

Appendix B4

Ontario Line Project

**Lower Don Bridge and Don Yard Early
Works – Heritage Detailed Design Report**

Metrolinx

Heritage Detailed Design Report

Ontario Line Early Works at Lower Don Bridge and Don Yard

Prepared by:

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Executive Summary

ES.1 Ontario Line Lower Don Bridge and Don Yard Early Works

The Ontario Line Project (the Project) is being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project under the Environmental Assessment Act. Ontario Regulation 341/20: Ontario Line Project outlines a Project-specific environmental assessment process that includes an Environmental Conditions Report, Environmental Impact Assessment Report, and an opportunity for Early Works Report(s) for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. The Environmental Conditions Report documents the local environmental conditions of the Ontario Line Study Area and provides a preliminary description of the potential environmental impacts from the Project. Information outlined in the Environmental Conditions Report is used to inform the Early Works Report(s) and Environmental Impact Assessment Report, which study environmental impacts in further detail and confirm and refine preliminary mitigation measures identified in the Environmental Conditions Report.

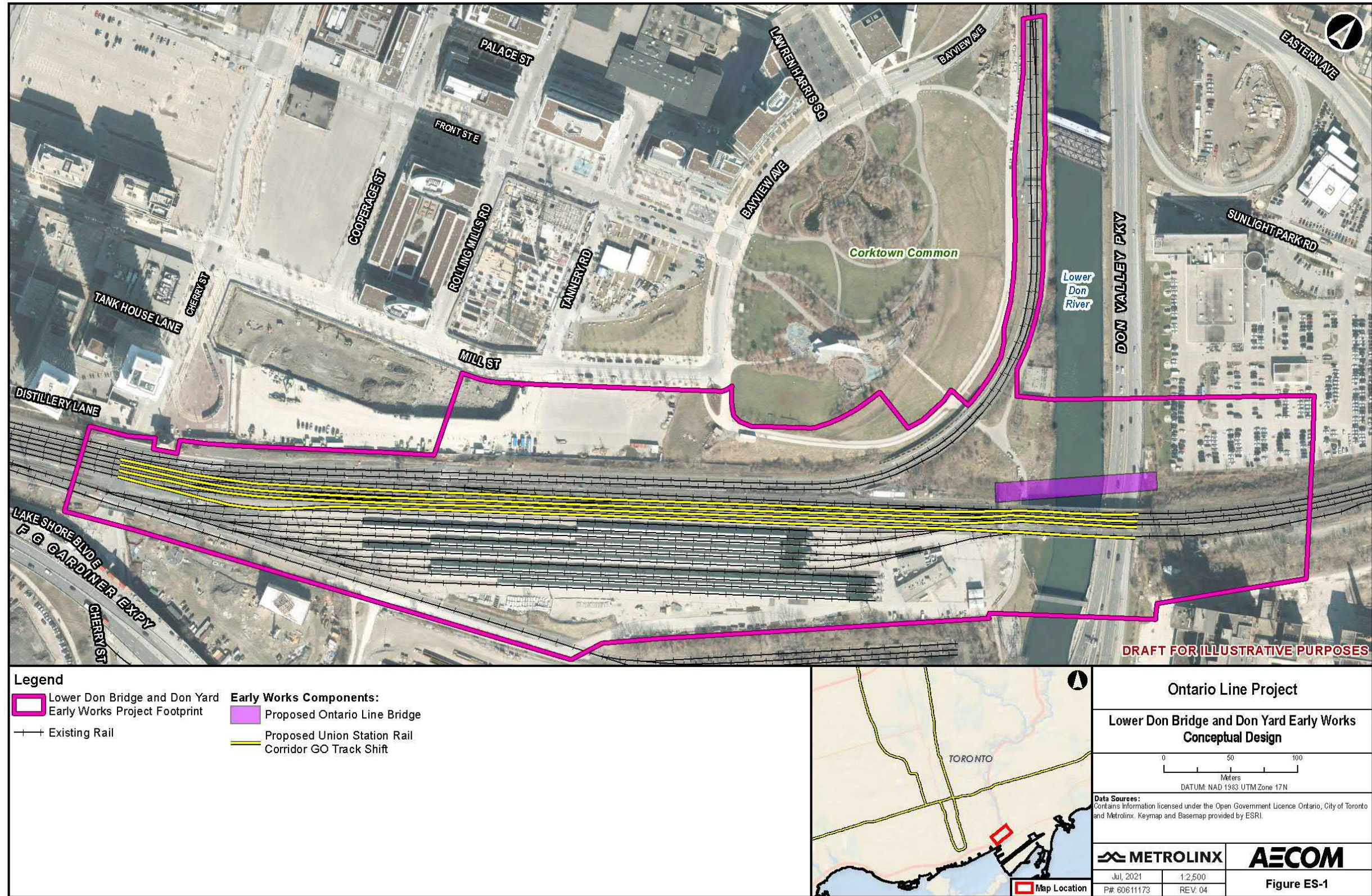
Ontario Line early works are components of the Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment process. An overview of the Project is provided in **Section 1.2**. Early works are defined in Ontario Regulation 341/20: Ontario Line Project under the Environmental Assessment Act as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Lower Don Bridge and Don Yard early works are considered to be of strategic importance to enabling the timely implementation of the Project. The early works are being advanced where the Project interfaces with GO Expansion. Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project and GO Expansion and facilitates the timely implementation of both.

AECOM Canada Limited (AECOM) was retained by Metrolinx and Infrastructure Ontario to complete the Ontario Line Lower Don Bridge and Don Yard Early Works Report for the Project. This Heritage Detailed Design Report supports the Ontario Line Final Lower Don Bridge and Don Yard Early Works Report prepared for the Project to document the built heritage resources/cultural heritage landscapes impact assessment of Lower Don Bridge and Don Yard early works (**Figure ES-1**).

Figure ES-1: Lower Don Bridge and Don Yard Early Works Conceptual Design



For the purpose of this Heritage Detailed Design Report, ‘project components’ and ‘project activities’ as defined in the Ontario Line Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM, 2020a) are referred to as ‘early works components’ and ‘construction activities’ respectively.

The Ontario Line is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project under the Environmental Assessment Act. Ontario Regulation 341/20: Ontario Line Project includes provisions for consultation with the public, agencies and Indigenous communities in addition to reporting requirements for environmental conditions, early works, and environmental impact assessment. As part of the Ontario Line Final Environmental Conditions Report (AECOM, 2020b)¹, AECOM completed the Ontario Line Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM, 2020a) (hereafter the ‘Ontario Line Cultural Heritage Report’) that characterizes known and potential built heritage resources and cultural heritage landscapes within the Ontario Line Study Area.

Purpose of the Heritage Detailed Design Report

The purpose of the Heritage Detailed Design Report is to confirm impacts and mitigation measures as described in the Ontario Line Cultural Heritage Report (or identify those not anticipated or described in the Ontario Line Cultural Heritage Report), identify any changes, and refine the range of mitigation options and measures for each property based on the Lower Don Bridge and Don Yard early works where applicable.

The key tasks of this Heritage Detailed Design Report are to:

- Review the existing baseline conditions of known, previously identified and potential built heritage resources/cultural heritage landscapes within the Lower Don Bridge and Don Yard Study Area as documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a) (where the Lower Don Bridge and Don Yard Study Area includes the Lower Don Bridge and Don Yard Early Works Project Footprint, plus adjacent properties to account for potential indirect impacts and properties within 11.1 metres of the Lower Don Bridge and Don Yard Early Works Project Footprint to account for potential vibration impacts)²;

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1. The Ontario Line Final Environmental Conditions Report (AECOM, 2020c) was published on November 30, 2020 in accordance with Ontario Regulation 341/20: Ontario Line Project.
 2. The 250 metre buffer from the Ontario Line Cultural Heritage Report was refined using analysis from the Ontario Line Lower Don Bridge and Don Yard Early Works – Noise and Vibration Report (AECOM, 2021b). The refined buffer was calculated based on the Project-specific anticipated impacts of early works using a conservative approach (where construction equipment was assumed to operate at the edge of the Lower Don Bridge and Don Yard Early Works Project Footprint, closest to nearby buildings/structures) and accounts for potential vibration impacts to buildings extremely susceptible to vibration damage (including heritage buildings and their foundations). The resulting buffer is 11.1 metres from the Lower Don Bridge and Don Yard Early Works Project Footprint.

- Conduct a field review within the Lower Don Bridge and Don Yard Study Area to confirm the presence and/or changes to any known and previously identified built heritage resources/cultural heritage landscapes that were documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a), and to identify potential built heritage resources/cultural heritage landscapes that were not identified in the Ontario Line Cultural Heritage Report (AECOM, 2020a);
- Review the early works components and built heritage resources/cultural heritage landscapes as captured in the preliminary impact assessment of the Ontario Line Cultural Heritage Report (AECOM, 2020a); confirm impacts and mitigation measures, identify any changes, and, where required, refine the range of mitigation options and measures for each property based on the Lower Don Bridge and Don Yard early works. If required, identify any monitoring recommendations and describe how any conditions attached to the Minister’s Consent will be met;
- Assess potential early works-specific impacts to potential cultural heritage resources/cultural heritage landscapes identified in the field review for this Heritage Detailed Design Report that were not described in the Ontario Line Cultural Heritage Report (AECOM, 2020a) and recommend mitigation measures and monitoring activities to avoid or minimize those impacts;
- Identify any required permits and approvals (i.e., federal, provincial, municipal, other); and
- Apply any input/feedback applicable to this Heritage Detailed Design Report that was received from interested parties during the Ontario Line Draft Cultural Heritage Report public review period (September 17, 2020 to October 17, 2020).

This Heritage Detailed Design Report supports the Ontario Line Lower Don Bridge and Don Yard Early Works Report prepared in accordance with Ontario Regulation 341/20: Ontario Line Project.

Refer to **Section 1** of this Heritage Detailed Design Report for more information related to the Project and a detailed early works description.

ES.2 Early Works Description

The Lower Don Bridge and Don Yard early works will include:

- construction of a new bridge, north of the existing Lakeshore East rail corridor³ bridge over the Lower Don River that will carry the Ontario Line tracks;

3. Lakeshore East rail corridor extends from the Lower Don River in the City of Toronto to the City of Oshawa.

- shift of the nearby Union Station and Lakeshore East rail corridor GO tracks, including tracks on the existing rail bridge, to accommodate Ontario Line infrastructure within the Union Station Rail Corridor⁴ and Don Yard;
- modifications to the existing Lakeshore East rail corridor bridge to accommodate Lakeshore East GO track shifts to accommodate Ontario Line infrastructure; and
- utility and signal infrastructure relocation or protection.

Rail corridor and third-party utility relocations and protection will be completed to facilitate the work described above as well as the future Ontario Line tunnel facilities. Utilities to be relocated include, but are not limited to, Bell 360 and existing Canadian National/GO signal underground fibre optic cables.

The Lower Don Bridge -Don Yard early works components and construction activities are further described in detail in **Section 2**.

Active transportation access across the Lower Don River will be facilitated via a bridge that will provide a multi-use connection across the river. This bridge is not within the scope of these early works, and will be assessed as part of the Ontario Line Environmental Impact Assessment Report.

For the purpose of this Heritage Detailed Design Report, the Lower Don Bridge and Don Yard Study Area, also shown in **Figure 2-1**, includes the Lower Don Bridge and Don Yard Early Works Project Footprint, plus adjacent properties to account for potential indirect impacts and properties within 11.1 metres of the Lower Don Bridge and Don Yard Early Works Project Footprint to account for potential vibration impacts.

ES.3 Local Environmental Conditions

A total of seven built heritage resources/cultural heritage landscapes are located within the Lower Don Bridge and Don Yard Study Area, including three documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a). During the field survey for this Heritage Detailed Design Report, four additional built heritage resources/cultural heritage landscapes, including one cultural heritage commemorative plaque, were identified within the Lower Don Bridge and Don Yard Study Area.

Two built heritage resources/cultural heritage landscapes in the Lower Don Bridge and Don Yard Study Area have been determined to meet or potentially meet Ontario Regulation 10/06 and they are considered to be known or potential Provincial Heritage

4. Union Station Rail Corridor extends from approximately west of Bathurst Street to the Lower Don River in the City of Toronto.

Properties of Provincial Significance – The Cherry Street Interlocking Tower and the Gooderham and Worts Distillery National Historic Site. The Cherry Street Interlocking Tower Provincial Heritage Property of Provincial Significance boundary, located at 385 Cherry Street (OLS-024), is adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint, and the structure is not anticipated to be impacted by construction. The Gooderham and Worts Distillery National Historic Site (OLS-029), a potential Provincial Heritage Property of Provincial Significance, is located adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint. No structures within the Gooderham and Worts Distillery National Historic site are anticipated to be impacted by early works.

Table ES-1 presents a summary of known, previously identified and potential built heritage resources/cultural heritage landscapes within the Lower Don Bridge and Don Yard Study Area. Local environmental conditions are further described in **Section 3**.

ES.4 Summary of Community Engagement

A draft of the Heritage Detailed Design Report was distributed to agencies including the Ministry of Heritage, Sport, Tourism and Culture Industries and the City of Toronto for review in November 2020. This Heritage Detailed Design Report has been updated based on the input/feedback received from agencies. A summary of community engagement is provided in **Section 4**.

ES.5 Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this Heritage Detailed Design Report describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lower Don Bridge and Don Yard early works. This impact assessment builds upon the methodology established in the Ontario Line Cultural Heritage Report (AECOM, 2020a). Impacts associated with Project operations will be addressed as part of the Environmental Impact Assessment Report under a separate cover.

This early works impact assessment and development of mitigation measures and monitoring activities considered the following:

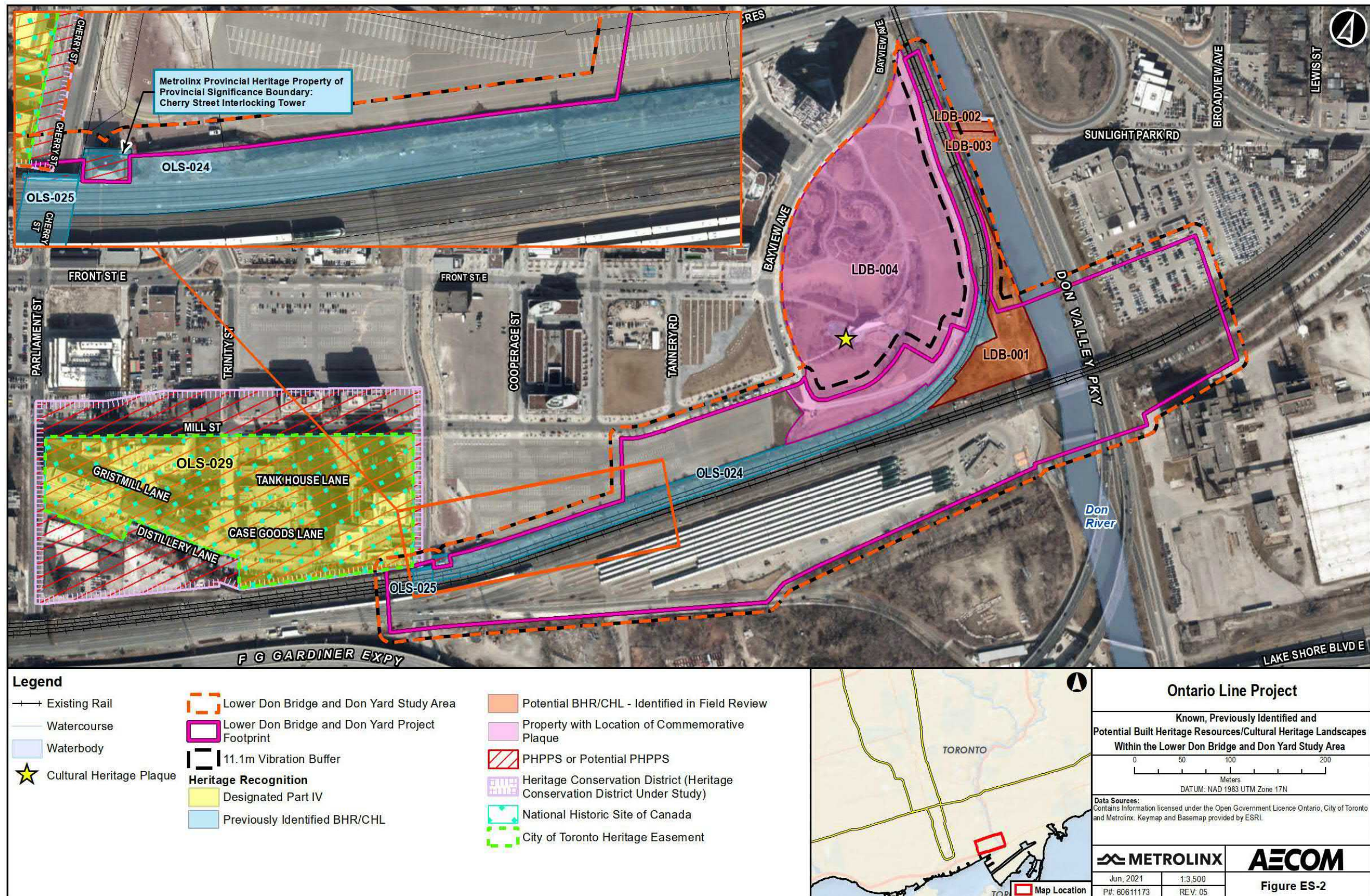
- a) Lower Don Bridge and Don Yard early works components as described in **Section 2.1**;
- b) The Lower Don Bridge and Don Yard Early Works Project Footprint and Study Area as described in **Section 2.2**;

- c) Lower Don Bridge and Don Yard construction activities as described in **Section 2.3**; and
- d) Local environmental conditions within the Lower Don Bridge and Don Yard Study Area as described in **Section 3**.

