

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: June 2, 2010

SUBJECT: EASIER ACCESS AND SECOND EXIT
DESIGN CONCEPT FOR WOODBINE STATION
CONTRACT DC9-4

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission approve the conceptual design for the Easier Access Phase III and Second Exit programs at Woodbine Station, which will be presented through a public consultation process on June 29, 2010.

FUNDING

Sufficient funds for the Woodbine Station Modernization project are included in the TTC's 2010-2014 Capital Program which was approved by City Council on December 8, 2009 under the following projects:

- Project 3.9 Buildings and Structures, under Easier Access Phase III as set out on pages 715R – 723 of the Legislative Category; and
- Project 3.9 Buildings and Structures, under Fire Ventilation Upgrade – Second Exit for Subway Stations as set out on pages 691 – 703R of the State of Good Repair/Safety Category.

BACKGROUND

Since March 1990, the Commission has set the goal of making all TTC services and facilities accessible. To date, twenty-nine (29) stations have been made accessible, with the Easier Access Phase III program making all remaining subway stations accessible by 2024, including Woodbine Station. The design principles include the following accessibility improvements:

- Elevators;
- Easier access fare gates;
- Sliding doors or automatic accessible power-assisted doors; and
- As required, modifications addressing establishment of barrier free path.

A Fire Life Safety Assessment Study completed in 2002 identified fourteen high priority stations requiring an alternate means of egress from station platforms, including Woodbine Station. The second exits are to be constructed where only one means of egress off the station platform currently exists in order to improve the safety of the public and employees in the event of an emergency. The design principles require the second exit to:

- Provide a separate means of egress that is remote from existing egresses;
- Maintain 25m minimum distance to an existing exit;
- Provide minimum 2.4m wide egress from each platform or 3.5m when combined; and
- Where possible, be for full-time daily use with exit turnstiles.

DISCUSSION

The recommended design concept (Exhibit 1) accommodates the required elements for the Easier Access Phase III and Second Exit Programs.

Introduction

Woodbine Station is located at the south east corner of Woodbine Avenue and Strathmore Boulevard. It was built in 1966 and was the eastern terminus of the Bloor-Danforth subway line for 2 years before the subway was extended to Warden Station. The station has a 2 bay bus terminal associated with its entrance building.

The objective of the project is to provide a single integrated design solution for the Easier Access Phase III and Second Exit Programs in an economical, efficient manner, while minimizing to the extent that is practical, the disturbance to the station users and the surrounding community.

Easier Access

The conceptual design provides for the following:

- Two new accessible elevators servicing the westbound and eastbound platform;
 - Elevator E1 will service the street level, concourse level and eastbound platform;
 - Elevator E2 will service the concourse level and westbound platform;
 - The barrier free path across the concourse from E1 to E2 will provide accessibility for the westbound passengers;
- An expanded entrance building at street level to accommodate the E1 elevator shaft and its lobby;
- An upgrade of station entrance doors to accessible automatic sliding doors, and installation of an accessible power-assisted door from the station building to the bus bays;
- Reconfigured turnstiles with a new easier access fare gate and a new crash gate;

- A realigned bus driveway to accommodate the expanded building entrance; and
- A reconfigured concourse level to accommodate elevator lobbies and a barrier free path across the concourse.

Second Exit

The second exit building will occupy the north west corner of Strathmore Boulevard and Woodbine Avenue. Though the station box ends further west along Strathmore Boulevard, the rationale for locating the exit building at this location is to address improvement of the exiting capacity with minimum practical impact on private properties and the surrounding residential community.

Locating the exit building at the north west corner will allow for a southern building exposure and will also shelter the exit doors from the prevailing winds. It is also the preferred location from a station operational viewpoint, providing visibility of the facility from the collector's booth in the station building diagonally across the street.

The second exit consists of the following major elements:

- A new glazed exit building at the north west corner of Strathmore Boulevard and Woodbine Avenue with two full height exit turnstiles with glazed partition and automatic sliding exit doors, exterior landscaping and cool roof in accordance with the Toronto Green Standard;
- 2.4m wide exit stairs leading up from each platform to a new concourse level cross over passage structure above the station box;
- 3.5m wide exit stairs to the street level second exit building from the concourse level cross over structure.

The width and location of the second exit stairs at platform level are influenced by three main determining factors:

- The need to improve the station exiting capacity and to reduce the platform level dead ends;
- The structural restriction in locating new openings in the station box a minimum of 1.2m away from all existing control joints; and
- Minimizing construction impact on the surrounding properties.

