

**Greenwood Station Second Exit
Local Working Group (LWG) Meeting #5
February 21, 2018
St. David's Church – Basement 6:30 p.m. - 9:00 p.m.**

Meeting Purpose & Summary:

On February 21, 2018, the TTC hosted the fifth meeting of the Greenwood Second Exit Local Working Group (LWG).

Please note that TTC has not put forward, accepted or approved any of the locations that the LWG has put forward for review. No decisions have been made.

Notification for the 2018 meeting schedule included:

- Addressed Mail via Canada Post.
- More than 800 properties in the local neighbourhood (January, 8, 2018).
- 35 local property owners with offsite mailing addresses via Canada Post (January, 8, 2018).
- Email to contact list of all who expressed previous interest (December 22, 2017 and again on January 9, 2018).
- 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 (January 10, 2018).
- Registered mail to each property owner whose property was identified as an additional potential property impact during the functional review (January 18, 2018).
- TTC website update with notice of the 2018 meeting schedule (posted January 9, 2018).

There was discussion at the January 31, 2018 meeting about the TTC project team's flexibility in terms of fine-tuning locations put forward by the LWG, to attempt to potentially reduce the number of acquired properties for each location option/construction footprint.

To ensure this is done fairly, such an effort cannot single out one location. The Expert Panel confirmed that the same principle applies across the board. The Expert Panel also advised that while the very purpose of the City ROW option (Option J) is to avoid acquisition of any private property, it presents some flexibility that should also be reviewed.

Per the Expert Panel's guidance and upon review by TTC Engineering, there is no opportunity to refine options B, C, D, E, F, G, or H to reduce the number of properties required.

The reviews of Option "I" (261 Strathmore), and Option "J" (City Right-of-Way at Monarch Park and Strathmore) were presented at the February 21, 2018 meeting:

OPTION A is still under review.

OPTION I - 261 Strathmore Boulevard

In order to build **Option I (261 Strathmore Boulevard)**, property acquisitions would be required at 257, 259 Strathmore and 261 Strathmore Boulevard.

OPTION I2 - 257 and 259 Strathmore Boulevard

In order to build **Option I2**, 257 and 259 Strathmore Boulevard would be required. However, 261 Strathmore Boulevard would **not** be required.

OPTION J - Strathmore Boulevard at Monarch Park Avenue City Right-of-Way

The following revisions for Option J (which are not carried forward), were reviewed and presented:

- **OPTION J2:** Street level building on the north side of Strathmore Boulevard
- **OPTION J3:** Street level building in the centre of the City right-of-way

Unlike the refinement to "Option I", refining location of "Option J" to the centre of the City ROW (Option J3) or to the north side of Strathmore Boulevard (Option J2) would both increase property acquisition and impacts, and therefore neither alternative is carried forward.

The LWG reviewed their location options and discussed the relative merits for each option using the Evaluation Framework categories.

Approximately 40 neighbours attended. A number of property owners and/or their representative shared their input with the LWG, their neighbours and TTC.

Next Steps and Updated Schedule:

The LWG will reconvene on March 7th and will continue its review of their location options using the Evaluation Framework categories. The LWG will submit their preliminary rankings to the TTC after the March 7th meeting.

At the March 21, 2018 meeting, the LWG will review and discuss their preliminary rankings of their location options. They will submit their final rankings individually via email to the TTC after that meeting.

One additional LWG meeting will be required on April 11, 2018 to discuss and finalize their rankings as a group.

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

A public meeting will then be held for the community to review the LWG’s overall rankings of the 10 locations, 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 for Greenwood Station.

LWG Members in Attendance:

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

Regrets:

Kathy Katsiroumpas

Neighbours in attendance

Approximately 40 neighbours attended.

Third Party Expert Panel on Second Exits:

Simon Rees and Jeff Garkowski

TTC Staff:

David Nagler
Kamran Ehsani
Denise Jayawardene
Lito Romano
Paul Tran
Niki Angelis

City Councillor’s Office

Rashid Katsina (Councillor Fragedakis’s office)

Agenda:

- Introductions
- Presentation & LWG Discussion
 - Update/Schedule
 - TTC review of locations
- Q&A with neighbours attending

TTC Post Meeting Action Items:

- TTC to post presentation and meeting notes on the Second Exit project website (completed).
- TTC to present information in regards to review of “Option A” at the March 7, 2018 meeting.
- TTC to provide order of magnitude costs for all options at the March 7, 2018 meeting.

