TORONTO TRANSIT COMMISSION
REPORT NO.

MEETING DATE: July 14, 2010

SUBJECT: CONCEPTUAL DESIGN FOR DONLANDS AND GREENWOOD STATIONS SECOND EXITS – PUBLIC CONSULTATION

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission approve the recommendations contained in the presentation, noting that this presentation will be finalized following a public meeting scheduled for July 12, 2010.

BACKGROUND

At its meeting of June 2, 2010, the Commission authorized the release of the second exit conceptual layouts for Donlands and Greenwood Stations for the purpose of holding a public information session.

DISCUSSION

A summary of the public meeting discussions and recommendations pursuant to the July 12, 2010 public meeting will be provided to the Commission in the presentation.

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July 2, 2010
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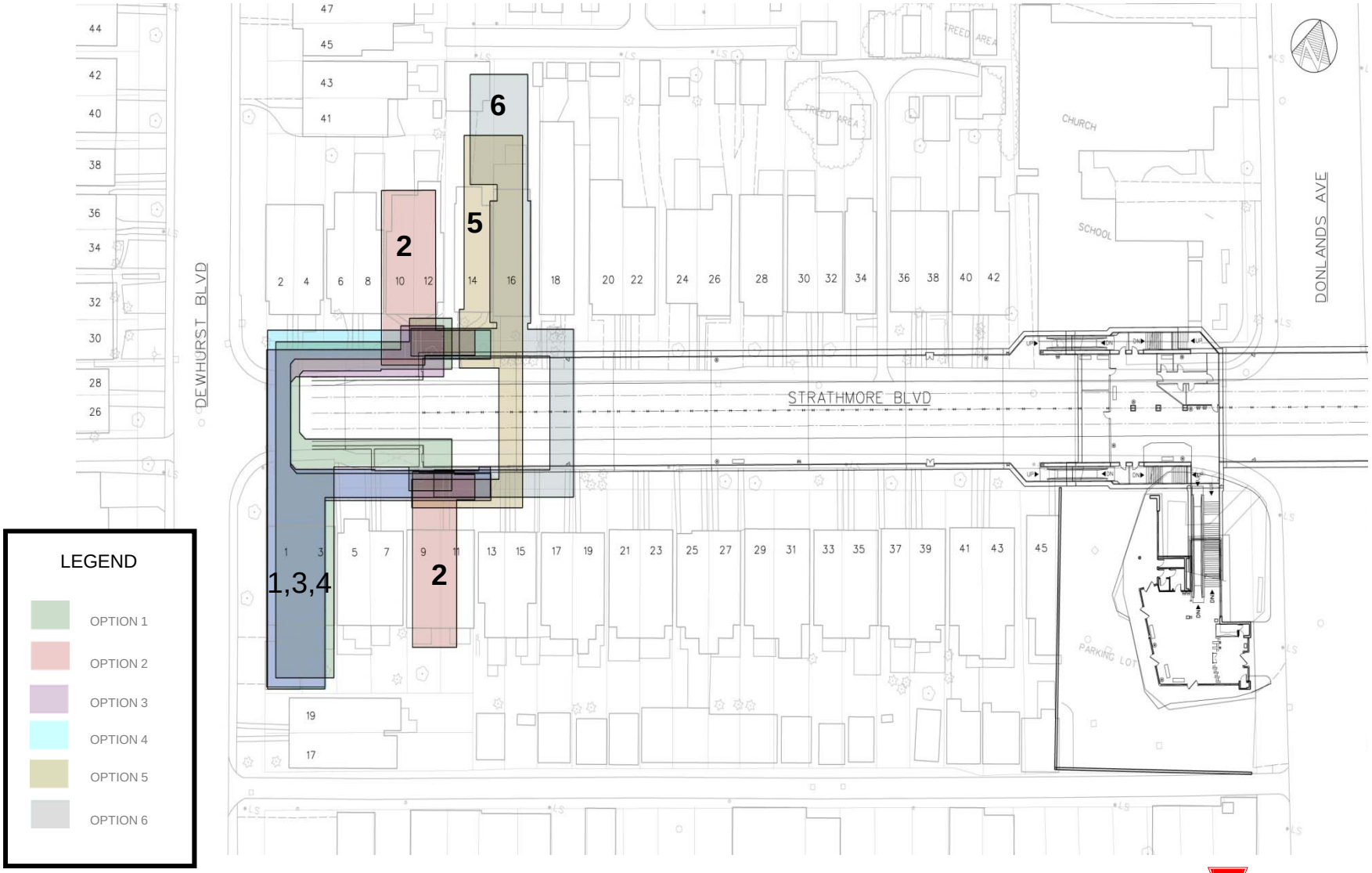
Public Comments

