



**Donlands Station
Second Exit/Entrance and Easier
Access Improvements –
Construction Overview
Online Open House**
October 2020

| Project Overview:

- TTC will make Donlands Station accessible with new elevators at the existing entrance building.
- TTC will make Donlands Station safer by constructing a new secondary entrance/exit building at 17/19 Dewhurst Blvd.
- Major construction is currently projected to begin in **Fall 2020 (date TBD)**. The start date is subject to the COVID-19 pandemic and its evolving impacts.



COVID-19 and project update:

- Due to COVID-19 and current provincial guidance on public gatherings, a pre-construction overview presentation will be posted online in lieu of a public meeting.
- Feedback is welcome and encouraged. Please see the last slide for contact information.



Presentation Overview

1. Second exit/entrance project background
2. Easier Access project (elevators)
3. Project schedule
4. Design rendering
5. Preliminary construction staging
6. What to expect during construction
7. Strathmore Blvd. parking impacts
8. Local businesses and community services
9. Next steps



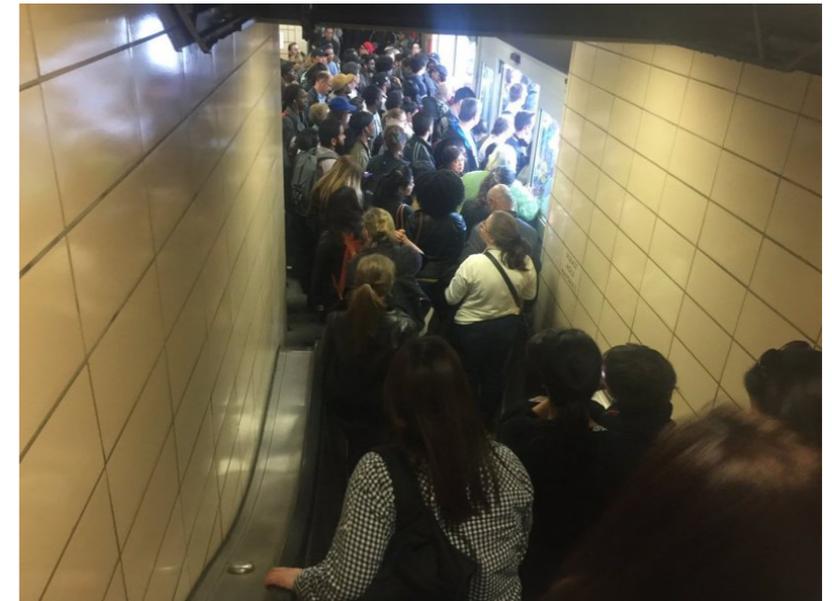
| Purpose of a second exit/entrance

- A fast and direct way out of the station during an emergency.
- Convenient day-to-day use, and familiarity in an emergency.
- Integration into the neighbourhood.
- Cost effectiveness.
- In the public interest (local area, TTC riders).



Why are second exits important?

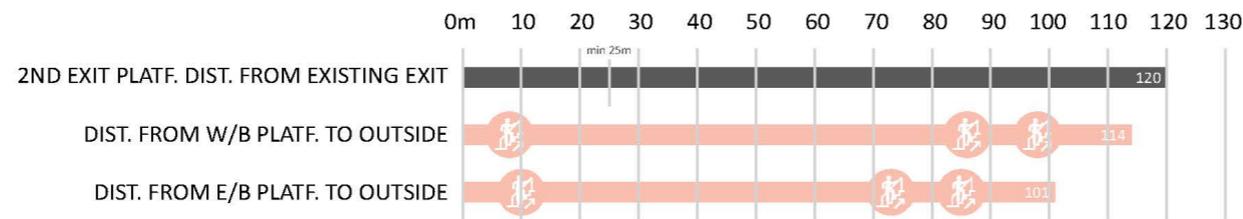
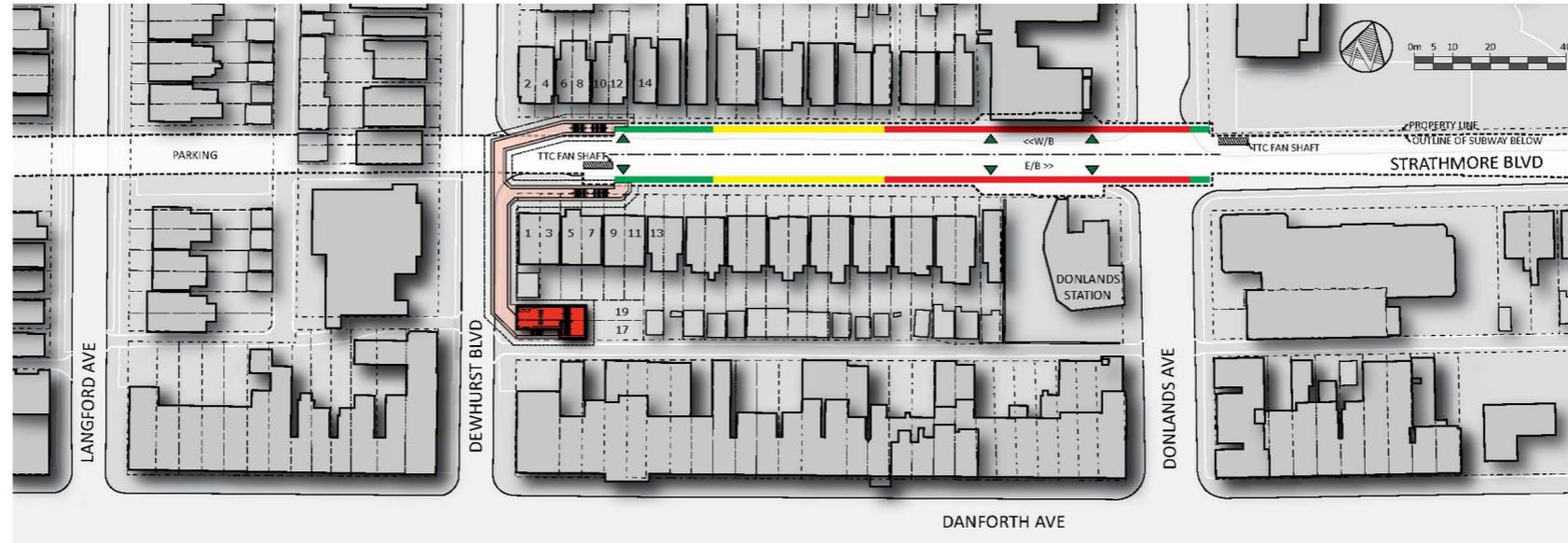
- Provide safe and efficient evacuation during an emergency.
- May 2016: customers offloaded onto Keele Station platform due to a fire incident in the tunnel.



