

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: July 14, 2010

SUBJECT: PUBLIC CONSULTATION PROCESS
EASIER ACCESS AND SECOND EXIT CONCEPT
FOR WOODBINE STATION
CONTRACT DC9-4

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission:

- 1) Approve the conceptual design for the Easier Access Phase III and Second Exit programs at Woodbine Station; and
- 2) Receive the results of the Public Information Centre (PIC) held on June 29, 2010.

FUNDING

Sufficient funds for the Woodbine Station Modernization project are included in the TTC's 2010-2014 Capital Program which was approved by City Council on December 8, 2009 under the following projects:

- Project 3.9 Buildings and Structures, under Easier Access Phase III as set out on pages 715R – 723 of the Legislative Category; and
- Project 3.9 Buildings and Structures, under Fire Ventilation Upgrade – Second Exit for Subway Stations as set out on pages 691 – 703R of the State of Good Repair/Safety Category.

BACKGROUND

On June 2, 2010 the Commission amended the recommendation in the staff report titled "Easier Access and Second Exit Design Concept for Woodbine Station – Contract DC9-4" as follows:

“That the Commission approve, in principle, the conceptual design for the Easier Access Phase III and Second Exit programs at Woodbine Station for the purposes of public consultation on June 29, 2010, and that staff report back to the Commission at its meeting in July on the outcome of the consultation process.”

The design concept (Exhibit 1) accommodates the required elements for the Easier Access Phase III and Second Exit programs.

DISCUSSION

Public Consultation Process

Beginning in late 2011, TTC will begin a 2-year construction project at Woodbine Station that will improve accessibility and improve passenger flow within all station levels. The purpose of the Public Information Centre (PIC) held in the evening of June 29, 2010, was to present the design concept for the Easier Access Phase III and Second Exit programs for Woodbine Station, including the potential construction impacts to the public.

Prior to the PIC, notices were delivered to addresses within an approximate distance of 300 m from Woodbine Station. Concurrently an advertisement was published in the Metro newspaper and event information posters were displayed in the Woodbine Station. In addition, letters were sent to each property owner directly affected by the project and the owners given the opportunity to meet with staff to discuss the impact of the project on them, prior to the PIC.

Forty-five attendees signed in at the PIC, and thirteen written comments were received. In addition, five emailed comments were received.

TTC and City staff were on hand to assist attendees in interpreting the presentation materials and to answer questions. The local Councillor was also in attendance.

Public feedback through the comments and questions received fell into three main categories:

1. Construction impacts on existing properties;
2. Consideration for alternative locations and configurations; and
3. Additional scope requests

1. Construction Impacts on Existing Properties

Concerns were expressed for the potential for damage to existing residential structures adjacent to the proposed construction. The public was advised that:

- Pre-construction surveys will document the existing condition of all structures within the immediate vicinity of the construction area;
- All practical steps will be taken to minimise the potential for damage to existing structures;
- Monitoring devices will be used to detect and monitor the potential for construction impacts; and
- Existing structures, roads, sidewalks and landscaping will be fully restored.

There were some comments related to the duration of the construction as well as suggestions to facilitate the construction. These will be addressed during design.

2. Consideration for Alternative Second Exit Location and Configurations

There were questions related to the location of the second exit building. Staff advised that locating the exit building on the corner would maximize its use and would minimize the impact to the community. Furthermore, the northwest corner was preferred over the southwest corner as it could be more easily observed from the staff and public spaces in the main entrance. There was one written suggestion that it be moved south to Danforth Avenue.

Several written and verbal comments were made to convert the exit building to an automatic entrance. Staff advised the attendees that this would require more property and would be more costly. In addition, the current and forecasted passenger usage does not warrant an automatic entrance.

3. Additional Scope Requests

There were several written and verbal comments requesting the modernization of the station similar to Pape Station. Staff advised the attendees that this is not a station modernization project; the scope is second exit and easier access.

There were written comments suggesting more landscaping and bicycle racks.

One written comment requested providing duplicate elevators and escalators at all stations.

Another written comment requested the provision of heaters in the bus waiting areas.

Currently there are no funds allocated for the modernization of the station and inclusion of other improvements.

Summary

Staff met with those directly affected property owners expressing an interest in doing so before the PIC.

