

Chester Station  
Second Exit Design  
June 1, 2016  
Meeting Summary Report

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## 1.Introduction

### 1.1 Background

The TTC’s “Second Exit” Program was developed to enhance station safety for TTC customers and station personnel by providing an additional way out of subway stations. Second Exits are particularly important in the case of emergencies. Second Exits improve customer convenience and can function as automatic subway entrances.

As part of its commitment to modernization, TTC has implemented a new Second Exit planning and consultation process for stations in residential neighbourhoods. A panel of third party experts (the Expert Panel on Second Exits) created an evaluation framework to guide local communities and the TTC in evaluating location options for second exits.

As part of the planning process, a Local Working Group (LWG) is established in residential neighbourhoods where a second exit will be built.

Each Local Working Group (LWG) consists of 10-15 members of the local community, representing residents, TTC customers and local businesses, community groups and institutions. Each LWG is tasked with proposing location options for a second exit, and then evaluating those options using the evaluation framework.

The first community to form a Local Working Group, who proposed and ranked location options was at Chester Station.

The meeting on June 1, 2016 was held to inform the community about the proposed design of the second exit in the TPA Parking Lot across street from Chester Station and to obtain feedback.

### 1.2 Meeting Promotion

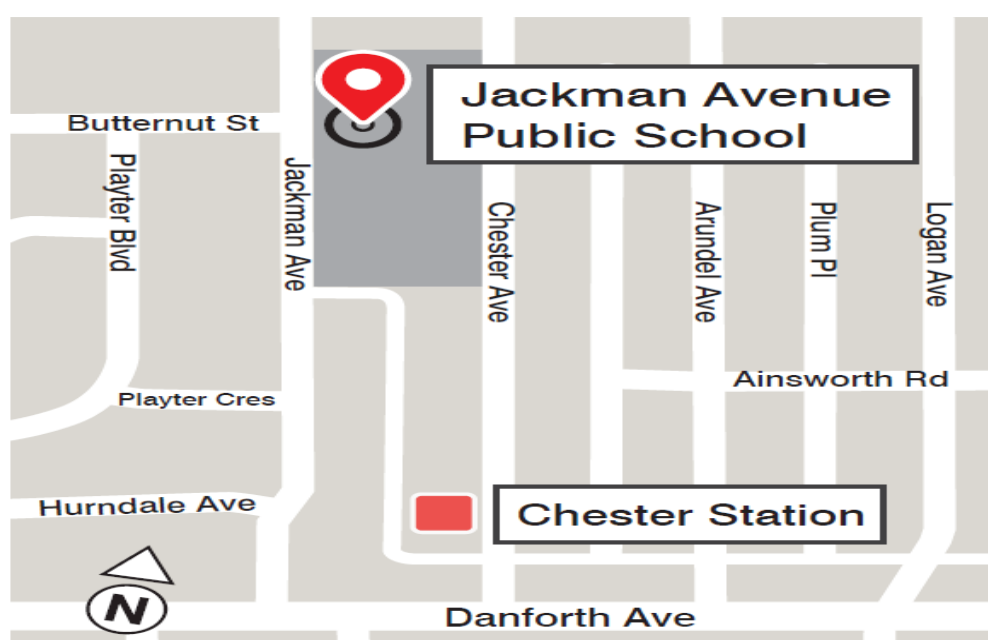
The June 1<sup>st</sup>, 2016 public meeting was held and promoted as follows:

#### **Event Details - Public Open House/Meeting**

Date: Wednesday, June 1, 2016

Time: 7 p.m. to 9 p.m. – open house

Location: Jackman Avenue Public School - 79 Jackman Avenue



**Addressed Mail:**

- Over 400 invitations/notices were distributed by an area bound by Logan Avenue, Jackman Avenue, Danforth Avenue and Browning Avenue. Properties in the local neighbourhood received notices via mail. (See Appendix C - Event Notice)
- Notice of the Public Open House was sent via e-mail and/or regular mail to all who had expressed interest. This included all individuals who attended previous meetings and all who asked to be kept abreast of the project
- Notice was provided to Councillor Mary Fragedakis