Table ES-1: Built Heritage Resources/Cultural Heritage Landscapes Within the Lower Don Bridge and Don Yard Study Area

Cultural Heritage Report Reference #	Type of Property	Location /Address	Heritage Recognition	Known or Potential Provincial Heritage Property of Provincial Significance
OLS-024	Industrial	<ul style="list-style-type: none"> ■ 385 Cherry Street ■ Cherry Street Interlocking Tower 	<ul style="list-style-type: none"> ■ Previously Identified built heritage resource/cultural heritage landscape ■ Metrolinx Provincial Heritage Property of Provincial Significance 	Yes
OLS-025	Bridge	<ul style="list-style-type: none"> ■ Cherry Street Subway 	<ul style="list-style-type: none"> ■ Previously Identified built heritage resource/cultural heritage landscape in the Ontario Line Cultural Heritage Report ■ Metrolinx Provincial Heritage Property 	No
OLS-029	Cultural Heritage Landscape – National Historic Site	<ul style="list-style-type: none"> ■ Gooderham and Worts Distillery – National Historic Site 	<ul style="list-style-type: none"> ■ Designated Part IV of the Ontario Heritage Act (By-law 154-76- designation for the complex) ■ National Historic Site ■ Heritage Conservation District, under study (Heritage Conservation District Study complete, Plan not available online) ■ Listed on the Canadian Register ■ City of Toronto Heritage Easement Agreement CA397773, CA397771, CA397781, CA397779, CA397777, CA397775, CA397783, AT228498. 	Yes
LDB-001	Public Space: Former location of the first railway crossing of the Lower Don River	<ul style="list-style-type: none"> ■ Two parcels including the Lower Don Trail on the west bank of the Lower Don River, generally bounded by the river, the existing Lakeshore East rail bridge to the south, and the Metrolinx Richmond Hill GO line/Bala Underpass to the west 	<ul style="list-style-type: none"> ■ Potential built heritage resource/cultural heritage landscape identified during Heritage Detailed Design Report field review 	No
LDB-002	Bridge	<ul style="list-style-type: none"> ■ Bridge carrying a gas main over Lower Don River ■ Consumer's Gas Company Bridge 	<ul style="list-style-type: none"> ■ Potential built heritage resource/cultural heritage landscape identified during Heritage Detailed Design Report field review 	No
LDB-003	Bridge	<ul style="list-style-type: none"> ■ Former alignment of Eastern Avenue over Lower Don River ■ Old Eastern Avenue Bridge 	<ul style="list-style-type: none"> ■ Potential built heritage resource/cultural heritage landscape identified during Heritage Detailed Design Report field review 	No
LDB-004	Cultural Heritage Commemorative Plaque	<ul style="list-style-type: none"> ■ 155 Bayview Avenue, ■ Corktown Common 	<ul style="list-style-type: none"> ■ Heritage Toronto Plaque 	No

Figure ES-2: Known, Previously Identified, and Potential Built Heritage Resources/Cultural Heritage Landscapes Within the Lower Don Bridge and Don Yard Study Area



The purpose of the impact assessment contained in this Heritage Detailed Design Report is to:

- Review the Lower Don Bridge and Don Yard early works components and built heritage resources/cultural heritage landscapes as captured in the preliminary impact assessment of the Ontario Line Cultural Heritage Report (AECOM, 2020a); confirm impacts and mitigation measures, identify any changes, and, where required, refine the range of mitigation options and measures for each property based on the Lower Don Bridge and Don Yard early works. If required, identify any monitoring recommendations; and
- Identify potential Lower Don Bridge and Don Yard early works-specific impacts to potential cultural heritage resources/cultural heritage landscapes identified in the field review for this Heritage Detailed Design Report that were not described in the Ontario Line Cultural Heritage Report (AECOM, 2020a) and recommend mitigation measures and/or monitoring activities to avoid or minimize those impacts.

Section 5 includes information related to potential impacts, mitigation measures, and monitoring activities for the Lower Don Bridge and Don Yard early works. Mitigation measures and monitoring activities are recommended to minimize the potential impacts during construction.

Table ES-2 presents the anticipated impacts from the Lower Don Bridge and Don Yard early works, refined from the range of impacts and mitigation measures that were developed in consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries for the Ontario Line Cultural Heritage Report (AECOM, 2020a) to built heritage resources/cultural heritage landscapes within the Lower Don Bridge Don – Yard Study Area. The table also includes the proposed mitigation measures in order to mitigate and minimize any potential negative impacts to these resources that may result from the Lower Don Bridge and Don Yard early works.

In summary, a total of one built heritage resource/cultural heritage landscape has the potential to be directly impacted by early works: LDB-001, Public Space: Former location of first railway crossing of the Lower Don River. Specifically, the 1856 abutment stones within LDB-001 on the west side of the Lower Don River and the view to the 1856 abutment stones on the east side may be directly impacted (i.e., relocated temporarily for the duration of construction). Mitigation measures and construction/post-construction monitoring activities are outlined in **Table ES-2**.

Table ES-2: Potential Impacts, Mitigation Measures and Monitoring Activities for the Lower Don Bridge and Don Yard Early Works

Cultural Heritage Report Ref. No.	Location / Address and Property Name	Heritage Recognition	Meets or Potential to meet Ontario Regulation 10/06	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
OLS-024	<ul style="list-style-type: none"> 385 Cherry Street Cherry Street Interlocking Tower 	<ul style="list-style-type: none"> Previously Identified built heritage resource/cultural heritage landscape Metrolinx Provincial Heritage Property of Provincial Significance 	Yes	<p>1. No direct adverse impacts from early works</p> <p>(Impact Type 1 – no anticipated impact, from Appendix H: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line South Study Area, in the Ontario Line Cultural Heritage Report (AECOM, 2020a))</p> <p>No direct physical impacts are anticipated. The structure located within OLS-024 is adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. Continue to avoid OLS-024. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no direct impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
OLS-024	<ul style="list-style-type: none"> 385 Cherry Street Cherry Street Interlocking Tower 	<ul style="list-style-type: none"> Previously Identified built heritage resource/cultural heritage landscape Metrolinx Provincial Heritage Property of Provincial Significance 	Yes	<p>2. No indirect adverse impact from early works⁵</p> <p>(Impact Type 1 – no anticipated impact, from Appendix H: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line South Study Area, in the Ontario Line Cultural Heritage Report (AECOM, 2020a))</p> <p>No indirect impacts to the significant views are anticipated. The Cherry Street Interlocking Tower structure is located directly adjacent to Cherry Street, and adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint. Ground level GO track shifts will not impact any identified significant views, including:</p> <ul style="list-style-type: none"> Clear views along the tracks in both directions Views of the tower when travelling by train to Union Station Views to the tower when looking east along Cherry Street and when looking from the Gooderham and Worts Distillery 	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
OLS-025	<ul style="list-style-type: none"> Cherry Street Subway 	<ul style="list-style-type: none"> Previously Identified Built Heritage Resource/Cultural Heritage Landscape Metrolinx Provincial Heritage Property 	No	<p>1. No direct adverse impacts from Lower Don Bridge - Don Yard early works</p> <p>(Impact Type 1 – no anticipated impact, from Appendix H: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line South Study Area, in the Ontario Line Cultural Heritage Report (AECOM, 2020a)).</p> <p>No direct impacts are anticipated. Based on the conceptual design (Figure ES-1), the GO tracks proposed to be shifted are located within OLS-025, however the structure itself is not being adversely impacted as part of the Lower Don Bridge and Don Yard early works construction activities.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. Continue to avoid OLS-025. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no direct impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
OLS-029	<ul style="list-style-type: none"> Gooderham and Worts Distillery National Historic Site (and Distillery District Heritage Conservation District, Under Study) 	<ul style="list-style-type: none"> Designated Part IV of the Ontario Heritage Act (By-law 154-76- designation for the complex) National Historic Site Heritage Conservation District, Under Study (Heritage Conservation 	Yes	<p>1. No direct adverse impacts from Lower Don Bridge - Don Yard early works</p> <p>(Impact Type 1 – no anticipated impact, from Appendix H: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line South Study Area, in the Ontario Line Cultural Heritage Report (AECOM, 2020a))</p>	<ul style="list-style-type: none"> No mitigation measures required. Continue to avoid OLS-029, the National Historic Site and Heritage Conservation District, under study. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no direct impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.

5. Note, the Cherry Street Interlocking Tower, a railway structure, was built in its present location to withstand vibration and therefore, vibration was not included as a potential impact in the Ontario Line Cultural Heritage Report (AECOM, 2020a); however, the design vibration limits of the Cherry Street Interlocking Tower should be confirmed by a qualified specialist during the next phases of design.

Cultural Heritage Report Ref. No.	Location / Address and Property Name	Heritage Recognition	Meets or Potential to meet Ontario Regulation 10/06	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
		District Study is complete, Plan not available online <ul style="list-style-type: none"> Listed on the Canadian Register City of Toronto Heritage Easement Agreements CA397773, CA397771, CA397781, CA397779, CA397777, CA397775, CA397783, AT228498. 		No direct physical impacts are anticipated. The boundary of the National Historic Site, including the buildings in the southeast corner of the National Historic Site, and the proposed Heritage Conservation District boundary of OLS-029 are adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint and therefore, will not experience direct impacts from early works.		
OLS-029	<ul style="list-style-type: none"> Gooderham and Worts Distillery National Historic Site (and Distillery District Heritage Conservation District, Under Study) 	<ul style="list-style-type: none"> Designated Part IV of the Ontario Heritage Act (By-law 154-76- designation for the complex) National Historic Site Heritage Conservation District, Under Study (Heritage Conservation District Study is complete, Plan not available online) Listed on the Canadian Register City of Toronto Heritage Easement Agreements CA397773, CA397771, CA397781, CA397779, CA397777, CA397775, CA397783, AT228498. 	Yes	<p>2. No indirect adverse impacts from Lower Don Bridge – Don Yard early works</p> <p>(Impact Type 1 – no anticipated impact, from Appendix H: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line South Study Area, in the Ontario Line Cultural Heritage Report (AECOM, 2020a))</p> <p>No indirect impacts due to vibration are anticipated. Contributing buildings within OLS-029 are approximately 45 metres north of the Lower Don Bridge and Don Yard Early Works Project Footprint, beyond the 11.1 metres vibration buffer.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
LDB-001	<ul style="list-style-type: none"> Public Space: Former location of the first railway crossing of the Lower Don River 	<ul style="list-style-type: none"> Potential built heritage resource/cultural heritage landscape identified in HDDR field review 	No	<p>1. Potential direct adverse impact from Lower Don Bridge and Don Yard early works</p> <p>Potential direct impacts are anticipated. A portion of LDB-001 is located within the Lower Don Bridge and Don Yard Early Works Project Footprint. Based on the conceptual design (Figure ES-1), construction activities within LDB-001 could include activities related to early works construction as well as temporary impacts (e.g., temporary laydown area). The 1856 abutment stones on the west side of the Lower Don River are heritage attributes of LDB-001. They may require removal/relocation to accommodate construction activities related to early works.</p>	<ul style="list-style-type: none"> The following mitigation measures were developed in this Heritage Detailed Design Report. If avoidance of LDB-001 and its heritage attributes identified in Table 3-1 is not feasible then: <ul style="list-style-type: none"> Consult with City of Toronto Heritage Planning as planning progresses regarding any physical impact, including stone relocation, to LDB-001 in order to determine and obtain any approval or permits that may be required. Note, a portion of LDB-001 is within OLS-024⁶ 	<ul style="list-style-type: none"> Early works may impact this resource and construction and post-construction monitoring may be required. If the 1856 abutment stones remain in-situ during early works construction the following monitoring may be required: <ul style="list-style-type: none"> During construction, monitor the protection of the 1856 abutment stones. Post-construction remove hoarding and confirm the condition of the 1856 abutment

6. As noted in **Table 3-1** the heritage footprint of OLS-024, the portion of the property that meets O. Reg. 10/06 and is considered a Provincial Heritage Property of Provincial Significance is within the Metrolinx Heritage Property of Provincial Significance Boundary and is not within LDB-001. Therefore, a physical impact to this portion of OLS-024 does not require Minister's Consent.

Cultural Heritage Report Ref. No.	Location / Address and Property Name	Heritage Recognition	Meets or Potential to meet Ontario Regulation 10/06	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
					<ul style="list-style-type: none"> – Apply the following steps if the 1856 abutment stones within LDB-001 can remain in situ during the early works construction: <ul style="list-style-type: none"> ○ Mark the location of each 1856 abutment stone on the Detailed Design plan as “To be retained: Implement protection measures prior to construction” ○ Install protection measures for each 1856 abutment stone within the public space, such as box or fence hoarding, prior to construction. – Apply the following steps if avoidance of the 1856 abutment stones within LDB-001 during early works construction is not feasible and removal/relocation is required: <ul style="list-style-type: none"> ○ Mark the location of each 1856 abutment stone on the Detailed Design plan as “Remove prior to construction, store, reinstate post-construction” ○ Prior to construction determine an appropriate removal plan and storage location ○ Remove 1856 abutment stones prior to construction ○ Reinstate 1856 abutment stones within LDB-001 post-construction, preferably in the same location as pre-removal. 	stones meet pre-construction conditions.
LDB-001	<ul style="list-style-type: none"> ■ Public Space: Former location of first railway crossing of the Lower Don River 	<ul style="list-style-type: none"> ■ Potential built heritage resource/cultural heritage landscape identified in Heritage Detail Design Report field review 	No	<p>2. No direct adverse impact from Lower Don Bridge and Don Yard early works</p> <p>No direct adverse impact is anticipated to the identified view of the 1856 abutment stones on the east side of the Lower Don River. The stones will remain in situ. Temporary impacts to the view of the 1856 abutment stones on the east side of the Lower Don River may occur during construction of the proposed bridge (Figure ES-1). Following construction completion, the view of the 1856 abutment stones from the west side of the Lower Don River will be reinstated. It is anticipated that the proposed bridge will span the Lower Don Trail, the Lower Don River and the Don Valley Parkway and the abutments will be located west of the trail and east of the Don Valley Parkway, thus leaving an unobstructed view of the 1856 abutment stones on the east side of the river.</p>	<ul style="list-style-type: none"> ■ No mitigation measures required for LDB-001 as it relates to the view of the 1856 abutment stones. 	<ul style="list-style-type: none"> ■ No monitoring activities required for LDB-001 as it relates to the view of the 1856 abutment stones.
LDB-002	<ul style="list-style-type: none"> ■ Consumer’s Gas Bridge ■ Bridge carrying the gas main over Lower Don River 	<ul style="list-style-type: none"> ■ Potential built heritage resource/cultural heritage landscape ■ Identified in Heritage Detail Design Report field review 	No	<p>1. No direct adverse impacts from Lower Don Bridge and Don Yard early works</p> <p>No direct physical impacts are anticipated. The structure at LDB-002 is adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint. LDB-002 is separated from the Project footprint by the Lower Don Trail.</p>	<ul style="list-style-type: none"> ■ No mitigation measures required for Lower Don Bridge and Don Yard early works. Continue to avoid LDB-002. 	<ul style="list-style-type: none"> ■ Lower Don Bridge and Don Yard early works will have no direct or indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.

