

ROLL-UP SUMMARY OF ONLINE SURVEY

Online Survey Overview

The Toronto Police Service, in partnership with the City of Toronto Real Estate Services Division, held two community consultation meetings accompanied by an online survey to inform the site selection for a new consolidated 54 Division and 55 Division police station. The purpose of the community consultation meetings was to present and seek feedback on the criteria used to evaluate the three shortlisted sites for a new police station, and to understand the community's vision for a modern police station and how the three shortlisted sites fit with it.

The three shortlisted properties are the East York Civic Centre (EYCC) located at 850 Coxwell Avenue; the Danforth TTC Garage located at 1627 Danforth Avenue; and the current 55 Division (D55) police station located at 101 Coxwell Avenue.

The survey had 4 sections with a total of 9 questions and took approximately 10 minutes to complete. The online survey results and community meeting feedback will be used to help the City of Toronto and the Toronto Police Service select the site for a new police station from the shortlist of three properties for the consolidated 54 & 55 Division.

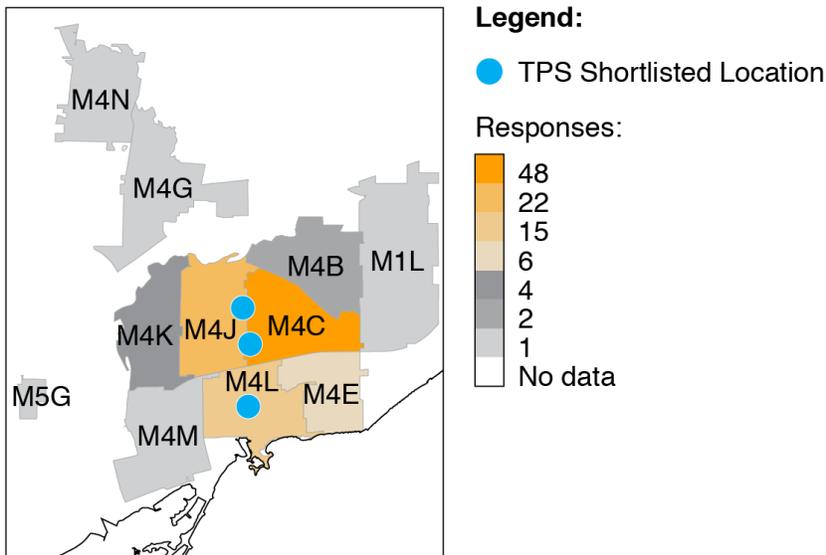
The online survey was open for two weeks between Tuesday, October 10, 2017 and Tuesday, October 24, 2017. The survey was designed to be anonymous; all feedback and comments are summarized in aggregate. All survey responses (raw data) from Question 5 to Question 9 are attached to this summary. The individual responses in Questions 1 to 4 are not included in this report to protect the privacy of the survey respondents. For more information about the survey, please contact Nick Simos at nsimos@toronto.ca or Enrico Pera at enrico.pera@torontopolice.on.ca.

This Roll-up Summary of Online Survey is intended to be read with the two Summary Reports for the two community consultation meetings, which are summarized separately and available online at www.torontopolice.on.ca/TheWayForward/new-54-55-building.php.

Section I. Profile of Respondents

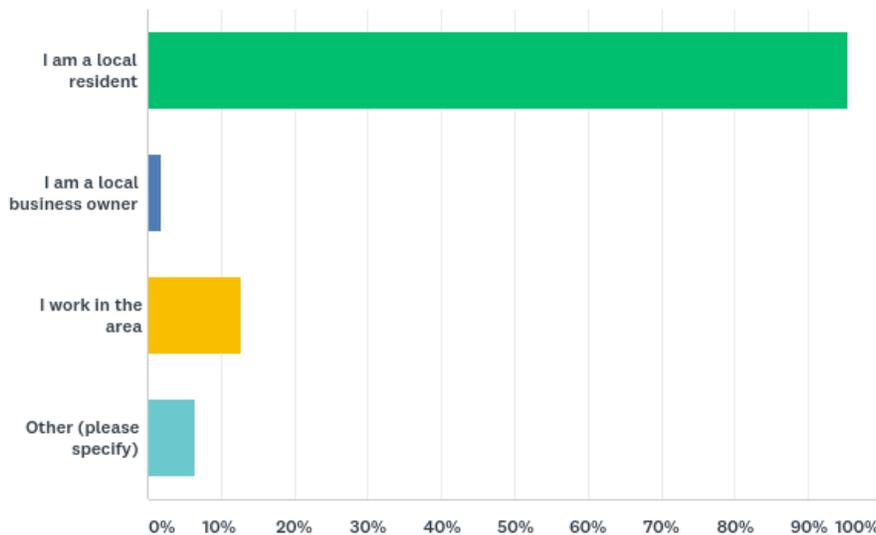
A total of 109 people participated in the online survey.

Q1: Please enter the first three characters of your residential postal code.



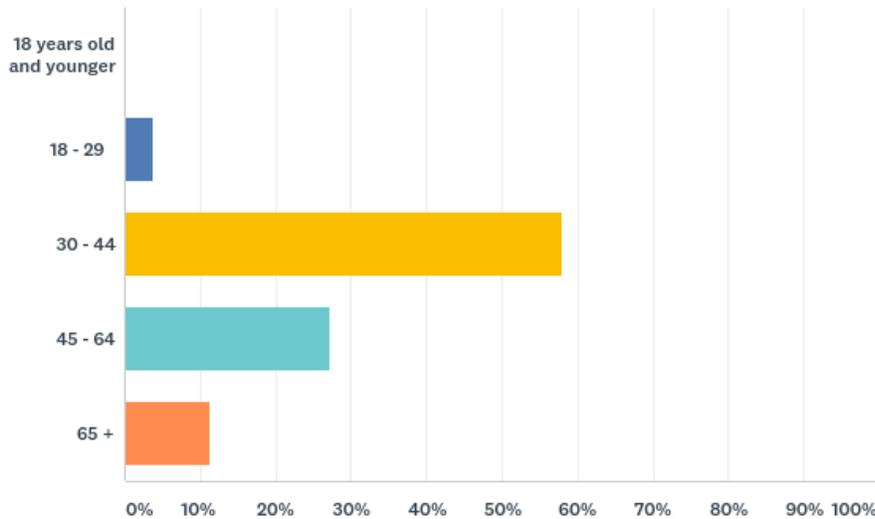
103 respondents provided the first three characters of their residential postal code. The majority of respondents 74% live north of Danforth Avenue, 48% of respondents live primarily east of Coxwell Avenue, and 21% of respondents live south of Danforth Avenue. Five respondents live outside of the consolidated 54 and 55 Divisional boundaries.

Q2: Please select all that apply.



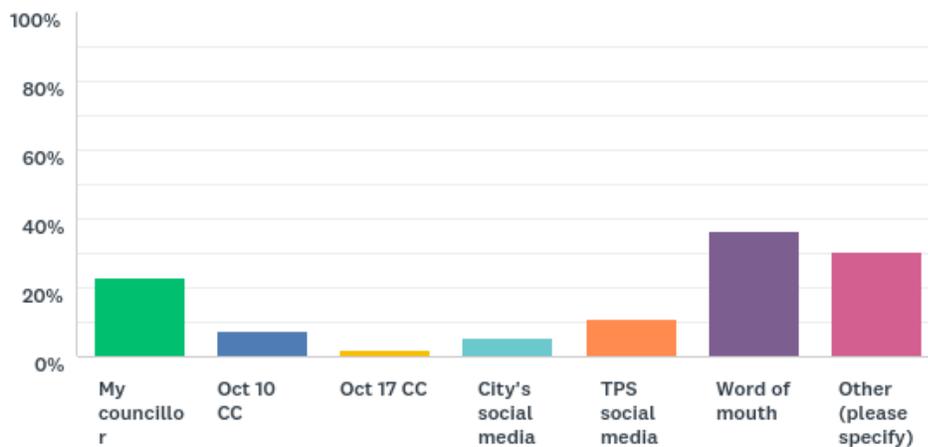
Almost all respondents (95%) identified themselves as local residents. 15% of respondents have indicated that they have also worked in the area and/ or owned a local business.

