



SECOND EXIT PLANNING AND CONSULTATION – DONLANDS STATION

Local Working Group Meeting #6

Updates and Discussion

June 28, 2016



TODAY'S MEETING OVERVIEW

Agenda

<ul style="list-style-type: none">• City Real Estate pre-meeting with Strathmore residents	6:00 – 6:30
<ul style="list-style-type: none">• Introductions	6:30 - 6:35
<ul style="list-style-type: none">• Key Info Requested by LWG, Action Items• New Votes	6:35 - 6:50 6:50 - 6:55
<ul style="list-style-type: none">• LWG feedback received following June 14th meeting	6:55 - 7:05
<ul style="list-style-type: none">• Discussion of <i>prelim</i> rankings by category• Q & A and Discussion	7:05 - 8:10
<ul style="list-style-type: none">• LWG Member Comments about the Elevator plan	8:10- 8:15
<ul style="list-style-type: none">• Discussion with neighbours, property owners	8:15 - 8:35



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	LWG discusses preliminary rankings of their location options
LWG #6 June 28, 2016	Additional meeting for LWG to discuss concerns
LWG#7 Date TBD	Meeting to finalize rankings
Community Meeting late September, 2016	Eventual LWG location rankings presented to community for feedback (TTC and LWG)
TTC Board Meeting (TBC)	Final Decision is made by TTC Board



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION A • 14 DEWHURST

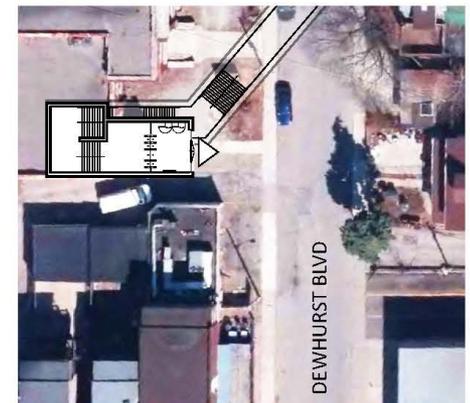
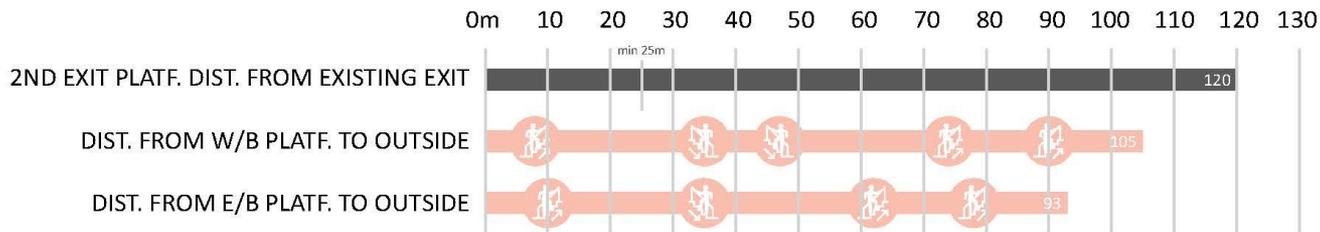
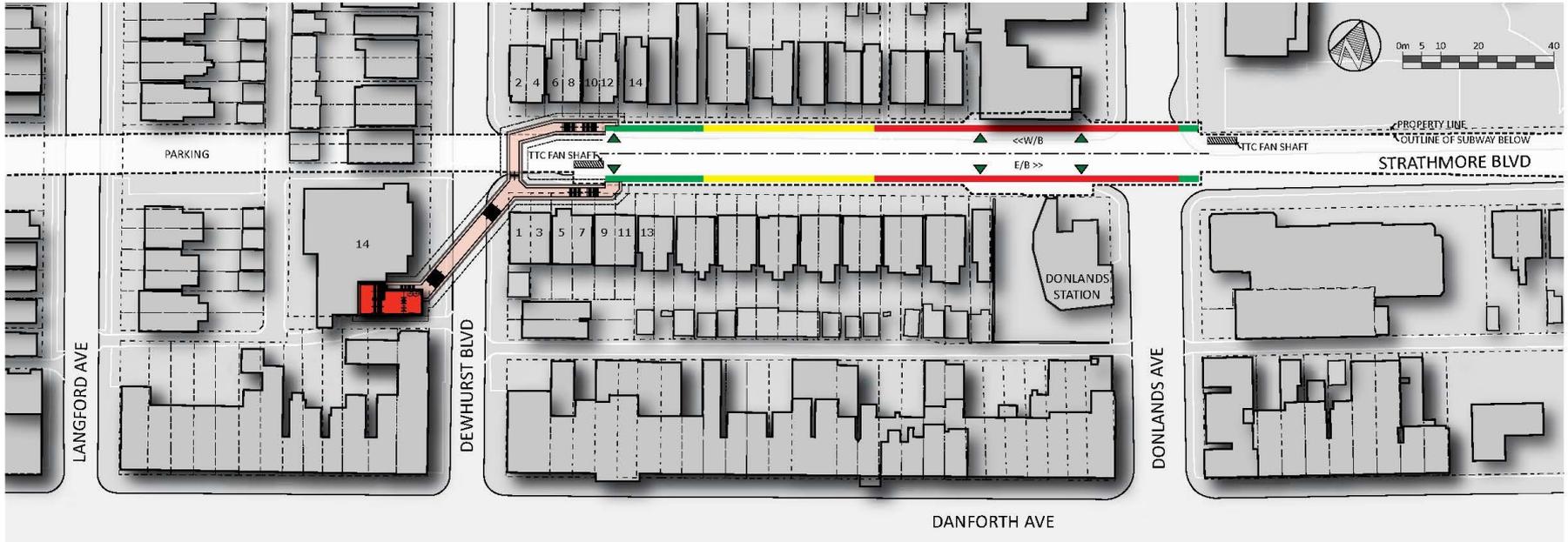
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION B • 888 DANFORTH AVE

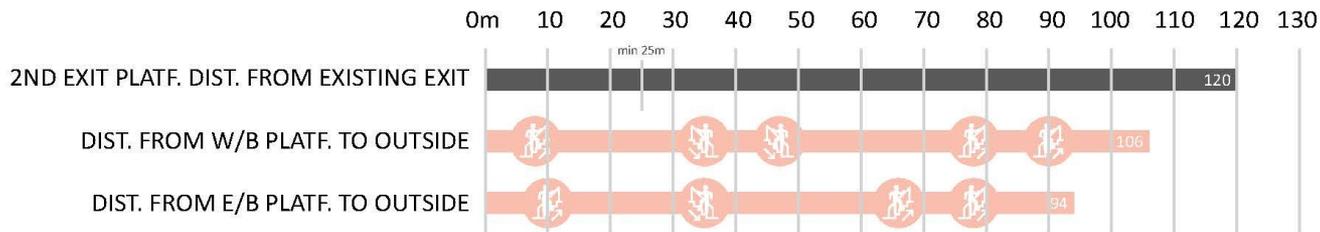
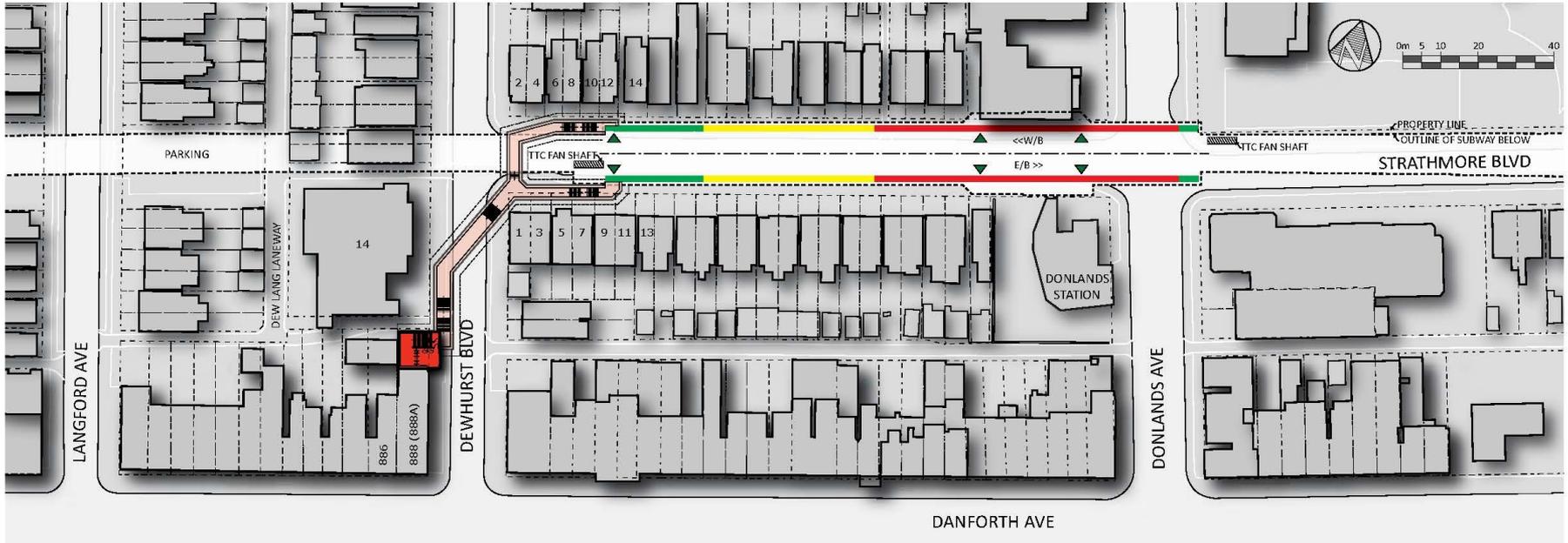
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION C • 890 DANFORTH AVE - TD BANK

