

# Scarborough Centre on the Move

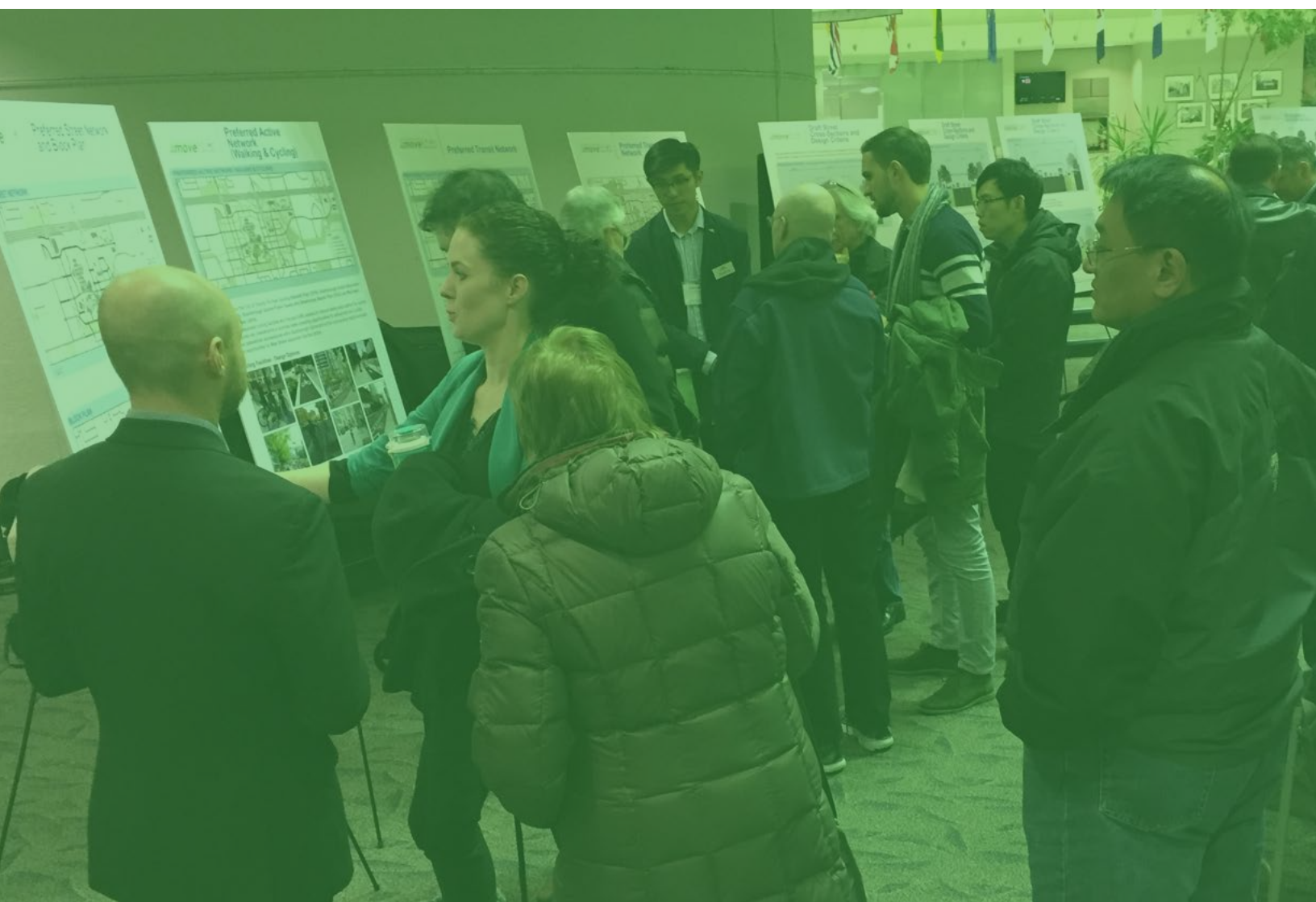
## *Transportation Master Plan*

January 2018

### Public Consultation Meeting #3

November 22, 2017

## *What We Heard*





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# Introduction

This report outlines ‘What We Heard’ at the third Public Consultation Meeting (PCM) for the Scarborough Centre on the Move Transportation Master Plan on **Wednesday, November 22, 2017**, including a summary of the input received both at the meeting and by email, as well as on comment sheets.

Also included in this report are the public notices sent out prior to the meeting, as well as the display board panels and presentation shown at the event.

## 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 #3

The November 22, 2017 Public Consultation Meeting (PCM) for ***the Scarborough Centre on the Move Transportation Master Plan*** took place at Scarborough Civic Centre from 6:00 p.m. to 8:30 p.m. (with a presentation at 7:00 p.m.).

The interactive drop-in session encouraged participants to provide input on the Preferred Transportation Network for Scarborough Centre, Key Network Improvements/Projects, and the Draft Implementation Plan.

Participants shared their thoughts by speaking with team members one-on-one, and by recording comments onto comment sheets.

## 70 Participants





Participants at the third Public Consultation Meeting on November 22, 2017

# Meeting Notices

A public notice was prepared and over 15,000 copies were sent out to the local community in advance of the Study's third Public Consultation Meeting. The notice was also posted on the Scarborough Centre on the Move website ([www.toronto.ca/sconthemove](http://www.toronto.ca/sconthemove)) and on social media. Toronto City Planning's Twitter account (@CityPlanTO) using the hashtag #sconthemove as well as the Scarborough Centre on the Move Facebook page were used to get the message out.

Scarborough Centre  
*on the move*  
building connections






## Notice of Third Public Consultation Meeting

### We want your help shaping Scarborough Centre's future transportation network!

We invite you to attend the third public consultation meeting for the *Scarborough Centre on the Move Transportation Master Plan* study and play a key role in determining future transportation network improvements.

**Date:** Wednesday, November 22, 2017  
**Time:** 6:00pm to 8:30pm Drop-in Session  
(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

With the study nearing completion, this is an excellent opportunity to provide your input on what is important from a transportation perspective in Scarborough Centre and help us finalize the Transportation Master Plan (TMP).

#### Meeting Overview

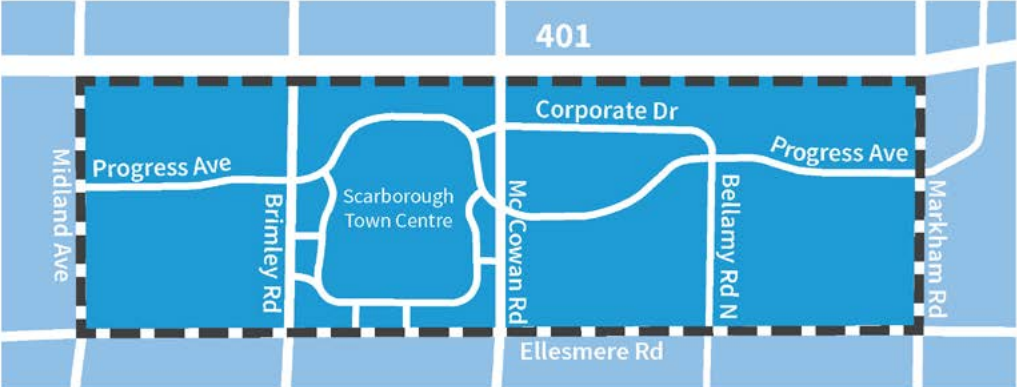
This interactive drop-in session will ask for your input and provide details on the preferred transportation network, key improvements/projects identified, draft implementation plan and the next steps in producing the draft Transportation Master Plan document. General recommendations for the Centre include:

- Developing a simplified street network and a summary of key moves, including establishing a signalized at-grade intersection at McCowan Road and Progress Avenue;
- Improving pedestrian and cycling infrastructure; and,
- Supporting future transit improvements

#### 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.

#### Study Area

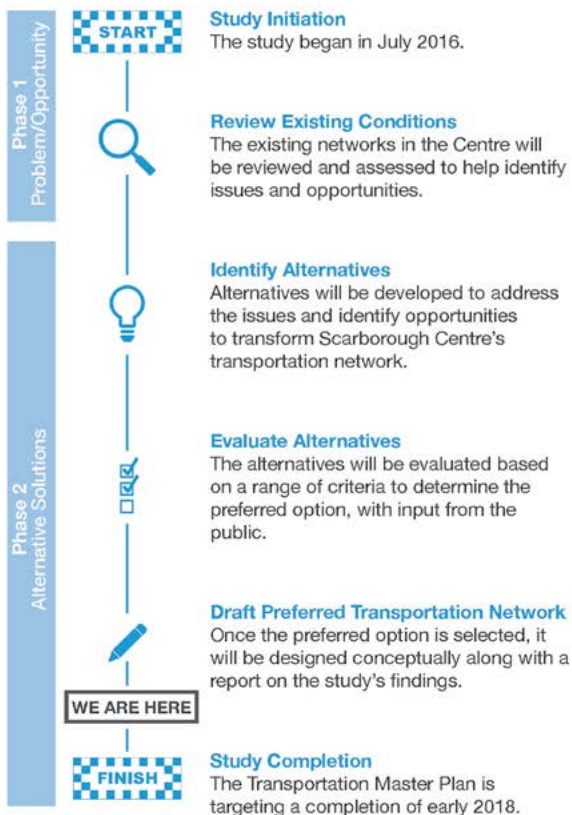


# Meeting Notices (cont'd)

## The Process

This Transportation Master Plan study will satisfy 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 alternatives, and selecting a preferred transportation network.

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



### Notice:

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 Alan Filipuzzi at (416) 338-2566, alan.filipuzzi@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. At this meeting, we are asking for your input on:

- Preferred Transportation Network
- Key Network Improvements/Projects
- Draft Implementation Plan

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

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

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


Visit the website regularly for updates!


**Alan Filipuzzi**  
Senior Transportation Planner  
City Planning Division  
416-338-2566

# Meeting Notices (cont'd)

An ad inviting the public to the Study's third Public Consultation Meeting was placed in the Scarborough Mirror newspaper on November 9 and 16, 2017.

Scarborough Centre  
*on the move*

  
building connections



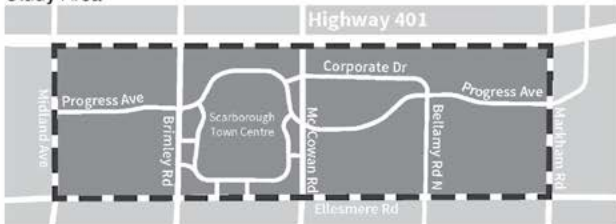
## Notice of 3rd Public Consultation Meeting

**We want your help shaping Scarborough Centre's future transportation network!**

We invite you to attend the third public consultation meeting for the *Scarborough Centre on the Move Transportation Master Plan* study and play a key role in determining future transportation network improvements.

