

New 55 Division Station, Toronto Police Service

1627 Danforth Avenue, Toronto, ON

(Virtual) Town Hall Meeting 01

Meeting Date: January 24, 2022, 6:30 – 8:30 pm VIA WEBEX

Report Date: May 13, 2022

Report by: Doug Giles, Sr. Project Coordinator, FCM, Toronto Police Service

Meeting Summary

Overview

On January 24, 2022 the Facilities Management Unit of the Toronto Police Service (TPS) hosted (Virtual) Town Hall Meeting 01 for the New 55 Division Station.

The purpose of this first Town Hall meeting was to introduce the project to the community, and to review the draft Guiding Principles/Project Vision and the Site Design “Big Moves” before commencing the design of the New 55 Division Station.

Members of the public were invited to attend, via:

- Community Resource Group (CRG) members’ organizational and personal networks
- Councillors’ newsletters/email list
- Beach Metro on-line Calendar listing
- TPS 55 Division Superintendent’s community agencies email list
- TPS 55 Division website: tps.on.ca/d55
- TPS New 55 Division Project website: torontopolice.on.ca/d55/new-d55-station.php
- TPS social media (Facebook and Twitter)

Approximately 38 members of the community joined the on-line WebEx meeting.

Community Resource Group (CRG) members (fourteen local residents or representatives of community groups/local organizations having interest in the project) were also invited to attend. Representatives from Councillor Bradford’s office (Ward 19), Councillor Fletcher’s office (Ward 14), CreateTO, and members of the project design team attended and participated in the meeting. The Project Team Participant List is attached to this summary as **Appendix A**.

The meeting agenda is attached to this summary as **Appendix B**. This summary is intended to reflect these key topics of discussion:

1. Confirmation of draft Design Guiding Principles & Project Vision
2. Confirmation of draft Site Design “Big Moves” Themes

This summary is not intended to be a verbatim transcript; rather it summarizes key points of discussion shared by participants during the meeting.

Key Feedback Received

The following key points capture highlights of the feedback shared by the participants during the discussion. These highlights are intended to be read along with the more detailed feedback that follows in the remainder of the summary.

1. Overall, Town Hall participants expressed support for the proposed Design Guiding Principles and the Project Vision developed by the Community Resource Group (CRG).

Town Hall participants generated additional comments pertaining to Design Guiding Principles and the Project Vision, which could be organized under the following themes:

- There was considerable interest in the planned uses within the **Danforth Garage Redevelopment** -- these will have to be addressed when CreateTO has its own update public meetings. Housing was identified as very important and there was a request for housing to be incorporated into the 55 Division station, but this is out of scope. Concern was expressed that the TPS building not negatively impact or limit the potential for housing on other parts of the redevelopment, or prevent that housing from getting taller.
- The TPS was encouraged to provide **inclusiveness** for all, through a welcoming, non-fortress-like building with architectural transparency that might host community events. There was a suggestion that the community space might be used more broadly for art and other uses, although it was noted that this is not a community centre per se. As at other stations, the lobby can function as a “safe space” for the community. (“Operational” suggestions included further mental health training of officers to meet mental health issues in the community and expanding the nurses available for the mobile Crisis Intervention Teams).
- It was suggested that the **community consultation** expand to specifically include residents of the north end of the ward, in addition to the consultations already being done.
- In order to **integrate with the existing residential neighbourhood**, TPS was encouraged to note any “lessons learned” from similar recent station projects built in residential neighbourhoods, consider building a taller building with a smaller footprint to use less of the site, use sirens sparingly, and examine the impact of vehicular ingress and egress with a traffic consultant.
- To achieve **Net Zero Green House Gas (NZGHG) Emissions** more easily, a building with a smaller foot print was suggested. TPS was encouraged to use an electric fleet exclusively at this new station.
- It was noted that a police station is limited in how much it might **Improve and Encourage Public Transit and Active Transportation Access and Use**, due to both the nature of police work and the distances its officers live from this station, however the subway station nearby and secure bike racks will make it accessible to local residents. Some felt it was unfortunate that a vehicle-dependent use was being located in a

location with such good transit access, although it was noted that the TPS occupies a relatively small corner of a much larger redevelopment which could take good advantage of the transit access.

2. Overall, Town Hall participants found the Site Design “Big Moves” themes (concerns and considerations pertaining to site design) developed by the Community Resource Group (CRG), acceptable and felt these covered their concerns. Town Hall participants generated additional concerns and considerations pertaining to site design, which could be organized under the following themes: Responses from the project team (where provided) are noted in *italics*.

- Some suggested the TPS **consider another building location** on the Danforth Garage Redevelopment Site. *There is a strong planning rationale for the TPS building on its current site, which benefits the TPS as well as the overall Danforth Garage Redevelopment.*
- Someone suggested considering **adding floors on top of the station for housing**. *While important, housing might best be provided in the purpose-built housing blocks being planned on the site, even if those are increased in height.*
- It was requested that the TPS **avoid a “fortress type”** design expression. *This aligns with the TPS’s goal and its approach to all of its recent police station designs.*
- It was requested that the TPS **maximize landscaped open space on its site**. *It was noted that the TPS site is very small for the program it has to fit on the site so the opportunity for landscaped open space may be very limited.*
- It was suggested that **knowing CreateTO’s plans for the larger Danforth Garage Redevelopment Site** was important to understand the TPS’ site design. *While CreateTO had not finalized its plans or shared them with the TPS, the two organizations are meeting regularly to co-ordinate their respective efforts and to share information as it becomes available.*

Summary of Discussion

The following is a summary of questions, answers and suggestions shared at the meeting. Responses from the project team (where provided) are noted in *italics*.

