

**Public Consultation Meeting #1**  
November 29, 2016

# *What We Heard*







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# Foreword

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## **Study Purpose**

Over the next 20-30 years, Scarborough Centre is expected to change significantly through development and public sector investments. The **Scarborough Centre on the Move Transportation Master Plan** study will guide these changes and establish a transportation network supportive of all users, focusing on building connections within the Centre as well as to the surrounding area and the rest of the city. The study will support the vision and evolution of Scarborough Centre into a walkable and connected urban centre, with an efficient, safe, and balanced transportation network.

## **Public Consultation Meeting #1**

The first Public Consultation Meeting (PCM) for the Scarborough Centre Transportation Master Plan took place on **Tuesday, November 29th, 2016** at Scarborough Civic Centre from 6:00 pm to 9:00 pm, with a presentation at 7:00 pm. The full spectrum of opportunities to provide input during the study was shown on the display boards, a copy of which are included in this document (see page 19).

Attendees were encouraged to provide input on how Scarborough Centre's transportation network could be improved. Beyond welcoming public input, this consultation meeting also provided an overview of existing conditions and opportunities for change.

Participants were able to share their thoughts by posting notes directly onto the display boards, by speaking with a member of the team one-on-one while reviewing the display boards, and by filling out comment sheets. The display boards are included on page 13.

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**Participants**

## **Creation of Local Advisory Committee**

The first Public Consultation Meeting on November 29, 2016 was a great opportunity to hear from those interested in participating in the Study's Local Advisory Committee (LAC). Participants filled out a brief form and wrote three reasons they would be a good candidate for the Committee.

The LAC will represent the community and act as a sounding board for the Project Team prior to future public consultation meetings. The LAC will include residents from the community, representatives from resident and landowner groups, local employers, and other stakeholders.

If you wish to be a part of the Local Advisory Committee, please e-mail us at:  
**[sconthemove@toronto.ca](mailto:sconthemove@toronto.ca)**

# Public Notices

A public notice was prepared and distributed via Canada Post to the local community in advance of the Public Consultation Meeting. In total, 14,338 notices were distributed.



## Notice of Public Consultation Meeting

### The **Scarborough Centre on the Move** study is underway and we want your input!

We invite you to learn more about the *Scarborough Centre on the Move Transportation Master Plan* study and play a key role in shaping this area's transportation network moving forward at our first public consultation meeting.

Date: **Tuesday November 29th, 2016**  
Time: 6:00pm to 9:00pm (Presentation at 7:00pm)  
Place: Scarborough Civic Centre  
150 Borough Drive, M1P 4N7



This venue is wheelchair accessible  
Please contact us to arrange for additional accommodations

This is an excellent opportunity to provide your input on what is important from a transportation perspective in Scarborough Centre. Beyond welcoming public input, this consultation meeting will provide an overview of existing conditions and opportunities for change.

#### Creation of a Local Advisory Committee

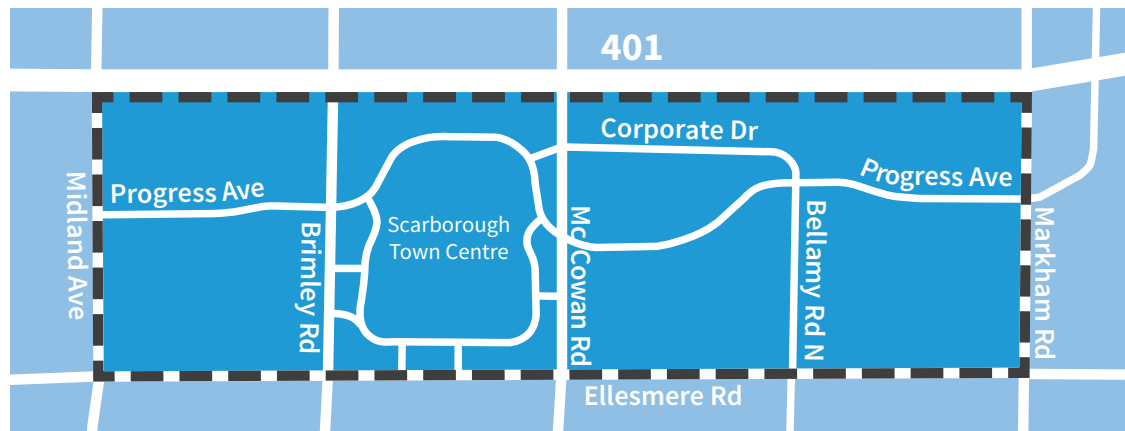
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If you cannot attend the public meeting and wish to be a part of the Local Advisory Committee, please email us at [sconthemove@toronto.ca](mailto:sconthemove@toronto.ca).

#### Study Purpose

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#### Study Area

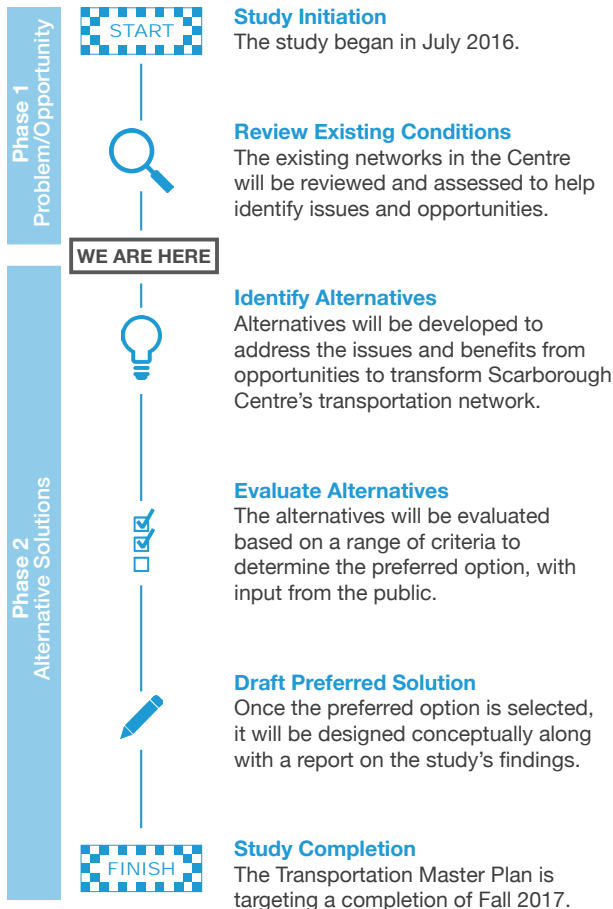


# Public Notices (cont'd)

## Study Process

This Transportation Master Plan study will follow Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, providing opportunities for public consultation at key stages. The process also involves the identification of problems/opportunities, developing and evaluating a reasonable range of alternative solutions, and selecting a preferred alternative solution.

This study's findings may result in amendments to the City of Toronto Official Plan.



Notice to correspondents:


**Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.** Our public meeting locations are wheelchair/mobility device accessible. Other reasonable accommodation or assistive services for persons with disabilities may be provided with adequate notice. Please contact Ben Morell at (416) 396-5376, [bmorell@toronto.ca](mailto:bmorell@toronto.ca), with your request. The City of Toronto is committed to taking the necessary steps to insure compliance with the Accessibility for Ontarians with Disabilities Act, 2005.

## We would like to hear from you:

Public consultation is an important part of this study. We are asking for your input on:

- Your transportation priorities;
- Preliminary transportation solutions; and
- Key challenges, opportunities, and other concerns.

We welcome your insights and comments throughout the study.

 *email your comments to*  
[sconthemove@toronto.ca](mailto:sconthemove@toronto.ca)

 *Follow us on Twitter @CityPlanTO and share your thoughts using #sconthemove*

 *Check out our Facebook Page*  
[facebook.com/sconthemove](https://www.facebook.com/sconthemove)

 *Keep up to date by checking the project's website at*  
[www.toronto.ca/sconthemove](http://www.toronto.ca/sconthemove)

## Ben Morell

Assistant Transportation Planner  
City Planning Division  
416-396-5376

# Public Notices (cont'd)

An ad providing information on the details of the Public Consultation Meeting was placed in the Scarborough Mirror newspaper on November 17 and 24, 2016.



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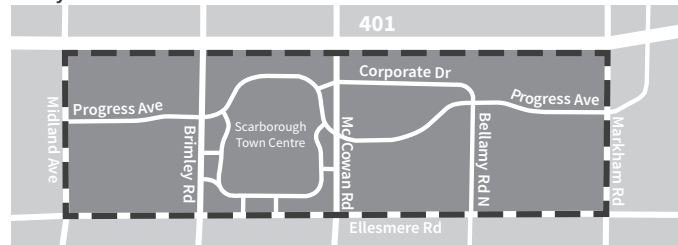
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**Ben Morell**  
Assistant Transportation Planner  
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# Public Comment Sheets

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Attendees at the Public Consultation Meeting were invited to share their thoughts by using the comment forms available at the meeting. People were also advised that comments could be emailed. The following is a summary of comments received.