Cultural Heritage Report Ref. No.	Location / Address and Property Name	Heritage Recognition	Meets or Potential to meet Ontario Regulation 10/06	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
LDB-002	<ul style="list-style-type: none"> ■ Consumer's Gas Bridge ■ Bridge carrying the gas main over Lower Don River 	<ul style="list-style-type: none"> ■ Potential built heritage resource/cultural heritage landscape ■ Identified in Heritage Detail Design Report field review 	No	<p>2. No indirect adverse impact from Lower Don Bridge and Don Yard early works</p> <p>No indirect impacts due to vibration are anticipated. The structure, LDB-002 is adjacent to the Lower Don Bridge and Don Yard Early Works, within the 11.1 metre vibration buffer. However, as a bridge, it is built to withstand vibration.</p>	<ul style="list-style-type: none"> ■ No mitigation measures required for Lower Don Bridge and Don Yard early works. 	<ul style="list-style-type: none"> ■ Lower Don Bridge and Don Yard early works will have no indirect or indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
LDB-003	<ul style="list-style-type: none"> ■ Old Eastern Avenue Bridge ■ Former Alignment of Eastern Avenue over Lower Don River 	<ul style="list-style-type: none"> ■ Potential built heritage resource/cultural heritage landscape ■ Identified in Heritage Detail Design Report field review 	No	<p>1. No direct adverse impacts from early works</p> <p>No direct physical impacts are anticipated. The structure at LDB-003 is adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint. LDB-003 is separated from the Project footprint by the Lower Don Trail.</p>	<ul style="list-style-type: none"> ■ No mitigation measures required for Lower Don Bridge and Don Yard early works. Continue to avoid LDB-003. 	<ul style="list-style-type: none"> ■ Lower Don Bridge and Don Yard early works will have no direct or indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
LDB-003	<ul style="list-style-type: none"> ■ Old Eastern Avenue Bridge ■ Former Alignment of Eastern Avenue over Lower Don River 	<ul style="list-style-type: none"> ■ Potential built heritage resource/cultural heritage landscape ■ Identified in Heritage Detail Design Report field review 	No	<p>2. No indirect adverse impact from Lower Don Bridge and Don Yard early works</p> <p>No indirect impacts due to vibration are anticipated. The structure, LDB-003 is adjacent to the Lower Don Bridge and Don Yard Early Works, within the 11.1 metre vibration buffer. However, as a bridge, it is built to withstand vibration.</p>	<ul style="list-style-type: none"> ■ No mitigation measures required for Lower Don Bridge and Don Yard early works. 	<ul style="list-style-type: none"> ■ Lower Don Bridge and Don Yard early works will have no indirect or indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
LDB-004	<ul style="list-style-type: none"> ■ Cultural Heritage Commemorative Plaque 	<ul style="list-style-type: none"> ■ Heritage Toronto Plaque-within Corktown Common, 155 Bayview Avenue 	No	<p>1. No direct adverse impacts from Lower Don Bridge and Don Yard early works</p> <p>No direct physical impacts are anticipated. A portion of LDB-004 is within the Lower Don Bridge and Don Yard Early Works Project Footprint, however the commemorative plaque is located approximately 50.8 metres north of the Lower Don Bridge and Don Yard Early Works Project Footprint and therefore no direct physical impacts are anticipated.</p>	<ul style="list-style-type: none"> ■ No mitigation measures required for Lower Don Bridge and Don Yard early works. Continue to avoid LDB-004. 	<ul style="list-style-type: none"> ■ Lower Don Bridge and Don Yard early works will have no direct impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
LDB-004	<ul style="list-style-type: none"> ■ Cultural Heritage Commemorative Plaque 	<ul style="list-style-type: none"> ■ Heritage Toronto Plaque-within Corktown Common, 155 Bayview Avenue 	No	<p>2. No indirect adverse impact from Lower Don Bridge and Don Yard early works</p> <p>Indirect impacts due to vibration on LDB-004 are not applicable. This resource is a commemorative plaque and does not contain buildings or structures that would be subject to vibration impacts.</p>	<ul style="list-style-type: none"> ■ No mitigation measures required for Lower Don Bridge and Don Yard early works. 	<ul style="list-style-type: none"> ■ Lower Don Bridge and Don Yard early works will have no indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.

ES.6 Permits and Approvals

Section 7 notes that the following permits may be required for the Lower Don Bridge and Don Yard early works construction activities.

Federal

Lower Don Bridge and Don Yard early works will not directly or indirectly impact the Gooderham and Worts National Historic Site (OLS-029) or any federal heritage buildings. Therefore, no Parks Canada permits/approvals are required.

Provincial

Lower Don Bridge and Don Yard early works will not directly or indirectly impact the two known and potential Provincial Heritage Properties of Provincial Significance: the Cherry Street Interlocking Tower (OLS-024) at 385 Cherry Street, and the Gooderham and Worts National Historic Site (OLS-029). Therefore, no provincial permits/approvals are required for early works.

Municipal

Based on the location of the Lower Don Bridge and Don Yard early works components shown in **Figure ES-1**, the Lower Don Bridge and Don Yard early works will not result in a direct impact to a previously identified built heritage resource/cultural heritage landscape with municipal designation. However, it is anticipated that Lower Don Bridge and Don Yard early works will impact one potential built heritage resource/cultural heritage landscape with no municipal designation (LDB-001 – Public Space: Former location of first railway crossing of the Lower Don River) identified in this Heritage Detailed Design Report. Metrolinx will consult with City of Toronto Heritage Planning regarding any physical impact to this property as part of the planning process.

As a Crown Agency of the Province of Ontario (as a public body prescribed under Ontario Regulation 157/10), Metrolinx is exempt from certain municipal processes and requirements. In these instances, Metrolinx will engage with the municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.

Table of Contents

	page
1. Introduction.....	1
1.1 Purpose of the Ontario Line Early Works.....	1
1.1.1 Purpose of this Heritage Detailed Design Report.....	2
1.2 Ontario Line Project Overview	5
2. Early Works Description	6
2.1 Project Description.....	6
2.2 Early Works Project Footprint and Study Area.....	6
2.3 Construction Activities.....	10
3. Local Environmental Conditions	14
3.1 Background Information Review	14
3.2 Field Review	14
3.3 Current Land Uses in the Lower Don Bridge and Don Yard Study Area	17
3.4 Identification of Known, Previously Identified and Potential Built Heritage Resources/Cultural Heritage Landscapes – Lower Don Bridge and Don Yard Study Area.....	18
4. Summary of Community Engagement	28
4.1 Ontario Line Environmental Conditions Report and Ontario Line Cultural Heritage Report	28
4.2 Ontario Line Lower Don Bridge and Don Yard Early Works Report and Heritage Detailed Design Report	28
5. Potential Impacts, Mitigation Measures and Monitoring Activities.....	29
6. Summary and Conclusions.....	35
7. Permits and Approvals.....	36
8. References	37

List of Figures

Figure 1-1: Lower Don Bridge and Don Yard Early Works Conceptual Design.....	3
Figure 2-1: Lower Don Bridge and Don Yard Early Works Project Footprint and Lower Don Bridge and Don Yard Study Area	9
Figure 3-1: Map of Known, Previously Identified, and Potential Built Heritage Resources/Cultural Heritage Landscapes in the Lower Don Bridge and Don Yard Study Area	27

List of Tables

Table 1-1: Report Contents in Accordance with Ontario Regulation 341/20: Ontario Line Project	4
Table 2-1: Anticipated Construction Activities for Ontario Line Lower Don Bridge and Don Yard Early Works	11
Table 3-1: Description of Known, Previously Identified and Potential Built Heritage Resources/Cultural Heritage Landscapes – Lower Don Bridge and Don Yard Study Area.....	19
Table 5-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Lower Don Bridge and Don Yard Early Works	31

Appendices

Appendix A. Key Personnel and Qualifications

1. Introduction

1.1 Purpose of the Ontario Line Early Works

The Ontario Line Project (the Project) is being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project under the Environmental Assessment Act. Ontario Regulation 341/20: Ontario Line Project outlines a Project-specific environmental assessment process that includes an Environmental Conditions Report, Environmental Impact Assessment Report, and an opportunity for Early Works Report(s) for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. The Environmental Conditions Report documents the local environmental conditions of the Ontario Line Study Area and provides a preliminary description of the potential environmental impacts from the Project. Information outlined in the Environmental Conditions Report is used to inform the Early Works Report(s) and Environmental Impact Assessment Report, which study environmental impacts in further detail and confirm and refine preliminary mitigation measures identified in the Environmental Conditions Report.

The Ontario Line early works are components of the Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment process. An overview of the Project is provided in **Section 1.2**. Early works are defined in Ontario Regulation 341/20: Ontario Line Project under the Environmental Assessment Act as follows:

“any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion.”

Lower Don Bridge and Don Yard early works are considered to be of strategic importance to enabling the timely implementation of the Project. The early works are being advanced where the Project interfaces with GO Expansion. Advancing early works and supporting environmental and technical studies in this area provides planning and design efficiencies for the Project and GO Expansion and facilitates the timely implementation of both. Lower Don Bridge and Don Yard early works are described in detail in **Section 2**.

1.1.1 Purpose of this Heritage Detailed Design Report

AECOM Canada Limited (AECOM) was retained by Metrolinx and Infrastructure Ontario to complete the Ontario Line Lower Don Bridge and Don Yard Early Works Report for the Project. This Heritage Detailed Design Report supports the Ontario Line Lower Don Bridge and Don Yard Early Works Report and has been prepared for the Project to document the assessment of Lower Don Bridge and Don Yard early works (**Figure 1-1**). This Heritage Detailed Design Report builds on the Ontario Line Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (hereafter the ‘Ontario Line Cultural Heritage Report’; AECOM 2020a) that documents and describes known and potential built heritage resources and cultural heritage landscapes within the Ontario Line Study Area. The purpose of the Heritage Detailed Design Report is to confirm impacts as described in the Ontario Line Cultural Heritage Report (or identify those not anticipated or described in the Ontario Line Cultural Heritage Report) and mitigation measures, identify any changes, and refine the range of mitigation options and measures for each property based on the Lower Don Bridge and Don Yard early works where applicable. The early works components and construction activities at Lower Don Bridge and Don Yard are described in **Section 2.3**.

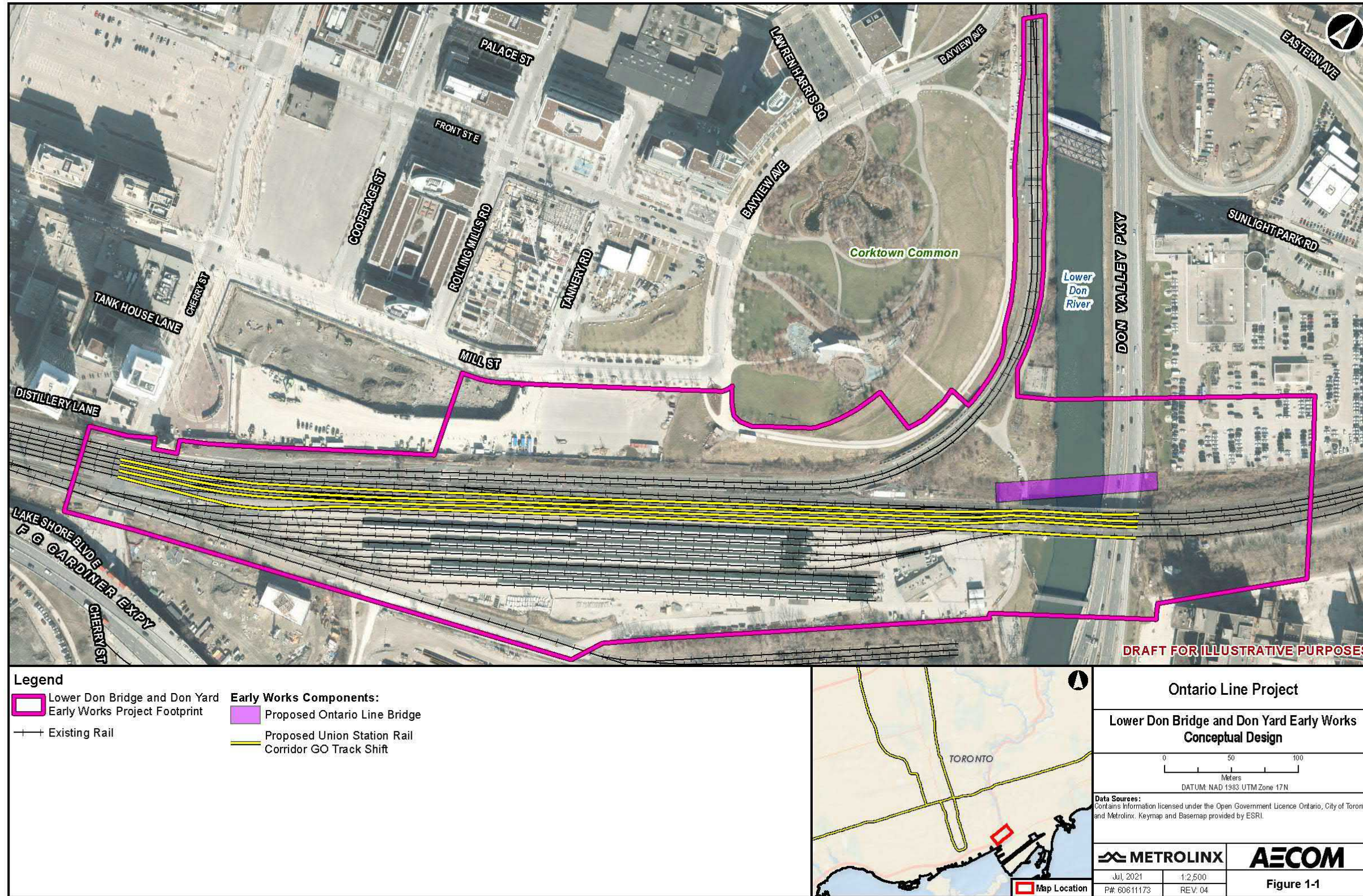
For the purpose of this Heritage Detailed Design Report, ‘project components’ and ‘project activities’ as defined in the Ontario Line Cultural Heritage Report (AECOM, 2020a) are referred to as ‘early works components’ and ‘construction activities’ respectively.

The key tasks of this Heritage Detailed Design Report are to:

- Review the existing baseline conditions of known, previously identified and potential built heritage resources/cultural heritage landscapes within the Lower Don Bridge and Don Yard Study Area as documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a) (where the Lower Don Bridge and Don Yard Study Area includes the Lower Don Bridge and Don Yard Early Works Project Footprint, plus adjacent properties to account for potential indirect impacts and properties within 11.1 metres of the Lower Don Bridge and Don Yard Early Works Project Footprint to account for potential vibration impacts)⁷;

7. The 250 metre buffer from the Ontario Line Cultural Heritage Report was refined using analysis from the Ontario Line Lower Don Bridge - Don Yard Early Works – Noise and Vibration Report (AECOM, 2021b). The refined buffer was calculated based on the Project-specific anticipated impacts of early works using a conservative approach (where construction equipment was assumed to operate at the edge of the Lower Don Bridge - Don Yard Early Works Project Footprint, closest to nearby buildings/structures) and accounts for potential vibration impacts to buildings extremely susceptible to vibration damage (including heritage buildings and their foundations). The resulting buffer is 11.1 metres from the Lower Don Bridge - Don Yard Early Works Project Footprint.

Figure 1-1: Lower Don Bridge and Don Yard Early Works Conceptual Design



- Conduct a field review within the Lower Don Bridge and Don Yard Study Area to confirm the presence and/or changes to any known and previously identified built heritage resources/cultural heritage landscapes that were documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a), and to identify potential built heritage resources/cultural heritage landscapes that were not identified in the Ontario Line Cultural Heritage Report (AECOM, 2020a);
- Review the early works components and built heritage resources/cultural heritage landscapes as captured in the preliminary impact assessment of the Ontario Line Cultural Heritage Report (AECOM, 2020a); confirm impacts and mitigation measures, identify any changes, and, where required, refine the range of mitigation options and measures for each property based on the Lower Don Bridge - Don Yard early works. If required, identify any monitoring recommendations;
- Assess potential early works-specific impacts to potential cultural heritage resources/cultural heritage landscapes identified in the field review for this Heritage Detailed Design Report that were not described in the Ontario Line Cultural Heritage Report (AECOM, 2020a) and recommend mitigation measures and/or monitoring to avoid or minimize those impacts;
- Identify any required permits and approvals (i.e., federal, provincial, municipal, other); and
- Apply any input/feedback applicable to this Heritage Detailed Design Report that was received from interested parties during the Ontario Line Draft Cultural Heritage Report public review period (September 17, 2020 to October 17, 2020).

