



SECOND EXIT PLANNING AND CONSULTATION – DONLANDS STATION

Local Working Group Meeting #4
Technical Analysis (Updates and Discussion)
May 31, 2016



TODAY'S MEETING OVERVIEW

Agenda

- | | |
|--|-------------|
| • Introductions | 6:30 - 6:35 |
| • Review of Action Items & Vote on additional options | 6:35 - 6:45 |
| • Lito Romano Presentation (TTC Community Liaison for major construction projects) | 6:45 - 6:55 |
| • TTC to provide updated information on the 9 locations to address:
a) LWG feedback received at the May 17 th meeting
b) Post Meeting LWG & Public Q&A received | 6:55 - 7:30 |
| • LWG Discussion, Review, Q&A of technical analysis to prepare for individual rankings | 7:30 - 8:15 |
| • Discussion with property owners and neighbours | 8:15 - 8:30 |



LWG MEETING SCHEDULE & NEXT STEPS

SCHEDULE	DETAILS
February 25, 2016	LWG members submitted location options to TTC
LWG Meeting #2 – Thursday, March 3	Review location options LWG recommends up to 8 options for TTC technical review
Mid-March to May	TTC Technical Analysis of LWG's options – 8-12 weeks
LWG Meetings #3 & #4 (May 17 & May 31 st)	LWG discusses TTC technical analysis based on feedback from LWG
LWG Meeting #5 June 14, 2016 (June 7th cancelled)	Info session to address questions. LWG discusses TTC technical analysis based on feedback from LWG
LWG #6 (TBC)	Finalize location rankings based on 5 evaluation criteria
Community Meeting September, 2016	LWG location rankings presented to community for feedback (TTC and LWG)
TTC Board Meeting (TBC)	Final Decision is made by TTC Board



EVALUATION UPDATE

- TTC informed the LWG that additional information would be provided and preliminary rankings would not be required for May 31st
- TTC will review any additional updates required and present these as additions to the technical analysis for each location option
- **(Post meeting note:** the Local Working Group unanimously voted to reschedule the June 7th meeting to **June 14th**. The June 7th meeting has been cancelled and the LWG will reconvene on June 14, 2016 to review their preliminary rankings.



ADDITIONAL LOCATION OPTIONS? LWG DISCUSSION AND VOTE

Some LWG members have requested 3 additional Options for Ranking:

Why?

- Option “F”(garage at 1 and 3 Strathmore) is not feasible
- Although feasible to construct, Options “H” and “I” on Donlands Avenue have significant construction impacts.