Greenwood Second Exit:

- Accepted need for a second exit
- Did not support TTC's preferred option in the middle of a residential block
- General support for TTC's position to proceed on the basis of the option on Linnsmore Crescent
- Concerned about possibility of reverting back to preferred Option 6

Donlands - TTC Options



MULTI-LEVEL STATION PLAN

AERIAL VIEW

PROPOSED SECOND EXIT

PROPOSED BELOW GRADE CONNECTION

EXISTING SUBWAY STATION

LANDSCAPE AND STREETSCAPE

ENCLOSED YARD

CONTEXT PLAN

DONLANDS STATION

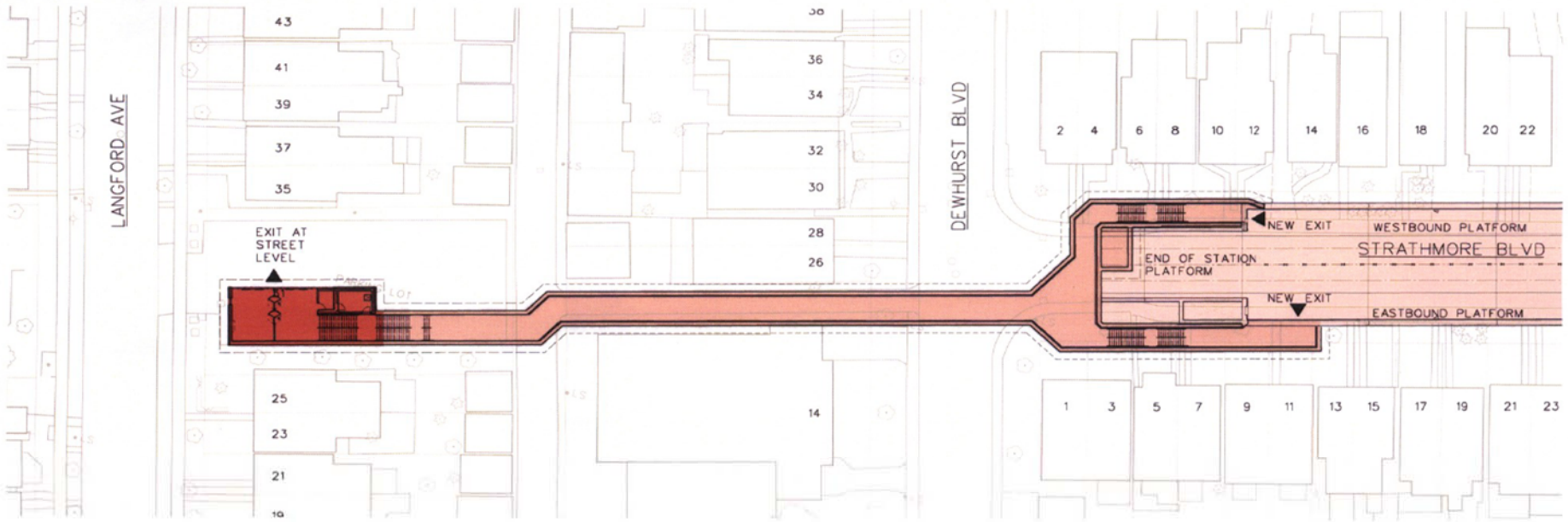
FIRE VENTILATION UPGRADE PROJECT
SECOND EXIT
DONLANDS AND GREENWOOD STATIONS

Donlands – TTC Options

Criteria	Option 1 One Daily Exit at 1 & 3 Strathmore	Option 2 Two daily Exits at 9, 10, 11, & 12 Strathmore	Option 3 One Daily Exit at 1 & 3 Strathmore	Option 4 One Daily Exit at 1 & 3 Strathmore	Option 5 One Daily Exit at 14 & 16 Strathmore	Option 6 One Daily Exit at 14& 16 Strathmore
Neighbourhood Impact	Moderate (1)	Severe (2)	Moderate (1)	Moderate (1)	Severe (2)	Severe (2)
Property Requirements	Moderate (2)	Severe (4)	Moderate (2)	Moderate (2)	Moderate (2)	Moderate (2)
Constructability	Worse (2)	Better (0)	Neutral (1)	Worse (2)	Worse (2)	Worse (2)
Security	Neutral (1)	Better (0)	Neutral (1)	Neutral (1)	Worse (2)	Worse (2)
Total	6	6	5	6	8	8
OME Construction Estimate (Property excluded)	$9.0 M	$5.5 M	$7.6 M	$8.0 M	$7.0 M	$8.5 M
Ranking	4	2	1	3	5	6