Q3: Which age group do you belong to?



107 people answered this question. The majority of the respondents (58%) were between the ages of 30 and 44. A significant number of respondents (28%) were between the ages of 45 and 64.

Q4: How did you hear about this survey? Please select all that apply.



Most of the respondents heard about the survey through: word of mouth (37%), their local Councillors (23%), and other ways (30%), which included flyers in the mail box, Woodbine and Danforth and other community Facebook groups, local newspapers, and Danforth East Community Association's social media and e-newsletter.

Section II. Evaluation Criteria

Q5: What do you think about the proposed criteria?

A total of 83 people answered this question.

- The majority of respondents (59%) indicated that the criteria were “acceptable”, “appropriate”, “adequate”, “reasonable”, and/or “well thought out”.
- A considerable number of respondents (24%) felt that the criteria were missing considerations of the impact on local community, as well as the community’s needs and preferences for alternative site uses.
- A few respondents (6%) indicated that more information about the evaluation criteria, including a detailed description of each measure and the allocation of weighted scores, would be useful.
- Other advice included giving more weight to factors such as: the equidistant location of a new station, community engagement opportunities, acquisition and implementation costs, and the ability to co-locate with justice-related service providers.

Q6: Are there any other criteria you would like to see?

A total of 80 people answered this question. Suggestions for other criteria include:

Consider how a new police station would impact local community:

- Consider the impact of increased traffic on local neighbourhood. The traffic study needs to be done before the site is selected and not after.
- Consider construction and environmental impacts on local community, child care and schools.
- Consider the impact on the neighbourhood of a new police station in terms of walkability/ pedestrian safety, cycle-ability, and access by public transportation.
- Consider the space and ability of each site to provide public parking. Consider how it would impact the chosen building’s heritage.

Consider how a new police station would reflect local community’s preferences for each building’s use:

- Consider the best (alternative /opportunity cost) uses for each site.
- Consider how a new station would fit into the neighbourhood, surrounding land use and context.
- Consider impact on existing businesses – how to ensure the most positive economic outcomes for the neighbourhood.

Consider incorporating the following policing-related criteria:

- Consider crime hot spots and the location’s proximity to it.
- Consider the new building’s ability to adapt to future changes in policing.
- Consider the ability to reduce crime rates in the surrounding area.

Other suggestions:

- Provide top 20 sites for the public to give feedback on, not just 3 out of 300.
- Hold more public consultations – 2 meetings are not enough.

revitalization process of the neighbourhood. Instead, the respondents felt that low-rise mixed-use condos, a grocery store, and/or a French High School would make for a better use of the site and would produce more positive outcomes for the community.

- About 41% of respondents expressed support for the current D55 building, as many thought it would be the least disruptive on the community. A few participants thought it best fits with their vision of remote “low-profile” station that does not need to co-locate with other services and that the police should not be at the centre of a local community. A few participants felt that the neighbourhood around the current D55 building would benefit from a new architecturally beautiful building.
- A few concerns shared about the current D55 building include the site’s inability to accommodate community uses due to its size and high relocation costs.
- Only about 11% of respondents felt that the East York Civic Centre best fit into their vision of a modern police station, as it is close to residents and already has other public services provided on site.
- The East York Civic Centre was also the site with the most concerns over added congestion and overcrowding, incompatibility with a nearby school and childcare, and loss of green space and flowerbeds.

Q9: Any other feedback / advice for the team to consider in selecting the site?

58 people provided additional feedback and/or advice. Participants’ advice included:

- The public consultation process feels rushed and not transparent, which damages public perception of the Toronto Police. There needs to be more time and more information provided to make an informed decision. Six weeks is not enough to get the word out. Not enough notice was given to local communities. In addition, the northern part of the consolidated Division was not consulted.
- Moving forward, the public needs to be consulted on co-location partners and the design of the selected location.
- Include costs into the evaluation next time.
- Provide a better explanation on how the project team eliminated other buildings, including the existing D54 station.
- Work with City Planners, BIAs, and Councillors to select the most optimal site. Ensure that this is not a political decision. Demonstrate how public funds translate into real world value for the community at large.
- Consider the Greenwood TTC yard.

ONLINE SURVEY RAW DATA – SITE SELECTION FOR A NEW POLICE STATION

Please note that the demographics data (Q1 – Q4) and the data that can identify any particular individual have been removed to protect the privacy of the survey respondents. The numbering system is used for ease of reference only and does not denote the order in which the responses were received or its importance/urgency. Please also note that the content of the responses have not been modified with the exception of minor spelling mistakes and formatting.

Q5: What do you think about the proposed criteria used to evaluate the three shortlisted sites?

1. Not enough weight or consideration given for impact on the local community and opportunities for community engagement.
2. I don't think enough emphasis has been given to community needs and how the new station will serve the whole community. The public consultation is very short and doesn't seem to be forthright with much info still lacking.
3. I think that the criteria are valid and helpful. However, I think that parking/congestion should also have been factored in for each site.
4. The detrimental components of community presence are not considered - i.e., impacts of construction, increased traffic, security of adjacent communities.
5. ok
6. I think geographic location has not been given enough emphasis. The new station should be located as near to the center of the division as possible. The current D 55 is too far away from the northern reaches of the boundaries, it shouldn't be considered at all.
7. I think you also need to consider the current use of locations, and the impact that the new and enlarged police station would have on existing space usage, community and businesses.
8. Did you consider the land use now Garage very little EYCC very highly used by public
9. Quite adequate!
10. Reasonable
11. Sounds like a fortress is being built. What about considering the fact there is a school right across from East York Civic Centre and a hospital as well as current uses for sites.
12. I think community accessibility is important. The Danforth location has that.
13. They fail to take into account the effect on the existing neighbourhood.
14. Criteria is good, but it's not clear what the percentages represent.
15. It has nothing about the impact on the surrounding area that will result from a continued / change in use.

16. It is not clearly explained how each of the sites were measured to come up with these percentages (percentage of what?)
17. Should include impact to community and space. While the TTC site has the highest score, it would have a negative impact on the community. That site would be much better served by retail/residential mixed use space to encourage growth in the area. A police station would be a complete dead zone.
18. Does not look at negative impact to residents who don't want a new police station with police cruiser traffic, etc. to be part of their residential neighbourhood.
19. Fine.
20. It's fine but the sites chosen are important in the community. The civic centre to be exact
21. I'm not a fan of using the Civic Centre. I think the Civic Centre is a very important landmark in the community
22. Seems appropriate
23. reasonable
24. Randomly and confusingly clumped in large categories. No explanation. Fails to consider impact on the community re limited use and development. Self-serving.
25. N/a
26. Good
27. They are reasonable and balanced.
28. Seems reasonable
29. Appropriate
30. Good
31. Good
32. Appropriate
33. The criteria seems balanced and thorough.
34. I feel that the criteria is lacking in overall concern for the community
35. A preliminary cost and relocation plans of the existing areas should be considered. For example, if EYCC is chosen what happens to all of the city services there? Where will they be relocated? What about the impact you the community on a loss of those resources?
36. Ok
37. Proximity of the station to residents is important as is the opportunity for community engagement.

