



# SECOND EXIT PLANNING AND CONSULTATION – GREENWOOD STATION

**Local Working Group (LWG) Meeting #5**

**Discussion, Q&A**

**February 21, 2018**



# MEETING AGENDA

Agenda	
• Introductions	6:30 - 6:40
• Presentation & LWG Discussion <ul style="list-style-type: none"><li>○ Update/Schedule</li><li>○ TTC review of locations</li></ul>	6:40 - 8:00
• Q&A with neighbours attending	8:00 - 8:30



# CODE OF CONDUCT

- We will all be courteous, listen to and respect one another.
- Comments will be made through the facilitator.
- We will focus our discussion on the meeting agenda and evaluation framework process.
- We will not yell or use foul language.



# GREENWOOD UPDATE

- No rankings of location options have yet been made by the Local Working Group. This is a deliberative process, not an event.
- No individual Local Working Group (LWG) member speaks on behalf of the group.
- No LWG member has submitted a preliminary ranking of the group's ten location options.





# GREENWOOD UPDATE

- The process calls for LWG volunteers to submit preliminary rankings in advance of “final rankings” from the LWG.
- The LWG is an *advisory body* with a diversity of perspectives.
- TTC has not put forward, accepted or approved any of the locations that the LWG put forward for review.



# UPDATED SCHEDULE

- **Today** LWG Meeting #5 - Discussion, Q&A
- **March 7, 2018** **LWG Meeting #6** - LWG will continue its review of their location options and discuss the relative merits of each option using the Evaluation Framework categories.
  - LWG individually submits *preliminary* Second Exit rankings to TTC before next meeting.



# UPDATED SCHEDULE

- **March 21, 2018**      LWG Meeting #7- Preliminary Rankings Discussion
  - LWG individually submits *final* Second Exit rankings to TTC before next meeting.
  
- **Date TBD -**      LWG Meeting #8 - Final Rankings  
Additional Meeting      Discussion  
Required
  
- **April, 2018**      Community meeting to review LWG  
(date TBD)      Rankings and recommendations.



# SCHEDULE (CONTINUED)

- **Spring 2018**      TTC Board Report
- **TBD**              Design Second Exit project
- **2021**              Begin Construction of Second Exit Building  
(and Elevators at *existing station entrance*)
- **End of 2023**      Construction Complete

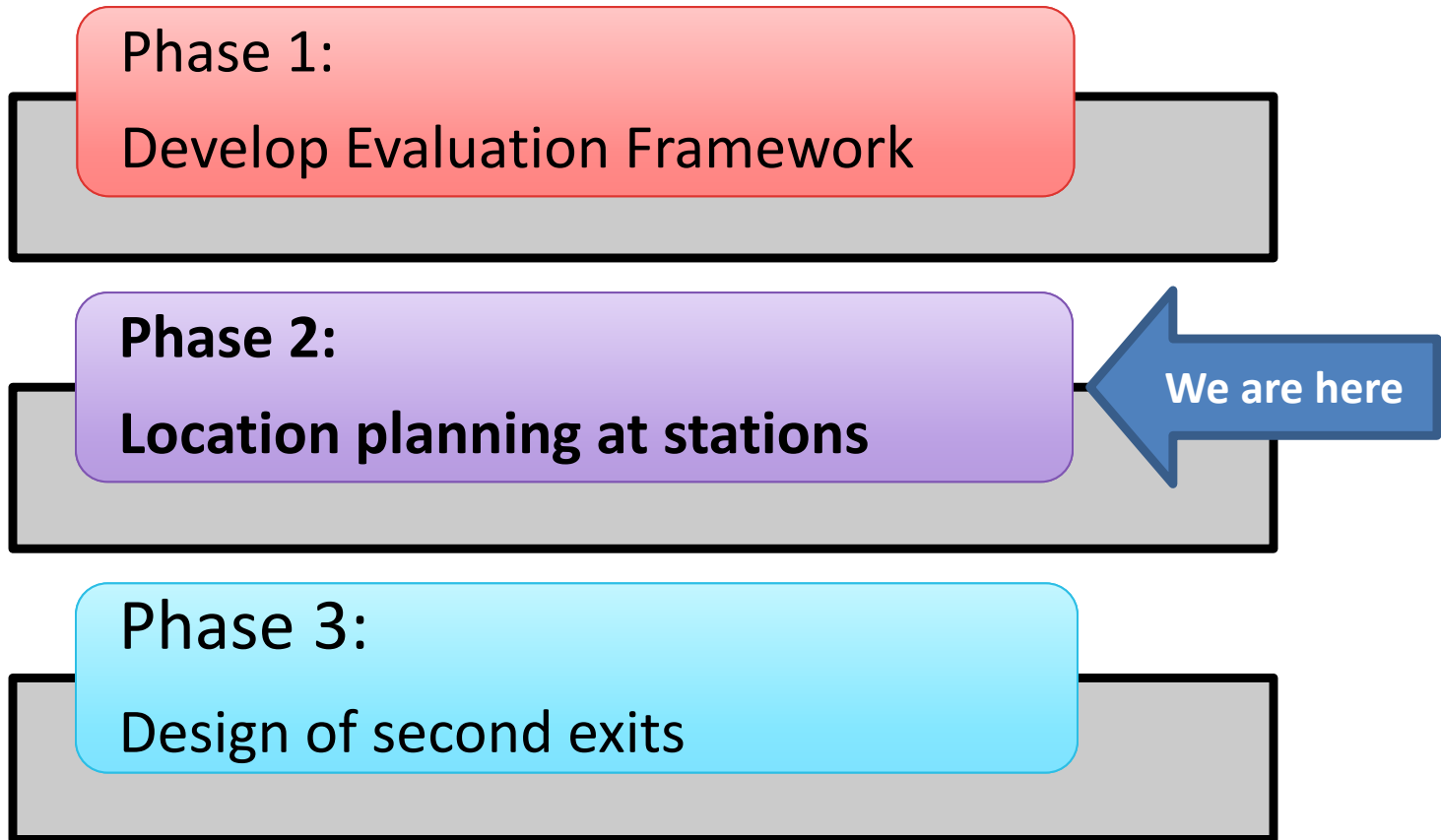


# BACKGROUND



# SECOND EXIT PLANNING AND CONSULTATION PROCESS

Phased approach to planning:



# PLANNING PROCESS AND PRINCIPLES

## Phase 2: Location planning at stations (Ongoing)

- Set up local working groups
- Working groups develop second exit options
- **Evaluate options based on framework**
- LWG rankings and recommendation for second exit location
- Expert Panel reviews recommendation
- TTC makes decision on a location

We are here

## Phase 3: Design of Second Exits (Future)

- Community Consultation: Architecture/Urban design/landscaping
- Pre-construction information



# OPTION A: 1366 DANFORTH AVENUE

- Please note the LWG did **not** put forward 1364 Danforth Avenue (Red Rocket Coffee) as a potential location option.
- **Option “A” (1366 Danforth Avenue) is still under review to investigate if property acquisition can be reduced.**





# BACKGROUND

- No homeowner or business owner near Greenwood Station has advised that they would welcome a new second exit/entrance adjacent to their property.



# COSTS UPDATE

- Order of magnitude costs for all options are still being determined and will be presented at the next LWG meeting.



→ Symbols do NOT represent exact second exit/entrance locations

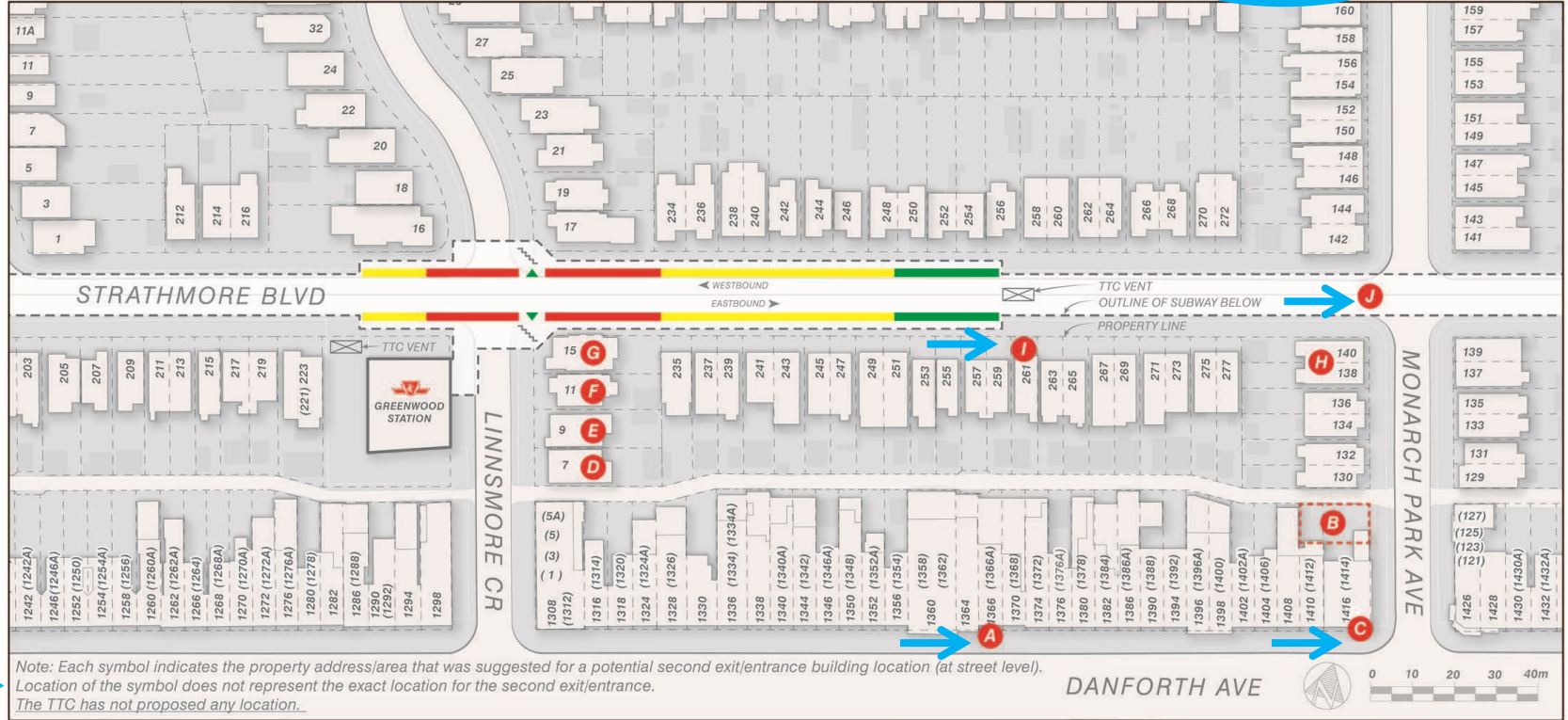
LOCAL WORKING GROUP

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



# MAP DISCUSSION

- As noted on the maps from the Sept 12, 2017 meeting and as posted online from both Sept 12 and Sept 20, 2017, symbols (dots) do not represent the exact locations.