1. Introductions, Project Overview, Status Update, Community Consultation Plan

Members of the Project Team and invited guests introduced themselves.

Councillor Bradford (Ward 19) welcomed participants and thanked the Community Resource Group (CRG) for their commitment and the insights they have provided to date. He noted the 55 Division project was an exciting project - one part of the larger Danforth Garage redevelopment which is a tremendous opportunity for the east end - and emphasized that tonight's focus would be on the 55 Division station. He noted that in 2020 the larger Danforth Garage redevelopment was identified as Phase 2 of a Housing Now site for affordable housing, but emphasized that tonight's conversation was with respect to the 55 Division station - one part of a larger, transformative, special, "gem" of a redevelopment -- and would be developed in parallel with the redevelopment of the larger Danforth Garage redevelopment. He noted that the Danforth Garage redevelopment ties a number of City initiatives together that have been discussed over the past 22 months: policing, affordable housing, communities, transit, art/culture.

Councillor Fletcher (Ward 14) welcomed participants and thanked the retiring Superintendent Stroble for his years of service. She participated in this project since 2016 when 4 ward councilors were involved under the prior City ward system. She noted that the extensive site selection process determined this to be the preferred site for the replacement 55 Division station, and noted that this was the preferred site for the councilors at the time. The 55 Division station would be a catalyst for the larger Danforth Garage redevelopment, and would be the first phase of that. She noted the local resident excitement to see a start to the larger Danforth Garage redevelopment, but noted that everything cannot be done at once and that the 55 Division station cannot do everything or have everything in it – first and foremost it is a police station (not a community centre) and that the 55 Division station had safety and security constraints. However, the next step will be for the different parts of the larger Danforth Garage redevelopment masterplan to be reviewed (CreateTO). Councilor Bradford agreed with this as well.

Doug Giles then described the project (status, scope, development schedule, its position within the larger Danforth Garage Redevelopment, etc.) and described the community consultation process and opportunities to get involved.

2. Design Guiding Principles and Project Vision

Participants were then asked to review and confirm the draft Design Guiding Principles and Project Vision developed by the Community Resource Group (CRG) members in their prior meetings. Participants were asked for confirmation, or if they had any revisions to suggest or additional principles to add.

The **Design Guiding Principles** developed by the CRG and the **Project Vision** that sprang from those Principles, is included in **Appendix C**.

Overall, Town Hall participants expressed support for the proposed Design Guiding Principles and the Project Vision developed by the Community Resource Group (CRG). (One participant noted it was hard to argue against any of them, though “the devil is in the details”).

Town Hall participants generated additional comments pertaining to Design Guiding Principles and the Project Vision, which could be organized under the following themes, aligned to the Design Guiding Principles:

1. Thoughtfully Integrated Within the Larger Redevelopment; Balance Between Activating and Animating the Development vs. Overlook Concerns of Some in the Community, and a Workplace Need for Security, Confidentiality and Privacy.

- **What efforts have been made to find community partners for the community spaces that were expected to animate the site?** *A question for CreateTO to answer when it holds its own community meeting in the near future.*
- **The police station is not the most important development for the community on this property. The primary focus for the city is the larger redevelopment. Ensure that the TPS is not impeding the overall redevelopment of the larger project (provision of housing in particular).** *CreateTO is working to maximize opportunities for affordable housing, while working with partners (such as the TPS) and recognizing the parameters of those partners. The Master Plan approved by City Council defines density and height for the larger redevelopment, and CreateTO continues to work to adhere to the objectives of the Master Plan (TPS participated in this Master Plan and is a partner). The TPS, having chosen the site, was aware of the density and the overviews from the towers. Location at the south-east corner (and not on the Danforth for example) was purposely selected so as not to impact the rest of the redevelopment – the TPS site has the smallest GFA and will have little impact (not close to the residential towers). As per the Principals and Vision, the TPS station intends to strike a balance between the overall development and TPS needs. The TPS is well aware of the need to fit in, and have limited power to influence the rest of the redevelopment. TPS wants to be part of this, and plans to strike a balance that meets many needs.*
- **Housing is very important:** *CreateTO has carriage for the provision of housing within the*

larger redevelopment.

- **Housing heights shown on redevelopment plan will have to be increased for the housing to work:** *CreateTO has carriage for the provision of housing within the larger redevelopment.*
- **Will TPS have issues with taller housing around the station?** *As the proposed housing parcels are located where they are, additional height likely will not be of concern to the TPS. Density and height is more an issue for City Planning.*

2. Inclusive Building for All Members of the Community

- **Neighbourhood is diverse with a variety of community members including homeless, drug involved, elderly, young families. How will the station provide opportunities for greater community inclusion? Station will be seen as a fortress that is not available to them. Architectural transparency is needed. Will community events held at the station include them?** *A balance has to be struck between security vs. openness, however the building should be able to have an open public face for openness to the community for at least certain components: a welcoming lobby, community room, views, natural light. The building's entrance elevation should function as the "front porch" of the building (like the semi-private/semi-public porch of a house), but certain components will need to be private. See the recently completed 11 Division and 14 Division stations as examples. At 11 Division, the TPS kept the façade of the old school and included a parkette and a Community Room to better integrate with the neighbourhood, and be inviting.*

(Addressing Mental Health Needs)

