

**Greenwood Station Second Exit
Local Working Group (LWG) Meeting #3
September 12, 2017
Street David's Church – Basement 6:30 p.m. - 9:00 p.m.**

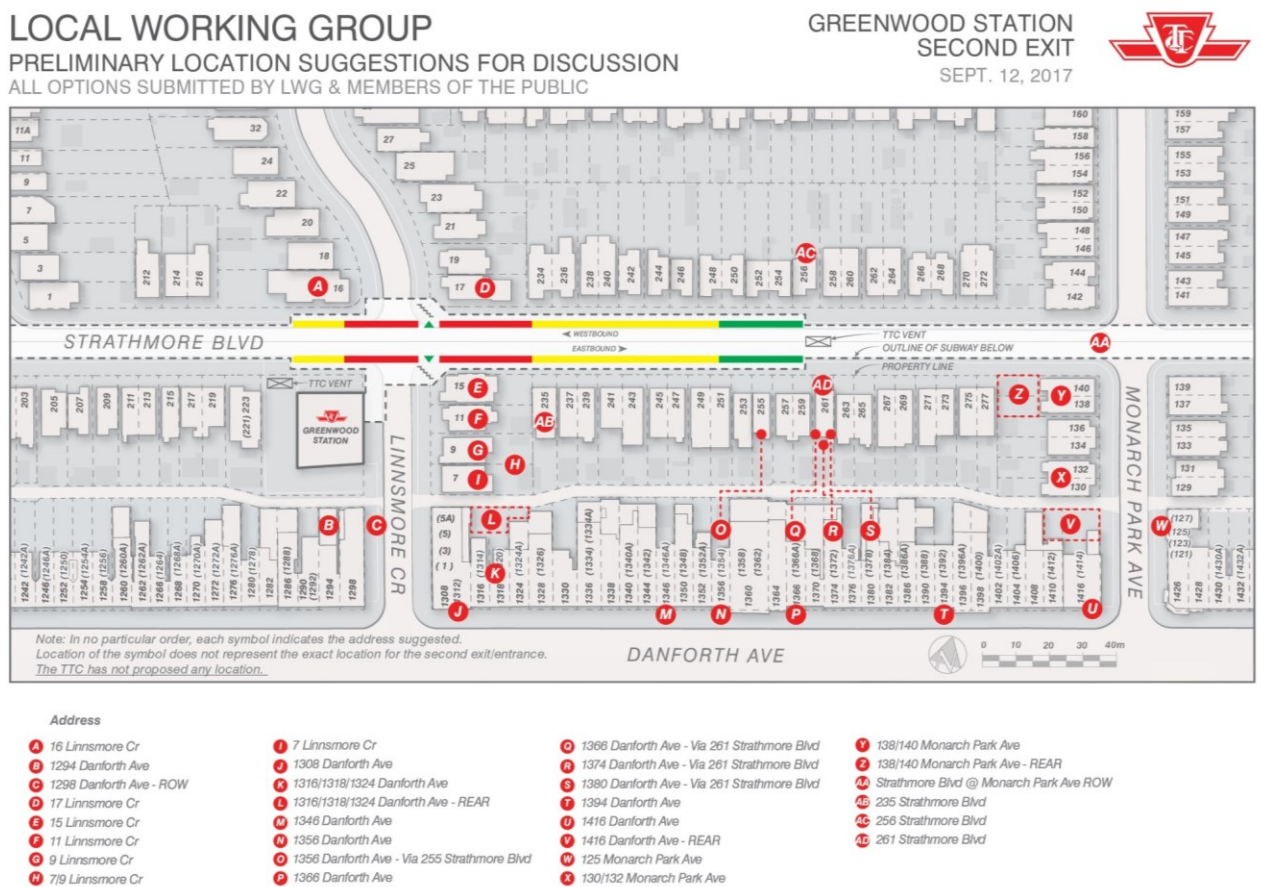
Meeting Purpose & Summary:

On September 12, 2017, the TTC hosted the third meeting of the Greenwood Second Exit Local Working Group (LWG).

Notification for the September 12, 2017 meeting included:

- Addressed Mail via Canada Post:
More than 800 properties in the local neighbourhood (August 24, 2017)
- 35 local property owners with offsite mailing addresses via Canada Post (August 24, 2017)
- Email to contact list of all who expressed previous interest (June 22 and again on August 24, 2017 with the venue location)
- Registered mail to each property owner whose property was put forward as a preliminary location option for discussion by the Local Working Group and/or other local residents or businesses owners (August 24, 2017).
- TTC website update with notice of Sept 12, 2017 meeting (posted June 22, 2017)

At the September 12, 2017 meeting, TTC presented the map below of preliminary location suggestions put forward by the Local Working Group and local community.