38. It seemed well thought out
39. Community engagement opportunities should be weighted more heavily.
40. Seem reasonable
41. good
42. I think it neglects to consider whether the properties are appropriate from a land-use perspective. Are there potential uses for the properties that would be better suited for their locations? i.e. the TTC garage is prime space right on the subway line that may be better suited to a retail business.
43. It doesn't take into account the possible other uses of a current site.
44. Good
45. It looks fine.
46. for the most part good, question "officer travel" as part of function,
47. Acquisition cost should be more weighted
48. Appear to be well thought out and fairly comprehensive.
49. I think it is incomplete. It is very focused on what is best for the police and not what is best for the community. Why isn't the criteria within each category broken down? Why is cycling and walkability access weighted so heavily? Where is the evidence that that is what community members are looking for in a police station?
50. I think it is balanced and fair
51. No mention of context or appropriateness of a closed structure to the community.
52. N/a
53. The criteria was good. More context was needed. Also didn't understand the percentage ranking.
54. I have no thoughts.
55. Seems reasonable from TPS perspective, but does not account for community's preferences.
56. appropriate
57. Doesn't account for negative impact to nearby residential area and families
58. Good
59. Seems reasonable - missing concerns regarding traffic.
60. It was helpful to me in making a decision for the new location for the Police Station

61. I am not an expert in evaluating such things, but it appears to cover all important items. I am surprised the TTC site received the lowest score for the first requirement, as it appears to me to be in the most advantageous area for officer response time, but again I am not an expert....
62. Good.
63. good
64. No importance was placed on the heritage value or the current / potential use as community hubs which would be lost if they were turned into Police stations. The TTC Barns and EYCC should NOT be turned into Police Stations - they are both far too valuable as current or potential community hubs.
65. Reasonable but visibility in the community, and the ability to expand or adapt/change the site as needs change should also be considered. The officers currently working out of 51 and 54 will change over time due to retirements, new hires and internal transfers. (Under amalgamation very few city employees were able to determine location of deployment - why is this different???)
66. Seems thoughtful
67. criteria seem reasonable
68. They seem fair and reasonable.
69. Quite appropriate
70. 1. Traffic planning on all three suggested sites needs to be studied with results applied so this becomes one of the criteria. 2. The frequency of police presence is needed - meaning crime hotspots, to add to the criteria for site selection. Perhaps the three sites selected are too far south in the ward. Why is there no community consultation in Ward 26 - Don Valley West, John Burnside Councillor? This consultation was done in Ward 31 - Beaches East York, Janet Davis Councillor. 3. Must be compatible with existing community uses 4. There must be potential for other community uses.
71. Seems alright. I would have liked to see more emphasis on proximity to people served.
72. Not totally clear in the chart and how each was evaluated but seems to look at a wide variety of factors.
73. Seems logical but I'd like to take into account the potential of the TTC garage to become a more exciting area/venue for potential development. From past projects I know there is interest to have the TTC garage converted into a pedestrian area with shops/housing/etc. That seems like a more positive use of the space and one that would bring more cohesion to that part of the Danforth.
74. Agree 100%
75. The criteria is comprehensive, although it would be useful to understand what the considerations are within each sub-criteria and whether certain sub-criteria are weighted more heavily than others.

- 76. Good
- 77. Acceptable
- 78. Distance officers travel to work is of no concern to the community
- 79. On balance, fairly reasonable.
- 80. They seem to cover all the key criteria but some additional description could have been provided to clarify.
- 81. The criteria generally seem solid and well-considered. One exception is the question of "fairness"... I don't think the current Division 55 location is central enough for those of us in Division 54. (How did D55 score 18 out of 20 for "proximity to residents served"? That seems messed up.)
- 82. They seem very good.
- 83. Its ok

Q6: Are there any other criteria you would like to see considered in the selection of the site for a new police station?

- 1. Cost and top 20 sites listed for the public to give feedback on, not just the top 3 out of 300 potential sites
- 2. Yes. There should be more public consultation, 2 meetings isn't enough. Also, how will the new station help with community policing? What else can the new station do to be truly integrated with local needs?
- 3. Sorry; see above. Impact of increased traffic should be considered as part of the site selection, not just AFTER a site has been selected.
- 4. Impact to surrounding community residents.
- 5. 1. Construction impacts on local community/child care centres/schools. 2. Impacts of increased traffic on local community/child care centres/schools. 3. Security for adjacent institutions / community
- 6. not sure
- 7. Public access via transit.
- 8. See my answer to 5.
- 9. Opportunity costs for each site (i.e.: what might we be giving up in other uses for the sites). Specifically, the TTC garage is a unique property in the city, and has enormous potential as a future community hub (a la Wychwood Barns). While I'm sure it would make a fine police station, we cannot disregard that it would also make a better community hub.
- 10. If you take away the gardens-EYCC Will there be a park replaced or parkland available at the new police station

11. Current building(s) heritage consideration, i.e., could the current structures on site be renovated/included in the plans for the new station)?
12. Whether existing services or community amenities would be displaced by the selection of a given site
13. Current use of site Transportation impact assessments Impact on surrounding public institutions (e.g. libraries, hospitals, day cares, park areas)
14. Effect on existing neighbourhood.
15. What is the negative impact, if any, if a site is selected? I think the survey is missing impacts to the area such as proximity to elementary school; removal of community common space (Farmers' Market), gardens and greenspace for children and pets (EYCC)
16. How local residents feel about the proposal - I don't want to lose the parks and green space as well as historic significance of EY Civic Centre.
17. Opportunity cost of using a site. For instance, what if TTC needs the garage in the future?
18. Impact on immediate area (school/ daycare/ community activity in immediate vicinity). Consideration of other infrastructure: EYCC has a library, school, daycare and hospital immediately beside/ on the land. In addition it is becoming a community hub for local events (markets, tree lighting, etc.). There will be a huge traffic impact and possible safety issues adding in a whole fleet of vehicles to the immediate and surrounding residential area.
19. Community space/impact to community
20. Negative impact on residents.
21. How it fits in with the neighbourhood. Could the space be used for something better, like housing for example?
22. Not at all. The other two locations are just fine.
23. Environmental impacts
24. Construction time and location affecting local residents, i.e. EYCC, where a brand new building would need to be erected (with underground parking). How could this not be way more costly than building that already exist?
25. Look at impacts on surrounding neighbourhood. Traffic study now-not later. Local community support score.
26. Don't take over current green space / community gathering space.
27. No
28. I think there needs to be consideration of the impact of the police building on the pedestrian realm... how it will impact street life and walkability, etc.
29. Nothing that I can think of

30. Neighbourhood appearance, i.e. I don't mind the location of taking over the ttc building. However, it's just a big eyesore. What we be done for curb appeal etc.?
31. No
32. No
33. Effects on residential areas and businesses in the area. Public space.
34. Impact to the community from loss of facility that will be used
35. Residential population density
36. Please consider the neighbourhood. There is already a hospital in the area of the east York Civic Centre and schools. This means a lot of traffic on that area.
37. How it will change the neighbourhood if location is changed
38. No
39. No
40. Opportunities for the relocation/rebuild to offer environmental improvements and better (greener) land use and design.
41. If the two stations are to be amalgamated, then it should be a different location than either police station. There should be parking available.
42. Negative impact to community and residents
43. As I said above, I would like the properties considered for how they fit in with the neighbourhood.
44. Yes, see above — the possible other uses of a site. The TTC garage could become a community hub of another sort, whereas the existing police station is already a police station and wouldn't affect the neighbourhood as much by changing.
45. So far, No.
46. Where will it do the most good from a neighborhood perspective to deter crime in the neighborhood
47. Some space for public parking while citizens are accessing the station in person.
48. I would like alternative uses for each site to be taken into consideration.
49. The opportunity to house related services or agencies in the same area - addiction, counselling etc. Also the "approachability" of the site, is it open and welcoming to the neighbourhood
50. Level of openness to community. e.g., the Coxwell site is in the middle of a vibrant retail and commercial area; the opposite of a police station which is aggressive and closed.
51. Impact on surrounding community

