



STAFF REPORT ACTION REQUIRED

Donlands Station Second Exit/Entrance Location Contract D6-3

Date:	February 21, 2017
To:	TTC Board
From:	Chief Executive Officer

Summary

Staff reported to the Board on February 26, 2014 that a Local Working Group would be convened for each station in accordance with the planning and consultation process for second exits. This process was approved by the Board on February 25, 2013, and the first station to undergo the new process was Chester. The Board approved both the location for the Chester Station second exit and proceeding with Donlands and Greenwood Stations as the next locations to be planned at its meeting on September 28, 2015.

Following the process approved by the Board, the Donlands Local Working Group (LWG) composed of local community representatives has recommended a location for a second exit at Donlands Station, which will also function as an entrance. This report recommends that the Board approve the LWG's recommended location.

Recommendations

It is recommended that the Board:

1. Approve Option E at 17/19 Dewhurst Boulevard (residential properties on the east side of Dewhurst Boulevard, north of Danforth Avenue) as the location for the Donlands Station second exit, as recommended by the LWG (see map in Appendix A); and
2. Request staff to work with City Real Estate Services, and Council if required to direct the funds from the sale of 1 and 3 Strathmore Boulevard back to the TTC's Fire Ventilation Upgrade Project, once these properties are no longer required.

Financial Summary

Funds for the Second Exit Program are included in the proposed TTC's 2017-2026 Capital Budget under 3.9 Fire Ventilation Upgrade Project, as approved by the Board on November 21, 2016 and will be considered by Council on February 15/16, 2017. The budget includes \$97.9 million over the next five years of which \$12.5 million is allocated for the construction of the second exit and entrance at Donlands Station.

The LWG's recommended location has an estimated cost of construction, which is approximately \$2 million more than TTC's original location (Option G at 1 and 3 Strathmore Boulevard), which was not selected by the LWG. As no design has begun, this figure is preliminary and will be refined once the design is complete. Option E, the recommended location, requires the acquisition of two residential properties in addition to 1 and 3 Strathmore Boulevard, which were previously purchased for the project. The preliminary valuation of the properties required for Option E at 17 and 19 Dewhurst Boulevard indicates they have similar value to 1 and 3 Strathmore Boulevard. While the properties at 1 and 3 Strathmore Boulevard are required during the construction period, they can be sold when the construction is complete to offset the purchase cost of 17 and 19 Dewhurst Boulevard. If approved by the Board, staff will work with City Real Estate Services to direct funds from the sale of 1 and 3 Strathmore Boulevard back to the TTC's Fire Ventilation Upgrade Project, once these properties are no longer required.

Once the second exit design is developed and estimates prepared, appropriate budget adjustments will be requested, should additional funds be required.

The Chief Financial & Administration Officer has reviewed this report and agrees with the financial impact information.

Accessibility/Equity Matters

The construction contract will combine the Second Exit Project with the Easier Access Phase III Project, which provides accessibility to subway stations. Elevators will be constructed at the main station entrance.

Decision History

At its meeting of February 25, 2013, the TTC Board endorsed the report provided in the following link for the new Second Exit Planning and Consultation Process:

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2013/February_25/Reports/The_New_Second_Exit_.pdf

See "Appendix D" for project background and past Board Reports.

Issue Background

The Second Exit Program is designed to enhance safety for TTC customers and employees by providing an additional means of egress from subway stations in the case of an emergency. It is part of the TTC's Fire Ventilation Upgrade Program. Some TTC stations, including Donlands, have only one continuous exit route from the subway platform to street level.

Effective second exits at TTC stations must:

- Provide a fast way out of the station in the event of an emergency, such as a fire;
- Provide convenience to encourage daily use;
- Provide familiarity in an emergency;
- Have respectful integration into local neighbourhoods;
- Be cost effective; and,
- Limit construction disruption and be in the best interest of TTC riders, local communities and taxpayers.

