

# Union Station Revitalization Recommended Approach



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# Four big moves



- ◆ **Creating an integrated “Public Realm”**
- ◆ **Modern station accommodating change**
- ◆ **Revitalization of under-used spaces**
- ◆ **Maximizing porosity through extended pedestrian connections**

# Creating an integrated public realm

- ◆ New South Plaza
- ◆ More PATH connections
- ◆ Redesign Front Street



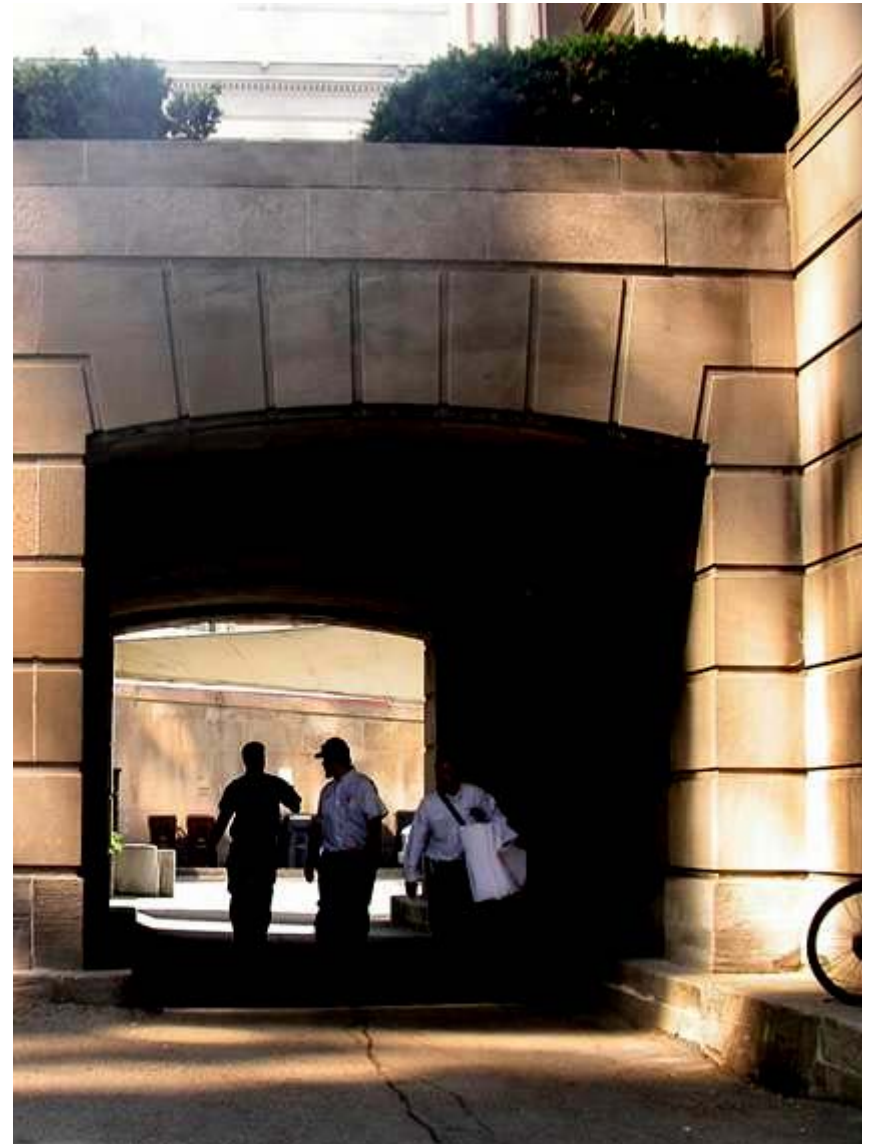
# Accommodating change



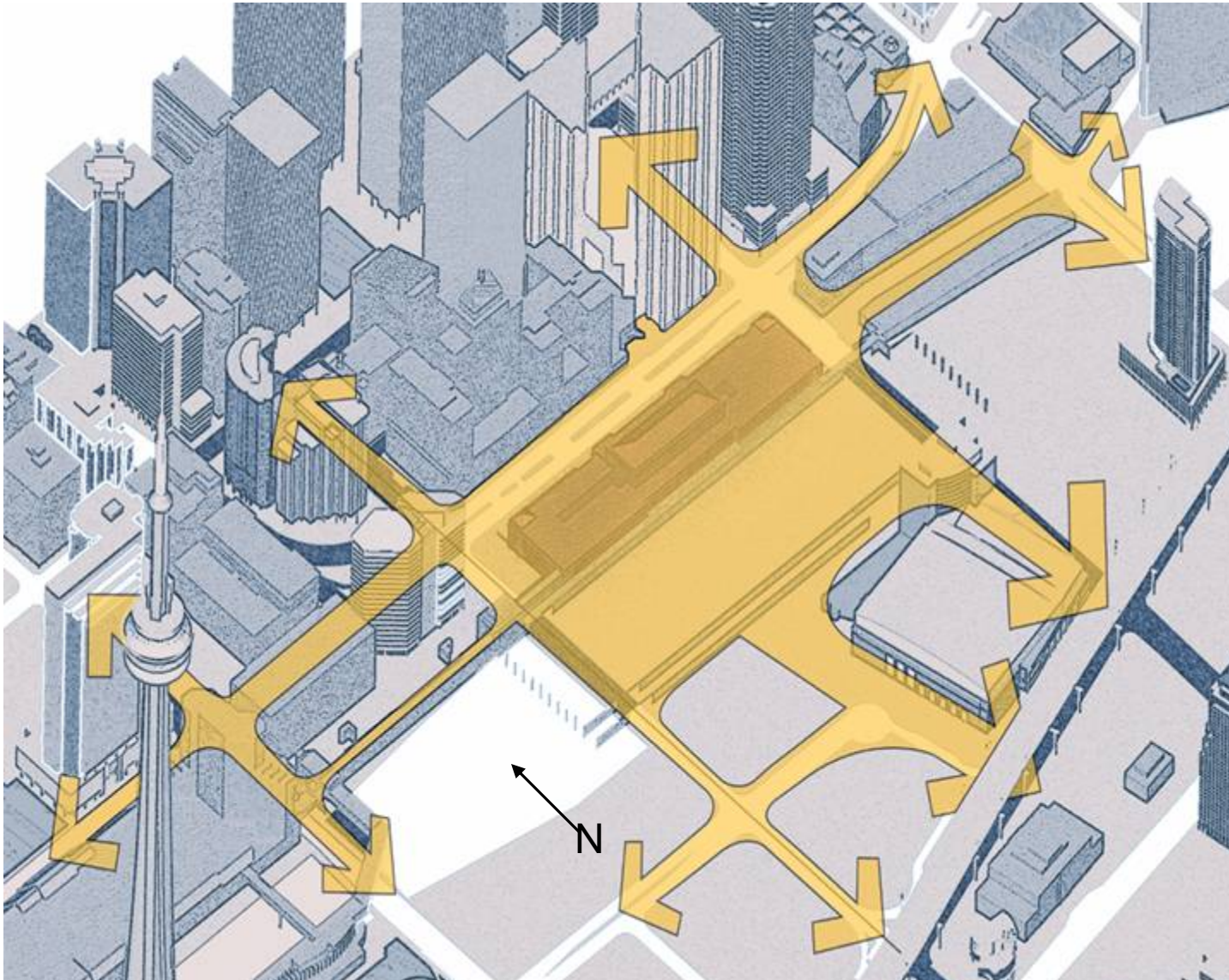
- Ensure flexibility for expansion and future changes of use

# Revitalization of under-used spaces

- Redesigned to better serve transportation functions and to add vitality to the downtown
- The moats and teamways will become vibrant pedestrian circulation corridors