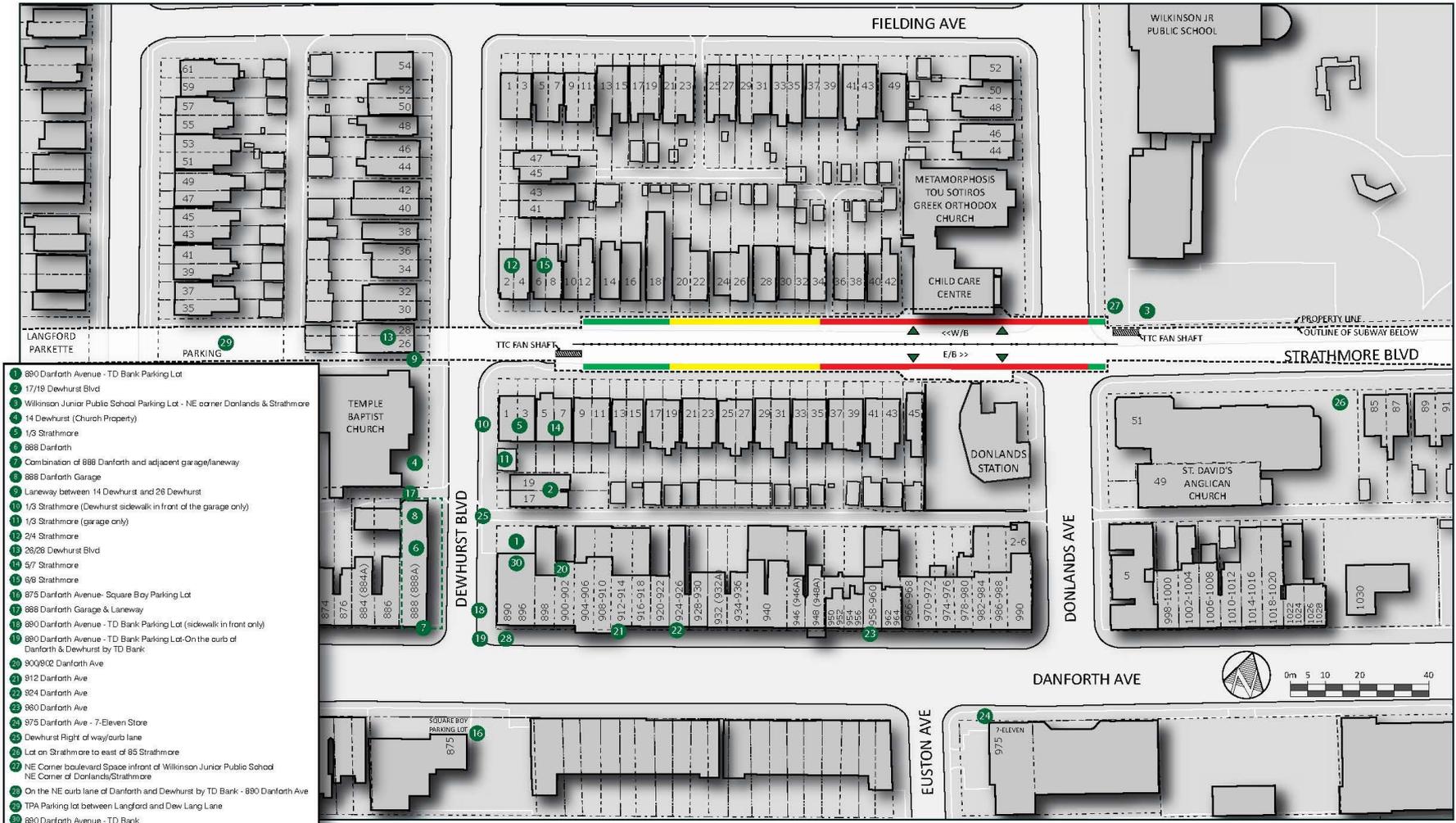
LWG VOTE ON ADDITIONAL LOCATION OPTIONS

- If the LWG votes to add up to 3 additional options for technical analysis, more time will be required and provided for their evaluation
- If LWG votes NOT to include additional location options, the LWG will proceed with their rankings of the current options
- Community meeting September, 2016 to review the LWG's rankings and to get wider feedback



LOCAL WORKING GROUP POTENTIAL SECOND EXIT LOCATIONS (SUBMITTED)

DONLANDS STATION
SECOND EXIT
Mar. 3, 2016



LWG LOCATIONS FOR REVIEW – VOTED ON MARCH 3, 2016

Location	Dotmocracy Voting result
890 Danforth Avenue - TD Bank Parking Lot	10
14 Dewhurst (Church Property)	10
17/19 Dewhurst Blvd	9
888 Danforth Ave	9
Wilkinson Junior Public School Parking Lot	8
1/3 Strathmore (garage only)	7
NE Corner boulevard space in front of Wilkinson Junior Public School NE Corner of Donlands/Strathmore	7
1/3 Strathmore	6
890/896 Danforth Avenue - TD Bank	6
Laneway between 14 Dewhurst and 26 Dewhurst (not feasible due to limited space)	5
890 Danforth Ave - TD Bank (sidewalk west of lot)	5
26/28 Dewhurst Blvd	3
Lot on Strathmore to east of 85 Strathmore	3



ACTION ITEMS

- TTC to post presentation and meeting notes on the Second Exit project website **(complete)**
- TTC to provide more information regarding the proposed depths of the new infrastructure at each option to determine impact on future landscaping **(complete)**
- TTC to update the cost of options taking into account returns from the sale of 1 and 3 Strathmore **(in progress from City Real Estate)**
- TTC to contact property owners whose properties are impacted by the proposed options and who have not yet responded to previous correspondence to confirm that they are aware of the current process involving their properties **(complete)**



ACTION ITEMS

- TTC to provide more information on local construction and traffic impacts - details TBD during design development, presentation to discuss similar past projects (**complete**)
- TTC to provide more information on past TTC second exit construction measures to maintain access to properties, restoration and construction noise and vibration mitigation - details TBD during design development, presentation to discuss similar past projects. (**complete**)
- TTC to follow-up with TD Bank regarding the use of their rear door (**complete**)
- TTC to update drawings to show where the elevators are planned for easier access project (**complete**)



LITO ROMANO - SR. COMMUNITY LIAISON PRESENTATION

- Construction planning and mitigation
- Project examples - Second exit and Easier Access (Woodbine Station, Coxwell Station)



COSTS:

- The Chester LWG recommended that the TTC introduce wider ranges for the order of magnitude cost estimates prepared for the options being reviewed.

UPDATE:

- As all options (except for “G” at 1 and 3 Strathmore) would allow the City to sell those two houses, TTC will consult with the City and TTC Finance to determine how a credit can be applied to all other options
- Credit amount TBD after appraisal



SAFETY DISCUSSION

- Q: What is the NFPA?

A: National Fire Protection Association

- Q: What is NFPA 130?

A: The NFPA is a standard which establishes a minimum set of requirements that provide a reasonable degree of safety from fire and its related hazards in fixed guideway transit and passenger rail system environments.