All new second exits will also function as entrances to improve customer convenience.

Part of modernizing the TTC involves a proactive approach to community relations and communications for construction projects, including the planning of second exits at subway stations.

As approved by the Board on February 25, 2013, the planning and consultation process:

- Builds trust by establishing a transparent and credible process using third party experts who developed an evaluation framework giving more weight to community interests;
- Deepens understanding of the need for second exits through public education and communications; and
- Broadens engagement to encourage informed dialogue.

In September, 2015, Chester Station was the first second exit location to be approved under the new process:

[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2015/September 28/Reports/Chester Station Planning and Consultation Process for Second.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2015/September%2028/Reports/Chester%20Station%20Planning%20and%20Consultation%20Process%20for%20Second.pdf)

Process Background

The process involves active participation of the Expert Panel (who developed the process), a LWG of community representatives, and TTC staff. The roles are summarized below and described in detail in Appendix B.

Third Party Expert Panel

The Expert Panel developed the planning process for second exits. Their role is to review applications and appoint members to the LWG, oversee the process and review the LWG's recommended location for compliance with the evaluation process.

Local Working Group

The LWG members are an advisory group of local representatives who put forward location options, rank the options according to the evaluation framework, and recommend a location option for review by the Expert Panel.

TTC Staff

TTC staff's role is to provide technical information and identify impacts to enable the LWG members to evaluate and rank their location options, answer questions and facilitate meetings in support of the process.

Consultation Summary – Donlands Station Second Exit

On December 2, 2015, the TTC held a community meeting at St. David's Church on Donlands Avenue. The purpose was to discuss the need for second exits at subway stations, the new planning and consultation process, and to issue a call for members of a LWG to propose and rank second exit location options. The following is a link to the information shared with the community.

http://www.ttc.ca/PDF/Transit_expansion_PDFs/Donlands_Station_Consultation_Report%20Dec_2_2015_FINAL_201512.pdf

Members of the Donlands LWG were subsequently selected by the Expert Advisory Panel on Second Exits. The LWG was composed of local representatives including: five residents from Strathmore Boulevard (including one from the Pocket Community Association), two residents from Dewhurst Boulevard, and one from each of Baltic Avenue and Wiley Avenue (local neighbourhood streets). Two individuals represented the Danforth Mosaic Business Improvement Area (BIA), and one represented the local Metamorphosis Church/Daycare, located across from Donlands Station. Councillor/ TTC Commissioner Mary Fragedakis was consulted and invited to attend all LWG meetings.

Between February 18, 2016 and October 28, 2016, seven meetings were held with the LWG to discuss potential location options, technical information, the relative pros and cons of their location options, and key community interests and concerns. Presentations and minutes from each meeting were posted online:

http://www.ttc.ca/About_the_TTC/Projects/Second_Exit_Projects/Donlands_Station/index.jsp

All seven meetings of the LWG were open to the public, and included time for the local community (i.e. those not on the LWG) to ask questions and provide feedback. LWG members initially put forward 30 location options for discussion. The LWG then voted to put forward nine final potential locations. The final location options (shown in Appendix A) evaluated were:

- Option A - 14 Dewhurst Boulevard
- Option B - 888 Danforth Avenue
- Option C - 890 Danforth Avenue - TD Bank
- Option D - 890 Danforth Avenue - TD Bank Parking Lot

- Option E - 17/19 Dewhurst Boulevard
- Option G - 1/3 Strathmore Boulevard
- Option H - 53 Donlands Avenue – City Right of Way
- Option I - 53 Donlands Avenue – (Parking Lot of Wilkinson Jr Public School)

Location F, the garage at 1/3 Strathmore Boulevard was dropped from consideration, as TTC advised that the proposed site was too small to build a second exit at this location.

