

GO Expansion - Union Station

New information shared in Round 3

Platform 20/21 Conversion

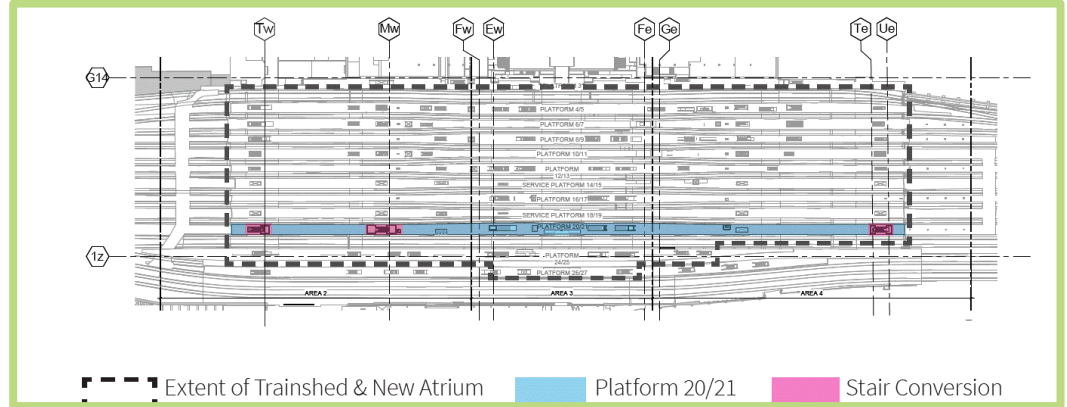
Description: Currently Platform 20/21 serves VIA train service. Design and layout changes will allow for both GO and VIA use. The combined GO and VIA use of Platform 20/21 will allow for accelerated construction phasing of the proposed USEP Package 1 – New South Platform project.

A separate Minister's Consent Package (MCP) will be submitted for the Platform 20/21 Conversion. The construction works for this project are to be undertaken January, 2021.

Benefits: Expanding capacity of the platform will provide additional vertical access for a greater volume of people to move between the concourse and platform. There will also be an addition of low voltage devices including monitors, microphones, speakers, cameras, Presto terminals, wayfinding signage and light fixtures to increase passenger safety.



Existing view of Platform 20/21 from Platform 26/27



Platform plan showing heritage enclosures proposed to be converted to stairs

[We'd like to hear from you about the proposed scope and mitigation](#)

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Potential Impacts	Mitigation
<ul style="list-style-type: none"> • Three heritage elevator enclosures will be converted from their current use to stairs with guards and handrails, while structurally re-supporting the heritage enclosures. • Temporary removal and reinstatement of platform areas and concrete curbs. • Localized waterproofing, installation of guard rails, expanded electrical risers, additional wireways and conduit runs, low voltage devices, wayfinding signage, and Presto terminals at the concourse level. 	<ul style="list-style-type: none"> • Reuse of Heritage enclosures, providing compatible use promoting long-term conservation. • Compatible design with previous stair conversions using compatible materials, reinforcing the coherence of new elements in the trainshed and supporting the legibility of the heritage features in the trainshed. • Conservation of Heritage steel and structural resupporting work using a resupporting sequence to transfer the bearing load of the enclosure back to the corners of the enclosure. • The heritage door strategy is that each enclosure will be reinstated with new replica or refurbished doors. • Within the heritage enclosures, the elevator cabs will be removed, but the overhead elevator equipment, steel supports, and rail guides will be retained to the greatest extent possible as a Commemorative Strategy. • Reversibility and shared platform use with a total of 57 cameras, 6 microphones, and 18 monitors. • Presto Service terminals will be installed near the entrance of each vertical access element for Platform 20/21 at the concourse level.



Representative photo of heritage elevator enclosure converted to a stair.



Representative photo of conserved cab elements.

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