52. No
53. How the space, use of space will impact community members, including local students, pedestrians, cyclists and drivers, and how to ensure the most positive outcomes for local business. Also, how the structure looks.
54. Impact on streetscape. Does the site add to, or take away from, neighbourhood livability? Are there better uses for these sites? Understand that police need an effective HQ, but must also integrate well into community.
55. No
56. Potential Negative impact to family residences located surrounding The EY Civic Centre
57. Consideration given regarding crime rates and their proximity to the suggested locations
58. Traffic and safety of residents - concern for speed of vehicles on Mortimer, and noise from further sirens (already have ambulances to the hospital).
59. Did you consider how policing may change in the future in Toronto & will this space accommodate those changes? Nothing stays the same.
60. No
61. No
62. parking
63. One criteria or question that was not considered is: What is the best use of the TTC barns for the neighbourhood - which is already very well served by the current location of 55 division down the street, one block away. The TTC site at Coxwell and Danforth includes beautiful 100 yr old brick buildings that should be designated heritage buildings. I would like to see these buildings protected and re-used as a community hub, arts centre, recreation facility, or heritage museum for TTC vehicles - but certainly not a police station. That would be a huge missed opportunity for the neighbourhood.
64. As stated above - visibility in the community and ability to change or adapt the site selected as policing needs/services alter over time. Additionally service deployment times.
65. Cost is a big factor as well as familiarity which 101 Coxwell seems to have in spades.
66. no
67. I think it would be useful to have input which is drawn from group discussions held with police officers representing both existing Divisions.
68. No
69. no
70. Whether there are other / better uses for that space.
71. See above.

72. The criteria should also consider: 1. surrounding land uses and context - other than traffic impacts, the criteria do not consider the impact on (positive or negative) the surrounding community 2. Highest and best use: whether a police station is the highest and best use at that location. For example, would another use be more appropriate given the site's location, size, access to transit, etc. Or could the police station be combined with another use on the property.
73. No
74. Community engagement - opportunities for police and the community to connect
75. Size of site to accommodate a welcoming building
76. The ability of a site to provide for a building that appears to be (and is) welcoming to the public. Ensuring that the new building doesn't result in substantial loss of existing greenspace or community assets.
77. One issue, which may have been covered in the service delivery, is the opportunity to respond quickly where roads are not available. An example would be where Danforth and Coxwell is out of service, to quickly get through to Woodbine, there is only one option as Hillingdon is not a main street as an alternative.
78. As noted in my previous answer, centrality to both Divisions.
79. TTC availability.
80. No

Q7: What is your vision of a modern police station?

1. One that is not constructed as a fortress, and fits into the community in a way that the community approves of and in a way that helps police engage constructively with the community
2. One that can be identified.
3. A building that is designed so that it doesn't look like a fortress but makes a positive contribution to the public space. A building that offers more to the community than simply a place for police offices. Why not include a community fitness centre/gym that the community can share with the police?
4. Someone at the Oct. 10 meeting summed it up nicely: accessible, not a fortress, inviting, part of the community. The suggestion of including other community services, e.g. health facilities, is a positive; makes the police station more a regular part of the community instead of just oh my gosh it's the police.
5. low profile, efficient
6. . A modern police station should be a positive influence on the community it's in. It should contribute to: police efficiency, public safety and be more than just another building. It should be a hub for community engagement and its design should be a source for civic pride. It should be accessible and convenient to all.

7. Aesthetically appealing and does not look overly imposing (intimidating) with banks of police cars in the front. To look somewhat imposing may be a good thing but you also want the police station to be a place where community members feel comfortable enough to approach for help.
8. Uses design constraints as advantages. Less about featureless walls and massive enclosed spaces, more about using architecture to provide public spaces alongside the station. Community rooms.
9. I would like to see a larger more noticeable presence with the station But in an area that needs the 'in your face' attitude Like the Coxwell garage on a corner seen by all Accessible by all
10. Police officer access to the community. By this I mean the ability for the police to have easy and quick access to the public without hindrances caused by traffic and high-use civic structures nearby.
11. Open, accessible, not intimidating
12. One that is open and accessible to the public and doesn't look like a fortress that is impenetrable
13. It should welcome the public by teaching bike safety, car seat safety etc.
14. A small community-facing office in a mall somewhere. In a properly modern society, the police have been de-funded of make way for social services that actually work to reduce criminal activity.
15. Develop a space which is welcoming to the community vs a secure fortress which people fear. Incorporate space for public services – daycare, healthcare, community hub – and incorporate greenspace at the public entrance.
16. If we are speaking about the police station itself I would hope that it's in good repair. I don't visit the police station and have never been arrested so I don't have anything to offer in terms of what a modern police station should look like.
17. An accessible community hub that is not just present for emergencies. Should also provide outreach and education.
18. Somewhere out of the way, not very visible in the community
19. From my experience, the public has a generally negative view of police and I think as long as people know where the station is location, its visibility, should be minimal.
20. Not so fortress-looking.
21. Open, (literally, with the use of space) transparency where the public feels welcome and protected. Renovating the current building is the best option.
22. I feel it should have high visibility. Modern looking bright spaces. Community friendly so the public feels welcome
23. Accessible and central. While defensible it shouldn't look like a fortress.

24. A modern, bright, new looking building which can be obtained at any of the 3 locations. A location as the TTC building right at Danforth and Coxwell where it is close to everything but not in the heart of the neighborhood, where we already have construction from the hospital about to begin and sirens going off all the time.
25. Not a fortress. Not dominating a neighbourhood. Street front accessible. Multi-lingual. Can't comment on what happens behind the scenes.
26. Unimposing, does not inspire fear or intimidation in the community.
27. Welcoming and accessible. A community building.
28. It should be a nice large building with lots of parking, somewhat distanced from popular shopping and foot traffic areas (kind of like the one in Kingston, ON).
29. Accessible, welcoming
30. Glass, modern, curb appeal (gardens etc.), if on a main artery like Danforth which *should* be retail...put some sort of retail component.
31. A building in the heart of the community with easy accessibility for the public.
32. Up to date building. Non-threatening and fits in with the community.
33. High visibility, high accessibility
34. Fewer patrol cars
35. Bright, welcoming
36. Centrally located, bright and modern building.
37. I don't have a vision of a modern police station. I only know that I would hope it to be an accessible place to all who need it.
38. A spot that the community welcomes and sees as part of their community. A hub for engagement and outreach, offering a range of services and connection to other related services and programs. (E.g. Employment services, mental health and addiction supports, other social services)
39. Central community hub for safety.
40. accessible and a good working space for the police
41. One that is not at the East York Civic Centre
42. Economical and functional.
43. One that's beautiful and accessible.
44. Simply, spacious, bright.
45. Situated in more crime ridden areas. Open to community but police force generally covers all openings judging by existing newer stations.