Several attendees registered their support for the scope of work presented. Others made requests for the presentation materials to be posted on the TTC website. In general, the information session appeared to be well received. The presentation will be posted on the TTC website and all comments will be considered and a response to each suggestion and/or comment will be provided.

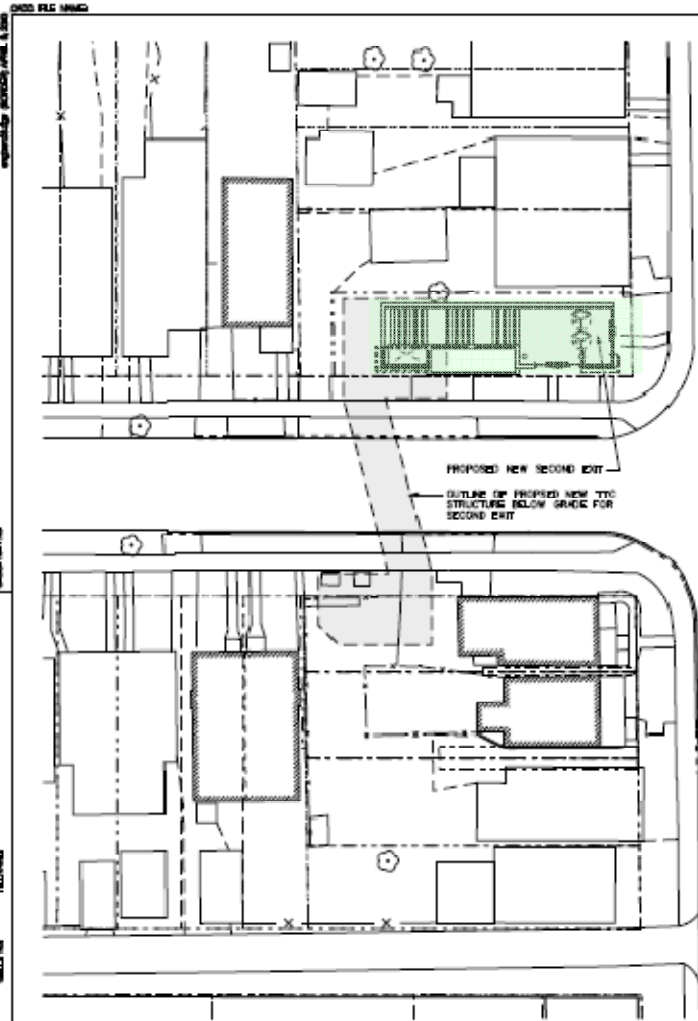
Accordingly, staff recommend approval of the concept as shown in Exhibit 1.

JUSTIFICATION

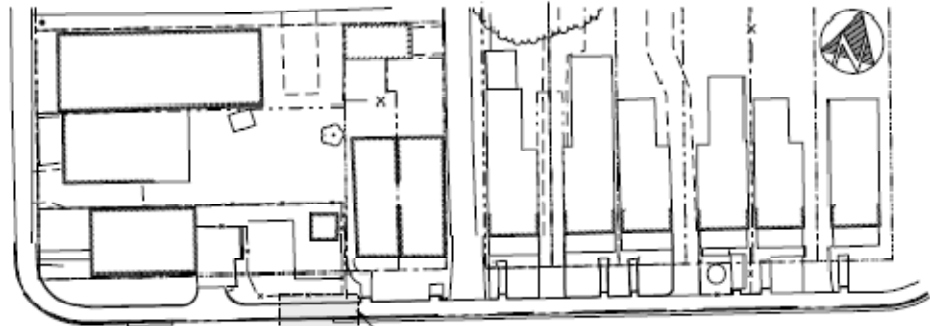
Approval of the concept, which received public support, will permit staff to proceed with property acquisition, design and construction of the facilities.