**Date:** Wednesday November 22<sup>nd</sup>, 2017  
**Time:** 6:00pm to 8:30pm Drop-in Session (Presentation at 7:00pm)  
**Place:** Scarborough Civic Centre – 150 Borough Drive, M1P 4N7

**Study Area**



This interactive drop-in session will ask for your input and provide details on the preferred transportation network, key improvements/projects identified, draft implementation plan and the next steps in producing the draft Transportation Master Plan document. General recommendations for the Centre include:


- Developing a simplified street network and a summary of key moves, including establishing a signalized at-grade intersection at McCowan Road and Progress Avenue;
- Improving pedestrian and cycling infrastructure; and,
- Supporting future transit improvements.

This Transportation Master Plan study will satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, providing opportunities for public consultation at key stages. This study's findings may result in amendments to the City of Toronto Official Plan.

**We would like to hear from you**


Public consultation is an important part of this study. At this meeting, we are asking for your input on:

- Preferred Transportation Network;
- Key Network Improvements/Projects; and,
- Draft Implementation Plan.



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

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



**Alan Filipuzzi**  
Senior Transportation Planner  
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Scarborough Mirror ad for the third Public Consultation Meeting

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# Public Comments

The following comments were received at the Public Consultation Meeting on **Wednesday, November 22, 2017** and by email following the event.

## Transit

- There appears to be a lack of rapid transit in Scarborough Centre.
- North York Centre is served by 3 stops on Line 1 and a stop and interconnection for Line 4. Yonge-Eglinton Centre is served by interconnected Lines 1 and 5, Etobicoke Centre has 2 stops on Line 2, and Downtown Toronto has multiple stops on multiple lines.
- If Scarborough Centre is to be one of Toronto's 5 hubs, it needs to be better connected to rapid transit. Line 4 should be a higher priority and should be extended to Scarborough Centre. This will create a transit intersection like the other centres already have. The extension of Line 4 will allow residents and workers to have access to quicker, more reliable transit.
- Concerned with subway alignment/impacts on properties.
- There is a need for improved transit.

## TTC Line 3 - Scarborough Rapid Transit (SRT)

- Concern with the lack of direction, action and commitment for the replacement of the SRT. I use the SRT 5 to 6 days a week and I am extremely disappointed that the City of Toronto has done nothing to replace it.
- Subways cost too much money and take too long to build. A replacement for the SRT would be the best choice for Scarborough. Since the Eglinton-Crosstown (Crosslink) project is already underway, use the same vehicles on the Crosslink line to replace the SRT on the same track from Kennedy Station to Scarborough Town Centre (and possibly to Malvern).
- As a committed transit user, I really need to see some movement on the project to replace the SRT this year. The time to act on this is now.

## Street Network

- McCowan Road and Progress Avenue Intersection is very confusing. I drive around the long way to avoid it. The preferred option makes sense.
- Concerned that the preferred approach would result in increased traffic through neighbourhoods (by people looking to bypass Brimley road and/or McCowan Road).
- There are issues on Highway 401 between the Kennedy Road and Brimley Road exits (eastbound). Many drivers get confused with the right lane ending in this area.
- For the Ellesmere Road design, I currently like how there is a landscaped median between eastbound and westbound traffic. It buffers some of the noise, keeps traffic from pulling U-turns, and offers a shady space to stand while waiting to safely cross traffic. It also makes the area more visually pleasing and visually delineates Scarborough Centre.
- Instead of having either a four-lane road with bike lanes or a two-lane road with bike lanes and a parking lane on Borough Drive, have two-lanes with bike lanes and a parking lane from Omni Drive going East to Triton Road.
- Borough Drive north to Progress Avenue should have four traffic lanes and bike lanes. There will be more traffic in those areas compared to the Civic Centre.

# ***Public Comments (cont'd)***

- Progress Avenue will no longer go in a connected manner through the area. I'm not impressed. I pass through and use it a fair bit.
- Support Borough Drive approaches.
- Do not want McCowan Road/Progress Avenue at grade.
- Concern about the number of traffic signals along McCowan Road.
- Will the traffic signal at Saratoga Drive and Ellesmere Road make traffic worse? The intersection of Ellesmere Road and McCowan Road does not operate well.
- Concern regarding the 2016 reconfiguration along Ellesmere Road and the elimination of the left turn lane.
- How will access to/from Toyota (1 Toyota Place) be impacted with the extension of Bellamy Road?
- Traffic infiltration concerns with the signals at Packard Boulevard/Borough Approach West supportive of the idea of a connection and signal.
- Supportive of a signal at Saratoga Drive to improve safety, a number of left turn accidents occur at this location.

## **Parking**

- It was mentioned there would be more parking fees within Scarborough Centre to encourage other modes of transportation. Will an increased number of people park their cars on neighbourhood streets for free instead? How would this be mitigated? This is happening on Bernadine Street already.

## **Pedestrian Connections**

- The mall should add sidewalks to the parking lots.
- I like that the sidewalks are wider and that there is a divider with trees (increases green space and shade, helps decrease echo of traffic noise).
- Ensure there are spaces in the landscaped median on Borough Drive where pedestrians can cross.
- Thank you for addressing concerns about pedestrians safely crossing Ellesmere Road at Packard Boulevard. I appreciate easier access to my neighbourhood, both at Saratoga Drive and at Packard Boulevard.
- The new bus shelter at Packard Boulevard and Ellesmere Road (southwest side) blocks sight lines. Considering moving it in front of the old Meridian Credit Union.
- Thank you for adding pedestrian crossings between the civic and commercial districts. If the bus station is moved when the subway is put in, re-purpose the entrance at Brian Harrison Way to cross over to the mall parking lot. Would be great if this was still an entrance to the bus terminal.
- It's difficult to tell which intersections will have cross walks, the following should have them:
  - Borough Drive and Progress Road (to cross Progress Road). Add steps or a ramp up to the parking lot north of Progress Road.
  - The intersection at Progress Road and the entrance to the Superstore should have a crosswalk on all four sides (currently just on three sides).
  - Intersections on the east side of the mall need better crossings.

# ***Public Comments (cont'd)***

- People are more likely to walk if it is easy (sidewalks, crosswalks) and safe (lighting) to do so.
- Add a path through the woods (east-west) between Borough Drive and the crosswalk on McCowan Road that goes to the Fresh Co/Shoppers Drug Mart Plaza.
- Glad to see sidewalks will be added along all of the streets in the area to make them more pedestrian-friendly.
- Wherever possible, please ensure the sidewalks are at least 3 people wide. The ones that are two people wide are too tight.
- Add a sidewalk and lighting from the proposed intersection at Packard and Ellesmere through the park.
- Need more safe, direct connections through Scarborough Town Centre parking lots. For example, it is difficult to walk to Hudson's Bay, Real Canadian Superstore etc. from the centre and from the community to the south.

## **Cycling**

- Include sound barriers along exposed bike lanes.
- I like the preferred option. It decreases car traffic and provides a dedicated space for cyclists.
- I do not ever see people other than immediate residents riding bicycles to a mall.
- Currently, it does not feel safe to cycle on major streets such as McCowan Road. I agree with the physical separation proposed.

## **Public Realm / Open Space**

- Consider improved lighting to enhance pedestrian safety at night.
- In addition to street trees, the square between the Civic Centre and the mall could use some additional greenery. The area is cold and impersonal (concrete). Could add more trees and planters as well as grow vines up the blue metal structure.
- I like that there are dedicated zones, landscaping/trees, and lighting over both the roads and the cycling area. Please ensure there is adequate light over the sidewalks as well.
- Ensure the landscaping is done in a way that is safe (i.e. people cannot hide in it/behind it).
- I read about a new material that is being developed that acts both as a sound barrier as well as an air filter. Perhaps they are looking for a pilot community? Blocking some of the highway noise would make Scarborough Centre much more pleasant for pedestrians.
- The off-leash dog park (across the street from the library) does not have any lights. It would help make the area feel safer for residents who walk through the park at night.
- Where possible, please add lots of trees. In the summer, it can be unbearable to walk because of the lack of shade and heat radiating off of the pavement. Trees also helps deaden some of the traffic noise.
- How much green space will be impacted by the realignment of Borough Approach West? Ensure that green space in the Centre is protected.
- Some support for converting Borough Approach East into a non-vehicular connection, reallocating right of way space to park/open space network.

# ***Public Comments (cont'd)***

## **Funding**

- Back when David Miller was mayor, a study proposed replacement vehicles for the SRT. The cost of the study plus the amount that is to be spent to refurbish the SRT is a total waste of tax payer money. It would have been wiser if that money was spent to start work on a project to replace the SRT.
- Has the cost of the bridge over McCowan Road been paid off yet? Where do we stand with the cost of the SRT today? What is the lifespan of the new LRT?
- I don't like the 1 stop subway going to the mall when the mall is not paying for any of it.
- Is the Bellamy Road extension over Highway 401 feasible given how expensive it is?
- Concern about the expenditures to incorporate bike lanes in the plan.

## **Other**

- I like the vision statement. It allows for a multi-use environment for the community. I also appreciate that it clearly states that adjacent residential neighbourhoods will be protected (i.e. houses not torn down to build more condos/apartments).
- Would like an art gallery and art centre where residents can take courses.
- I approve the vision and the prioritization of this study's projects; the current and future businesses and residences will be attracted to and will benefit from these proposed improvements.
- Scarborough has been overlooked and is one of the least developed places in the city and so I am excited about the new mobility and future developments in the area.
- I do not think this project is worthy of any City funding. Let the developers and the Scarborough Town Centre pay for it.
- Parceling of land for development is a cost that the developers should bear not taxpayers.
- Supportive of the proposed plan.

# ***Public Comment Sheet Input***

The following comments were recorded onto Comment Sheets handed out at the third Public Consultation Meeting.

## **Do you agree with the preferred network refinements and the overall preferred transportation network?**

- Do not like the delimitation of the Progress Road overpass.
- Transportation should serve the connecting node or centre, and should not be stand alone.
- Refining the roads and the transportation system does not solve the main problem (the image of the Centre needs to be elevated from a shopping mall into a business centre).
- Would never ride my bike to the mall (sweaty, weather, large items, bike could be stolen).
- The plan proposes taking out the bridge that my tax dollars haven't finished paying for yet.
- I think refurbishing the SRT makes more sense economically because the number of stops will be reduced from 4 to just 1.
- Concerned with the McCowan Road changes and the effect of this on traffic and commuting.
- Loved the proposal for Bushby Drive, Borough Drive, Bellamy Road and Ellesmere Avenue.
- More attention is needed for Line 2 and the Eglinton LRT.
- I understand that this is a long term plan (about 30 years). I hope you leave enough room to tweak, change and update the plan accordingly.