Meeting Question and Answer Summary:

- 1) Can TTC present more information in regards to potential impact for local trees/vegetation?

A: As construction for any option will involve open cut excavation, the drawings depict where vegetation may be removed or affected. Please walk by each of the locations before the next LWG meeting to review existing trees and vegetation at each location. TTC will provide images of local trees at the March 7 LWG meeting for discussion purposes.

- 2) As it relates to sub-criteria C1 (utility disruption impacts on local community), can TTC provide more information about existing utilities?

A: Yes. TTC will provide more information about existing utilities at the March 7 LWG meeting. Please note that for all location options, utility relocation plans are subject to approval by Authorities Having Jurisdiction (AHJ).

- 3) As it relates to sub-criteria LC3, can TTC identify if any City Planning initiatives are underway?

A: There are no current Neighbourhood Planning studies that cover any of the 10 location options. City Planning is currently undertaking a planning study of Danforth Avenue between Coxwell and Victoria Park Avenue.

Here is a link to that study:

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/danforth-avenue-planning-study>.

- 4) Option B: 1410/1416 Danforth Avenue Rear and Option C: 1416 Danforth Avenue is located in almost the same location at street level, why do the drawings show two different pedestrian corridors? Does the TTC have flexibility to shift the corridor to Monarch Park Avenue front lawns/ROW?

A: The project team depicted the shortest distance travelled underground for each option.

While it would be possible to construct either pedestrian tunnel for both Option C and B, the pedestrian tunnel in Option B (188 m) is longer than Option C (157 m) and does not provide an improvement in tunnel length. A few things to consider:

- **A shorter and more direct route travelled underground is preferable. The project team depicted the shortest distance travelled underground for each option.**
- **Trees and landscaping on front lawns in the path of the underground corridors depicted in light blue on the drawings will need to be removed. New landscaping can be installed after construction, but is limited if it is directly over an underground structure. TTC will hire a professional arborist and coordinate with City Forestry and property owners.**

Meeting Comment: The owner of 136 Monarch Park Avenue indicated that while they have an existing garage structure in their backyard, they have a large tree in the front yard and if the LWG were to consider a preferred pedestrian corridor for the option at the Money Mart building (Option C), a pedestrian tunnel through the backyard would be preferable to protect the mature tree in the front yard. The owner would like confirmation that their garage could be rebuilt or replaced after construction for this option.

Post meeting note: Small structures, like garages, can be rebuilt on top of the pedestrian tunnel/underground infrastructure.

- 5) Can TTC confirm the road width left for Option J, in which the roadway is narrowed?

A: The road width would be approximately 7 m. Further investigation/ approval by AHJ, of street width reduction and intersection redesign required.

- 6) Can TTC confirm with City Planning/Transportation how many parking spaces are typically removed in front of a TTC station?

A: Every existing second exit/entrance location in the City differs and the exact number of parking spots that will be removed cannot be determined at this stage. City Transportation will make the final decision. Typically at second exit/entrance buildings (such as on Markham Road for Bathurst Station and on Emerson Avenue at Lansdowne Station), there are small “no parking” zones directly outside the buildings. However, every location is different.

- 7) An LWG member asked if TTC can purchase 140 Monarch Park as a property requirement for Option J.

A: The very purpose of the City ROW option (Option J) as submitted by the LWG to the TTC was to avoid acquisition of any private property. The home is not required for that location option.

Meeting Comment: LWG members and residents commented in response, that if the purchase of 140 Monarch Park Avenue were to be considered as part of Option J, then the purchase of all homes/businesses beside the future street level buildings should be considered for all options.

Post meeting note: Should Option J be ranked as the top location by the LWG and approved by the TTC board, the garage and driveway access (at 140 Monarch Park Avenue) would be impacted during construction. After construction and once a street level building were in place, the garage would be rebuilt (in consultation with the property owner) and the driveway access would be restored.