[http://www.ttc.ca/PDF/Transit\\_expansion\\_PDFs/Greenwood\\_Location-MAP.pdf](http://www.ttc.ca/PDF/Transit_expansion_PDFs/Greenwood_Location-MAP.pdf)

- Symbols/dots for Option A, Option I and Option C show that locations on the sidewalk or on a front lawn- which is not the intended location put forward by the LWG for review. Other symbols only show a portion of properties in order that the street number is visible. **Every location was listed to prevent any confusion regarding exact locations.**



# REVIEW OF OPTIONS

- The spirit of the process is for TTC's technical team to provide the most beneficial and least impactful functional layouts for the options put forward by the LWG.
- The work to date and follow-up work that is currently underway and supported by the Expert Panel is aiming to do that.



# REVIEW OF OPTIONS

- Per Expert Panel guidance, all options reviewed for refinement/improvement; including opportunities to reduce the number of properties required for acquisition.
- Option I (261 Strathmore Boulevard) as discussed at previous LWG meeting would require acquisition of 257 and 259 Strathmore Boulevard to construct.
  - **TTC analysis indicates a second exit/entrance building could fit onto 257/259 Strathmore to avoid acquisition of 261 Strathmore.**



# REVISED LOCATION OPTIONS UPDATE

- There is no opportunity to refine/improve options B, C, D, E, F, G, or H to reduce the number of properties required.
- Option “A” (1366 Danforth Avenue) is still under review.



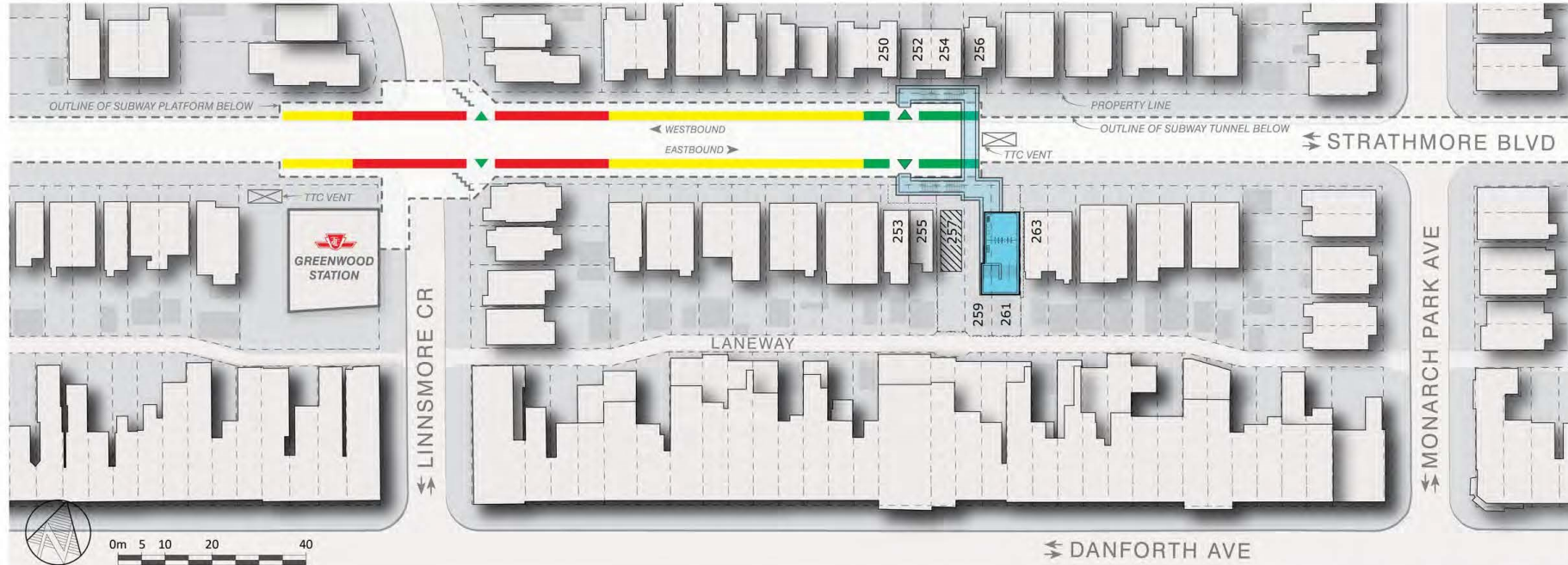


# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
**OPTION I • 261 STRATHMORE BLVD**

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018



**NOTES:**

**PROPERTY AND RIGHT OF WAY IMPACTS:**

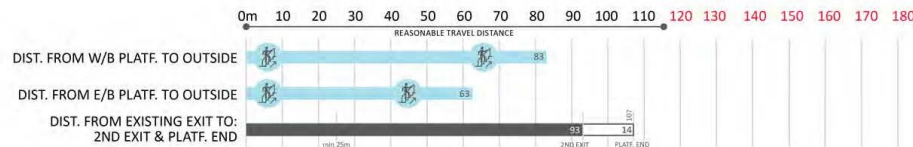
- 259 AND 261 STRATHMORE BLVD – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 257 STRATHMORE BLVD - PROPERTY ACQUISITION REQUIRED FOR CONSTRUCTION. POTENTIAL REDEVELOPMENT OF RESIDENTIAL PROPERTY.
- 250, 252, 253, 254, 255, 256 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED

**PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**

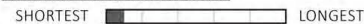
- ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.
- 263 STRATHMORE BLVD – POTENTIAL IMPACT DURING CONSTRUCTION WITH FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 252, 253, 254, 255, 256, 257 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

**CONSTRUCTABILITY CONSTRAINTS:**

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



**CONSTRUCTION DURATION:**



**COST (OME COST IN 2017 DOLLARS):**

- TBD\*
- \*COST OF CONSTRUCTION ONLY.





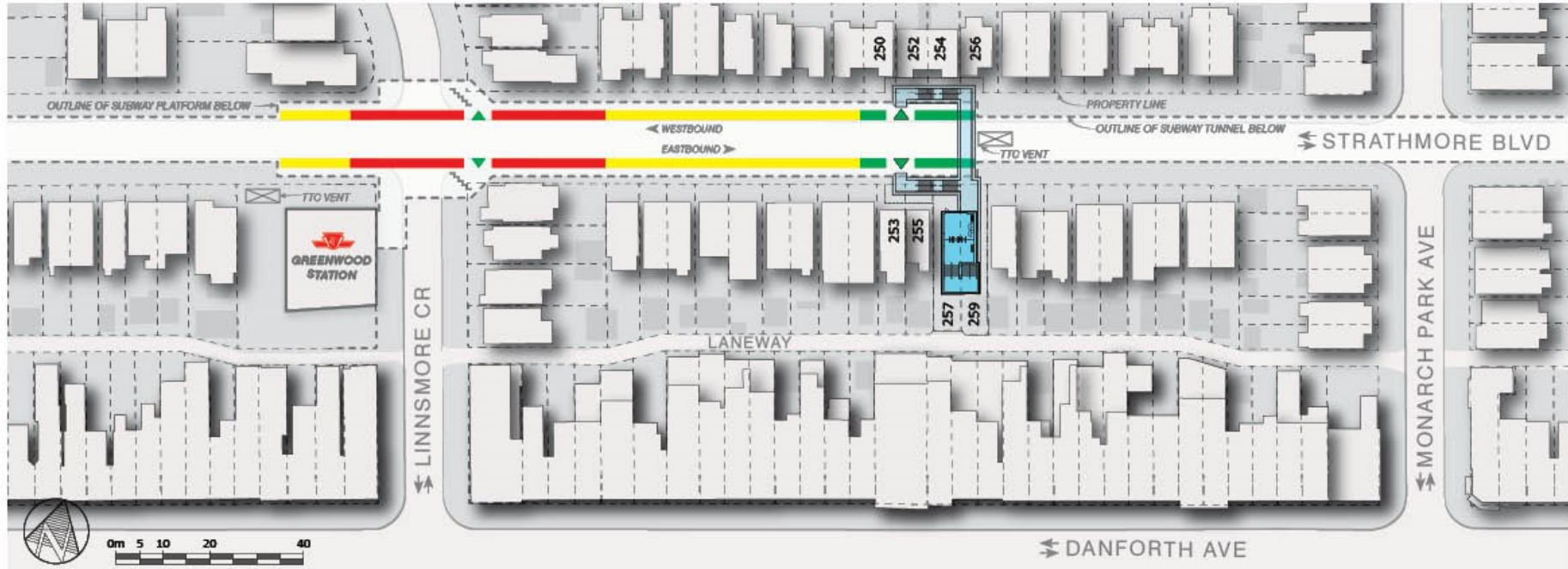
# OPTION "I2" – 257/259 STRATHMORE BLVD.

## LOCAL WORKING GROUP

ALL OPTIONS PROPOSED – BY LWG & MEMBERS OF THE PUBLIC  
 OPTION I2 • 257/259 STRATHMORE BLVD

## GREENWOOD STATION SECOND EXIT/ENTRANCE

February 21, 2018



### NOTES:

#### PROPERTY AND RIGHT OF WAY IMPACTS:

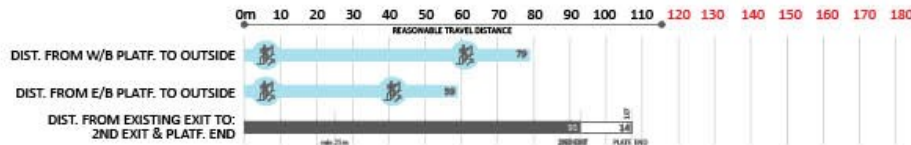
- 257/259 STRATHMORE BLVD – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 250, 252, 253, 254, 255, 256 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.

#### PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:

- 252, 253, 254, 255, 256 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

#### CONSTRUCTABILITY CONSTRAINTS:

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

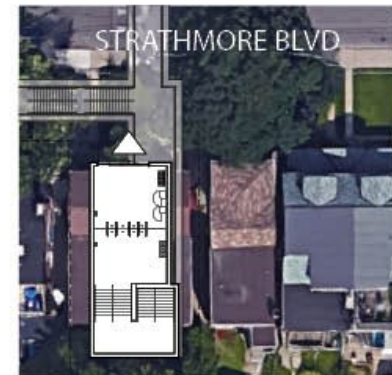


#### CONSTRUCTION DURATION:

SHORTEST ██████████ LONGEST

#### COST (OME COST IN 2017 DOLLARS):

- TBD\*
- \*COST OF CONSTRUCTION ONLY.



# REVISED LOCATION OPTIONS UPDATE

- The purpose of Option J (Strathmore Blvd at Monarch Park Avenue Right-of-Way) as submitted to the TTC is to avoid acquisition of any home or business.
- The Expert Panel agreed that it presents some flexibility, and therefore the impacts of placing it in the centre of the roadway or on the north side of City ROW should be shown.



# OPTION J - ALTERNATIVES REVIEWED

## Option J (Strathmore Boulevard at Monarch Park Avenue Right-of-Way)

- Street level building in the centre of the City right-of-way reviewed
- Street level building on the north side of Strathmore Boulevard reviewed

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



# OPTION J2 – (NOT CARRIED FORWARD)

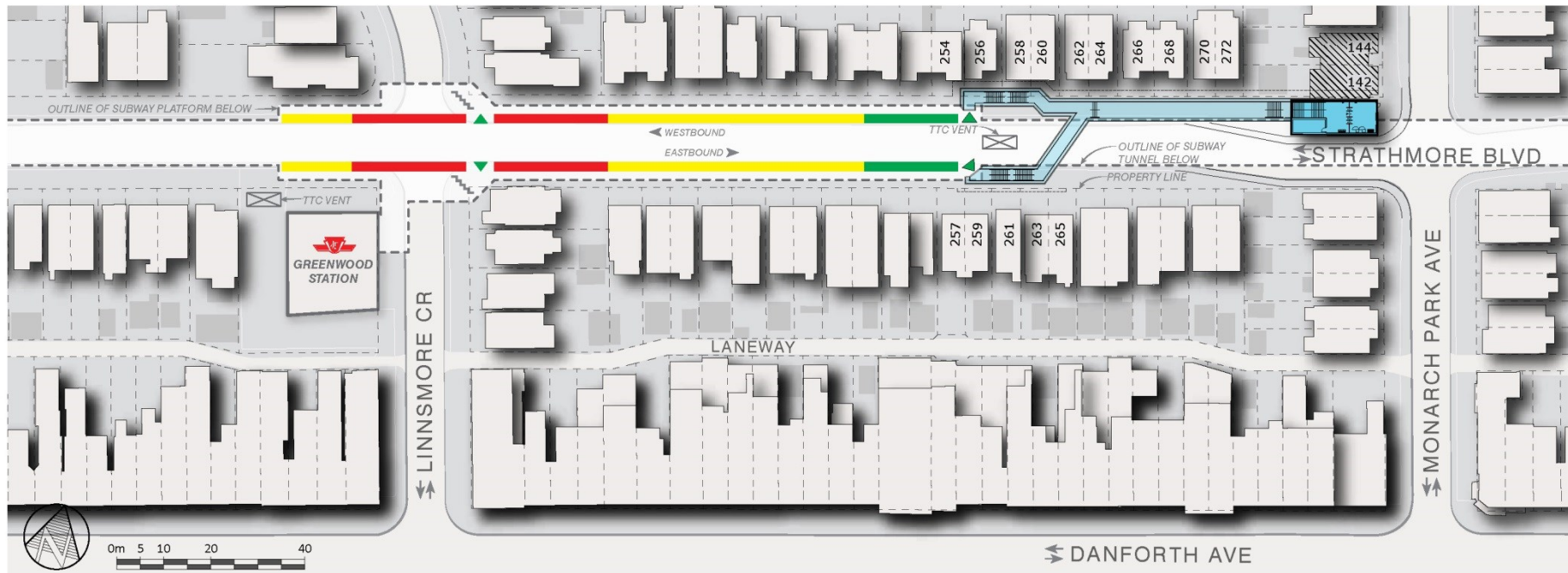
## LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC

OPTION J2 • STRATHMORE BLVD @ MONARCH PARK AVE ROW - NOT CARRIED FORWARD

## GREENWOOD STATION SECOND EXIT/ENTRANCE

February 21, 2018



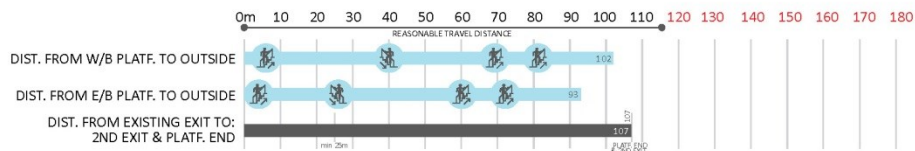
### NOTES:

#### PROPERTY AND RIGHT OF WAY IMPACTS:

- 140/142 MONARCH PARK AVE – PROPERTY ACQUISITION REQUIRED FOR CONSTRUCTION. POTENTIAL REDEVELOPMENT OF RESIDENTIAL PROPERTY.
- 254, 256, 258, 260 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:

- 257, 259, 261, 262, 263, 264, 265, 266, 268, 270, 272 STRATHMORE BLVD IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 258, 260, 263, 265 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.
- GREATER PROPERTY IMPACT THAN OPTION J, THEREFORE NOT CARRIED FORWARD





# OPTION J3 - (NOT CARRIED FORWARD)

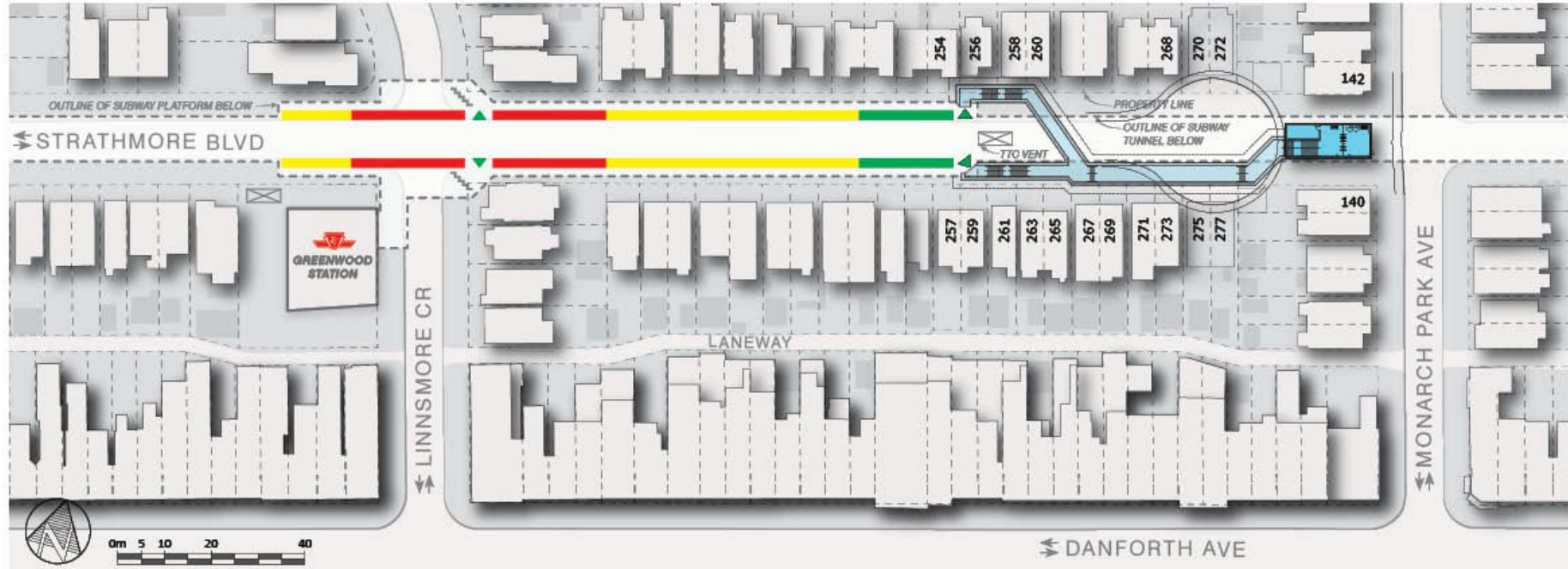
## LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC

OPTION J3 • STRATHMORE BLVD @ MONARCH PARK AVE ROW - **NOT CARRIED FORWARD**

## GREENWOOD STATION SECOND EXIT/ENTRANCE

February 21, 2018



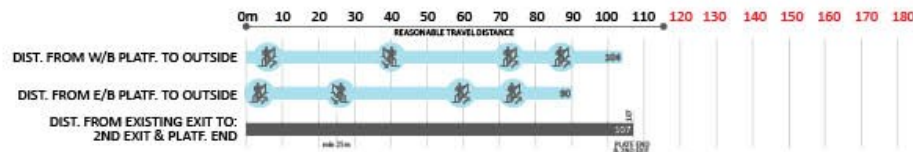
### NOTES:

#### PROPERTY AND RIGHT OF WAY IMPACTS:

- 270, 272, 275, 277 STRATHMORE BLVD – PROPERTY ACQUISITION REQUIRED FOR CUL-DE-SAC. IMPACT EXISTING BUILDINGS.
- 140, 142 MONARCH PARK AVE – PARTIAL PROPERTY ACQUISITION REQUIRED FOR CUL-DE-SAC. IMPACT GARAGE.
- 268, 273 STRATHMORE BLVD – PARTIAL PROPERTY ACQUISITION REQUIRED FOR CUL-DE-SAC.
- 254, 256, 258, 260 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER

#### PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:

- UNDERGROUND TTC STRUCTURE.
- 257, 259, 261, 263, 265, 267, 269, 271, 273 STRATHMORE BLVD IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 258, 260, 263, 265, 267 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.
- **GREATER PROPERTY IMPACT THAN OPTION J, THEREFORE NOT CARRIED FORWARD**



# QUESTIONS RECEIVED FROM LWG AND THE LOCAL COMMUNITY



# PRESERVATION OF FACADES

- The functional layouts for each option assume removal of the building structures.
- No determination has been made at this stage regarding the potential preservation of the façade for 1414-1416 Danforth Avenue (or any location option with an existing building).
- The LWG will be ranking all locations on their relative merits for Local Community Impact (permanent impact of the building) using sub-criteria “LC6 – Streetscape”.