This Heritage Detailed Design Report has been prepared in accordance with Ontario Regulation 341/20: Ontario Line Project and contains the information outlined in **Table 1-1**.

Table 1-1: Report Contents in Accordance with Ontario Regulation 341/20: Ontario Line Project

Reg. Section	Requirement	Report Section
Section 8(2)2	The rationale for proceeding with the early works.	Section 1.1
Section 8(2)4	A description of the local environmental conditions at the site of the early works.	Section 3
Section 8(2)6	Metrolinx’s assessment and evaluation of the impacts that the preferred method of carrying out the early works and other methods might have on the environment, and Metrolinx’s criteria for assessment and evaluation of those impacts.	Section 5

Reg. Section	Requirement	Report Section
Section 8(2)7	A description of any measures proposed by Metrolinx for mitigating any negative impacts that the preferred method of carrying out the early works might have on the environment.	Section 5
Section 8(2)8	A description of the means Metrolinx proposes to use to monitor or verify the effectiveness of mitigation measures proposed.	Section 5
Section 8(2)9	A description of any municipal, provincial, federal or other approvals or permits that may be required for the early works.	Section 7

1.2 Ontario Line Project Overview

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Ontario Line, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

The Project is a new approximately 15.6-kilometre subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) light rail transit service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront, and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. The Project will be constructed in a dedicated right-of-way with a combination of elevated (i.e., above existing rail corridor), tunnelled (i.e., underground), and at-grade (i.e., at grade with existing rail corridor) segments at various locations.

2. Early Works Description

2.1 Project Description

The Lower Don Bridge and Don Yard early works will include:

- construction of a new bridge, north of the existing Lakeshore East rail corridor⁸ bridge over the Lower Don River that will carry the Ontario Line tracks;
- shift of the nearby Union Station and Lakeshore East rail corridor GO tracks, including tracks on the existing rail bridge, to accommodate Ontario Line infrastructure within the Union Station Rail Corridor⁹ and Don Yard;
- modifications to the existing Lakeshore East rail corridor bridge to accommodate Lakeshore East GO track shifts to accommodate Ontario Line infrastructure; and
- utility and signal infrastructure relocation or protection.

Rail corridor and third-party utility relocations and protection will be completed to facilitate the work described above as well as the future Ontario Line tunnel facilities. Utilities to be relocated include but are not limited to Bell 360 and existing CN/GO signal underground fibre optic cables.

The Lower Don Bridge and Don Yard early works components are shown in **Figure 1-1**.

Active transportation access across the Lower Don River will be facilitated via a bridge that will provide a multi-use connection across the river. This bridge is not within the scope of these early works, and will be assessed as part of the Ontario Line Environmental Impact Assessment Report.

2.2 Early Works Project Footprint and Study Area

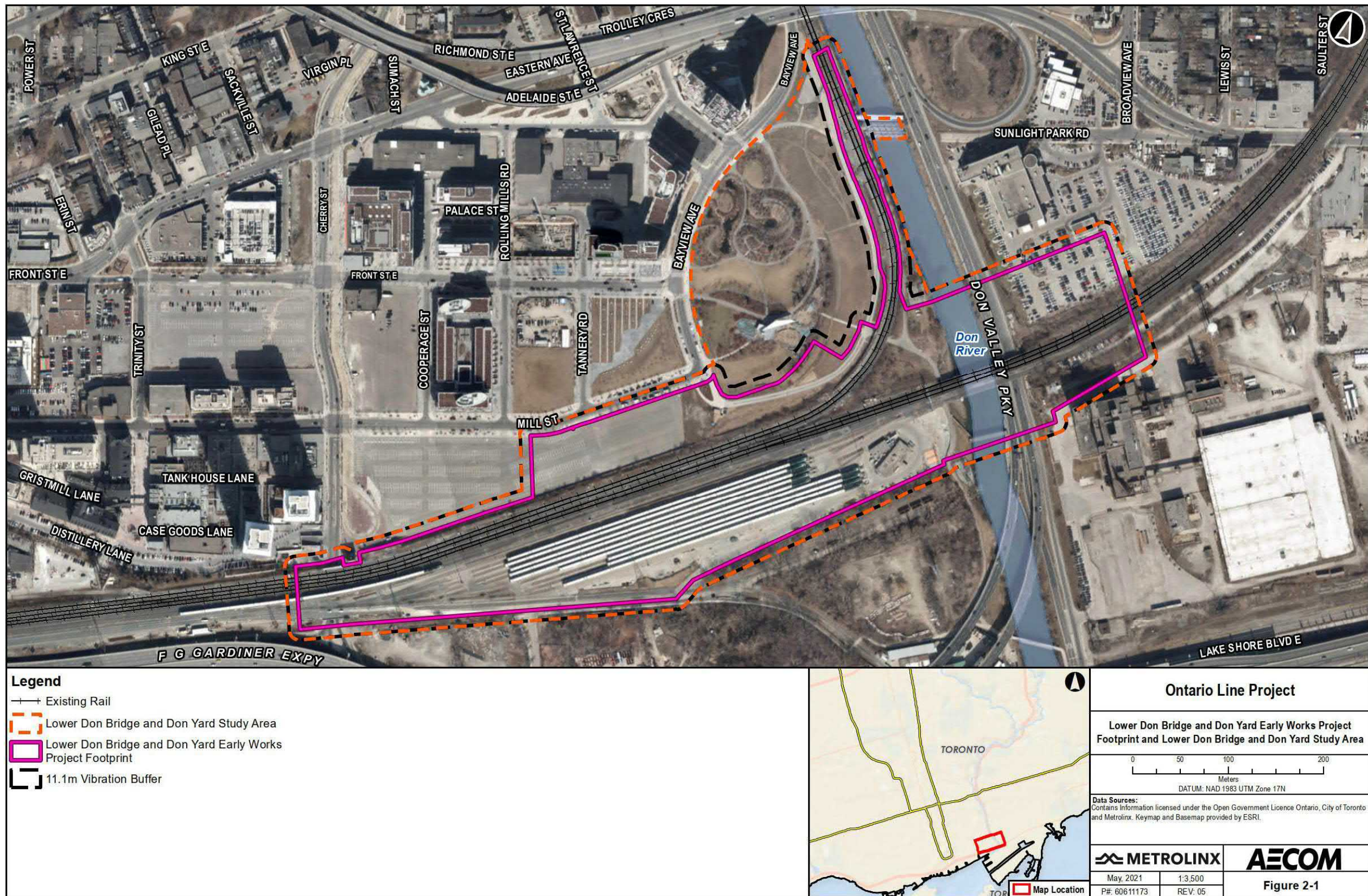
The Lower Don Bridge and Don Yard Early Works Project Footprint, shown in **Figure 2-1**, is defined as the area of direct disturbance associated with the early works construction activities, including anticipated required construction staging and laydown areas and construction access. Construction is anticipated to occur primarily within the existing Metrolinx right-of-way. The extent of lands anticipated to be temporarily impacted by construction staging/laydown and access will continue to be refined and

8. Lakeshore East rail corridor extends from the Lower Don River in the City of Toronto to the City of Oshawa.

9. Union Station Rail Corridor extends from approximately west of Bathurst Street to the Lower Don River in the City of Toronto.

reduced to the extent feasible as project planning progresses. The Lower Don Bridge and Don Yard Early Works Project Footprint extends from approximately 150 metres east of the Don Valley Parkway in the east to approximately 400 metres west of the Lower Don River in the west, and from south of Eastern Avenue along the Richmond Hill rail corridor to approximately 100 metres south of the Lakeshore East rail corridor.

Figure 2-1: Lower Don Bridge and Don Yard Early Works Project Footprint and Lower Don Bridge and Don Yard Study Area



For the purpose of this Heritage Detailed Design Report, the Lower Don Bridge and Don Yard Study Area, also shown in **Figure 2-1**, includes the Lower Don Bridge and Don Yard Early Works Project Footprint, plus adjacent properties to account for potential indirect impacts and properties within 11.1 metres of the Lower Don Bridge and Don Yard Early Works Project Footprint to account for potential vibration impacts.

The definition of “adjacency” in the City of Toronto Official Plan has been used for the purposes of identifying properties adjacent to the Lower Don Ridges Early Works Project Footprint. The following definition is included in Section 3.1.5 (Heritage Conservation) of the City of Toronto’s Official Plan:

Adjacent: means those lands adjoining a property of the heritage register or lands that are directly across from and near to a property on the heritage register and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the heritage register; or as otherwise defined in a Heritage Conservation District Plan adopted by by-law.

The 250 metre vibration buffer from the Ontario Line Cultural Heritage Report was refined using analysis from the Ontario Line Lower Don Bridge and Don Yard Early Works – Noise and Vibration Report (AECOM, 2021). The refined buffer was calculated based on the Project-specific anticipated impacts of early works using a conservative approach (where construction equipment was assumed to operate at the edge of the project footprint, closest to nearby buildings/structures) and accounts for potential vibration impacts to buildings extremely susceptible to vibration damage (including heritage buildings and their foundations). The resulting buffer is 11.1 metres from the Lower Don Bridge and Don Yard Early Works Project Footprint.

The Lower Don Bridge and Don Yard Study Area assessed in this Heritage Detailed Design Report is specific to the built heritage resources and cultural heritage landscapes impact assessment. The study areas for other environmental disciplines are outlined in the Ontario Line Lower Don Bridge and Don Yard Early Works Report.

2.3 Construction Activities

Table 2-1 provides a description of the anticipated construction activities for the Lower Don Bridge and Don Yard early works. These typical activities serve as the basis for the assessment of construction-related potential environmental effects. These activities may be expanded, further refined, or found to be unnecessary as the Project progresses through detailed design and construction.

Table 2-1: Anticipated Construction Activities for Ontario Line Lower Don Bridge and Don Yard Early Works

Anticipated Construction Activity	Description	Associated Equipment
Site Preparation	<ul style="list-style-type: none"> ■ Mobilization of equipment and temporary facilities to the site. ■ Clearing and grubbing of vegetation, tree removal and protection. ■ Erection of temporary and permanent fences. ■ Installation of environmental management features (e.g., erosion and sediment controls). ■ Dewatering works. 	<ul style="list-style-type: none"> ■ Site compaction equipment and grading equipment. ■ Vegetation removal equipment. ■ Excavation equipment. ■ Haulage/dump trucks.
Site Servicing / Removals / Demolition	<ul style="list-style-type: none"> ■ Relocation and/or extension of services and utilities on the site; which may include both underground and aerial services and utilities (e.g., sewers, water, electrical, communications, gas). This may also involve installation of utilities within the site. Includes utilities on the rail corridor and off the rail corridor. ■ Demolition and removal of Metrolinx owned buildings in Don Yard. ■ Removal and reinstatement of railway track. 	<ul style="list-style-type: none"> ■ Excavation equipment including backhoe, dump trucks, spoil removal equipment, jackhammers. ■ Track stabilizer. ■ Hand tools. ■ Mobile crane. ■ Flatbed trucks. ■ Boom truck. ■ Spreader for track work.
Excavating and Grading	<ul style="list-style-type: none"> ■ Excavation and grading activities may involve earth-moving activities and stockpiling, as applicable. Excavated material will be accommodated on-site on the degree practicable; however, where necessary, surplus material will be disposed of off-site at an approved facility. ■ Any off-site disposal shall be done in compliance with applicable regulations, including as it relates to contaminated material that may be encountered. ■ Any groundwater encountered will be managed and disposed of in accordance with applicable regulations and applicable by-laws. 	<ul style="list-style-type: none"> ■ Site compaction equipment and general grading equipment, dump trucks, soil removal equipment. ■ Groundwater pumping equipment. ■ Excavation equipment including backhoe, dump trucks, soil removal equipment, jack hammers.

Anticipated Construction Activity	Description	Associated Equipment
<p>Construction, Rehabilitation and/or Alteration of Bridge</p>	<ul style="list-style-type: none"> ■ All structures will be constructed using standard civil construction techniques. ■ In-water works/works below high-water mark may be required. ■ Includes grounding and bonding. ■ Pile installation, foundations, abutments, retaining walls, bridge girders, decking, backfilling, concrete demolition. ■ Driving / Installing Rock Bolts. ■ Compaction / Backfilling / Grading. 	<ul style="list-style-type: none"> ■ Foundation placement equipment. ■ Augured piles or rammed aggregate piers. ■ Drill rigs. ■ Mobile cranes and hoists. ■ Concrete trucks, pumps and vibrators. ■ Mobile cranes and hoists. ■ Flatbed trucks, cranes. ■ Augured piles or rammed aggregate piers. ■ Drill rigs. ■ Bulldozer and excavator. ■ Jackhammer. ■ Front End Loaders. ■ Triaxles Dump Trucks. ■ Concrete Trucks. ■ Rock Bolt Equipment. ■ Hydrovac Equipment.
<p>Construction of Ancillary Facilities</p>	<ul style="list-style-type: none"> ■ Ancillary facilities may include electrical transformer/supply equipment. 	<ul style="list-style-type: none"> ■ Flatbed trucks, cranes, concrete trucks. ■ Backhoe, pavement excavation equipment. ■ Mobile cranes and hoists. ■ Concrete trucks, pumps and vibrators, skid steer. ■ Office trailers, generators, temporary hygienic facilities
<p>Temporary Track Diversion/ Permanent Track Shifts</p>	<ul style="list-style-type: none"> ■ Grading. ■ Temporary drainage. ■ Relocation/installation of tracks, as required. ■ Temporary relocation of signals, as required. ■ Clear delineation and protection between active rail service and construction work zones. ■ Provision of GO signal overhead bridge support/protection and temporary GO ballast track protection. 	<ul style="list-style-type: none"> ■ Site compaction equipment and general grading equipment, dump trucks, spoil removal equipment. ■ Thermal welding. ■ Tie placement (cranes, lifting equipment). ■ Ballast placement equipment. ■ Temporary concrete barriers. ■ Surfacing Equipment, Stabilizers, Tampers
<p>Temporary Road / Trail / Multi-Use Path Closures</p>	<ul style="list-style-type: none"> ■ Temporary road/trail/multi-use path closures, as required. 	<ul style="list-style-type: none"> ■ Temporary traffic control devices such as signs, signals, barriers, traffic barrels, plate tampers.

Anticipated Construction Activity	Description	Associated Equipment
<p>Management of Stormwater</p>	<ul style="list-style-type: none"> ▪ All precipitation falling within the site will be managed as stormwater within a designed system of collection, conveyance, retention and discharge features, as required. The system will be designed and operated in compliance with applicable standards and regulatory requirements. Surface flows within the site will be managed within the site to ensure discharge to off-site receivers (i.e., municipal storm sewers) is appropriate in terms of water quantity and quality. 	<ul style="list-style-type: none"> ▪ Site compaction equipment and general grading equipment. ▪ Groundwater pumping.

3. Local Environmental Conditions

The assessment of existing conditions in this Heritage Detailed Design Report is based on the results of the Ontario Line Cultural Heritage Report (AECOM, 2020a) prepared to support the Ontario Line Final Environmental Conditions Report (AECOM, 2020b). Excerpts from the Ontario Line Cultural Heritage Report, as they relate to the Lower Don Bridge and Don Yard Early Works, have been reproduced for this Heritage Detailed Design Report.

3.1 Background Information Review

Background information and documentation relevant to the Lower Don Bridge and Don Yard Study Area is contained within the Ontario Line Final Environmental Conditions Report (AECOM, 2020b)¹⁰ prepared for the Project and was reviewed prior to commencing the assessment of built heritage resources and cultural heritage landscapes within this Heritage Detailed Design Report.

The Ontario Line Cultural Heritage Report (AECOM, 2020a) was used as a primary source of background information for the following:

- Existing cultural heritage conditions within the Lower Don Bridge and Don Yard Study Area, including a historical summary of the development of neighbourhoods, and provides the locations of known, previously identified and potential built heritage resources/cultural heritage landscapes within the Lower Don Bridge and Don Yard Study Area.

