APPENDIX M

Heritage Impact Assessment – Union Station Trainshed
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This Heritage Impact Assessment (HIA) revises the HIA dated January 16, 2017 in order to evaluate the impact of proposed work on existing resources at the subject site, based on an established understanding of their heritage value and attributes derived from the Heritage Statement Report - Union Station Complex, completed by Taylor Hazell Architects in June 2016 and the Union Station Trainshed Heritage Impact Assessment by Taylor Hazell Architects from July 2005.

This HIA was completed for the purpose of the current GO Rail Network Electrification TPAP. It is acknowledged that continued consultation with Parks Canada will be required as the Electrification project progresses, including formal submissions in accordance with the Collateral Agreement and Easement Agreement, as more detailed design information becomes available.

As an identified stakeholder within the GO Rail Network Electrification TPAP, Parks Canada and Ministry of Tourism, Culture and Sport (MTCS) were provided a copy of this report for review and comment. This report has been revised to reflect the comments received.

The Subject Site is the Union Station Trainshed located on the Union Station Rail Corridor to the South of Union Station. The Trainshed was constructed in 1929-1930, with an extension added in 1979. Union Station is recognized municipally (designated under Part IV of the Ontario Heritage Act and a contributing property within the Union Station Heritage Conservation District), provincially (a Provincial Heritage Property of Provincial Significance) and federally (National Historic Site) for its cultural heritage value.
As part of GO Transit’s network electrification efforts, the Trainshed requires the installation of Overhead Contact System infrastructure to allow for rail electrification within the Trainshed. To accommodate the rail-electrification, the metal truss system and the associated pre-cast cement smoke ducts will require alterations.

The proposed interventions are in keeping with the ongoing modernization work related to the Union Station Revitalization project. The expected impact will depend on the chosen intervention. Material may need to be removed from, or added to, the truss system to accommodate the insertion of the electrification system. Furthermore, alterations to the pre-cast cement smoke ducts may be required to allow for the insertion of the electrification system. When the design for the rail electrification system is selected, a full review of the relevant material, including the relationship with existing approvals for the trainshed, will be included in a submission to Parks Canada in accordance with the terms of the Collateral Agreement.

This report finds that the proposed interventions will have a minor impact on the heritage attributes of the structure. However, these impacts can be mitigated with further analysis of the project’s requirements and once a final design has been determined.
Aerial Rendering. Source: Google, Annotated by ERA
INTRODUCTION

1.1 Scope of the Report

With respect to the heritage evaluation of the subject property at 65 Front Street West, also known as Union Station, Metrolinx has retained ERA Architects Inc. as a Heritage Consultant. Union Station is municipally, provincially and federally recognized for its cultural heritage value. Most recently, Union Station has been recognized by the Ministry of Tourism, Culture and Sport (MTCS) as a Provincial Heritage Property of Provincial Significance (PHPPS).

The purpose of this Heritage Impact Assessment (HIA) is to identify and assess the impact of proposed work on existing resources at the Subject Site, based on an established understanding of their heritage value and attributes derived from the Draft Heritage Statement Report - Union Station Complex, completed by Taylor Hazell Architects in February 2016 and the Union Station Trainshed Heritage Impact Assessment from July 2005.

The HIA will also propose conservation strategies and mitigation measures including design strategies to alleviate any negative impacts on the heritage property.

ERA Architects has prepared this HIA in accordance with Ontario Heritage Act Regulations 9/06 and 10/06, the Ministry of Tourism, Culture, and Sport’s Standards and Guidelines for the Conservation of Provincial Heritage Properties, and Parks Canada’s Standards and Guidelines.
1.2 Property Description

Union Station is located in Downtown Toronto, on the south side of Front Street between York Street to the west and Bay Street to the east. The Trainshed and tracks form a bridge above York and Bay Street.

Union Station is located in the centre of the Union Station Rail Corridor (USRC), a 7-kilometre stretch of track between the Don River (to the east) and Strachan Street (to the west). The Station is a major transportation hub within the City of Toronto with TTC, GO Transit, VIA Rail and Union-Pearson Express rail connections and a GO Transit Bus Terminal. The surrounding area contains numerous high-rise commercial, residential and mixed-use buildings to the north and south of the rail corridor.

The area is municipally recognized as part of the Union Station Heritage Conservation District. Significant heritage properties in the area include the Royal York Hotel to the north, and the Dominion Public Building to the east. Union Station is also provincially recognized as a Provincial Heritage Property of Provincial Significance by the Ministry of Tourism, Culture and Sport under regulation 10/06 under the Ontario Heritage Act (OHA). Federally, Union Station is recognized as a National Historic Site.
1.3 History of the Union Station Trainshed

The following site history was compiled by Taylor Hazell Architects for the Union Station Trainshed Heritage Impact Assessment (July 2005).

The Toronto Union Station Trainshed was an integral component of the TTR station complex designed in 1913/14. The head house designed by the firm of Ross and MacDonald, Hugh G. Jones and John Lyle, was almost complete in 1920, but did not open until 1927. In 1927, the Trainshed was not yet under construction and there was a single, temporary platform shelter providing access to Track No. 1. The Station concourse was completed in 1929, and the construction of the shed followed the concourse.

The Trainshed was designed by A.R. Ketterson, the TTR Assistant Bridge Engineer. The shed was a variation on a standard design known as a “Bush trainshed”, the first of which was built in Hoboken, New Jersey, in 1906. The popularity of this type of Trainshed peaked between 1910 and 1920 and Toronto Union was the last of the Bush type sheds to be built in North America. The shed was designed in two phases: Phase 1 covering tracks 1-6 was begun in September 1929 and completed in early January 1930. Phase 2 was completed by December 1930, enclosing tracks 6 through 10. An extension was added in 1979 to enclose two more tracks at the south side of the shed.

The shed, unlike the immense 19th century one that had preceded it, and unlike the grand Beaux Arts head house, was completely utilitarian in nature. Historian and industrial archaeologist Christopher Andreae prepared a detailed report on the history of the Bush sheds, and the following description of the Bush shed is adapted from his report (May 2004).

History of The Bush Trainshed

Invented by the American engineer Lincoln Bush in 1904, the Bush trainshed was considered an innovative approach to protecting passengers from weather at major stations. Its design replaced the balloon-framed trainsheds that were a feature of large terminals at the end of the 19th century. The grand balloon sheds contained two design problems: these architecturally memorable trainsheds were expensive to build and to maintain. The dirt and corrosive gases produced by steam locomotive smoke made the high arched roof spaces dirty and smoky despite efforts to vent at the high level. Moreover, the height of trusses, which required continuous painting to protect the metal from corrosive smoke, became difficult to maintain.
Section of Union Station, 1912.
Source: Canadian Railway and Marine World

Section of Union Station, undated
Source: The Open Gate

Section of Union Station Trainshed.
Source: Canadian Railway and Marine World
Low sheds such as the Bush Shed reduced capital costs; similar low sheds were first in use by the end of the nineteenth century.

The Bush trainshed was a series of connected butterfly canopies that completely covered two tracks and adjacent platforms. Despite the low height of the roof, the issue of smoke and gas ejection was able to be solved by the invention of a continuous smoke slot running along the center line of each track. The bottom of the slot was provided with just sufficient space to clear the top of the locomotive smokestack. The apparently simple concept of the smoke slot was the key to the success of the Bush design.