ARE SECOND EXITS NEEDED? KEELE STATION FIRE EVACUATION

- May, 2016: customers were offloaded on the Keele Station platform due to a fire incident at Runnymede Station



KEELE STATION FIRE EVACUATION

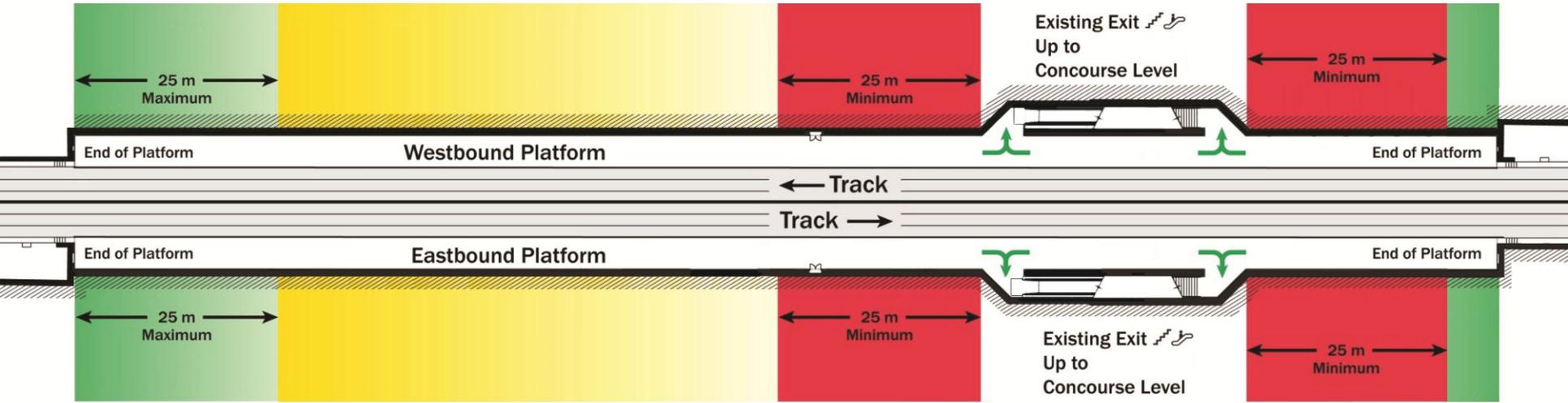


KEELE STATION FIRE EVACUATION



DONLANDS SUBWAY STATION

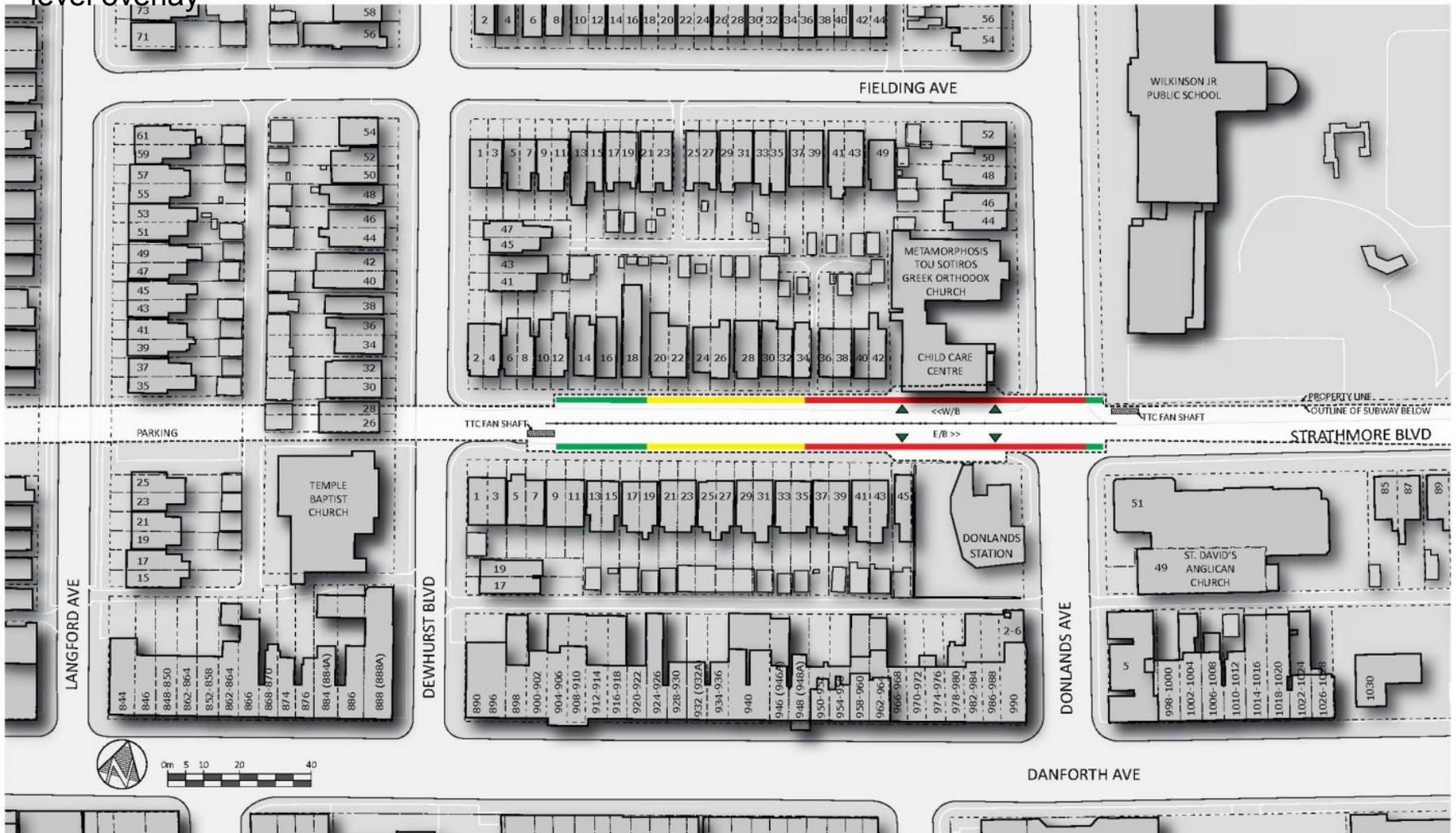
Platform Level



LOCAL WORKING GROUP

Map showing street level with Donlands Station Subway Platform level overlay

DONLANDS STATION
SECOND EXIT
FEB. 18, 2016



DONLANDS STATION EASTBOUND PLATFORM



DONLANDS STAIRCASE/ELEVATOR TO CONCOURSE LEVEL

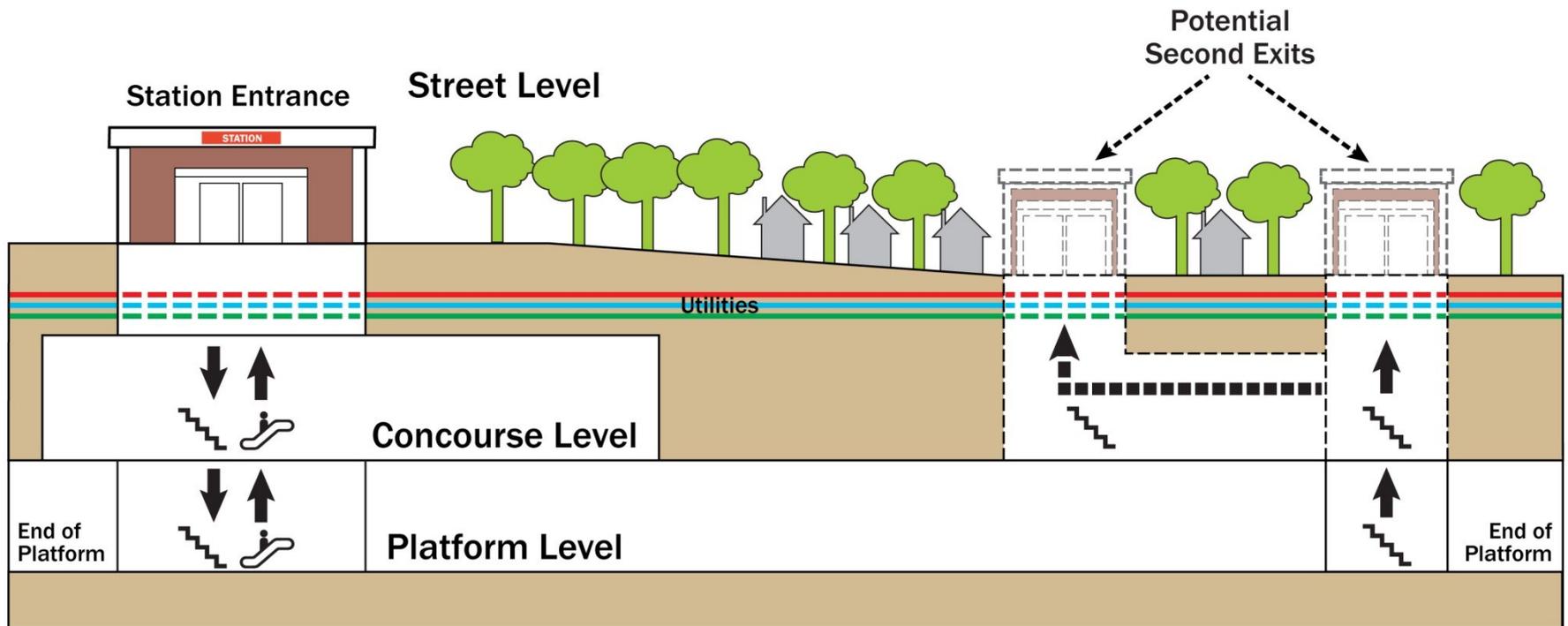


- Existing escalator and staircase converge to one area on concourse level



EXAMPLE OF TYPICAL CHALLENGES (NOT SPECIFIC TO DONLANDS STATION)

- Urban/Community Context
- Utilities
- Property



SAFETY DISCUSSION

- Q: Wouldn't any Second Exit location option provide a safety improvement?
- **A: Yes. However, TTC has a public responsibility to invest wisely and in the public interest. A Second Exit location that does not significantly improve safety at a reasonable cost would not be in the broader public interest.**



SAFETY DISCUSSION

- Q: Why is there no blue area (staircase) in the location options other than “H” and “I”?
- **A: The additional blue area (staircase) is not required in other location options, as all of those other options provide a second exit with an independent means of egress and with a walking distance at platform level well under 100m to an exit.**



