

# SECOND EXIT PLANNING AND CONSULTATION – GREENWOOD STATION

**Local Working Group (LWG) Meeting #7**  
**Preliminary Rankings Discussion, Q&A**  
**March 21, 2018**



# MEETING AGENDA

• Introductions	6:30 - 6:40
• Presentation & LWG Discussion <ul style="list-style-type: none"><li>○ TTC review of additional information requested</li><li>○ Preliminary Rankings</li></ul>	6:40 - 8:00
• Q&A with neighbours attending	8:00 - 8:30



# CODE OF CONDUCT

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



# UPDATED SCHEDULE

- **Today/March 21, 2018** LWG Meeting #7- Preliminary Rankings Discussion
  - LWG individually submits *final* Second Exit rankings to TTC by March 28, 2018
- **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



# QUESTIONS RECEIVED FROM LWG AND THE LOCAL COMMUNITY



# UPDATE: COST ESTIMATES

- The costs presented for each Second Exit/entrance location option include construction estimates 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

Construction costs include (but are not limited to):

- utility relocations
- demolitions
- materials
- finishes
- site work
- shoring
- structural work
- mechanical
- electrical works

The OME also allow for site constraints including access, availability of laydown areas.





# PROCESS:

**Q: Can new location options be added to the process at this time?**

**A: No. The LWG has put forward 10 location options and must complete their rankings for these locations.**



# NEXT STEPS

- The LWG will submit their *final* rankings to TTC by Wednesday, March 28, 2018.
- **LWG Meeting #7 - Wednesday, April 11, 2018**  
Time: 6:30 p.m. to 8:30 p.m.  
Purpose: The LWG members will review and discuss the LWG's final rankings of their location options.



# HOW RANKINGS ARE CALCULATED:



# 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	<b>7</b>	<b>8</b>	<b>15</b>	<b>17</b>

Lowest score is best/preferred option.



# FRAMEWORK – SAFETY (EXAMPLE)

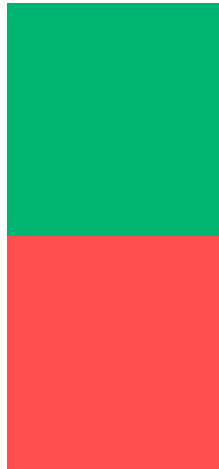
S	SAFETY (scores given as an example only)					
	CRITERIA	FACTORS	OPTION W	X	Y	Z
S1	Second Exit location on platform: distance from existing exit	<ul style="list-style-type: none"> <li>All evaluated options must be more than 25 metres from the existing exit at platform level. Rank the options according to their location on platform, based on their distance from the existing exit (<b>farther is preferable</b>).</li> </ul>	35 metres <b>(would rank #1)</b>	32 m <b>(2)</b>	30 m <b>(3)</b>	25 m <b>(4)</b>
S2	Second Exit location on platform: distance to end of platform	<ul style="list-style-type: none"> <li>Rank the options according to their location on platform, based on their distance to the end of the platform (<b>closer is preferable</b>).</li> </ul>	10 m <b>(1)</b>	13 m <b>(2)</b>	15 m <b>(3)</b>	20 m <b>(4)</b>
S3	Distance from platform to outside	<ul style="list-style-type: none"> <li>Rank the options according to the distance from platform to outside (<b>shorter distance is preferable</b>). Consider that greater distance requires additional fire/life safety design and equipment.</li> </ul>	40 m <b>(2)</b>	50 m <b>(4)</b>	33 m <b>(1)</b>	46 m <b>(3)</b>
S4	Customer security	<ul style="list-style-type: none"> <li>Rank the security of the options according to their point of exit on surface. Consider such factors as: <ul style="list-style-type: none"> <li>The exit location and waiting area is well-lit, highly visible and safe. (For example: Is the exit on a busy main street, a residential street, a park, and/or laneway or other kind of secondary route?)</li> <li>The route is clear, easy and legible.</li> <li>The route to the surface includes a long underground tunnel.</li> </ul> </li> </ul>	<b>(2)</b> Well lit street, not as visible as option C	<b>(4)</b> Alley way	<b>(1)</b> Well lit street	<b>(3)</b> Lane way
	Total score:		6	12	8	14
	Comparative Rank: (lowest is best)		1	3	2	4



# OVERALL PRELIMINARY RANKINGS DISCUSSION



# OVERALL PRELIMINARY EVALUATION RANKINGS LEGEND:



**Preliminary top rated options**

**Preliminary bottom rated options**



# PRELIMINARY EVALUATION

## OVERALL RANKING

		Option A	Option B	Option C	Option D	Option E	Option F	Option G	Option H	Option I2	Option J
		1366 Danforth Ave.	1410/1416 Danforth Ave.	1416 Danforth Ave.	7 Linnsmore Cres.	9 Linnsmore Cres.	11 Linnsmore Cres.	15 Linnsmore Cres.	138/140 Monarch Park Ave.	257/259 Strathmor e Blvd.	Strathmore & Monarch Park Ave; S. of ROW
<b>Safety</b>	Preliminary Comparative Rank	6	7	3	10	9	8	5	1	4	2
<b>Local Community Impact - Second Exit</b>	Preliminary Comparative Rank	7	3	1	2	5	4	6	8	10	9
<b>Local Community Impact - Construction</b>	Preliminary Comparative Rank	8	10	9	7	6	5	3	2	1	4
<b>Customer Experience</b>	Preliminary Comparative Rank	2	3	1	4	7	6	5	8	10	9
<b>Cost</b>	Preliminary Comparative Rank	5	10	9	8	5	5	4	3	1	2
	<b>TOTAL COMP. RANK</b>	28	33	23	31	32	28	23	22	26	26
	<b>RANK</b>	6	10	2	8	9	6	2	1	4	4





# PRELIMINARY EVALUATION RANKING OVERALL - LIST

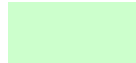

Option:	Preliminary Ranking:
Option H - 138/140 Monarch Park Ave.	1
Option C - 1416 Danforth Ave.	2
Option G - 15 Linnsmore Cres.	2
Option I2 - 257/259 Strathmore Blvd.	4
Option J - Strathmore & Monarch Park Ave; S. of ROW	4
Option A - 1366 Danforth Ave.	6
Option F - 11 Linnsmore Cres	6
Option D - 7 Linnsmore Cres.	8
Option E - 9 Linnsmore Cres.	9
Option B - 1410/1416 Danforth Ave.	10



# CATEGORY DISCUSSION:



# CATEGORY LEGEND:

	<b>Options ranked first within each category</b>
	<b>Options ranked last within each category</b>
	<b>Top ranked location in category</b>



# PRELIM EVALUATION - SAFETY

	LWG Member		Option A - 1366 Danforth Ave.	Option B - 1410/1416 Danforth Ave.	Option C - 1416 Danforth Ave.	Option D - 7 Linnsmore Cres.	Option E - 9 Linnsmore Cres.	Option F - 11 Linnsmore Cres	Option G - 15 Linnsmore Cres.	Option H - 138/140 Monarch Park Ave.	Option I2 - 257/259 Strathmore Blvd.	Option J - Strathmore & Monarch Park Ave; S. of ROW
Safety	1	Comparative Rank	5	4	3	10	9	8	5	1	5	1
	2	Comparative Rank	6	5	2	9	9	8	4	1	6	3
	3	Comparative Rank	3	6	6	10	9	8	5	2	4	1
	4	Comparative Rank	6	5	1	10	9	8	4	1	6	3
	5	Comparative Rank	5	7	5	10	9	7	3	1	4	1
	6	Comparative Rank	4	5	5	10	9	8	5	1	3	1
	7	Comparative Rank	7	5	3	10	9	8	4	1	6	2
	8	Comparative Rank	4	7	4	10	9	8	4	2	3	1
	9	Comparative Rank	3	6	5	10	9	8	7	1	4	2
	10	Comparative Rank	6	4	3	10	9	8	7	1	4	2
	11	Comparative Rank	4	5	1	10	9	8	7	1	6	1
	12	Comparative Rank	7	4	2	10	9	8	4	2	6	1
	13	Comparative Rank	5	7	4	8	10	8	5	2	3	1
	14	Comparative Rank	4	7	6	10	9	7	4	1	3	1
	15	Comparative Rank	5	8	6	10	8	7	4	2	3	1
		Safety Total	74	85	56	147	135	117	72	20	66	22
		Safety Comparative Rank	6	7	3	10	9	8	5	1	4	2



