



SECOND EXIT PLANNING AND CONSULTATION – GREENWOOD STATION

Local Working Group Meeting #1

May 30, 2017



MEETING AGENDA

• Introductions	6:30 – 6:45
• LWG Binder and Terms of Reference Review	6:45 - 7:05
• Presentation LWG Process and Evaluation Framework Overview and Discussion	7:05 - 7:45
• LWG Discussion, Questions	7:45 - 8:45
• Q&A with neighbours attending	8:45 - 9:00



SCHEDULE – 2017

- *April 18, 2017* *Second Exit Public Meeting, Call for Working Group Members*
- *May 30, 2017* *LWG Meeting #1- Second Exit Working Group Meeting – Introduction and Framework Discussion*
- *June 6, 2017* *LWG members submit potential locations individually via email for discussion at LWG #2*
- *June 13, 2017* *LWG Meeting #2 - LWG submits location options to TTC for technical analysis*
- *Summer 2017* *TTC technical analysis*
- *Sept - Oct 2017* *LWG Meetings #3, #4, #5, #6 (if necessary)*
- *Oct - Nov 2017* *Second Exit Rankings from Working Group*



SCHEDULE (CONTINUED)

- 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



GREENWOOD LWG

SELECTED BY 3RD PARTY EXPERT PANEL

Local Residents:

- Strathmore
- Linnsmore
- Milverton
- Oakdene
- Monarch Park

Local Business:

Danforth Mosaic BIA

- BIA Coordinator
- Linsmore Tavern, BIA Member



LWG TERMS OF REFERENCE SUMMARY

- Put forward potential locations for a second exit
- Evaluate location options using evaluation framework developed by Expert Panel on Second Exits
- Recommend location that ranks best according to the evaluation framework
- Present rankings and recommendation(s) to Expert Advisory Panel
- Rankings and recommendation presented at Public Meeting (TTC Board makes final decision)



GREENWOOD STATION STATION BOX BOUNDARY AND AREA



EVALUATION FRAMEWORK – CATEGORIES

Five equally weighted categories:

- **Safety**
 - **Local community impact – Second Exit (permanent)**
 - **Local community impact – Construction Period**
 - **Customer experience**
 - **Cost**
-
- *Scoring is done through comparative ranking of options in each category.*



LOCAL WORKING GROUP PRELIMINARY LOCATION PLANNING AND EVALUATION

- Each Working Group member submits a location option or options for group discussion at LWG #2
- TTC collects and maps all options and provides all info available from City of Toronto engineering and local utilities
- Working Group discusses rationale, relative pros and cons for each of their proposed options based on the five evaluation criteria referenced on previous slide



LOCAL WORKING GROUP LOCATION PLANNING AND EVALUATION

- Working Group reach consensus (or majority vote) on up to eight final options to submit to TTC for technical analysis
- TTC technical staff complete review (**10-12 weeks**)
- TTC provides LWG with technical analysis of LWG's options: right of way impacts, quantitative safety measures, constructability challenges, preliminary cost estimates
- LWG reconvenes to complete their evaluation and rankings based on the evaluation framework



