

DAVENPORT COMMUNITY ADVISORY COMMITTEE MEETING

<u>MEETING DATE:</u>	April 5, 2017
<u>TIME:</u>	6:45 pm – 9:00 pm
<u>LOCATION:</u>	Davenport-Perth Neighbourhood and Community Health Centre- (Perth Hall)
<u>ATTENDEES:</u>	<p><u>CAC Members</u></p> <p>Ferris Grant- Resident Immie Manthei- Resident Andrew Hladkyj- Resident Kanchan Maharaj- City of Toronto James De Monte- Reference Panel Representative Rob Gomes- Resident Elizabeth Betowski- Office of MPP Cristina Martins Cristina Martins- MPP Ana Bailão- Councillor Robyn Doolittle- Resident Francois Baillorge- Director of Operations- Ubisoft Britney Kennedy – Ubisoft – Managing Director’s Assistant Laura Zeglen – Options for Davenport Scott Dobson – Friends of the West Toronto Railpath Matt Park – Davenport Village Community Association</p> <p><u>Metrolinx</u></p> <p>Istvan Szatmari Stefan Tzianetas Laura Soderman Anthony Irving Jennifer Capan John Potter Laura Berazadi</p> <p><u>Consultant Team</u></p> <p>Mark Armstrong, Hatch Pat Hanson, gh3 Diana Gerrard, gh3 Byron White, gh3 Allison Young, gh3 Craig Lametti, Urban Strategies Tyler Baker, Urban Strategies Fabio Novaes, Lightemotion Francois Roupinian, Lightemotion Mara Del Bianco, Lightemotion Lightemotion Brad Golden, Brad Golden & Co.</p>

NOTES:

Item No.	Description
1.0	CAC Members and Consultant Team introduced themselves.
2.0	<p>Mark Armstrong, Hatch presented a brief update on the project and schedule.</p> <p>During this item, CAC members asked the following:</p> <p>a) Q. Was electrification something that was going to be discussed in the remaining CAC meetings for this project?</p> <p>A. Metrolinx informed the CAC members that electrification is a separate and parallel process that is underway.</p> <p>b) Q. When will the train traffic increase?</p> <p>A. The timing of service increase is to be determined. However the EA capped the increase to a maximum of 36 trains.</p> <p>c) Q. Is the budget for electrification protected, or is it subject to political changes?</p> <p>A. Metrolinx said that the Barrie and Lakeshores lines are the highest priorities for electrification. The electrification project was announced by the highest levels and the design stage is proceeding.</p>
3.0	<p>Presentation of Public Realm Plan, presented by Pat Hanson, GH3</p> <p>Questions and clarifications during the presentation:</p> <p>a) Width of space adjacent to guideway is typically 8m, but at certain points narrows to 5m for a short time.</p> <p>b) Cannot clad the underside of guideway or columns because they will need to be inspected visually for safety/structure annually. Pat noted there could be porous materials or other solutions to address this requirement.</p> <p>c) Councillor Bailao asked what City property at Wallace needed to consider? Pat answered road allowance and material of road.</p> <p>d) Concern over meeting of cars and trails in non-signalized crossings (e.g. Wallace). At West Toronto Railpath one way to address this was through adding a bend in the cycling trail in advance of the road to slow cyclists. Pat added her team would like to prioritize pedestrians.</p> <p>e) A lot of CAC members voiced support for a patio for Halo Brewery which would add activity including at night which could increase safety.</p> <p>f) In talking about the private parking lot near Campbell Park, Pat mentioned there were a lot of potential opportunities to connect on land owned by others (City or private), but that discussions would be needed.</p> <p>g) CAC member asked whether we are too late in the process to leverage developments (e.g. Section 37/Park dedication). Cllr Bailao answered: yes, too late as the library was provided/negotiated through</p>

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	<p>Section 37. Nonetheless, there are some areas where site plan is not yet approved where design of the interface between the Greenway and the development could be improved. GH3 offered to work with the City on reviewing the interface.</p> <p>h) CAC member asked about the station at Bloor and how this can be integrated/connections protected for. It is a separate and parallel project, but Metrolinx noted that these will be integrated/connected.</p> <p>i) Responsibility for maintenance and models for this project (e.g. City endowment, Conservancy) was raised. More work on this is needed and it will need to be addressed soon as the final arrangement will</p>
	<p>have an effect on design/material choices.</p> <p>j) Q. Why not design-build and maintain on the public realm portion. A. The Davenport Diamond Project was approved by Treasury Board to be a DBF (Design Build Finance) project, it was not approved as a DBFM model (Design Build Finance Maintain). Therefore, any required maintenance must be considered separately, beyond the scope of the DBF contract.</p> <p>k) Q. CAC members asked how to build in some certainty on the maintenance? A. Metrolinx will be responsible for many of the areas (cladding, structure, rails, and integrated artwork) but are looking at creating a long-term endowment/budget for the trail maintenance and public realm upkeep by others, which may include City departments, BIAs or others for specific areas along the route. Metrolinx will start internal discussions to have some proposals to bring to the city and then will schedule separate negotiations with the city.</p>

