



SECOND EXIT PLANNING AND CONSULTATION – DONLANDS STATION

Community Meeting
November 29, 2016



AGENDA

1. Presentation

- Second Exit Project Consultation Overview
- LWG Final Rankings

2. Questions and Answers



MEETING COMMUNICATIONS

Notice:

- 1500 notices mailed in the local neighbourhood
- Email to contact list (all who expressed previous interest)
- Notice posted on TTC website

Newspapers

- Two ads in East York Mirror (November 17 and 24, 2016)
- Notice in 24 Hrs newspaper (“Connecting Toronto”)

Other

- Posters in Donlands Station, TTC website, Social Media



DONLANDS STATION ADDRESSED MAIL DISTRIBUTION AREA



ABOUT DONLANDS STATION

- Opened in 1966 as one of the original stations on Line 2 (Bloor-Danforth)
- 10,760 passengers each day



DONLANDS STATION STATION BOX BOUNDARY AND AREA



IMPROVEMENTS COMING TO DONLANDS STATION

Second Exit



Image No. 3
North East view from Chester Ave.

Easier Access



WHAT ARE SECOND EXITS?

Second exits serve three functions:

- As a **primary** exit if the main exit is blocked in an emergency
- As an **additional** exit at all times
- As a **convenience** to customers as an **automatic entrance**



Chester Station – Second Exit Rendering

SECOND EXITS - BACKGROUND

- Most subway stations have more than one exit
- All new TTC stations are built with at least two exits
- 2002 Fire and Life Safety Assessment Study identified 14 priority stations needing a second exit
- TTC voluntary program retrofitting existing stations to provide an additional way out in case of emergency and to improve customer convenience



STATUS OF SECOND EXIT PROGRAM

Projects:

- Broadview – complete
- Castle Frank – complete
- Dufferin – complete
- Pape – complete
- Wellesley – under construction
- Woodbine – under construction
- Chester – construction start 2017
- **Donlands – location recommended by Local Working Group**

To be planned locally:

- Greenwood

Others: College, Dundas, Dundas West, Museum, Summerhill



SECOND EXITS - CONSIDERATIONS

Effective second exits must provide:

- A fast way out of the station
- Convenience to encourage day-to-day use and familiarity in an emergency
- Integration into the neighbourhood