- **There is a need for police to be much more aware of mental health issues -- how would this site address these emerging needs?** *The police station building itself may not be able to positively impact this issue, however TPS provides mental health training to all officers so that they may be better able to work with people in crisis. The Community Room can be used to bring people together to address mental health. Officers will be trauma informed, and strive to treat members of the public with professionalism and respect, and ensure that they get the help that they need. The City is working on a crisis-diversion program, whereby crisis workers on the street will help people reactively but also proactively help people get the help that they need. Officers working in the building will be trained in mental health issues. TPS officers are working with the mental health and addiction panel, to make every interaction with the community better. This building itself won't be the answer -- officer training makes the difference.*

- **At the new station, will there be additional qualified nurses driving along with uniformed officers (Mobile Crisis Intervention Teams)?** *The Mobile Crisis Intervention Teams (MCITs) are collaborative partnerships between participating Toronto area hospitals and the Toronto Police Service (TPS). The program partners a mental health nurse and a specially trained police officer to respond to situations involving individuals experiencing a mental health crisis. The number of nurses available is based on funding from hospitals and the number of nurses that hospitals are able to spare (currently reduced due to the need for nurses in hospitals as a result of the impact of COVID), so the TPS does not fully control this. TPS is always looking to expand its mobile crisis intervention teams, and it is expected that by the time this building is built the TPS will have an extensive group to provide mental health services in the community.*

(Community Space)

- **Include Community space: Why is the flex/art space that was requested at an earlier meeting not shown here?** *Councillor Fletcher noted that this was a police station, not a community space. There will be a Community Room which will be made available to the community for some types of uses, although this will be shared between the officers and the community, and therefore may not be a suitable space for art per se. Fortunately, the larger Danforth Garage redevelopment may be able to offer cultural spaces or other spaces that might be aligned with this kind of activity – or perhaps the library branch that will be relocating within the Danforth Garage may offer a space that might be used for this purpose.*
- **Will the new station provide a “safe space” at the station for people selling (e.g. Kijiji listed items) items [to unknown purchasers] similar to what is done at other stations?** *There will not be a dedicated space, but the community is welcome to meet in the lobby. For example, at other stations, children are sometimes dropped off and picked up by estranged parents to meet the terms of child custody agreements.*

3. Aligns with Other City Initiatives, Studies and Policies with Community Consultation Throughout

(Community Consultation)

- **Have 55 Division CPLC members been involved in the CRG? Have residents of the north end of this very large ward been involved?** *Yes, the CPLC has a member in the CRG. The CRG membership outreach was done with the assistance of both councillors’ offices. DG was not sure of where members of the CRG lived, but was open to reaching out if anyone had suggestions for reaching out further.*

4. Integrated with the Existing Neighbourhood Context

- **Lessons Learned in Other Stations Located within Residential Neighbourhoods: Dovercourt's 14 Division station strengths and drawbacks?** *The plan was for the station to be moved across the street, but the community was initially against this. Community engagement helped to develop a bond between the community and TPS: the community room and the parkette was the linkage to the community and helped the community overcome its hesitancy. Davenport's 11 Division: This was a Toronto District School Board school site with a 1913 historic building. The TPS worked with the community to identify important components, and a parkette was redeveloped and upgraded for the community. No drawbacks came to mind. TPS wants to be good neighbours.*
- **Could the station building be taller with a smaller footprint and a deeper parking garage so that the building footprint occupies less of the site?** *Not practically – the floor plate areas are very small now, and for functional reasons a police station taller than the 3 stories currently expected would not function well for the officers in the building.*
- **How will sirens impact programs taking place in the [larger] redevelopment:** *Currently the existing 54 and 55 stations are located in neighbourhoods (homes, schools and businesses), are cognizant of the need to be good neighbours. The TPS believes it is doing a good job now in minimizing this type of impact and will continue to do so at the Danforth Garage site as well. Calls for assistance are generally responded to by scout cars that are circulating in the larger community, rather than from scout cars located at the station (in rarer instances, an officer just coming on shift at the station might respond directly from the station, or an emergency might require everyone to respond). Officers are aware of time and day, and use lights and sirens mindfully and responsibly.*
- **Will sirens impact residents' sleep during the night?** *This would be expected to be a rare occurrence (see above).*
- **Has a Traffic study been done to examine ingress and egress from the station?** *Not done yet, but it will be done as a City Planning requirement in conjunction with the site plan application. Both CreateTO and TPS are using the same consultant who will be studying the overall redevelopment for CreateTO and specifically the impact and operations of the police station for TPS. This will be done when the design is further advanced.*

5. Universal Accessibility

[no further comments]

6. Design Excellence (Environmental Sustainability)

- **A green, Net Zero Green House Gas (NZGHG) Emissions building is the goal, but will**

garage and fleet vehicles be electric from the start? *Not discussed yet. The federal government announced that the sale of internal combustion cars will be banned in Canada in 2035. The TPS has to be building for the future and so we will be looking at this carefully at the detailed design phase to future-proof the building.*

- **Would a building with a more compact floor plate be easier to achieve Net Zero Green House Gas (NZGHG) Emissions?** *It can't be said now if it would be easier or not, however reducing the floor plate is not necessary in order to achieve the NZGHG goal.*

