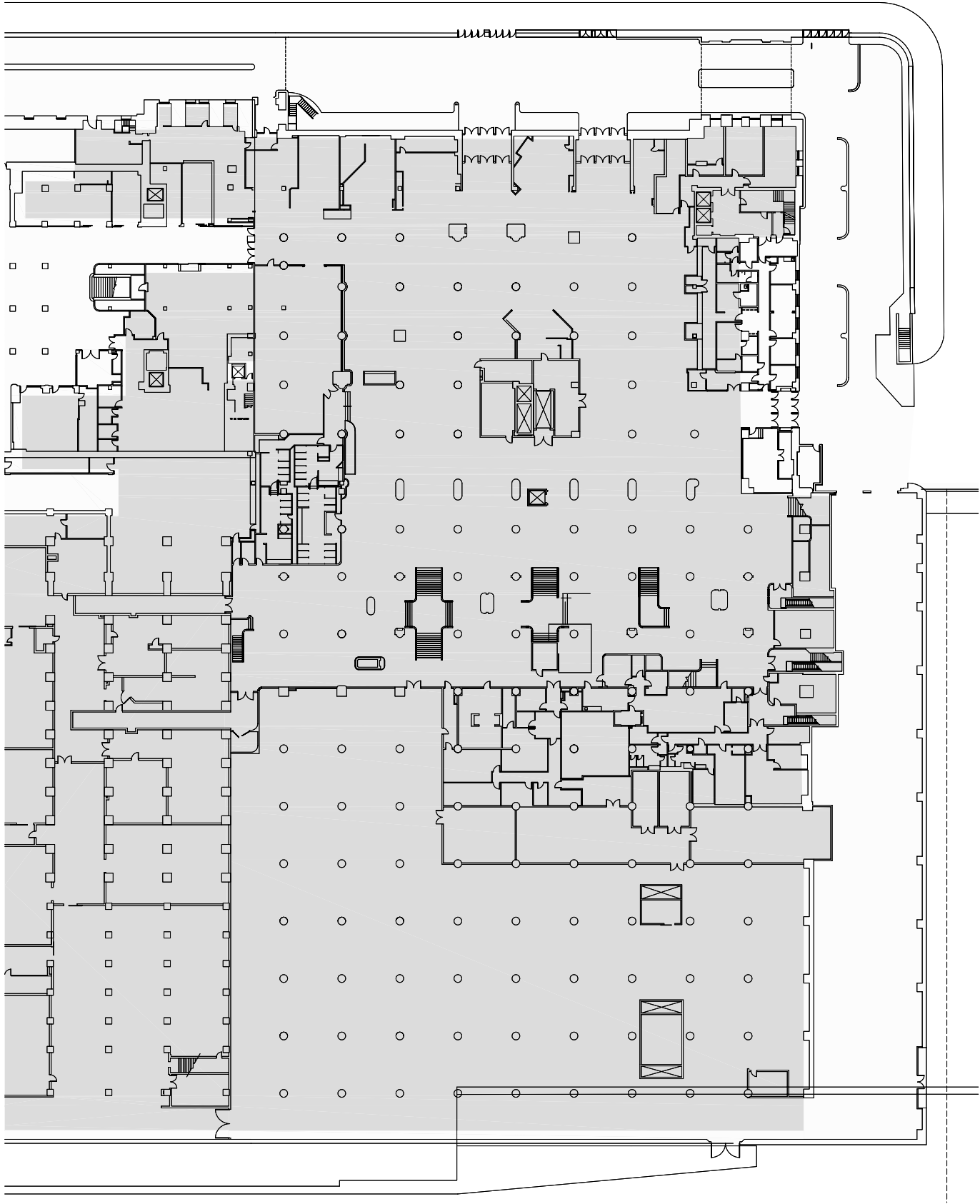
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date		date
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approved		approuvé
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Tender		Soumission
Project Manager		Gestionnaire du projet
client project no.		no de projet du client


HCP project no.	no de projet du PCP
431371	

drawing no.	no. du dessin
4	

PWGSC A–11x17



EAST BLOCK FLOOR PLAN – LOWER LEVEL



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SUSAN HUM–HARTLEY

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GENERAL NOTE:

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and white zones are considered
to be in a white zone.

3	FINAL	JUNE 07/05
2	FOR REVIEW	APRIL 22/05
1	FOR DISCUSSION	FEB 13/01
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A detail no.
no du détail
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project

UNION STATION
TORONTO, ONTARIO

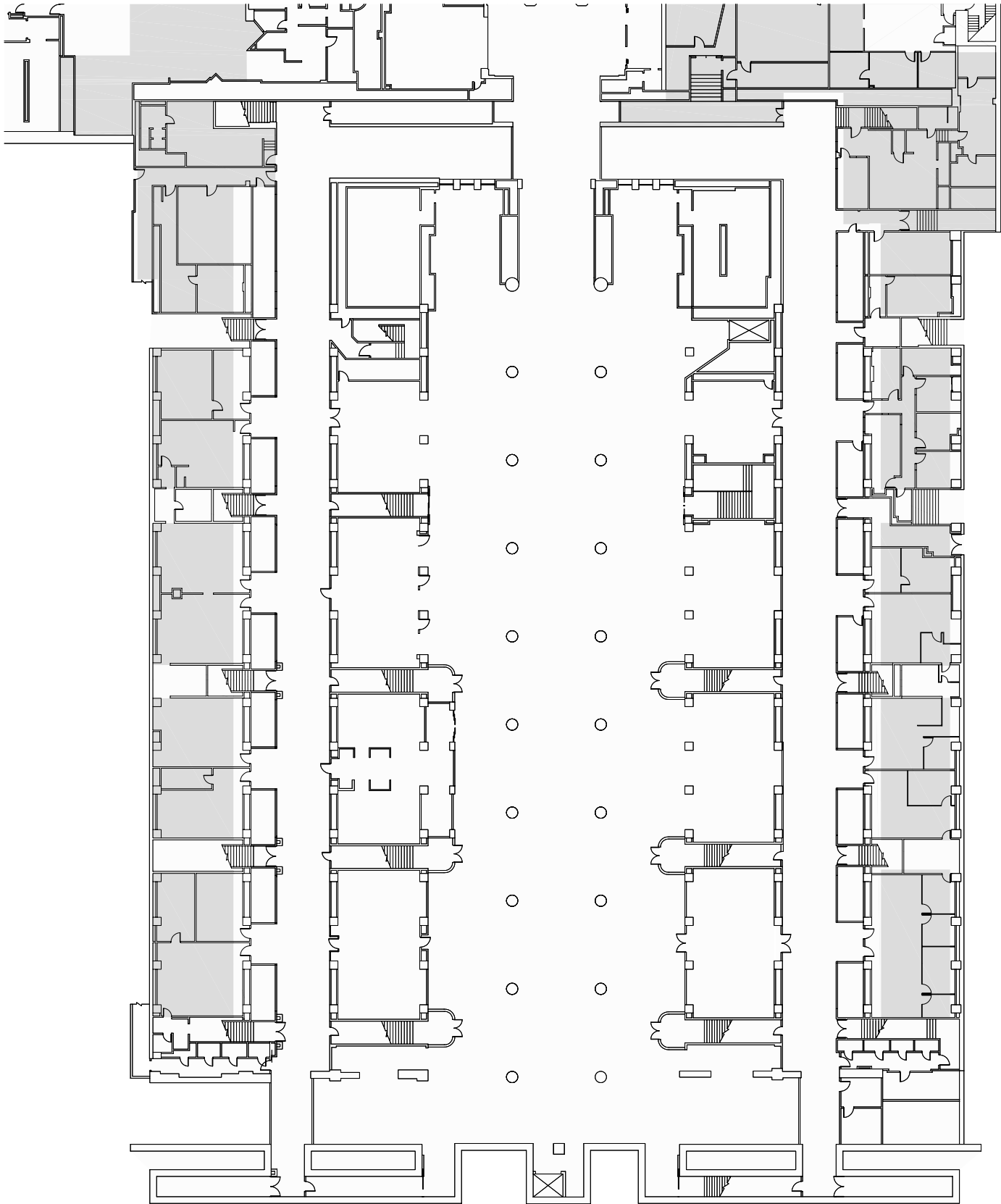
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COLLATERAL AGREEMENT

drawing


EAST BLOCK –
ALL LEVELS

dessin

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drawn	B. BUCHHOLZ	dessiné
date		date
reviewed		examiné
date		date
approved		approuvé
date		date
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HCP project no.		no de projet du PCP
	431371	
drawing no.		no. du dessin
	5	



MAIN LEVEL FLOOR PLAN (UNDER TRACKS)



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Canada

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GENERAL NOTE:

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and white zones are considered
to be in a white zone.

3	FINAL	JUNE 07/05
2	FOR REVIEW	APRIL 22/05
1	FOR DISCUSSION	FEB 13/01
revisions		date

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A detail no.
no du détail
B detail location
empl. clé

project
UNION STATION
TORONTO, ONTARIO
project

drawing
MAIN LEVEL
FLOOR PLAN
(UNDER TRACKS)
dessin

designed	N. BULL	conçu
date		date
drawn	B. BUCHHOLZ	dessiné
date		date
reviewed		examiné
date		date
approved		approuvé
date		date
Tender		Soumission
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client project no.		no de projet du client

HCP project no.	no de projet du PCP
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drawing no.	no. du dessin
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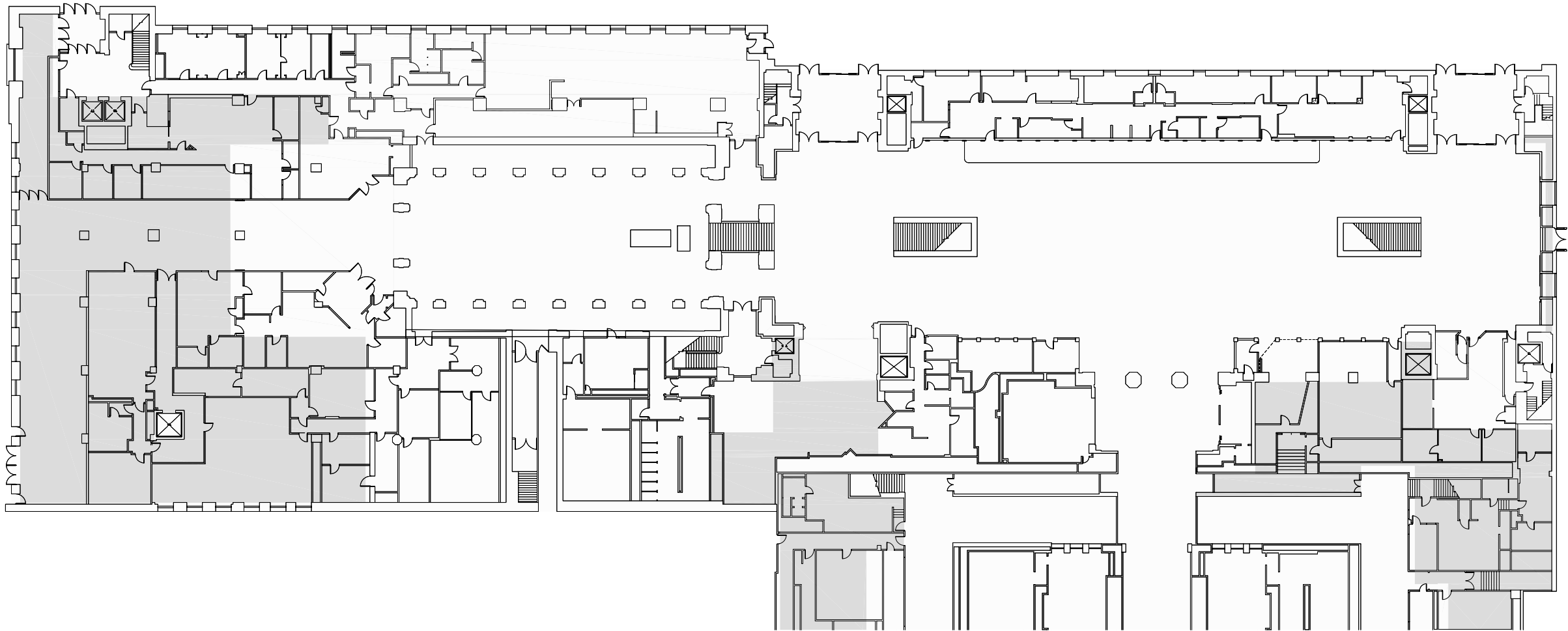
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PERSON PLOTTING –

DRAWING NAME –
VIEW PLOTTED –

07_1STFLDWG
PLOT



MAIN LEVEL FLOOR PLAN



Public Works and
Government Services
Canada

Travaux publics et
Services gouvernementaux
Canada

SUSAN HUM–HARTLEY

Director General
Real Property Services for
Parks Canada
Heritage Conservation Program

Directeur général
Services immobiliers pour
Parcs Canada
Programme pour la
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Real Property Services
For Parks Canada
Heritage Conservation Program

Préparé par
Services immobiliers
pour Parcs Canada
Programme pour la
conservation du patrimoine

GENERAL NOTE:

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3	FINAL	JUNE 07/05
2	FOR REVIEW	APRIL 22/05
1	FOR DISCUSSION	FEB 13/01
revisions		date

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A detail no.
no du détail
B detail location
empl. clé

project

UNION STATION
TORONTO, ONTARIO

project

drawing

AREAS COVERED BY
COLLATERAL AGREEMENT

dessin

MAIN LEVEL
FLOOR PLAN

designed	N. BULL	conçu
date		date
drawn	B. BUCHHOLZ	dessiné
date		date
reviewed		examiné
date		date
approved		approuvé
date		date
Tender		Soumission
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HCP project no.		no de projet du PCP
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drawing no.		no. du dessin
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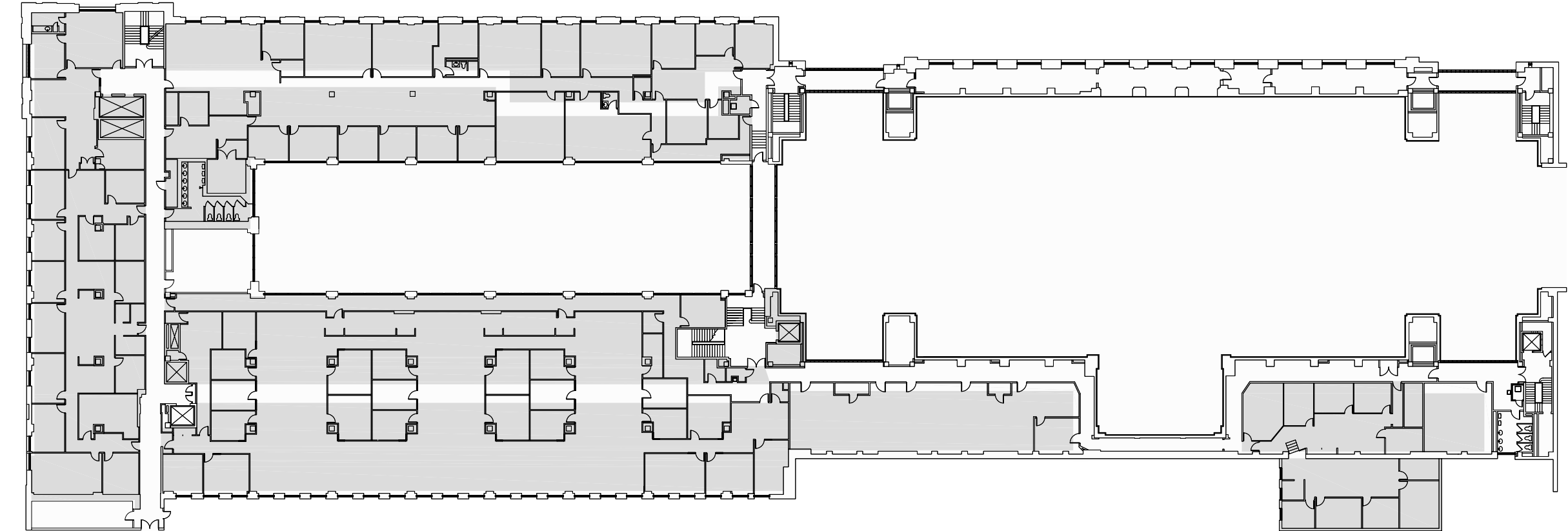
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SCALE OF PLOT–
PERSON PLOTTING–


DRAWING NAME–
VIEW PLOTTED–

08_2NDFLDWG
PLOT

PWGSC A-11x17



SECOND FLOOR PLAN



Public Works and
Government Services
Canada

Travaux publics et
Services gouvernementaux
Canada

SUSAN HUM–HARTLEY

Director General
Real Property Services for
Parks Canada
Heritage Conservation Program

Directeur général
Services immobiliers pour
Parcs Canada
Programme pour la
conservation du patrimoine

Prepared By
Real Property Services
For Parks Canada
Heritage Conservation Program

Préparé par
Services immobiliers
pour Parcs Canada
Programme pour la
conservation du patrimoine

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3	FINAL	JUNE 07/05
2	FOR REVIEW	APRIL 22/05
1	FOR DISCUSSION	FEB 13/01
revisions		date

A

B

A detail no.
no du détail
B detail location
empl. clé

project

UNION STATION
TORONTO, ONTARIO

AREAS COVERED BY
COLLATERAL AGREEMENT

drawing

SECOND FLOOR PLAN

dessin

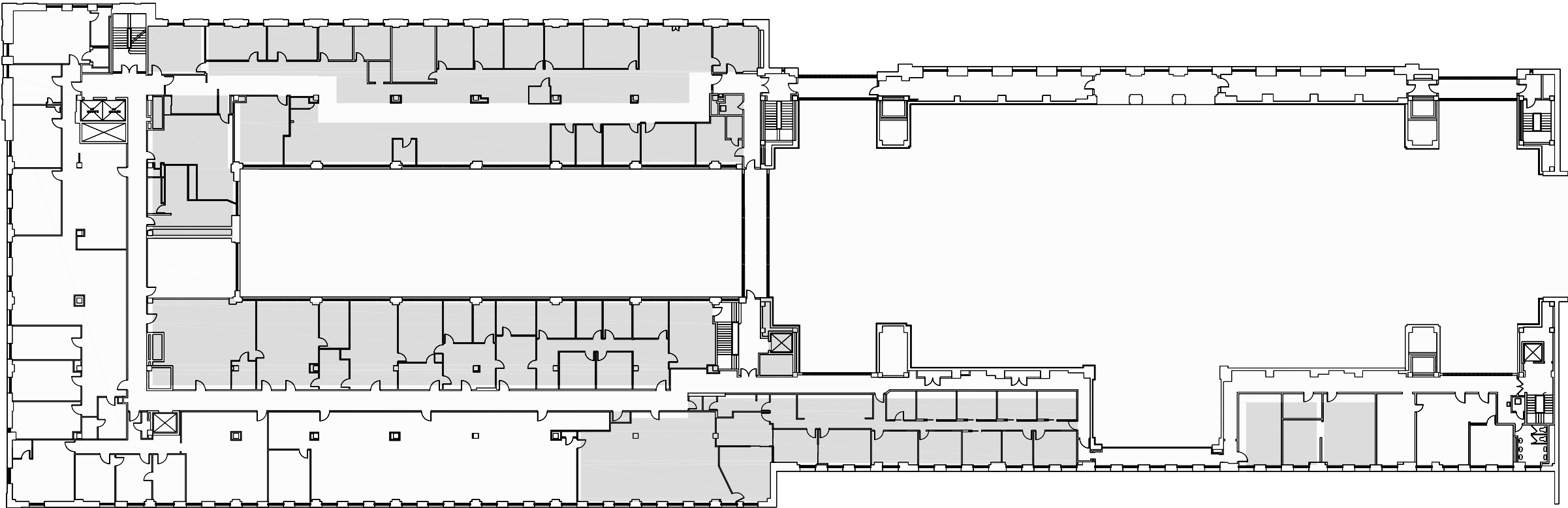
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date		date
approved		approuvé
date		date
Tender		Soumission
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drawing no.		no. du dessin
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PROJECT DIRECTORY– H:\NHSD\HRSPA\SPECIAL PROJECTS\ONTARIO\TORONTO UNION_STATION\Drawings\Revision\Collateral\

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PERCENT COMPLETED–


1:1
SCALE OF PLOT–
PERSON PLOTTING–

DRAWING NAME– 09_3RDFLDWG
VIEW PLOTTED– PLOT



THIRD FLOOR PLAN

PWGSC A-11x17



Public Works and
Government Services
Canada

Travaux publics et
Services gouvernementaux
Canada

SUSAN HUM–HARTLEY

Director General
Real Property Services for
Parks Canada
Heritage Conservation Program

Directeur général
Services immobiliers pour
Parcs Canada
Programme pour la
conservation du patrimoine

Prepared By

Real Property Services
For Parks Canada

Heritage Conservation Program

Préparé par

Services immobiliers
pour Parcs Canada

Programme pour la
conservation du patrimoine

GENERAL NOTE:

All edges that separate the grey
and white zones are considered
to be in a white zone.

3	FINAL	JUNE 07/05
2	FOR REVIEW	APRIL 22/05
1	FOR DISCUSSION	FEB 13/01
revisions		date

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project
UNION STATION
TORONTO, ONTARIO
project

AREAS COVERED BY
COLLATERAL AGREEMENT

drawing
THIRD FLOOR PLAN
dessin

designed	N. BULL	conçu
date		date
drawn	B. BUCHHOLZ	dessiné
date		date
reviewed		examiné
date		date
approved		approuvé
date		date
Tender		Soumission
Project Manager		Gestionnaire du projet
client project no.		no de projet du client
HCP project no.		no de projet du PCP
	711244	
drawing no.		no. du dessin
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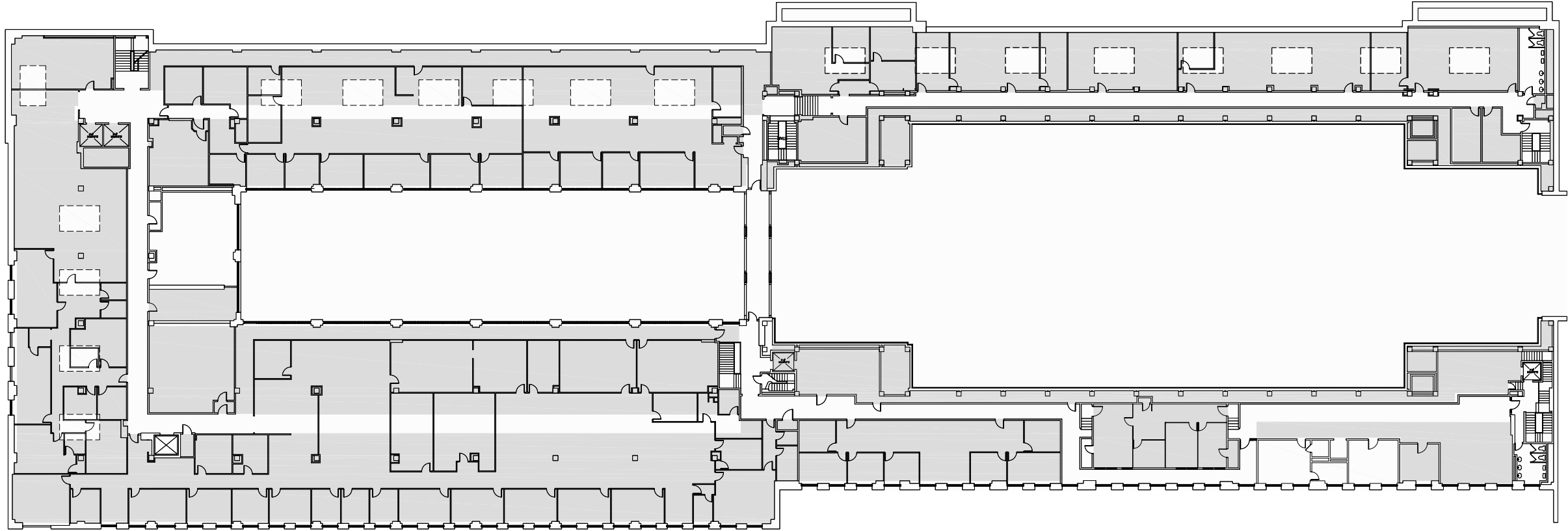
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DATE PLOTTED– DD/MM/YY
PERCENT COMPLETED–

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SCALE OF PLOT–
PERSON PLOTTING–

DRAWING NAME–
VIEW PLOTTED–

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PLOT



FOURTH FLOOR PLAN

SUSAN HUM–HARTLEY

Director General
Real Property Services for
Parks Canada
Heritage Conservation Program

Directeur général
Services immobiliers pour
Parcs Canada
Programme pour la
conservation du patrimoine

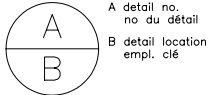
Prepared By
Real Property Services
For Parks Canada
Heritage Conservation Program

Préparé par
Services immobiliers
pour Parcs Canada
Programme pour la
conservation du patrimoine

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revisions		date



project
UNION STATION
TORONTO, ONTARIO

project

AREAS COVERED BY
COLLATERAL AGREEMENT

drawing
FOURTH FLOOR PLAN

dessin

designed	N. BULL	conçu
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date		date
Tender		Soumission
Project Manager		Gestionnaire du projet
client project no.		no de projet du client

HCP project no. no de projet du PCP || | 431371 |

drawing no. no. du dessin || | 10 |

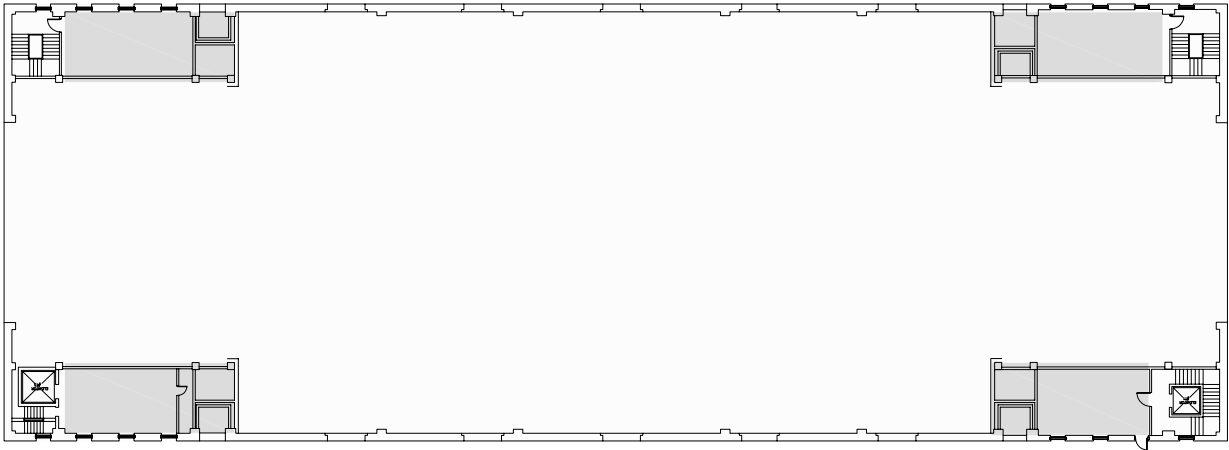
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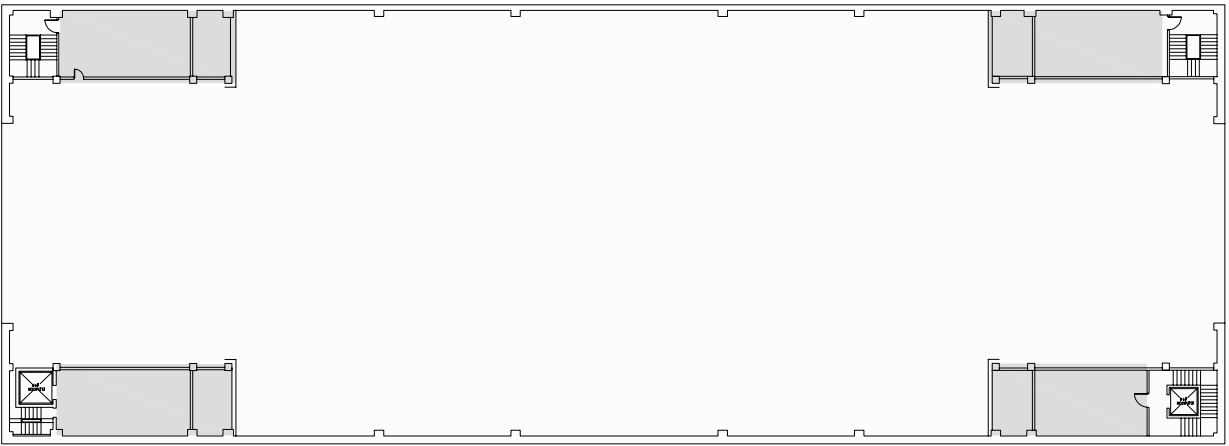
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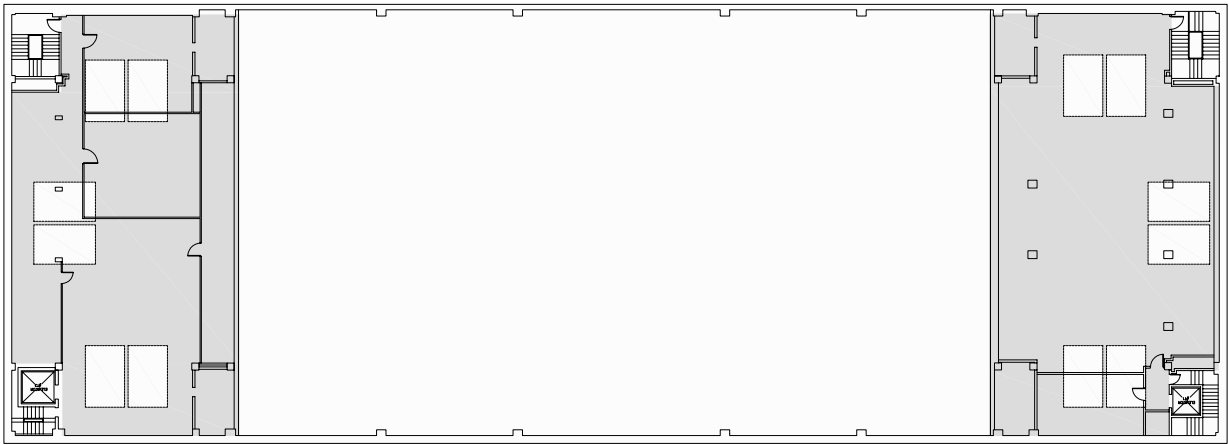
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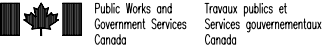
FIFTH FLOOR PLAN



SIXTH FLOOR PLAN



SEVENTH FLOOR PLAN



SUSAN HUM–HARTLEY

Director General
Real Property Services for
Parks Canada
Heritage Conservation Program
Directeur général
Services immobiliers pour
Parcs Canada
Programme pour la
conservation du patrimoine

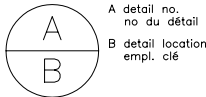
Prepared By
Real Property Services
For Parks Canada
Heritage Conservation Program

Préparé par
Services immobiliers
pour Parcs Canada
Programme pour la
conservation du patrimoine

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project
UNION STATION
TORONTO, ONTARIO

project
AREAS COVERED BY
COLLATERAL AGREEMENT

drawing
FIFTH TO SEVENTH
FLOOR PLANS

designed	N. BULL	conçu
date		date
drawn	B. BUCHHOLZ	dessiné
date		date
reviewed		examiné
date		date
approved		approuvé
date		date
Tender		Soumission
Project Manager		Gestionnaire du projet
client project no.		no de projet du client

HCP project no.
431371

no de projet du PCP

drawing no.
11

APPENDIX "E"

APPROVAL PROCESS FOR ALTERATIONS
TORONTO UNION STATION

Approval Process for Alterations to City Property

(for illustration see attached Schedule 1)

Stage One - Notification by Proponent / Request for Alteration

1. Written Request for Alteration

A request in writing shall be submitted to the City's Heritage Preservation Services office in the form attached as Schedule 2 and must include the following:

- Submission of a Conservation Strategy which outlines the scope of the work/approval that is being requested.
- A list of the supporting documentation that is being provided with the request.
- A statement of the proposed negative impacts on heritage character.
- A statement of the proposed positive impacts on heritage character.

2. Supporting Documentation

As part of the Stage 1 submission, the proponent shall also provide the following supporting documentation to communicate the proposed alteration/concept:

01 Documentation of As-Built/ Existing Conditions:

- Photographs sufficient to identify heritage elements and/or fabric to be impacted.

02 Alteration Concept / Architectural Graphic Requirements:

- Architectural sketches and/or drawings (plan, section and elevation where appropriate) which shows the nature of the proposed change.
- An outline scope of work or explanatory notes (placed on drawings) which provide an overview of the proposed changes.
- As part of the written statement and on the sketches clear indication where building fabric is proposed for removal.
- Where the alteration is required for functional operations of the Station Complex, any technical studies that support the need for the alteration.

Stage One - Role of Heritage Preservation Services & Parks Canada

- Heritage Preservation Services and appropriate City Departments shall review the written request for alteration for heritage and other impacts and building code requirements. Based on this review the City will either submit to Parks Canada or provide preliminary comments back to the proponent and request re-submission for Stage One.
- Parks Canada shall review the written request for alteration and respond in writing. If the

written request for alteration is not acceptable, Parks Canada shall provide the reasons for refusal to the City and may request additional information and/or suggest potential mitigation options to inform a more appropriate design.

- ❑ Based on the response from Parks Canada the City shall provide feedback and/or direction and clearly state whether the proponent has approval to proceed to Stage Two review.
- ❑ Once the proponent has the approval of both the City and Parks Canada, the proponent may proceed to Stage Two Review.
- ❑ In areas where Parks Canada approval is not required the City will be solely responsible for approval of the work.

Stage Two - Alteration, Concept & Design Development

The intent of this second stage is to allow for further development and refinement of the proposed concept and/or alteration.