## **Do you agree with the prioritization of the study's projects**

- Prioritization is changing the image of Scarborough Town Centre, flat structure buildings and the area of parking surrounding it.
- Introduce greenery to the parking lots.
- Build a subway. Stop this madness, waste of tax dollars.
- Many people in the Scarborough hub don't have/can't afford bikes and cars, public transit is a suitable solution.
- Coordinate work (McCowan Road, TTC etc.).
- Provide a relief road grid system to lessen traffic load on McCowan Road by creating one extra motor vehicle lane north and south on Brimley Road between Lawrence Avenue East and Sheppard Avenue East.
- Negotiate with the Provincial Government for full Highway 401 cloverleaf access/egress to/from Highway 401 at Brimley Road. If this cannot be achieved, rebuild the existing Scarborough RT to full size, track and carriage like the existing Yonge Street subway line between Yonge Street and Don Mills Road in North York and connect the two lines into Scarborough.
- If the above cannot be done, use the existing Scarborough RT as mentioned but use the existing right of way including building concrete pilons and using the CN/CP Rail line with full size track and carriage connecting to the Kennedy Road Subway Station.
- At Borough Drive just west of the new library, east of the Bell building on Borough Drive, build a pedestrian walkway to connect to the Scarborough Town Centre, down the embankment towards Hudson's Bay on the west side of the Scarborough Town Centre.

# ***Public Comment Sheet Input (cont'd)***

## **Other Comments:**

- This was a well thought out session
- Frequent/dense area strips of vegetation is preferred along streets and perhaps separating active transport routes from vehicles
- A buffer between vehicle lanes and bike lanes is preferred for perceived safety and more enjoyable use
- McCowan Road between Highway 401 and Ellesmere Road is a bottleneck because of the close spacing of signalized intersections. Given the use of McCowan Road to connect with/from Highway 401, I think reducing intersections, or at least coordinating timing for continuous flow, should be a priority.
- I look forward to a Scarborough City Centre full of restaurants and bars and shops that are a walk away from my home.
- I am concerned with increased vehicle traffic on Packard Boulevard and Brimorton Drive due to the proposed changes, there are schools and lots of children in the area.
- Thank you for your work on this project, however, I would like to request a TTC representative in combination with your people so that the materials are integrated.
- When is construction on the TTC Line 2 extension beginning?
- How are changes going to affect residents who live directly along Danforth and McCowan Road?
- Is there a possibility for more replacement stops (i.e Danforth, Eglinton).
- Replace obsolete LRT stations.
- Who is paying for this? Gentrification in Scarborough is a real issue at the moment.
- Provide additional parking spaces anyways. It's not like people will immediately change their mode of transportation, so allowing sufficient parking spaces at the subway stations etc. is good.

# Display Boards



## Welcome to Public Consultation Meeting #3

**Scarborough Centre Transportation Master Plan**

November 22, 2017

### **Today's Goal:**

Getting your input on the Preferred Transportation  
Network and Draft Implementation Plan

**Your feedback is important to help  
shape the future transportation  
network for Scarborough Centre**

# Vision for Scarborough Centre

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.

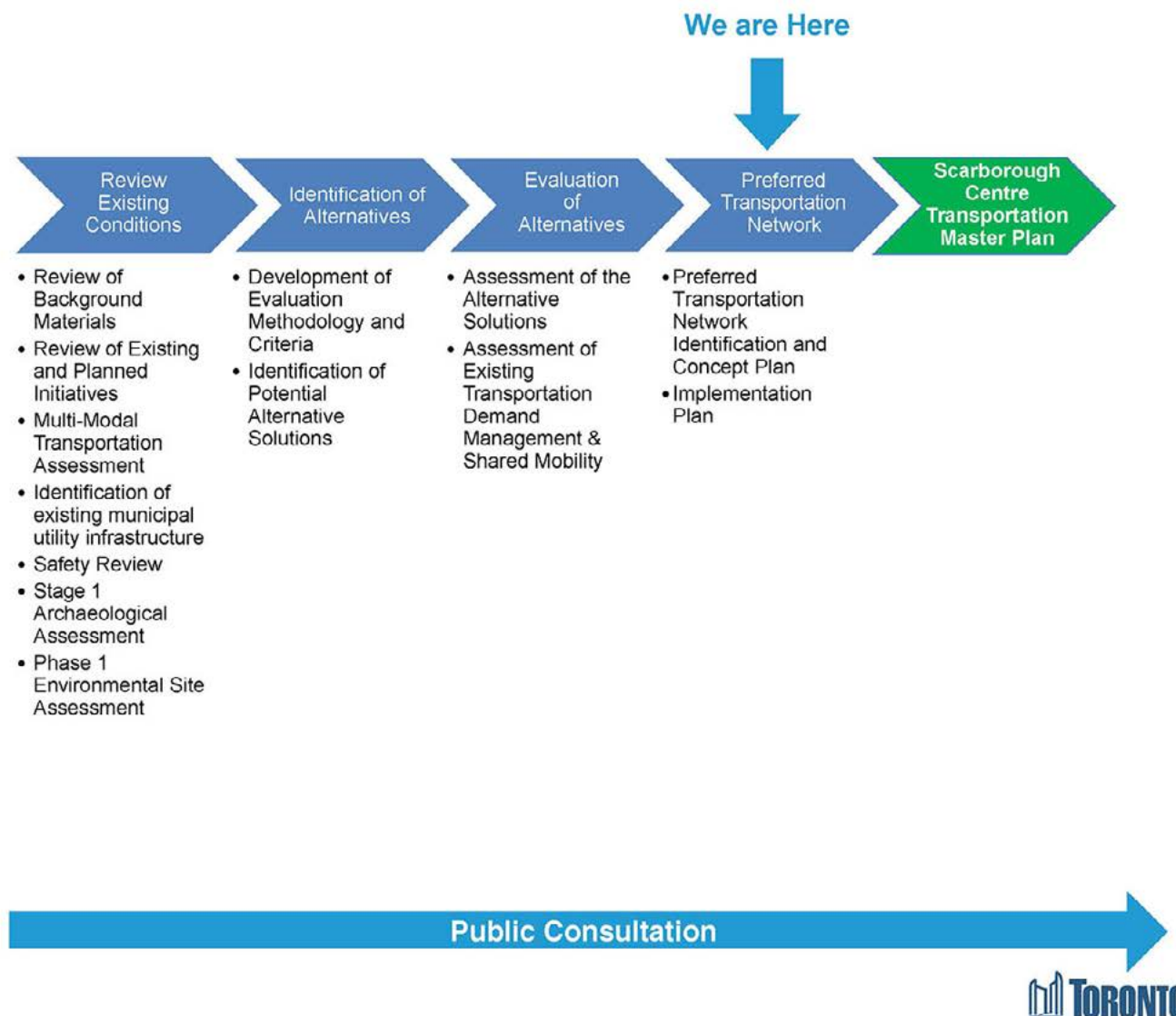


# Transportation Master Plan Purpose & Process

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 that serves 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 Phase 1 and Phase 2 requirements of the Municipal Class Environmental Assessment process.



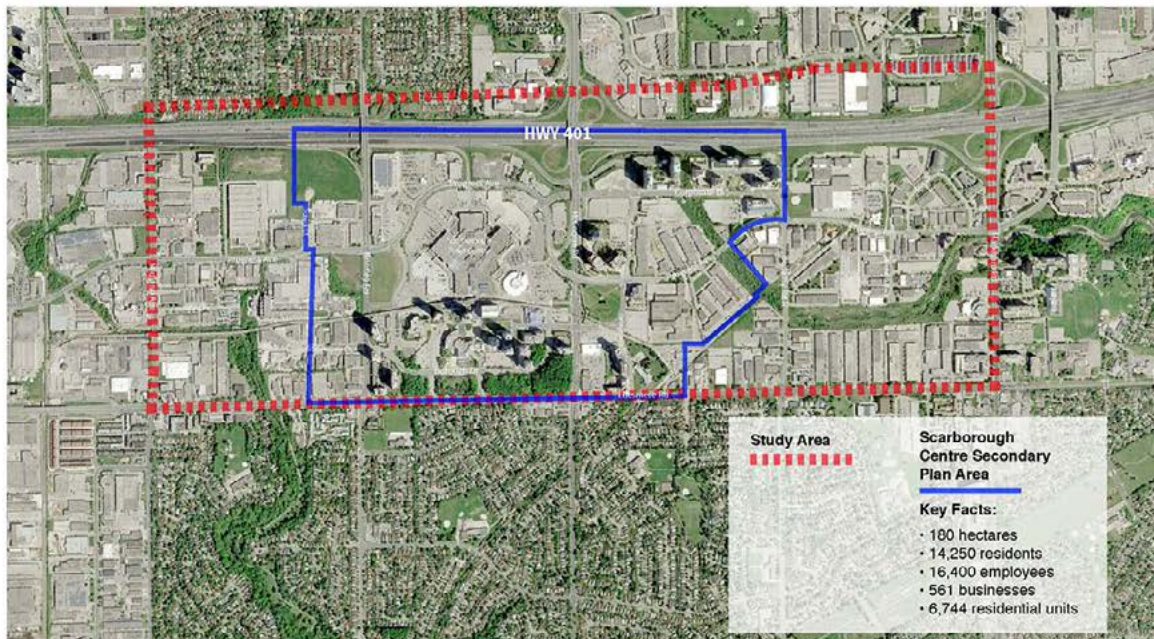
## Problem & Opportunity Statement

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.



# Public Consultation

## Scarborough Centre on the Move Website

[www.toronto.ca/sconthemove](http://www.toronto.ca/sconthemove)

Launched **August 2016**

Approximately  
**6,000 hits** as of November 2017

## Planners in Public Spaces (PiPS)

**16** Events  
Summer/Fall 2016,  
Spring 2017

**1,600+**  
Participants

**2,500+**  
Flyers Distributed

## Roving Information Station

**2**  
Days

**11**  
Locations  
Fall 2016

**41**  
Interviews

## Public Consultation Meeting #1

November 29, 2016

**65+** Participants

## Public Consultation Meeting #2

May 10, 2017

**85+** Participants

## MetroQuest Online Survey

Closed **June 2017**

**200+** Participants

- Participants rated the network alternatives
- Alternative 3: Emerging Vision received the highest rating