3.2 Field Review

Following the background information review, utilizing the 40-year-old threshold¹¹, Criteria for Evaluating Potential for built heritage resources and cultural heritage landscapes, a Checklist for the Non-Specialist (hereafter Criteria Checklist; Ministry of Heritage, Sport, Tourism and Culture Industries, 2016), and professional judgement, a

10 The Ontario Line Final Environmental Conditions Report (AECOM, 2020b) was published on November 20, 2020 in accordance with Ontario Regulation 341/20: Ontario Line Project.

11. The 40-year-old threshold may be used as an indicator that a property may be of cultural heritage value or interest. While identification of a built heritage resource/cultural heritage landscape that is 40 years old or older does not confer outright heritage significance, the 40-year-old threshold provides a means to collect information about resources that may retain cultural heritage value or interest. Similarly, if a built heritage resource/cultural heritage landscape is less than 40 years old, this does not preclude the resource from retaining cultural heritage value or interest.

field review was conducted to document the existing conditions of the properties within the Lower Don Bridge and Don Yard Study Area in order to confirm the presence and/or changes to any known and previously identified built heritage resources/cultural heritage landscapes that were documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a), and to identify potential built heritage resources/cultural heritage landscapes and interpretative and commemorative features such as plaques, that were not identified in the Ontario Line Cultural Heritage Report (AECOM, 2020a). The field review for the Lower Don Bridge and Don Yard early works was conducted on February 25, 2021 from the public right-of-way. The investigation was conducted by Liam Smythe, Heritage Researcher, with the results reviewed by Tara Jenkins, Cultural Heritage Specialist, both with AECOM. Full property descriptions of the inventory of built heritage resources/cultural heritage landscapes within the Lower Don Bridge and Don Yard Study Area are found in **Section 3** of this Heritage Detailed Design Report. Lower Don Bridge and Don Yard Study Area overview photographs of the field review are provided in **Image 1** to **Image 4** below and are mapped on **Figure 3-1**

Image 1: View of the south side of the Lakeshore East rail bridge within the Lower Don Bridge and Don Yard Study Area (Photograph taken by AECOM in 2020)



Image 2: View of the Lower Don Bridge and Don Yard Study Area looking north along the Lower Don Trail (Photograph taken by AECOM in 2021)



Image 3: View of the Lower Don Bridge and Don Yard Study Area looking southwest from Corktown Common (Photograph taken by AECOM in 2021)



Image 4: View looking northeast from Corktown Common, showing the Old Eastern Avenue Bridge and Consumer’s Gas Bridge over the Lower Don River (Photograph taken by AECOM in 2021)



3.3 Current Land Uses in the Lower Don Bridge and Don Yard Study Area

The Lower Don Bridge and Don Yard Study Area is located adjacent to the Lower Don River and consists primarily of the existing Lakeshore East rail corridor and the Don Yard. Properties adjacent to the rail corridor include early-to mid-20th century commercial and industrial buildings, many of which have been adapted for residential use. In addition, the Lower Don Bridge and Don Yard Study Area is in the vicinity of the West Don Lands which is currently transforming from industrial into a mixed-use area. The Lower Don Bridge and Don Yard Early Works Project Footprint includes a portion of Corktown Common, which is an 18-acre park atop the West Don Lands Flood Protection Landform. Corktown Common was built on remediated industrial lands in 2013 and provides a community meeting space featuring playground areas and a splash pad.



3.4 Identification of Known, Previously Identified and Potential Built Heritage Resources/Cultural Heritage Landscapes – Lower Don Bridge and Don Yard Study Area

Based on data collection, including a review of the Ontario Line Cultural Heritage Report (AECOM, 2020a), the 40-year rule, the Criteria Checklist (Ministry of Heritage, Sport, Tourism and Culture Industries, 2016), and the field reviews conducted for early works by a qualified cultural heritage professional on February 25, 2021 a list of known, previously identified and potential built heritage resources/cultural heritage landscapes in the Lower Don Bridge and Don Yard Study Area were compiled, as documented in **Table 3-1**. The built heritage resources/cultural heritage landscapes are mapped in **Figure 3-1**.

In summary, a total of seven built heritage resources/cultural heritage landscapes are within the Lower Don Bridge and Don Yard Study Area consisting of:


- One National Historic Site also Designated Part IV of the Ontario Heritage Act, which is a potential Provincial Heritage Property of Provincial Significance, and is within a Heritage Conservation District, under study (OLS-029: Gooderham & Worts Distillery National Historic Site and Distillery District Heritage Conservation District, under study);
- One previously identified built heritage resource/cultural heritage landscape and a Metrolinx Provincial Heritage Property (OLS-025: Cherry Street Subway);
- One previously identified built heritage resource/cultural heritage landscape and a Metrolinx Provincial Heritage Property of Provincial Significance (OLS-024: Cherry Street Interlocking Tower);
- Three additional potential built heritage resources/cultural heritages landscapes identified during the field review for this Report that were not included in the Ontario Line Cultural Heritage Report (AECOM, 2020a) (LDB-001: Former location of the first railway crossing of the Lower Don River, LDB-002: Consumer's Gas Company Bridge, LDB-003: Old Eastern Avenue Bridge); and
- One cultural heritage commemorative plaque, Heritage Toronto Plaque (LDB-004: 155 Bayview Avenue, William Davies Company plaque).

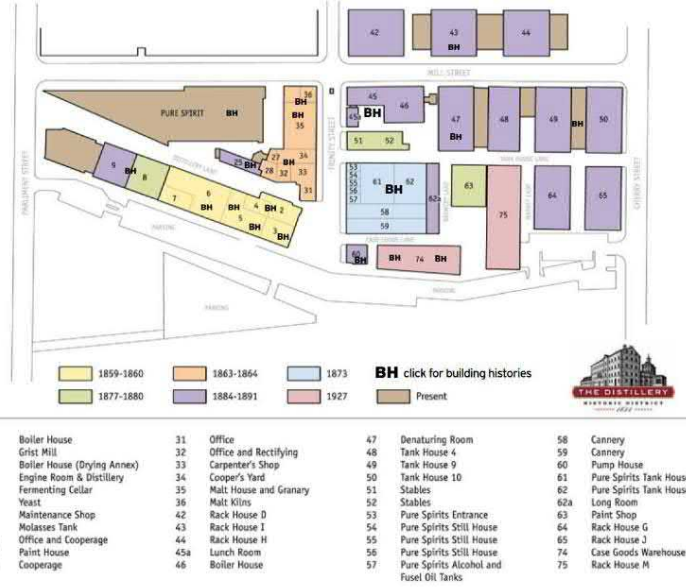
Table 3-1: Description of Known, Previously Identified and Potential Built Heritage Resources/Cultural Heritage Landscapes – Lower Don Bridge and Don Yard Study Area

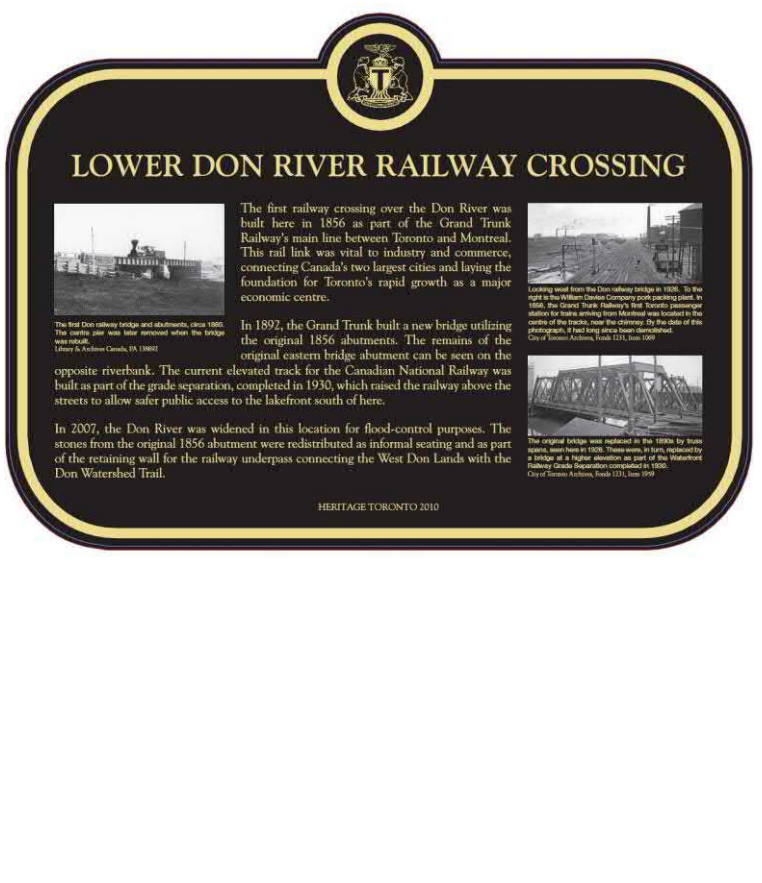
Cultural Heritage Report Ref. No. ¹²	Type of Property	Location/Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
<p>OLS-024 Note: a small portion of LDB-001 is in the legal boundary of OLS-024, but is documented in LDB-001</p>	<ul style="list-style-type: none"> Industrial 	<ul style="list-style-type: none"> 385 Cherry Street 	<ul style="list-style-type: none"> Previously Identified built heritage resources/cultural heritage landscape Metrolinx Provincial Heritage Property of Provincial Significance 	<ul style="list-style-type: none"> Cherry Street Interlocking Tower – 385 Cherry Street <p>Design or Physical Value:</p> <ul style="list-style-type: none"> A brick railway structure built in 1930 to 1931 Building is unique in Ontario as one of a set of three towers designed and constructed expressly for the housing and operation of a railway interlocking machine Electro-mechanical interlocking machine is an early example of control systems that are critical to modern industrial processes. It was the largest system built in Canada The tower was built to exacting specifications with high-quality materials Tower is an aesthetically pleasing and interesting example of railway architecture, as seen in its overall form and mix of classically inspired and Art-and-Crafts motifs <p>Historical or Associative Value:</p> <ul style="list-style-type: none"> The Toronto Terminals Railway Co. built the tower and viaduct, modernizing the rail corridor and creating Toronto’s 20th century railway lands The building was designed by J.W. Orrock, Chief Engineer of Buildings for the Canadian Pacific Railway <p>Contextual Value:</p> <ul style="list-style-type: none"> Tower helps define the Union Station Rail Corridor as a working transportation landscape within a formerly industrial area of Toronto Tower is co-located with the Cherry Street Union Station Rail Corridor Subway <p>Potential to Meet Ontario Regulation 10/06: Yes</p> <ul style="list-style-type: none"> Cultural Heritage Evaluation Report (THA, 2013) – Tower satisfied the criteria of Ontario Regulation 9/06 and 10/06 The portion of the property that is a Provincial Heritage Property of Provincial Significance is within the Metrolinx Provincial Heritage Property of Provincial Significance Boundary. The property demonstrates an uncommon, rare or unique aspect of Ontario’s cultural heritage. The tower housed and supported the operation of an interlocking machine that was part of a large interlocking system installed as part of the Union Station Rail Corridor. The interlocking system has remained in use since 1931 and is currently used by VIA and GO Transit. The property is of aesthetic, visual or contextual importance to the province. The tower captures the essence of the best railway architecture of the period in its design and construction. The tower is visually linked to Union Station and its train sheds, as well as to the viaduct and the tracks. The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period. The interlocking system was state-of-the-art of the 1920s. The technology represented in the interlocking machine was an early development of industrial computers. In effect an interlocking machine is a non-programmable computer with the program fixed in the interlocking bed. The tower’s structural design addresses multiple technical requirements for the housing, maintenance and operation of the interlocking equipment; it has remained in use for its original purpose since 1931. The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use. The Union Station Rail Corridor represents a major investment in railways in Ontario during a period of modernization. Union 	 <p>View of Cherry Street Interlocking Tower (AECOM, 2021)</p>  <p>Metrolinx Provincial Heritage Property of Provincial Significance Boundary (THA, 2018)</p>

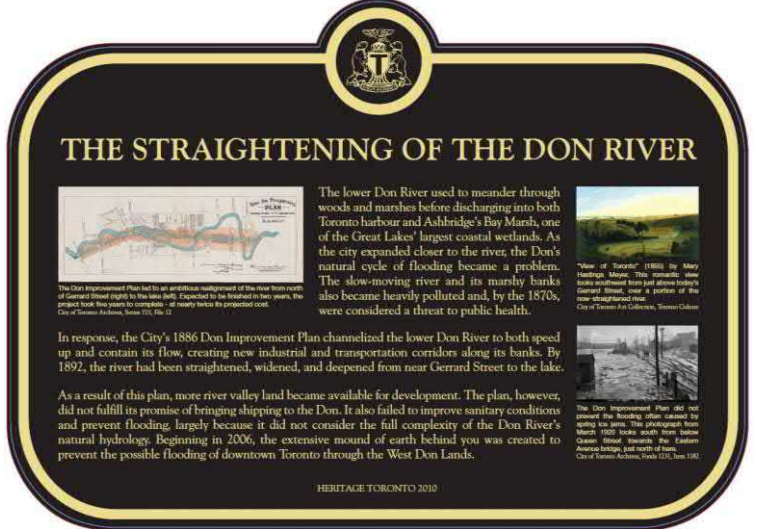


12. For consistency and ease, the built heritage resource/cultural heritage landscape reference numbers were retained from those resources excerpted from the existing conditions tables in the Ontario Line Cultural Heritage Report (AECOM, 2020a).



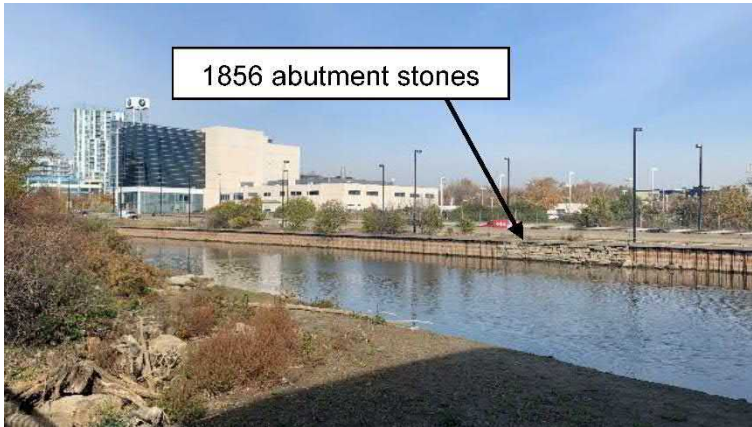
Cultural Heritage Report Ref. No. ¹²	Type of Property	Location/Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
				<p>Station served as a major landmark for the province; not just for the city. Millions of people across the province used the Union Station Rail Corridor as passengers; thousands of people worked there. The tower is part of that landscape. The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province. The Toronto Terminals Railway Co. built the tower; it has importance to the province in modernizing Ontario's busiest passenger rail corridor and operating its system into the present day.</p> <p>Heritage Attributes:</p> <p>Key contextual attributes:</p> <ul style="list-style-type: none"> ■ Location adjacent to tracks ■ Full integration with the retaining wall of the corridor's viaduct ■ Iron guard rail fencing atop Cherry Street Bridge ■ Orientation towards the tracks ■ Clear views along the tracks in both directions <p>Key attributes of its historical association:</p> <ul style="list-style-type: none"> ■ Elements associated with railway architecture of its period, especially its shape, scale, and solid masonry ■ Eclectic styling, with rectangular shape, hipped roof with flared eaves, restrained and noble detailing ■ Organization of the building around the interlocking machine and its power sources ■ Apparent complexity of the equipment and separation of the functionality by floor for the equipment and personnel <p>Key exterior attributes:</p> <ul style="list-style-type: none"> ■ Views of the tower when travelling by train to Union Station ■ Views to the tower when looking east along Cherry Street and when looking from the Gooderham and Worts Distillery ■ High proportion of elements surviving from its original period of design and construction ■ Hierarchy of the building as seen in its materials and detailing with a poured in place concrete foundation, all brick first and second storeys, stone belt course band capping the foundation and brick soldier courses marking the first and second storeys ■ Its silhouette, composed of a rectangular block surmounted by a steep hip roof with wide flared eaves ■ Its symmetry in plan and appearance ■ Its solid, well-detailed mid-brown brick construction laid in common bond with horizontal mortar joints raked back from brick face and with vertical joints struck flush with brick ■ Its orientation toward the track as seen in its long rectangular plan parallel to the tracks, the main entrance facing the tracks and the arrangement of most windows toward views of the tracks ■ The principal entry door at track level with its oak door frame and mouldings, and its glazing with divided lights and a transom ■ The restrained application of masonry detailing, such as the soldier course at the second floor, the blind arches above the windows, and contrasting limestone elements, including keystones ■ Stone lintels, and the carved bracket below the Train Directors' bay ■ The shape and scale of the projecting Director's Bay with its view to the tracks ■ The projecting bay of the Train Directors' control desk facing the tracks, including opening for a large undivided window, narrow window returns, pressed metal spandrel wall below the windows, moulded copper profile at the 	