## Transit

- Unreliable transit (bus, SRT) is an obstacle to increased transit use
- Existing transit is sufficient

## Scarborough Subway Extension

- Implement the overdue subway extension to replace the SRT
- Access to subway is needed
- Subway Extension to Scarborough Centre will be a catalyst for growth
- Scarborough Subway Extension should not preclude a future Sheppard Subway connection coming into the Scarborough Centre station

## Walkways

- Needs sidewalks that actually go somewhere
- Add sidewalk on the north side of Borough Drive between Borough Approach East and Town Centre Court
- Add paths through the grass areas
- More pedestrian paved walkways that would provide shortcuts through the area
- Need for continuous sidewalks and better lighting - currently very unsafe
- Please include pedestrian crossing lines (and ramps) at the All-Way Stop Control located at the southwest intersection of Town Centre Court and Borough Drive
- Make area less harsh by eliminating barriers for pedestrians

## Bike Lanes

- Implement bike lanes
- People ride their bikes on the sidewalks along Brimley and McCowan and often almost hit pedestrians
- Not sure if creating bike lanes on these roads would be optimal, signage would be of the greatest urgency. Especially given the amount of seniors using these walkways and more importantly in the winter
- Cyclists use sidewalks because of unsafe conditions, which creates conflicts with pedestrians
- Need for more walkways and cycling paths



# Public Comment Sheets (cont'd)

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## Street Network

- Need better roads
- Scarborough Centre's network is like a bowl of spaghetti - lacks direct routes, and is not well planned for pedestrians
- Please reduce speed limits from 50 km/h to 40 km/h on the local-type streets
- Need for traffic signals at particular locations (i.e., Highway 401 Eastbound off-ramp at Markham Road, intersection of Grangeway Avenue and Bushby Drive)
- Consider making existing partial interchange at Brimley Road and Highway 401 into a full interchange
- Utilize the Town Centre Roads Plan (endorsed by Scarborough Council in the 1980s) when considering potential road connections for Scarborough Centre. Potential connections shown in the document include linking Golden Gate Court to Midland Avenue via Cosentino Drive as well as a north-south linkage between Golden Gate Court and Ellesmere Road
- The Kennedy exit east of the 401 should be designed (re-paint the lines) so that a new exit lane begins rather than the current lane becoming the exit lane, requiring a lane change, and causing a bottleneck at that point. Constant traffic jams are the result, not to mention the drivers that make dangerous maneuvers to get out of the lane at the last minute

## Lighting

- Require better lighting on Brian Harrison Way and other areas

## Intersections

- Improve the intersections by the library to be more pedestrian friendly
- Recently, traffic lights were added to the bend at Town Centre Court. It has created a terrible bottleneck for residents leading to cars idling. More idling means more pollution not just wasted time and frustration
- Pedestrian crossing lines are needed for north-south movements at the intersection of Borough Drive and Town Centre Court

# *Public Comment Sheets (cont'd)*

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## **Green Space**

- A park (kids playground) for the condos near the square is needed
- After the Scarborough Rapid Transit (SRT) line becomes obsolete, the SRT corridor should be developed such as boardwalks, cycle paths, gardens, benches and exercise areas, like the one in Thomson Memorial Park
- Plant more trees to absorb the pollution from cars and trucks
- Do not sacrifice green space, need to protect, enhance and expand green spaces. This can contribute to a more sustainable network and better connect amenities
- More green spaces and parks needed to beautify the area

## **Maintenance**

- Need for better garbage clean up
- Need to better maintain the transportation network (i.e. pavement breaking)

## **Parking**

- No additional vehicle parking is needed
- Greater emphasis should be placed on having electric charging stations in Scarborough Centre, particularly at Scarborough Town Centre Mall and Scarborough Civic Centre

## **Other**

- Storefronts outside of the mall (bakeries, cafes) are needed as they would provide places to walk to
- Area has many amenities

# Public Comment Sheets (cont'd)

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***How did you hear about today's public open house?***

Flyer in the mail:



Newspaper Ad:

E-mail List:

Other:



Engaged in the community

***How do you want to keep informed about this project?***

Flyer in the mail:



E-mail:



Website:



# One-on-One Questions

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## ***Scarborough Centre Transportation Master Plan (SCTMP):***

***Q: When will these planned roads get built?***

**A:** The intent of the SCTMP is to provide a framework and direction for a connected multi-modal transportation network, policies and/or strategic initiatives to support future City Building within the Scarborough Centre and the surrounding area. The master plan will satisfy Phases 1&2 of the MCEA process. There are 3 additional phases that would need to be carried out in order to make the proposed network changes shovel ready. Funding would also have to be secured before commencing construction.

***Q: Walking is a challenge from Lee Centre Drive residential towers to the mall. What will be done?***

**A:** Through the study, opportunities for better east-west connections across McCowan Road will be looked at.

***Q: Are cycling facilities being looked at?***

**A:** Yes. The study will look at facilities which provide and promote cycling in the area.

***Q: Walking across McCowan Road is difficult. How would you address this?***

**A:** Through the study, opportunities for better east-west connections across McCowan Road will be looked at.



# One-on-One Questions (cont'd)

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## **Scarborough Subway Extension (SSE):**

### **Q: Location of the Station Box?**

**A:** The staff preferred location is to the west of McCowan Road, between Triton Road and Progress Avenue.

### **Q: Is it possible to still have a Lawrence Subway Station along the McCowan Corridor? And if not, how do you expect Scarborough residents to access the Scarborough General Hospital?**

**A:** In July, City Council approved the removal of the 3-stop subway from further consideration, and to continue developing the SSE express option. Therefore, we are no longer considering an inline station for the SSE. As part of the approved Scarborough Transit Network Solution, Lawrence SmartTrack station will be built to serve the 54 Lawrence bus. Similar to today, those accessing the hospital by transit will continue to use either the Lawrence bus or the McCowan bus.

### **Q: When will construction on the subway commence?**

**A:** The plan is to have the subway up and running sometime between 2025-2026, with construction lasting approximately 5 years. So construction would commence sometime between the end of 2019-2021.

### **Q: Why is a one-stop subway extension being considered and not an LRT?**

**A:** We have a Council decision on transit plans for Scarborough which includes the extension of the Bloor-Danforth subway from Kennedy to Scarbrough Centre. This study will look at better integration into that system for all modes of travel.

# ***Display Boards Comments***

Attendees were encouraged to write comments on sticky notes and place them on the display boards.

Alternative Scenarios - Current Existing Conditions:

***“Add in missing sidewalk on the north side of Borough Drive”***

***“Require north/south pedestrian crossing lines painted on Borough Drive”***

***“Can the Scarborough Library intersection be improved to be more pedestrian friendly?”***

Alternative Scenarios - Scarborough Centre Secondary Plan Vision:

***“Can Toyota be a partner in the Transportation Plan?”***

***“What are the plans to access the ravine?”***

***“What would be immediate access from high density Corporate Drive to STC? - It's a low cost investment”***

# *Display Boards Comments (cont'd)*

Draft Problem and Opportunity Statement:

*“Don’t be afraid to reduce parking”*

*“Mini-van that can accommodate 12-16 commuters of different commutes”*

Study Approach and Values:

*“Bike lanes please!”*

Alternative Scenarios - Emerging Vision:

*“More green space and increase connections to nature”*

# *Display Boards*

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Scarborough Centre  
*on the* **move**



**Welcome to**

# **Public Consultation Meeting #1**

**Scarborough Centre Transportation Master Plan**

**November 29, 2016**

**Your feedback is important to help  
shape the Transportation Master  
Plan for Scarborough Centre**



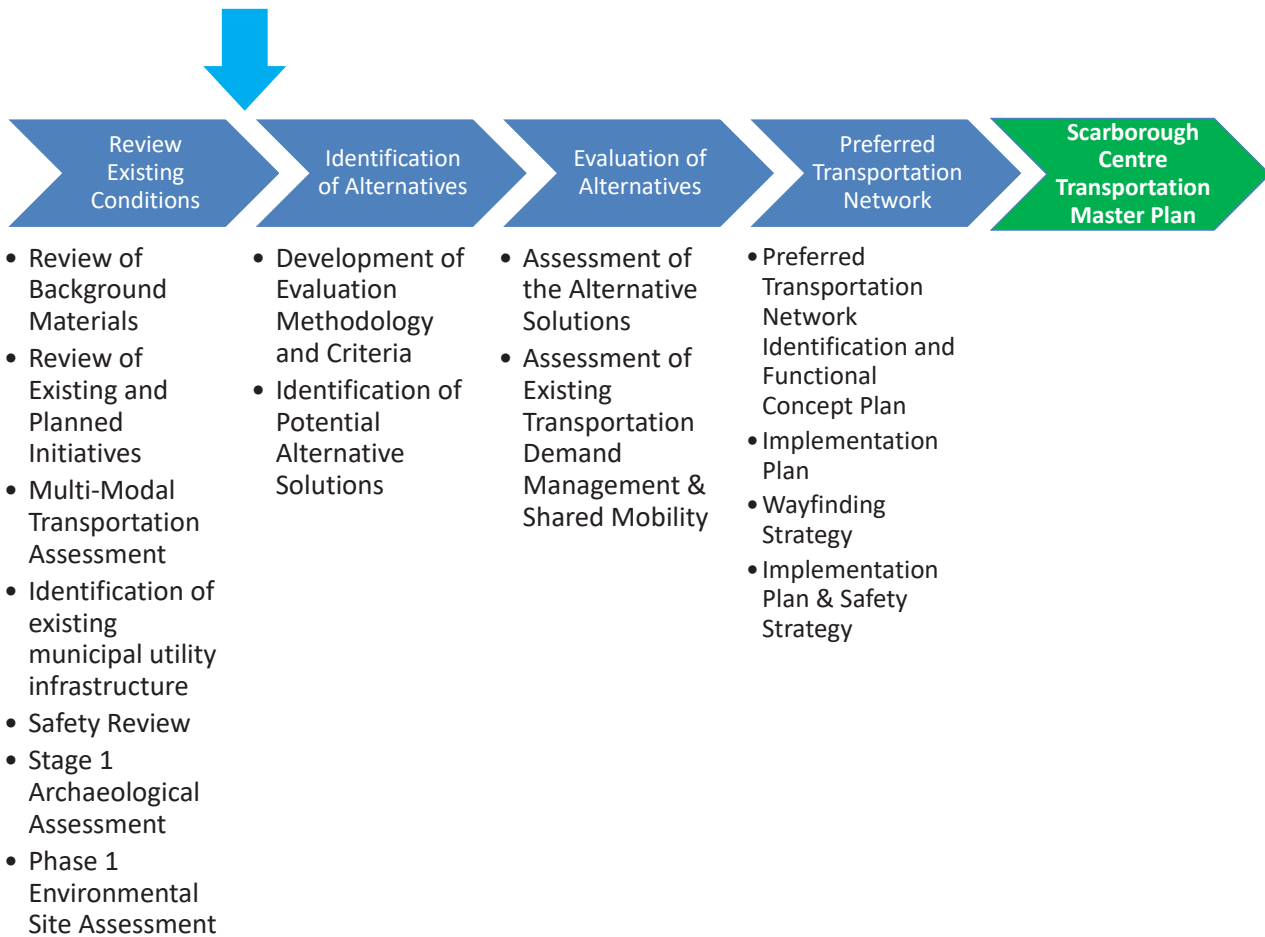
# Transportation Master Plan

A Transportation Master Plan (TMP) sets the vision and strategic plan for the City’s transportation system. It informs and directs policies, programs and infrastructure initiatives to meet the needs of the population and employment growth anticipated. More specifically, the TMP provides the framework, direction, and implementation plan for a transportation network for pedestrians, cyclists, transit and automobile users.