SAFETY DISCUSSION

- **Q: Why did TTC show Options “H and I” without an additional stairwell before their analysis?**
- **A: Before the analysis, TTC showed that exiting from the green area at the east end of the platform is feasible as it is more than 25 meters away from the existing exits. The technical analysis determined that this exit does not meet safety requirements without the additional staircases (shown in blue). In order to keep this option feasible from a safety perspective, the stairwell needed to be included.**



SAFETY DISCUSSION

- Q: Could TTC just build the blue portion staircases and not the second exit near Wilkinson Public school and meet the fire safety code/best practise?
- **A: No. A new staircase connected to the existing means of egress on its own, between platform and concourse does not fulfill requirements for a second independent and remote means of egress.**



LANDSCAPING

- Please see the drawing which shows the depths adjacent to properties (slide 28)
- Some trees and bushes would need to be removed during construction depending on the location
- Properties affected will have some limitations to landscaping once the permanent structure is in place



LANDSCAPING

- Existing landscaping will be replaced or enhanced wherever possible after construction (with agreements before construction)
- The details of any impact can't be confirmed at this early stage





DONLANDS STATION

SECOND EXIT

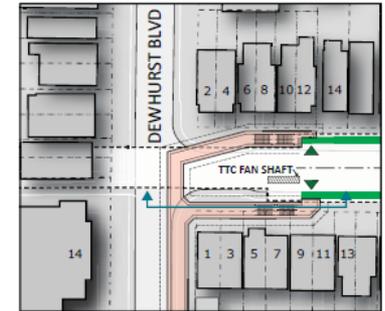
May 31, 2016

LOCAL WORKING GROUP

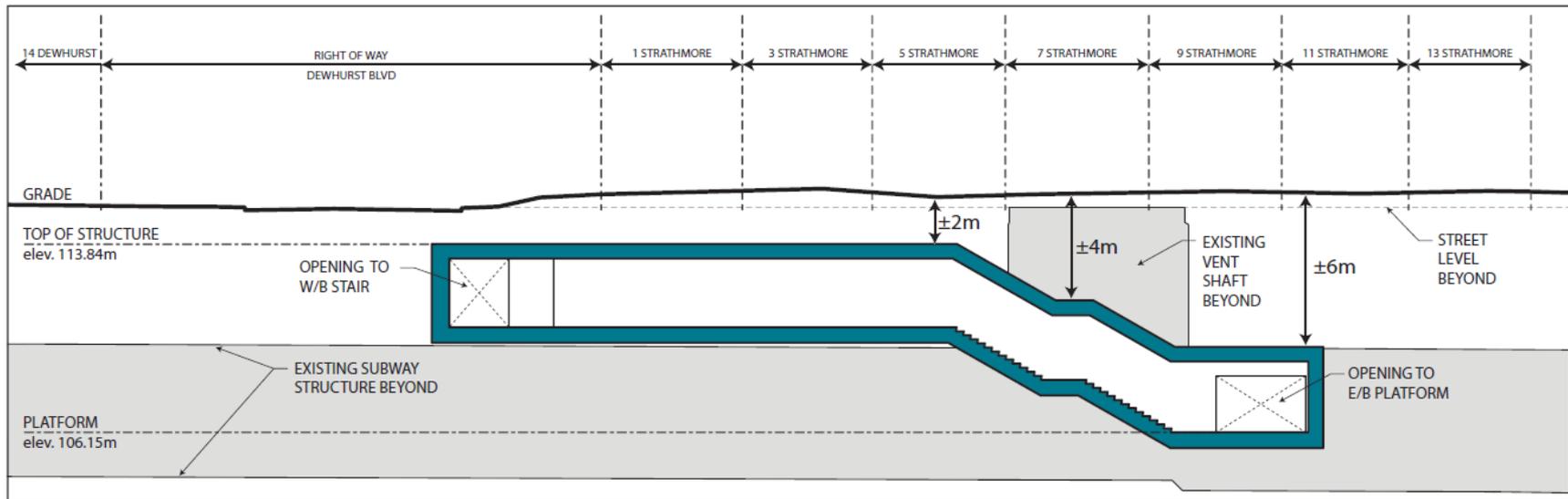
APPROX. DEPTH

1-13 STRATHMORE BLVD (2-14 STRATHMORE BLVD SIMILAR)

WEST END OPTIONS



KEY PLAN



SECTION



DOORS ON SECOND EXITS

- There is a minimum required effective door width at the street level building for any option to meet the egress capacity requirements. In cases where 2 doors have been identified, it means the effective door width could not be achieved with a single door
- Options C, E, G, and I, have the ability to have alternate door locations



ELEVATOR PLAN – EASIER ACCESS

- Two elevators planned at Donlands Station:
 - A two stop elevator from concourse level to the westbound platform will be located on the northwest corner of Strathmore Blvd & Donlands Ave.
 - A three stop elevator from street level, to concourse to the eastbound platform will be located on the southwest corner of Strathmore Blvd & Donlands Ave, extending the main station entrance



CORRIDORS AND STAIRS

- Stairs are required to allow customers to gradually ascend an average of 9 metres from platform to street level
- The additional stairs in all options west of Dewhurst Blvd avoid sewer relocation and related significant construction impacts to Dewhurst Blvd and a portion of Danforth Ave.



