

APPENDIX A

Summary of Public Consultation



Study Initiation & Early Engagement Summary

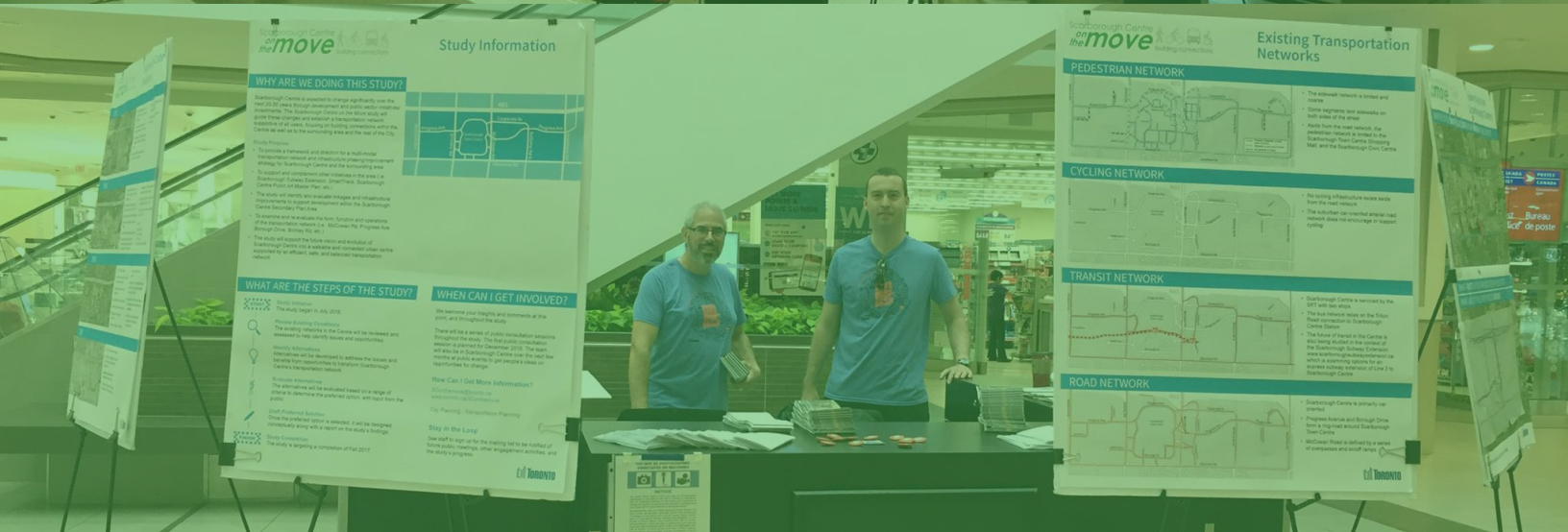
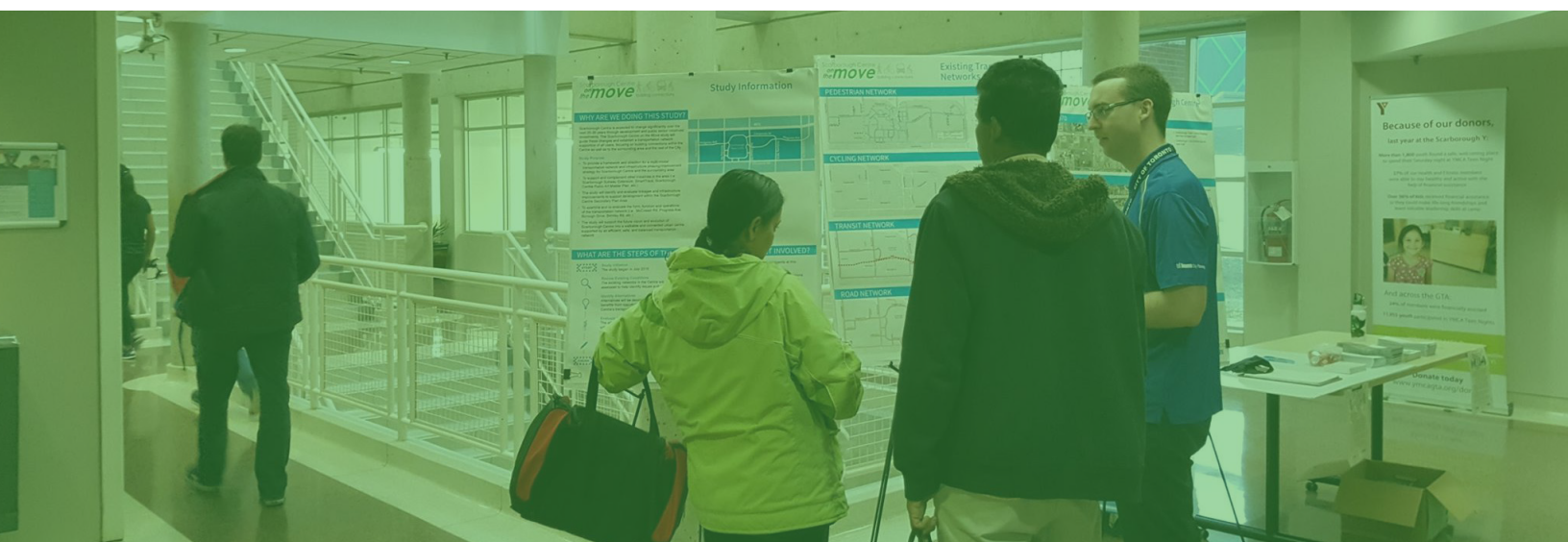