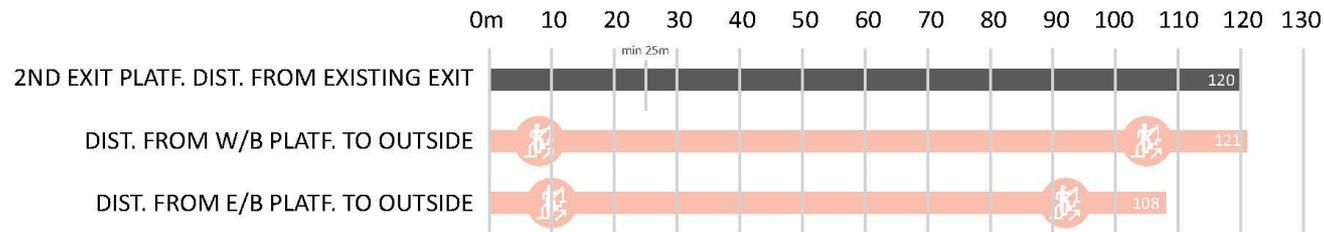
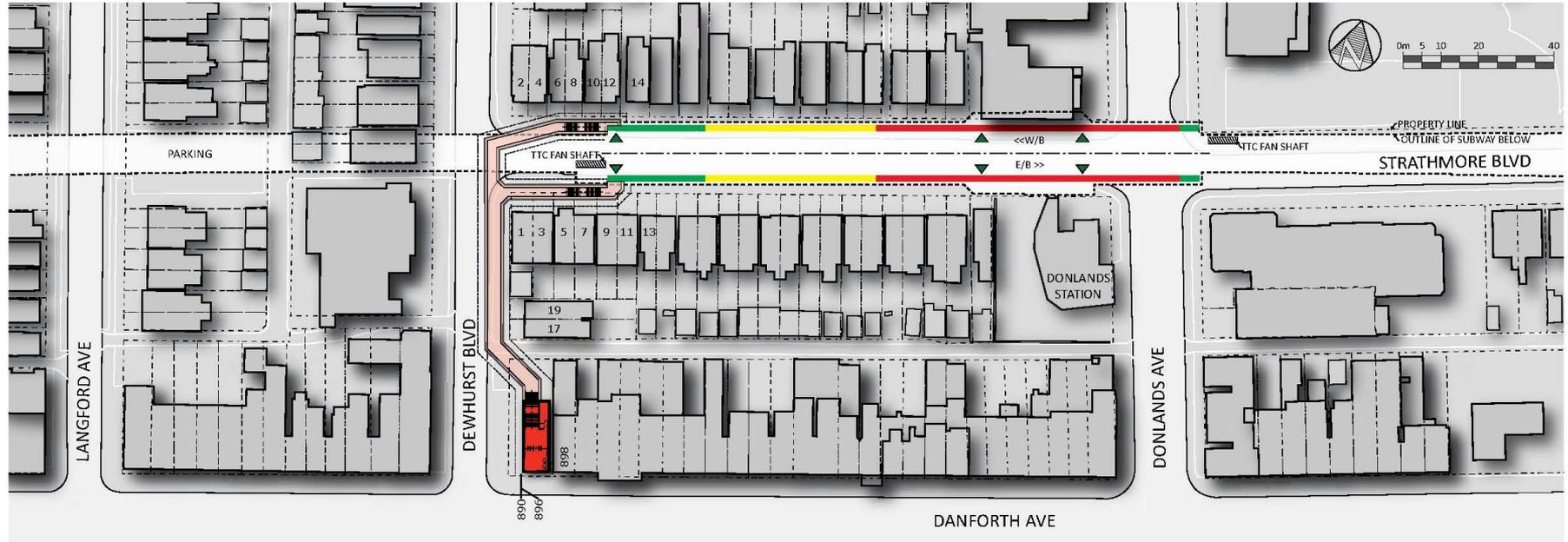
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION D • 890 DANFORTH AVE - TD Bank Parking Lot

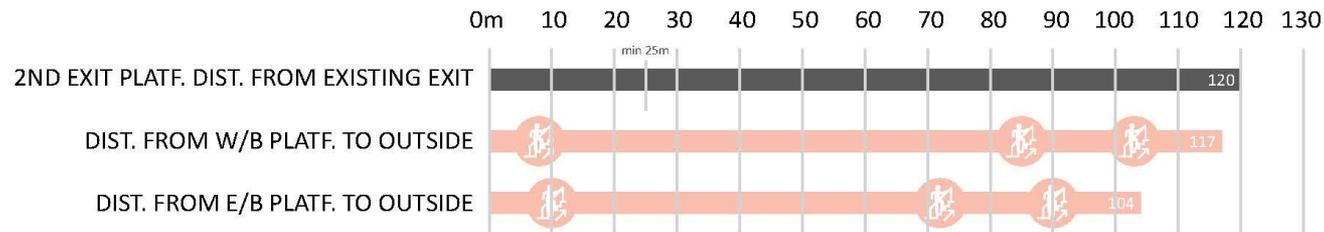
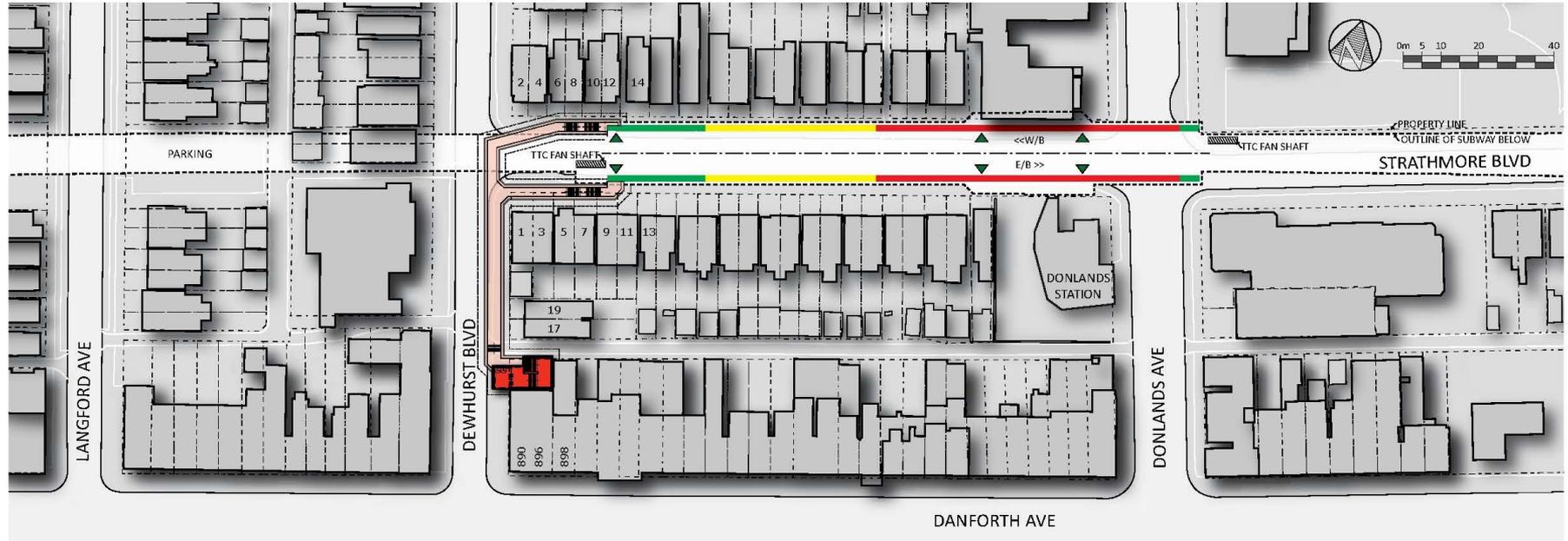
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

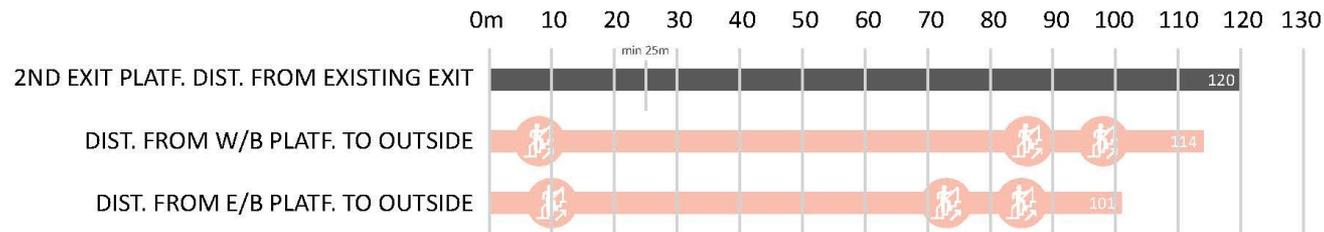
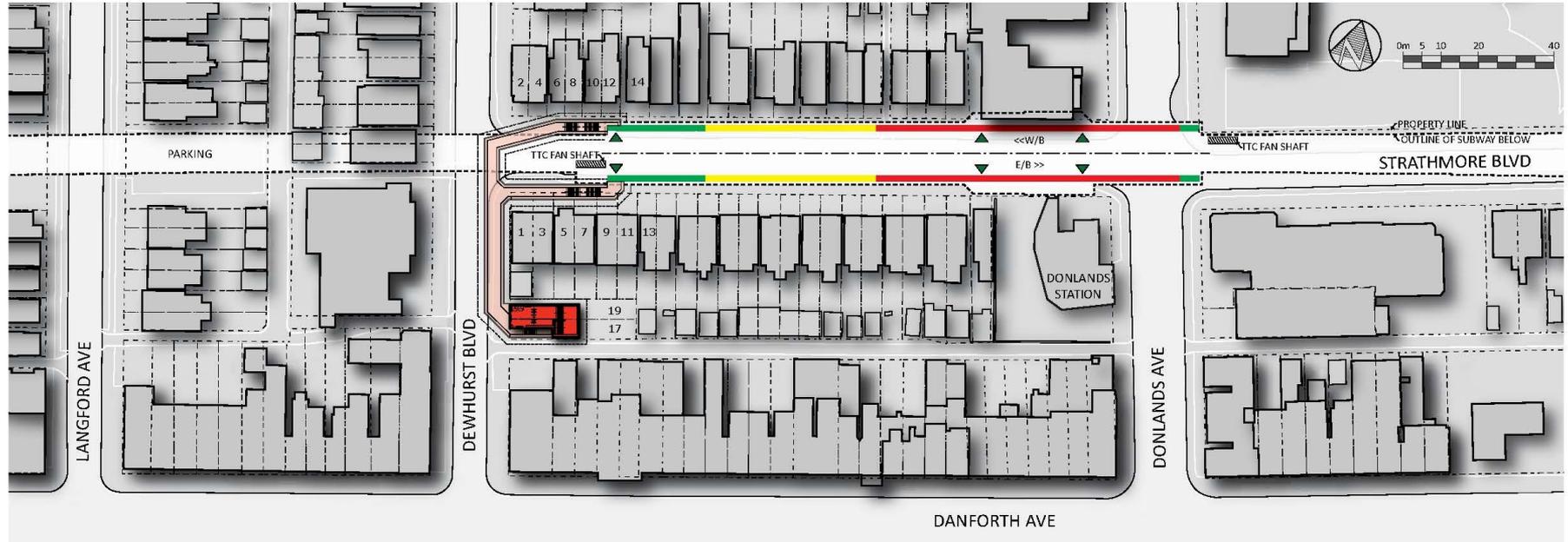
ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION E • 17/19 DEWHURST BLVD