Schedule

Exhibit 2 provides the major milestones for the project including the public consultation. The results of the June 29, 2010 public open house will be reported to the July Commission meeting.

JUSTIFICATION

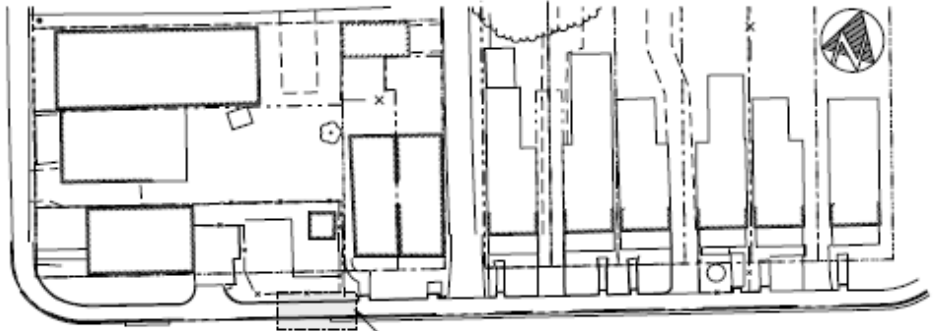
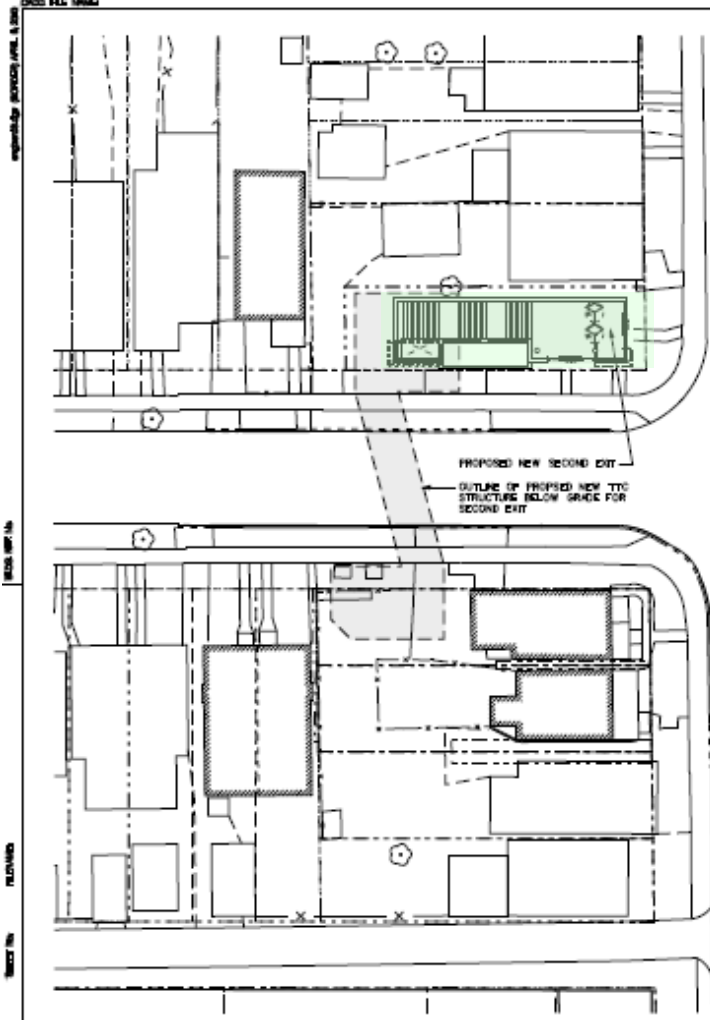
The proposed concept will accommodate the necessary accessibility and second exit elements within the existing station structure with the minimum practical impact on private property and the surrounding residential community.