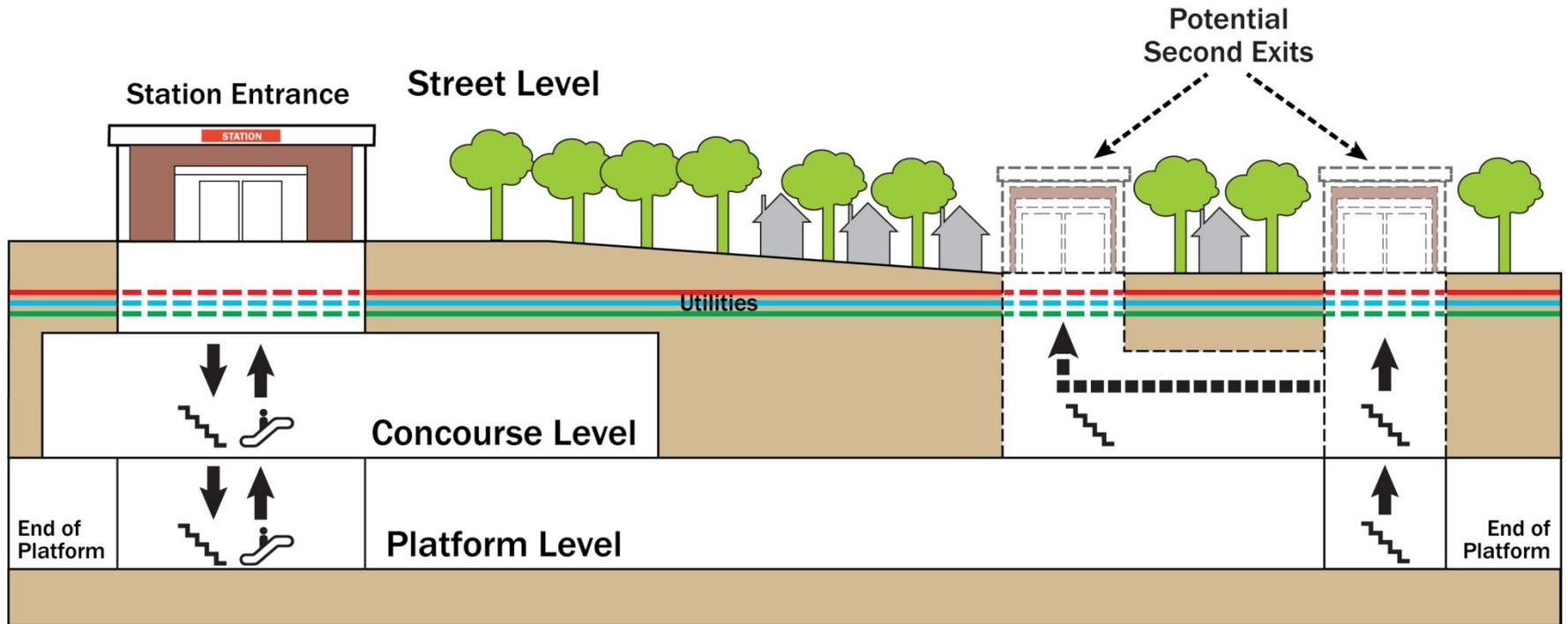


Woodbine Station – Future Second Exit



EXAMPLE OF TYPICAL CHALLENGES

- Urban/Community Context
- Utilities
- Property

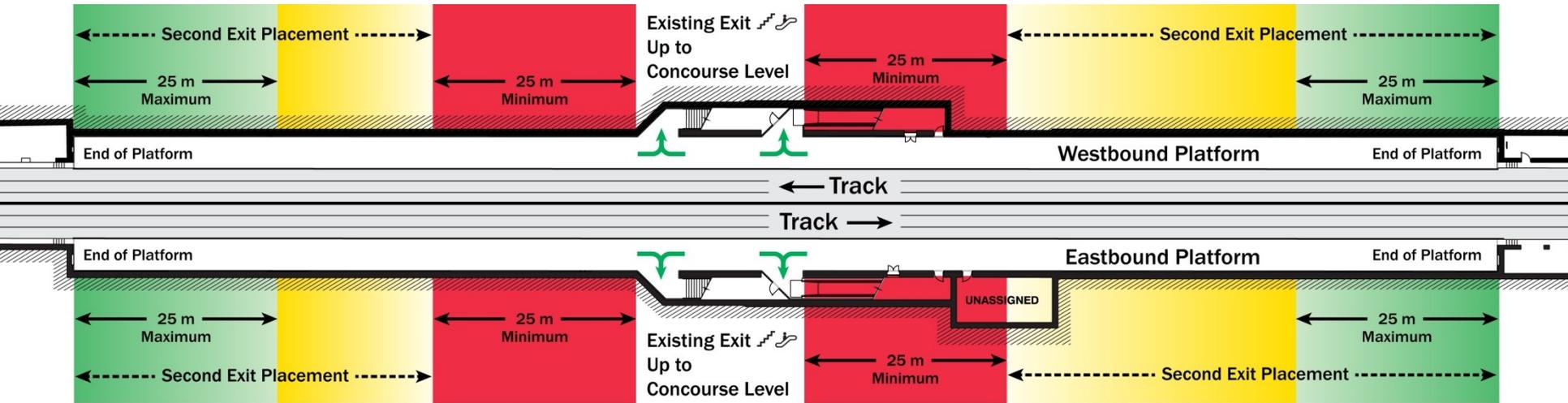


DONLANDS SUBWAY PLATFORM



SUBWAY STATION EXAMPLE

Platform Level

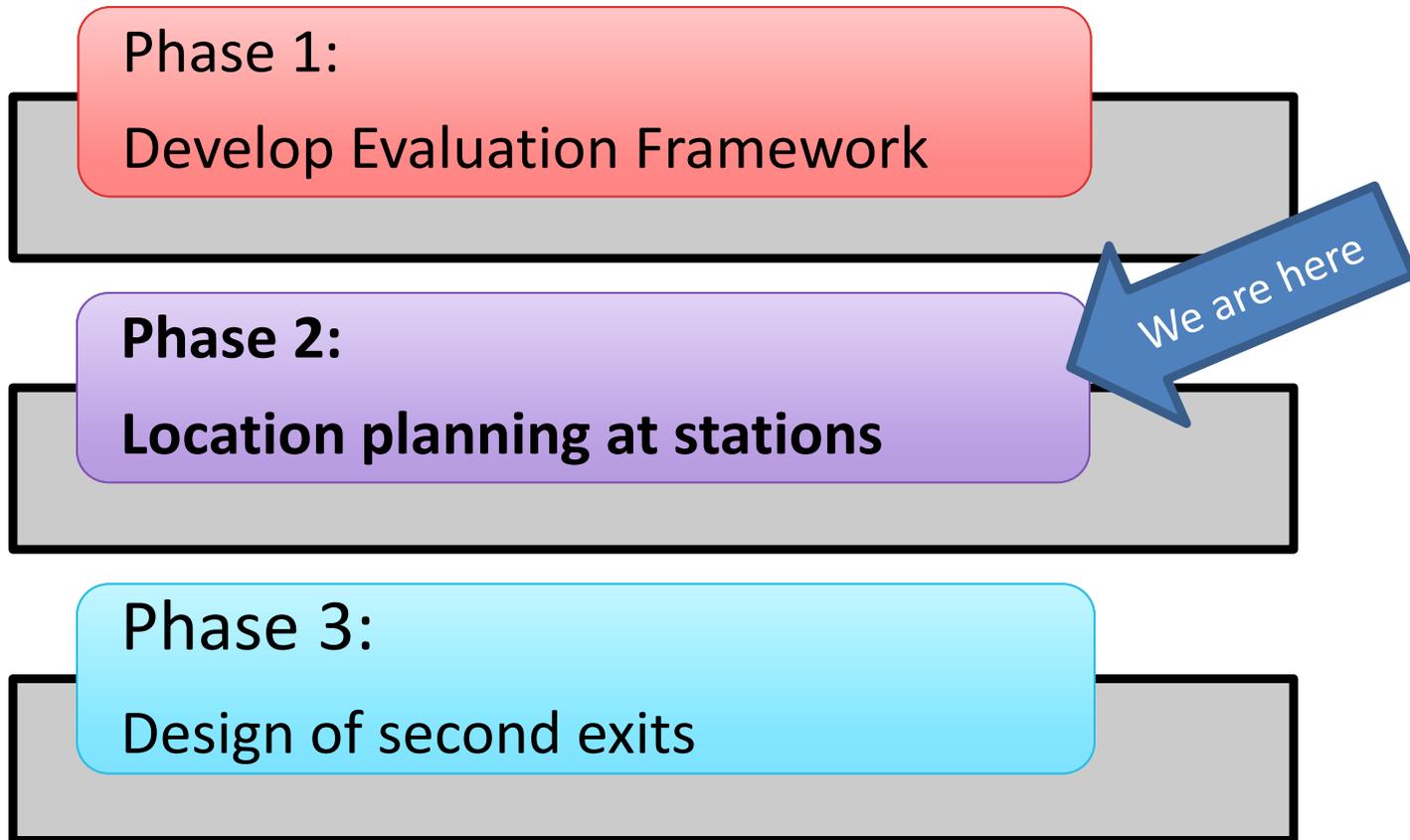


Optimal second exit (stairwell) location at platform level shown in green



SECOND EXIT PLANNING AND CONSULTATION PROCESS

Phased approach to planning:



PHASE 1 - DEVELOPING THE FRAMEWORK

- A panel of independent experts volunteered to develop an Evaluation Framework to guide decision making
- The Evaluation Framework is a **tool** to assist Local Working Groups to evaluate potential new second exit locations
 - **Fair** and **consistent** across all location options



EXPERT PANEL ON SECOND EXITS

- Panel members:
 - Jay Young, Ph.D., Chair (Transit Historian)
 - Calvin Brook (Architect/Urban Designer)
 - Wayne McEachern (Land Use Planner)
 - Simon Rees (Construction Expert; local Donlands-area resident)
 - Kim Storey (Architect/Urban Designer)



EXPERT PANEL ON SECOND EXITS (CONTINUED)

- Panel met eight times Sept 2013– Nov 2014 to develop the new framework
 - Purpose, history and background of Second Exit Program; tour of Dufferin Station; technical briefing; brainstorming
- Tested framework through station simulation
- Framework subsequently applied for the first time at **Chester Station**



FRAMEWORK – CATEGORIES

Five equally weighted categories:

- **Safety**
 - **Local community impact – second exit (permanent)**
 - **Local community impact – during construction**
 - **Customer experience**
 - **Cost**
-
- *Scoring is done through a comparative ranking of options in each category*



PHASE 2: LOCATION PLANNING @ DONLANDS

1. Set up Donlands Station local working group

2. Working group submits Second Exit location options

3. Evaluate all options based on framework

4. Recommendation for Second Exit location

5. Expert Panel reviews recommendation

6. Community Meeting

We are here

Report to TTC Board on location recommendation(s)



LOCAL WORKING GROUP - MANDATE

The group's mandate:

- Suggest location options for second exit (at street level)
- Evaluate options using the evaluation framework developed by the Expert Panel
- Recommend the location(s) that ranked best according to their evaluation
- Provide recommendation to the Expert Advisory Panel on Second Exits to review for compliance with the evaluation framework
- LWG's recommendation(s) will be presented to the community for feedback at a public meeting, prior to TTC Board



DONLANDS LWG

Local Residents:

- Strathmore (5)
- Dewhurst (2)
- Baltic
- Wiley

Local Business Representatives:

- Danforth Mosaic BIA Coordinator
- The Only Café

Local Institutions/Community Groups:

- Metamorphosis Church (Donlands)
- The Pocket Community Association



9 LOCATION OPTIONS PUT FORWARD

LWG put forward 9 location options for technical analysis:

Option A - 14 Dewhurst Boulevard (church development)

Option B - 888 Danforth Avenue (NW corner Dewhurst and Danforth)

Option C - 890 Danforth Avenue - TD Bank

Option D - 890 Danforth Avenue - TD Bank Parking Lot

Option E - 17/19 Dewhurst Boulevard

Option F – Garage at 1/3 Strathmore Blvd (not feasible – too small)

Option G - 1/3 Strathmore Boulevard

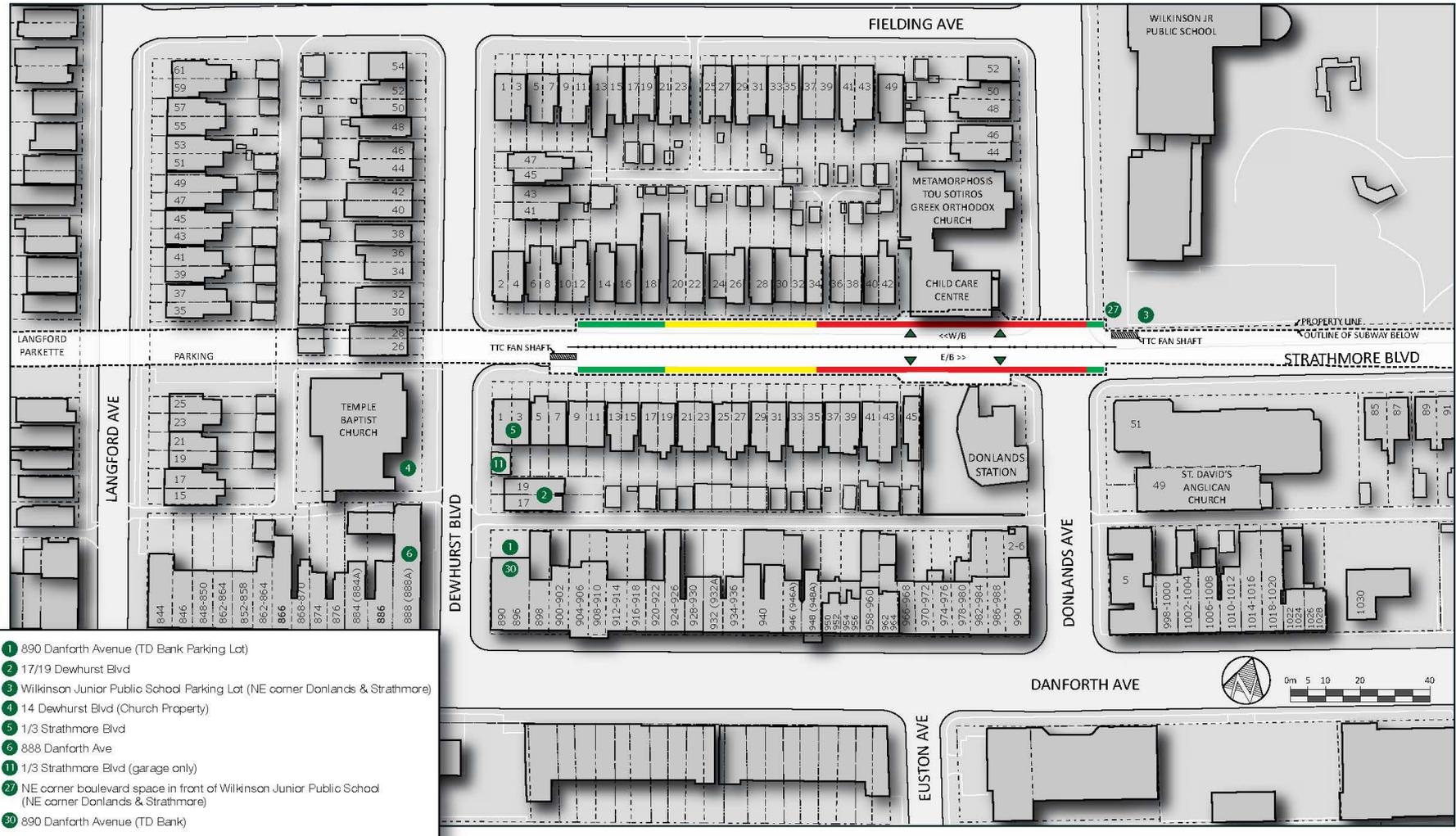
Option H - 53 Donlands Avenue – Boulevard adjacent to Wilkinson PS