Table of Contents

1.	Notice of Commencement	01
2.	Social Media Strategy	04
3.	Website	11
4.	Social Media Conversation	12
5.	Planners in Public Spaces (PiPS) Summary	13
6.	PiPS Boards	17
7.	Roving Information Summary	21

Notice of Commencement

A Notice of Commencement was distributed to the community to kickoff the Scarborough Centre on the Move Transportation Master Plan study.

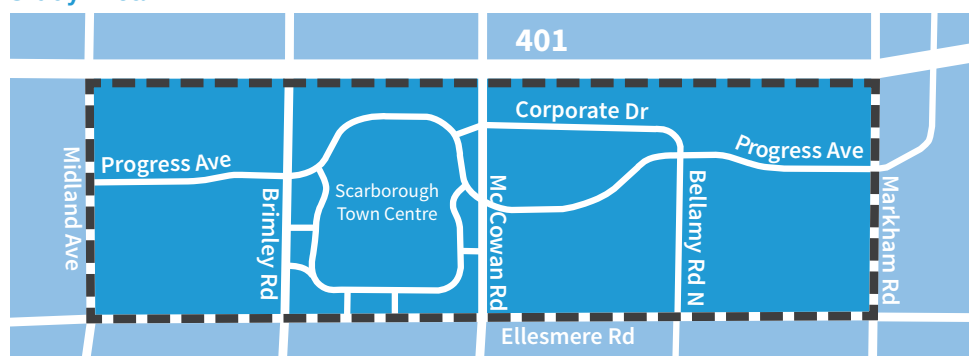


Scarborough Centre on the Move study is underway

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 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.

The Scarborough Centre on the Move study is a Transportation Master Plan that will be conducted to satisfy the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (Class EA) process in accordance with the Environmental Assessment Act. This Class EA process provides for public input at key stages and involves the identification of the problem/opportunity, developing and evaluating a reasonable range of alternative solutions, and selecting a preferred alternative solution.

Study Area



For more information:

We welcome your insights and comments throughout the study.

There will be a series of public consultation sessions throughout the study. **The first public consultation meeting is planned for December 2016.** The team will also be in Scarborough Centre over the next few months at public events to get people's ideas on opportunities for change.

Send us your comments and keep up to date on the Study:

 sconthemove@toronto.ca

 www.toronto.ca/sconthemove

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

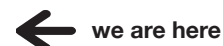


Study Process



Study Initiation

The study began in July 2016.