# GREENWOOD PRIORITIZATION VS COXWELL

- At Coxwell there is an escalator which is separated from the staircase by more than 25m on each platform. This provides two means of egress from platform to concourse.
- **At Greenwood, staircases and escalators are side by side at the same opening.**
- **This makes Greenwood a higher priority station with only one means of egress from the platform to concourse.**
- Ridership is not the determining factor of prioritizing second exits.





# PEDESTRIAN TUNNEL FROM GREENWOOD TO COXWELL

- This would entail open cut construction along Strathmore Boulevard for all homes between Greenwood and Coxwell Station.
- While providing access between stations, this would not provide a direct way out between the subway platform and street level access in the event of an emergency, such as a fire.



# CONSTRUCTION DURATION TIMELINE

- Shortest is approximately 3 years while longest is approximately 5 years.
- At this stage it is not possible to project exact timelines.
- As per all evaluation framework categories, the options will be ranked relative to each other.



# EXAMPLE OF COXWELL STATION EASIER ACCESS CONSTRUCTION



# ACCESS DURING CONSTRUCTION

Here are some examples of how TTC and its contractors have provided access to homes near construction sites on comparable projects:

- Temporary porches with stairs or ramps installed during construction
- Temporary walkways

If not technically possible to maintain access for any duration, residents would be relocated temporarily to accommodations paid for by the TTC/builder.



# CONSTRUCTION

- Property owners adjacent to construction will be offered pre-construction and post-construction condition surveys.
- These surveys document the condition of property to identify any changes that may have resulted from construction.
- Any documented damage caused by construction is repaired and/or re-imbursed by the contractor.



# EXAMPLE OF WOODBINE STATION SHARED PORCH ACCESS DURING CONSTRUCTION





# TREES

- Some trees and bushes would need to be removed depending on the location.
- Some properties affected would have some limitations to landscaping.
- Existing landscaping will be replaced in kind wherever possible after construction.
- The LWG will be ranking all locations on their relative merits for Local Community Impact using sub-criteria “LC9 – Vegetation.



# NEXT STEPS

- **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 of each option using the Evaluation Framework categories.
- The LWG will submit their *preliminary* rankings to TTC by Wednesday, March 14, 2018





# FUNCTIONAL LAYOUTS: LWG LOCATION OPTIONS

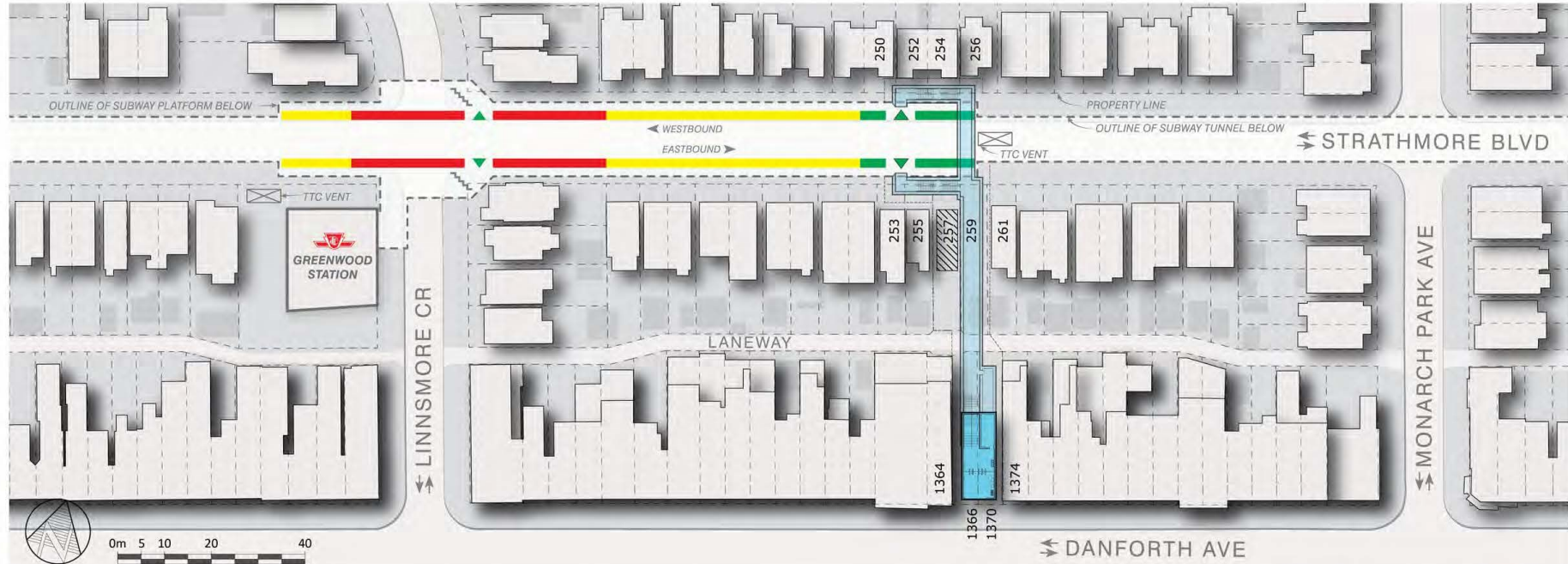


# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
**OPTION A • 1366 DANFORTH AVE**

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018



**NOTES:**

**PROPERTY AND RIGHT OF WAY IMPACTS:**

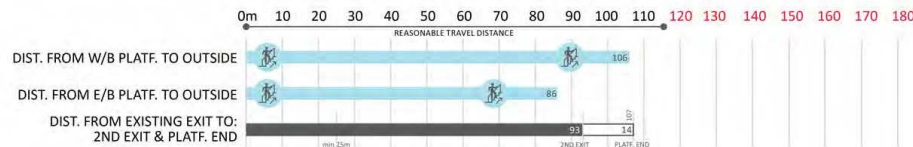
- 1366, 1370 DANFORTH AVE & 257/259 STRATHMORE BLVD – PROPERTY ACQUISITION REQUIRED FOR SECOND EXIT BUILDING LOCATION AND UNDERGROUND PASSAGEWAY CONSTRUCTION. IMPACT EXISTING BUILDINGS.
- 1364, 1374 DANFORTH AVE - FURTHER INVESTIGATION OF EXISTING BUILDINGS REQUIRED. POTENTIAL IMPACT TO EXISTING BUILDINGS.
- 257 STRATHMORE BLVD - POTENTIAL REDEVELOPMENT OF RESIDENTIAL PROPERTY.

**PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**

- 250, 252, 253, 254, 255, 256 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.
- 261 STRATHMORE BLVD – TEMPORARY EASEMENT REQUIRED. POTENTIAL IMPACT DURING CONSTRUCTION.
- 252, 253, 254, 255, 257 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

**CONSTRUCTABILITY CONSTRAINTS:**

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



**CONSTRUCTION DURATION:**



**COST (OME COST IN 2017 DOLLARS):**

- TBD\*
- \*COST OF CONSTRUCTION ONLY.



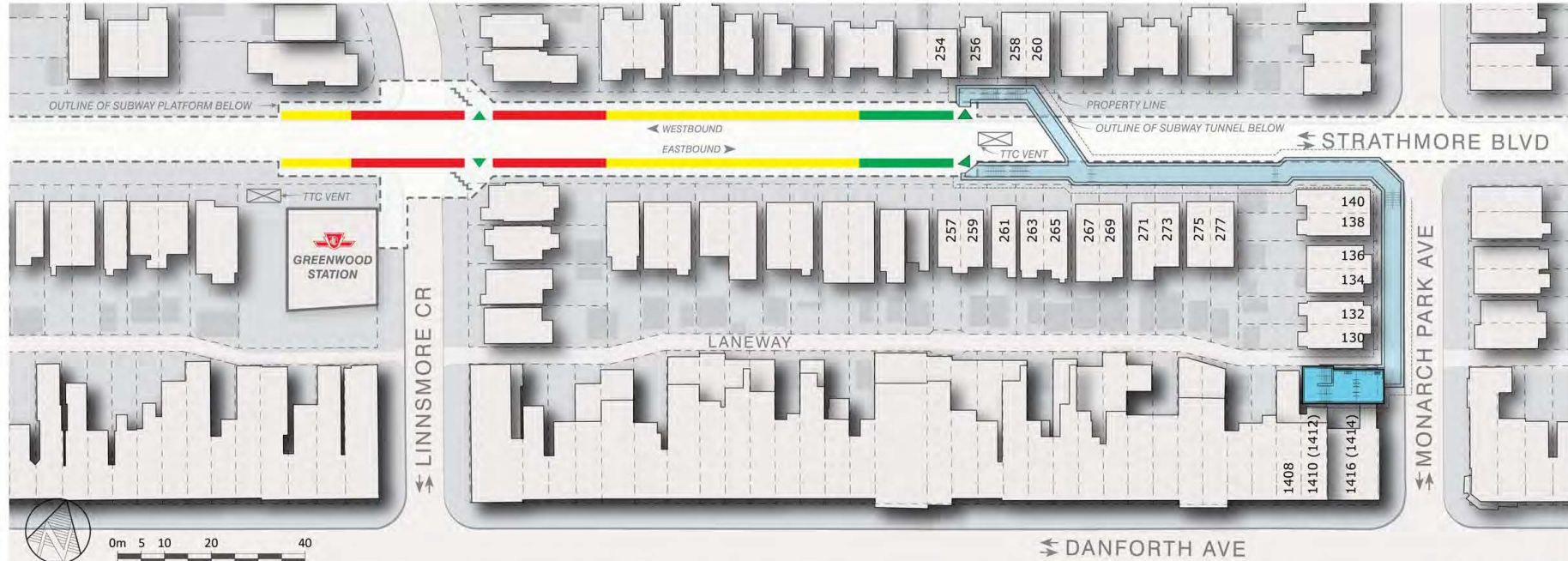


# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
**OPTION B • 1410/1416 DANFORTH AVE REAR**

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018

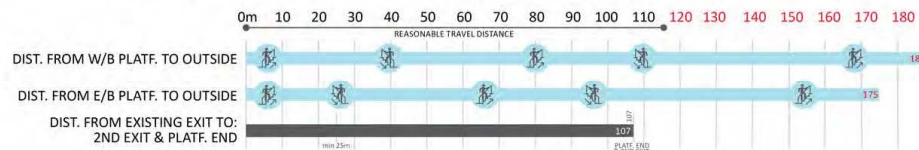


- NOTES:**
- PROPERTY AND RIGHT OF WAY IMPACTS:**
- 1410, 1416 DANFORTH AVE REAR – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED. IMPACT EXISTING BUILDING.
  - 254, 256, 258, 260 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.
  - 1408, 1410, 1416 DANFORTH AVE – POTENTIAL IMPACT DURING CONSTRUCTION.
  - 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277 STRATHMORE BLVD & 130, 132, 134, 136, 138, 140 MONARCH

- PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**
- PARK AVE – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 258, 260, 263, 265, 267 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

- CONSTRUCTABILITY CONSTRAINTS:**
- ANTICIPATE MONARCH PARK AVE, STRATHMORE BLVD AND LANEWAY TEMPORARY/ PARTIAL CLOSURE, TRAFFIC REROUTED DURING ALL/ PART OF CONSTRUCTION AND UTILITIES RELOCATION.

