

Site Selection for a New Police Station Community Consultation Meeting #1

Tuesday, 10 October 2017, 6:30 pm – 9:00 pm
East York Civic Centre
850 Coxwell Ave, Toronto

MEETING SUMMARY

On Tuesday, October 10, 2017, the City of Toronto Real Estate Services Division (RES) and the Toronto Police Service (TPS) held the first of two community meetings on the site selection for a new consolidated 54 Division and 55 Division police station. About 90 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 and Councillor Fragedakis provided welcoming remarks. Enrico Pera (TPS) and Nick Simos (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. At the end of the meeting, Councillor Fletcher provided closing remarks.

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, listed the discussion questions for people to consider outside of the meeting, displayed a project website address with meeting materials and an online feedback form. 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, 8 individual worksheets, and 6 group worksheets) and after the meeting via e-mail received up to October 17, 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
 - Other Feedback
- IV. Next Steps

The October 17, 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.

- **Consider community impacts, needs, and preferred uses for each site.** Many participants wanted to see the site selection process be reflective of not just the TPS's needs but also of the potential impacts on the local community, such as traffic, congestion, walkability, public parking, as well as community needs and alternative possible site uses for the three sites as part of the site selection process.
- **Welcoming, approachable, visible, sustainable, modern police station.** Many participants shared a vision of the police station as welcoming and open to the community, with beautiful architecture that fits into the character of the neighbourhood. Some participants also highlighted the importance of being sustainable, technologically advanced, and cost-efficient.
- **Mixed opinions regarding the preferred site for a new police station.** East York Civic Centre and Danforth TTC Garage generated both supporting and opposing feedback. A few participants indicated their preference for the existing D55 station.
- **Rushed process and not enough information.** Some participants said that the site selection process feels rushed and community involvement seems to be coming in late. Some participants also said they needed more detailed information on the site selection process and criteria to assess the three sites.

II. Questions of Clarification

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

1. **There might be a stream running underneath the Danforth site. The stream might cause delays, as it did for Tobias House at the south-east corner of Danforth and Coxwell. I suggest you investigate the impacts of / on the stream.** *Thank you – this is helpful advice. Environmental concerns and considerations are part of building on almost every site in the City. We are engaging and coordinating with TTC, so we are aware of environmental issues at 1627 Danforth. A full Environmental Assessment will be conducted after site selection.*
2. **How and when are you going to complete the traffic study?** *A traffic study is usually conducted during the planning phase, as part of the master planning process. We will have the detailed traffic study done once a site has been selected. The master planning exercise will also include studies for parking and environmental impacts, as well as the exploration of additional potential uses of the site. Note that, if selected, the existing D55 police station will not require master planning, as the function and the use of the building will not change.*
3. **Can you explain why the master planning is done after the site is selected? Given that the site scores are so close to each other, it seems that a master planning exercise for each of the sites should be a key factor in the site selection process.** *Master planning is done after a site is selected because it is site-specific planning process that will directly involve the community, and other stakeholders, to address the location and siting of building(s), proposed uses and locational impacts such as traffic. In addition, environmental considerations and other site-related issues are studied at this time. A Master Plan may include phasing considerations and preliminary cost estimates. Community and stakeholder consultation is a significant part of the master planning process because it is the first step towards transforming a site. But it does require the selection of a site first.*
4. **How is the proximity to serving residents evaluated, especially when the geography covered is very large? Where will the police spend most of their work time and how does that factor into your thinking?** *We select four corners of the division area and do a time study. Our goal is to ensure that we have the capability of responding to a call from anywhere within the boundary, but the most important thing is for us to be close to residents. We strive to approach the crime and not wait for it to happen. Community safety is our number one priority.*
5. **Will the new station have any limitations or restrictions for family gatherings and large events that take place in the area around the building, such as the Canada Day parade? Will those activities be allowed to continue and remain open to access, particularly in the Coxwell area? Is that limitation captured in the criteria presented earlier?** *It is a bonus for us to be part of the community. The Service can still function, even if there are major events that require road closures. What we would require is an evacuation plan in place. We will honour existing big events in the area; and if the mobility is an issue, we will use a second site. We would also do our best to accommodate such events by using alternative exits for our vehicles so they don't get in the way of attendees, for example.*
6. **Given that the police service only needs 25,000 sq. ft. on the ground floor, how will the remaining 160,000 sq. ft. of the TTC Danforth Garage be used? I think the community wants to participate in defining the future uses, including mixed use, affordable housing, etc.** *The master planning stage will guide the site design process, things that happen there today may or may not stay and new things may be added so we don't know what will happen in the future. Future uses will be considered in the next phase, so there's an opportunity to provide additional feedback then. There will be further*

community meetings after the site is selected and that would be a good opportunity to raise those recommendations.

III. Detailed Feedback

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.