Review Existing Conditions

The existing networks in the Centre will be reviewed and assessed to help identify issues and opportunities.



Identify Alternatives

Alternatives will be developed to address the issues and benefits from opportunities to transform Scarborough Centre's transportation network.



Evaluate Alternatives

The alternatives will be evaluated based on a range of criteria to determine the preferred option, with input from the public.



Draft Preferred Solution

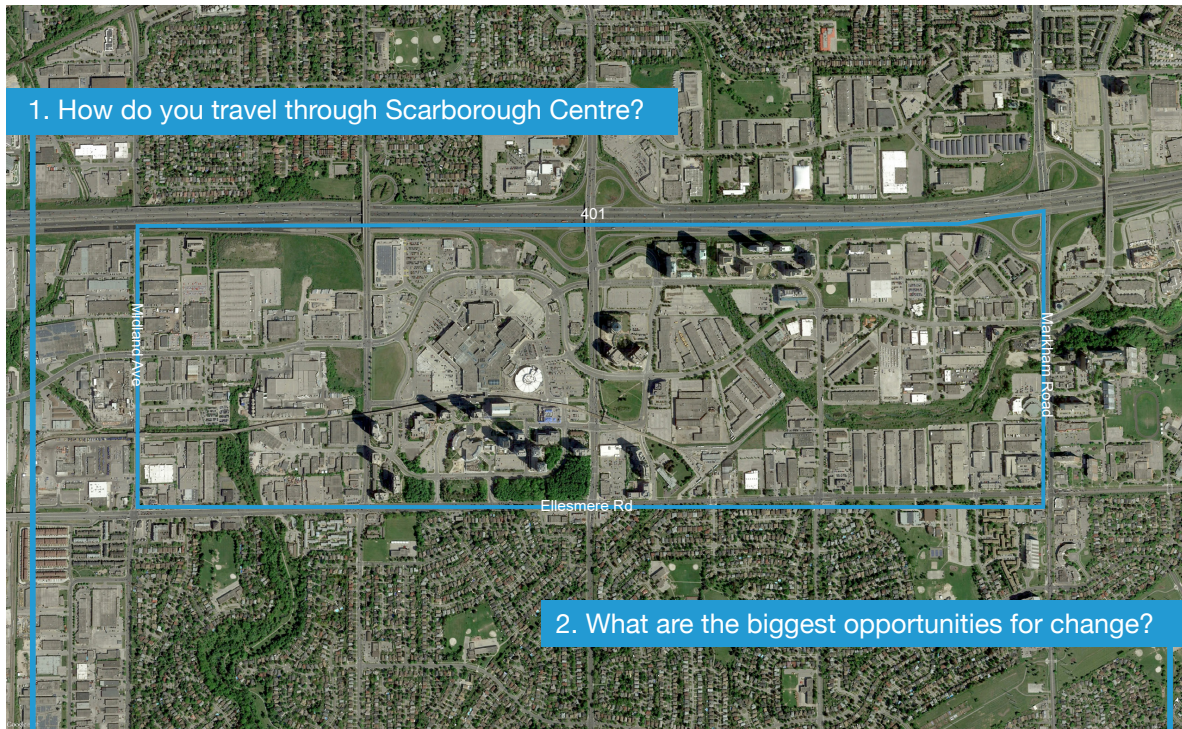
Once the preferred option is selected, it will be designed conceptually along with a report on the study's findings.



Study Completion

The study is targeting a completion of Fall 2017.

Notice of Commencement (cont'd)



1. _____

2. _____

Lots of ways to get involved and stay informed



Email your comments to sconthemove@toronto.ca



Share your thoughts with a planner at our information booth in Scarborough Centre over the next two months



Attend our community meeting in December (watch the website for date and location)



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



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



Keep up to date by checking the project's website at www.toronto.ca/sconthemove

Notice of Commencement (cont'd)

The Notice of Study Commencement was placed in the Scarborough Mirror newspaper on August 25th and September 8th, 2016.