Option I - 53 Donlands Avenue – Wilkinson PS - Parking Lot



LOCAL WORKING GROUP

VOTED 9 SECOND EXIT LOCATIONS FOR FURTHER EVALUATION



- 1 890 Danforth Avenue (TD Bank Parking Lot)
- 2 17/19 Dewhurst Blvd
- 3 Wilkinson Junior Public School Parking Lot (NE corner Donlands & Strathmore)
- 4 14 Dewhurst Blvd (Church Property)
- 5 1/3 Strathmore Blvd
- 6 888 Danforth Ave
- 11 1/3 Strathmore Blvd (garage only)
- 27 NE corner boulevard space in front of Wilkinson Junior Public School (NE corner Donlands & Strathmore)
- 30 890 Danforth Avenue (TD Bank)



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION A • 14 DEWHURST

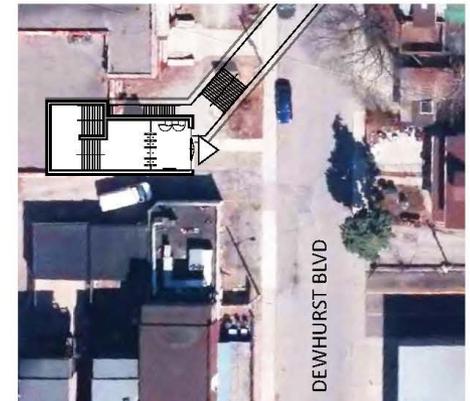
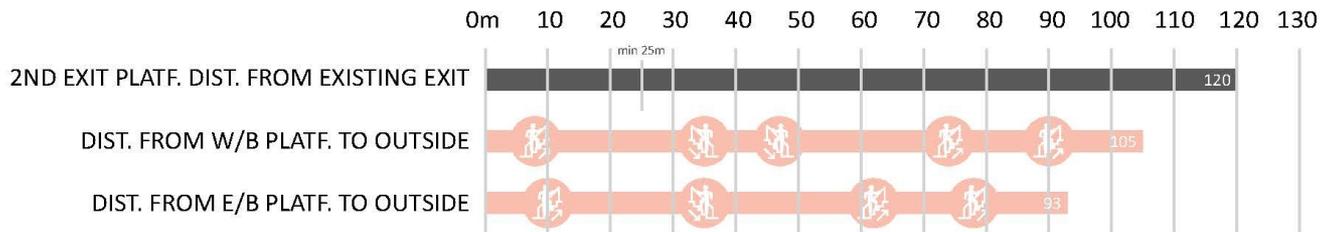
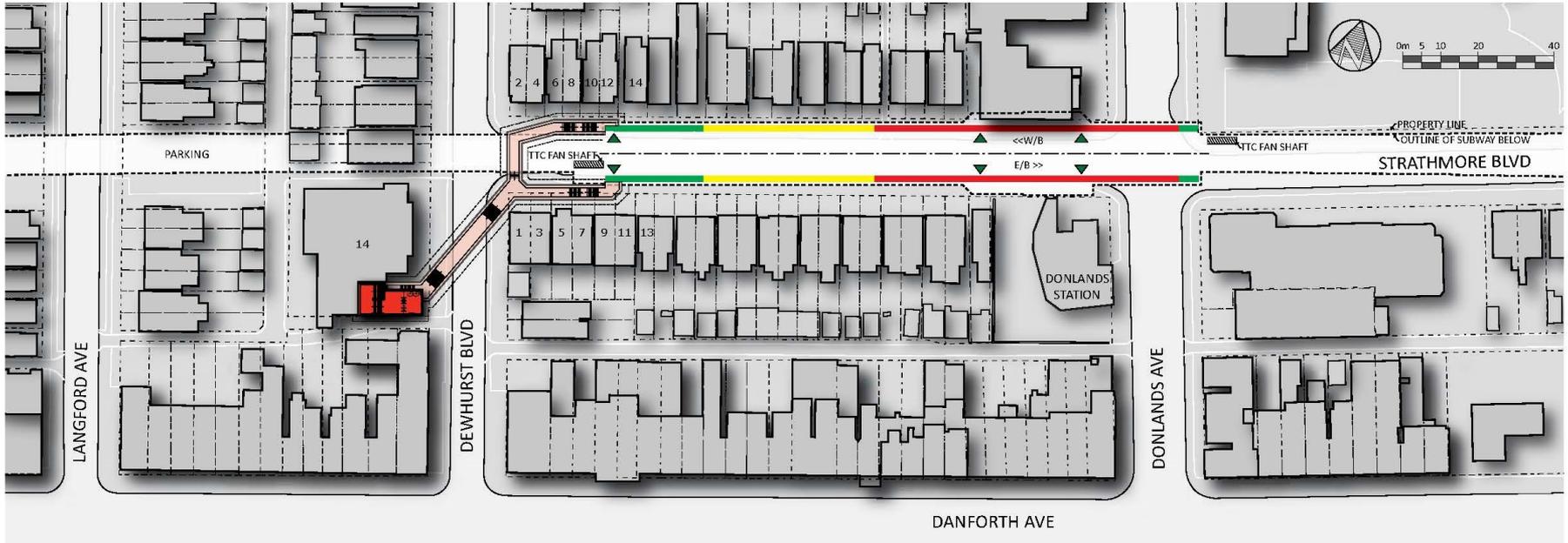
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION B • 888 DANFORTH AVE