# PRELIM EVALUATION LOCAL COMMUNITY IMPACT (PERMANENT)

LWG Member			Option A - 1366 Danforth Ave.	Option B - 1410/1416 Danforth Ave.	Option C - 1416 Danforth Ave.	Option D - 7 Linnsmore Cres.	Option E - 9 Linnsmore Cres.	Option F - 11 Linnsmore Cres	Option G - 15 Linnsmore Cres.	Option H - 138/140 Monarch Park Ave.	Option I2 - 257/259 Strathmore Blvd.	Option J - Strathmore & Monarch Park Ave; S. of ROW
Local Community Impact - Second Exit	1	Comparative Rank	9	2	1	5	5	5	5	4	10	3
	2	Comparative Rank	7	6	2	3	4	4	1	8	10	9
	3	Comparative Rank	7	2	1	6	5	4	3	8	9	10
	4	Comparative Rank	9	5	1	2	3	3	6	7	10	7
	5	Comparative Rank	7	2	1	3	4	4	6	9	10	7
	6	Comparative Rank	2	7	1	3	3	3	6	8	8	10
	7	Comparative Rank	9	6	1	2	3	3	5	7	10	8
	8	Comparative Rank	7	2	1	6	5	4	3	8	10	9
	9	Comparative Rank	2	3	1	5	6	6	9	4	8	10
	10	Comparative Rank	3	1	1	4	5	7	7	7	7	6
	11	Comparative Rank	3	1	2	4	5	5	9	8	10	7
	12	Comparative Rank	7	6	1	2	4	4	2	8	10	9
	13	Comparative Rank	3	2	1	6	8	6	9	4	10	5
	14	Comparative Rank	8	6	5	1	2	2	4	10	9	7
	15	Comparative Rank	5	10	5	1	2	2	4	8	7	8
		LCI Total	88	61	25	53	64	62	79	108	138	115
		LCI Comparative Rank	7	3	1	2	5	4	6	8	10	9



# PRELIM EVALUATION –LOCAL COMMUNITY IMPACT -CONSTRUCTION

	LWG Member		Option A - 1366 Danforth Ave.	Option B - 1410/1416 Danforth Ave.	Option C - 1416 Danforth Ave.	Option D - 7 Linnsmore Cres.	Option E - 9 Linnsmore Cres.	Option F - 11 Linnsmore Cres	Option G - 15 Linnsmore Cres.	Option H - 138/140 Monarch Park Ave.	Option I2 - 257/259 Strathmore Blvd.	Option J - Strathmore & Monarch Park Ave; S. of ROW
Local Community Impact - Construction Period	1	Comparative Rank	4	9	7	9	7	6	5	2	1	3
	2	Comparative Rank	7	10	9	6	4	3	2	4	1	7
	3	Comparative Rank	7	10	9	8	6	5	4	2	1	3
	4	Comparative Rank	8	10	9	6	5	3	2	4	1	7
	5	Comparative Rank	8	9	9	7	6	5	4	2	1	3
	6	Comparative Rank	7	9	9	8	6	5	4	2	1	2
	7	Comparative Rank	8	10	9	6	5	4	2	3	1	7
	8	Comparative Rank	10	9	8	7	6	5	4	2	1	2
	9	Comparative Rank	8	8	8	7	6	5	4	2	1	3
	10	Comparative Rank	10	4	9	8	4	4	4	1	1	1
	11	Comparative Rank	7	8	9	9	6	5	4	2	1	3
	12	Comparative Rank	9	10	8	7	6	5	4	2	1	2
	13	Comparative Rank	7	10	9	8	6	5	2	2	1	4
	14	Comparative Rank	8	10	9	7	6	5	4	3	1	2
	15	Comparative Rank	8	10	9	6	5	3	2	3	1	6
LCI(CP)Total			116	136	130	109	84	68	51	36	15	55
LCI(CP) Comparative Rank			8	10	9	7	6	5	3	2	1	4



# PRELIMINARY EVALUATION

## CUSTOMER EXPERIENCE

	LWG Member		Option A - 1366 Danforth Ave.	Option B - 1410/1416 Danforth Ave.	Option C - 1416 Danforth Ave.	Option D - 7 Linnsmore Cres.	Option E - 9 Linnsmore Cres.	Option F - 11 Linnsmore Cres.	Option G - 15 Linnsmore Cres.	Option H - 138/140 Monarch Park Ave.	Option I2 - 257/259 Strathmore Blvd.	Option J - Strathmore & Monarch Park Ave; S of ROW
Customer Experience	1	Comparative Rank	5	2	1	6	6	6	6	3	10	3
	2	Comparative Rank	2	3	1	4	4	4	4	8	10	8
	3	Comparative Rank	1	4	2	7	6	5	3	8	9	9
	4	Comparative Rank	2	7	1	3	3	3	3	9	8	9
	5	Comparative Rank	5	2	1	8	9	9	7	3	6	3
	6	Comparative Rank	2	3	1	5	5	4	7	7	9	9
	7	Comparative Rank	3	2	1	4	4	4	4	10	8	9
	8	Comparative Rank	3	2	1	6	6	6	6	4	10	4
	9	Comparative Rank	1	1	1	7	7	7	7	4	6	4
	10	Comparative Rank	3	1	1	7	7	7	4	4	7	4
	11	Comparative Rank	7	2	1	3	6	8	10	3	9	3
	12	Comparative Rank	2	4	1	3	6	6	4	8	8	10
	13	Comparative Rank	1	3	2	6	9	9	8	3	7	5
	14	Comparative Rank	5	7	6	1	1	1	1	8	10	8
	15	Comparative Rank	6	10	9	4	3	2	1	8	5	7
		CE Total	48	53	30	74	82	81	75	90	122	95
		CE Comparative Rank	2	3	1	4	7	6	5	8	10	9



# PRELIMINARY EVALUATION

## COST

	LWG Member		Option A - 1366 Danforth Ave.	Option B - 1410/1416 Danforth Ave.	Option C - 1416 Danforth Ave.	Option D - 7 Linnsmore Cres.	Option E - 9 Linnsmore Cres.	Option F - 11 Linnsmore Cres.	Option G - 15 Linnsmore Cres.	Option H - 138/140 Monarch Park Ave.	Option I2 - 257/259 Strathmore Blvd.	Option J - Strathmore & Monarch Park Ave; S. of ROW
Cost	1	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	2	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	3	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	4	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	5	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	6	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	7	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	8	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	9	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	10	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	11	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	12	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	13	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	14	Comparative Rank	5	10	9	8	5	5	4	3	1	2
	15	Comparative Rank	5	10	9	8	5	5	4	3	1	2
Cost Total			75	150	135	120	75	75	60	45	15	30
Cost Comparative Rank			5	10	9	8	5	5	4	3	1	2





# 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	<b>7</b>	<b>8</b>	<b>15</b>	<b>17</b>

Lowest score is best/preferred option.



