

Site Selection for a New Police Station Community Consultation Meeting #2

Tuesday, 17 October 2017, 6:45 pm – 9:15 pm
SH Armstrong Community Centre, Gymnasium
56 Woodfield Road, Toronto

MEETING SUMMARY

On Tuesday, October 17, 2017, the City of Toronto Real Estate Services Division (RES) and the Toronto Police Service (TPS) held the second of two community meetings on the site selection of a new consolidated police station for 54 Division and 55 Division. About 45 people participated in the meeting, including local residents and business owners, as well as local councillors, staff from the City of Toronto RES and Planning Divisions, the TPS, and the Toronto Transit Commission (TTC).

Notice of the two community consultations was delivered by mail between September 29, 2017 and October 4, 2017 to approximately 15, 000 people; was advertised in two local newspapers - the Beach Mirror and the East York Mirror; and was promoted through the City of Toronto, the Toronto Police Service, and local Councillor social media accounts. A dedicated website was also established on the Toronto Police Service website where material was published in advance of the meetings.

The purpose of the meeting was to present and seek feedback on the criteria used to evaluate the three shortlisted sites for a new police station in East York, as well as understand the community's vision for a modern police station and how the three shortlisted sites fit with it.

The meeting began with a 30-minute open house with information boards about the project, evaluation criteria, and information on the three sites. Project staff were present to answer questions. Following the open house, Councillor Davis, Councillor McMahon, and Councillor Fletcher provided welcoming remarks. Enrico Pera (TPS) and SoMei Quan (RES) co-delivered an overview presentation outlining the project background, timelines, site selection approach and criteria, the shortlisted site options, and the next steps. After the presentation, there was a facilitated questions of clarification period followed by small table discussions. Participants relayed key messages heard at each table in a plenary discussion. The report back was typed live and projected on the screen.

In addition to the agenda and feedback worksheet (Attachment A), participants were provided with a discussion guide (Attachment B) to take home that summarized information from the presentation and display boards and listed the discussion questions for people to consider outside of the meeting. Participants were asked to submit any additional feedback no later than October 24, 2017.

This meeting summary was written by the Swerhun Facilitation team and was subject to participant review before being finalized. It is not intended to be verbatim, rather it reflects the main points shared by participants verbally and in writing during the meeting (live typed notes, 9 individual worksheets, and 2 group worksheets) and after the meeting via e-mail received between October 18, 2017 and October 24, 2017 (6 emails). Live notes, transcribed worksheet comments, and copies of the emails are included in Attachment C. The summary is structured to reflect the main areas of discussion, including:

- I. Feedback Highlights
- II. Questions of Clarification
- III. Detailed Feedback
 - Feedback on Site Selection Process and Criteria
 - Vision for a Modern Police Station
 - Feedback on the Shortlisted Properties
- IV. Next Steps

The October 10, 2017 community meeting and the feedback provided through the online comment form are summarized separately. All feedback summaries will be available at www.torontopolice.on.ca/TheWayForward/new-54-55-building.php once finalized.

I. Feedback Highlights

The following points capture the highlights of the feedback received at the meeting. They are intended to be read with the rest of the report.

- **The site selection criteria are well suited to the TPS requirements, but part of the evaluation should focus on how well a site responds to community needs.** Some participants said the site selection criteria were well thought out and thorough from a Real Estate focus. However, some participants said that each site has different abilities to provide community contributions and different levels of potential to meeting varying community needs. They said that City Planning should explore alternative possibilities for each site to reveal the potential for each site before making a final site selection.
- **There are mixed opinions regarding the vision for a modern police station.** Some participants said that they envision a welcoming, open, visible, and attractive police station that could also serve as a community hub. Others thought that the modern police station should not be visible in the community and should support community services quietly.
- **The TTC Danforth Garage generated the most discussion. There is both strong support and opposition for the Danforth TTC Garage as the preferred location for the new police station.** Many participants expressed that this site is ideal given their vision for a new police station and its potential to address many community building needs. On the other hand, many participants also expressed that the Danforth TTC Garage site is best suited for a community hub for economic and cultural revitalization of the area.
- **The process feels rushed.** The site selection process has been underway for a long time, but the community is being consulted on a very short timeline. Many participants said the site selection process feels rushed and community involvement seems to be coming in late. Six weeks does not appear to be enough time for the project team to respond to, or act on, feedback.
- **More information on the evaluation criteria and the site selection approach would be helpful.** Some participants said that more detailed around the criteria and the approach would be helpful to allow the public to accurately assess the criteria used.

II. Questions of Clarification

After the overview presentation, participants asked questions of clarification. Responses from members of the project team, including RES, TPS, TTC, and City Planning, are noted in *italics*. Note that numbers are for ease of reference only.

- 1. Why the rush? The need for a new station was identified in 1994. The site selection process has been underway for a long time. Meanwhile, the community has six weeks to provide feedback before a preferred site goes to Council.** *We hear you that this process feels rushed and that six weeks is not enough time for consultation. Consultation usually takes place once a preferred site has been selected, but as a result of discussions with area Councillors, we are undertaking consultation at an earlier stage than usual to get preliminary feedback and advice moving forward. We understand that in the future, we should build more time in this process for consultation.*
- 2. The vision emerging through the Danforth Avenue Planning Study (DAPS) includes 24/7 vibrancy, active store fronts, and community spaces along Danforth Avenue. Has the TPS coordinated and engaged in the DAPS process?** *City Planning has been working with the project team to relay policy work, DAPS community feedback, and lessons learned so far to ensure the framework, vision, and community input continues to be expressed and find its way to decision makers. Whether or not the Danforth TTC Garage site is chosen we have heard that the community would like to see the site remain an important community asset.*
- 3. How does the TPS's vision for a new police station contribute to the community, and is the TPS open to co-locating other community uses to create a community hub at the Danforth TTC Garage site?** *The TPS is interested in adding value, contributing, and participating in community fabric. Should this site be selected, the TPS would contribute to the vision being developed as part of the DAPS. The TPS is looking for co-location opportunities that could create a community hub at the sites that could support one.*
- 4. How can the TPS's defense and security requirements fit with a vision of the Danforth TTC Garage as a multi-use, welcoming, porous, economic hub?** *The TPS is able to build security into the architecture. As an example, 14 Division is in the centre of a residential neighbourhood. The building does not appear to have high security; it is not fenced in, parking is underground, and the landscaping was designed to be inviting to the community.*
- 5. Did you consider the opportunity costs of the site, including what else, besides a police station, each site could be used for?** *Real Estate Service's task is to look for a new location for the TPS site and as such, we do not get into what could or could not go on any given available site. In addition, some of the city-owned properties come with restrictions on the land. For example, the Danforth TTC Garage has land sale restrictions, so we know the most optimal solution for the City is to keep in the City-ownership.*
- 6. Did you consider the levels of criminal activity in each neighbourhood around the three sites? I live close to the current Division 55 building and I believe it has a calming effect on the neighbourhood.** *No, we did not look at levels of criminal activity around each site. The TPS chooses station locations based on our ability to get to the building and through the community, not on levels of criminal activity in particular areas. We do not police from the building, we police from the community.*

