



Allen Greenway Improvements - New Dell Park Avenue Entrance/Exit to Lawrence West Station

Date: November 16, 2020
To: TTC Board
From: Chief Capital Officer

Summary

At its meeting of December 12, 2019, TTC staff were requested to report back to the Board by November 2020 on the feasibility of a new Dell Park Avenue entrance/exit to Lawrence West subway station. This was adopted from a motion at the North York Community Council meeting of September 11, 2019 by Councillor Mike Colle related to Allen Greenway Improvements.

In response to this direction, the feasibility of potential options for adding a secondary exit/entrance at Dell Park Avenue was reviewed, of which five options were found feasible. The purpose of this report is to provide the TTC Board with the outcome of the feasibility study.

Recommendations

It is recommended that the Board:

1. Receive the report in response to the Board's direction on December 12, 2019 to report back on the feasibility of a new Dell Park Avenue entrance/exit to Lawrence West subway station.
2. Authorize staff to request the budget for the design and construction of the new Dell Park Avenue Entrance/Exit to Lawrence West Station in a future capital budget submission.
3. Direct staff to continue consultation with the community.

Financial Summary

This report has no immediate capital financial impact beyond what has been approved in the 2020-2029 Capital Budget and Plan. The TTC's 2020-2029 Approved Capital Budget and Plan includes funding of \$495.9 million, of which approximately \$360 million has been committed to date under Program 3.9 Building and Structures – Fire Ventilation Upgrade capital project which includes the 2nd exit works.

The 2020-2029 Approved Capital Budget and Plan will fund 2nd Exits at the following stations, Chester, Wellesly, Dundas West, Donlands, College, Summerhill and Museum.

The need for 2nd Exits at two additional stations, Greenwood and Dundas stations, have been identified, but are unfunded. These projects, plus the Dell Park Station 2nd Exit as well as additional sites to be identified with the completion of a study for the next phase will be submitted for consideration in future budget processes.

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

Equity/Accessibility Matters

A cornerstone of the TTC's Corporate Plan 2018-2022 is accessibility, and as a proud leader in providing accessible public transit to Toronto residents and beyond, we are committed to ensuring reliable, safe and inclusive transit services for all our customers.

A new Dell Park Avenue entrance/exit to Lawrence West Station would increase the access and egress. Lawrence West Station was made accessible in 2014 with a barrier free path from the station's main entrance and has satisfied the mandate of the Easier Access Phase III program. The design of the new entrance/exit will protect for future installation of an elevator if prioritized as part of the Easier Access Phase IV study. The study is expected to be completed in 2021.

Decision History

At its meeting of December 12, 2019, the Board adopted a member motion from Councillor Mike Colle from the North York Community Council meeting of September 11, 2019 related to Allen Greenway Improvements. TTC staff were requested to report back to the Board by November 2020 on the feasibility of a new Dell Park Avenue entrance/exit to Lawrence West subway station.

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2019/December 12/Reports/Decisions/10 North York Community Council Member Motion NY8 47 Allen G.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2019/December%2012/Reports/Decisions/10%20North%20York%20Community%20Council%20Member%20Motion%20NY8%2047%20Allen%20G.pdf)

Issue Background

One of the elements of the Fire Ventilation Upgrade program is the addition of second exits to subway stations. These exits provide a second means of egress from the station platform(s) to the exterior of the station to enhance safety of TTC customers and employees in the case of emergency. A fire/life safety assessment study completed in 2002 identified 14 high-priority stations where there is only one means of egress or two means of egress that are less than 25 metres apart. To date, six of these second exits have been constructed at: Broadview, Castle Frank, Pape, Dufferin, Woodbine and Wellesley stations; Chester, College and Donlands stations are currently under

construction; and Museum, Summerhill and Dundas West stations are in the design stage. Additionally, Greenwood Station was identified as requiring a second exit and the location was selected by its Local Working Group and is under review by the City. Lastly, the planning and property search for Dundas Station is ongoing.

Arising from the communications submitted by Councillor Mile Cole to the members of the North York Community Council on September 11, 2019, the TTC was requested to report by the end of 2020 on the feasibility of a new Dell Park Avenue entrance/exit to Lawrence West subway station. Refer to the link below for the memo from Councillor Mike Cole on Allen Greenway Improvements:

<http://www.toronto.ca/legdocs/mmis/2019/ny/bgrd/backgroundfile-137865.pdf>

This member motion was subsequently presented to the Board at its December 2019 meeting and adopted accordingly. Thereafter, the TTC conducted a feasibility study and evaluated potential options for an entrance/exit to Lawrence West Station at Dell Park Avenue.