# FRAMEWORK – SAFETY (EXAMPLE)

S	SAFETY (scores given as an example only)					
	CRITERIA	FACTORS	OPTION W	X	Y	Z
S1	Second Exit location on platform: distance from existing exit	<ul style="list-style-type: none"> <li>All evaluated options must be more than 25 metres from the existing exit at platform level. Rank the options according to their location on platform, based on their distance from the existing exit (<b>farther is preferable</b>).</li> </ul>	35 metres <b>(would rank #1)</b>	32 m <b>(2)</b>	30 m <b>(3)</b>	25 m <b>(4)</b>
S2	Second Exit location on platform: distance to end of platform	<ul style="list-style-type: none"> <li>Rank the options according to their location on platform, based on their distance to the end of the platform (<b>closer is preferable</b>).</li> </ul>	10 m <b>(1)</b>	13 m <b>(2)</b>	15 m <b>(3)</b>	20 m <b>(4)</b>
S3	Distance from platform to outside	<ul style="list-style-type: none"> <li>Rank the options according to the distance from platform to outside (<b>shorter distance is preferable</b>). Consider that greater distance requires additional fire/life safety design and equipment.</li> </ul>	40 m <b>(2)</b>	50 m <b>(4)</b>	33 m <b>(1)</b>	46 m <b>(3)</b>
S4	Customer security	<ul style="list-style-type: none"> <li>Rank the security of the options according to their point of exit on surface. Consider such factors as: <ul style="list-style-type: none"> <li>The exit location and waiting area is well-lit, highly visible and safe. (For example: Is the exit on a busy main street, a residential street, a park, and/or laneway or other kind of secondary route?)</li> <li>The route is clear, easy and legible.</li> <li>The route to the surface includes a long underground tunnel.</li> </ul> </li> </ul>	<b>(2)</b> Well lit street, not as visible as option C	<b>(4)</b> Alley way	<b>(1)</b> Well lit street	<b>(3)</b> Lane way
	Total score:		6	12	8	14
	Comparative Rank: (lowest is best)		1	3	2	4



# 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.*



# FUNCTIONAL DRAWINGS



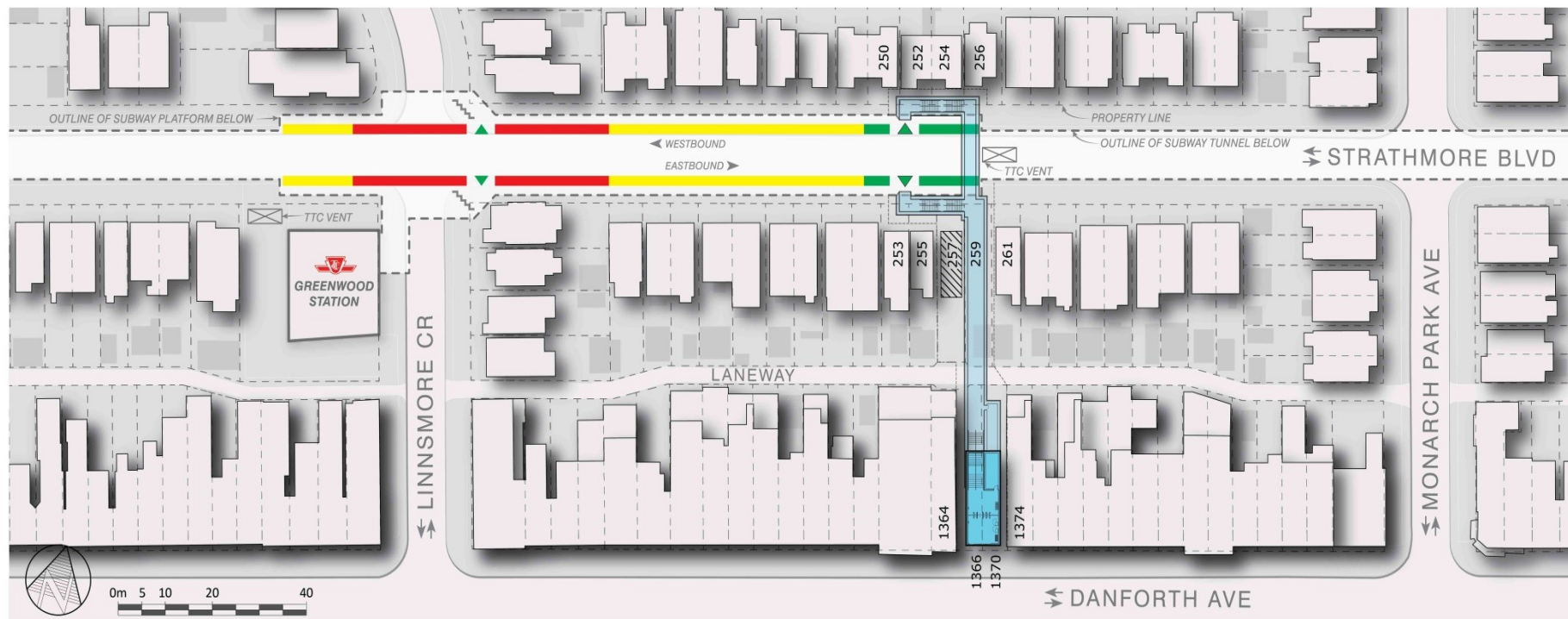
# LOCAL WORKING GROUP

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:

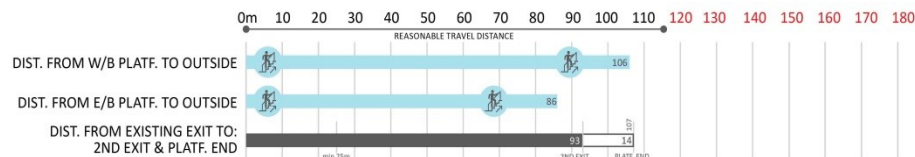
- 1366, 1370 DANFORTH AVE & 257/259 STRATHMORE BLVD – PROPERTY ACQUISITION REQUIRED FOR SECOND EXIT BUILDING LOCATION AND UNDERGROUND PASSAGEWAY CONSTRUCTION. IMPACT EXISTING BUILDINGS.
- 1364, 1374 DANFORTH AVE - FURTHER INVESTIGATION OF EXISTING BUILDINGS REQUIRED. POTENTIAL IMPACT TO EXISTING BUILDINGS.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