7. **What happens to the current 55 Division building if you do not select it as the preferred site? I would prefer that it does not become a new condo.** *The TPS would declare the property surplus and the RES would circulate the listing to other City agencies, boards, or commissions to determine if they need it before looking at external options.*
8. **Is the assumption that for all three sites the existing buildings would be demolished, with the exception of historic elements?** *Nothing has been determined yet with respect to building demolition for any of the three sites, though we know that demolition of the current 55 Division building is likely as it cannot be retrofitted.*
9. **Has it been already been decided that the current 55 Division is not going to be the location for the new station?** *No. The current 55 Division building site is still under consideration as a location for the new station.*
10. **Does the TPS have more functions in mind for the Danforth TTC Garage site given its size that are not currently offered at 54/55 Divisions?** *Due to its size, the Danforth Garage has more opportunities for co-location. However, independent of the site selected, the new police station will have a community use room. The TPS is always looking at what community spaces might look like and what we can do in the future. This is the beginning of a long process with more public consultation around design and features of the building. There will be future opportunities for feedback.*
11. **How can the community trust that their concerns will be taken into consideration? Will there be a reassessment of the sites that will include the additional criteria from consultation?** *The project team has committed to issuing a public communication to explain how consultation feedback was considered. A summary of what was heard will also be shared in draft to ensure the accuracy of the feedback summary report.*
12. **Will there be any reduction in police staff?** *No, however, the TPS is continuously looking at optimizing our spaces and service.*
13. **Will you move the female holding facilities from the current 55 Division to the new site?** *Yes, the female holding location will remain with 55/54 Division.*
14. **Do you have statistics on how often people need to visit a police station? I don't know if community presence is a useful criterion.** *It is important that police be part of the community to strengthen and support our mission of public safety. A police station should be easily accessible, and visible within its community. Although TPS does not maintain statistics on the quantity of public that visit a police station, the premise of community policing is to foster and strengthen the partnerships within the community by being situated with the 140 neighborhoods serviced.*
15. **Isn't the underground parking at the south corner of Danforth and Coxwell reserved for the condo tenants?** *We will double check that – thank you. From what we know today, there are 130 spaces of underground parking within the Martap building with reserved for TTC staff. The TTC has access to that building.*

III. Detailed Feedback

Feedback on Site Selection Process and Criteria

Participants were asked to consider the site selection criteria used to evaluate the three shortlisted sites and provide their thoughts on what, if anything, could be added or changed. Received feedback is summarized below.

Site selection process:

- **It is good to see the consultation happening.** Some participants said that they are happy to see consultation happening during the site selection process and that the process and the criteria in general is well thought out.
- **Community involvement is coming too late.** Some participants would have liked to see community engagement take place before the list of 550 sites was reduced to three.
- **The process feels rushed.** A participant noted that the project team has been discussing the site selection and station replacement for a long time, but the community only has six weeks to consider the information. Some participants said they felt six weeks is not enough time to collect feedback and be able to take that feedback into consideration. Some participants suggested that this process should be a part of a bigger process. Another participant suggested delaying the site selection process in order to give community members more time to evaluate.
- **Coordinate the site selection process with ongoing planning studies in the area.** Some participants said the project team should coordinate and engage with the Danforth Avenue Planning Study and ongoing heritage studies to ensure an integrated approach to city planning, not just building infrastructure.
- **Ensure that this project is aligned with other City Divisions' plans and goals.** Some participants said they want to ensure that the site selection process takes into account the work of other City Divisions and other City Planning goals.

Proposed evaluation criteria:

Participants provided the following general comments about the criteria used to evaluate the three shortlisted sites:

- **More detail on the criteria is required to make an informed opinion.** Some participants said they felt the list of criteria is not detailed enough to be able to understand exactly what was taken into account in the evaluation. Some participants were interested in knowing more about:
 - The types of uses that the TPS would consider co-locating with;
 - The potential for other policing-related public services to share the location; and
 - The types of uses are most compatible with a police station.

- **Go beyond the TPS requirements and consider community needs.** Some participants noted that the criteria are well suited to respond to TPS's needs, but that all three sites are in communities with needs for child care, recreation, community service, and public space. They said that site selection should be aligned with these existing needs and that the process highlights just how few sites of this size exist in the area to accommodate these needs.
- **The criteria appear to align well with client and real estate needs.** Though some participants noted that the criteria should go beyond the TPS's requirements for a new site, some participants said they felt the criteria are good, well thought out, and appropriate for evaluating TPS's requirements for the building.

Some participants provided additional criteria for consideration, including:

- **Positive and/or negative community impacts.** Some participants said that the impact of the new station on the community and other community initiatives/uses should be taken into account. Some said this impact might be positive, others said it might be negative, but both should be considered.
- **Possible alternate uses of each site.** Some participants said they would like to see the project team consider the opportunity costs related to using the site as a police station instead of something with more direct benefits to the community.
- **Potential housing and development opportunities for the sites.** Some participants said they think the loss of the potential for housing development and densification should be considered before selecting a site. On the TTC Garage site, the City might be losing revenue that could come from the sale of the land.
- **Economic development and cultural considerations.** Some participants said they would like to see the relationship to future growth and civic projects in the areas considered. They would also like to see economic, cultural, and community needs of the areas; budget and cost; and the potential for job creation considered in the selection of the site.
- **Multi-modal access and public space considerations.** Some participants suggested that opportunities for access by transit, cycling, walking, as well as public accessibility to the site and its potential parks and green spaces are important to consider.
- **Environmental concerns.** Some participants suggested that environmental concerns and sustainability be considered in the selection of the site.
- **Proximity of the site to residents.** Some participants said they would prefer the station be closer to their home; others said they would prefer the station to be further away from residences.
- **Crime rates of each area.** A few participants suggested that areas with higher crime rates would benefit from a police station in the area.
- **Parking.** A couple of participants would like to see parking incorporated below ground.
- **Consider the TTC Greenwood Subway Yard.** One participant noted the Greenwood Yard should be considered, as it was designed to be a multi-purpose facility and already has the foundation to support multiple storeys.

Vision for a Modern Police Station

Participants also shared their vision for a modern police station and which of the three shortlisted sites best fits with their vision. Received feedback is organized by vision elements and is summarized below.

- **Police modernization and community engagement.** Many participants provided elements of a vision for a modern police station, but it was also suggested that such a vision ought to flow from an understanding of what police modernization would look like; the vision should be informed by how people want the police to engage with the community. For example, depending on the vision, the TPS might wish to consider decentralizing instead of centralizing service by providing pop up stations.
- **Multi-purpose hub.** Some participants expressed support for a mixed-use facility and provided suggestions on the types of services and partners they would like to see considered, including child care; affordable housing; youth services; and addictions services. It was also suggested that the station serve as a hub for community engagement and be a source of civic pride.
- **Open and inclusive with space for community use.** Some participants said the station should be open, community-focused, and accessible to people with disabilities. The building should be part of the community and contribute to community building efforts overall. Community rooms for conferences, meetings and presentations should be included.
- **Welcoming and attractive.** Some participants said the building should face the street, be welcoming, attractive, and appealing to the eye; the building should not be imposing.
- **Fits with the character and heritage of the community.** Some participants said the station should fit comfortably within the community and connect with the heritage of the area, where applicable.
- **Safe, humble, and supportive.** It was suggested that the TPS should quietly and discreetly support a vibrant and healthy community. Some participants disagreed that the station should be highly visible in the community.
- **Efficient and sustainable.** A couple of participants said a modern police station should contribute to police efficiency and be able to produce its own heat and electricity, potentially producing a surplus in order for it to be cost efficient.