Refer to the following link for details of the locations:

http://www.ttc.ca/PDF/Transit_expansion_PDFs/LWG_201605161.pdf

The LWG reconvened on May 17, 2016, to review TTC’s technical information for each location and to begin their deliberation and rankings based on the five evaluation criteria.

Evaluation Framework Criteria:

- Safety
- Local Community Impact –Second Exit Building (Permanent Impact)
- Local Community Impact – Construction Period
- Customer Experience
- Cost

In June, 2016, the LWG members individually submitted preliminary rankings using the evaluation framework for their final eight options. Option D (890 Danforth Avenue – TD Bank Parking Lot) and Option E (17/19 Dewhurst Blvd) tied as the highest ranked at the time.

Option G (1/3 Strathmore Blvd), the location TTC initially planned for a second exit in 2010, was ranked fourth overall by the LWG. The tunnel section from platform to the street level for Option G is approximately half the length of that of the top two ranked options. The shorter tunnel results in shorter construction duration, less risk, and an estimated cost of construction approximately \$2 million less than the top two ranked options. However, demolishing two well-integrated, turn of the century homes on Strathmore Blvd. was viewed negatively for the neighbourhood from a community impact and urban design perspective.

The Chair of the Expert Panel confirmed that a discussion and a final vote to decide between the two highest ranked options (D and E) would be most appropriate at the final meeting.

The final meeting was held on October 18, 2016. Leading up to the final meeting, in the LWG’s second preliminary ranking, five representatives had ranked Option D as their preferred location, and four representatives had ranked Option E as their preferred (see Appendix C for link to October 18, 2016 LWG presentation). A comprehensive discussion of the two options and their relative merits (based on the board approved evaluation criteria) was held. At the conclusion of the meeting, by a vote of 9-2 the LWG ranked Option E (17/19 Dewhurst) as their preferred location.

Summary Comparison of LWG's Two Highest Ranked Options

Safety

The LWG evaluated Option E (17/19 Dewhurst Boulevard) more highly for customer safety. It has a shorter tunnel than Option D (TD Bank Parking Lot), which means a faster route from the subway platform to street level in the event of an emergency at the station. Option D would block the existing emergency exit from the TD Bank building.

Local Community Impact – Second Exit Building (permanent impact)

Severing the TD Bank property (Option D) for TTC's use would be complex. Furthermore, a second exit building would need to be shoe horned into the TD Bank parking lot, thereby encroaching onto the City sidewalk. This would require a re-configuration of both the sidewalk and traffic lanes on Dewhurst Boulevard. Due to its small lot size, the Bank parking lot location would also be flawed from an urban design perspective as the building would project into the city right-of-way. Option E faces none of these challenges. Although Option E would require the removal of two mature trees adjacent to 1 Strathmore Blvd, it is situated on a lot which provides opportunity for landscape improvements.

Local Community Impact – Construction Period

Option E has a slightly shorter construction period than Option D, due to its shorter tunnel length.

Customer Experience

Option D ranked better than Option E from a Customer Experience perspective due to its closer proximity to the businesses on the Danforth.

Cost

For the purpose of the LWG cost evaluation, options D and E were ranked as equivalent. As no design has begun, the estimates are preliminary and will be refined once the design is complete. Option E, the recommended location, requires the acquisition of two residential properties in addition to 1 and 3 Strathmore Boulevard, which were previously purchased for the project. The preliminary valuation of the properties required for Option E at 17 and 19 Dewhurst Boulevard indicates they have similar value to 1 and 3 Strathmore Boulevard. While the properties at 1 and 3 Strathmore Boulevard are required during the construction period, they can be sold when the construction is complete to offset the purchase cost of 17 and 19 Dewhurst Boulevard. If approved by the Board, staff will work with City Real Estate Services to direct funds from the sale of 1 and 3 Strathmore Boulevard back to the TTC's Fire Ventilation Upgrade Project, once these properties are no longer required.

The LWG's recommended location has an estimated cost of construction, which is approximately \$2 million more than TTC's original location (Option G at 1 and 3 Strathmore Boulevard), which was not short listed by the LWG.

