



# DONLANDS STATION SECOND EXIT - DESIGN CONCEPT

**Community Meeting**  
**July 18, 2017**



# ABOUT DONLANDS STATION

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



# 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 & 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



# SECOND EXITS - CONSIDERATIONS

Effective second exits must provide:

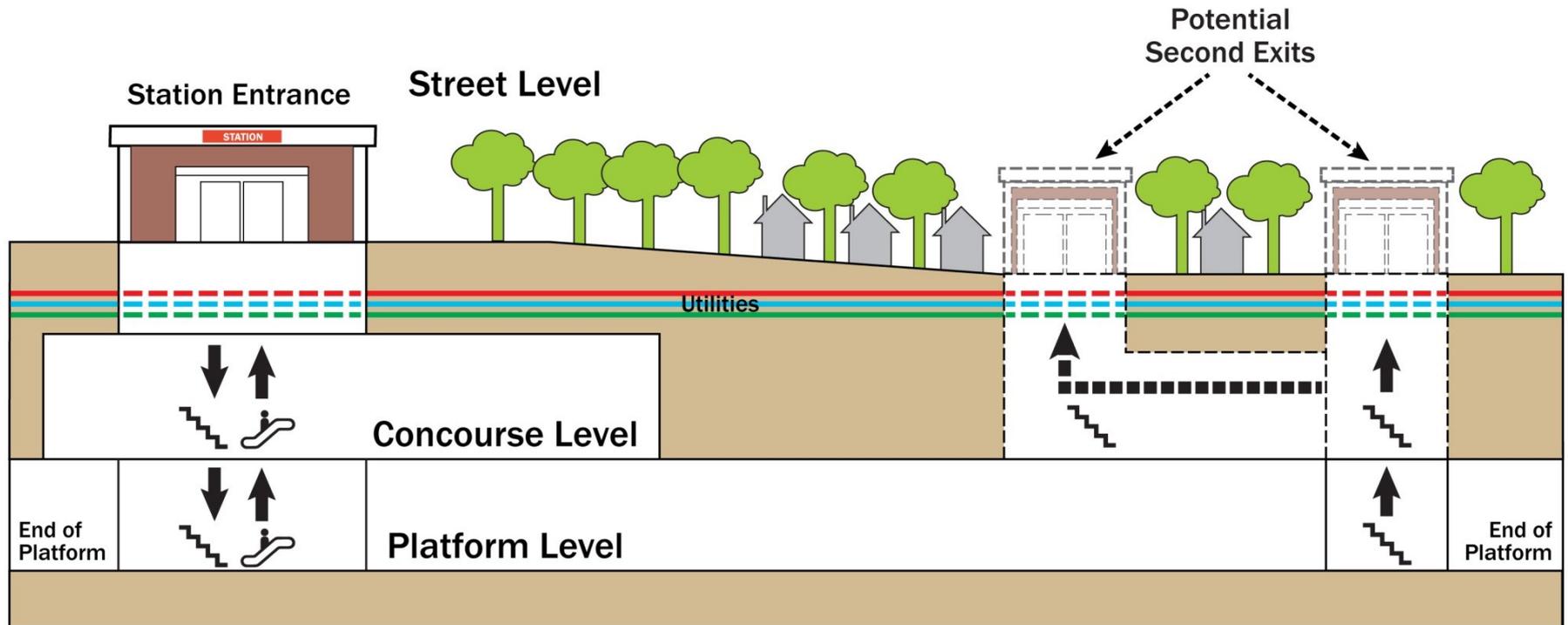
- A fast way out of the station
- Convenience to encourage day-to-day use and familiarity in an emergency
- Integration into the neighbourhood