GREENWOOD SUBWAY PLATFORM

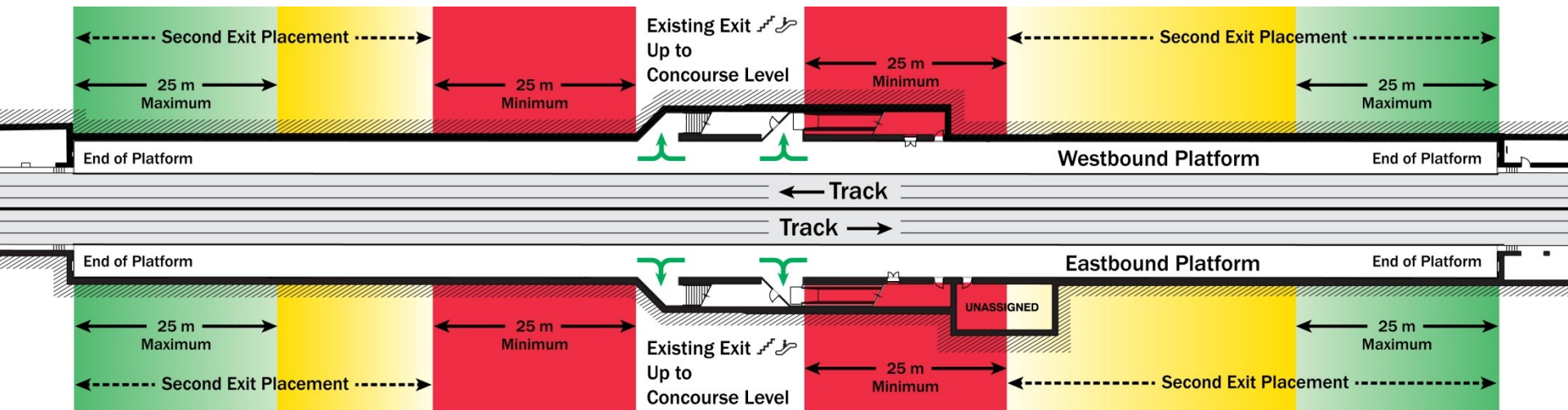


Westbound Platform



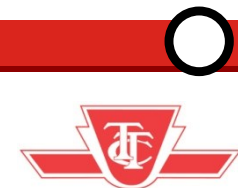
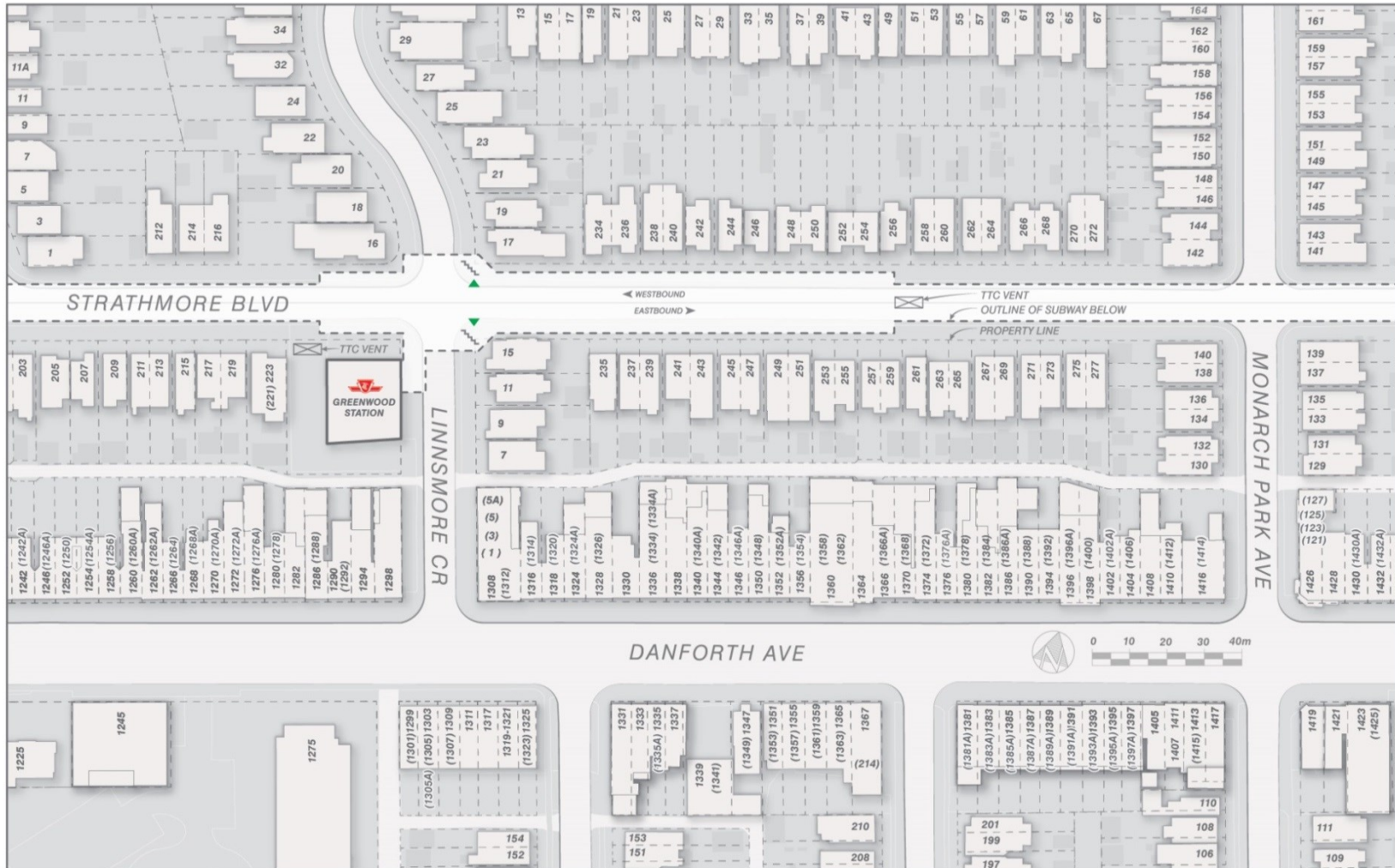
GENERIC SUBWAY STATION EXAMPLE