- DESIGN CONSTRAINTS:**
- EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.
  - REDUNDANT LEVEL CHANGES REQUIRED.
  - LOSS OF PARKING SPOTS AT MONEY-MART (SIDEWALK)
  - COMPROMISE ACCESS TO REAR AND 2ND LEVEL OF 1410 DANFORTH AVE.



**CONSTRUCTION DURATION:**  
 SHORTEST ██████████ LONGEST

**COST (OME COST IN 2017 DOLLARS):**

- TBD\*
- \*COST OF CONSTRUCTION ONLY.



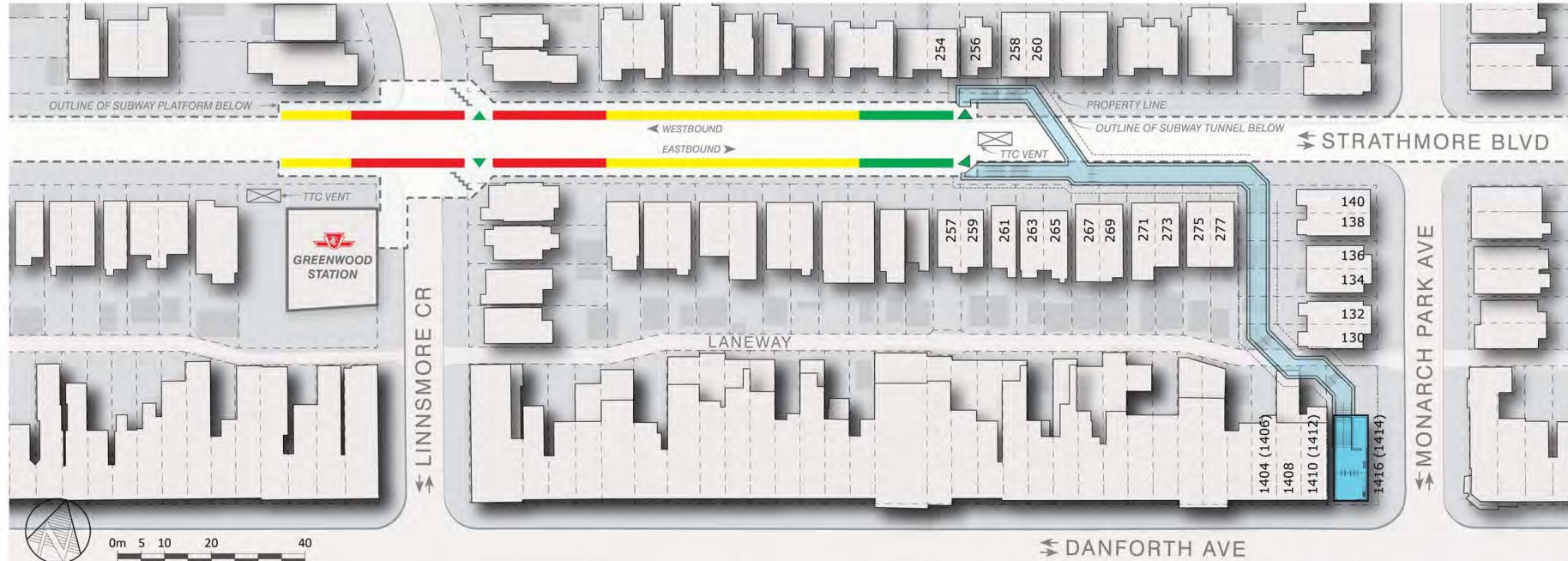


# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
**OPTION C • 1416 DANFORTH AVE**

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018



**NOTES:**

**PROPERTY AND RIGHT OF WAY IMPACTS:**

- 1416 (1414) DANFORTH AVE – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 1408 DANFORTH AVE – IMPACT EXISTING BUILDING. PROPERTY ACQUISITION REQUIRED.
- 254, 256, 258, 260 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.
- 130, 132, 134, 136, 138, 140 MONARCH PARK AVE & 1408, 1410 (1412) DANFORTH AVE – IMPACT DURING

**PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**

- CONSTRUCTION. PERMANENT REAR EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING AND CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE. IMPACT GARAGES.
- 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277 STRATHMORE BLVD & 1404 (1406) DANFORTH AVE – IMPACT DURING CONSTRUCTION AND FRONT/ REAR ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 258, 260, 263, 265, 267 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

**CONSTRUCTABILITY CONSTRAINTS:**

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

**DESIGN CONSTRAINTS:**

- EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.
- REDUNDANT LEVEL CHANGES REQUIRED.

**CONSTRUCTION DURATION:**

SHORTEST LONGEST

**COST (OME COST IN 2017 DOLLARS):**

- TBD\*
- \*COST OF CONSTRUCTION ONLY.

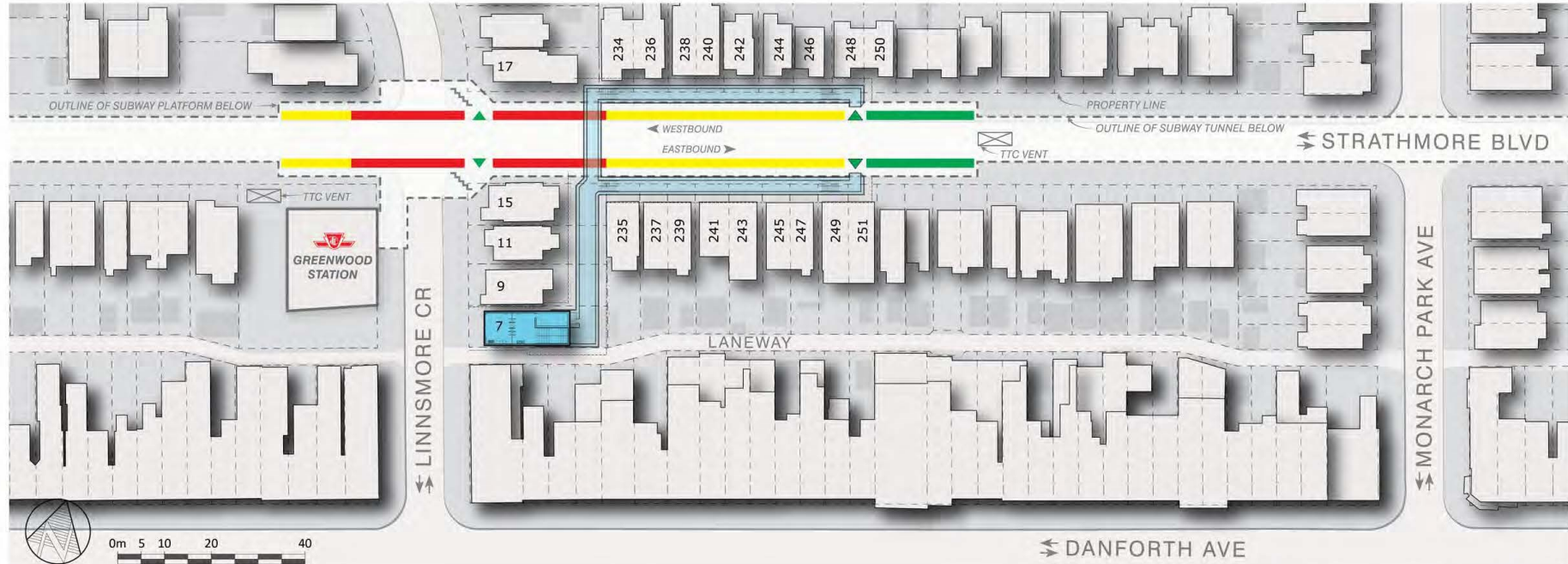


# LOCAL WORKING GROUP

ALL OPTIONS CR – PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
**OPTION D • 7 LINNSMORE CR**

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018



**NOTES:**

**PROPERTY AND RIGHT OF WAY IMPACTS:**

- 7 LINNSMORE CR – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 251 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND SIGNIFICANT FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.
- 9, 11 LINNSMORE CR – IMPACT DURING CONSTRUCTION AND REAR ACCESS CONSTRAINTS. IMPACT GARAGE. PERMANENT

**PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**

- EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING/ CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.
- 15, 17 LINNSMORE CR – IMPACT DURING CONSTRUCTION. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING/ CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.
- 250 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION. TEMPORARY EASEMENT REQUIRED.

**CONSTRUCTABILITY CONSTRAINTS:**

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

**DESIGN CONSTRAINTS:**

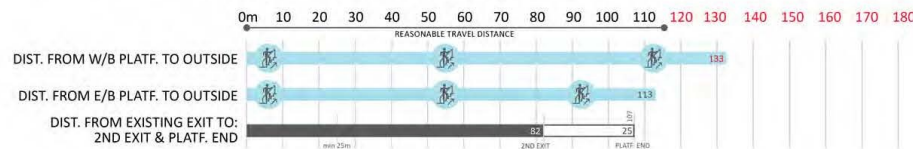
- EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.