Documentation required for submission at this stage:

1. Proposed Alterations

- Proposed alterations shall be shown as architectural drawings and shall consist of plans, sections, elevations, and conceptual details (where appropriate). Any additional material such as photographs, 3-dimensional sketches, etc. sufficient to fully explain the nature of alterations and changes should also be provided.
- Heritage Preservation Services may request Mechanical and Electrical sets in order to fully understand the nature of the proposal and to assess and provide direction on other heritage-related impacts.
- The outline scope of work should also be re-submitted if revisions have been made because of heritage conditions imposed at Stage 1 Review.

2. Supporting Documentation

- As-built architectural drawings to show existing spatial relationships (plans, elevations, sections and details where appropriate) submitted in a legible format.
- Finishes, samples and mock-ups.
- In cases where removal of building fabric is contemplated, the proponent shall provide a separate drawing indicating the extent of removals. In order to assess heritage impact, heritage elements shall be clearly identified and the nature of materials to be removed shall also be clearly identified on the plans.

Stage Two - Role of Heritage Preservation Services & Parks Canada

- ❑ Heritage Preservation Services and appropriate City Departments shall review the above proposal for heritage and other impacts and building code requirements. Based on this review

the City will either submit to Parks Canada or provide preliminary comments back to the proponent and request re-submission for Stage Two.

- ❑ Parks Canada shall review the submission and respond in writing. If the submission is not acceptable, Parks Canada shall provide the reasons for refusal to the City and may request additional information and/or suggest potential mitigation options.
- ❑ The City will assess the response from Parks Canada and decide whether further discussion is required based on operational and heritage requirements. The City may at any time, at any stage of the process, convene a meeting(s) among the parties to assist in resolving issues as they arise.
- ❑ Based on the response from Parks Canada the City shall provide feedback and/or direction and clearly state whether the proponent has approval to proceed to Stage Three review.

Stage Three - Technical Design

The intent of this stage is for the proponent to present the Conservation Plan which describes a final design solution and submit working drawings and technical specifications for review and approval by Heritage Preservation Services and Parks Canada. The objective here is to provide a detailed assessment of the impact of the proposed alteration(s) and evaluate the execution of work as it relates to the historic features in the station.

Submission requirements for this stage include:

1. Supporting Documentation

- A full set of working drawings and technical specifications sufficient for a building permit application.

Stage Three - Role of Heritage Preservation Services & Parks Canada

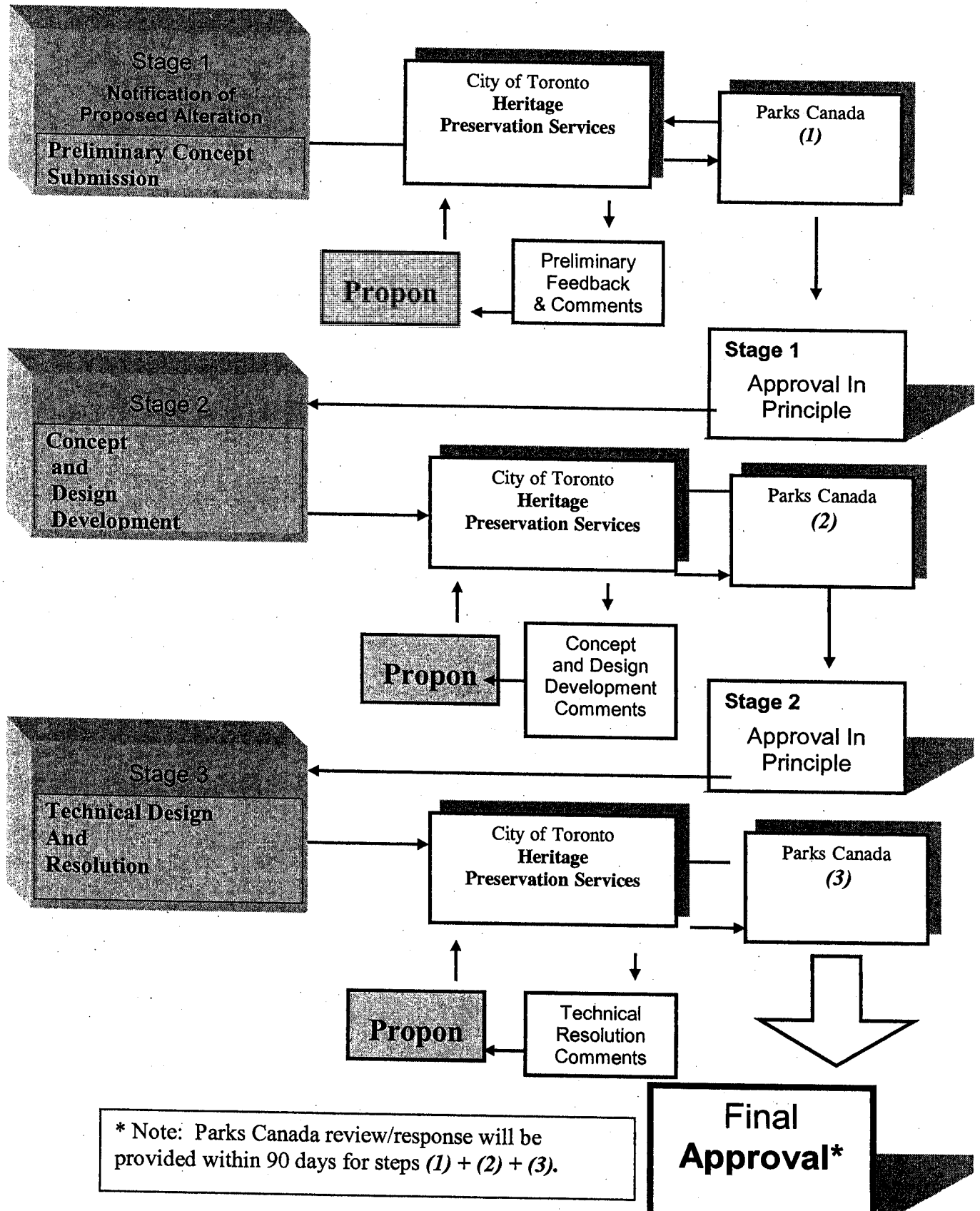
- ❑ Heritage Preservation Services and appropriate City Departments shall review the above proposal for heritage and other impacts and building code requirements. Based on this review the City will either submit to Parks Canada or provide comments back to the proponent and request re-submission for Stage Three.
- ❑ Parks Canada shall review the submission and respond in writing. If the submission is not acceptable, Parks Canada shall state the reasons for refusal to the City and may request additional information and/or suggest potential mitigation options.
- ❑ Either Parks Canada or Heritage Preservation Services may apply conditions to their approval.
- ❑ Once approved by Parks Canada and Heritage Preservation Services, a building permit may be issued.

Post Approval - Compliance Monitoring

- ❑ Heritage Preservation Services shall, and Parks Canada may, monitor the execution and completion of construction to ensure that the finished work complies with the terms and conditions of approval.
- ❑ During the construction process, any proposed deviations from the Approved Proposal will require resubmission to Heritage Preservation Services and Parks Canada for subsequent review and written approval.

City Property Heritage Approval Process

Schedule 1



UNION STATION - REQUEST FOR ALTERATIONS FORM

Requests for approval of alterations should be submitted with a covering lettering, formatted as follows and include two sets of all supporting documentation submitted:

1.10_ Date

1.11_ Proponent

- name (firm and contact person)
- mailing address
- telephone
- facsimile

1.12_ Proponent's Consultant(s) if applicable

- name (firm and contact person)
- mailing address
- telephone
- facsimile

1.13_ Title of Submission

- project title
- Stage One, Stage Two, or Stage Three

1.14_ Statement of Request

- statement clearly outlining the scope of the work/approval that is sought

1.15_ List of Supporting Documentation

- a detailed list of all documentation to be considered as part of the review, such as drawings, letters, studies, reports, photographs, finishes, samples, mock-ups, specifications (including title, author, identification number if applicable, date)

1.16_ Discussion of Proposed Alterations

1) Reason Approval is Sought

- description and explanation of reason(s) for the alterations

2) Description of Negative Impacts on Heritage Character

- description of any negative impacts on the heritage character of the building

3) Description of Positive Impacts on Heritage Character

- description of any positive impacts on the heritage character of the building, including a description of any mitigative measures to reduce negative impacts

Approval Process for Alterations to GO Property

(for illustration see attached Schedule 1)

Stage One – Notification by Proponent / Request for Alteration

3. Written Request for Alteration

A request in writing shall be submitted to Parks Canada with a copy to the City's Heritage Preservation Services office in the form attached as Schedule 2 and must include the following:

- Submission of a conservation strategy which outlines the scope of the work/approval that is being requested.
- A list of the supporting documentation that is being provided with the request.
- A statement of the proposed negative impacts on heritage character.
- A statement of the proposed positive impacts on heritage character.

4. Supporting Documentation

As part of the Stage 1 submission, GO Transit shall also provide the following supporting documentation to communicate the proposed alteration/concept:

03 Documentation of As-Built/ Existing Conditions:

- Photographs sufficient to identify heritage elements and/or fabric to be impacted.

04 Alteration Concept / Architectural Graphic Requirements:

- Architectural sketches and/or drawings (plan, section and elevation where appropriate) which shows the nature of the proposed change.
- An outline scope of work or explanatory notes (placed on drawings) which provide an overview of the proposed changes.
- As part of the written statement and on the sketches clear indication where building fabric is proposed for removal.
- Where the alteration is required for functional operations of the Station Complex, any technical studies that support the need for the alteration.

Stage One - Role of Heritage Preservation Services & Parks Canada

- ❑ Heritage Preservation Services shall review the written request for alteration for heritage impacts and may submit comments to Parks Canada.
- ❑ Parks Canada shall review the written request for alteration and respond in writing to GO Transit with a copy to Heritage Preservation Services and clearly state whether it intends to

grant GO Transit approval to proceed to Stage Two Review. If the request for alteration is not acceptable, Parks Canada shall provide the reasons for refusal and may request additional information and/or suggest potential mitigation options to inform a more appropriate design.

- Once GO Transit has the final approval of Parks Canada, GO Transit may proceed to Stage Two Review.

Stage Two - Alteration, Concept & Design Development

The intent of this second stage is to allow for further development and refinement of the proposed concept and/or alteration.

Documentation required for submission at this stage:

3. Proposed Alterations

- Proposed alterations shall be shown as architectural drawings and shall consist of plans, sections, elevations, and conceptual details (where appropriate). Any additional material such as photographs, 3-dimensional sketches, etc. sufficient to fully explain the nature of alterations and changes should also be provided.
- Parks Canada may request Mechanical and Electrical sets in order to fully understand the nature of the proposal and to assess and provide direction on other heritage-related impacts.
- The outline scope of work should also be re-submitted if revisions have been made because of heritage conditions imposed at Stage 1 Review.

4. Supporting Documentation

- As-built architectural drawings to show existing spatial relationships (plans, elevations, sections and details where appropriate) submitted in a legible format.
- Finishes, samples and mock-ups.
- In cases where removal of building fabric is contemplated, GO Transit shall provide a separate drawing indicating the extent of removals. In order to assess heritage impact, heritage elements shall be clearly identified and the nature of materials to be removed shall also be clearly identified on the plans.

Stage Two - Role of Heritage Preservation Services & Parks Canada

- Parks Canada shall review the written request for alteration and respond in writing to GO Transit with a copy to Heritage Preservation Services and clearly state whether GO Transit has approval to proceed to Stage Three. If the proposal is not acceptable, Parks Canada shall provide the reasons for refusal and may request additional information and/or suggest potential mitigation options to inform a more appropriate design.
- Once GO Transit has the final approval of Parks Canada, GO Transit may proceed to Stage

Three Review.

Stage Three - Technical Design

The intent of this stage is for GO Transit to present the Conservation Plan which describes a final design solution and submit working drawings and technical specifications for review and approval by Parks Canada. The objective here is to provide a detailed assessment of the impact of the proposed alteration(s) and evaluate the execution of work as it relates to the historic features in the station.

Submission requirements for this stage include:

2. Supporting Documentation

- A full set of working drawings and technical specifications sufficient for a building permit application.

Stage Three - Role of Heritage Preservation Services & Parks Canada

- ❑ Heritage Preservation Services shall review the submission for heritage impacts and may submit comments to Parks Canada.
- ❑ Parks Canada shall review the submission and respond in writing to GO Transit with a copy to Heritage Preservation Services and clearly state whether it intends to grant GO Transit approval to proceed to construction. If the submission is not acceptable, Parks Canada shall provide the reasons for refusal and may request additional information and/or suggest potential mitigation options to inform a more appropriate design.
- ❑ Parks Canada may apply conditions to its approval.
- ❑ Once approved by Parks Canada a building permit may be issued.

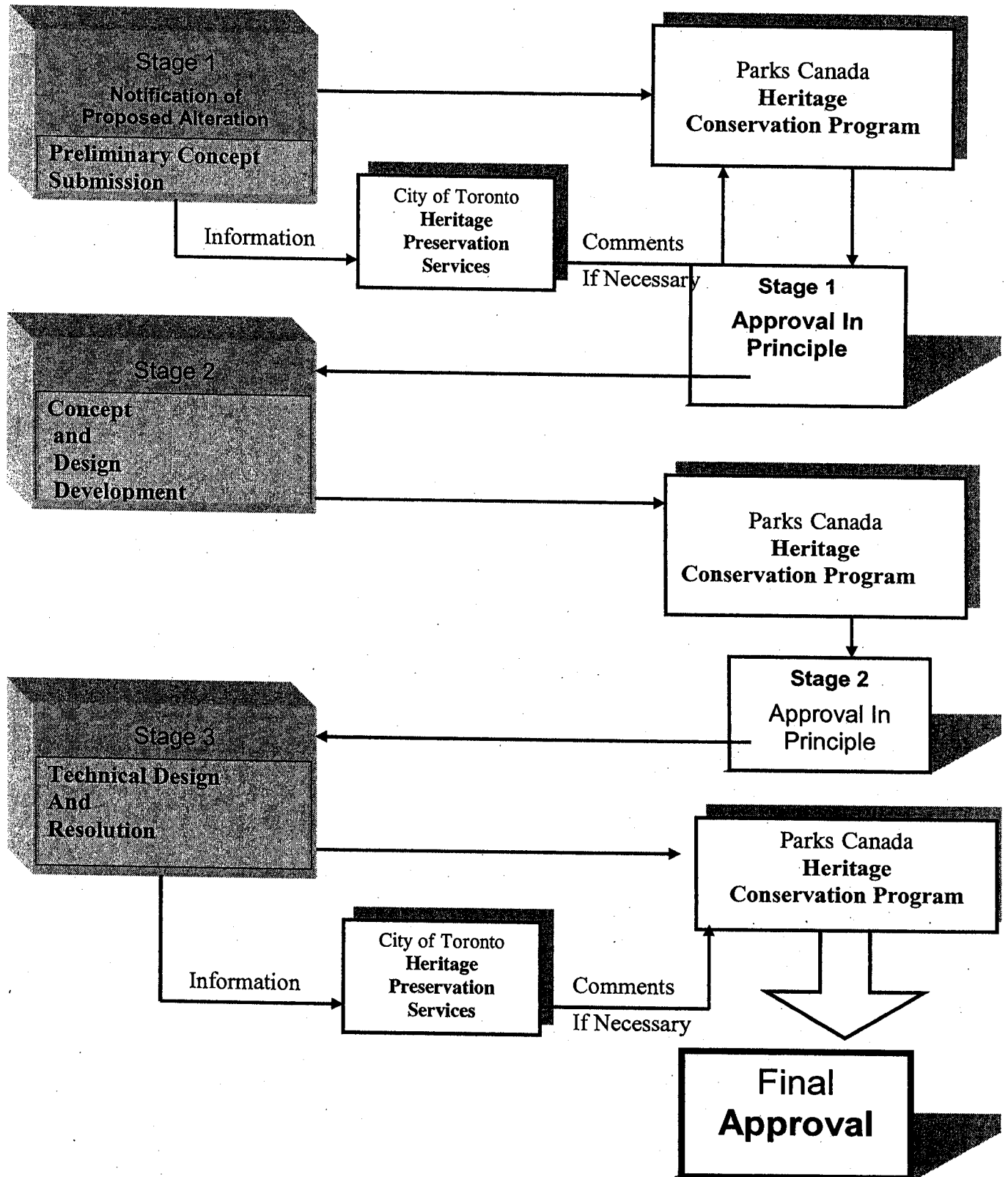
Post Approval - Compliance Monitoring

- ❑ Parks Canada shall monitor the execution and completion of construction to ensure that the finished work complies with the terms and conditions of its approval.
- ❑ During the construction process, any proposed deviations to the Approved Proposal will require resubmission to Parks Canada for subsequent review and written approval.

**GO Property
Heritage Approval Process**

Schedule 1

**Go Transit
Heritage Information Requirements**



UNION STATION - REQUEST FOR ALTERATIONS FORM

Requests for approval of alterations should be submitted with a covering lettering, formatted as follows and include two sets of all supporting documentation submitted:

1.17_ Date

1.18_ Proponent

- name (firm and contact person)
- mailing address
- telephone
- facsimile

1.19_ Proponent's Consultant(s) if applicable

- name (firm and contact person)
- mailing address
- telephone
- facsimile

1.20_ Title of Submission

- project title
- Stage One, Stage Two, or Stage Three

1.21_ Statement of Request

- statement clearly outlining the scope of the work/approval that is sought

1.22_ List of Supporting Documentation

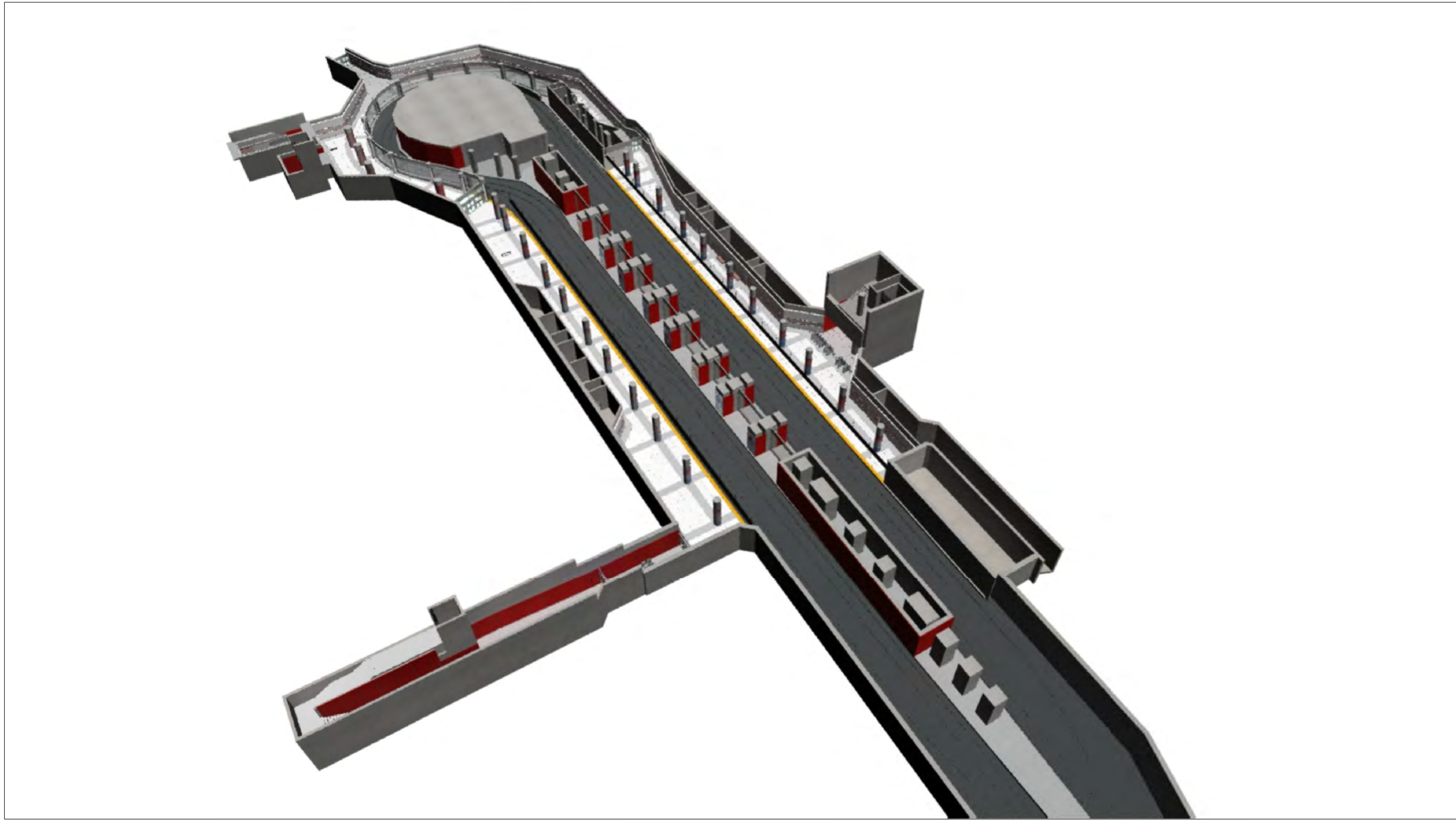
- a detailed list of all documentation to be considered as part of the review, such as drawings, letters, studies, reports, photographs, finishes, samples, mock-ups, specifications (including title, author, identification number if applicable, date)

1.23_ Discussion of Proposed Alterations

- 1) Reason Approval is Sought
 - description and explanation of reason(s) for the alterations
- 2) Description of Negative Impacts on Heritage Character
 - description of any negative impacts on the heritage character of the building
- 3) Description of Positive Impacts on Heritage Character
 - description of any positive impacts on the heritage character of the building, including a description of any mitigative measures to reduce negative impacts

Appendix E: Proposed Work

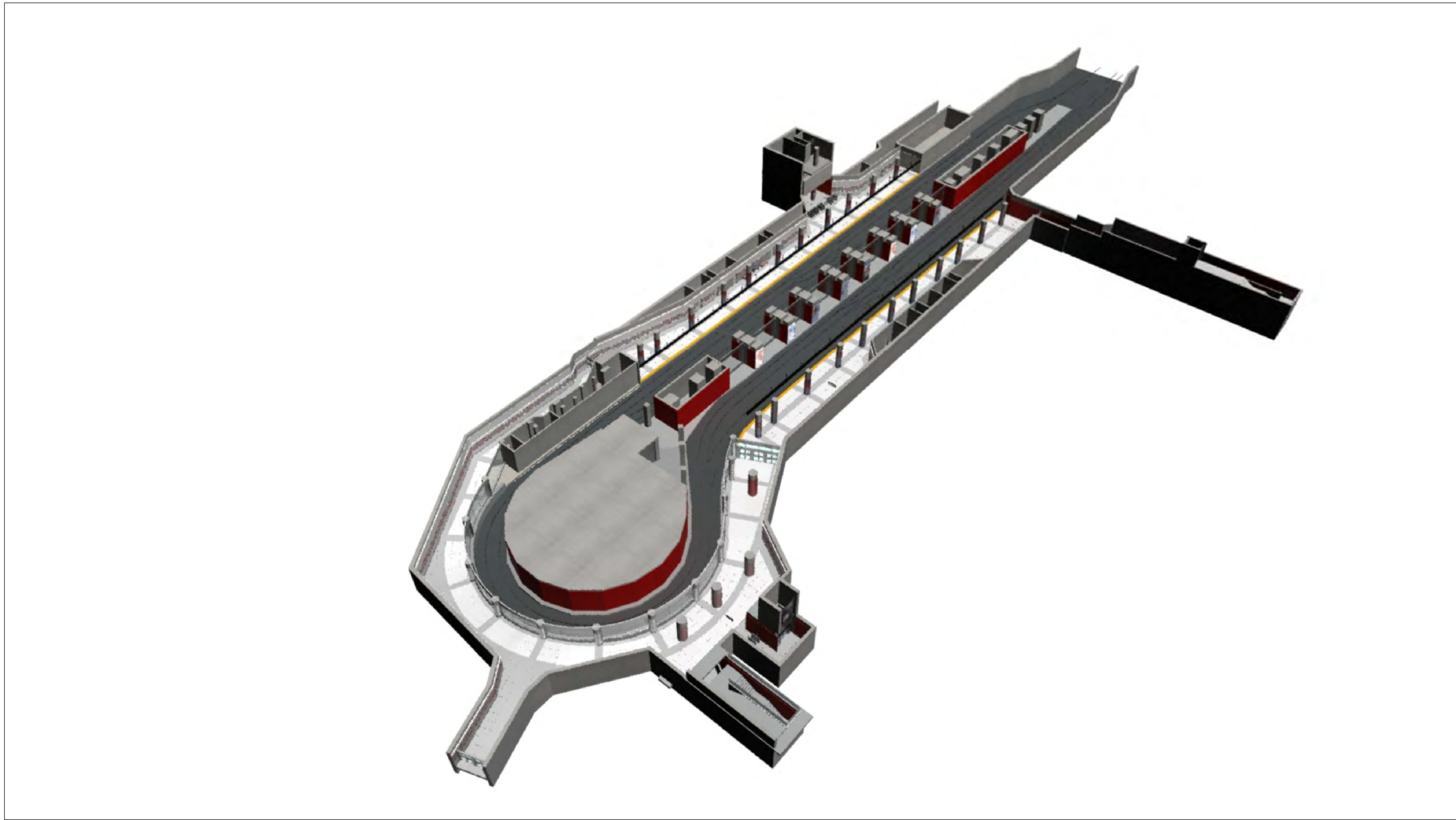
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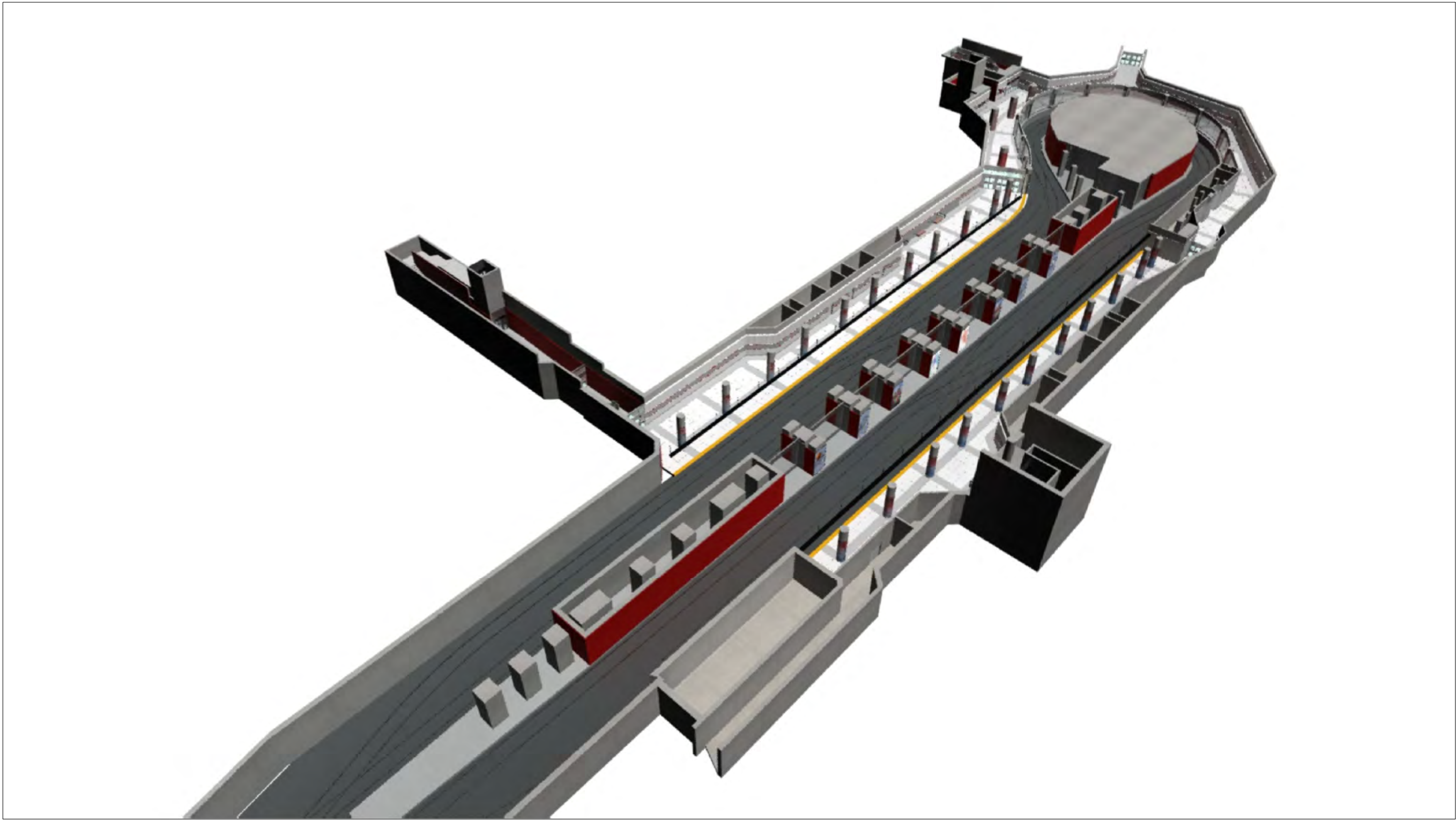
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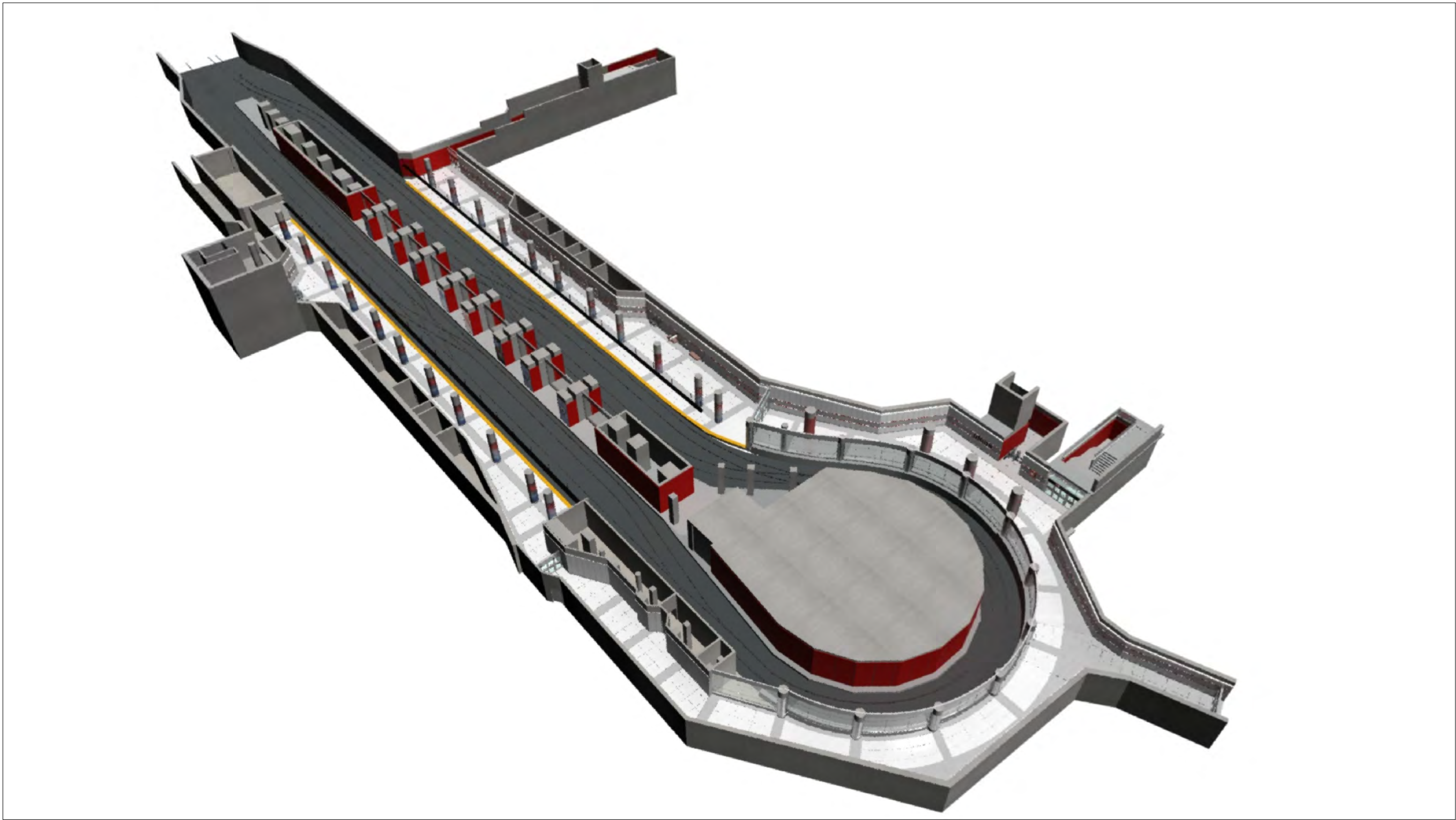
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DETAIL

3D RENDER

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WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS
3450 HARVESTER ROAD, SUITE 100
BURLINGTON, ONTARIO, CANADA, L7N 3W5
TEL: +1 905 336 2263