Cultural Heritage Report Ref. No. ¹²	Type of Property	Location/Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
				<p>window heads, and exposed concrete floor of the bay supported by robust carved limestone brackets</p> <ul style="list-style-type: none"> ■ The generous scale of the windows on the third storey, organized symmetrically in groups of three on each side of the bay and on the two ends of the building ■ Exposed and decoratively carved wood rafters and exposed roof boards at flared eaves projection ■ The copper roof cap; ■ All exterior elements that are consistent between the three interlocking towers <p>Key Interior attributes</p> <ul style="list-style-type: none"> ■ The prefabricated steel staircase, newels and welded-wire mesh screen ■ Original oak doors and frames ■ Original oak window frames, casings, mullions, and sills ■ Original finishes in the train operation room <p>Key attributes related to technical achievements:</p> <ul style="list-style-type: none"> ■ Its construction using pier casings ■ The functional hierarchy of the building, with a workshop and power controls in the basement, the relay racks on the ground floor, and the interlocking machine and office on the first floor ■ Access stairs linking all floors ■ The holding basin for the battery array ■ The interlocking machine, consisting of metal cabinets containing the electro-mechanical interlocking bed and its associated relay and inspection compartment in the middle of machine ■ The track diagram board ■ The relay racks, electrical racks from the 1930s onwards, and the related electrical cables ■ The electrical concrete conduit built into the structure ■ The electrical control board in basement battery room 	
<p>OLS-025</p>	<ul style="list-style-type: none"> ■ Bridge 	<ul style="list-style-type: none"> ■ Cherry Street Subway 	<ul style="list-style-type: none"> ■ Previously-Identified Built Heritage Resource/Cultural Heritage Landscape ■ Metrolinx Provincial Heritage Property 	<ul style="list-style-type: none"> ■ Cherry Street Subway – Cherry Street under Union Station Rail Corridor <p>Design or Physical Value:</p> <ul style="list-style-type: none"> ■ Two-span plate girder bridge with riveted steel construction ■ Displays a high degree of craftsmanship in its steel and concrete work <p>Historical or Associative Value:</p> <ul style="list-style-type: none"> ■ Constructed in 1928 to 1929 as part of the Waterfront Viaduct grade separation project constructed in association with Union Station <p>Contextual Value:</p> <ul style="list-style-type: none"> ■ The bridge is important in defining and supporting the transit corridor, and the industrial character of the area as part of the Waterfront Viaduct <p>Potential to Meet Ontario Regulation 10/06: No</p> <ul style="list-style-type: none"> ■ Cultural Heritage Evaluation Report completed by THA, 2016. The bridge was determined to meet criteria of Ontario Regulation 9/06. <p>Heritage Attributes:</p> <ul style="list-style-type: none"> ■ Its construction in 1927 as one of four similar subways in the Waterfront Viaduct, a major City of Toronto initiative to establish a continuous, grade-separated rail line across the southern part of the city. ■ The precise construction and excellent overall condition of the built-up steel frame sections ■ The concrete abutments and deck fascia; board formed with elegant falsework panelling and angled returns to the south ■ Its location within the elevated Union Station Rail Corridor 	 <p>Cherry Street Subway, looking south (AECOM, 2019)</p>

Cultural Heritage Report Ref. No. ¹²	Type of Property	Location/Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
<p>OLS-029</p>	<ul style="list-style-type: none"> Cultural Heritage Landscape-National Historic Site 	<ul style="list-style-type: none"> Gooderham and Worts Distillery - National Historic Site (and Distillery District Heritage Conservation District Under Study) 	<ul style="list-style-type: none"> Designated Part IV of the Ontario Heritage Act (By-law 154-76-designation for the complex) National Historic Site (NHS) Listed on the Canadian Register City of Toronto Heritage Easement Agreement CA397773, CA397771, CA397781, CA397779, CA397777, CA397775, CA397783, AT228498. Heritage Conservation District Study complete, Plan under study 	<ul style="list-style-type: none"> Gooderham and Worts Distillery National Historic Site and Distillery District Heritage Conservation District (Under Study) The Gooderham and Worts Complex was designated as a site of national historic and architectural importance because it is an imposing landmark, containing a number of buildings that collectively bear witness to the evolution of the Canadian distilling industry. The heritage value of the Gooderham and Worts Complex resides in the unique sense of history and place created by: <ul style="list-style-type: none"> The completeness of the complex in illustrating the entire distillery process, from the processing of raw materials, to the storage of finished products for export; the physical evidence that it provides about the history of Canadian business, the distilling industry and 19th-century manufacturing processes; the architectural cohesiveness of the site characterized by a high degree of conformity in the design, construction and craftsmanship of its constituent buildings; and the physical relationships among the buildings and between the site and the railway to the south. <p>Potential to meet Ontario Regulation 10/06: Yes (Criteria 1, 2, 4, 5)</p> <p>Heritage Attributes (from historicplaces.ca):</p> <ul style="list-style-type: none"> Existing spatial arrangement of the buildings on the site arrayed along lanes and streets; Industrial skyline of pitched roofs, turrets, chimney stacks and parapets Co-ordinated palette of material and paint colours throughout Large scale of the complex; Functional spatial organization, apparent in the rectilinear alignment of buildings along Mill Street; Isolation of storage buildings from one another Location of the complex adjacent to rail line and former shoreline of Toronto Bay; Alignment and connection of buildings with one another to create continuous articulated facades, especially those of: the malthouse and office block (buildings 28 and 31 to 36) and the water tank, still rooms, bottling/mixing room and warehouse (buildings 53 to 59); Unity of design through consistent exterior use of brick, limestone and formal motifs Use of Italianate detailing throughout, including round-arched openings; segmented-arch windows ordered facades; corbelled brickwork and symmetrical arrangement of openings and organization of elevations High level of craftsmanship in the brickwork, stone masonry and timber framing Provision of natural light through the extensive use of multi-pane glazing Survival of numerous functional building types Neoclassical design of the four-storey distillery and mill building (buildings 2 to 5), with segmented-arched windows; pedimented gable ends, limestone stringcourses, stone quoins, and symmetrically arranged openings Reinforced construction of the distillery building (buildings 2 to 5) with thick stone walls, metal braces and timber framing Italianate treatment of the malthouse/office block (buildings 28 and 31 to 36), with façade symmetry, corbelled brickwork, pilasters, and pedimented entrance bay Neoclassical cupola of the of the office building (building 31) Solid masonry construction, buttresses, heavy doors, and substantial wooden windows and shutters of the tank houses and warehouses (buildings 42, 43, 44, 47 to 50, 59, 61 to 65, 75). Massive scale and extensive fenestration of the six-storey rack warehouse (building 42) 	 <p>Image of the interactive site plan map of the 2008 Historical Site Map DHD (http://distilleryheritage.com/maps_page2.html)</p>

Cultural Heritage Report Ref. No. ¹²	Type of Property	Location/Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
				<ul style="list-style-type: none"> Functional design of the rack warehouse with solid brick walls reinforced with buttresses, punctuated by a highly symmetrical arrangement of segmented-arched windows (building 42) High quality of the masonry of the rack warehouse (building 42), evident in: corbelled brickwork along the cornice; brick voussoirs over each window; brick buttresses; limestone lintels; limestone trim at the foundation Substantial, fortified exterior treatment of the rack warehouse, as evidenced in: iron bars on windows; timber exterior shutters; iron hardware on windows and doors Scale and functional design of the malthouse (buildings 35 and 36), with specialized spaces located on each of its three storeys and its attic Interior detailing of the malthouse (buildings 35 and 36), including its small windows, cast-iron columns, roof vents, brick vaults, malting floors, and granary Full-storey multi-paned windows with large transoms on each storey of the west elevations of the pure spirits building block (buildings 53 to 57 and 61 to 62) Cast-iron facades with the elaborate iron railing on the second storey of the four connected structures comprising the pure spirits building (buildings 53 to 57 and 61 to 62) All connecting conveyance ways, for pedestrians and materials, located at the second storey and above Entire complement of supporting buildings in their massing, materials and detailing, including the machine shop (building 8), molasses tank (building 9), cooperage (building 34), steam fitter's shop (building 45), lunch room (building 45a), boiler house (building 46), stable/garage (building 52), bottling/tank house (building 58), pumphouse (building 60) and case warehouse (building 74) 	
<p>LDB-001 Note: a small portion of this resource (specifically the Bala Underpass) is in the legal boundary of OLS-024</p>	<ul style="list-style-type: none"> Public Space: Former location of the first railway crossing of the Lower Don River 	<ul style="list-style-type: none"> Two parcels including the Lower Don Trail on the west bank of the Lower Don River, generally bounded by the river, the existing Lakeshore East rail bridge to the south, and the Metrolinx Richmond Hill GO line/Bala Underpass to the west. The Bala Underpass, including the retaining wall, is within OLS-024 (Note, this resource does not include municipal addresses; northern parcel is owned by the City of Toronto, southern parcel is owned by the 	<ul style="list-style-type: none"> Potential built heritage resource/cultural heritage landscape Identified in Heritage Detail Design Report field review 	<ul style="list-style-type: none"> Former location of the first railway crossing of the Lower Don River <p>Design or Physical Value:</p> <ul style="list-style-type: none"> Public space (landscape) between the Bala Underpass associated with the Richmond Hill GO line and the Lower Don River. Includes a landscaped ridge along the Lower Don River with the Lower Don Trail, public space with seating and view of the Lower Don River Two commemorative plaques (currently not extant), formally situated side-by-side, situated along the Lower Don Trail at the Bala Underpass Includes the 1856 abutment stones from the original rail bridge reused for seating in the public space 1856 abutment stones from the original rail bridge used in the retaining wall associated with the Bala Underpass 1856 abutment stones on the east side of the Lower Don River as viewed from the public space (LDB-001) on the west side of the Lower Don River. <p>Historical or Associative Value:</p> <ul style="list-style-type: none"> The public space is representative of where the first railway crossing over the Lower Don River was built in 1856 which formed part of the Grand Trunk's mainline One former plaque commemorates the Lower Don River railway crossing while the other commemorates the straightening of the river in 1892 Grand Trunk built a new bridge in 1892 using the 1856 abutments. In 1930 the Canadian National Railway Bridge was constructed to the south of the 1892 bridge with a current elevated track. Sometime after the 1892 superstructure was removed but left the abutments in situ. In 2007, the river was widened for flood control, impacting the 1856 abutment stones causing removal. Some original stones from the 1856 abutments were relocated to become commemorative features of the original railway crossing and now serve as part of the retaining wall of the Bala Underpass and as 	 <p>LOWER DON RIVER RAILWAY CROSSING</p> <p>The first railway crossing over the Don River was built here in 1856 as part of the Grand Trunk Railway's main line between Toronto and Montreal. This rail link was vital to industry and commerce, connecting Canada's two largest cities and laying the foundation for Toronto's rapid growth as a major economic centre.</p> <p>In 1892, the Grand Trunk built a new bridge utilizing the original 1856 abutments. The remains of the original eastern bridge abutment can be seen on the opposite riverbank. The current elevated track for the Canadian National Railway was built as part of the grade separation, completed in 1930 which raised the railway above the streets to allow safer public access to the lakefront south of here.</p> <p>In 2007, the Don River was widened in this location for flood-control purposes. The stones from the original 1856 abutment were redistributed as informal seating and as part of the retaining wall for the railway underpass connecting the West Don Lands with the Don Watershed Trail.</p> <p><small>The first Don railway bridge and abutments, circa 1856. The bridge pier was later removed when the bridge was rebuilt. Library of Ontario Studies, 19, 1981.</small></p> <p><small>Loading shed from the Don railway bridge in 1930. To the right is the Victoria Queen's Quay Terminal. In 1930, the Grand Trunk Railway's first Toronto passenger station for trains arriving from Niagara was located in the middle of the tracks, near the crossing. By the side of the photograph, it had long since been demolished. City of Toronto Archives, Reel 121, Item 1949.</small></p> <p><small>The original bridge was replaced in the 1890s by stone masonry, used here in 1930. This work is often mislabeled as a bridge at a higher elevation as part of the waterfront railway grade separation completed in 1930. City of Toronto Archives, Reel 121, Item 1949.</small></p> <p>HERITAGE TORONTO 2010</p>

Cultural Heritage Report Ref. No. ¹²	Type of Property	Location/Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
		Toronto and Region Conservation Authority)		<p>makeshift seating on the west side of the Lower Don River adjacent to the Bala Underpass.</p> <ul style="list-style-type: none"> 1856 abutments on the east riverbank of the Lower Don River are still intact today. <p>Contextual Value:</p> <ul style="list-style-type: none"> Public space along the Lower Don Trail between the Lower Don River to the east, Lakeshore East corridor rail tracks to the south and the Richmond Hill GO line to the west The reuse of the 1856 abutment stones at this location commemorate the original railway bridge at this location on the Lower Don River The plaques were situated along the Lower Don Trail adjacent to the Lower Don River. Located in the vicinity of the West Don Lands neighbourhood <p>Potential to Meet Ontario Regulation 10/06: No</p> <p>Heritage Attributes:</p> <ul style="list-style-type: none"> Public space associated with the Lower Don River Bicycle Trail, between the Bala Underpass and the Lower Don River Former 1856 abutment stones of the original railway crossing, now seating stones in the public space adjacent to the Lower Don River and current railway crossing Retaining wall of the Bala Underpass using 1856 abutment stones of the original railway crossing as wing walls View of 1856 abutment stones in their original location on the east side of Lower Don River from public space 	 <p>Commemorative plaque images from: https://urbantoronto.ca/news/2014/07/heritage-toronto-unveils-two-don-river-commemorative-plaques</p> <p>The field review on November 6, 2020, indicated the plaques are not extant</p>  <p>View of Bala Underpass (AECOM, 2020a)</p>  <p>View of abutment seating and Bala Underpass (Metrolinx, 2020)</p>

Cultural Heritage Report Ref. No. ¹²	Type of Property	Location/Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
					 <p>View of abutment seating (AECOM, 2020a)</p>  <p>Former 1856 abutment stones serving as seating (Metrolinx, 2020)</p>  <p>View of 1856 abutment stones part of wall on east side of Don River (AECOM, 2020a)</p>