Feedback on the Shortlisted Properties

In addition to providing general feedback and advice on the site selection process and the criteria used to evaluate the three short listed sites, participants provided specific feedback related to each of the three shortlisted sites.

A few participants provided comments specific to the current D55 building and the East York Civic Centre sites, but many participants provided a range of comments related to the Danforth TTC Garage site. Many participants expressed that the Danforth TTC Garage site is ideal given their vision for a new police station and its potential to address many community building needs. On the other hand, many participants also expressed that the Danforth TTC Garage site is best suited for a community hub for economic and cultural revitalization of the area. Received feedback is organized by site and summarized below.

East York Civic Centre (850 Coxwell Avenue):

A couple of participants noted that the East York Civic Centre (EYCC) is a good location because it is near other civic services/places people already go, and it is easily accessible.

Some said that the EYCC is not a good site. They said building here would highly impact the green space and walk ways in the area. It was also noted that locating a police station adjacent to other city services could lead vulnerable communities to avoid seeking the very services they desperately need. One participant noted that if this location is chosen, the project team should preserve the recently renovated square where a number of important community events take place.

Danforth TTC Garage (1627 Danforth Avenue):

Many participants provided an opinion on the Danforth TTC Garage site. Some participants expressed support for the site, and some expressed concerns over the selection of this site given competing priorities for the use and potential of the building.

After the meeting, the facilitation team received two emails from representatives of the Danforth East Community Association and the Danforth Mosaic BIA. Each requested more community consultation with information on the opportunities, implications, and potential for each site, but specifically for the residential community and the retail strip around the Danforth TTC Garage site. To accommodate this request, the community association asked to delay the completion of the site selection process and the staff recommendation of a preferred site to council, which is currently scheduled for November 2017.

Those in support of the Danforth TTC Garage site shared the following comments:

- It is the largest, most conveniently located site in the geographic centre of the division with easy subway station access.
- Growth and intensification along the subway line will mean more demand for community services that are accessible to all. This location could become a main hub, close to services, for all its employees to local businesses and services such as banks and restaurants.
- A partnership here could provide services for vulnerable people in the area (e.g. those recovering from addictions), potentially resulting in a safer community along the Danforth.
- It has the space to design something beautiful.
- This is an opportunity to redevelop and improve the heritage building. The unique shape of the heritage building provides the opportunity for rooftop greenspace.
- A station near the TTC Garage could help reduce and prevent crime in the area.

Those not in support of the Danforth TTC Garage site shared the following comments:

- Alternate uses and what is best for the neighbourhood's development should be considered, especially around the TTC Garage site. Selecting it as a location would eliminate the possibility of mixed-use development. The potential for mixed-use development and housing density should be weighed against the use of the space as a police station, which is by nature largely closed off from the community.

- Use of this site takes away future potential from the Coxwell/Danforth neighbourhood. Toronto has a market and affordable housing crisis. TTC adjacent land should be used for housing and mixed-use development.
- This site has much more potential than a commuter police station to be a catalyst for something fabulous in the neighbourhood. Please do not destroy the revitalization of the Coxwell/Danforth neighbourhood by selecting this site.
- If the Danforth site is selected we need to make sure police presence doesn't interfere with the vibrant, diverse, economic, busy place with large number and variety of uses.
- This site has the potential to provide much needed retail and living space along the subway line. The other two sites meet all the same criteria as this one; pick one of those instead.
- Factors such as business generated by residents/visitors to a multi-use space at the TTC Garage should be considered.
- Locating a police station adjacent to other city services could lead vulnerable communities to avoid seeking the very services the desperately need.
- A police station on a main street in the centre of a neighbourhood may have a cooling effect on the street life.

Other comments about the Danforth TTC Garage site included:

- We consider the Danforth TTC Garage to be the single most significant publicly-owned site along this stretch. If not developed properly it could undermine the revitalization of the Danforth.
- The TTC Danforth Garage is arguably the most important development site in the east end and deserves careful attention.
- If this site is selected, the Danforth Mosaic BIA would like to work with the City and TPS to make sure that the site reaches its full potential as a cultural and community centre and public space.

Current D55 Building (101 Coxwell Avenue):

A few participants said that they felt that this location appears well suited to accommodate TPS's needs, and said this would be their preferred site. Shared comments included:

- adapting the current site seems to be the best course of action;
- the area is easily accessible;
- it would be visible without being dominant; and
- it would provide an opportunity for bold new architecture.

IV. Next Steps

Enrico Pera and SoMei Quan thanked participants for attending and providing their input. Yulia Pak reminded participants about the online feedback form via the project website and asked them to share this with their friends and neighbours who were not able to attend the meeting. Participants were reminded to submit their written feedback and/or fill out the online survey by October 24, 2017 and that a meeting feedback summary will be shared in draft for participant review with those who provided an email address when they signed in to the meeting.

Attachment A: Agenda and Feedback Worksheet

Site Selection for a New Police Station

Community Consultation Meeting

SH Armstrong Community Centre, Gymnasium

56 Woodfield Road, Toronto

Tuesday, October 17, 2017

6:45 – 9:15 pm

PROPOSED AGENDA

The purpose of the meeting is to present and seek feedback on the criteria used to evaluate the three shortlisted sites, as well as to understand the community's vision for a modern police station and how the three shortlisted sites fit with it.

6:45 pm

Open House

7:15

Welcome & Agenda Review

Yulia Pak, *Swerhun Facilitation*

7:25

Overview Presentation

Enrico Pera, *Facilities Management, Toronto Police Service*

Nick Simos, *City of Toronto, Real Estate Services, City of Toronto*

Questions of Clarification

8:00

Facilitated Discussion

1. Process: What do you think about the criteria used to evaluate the three shortlisted sites? Are there any other criteria you would like to see considered in the selection of the site for a new police station?
2. Vision: What is your vision of a modern police station? Which of the 3 sites best fit into your vision and why?

Do you have any other information/ advice for the team to consider in selecting the site?

9:10

Wrap Up and Next Steps

Nick Simos, *City of Toronto, Real Estate*

Yulia Pak, *Swerhun Facilitation*

9:15 pm

Adjourn

FEEDBACK WORKSHEET

1. Process: What do you think about the criteria used to evaluate the three shortlisted sites? Are there any other criteria you would like to see considered in the selection of the site for a new police station?

2. Vision: What is your vision of a modern police station?

Which of the 3 sites best fit into your vision and why?

Do you have any other information/ advice for the team to consider in selecting the site?

Please leave your completed worksheet in the box at the registration table. If you have more comments, suggestions and/or advice for the project team, please e-mail them to Casey Craig at ccraig@swerhun.com by **Tuesday, October 24, 2017**.

Attachment B: Discussion Guide

Please see the following four pages.