The design was promoted as costing half that of comparable coverage by a single arch shed and far cheaper to maintain. The low span provided easy access to clean glass or paint metal. It could be built without falsework and because of its unit construction could be built under traffic as only two tracks were required at a time. Its unit construction allowed it to be easily extended in either direction if necessary.

In the United States, the first Bush trainshed was completed at Hoboken in 1906 and the last documented one was the Chicago Union Station in 1925. The first in Canada was Winnipeg (1911) and the last was Toronto Union Station (1930). The sheds at Chicago and Toronto were completed well after other major new terminals had been designed with more modern canopy platform protection. In both cases the stations were designed before the war, when the Bush trainshed had reached its peak of popularity.

Despite the introduction of the smoke slot above each track, the Bush trainshed did not completely eliminate the problems with locomotive smoke. This really occurred only with the advent of electric motive power.

North American railways abandoned the concept of the complete weather covering provided by the trainshed in the 1920s. Thereafter, most platforms were protected with individual canopies. As a result, waiting for a train was increasingly encouraged in the station waiting room.

The low two-track roof span and continuous smoke slot are the most distinctive components of the Bush trainshed.
The location of the Bush trainsheds in relationship to their station components varied. In most cases the tracks and trainshed were built over the concourse, as at Toronto Union Station; sometimes, the trainshed was located against the short end of the concourse, as at Montreal Windsor Station. Only two stations, at Baltimore and Kansas City, were known to have had the concourse built over the Bush trainshed.

Shed size was determined by the type of traffic and technological change over time. Stations that had considerable through passenger traffic required relatively few tracks but long platforms to accommodate all of the service cars. Suburban commuter traffic needed many tracks to handle rush hour traffic but platform length was relatively short. As railway technology advanced locomotives became more powerful, passenger cars increased in length, and passenger trains became longer.

Railway companies responded to these dynamic conditions by building trainsheds of an “adequate” length for most trains and then extending platforms, apparently without any canopy protection, to accommodate extreme conditions.

Apparently some tracks were never intended to be covered by trainsheds. The reason for this is not clear. Of the 20 tracks at Jersey City, the shed covered 18 of them. At Toronto Union the trainshed covered ten tracks while two additional tracks were outside the shed and never intended to be covered.

**The Toronto Union Trainshed**

The Toronto Union Station trainshed had been designed, at least in a preliminary way, by the summer of 1912. Overall, that concept was identical to the one completed in 1930. While the Bush Trainshed had passed its era of popularity, the Union Station design was built largely unaltered. The shed covered ten tracks served with separate passenger and trucking platforms. There is no evidence of skylights. The main difference between the 1912 design drawing and the 1930 Shed is that the roof profile had a more pronounced arch in the earlier version than that finally built. A drawing possibly dating from about 1914 shows the further evolution of the trainshed. In this section the roof was sloped rather than curved, and platform skylights similar to those built at Windsor station. Conversely, trucking platforms illustrated are not depicted nor are skylights proposed over the tracks.
Section of Union Station Trainshed under constriction. Source: Toronto Archives

Union Station Trainshed, 1930. Source: Toronto Archives
The design was simplified between 1914 and 1927. The contract for the concourse was let in 1926 and work on the trainshed began in 1929 after the station concourse was finished and the tracks raised. The shed was completed at the end of 1930. Although there were considerable variations in the detailing of each of the Bush sheds, there are four characteristic features by which the Toronto shed can be compared to other Bush trainsheds: the arched trusses, the smoke slots, the skylights and the roof material.

**Arched Trusses**

Roof trusses were assembled as a grid resting on top of steel columns located on the passenger platforms. The tracks were spanned with shaped girders that gave maximum clearance underneath the roof and a profile for surface drainage of the roof deck. The practice established at Hoboken, and still used at the Chicago Union Station (1925), was track spans of shaped steel plate girders. It may also be, but cannot be confirmed that the track span at Jersey City was made of concrete.

At right angles to the track spans, trusses tied each of the columns together. Column spacing seems to have been typically 27-28 foot centres. At Hoboken these column trusses were also made of built-up plate girders. At Windsor the column trusses were four-feet deep, lattice trusses. Toronto followed the practice used at Windsor Station.

**Smoke Slots**

The smoke slot at Hoboken was made up of vertical concrete slabs 2'1" high. This was found to provide inadequate protection against rain and snow. At Jersey City (1914) the smoke slot was tapered from three feet wide to 1'9" above the roof to provide better protection from weather. This design seems to have been adopted in all subsequent installation including Toronto Union.

There appears to be nothing unusual about the design of the Toronto Union smoke slots. They were precast in lengths up to 27 feet.

**Skylights & Lighting**

The absence of skylights at Toronto Union was a complete departure from the earlier Bush sheds. Normal practice seemed to provide three rows of skylights: one was located on each side of the span between the gutter and smoke slot; a third was located between the smoke slots. At Hoboken these skylights were six feet wide.
At Jersey City the skylights were somewhat narrower to reduce breakage. The side skylights were 4'8" by 24 feet while the centre light was five feet wide.

Normal mounting practice was to lay the skylights parallel with the roof surface. They were raised on concrete curbs about 12 inches above roof to keep out water and snow. The Chicago & North Western station, for example was built with this system.

Because of the snow conditions at Montreal, Windsor station departed from this practice. A peaked skylight, 8'6" wide on walls 1'9" high, ran the full length of the centre line of roof. A second set of non-continuous skylights, 12 feet wide and 48 feet, long ran along the centre line of the columns. They were broken at every second column to provide for roof drainage gutters. The peak of these skylights was at the same height as those in the middle of the roof. Monitors were fixed to the crest of all the skylights. The concept of the design was that snow would drift into spaces between skylights.

The most unusual monitors were found on the Chicago Union Station. These skylights were designed to maximize the amount of light.

The striking thing about Toronto Union Station was the complete absence of skylights and total reliance on artificial light. Early plans indicated that skylights were once proposed. No reason could be given for this change but there are at least two possibilities. It may be that the skylight design at Windsor station did not stop snow from drifting over the glass. Perhaps ice conditions caused ongoing maintenance problems. No operational history of the roof was found.

Another reason for the shift to complete artificial lighting may have been advancements in lighting technology. The Windsor Station shed was lit with 60-watt lamps hung a dismal 15 feet above platform; the number of lights per platform were not given. At Toronto the density of lighting was 720, 100-watt bulbs for six platforms (two trucking, four passenger) with Holophane units. The inside of trainshed was painted aluminum to increase reflectivity.
Union Station Trainshed, 1966.
Source: Toronto Archives
2 METHODOLOGY

2.1 Summary of Related Policy/Legislation/Guidelines

The following is a list of relevant policies, legislation and guidelines related to Union Station:

- Union Station Heritage Conservation District Plan (2006)
- City of Toronto - Union Station Revitalization Recommended Approach (December 6, 2007)
- Union Station Master Plan (December 2004)

2.2 Material Reviewed

The following is a list of material related to Union Station:

