

SECOND EXIT PLANNING AND CONSULTATION – GREENWOOD STATION

Local Working Group (LWG) Meeting #4

Review and discuss the TTC's functional analysis for all LWG location options

January 31, 2018



MEETING AGENDA

Agenda	
• Introductions	6:30 - 6:40
• Presentation: TTC's review of LWG's 10 location options & LWG discussion	6:40 - 8:00
• Q&A with neighbours attending	8:00 - 8:30



SCHEDULE

- **January 31, 2018** LWG Meeting #4 - Review TTC data for LWG's 10 location options
- **February 21, 2018** LWG Meeting #5 Discussion, Q&A
 - *LWG individually submits preliminary Second Exit rankings to TTC before next meeting.*
- **March 7, 2018** LWG Meeting #6 - Preliminary Rankings Discussion
 - *LWG individually submits final Second Exit rankings to TTC before next meeting.*
- **March 21, 2018** LWG Meeting #7 Final Rankings Discussion
- **April, 2018 (date TBD)** Community meeting to review LWG 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 main station entrance*)
- **End of 2023** Construction Complete



BACKGROUND

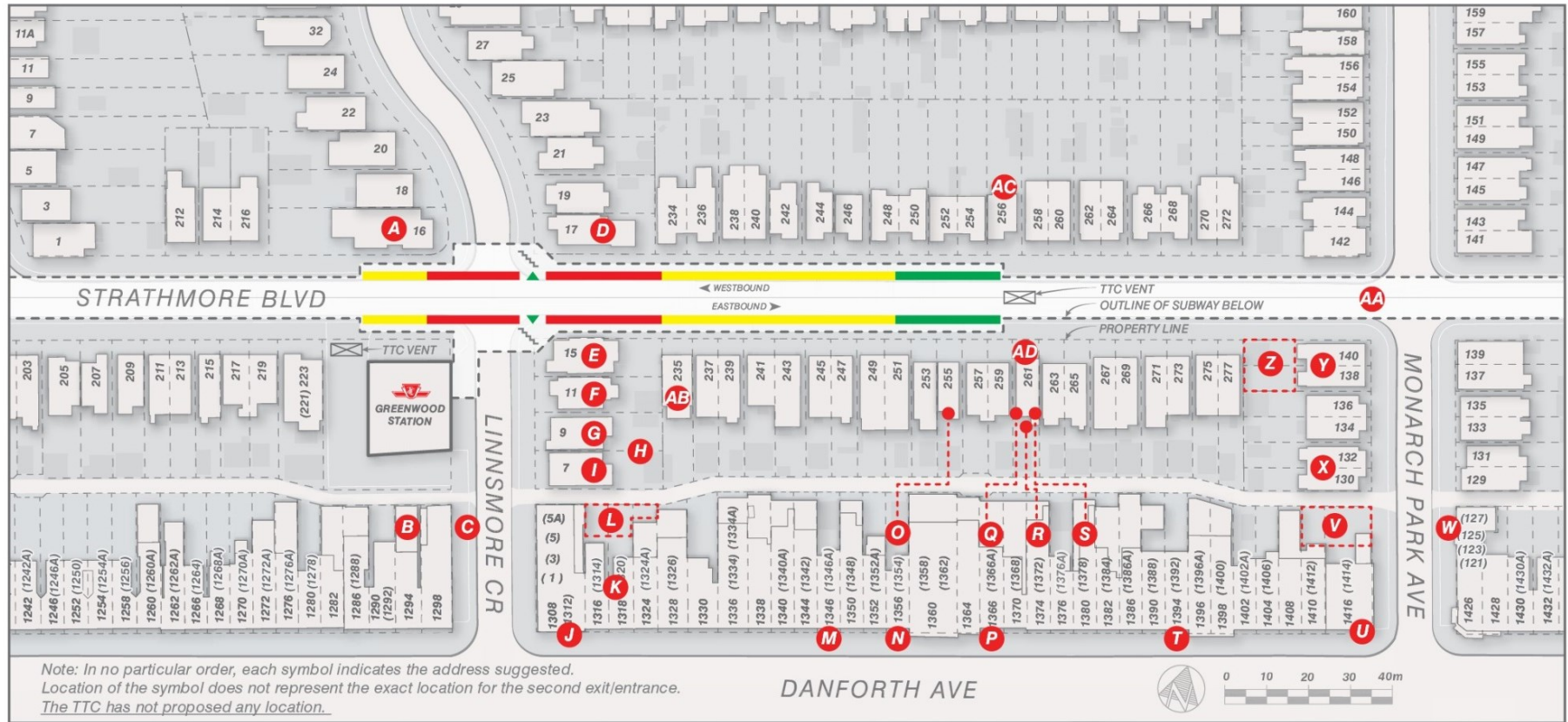


LOCAL WORKING GROUP

PRELIMINARY LOCATION SUGGESTIONS FOR DISCUSSION

ALL OPTIONS SUBMITTED BY LWG & MEMBERS OF THE PUBLIC

GREENWOOD STATION
SECOND EXIT
SEPT. 12, 2017



Address

- | | | | |
|----------------------------------|--|--|--|
| A 16 Linnmore Cr | I 7 Linnmore 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 Linnmore Cr | L 1316/1318/1324 Danforth Ave - REAR | T 1394 Danforth Ave | AB 235 Strathmore Blvd |
| E 15 Linnmore Cr | M 1346 Danforth Ave | U 1416 Danforth Ave | AC 256 Strathmore Blvd |
| F 11 Linnmore Cr | N 1356 Danforth Ave | V 1416 Danforth Ave - REAR | AD 261 Strathmore Blvd |
| G 9 Linnmore Cr | O 1356 Danforth Ave - Via 255 Strathmore Blvd | W 125 Monarch Park Ave | |
| H 7/9 Linnmore Cr | P 1366 Danforth Ave | X 130/132 Monarch Park Ave | |



