



**Metropolitan Action Committee on
Violence Against Women and Children**

Safety Audit Report Summary

Audit Date: October 25, 2011

Audit Group: Armadale Residents' Group

Area Audited: Green P parking lot (Armadale and Bloor St. across from Jane Subway station)

Ward 13 Parkdale-High Park

AUDIT SUMMARY

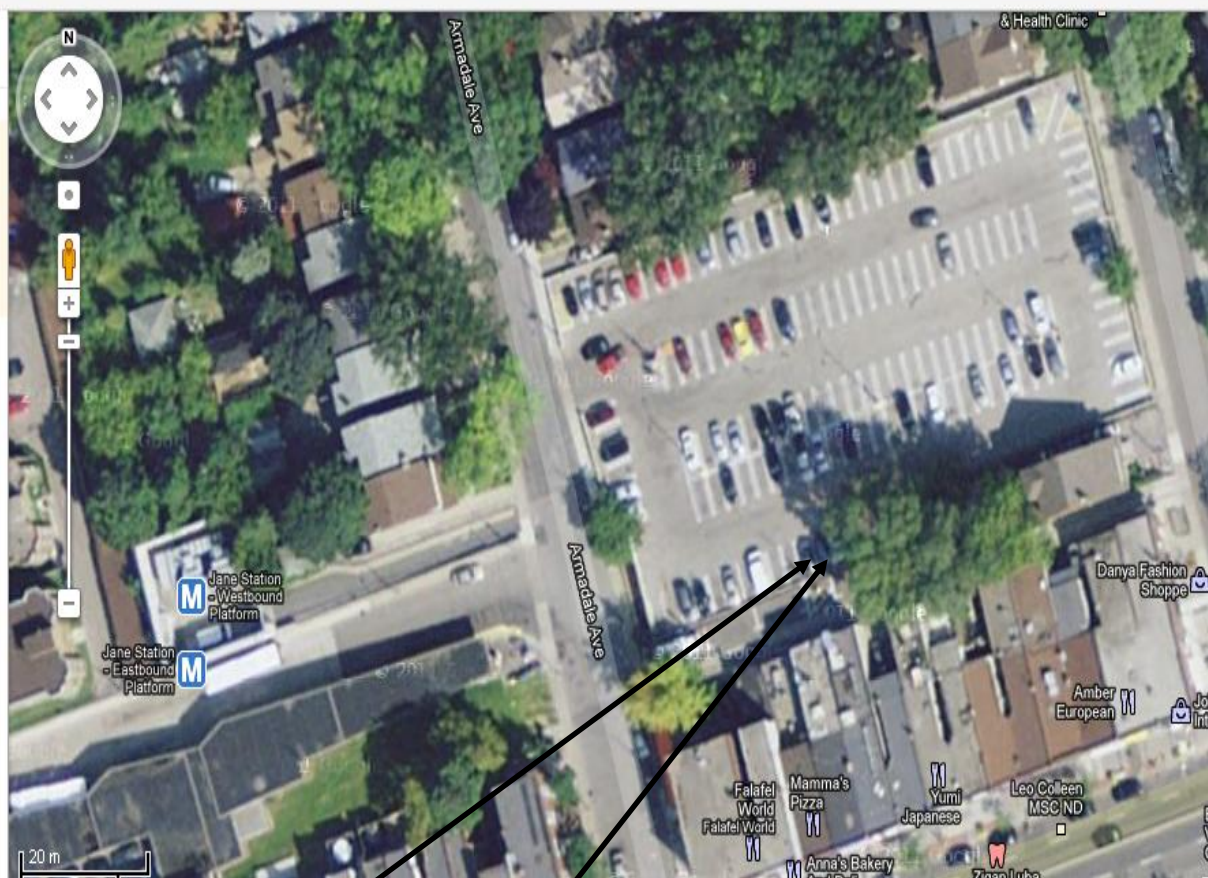
METRAC's Community Safety Audit looks at how social and physical environments can make an area safe or unsafe. METRAC defines safety as *'freedom from the threat, fear, and experience of all forms of violence, oppression, and discrimination.'*

Residents of Armadale Avenue asked METRAC to lead an audit of a Green P parking lot in their neighbourhood. Residents are concerned about the accessibility features and safety of the parking lot located at Armadale and Bloor Avenues across from the Jane Street subway station.

The Safety Audit was conducted on the evening of October 25, 2011 with 8 persons in attendance. The group audited the parking lot and identified a number of concerns with the parking lot's pedestrian exit. The exit is not accessible and leads into a laneway that is used by motorists. The laneway is also very dark at night time.