Platform Level – *assuming stairwells in middle of platform*



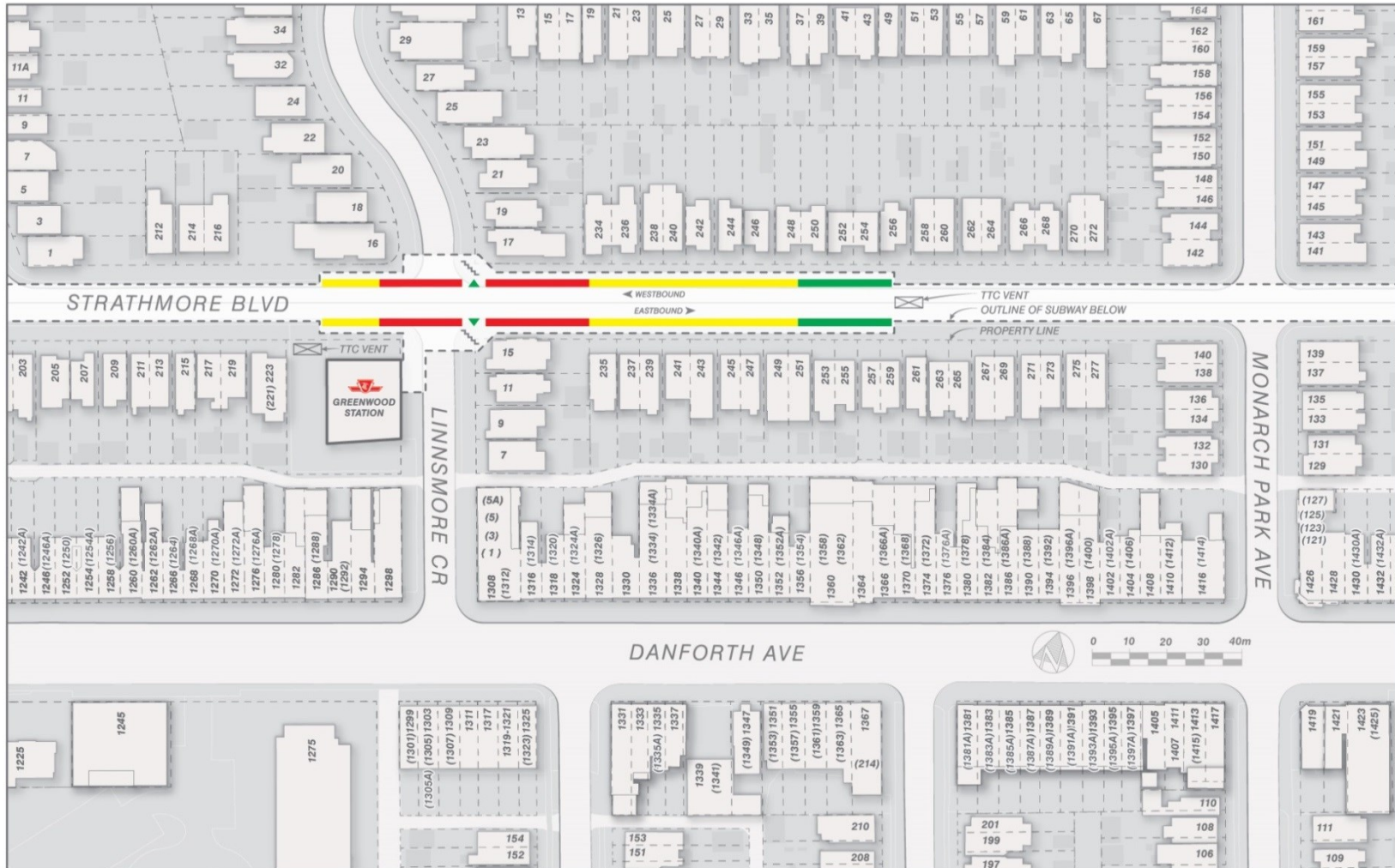
Second Exit must be at least 25 metres away from existing exit at platform level



