Donlands Station Second Exit – February 18, 2016
St. David's Church 6:30 p.m. - 8:30 p.m.

Meeting Purpose:

On February 18, the TTC hosted the first meeting with the Second Exit Local Working Group (LWG) for Donlands Station, whose members have been selected by the Expert Panel on Second Exits. Members were provided information about the history, process and evaluation framework developed by the Expert Panel.

LWG Members in Attendance:

Leslie Domenico
Deinah Lawrence
Nicole Ladanyi
Asma Desai
Beth Martin
Angela Monette
Karen Jiang
Ryan Morris
Bryce Murphy
Ryan Gadoury
Oliver Hierlihy
Sean Symes

Regrets:

Ian Crysler
Rev. Clements
James O'Donnell

Expert Panel:

Simon Rees

TTC:

Adrian Piccolo
Nada Zebouni
Maria Nikolova
David Nagler
Denise Jayawardene

Neighbours in attendance to observe:

Six residents and a representative from proposed development at 14 Dewhurst

Agenda:

- Introductions
- LWG Binder and Terms of Reference Review
- Second Exit Evaluation Framework Overview & Decision Making Process
- LWG Discussion, Questions
- Q&A with meeting observers in attendance

Action Items:

- TTC to post presentation on project website
- TTC to email station box map to LWG and post online
- LWG members to propose potential second exit locations via email to denise.jaywardene@ttc.ca for Thursday, February 25, 2016
- TTC to map all suggested locations from LWG members for meeting #2 on March 3rd
- TTC to request property ownership information from City Real Estate for parking spaces behind 17/19 Dewhurst at rear of Masseli's

Next Steps

- LWG to meet March 3, 2016 to review and discuss all location options they submit. LWG to work towards agreement on up to eight options to submit to TTC for technical analysis

Q&A:

1. What is the general footprint size required for a typical second exit building?

   The preliminary footprint required for any second exit will need to be determined through the 8-12 week engineering review after the LWG submits location options. Generally speaking from past experience and although it is site specific, an approximate estimate is a 5 metre by 18 metres lot required as a footprint for a second exit building (with more space required during construction).

2. What is the typical size of the construction footprint?

   This will require technical analysis of each location option - once they are proposed. Construction will be contained within hoarding and safely separated from pedestrians. The perimetre of the hoarding will of course be larger than the footprint/structure of the second exit. Depending on where the second exit location is planned, construction may be required on both sides of the street during the excavation, construction and utility relocation stages and completed in various stages of work.

3. Were there any property requirements at Chester Station:

   There was no private property required. The second exit for Chester station will be located in the Green P parking lot, operated by the Toronto Parking Authority (TPA) and owned by the City of Toronto. Agreements between City of Toronto Real Estate and TPA will be made.

4. How many doors does a second exit building have?

   Second exits typically have two doors. One door that is used as an exit (and an entrance, if required), and one that is an emergency exit door (not for regular use).

5. Where is the location of the Greenwood Station second exit? How does the Greenwood second exit location impact the Donlands Station second exit location?

   The second exit planning consultation for Greenwood Station will be announced at a later date. Greenwood Station and Donlands Station are far enough apart, that the locations of the second exits for both stations wouldn't impact each other.

6. Does the Evaluation Framework Cost category account for the cost of acquiring property?

   Yes. If property is required, the cost category will account for the market value. In context, the bulk of costs of major infrastructure projects are related to relocation of utilities and major excavation and underground construction.

7. Why is "Safety" repeated in the Evaluation Framework?

   The "Safety" category primarily refers to the safety aspects related to safety in an emergency and safety for customers using the second exit. Safety is again evaluated within the Local Community Impact (Permanent) category and also in the Local Community Impact (during construction) category.

   (Post Meeting Note)
   In response to a follow-up question about how the framework accounts for safety of local residents, the Expert Panel provided the following additional information:

   The Expert Panel designed the "Evaluation Framework "to be as balanced and fair as possible to reflect the concerns of all individuals, groups and organizations in local communities -- many of whom use TTC stations day to day, -- and all TTC users.