The TMP is reflective of the interests and priorities of stakeholders, representing the values of residents and businesses. Therefore, engaging the community is a key component in developing the TMP as public input is essential in identifying community needs and defining priorities.

This TMP will satisfy the requirements for Phase 1 and Phase 2 of the Municipal Class Environmental Assessment process.

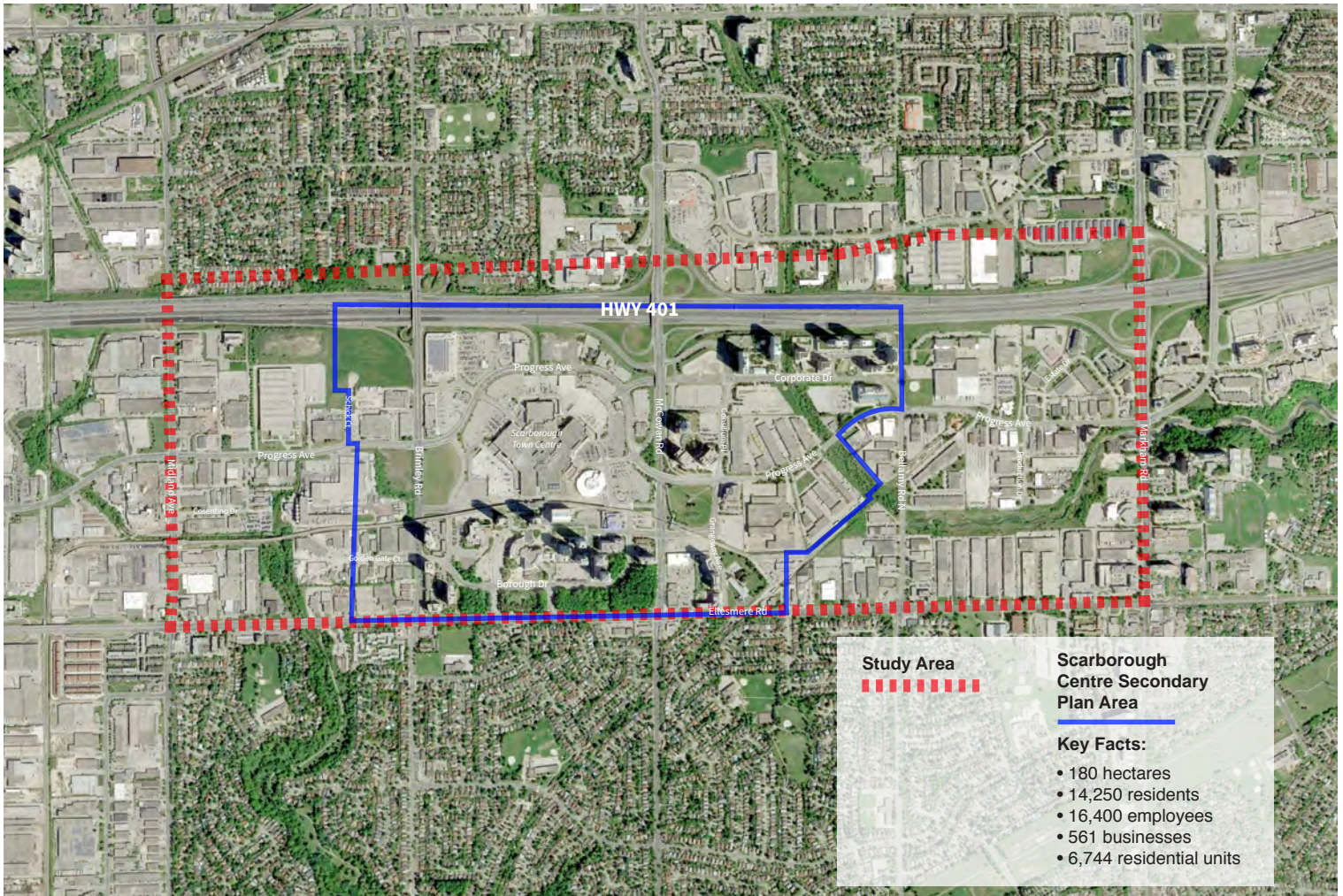
## We are Here



# Study Area

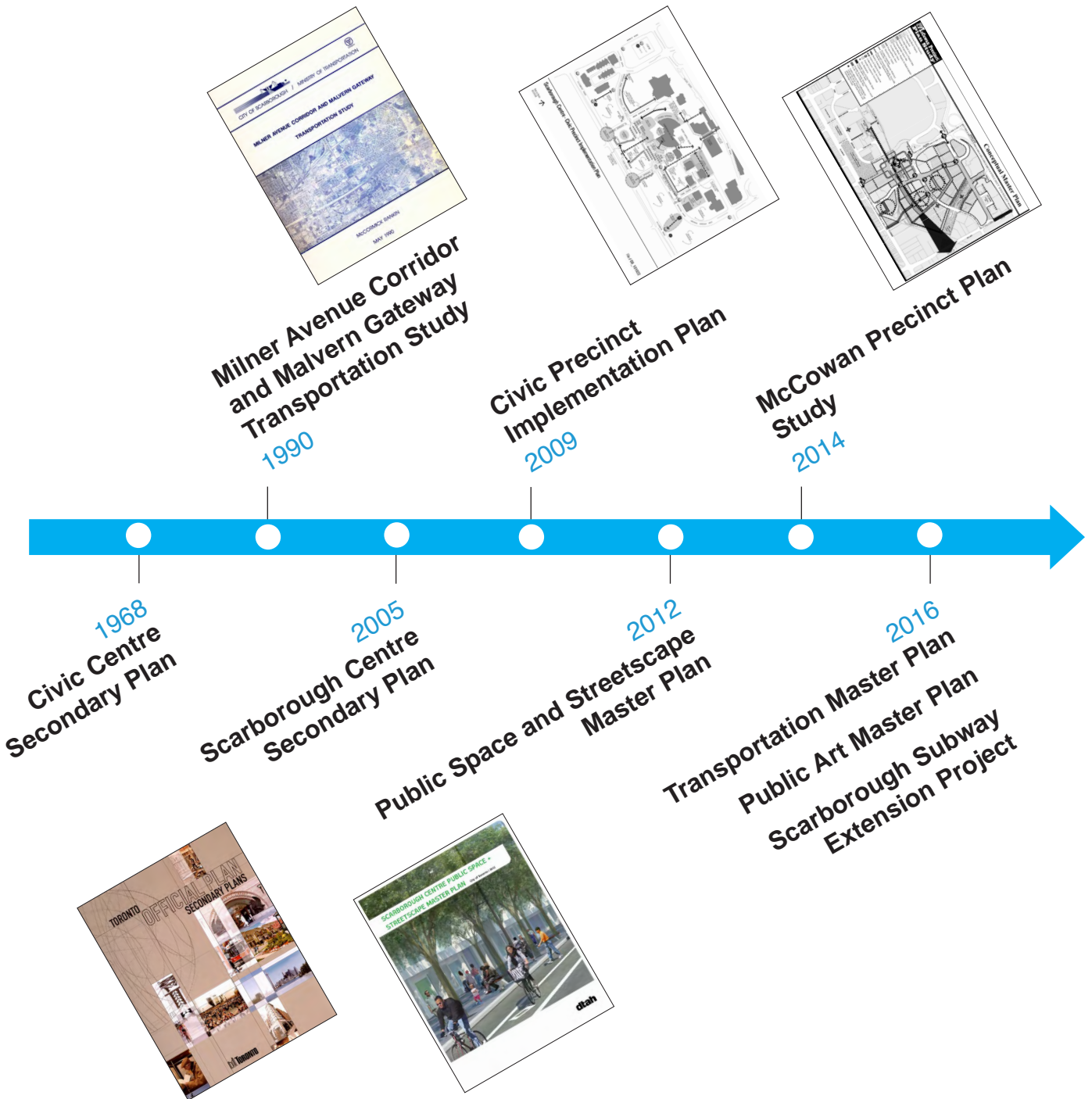
The Scarborough Centre Secondary Plan identifies the Centre to be a focus of growth. It is the City’s intent that Scarborough Centre becomes a mixed-use urban centre where jobs, housing, services, cultural and recreational amenities and transit are concentrated. Objectives of the Secondary Plan for Scarborough Centre are to:

- Create a vibrant mix of employment, cultural, institutional, educational, recreational, commercial and residential uses;
- Ensure effective provision and use of transportation facilities and services;
- Enhance the Centre as a destination;
- Promote a high-quality urban form and a comfortable and safe environment;
- Improve open spaces, parks and linkages;
- Protect adjacent residential neighbourhoods; and
- Strengthen community identity.