Comments

The feasibility study resulted in five potential options as outlined below and illustrated in Appendix A:

Option 1: Exit at centre part of the platform with new columns on either side of existing station structure

Option 2: Exit at platform at south end with new columns on either side of existing station structure

Option 3: Exit at platform at south end with new columns on either side of existing station structure and on the platform

Option 4: Exit at at centre part of the platform with new columns on east side of existing station structure and on the platform

Option 5: Exit at platform at south end with new columns on east side of existing station structure and on the platform

Options one and four included a new exit stair on the station's subway platform within 25 metres from the south end of the platform. These two options provided the shortest travel paths between street level and platform level and were ranked higher than the other options and recommended for further analysis based on the evaluation criteria. The criteria included safety and egress requirements, compliance with applicable codes and standards, passenger convenience, service impact and constructability. More detailed investigation will be required for the recommended options during the design phase in order to select the best option.

The other three options provided the exit stair at the far south end of the station just beyond the station's platform and included a new corridor above the station roof connecting the stair to a new entrance on Dell Park Avenue. These options would result in longer travel paths between street and platform levels and are higher in expected cost than options one and four.

A high-level estimate was prepared for the various options using estimated gross floor areas and allowances for the major scope items, and it is expected the project cost for the entrance would be in the range of \$20 million to \$30 million, depending on the option selected and further development of the design. More detailed class estimates would be developed as the project proceeds through its stage gating process. The estimates do not include any allowances for a future elevator at this time.

The options comparison matrix is illustrated in Appendix B with Options 1 and 4 recommend for further development in the design phase. Further design and construction phases cannot be progressed until the funding is secured. ACAT will be consulted progressively as per normal practise when the project funding certainty for this location is known.

The new Dell Park entrance/exit connection to Lawrence West Station will benefit TTC customers and the area community by providing a second means of access and egress at Dell Park Avenue.

Contact

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Signature

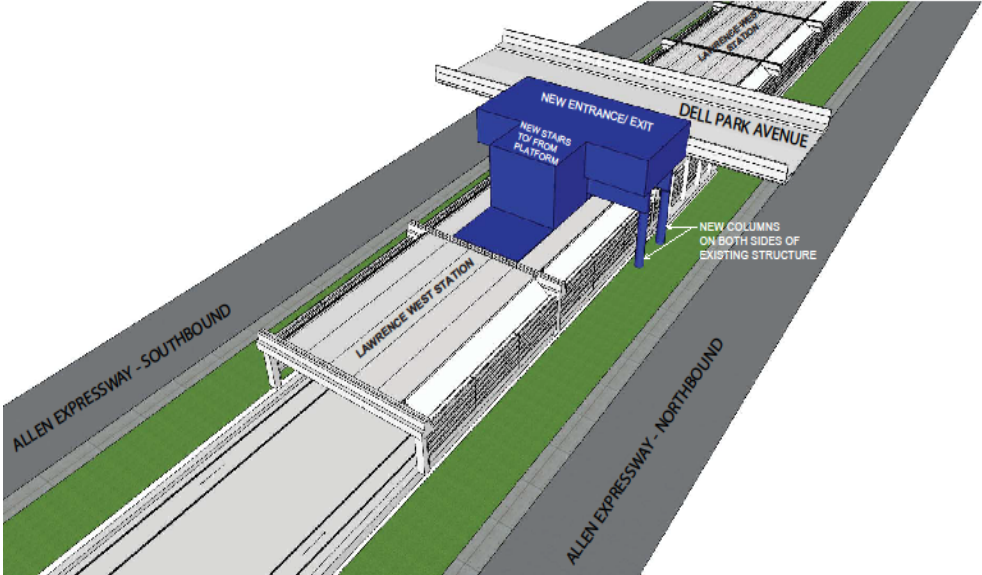
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Attachments