# Maximizing porosity



- ◆ Increasing access through extended street level connections
- ◆ New South Plaza
- ◆ More PATH connections
- ◆ Redesign Front Street

# The vision for Union Station



1. **Transportation first**
2. **Maintain and restore heritage**
3. **Economically sustainable**

# Transportation first

## Improved pedestrian movement

- ◆ Expanded and new GO Concourses to meet GO Transit's projected demand
- ◆ New access points (blue)
  - ◆ New South Plaza
  - ◆ More PATH connections
  - ◆ Moats and teamways
- ◆ New and current GO Transit stairs
  - ◆ Orange – new
  - ◆ Green – current

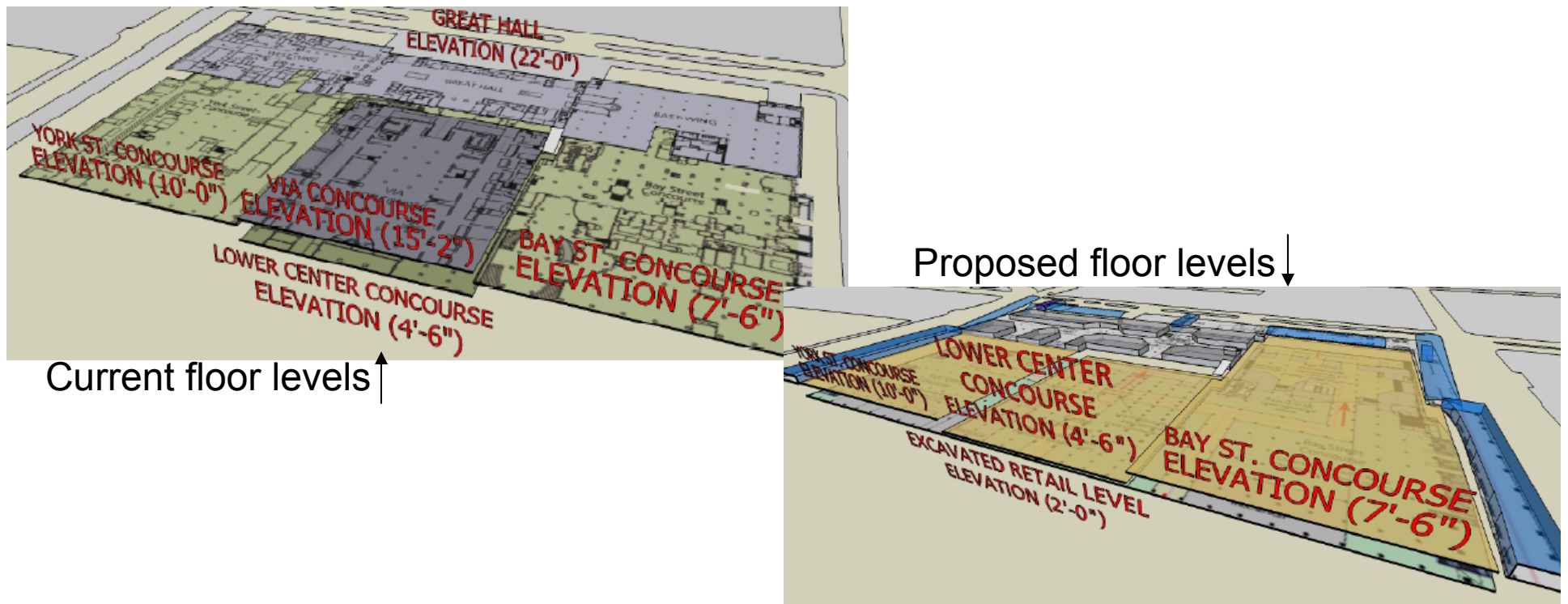


# Heritage preservation



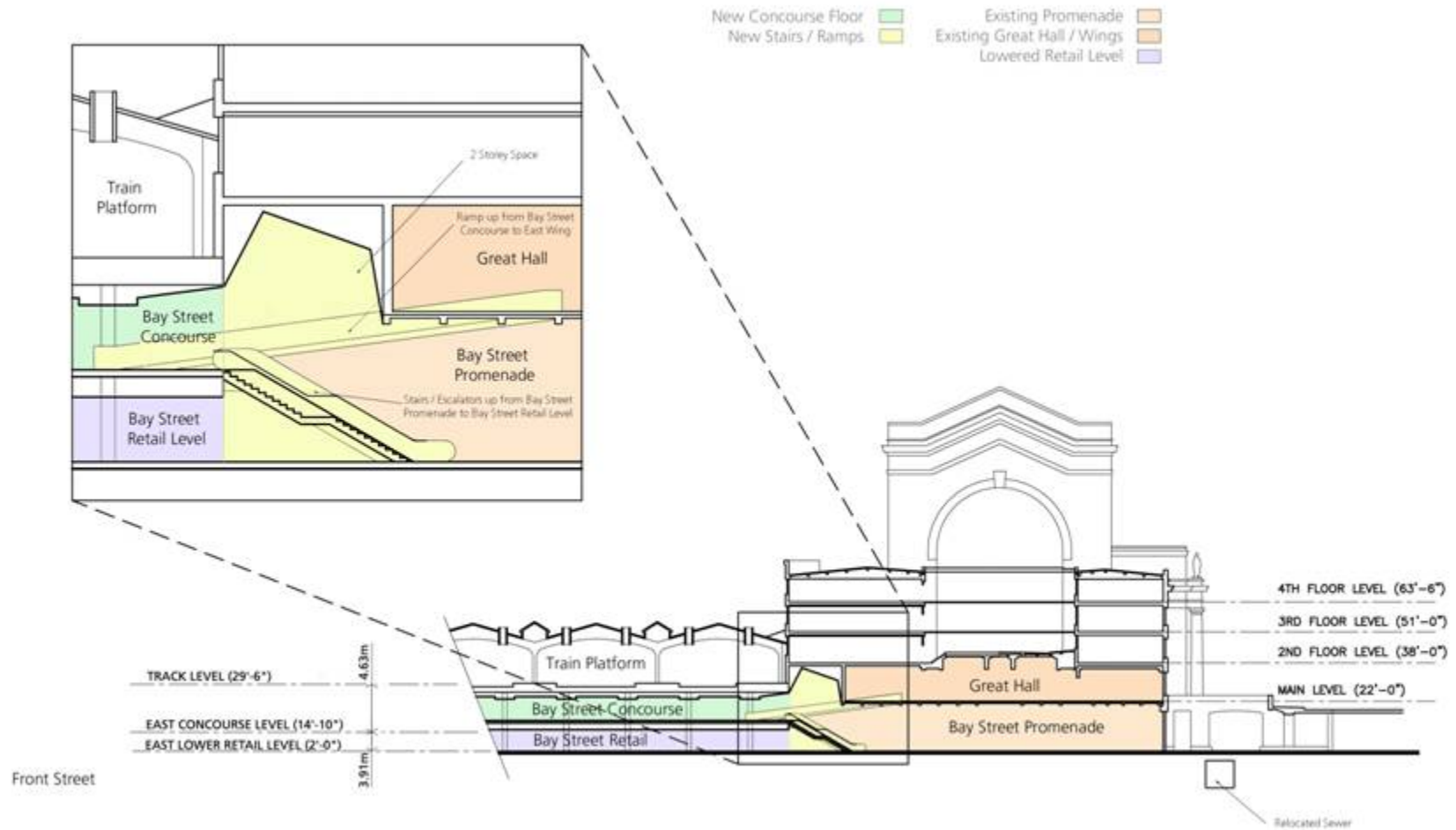
- ◆ State good repair projects included in the Five-Year Capital Plan include:
  - ◆ Replacement of the pedestrian bridge along Front Street
  - ◆ Expansion joint replacement below tracks
  - ◆ Copper roof repairs
  - ◆ Building condition assessment
  - ◆ New South Access Project

