

Appendix A4

Ontario Line Project

**Exhibition Station Early Works –
Final Heritage Detailed Design Report**

Metrolinx

Heritage Detailed Design Report

Ontario Line Exhibition Station Early Works

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Executive Summary

ES.1 Ontario Line Exhibition Station 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.

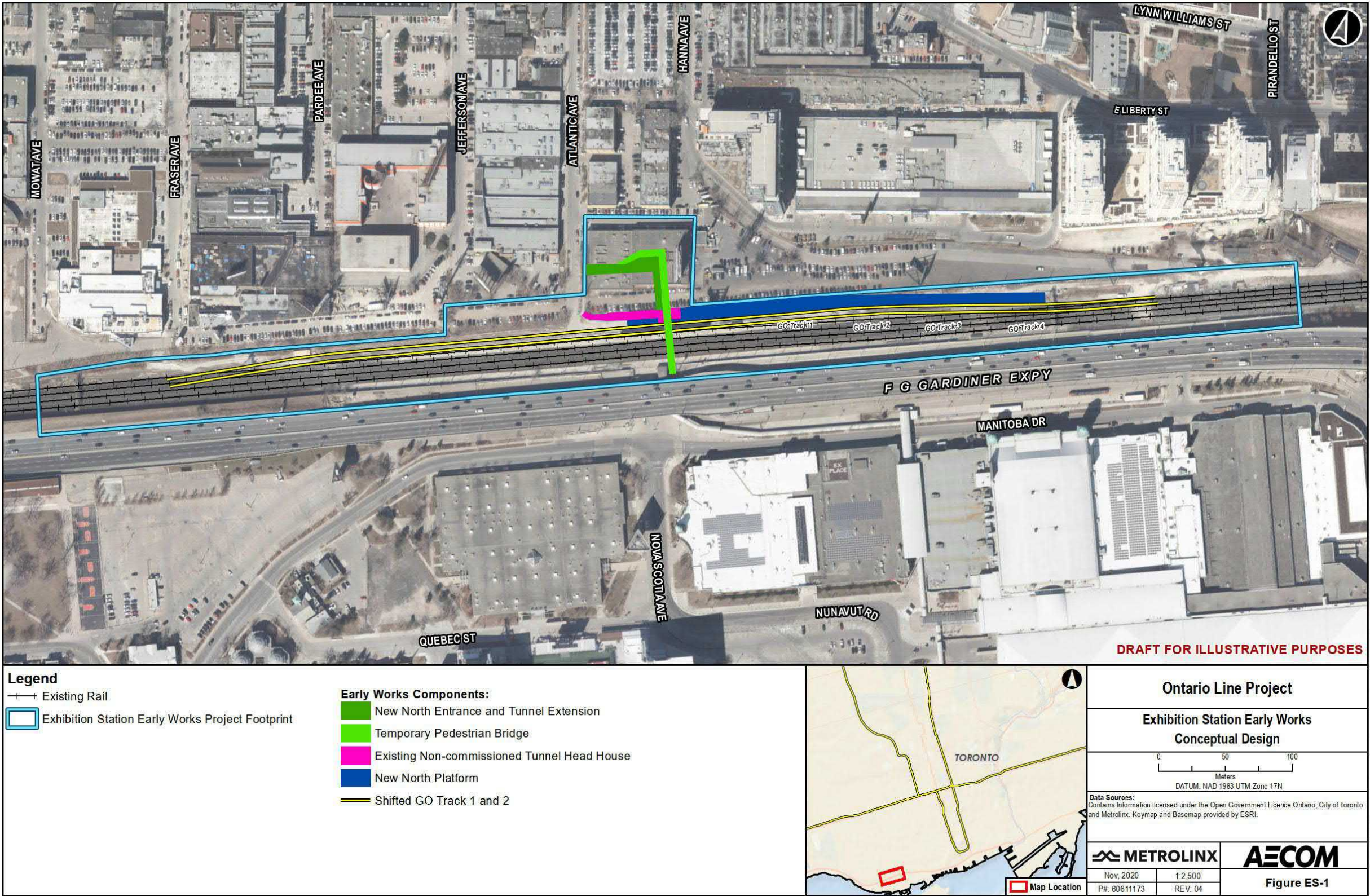
Ontario Line early works are components of the Project that are proposed to proceed before the completion of the Ontario Line environmental impact assessment process. An overview of the Project is provided in **Section 1.2**. Early works are defined in Ontario Regulation 341/20: Ontario Line Project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

Exhibition Station early works are considered to be of strategic importance in 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 Exhibition Station Early Works Report for the Project. This Heritage Detailed Design Report supports the Ontario Line Final Exhibition Station Early Works Report prepared for the Project to document the built heritage resource/cultural heritage landscape assessment of Exhibition Station early works (**Figure ES-1**).

Figure ES-1: Exhibition Station 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, 2020c)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 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, refine the range of mitigation options and measures for each property based on the Exhibition Station early works where applicable, and, where required, describe how any conditions attached to the Minister’s Consent will be met, based on the proposed/recommended design.

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 Exhibition Station Study Area as documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a) (where the Exhibition Station Study Area includes the Exhibition Station Early Works Project Footprint, plus adjacent properties to account for potential indirect impacts and properties within 11.1 metres of the Exhibition Station 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 Exhibition Station Early Works – Noise and Vibration Report (AECOM, 2020b). The refined buffer was calculated based on the project-specific anticipated impacts of early works using a

- Conduct a field review within the Exhibition Station 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 Exhibition Station early works. If required, identify any monitoring recommendations and describe how any conditions attached to Minister's Consent will be met;
- Develop potential Project-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 to avoid or minimize those impacts;
- Identify any required consent/approvals (i.e., federal, provincial, municipal, other); and,
- Apply any agency or stakeholder 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 – October 17, 2020).

This Heritage Detailed Design Report supports the Ontario Line Exhibition Station 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

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 Exhibition Station Early Works Project Footprint.

The Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of a new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities.

The Exhibition Station early works components and construction activities are further described in detail in **Section 2**.

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

ES.3 Local Environmental Conditions

A total of nine built heritage resources/cultural heritage landscapes were identified within the Exhibition Station Study Area that were documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a). During the field survey for this Heritage Detailed Design Report, two additional built heritage resources/cultural heritage landscapes were identified within the Exhibition Station Study Area.

A total of two properties were determined to meet or potentially meet Ontario Regulation 10/06 in the Exhibition Station Study Area and are considered known or potential Provincial Heritage Properties of Provincial Significance.

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

ES.4 Summary of Community Engagement

Agency, public, and stakeholder consultation was undertaken during the preparation of the Ontario Line Cultural Heritage Report (AECOM, 2020a). The Ontario Line Draft Exhibition Station Early Works Report and Draft Heritage Detailed Design Report were made available for public review to obtain further agency, public, and stakeholder feedback on the Exhibition Station early works. Any applicable input/feedback on the draft reports were applied to this Heritage Detailed Design Report. A summary of community engagement is provided in **Section 4**.

Table ES-1: Built Heritage Resources/Cultural Heritage Landscapes Within the Exhibition Station Study Area

Cultural Heritage Report Reference #	Type of Property	Location /Address	Heritage Recognition	Known or Potential Provincial Heritage Property of Provincial Significance
OLW-007	Commercial	153 Dufferin Street	■ Potential built heritage resource/cultural heritage landscape identified in the Ontario Line Cultural Heritage Report field review (AECOM, 2020a)	No
OLW-008	Industrial	7-19 Fraser Avenue	■ Listed on Municipal Heritage Register (July 19, 2005)	No
OLW-011	Commercial	1 Atlantic Avenue	■ Potential built heritage resource/cultural heritage landscape identified in the Ontario Line Cultural Heritage Report field review (AECOM, 2020a)	No
OLW-012	Commercial	3 Mowat Avenue/2 Fraser Avenue	■ Potential built heritage resource/cultural heritage landscape identified in the Ontario Line Cultural Heritage Report field review (AECOM, 2020a)	No
OLW-013A	Cultural Heritage Landscape- Exhibition Place	2 Strachan Avenue	■ Previously Identified built heritage resource/cultural heritage landscape ■ Provincial Heritage Property of Provincial Significance ■ (21 buildings and structures on the City of Toronto Heritage Register within this property, 5 buildings commemorated as a National Historic Site in 1985)	Yes (includes OLW-013 and OLW-014)
OLW-013	Public	45 Manitoba Drive Coliseum Complex	■ Designated Part IV of the Ontario Heritage Act (By-Law #254-96 and By-Law #821-88)	Yes (within OLW-013A)
OLW-014	Public	10 Nova Scotia Avenue Food Products Building	■ Listed on Municipal Heritage Register (May 3, 4, 1993)	Yes (within OLW-013A)
OLW-017	Institutional	75 East Liberty Street (formerly 20 Strachan Avenue)	■ Designated Part IV of the Ontario Heritage Act ■ (By-Law #378-96) ■ City of Toronto Heritage Easement Agreement: CCA681470	No
OLW-018	Fort York- Cultural Heritage Landscape- HCD	250 Fort York Boulevard	■ National Historic Site ■ Designated Part V, Heritage Conservation District (By-Laws #420-85 and 541-2004) ■ Listed on the Canadian Register	Yes
ES-001	Cultural Interpretative Signs and Silos/Hoppers along the South Liberty Trail	South Liberty Trail from Dufferin Street to the Exhibition GO station at the south end of Atlantic Avenue	■ Potential built heritage resource/cultural heritage landscape identified in the HDDR field review	No
ES-002	Industrial/Commercial	2-20 Atlantic Avenue	■ Potential built heritage resource/cultural heritage landscape identified in the HDDR field review	No

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

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

- Review the Exhibition Station 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 Exhibition Station early works. If required, identify any monitoring recommendations and describe how any conditions attached to Minister's Consent will be met; and,
- Identify potential Exhibition Station 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 to avoid or minimize those impacts.

Section 5 includes information related to potential impacts, mitigation measures, and monitoring activities for the Exhibition Station 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 Exhibition Station 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 Exhibition Station 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 Exhibition Station early works.

Table ES-2: Potential Impacts, Mitigation Measures and Monitoring Activities for the Exhibition Station Early Works

Ontario Line Cultural Heritage Report Reference #	Location / Address and Property Name	Heritage Recognition	Known or Potential Provincial Heritage Property of Provincial Significance	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
OLW-007	153 Dufferin Street	Previously Identified built heritage resource/cultural heritage landscape – Ontario Line Cultural Heritage Report (AECOM, 2020a)	No	1. No direct or indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-007, the property, is adjacent to the Exhibition Station Early Works Project Footprint and north of the shifted GO Track 1 and 2 shown in Figure ES-1 .	No mitigation measures required. Continue to avoid the property (OLW-007).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-007	153 Dufferin Street	Previously Identified built heritage resource/cultural heritage landscape – Ontario Line Cultural Heritage Report (AECOM, 2020a)	No	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. The building within OLW-007 is approximately 61.3 metres northwest of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
OLW-008	7-19 Fraser Avenue Expanded Metal and Fireproofing Company Factory	Listed on Municipal Heritage Register (July 19, 2005)	No	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-008, the property, is adjacent to the Exhibition Station Early Works Project Footprint and is north of the shifted GO Track 1 and 2, and west of the new north entrance shown in Figure ES-1 .	No mitigation measures required. Continue to avoid the property (OLW-008).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-008	7-19 Fraser Avenue Expanded Metal and Fireproofing Company Factory	Listed on Municipal Heritage Register (July 19, 2005)	No	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. The building within OLW-008 is approximately 22.9 metres north the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
OLW-011	1 Atlantic Avenue	Previously Identified built heritage resource/cultural heritage landscape – Ontario Line Cultural Heritage Report (AECOM, 2020a)	No	1. Direct adverse impact from Exhibition Station early works (Impact Type 2F – Demolition of all or part of the building, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report)	Mitigation measures documented in Appendix I of the Ontario Line Cultural Heritage Report have been refined based on the early works impact assessment. The following mitigation measures should be implemented regarding the demolition of the two-storey commercial building on the property:	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.