- **Ensure that the site selection process takes into consideration potential impacts on the local community, such as traffic, congestion, walkability, public parking, as well as community needs and preferred site uses.** Some participants said it was important to make sure that the selected site satisfies all the TPS requirements. Others added that it was also important to ensure that the selection process takes into consideration the potential impacts of the new police station on the local community, community needs, and community preferences for the shortlisted sites' potential uses. Specifically, participants suggested the following criteria for consideration:
 - Traffic and congestion impacts of the TPS officers and operations in the neighbourhood;
 - Public parking impacts – ability for local residents, daytime visitors and overnight guests to easily find public parking at and around the site;
 - Cycling impacts – ability to cycle safely and comfortably with the TPS vehicle activity;
 - Walking impacts on existing routes within the neighbourhoods, particularly around schools and daycares;
 - General impact on adjacent uses and community uses / compatibility with existing community uses;
 - Community and cultural needs of the neighbourhood;
 - Impact and spinoff effects on local businesses (i.e. the opportunity to boost local economy and benefit local businesses by adding more daytime workers instead of the TPS);
 - Environmental impacts – air quality with more cars idling, noise from sirens, etc.; and
 - Green space – any new building should not reduce green spaces.
- **Ensure that the site selection process is aligned with and informed by all the relevant local studies, including the Danforth Avenue Planning Study and the Heritage Designation Study.** Some participants asked about the coordination with ongoing planning studies in the area and advised that the site selection process be aligned with them. *The project team thanked the participant for the suggestion and added that City Planning is part of the project team and there is constant coordination to ensure that all local studies, including the Danforth Avenue Planning Study and the Heritage Designation Study are aligned with the site selection process. The RES team added that staff reports always reference relevant local studies before they go to City Council.*
- **Provide more information regarding the selection approach, criteria, measures, criteria weights, and costs.** Some participants said that they would like to see more information related to the project to make an informed decision. Several participants wanted to know more about the presented site selection approach and methodology to better

understand how the project team reached the three shortlisted sites. Others suggested providing more detailed explanation on the criteria, measures, and the assigned weighting – how exactly each criteria was weighted, why some criteria weights more than the others, and what exactly each measure entails. A few others suggested providing more information about the budget and the estimated costs for each site and suggested to keep the building budget-friendly. In addition, participants identified other kinds of information they thought would be useful in determining the most appropriate site for a new police station:

- How the facility can be a contributing part of the community;
 - Where the crime hotspots are and the frequency of police presence around each site;
 - How each site would align with future density and development in neighbourhoods;
 - How adjacent uses are considered;
 - Where the entrances and exits will go on each site;
 - What the proximity to local communities is for each site;
 - What the existing safety and environmental concerns are for all three sites; and
 - How the neighbourhood around the existing Divisions will be impacted by the loss of the station.
- **The site selection process feels rushed.** Some participants expressed concern over the general project timelines and specifically regarding the period between the feedback deadline and the Staff's report to Council. Some felt that the period of time to consider community feedback and make changes was too short and added that they would like to see these timelines extended moving forward. Another participant said that the public was brought into the consultation process too late, as the public's feedback would have been useful in reviewing the long list of options. The participant further asked that the long list of properties be made publicly available.

Usually, community consultations are done after the site is selected. This is a new process for the City and we appreciate the feedback on the timelines. Moving forward, the RES team will build in longer timelines to ensure the process is not rushed. The project team will issue a communications both on the website and via e-mail on how the community feedback was considered in selecting the site. Regarding the long list of all properties considered, we can share all publicly-owned sites on request. Please e-mail Nick Simos for more information at nsimos@toronto.ca.

- **Consider modifying the weights.** One participants suggested to assign more weight on service delivery and less weight on affordability and sustainability.

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.

- **Welcoming, approachable, visible, and accessible to the public.** Avoid a fortress-like design with tall walls and high fences. Ensure a strong presence in a neighbourhood with high visibility, preferably on a main street. The building should provide community space for meetings and should be fully accessible to people of all abilities and ages. Consider a transparent glass wall at street level to make it more inviting.

- **Contributes to the public realm.** The building should spill out onto the street, should engage with what is around it, and bring new life and safety to the neighbourhood. The station would preserve heritage and blend well with the existing character of the neighbourhood, not change it. Consider incorporating public art around the building. Ensure that parking is underground. Avoid putting entrances and exits near daycare and/or areas serving small children.
- **Beautiful and modern.** The building should have interesting architecture and the station should include modern, high tech features. Modernization includes the approach to working with other organizations; efficiency; and the involvement with the community.
- **Sustainable and effective.** A modern police station should be cost-efficient, be well-managed, and be effective at reducing crime. It should incorporate green features, have a minimal footprint, and incorporate green space and park space. Consider electric cars to eliminate the need for fuel pump.
- **Act as a catalyst for new development and revitalization.** Consider building the station at the height and density appropriate for revitalizing an area. Greater building floor area and/or heights may allow for greater potential income generation. Consider opportunities to incorporate mixed-use condo/affordable housing options. Consider mixed-use with other municipal services or condo developments.
- **Different police station models.** Consider using smaller satellite stations instead of building one large centralized building to disperse police throughout the community.
- **Partners for co-location.** Consider co-locating with the following:
 - Transit museum;
 - New library;
 - Market;
 - Centre for Social Innovation;
 - Health, immigration, mental health, and social service providers; and/or
 - Other essential services.

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.

