

**Greenwood Station Second Exit
Local Working Group (LWG) Meeting #1
May 30, 2017
Wilkinson Jr. Public School 6:30 p.m. - 9:00 p.m.**

Meeting Purpose & Summary:

On May 30, the TTC hosted the first meeting with the Second Exit Local Working Group (LWG) for Greenwood Station, whose members have been selected by the Expert Panel on Second Exits. Members were provided information about the history, process and evaluation framework developed by the Expert Panel.

LWG members and the public were requested to send a list of potential second exit location options (that they would like to be considered as one of eight options for the LWG to put forward for evaluation) to Denise.jayawardene@ttc.ca by June 6th. TTC will present a map of all options submitted at the LWG#2 meeting on June 13, 2017. The LWG will vote for their top eight second exit location options for technical analysis. TTC will complete a technical review of the eight options over the summer, and the LWG will reconvene in September to rank the options they have put forward.

Local Working Group Presentation – May 30, 2017 PDF file

[http://www.ttc.ca/PDF/About the TTC/Second%20Exit%20Project/Donlands-Greenwood September 16%20 2010.pdf](http://www.ttc.ca/PDF/About%20the%20TTC/Second%20Exit%20Project/Donlands-Greenwood%20September%2016%202010.pdf)

LWG Members in Attendance:

Simon Mortimer	Grace Bosley
Oliver Hierlihy	Pam Koch
Brian Freeman	Basil Mangano
Alan Hahn	Duncan Rowe
Lily Chong	Bruna Amabile
Ian Scott	Alison Behrend
Alison Motluk	

Regrets:

Daphne Browne
Kathy Katsiroumpas

Expert Panel on Second Exits:

Simon Rees and Wayne MacEachern

TTC:

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

Neighbours in attendance to observe:

Approximately 15 residents were present.

Elected Officials:

Councillor and TTC Commissioner Mary Fragedakis and Daryl Finlayson (Senior Advisor, Councillor's office) were present.

Agenda:

1. Introductions
2. LWG Binder and Terms of Reference Review
3. Presentation LWG Process and Evaluation Framework Overview and Discussion

4. LWG Discussion, Questions
5. Q&A with neighbours attending

TTC Post Meeting Action Items:

- TTC to post presentation and meeting notes on the Second Exit project website.
- After June 6th, TTC will contact property owners to indicate that their property is one of many being reviewed by the LWG for consideration as a second exit location.
- After the June 13th meeting, TTC will contact the property owners to inform them that their property is in the LWG's top 8 locations chosen for technical analysis.
- TTC to provide a link to the 2010 Greenwood Second Exit consultation files, including location options that were looked at, for reference only. In 2010, no final location was selected, and subsequently the new planning process was implemented.
- TTC to report back to the LWG on the peak hour passenger numbers at Greenwood Station. (TTC does not have access to studies for pedestrian flows outside of the station).

General Q&A:

1. Can the TTC provide us with the 2010 presentation that shows the TTC and public preferred options?

A: Yes. In 2010 (before the new second exit planning process was implemented) the TTC and local residents put forward various location options. No option was ultimately selected. This information is provided for background only and has no bearing on the new Local Working Group planning process. Here is the link to that information:

[http://www.ttc.ca/PDF/About the TTC/Second%20Exit%20Project/Donlands-Greenwood September 16%20 2010.pdf](http://www.ttc.ca/PDF/About%20the%20TTC/Second%20Exit%20Project/Donlands-Greenwood%20September%2016%202010.pdf)

2. What would be the impact and process if the LWG puts forward potential second exit locations in the City laneway (which is parallel to the Danforth Ave.) or on other City Property?

A: Permanent Right of Way Changes:

If the final location recommended by the LWG is within the public right of way (the sidewalk, roadway or laneway), any permanent changes to local streets would need to be approved by City Planning, City Transportation and Toronto Emergency Services and be referred to Community Council and City Council for further review and approval.