LWG members discussed various options and reasons for their preliminary location options. LWG members requested some points of clarification. In order to streamline the voting process, the LWG voted to:

- Combine location options on the Danforth Avenue at the same address (O with N and Q with P). Options O and Q were subsequently removed from the voting tally.
- Remove option H from the voting tally and vote for options G and I separately.

Approximately 50 neighbours attended. A number of property owners and/or their representative shared their input with the LWG, neighbours and TTC, including questions, comments and objections to the potential use of their property as a future second exit/entrance.

LWG members used “dots” to indicate which potential locations they support carrying forward for further review.

While the process calls for 8 locations, there were a number of ties. Ten locations were submitted to the TTC to review and develop a functional layout. Following the TTC’s review, the LWG will then reconvene to review and rank their location options.

The ten location options as submitted by the LWG to the TTC for development of conceptual layouts are indicated below (in alphabetical order):

- **1366 Danforth Avenue**
- **1410/1416 Danforth Avenue -REAR**
- **1416 Danforth Avenue**
- **7 Linnsmore Crescent**
- **9 Linnsmore Crescent**
- **11 Linnsmore Crescent**
- **15 Linnsmore Crescent**
- **138/140 Monarch Park Avenue**
- **261 Strathmore Boulevard**
- **Strathmore Boulevard @ Monarch Park Avenue ROW**

The ten options as submitted by the LWG to the TTC for development of conceptual layouts are indicated below in **red/bold**. The “Dotmocracy” votes per location column is on the right hand side. The voting numbers noted below have no bearing on the LWG’s future rankings through the deliberative evaluation framework process in 2018. The 10 location options have the same standing and will be reviewed by TTC over a 3 month period.

Map Symbol:	Address number:	Street Name:	Dotmocracy Votes per Location
I	7	Linnsmore Cr.	9
V	1416 -REAR	Danforth Ave.	9
E	15	Linnsmore Cr.	8
U	1416	Danforth Ave.	7
Y	138/140	Monarch Park Ave.	7
AD	261	Strathmore Blvd.	7
F	11	Linnsmore Cr.	6
G	9	Linnsmore Cr.	6
P	1366	Danforth Ave.	6
AA	Strathmore at Monarch	City R-O-W	6
N	1356	Danforth Ave.	5
D	17	Linnsmore Cr.	4
Z	138/140- REAR	Monarch Park Ave.	3
K	1316/1318/1324	Danforth Ave.	2
R	1374 via 261 Strathmore	Danforth Ave.	2
S	1380 via 261 Strathmore	Danforth Ave.	2
AB	235	Strathmore Blvd.	2
AC	256	Strathmore Blvd.	2
A	16	Linnsmore Cr.	1
C	1298	Danforth Ave.	1
J	1308	Danforth Ave.	1
L	1316/1318/1324 -REAR	Danforth Ave.	1
M	1346	Danforth Ave.	1
T	1394	Danforth Ave.	1
X	130/132	Monarch Park Ave.	1
B	1294	Danforth Ave.	0
W	125	Monarch Park Ave.	0
Total Dots used:			100

If a single option of the 10 put forward is not technically feasible, TTC will advise and ask if the LWG wishes to have their 11th option reviewed.

Following the Sept 12, meeting, TTC contacted the 10 owners of the locations put forward by the LWG via registered mail to advise them that their property is one of 10 locations suggested to the TTC. The property owners were notified that TTC has not put forward, reviewed, or approved any of the locations

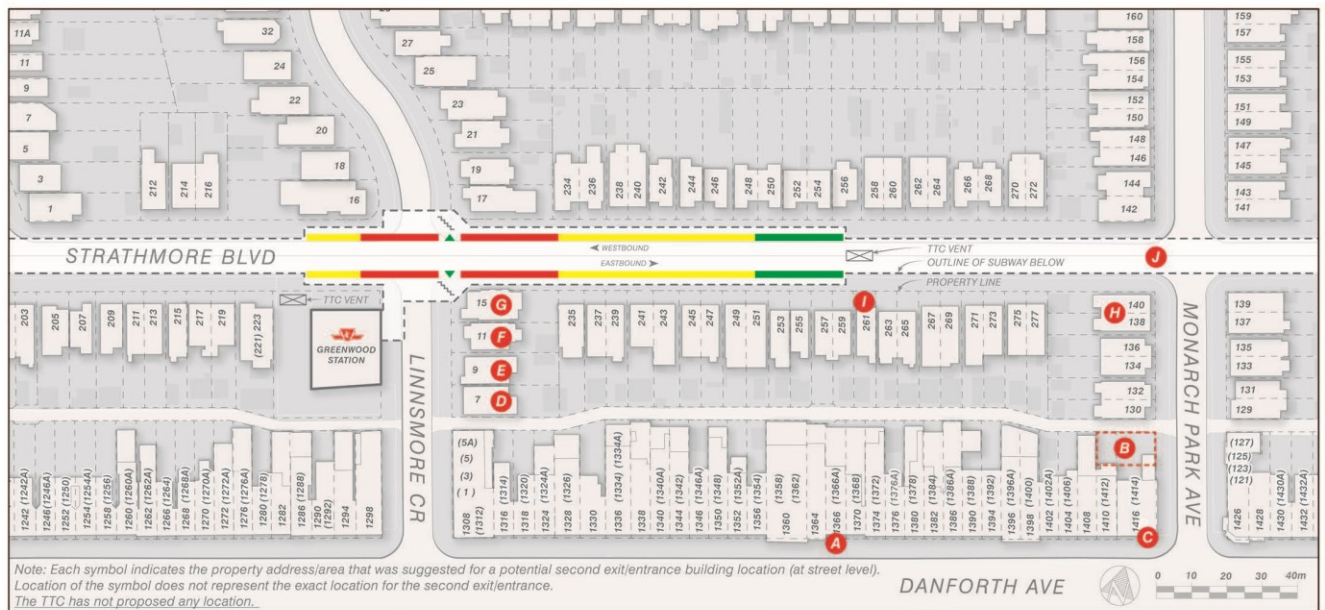
The map below that shows the ten locations put forward by the LWG to the TTC for the development of conceptual layouts.