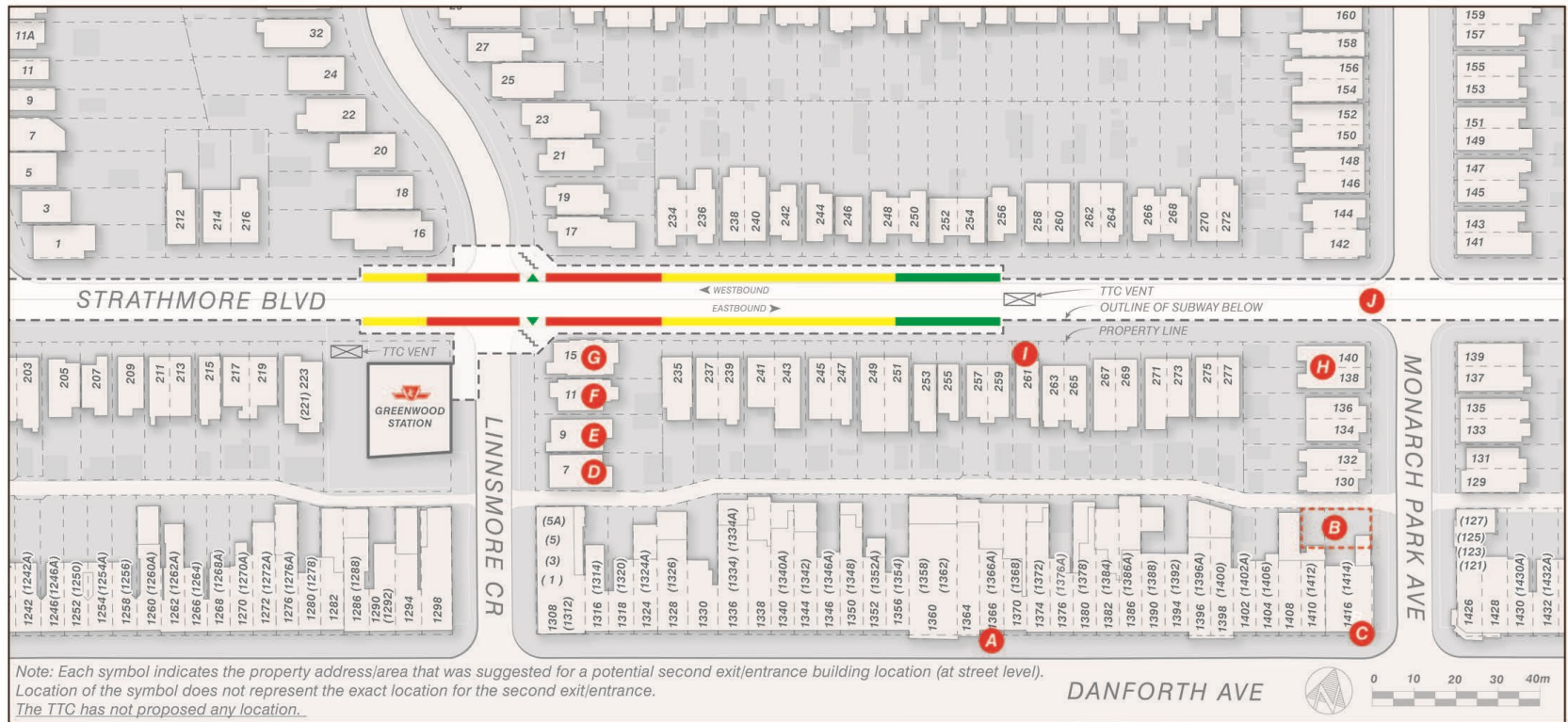
LOCAL WORKING GROUP

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. | F 11 Linnsmore Cr. |
| B 1410/1416 Danforth Ave. - REAR | G 15 Linnsmore Cr. |
| C 1416 Danforth Ave. | H 138/140 Monarch Park Ave. |
| D 7 Linnsmore Cr. | I 261 Strathmore Blvd. |
| E 9 Linnsmore Cr. | J Strathmore Blvd. @ Monarch Park Ave. ROW |



Woodbine Station - Second Exit/Entrance



Donlands Station - Second Exit/Entrance Rendering



DONLANDS STATION - SECOND EXIT / ENTRANCE: CONCEPT DESIGN



CHESTER STATION - SECOND EXIT/ENTRANCE RENDERING

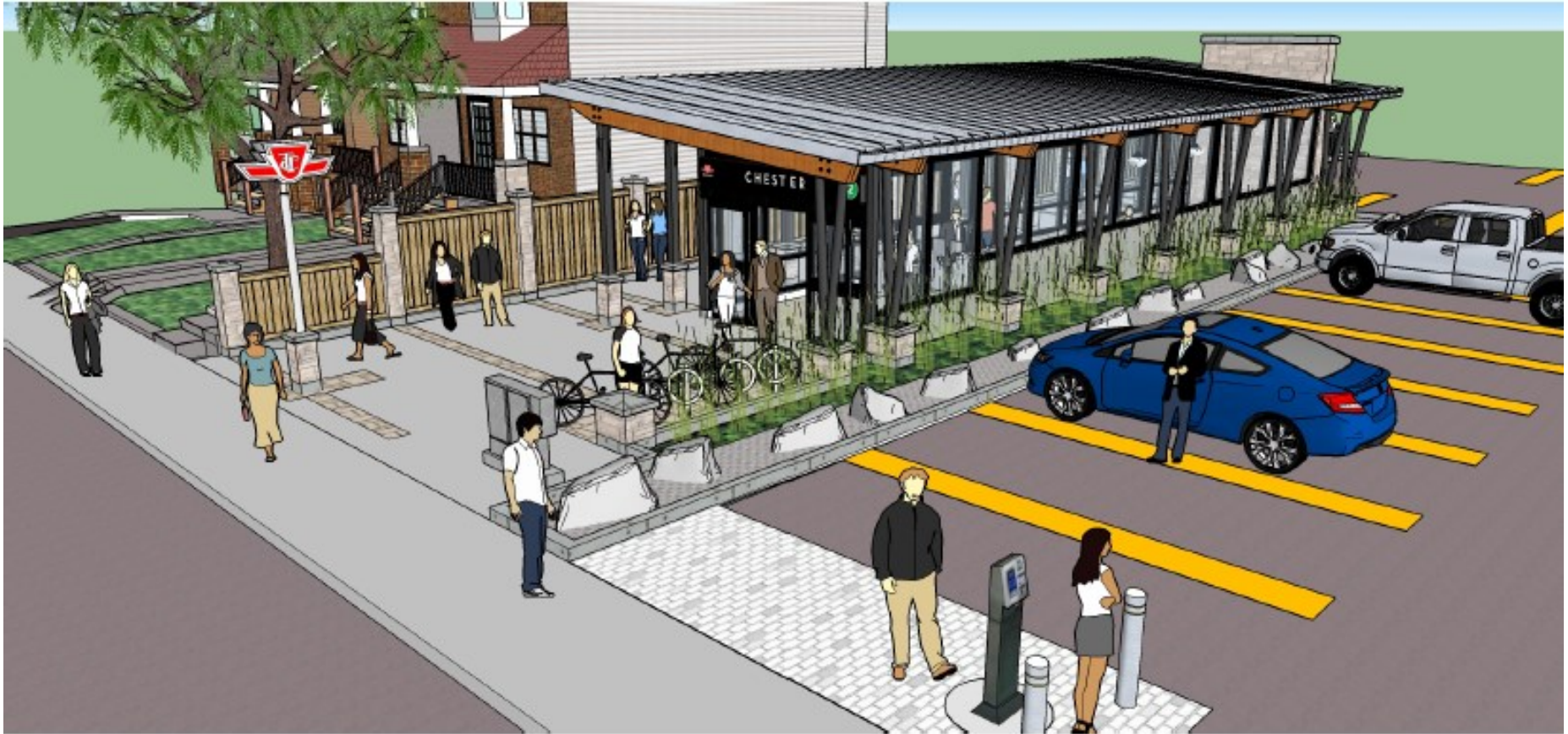


Image No. 3

North East view from Chester Ave.





LWG LOCATION OPTIONS UPDATE BASED ON TTC ENGINEERING REVIEW

January 31, 2018



BACKGROUND & TTC ENGINEERING REVIEW

- LWG voted to submit *10 location options* to TTC for functional review on September 12, 2017.
- Professional engineers have identified impacts that were unknown when locations were submitted.
- All info will now be evaluated by the LWG using the established second exit planning framework.



