

Item 3



**For Action
with Confidential Attachment**

Summerhill Station – Second Exit/Entrance Authorization of Third Party Design/Construction Agreement and Property Acquisition

Date: February 25, 2020
To: TTC Board
From: Chief Capital Officer

Reason for Confidential Information

This report is about a proposed or pending land acquisition or disposition of land for municipal or local board purposes.

Summary

As part of the Fire Ventilation Upgrade Project, of which Second Exits is a component, the Toronto Transit Commission requires a second exit at Summerhill Subway Station (Summerhill Second Exit/Entrance) to improve egress from the station in the event of an emergency. This is in addition to the Easier Access Phase III Project that will make Summerhill Station accessible with elevators within the main station entrance, as shown on Appendix A.

The Summerhill Second Exit/Entrance is proposed to be within the Scrivener Square development (“Development”) and to be designed/constructed by Tricon and DiamondCorp (collectively the “Developer”).

Authorization of the agreements with the Developer, including design costs and property acquisitions, are required to allow this project to proceed.

Recommendations

It is recommended that the Board:

1. Authorize the execution of the design and construction agreement with the Developer for the Summerhill Second Exit/Entrance, as illustrated in Appendices A, B & C on terms and conditions satisfactory to TTC’s General Counsel, noting that the authorization of the construction expenditures will be the subject of a future Board request for approval;
2. Authorize an upset limit amount of \$2.5M for the design, site investigation and associated management costs of the Summerhill Second Exit/Entrance by the Developer; and

3. Approve the property acquisition recommendations set out in Attachment 1 – Confidential Information and maintain confidentiality of the information until such time as the agreement(s) are executed with all the property owners.

Implementation Points

In 2015, the Board approved a modified approach to determining the best location for the Second Exits at College, Dundas, Museum, Dundas West and Summerhill, given the more urban settings of these stations. The modified approach requires TTC to incorporate Second Exits as part of existing or proposed developments.

An opportunity arose in 2016 with a new development proposal at the southern end of Summerhill Station. TTC has initiated discussions with Tricon and DiamondCorp. (the Developer) on the feasibility of locating the Summerhill Second Exit/Entrance as part of this Development.

Financial Summary

Sufficient funds for this expenditure are included in the TTC's 2020-2029 Capital Budget & Plan under Program 3.9 Buildings & Structures, Fire Ventilation Upgrade project, Legislative Category which will be before City Council for consideration on February 19, 2020. The Fire Ventilation Upgrade total project approval cost is approximately \$501 million, of which approximately \$303 million has been committed to date.

The Interim Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Equity/Accessibility Matters

Summerhill Subway Station is being made accessible as part of the Easier Access Phase III Project, which is a separate project. Two new elevators are planned to be constructed within the main entrance of the station, and are scheduled to be open for service in 2023.

Decision History

On September 28, 2015, the Board approved the "Planning and Consultation Process for Second Exits – Chester Station Update Report", which included recommendations for "a modified process for the second exits located in more commercial/dense urban environments: College, Dundas, Museum, Summerhill and Dundas West":

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2015/September 28/Reports/Chester Station Planning and Consultation Process for Second.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2015/September%2028/Reports/Chester%20Station%20Planning%20and%20Consultation%20Process%20for%20Second.pdf)

Issue Background

A fire/life safety assessment study completed in 2002 identified fourteen high priority stations, including Summerhill Station, where a second means of egress from station platforms is recommended. To date, six of these second exits have been constructed: Broadview, Castle Frank, Dufferin, Pape, Wellesley and Woodbine. Chester is currently under construction. College, Donlands, Dundas, Museum, Dundas West, Greenwood and Summerhill second exits remain to be completed.

In 2015, the Board approved a modified process for these locations as it was identified that the cooperation of the surrounding developments, future developments and other commercial interests would be required. It was also recognized that early consultation with the local Councillor and involvement with City Planning and City Real Estate Services would be required to facilitate the agreements.

Summerhill Station currently contains only one entrance/exit, which is situated at the north end of the station. In order to improve safety in the event of an emergency, the preferred location for the second exit is at the south end of the station. The recommended agreement with the Developer will accomplish this objective.

Since 2016, TTC staff has been in discussions with the Developer to design and construct the Summerhill Second Exit/Entrance at TTC's expense. This will allow for the construction of both the Development and the Second Exit to occur concurrently as one project ensuring less impact on the community and earlier completion. TTC staff, in conjunction with the Developer, has been in consultation with the local area Councillor, City Planning and City Real Estate Services regarding the proposal. As part of the planning process for the Development, the local community has been consulted.

The site has limited access which makes construction very challenging if more than one constructor is working on the same site. One overall constructor for both the Development and the TTC requirements is recommended in order to reduce the impact to the surrounding commercial and residential area.

The design and construction agreement will require the Developer to design the facility to meet TTC standards and requirements. Furthermore, the agreement will call for the submission of the design documents at each Stage Gate for review and approval to ensure that TTC requirements are being maintained. The agreement will also require the Developer to conduct a competitive procurement for the design and construction services related to the TTC components of the work and obtain TTC approval to proceed with each stage.