# Planning Studies in Scarborough Centre



# Scarborough Centre Evolution

## 1970 Before Scarborough Town Centre and Civic Centre



- 1 Brimley Road does not cross Hwy 401 and does not have an interchange
- 2 McCowan Road crosses Hwy 401 but does not have an interchange
- 3 Direct alignment of Progress Avenue between Brimley Road & McCowan Road
- 4 Intersection of Progress Avenue and McCowan Road is at grade
- 5 Scarborough Town Centre Shopping Mall has not been built
- 6 Scarborough Civic Centre has not been built

## 1983 Scarborough Town Centre and Civic Centre open. Progress Avenue realigned



- 1 Brimley Road does not cross Hwy 401 and does not have an interchange
- 2 Progress Avenue realigned as a result of the Mall opening in 1973
- 3 McCowan Road has an interchange
- 4 Highway 401 widened in the 1970's
- 5 Markham Road interchange modified
- 6 Access to the Mall north of the McCowan/Progress intersection provided via a T-intersection
- 7 Intersection of Progress Avenue and McCowan Road is at grade
- 8 Scarborough Town Centre Shopping Mall opened on May 2, 1973
- 9 Scarborough Civic Centre opened on June 29, 1973

### New Roads

- a Bushby Gate
- b Borough Drive
- c Triton Road
- d Borough Approach East/West



# Scarborough Centre Evolution

## 1991 SRT is operational



- 1 SRT opened in 1985
- 2 Brimley Road crosses Hwy 401 and has a partial interchange
- 3 Progress Avenue does not cross Highway 401
- 4 Corporate Drive built
- 5 Consilium Place built
- 6 Grangeway Avenue has been introduced
- 7 Bushby Drive has been introduced
- 8 Town Centre Court has been introduced
- 9 Transit Road (Triton Road) has been introduced and is grade separated from Borough Drive
- 10 Intersection of McCowan Road and Progress Avenue has been grade separated
- 11 System of slip roads and grade separations at McCowan Road

## 2014 Context for the Transportation Master Plan



- 1 Omni Drive built
- 2 Borough Drive between Town Centre Court and Progress Avenue has been closed
- 3 Grangeway Avenue has been extended to Ellesmere Road
- 4 Progress Avenue has been extended across Hwy 401 to Sheppard Avenue

# Opportunities for Public Feedback

12



## Planners in Public Spaces (PiPS) Events

Informal display of Project Team's work in progress, hosted by planners, in public spaces, throughout Scarborough

2 Days



## Roving Information Stations

Display of Project Team's work in progress at a number of locations in Scarborough Centre

3



## Local Advisory Committee Meetings

Small group of residents from the community, employers and landowners act as a sounding board for the Project Team, meeting in advance of Public Consultation Meetings

**We are looking for candidates for the Local Advisory Committee. If interested, speak to a member of the Project Team.**

3



## Public Consultation Meetings

Public open house and presentation to review Project Team's work in progress



Email your comments to [sconthemove@toronto.ca](mailto:sconthemove@toronto.ca)



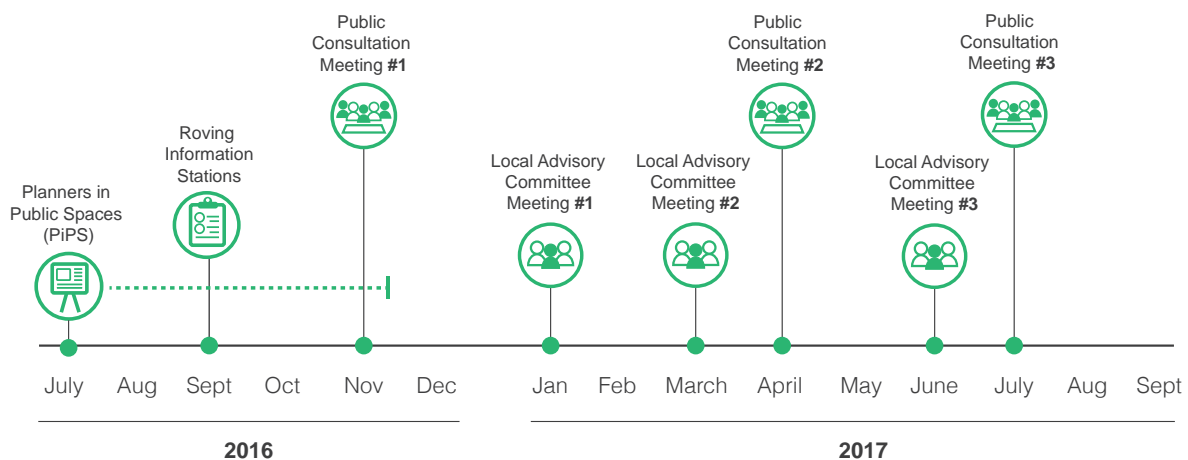
Check out our Facebook Page [facebook.com/sconthemove](https://facebook.com/sconthemove)



Follow us on Twitter [@CityPlanTO](https://twitter.com/CityPlanTO) and share your thoughts using [#sconthemove](https://twitter.com/hashtag/sconthemove)



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Timeline of Public Consultation

# Study Approach & Values



Establish a **multi-modal hub** that has a variety of reliable and **connected transportation options**



Encourage mixed use **transit-oriented development**



Support **active modes of transportation** with an emphasis on moving people



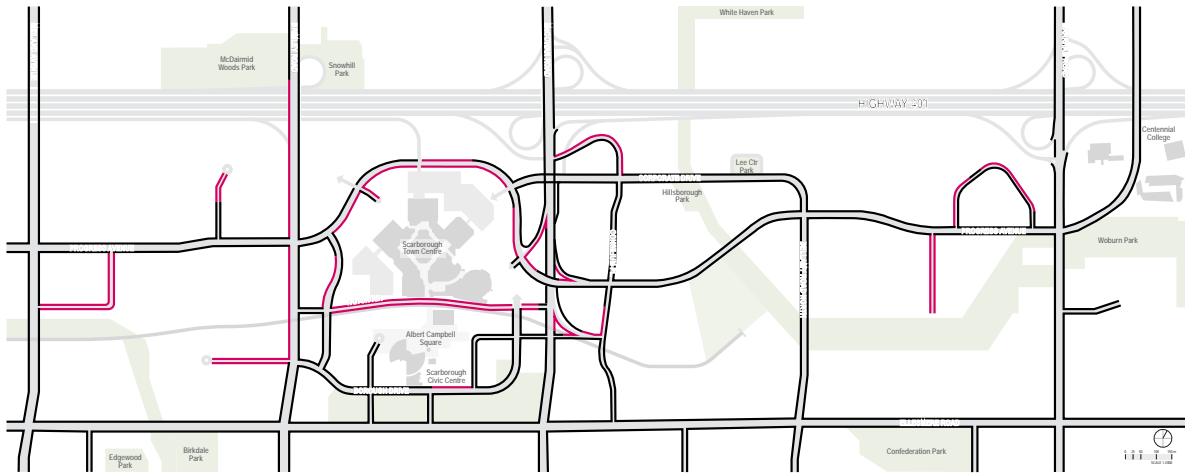
Further the development of **Transportation Demand Management (TDM) programs** such as bike share and auto share



Enhance **safety, comfort and accessibility** for pedestrians and cyclists

# Existing Conditions

## PEDESTRIAN NETWORK

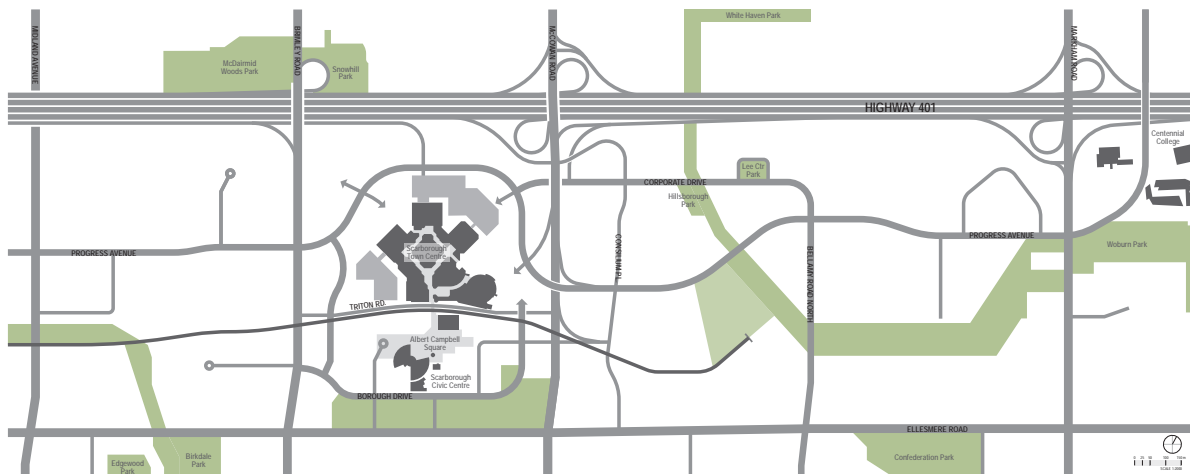


- The sidewalk network is limited
- Some streets lack sidewalks on both sides of the street
- Aside from the street network, the sidewalks are limited to the Scarborough Town Centre Shopping Mall, and the Scarborough Civic Centre