# CONSIDERATIONS (CONT'D)

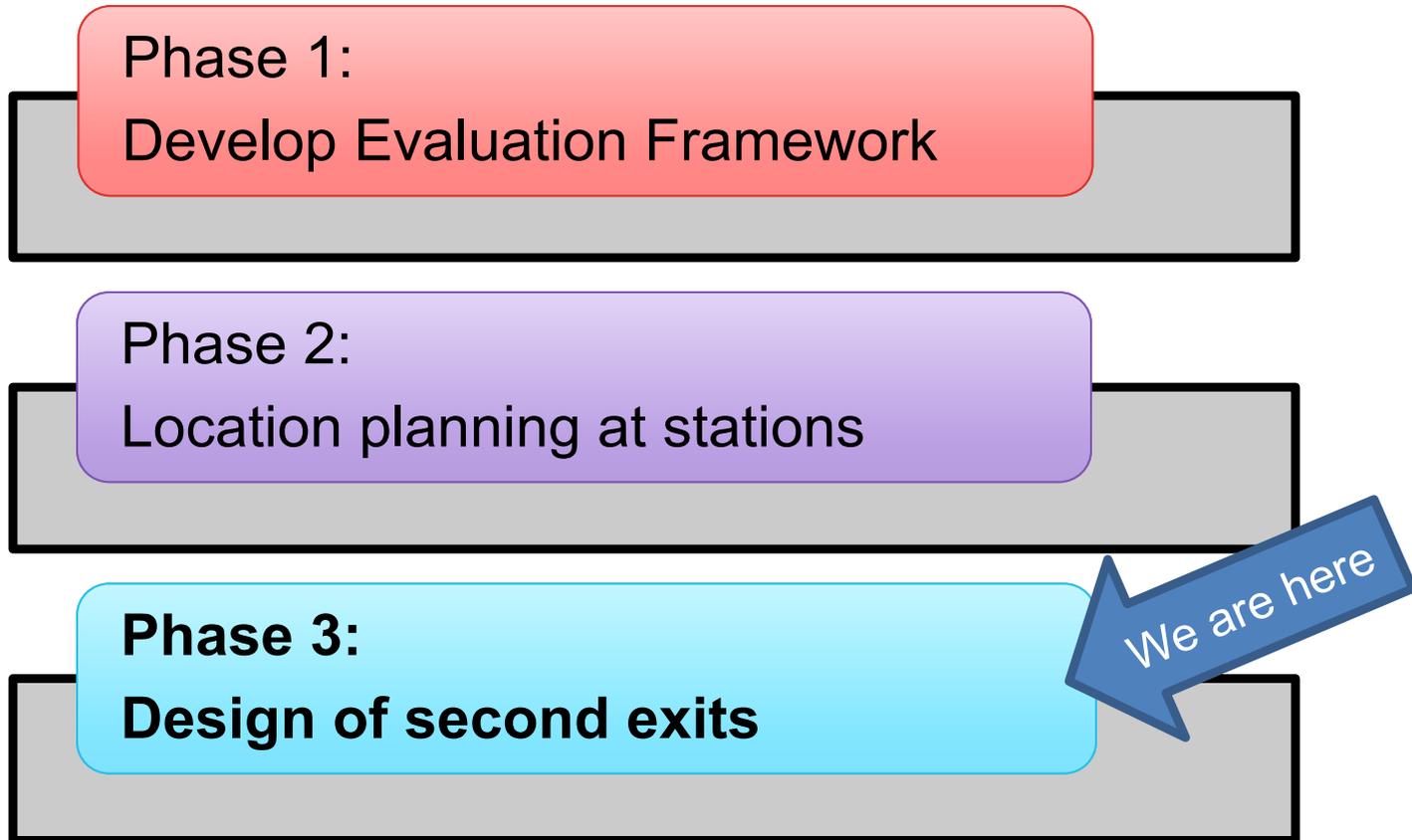
Some second exits are much more difficult to plan than others for a variety of factors

- Urban Context
- Utilities
- Property



# SECOND EXIT PLANNING AND CONSULTATION PROCESS

Phased approach to planning:



# PLANNING PROCESS AND PRINCIPLES

**Phase 1:** Develop evaluation framework (*Complete*)

**Phase 2:** Location planning at stations (*Complete*)

- Set up local working groups
- Working groups develop second exit options
- Evaluate options based on framework
- Recommendation for second exit location
- Expert Panel reviews recommendation

**Phase 3:** Design of Second Exits (*Ongoing*)

- **Community Consultation: Architecture, Urban design and landscaping**
- Communications to public regarding project
- Pre-construction information



# LOCAL WORKING GROUP FRAMEWORK EVALUATION – CATEGORIES

Five equally weighted categories:

1. Safety
  2. Local community impact – permanent second exit
  3. Local community impact – temporary construction
  4. Customer experience
  5. Cost
- *Scoring was completed through comparative ranking of options in each category*



# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION E • 17/19 DEWHURST BLVD

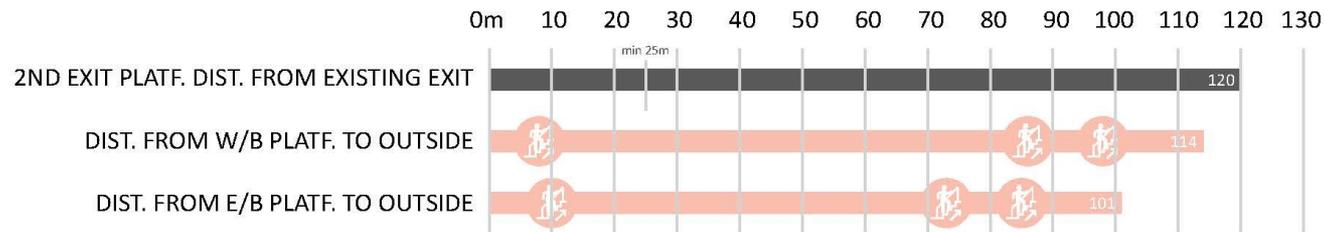
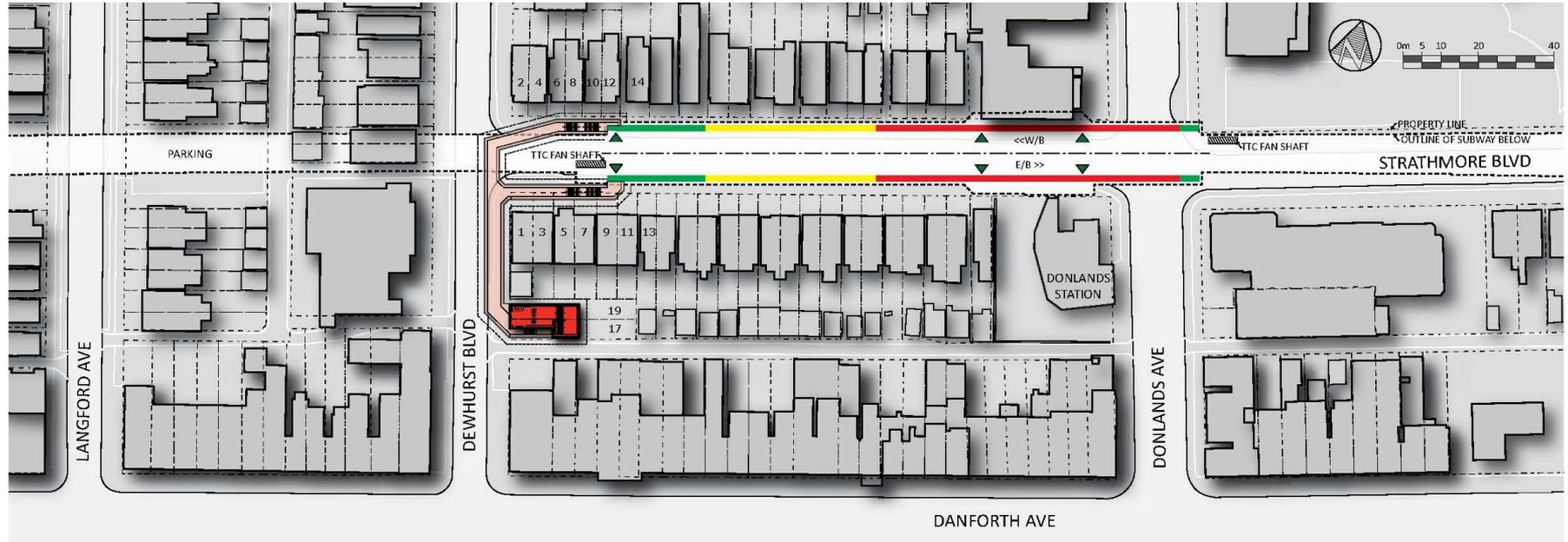
# DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT





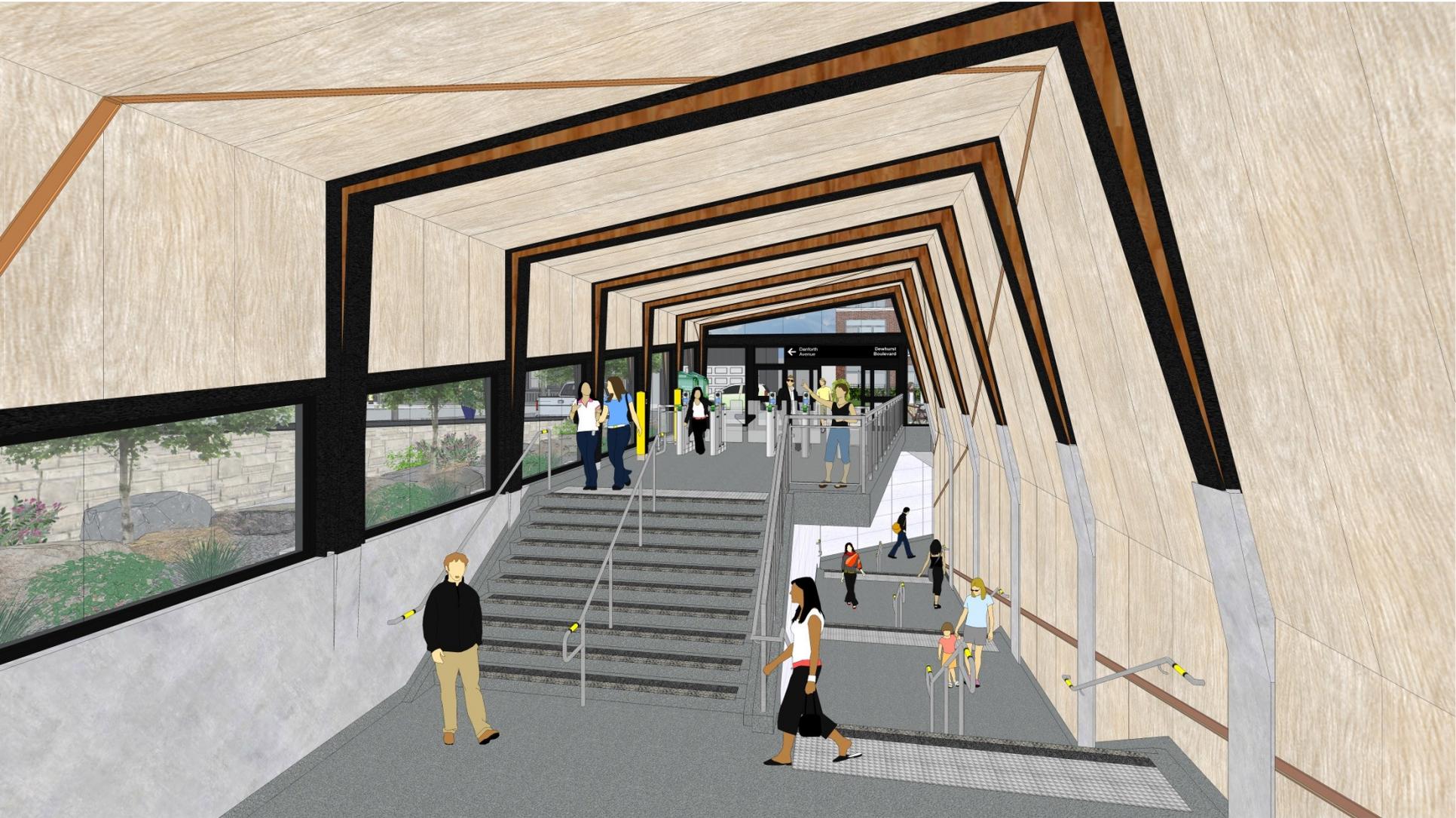
DONLANDS STATION - SECOND EXIT / ENTRANCE: CONCEPT DESIGN





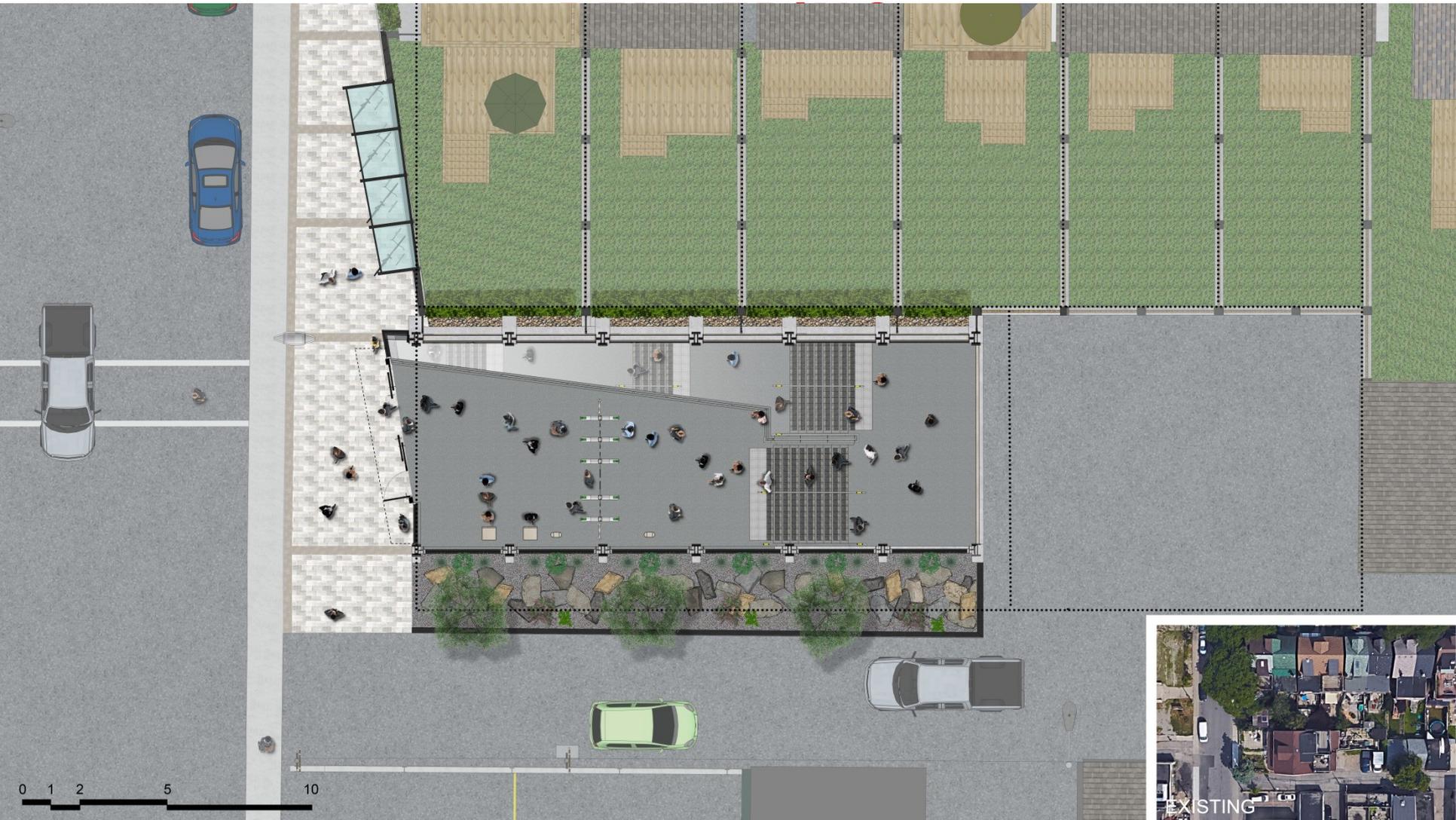
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**DONLANDS STATION - SECOND EXIT / ENTRANCE: CONCEPT DESIGN**