The upset limit of \$2.5M recommended for approval is for the design fees, site investigation and associated management costs related to the design phase by the Developer on behalf of the TTC. All submitted costs by the Developer with respect to the TTC components of the work will be evaluated by the TTC to ensure the costs are reasonable and appropriate. Once the design phase is completed, a subsequent authorization by the Board will be sought for the TTC's construction expenditure components. The construction work will be competitively bid by the Developer.

Once constructed, the Summerhill Second Exit/Entrance will be operated and maintained by the TTC, except for the structural portions of the facility within the boundaries of the Development.

Additional temporary and permanent property requirements outside of the Development are required to implement the Summerhill Second Exit/Entrance. These property requirements are described and illustrated in Attachment 1 – Confidential Information.

Comments

The Summerhill Second Exit/Entrance will benefit TTC customers by providing a second way out of the station in the event of an emergency. Allowing the Developer to construct the TTC project will lessen disruption on the community and will allow both the Development and Summerhill Second Exit/Entrance facility to be constructed concurrently, with less impact to the local community.

Contact

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Signature

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Chief Capital Officer

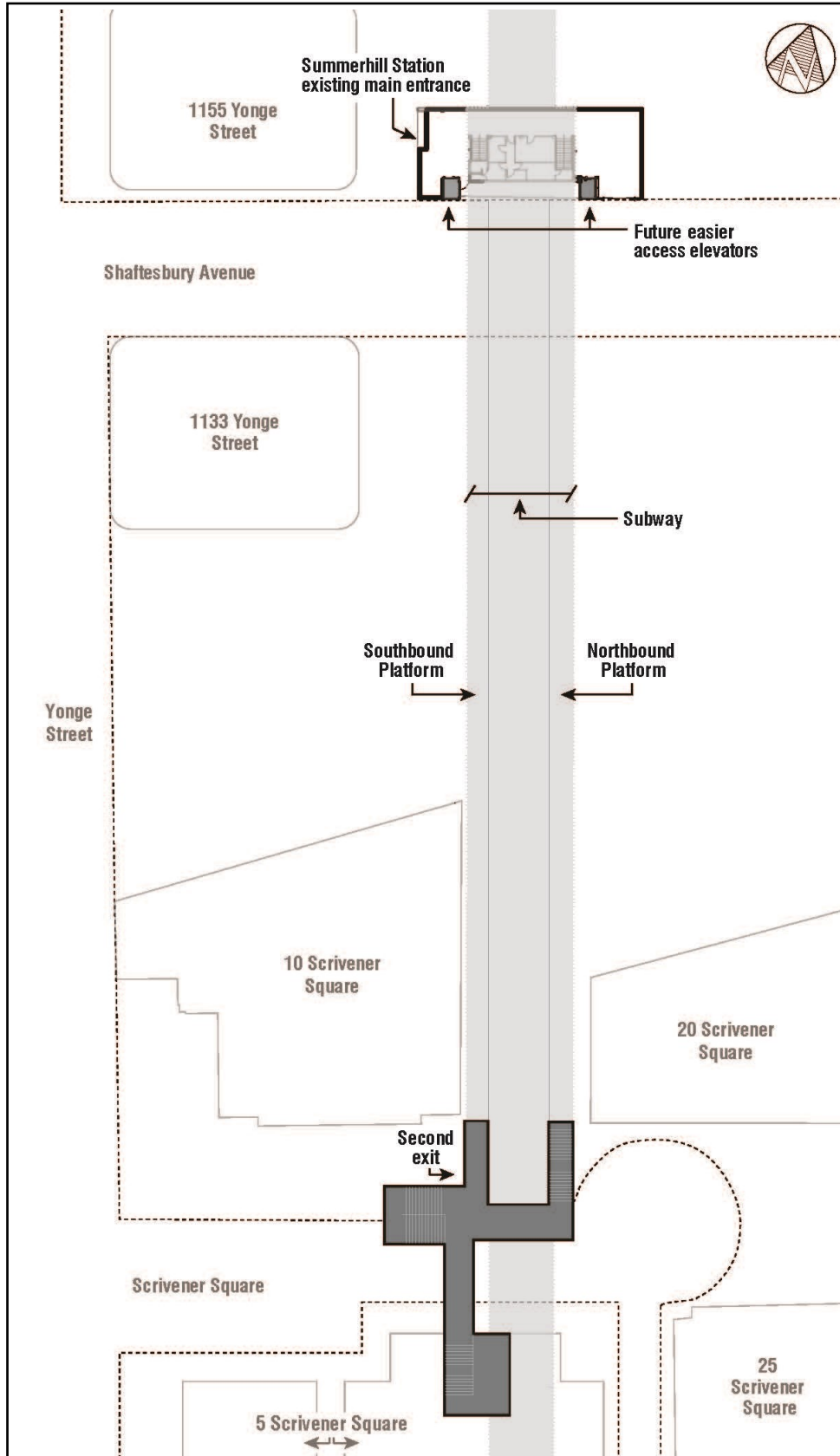
Attachments

Appendix A – Summerhill Station Second Exit/Entrance - Station Plan
Appendix B – Summerhill Station Second Exit/Entrance - Conceptual Design Plan
Appendix C – Summerhill Station Second Exit/Entrance - Conceptual Design 3D View