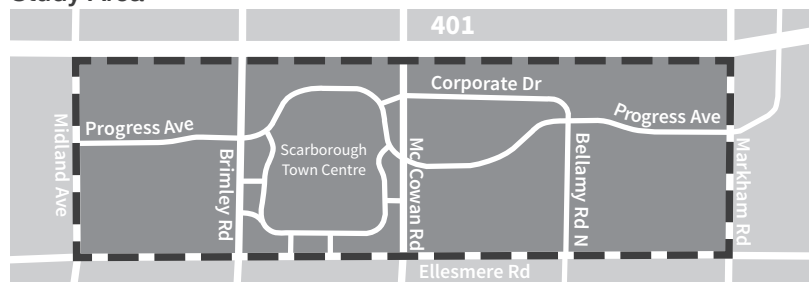


Scarborough Centre on the Move study is underway

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Study Area



We want to hear from you

E-mail us at:

SConthemove@toronto.ca

Keep up to date on the study

www.toronto.ca/SConthemove

Alan Filipuzzi

Senior Transportation Planner

City Planning Division

416-338-2566

The first public consultation meeting is planned for December 2016.

The team will also be in Scarborough Centre over the next few months at public events to get people's ideas on opportunities for change.



Social Media Strategy

A Social Media Strategy was developed to guide community engagement for the Scarborough Centre on the Move Transportation Master Plan study and support the public consultation process.



DRAFT Scarborough Centre TMP Social Media Strategy

September 2016

Harnessing the Value of Social Media

Social media offers a dynamic opportunity to engage the public as part of the Scarborough Centre on the Move Transportation Master Plan study.

Facebook, Twitter, and Instagram allow us to both share information and engage interested members of the public. These social media platforms offer unparalleled public access to planning and design processes, providing multiple opportunities for both the Project Team and the community to illustrate their visions, share information, raise concerns, and ask questions.

Social media is available to everyone with internet access, minimizing common barriers to civic participation. Although fundamental to the success of a project, in-person engagement activities are often inaccessible to people with physical and mental disabilities, family or work obligations, social anxieties, and financial strains. Providing another avenue for participation through social media opens up the project to a larger and more diverse audience, whose comments and questions will contribute to creating a more successful plan.

Social media is important to community engagement, and we see it as one component of our overall consultation approach. These platforms connect us to larger audiences, allow us to disseminate information, gather feedback quickly, and publicize the project. However, the core of our approach lies in face-to-face engagement with the community we are collaborating with. This contact is vital to building strong relationships with stakeholders, gaining trust, and gathering support for the project.

The principles and objectives of the social media strategy are as follows:

Principles

1. Be specific about the feedback being sought, who/where it's going and how it will be used
2. Provide frequent progress updates to keep the public interested by posting following project meetings and milestones, on all platforms
3. Ensure robust internal coordination between communicators, City staff responsible for social media, and the Project Team
4. Build capacity to provide rapid and specific responses to the public's online comments/questions

Objectives

- Inform the public about the Scarborough Centre on the Move Transportation Master Plan study by bringing project information to the public through platforms they already use

Social Media Strategy (cont'd)

(i.e. Facebook, Twitter and Instagram), minimizing the need for the public to navigate websites they are unfamiliar with

- Generate interest about the project
- Answer questions from the public
- Gather feedback on the project
- Provide opportunities for stakeholders to connect with each other and discuss about the future of their community

Planning the Approach

Analyze Existing Accounts

Where possible, we will identify existing social media accounts that we can connect with. This allows the consultant team ("the team") to access previously developed networks and eliminates the difficult task of generating a new following. Accounts focusing on issues that also define the Scarborough Centre Transportation Master Plan study will be of great interest.

Platform Content

With an understanding of the type of content that we plan to share via social media, we can determine which platforms to focus on.