DONLANDS STATION

SECOND EXIT

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LOCAL WORKING GROUP

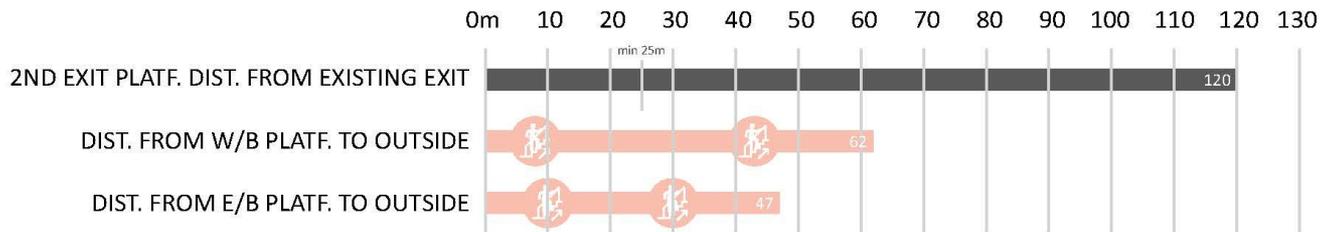
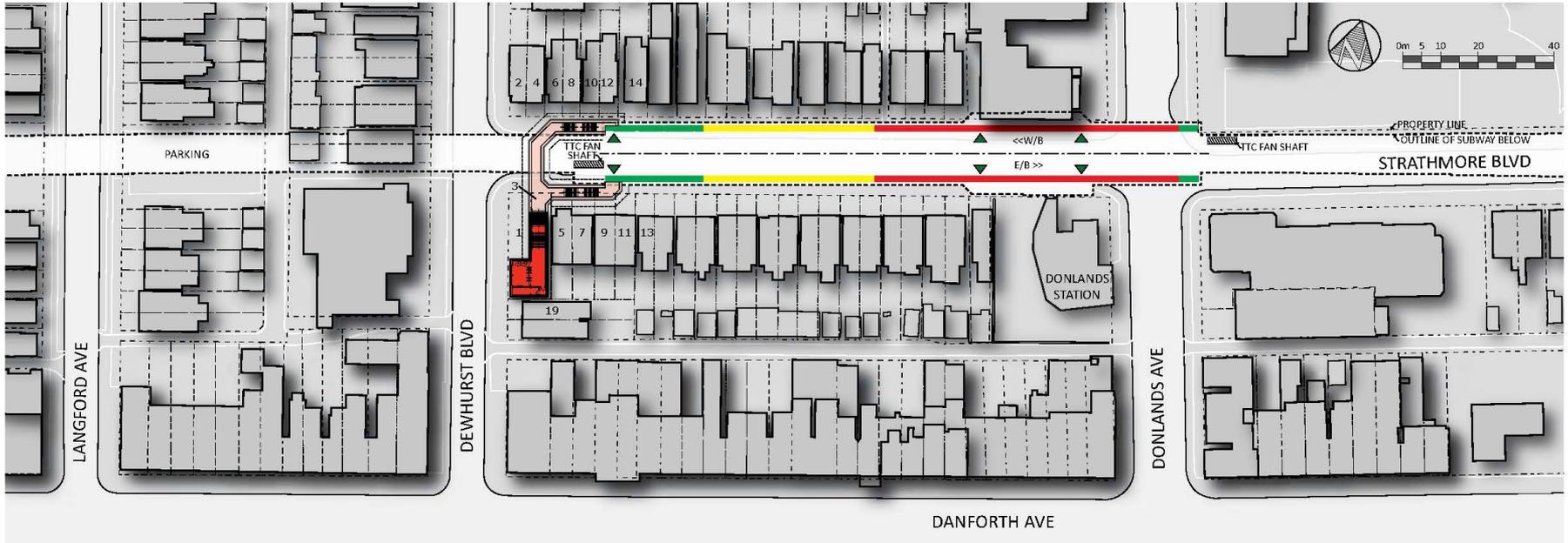
ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION G • 1/3 STRATHMORE BLVD

DONLANDS STATION

SECOND EXIT

May 17, 2016



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION H • 53 DONLANDS AVE

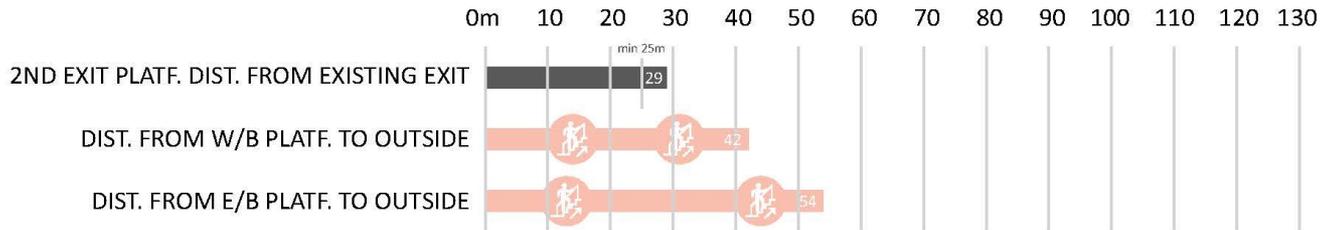
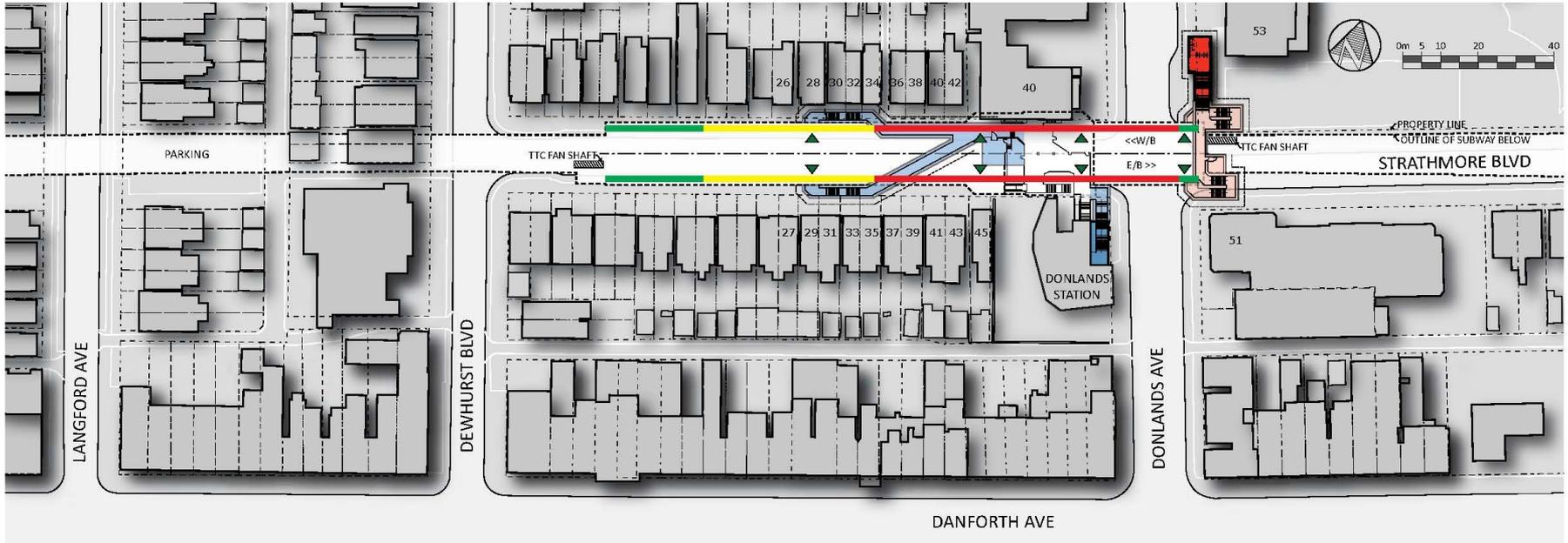
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION I • 53 DONLANDS AVE - PARKING

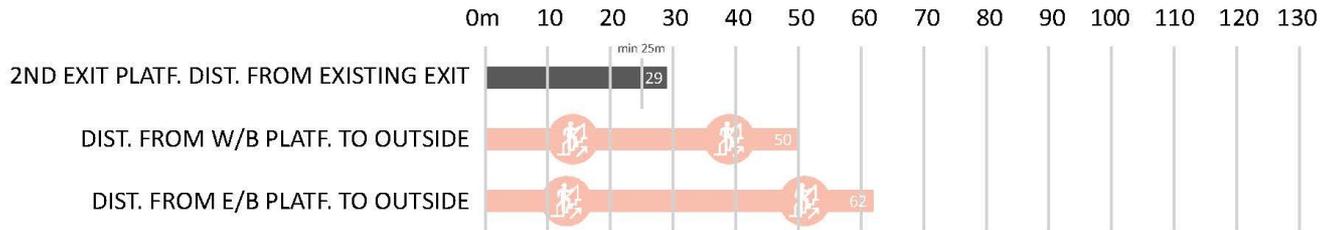
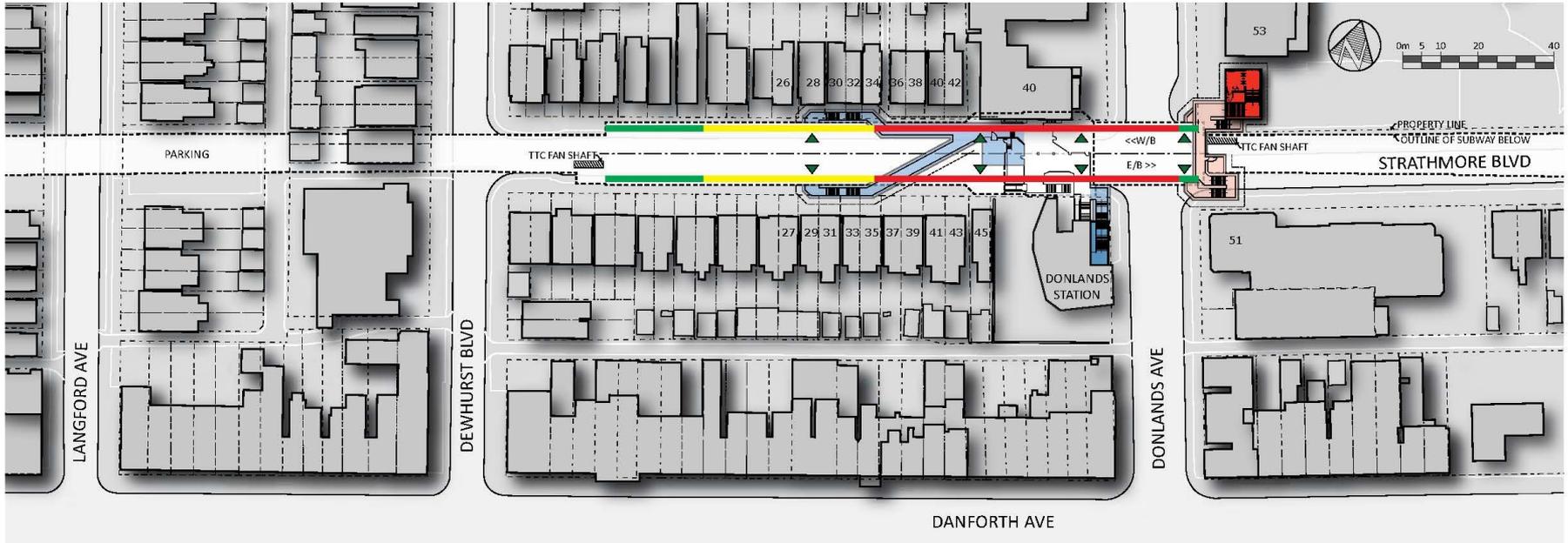
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LWG – KEY INFO REQUESTED FROM STRATHMORE REPRESENTATIVES

Discuss key information requested to satisfy LWG members prior to submitting final rankings



LWG – KEY INFO REQUESTED FROM STRATHMORE REPRESENTATIVES

1. Request for direct meeting with City Real Estate to discuss agreements/compensation related to easements/property requirements both during construction as well as any permanent easements for all affected neighbours/property owners on Strathmore

A: Agreed, will be scheduled. A date will be set well in advance for this meeting which will NOT occur in July



LWG – KEY INFO REQUESTED FROM STRATHMORE REPRESENTATIVES

2. Meeting with City Real Estate and Strathmore neighbours adjacent to future construction for all west side options to also discuss:

How property deemed “surplus” at the rear of 17/19 Dewhurst could be designated for use after construction. (request received by an LWG member to sell surplus land at market value for parking for neighbouring property owners)



LWG –KEY INFORMATION REQUESTED

3. Request for TTC to build as small a footprint as small possible at all locations with particular interest in 17/19 Dewhurst.