# EASIER ACCESS - DONLANDS STATION

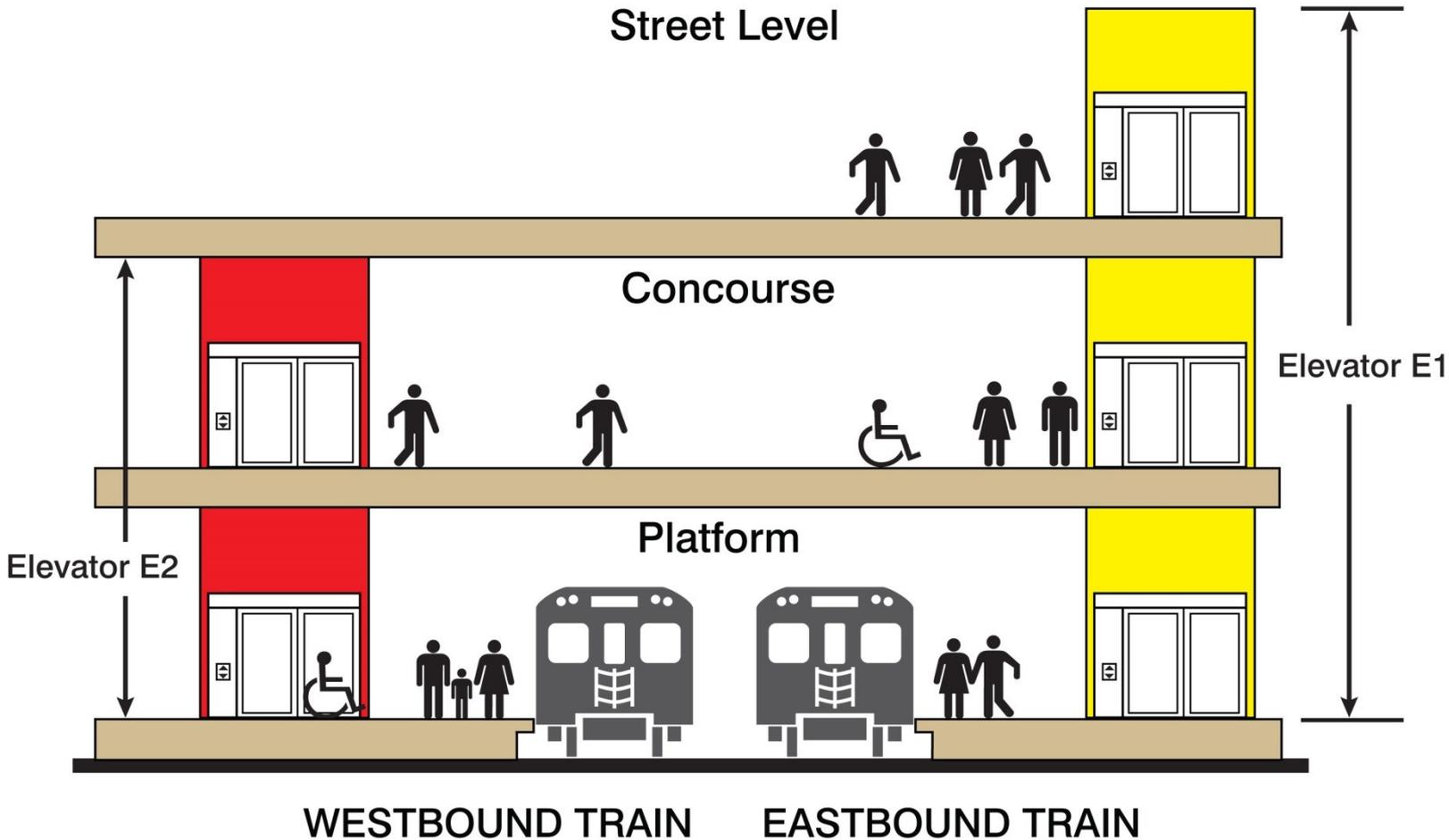


**E1** - location for new elevator to eastbound platform

**E2** - location for new elevator to westbound platform



# ELEVATOR CROSS SECTION



# DONLANDS PUBLIC ART

- Donlands 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 representative
- Art installed upon project completion



# DONLANDS STATION - SCHEDULE

Donlands Station Easier Access and Second Exit Project Timeline:

|                       |                |
|-----------------------|----------------|
| Design                | <b>Ongoing</b> |
| Construction Start    | <b>2019</b>    |
| Construction Complete | <b>2021</b>    |

