



**For Action  
with Confidential Attachment**

## **Dundas West Second Exit/Entrance and Metrolinx Bloor GO/UP Express Interconnection**

**Date:** February 28, 2023  
**To:** TTC Board  
**From:** Chief Capital Officer

### **Reason for Confidential Information**

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This report contains information about a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the City or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization.

### **Summary**

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As part of the Fire Ventilation and Subway Second Exits project, the Toronto Transit Commission requires a second exit at Dundas West Subway Station (Dundas West Second Exit/Entrance) to improve egress from the station in the event of an emergency.

Metrolinx is building an interconnection between Bloor GO/UP Express Station and Dundas West Station on Line 2, which will fulfil the TTC's requirement for implementation of a Second Exit/Entrance to Dundas West Station. An agreement in the form of a Memorandum of Understanding (MOU) between the TTC and Metrolinx has been negotiated, which formalizes the relationship between the parties throughout the design and construction phases, and outlines the TTC's cost contribution to the Metrolinx project in recognition of the benefit to the TTC.

Authorization of the agreement with Metrolinx for the design and construction of the Dundas West Second Exit/Entrance, is required to allow this project to proceed.

### **Recommendations**

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It is recommended that the TTC Board:

1. Authorize the CEO or delegate to execute a Memorandum of Understanding with Metrolinx for the design and construction of a second exit at Dundas West Subway Station based on the terms and conditions as set out in Confidential Attachment 1 – Appendix A.
2. Approve the confidential recommendation attached in Confidential Attachment 1; and authorize its public release upon completion of the construction.

## **Financial Summary**

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Funds for this expenditure are included in the TTC's 2023-2032 Capital Budget and Plan under Program 3.9 Building and Structures – Fire Ventilation Upgrade and Subway Station Second Exits programs, which was approved by the TTC Board at its meeting on January 9, 2023 and City Council on February 15, 2023.

The total project cost for the Fire Ventilation Upgrade and Subway Station Second Exits programs are \$726.9 million, comprising of costs to the end of 2021 of \$338.6 million, projected year-end spending of \$48.1 million for 2022 and funding of \$340.3 million over the 10-Year Capital Budget and Plan. Of the total project cost, approximately \$432 million has been committed to date.

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

## **Equity/Accessibility Matters**

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

Dundas West Station is accessible with a barrier free path from the station's main entrance. The new interconnection between the Metrolinx Bloor/UP Express Station and Dundas West Subway Station will increase the access and egress to the Dundas West Station subway platforms and provide an additional accessible path from the station platforms to a new concourse level and Metrolinx GO Tunnel level by forward motion elevators, along with associated equipment and finishes. Metrolinx has presented the design to the ACAT Design Review Subcommittee and their comments were addressed and incorporated in the final design where feasible.

## **Decision History**

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Second Exit:

On September 28, 2015, the Board approved the Planning and Construction 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.”

[Planning and Consultation Process for Second Exits - Chester Station Update \(TTC Board, September 28, 2015\)](#)

## Issue Background

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### Second Exit:

The Subway Station Second Exit project is designed to enhance the safety of TTC customers and staff by providing an additional exit out of subway stations in the case of an emergency. A fire/life safety assessment study completed in 2002 identified 14 high-priority stations that need to have a second exit, including Dundas West Station.

To date, seven of these second exits have been constructed at: Broadview, Castle Frank, Pape, Dufferin, Woodbine, Wellesley and Chester stations. Donlands, College, and Museum stations are currently under construction. Dundas West Station will be the next station to have a second exit incorporated. Summerhill Station is in the design stage. Greenwood and Dundas stations are in the planning stage.

Metrolinx operates its Bloor GO/UP Express Station and TTC operates its Dundas West Subway Station in close proximity to the Bloor Street West and Dundas Street West intersection in the city of Toronto; and both Metrolinx and the TTC wish to improve the transit riders' experience by providing a direct underground connection between the Bloor GO/UP Station and Dundas West Subway Station through new corridors, elevators and stairs in the TTC and Metrolinx areas in accordance with the MOU and reviewed plans. Metrolinx has set out to design and build this direct underground connection with the support of the TTC. Metrolinx and TTC staff have finalized the MOU that would:

- Establish guidelines for Metrolinx to issue design and construction submissions to the TTC for technical review;
- Delineate which party will be responsible to maintain specific areas within the new connection facility when it opens;
- Provide Metrolinx and its contractor with a licence to access portions of the TTC station in order to construct the project; and
- Commit the TTC to contribute funds towards the cost of the project.

The construction phase is scheduled to commence by Metrolinx in mid-2023.

## Comments

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The Dundas West Second Exit/Entrance will benefit TTC customers and employees by providing a second way out of the station in the event of an emergency. Allowing Metrolinx to construct the TTC second exit project concurrently as part of the overall connection project is the most cost effective solution for installing a second exit to the station and will lessen the impact and disruption to the local community. TTC Board approval for the execution of the MOU and the TTC's cost contribution is required prior to the award of the contract by Metrolinx.

## Contact

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## Signature

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Gary Downie  
Chief Capital Officer

## Attachments

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Attachment 1 – Confidential Information