A: TTC has committed to build a second exit as small as possible while maintaining safe function.



LWG –KEY INFORMATION REQUESTED

4. Request for additional info regarding construction mitigation measures related to ensuring safe access for homes adjacent to construction.

A: TTC to follow-up with more info and commits to provide safe access.



LWG DISCUSSION

OTHER ADDITIONAL KEY
INFORMATION REQUESTED PRIOR TO
FEELING COMFORTABLE SUBMITTING
FINAL LOCATION OPTION RANKINGS?



LWG VOTE – PREFERRED MEETING DATE

- **LWG will vote via e-mail to meet in late August or in September** - after local residents meet with City Real Estate and after LWG receives more information from TTC to assist LWG with finalizing their group rankings



ACTION ITEMS FROM LAST MEETING

- TTC to post presentation and meeting notes on the Second Exit project website (**complete**)

- TTC to update matrix with new formatting suggestions (**complete**)



ACTION ITEMS FROM LAST MEETING

- TTC contact City Real Estate to request comment on how any land deemed “surplus” after construction (specifically land at the back of 17/19 Dewhurst) could be re-purposed. City Real Estate to comment on LWG member’s request to sell land deemed “surplus” at market value to neighbouring Strathmore properties or to re-purpose it for another community amenity **(complete - City Real Estate meeting to follow).**



CITY REAL ESTATE Q & A

Q: What information can be given about property acquisitions, easements/partial expropriation if required, and compensation for local residents?

A: City Real Estate determines compensation on a case by case basis.

City Real Estate has been involved and informed of the LWG's location options, questions and concerns from the beginning of the planning process. For example, City Real Estate provided contact information for every property owner at each location option submitted by the LWG. City Real Estate has provided answers to previous questions, and more details have understandably been requested in response to their previous answers.

City Real Estate will provide fair market value as compensation for any property requirements. As part of the process to determine fair market value, the property owner will be able to consult their own counsel at the City/TTC's cost to a reasonable limit.



17 & 19 DEWHURST – OPTION “E” QUESTIONS

Q: It was noted that 17 & 19 Dewhurst parking area could be used as a construction staging area for equipment and materials, is this confirmed and could this be changed?

A: The space behind 17/19 Dewhurst (currently used for parking) would be required as a staging area to build the second exit. As with all projects, the *exact* staging plans will be determined during design and will include consultation with neighbours and the community to reduce impacts as much as possible.



17 & 19 DEWHURST – OPTION “E”

QUESTIONS

Answer continued:

To minimize the duration of construction build as fast as possible with the least duration of impact to neighbours and the local community, the staging area must have enough space for storage of materials.

TTC certainly recognizes that adjacent neighbours are concerned about the location(s) and amount of space any given contractor would need to complete construction. For the option at 17/19 Dewhurst specifically, to build the second exit efficiently, the parking spots at the rear of the property would be required during construction.



17 & 19 DEWHURST – OPTION “E” QUESTIONS (CONTINUED)

Answer Continued:

TTC is willing to remove the garage at 1/3 Strathmore to give the contractor more space during construction that is further away from neighbours. Even with that space, the contractor would still require space at the rear of the property during construction to build safely and efficiently.



17 & 19 DEWHURST – OPTION “E” QUESTIONS



Staff are evaluating the potential to provide a rear pedestrian access for 11, 9, 7, 5, and a parking spot for 9 and 11 Strathmore during construction.



17 & 19 DEWHURST BLVD – OPTION “E” QUESTIONS

City Real Estate advised:

If a decision is made to locate a second exit that requires the purchase of 17 and 19 Dewhurst, any property that is deemed surplus (such as the area currently used for parking at the rear of 17/19 Dewhurst) would be identified as such in a report from City Real Estate to City Council.

The report can recommend that any such land is to be formally declared surplus and sold at market value to abutting owners or repurposed for any other use as recommended by the local working group/community, City Councillor and TTC.



17 & 19 DEWHURST BLVD – OPTION “E” QUESTIONS

Answer Continued

TTC would be pleased to support an LWG and local community and City Councillor recommendation for how to re-purpose any land that is deemed “surplus”, such as selling parking spots at the rear of 17/19 Dewhurst at market value to adjacent property owners or another use recommended by the community and Councillor. The final decision would be made by City Council.



17 & 19 DEWHURST- EXISTING PARKING

- TTC is advised that these parking spaces are currently rented to Masseli's



TD BANK PARKING LOT (OPTION D)

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?

A: The foot print of each of these two options is directly related to its site (sites submitted by the LWG). For Option E, the building was placed in line with 1 Strathmore so as not to impede into the Right of Way, and to fit into the urban context. In contrast, for Option D, TTC is bound by 898 Danforth (the neighbouring business), which means that TTC has no choice but to impede onto the Right of Way.



TD BANK PARKING LOT (OPTION D) ANSWER CONTINUED

The physical limitations of the parking lot in “Option D” mean that the full neighbouring building to the east would need to be purchased to build a typically sized second exit if the footprint was increased.

In contrast, the LWG’s suggested location on 17/19 Dewhurst (Option E) can be built to a typical size on the footprint of these properties. The projected footprint of “Option E” 17/19 Dewhurst is 17.8m x 8.4m. The projected footprint in the parking lot for “Option D” is 15.4m x 8.5m. It is shoe horned into the space the LWG put forward.



TD BANK PARKING LOT (OPTION D) ANSWER CONTINUED

TTC is making efforts to keep the footprint of second exits at all locations as small as possible while maintaining their function to enhance safety for neighbours and all customers who use the station.

If there is an opportunity to reduce the footprint of 17/19 Dewhurst (or any other location put forward) while maintaining its function, TTC will do so.



TD BANK PARKING LOT (OPTION D)

Option “D” in the TD Bank parking lot encroaches well into the City sidewalk and in fact creates a sub-standard sidewalk width of only 1.2m. TTC would obviously prefer to avoid any such impact. However, the full parking lot is required for the second exit, and any other configuration of Option “D” would require purchase of the adjacent buildings. If more parking spaces were available, TTC would use them for this second exit.

TD Bank has informed TTC they are not interested or supportive of selling their parking lot for the purpose of a second exit.

The feedback from the property owners is obviously important but does not mean the LWG cannot recommend any given location through the 3rd Party Framework rankings



TD BANK PARKING LOT OPTION “D” - LANEWAY QUESTION

Q: How will the laneway off of Dewhurst be affected during and after construction?

A: During construction, both 17/19 Dewhurst and the TD Parking lot options will impact access to the west side of the laneway. The 17/19 Dewhurst option would not cause permanent impacts to the west access to the laneway.

Similarly, TTC will NOT build option “D” in the parking lot of TD Bank if it causes any permanent impact to the laneway.



TD BANK PARKING LOT OPTION “D” EXITING QUESTION

How will Option D impact the sidewalk?

The option would encroach into the sidewalk. Therefore, the sidewalk would be reconfigured to ensure it provides 1.5m width and meets City Standards.



EVALUATION FRAMEWORK Q&A

Q: How is cost to be ranked?

A: Option "G" is the lowest.

All options that score within \$1M of each other should be considered as ties, as agreed upon by the LWG at the June 14, 2016 meeting.



EVALUATION FRAMEWORK Q&A

Q: How are the final rankings auto-calculated in the matrix?

A: All five categories are weighted equally. Each category has a **total score** and **comparative ranking** listed. All **comparative rankings are added up** in the total comparative ranking, and **the lowest number** ranks “best” in the **final comparative ranking result**.



CONSTRUCTION TIMELINES

Local Community Impact - Construction	Criteria	Option A 14 Dewhurst	Option B 888 Danforth	Option C 890 Danforth TD Bank	Option D 890 Danforth TD Bank Parking Lot	Options E 17 & 19 Dewhurst	Option G 1 & 3 Strathmore	Option H 53 Donlands	Option I 53 Donlands Parking Lot
C2	Construction timeline	Longer than average construction duration due to impact on utilities, existing properties and longer underground structures.	Longer than average construction duration due to impact on utilities, existing properties and longer underground structures.	Well longer than average construction duration due to impact on existing properties and longer underground structures.	Longer than average construction duration due to impact on existing properties and longer underground structures.	Average construction.	Shorter than average construction.	Longest construction duration due to impact on utilities, existing properties and longer underground structures.	Longest Construction Duration due to impact on utilities, existing properties and longer underground structures.



