



SECOND EXIT PLANNING AND CONSULTATION – GREENWOOD STATION

Local Working Group (LWG) Meeting #6

Discussion, Q&A

March 7, 2018



MEETING AGENDA

Agenda

- | | |
|--|-------------|
| • Introductions | 6:30 - 6:40 |
| • Presentation & LWG Discussion <ul style="list-style-type: none">○ Update/Schedule○ TTC review of locations, additional information requested○ Costs update | 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 LWG 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 LWG 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 #6** - LWG reviews their location options and discusses relative merits of each option using the Evaluation Framework categories.
 - LWG members individually submit *preliminary* Second Exit rankings to TTC by March 14, 2018



UPDATED SCHEDULE

- **March 21, 2018** LWG Meeting #7- Preliminary Rankings Discussion
 - LWG individually submits *final* Second Exit rankings to TTC before next meeting.

- **April 11, 2018** LWG Meeting #8 - Final Rankings Discussion
(additional meeting required)

- **May, 2018** Community meeting to review LWG Rankings and recommendations.
(date TBD)



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



REVIEW OF OPTION A

Per Expert Panel guidance, all options were reviewed for refinement and improvement; including opportunities to reduce the number of properties required for acquisition within the same construction footprint.

- **Option A (1366 Danforth Ave.):** requires acquisition of 257/259 Strathmore Blvd., 1366/1370 Danforth Ave. and potentially 1364/1374 Danforth Ave. to construct.
- **Option A2 (1370/1374 Danforth Ave.)/Not Carried Forward**
 - **Property impact to three more Strathmore homes where the new tunnel is located (compared to Option A).**
 - **The commercial property impact changes, and would require the acquisition of 1370/1374 Danforth Ave. and potentially 1366/1376 Danforth Ave.**

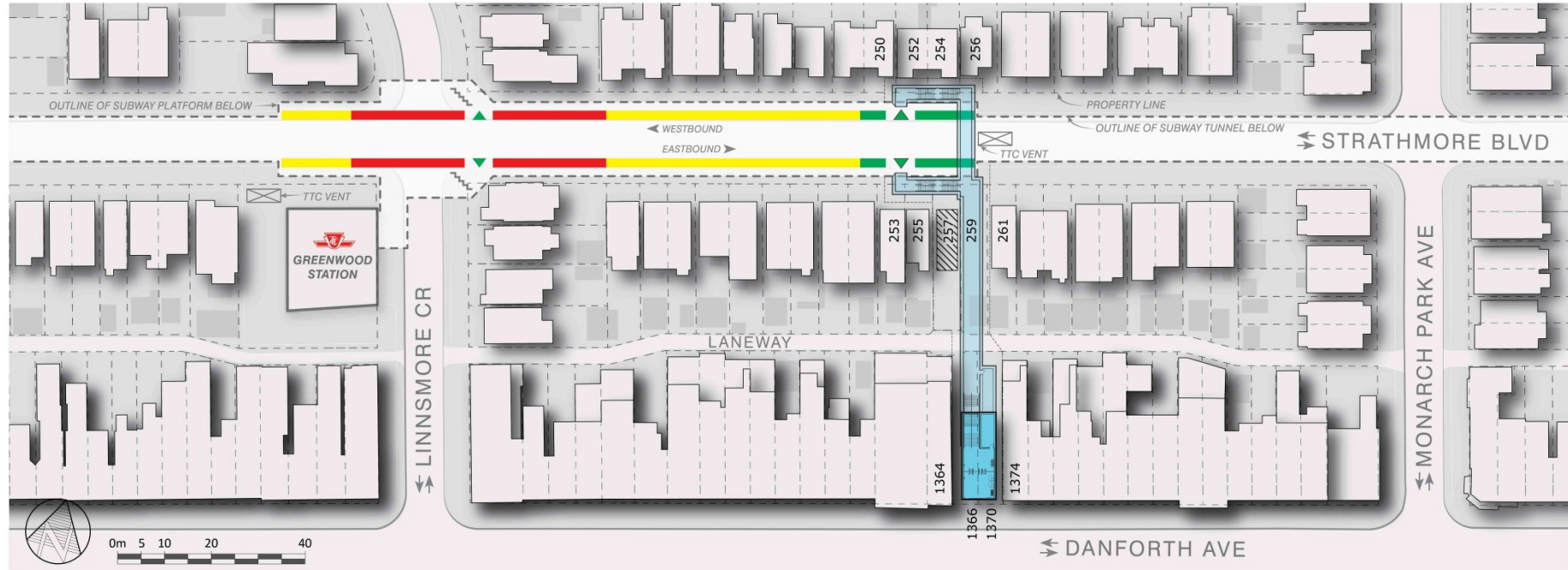


LOCAL WORKING GROUP

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

GREENWOOD STATION SECOND EXIT/ENTRANCE

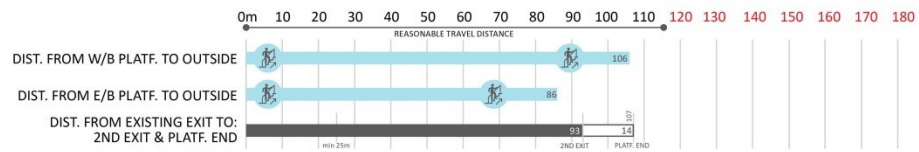
March 7, 2018



- 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:
 SHORTEST ██████████ LONGEST

COST (OME COST IN 2017 DOLLARS):
 • 18-19 MILLION

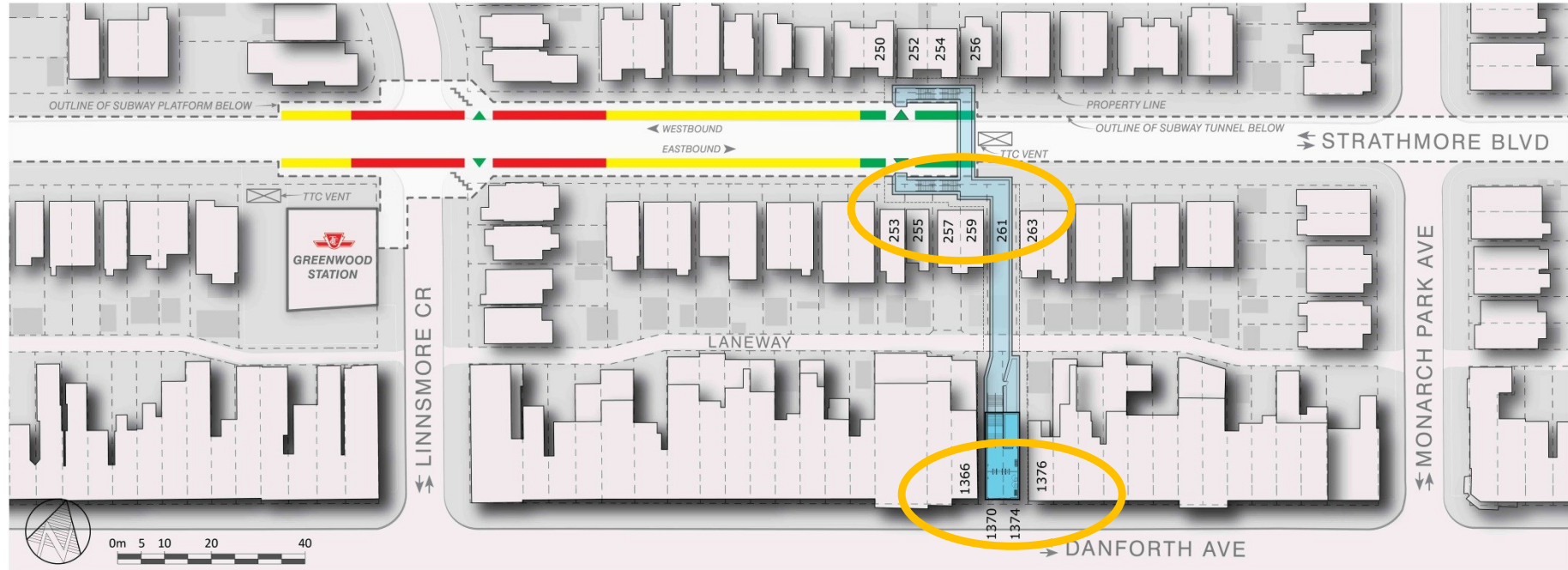


LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC
OPTION A2• 1370/1374 DANFORTH AVE - NOT CARRIED FORWARD

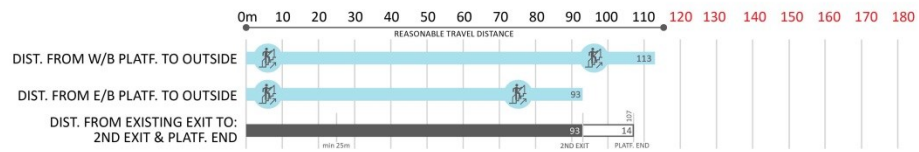
GREENWOOD STATION SECOND EXIT/ENTRANCE

March 7, 2018



- NOTES:**
- PROPERTY AND RIGHT OF WAY IMPACTS:**
- 1370/1374 DANFORTH AVE & 261 STRATHMORE BLVD – PROPERTY ACQUISITION REQUIRED FOR SECOND EXIT BUILDING LOCATION AND UNDERGROUND PASSAGEWAY CONSTRUCTION. IMPACT EXISTING BUILDINGS.
 - 1366, 1376 DANFORTH AVE - FURTHER INVESTIGATION OF EXISTING BUILDINGS REQUIRED. POTENTIAL IMPACT TO EXISTING BUILDINGS.
 - 263 STRATHMORE BLVD – TEMPORARY EASEMENT REQUIRED. POTENTIAL IMPACT DURING CONSTRUCTION.

- PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:**
- 250, 252, 253, 254, 255, 256, 257, 259 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.
 - 252, 253, 254, 255, 257, 259 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.
 - **GREATER NUMBER OF PROPERTY IMPACT THAN OPTION A, THEREFORE NOT CARRIED FORWARD.**



QUESTIONS RECEIVED FROM LWG AND THE LOCAL COMMUNITY



CITY PARKING RESTRICTIONS AT LANSDOWNE STATION - EMERSON AVENUE



CITY PARKING RESTRICTIONS AT BATHURST STATION - MARKHAM ST

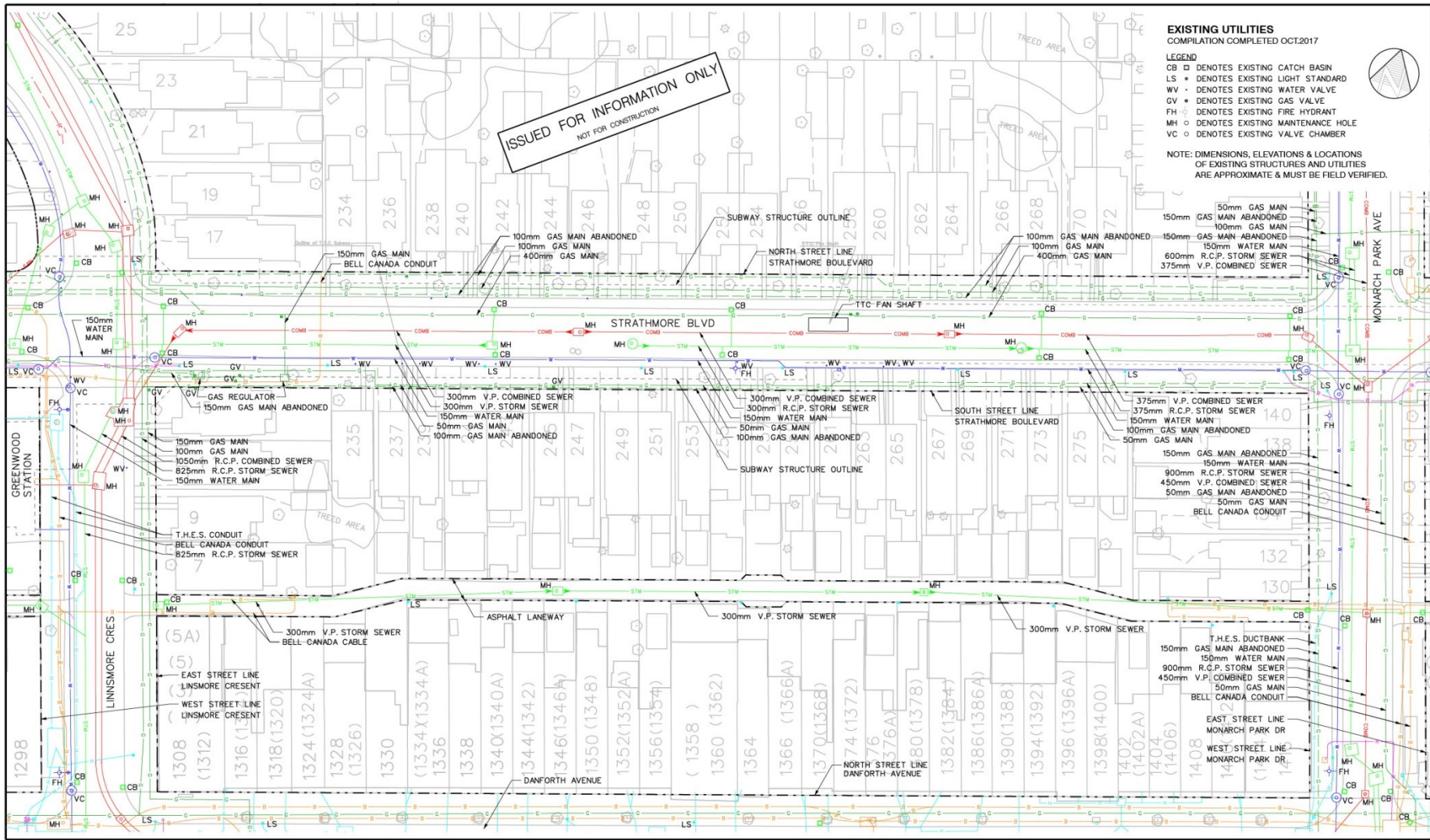


UTILITIES

- Utility relocations are commonly required for major construction projects.
- Utility relocation plans are subject to approval by Authorities Having Jurisdiction.

- Examples of utilities include:
 - Watermain (blue)
 - Gas main (dark green)
 - Storm sewer (bright green)
 - Combined sewer (red)





TREES & VEGETATION

- Some trees and bushes will 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.