The final decision of any option with such impacts within the City right-of-way would be the City's - not TTC's.

Changes during Construction:

Depending on where the final location is determined, if construction of the second exit requires temporary occupation of a public right-of-way or a laneway, construction staging plans will be provided to accommodate each phase of construction taking into account minimum disruption to the local community. City Transportation and Emergency Services need to approve all construction staging plans.

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 potential placement of a new staircase structure on platform level. The red and yellow bars do not preclude a surface level second exit/entrance building above those areas. Our designers 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 significant cost and would have a significant local construction impact to the neighbourhood.

On the other hand, the “open cut excavation ” method is commonly used for this type of construction and its associated budget and construction impact is much more reasonable than tunnelling.

5. Can the LWG request information to identify properties that are rented in our neighbourhood?

A: TTC does not have this information and it is not accounted for in the LWG framework nor is it part of the evaluation process. Property owners will be contacted once TTC receives all potential second exit locations if their properties are identified as potential locations. Property owners will again be contacted once the LWG chooses their top eight locations for technical analysis. It is up to the property owner to inform their tenants accordingly. The LWG meetings are open to the public and anyone can attend. The property owners will be invited to meet with TTC staff and to attend all LWG meetings. With their permission, their feedback will be shared with the LWG.

6. Are second exit options on the Danforth too far?

A: In the event of an emergency, a shorter distance travelled underground is better.

Danforth locations would require longer excavations and may also require purchase of private properties for direct connection to the Danforth.

7. Can staff recommend their top location options based on their professional opinion? Please indicate what margin of safety is lost, when we move away from staff's recommendations?

A: TTC staff do not put forward second exit location options. The LWG and the community put forward location options and the TTC completes a technical analysis of each - including for safety. The TTC will not build any second exit that does not adequately improve safety.

There are separate categories in the evaluation framework for Safety.

TTC through its technical analysis determines how safe a second exit will be for all users of the station in the event of an emergency. Quantitative categories within the evaluation framework, such as a) the distance of a new second exit to the existing exit at platform level b) the distance of a new second exit to the end of the subway platform and c) the distance of the second exit at platform to the street outside, are provided by TTC for LWG evaluation.

Safety is again evaluated within the Local Community Impact (Permanent) category and also in the Local Community Impact (during construction) category. There are

qualitative measures for the LWG to evaluate with their local knowledge. Safety and security issues are also accounted for with many of the sub criteria even when not defined specifically as “safety”. The framework is designed to account for both safety of transit passengers/station users, and residents and neighbours in the local community who may have concerns related to pick up and drop off traffic or otherwise for the various location options.

8. Can you determine the economic benefit of a location?

A: The TTC cannot determine the projected relative economic benefit of various locations, but TTC will request City Real Estate staff to provide comments. All second exits will function as entrances as well to provide day to day convenience. One of the evaluation criteria in the new planning process asks each Local Working Group to assess the relative impact on property value of the various second exit location options that they put forward to the TTC.

9. If a residential location is suggested to TTC by the LWG for technical evaluation, will the resident be notified?

A: Yes. Once the LWG puts forward location options to be evaluated, TTC will request owner information from City Real Estate. Property owners will be notified, asked for feedback, and invited to attend the LWG meetings.

10. 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).

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

A: In general terms, the impacts will vary and the details of any impact can't 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.

12. 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 will 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.

13. 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.

14. What are the peak hour passenger numbers at Greenwood Station?

A: In 2015, the total ridership per day at Greenwood Station was 9,036 (4,335 to platforms and 4,701 from platforms).

Maximum no. of riders / hour in AM peak was 906.

Maximum no. of riders / hour in PM peak was 605.

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

- Local Working Group Presentation – May 30, 2017

Upcoming Meetings:

- LWG Meeting #2 is scheduled for June 13, 2017 at Danforth Collegiate Institute – 800 Greenwood Avenue. The meeting will be in the cafeteria off of Strathmore Blvd.