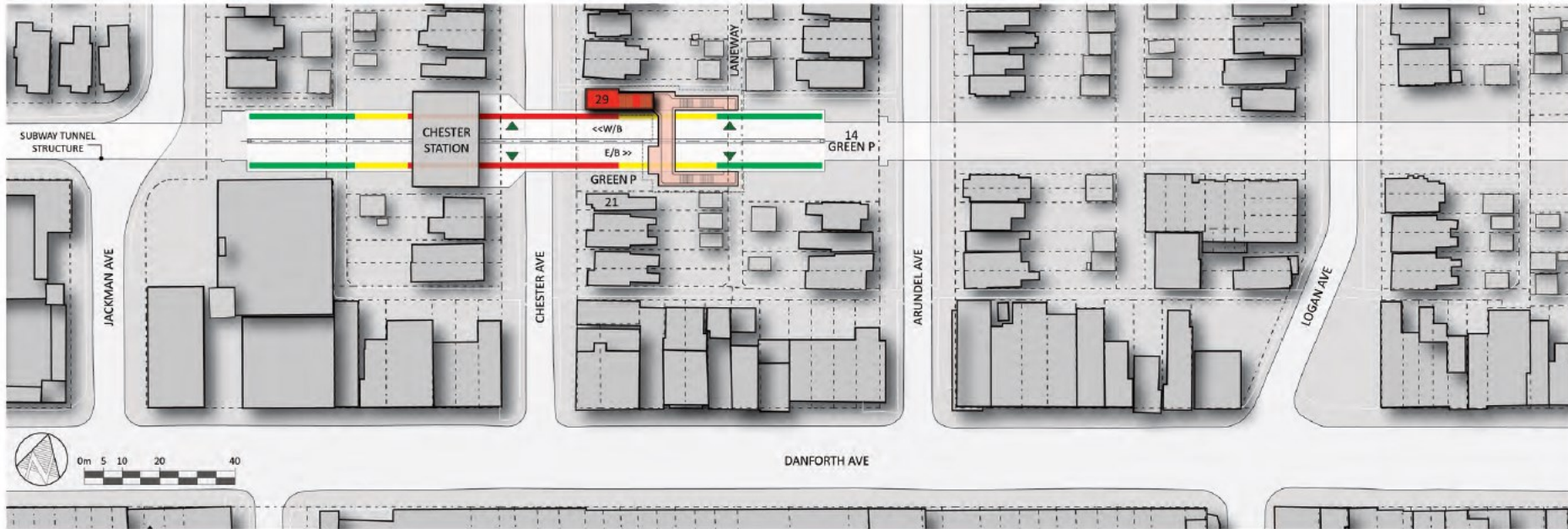


LOCAL WORKING GROUP SITE PLAN

GREENWOOD STATION
SECOND EXIT
May 30, 2017



Chester Station Second Exit Location

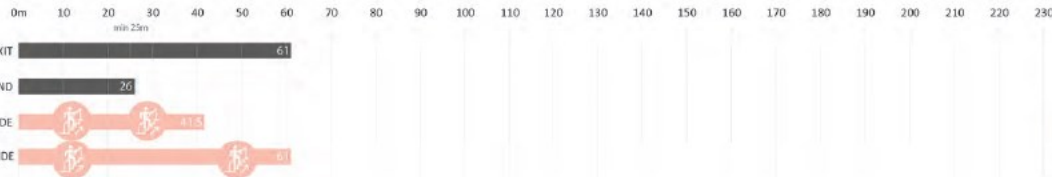


NOTES:

- 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

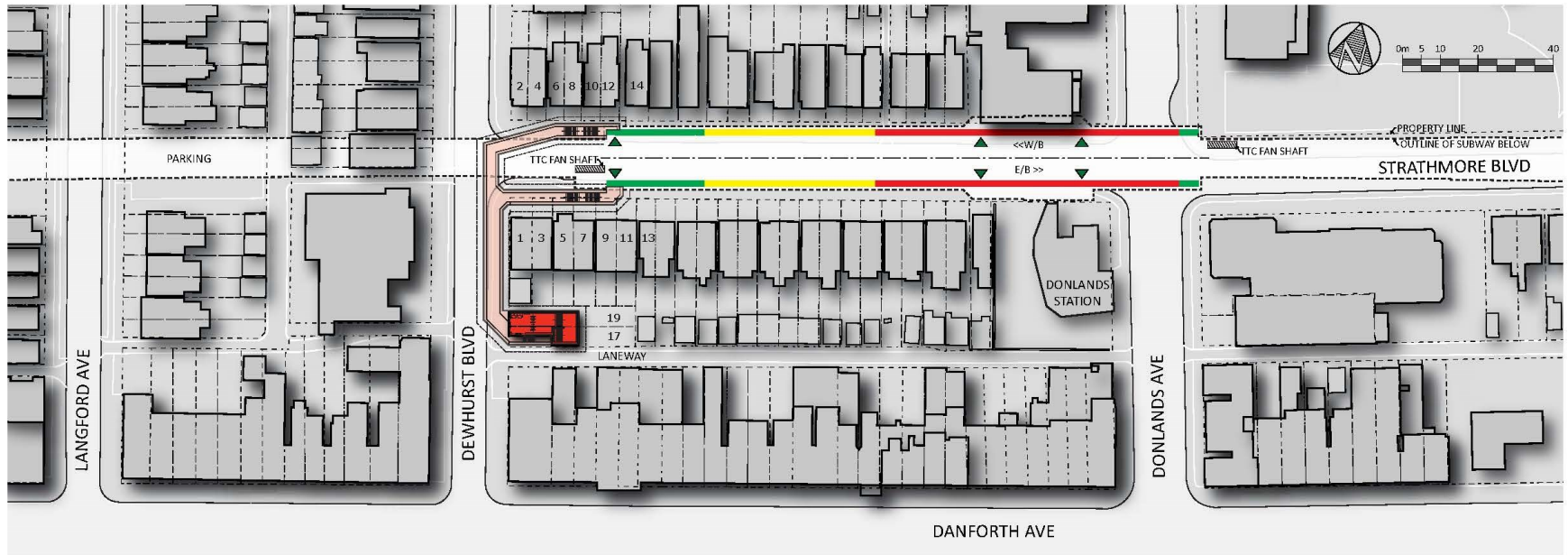


CHESTER STATION - SECOND EXIT RENDERING



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:

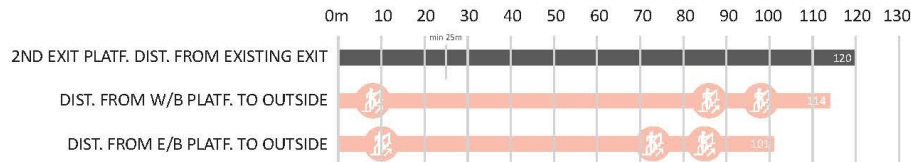
- 6,8,10,12,14 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 2,4,13 STRATHMORE BLVD – POTENTIAL IMPACT DURING CONSTRUCTION.