POST MEETING Q&A (FROM LWG & THE PUBLIC)

- Will the second exit serve as an automatic entrance?
- **A: Yes. The possibility was discussed at the public meeting in December, 2015. With the new adoption of PRESTO, TTC Customer Development subsequently made automatic entrances a given for all entrances and exits. The LWG will view the relative pros and cons of an automatic entrance by each location, as part of their evaluations (in the Customer Experience category).**
- When there are ties, how does an LWG member rank options and assign a number to the options?
A: See chart on next slide



OVERALL SCORING EXAMPLE

COMPARATIVE RANK - FOUR OPTIONS

OVERALL SCORE				
	Option A	Option B	Option C	Option D
SAFETY	1	3	2	4
Community Impact - Long Term	1	2	4	3
Community Impact CONSTRUCTION	2	1	4	3
CUSTOMER EXPERIENCE	1	1	1	4
COST	2	1	4	3
OVERALL SCORE	7	8	15	17

How to rank ties

Lowest score is best/preferred option.



POST MEETING Q&A (FROM LWG & THE PUBLIC)

- Q: Can you include an anticipated time line on each option for construction?
- **A: On average projects of this size take about three years to complete. The TTC will add an estimated project timeline to each drawing specific to the Second Exits to assist the LWG with their evaluation and rankings.**



POST MEETING Q&A (FROM LWG & THE PUBLIC)

- Q:Can you explain why the cost of Option A (14 Dewhurst) is lower than similar options close by on the east side of Dewhurst?
- A: **After the TTC completed their technical analysis, it was determined that option A can be built *without* relocating the sewer (with the addition of a longer corridor and staircase).**
- Will the TTC consider having an independent evaluation of the exit locations?
- A: **Yes. The Expert Panel is a third party of independent planners, architects and construction experts who will review TTC and the LWG's work.**



POST MEETING Q&A (FROM LWG & THE PUBLIC)

- Q: Is the TPA parking lot location viable?
- A: **The LWG will vote on three additional options which they want to include for analysis and ranking. They can include options they previously voted on, or discuss including another option that didn't receive support previously including the parking lot location.**
- Q: What does the green on the diagram of the station platform level mean. Does it refer to distance from the end of the platform and/or feasibility at street level?
- A: **Green indicates an opening at platform level that is within 25 metres from the end of the platform.**



POST MEETING Q&A (FROM LWG & THE PUBLIC)

- Qa: Why is the second exit building size proposed at Option D (TD Bank Parking lot) not the same size possible for Option E (17/19 Dewhurst)?
- Qb: Is it possible to make option “E” smaller, and parcel off the remaining land (the patio and parking area)? If so, can this new lot be sold and if so, can that cost be applied as a credit to all other options?
- **A:** The foot print of each of these two options is directly related to its site. For Option E, the building was placed in line with 1 Strathmore so as not to impede on the Right of Way, and to fit into the urban context. In contrast, Option D, we are bound by 898 Danforth, which means that we have no choice but to impede on the Right of Way.

