



Scarborough Centre Transportation Master Plan (SCTMP)
Local Advisory Committee (LAC) Meeting #1 – February 7, 2017
Meeting Minutes

LAC Members in Attendance:

Raphael Rosch – Scarborough Centre Resident
Mike Harrison (in place of David Barnes) – Midland Park Community Association
Lorne Ross (in place of Iain McLeod) – Glen Andrew Community Association
Eburn Lewis – Scarborough Centre Resident
Ted Chesney – Toyota Canada
Paul Doyle – Atlantic Packaging
Mike Zenker – Kevric Real Estate Corporation
Julian Illes – Scarborough Centre Resident/Worker
Pranav Patel – Scarborough Centre Resident/Worker
Vincent Puhakka – Scarborough Transit Action
Ed Watkins – Scarborough Resident
Kyna Lock – Scarborough Centre Resident
Robert Horst – Oxford Properties, Scarborough Town Centre Shopping Mall

City Staff from Project Team in attendance:

Alan Filipuzzi, Senior Transportation Planner, Scarborough District
Russell Crooks, Senior Planner, Community Planning, Scarborough District
Ben Morell, Assistant Transportation Planner, Scarborough District

Also in attendance: Jeremy Golding – Councillor Thompson’s Office (Ward 37).
Councillor DeBaeremaeker (Ward 38) and Councillor Lee (Ward 41) were unable to attend, both sent their regrets.

Welcome and Introductions

The City project manager provided an introduction to the project and introduced the City Staff team members. He outlined the role of the LAC in helping to make sure that the public’s views are being heard, understood and considered. The LAC members were selected in an effort to ensure a broad and diverse representation of Scarborough Centre residents, workers and employers. The goal of the Scarborough Centre Transportation Master Plan (SCTMP) was explained as supporting the realization of Scarborough Centre as a dense, diverse and mixed use community and in supporting anticipated growth. An outline of the policy context with respect to existing Scarborough Centre Secondary Plan was also given.

The LAC members introduced themselves and provided an explanation for why they wanted to participate or what they hoped to accomplish. Answers included:

- To ensure that the journey between Scarborough Centre and the Downtown Core continues to improve
- To solve transportation problems for all (vehicles, pedestrians and cyclists)
- Long-time residents sharing expertise/experience
- To ensure the transportation network works for customers and employees
- The existing pedestrian environment is hostile for non-drivers and needs to be improved
- Would like to see the area become a better destination with a vibrant public realm
- An improved Transportation network is essential to the shopping mall's success Representing local resident association
- To make Scarborough Centre more welcoming for all, including new parents, children and seniors
- To find opportunities to incorporate public art throughout the area

The Consultant Team gave a brief overview of the terms of reference for the LAC, including the requirement for respectful dialogue and the importance of hearing from everyone. Members are expected to attend all three LAC meetings.

Study Purpose, Process and Ways to get Involved & Study Area, Opportunities and Constraints

The Consultant Team provided an overview of what a Transportation Master Plan is, the study process, how the public can get involved, the study area and what opportunities and constraints have been identified by the project team so far.

The LAC was asked to share any other opportunities or constraints to be considered through the study process:

- Lots of room for improvement, can keep some of the RT infrastructure and transform it into pedestrian walkways
- Glen Andrew Community Association has always been supportive of Scarborough Centre developing as a dense, mixed use centre, but there are implications for traffic on arterial roads
- Aging population interested in moving into condos from the low density neighbourhoods to the south
- Arterial street grid has allowed a frequent and rapid bus service and therefore the development of strong ridership, but the design of the arterials encourage fast traffic – so we should redesign the streets to slow down cars, Ellesmere has tremendous potential
- Difficult to walk to Scarborough Town Centre due to poor pedestrian infrastructure, especially for seniors and children, hostile pedestrian environment near YMCA, the intersection of Borough Drive/Town Centre Court is auto focused
- No internal bus routing to service the Centre
- Grangeway Avenue presents a significant resource or opportunity which is not being fully taken advantage of. Its intersections at Ellesmere Road and

Bushby Drive need to be improved so that Grangeway can fulfil its potential as an alternative route for people accessing the Centre from the east.

- No elementary school in Scarborough Centre
- Need pedestrian crossing lines on Borough Drive, and more connected sidewalks (i.e. missing sidewalk on north side of Borough Drive)
- Accessibility to Highway 401 is good, but the way the streets are aligned around Scarborough Town Centre is confusing, need more streetscaping and lighting for pedestrians
- Challenge to create a sense of place around the mall, need to regularize intersections (especially on east side i.e. Progress Ave/McCowan Rd and various ramps) and improve wayfinding (to Scarborough Civic Centre Library for instance), would like to see Scarborough Town Centre become an urban destination
- A lot of truck traffic associated with industrial uses surrounding the Centre so it would be a difficult task to introduce a lot of pedestrians and cyclists, need to mitigate conflicts
- Potential pathways along the creeks
- How employee access the centre has changed and evolved over the years, new employees are starting to come from downtown via transit, a challenge to entice them to Scarborough
- Need better sightlines onto Progress Avenue for trucks
- Wayfinding is important for pedestrians
- Creating a sense of place and destination. There is potential for maintaining/enhancing synergies between the Civic Centre/ Albert Campbell Square and the rest of the Centre, need to ensure that connections are enhanced
- Need better bike infrastructure as well as safe and secure bike parking
- Opportunity to make Scarborough Centre a destination/stopover for electric vehicle travel in the Highway 401 corridor. Charging stations could be provided either at the mall or in proximity to the Civic Centre. In particular, this is a significant marketing opportunity for the Scarborough Town Centre shopping mall, as people can drop in to shop and eat while they wait for their electric car to recharge
- Reducing slow-downs: i.e. McCowan potholes, repainting lines
- Cyclists use the sidewalks because it's too dangerous to cycle on the area's streets, but then they take over the sidewalks which is also unsafe for pedestrians
- Need to reduce amount of concrete used in the centre i.e. more greenery

Guiding Values and Vision

The Consultant Team continued with the presentation, going over the guiding values and vision statement that have been developed for the study.