   Towards that end, local community impacts are captured in two separate main categories: 1. Local Community Impact - Second Exit (Permanent Impact) and 2. Local Community Impacts (during construction). Safety/security issues are accounted for within many of the sub-criteria, even in some that are not defined specifically as "safety". In the Framework, safety certainly goes beyond the safety of patrons at a TTC station. For example, within "Local Community Impact" (Permanent), in addition to LC2 "social impacts", LC4 "Property Requirements" includes qualitative measure from the LWG of the impacts on neighbours and property owners. Similarly, LC6 "Streetscape", accounts for measuring how the design compliments the existing community context. Any location that is not felt to be "safe" or integrate well with the local neighbourhood would be poorly rated by LWG representatives. LC7 "Mobility" includes measurements of how a given location may improve

the pedestrian experience walking in the neighbourhood as well as potential impact from transit customer pick-up. LC8 "Traffic" is also a local safety concern that the LWG is to evaluate.

Each sub criteria in the "Local Community Impacts" (during construction) category covers safety related issues such as pedestrians, traffic, noise and dust impacts on the neighbours for any proposed location.
Generally speaking, the framework is designed to account for safety of the local neighbours and community and all individuals using the station. The framework will certainly allow the LWG to highlight any particular location(s) that has a safety concern(s).

8. If a residential location is suggested to TTC by the LWG for technical evaluation, will the resident be notified?

   Yes, absolutely. Once the LWG reaches consensus on up to eight location options to be evaluated. Any property owners will be notified, asked for feedback, and invited to attend the LWG meetings.

9. Are Second exits typically constructed on budget?

   Yes. The directly applicable Woodbine Second Exit (and Easier Access project) is on budget. Donlands Station's second exit will also be bundled with easier access improvements to reduce costs and impacts. Most recently, Dufferin Station and Pape Station were larger station modernization projects that incorporated many upgrades. Dufferin was delivered on budget. Pape had utility complications and regrettably was not.

10. What is the status of Donlands Station in the Relief Line Subway Plan?

    The City of Toronto Transportation Planning Department's study has concluded that Donlands Station is not preferred as a terminus for the Relief Line. Therefore, the second exit and easier access projects for Donlands can proceed. The City's preferred terminus is Pape Station.

    As background, TTC issued a letter to the local community (November 27, 2012), noting that improvements at Donlands Station (a second exit and new elevators) would be deferred to allow for the Environmental Assessment for the proposed Relief Line to evaluate implications for Donlands Station.

    The City has advised that updated ridership modelling will be completed in the coming months, and they will hold the next round of consultations for the Relief Line early in 2016. Information is available on their project website: http://reliefline.ca/

11. Where are the elevators for the Donlands Easier Access project proposed?

The Easier Access project for Donlands will include new elevators, sliding doors and new fare gates at the main station building. The project will begin construction at the same time as the second exit project. Discussions will continue with the Metamorphosis Church and Daycare regarding temporary construction impacts in order to build an elevator to the westbound platform.

12. Has TTC discussed the potential of a second exit at the future development at the former Church property - 14 Dewhurst Blvd?

    TTC has provided the developer with standard construction requirements to protect the subway tunnel and safety of TTC infrastructure. If 14 Dewhurst is ranked by the LWG as the optimal place for a second exit, then TTC would obviously consult with the developer, who has a representative in attendance this evening.

13. If the LWG recommends a location that requires a semi-detached home, would TTC recommend partitioning a property to acquire one of the two semi-detached houses?

    No, a full house would be required if a semi-detached home location is recommended through the LWG's analysis.

14. Could the Donland Station platform be extended to allow for more street level options further from the subway box?

    The Donlands subway platform cannot be extended in either direction as it would impact subway service. A second exit should be built east or west (or north or south) of the existing station box without altering the subway platform.

15. Why isn't the Pape Second Exit also an entrance?

    At the time of Pape construction, TTC required additional space to install infrastructure for entry into a station (including entry turnstiles). Turnstiles are now being replaced by bi-directional fare gates and thus, Pape second exit could be retrofitted into an automatic entrance. The same is true at Dufferin Station. Woodbine second exit is being built allowing for automatic entry using the new fare gates. All new second exits moving forward will also be equipped with bi-directional "PRESTO" fare gates, and will not require additional space to operate as automatic entrances.