**Toronto Planning  
Review Panel**

**3 LAC Meetings**  
Local Advisory Committee

## Feedback Summary:



Improve the pedestrian experience



Create a simplified grid street network  
and at-grade intersections



Green Scarborough Centre



Encourage safety through dedicated  
cycling facilities



Enhance wayfinding



Provide a higher quality public realm  
and create a sense of place



Improve safety and accessibility



Enhance highway interchanges for all  
users



Improve transfers between transit routes



Improve connectivity to the many  
amenities and assets of Scarborough  
Centre



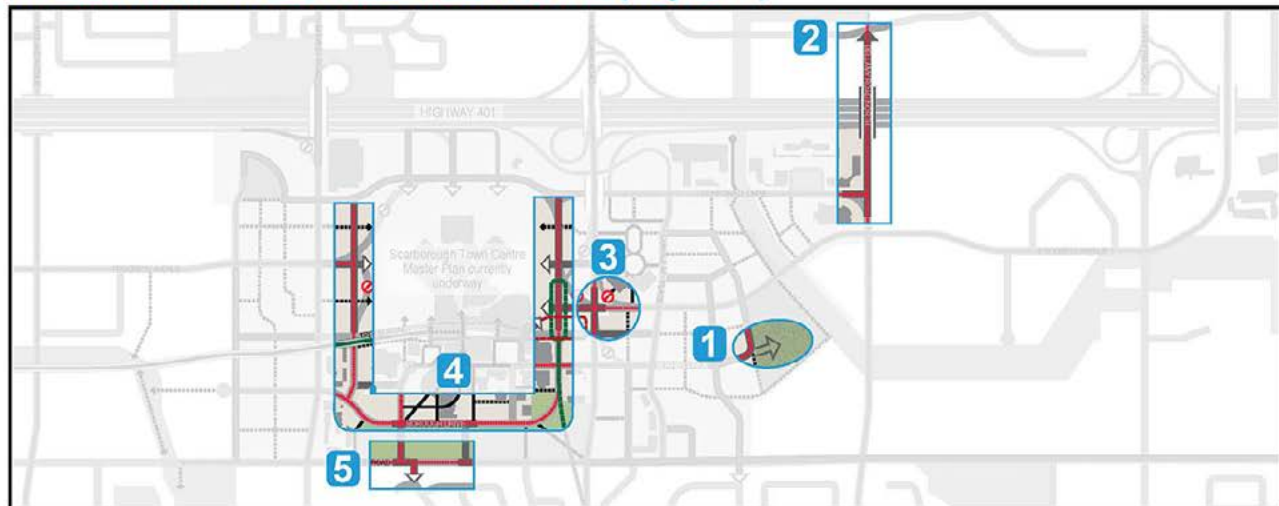
Provide improved transportation options



Develop a transportation network that  
accommodates all users and allows for  
efficient goods movement

# Refinement of the Preliminary Preferred Alternative

## PRELIMINARY PREFERRED ALTERNATIVE (May 2017)



### Legend

- Scarborough Centre Secondary Plan Area
- Public Square
- Existing Public Open Space
- Proposed Public Open Space
- Existing Street
- New/Modified Street

- Proposed Bushby Drive Extension TBD
- Desired Connection
- Proposed Adaptive Re-use of SRT Corridor as Public Linkage
- Existing Connection
- Proposed Connection

- Proposed Road Closing
- Future Dedicated Cycling Facility
- Preferred Subway Station and Line 2 Extension
- Preferred Bus Terminal

NOTES:  
ALL STREETS ARE TO BE DOUBLE-SIDED WITH CONTINUOUS SIDEWALKS  
HIGHWAY 401 FACILITIES/INTERCHANGE IMPROVEMENTS IMPLEMENTATION PENDING MTO REVIEW AND APPROVAL

**Alternative 3: Emerging Vision** was selected as the preliminary preferred alternative and carried forward. Five refinements were identified for further consideration.

- 1** Bushby Drive extension
- 2** Bellamy Road extension
- 3** McCowan Avenue and Progress Avenue intersection
- 4** Borough Drive lane reduction
- 5** Borough Approaches

# Bushby Drive Extension

## Option 1: Bushby Drive Extension to Progress Avenue

- some improvement to connectivity for all modes
- no impact to open space (park and school site at 705 Progress Avenue)
- least costly
- lowest property impacts (approximately 2 properties, depending on alignment)



\*for illustration purposes only, does not identify a specific alignment

## PREFERRED

### Option 2: Bushby Drive Extension to Bellamy Road

- improves connectivity to and from the Centre
- provides improved pedestrian and cyclist environment
- reduces traffic load on Progress Avenue and Ellesmere Road
- supports transit investment through new east-west connection
- more costly and greater property impacts than option 1 (approximately 5 properties, depending on alignment)



\*for illustration purposes only, does not identify a specific alignment

#### Next Steps

- secure funding
- further study (Schedule C Environmental Assessment) to determine specific alignment
- detailed design

#### Timing

Medium-Term  
(10-20 years)

### Option 3: Bushby Drive Extension to Markham Road

- provides greater connectivity
- increases congestion on Markham Road
- greatest cost and property impacts (approximately 14+ properties, depending on alignment)
- potential impacts to the natural environment

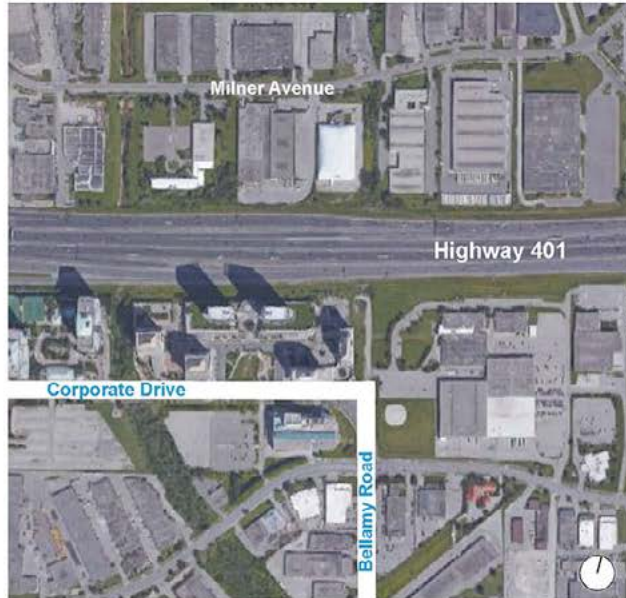


\*for illustration purposes only, does not identify a specific alignment

# Bellamy Road Extension

## Option 1: Bellamy Road Ends at Corporate Drive

- closely resembles existing conditions
- provides sidewalk and cycling facility to support active modes
- least costly
- no property impacts



## PREFERRED

### Option 2: Bellamy Road Extension to Milner Avenue

- provides a safer north-south connection over Highway 401 for all modes
- represents an alternative for those using McCowan Road and Markham Road
- greater costs associated with bridge over Highway 401



#### Next Steps

- secure funding
- further study (Ministry of Transportation or Integrated Environmental Assessment)
- detailed design

#### Timing

Long-Term  
(20+ years)

# McCowan Road and Progress Avenue Intersection

## Option 1: McCowan Road and Progress Avenue Overpass

- limits connectivity for all modes
- limits the development opportunities near the proposed subway station
- some investment required to connect Progress Avenue to reconfigured Borough Drive



## PREFERRED

### Option 2: McCowan Road and Progress Avenue At-Grade

- improves connectivity for all modes
- provides crossing opportunities for pedestrians and cyclists and supports investment in transit
- increases development potential around proposed subway station with removal of ramps and creating regularized parcels of land for development
- greater investment needed to normalize intersection



#### Next Steps

- secure funding
- further study (Schedule C Environmental Assessment)
- detailed design

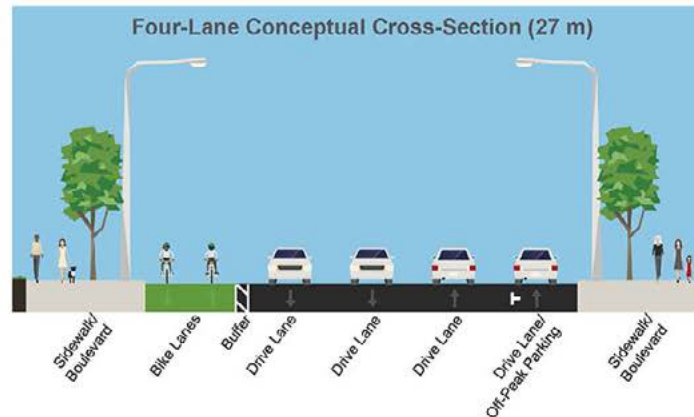
#### Timing

Short-Term  
(0-10 years)

# Borough Drive Lane Reduction

## Option 1: Borough Drive with Four Lanes

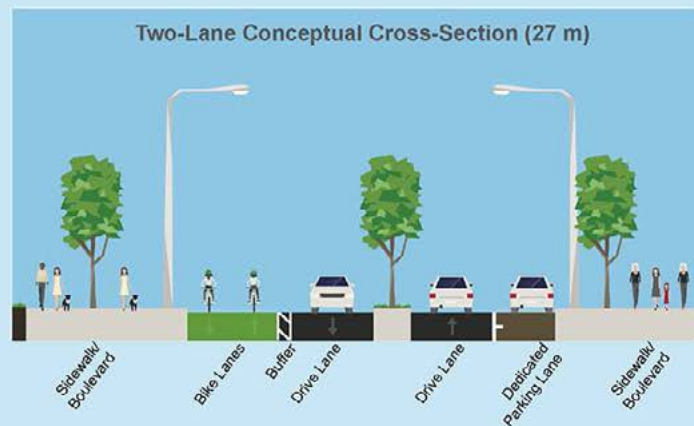
- prioritizes vehicle movement and results in higher traffic speeds
- provides narrower boulevard
- on-street parking provided during off-peak periods only



## PREFERRED

## Option 2: Borough Drive with Two Lanes

- accommodates vehicle traffic and enhances space for other modes of travel
- improves safety through separated active transportation facilities and reduced speeds
- supports an attractive public realm through focus on public landmarks, wide pedestrian walkways, and active transportation amenities



### Next Steps

- secure funding
- consider interim improvements (e.g. bump-outs, on-street parking, paint, curbs, bollards)
- further study (Schedule C Environmental Assessment)
- detailed design

### Timing

Short-Term  
(0-10 years)

# Borough Approaches

## Option 1: Maintain Borough Approach East and West

- provides greatest north-south crossing opportunities across Ellesmere Road for all modes (two signalized intersections)
- prioritizes vehicle movement by allowing automobiles on both approaches
- may not provide separated active transportation facilities



## PREFERRED

### Option 2: Maintain Borough Approach West

- shifts Borough Approach West to align with Packard Boulevard at a full, signalized intersection
- proposes an additional traffic signal at the intersection of Saratoga Drive and Ellesmere Road
- replaces the existing Borough Approach East with a multi-use path, providing a separated active transportation connection
- provides north-south connectivity for all modes between key destinations north of Ellesmere Road and communities to the south
- enhances the open space network by consolidating 'Hand of God Park' and the Civic Green Park



### Next Steps

- secure funding
- further study (Schedule C Environmental Assessment)
- detailed design

### Timing

Short-Term  
(0-10 years)

### Option 3: Maintain Borough Approach East

- reconfigures intersection of Borough Approach East and Ellesmere Road
- replaces the existing Borough Approach West with a multi-use path, providing a separated active transportation connection and pedestrian signal
- provides least connectivity for pedestrians, cyclists, and vehicles accessing the Centre from Ellesmere Road