PRELIMINARY EVALUATION – JUNE 14TH, 2016

SAFETY

		Option A 14 Dewhurst	Option B 888 Danforth	Option C 890 Danforth TD Bank	Option D 890 Danforth TD Bank Parking Lot	Options E 17 & 19 Dewhurst	Option G 1 & 3 Strathmore	Option H 53 Donlands	Option I 53 Donlands Parking Lot
Safety	Total Score	11	13	14	12	10	5	16	19
	Comparative Rank	3	5	6	4	2	1	7	8
	Total Score	10	11	11	11	11	11	16	17
	Comparative Rank	1	2	2	2	2	2	7	8
	Total Score	12	13	11	11	11	11	13	16
	Comparative Rank	5	6	1	1	1	1	6	8
	Total Score								
	Comparative Rank	2	4	4	3	1	4	4	4
	Total Score								
	Comparative Rank	7	7	2	5	5	1	2	2
	Total Score	10	11	13	14	13	9	10	12
	Comparative Rank	2	4	6	8	6	1	2	5
	Total Score	18	12	13	10	8	12	16	17
	Comparative Rank	7	3	4	2	1	3	5	6
	Total Score	10	11	13	11	9	8	16	18
	Comparative Rank	3	4	6	4	2	1	7	8
	Total Score	13	13	13	13	13	12	10	12
	Comparative Rank	3	3	3	3	3	2	1	2
	Total Score	9	8	6	7	9	10	12	12
	Comparative Rank	4	3	1	2	4	6	7	7
Total Score	93	92	94	89	84	78	109	123	
Total Comparative Rank	37	41	35	34	27	22	48	58	
Prelim. Comparative Rank	5	6	4	3	2	1	7	8	



PRELIMINARY EVALUATION - LOCAL COMMUNITY IMPACT – 2ND EXIT (PERMANENT)

		Option A 14 Dewhurst	Option B 888 Danforth	Option C 890 Danforth TD Bank	Option D 890 Danforth TD Bank Parking Lot	Options E 17 & 19 Dewhurst	Option G 1 & 3 Strathmore	Option H 53 Donlands	Option I 53 Donlands Parking Lot
Local Community Impact - Second Exit	Total Score	42	26	35	33	12	55	58	63
	Comparative Rank	5	2	4	3	1	6	7	8
	Total Score	36	29	16	28	40	59	26	27
	Comparative Rank	6	5	1	4	7	8	2	3
	Total Score	41	37	18	21	32	55	35	39
	Comparative Rank	7	5	1	2	3	8	4	6
	Total Score								
	Comparative Rank	2	4	4	3	1	4	4	4
	Total Score								
	Comparative Rank	1	1	1	1	1	1	7	7
	Total Score	28	28	22	33	42	51	12	12
	Comparative Rank	4	4	3	6	7	8	1	1
	Total Score	46	23	27	36	17	67	48	42
	Comparative Rank	6	2	3	4	1	8	7	5
	Total Score	47	31	18	32	27	52	28	27
	Comparative Rank	7	5	1	6	2	8	4	2
	Total Score	33	30	36	36	56	53	12	12
	Comparative Rank	3	2	4	4	6	5	1	1
	Total Score	48	24	23	13	55	72	32	33
	Comparative Rank	6	2	2	1	7	8	4	5
Total Score	321	228	195	232	281	464	251	255	
Total Comparative Rank	47	32	24	34	36	64	41	42	
Prelim. Comparative Rank	7	2	1	3	4	8	5	6	



PRELIMINARY EVALUATION

LOCAL COMMENT IMPACT - CONSTRUCTION

		Option A 14 Dewhurst	Option B 888 Danforth	Option C 890 Danforth TD Bank	Option D 890 Danforth TD Bank Parking Lot	Options E 17 & 19 Dewhurst	Option G 1 & 3 Strathmore	Option H 53 Donlands	Option I 53 Donlands Parking Lot
Local Community Impact - Construction	Total Score	13	10	15	16	4	11	19	20
	Comparative Rank	4	2	5	6	1	3	7	8
	Total Score	12	12	15	8	13	12	10	10
	Comparative Rank	5	5	8	1	7	4	2	2
	Total Score	9	15	15	7	4	6	15	15
	Comparative Rank	4	5	5	3	1	2	5	5
	Total Score								
	Comparative Rank	2	4	4	3	1	4	4	4
	Total Score								
	Comparative Rank	3	3	6	3	1	1	6	6
	Total Score	9	13	20	14	8	3	14	14
	Comparative Rank	3	4	8	5	2	1	5	5
	Total Score	11	13	17	10	5	5	13	13
	Comparative Rank	4	5	8	3	1	1	5	5
	Total Score	15	15	15	11	6	5	14	14
	Comparative Rank	6	6	6	3	2	1	4	4
	Total Score	10	11	18	14	10	3	12	12
	Comparative Rank	2	3	6	5	2	1	4	4
	Total Score	12	11	13	9	9	13	15	15
	Comparative Rank	4	3	5	1	1	5	7	7
Total Score	91	100	128	89	59	58	112	113	
Total Comparative Rank	37	40	61	33	19	23	49	50	
Prelim. Comparative Rank	4	5	8	3	1	2	6	7	



PRELIMINARY EVALUATION – CUSTOMER EXPERIENCE

		Option A 14 Dewhurst	Option B 888 Danforth	Option C 890 Danforth TD Bank	Option D 890 Danforth TD Bank Parking Lot	Options E 17 & 19 Dewhurst	Option G 1 & 3 Strathmore	Option H 53 Donlands	Option I 53 Donlands Parking Lot
Customer Experience	Total Score	19	21	13	15	11	11	25	29
	Comparative Rank	5	6	3	4	1	1	7	8
	Total Score	14	17	7	15	20	25	20	23
	Comparative Rank	2	4	1	3	5	8	5	7
	Total Score	20	16	4	8	12	32	24	24
	Comparative Rank	5	4	1	2	3	8	6	6
	Total Score								
	Comparative Rank	2	4	4	3	1	4	4	4
	Total Score								
	Comparative Rank	5	5	1	3	3	1	5	5
	Total Score	10	10	4	14	14	30	12	12
	Comparative Rank	2	2	1	6	6	8	4	4
	Total Score	23	19	4	15	14	30	16	16
	Comparative Rank	7	6	1	3	2	8	4	4
	Total Score	23	20	4	16	13	30	16	16
	Comparative Rank	7	6	1	3	2	8	3	3
	Total Score	23	20	16	17	24	20	7	7
	Comparative Rank	4	3	2	3	5	3	1	1
	Total Score	20	12	4	8	28	32	18	19
	Comparative Rank	6	3	1	2	7	8	4	5
Total Score	152	135	56	108	136	210	138	146	
Total Comparative Rank	45	43	16	32	35	57	43	47	
Prelim. Comparative Rank	6	4	1	2	3	8	4	7	



PRELIMINARY EVALUATION COST

	Option A 14 Dewhurst	Option B 888 Danforth	Option C 890 Danforth TD Bank	Option D 890 Danforth TD Bank Parking Lot	Options E 17 & 19 Dewhurst	Option G 1 & 3 Strathmore	Option H 53 Donlands	Option I 53 Donlands Parking Lot	
Cost	Total Score	2	3	6	4	5	1	7	8
	Comparative Rank	2	3	6	4	5	1	7	8
	Total Score	2	3	6	4	5	1	7	8
	Comparative Rank	2	3	6	4	5	1	7	8
	Total Score	2	3	6	4	5	1	7	8
	Comparative Rank	2	3	6	4	5	1	7	8
	Total Score								
	Comparative Rank	2	4	4	2	1	4	4	4
	Total Score								
	Comparative Rank	2	2	6	2	2	1	7	7
	Total Score	2	2	6	2	2	1	7	7
	Comparative Rank	2	2	6	2	2	1	7	7
	Total Score	2	3	5	3	3	1	7	7
	Comparative Rank	2	3	5	3	3	1	7	7
	Total Score	2	2	6	4	4	1	7	8
	Comparative Rank	2	2	6	4	4	1	7	8
	Total Score	2	3	6	4	5	1	7	8
	Comparative Rank	2	3	6	4	5	1	7	8
	Total Score								
	Comparative Rank								
Total Score	14	19	41	25	29	7	49	54	
Total Comparative Rank	18	25	51	29	32	12	60	65	
Prelim. Comparative Rank	2	3	6	4	5	1	7	8	



PRELIMINARY EVALUATION OVERALL

		Option A 14 Dewhurst	Option B 888 Danforth	Option C 890 Danforth TD Bank	Option D 890 Danforth TD Bank Parking Lot	Options E 17 & 19 Dewhurst	Option G 1 & 3 Strathmore	Option H 53 Donlands	Option I 53 Donlands Parking Lot
Safety	Total Score	93	92	94	89	84	78	109	123
	Total Comparative Rank	37	41	35	34	27	22	48	58
	Prelim. Comparative Rank	5	6	4	3	2	1	7	8
Local Community Impact - Second Exit	Total Score	321	228	195	232	281	464	251	255
	Total Comparative Rank	47	32	24	34	36	64	41	42
	Prelim. Comparative Rank	7	2	1	3	4	8	5	6
Local Community Impact - Construction	Total Score	91	100	128	89	59	58	112	113
	Total Comparative Rank	37	40	61	33	19	23	49	50
	Prelim. Comparative Rank	4	5	8	3	1	2	6	7
Customer Experience	Total Score	152	135	56	108	136	210	138	146
	Total Comparative Rank	45	43	16	32	35	57	43	47
	Prelim. Comparative Rank	6	4	1	2	3	8	4	7
Cost	Total Score	14	19	41	25	29	7	49	54
	Total Comparative Rank	18	25	51	29	32	12	60	65
	Prelim. Comparative Rank	2	3	6	4	5	1	7	8

