

Davenport Diamond | CAC 5 Meeting Notes

Date: 01 November 2017

Time: 6:30pm to 8:30pm

Location: 55 Rankin, Toronto Community Housing

Attendees:

CAC Members

Deanne Mighton, City of Toronto (DM)

Shalin Yeboah, City of Toronto (SY)

Robert Cerjanec, Councillor Bailao's office (RC)

MPP Cristina Martins (CM)

Metrolinx

Laura Berazadi (LB)

Jennifer Capan

Anthony Irving (AI)

John Potter (JP)

Laura Soderman

Istvan Szatmari

Stefan Tzianetas (ST)

Consultant Team

Mark Armstrong, Hatch (MA)

Biljana Rajlic, Hatch (BR)

Francesco Addario, Hatch

Pat Hanson, gh3 (PH)

Elise Shelley, gh3 (ES)

Byron White, gh3

Francois Roupinian, Lightemotion (FR)

Fabio Novaes, Lightemotion

Helena Grdadolnik, Workshop Architecture (HG)

Item 1. Introduction and CAC Recap

The meeting started at 6:35pm. Anthony Irving (AI) from Metrolinx welcomed CAC members and thanked them for coming and he recapped what the CAC meetings have accomplished to date. He also provided a brief recap on high level issues and the project schedule.

Item 2. Update on City Meetings

AI provided a recap on the 4 meetings between the Davenport Diamond Project Team and the City of Toronto as well as the Toronto Design Review Panel.

Item 3. Update on Integrated Art

Laura Berazadi (LB) presented an update on the Integrated Art program. Information on the selected artist and artwork will be shared with CAC members in advance of the Public Meeting.

Item 4. Public Realm Presentation

Bloor to Wallace

CAC: Questioned ability for retaining wall and interior of Paton Road to underpass withstand graffiti/vandalism
Pat Hanson (PH): We will use a high gloss paint that is easy to clean, same as proposed on the columns. We will never be able to prevent all vandalism, but we are presenting a design that mitigates where we can and that be cleaned.

CAC: Will Paton Road underpass have lights?

PH: Yes.

CAC: Very disappointed there is no greenery or berm wall in the design.

PH: The berm was not feasible due to the space available (angle of repose of soil); because the structure will need to be able to be reviewed annually, so it cannot be covered; and due to the structural considerations, the area would not be able to be irrigated and therefore, not able to sustain growth.

Wallace to Sarnia

CAC: Are the lights high enough for people not to grab or steal them? [Slide shows dropped lighting hanging from the structure.]

PH: Yes, we have the height

CAC: Why is there rubber on the column?

PH: This is a rubberized paint for easy removal of vandalism.

CAC: Light colored paint would be preferred as it is more dissuasive of graffiti and will also be brighter. I think this looks like a parking garage.

PH: This is not our experience that a lighter colour necessarily receives less vandalism. The idea behind using black was continuity of ground cover to the cove, and to hide dirt in these areas.

CAC: At Campbell Park will the old growth trees remain?

PH: Yes, continued health of the trees is not a concern. Managing the preservation of the trees is at the forefront of our priorities.

CAC: Will the trees be affected by electrification?

PH: The catenary is above the track, and won't impact the trees which will not be overhanging the track.

CAC: Will there be an electrical substation in the area?

PH: No, there are no substations in this area.

Biljana Rancic (BR): Confirmed there will not be an electrical substation in the area. There will be an egress stairwell at Antler St which won't impact the trees.

CAC: How tall are the willow walls?

PH: They can grow to 6ft tall.

Sarnia to Antler

CAC: The dog park doesn't fit in area or meet any of the city's requirements in terms of size and near homes and next to the trail. We have lost the theatre space. Why did this change? Also, there is the fact that dog runs are expensive to maintain as the ground needs to be replaced every few years and this will impact the maintenance cost.

John Potter (JP): The dog run is a potential amenity that we would like the community to give us guidance on. If it isn't desired, we can remove it.

Deanne Mighton (DM): Two reasons. First, there is a huge demand in the area for dog runs and no space in the existing parks. As this area is new open space. Second, because the MUT will be trunk-ended for a while, this is a safety aspect as people are going to be at the dog park at all times which will help to monitor the space. The City of Toronto gave direction to explore this use and receive feedback from the community.