				<p>A portion of OLW-011 is within the Exhibition Station Early Works Project Footprint. The two-storey commercial building overlaps with the location of the new north entrance as shown in Figure ES-1. 1 Atlantic Avenue, the two-storey commercial building, has been proposed for demolition to accommodate the new north entrance to the station.</p> <p>Prior to reaching Impact Type 2F from the range of potential impacts in Appendix I: Ontario Line Cultural Heritage Report – Demolition of all or part of the building, in consultation with Metrolinx, the mitigation options presented in the Appendix I, Type A-E, of the Ontario Line Cultural Heritage Report were considered and were eliminated. Demolition of the two-storey commercial building for early works is the only viable option.</p>	<ul style="list-style-type: none">■ Consult with City of Toronto’s Heritage Preservation Services as part of the detailed design phase, regarding any physical impact to the property in order to determine and obtain any approval or permits that may be required.■ Complete detailed documentation of the property prior to construction that includes the identification of salvageable materials and/or heritage attributes, prior to demolition. Documentation should include a photographic record, drawings, floor plans etc.■ Complete an Interpretation/Commemoration Strategy Framework in consultation the City of Toronto Heritage Preservation Services. Incorporate commemoration signage to communicate the cultural heritage value of the demolished structure on the property to the public.	
OLW-011	1 Atlantic Avenue	Previously Identified built heritage resource/cultural heritage landscape – Ontario Line Cultural Heritage Report (AECOM, 2020a)	No	<p>2. Potential direct adverse impact from Exhibition Station early works</p> <p>(Impact Type 2D – Introduction of new elements and/or alterations that results in a physical impact to a heritage attribute, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report)</p> <p>Heritage attributes of the property, identified in Table 3-1, that are within the Exhibition Station Study Area, should be retained/conserved where possible, including the chimney and accessory building which may experience direct impacts from early works since they are directly adjacent to the Exhibition Station Early Works Project Footprint and at the rear of two-storey commercial building which has been proposed for demolition as a result of early works. Therefore, given the proximity of early works construction to the chimney and accessory building they will require protection during construction in order to safeguard against these heritage attributes of the property from direct adverse impacts.</p>	<p>Mitigation measures documented in Appendix I of the Ontario Line Cultural Heritage Report have been refined based on the early works impact assessment. The following mitigation measures are recommended to ensure the chimney and accessory building are retained and protected during early works:</p> <ul style="list-style-type: none">■ Consult with City of Toronto’s Heritage Preservation Services as part of the detailed design phase, regarding any physical impact to the property in order to determine and obtain any approval or permits that may be required.■ Apply the following steps during the early works construction to ensure the protection of the chimney and accessory building during early works construction:<ul style="list-style-type: none">– Mark a feature on the Detailed Design as “To be retained: <u>Implement protection measures prior to construction</u>”– Install protection measures, such as box or fence hoarding, prior to construction.	<p>The following monitoring activities are recommended for the retention of the chimney and/or accessory building during construction:</p> <ul style="list-style-type: none">■ During construction, monitor the protection of the feature(s).■ Post-construction, remove hoarding and confirm the condition of the feature(s) meet pre-construction conditions.
OLW-011	1 Atlantic Avenue	Previously Identified built heritage resource/cultural heritage landscape – Ontario Line Cultural Heritage Report (AECOM, 2020a)	No	<p>3. Potential indirect adverse impact from Exhibition Station early works</p> <p>(Impact Type 3A – Vibration impacts to the building related to the Project on or adjacent to the property, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report)</p> <p>The chimney and accessory building within OLW-011 are adjacent to the Exhibition Station Early Works Project Footprint. Given the proximity of the chimney and accessory building to the proposed</p>	<p>Mitigation measures documented in Appendix I of the Ontario Line Cultural Heritage Report have been refined based on the early works impact assessment. The following mitigation measures for vibration impacts should be implemented, if the chimney and/or accessory building are retained:</p> <ul style="list-style-type: none">■ Documentation (Review and establish) of the structural condition of the chimney and accessory building to determine if they are	<p>Exhibition Station early works is anticipated to directly impact this two-storey commercial building on the property. If the chimney and/or accessory building are retained, construction and post-construction monitoring may be required of those structures. If feasible, the following monitoring activities are</p>

				new north entrance, the structures may be subject to vibration impacts.	vulnerable to vibration impacts from early works <ul style="list-style-type: none">Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibrationImplement vibration mitigating measures on the construction site and/or at the building	recommended for vibration impacts: <ul style="list-style-type: none">Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; andConduct regular condition surveys and reviews during construction to evaluate efficacy of protective measures. Implement additional mitigation as required
OLW-012	3 Mowat Avenue/2 Fraser Avenue	Previously Identified built heritage resource/cultural heritage landscape (Ontario Line Cultural Heritage Report)	No	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-012, the property, is adjacent to the Exhibition Station Early Works Project Footprint and is north of the shifted GO Track 1 and 2 shown in Figure ES-1 .	No mitigation measures required. Continue to avoid the property (OLW-012).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-012	3 Mowat Avenue/2 Fraser Avenue	Previously Identified built heritage resource/cultural heritage landscape (Ontario Line Cultural Heritage Report)	No	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. The building within OLW-012 is approximately 17.2 metres north of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
OLW-013A	2 Strachan Avenue - Exhibition Place Cultural Heritage Landscape	Previously Identified built heritage resource/cultural heritage landscape Provincial Heritage Property of Provincial Significance	Yes (includes OLW-013, OLW-014) (Met Ontario Regulation 10/06 in Cultural Heritage Landscape Assessment, ASI 2019)	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-013A property is separated from the Exhibition Station Early Works Project Footprint by the Gardiner Expressway.	No mitigation measures required. Continue to avoid the cultural heritage landscape (OLW-013A).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-013A	2 Strachan Avenue - Exhibition Place Cultural Heritage Landscape	Previously Identified built heritage resource/cultural heritage landscape Provincial Heritage Property of Provincial Significance	Yes (includes OLW-013, OLW-014) (Met Ontario Regulation 10/06 in Cultural Heritage Landscape Assessment, ASI 2019)	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. The property is 27.1 metres south of the Exhibition Station Early Works Project Footprint, with the building on the property being 180.79 metres south of the Exhibition Station Early Works Project Footprint, and thus beyond the 11.1 metres vibration buffer and separated by the Gardiner Expressway.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building. Continue to conserve significant viewsheds.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.

				In addition, there will be no impact to significant viewsheds associated with the Exhibition Place Cultural Heritage Landscape.		
OLW-013	45 Manitoba Drive Coliseum Complex- Exhibition Place	Designated Part IV of the Ontario Heritage Act (By-law 254-96 and By-law 821-88) Coliseum Complex-Exhibition Place	Yes (within OLW-013A)	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-013 is within OLW-013A property which is separated from the Exhibition Station Early Works Project Footprint by the Gardiner Expressway.	No mitigation measures required. Continue to avoid OLW-013 and the cultural heritage landscape (OLW-013A).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-013	45 Manitoba Drive Coliseum Complex- Exhibition Place	Designated Part IV of the Ontario Heritage Act (By-law 254-96 and By-law 821-88) Coliseum Complex-Exhibition Place	Yes (within OLW-013A)	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. OLW-013 is within OLW-013A and is 59.95 metres south of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer, and separated by the Gardiner Expressway.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
OLW-014	10 Nova Scotia Avenue Food Products Building- Exhibition Place	Listed on Municipal Heritage Register (May 3, 4, 1993)	Yes (within OLW-013A)	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-014 is within OLW-013A property which is separated from the Exhibition Station Early Works Project Footprint by the Gardiner Expressway.	No mitigation measures required. Continue to avoid OLW-014 and the cultural heritage landscape (OLW-013A).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-014	10 Nova Scotia Avenue Food Products Building- Exhibition Place	Listed on Municipal Heritage Register (May 3, 4, 1993)	Yes (within OLW-013A)	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. OLW-014 is within OLW-013A and is 56.42 metres south of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer, and separated by the Gardiner Expressway.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
OLW-017	75 East Liberty Street (formerly 20 Strachan Avenue)	Designated Part IV of the Ontario Heritage Act (By-Law #378-96) City of Toronto Heritage Easement Agreement: CCA681470	No	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated based on the location of early works components in Figure ES-1 . OLW-017, the property, is adjacent to the Exhibition Station Early Works Project Footprint. The property is separated from the Exhibition Station Early Works Project Footprint by a private laneway and is north of the shifted GO Track 1 and 2 shown in Figure ES-1 .	No mitigation measures required. Continue to avoid OLW-017 and the cultural heritage landscape (OLW-013A).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-017	75 East Liberty Street (formerly 20 Strachan Avenue)	Designated Part IV of the Ontario Heritage Act (By-Law #378-96) City of Toronto Heritage Easement	No	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.

		Agreement: CCA681470		Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. OLW-017 is 37.34 metres north of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer and separated from the footprint by a private laneway.		
OLW-018	250 Fort York Boulevard – Fort York HCD and National Historic Site	National Historic Site, Designated Part V, Heritage Conservation District (By-Laws #420-85 and 541-2004) Listed on the Canadian Register	Yes	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, Appendix I: Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated based on the location of early works components in Figure ES-1 . OLW-018, the property, is adjacent to the Exhibition Station Early Works Project Footprint, and is east of the shifted GO Track 1 and 2 shown in Figure ES-1 .	No mitigation measures required. Continue to avoid OLW-018.	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-018	250 Fort York Boulevard – Fort York HCD and National Historic Site	National Historic Site, Designated Part V, Heritage Conservation District (By-Laws #420-85 and 541-2004) Listed on the Canadian Register	Yes	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, Appendix I: Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. The property boundary of OLW-018 is 107.35 metres from the Exhibition Station Early Works Project Footprint and a building within OLW-018 is 374.72 metres southeast of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
ES-001	Cultural Interpretative Signs and Silos/Hoppers along the South Liberty Trail	Potential built heritage resources/cultural heritage landscape	No	1. No direct adverse impact from Exhibition Station early works No direct physical impacts are anticipated. The South Liberty Trail and its heritage attributes listed in Table 3-1 are located north of Exhibition Station Early Works Project Footprint shown in Figure ES-1 .	No mitigation measures required. Continue to avoid ES-001.	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
ES-001	Cultural Interpretative Signs and Silos/Hoppers along the South Liberty Trail	Potential built heritage resources/cultural heritage landscape	No	2. No indirect adverse impact from Exhibition Station early works Impacts due to vibration on LDB-001 are not applicable. This resource is a group of commemorative features on the surface along a public trail, but does not contain buildings or structures that would be subject to vibration impacts.	No mitigation measures required. Continue to avoid ES-001.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
ES-002	2-20 Atlantic Avenue	Potential built heritage resource/cultural heritage landscape	No	1. No direct adverse impact from Exhibition Station early works No direct physical impacts are anticipated. ES-002, the property, is adjacent to the Exhibition Station Early Works Project Footprint and north of the shifted GO Track 1 and 2 as shown in Figure ES-1 .	No mitigation measures required. Continue to avoid the property (ES-002).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
ES-002	2-20 Atlantic Avenue	Potential built heritage resource/cultural heritage landscape	No	2. No indirect adverse impacts from Exhibition Station early works No indirect impacts due to vibration are anticipated. The building within ES-002 is approximately 33.5 metres northwest of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.

ES.5 Permits and Approvals

Section 7 notes that the following permits may be required for the Exhibition Station early works construction activities.

Federal

Exhibition Station early works will not directly or indirectly impact a National Historic Site or federal heritage building. Therefore, no Parks Canada permits/approvals are required.

Provincial

Exhibition Station early works will not directly or indirectly impact any known or potential Provincial Heritage Properties of Provincial Significance. Therefore, no provincial permits/ approvals are required.

Municipal

Based on the location of the Exhibition Station early works components shown in **Figure 1-1**, Exhibition Station early works will result in a direct impact to one built heritage resource/cultural heritage landscape – 1 Atlantic Avenue (OLW-011), a previously identified built heritage resource/cultural heritage landscape with no municipal heritage designation. Metrolinx will consult with the City of Toronto Heritage Preservation Services regarding any physical impact to this property as part of the detailed design phase.

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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Appendix A. Applicable Heritage Conservation District Maps

Appendix B. 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.”

Exhibition Station early works are considered to be of strategic importance in 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. Exhibition Station 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 Exhibition Station Early Works Report for the Project. This Heritage Detailed Design Report supports the Ontario Line Final Exhibition Station Early Works Report and has been prepared for the Project to document the assessment of

Exhibition Station early works (**Figure 1-1**). This Heritage Detailed Design Report builds on the Ontario Line Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM, 2020), (hereafter the ‘Ontario Line Cultural Heritage Report’) 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, refine the range of mitigation options and measures for each property based on the Exhibition Station early works where applicable, and, where required, describe how any conditions attached to the Minister’s Consent will be met, based on the proposed/recommended design. The early works components and construction activities are described in **Section 2**.

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, 2020c)³, AECOM completed the Ontario Line Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM, 2020a) (hereafter the ‘Ontario Line Cultural Heritage Report’) that documents and describes known and potential built heritage resources and cultural heritage landscapes within the Ontario Line Study Area.

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 Exhibition Station Study Area as documented in the Ontario Line Cultural Heritage Report (AECOM, 2020a) (where the Exhibition Station Study Area includes the Exhibition Station Early Works Project Footprint, plus adjacent properties to account for potential indirect impacts and properties within

3. 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.

11.1 metres of the Exhibition Station Early Works Project Footprint to account for potential vibration impacts)⁴;

- Conduct a field review within the Exhibition Station 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 Exhibition Station early works. If required, identify any monitoring recommendations and describe how any conditions attached to Minister's Consent will be met;
- Develop potential Project-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 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).

4. The 250 metre buffer from the Ontario Line Cultural Heritage Report was refined using analysis from the Ontario Line Exhibition Station Early Works – Noise and Vibration Report (AECOM, 2020b). 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 Exhibition Station Early Works Project Footprint.

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
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

Figure 1-1: Exhibition Station Early Works Conceptual Design



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 16 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 Exhibition Station early works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of a new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridge, and relocating utilities.

The Exhibition Station early works will support the future Ontario Line terminus station which will create a connection with the GO network. Exhibition Station early works components are shown in **Figure 1-1** and described in **Sections 2.1.1** to **Section 2.1.3** below.

2.1.1 Passenger Access: Tunnels and Vertical Accesses

Existing Passenger Tunnel Extension

There is currently an existing and operating passenger tunnel at Exhibition Station that runs below the GO tracks and provides access between the north and south sides of the rail corridor. This existing tunnel was previously extended north of the north platform with a new head house (enclosed building above tunnel entrance) connected to Atlantic Avenue through a covered pathway, though these structures have not been commissioned. These structures will be commissioned, along with associated infrastructure such as Closed Circuit Television, lighting, and communication systems, as part of the Exhibition Station early works. This activated access point will be in service until the new passenger tunnel extension and north entrance (see details below) are completed. At that time, the covered pathway to Atlantic Avenue will be closed, but the tunnel extension and vertical access will continue facilitating passenger access.