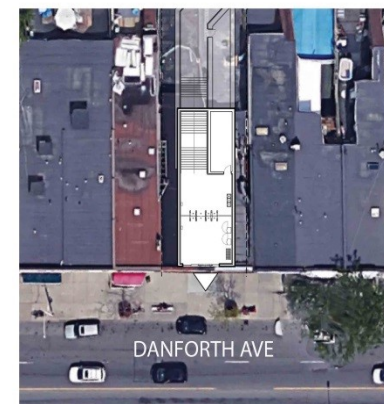


#### CONSTRUCTION DURATION:

SHORTEST LONGEST

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

- 18-19 MILLION





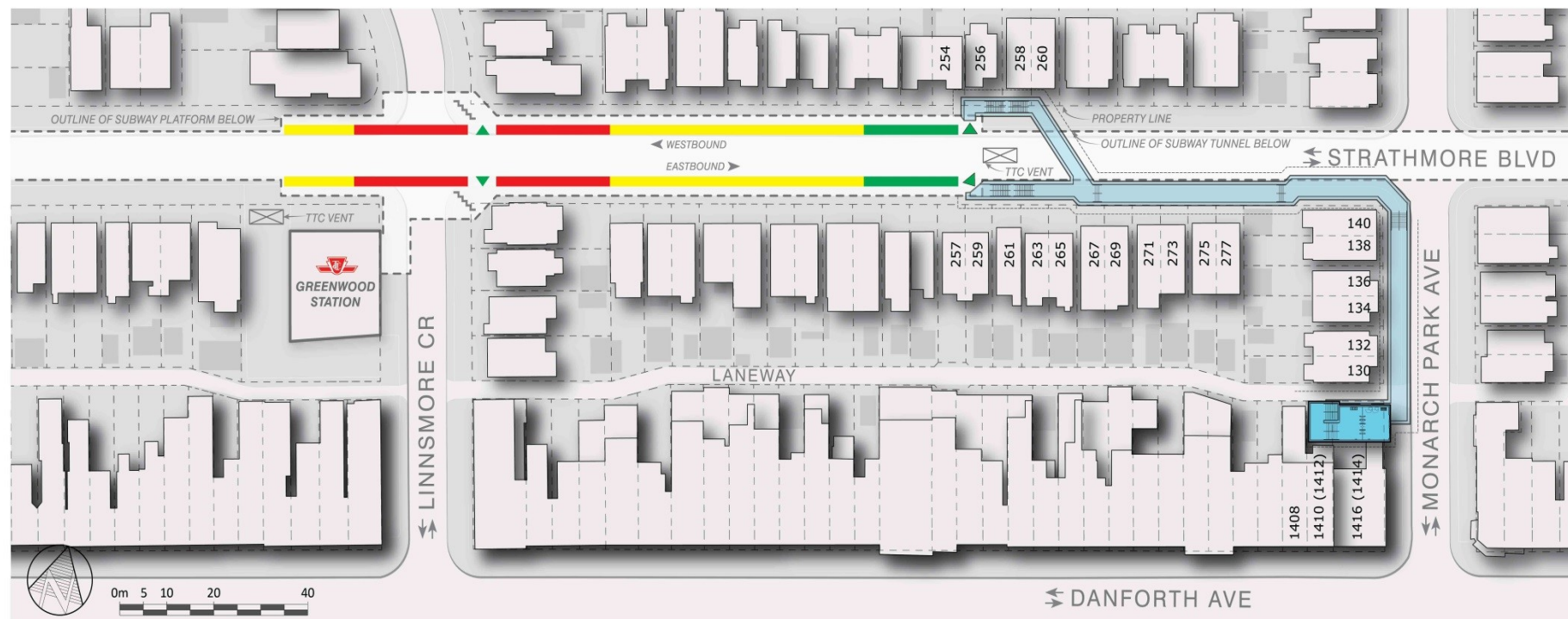
# LOCAL WORKING GROUP

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:

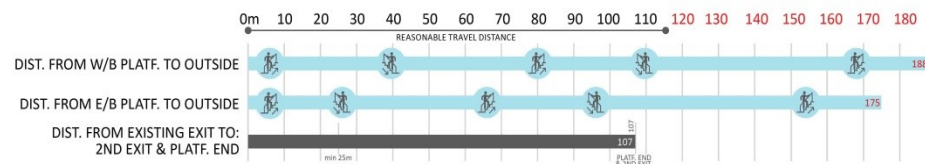
- PARK AVE – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. TEMPORARY EASEMENT REQUIRED.
- 258, 260, 263, 265, 267 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

#### 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



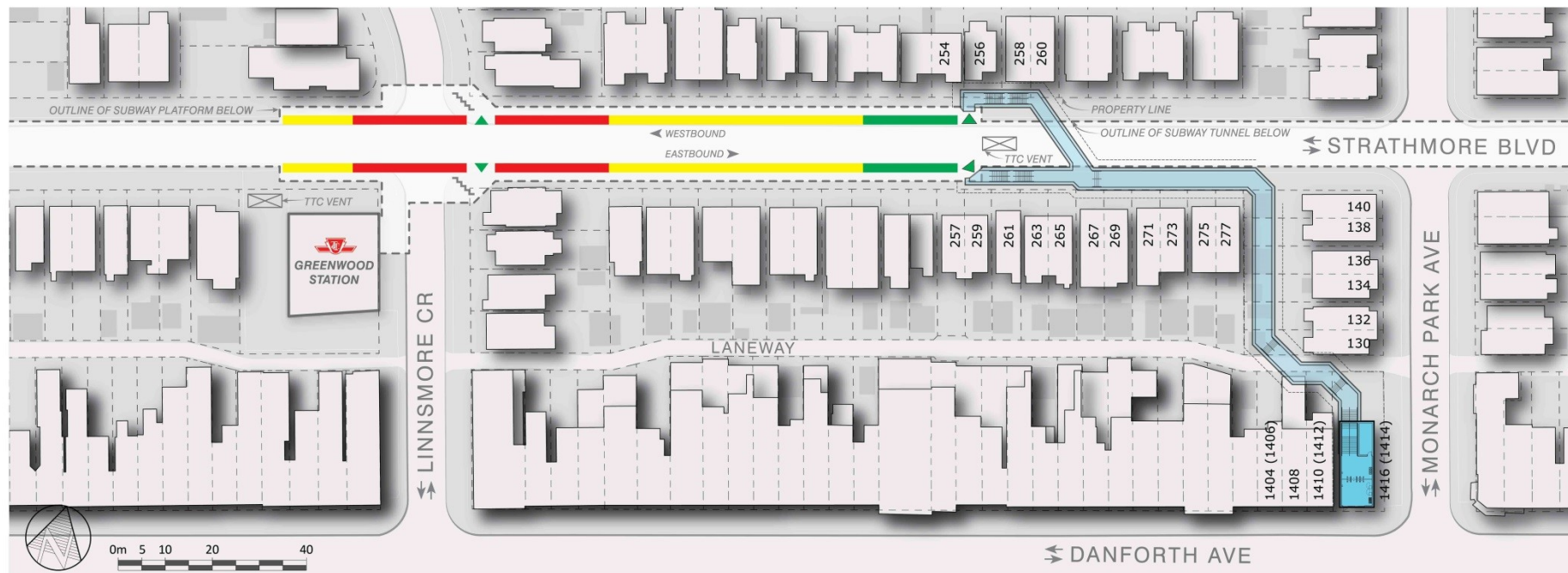
# LOCAL WORKING GROUP

ALL OPTIONS PROPOSED BY LWG & MEMBERS OF THE PUBLIC

OPTION C • 1416 DANFORTH AVE

## GREENWOOD STATION SECOND EXIT/ENTRANCE

March 7, 2018

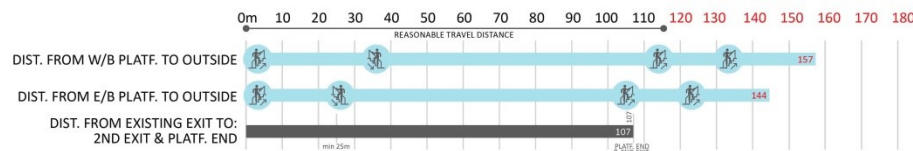


**NOTES:**  
**PROPERTY AND RIGHT OF WAY IMPACTS:**  
 • 1416 (1414) DANFORTH AVE – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.  
 • 254, 256, 258, 260 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING 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.

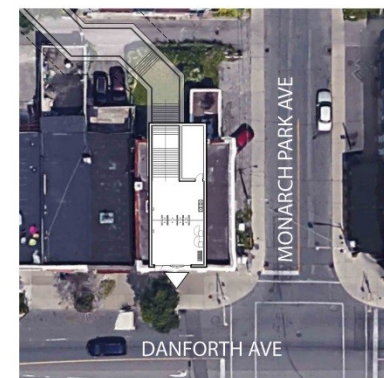
**CONSTRUCTABILITY CONSTRAINTS:**  
 • ANTICIPATE STRATHMORE BLVD AND LANEWAY TEMPORARY/ PARTIAL CLOSURE, TRAFFIC REROUTED DURING ALL/ PART OF CONSTRUCTION AND UTILITIES RELOCATION.

**DESIGN CONSTRAINTS:**  
 • EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.  
 • REDUNDANT LEVEL CHANGES REQUIRED.



