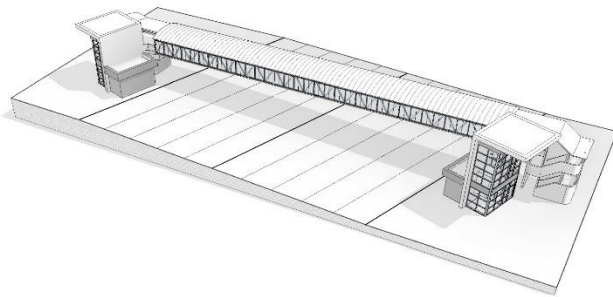




King – Liberty Pedestrian / Cycling Bridge Public Consultation on Detailed Design

December 2016 Feedback Summary



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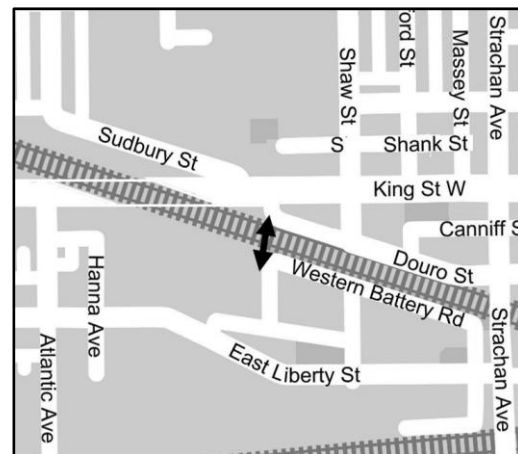
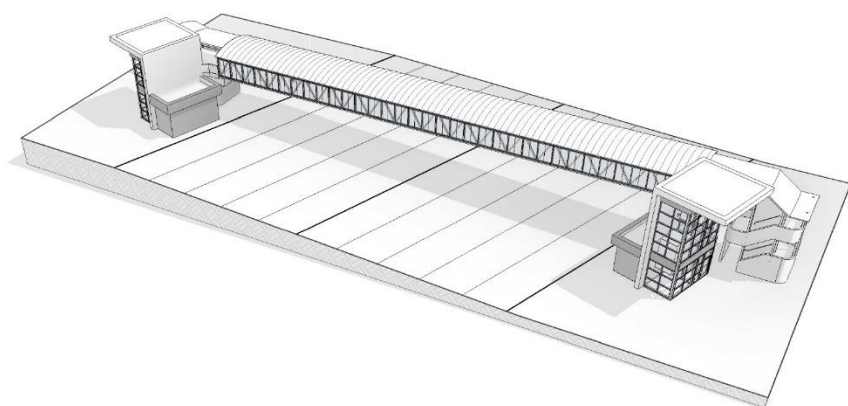
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Overview

The City of Toronto is moving forward with detailed design of a new pedestrian / cycling bridge over the north western Metrolinx rail corridor from Douro Street to the western leg of Western Battery Road. This new bridge will provide a convenient and more direct route from Liberty Village to King Street West between Atlantic Avenue and Strachan Avenue. The location and general design of the bridge was endorsed by City Council in December 2011, after public consultation within the Municipal Class Environmental Assessment process.



Elements already determined	Options to be decided
<ul style="list-style-type: none"> • Bridge location and configuration • Elevators at each end • Stairs with bike channel • 5m wide multi-use bridge path • Covered deck with 2m glass sides • General lighting & safety elements 	<ul style="list-style-type: none"> • Elevator façade • Staircase & railing • Exterior treatment (roof, cladding and façade) • Landscaping and streetscaping

Construction could not be initiated until the [GO/Metrolinx Strachan Avenue Overpass](#) was completed. Funding for implementation has been secured and the City is working to finalize the design with the aim of starting construction in late 2017.

As part of the detailed design process, the City is hosting two public consultation events:

- Event #1 - December 8, 2016
- Event #2 – Late Spring 2017, date TBD

This report summarizes the feedback received related to the December 8, 2016 public consultation event.

December 2016 Public Consultation Event

A public drop-in event was hosted at the 150 East Liberty Street condominium party room on Thursday, December 8, 2016, from 6 p.m. to 8 p.m.

The event was promoted primarily using 14,800 flyers distributed by Canada Post Unaddressed AdMail to the surrounding area bounded by Dufferin Avenue, Queen St, Strachan and the Gardiner Expressway.

The event was also promoted by Local Councillor Mike Layton (Ward 19, Trinity-Spadina) and shared on social media, including from the City's @GetInvolvedTO twitter account and on the popular [Liberty Village Residents Association Facebook group](#).

Participants were invited to view information panels, read Frequently Asked Questions, discuss with the project team, and provide feedback in person, in individual written forms and using collaborative idea rating sheets.

The information materials were also posted on the project web page shortly after the event at toronto.ca/king-liberty-bridge



Responses Received

Below is a summary of the public participation from November 24, 2016 to January 9, 2017.