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



FRAMEWORK – CATEGORIES & CRITERIA

- Five equally weighted **Categories**:
 - Safety
 - Local Community Impact – Second Exit
 - Local Community Impact – Construction
 - Customer Experience
 - Cost
- Each Category has **sub-criteria** (quantitative or qualitative)
- Location options receive a score through comparative ranking for each category
- Scores are added in a Summary Table to produce a final comparative ranking for all location options



LOCAL WORKING GROUP LOCATION PLANNING AND EVALUATION

Following LWG location submissions, TTC's technical review will help LWG complete evaluations with following info:

- **Safety**
 - platform level design, distance from existing exit, distance to end of platform, distance from subway platform level to street level including stairwells layout)
- **Local community impact** (permanent and during construction)
 - properties affected, duration and logistics, street level and underground impacts
- **Cost**
 - preliminary order of magnitude estimate for construction



OVERALL SCORING EXAMPLE

COMPARATIVE RANK (E.G. FOUR OPTIONS)

- **Lowest score is preferred option**

OVERALL SCORING - EXAMPLE				
	Option A	Option B	Option C	Option D
SAFETY	1	3	2	4
Community Impact - Long Term	1	2	4	3
Community Impact CONSTRUCTION	1	2	3	4
CUSTOMER EXPERIENCE	2	1	4	3
COST	1	2	4	3
OVERALL SCORE	6	10	17	17



FRAMEWORK – SAFETY

S	SAFETY (scores given as an example only)					
	CRITERIA	FACTORS	OPTION A	B	C	D
S1	Second Exit location on platform: distance from existing exit	<ul style="list-style-type: none"> All evaluated options must be more than 25 metres from the existing exit at platform level. Rank the options according to their location on platform, based on their distance from the existing exit (farther is preferable). 	35 metres (would rank #1)	32 m (2)	30 m (3)	25 m (4)
S2	Second Exit location on platform: distance to end of platform	<ul style="list-style-type: none"> Rank the options according to their location on platform, based on their distance to the end of the platform (closer is preferable). 	10 m (1)	13 m (2)	15 m (3)	20 m (4)
S3	Distance from platform to outside	<ul style="list-style-type: none"> Rank the options according to the distance from platform to outside (shorter distance is preferable). Consider that greater distance requires additional fire/life safety design and equipment. 	40 m (2)	50 m (4)	33 m (1)	46 m (3)
S4	Customer security	<ul style="list-style-type: none"> Rank the security of the options according to their point of exit on surface. Consider such factors as: <ul style="list-style-type: none"> The exit location and waiting area is well-lit, highly visible and safe. (For example: Is the exit on a busy main street, a residential street, a park, and/or laneway or other kind of secondary route?) The route is clear, easy and legible. The route to the surface includes a long underground tunnel. 	(2) Well lit street, not as visible as option C	(4) Alley way	(1) Well lit street	(3) Lane way
	Total score:		6	12	8	14
	Comparative Rank: (lowest is best)		1	3	2	4



FRAMEWORK – LOCAL COMMUNITY IMPACT (PERMANENT)

LC	LOCAL COMMUNITY IMPACT – SECOND EXIT (permanent)	
	CRITERIA	FACTORS
LC1	Economic impact	<ul style="list-style-type: none">Rank the options according to their ability to have a generally positive impact on local businesses.
LC2	Social impact	<ul style="list-style-type: none">Rank the options according to their ability to have a generally positive impact on the local community. Consider such factors as:<ul style="list-style-type: none">Whether the location will have a negative impact on traffic flow for nearby residents;Whether the location will easily allow for a surface exit that blends into the existing neighbourhood;Whether the location will result in noise-related and safety problems for nearby residents.



LOCAL COMMUNITY IMPACT CONTINUED

LC	LOCAL COMMUNITY IMPACT – SECOND EXIT (permanent)	
LC3	Public stakeholders	<ul style="list-style-type: none"> • Rank the options according to their relationship with public stakeholders. Consider such factors as: <ul style="list-style-type: none"> • Conformity to and/or support for City of Toronto planning initiatives such as Area Studies and Neighbourhood Studies; • Any opportunity raised by public partners (City, School Board, Province, etc.).
LC4	Property requirements	<ul style="list-style-type: none"> • Rank the options according to property requirements. Consider factors such as: <ul style="list-style-type: none"> • Cost; • Potential division of property; • Impact on immediate neighbours and property owners.
LC5	Effect on property value	<ul style="list-style-type: none"> ▪ Rank the options according to their projected impact on property values.