Facebook

The project's Facebook page will be used for more detailed postings and conversations. It can accommodate photos, text or combined postings and will likely include most if not all social media postings. A project-specific page will be created to provide social media users with one location which is exclusively dedicated to the Scarborough Centre Transportation Master Plan study, providing clarity and acting as a repository for project updates. The team will provide the branding material, links to other social media profiles and the project webpage, as well as a project overview to be included on the page. Ongoing posts provided by the team can include:

- Commuter profiles derived from public consultation (i.e. Roving Information Station) and asking for public reaction (i.e. sharing other stories/profiles, what the public relates to, how their experience is different, etc)
- Case study examples of other transportation projects or initiatives, including photos, descriptions and relevance to the Scarborough Centre and asking the public for their thoughts
- Questions to spark online conversations that can include broad thematic questions (i.e. What do you like best about Scarborough Centre?) or focused questions (i.e. What are the main transportation barriers in Scarborough Centre?)
- Using quotes (direct or paraphrased) from the public. Quotes can be obtained from feedback forms, notes written on activity sheets or maps during workshop sessions, emailed comments or comments shared verbally with the project team. All quotes would be anonymous and revised if necessary to remove identifying information
- Photos of what's working well and what's not working well in Scarborough Centre and asking for feedback/reactions

Social Media Strategy (cont'd)

Example Facebook Post



Meet **John!**

Age Group: 40-50

Home: Scarborough

Works: Downtown Toronto

Story: John commutes from Scarborough to his downtown job every day by catching a bus to the Scarborough Centre Rapid Transit station. On his way to and from work, he also has to drop off and pick up his 3-year old son at his downtown daycare. John doesn't mind his commute, except that the Scarborough bus doesn't come frequently enough and is often very crowded, making it uncomfortable when travelling with his son. He also finds that it takes much longer than it should for the bus to leave the rapid transit station area due to the congestion in and around Scarborough Centre.

Is your story similar to John's? How is your experience different? Tell us what you think in the comments below!

Twitter

The City's Twitter profile (@CityPlanTO) would be for short, written communications, pictures and webpage links to spark conversations. A Twitter feed should be included on the project webpage. The project hashtag (#sconthemove) will be used consistently in all project-related posts. Ongoing posts provided by the team can include:

- Questions to spark online conversations. Can include broad thematic questions (i.e. What do you like best about Scarborough Centre?) or focused questions (i.e. What are the main transportation barriers in Scarborough Centre?)
- Using Quotes (direct or paraphrased) from the public. Quotes can be obtained from feedback forms, notes written on activity sheets or maps during workshop sessions, emailed comments or comments shared verbally with the project team. All quotes would be anonymous and revised if necessary to remove identifying information

Example Twitter Post

Great comments last night! "SC needs sidewalks, it's hard to walk from my condo to the mall"
#publicinput #sconthemove #telluswhatyouthink

(138 characters)

Instagram

The City's Instagram account (@cityofto) would be for posting all images and/or videos related to the project, and collecting all posts by consistently using the project hashtag and encouraging others to use it. Other relevant hashtags would also be used to ensure maximum exposure in user search results. In some cases, captions may also direct viewers to the Twitter or Facebook profiles as well as the project webpage. Should the City decide to establish a project-specific Instagram account, the team will provide branding to set up the account.

Social Media Strategy (cont'd)

Ongoing posts can include:

- Site photos from any visits to the Scarborough Centre area by the project team, whether or not the visit is part of a public event
- Photos/videos from all public consultation events/initiatives
- Photos of case study examples of other transportation projects or initiatives
- Photos/videos of what's working well and what's not working well in Scarborough Centre

Example Instagram Post



Demand-based parking in San Francisco works to maintain parking vacancies at optimal levels
#sconthemove #parkingsolutions #betterparking #transportationplanning

General Content (Across all Platforms)

- To the extent possible, all profiles should link to one another so users can explore all project updates on all platforms
- Announcements of project updates/milestones
- Announcements for when key documents are posted to the website
- Public Consultation Meeting invitations, reminders and follow-ups
- Announcing Planners in Public Spaces (PiPS) event times/locations and reminders
- Announcing roving information station times/locations and reminders
- Responding to public comments/questions

Managing Social Media

Set the Tone

It will be vital to maintain a consistent voice and tone across all social media platforms to present a strong brand for the project. It is helpful if only one or two project staff are responsible for posting on social media, although many Project Team members will be involved in producing content.