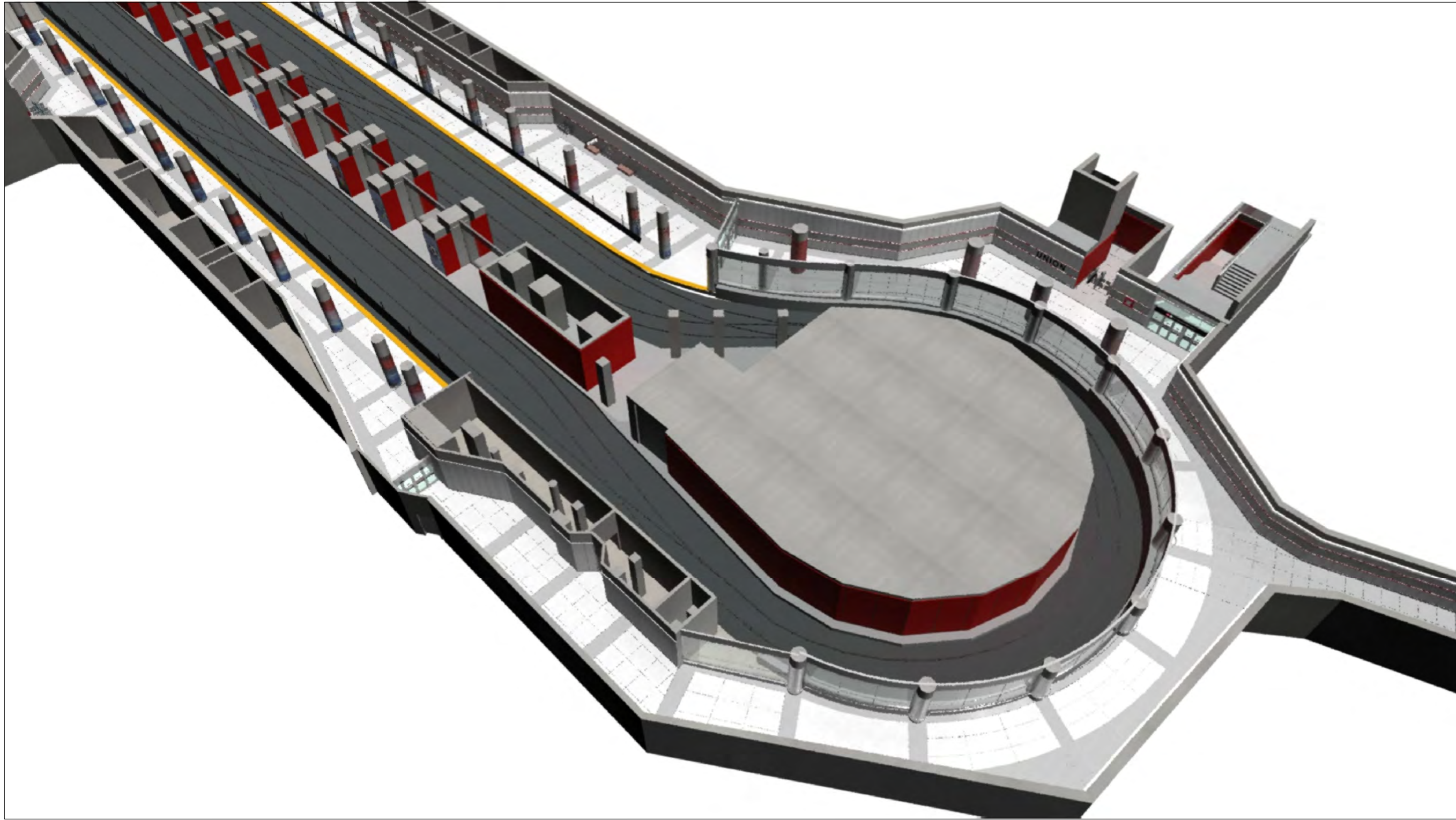
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WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

UNION STATION

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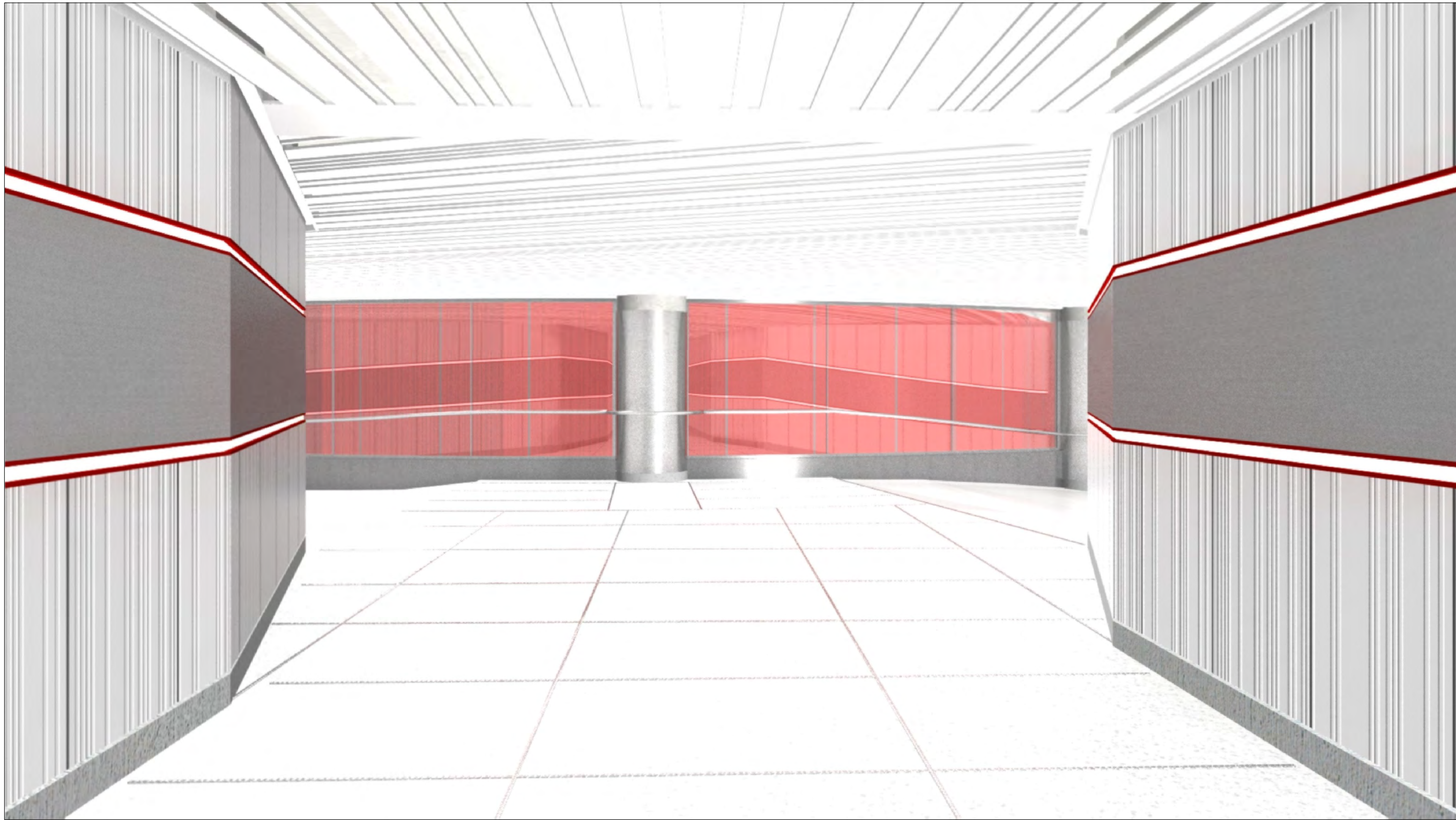
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Plot Date: 7-JUL-2021		



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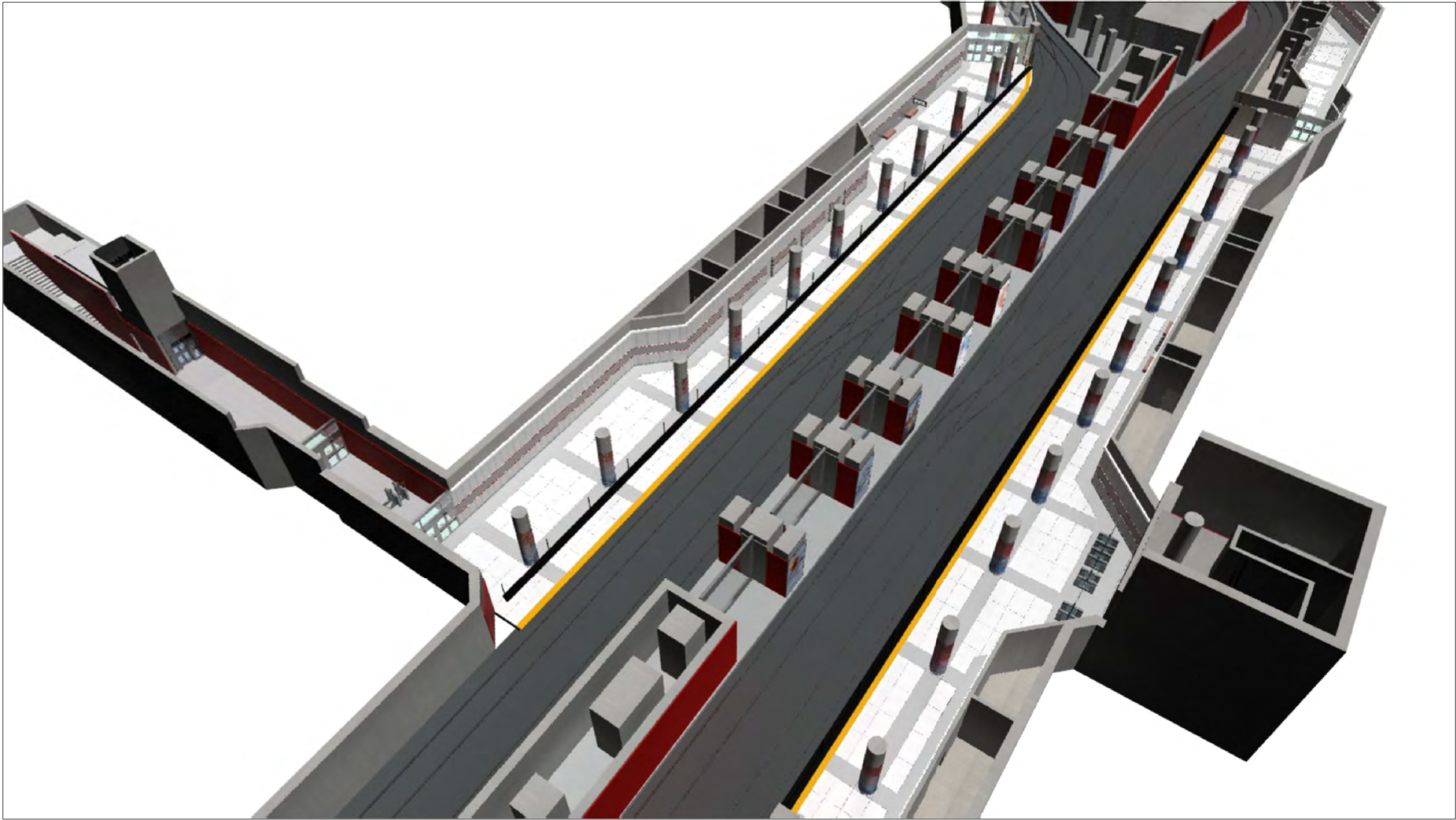
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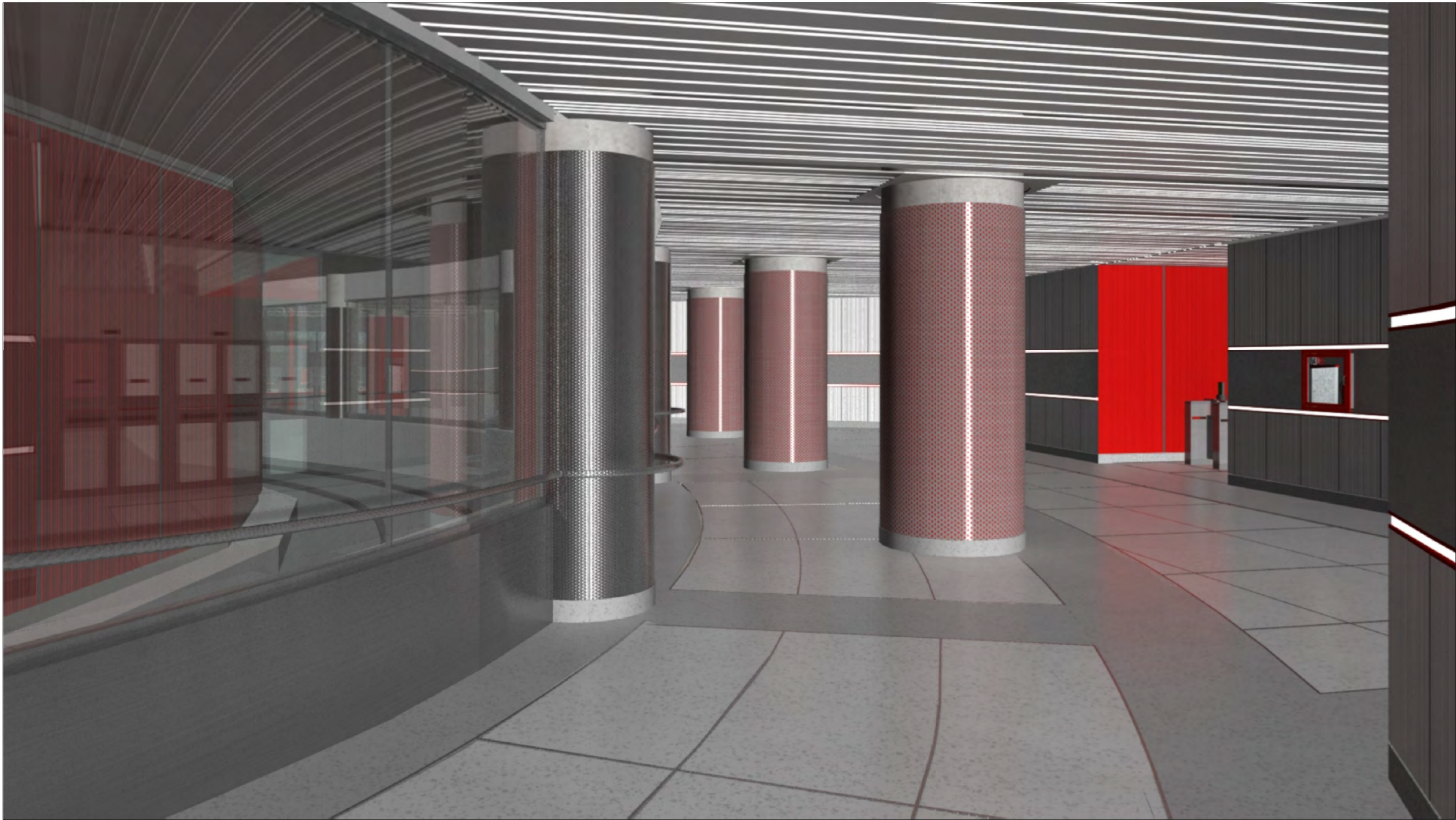
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3450 HARVESTER ROAD, SUITE 100
BURLINGTON, ONTARIO, CANADA, L7N 3W5
TEL: +1 905 336 2553

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SCALE	N.T.S.

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

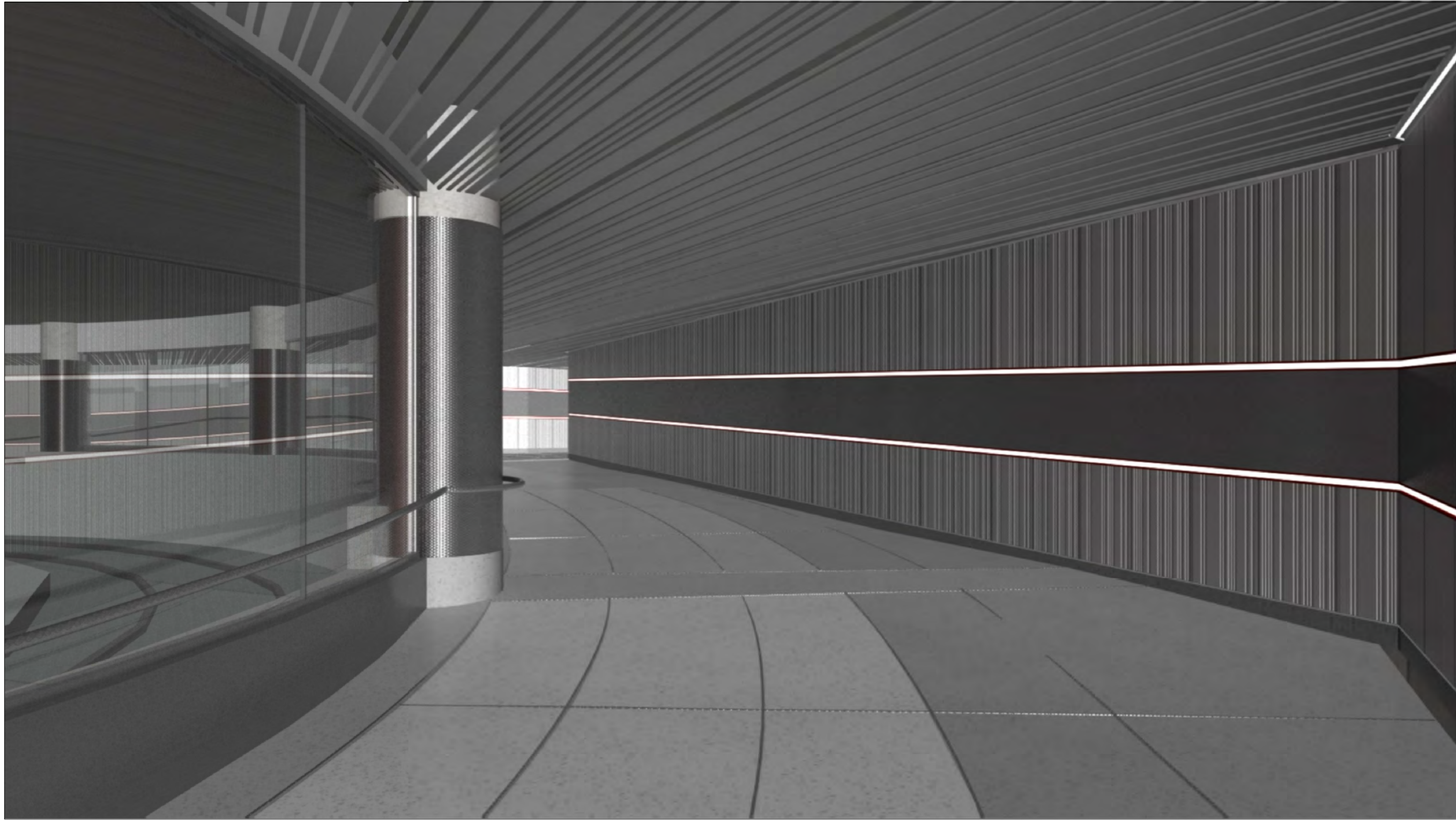
UNION STATION

PLATFORM LEVEL VIEWS
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Plot Date: 7-JUL-2021		

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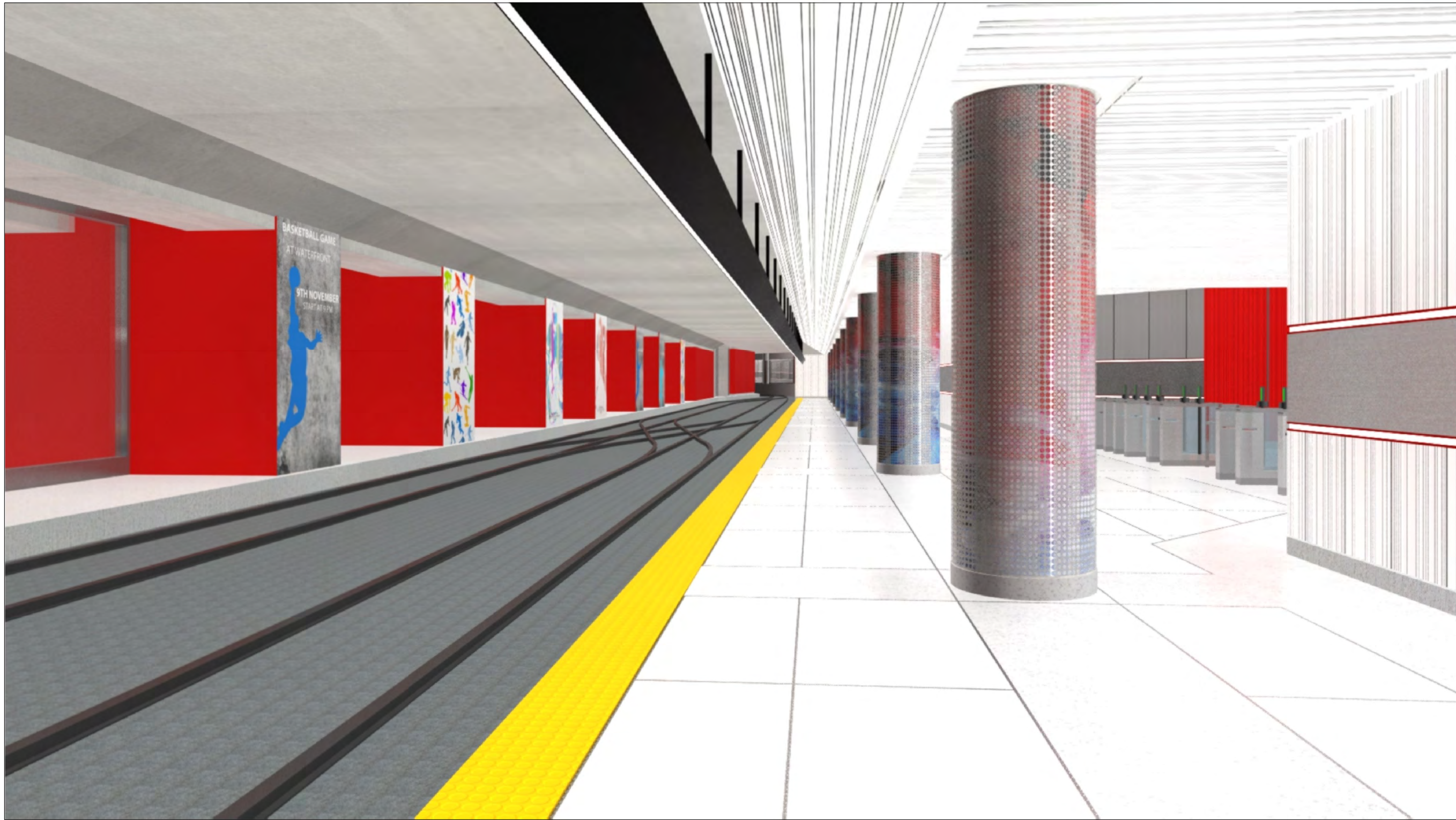
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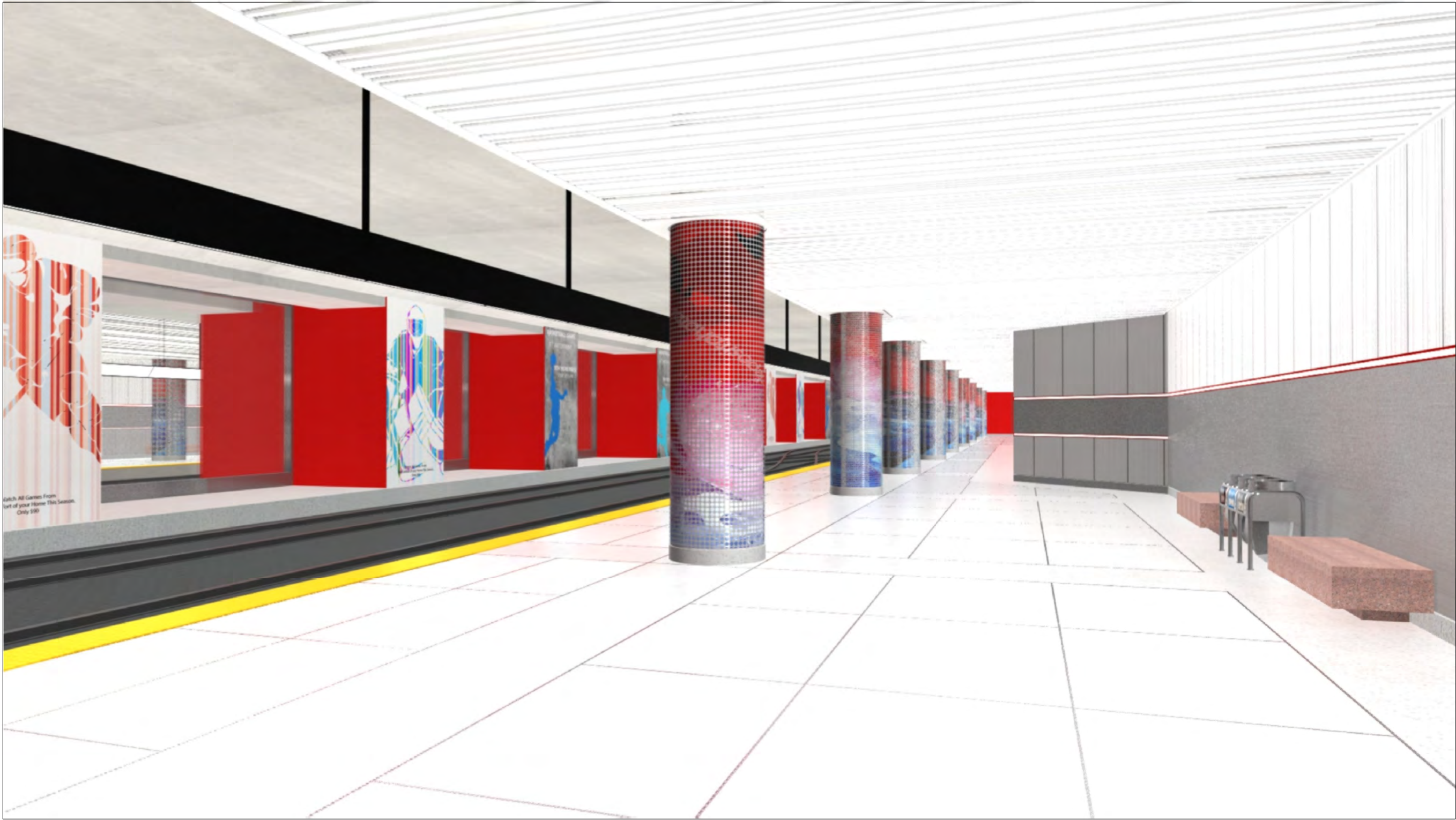
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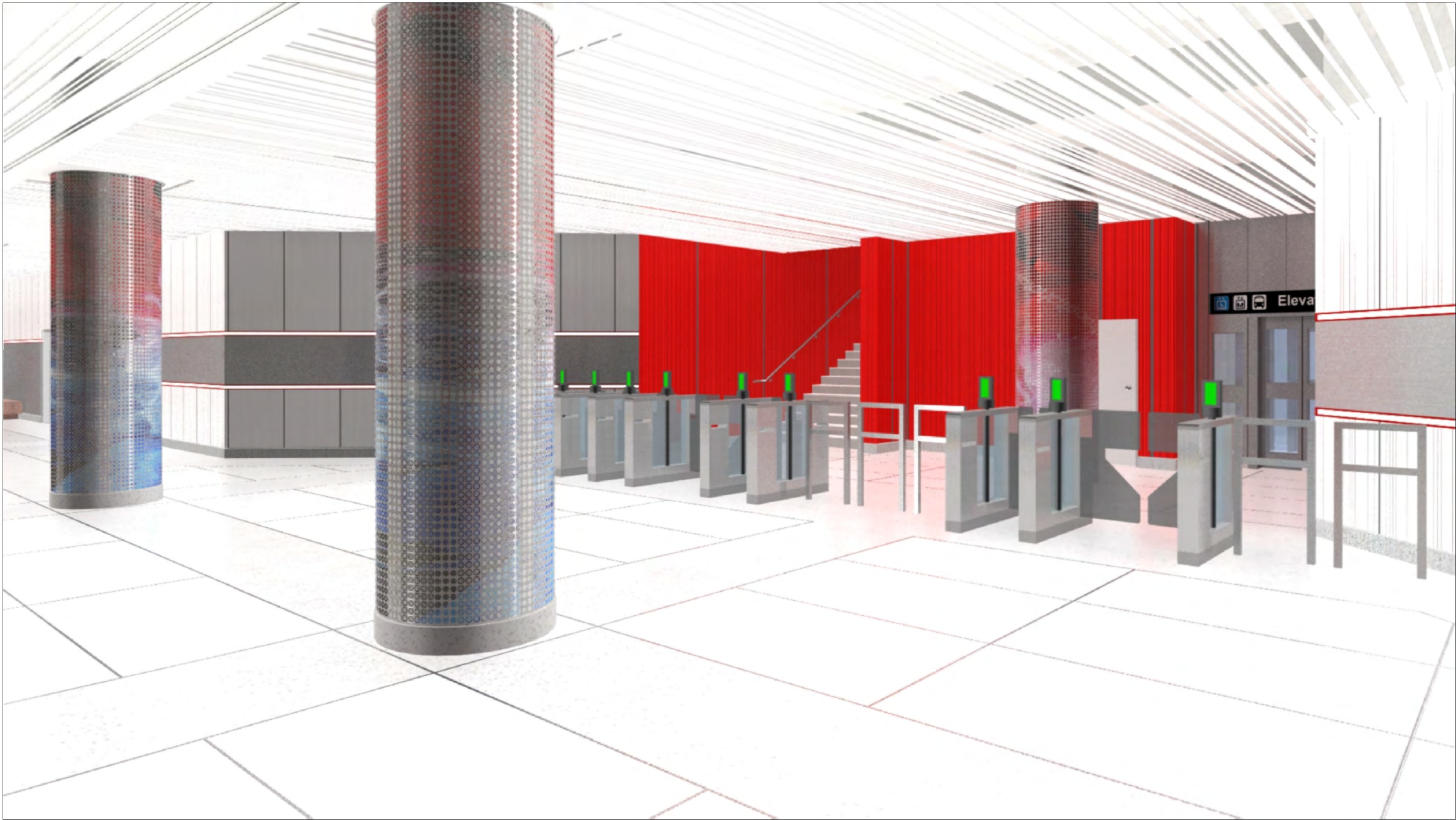
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DETAIL

3D RENDER

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DETAIL

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DRAWING
NOT FOR CONSTRUCTION

wood.

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3450 HARVESTER ROAD, SUITE 100
BURLINGTON, ONTARIO, CANADA, L7N 3W5
TEL: +1 905 336 2263

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

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

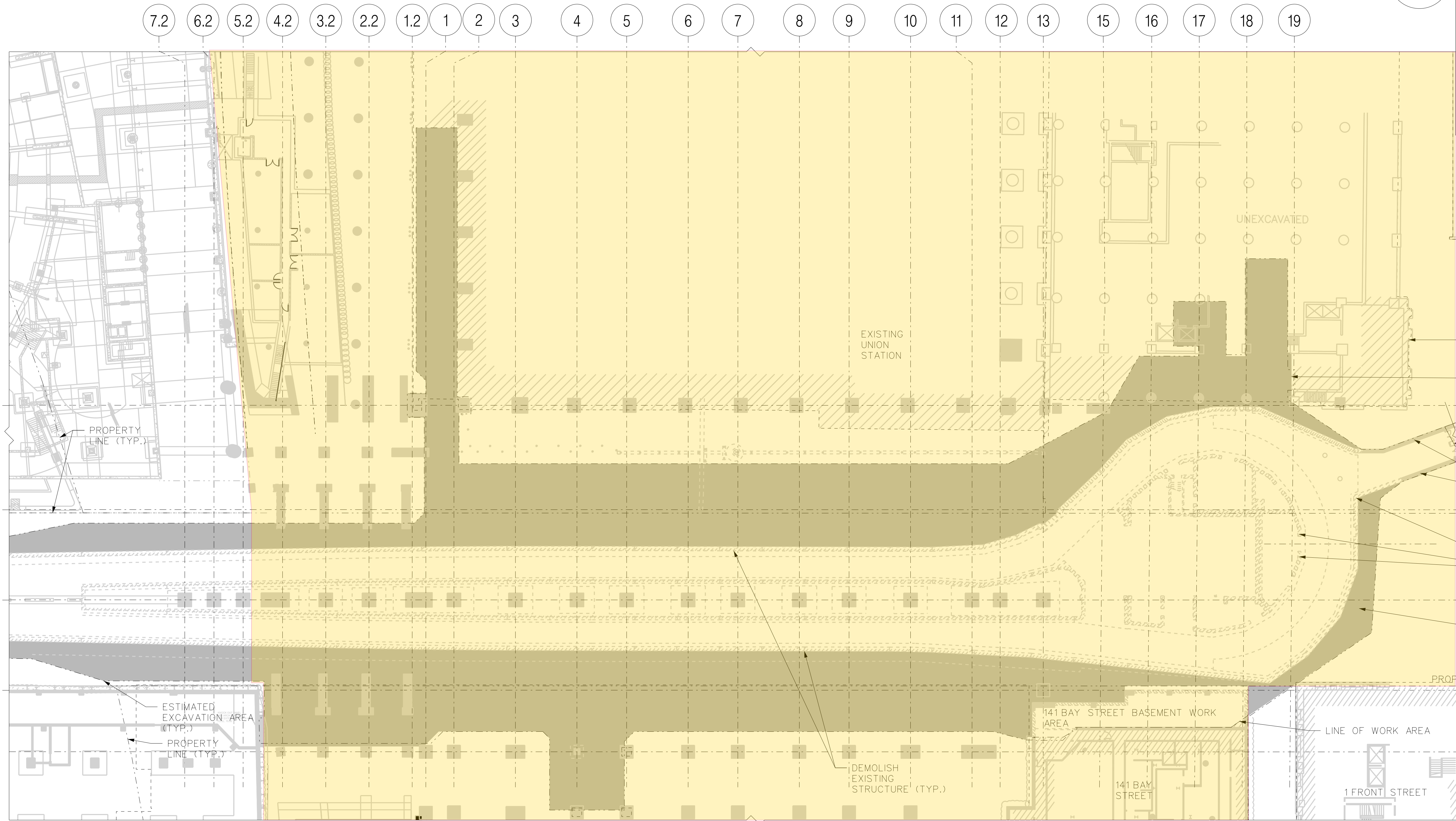
UNION STATION

PLATFORM LEVEL VIEWS
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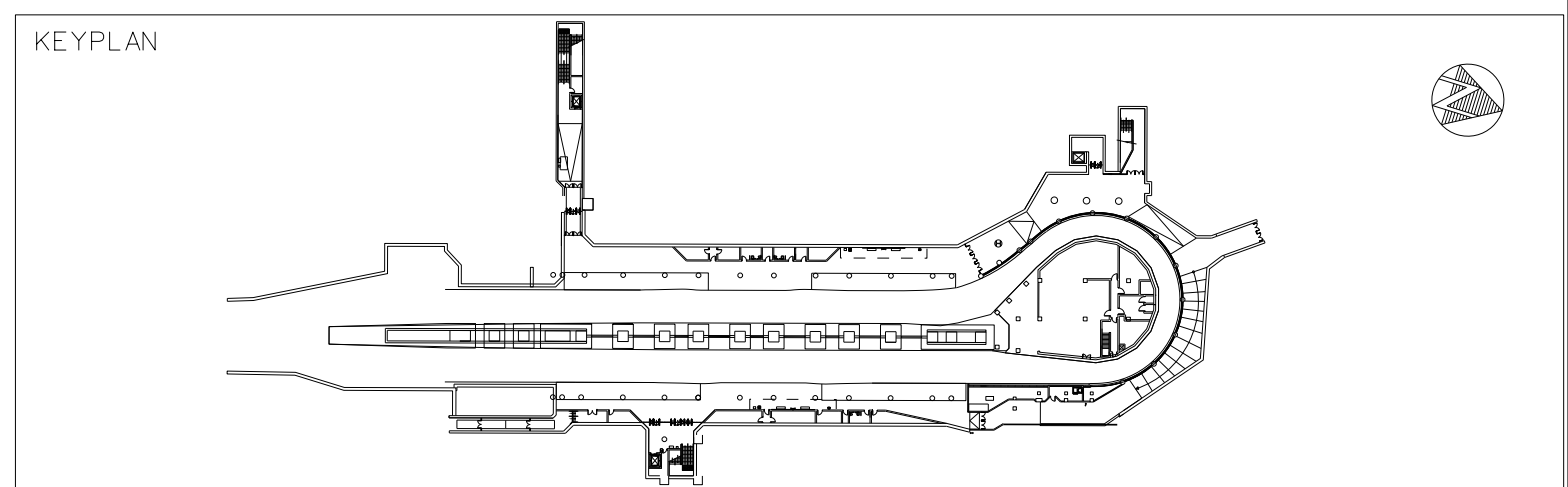
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DRAWING No.