7. Improve and Encourage Public Transit and Active Transportation Access and Use

- **A police station building doesn't lend itself to encouraging transit use, although the public will appreciate the ease of access to the TTC subway.** *Agreed.*
- **Visitors may be walking, biking, or taking transit to the facility:** *safe bike parking is a necessity (theft is rampant). Agreed.*
- **The site is a rare and valuable transit oriented site. Two 24-hour TTC routes (and a subway line) serve the site. If the police will not reduce their reliance on car commuting, why use up one of the best transit-oriented sites in the east end?** *The station's location is only a small portion of the overall redevelopment, and will not significantly reduce the overall potential of the larger redevelopment; The TPS will be trying to reduce car dependence as it is able, while still aligning with the community policing concept – however there will always be a need for scout cars.*
- **Maximize transit use amongst police officers?** *Because of police scout cars, 24/7 shift work, and the fact that most police officers tend to live a great distance from the station, policing will always be a car-oriented activity, although the design team has been looking to minimize parking at the facility. The bicycle fleet has increased to allow officers to be in neighbourhoods to develop relationships; hybrid and electric vehicles will reduce greenhouse gas (GHG) emissions. The TPS is committed to community integration (walking, cycling within the community), with cars used to access outlying neighbourhood locations that require a fast response.*

3. Site Design “Big Moves”

Participants were asked to review and confirm the Site Design “Big Move” themes (concerns and considerations pertaining to site design) drafted by the Community Resource Group members in their prior meetings (based on Guiding Principles & Vision, Site Constraints & Opportunities and Other Site Design Considerations). Participants were asked for confirmation, or if they had any revisions to suggest or additional Site Design “Big Moves” to add.

The Site Design “Big Moves” comments developed by the CRG are grouped under the following themes [included in **Appendix D**].

- 1. A SAFE EXTERIOR PEDESTRIAN MID-BLOCK CONNECTOR IS DESIRABLE:** In addition to an interior east-west pedestrian mid-block connector that may be provided in the Danforth Garage redevelopment, some expressed an interest in an outdoor connector that would be available 24/7. Site safety and lighting would be very important for such an exterior connector, and a canopy for weather protection could be beneficial. It was suggested that this might be located between the south end of the Garage and the north portion of the TPS site. *TPS will leave any pedestrian mid-block connectors up to CreateTO to provide within their larger redevelopment, as the TPS site is very small to lose 2m or 3m of site width for a pedestrian path. Gabriella Sicheri from CreateTO noted that an east-west pedestrian connector and even also a north-south pedestrian connector are key items that CreateTO is looking at as they look at uses for the site. Note that the approved Mater Plan is a demonstration plan, and they are now looking at opportunities now that they are looking at the buildings in greater detail, and what the opportunities for pedestrian routes might be. CreateTO’s transportation consultant’s scope includes site circulation and looking at pedestrian flow through the site, and this will be thought through, but Gabriella Sicheri confirmed that this was a key objective and believes there are opportunities. This will be shared once they have further developed a design concept and the uses for the various land parcels are refined.*
- 2. THE EAST ELEVATION AND ITS BOULEVARD (HILLINGDON AVE.) ARE IMPORTANT:** The Hillingdon Avenue building elevation and the boulevard in front of it are key. The types of visible activities inside the building that the public can see from the street or as they enter the building need to be considered, as this elevation should be “active” and open (the metaphoric “front porch” to the building). Exterior signage appropriate to the building and the location should be considered (rather than the older, back-lit acrylic signage box type used at typical police stations).
- 3. THE NORTH ELEVATION (FACING THE FUTURE PARKETTE) IS IMPORTANT:** The north building elevation and the building’s relationship to the parkette is also key. The types of visible activities inside the building that the public can see from the parkette or as they enter the building need to be considered, as this elevation should be “active” and open.

- 4. THE RELATIONSHIP WITH PARKETTE IS IMPORTANT:** Consider whether there are ways of mitigating building shadow on the parkette (through sculpting the form of the station, building a taller building but with a smaller building floor plate, etc.). A larger parkette would be desirable if possible. *Doug Giles noted that the small police station site will likely be fully occupied by the building and was unlikely to be able to offer up much (if any) of its site to expand the size of the parkette.*
- 5. MITIGATE THE OVERLOOK FROM THE SOUTH ELEVATION WINDOWS:** Consider whether there are ways of mitigating the station's overlook into the back yards of the housing south of the property line. *Doug Giles noted: all of the Danforth Garage development will overlook these yards, however there will be a considerable 12m minimum setback from the houses.*
- 6. CONSIDER THE FENCE DESIGN AT THE SOUTH PERIMETER OF THE SITE:** Consider whether the existing TTC precast concrete privacy/acoustic fencing along the south of the site (rear yards of houses) should be replaced with some other type. *The existing TTC fence (steel piles with precast concrete infill) might be best left "as is", although shoring and excavation of the parking garage along the fence might require it to be removed and replaced with something else. The fence would need to be opaque for privacy (except at the gates), though it would not need to be an acoustic fence, as is now the case.*
- 7. CONSIDER INCORPORATING THE DANFORTH GARAGE BUILDING DESIGN VOCABULARY:** Consider designing the building to be sympathetic to the best and oldest portions of the Danforth Garage building. Avoid a blank elevation at the underground parking ramp.
- 8. INCORPORATE SUSTAINABILITY-USES INTO THE ROOF:** *Sustainability requirements will dictate that this will be covered with either solar PV panels or green roof planting. The suitability of PV panels is subject to shadow study analysis.*
- 9. INCORPORATE PUBLIC ART THAT USES SITE-SPECIFIC THEMES:** Consider incorporating historical or transit-related artifacts within the visitor space. *A number of themes have been suggested for the public art. TPS will select an artist, location and possible thematic content with the assistance of the City of Toronto's Culture Office which has considerable experience selecting artists and managing such programs.*
- 10. MITIGATE VEHICLE TRAFFIC IMPACT & DESIGN FOR PEDESTRIAN SAFETY:** Limit police vehicle traffic to Coxwell Avenue, but design to ensure safety of residents and students along the street in case of emergency deployment from the station. Limit use of Hillingdon Avenue as there are already traffic challenges due to the impact of the MacDonald's drive-thru and because Hillingdon jogs as it crosses Danforth Avenue. *Coxwell Avenue will be the primary entrance and exit; Hillingdon Avenue will be a rarely-used secondary entrance/exit, used only if the primary route was blocked. The traffic consultant will be preparing a traffic study for the TPS for its site and for CreateTO for its*

larger redevelopment site to ensure safety and compatibility.

