



# CHICAGO UNION STATION

Ongoing Enhancements

March 2018

## Operations

- 3<sup>rd</sup> busiest station in the US
- Serving more than 300 trains per weekday (Amtrak and Metra)
- Serves six of Metra's eleven routes

## Planning Goals

- Improve circulation and safety
- Increase capacity
- Enhance customer experience
- Improve connectivity

## Planning Status

- Advance near-term improvements from City-led Master Plan
- Execute Master Development Agreement

## Phase 1a Planning Partners

- City of Chicago (CDOT), Metra, RTA, and other stakeholders



Headhouse Building on Corner of Jackson Blvd. and Canal St.



Great Hall in the Headhouse Building



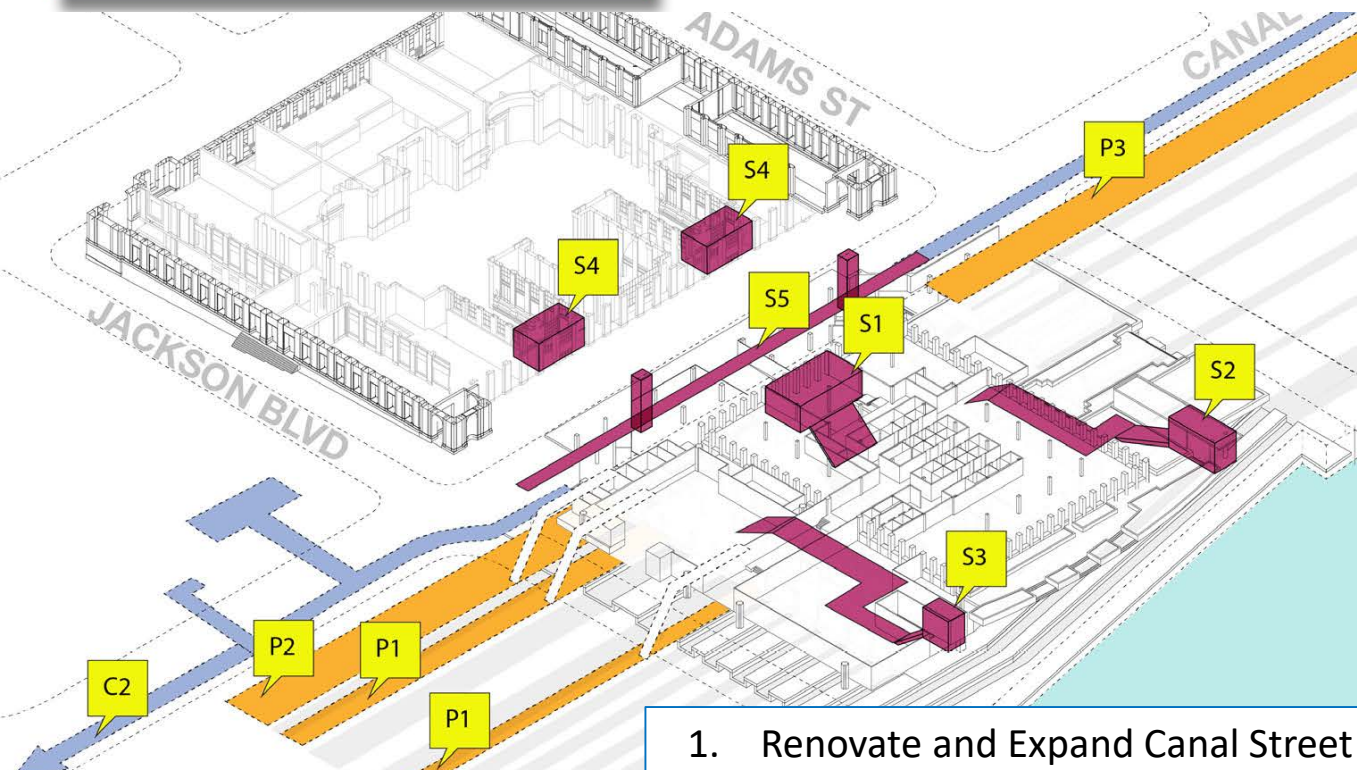
Boarding Lounge in Concourse Building



**Phase 1A**, the preliminary engineering work for the Master Plan Phase 1 / Near Term improvement projects included:

- Planning
- Historic review
- Preliminary Engineering tasks up to 30% design





1. Renovate and Expand Canal Street Lobby, Renovate and Expand Concourse, Overhaul HVAC System
2. Renovate and Expand Adams Street Entrance (ADA)
3. Renovate and Expand Jackson Boulevard Entrance (ADA)
4. Install New Canal Street Headhouse Entrance Elevator (ADA)
5. Create New Vertical Access from Platforms to Canal Street (ADA)



6. Widen Platforms 6/8 and 10/12 (for Metra BNSF Service), and Create New Vertical Access to Street Level (ADA)
7. Create New Access from Platform 2/4 to Jackson Street (ADA)
8. Create New Access from Platform 1/3 to Madison Street (ADA)
9. Convert High-Level Mail Platform for Passenger Use (ADA)
10. Improve Interlockings and Signals within Terminal Limits
11. Create New Pedestrian Passageway to Ogilvie Station
12. Create New Pedestrian Passageway to Clinton Blue Line Station
13. Evaluate Train Shed Ventilation and Advance Preliminary Design
14. Prepare Conceptual Design for Existing Retail prior to MDP

### **Phase 1 Status:**

- Phase 1A study nearly complete
- “New Canal Street Headhouse Entrance Elevator” funded and under construction
- “Convert High-Level Mail Platform for Passenger Use” entering into further study: critical path for other platform projects
- Other projects will proceed to 100% design as funds available

### **Potential Funding/Financing Sources:**

- Agency capital funds
- Federal funding and financing
- Master Development: Incorporating into design and leveraging funds



Since 2015, Amtrak has advanced a Master Development Program at three of its major stations: Chicago Union Station, Baltimore Penn Station and New York Penn Station.



## Goals of the Master Development Program:

To attract world-class developers, investors, architects and engineers to maximize the value of Amtrak's portfolio of real estate assets at and around its largest stations.

In order to realize the vision of a bold, fully integrated mixed-use urban district with a vibrant transportation hub situated at its core, the program must create the ability to:

- Drive value for Amtrak
- Design a great project
- Provide significant customer amenities
- Create strong partnerships
- Self-fund improvements



## Anticipated Master Development Scope:

- May include certain Phase 1 project elements
- Redevelopment and expansion of station retail and amenities
- Redevelopment of the Headhouse, including the Great Hall and upper floors
- Development of the Amtrak-owned parking garage and air rights properties



## Air rights parcels:

- 1) The historic Headhouse (Great Hall)
- 2) The parking garage and Union Station Transit Center
- 3) The trainshed canopies at the SE corner of Canal Street and Jackson Boulevard