DISCUSSION GUIDE

SELECTING A SITE FOR A MODERN POLICE STATION

BACKGROUND

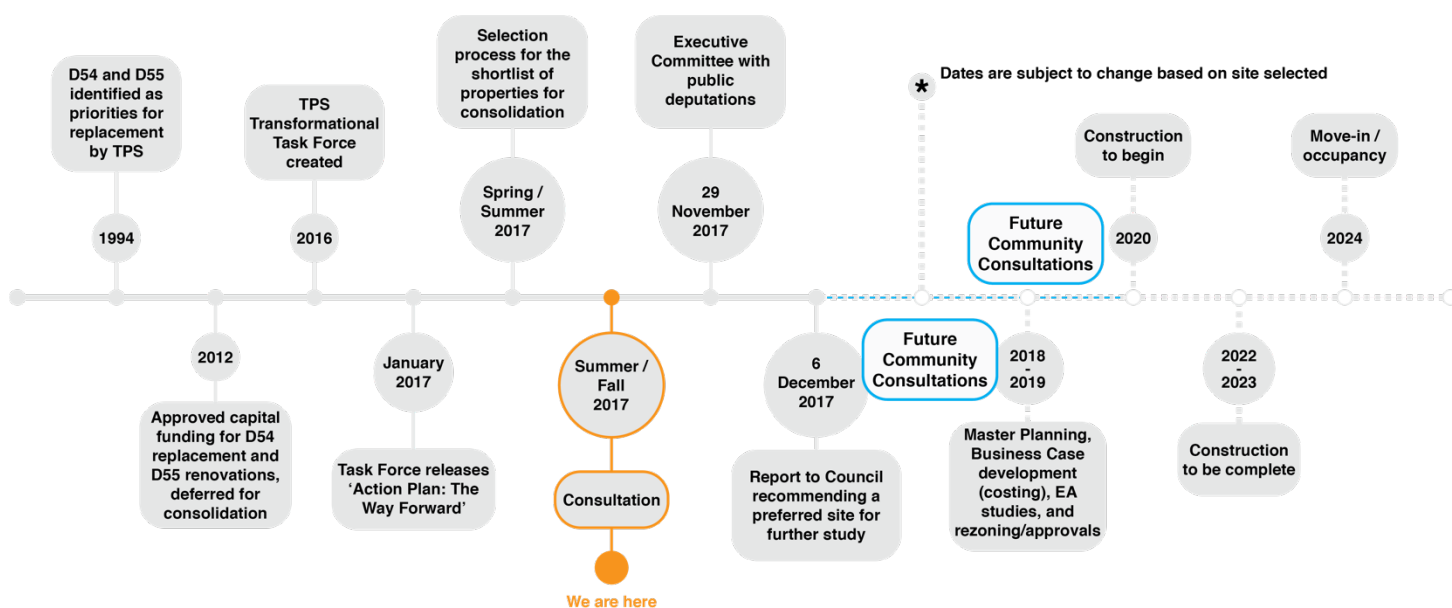
The Toronto Police Service (the Service) is working towards a modernized policing model for the City of Toronto that is innovative, sustainable and affordable. In February, 2017, the Toronto Police Service adopted the Transformational Task Force's final report called *Action Plan: The Way Forward* (Action Plan) as the Service's business plan. Through this Action Plan, the Service will produce a modernized policing model that will place communities at its core, optimize the use of resources and technology and embrace partnerships as a means of enhancing capacity and capability.

Recommendation 16 (out of 32) in the Action Plan is a phased redesign of the Service's divisional structure and alignment of facilities. With all boundaries from the city map lifted, demand and work load modelling will be used to inform new boundaries and facility locations. Based on this recommendation and the needs of the Service for better, more suitable police stations in some areas, consolidation of D54 and D55 were identified as a priority. Public engagement is a vital part of the process of consolidation and selection of a site for a new modern police station.

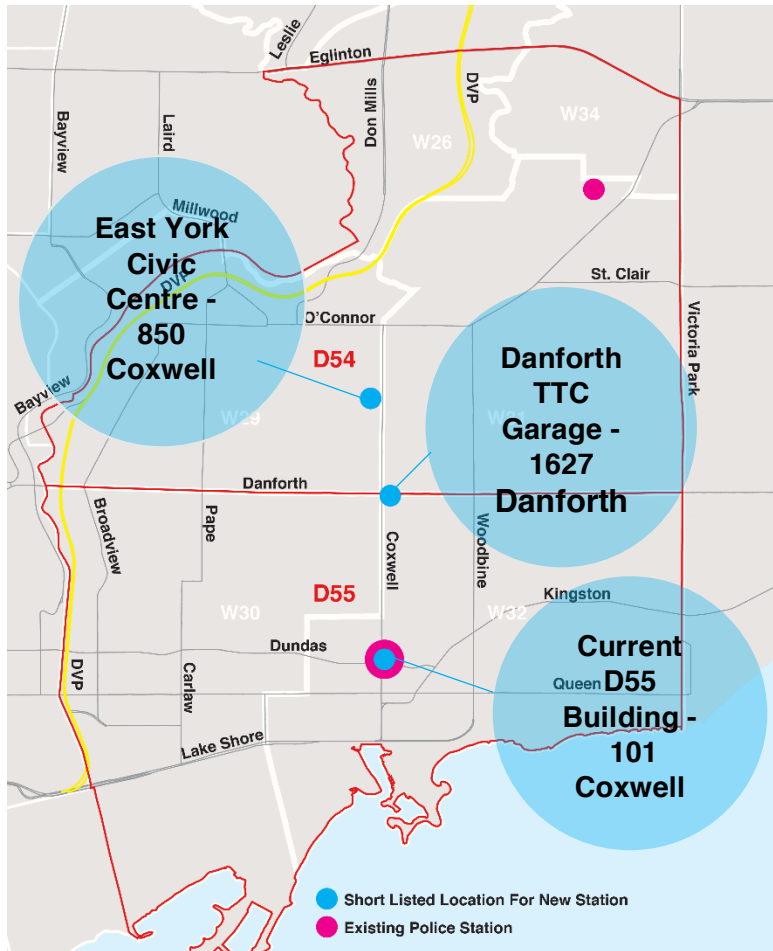
The Toronto Police Service's Transformational Task Force was a partnership of public volunteers and Service members, created in 2016, to conduct an independent study and review of the Toronto Police Service. The Task Force's mandate was to propose a modernized policing model for the City of Toronto that is innovative, sustainable, and affordable.

TIMELINE

The Service has been considering the replacement of D54 and D55 since 1994 because the buildings are undersized and have inefficient floorplates for the Service's operational requirements. There has been approved capital funding for the replacement of D54 and renovation of D55 since 2012, however these projects have been deferred because it makes better sense in terms of space savings, cost savings, and community building opportunities to consolidate the two divisions. Once the preferred site is approved by Council for further study, we will come back to the community for more input.



THREE SHORTLISTED SITES



The City of Toronto’s Real Estate Services (RES) division, in partnership with the Toronto Police Service and City Planning, conducted a search for suitable properties for a new police station. The long list of 550 sites was first reduced through a process of elimination based on the Service’s operational requirements and appropriate property types. Furthermore, the City of Toronto and the Service developed a list of criteria (see table on the last page) to evaluate the remaining 5 sites. As the result, 3 sites (see map on the left) were short listed for further consideration.