46. Inviting
47. Something that is very visible, inviting and operates efficiently (i.e., up-to-date technology incorporated into its design). Also adequate space is essential as is accessibility.
48. Open, community-focused. Anywhere but on a property that could be used for housing.
49. Access to police services, ability to use portions of the space to engage local communities (seminars or meetings on community issues), ability to link related services in a single point of contact (like we are starting to do with health services)
50. The same as an old one.
51. N/a
52. Visible, embedded into the community and more of a community building and not one where people just go to if they've been in trouble with the law. Hence my preference for EYCC.
53. Form follows function. Architecturally welcoming, accommodating to existing structures, businesses and aesthetically pleasing. Not concrete, smoked glass and all locked up. Also, environmentally friendly.
54. Ideally a modern, inviting space. Obviously security is important, but a fortress in the middle of a residential area, or retail/restaurant strip would be a disappointment.
55. No brutal fortresses. Every time I ride past the repurposed school near Weston and Davenport, I am reminded how well done it is.
56. Must not be Located within walking / shouting distance of family residences
57. I had not really thought about that. I would think a more open and welcoming environment while respecting the sensitive work that takes place and not interfering with the work they do. Perhaps more community involvement.
58. I really like the idea of it being community based with opportunities for engagement. It would be welcoming and functional with private areas for meetings, offices, and further needs of police stations (holding rooms?). Perhaps a rental room for community engagement? Safe and efficient.
59. This is a difficult question for me to answer as I've never had to visit a police station, thus never had to think about this question.
60. A welcoming feel, a place where local school children might be able to visit on field trips and meet officer and such. Open, bright concept, except where more security is essential. Maybe with even a community coffee and donut shop attached!
61. Flexible, engaging, something to be proud of in our neighborhood.
62. central to area served
63. I think that there are numerous internal functions that would need to be accommodated: ** emergency services for the area and that is implied **consultation services for all residents

(questions, concerns, ability to report problems, get follow-up) **education services for the community (on the law) for prevention of crime, etc. plus community engagement- police should know who lives in the area and work with them on issues that arise and prevention - anything from parking, vandalism, to more items; ways to promote positive attitudes **training and resources for officers All of the above assumes meeting space, offices, infrastructure support i.e. solid connectivity to the resources of the whole force to be used locally as needed. Not sure the size of the current divisions, but the site must be able to accommodate current force, deployment mechanisms and services that will be retained in the area. example, - vehicles, horses (if applicable), bicycles, foot patrols

64. Easily accessible, visible and known with friendly personable staff at the station.
65. One that is open to the public and well integrated into the community fabric around it.
66. n/a.
67. A modern police station should be welcoming of the community and feel like it is integral to the fabric of that community. As an example, I live on <street name> which is a couple of blocks in behind the station on Coxwell Avenue. A few years ago, new fencing was erected to enclose the station's parking area. These fences are extremely high and out of character for the neighbourhood, and contributes to a feeling that the police have a "fortress mentality." I fully appreciate the need for the police station to be protected, but this felt (and still feels) less like a local police station and more military-like. Also, some public consultation and outreach with the local community would have been nice. Also, the lobby or waiting area of any police station should have educational kiosks which could do double-duty as self-service stations, for example, when submitting an application for a police check as part of a job application requirement, it would be nice to do that at my local station instead traveling to headquarters on College Street.
68. Open, transparent architecture, inviting and offering courses (safety related) to the local community
69. 1. Must be a beautiful building, with hi-tech facilities and the building must be welcoming to the public. 2. The building must have 'no fortress look' to it; e.g. no ugly high fence around it. 3. Must have below-grade parking. 4. It must fit into the character of the neighbourhood 5. It must preserve the heritage of the neighbourhood. 6. Police officers must be visible - on foot, on bicycles, and sometimes on horses; less in squad cars. 7. There should be a place for community meetings inside the police station and these meetings should be encouraged.
70. The modern police station should be much more welcoming and not as militarist as the current stations. Residents should feel welcome to go in and speak with the police. This is not the case for at least the current station on Coxwell.
71. Honestly, a modern police station should not appear to be a fortress in my opinion. Engagement should be reflected in the design. The East York Civic centre makes the most sense to me. I think a large police presence on the Danforth would break up the momentum of a strip that is finally getting some positive gentrification.
72. Accessible, secure, potentially shared use with another function.

73. - High quality architecture that fits within the local context. - approachable at main public entrance - easy to navigate site's exterior and public interior spaces - well lit exterior
74. A place where the community and the police are happy and can work better together
75. A site where residents of the community can seek help from the police when there are problems, but also engage for community events
76. An efficient service meeting the needs, known, anticipated of the community with flexibility for the unknown
77. (Two parts) 1) the non-functional; per se. The station must appear to be (and in fact be) welcoming to the public, putting a positive face on policing, and making the building and its property feel welcoming to the public notwithstanding any real security needs for the building and force. 2) From a functional perspective, beyond the obvious (enough capacity, accommodating future growth, being secure where necessary etc.) The building should be design for expedient use of resources (this is a procedural issue too). So, minimizing unnecessary custody of prisoners, be that through efficient processing; discretion to caution/divert in minor cases, at point of incident even, or directly sending someone where they need to be (mental health facility/corrections site, etc. Also make sure modern communication allows for expedient use of police time. (How about a room where officers could testify, remotely, in real time, in a bail hearing or minor trial procedure). Allow for real-time video communication w/centre for forensic sciences or other police facilities to reduce unneeded off-site meetings or opportunities for misunderstanding (phone calls). Provide quality support facilities for the public (victims, those who wish to report something or cooperate or who require support services, perhaps beyond those of the force directly, be a point of contact w/good information. Also design proper support for families or those who may visit someone who has been arrested to ensure as good an experience as can be managed in the circumstance.
78. A place that is open concept, bright and inviting. I'm not sure whether it's in the interest of the community to be a meeting place, but being approachable and have the opportunity to provide community safety training may bring neighbourhood together.
79. It should be open and accessible to community members. I loved the open house meeting arranged by Peter Sloly at our D.A.Morrison school a few years ago. That kind of neighbourhood outreach made a big impact on <my family>. I'd like to see more of that kind of thing. I'd also like to see more police officers walking around instead of driving rapidly through my neighbourhood.
80. Accessible, friendly yet safe.
81. Open

Q8: Which of the 3 sites best fit into your vision and why?

1. TTC #2
2. I kind of am split between coxwell civic and Ttc garage I think though the garage is larger and in a prime location Civic Ctr is to dear to the communities heart What with the amazing flower

beds and beautification of the gardens and parkland it could be more difficult to sell to the public

3. The Danforth TTC garage. It is located on the 'jugular' of the City and I believe that this is all important for the community, at large. As a City, we are defined by two long streets, Yonge and Bloor/Danforth. Since we are dealing with the Danforth, this is the street that everyone knows and relates to. This is the street where the new amalgamated police station should be located.
4. The existing Coxwell site because it appears to have the necessary requirements and would not be additionally disruptive to the surrounding area.
5. Current site because the site is already is used for this purpose and would be least disruptive in the long run to the community
6. The Danforth location because the East York civic centre doesn't have enough parking for a police division.
7. Current D55 building. At least leaving it where it is probably B won't ruin any other neighbourhoods.
8. Current building.
9. Danforth TTC Centre. The other two locations have nice green space, whereby the Danforth TTC Centre is a concrete sprawl which could be improved with the new station? Why destroy community greenspace in the other two sites?
10. The current police station on Coxwell is fine. It's already used as a police station so it won't require a new building, it's conveniently located, and it's already a building so it won't eat up our scarce green space as the EY Civic Centre location would if that was demolished.
11. Current D55 Building, because it will be solely focused on policing, and will not be in lost in a busy neighborhood.
12. Current site. Would pose minimal disruption / safety impact to the neighbourhoods (since it is already located there), people know where it is located, not losing valuable green space / community space.
13. Current D55 Building. The opportunity for intensification in an existing, well-understood area makes a lot of sense. In my opinion, there's no need to have co-location of other community services so I have no idea why this is considered a potential limitation.
14. Current D55 building
15. Keep the current location. Why move somewhere else when you have an existing location and the community is already used to the station.
16. Current 55 location. UNLESS Danforth/Coxwell could be turned into a place where the community could actually get use out of it. Danforth/Coxwell currently seems like wasted space, at least from the community perspective.