11. PROVIDE ENHANCED COMMUNITY ROOM FEATURES TO ENCOURAGE COMMUNITY

USE: Consider including enhanced features in the Community Room to maximize its usefulness to community members. *The design team can look at this to a certain extent, although as the officers of 55 Division will also be using the room for TPS meetings at times, it will need to function as a multipurpose space/board room, although it may for example contain a small servery (kitchenette) for coffee etc.*

Overall, Town Hall participants found the Site Design “Big Moves” themes (concerns and considerations pertaining to site design) developed by the Community Resource Group (CRG), acceptable and felt these covered their concerns.

Nicola Casciato (Design Principal, WZMH) presented the site and adjacent neighbourhood context, mentioning some of the opportunities and constraints of the site with reference to the police station program. Nicola used the Mural portal to record comments to the question “**How do you imagine the police station building relating to its surroundings?**”

Town Hall participants generated additional concerns and considerations pertaining to site design, which could be organized under the following themes:

1. Consider Another Building Location on the Danforth Garage Redevelopment Site

- **Why not locate the station on the Coxwell Avenue side of site?** *As part of the Master Plan design process, there was a lot of community discussion. One option considered was the Coxwell location. In collaboration with TPS, CreateTO felt that the Hillingdon location was better, providing a connection to the stable residential neighbourhood to the east. The site is governed by Planning policy regarding height and density, and the opportunities for greater density are in the centre of the site (not where the TPS station will be). In order to maximize the redevelopment potential for the overall redevelopment, institutional uses were kept to the south of the site as they are lower in scale and height.*
- **During the Master Plan redevelopment study, a police station on the west side (Coxwell Avenue) of the redevelopment site was not feasible because the TTC wanted a large floorplate building in the centre and west. Now that the TTC office building is no longer being planned, could the TPS move to a location elsewhere in the redevelopment site?** *CreateTO has its own imperatives to meet in the design of the overall redevelopment, and the TPS is not pushing CreateTO to change the TPS site location or size from that which has been shown in the Master Plan for some time. Environmental studies and surveys have been done on the current TPS site.*
- **Might be preferable to relocate the TPS station along Coxwell Avenue as police vehicle**

access is off of Coxwell Avenue. *A 3-story high TPS station on Coxwell Avenue would not maximize the development potential of CreateTO's redevelopment site (zoning allows higher density along Coxwell). CreateTO seeks to maximize the redevelopment potential to provide much needed affordable housing for example. A residential building along Coxwell Avenue would be a better location for it, as it is closer to the subway etc. and a more direct route, discouraging jay walking. A lower, 3-story TPS station on Hillingdon Avenue would fit well along that residential street – here it will interface with the parkette, community, and allow some transparency.*

2. Consider Adding Floors for Housing

- **Build housing on top of police station?** *Housing is not part of the TPS mandate or budget. Site location is intended to be no more than 3-stories to fit with the residential scale of Hillingdon Avenue. Co-locating housing and a police station would bring a number of complexities. The larger redevelopment has much more opportunity to provide housing, so if additional housing was to be provided, it would be better handled elsewhere on the redevelopment site, where residential towers are already planned.*

3. Avoid a “Fortress” Type Design Expression

- **Police station was previously described as being “defensible”. How does that relate to the design?** *Perhaps that term was used by someone as a shorthand for the requirements of confidentiality, privacy, and workplace safety and security for the officers that work in the building.*

4. Maximize Landscaped Open Space

- **There is not much space on the site that isn't covered by building:** *That is correct, the TPS site is not very large.*

5. Development Process with CreateTO re the larger Danforth Garage Redevelopment Site?

- **How can we understand the TPS site use and design without knowing what else will be on the larger redevelopment site?** *Both projects are moving forward with their planning together. The design team meets monthly with CreateTO, and as the TPS and CreateTO projects develop further, that information is shared. We are working together.*
- **Are there joint deadlines between CreateTO and TPS:** *Not yet. The TPS and CreateTO meet monthly. The TPS has hired its architects, and commenced the community*

consultation as the first step. As the time it takes for community consultation is considerable and has been difficult to predict, better scheduling and deadlines will be forthcoming now that there is some momentum for the TPS project. TPS will be returning to the community once it has a design to share.

In addition, Gabriella Sicheri, Vice President, Development, CreateTO, addressed the following questions regarding the larger Danforth Garage Redevelopment project (i.e. outside of the scope of the TPS 55 Division station project).