**CONSTRUCTION DURATION:**  
 SHORTEST [ ] LONGEST

**COST (OME COST IN 2017 DOLLARS):**  
 • 21-22 MILLION

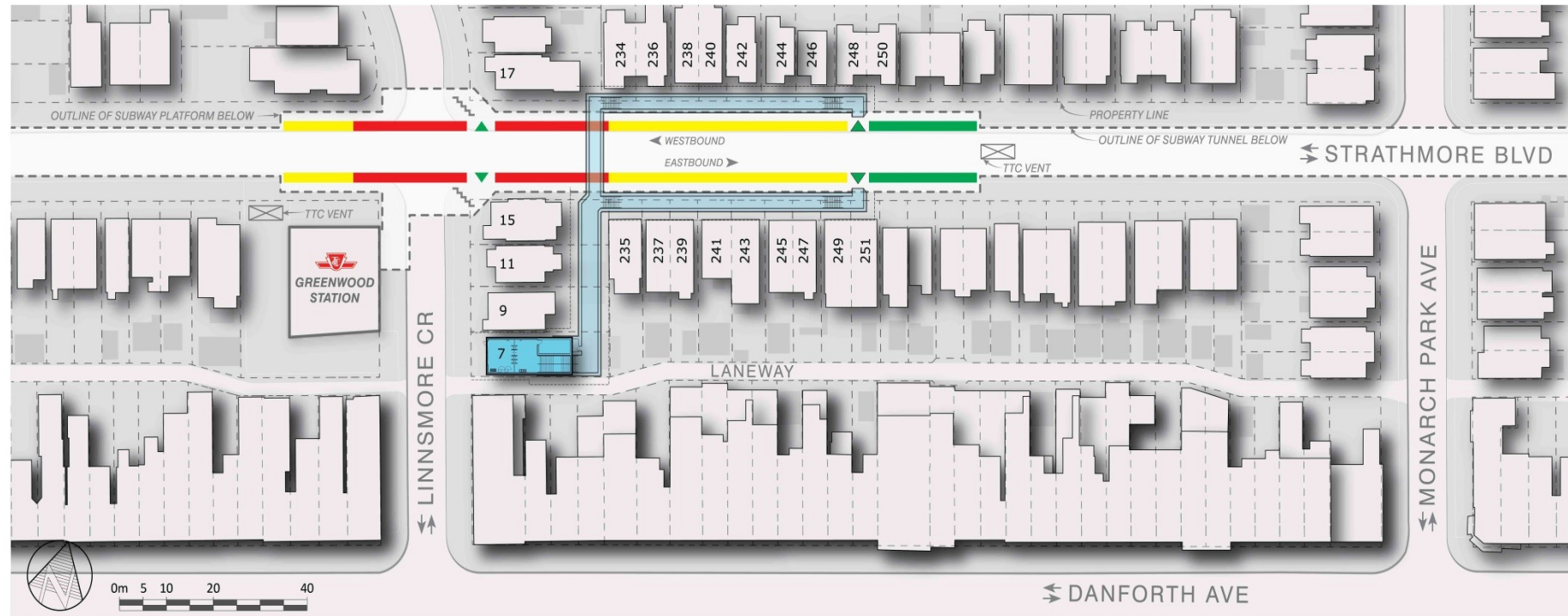




# LOCAL WORKING GROUP

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:

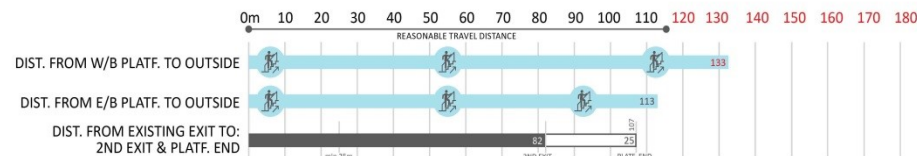
- EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING/ CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.
- 15, 17 LINNSMORE CR – IMPACT DURING CONSTRUCTION. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING/ CONSTRUCTION OVER UNDERGROUND TTC STRUCTURE.
- 250 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION.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

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

- 19-20 MILLION

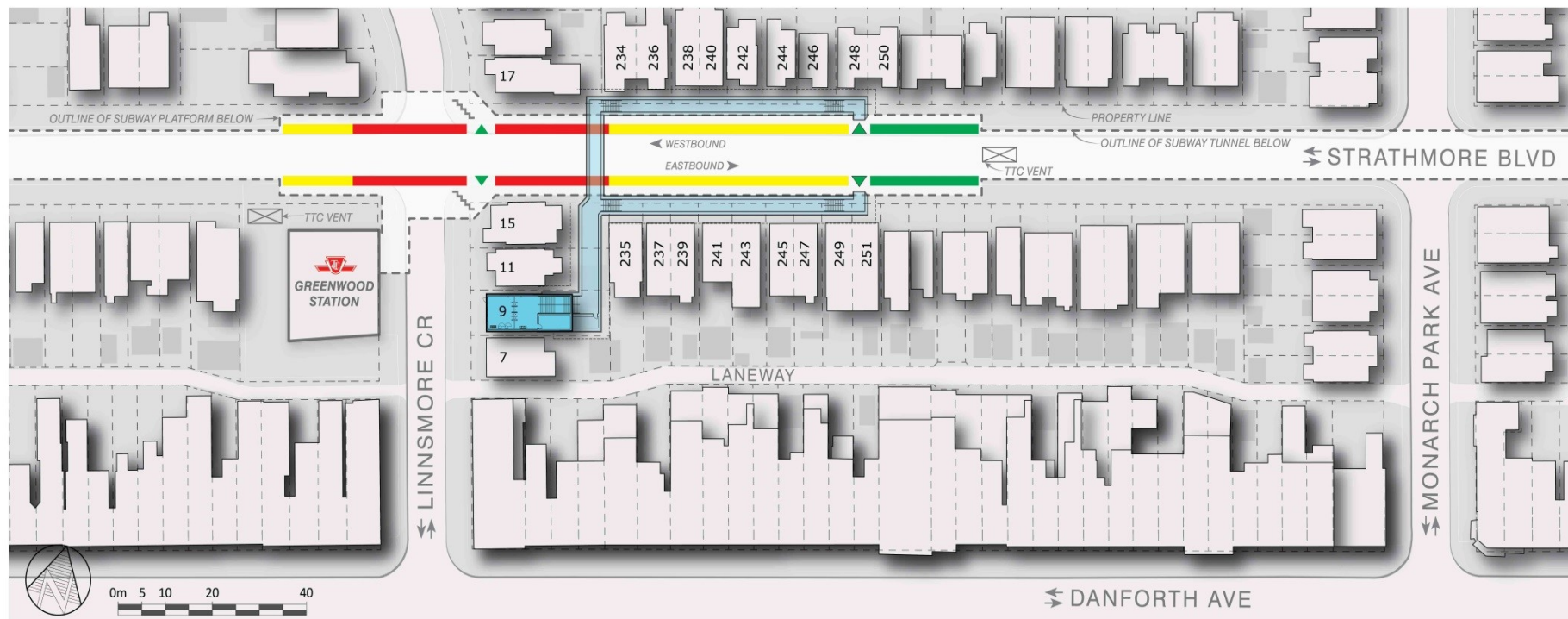




# LOCAL WORKING GROUP

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:

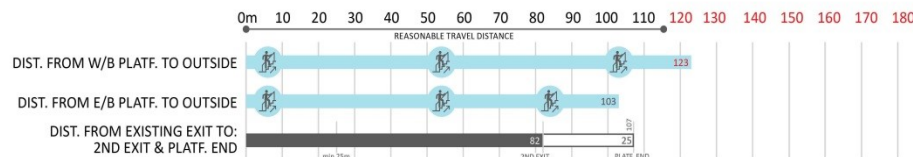
- EXCESSIVE UNDERGROUND PASSAGEWAY LENGTH.