Second Exit/Entrance – Local Working Group’s (LWG) Approved Location

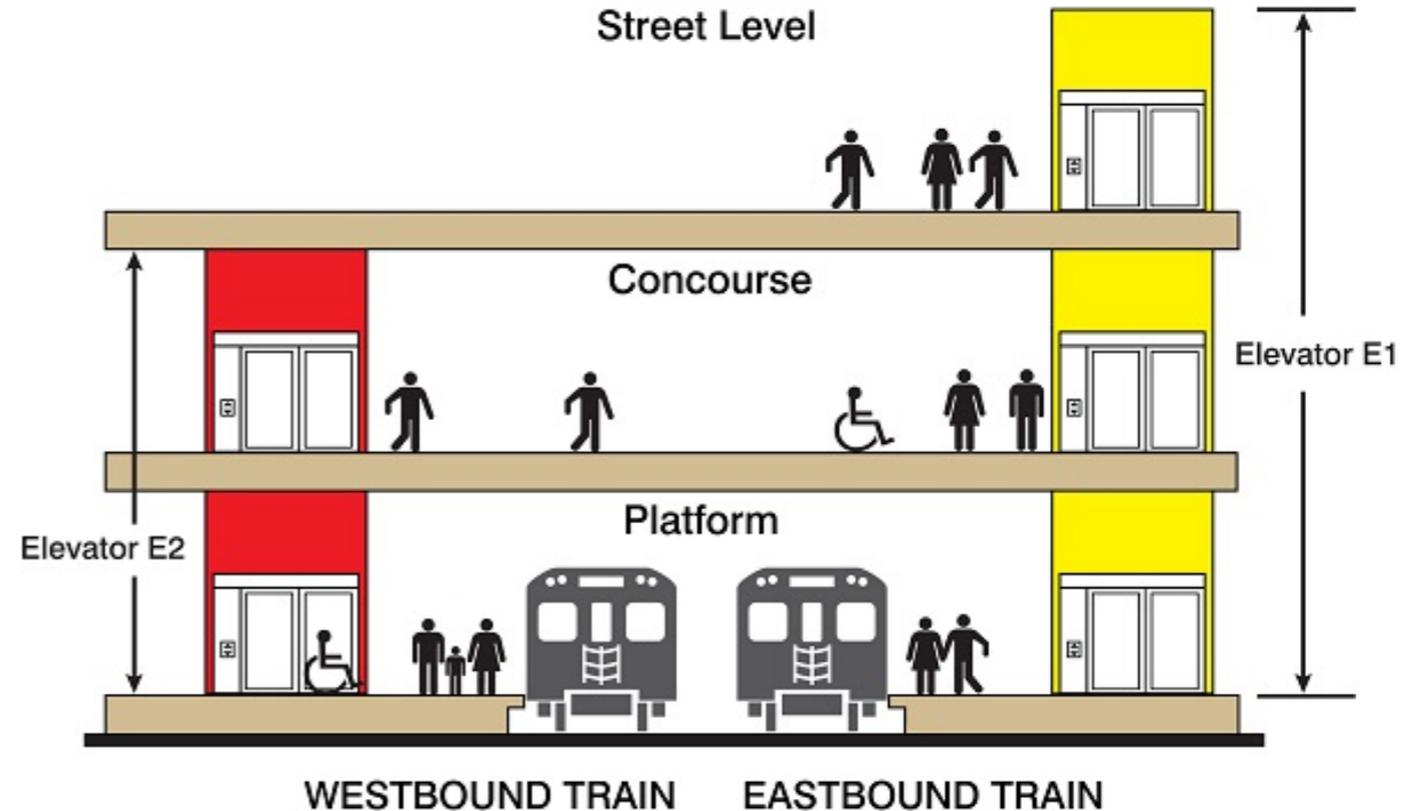
LOCAL WORKING GROUP
 ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS
OPTION E • 17/19 DEWHURST BLVD

DONLANDS STATION
SECOND EXIT
 May 17, 2016  ENGINEERING DEPARTMENT



Easier Access Program and Donlands Station elevator section image

- Program to make all stations accessible
- Elevators, sliding doors, accessible fare-gates
- Elevators are built at the primary station building (Donlands Ave. and Strathmore Blvd.)



Advisory Committee on Accessible Transit (ACAT)

ACAT Overview

- Toronto citizens who advise the TTC on difficulties faced by people with disabilities and seniors
- Recommends the elimination of barriers to accessible public transit in the city of Toronto
- ACAT consists of 15 volunteer committee members who are appointed by the TTC Board

ACAT's Role

- Represents the needs and concerns of persons with disabilities and seniors who use public transit services provided by the TTC.
- Advises the TTC on the provision of accessible public transit.
- Advises the TTC on necessary policy issues for services that pertain to the interests of persons with disabilities and seniors.
- Supports TTC staff in consulting, educating and advising persons with disabilities, seniors and the community at large.
- Subcommittees: Design Review, Service Planning, Communications, Wheel-Trans Operations
- Advises the TTC on priority and plans for Easier Access projects



Donlands Station Elevator Site Plan



E1 – Street-level location of new elevator to access the street-to-concourse-to eastbound subway platform level.

E2 – Underground location of new elevator to access the concourse-to westbound platform subway level.