Overall, there was a mix of opinions regarding the sites. East York Civic Centre and Danforth TTC Garage generated supporting and opposing feedback. A few participants indicated their preference for the existing D55 station. Received feedback is organized by site and summarized below.

East York Civic Centre (850 Coxwell Avenue):

- The East York Civic Centre is a high pedestrian zone with many families using the property as a walking route for schools in the area (i.e. R. H. McGregor Public School, Cosburn Middle School).

- Coxwell and Mortimer is already a high traffic zone. A crosswalk and crossing guard was recently added to the area to ensure pedestrian safety.
- If this site is selected ensure that the police station does not negatively impact walkability for many families, children, and youth.
- Consider timing construction efficiently since the Michael Garron Hospital will begin construction soon.

Danforth TTC Garage (1627 Danforth Avenue):

- It has a central location, it is the largest site, and has the potential to decrease crime around area.
- It is in the neighbourhood but on a main street and can better contribute to the life of the street and community.
- It has a greater presence on the street and might have less traffic impact on the neighbourhoods.
- It is on a main street, which is less disruptive to the existing neighbourhood.
- Greater police vehicle traffic may negatively impact the neighbourhood
- It is the best for location, space, possibility, and it is central to the wards.
- It is 210,500 sq. ft. already.
- It is the largest site with the most opportunity, and has an existing garage for some parking.
- It is accessible to the public via subway.
- It is the best place to act as a catalyst for new development and revitalization.
- It provides a nice opportunity for a public agency to show what adaptive re-use of a heritage building could be like.
- It is close to East York Civic Centre, so it would still get the benefits of co-location.
- It makes use of endowed city land and provides space for future development.
- Protect and reuse the old buildings on the TTC Garage site as an arts complex / community recreation centre.

Current 55 Division Building (101 Coxwell Avenue):

A few participants expressed support for the current 55 Division Building by listing it as their preferred site under the vision section in the individual worksheets.

Other Feedback

Participants provided the following feedback and advice on the consultation process:

- Consider consultation in the northern neighbourhoods within the Divisional boundaries. It can take up to two hours on transit to reach the southern meeting locations. Locations for future consideration include: Gordon A. Brown Middle School or Warden Hilltop Community Centre.
- Consider consultation with the veterans who donated the lands of East York Civic Centre.
- Consider consultation with the Toronto District School Board.

IV. Next Steps

Enrico Pera and Nick Simos thanked participants for attending and providing their input. They 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. Yulia Pak committed to sharing meeting summary in draft with participants who provided an email address when they signed in, and reminded everyone to submit their written feedback and/or fill out the online survey by October 24, 2017.

Attachment A: Agenda and Feedback Worksheet

Site Selection for a New Police Station

Community Consultation Meeting

Tuesday, October 10, 2017

East York Civic Centre, Council Chamber

850 Coxwell Avenue, Toronto

6:30 – 9:00 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.

- 6:30 pm** **Open House**
- 7:00** **Welcome & Agenda Review**
Yulia Pak, *Swerhun Facilitation*
- 7:10** **Overview Presentation**
Enrico Pera, *Facilities Management, Toronto Police Service*
Nick Simos, *City of Toronto, Real Estate Services, City of Toronto*
- Questions of Clarification*
- 7:40** **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?*
- 8:55** **Wrap Up and Next Steps**
Nick Simos, *City of Toronto, Real Estate*
Yulia Pak, *Swerhun Facilitation*
- 9:00 pm** **Adjourn**

Attachment B: Discussion Guide

Please see the following four pages.