### CONSTRUCTION DURATION:

SHORTEST LONGEST

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

- 18-19 MILLION



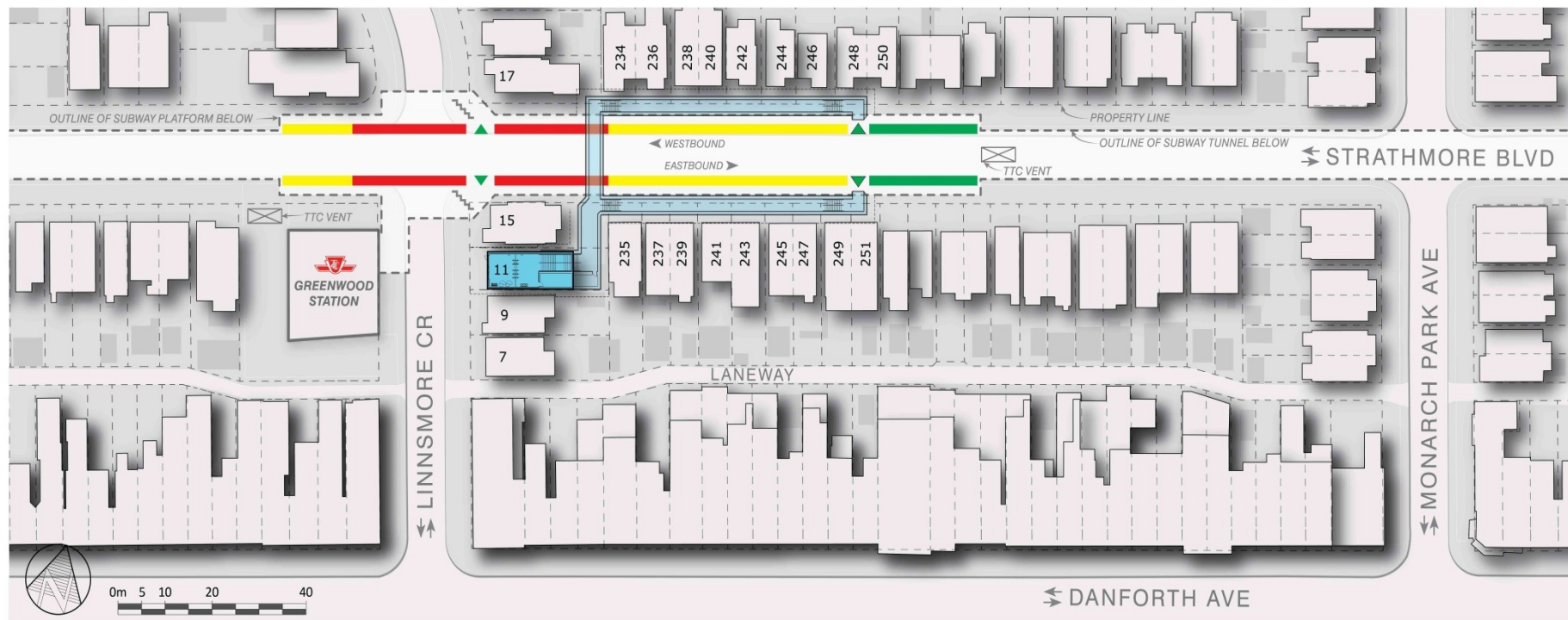
# LOCAL WORKING GROUP

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:

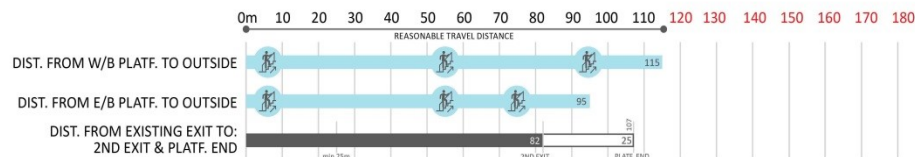
- 11 LINNSMORE CR – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 251 STRATHMORE BLVD IMPACT DURING CONSTRUCTION AND SIGNIFICANT FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR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

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

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

#### CONSTRUCTABILITY CONSTRAINTS:

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



#### CONSTRUCTION DURATION:

SHORTEST LONGEST

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

- 18-19 MILLION





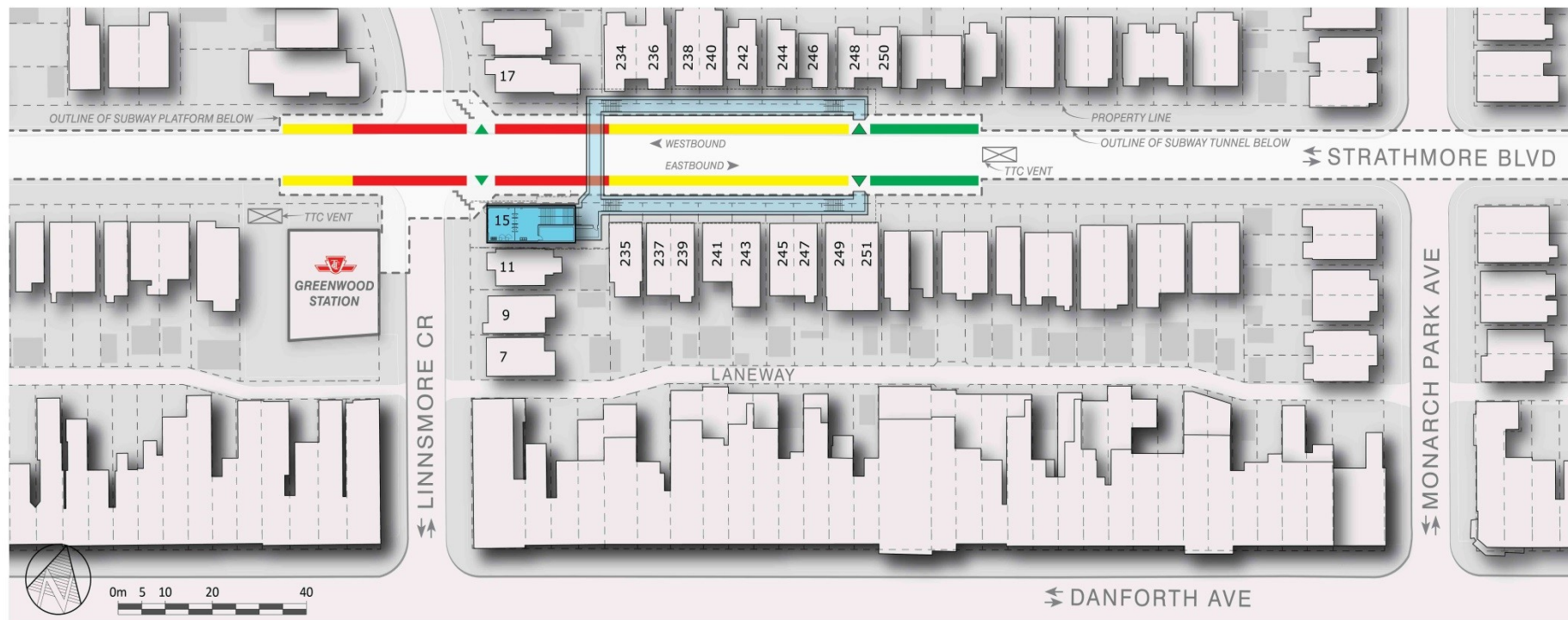
# LOCAL WORKING GROUP

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:

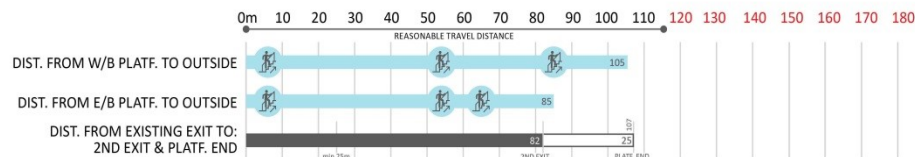
- 15 LINNSMORE CR – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 251 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND SIGNIFICANT FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR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