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.

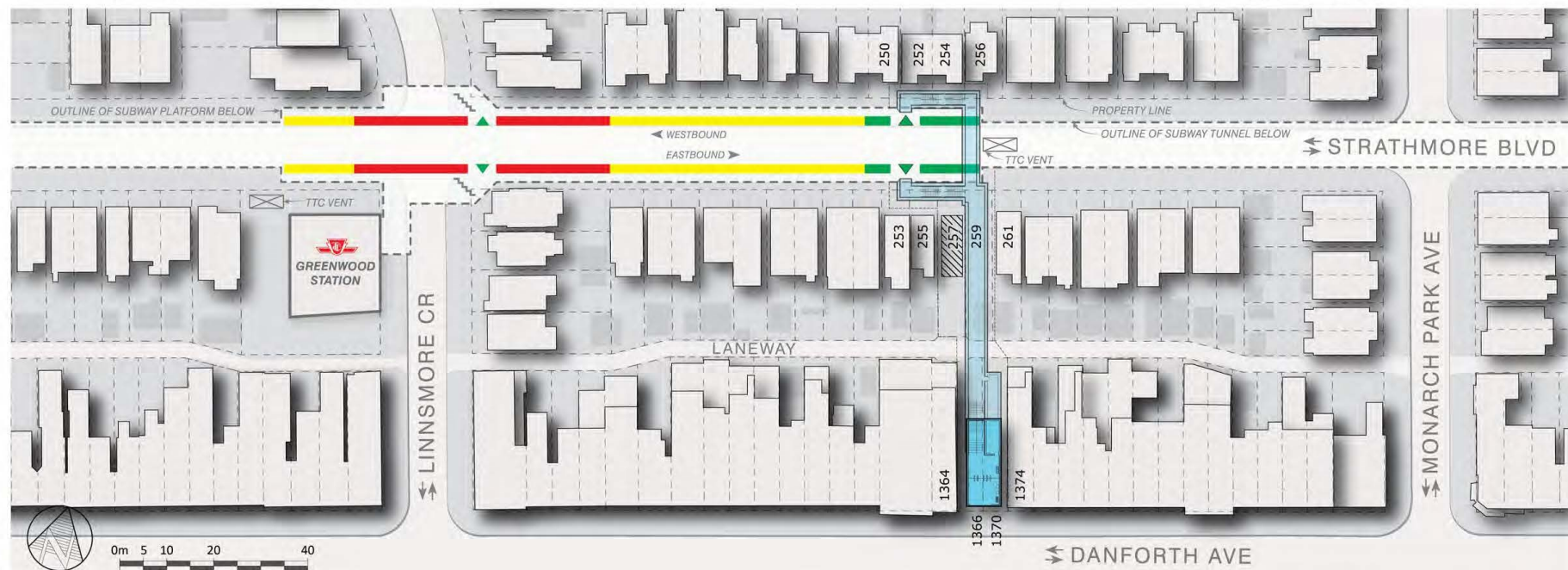


LOCAL WORKING GROUP

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:

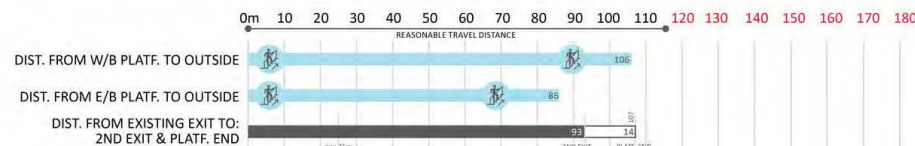
- 1366, 1370 DANFORTH AVE & 257/259 STRATHMORE BLVD – PROPERTY ACQUISITION REQUIRED FOR SECOND EXIT BUILDING LOCATION AND UNDERGROUND PASSAGEWAY CONSTRUCTION. IMPACT EXISTING BUILDINGS.
- 1364, 1374 DANFORTH AVE - FURTHER INVESTIGATION OF EXISTING BUILDINGS REQUIRED. POTENTIAL IMPACT TO EXISTING BUILDINGS.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

SHORTEST LONGEST

COST (OME COST IN 2017 DOLLARS):

- TBD*
- *COST OF CONSTRUCTION ONLY.



TTC ENGINEERING REVIEW -

ADDITIONAL PROPERTY ACQUISITIONS & IMPACTS IDENTIFIED

“Option A” **1366 Danforth Avenue (Pennywise Fragrances)** would require multiple private property acquisitions to construct:

Full Acquisitions would be required for:

- **257 and 259 Strathmore Boulevard**
- **1370 Danforth Avenue** (Back in Motion Health Care Centre)

Potential property acquisition and/or construction impacts:

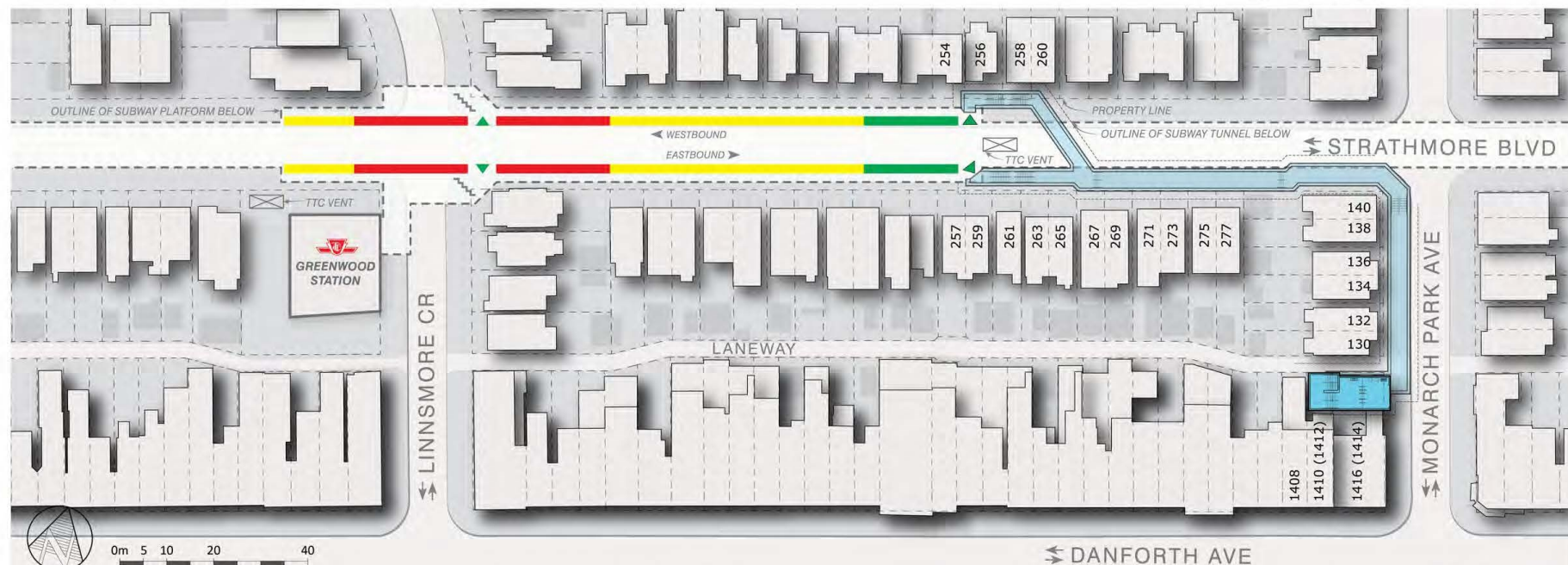
- **1364 Danforth Avenue** (Red Rocket Coffee)
- **1374 Danforth Avenue** (August Kinn)