### Legend

- Sidewalk
- No Sidewalk

## CYCLING NETWORK

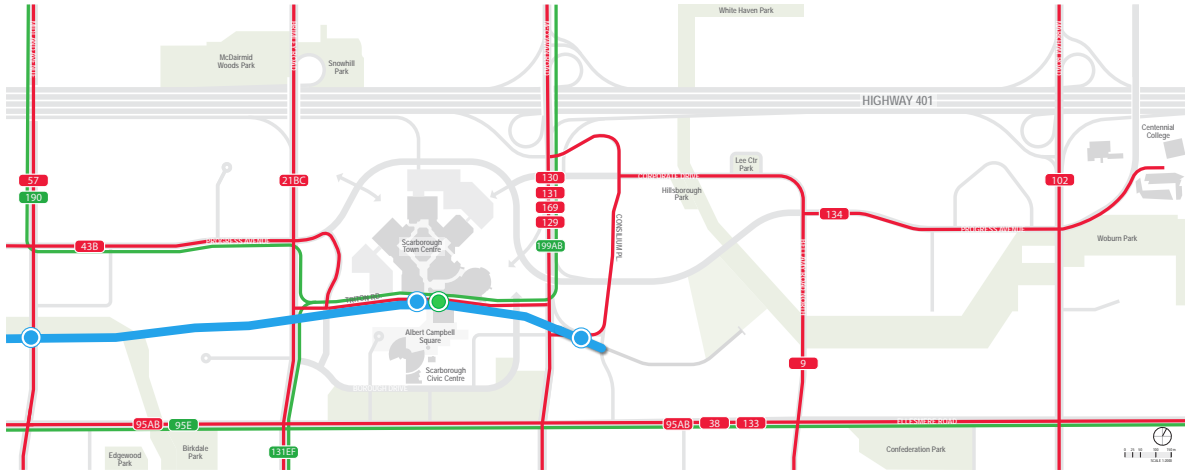


- Currently, there is no dedicated cycling infrastructure in Scarborough Centre
- Future cycling infrastructure in Scarborough Centre identified in City's ten-year Cycling Network Plan



# Existing Conditions

## TRANSIT NETWORK

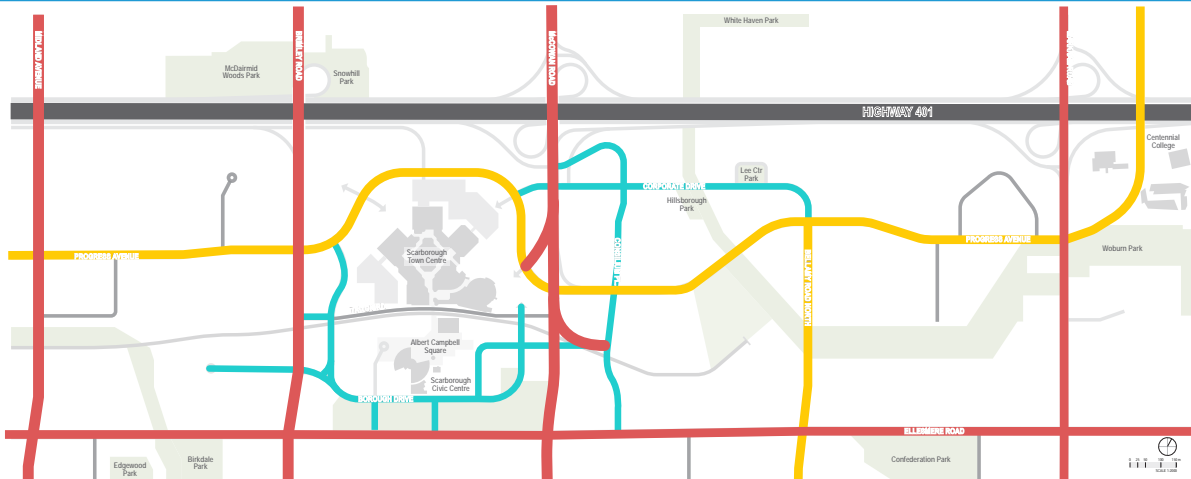


- Scarborough Centre is currently served by two TTC Line 3 (SRT) stops
- The bus network relies on the Triton Road connection to Scarborough Centre Station
- The future of transit in the Centre is also being studied in the context of the Scarborough Subway Extension which is examining options for an express subway extension of Line 2 to Scarborough Centre

### Legend

- TTC Bus Route
- GO Bus Route
- TTC Line 3
- Bus Terminal
- TTC Line 3 Station

## STREET NETWORK



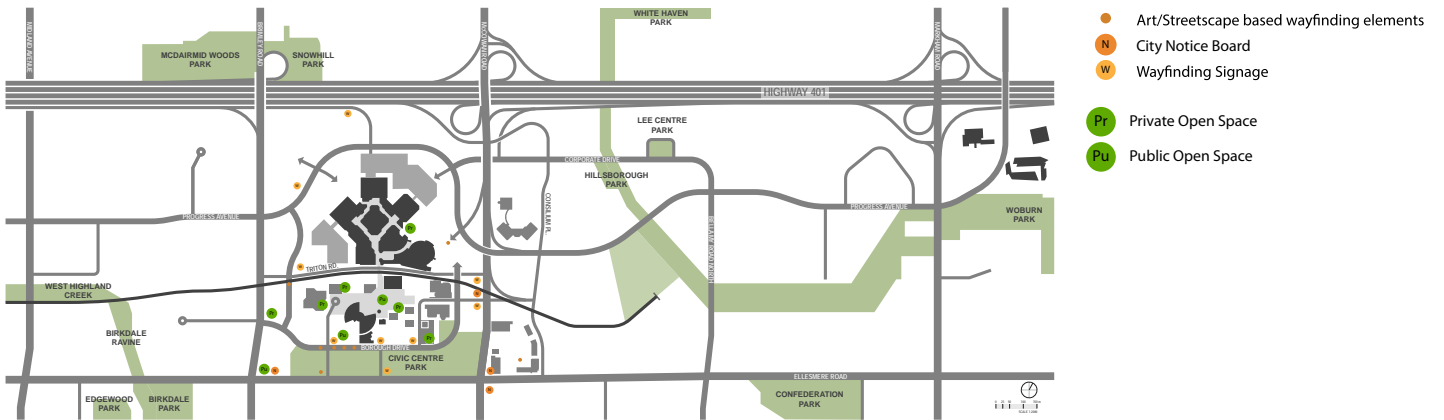
- Scarborough Centre is primarily car-oriented
- Progress Avenue and Borough Drive form a ring-road around Scarborough Town Centre
- McCowan Road is defined by overpasses and on/off ramps

### Legend

- Provincial Highway
- Primary
- Secondary
- Tertiary

# Study Area Existing Conditions

## WAYFINDING & GREEN SPACE



- Lack of consistent signage and wayfinding
- Confusing for transit users, pedestrians and cyclists