DISCUSSION GUIDE

SELECTING A SITE FOR A MODERN POLICE STATION

BACKGROUND

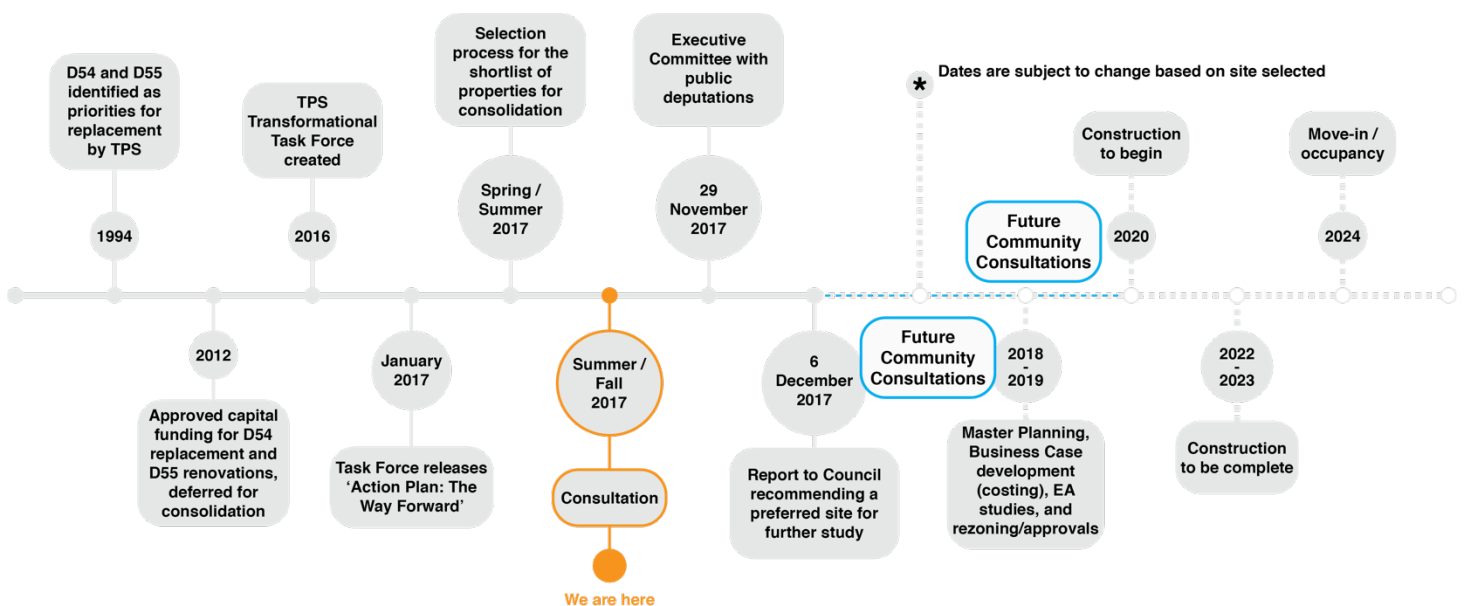
The Toronto Police Service (the Service) is working towards a modernized policing model for the City of Toronto that is innovative, sustainable and affordable. In February, 2017, the Toronto Police Service adopted the Transformational Task Force’s final report called *Action Plan: The Way Forward* (Action 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.

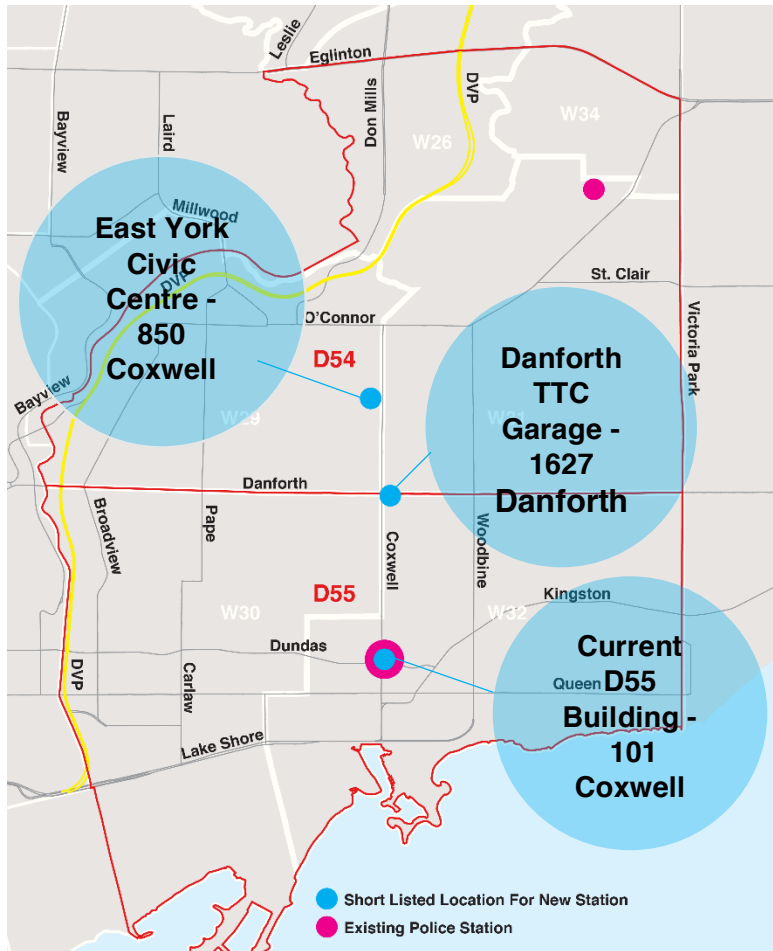
The Toronto Police Service’s Transformational Task Force was a partnership of public volunteers and Service members, created in 2016, to conduct an independent study and review of the Toronto Police Service. The Task Force’s mandate was to propose a modernized policing model for the City of Toronto that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

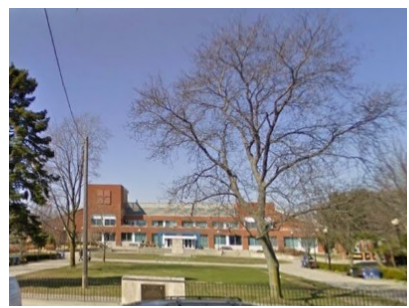
EAST YORK CIVIC CENTRE (850 COXWELL)

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

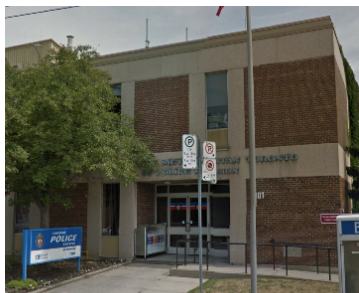
CURRENT D55 BUILDING (101 COXWELL)