June 16, 2010
50-42-72
1159387

Attachment Exhibit 1 – Design Concept Plans

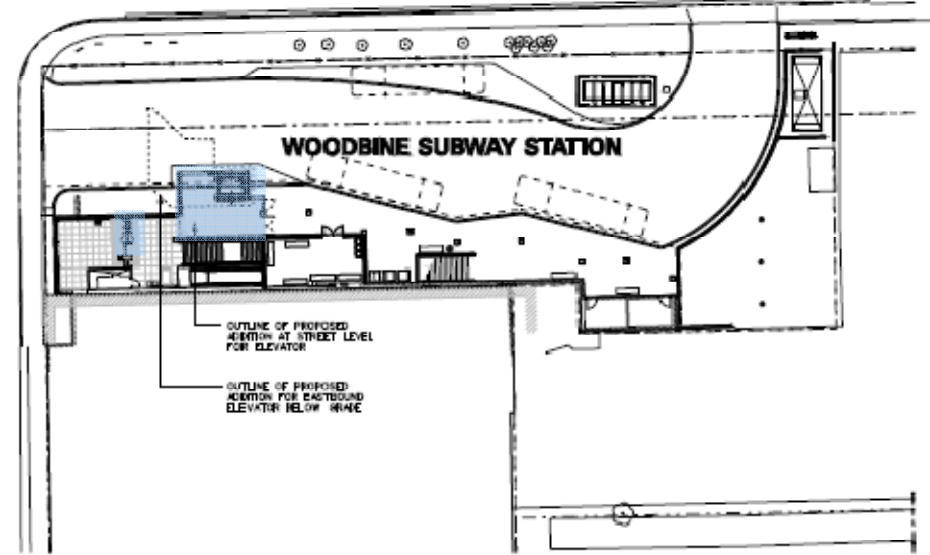


PROPOSED NEW SECOND EXIT
 OUTLINE OF PROPOSED NEW TTC STRUCTURE BELOW GRADE FOR SECOND EXIT



OUTLINE OF PROPOSED NEW TTC STRUCTURE BELOW GRADE FOR ELEVATOR TO WESTBOUND PLATFORM

STRATHMORE BLVD.



WOODBINE SUBWAY STATION

OUTLINE OF PROPOSED JUNCTION AT STREET LEVEL FOR ELEVATOR
 OUTLINE OF PROPOSED JUNCTION FOR EASTBOUND ELEVATOR BELOW GRADE

WOODBINE AVE.

DATE	REVISION	BY	CHECKED BY

--	--	--	--	--	--	--	--

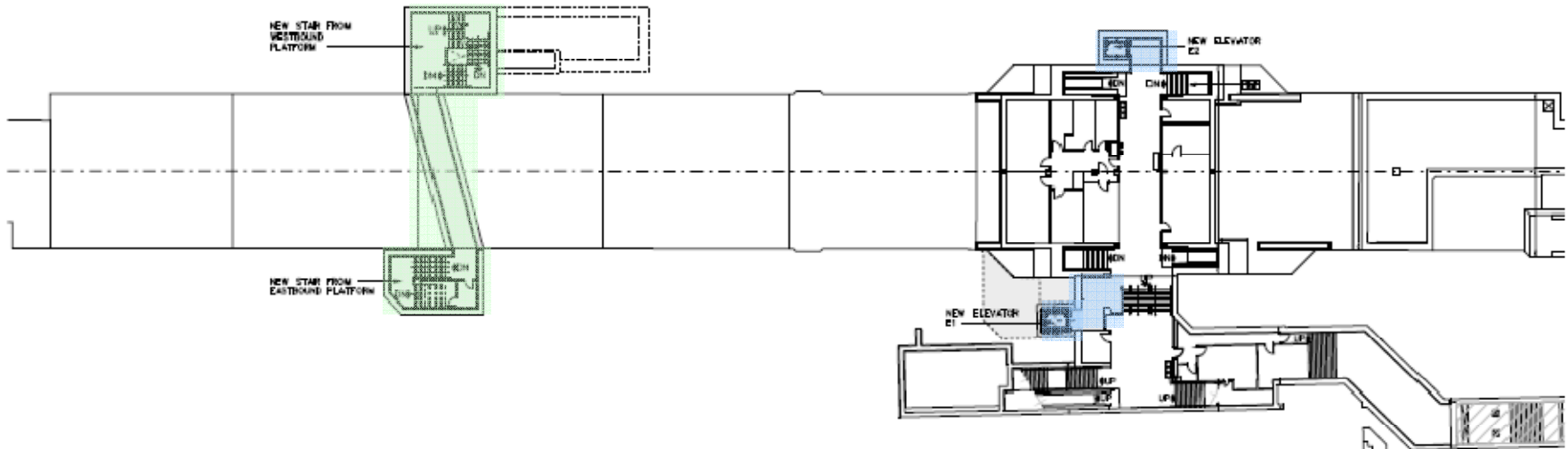
--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