Minimum Police Requirements Checklist

All 3 sites allow for:

- ✓ Sufficient building area
- ✓ Sufficient ground floor area
- ✓ Parking - approximately 250 spaces
- ✓ Multiple entry/exit ways for vehicles
- ✓ Potential for on-site fuel pump for police vehicles

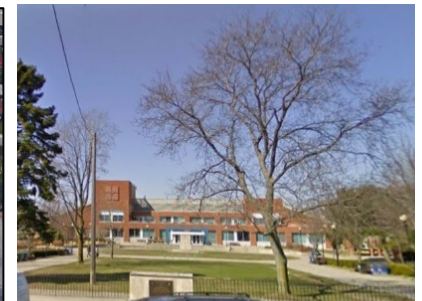
EAST YORK CIVIC CENTRE (850 COXWELL)

Strengths and Opportunities

- Co-location with existing seat of government and public health services
- Centrally located within a community
- Easily recognizable location
- Advantages of clustering
- Larger Civic Precinct

Other Things We Are Thinking About

- Sensitivity to nearby uses (local school, early childhood centre)
- Neighbourhood construction with hospital expansion in the next 5+ years
- Egress (exit) point is in a residential area (traffic impacts)



Summary of Key Property Attributes

Site Area: 43,500 ft²

Potential Property Impacts

- Current parking lots to be developed
- Modernized police facility
- Underground parking garage
- 2 entry ways/exits for police vehicles
- Landscaping to be enhanced
- Ground level visitor parking
- Potential to renovate/modernize entire site along with the recent renovation of the civic square

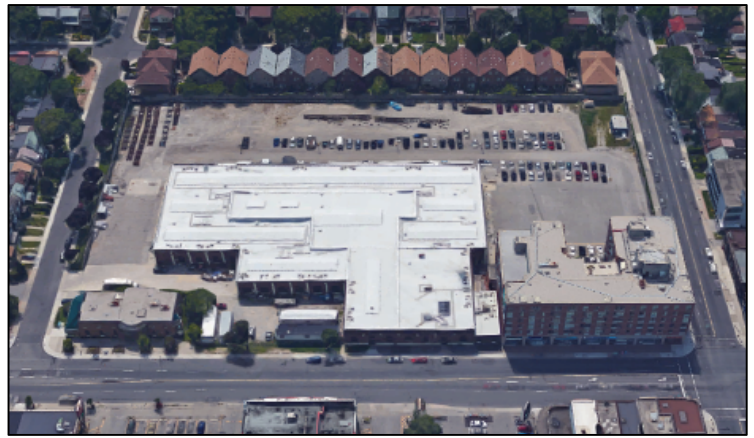
DANFORTH TTC GARAGE (1627 DANFORTH)

Strengths and Opportunities

- Significant opportunities for co-location with other agencies, boards, commissions, and divisions
- Opportunities for new cultural and community space
- Maximizes currently utilised real estate
- Existing underground parking
- Good commute times

Other Things We Are Thinking About

- How to best preserve and incorporate the existing heritage building
- Egress (exit) point is in a residential area (traffic impacts)
- Land sale restrictions
- Future TTC uses which will remain on site



Summary of Key Property Attributes

Site Area: 210,500 ft²

Potential Property Impacts

- Large developable area, potential new hub for public services
- New cultural & community space
- Modernized police & TTC facilities
- Large underground parking garage
- 2 entry ways/exits for police vehicles
- Landscaping to be enhanced
- Ground level visitor parking
- Potential fuel pump for police vehicles

CURRENT D55 BUILDING (101 COXWELL)

Strengths and Opportunities

- Current police site
- Opportunity for intensification

Other Things We Are Thinking About

- Relocation of staff during construction
- Potential for interim site acquisition or renovation
- Limited potential for co-location of other community services

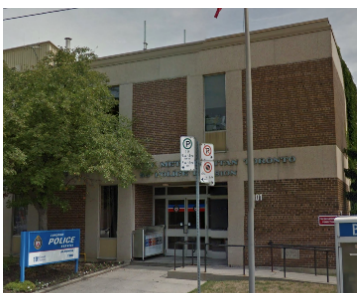


Summary of Key Property Attributes

Site Area: 78,580 ft²

Potential Property Impacts

- Modernized police facility
- New community space
- Underground parking garage
- 2 entry ways/exits for police vehicles
- Landscaping to be enhanced
- Ground level visitor parking
- Potential fuel pump for police vehicles



EVALUATION CRITERIA

The table below shows how all three shortlisted sites compare across measures. The difference between their scores is minimal. Public feedback will be an important component in determining how the final site selection will be made.

Measures		Weighted %	EYCC	TTC Garage	D55 Building
Service Delivery	Travel Time for Officers on Duty	20%	18%	16%	18%
	Proximity to Residents Served				
Functional Requirements	Site Security (defensibility hazards)	30%	22.5%	27%	25.5%
	Multiple Entry/ Exit Points for Vehicles				
	Overlooking Buildings				
	Building Size (for various needs and uses)				
Community Presence	Transit Accessibility (GO, Subway/LRT, bus)	30%	22.8%	26.4%	20.4%
	Cycling and Walking Accessibility				
	Recognisability				
	Opportunities for New Community Engagement				
	Proximity to Community/ Institutional Uses				
Affordability / Sustainability	*Net Building Costs (e.g. construction costs) - TBD	20%	13%	12%	15%
	Land Acquisition Costs				
	Impact of Previous Uses (soil conditions/clean-up \$)				
	Ease of Acquisition (ability to obtain site in a timely manner)				
Cumulative Score / Percentage		100%	76.3%	81.4%	78.9%

* Once the site is selected, the City and the Service, in consultation with the communities they serve, will conduct further detailed studies, look at the implementation costs, and work on the design of the building.

DISCUSSION QUESTIONS

Please use the worksheet to provide your feedback on the following questions:

1. Process: What do you think about the criteria used to evaluate the three shortlisted sites? Are there any other criteria you would like to see considered in the selection of the site for a new police station?
2. Vision: What is your vision of a modern police station? Which of the 3 sites best fit into your vision and why?
3. Do you have any other information/advice for the team to consider in selecting the site?

If you have more comments, suggestions and/or advice you would like to share with the project team, please e-mail them to Casey Craig at ccraig@swerhun.com no later than **Tuesday, October 24, 2017**.

For more information on this project, please contact one of the following:

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Attachment C: Live Notes, Transcribed Worksheets and Emails

The following pages contain the live notes taken during the plenary discussions during the October 17th meeting; raw comments received from the 9 individual worksheets and the 2 group worksheets; and copies of emails received between October 18, 2018 and October 24, 2017 from those who provided permission to include them. Please note that the content of the live notes, transcribed worksheets, and emails has not been altered or changed in any way, except general formatting and spelling mistakes, and removal of personal information, where requested.

A. Live Notes – Plenary Discussion

1. **Process: What do you think about the criteria used to evaluate the three shortlisted sites? Are there any other criteria you would like to see considered in the selection of the site for a new police station?**

- The criteria were fine for police requirements but too narrow for our discussion and community engagement. Other criteria needs to be included, such as the need for other city services, suitability, other community needs, economic and cultural. This process and consultation needs to be integrated with other broader processes in the community, taking into account a broader number of interest and needs
- This consultation should have started with engagement with the community about how they would like to see police services offered to the east end of Toronto.
- The criteria are too police centric, and the public was brought in too late. Community engagement is not weighted heavily enough in criteria. Some of the evaluation criteria listed are so condensed we can't understand what they are.
- Other suggested criteria include: future job creation beyond station; economic impacts and opportunities created. The sub criteria need to be outlined in more detail.
- Special consideration needs to be provided if the site is large enough and accommodate more than a police station. You need to develop criteria that will assess impact on what else can go there and what things are compatible. A suggested criterion for compatible services is if there is parking e.g. above or below ground?
- How can the community trust that the concerns raised in these two meetings and the criteria will be taken into consideration? Will there be a reassessment of the sties that will include these additional criteria and will that be reported back? *The project team will be gathering what we have heard into public consultation reports which will be shared in draft to participants to ensure the accuracy of the report. The project team is committed to issuing a communication to explain how what we've hear was considered as part of this project.*
- 500 plus sites down to 3 before engaging with the public was not the best approach.
- Some of us around 55 Division feel that the crime rate is quite low in our neighbourhood. This might be something to take a look at as they're choosing a spot. The area seems like a fairly calm area, and the station could be a part of it. Perhaps the station itself offers some sort of subliminal message. The project team should consider alignment

with community goals, initiatives, services, community health, child care, art, receptive frontages, user friendly, access, and etc.