CAC: It will smell. How will the City deal with those side issues?

DM: If we don't do it here, we will get those side issues in schools or elsewhere, so we can try and create the space here to mitigate it properly and reduce conflicts. If we give it a space, perhaps there will be less conflict elsewhere in the neighbourhood.

CAC: [Regarding coloured liners in playmounds] if you are bringing colour into it, is it because people are asking for colour. Can we use a slightly different colour, not all black? Is it a design choice?

PH: Not everything is black. Yes, it is a design choice. Black outside is never truly black, but dark grey. We are trying to elevate the space so it is not like every other park in the city. The dark colour makes other elements stand out, it makes the space look continuous. It is a strong colour and more interesting than grey because of the contrast between other elements. It makes the liner colours pop more, it enhances the look.

Helena Grdadolnik (HG): The axonometric image isn't a true reflection of how you would read the space. Black is the ground plane but there is colour and texture in the adjacent buildings, planting and the lighter guideway above. Also, if you look at the materials you will see this is a premium product that isn't one dimensional, but has texture and different tones.

CAC: I am pushing back because the community doesn't want black. This goes against StreetARToronto's program which claims that areas with one co

Another CAC member: I agree there is too much black. Can there be two different colours used under the bridge versus the MUT?

PH: The goal was to make a consistent material and colour from east to west with the spatial separation made through the planting beds, wood seating and paving marking.

CAC: Could we see a rendering using other colours?

ACTION 1: gh3 to provide further information on material/colour selection.

Elise Shelley (ES) describes the planting strategy: community ravine, an oasis of shade, with plants such as ferns that thrive in shadier environments. The space's character of the space will be like a forest floor.

CAC: Is there any way to incorporate evergreens so that it is green in the winter?

ES: Evergreens won't necessarily do as well, but we are looking at other opportunities. Also, willow walls can be used as an additional layer of vertical plant material.

CAC: How will the rubberize treatment fair against snowplows?

PH: It's only used on the play mounds. The aggregate pavement isn't rubberized.

CAC: Will the path be plowed in the winter?

PH: It is up to the City if they blow the path. Currently TBD.

DM: We will have to look at this in the maintenance agreement.

Another CAC member: This is news to us. There is an expectation that this is a year-round plowed path, otherwise the investment into this infrastructure will not be well spent for a trail that can be used half the year. This is the highest priority.

Robert Cerjanec (RC): This is the expectation of the Councillor's office as well.

ACTION 2: Provide an answer regarding snow-clearing/winter maintenance to the CAC.

Antler to Dupont

CAC: For the Dupont Bridge, why is it not possible to bring up the sidewalk in Option B?

PH: We cannot go with option one because on the west side, there is a 15% ramp which will need extensive handrail due to new crosswalk/corridor. It would be spending a whole lot of money for minimal benefit. The west side can be a gentle slope, but the east side would be very steep due to new cross-walk. East side will not be a nice feature.

CAC: Worried about graffiti on the glass wall at the bridge.

CAC: At the Dupont St. spiral ramp, will there be stairs?

PH: No, there will be a ramp but no stairs.

CAC: The ramp looks very shiny, will it be painted?

PH: The idea is that it can be easily repaired and easily cleaned.

CAC: What is the floor of the ramp?

PH: Wood with metal grommets for anti-slip. It might be rubber with colour inserts, but not defined at this point.

Dupont to Davenport

CAC: We will want to have the pedestrians come off the MUT at the hydro corridor. It doesn't make sense to bring the pedestrians off at Davenport Village Park.

HG: This is a phased end point as there is no discussion/permission from Hydro yet and due to their long review periods this will not be resolved in advance of 100% Public Realm Design.

CAC: There is expected to be 2500 new residents in the south end of Davenport Village. Has there been any discussion between MX and the developer?

DM: The site plan for the new tower was completed three year ago. This project was not underway at the time and we have lost our leverage. It depends if the developer has good will. Also, there may be some opportunity as their project develops where the City would have the ability to ask for concessions. Any new projects moving forward or still in Site Plan include this as a primary frontage. Saying that, construction management plans can still be coordinated.