- **What are the Toronto Public Library's plans?** *They have an option to relocate elsewhere in the redevelopment, moving from their 9,000 sq. ft. space to a new 20,000 sq. ft. space. That would free up their current site for denser redevelopment.*
- **Does the TTC now have security issues with sharing a mixed-use building (they did originally)?** *The Master Plan included a large TTC administrative office function plus their transit office. The TTC has found a new location for their administrative office function, and they now require an office of only 20,000 sq. ft. which may be located in a mixed use building (residential or employment uses).*

Next Steps

1. The next meeting (Town Hall Meeting 02) will review preliminary concept design or schematic design, incorporating as much of the community consultation feedback as it can (date TBA).
2. The presentation (which includes a preliminary schedule) will be posted on the New 55 Division Station website following the meeting:

www.tps.ca/my-neighbourhood/55-division/new-55-division-station/

3. If you have further comments, please contact:

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(Contact Information is always available on the New 55 Division Station website)

Appendix A: List of Participants

The following members of the Project Team and invited guests attended as shown below:

Name	Organization	Present
Ex-Officio		
Councillor Brad Bradford	Ward 19, City of Toronto	X
Madison Leisk	Planning & Constituency Advisor, C. Bradford	X
Councillor Paula Fletcher	Ward 14, City of Toronto	X
Susan Serran	Exec. Assistant to Councillor Fletcher	X
Gabriella Sicheri	Vice President, Development, CreateTO	X
55 Division Officers (Toronto Police Service)		
Superintendent Kim	55 Division	X
Inspector Dave Ecklund	55 Division	X
Staff Sergeant Barry	55 Division	X
WZMH Architects		
Nicola Casciato	Design Principal, WZMH Architects	X
Terry Huang	Architect, WZMH Architects	X
Facilities Management (Toronto Police Service)		
Tony Veneziano	Chief Administrative Officer, TPS	X
Enrico Pera	Manager, Facilities Mgmt., TPS	X
Douglas Giles	Sr. Project Coordinator, Facilities Mgmt., TPS	X
Community Resource Group (CRG) Members (Resident or Local Organization Rep.)		
Alex Shum (<i>alt. T. Maclean</i>)	Woodrow Avenue Neighbourhood Assoc.	
Anne Babcock	WoodGreen Community Services	
Audrey Kvedaras	Danforth East Community Association (DECA)	
Bill Harrison	Greenwood Danforth Residents	
Billy Dertilis	Danforth Mosaic Business Improvement Area	
Bob Abrahams	Resident	
Brian Spratley	DECA Visioning Committee	
Denny Petkovski	Michael Garron Hospital	
Jack Fallon	Woodrow Avenue Neighbourhood Assoc.	
Jade Woodruffe	Danforth East Community Association (DECA)	
Katy Aminian	DECA Visioning Committee	
Peter Gray	Resident	
Peter Themeliopoulos	Community Police Liaison Committee (CPLC)	
Susan Cavanagh	Tobias House (Vibrant Healthcare Alliance)	

Appendix B: Agenda

Town Hall Meeting 01 January 24, 2022

1. Welcome & Introductions
2. Project Overview
3. Project Status Update
4. Community Consultation Plan
 - Town Hall Meetings
 - Community Resource Group (CRG) Meetings
 - Focus Groups
 - Website
5. Guiding Principles & Project Vision
 - Confirming Community Resource Group (CRG) Guiding Principles
6. Site Design
 - Your “Big Moves”, based on:
 - Guiding Principles & Vision
 - Site Constraints & Opportunities
 - Other Considerations
 - Confirming Community Resource Group (CRG) Site Design themes
7. Next Town Hall Meeting: Preliminary Concept Design – to review the schematic design for the exterior of the building and its site (Date TBA)
8. Adjourn

55 DIVISION – CONFIRM GUIDING PRINCIPLES (CRG)

The 55 Division Police Station Development:

1. Will be part of an integrated civic hub that will be home to a diverse mix of uses. The police station will be **thoughtfully integrated within the larger redevelopment**, striking a balance to:
 - help to establish, activate, and animate an inclusive development for the community, yet
 - be mindful that not every community member feels welcome at a police station or with police overlook of public and semi-public areas, and that as a workplace the police station will be provided with security, confidentiality and privacy.
2. Will be an **inclusive** building for all members of the community.
3. Will promote the culture of **universal accessibility** and ensure universal access to the site, the building and its spaces.
4. Will be guided by a comprehensive planning and design process that **aligns with other City initiatives, studies and policies** (including the design guidelines for the Danforth Avenue Planning Study and the Toronto Green Standard) with **community consultation throughout** via Community Resource Group meetings, Town Hall meetings, a website and social media.
5. Will be **thoughtfully integrated with the existing neighbourhood** context.
6. Will create a vision and a built form that exemplifies **design excellence** in architecture, landscape architecture and urban design.
7. Will develop **strong connections with the surrounding area** that will improve and encourage public transit and active transportation access and use.

55 DIVISION – CONFIRM VISION STATEMENT

The 55 Division Police Station Development will:

- be a vibrant and welcoming space where ***all community members of all abilities will feel comfortable*** and which will include space for the community;
- be thoughtfully integrated with the existing neighbourhood and the larger Danforth Garage redevelopment, striking a balance between:
 - ***activating and animating*** the larger Danforth Garage redevelopment, vs.
 - ***overlook concerns*** of some in the community, and a workplace need for ***privacy, confidentiality and security***;
- aspire to ***design excellence***, and will prioritize ***environmentally sustainable design***; and
- be ***designed for access through all modes of transportation*** (e.g. walking, biking, transit, and driving).