<table>
<thead>
<tr>
<th>Title</th>
<th>Prepared By</th>
<th>Date</th>
</tr>
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<tbody>
<tr>
<td>Heritage Easement Agreement</td>
<td>Between TTR &amp; City of Toronto</td>
<td>Report: June 30, 2000</td>
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<tr>
<td></td>
<td></td>
<td>Registered: August 28, 2000</td>
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<tr>
<td>Collateral Agreement</td>
<td>Between: Parks Canada, City of Toronto, and Greater Toronto Transit Authority (GO Transit)</td>
<td>May 1, 2006</td>
</tr>
<tr>
<td>Commemorative Integrity Statement</td>
<td>30 representatives from City of Toronto, VIA Rail, Parks Canada, Toronto Region Architectural Conservancy (TRAC), Toronto Preservation Board (TPB), TTR, Ministry of Tourism, Ontario Heritage Foundation (now Ontario Heritage Trust), GO Transit and Toronto Transit Commission.</td>
<td>March 2002</td>
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<tr>
<td>Review of Heritage Zones</td>
<td>Heritage Conservation Program Real Property Services for Canadian Heritage and Environment Public Works and Government Services Canada (PWGSC)</td>
<td>April 1999</td>
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<tr>
<td>Heritage Character Statement</td>
<td>Government of Canada under the requirements of the Heritage Railway Stations Protections Act</td>
<td>August 28, 1989</td>
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<tr>
<td>Report Title</td>
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<tr>
<td>Stage 1 - Heritage Impact Assessment</td>
<td>Taylor Hazell Architects</td>
<td>July 5, 2005</td>
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<td>Stage 1 - Part A - Union Station Revitalization Project (USRP)</td>
<td>FGMDA</td>
<td>March 2009</td>
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<tr>
<td>Stage 1 - Part C - Exterior Walls and Roofs of the Head House</td>
<td>FGMDA</td>
<td>September 2009</td>
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<tr>
<td>Stage 2 - Conservation Plan for Union Station Trainshed Rehabilitation (CP-2)</td>
<td>ERA Architects</td>
<td>November 2007 &amp; April 2008</td>
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<tr>
<td>Stage 2 - Conservation Plan for Union Station Trainshed Vertical Circulation (VCP-2)</td>
<td>ERA Architects</td>
<td>April 2009</td>
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<tr>
<td>Stage 2 - Overall Union Station Revitalization Project (USRP) in Several Reports</td>
<td>FGMDA</td>
<td>February 2010, November 2010 &amp; February 2011</td>
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<tr>
<td>Stage 3 - Conservation Plan for Union Station Trainshed Rehabilitation</td>
<td>ERA Architects</td>
<td>March 31 2009 &amp; November 27, 2009</td>
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<tr>
<td>Stage 3 - Conservation Plan for Union Station Trainshed Vertical Circulation (VCP-3)</td>
<td>ERA Architects</td>
<td>November 27, 2009</td>
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Reports
* Note that the Union Station Historic Structures Report focuses on the heritage value of the head house. Further, it refers to the first edition of the Parks Canada Standards and Guidelines for the Conservation of Historic Places. The second edition was published in 2010. Within the context of the current edition of the document, the overall conservation approach to Union Station is rehabilitation. The Standards and Guidelines for the Conservation of Historic Places in Canada (second edition) defines rehabilitation as:

*Rehabilitation: The action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, while protecting its heritage value.*

### 2.3 Date of Site Visit

Edwin Rowse and James Neilson of ERA Architects visited the subject site on June 23, 2016, accompanied by Lesley Thompson, Dan Beare and Rodney Yee of Metrolinx. See Section 4.1 for photos from the site visit.
3 DISCUSSION OF CULTURAL HERITAGE VALUE AND STATUS

3.1 Discussion of Cultural Heritage Value

The Heritage Statement Report - Union Station Complex by Taylor Hazell Architects, dated June 2016 evaluated Union Station under Ontario Regulation 9/06 and Ontario Regulation 10/06.

The Ontario Regulation 9/06 evaluation determined that the Union Station Trainshed meets the requirements to be considered a Provincial Heritage Property. Beyond its association with Union Station, the Trainshed was noted for its design and physical value:

The trainshed is a representative example of a Bush trainshed which was used in larger Canadian railway stations. Toronto’s trainshed is notable for its through-traffic design - as opposed to a stub. The trainsheds were planned as part of the 1913-14 design of the station.

Within the Ontario Regulation 10/06 evaluation of Union Station, the Trainshed was not mentioned as a contributing feature associated with Union Station.

3.2 Statement of Cultural Heritage Value

The following Statement of Cultural Heritage Value was prepared by Taylor Hazell Architects for the Heritage Statement Report - Union Station Complex dated June 2016, and approved by the Metrolinx Heritage Committee in June 2016.

Description of Provincial Heritage Property

The Union Station Complex is a monumental, five-storey structure occupying a city block in downtown Toronto. Constructed 1914-1919, the complex officially opened in 1927 and was fully operational in 1930. The heritage property is composed of the station building (headhouse), its moat and teamways as well as the platforms and trainshed which covers the elevated railway tracks.

Constructed by the Toronto Terminal Railways (TTR) and designed by a consortium of architects comprised of Ross & Macdonald, Hugh G. Jones and John Lyle, the Union Station Complex is the finest Beaux-Arts railway station in Ontario and one of the best examples of Beaux-Arts architecture in the county.

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

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

Historical Values

The Union Station Complex demonstrates historic values at the local and provincial levels. Construction of the massive facility was a response to the rapidly expanding rail networks in Ontario during the early 20th century and corresponding urban growth of Toronto. Railways had a dramatic effect on emerging urban centres, particularly in south-central Ontario and Toronto’s dominance in this area was a result of its numerous rail connections. Railways also played an integral role in the industrialization process -- opening up new markets while, at the same time creating a demand for fuel, iron and steel, locomotives, and rolling stock. By 1927 when Union Station officially opened, it was handling 180 trains per day and between 60,000-75,000 passengers making it the busiest in the province.

Union Station is directly associated with several organizations and individuals significant to the City of Toronto and to the province. Chiefly, Canada’s major railway companies (CPR, GTR/CN), the TTR and its engineer John Robert Ambrose as well as the architectural firm of Ross & MacDonald, and architect John Lyle.

Design Values

The Union Station Complex demonstrates design values at the local and provincial levels. The station building (headhouse) is a representative example of Beaux-Arts transportation facility, embodying the main tenets of the style in a single structure. This includes the exceptional quality of its design, symmetrical plan, prominent siting and use of exaggerated Classical forms and detailing. Further, it is a rare example of Beaux-Arts architecture executed at the full, monumental scale associated with the style. It is the largest and most opulent railway station in Ontario.

Designed to represent one unified structure, the station building is three distinct units, with the station function occupying the centre section and office functions to the east and west. The front façade is 230 metres (752 feet) and features a colonnade of 22 gigantic Roman Doric columns. The steel frame structure is clad in Indiana limestone.
and demonstrates a hierarchy of treatment with an embellished front façade (Front Street), plainer east (Bay Street) and west (York Street) facades, and unadorned rear façade.

The trainshed is a representative example of a Bush trainshed which was used in larger Canadian railway stations. Toronto’s trainshed is notable for its through-traffic design. The trainshed was planned as part of the 1913-14 design of the station building.

**Contextual Values**

The Union Station Complex has contextual values at the local level. Occupying the entire block between Bay and York streets, the Union Station Complex is the defining feature of the area. As the first of several large-scale buildings in the area, its scale, style and extensive use of limestone created the precedent for subsequent buildings including the Royal York Hotel and the Dominion Public Building. In addition, the Union Station Complex is one component of a larger transportation network which includes the high-level viaduct and associated subways (bridges) as well as the signal towers at John, Scott and Cherry Streets.

As a hub for passenger train travel at the local, provincial and national levels, the Union Station Complex is well-known to residents of and visitors to Toronto.