17. The TTC yards is the best location because it's right at an intersection so going any direction for the police is easily accessible. On a main thoroughfare so exposure is great and that corner has had numerous bad incidents over the year so a close police station would deter crime in that area more
18. Danforth and existing site. Existing because it is currently working. Danforth location because it is so central and allows for TTC commutes.
19. Renovating the current D55 building. It is already a police site, the ability to build a modernized police facility which specifically meets the needs of the police in our area. Renovating the building will improve the overall street.
20. Existing 55 division building. The other sites are not appropriate for a police station. The intersection of Coxwell and Danforth is very busy and does not need the extra traffic from a police station. It would also change the dynamic of the neighbourhood in a negative way. If the 55 division could be renovated and revitalized, isn't that a better option? As a local parent who has utilized the East York Civic Centre for many parenting classes, I feel that the community would lose a valuable resource if the police took over that building. It is home to the farmers' market as well, which is important to the community. Please keep the police station where it is!!
21. TTC Garage. Location is easy to access, by foot, automobile, bicycle and TTC. It is a larger space than both the other sites. The building already exists and the money spent on renovations can go farther. Ample parking. Location close to businesses (troubled bar on other side of Coxwell) and TTC line yet close enough to access within the community without being right on a residential street, where traffic may get congested. (they already had to add a cross walk at the corner of Mortimer and Durant)
22. 101 Coxwell. Less invasive use for the surrounding community. Or re-open and consider another site. E.g. Greenwood TTC site which is pre built for development.
23. 101 Coxwell because it disturbs residents the least.
24. I like the current 55 division and think they could revamp the building to make way for both divisions. The Civic building already has too much going on and those much needed services which are provided from there. The TTC land should remain for now and kept for future development for the community. A grocery store and many other thing are needed in the area. The Traffic on Danforth, both cars and pedestrians, wouldn't be suitable for a police station. The Dundas location provides quick easy access to all areas and less disruption to the community is developing a new space.
25. The TTC Garage. This is a great opportunity to improve that space, hopefully co-locating with other services. It is also close to an area which has seen some significant crime.
26. I think the modernizing the current 55 site is best.
27. Danforth location for accessibility

28. I like the TTC location best due to its central location on Danforth Ave. That site could also benefit with some redevelopment and I believe a modern Police Station would be a wonderful addition to an area on a steady upward trend.
29. 3. It is best kept where it is for community safety and the vision that I have for my community.
30. The ttc garage because it is a high traffic area that affords large visibility. It is a much larger area and can be made into a great community hub. EYCC is located close to a school and hospital already so the addition of a police station could really congest the area.
31. Danforth TTC Garage -- larger space, less residential impact vis a visit traffic
32. TTC yard. It is more central and needs to be modernized. It is an older building that could use a revamp. Additionally, that area could use a modern look.
33. Danforth TTC garage. It is a large space that can house other community spaces and requires funds to modernize the building. It is also in a commercial area unlike the other two sites. The other two sites are growing with young families and do not need more emergency vehicles near elementary schools, etc.
34. 1627 Danforth. It's centrally located and would be very visible for the community. Good to have the station near the expanding businesses along the Danforth. The old TTC property offers the best possibility for a newly designed and constructed police station.
35. I feel that the ttc location would be most central to the community, not only in terms of its accessibility to transit but also its geographical location, it could be part of a community hub there
36. Danforth TTC Garage. Central, ttc subway proximity, opportunity to improve the neighbourhood and use the land more effectively.
37. TTC grounds. Central to a highly trafficked area. Good access times to all served areas. Positive influence on the development of the area.
38. East York Civic Centre
39. Danforth TTC Garage - 1627 Danforth. -less intrusive to the surrounding community -easily accessible
40. #3 D55 station. It is already part of the landscape and will not be disruptive to the neighbourhood.
41. Danforth TTC Garage 1627 Danforth Location central right on Danforth Good use of the property space
42. Existing site (D55) because of 1. Vulnerable area that benefits by police presence (although it could be friendlier from street) 2. least impact on the various neighborhoods since it already exists (EY center overly trafficked by existing and hospital - Danforth better uses for land)
43. TTC garage, more land. Old location too small. Civic center shouldn't have to change.

44. 101 Coxwell Avenue is my preferred choice. It is highly visible, easily accessed by public and police staff and has the huge advantage of already being familiar to the public. It has parking facilities in place and an excellent amount of space for a renovated and enlarged Divisional site. It has the most pluses and the least number of negative attributes.
45. The East York Civic Centre would be perfect.
46. TTC location - space! Ability to house related services, street access and approachability, opportunity to make use of a beautiful heritage building for modern services.
47. 101 Coxwell. Isolated from active community; less threatening. None
48. East York Civic Centre; close to neighborhood, easily accessible and identifiable, close to the most recognizable East York School (East York C.I.), which is convenient as 54/55 Division serves East York primarily.
49. Danforth TTC garage. It has the space to build more than simply a police station. Even with a large station there is still space for other complementary civic services. It's in the (roughly) geographic centre of the division. It has the best transit connections.
50. The TTC garage fits best because it is a large site which could easily accommodate more community organizations. It is a heritage building which needs to be used to its best advantage; right now, it's just a lump of bricks and, as far as I know, only TTC personnel use it. It is centrally located between 55 Division and EYCC (although' unfortunately rather far from Flemingdon Park area). Situating the station on the Danforth could help with criminal activities, especially in the evenings.
51. d55 then ttc
52. Current site. Hospital revitalization and local school and child care make EYCC worst choice. Current police location has fewest impacts on residential areas. I don't think that co-location with community services makes sense as co-location with police may be a barrier for some people to access other community services (i.e. undocumented, newcomers, and people with past negative experiences/associations with police).
53. Current D55 building, 101 Coxwell. Least impact on surrounding residential neighborhood. Cost of temporary relocation of staff acceptable assuming will be minimized.
54. Danforth TTC garage. It has the most potential for community improvement and it is the fairest location geographically (to the new expanded division).
55. I will start with the site that immediately jumps out at me as least suited. The East York Civic Centre (EYCC) is centrally located in a residential area (unlike the other 2 which are by major thoroughfares) in very close proximity to Centennial Daycare, R.H. McGregor Elementary School, Michael Garron Hospital and the main library, S. Walter Stewart. *<A sentence was taken out to protect privacy of the responder>*. Having a police station here would make the streets even busier with more police vehicles on streets that have little kids crossing daily. I think a police station would inevitably also mean more noise in a quiet zone (MGH). The EYCC is also home to the very popular farmers' market in the summer and you will see many parents with strollers

sitting on the green lawn and crossing the streets while on maternity leave. As you likely know, the entire East York area is going through a baby boom and EYCC, being in the middle of a residential area, means a strong presence of strollers and little kids around the Civic Centre area where families are using the open area to ride bikes and just let their kids “release some steam”. There is also the Pumpkin March tradition at the EYCC lawn after Halloween. In addition, kids at Centennial Daycare use the Civic Centre as their “safe zone” during emergencies...they walk across the lawn to the Civic Centre and stay there until it is safe to return to the daycare. <A sentence was taken out to protect privacy of the responder>. ... Think if nothing else, having a police station there would spoil the current idyllic feel of the green lawn and trees, and coziness of the area that the community has come to rely on as one of the few places in the East York area with such a feel and amenities. The TTC garage is a heritage building and is also located on the Danforth that already has a strong presence of shops and restaurants - being in close proximity to the subway means better clientele access for local businesses, and therefore, I believe the TTC garage is more suited for development of that nature (or for a low-rise condo). This area is going through a rejuvenation that I believe the presence of more shops/restaurants/galleries/condo would be more in keeping of, than a new and large police station. I highly appreciate the need for progress and development of the police force and stations, and feel that this need can be met by renovating the current Coxwell location. It can be modernized and perhaps topped up to be able to support higher density (put in a 2nd , 3rd or 4th storey as required depending on whether the current land space allows for outward expansion). A parking garage can also be built to accommodate more police vehicles. The other point is the local community and businesses were built around a police station presence. People living here bought into the place knowing full well that there is a police station nearby and perhaps for personal reasons, that is their preferred location. Communities near EYCC and the TTC garage, on the other hand, did not and having a large station now will be quite disruptive to their way of life (unnecessarily).