Donlands - Public Options

Donlands - Option P1



MULTI-LEVEL STATION PLAN

AERIAL VIEW

PROPOSED SECOND EXIT CANOPY STRUCTURE AT STREET LEVEL

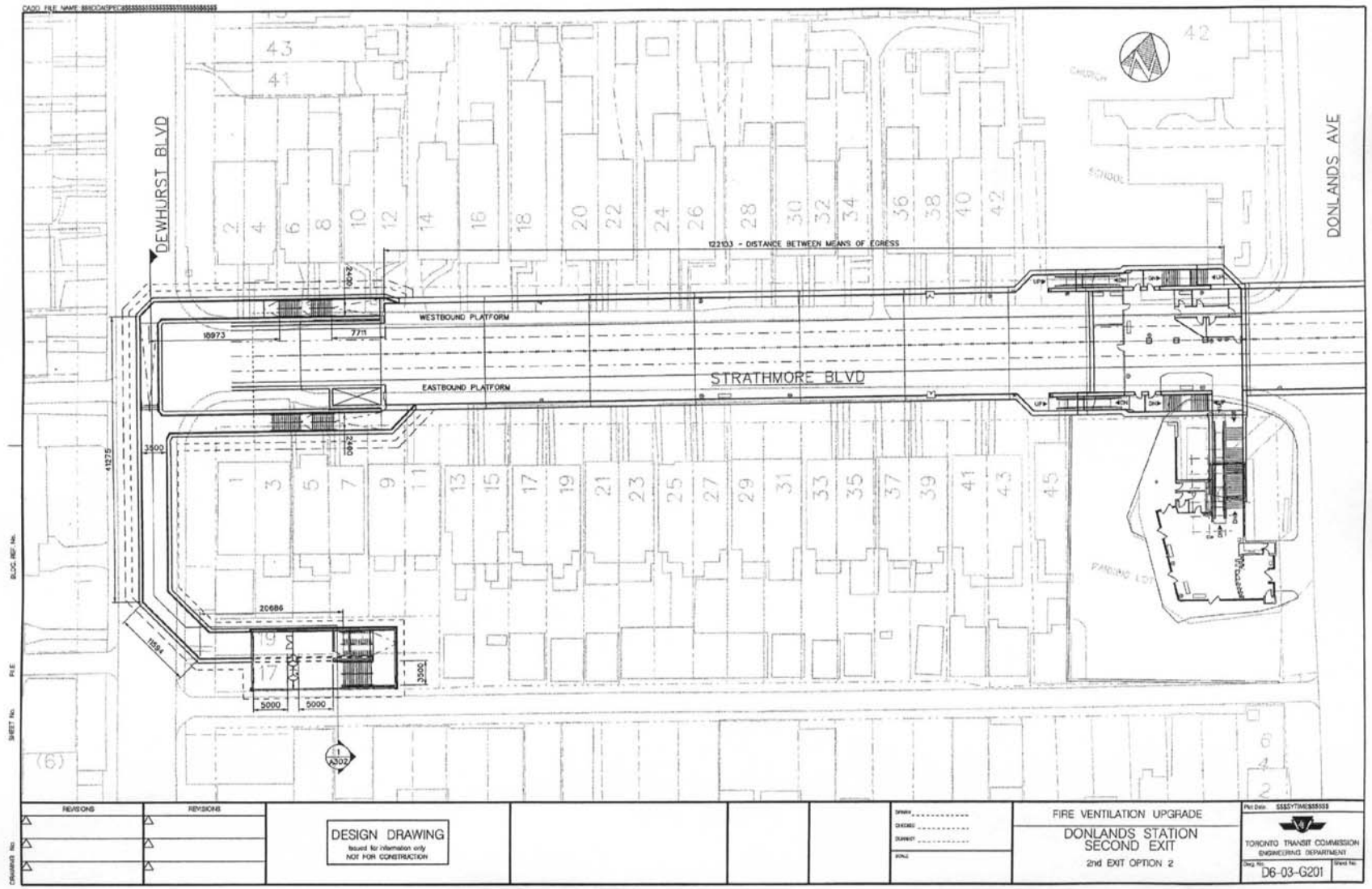
PROPOSED BELOW GRADE CONNECTION

EXISTING SUBWAY STATION

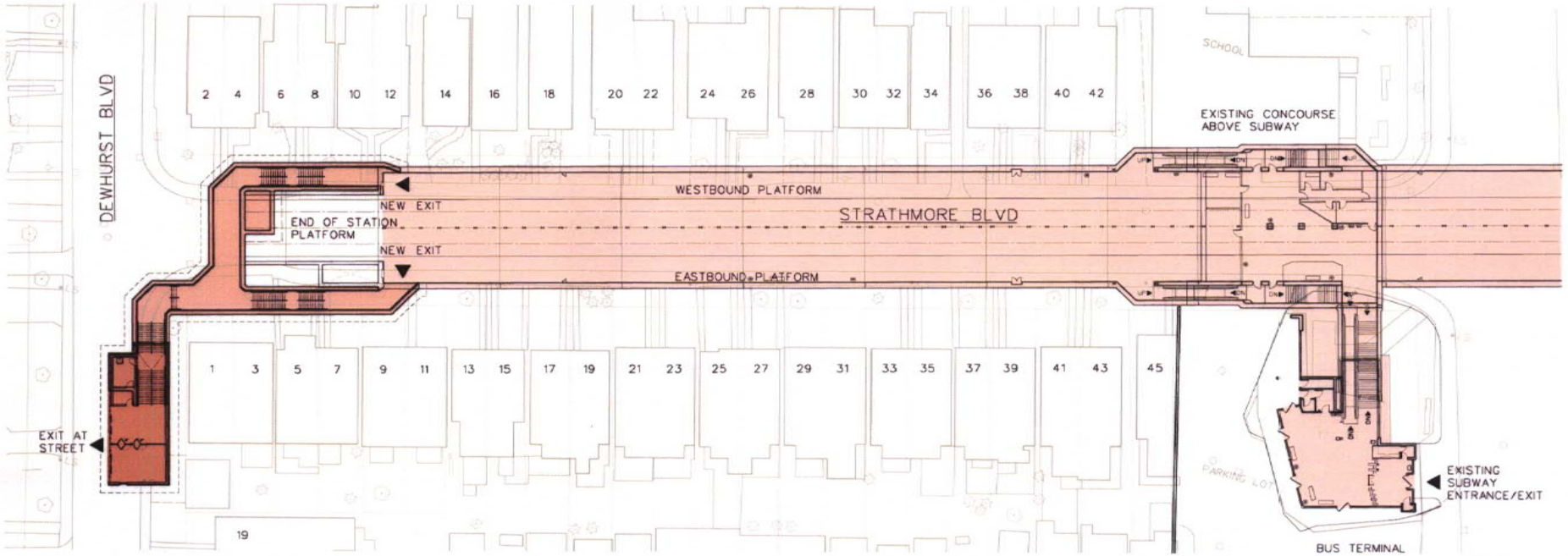
DONLANDS STATION

FIRE VENTILATION UPGRADE PROJECT
SECOND EXIT
DONLANDS AND GREENWOOD STATIONS

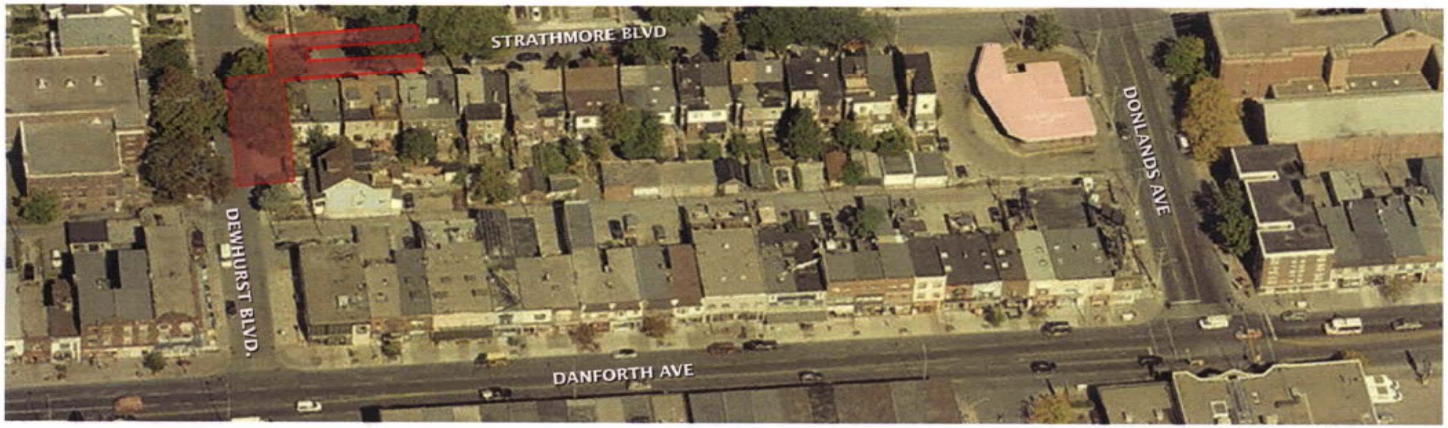
Donlands – Option P2



Donlands - Option P3



MULTI-LEVEL STATION PLAN



AERIAL VIEW

PROPOSED SECOND EXIT STRUCTURE AT STREET LEVEL

PROPOSED BELOW GRADE CONNECTION

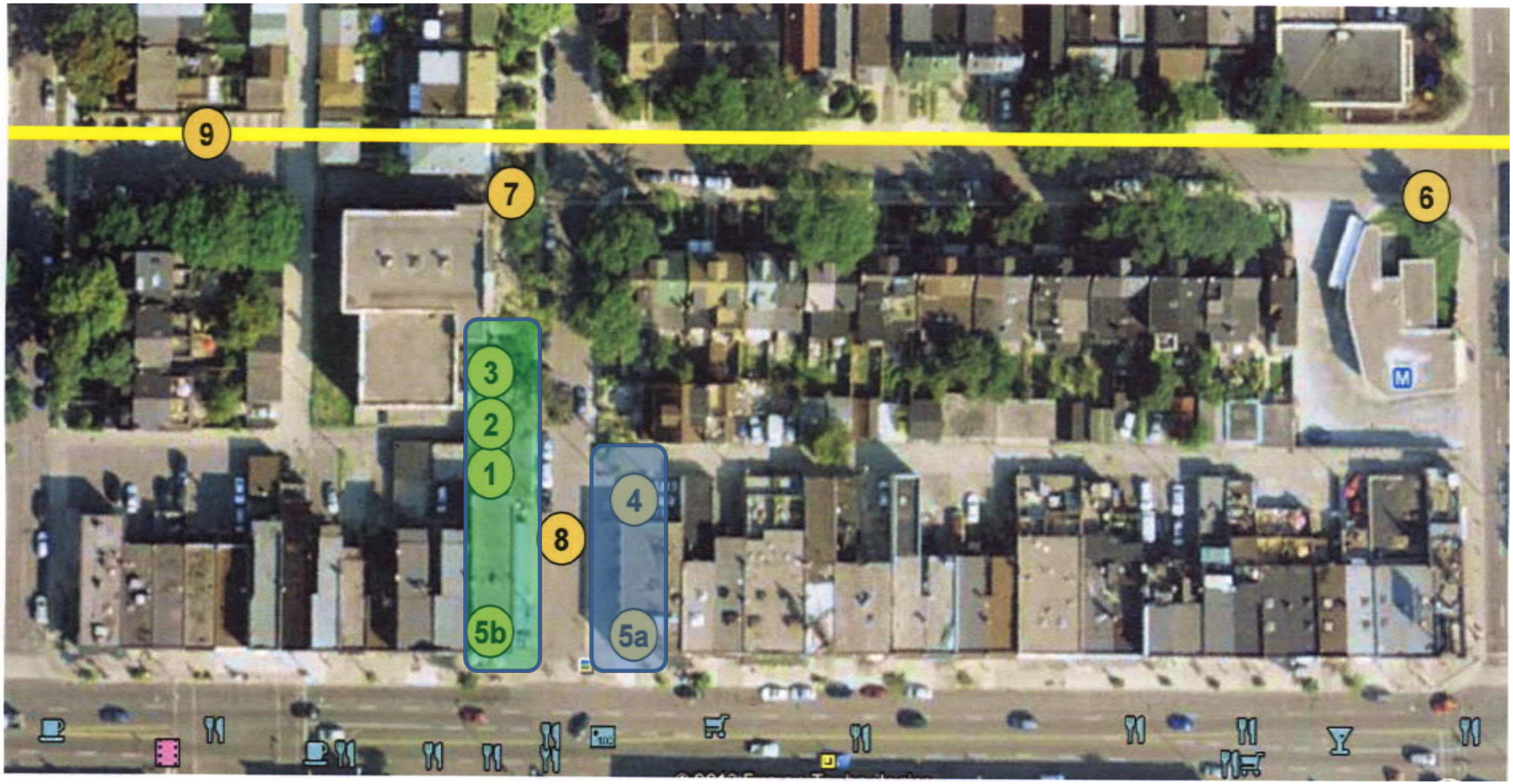
EXISTING SUBWAY STATION

DONLANDS STATION

FIRE VENTILATION UPGRADE PROJECT
SECOND EXIT
DONLANDS AND GREENWOOD STATIONS

Donlands - Other Options

East & West of Dewhurst



Donlands – Public Options