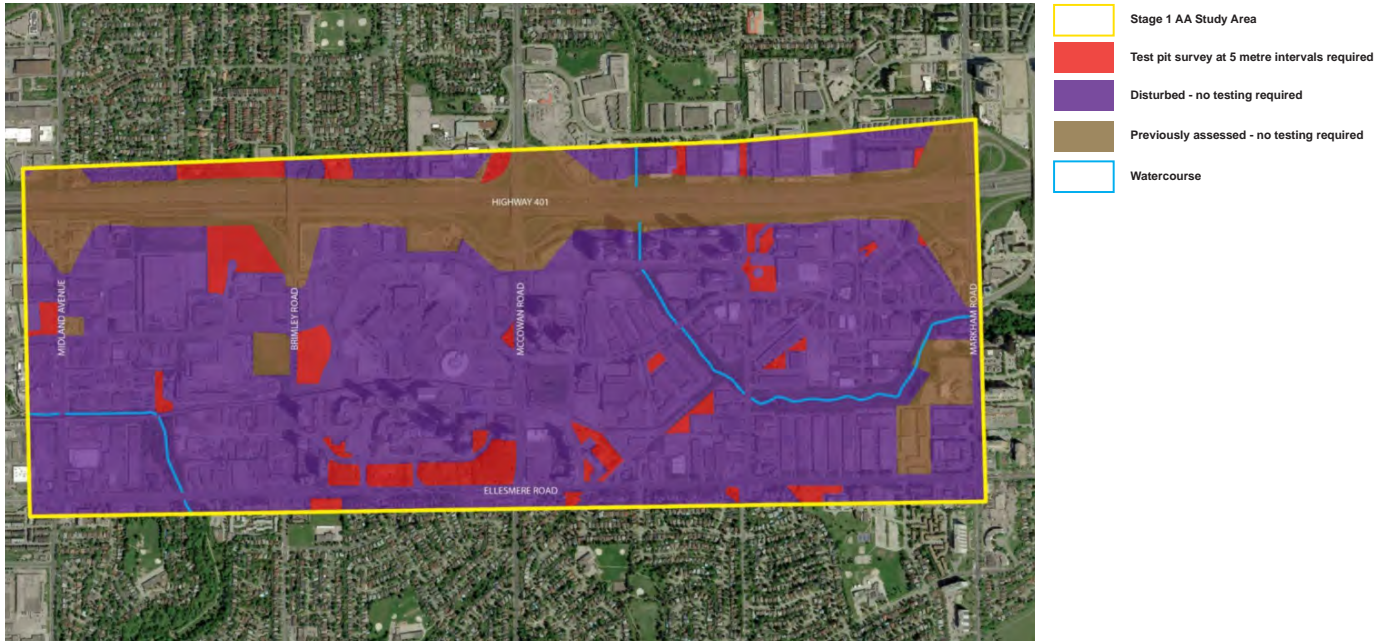
## EXISTING LAND USE





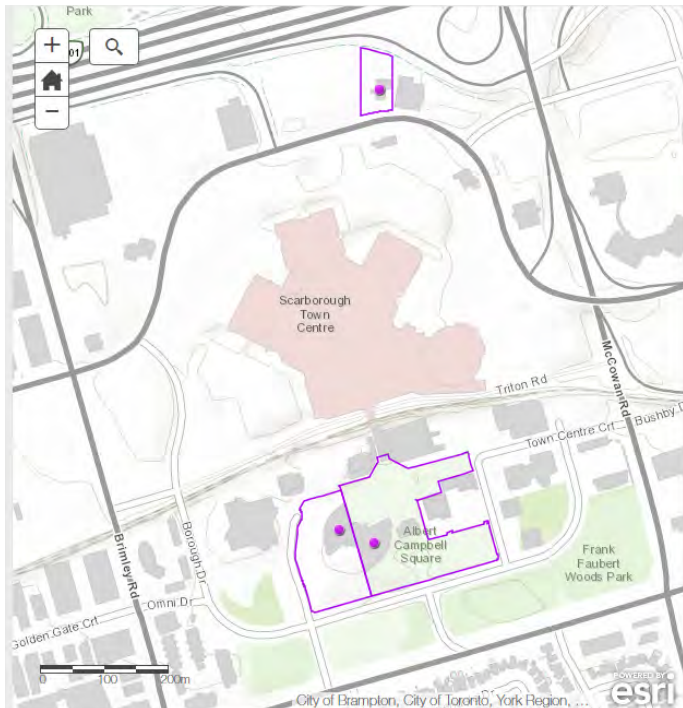
# Study Area Existing Conditions

## ARCHAEOLOGY & HERITAGE



- Stage 1 AA Study Area
- Test pit survey at 5 metre intervals required
- Disturbed - no testing required
- Previously assessed - no testing required
- Watercourse

Red marked areas have archaeological potential



Heritage Property Search

### Designated Features:

1. Scott House (520 Progress Avenue)
2. Scarborough Civic Centre (140 Borough Drive)
3. Scarborough Civic Centre (150 Borough Drive)

# Opportunities



Enhance the public realm



Create a safe pedestrian environment



Accommodate transit-oriented development



Provide for pedestrians, cyclists, transit riders and drivers



Leverage other public and private initiatives



Enhance wayfinding





# Constraints



Coarse street network with large blocks & single-use buildings



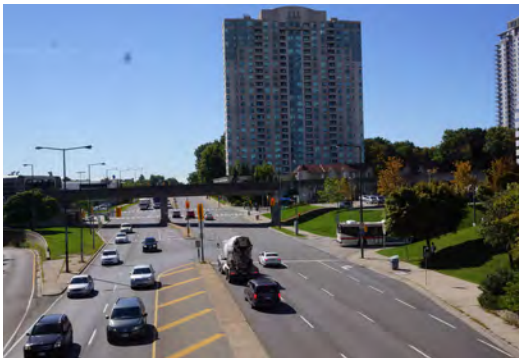
Lack of connections throughout the Centre



Harsh, unpleasant, and fragmented pedestrian environment



Auto-oriented, irregular intersections, ramps, channelized turning lanes, grade separations



No sense of place in the Centre



Highway 401 is a barrier to pedestrians and cyclists

# Draft Problem & Opportunity Statement

As one of Toronto's four 'Centres', Scarborough Centre is a key location within the city that combines jobs, housing and services in a dynamic mixed use setting supported by excellent transit accessibility. Located at the heart of Scarborough, the area is expected to be a magnet for future growth over the coming decades.

Currently, Scarborough Centre is less than the sum of its parts:

- The existing transportation network is designed to favour vehicular movement as is defined by big blocks that result in longer travel distances;
- Bridges, ramps and grade-separations are barriers to walking and cycling;
- Dedicated infrastructure for cyclists is lacking;
- Crosswalks are distantly spaced, sidewalks are often too narrow, missing or located in a way that does not support a vibrant and walkable public realm; and
- Development parcels are large and not serviced in a manner that supports a finer grain in the urban fabric.

Given significant public and private investments planned for the area, an opportunity exists to evolve the transportation network in a manner that better supports the policies outlined in the Scarborough Centre Secondary Plan. Key opportunities include developing a **fine-grained street network** that is safe, accommodates all users and reduces travel distances. Giving priority to infrastructure required to **enhance walking, cycling and transit** will help build connections throughout the centre as well as to the surrounding community and beyond. **Improved transportation facilities**, complemented by **better wayfinding, land use diversity and an inviting public realm**, will provide greater accessibility to the area's many amenities. The Transportation Master Plan will help guide growth and ensure the emergence of a vibrant, walkable and connected Scarborough Centre.



# Draft Vision



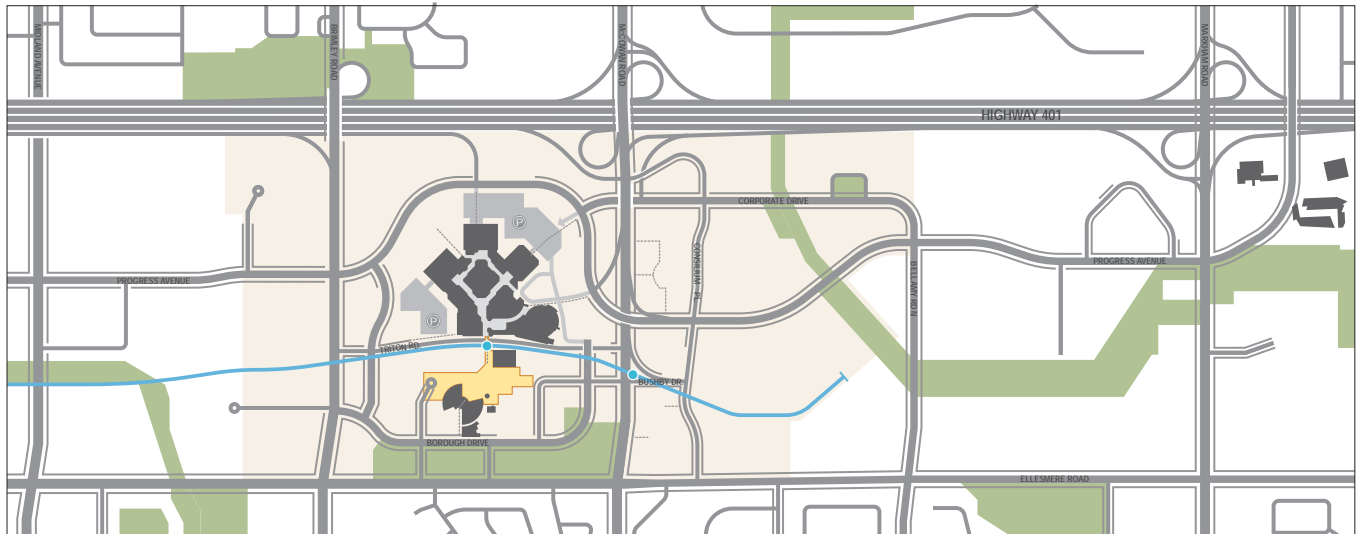
## Draft Vision

The Scarborough Centre transportation network will develop in a way that supports the creation of a diverse, attractive and safe mixed use community which is easily **accessible by all modes of transportation**. This will be achieved by creating an **easily navigable and fine grained street network** which provides infrastructure and amenities for **all street users**. This transportation network will be **fully integrated** into the regional transportation system, including the transit, pedestrian and cycling networks, and provide **clear and easy connections** to the surrounding communities.



# Alternative Scenarios

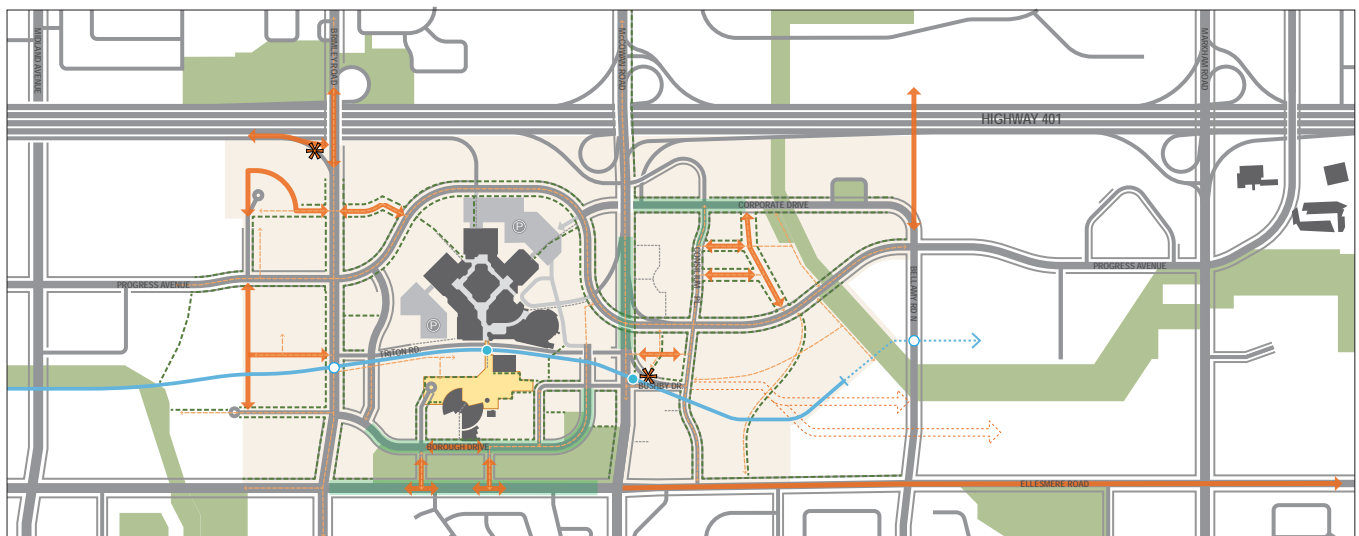
## Current Existing Conditions



Current Existing Conditions

LEGEND		
Scarborough Centre Secondary Plan Area	Line 3 (Scarborough RT)	Existing Sidewalk
Public Square	Existing Road	Private Linkage/Public Accessible
Existing Public Open Space	Private Road	Structured Parking