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

**Design and Physical Value**

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

- symmetrical form of a central loggia, flanked on the east and west by offices and pavilions
- a monumental sense of scale, as conveyed through the headhouse’s massive rectangular footprint, oversized interior spaces and exaggerated stylistic elements
- a clear horizontal emphasis, achieved through:
  - a bold, continuous projecting cornice and largely uninterrupted roofline, lacking vertical punctuation
• an acute length to height ratio along the principal façade

• the exterior and interior use of classical design elements, including:
  • tripartite divisions of base, column and entablature
  • the Doric order employed within the loggia and porticos
  • double pilasters and arched doorways punctuating east and west pavilions
  • decorative masonry motifs including egg and dart mouldings, dentils, scrolls, laurel wreaths and meanders

• the use of Indiana limestone for the channeled, ashlar and decorative masonry

• the use of rich materials throughout; marble, travertine, terrazzo, clay tile, copper, and cast iron

• exterior and interior use of low-relief motifs cast into doorframes

• the Great Hall, including:
  • its vast open space rising numerous storeys to a shallow barrel-vault
  • barrel-vaulted arches at each end terminating with massive arched windows illumination from diffuse, ambient lighting
  • decorative details including Corinthian columns, entablature carved with station names, clerestory and coffered Guastavino tiles
  • built-in ticket booths

• the exterior office fenestration, diminishing in size with every higher storey

• monumental fenestration around doorways, and illuminating the Great Hall utilizing exposed copper or painted iron frames

• the high level of craftsmanship as seen in the carved masonry and Guastavino vaults

As a representative train station and transportation hub the property contains the following attributes:
• the ground level moat, set below Front Street
• a clear, functionally informed hierarchy of internal spaces
• distinct circulation paths for arriving and departing passengers
• the trainshed including the through-track configuration, arched trusses spanning columns between the tracks, all remaining exterior facades and smoke ducts, and the organization, location, materials and design of elevators, stairwells and rooftop penthouses.

Historical and Associative Value
• its direct relationship with the Royal York Hotel, as a railway hotel built by the CPR
• the direct associations with the railways, through names and coats of arms inscribed above the loggia
• the significance of the project to the portfolios of Ross & MacDonald and John Lyle

Contextual Value
• its relationship with the Dominion Public Building, creating a continuous Beaux-Arts streetscape between York Street and Yonge Street (Fig. continuous front)
• its occupation of the entire south side of Front Street between Bay Street and York Street
• the elevated tracks and trainshed, lining up with the USRC viaduct to the east
• its role in defining the Beaux-Arts character of the area
3.3 Heritage Recognition

Union Station is recognized for its cultural heritage value at the municipal, provincial and federal level. At the Municipal level, the Trainshed is part of Union Station, which is designated under Part IV of the Ontario Heritage Act (see City of Toronto By-law 948-2005). The designation by-law notes that the Trainshed is not included as part of the Reasons for Designation (see Appendix 1). Additionally, Union Station is recognized as a contributing property within the Union Station Heritage Conservation District (see City of Toronto By-law 634-2006).

Further municipal heritage protection is contained within a Heritage Easement Agreement between The Toronto Terminals Railway Company Limited and the City of Toronto dated June 30, 2009 (see Appendix 2). A description of the heritage elements associated with the Trainshed is included within Section III of Appendix B of the Heritage Easement Agreement. This includes “the covered track configuration, the arched trusses spanning columns between the tracks, all exterior facades of the sheds, the pattern of smoke ducts through the roofs, the organization, location, materials and design of elevators, stairwells and rooftop penthouses.” The Heritage Character Statement for Union Station prepared by the Historic Sites and Monuments Board of Canada identifies the steel and concrete trainshed as a character defining element of Union Station.

Provincially, Union Station is recognized by the Ministry of Tourism, Culture and Sport as a Provincial Heritage Property of Provincial Significance. Union Station was also federally recognized as a National Historic Site on June 9, 1975 and was listed on the national register on December 16, 2006. The Trainshed is included as a character-defining element. The description is as follows: “the industrial character of the large, attached Bush train sheds, including: the arched trusses spanning columns between the tracks; the cascade of end façades; and the pattern of smoke ducts”.

Alterations to Union Station, including the trainshed, must be approved by Parks Canada in accordance with the approval process outlined in the 2006 Collateral Agreement.
4 SITE CONDITIONS

4.1 Current Conditions

Since 2010, Union Station has been undergoing a series of renovations and alterations as part of the Union Station Revitalization project. The project includes the restoration and preservation of many of Union Station’s heritage elements, a new retail concourse, the expansion of the GO Concourses, restoration of the VIA Rail Concourse and new entrances and PATH connections.

As part of this project, the Union Station Trainshed has been undergoing restoration work since January 2010. Part of the project included the removal of a central portion of the Trainshed to create a 5,000 square metres (50,000 square feet) glass atrium. Furthermore, the roof of the existing Trainshed has been removed, and the existing trusses and poles are being restored in situ. The work is expected to be completed by Fall 2017.
Union Station Trainshed
Restored Track 10. East Facade
Source: ERA

Union Station Trainshed with replaced smoke ducts on Track 10. Source: ERA
Union Station Trainshed
Restored South Facade. Source: ERA

Union Station Trainshed
Restored South Facade. Source: ERA

Union Station Trainshed showing
the truss system and new atrium
Source: ERA
Union Station Trainshed, new atrium and partially removed truss. Source: ERA

Union Station Trainshed, new corrugated metal roof and the heritage truss system. Source: ERA
5.1 Description of Proposed Interventions

The Union Station Trainshed requires Overhead Contact System (OCS) interventions to allow for rail electrification within the Trainshed. To accommodate the rail-electrification, the metal truss system and the associated pre-cast cement smoke ducts will require alterations. The OCS consists of a series of overhead wires which supply electricity to the electric trains. Power is supplied to the train through the pantograph which makes "contact" with the OCS.

5.1.1 Smoke Duct Bulkhead Attachment

Throughout the rail corridor, the rail electrification system will consist of contact and messenger wires affixed to lateral wires and/or beam structures that provide stability for the contact and messenger wires. Where the rail electrification system enters the Trainshed from the rail corridor, the messenger wire will need to be connected with a termination bracket attached to the smoke duct bulkhead on the face of the Trainshed (as illustrated in the drawing on page 26 of this report).

To allow for the contact wire to continue within the Trainshed under tension, a rigid conductor rail connected to the bulkheads is required to guide the contact wire. A section of rigid conductor rail will need to be affixed to the face of the Trainshed to allow for the contact wire to maintain tension as it transitions to within the Trainshed. A similar connection is required where the glass atrium has been constructed and a portion of the original Trainshed has been removed.
Drawing of the electrification system as it enters the Trainshed. Source: Gannett Fleming

Drawing of the required messenger wire termination bracket on the smoke duct bulkhead and the contact wire maintaining tension as it enters the Trainshed with the assistance of a rigid conductor rail. Sections of rigid conductor rail are installed as the wires approach the bulkheads and are replaced by a trolley wire as the contact wire passes underneath throughout the station. Source: Gannett Fleming, Annotated by ERA
Similar to the proposal for Union Station, this image is an example of an electrification system where the contact wire is installed under tension, and enters the tunnel and where the messenger wire terminates to the face. Source: Furrer and Frey
### 5.1.2 Trainshed Intervention Options

Within the Trainshed, there are three proposed rail electrification intervention options:

1) **Variable Tension, Fixed Termination Twin Contact Option**

The variable tension, fixed termination option consists of two grooved contact wires clamped together in parallel of similar ampacity to the open route catenary system attached at various points to the Trainshed. These wires provide electricity to the trains within the Trainshed.