**Newspaper**

- Notice of the Public Open House was advertised in an issue of the East York Mirror – May 26, 2016 (See Appendix D - Ad Notice)

**Additional Notification**

- Notice of the Public Open House was posted on the TTC project website - projects.ttc.ca in May, 2016
  - Posters were installed at Chester Station in May, 2016

**1.3 Open House Consultation**

<b>Location</b>	<b>Audience</b>	<b>Date</b>
Jackman Public School	Local residents, businesses, institutions	June 1, 2016 7:00 p.m. to 9:00 p.m.

**1.4 Participation**

Forty eight people attended the Open House. Feedback and responses are summarized in the following pages.

## 2. Summary of Design Display Panels/Presentation

Presentation panels from the Open House are posted on the project website. The direct links are:

**Project Website:**

[http://www.ttc.ca/About the TTC/Projects/Second Exit Projects/Chester Station/index.jsp](http://www.ttc.ca/About%20the%20TTC/Projects/Second%20Exit%20Projects/Chester%20Station/index.jsp)

**Display Panels:**

[http://www.ttc.ca/PDF/Transit expansion PDFs/Chester DisplayBoards 06012016 web.pdf](http://www.ttc.ca/PDF/Transit%20expansion%20PDFs/Chester%20DisplayBoards%2006012016%20web.pdf)

The presentation included display boards that sequentially displayed the design and steps necessary for the construction. The community was invited to have one on one conversations with the architects and engineering staff. Feedback was encouraged in person, through the comment sheets, as well as submission via e-mail.

## 3. Community Comments and Feedback

Some of the common topics raised and comments submitted are summarized below.

### Design Aesthetics

The vast majority of Open House attendees expressed support (and surprise) as they felt the design was attractive and well integrated into the neighbourhood. There were some who felt the design should be altered and more options should have been offered. A summary of comments (positive and negative) as well as questions and answers are summarized below:

### Positive Feedback

<u>Comment</u>	<u>TTC Response</u>
<ul style="list-style-type: none"> <li>I spoke with architects at the meeting, I think it's a gorgeous design. It looks like a café in a pedestrian mall. It showcases the walkway and is inviting. Too bad it's not an entrance, too. Thanks for all your hard work, and the hard work of the architecture team.</li> </ul>	The Second Exit will also function as an automatic entrance. Turnstiles are now being replaced by bi-directional fare gates. All new second exits will also be equipped with bi-directional "PRESTO" fare gates, and can operate as automatic entrances
<ul style="list-style-type: none"> <li>The design brief is great. I like the proposed design - it's open and airy in appearance, there's greenery, bike parking, it works with the Green P lot. My fear was that it would end up looking a bit like a bunker but this proposed design certainly doesn't look like a bunker. You may have to spiff up the existing Chester station exterior so it doesn't look shoddy across from this one.</li> </ul>	Improvements to the existing station will be reviewed
<ul style="list-style-type: none"> <li>The second exit building and walkway conceptual design looks good</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>Looks great. Good location for the second exit. It is important.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>Excellent, congratulations</li> </ul>	Noted.