Appendix D: Site Design “Big Moves” (CRG)

The Site Design “Big Moves” comments developed by the CRG are grouped under the following themes:

1. *A safe exterior pedestrian mid-block connector is desirable*
2. *The East elevation & its boulevard (Hillingdon Ave.) are important*
3. *The North elevation (facing future parkette) is important*
4. *The relationship with parkette is important*
5. *Mitigate the overlook from the South elevation windows*
6. *Consider the fence design at south perimeter of site*
7. *Consider incorporating the Danforth Garage building design vocabulary*
8. *Incorporate sustainability-uses into the roof*
9. *Incorporate public art that uses site-specific themes*
10. *Mitigate vehicle traffic impact & design for pedestrian safety*
11. *Provide enhanced community room features to encourage community use*

Appendix E: Comments from On-Line Chat During Meeting

The content of the Chat comments captured and copied onto the pages following has not been modified and appears as written in the Chat feature during the meeting, with the exception of the correction of spelling mistakes and minor formatting changes made to increase legibility. Full names have been replaced with initials to protect individual privacy.

from OR to everyone: 7:00 PM	Hard to argue with these principles!
from A to everyone: 7:00 PM	the devil is in the details
from S to everyone: 7:00 PM	I agree with most of the principles but I don't necessarily think a police station needs to encourage public transit use?
from MP to everyone: 7:01 PM	there is a similarly residentially grounded police station on Dovercourt and Coolmine Rd. What have been the strengths and drawbacks for the design of that facility
from MP to everyone: 7:02 PM	In other words what has been learned from that site that would be adjusted for with this project?
from SW to everyone: 7:02 PM	What will the TPS do to maximize the transit usage among people working out of 55 Div. considering policing is largely a car-oriented activity
from CM to everyone: 7:02 PM	include space for community, there was repeated requests in other meetings for a flex arts space. I don't see a mention of it here.
from SW to everyone: 7:03 PM	And that the site we've chosen is a rare and valuable transit-oriented site.
from OR to everyone: 7:03 PM	Visitors to the division may be taking walking, taking transit or riding bikes, so integrating with those transportation modes makes sense. E.g. safe bike parking for visitors (bike theft is rampant in Toronto).
from MP to everyone: 7:04 PM	Today, we are very aware of the need for policing to be much more aware of mental health issues, how would this building site address these emerging needs?
from OR to everyone: 7:05 PM	I noticed the goal of being green/net-zero. Will the garage & fleet be electrified from the get-go at the new site? It will be impossible to be net zero unless the fleet electrifies, and by the time the project is done in 2027 battery electric vehicles will be ubiquitous.
from MP to everyone: 7:08 PM	Our neighbourhood has many diverse populations, homeless, drug involved, very elderly, young families. How will the police

Appendix E: Comments from On-Line Chat During Meeting

	station work to create opportunities for greater community inclusion?
from SW to everyone: 7:08 PM	Two 24-hour TTC routes serve this site, as well as the subway. And if you aren't going to change your reliance on car commuting, why choose to eat up our best transit-oriented site in the east end.
from CC to everyone: 7:09 PM	With this being a TPS site, how will the siren interruptions impact programs taking place in this project?
from S to everyone: 7:10 PM	To add to the previous question, what about sirens impacting residents during sleep, like the middle of the night?
from OR to everyone: 7:11 PM	Some police stations have been creating safe spaces for people selling/buying goods on craigslist/ Kijiji/ Facebook to transact with less risk of being robbed. Are there any considerations to do so on this site?
from MR to everyone: 7:12 PM	I have my hand raised to ask a verbal question.
from M to everyone: 7:14 PM	Will you'll have more qualified nurses at the new sight to drive along with officers.
from MR to everyone: 7:16 PM	Can you advise if the 55 Division CPLC committee members have been part of the smaller group discussion and more importantly have you engaged the community members living in the North end of this very large division
from MP (privately): 7:21 PM	A suggestion. Members of the public will appreciate an ease of TTC access by having the building so close to Coxwell subway.
from MR to everyone: 7:27 PM	"The location of hundreds of new residential units with a 24/7 overlook of its sensitive facilities undermines Sanofi's ability to ensure its ongoing and expanding vaccine research and manufacturing facilities are secure," reads a letter from Sanofi's lawyers to city planners. And that, the letter continues, "represents national security concerns given the strategic importance of the site for vaccine manufacturing and future pandemic readiness." https://www.cbc.ca/news/canada/toronto/sanofi-pasteur-pharmaceutical-condo-1.6322453
from M to everyone: 7:27 PM	Housing is very important
from M to everyone: 7:27 PM	Agree re primary concern is NOT police station
from JD to everyone: 7:28 PM	Sorry to join late. Is there an on-line link to be able to run through the presentation I must have missed?

Appendix E: Comments from On-Line Chat During Meeting

from MR to everyone: 7:31 PM Those heights (as shown) simply will NOT work for HOUSING NOW... everything will need to be taller.

from MR to everyone: 7:32 PM The question is would the TPS have any issues with TALLER buildings surrounding the new stations...?

from M to everyone: 7:33 PM you missed a couple questions at 19.14 and 19.16

from JD to everyone: 7:33 PM What efforts have been made to find community partners for the community spaces we expected to animate the site?

from S to everyone: 7:34 PM @Mark, what height do you feel the buildings should or need to be?

from SS to everyone: 7:34 PM these questions were missed:

from M to everyone: 7:14 PM Will you'll have more qualified nurses at the new sight to drive along with officers.

from MR to everyone: 7:16 PM Can you advise if the 55 Division CPLC committee members have been part of the smaller group discussion and more importantly have you engaged the community members living in the North end of this very large division

from JG to everyone: 7:34 PM Can the police station get taller/parking deeper to use less of overall site? Div 55 are good neighbours by the way.

from JG to everyone: 7:37 PM Further to that, I suspect a more stacked/compact site would be easier to go net zero GHG.

from MR to everyone: 7:37 PM @S - I would refer you to some of Alex Bozиковic's article about HOUSING NOW sites in the G&M...

from MR to everyone: 7:37 PM <https://www.theglobeandmail.com/canada/toronto/article-toronto-needs-housing-now-and-the-planning-to-match/>

from MR to everyone: 7:38 PM <https://www.theglobeandmail.com/canada/toronto/article-toronto-could-build-more-affordable-housing-why-wont-it/>

from JD to everyone: 7:40 PM Have you done a traffic study that examines ingress and egress to the station. Sorry if I missed this.

from OR to everyone: 7:41 PM What are the plans for the old site at Dundas and Coxwell? Will there be a similar process for its future?

from MR to everyone: 7:41 PM Doug can you send m your email reillykhan@sympatico.ca I am a former chair of the CPLC

from S to everyone: 7:42 PM Just on the topic of traffic - FYI the corner of Hillingdon and Danforth can be a mess some days because of the McDonalds drive thru!