Expert Panel Review

Expert Panel representatives reviewed the preliminary evaluations and accepted the LWG's recommended location.

Community Consultation Meeting – November 29, 2016

All location options and the LWG's recommended location were presented to the wider community for input at a public meeting on November 29, 2016. The meeting presentation is posted on the project website:

http://www.ttc.ca/PDF/Transit_expansion_PDFs/Nov%2029%202016-%20Community%20Presentation-%20Open%20House%20Donlands%20Sta.pdf

Approximately 45 local residents, and business representatives, attended in addition to Local Councillor (and TTC Commissioner) Mary Fragedakis and a member of the Expert Panel. TTC staff gave an overview of the process including the LWG's deliberations and answered questions. The LWG's recommended location at 17/19 Dewhurst Boulevard was very well received.

Donlands Station Second Exit Design – Community Engagement

Consultation with homeowners at 17/19 Dewhurst Boulevard

Construction of the second exit requires acquisition of 17 & 19 Dewhurst Blvd. The owners of the two properties have attended project consultations and have expressed support for the process and the LWG recommendation. The owners await confirmation from the TTC that the second exit will be built at their property. If Board approval is received, negotiations led by City Real Estate staff for reasonable compensation can begin.

Consultation with homeowners on Strathmore Boulevard

In order to construct the second exit, temporary and/or permanent easements will be required on properties at the west end of Strathmore Boulevard. These types of easements are typical for second exit projects at stations on Line 2 - Bloor-Danforth. At the request of neighbours, City Real Estate and TTC staff have had introductory meetings with the residents who would be affected to discuss the process. Additional meetings will take place as the design develops.

Community Consultation

Consultation with the community will be held in advance of developing a design concept for the station and in advance of developing construction staging plans. This will assist the TTC to prepare a design that is supported by the community and minimizes construction disruption for our neighbours. The construction plan will be developed during the design phase and will address construction vehicle access, traffic control measures, mitigation measures for the loss of parking, dust and noise control, hours of work, and hoarding requirements. Construction is presently scheduled to begin in 2019.

Consultation with the City

The TTC has consulted City Planning staff throughout the process. Staff are generally supportive of the LWG's recommended location.

Next Location

Greenwood Station is the next station scheduled to undergo the board-approved public consultation process.

Comments

Option E, as recommended by the LWG following the Board approved process, allows the design and construction of the second exit at Donlands station to begin.

We wish to thank the LWG members for Donlands Station for their many hours of dedicated volunteer work to determine a second exit location in their neighbourhood.

Contact

Susan Reed Tanaka
Chief Capital Officer
Phone: 416-393-6530
Email: Susan.reedtanaka@ttc.ca