4.0**Public Realm Design Workshop**

Brief introduction by Helena Grdadolnik, Workshop Architecture. CAC members were invited to spend approximately 20min at each of the following tables (or longer at any one table):

Table A: Public Realm Design - Davenport Road to Antler Street (facilitator: Diana Gerrard, GH3)
Review examples/precedent images for landscape approach, lighting design, materials/cladding options for guideway, retaining walls, noise walls and columns. Discuss design elements and approach in relation to aesthetics, safety, vandalism and other considerations.

Discussion points

- a) Community members would like the Guideway and bike path to extend to the other side of Davenport
- b) The current North-South crossing on Davenport is thought to be unsafe for pedestrians, especially to get to Earls court Park
- c) The intersection is known to be a shortcut for cars to get to St. Clair and there have been 3 deaths in the area related to traffic.
- d) Residents mentioned the need for rehabilitation of the Davenport Hydro Corridor. (North of Davenport is not included within this project's scope).
- e) It was agreed that the architects can only provide points of entry to the hydro corridor
- f) It was agreed that graffiti-resistant surfaces are not an effective prevention strategy (When the material is cleaned, the resistant coating is also removed)
- g) It was agreed that facilitating graffiti may be more constructive
- h) Residents would like porous walls, to give more of an open-air feeling
- i) It was agreed that all the public furniture would be fixed, activities such as chess were suggested, residents expressed a desire for durability to protect against vandalism
- j) Residents suggested that restaurants would be helpful in the community to establish a late-night presence in the area for safety
- k) Residents mentioned that tracks (running east - west) creates a divide in the neighbourhood between North and South of Dupont and there is an opportunity for the Guideway to provide a better connection to these separated areas
- l) Concerns were expressed over the switchback stair

Item No.	Description
	<p>Table B: Public Realm - Design Antler Street to Bloor Street (facilitator: Pat Hanson, GH3) <i>See instructions for Table A above.</i></p> <p>Material considerations</p> <ol style="list-style-type: none"> a) Problem with reflective cladding in winter, snow and glare b) Columns to be more “Victorian” (less industrial feeling, more detail?) c) Could the guideway cladding be “softer”? d) Could square columns be use as opposed to round columns? e) Could the cladding add colour? <p>Landscaping considerations</p> <ol style="list-style-type: none"> a) can more trees be planted b) could there be amphitheatre seating/ benching c) how will maintenance affect plants that are chosen? <p>Other thoughts/considerations</p> <ol style="list-style-type: none"> a) have local police been notified b) could a connection be made at Antler? c) community businesses should be mapped <p>Table C: Potential connections, activities/uses, and public art locations (facilitators: Craig Lametti, Urban Strategies – connections and activities; Brad Golden, Art Consultant – public art) <i>Discuss physical connections and potential activities/uses CAC members envision/desire and what is less likely/undesirable (may include some discussion on stewardship models). Present proposed integrated public art locations for community to review and discuss.</i></p> <p>Connection ideas</p> <ol style="list-style-type: none"> a) It will be important to provide connections at any crossing street so that the corridor can stitch together the neighbourhood. Sarnia and Lappan are also important connection points. b) There is a desire to rethink the switchbacks in the multi-use trail. <ul style="list-style-type: none"> • Preference for a more continuous and fluid route. • As they are shown, they are not inviting for people traveling north, will be difficult to cycle along and less friendly for families and children • Consider rounded corners/more sinuous design better for cycling. Eliminating the basketball court (not highly supported by CAC members) and/or wrapping the ramp around the underside of the overpass to create a more sinuous path. • If needed, the slope could begin south of Dupont and be designed to integrate with the space beneath the overpass. c) Link to Davenport Village Park. Connecting to this new park will be important <ul style="list-style-type: none"> • Look at how multi-use path and path into park intersect – right now it looks like a fairly narrow connection which will make it difficult for cyclists. • Q - Are there opportunities to raise the multi-use path beside the park so that there is a more direct at-grade connection there? d) There is a need to create improved connection to Earls court Park. <ul style="list-style-type: none"> • Bridge to Earls court Park over Davenport was strongly encouraged by community members, but as the scope of the project ends at Davenport and the land in question where the bridge would land is

