

Meeting Summary

Project: Davisville Jr PS
Local School Community Design Team Meeting No.3

Project No.: 11029

Date: Tuesday, December 6, 2011

Present: Sheila Penny (SP), Director, Strategic Building + Renewal, TDSB
Shelley Laskin (SL), Trustee, TDSB
Ian Allison (IA), Superintendent of Education, TDSB
Jeff Latto (JL), Senior Manager, Strategic Building + Renewal, TDSB
Christine Burke (CB), Project Manager, Strategic Building + Renewal, TDSB
Terry Mills (TM), Planner, FoNTRA
Peter Baker (PB) Co-Chair, FoNTRA
Paul Cravit (PC) CS&P Architects
Maureen O'Shaughnessy (MO), - CS&P
Nolan Bentley - CS&P
Lida Svanda (LS), Supervisor Davisville Child Care
John Hiddema (JH), Co-Chair – Building & Land-Use Committee, Co-Chair on Davisville School Council
Lisa Kelleher (LK), Co-Chair – Building & Land-Use Committee, Co-Chair on Davisville School Council
John Keenan (JK), Co-Chair Spectrum Alternative School
Joseph Lee (JLe), Teachers, Davisville Jr PS, TDSB
Tricia Boyce (TB), Principal, Davisville Jr PS, TDSB
Allan Wexler (AW), Oriole Park Rate Payers Association
Benjamin Hoff (BH) Planner, Urban Strategies
Frank Lewinberg (FL), Planner, Urban Strategies
Donna Boyce (DB), Supervisor, Davisville Care Program
John Hill (JHi), Parent Representative, Davisville Care Program
Diane Schunk (DS), Spectrum Parents Association
Katherine Hancock (KH), City of Toronto, Constituency Assistant for Josh Matlow

Absent: Chris Long (CL), Teacher, Spectrum Alternative Sr. School, TDSB
Jim Robinson (JR), Family Team Leader, TDSB
Margaret Walker (MW), South Eglinton Residents Association
Shelley Ortved (SO) Oriole Park Rate Payers Association

Speaker Required	Content	Action
JL	<ul style="list-style-type: none"> Review of Meeting No.2 Minutes 	
JL	<ul style="list-style-type: none"> The distribution list for the Discovery Session in March was distributed to LK 	
CB	<ul style="list-style-type: none"> The confirmed number of buses required by 2015 for the school is 4 – full size 72 pupil buses. 	
TB	<ul style="list-style-type: none"> Clarification: the bus lane on Millwood Road is a designated bus loading area with the appropriate signage during bus loading and unloading hours. The status to be confirmed. 	JL
JL	<ul style="list-style-type: none"> The Salvation Army to be contacted about potential development plans. 	JL
SP	<ul style="list-style-type: none"> Review of the TDSB Redevelopment Process Diagram We are in the exploration stage - looking at site issues, school needs, community needs, public partners and starting to look at site options No confirmed interest to date from public partners through Discovery Sessions 	
	<ul style="list-style-type: none"> Introduction and review of ‘What we Heard’ from Meeting No. 2 <ul style="list-style-type: none"> Need for forward thinking, enlightened school Open green space needed to function as a park for the community Natural light in the school is very important Most parents walk their children to the site from the north and south Child -Care should remain on site Traffic congestion is a serious problem Safe drop-off and pick-up very important Neighbourhood is missing spaces for the arts and farmer’s market Residents are not NIMBY’s – but want a better school to in turn, make the neighbourhood better 	
PB	<ul style="list-style-type: none"> In reference to the first two bullets, are we differentiating between ‘a playground’ and ‘a park’? 	
SP	<ul style="list-style-type: none"> The green space will need to function for the school and the community 	
MO	<ul style="list-style-type: none"> Is it being imagined that there is a separation between the playground and park? 	
PB	<ul style="list-style-type: none"> The open green space will need to function primarily as ‘a playground’ and will also function as a community park, similar to its current use 	
LK	<ul style="list-style-type: none"> The playground will need to accommodate all levels of students and multiple activities 	
MO	<ul style="list-style-type: none"> Introduction: Today’s presentation will identify site issues and illustrate a planning framework Introduction of Frank Lewinberg and Benjamin Hoff, Urban Strategies Planners on the consultant team 	
BH	<ul style="list-style-type: none"> Presented the larger planning context: <ul style="list-style-type: none"> The Official Plan – provides direction on how the city grows and develops; the city’s patterns of avenues and ravines as seen on 	