Joan Taylor
Chief of Staff
Phone: 416-393-2068
Email: Joan.taylor@ttc.ca

January 24, 2017
03075-3670-50

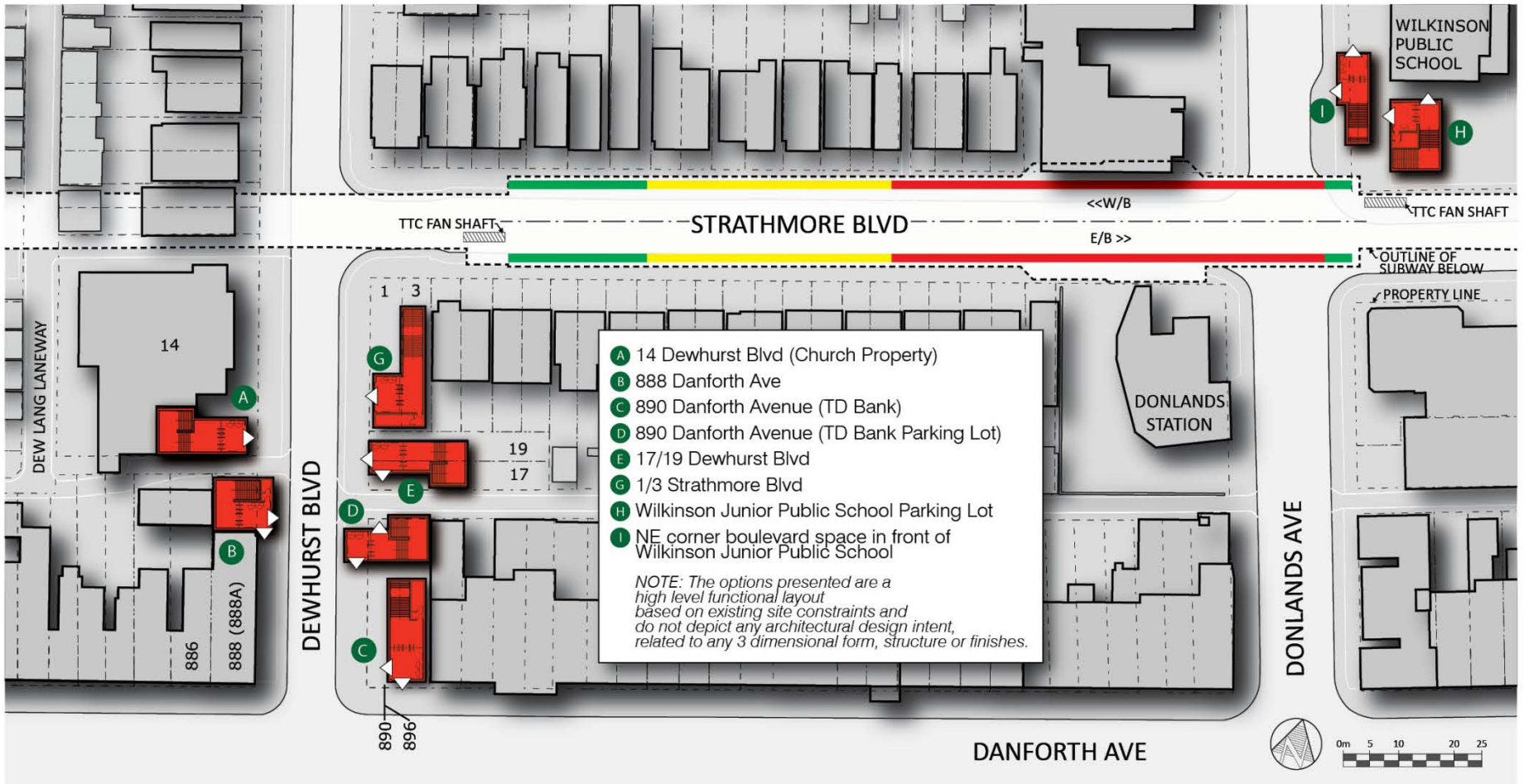
APPENDIX A

Final LWG Location Options

DONLANDS STATION SECOND EXIT

8 LOCATIONS EVALUATED BY LWG

Jan. 20, 2017



APPENDIX B

TTC Second Exit Planning & Consultation Process Local Working Group Terms of Reference

The Second Exit Local Working Groups (LWG) shall be established as advisory groups to the Toronto Transit Commission to propose and evaluate location options for new exits at existing subway stations. The local working groups will evaluate street level locations using the evaluation framework developed by the Expert Advisory Panel on Second Exits and approved by the Board at its meeting of December 19, 2013.

1. Role of the Local Working Group

1.1. Mandate

The TTC Board has directed a new Second Exit planning and consultation process, including the establishment of Local Working Groups for each subway station subject to this process.