## **Negative Feedback/Constructive Criticism**

### **Comments**

### **TTC Response**

<ul style="list-style-type: none"> <li>• I expected more styles to be presented. I'd like to see a peaked roof, to emulate the neighbouring houses. It was said and repeated many times throughout the process that input would be gathered. The presentation panels made it appear as though it's a done deal, which does not sit well. I don't like the design, as it appears like an open market stall.</li> <li>• I was not able to attend last week's meeting and open house regarding the design of the new 2nd exit but am a bit concerned that it was presented in a way that suggests it is a fait-a-compli. Given how much time the working group spent trying to determine where the exit would be located and the fact that many of us made it clear that the design was just as important if not more important to community acceptance, it would have been preferable that the community be involved in the design phase. I for one am not thrilled with the design illustration that was included in this email and also on posters in the station. I for one feel this is a missed opportunity and a better more dynamic design could have been achieved.</li> </ul>	<p><b><u>Design Brief Explanation</u></b></p> <p>The overall intent of the design is to provide the Chester Community with a design which is not only functional but promotes and enhances urban behaviours, while respectfully relating to its surroundings. The chosen location, for the exit/entry building, presents some rather unique challenges as it is placed between a narrow pedestrian walkway and the TPA parking lot. Both the walkway and parking lot will need to retain their functionality. The pedestrian walkway must maintain its continuity and current width. The TPA's parking lot must also maintain its functionality and continuity relative to the east parking lot.</p> <p>The proposed street level exit/entry building was carefully planned taking into consideration Chester Avenue's existing urban fabric. Chester Avenue north of the TPA parking lot is characterized its rich, attractive and eclectic style houses, characteristic of the neighbourhood. Despite some different stylistic traits, there are a few subtle common elements amongst these homes, such as porch columns with stone and brick pedestals, natural wood finish and rectilinear geometric shapes, which exemplify the street's character. These types of elements have been used as design features to root and link the proposed exit/entry into the community.</p> <p><b><u>An Urban Pavilion</u></b></p> <p>The exit/entry building at street level has been envisioned as an urban pavilion. Its placement has been set to respectfully align itself with the existing homes and streetscape. Its visual presence encourages pedestrians to continue their journey along the TPA walkway and City sidewalk, without visual obstruction and with clear, safe sightlines. A mini plaza acts as a front yard for the exit/entry building, welcoming pedestrians with its patterned walking surface, a prominent TTC insignia sign and new bicycle parking. A landscaped area comprised of hard and soft scape elements, frames the edge of the exit/entry building, providing a natural buffer between vehicular and pedestrian movements.</p> <p><b><u>Materials and Colours</u></b></p> <p>The palette of materials and colours has been carefully chosen to complement Chester Avenue's residential streetscape, in contrast to the existing --somewhat bland-- TTC main entrance building. The stamped coloured concrete, natural stone patterning used for the column pedestals, and structural shear wall ground the building, while the black painted columns draw the eye up to the gently sloping roof. Heavy timber construction has been proposed for the roof structure to give the building a natural warmer look and feel, and to reflect the community's character. Black stainless steel curtain wall glazing provides the necessary transparency</p>
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while acting as a neutral backdrop between the stamped concrete and heavy timber roof construction, allowing those materials to stand out with greater presence.

In order to provide a large single span interior space with excellent weather resistant properties, glued laminated timber also called glulam, was selected as the heavy timber material. It is a type of structural timber product comprised of a number of layers of dimensioned timber bonded together with durable, moisture-resistant structural adhesives. The glulam beams and architecturally exposed steel deck have been purposely inclined as a single roof plain, rising up and pointing to the north, floating over the adjacent walkway to signify its importance while making it feel open.

#### **Environmental Features of the Roof – Cooling and Irrigation**

The maintenance free, durable zinc roof sheds water to a landscaped area where it can be used to either irrigate the surrounding vegetation and or permeate into the adjacent soil. The zinc roof also acts as a “cool” roofing system with an exterior surface with high solar reflectivity that reflects the sun’s rays and reduces heat build-up from the sun. To make the TPA walkway appear wider, the exit/entry building’s envelope was peeled away from its structural columns. This creates an opportunity to express the columns architecturally, echoing the community’s porch column pedestal element. The resulting colonnade promotes visual interest, fosters movement and permits clear lines of sight by maximizing glazing at the buildings envelope.

Adding to the visual richness along the TPA walkway is the proposed pressure treated wood fence with stamped coloured-concrete stone patterned piers, mimicking the exit/entry building’s colonnade. The fence piers have been purposely placed directly opposite the exit/entry building columns with a patterned walkway finish visually connecting them to further enhance the effect of the colonnade.