MID-BLOCK STRATHMORE BOULEVARD FACING WEST



STRATHMORE BOULEVARD FACING WEST



LINNSMORE CRESCENT FACING SOUTH



MONARCH PARK AVENUE FACING SOUTH



DANFORTH AVENUE FACING WEST

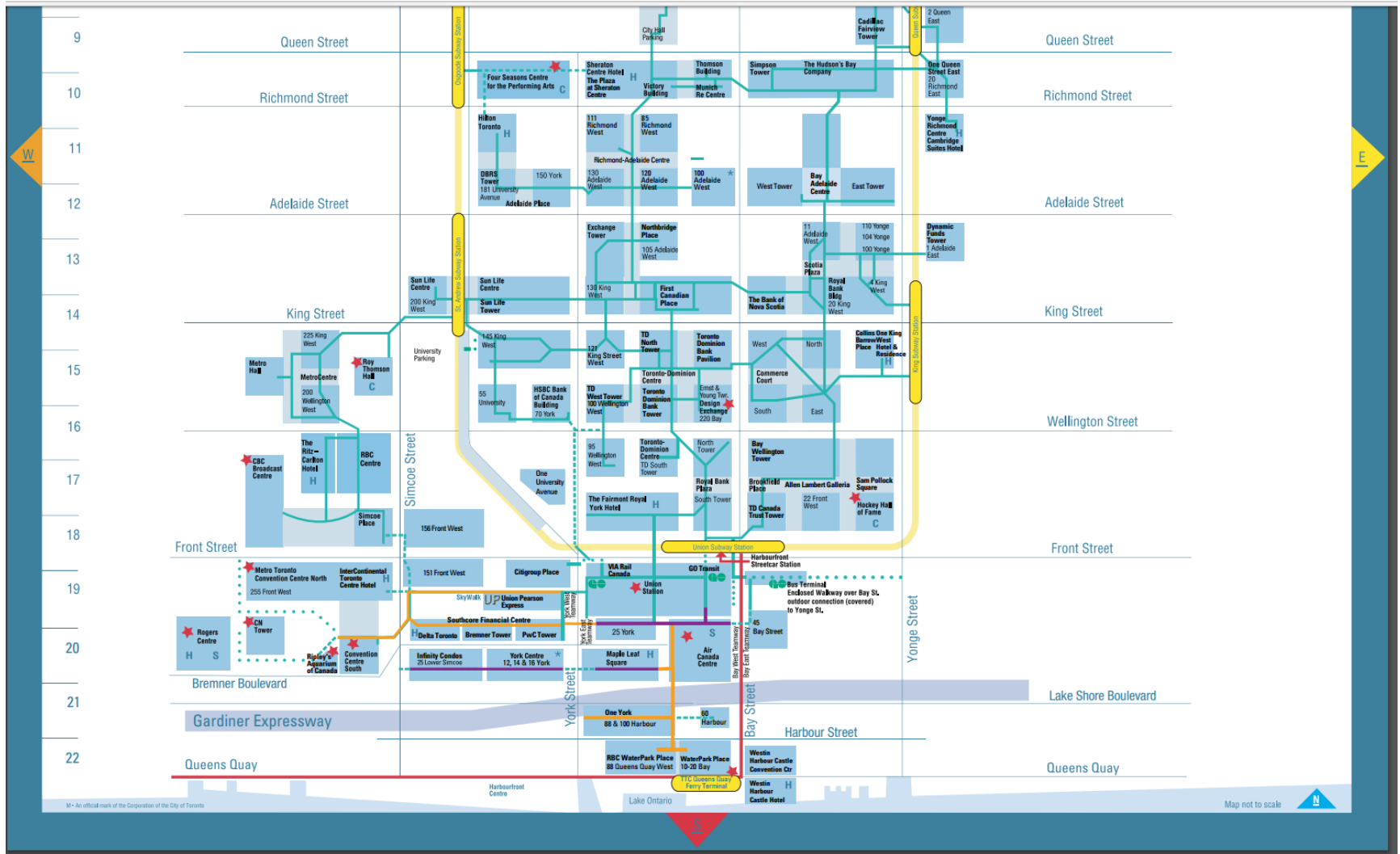


CORRIDOR DISTANCES

- Downtown area stations have long pedestrian corridors that are not comparable to the length of corridors in 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.
 - Office towers and the PATH offer more than one direct way out from the underground path to street level.



PATH



DISTANCE CONSIDERATIONS:

- 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”.
- As per all evaluation framework categories, the options will be ranked **relative** to each other.
- The vast majority of the cost is for construction, including utility relocation, major excavation and underground works.



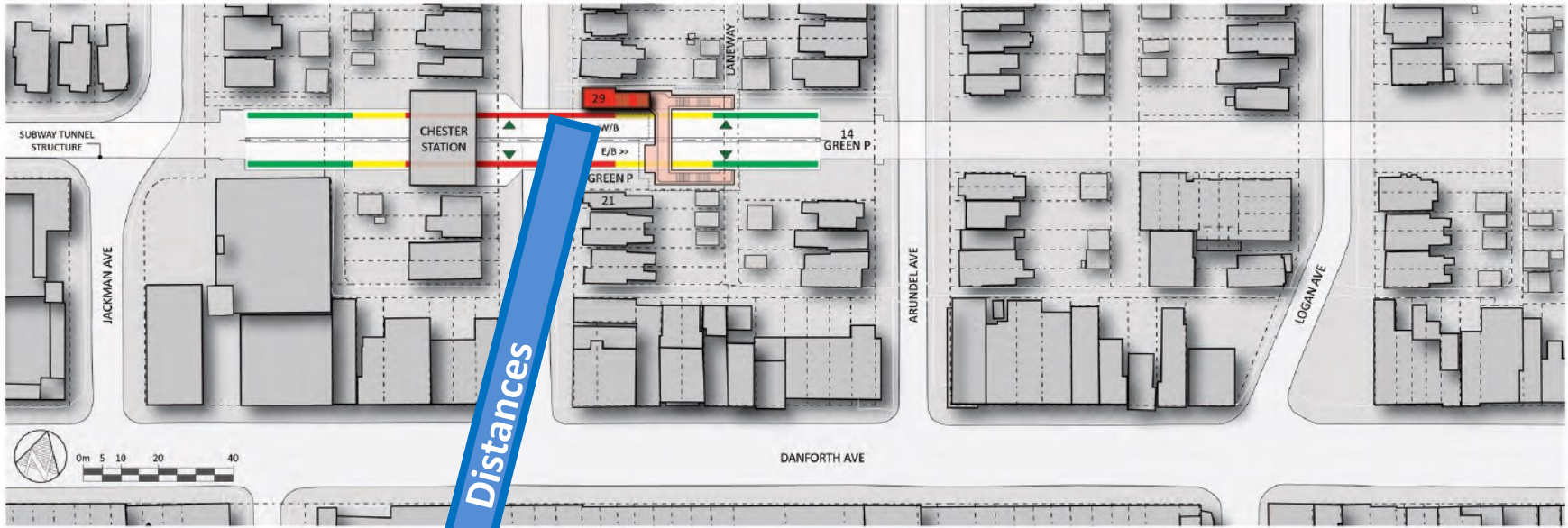
SECOND EXIT EXAMPLES PLANNED UNDER LWG PROCESS



CORRIDOR DISTANCE: CHESTER STN

LOCAL WORKING GROUP • ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS
 OPTION 3 • 29 CHESTER AVE (GREEN P)

CHESTER STATION SECOND EXIT
 SEPT 30, 2014



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

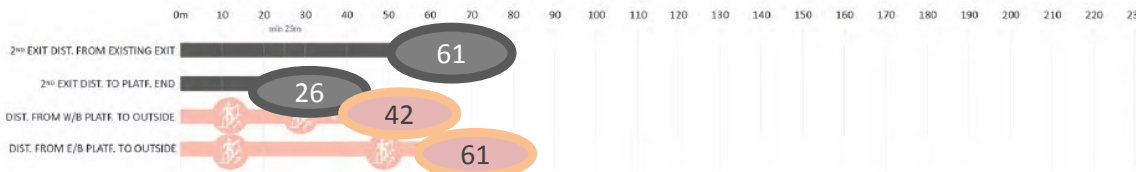
CONSTRUCTION CONSTRAINTS:

- AVERAGE CONSTRUCTION DURATION, WITH SHORT UNDERGROUND TUNNELS
- ANTICIPATED ROADWAY CLOSURE AND UTILITIES RELOCATION DURING ABOVE GROUND CONSTRUCTION

COST (OME COST IN 2014 DOLLARS):

- \$7.1M*

*COST OF CONSTRUCTION ONLY



CORRIDOR DISTANCE: DONLANDS STN

LOCAL WORKING GROUP

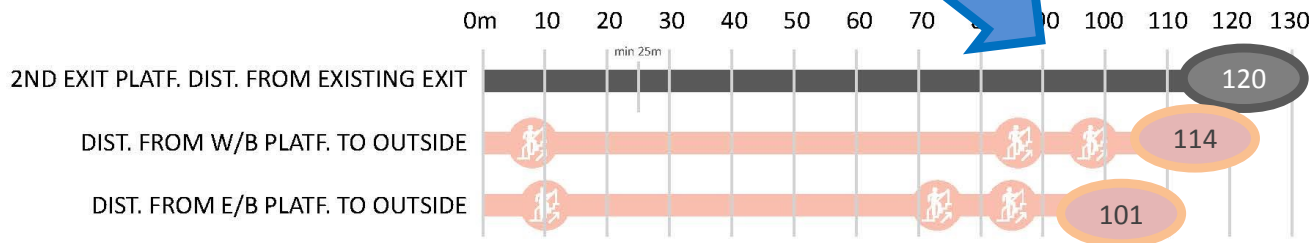
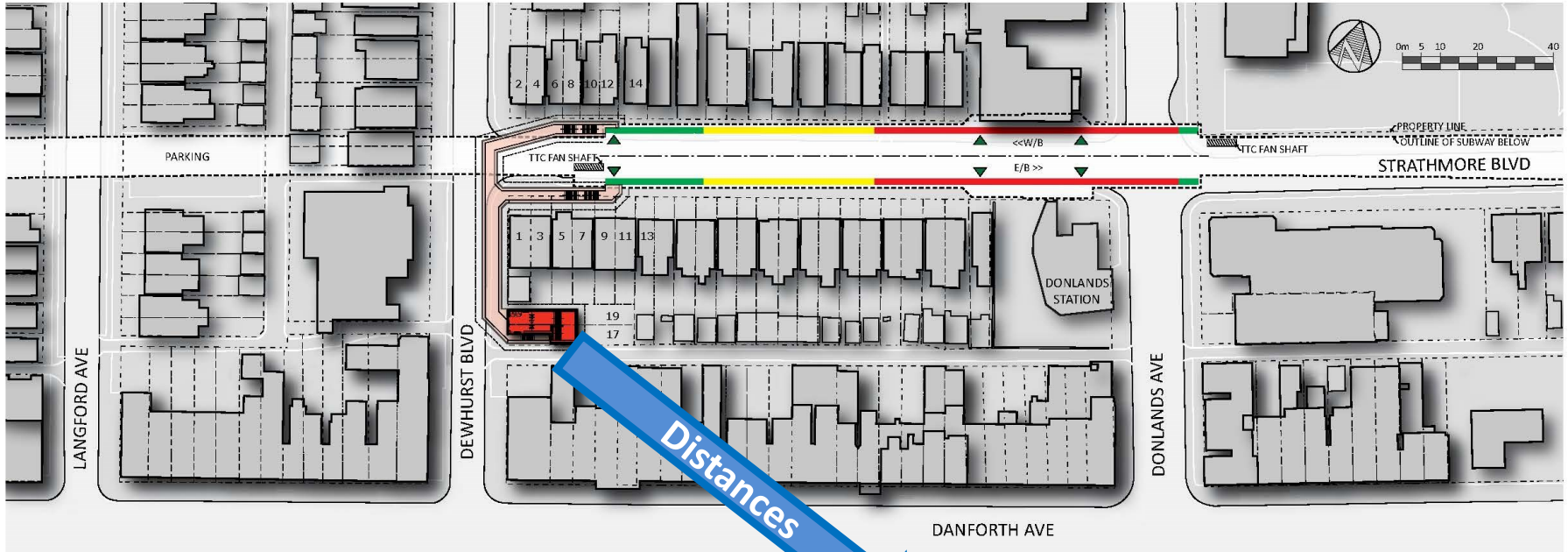
ALL OPTIONS PROPOSED BY LOCAL COMMUNITY MEMBERS

