

**Scarborough Centre Transportation Master Plan (SCTMP)**  
**Local Advisory Committee (LAC) Meeting #3 - November 1, 2017**  
**Meeting Notes**

**LAC Members in Attendance:**

Camille Pandela – Scarborough Resident/Student  
Raphael Rosch – Scarborough Centre Resident,  
Pranav Patel – Scarborough Centre Resident/Worker  
Kyna Lock – Scarborough Centre Resident  
Iain McLeod – Glen Andrew Community Association  
Lorne Ross – Glen Andrew Community Association  
Ed Watkins – Scarborough Resident  
Vincent Puhakka – Scarborough Transit Action  
Mark Jacobs – Walk Toronto  
Julian Illes – Scarborough Centre Resident/Worker  
Karthika Aathavan – Scarborough Resident  
Rhakeeb Khan – Director and Treasurer, 50 Town Centre Court

**City Staff from Project Team in Attendance:**

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

**Consulting Team in Attendance:**

Chris Sidlar – LEA Consulting Ltd  
Donna Hinde – The Planning Partnership

**Also in attendance:**

Maggie (Yue) Chi – Councillor Lee's Office (Ward 41)

**Welcome and introductions**

The City opened the meeting by providing a brief introduction, which included a summary of the previous LAC meeting and how the project has progressed since. The Consultant Team then briefly welcomed everyone and the LAC members introduced themselves to the group.

**Presentation on project update, transportation network alternatives, preliminary preferred alternative, network modifications, draft implementation and next steps.**

The Consultant Team began the evening's presentation, reminding the LAC that the presentation would be broken up into sections to allow for discussion of various project elements. The following is a summary of the input provided by LAC members with respect to each of the network modifications included on the preliminary preferred alternative.

**Bushby Drive Extension**

- Should extend Bushby Drive further east to Markham Road - without doing so Scarborough Centre will remain an island unto itself without taking advantage of this opportunity to connect to surrounding communities. It also enables more access to green space.

- Congestion at the intersection of Markham and Ellesmere was also identified by the LAC as a reason to extend Bushby Drive to Markham Road.
- The project team provided input with respect to the resulting impact on existing employment uses that an extension of Bushby Drive to Markham Road would have. This was considered as part of the evaluation of the potential Bushby Drive extension to Markham Road, which concluded that the impact of this extension outweighed the benefits in light of the other transportation connections included in the preferred transportation network.
- Are any other transportation connections to surrounding communities proposed in this study? The project team identified the proposed north-connections west of Brimley Road, repurposing of the SRT corridor, Bellamy Road Extension and future transit initiatives (i.e. Durham-Scarborough BRT, McCowan Rapid Transit) as examples of connections to the surrounding communities and the broader region.
- How set or firm are the network modifications. Will the team consider the input provided by the LAC or public? The team confirmed that all input is being considered as part of the evaluation.
- The conversation with the LAC is helpful as it is demonstrating the need for the team to provide more context for the network modifications and more explanation of rationale for decisions, including initial high level planning costs estimates.

### **Bellamy Road Extension**

- Need clarification on how many cars assigned to Bellamy?
- Are computerized models being used to model traffic? The City's regional model was used.
- What sort of street is envisioned – will traffic just fill it up? The street will have 2 lanes in each direction, sidewalks on both sides and a cycling route.
- Would the Bellamy extension across Highway 401 include an interchange? No, due to the proximity to nearby interchanges (i.e. at McCowan Road).
- TTC biggest beneficiary of a potential Bellamy extension across Highway 401 to reach people in northern extension, the team should bring TTC on board as this may give this piece of infrastructure greater priority with respect to all of the other infrastructure projects in the City.

