



SECOND EXIT PLANNING AND CONSULTATION – GREENWOOD STATION

Danforth Collegiate and Technical Institute

April 18, 2017



AGENDA

1. Presentation

- David Nagler, Community Relations TTC
 - Second Exit Consultation Overview

2. Questions and Answers



MEETING COMMUNICATIONS

Addressed Mail:

- 775 residents/tenants in the local neighbourhood
- 35 local property owners with off site mailing addresses via Canada Post
- Email to contact list of all who expressed previous interest

Newspapers

- Ad in East York Mirror (Monday, April 10, 2017)
- Notice in 24 hrs newspaper (Monday, April 10, 2017)

Other

- Posters in Greenwood Station, TTC website



GREENWOOD STATION ADDRESSED MAIL DISTRIBUTION AREA



ABOUT GREENWOOD STATION

- Opened in 1966 as one of the original stations on Line 2 (Bloor-Danforth)
- Approximately 12, 000 passengers each day



GREENWOOD STATION STATION BOX BOUNDARY AND AREA



IMPROVEMENTS COMING TO GREENWOOD STATION

Second Exit (Woodbine Rendering)



Future Woodbine Second Exit

Easier Access



WHAT ARE SECOND EXITS?

Second exits serve three functions:

- As a **primary** exit if the main exit is blocked in an emergency
- As an **additional** exit at all times
- As day to day entrance for customer convenience



Castle Frank Second Exit

SECOND EXITS - BACKGROUND

- Most subway stations have more than one exit
- All new TTC stations are built with at least two exits
- 2002 Fire and Life Safety Assessment Study identified 14 priority stations needing a second exit
- TTC voluntary program retrofitting existing stations to provide an additional way out in case of emergency (and to improve customer convenience)



STATUS OF SECOND EXIT PROGRAM

Projects:

- Broadview – complete
- Castle Frank – complete
- Dufferin – complete
- Pape – complete
- Wellesley – under construction
- Woodbine – under construction
- Chester – location confirmed; design complete
- Donlands – location confirmed; design consultation underway

To be planned locally: Greenwood

- **Others:** College, Dundas, Dundas West, Museum, Summerhill



Image No. 1
View from Chester Ave. looking East



SECOND EXITS - CONSIDERATIONS

Effective second exits must provide:

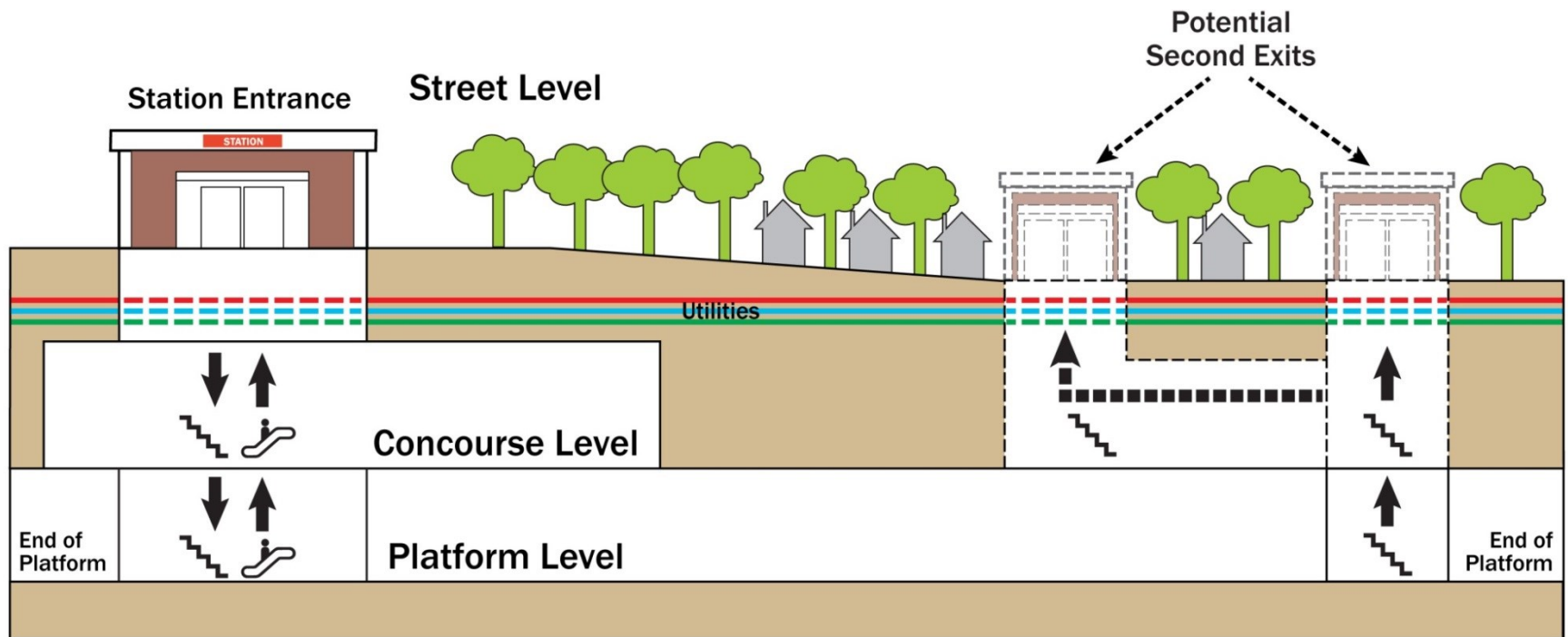
- A fast way out of the station
- Convenience to encourage day-to-day use and familiarity in an emergency
- Integration into the neighbourhood