OPTION E • 17/19 DEWHURST BLVD

DONLANDS STATION

SECOND EXIT

May 17, 2016



NEXT STEPS

- **LWG Meeting #7 - Wednesday, March 21, 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**



LWG LOCATION OPTIONS CARRIED FORWARD FOR EVALUATION:

- A. 1366 Danforth Avenue
- B. 1410/1416 Danforth Avenue - rear of property
- C. 1416 Danforth Avenue
- D. 7 Linnsmore Crescent
- E. 9 Linnsmore Crescent
- F. 11 Linnsmore Crescent
- G. 15 Linnsmore Crescent
- H. 138/140 Monarch Park Avenue
- I2. 257/259 Strathmore Boulevard*
- J. Strathmore Boulevard at Monarch Park Avenue Right-of-Way

** "Option I2" provides an opportunity to reduce the property impacts within the same construction footprint, therefore it is being carried forward for evaluation. "Option I" is not being carried forward.*



UPDATE: COST ESTIMATES

- The costs presented for each Second Exit/entrance location option include estimates construction and property acquisition.
- 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.
- As per all evaluation framework categories, the options will be ranked relative to each other.



UPDATE: COST ESTIMATES

- Order of Magnitude estimates for Chester and Donlands follows:
 - \$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.
 - The budget for the second exit/entrance at Chester Station is approximately \$14 million.



GENERIC SCORING EXAMPLE

COMPARATIVE RANK - FOUR OPTIONS

OVERALL SCORE				
	Option W	Option X	Option Y	Option Z
SAFETY	1	3	2	4
Community Impact - Long Term	1	2	4	3
Community Impact CONSTRUCTION	2	1	4	3
CUSTOMER EXPERIENCE	1	1	1	4
COST	2	1	4	3
OVERALL SCORE	7	8	15	17

How to rank ties

Lowest score is best/preferred option.



UPDATED FUNCTIONAL DRAWINGS

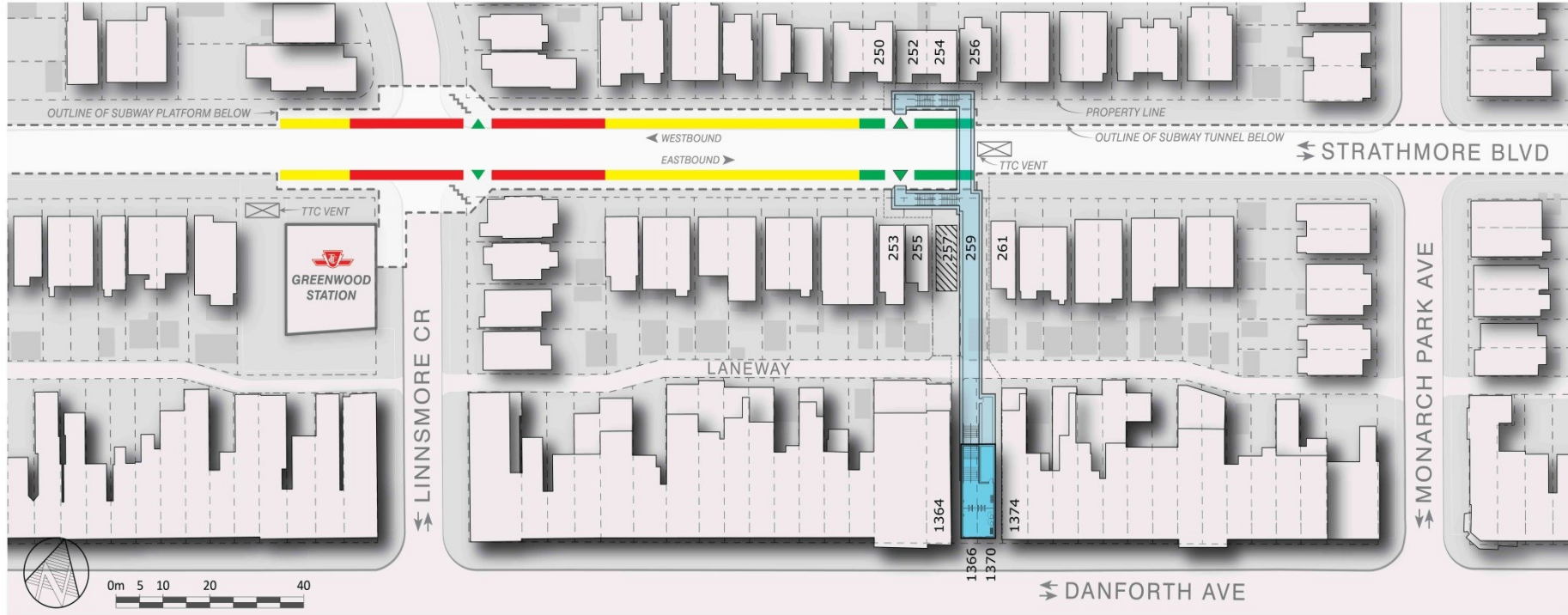


LOCAL WORKING GROUP

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

GREENWOOD STATION SECOND EXIT/ENTRANCE

March 7, 2018



NOTES:

PROPERTY AND RIGHT OF WAY IMPACTS:

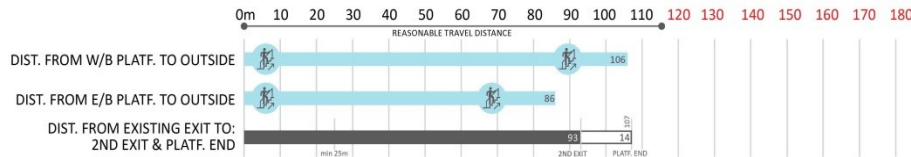
- 1366, 1370 DANFORTH AVE & 257/259 STRATHMORE BLVD – PROPERTY ACQUISITION REQUIRED FOR SECOND EXIT BUILDING LOCATION AND UNDERGROUND PASSAGEWAY CONSTRUCTION. IMPACT EXISTING BUILDINGS.
- 1364, 1374 DANFORTH AVE - FURTHER INVESTIGATION OF EXISTING BUILDINGS REQUIRED. POTENTIAL IMPACT TO EXISTING BUILDINGS.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

SHORTEST [bar] LONGEST

COST (OME COST IN 2017 DOLLARS):