Residents identified the need for an accessible and safe pedestrian exit at the parking lot and a cross walk on Armadale Avenue for persons using the TTC subway entrance.

Walkabout Photo Summary







METRAC's Community Safety Audits use Crime Prevention Through Environmental Design (CPTED) principles. CPTED is an internationally recognized approach to designing public spaces to not only reduce crime but to also improve the quality of life for residents. One of the design principles used by CPTED is to reduce conflicts between the users of a space and the intended use of such space. Good space planning ensures that public spaces meet the needs of persons who use those spaces.

The current design of the parking lot seems to create conflicts between pedestrian users and motorists because of the location and inaccessibility of the pedestrian exit, and the lack of lighting in the laneway adjacent to the pedestrian exit. Pedestrians thus tend to exit and enter the parking lot via the driveway used by motorists. This is unsafe. As well, the absence of a crosswalk also increases conflicts between users crossing Armadale Avenue to enter/exit the TTC station.

In addition, the City of Toronto's Accessibility Design Guidelines outline specifications to ensure that public spaces meet accepted accessibility standards. The current design of the pedestrian walkway may not meet these, e.g., in terms of the width of the walkway, etc.

Safety Priorities

ISSUE	PRIORITIES	RECOMMENDATIONS
Accessibility	1. Accessible pedestrian exit  <p>Currently, the pedestrian exit at the Armadale Avenue Green P parking lot is not accessible. It has three steps that prevent anyone using a mobility device from being able to use that exit. It is also narrow and may not meet the City's Accessible Design Guidelines. The exit is also located on the far side of the parking lot and leads into a laneway used by motorists. This creates further safety issues for persons using the exit because the laneway has mixed uses and is very dark at night.</p>	<ul style="list-style-type: none"> • Contact the Toronto Parking Authority to relocate the current pedestrian exit so that it faces Armadale Ave and is accessible. • Contact the City of Toronto's Disability Issues Committee via the Office of Equity, Diversity and Human Rights. This is the City's Accessibility Advisory Committee. You may also want to contact the Office of the Ombudsman to raise concerns with the lot that are not being addressed.

	<p>2. Separate exits for pedestrian and motorists</p>  <p>Because of where the current pedestrian exit is located and that it is inaccessible, pedestrians users tend to exit the lot via the driveway. Motorists and pedestrians should not use the same exits. This creates conflicts and further safety issues.</p>	<ul style="list-style-type: none">• Toronto Parking Authority needs to relocate the pedestrian exit to face Armadale Ave. This exit must be separate from the driveway used by motorists and clearly marked.• The new pedestrian exit should include a cross walk for persons wanting to enter/exit the TTC subway station.
	<p>3. Lighting</p>  <p>There needs to be more lighting in the laneway adjacent to the parking lot. During the early evening, at 6 pm when the group audited the parking lot, the laneway was very dark.</p>	<ul style="list-style-type: none">• Contact your City Councillor, Toronto Parking Authority and local business owners about adding more lights in the laneway to ensure that it is well lit and thus safer.
	<p>4. Signs</p>  <p>There were not enough signs in the parking lot to show people where the pedestrian exit is located, particularly for persons using the parking lot at night.</p>	<ul style="list-style-type: none">• Contact the Toronto Parking Authority to improve signage in the lot so that parking lot users know where to find the designated exit.

CONTACT INFORMATION

CITY CONTACTS

City Councillor: Sarah Doucette

Address: 100 Queen St. W., Suite C46
Toronto, ON M5H 2N2
Phone: 416-392-4072
Fax: 416-696-3667
Email: councillor_doucette@toronto.ca

Toronto Parking Authority

Address: 33 Queen Street East
Toronto, Ontario M5C 1R5
Phone: 416 393 PARK (7275)
Fax: 416 393 7352
Email: greenpcs@toronto.ca

City of Toronto's Disability Issues Committee

c/o Uzma Shakir, Director
Office of Equity, Diversity and Human Rights
City Manager's Office
Address: Toronto City Hall
100 Queen Street West, 14th floor, West Tower
Toronto, ON M5H 2N2
Phone: 416-392-6824
Email: diversity@toronto.ca

City of Toronto's Office of the Ombudsman

Fiona Crean, Ombudsman
Address: 375 University Ave., Suite 203
Toronto, ON M5G 2J
Telephone: 416-392-7062
Email: ombuds@toronto.ca