Drawings and plans for this proposed intervention have not been prepared at this time and the extent of the required intervention is still to be determined.

2) **Constant Tension Option**

The constant tension option consists of two wires stacked vertically: a messenger wire that approximates a natural path between two attachment points and a grooved trolley wire that supplies electricity to the train. Depending on the final layout, it is assumed that some of the supports will need to accommodate along track movement. This will require one of the following:

- A sliding arrangement as depicted in the report *Union Station Trainshed Overhead Contact System Preliminary Design Report, version 01 dated August 14, 2015*

- A support solution using only pinned joints that allows for along track movement that may be installed vertically within the smoke duct or attached to the cast-in-place bulkhead (see Figure 1).

- A trimmed away section of the duct panels that will allow approximately 2m of along-track movement of a swinging arm support. (See Figure 2 on page 29)
Constant Tension Option
Diagram. Source: Metrolinx

Figure 1 – Linear motion AT Support Example

Figure 2: Local Cut out of Smoke Vent Panel

LOCALLY TRIM SMOKE VENT PANELS TO PROVIDE CLEARANCE TO SUPPORT ARM
3) Rigid Conductor Rail Option

The rigid conductor rail option consists of an extruded aluminum rail attached to the Trainshed that engages the standard wire by its groove. The rail serves as conductor and as support for the contact wire. Due to clearance constraints, the system utilizes a single wire beneath the bulkheads. Insulated supports for the rail would be installed within the smoke duct attached to the cast-in-place bulkheads. Transition structures must be installed where the catenary transitions from tensioned wire catenary to conductor rail.

Drawings and plans for this proposed intervention have not been completed and the extent of the required intervention is still to be determined.

Examples of rigid conductor rail systems (the images do not depict the proposal for Union Station). Source: Metrolinx
5.2 Impact Assessment

The proposed interventions are in keeping with the ongoing modernization work related to the Union Station Revitalization project. As part of the revitalization project, the existing Trainshed has undergone a number of changes, including the removal of sections of the truss system and pre-cast cement smoke ducts to create a new glass atrium. The roof of the Trainshed has been removed for restoration. The installation of the rail electrification system will have a visual and physical impact on the Trainshed, however this impact must be weighed against the positive impact that derives from modernizing the rail infrastructure while maintaining the Trainshed’s industrial character and ensuring its long-term use.

Where the rail electrification system enters the Trainshed from the rail corridor, the messenger wire will need to be connected with a termination bracket attached to the smoke duct bulkhead on the face of the Trainshed. This connection is a minor intervention, but will have a small physical and visual impact. The connection to the face of the Trainshed required for the contact wire’s rigid conductor rail will have a physical and visual impact on the smoke duct bulkheads and the face of the Trainshed, though the impact is not significant. In particular, if the rail platforms are extended, there will be a minor impact on the views of the face of the Trainshed, however the longitudinal nature of the electrification system will minimize the visual impact.

The expected impact within the Trainshed will depend on the chosen intervention. Material may need to be removed from, or added to, the truss system to accommodate the insertion of the electrification system. Alterations to the pre-cast cement smoke ducts may be required to allow for the insertion of the electrification system. Options for underneath the new glass atrium will need to consider the physical and visual impact on the space and the Trainshed, particularly where the section of the Trainshed consisting of the truss system meets the new glass atrium. Furthermore, grounding wires and cables will have a visual and physical impact on the truss system depending on how the grounding wires are installed.

In addition, Tracks 1 and 2 consist of the original repaired smoke ducts. These smoke ducts may need to be removed as part of the Trainshed electrification and cannot be reinstalled if removed.
In addition to the impacts described above, each of the three options described in Section 5.1 will require specific impacts:

**Variable Tension, Fixed Termination option:** The grooved contact wires will require connections to the existing truss system for vertical support. The variety of connections potentially include welded, drilled and/or decorative connection points.

**Constant Tension option:** The support solution will be installed within the existing smoke ducts or attached to the cast-in-place bulkhead. The connections will have a visual and physical impact on the smoke ducts.

If a swinging arm support is required, the arms will require connection points along the existing truss system. Additionally, the smoke ducts will require trimming to allow 2m of along track movement for the swinging arm support.

**Rigid Conductor Rail option:** This option requires insulated supports to be installed within the smoke ducts attached to the cast-in-place bulkheads, which will have a visual impact within the Trainshed.

Additionally, the transition structures that are required where the catenary transitions from tensioned wire catenary to conductor rail will have a visual impact on the Trainshed.

As of September 2017, a rail electrification option has yet to be selected. Upon selection of the preferred option, a full review of the relevant material, including the relationship with existing approvals for the trainshed (i.e. 2010 Stage 3 approval provided by Parks Canada), will be included in the formal submission to Parks Canada under the collateral agreement.
5.3 Mitigation Strategies

The proposed electrification requirements will have a minor impact on the Trainshed. The proposed options will not overwhelm the existing Trainshed and will compliment the existing use. As plans for the electrification system are further explored, the proposed interventions will need to incorporate alternatives and mitigation strategies to minimize the impact on the Trainshed. The mitigation strategies should ensure that the public view of the Trainshed is maintained, that there is as little impact to the historic Trainshed as possible, and that the intervention is reversible.

Any impacts deriving from the proposed intervention can be mitigated by ensuring that connections to the metal truss system and pre-cast cement smoke ducts are simple in design and strategically located in positions that will have the least material and visual impact. Similarly, a focus should be placed on limiting the number of connections and interventions. Any alterations including those that require the removal of any Trainshed materials should attempt to be reversible if possible.

The original smoke ducts on Tracks 1 and 2 should only be removed if no other option is suitable. Their replacement should be consistent with the new smoke ducts installed throughout the station as part of the revitalization project.

Alterations that are required should be designed in visual harmony with historic features and contemporary design excellence. Particular attention should be placed on the visual impact that the electrification equipment will have on the edges of the Trainshed.

Options for underneath the new glass atrium will need to consider the physical and visual impact on the new space and the Trainshed, particularly where the truss system meets the new glass atrium.

It is also recommended that opportunities to develop a heritage interpretation strategy be explored to explain the significance of the Trainshed.
6 CONCLUSION

6.1 General

This HIA report finds that the proposed interventions will have an impact on the heritage attributes of the structure. However, these impacts can be mitigated as the project undergoes further analysis of its requirements and once a final design has been determined.

Solutions should be designed in visual harmony with historic features and contemporary design excellence. This should include:

- Mitigating material and visual impacts to the metal truss system and pre-cast cement smoke ducts;
- Limiting the number of connections and interventions;
- Limiting the removal of any Trainshed material, and allowing for reversibility should any material require removal.
- Minimizing the impact on the original heritage elements on Track 1 and 2.

This HIA was completed for the purpose of the current GO Rail Network Electrification TPAP. It is acknowledged that continued consultation with Parks Canada will be required as the Electrification project progresses, including formal submissions in accordance with the Collateral Agreement, as more detailed design information becomes available.

6.2 Revitalization Context

The proposed interventions to the Union Station Trainshed are consistent with the ongoing Union Station Modernization Project, which aims to modernize Union Station while maintaining the building’s heritage elements. Within the context of Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada (second edition), the overall conservation approach to Union Station is rehabilitation.