The existing passenger tunnel is also proposed to be extended approximately 40 metre further to the north from the currently un-commissioned head house, with a new head house constructed at the new terminus. Vertical accesses will be constructed as well. This tunnel extension and new north entrance will provide continuous access to the station throughout Ontario Line construction.

Temporary Pedestrian Bridge

A temporary pedestrian bridge spanning the rail corridor will be installed, providing additional access and egress capacity for the station platforms and augmenting cross-corridor capacity to serve trips to and from Liberty Village. In addition, the bridge will reduce the potential congestion in the existing tunnel during special events at Exhibition Place and/or Ontario Place. The bridge will be aligned with the existing tunnel and its extension (described above). A temporary structure, this bridge will not be accessible, while the existing tunnel will continue to provide barrier-free access to the westbound platform and across the corridor. The bridge will be complete with all required associated infrastructure such as lighting, Closed Circuit Television and communication system. The temporary pedestrian bridge is anticipated to be in place until Ontario Line is in operation.

2.1.2 New North Platform and Track 1 and Track 2 Shift

A new north platform for westbound GO trains will be constructed that will include all required amenities such as platform edge tiles and curbs, lighting, signage, and platform shelters.

Track 1 and Track 2 (northern-most GO tracks) will be relocated approximately 10 metres to the north of their current locations and run south of the new north platform described above. Once the new north platform is constructed and Track 1 and Track 2 are shifted north, the existing north platform, including the existing headhouse, will be removed.

The new north platform will service GO trains temporarily. Once the Ontario Line station is constructed, the western portion of the new north platform will form part of the joint GO-Ontario Line platform, and the eastern portion will be removed. GO trains will continue to run on Track 1, and stop at the new joint GO-Ontario Line platform. The joint platform will allow people transferring from the Ontario Line to the GO Train to walk straight from one to the other without having to go up or down a level.

2.1.3 Utilities

Utilities such as sewers, water, electrical, communications and gas located within the rail corridor as well as other parts of the Exhibition Station Early Works Project Footprint will be relocated to facilitate completion of the work described above, as required.

2.2 Early Works Project Footprint and Study Area

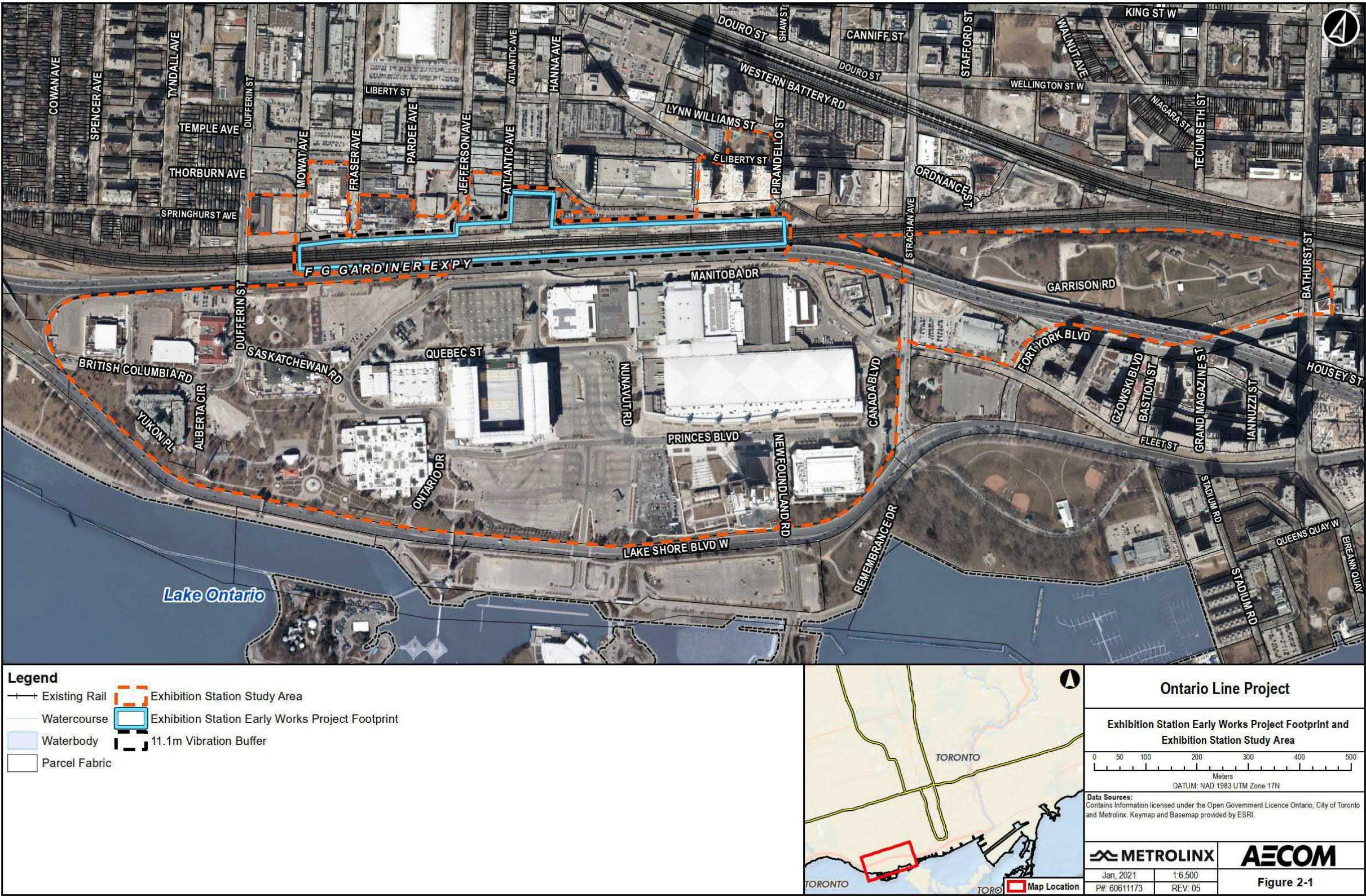
The Exhibition Station Early Works Project Footprint, shown in **Figure 2-1**, is defined as the area of direct disturbance associated with the early works construction activities, including anticipated required construction staging and laydown areas⁵. The Exhibition Station Early Works Project Footprint overlaps with the existing Lakeshore West rail corridor and Exhibition GO Station from Mowat Avenue in the west to Pirandello Street in the east and extends approximately 150 metres north of the rail corridor between Atlantic Avenue in the west to Hanna Avenue in the east. The Exhibition Station Early Works Project Footprint also overlaps with an existing building and part of a parking lot on the east side of Atlantic Avenue and immediately north of the existing Exhibition GO Station access.

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

The 250 metre buffer from the Ontario Line Cultural Heritage Report was refined using analysis from the Ontario Line Exhibition Station Early Works – Noise and Vibration Report (AECOM, 2020b). 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 Exhibition Station Early Works Project Footprint.

⁵ Staging and laydown areas are areas for the temporary storage of construction equipment and materials.

Figure 2-1: Exhibition Station Early Works Project Footprint and Exhibition Station Study Area



The definition of “adjacency” in the City of Toronto Official Plan has been used for the purpose of identifying properties adjacent to the Exhibition Station 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 Exhibition Station 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 Exhibition Station Early Works Report.

2.3 Construction Activities

Table 2-1 provides a description of the anticipated construction activities for the Exhibition Station early works. These typical activities serve as the basis for the assessment of construction-related potential environmental impacts. 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 the Ontario Line Exhibition Station 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. ▪ Demobilization. ▪ Temporary railway crossing. ▪ Temporary signs. ▪ Locates and surveys. ▪ Notices. ▪ Site specific documents (safety, approvals, permit etc.). ▪ Mobilization of construction materials currently located on site north of train tracks. 	<ul style="list-style-type: none"> ▪ Site compaction equipment and grading equipment. ▪ Vegetation removal equipment. ▪ Excavation equipment. ▪ Haulage/dump trucks. ▪ Dewatering equipment (pumps etc.). ▪ Hand tools. ▪ Surveying equipment. ▪ Flatbed truck. ▪ Forklift.
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. ▪ Includes utilities on the rail corridor and off the rail corridor. ▪ Demolition and removal of main building at 1 Atlantic Avenue. ▪ Pedestrian tunnel installation. 	<ul style="list-style-type: none"> ▪ Excavation equipment including backhoe, dump trucks, spoils removal equipment, jackhammers. ▪ Hand tools. ▪ Mobile crane. ▪ Flatbed trucks. ▪ Track stabilizer. ▪ Boom truck. ▪ Spreader for track work.

Anticipated Construction Activity	Description	Associated Equipment
	<ul style="list-style-type: none"> ▪ Removal and reinstatement railway track. ▪ Tree removal. 	
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 to 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. ▪ Implement support of the existing infrastructure by way of caissons and other temporary supporting structure. ▪ Any groundwater encountered will be managed and disposed of in accordance with applicable regulations. 	<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, and jack hammers.
Construction and Rehabilitation/ Upgrade of Structures	<ul style="list-style-type: none"> ▪ All structures will be constructed using standard civil construction techniques. ▪ Rehabilitation and upgrade of GO platforms (Exhibition GO), including mini-platform, platform curbs, etc. ▪ Construction of Ontario Line-GO pedestrian tunnel and vertical access to GO platforms (including elevators and stairwells). ▪ Relocate existing platform amenities (i.e., lighting poles, fencing, Closed Circuit Television, etc.). 	<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, skid steer.
Construction and/or Alteration of Bridges	<ul style="list-style-type: none"> ▪ Includes grounding and bonding. ▪ Pile installation, foundations, abutments, retaining walls, bridge girders, decking, backfilling, concrete demolition. 	<ul style="list-style-type: none"> ▪ Mobile cranes and hoists. ▪ Flatbed trucks, cranes. ▪ Augured piles or rammed aggregate piers. ▪ Drill rigs.

Anticipated Construction Activity	Description	Associated Equipment
		<ul style="list-style-type: none"> ▪ Bulldozer and excavator. ▪ Jackhammer.
Construction of Ancillary Facilities	<ul style="list-style-type: none"> ▪ Ancillary facilities may include electrical transformer /supply equipment, parking areas, exterior yard facilities including lighting, electrification enabling facilities, platform shelters, platform canopies, utility buildings, entrance plazas/ head houses. 	<ul style="list-style-type: none"> ▪ Flatbed trucks, cranes, concrete trucks. ▪ Backhoe, pavement excavation equipment. ▪ Mobile cranes and hoists. ▪ Concrete trucks, pumps and vibrators.
Installation of Trackwork	<ul style="list-style-type: none"> ▪ Assembly of track, ties and fastenings. 	<ul style="list-style-type: none"> ▪ Thermal welding. ▪ Tie placement (cranes, lifting equipment). ▪ Ballast placement equipment. ▪ Concrete pouring equipment.
Temporary Track Diversion	<ul style="list-style-type: none"> ▪ Grading. ▪ Temporary drainage. ▪ Relocation/Installation of tracks. ▪ Temporary relocation of signals, if any. ▪ 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 (i.e., sheet piling). 	<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.
Temporary Road Closures	<ul style="list-style-type: none"> ▪ All road closures will follow standard traffic control management guidelines. 	<ul style="list-style-type: none"> ▪ Temporary traffic control devices such as signs, signals, barriers, traffic barrels, plate tampers.
Management of Stormwater	<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. 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 	<ul style="list-style-type: none"> ▪ Site compaction equipment and general grading equipment. ▪ Groundwater pumping.

Anticipated Construction Activity	Description	Associated Equipment
	sewers) is appropriate in terms of water quantity and quality.	
Mechanical Work	<ul style="list-style-type: none"> Installation of snow melt systems, heating and ventilation systems, plumbing work, gas lines, elevators and associated machinery, fire sprinklers and associated infrastructure, and other components associated with the early works Project structures. 	<ul style="list-style-type: none"> Hoists and cranes, trucks, hand tools, backhoe, small excavator, skid steer, welding units, compaction equipment, vibrators, concrete trucks, tampers.
Electrical Work	<ul style="list-style-type: none"> Installation of electrical upgrades, fare equipment, Closed Circuit Television, communication system, lighting poles and fixtures, and other electrical components associated with the Exhibition Station early works. 	<ul style="list-style-type: none"> Hoists and cranes, trucks, hand tools, backhoe, small excavator, skid steer, welding units, compaction equipment, vibrators, concrete trucks, tampers.

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, 2020c). Excerpts from the Ontario Line Cultural Heritage Report, as it relates to the Exhibition Station Early Works, has been reproduced for this Heritage Detailed Design Report.

3.1 Background Information Review

Background information and documentation relevant to the Exhibition Station Study Area is contained within the Ontario Line Final Environmental Conditions Report (AECOM, 2020c)⁶ prepared for the Project and was reviewed prior to commencing the assessment of built heritage resources and cultural heritage landscapes contained in 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 Exhibition Station Study Area, including a historical summary of the development of neighbourhoods, and provide the locations of known, previously identified and potential built heritage resources/cultural heritage landscapes within the Exhibition Station Study Area.

3.2 Field Review

Following the background information review, utilizing the 40-year-old threshold⁷, 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

⁶ The Ontario Line Final Environmental Conditions Report (AECOM, 2020) was published on November 30, 2020 in accordance with Ontario Regulation 341/20: Ontario Line Project.

⁷ 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 resources/cultural heritage landscapes 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 Exhibition Station 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 Exhibition Station early works was conducted on May 12 and November 10, 2020, from public rights-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 Exhibition Station Study Area are found in **Section 3** of this Heritage Detailed Design Report.

