



SECOND EXIT PLANNING AND CONSULTATION – GREENWOOD STATION

Local Working Group Meeting #3

Review Preliminary Potential Second Exit/Entrance Location Options

September 12, 2017



MEETING AGENDA

Agenda	
• Introductions	6:30 - 6:35
• Presentation, LWG review and discussion of preliminary location options (submitted by LWG and local neighbours)	6:35 – 7:40
• Q&A with neighbours attending	7:40 – 8:10
• LWG Vote	8:10 - 8:30



WELCOME – PLANNING STATUS

- We are early in the consultation. This is a lengthy process, not an event.
- TTC has not put forward or technically reviewed any preliminary location option(s) for a Greenwood Station 2nd Exit/Entrance.
- **The Local Working Group (LWG) of community volunteers will vote on up to 8 preliminary location options (plus any ties) for TTC to technically review over a 3 month period.**
- The LWG will reconvene in 3 months to review TTC's technical info, discuss and ultimately rank location options in 2018.



WHY IS A SECOND EXIT/ENTRANCE REQUIRED?

KEELE STATION EXAMPLE - FIRE EVACUATION

- May, 2016: customers were offloaded on the Keele Station platform due to a fire incident at Runnymede Station



KEELE STATION FIRE EVACUATION



KEELE STATION FIRE EVACUATION



CONSULTATION SCHEDULE

- *April 18, 2017* *Second Exit Public Meeting, Call for Working Group Members*
- *May 30, 2017* *LWG Meeting #1 – Introduction and Framework Discussion*
- *June 6, 2017* *LWG submits potential locations individually via email for discussion at LWG #2*
- *June 13, 2017* *LWG Meeting #2 - Preliminary location options discussion*
- **September 12, 2017** **LWG Meeting #3 - LWG submits potential locations to TTC for technical review/conceptual layout**
- **Fall 2017** **TTC review to determine conceptual layout**



TENTATIVE SCHEDULE

(PENDING TECHNICAL REVIEW OF OPTIONS)

- January 2018 LWG Meeting #4 - Review TTC's data
- January 2018 LWG individually submits preliminary Second Exit rankings to TTC
- February 2018 LWG Meeting #5 - Preliminary Rankings Discussion
- February 2018 LWG Individually submits Final Second Exit Rankings to TTC
- February/March 2018 LWG meeting #6 – LWG Final Rankings
- March 2018 Community meeting to review LWG Rankings and recommendations



TENTATIVE SCHEDULE (CONTINUED)

- Spring 2018 TTC Board Report
- TBD Design Second Exit project
- 2021 Begin Construction of Second Exit
 (and Elevators)
- End of 2023 Construction Complete