# Preferred Street Network and Block Plan

## STREET NETWORK

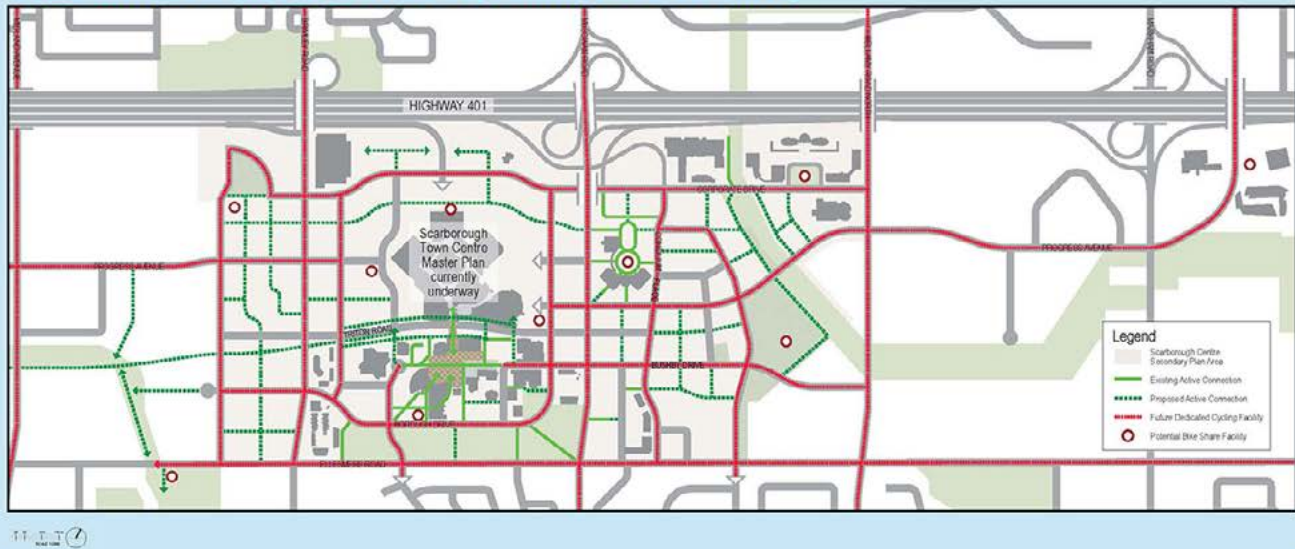


## BLOCK PLAN



# Preferred Active Network (Walking & Cycling)

## PREFERRED ACTIVE NETWORK (WALKING & CYCLING)



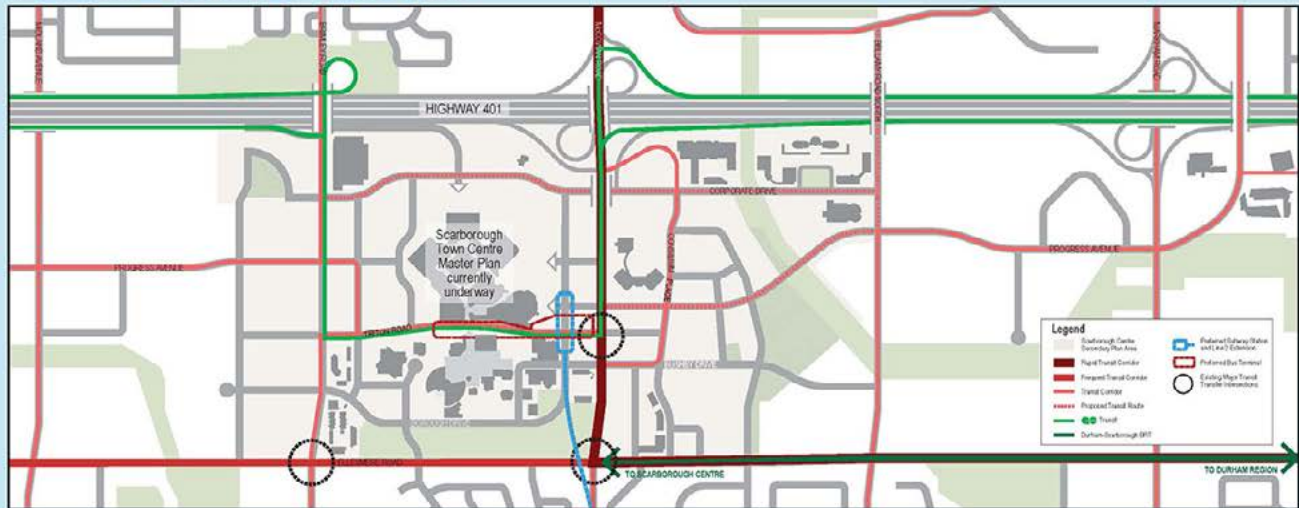
- Builds upon the City of Toronto **10-Year Cycling Network Plan (2016)**, **Scarborough Centre Secondary Plan (2005)**, **Scarborough Centre Public Space and Streetscape Master Plan (2012)** and **McCowan Precinct Plan (2014)**
- Provides separated cycling facilities and reduced traffic speeds to improve **safety and comfort** for cyclists
- Reconfigures key intersections to promote **safer crossing opportunities** for pedestrians and cyclists
- Improves **pedestrian connections** within Scarborough Centre and to/from surrounding neighbourhoods
- Creates opportunities for **Bike Share** expansion into the Centre

### Cycling Facilities - Design Options:

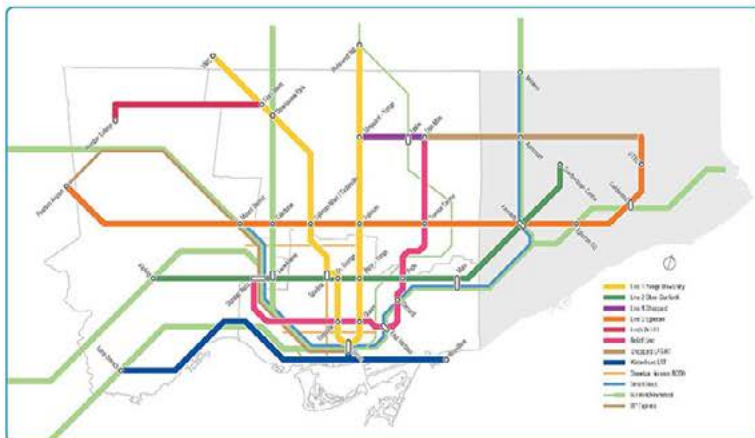


# Preferred Transit Network

## PREFERRED TRANSIT NETWORK



- Supports growth and development in the Centre through **Scarborough Subway Extension**
- Transforms Scarborough Centre into a **vibrant urban centre** and transit hub
- Provides **regional connections** to/from Scarborough Centre
- Opportunities for future transit including Durham-Scarborough Bus Rapid Transit (BRT) and McCowan Rapid Transit



METROLINX



LINE 2 SUBWAY  
SCARBOROUGH



DurhamRegion  
Transit



TORONTO

# Preferred Transportation Network

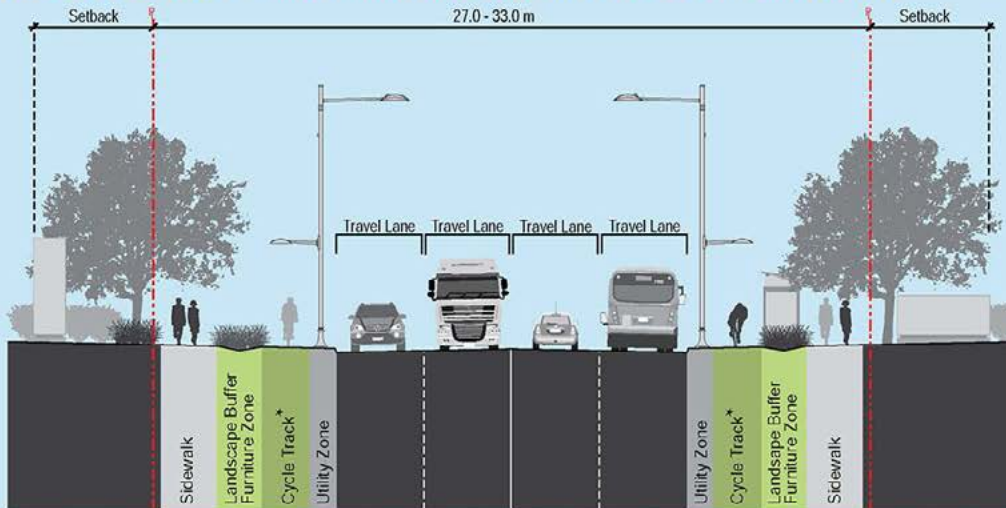


- Encourages **sustainable transportation options**
- Establishes a simplified **grid street network** that allows for **stronger north-south and east-west connections** within the Centre and to the surrounding communities
- Realigns Progress Avenue and Borough Drive and re-establishes the eastern Borough Drive link
- **Removes grade separation** at the intersection of McCowan Road and Progress Avenue to allow for better east-west accessibility for all modes of travel
- Identifies the type and location of parking required within the Centre
- Designates pedestrian/cycling connections to encourage **active modes of travel**
- Reconfigures the street network to support **proposed transit investments**
- Reallocates road space to create **Complete Streets** (i.e. streets for people, placemaking and prosperity)

# Draft Street Cross-Sections and Design Criteria

We are seeking feedback on the **Draft Cross-Sections and Design Criteria** shown below. The cross-section images will be further reviewed and defined following this Public Consultation Meeting.