1.2. Responsibilities

To fulfil its mandate, each local working group will:

- suggest location options for a second exit at street level of the station for which it has been convened;
- evaluate options using the evaluation framework developed by the Expert Advisory Panel on Second Exits;
- recommend the location that ranked highest according to the evaluation framework;
- present their recommendation to the Expert Advisory Panel on Second Exits to review for compliance with the evaluation framework, after which time the recommendation will be presented to the community for feedback.

The conclusions of the local working groups will be presented to the TTC Board.

2. Membership Selection

2.1. Membership shall be comprised of 10-15 Toronto residents representing as many of these groups as possible:

- residents living in the vicinity of the station
- business owners and/or landlords with business interests in the vicinity of the station
- workers employed in the vicinity of the station
- TTC customers who frequently use the station
- representatives of community groups operating in the vicinity of the station
- representatives of agencies and/or institutions operating in the vicinity of the station
- representatives of the local BIA, where one exists

2.2. The membership selection process will begin with a public call for members at a community meeting, and will also be undertaken with membership solicitation through

the TTC's website and/or advertisements placed by the TTC, among other potential avenues.

- 2.3. For appointments to a local working group, applications shall be reviewed and evaluated by the Expert Advisory Panel on Second Exits.
- 2.4. Appointment to a local working group requires a brief written submission on why the applicant wants to participate on the local working group, and which category of 2.1 above s/he belongs to.
- 2.5. Upon appointment to the local working group, the member agrees to adhere to the policies and regulations of the TTC and to these Terms of Reference and meeting procedures of the group. The member is also expected to commit to the time and work requirements to be a member of the group.
- 2.6. Members shall be appointed for the period that extends from the time of appointment to the decision by the TTC Board on the location of the second exit for the station under consideration.
- 2.7. It is expected that members attend every meeting of the local working group.

3. Meetings

3.1. Schedule

Each local working group will provide a recommendation to the Expert Advisory Panel within three months of the first local working group meeting. It is recommended that the groups meet between three and six times during this period.

It is expected that members will complete some work outside of meetings in order to facilitate the process within the time allocated. The TTC will set up an online forum for this work.

3.2. Open Meetings

Meetings shall be open for the public to attend. Members of the public may ask questions during an allotted question period but may not vote on any local working group matters, including the selection and evaluation of location options.

3.3. Decision-making

It is expected that groups will generally arrive at decisions by consensus. However, should a decision require a vote, each member will have an equal vote.

4. Resources

4.1. The local working group will be provided with the following support to help carry out their work:

- Facilitator for meetings
- TTC project team
- Representation from Expert Advisory Panel on Second Exits
- Administrative support for minutes and notices.

APPENDIX C

Local Working Group Location Rankings

SECOND EXIT PLANNING AND CONSULTATION – DONLANDS STATION

Final LWG Meeting
October 18, 2016



TODAY'S MEETING OVERVIEW

Agenda	
• Introductions and Purpose of Meeting	6:30 - 6:40
• Overview of LWG Final Rankings	6:40 - 6:50
• Discussion	6:50 - 8:15
• Questions from the community	8:15 - 8:25
• LWG Vote	8:25 - 8:30
• Next Steps	8:30



LWG - OVERALL RANKINGS

	Option A 14 Dewhurst	Option B 888 Danforth Ave	Option C 890 Danforth Ave TD BANK	Option D 890 Danforth Ave TD BANK PARKING	Options E 17/19 Dewhurst Blvd	Option G 1/3 Strathmore Blvd	Option H Wilkinson School & Right of Way	Option I Wilkinson School PARKING
Safety	5	5	4	3	2	1	7	8
Local Community Impact - Second Exit	7	2	1	3	5	8	4	6
Local Community Impact - Construction	4	4	8	3	2	1	6	6
Customer Experience	5	3	1	2	4	8	6	7
Cost	2	2	6	2	2	1	7	8
SCORE	23	16	20	13	15	19	30	35
RANK	6	3	5	1	2	4	7	8

Oct 18, 2016

SECOND EXIT PLANNING AND CONSULTATION

3



LWG RANKINGS REVIEW- "FIRST PLACE SUMMARY"