#### **Functional Design and Building Materials**

The functional design in its most basic sense simply encloses connecting stairs leading directly from each passenger platform from the subway level to Chester Avenue. The building will house a fare line separating paid and unpaid areas and include new “Presto” fare gate that will allow for entry into station while fulfilling its primary purpose as a second exit.

The built form is made up of the following materials and building assemblies;

- Shop painted galvanized steel HSS columns, seated on stamped coloured concrete stone patterned pedestals, capped with precast concrete coping,
- Black stainless steel mullions inset with 12mm tempered laminated glass on the south and east

	<p>elevations as a non-fire rated assembly.</p> <ul style="list-style-type: none"> <li>• Black stainless steel mullions inset with 1hr fire rated glass assembly on the north elevation,</li> <li>• Black aluminum sliding doors for the main and emergency exit doors,</li> <li>• Stamped coloured concrete stone patterned shear wall for the east elevation,</li> <li>• Glue-Lam heavy timber beams as the main roof support,</li> <li>• Architecturally exposed metal deck by Epicore with factory prime and painted finish for ceiling finish at street level,</li> <li>• Rheinzink standing seam zinc metal roof for water proofing.</li> <li>• Floors finished with terrazzo</li> <li>• Wall finishes comprised of tile on concrete masonry</li> </ul> <p>As part of TTC’s Second Exit and Easier Access projects, Chester Station will incorporate Public Art, which will be carried out through an open tender to the art community. Artists are given an opportunity to respond to the tender by providing concepts which envision the station as a whole.</p>
<p>Disagree with the Local Working Group’s location selection. Preferred the Carrot Common parking lot location.</p>	<p>Noted. The Local Working Group unanimously agreed on the location and did present it to the wider community at a public meeting. It was well received at the public meeting and subsequently approved by the TTC Board. That said, certainly there is no location that would be supported by all neighbours.</p>

**Construction Items**

Some attendees who live on and near Chester Avenue were more interested in construction planning, as opposed to the aesthetic design and asked questions and submitted comments which are summarized below.

**Comment/Questions**

**Answers**

<p>Concerns regarding construction impacts. How will foundations be protected along with trees?</p>	<p>A preconstruction survey will be undertaken to assess the condition of the adjacent property. Neighbouring homeowners are consulted and engineers and an arborist complete reviews.</p> <p>Meetings will be held before construction to discuss specific concerns and construction mitigation plans.</p>
<p>Will neighbours feel vibration from construction?</p>	<p>During excavation, adjacent neighbours are likely to feel some vibration. The City of Toronto has by-laws with specific limits that the contractor must adhere to. With the owner’s permission, vibration monitors are set at adjacent properties. If vibration levels</p>



	approach the City limit, an alarm will go off and the contractor must stop work and complete future construction within the vibration limits.
Will the laneway access be maintained to the properties to the north during construction?	For the majority of construction - yes. However, some short term closure of the laneway to complete construction safely is expected. Details will be determined and shared with the community.
What area is needed for the second exit construction and are changes anticipated to allow safe access to it?	The west half of the TPA parking lot will be occupied for the duration of construction. Arundel will be converted into a temporary two way street to access the lot.
What is the projected construction duration?	Approximately 3 years.
Can a walkway be maintained through the parking lot throughout construction?	No. In order to complete construction safely, It is expected that there will be times when a walkway cannot be provided. Details are to be determined.

### 3B: Other Questions and Answers

Will the TTC make available all public comments and the process by which the design is chosen?	Yes. All written comments will be provided in a report on the final design which will be posted on the project website.
How will the lighting impact the adjacent houses? Can some of the windows be "etched" to cut down on light entering houses?	The Second Exit building placement is as far south as possible and a new fence will be installed along the walkway adjacent to the neighbouring home to control the light. The glass cannot be etched, as it must be transparent for the safety of customers.
Were there other design options or was this it? Was anyone else able to attend? What was the feedback from the community?	<p>There were not additional design concepts presented. As of July, 2016, the feedback from the local community has been very positive. Given the nature of any design project, TTC expected to hear more negative feedback.</p> <p>That's not to say everyone was positive.</p> <p>A summary, including negative comments will be posted online.</p> <p>Many who attended the June 1<sup>st</sup> Open House seemed most interested in discussing construction planning and noted they were "pleasantly surprised" by the look of the proposal.</p>
Will the Second Exit be an entrance as well?	Yes. The Second Exit will function as an automatic entrance with PRESTO card enabled fare gates.
How many TPA parking spaces will be lost after	Approximately 10. The exact number will be

