

**Greenwood Station Second Exit**

**Local Working Group (LWG) Meeting #2**

**June 13, 2017**

**Danforth Collegiate Technical Institute - Cafeteria, 6:30 p.m. - 9:00 p.m.**

**Meeting Purpose & Summary:**

On June 13, 2017, the TTC hosted the second meeting of the Greenwood Second Exit Local Working Group (LWG).

At the previous meeting on May 30, 2017, LWG members and the public were requested to send a list of potential second exit/entrance location options (that they would like to be considered as one of eight options for the LWG to eventually put forward for evaluation) to [Denise.jayawardene@ttc.ca](mailto:Denise.jayawardene@ttc.ca) by June 6, 2017. TTC presented a map of all options submitted at the LWG-meeting on June 13, 2017. The TTC does not put forward any location options as part of the process.

Although the LWG has not yet voted on their final eight location options to put forward, TTC took an extra step to contact property owners earlier in the consultation process than is typical, and letters were sent to property owners whose properties were put forward for preliminary discussion as a potential site for a second exit building by members of the local community. TTC contacted those property owners to indicate that their property is one of many being reviewed by the LWG for this purpose.

In an effort to provide neighbours/property owners with more time to provide their feedback to the LWG, an additional LWG meeting will be held on September 12, 2017.

The LWG will vote for their top eight second exit location options to submit to the TTC for technical analysis at the September 12, 2017 meeting. TTC will complete a technical review of the eight options and the LWG will subsequently reconvene to meet multiple times to discuss and rank the options they have put forward based on the Expert Panel's established evaluation framework. (The third party Expert Panel for second exits will review the Local Working Group's rankings, and an additional public meeting will then be held for the community to review the LWG's overall rankings).

Approximately 20 neighbours from local streets including Linnsmore, Monarch Park, Strathmore and the Danforth business community were present and shared their input with the LWG on June 13.

The LWG discussed options and provided rationale for their preliminary location options. The LWG voted to remove the most westerly locations (666 and 665 Greenwood Avenue and 212 Strathmore Boulevard) as they would not accomplish sufficient safety improvements, given that the existing underground stairwells are already at the west end of the subway station. Preliminary locations for discussion purposes at 134 and 136 Monarch Park Avenue and at 142 and 144 Monarch Park Avenue were also voluntarily withdrawn from further consideration by the LWG members who put them forward. The preliminary map will be updated accordingly for the next LWG meeting.

**POST MEETING note: Some location options put forward by local residents include semi-detached homes. In order to construct a second exit/entrance building, the two connected semi-detached houses would be required if one of these is identified as a potential location. The map will be updated accordingly.**

Local Working Group Presentation – June 13, 2017 PDF file

**LWG Members in Attendance:**

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

**Expert Panel on Second Exits:**

Simon Rees

**TTC:**

David Nagler  
Denise Jayawardene  
Maria Nikolova  
Nada Zebouni  
Adrian Piccolo  
Steve Stewart

**Neighbours in attendance to observe:**

Approximately 20 residents attended.

**Elected Officials:**

Daryl Finlayson (Senior Advisor, Councillor Fragedakis' office)

**Agenda:**

- Introductions
- Review of background and action items
- Review and discussion of location options
- Q&A with neighbours attending

**TTC Post Meeting Action Items:**

- TTC to post presentation and meeting notes on the Second Exit project website.
- TTC to send an additional notification in advance of the September 12, 2017 meeting with meeting details
- After the LWG votes to submit eight potential location options at the next meeting (September 12, 2017), TTC will contact property owners to indicate that their property was chosen by the LWG as one of eight for consideration as a second exit location.
- TTC to update map of preliminary location options submitted by LWG members and local residents

## General Q&A:

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

**A: No. Potential construction impacts (and the space required for the construction) will only be determined once eight potential locations are submitted by the LWG, and the TTC has conducted a technical analysis. At this time, the LWG has not voted for their eight potential locations to put forward.**

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

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

3. Are underground distances for a staircase/exit structure already determined?

**A: No. Please note that slide 14 of the May 30 presentation, shows only the location of the existing staircases underground at the subway platform level. Red indicates an area within 25 metres of the existing stairwell underground. Neither the red nor yellow bars preclude a *surface level* second exit/entrance building above those areas. However, engineers/architects must place a new underground, platform level staircase structure(s) outside of the red zone – at least 25 meters away from the existing stairwells on both the east and west subway level platforms.**

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

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

**“Open cut excavation” is commonly used for this type of construction and its associated budget and construction impacts are more reasonable for this size of project.**

5. Can the LWG request information to identify properties that are rented in our neighbourhood and request to know if a property owner wants to sell?

**A: TTC does not have rental information; this is not accounted for in the Expert Panel’s LWG evaluation framework nor is it part of the evaluation process in any way. Property owners whose properties were identified as preliminary potential locations for second exits have been contacted. Property owners will again be contacted in advance of the September 12, 2017 meeting and once the LWG chooses their top eight potential locations for TTC’s technical analysis. It is up to the property owner to inform their tenants accordingly. Once the LWG submits 8 location options, these property owners will be invited to meet with TTC staff and to attend all additional LWG meetings. With their permission, their feedback will be shared with the LWG.**

6. Are second exit options on Monarch Park Ave. too far?

**A: In the event of an emergency, a shorter distance travelled to any particular second exit location is preferred. If a suggested location east of the station box is put forward, TTC would likely place the underground infrastructure at the far east side of the station to limit the amount of tunnelling and related construction impact and cost.**