LWG Member	Option A 14 Dewhurst	Option B 888 Danforth Ave	Option C 890 Danforth Ave	Option D 890 Danforth Ave	Options E 17/19 Dewhurst Blvd	Option G 1/3 Strathmore Blvd	Option H Wilkinson School & Right	Option I Wilkinson School
1	5	4	6	3	1	2	7	8
2	3	2	6	1	4	5	7	8
3	6	5	3	1	1	4	7	8
4	3	5	6	4	2	1	7	8
5	5	3	7	1	2	3	5	8
6	3	2	3	3	1	6	6	8
7	8	3	4	2	1	5	6	7
8	5	2	3	1	4	6	7	8
9	4	4	8	6	7	3	1	2
10	6	1	3	4	5	2	7	8
11	2	5	6	1	4	3	7	8

Option D - 5 "First Place rankings"

Option E - 4 "First Place rankings"

Oct 18, 2016

SECOND EXIT PLANNING AND CONSULTATION

4



SAFETY

LWG Member	Option A 14 Dewhurst	Option B 888 Danforth Ave	Option C 890 Danforth Ave TD BANK	Option D 890 Danforth Ave TD BANK PARKING	Options E 17/19 Dewhurst Blvd	Option G 1/3 Strathmore Blvd	Option H Wilkinson School & Right of Way	Option I Wilkinson School PARKING
1	5	6	4	3	2	1	7	8
2	4	5	5	5	5	1	2	3
3	5	7	1	1	1	1	6	8
4	3	5	6	2	3	1	7	8
5	2	2	4	4	4	1	7	7
6	6	6	4	2	2	1	4	6
7	4	2	8	7	1	6	2	4
8	8	4	4	4	1	4	2	3
9	4	4	4	4	4	2	1	2
10	4	3	1	2	4	6	7	7
11	2	3	5	5	4	1	7	8
SCORE	47	47	46	39	31	25	52	64
RANK	5	5	4	3	2	1	7	8

Oct 18, 2016

SECOND EXIT PLANNING AND CONSULTATION

5



COMMUNITY IMPACT - PERMANENT

LWG Member	Option A 14 Dewhurst	Option B 888 Danforth Ave	Option C 890 Danforth Ave TD BANK	Option D 890 Danforth Ave TD BANK PARKING	Options E 17/19 Dewhurst Blvd	Option G 1/3 Strathmore Blvd	Option H Wilkinson School & Right of Way	Option I Wilkinson School PARKING
1	5	2	4	3	1	7	6	8
2	4	1	3	2	4	8	6	7
3	7	4	1	2	3	8	5	6
4	2	4	3	1	6	5	6	8
5	3	6	6	8	2	1	4	4
6	6	5	4	3	7	8	1	1
7	7	2	3	5	1	8	6	4
8	7	2	1	3	4	8	6	5
9	4	3	5	5	8	7	1	1
10	6	3	2	1	7	8	4	5
11	8	2	1	5	6	6	3	3
SCORE	59	34	33	38	49	74	48	52
RANK	7	2	1	3	5	8	4	6

Oct 18, 2016

SECOND EXIT PLANNING AND CONSULTATION

6



COMMUNITY IMPACT – CONSTRUCTION

LWG Member	Option A 14 Dewhurst	Option B 888 Danforth Ave	Option C 890 Danforth Ave TD BANK	Option D 890 Danforth Ave TD BANK PARKING	Options E 17/19 Dewhurst Blvd	Option G 1/3 Strathmore Blvd	Option H Wilkinson School & Right of Way	Option I Wilkinson School PARKING
1	3	2	6	5	1	4	7	7
2	3	5	8	4	2	1	6	6
3	8	4	4	3	1	2	6	6
4	1	8	6	2	6	2	4	4
5	3	5	8	4	2	1	5	5
6	4	4	8	3	2	1	4	4
7	4	3	4	4	1	2	4	4
8	6	4	5	3	1	1	7	7
9	3	6	8	7	2	1	3	3
10	4	3	5	1	1	5	7	7
11	6	1	3	4	5	2	7	7
SCORE	45	45	65	40	24	22	60	60
RANK	4	4	8	3	2	1	6	6

