

September 29, 2005

Ms. Ulli Watkiss  
City Clerk  
City of Toronto  
2<sup>nd</sup> Floor, West Tower  
Toronto City Hall  
Toronto, Ontario  
M5H 2N2

Dear Ms. Watkiss:

At its meeting on Wednesday, September 21, 2005 the Board of Directors of Toronto Coach Terminal Inc. considered the attached report entitled, "Intercity Bus Terminal Coordinating Committee – Status Report."

The Board received the report for information noting that none of the concepts developed to date for a Union Station Intercity Bus Terminal appear to be economically viable and that continued investment in the TCT facilities at Bay/Dundas should be seriously considered by the Intercity Bus Terminal Coordinating Committee.

The Board also approved the following ancillary motions:

- That the City of Toronto be requested to adopt traffic measures, such as closing Elizabeth Street, to facilitate better traffic flow; and
- That staff explore the feasibility of purchasing the property on the north side of Edward Street, across from the terminal, to allow for better drop off zones.

The foregoing is forwarded to City of Toronto Council, through the Toronto and East York Community Council, for consideration of the Board's request.

Sincerely,

Vincent Rodo  
General Secretary  
Attachment  
1-17

# TORONTO COACH TERMINAL INC. BOARD REPORT NO.

**MEETING DATE:** September 21, 2005

**SUBJECT:** INTERCITY BUS TERMINAL COORDINATING COMMITTEE –  
STATUS REPORT

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## **RECOMMENDATION**

It is recommended that this report be received for information noting that none of the concepts developed to date for a Union Station Intercity Bus Terminal appear to be economically viable and that continued investment in the TCT facilities at Bay/Dundas should be seriously considered by the Intercity Bus Terminal Coordinating Committee.

## **FUNDING**

There are no funding implications resulting from this report.

## **BACKGROUND**

An Intercity Bus Terminal Coordinating Committee has been established to guide the development of new concepts for an upgraded intercity bus terminal. TCT is represented on the Committee by Commissioners Ashton and Moscoe and the Committee is chaired by Councillor Altobello.

At the May 11, 2005 TCT Board Meeting, the Board approved the following motions with respect to this initiative:

1. Staff be authorized to release the report entitled, "Toronto Coach Terminal Redevelopment Study – Final Report" to TEDCO;
2. TEDCO be requested to involve TCTI staff in all future meetings involving existing TCTI bus carriers;
3. TEDCO be requested to involve TCTI staff and City of Toronto Finance staff in any future meetings with senior levels of government with respect to possible funding for a new Toronto bus terminal and/or investing in the existing Toronto Coach Terminal;
4. The City of Toronto/TEDCO, in consultation with TCTI staff, be requested to undertake any necessary origin-destination survey of existing bus terminal customers prior to any decisions being made on the preferred location for investment of a new terminal;
5. The City of Toronto/TEDCO be requested to complete a Traffic Impact Study (TIS) on any

bus terminal locations in the vicinity of Union Station; and

6. The City of Toronto/TEDCO be requested, as part of the Toronto Bus Terminal Study, to consider the required capital investment necessary to modernize the existing TCTI arrival/departure platforms should alternative locations for a new terminal prove to be infeasible or uneconomical.

This report provides a status report on the project and the Committee’s response to the above motions.

**DISCUSSION**

Items 1, 2 and 3 have been (or are in the process of being) addressed to staff’s satisfaction.

The results of the requested origin-destination survey (Item 4) are as follows:

- 88% of existing TCT passengers agreed TCT is a convenient location,
- 81% of passengers are destined to the City of Toronto with the largest destinations as follows:
  - Downtown – 42%
  - Total Non-downtown Destinations – 39%
    - North – 10%
    - East – 9%
    - West – 6%
    - Unspecified City Destinations – 14%
- 35% of passengers used the TTC to access TCT while only 3% used GO Transit, and 0% used VIA Rail, and
- When asked if a new bus terminal was to built closer to Union Station, there was mixed reaction to the impact of this change on passenger behaviour as follows:

<b>Consumer Choice</b>	<b>Yes</b>	<b>No</b>	<b>Unsure</b>
1. Would it be more convenient?	38%	40%	20%
2. Would you be more likely to use transit to access the terminal?	41%	34%	19%
3. Would you use the bus more often?	36%	42%	19%

The downtown core is the largest single destination (42%) and based on the survey, the existing

terminal would appear to satisfy the vast majority of existing users. As well, with the small access mode for GO Transit (3%) and non-existent transfers to VIA Rail, the rationale for a Union Station location for a new terminal is very weak. As a new Union Station terminal would not have a significant impact on people's travel preferences, the rationale for a Union Station location for a new terminal is undermined.

Even without the results of the origin-destination survey, the economic viability of a new terminal at Union Station is in doubt. Two sites at Union Station have been identified and analyzed to date including the necessary traffic analysis (Item 5):

- South of Union Station over top of the railway tracks; and
- Block 2A on the east side of Bay Street south of the railway tracks and across from the Air Canada Centre (see Exhibit 1).

The option of constructing a new terminal over the Union Station tracks was described as follows by BA Group, the consultant retained by TEDCO to undertake the feasibility analysis:

“An above the rail corridor concept could accommodate all the terminal program requirements, assuming that adequate access could be provided to the building.....However, the design and in particular the vertical circulation required for pedestrians will likely be complicated and result in extraordinary costs.

The primary impediment to constructing a terminal over the rail corridor is cost. There are several structural issues that must be overcome or reconciled to make this concept feasible. Each of the structural issues will have a significant impact on the overall cost of the terminal.

Therefore, while a coach terminal above the rail corridor may be able to accommodate all the terminal program requirements, the access constraints, structural challenges, and cost implications associated with this initiative render this option extremely problematic.”

As outlined in Exhibits 2, 3 and 4, the concept for Block 2A can be summarized as follows:

- A seven level facility is required with maintenance and fuelling on the 7<sup>th</sup> level. The total size of the terminal is 610,000 sq. ft.;
- The estimated capital cost is between \$128.6 million and \$135.3 million. This excludes land acquisition costs, professional fees, environmental cleanup or specialized tenant fittings;
- An underground pedestrian tunnel to Union Station (rather than proposed pedestrian bridge) would add a further \$5 million to the costs of the project;
- The remaining density on the site (545,000 sq. ft.) could be accommodated in a 30-40

storey building over top of the seven storey terminal; and

- Trips generated by the terminal and air rights would have a moderate to high impact on the surrounding area and would require a new traffic/signal on Bay Street opposite the Air Canada Centre approximately 200 metres north of Lakeshore Boulevard.

Given the above, it does not appear that the development of a bus terminal on either site at Union Station is economically viable and that a business case for investment is practical. TEDCO staff are currently analyzing the financial aspects of Block 2A and a further report on this subject will be provided when available.

### **JUSTIFICATION**

Given the above, it is unlikely that a Union Station terminal will be financially practical. If this proves to be the case, consideration of investment in TCT at its existing location (Bay/Dundas as per Item 6 of the May 11<sup>th</sup> TCT Board Meeting recommendations) may prove to be the most viable option available to improve the City's intercity bus terminal for intercity passengers.

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September 21, 2005  
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Attachments

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