Furthermore, the proposed interventions will allow for the electrification of the rail infrastructure, allowing Union Station to continue to act as the transportation hub for Toronto and the Greater Toronto Area.
SOURCES

Heritage Statement Report - Union Station Complex - Taylor Hazell Architects (June 16, 2016)

Union Station Trainshed Clearance - Gannett Fleming (April 4, 2016)

Union Station Trainshed Heritage Impact Assessment - Taylor Hazell Architects (July 5, 2005)
Appendix 1 - Union Station Designation By-law (City of Toronto By-law 948-2005)

Authority: Toronto South Community Council Report No. 2, Clause No. 13, as adopted by City of Toronto Council on March 1, 2 and 3, 2004
Enacted by Council: October 28, 2005

CITY OF TORONTO

BY-LAW No. 948-2005

To designate the property at 71 Front Street West (Union Station) as being of cultural heritage value or interest.

WHEREAS authority was granted by Council to designate the property at 71 Front Street West (Union Station) as being of cultural heritage value or interest; and

WHEREAS the Ontario Heritage Act authorizes the Council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of cultural heritage value or interest; and

WHEREAS the Council of the City of Toronto has caused to be served upon the owners of the land and premises known as 71 Front Street West and upon the Ontario Heritage Trust, Notice of Intention to designate the property and has caused the Notice of Intention to be published in a newspaper having a general circulation in the municipality as required by the Ontario Heritage Act; and

WHEREAS the reasons for designation are set out in Schedule “A” to this by-law; and

WHEREAS no notice of objection to the proposed designation was served upon the Clerk of the municipality;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The property at 71 Front Street West, more particularly described in Schedule “B” and shown on Schedule “C” attached to this by-law, is designated as being of cultural heritage value or interest.

2. The City Solicitor is authorized to cause a copy of this by-law to be registered against the property described in Schedule “B” to this by-law in the proper Land Registry Office.

3. The City Clerk is authorized to cause a copy of this by-law to be served upon the owners of the property at 71 Front Street West and upon the Ontario Heritage Trust and to cause notice of this by-law to be published in a newspaper having general circulation in the City of Toronto as required by the Ontario Heritage Act.

ENACTED AND PASSED this 28th day of October, A.D. 2005.

DAVID R. MILLER, ULLI S. WATKISS
Mayor City Clerk

(Corporate Seal)
SCHEDULE “A”

REASONS FOR DESIGNATION

The property at 71 Front Street West is recommended for designation under Part IV of the Ontario Heritage Act for its cultural resource value or interest. Union Station was completed in 1927 as the shared terminal of the Canadian Pacific Railway and the Grand Trunk Railway (later part of Canadian National Railways). Union Station extends across a city block from Bay to York Streets where it is set back from Front Street in an open plaza that emphasizes its scale. With the Dominion Public Building to the east and the Royal York Hotel, opposite, Union Station forms part of a precinct of landmark buildings around the Front and Bay intersection.

Opening as the largest railway terminal in Canada, Union Station is historically significant as the transportation hub of Toronto. Architecturally, Union Station is considered the best example of a Canadian railway facility designed in the Beaux Arts tradition. The design is recognized as the collaboration of the Montreal firm of Ross and Macdonald with CPR architect Hugh Jones and the noted Toronto architect John Lyle. Union Station was declared a National Historic Site by the federal government in 1975, and was among the first properties designated under the Canadian Heritage Railway Stations Protection Act in 1989.

Union Station blends the monumental, classical inspiration and spatial planning of the Beaux Arts style with Canadian iconography. The heritage attributes consist of the exterior walls and roofs, the main and team ways, and selected areas on the interior, principally in the Great Hall, West Wing and Concourses. Clad with limestone and rising the equivalent of seven stories from a raised base, the exterior of the complex is organized with a central block flanked by wings that terminate in pavilions. Behind a Doric colonnade that identifies the principal entrance, the central block is extended by a raised attic and covered by a hipped roof. The cornice continues across the adjoining wings (east and west) where the symmetrically placed flat headed window openings decrease in height in each storey. On the ends, hipped roofs and oversized round-arched entrances distinguish the pavilions. Classical detailing with inscriptions and a datestone marks the north façade. The train shed is not included in the Reasons for Designation.

On the interior, the rational spatial arrangement is identified as a significant feature. From the central Great Hall (ticket lobby), a ramp extends down to the departures concourse, which is flanked by the arrivals corridors that lead to the arrivals concourse where the main provides access to Front Street. In the Great Hall, the overall scale and Classical detailing, the vaulted, tiled and (at the ends) coffered ceilings, the marble floors and limestone walls, the thermal and clerestory windows, the oversized round-arched openings, the stairs to the arrivals concourse below, and the curved inscriptions are significant elements. The Classical detailing and oversized skylight that mark the waiting room in the West Wing, the design of the departures ramp, the columns in the departures concourse, and the original vitrines in the arrivals corridors are notable elements. Important original finishes, detailing, fittings, fixtures and hardware throughout the building are identified on the drawings in the Review of Heritage Zones (1999) prepared by the federal government. Detailed descriptions of the property are found in the federal government’s Heritage Character Statement (1989) and Commemorative Integrity Statement (2000).
Appendix 2 - Heritage Easement Agreement between The Toronto Terminals Railway Company Limited and the City of Toronto dated June 30, 2000
THIS EASEMENT AGREEMENT dated as of the 30 day of June, 2000:

BETWEEN:

The Toronto Terminals Railway Company Limited

(the "Owner")

OF THE FIRST PART

- and -

City of Toronto,

(the "Approval Authority")

OF THE SECOND PART

WHEREAS:

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

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

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

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

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

by section 37 of the Ontario Heritage Act, such covenants and easements for the conservation of buildings of historic or architectural value or interest entered into by the Council of the City of Toronto, when registered in the proper land registry office against the real property affected by them, shall run with the real property and may, whether positive or negative in nature, be enforced by the Council of the City of Toronto or its assignee against the Owner or any subsequent owners of the real property.
property, even where the Council of the City of Toronto or the assignee owns no land which would be accommodated or benefitted by such covenants and easements;

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

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

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

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

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

1. Duties Of Owner

1.1 Repairs And Alterations

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

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

1.2 Insurance

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

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

1.4 Reconstruction By Owner

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

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

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

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

1.6 Reconstruction By Approval Authority

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

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

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

1.8 Signs, Structures, Etc.

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

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

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

1.9 Activities with respect to the Property

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

(a) erect or remove or permit the erection or removal of any building, sign, fence, or other structure of any type whatsoever which would affect the Heritage Elements except temporary fencing required during construction;

(b) allow the dumping of soil, rubbish, ashes, garbage, waste or other unsightly, hazardous or offensive materials of any type or description;

(c) allow the planting of trees, shrubs or other vegetation which would (i) affect the Heritage Elements or (ii) cause any damage to the Station Complex.