56. Existing station. The scale of the current station blends well with the area. The building seems pleasant (though I've never been inside).
57. East York civic centre
58. EYCC - it's an established community hub with the local EY Farmers market and potential for more events. It's currently a government owned building that is underutilized no need to spend money purchasing another building. Hospital, schools and police on 3 corners - now that's community!
59. I need more information. If pressed, Civic Centre, existing police station, TTC yards.
60. The TTC space has enormous potential as a community space, and I believe that should be the priority for that site. I also recognize its appeal as a police site though. If those two objectives can go-exist on the same site, I would be supportive of it. Would require top-notch design work, though. Civic Centre site also has good multi-use potential.
61. It seems like the current site would minimize impact on the surrounding community. My second choice would be the TTC building, last choice would be the Civic Centre. The Civic Centre

is in an already really busy area, and I have concerns about how this would impact traffic and both the school & child care centres.

62. TTC Garage - good transit accessibility and repurposing of an old site. I take it the soil contamination has been (mostly) addressed. Better uses for Coxwell and Dundas.
63. TTC property as it will have lessened impact on residents - noise, traffic
64. 1627 Danforth-size, location and potential for future growth
65. I happen to like having 55 in my neighborhood but honestly what makes most sense in terms of numbers of staff and other services that are being considered. The fact that 55 is modernized already appears to be important (listed as the first consideration). Between choices 1 and 3, the square footage makes more sense for 55. Perhaps No 2 too large and costly renovations. I also believe your staff will likely have some solid input re the choices.
66. I believe the Danforth ttc garage would be the best fit. The Danforth station allows for the current police not to have to move to a new station till it's completed, it's on a major main street for public access (change the egress so it's on the major street not the residential side), lots of space for a major renovation, love that a heritage building could be part of the reno.
67. TTC yard. First, I live very close and would love to see the new station and a police presence in my area. I also think it is the most sensible choice, perfectly located between the two boundaries. The EYCC already have enough services in one area and would be over crowded with services, and the Dundas area is not well located between the two. I am all in favour of having the station near me. Some of my neighbours are concerned about the "look" of the new station but I have been impressed with the modern look of some of the police stations in Toronto so I am not concerned.
68. Danforth TTC Garage
69. Current 55 Division Site. The neighbourhood is already used to this location and it seems to be working fine. The other 2 sites would be negatively affected by the addition of a police station. TTC barns especially would be the most negatively affected - this is a beautiful site that should become an arts hub, community and recreation centre, or heritage museum - not a police station. What a pity that would be.
70. The TTC garage best fits what I have in mind. This location is the most central of the three proposed areas and I believe has the most potential to accommodate any future change. I like the ability for any resident to readily access services on foot or from the TTC (Coxwell Station). The whole facility can be rebuilt to provide an optimum engagement/service area. Both other sites have to consider what already exists. the old location will be needed for transition and the civic centre could be too close to the political machinery.
71. 101 Coxwell. It is already well established and further enhancement can take place there without serious disruption, as in the past.
72. There are advantages to all three. The EYCC location would be especially appropriate because it's close to many other civic services and a hospital.

73. N/a.
74. I like having a police station just a few hundred feet away at Coxwell and Dundas. However, I absolutely love the idea of the Coxwell and Danforth location mostly because of the opportunity to build in co-location with community partners. That would be amazing!
75. Danforth TTC Garage. Location is the best for a new station, plus the real estate can be used to its full potential.
76. I'm not sure but I would like to keep the Danforth TTC Garage as a community and commercial site. There is a French language coalition of neighbours who want a French High School in this neighbourhood and they think the Danforth TTC Garage site would be ideal and still give room for commercial and community activities. Actually it is too bad that the new Police Station cannot be on the large property at Woodbine and O'Connor where there is presently a Shoppers Drug Mart store.
77. I think that the Danforth TTC garage best fits my vision because it provides the opportunity to reinvent the current station to something a bit more inviting to the public. Also seems to be fairly centralized in terms of proximity to residents.
78. EYCC makes the most sense from my perspective as police can be connected to other community resources.
79. East York Civic Centre. Clustering makes sense to me.
80. Danforth TTC Garage
81. TTC garage centrally located. Also it is a large area which currently looks grungy and would benefit from fix-up
82. 101 Coxwell - Current Building because: - existing police station use which is integrated with the neighbourhood. - allows for intensification of uses on the site. Building height could increase to 3 - 4 storeys along Coxwell and Dundas - allows opportunity for improved architectural design and landscaping. - Frontage along Dundas St and Coxwell (2 busier streets) - west side of intersection is also redeveloping. - No consideration previously for what this site would become if it is not selected.
83. 55 division as it's already a police station and you won't need to rebuild anything plus all the equipment is already there
84. Current D55 building is readily accessible from the street, lots of frontage and building opportunity that would allow for community engagement. The civic site north on Coxwell is already very busy and there will be more congestion and limited parking when the hospital is built. Also the proposed Danforth location is reclusive and difficult to access.
85. 101 Coxwell Closest to where I live
86. I'm leaning towards Danforth. 1) Very good Access by TTC; which could be further improved by creating a second exit from the Coxwell Stn. Mezzanine to what is currently the Green P lot on Danforth. 2) The location is very roughly in the middle of the current 2 divisions and fairly

central to the area. 3) The site would be high visibility (more so than Dundas in particular. 4) If the site is treated as holistically as possible there are additional opportunities. (ie. the Library branch is overcrowded and undersized and could be redeveloped at the same time, possibly on a different part of the site, allowing a more thoughtful layout for everyone (police, TPL, TTC etc.) 4) Good opportunity to reuse historic building space not currently accessible to the public; both police and TPL have shown good sensitivity w/these types of sites in recent years. 5) A large site allows a range of flexible opportunities. Could the detox facility on Danforth be co-located here? Would that be advantageous? The large area might allow for some sort of public plaza or park-like space as amenity for the area. Frontage on Danforth in particular is conducive to great height, allow further gains in efficient use of space; therefore greater range of public and compatible options. ** By contrast, I'd be concerned that the EYCC site may diminish an existing public asset.

87. I think the best location is at Danforth and Coxwell. It provides a good central location, large development opportunity and close to existing high traffic areas. I think the opportunity to share the location with other community services may reduce operating costs for the development - utilities, heating and cooling etc.

88. At first, I thought East York Civic Centre, but on further consideration, I think the Danforth TTC garage location could be even better because it's more central to both Divisions and is in a bustling area (higher profile presence to transit). Maybe there, the police can make Danforth less "scuzzy" and scary.

89. Danforth TTC garage. It's got the most amount of space, and is very appropriate for the needs of both the community and the police.

Q9: Do you have any other information/ feedback/ advice for the team to consider in selecting the site?