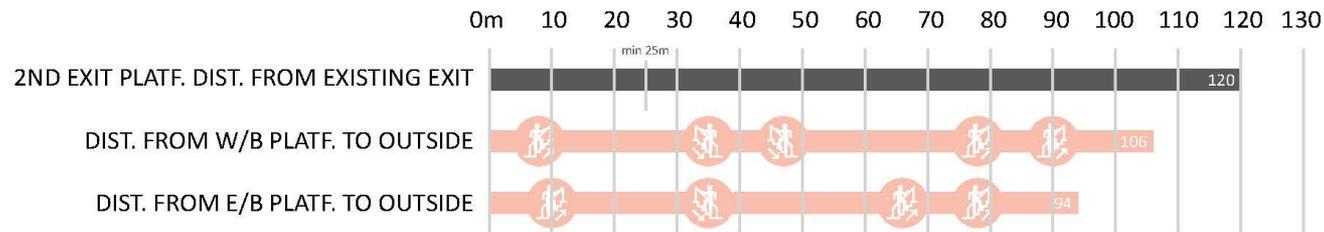
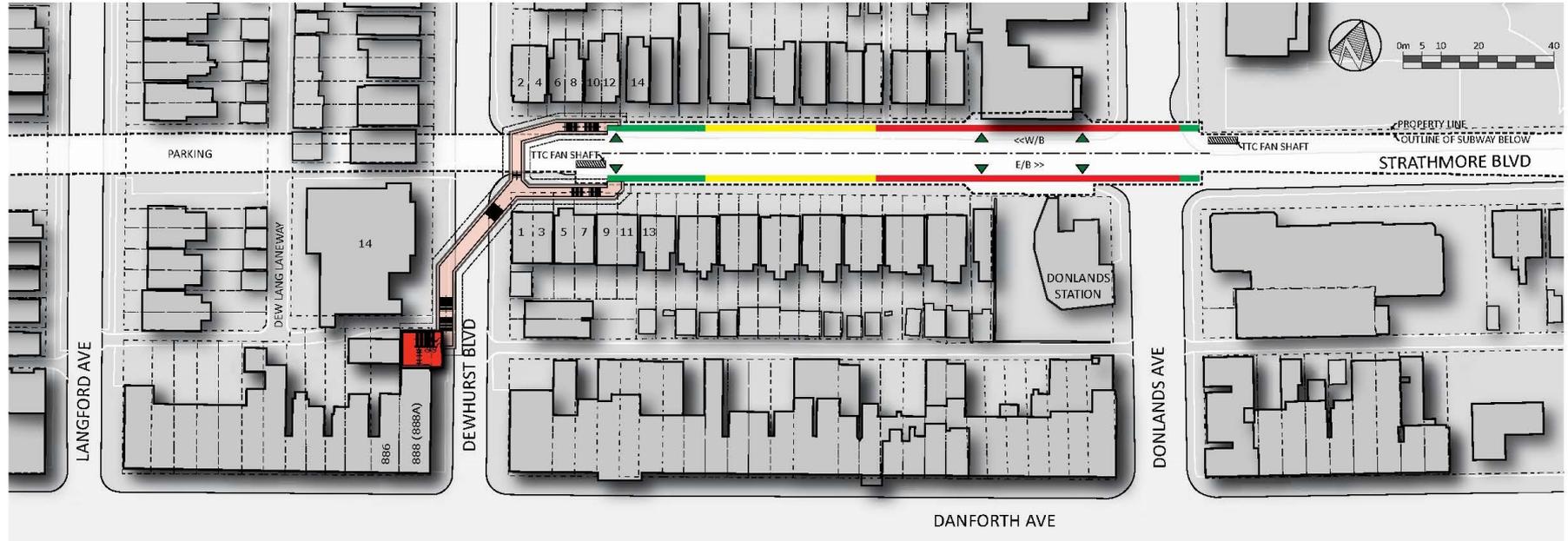
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OPTION C • 890 DANFORTH AVE - TD BANK

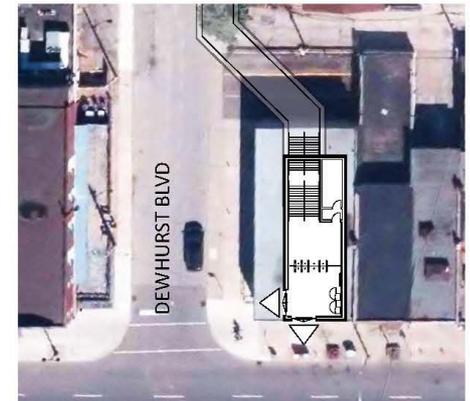
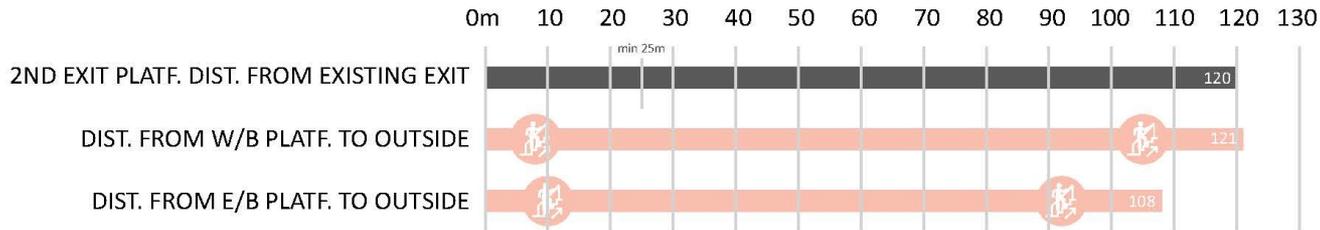
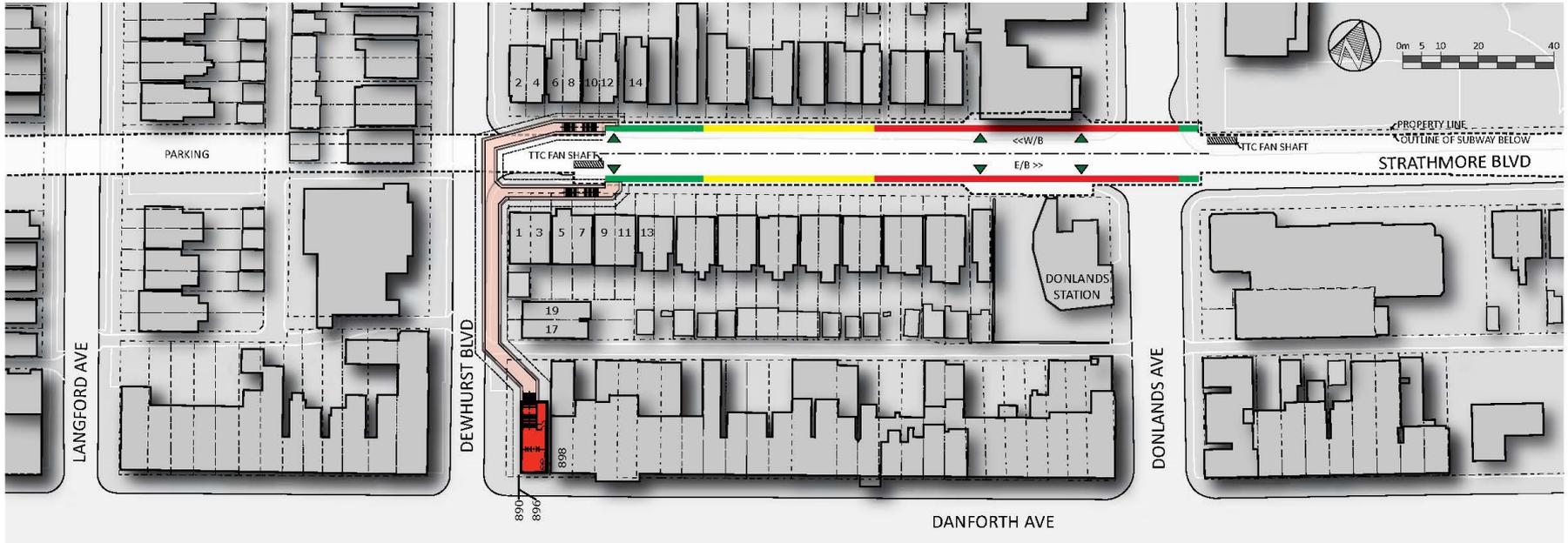
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OPTION D • 890 DANFORTH AVE - TD Bank Parking Lot