Appendix A: Figures – Options 1 to 5
Appendix B: Options Comparison Matrix

Appendix A – Figures

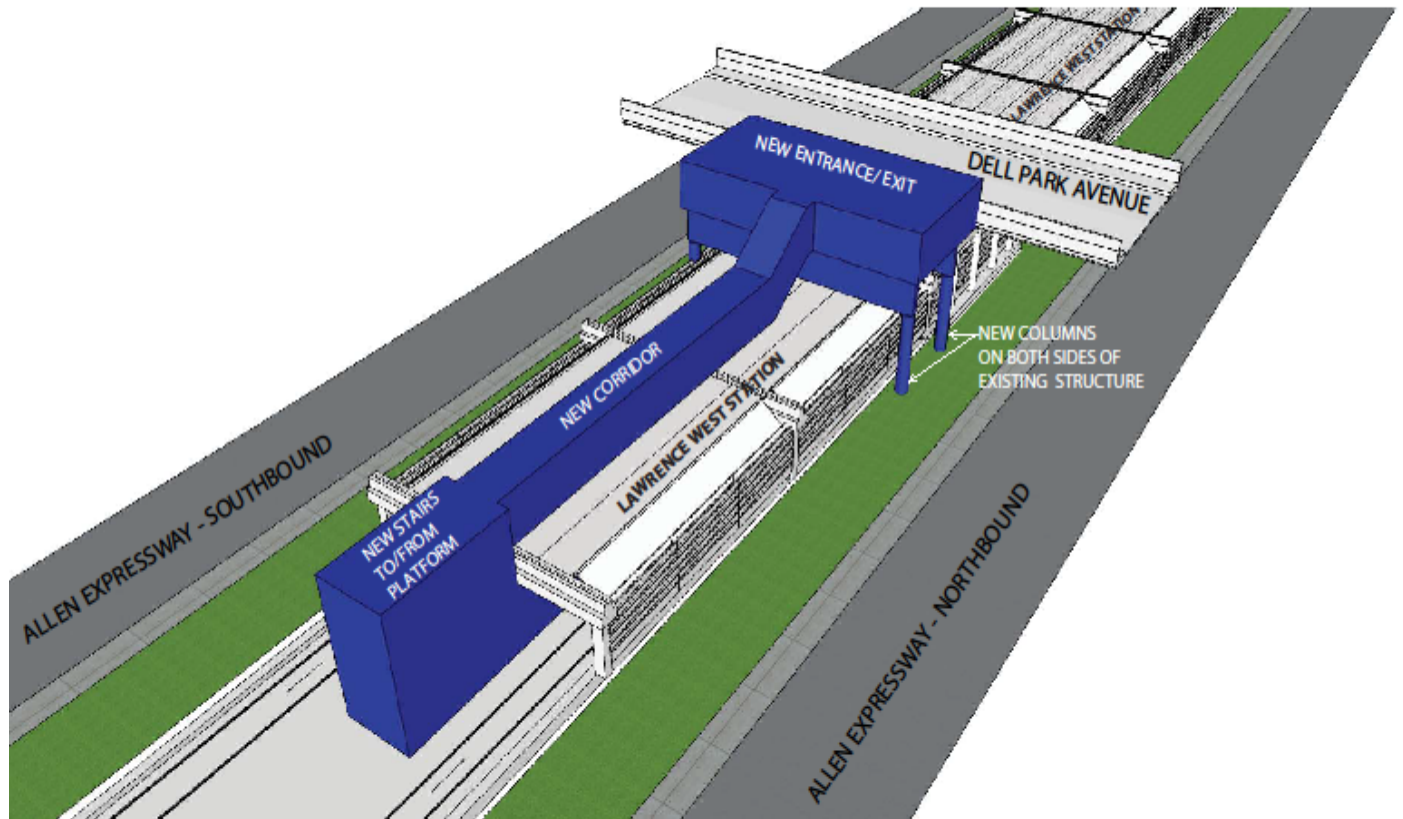
OPTION 1



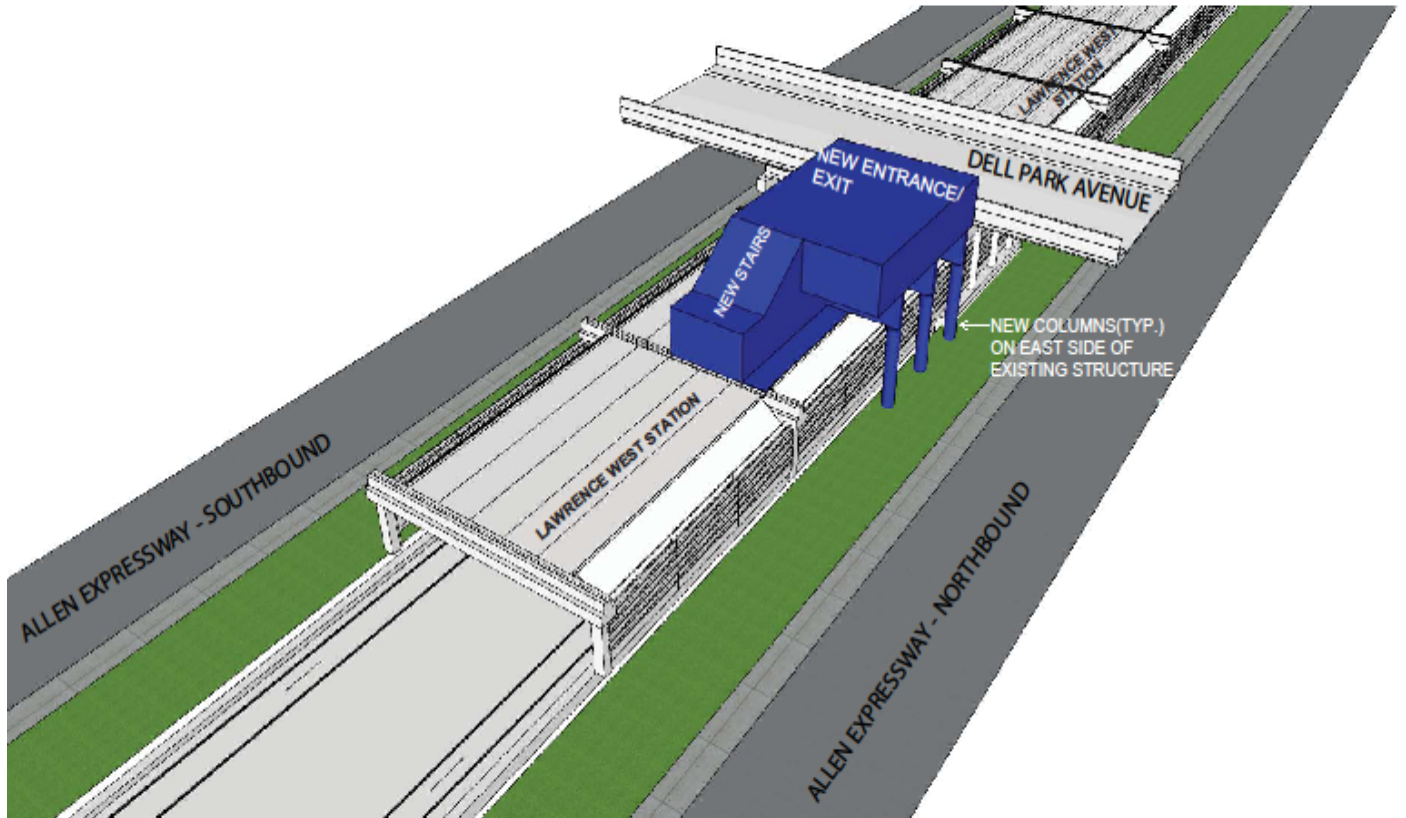
OPTION 2



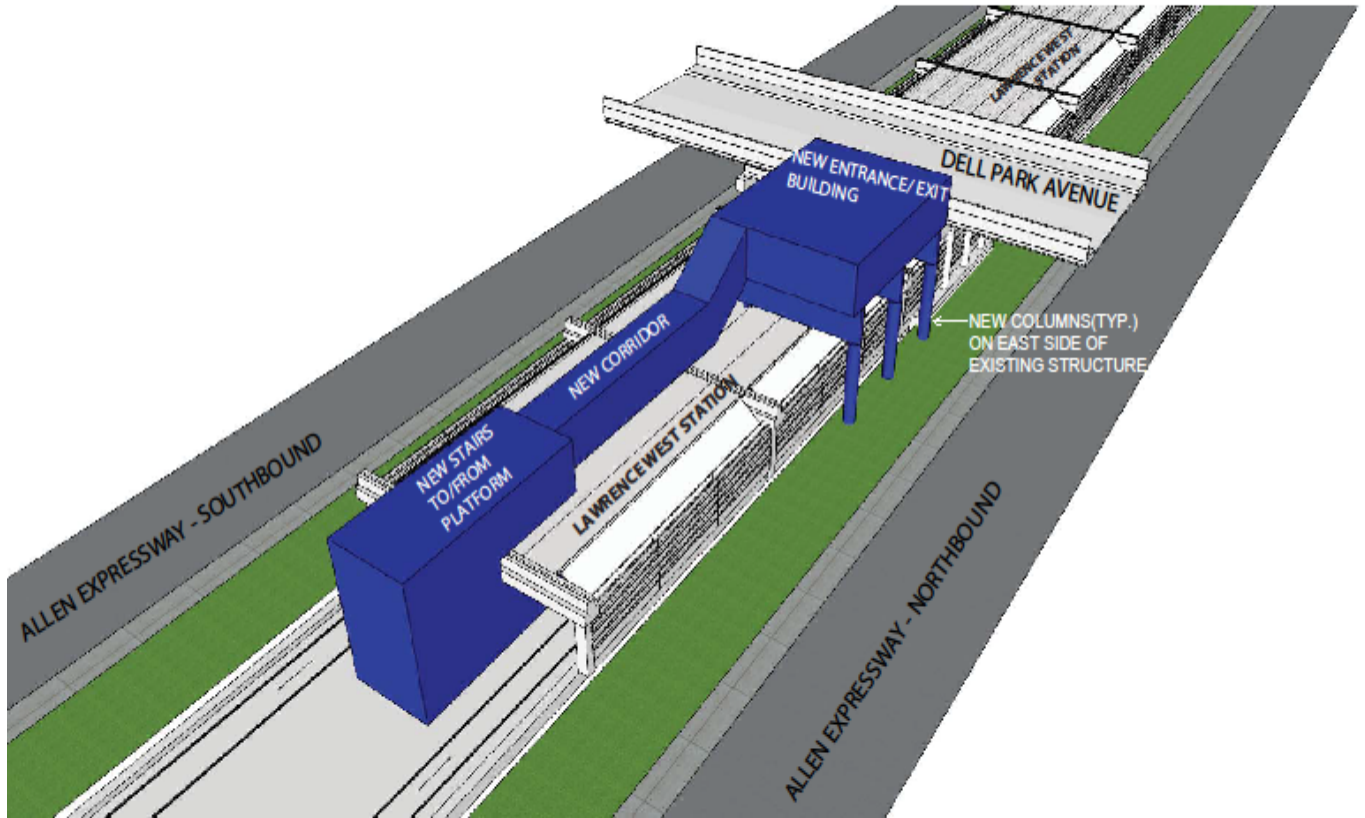
OPTION 3



OPTION 4



OPTION 5



APPENDIX B – Options Comparison Matrix

New Dell Park Entrance/Exit to Lawrence West Station Feasibility Study - Comparison Matrix					
	Option 1	Option 2	Option 3	Option 4	Option 5
Passenger Safety, Convenience and Egress	1 - Shortest path to street level (approx. 30m)	5 - Longest path to street level (approx. 70m)	4 - Long path to street level (approx. 55m)	1 - Short path to street level (approx. 35m)	3 - Long path to street level (approx. 50m)