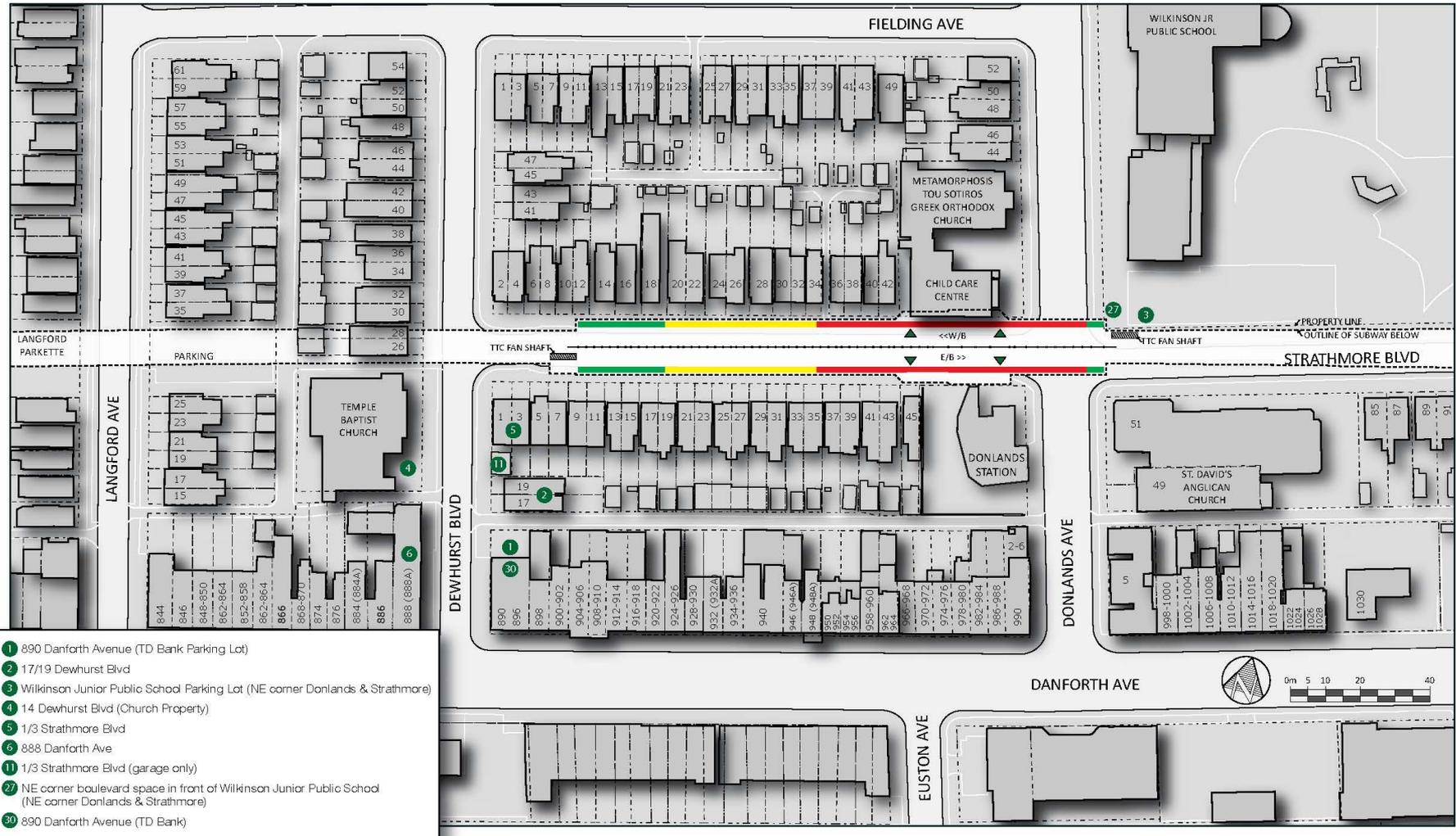


DONLANDS STATION STATION BOX BOUNDARY AND AREA



LOCAL WORKING GROUP

VOTED 9 SECOND EXIT LOCATIONS FOR FURTHER EVALUATION



GROUP DISCUSSION: EVALUATION FRAMEWORK – CATEGORIES

Five equally weighted categories:

- Safety
 - Local community impact – Second Exit (permanent)
 - Local community impact – Construction Period
 - Customer experience
 - Cost
-
- *Scoring is done through comparative ranking of options in each category.*



FRAMEWORK – SAFETY EXAMPLE

S	SAFETY (scores given as an example only)					
	CRITERIA	FACTORS	OPTION A	B	C	D
S1	Second Exit location on platform: distance from existing exit	<ul style="list-style-type: none"> All evaluated options must be more than 25 metres from the existing exit. Rank the options according to their location on platform, based on their distance from the existing exit (more distance is preferable). 	35 metres (would rank #1)	32 m (2)	30 m (3)	25 m (4)
S2	Second Exit location on platform: distance to end of platform	<ul style="list-style-type: none"> Rank the options according to their location on platform, based on their distance to the end of the platform (less distance is preferable). 	10 m (1)	13 m (2)	15 m (3)	20 m (4)
S3	Distance from platform to outside	<ul style="list-style-type: none"> Rank the options according to the distance from platform to outside (less distance is preferable). Consider that greater distance requires additional fire/life safety design and equipment. 	40 m (2)	50 m (4)	33 m (1)	46 m (3)
S4	Customer security	<ul style="list-style-type: none"> Rank the security of the options according to their point of exit on surface. Consider such factors as: <ul style="list-style-type: none"> The exit location and waiting area is well-lit, highly visible and safe. (For example: Is the exit on a busy main street, a residential street, a park, and/or laneway or other kind of secondary route?) The route is clear, easy and legible. The route to the surface includes a long underground tunnel. 	(2) Well lit street, not as visible as option C	(4) Alley way	(1) Well lit street	(3) Lane way
Total score:			6	12	8	14
Comparative Rank: (lowest is best)			1	3	2	4



FRAMEWORK – LOCAL COMMUNITY IMPACT – SECOND EXIT

LC	LOCAL COMMUNITY IMPACT – SECOND EXIT (permanent)			A	B	C	D
	CRITERIA	FACTORS					
LC1	Economic impact	<ul style="list-style-type: none"> Rank the options according to their ability to have a generally positive impact on local businesses. 					
LC2	Social impact	<ul style="list-style-type: none"> Rank the options according to their ability to have a generally positive impact on the local community. Consider such factors as: <ul style="list-style-type: none"> Whether the location will have a negative impact on traffic flow for nearby residents; Whether the location will easily allow for a surface exit that blends into the existing neighbourhood; Whether the location will result in noise-related and safety problems for nearby residents. 					
LC3	Public stakeholders	<ul style="list-style-type: none"> Rank the options according to their relationship with public stakeholders. Consider such factors as: <ul style="list-style-type: none"> Conformity to and/or support for City of Toronto planning initiatives such as Area Studies and Neighbourhood Studies; Any opportunity raised by public partners (City, School Board, Province, etc.). 					
LC4	Property requirements	<ul style="list-style-type: none"> Rank the options according to property requirements. Consider factors such as: <ul style="list-style-type: none"> Cost; Potential division of property; Impact on immediate neighbours and property owners. 					
LC5	Effect on property value	<ul style="list-style-type: none"> Rank the options according to their impact on property values. 					