3.3 Current Land Use in the Exhibition Station Study Area

The Exhibition Station Study Area consists of a portion of the Lakeshore West Rail Corridor, a portion of Liberty Village on the north side of the rail corridor, Exhibition Place in the south, and Fort York in the east. Liberty Village is considered a transitional area of repurposed 19th century and early-20th century industrial buildings, with considerable recent high-density infill development (**Image 1**). The Exhibition Station Early Works Project Footprint is adjacent to the northern edge of Exhibition Place and is just west of Fort York, both significant cultural heritage landscapes in Downtown Toronto.

Image 1: Looking North from South End of Atlantic Avenue, 1 Atlantic Avenue on Right (Photograph taken by AECOM in 2020)



3.4 Identification of Known, Previously Identified and Potential Built Heritage Resources/Cultural Heritage Landscapes – Exhibition Station Study Area



Based on data collection, including the 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 May 12, 2020 and November 10, 2020, a list of known, previously identified and potential built heritage resources/cultural heritage landscapes in the Exhibition Station Study Area was 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 11 built heritage resources/cultural heritage landscapes are within the Exhibition Station Study Area consisting of:




- One previously identified Provincial Heritage Property of Provincial Significance (cultural heritage landscape)
 - Includes two buildings within that Provincial Heritage Property of Provincial Significance (one Listed and one Designated Part IV);



- One National Historic Site/Heritage Conservation District;
- One Designated Part IV property/City of Toronto Heritage Easement;
- One Listed property;
- Three potential built heritage resources/cultural heritage landscapes identified in the Ontario Line Cultural Heritage Report field review (AECOM, 2020a); and,
- Two additional potential built heritage resources/cultural heritage landscapes identified during the field review that were not included in the Ontario Line Cultural Heritage Report (AECOM, 2020a).

Table 3-1: Description of Known, Previously Identified and Potential Built Heritage Resources/Cultural Heritage Landscapes – Exhibition Station Study Area


Cultural Heritage Report Reference # ⁸	Type of Property	Location /Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
OLW-007	Commercial	153 Dufferin Street	Potential built heritage resource/cultural heritage landscape – identified during Ontario Line Cultural Heritage Report field review (AECOM, 2020a)	<p>153 Dufferin Street</p> <p>Design or Physical Value:</p> <ul style="list-style-type: none">Two-storey commercial/industrial building with single-storey south wing. Classical-inspired design including arched entranceways with crossheads and Roman Doric pilasters and cornice moulding above first storey. <p>Historical or Associative Value:</p> <ul style="list-style-type: none">Rear part of building constructed between 1903 and 1913.Formerly the Universal Tool and Steel Company. <p>Contextual Value:</p> <ul style="list-style-type: none">One of several repurposed commercial and industrial buildings in the Liberty Village area. <p>Potential to Meet Ontario Regulation 10/06: No</p> <p>Potential Heritage Attributes:</p> <ul style="list-style-type: none">Flat roof with parapet, arched entranceways with stone surrounds with crossheads and flattened Roman Doric pilasters, cornice moulding above first storey, paired windows with brick voussoirs and concrete sills.	 <p>Photograph taken by AECOM in 2020.</p>
OLW-008	Industrial	7-19 Fraser Avenue	Listed on Municipal Heritage Register (July 19, 2005)	<p>Expanded Metal and Fireproofing Company Factory- 7-19 Fraser Avenue</p> <p>Design or Physical Value:</p> <ul style="list-style-type: none">An example of two-storey industrial building that marked an early use of reinforced concrete construction in Toronto.Includes a flat roof with parapets and a penthouse extension on the west end Buttresses extend above the cornice dividing the floors. The first storey contains a mixture of entrances with oversized industrial windows, while the upper floor displays flat-headed window openings. <p>Historical or Associative Value:</p> <ul style="list-style-type: none">The single-storey factory building built in 1908 and 1909, designed by architect Frederick H. Herbert. Two-storey workers' residence and garage built to the south.Main factory/adjoining powerhouse were completed in 1908 for the Sunbeam Incandescent Lamp Company of Canada according to the designs of Toronto architect F. H. Herbert.A second storey designed by architect F.S. Mallory (who took over Herbert's practice), was added in 1930Became home of Warren K. Cook Ltd., one of Canada's successful garment companies.In 2014, property purchased by companies under aegis of York Heritage Properties and Adgar Investments and Development Ltd. <p>Contextual Value:</p> <ul style="list-style-type: none">Located on the east side of Fraser Avenue near the south end of the street, the Expanded Metal and Fireproofing Company Factory contributes contextually to the Liberty Street neighbourhood in Garrison Common North.South Liberty Trail is to the south of the property which contains a cultural interpretative sign for 7-15 Fraser Avenue (see ES-001). <p>Potential to Meet Ontario Regulation 10/06: No</p> <p>Potential Heritage Attributes:</p> <ul style="list-style-type: none">Early use of reinforced concrete, two-storey building with flat roof with parapets and a penthouse extension on the west end, use of buttresses above the cornice dividing the floors and organizing the long, principal façade, first storey has a mixture of oversized industrial windows, while the upper story has flat-headed windows.	 <p>Photograph taken by AECOM in 2020.</p>



8. 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 Reference # ⁸	Type of Property	Location /Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
OLW-011	Commercial	1 Atlantic Avenue	Potential built heritage resource/cultural heritage landscape – identified during Ontario Line Cultural Heritage Report field review (AECOM, 2020a)	<p>1 Atlantic Avenue</p> <p>Design or Physical Value:</p> <ul style="list-style-type: none">Two-storey commercial building, clad in red brick, with a flat roof, and horizontal massing with continuous bands of windows suggest influences of Mid-Century Modern style.Rear of property, east side of two-storey commercial building, includes a tall brick chimney and small one-storey brick accessory building with a large multi-paned window.Includes urban landscaping, including trees, at the front (west) of the building contributing to the character of Atlantic Avenue, acting as a screen between the building and street. <p>Historical or Associative Value:</p> <ul style="list-style-type: none">Constructed between 1950-1953.Originally Westeel Company Ltd., metal fabricators.Later example of a Liberty Village manufacturing plant. <p>Contextual Value:</p> <ul style="list-style-type: none">Located on the east side of Atlantic Street, south of Liberty Street, directly north of Lakeshore West Rail Corridor.One of several commercial/industrial buildings in Liberty Village area. <p>Potential to meet Ontario Regulation 10/06: No</p> <p>Potential Heritage Attributes:</p> <ul style="list-style-type: none">Low, horizontal massing, two-storey commercial building, clad in red brick, with a flat roof and horizontal bands of windows with aluminum frames, tall brick chimney and brick accessory building at rear of property, urban landscaping including trees.	 <p>Photograph taken by AECOM in 2020.</p>  <p>Photograph taken by AECOM in 2020.</p>  <p>Photograph taken by AECOM in 2020.</p>




Cultural Heritage Report Reference # ⁸	Type of Property	Location /Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
OLW-012	Commercial	3 Mowat Avenue/2 Fraser Avenue	Potential built heritage resource/cultural heritage landscape – identified during Ontario Line Cultural Heritage Report field review (AECOM, 2020a)	<p>Former Canada Bread factory- 3 Mowat Avenue/2 Fraser Avenue</p> <p>Design or Physical Value:</p> <ul style="list-style-type: none">▪ Repurposed one/two-storey commercial/industrial brick building that forms an entire block with entrances on Fraser and Mowat Avenues.▪ South section of building has stepped cornice, paired windows, brick pilasters.▪ Northern extension has flat roof, continues brick pilasters of south section.▪ Concrete silo with art mural at the western end of the building.▪ Five other silos and hoppers with art murals related to the property have been relocated as way finders along the South Liberty Trail (see ES-001).▪ South Liberty Trail passes through the interior and connects GO train passengers to Dufferin Street. <p>Historic or Associative Value:</p> <ul style="list-style-type: none">▪ South section completed between 1903-1913.▪ Extended north between 1913-1924.▪ Originally part of the Grand Trunk Railway lands, the site was home to Henry Disston & Sons, an American supplier of hand and industrial saw blades, 1910-1955. Bought by Canada Bread Company in 1960.▪ In 2012, the building was decommissioned and retrofitted by York Heritage Properties. <p>Contextual Value:</p> <ul style="list-style-type: none">▪ Located between Mowat Avenue and Fraser Avenue, directly north of the Lakeshore West railway corridor.▪ Silos are considered local landmarks within Liberty Village.▪ One of several repurposed commercial and industrial buildings in the Liberty Village area. <p>Potential to Meet Ontario Regulation 10/06: No</p> <p>Potential Heritage Attributes:</p> <ul style="list-style-type: none">▪ Stepped cornice, paired windows with voussoir arched lintels, parapet, brick façade, silo with art mural within the property a part of the “Liberty Village Trail”.	 <p>Photograph taken by AECOM in 2020.</p>
OLW-013A	Cultural Heritage Landscape- Exhibition Place	2 Strachan Avenue	Previously Identified built heritage resources/cultural heritage landscape Provincial Heritage Property of Provincial Significance (21 buildings and structures on the City of Toronto Heritage Register within this property, 5 buildings commemorated as a National Historic Site in 1985)	<p>Exhibition Place- 2 Strachan Avenue</p> <p>NOTE, OLW-013 and OLW-014 are within OLW-013A (the Exhibition Place complex)</p> <p>Design or Physical Value:</p> <ul style="list-style-type: none">▪ Valued as a unique surviving and active organically evolved landscape originally sited on the Lake Ontario Shoreline and comprised of building and landscape complexes that together form a rare example of the finest and largest exhibition complex from the 20th century in Ontario.▪ Development phases between 1902 and 1960s.▪ Includes four designed landscapes which include a range of purpose built and designed features that were developed for exhibition purposes. <p>Historical or Associative Value:</p> <ul style="list-style-type: none">▪ A unique landscape that expresses significant administrative, economic and social imperatives and themes that were instrumental in shaping Ontario’s post-contact land uses, governmental and administrative regimes, cultural settlement patterns, and social life. <p>Contextual Value:</p> <ul style="list-style-type: none">▪ Part of the cultural heritage landscape which extends from Strachan Avenue to the east, Lake Shore Boulevard.▪ West to the south and west, and the Gardiner Expressway to the north.	 <p>See Appendix A for the Heritage Register map (ASI 2019:4)</p>







Cultural Heritage Report Reference # ⁸	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">Contains buildings included on the City of Toronto's Heritage Register; numerous commemorative plaques; works of art; landscaped areas and open spaces; iconic entrances and known archaeological resources and areas of archaeological potential.A visually important landmark within the city and Ontario, defining a well-known point of reference within the urban landscape of the municipality.Iconic and visually important entrances.Maintains the character of the area. <p>Meets Ontario Regulation 10/06: Yes (Criteria 1-4)</p> <ul style="list-style-type: none">The property was evaluated in the Exhibition Place Cultural Heritage Landscape Assessment (ASI 2019) and was determined to meet the at least or more of the criteria in Ontario Regulation 9/06 and Ontario Regulation 10/06.Exhibition Place represents or demonstrates a theme or pattern in Ontario's history, as it represents themes of military defence and territorial expansion in the early- to mid-19th century and mid-19th century development of agricultural economies and communities in the Province of Ontario. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario's history. The property demonstrates an uncommon, rare or unique aspect of Ontario's cultural heritage because of its large-scale agricultural and industrial exhibition design which is a unique aspect of Ontario's cultural heritage and not found elsewhere in the Province. The property has a strong association with the Canadian National Exhibition and the Royal, the British and Canadian military and demonstrates the work of many architects, artists, builders, designers and planners who are of importance to the Province with nearly all buildings and structures on the site being architect or artist designed. <p>Heritage Attributes (Summarized from the Exhibition Station Cultural Heritage Landscape Assessment, page 147-148):</p> <ul style="list-style-type: none">Potential precontact Indigenous archaeological resources.Features that represent the site's association with themes of military defence and territorial expansion of the Province of Ontario.Features that represent the theme of developing agricultural economies and communities in the Province of Ontario and the site's association with the Toronto Industrial Exhibition, the Provincial Agricultural Fair, and the continued use as an exhibition complex.Features expressing the site's design value as a unique and rare surviving example of an Exhibition complex.Strong expressions of the Beaux-Arts style which provided a template for the site's ongoing development.The modernists architecture, structures integrated starting in 1954.Features that express the sites contextual value as a visually prominent landmark and site that contributes to its surroundings.Lakefront edge.View within, to and from the Exhibition grounds.	