Attachment 1 – Confidential Information

SP#03078-31-437

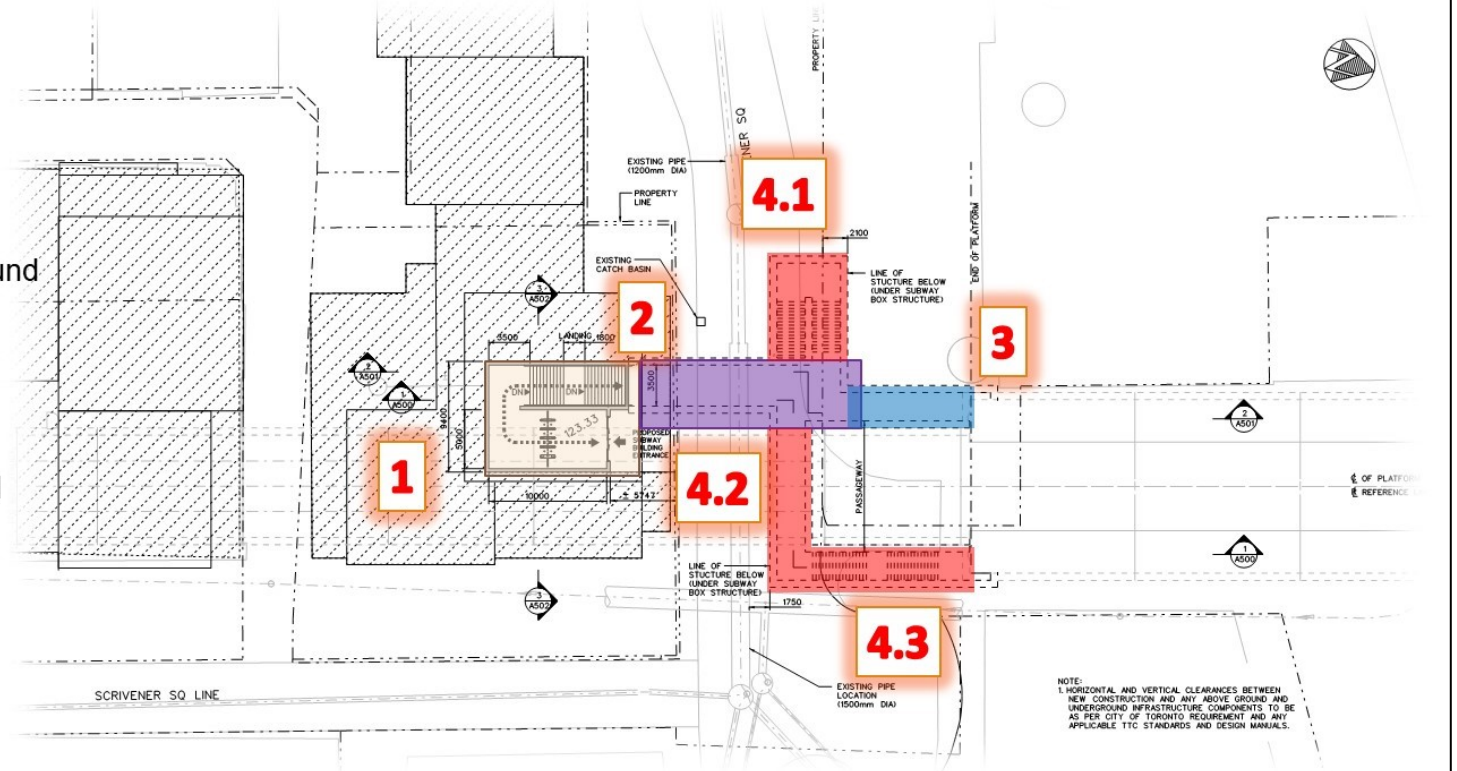
Appendix A – Summerhill Station Second Exit/Entrance - Station Plan



Appendix B – Summerhill Station Second Exit/Entrance – Conceptual Design Plan

Location

1. Exit/Entrance
2. Stairs and new pedestrian tunnel
3. Corridor to southbound platform
- 4.1 Stairs leading to underpass
- 4.2 Underpass below subway
- 4.3 Stairs to northbound platform



Appendix C – Summerhill Station Second Exit/Entrance – Conceptual Design – 3D View

3D View

1. Exit/Entrance
2. Stairs and new pedestrian tunnel
3. Corridor to southbound platform
- 4.1. Stairs leading to underpass
- 4.3. Stairs to northbound platform