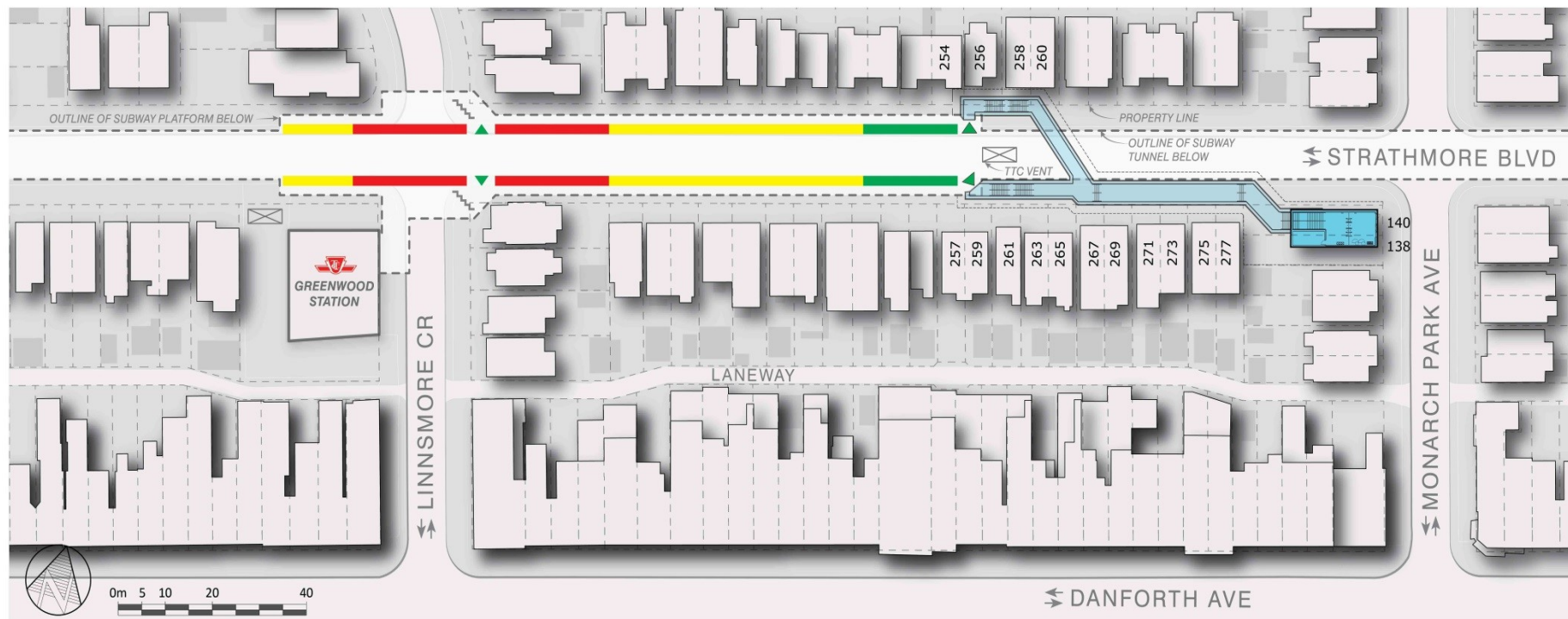
# LOCAL WORKING GROUP

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:

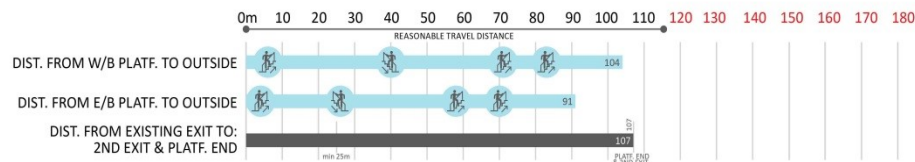
- REDUNDANT LEVEL CHANGES REQUIRED.

#### CONSTRUCTION DURATION:

SHORTEST LONGEST

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

- 15-16 MILLION





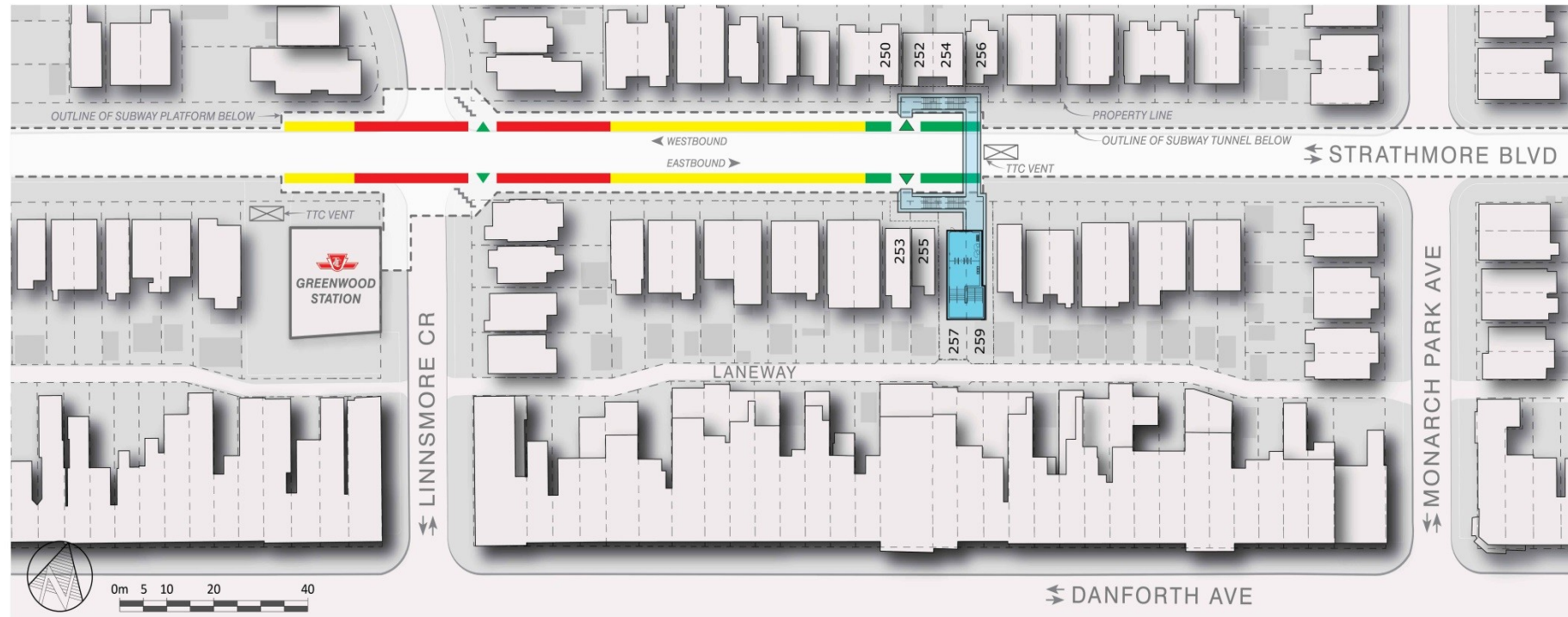
# LOCAL WORKING GROUP

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:

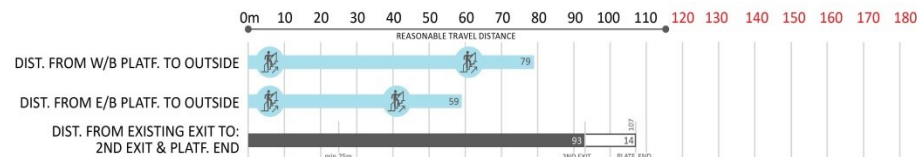
- 257/259 STRATHMORE BLVD – SECOND EXIT BUILDING LOCATION. PROPERTY ACQUISITION REQUIRED.
- 250, 252, 253, 254, 255, 256 STRATHMORE BLVD – IMPACT DURING CONSTRUCTION AND FRONT ACCESS CONSTRAINTS. PERMANENT EASEMENT REQUIRED, LIMITED ABILITY FOR LANDSCAPING OVER UNDERGROUND TTC STRUCTURE.