Woodbine Station – Future Second Exit

EXAMPLE OF TYPICAL CHALLENGES FOR SECOND EXITS

- Urban/Community Context
- Utilities
- Property

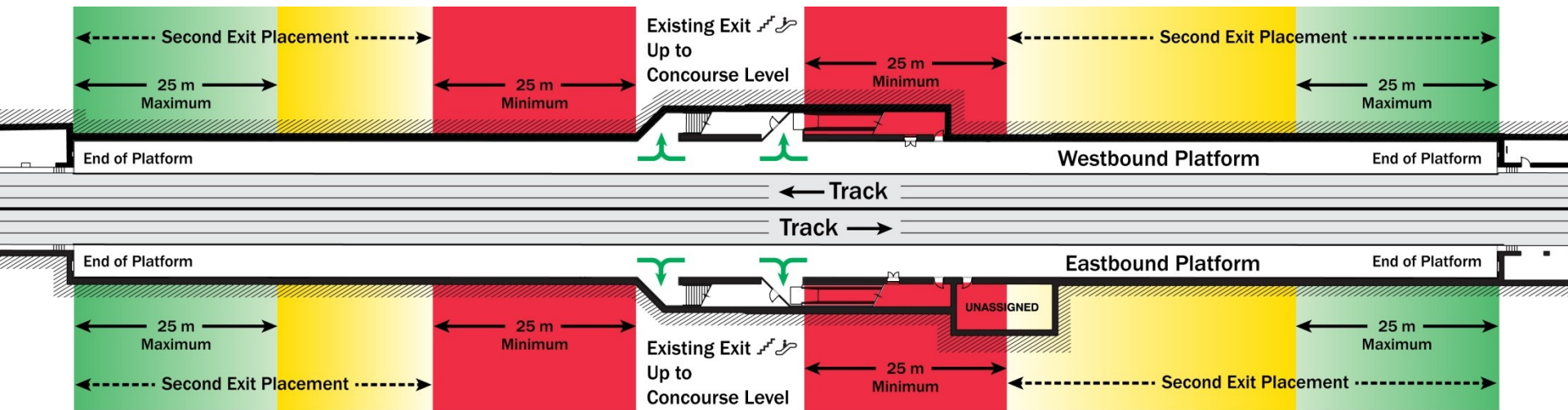


GREENWOOD SUBWAY PLATFORM



SUBWAY STATION EXAMPLE

Platform Level

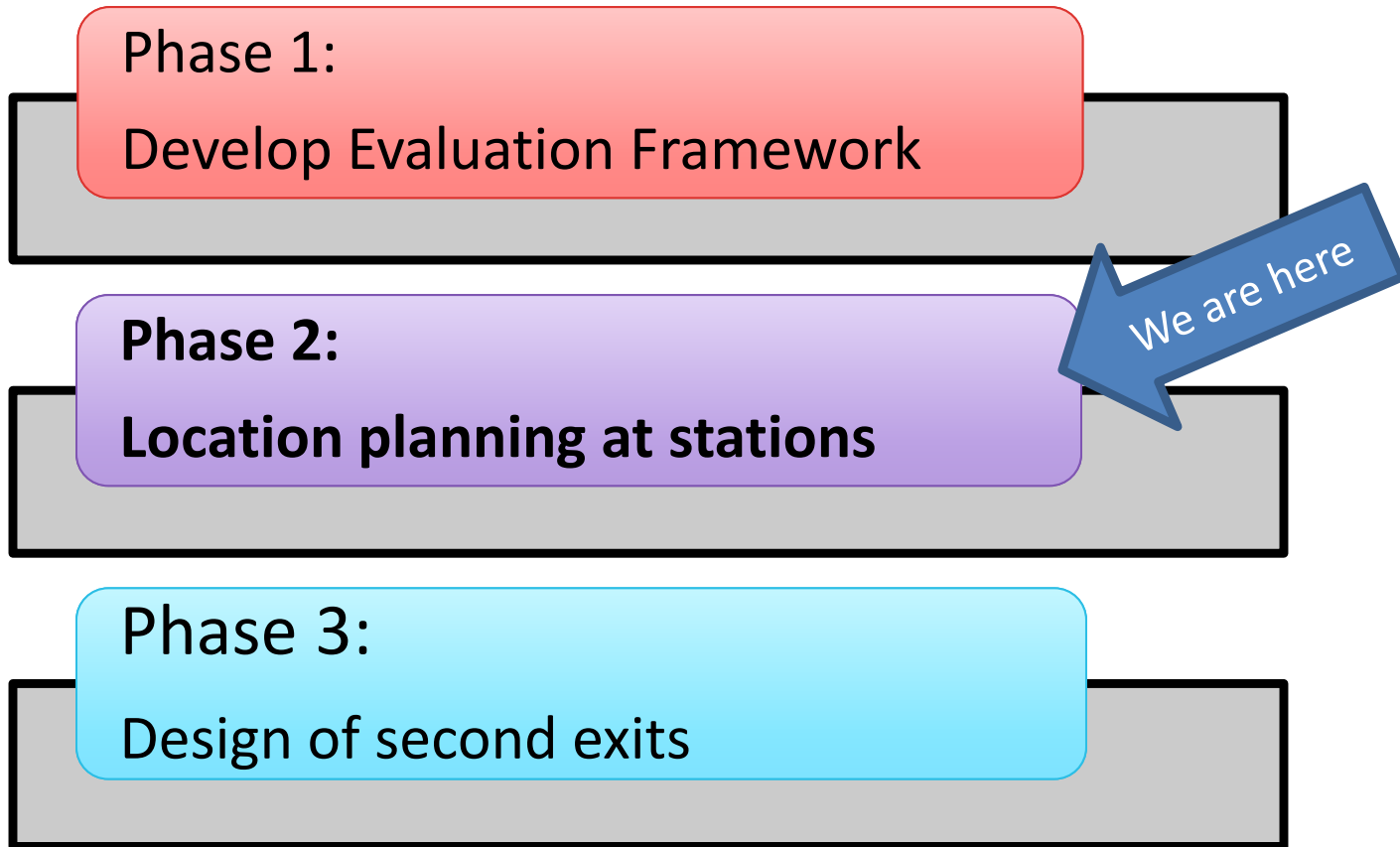


Second Exit to be at least 25m away from existing stairwell at platform level



SECOND EXIT PLANNING AND CONSULTATION PROCESS

Phased approach to planning:



PHASE 1 - DEVELOPING THE FRAMEWORK

- Panel of independent experts volunteered to develop an Evaluation Framework to guide decision making
- Evaluation Framework is a **tool** to assist Local Working Groups to evaluate potential new second exit locations
 - **Fair** and **consistent** across all location options



EXPERT PANEL ON SECOND EXITS

- Panel members:
 - Jay Young, Ph.D., Chair (Transit Historian)
 - Calvin Brook (Urban Designer/Architect)
 - Wayne McEachern (Land Use Planner)
 - Simon Rees (Construction Expert; local Donlands resident)
 - Kim Storey (Urban Designer/Architect)



EXPERT PANEL ON SECOND EXITS (CONTINUED)

- Panel met eight times Sept 2013 - Nov 2014 to develop the new framework
 - Purpose, history and background of Second Exit Program; tour of Dufferin Station; technical briefing; brainstorming
- Tested framework through station simulation
- Framework subsequently applied for the first time at Chester Station and again at Donlands Station



