



Part 4
IMPLEMENTATION

Part Four – Making it Happen: Implementation

The key tools necessary to support the policies of the Master Plan are outlined in this section. Many of the actions necessary to ensure the vision contained within this document comes to fruition are reflected in the Objectives of the previous section. The implementation policies are broader in scope, but just as imperative.

4.1 Establishing a Governance Mechanism

Essential to the implementation of the Master Plan and the adherence to its principles and objectives will be the institution of an effective decision-making entity charged with overseeing the revitalization of the Station. Both the transportation operators and the Union Station Revitalization Public Advisory Group need to be active participants in the revitalization process.

The City of Toronto, in consultation with other governments, should ensure that an appropriate authority, as previously recommended by City Council, will also be responsible for monitoring the implementation of this Master Plan. Realization of these initiatives will require ongoing review, consultation and integration of the various revitalization programs with the operators, as well as public consultation.

Balancing short-term with long-term objectives as well as public and private interests requires a governance structure for the Station that can focus solely on implementation of the Master Plan's three key initiatives: promotion of Union Station as a multi-modal transportation hub; preservation of its heritage and revitalization. Currently, no single operator, government, or owner has jurisdiction over the entire facility. The role of a governing entity should be to ensure the harmonized realization of these initiatives by integrating the programs of the various operators with the overall revitalization of the Station.



In addition, this entity should be responsible for providing sufficient opportunities for the public to comment on the on-going implementation of the Master Plan. The public should be afforded opportunities at regular intervals to provide feedback on the revitalization of the Station.

4.2 Master Plan Review

At least every ten years, the City of Toronto, through the governing mechanism, should hold a public consultation process and prepare a review of the Master Plan. The public consultation process should include engagement with adjacent landowners, operators, users, and members of the public. Recommended changes, amendments, or elaborations should be presented to City Council through the Chief Planner for consideration, and integrated into a revised Master Plan, if necessary.

4.3 Revitalization Review Process

The concept plan for the redevelopment of the Station may continue to undergo significant revisions through its implementation given the complexity of the Station environment. The Master Plan will act as a guide, providing the basis upon which all proposals for interventions to the Station complex will be considered. All proposals must meet the principles and policies outlined in the Master Plan, and will be reviewed towards this end on an on going basis by the governing entity established. In addition, any significant deviations from the Master Plan that would place the Master Plan in contravention of the Central Waterfront Secondary Plan will be reported to City Council.

4.4 Accessibility Guidelines

In April 2004 Toronto City Council endorsed Accessibility Design Guidelines as the City's resource guide on best practices. The Accessibility Design Guidelines are an important resource guide to help the City of Toronto achieve its goal of becoming a barrier free city. The Official Plan enunciates the following accessibility principle: "A key city-building principle is that public buildings, parks and open spaces should be open and accessible to all members of the public including people with disabilities."

These Guidelines provide practical examples of solutions for optimising accessibility with respect to both public and privately owned facilities. They should be used to guide the design, planning, construction and maintenance of facilities at Union Station.

4.5 Staging Strategy – A Plan within a Plan

A challenge to the revitalization of Union Station will be the staging of any modifications to its key functions and pedestrian circulation routes. The overriding objective in the staging of the Station's revitalization will be the minimal disruption to the transportation functions, and maintaining the flow and clarity of pedestrian movement.

Given that the revitalization of the Station may be an ongoing process for a number of years, the manner in which construction is undertaken will have to ensure impacts are carefully mitigated to maintain the convenience, comfort and visual interest of users.