Most street level buildings in the Options presented will be located very close to neighbouring properties.

- 8) Can you provide more information on how the costs will breakdown for each option?

A: The costs presented for each Second Exit/entrance location option will include cost estimates for acquiring property and construction itself. The vast majority of the cost is for construction, including utility relocation, major excavation and underground works. Note that these are Order of Magnitude estimates. A final cost can only be determined once engineering design is completed.

- 9) As it relates to the Costs category, what is the budget for this project?

A: TTC has secured program funding for second exits, including at Greenwood. The Second Exit Program budget includes \$97.9 million over the next five years. As an example, \$12.5 million was allocated for the construction of the second exit/ entrance at Donlands Station. As design for Donlands Station has not yet been completed, this order of magnitude figure is preliminary and will be refined once the design is completed.

As per all evaluation framework categories, the options will be ranked relative to each other.

- 10) Option A: Can a home be built mid-block Strathmore Boulevard (on top of the pedestrian tunnel)?

A: TTC would not support building a new home directly on top of the underground infrastructure.

- 11) Will the new street level building have lights?

A: The future second exit building will be well-lit and a street lighting plan will be coordinated with the City of Toronto.

Construction Questions:

- 12) How will residents access their homes during construction?

A: Details such as hoarding and exact construction impacts will be developed during the detailed design phase. For some options, a shared porch may need to be built to provide access to homes where required. The properties are listed in the functional layouts. Below is an example of temporary shared front porch access that was constructed to maintain access during Woodbine Station construction. At the conclusion of construction, new porches were of built in consultation with the homeowners.

If it is not technically possible to maintain access for any duration of construction, occupants would be relocated temporarily into accommodations paid for by the TTC/builder.



13) How will the trenching construction be phased? What is the construction impact to the Danforth should Option A or Option C be chosen?

A: It is not possible to confirm exact staging at this functional layout stage.

14) What are the typical construction hours?

A: Most work will take place from 7 a.m. to 7 p.m., with some extensions outside of these hours in order to complete the work as quickly as possible.

Property Impacts/Agreements:

15) How does the TTC/City compensate residents affected by construction activities?

A: The City of Toronto compensates owners whose properties (or parts of property such as a section of a yard) are required either temporarily or permanently to construct new infrastructure. This is done through 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 infrastructure improvement projects.

16) How does TTC assess if damage is caused to properties close to construction sites?

A: Property owners adjacent to construction are offered vibration monitors during construction to monitor and obtain measurements throughout construction, and ensure appropriate mitigation is implemented if readings approach regulated levels. Safety is the top priority of any TTC construction project.

As part of the standard process, properties close to construction will be contacted well beforehand and be offered a condition survey. With the home or business owner's approval, such surveys/inspections are carried out by a third party before start and after completion of construction to document the condition of your property. In the rare event of any damage, the survey/inspection reports help to identify any changes that may have resulted from construction. The contractor is responsible to repair/compensate for any damage attributed to its work.

17) My home is listed under "properties and right of way impacts". How would my front lawn be impacted during construction, and *after the finished project is built*?

A: The term "properties and right of way impacts" has been used to identify a potential impact. During the construction, the light blue colour areas on drawings depict where the underground structure will be located. Excavation would be required in these areas. After construction, some locations will have an underground structure beneath their property. In that case, homeowners are compensated by the City of Toronto through a permanent easement agreement. The functional layout maps indicate: "Limited ability for landscaping over underground TTC structure" to note any locations at which trees could not be planted on top of the structure.

18) How does the City Expropriation process work, would the land transfer tax be considered as part of the moving costs?

A: Negotiated agreements are typical for transactions between the City and private property owners. If the negotiation is not successful, expropriation may be required.

How will business leases be dealt with in the case of expropriation?

A: City Real Estate coordinates with the property owner. Property owners are responsible for their communication and coordination to their tenants via their leases and the City by-laws for commercial and residential lease agreements.

19) What is the impact to property values when a second exit is built? Is this reflected in the evaluation framework?

A: This impact may vary based on the specific location and neighbourhood. City Real Estate has indicated that properties within short walking distance of subway stations typically see an increase in property value; however this must be evaluated on a site specific and case by case basis.