TOTAL	24	20	20	15	15	20	29	36
PRELIMINARY RANK	6	3	3	1	1	3	7	8



DONLANDS STATION STATION BOX BOUNDARY AND AREA



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION A • 14 DEWHURST

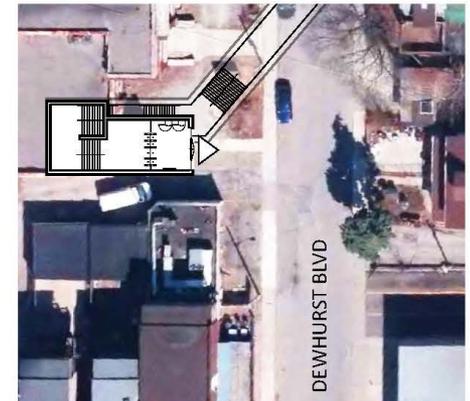
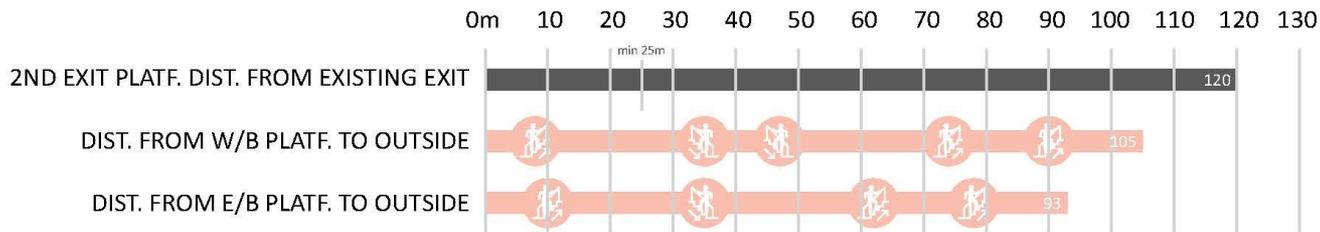
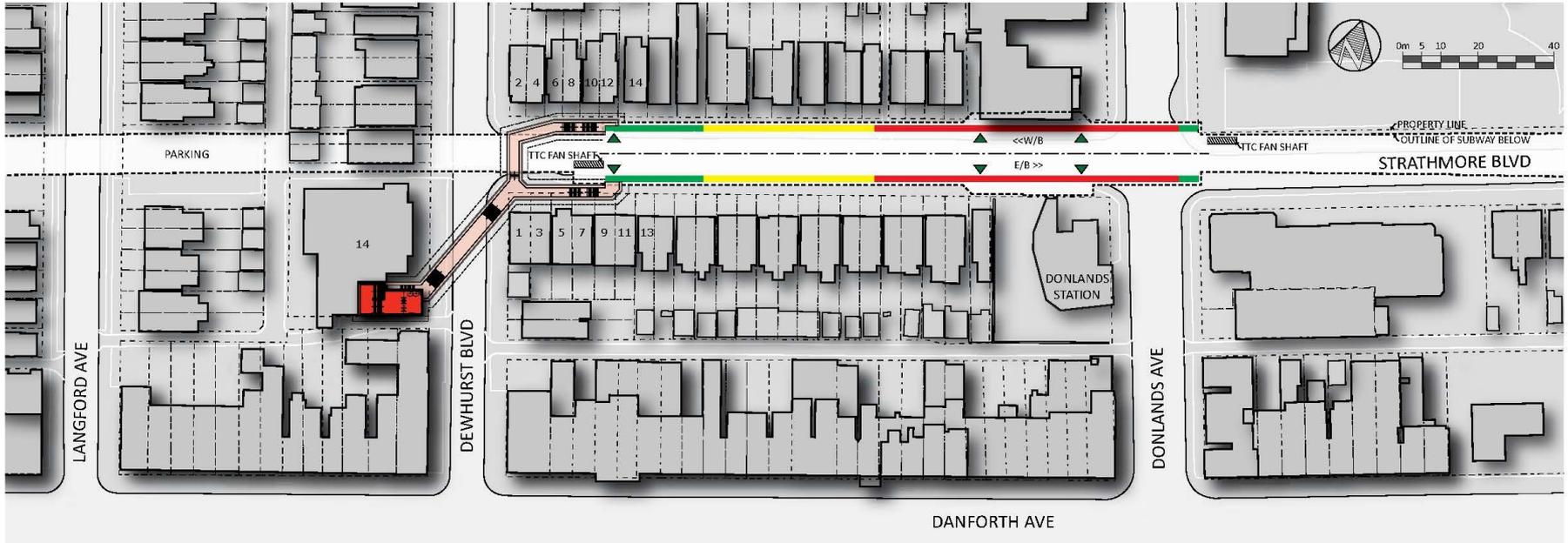
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION B • 888 DANFORTH AVE

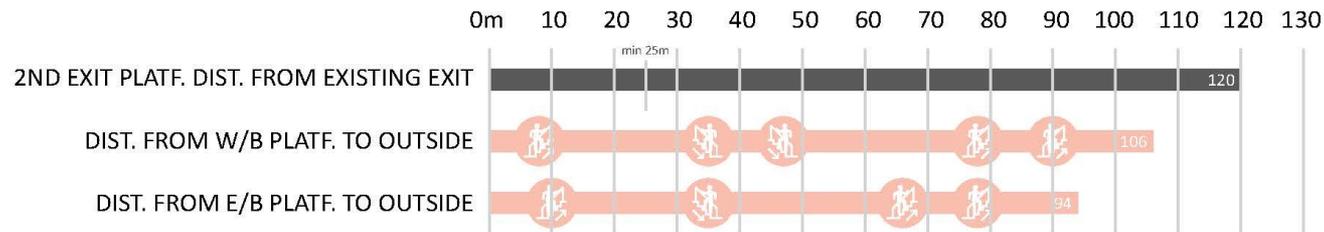
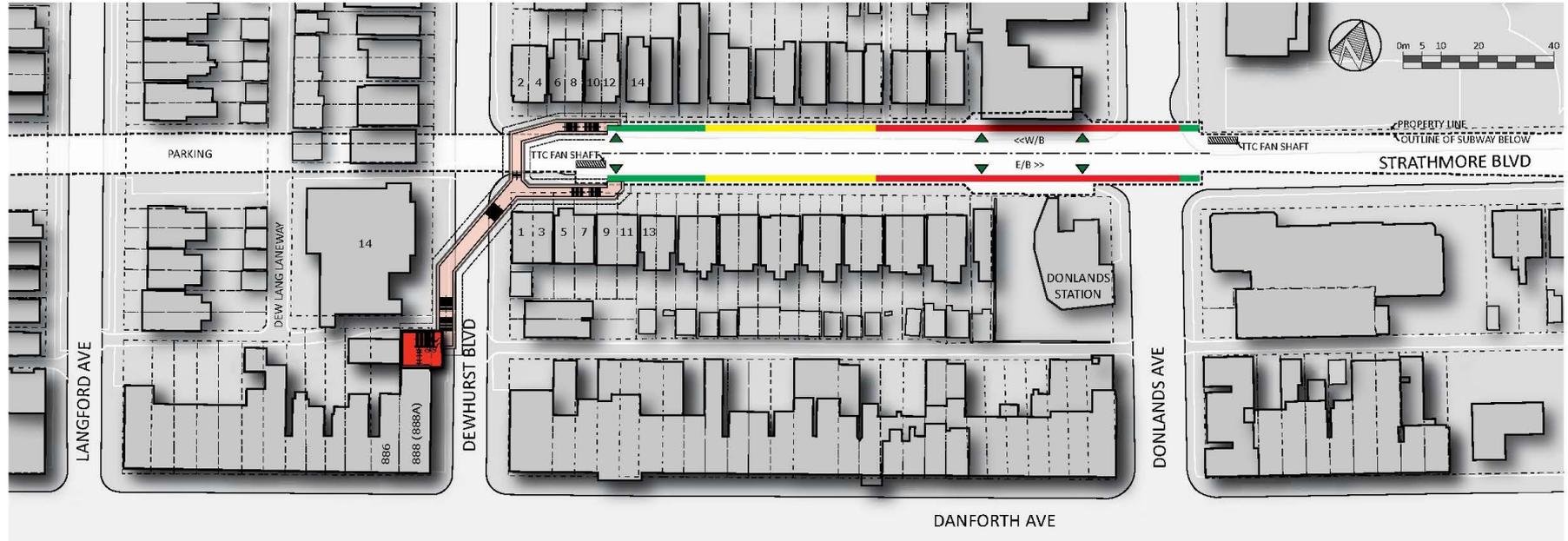
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION C • 890 DANFORTH AVE - TD BANK

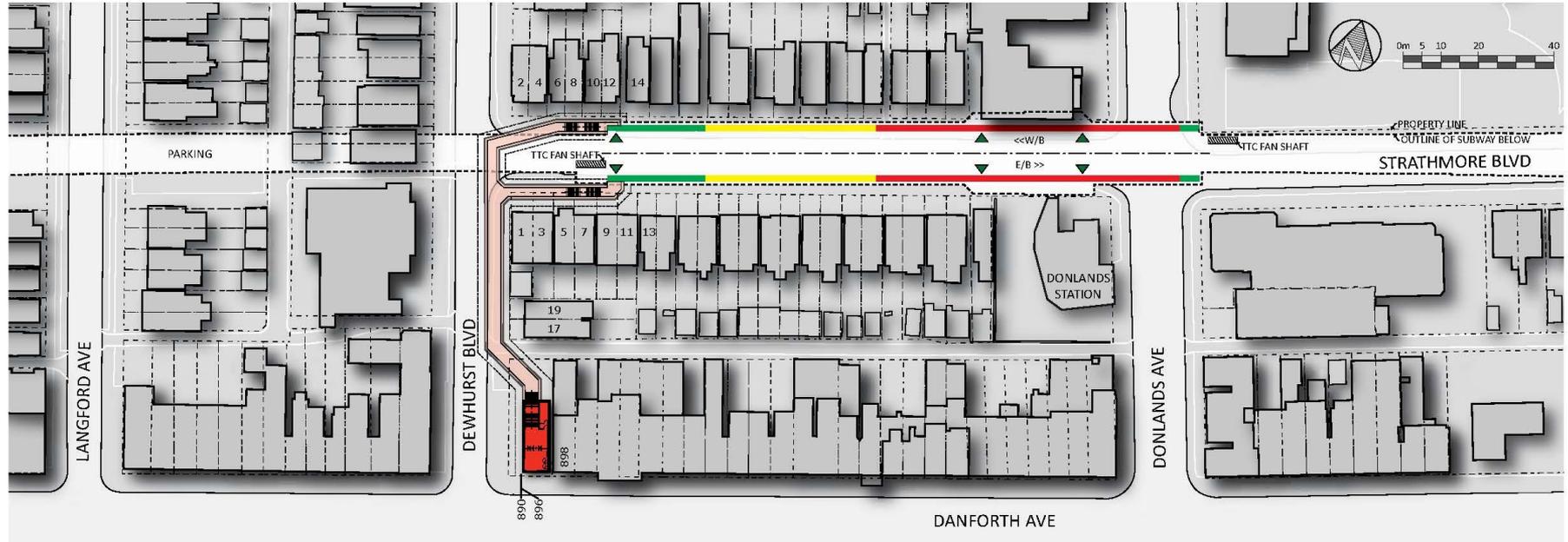
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION D • 890 DANFORTH AVE - TD Bank Parking Lot