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:

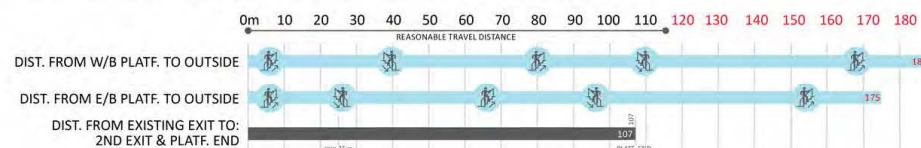
- PARK AVE – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 258, 260, 263, 265, 267 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

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.

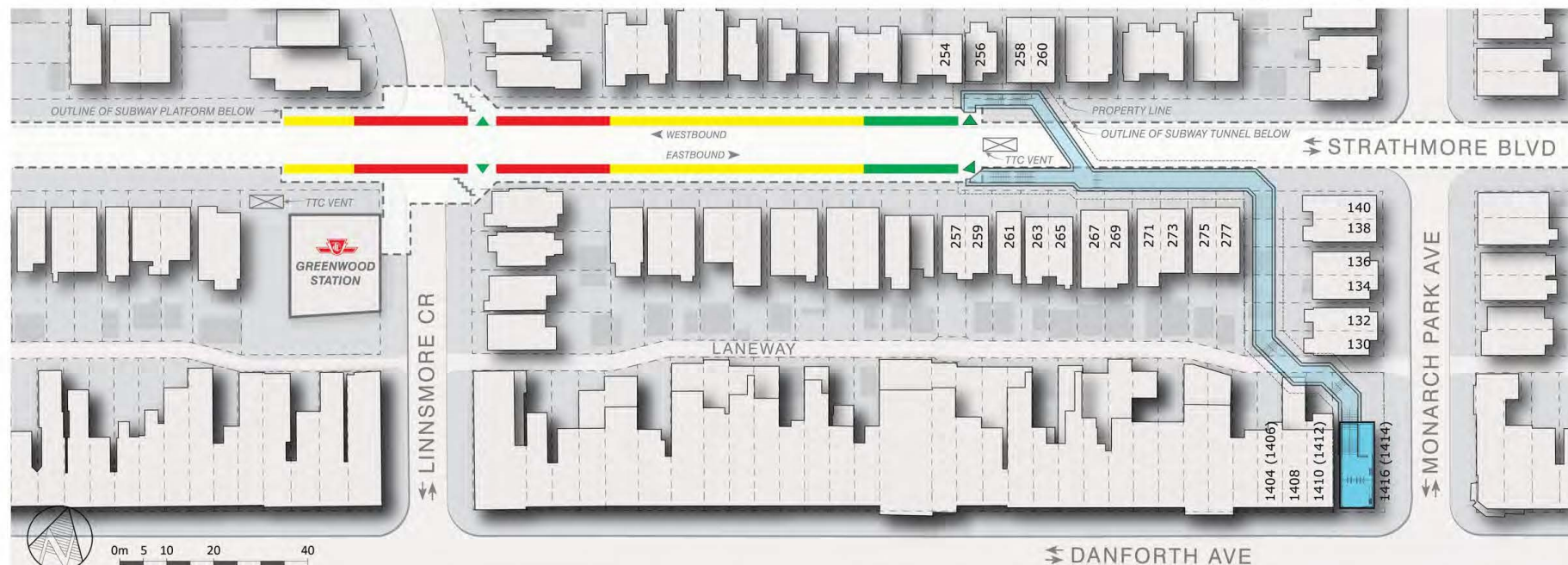


LOCAL WORKING GROUP

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:

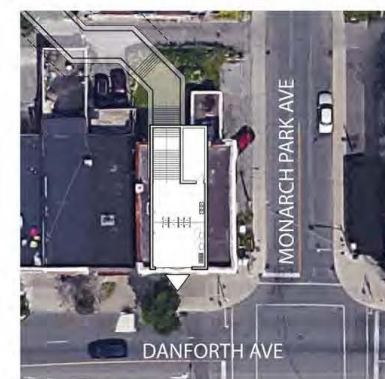
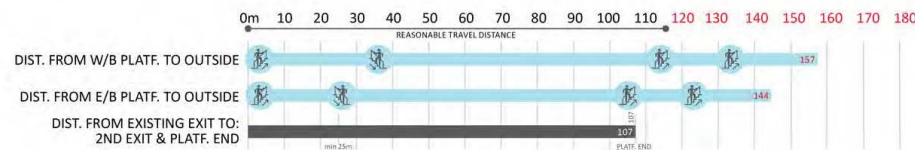
- EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.
- REDUNDANT LEVEL CHANGES REQUIRED.

CONSTRUCTION DURATION:

SHORTEST LONGEST

COST (OME COST IN 2017 DOLLARS):

- TBD*
- *COST OF CONSTRUCTION ONLY.