- I would like to see the positive impact of a police station in the community.
- If they choose the Danforth site, it might be a time to clean up some of the existing issues on the Danforth that hasn't been addressed. This area has been highly affected by displaced people. I feel that the crime rate has gone up. The project team should consider co-locating with services and supports to those who might need them locally.
- With 54 Division and 55 Division, will the boundary line be redrawn? Will it pinch service on the east side of DVP after consolidation? *We are looking at territorial optimization for all divisions. We would not create an area too big to police.*

2. What is your vision of a modern police station? Which of the 3 shortlisted sites best fit into your vision and why?

- A modern station ought to flow from an understanding of what “modern policing” would look like. The question should be “how do we want police engaging with our community”? Another opportunity for determining police facilities other than centralizing services into one station could be to explore parts of community where police presence might be most welcome. The project team should consider pop-up police stations along Danforth and other communities.
- Regarding “modern” policing, the term we would use is community policing. We would like to see more presence out in the community and not in a station. We are unclear about what “modern” policing really means. How does a police station operate? What are the needs at a central police station? What do you need all in1 facility and what can be dispersed throughout the community? We need to know more from the police about different options for modern policing. The two stations we have each need between \$5-7 million each to keep running and get them where we need for operation. The buildings have reached end of life cycle. Realistically, they don't meet needs of community going forward. Our action plan, The Way Forward lays out a transformational plan outlining how we are going to accomplish modern policing and the recommendations to do so. For our divisions, a centralized space would bring opportunities together, would give us a holistic approach to policing the area, and allow us to be out in the community.
- We are not necessarily privy to how things are done now, pop up sites might be where we are headed to be able to do more with less. Hopefully, the new station will integrate well into the neighbourhood and contribute to the community and culture.
- We were open to all of the options. We all had personal feelings, but thinks that it has to work for the people who are going to work there as well – not only the community but those working on site.

B. Worksheet Comments

Participants submitted 2 group worksheets and 9 individual worksheets after the meeting. Comments from all submitted worksheets are transcribed below.

1. What do you think about the criteria used to evaluate the three shortlisted sites?

Group Worksheets:

- Good but need to be expanded need to include:
 - Other City initiatives – street studies, community studies
 - Other city services – community centres and vibrancy
 - Community growth, diversification, real estate development
 - Green spaces
- Too police-centric
- Growth in the future
- Budget availability + cost comparison
- Too criteria condensed to understand well
- Public brought in too late
- Community engagement not weighted heavily enough
- Self-identity vs. being part of the health group

Individual Worksheets:

- The existing criteria seem fine
- Very well thought out
- Good – but question some of the # results
- Excellent, other things to consider is easy identity and security
- The criteria are fine, but current use and neighbourhood needs have not been addressed, as well as future (non-policing) projects not taken into account
- The criteria seem reasonable from the point of view of TPS. But that is exactly my problem. The criteria don't take into account the impact of the new site on other community initiative, and appears incredibly self-focused.
- You're thinking about one building? You should be thinking about city building.
- They seem too narrowly focused on the needs of the building
- What about the needs of the community?
- How does it fit in with other city planning goals? Other city departments? Planning?
- The alternative uses for each location should be taken into consideration
- Particularly the case of the TTC Garage, the potential for mixed-used development and housing density should be weighed against the use of the space as a police station, which is by nature largely closed off from the community
- Future job opportunities etc. I feel strongly that alternate uses and what is best for the neighbourhood's development for the TTC Garage should be considered. Selecting it as a location would eliminate the possibility of mixed-use development. The neighbourhood needs to densify its housing
- Actual enviro sustainability, not just affordability?
- Making the station more attractive to the public
- Modern active policing in the community

Are there any other criteria you would like to see considered in the selection of the site for a new police station?

Group Worksheets:

- Future job creation beyond the police station
- Economic impacts and opportunities created would like to see
- Would like to see:

- Sub criteria need to be outlined – more details
- If the site is large enough to accommodate more than just a police station: what will be the impact
- What else will go there?
- What are the criteria for compatible services
- Other things that will go on the site beyond the police station?
- Parking
- Are there criteria for parking at the side (above or below ground)?
- How can the community trust that their concerns will be taken into consideration?
- Will there be a reassessment of the sites that will include the additional criteria from consultation?

Individual Worksheets:

- The positive impact to the community near a police station
- Community need, not just community integration
- I understand the need for police, and have nothing but respect for the job the men & women of TPS do in our city every day. However, siting a police station on a main street in the centre of a neighbourhood will have a cooling effect on the life of the street. Similarly locating a station adjacent to other city services could lead vulnerable communities to avoid the very services they desperately need
- The loss of potential housing development and lost opportunity for densification should be taken into consideration
- Also, the loss of revenue for the city by the sale of the land to a developer
- Opportunity cost/what else the site could be used for
- Integration with City planning, not just existing infrastructure
- The decision should be made with consideration of the city's plan for the Danforth revitalization
- What are proposals have already been approved
- Future renovation plans
- Opportunity to grow building etc.
- Growth rate of densification + where
- Proximity to residential area (further better) %10
- Potential for energy production %10
- Potential for other public services to share location especially related public services to the police %10-%15
- Accessibility for seniors
- Accessibility for seniors/ handicapped
- Accessibility to use the site to attract people to use site – park etc.
- Crime in area – present + projected
- Actual environmental concerns
- Distinct identity for police
- The addition of community services possible multi-purpose use such as child services and assistance for troubled youth. A safety department to educate young people. (and safeguard people trying to clean up their act i.e.: Dixon Hall)

2. Vision: What is your vision of a modern police station?

Group Worksheets:

- What is “modern policing”?
 - how do we see police engagement with community?
 - leads to our how do we see the police presence
 - “pop-up”?
 - open when?
 - Contribute to economy?
 - Increase activity?
- what about ‘pop-up’
- heritage aspect – link past + present (visual aspect)
- welcoming (visual aspect)

Individual Worksheets:

- Much like your own: a space that feels safe, welcoming and inclusive for all members of the community. Where my vision clearly differs from yours is that I don’t believe in a highly visible police service. The goal of the TPS should be to dominate the landscape, but to be humble and quietly supporting a vibrant and healthy community.
- Community policing
- Co-located with other government services like childcare + affordable housing
- Multipurpose facility: collision center for reporting
- An auditorium of studios for conferences and community issues/complaints. School presentations and etc.
- Open, community-focused
- Linked to community at many levels
- Part of community
- Provide opportunities for engagement
- Transit people -> Accessible directly
- Pathway for uses
- Greater densification (condos, residential) of area than are
- not too much “densification” of services, hospitals + eycc, schools
- takes into consideration growth projections - demographics
- Welcoming
- Street-facing
- Not imposing
- “easy” on neighbourhood
- Easy access, appealing to the eye and to fit comfortably in the community
- Near clientele
- Accessibility
- Accessible to seniors, cyclists, community generally
- Accessibility and connection with PWDs (people with disabilities) in the community
- Crime levels of area – Danforth murders, window breaking, etc. so prevention
- The business generated by residents/visitors to a multi-use space at the TTC Garage should be considered
- Foremost the building must be able to produce its own heat & Electricity, and even produce surplus in order for it to be cost efficient

- I don't care. I just don't want you to make the same planning mistakes the city has made for decade along the only east-west subway corridor that currently exists. I want a good neighbourhood; build a ziggurat if you want, just don't put it on the Danforth.
- Residential access: Danforth TTC offers two possible entrances on Danforth and Coxwell
- Link to history – building size time hub (time capsule) or young + old transportation
- Distinct identity from other services
- Ambulances have sirens
- Tax paying not a police service – confuses the 'service' offered

Which of the 3 sites best fit into your vision and why?