Criteria	Option P1 One Daily Exit at TPA Parking Lot	Option P2 One Daily Exit at 17 & 19 Dewhurst	Option P3 One Daily Exit on Dewhurst Curb Lane	Other Options One Daily Exit on East Side of Dewhurst	Other Options One Daily Exit on West Side of Dewhurst	TTC Option 3
Project Objective Design Principles	Worse (2)	Worse (2)	Neutral (1)	Worse (2)	Worse (2)	Better (0)
Neighbourhood Impact	Minor (0)	Minor (0)	Severe (2)	Minor (0)	Minor (0)	Moderate (1)
Property Requirements	Minor (0)	Moderate (2)	Minor (0)	Moderate (1)	Moderate (1)	Moderate (2)
Constructability	Worse (2)	Worse (2)	Worse (2)	Worse (2)	Worse (2)	Neutral (1)
Security	Worse (2)	Worse (2)	Neutral (1)	Worse (2)	Worse (2)	Neutral (1)
Total	6	8	6	7	7	5
OME Construction Estimate (Property excluded)	$13.1M	$10.9M	$8.5M	$9.6M	$11.1M	$7.6 M
Ranking	3	6	2	4	5	1

Conclusions

Donlands Second Exit:

- Public Option P3 located on east of Dewhurst Blvd. beside and immediately west of 1 Strathmore Blvd. is acceptable to the TTC
- Subject to City's acceptance of road narrowing and associated community traffic impact, the TTC is prepared to proceed with Public Option P3
- Should this option not be workable, TTC will revert to its preferred option and advise the community

Public Comments

Donlands Second Exit:

- Accepted need for a second exit; but not for daily use
- Did not support TTC's preferred option at the corner of a residential street
- Did not believe TTC fully reviewed all options offered by the public
- Did not support second exit in residential area
- Requested further public consultation

Recommendations

Greenwood:

It is recommended that the Commission approve:

1a) That staff proceed with development and implementation of the concept identified as Option P1 which locates the Second Exit building on Linnsmore Crescent, including property acquisition; and

1b) Should there be any unforeseen conditions, that staff advise the community and proceed with the development and implementation of the concept identified as Option 6.

Recommendations

Donlands:

It is recommended that the Commission approve:

2a) That staff proceed with development and implementation of the concept identified as Option P3 which locates the Second Exit building on Dewhurst Boulevard right-of-way;

2b) Should this option not receive City acceptance, that staff advise the community and proceed with the development and implementation of the concept identified as Option 3; and

2c) That staff further consult with the community representatives and local Councillor on TTC's assessment of the community presented options.

END OF PRESENTATION