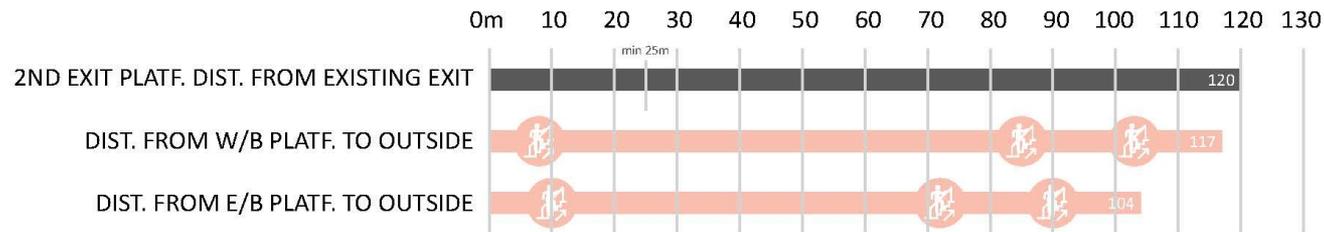
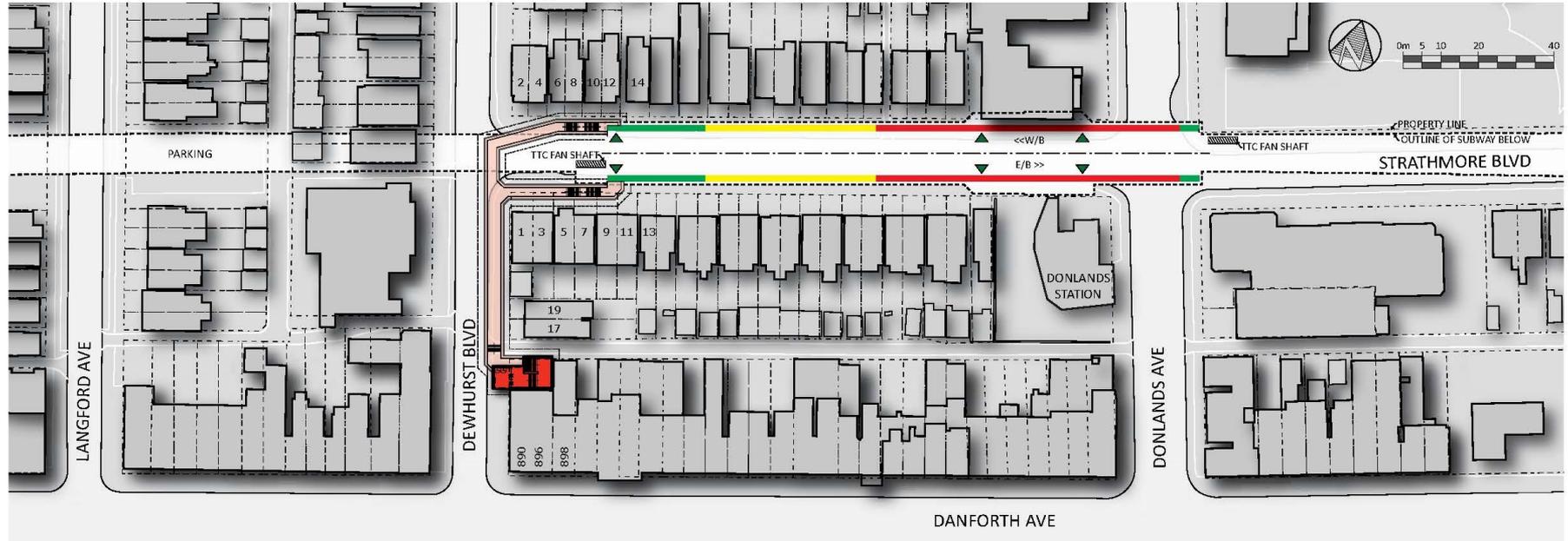
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LOCAL WORKING GROUP

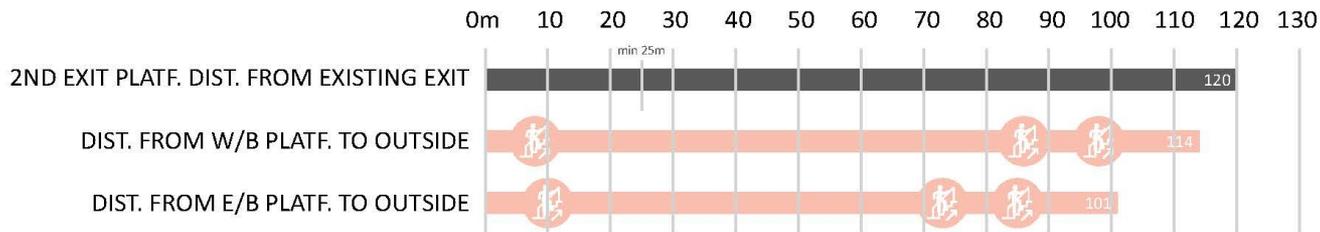
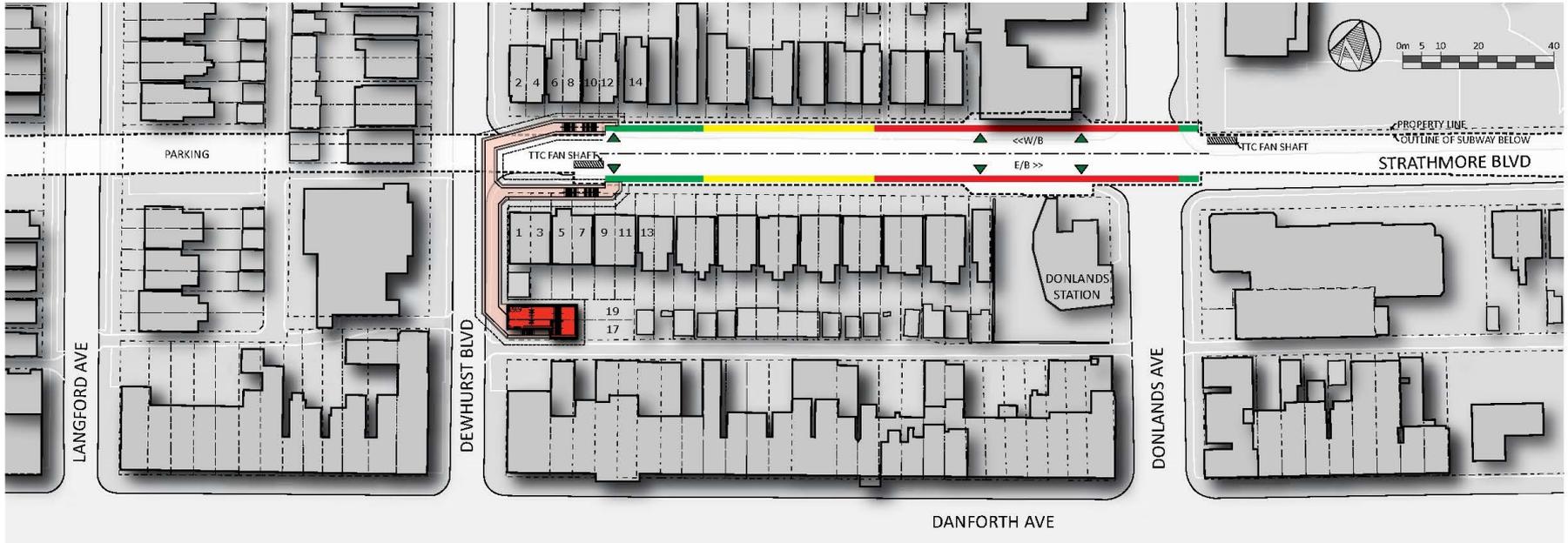
ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION E • 17/19 DEWHURST BLVD

DONLANDS STATION

SECOND EXIT

May 17, 2016



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION G • 1/3 STRATHMORE BLVD

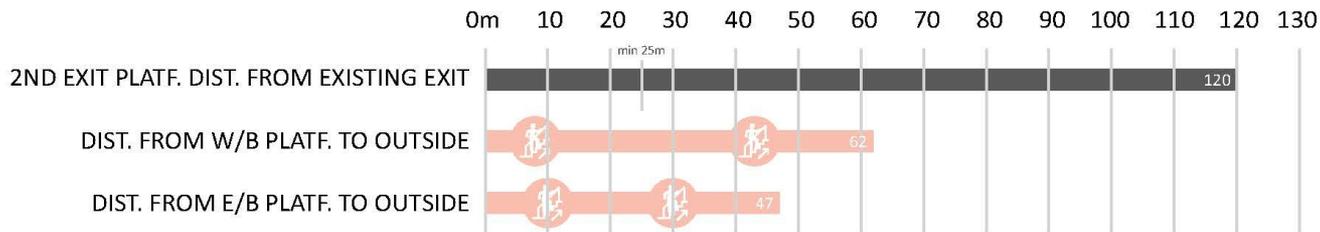
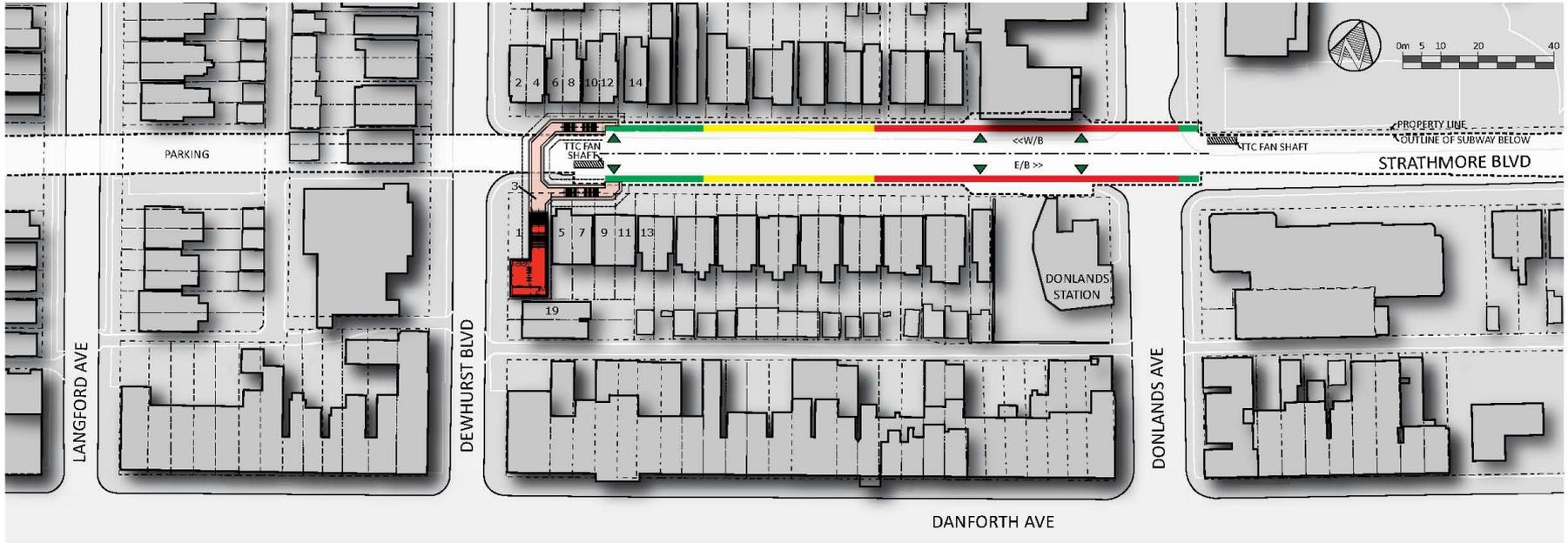
DONLANDS STATION