**CONSTRUCTION DURATION:**

SHORTEST [Progress bar] LONGEST

**COST (OME COST IN 2017 DOLLARS):**

- TBD\*
- \*COST OF CONSTRUCTION ONLY.



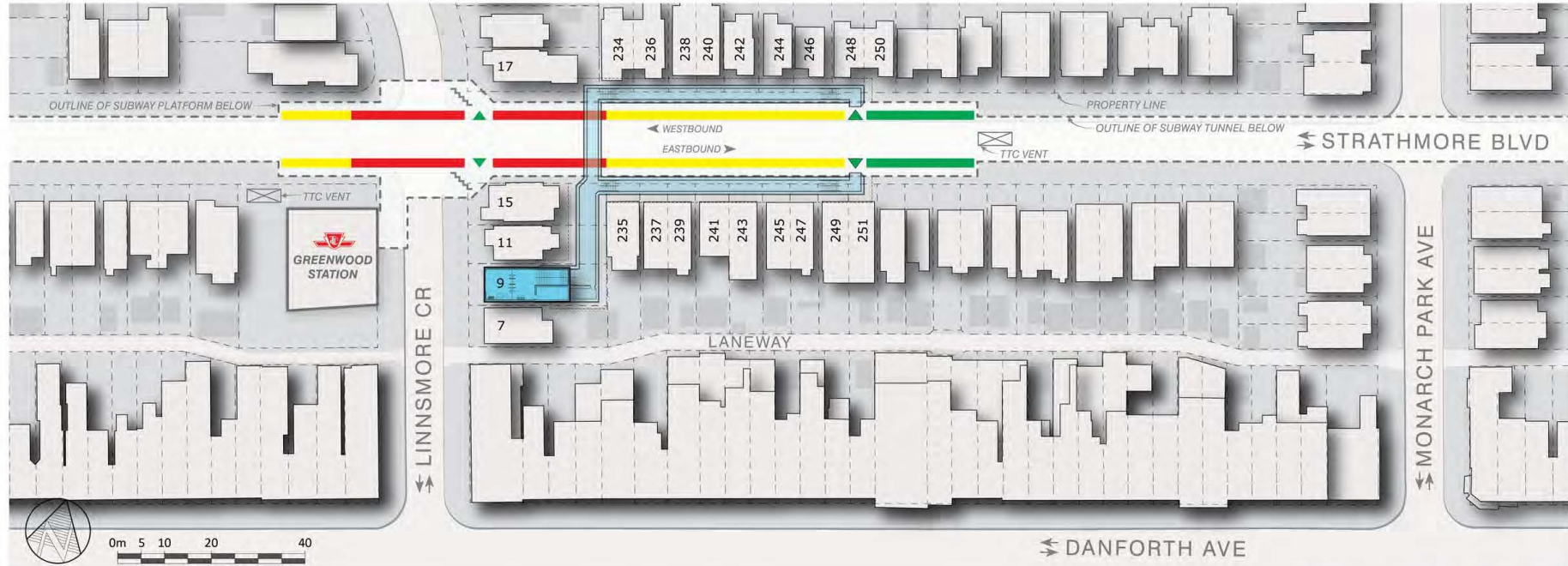


# LOCAL WORKING GROUP

ALL OPTIONS CR – PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
**OPTION E • 9 LINNSMORE CR**

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018



**NOTES:**

**PROPERTY AND RIGHT OF WAY IMPACTS:**

- 9 LINNSMORE CR – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 251 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND SIGNIFICANT FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.
- 11 LINNSMORE CR – IMPACT DURING CONSTRUCTION AND REAR ACCESS CONSTRAINTS. IMPACT GARAGE.

**PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**

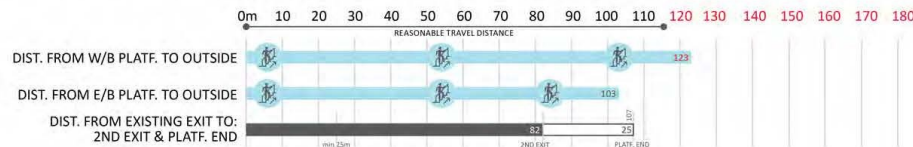
- PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING AND CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.
- 15, 17 LINNSMORE CR – IMPACT DURING CONSTRUCTION. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING AND CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.
- 250 STRATHMORE BLVD AND 7 LINNSMORE CR – IMPACT DURING CONSTRUCTION. TEMPORARY EASEMENT REQUIRED.

**CONSTRUCTABILITY CONSTRAINTS:**

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

**DESIGN CONSTRAINTS:**

- EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.



**CONSTRUCTION DURATION:**

SHORTEST [ ] LONGEST

**COST (OME COST IN 2017 DOLLARS):**

- TBD\*
- \*COST OF CONSTRUCTION ONLY.

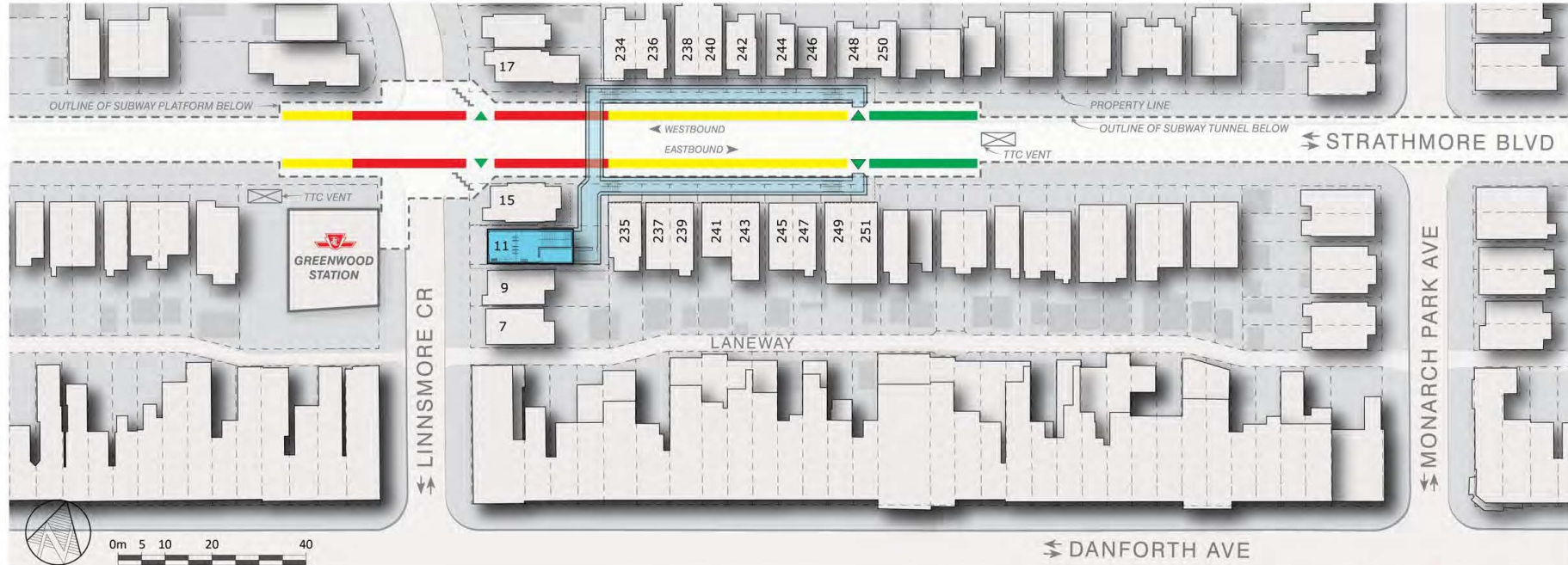


# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
 OPTION F • 11 LINNSMORE CR

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018



**NOTES:**  
**PROPERTY AND RIGHT OF WAY IMPACTS:**

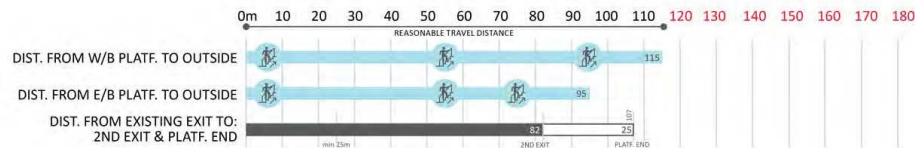
- 11 LINNSMORE CR – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 251 STRATHMORE BLVD IMPACT DURING CONSTRUCTION AND SIGNIFICANT FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING/ CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.

**PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**

- 15, 17 LINNSMORE CR – IMPACT DURING CONSTRUCTION. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING AND CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.
- 250 STRATHMORE BLVD AND 9 LINNSMORE CR – IMPACT DURING CONSTRUCTION. TEMPORARY EASEMENT REQUIRED.

**CONSTRUCTABILITY CONSTRAINTS:**

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



**CONSTRUCTION DURATION:**

SHORTEST [bar] LONGEST

**COST (OME COST IN 2017 DOLLARS):**

- TBD\*
- \*COST OF CONSTRUCTION ONLY.