LOCAL WORKING GROUP

LOCATIONS SELECTED FOR THE DEVELOPMENT OF CONCEPTUAL LAYOUTS

ALL OPTIONS SUBMITTED BY LWG & MEMBERS OF THE PUBLIC

GREENWOOD STATION
SECOND EXIT/ENTRANCE
SEPT. 20, 2017



- | Address | |
|----------|--|
| A | 1366 Danforth Ave. |
| B | 1410/1416 Danforth Ave. - REAR |
| C | 1416 Danforth Ave. |
| D | 7 Linnsmore Cr. |
| E | 9 Linnsmore Cr. |
| F | 11 Linnsmore Cr. |
| G | 15 Linnsmore Cr. |
| H | 138/140 Monarch Park Ave. |
| I | 261 Strathmore Blvd. |
| J | Strathmore Blvd. @ Monarch Park Ave. ROW |

TTC will complete the development of conceptual layouts for the ten options (indicated in **red/bold** in the list above) and the LWG will subsequently reconvene in early 2018 to meet publicly, discuss the data provided by the TTC, and rank the options they have put forward based on the third party Expert Panel's established evaluation framework.

The third party Expert Panel for second exits will ultimately review the Local Working Group's rankings to ensure compliance with their evaluation framework.

An additional public meeting will then be held for the community to review the LWG's overall rankings and recommended location, and give additional input to both the LWG and to the TTC.

Finally, TTC staff will report to the TTC Board on the LWG's findings and the wider community's input. The TTC Board will make a final decision on a second exit/entrance location.

LWG Members in Attendance:

Kathy Katsiroumpas	Pam Koch
Oliver Hierlihy	Daphne Brown
Brian Freeman	Basil Mangano
Alan Hahn	Duncan Rowe
Lily Chong	Bruna Amabile
Ian Scott	Alison Behrend
Alison Motluk	Grace Bosley
Simon Mortimer	

Neighbours in attendance

Approximately 50 neighbours attended.

Third Party Expert Panel on Second Exits:

Simon Rees, Jeff Garkowski, Carl Knipfel

TTC Staff:

Denise Jayawardene
David Nagler
Kamran Ehsani
Maria Nikolova
Nada Zebouni
Adrian Piccolo
Leandra Nascimento

City Councillor's Office

Daryl Finlayson and Rashid Katsina (Councillor Fragedakis's office)

Agenda:

- Introductions
- Presentation, LWG review and discussion of preliminary location options (submitted by LWG and local neighbours)
- Q&A with neighbours attending
- LWG Vote

TTC Post Meeting Action Items:

- TTC to post presentation and meeting notes on the Second Exit project website.
- After the September 12, 2017 meeting, TTC sent 10 property owners letters by registered mail to inform them that their property was submitted by the LWG to the TTC to develop a conceptual layout (complete).

Meeting Question and Answer Summary:

1. Can specific trenching and construction impacts for each location option be determined tonight?

A: No. Potential construction impacts (and the space required for the construction) will be reviewed once the potential locations are submitted by the LWG. The TTC will need approximately 3 months to conduct a review and develop conceptual layouts for each of the LWG's location options.

2. Can the second exit connect to the existing concourse?

A: No, the second exit is to provide a second means of egress that must be completely separated from the existing concourse, from platform to street level.

3. Why is open cut excavation construction preferred over tunnel boring?

A: Tunnel boring for this project is not feasible; it would require purchase of tunnel boring machines and the provision of a launch shaft and an extraction shaft on either side of the future second exit underground corridor connection. This would add enormous cost and significant local construction impacts to the neighbourhood.