- 18-19 MILLION

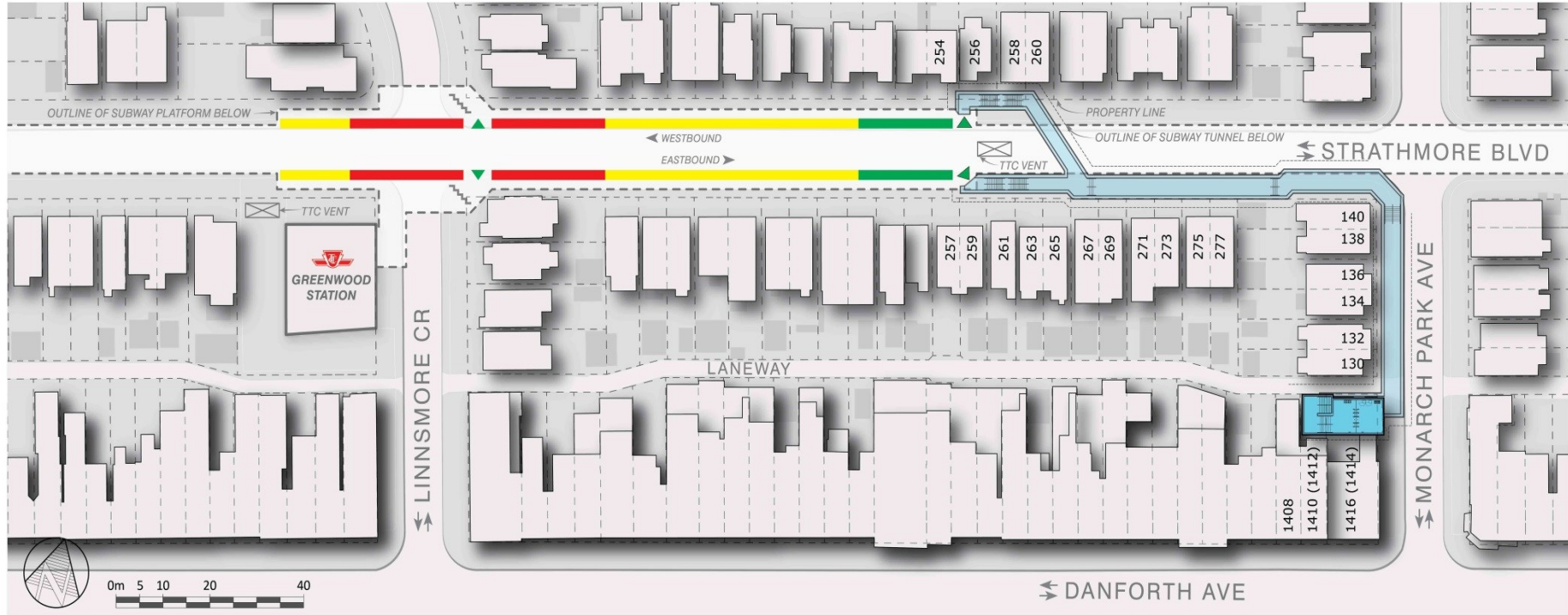


LOCAL WORKING GROUP

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

GREENWOOD STATION SECOND EXIT/ENTRANCE

March 7, 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:

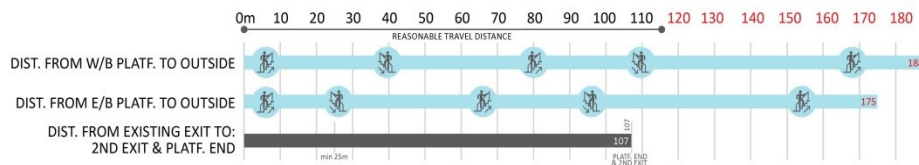
- EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.
- REDUNDANT LEVEL CHANGES REQUIRED.
- LOSS OF PARKING SPOTS AT MONEY-MART (SIDEWALK)
- COMPROMISE ACCESS TO REAR AND 2ND LEVEL OF 1410 DANFORTH AVE.

CONSTRUCTION DURATION:

SHORTEST ██████████ LONGEST

COST (OME COST IN 2017 DOLLARS):

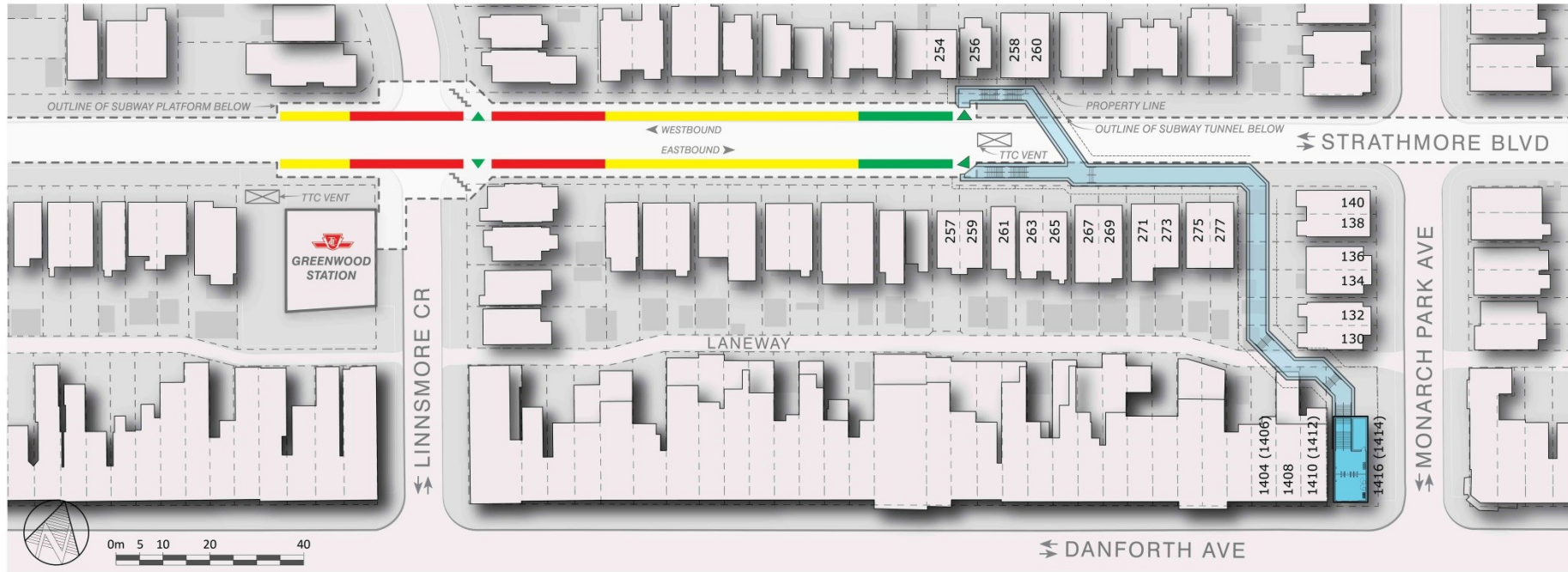
- 22-23 MILLION



LOCAL WORKING GROUP

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

**GREENWOOD STATION
 SECOND EXIT/ENTRANCE**
 March 7, 2018



NOTES:
PROPERTY AND RIGHT OF WAY IMPACTS:

- 1416 (1414) DANFORTH AVE – SECOND EXIT BUILDING LOCATION. 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 CONSTRUCTION. PERMANENT REAR EASEMENT REQUIRED,

PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:
 LIMITED ABILITY FOR LANDSCAPING AND CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE. IMPACT GARAGES.

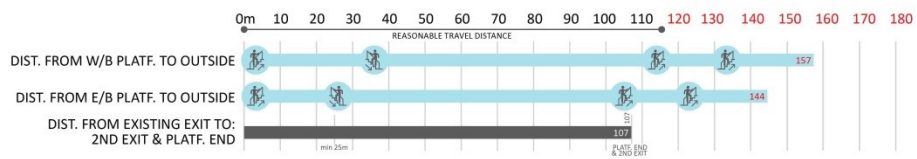
- 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277 STRATHMORE BLVD & 1404 (1406) DANFORTH AVE – IMPACT DURING CONSTRUCTION AND FRONT/ REAR ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 258, 260, 263, 265, 267 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION 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):
 • 21-22 MILLION

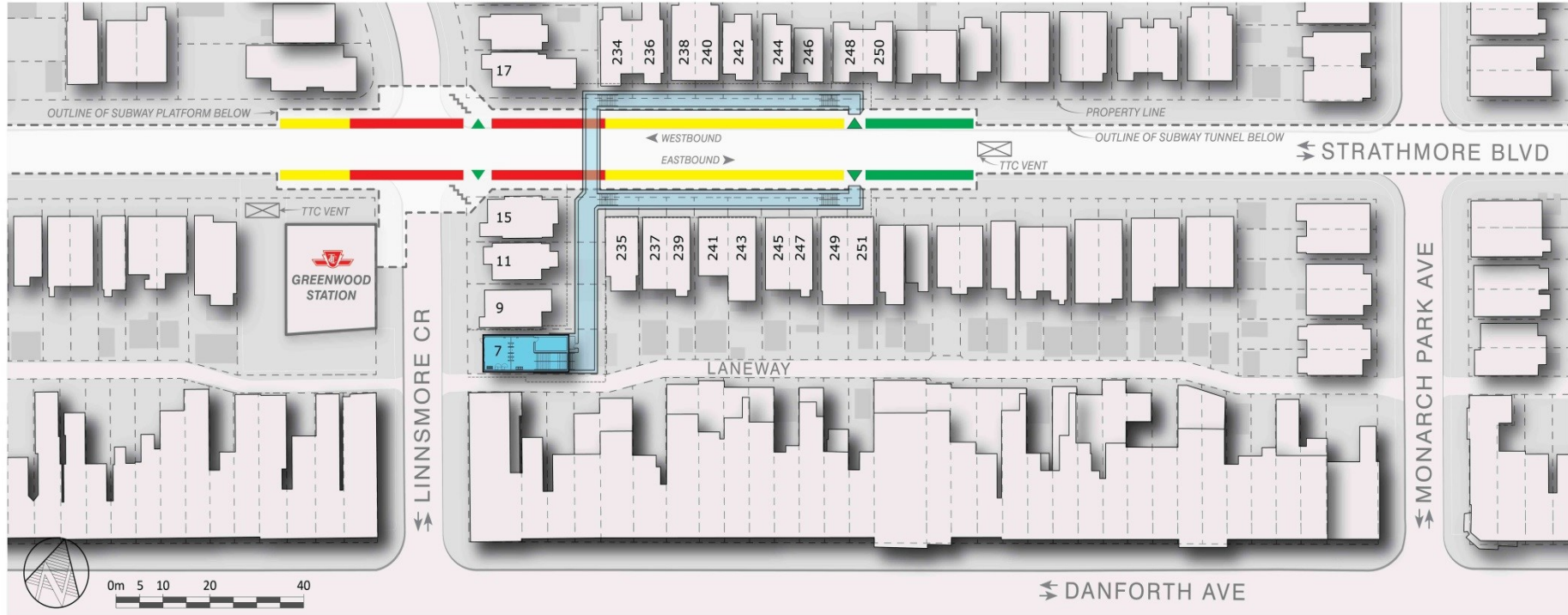


LOCAL WORKING GROUP

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

GREENWOOD STATION SECOND EXIT/ENTRANCE

March 7, 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:

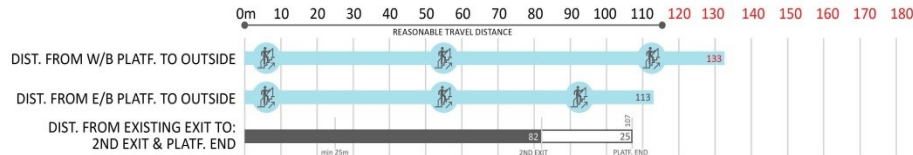
- EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.

CONSTRUCTION DURATION:

SHORTEST [bar] LONGEST

COST (OME COST IN 2017 DOLLARS):

- 19-20 MILLION

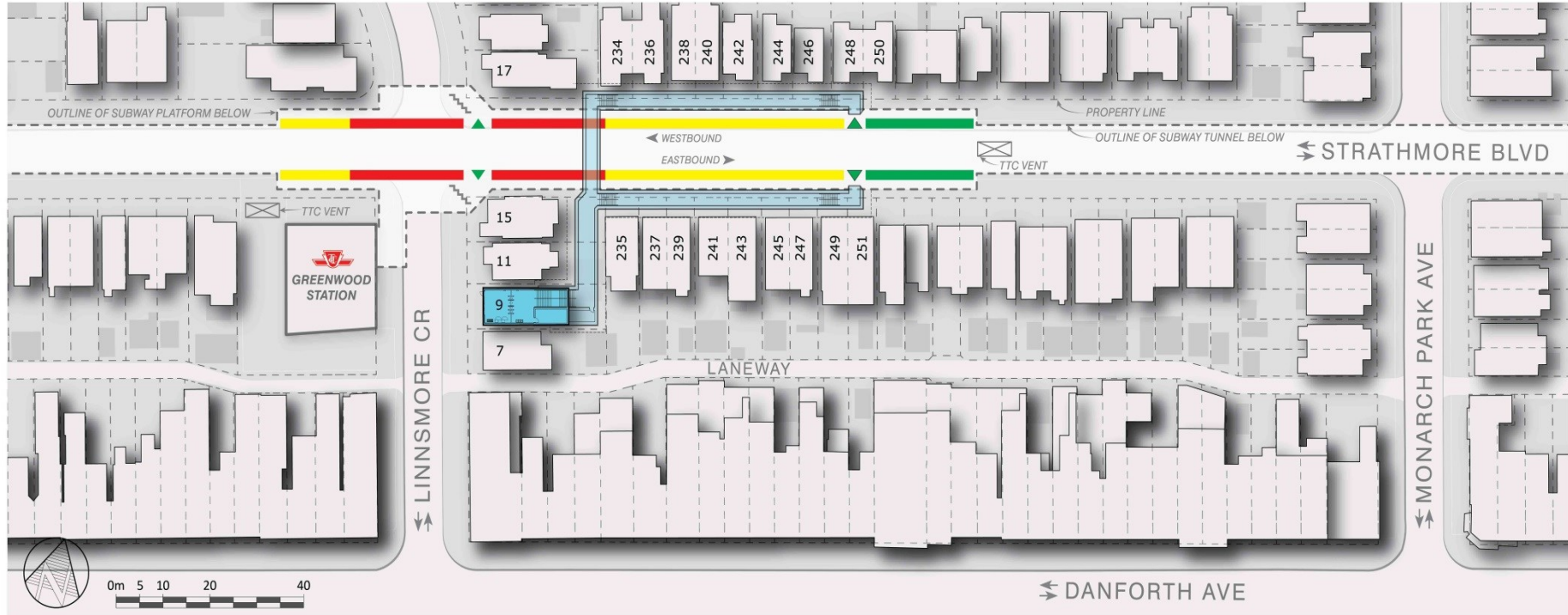


LOCAL WORKING GROUP

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

GREENWOOD STATION SECOND EXIT/ENTRANCE

March 7, 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:

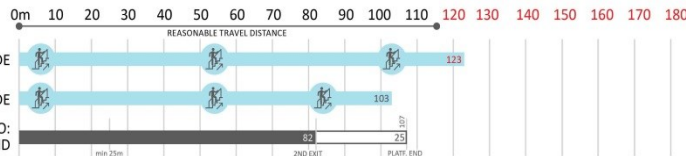
- EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.

CONSTRUCTION DURATION:

SHORTEST [bar] LONGEST

COST (OME COST IN 2017 DOLLARS):

- 18-19 MILLION

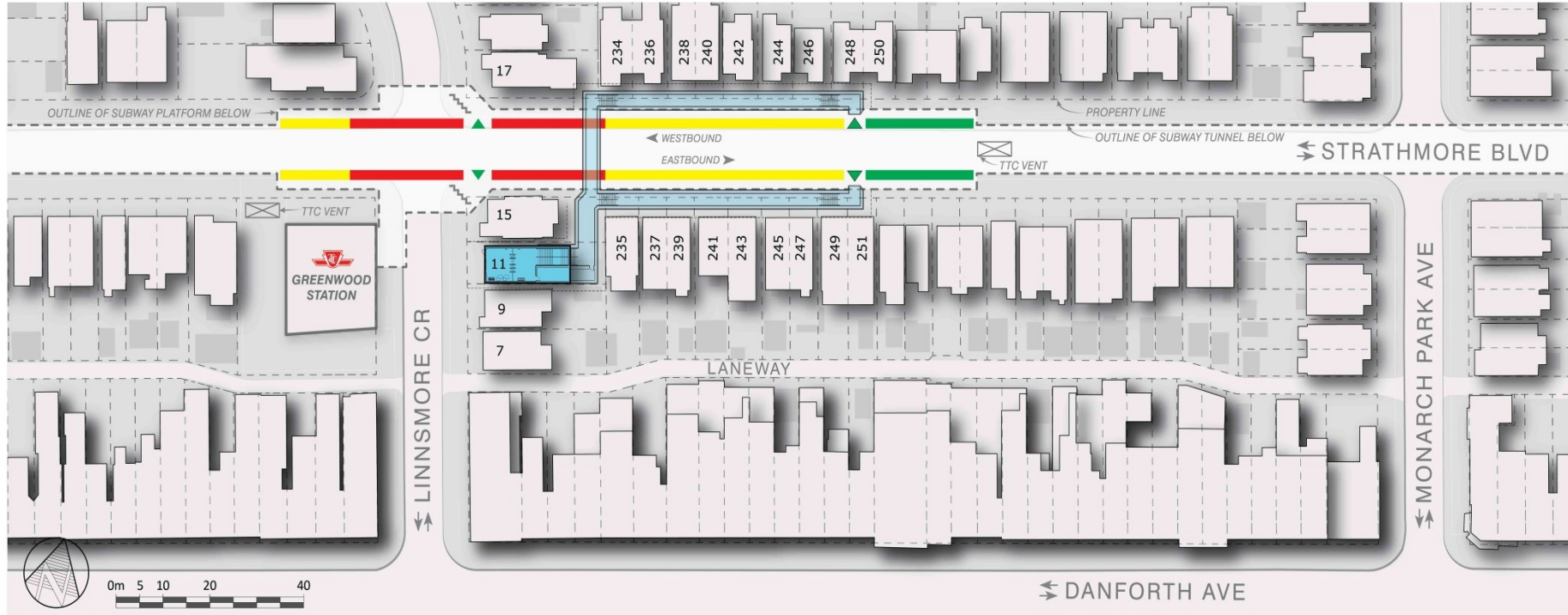


LOCAL WORKING GROUP

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

GREENWOOD STATION SECOND EXIT/ENTRANCE

March 7, 2018



NOTES:

PROPERTY AND RIGHT OF WAY IMPACTS:

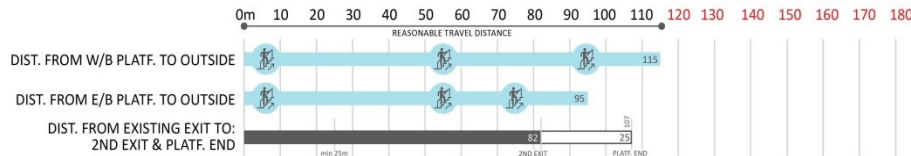
- 11 LINNSMORE CR – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
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PROPERTY AND RIGHT OF WAY IMPACTS CONT'D:

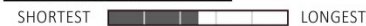
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- ANTICIPATE STRATHMORE BLVD TEMPORARY/ PARTIAL CLOSURE, TRAFFIC REROUTED DURING ALL/ PART OF CONSTRUCTION AND UTILITIES RELOCATION.