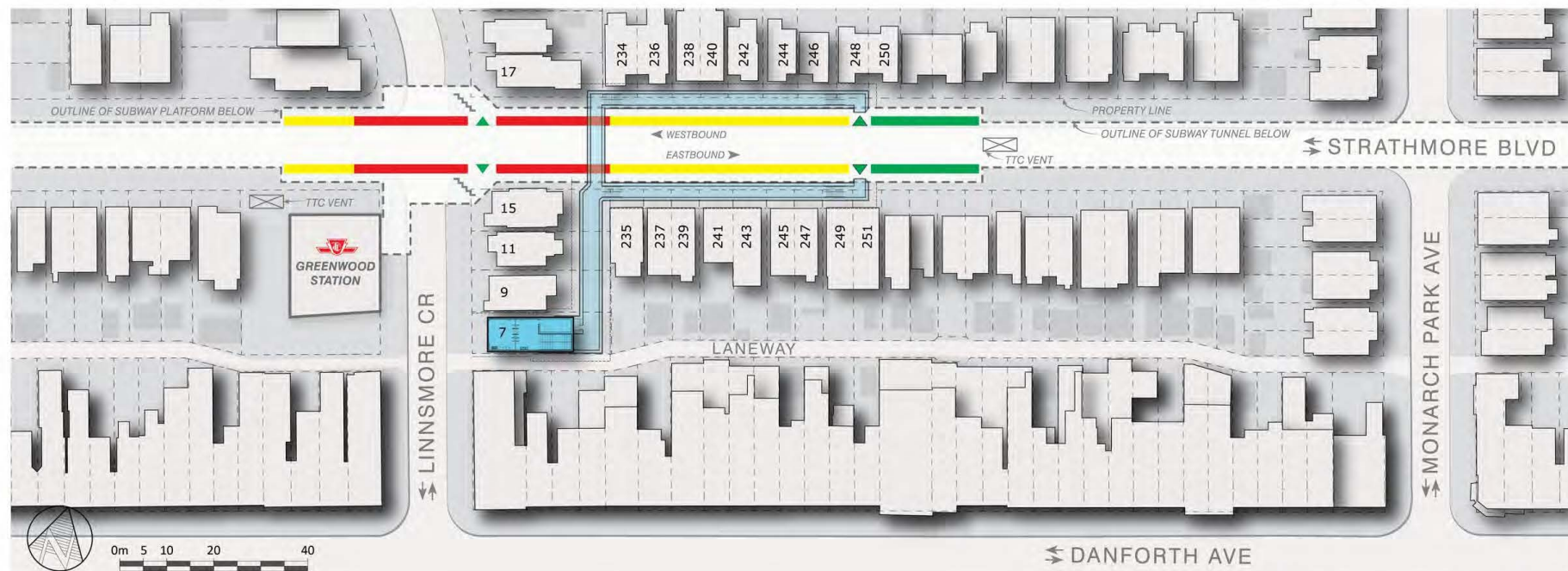


LOCAL WORKING GROUP

ALL OPTIONS 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:

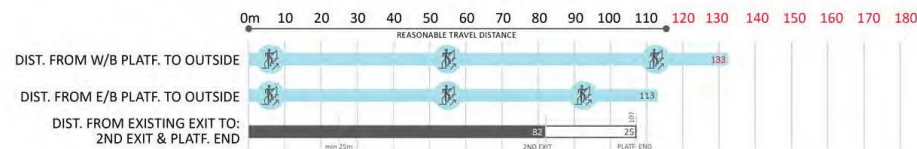
- EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.

CONSTRUCTION DURATION:

SHORTEST LONGEST

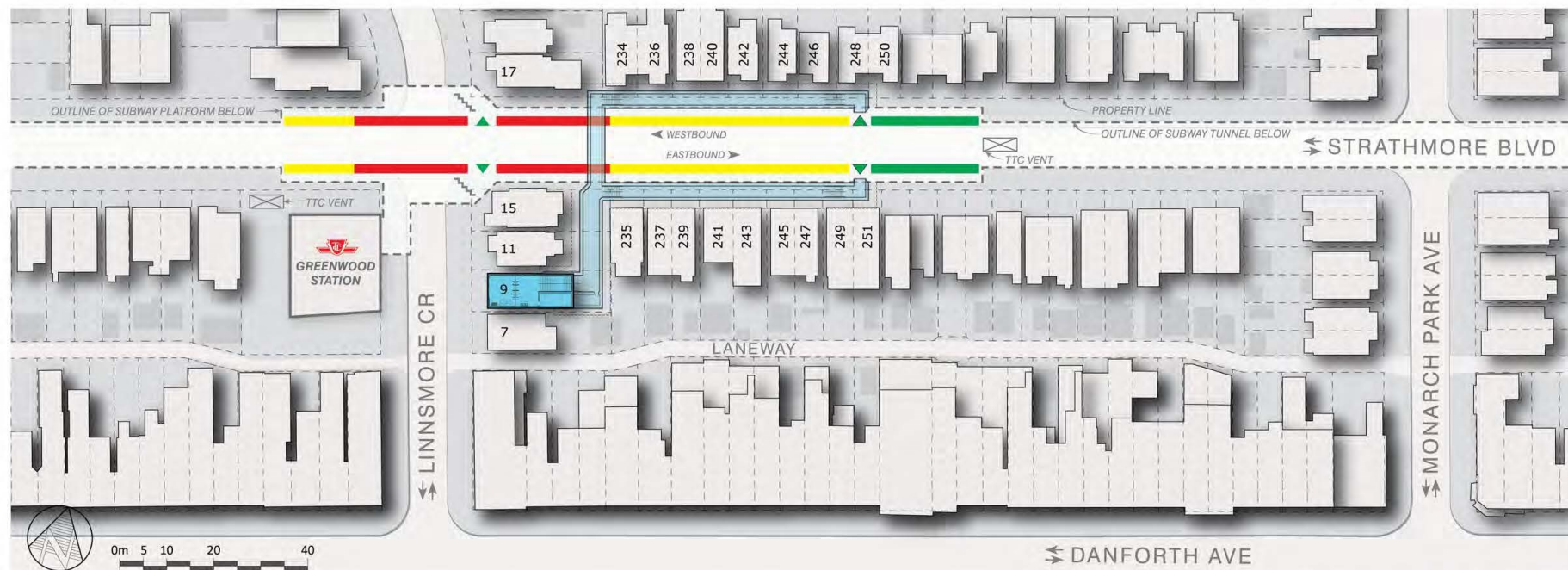
COST (OME COST IN 2017 DOLLARS):

- TBD*
- *COST OF CONSTRUCTION ONLY.



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

January 31, 2018



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:

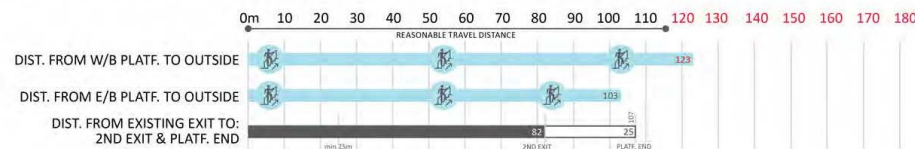
- PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING AND CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.
- 15, 17 LINNSMORE CR – IMPACT DURING CONSTRUCTION. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING AND CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.
- 250 STRATHMORE BLVD AND 7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

CONSTRUCTION DURATION:  SHORTEST LONGEST

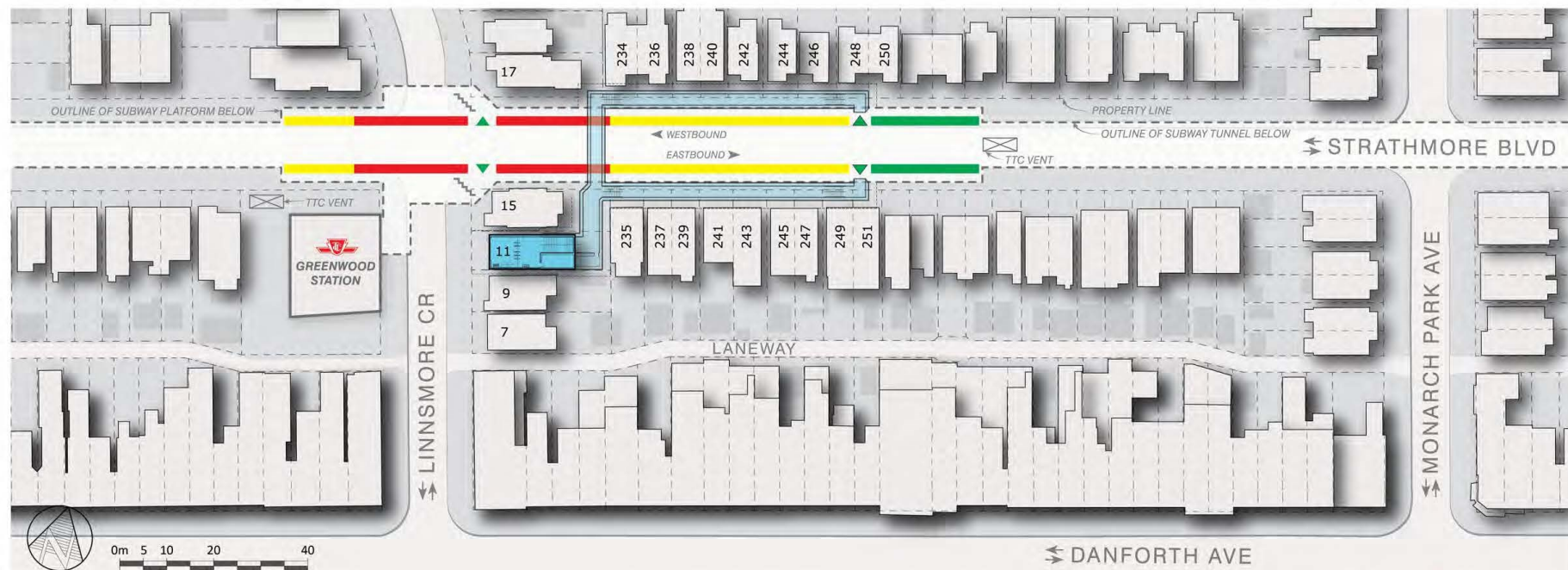
COST (OME COST IN 2017 DOLLARS):