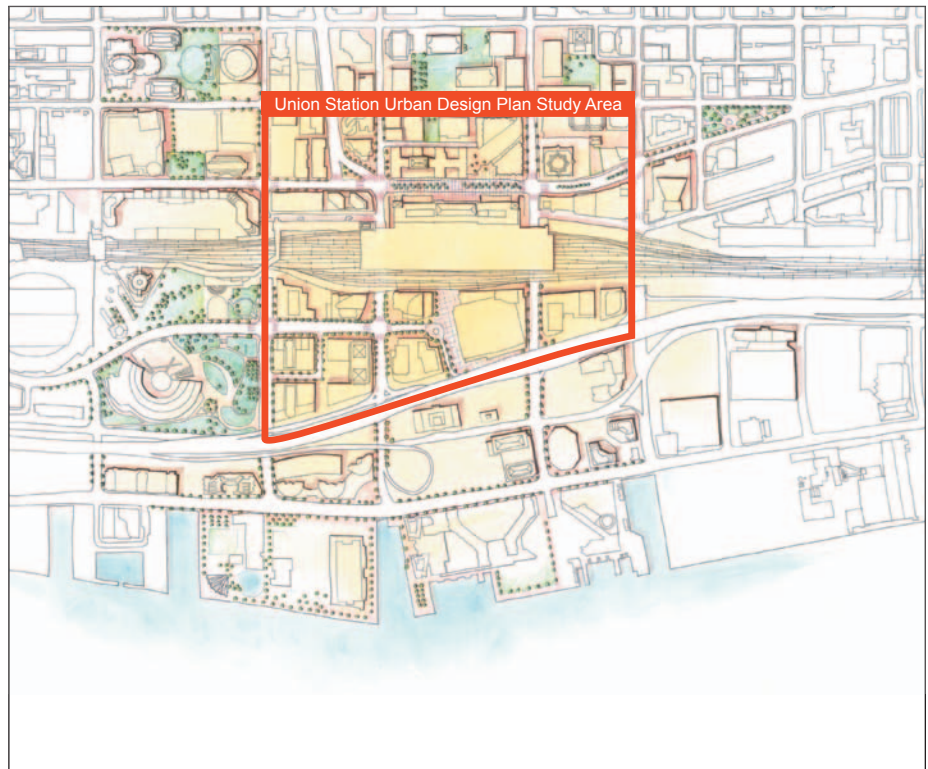
As such, a Staging Plan should be employed that includes:

- A strategy for phasing renovations that demonstrates minimal disruption to the transportation and pedestrian function of the Station;
- An effective and coherent wayfinding strategy where diverting pedestrians is necessary;
- A strategy for the enhanced treatment of temporary conditions, including pedestrian routes, hoarding and other structures.

Any renovation and associated phasing strategy should be undertaken consistent with an overall pedestrian flow plan.

4.6 Union Station Urban Design Plan

Considering Union Station in its surrounding context is vital to the future development of the area. A complementary vision for the surrounding context of built form, streets, connections and open spaces is fundamental to the functioning of the Station complex and to reinforcing its civic design and prominence. Further consideration of the appropriate qualifications, location, form and character of any development above the Station complex should be given consideration within a Union Station Urban Design Plan.



The Urban Design Plan will guide the location and details relating to connections to roads, sidewalks, transit facilities, open spaces, treatment of sidewalks and roads, pedestrian and bicycle routes, manner of linkages to other precincts, and provisions for public art and cultural facilities. It could lead to design guidelines that address setbacks, build-to lines, building heights and envelopes, nature of interior and exterior open spaces, weather protection, parking, entrances, pedestrian routes, streetscapes and public art.

The Union Station Urban Design Plan study area should generally be bounded by Wellington Street to the north, Simcoe Street (and future extension) to the west, Lake Shore Boulevard to the south and Yonge Street to the east. Proposed treatments to the public realm should be coordinated to physically and visually connect with adjacent precincts and key public buildings and destinations to heighten the civic prominence of Union Station as a landmark, gateway and as a link to the downtown and the Waterfront.

4.7 Sharing the responsibility

The primary users of Union Station on a daily basis are residents of municipalities beyond the City of Toronto. No other transportation facility in the country, including Pearson International Airport handles as much passenger volume. Although located within the downtown core of Toronto, Union Station truly services the GTA and beyond. The importance of the Station's revitalization must be impressed upon the surrounding region.

The City of Toronto should persistently pursue partnerships, support and funding from other organizations and other governments to share in the task of transforming Union Station into a modern multi-modal transportation hub of unparalleled excellence.

4.8 Additional Studies

As the implementation of the Master Plan unfolds, a number of essential studies have been identified. They include:

- Historic Structures Report
- Pedestrian Plan;
- Tenant Design Guidelines;
- Wayfinding Plan and Signage Design Guidelines.



UNION STATION

Master Plan

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December, 2004