LEGEND

- EXISTING TO REMAIN
- EXISTING TO DEMOLISH
- EXISTING BUILDING ABOVE
- PROPOSED EXCAVATION AREA

PLAN
UNION STATION STREETCAR LOOP PLATFORM LEVEL
DEMOLITION PLAN



REVISIONS	REVISIONS

30% REVIEW
DRAWING
NOT FOR CONSTRUCTION

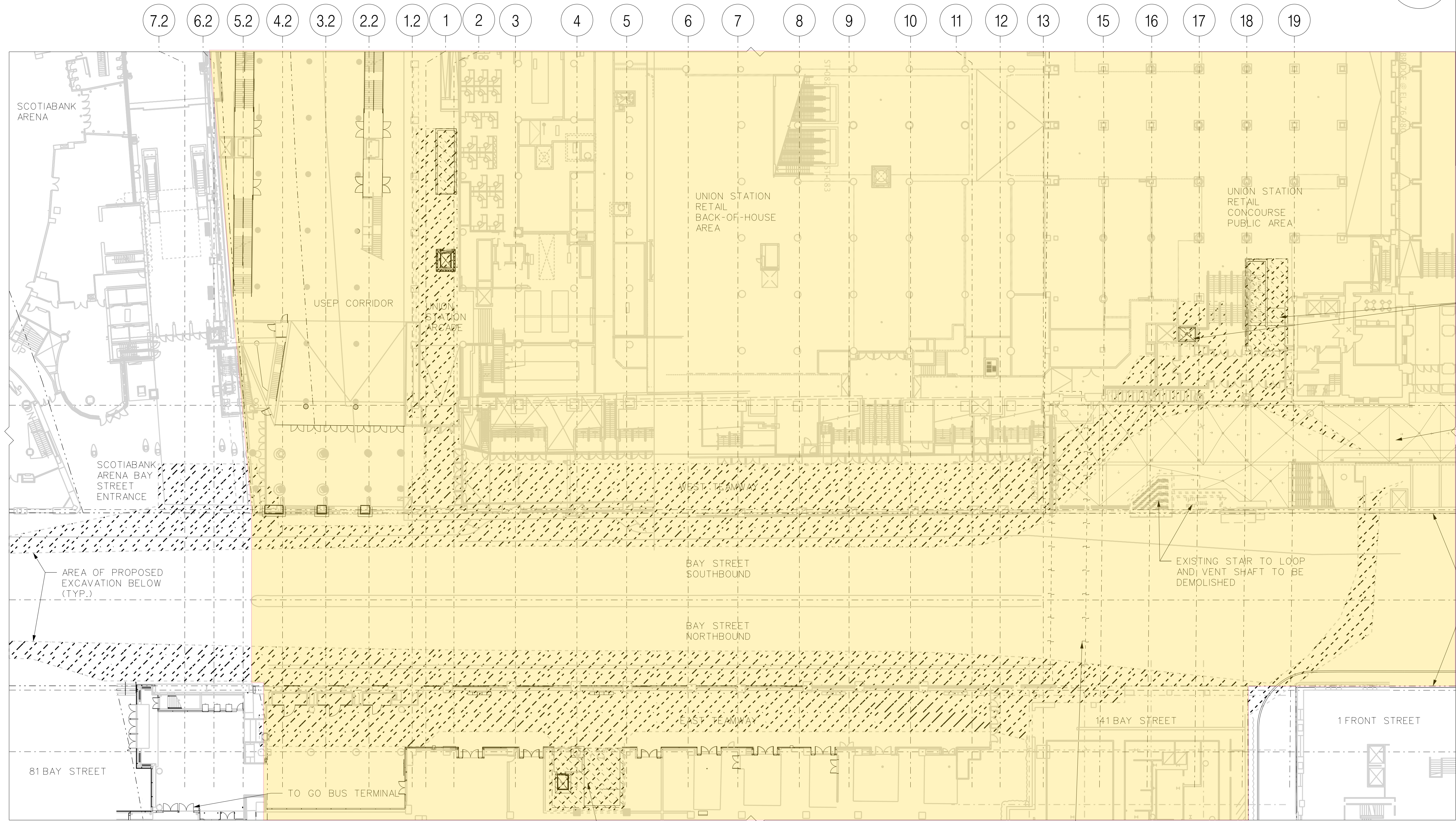
wood.
WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS
3450 HARVESTER ROAD, SUITE 100
BURLINGTON, ONTARIO, CANADA, L7N 3W5
TEL: +1 905 336 2263

DRAWN ... E. ENGLAND ...
CHECKED ... O. PHELAN ...
CORRECT ... J. STRASMAN ...
SCALE
0 2 4 6 8 10 12m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK
UNION STATION
PLATFORM LEVEL
DEMOLITION PLAN

Contract: RE35-1
TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT
Dwg. No. RE35-1-AD001
Rev. No. Sheet No.
Plot Date: 7-JUL-2021

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engbord3.dgn (BORDER) FEBRUARY 2, 2020
BLDG. REF. No.
FILENAME:
SHEET No.
DRAWING No.



PLAN
UNION STATION STREETCAR LOOP STREET LEVEL
DEMOLITION PLAN

1
AD002

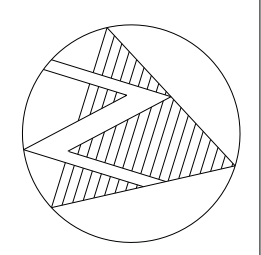
PROPOSED EXTENT OF
DEMOLITION AT STREET LEVEL
(TYP.)

OUTLINE OF 141 BAY
PEDESTRIAN BRIDGE
ABOVE

PROPOSED EXTENT OF
DEMOLITION AT STREET LEVEL
(TYP.)

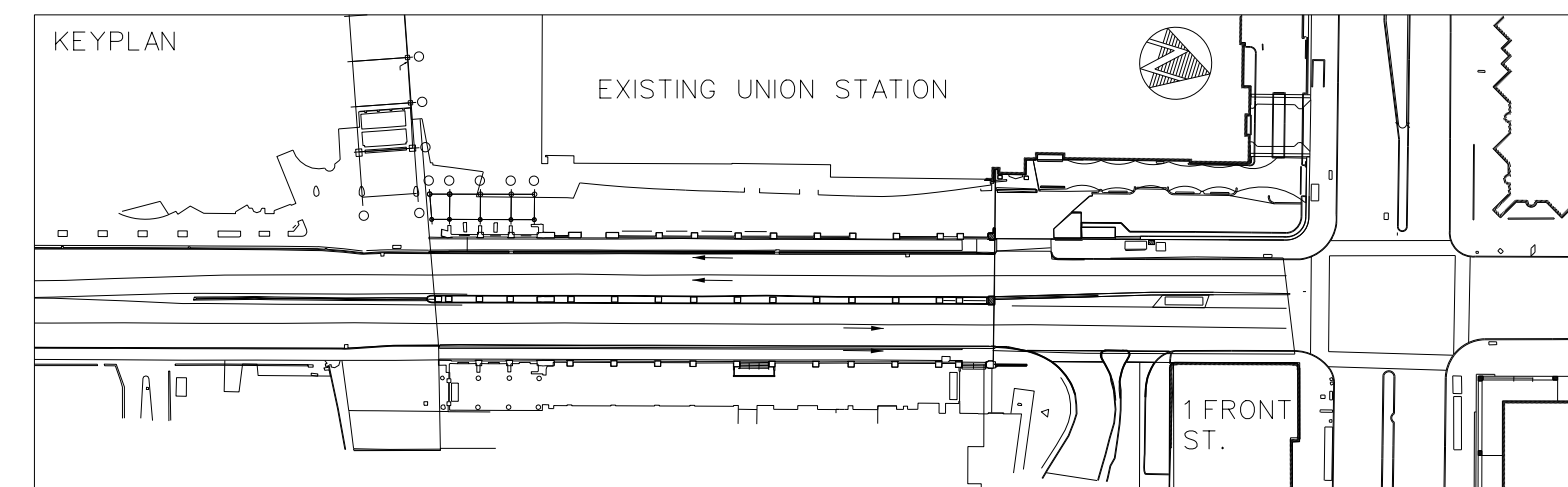
BAY STREET MOAT

PROPERTY LINE (TYP.)



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

UNION STATION

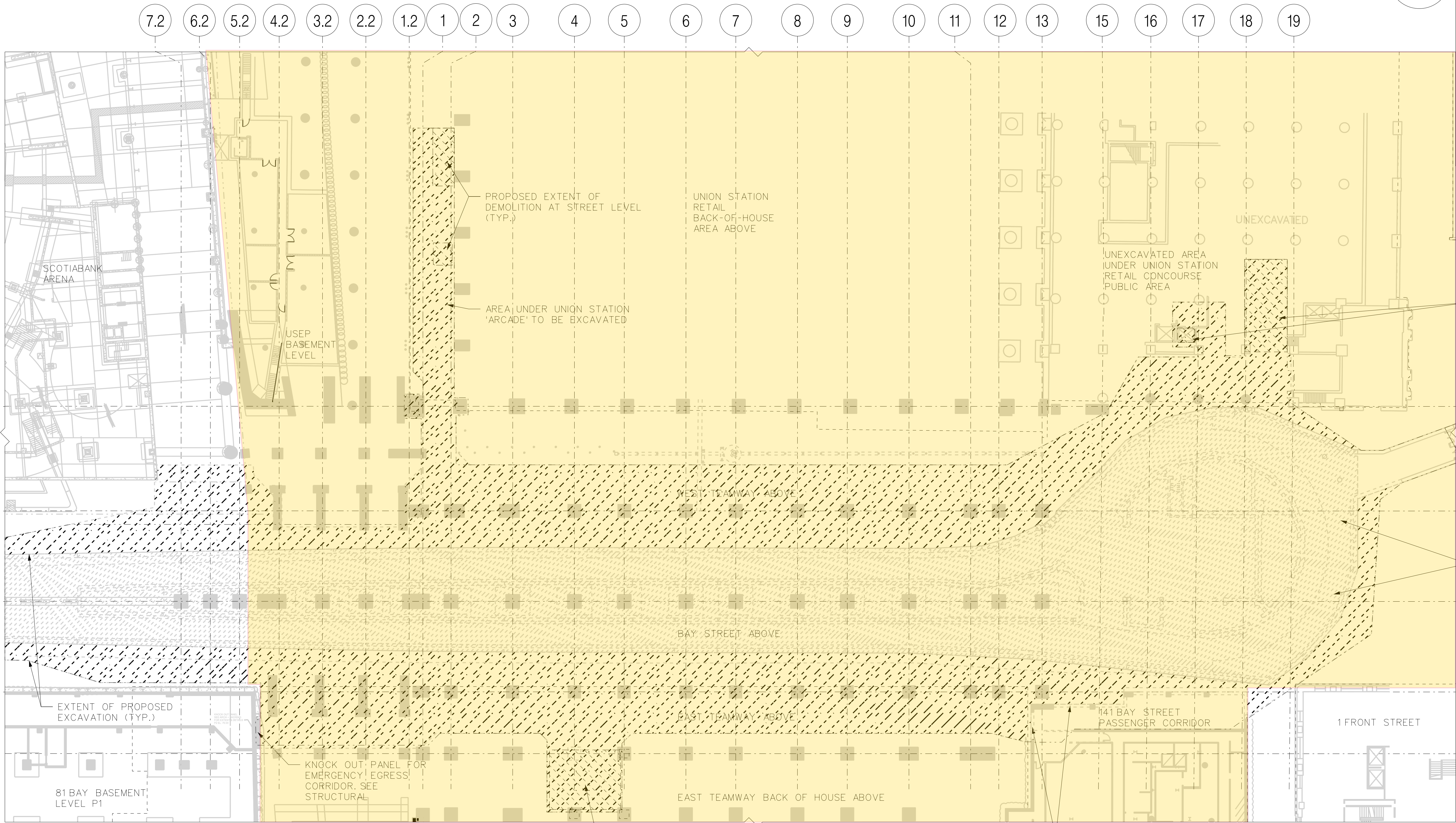
**STREET LEVEL DEMOLITION
PLAN**

Contract: RE35-1

TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT

Dwg. No. RE35-1-AD002
Rev. No. 7-JUL-2021
Sheet No.

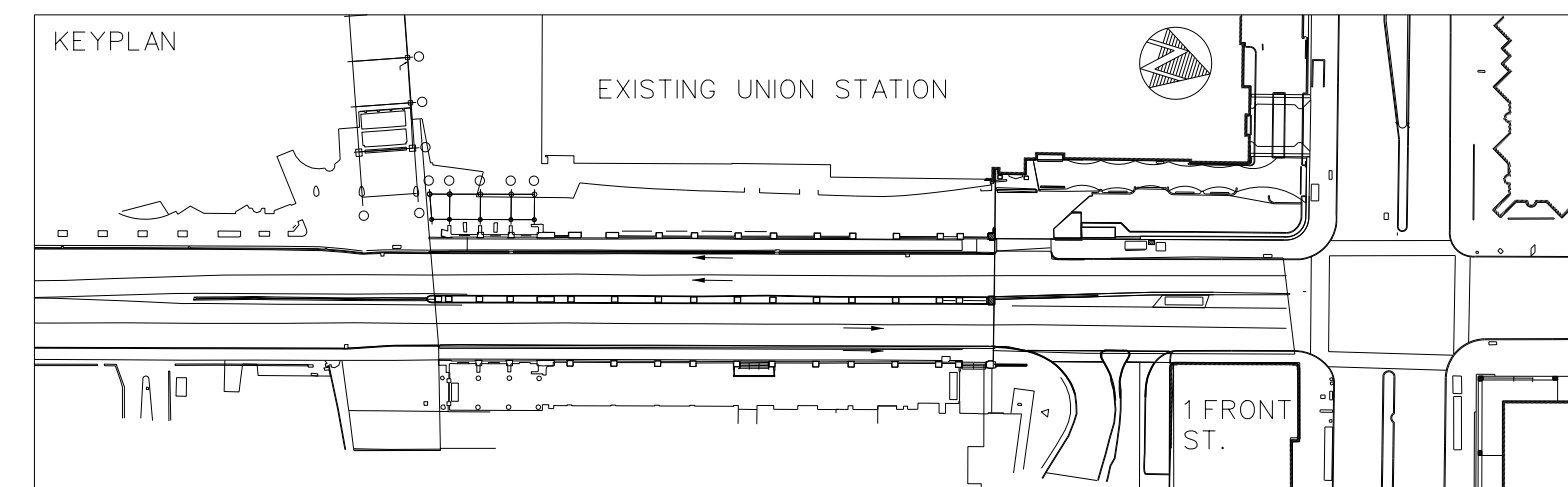
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FILENAME:
SHEET No.
DRAWING No.



LEGEND

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

PLAN
UNION STATION STREETCAR LOOP STREET LEVEL
DEMOLITION REFLECTED CEILING PLAN



REVISIONS	REVISIONS

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BURLINGTON, ONTARIO, CANADA, L7N 3W5
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CHECKED ... O. PHELAN ...
CORRECT ... J. STRASMAN ...
SCALE
0 2 4 6 8 10 12m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

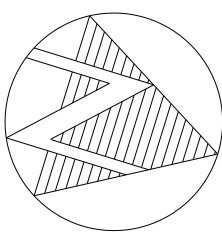
UNION STATION
STREETCAR PLATFORM LEVEL
DEMOLITION REFLECTED CEILING PLAN

Contract: RE35-1

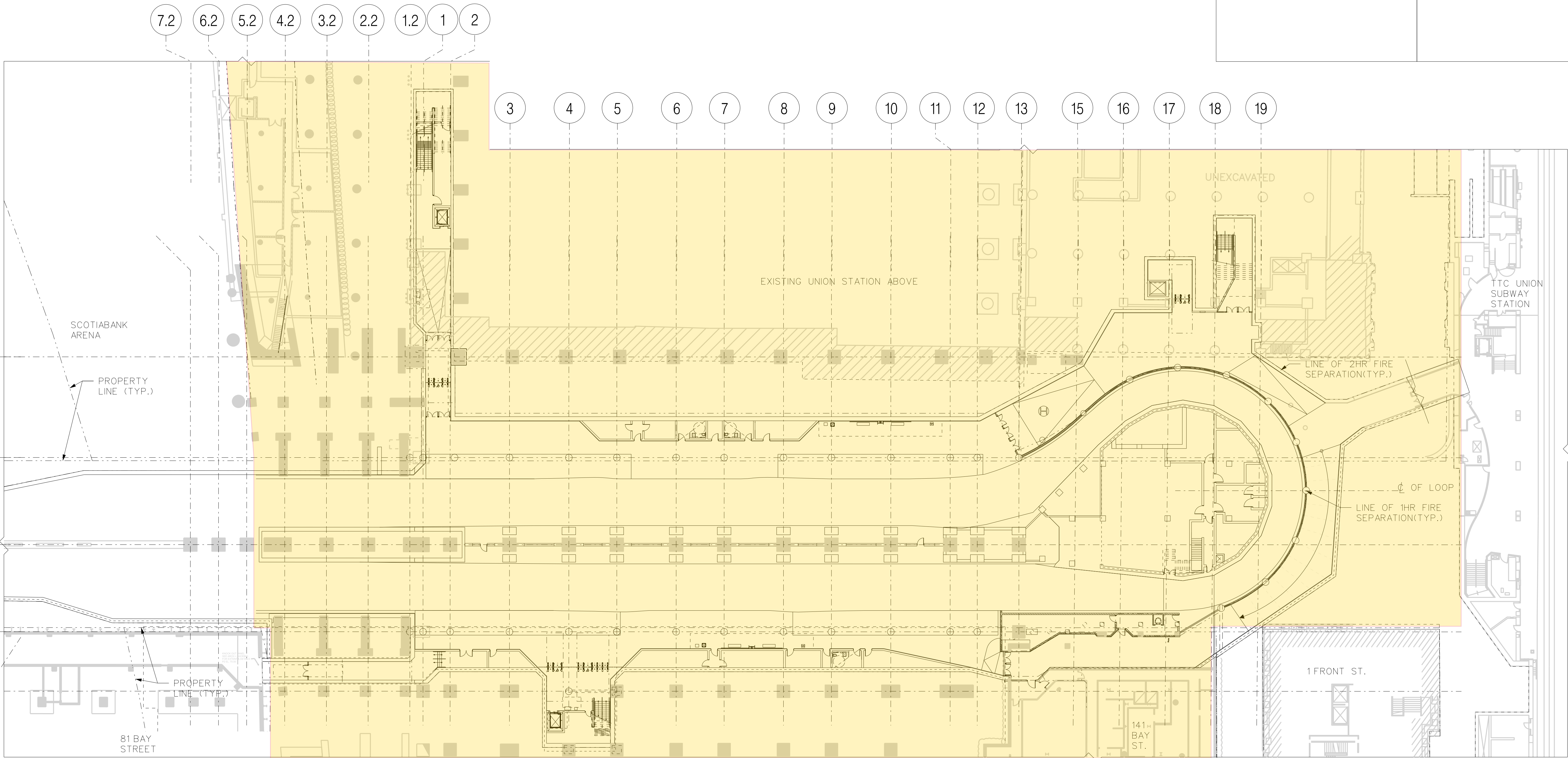
TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT

Dwg. No. RE35-1-AD003
Rev. No. 7-JUL-2021
Sheet No.

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DRAWING No.

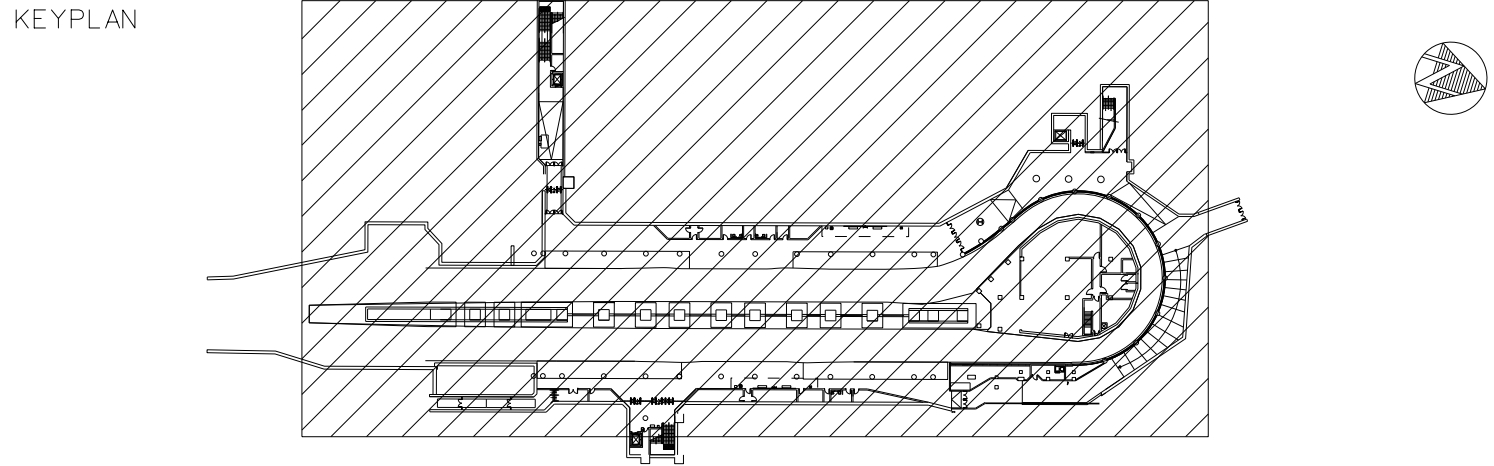


GENERAL NOTES



PLAN
UNION STATION STREETCAR LOOP - PLATFORM STAGING
PLAN
1 AS001

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



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

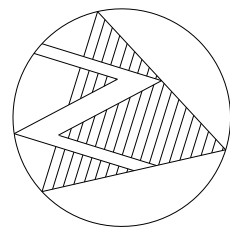
DRAWN E. ENGLAND
CHECKED O. PHELAN
CORRECT J. STRASMAN
SCALE
0 2 4 6 8 10 12m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK
UNION STATION
PLATFORM LEVEL
STAGING PLAN 1 OF 2

Contract: RE35-1
TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT
Dwg. No. RE35-1-AS001
Rev. No.
Sheet No.
Plot Date: 7-JUL-2021

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DRAWING No.

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GENERAL NOTES

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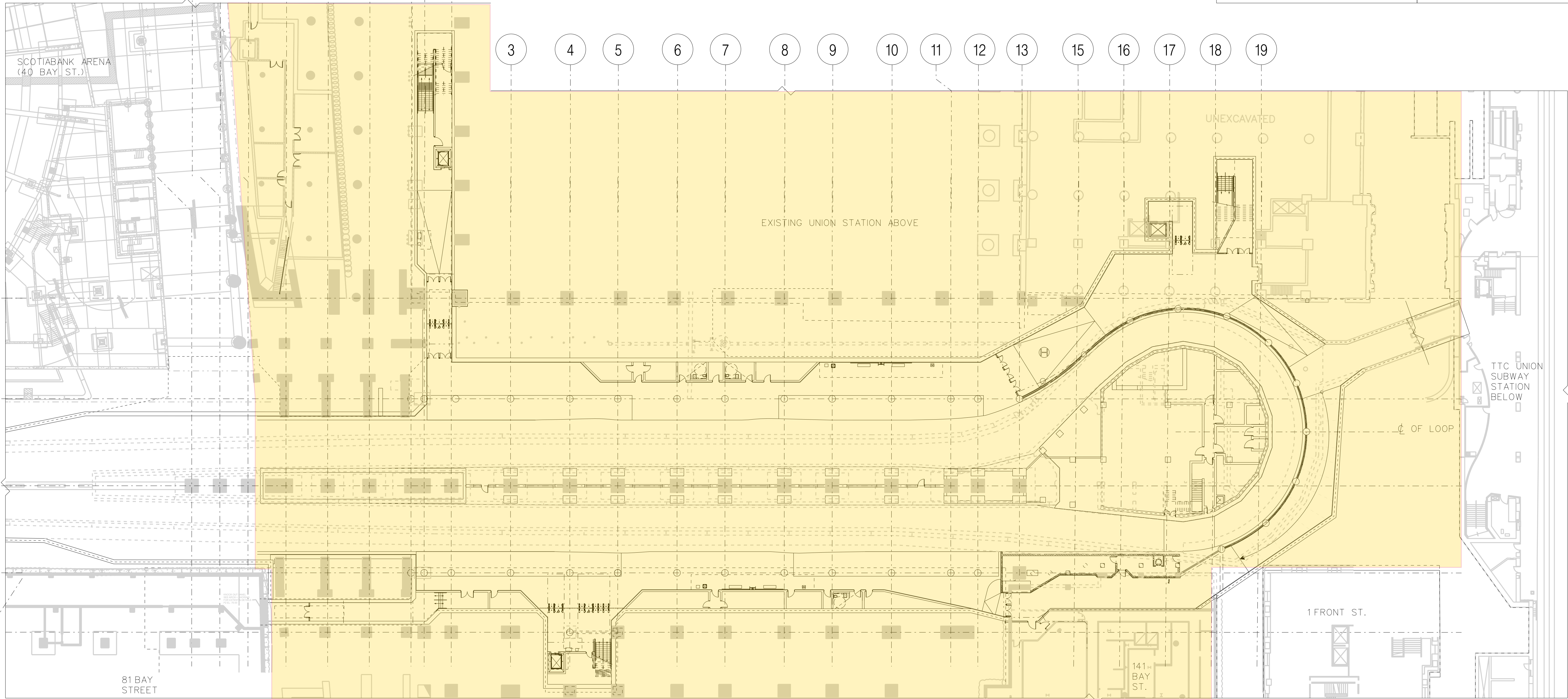
Pe

Qe

Re

Se

NP-1



PLAN

UNION STATION STREETCAR LOOP - STREET STAGING PLAN

1
AS002

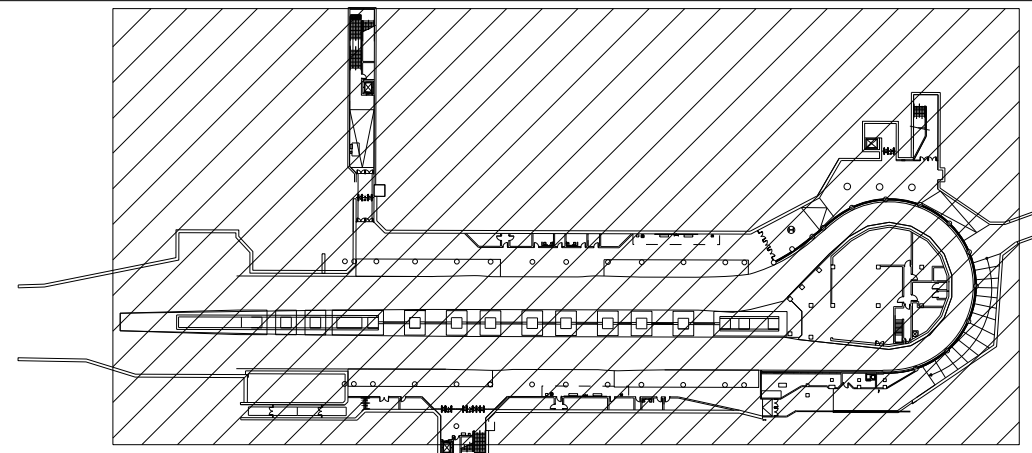
NP-A

NP-B

NP-C

NP-D

KEYPLAN



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REVISIONS	
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wood.

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DRAWN	E. ENGLAND	YYYY/MM/DD
CHECKED	O. PHELAN	2021/04/14
CORRECT	J. STRASMAN	
SCALE	0 2 4 6 8 10 12m	

WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK			Contract: RE35-1	
UNION STATION			TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT	
PLATFORM LEVEL STAGING PLAN 2 OF 2			Dwg. No. RE35-1-AS002	Rev. No. Sheet No.
			Plot Date: 7-JUL-2021	

engborc3.dgn (BORDER) FEBRUARY 2, 2020

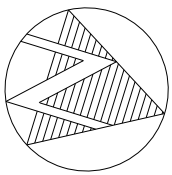
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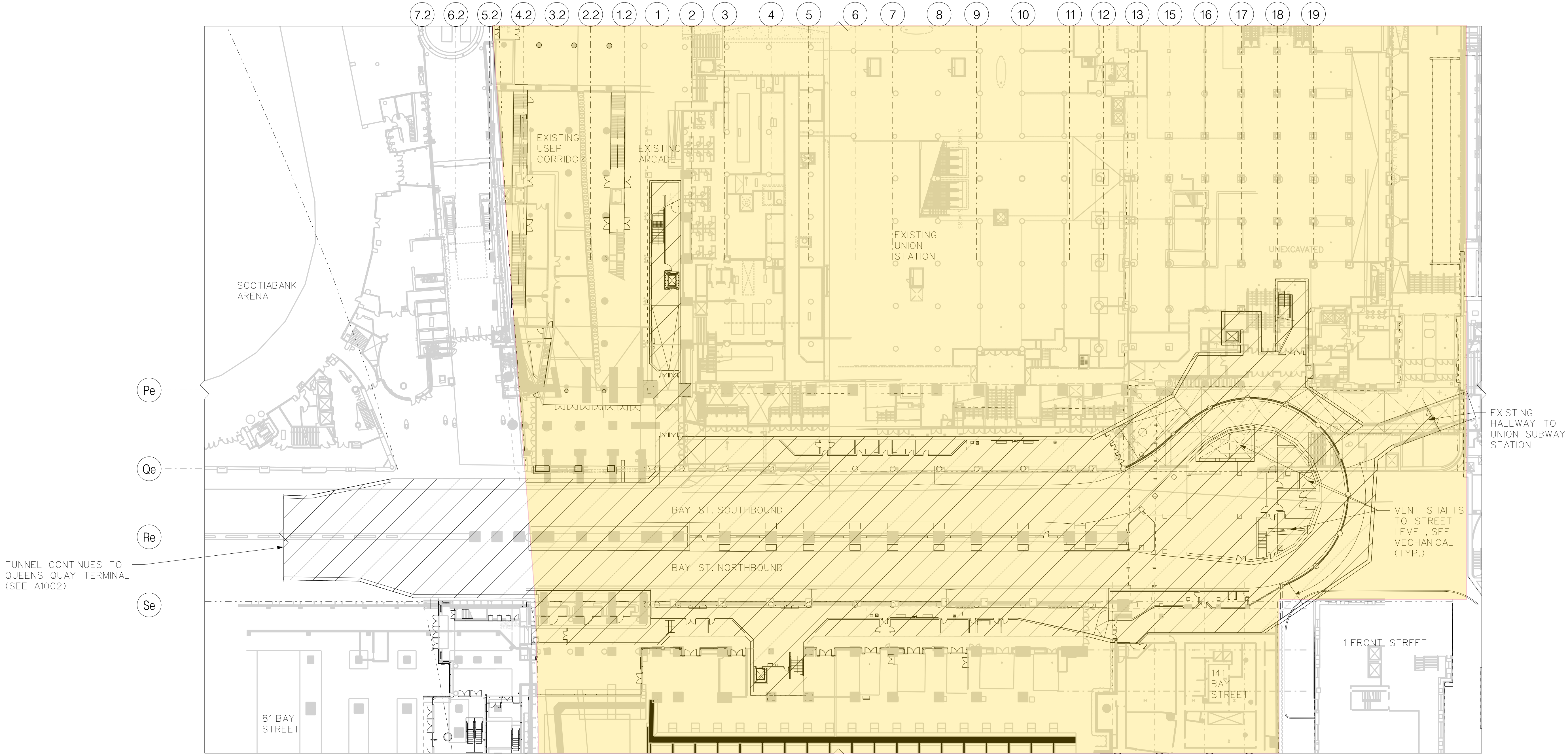
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LEGEND

- EXISTING TO REMAIN

- NEW CONSTRUCTION



TUNNEL CONTINUES TO QUEENS QUAY TERMINAL (SEE A1002)

EXISTING HALLWAY TO UNION SUBWAY STATION

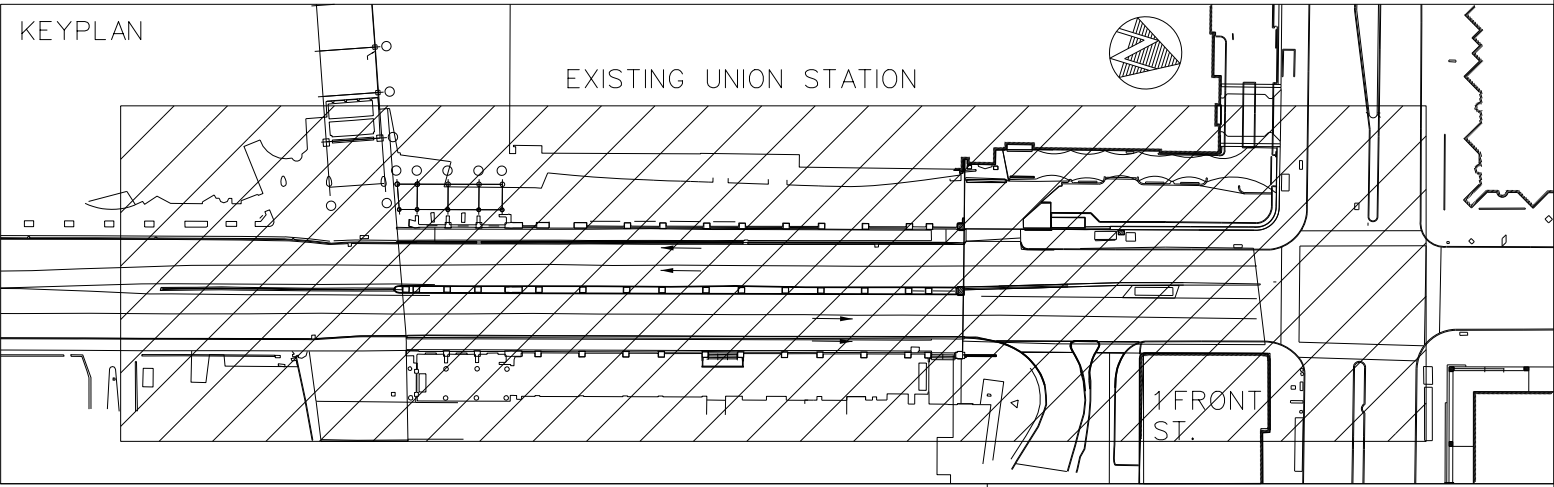
VENT SHAFTS TO STREET LEVEL, SEE MECHANICAL (TYP.)