JP: The City has been arranging the meetings with the developers.

CAC: We request more detailed lighting info at the Public Meeting as well as more information on materials and vandalism. Would be interested to see what the light looks like on the wall at the narrow points and not just at the feature public areas.

ACTION 3: Provide further detail on lighting and information on materials and vandalism strategy for the Public Meeting.

CAC: What is the colour temperature of the LEDs?

Francois Roupinian (FR): The coldest we will go is 3500K, which is not very cold and we will not have any flat lighting. We are starting with 2700K-3000K level. We will do a lot of mock-ups with the designers to match the colour temperature with the material. We have multiple colour temperatures and looking at ancillary light sources. We will do mock-ups with the designers. If you see a light source, it is meant to be seen (decorative). If it is technical, you won't see it.

CAC: Can you retrofit the crossing signals to be LED for decoration? We want to keep them as a historical element.

FR: Yes, we could. We will explore this idea.

CAC: Can we see more photos of the solepave product used in other locations at different times of year and in different colours? Can you include this on the list of follow-up items for CAC?

ACTION 4: Provide more images of solepave in other locations with the sample colour where possible.

Item 5. Preliminary Construction Management Overview

Mark Armstrong (MA), Hatch provided a preliminary overview of the construction management parameters.

CAC: How long could Wallace be closed for?

BR: Could be closed approximately nine months.

CAC: This is not acceptable, it is the only street, and used for emergency vehicles and school buses.

ST: We want to squeeze the timeline as much as possible. We are working with emergency services, TTC and others to create a plan for re-routing.

SY: Note that any road closures over 30 days still requires City Council approval.

CAC: Bloor and Dupont are often bumper to bumper, and this is the only access into the community. The construction shouldn't take this long.

IS: It is part of Project Co.'s contract to try to improve the schedule.

BR: to cure the concrete alone is 28 days, plus installation of caissons, etc.

Robert: Metrolinx will have to go back and review this because Wallace is a main artery into the community and needs to be treated as carefully as you do closing CP.

CAC: Will you explain the tolerance (max/min) for each Environmental parameter? It is important for us to understand because our facility is directly next to the corridor.

MA: All of this information will be set within the requirements for ProjectCo and included in the PSOS document.

BR: Project Co. will have to provide a plan on how they will mitigate their impact.

CAC: Will there be pile driving?

BR: No, the caissons will be augured.

CAC: The signage is a mess at Bloor station and tax payers will have to pay for all the damage on the WTRP project. There has been zero accountability for damage that contractors have caused. Is there an opportunity for a direct contact (ie: a project phone line)?

AI: I looked into how it was done in GTS. We will have to do it differently and do it better. We have to be ultimately accountable for the money that we spend. We will have a more focused community engagement team; not just reactive, but proactively looking for potential issues, knocking on doors and engaging with the community. We need to rely on you to let us know. There will be a dedicated community relations team that you can contact if an issue were to arise.

Item 6. CAC Members questions and feedback

Questions and feedback were provided by CAC throughout the presentations and are recorded above. Further questions and feedback are summarized below.

CAC: Swing area does not seem needed.

CAC: I want to talk about the berms and seeing the MSE wall instead of green. What happened to the green berms? I think we deserve more than the engineer saying "no". We'd like to see the "data" on why it is not possible to use green walls. North of Davenport appears to have a green berm. What is the difference?

JP: There is an issue at Wallace to Bloor. It comes down to space and we need the space for the MUT. I think it would help to flip your thinking in this area - south of Wallace is more of an "urban" space with business frontages. The amount of space you have to work with is very narrow. The west side will be bermed.

MA: Any time you have slope you need to have space for the grade. South of Paton Rd. where you have Erwin Krickhahn Park will be a shorter wall.

BR: Berms require a 2:1 slope. You can do a combination, but then the whole wall is structural, therefore it cannot be covered because it needs to be inspected. If you want to maximize the area for the path, you have to have a vertical wall otherwise give up the area for the path. Also, it will increase the construction period. On the north side at Dupont, the ramp will cover the wall.

CAC: We were previously told a green side was possible and now it's not. The north end (#5 in slide of Davenport Village) the design has not been developed, is this an opportunity here?