#### 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

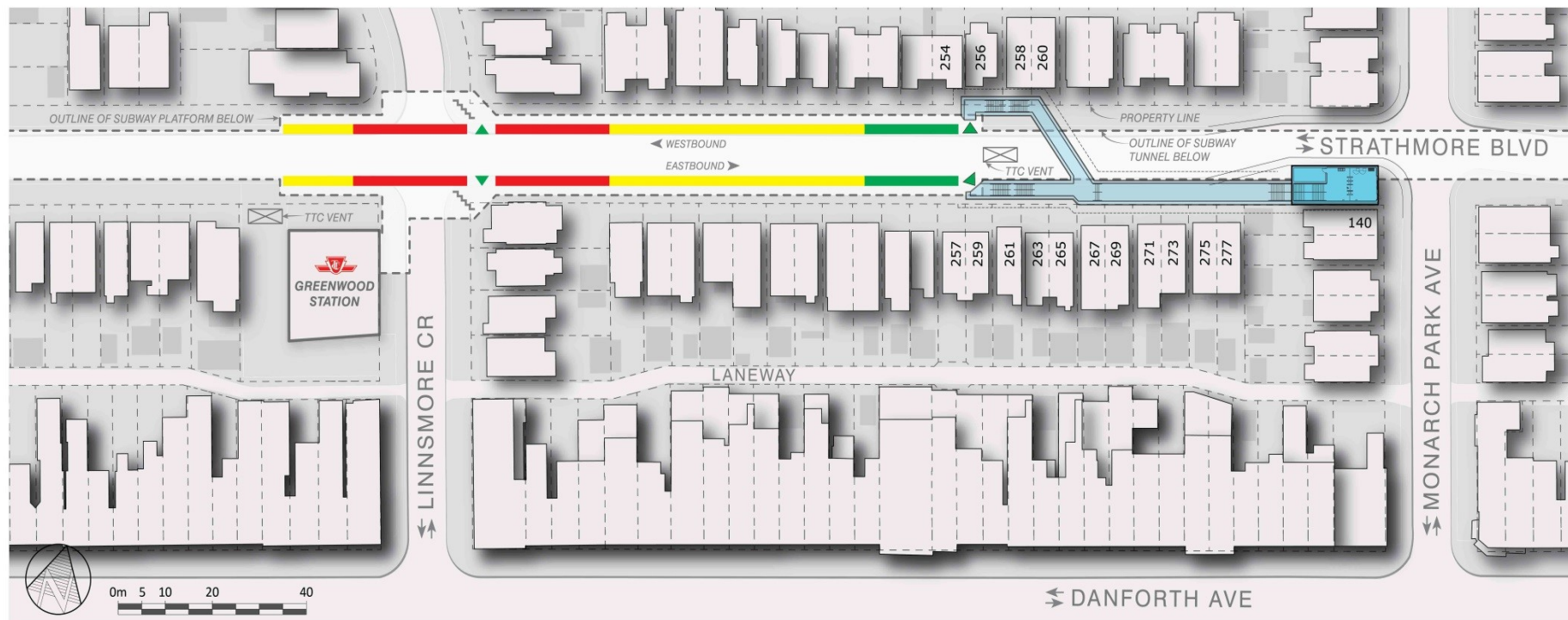


# LOCAL WORKING GROUP

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:

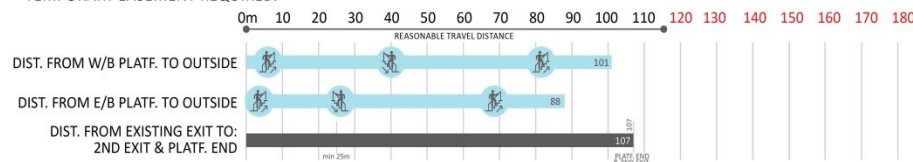
- 258, 260, 263, 265, 267 STRATHMORE BLVD – FURTHER INVESTIGATION REQUIRED FOR IMPACT ON SANITARY CONNECTION TO CITY SEWER. CITY APPROVAL REQUIRED.

#### 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 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"> <li>All evaluated options must be more than 25 metres from the existing exit at platform level. Rank the options according to their location on platform, based on their distance from the existing exit (<b>farther is preferable</b>).</li> </ul>	35 metres <b>(would rank #1)</b>	32 m <b>(2)</b>	30 m <b>(3)</b>	25 m <b>(4)</b>
S2	Second Exit location on platform: distance to end of platform	<ul style="list-style-type: none"> <li>Rank the options according to their location on platform, based on their distance to the end of the platform (<b>closer is preferable</b>).</li> </ul>	10 m <b>(1)</b>	13 m <b>(2)</b>	15 m <b>(3)</b>	20 m <b>(4)</b>
S3	Distance from platform to outside	<ul style="list-style-type: none"> <li>Rank the options according to the distance from platform to outside (<b>shorter distance is preferable</b>). Consider that greater distance requires additional fire/life safety design and equipment.</li> </ul>	40 m <b>(2)</b>	50 m <b>(4)</b>	33 m <b>(1)</b>	46 m <b>(3)</b>
S4	Customer security	<ul style="list-style-type: none"> <li>Rank the security of the options according to their point of exit on surface. Consider such factors as: <ul style="list-style-type: none"> <li>The exit location and waiting area is well-lit, highly visible and safe. (For example: Is the exit on a busy main street, a residential street, a park, and/or laneway or other kind of secondary route?)</li> <li>The route is clear, easy and legible.</li> <li>The route to the surface includes a long underground tunnel.</li> </ul> </li> </ul>	<b>(2)</b> Well lit street, not as visible as option C	<b>(4)</b> Alley way	<b>(1)</b> Well lit street	<b>(3)</b> Lane way
	Total score:		6	12	8	14
	Comparative Rank: (lowest is best)		1	3	2	4





# FRAMEWORK – LOCAL COMMUNITY IMPACT (PERMANENT)

LC	LOCAL COMMUNITY IMPACT – SECOND EXIT (permanent)	
	CRITERIA	FACTORS
LC1	Economic impact	<ul style="list-style-type: none"><li>Rank the options according to their ability to have a generally positive impact on local businesses.</li></ul>
LC2	Social impact	<ul style="list-style-type: none"><li>Rank the options according to their ability to have a generally positive impact on the local community. Consider such factors as:<ul style="list-style-type: none"><li>Whether the location will have a negative impact on traffic flow for nearby residents;</li><li>Whether the location will easily allow for a surface exit that blends into the existing neighbourhood;</li><li>Whether the location will result in noise-related and safety problems for nearby residents.</li></ul></li></ul>



# LOCAL COMMUNITY IMPACT CONTINUED

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



# LOCAL COMMUNITY IMPACT – CONTINUED

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



# LOCAL COMMUNITY IMPACT – CONTINUED

LC	LOCAL COMMUNITY IMPACT – SECOND EXIT (permanent)	
	CRITERIA	FACTORS
LC8	Traffic	<ul style="list-style-type: none"> <li>Rank the options according to their potential impact on local traffic and/or street parking.</li> </ul>
LC9	Vegetation	<ul style="list-style-type: none"> <li>Rank the options according to their ability to have a generally positive impact on local vegetation. Consider factors such as: <ul style="list-style-type: none"> <li>Mitigation of damage to vegetation during construction;</li> <li>Retention of vegetation of exceptional quality such as mature trees;</li> <li>Replanting opportunities near surface exit location.</li> </ul> </li> </ul>
	Total score:	
	Comparative Rank: (lowest is best)	



# FRAMEWORK – LOCAL COMMUNITY IMPACT – *DURING CONSTRUCTION*

C LOCAL COMMUNITY IMPACT - CONSTRUCTION		
	CRITERIA	FACTORS
C1	Impact on local community	<ul style="list-style-type: none"><li>• Rank the options according to the construction impact on the local community. Less disruption is preferable. Consider factors such as:<ul style="list-style-type: none"><li>• Pedestrian, traffic, and parking disruptions;</li><li>• Noise and dust impact;</li><li>• Use of extensive hoarding and barrier installation requirements;</li><li>• Sensitive uses in the local community;</li><li>• Utility disruption impacts on local community;</li><li>• Availability of locations for temporary material and equipment storage required for construction.</li></ul></li></ul>



# LOCAL COMMUNITY IMPACT – CONSTRUCTION CONTINUED

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



# FRAMEWORK – CUSTOMER EXPERIENCE

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



# FRAMEWORK – CUSTOMER EXPERIENCE CONTINUED

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





# FRAMEWORK - COST

\$	COST	
	CRITERIA	FACTORS
\$	Total cost	<ul style="list-style-type: none"><li>Estimated comparative cost. Rank the Options according to their ability to be constructed within the available budget and/or value for money invested. Generally the least expensive option should rank highest.</li></ul>
	Comparative Rank: (lowest is best)	



# THANK YOU