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:

Toronto Police Service

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Real Estate Services

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Or visit: <http://torontopolice.on.ca/TheWayForward/new-54-55-building.php>

Attachment C: Live Notes, Transcribed Worksheets and Emails

The following pages contain the live notes taken during the plenary discussions at the October 10th meeting; raw comments received from the 8 individual worksheets and the 6 group worksheets; and copies of emails received between October 10, 2017 and October 17, 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?**

- Concern: public input seems to have come late in the process. We went from 500 sites down to 3. Perhaps there were opportunities when there were 30 or 5 options that could have benefitted from public input but didn't. There may have been something more appealing in the larger list.
- Didn't get much evaluation info – given 15 mins here, supposed to respond to criteria in 15 mins, which is hard. The long list could have been/could be provided. There is likely more information to share in the evaluation criteria – a lot of sub information that we don't know.
- Co-use of buildings - what happens if there is a labour dispute?
- Location of division and proximity to place it serves.
- Accessibility issues for disabled people to be looked at.
- Must be easily accessible to general public and perception.
- Have planners thought of what cultural and community needs are in the neighbourhood?
- Division is huge – goes from Victoria park down to the lake, over to Broadview up to Eglinton. Suggest to have further consultation in the north end of the division. Their needs are going to be different than the needs around the Danforth. It is one of the high priority neighbourhoods in the city – important to talk to them.
- Should be accessible to public, modernized equipment.
- CPLC – space to meet would be nice (community room) where other community groups could meet.
- Support for Danforth (accessible to subway and public) and the 55 division site.
- Not all criteria was considered – environmental concerns for each site, traffic concerns/traffic study, public parking, including public feedback and concerns before site is selected, walking criteria in terms of daycares, schools in the area – picking up kids from one school, walking through EYCC to other school, the cross walk ... how adjacent uses will be considered is important.
- Studies should be done first.
- Existing studies should be considered (DAPS, heritage study).
- Traffic planning.

- Where is the frequency of police presence, where are the hot spots and would that impact location?
- Compatibility with existing community uses – should be potential for other community uses and impact on other community uses.
- DAPS study, heritage study, and police site consolidation going on all at the same time. Police consolidation sounds like will be done before the others – concern.
- Community presence spoke a lot about getting to station but not about how station would engage with surrounding community. Additional criteria could speak to this
- Do we have minimum distances between police stations? A quota? 5 mile radius for e.g. *51 Division is a good example with 5 communities under 15 square km's – smallest geographic footprints. Combined geographic footprint of under 35 square kilometres. Will be able to meet the needs of this. Making sure we have the available resources. Dispatch is going to match closest unit to call. Traditionally policing in 54 stops at Danforth, but in new configuration, will be a larger geo footprint – not restricted to a division officer to respond.*
- What is the total budget for this renovation? New vision could be gold toilets, but can the city afford it? What about overruns? Has anyone looked at the fact that some sites might be way more expensive than others to renovate? Have you thought about how budget will impact choice between 3 sites? *The cost is about \$37.5m dollars. Once we end up with a site will revisit budget to make sure we have enough. On the inside it's just drywall and rocks – not fancy. To date we have been successful building buildings on budget and in scope. Will depend on environmental factors, will have to select site, come back, look at considerations. If we have to increase budget we will. All has to go through city for approval. Inside will be just what we need for operations, outside will make sure it actually fits in community and enables engagement.*
- Councillor comment: Officers think about how they work, city thinks about budget, you're thinking about relationship to you and your communities and what it's going to look like, how you will get there, park there, and how the building will feel in the community.
- Councillor comment: Traffic issues have to be looked at as part of site selection. Is there anything traffic wise that precludes any of these sites? Aware that traffic study costs thousands of dollars. Not needed in this way, just a look at these things overall on a site by site basis (e.g. would some of them be precluded do to traffic concerns)
- Effects of the traffic for officers coming and going, but also the admin staff, those who spend most of their time in the building, as well as those who come for business/ meetings.
- Each site has school/daycares nearby. Concern of children running around all three sites, schools within a three block radius.
- Combined division will have several hundred people working there especially during the day. Should consider the spinoff effects for local businesses. BIA folks are hurting for daytime workers. Lots catering to evening work, but need people there all day long who do groceries, shopping before going home from work. Opportunity for boost to local economy.
- Don't put donut shop!
- Traffic study – should be done before you make the final decision. This could impact your final choice. After the fact doesn't seem to make sense.
- EYCC – construction of the hospital starts sept 2018 for 4 years, some parts demolished. Timing is critical. Should be considered.
- All impact on neighbourhoods.
- Alignment with plans for future density/ dev in neighbourhoods.

- 2 potential sites for meetings: East York Community Centre or Warden Hilltop for north end or Gordon A. Brown Middle School.