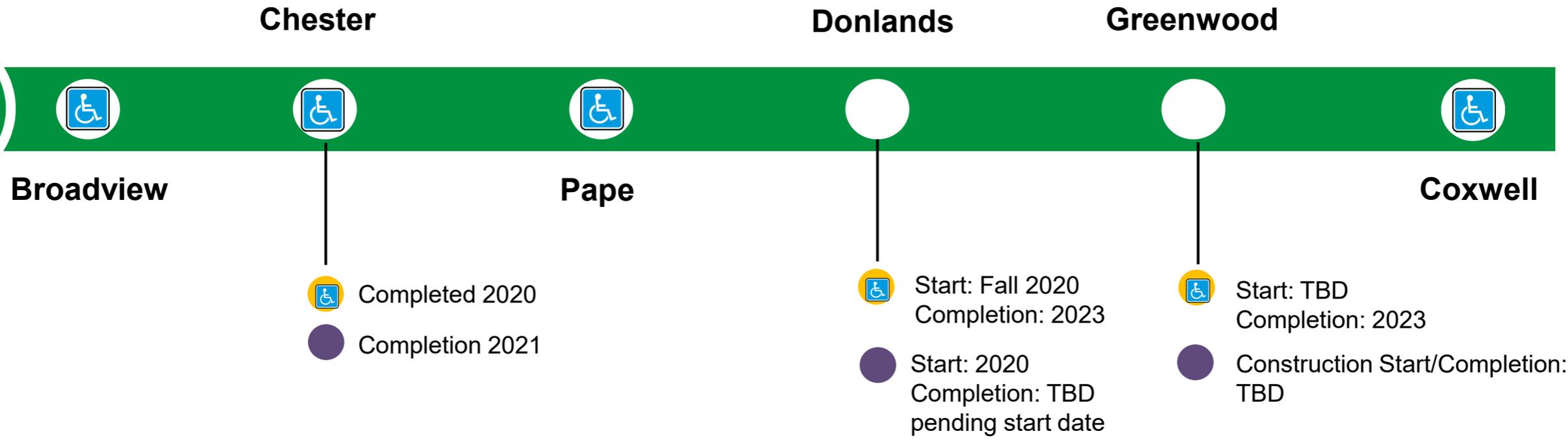
Donlands Station Elevator Street Level Rendering



- **E1** – Street-level location of new elevator to access the street-to-concourse-to eastbound subway platform level.

Local Stations – Construction Schedule

2



- Accessible station
- Active Construction
- Easier Access
- Second Exit/Entrance



Donlands Project schedule

October 2020

Pre-construction Meeting for Wider Community

Late Fall 2020

**pending Covid-19 situation*

Start construction on Second Exit/Entrance and Elevators

2023

**pending unforeseen circumstances*

Finish Construction (Second Exit/Entrance and Elevators)



Utilities

- **Before Second Exit/Entrance and Elevator Construction:**
 - A variety of preliminary investigative construction activities are required before the new underground structures (second exit/entrance and elevators) can be built.
 - Some of the preliminary investigative construction activities will be managed by 3rd parties such as Bell, Enbridge and Toronto Water. They own their infrastructure and will notify residents directly of their works.
 - Pre-construction/enabling works (e.g. hydrogeological testing).
 - Utility Relocation (e.g. water and sewer main, street lights, gas, hydro).



Example of Coxwell Station Easier Access Construction

- Caisson installation to stabilize soil and create safe work zone.
- This information was provided during the LWG public consultation (for the second exit/entrance site selection process).



Woodbine Station - Second Exit

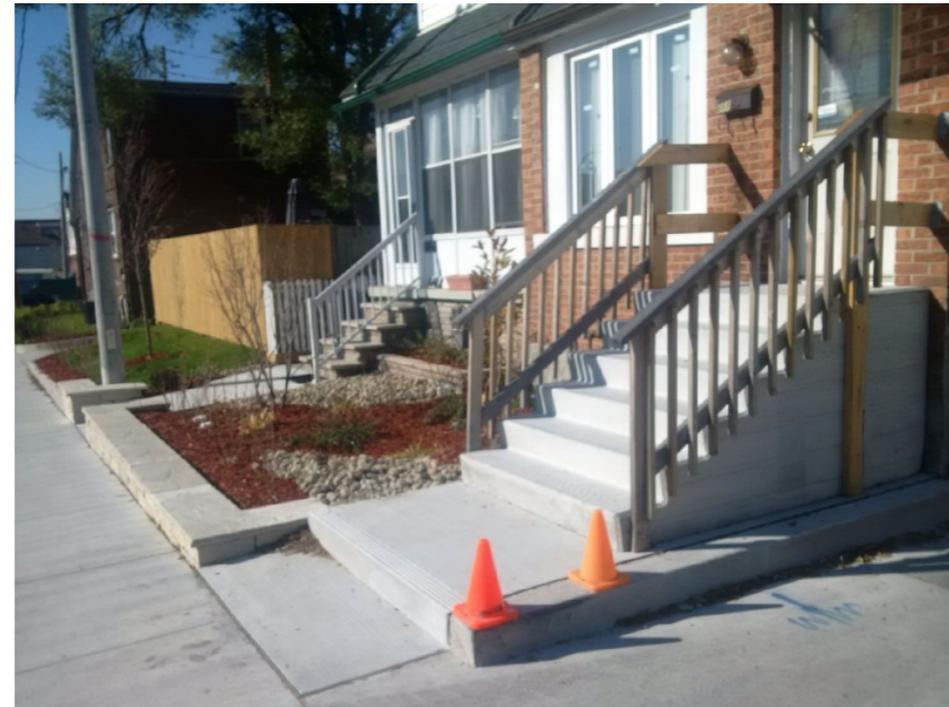
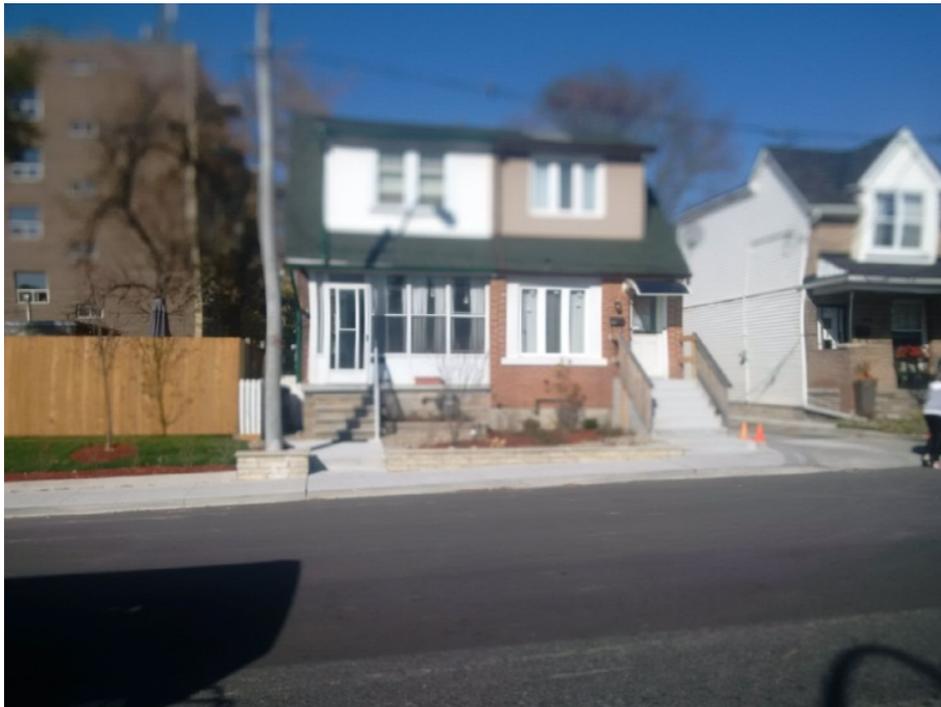