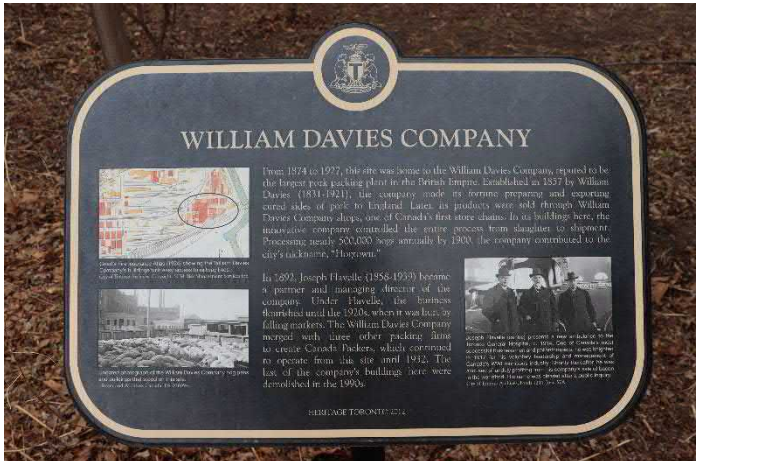
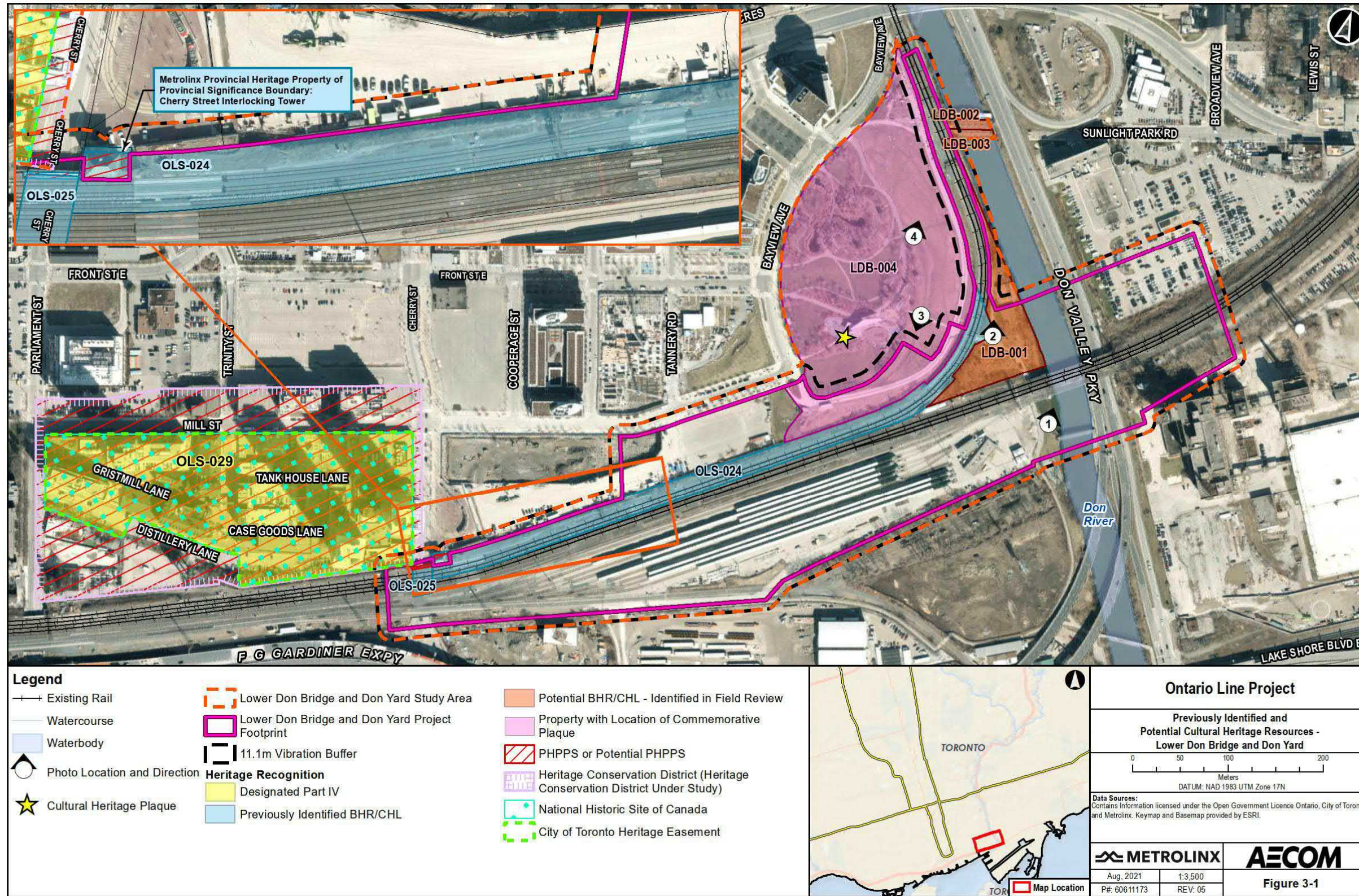
Cultural Heritage Report Ref. No. ¹²	Type of Property	Location/Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
LDB-002	<ul style="list-style-type: none"> Bridge 	<ul style="list-style-type: none"> Bridge carrying a gas main over Lower Don River 	<ul style="list-style-type: none"> Potential built heritage resource/cultural heritage landscape Identified in Heritage Detail Design Report field review 	<ul style="list-style-type: none"> Consumer's Gas Company Bridge Design or Physical Value: <ul style="list-style-type: none"> Single-span concrete through-arch bridge with enclosed deck Historical or Associative Value: <ul style="list-style-type: none"> Constructed in 1930 Constructed by the Consumer's Gas Company to carry a large gas main across the Lower Don River Replaced an earlier structure which collapsed in 1929 Contextual Value: <ul style="list-style-type: none"> Located across the Lower Don River, adjacent to the Lower Don Trail and Don Valley Parkway Potential to Meet Ontario Regulation 10/06: No Potential Heritage Attributes: <ul style="list-style-type: none"> Single-span through-arch design Concrete construction Enclosed bridge deck 	 <p>View of the Consumer's Gas Company Bridge (AECOM, 2021)</p>
LDB-003	<ul style="list-style-type: none"> Bridge 	<ul style="list-style-type: none"> Former alignment of Eastern Avenue over Lower Don River 	<ul style="list-style-type: none"> Potential built heritage resource/cultural heritage landscape Identified in Heritage Detail Design Report field review 	<ul style="list-style-type: none"> Old Eastern Avenue Bridge Design or Physical Value: <ul style="list-style-type: none"> Single-span Baltimore Through-Truss bridge with riveted construction Rare Canadian example of a truss bridge with three truss lines Historical or Associative Value: <ul style="list-style-type: none"> Constructed in 1933 to carry Eastern Avenue across the Lower Don River Replaced an earlier truss bridge which was destroyed by flooding earlier in the year Abandoned in 1964 when Eastern Avenue was realigned for contrition of the Don Valley Parkway Contextual Value: <ul style="list-style-type: none"> Located on former alignment of Eastern Avenue across the Lower Don River, adjacent to the Lower Don Trail and Don Valley Parkway Potential to Meet Ontario Regulation 10/06: No Potential Heritage Attributes: <ul style="list-style-type: none"> Single-span Baltimore Through-Truss design Riveted construction 14 panel design Three truss lines Concrete sidewalks and decorative railings 	 <p>View of the Old Eastern Avenue Bridge (AECOM, 2021)</p>
LDB-004	<ul style="list-style-type: none"> Cultural Heritage Commemorative Plaque 	<ul style="list-style-type: none"> 155 Bayview Avenue - Corktown Common, west side of Bala Underpass 	<ul style="list-style-type: none"> Heritage Toronto Plaque 	<ul style="list-style-type: none"> Heritage Toronto Plaque- 155 Bayview Avenue, within Corktown Common Design or Physical Value: <ul style="list-style-type: none"> Large interpretative panel with text and graphics Historical or Associative Value: <ul style="list-style-type: none"> Heritage Toronto Plaque marking the location of a former industrial complex in Corktown Common Plaque text reads as follows: <ul style="list-style-type: none"> – William Davies Company From 1874 to 1927, this site was home to the William Davies Company, reputed to be the largest pork-packing plant in the British Empire. Established in 1857 by William Davies (1831 to 1921), the company made its fortune preparing and exporting cured sides of pork to England. Later, its products were sold through William Davies Company shops, one of Canada's first store chains. In its buildings here, the innovative company controlled the entire process from slaughter to shipment. Processing nearly 500,000 hogs annually by 1900, the company contributed to the City's nickname "Hogtown". In 1862, Joseph Flavelle (1858 to 1939) became a partner and managing director for the company. Under Flavelle, the business flourished until the 1920s, when it was hurt by falling markets. The William Davies company merged with three other packing firms to create Canada Packers, which continued to operate from this site until 1932. The last of the company's buildings here were demolished in the 1990s. Contextual Value: <ul style="list-style-type: none"> Context-specific plaque located on reclaimed industrial lands within the West Don Lands neighbourhood, near the Lower Don River, west of the Richmond Hill GO Corridor and east of Bayview Avenue 	 <p>Heritage Toronto Plaque (AECOM, 2021)</p>

Figure 3-1: Map of Known, Previously Identified, and Potential Built Heritage Resources/Cultural Heritage Landscapes in the Lower Don Bridge and Don Yard Study Area



4. Summary of Community Engagement

4.1 Ontario Line Environmental Conditions Report and Ontario Line Cultural Heritage Report

Consultation with agencies was undertaken as part of and documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a).

The Ontario Line Draft Environmental Conditions Report and Ontario Line Draft Cultural Heritage Report were made available for public review on the Project website when the Notice Publication of the Draft Environmental Conditions Report was issued on September 17, 2020. The 30-day public review period ended on October 17, 2020. Of the community and agency input/feedback received during the public review period, no comments were applicable to the Lower Don Bridge and Don Yard Early Works Study Area. The Ontario Line Final Environmental Conditions Report (AECOM, 2020b) and Ontario Line Cultural Heritage Report (AECOM, 2020a) were posted to the Project website when the Notice of Publication of the Final Environmental Conditions Report was issued on November 30, 2020.

4.2 Ontario Line Lower Don Bridge and Don Yard Early Works Report and Heritage Detailed Design Report

A draft of the Early Works Report was distributed to agencies including the Ministry of Heritage, Sport, Tourism and Culture Industries and the City of Toronto for review in June 2020. Comments received were applied to this Heritage Detailed Design Report.

The Ontario Line Draft Lower Don Bridge and Don Yard Early Works Report, including this Draft Heritage Detailed Design Report was made available for public review on the Project website when the Notice of Publication of Draft Lower Don Bridge and Don Yard Early Works Report was issued on June 22, 2021. Comments received during the Ontario Line Draft Lower Don Bridge and Don Yard Early Works Report public review period will be incorporated into the Ontario Line Final Lower Don Bridge and Don Yard Early Works Report and the Final Heritage Detailed Design Report, as required.

5. Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 8(2)6, 8(2)7 and 8(2)8 of Ontario Regulation 341/20: Ontario Line Project, this Heritage Detailed Design Report describes the potential impacts, mitigation measures, and monitoring activities to verify the effectiveness of mitigation measures associated with the Lower Don Bridge and Don Yard early works. This impact assessment builds upon the methodology established in the Ontario Line Cultural Heritage Report (AECOM, 2020a). Impacts associated with Project operations and construction of components other than Lower Don Bridge and Don Yard early works will be addressed under a separate cover (i.e., Environmental Impact Assessment Report and/or other Early Works Reports).

This early works impact assessment and development of mitigation measures and monitoring activities considered the following:

- a) Lower Don Bridge and Don Yard early works components as described in **Section 2.1**;
- b) The Lower Don Bridge and Don Yard Early Works Project Footprint and Lower Don Bridge and Don Yard Study Area as described in **Section 2.2**;
- c) Lower Don Bridge and Don Yard early works construction activities as described in **Section 2.3**; and
- d) Local environmental conditions within the Lower Don Bridge and Don Yard Study Area as described in **Section 3**.

The proposed impacts of early works have been evaluated according to the Ministry of Heritage, Sport, Tourism and Culture Industries Information Bulletin 3: Heritage Impact Assessments for Provincial Heritage Properties. The Ministry of Heritage, Sport, Tourism and Culture Industries document defines “impact” as a change, either positive or adverse, in an identified cultural heritage resource resulting from a particular activity. The document identifies direct adverse impacts, indirect adverse impacts, and/or positive impacts an activity may have on a heritage resource as defined below.

The purpose of the impact assessment contained in this Heritage Detailed Design Report is to:

- Review the Lower Don Bridge and Don Yard early works components and built heritage resources/cultural heritage landscapes as captured in the

preliminary impact assessment of the Ontario Line Cultural Heritage Report (AECOM, 2020a); confirm impacts and mitigation measures, identify any changes, and, where required, refine the range of mitigation options and measures for each property based on the Lower Don Bridge and Don Yard early works; and

- Identify potential Lower Don Bridge and Don Yard early works-specific impacts to potential cultural heritage resources/cultural heritage landscapes identified in the field review for this Heritage Detailed Design Report that were not described in the Ontario Line Cultural Heritage Report (AECOM, 2020a) and recommend mitigation measures and monitoring activities to avoid or minimize those impacts.

Table 5-1 presents the anticipated impacts from the Lower Don Bridge and Don Yard early works, refined from the range of impacts and mitigation measures that were developed in consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries for the Ontario Line Cultural Heritage Report (AECOM, 2020a) to built heritage resources/cultural heritage landscapes within the Lower Don Bridge and Don Yard Study Area. The table also includes the proposed mitigation measures in order to mitigate and minimize any potential negative impacts to these resources that may result from the Lower Don Bridge and Don Yard early works.

Heritage related monitoring is recommended for one built heritage resource/cultural heritage landscape (LDB-001) during and immediately following construction completion.

Table 5-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Lower Don Bridge and Don Yard Early Works

Cultural Heritage Report Ref. No.	Location / Address and Property Name	Heritage Recognition	Meets or Potential to meet Ontario Regulation 10/06	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
OLS-024	<ul style="list-style-type: none"> 385 Cherry Street Cherry Street Interlocking Tower 	<ul style="list-style-type: none"> Previously Identified built heritage resource/cultural heritage landscape Metrolinx Provincial Heritage Property of Provincial Significance 	Yes	<p>1. No direct adverse impacts from early works</p> <p>(Impact Type 1 – no anticipated impact, from Appendix H: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line South Study Area, in the Ontario Line Cultural Heritage Report (AECOM, 2020a))</p> <p>No direct physical impacts are anticipated. The structure located within OLS-024 is adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. Continue to avoid OLS-024. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no direct impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
OLS-024	<ul style="list-style-type: none"> 385 Cherry Street Cherry Street Interlocking Tower 	<ul style="list-style-type: none"> Previously Identified built heritage resource/cultural heritage landscape Metrolinx Provincial Heritage Property of Provincial Significance 	Yes	<p>2. No indirect adverse impact from early works¹³</p> <p>(Impact Type 1 – no anticipated impact, from Appendix H: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line South Study Area, in the Ontario Line Cultural Heritage Report (AECOM, 2020a))</p> <p>No indirect impacts to the significant views are anticipated. The Cherry Street Interlocking Tower structure is located directly adjacent to Cherry Street, and adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint. Ground level GO track shifts will not impact any identified significant views, including:</p> <ul style="list-style-type: none"> Clear views along the tracks in both directions Views of the tower when travelling by train to Union Station Views to the tower when looking east along Cherry Street and when looking from the Gooderham and Worts Distillery 	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
OLS-025	<ul style="list-style-type: none"> Cherry Street Subway 	<ul style="list-style-type: none"> Previously Identified Built Heritage Resource/Cultural Heritage Landscape Metrolinx Provincial Heritage Property 	No	<p>1. No direct adverse impacts from Lower Don Bridge - Don Yard early works</p> <p>(Impact Type 1 – no anticipated impact, from Appendix H: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line South Study Area, in the Ontario Line Cultural Heritage Report (AECOM, 2020a)).</p> <p>No direct impacts are anticipated. Based on the conceptual design (Figure ES-1), the GO tracks proposed to be shifted are located within OLS-025, however the structure itself is not being adversely impacted as part of the Lower Don Bridge and Don Yard early works construction activities.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. Continue to avoid OLS-025. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no direct impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
OLS-029	<ul style="list-style-type: none"> Gooderham and Worts Distillery National Historic Site (and Distillery District Heritage Conservation District, Under Study) 	<ul style="list-style-type: none"> Designated Part IV of the Ontario Heritage Act (By-law 154-76- designation for the complex) National Historic Site Heritage Conservation District, Under Study (Heritage Conservation 	Yes	<p>1. No direct adverse impacts from Lower Don Bridge - Don Yard early works</p> <p>(Impact Type 1 – no anticipated impact, from Appendix H: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line South Study Area, in the Ontario Line Cultural Heritage Report (AECOM, 2020a))</p>	<ul style="list-style-type: none"> No mitigation measures required. Continue to avoid OLS-029, the National Historic Site and Heritage Conservation District, under study. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no direct impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.

13. Note, the Cherry Street Interlocking Tower, a railway structure, was built in its present location to withstand vibration and therefore, vibration was not included as a potential impact in the Ontario Line Cultural Heritage Report (AECOM, 2020a); however, the design vibration limits of the Cherry Street Interlocking Tower should be confirmed by a qualified specialist during the next phases of design.