May 5, 2010
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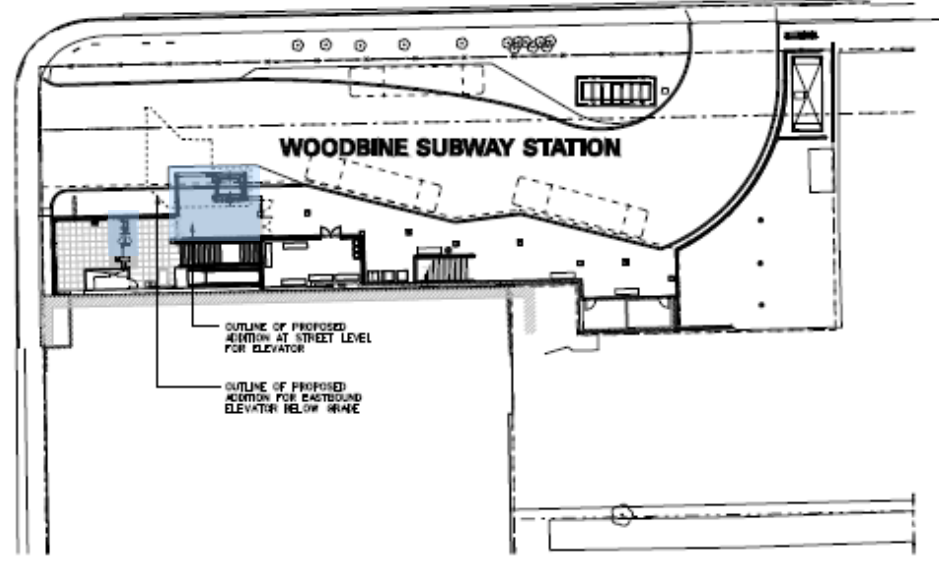
Attachment Exhibit 1 - Design Concept
Exhibit 2 - Proposed Schedule and Public Consultation Process

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STRATHMORE BLVD.



APPROVED BY	DATE	REVISION	DATE

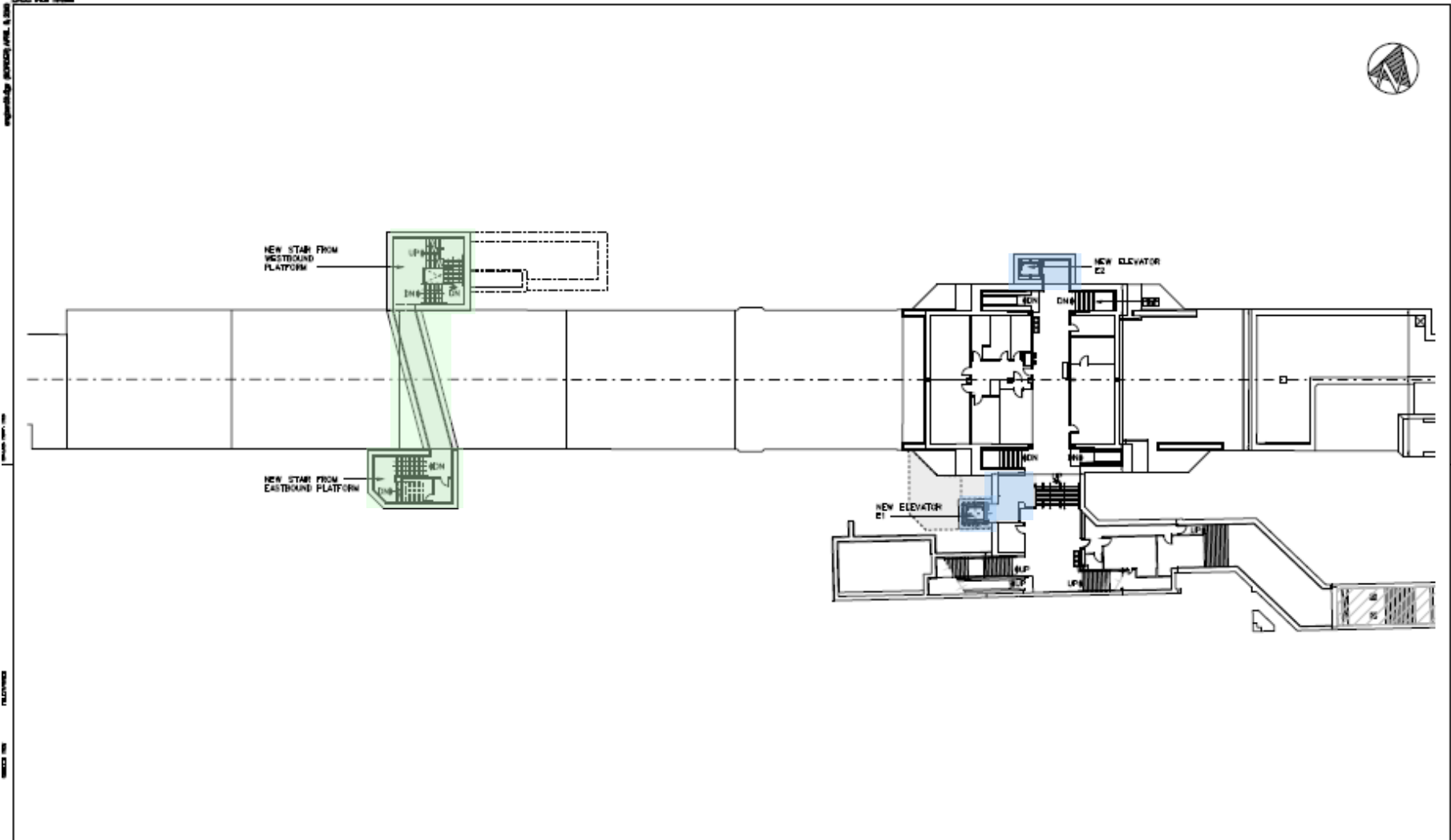
DESIGNED BY	
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WOODBINE STATION
PROPOSED STREET LEVEL