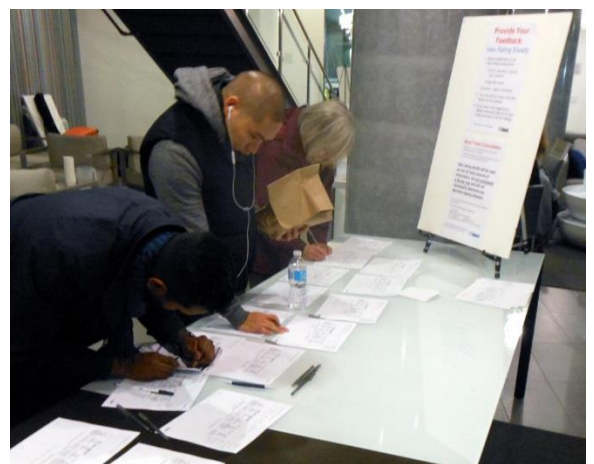
Public Event

- 71 participants signed in
- 12 Idea rating sheets received input, *(included in appendix)*
- 9 paper feedback forms received from the event
- ~18 statements noted by staff

Online

- 14 emails were received and responded to

Photos of the event are featured at the right.



Overall Feedback

Most common and consistent comments from the public included:

- **Build the bridge as soon as possible.**
- **Maximize glass for visibility, views, natural light, personal safety, and to deter graffiti.**
- **Include some nice design and artistic elements for bridge users.**
- **Need effective cleaning-maintenance regime and responsive security camera monitoring.**
- **Improve accommodations for bikes, where possible.**

All feedback is being reviewed by the project team for consideration when the refining of the bridge design.

Aggregated Comments

The following points are pulled from comments received from all consultation sources and grouped by theme. They are not necessarily in any priority order and do not necessarily represent popular opinions, unless noted as such. Comments represent the range of opinions and are not consistent from point to point. All original comment sources available on request.

For those feedback form questions with specific options, the number of repeat respondents is noted as "x#". Opinion trends are noted with references to the related idea rating sheets ID number.

General

- Consistent and strong desire to have the bridge built as soon as possible [*Idea Rating Sheet #1*]
 - Frustration with delays
- What is the project budget? [*Answer provided in FAQs*]
- Will construction start in 2017 or 2018? Panels and FAQs are not consistent

Elevator Façade Options – See panel #17

- E1 (glass wall) preferred x3
 - Glass deters graffiti
- E2 brick wall preferred x3
 - More practical
 - Brick is more historic feel of Liberty Village
- Glass and metal should be used to match with neighbourhood
- More brick or rustic metal to reflect local heritage

- Include some corbels somewhere along the roof
- More visually appealing
- Whatever keeps the area warmer in the winter
- Suggest exterior sun-shading devices on the primary glazed walls of the entrance / stair towers, especially the south elevation of the south entrance; Use of wood louvers, light shelves and landscaped cable trellises can screen direct sunlight into the lobbies reducing direct heat gain in summer and can offset the use of artificial lighting during the day
- Explore the use of exterior frit on the glazing to shade direct sunlight

Staircase & Railing Options

- W2 glass wall preferred x4
 - Spaces to hide behind solid walls are not safe
 - Glass matches condos
- W1 solid wall preferred x2
 - looks nicer
- Whatever is cost effective

Bridge Deck Façade Treatments Options

- Strong support to allow for views and photo taking of downtown and CN Tower from the bridge deck *[Idea Rating Sheet #5]*
- Single coloured glass preferred x4
 - Easier to replace a pane if needed
- Multi-tinted glass preferred x5
 - Nice element without being over-the-top
 - Integrate art
- Ensure bird friendly design considerations
- Keep it light and airy
- Make more visually interesting
- Prefer no public art on glass
- Suggest benches incorporated into the design (along deck)
 - But not too impeded cyclists or pedestrian flow
 - Suggestion for collapsible seating, like in the subway, to not obstruct flow
- Suggest exploration of a gradient tint or frit pattern on the glazing - above head level and below waist level with glazing at eye level transparent for views; Look at frit patterns on glazing of NYTimes tower and 1 Bryant Park - Bank of America tower in NYC as an example of this type of frit that reduces heat gain while maintaining views

Roof Treatment Options

- Prefer R3 with skylights x5
 - Like skylights for visibility (safety)
 - More natural light x2
- Request for green roof x2
- Suggest solar panels x2

- Mixed opinions on roof art idea [*Idea Rating Sheet #7*]
 - Some really like it: suggest artist Alex Monopoly
 - Some do not: rather have sun roof; cannot be seen as pedestrian; expensive
- Suggestion for LED roof top lights, like on CN Tower
- Concern skylights may make hot in the bridge over the summer
- Concern about skylight maintenance
- Suggest non-reflective surface for roof; concern sunlight reflecting off the roof nearby units and causing discomfort
- Consider use of acetylated laminated wood roofing and/or structure to soften and warm the bridge interior and use more sustainably sourced and longer-lasting roof materials rather than steel which is cold in winter and overheats in summer - Acetylated wood is a recent innovation which renders the molecular structure of wood to be moisture and infestation resistant and has a far longer lifecycle than other structural materials such as steel or concrete.