Cultural Heritage Report Reference # ⁸	Type of Property	Location /Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
OLW-013	Public	45 Manitoba Drive	Designated Part IV of the Ontario Heritage Act (By-Law #254-96 and By-Law #821-88) By-Law #254-96: https://www.heritagetrust.on.ca/en/oha/details/file?id=1877 By-Law #821-88: https://www.heritagetrust.on.ca/en/oha/details/file?id=1882	<p>Exhibition Place, Coliseum Complex- 45 Manitoba Drive</p> <p>NOTE, OLW-013 and OLW-014 are within OLW-013A (the Exhibition Place complex)</p> <p>Design or Physical Value:</p> <ul style="list-style-type: none">▪ Designed in the restrained Beaux Arts style.▪ Buildings feature vast, symmetrical, masonry façades; extensive classical brick detailing; unusual sculptural ornamentation in stone; and hundreds of large, finely framed windows. <p>Historical or Associative Value:</p> <ul style="list-style-type: none">▪ Coliseum Complex is a part of the Exhibition Place grounds which opened in 1878. In 1918, the CNEA agreed to construct a new arena, approved by City’s Board of Control in 1920. Built in 1922 and designed by G.F.W. Price, City Architect and W.H. Yates Construction Company Limited. When it opened it was the largest single exhibition space under one roof in the world.▪ Annex/Livestock building added in 1926, designed by J.J. Woolnough, City Architect; Dominion Bridge Company, general contractors; McGregor and McIntyre, steel contractors.▪ 1948, West Annex, upper storey altered.▪ 1955, Cattlemen’s Dormitory added near northeast corner of Coliseum complex.▪ 1961 Sheep and Swine building added, Earle C. Morgan with J.B. Parkin Associates, Architects.▪ 1961 Swine Pavilion converted for North Extension, Ball Draig, Short and Strong, Architects.▪ 1961, interior of Coliseum altered, and electrical substation and extra exits added, W. S. Atkins and Associates, consulting engineers.▪ 1962, south facade of Coliseum rebuilt: wall and twin towers removed, and new wall with metal cladding. projecting entrance pavilion, and cantilevered canopies added, Fleury, Arthur and Barclay, Architects, stained glass windows for Agricultural Hall of Fame, A. A. Macdonald; fountain for foyer, Dora de Pedery Hunt; contemporary sculpture, Arthur Price; 1962, interior of Coliseum altered: new corridors linking East and West Annexes at second storey level; exits added; doors replaced; stairways enclosed; stadium seating added to Arena, Canadian Seating Company.▪ 1963, interior of Coliseum altered: glass and metal partitions added, Roneo Company of Canada; porcelain enamel panels installed, P. Graham Bell Associates.▪ 1975, restaurant interior altered.▪ 1984, doors replaced at southwest corner of Coliseum complex; interior alterations.▪ 1985-1986, brick altered and doors replaced on south facade of Coliseum; interior retrofitted.▪ 1987, interior of Coliseum altered: small judging ring retrofitted; food concessions added to first floor.▪ 1989, interior of Coliseum altered: band shell and press box added.▪ 1995, portions of Cattle Pavilion (Industry Building) removed, and all of Judging Pavilion (Fraser Pavilion) and Sheep and Swine Building (Southern Extension) removed. <p>Contextual Value:</p> <ul style="list-style-type: none">▪ Part of the cultural heritage landscape which extends from Strachan Avenue to the east, Lake Shore Boulevard.▪ West to the south and west, and the Gardiner Expressway to the north. <p>Meets Ontario Regulation 10/06: Yes (see OLW-013A)</p> <p>Heritage Attributes:</p> <ul style="list-style-type: none">▪ 1922 building with steel, yellow brick, stone and metal detailing with two storey rectangular plan, centre block with round-arched parapets flanked by flat-roofed pavilions, principal (north) façade with pair of tall towers with elaborate roofs with Classical detailing and copper domes, main entrance with four-column stone portico with Doric capitals, an entablature and modillion blocks, flat headed and thermal-shaped windows.▪ Use of restrained Beaux Arts design with vast symmetrical, masonry façades; extensive classical brick detailing (brick corbelling, panels, band courses and quoins); unusual sculptural ornamentation in stone; and hundreds of large, finely framed windows.▪ Part of the cultural heritage landscape which extends from Strachan Avenue to the east, Lake Shore Boulevard.▪ West to the south and west, and the Gardiner Expressway to the north.	 <p>Photograph taken by AECOM in 2020.</p>

Cultural Heritage Report Reference # ⁸	Type of Property	Location /Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
OLW-014	Public	10 Nova Scotia Avenue	Listed on Municipal Heritage Register (May 3, 4, 1993)	<p>Exhibition Place, Food Products Building- 10 Nova Scotia Avenue</p> <p>NOTE, OLW-013 and OLW-014 are within OLW-013A (the Exhibition Place complex)</p> <p>Design or Physical Value:</p> <ul style="list-style-type: none"> Modernist style building constructed of red brick and concrete. Building has an irregular plan and a flat roof. <p>Historical or Associative Value:</p> <ul style="list-style-type: none"> Built in 1954. Designed by architect Richard A. Fisher. Built as part of a new phase of building construction to replace buildings destroyed by fire, demolished for the construction of the Gardiner Expressway, or needed expansions. <p>Contextual Value:</p> <ul style="list-style-type: none"> Part of the Exhibition Place cultural heritage landscape which extends from Strachan Avenue to the east, Lake Shore Boulevard. West to the south and west, and the Gardiner Expressway to the north. <p>Meets Ontario Regulation 10/06: Yes (see OLW-013A)</p> <p>Potential Heritage Attributes:</p> <ul style="list-style-type: none"> Use of Modernist building style. West to the south and west, and the Gardiner Expressway to the north. Mid-century lighting design and signage. 	 <p>Photograph taken by AECOM in 2020.</p>
OLW-017	Institutional	70, 75, 0 East Liberty Street (formerly 20 Strachan Avenue)	Designated Part IV of the <i>Ontario Heritage Act</i> (By-Law #378-96) City of Toronto Heritage Easement Agreement: CCA681470	<p>Remnants of Central Prison Chapel- 70, 75, 0 East Liberty Street</p> <p>Design or Physical Value:</p> <ul style="list-style-type: none"> Two-storey brick Central Prison Chapel is designed with Classical features associated with the Renaissance Revival including stone detailing, and rectangular plan with a hipped roof. <p>Historical or Associative Value:</p> <ul style="list-style-type: none"> Built in 1877. Designed or built by Jacob P. Wagner. Design attributed to architect Kivas Tully and is one of only two known extant buildings in Toronto which he designed. The Chapel is significant as the only surviving member of the group of buildings forming the Central Prison complex. <p>Contextual Value:</p> <ul style="list-style-type: none"> The City of Toronto Heritage Register includes addresses associated with the designation by-law on the south and north side of East Liberty Street. Central Prison Chapel is located on the north side of East Liberty Street, west of Pirandello Street. Located in Garrison Common, the former military reserve, the Chapel is significant as the only surviving member of the group of buildings forming the Central Prison complex. The south side of East Liberty Street includes a recent condo development. <p>Potential to Meet Ontario Regulation 10/06: No</p> <p>Heritage Attributes:</p> <ul style="list-style-type: none"> Central Prison Chapel: Rectangular plan, hip roof with brackets, brick surfaces, round-headed window openings, and stone and brick details complemented the Classical features of the centre block and wings of the Central Prison (now demolished). 	 <p>Photograph taken by AECOM in 2020.</p>

Cultural Heritage Report Reference # ⁸	Type of Property	Location /Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
OLW-018	Fort York-Cultural Heritage Landscape (HCD) And Fort York National Historic Site	250 Fort York Boulevard	National Historic Site Designated Part V, Heritage Conservation District (By-Laws #420-85 and 541-2004) Listed on Canadian Register	<p>Fort York/Garrison Common Heritage Conservation District and Fort York National Historic Site – 250 Fort York Blvd. (100 Garrison Road)</p> <p>Design or Physical Value:</p> <ul style="list-style-type: none">▪ A late 18th and early 19th century military complex- 16.6 parcel of land.▪ Includes seven buildings erected between 1813 and 1815 which are important surviving examples of British military architecture.▪ The fort an irregular polygon shape enclosing all structures and archaeological resources.▪ Military Burying Ground. <p>Historical or Associative Value:</p> <ul style="list-style-type: none">▪ Architect: Royal Engineers.▪ Its association with the establishment of the Town of York (City of Toronto) – constituted the primary defensive position of early York.▪ Military action during the war of 1812.▪ The sacking of York and the retaliatory raid on Washington.▪ Associations with significant historical organisations and persons including The Queen’s Rangers, Lt. Governor John Graves Simcoe, Major General Isaac Brock, American Brigadier General Zebulon Pike.▪ Role in the 1838 Fenian Raids and Anglo-American tensions of the 1860s.▪ Restoration by City of Toronto in 1930s as a Great Depression “make work” project.▪ Efforts to save the Fort from destruction during construction of the Gardiner Expressway were a catalyst for the historic preservation movement in Toronto and Ontario. <p>Contextual Value:</p> <ul style="list-style-type: none">▪ Location at the western entrance to Toronto Harbour adjacent to Garrison Creek on the former shoreline of Lake Ontario. On the north limit is the rail corridor.▪ Strategic location to protect the harbour and the town of York. <p>Potential to meet Ontario Regulation 10/06: Yes (Criteria 1, 2, 3, 4)</p> <ul style="list-style-type: none">▪ Fort York represents or demonstrates a theme or pattern in Ontario’s history - it represents themes of military defence and territorial expansion in the early- to mid-19th century in the Province of Ontario. The property yields, or has the potential to yield, information that contributes to an understanding of Ontario’s history. There are remains of 1813 battlefield, military cemeteries, and archaeological resources. Fort York is of aesthetic, visual or contextual importance to the province of Ontario – it constituted the primary defensive position of early York (Toronto); and the seven buildings erected between 1813 and 1815 are important surviving examples of British military architecture. The property demonstrates an uncommon, rare or unique aspect of Ontario’s cultural heritage as it serves as a museum of the largest collection of War of 1812 buildings in Canada. The property has a strong association with the Canadian National Exhibition and the Royal, the British and Canadian military. <p>Heritage Attribute Categories: From Section 3: Commemorative Integrity Statement, 2004 https://www.fortyork.ca/images/management-docs/fort-york-commemorative-integ-stmt-2004.pdf</p> <ul style="list-style-type: none">▪ The Designated Place▪ Landscape and Landscape Features▪ Built Heritage▪ Moveable Objects <p>Heritage Attribute Categories (UP Express Electrification EA):</p> <ul style="list-style-type: none">▪ Garrison Creek and Garrison Creek Ravine▪ Darkness/No light▪ Viewpoints	 <p>Photograph taken by AECOM in 2020.</p>

Cultural Heritage Report Reference # ⁸	Type of Property	Location /Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
				Fort York National Historic Site Heritage Attributes (historicplaces.ca): <ul style="list-style-type: none">▪ The strategic location of the fort near the original shore of Lake Ontario.▪ The cultural landscape comprising the bastioned fort, Garrison Common, and the cemetery, Victoria Memorial Square, with its natural setting including those portions of the ravine bank on the north and east sides which have not been modified and the western earth work, moat and those portions of other earthworks which align with the original trace and that contain significant amounts of original fabric.	
ES-001	Cultural Interpretative Signs and Silos/Hoppers along the South Liberty Trail	South Liberty Trail from Dufferin Street to the Exhibition GO station at the south end of Atlantic Avenue	Potential built heritage resource/cultural heritage landscape-identified during HDDR field review	Design or Physical Value: <ul style="list-style-type: none">▪ Segments of the South Liberty Trail, a pedestrian pathway, from Dufferin Street to the Exhibition GO station at the south end of Atlantic Avenue demarcated by silos and cultural interpretative signs.▪ Four industrial silos and two grain hoppers, industrial artifacts, associated with the Canada Bread Company and the South Liberty Trail Silos Mural Project, have been repurposed and painted by artists to function as way finders along the trail (see OLW-012).▪ Six cultural interpretative signs with photographs along the trail providing history of buildings that reflect the industrial history of the Liberty Village area. Historic or Associative Value: <ul style="list-style-type: none">▪ The cultural interpretative signs provide historical context-specific information along the South Liberty Trail which commemorates the industrial history of the area.▪ Silos and hoppers were salvaged and relocated from the Canada Bread factory (OLW-012). Contextual Value: <ul style="list-style-type: none">▪ South Liberty Trail from Dufferin Street to the Exhibition GO station at the south end of Atlantic Avenue located on the southern most edge of Liberty Village neighbourhood. Potential to Meet Ontario Regulation 10/06: No Potential Heritage Attributes: <ul style="list-style-type: none">▪ Context-specific cultural interpretative signs and silos and hoppers along the route of the South Liberty Trail.▪ Views of the silos along the public trail.	 <p>Photograph taken by AECOM in 2020.</p>  <p>2 Atlantic Avenue Cultural Interpretive Sign</p>  <p>Silo on Atlantic Avenue</p>

Cultural Heritage Report Reference # ⁸	Type of Property	Location /Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image	
					 5-15 Fraser Avenue Cultural Interpretive Sign	 Hopper on Fraser Avenue
					 Dufferin Street and Mowat Avenue Cultural Interpretive Sign	 Hopper on Dufferin Street
					 Fort Rouillé Cultural Interpretive Sign, Fraser Avenue	 Silo on Fraser Avenue






Cultural Heritage Report Reference # ⁸	Type of Property	Location /Address	Heritage Recognition	Description of Known or Potential Cultural Heritage Value or Interest and Heritage Attributes	Photographs/Digital Image
					<div> Silo on Mowat Avenue</div> <div> Silo on Jefferson Avenue</div> <div> Locked Up in Liberty Village Cultural Interpretive Sign, Jefferson Avenue</div> <div> Jefferson Avenue Cultural Interpretive Sign</div>
ES-002	Industrial/ Commercial	2-20 Atlantic Avenue	Potential built heritage resource/cultural heritage landscape-identified during HDDR field review	<p>Former Winnipeg Ceiling and Roofing Company- 2-20 Atlantic Avenue</p> <p>Design or Physical Value:</p> <ul style="list-style-type: none">▪ Repurposed one/two-storey commercial/industrial brick buildings that forms roughly half of the commercial streetscape on the west side of Atlantic Avenue.▪ Front façade, on Atlantic Avenue, is clad in brick, with brick parapets, brick pilasters dividing large multi-paned windows and brick corbelling beneath the roofline. <p>Historic or Associative Value:</p> <ul style="list-style-type: none">▪ Built between 1913 and 1924.▪ Factory supported Canada’s agricultural sector.▪ Former Winnipeg Ceiling and Roofing Company, which manufactured steel ceilings and roofing panels. In 1928, the company designed and produced the first corrugated steel grain silos.▪ In 1985, Upper Canada Brewing bought the buildings and adapted them for brewing. In 1988 bought by Sleeman Breweries, then eventually bought by Iron Mountain Canada Corporation then sold in 2005 to a company under aegis of York Heritage Properties which adapted the building for Joe Fresh, the retail chain. In 2014, 20 Atlantic Avenue was acquired by York Heritage. <p>Contextual Value:</p> <ul style="list-style-type: none">▪ Located between Atlantic Avenue and Jefferson Avenue, directly north of the Lakeshore West railway corridor▪ South Liberty Trail is to the south of the property and contains a cultural interpretative sign for 2 Atlantic Avenue (see ES-001).▪ One of several repurposed commercial and industrial buildings in the Liberty Village area. <p>Potential to Meet Ontario Regulation 10/06: No</p> <p>Potential Heritage Attributes:</p> <ul style="list-style-type: none">▪ Front façade on Atlantic Avenue clad in brick with large multi-paned windows with decorative brickwork including; brick parapets, brick pilasters, and brick corbelling beneath the roofline.	<div> Photograph taken by AECOM in 2020.</div>