- *COST OF CONSTRUCTION ONLY.



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

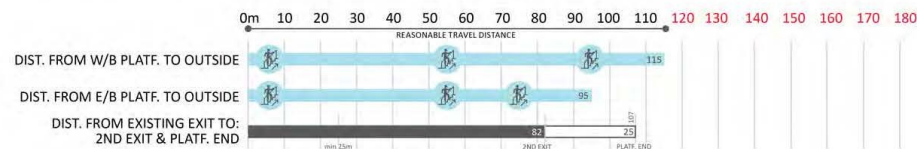
January 31, 2018



- 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.

- 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.

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



SHORTEST LONGEST

- TBD*
- *COST OF CONSTRUCTION ONLY

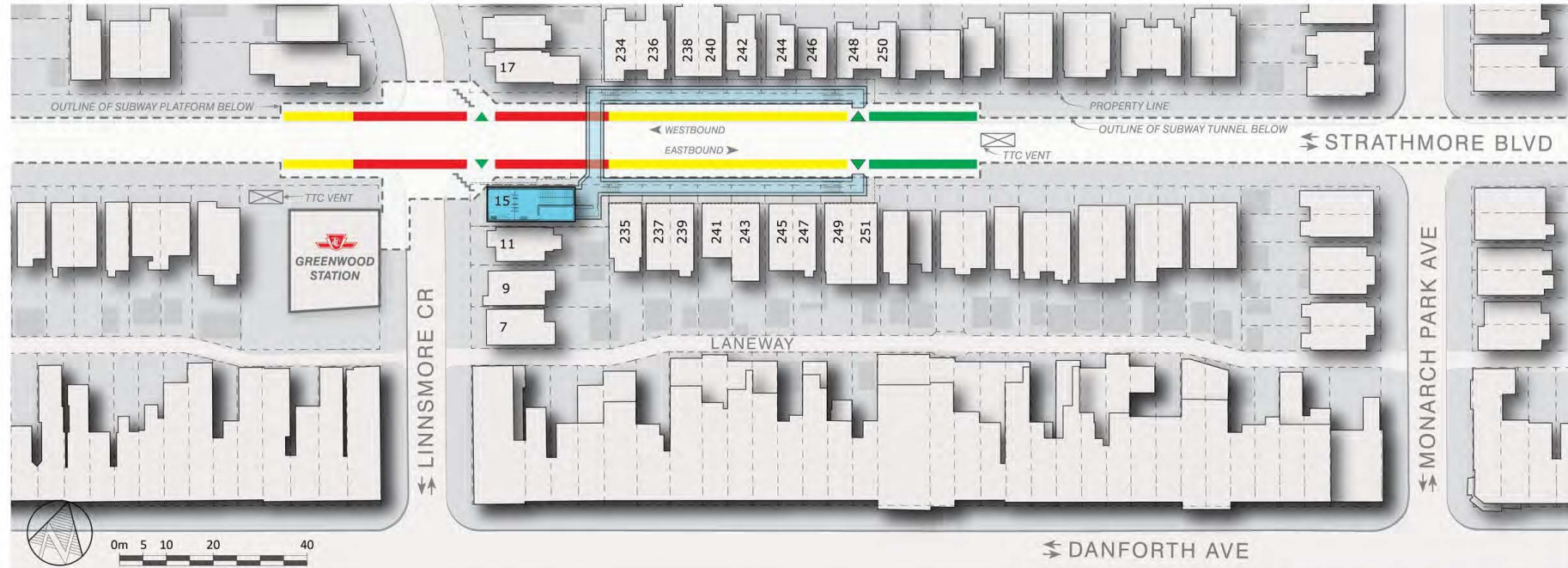


LOCAL WORKING GROUP

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:

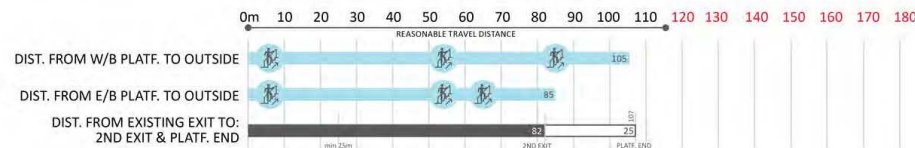
- 15 LINNSMORE CR – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 251 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND SIGNIFICANT FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR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

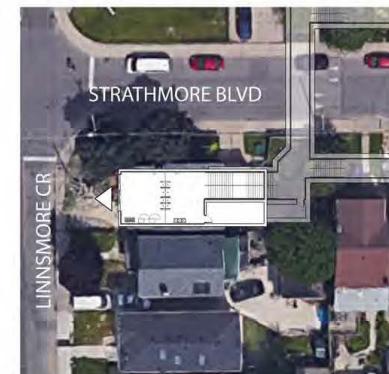


CONSTRUCTION DURATION:

SHORTEST LONGEST

COST (OME COST IN 2017 DOLLARS):

- TBD*
- *COST OF CONSTRUCTION ONLY.