“Open cut excavation” is commonly used for this type of construction and its associated budget and construction impacts are much more reasonable for all second exit/entrance buildings.

4. What will the footprint size required be for the second exit building?

A: The preliminary footprint required for any second exit will need to be determined through the three month engineering review after the LWG submits location options, as there will be site specific challenges.

5. When are the properties and right of way impacts determined?

A: In general terms, the impacts will vary and the details of any impact cannot be determined prior to a review by professional architects and engineers.

TTC and the City compensate owners whose property (or parts of a property such as a section of front lawn) are required either temporarily or permanently to construct new infrastructure. This is done through easement agreements by the City of Toronto. The City does not provide compensation through tax breaks or operating subsidies to residents or businesses adjacent to long term construction projects that are necessary to improve infrastructure.

TTC will provide the LWG with preliminary Property and Right of Way impacts for all options after the review work.

6. If an option is chosen on the Danforth Avenue, and a property on Strathmore Boulevard is removed, can a park be put in its place?

A: Future land use is outside the scope of the LWG process. TTC also does not have authority over land use decisions. Future land use decisions would be made by the City of Toronto. Community suggestions, for any option, on how the space around the Second exit can be used or repurposed will be taken into consideration during the design phase of the project (after a location is selected) and will be shared with City Planning staff.

7. Is it possible to build only an exit (and not an entrance)?

A: TTC's policy is for all "second exits" to function as daily entrances to provide customer convenience. As TTC farelines are being replaced by bi-directional PRESTO faregates, retrofits to convert existing "exit-only" facilities to entrances is being implemented, such as at Pape Station. At Woodbine, there was significant desire by the local community for the second exit to function as an entrance. Woodbine is scheduled to open by October and it will function as a dual second exit and daily entrance building.

TTC would need Board approval to implement this infrastructure as an exit only.

8. Do options M, N, P (storefronts on the Danforth Avenue) also have residents? Are the walls adjoining, and if so, how would that impact the construction/property required for a second exit building?

A: Yes. Most of these addresses are storefronts with residential apartments above. TTC cannot comment on the size of the footprint or the type of construction required for these buildings, until the development of the conceptual layouts by TTC has been completed over the next 3 months.

9. Can the LWG add more options for the development of conceptual layouts by TTC?

A: If a single option of the 10 put forward is not technically feasible, TTC will advise and ask if the LWG wishes to have their 11th option reviewed.

If none of the options submitted by the LWG are technically feasible, then TTC will need to accept additional location suggestions from the LWG and local community.

10. How will the construction impact local residents?

A: As with the vast majority of major construction projects, some road closures, diversions and/or lane reductions and removal of on-street parking may be required. Mitigation measures to reduce impacts will be a focus of the project. Dust, noise and vibration impacts will be closely monitored to ensure that they remain within the acceptable levels as prescribed by City of Toronto by-laws and Ontario Ministry of the Environment standards.

The specific types of impacts and their duration will vary and are dependent on project location, local soil conditions, existing utilities and other factors.

The following is a summary of input on locations and the planning process made at the September 12, 2017 meeting. Multiple property owners, property owner representatives and neighbours submitted comments.

- The property owners of 130 and 132 Monarch Park Avenue expressed concerns and objections regarding the use of their properties as a potential second exit.
- A representative for the owners of 5 Linnsmore Crescent, 9 Linnsmore Crescent, and 1308 Danforth Avenue expressed concerns and objections to the potential use of those properties as a potential second exit.
- The owner of 261 Strathmore Boulevard expressed concerns and objections to the use of his property for a second exit.
- Some residents of Monarch Park Avenue expressed concerns about the Local Working Group composition and process. A concern was noted that they felt

there is over-representation on the Local Working Group from Strathmore residents.

- Concerns and objections to the use of a storefront on the Danforth Avenue for a second exit were expressed.

A: TTC had shared all correspondence (with written permission) from all neighbours who wished to share questions, concerns or objections with the LWG on any particular location option put forward, or with TTC and the Expert Panel about the process.

The Third Party Expert Panel of volunteer professionals who developed the overall planning process (and oversaw its successful implementation at both Chester and Donlands Stations), selected the LWG membership following an open call. Both the Expert Panel and TTC stand behind the process. The only resident who applied to the LWG from Monarch Park Avenue was in fact placed on the LWG by the third party Expert Panel and any neighbour was welcome to put forward location options.

Appendices:

The presentation from the meeting is posted on the project website:

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

- See: Local Working Group Presentation – September 12, 2017

Upcoming Meetings:

- LWG Meeting #4 will be scheduled (tentatively) in January, 2018 once the TTC project team completes the development of conceptual layouts of all 10 options put forward by the LWG. The exact date and location will be communicated well in advance.