## Scarborough Centre Secondary Plan Vision



Scarborough Centre Secondary Plan Vision

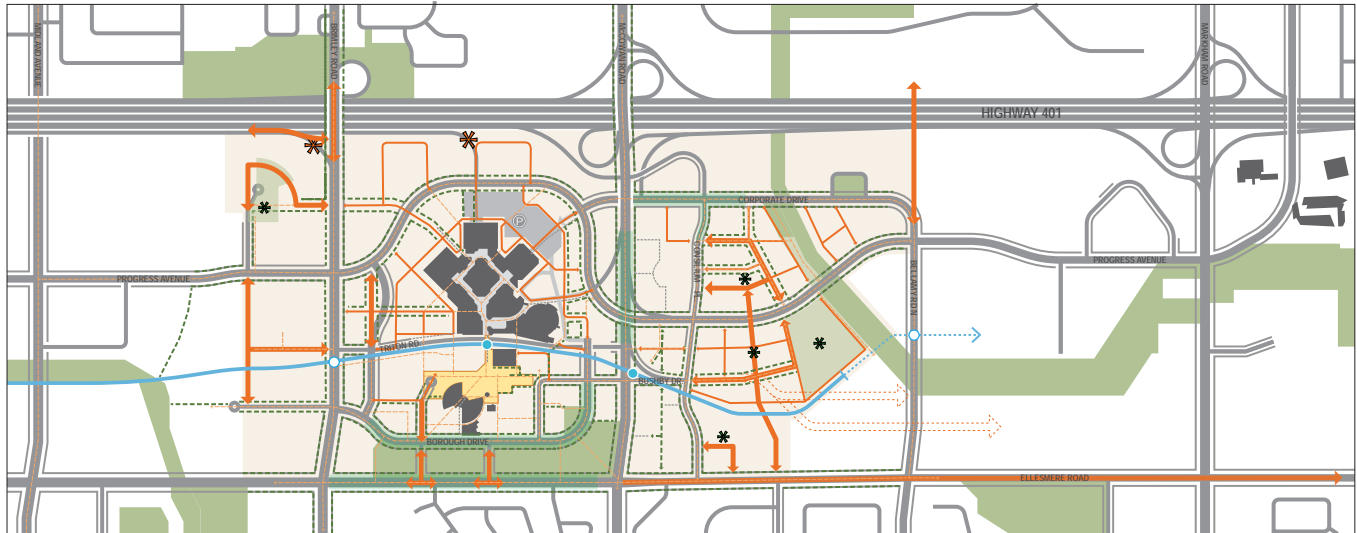
KEY STRATEGIES AND INITIATIVES		
Potential New Roads/ Access Changes/Widening	Future Pedestrian/Bicycle Links or Improvements	Greening of Pedestrian Access to form Green Linkages
Potential Bushby Drive Extension/Alignment	Potential Road Closing	Potential & Existing Boulevard Trees/Landscaping

LEGEND		
Scarborough Centre Secondary Plan Area	Existing Line 3 (SRT)	Existing Sidewalk
Public Square	Proposed Line 3 (SRT)	Existing Road
Existing Public Open Space	Private Road	Private Linkage/Public Accessible
		Structured Parking

# Alternative Scenarios

## Scarborough Centre Secondary Plan & Subsequent Planning Studies



Scarborough Centre Secondary Plan + Subsequent Planning Studies

Scarborough Centre Secondary Plan + Scarborough Centre Public Spaces and Streetscape Master Plan (2012) + McQueen Project Plan Study (2014) + Toronto Cycling Network Plan (2016)

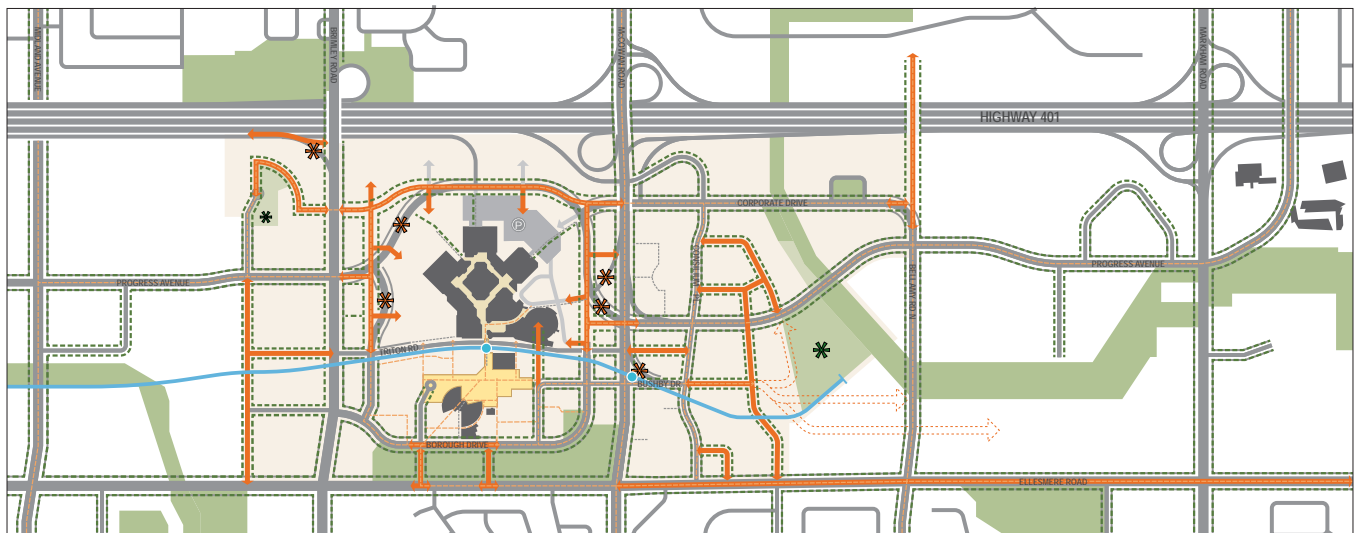
**KEY STRATEGIES AND INITIATIVES**

- Potential New Roads/ Access Changes/Widening
- Potential Busby Drive Extension/Alignment
- Future Pedestrian/Bicycle Links or Improvements
- Greening of Pedestrian Access to form Green Linkages
- Potential Road Closing
- Potential Public Open Space
- Potential & Existing Boulevard Trees/Landscaping

**LEGEND**

- Scarborough Centre Secondary Plan Area
- Public Square
- Existing Public Open Space
- Existing Line 3 (SRT)
- Proposed Line 3 (SRT)
- Existing Road
- Private Road
- Existing Sidewalk
- Private Linkage/Public Accessible
- Structured Parking

## Scarborough Centre Transportation Master Plan's Emerging Vision



Scarborough Centre Transportation Master Plan's Emerging Vision

**PROPOSED STRATEGIES AND INITIATIVES**

- Potential New Roads/ Access Changes/Widening
- Potential Busby Drive Extension/Alignment
- Future Pedestrian/Bicycle Links or Improvements
- Greening of Pedestrian Access to form Green Linkages
- Potential Road Closing
- Potential Public Open Space

**LEGEND**

- Scarborough Centre Secondary Plan Area
- Public Square
- Existing Public Open Space
- Existing Line 3 (SRT)
- Proposed Line 3 (SRT)
- Existing Road
- Private Road
- Existing Sidewalk
- Private Linkage/Public Accessible
- Structured Parking

# Evaluation Principles

The alternatives will be evaluated against the following principles to identify a preferred direction. Each principle has a number of criteria.



## SOCIAL EQUITY

Do not favour any group over others. Allow everyone equal and good access to work, school and other activities



## SHAPING THE CITY

Use the transportation network to encourage mixed use and sustainable developments in the Scarborough Centre



## SUPPORTING GROWTH

Encourage economic growth through improvements in transit, pedestrian and cycling infrastructure; Allow goods to get to market more efficiently



## EXPERIENCE

Ensure safe and comfortable travel across all modes of transportation



## PUBLIC HEALTH & ENVIRONMENT

Support and enhance natural areas, encourage people to rely less on their cars.



## HEALTHY NEIGHBOURHOODS

Building connections with existing neighbourhoods via the promotion of safe walking and cycling



## AFFORDABILITY

Improvements to the transportation system should be affordable to build, maintain and operate.