Figure 3-1A: Known, Previously Identified, and Potential Built Heritage Resources/Cultural Heritage Landscapes Within the Exhibition Station Study Area

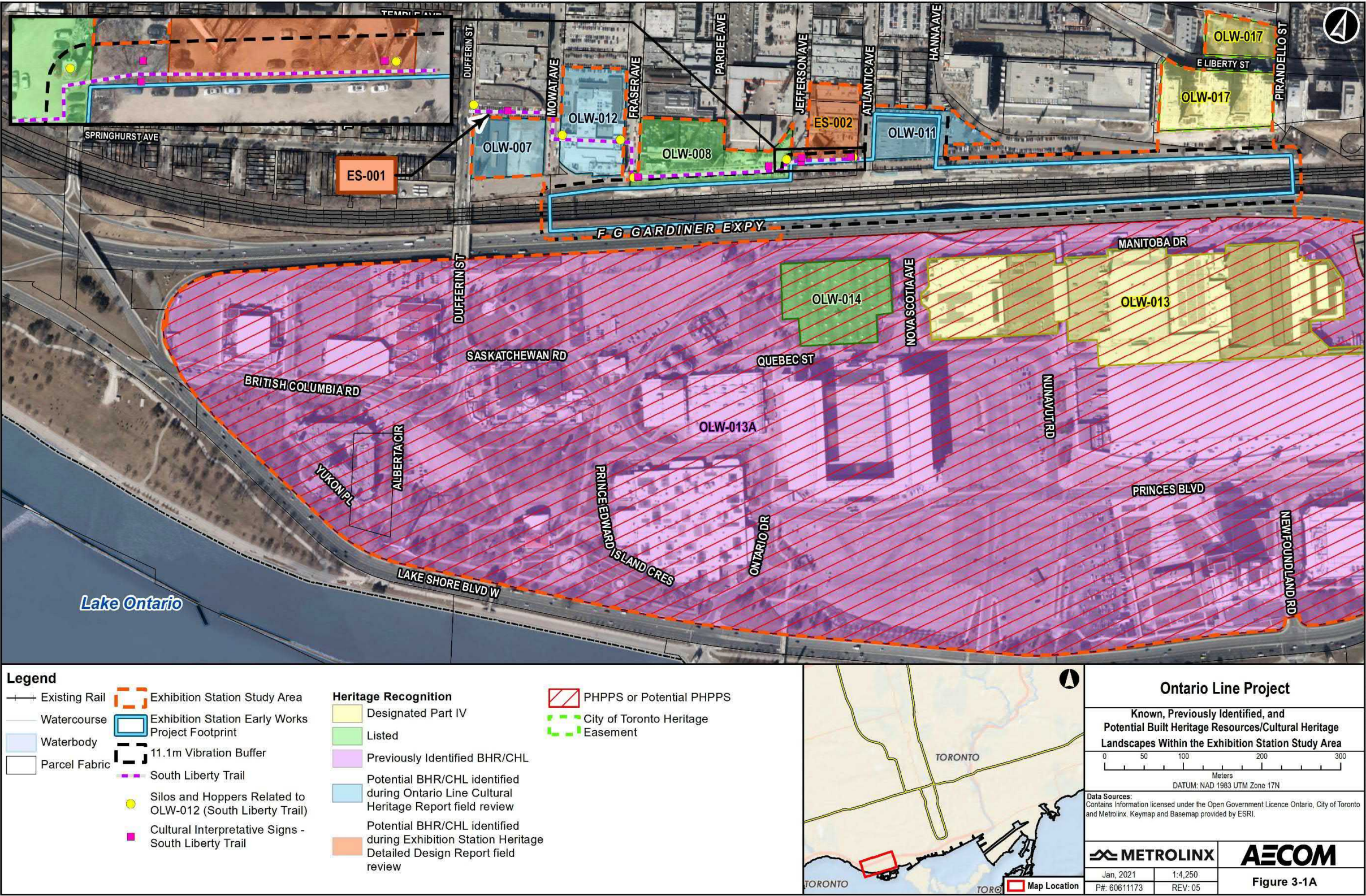
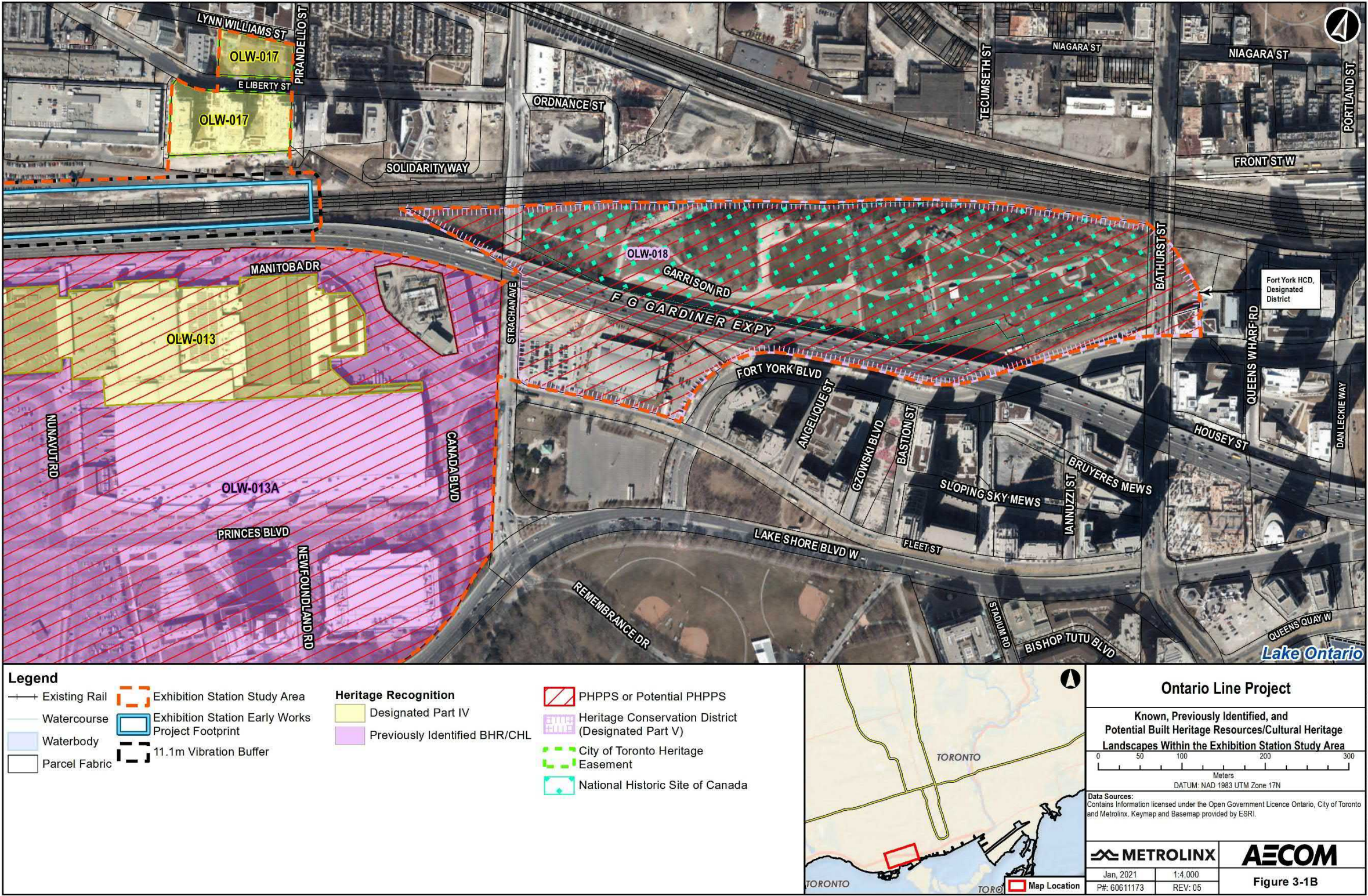


Figure 3-1B: Known, Previously Identified, and Potential Built Heritage Resources/Cultural Heritage Landscapes Within the Exhibition Station Study Area



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 Exhibition Station Study Area. The Ontario Line Final Environmental Conditions Report (AECOM, 2020c) 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.

This Heritage Detailed Design Report was updated with any input/feedback from the public review of the Ontario Line Cultural Heritage Report.

4.2 Ontario Line Exhibition Station Early Works Report and Heritage Detailed Design Report

A draft of the Draft Heritage Detailed Design Report was distributed to the Ministry of Heritage, Sport, Tourism and Culture Industries and the City of Toronto for review on November 4, 2020. Comments received by the Ministry and City of Toronto were applied to this Report.

The Ontario Line Draft Exhibition Station Early Works Report, including the Draft Heritage Detailed Design Report, were made available for public review on the Project website when the Notice of Publication of Draft Early Works Report was issued on November 30, 2020. Comments received during the Ontario Line Draft Exhibition Station Early Works Report public review period were incorporated into the Ontario Line Final Exhibition Station Early Works Report.

This Heritage Detailed Design Report has been updated based on the input/feedback received over the course of the Ontario Line Exhibition Station Early Works Report public review period between November 30, 2020 to January 5, 2021.

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 Exhibition Station 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 Exhibition Station early works will be addressed under 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:

- e) Exhibition Station early works components as described in **Section 2.1**;
- f) The Exhibition Station Early Works Project Footprint and Exhibition Station Study Area as described in **Section 2.2**;
- g) Exhibition Station construction activities as described in **Section 2.3**; and,
- h) Local environmental conditions within the Exhibition Station 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 Exhibition Station 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

Exhibition Station early works. If required, identify any monitoring recommendations and describe how any conditions attached to Minister's Consent will be met; and,

- Identify potential Exhibition Station 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 to avoid or minimize those impacts.

Table 5-1 presents the anticipated impacts from the Exhibition Station 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 Exhibition Station 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 Exhibition Station early works.

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

Table 5-1: Potential Impacts, Mitigation Measures and Monitoring Activities for the Exhibition Station Early Works

Ontario Line Cultural Heritage Report Reference #	Location / Address and Property Name	Heritage Recognition	Known or Potential Provincial Heritage Property of Provincial Significance	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
OLW-007	153 Dufferin Street	Previously Identified built heritage resource/cultural heritage landscape – Ontario Line Cultural Heritage Report (AECOM, 2020a)	No	1. No direct or indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-007, the property, is adjacent to the Exhibition Station Early Works Project Footprint and north of the shifted GO Track 1 and 2 shown in Figure 1-1 .	No mitigation measures required. Continue to avoid the property (OLW-007).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-007	153 Dufferin Street	Previously Identified built heritage resource/cultural heritage landscape – Ontario Line Cultural Heritage Report (AECOM, 2020a)	No	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. The building within OLW-007 is approximately 61.3 metres northwest of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
OLW-008	7-19 Fraser Avenue Expanded Metal and Fireproofing Company Factory	Listed on Municipal Heritage Register (July 19, 2005)	No	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-008, the property, is adjacent to the Exhibition Station Early Works Project Footprint and is north of the shifted GO Track 1 and 2, and west of the new north entrance shown in Figure 1-1 .	No mitigation measures required. Continue to avoid the property (OLW-008).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-008	7-19 Fraser Avenue Expanded Metal and Fireproofing Company Factory	Listed on Municipal Heritage Register (July 19, 2005)	No	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. The building within OLW-008 is approximately 22.9 metres north the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.

Ontario Line Cultural Heritage Report Reference #	Location / Address and Property Name	Heritage Recognition	Known or Potential Provincial Heritage Property of Provincial Significance	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
OLW-011	1 Atlantic Avenue	Previously Identified built heritage resource/cultural heritage landscape – Ontario Line Cultural Heritage Report (AECOM, 2020a)	No	<p>1. Direct adverse impact from Exhibition Station early works (Impact Type 2F – Demolition of all or part of the building, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report)</p> <p>A portion of OLW-011 is within the Exhibition Station Early Works Project Footprint. The two-storey commercial building overlaps with the location of the new north entrance as shown in Figure 1-1. 1 Atlantic Avenue, the two-storey commercial building, has been proposed for demolition to accommodate the new north entrance to the station.</p> <p>Prior to reaching Impact Type 2F from the range of potential impacts in Appendix I: Ontario Line Cultural Heritage Report – Demolition of all or part of the building, in consultation with Metrolinx, the mitigation options presented in the Appendix I, Type A-E, of the Ontario Line Cultural Heritage Report were considered and were eliminated. Demolition of the two-storey commercial building for early works is the only viable option.</p>	<p>Mitigation measures documented in Appendix I of the Ontario Line Cultural Heritage Report have been refined based on the early works impact assessment. The following mitigation measures should be implemented regarding the demolition of the two-storey commercial building on the property:</p> <ul style="list-style-type: none">■ Consult with City of Toronto's Heritage Preservation Services as part of the detailed design phase, regarding any physical impact to the property in order to determine and obtain any approval or permits that may be required.■ Complete detailed documentation of the property prior to construction that includes the identification of salvageable materials and/or heritage attributes, prior to demolition. Documentation should include a photographic record, drawings, floor plans etc.■ Complete an Interpretation/Commemoration Strategy Framework in consultation the City of Toronto Heritage Preservation Services. Incorporate commemoration signage to communicate the cultural heritage value of the demolished structure on the property to the public.	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.