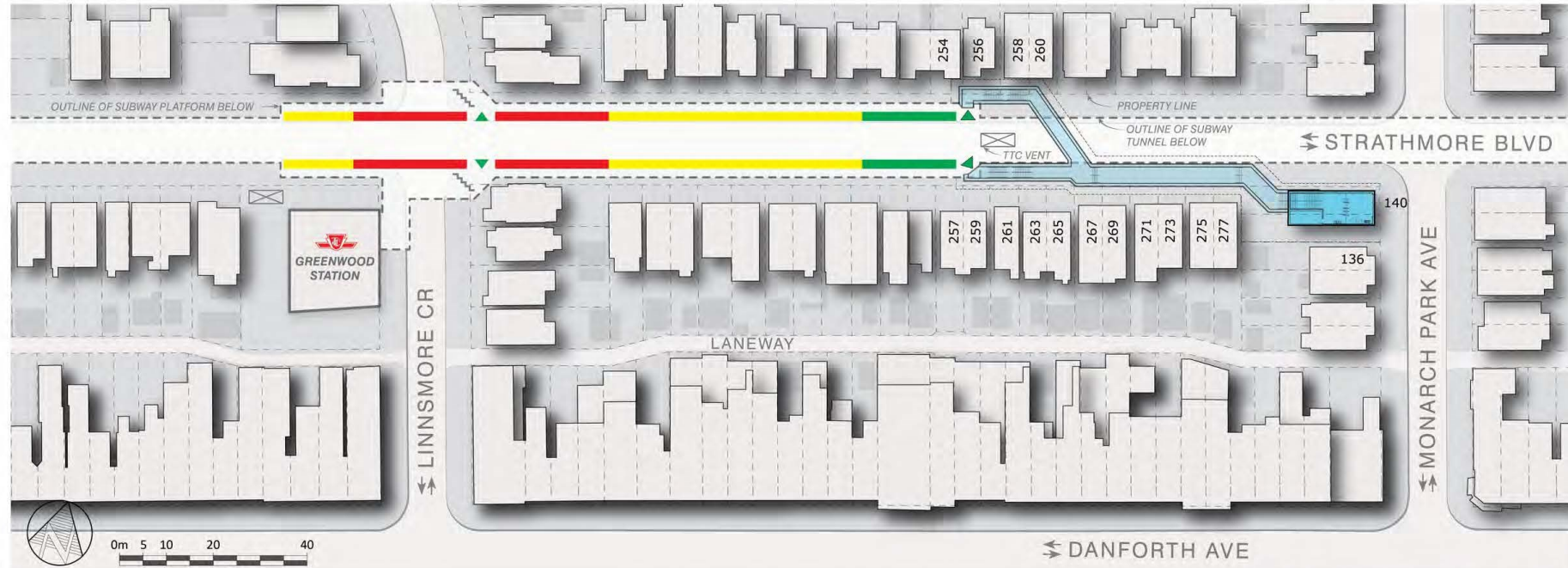


LOCAL WORKING GROUP

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:

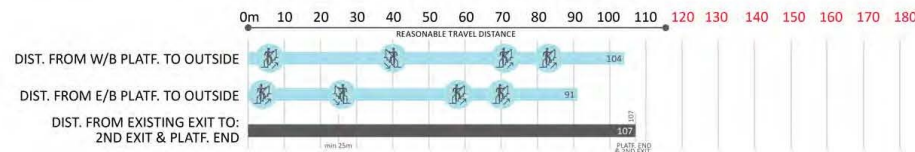
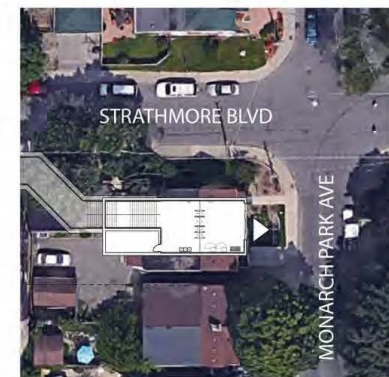
- REDUNDANT LEVEL CHANGES REQUIRED.

CONSTRUCTION DURATION:

SHORTEST LONGEST

COST (OME COST IN 2017 DOLLARS):

- TBD*
- *COST OF CONSTRUCTION ONLY.

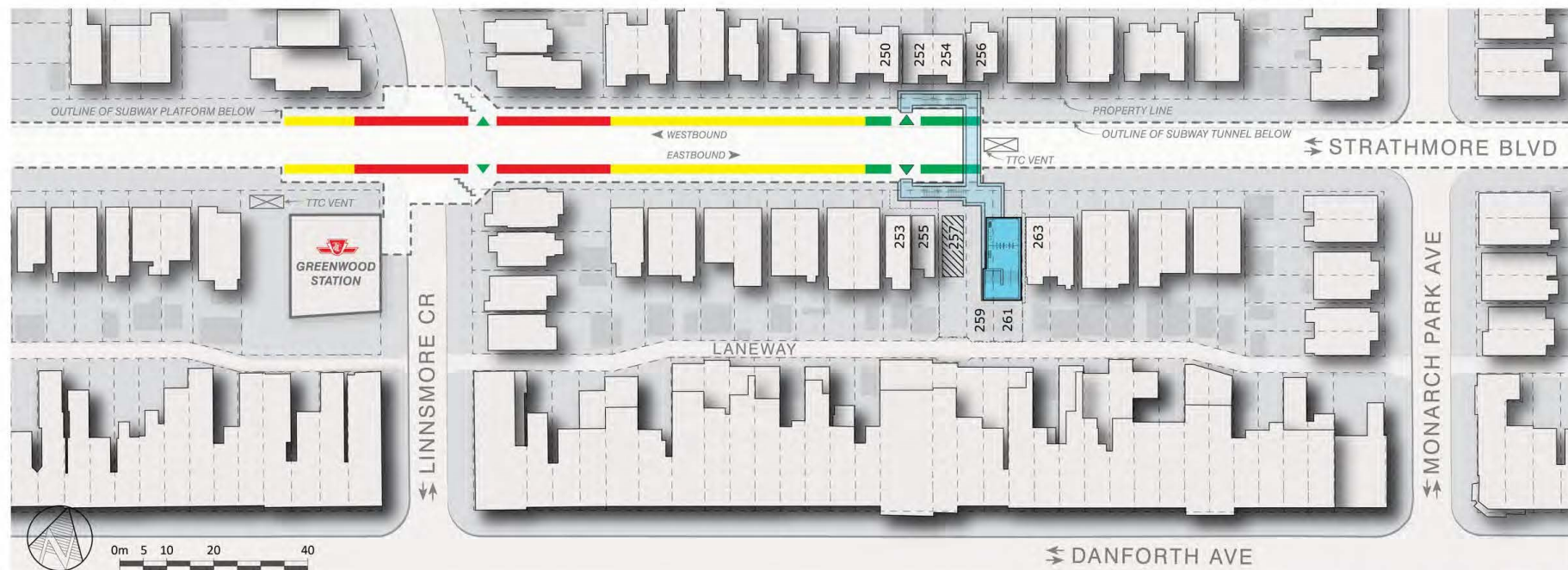


LOCAL WORKING GROUP

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:

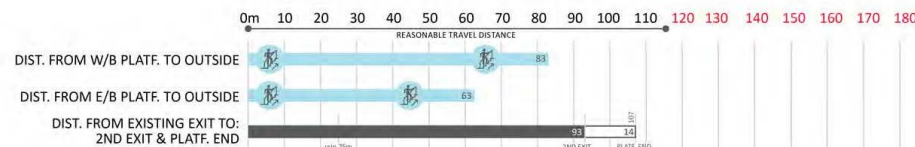
- 259 AND 261 STRATHMORE BLVD – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 257 STRATHMORE BLVD - PROPERTY ACQUISITION REQUIRED FOR CONSTRUCTION. POTENTIAL REDEVELOPMENT OF RESIDENTIAL PROPERTY.
- 250, 252, 253, 254, 255, 256 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT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

SHORTEST LONGEST

COST (OME COST IN 2017 DOLLARS):

- TBD*
- *COST OF CONSTRUCTION ONLY.