### **Borough Drive Lane Reduction**

- The team provided more clarification on the suggested modification: will be reduced to one lane of travel in each direction but will still have on street parking. Parking will be formalized with curb extensions/'bump outs' defining the parking areas. This recommendation supports the 2012 Scarborough Centre Public Space and Streetscape Master Plan that identified Borough Drive as a road through a park with extensive streetscape planting.
- There was concerns among the LAC members about potential congestion resulting from the proposed lane reduction.
- Support for one lane of travel in each direction because it can result in greater opportunities for on-street parking, pedestrian space and other benefits
- Is there an issue with removing a lane of travel in each direction, what is the benefit? How do you sell it to motorists? Provides more on-street parking, slows down travel speeds, provides safer conditions for pedestrians and cyclists, benefits everyone.
- Project team noted that cycling lanes are identified for Borough Drive in the City's 10-year Cycling Network Plan.
- North side of Borough Drive needs a sidewalk as quickly as possible.

## **Borough Approaches**

- In principle it's a good idea. The team clarified that the challenge of Borough Approach West is the location with respect to Packard Blvd being too close and offset by approximately 40m, therefore this approach would need to be realigned
- Support for Option 2 vehicular connections on the west approach and enhanced active connections on the east approach
- Removal of Borough Approach East will affect connections to/from the nearby bus stops on the south and north sides of Ellesmere Rd. Suggested examining a traffic signal at Saratoga to enable safe crossings for all modes
- Concern among some LAC members with removing Borough Approach East
- Packard Blvd could become a signalized "T" intersection
- Packard Blvd is not a wide street and there's a school with lots of activity, will need to control traffic infiltration
- Counter intuitive to remove an existing connections if study is trying to increase connectivity to/from the Centre
- The team clarified for Option 2 that Borough Approach East would still be open as a pedestrian and cycling connection

## **McCowan Road and Progress Avenue**

- Makes perfect sense, likes the bridge and ramp removals as an option as it addresses the significant barrier that McCowan represents for pedestrians and cyclists. Office towers on the east side of McCowan operate a shuttle bus to/from Scarborough Town Centre because of the lack of connectivity. Likely the biggest bang for Scarborough Centre and McCowan Rd visions will support increase in pedestrian activity 'Go for it!'
- Don't like the ramp removal, the City has no money for this
- General support for McCowan Rd and Progress Ave as an at-grade intersection
- Prefer the option to build a deck over McCowan (Span McCowan) that would provide one hectare of new green space. This project has been planned for years and received Council support to proceed, why is this not being considered? The impact on buses of having Progress and McCowan at grade would be intolerable. It is premature to recommend the preferred option without knowing more details on the impacts, how long it will take to remove the ramp, etc?
- The team provided clarity stating that McCowan Road is an important street for Scarborough Centre and the surrounding areas. It is not within the scope of work for the SCTMP to advance the detail design for specific projects. The majority of the projects identified in the SCTMP would require subsequent studies. The SCTMP establishes the long term framework and identifies projects to support growth in Scarborough Centre. The connectivity principles of the 'Span McCowan' concept are similar to and reflected in the SCTMP and consistent with the "gateway" feature identified in the McCowan Precinct Plan. The City now has Complete Streets Guidelines to inform the planning and design of City streets. The team is collaborating with the TTC to ensure the future function and operations of the McCowan corridor. A model is being developed to simulate the operations.
- Concern with removing the existing ramps onto McCowan Road as they relieve congestion.
- It was noted that McCowan Road will not come up to grade, it will still be a ditch in the future. The team responded that more information will be provided at the public meeting to describe the option.

The LAC was asked if there were any additional comments:

- Any progress on lot at 158 Borough Drive? The team confirmed that negotiations ongoing

- It was suggested that the team needs to take a position to keep Progress open at the Stouffville GO rail line
- Need to connect Golden Gate Court to Cosentino Drive to provide additional connection to the west
- A traffic light at Grangeway Avenue and Ellesmere Road is required. The team said past studies in 2013 did not warrant an installation of a traffic signal, Transportation Services has a current request to study this location.

**Wrap up and next steps**

- The team is preparing for the third public consultation meeting on November 22, 2017 at Scarborough Civic Centre. The LAC members are encouraged to attend.
- Notices for the upcoming public meeting were circulated (digitally and in hard copy) and LAC members were encouraged to share within their community and networks.