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	<p>map. Site is along an 'avenue' (Yonge Street corridor). The subway line at Davisville gives the area significance; typical of more activity and pockets of more intense high rise patterns of development. There is an LRT currently being considered along Eglinton Avenue which will increase the significance of the area</p> <ul style="list-style-type: none"> o Land-Use plan indicates - Low-Rise Residential to north of site, Apartment Neighbourhoods to south with high-rise development, Yonge St and Merton area are mixed-use o Current Development Context – There are a lot of changes in the area underway; Many of development applications are in process and will continue to occur in the area especially along the Yonge Street corridor 	
PC	<ul style="list-style-type: none"> • Will present initial broad strokes on ways to approach site layout that build on community input from the last team meeting • Presented the key issues regarding the site which will inform the design/planning principles. These include: <ul style="list-style-type: none"> o Connecting neighbourhood to the north and south o Creating vehicular and pedestrian connections between Millwood and Davisville o Creating safe vehicular access to the site for parking, drop-off and service and reducing vehicular congestion o Maximizing the site for education and community use o Addressing the low-rise residential on Millwood o Considering the sunlight on the site in relation to appropriate placement of the playing field. The eastern edge of the site receives optimal midday sunlight o Creating a secure school open space, doubling as an asset to the community outside of school hours o Creating a front door which addresses neighbourhood to north and south. Meet and greet, drop-off/pick-up, a welcoming address are all critical social aspects of the school 	
JL	<ul style="list-style-type: none"> • There is a benefit with north-south orientation of playing field stretching between Millwood and Davisville in opening up a vista across the site in north-south direction 	
MO	<ul style="list-style-type: none"> • Presented a series of ideas/options for the site <ul style="list-style-type: none"> o Option 1 – locates school along Davisville; locates open space N/S along eastern edge of site; minimizes the building footprint (3 storeys); maximizes other opportunities for the site at ground level. School can remain operational during new school construction. N/S road for drop-off/pick-up. Potential for development above school. The portion to the north of the new school site becomes available once new school is in operation. 	
TM	<ul style="list-style-type: none"> • Perhaps we can refer to this portion as a “reserve” 	
JH	<ul style="list-style-type: none"> • Are we to accept the west portion of the site for development? 	
MO	<ul style="list-style-type: none"> • Not yet as we are entertaining other locations for the street, however this portion would be attractive for a developer • The first priority is the school <ul style="list-style-type: none"> o Option 2 – locates open space in same location as option 1; school is two storeys; more footprint running north/south along new road; complex phasing due to the need to relocate pupils during construction 	
PC	<ul style="list-style-type: none"> • This option has less potential for partners at ground level. 	

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	<ul style="list-style-type: none"> It may be that this option has all the benefits for a school but the complex phasing is problematic 	
MO	<ul style="list-style-type: none"> Option 3 – 2 storey school; more footprint running east/west along Davisville; large open space in east/west direction along Millwood; addresses Davisville Avenue more; could develop and keep school operational; opportunity for north/south road 	
PC	<ul style="list-style-type: none"> The bus drop-off needs to be considered with this scheme 	
MO	<ul style="list-style-type: none"> Option 4 – new lane located at the east edge of the site; the lane would only serve the school; the development has limitations; would need to phase school 	
DS	<ul style="list-style-type: none"> Do the small blue arrows represent roads? 	
MO	<ul style="list-style-type: none"> No, they represent driveways to underground parking to maximize site area for education and development 	
SL	<ul style="list-style-type: none"> In Option 4, are you suggesting partial green space and then expanding the green space when the demolition of the existing school has been completed? And could a part of the existing school be demolished to create another portion of green space earlier? 	
MO	<ul style="list-style-type: none"> Yes 	
PC	<ul style="list-style-type: none"> Reiterated the design/planning principles: <ul style="list-style-type: none"> Improve pedestrian access and connectivity to the site Ensure safety and security for pedestrian activity Relieve traffic congestion associated with school access, drop-off, service and parking with a through block roadway Locate open space for optimal sun exposure Locate and mass building to maximize open space Create appropriately scaled buildings along Millwood Road relative to the residential street character Consider impact of construction and phasing in selecting a building strategy Open to the floor for discussion 	
TM	<ul style="list-style-type: none"> Delighted to see a two storey scheme along Davisville Avenue (Option 3) and perhaps a bus lay by can be added to north lane of the street with the product of calming the street traffic? 	
JL	<ul style="list-style-type: none"> Currently there is a reduction in the speed limit (40km/hr) along Davisville 	
JH	<ul style="list-style-type: none"> A sidewalk could be south of the lay by so the street and drop off could function together 	
PC	<ul style="list-style-type: none"> City planners are not supportive of the drop-off loop as it is not seen as an urban response 	
FL	<ul style="list-style-type: none"> It would be extremely difficult to do a lay by on Davisville 	
LK	<ul style="list-style-type: none"> In reality the drop-off ritual is up to 30 minutes long for younger children 	
PB	<ul style="list-style-type: none"> How would staff parking be handled? 	
PC	<ul style="list-style-type: none"> The presumption would be that it is underground parking 	
MO	<ul style="list-style-type: none"> We need a consensus that parking on grade is not a good use on a site like 	

