

SECOND EXIT PLANNING AND CONSULTATION – GREENWOOD STATION

Local Working Group Meeting #2

Review Potential Second Exit/Entrance Locations

June 13, 2017



JUNE 13, 2017 - UPDATE

- Construction will not start until at least 2020
- TTC has not put forward (and does not put forward options as part of this process) any location option(s) for a Second Exit/Entrance at Greenwood Station.
- **The Local Working Group of volunteers will NOT vote to put forward any location options this evening**
- **Property owners need more time to comment**
- **Additional time and an additional meeting will be held**
- **Additional consultation is required**



TODAY'S MEETING OVERVIEW

Agenda	
• Introductions	6:30 - 6:35
• Review of background and action items	6:35 - 6:45
• Review and discussion of location options	6:45 - 7:45
• Q&A with neighbours attending	7:45 - 8:30



MAY 30 & JUNE 13 LWG MEETING COMMUNICATIONS

Addressed Mail in Early May, 2017:

- 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

Other

- Posters in Greenwood Station, notice on TTC website



GREENWOOD STATION ADDRESSED MAIL DISTRIBUTION AREA – MAY, 2017



LETTERS TO PROPERTY OWNERS

- An extra step was taken to contact property owners earlier in the process
- After location options were put forward by members of the local community, TTC contacted property owners to indicate that their property is one of many being reviewed by the LWG for consideration as a second exit location
- Property owners need sufficient time to submit comments/concern for LWG review



PROPERTY OWNERS – INPUT REQUIRED

- At the next Local Working Group (LWG) meeting, the volunteers will review and discuss local community/property owner input. LWG will then put forward their location options to the TTC.
- TTC will then contact the property owners to confirm that their property is one of the LWG's 8 locations chosen for technical analysis.
- TTC will contact each property owner by registered mail and meetings will be offered with each.



TENTATIVE 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 - Property owner feedback and location options discussion
- **September 12, 2017** **LWG Meeting #3 - LWG discusses feedback, votes for top 8 locations to be submitted to TTC**
- **Fall 2017** **TTC technical analysis**



TENTATIVE SCHEDULE – 2017

- (TBC) LWG Meeting #4 Review Technical Analysis
- (TBC) LWG Meeting #5 Preliminary Second Exit Rankings
- (TBC) LWG Meeting #6 Review Preliminary Rankings
- (TBC) LWG meeting #7 Second Exit Final Rankings from Working Group
- (TBC) Public meeting to review LWG recommendation(s)



TENTATIVE SCHEDULE (CONTINUED)

- (TBC) TTC Board Report
- (TBC) Design Second Exit (and Easier Access) project
- (TBC) Begin Construction of Second Exit (and Elevators)
- End of 2023 Construction Complete



ACTION ITEMS FROM LAST MEETING

- TTC to post presentation and meeting notes on the Second Exit project website – *projects.ttc.ca* (Complete)
- After location options are received, TTC will contact property owners to indicate that their property is one of many being reviewed by the LWG for consideration to put forward for analysis as a second exit location. (Complete)



ACTION ITEMS FROM LAST MEETING

- TTC to provide a link to the 2010 Greenwood Second Exit consultation files, including location options that were looked at, for reference only. In 2010, no final location was selected, and subsequently the new planning process was implemented. **(Complete)**
- TTC to report back to the LWG on the peak hour passenger numbers at Greenwood Station. (TTC does not have studies of pedestrian flows outside of the station). **(Complete)**



ACTION ITEMS FROM LAST MEETING

What are the peak hour passenger numbers at Greenwood Station?

A: In 2015, the total ridership per day at Greenwood Station averaged 9,036 (4,335 to subway platforms and 4,701 from the platforms).

- **Maximum no. of riders / hour in AM peak was 906.**
- **Maximum no. of riders / hour in PM peak was 605.**