PLAN

UNION STATION STREETCAR LOOP - STREET LEVEL

1 A1001

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



WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

UNION STATION

SITE PLAN

Contract: RE35-1



TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT

Dwg. No. RE35-1-A1001

Plot Date: 7-JUL-2021

REVISIONS	REVISIONS
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BURLINGTON, ONTARIO, CANADA, L7N 3W5
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DRAWN E. ENGLAND

YYYY/MM/DD

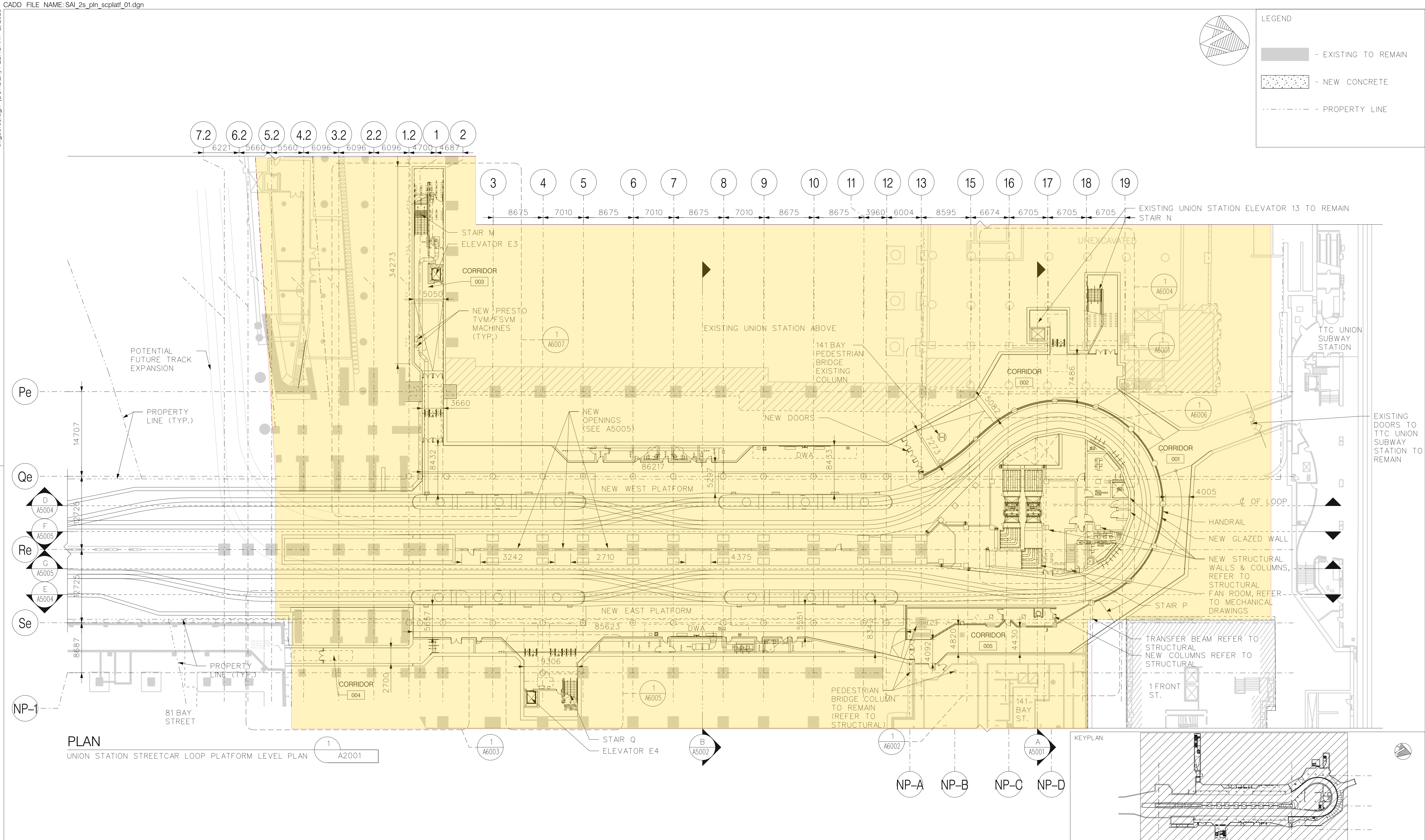
2020/10/23

CHECKED O. PHELAN

CORRECT J. STRASMAN

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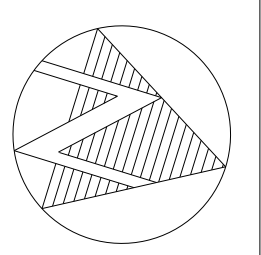
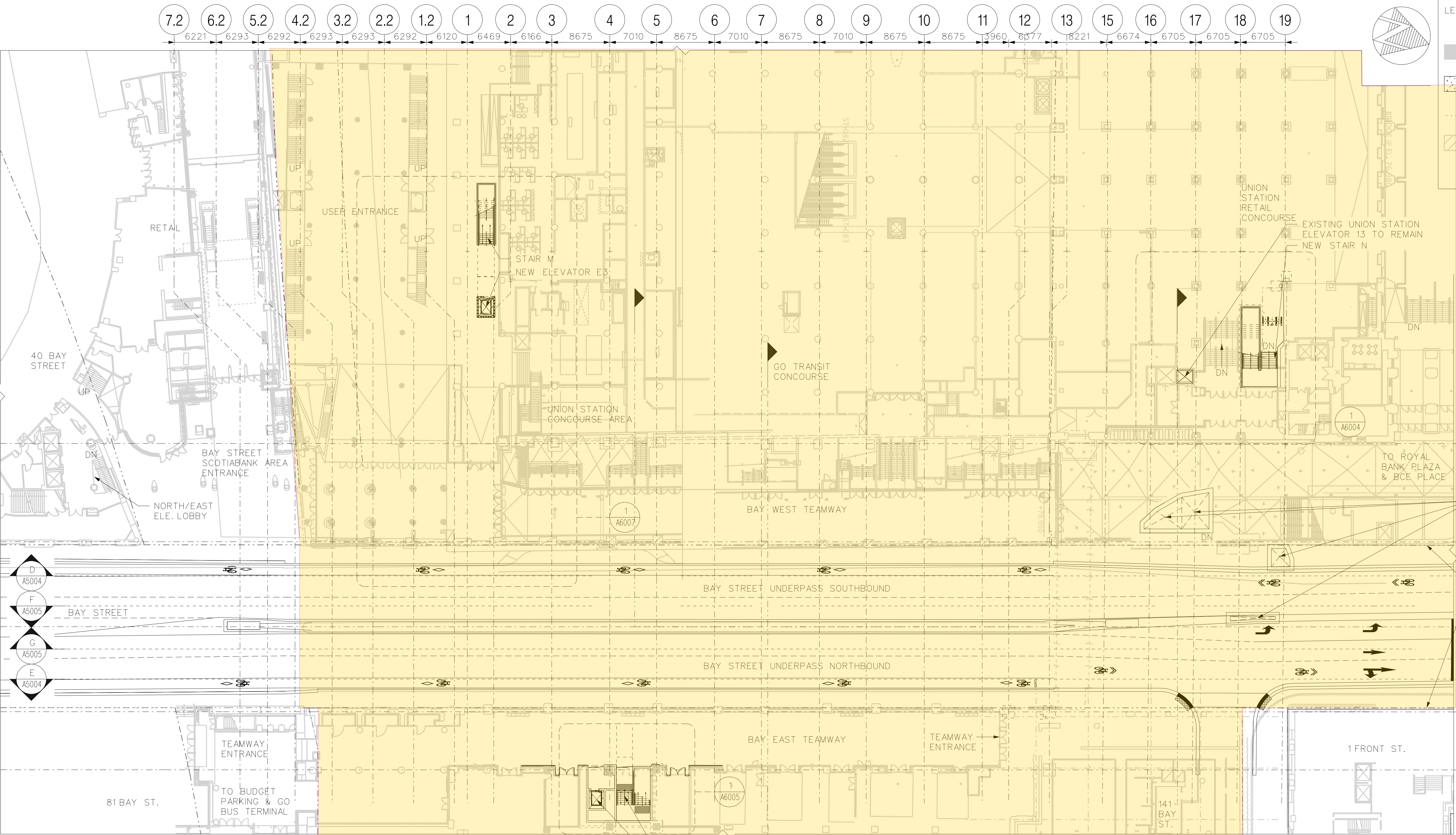


LEGEND

- EXISTING TO REMAIN
- NEW CONCRETE
- PROPERTY LINE

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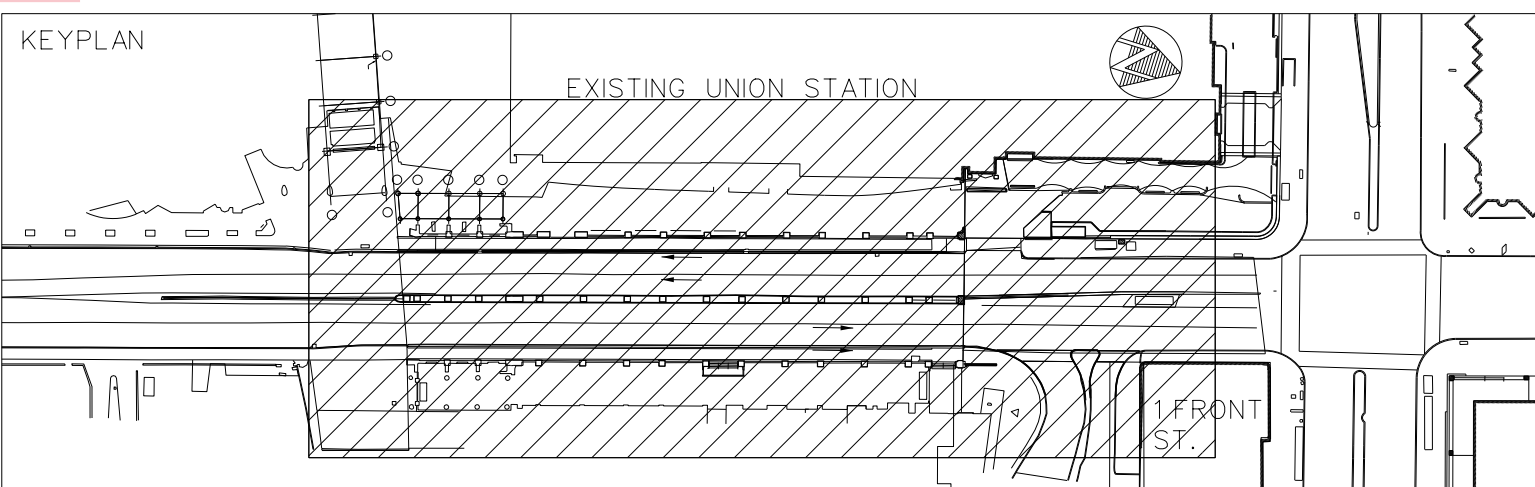
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engborc3.dgn (BORDER) FEBRUARY 2, 2020
BLDG. REF. No.
FILENAME:
SHEET No.
DRAWING No.



LEGEND

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

PLAN
UNION STATION STREETCAR LOOP - STREET LEVEL
1 A2002



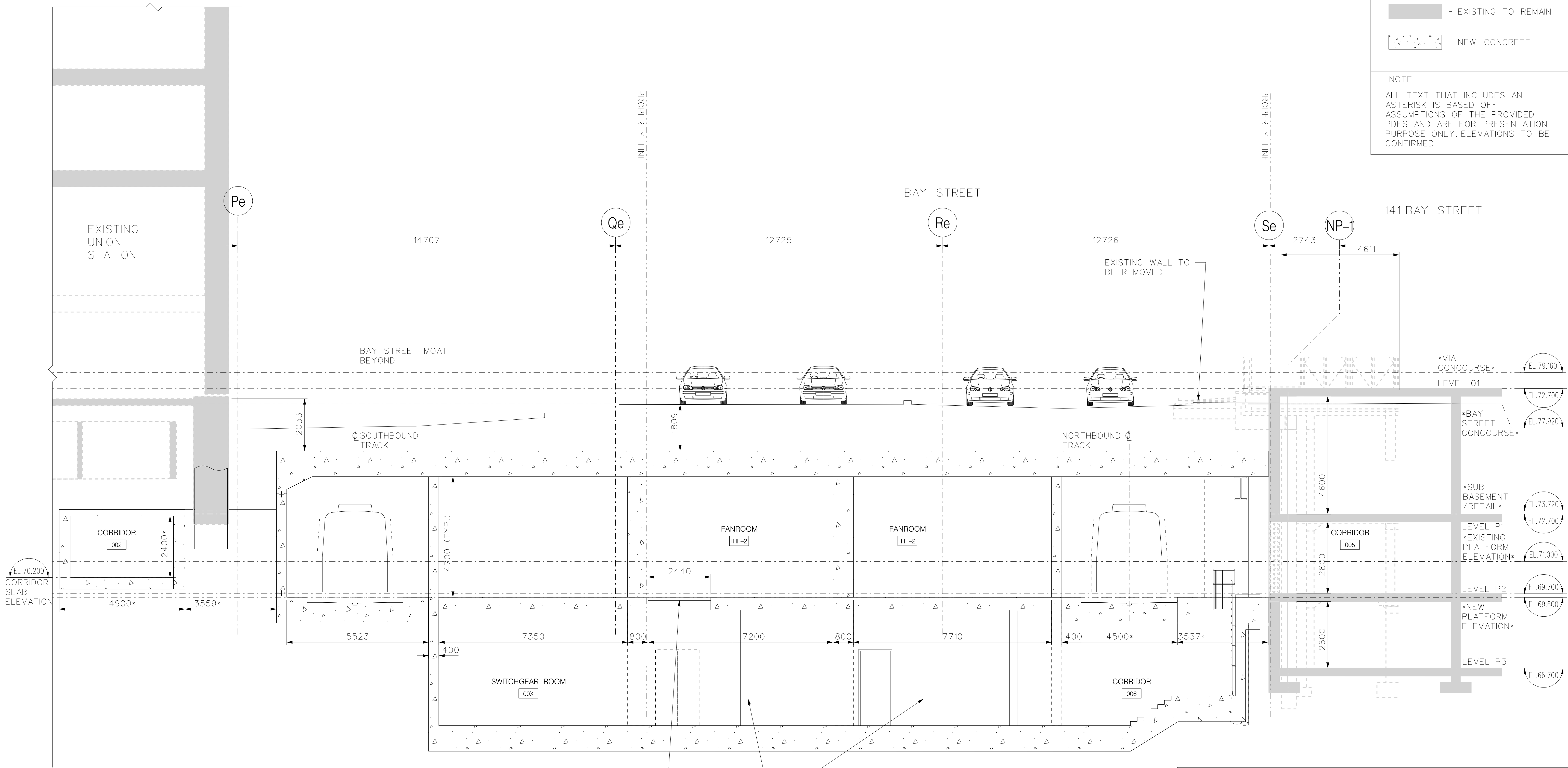
REVISIONS		REVISIONS		30% REVIEW DRAWING NOT FOR CONSTRUCTION	 WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3450 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA, L7N 3W5 TEL: +1 905 336 2583	DRAWN: E. ENGLAND CHECKED: O. PHELAN CORRECT: J. STRASMAN SCALE: 0 2 4 6 8 10 12m	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK UNION STATION STREET LEVEL PLAN	Contract: RE35-1 TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Dwg. No. RE35-1-A2002 Rev. No. Sheet No. Plot Date: 7-JUL-2021
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LEGEND

-  - EXISTING TO REMAIN
-  - NEW CONCRETE

NOTE

ALL TEXT THAT INCLUDES AN
ASTERISK IS BASED OFF
ASSUMPTIONS OF THE PROVIDED
PDFS AND ARE FOR PRESENTATION
PURPOSE ONLY. ELEVATIONS TO BE
CONFIRMED




REVISIONS	REVISIONS
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DRAWN	E. ENGLAND	YYYY/MM/DD
CHECKED	O. PHELAN	2020/08/27
CORRECT	J. STRASMAN	
SCALE		

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

UNION STATION

BUILDING SECTIONS
SHEET 1 OF 10

Contract: RE35-1



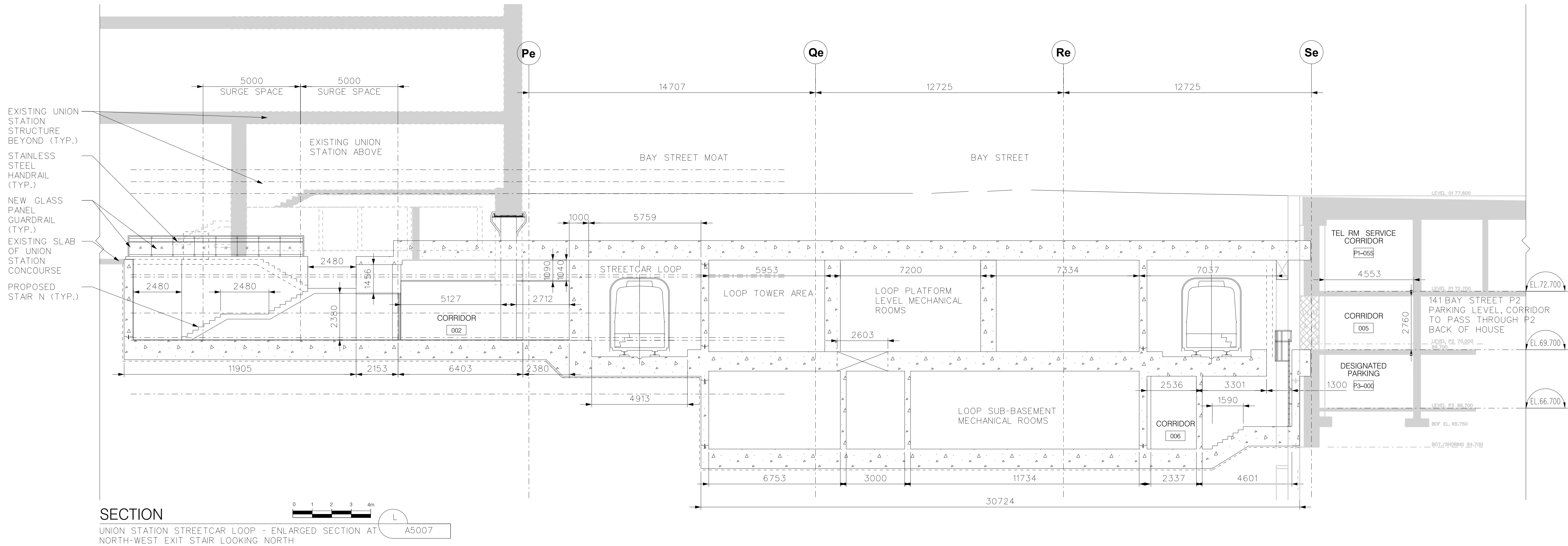
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ENGINEERING DEPARTMENT

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RE35-1-A5001

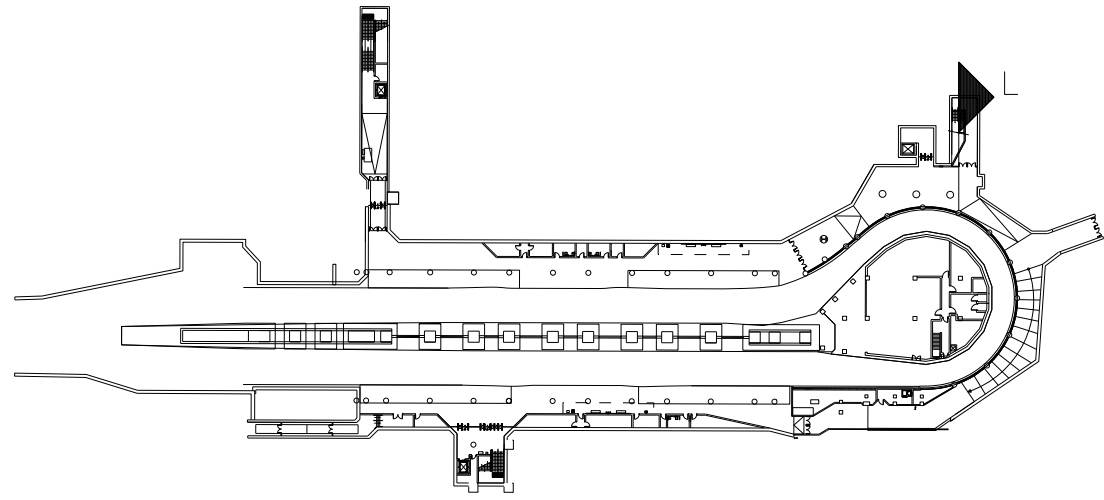
Plot Date: 7-JUL-2021

 - NEW CONCRETE

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



KEYPLAN



WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK

UNION STATION
BUILDING SECTIONS
SHEET 7 OF 10

Contract: RE35-1



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Dwg. No. RE35-1-A5007 Rev. No.

Plot Date: 7-JUL-2021

REVISIONS	REVISIONS
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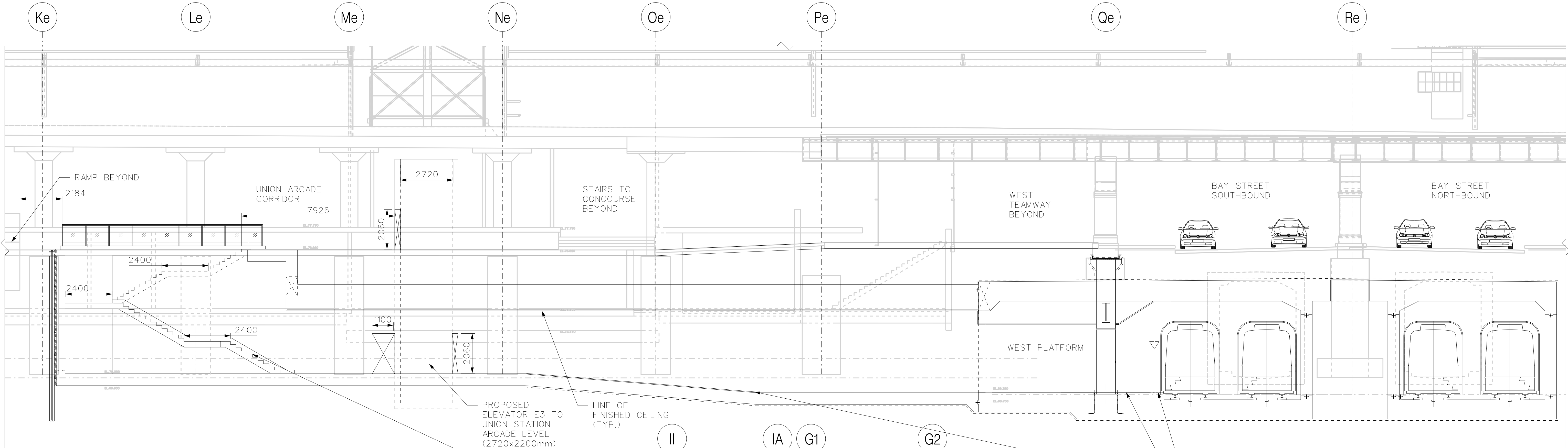
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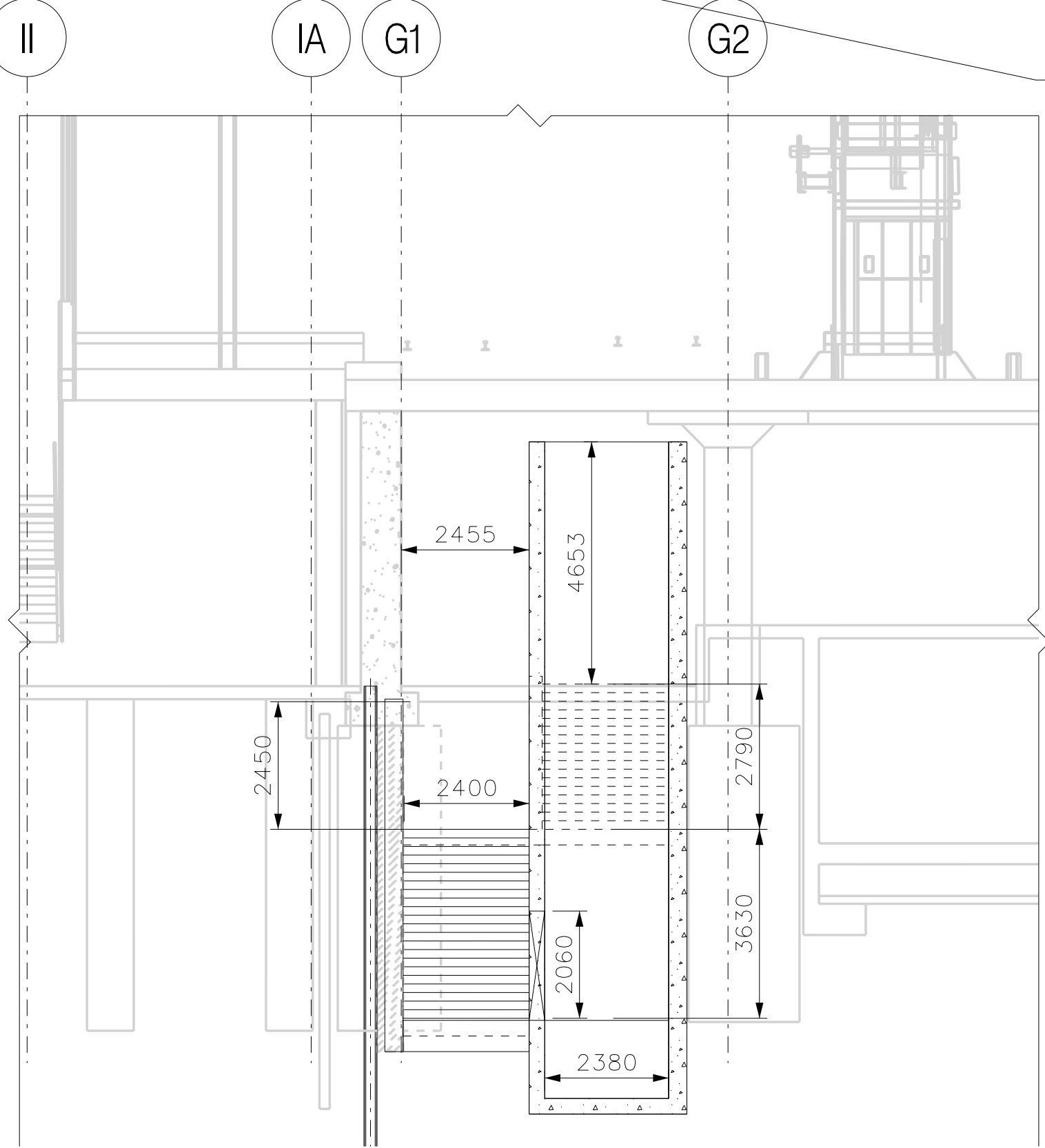
WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS
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TEL: +1 905 335 2353

DRAWN _____ E. ENGLAND _____
 CHECKED _____ O. PHELAN _____
 CORRECT _____ J. STRASMAN _____
 SCALE _____
 AS NOTED

Plot Date: 7-JUL-2021



SECTION
STAIR M & ELEVATOR E3 CROSS SECTION LOOKING NORTH
A5008



SECTION
STAIR M & ELEVATOR E3 SECTION LOOKING WEST
A5008

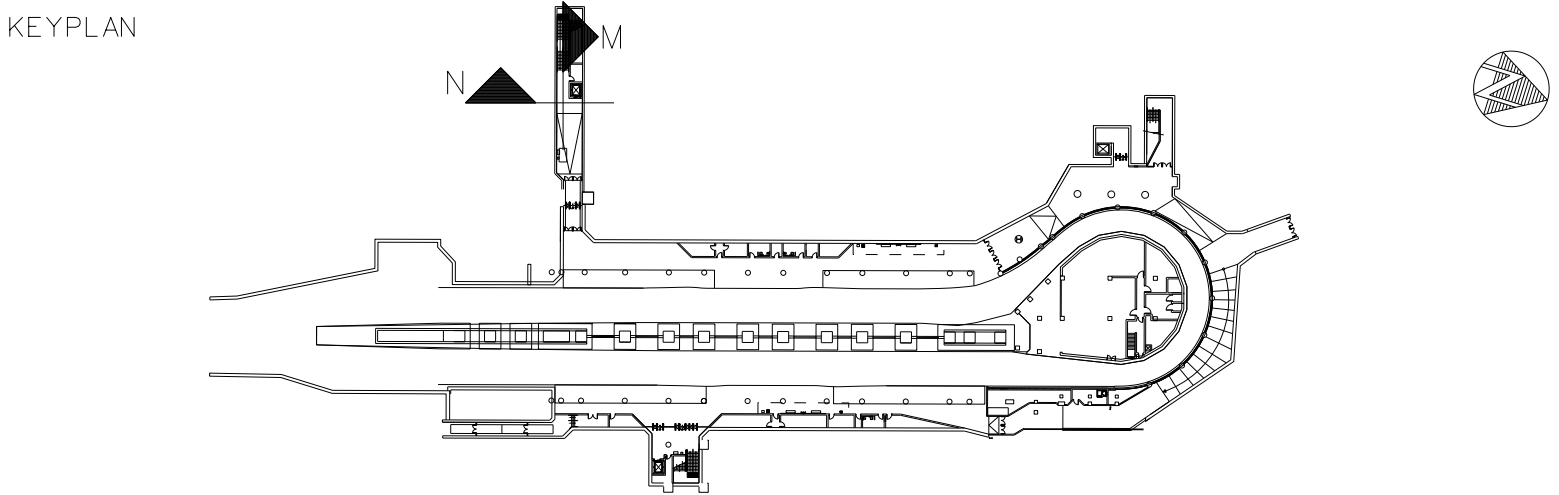
1:20 SLOPED FLOOR (TYP.)
TACTILE BUMP STRIP ALONG PLATFORM EDGE
NEW STREETCAR PLATFORM

LEGEND

■ - EXISTING TO REMAIN

▨ - NEW CONCRETE

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

DRAWN	E.ENGLAND	YYYY/MM/DD
CHECKED	O.PHELAN	2021/02/17
CORRECT	J.STRASMAN	
SCALE	AS NOTED	

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

UNION STATION
BUILDING SECTIONS
SHEET 8 OF 10

Contract: RE35-1

**TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT**

Dwg. No. **RE35-1-A5008** Rev. No. Sheet No.