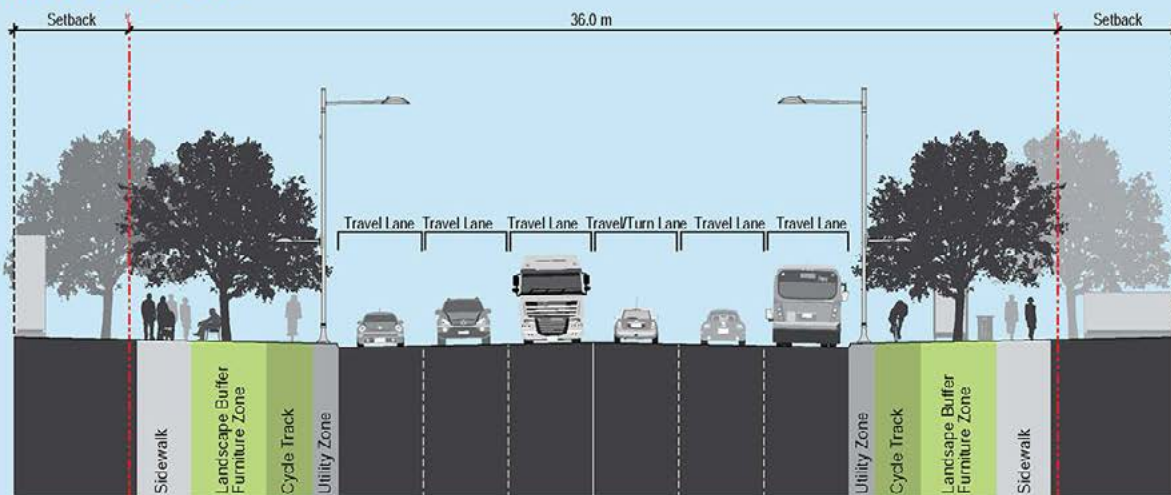
## PROGRESS AVENUE / GRANGEWAY AVENUE / BELLAMY ROAD / CORPORATE DRIVE



\*Cycle tracks are used to illustrate space provided for cycling facilities; detailed design may determine bike lanes are more appropriate on some streets

- Bicycle facilities with physical separation from vehicles
- Comfortable pedestrian and cyclist crossings at intersections and driveways
- Building setbacks to accommodate entry plazas and landscaping
- Green infrastructure/bioswales to improve community resiliency
- Two travel lanes in each direction

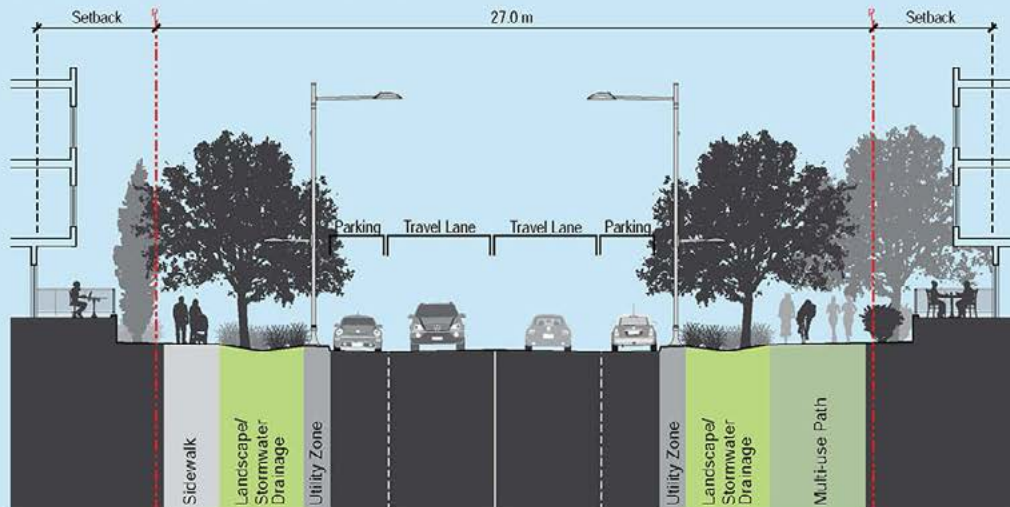
## McCOWAN ROAD



- Wide, tree-lined boulevard
- Bicycle facilities with physical separation from vehicles
- Street furniture around transit stops (including transit shelters)
- Two to three travel lanes in each direction

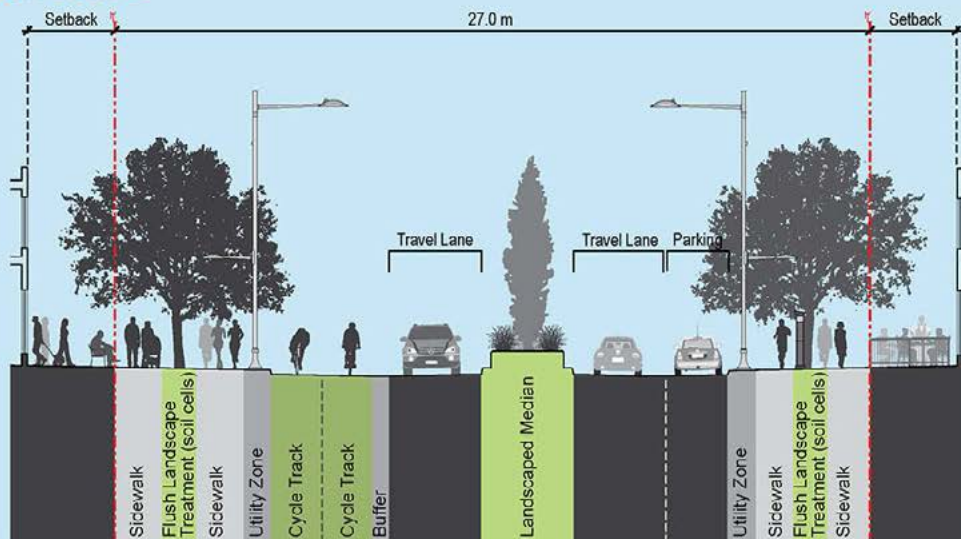
# Draft Street Cross-Sections and Design Criteria

## BUSHBY DRIVE / TOWN CENTRE COURT



- Wide, tree-lined boulevard
- Wide multi-use path accommodates varying cycling skill levels and pedestrian movement speeds
- Extends "park" experience along streetscape
- One travel lane in each direction plus on-street parking

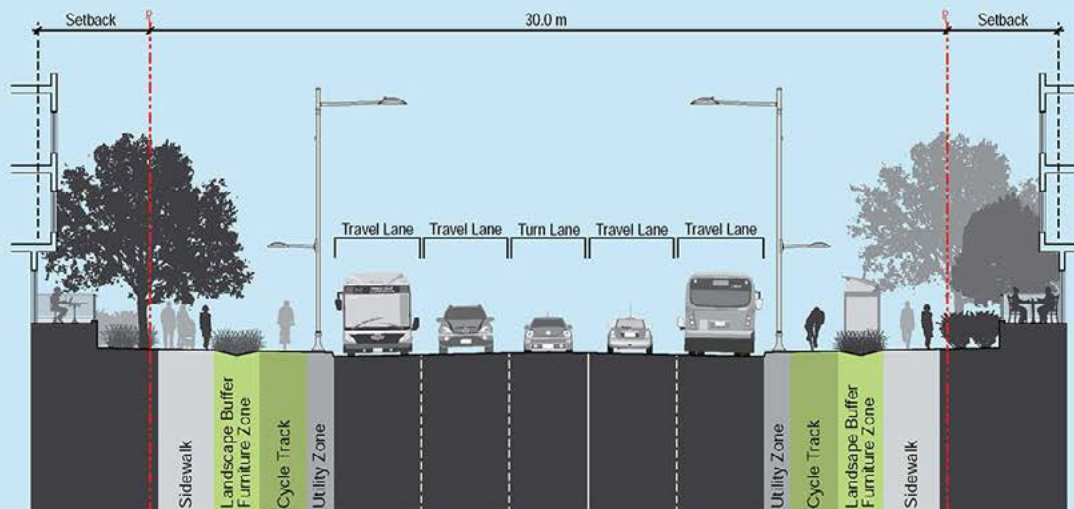
## BOROUGH DRIVE



- Wide sidewalks and pedestrian amenities (benches, wayfinding)
- Attractive streetscape with landscape planters, street trees, and pedestrian-scale lighting
- Bicycle facilities with separation from vehicles
- Focus on public landmarks; opportunities for public art
- One travel lane in each direction plus on-street parking

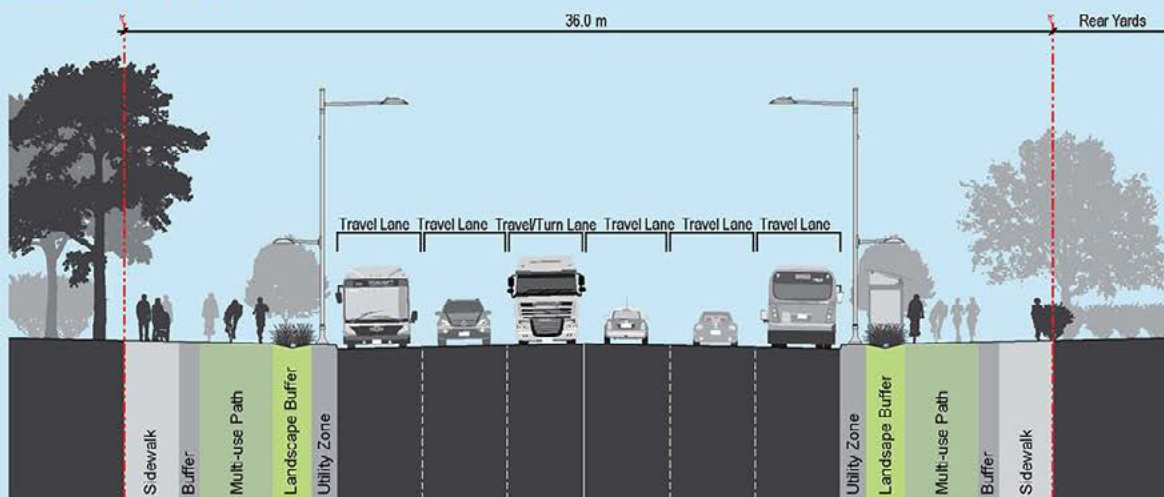
# Draft Street Cross-Sections and Design Criteria

## BRIMLEY ROAD



- Wide, tree-lined boulevard
- Bicycle facilities with physical separation from vehicles
- Street furniture around transit stops (including transit shelters)
- Green infrastructure/bioswales to improve community resiliency
- Two travel lanes in each direction

## ELLESMERE ROAD



- Wide, tree-lined boulevard
- Multi-use path to accommodate active transportation users
- Street furniture around transit stops (including transit shelters)
- Setbacks for residential and retail/commercial uses to provide separation from public realm
- Three travel lanes in each direction

# Strategies to Achieve the Vision



# Draft Implementation Plan

The **Draft Implementation Plan** identifies potential projects and sets priorities and phasing for achieving the preferred transportation network.