Example of Woodbine Station Construction

- Shared porch access during construction.
- This information was provided during the LWG public consultation (for the second exit/entrance site selection process).



| Woodbine Station – Post Construction



Trees

- As part of the LWG public consultation (for the second exit/entrance site selection process), the following items concerning trees and landscaping were evaluated (under the Local Community Impact criterion):
 - Trees and bushes in the path of construction will need to be removed for construction.
 - Some properties affected would have some future limitations to landscaping.
 - Existing landscaping will be replaced in kind wherever possible after construction.
 - TTC will follow direction of City Forestry for replanting wherever possible (i.e. not above the tunnel).



Conceptual staging plans

- The following slides include conceptual staging plans and porch renderings (for 1-14 Strathmore Blvd.) - provided for illustrative purposes only.
- Plans are subject to change as information and the construction planning is finalized by the contractor.
- Conceptual renderings and illustrations are the artist's/architect's impressions only.

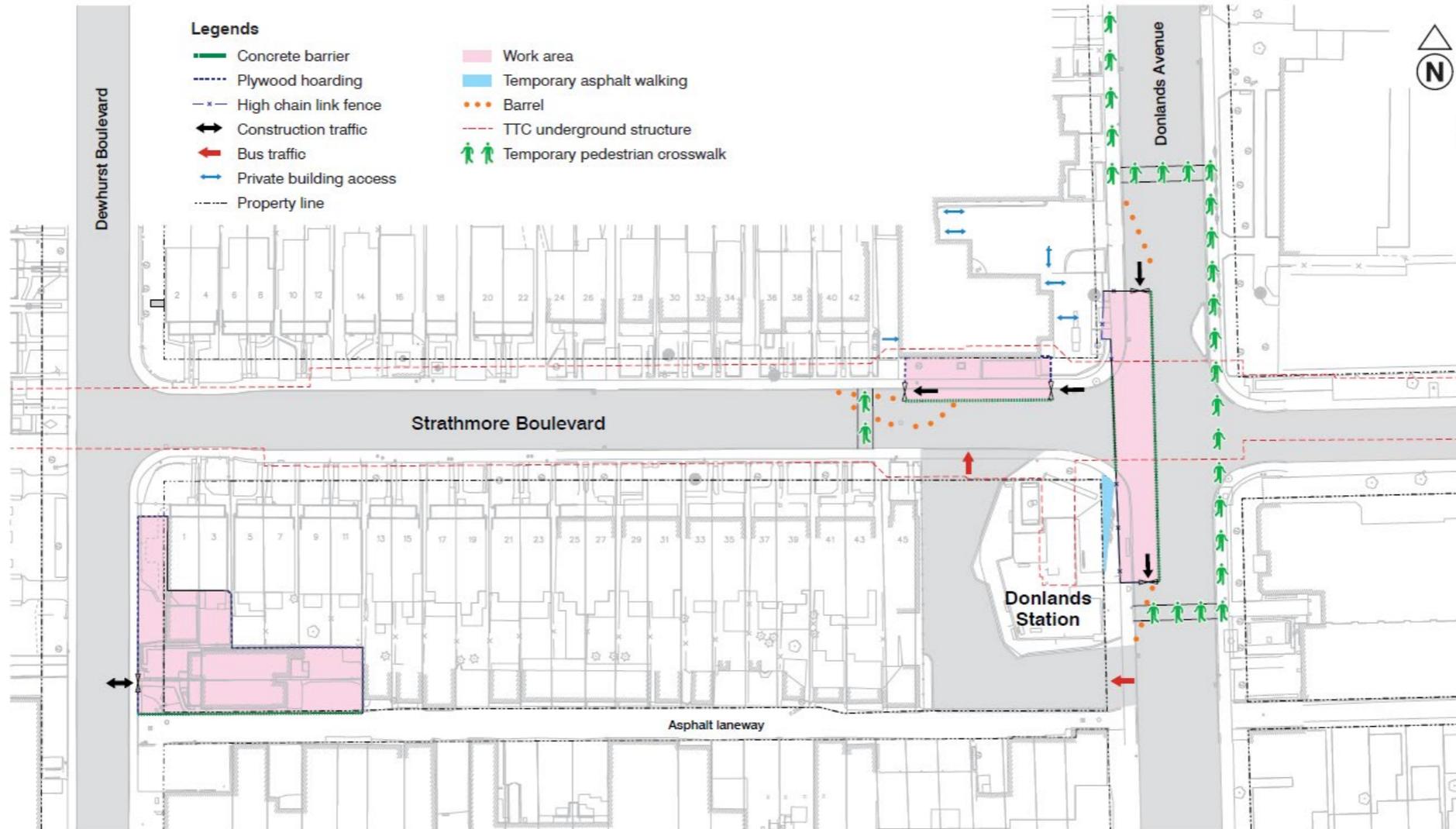


Conceptual second exit/entrance building design



Conceptual design image of the second exit to be built at 17/19 Dewhurst Boulevard.