Plot Date: 7-JUL-2021

PLAN

UNION STATION STREETCAR LOOP PARTIAL STREET LEVEL
ENLARGED PLAN

2


A6004

PLAN

UNION STATION STREETCAR LOOP PARTIAL PLATFORM
LEVEL ENLARGED PLAN

1

A6004

WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		Contract: RE35-1	
UNION STATION			
PLATFORM LEVEL ENLARGED PLAN SHEET 4 OF 7		TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT	
		Dwg. No. RE35-1-A6004	Rev. No. Sheet N

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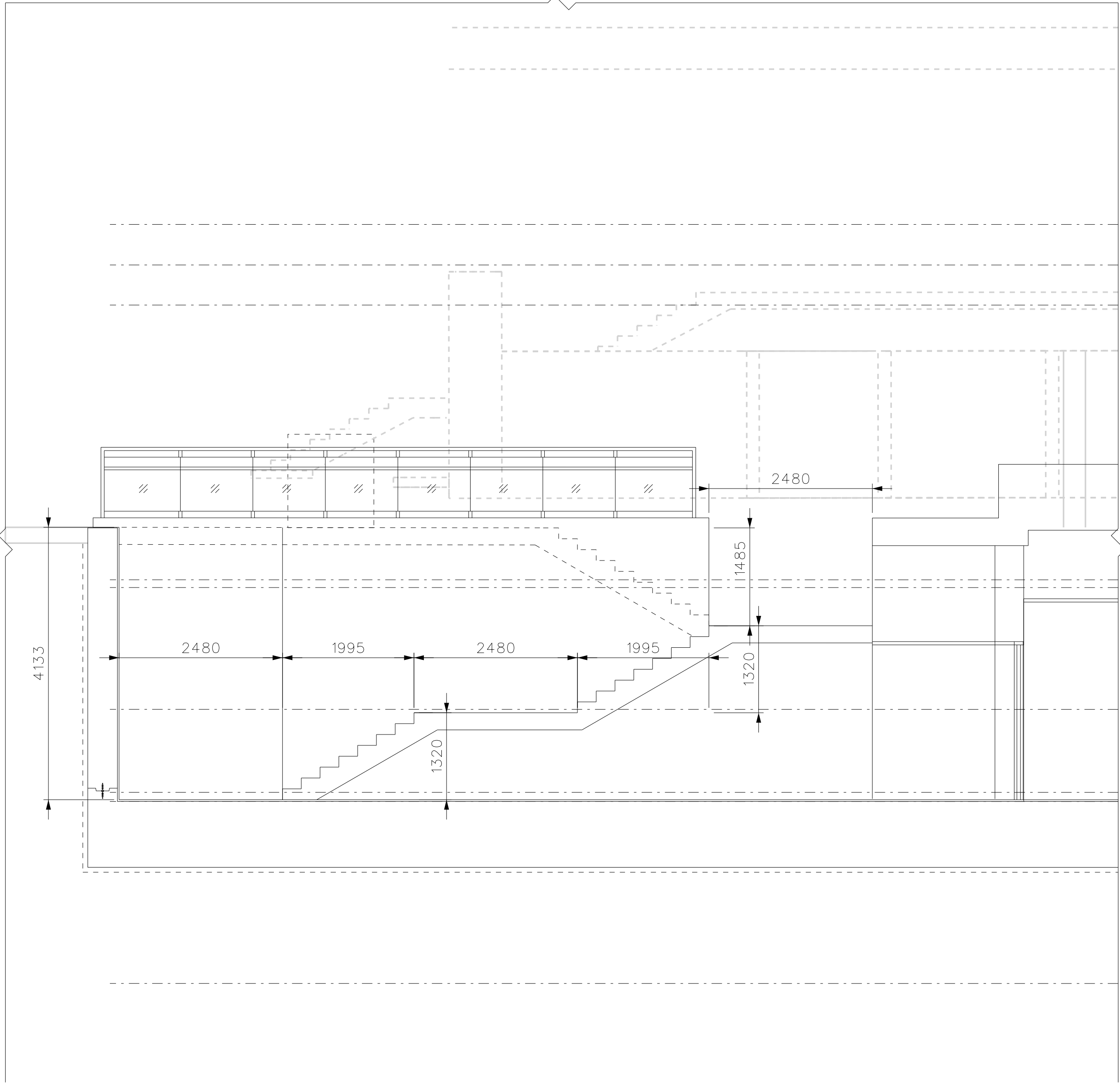


DRAWN E. ENGLAND _____
 CHECKED O. PHELAN _____
 CORRECT J. STRASMAN _____



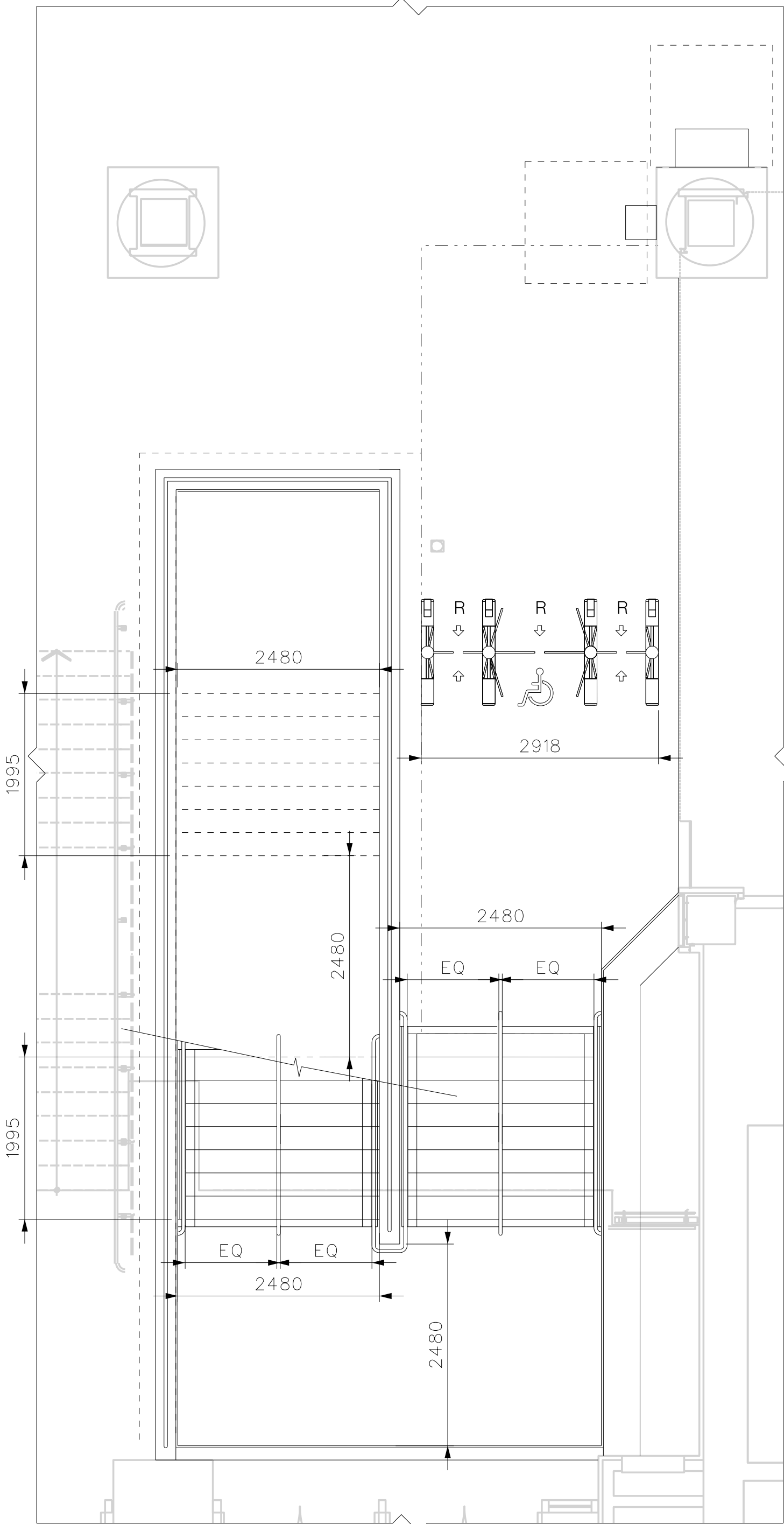
TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT

Dwg. No.	Rev. No.	Sheet No.
RE35-1-A6004		



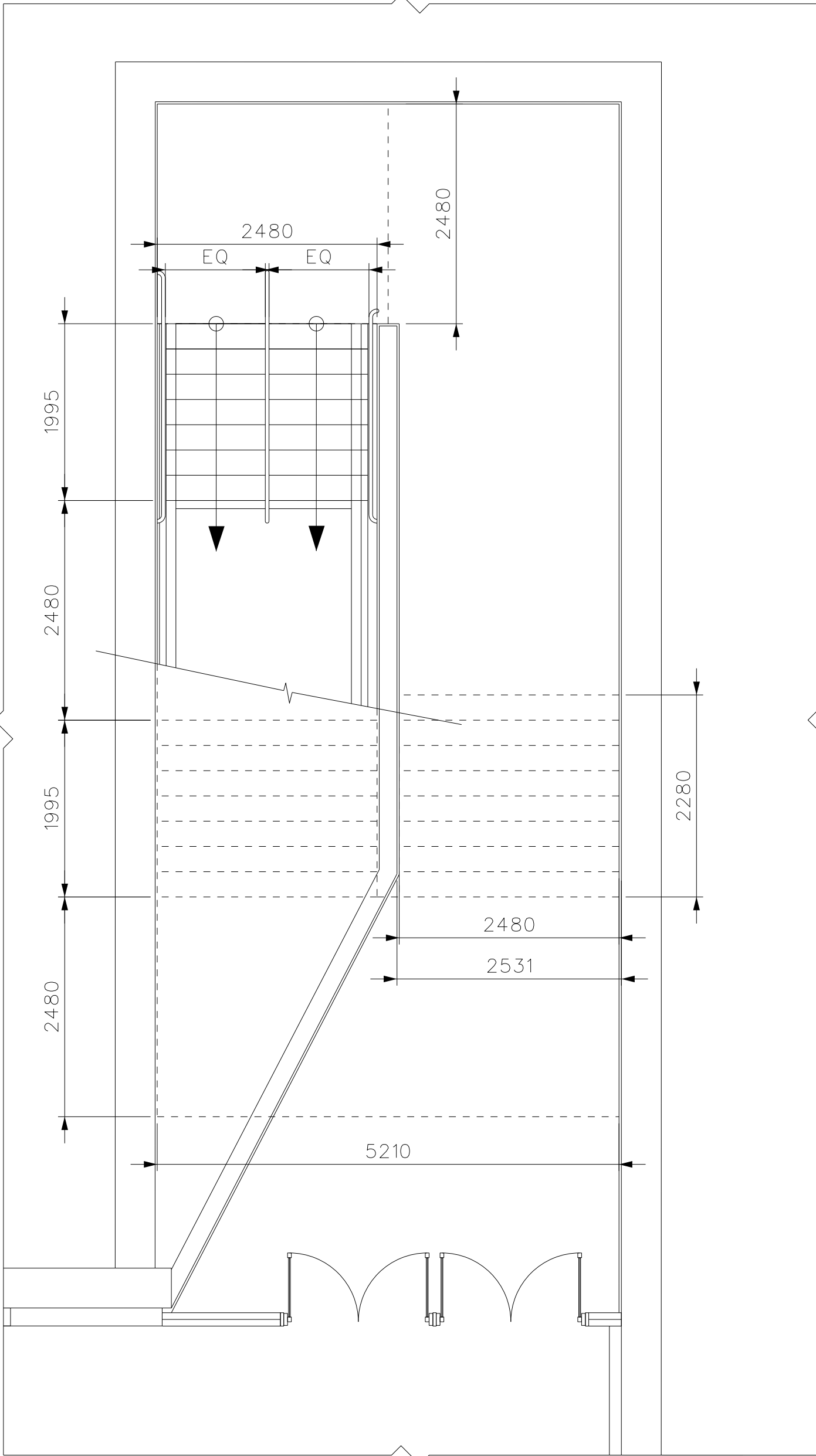
SECTION
STAIR N ENLARGED SECTION

3
A7001, A5007



PARTIAL PLAN
STAIR N ENLARGED PLAN - UNION STATION CONCOURSE LEVEL

2
A7001, A2002



PARTIAL PLAN
STAIR N ENLARGED PLAN - PLATFORM LEVEL

GENERAL NOTE:
TYPICAL STAIR SIZE IS
165MM(H)X285MM(W) IN PASSENGER
ENTRANCES.

REVISIONS	REVISIONS
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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: E. ENGLAND
CHECKED: R. BARDALEZ
CORRECT: J. STRASMAN
SCALE: 0 1 2m

WATERFRONT EAST LRT
UNION STATION QUEENS QUAY LINK
UNION STATION
STAIR N
ENLARGED PLAN AND SECTION

Contract: RE35-1
TORONTO TRANSIT COMMISSION
ENGINEERING DEPARTMENT
Dwg. No. RE35-1-A7001
Rev. No.
Sheet No.
Plot Date: 7-JUL-2021

engbord3.dgn (BORDER) FEBRUARY 2, 2020

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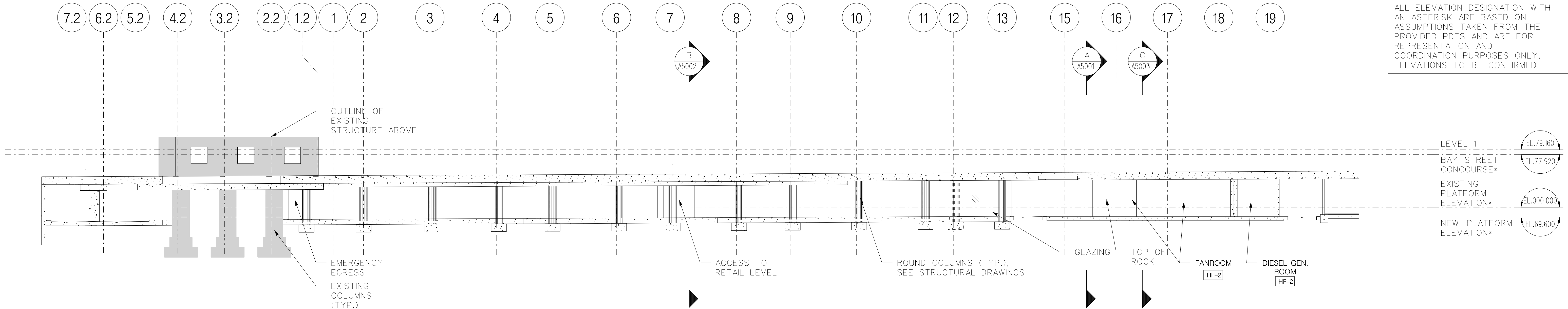
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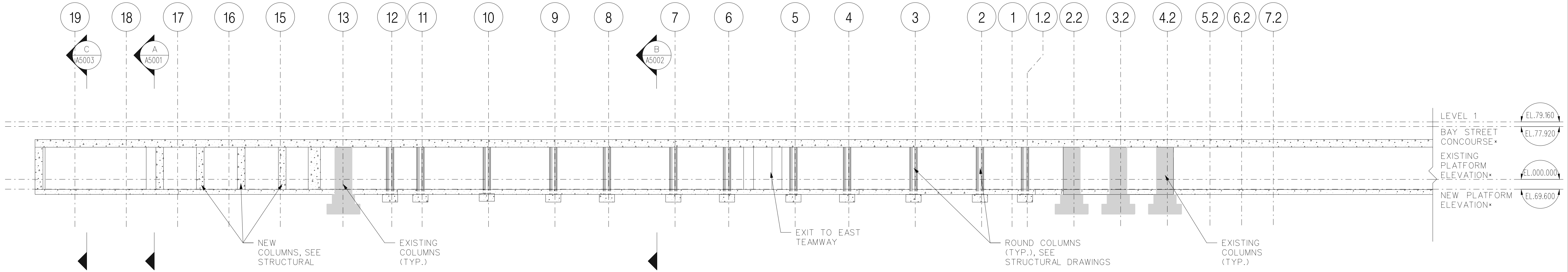
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- NEW CONCRETE

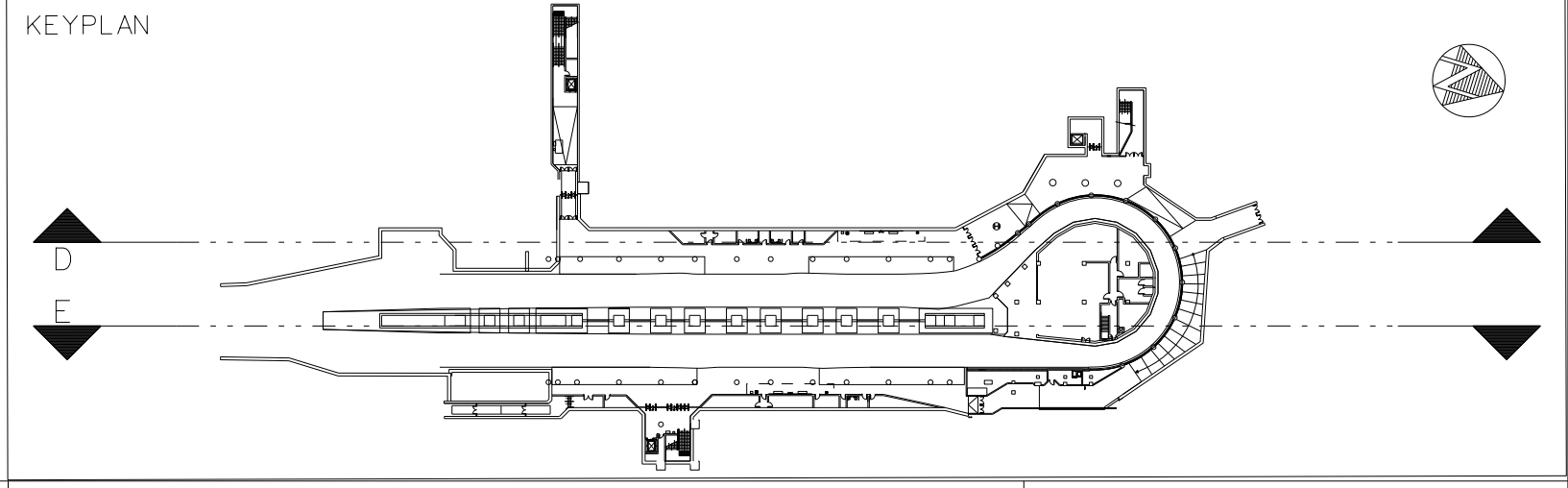
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SECTION
UNION STATION STREETCAR LOOP - LONGITUDINAL AT NEW L.R.T. TRACK LOOKING WEST



SECTION
UNION STATION STREETCAR LOOP - LONGITUDINAL AT NEW L.R.T. TRACK LOOKING EAST



REVISIONS	REVISIONS	30% REVIEW DRAWING NOT FOR CONSTRUCTION		WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS 3450 HARVESTER ROAD, SUITE 100 BURLINGTON, ONTARIO, CANADA, L7N 3W5 TEL: +1 905 336 2263	DRAWNE.ENGLAND..... CHECKEDO.PHELAN..... CORRECTJ.STRASMAN..... SCALE 0 5 10m	YYYY/MM/DD 2020/09/09	WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK		Contract: RE35-1
							UNION STATION		
							BUILDING SECTIONS SHEET 4 OF 10		TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Dwg. No. Rev. No. Sheet No. RE35-1-A5004
								Plot Date: 7-JUL-2021	

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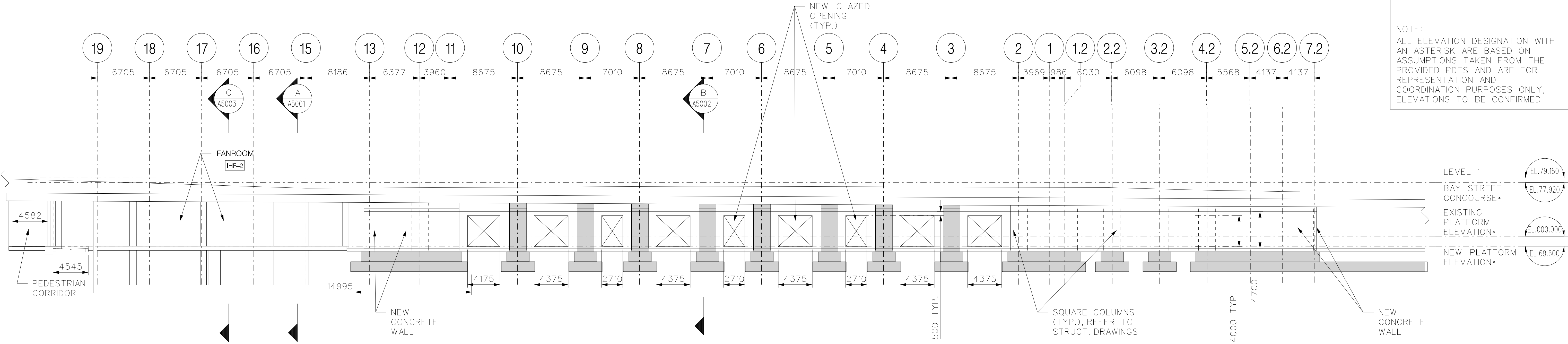
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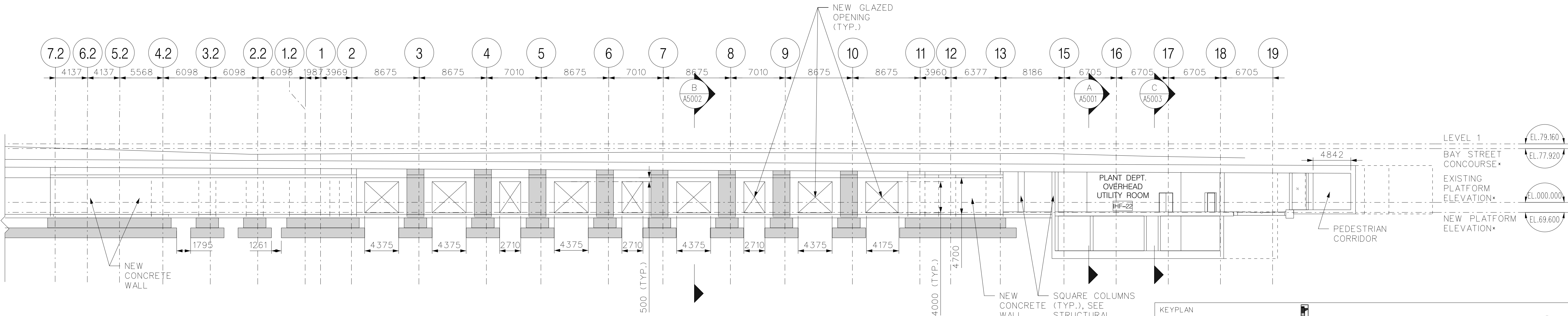
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SECTION
UNION STATION STREETCAR LOOP - LONGITUDINAL AT
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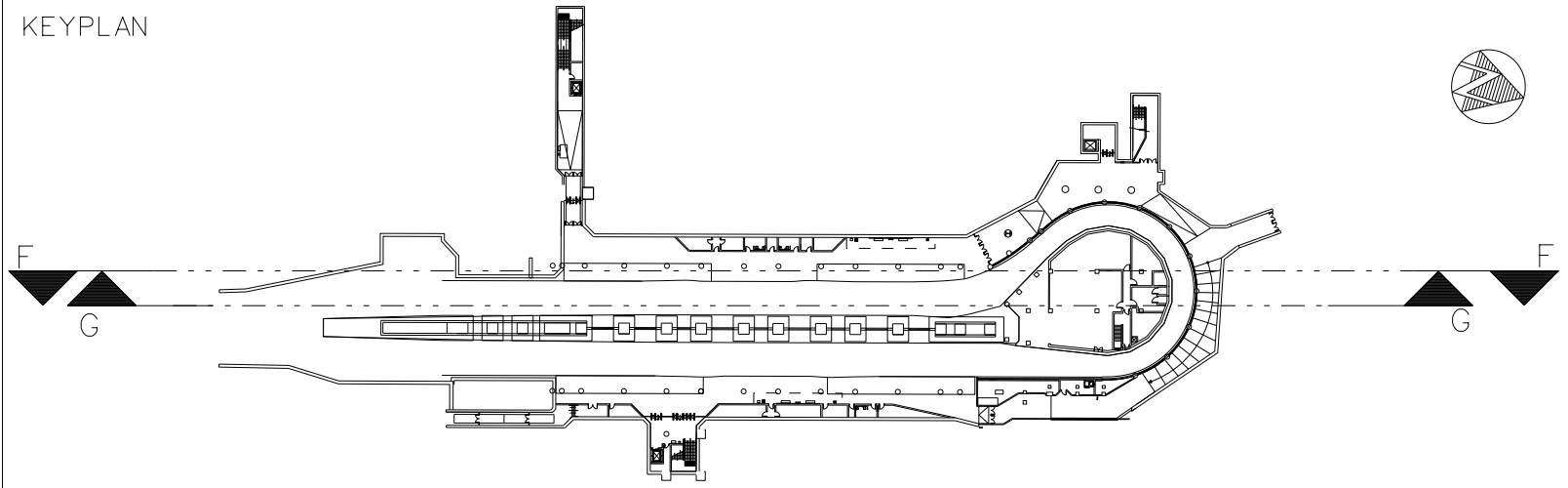



SECTION
UNION STATION STREETCAR LOOP - LONGITUDINAL SECTION
AT GRIDLINE Re LOOKING WEST

LEGEND

- EXISTING TO REMAIN
- NEW CONCRETE

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</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: +1 905 336 2263</div>			<div>DRAWN E.ENGLAND CHECKED O.PHELAN CORRECT J.STRASMAN</div> <div>SCALE 0 5 10m</div>	<div>WATERFRONT EAST LRT UNION STATION QUEENS QUAY LINK</div> <div>UNION STATION</div> <div>BUILDING SECTIONS SHEET 5 OF 10</div>	<div>Contract: RE35-1</div> <div></div> <div>TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT</div> <div>Dwg. No. RE35-1-A5005 Rev. No. Sheet No.</div>
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Plot Date: 7-JUL-2021

Appendix F: Conservation Guidelines

THE STANDARDS

The Standards are not presented in a hierarchical order. All standards for any given type of treatment must be considered, and applied where appropriate, to any conservation project.

General Standards for Preservation, Rehabilitation and Restoration

1. Conserve the *heritage value* of an *historic place*. Do not remove, replace or substantially alter its intact or repairable *character-defining elements*. Do not move a part of an historic place if its current location is a character-defining element.
2. Conserve changes to an *historic place* that, over time, have become *character-defining elements* in their own right.
3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.
4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining features of the same property that never coexisted.
5. Find a use for an *historic place* that requires minimal or no change to its *character-defining elements*.
6. Protect and, if necessary, stabilize an *historic place* until any subsequent *intervention* is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of *character-defining elements* to determine the appropriate *intervention* needed. Use the gentlest means possible for any intervention. Respect *heritage value* when undertaking an intervention.
8. Maintain *character-defining elements* on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving *prototypes*.
9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible with the *historic place* and identifiable on close inspection. Document any intervention for future reference.

Additional Standards Relating to Rehabilitation

- 10.** Repair rather than replace *character-defining elements*. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.
- 11.** Conserve the *heritage value* and *character-defining elements* when creating any new additions to an *historic place* or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
- 12.** Create any new additions or related new construction so that the essential form and integrity of an *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

- 13.** Repair rather than replace *character-defining elements* from the *restoration* period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
- 14.** Replace missing features from the *restoration* period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

4.3.7 INTERIOR FEATURES

These guidelines provide direction when a building's interior features are identified as *character-defining elements* of an historic place. They also give direction on how to preserve those features through maintenance and repair, or when a change in use or regulations dictates the need for alterations or additions.

Interior features can include elements such as interior walls, floors and ceilings, mouldings, staircases, fireplace mantels, faucets, sinks, built-in cabinets, light fixtures, hardware, radiators, mail chutes, telephone booths and elevators. Because their heritage value resides not only in their physical characteristics, but also in their location in the historic building, it is important to protect them from removal. This is particularly true of doors, banisters, church pews, fireplace mantels, sinks and light fixtures, which are often replaced instead of being upgraded. Reuse in their original location not only protects their heritage value, but is also a more sustainable approach to conserving these artefacts.



Artwork, including sculpture and murals may contribute to the character of an interior. The murals in the Saskatchewan Legislature Building required the expertise of art conservators for their repair and cleaning undertaken for the Saskatchewan Centennial.



When adding any new features to meet functional requirements, adjacent character-defining elements should be conserved. A new glass wall in the Dominion Public Building in Halifax was carefully designed to complement the quality of the lobby's materials and finishes, and installed to avoid damaging the adjacent character-defining plasterwork and stone wainscoting.

These guidelines provide general recommendations appropriate to all types of interior features. For recommendations on associated issues related to interior features, refer to Interior Arrangement. For recommendations on specific materials that make up interior features, refer to the Guidelines for Materials.



Functional elements, such as radiators and decorative grilles, can contribute to the overall heritage character of a place. Opportunities to retain these features when upgrading or replacing mechanical systems should be explored. This heating grate is one of many that were retained and repaired for use with a new heating plant when the Dawson City Telegraph office was rehabilitated into housing.



These large light fixtures in the main hall of the Jasper train station were rewired and adapted to accept compact fluorescent bulbs in order to meet sustainability and current health and safety concerns. Light fixtures of any scale can be similarly rehabilitated rather than being replaced.



Historic guards and handrails often do not conform to current codes and safety regulations. Modifying historic balustrades in a compatible way to meet these requirements is recommended over replacement. The balustrade at the National Archives and Library in Ottawa underwent a sensitive rehabilitation to meet current requirements for spacing between balusters.

GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION AND RESTORATION

	Recommended	Not Recommended
1	Understanding interior features and how they contribute to the heritage value of the historic building.	
2	Understanding the properties and characteristics of interior features as well as changes and previous maintenance practices; for example, investigating the reconfiguration of a staircase or removal of a reception counter, or testing the loading capacity of a period elevator.	Failing to consider the impact of previous changes and maintenance practices on the interior features.
3	Documenting the form, materials and condition of interior features before undertaking an intervention.	Undertaking an intervention that affects interior features without first documenting their character and condition.
4	Assessing the condition of interior features early in the planning process so that the scope of work is based on current conditions.	
5	Determining the cause of distress, damage or deterioration of interior features through investigation, monitoring and minimally invasive or non-destructive testing techniques.	
6	Protecting and maintaining interior features through appropriate repairs to their functional parts and by using appropriate surface treatments, such as cleaning, rust removal, limited paint removal and reapplying protective coating systems in kind.	Failing to maintain interior features on a regular basis.
7	Using proven cleaning methods. More aggressive cleaning should be considered only after other gentler methods have proven to be ineffective.	Changing the texture and patina of interior features and finishes through the use of abrasive methods to remove paint or finishes.
8	Using paint or coating systems of appropriate colour and texture.	
9	Preserving the method of operation of interior features that contribute to the heritage value of the historic place. For example, continuing to use a fireplace.	Altering or eliminating the method of operation of interior features that contributes to the heritage value of the historic building.
10	Retaining sound and repairable interior features.	Removing character-defining interior features, such as light fixtures, radiators and wood work. Applying paint, plaster or other finishes to surfaces that have historically been unfinished. Removing paint, plaster or other finishes from historically finished surfaces, such as removing plaster to expose a brick wall, or stripping paint from doors and trim work.
11	Stabilizing deteriorated interior features by structural reinforcement, or correcting unsafe conditions, as required, until repair work is undertaken.	Removing deteriorated interior features that could be stabilized or repaired.

GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION AND RESTORATION

	Recommended	Not Recommended
12	Repairing parts of interior features by patching, piecing-in, consolidating or otherwise reinforcing, using recognized conservation methods. Repair may also include the limited replacement in kind, or with a compatible substitute material, of those extensively deteriorated or missing parts of interior features. Repairs should match the existing work as closely as possible, both physically and visually.	
13	Protecting adjacent character-defining elements from accidental damage or exposure to damaging materials during maintenance or repair work.	Failing to protect interior features against damage, theft or vandalism during construction.
14	Replacing in kind extensively deteriorated or missing parts of interior features where there are surviving prototypes.	Replacing an entire interior feature when only limited replacement of deteriorated and missing parts is possible. Using a substitute material for the replacement part that neither conveys the same appearance as the surviving interior feature, nor is physically or visually compatible.
15	Testing proposed interventions to establish appropriate replacement materials, quality of workmanship and methodology. This can include reviewing samples, testing products, methods or assemblies, or creating a mock-up. Testing should be carried out under the same conditions as the proposed intervention.	
16	Documenting all interventions that affect the building's interior features, and ensuring that the documentation is available to those responsible for future interventions.	

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
17	Repairing interior features by using a minimal intervention approach. Such repairs might include the limited replacement in kind, or replacement with an appropriate substitute material, of irreparable or missing elements, based on physical or documentary evidence.	Replacing an entire interior feature, such as a staircase, paneled wall, parquet floor or cornice, when the repair of materials and limited replacement of deteriorated or missing parts is feasible.
18	Replacing in kind an irreparable interior feature based on physical and documentary evidence. Examples include wainscoting, a pressed-metal ceiling or interior stairs. If using the same material and design details is not technically or economically feasible, then compatible substitute material or details may be considered.	Removing an element that is irreparable and not replacing it, or replacing it with a new feature that does not convey the same appearance or serve the same function.

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
19	Replacing missing historic features by designing and installing a new interior feature, based on physical and documentary evidence, or one that is compatible in size, scale, material, style or colour.	Creating a false historical appearance because the new interior feature is incompatible or based on insufficient physical and documentary evidence.
20	Operating and using a functioning interior feature that is important to the heritage value of the historic building, such as rewiring a character-defining light fixture according to the appropriate safety codes.	Ceasing use of or altering a functioning interior feature that is important in defining the heritage value of the historic building.

ADDITIONS OR ALTERATIONS TO INTERIOR FEATURES

21	Designing , locating and installing new interior features, such as stairways, cabinetwork or fireplaces, in a manner that respects the building's heritage value.	Introducing a new interior feature that is incompatible in size, scale, material, style or colour with the existing features.
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HEALTH, SAFETY AND SECURITY CONSIDERATIONS

22	Upgrading interior features to meet health, safety and security requirements, in a manner that preserves the existing feature and minimizes impact on its heritage value.	Damaging or destroying interior features while making modifications to comply with health, safety and security requirements.
23	Working with code specialists to determine the most appropriate solution to health, safety and security requirements with the least impact on the character-defining elements and overall heritage value of the historic building.	Making changes to interior features, without first exploring equivalent systems, methods or devices that may be less damaging to the character-defining elements of the historic building.
24	Exploring all options for modifications to existing interior features to meet functional requirements prior to considering removal or replacement.	Removing an interior feature, such as a security desk, without investigating options to meet current requirements.
25	Removing or encapsulating hazardous materials, such as friable asbestos insulation, using the least-invasive abatement methods possible, and only after thorough testing has been conducted.	Neglecting to maintain and repair the cladding protecting encapsulated asbestos insulation.
26	Installing sensitively designed fire-suppression systems that retain character-defining elements and respect heritage value.	Covering flammable character-defining elements with fire-resistant sheathing or coatings that alter their appearance.