Yes, it is reflected. The Local Community Impact (permanent impact) criterion in the evaluation framework asks the Local Working Group to assess the relative impact on property value of various second exit location options that they put forward to the TTC. All second exits will function as entrances to provide day to day convenience.

Distance Questions:

20) What is the distance between Greenwood Station and Coxwell Station and from Greenwood at Danforth to Greenwood Station?

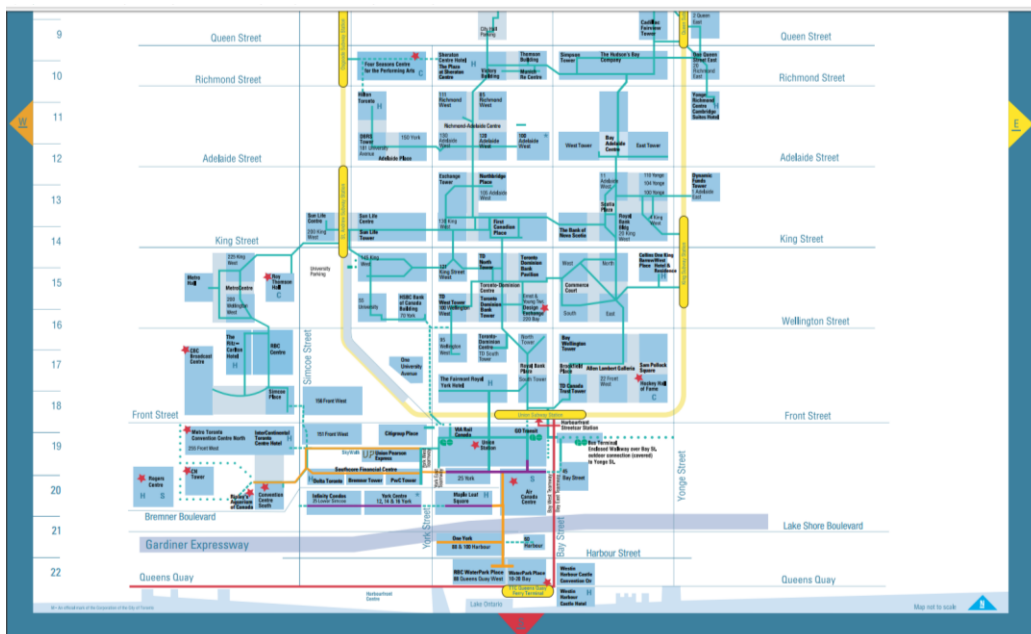
A: The approximate distance between the two stations is 610 m. The approximate distance from the north side of Danforth Avenue at Greenwood to Greenwood Station is 275m.

21) What is the longest pedestrian corridor in the TTC system?

A: Some TTC stations currently have only one exit route from the subway platform to street level – this is what defines the need for a second exit/entrance.

Downtown area stations have long pedestrian corridors that are not comparable to most residential areas.

Pedestrian pathways and corridors can include the PATH and developer/commercially owned corridors as part of the direct way out of the station. As an example, Union Station and King Station (located in the Financial District) have many long pedestrian corridors, accesses and pathways through existing pedestrian bridges, GO property, food courts and through property owned by other entities such as the PATH and office towers. Below is a snapshot of the existing lengthy pedestrian pathways that connect to downtown TTC stations in the PATH system. Note that many of these office towers and the PATH offer more than one direct way out from the underground path to street level.



Comments:

Multiple property owners, property owner representatives and neighbours submitted comments.

- Two local residents from Gillard Avenue (south of the Danforth) who are members of DECA (Danforth East Community Association) expressed they had not been consulted by the TTC or been considered by the LWG as part of the process for Greenwood Station. They noted:
 - A man was killed trying to cross mid-block from Gillard Avenue to the north side of the Danforth Avenue.
 - They note their preference for Option C: 1416 Danforth Ave (Money Mart) because it is located at a safe crossing.
 - They are opposed to Option A – 1366 Danforth Avenue and are concerned that this location (midblock on the Danforth) would lead to dangerous jay-walking, particularly by local school children attending Monarch Park Collegiate, St. Patrick's High School and other locations.