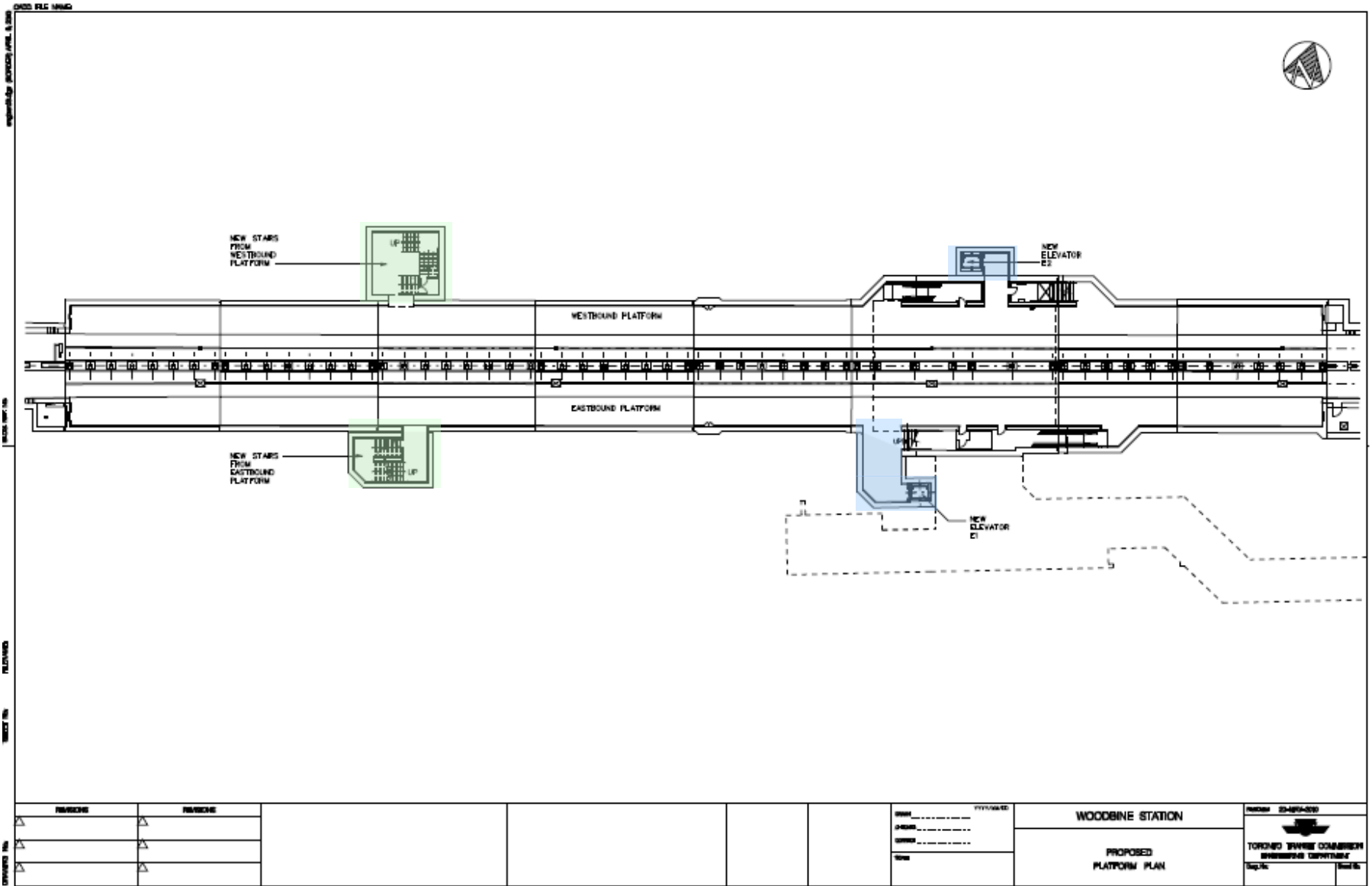
PROJECT: 20-000-000

TORONTO TRANSIT COMMISSION
 TRANSPORTATION DEPARTMENT

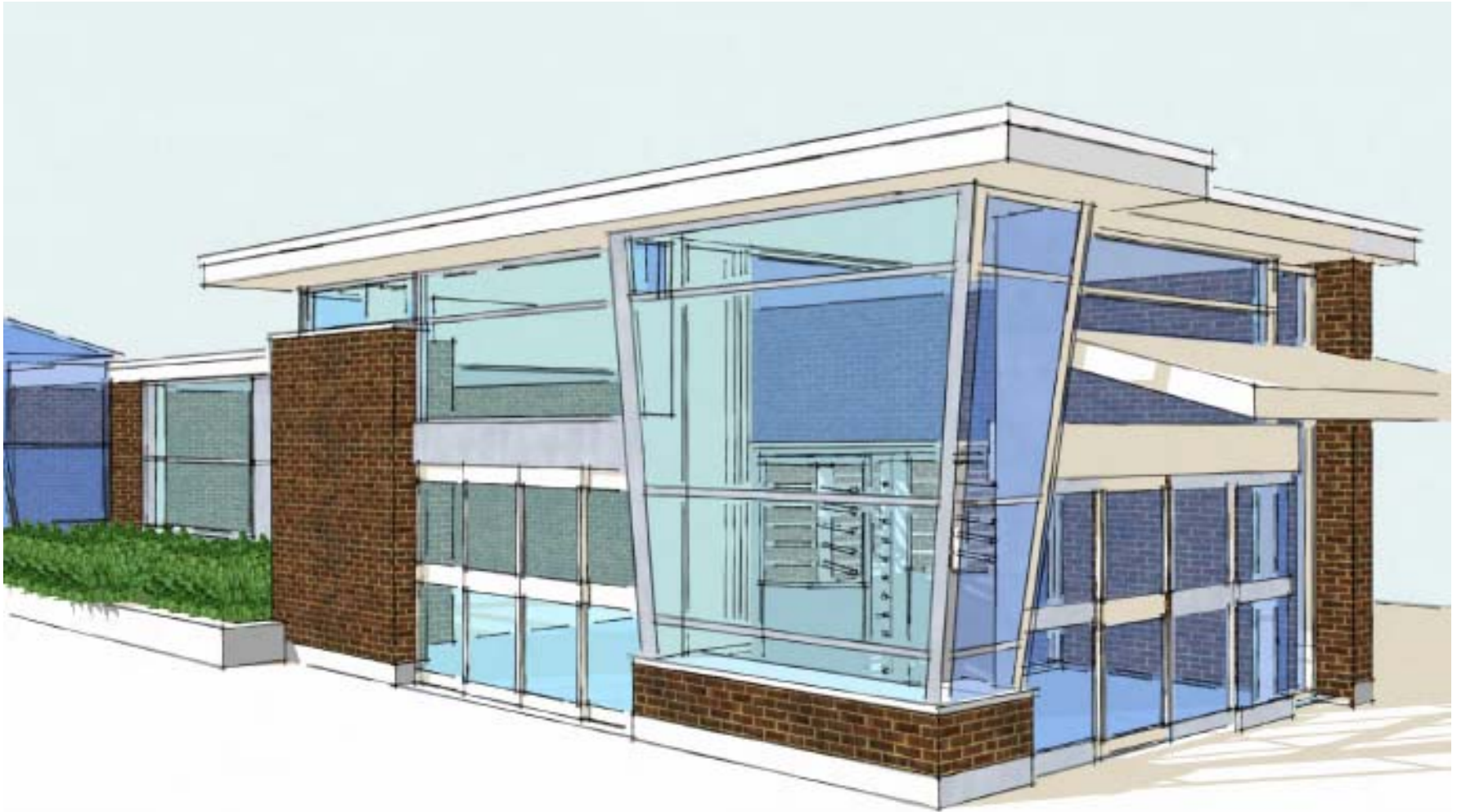
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REVISIONS	REVISIONS					DATE	BY	PROJECT NO.	WOODBINE STATION	PROJECT NO.
									PROPOSED CONCOURSE LEVEL	24-010-010
										TORONTO TRANSIT COMMISSION
										ENGINEERING DEPARTMENT
										Scale



Proposed 2nd Exit



Perspective View Looking West

Proposed 2nd Exit



Existing Structures at 998 Woodbine



Proposed Easier Access



Existing Station Building



Proposed Schedule and Public Consultation Process