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

- Located with other related sites (immigration, health).
- Why does it have to be centralized? Why not small groupings of police/station throughout the community.
- Needs to be more about master plan to make a better decision.
- Going to lose 54 division – don't know what impact that will have on this decision. That group will no longer have a station, how will they be supported?
- 11 division is beautiful, modern, bright, nice parkette. Modern tech.
- Beautiful building, high tech, welcoming.
- No fortress, no high fences around it.
- Below grade parking.
- Site, building should fit in with neighbourhood character, shouldn't change it.
- Preserve heritage.
- Visibility of officers – have them on foot, on bike, sometimes on horse. Less in squad cars where you can't see them or can't relate to them.
- Should be a place for community meetings, a welcoming place for community meetings.
- Station that is approachable, strong street presence, contributes to streetscape, should not be hiding, have community space incorporated, spill out onto the street and be transparent – really engage with what is around it, architectural statement, is green, and can act as a catalyst for new dev, revitalization. Best place to achieve is Danforth/Coxwell. It is in a neighbourhood, opportunity to bring new life to the street and additional safety.
- Concern Coxwell/Danforth: 2 hours on transit for Flemingdon park to get to station. None of these meetings have been happening closer to Eglinton area to enable people to get to these meetings. To be out at this time of night with kids is ridiculous. Not getting a sense their feedback.

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

- 1 table voted: 1 for TTC, 1 against TTC, 3 for EYCC.

B. Worksheet Comments

Participants submitted 8 individual worksheets and 6 group worksheets after the meeting. Comments from all submitted worksheets are transcribed below.

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?

Individual Worksheets:

- Good!
- Walkability of neighborhood – should not impede existing walking paths of children/families

- Add a measurement on the impact of TPS on local resident traffic
- Distances for calls in the area
- Parking impact for community
- Pollution in proximity to young children – e.g. daycare/school to build a new facility
- Green space – any new building should not reduce existing green space
- Potential for mixed-use with other municipal services or a condo, which could trigger greater building height similar to the N/W corner of Dundas/Coxwell – across the street
- Provide details on how you aggregated your evaluation scores. Make citations to any relevant study used to influence your decision
- More added weight towards Service Delivery
- Less weight towards Affordability/Sustainability
- Disclose the budget + net building costs ASAP
- They should be complete, hard to assess affordability without approximate numbers
- Traffic study should have done before
- Was it worth it to leave “master planning” for after one site was selected? Public raised concerns about lack of data
- Provide an expanded list of other alternatives (long list)
- Process seems quite rushed started in 1994
- Safety concerns of local facilities. Most of these locations have a high number of children and local schools nearby. My concern is the exits onto residential streets and what measures will be in place for the safety of residential members. Keep in mind local daycares and schools of also both EYCC and TTC Garage
- What would happen to existing site? Perhaps this can become a new community facility. Since there are no acquisition costs

Group Worksheets:

- Not all criteria were included: environmental concerns on each site
 - Traffic study
 - Public parking – include public feedback & concerns before site selection
 - Walking
- Increase in traffic in the area
- PARKING/TRAFFIC/PLANNING – on all 3 sites (not just the one chosen)
- TRAFFIC STUDY should be Done before site selection
- The frequency of police present (hot spots)
- Include all impact on neighbourhoods voices at all meetings to all people involved i.e.: walkability re: schools/daycares, families
- The community presence criteria section speaks a lot about people getting to the station but perhaps not as well on how the facility can be a contributing part of the community
- Location of the division & proximity to the community it serves -> possibility of a secondary police station
- Distance for calls in the area
- Considerations of demand for service
- Accessibility issues for disabled people
- Must be easily accessible to general public + perception
- Air quality – i.e. Cars idling
- Have planners thought about what the community needs. cultural and community usage.
- Compatibility 2 existing community uses
- Potential for other community uses and impact on other community uses

- Do studies first (Danforth Visioning & Heritage)
- Alignment with plans for future density/development in neighbourhoods
- Too little information given
- Want the ability to evaluate with work already completed
- Concern with small number of 3 sites
- They have to re-evaluate the budget after selecting a site, should that not be approved in advance
- For the EYCC site, what would be the impact of the construction at the hospital plus the construction of the police station?
- Where the 2 exits would go on each site
- What can't the 2 divisions be kept separate
- Co use of buildings – what happens if there is a labor dispute
- Should be a further consultation in north end of the Division

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

Individual Worksheets:

- Should not be a dominating building
- Should not create more traffic
- Anything better than College St. headquarters or Yonge + Eglinton which look like a fortress, each of them in Greater transparency architecturally such as more glass @ street level – greater invitation
- Central location
- Architecturally? Who cares
- I like the bright building located @ 11 Division
- Keep in mind local business and community services
- Parking easily for all members of the community
- Entrance should not be next to daycare where small children could run in front of emergency vehicles
- Minimal Footprint = Police in communities, not at desks
- Must review the Danforth Avenue study before determining if these sites fit with the larger vision
- Hotspots for police presence
- Keep building budget friendly
- Everything included on your criteria but ultimately the performance of a new site must be effective (reducing crime), efficient (no wasted \$), sustainable (long life time) + well managed
- Joint with other essential services
- Modern should apply to how they associate with other orgs, efficiency and community involvement
- Integrated other uses on site – new library, market, center for innovation, etc.
- Condos/affordable housing
- Height, height, height!
- Greenspace / park!
- Public art
- Transit museum
- Not a fuel pump-what about electric cars?