SECOND EXIT

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LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION H • 53 DONLANDS AVE

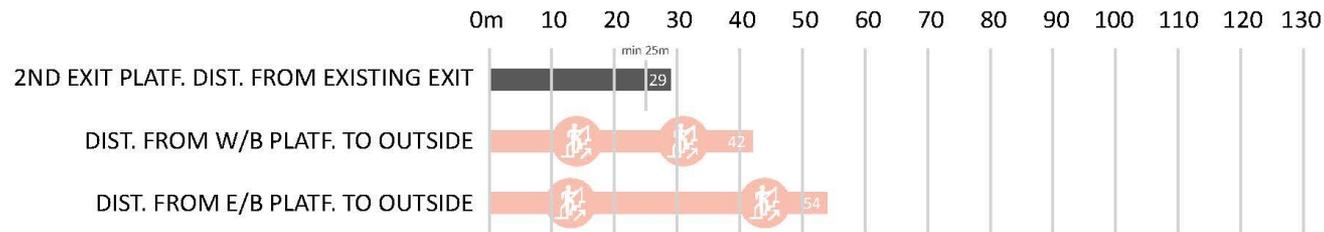
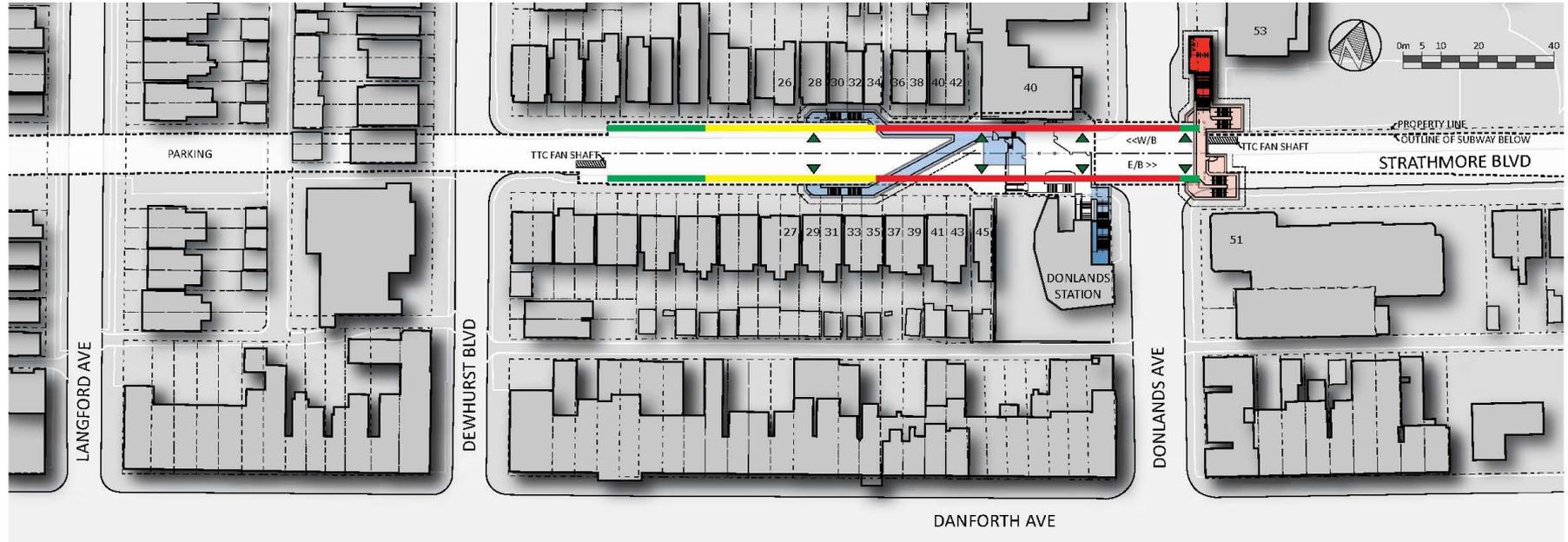
DONLANDS STATION

SECOND EXIT

May 17, 2016



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LOCAL WORKING GROUP

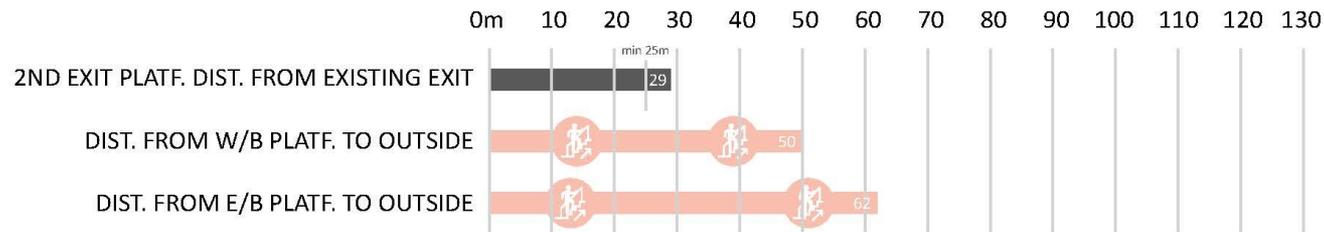
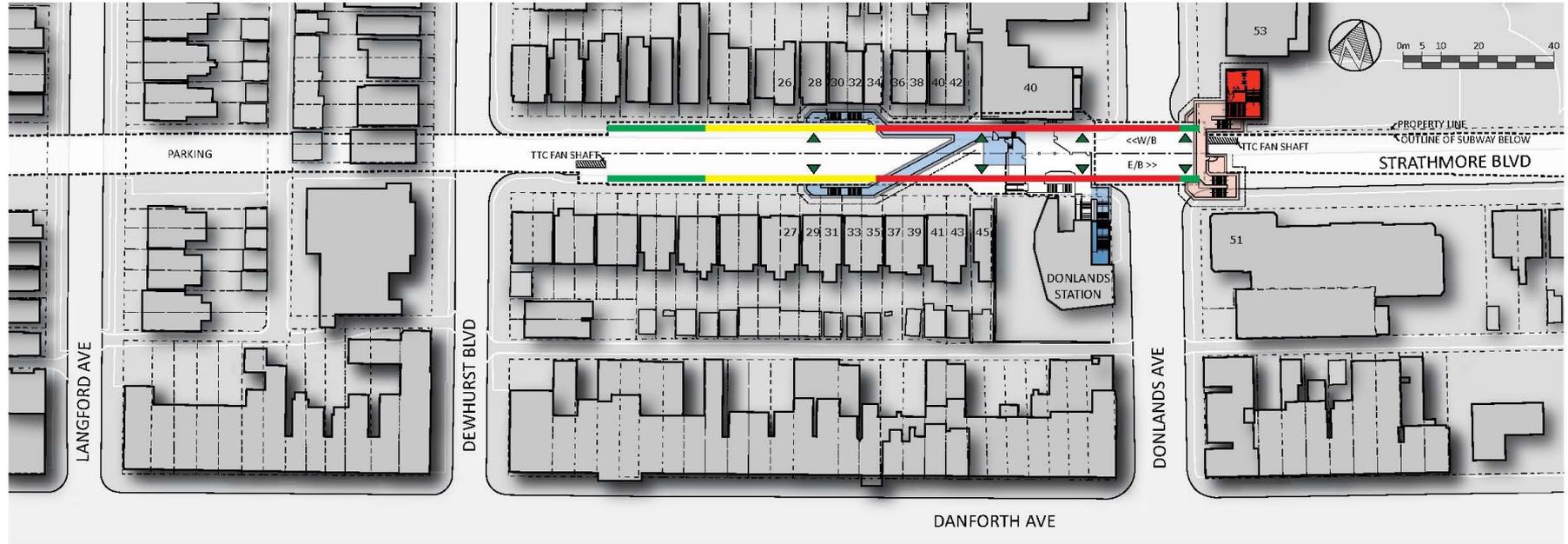
ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION I • 53 DONLANDS AVE - PARKING

DONLANDS STATION

SECOND EXIT

May 17, 2016



HOW DID THE LOCAL WORKING GROUP ARRIVE AT A FINAL RECOMMENDATION?