Another CAC member: This will be the single most dense populated area and it's a one block area that isn't getting enough attention.

JP: This area isn't as constrained as the south. We can investigate what is possible.

PH: We can update it and model it.

BR: We can share pictures from the Windsor-Essex parkway for you to review which could be a precedent.

CAC: For the Public Meeting presentation, can you please provide information of what is happening on the walls, partition this out into the north and south Wallace/Dupont, and east and west sides? We want to see this completed and updated in advance of the Public Meeting.

MPP Cristina Martins (CM): The renderings we have seen to date have always shown the Erwin Krickhahn Park, showing a greened berm. It seems like it has changed.

Action 4: Project Team to provide more/updated information on what is happening at the MSE walls north and south of Wallace/Dupont and east and west to CAC members in advance of the Public Meeting.

ACTION 5: Hatch to provide CAC members with pictures from Windsor-Essex Parkway as a precedent.

ACTION 6: gh3 to provide more information/updated renderings including the design for Zone 5 within Davenport Village to CAC members in advance of the Public Meeting.

CAC: The slide showing all the planting beds. It looks like a lot of places to hide. You don't have clear sightlines. This could be a safety issue.

PH: We design to the CPTED standard which is to always have more than one way for people to move around the area, never a dead-end.

ES: This slide shows more high shrub plantings than we are actually looking at. The higher elements will be small trees so that there is an open middle zone. Denser screenings will be along the walls.

CAC: A major issue is noise and vibration. Has anything changed since the last assessment? They didn't test going up and down incline. Also, following provincial standards is not enough for our community.

MA: Under the protocol for assessment we look at peak noise (additive and average over time).

AI: We can bring in the noise and vibration specialists to the Public Meeting so they are able to answer the community members' questions.

CAC: What infrastructure will be provided for events.

LB: MX has had conversations with City of Toronto about future-proofing the space for festivals etc. ie: water, power, storage.

PH: We are looking at amount of programming for the space and would like to have community feedback on this. Also, to leave space for uses to develop over time.

CAC: Consider water fountains and power outlets.

PH: We see that at Wallace Ave. or the library (on their land if possible).

CAC: Will we not be able to get to Bloor in stage 1?

MA: It will be integrated into the Bloor-Lansdowne Station project because the project will include the reconstruction of the Bloor St. bridge as it currently can't fit all required spans in proper alignment with our project.

DM: We do not want to finish the work and then have to rip it out for the work at the Bloor-Lansdowne Station.

CAC: Can we have a temporary path to Bloor?

CAC: I am not a fan of the ramp. I am concerned if multiple users are using it at the same time. It is a hazard point.

PH: The ramp is at 5% and is very shallow to meet AODA requirements.

CAC: I am concerned at the narrow width. Motor scooters/ bicycles will ride down. It could be a pinch point.

Another CAC member: Is there a staircase as well as a ramp.

PH: No, only a ramp. We could investigate whether a staircase is possible.

CAC: We used to have small mounds (mini moguls) on the West Toronto Railpath which were popular for small children (2-3 years old) to ride on. Could we consider including this into the programming?

HG: Format of the Public Meeting will be an Open House with updated Public Realm Design presented on boards. Tables with different topics will be facilitated by subject matter experts, similar to CAC 3. One table will be facilitated by Metrolinx with general project info. Based on the discussion today, we will include a table with the Noise consultants. We are welcome to suggestions from the CAC on the format, and on whether or not you want to be involved in any way.

CAC: I would like to make it known that the project does not have a "checkmark" from the CAC and that shouldn't be the messaging at the Public Meeting.

HG: We understand and will ensure that we do not appear to speak for the CAC.

Item 7. Next steps agreed

- CAC members will submit any further feedback by email to RERDavenport@metrolinx.com by November 14, 2017 at 5:00pm.
- The consultant team will revise and develop the Public Realm Plan based on CAC feedback.
- Metrolinx and/or the consultant team will provide the information within the Actions above to the CAC members in advance of the Public Meeting. [Post meeting: It was agreed to circulate the requested info to the CAC by mid-December/early January and to schedule the Public Meeting in 2018]

The meeting was adjourned at 9:35pm.