FRAMEWORK – CATEGORIES

Five equally weighted categories:

- Safety
 - Local community impact – second exit (permanent)
 - Local community impact – construction
 - Customer experience
 - Cost
-
- *Scoring is done through a comparative ranking of options in each category*



PHASE 2: LOCATION PLANNING @ GREENWOOD

We are here

1. Set up Greenwood Station local working group

2. Working group develops Second Exit options – identifies potential locations

3. Evaluate all options based on framework

4. Recommendation for Greenwood Station Second Exit location

5. Expert Panel reviews recommendation

Report to TTC Board on location recommendations



LOCAL WORKING GROUPS

- One Local Working Group (LWG) per station
- Each potential location will be subject to consistent evaluation process
- Local Working Groups:
 - 10 – 15 members, including representation from:
 - Local residents, business owners/landlords workers
 - BIA(s), community groups, agencies, institutions
 - TTC customers



LOCAL WORKING GROUPS

- Meetings will be open to the public
- Minutes will be posted online
- TTC will provide architects/engineers as resource



LOCAL WORKING GROUP - MANDATE

- Suggest location options for second exit (at street level)
- Evaluate options using Expert Panel's evaluation framework
- Recommend location(s) that ranked best according to framework
- Present recommendation to the Expert Advisory Panel on Second Exits to review for compliance with evaluation framework
- LWG's recommendation(s) will be presented to the community for feedback at a public meeting, prior to TTC Board



LOCAL WORKING GROUP (LWG)

– INFO FOR APPLYING

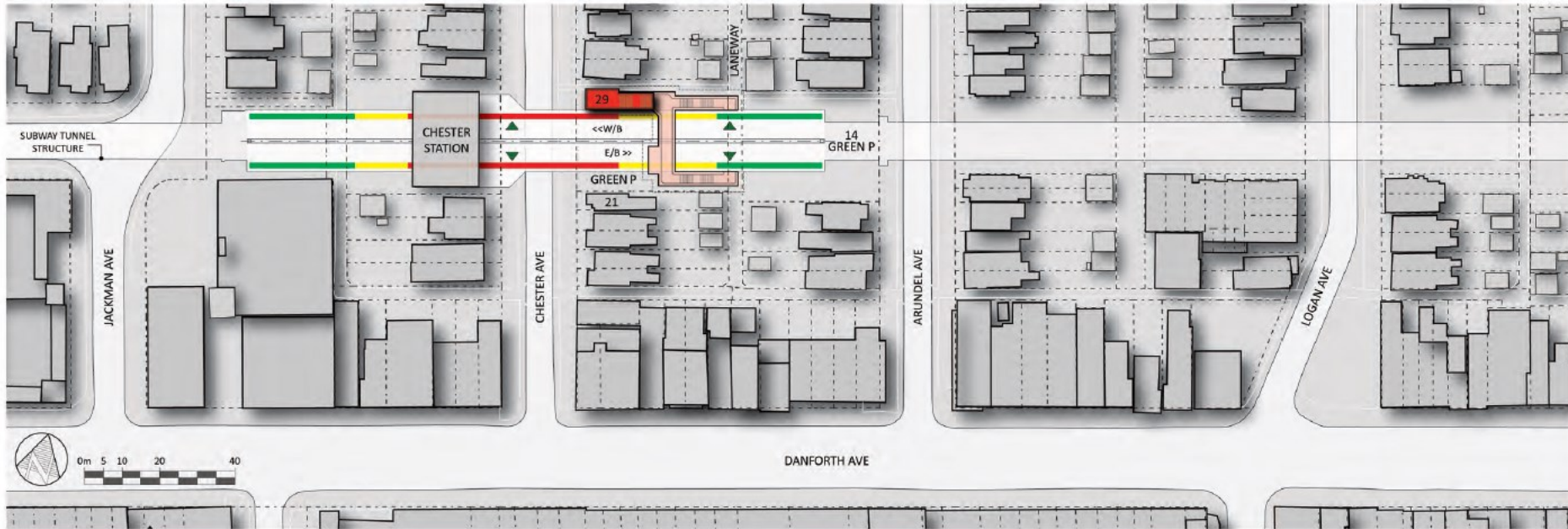
- Brief submission (500 words or fewer) on interest in volunteering for LWG, noting which category they belong to:
 - Local resident, business owner/landlord, worker, TTC customer, representative of BIA, community group, agency, institution
- Applications reviewed by Expert Advisory Panel who make decision
- Deadline for applications: May 15, 2017
 - Applicants will be notified as soon as the Expert Panel decision is finalised
 - First LWG meeting on May 30, 2017 at Danforth Collegiate
 - Second LWG meeting is on June 13, 2017 at Danforth Collegiate
 - Meetings will continue in the Fall, 2017

