

FEEDBACK TRACKING TABLE

The following table lists key suggestions received at the October 10th and October 17th community consultation meetings, as well as through the online survey. The purpose of this table is to provide a status update to each of the key suggestions and explain how it was considered by the project team.

Category	Key Word	Participant Advice	Status	Explanation
Community impact	Traffic	Consider how the increased police fleet and operations will impact traffic and congestion on the local neighbourhood	Will be implemented	Preliminary review of anticipated police staff volume and schedules indicate the majority of traffic impacts from police vehicles to be during off-peak times. A formal traffic impact study will be conducted as part of the Master Planning process in the next phase of the project.
	Cycling	Consider how the increased police fleet and operations will impact the ability to cycle safely and comfortably	Will be implemented	Cycling safety will be addressed as part of the formal traffic impact study in the next phase of the project. If the Coxwell Garage is selected, the future Danforth Cycling Corridor study will take this into account and provide any recommended solutions as deemed appropriate and necessary to ensure cyclist safety.
	Walkability	Consider how the increased police fleet and operations will impact walkability and pedestrian safety, especially for those who walk through the site	Will be implemented	Walkability and pedestrian safety will be addressed as part of the formal traffic impact study during the next phase of the project. In addition, any development will be subject to good planning principles and based around a framework of Complete Streets.
	Public parking provision	Consider each site's space and ability to provide public parking	In progress	Each site has an ability to accommodate visitor parking. Public parking is provided through the Toronto Parking Authority (TPA), and as part of the Master Plan process it will be determined if there is an opportunity to partner with the TPA.
	Public parking impacts	Consider how the increased police fleet and operations will impact ability to easily find public parking around the new station	In progress	It is not anticipated that the police fleet will have any impacts on public parking in the area. Visitor parking and staff parking will be accommodated on-site.
	Adjacent community uses	Consider the impact of a new police station on adjacent community service providers during and after construction (especially childcare facilities and schools)	Will be implemented	Will be completed as part of the Master Planning process. Construction will be carried out in a phased approach to mitigate negative impacts and minimize disruption. It is anticipated that there will be a benefit to the local service providers after construction due to increased employment in the area, spurring economic activity.
	Economic development	Consider how the new station will impact and/or promote local economic activity, including the creation of job opportunities	In progress	Preliminary review indicates that the police station will result in an increase in jobs in the area which should support local businesses and spur economic activity. A key planning principle will be to ensure the use of the site provides an employment opportunity and increases employment activity.
	Future intensification	Consider how the new police station would fit with the future intensification and density	In progress	Police stations are adaptable. The Toronto Police Service (TPS) has stations located in all types of communities, from the downtown core to low density neighbourhoods. As part of the Master Planning process, the future design of the site will be determined partly based on its ability to fit within the existing and planned context of Danforth Avenue. There are plenty examples of urban context police stations and the TPS is committed to ensure this new site provides another good precedent.
	Positive community impacts	List the anticipated positive community impacts	In progress	Some of the key anticipated positive community impacts include provision of employment opportunities, ensuring a publically owned site is better utilized, contributing to adaptive heritage reuse, providing an opportunity for the development of a community hub which can be spurred by a new TPS site, and providing an opportunity for new community gathering spaces/open spaces. The full list of the anticipated positive community impacts will be included in the staff report to the Executive Committee on January 24, 2018. It will be publicly accessible prior to the meeting date.