LOCAL COMMUNITY IMPACT – CONTINUED

LC6	Streetscape	<ul style="list-style-type: none">• Rank the options according to their potential to provide good architecture and urban design. Consider factors such as:<ul style="list-style-type: none">• Whether the location will easily allow for a surface exit design that compliments the existing community context;• Whether the location provides the opportunity for a surface exit design that may serve as an architectural centerpiece for the local community;• Whether the location provides the opportunity to improve awareness of local heritage landmarks and public art;• The possibility to integrate with existing and possible new buildings.
LC7	Mobility	<ul style="list-style-type: none">• Rank the options according to their ability to have a generally positive impact on mobility. Consider factors such as:<ul style="list-style-type: none">• Ability to improve the pedestrian experience;• If desirable, the ability to serve as a transit customer pickup;• If desirable, the ability to facilitate improved cycling amenities such as bike racks and secure storage lockers.



LOCAL COMMUNITY IMPACT – CONTINUED

LC8	Traffic	<ul style="list-style-type: none">Rank the options according to their potential impact on local traffic and/or street parking.
LC9	Vegetation	<ul style="list-style-type: none">Rank the options according to their ability to have a generally positive impact on local vegetation. Consider factors such as:<ul style="list-style-type: none">Mitigation of damage to vegetation during construction;Retention of vegetation of exceptional quality such as mature trees;Replanting opportunities near surface exit location.
	Total score:	
	Comparative Rank: (lowest is best)	



FRAMEWORK – LOCAL COMMUNITY IMPACT – *DURING CONSTRUCTION*

C	LOCAL COMMUNITY IMPACT - CONSTRUCTION	
	CRITERIA	FACTORS
C1	Impact on local community	<ul style="list-style-type: none">• Rank the options according to the construction impact on the local community. Less disruption is preferable. Consider factors such as:<ul style="list-style-type: none">• Pedestrian, traffic, and parking disruptions;• Noise and dust impact;• Use of extensive hoarding and barrier installation requirements;• Sensitive uses in the local community;• Utility disruption impacts on local community;• Availability of locations for temporary material and equipment storage required for construction.



LOCAL COMMUNITY IMPACT – CONSTRUCTION CONTINUED

C	LOCAL COMMUNITY IMPACT - CONSTRUCTION	
	CRITERIA	FACTORS
C2	Construction timeline	<ul style="list-style-type: none"> Rank the options in terms of their respective lengths of construction. Less time is preferable.
C3	Impact on local economic activity	<ul style="list-style-type: none"> Rank the options according to their ability to have a minimal negative impact on the local businesses during construction. Consider such factors as: <ul style="list-style-type: none"> Pedestrian, traffic and parking disruptions; Noise and dust impact; Access restrictions for local businesses
Total score:		
Comparative Rank: (lowest is best)		



FRAMEWORK – CUSTOMER EXPERIENCE

CE	CUSTOMER EXPERIENCE	
	CRITERIA	FACTORS
CE1	Entrance	<ul style="list-style-type: none">Rank the options according to their relative benefit as a future entrance.
CE2	Ease of use	<ul style="list-style-type: none">Rank these options according to their ability to provide a useful, easy exit.



FRAMEWORK – CUSTOMER EXPERIENCE CONTINUED

CE	CUSTOMER EXPERIENCE	
	CRITERIA	FACTORS
CE3	Proximity to amenities	<ul style="list-style-type: none"> • Rank the options according to their ability to provide improved access to amenities. Consider: <ul style="list-style-type: none"> • Major destinations in the community, including but not limited to post-secondary institutions, museums and other cultural amenities, and hospitals; • Local destinations in the community, including but not limited to parks, schools, recreational facilities, and shopping districts.
CE4	Improved station functions	<ul style="list-style-type: none"> • Rank the options according to their ability to improve the functions of the station. Consider factors such as: <ul style="list-style-type: none"> • Improves general passenger flow; • Helps distribute traffic volume during peak periods; • Improves prominence of TTC facility in the local community; • Potential to provide greater connection between transit modes.
Total score:		
Comparative Rank: (lowest is best)		



FRAMEWORK - COST

\$	COST	
	CRITERIA	FACTORS
\$	Total cost	<ul style="list-style-type: none">• Estimated comparative cost. Rank the Options according to their ability to be constructed within the available budget and/or value for money invested. Generally the least expensive option should rank highest.
Comparative Rank: (lowest is best)		



OVERALL SCORING EXAMPLE

COMPARATIVE RANK (E.G. FOUR OPTIONS)

- **Lowest score is preferred option**

OVERALL SCORING - EXAMPLE				
	Option A	Option B	Option C	Option D
SAFETY	1	3	2	4
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COST	1	2	4	3
OVERALL SCORE	6	10	17	17