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JHi	<ul style="list-style-type: none"> this and that only drop-off/pick-up and buses will happen at grade What are the issues regarding noise and pollution in placing the school on Davisville Avenue? 	
MO	<ul style="list-style-type: none"> The building would be set-back and trees could buffer the street noise and pollution. The mass of the building on Davisville works well for these issues. 	
PC	<ul style="list-style-type: none"> The gym could buffer the street and it is recommended that entrances to the school not be directly located on Davisville 	
JHi	<ul style="list-style-type: none"> What is the impact of construction and demolition on the site while school is in use? 	
PC	<ul style="list-style-type: none"> There will be noise but the site would be safe 	
SP	<ul style="list-style-type: none"> This has been done safely on many elementary school sites. It is important to have these discussions early. The TDSB can connect you to principals and parents who have lived through construction at elementary schools to talk about any concerns. Looking back at the shadow study slides, the optimal placement of open space should be a really big consideration 	
TM	<ul style="list-style-type: none"> A time lapsed shadow study is required 	CS&P
SP	<ul style="list-style-type: none"> Consider St. George Street as a precedent for the through street Consider Claude Watson School as an example of generous drop-off area that functions well 	
FL	<ul style="list-style-type: none"> Large gathering space near the entries to the school are important You could have lay bys along this road, unlike along Davisville, since it would be a private road 	
TM	<ul style="list-style-type: none"> What is the status with the neighbours to the west? 	
SP	<ul style="list-style-type: none"> We met with LCBO owners. They would like to see the two houses on Millwood demolished. They also own the parking lot and are willing to upgrade a current north/south path at their expense. There are 6 other owners of several buildings to the south of the LCBO site 	
BH	<ul style="list-style-type: none"> LCBO development application is for a low one storey addition 	
JL	<ul style="list-style-type: none"> As we are building a facility for the next 50 years, how does building orientation come into play and specifically energy use? 	
PC	<ul style="list-style-type: none"> A compact form is more efficient; minimum footprint 	
MO	<ul style="list-style-type: none"> Windows facing North and South are more environmentally sustainable 	
PC	<ul style="list-style-type: none"> Expansion in the future would need to be considered 	
SL	<ul style="list-style-type: none"> Think of the program number of 650 students as a ceiling rather than a floor in terms of growth 	
SP	<ul style="list-style-type: none"> The big moves we need to consider tonight are 1. Field orientation and 2. north/south roadway concept 	
DS	<ul style="list-style-type: none"> What are the possibilities if the reserve site be on Davisville, as opposed to Millwood and closer to the subway as a face for the community? 	
MO	<ul style="list-style-type: none"> It could be a different type of development 	
PC	<ul style="list-style-type: none"> That is a good point but there are strong phasing forces and children would likely need to move off site 	
SL	<ul style="list-style-type: none"> LSCDT stated a strong preference that for now, as an operating condition for 	

Speaker Required	Content	Action
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this process that students remain on the site. Other options would be considered if they better optimized site use

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| SL | <ul style="list-style-type: none"> The TDSB is interested in community hubs but at this point no group has come forward | |
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| JHi | <ul style="list-style-type: none"> Is it conceivable that there be a high development on neighbouring site to the west? | |
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| MO | <ul style="list-style-type: none"> We will do a study that shows the height permitted on Yonge and show how that will inform the development of the site | CS&P |
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| TM | <ul style="list-style-type: none"> In addition, a study needs to be done with the west development parcel to see what is an intelligent amount of space and would be attractive to a developer | CS&P |
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| MO | <ul style="list-style-type: none"> We will continue to explore schematic school layouts / building footprint options and optimal location of open space with respect to shadowing | CS&P |
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| IA | <ul style="list-style-type: none"> Next meeting in the same room 6:00pm to 8:00pm on Thursday, January 12, 2012 Adjournment | |
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