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
ACCESSIBILITY CONSIDERATIONS		
27	Finding solutions to meet accessibility requirements that minimize impact on interior features, such as locating public functions strategically to limit changes to the interior.	
28	Working with accessibility and conservation specialists and users to determine the most appropriate solution to accessibility issues with the least impact on the character-defining elements and overall heritage value of the historic building.	Altering character-defining interior features, without consulting the appropriate specialists and users.
29	Respecting the location of existing staircases when providing new accessibility-related features, such as ramps and lifts.	Locating accessibility-related features in secondary or service areas, when making compatible modifications to primary vertical circulation areas is possible.
30	Exploring all options for modifications to existing interior features, prior to considering removal or replacement.	
SUSTAINABILITY CONSIDERATIONS		
31	Complying with energy efficiency objectives by maintaining energy-conserving interior features, such as interior shutters, transoms and vestibules.	Failing to incorporate interior features, such as ventilation grilles or radiator covers, as part of upgrades to heating and ventilation systems.
32	Complying with energy-efficiency objectives by upgrading rather than replacing character-defining light fixtures.	
33	Working with specialists to determine the most appropriate solution to energy efficiency requirements with the least impact on the character-defining elements and overall heritage value of the historic building.	Making changes to interior features, without first exploring alternative energy efficiency solutions that may be less damaging to the character-defining elements and overall heritage value of the historic building.

ADDITIONAL GUIDELINES FOR RESTORATION PROJECTS

	Recommended	Not Recommended
34	Repairing interior features from the restoration period by using a minimal intervention approach such as patching, splicing, consolidating or otherwise reinforcing its materials.	Replacing an entire interior feature from the restoration period, such as a staircase, when the repair of materials and limited replacement of deteriorated or missing parts is possible.
35	Replacing in kind an entire interior feature from the restoration period that is too deteriorated to repair, using the physical evidence as a model for reproduction. The new work should be well documented and unobtrusively dated to guide future research and treatment.	Removing an irreparable interior feature from the restoration period and not replacing it, or replacing it with an inappropriate interior feature. Reinstating a detail of an interior feature that is damaging to character-defining elements.

REMOVING EXISTING FEATURES FROM OTHER PERIODS

36	Removing or altering a non character-defining interior feature from a period other than the restoration period.	Failing to remove a non character-defining interior feature from another period that confuses the depiction of the building's chosen restoration period.
37	Retaining alterations to interior features that address problems with the original design if those alterations do not have a negative impact on the building's heritage value.	Removing an interior feature that serves an important function in the building's ongoing use, such as a security desk or accessible washroom.

RECREATING MISSING FEATURES FROM THE RESTORATION PERIOD

38	Recreating a missing interior feature from the restoration period, based on physical or documentary evidence; for example, duplicating a marble mantel or staircase.	Constructing an interior feature that was part of the building's original design but never actually built, or a feature thought to have existed during the restoration period but for which there is insufficient documentation.
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4.4.1 CONSTRUCTED ELEMENTS

These guidelines provide direction when the constructed elements of an engineering work are identified as *character-defining elements* of an historic place.

Constructed elements are the distinct constructions that were built, erected or fabricated for the operation or use of the engineering work. Constructed elements can also be associated with the evolution of the work or with the transformation of the landscape resulting from the creation or operation of the work, which can include remnants, such as ore tailings from mining or dredging operations.



The deteriorated heavy timber bow gantry frame of Dredge No. 4, in Dawson City, YK, was dismantled and replaced in kind with a new frame, built from new timbers sized to match the original timbers and reusing all original metal brackets and fixtures. The bow gantry, which supports the digging ladder, is a significant constructed element in the dredge's operational design.

The types of constructions that can be considered constructed elements are extremely varied, including, for example:

- Structures that housed a warehouse, mill, factory, refinery, cannery or hydro-generating station;
- Landforms such as earth embankments and retaining walls of a dry ditch at a fort;
- Bridge superstructures;
- Tunnels, rock cuts and fills for a railway or highway right-of-way;
- Locks, dams and weirs of a canal system;
- Industrial machinery at a factory, or operational equipment inside a refinery, such as piping and steam tunnels;
- Ships such as paddle steamers or dredges; and,
- Ancillary equipment such as liquid or gas storage tanks, ore bins, cranes, derricks, chutes, conveyors or smokestacks at a factory.

Constructed elements offer a physical record of the work; its purpose, operation and evolution; the engineering innovation and design it embodies; and its impact on the environment. Their form, scale, massing, materials and construction type can all have heritage value, because they illustrate the purpose, operation and use of the work. Constructed elements help to illustrate and demonstrate the process, operation or activity that is, or once occurred, in the work. The condition of the constructed elements (including patina, graffiti and signs of wear) and the remnants or by-products from their operation (such as debris), can also hold value by demonstrating the evolution and function of the work in its environment.

These guidelines focus on stationary constructed elements; that is, character-defining machinery and ancillary equipment that are fixed in place. Movable equipment and artifacts are not covered under these guidelines, although they are often indispensable in helping to explain, interpret and illustrate the distinct stages of processes that once occurred in the works.

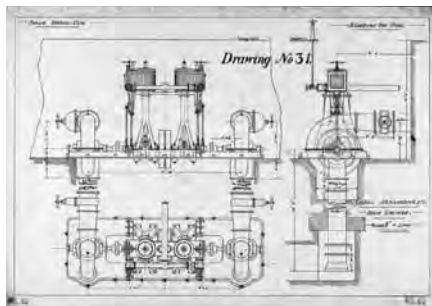
These guidelines provide general recommendations for constructed elements of an engineering work. When the constructed element is a building or part of a building, a built feature in a cultural landscape or an archaeological resource, also refer to the corresponding guidelines when appropriate. For recommendations on specific materials that make up constructed elements, refer to the Guidelines for Materials.



Completed in 1904, the tall wood frame Clearwater Canadian Pacific Railway Water Tower in Manitoba is an excellent example of an intact railway water tower. Twelve thick timbers are set on concrete bases and are strengthened with cross-braces that support the cedar-lined water tank, which occupies the top half of the structure. The water tower retains many of the original pipes, valves and controls used in filling and using the tank. When ceasing operation at a work such as this, the character defining pipes, valves and controls should continue to be subjected to regular maintenance to prevent their deterioration.



The Eagle Creek Cement Bridge in Saskatchewan is a good example of the nearly 90 reinforced concrete bowstring bridges that were constructed during the 1920s and 1930s as part of a comprehensive road building program in southern Saskatchewan. The graceful bowstring arches of these bridges, which blended functional engineering technology with aesthetically pleasing design, are character-defining elements. Repair or replacement of any parts of the bowstring arches should carefully designed for compatibility, matching the original form, materials and detailing of the arches.



Fully understanding the complexity and behaviour of a constructed element, such as pumps at the Kingston Dry Dock and Pumphouse can include determining its original design, purpose, operating theory, construction, operation, evolution over time, structural behaviour, structural performance over time including load history, performance under environmental loads, current condition and the deterioration mechanisms of its construction and materials.



Before beginning project work, the form, materials and condition of engineering works should be documented. Heritage recording of the Powerscourt Covered Bridge, National Historic Site of Canada in Powerscourt, QC, the only surviving bridge that uses the McCallum inflexible arch construction, included detailed measurements and a photographic record.

GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION AND RESTORATION

	Recommended	Not Recommended
1	Understanding the constructed element and how it contributes to the heritage value of the engineering work.	
2	Understanding the construction history, theory, functional basis and design behind the constructed element.	
3	Documenting the form, materials and condition of the constructed element before undertaking an intervention.	Undertaking an intervention that affects a constructed element without first documenting its existing character and condition.
4	Documenting the operation and maintenance of constructed elements in sufficient detail to fully understand their operational characteristics. This can include obtaining an oral history of operation procedures, recording the machinery in operation or preserving records associated with the engineering work, and making these available for future research.	
5	Assessing the overall condition of constructed elements early in the planning process so that the scope of work is based on current conditions.	Carrying out a level of intervention that exceeds what is required, or taking action based on assumptions or rules of thumb.
6	Determining the appropriate level of investigation and analysis required to understand the overall condition of constructed elements, and analyzing the constructed elements in sufficient detail to fully understand their complexity and behaviour.	
7	Determining the physical condition of constructed elements or their components, including the causes of distress, damage or deterioration through investigation, analysis, monitoring and minimally invasive or non-destructive testing techniques.	Using highly destructive probing or sampling techniques that damage or destroy constructed elements or their components. Carrying out a repair that does not treat or address the cause of the problem.
8	Testing constructed elements or their components in place to determine their characteristics, provided the appropriate precautions are taken to avoid their failure or destruction.	
9	Taking into account the past performance and load history of constructed elements or their components when determining their present or future capacity.	
10	Protecting constructed elements through appropriate and regular maintenance.	Failing to adequately maintain constructed elements on a cyclical basis, causing their components to deteriorate.

GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION AND RESTORATION

	Recommended	Not Recommended
11	Protecting evidence of the evolution process or operation of constructed elements that contribute to the heritage value of the engineering work, including protecting patinas, soiling or debris, wear patterns and graffiti, resulting from the operation of the work or its associated machinery. For example, cleaning machinery just enough to reduce deterioration and danger to the public, rather than attempting to clean it to a “like new” condition.	
12	Preserving the method of operation of an engineering work or its constructed elements that are important in defining the overall heritage value of the historic place. For example, continuing to hand-operate a canal lock gate mechanism, rather than switching to a motor.	
13	Imposing limits on the acceptable use of constructed elements, based on their actual characteristics and capacities to protect them from damage. There is a need to balance present and anticipated usage demands with heritage value, and to avoid, if possible, any use that would damage or destroy the constructed elements.	Subjecting constructed elements to uses that could overload existing systems, such as installing equipment or systems that undermine the heritage value of the engineering work.
14	Balancing the need to alter constructed elements to meet current safety codes and standards (to allow continued use) with the need to preserve the heritage value of the work’s functionality and operation.	
15	Retaining sound constructed elements or deteriorated constructed elements of engineering works that can be repaired.	Replacing or rebuilding constructed elements that can be repaired.
16	Stabilizing deteriorated constructed elements on an interim basis by structural reinforcement, weather protection, or correcting unsafe conditions, as required, until any additional work is undertaken.	Neglecting to treat known conditions that threaten the constructed elements of engineering works.
17	Adapting interim stabilization interventions to the anticipated lifespan of the constructed element, so that they remain as reversible as possible.	
18	Repairing deteriorated parts of constructed elements in a manner that is physically and visually compatible with the engineering work.	Failing to undertake necessary repairs, resulting in the loss of constructed elements. Replacing an entire constructed element when repair or limited replacement of deteriorated or missing parts is possible.

GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION AND RESTORATION

	Recommended	Not Recommended
19	Protecting adjacent character-defining elements and components of constructed elements from accidental damage or exposure to damaging materials during maintenance or repair work.	
20	Replacing in kind extensively deteriorated or missing parts of constructed elements using physical and documentary evidence as a model for reproduction. The new work should match the old as closely as possible in form, materials and detailing, and have adequate strength.	Replacing an entire constructed element when limited replacement of deteriorated and missing parts is possible.
21	Testing proposed interventions to establish appropriate replacement materials, quality of workmanship and methodology. This can include reviewing samples, testing products, methods or assemblies, or creating a mock-up. Testing should be carried out under the same conditions as the proposed intervention.	
22	Operating and using a functioning engineering work or its constructed elements appropriately and according to applicable codes, to preserve the functional purpose of the work that is important in defining the overall heritage value of the historic place. For example, maintaining a canal route open to navigation, or reinforcing a highway bridge so that it can remain in service.	<p>Ceasing to use or altering the functional purpose of a functioning work, or its constructed elements, that is important in defining the overall heritage value of the historic place.</p> <p>Operating and using a functioning engineering work without providing appropriate and timely maintenance, or without appropriate safety equipment, guards or training.</p>
23	Documenting all interventions that affect constructed elements, and ensuring that this documentation will be available to those responsible for future interventions.	

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
24	Repairing constructed elements or their components using recognized conservation methods. Repairs might include the limited replacement <i>in kind</i> , or replacement with an appropriate substitute material, of irreparable or missing components, based on physical or documentary evidence.	<p>Failing to undertake necessary repairs, resulting in the loss of constructed elements.</p> <p>Replacing or demolishing an entire constructed element, when repair and limited replacement of deteriorated or missing parts is possible.</p>
25	Proof-testing repairs to reinforce constructed elements or their components in place, to confirm their actual rather than theoretical performance, provided the appropriate precautions are taken to avoid their failure or destruction.	Reinforcing constructed elements or their components, without verifying the effectiveness or the level of benefit achieved by the reinforcement work.

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
26	Replacing in kind an entire constructed element that is too deteriorated to repair, using physical and documentary evidence as a model for reproduction. The new work should match the old as closely as possible in form, materials and detailing, and have adequate strength.	Replacing a constructed element with one that does not follow the same engineering concept as the original. For example, replacing a character-defining mass masonry retaining wall with a reinforced concrete retaining wall faced with stone.
27	Replacing missing historic features by designing and installing a new constructed element based on physical or documentary evidence, or one that is compatible in size, scale, material, style or colour.	Creating a false historical appearance by replacing a constructed element with one that is based on insufficient physical and documentary evidence.

ADDITIONS OR ALTERATIONS TO CONSTRUCTED ELEMENTS

28	Designing additions for a new use in a manner that is compatible with the constructed element and respects the heritage value of the engineering work.	Introducing additions to constructed elements that are incompatible with the character of the engineering or that alter the historic relationships of the work.
29	Building an addition to a constructed element that retains as many of the historic materials as possible, and ensures that the constructed elements are not obscured, damaged or destroyed, or the heritage value undermined.	
30	Designing a new addition to a constructed element in a manner that draws a clear distinction between what is historic and what is new.	Duplicating the exact form, material, style and detailing of the original constructed element so that the new work appears to be part of the historic place.
31	Considering the design of an attached exterior addition in terms of its relationship to the engineering work. The design for the new work may be contemporary or refer to design motifs from the historic place. In either case, it should be compatible in terms of massing, materials and colour, yet be distinguishable from the historic place.	Designing and building new additions that negatively affect the heritage value of the engineering work, including its design, materials, workmanship, location or setting.
32	Placing a new addition on a non-character-defining elevation and limiting its size and scale in relation to the engineering work.	Designing a new addition that obscures, damages or destroys constructed elements, or undermines the heritage value of the engineering work.
33	Undertaking soil mechanics studies and limiting new excavations adjacent to constructed elements to avoid undermining the structural stability of the engineering work or adjacent historic structures. Archaeological investigations should be undertaken before any excavation to avoid damaging potential archaeological resources. Refer to the Guidelines for Archaeological Sites for additional recommendations on excavation work.	Carrying out excavations or re-grading that could cause constructed elements or adjacent historic structures to settle, shift or fail, or that could damage archaeological resources.

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
34	Correcting the structural deficiencies of constructed elements when preparing for a new use in a manner that preserves their character-defining elements and the overall heritage value of the engineering work.	
35	Designing and installing new mechanical or electrical systems or equipment when required for the new or continued use, in a manner that minimizes adverse effects on the constructed elements.	
36	Adding a new structural system to a constructed element when required for the new or continued use, in a manner that does not obscure, damage or destroy character-defining elements.	
37	Creating a habitable space when required for the new use, in a manner that assures that character-defining elements will be preserved.	
38	Removing non character-defining constructed elements when required by the new use.	Removing, relocating and displaying non character-defining constructed elements in a new location, creating a false impression of the engineering work.

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
HEALTH, SAFETY AND SECURITY CONSIDERATIONS		
39	Adding new features to meet health, safety or security requirements, in a manner that conserves the constructed elements and minimizes impact on the heritage value of the engineering work.	
40	Working with code specialists to determine the most appropriate solution to health, safety and security requirements with the least impact on the character-defining elements and overall heritage value of the engineering work.	Making changes to constructed elements, without first exploring equivalent systems, methods or devices that may be less damaging to the character-defining elements of the engineering work.
41	Protecting constructed elements against loss or damage by identifying and assessing specific risks, and by implementing an appropriate fire protection strategy that addresses those specific risks.	Implementing a generic fire protection strategy or one that does not appropriately address the specific fire risks of the engineering work.
42	Installing sensitively designed fire-suppression systems, such as sprinklers, that retain the character-defining elements and respect the heritage value of the engineering work.	Installing fire-suppression systems in a manner that damages or destroys character-defining elements.
43	Applying fire retardant or protective materials that do not damage or obscure constructed elements. For example, applying fire-retardant, <i>intumescent paint</i> to a deck to further protect its steel.	Covering flammable, character-defining constructed elements or their components with fire-resistant sheathing or coatings that alter their appearance.
44	Removing hazardous materials from engineering works, their constructed elements or their components, only after thorough testing has been conducted and less-invasive abatement methods have been shown to be inadequate. Where applicable, archaeological work to collect data should be carried out before the site is disrupted by soil decontamination operations.	

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
ACCESSIBILITY CONSIDERATIONS		
45	Introducing a new feature to meet accessibility requirements in a manner that conserves the constructed element and respects the overall heritage value of the engineering work.	
46	Working with accessibility and conservation specialists and users to determine the most appropriate solution to accessibility issues with the least impact on the character-defining elements and overall heritage value of the engineering work.	Altering character-defining constructed elements without consulting the appropriate specialists and users.
SUSTAINABILITY CONSIDERATIONS		
47	Complying with energy-efficiency objectives in upgrades to the constructed elements in a manner that respects the engineering work's character-defining elements.	Damaging or destroying constructed elements and undermining the heritage value of the engineering work while making modifications to comply with energy-efficiency objectives.
48	Working with specialists to determine the most appropriate solution to energy efficiency requirements with the least impact on the character-defining elements and overall heritage value of the engineering work.	Making changes to constructed elements, without first exploring alternative energy efficiency solutions that may be less damaging to the character-defining elements and overall heritage value of the engineering work.
CEASING OPERATION OF AN ENGINEERING WORK		
49	Following appropriate <i>mothballing</i> procedures when ceasing operation of an engineering work so as to maintain the potential for future operation of the work or its constructed elements, including installing appropriate safety shut-offs, and carrying out regular maintenance on the shut-down mechanisms to prevent their deterioration.	

ADDITIONAL GUIDELINES FOR RESTORATION PROJECTS

	Recommended	Not Recommended
50	Repairing constructed elements from the restoration period using a minimal intervention approach, such as patching, splicing, consolidating or otherwise reinforcing its materials and improving weather protection.	Replacing an entire constructed element from the restoration period when the repair of materials and limited replacement of deteriorated or missing parts is possible.
51	Replacing in kind an entire constructed element from the restoration period that is too deteriorated to repair using the physical evidence as a model to reproduce the element. The replacement should have the same form, appearance and material properties as the replaced element, and have adequate strength or load-bearing capabilities. The new work should be unobtrusively dated to guide future research and treatment.	Removing an irreparable constructed element from the restoration period and not replacing it, or replacing it with an inappropriate new element.

REMOVING EXISTING FEATURES FROM OTHER PERIODS

52	Removing or altering a non character-defining constructed element or component from a period other than the restoration period.	<p>Failing to remove a non character-defining constructed element or component from another period that confuses the depiction of the engineering work's chosen restoration period.</p> <p>Removing a feature from a later period that serves an important function in the engineering work's ongoing use, such as an emergency exit door, or signage associated with a new use.</p>
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RECREATING MISSING FEATURES FROM THE RESTORATION PERIOD

53	Recreating a missing constructed element from the restoration period, based on physical or documentary evidence.	Installing a constructed element that was part of the engineering work's original design but was never actually built, or a constructed element that was thought to have existed during the restoration period but for which there is insufficient documentation.
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RESTORING OPERATION TO AN ENGINEERING WORK

54	Restoring operation to an engineering work that is important in defining its heritage value.	Keeping an engineering work in a non-operational state when the operation of the work is important in defining its heritage value.
----	---	--

4.5.4 CONCRETE

These guidelines provide direction when concrete is identified as a character-defining element of an historic place. They also give direction on maintaining, repairing and replacing concrete elements.



Cape Race Lighthouse, on the southernmost tip of the Avalon Peninsula in Newfoundland and Labrador, is Canada's most prominent landfall marker. Built in 1906–1907, Cape Race was the first Canadian lighthouse to be constructed in reinforced concrete and probably the second lighthouse constructed in reinforced concrete in the world.

Early uses of concrete were typically utilitarian and formed part of structures that were hidden from view. The earliest concrete was massive, un-reinforced, cast-in-place construction containing variable aggregates that were obtained from local sources. Beginning in the early 1900s, the use of concrete as an aesthetic material became more common and was fully embraced by the middle of the 20th century. Reinforced concrete began appearing in the early 1900s, introducing more efficient designs of concrete members and structures. This, in turn, allowed for increased spans and the creation of architectural features, such as sculptural staircases and organic roof forms. Pre-cast concrete, where the members are fabricated off-site and brought to the site for erection, was first used in the 1930s. This coincided with the increased use of concrete as an exposed architectural, decorative and functional element, such as paving tiles and exterior wall cladding.



Special formwork or chemical or mechanical treatments can create a wide variety of concrete finishes, such as these pre-cast panels with exposed Laurentian granite aggregate at the National Arts Centre in Ottawa. Recreating these finishes when repairing or replacing-in-kind should be preceded by a mock up to ensure that the new work will be compatible with the historic place.

Architectural uses for concrete include exterior cladding, flooring and paving. The aesthetic qualities of concrete can include the texture created by formwork, such as smooth or board formed, and the colour and finish, such as exposed aggregate or terrazzo.

Finding recognized conservation techniques for concrete can be a challenge because these are part of a relatively new area of conservation. Some repair techniques may not have been thoroughly tested. A significant industry exists in Canada for repairing recent concrete structures; however, commonly used repair techniques and materials are usually not suited to historic concrete. The monolithic nature of concrete complicates its repair. High-quality workmanship and compatible materials are necessary in any repair to reduce the abrupt altering of the properties of the matrix, which could lead to shrinkage cracking.

These guidelines provide general recommendations for concrete and should be used in conjunction with 4.5.1, All Materials. Because concrete can also form part of the structure or cladding of a building or engineering work, also refer to Structural Systems or Exterior Walls in the Guidelines for Buildings.



Deterioration of concrete is a significant conservation issue, particularly in the Canadian climate. Deterioration typically results from environmental factors, such as moisture, temperature and the presence of salts and carbon dioxide, which can corrode the steel reinforcements. Durability factors related to the original materials and workmanship, and improper maintenance, can also significantly affect concrete.



Important properties to match when patching concrete can include the modulus of elasticity, cement to aggregate ratio, aggregate gradation, compressive and shear strength, and coefficient of thermal expansion. In this case the coarse aggregate in the repair patch does not match that of the original concrete.



In the early 20th century, concrete was still an experimental material. The early designers and fabricators did not have full knowledge about the properties and characteristics of the concrete or its performance in the Canadian environment. Early examples of concrete construction often have inherent problems, are in poor condition and can require considerable conservation work.



The skills and expertise to repair or replace sections of cracked and chipped terrazzo flooring are still available. These specialised skills should be sought out when repairs are needed. The colourful, decorative and functional finish of this crest in the floor at the Royal Canadian Legion Branch N° 1 in Regina is an important character-defining feature of the building.

GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION AND RESTORATION

	Recommended	Not Recommended
1	Understanding the properties and characteristics of the concrete of the historic place.	
2	Documenting the form, composition, strength, colour, texture, details and condition of the concrete before undertaking an intervention. For example, identifying the particular characteristics and source of the type of aggregate used.	Undertaking an intervention that affects concrete, without first documenting its existing character and condition.
3	Protecting and maintaining concrete by preventing moisture penetration; maintaining proper drainage; improving water shedding; and by preventing damage due to the overuse of ice-clearing chemicals.	Failing to identify, evaluate and treat the various causes of concrete deterioration. Applying water-repellent coatings to above-grade concrete to stop moisture penetration, when the problem could be solved by repairing failed flashings or other mechanical defects.
4	Cleaning concrete, only when necessary, to remove heavy soiling or graffiti. The cleaning method should be as gentle as possible to obtain satisfactory results.	Over-cleaning concrete surfaces to create a new appearance, thus introducing chemicals or moisture into the concrete. Using a cleaning method that involves water or liquid chemical solutions when there is a possibility of freezing temperatures. Cleaning with chemical products that damage the concrete. Failing to rinse off and neutralize appropriate chemicals on concrete surfaces after cleaning. Blasting the concrete with abrasives that permanently erode the surface and damage soft or delicate materials adjacent to it. Applying coatings or paint over the concrete to present a uniform appearance.
5	Testing cleaning methods in inconspicuous areas before cleaning the entire concrete surface, and observing the results of the cleaning tests over a sufficient period of time to determine their immediate and long-term effect.	
6	Inspecting painted concrete surfaces to determine whether repainting is necessary.	
7	Removing damaged or peeling paint, using the gentlest method possible before repainting.	Removing paint that is firmly adhered to concrete.

GENERAL GUIDELINES FOR PRESERVATION, REHABILITATION AND RESTORATION

	Recommended	Not Recommended
8	Reapplying compatible paint or coatings, if necessary, that are physically and chemically compatible with the previous surface treatment, and visually compatible with the surface to which they are applied.	Removing paint from historically painted concrete unless it is damaging the underlying concrete. Removing stucco or cement parging from concrete that was historically never exposed.
9	Selecting an appropriate approach to corrosion protection to minimize damage to the concrete, including regular inspection and maintenance.	Introducing a corrosion protection system for the concrete, without verifying the effectiveness or the level of benefit achieved by the work, or without taking appropriate steps to address the cause of the corrosion.
10	Retaining sound and repairable concrete elements that contribute to the heritage value of the historic place.	Removing deteriorated concrete that could be stabilized or repaired.
11	Stabilizing deteriorated concrete elements by structural reinforcement and weather protection, or correcting unsafe conditions, as required, until repair work is undertaken.	
12	Repairing deteriorated concrete by patching or consolidating, using appropriate conservation methods.	Repairing concrete without treating the cause of deterioration. Replacing an entire concrete element when selective repair or replacement is possible. Using coatings or finishes to cover and hide surface repairs.
13	Minimizing damage to early concrete by limiting the size of the chipping equipment to better control the degree of removal, remembering that the compressive strength of early concrete may be much lower than modern concrete.	
14	Cleaning concrete before repair to remove contaminants, dirt and soil, so that the new concrete patches match the cleaned surface.	
15	Sealing inactive cracks in concrete by pointing with a cementitious mortar, or injecting epoxies to prevent moisture from entering the concrete mass.	Sealing active cracks with hard mortars or other hard materials that could prevent seasonal movements. Repairing cracks in concrete elements, without first determining the cause or significance of the crack.
16	Replacing in kind extensively deteriorated or missing parts of concrete elements, based on documentary and physical evidence.	Using replacement material that is incompatible with adjacent concrete work Recreating formwork finishes, such as form lines, wood grain, or knots, using grinders or trowels.

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
17	Repairing and reinforcing deteriorated concrete by encasing it in a jacket of new concrete, using appropriate conservation methods.	Failing to maintain the proportions or form of deteriorated concrete elements, when repairing by jacketing with new concrete.
18	Replacing in kind an irreparable concrete element, based on documentary and physical evidence.	Removing an irreparable concrete element and not replacing it, or replacing it with an inappropriate new element.
19	Applying appropriate surface treatments, such as breathable coatings, to concrete as a last resort, only if repairs, alternative design solutions, or flashings have failed to stop water penetration, and if a maintenance program is established for the coating.	Applying coatings to concrete instead of correcting the problem that caused the damage.

HEALTH, SAFETY AND SECURITY CONSIDERATIONS

20	Removing hazardous materials from concrete by using the least-invasive abatement methods and only after thorough testing has been conducted.	
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ADDITIONAL GUIDELINES FOR RESTORATION PROJECTS

	Recommended	Not Recommended
21	Repairing deteriorated concrete from the restoration period by patching or consolidating, using recognized conservation methods. Repairs should be physically and visually compatible and identifiable on close inspection for future research.	<p>Removing concrete from the restoration period that could be stabilized and conserved.</p> <p>Replacing an entire concrete element from the restoration period when repair and limited replacement of deteriorated or missing parts is possible.</p> <p>Using a substitute material for replacement that neither conveys the same appearance as the surviving concrete, nor is physically or chemically compatible.</p>
22	Replacing in kind a concrete element from the restoration period that is too deteriorated to repair, based on documentary and physical evidence. The new work should be well documented and unobtrusively dated to guide future research and treatment.	Removing an irreparable concrete element from the restoration period and not replacing it, or replacing it with an inappropriate new element.

Appendix G: Consultation Results

From: [Yasmina Shamji](#)
To: [Schopf, Heidi](#)
Subject: FW: Information Gathering Request
Date: Thursday, March 25, 2021 11:37:01 AM
Attachments: [image001.png](#)
[image006.png](#)
[image007.png](#)
[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.

Heidi

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

161 Bay St - no property info sheets available – deferred to Guy
<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=3246951&propertyRsn=206967>

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

<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2433240&propertyRsn=206973>

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

<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>

Also, please note that most of the information provided above can be found on our website via the links below:

<https://www.toronto.ca/city-government/planning-development/heritage-preservation/heritage-register/> - using both the Heritage Register Map as well as the Heritage Search Tool.

By-law information can be found here: <https://www.toronto.ca/legdocs/bylaws/lawhome.htm>

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, Heidi <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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From: [Guy Zimmerman](#)
To: [Schopf, Heidy](#)
Cc: [Fischer, Luke](#); [Brent Fairbairn](#)
Subject: RE: DRAFT Response from HP with contact names and document references
Date: Wednesday, July 7, 2021 11:55:10 AM
Attachments: [image020.png](#)
[image021.png](#)
[image022.png](#)
[image002.png](#)
[image005.png](#)
[image006.png](#)

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Heidy,

I was glad to be able to share my experience with you and Brent regarding my stewardship of the Union Station HCD and provide that contact information to source background regarding the Bay Street Bridge (that you apparently may not have been familiar with)

Regarding any additional feedback that you were fishing for... beyond that please let me know if there is missing information that I can source for you as my expectation was that I was providing pretty specific insight into the Gardiner Expressway and Path System (relative to the Union Station HCD).

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

From: Schopf, Heidy [mailto:heidy.schopf@woodplc.com]
Sent: July 6, 2021 3:51 PM
To: Guy Zimmerman <Guy.Zimmerman@toronto.ca>
Cc: Fischer, Luke <luke.fischer@woodplc.com>; Brent Fairbairn <Brent.Fairbairn@toronto.ca>
Subject: RE: DRAFT Response from HP with contact names and document references

Thank you both once again for your time today. Your insight on the Gardiner, PATH, and Bay Street bridge is appreciated!

Sincerely,
-Heidy

From: Guy Zimmerman <Guy.Zimmerman@toronto.ca>
Sent: Tuesday, July 6, 2021 2:59 PM
To: Schopf, Heidi <heidy.schopf@woodplc.com>
Cc: Fischer, Luke <luke.fischer@woodplc.com>; Brent Fairbairn <Brent.Fairbairn@toronto.ca>
Subject: DRAFT Response from HP with contact names and document references

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

Heidy et al,

Please disregard my DRAFT RESPONSE that I had been preparing if you have that random assortment of materials and contacts names. I had included Dima's contact information at the bottom for your reference should there be any confusion with the consultant indicated on the image of the cover of the report that is included as to who would be the first point of contact.

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

From: Guy Zimmerman
Sent: July 6, 2021 7:59 AM
To: 'Schopf, Heidi' <heidy.schopf@woodplc.com>
Cc: 'Fischer, Luke' <luke.fischer@woodplc.com>; Brent Fairbairn <Brent.Fairbairn@toronto.ca>
Subject: RE: Union Station HCD Background Request Cultural Heritage Report for the Waterfront East LRT - Outstanding question RE:Bridge supporting the Union Station Trainshed Inquiry

Good morning Heidy,

I thought that it was funny when you first asked about this that you wouldn't have access to this material through Metrolinx.

I won't bother completing the material that I was assembling below as we can discuss it during our 3:00 Union Station/TTC WELRT Discussion (catchy name!)

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

DRAFT RESPONSE 7/6/2021

I dredged up this report from the work associated with the Bay Street Railway Bridge.

I don't know if I am at liberty to share this material but I think you would do better to deal directly with the consultants as they may have additional research that you would benefit from.

I'd be surprised if you have not dealt with Dima Cook in one capacity or another over the years.

Dima has been involved in heritage related work in Toronto for likely 15 years.

ERA was also involved and I don't know who has what... Dima will.

Bay Street PATH Connection (North)

1.1 Project Overview

The proposed development of 45 (81) & 141 Bay Street is part of a contemporary large-scale city building initiative incorporating transportation and is located within the Union Station Heritage Conservation District (HCD) Plan and adjacent to a number of prominent Beaux-Arts buildings associated with Toronto's development.

CHER

Bay Street railway Bridge

Union Station rail Corridor

Project # 16-118-01

Prepared by GS / JN (ERA)

Cultural Heritage Evaluation Report - Part 2

PREPARED FOR:

Metrolinx

20 Bay Street, Suite 600

Toronto Ontario M5J2W3

Rodyney Yee, Project Coordinator, GO Transit

rodney.yee@gotransit.com

416-202-4516

PREPARED BY:

ERA Architects Inc.

10 St. Mary Street, Suite 801

Toronto, Ontario M4Y 1P9

416-963-4497



STAGE TWO
HERITAGE IMPACT ASSESSMENT

**Bay Street PATH
Connection (North)**

IVANHOÉ CAMBRIDGE C/O HINES

PROJECT NO. EVOQ. 9019-13

ISSUE DATE: NOVEMBER 2019



Dima Cook

OAQ OAA AAA AANB RAIC LEED AP CAHP

ARCHITECT, PRINCIPAL

NEW OFFICE ADDRESS

75 SHERBOURNE STREET, SUITE 503

TORONTO, ON M5A 2P9

D./C. 416. 873.2018

T. 647.723.2030 / 1001

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@evoqarchitecture

Instagram / Facebook / LinkedIn

From: Guy Zimmerman

Sent: July 5, 2021 4:23 PM

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

Cc: Fischer, Luke <luke.fischer@woodplc.com>; Brent Fairbairn <Brent.Fairbairn@toronto.ca>

Subject: RE: Union Station HCD Background Request Cultural Heritage Report for the Waterfront East LRT - Outstanding question RE: Bridge supporting the Union Station Trainshed Inquiry

RE: Bridge supporting the Union Station Train shed Inquiry

Sorry Heidy... "I dropped the ball" on that aspect of my response/your request.