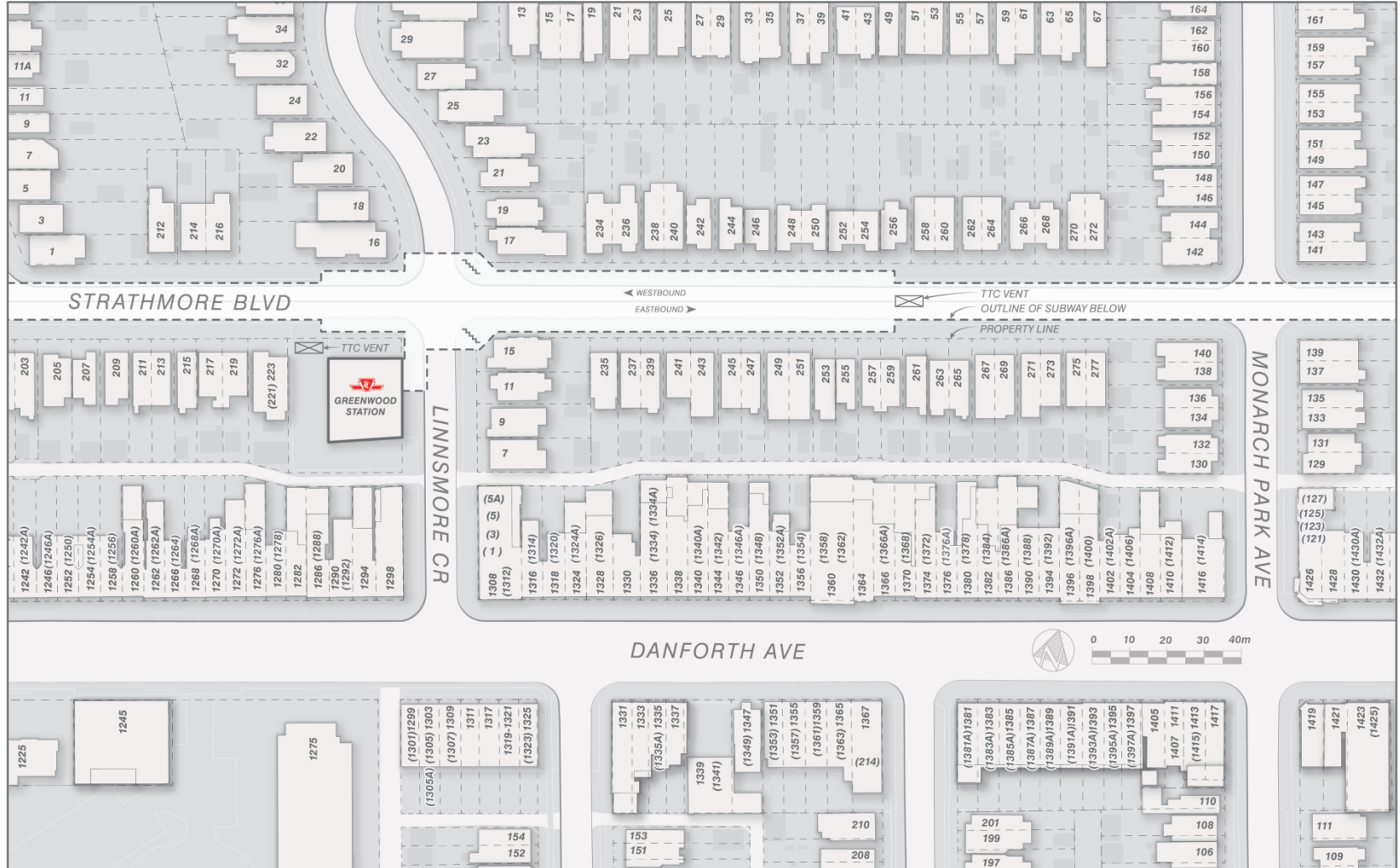


GREENWOOD STATION STATION BOX BOUNDARY AND AREA



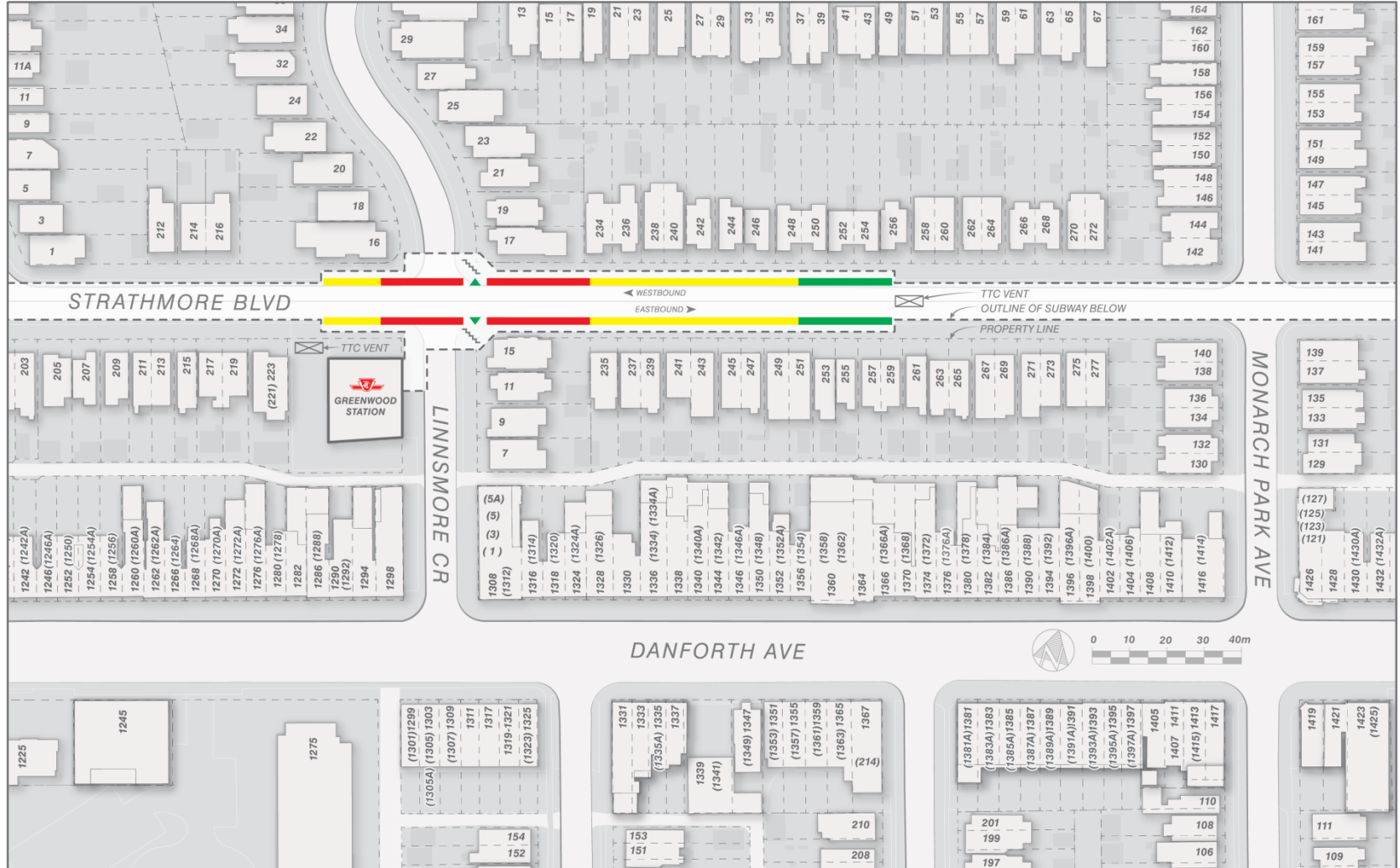
LOCAL WORKING GROUP SITE PLAN

GREENWOOD STATION
SECOND EXIT
JUNE 13, 2017



LOCAL WORKING GROUP SITE PLAN

GREENWOOD STATION
SECOND EXIT
JUNE 13, 2017



Legend



The numbers inside each symbol indicate the number of times TTC received a particular preliminary location suggestion from the local community.

The TTC has not proposed any location.