CONSTRUCTION DURATION:



COST (OME COST IN 2017 DOLLARS):

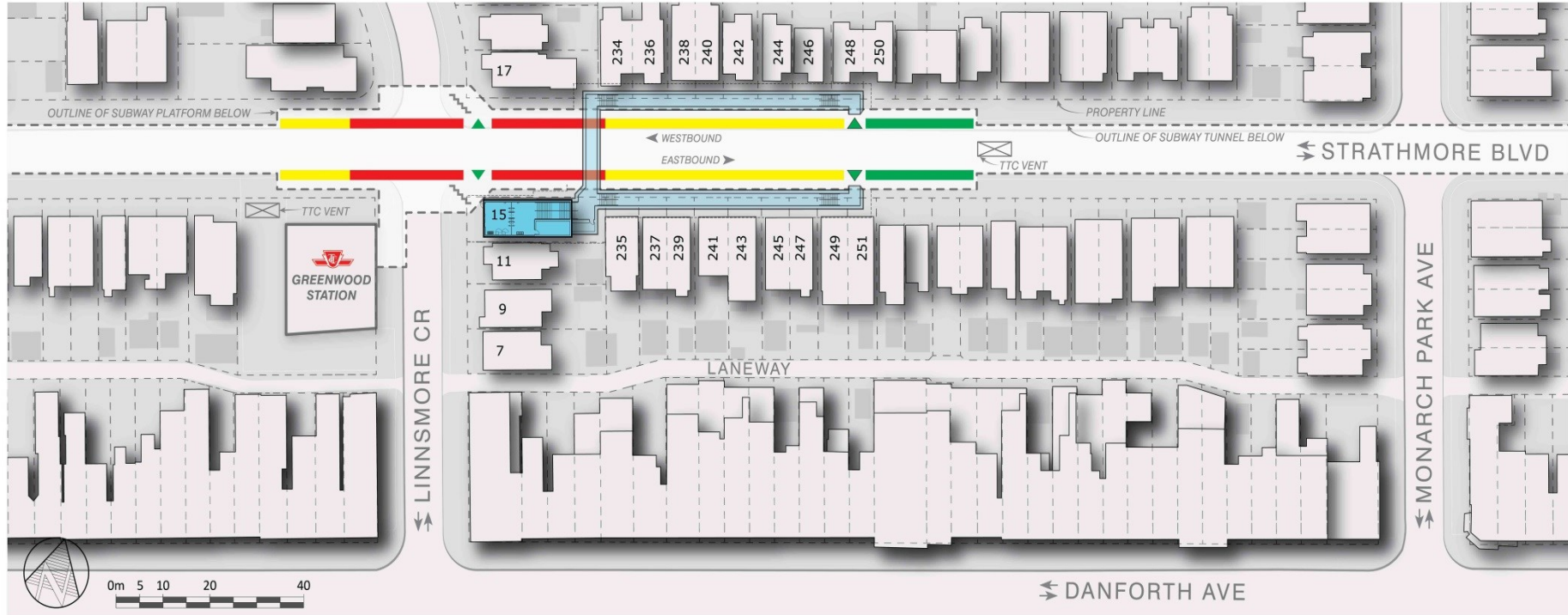
- 18-19 MILLION



LOCAL WORKING GROUP

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

GREENWOOD STATION
SECOND EXIT/ENTRANCE
 March 7, 2018



NOTES:
PROPERTY AND RIGHT OF WAY IMPACTS:

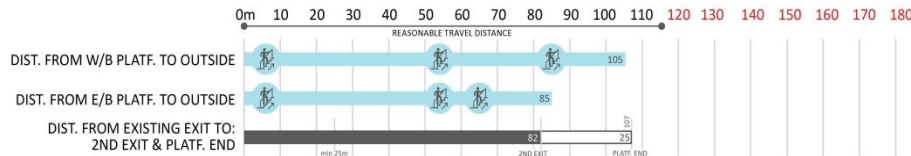
- 15 LINNSMORE CR – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 251 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND SIGNIFICANT FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR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

COST (OME COST IN 2017 DOLLARS):
 • 17-18 MILLION

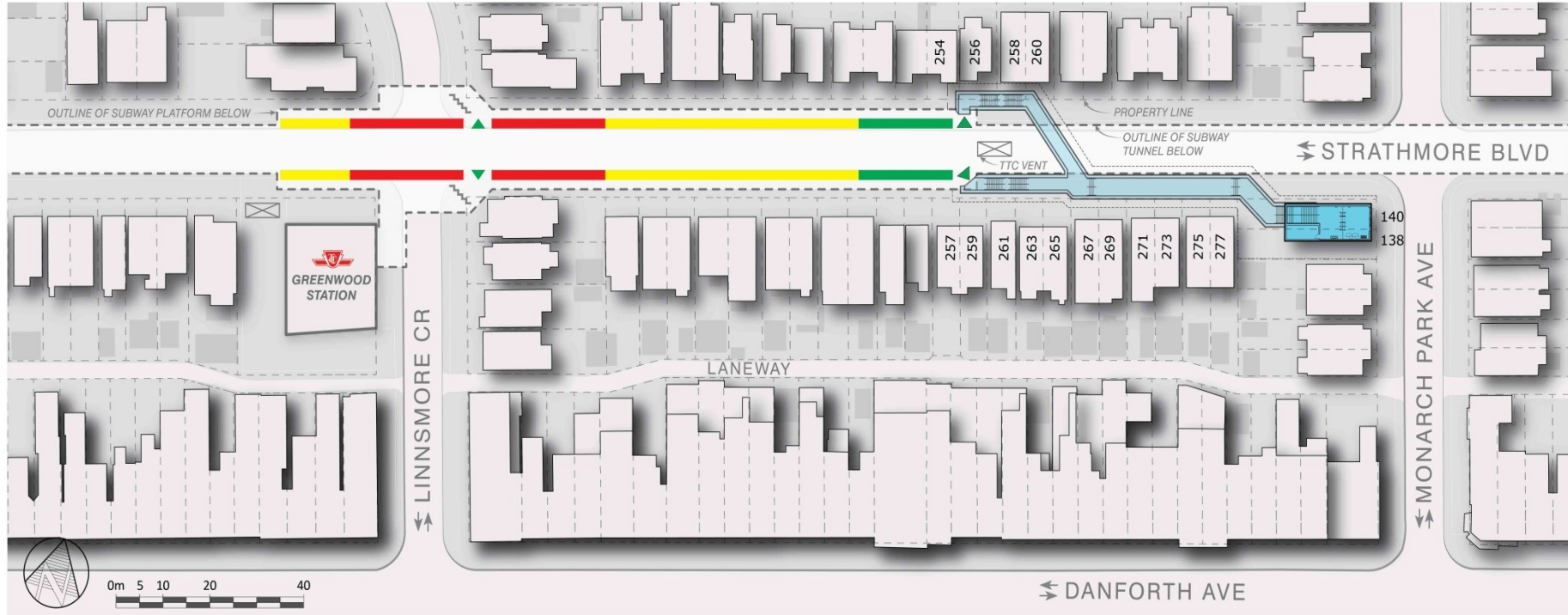


LOCAL WORKING GROUP

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

GREENWOOD STATION SECOND EXIT/ENTRANCE

March 7, 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:

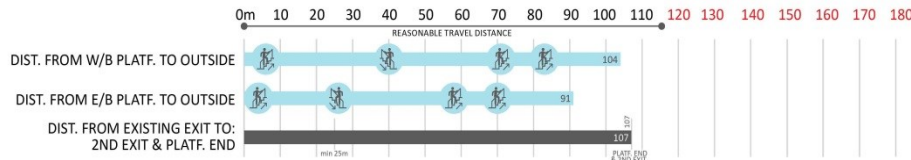
- REDUNDANT LEVEL CHANGES REQUIRED.