Group Worksheets:

- Wonder if there are other possible sites if we were to review the operational requirements of the modern police presence or community economic / social needs
- However, understand that Danforth + East York appear "suitable" can understand thinking

Individual Worksheets:

Relevant to EYCC

- Either the current location or the East York Civic Centre. They meet the same criteria as the TTC Garage but they would not take away future potential from the Coxwell/Danforth neighbourhood. Toronto has a market and affordable housing crisis. TTC Adjacent land should be used for housing + mixed use
- East York CC – at least it's near other civic services/ places people already go, and its easily accessible. Honestly, though, the current site works too. Not the Danforth. Please not the Danforth
- Danforth. Growth & intensification along main subway route will put more demands for community services that are accessible to all. Coxwell station a main hub. Ability to redevelop and improve historical building. Close proximity to services for all employees (banks and restaurants)
- Danforth

Relevant to TTC Garage

- TTC Garage
- Danforth -> provided that the whole traffic congestion at the intersection is fixed
- Danforth TTC Garage
 - Largest, near Danforth and subway
 - Strategic location for police services
 - The unique shape of the heritage building gives the opportunity for a green space and roof

Relevant to Current D55

- My preference would be for the station to be built on the site of the current 55 division. It is easily accessible, it would be visible without being dominant, and it would provide an opportunity for a bold new piece of architecture in the east end

3. Do you have any other information / advice for the team to consider in selecting the site?

Individual Worksheets:

- Cost, accessibility, community impacts
- Communication with other public services for a potential shared accommodation
- East York Civic Centre is not a good site
- Please do not destroy the revitalization of the Coxwell/Danforth neighbourhood by selecting the TTC Garage. It has so much more potential than a commuter police station
- Don't select the Danforth. That site is compare in size and profile to the developments on Bloor/Dufferin & Bloor/Bathurst that promise thousands of square feet of retail & living space. That is the kind of development that east end needs along the subway. Both of the other sites tick all of the same boxes without torpedoing a change for goods, integrated neighbourhood building
- What is most important to me is that the TTC Garage is not selected this would be an incredibly disappointing use of a site that has so much potential to be a catalyst for something fabulous in the neighbourhood
- This type of consultation is akin to utility companies making holes in newly paved streets; Too late!

C. E-mails

Participants were able to submit additional feedback by email until October 24, 2017. Copies of emails and contact information are included only where the sender provided express consent.

Emails received between October 10, 2017 and October 17, 2017 are included in the summary for the October 10, 2017 community meeting; emails received between October 18, 2017 and October 24, 2017 are included in the summary for the October 17, 2017 community meeting. Feedback shared through the online comment form were analyzed and summarized separately. All three final summaries will be shared online at www.torontopolice.on.ca/TheWayForward/new-54-55-building.php.

Please see the following pages for the six feedback emails received between October 18, 2017 and October 24, 2017.

Feedback Email 1:

From: SoMei Quan
To: [Daniel Woolfson](#); [Elliott Baron](#)
Cc: [Yulia Pak](#); [Casey Craig](#)
Subject: FW: 54/55 Site Selection
Date: Wednesday, October 18, 2017 11:14:33 AM

FYI

From: Nicki Thomas
Sent: October 18, 2017 10:18 AM
To: Councillor McMahon <councillor_mcmahon@toronto.ca>; Councillor Fletcher <councillor_fletcher@toronto.ca>; Councillor Davis <councillor_davis@toronto.ca>
Cc: enrico.pera@torontopolice.on.ca; SoMei Quan <SoMei.Quan@toronto.ca>; Nick Simos <Nick.Simos@toronto.ca>; Paul Mule <Paul.Mule@toronto.ca>
Subject: 54/55 Site Selection

Dear Councillors McMahon, Davis and Fletcher,

Thank you for coming to last night's public consultation on site selection for the new 54/55 Division building. As I'm sure you noticed during the Q&A portion, there is a lot of concern from community members about the use of the TTC Garage for this purpose. The Danforth East neighbourhood - both its businesses and residents - are working hard to revitalize this area and the TTC Garage holds enormous potential for meeting that goal.

The neighbourhood needs a mix of market and affordable housing, retail, restaurants, child care and other amenities. It needs more people who live and shop in the neighbourhood to create a lively, economically viable commercial strip. The current employees at the TTC Garage might hit up the Tim Horton's window at Shopper's Drug Mart, but they're not significantly supporting businesses in the area and I don't see how employees at the police station, mostly commuting in from other neighbourhoods, would be any different.

I found it quite insulting to the community's intelligence for city and TPS staff to suggest that our opinions are very important to this process when we've only been brought in with six weeks to the final decision. They explained that this was a new process to them and that usually sites are selected without public consultation. I guess we're supposed to feel lucky for having a say in the future of our neighbourhood? And I find it hard to believe that they are not already leaning heavily toward the TTC site when the only examples of 'modern police stations' that they displayed were renovated heritage buildings just like the one available on the TTC site.

A police station in a heritage building - though lovely for its employees - has no greater benefit for the community than, say, a new building built on a parking lot in an existing civic centre. It doesn't matter if you build a parkette outside a police station, people are not going to spend time there. I found it very disingenuous when Enrico Pera said that police stations are not fortresses. They may not look like fortresses

anymore, but they are by their nature fortified and secure - they are not public spaces. The TTC site is a dead zone now. If a police station goes in, it will remain a dead zone forever.

It was quite clear from the explanation of the site selection process that the best use of a site is not a consideration, but rather what the clients' needs are at any given time. But please listen to the community members who are imploring you to consider what else could go into the TTC site. Why is that the TTC barn at Wychwood is beautifully refurbished into an arts and community space with a great park for kids, while the best Coxwell/Danforth can get is a police station? Many planning mistakes over many years have led East Danforth to where it is today - please do not make another one.