- LWG submitted 30 initial options for discussion
- LWG voted on top 9 options to carry forward
- TTC confirmed the garage behind 1 and 3 Strathmore was too small for a second exit and it was dropped
- The local working group then ranked their top 8 options *individually* using the evaluation framework and discussed results as a group to reach a recommended location



HOW DID THE LOCAL WORKING GROUP ARRIVE AT A FINAL RECOMMENDATION?

- LWG ranked 17 and 19 Dewhurst Boulevard (Option E) and TD Bank Parking Lot - 890 Danforth Avenue very closely overall
- October 18, 2016 meeting, LWG reviewed and compared the two options in detail
- LWG discussed pros and cons of each option for the 5 ranking criteria



TOP TWO LOCATIONS - COMPARISON

TD Bank Parking Lot (Option D)	17 and 19 Dewhurst Blvd. (Option E)
Commercial Lot	Residential Lot
Closer to Danforth Ave	Shorter construction period
No landscaping opportunity	Shorter tunnel
Substandard lot size	Presents an opportunity for landscaping
City Sidewalk encroachment	Presents an opportunity for adding a bike sharing station
Emergency doors opening into the laneway	Larger lot size
	No sidewalk encroachment
Order of Magnitude Cost Estimate: <ul style="list-style-type: none"> • 13.8 M (profit credit) • 12.3M (full resale value credit) • Range 12M- 15M 	Order of Magnitude Cost Estimate: <ul style="list-style-type: none"> • 14.1M (profit credit) • 12.6M(full resale value credit) • Range 12-15M



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION D • 890 DANFORTH AVE - TD Bank Parking Lot

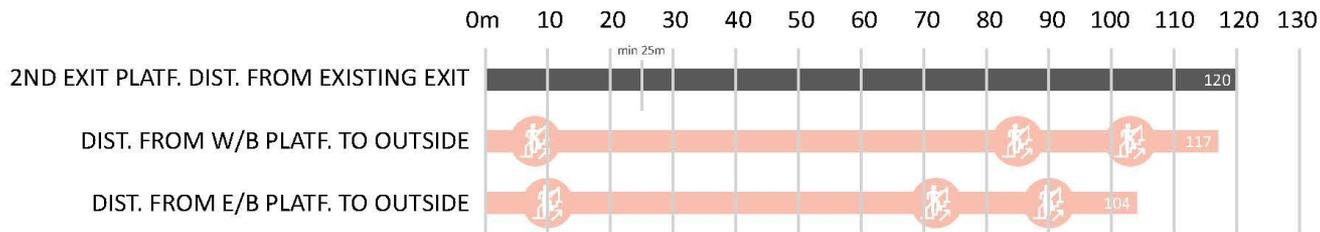
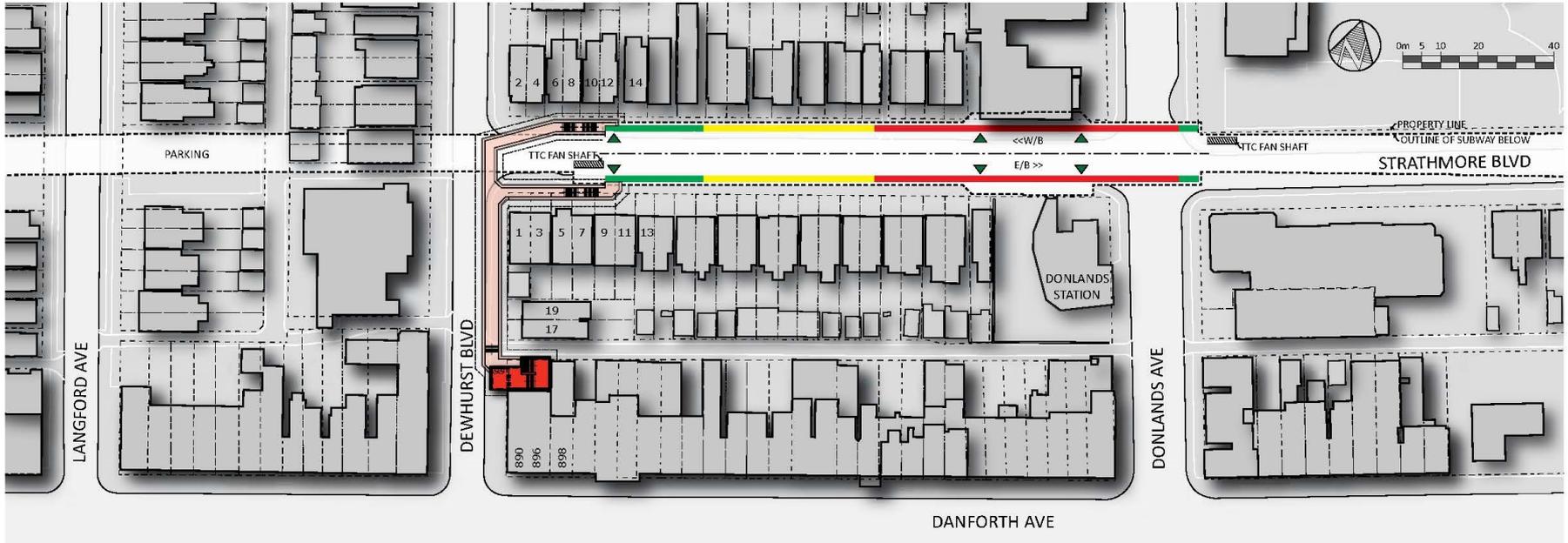
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LOCAL WORKING GROUP

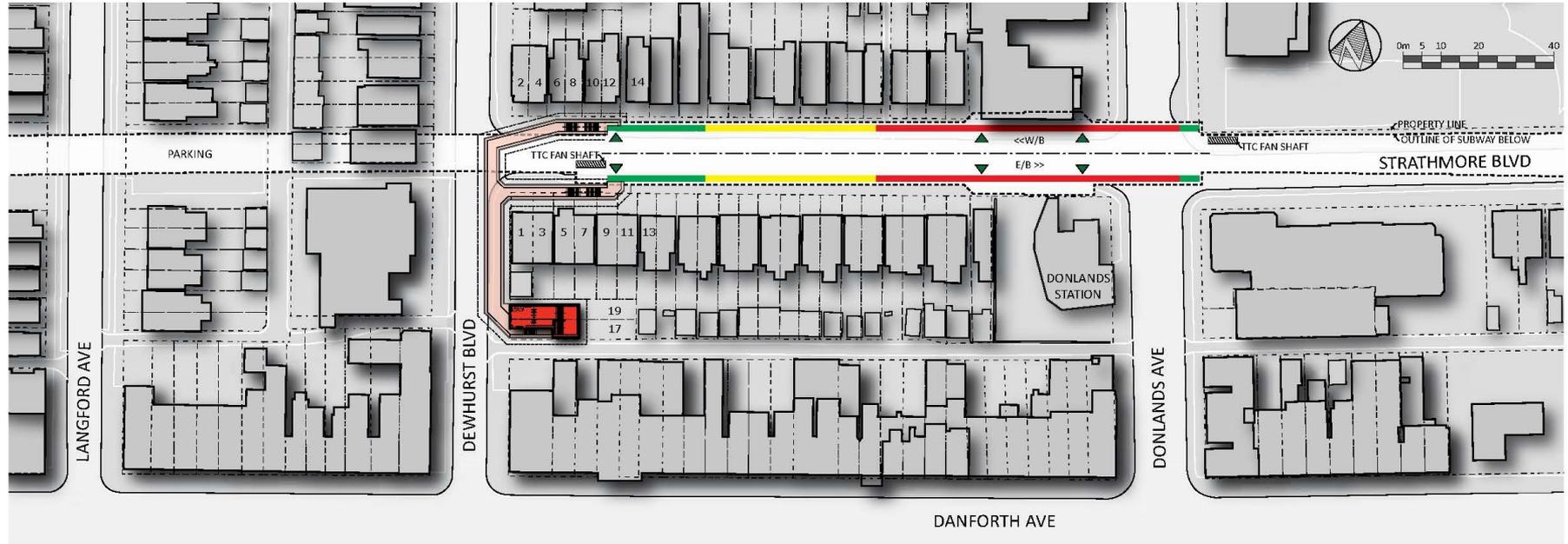
ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION E • 17/19 DEWHURST BLVD

DONLANDS STATION

SECOND EXIT

May 17, 2016



HOW DID THE LOCAL WORKING GROUP ARRIVE AT A FINAL RECOMMENDATION?