Cultural Heritage Report Ref. No.	Location / Address and Property Name	Heritage Recognition	Meets or Potential to meet Ontario Regulation 10/06	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
		District Study is complete, Plan not available online <ul style="list-style-type: none"> Listed on the Canadian Register City of Toronto Heritage Easement Agreements CA397773, CA397771, CA397781, CA397779, CA397777, CA397775, CA397783, AT228498. 		No direct physical impacts are anticipated. The boundary of the National Historic Site, including the buildings in the southeast corner of the National Historic Site, and the proposed Heritage Conservation District boundary of OLS-029 are adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint and therefore, will not experience direct impacts from early works.		
OLS-029	<ul style="list-style-type: none"> Gooderham and Worts Distillery National Historic Site (and Distillery District Heritage Conservation District, Under Study) 	<ul style="list-style-type: none"> Designated Part IV of the Ontario Heritage Act (By-law 154-76- designation for the complex) National Historic Site Heritage Conservation District, Under Study (Heritage Conservation District Study is complete, Plan not available online) Listed on the Canadian Register City of Toronto Heritage Easement Agreements CA397773, CA397771, CA397781, CA397779, CA397777, CA397775, CA397783, AT228498. 	Yes	<p>2. No indirect adverse impacts from Lower Don Bridge – Don Yard early works</p> <p>(Impact Type 1 – no anticipated impact, from Appendix H: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line South Study Area, in the Ontario Line Cultural Heritage Report (AECOM, 2020a))</p> <p>No indirect impacts due to vibration are anticipated. Contributing buildings within OLS-029 are approximately 45 metres north of the Lower Don Bridge and Don Yard Early Works Project Footprint, beyond the 11.1 metres vibration buffer.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
LDB-001	<ul style="list-style-type: none"> Public Space: Former location of the first railway crossing of the Lower Don River 	<ul style="list-style-type: none"> Potential built heritage resource/cultural heritage landscape identified in HDDR field review 	No	<p>1. Potential direct adverse impact from Lower Don Bridge and Don Yard early works</p> <p>Potential direct impacts are anticipated. A portion of LDB-001 is located within the Lower Don Bridge and Don Yard Early Works Project Footprint. Based on the conceptual design (Figure ES-1), construction activities within LDB-001 could include activities related to early works construction as well as temporary impacts (e.g., temporary laydown area). The 1856 abutment stones on the west side of the Lower Don River are heritage attributes of LDB-001. They may require removal/relocation to accommodate construction activities related to early works.</p>	<ul style="list-style-type: none"> The following mitigation measures were developed in this Heritage Detailed Design Report. If avoidance of LDB-001 and its heritage attributes identified in Table 3-1 is not feasible then: <ul style="list-style-type: none"> Consult with City of Toronto Heritage Planning as planning progresses regarding any physical impact, including stone relocation, to LDB-001 in order to determine and obtain any approval or permits that may be required. Note, a portion of LDB-001 is within OLS-024¹⁴ 	<ul style="list-style-type: none"> Early works may impact this resource and construction and post-construction monitoring may be required. If the 1856 abutment stones remain in-situ during early works construction the following monitoring may be required: <ul style="list-style-type: none"> During construction, monitor the protection of the 1856 abutment stones. Post-construction remove hoarding and confirm the condition of the 1856 abutment

14. As noted in **Table 3-1** the heritage footprint of OLS-024, the portion of the property that meets O. Reg. 10/06 and is considered a Provincial Heritage Property of Provincial Significance is within the Metrolinx Heritage Property of Provincial Significance Boundary and is not within LDB-001. Therefore, a physical impact to this portion of OLS-024 does not require Minister’s Consent.

Cultural Heritage Report Ref. No.	Location / Address and Property Name	Heritage Recognition	Meets or Potential to meet Ontario Regulation 10/06	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
					<ul style="list-style-type: none"> – Apply the following steps if the 1856 abutment stones within LDB-001 can remain in situ during the early works construction: <ul style="list-style-type: none"> ○ Mark the location of each 1856 abutment stone on the Detailed Design plan as “To be retained: Implement protection measures prior to construction” ○ Install protection measures for each 1856 abutment stone within the public space, such as box or fence hoarding, prior to construction. – Apply the following steps if avoidance of the 1856 abutment stones within LDB-001 during early works construction is not feasible and removal/relocation is required: <ul style="list-style-type: none"> ○ Mark the location of each 1856 abutment stone on the Detailed Design plan as “Remove prior to construction, store, reinstate post-construction” ○ Prior to construction determine an appropriate removal plan and storage location ○ Remove 1856 abutment stones prior to construction ○ Reinstall 1856 abutment stones within LDB-001 post-construction, preferably in the same location as pre-removal. 	stones meet pre-construction conditions.
LDB-001	<ul style="list-style-type: none"> ■ Public Space: Former location of first railway crossing of the Lower Don River 	<ul style="list-style-type: none"> ■ Potential built heritage resource/cultural heritage landscape identified in Heritage Detail Design Report field review 	No	<p>2. No direct adverse impact from Lower Don Bridge and Don Yard early works</p> <p>No direct adverse impact is anticipated to the identified view of the 1856 abutment stones on the east side of the Lower Don River. The stones will remain in situ. Temporary impacts to the view of the 1856 abutment stones on the east side of the Lower Don River may occur during construction of the proposed bridge (Figure ES-1). Following construction completion, the view of the 1856 abutment stones from the west side of the Lower Don River will be reinstated. It is anticipated that the proposed bridge will span the Lower Don Trail, the Lower Don River and the Don Valley Parkway and the abutments will be located west of the trail and east of the Don Valley Parkway, thus leaving an unobstructed view of the 1856 abutment stones on the east side of the river.</p>	<ul style="list-style-type: none"> ■ No mitigation measures required for LDB-001 as it relates to the view of the 1856 abutment stones. 	<ul style="list-style-type: none"> ■ No monitoring activities required for LDB-001 as it relates to the view of the 1856 abutment stones.
LDB-002	<ul style="list-style-type: none"> ■ Consumer’s Gas Bridge ■ Bridge carrying the gas main over Lower Don River 	<ul style="list-style-type: none"> ■ Potential built heritage resource/cultural heritage landscape ■ Identified in Heritage Detail Design Report field review 	No	<p>1. No direct adverse impacts from Lower Don Bridge and Don Yard early works</p> <p>No direct physical impacts are anticipated. The structure at LDB-002 is adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint. LDB-002 is separated from the Project footprint by the Lower Don Trail.</p>	<ul style="list-style-type: none"> ■ No mitigation measures required for Lower Don Bridge and Don Yard early works. Continue to avoid LDB-002. 	<ul style="list-style-type: none"> ■ Lower Don Bridge and Don Yard early works will have no direct or indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.

Cultural Heritage Report Ref. No.	Location / Address and Property Name	Heritage Recognition	Meets or Potential to meet Ontario Regulation 10/06	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
LDB-002	<ul style="list-style-type: none"> Consumer's Gas Bridge Bridge carrying the gas main over Lower Don River 	<ul style="list-style-type: none"> Potential built heritage resource/cultural heritage landscape Identified in Heritage Detail Design Report field review 	No	<p>2. No indirect adverse impact from Lower Don Bridge and Don Yard early works</p> <p>No indirect impacts due to vibration are anticipated. The structure, LDB-002 is adjacent to the Lower Don Bridge and Don Yard Early Works, within the 11.1 metre vibration buffer. However, as a bridge, it is built to withstand vibration.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no indirect or indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
LDB-003	<ul style="list-style-type: none"> Old Eastern Avenue Bridge Former Alignment of Eastern Avenue over Lower Don River 	<ul style="list-style-type: none"> Potential built heritage resource/cultural heritage landscape Identified in Heritage Detail Design Report field review 	No	<p>1. No direct adverse impacts from early works</p> <p>No direct physical impacts are anticipated. The structure at LDB-003 is adjacent to the Lower Don Bridge and Don Yard Early Works Project Footprint. LDB-003 is separated from the Project footprint by the Lower Don Trail.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. Continue to avoid LDB-003. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no direct or indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
LDB-003	<ul style="list-style-type: none"> Old Eastern Avenue Bridge Former Alignment of Eastern Avenue over Lower Don River 	<ul style="list-style-type: none"> Potential built heritage resource/cultural heritage landscape Identified in Heritage Detail Design Report field review 	No	<p>2. No indirect adverse impact from Lower Don Bridge and Don Yard early works</p> <p>No indirect impacts due to vibration are anticipated. The structure, LDB-003 is adjacent to the Lower Don Bridge and Don Yard Early Works, within the 11.1 metre vibration buffer. However, as a bridge, it is built to withstand vibration.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no indirect or indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
LDB-004	<ul style="list-style-type: none"> Cultural Heritage Commemorative Plaque 	<ul style="list-style-type: none"> Heritage Toronto Plaque-within Corktown Common, 155 Bayview Avenue 	No	<p>1. No direct adverse impacts from Lower Don Bridge and Don Yard early works</p> <p>No direct physical impacts are anticipated. A portion of LDB-004 is within the Lower Don Bridge and Don Yard Early Works Project Footprint, however the commemorative plaque is located approximately 50.8 metres north of the Lower Don Bridge and Don Yard Early Works Project Footprint and therefore no direct physical impacts are anticipated.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. Continue to avoid LDB-004. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no direct impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.
LDB-004	<ul style="list-style-type: none"> Cultural Heritage Commemorative Plaque 	<ul style="list-style-type: none"> Heritage Toronto Plaque-within Corktown Common, 155 Bayview Avenue 	No	<p>2. No indirect adverse impact from Lower Don Bridge and Don Yard early works</p> <p>Indirect impacts due to vibration on LDB-004 are not applicable. This resource is a commemorative plaque and does not contain buildings or structures that would be subject to vibration impacts.</p>	<ul style="list-style-type: none"> No mitigation measures required for Lower Don Bridge and Don Yard early works. 	<ul style="list-style-type: none"> Lower Don Bridge and Don Yard early works will have no indirect impacts to built heritage resources and cultural heritage landscapes that require monitoring prior, during or post-construction of early works.

6. Summary and Conclusions

In summary, a total of seven built heritage resources/cultural heritage landscapes are located within the Lower Don Bridge and Don Yard Study Area. Three were documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a). During the field survey for this Heritage Detailed Design Report, four additional built heritage resources/cultural heritage landscapes, including one cultural heritage commemorative plaque, were identified within the Lower Don Bridge and Don Yard Study Area.

Based on the assessment of the potential impacts of the Lower Don Bridge and Don Yard early works, there is one built heritage resource/cultural heritage landscape that has the potential to be directly impacted: LDB-001, Public Space: Former location of first railway crossing of the Lower Don River (i.e., relocated temporarily for the duration of construction). Mitigation measures and construction/post-construction monitoring activities are outlined in **Table 5-1**.

Based on the Lower Don Bridge and Don Yard early works conceptual design shown in **Figure 1-1**, the Lower Don Bridge and Don Yard early works will not result in a direct impact to the Provincial Heritage Property of Provincial Significance boundary of the Cherry Street Interlocking Tower (OLS-024; 385 Cherry Street). However, it is anticipated there may be temporary impacts from early works within the legal parcel (i.e., temporary laydown area, staging areas etc.). Since the Provincial Heritage Property of Provincial Significance boundary will not be encroached by early works, Minister's consent is not required for the Lower Don Bridge and Don Yard early works. Continued avoidance of the Metrolinx Provincial Heritage Property of Provincial Significance boundary is recommended.

If future changes at Lower Don Bridge and Don Yard early works related to scope and/or project footprint result in any impacts to any built heritage resources/cultural heritage landscapes not contained within this Heritage Detailed Design Report, then an amendment to the Heritage Detailed Design Report may be required.

7. Permits and Approvals

This section notes that the following permits may be required for the Lower Don Bridge and Don Yard early works construction activities.

Federal

Lower Don Bridge and Don Yard early works will not directly or indirectly impact the Gooderham and Worts Distillery National Historic Site (OLS-029) or any federal heritage buildings. Therefore, no Parks Canada permits/approvals are required.

Provincial

Lower Don Bridge and Don Yard early works will not directly or indirectly impact the two known and potential Provincial Heritage Properties of Provincial Significance: the Cherry Street Interlocking Tower (OLS-024) at 385 Cherry Street, and the Gooderham and Worts Distillery National Historic Site (OLS-029). Therefore, no provincial permits/approvals are required for early works.

Municipal

Based on the location of the Lower Don Bridge and Don Yard early works components shown in **Figure 3-1**, the Lower Don Bridge and Don Yard early works will not result in a direct impact to a previously identified built heritage resource/cultural heritage landscape with municipal designation. However, Lower Don Bridge and Don Yard early works may impact one potential built heritage resource/cultural heritage landscape with no municipal designation (LDB-001 – Public Space: Former location of first railway crossing of the Lower Don River) identified in this Heritage Detailed Design Report. Metrolinx will consult with City of Toronto Heritage Planning regarding any physical impact to this property as part of the planning process.

As a Crown Agency of the Province of Ontario (as a public body prescribed under Ontario Regulation 157/10), Metrolinx is exempt from certain municipal processes and requirements. In these instances, Metrolinx will engage with the municipalities to incorporate municipal requirements as a best practice, where practical, and may obtain associated permits and approvals.

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Ontario Line Early Works at Lower Don Bridge and Don Yard – Heritage Detailed Design Report

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Appendix A

Key Project Personnel and Qualifications

Key Personnel Role	Senior Technical Specialist
Name:	Adria Grant
Years of Experience in the Role:	20
Education:	2016 M.A. Applied Archaeology University of Western Ontario 2000 Honours B.A. University of Western Ontario, Anthropology & English
Designation(s):	CAHP, APA
Summary of Qualifications and Experience:	Adria Grant holds a M.A. in Anthropology and has been active in the field of cultural resource management since 1999. Adria provides senior oversight and technical reviews for the archaeology and heritage components on several Metrolinx projects, including this Cultural Heritage Report, to ensure compliance with Ministry of Heritage, Sport, Tourism and Culture Industries 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 for preparing cultural heritage existing conditions and preliminary impact assessment under TPAP (Ministry of Heritage, Sport, Tourism and Culture Industries 2019), as well as the Memorandum of Understanding between Metrolinx and the Ministry of Heritage, Sport, Tourism and Culture Industries.

Key Personnel Role	Cultural Heritage Specialist- Project Lead
Name:	Tara Jenkins
Years of Experience in the Role:	08
Education:	2016 Graduate Professional Certificate in Cultural Heritage Studies (GPCertCHS) – Heritage Planning Option University of Victoria 2011 M.A. McMaster University, Anthropology 2007 Honours B.A. McMaster University, Anthropology 1999 B.A. McMaster University, Anthropology
Designation(s):	CAHP
Summary of Qualifications and Experience:	Tara Jenkins holds a M.A. in Anthropology and a Graduate Professional Certificate in Cultural Heritage Studies. She has over 20 years of experience working in the field of cultural resource management (CRM) and is a member of the Canadian Association of Heritage Professionals (CAHP). She has gained practical experience as a Cultural Heritage Specialist and has been the acting Project Manager for various projects including Cultural Heritage Evaluation Reports, Heritage Impact Assessments, and Cultural Heritage Resource Assessments. In her role as a Project Manager, Tara provides specialized advice and expertise to clients and stakeholders on heritage

Key Personnel Role	Cultural Heritage Specialist- Project Lead
	<p>matters. She is also a voting member on London's Advisory Committee on Heritage. Tara has published articles and chapters in peer-reviewed and other recognized journals and books. She has taught at the university level in lecture and seminar environments and has been a guest speaker for academic conferences. Project work includes the application of legislation, policy framework, and tools such as the Ontario Heritage Act, Provincial Policy Statement, the Ontario Heritage Tool Kit, the Standards and Guidelines for the Conservation of Historic Places in Canada, various Class Environmental Assessment processes and other policies and processes outlined by the Ontario Ministry of Heritage, Sport, Tourism, and Culture Industries.</p>

Key Personnel Role:	Junior Cultural Heritage Specialist
Name:	Liam Smythe
Years of Experience in the Role:	04
Education:	B. URPI / Ryerson University/ 2014 Certificate in Cultural and Heritage Site Management/Centennial College/2015
Designation(s):	
Summary of Qualifications and Experience:	<p>Liam Smythe is a Junior Cultural Heritage Specialist in the Cultural Resource Management Department at AECOM. He completed his Bachelor of Urban and Regional Planning at Ryerson University, and a Postgraduate Certificate in Cultural and Heritage Site Management at Centennial College. Liam has previously worked as a policy and program assistant with the Ministry of Tourism Culture and Sport, assisting in the development and implementation of the Standards and Guidelines for the Conservation of Provincial Heritage Properties. With MTCS he helped develop a compliance survey to assess the level at which ministries and prescribed public bodies were complying with the regulations, as well as updating the heritage bridge list and identifying a series of best practices in heritage conservation at the provincial level. Working with other Ryerson University students, he conducted a comprehensive study of heritage resources in Toronto's Corktown neighbourhood on behalf of the Corktown Business and Residents Association. He has formerly volunteered with Heritage Toronto, and completed a collections management internship with the Ontario Heritage Trust. Liam's responsibilities at AECOM include: Conducting archival and other historic research, field reviews, photography, preparing documents and reports.</p>