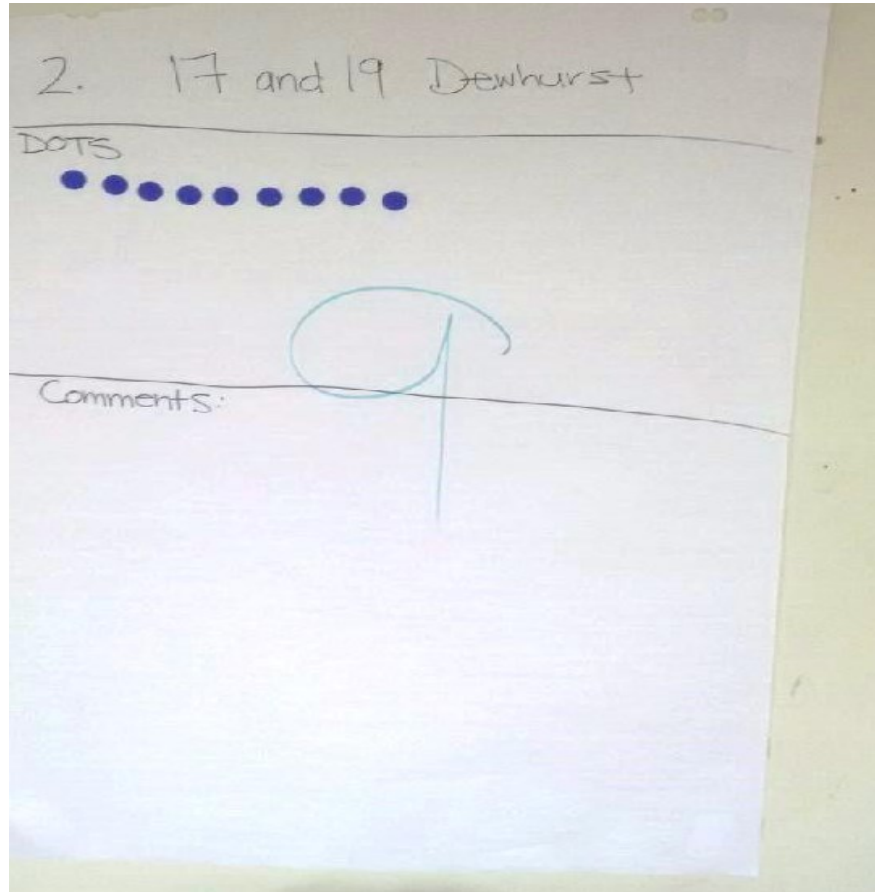
NEXT LWG MEETING (DATE TBC) LWG TO SELECT EIGHT LOCATIONS FOR TECHNICAL REVIEW

- Review and discuss all locations and property owner input
- Explain/discuss rationale for submitting options
- Group discussion, LWG voting on carrying forward options



DONLANDS - LWG#2

DOTMOCRACY EXERCISE



GROUP DISCUSSION: 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.*



NEXT STEPS

- TTC will again contact all property owners (for any of the location options put forward by the LWG)
- TTC will again request property owner feedback for the LWG to review in advance of an additional meeting



NEXT STEPS

- Minimum 10 days advanced notification for the next meeting
- At next meeting, LWG to vote on up to eight location options for TTC to conduct technical analysis.
- Meeting date/location TBD.



NEXT STEPS

- Once TTC Technical Analysis is complete, the LWG will reconvene in Fall, 2017 (dates TBC) to begin the ranking and evaluation process for their submitted options. All meetings open to the community
- Community Meeting for all to review LWG's eventual rankings
- Report to TTC Board, who will make the final decision in late 2017