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	<p>City-owned, the design can only protect for this. A bridge will not be included within this project's scope.</p> <ul style="list-style-type: none"> • Bridge to Earls court Park was not as supported by City Transportation rep, who expressed concern over dumping cyclists into Earls court Park and how this could have a negative effect on the park and its current uses (with a bike "highway" passing through). • If a bridge can't be provided in the short term, the design should not preclude from it in the future • The intersection at Caledonia and Davenport Road is very busy and unsafe for people having to cross the street there, even with the street lights. • More space is needed at the bottom of the path where it meets Davenport Road to enhance safety • The sharp turn onto ramp down to sidewalk may be unsafe • In the interim improvements to the intersection are needed (crossings on all sides?) <p>e) Connection to the Green Line</p> <ul style="list-style-type: none"> • CAC members expressed a desire to connect to the Green Line. Helena, as part of the City's Green Line consultant team noted: There is a potential to connect to the Green Line at the south side of the intersection of Davenport and Caledonia where there is a currently a narrow staircase from the northwest corner of Turntable Crescent (an un-assumed road) down to Davenport. The hydro corridor runs along the southside of Davenport in this section west of the Greenway/rail corridor, but there is a grade change to negotiate and a direct connection will be difficult due to hydro transformer equipment right at the corner. <p>f) Plan for Campbell Park to be extended across the track to Ward Street (across the parking lot) if the areas east of the tracks is ever redeveloped– could there be an interim use of the parking lot for open spaces?</p> <p>g) Prioritize the continuity of the trail, rather than the "pause" spaces.</p> <p>h) Ensure the continuity of the route, especially at north and south ends - make connections beyond.</p> <p>Desired activities/uses</p> <ul style="list-style-type: none"> a) Walking/biking are primary anticipated activities along corridor b) Basketball court was not supported at the shown location, but rather a more passive space that related to the adjacent library c) Reconsider the basketball area – where it is doesn't quite make sense as the ball could fall onto the street. d) The space over top of Dupont should be more related to the library and designed to support library related activities (reading, meeting places etc.) it could act as a form of library spill-out space. e) The space alongside Campbell Park should be more family oriented with programming that relates to young families with children and supports play activities which complement the park. f) The area close to Wallace could be more of an adult-oriented area with spill-out space for the brewery and opportunities for restaurant/patio uses. <p>Public Art locations/considerations</p> <ul style="list-style-type: none"> a) Long walls: places for rotating art? – would require funding and curating resources. b) There are many local artists' spaces in the area. It would be great to provide an opportunity for them to participate in public art along the corridor, perhaps on a rotating basis. c) Desire for venues/opportunities for ongoing programming of projects for local arts community (not just the large, capital projects). Specific reference was made to overpass columns. d) Consider artists working with lighting design e) The corridor has distinct characteristics that could be reflected. Artists should be made aware of the "tone" of the proposed art sites <ul style="list-style-type: none"> • Wallace Avenue – More of an adult space and theme (Brewery Patio and related activities) • Campbell Avenue Park – Kids and Families (play themed/functional art) • Dupont Overpass – The Library and/or local artists (art zone) • Paton – potentially dangerous area