## CHOICE

Develop a balanced transportation network that connects and provides different modes of travel



# Presentation



SCARBOROUGH CENTRE TMP

## SCARBOROUGH CENTRE TRANSPORTATION MASTER PLAN (SCTMP)

November 29<sup>th</sup> 2016  
Public Information Centre (PIC) # 1

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LEAG The Planning Partnership PERKINS+WILL

SCARBOROUGH CENTRE TMP

## Presentation Outline

- What is a Transportation Master Plan?
- Why are we doing this study?
- Scarborough Centre and study area
- Study Approach & Schedule
- Engagement



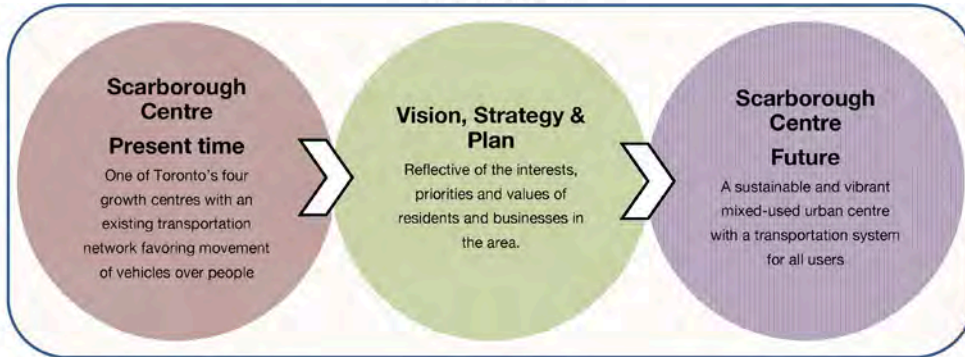
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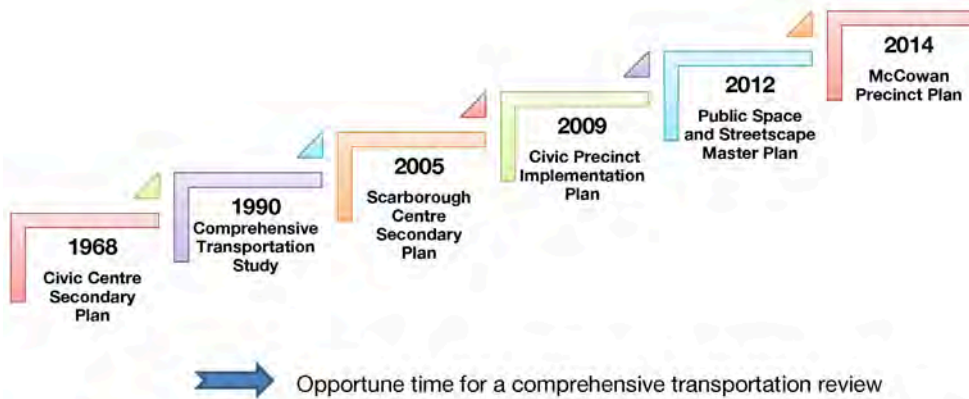
## Transportation Master Plan

**A Transportation Master Plan (TMP)** sets the vision, strategy and action plan for the transportation system to meet the needs of a growing area.

### TMP Process



## Previous Planning Work

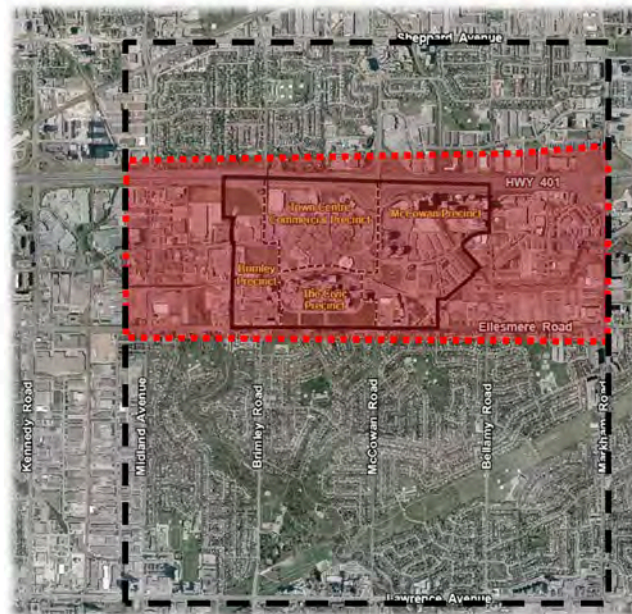


# Project Team



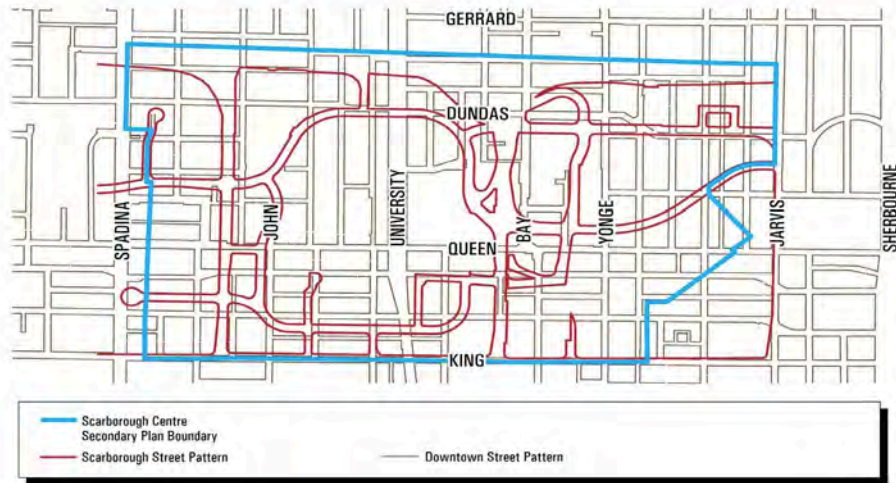
# Study Area

- Scarborough Centre Secondary Plan
- ..... SCTMP Core Study Area
- SCTMP Preliminary Study Limits





## Scale of Scarborough Centre



## Study Approach

We are Here



- Review of Existing and Planned Initiatives
- Review of existing conditions

- Development of Evaluation Methodology and Criteria
- Identification of Potential Alternative Solutions

- Assessment of the Alternative Solutions

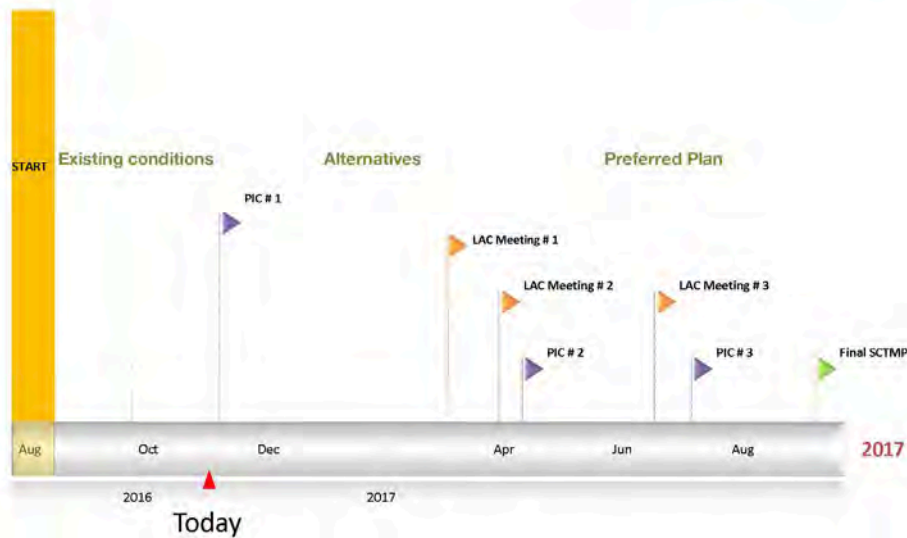
- Preferred Transportation Plan
- Implementation Strategy
- Wayfinding Strategy





## Project Schedule

SCARBOROUGH CENTRE TMP



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building connections

SCARBOROUGH CENTRE IMP

## Scarborough Subway Extension

- Anticipated reporting milestones
  - TTC Board January 18<sup>th</sup> 2017
  - Executive Committee January 19<sup>th</sup> 2017
  - City Council January 31<sup>st</sup> – Feb. 2<sup>nd</sup> 2017
- Report content
  - Recommended alignment
  - 3<sup>rd</sup> party review: cost estimates & risk assessment
  - Analysis of project delivery models
  - Governance structure

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building connections

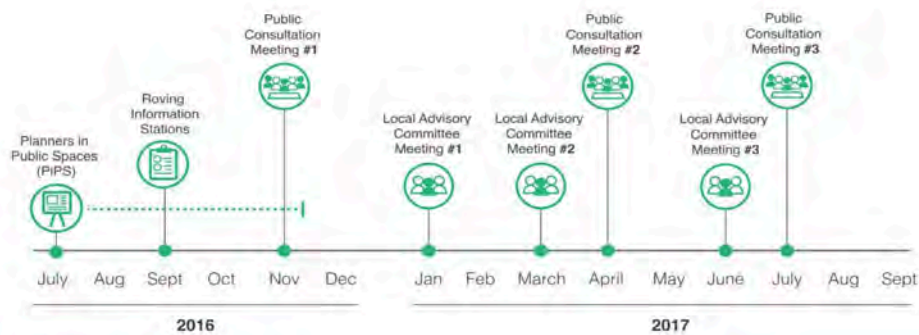
## How to get involved?

Email your comments to [sconthemove@toronto.ca](mailto:sconthemove@toronto.ca)

Check out our Facebook Page [facebook.com/sconthemove](https://www.facebook.com/sconthemove)

Follow us on Twitter @CityPlanTO and share your thoughts using #sconthemove

Keep up to date by checking the project's website at [www.toronto.ca/sconthemove](http://www.toronto.ca/sconthemove)



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## Local Advisory Committee (LAC)

- **Comprising of:**
  - Residents
  - Resident Association representatives
  - Businesses
  - Landowners
  - Interest groups
- **LAC size approx. 12 -15 people**
- **3 meetings anticipated, each approx. 3 hrs**
- **Intent of LAC**
  - Sounding board for ideas

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## Your input is extremely important

- **What is important to you?**
- **Have we captured adequately the following:**
  - **Vision statement**
  - **Problem & Opportunity Statement**
- **How can we make this area work well from a transportation perspective?**

## You make a difference

- **Share your thoughts at the boards**
  - Will record your input
  - We will share all the input received
- **Comment sheets**
- **Email**
- **Facebook**
- **Twitter**
- **PLEASE SIGN-IN SO THAT WE CAN STAY INFORMED**