Ontario Line Cultural Heritage Report Reference #	Location / Address and Property Name	Heritage Recognition	Known or Potential Provincial Heritage Property of Provincial Significance	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
OLW-011	1 Atlantic Avenue	Previously Identified built heritage resource/cultural heritage landscape – Ontario Line Cultural Heritage Report (AECOM, 2020a)	No	<p>2. Potential direct adverse impact from Exhibition Station early works</p> <p>(Impact Type 2D – Introduction of new elements and/or alterations that results in a physical impact to a heritage attribute, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report)</p> <p>Heritage attributes of the property, identified in Table 3-1, that are within the Exhibition Station Study Area, should be retained/conserved where possible, including the chimney and accessory building which may experience direct impacts from early works since they are directly adjacent to the Exhibition Station Early Works Project Footprint and at the rear of two-storey commercial building which has been proposed for demolition as a result of early works. Therefore, given the proximity of early works construction to the chimney and accessory building they will require protection during construction in order to safeguard against these heritage attributes of the property from direct adverse impacts.</p>	<p>Mitigation measures documented in Appendix I of the Ontario Line Cultural Heritage Report have been refined based on the early works impact assessment. The following mitigation measures are recommended to ensure the chimney and accessory building are retained and protected during early works:</p> <ul style="list-style-type: none">■ Consult with City of Toronto’s Heritage Preservation Services as part of the detailed design phase, regarding any physical impact to the property in order to determine and obtain any approval or permits that may be required.■ Apply the following steps during the early works construction to ensure the protection of the chimney and accessory building during early works construction:<ul style="list-style-type: none">– Mark a feature on the Detailed Design as “To be retained: <u>Implement protection measures prior to construction</u>”– Install protection measures, such as box or fence hoarding, prior to construction.	<p>The following monitoring activities are recommended for the retention of the chimney and/or accessory building during construction:</p> <ul style="list-style-type: none">■ During construction, monitor the protection of the feature(s).■ Post-construction, remove hoarding and confirm the condition of the feature(s) meet pre-construction conditions.
OLW-011	1 Atlantic Avenue	Previously Identified built heritage resource/cultural heritage landscape – Ontario Line Cultural Heritage Report (AECOM, 2020a)	No	<p>3. Potential indirect adverse impact from Exhibition Station early works</p> <p>(Impact Type 3A – Vibration impacts to the building related to the Project on or adjacent to the property, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report)</p> <p>The chimney and accessory building within OLW-011 are adjacent to the Exhibition Station Early Works Project Footprint. Given the proximity of the chimney and accessory building to the proposed new north entrance, the structures may be subject to vibration impacts.</p>	<p>Mitigation measures documented in Appendix I of the Ontario Line Cultural Heritage Report have been refined based on the early works impact assessment. The following mitigation measures for vibration impacts should be implemented, if the chimney and/or accessory building are retained:</p> <ul style="list-style-type: none">■ Documentation (Review and establish) of the structural condition of the chimney and accessory building to determine if they are vulnerable to vibration impacts from early works■ Establish vibration limits based on structural conditions, founding soil conditions and type of construction vibration■ Implement vibration mitigating measures on the construction site and/or at the building	<p>Exhibition Station early works is anticipated to directly impact this two-storey commercial building on the property. If the chimney and/or accessory building are retained, construction and post-construction monitoring may be required of those structures. If feasible, the following monitoring activities are recommended for vibration impacts:</p> <ul style="list-style-type: none">■ Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached or exceeded; and■ Conduct regular condition surveys and reviews during construction to evaluate efficacy of protective measures. Implement additional mitigation as required

Ontario Line Cultural Heritage Report Reference #	Location / Address and Property Name	Heritage Recognition	Known or Potential Provincial Heritage Property of Provincial Significance	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
OLW-012	3 Mowat Avenue/2 Fraser Avenue	Previously Identified built heritage resource/cultural heritage landscape (Ontario Line Cultural Heritage Report)	No	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-012, the property, is adjacent to the Exhibition Station Early Works Project Footprint and is north of the shifted GO Track 1 and 2 shown in Figure 1-1 .	No mitigation measures required. Continue to avoid the property (OLW-012).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-012	3 Mowat Avenue/2 Fraser Avenue	Previously Identified built heritage resource/cultural heritage landscape (Ontario Line Cultural Heritage Report)	No	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. The building within OLW-012 is approximately 17.2 metres north of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
OLW-013A	2 Strachan Avenue - Exhibition Place Cultural Heritage Landscape	Previously Identified built heritage resource/cultural heritage landscape Provincial Heritage Property of Provincial Significance	Yes (includes OLW-013, OLW-014) (Met Ontario Regulation 10/06 in Cultural Heritage Landscape Assessment, ASI 2019)	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-013A property is separated from the Exhibition Station Early Works Project Footprint by the Gardiner Expressway.	No mitigation measures required. Continue to avoid the cultural heritage landscape (OLW-013A).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-013A	2 Strachan Avenue - Exhibition Place Cultural Heritage Landscape	Previously Identified built heritage resource/cultural heritage landscape Provincial Heritage Property of Provincial Significance	Yes (includes OLW-013, OLW-014) (Met Ontario Regulation 10/06 in Cultural Heritage Landscape Assessment, ASI 2019)	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. The property is 27.1 metres south of the Exhibition Station Early Works Project Footprint, with the building on the property being 180.79 metres south of the Exhibition Station Early Works Project Footprint, and thus beyond the 11.1 metres vibration buffer and separated by the Gardiner Expressway. In addition, there will be no impact to significant viewsheds associated with the Exhibition Place Cultural Heritage Landscape.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building. Continue to conserve significant viewsheds.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
OLW-013	45 Manitoba Drive Coliseum Complex-Exhibition Place	Designated Part IV of the Ontario Heritage Act (By-law 254-96 and By-law 821-88) Coliseum Complex-Exhibition Place	Yes (within OLW-013A)	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-013 is within OLW-013A property which is separated from the Exhibition Station Early Works Project Footprint by the Gardiner Expressway.	No mitigation measures required. Continue to avoid OLW-013 and the cultural heritage landscape (OLW-013A).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.

Ontario Line Cultural Heritage Report Reference #	Location / Address and Property Name	Heritage Recognition	Known or Potential Provincial Heritage Property of Provincial Significance	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
OLW-013	45 Manitoba Drive Coliseum Complex-Exhibition Place	Designated Part IV of the Ontario Heritage Act (By-law 254-96 and By-law 821-88) Coliseum Complex-Exhibition Place	Yes (within OLW-013A)	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. OLW-013 is within OLW-013A and is 59.95 metres south of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer, and separated by the Gardiner Expressway.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
OLW-014	10 Nova Scotia Avenue Food Products Building-Exhibition Place	Listed on Municipal Heritage Register (May 3, 4, 1993)	Yes (within OLW-013A)	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated. OLW-014 is within OLW-013A property which is separated from the Exhibition Station Early Works Project Footprint by the Gardiner Expressway.	No mitigation measures required. Continue to avoid OLW-014 and the cultural heritage landscape (OLW-013A).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-014	10 Nova Scotia Avenue Food Products Building-Exhibition Place	Listed on Municipal Heritage Register (May 3, 4, 1993)	Yes (within OLW-013A)	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. OLW-014 is within OLW-013A and is 56.42 metres south of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer, and separated by the Gardiner Expressway.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
OLW-017	75 East Liberty Street (formerly 20 Strachan Avenue)	Designated Part IV of the Ontario Heritage Act (By-Law #378-96) City of Toronto Heritage Easement Agreement: CCA681470	No	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated based on the location of early works components in Figure 1-1 . OLW-017, the property, is adjacent to the Exhibition Station Early Works Project Footprint. The property is separated from the Exhibition Station Early Works Project Footprint by a private laneway and is north of the shifted GO Track 1 and 2 shown in Figure 1-1 .	No mitigation measures required. Continue to avoid OLW-017 and the cultural heritage landscape (OLW-013A).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-017	75 East Liberty Street (formerly 20 Strachan Avenue)	Designated Part IV of the Ontario Heritage Act (By-Law #378-96) City of Toronto Heritage Easement Agreement: CCA681470	No	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. OLW-017 is 37.34 metres north of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer and separated from the footprint by a private laneway.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.

Ontario Line Cultural Heritage Report Reference #	Location / Address and Property Name	Heritage Recognition	Known or Potential Provincial Heritage Property of Provincial Significance	Type and Description of Potential Impact	Mitigation Measures	Monitoring Activities
OLW-018	250 Fort York Boulevard – Fort York HCD and National Historic Site	National Historic Site, Designated Part V, Heritage Conservation District (By-Laws #420-85 and 541-2004) Listed on the Canadian Register	Yes	1. No direct adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, Appendix I: Ontario Line Cultural Heritage Report) No direct physical impacts are anticipated based on the location of early works components in Figure 1-1 . OLW-018, the property, is adjacent to the Exhibition Station Early Works Project Footprint, and is east of the shifted GO Track 1 and 2 shown in Figure 1-1 .	No mitigation measures required. Continue to avoid OLW-018.	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
OLW-018	250 Fort York Boulevard – Fort York HCD and National Historic Site	National Historic Site, Designated Part V, Heritage Conservation District (By-Laws #420-85 and 541-2004) Listed on the Canadian Register	Yes	2. No indirect adverse impacts from Exhibition Station early works (Impact Type 1 – no anticipated impact, Appendix I: Ontario Line Cultural Heritage Report) No indirect impacts due to vibration are anticipated. The property boundary of OLW-018 is 107.35 metres from the Exhibition Station Early Works Project Footprint and a building within OLW-018 is 374.72 metres southeast of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
ES-001	Cultural Interpretative Signs and Silos/ Hoppers along the South Liberty Trail	Potential built heritage resources/cultural heritage landscape	No	1. No direct adverse impact from Exhibition Station early works No direct physical impacts are anticipated. The South Liberty Trail and its heritage attributes listed in Table 3-1 are located north of Exhibition Station Early Works Project Footprint shown in Figure 1-1 .	No mitigation measures required. Continue to avoid ES-001.	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
ES-001	Cultural Interpretative Signs and Silos/Hoppers along the South Liberty Trail	Potential built heritage resources/cultural heritage landscape	No	2. No indirect adverse impact from Exhibition Station early works Impacts due to vibration on LDB-001 are not applicable. This resource is a group of commemorative features on the surface along a public trail, but does not contain buildings or structures that would be subject to vibration impacts. Therefore, impacts due to vibration on LDB-001 are not applicable.	No mitigation measures required. Continue to avoid ES-001.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.
ES-002	2-20 Atlantic Avenue	Potential built heritage resource/cultural heritage landscape	No	1. No direct adverse impact from Exhibition Station early works No direct physical impacts are anticipated. ES-002, the property, is adjacent to the Exhibition Station Early Works Project Footprint and north of the shifted GO Track 1 and 2 as shown in Figure 1-1 .	No mitigation measures required. Continue to avoid the property (ES-002).	Exhibition Station early works will have no direct impacts that require monitoring prior, during or post-construction of early works.
ES-002	2-20 Atlantic Avenue	Potential built heritage resource/cultural heritage landscape	No	2. No indirect adverse impacts from Exhibition Station early works No indirect impacts due to vibration are anticipated. The building within ES-002 is approximately 33.5 metres northwest of the Exhibition Station Early Works Project Footprint, beyond the 11.1 metres vibration buffer.	No mitigation measures required. Continue to maintain a sufficient buffer distance of 11.1 metres between the early works and the building.	Exhibition Station early works will have no indirect impacts that require monitoring prior, during or post-construction of early works.

6. Summary and Conclusions

In summary, a total of 11 built heritage resources/cultural heritage landscapes were located within the Exhibition Station Study Area, including nine that were identified in the Ontario Line Cultural Heritage Report (AECOM, 2020a) and two additional built heritage resources/cultural heritage landscapes identified during the field survey in development of this Heritage Detailed Design Report.

A total of two properties were determined to meet or potentially meet Ontario Regulation 10/06 in the Exhibition Station Study Area and are considered known or potential Provincial Heritage Properties of Provincial Significance. Exhibition Station early works are not anticipated to directly or indirectly impact any Provincial Heritage Properties of Provincial Significance. However, if the early works scope and/or footprint change to result in removal/demolition or transfer out of provincial control of any Provincial Heritage Properties of Provincial Significance, then Minister's Consent will be required.

Based on the location of Exhibition Station early works components shown in **Figure 1-1**, the Exhibition Station early works will result in a direct impact (removal of a two-storey commercial building) to one built heritage resource/cultural heritage landscape – 1 Atlantic Avenue (OLW-011), a previously identified built heritage resource/cultural heritage landscape with no municipal heritage designation. Impacts, mitigation measures and monitoring activities outlined in **Table 5-1** should be implemented.

If future changes at Exhibition Station 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 a further Heritage Detailed Design Report may be required.