Artistic Elements

- Popular support for artistic elements [*Idea Rating Sheet #4*]
- Include archive photos of Liberty Village
- Art in the deck
- Include statues, street art, etc.
- Would like to suggest hiring a local artist to paint murals on the roof or on some walls; basically make it something cool and discourage graffiti (there are people constantly putting up graffiti in rail tracks area below)
- Art ideas: historical connection to the old mental asylum/prison of liberty village, Toronto skyline, trains (The Great Canadian)
- Any public artwork should strive to be integrated into the architecture of the design, rather than an applied or add-on feature to the finished structure.

Landscaping & Streetscaping

- Low maintenance trees, shrubs and other plants x3
 - fescues and other drought resistant species
 - low-height landscaping so that people can't hide in bushes
- Maintain existing healthy trees where ever possible
- Suggest not grass, because it will quickly be ruined by dogs and people
- Include a water fountain
- Include lots of garbage disposal bins x2
- Need bike parking at entrances x3
- Include a waiting area (on the north side)
- Design to deter / resist vandalism
- Include sign on north side to encourage dog walkers to use dog park on south side
- Concerns about litter from more passer-by's
- Design should incorporate porous paving materials to reduce storm runoff- porous concrete as used in Dundas St. West sidewalk renovations, unit pavers, soft design surfaces.
- Use of cable or metal trellis structures on brick or concrete wall surfaces to allow vegetation to activate and soften the often harsh, blank and cold walls of public infrastructure buildings. Also

explore use of climbing species on trellis cables over the glazing to allow sunlight in winter and shading in summer

Design in General

- Some would like a more signature bridge design x3
 - Design is too industrial; not similar to other area bridges
- Concern about getting hot in the bridge over the summer
- Concern about lighting impacting adjacent apartments (e.g. 2nd and 3rd floor).
- Concern about views from the bridge and stairs affecting privacy for the adjacent residential units
- Needs to 'speak' Liberty Village
- Suggest incorporating wood
- Suggest artistic lighting of bridge
- Make the bridge friendly
- Why can't bridge walls be taller?
- Do a more vintage look
- Like the open air bridge at Portland St over rail corridor
- Lighting should be LED and solar powered ideally; Interior and Exterior areas should be well-lit.
- Use durable, low maintenance finishes to reduce replacement and on-going maintenance - value for money materials
- Where possible, attempt to direct rainwater from the bridge and stairway roofs towards the landscaped areas rather than just allow the water to fall onto the tracks. Water could be celebrated in how it is brought to the ground rather than just piped through rain troughs - could be an opportunity for public art
- The city should be following its Green Design standard for this project as much as it would for a public building as a library or community centre

Safety

- Strong agreement that safety should be a top priority [*Idea Rating Sheet #9*]
 - How will the bridge be kept safe?
- Concerned it is enclosed and covered x2
 - less people will use at night, which decreases safety
 - users are not easily heard or seen
 - Prefer open air
- Need to maximize 'eyes on the street' feeling on the bridge
- There is a vulnerable population at Strachan and Wellington, that may affect perceived bridge safety
- Very concerned for people loitering in an enclosed area x2
- Elevator will invite problems
 - E.g. Empty beer bottles, loitering
- Need for CCTV cameras
 - Who will maintain, monitor these cameras and respond to security issues?
 - Will the staff who monitor these cameras be close?
 - Especially on south side
 - Nobody's going to watch them anyway

- Where will the cameras be located?
- Include signs about CCTV cameras
- Regular patrolling recommended
- Appreciate panic button
- Low-height landscaping so that people can't hide in bushes

Maintenance (day-to-day)

- Strong agreement that an effective and responsive maintenance program must be a top priority [*Idea Rating Sheet #4*]
- Who cleans the glass inside and out?
- Can you have self-cleaning glass
- How often will the space be cleared of garbage on the deck and around the stairs?
- Garbage bins at both entrance
- Signs within deck to inform users of garbage bins at entrances

Accommodating Cycling

- Why elevators instead of ramps? [*Answer provided in FAQs*]
- Bridge design is more oriented to pedestrians than cyclists
- Accommodate plenty of bike parking spaces on both ends of the bridge
 - Provide more bike parking spaces in the Liberty Village area
- Provide bike channels on both sides of the stairs
- Elevators should be large enough to accommodate
 - two people and their bikes
 - a cargo bike
 - a bike with trailer
- Cyclists will be queueing in front of elevators due to limited capacity.
- Stairs not good for heavy bikes, or cyclists with trailers or cargo bikes
- A cycling route should be provided on Western Battery to connect
- Consider connection to West Toronto Railpath extension
- Learn from cycling infrastructure in Denmark
- From Facebook: "...why any cyclist would use this is beyond me as it's just much easier and faster to stay on your bike and bike around."

About the Public Consultation

- Good to see visuals
- More answers needed
- Loved the idea rating sheets
- Glad to speak with staff
- Like opportunities to provide feedback
- I thought there would be a presentation
- Open house works well to allow maximum questions to staff
- Next public meeting should be on the north side, to be fair

END

Appendix

1. Idea Rating Sheets

Other raw comment data is available on request.

Public information materials from the December 2016 event are published on the web page:

toronto.ca/king-liberty-bridge