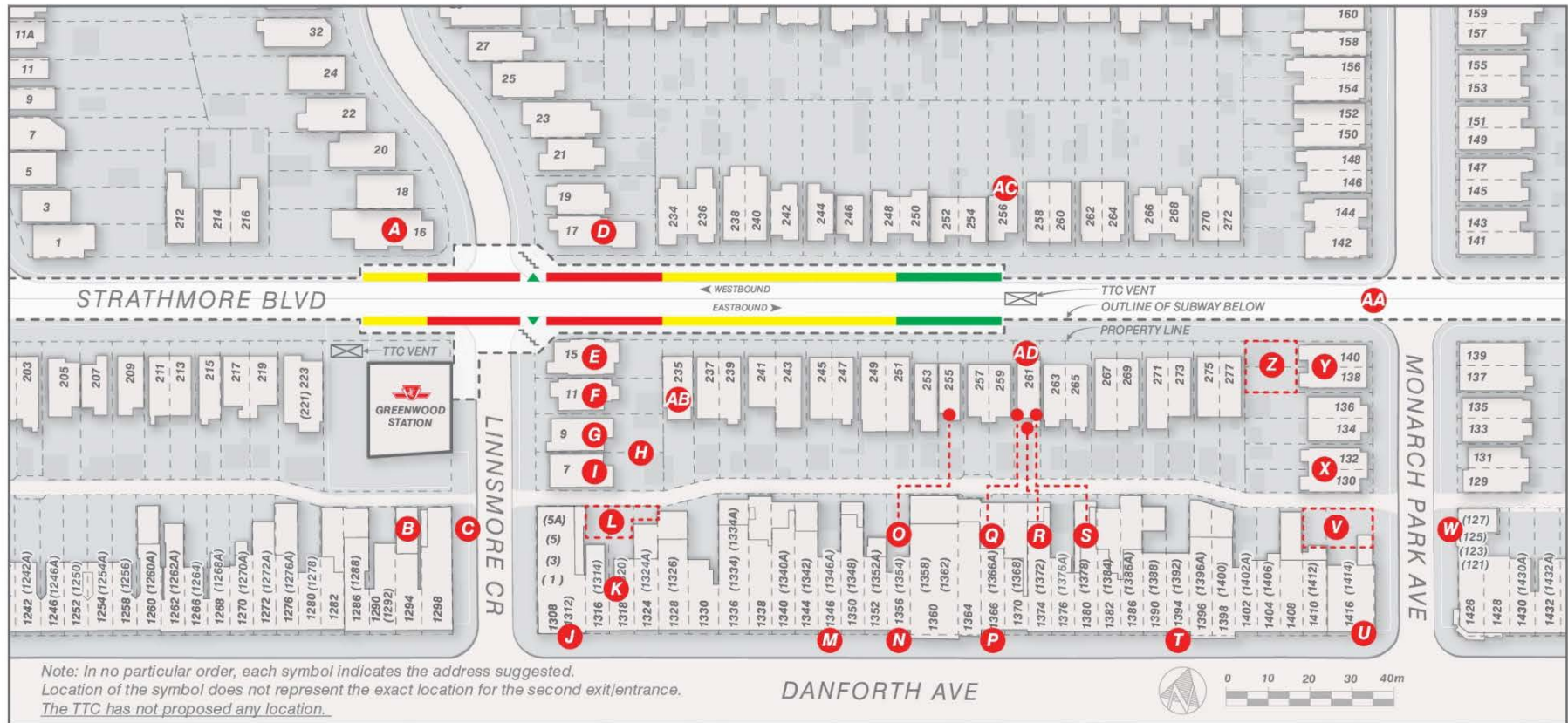


LOCAL WORKING GROUP

PRELIMINARY LOCATION SUGGESTIONS FOR DISCUSSION

ALL OPTIONS SUBMITTED BY LWG & MEMBERS OF THE PUBLIC

GREENWOOD STATION
SECOND EXIT
SEPT. 12, 2017



Address

- | | | | |
|----------------------------------|--|--|--|
| A 16 Linnsmore Cr | I 7 Linnsmore Cr | Q 1366 Danforth Ave - Via 261 Strathmore Blvd | Y 138/140 Monarch Park Ave |
| B 1294 Danforth Ave | J 1308 Danforth Ave | R 1374 Danforth Ave - Via 261 Strathmore Blvd | Z 138/140 Monarch Park Ave - REAR |
| C 1298 Danforth Ave - ROW | K 1316/1318/1324 Danforth Ave | S 1380 Danforth Ave - Via 261 Strathmore Blvd | AA Strathmore Blvd @ Monarch Park Ave ROW |
| D 17 Linnsmore Cr | L 1316/1318/1324 Danforth Ave - REAR | T 1394 Danforth Ave | AB 235 Strathmore Blvd |
| E 15 Linnsmore Cr | M 1346 Danforth Ave | U 1416 Danforth Ave | AC 256 Strathmore Blvd |
| F 11 Linnsmore Cr | N 1356 Danforth Ave | V 1416 Danforth Ave - REAR | AD 261 Strathmore Blvd |
| G 9 Linnsmore Cr | O 1356 Danforth Ave - Via 255 Strathmore Blvd | W 125 Monarch Park Ave | |
| H 7/9 Linnsmore Cr | P 1366 Danforth Ave | X 130/132 Monarch Park Ave | |



MAP

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



LWG VOTING – PRELIMINARY LOCATION OPTIONS FOR TTC TO TECHNICALLY EVALUATE

- Each LWG member will submit their locations to TTC on a signed piece of paper.
- Each LWG member will place a “dot” on a large map of the location options that will be posted around the room – just as done for Donlands and Chester.
- Each LWG member may put forward up to 8 locations.