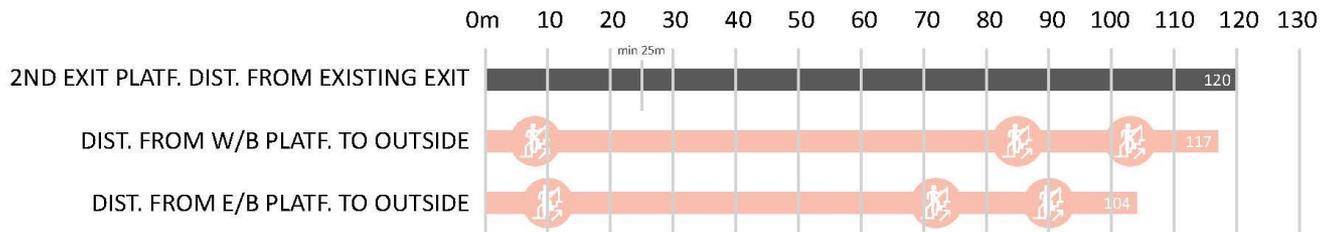
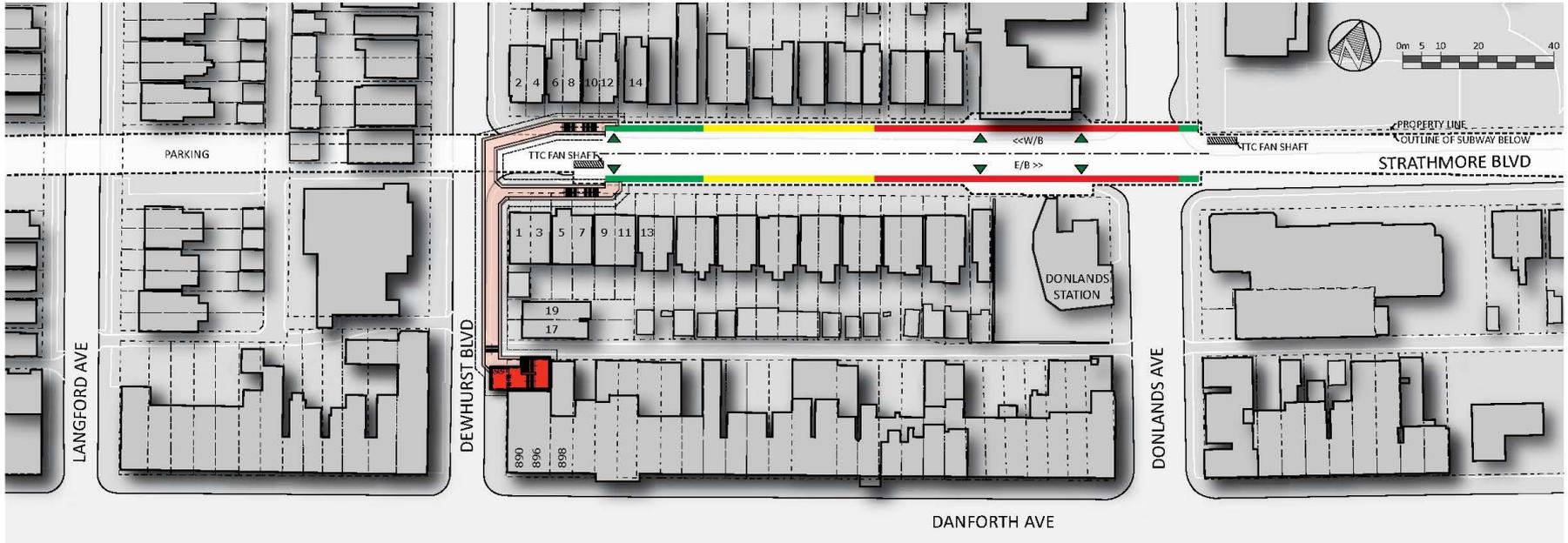
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

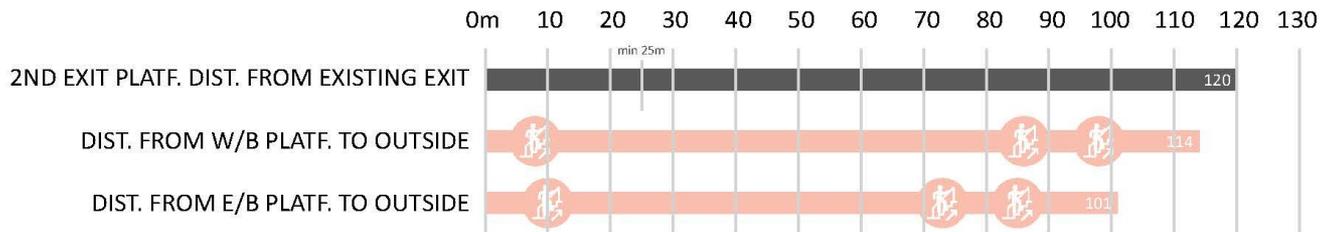
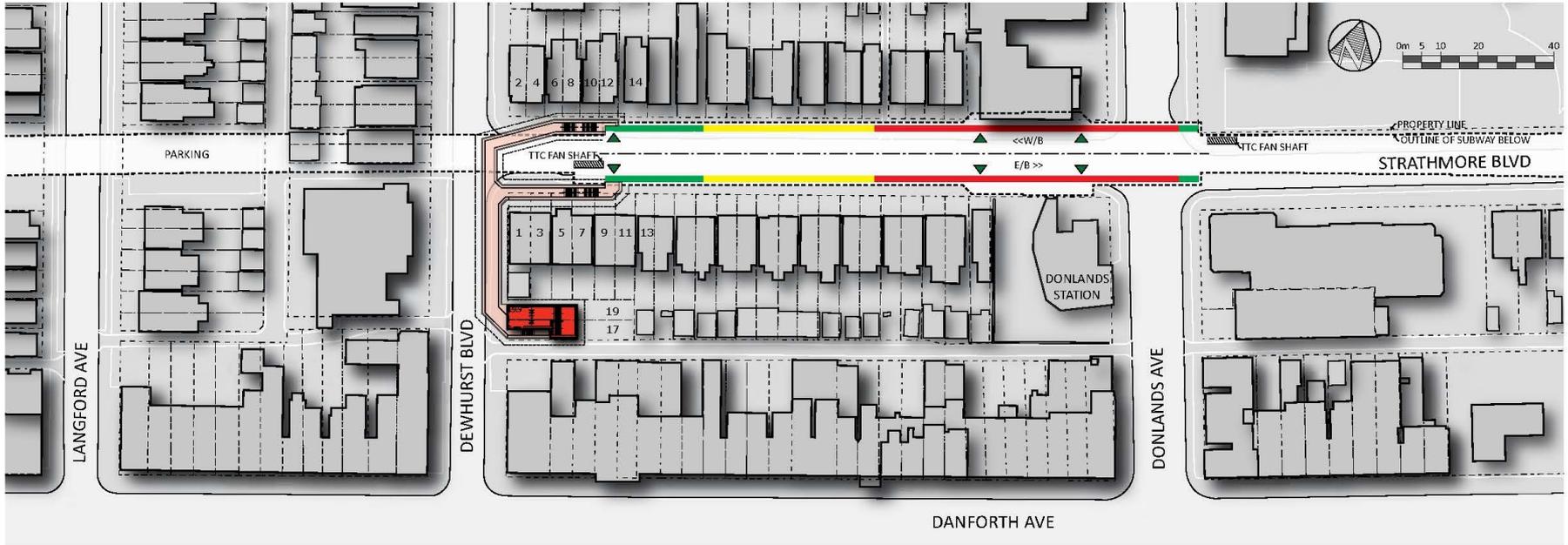
ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

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

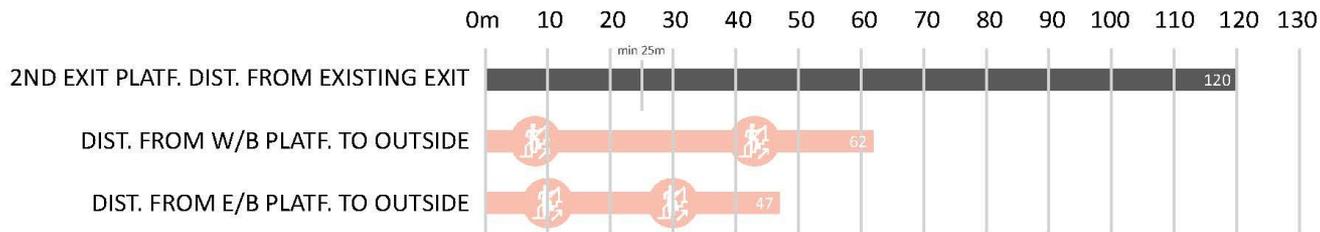
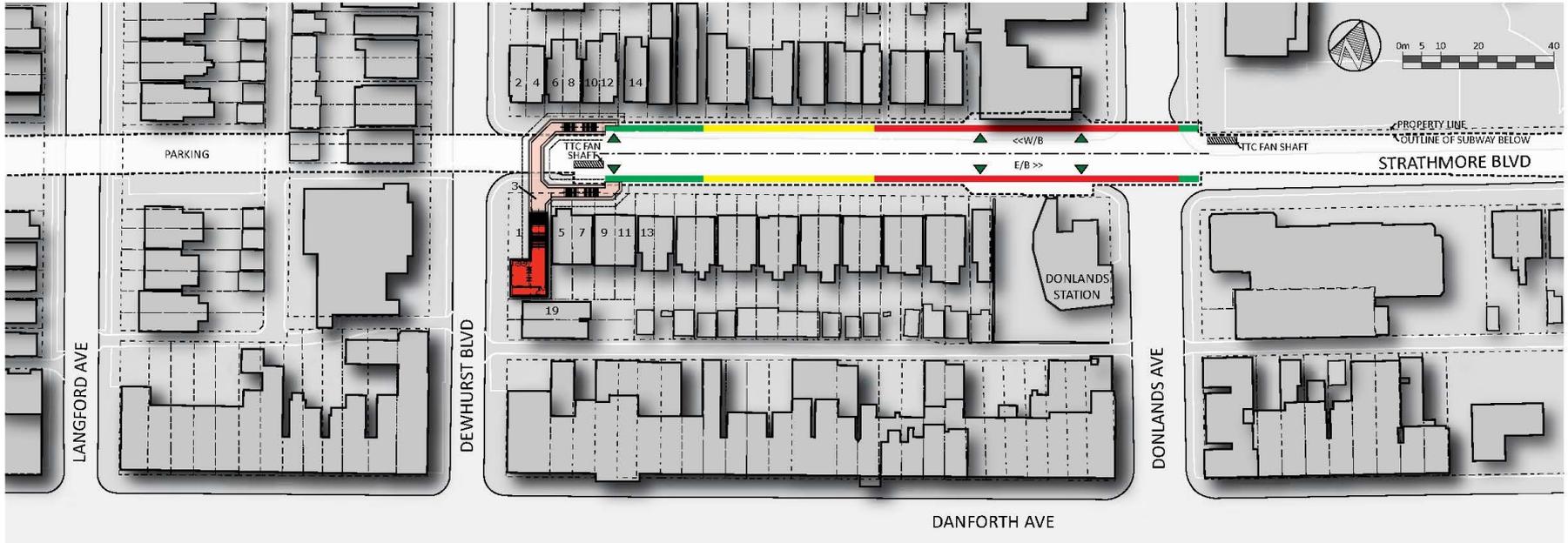
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION H • 53 DONLANDS AVE