Group Worksheet:

- Beautiful building – high-tech, welcoming
- A station that is approachable – has a strong presence on the street
- A station that contributes to the streetscape – not hiding
- No fortress look, e.g. High fence
- No high fences
- Accessible to the public
- Modernize equipment
- A building that makes an architectural statement, is green and can act as a catalyst to other revitalization/new development
- Character of neighbourhood
- Preserve heritage
- A station that “spills out” onto the street and is transparent
- Underground parking
- Visibility – on foot (beat cop), bike, Horse
- Should be co-located with other related sites e.g. health services, immigration, schools, mental health
- Alignment with related services (e.g. social services)
- Should have a community use space incorporate – for use by community groups
- Place for community meetings
- Meeting room for CPLC + other community groups
- Dispersal – why centralized – seems like a suburban big-box
- Substations/ pop up stations moving to outside neighbourhoods

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

Individual Worksheets:

Relevant to EYCC

- EYCC site is a high pedestrian zone w/ lots of families walking through for schools) RH McGregory, Cosburn
- EYCC Coxwell/Mortimer is already a Diefenbaker high traffic zone; just recently added a crosswalk + crossing guard
- Also, isn't EYCC on veteran donated lands? Have you consulted them?
- EYCC

Relevant to TTC Garage

- Danforth TTC garage is a nice opportunity for a public agency to show what adaptive re-use of a heritage building could be like
- Danforth TTC garage is close to civic centre, so still get benefits of co-location
- Danforth TTC Garage on a main street. Less obstructive to existing neighbourhood
- Danforth TTC – largest site, most opportunity existing garage for parking
- Coxwell -> proximity to larger public gathering at woodbine park + Ashbridges Bay park areas
- Danforth TTC -> easier to maintain 2 existing stations during construction. But potentially greater police vehicle traffic impact on the neighbourhood

- Danforth & Coxwell
- TTC Garage. Makes use out of endowed city land and provides space for future development. If units can cover all 4 corners of the new division seamlessly then the statistics must prove it by reducing hard crime and an increase sense of community
- TTV Garage – location, space, possibility, central to the wards
- 210,000 sq. ft. already
- Danforth & Coxwell
- Danforth TTC Garage. Central location, largest site, potential decrease crime around area

Relevant to Current D55

- Coxwell or Danforth TTC
- Existing Coxwell site (55 Division)
- Coxwell -> greater presence on the street, maybe, and less traffic impact on neighbourhood

Group Worksheets:

- EYCC more master plan before decision, impact of losing 54 Division (3 tally mark)
- TTC (1 totally against) (1 tally mark)
- 1627 Danforth – chosen by all at our table
 - it's in the neighbourhood but on a main street and can better contribute to the life of the street and community
- Danforth & Coxwell
- 1) Danforth * subway – accessible to subway
- 2) 55 Division

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

Individual Worksheets:

- Very short timeline – Oct 24 – Dec 4th – for comments, draft summary and report to council
- Will an RSC (RSL?) be obtained? How will you clean site with existing structures?
- Consider greater building GFA/height for income potential! Don't make the same mistake as LCBO is doing by new single storey stores in higher density areas!
- Advice: stick to the books. Don't over spend. Set firm completion dates. Fire the incompetent
- The group sessions were redundant, people were frustrated with lack of time to ask questions
- Have you consulted TDSB about the 3 sites?
- Have a meeting at East York CC and either Gordon A Brown or Warden Hilltop CC. Will reach further demographic
- #underground parking
- #density
- #forthecommunity

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 10, 2017 and October 17, 2017.

Feedback Email 1:

To: [Casey Craig](#)
Subject: suggestion re Flemington community
Date: Wednesday, October 11, 2017 9:04:54 AM

Hello.

I attended last night's informative meeting about the new police station for 54 and 55 divisions.

Some people expressed concern that no meeting had been located nearer to Eglinton and to the Flemington community. I don't know if such a meeting is now being considered, but, if not, perhaps a shuttle bus could be organized to take some people to the meeting next Tues. 24th. This would allow greater input into the evaluation of the 3 proposed sites and might engender positive feelings amongst the more northerly residents of this area.

Thank you.

Feedback Email 2:

To: [Casey Craig](#)
Subject: Community Consultation Meeting October 10 2017
Date: Friday, October 13, 2017 2:09:49 PM

Hello, Casey:

I attended the Community Consultation Meeting at the East York Civic Centre on October 10 to hear a presentation on the selection process for a new police station to serve the 54 and 55 Divisions. I was unable to stay for the discussion among the audience members; nor could I complete the feedback worksheet before I had to leave. Therefore I am providing a few comments via email.

My comments concern the process followed to date by the City of Toronto and the Toronto Police Service (question 1 on the feedback worksheet). Specifically: "Are there any other criteria you would like to see considered in the selection of the site for a new police station?"

Firstly, I think one criterion is missing, namely: The probable impact of the new police station on the neighbourhood's road traffic flow and foot traffic (pedestrians, children going to and from schools, cyclist routes, and so on). I think this factor needs to be assessed for all three short-listed sites before the final selection of one site - not after. This question was raised during the meeting but the answer from the City planner was not satisfactory. Of course, full analysis of traffic impacts for the selected site will be required along with many other analyses when the site is selected. But a preliminary analysis of all three sites might point out drawbacks in terms of public impact to one or more of the sites that need to be considered before the choice is made.