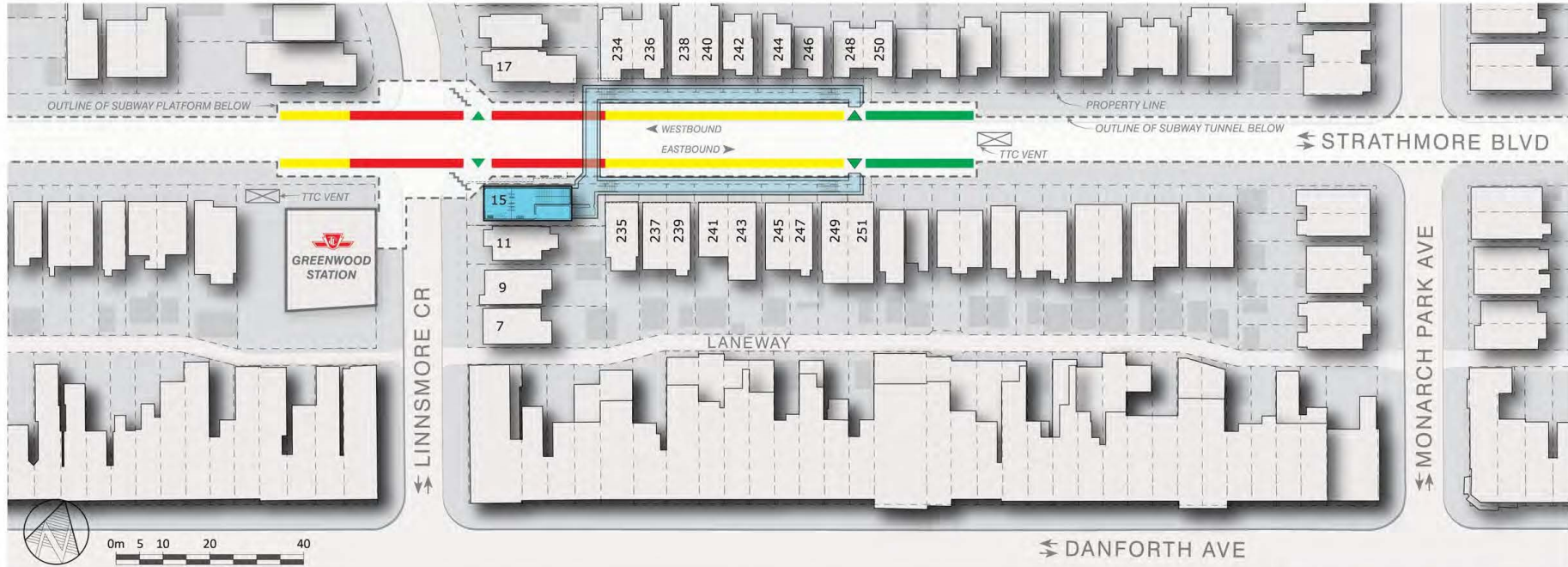


# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
**OPTION G • 15 LINNSMORE CR**

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018



**NOTES:**

**PROPERTY AND RIGHT OF WAY IMPACTS:**

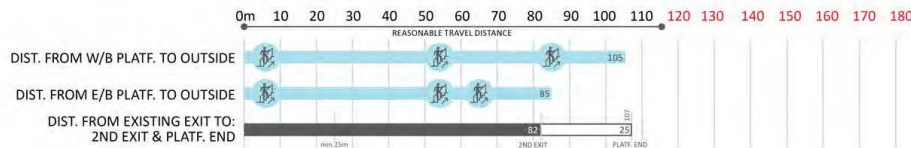
- 15 LINNSMORE CR – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 251 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND SIGNIFICANT FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.

**PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**

- 17 LINNSMORE CR – IMPACT DURING CONSTRUCTION. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING AND CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.
- 250 STRATHMORE BLVD AND 11 LINNSMORE CR – IMPACT DURING CONSTRUCTION. TEMPORARY EASEMENT REQUIRED.

**CONSTRUCTABILITY CONSTRAINTS:**

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

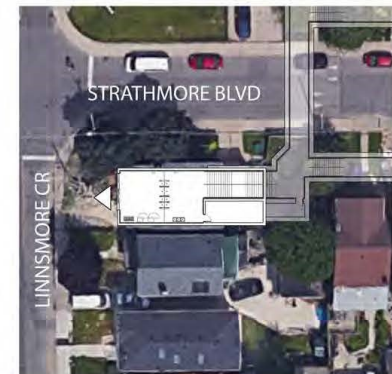


**CONSTRUCTION DURATION:**

SHORTEST [bar] LONGEST

**COST (OME COST IN 2017 DOLLARS):**

- TBD\*
- \*COST OF CONSTRUCTION ONLY.



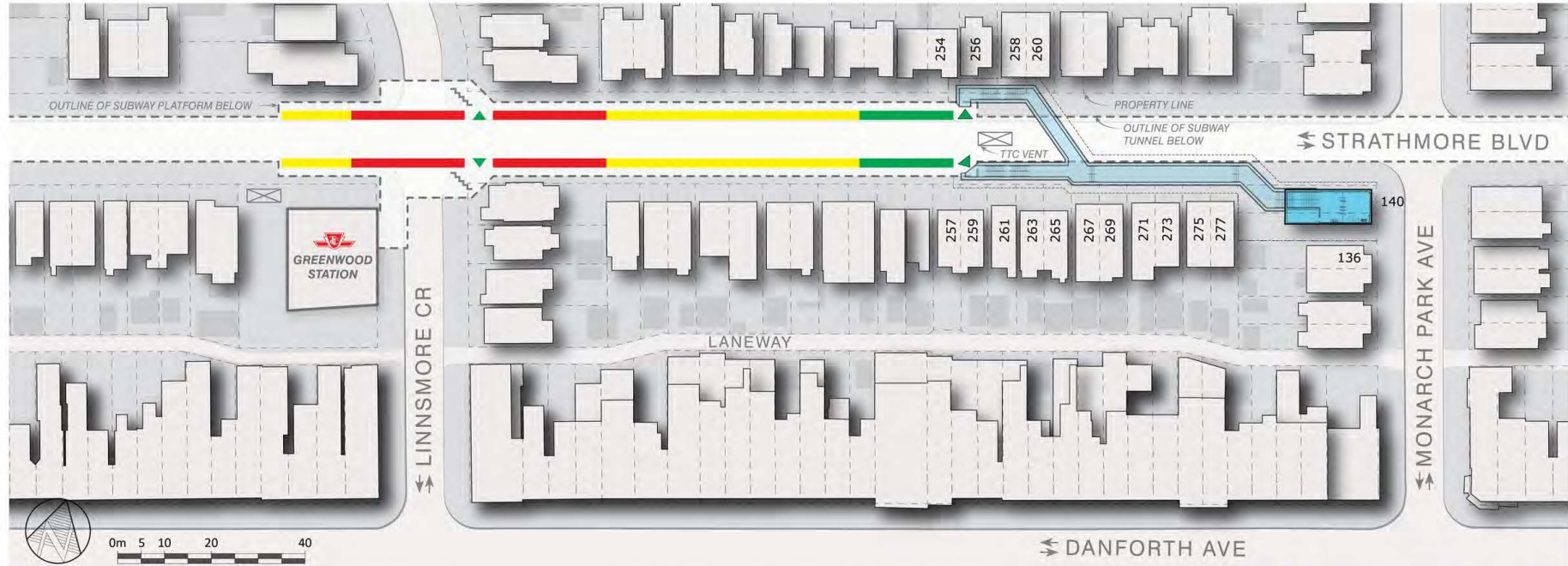


# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
 OPTION H • 138/140 MONARCH PARK AVE

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018



- NOTES:**
- PROPERTY AND RIGHT OF WAY IMPACTS:**
- 138 /140 MONARCH PARK AVE – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
  - 136 MONARCH PARK AVE – POTENTIAL REAR VEHICULAR ACCESS CONSTRAINTS.
  - 254, 256, 258, 260 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.

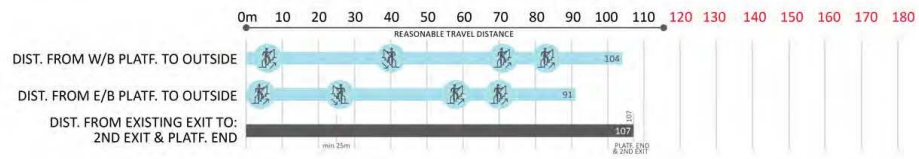
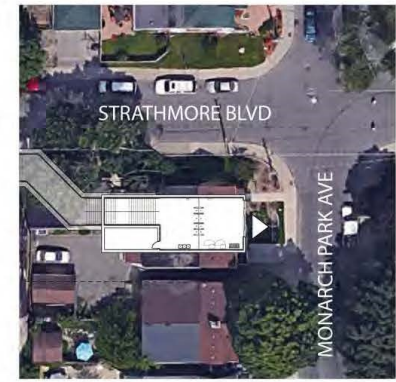
- PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**
- 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
  - 258, 260, 263, 265, 267 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

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

- DESIGN CONSTRAINTS:**
- REDUNDANT LEVEL CHANGES REQUIRED.

**CONSTRUCTION DURATION:**  
 SHORTEST [ ] LONGEST

- COST (OME COST IN 2017 DOLLARS):**
- TBD\*
  - \*COST OF CONSTRUCTION ONLY.

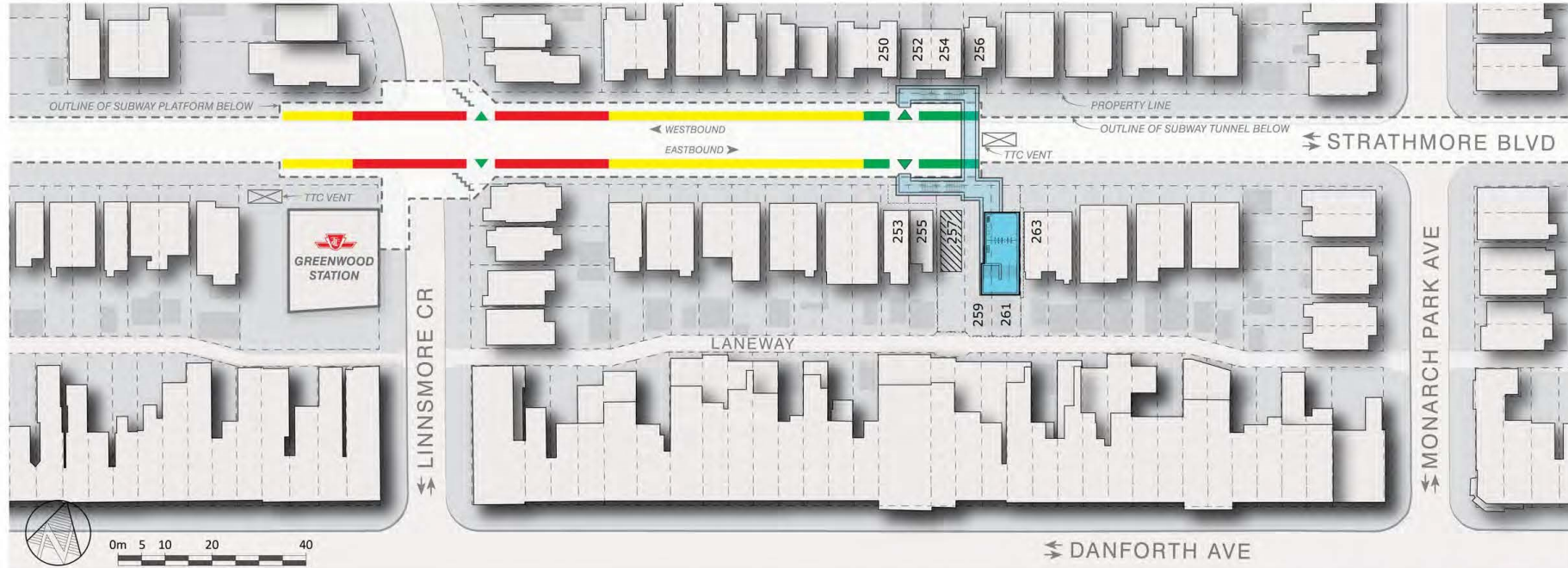


# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
**OPTION I • 261 STRATHMORE BLVD**