1. Please do not select the East York Civic Centre. This would not be a suitable site for a new police station due to the proximity of a child-care centre, elementary school, residential community, etc. Also, the area is already quite saturated with various services (schools, hospital, civic centre), and the addition of a police station would make the area even more congested.
2. Can't think of any for now.
3. Why was building on the current 54 division not considered since it is in an industrial area? Very limited need for general public to visit hence question the transit/biking proximity requirements.
4. Give preferential consideration to the recommendations of professional engineers and planners and less to the internal bureaucracy and political aspects. Make sure any expenditures of public funds result in demonstrable, real world value for the community at large.
5. Consider the impacts on the community for each site.
6. Greenwood TTC yard.
7. Create modern building similar to police station near distillery

8. Make the decision based on makes the most fiscal sense and what's best for the community.
9. Please continue the highest level of community consultation.
10. This process was extremely rushed and the information had huge gaps for example cost in real terms and what sites could be potential sites that were not presented. The community consultation was a presentation, it was police-centric and it did not involve the community enough because not enough time (6 weeks) was given to get the word out. As well, the TTC barns site is clearly the frontrunner for the police, however, a community meeting was not held in this community directly. We need more time and more information to make an informed decision. The mandate of the modern policing outlined by TPS is to engage the community and this has already not been done.
11. I think the public consultation has been much too short. We need to be consulted on more than simply the location. We want to have more civic services incorporated into the site and this requires public input.
12. I hope that you will seriously consider doing some kind of traffic study before choosing a site. While I understand, from what Paula Fletcher said at the end of the Oct. 10 meeting, that these studies are expensive, I don't understand what information a study AFTER the fact would provide. Plus, I do NOT want to see any of the newly-renovated areas of EYCC dug up and re-renovated! That is a frustrating and unnecessary use of public funds.
13. Please consider that there is a school and library very close to the East York Centre location. Having a police station would be detrimental to the children's enjoyment/safety.
14. the D55 site seems to minimize the long term impact of the increased site on its neighborhood which is the most important criteria in my view
15. no
16. No (see my input to previous question).
17. Saving and conserving the parklands at civic ctr
18. No!
19. The EYCC location does not strike me as appropriate. This is a community space and across from a school, and surrounded by low density homes. Intensification on the site would negatively alter it as a community gathering space.
20. Setting up mobile Command stations in various parts of the combined divisions could be done during construction.
21. Consider the community. I live <close to> of Michael Garron Hospital which is going to be expanded significantly. I'll be living through construction and gladly do so because when I moved into the area I knew the hospital was there and reconstruction might occur. The EY Civic Centre is a nice park like setting for residents and families of Michael Garron Hospital. My mother died in the palliative care ward of the then TEGH and the Civic Centre was a place to

take a break in the midst of watching a loved one struggle with cancer. Don't take that oasis away from other families.

22. East York Civic Centre is already a busy hub for so many other services, and the TTC garage could easily serve the TTC alone in the future. Keep D55 as a stand alone in its current location.
23. It would seem cost is also a big factor and this has been omitted from the comparison. When will this factor be determined?
24. Not really. I just think that the civic centre should be left alone.
25. I don't want to see the EY civic Center used. I feel that the beautiful grounds and farmers market that takes place for six months of the year would be compromised. Plus we have enough emergency vehicle noise in the neighbourhood already because of the MG hospital.
26. Please, please keep the police station at the existing 55 division site! Neither of the other suggested sites is an improvement to the neighbourhood.
27. The process was too fast. Not transparent. Failed to consult the north part of the division-which is shameful. Ignores the wishes of the community re future use. Imposing this non transparent process on the community does nothing to improve police community relations. Decide if you want to be a fortress or a welcome part of the community.
28. PLEASE do not take the civic centre site. That's a beautiful green space where kids play, older people relax, and we have our community farmers market.
29. The team should not be looking at infiltrating a public space, such as the community centre for police use. It is a family friendly space with a farmer's market and areas for children. I have concerns about the hindering of pedestrian and vehicle traffic at first 2 site considerations.
30. Please don't use the EYCC. With the DVP, Hospital and school, the area is so densely commuted already. Leave the police station out of the neighborhood for now please.
31. How will the move disrupt the current neighbourhoods?
32. Not at this time
33. I greatly appreciate the idea that the site would retain its ttc building which is a historic part of the community. Too often our older building disappear seemingly without regret on anyone's part. Let's try to keep at least some of the older city buildings so that we can always recall where we came from.
34. There are other services already in place at the East York Civic Centre that citizens could be directed to with ease.
35. Take lots of partners - city planners, councillors, BIAs, DECA (for TTC site). Best way to get optimal site for all parties.
36. I fear the impact on the neighbourhood of the Civic Centre location. I also question the traffic impact on Danforth & Coxwell if the TTC building was chosen.

37. Do not place it at EYCC. Hospitals homes and schools located nearby will be negatively impacted
38. Be realistic about what services need to be included.....what possible vs what may be a pipe dream is. I appreciate being consulted, I appreciate our diverse community and the work that our fine force sets out to do every shift. Consider a location that maximizes the work they need to accomplish. I am not familiar with the nature of calls and related history in this area so it's tough to make considered suggestions. What makes sense for your staff in executing their best possible performance in their work.....
39. I really appreciate the opportunity to give feedback. Only downfall was the lack of notice to our area which we believe will be impacted - no notice given, found out from community members from a neighbouring area who posted it online.
40. If you are leaning toward the TTC site, which I hope you are, I think if you just impress upon the residents that you are trying for a modern station with a community minded approach (if indeed that is the case) then I think you will be successful. Good luck!
41. No
42. Please don't turn the TTC barns into a Police station - what a sad, missed opportunity that would be!
43. My second choice would be the Civic Centre area if there really is enough space and the closeness to politicians could be mitigated.
44. Cost, Cost & Cost. The Toronto Police Services budget is already too vast. Keep cost down by selecting 101 Coxwell for the consolidation.
45. I hope that the team will plan for the continuing future existence of the Ashbridge Community Eco Garden, as it is very important to its users.
46. no
47. Make it a place where the public feels welcome and one that feels like an integral part of the community fabric. Don't make it an imposing fortress.
48. No
49. no
50. I don't understand why having it on Danforth would make sense. That space should be reserved for development / community services that have a greater need for transit. A police station would mean closed off bldg used by small community population and a lot of vehicles / parking. Not what that area needs. EYCC location would better support 'community' connection.
51. No
52. The Danforth TTC Garage site is currently very under-utilized and should be redeveloped comprehensively within a larger master planning process that considers other uses, such as residential, cultural, community, etc., perhaps combination with the police station. That property is large and provides a great opportunity to partner with the private sector and

revitalize a fairly large section of the Danforth, as well as Coxwell and Hillingdon. The site is currently very closed off from the surrounding community and generally unpleasant. Very few people walk along the south side of Danforth between Coxwell and Hillingdon because there is limited ground level activation and retail. The TTC building fronting Danforth is architecturally pleasant but is extremely unfriendly and unpleasant to pedestrians passing by. Along Coxwell south of the existing apartment building, it is extremely windy and unpleasant to walk past because of the number of cars pulling into that large surface parking lot. The fence mural has improved the pedestrian experience slightly; however, ground oriented uses that create a better pedestrian environment would be better suited. Along Hillingdon, there are similar issues as along Coxwell; however, there is an extremely strong smell of gasoline most of the time. The fence has not been painted, so is unattractive. I think redeveloping this site as a single use or as a police station with other "agencies, boards, commissions and divisions" is an inefficient use of one of the best mixed use redevelopment sites along the Danforth. This property is on the Bloor/Danforth subway line and should be redeveloped with "Transit Oriented Development" principles in mind. A comprehensive mixed-use redevelopment of the TTC Yards that includes a partnership with the development industry is much more appropriate given this site's location along the Danforth Subway line and size. This type of redevelopment would bring a bigger financial return for the TTC / City of Toronto. It has been done/is being done successfully at Bloor and Dufferin (surplus 7.3 acre TDSB lands) for example. I think there is a much broader opportunity for redevelopment of the TTC Yard that should be explored. I am local resident who <travels> past this Yard on a daily basis. I am supportive of redevelopment that will improve the community and attract new businesses and residents.

53. No

54. Try and preserve as much green space as possible. East York loses green space. The TTC garage would enable you to gain green space. If you sell 55 the site is likely to be fully take with a condo.

55. Both the Dundas/Coxwell and EYCC locations are surrounded by residences. The added traffic at the EYCC may impact the this area the most, though it's already a hub of community services, including schools, medical, hospital and a library. I think the largest location, at Danforth and Coxwell makes the most sense.

56. Given the recent murder in Stan Wadlow Park, I hope police will increase patrols there and around my neighbourhood. I've always felt reasonably safe, but this has really shaken me. Please keep up the great work you are all doing. So glad you are out there.

57. Great work