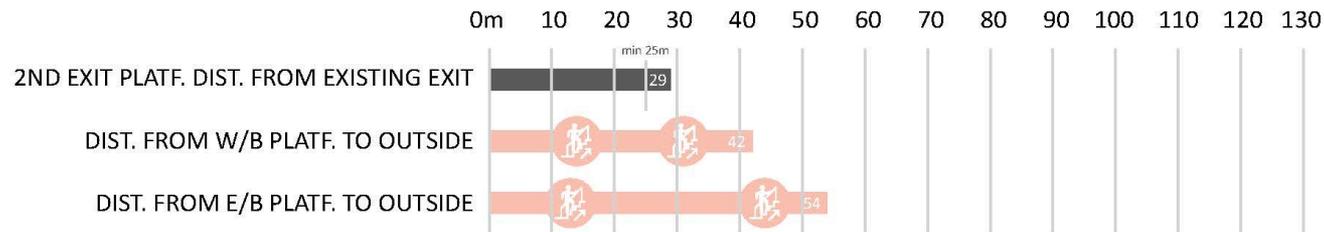
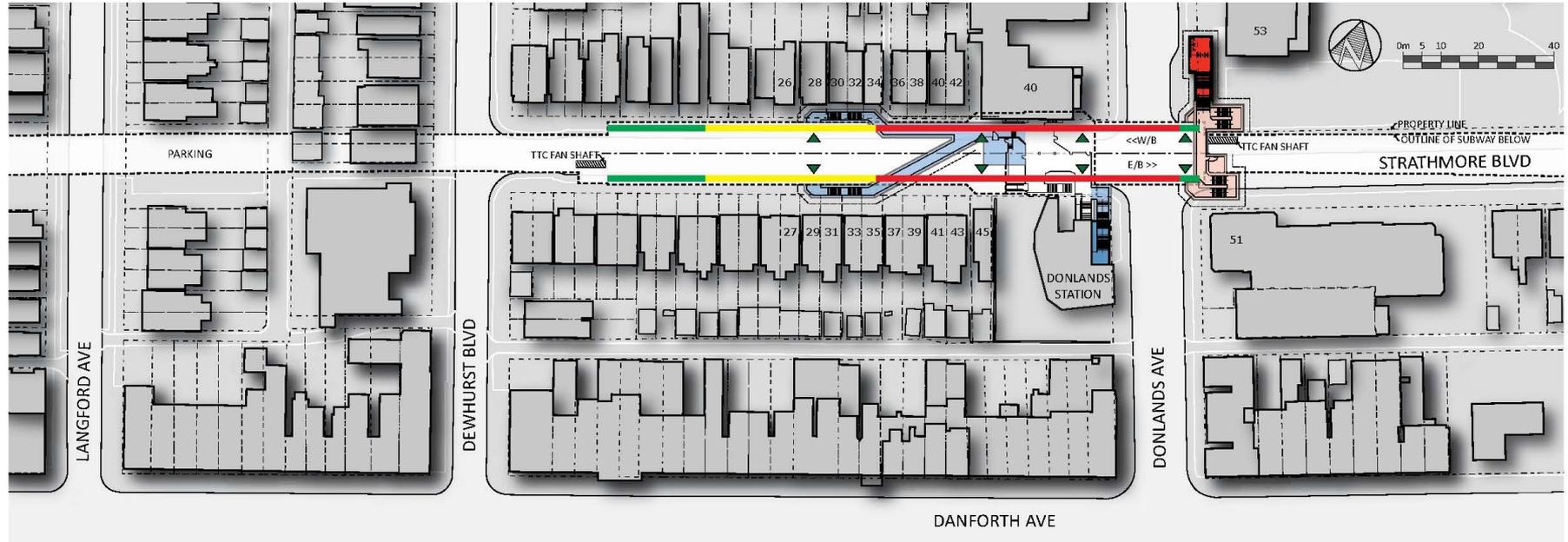
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION I • 53 DONLANDS AVE - PARKING

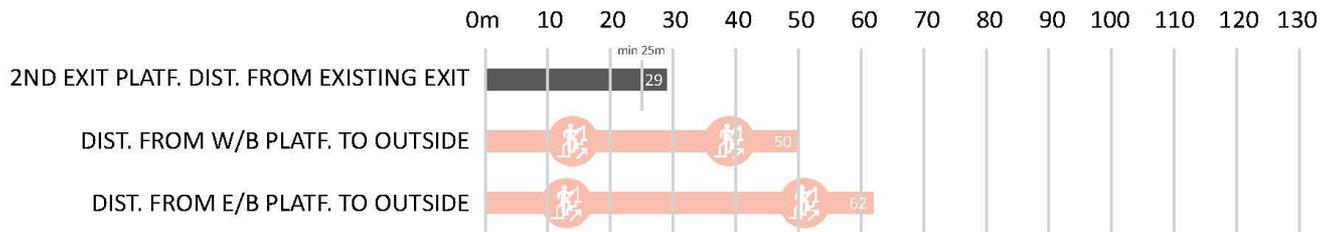
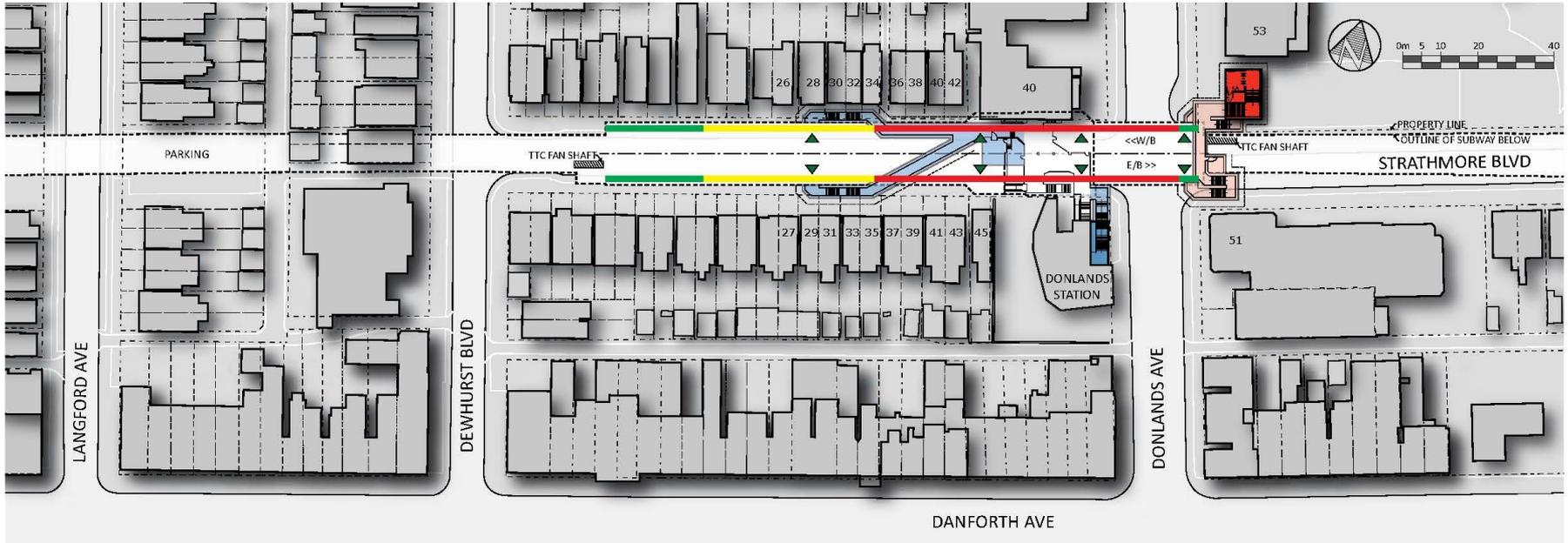
DONLANDS STATION

SECOND EXIT

May 17, 2016



ENGINEERING DEPARTMENT



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



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	1	2	3	4
CUSTOMER EXPERIENCE	2	1	4	3
COST	1	2	4	3
OVERALL SCORE	6	10	17	17

Lowest score is best/preferred option.



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Map showing street level with Donlands Station Subway Platform level overlay

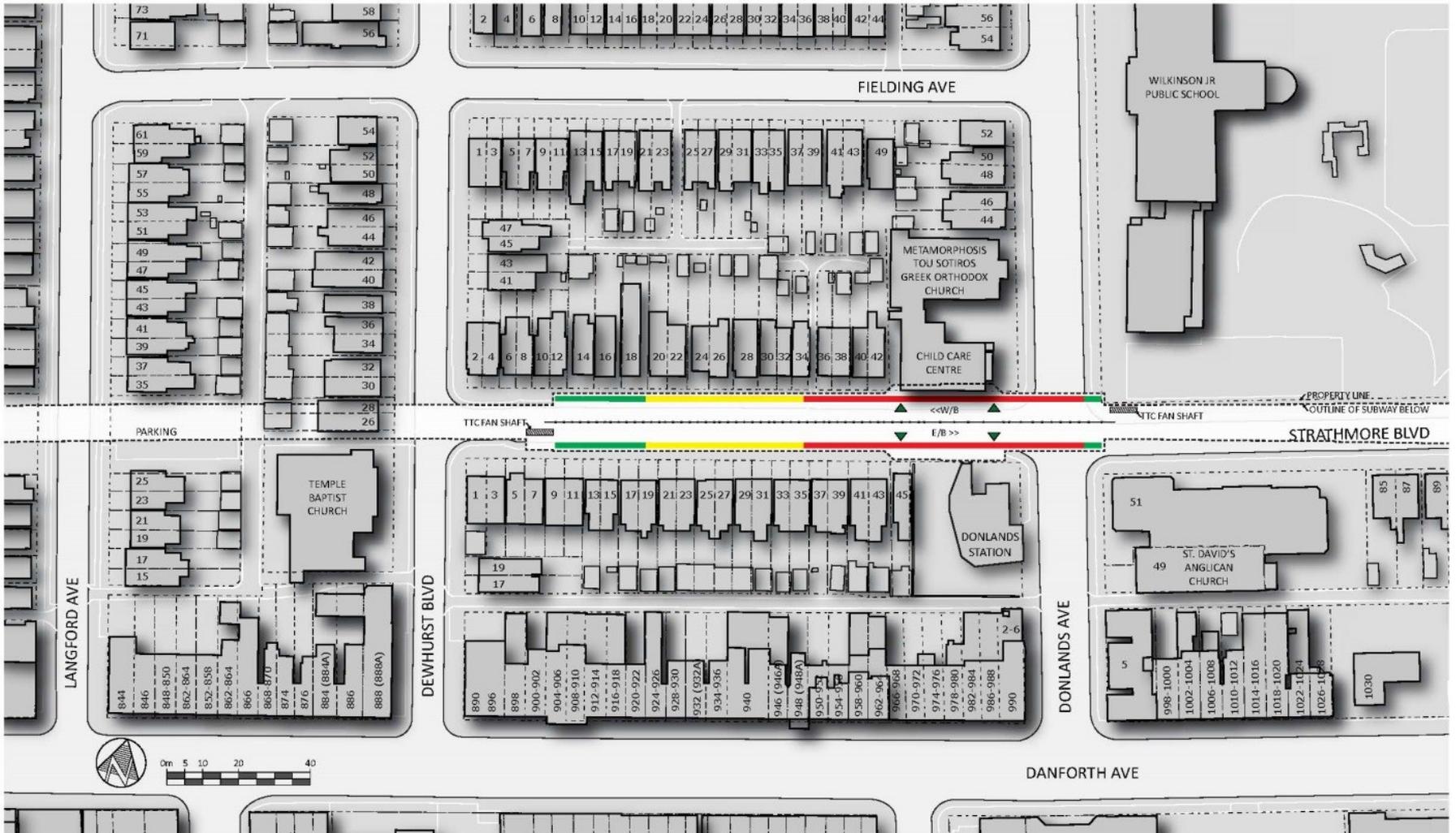
DONLANDS STATION

SECOND EXIT

FEB. 18, 2016



ENGINEERING DEPARTMENT



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VOTED 9 SECOND EXIT LOCATIONS FOR FURTHER EVALUATION