Oct 18, 2016

SECOND EXIT PLANNING AND CONSULTATION

7



CUSTOMER EXPERIENCE

LWG Member	Option A 14 Dewhurst	Option B 888 Danforth Ave	Option C 890 Danforth Ave TD BANK	Option D 890 Danforth Ave TD BANK PARKING	Options E 17/19 Dewhurst Blvd	Option G 1/3 Strathmore Blvd	Option H Wilkinson School & Right of Way	Option I Wilkinson School PARKING
1	5	6	3	3	1	1	7	8
2	4	3	1	2	5	8	6	7
3	5	4	1	2	3	8	7	6
4	2	4	3	1	5	6	7	8
5	5	5	1	1	1	1	7	7
6	4	2	1	2	4	8	6	6
7	5	2	1	4	3	8	6	6
8	7	3	1	2	4	8	4	4
9	7	5	3	4	8	5	1	1
10	6	3	1	2	7	8	4	5
11	6	2	1	3	4	5	7	7
SCORE	56	39	17	26	45	66	62	65
RANK	5	3	1	2	4	8	6	7

Oct 18, 2016

SECOND EXIT PLANNING AND CONSULTATION

8



Cost

	Option A 14 Dewhurst	Option B 888 Danforth Ave	Option C 890 Danforth Ave TD BANK	Option D 890 Danforth Ave TD BANK PARKING	Options E 17/19 Dewhurst Blvd	Option G 1/3 Strathmore Blvd	Option H Wilkinson School & Right of Way	Option I Wilkinson School PARKING
PRELIMINARY COMPARATIVE RANK								
1	2	2	6	2	2	1	7	8
2	2	2	6	2	2	1	7	8
3	2	2	6	2	2	1	7	8
4	2	2	6	2	2	1	7	8
5	2	2	6	2	2	1	7	8
6	2	2	6	2	2	1	7	8
7	2	2	6	2	2	1	7	8
8	2	2	6	2	2	1	7	8
9	2	2	6	2	2	1	7	8
10	2	2	6	2	2	1	7	8
11	2	2	6	2	2	1	7	8
SCORE	22	22	66	22	22	11	77	88
RANK	2	2	6	2	2	1	7	8



9 LOCATIONS WERE SUBMITTED

The following nine locations were chosen by the Donlands Station Local Working Group for technical analysis:

- Option A - 14 Dewhurst Boulevard
- Option B - 888 Danforth Avenue
- Option C - 890 Danforth Avenue - TD Bank
- Option D - 890 Danforth Avenue - TD Bank Parking Lot
- Option E - 17/19 Dewhurst Boulevard
- Option F – Garage at 1/3 Strathmore Blvd (not feasible – too small)
- Option G - 1/3 Strathmore Boulevard
- Option H - 53 Donlands Avenue
- Option I - 53 Donlands Avenue – Parking Lot



Appendix D

Project Background, Past Board Reports

February 25, 2013 – New Second Exit Planning Process

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2013/February_25/Reports/The_New_Second_Exit_.pdf

September 25, 2013 - Expert Advisory Panel

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2014/February_24/Reports/Planning_Consultation_Second_Exits_Group.pdf - Feb 24., 2014

December 19, 2013 – Second Exit Evaluation Framework

[Planning and consultation process for new second exits - evaluation framework \(for action\)](#)

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2013/December_19/Reports/Planning_and_Consult.pdf

Chester Station Second Exit Report - September 28, 2015

[Planning and Consultation Process for Second Exits – Chester Station Update \(For Action\)](#) 