Utilities Impact	Yes - Impact on existing utilities City ROW.	Yes - Impact on existing utilities City ROW.	Yes - Impact on existing utilities City ROW.	No	No
Constructability	2 - Construction at platform level with limited space - May need closure of one lane of Allen Road	3 - Construction area separate from public areas - Construction at track level - May need closure of one lane of Allen Road	4 - Construction at track level - Construction at platform level with limited space - Columns to be installed at platform - May need closure of one lane of Allen Road	2 - Construction at platform level with limited space - Columns to be installed at platform - May need closure of one lane of Allen Road	5 - Construction at track level - Construction at platform level with limited space - Columns to be installed at platform - May need closure of one lane of Allen Road
Service Impact	Yes - Possible service impact due to demolition and construction at and above platform and track level.	Yes - Possible service impact due to demolition and construction at and above platform and track level.	Yes - Possible service impact due to demolition and construction at and above platform and track level.	Yes - Possible service impact due to demolition and construction at and above platform and track level.	Yes - Possible service impact due to demolition and construction at and above platform and track level.
Compliance with the applicable codes and standards	Yes	Yes	Yes	Yes	Yes
Property Requirements	No	No	No	No	No
Options Ranking / Recommendation	2	5	4	1	3

Ranking Level: 1 is highest ranking and 5 is lowest ranking