Environmental impact	Air quality	Consider how the increased police fleet, often idling, would impact air quality	In progress	Since officers are stationed in the local neighbourhoods they serve and primarily respond to emergency calls from the road, there should not be any significant impact to air quality around the station. Further, noise and air quality studies will be conducted as part of any future Master Planning exercise. This will help ensure that the site addresses and/or mitigates any potential noise and air quality impacts.
	Noise	Consider noise impacts caused by sirens	In progress	A noise study may be required as part of the Master Planning process (next phase of the project). However officers are stationed in the local neighbourhoods they serve, and so they primarily respond to emergency calls from the road, not the station. Therefore anticipated noise is low, as can be seen with other Divisions located in quiet neighbourhoods.
	Green space	Consider the construction impact on existing green space, flowerbeds, and trees	In progress	Appropriate studies will be conducted as part of the Master Plan process (next phase of the project). However new stations throughout Toronto have all been developed with significant revitalized green spaces which have been given back to the community for their use and enjoyment. Further consultation will be done to determine the key vision aspects for any future site development.
	Heritage	Consider how building a new station would impact the site's heritage	In progress	Heritage studies are currently ongoing by the City's Heritage Preservation Services and the TTC. In addition, the police have experience working with heritage sites, such as 11 Division and 51 Division
Alternative uses for the sites	Mixed-use development	Consider low-rise mixed-use development with retail and affordable housing	Will be implemented	Potential to incorporate additional uses is to be determined through a Master Plan (next phase of the project). Development of the site with multiple uses is a key planning principle to ensure the City is maintaining and better utilizing its real estate portfolio. The next step will be to ensure the project team consults with the community to determine an appropriate vision for any future development for the selected TPS site. This will not preclude certain uses from being considered in the future.
	Identified community needs	Consider alternative uses that align with community needs, such as childcare, recreation, community meeting space, a grocery store, French school, community gym, etc.	Will be implemented	Policing is a vital community need, and the opportunity for additional community needs is to be determined through a Master Plan (next phase of the project). Again, the visioning process with the community will help guide the future development of the selected TPS site, which can include many key and important civic uses that can successfully collocate with a TPS use and a TTC use. We are not precluding uses at this time.
	Cultural hub	Consider alternative site uses to create a multi-purpose facility that could serve as a cultural and community hub before a site is selected	Can't be implemented	To be determined after site selection through a Master Plan (next phase of the project). Same response as above.
	Best use	Consider the best use for the site and explain the opportunity cost of building a new police station for each site	In Progress	Determining appropriate uses for a site is done by City Planning and the City's Official Plan. The Official Plan, which is a public document approved by City Council, provides guidance when selecting a site for any service or use. The TTC Garage site is designated Mixed-Use Areas by the City's Official Plan which contemplates a range of uses, including residential, employment, commercial and institutional. Not every site can include all uses anticipated, but this site may have the opportunity to provide for a multi-use civic site. The TPS requires a new facility in order to continue policing at a high level and to continue to reach their increasing service standards.
	Community function	Explain how a new police station can contribute to the community	In progress	A new facility will allow the police to carry out their job functions more effectively, providing the community with a high level of service. A new consolidated police station will also bring new jobs to the area to spur economic activity. The development of any site will be with a community focus in mind. In particular, development at the Coxwell Garage site has the real opportunity to create a successful, city-owned civic hub that contributes in multiple ways to the community.