## QUICK WIN PROJECTS

Project	Next Steps/Details
Finer/Local Street Network and Mixed-Use Development (McCowan, Brimley, Commercial and Civic Precincts)	Ongoing - With Development
Complete Streets Policy	Ongoing
TDM Strategies (Community Outreach Programs, Smart Commute Programs and Workplaces, parking demand management)	Ongoing
Active Transportation Amenities (benches, bike racks, wayfinding and signage, etc.)	Pre-Approved (No Environmental Assessment Required)
Pilot Project: Borough Drive Lane Reduction	Pre-Approved (No Environmental Assessment Required)

## SHORT-TERM PROJECTS (0-10 Years)

Project	Next Steps/Details
Progress Avenue and Corporate Drive Reconfiguration	Schedule B Environmental Assessment
Progress Avenue and McCowan Road Intersection Normalization	Schedule C Environmental Assessment
Elimination of Bushby Drive to McCowan Road Ramp	Schedule C Environmental Assessment
Borough Drive Lane Reduction	Schedule C Environmental Assessment
Borough Approach East and West Consolidation/Reconfiguration	Schedule C Environmental Assessment
McCowan Road and Bushby Drive Gateway (signature entry into the Centre, access for all modes, timed with Scarborough Subway Extension)	Schedule B/C Environmental Assessment
Durham-Scarborough Bus Rapid Transit (BRT) Accommodation	Transit Environmental Assessment
Transit Route Modifications	Transit Environmental Assessment/ Pre-Approved

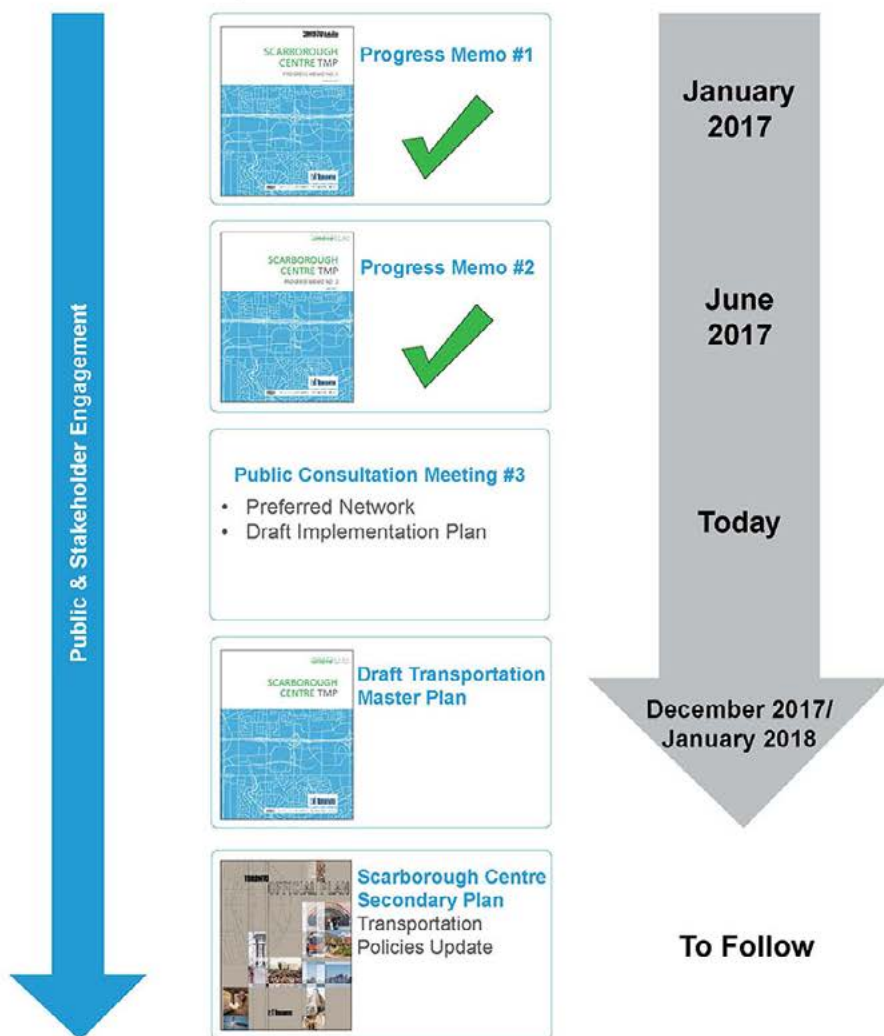
## MEDIUM-TERM PROJECTS (10-20 Years)

Project	Next Steps/Details
Brimley Road and Highway 401 Interchange	Ministry of Transportation Environmental Assessment
Bushby Drive Extension to Bellamy Road	Schedule C Environmental Assessment
Bike Share Expansion	Business Case
Rapid Transit Infrastructure Repurposing	Pre-Approved (No Environmental Assessment Required)
MicroTransit (a demand-responsive internal bus system)	Pre-Approved (No Environmental Assessment Required)

## LONG-TERM PROJECTS (20+ Years)

Project	Next Steps/Details
Bellamy Road Extension to Milner Avenue (Highway 401 Overpass)	Ministry of Transportation or Integrated Environmental Assessment
Highway 401 Interchange Reconfigurations	Ministry of Transportation Environmental Assessment
McCowan Rapid Transit	Transit Environmental Assessment

## Next Steps



**Thank you  
for your participation!**

**Please continue to share your thoughts online:**

[www.toronto.ca/sconthemove](http://www.toronto.ca/sconthemove)



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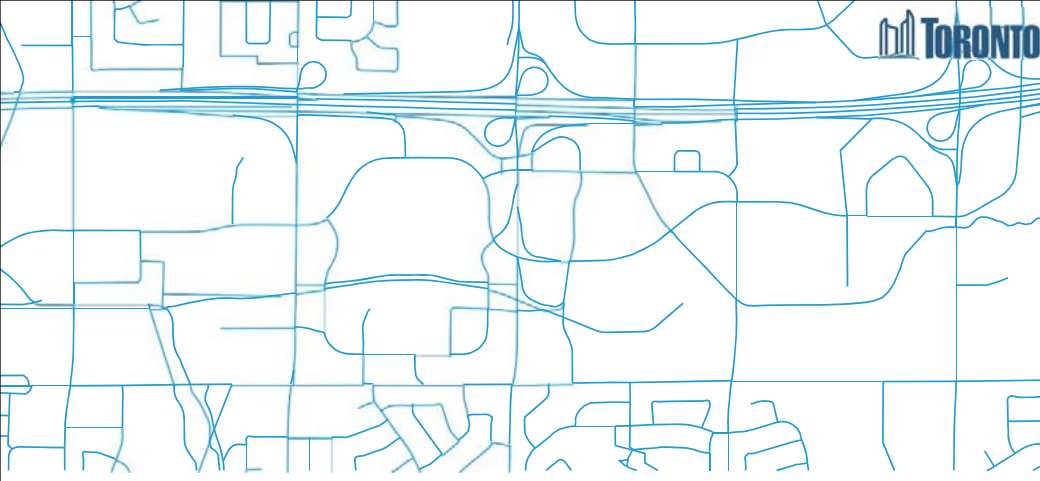
#sconthemove



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



# Presentation



**Toronto**

## SCARBOROUGH CENTRE

TRANSPORTATION MASTER PLAN  
(SCTMP)


Public Consultation Meeting #3  
November 22, 2017

Scarborough Centre  
*on the move*  
building connections

LEAP The Planning Partnership PERKINS+WILL

## Growth of Scarborough Centre

**1970**



Scarborough Centre  
*on the move*  
building connections

## Growth of Scarborough Centre



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*on the move*  
building connections

## Growth of Scarborough Centre



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building connections

## Growth of Scarborough Centre



### Existing

- 545 Businesses
- **16,400 Jobs**
- 6,744 Residential Units
- **14,500 Residents**

### Approved & Under Review

- **5,500+** Approved Units
- **800+** Proposed Units



## Transportation Master Plan Purpose and Process



### Study Purpose

- The intent of the Scarborough Centre TMP is to provide a **framework and direction for a multi-modal transportation network** and infrastructure phasing/improvement strategy for Scarborough Centre and the surrounding area.

### Study Process



- Study commenced Summer 2016
- 3 Public Meetings (November 2016, May 2017 & Tonight)
- Toronto Planning Review Panel, Design Review Panel & various other stakeholder engagement events
- Study completion late 2017



## What We've Heard



Here is what we've heard from the community through the study so far:

Improve pedestrian experience	Create a simplified grid street network and at-grade intersections	Enhance highway interchanges for all users	Reduce/improve transfers between transit routes
Improve safety and accessibility	Green Scarborough Centre	Encourage safety through dedicated cycling facilities and parking	Improve connectivity to the many amenities and assets of Scarborough Centre
Enhance wayfinding and create a sense of place	Provide improved transportation choices	Develop a Transportation network that accommodates all users and allows for efficient goods movement	Provide a higher quality public realm



7

## Scarborough Centre Today Constraints



Coarse street network with large blocks and single-use buildings



Lack of connections throughout the Centre



No sense of place in the Centre



Harsh, unpleasant, and fragmented pedestrian environment



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



Highway 401 and its interchanges are barriers to pedestrians and cyclists



## Scarborough Centre Today Opportunities



Public realm



Pedestrian Safety



Transit-oriented development



**METROLINX**



Leverage other public and private initiatives



Wayfinding

Provide for pedestrians, cyclists, transit riders and drivers



## Official Plan / Urban Structure



# Scarborough Centre Tomorrow

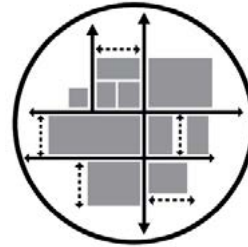


## Key Objectives

- Establish a **vibrant urban area**
- Improve **connectivity**
- Build a **high quality public realm**
- Develop a **fine grained street and block pattern**
- Produce a **destination** easily accessible by **sustainable modes of transportation**



Source: REimagining Yonge Street EA



# Evaluation Principles



## Serving People



## Strengthening Places



## Supporting Prosperity



## Preferred Network



Scarborough Centre  
*on the move*  
building connections

## Encourage Active Modes of Transportation



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*on the move*  
building connections

## Encourage Active Modes of Transportation



### WHY?



Health



Wealth



Environment



## Encourage Active Modes of Transportation



### HOW?



Bike and walking streets



Separated cycling facilities and slow streets



Pedestrian scale wayfinding



## Support Transit and Innovative Mobility Solutions



Scarborough Centre  
*on the move*  
building connections

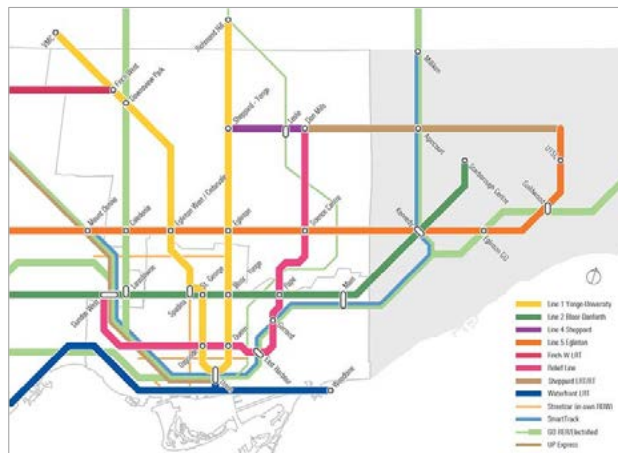
## Support Transit and Innovative Mobility Solutions



### WHY?



Flexibility



Connections

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*on the move*  
building connections

## Support Transit and Innovative Mobility Solutions



### HOW?



Transit Investment



Multi-Modal  
Connections



Innovative Solutions

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## Reduce Single Occupant Vehicles



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*on the move*  
building connections

## Reduce Single Occupant Vehicles

### WHY?



Auto Imperative

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on the **move**  
building connections



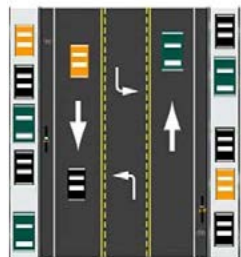
Moving People,  
Not Vehicles



Public Realm  
Improvements

## Reduce Single Occupant Vehicles

### HOW?



Street  
Redesign



Parking  
Management



Bike Share and  
Car Share

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on the **move**  
building connections