If future changes to the Exhibition Station early works components and/or early works project footprint result in an impact (such as relocation, demolition and/or transfer out of provincial control) to a known or potential Provincially Significant Property of Provincial Significance, then Minister's Consent may be required.

7. Permits and Approvals

7.1 Federal

Exhibition Station early works will not directly or indirectly impact a National Historic Site or federal heritage building. Therefore, no Parks Canada permits/approvals are required.

7.2 Provincial

Exhibition Station early works will not directly or indirectly impact any known or potential Provincial Heritage Properties of Provincial Significance. Therefore, no provincial permits/ approvals are required.

7.3 Municipal

Based on the location of the Exhibition Station early works components shown in **Figure 1-1**, Exhibition Station early works will result in a direct impact to one built heritage resource/cultural heritage landscape – 1 Atlantic Avenue (OLW-011), a previously identified built heritage resource/cultural heritage landscape with no municipal heritage designation. Metrolinx will consult with the City of Toronto Heritage Preservation Services regarding any physical impact to this property as part of the detailed design phase.

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.

8. References

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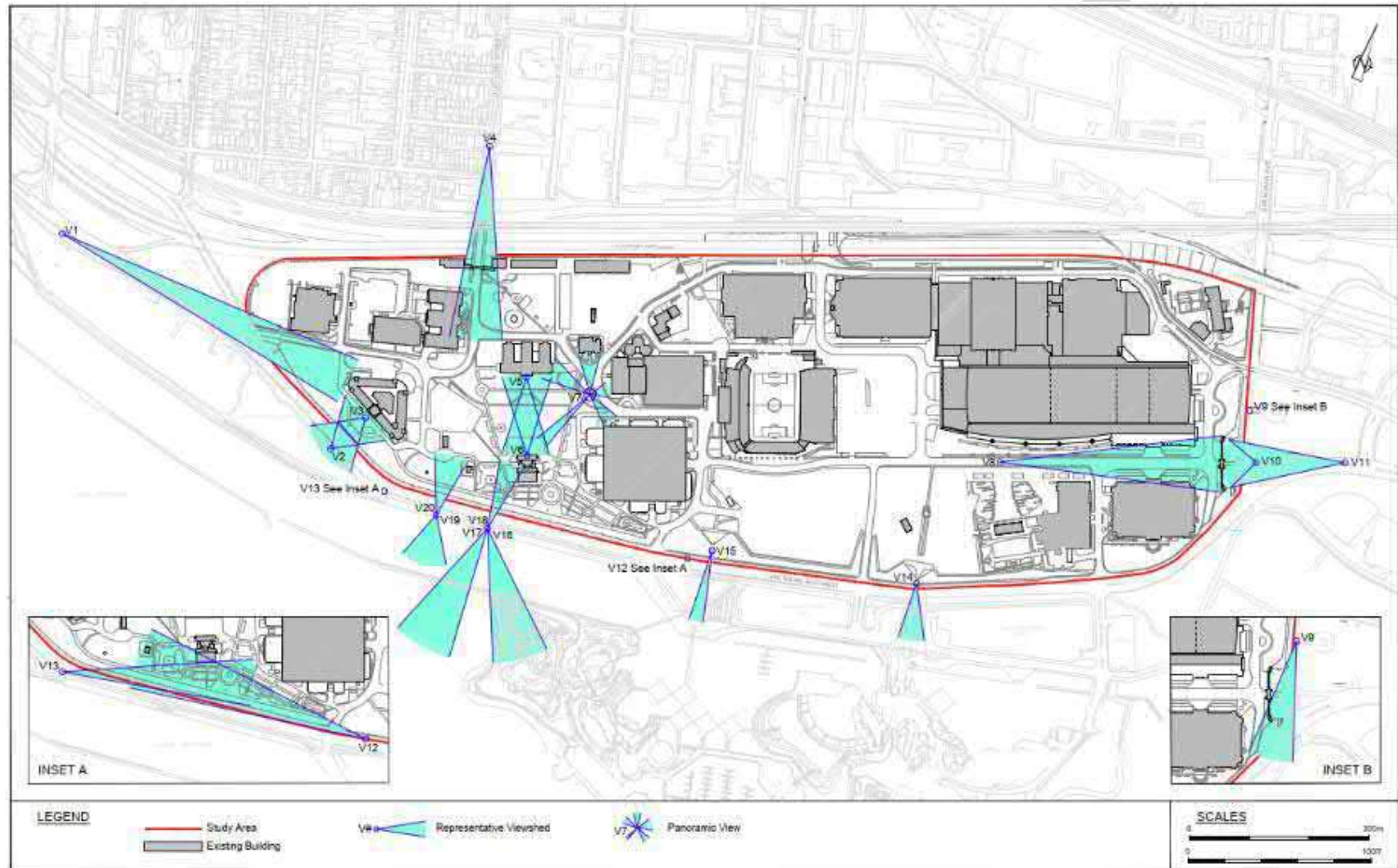
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Appendix A

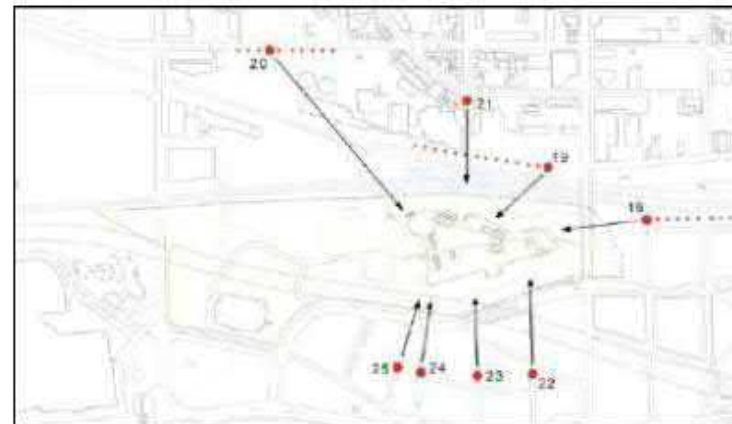
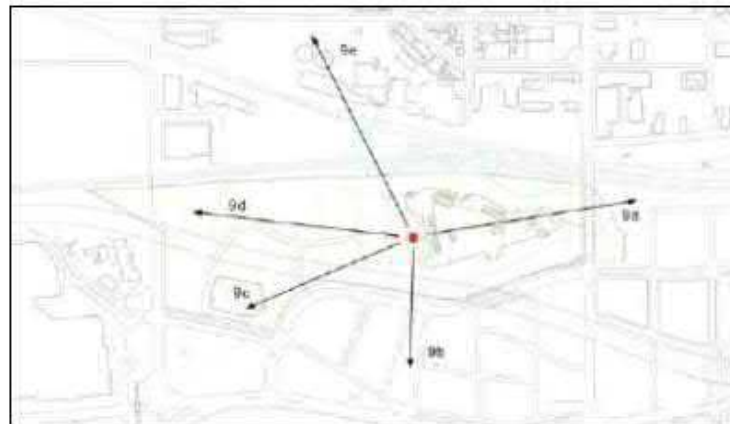
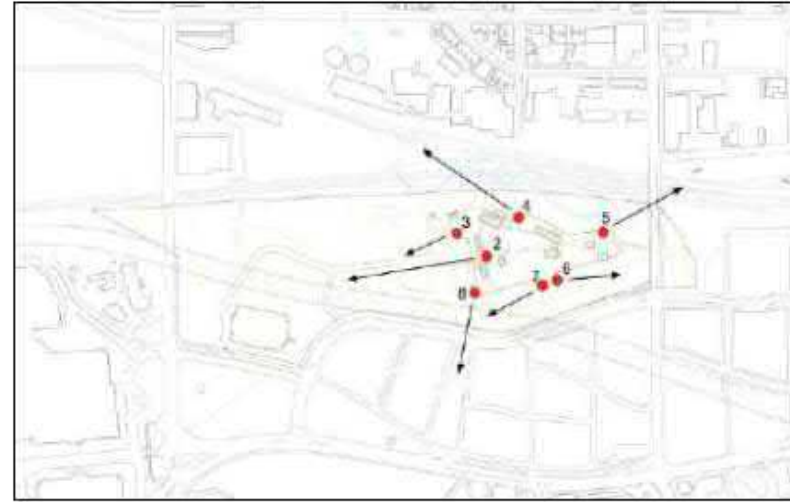
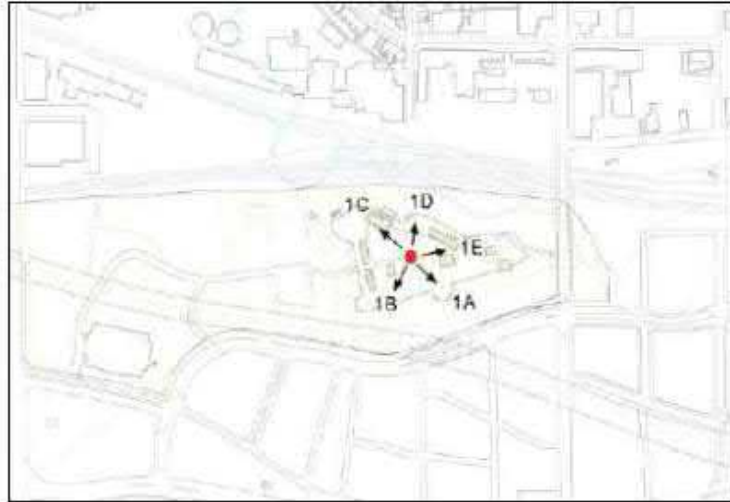
Applicable Heritage Conservation District Maps

OLW-013A Exhibition Place CHL- Viewsheds

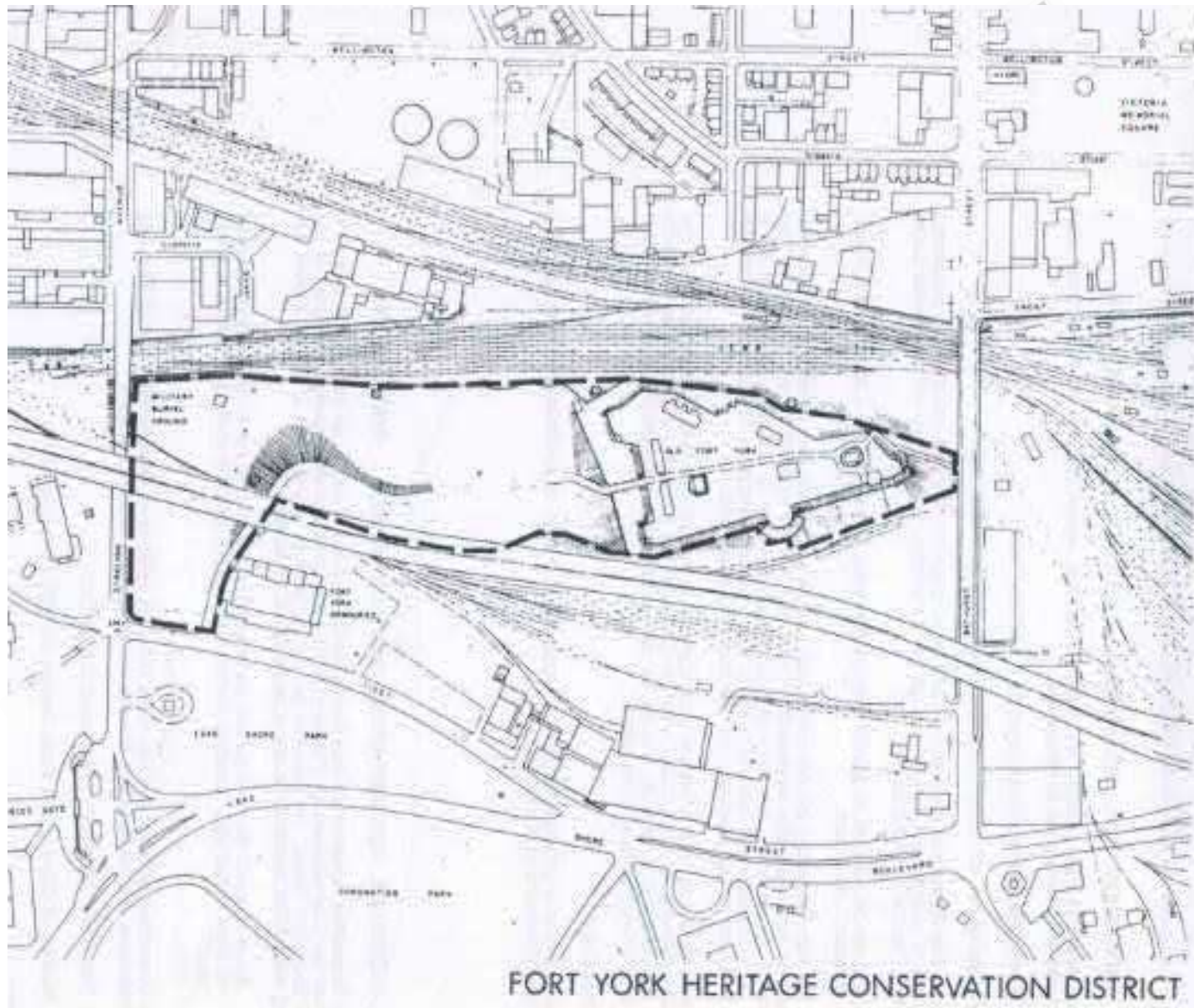


Map 41: Viewsheds

OLW-018 Fort York View Study (Morrison Hershfield, 2014)



OLW-018 Fort York Heritage Conservation District Boundary Map



Appendix B

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>