LWGW MEETING #2 – JUNE 13, 2017

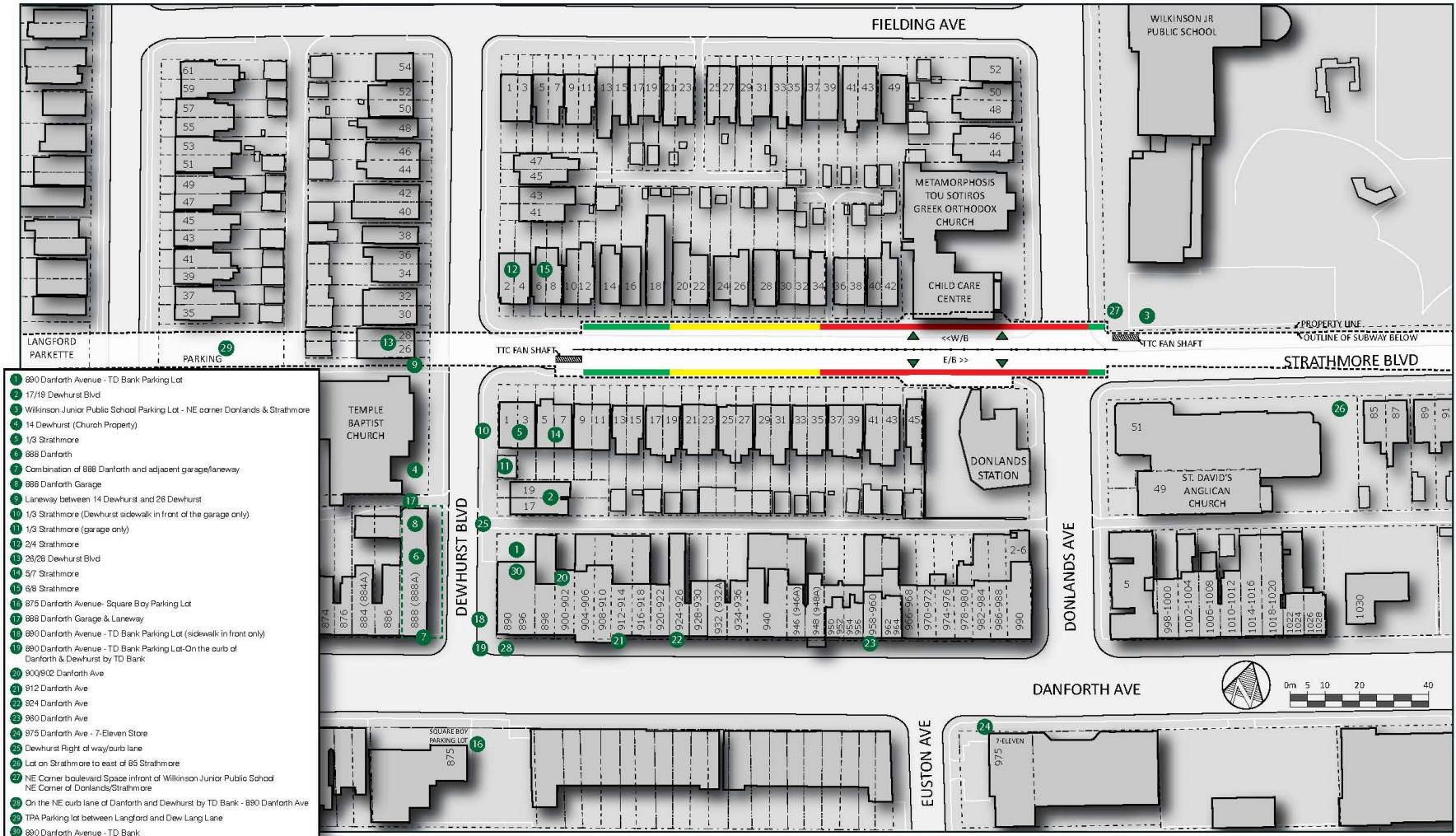
SUBMITTING POTENTIAL LOCATIONS AS A GROUP

- Review and discuss all locations
- Explain/discuss rationale for submitting options
- Group discussion
- Vote on carrying forward options for further review



LOCAL WORKING GROUP POTENTIAL SECOND EXIT LOCATIONS (SUBMITTED)

DONLANDS STATION
SECOND EXIT
Mar. 3, 2016



- 1 880 Danforth Avenue - TD Bank Parking Lot
- 2 17/19 Dewhurst Blvd
- 3 Wilkinson Junior Public School Parking Lot - NE corner Donlands & Strathmore
- 4 Dewhurst (Church Property)
- 5 1/3 Strathmore
- 6 888 Danforth
- 7 Combination of 888 Danforth and adjacent garage/lane
- 8 888 Danforth Garage
- 9 Laneway between 14 Dewhurst and 26 Dewhurst
- 10 1/3 Strathmore (Dewhurst sidewalk in front of the garage only)
- 11 1/3 Strathmore (garage only)
- 12 2/4 Strathmore
- 13 26/28 Dewhurst Blvd
- 14 5/7 Strathmore
- 15 8/8 Strathmore
- 16 875 Danforth Avenue - Square Boy Parking Lot
- 17 888 Danforth Garage & Lane
- 18 880 Danforth Avenue - TD Bank Parking Lot (sidewalk in front only)
- 19 880 Danforth Avenue - TD Bank Parking Lot - On the curb of Danforth & Dewhurst by TD Bank
- 20 900/902 Danforth Ave
- 21 912 Danforth Ave
- 22 924 Danforth Ave
- 23 960 Danforth Ave
- 24 875 Danforth Ave - 7-Eleven Store
- 25 Dewhurst Right of way/curb lane
- 26 Lot on Strathmore to east of 85 Strathmore
- 27 NE Corner boulevard Space Infront of Wilkinson Junior Public School NE Corner of Donlands/Strathmore
- 28 On the NE curb lane of Danforth and Dewhurst by TD Bank - 880 Danforth Ave
- 29 TPA Parking lot between Langford and Dew Lang Lane
- 30 880 Danforth Avenue - TD Bank