- LWG voted (9 to 2) to recommend a second exit at **17/19 Dewhurst Boulevard** and ranked the TD Bank parking lot second



LOCAL WORKING GROUP

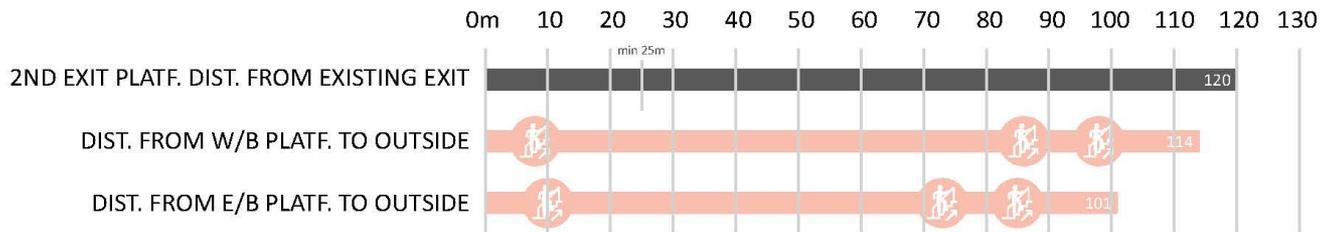
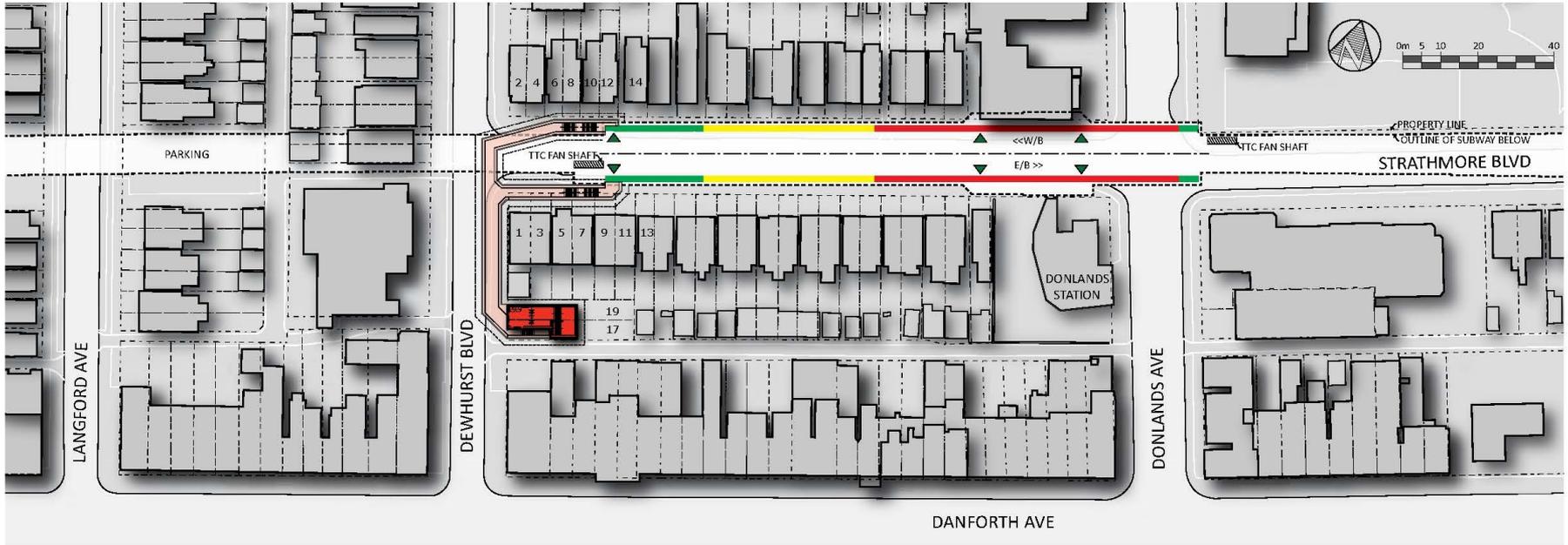
ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION E • 17/19 DEWHURST BLVD

DONLANDS STATION

SECOND EXIT

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WOODBINE SECOND EXIT AND EASIER ACCESS



Project Scope

- New Second Exit/automatic entrance
- New elevators
- Reconstruction of bus roadway



- Future Second Exit Building at 998 Woodbine Avenue
- (NW corner of Strathmore at Woodbine)



WOODBINE EASIER ACCESS AND SECOND EXIT – MAINTAINING ACCESS



- Elderly couple directly adjacent to construction
- Extra sensitivity required, issues explained to project team and contractor personnel early
- Temporary porch installed during construction
- Main entrance maintained
- City of Toronto Real Estate establishes compensation value for easements directly with neighbours



WOODBINE STATION 668 AND 666 STRATHMORE BLVD



- Excavation under front porch
- Vibration and noise monitoring
- Garbage and recycling pick-up arranged
- Snow removal arranged

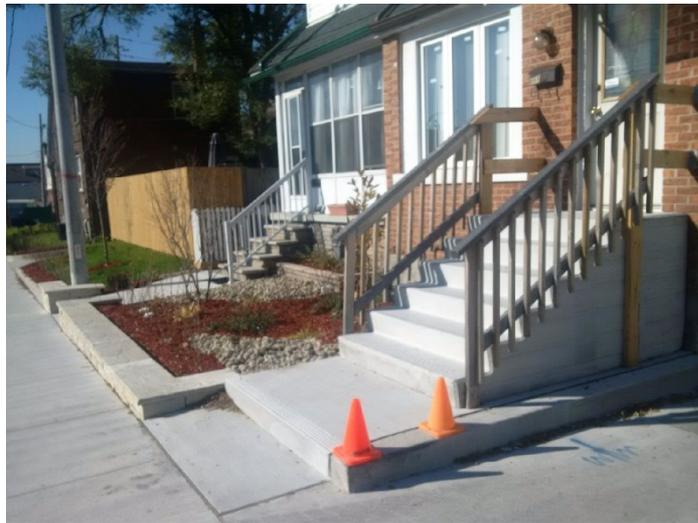
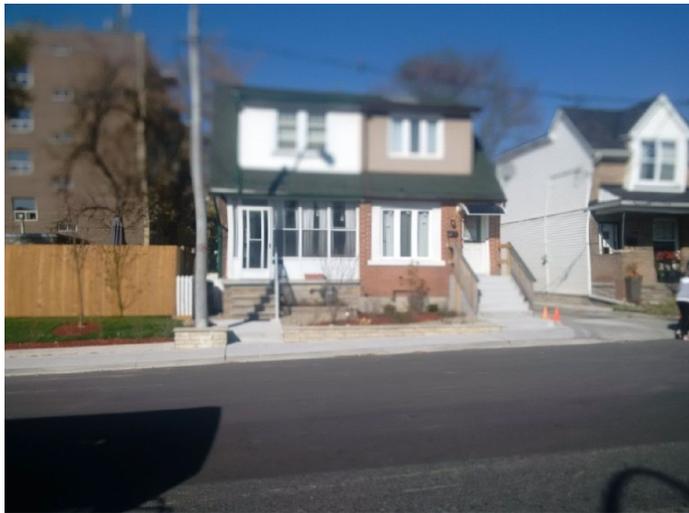


668 AND 666 STRATHMORE BLVD ACCESS DURING CONSTRUCTION



Access maintained to neighbouring semi-detached homes
via shared staircase

WOODBINE STATION – RESTORATION OF STEPS AND YARDS WITH NEIGHBOURS



- Properties restored on project completion
- Seniors requested low-maintenance front yard
- Worked with neighbours and architect for agreed-upon restoration



END – THANK YOU