Thank you,
Nicki Thomas

Feedback Email 2:

From: Stephen Wickens
To: [Casey Craig](#)
Subject: Police station 54/55 feedback
Date: Friday, October 20, 2017 12:58:26 AM

1. The process/criteria turned out to be quite flawed, with city real estate and TTC people surprised to learn they had eliminated from consideration the Greenwood subway yard when the short list went from 5 to 3, based on incomplete information. It appears city staff were unaware that the Greenwood yard was design (at considerable expense to taxpayers in the 1960s) to be a multipurpose facility. The buildings there already have the foundations to add multiple storeys. Overall, the city rushed too far ahead on the evaluation process before bringing in the public for consultation.
2. A modern police station has a minimum need for a 1960s style, big-box format. We'd probably be better served by focusing on several small storefront locations dispersed throughout the area.
3. None of the three best fits the vision, though without a full and professional assessment of options that include Greenwood Yard and possibly other sites, it would be foolish/dishonest to express a firm opinion. The Danforth TTC lands site has been identified by world-renowned urbanist Jane Jacobs as a rare and crucial site for those who have been working years to revitalize the Danforth. And while it might not be impossible to work in a police station within a porous and welcoming, economically sustainable multi-use rethink of the TTC Danforth site, it would almost certainly make it much more difficult. TPS's site-security/defensibility hazard concerns and call for a 15-metre buffer would indicate that Danforth TTC may be the weakest option overall.
4. Get serious about evaluating the Greenwood site and study the history of that TTC property. Also, schedule a consultation near Danforth (it seems fishy that Danforth is listed as the preferred site in the evaluation matrix, but it's the one site that didn't get a local consultation). Also, seriously consider delaying the selection at city council. It seems to many I've spoken with in the community like bully tactics to drop this on the public with only six weeks notice.

Stephen Wickens – freelance writer and editor – stephen.j.wickens@gmail.com – worldwidewickens.com

Feedback Email 2b (follow up):

From: Stephen Wickens
To: [Casey Craig](#)
Subject: Re: Police station 54/55 feedback
Date: Tuesday, October 24, 2017 12:16:13 PM

I might add, from a feature on the Greenwood subway yard in the April 1966 edition of Headlights magazine (an American railroad industry publication).

“As elsewhere on the TTC’s subway system, consideration was given to the potential of development of air rights over the yard and shop. Steps were taken to permit such development should it become economically feasible. Tracks were located so that column construction would be possible without interference with yard operations and functions. Foundations and columns of shop buildings have sufficient strength to permit additional floors being erected at some future date.”

Cheers, Steve

Feedback Email 3:

To: [Casey Craig](#)
Subject: The Way Forward new 54-55 building feedback
Date: Monday, October 23, 2017 10:56:46 AM

These are my comments (following the public meetings) to the questions posed to the audience.

1. Site criteria: These are very thorough and comprehensive. I think all possible qualifications have been considered. I can’t imagine any other concerns; well done.
2. A modern police station should be a positive influence on the community it’s in. It should contribute to: police efficiency, public safety and be more than just another building. It should be a hub for community engagement and a source fo civic pride. It should be accessible and convenient to all.

The Coxwell/Danforth, TTC yards is the best location. It has the space to design something beautiful, it is in the roughly geographic center of the division and it’s transit connections are the best. Also. more violent crime seems to happen on the Danforth so it’s the best for public safety.

Feedback Email 4:

To: [Janet Davis Customer service; Casey Craig](#)
Subject: further to new police station
Date: Monday, October 23, 2017 6:43:25 PM

Hello.

I am writing to say that IF the East York Civic Centre is chosen as the spot for the new police station, I sincerely hope that the recently-renovated square, where we hold the farmers' market, Remembrance Day ceremonies, and other important events, will NOT be torn up or changed as part of any necessary refurbishment to this site.

Toronto has a history of demolishing, rebuilding, and, a short time later, demolishing the newly-rebuilt area. To wit: Some time in the past few months a Bike Share Toronto set of bikes was established at the east corner of Aldridge and Danforth Avenues. More recently, the Bike Share was moved to a spot in front of the Midas Muffler shop and this east corner spot was refurbished with large stones and some plantings. The corner is very attractive, and fortunately this was probably a fairly inexpensive change, but, still, this should have been thought about BEFORE the Bike Share was originally installed on the corner.

Let's not waste the money that was spent on refurbishing the EYCC square!

Thank you

Feedback Email 5:

From: Billy Dertilis
To: [Casey Craig](#)
Cc: enrico.pera@torontopolice.on.ca; nick.simos@toronto.ca; paul.mule@toronto.ca
Subject: TTC Danforth Garage as Site for New Police Station
Date: Tuesday, October 24, 2017 11:49:12 PM

Hello Casey,

A number of local interest groups met tonight before the October 24 deadline to discuss the TTC Danforth Garage as the most likely site of the new consolidated Police Station for Divisions 54 and 55: Danforth East Community Association (DECA), Danforth Village Community Association (DVCA), Friends of Danforth, Danforth Mosaic BIA (DMBIA).

We are currently unable to throw our support behind the selection of this site for a new Police Station until we can better understand how this project will impact the residential community and retail strip.

The TTC Danforth Garage is arguably the most important development site in the east end and deserves careful attention. Forgive the comparison, but the TTC Garage is larger than and carries as much transformational potential as the Honest Ed's site, and yet has enjoyed only a fraction of its planning hours and community involvement.

We would like to work with the City and TPS to make sure that the site reaches its full potential as a cultural and community centre and public space, and ask for more community consultation before the decision of site selection is brought to Council.

In advance, thank you.

Billy Dertilis (Chair, Danforth Mosaic BIA)

Feedback Email 6:

From: DECA Info
To: [Casey Craig](mailto:Casey.Craig@torontopolice.on.ca)
Cc: enrico.pera@torontopolice.on.ca; nick.simos@toronto.ca; paul.mule@toronto.ca; danforthvillageca@gmail.com; councillor_fletcher@toronto.ca; Janet.Davis@toronto.ca; councillor_fragedakis@toronto.ca; councillor_mcmahon@toronto.ca; mayor_tory@toronto.ca; councillor_lee@toronto.ca; councillor_carroll@toronto.ca; visioning@deca.to; info@thedanny.ca; Info@DECA.to
Urgent request to delay the evaluation process for site selection for 54/55 Division
Tuesday, October 24, 2017 11:53:51 PM

Subject:
Date:

Representatives of the Danforth East Community Association (DECA), Danforth Village Community Association (DVCA), Friends of Danforth East, and Danforth Mosaic BIA (DMBIA) have met before the October 24 deadline to request a delay in the evaluation process for site selection regarding the consolidated Division 54 and 55 stations.

The Toronto Police Service Transformation Task Force Report outlines a strong commitment to ongoing public engagement:

As the conversation shifts from action plan to implementation, interest will intensify from residents, community group and agencies, the business community and others. The Service will need to extend its outreach and engagement, especially on key areas such as culture and realigning divisional boundaries. Ensuring that all interested individuals and communities can meaningfully participate will require engagement opportunities and approaches that are as transparent and accessible as possible (TPS, pg. 18).

We understand a decision has been made to consolidate D54 and D55. The boundary realignment process has been underway since 1994, with accelerated action as of 2014. The public was invited to two public meetings on October 10th and October 17th, 2017 to learn more about the site selection process. Many of our members attended one or both of the meetings, but did not feel enough information was provided to understand the opportunities and implications for each site – particularly for the proposed location at the TTC Garage, which we consider to be the single most significant publicly-owned site along this stretch of the Danforth. Collectively, we want to understand how the potential of the Garage site can be maximized in conjunction with our goals for Danforth Avenue. If not developed properly it could undermine the revitalization of the Danforth.

While the question of final site selection is currently slated to be before Executive Committee in late November 2017 with a vote at council shortly thereafter, we feel we need more time for consultation in the community, and will require additional information prior to the decision before council.

Thank you for your consideration and we look forward to learning more and advancing the conversation. We request a response in writing (email) by [Tuesday October 31st, 2017](#).