OPTION J – CITY RIGHT OF WAY

- “Option J” building footprint is within the City right of way.
- Any permanent lane changes to a local street would require approval from City Planning, City Transportation, Emergency Services and be referred to Community Council and City Council, if required for approval.
- The final decision of any option within the City right-of-way would be the City’s.



OPTION J DISCUSSION

- Functional layout maintains one lane of traffic eastbound and one lane of traffic westbound on Strathmore.
- In order to maintain a lane of traffic in each direction on City property, the lanes just west of Monarch Park Avenue would need to be oriented to the north side of Strathmore for a short duration.

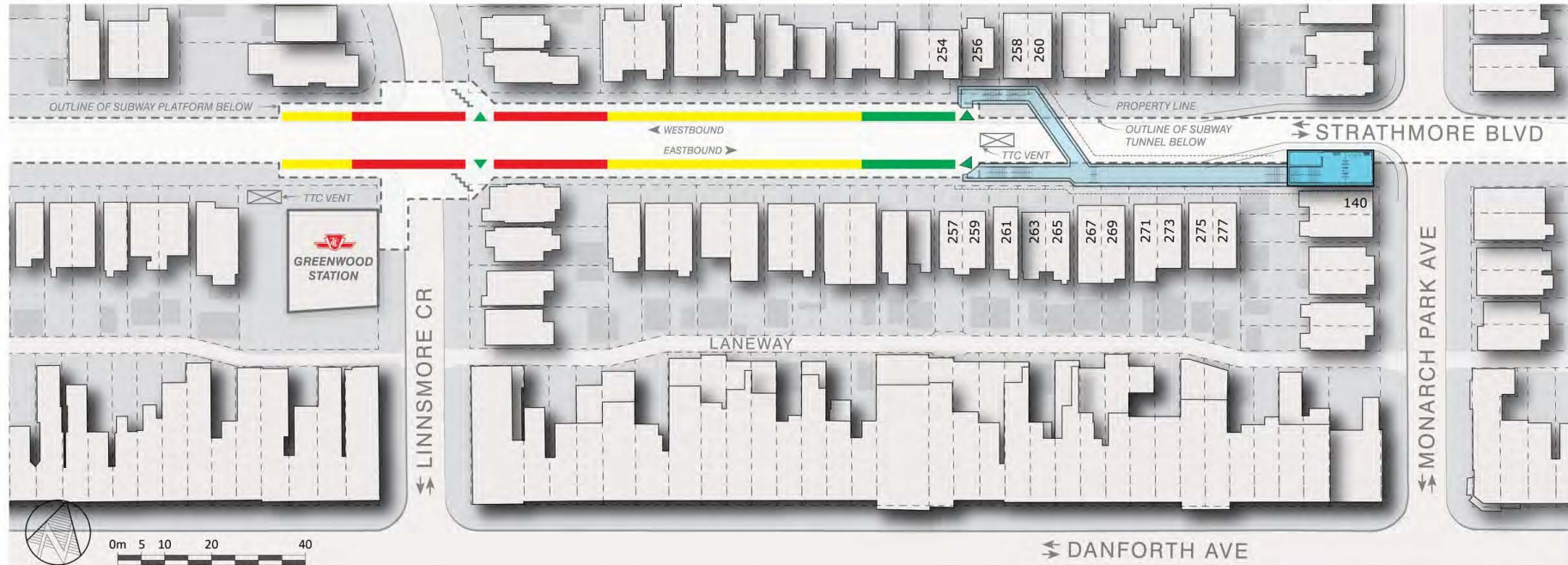


LOCAL WORKING GROUP

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:

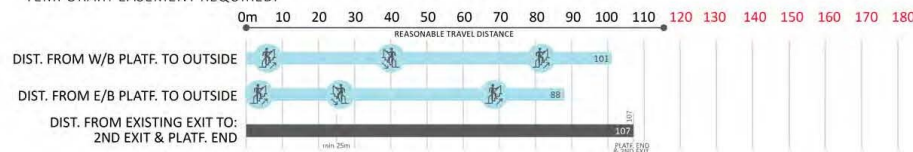
- 258, 260, 263, 265, 267 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

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:

SHORTEST LONGEST

COST (OME COST IN 2017 DOLLARS):

- TBD*
- *COST OF CONSTRUCTION ONLY.



SAFETY

- **Q: Wouldn't any Second Exit location option provide a safety improvement?**
- **A:** TTC has a public responsibility to invest wisely and in the public interest. A Second Exit location that does not significantly improve safety at a reasonable cost would not be in the broader public interest.



NEXT STEPS - SCHEDULE

- **February 12, 2018** Submit questions to denise.jayawardene@ttc.ca
- **February 21, 2018** LWG Meeting #5 Discussion, Q&A
 - *LWG individually submits preliminary Second Exit rankings to TTC before next meeting*
- **March 7, 2018** LWG Meeting #6 - Preliminary Rankings Discussion
 - *LWG individually submits final Second Exit rankings to TTC before next meeting.*
- **March 21, 2018** LWG Meeting #7 Final Rankings Discussion
- **April, 2018 (date TBD)** Community meeting to review LWG Rankings and recommendations



NEXT STEPS

- Please contact denise.jayawardene@ttc.ca with any questions or to be added to the project email/ mailing list by February 12, 2018.



EVALUATION FRAMEWORK Q&A

Q. What is the goal of the evaluation process?

A: The goal of the evaluation process is for members of the local working group (who represent local residents, the business community and community groups) to come to an agreement on their top ranked options for second exit in the Greenwood neighbourhood. The expert panel will review their rankings based on the application of the evaluation framework.



EVALUATION FRAMEWORK Q&A

Q: How are the final rankings calculated in the matrix?

A: All five categories are weighted equally. Each category has a **total score** and **comparative ranking** listed. All **comparative rankings are added up** in the total comparative ranking, and **the lowest number** ranks “best” in the **final comparative ranking result**.



SAMPLE EVALUATION FORM

Evaluation Matrix - Donlands Station Second Exit Location Options Provided by Local Working Group

		Option 1		Option 2		Option 3		Option 4		Options 5		Options 6		Option 7	
Criteria		Comments	Rank	Comments	Rank	Comments	Rank	Comments	Rank	Comments	Rank	Comments	Rank	Comments	Rank
Safety	S1	Second Exit location on platform: Distance from existing exit													
	S2	Second Exit location on platform: Distance to end of platform													
	S3	Distance from platform to outside													
	S4	Customer security													
Total Score															
Comparative Rank															
Community Impact - Second Exit	LC1	Economic impact													
	LC2	Social impact													
	LC3	Public Stakeholders													
	LC4	Property requirements													
	LC5	Effect on property value													
	LC6	Streetscape													



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)	



ELEVATOR PLAN – EASIER ACCESS

- Greenwood Station elevator construction will occur at same time as future second exit project to minimize overall duration of construction (as at Woodbine).
- All stations must first have elevator access at the main station entrance to ensure there is a direct connection for passengers between the subway and buses.



Thank you