DONLANDS LWG MEETING #2 - EXAMPLE PRE-LIM SECOND EXIT LOCATIONS

Address	Frequency of Each
890 Danforth Avenue - TD Bank Parking Lot	10
17/19 Dewhurst Blvd	9
Wilkinson Junior Public School Parking Lot - North-East corner Donlands & Strathmore	8
14 Dewhurst (Church Property)	6
1/3 Strathmore	4
888 Danforth	4
888 Danforth Garage	3
Combination of 888 Danforth and adjacent garage/laneway	3
26/28 Dewhurst Blvd	3
1/3 Strathmore (Dewhurst sidewalk in front of the garage only)	2
Laneway between 14 Dewhurst and 26 Dewhurst	2
1/3 Strathmore (garage only)	1
2/4 Strathmore	1
5/7 Strathmore	1
6/8 Strathmore	1



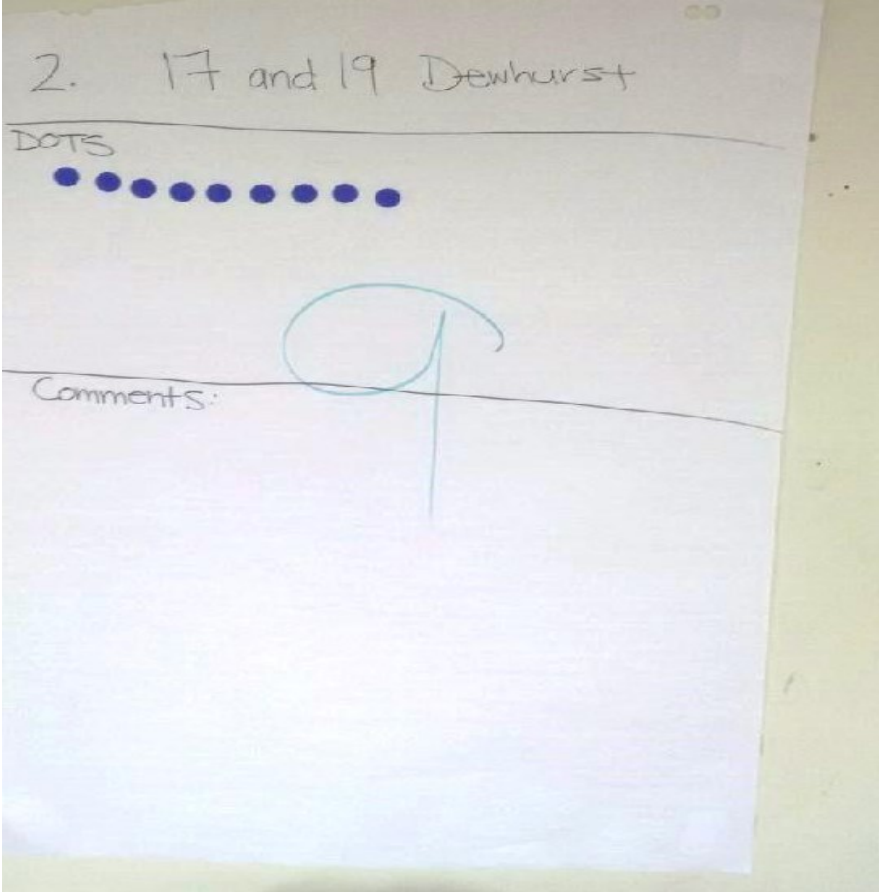
CONTINUED

Address	Frequency of Each
875 Danforth Avenue- Square Boy Parking Lot	1
888 Danforth Garage & Laneway	1
890 Danforth Avenue - TD Bank Parking Lot (sidewalk in front only)	1
890 Danforth Avenue - TD Bank Parking Lot-On the curb of Danforth and Dewhurst by TD Bank	1
890 Danforth Ave TD Bank	1
900/902 Danforth Ave	1
912 Danforth Ave.	1
924 Danforth Ave.	1
960 Danforth Ave.	1
975 Danforth Ave - 7-Eleven Store	1
Dewhurst Right of way/curb lane	1
Lot on Strathmore to east of 85 Strathmore	1
NE Corner boulevard space in front of Wilkinson Junior Public School NE Corner of Donlands/Strathmore	1
On the NE curb lane of Danforth and Dewhurst by TD Bank - 890 Danforth Avenue	1
TPA Parking lot between Lang ford and Dew Lang Lane	1



DONLANDS - LWG#2

DOTMOCRACY EXERCISE



LWG NEXT STEPS

- LWG members individually e-mail potential second exit option locations **by Tuesday, June 6, 2017** to Denise.Jayawardene@ttc.ca
- TTC to create maps/charts for the LWG meeting #2 on **Tuesday, June 13, 2017**



Thank you

Discussion and Questions