# Floor level changes



- ◆ Lower level excavation would allow for enough space for two floors
- ◆ One level for VIA & GO Transit customers, one level for retail space
- ◆ Would create a more modern station by offering services and spaces people are growing to expect in major train stations

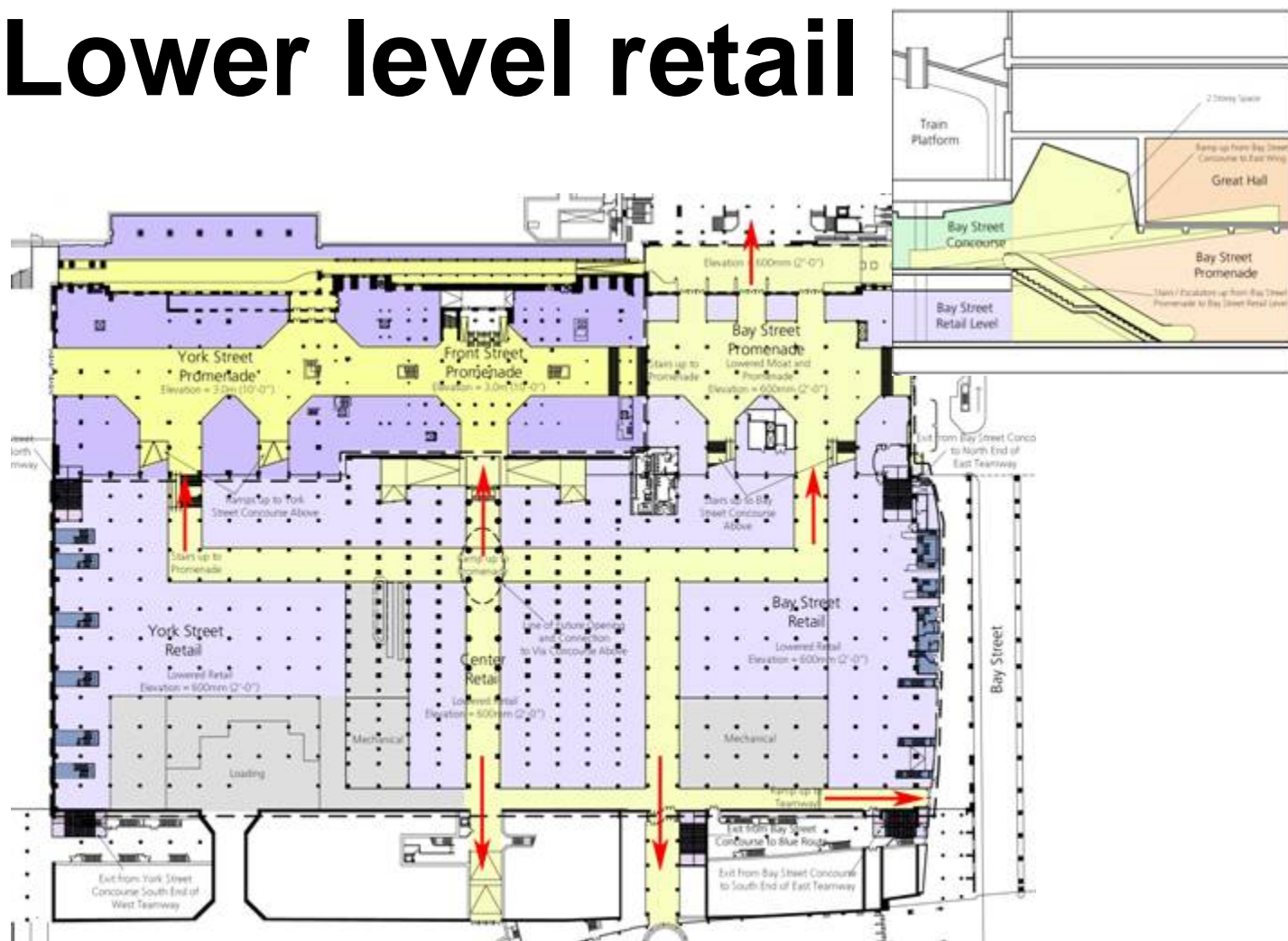
# Floor level changes



Floor levels through Bay Street concourse

# Lower level retail

- ◆ 18,800 square metres of retail space
- ◆ Leased out to a head lessee (chosen through a competitive process)
- ◆ Access via PATH/TTC and concourse level
- ◆ Recommended Approach sees an increase of retail space of 350%. The increased leasing capacity would help finance the work and make the Station more economically sustainable.



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# Leasing opportunities

- ◆ Significant value exists within the redeveloped areas of Union Station
- ◆ Prime retail space in Toronto, even Canada
- ◆ There is an opportunity to lease areas to third party development / operators / investors:
  - Concourses
  - Promenade retail
  - Concourse retail
  - East Wing, West Wing, Great Hall office and retail
- ◆ Concluded to be an attractive business case

# Capital costs

RECOMMENDED APPROACH		ESTIMATED CAPITAL COST (\$2007)
<b>BUILDING CONDITION ASSESSMENT</b>		
A. Heritage Improvement	<i>Total</i>	\$75.426 million
B. State-of-Good-Repair	<i>Total</i>	\$101.164 million
SUB-TOTAL, BCA		\$176.590 million
<b>MULTI-MODAL TRANSPORTATION HUB IMPROVEMENTS</b>		
A. Pedestrian Flow	<i>Total</i>	\$32.340 million
B. Concourse / Holding Area Improvements	<i>Construction of new Mezzanine Holding Area within excavated concourse areas</i>	\$56.823 million
C. Loading Dock	<i>Total</i>	\$2.880 million
SUB-TOTAL, TRANSPORTATION		\$92.043 million
<b>SUB-TOTAL</b>		268.633 million