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018



**NOTES:**

**PROPERTY AND RIGHT OF WAY IMPACTS:**

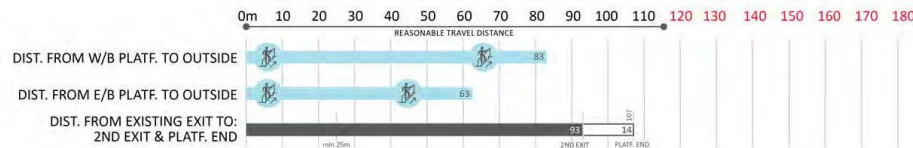
- 259 AND 261 STRATHMORE BLVD – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 257 STRATHMORE BLVD - PROPERTY ACQUISITION REQUIRED FOR CONSTRUCTION. POTENTIAL REDEVELOPMENT OF RESIDENTIAL PROPERTY.
- 250, 252, 253, 254, 255, 256 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED

**PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**

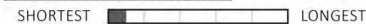
- ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.
- 263 STRATHMORE BLVD – POTENTIAL IMPACT DURING CONSTRUCTION WITH FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 252, 253, 254, 255, 256, 257 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

**CONSTRUCTABILITY CONSTRAINTS:**

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



**CONSTRUCTION DURATION:**



**COST (OME COST IN 2017 DOLLARS):**

- TBD\*
- \*COST OF CONSTRUCTION ONLY.



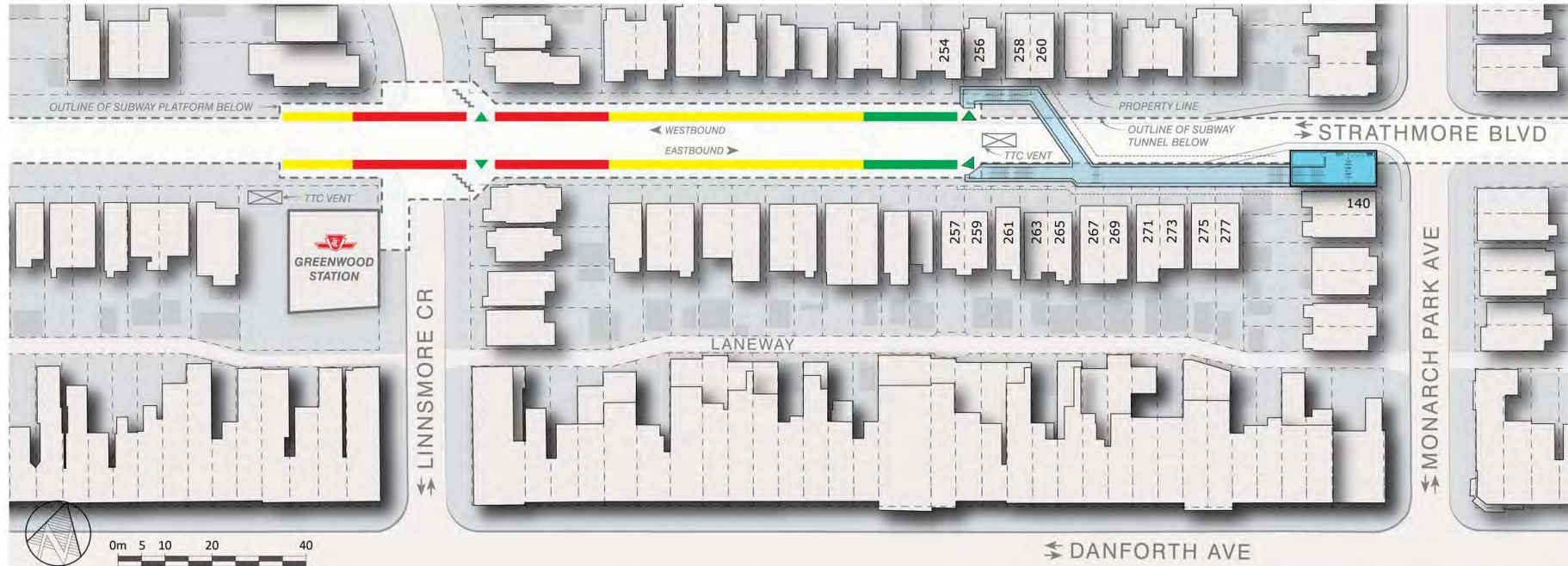


# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC  
**OPTION J • STRATHMORE BLVD @ MONARCH PARK AVE ROW**

# GREENWOOD STATION SECOND EXIT/ENTRANCE

January 31, 2018



**NOTES:**

**PROPERTY AND RIGHT OF WAY IMPACTS:**

- 254, 256, 258, 260 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.
- 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277 STRATHMORE BLVD IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 140 MONARCH PARK AVE – IMPACT DURING CONSTRUCTION AND REAR ACCESS CONSTRAINTS. IMPACT GARAGE STRUCTURE. TEMPORARY EASEMENT REQUIRED.

**PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**

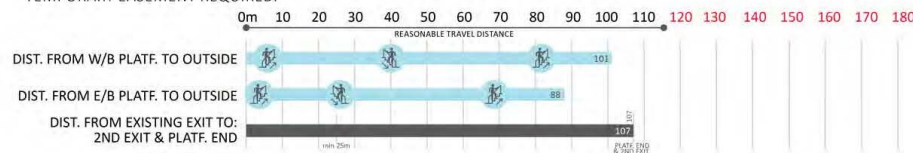
- 258, 260, 263, 265, 267 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

**CONSTRUCTABILITY CONSTRAINTS:**

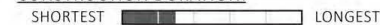
- ANTICIPATE STRATHMORE BLVD AND MONARCH PARK AVE TEMPORARY/ PARTIAL CLOSURE, TRAFFIC REROUTED DURING ALL/ PART OF CONSTRUCTION, UTILITIES RELOCATION AND INTERSECTION REDESIGN.

**DESIGN CONSTRAINTS:**

- REDUNDANT LEVEL CHANGES REQUIRED.
- TRAFFIC/ PARKING IMPACT. STRATHMORE BLVD STREET WIDTH REDUCTION. LOSS OF APPROX. 10 PARKING SPOTS.
- FURTHER INVESTIGATION/APPROVAL OF STREET WIDTH REDUCTION AND INTERSECTION REDESIGN REQUIRED BY CITY AGENCIES.



**CONSTRUCTION DURATION:**



**COST (OME COST IN 2017 DOLLARS):**

- TBD\*
- \*COST OF CONSTRUCTION ONLY.



# 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 location options in each category.*



# 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"> <li>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 (<b>farther is preferable</b>).</li> </ul>	35 metres <b>(would rank #1)</b>	32 m <b>(2)</b>	30 m <b>(3)</b>	25 m <b>(4)</b>
S2	Second Exit location on platform: distance to end of platform	<ul style="list-style-type: none"> <li>Rank the options according to their location on platform, based on their distance to the end of the platform (<b>closer is preferable</b>).</li> </ul>	10 m <b>(1)</b>	13 m <b>(2)</b>	15 m <b>(3)</b>	20 m <b>(4)</b>
S3	Distance from platform to outside	<ul style="list-style-type: none"> <li>Rank the options according to the distance from platform to outside (<b>shorter distance is preferable</b>). Consider that greater distance requires additional fire/life safety design and equipment.</li> </ul>	40 m <b>(2)</b>	50 m <b>(4)</b>	33 m <b>(1)</b>	46 m <b>(3)</b>
S4	Customer security	<ul style="list-style-type: none"> <li>Rank the security of the options according to their point of exit on surface. Consider such factors as:                             <ul style="list-style-type: none"> <li>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?)</li> <li>The route is clear, easy and legible.</li> <li>The route to the surface includes a long underground tunnel.</li> </ul> </li> </ul>	<b>(2)</b> Well lit street, not as visible as option C	<b>(4)</b> Alley way	<b>(1)</b> Well lit street	<b>(3)</b> 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"><li>Rank the options according to their ability to have a generally positive impact on local businesses.</li></ul>
LC2	Social impact	<ul style="list-style-type: none"><li>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"><li>Whether the location will have a negative impact on traffic flow for nearby residents;</li><li>Whether the location will easily allow for a surface exit that blends into the existing neighbourhood;</li><li>Whether the location will result in noise-related and safety problems for nearby residents.</li></ul></li></ul>



# LOCAL COMMUNITY IMPACT CONTINUED

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



# LOCAL COMMUNITY IMPACT – CONTINUED

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





# LOCAL COMMUNITY IMPACT – CONTINUED

LC8	Traffic	<ul style="list-style-type: none"> <li>Rank the options according to their potential impact on local traffic and/or street parking.</li> </ul>
LC9	Vegetation	<ul style="list-style-type: none"> <li>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"> <li>Mitigation of damage to vegetation during construction;</li> <li>Retention of vegetation of exceptional quality such as mature trees;</li> <li>Replanting opportunities near surface exit location.</li> </ul> </li> </ul>
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"><li>• 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"><li>• Pedestrian, traffic, and parking disruptions;</li><li>• Noise and dust impact;</li><li>• Use of extensive hoarding and barrier installation requirements;</li><li>• Sensitive uses in the local community;</li><li>• Utility disruption impacts on local community;</li><li>• Availability of locations for temporary material and equipment storage required for construction.</li></ul></li></ul>



# LOCAL COMMUNITY IMPACT – CONSTRUCTION CONTINUED

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



# FRAMEWORK – CUSTOMER EXPERIENCE

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



# FRAMEWORK – CUSTOMER EXPERIENCE CONTINUED

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



# FRAMEWORK - COST

\$	COST	
	CRITERIA	FACTORS
\$	Total cost	<ul style="list-style-type: none"><li>• 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.</li></ul>
Comparative Rank: (lowest is best)		



# THANK YOU