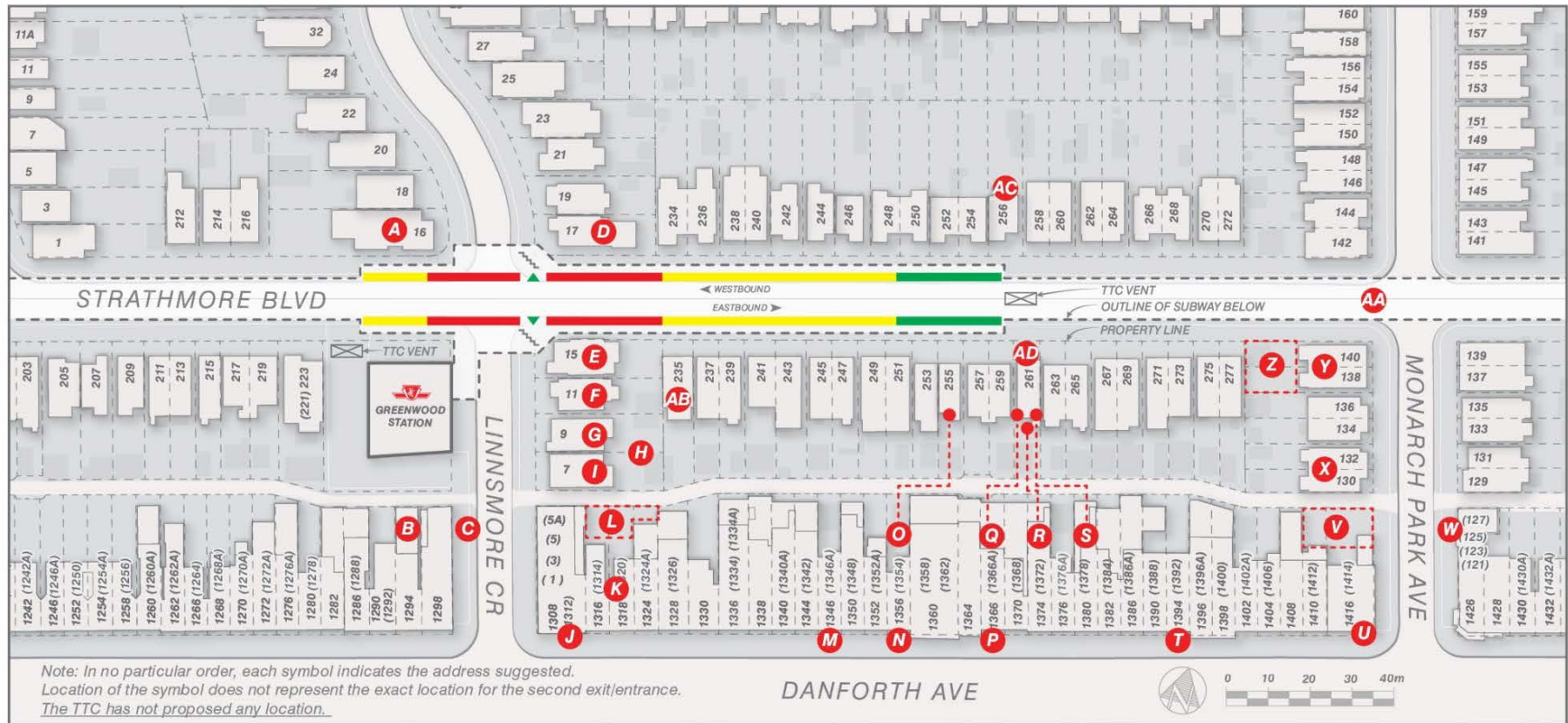


LOCAL WORKING GROUP

PRELIMINARY LOCATION SUGGESTIONS FOR DISCUSSION

ALL OPTIONS SUBMITTED BY LWG & MEMBERS OF THE PUBLIC

GREENWOOD STATION
SECOND EXIT
SEPT. 12, 2017



Address

- | | | | |
|----------------------------------|--|--|--|
| A 16 Linnsmore Cr | I 7 Linnsmore Cr | Q 1366 Danforth Ave - Via 261 Strathmore Blvd | Y 138/140 Monarch Park Ave |
| B 1294 Danforth Ave | J 1308 Danforth Ave | R 1374 Danforth Ave - Via 261 Strathmore Blvd | Z 138/140 Monarch Park Ave - REAR |
| C 1298 Danforth Ave - ROW | K 1316/1318/1324 Danforth Ave | S 1380 Danforth Ave - Via 261 Strathmore Blvd | AA Strathmore Blvd @ Monarch Park Ave ROW |
| D 17 Linnsmore Cr | L 1316/1318/1324 Danforth Ave - REAR | T 1394 Danforth Ave | AB 235 Strathmore Blvd |
| E 15 Linnsmore Cr | M 1346 Danforth Ave | U 1416 Danforth Ave | AC 256 Strathmore Blvd |
| F 11 Linnsmore Cr | N 1356 Danforth Ave | V 1416 Danforth Ave - REAR | AD 261 Strathmore Blvd |
| G 9 Linnsmore Cr | O 1356 Danforth Ave - Via 255 Strathmore Blvd | W 125 Monarch Park Ave | |
| H 7/9 Linnsmore Cr | P 1366 Danforth Ave | X 130/132 Monarch Park Ave | |