CONSTRUCTION DURATION:

SHORTEST LONGEST

COST (OME COST IN 2017 DOLLARS):

- 15-16 MILLION

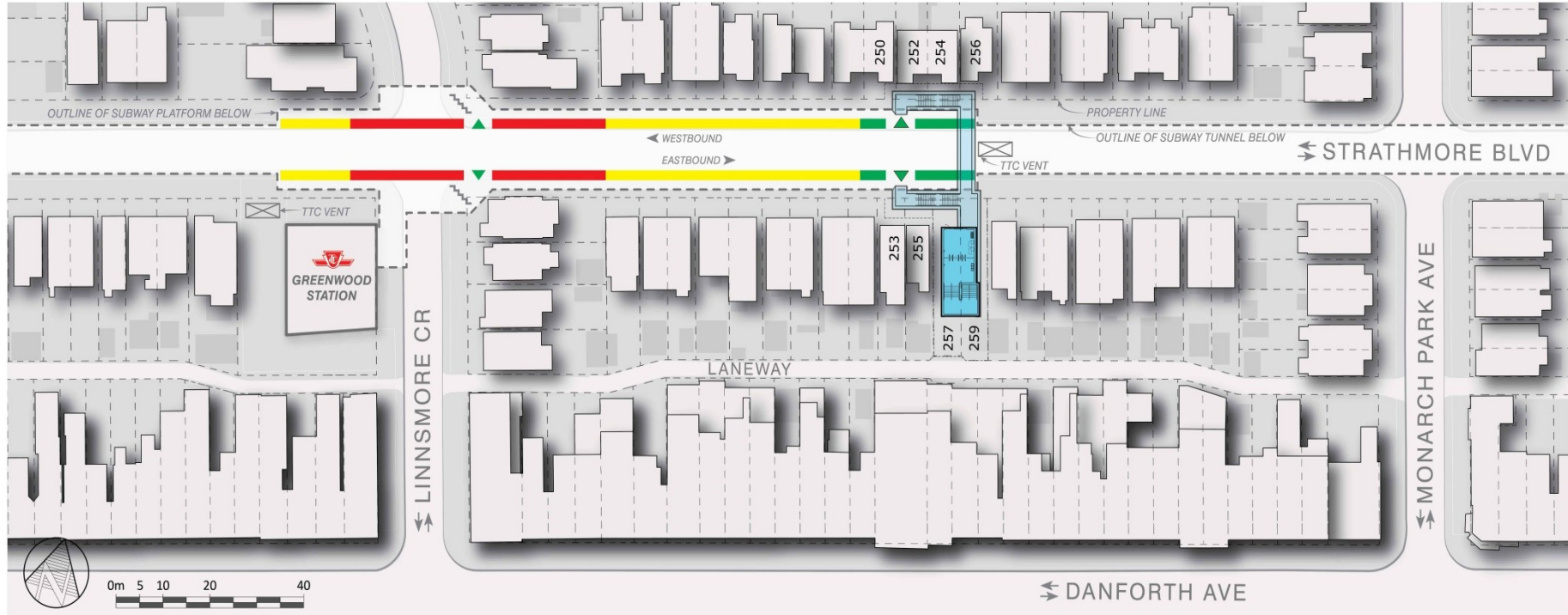


LOCAL WORKING GROUP

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

GREENWOOD STATION SECOND EXIT/ENTRANCE

March 7, 2018



NOTES:

PROPERTY AND RIGHT OF WAY IMPACTS:

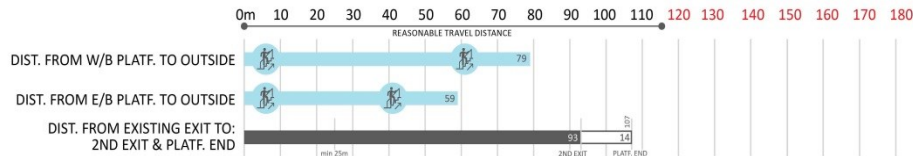
- 257/259 STRATHMORE BLVD – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 250, 252, 253, 254, 255, 256 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.

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):

- 11-12 MILLION

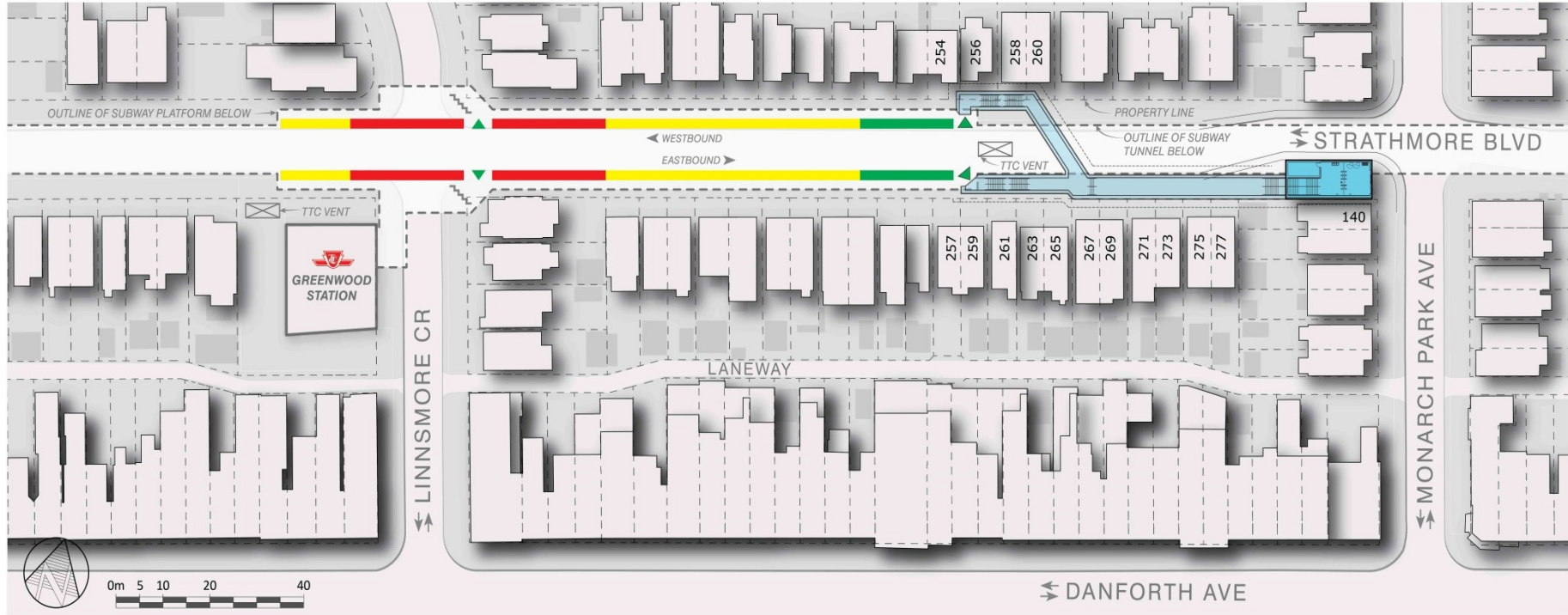


LOCAL WORKING GROUP

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

GREENWOOD STATION SECOND EXIT/ENTRANCE

March 7, 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:

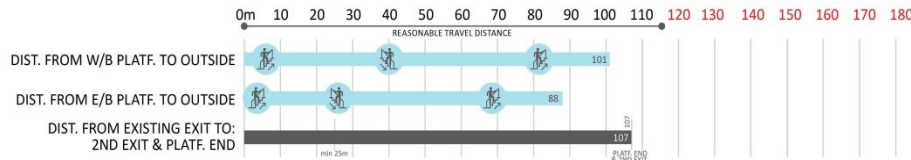
- REDUNDANT LEVEL CHANGES REQUIRED.
- TRAFFIC/ PARKING IMPACT. STRATHMORE BLVD STREET WIDTH REDUCTION. LOSS OF APPROX. 10 PARKING SPOTS.
- FURTHER INVESTIGATION/APPROVAL OF STREET WIDTH REDUCTION AND INTERSECTION REDESIGN REQUIRED BY CITY AGENCIES.

CONSTRUCTION DURATION:

SHORTEST [bar] LONGEST

COST (OME COST IN 2017 DOLLARS):

- 13-14 MILLION



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"> 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)	
	CRITERIA	FACTORS
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

LC	LOCAL COMMUNITY IMPACT – SECOND EXIT (permanent)	
	CRITERIA	FACTORS
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

LC	LOCAL COMMUNITY IMPACT – SECOND EXIT (permanent)	
	CRITERIA	FACTORS
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)		



THANK YOU



NEXT STEPS

- **Today** **LWG Meeting #6** - LWG reviews their location options and discusses relative merits of each option using the Evaluation Framework categories.
 - LWG members individually submit *preliminary* Second Exit rankings to TTC by March 14, 2018