TTC acknowledged the safety concern of the midblock location and advised that an LWG member had also noted the same. At an earlier LWG meeting, it was determined that a second exit/entrance building would not be built on the south side of the Danforth. Locations on the south side of the Danforth are not feasible due to both tunnel length and major road closures of the Danforth that would be required.

The impacts are much more significant for the community on the north side, both during construction and after construction. However the input of residents and business owners from south of the Danforth is equally important to the process.

Post meeting note: The Greenwood Second Exit/Entrance kick off Public Meeting was held on April 18, 2017. Project advertisements were posted in local newspapers (East York Mirror and 24hrs on April 10, 2017). Multiple project posters and the LWG application form were posted at Greenwood station in March 2017 in advance of the public meeting in order to reach a wider audience of daily station users. Email communications for Donlands and Greenwood Stations second exit/entrance projects have been sent to DECA since 2016.

If you would like to join the project mailing list, please email denise.jayawardene@ttc.ca.

- The new property owner of 140 Monarch Park noted that Option J: the City right of way, as the proposed street level building is directly adjacent to his home and expressed the following concerns:
 - Many children play in this area, reducing the number of traffic lanes would create an unsafe place for kids to play.
 - This option negatively impacts traffic in the area.
- The property owner of 142 Monarch Park expressed the following:
 - Even if Option J is recommended by the LWG, its approval would be dependent on City agencies such as Transportation and Emergency Services, as well community council and council.
 - The neighbour expressed a preference for Option C: 1416 Danforth Avenue Money Mart. He explained that its location is beside a well-marked intersection/traffic light to provide a safe crossing and noted the City plans to increase development along major avenues like the Danforth, and the foot traffic would be close to businesses. He noted that neighbourhoods are changing and it won't look the same in a few years, and this is the most appropriate location to plan for the long term.
- A representative for 1-5A Linnsmore Crescent/1308-1312 Danforth Aveue and 9 Linnsmore Crescent expressed the following:
 - Support for Option J, as it does not require purchase of a home or business.
 - Losing a home or a business is a more significant impact than having a second exit/entrance building adjacent to a home.
 - The LWG's role is to neutrally apply the Evaluation Framework criteria against all options and represent the full community, not their own interest or any other individual's interest.

- As it relates to sub criteria LC1, the BIA Coordinator /LWG member expressed some concerns with the impact of locating a second exit/entrance on the Danforth:
 - He stated that locations on the Danforth present more concern for businesses *during* construction and that businesses may not be able to survive due to a combination of sidewalk closures, parking removals and delivery impacts.
 - Concerns with business leases were also stated.
 - He noted that there are many residential units above storefronts on Danforth Avenue.
 - He noted that options impacting the laneway (north of Danforth Avenue) would pose significant day to day operational impacts for local businesses (delivery trucks, waste removal etc.).
- As it relates to sub criteria LC6 – Streetscape (and the discussion about preserving existing facades), an LWG member noted that the TTC could potentially improve the existing building or design a new and improved building.
- As it relates to sub criteria LC3, and C1 it was noted that TTC has not received any feedback from public schools, public agencies, daycares or seniors homes in regards to their preferences for a second exit/entrance location in the Greenwood neighbourhood.

Other questions received:

22) Does the TTC have statistics on the direction that people travel to and from Greenwood Station?

A: No. The TTC does not currently have this information.

23) Does TTC set out guidelines for what it considers a safe exit time from platform level underground to above-ground? Could TTC please provide us with their own rough estimates of estimated exit times, given level changes/stairs?

A: A shorter distance travelled is preferred. Under Safety, criterion “S4” asks the LWG to consider whether the second exit route is “clear, easy and legible”. This is intended to take into account the number of stairwells in each location option.

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)

Please see: **Local Working Group Presentation** – February 21, 2018

Upcoming Meeting:

- LWG Meeting #6 - Wednesday, March 7, 2018

Time: 6:30 p.m. to 8:30 p.m.

Purpose: The LWG will continue its review of their location options and discuss the relative merits for each option using the Evaluation Framework categories. TTC will answer questions from the LWG and community.

The LWG will submit their *preliminary* rankings to the TTC after this meeting.