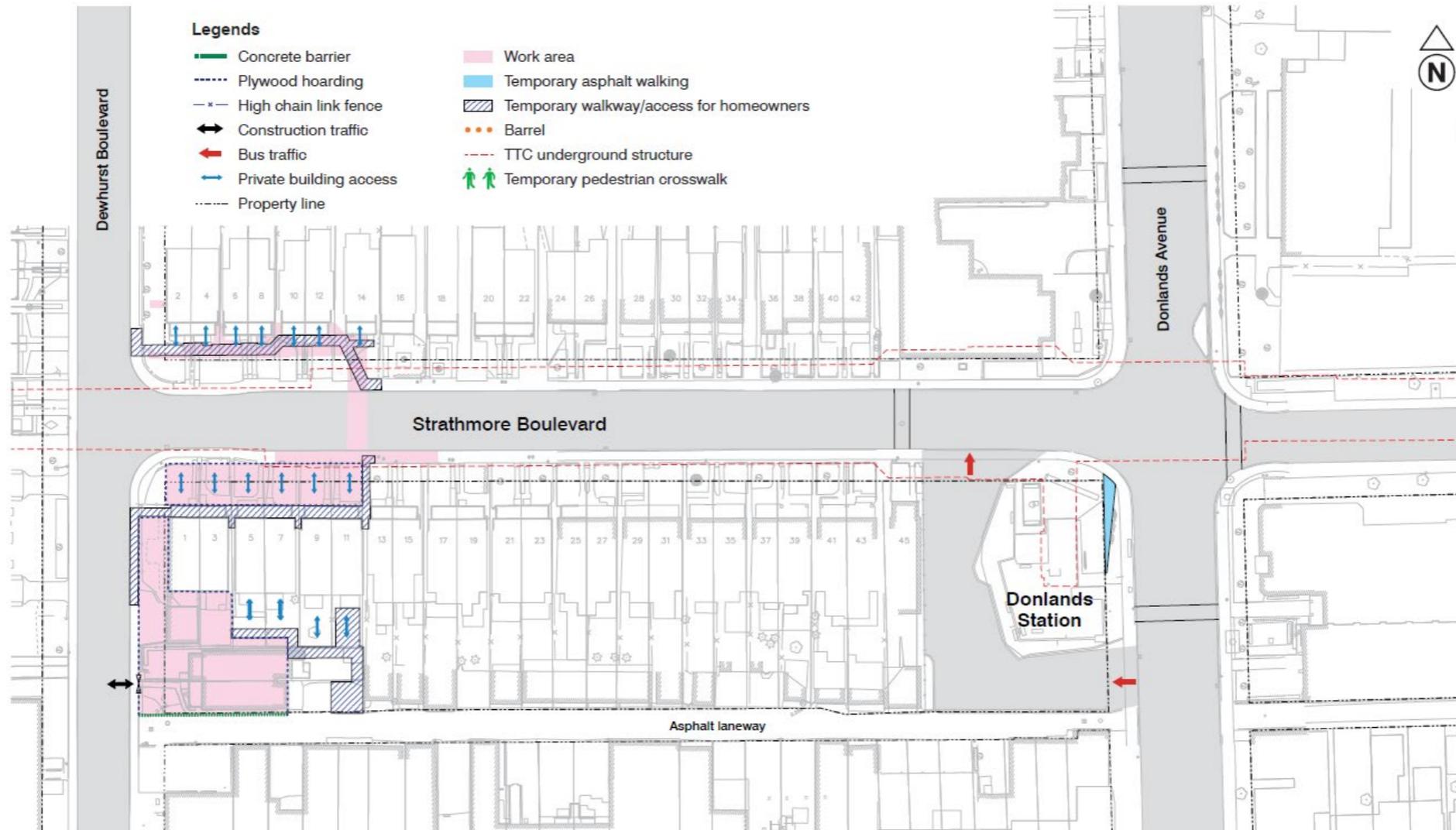
Conceptual staging – 1A



Plans are subject to change



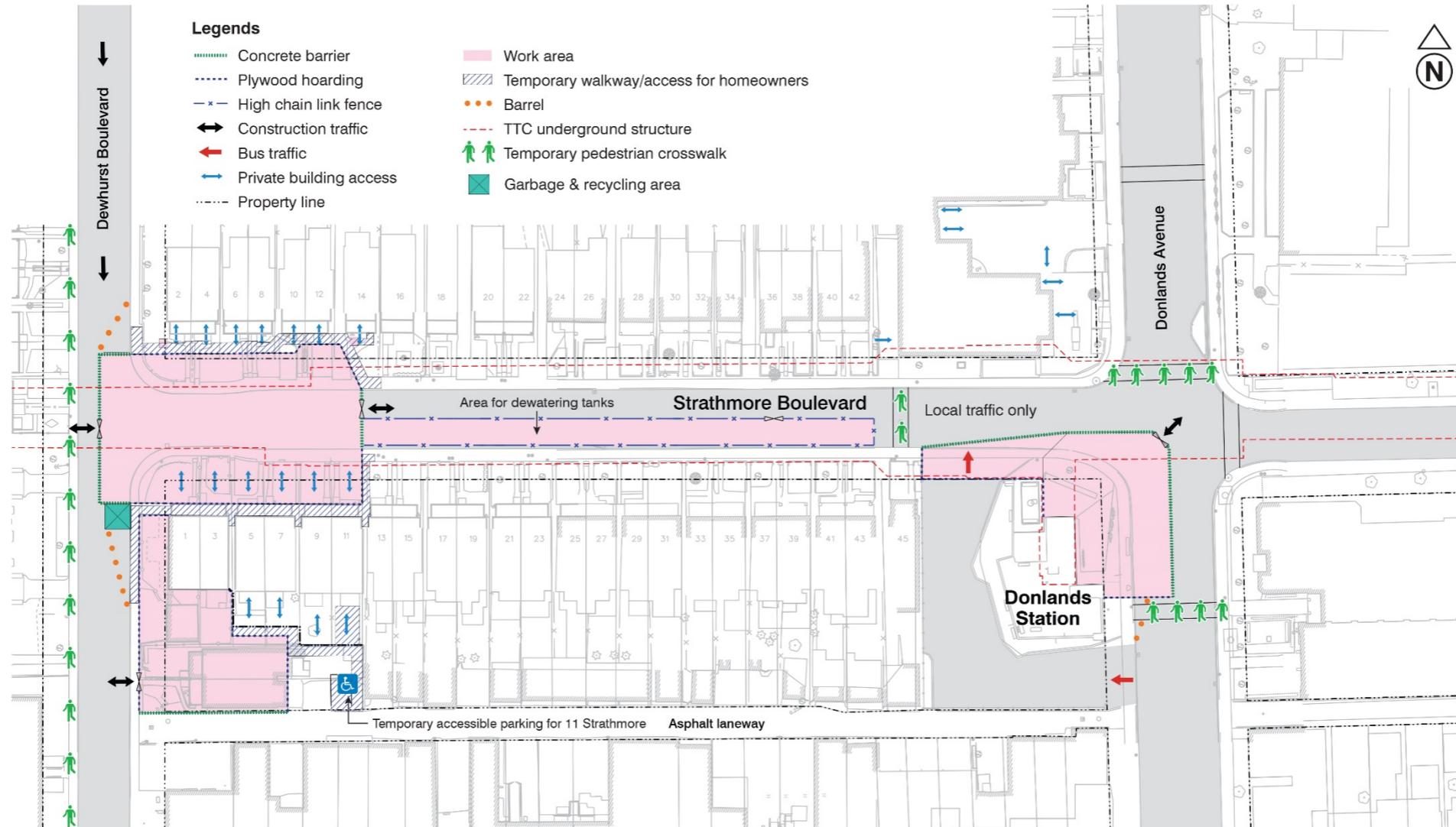
Conceptual staging – 1B



Plans are subject to change



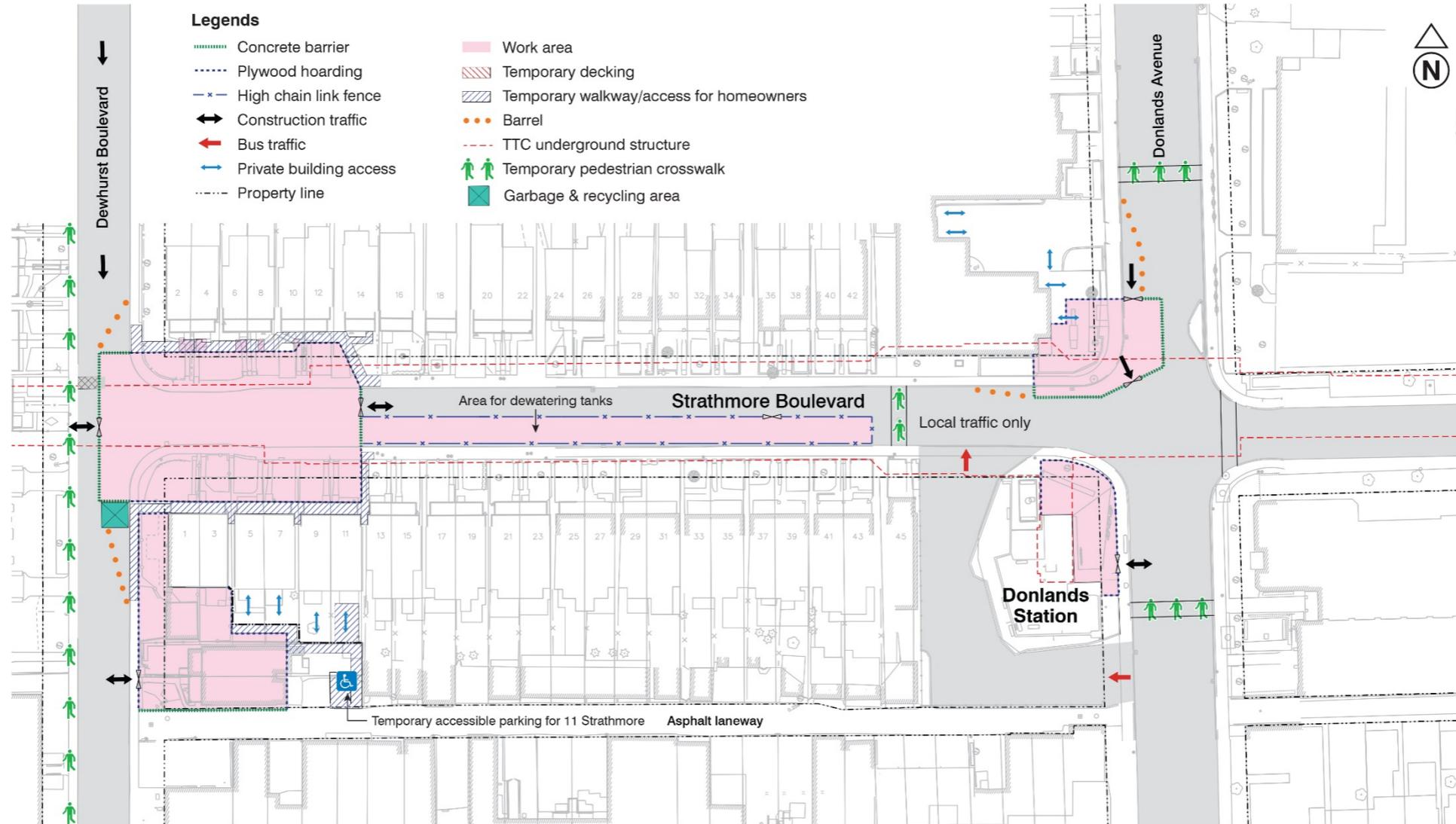
Conceptual staging – 2



Plans are subject to change



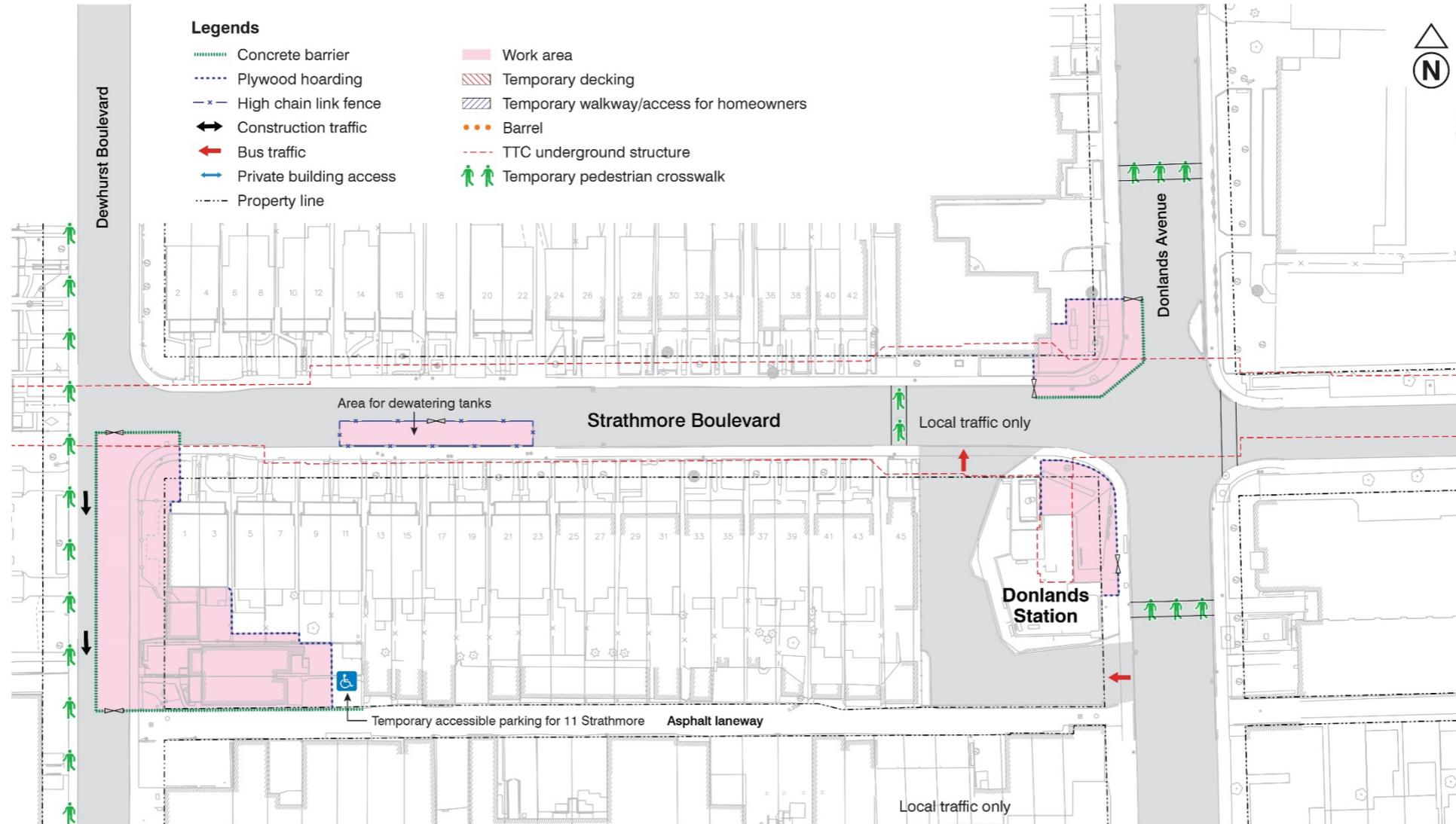
Conceptual staging – 3



Plans are subject to change



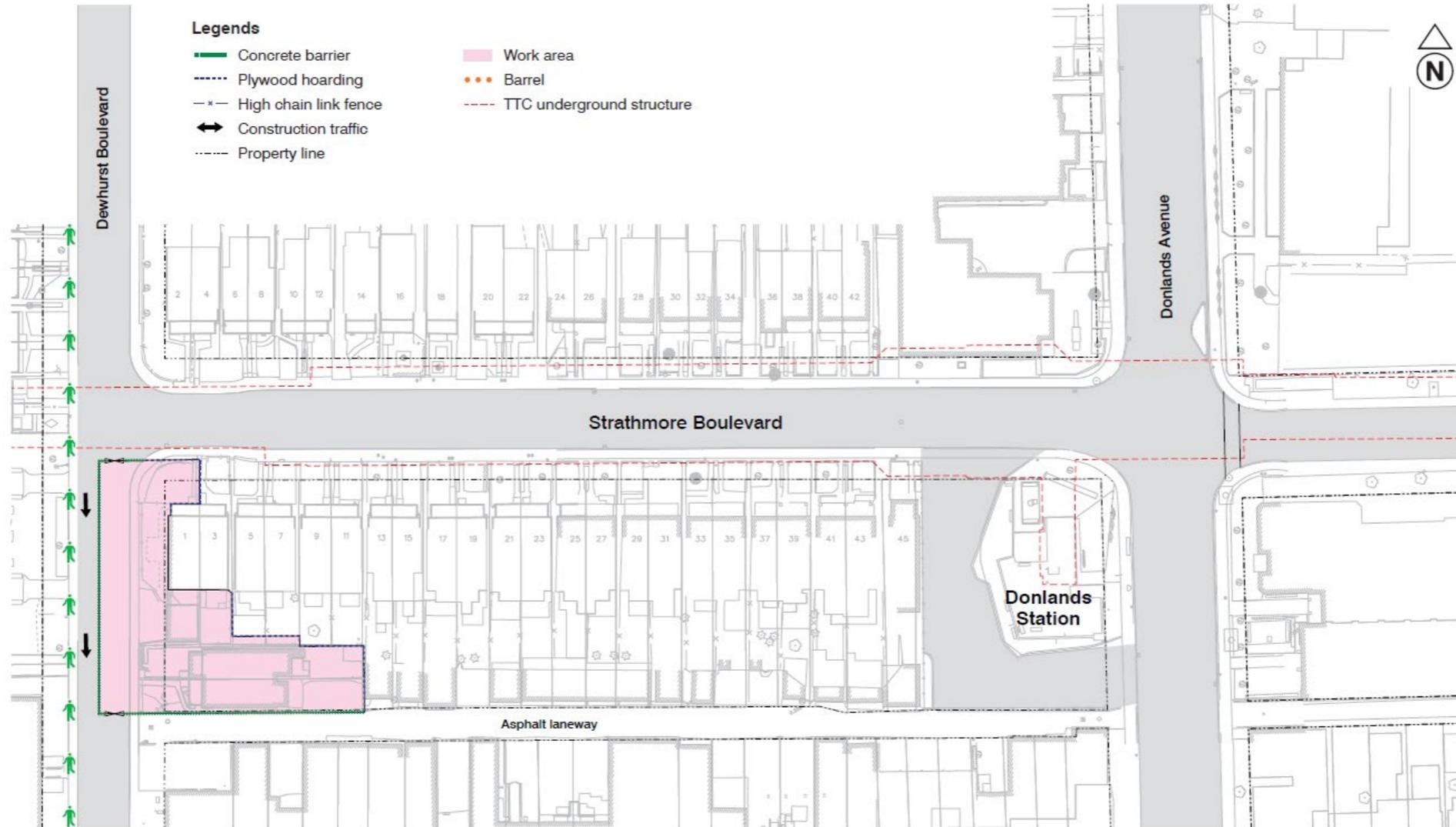
Conceptual staging – 4



Plans are subject to change



Conceptual staging – 5



Plans are subject to change



Conceptual renderings (porches for 1-14 Strathmore Blvd.)

Hoarding and temporary walkways – Stage 3 (North Side)

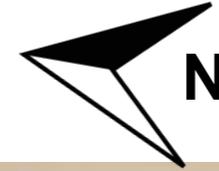


- Mesh with dust control will be in place



Conceptual renderings (porches for 1-14 Strathmore Blvd.)

Hoarding and temporary walkways – Stage 3 (South Side)



Construction

- The majority of work will take place between 7 a.m. and 7 p.m., as required.
- As permitted, some overnight and weekend work will be required during the course of this project in order to complete the work as quickly as possible.
- Noise, dust and vibration associated with construction is unavoidable with this work.
- Mitigation measures such as vibration monitoring, and wet cutting of concrete and mesh fencing (to reduce dust) will be implemented.
- Construction trucks, equipment and site staff will be present in the general area.