Donlands Station - Second Exit Rendering



DONLANDS STATION - SECOND EXIT / ENTRANCE: CONCEPT DESIGN



CHESTER STATION - SECOND EXIT RENDERING

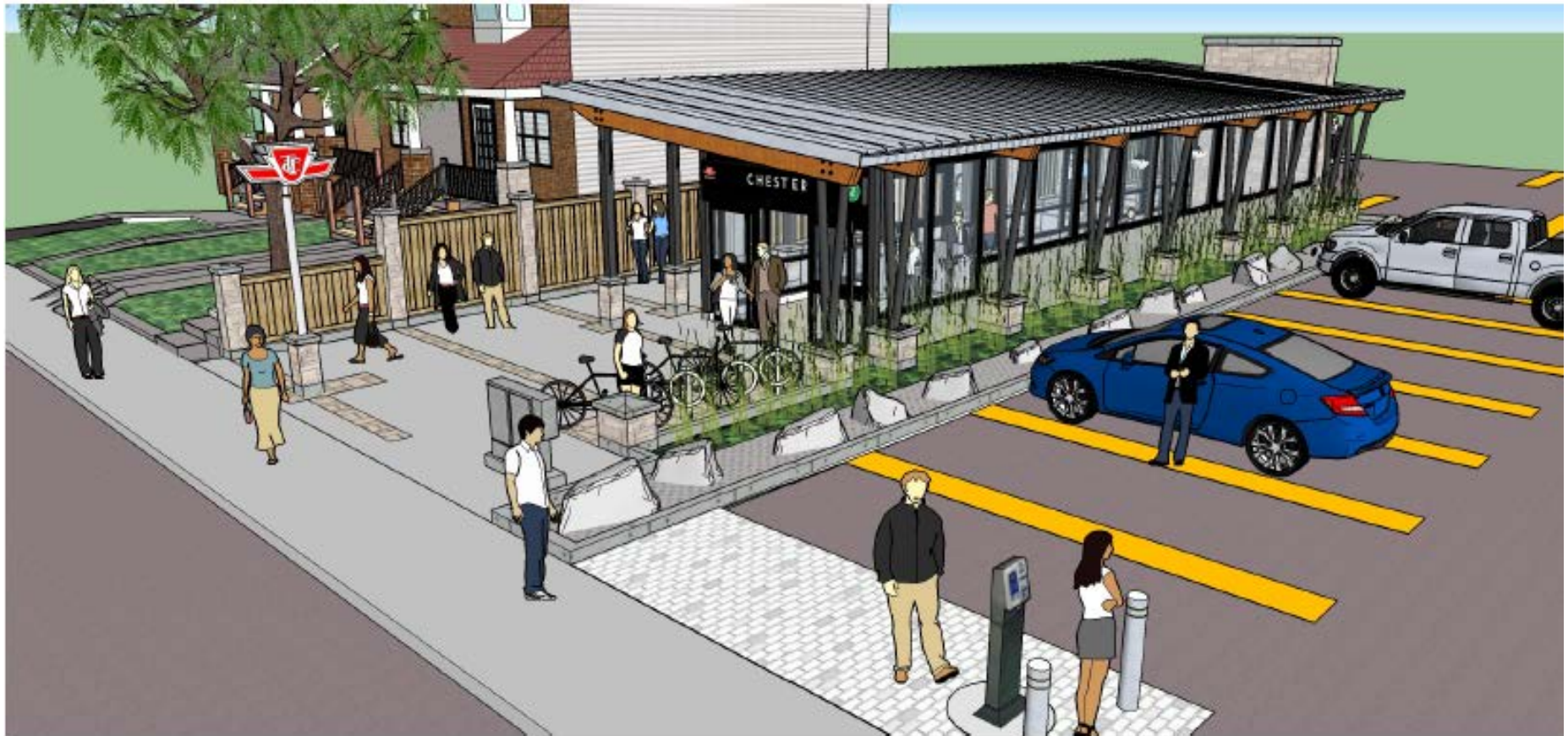


Image No. 3
North East view from Chester Ave.



NEXT STEPS

- TTC will again contact property owners of the location options put forward by the LWG
- Once TTC Technical Analysis is complete, LWG will reconvene (date TBC in January 2018) to begin the ranking and evaluation process
- All meetings are open to the community
- Please contact denise.jayawardene@ttc.ca to be added to the project email/ mailing list



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)	
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

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

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