## Integrate Land Use and Transportation Planning



Scarborough Centre  
*on the move*  
building connections

## Integrate Land Use and Transportation Planning

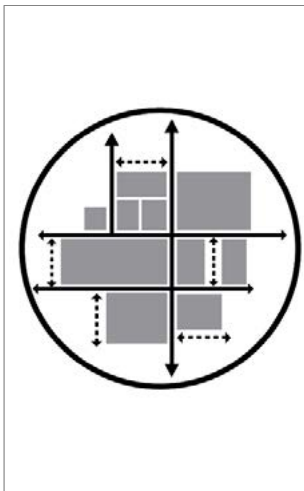


### WHY?



Quality of Life

Scarborough Centre  
*on the move*  
building connections



Accessibility



Compact and Mixed Use

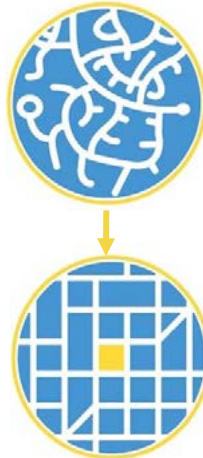
## Integrate Land Use and Transportation Planning



### HOW?



Transit-Oriented Development



Simplified Grid



Complete Streets

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building connections

## Provide Input and Stay Informed



✉ [sconthemove@toronto.ca](mailto:sconthemove@toronto.ca)

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t [@CityPlanTO](https://twitter.com/CityPlanTO) #sconthemove



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building connections

# Completed Comment Sheets

Scarborough Centre Transportation Master Plan  
Public Consultation Meeting # 3 - Comment Sheet



1. Five refinements of the preliminary preferred alternative were carried forward for consideration.

Do you agree with the preferred network refinements and the overall preferred transportation network as they were presented today?

☐ Yes ☒ No

Please provide comments explaining why or why not:

Don't like elimination of  
high capacity of projects over  
the corridor.

2. While all projects proposed through this study are important for achieving the study's vision, the fiscal reality requires projects to be prioritized.

Do you agree with the prioritization of the study's projects?

☒ Yes ☐ No

Should any of the projects be listed as higher priorities for implementation?

1. Subway & its links, interfaces,  
2. Green Corridors, Pedestrians.

1. Five refinements of the preliminary preferred alternative were carried forward for consideration.

Do you agree with the preferred network refinements and the overall preferred transportation network as they were presented today?

☐ Yes ☒ No

Please provide comments explaining why or why not:

Transportation is to serve as connecting node = point = center — Transportation is not to stand alone!  
Refining the Road's Transportation does not solve the main problem  
The main problem is changing the image of the Center from a shopping Mall into business Center

2. While all projects proposed through this study are important for achieving the study's vision, the fiscal reality requires projects to be prioritized.

Do you agree with the prioritization of the study's projects?

☐ Yes ☒ No

Should any of the projects be listed as higher priorities for implementation?

Prioritization is changing the image of Scarborough Town Center flat structure buildings and the area of parking surrounds it!  
Introduce green in the parking space to reduce the image of concrete into green environment

1. Five refinements of the preliminary preferred alternative were carried forward for consideration.

Do you agree with the preferred network refinements and the overall preferred transportation network as they were presented today?

☐ Yes ☒ No

Please provide comments explaining why or why not:

I RIDE A BICYCLE 1-4 DAYS TO WORK. I WOULD  
NEVER RIDE TO A MALL. #1 SWEAT #2 WEATHER #3  
WHAT I'M PURCHASING #4 THIEF OF MY BIKE.  
TAKING OUT THE BRIDGE MY TAX DOLLARS HAVE NOT  
FINISHED PAYING FOR.

2. While all projects proposed through this study are important for achieving the study's vision, the fiscal reality requires projects to be prioritized.

Do you agree with the prioritization of the study's projects?

☐ Yes ☒ No

Should any of the projects be listed as higher priorities for implementation?

BUILD A SUBWAY TO THE ZOO & BEYOND.  
STOP THIS MADNESS. WASTE OF TAX DOLLARS.

Additional feedback or comments:

THESE PLANNERS CHRIS & JIM SPEAK  
WERE SO UNPRACTISED, IT'S DIFFICULT TO FOLLOW  
THEM.

**Thank you for your input!**

Please continue to share your thoughts online:



SConthemove@toronto.ca



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1. Five refinements of the preliminary preferred alternative were carried forward for consideration.

Do you agree with the preferred network refinements and the overall preferred transportation network as they were presented today?

☐ Yes ☒ No

Please provide comments explaining why or why not:

I think refurbishing Scarborough RT makes more sense economically because stops were reduced from 4 to 1.

2. While all projects proposed through this study are important for achieving the study's vision, the fiscal reality requires projects to be prioritized.

Do you agree with the prioritization of the study's projects?

☒ Yes ☐ No

Should any of the projects be listed as higher priorities for implementation?

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Additional feedback or comments:

This was a well thought out session.

**Thank you for your input!**

Please continue to share your thoughts online:



SConthemove@toronto.ca



www.toronto.ca/sconthemove



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*on the move*   
building connections

Additional feedback or comments:

- Frequent / dense areas / strips of vegetation is preferred along streets & perhaps separating active transport routes from vehicles
- a buffer between vehicle lanes & bike lanes is preferred for perceived safety & more enjoyable use.
- McCowan Rd b/w 401 & Ellesmere is a bottleneck because of the close spacing of ~~to~~ <sup>high</sup> signalized intersections. The plan does not appear to reduce the ~~to~~ <sup>proximity</sup> of intersections. Given the uses of McCowan to connect with / from 401, I think reducing intersections, or at least coordinating timing for ~~the~~ continuous flow, should be a priority.
- I look forward to a Scarborough City Centre full of restaurants & bars & shops that I can walk to from my nearby home. "
- I have concern with increased ~~road~~ vehicle traffic on Packard Blvd & Brimerton Dr due to the proposed ~~at~~ <sup>at</sup> ~~way~~ <sup>way</sup> signal intersection. There are schools & lots of children in the area.

**Thank you for your input!**

Please continue to share your thoughts online:



SConthemove@toronto.ca



www.toronto.ca/sconthemove



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**on the move**  
building connections

1. Five refinements of the preliminary preferred alternative were carried forward for consideration.

Do you agree with the preferred network refinements and the overall preferred transportation network as they were presented today?

☒ Yes ☐ No

Please provide comments explaining why or why not:

- Concerns w/ McCowan changes & effect on traffic & community
- level proposal for Busby, Borough Dr, Bellamy, & Ellesmere
- More attr'n needed for line 2 & Egl. LRT (see reverse)

2. While all projects proposed through this study are important for achieving the study's vision, the fiscal reality requires projects to be prioritized.

Do you agree with the prioritization of the study's projects?

☒ Yes ☐ No

Should any of the projects be listed as higher priorities for implementation?

TTC, LRT, Bellamy, Busby

- many people in the Scarborough hub, don't have/can't afford bikes & cars
- public transit more suitable solution
- coordinate work (McCowan, Progress, etc. during TTC construction)



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WILL Sam Schwartz

Scarborough Centre  
on the move



Additional feedback or comments: PRIMARY CONCERNS

Thank you for your work on this project, however I would like to request a TTC follow in combination with your people so that the materials are integrated.

- ① ~~How~~ when is line 2 construction beginning?
- ② How is it going to affect residents who live directly along Danforth/McCowan?
- ③ Will there be compensation for the disruption?
- ④ How long will it take?
- ⑤ Is there a possibility for more replacement stops (ie. danforth/leglinton and/or mcowan/lawrence)

↳ replace obsolete LRT stations.

⑥ who is paying for this?   
↳ Despit LRT isn't certain  
Gentrification in Scarborough is a real issue At the moment.

**Thank you for your input!**

Please continue to share your thoughts online:



SConthemove@toronto.ca



www.toronto.ca/sconthemove



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Scarborough Centre  
**on the move**  
building connections

1. Five refinements of the preliminary preferred alternative were carried forward for consideration.

Do you agree with the preferred network refinements and the overall preferred transportation network as they were presented today?

☒ Yes ☐ No

Please provide comments explaining why or why not:

I understand that this is a long term - about 30 year plan. I hope you leave enough room to tweak, change, update the plan accordingly as changes come.

2. While all projects proposed through this study are important for achieving the study's vision, the fiscal reality requires projects to be prioritized.

Do you agree with the prioritization of the study's projects?

☒ Yes ☐ No

Should any of the projects be listed as higher priorities for implementation?

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Scarborough Centre  
*on the move*  
building connections 

Additional feedback or comments:

provide additional parking spaces anyway.  
it's not like people will immediately  
change their usual mode of transportation,  
so allowing sufficient parking spaces  
at the subway, etc is good.

**Thank you for your input!**

Please continue to share your thoughts online:



[SConthemove@toronto.ca](mailto:SConthemove@toronto.ca)



[www.toronto.ca/sconthemove](http://www.toronto.ca/sconthemove)



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Scarborough Centre  
**on the move**  
building connections 

1. Five refinements of the preliminary preferred alternative were carried forward for consideration.

Do you agree with the preferred network refinements and the overall preferred transportation network as they were presented today?

☒ Yes ☐ No

Please provide comments explaining why or why not:

*but with amendments or adjustments see attached  
of Nov. 22/2017*  
*Looks like my item (5) is being addressed  
Thank you Alan.*

2. While all projects proposed through this study are important for achieving the study's vision, the fiscal reality requires projects to be prioritized.

Do you agree with the prioritization of the study's projects?

☒ Yes ☐ No

Should any of the projects be listed as higher priorities for implementation?

*see attached letter of Nov 22, 2017*

- ① Provide<sup>a</sup> relief/roadgrid system to lessen traffic load on McCowan Rd by creating one extra motor vehicle lane - north + south on Brimley Rd. between Lawrence Ave. East + Sheppard Ave E.
- ② Negotiate with Provincial Govt. for full Hwy 401 cloverleaf access/egress - to/from the Hwy 401 at Brimley Rd.
- ③ If ② above cannot be achieved, rebuild the existing Scarborough RT to full size track + carriages like the existing Yonge St. subway line between Yonge St. + Don Mills Rd in North York + connect the two lines into Scarborough.
- ④ If ③ above cannot be done - rebuild the existing Scarborough Rt as in ③ above but use the existing Right of Way incl. build wider concrete pilons incl. use the CN/CP Rail line with full size track + carriages connecting as now to the Kennedy Rd. Subway Station.
- ⑤ At Borough Dr. just West of the new Library east of the Bell Bldg. on Borough Dr. build a pedestrian walkway to connect to the Scarborough Town Centre - down the embankment toward the Bay Co. west <sup>on</sup> side of the Town Centre.