LOCAL WORKING GROUP – INFO FOR APPLICANTS

- All local working group meetings will be held in the evenings
- Expectation that some work will be done by local working group members in between meetings
- All meetings are open to the community to observe



Chester Station Second Exit Location

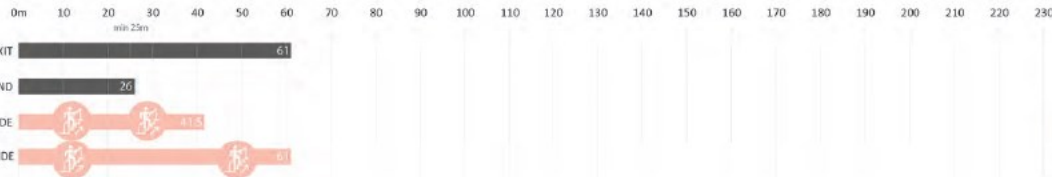


NOTES:

- PROPERTY AND RIGHT OF WAY IMPACTS:**
- 29 CHESTER AVE - SECOND EXIT BUILDING LOCATION, GREEN P PARKING ACQUISITION REQUIRED, REDUCTION BY APPROX. 10 SPOTS.
 - 21 CHESTER AVE - POTENTIAL IMPACT DURING CONSTRUCTION
 - 14 ARUNDEL AVE - POTENTIAL IMPACT DURING CONSTRUCTION

- CONSTRUCTABILITY CONSTRAINTS:**
- AVERAGE CONSTRUCTION DURATION, WITH SHORT UNDERGROUND PATHS
 - ANTICIPATE LANEWAY CLOSURE AND UTILITIES RELOCATION DURING ALL/PART OF CONSTRUCTION