Policing	Police modernization	Explain TPS's vision of a modern police station	In progress	Examples of a modern station can be seen in stations such as 14 Division. They are welcoming, friendly and provide parkettes and community space to the neighbourhood. Going forward the TPS are looking for increased community presence, co-locations and partnerships with other City Divisions to integrate within civic hubs.
	Crime hot spots	Consider crime hot spots and the location's proximity to them	Can't be implemented	Crime hot spots are considered when assigning officers to communities and patrol areas. However crime hot spots are not permanent and have changed in the past and will continue to change. Therefore it is not a factor in the site selection process.
	Flexibility	Consider the new building's ability to adapt to future changes in policing	In progress	The spaces within the new police building will be designed to be flexible so that the police can respond to future changes in policing.
	Reduced crime rates	Consider the ability of the new location to reduce crime rates in the surrounding area.	Can't be implemented	Local crime rates are not permanent. They change over time and will continue to change in the future. Therefore it is not a factor in the site selection process.
	Decentralized policing models	Consider using smaller satellite stations instead of building one large centralized building to disperse police throughout the community	Can't be implemented	Police stations, through modernization are smaller and more efficient than in the past. However, they do need to be large enough to host the necessary administrative and policing functions. Since officers are stationed in the local neighbourhoods they serve and primarily respond to emergency calls from the road, policing will be decentralized and dispersed throughout the community.
Process	Additional public consultations	Two community consultations are not enough. Consider holding a public meeting in the most northern part of the consolidated 54/55 Division	Can't be implemented	Every effort was made to have the community consultation in locations that have good transit access and are well-known community spaces. One community consultation was held at the East York Civic Centre for the communities north of the Danforth and another was held at the SH Armstrong Community Centre for the communities south of the Danforth. Moving forward, the project team will consider a venue in the most northern part of the consolidated 54/55 Division.
	Top 20 sites	Provide top 20 sites for the public to give feedback on	Can't be implemented	The shortlist of 3 properties was determined to allow the TPS to deliver their services effectively. The top 3 properties scored similarly in their ability to allow for TPS operations. The remaining 17 sites would not be considered adequate for TPS operations and therefore not options to be consulted on.
	Re-evaluation	Consider re-evaluating the top 20 sites using updated criteria based on consultation feedback. Consider the TTC Greenwood Yard site based on the additional criteria suggested through the consultation	Can't be implemented	The criteria have not changed, as per the explanations above, and there was considerable community support for the proposed criteria (see consultation summaries at https://www.torontopolice.on.ca/TheWayForward/new-54-55-building.php). Regarding the TTC Greenwood Yard site, it was one of the sites on the list of properties that staff reviewed in greater detail. Staff focused on the TTC staff parking and outdoor storage areas of the Greenwood Yard site (1.5 acres approximately). Based on a review of the property, it was determined that the site did not meet the TPS core requirements to allow them to operate effectively, such as the lack of multiple entry/exit points. The site is also a former landfill site presenting significant construction challenges and an unknown ability to support both the police building program and TTC parking and storage compound which would need to be replaced. As the criteria we have consulted on was only applied to those properties that met all of the core TPS requirements, reevaluation would not result in the possibility for use as a potential police station.
	More information	Provide more information about methodology of elimination, criteria, measures and weighting	In progress	When the TPS approached Real Estate Services (RES) to assist with the procurement of a site for a new consolidated station, RES developed three major principles to guide the site selection process. These included (1) meeting the TPS core site requirements to allow for effective community policing, (2) reflect a strategic approach to the use of City properties and (3) to be informed by a community

				<p>vision. First, RES compiled a list of all City properties and other privately owned sites, and immediately removed those that were too small or unsuitable (railway corridors, parks etc.). Then TPS core requirements were applied, which need to be met to allow for effective police operations (support the building program and parking needs, multiple site entry / exit points for vehicles etc.). RES then developed an evaluation criteria in coordination with TPS and City Planning to determine which of the remaining sites would be the most suitable. Criteria was developed to assess TPS service delivery, ability to meet additional functional requirements, community presence and ability to achieve good Planning, and affordability / sustainability.</p> <p>More detailed information on the methodology, criteria, measures and weighting will be in the staff report which has been scheduled to go to Executive Committee on January 24, 2018.</p>
Budget and costs	Provide more information about the budget and estimated building costs (e.g. costs associated with demolition versus retrofit; site remediation and environmental considerations; heritage protections and accommodations; and moving operations and personnel)	Will be implemented		<p>The Master Planning process, which is the next phase of the project, will study how the site can be developed for TTC uses, a police station, library and other community uses. In addition, technical studies such as traffic, noise and environmental studies will also be conducted. Budgeting and costing is done in conjunction with all of this work as the Master Plan refines what is to go on the site, how it is to be developed and impacts are assessed.</p>

Feedback Sources: October 10 Community Consultation Summary; October 17 Community Consultation Summary; Online Survey Summary

Explanation Sources: City of Toronto (Planning, Real Estate Services); Toronto Police Service; Toronto Transit Commission (TTC)

The following recommendations from the two community consultations and the online survey have been shared with the City planning team for consideration during the site planning phase:

- Ensure that the local community is consulted on the design and co-location partners moving forward. Ensure that the consultation process is not rushed; local residents are given proper notice; and the consultation venues are chosen in all parts of the consolidated Division, including the most northern part.
- Ensure that the construction and the operation of the new police station is not disruptive to the local community.
- Ensure that the new police station is:
 - Welcoming and attractive;
 - Serves as a multi-purpose community hub with dedicated space for community engagement;
 - Sustainable and efficient; and
 - Preserves and showcases the heritage elements of the building.
- Consider co-locating with the following:
 - Transit museum;
 - New library;
 - Farmer's market;
 - Centre for Social Innovation;
 - Health, Mental Health and Addictions service providers;
 - Immigration and other public services;
 - Child care, youth services, and other social and community-based services;
 - Educational classes and workshops; and
 - Community gym.