construction?	confirmed over the coming months.
<p>What is the TTC doing to improve personal safety at the station?</p> <p>Could a Tim Horton’s kiosk be installed? How will safety be handled at the second exit/automatic entrance?</p>	<p>The Station manager was advised of your security concern. The existing entrance and station areas have security cameras and are well lit and there are security staff on regular patrols throughout the system and a collector is present. The second exit is designed with security, safety and visibility in mind; the second exit and elevator areas will also be provided with security cameras and be well lit. TTC would support commercial opportunities at the existing station; most recently there was pop-up shop at Chester Station, however it is currently vacant.</p>
How many people on average use Chester Station each weekday?	Approximately 6000.

**4. Next Steps**

All comments received at the meeting were shared with the architecture and engineering teams. Once the design is finalized, a request for bids will be issued for private companies to bid on the construction. A separate “Easier Access” project at the existing *station building* will incorporate elevators and be completed at the same time (and under the same construction contract) to reduce costs and minimize the overall duration of work.

There will be another public Open House to discuss construction plans and mitigation measures in advance of construction. The construction schedule will also be discussed at the next Open House.

## 5. Appendices

- A. Photos
- B. Event Notice
- C. Ad Notice

## APPENDICES

### APPENDIX A

#### Event Photos



# APPENDIX B

## Event Notice and Sign

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# Chester Station second exit open house

Wednesday, June 1, 2016




As part of the TTC's commitment to safety and modernization, we will be building a second exit to improve customer safety and convenience at Chester Station (on Line 2 Bloor-Danforth). The second exit can also be used as an automatic entrance.

The Local Working Group's location for a second exit at Chester Station, approved by the TTC Board, is in the northwest corner of the Toronto Parking Authority lot (29 Chester Ave.). Please join us at the open house to meet the architects and share your thoughts with them. The TTC will present the architectural design concept. We look forward to meeting you there.

Date: Wednesday, June 1, 2016

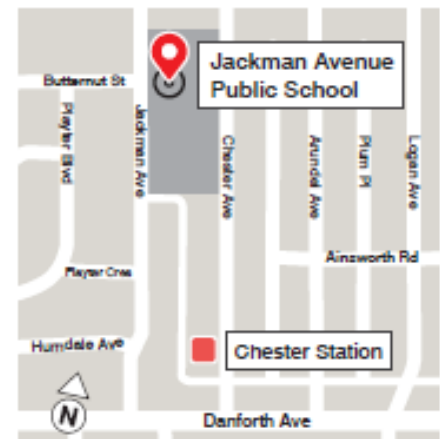
Time: 7:00 p.m. to 9:00 p.m. – open house

Location: Jackman Avenue Public School   
79 Jackman Ave.

If you can't attend the meeting and would like e-mail updates, kindly e-mail [denise.jayawardene@ttc.ca](mailto:denise.jayawardene@ttc.ca) to be added to our mailing list. Thank you.

For more information, please contact:

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[projects.ttc.ca](http://projects.ttc.ca)



# APPENDIX C


## Event Newspaper Advertisement – East York Mirror

### Chester Station second exit open house

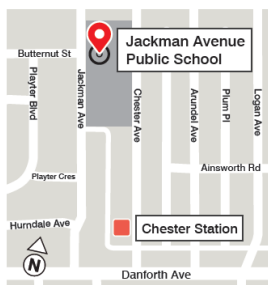
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### TTC Contact

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