1.10 Survey Monuments

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

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

2. Approvals

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

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

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

3. Remedies Of Approval Authority

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

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

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

5. **Extension Of Time**

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

6. **Use of Property**

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

7. **Inspection Of The Property**

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

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

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

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

8. **Plaque and Publicity**

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

9. **Severability Of Covenants**

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

10. **Notice**

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

**THE OWNER**

The Toronto Terminals Railway Company Limited  
Superintendent of TTR  
Suite 402, Union Station  
65 Front Street West, Toronto  
M5J 1E7

**THE APPROVAL AUTHORITY**

City of Toronto

Attention: City Solicitor

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

11. **Costs**

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

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

13. **Baseline Documentation Report**

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

14. **Entirety**

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

15. **Understandings**

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

(a) the Owner intends to transfer (the "Transfer") title to the Property in part to the City of Toronto and in part to the Greater Toronto Transit Authority (collectively, the "Transferees");

(b) immediately prior to, and as a precondition to, the Transfer the Approval Authority shall assign this Agreement to Minister of Canadian Heritage for the purposes of the Parks Canada Agency pursuant to Subsection 37(4) of the *Ontario Heritage Act* by a separate assignment and assumption agreement in which Minister of Canadian Heritage for the purposes of the Parks Canada Agency assumes the obligations of the Approval Authority hereunder; and

(c) concurrently with the Transfer, the Transferees shall assume the obligations of the Owner hereunder and by separate assignment and assumption agreement the Transferees shall assume, release and hold harmless The Toronto Terminals Railway Company Limited from its
obligations hereunder, in which event The Toronto Terminals Railway Company Limited (as original Owner) shall be automatically forever released from its obligations hereunder; and

(d) promptly thereafter the Approval Authority and the Transferees shall endeavor to finalize:

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

(ii) signage guidelines and maintenance guidelines to accompany the collateral agreement.

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

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

16. Subsequent Instruments

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

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

17. Covenants To Run With The Property

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

18. Designation by the Council of the City of Toronto

18.1 In the event that the Council of the City of Toronto designates the Station Complex as a property within the municipality that is of historic or architectural value or interest under Part IV of the Ontario Heritage Act, the Owner, the Approval
Authority and the City of Toronto hereby acknowledge that any approval or determination required under this Agreement shall prevail over any other form of consent or approval required.

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

19. Headings

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

IN WITNESS WHEREOF the parties hereto have executed this Agreement.

SIGNED, SEALED AND DELIVERED

THE TORONTO TERMINALS RAILWAY COMPANY LIMITED

Per: [Signature]
Name: John Walsh
Title: ASO

Per: [Signature]
Name: Claude Moreau
Title: ASO

We have authority to bind the Corporation.

CITY OF TORONTO

Per: [Signature]
Jeffrey A. Abrams for Novina Wong
City Clerk

Per: [Signature]
A.C. Shultz for W.A. Liczyk,
Chief Financial Officer and Treasurer

We have authority to bind the Corporation.

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

City Clerk
APPENDIX "A"

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

DESCRIPTION OF THE PROPERTY

FIRSTLY (Part Freehold and Part Leasehold):

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

SECONDLY (Freehold):

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

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

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

I: STATION COMPLEX

The Station Complex is composed of:

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

as illustrated in the drawing set attached in this Appendix.

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

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

1. The relationship between the exterior design and interior organization, characteristic of the rational approach to planning associated with the Beaux-Arts style.

2. The monumental scale and character of the Station Complex and its component parts, created by the sheer volume as well as by design details.

3. The set-back from the street that creates view planes to and from the Station Complex and the clear airspace over the Station Complex, all of which accentuates the role of the Station Complex as a major public monument.

4. The Station Complex's relationship with the grade and with adjacent roadway surfaces.

5. The functional arrangement of spaces and functions, including large public spaces and corridors to accommodate movement of a high volume of passengers through the building, and operational components and spaces including the through-track arrangement and vertical circulation to and from platform levels.

III: EXTERIOR FEATURES: HERITAGE ELEMENTS

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

1. The design and materials of the Front Street facade which includes the monumental columned central entry porch flanked by east and west wings ending in corner pavilions, and the raised attic that defines the ticket lobby (Great Hall).

2. The design and materials of the York Street and Bay Street facades.

3. The pattern of windows, doors and pedestrian and vehicular access at all elevations.

4. The roof line, roof materials and details including skylights.

5. The moat, or sunken drive, together with the stone parapet wall.

6. The design, materials and finishes of the teamways and the surviving elements indicating early patterns of use and access into the lower level of the Station Complex, such as wagon spaces, marquises, loading doors, and carriage entrances.

7. The train shed, including the covered through track configuration, the arched trusses spanning columns between the tracks, all exterior facades of the sheds, the pattern of smoke ducts through the roofs, the organization, location, materials and design of elevators, stairwells and rooftop penthouses.

IV: INTERIOR FEATURES: HERITAGE ELEMENTS

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

1. The interior functional layout, hierarchy of spaces and patterns of movement through the station building, based on the Beaux-Arts principles including axial planning and symmetry.

2. The decorative detailing, including fittings, fixtures and hardware, wood panelling, plaster ceilings and mouldings, radiator covers, light fixtures, marble floors, walls and trims, millwork, terrazzo floors, glass-floored walkways, glazed elevator doors and fittings, mail chutes, and architectural metal finishes and accents.

3. The imposing volume and acoustical properties of the ticket lobby (Great Hall) with its segmented barrel-vaulted ceilings made of Guastavino tile, patterned marble floor, stone walls, inscribed frieze, and translucent glass in the great arched windows.

4. The west waiting room including classically inspired lines and details, the rhythm of former seating alcoves along the north and south sides, the neutral finishes, hard surfaces and rectilinear form, the skylight, and free circulation through and across this space.
5. The large open volume and neutral finishes of the arrival concourse.

6. The large open volume and layout of the departure concourse, with its flanking concession areas, adjacent exit corridors, the shallow coffered plaster ceiling, light fixtures, original doors, stairwell and painted directional signs.

7. Evidence of the original plan and circulation pattern, and surviving interior fabric (marble-floored corridors, interior doors, windows, finishes, hardware, and millwork) in some of the upper floors, particularly in the former president's office and other early offices and washrooms.

8. The industrial-character train shed, including the organization and design of early elevator enclosures, the linear patterns created by tracks and platforms and by lines of smoke ducts in the roof, and the columns defining bays, with arched trusses over.

V: DRAWING SET

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

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

CERTIFICATE OF INSURANCE

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

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

It is also understood and agreed the undersigned certifies if any of these policies are cancelled or materially changed before the expiry date, so as to affect this Certificate; ten days prior written notice of such change or cancellation will be mailed to the City of Toronto or its assignee.
It is also understood in the absence of the insured, or the inability, refusal or neglect of the insured to give notice of loss or deliver the required Proof of Loss under the Policy or Policies, then the City of Toronto or its assignee shall forthwith give the notice upon becoming aware of the loss and shall deliver as soon as practicable the Proof of Loss.

Name of Insured

Name of Insurer

Address of Property

Signature of Insurer's Official

Department or Title

Date

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

Note: This appendix will contain the Heritage Character Statement prepared by the Historic Sites and Monuments Board of Canada, and the preliminary draft Commemorative Integrity Statement prepared for the Toronto Union Station National Historic Site.
APPENDIX "D"

HISTORIC SITES AND MONUMENTS BOARD OF CANADA
HERITAGE RAILWAY STATIONS

HERITAGE CHARACTER STATEMENT

Union Station
Front Street
Toronto, Ontario

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

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

Reasons for Designation

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

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

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

The layout and resulting circulation patterns demonstrate the careful planning that was required of a busy railway terminal. The traffic flows logically from ticket sales and baggage check in the great hall, down the sloping ramp to the passenger concourse that leads to the tracks. Circulation routes for arriving and departing passengers are clearly separate.
The trainshed at Toronto Union Station is the only such facility on the continent designed for through-track operation.