<b>REVENUE ENHANCEMENTS</b>		
Promenade Retail	<i>Create retail space within improved Promenade Route</i>	\$28.132 million
East and West Wing Retail	<i>Refurbish ground floor and create retail space</i>	\$10.004 million
West Wing Office	<i>Refurbish upper floors and create office space</i>	\$11.160 million
Moat Retail	<i>Create retail space within, and climatize the Moat</i>	\$6.610 million
New Retail Area Below Passenger Concourses	<i>Create retail space within newly excavated area below passenger concourses</i>	\$81.379 million
<b>SUB-TOTAL</b>		\$137.285 million
ALL COMPONENTS	TOTAL OF INDIVIDUALLY ESTIMATED COSTS	\$405.918 million
	Less: Duplicated costs with BCA	\$17.590 million
<b>TOTAL</b>		<b>\$388.328 million</b>

## Improvements and costs

- ◆ State of good repair = \$101.164 million
- ◆ Heritage = \$75.426 million
- ◆ Transportation-related = \$92.043 million
- ◆ Revenue-generating = \$137.285 million

**Total = \$388.328 million**



# Benefits of the Recommended Approach

- ◆ Increased passenger holding areas
- ◆ Better facilities for pedestrian movement
- ◆ Redesigned to better serve transportation functions and to add vitality to the downtown
- ◆ Increased use of currently underused spaces
- ◆ Increased revenue opportunities to help achieve economic sustainability

# Benefits of the Recommended Approach



Washington's Union Station



New York's Grand Central Station

- ◆ Creates a destination, similar to stations in major international cities

# Estimated timing

- ◆ Late 2007 – Early 2008  
Structural and staging feasibility study
- ◆ Early – September 2008  
Schematic design and selection of head lessee
- ◆ 2009 to 2016 – Construction phase
- ◆ 2016 – Transition to the post-revitalization operation of Union Station, after the major projects are completed

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