DATE	

WOODBINE STATION
PROPOSED STREET LEVEL

WOOD BINE STATION
TORONTO TRANSIT COMMISSION



REVISIONS		REVISIONS								DATE: _____ DRAWN: _____ CHECKED: _____ TITLE: _____		PROJECT: 20-070-010 WOODBINE STATION PROPOSED CONCOURSE LEVEL		 TORONTO TRANSIT COMMISSION ENGINEERING DEPARTMENT Date: _____ Drawn By: _____	
Δ		Δ													
Δ		Δ													
Δ		Δ													

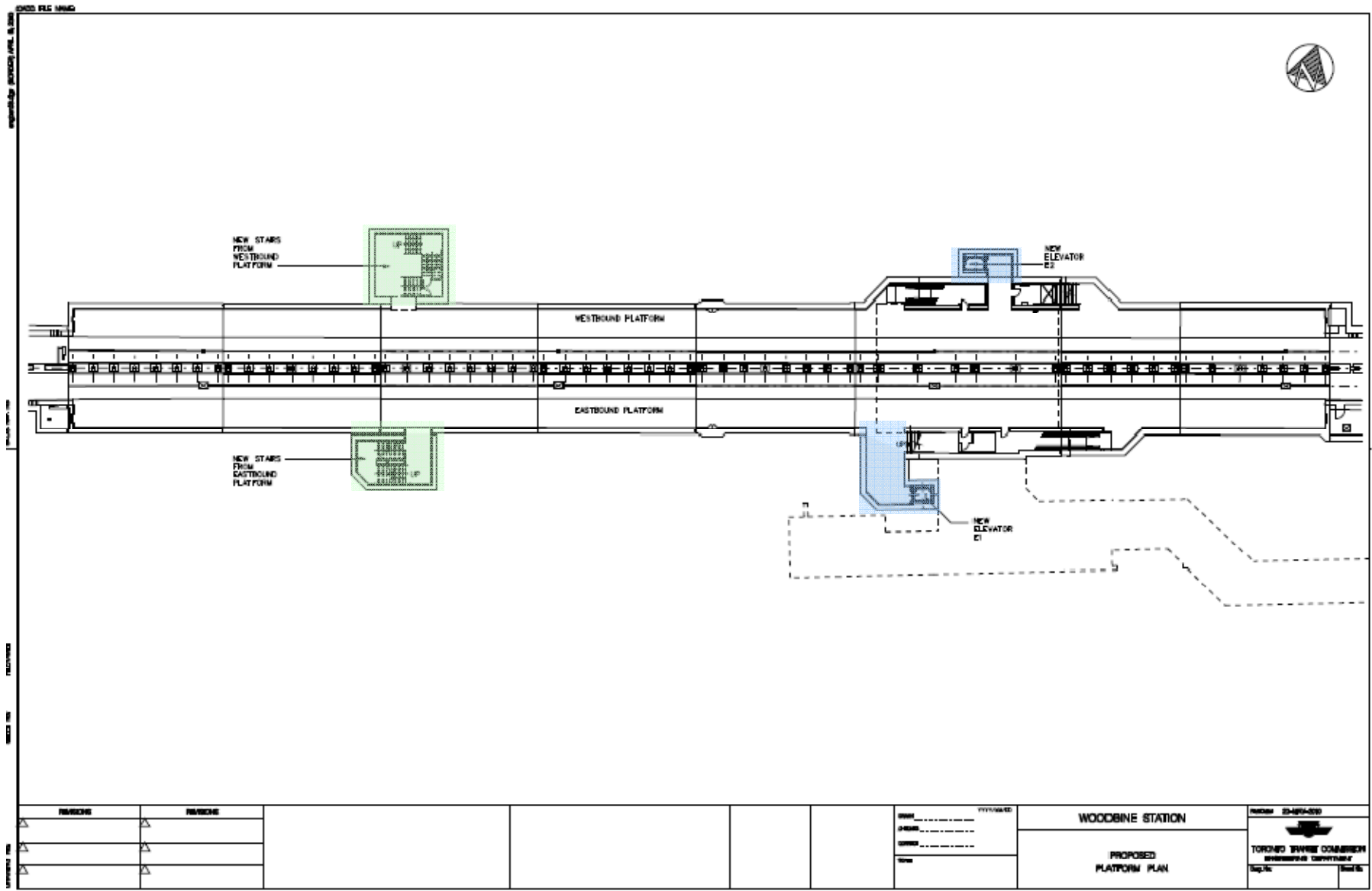
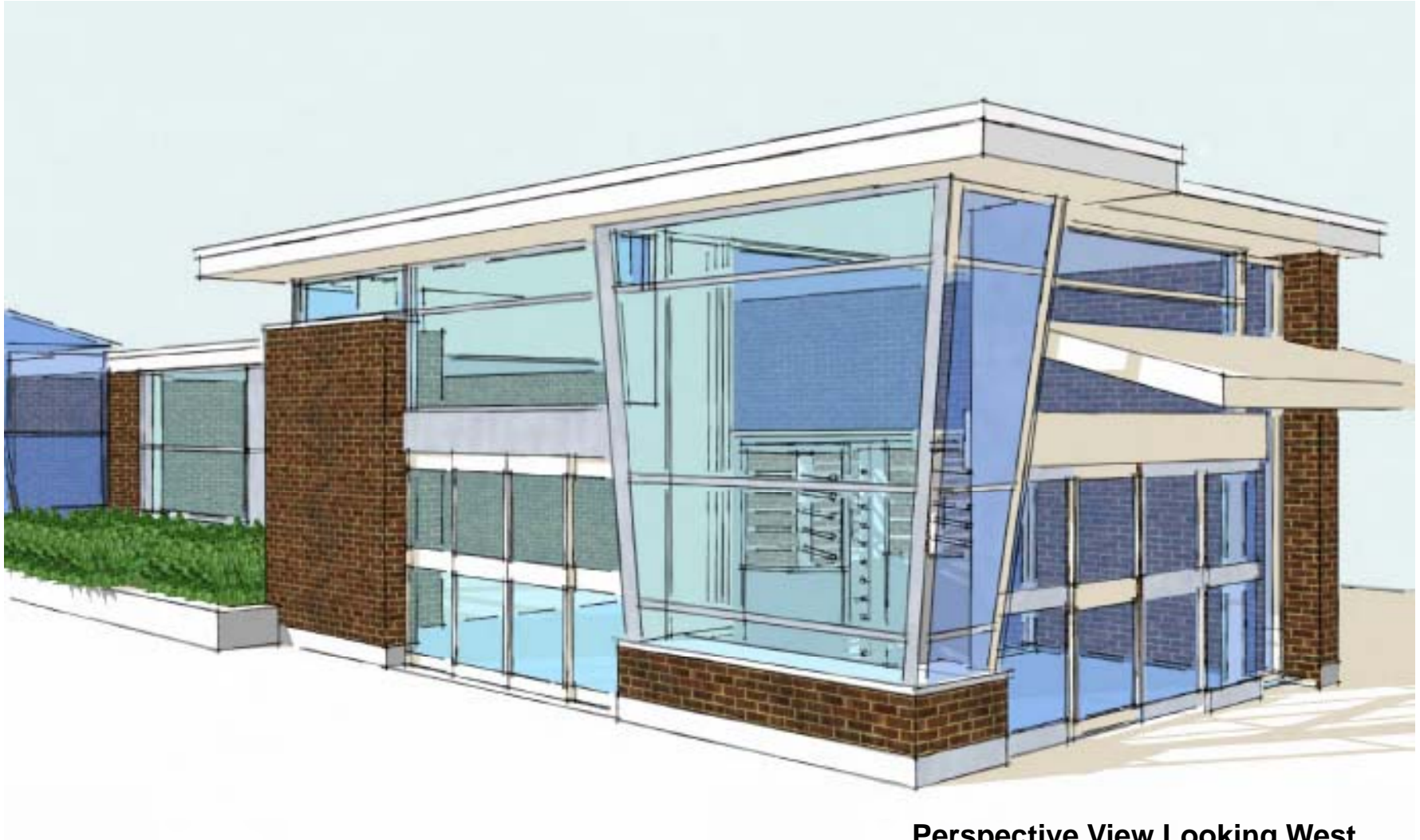


Exhibit 1 - Page 3

Proposed 2nd Exit



Perspective View Looking West

Proposed 2nd Exit



Existing Structures at 998 Woodbine



Proposed Easier Access



Existing Station Building