I don't see a problem sourcing the material that I previously referenced in time for our call (although there is nothing really to discuss in that regard... as it is really just providing the consultant's background associated with the integration of the new passage forward of the metal elevation)

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

From: Schopf, Heidy [<mailto:heidy.schopf@woodplc.com>]

Sent: July 5, 2021 3:06 PM

To: Guy Zimmerman <Guy.Zimmerman@toronto.ca>

Cc: Fischer, Luke <luke.fischer@woodplc.com>; Brent Fairbairn <Brent.Fairbairn@toronto.ca>

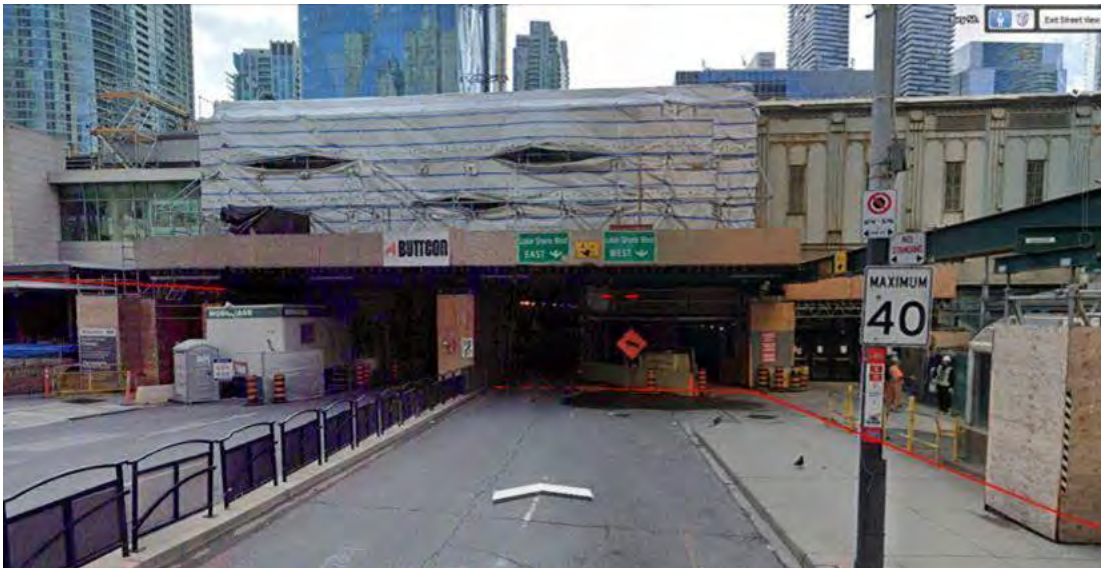
Subject: RE: Union Station HCD Background Request Cultural Heritage Report for the Waterfront East LRT - Outstanding question RE: Gardiner and Path

Thanks Guy!

The only outstanding item is the heritage status of the bridge associated with the Union Station trainshed (see pictures below).

To date, we have assumed that this bridge is part of the Union Station complex. However, I would like to double check with you if this structure has any heritage status independent of Union Station. The bridge itself did not come up on our searches of the municipal register or in our information gathering exercises.

-Heidy



From: Guy Zimmerman <Guy.Zimmerman@toronto.ca>

Sent: Monday, July 5, 2021 9:30 AM

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

Cc: Fischer, Luke <luke.fischer@woodplc.com>; Brent Fairbairn <Brent.Fairbairn@toronto.ca>

Subject: RE: Union Station HCD Background Request Cultural Heritage Report for the Waterfront East LRT - Outstanding question RE: Gardiner and Path

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

Heidy et al,

Please confirm that the only outstanding information that you are seeking (to include in

your Cultural Heritage Report for the Waterfront East LRT) is clarification of the HCD direction regarding the PATH system and Gardiner Expressway.

(Between the material that I had provide and the additional information that Yasmina referenced I believe all other aspects of your request have been satisfied)

I have copied below excerpts from the 2006 Union Station HCD Appendix that can underpin our Teams discussion tomorrow at 3:00.

I had mentioned that I would send you a summary of what I intend to share regarding these two subjects and I believe that these excerpts serve that purpose.



Gardiner Expressway

Era: Post-War
Style: Modern Infrastructure
Contributing: Yes

The development of this expressway was part of Fred Gardiner's vision of a modern Toronto. As Metropolitan Toronto's first Chairman, he was instrumental in the development of the Gardiner Expressway beginning in 1955. Built in an industrial zone at the foot of the city, the expressway modernized access to the centre of the city and from the city to its suburbs during a period of rapid growth. It was a nascent project in the process of creating regional infrastructure for the newly created Metropolitan region. The expressway was planned in conjunction with the rapid transit network as part of the comprehensive transportation planning of the region. The Gardiner was the first of several highways planned for the Toronto area, most of which were never realized.

The Skywalk was completed in 1989 to coincide with the completion of the Rogers Centre. Designed in the arcade style, the Skywalk consists of a large glazed passageway enclosed by a semi-circular arched roof reminiscent of early century European pedestrian areas. The Skywalk begins at the western most side of Union Station, passes through the second and third stories of the Canadian National Express building and crosses the Toronto rail viaduct at Simcoe Street. South of the railway the Skywalk traverses through the south end of the Metro Convention Centre and terminates in the plaza adjacent to the CN Tower, Roundhouse and Rogers Centre. The skywalk is a piece of urban infrastructure of growing importance; connecting the city to the increasingly developed rail lands. Furthermore, the skywalk offers unique views of Toronto's existing rail activity and provides a physical connection between to the District's two national historic sites: the Roundhouse and Union Station.



PATH System

Era: Post-War
Style: Various
Contributing: Yes

The PATH system is the subgrade pedestrian network which connects 6 subway stations and over 4 million square feet of retail space through 27 km of passages. It is currently the largest network of this type in the world.

The system developed as a result municipal policy of the 1960's encouraging sub-grade connections between new large office developments to one another and to the subway. The system has continued to grow incrementally, as new developments make connections with adjacent buildings. An underground tunnel of 1929 between the Fairmont Royal York Hotel and Union Station has been incorporated into the system.

Heritage Conservation District Plan Appendix E

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Currently the city has a contentious relationship with the Gardiner as a result of a change in use of the central waterfront. As new solutions are realized in managing transportation in an increasingly post-industrial mixed-use waterfront and urban core, the Gardiner remains as an important piece of the City's early modern heritage and contributing element to the function and character of the Union Station Heritage Conservation District.

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

From: Guy Zimmerman

Sent: June 18, 2021 11:20 AM

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

Cc: Fischer, Luke <luke.fischer@woodplc.com>; Brent Fairbairn <Brent.Fairbairn@toronto.ca>;

Yasmina Shamji <Yasmina.Shamji@toronto.ca>

Subject: RE: Union Station HCD Background Request - HP Response re 90 Harbour Street

Heidy,

Here is the low hanging fruit:

1) Workmen's Compensation Board Building

i) Withdrawal of Notice of Intention to Designate, Part IV, Section 29, Ontario Heritage Act - 90 Harbour Street

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2008.TE12.15>

ii) Demolition permit issued February 14 2011 (11 110475)

2) Gardiner Expressway or the PATH System

I need to have "a think" about this one and articulate their role in the HCD... and get back to you.

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

From: Schopf, Heidy [<mailto:heidyschopf@woodplc.com>]
Sent: June 18, 2021 10:21 AM
To: Guy Zimmerman <Guy.Zimmerman@toronto.ca>
Cc: Fischer, Luke <luke.fischer@woodplc.com>; Brent Fairbairn <Brent.Fairbairn@toronto.ca>; Yasmina Shamji <Yasmina.Shamji@toronto.ca>
Subject: RE: Union Station HCD Background Request

Hi Guy,

Following up on this. Do you have any direction on the two items below?

-Heidy

From: Schopf, Heidy

Sent: Friday, April 9, 2021 9:54 AM

To: Guy Zimmerman <Guy.Zimmerman@toronto.ca>

Cc: Fischer, Luke <luke.fischer@woodplc.com>; Brent Fairbairn <Brent.Fairbairn@toronto.ca>; Yasmina Shamji <Yasmina.Shamji@toronto.ca>

Subject: RE: Union Station HCD Background Request

Good morning Guy,

We received the HCD inventory information earlier this week. Thank you! The information was very helpful.

I have a couple questions:

- 1) The Workmen's Compenstaion Board Building (90 Harbour Street) appears to have been demolished between 2009 and 2012 based on Google Earth imagery. Can you confirm?
- 2) The Union Station HCD Plan does not depict the Gardiner Expressway or the PATH System as contributing buildings in the HCD (see below). Yet, the inventory sheets note that these resources are "contributing". What is the heritage status of these two resources? Our approach has been to address them as elements of the HCD in general but not as individual resources. It would be great to get some direction here to confirm if the City views the Gardiner and the PATH System as standalone heritage resources (or not).

Thanks,
Heidy



From: Guy Zimmerman <Guy.Zimmerman@toronto.ca>

Sent: Friday, March 26, 2021 9:00 AM

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

Cc: Fischer, Luke <luke.fischer@woodplc.com>; Brent Fairbairn <Brent.Fairbairn@toronto.ca>;

Yasmina Shamji <Yasmina.Shamji@toronto.ca>

Subject: Union Station HCD Background Request

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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, Heidy [<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

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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

161 Bay St - no property info sheets available – deferred to Guy
<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=3246951&propertyRsn=206967>

200 Bay St - no property info sheets available – deferred to Guy
<http://app.toronto.ca/HeritagePreservation/details.do?folderRsn=2433240&propertyRsn=206973>

60 Harbour St - no property info sheets available – deferred to Guy
<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>

Also, please note that most of the information provided above can be found on our website via the links below:

<https://www.toronto.ca/city-government/planning-development/heritage-preservation/heritage-register/> -

using both the Heritage Register Map as well as the Heritage Search Tool.

By-law information can be found here: <https://www.toronto.ca/legdocs/bylaws/lawhome.htm>

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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From: [Kevin DeMille](#)
To: [Schopf, Heidy](#)
Subject: Re: Information Gathering Request
Date: Tuesday, July 13, 2021 8:07:01 AM
Attachments: [image001.png](#)

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

Good morning Heidi,

Please feel free to contact:

Kirushanth Gnanachandran
Project Coordinator, Rouge National Urban Park
Parks Canada / Government of Canada
kirushanth.gnanachandran@canada.ca /Tel: 647-205-6150

They were notified and should be able to help you or forward you on to the correct person.

Kind regards,

Kevin De Mille

Kevin De Mille
Natural Heritage Coordinator
Telephone: 437-246-5854*NEW



From: Schopf, Heidy <heidy.schopf@woodplc.com>
Sent: July 8, 2021 10:50 AM
To: Kevin DeMille <Kevin.DeMille@heritagetrust.on.ca>; Fischer, Luke <luke.fischer@woodplc.com>
Subject: RE: Information Gathering Request

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Hi Kevin,

It's been a while but following up on this. Is there a contact at Parks Canada that you could recommend? We are trying to track down the correct person/department to contact regarding Union Station.

Thanks,
Heidy

From: Kevin DeMille <Kevin.DeMille@heritagetrust.on.ca>

Sent: Wednesday, April 14, 2021 11:15 AM

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

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

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 morning Luke,

You may have these already but the Registrar provided the following information:

- 1 Front Street West: <https://www.heritagetrust.on.ca/en/oha/details?id=3781&backlinkslug=search-results&fields%5Baddress%5D=1+Front+Street>
- Union Station (note I have it as 71 Front Street West) and includes HCD info: https://www.heritagetrust.on.ca/en/oha/details?id=2024&backlinkslug=search-results&fields%5Bproperty_name%5D=Union+Station
- 40 Bay Street: <https://www.heritagetrust.on.ca/en/oha/details?id=2522&backlinkslug=search-results&fields%5Baddress%5D=40+bay+street>

There is a National Historic Site, so we recommend you reach out to Parks Canada.

Kind regards,

Kevin De Mille

Kevin De Mille

Natural Heritage Coordinator

Telephone: 437-246-5854*NEW



From: Fischer, Luke <luke.fischer@woodplc.com>
Sent: April 8, 2021 11:04 AM
To: Kevin DeMille <Kevin.DeMille@heritagetrust.on.ca>
Cc: Schopf, Heidy <heidy.schopf@woodplc.com>
Subject: RE: Information Gathering Request

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Hi Kevin,

Thank you for your feedback for the TTC Waterfront East LRT CHR. We have completed a draft report for this project. For the next stage of our work, we will prepare four HIAs for the following properties:

- CHR 1: Union Station Heritage Conservation District → designated under Part V of the OHA
- CHR 2: Union Station, 65 Front Street → designated under Parts IV and V of the OHA, National Historic Site, Provincial Property of Provincial Significance
- CHR 3: Dominion Public Building, 1 Front Street → designated under Parts IV and V of the OHA, Classified Federal Heritage Building (FHBRO)
- CHR 4: Postal Delivery Building, 40 Bay Street → designated under Parts IV and V of the OHA

Do you have any further information or guidance regarding these properties? We plan to prepare the HIAs using *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties* (2017) but can use other guidance documents if you recommend a different approach.

In addition, we are carrying out community engagement for these HIAs via email and telephone. We have ongoing dialogue with MHSTCI and the City of Toronto but also plan to reach out to the Toronto Preservation Board, GO Transit, Metrolinx, and the property owners (i.e. Canada Revenue and Maple Leaf Sports). Do you have any further groups that you feel we should contact? We are committed to providing an early and ongoing dialogue regarding the potential impacts of the project to these properties so that we can incorporate feedback into our reports.

Thanks ,
Luke

From: Schopf, Heidy <heidy.schopf@woodplc.com>
Sent: Wednesday, April 7, 2021 9:44 AM
To: Fischer, Luke <luke.fischer@woodplc.com>
Subject: FW: Information Gathering Request

From: Kevin DeMille <Kevin.DeMille@heritagetrust.on.ca>

Sent: Friday, March 26, 2021 3:46 PM
To: Schopf, Heidi <heidy.schopf@woodplc.com>
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 Heidi,

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

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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

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



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From: [Barboza, Karla \(MHSTCI\)](#)
To: [Fischer, Luke](#)
Cc: [Hatcher, Laura \(MHSTCI\)](#); [Registrar \(MHSTCI\)](#); [Schopf, Heidy](#)
Subject: RE: MHSTCI Response: Information Gathering Request - Waterfront East Light Rail Transit (LRT)
Date: Thursday, April 8, 2021 4:27:49 PM
Attachments: [image001.png](#)

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Hi Luke,

I hope this email finds you well.

It may be prudent for us to review the draft Cultural Heritage Report before we provide any advice on the approach for the Heritage Impact Assessment. Would you be able to share the draft report for our review?

Regards,
Karla

From: Fischer, Luke <luke.fischer@woodplc.com>
Sent: April-08-21 9:11 AM
To: Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>; Schopf, Heidy <heidy.schopf@woodplc.com>; Registrar (MHSTCI) <Registrar@ontario.ca>
Subject: RE: MHSTCI Response: Information Gathering Request - Waterfront East Light Rail Transit (LRT)

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Hi Laura,

Thank you for your feedback for the TTC Waterfront East LRT CHR. We have completed a draft report for this project and we will circulate this to you for review shortly. For the next stage of our work, we will prepare four HIAs for the following properties:

- CHR 1: Union Station Heritage Conservation District → designated under Part V of the OHA
- CHR 2: Union Station, 65 Front Street → designated under Parts IV and V of the OHA, National Historic Site, Provincial Property of Provincial Significance
- CHR 3: Dominion Public Building, 1 Front Street → designated under Parts IV and V of the OHA, Classified Federal Heritage Building (FHBRO)
- CHR 4: Postal Delivery Building, 40 Bay Street → designated under Parts IV and V of the OHA

Do you have any further information or guidance regarding these properties? We plan to prepare the HIAs using *Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties*

(2017) but can use other guidance documents if you recommend a different approach.

In addition, we are carrying out community engagement for these HIAs via email and telephone. We have ongoing dialogue with the City of Toronto but also plan to reach out to the Toronto Preservation Board, GO Transit, Metrolinx, and the property owners (i.e. Canada Revenue and Maple Leaf Sports). Do you have any further groups that you feel we should contact? We are committed to providing an early and ongoing dialogue regarding the potential impacts of the project to these properties so that we can incorporate feedback into our reports.

Thanks,
Luke

From: Hatcher, Laura (MHSTCI) <Laura.E.Hatcher@ontario.ca>
Sent: Friday, December 18, 2020 12:56 PM
To: Schopf, Heidi <heidyschopf@woodplc.com>; Registrar (MHSTCI) <Registrar@ontario.ca>; Fischer, Luke <luke.fischer@woodplc.com>
Subject: RE: MHSTCI Response: Information Gathering Request - Waterfront East Light Rail Transit (LRT)

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Hi Heidi 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, Heidi <heidyschopf@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)

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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, Heidi <heidyschopf@woodplc.com>
Subject: MHSTCI Response: Information Gathering Request - Waterfront East Light Rail Transit (LRT)

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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



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<https://www.woodplc.com/policies/privacy-notice>

From: [Hatcher, Laura \(MHSTCI\)](#)
To: [Schopf, Heidy](#); [Registrar \(MHSTCI\)](#); [Fischer, Luke](#)
Subject: RE: MHSTCI Response: Information Gathering Request - Waterfront East Light Rail Transit (LRT)
Date: Friday, December 18, 2020 12:56:19 PM
Attachments: [image001.png](#)
[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](#)

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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)

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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

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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 <heidyschopf@woodplc.com>
Subject: MHSTCI Response: Information Gathering Request - Waterfront East Light Rail Transit (LRT)

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

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

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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?
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 - 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



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From: [Gnanachandran, Kirushanth \(PC\)](#)
To: [Schopf, Heidy](#)
Cc: [Fischer, Luke](#); [Dickinson, Chelsea](#)
Subject: RE: Information Request: Union Station (65-71 Front St W) and Dominion Public Building (1 Front St W)
Date: Tuesday, July 13, 2021 5:46:06 PM
Attachments: [image002.png](#)

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Hello Heidy,

Thank you for your email. I have forwarded on your information request to a colleague at FHBRO, and another colleague that is with Cultural Resource Management. They may be reaching out to you to help you with your request.

If you don't hear back from them soon, please let me know.

Thanks and have a great day,

Kirushanth Gnanachandran

Project Coordinator, Rouge National Urban Park
Parks Canada / Government of Canada
kirushanth.gnanachandran@canada.ca / Tel: 647-205-6150

Coordonnateur de projet, Parc urbain national de la Rouge
Parcs Canada / Gouvernement du Canada
kirushanth.gnanachandran@canada.ca / Tél: 647-205-6150

Parks Canada - 450 000 km² of memories / Parcs Canada - 450 000 km² de souvenirs

From: Schopf, Heidy <heidy.schopf@woodplc.com>
Sent: July 13, 2021 12:04 PM
To: Gnanachandran, Kirushanth (PC) <kirushanth.gnanachandran@canada.ca>
Cc: Fischer, Luke <luke.fischer@woodplc.com>; Dickinson, Chelsea <chelsea.dickinson@woodplc.com>
Subject: Information Request: Union Station (65-71 Front St W) and Dominion Public Building (1 Front St W)

Good afternoon Kirushanth,

Kevin DeMille from the Ontario Heritage Trust passed your contact information to me.

Wood has been retained by the Toronto Transit Commission (TTC) to complete a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) and subsequent Heritage Impact Assessments (HIAs) to support the Waterfront East Light Rail Transit (WELRT) project in the City of Toronto, Ontario. To date, our work has identified that there are two properties with federal protection within the Study Area. These include:

- Union Station (65-71 Front Street West): Designated as a National Historic Site of Canada under the Historic Sites and Monuments Act by Parks Canada on 1975-11-28 (R.S.C., 1985, c. H-4)
- Dominion Public Building (1 Front Street West): Classified as a Federal Heritage Building by Parks Canada's Federal Heritage Review Office (FHBRO) in 1983

Wood has completed information gathering with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), the Ontario Heritage Trust, and the City of Toronto. These groups identified that Parks Canada should be consulted as part of this work given the presence of federal heritage properties within the Study Area. Accordingly, Wood is seeking background information on both Union Station (65-71 Front Street West) and the Dominion Public Building (1 Front Street West) and direction on any permits or approvals required for these properties.

Any information you can provide would be greatly appreciated.

Sincerely,

Heidy Schopf, MES, CAHP (she/her)

Built and Landscape Heritage Team Lead

Mobile: +1 (416) 518 0145

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wood.

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From: [Tamkin Naghshbandi](#)
To: [Schopf, Heidy](#); [Dan Beare](#)
Cc: [Fischer, Luke](#); [Dickinson, Chelsea](#)
Subject: RE: Information Request: Union Station (65-71 Front Street West), Provincial Heritage Property of Provincial Significance
Date: Friday, July 16, 2021 4:27:32 PM
Attachments: [image001.png](#)

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Glad to be of help! Sounds good, thanks Heidy. Have a great weekend.

Kindly,

Tamkin Naghshbandi

T: 416.202.1804 | M: 416.271.1546

From: Schopf, Heidy <heidy.schopf@woodplc.com>
Sent: Friday, July 16, 2021 4:21 PM
To: Tamkin Naghshbandi <Tamkin.Naghshbandi@metrolinx.com>; Dan Beare <Dan.Beare@metrolinx.com>
Cc: Fischer, Luke <luke.fischer@woodplc.com>; Dickinson, Chelsea <chelsea.dickinson@woodplc.com>
Subject: RE: Information Request: Union Station (65-71 Front Street West), Provincial Heritage Property of Provincial Significance

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Thank you so much Tamkin – This is hugely helpful!

I will review the documents and may be in touch again next week if I have questions.

Have a wonderful weekend,
Heidy

From: Tamkin Naghshbandi <Tamkin.Naghshbandi@metrolinx.com>
Sent: Friday, July 16, 2021 1:51 PM
To: Schopf, Heidy <heidy.schopf@woodplc.com>; Dan Beare <Dan.Beare@metrolinx.com>
Cc: Fischer, Luke <luke.fischer@woodplc.com>; Dickinson, Chelsea <chelsea.dickinson@woodplc.com>
Subject: RE: Information Request: Union Station (65-71 Front Street West), Provincial Heritage Property of Provincial Significance

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

Hi Heidy,

Thanks for reaching out and providing the background on this ask. We've put pulled some documents we hope you will find of assistance. The reference documents listed below are available at the following link: <https://we.tl/t-wZ0zwDr5aI>. Please note this link will expire in 2 weeks.

- SCHV for Union Station
- Heritage Statement Report, Union Station Complex, Toronto, 2016
- Union Station Electrification HIA, 2017
- Heritage Easement Agreement, 2000
- Collateral Agreement, 2006
- Standards and Guidelines for Conservation of Provincial Heritage Properties (Ontario Heritage Act), 2010

For details related to direction on permits or approvals required for work proposed at Union Station, please see below:

- It's important to note that Union Station is owned by a number of parties.
- In 2016, Union Station Complex was identified by Metrolinx as a Provincial Heritage Property of Provincial Significance. Prescribed public bodies prescribed under Ontario Regulation 157/10, must comply with the Standards and Guidelines for Conservation of Provincial Heritage Properties (Ontario Heritage Act). Ministries and prescribed public bodies are required to use best efforts to mitigate loss of cultural heritage value or interest. The Standards and Guidelines, established by MHSTCI, set out the criteria and process for identifying provincial heritage properties and set the standards for their protection, maintenance, use and disposal. The Standards and Guidelines require all provincial ministries and prescribed public bodies to identify, protect and care for provincial heritage properties they own and manage.
- The Metrolinx owned heritage areas of the Union Station Complex are subject to a Heritage Easement Agreement dated June 30, 2000 between The Toronto Terminals Railway Company Limited and the City of Toronto and a Collateral Agreement dated May 1, 2006 between Parks Canada (Approval Authority), City of Toronto and Greater Toronto Transit Authority (GO Transit now Metrolinx) which establishes the approval process for certain alterations.
 - The Collateral Agreement notes, "the City, GO Transit and the Approval Authority acknowledge that Union Station is an operating multi-modal transportation centre and, as such, the Station Complex is subjected to intensive use by a number of parties who require a clear understanding of the approval process within the Station Complex; and ... wish to agree on a process for how the approvals required under the Easement Agreement will be carried out when there is a request for approval to undertake or permit any demolition, construction, reconstruction, alteration, remodelling or any other thing or act that would materially affect the appearance or construction of the Heritage Elements so that the Approval Authority can effectively deal with requests for approvals" (2006, p.2).
- There are additional heritage recognitions and agreements that apply to varying extents, including:

- under the Heritage Railway Stations Protection Act a heritage railway station designation in 1989 with a heritage character statement in 1992, and statement of significance in 2007;
- under the Historic Sites and Monuments Act a national historic site designation in 1975 with a commemorative integrity statement in 2002, and statement of significance in 2006;
- under the Ontario Heritage Act a Part IV designation in 2005 with reasons for designation; and
- under the Ontario Heritage Act a Part V designation in 2006 with a heritage conservation district plan.

I hope this helps and feel free to let me know if you have any questions.

Kindly,

Tamkin Naghshbandi

T: 416.202.1804 | M: 416.271.1546

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

Sent: Tuesday, July 13, 2021 4:32 PM

To: Dan Beare <Dan.Beare@metrolinx.com>; Tamkin Naghshbandi <Tamkin.Naghshbandi@metrolinx.com>

Cc: Fischer, Luke <luke.fischer@woodplc.com>; Dickinson, Chelsea <chelsea.dickinson@woodplc.com>

Subject: Information Request: Union Station (65-71 Front Street West), Provincial Heritage Property of Provincial Significance

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Good afternoon,

Wood has been retained by the Toronto Transit Commission (TTC) to complete a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) and subsequent Heritage Impact Assessments (HIAs) to support the Waterfront East Light Rail Transit (WELRT) project in the City of Toronto, Ontario. To date, our work has identified that the Study Area contains a Metrolinx Provincial Heritage Property of Provincial Significance (Union Station, 65-71 Front Street West).

Wood has completed information gathering with the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), the Ontario Heritage Trust, and the City of Toronto. Wood has also contacted Parks Canada to gather information on heritage properties within the Study Area that have federal heritage protection.

Presently, Wood is seeking background information from Metrolinx on Union Station (65-71 Front Street West). Wood respectfully requests that Metrolinx consider sharing the following background

documents with Wood:

- Statement of Cultural Heritage Value (SCHV) for Union Station (65-71 Front Street West) as approved by the Metrolinx Heritage Committee
- Previously completed cultural heritage reports related to the Union Station Complex. Reports that are of relevance to the TTC WELRT work include:
 - CHR, CHERs, or HIAs related to the Bay Street Bridge/Union Station Trainshed
 - CHR, CHERs, or HIAs related to work on the east elevation/Bay Street side of the Union Station building
- Direction on permits or approvals required for work proposed at Union Station (65-71 Front Street West)

Any information you can provide would be greatly appreciated.

Sincerely,

Heidy Schopf, MES, CAHP (she/her)

Built and Landscape Heritage Team Lead

Mobile: +1 (416) 518 0145

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From: [Bruce, Shelley \(PC\)](#)
To: [Schopf, Heidi](#)
Cc: [Fischer, Luke](#); [Dickinson, Chelsea](#)
Subject: RE: Information Request: Union Station (65-71 Front St W) and
Date: Tuesday, July 27, 2021 8:30:40 PM
Attachments: [image002.png](#)
[Union Station \(Canadian Pacific and Grand Trunk\) \(Toronto\) CIS 2002.pdf](#)
[RSR-003\(R\) Toronto Union Station ON compressed.pdf](#)

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

Good evening Heidi:

Thank you so much for contacting Parks Canada to enquire about our role with Union Station in Toronto.

For your work, there are several documents that I would normally refer one to:

The Agreements

Based on your email below, it appears that you already have copies of these. In these Agreements, there is content on heritage zones and heritage approvals.

Parks Canada's relationship with the station's two owners, The City of Toronto and GO/Metrolinx, is fully described in the Collateral Agreement. This Agreement provides a description of our three-stage heritage approval process. It also contains a series of plans that are generally called the white/grey zone drawings. The purpose of the drawings is to confirm the location of areas within the station and trainshed that have heritage value – these are the white zones (the grey zones are not known to have heritage value). I often use these drawings and verify any specific elements within them by referring to the Easement Agreement.

Commemorative Integrity Statement (2002)

Parks Canada's key document on the heritage value of Union Station is its Commemorative Integrity Statement. A copy has been attached for your reference. A Commemorative Integrity Statement is an elaboration of the reasons while a building is a national historic site, and it identifies the physical attributes that embodies the heritage values. Heritage messages are also identified and described. If you are interested in how these documents are prepared, the Guide is available at this link:

<https://www.pc.gc.ca/en/docs/pc/guide/guide>

Historic Sites and Monuments Board of Canada Heritage Railway Stations Report

This is the research report that the Historic Sites and Monuments Board of Canada considered when the station was being considered as a national historic site (and for when it was a heritage railway station – but this designation was removed when the station left the federal portfolio). A copy of this report has been attached.

More information on the work of the Historic Sites and Monuments Board of Canada can be found

at:

<https://www.pc.gc.ca/en/culture/clmhc-hsmbc>

I hope these additional references are useful. If you have any questions about any of them, please do not hesitate to contact me directly. I am at work this Wednesday and Thursday before leaving on holidays for a couple of weeks returning August 16.

Shelley

Shelley Bruce

Built Heritage Advisor, Indigenous Affairs and Cultural Heritage Directorate
Parks Canada / Government of Canada
300 - 300 West Georgia St, Vancouver, BC V6B 6B4
shelley.bruce@canada.ca / Tel: 604.505.6245

Conseillère du patrimoine bâti, Direction générale des affaires autochtones et du patrimoine culturel
Parks Canada / Gouvernement du Canada
300, rue Georgia Ouest, bureau 300, Vancouver C.-B. V6B 6B4
shelley.bruce@canada.ca / Tél. : 604.505.6245

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From: Schopf, Heidy <heidy.schopf@woodplc.com>
Sent: July 26, 2021 10:11 AM
To: Bruce, Shelley (PC) <shelley.bruce@canada.ca>
Cc: Fischer, Luke <luke.fischer@woodplc.com>; Dickinson, Chelsea <chelsea.dickinson@woodplc.com>
Subject: FW: Information Request: Union Station (65-71 Front St W) and

Hi Shelley,

Blair recommended that I get in touch with you regarding Union Station (65-71 Front Street West) in Toronto.

Presently, Wood has been retained by the Toronto Transit Commission (TTC) to complete a *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* (CHR) and subsequent *Heritage Impact Assessments* (HIAs) to support the Waterfront East Light Rail Transit (WELRT) project in the City of Toronto, Ontario. To date, our work has identified that the Study Area contains a National Historic Site where Parks Canada is the approval authority. This is:

- Union Station (65-71 Front Street West): Designated as a National Historic Site of Canada under the *Historic Sites and Monuments Act* by Parks Canada on 1975-11-28 (R.S.C., 1985, c. H-4)

Wood has completed information gathering with the Ministry of Heritage, Sport, Tourism and

Culture Industries (MHSTCI), the Ontario Heritage Trust, the City of Toronto, and Metrolinx. Metrolinx was able to provide us with some background reports, the Metrolinx 'Statement of Cultural Heritage Value', Easement Agreement (2000) and the Collateral Agreement (2006). These documents were very useful and added greatly to our understanding of the property. Does Parks Canada have any additional information that we should take into account? Any direction on protected zones and heritage permits/approvals is welcome.

We are looking to wrap up our reporting on Union Station this week so anything that can be done to expedite this request would be greatly appreciated!

Sincerely,

Heidy

Heidy Schopf, MES, CAHP (she/her)

Built and Landscape Heritage Team Lead

Mobile: +1 (416) 518 0145

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wood.

From: Philpott, Blair (PC) <blair.philpott@canada.ca>

Sent: Monday, July 26, 2021 8:36 AM

To: Schopf, Heidy <heidy.schopf@woodplc.com>; Dickinson, Chelsea <chelsea.dickinson@woodplc.com>; Fischer, Luke <luke.fischer@woodplc.com>

Cc: Gnanachandran, Kirushanth (PC) <kirushanth.gnanachandran@canada.ca>; Miller, Deborah (PC) <deborah.miller@canada.ca>; Bruce, Shelley (PC) <shelley.bruce@canada.ca>

Subject: Information Request: Union Station (65-71 Front St W) and

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

Hello,

This request for information was passed along to me.

The Dominion Public Building (1 Front St W) is no longer a Federal Heritage Building. Its custodian department, Public Service and Procurement Canada (PSPC) disposed it to the Canada Lands Company in 2017.

My colleague, Shelley Bruce is involved with Union Station NHS. She has been supporting the site and can put you in touch with the management.

Her contact information is:

Shelley Bruce

Built Heritage Advisor, Indigenous Affairs and Cultural Heritage Directorate

Parks Canada / Government of Canada

300 - 300 West Georgia St, Vancouver, BC V6B 6B4

shelley.bruce@canada.ca / Tel: 604.505.6245

Regards,

Blair

L. Blair Philpott

A/Cultural Resource Management Advisor / Conseillère de la gestion des ressources culturelles

Parks Canada Agency / L'Agence Parcs Canada

145 McDermot Avenue / 145, avenue McDermot

WINNIPEG MB R3B 0R9

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Telephone / Téléphone 204 984 - 1298

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Appendix H: Assessor Qualifications

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

Dr. Popkin is an Associate 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 Heritage, Sport, Tourism and Culture Industries, 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 Writer)

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 Tourism, Culture and Sport.

Appendix I: Limitations

Limitations

1. The work performed in the preparation of the Heritage Impact Assessment (HIA) 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 E&I Canada Limited'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 Heritage, Sport, Tourism and Culture Industries' 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 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 HIA. 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.
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