7. Are some options impossible, and can this be determined now?

**A: The LWG voted to remove 212 Strathmore Blvd., 665 & 666 Greenwood Ave. from the map for consideration as their locations are too far west to provide any improvement to customer safety, in the event of an emergency. Locations on the southside of the Danforth are not feasible due to both tunnel length and major road closures of the Danforth that would be required. The construction excavation (irrespective of the location) will be done by cut and cover method, as the cost and impacts of erecting a launch site for a tunnel boring machine would be severe for the community.**

8. If a residential location is suggested by the LWG for technical evaluation, will the property owner be notified?

**A: Yes. TTC has already reached out to property owners, even though the LWG hasn't even yet decided on eight preliminary locations for technical analysis.**

**Once the LWG puts forward 8 location options to be evaluated, TTC will request updated ownership information from the City, property owners will be notified via mail, (email if provided to date), asked for additional feedback, and invited to attend the LWG meetings.**

9. What is the general footprint size required for a typical second exit building?

**A: The preliminary footprint required for any second exit will need to be determined through the 10-12 week engineering analysis after the LWG submits location options. Generally speaking based on past experience, an approximate 6 metre by 18 metres footprint is required for a second exit building (with more space required during construction).**

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

**A: In general terms, the impacts will vary and the details of any impact cannot be determined at this early stage.**

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

**TTC will provide the LWG with preliminary Property and Right of Way impacts for all 8 options after they are technically analyzed.**

11. Will there be an elevator installed at Greenwood?

**A: Yes. The Easier Access project for Greenwood Station will include new elevators to make the main station accessible. The Easier Access project is planned to begin construction at the same time as the second exit project to reduce the overall duration of construction in the area and to reduce overall costs.**

12. Will there be an elevator installed at the new Greenwood Second Exit location?

**A: No. All stations must have elevator access at the main station entrance to provide a direct connection for passengers between the subway and buses.**

13. Will an additional underground tunnel/structure add more noise and vibration?

**A: TTC will build underground structures to a standard that meets noise and vibration standards for underground structures. TTC cannot determine if the future underground corridor will add to the existing noise and vibration. TTC endeavours to minimize noise and vibration impacts for residents both during construction and once the future second exit and associated structures are built. TTC has arranged pre-construction testing by acoustic engineers at other locations and will take post-construction tests to mitigate any additional noise/vibration if necessary based on quantifiable results.**

14. Can I request to remove my home/business from the map of proposed locations?

**A: The LWG and the local community (not TTC), put forward various location options for a second exit in the Greenwood neighbourhood. The LWG will vote at the next meeting for their top eight. You can share your feedback with TTC to send to the LWG to assist in their decision making. You can also voice your comments directly to the LWG at the meetings. The LWG may vote to remove any option by majority vote. If only a single LWG member has put a particular option forward, the individual may withdraw it for any reason – though they are not required to do so.**

15. If an option is chosen on the Danforth Ave., and a property on Strathmore Blvd. is removed, can a park be put in its place?

**A: That is outside the scope of the LWG process. Future land use decisions would be made by City Planning. Community suggestions, for any Option, on how the space around the Second exit can be used or repurposed will be taken into consideration during the design phase of the project (well after a location is selected).**

16. If the second exit is chosen on the Danforth, how are the business and tenants living above accommodated?

**A: The City Real Estate Department will be in touch with the property owners of the second exit location (once determined) to negotiate the sale of the property. The property owner is then responsible for the terms of any rental agreement. If any tenant has special needs, City Real Estate will consult City Housing staff.**

17. Will the TTC add more location options?

**A: No. as part of the new planning process, LWG members and the local community are invited to put forward second exit location options. The LWG will vote for their top 8 potential locations and following TTC's technical analysis, the LWG will complete the Expert Panel's standard evaluation to determine rankings from 1 to 8. The TTC does not put forward location options.**

18. What does the property expropriation process involve?

**A: The City of Toronto is responsible for acquiring any private property that may be required to build City or TTC infrastructure. When acquiring property, the emphasis from City Real Estate is to negotiate an agreement on mutually acceptable terms with the property owner. Only if an agreement cannot be reached or if the construction schedule for the projects is critical will the expropriation process be initiated. In many cases, however, negotiations can continue and proceed in parallel with the expropriation process. In the process, the fair market value of any property is determined through third party appraisal.**

19. Are the locations on Strathmore Blvd. that were proposed in the 2010 consultation considered safe and cost effective options?

**A: Under the previous process in 2010, a midblock option on Strathmore was initially proposed to achieve the shortest route possible for customer safety, minimum construction duration and a reasonable cost. The existing underground stairwell at Greenwood Station is located at the west end of the station platforms, and therefore TTC was focused on placing a new set of exit stairs on the east end of the underground platform with a surface building above – which happens to be midblock on Strathmore.**

Local residents noted that a midblock location was highly impactful and inappropriate and TTC agreed to look at alternative locations. At the time, alternate locations were discussed on Linnsmore Cres. but no final decision was ever made.

The new process developed by a third party panel and supported by the TTC, takes a more holistic approach to determine Second Exit locations.

The five equally weighted categories under the new process include:

- Safety
- Local community impact – second exit (permanent)
- Local community impact – construction
- Customer experience
- Cost

**Appendices:**

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

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

- See: Local Working Group Presentation – June 13, 2017

**Upcoming Meetings:**

- LWG Meeting #3 will be scheduled on September 12, 2017 (the exact location will be confirmed at least 10 days in advance).