LOCAL COMMUNITY IMPACT – SECOND EXIT

LC6	Streetscape	<ul style="list-style-type: none"> Rank the options according to their potential to provide good architecture and urban design. Consider factors such as: <ul style="list-style-type: none"> Whether the location will easily allow for a surface exit design that compliments the existing community context; Whether the location provides the opportunity for a surface exit design that may serve as an architectural centerpiece for the local community; Whether the location provides the opportunity to improve awareness of local heritage landmarks and public art; The possibility to integrate with existing and possible new buildings. 				
LC7	Mobility	<ul style="list-style-type: none"> Rank the options according to their ability to have a generally positive impact on mobility. Consider factors such as: <ul style="list-style-type: none"> Ability to improve the pedestrian experience; If desirable, the ability to serve as a transit customer pickup; If desirable, the ability to facilitate improved cycling amenities such as bike racks and secure storage lockers. 				
LC8	Traffic	<ul style="list-style-type: none"> Rank the options according to their potential impact on local traffic and/or street parking. 				
LC9	Vegetation	<ul style="list-style-type: none"> Rank the options according to their ability to have a generally positive impact on local vegetation. Consider factors such as: <ul style="list-style-type: none"> Mitigation of damage to vegetation during construction; Retention of vegetation of exceptional quality such as mature trees; Replanting opportunities near surface exit location. 				
	Total score:					
	Comparative Rank: (lowest is best)					



FRAMEWORK – LOCAL COMMUNITY IMPACT - CONSTRUCTION

C LOCAL COMMUNITY IMPACT - CONSTRUCTION						
	CRITERIA	FACTORS	A	B	C	D
C1	Impact on local community	<ul style="list-style-type: none"> Rank the options according to the construction impact on the local community. Less disruption is preferable. Consider factors such as: <ul style="list-style-type: none"> Pedestrian, traffic, and parking disruptions; Noise and dust impact; Use of extensive hoarding and barrier installation requirements; Sensitive uses in the local community; Utility disruption impacts on local community; Availability of locations for temporary material and equipment storage required for construction. 				
C2	Construction timeline	<ul style="list-style-type: none"> Rank the options in terms of their respective lengths of construction. Less time is preferable. 				
C3	Impact on local economic activity	<ul style="list-style-type: none"> Rank the options according to their ability to have a minimal negative impact on the local businesses during construction. Consider such factors as: <ul style="list-style-type: none"> Pedestrian, traffic and parking disruptions; Noise and dust impact; Access restrictions for local businesses 				
Total score:						
Comparative Rank: (lowest is best)						



FRAMEWORK – CUSTOMER EXPERIENCE

CE	CUSTOMER EXPERIENCE					
	CRITERIA	FACTORS	A	B	C	D
CE1	Entrance	<ul style="list-style-type: none"> Rank the options according to their potential as a future entrance. 				
CE2	Ease of use	<ul style="list-style-type: none"> Rank these options according to their ability to provide a useful, easy exit. 				
CE3	Proximity to amenities	<ul style="list-style-type: none"> Rank the options according to their ability to provide improved access to amenities. Consider: <ul style="list-style-type: none"> Major destinations in the community, including but not limited to post-secondary institutions, museums and other cultural amenities, and hospitals; Local destinations in the community, including but not limited to parks, schools, recreational facilities, and shopping districts. 				
CE4	Improved station functions	<ul style="list-style-type: none"> Rank the options according to their ability to improve the functions of the station. Consider factors such as: <ul style="list-style-type: none"> Improves general passenger flow; Helps distribute traffic volume during peak periods; Improves prominence of TTC facility in the local community; Potential to provide greater connection between transit modes. 				
	Total score:					
	Comparative Rank: (lowest is best)					



FRAMEWORK - COST

\$	COST					
	CRITERIA	FACTORS	A	B	C	D
\$	Total cost	<ul style="list-style-type: none"> Estimated comparative cost. Rank the Options according to their ability to be constructed within the available budget and/or value for money invested. Generally the least expensive option should rank highest. 				
Comparative Rank: (lowest is best)						



FRAMEWORK - SUMMARY TABLE

CE	SUMMARY TABLE				
	CATEGORIES	OPTION A RANKING	OPTION B RANKING	OPTION C RANKING	OPTION D RANKING
S	Safety				
LC	Local Community Impact – Second Exit				
C	Local Community Impact - Construction				
CE	Customer Experience				
\$	Cost				
	Overall Evaluation (lowest is best)				



Thank you

Discussion and Questions