Appendix E: Comments from On-Line Chat During Meeting

from AK to everyone: 7:42 PM An emphasis has been placed on the thoughtful integration of the TPS building and others to the larger site and the larger community. How will people walking and biking move through the site especially in a public, unrestricted way? How could someone arriving by subway walk through the site to the police station?

To CreateTO, is there a plan illustrating how people can move through the site?

from MR to everyone: 7:44 PM @OR. - old site at Dundas and Coxwell was put into the HOUSING NOW future-pipeline by Council in Dec 2021. <https://twitter.com/HousingNowTO/status/1468206510027251719?s=20>

from S to everyone: 7:48 PM What is the pink shaded area in the diagram?

from S to everyone: 7:55 PM If the police traffic is proposed to be limited to Coxwell Ave, why not put the station on the Coxwell side?

from CreateTO to everyone: 7:56 PM The Pink shaded area in the master plan demonstration plan is the historic Danforth Car Barns

from BS to everyone: 7:56 PM good question. would the station be better located along Coxwell??

from A to everyone: 7:57 PM There's not much space left on this site that isn't a building.

from S to everyone: 8:00 PM If the police traffic is proposed to be limited to Coxwell Ave, why not put the station on the Coxwell side?

from A to everyone: 8:01 PM so why not on Coxwell?

from L to everyone: 8:01 PM Can we get a question to S's question?

from BS to everyone: 8:04 PM The answer is that the 6 or so homeowners along Hillingdon wanted to be comfortable in the knowledge that they would only have a 3 storey building in front of them. could do 3 storey homes here instead.

from BS to everyone: 8:05 PM a development study with the police station on the west side was not studied to any degree to my recollection.

from JD to everyone: 8:07 PM I still don't understand how we can understand the site use and design in the context of not knowing what else will be on the site.

from A to everyone: 8:08 PM The police station was originally described as needing to be "defensible? How does that relate to the design?

from JD to everyone: 8:08 PM Are there joint deadlines?

Appendix E: Comments from On-Line Chat During Meeting

from JD to everyone: 8:09 PM Between CreateTO and TPS?

from S to everyone: 8:10 PM Thanks to everyone here for their work and service.

from BS to everyone: 8:10 PM a development study with the police station on the west side, at the time of the masterplan, was not feasible because the TTC had planned a large floorplate building in the centre and west. this is gone now so could you reconsider the location of the station? sorry to push this.

from S to everyone: 8:11 PM It just seems logical that if the traffics is going to use Coxwell, put the station on that side.

from Nicola (privately): 8:11 PM Coxwell site is closer to subway stop so better for other uses

from SW to everyone: 8:11 PM It does seem odd that the main vehicle access is on the far side from where the building is.

from A to everyone: 8:12 PM so what is the TTC still on the site plan (to the west of the TPS site)?

from S to everyone: 8:13 PM It doesn't seem very green to drive an extra half block hundreds of thousands of times.

from SW to everyone: 8:13 PM One of the criteria on site selection was that the station be in a visible location.

from SOC to everyone: 8:14 PM A, the TTC will still have offices there.

from AK to everyone: 8:14 PM If there is a building in the centre of the site with it's own access needs, garbage trucks, deliveries ... won't that compromise the TPS's ability to easily exit through to Coxwell?

from JD to everyone: 8:15 PM What has happened to the library? Is it intended to be the 8 story building in the north-east corner of the site?

from CC to everyone: 8:15 PM Support reconsideration of Coxwell location since nothing is set in stone at this point. Thank you.

from A to everyone: 8:16 PM SOC.. will that building be on that site? and does the TTC have security issues with sharing a building? (It did originally)

from OR to everyone: 8:17 PM The school board is exploring more opportunities to build housing on top of their schools (similar to North Toronto having a condo above it). Would that be an option here to increase the amount of housing?

from SOC to everyone: 8:18 PM A, The Blue 6 story bldg says the TTC will have the ground floor. Don't remember other details. Remember the Police saying they couldn't share, not the TTC.

Appendix E: Comments from On-Line Chat During Meeting

from SOC to everyone: 8:21 PM	In all the in-person meetings, everyone agreed that the library must be on the Danforth, not buried within. Why has this changed?
from JD to everyone: 8:21 PM	If Create TO is able to answer a few questions now, I would like to ask what community uses are being considered by NGO's or the city. Child care? Immigrant services?
from BS to everyone: 8:22 PM	Thank you
from JD to everyone: 8:23 PM	Is there a schedule/GANT chart with dates and timelines for various approvals.
from KA to everyone: 8:25 PM	Nice job Doug and everyone. Thank you.
from JD to everyone: 8:25 PM	Can you put your email in the chat Douglas. Thank you everyone.
from DG to everyone: 8:25 PM	douglas.giles@torontopolice.on.ca
from OR to everyone: 8:26 PM	Thank you for involving the community so early in the process.
from AK to everyone: 8:26 PM	Thanks
from BS to everyone: 8:26 PM	thanks!