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	<p>Lighting</p> <ul style="list-style-type: none"> a) The expectation of the community regarding the lighting is of a light that meets all safety requirements by delivering a sense of safety and inhibiting a vandalism without being an invasive light. b) A more artistic scene is expected, with lighting that connects people with the environment, a light that transmits a sense of well-being and that stimulates the use of all the spaces of activities and art that will be available in the corridor. c) Could lighting be used as art? d) Maintenance is a big concern. Longevity and low maintenance are objectives. e) For the next CAC there is an expectation of seeing the most advanced and specific light design to the project. ACTION 8: <i>Lighting strategy to be developed for next CAC.</i> <p>Safety considerations</p> <ul style="list-style-type: none"> - It is important need to consider public safety and lighting <ul style="list-style-type: none"> o Could lighting be integrated with the structure so that it gets built in in the first instance? o Lighting should be inviting, not too bright or too dark - Concern with safety in proximity to Paton underpass <p>Maintenance and stewardship</p> <ul style="list-style-type: none"> a) Jake at Park People shared his research into starting a conservancy and his work with The Bentway project on this topic. A conservancy needs to generate income and there is a lot of set-up time, money and complexity to get one off the ground and keep it running. The size and extent of this site would not likely lend itself well to this model. b) Park People did research into various models of stewardship for public spaces. Other models that could be considered with Metrolinx negotiation and endowment for maintenance/activities: <ul style="list-style-type: none"> • BIA or an adjacent local business (e.g. Halo for a patio) to take “ownership” for specific areas along the Greenway (e.g. Wallace crossing) • Condo board to agree to maintain an adjacent area they would benefit from, either with their own fees (would need a vote to make this happen, so not very likely) or with an endowment from Metrolinx. There is precedent for this through Privately-owned Public Spaces but this is typically determined in advance of a condo board’s formation, so no vote would be needed. • Model of park café/concession stand to provide amenity, surveillance and maintenance. Trading space and permission for a concession stand in return for amenity, presence and/or maintenance of public space/washrooms (Vancouver Parks previously had this model. The fieldhouses/concession spaces are now are used as artist residencies; also Victoria Park in London; Montreal’s Square St-Louis’s kiosk) c) It could be that only certain showpiece areas like at Wallace or above Dupont are designed to a higher level (areas that are more likely to find a steward to take ownership over maintenance). The rest of the Greenway may need a design that would require only basic maintenance. d) Need to gauge potential interest in the area to form a “Friends of” group or an existing local group to plan/execute activities (not be responsible for maintenance, but for activating the space e.g. movie nights, planting groups/community gardens, market, rotating art)? This would help with keeping the space active, monitored, safe and welcoming, without asking a local group to shoulder the burden of maintenance. If this was the case, is there any potential for adding storage/budget for community items e.g. moveable chairs, screens etc? e) Looking into potential to negotiate a per-unit cost for snow removal/maintenance for multi-use trail with City departments who already perform this work on their own trails. This approach could also be applied for other relevant elements in the public realm, but requires agreement from City. f) Metrolinx is planning to assume the costs for maintenance of the Guideway for the lifespan of the structure.

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5.0	<p>Summation by facilitators to confirm CAC members' direction. Each facilitator presented the highlights at their table and the CAC members agreed this accurately reflected their direction to the design team.</p> <p>Table A</p> <ol style="list-style-type: none"> 1. Feeling of the guideway structure of columns. More detail needed and warmer ("Victorian feel"), less spartan or industrial 2. Traffic concern on Wallace needs to be considered 3. Ubisoft saw a lot of opportunity with activities connecting to Campbell Park, near their offices 4. Paton loading bay on east side is often blocked by trucks <p>Table B</p> <ol style="list-style-type: none"> 1. Connections and maintenance 2. Connect over Davenport to tie the community 3. Experience of vandalism and insights provided in to materials in the area not getting tagged 4. Encourage graffiti may be easier than fighting it 5. How to maintain the public realm is an extremely important issue that needs to be resolved <p>Table C</p> <ol style="list-style-type: none"> 1) Important to connect to Earls court Park 2) Connect to all passing streets, even some under private ownership 3) CAC members shared their experience of the character of the spaces so that the design could reflect this <ul style="list-style-type: none"> • Wallace Avenue – More of an adult space and theme (Brewery Patio and related activities) • Campbell Avenue Park – Kids and Families (play themed/functional art) • Dupont Overpass – The Library and/or local artists (art zone) • Paton – potentially dangerous area 4) There were concerns over the switchback 5) Lighting was considered an important element for security but also to create a warm atmosphere and make a destination 6) Artistic approach and lighting at a human scale are desired. 7) Fear of cutbacks – get the nice stuff at the front end 8)
6.0	<p>Actions and future agenda items agreed.</p> <p>It was agreed that CAC Meeting 4 will take place within approximately 2 months [date and time to be confirmed] the following was requested to be presented:</p> <ol style="list-style-type: none"> 1. Next public realm design iteration: including options of materiality and development to address CAC member's concerns 2. Lighting strategy presented for discussion 3. Preliminary construction staging: overview of potential impacts and potential for mitigation 4. Metrolinx to provide an update on maintenance/stewardship. CAC members did not feel this was an item they were able to discuss. They expect a solution to ensure the project does not present a long-term safety and maintenance issue from Metrolinx.

These meeting notes represent the writer's understanding of the major items of discussion and the decisions reached and/or actions required. Any errors, omissions, or concerns regarding the notes captured should be brought to the attention of the undersigned individual within 5 business days of receiving these notes.