The LAC was asked to share anything that they thought wasn't captured:

- Wayfinding – creation of a strong hierarchy of pedestrian routes, simplifying routes
- Build up attractions/destinations along a main route

- It is difficult for streets to be everything to everyone, especially with respect to truck and commuting routes – need to respect needs of industry, truck drivers don't want to have to go through centre
- Shouldn't always go for the most complicated solutions (i.e. multiple traffic lights), sometimes you just need some paint or a pedestrian crosswalk
- Need to be clear that improving the active transportation network does not necessarily take away from those who need to drive – can reduce congestion for everyone by reducing number of unnecessary vehicle trips
- There has not been office development in the area since the early 1990s – need to make transportation investments which will support office development in order to realize the mixed-use vision
- Poor awareness and connectivity to Albert Campbell Square – not easy to get to or to find

Alternatives and Evaluation Methodology

The Consultant team presented four alternatives for the Scarborough Centre Transportation Network as well as the evaluation framework. They explained that they will develop key questions for each of the eight evaluation principles to help rank the alternatives.

To provide clarification, City Staff explained that “greening pedestrian routes” referred to including more street trees and enhancing the route.

Round table discussion on the Emerging Vision: What should be added to the Emerging Vision?

- City Staff provided clarification that the SCTMP represents a long range plan which will shape future development i.e. when properties are redeveloped as the area evolves and changes. This is why some proposed streets appear to cut through existing developed properties.
- It was noted that there has been no recent condo or office development. City Staff explained that they are in conversation with a number of developers, but the cost of constructing is the same as everywhere in Toronto while sale prices are lower in Scarborough
- Potential widening along Ellesmere – cautioning against widening since it is not viewed as good for improving safety or for improving the transportation experience for any mode. City Staff explained that the widening is referenced in the existing Secondary Plan. The current context for widening would be for future rapid transit (Durham – Scarborough BRT) as identified by Metrolinx, Toronto and Durham Region
- Best chance for better connections to surrounding area and the regional network is extending Bushby Drive to Markham Road since there are the barriers of low density residential and Highway 401 to the south and north – a specific alignment needs to be determined
- Make use of the RT infrastructure for a pedestrian pathway – pleasant way to walk around and see the area
- New east-west connections needed through to Midland Avenue
- Improvements to the Borough Approaches (East and West) have long been planned for, when will this happen? Staff explained that the implementation plan will address this.

- Should have a buffer between heavy industry and residential/commercial/open space
- Need to identify and promote a pedestrian and cycling "Main Street" tying together the main features of the Centre. It was observed that there is an opportunity to create such a route extending from Ellesmere Road at Borough Approach West through Albert Campbell Square and along Town Centre Court, Bushby Drive, Grangeway Avenue, Progress Avenue, and perhaps some sections of proposed new streets. This could tie together the Library, Civic Centre, Albert Campbell Square, Mall, Federal Building, YMCA, rapid transit station, proposed school/park, etc. A strongly designed route of this nature would significantly enhance wayfinding in the Centre and integrate important components such as the future rapid transit station/terminal
- The eight evaluation principles should be represented as "pillars" to avoid giving the impression that some principles are more important than others. Currently it appears that because fiscal affordability is listed above growth, the City would tend to choose the cheaper solution rather than looking at long term benefits
- Some streets are going through properties which will be operating for the next 30-40 years, is the plan that long term?
- Support the new interchange design at Brimley Road and Highway 401 (Environmental Assessment approved in July 2010)
- Need additional routes into Scarborough Centre
- Should consider a bikeway along the ravine between Scarborough Centre and Centennial College
- How many improvements are developer-related and how many require 100% Council funding? While not fully determined at this time, the project team noted that this study allows for the City to request these street network improvements as part of development applications
- What about bike lanes? – City staff explained that in June 2016, Toronto City Council adopted a 10 year Cycling Network Plan for the entire city. This plan will be the starting point for cycling improvements in Scarborough Centre as it includes cycling facilities on Progress Avenue and Borough Drive.
- What's the pedestrian route along Brimley across Highway 401? existing underpass loop presents many issues (i.e. safety, accessibility) – interchange redesign can help in this regard
- A lot of great parks/paths to the south of the study area which should be better connected to Scarborough Centre

Wrap up and next steps

- Next LAC meeting will be in April or early May 2017
- Next public meeting will be taking place in May 2017
- Start time for future LAC meetings will remain at 6pm and the Consultant Team emphasized the importance of committing to all three meetings
- Study materials discussed during the meeting can be found on the project website (www.toronto.ca/sconthefmove)