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

**Character Defining Features**

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

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

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

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

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

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

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

The principal interior public spaces on the ground floor and lower levels retain the main elements of their historic layout, circulation and decoration. For example, the original locations of ticket
counters and concession shops within the great hall survive. The location of the waiting room with adjacent service facilities off the great hall is another important plan relationship. Further relocation of functions should be preceded by a careful assessment of the impact on the heritage character of the building.

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

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

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

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

August 28, 1989
Appendix 3 - Heritage Character Statement, 1989
APPENDIX "D"

HISTORIC SITES AND MONUMENTS BOARD OF CANADA
HERITAGE RAILWAY STATIONS

HERITAGE CHARACTER STATEMENT

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Front Street
Toronto, Ontario

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Reasons for Designation

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

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

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

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

HSMBC - Railway Station Report no. 3
The trainshed at Toronto Union Station is the only such facility on the continent designed for through-track operation.

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

Character Defining Features

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

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

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

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

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

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

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

The principal interior public spaces on the ground floor and lower levels retain the main elements of their historic layout, circulation and decoration. For example, the original locations of ticket
counters and concession shops within the great hall survive. The location of the waiting room with adjacent service facilities off the great hall is another important plan relationship. Further relocation of functions should be preceded by a careful assessment of the impact on the heritage character of the building.

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

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

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

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

August 28, 1989
Appendix 4 - Commemorative Integrity Statement, 2000
TORONTO UNION STATION

NATIONAL HISTORIC SITE of CANADA

COMMEMORATIVE INTEGRITY STATEMENT
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1.0 INTRODUCTION

1.1 Overview

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

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

1.2 National Historic Site Objectives

The National Historic Sites Policy sets out the following objectives:

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

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

- To encourage and support the protection and presentation by others of places of national historic significance that are not administered by Parks Canada.

1.3 Definition and Purpose of Commemorative Integrity

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

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

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

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

2.0 DESIGNATION AND CONTEXT

2.1 Designation

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

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

2.2 Commemorative Intent
2.2.1 Definition of Commemorative Intent

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

2.2.2 Statement of Commemorative Intent:

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

2.3 Designated Place

2.3.1 Definition of Designated Place

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

2.3.2 Description of the Designated Place

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

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

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

Construction

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

Despite this agreement, and the incorporation of the jointly-owned Toronto Terminal Railway Company, the way ahead was far from smooth. The design and construction of the new station building proceeded in the face of wartime shortages of materials and labour. Plans were approved in April 1914, and in September of that year preliminary site work began. Exterior walls and columns were completed by 1918. In 1920 the railway company offices were ready for occupation, as was the Post Office Department’s space in the east wing. What was missing, however, was the essence of a railway station – passenger access to the trains. The design and construction of the passenger concourses and train sheds still awaited resolution of the grade separation problem.
Canadian Pacific was a reluctant partner. The grade separation scheme of 1909 threatened the company’s existing yard facilities. The development of North Toronto station, operated jointly with the Canadian Northern, began to divert Canadian Pacific traffic away from the waterfront. The Toronto Harbour Commission, created in 1911, also intervened in the project, leading to a modified scheme being approved by the Board of Railway Commissioners in 1913. The heart of this project would be the construction of a concrete and earth-fill viaduct the length of the Esplanade, with subways at intervals to accommodate intersecting streets. The scale of this work was to be enormous. Final agreement on design revisions, and on cost sharing between the city and the railways, was only achieved in 1924.

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

The Building

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

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

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

3.1 Designated Place

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

3.2 Historic Values of the Designated Place

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

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

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

- **Processional experience** - the transition from the exterior forecourt, through the
The designated place will not be impaired or under threat when:

- the cultural resources and their associated values are respected;
- the cultural resources and their associated values are not lost or impaired from natural processes within or outside the site, nor are they lost, impaired or threatened from human actions within or outside the site;
- management decisions are based on adequate and sound information and are made in accordance with the principles and practice of cultural resource management;
- adaptations, alterations and other interventions to the designated place to
accommodate new and evolving uses, functional layout, or circulation patterns are designed and implemented in a manner that is sensitive to the coherence of the original design and ensures the legibility of new work;

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

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

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

- the historic values of the designated place are communicated to station users, visitors and the general public.
MESSAGES OF NATIONAL SIGNIFICANCE

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

4.1 Messages of National Significance

- Toronto Union Station is the finest example in Canada of stations erected in the classical Beaux-Arts style.
- Toronto Union Station reflects an era of expanding national rail networks and vigorous urban growth.

4.2 Context Messages

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

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

4.3 What is a National Historic Site?

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

4.4 Objectives

The reasons for Toronto Union Station’s national historic significance will be effectively communicated to the public when:
they are conveyed by the overall heritage presentation experience;

station users, visitors and non-visitors who experience heritage presentation understand the reasons for the national historic significance of the site;

the site’s stewards (owners, managers and staff) understand the reasons for its national historic significance;

the site’s Level 1 resources are maintained in a condition that reinforces and sustains the main messages, and the public understands and appreciates the design, function and origins of Toronto Union Station;

the effective communication of messages and their understanding is monitored.

5.0 HERITAGE VALUES

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

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

The level 2 resources are:

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

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

b) the train sheds;

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

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

d) original detailing and historic features throughout the station such as the glass-floored walkway, early glased double elevator doors with circular indicators, mail chutes, radiators, brass door fittings, marble and terrazzo stairs, the original plan and surviving interior fabric of certain parts of the upper office floors, and extant original finishes and fittings (wood panelling, plaster ceiling detail, radiator covers, light fixtures, marble and tile floors) in the main floor office suite, washrooms and vestibule;

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

5.1.2 Objectives

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

- the cultural resources and their associated values are respected.

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

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

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

5.2 Messages not Directly Related to National Historic Significance

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

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

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

- Toronto Union Station was designated in 1989 under the *Heritage Railway Stations Protection Act*. The station is subject to a heritage easement agreement between the owner, the City of Toronto, and the Ontario Heritage Foundation.
5.2.1 Objectives

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

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

5.3 Other Heritage Values

5.3.1 Toronto Union Station and the Community

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

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

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

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

5.3.3 The Family of National Historic Sites

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

5.3.4 Objectives

These heritage values will be respected when:
• the World Heritage Convention’s requirement that heritage should be relevant to the community is fulfilled through a continuing relationship between the people of Toronto and Union Station that transcends the merely utilitarian;

• Toronto Union Station remains a public place;

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

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

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

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

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

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

Toronto Union Station

Figure 1 - dark line denotes designated place (Moat and Teamway Level)

Figure 2 - dark line denotes designated place (Front St. & Platform Level)


6.3 Commemorative Integrity Workshop Participants
Thirty people participated in the workshop that lead to the writing of this document.

**City of Toronto**
- Steven Bell
- Carl Benn
- Angus Cranston
- Rita Davies
- Glenn Garwood
- Denise Gendron
- Anna Pace
- Patty Simpson
- Barbara Stock

**Via Rail**
- Bob Jeffries
- Ken Rose

**Parks Canada:**
- Paul Couture
- Yves Racine
- Brian Thompson
- Leslie Maitland

**Toronto Region Architectural Conservancy**
- Edna Hudson

**Toronto Preservation Board**
- Catherine Nasmith

**Toronto Terminal Railways**
- Pio Mammone

**Ministry of Tourism, Culture and Recreation**
- Melissa Gordon

**Ontario Heritage Foundation**
- Jeremy Collins

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**Toronto Transit Commission**
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