- TTC Community Liaison will provide construction updates, coordinate responses to questions, coordinate meetings with neighbours and the project team.



Strathmore Blvd. –City Street Permit Parking (8A)

Impacts

- During the majority of construction (3-4 years) there will be little to no street parking available on **Strathmore Blvd. between Dewhurst Blvd. and Donlands Ave.** City Transportation typically bags the existing signs and adds no parking signs.
- Parking will be removed in order to accommodate safe excavation and dewatering tanks to (to be located on the south side of Strathmore Blvd.).
- The water table in this area is high and placing these dewatering tanks is essential (the tanks assist in the process of separating solid waste from sludge and temporarily lowering groundwater levels for stable work underground).



Strathmore Blvd. – City Street Permit Parking (8A) Impacts

- If you already have a street parking permit you may park on any licenced street within your permit area (8A). City Transportation has confirmed there are parking spots available within area 8A. Please see a map of the parking permit area here: <https://www.toronto.ca/legdocs/mmis/2015/pw/bgrd/backgroundfile-85333.pdf>
- If you have a driveway or laneway access (other than for 10 and 14 Strathmore Blvd.) you will be able to access your driveway/laneway using the available space on Strathmore Blvd. roadway and park your vehicle.



Alternative parking proposals were reviewed

- Our project team reached out to the City to request their assistance for items under City control in the City right-of-way. This includes TTC's request on our neighbours' behalf to designate new on-street parking spots on Dewhurst Blvd. and a separate request to the Toronto Parking Authority for off-street parking availability in their lot on Langford Avenue.
- The City has advised that they do not designate spaces for exclusive use and cannot designate the east side of Dewhurst for permit parking. If you already have a street parking permit, residents may park on any licenced street within their permit area.



The laneway

- The laneway will remain open. The wall separating the bus loop from the laneway was put in place to assist the local community as a noise and safety barrier. During the Donlands Second Exit LWG public consultations, concerns about the concrete barrier were raised by the business community using the laneway.
- The concrete barrier serves as a safety measure for pedestrians and cannot be removed entirely. As discussed in LWG meetings, it will be cut back during the future second exit construction project. Bright yellow paint will also be added to the concrete barrier for increased safety.
- The laneway itself is under the City's jurisdiction (please call 311) for any concerns related to traffic, encroachment, maintenance and salting/snow removal.



| The Danforth and local businesses

- While the project benefits the community in the long-term, we understand that construction can be disruptive and are pleased to work with the BIA and local businesses to convey the message to neighbours that businesses are open during construction.
- Parking on the Danforth will not be removed for this project.
- The laneway will remain open and available.
- Area waste collection conducted by the City will continue as per their schedule.



Metamorphosis Early Years Learning and Child Care Centre/ Network Day Care

- Elevator (E2) will be built adjacent to the daycare. The daycare will continue to maintain their services, however the current playground will not be available.
- Parents will need to conduct vehicle drop off and pick up activities away from the construction site.
- Excavation and similar loud works construction in this particular area will be scheduled to begin after 3 p.m. to 9 p.m.



Donlands Station public art

- Donlands Station will receive public art in accordance with the Public Art Policy.
- An open call and pre-qualification will be prepared (three artists to be selected to create an art concept).
- A jury will be formed including a local artist representative.
- Art installed upon project completion.



Next Steps – request for feedback

- Please send any questions about the proposed construction plan to: Denise.Jayawardene@ttc.ca by November 6, 2020.
- For more project background and previous public consultation presentations please visit: <http://www.ttc.ca/donlandsconstruction>