The criteria listed in the evaluation summary are very inward looking to the needs of the police service and, of course, they are essential to the proper evaluation. But I think some attempt should be made to look outward as well to see how the three neighbourhoods being considered would be impacted by the presence of a new, large police station.

Secondly, regarding the weighting and percentages assigned to each of the sites - as shown in the chart on the back page of the handout - I think the public should have more explanation about this. What is the rationale for the 20/30/30/20 split between the 4 categories of criteria? What specifically was the weighting given to each measure at each site? This information would help the public to understand better the strengths and weaknesses of each of the three sites being considered.

Thank you for your attention to my comments.

Feedback Email 3:

Sent: October-15-17 10:27 PM

To: Paul Mule

Subject: Site Selection for New Toronto Police 55 + 54 Division

Hello,

I live one block away from the TTC barns at Coxwell and Danforth.

I wanted to submit my thoughts about the TTC barns being shortlisted as a potential site for a new police station. I feel this would be a real pity, as that site is home to some beautiful brick buildings and local heritage. I feel that the buildings at the TTC yards should be designated as heritage buildings and protected / re-used as an arts complex and/ or community recreation centre similar to Wychwood barns, as a TTC Heritage museum, or as a market or other creative and community building use.

There is so much potential for greatness and vibrancy at this site - and this area is in desperate need of a quality community space. It would be a lost opportunity to place a police station here, and a sad, unfortunate fate for an important historical site in a location well positioned to be a community hub.

I think that out of the 2 options submitted for the new police station, renovating the current location of 55 division at Coxwell and Gerrard is the most logical.

Thank you

Feedback Email 4:

To: [Casey Craig: enrico.pera@torontopolice.on.ca](mailto:enrico.pera@torontopolice.on.ca)
Subject: Merger of TPS 54 and 55 division
Date: Tuesday, October 17, 2017 5:40:23 PM

Hello,

I recently heard from another community member that there are plans in the works to build a new police station.

The 3 proposed sites are:

- 1) East York Civic Centre (proposed is a new building where the staff parking lot is, on the north west corner).
- 2) Danforth/Coxwell TTC barns
- 3) Renovating and expanding the existing 55 Division on Coxwell by Gerrard.

Personally I would like to recommend going with option two or three. Option one would highly impact the green space and walkways of the East York civic centre.

Thank you for your consideration

Feedback Email 5:

To: [Casey Craig](#)
Subject: New site for the 54/55 division police station
Date: Tuesday, October 17, 2017 7:38:37 PM

Hello,

I have been unable to attend the community meetings about the proposed sites but I would like to share that I believe adapting the current site is the best course of action.

Many thanks

Feedback Email 6:

To: [Casey Craig](#)
Subject: Div 54 & 54 New TPS Site Selection Comments
Date: Tuesday, October 17, 2017 11:08:59 PM

Hello Ms. Craig,

This email is in regards to the recent Oct 10th Community Consultation Meeting regarding site selection for the TPS. I wasn't able to stay for the table discussions so I'm sending my comments along to you here.

1) Process and Evaluation Criteria

While I think the evaluation considers most of the important criteria, it feels like the process is being rushed with little time to fully respond or react to concerns from the community. More public consultation is ideal. As well I have listed conditions below that I believe need further consideration:

- A) Traffic Studies** should be completed for all 3 finalist sites. It is my belief that the evaluation ratings would change substantially with the existing Queen St East coming out on top (best).
- B) Construction costs** for all 3 sites (even a class C cost estimate) should be completed. I feel the lack of costs are currently skewing the evaluations. Substantial renovations and brownfield remediation is required at the TTC Sheds.
- C) Heritage Designation.** The TTC sheds are currently under consideration with the City, the site selection should not be finalized until Heritage Preservation Staff provide their recommendations to Council. This will have an impact on any future development and could have a large impact on construction costs.
- D) Master Plans** for all 3 sites. It's not that cost prohibitive when you consider the long term impacts and it will better inform the final selection. Master planning could also highlight problems that are not currently identified that could impact traffic, construction costs or programming.
- E) Streetscape.** The design of any site should respond to the urban streetscape.
- F) Street Parking impact.** What is it and how will it affect residents that live immediately beside the future site.

2) Vision

My vision for the future Division 54 & 55 TPS HQ is a building that fits into the existing community and street context and contributes rather than detracts. For example large walled parking lots are not a pleasant urban condition. If the building has a public street front, ideally that part of the building is open, transparent, welcoming to the community and helps TPS build a strong community relationship. As well sharing the facility with other community and grass roots organizations would be a positive condition, for example ArtScape, Public Library, City Services, daycare, coffee shop etc.

3) Site Selection

While it is clear that the TTC site has many positive attributes, I believe the existing Queen St E site should be adapted and renovated to better suit the 'modern police station' as it is already part of the existing built fabric and has the capacity for additional SF.

Thanks for your consideration