- COST (OME COST IN 2014 DOLLARS):**
- \$7.1M*
- *COST OF CONSTRUCTION ONLY

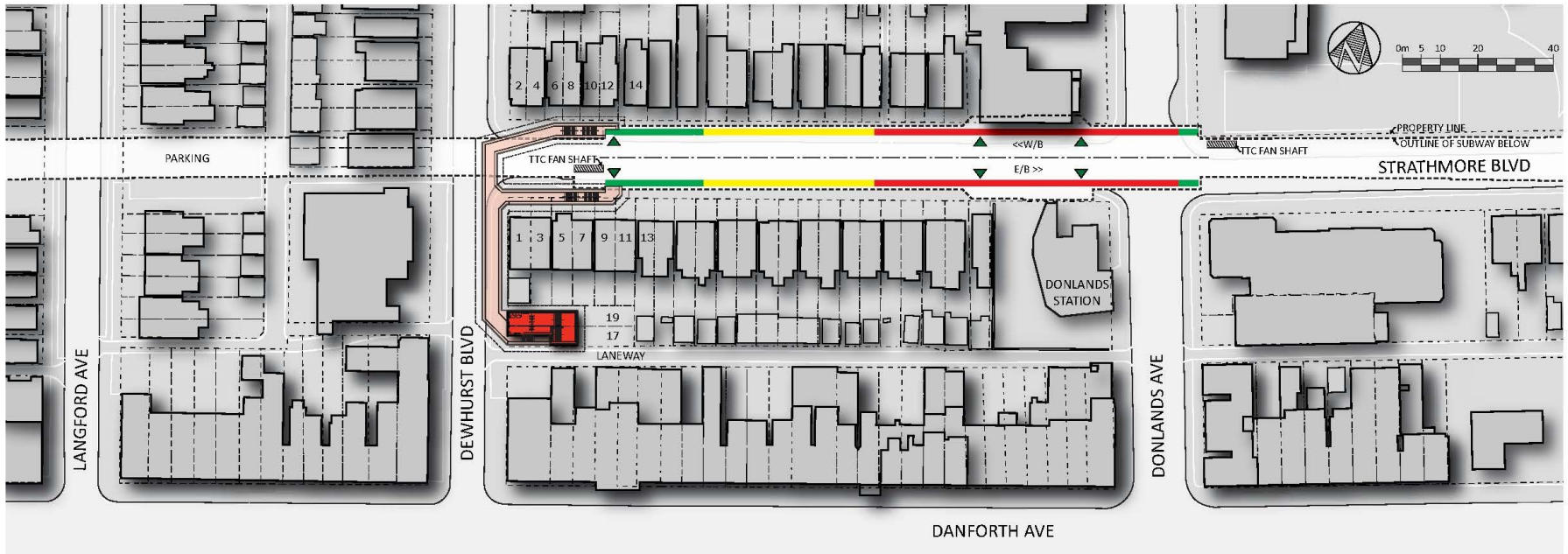


CHESTER STATION - SECOND EXIT RENDERING



Image No. 3
North East view from Chester Ave.

Donlands Station Second Exit Location



NOTES:

PROPERTY AND RIGHT OF WAY IMPACTS:

- 17/19 DEWHURST BLVD – SECOND EXIT BUILDING LOCATION. PROPERTIES ACQUISITION REQUIRED.
- 1,3,5,7,9,11 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.

PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:

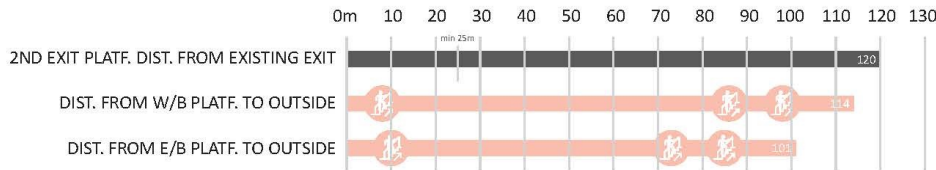
- 6,8,10,12,14 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 2,4,13 STRATHMORE BLVD – POTENTIAL IMPACT DURING CONSTRUCTION.

CONSTRUCTABILITY CONSTRAINTS:

- ANTICIPATE STRATHMORE BLVD TEMPORARY/PARTIAL CLOSURE AND LANEWAY PARTIAL CLOSURE, TRAFFIC REROUTED DURING ALL/ PART OF CONSTRUCTION AND UTILITIES RELOCATION.

COST (OME COST IN 2016 DOLLARS):

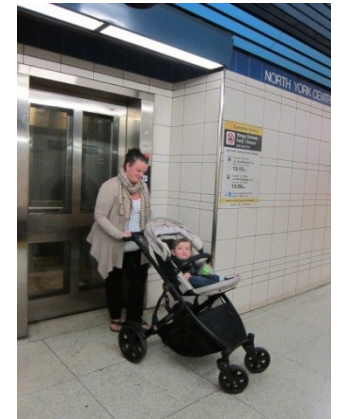
- \$12-15M



Thank you.

EASIER ACCESS STATION ACCESSIBILITY PROGRAM

- Committed to making all stations accessible by 2025
- 35 stations accessible today
- Work with the Advisory Committee on Accessible Transit on design
- Includes elevators, sliding doors, fare-gates and other features that improve mobility for all transit riders



EASIER ACCESS PROJECT

Construction - Scheduled **Completion:**

| | |
|------------------|-------------------|
| Ossington - 2016 | St Patrick - 2018 |
| Coxwell - 2017 | Donlands - 2022 |
| Woodbine - 2017 | Chester - 2020 |
| Dupont - 2018 | Greenwood - 2022 |

Greenwood Station elevator construction at same time as future second exit project

- **minimize overall duration of construction (as at Woodbine)**



GREENWOOD SECOND EXIT NEXT STEPS

- Call for Local Working Group :
April 18 - May 15, 2017
- Expert Panel to review applications and select up to 15 individuals
- Local Working Group meetings open to community, posted at projects.ttc.ca, emailed to those who express interest



SCHEDULE AS OF APRIL 18, 2017

- April 18, 2017 Second Exit Public Meeting, Call for Working Group Members
- Spring- Fall 2017 Second Exit Working Group Consultations
- Fall 2017 Second Exit Recommendation(s) from Working Group
- November 2017 Public meeting to review LWG recommendation(s)
- December, 2017 TTC Board Report
- TBD Design Second Exit (and Easier Access) project
- TBD Begin Construction of Second Exit and Elevators
- End of 2022 Construction Complete



Thank you.