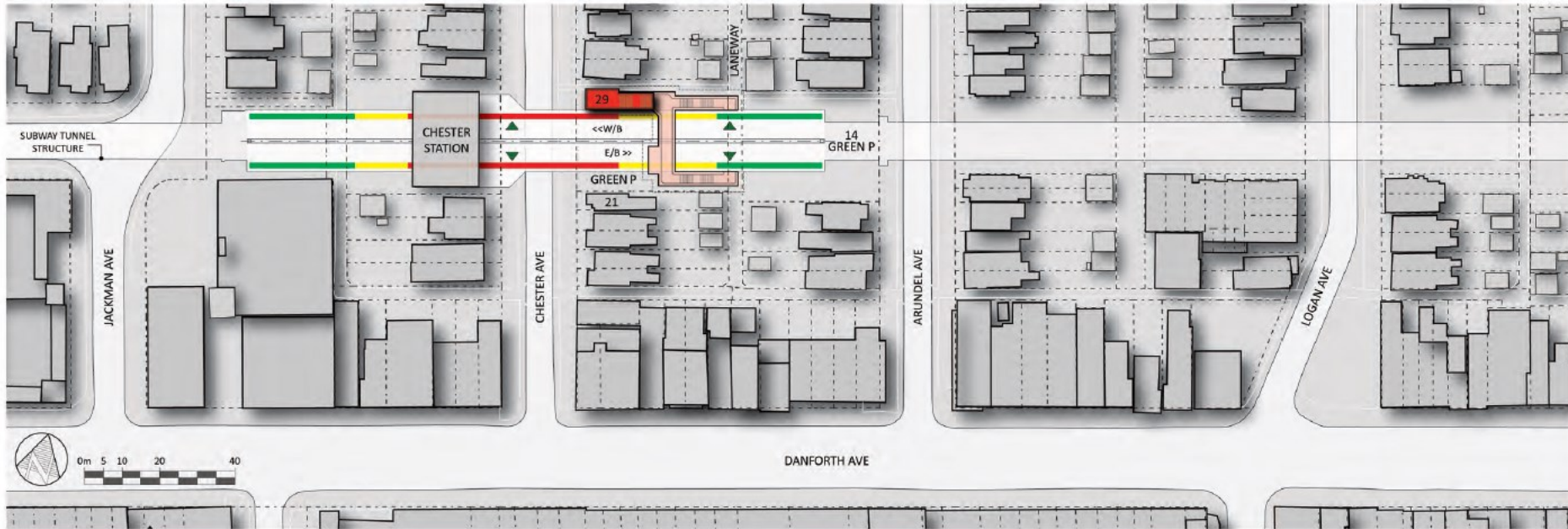


Thank you

Discussion and Questions



Chester Station Second Exit Location

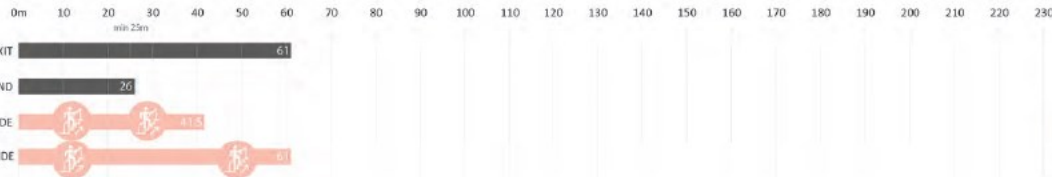


NOTES:

- 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

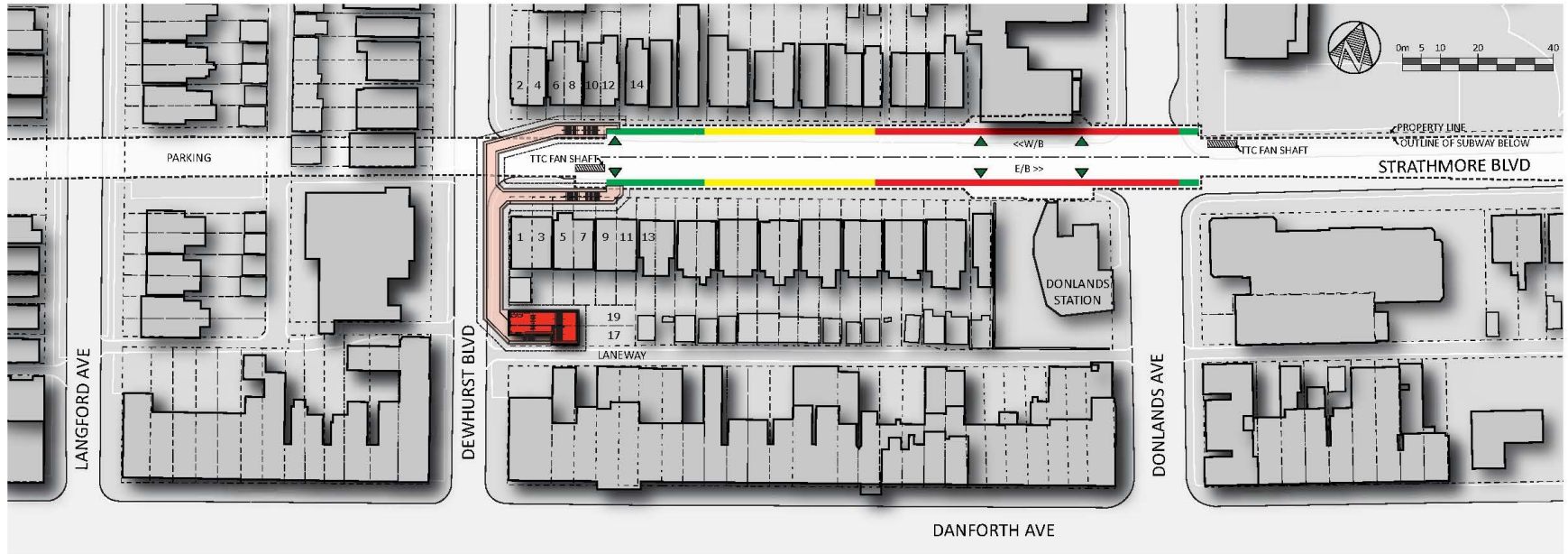


CHESTER STATION - SECOND EXIT RENDERING



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:

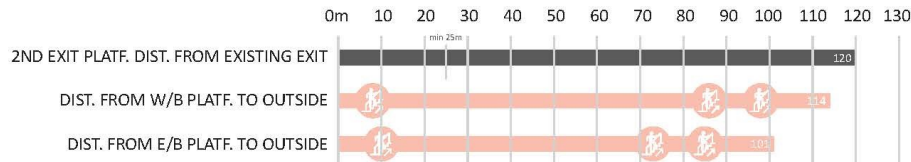
- 6,8,10,12,14 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 2,4,13 STRATHMORE BLVD – POTENTIAL IMPACT DURING CONSTRUCTION.

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



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
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