Social Media Strategy (cont'd)

Set Expectations for Audience Interaction

It is important to be open and honest with the public about how much interaction they can expect from the project's social media accounts. The City of Toronto will determine whether they want to focus on information dissemination, or discussion engagement. There is a high (and growing) expectation for public sector social media accounts to be responsive and forthcoming, meaning that most people expect their tweets and posts to be responded to. This is challenging work and requires the team to act quickly. Rapid and effective lines of communication will be especially important as the consultant team is responsible for creating social media content but City staff will manage the social media accounts.

To aid in this work, our team will prepare a Frequently Asked Questions (FAQ) document for internal use. This document will guide the project team in responding to common inquiries and comments. It will also be important to clearly note when the social media accounts are monitored (i.e. Monday to Friday, 8:30am – 4:30pm).

Create a Safe Space Online

Cyber bullying and trolling are real and serious issues, and have received significant media attention as of late. It is important that the project's social media accounts be protected as safe and positive spaces for people to share information, provide feedback, and engage in respectful discussions. For this reason, regularly monitoring comments for inappropriate behaviour will be critical.

Responding to the Public

The project's Facebook page and the City's Twitter and Instagram profiles will be monitored by the City, who will provide the team with any public comments/questions that require a response within 24 hours of their being posted. The team will provide a designated City Project Team member with the appropriate response, for approval and posting within another 24 hours. Should a problem arise with a posting and immediate approval is not possible, both the City and the team will make every effort to negotiate a revision to the posting as soon as possible. The goal of responding to public social media posts within 48 hours should be maintained.

Report on Feedback

All public feedback obtained through the above social media platforms will be summarized and included with other public feedback. In addition, feedback summaries may be presented at public consultation meetings to illustrate how public feedback is reflected in project outcomes and to provide overviews of the project process to date. In some cases, social media posts will announce how feedback has been used, to ensure that members of the public who only participate via social media see their impact.

Social Media Schedule

To ensure that regular updates are posted, social media postings will occur in association with project phases. Depending on the project phase and type of posting, the team may provide the City with multiple postings, with instructions on when each should be posted (i.e. once a day).

It should be noted that the above process applies to original posts only. Responses to public comments and questions will be undertaken as described in the above section titled "Responding to the Public".

Social Media Strategy (cont'd)

Below is a preliminary schedule for social media postings, including suggested post content.

Phase 2 – Existing Conditions

Facebook

- What's working well/not working well? (photo and description)
- One or two sentences about the problem/opportunity conclusions with photos
- Commuter profiles resulting from Roving Information Station
- Post vision statement and guiding principles resulting from visioning workshop

Twitter

- Question to spark online conversation: "What challenges do you face travelling in Scarborough Centre?"
- Question asking if public agrees with some of the specific problems/opportunities identified
- Directing the public to vision statement and guiding principles on webpage and Facebook page

Instagram

- Site photos from site visits
- Photos of what's working well/not working well
- Problem/opportunity photos
- Photos of Roving Information Station
- Photo of vision statement

Phase 3 – Identification of Alternative Solutions

Facebook

- Samples of alternative solutions with precedents and asking for feedback
- Commuter profiles resulting from Roving Information Station
- Photos of PIC meeting and summary of outcomes
- Thanking public for attending and quotes from meetings

Twitter

- Question asking for feedback about elements of the alternative solutions
- Thanking public for attending and quotes from meetings
- Photos of PIC meeting

Instagram

- Photos of precedents for alternative solutions
- Photos of Roving Information Station
- Photos of PIC meeting

Phase 4 – Evaluation of Alternative Solutions

Facebook

- Summary of preferred alternative solution
- Summary of reaction from LAC and invitation to second PIC

Social Media Strategy (cont'd)

- Photos of PIC meeting and summary of outcomes

Twitter

- Photos of PIC meeting
- Announcing decision and directing users to Facebook and/or project webpage for more details
- Summary of reaction from LAC and invitation to second PIC
- Thanking public for attending and quotes from meetings

Instagram

- Photos of examples from elsewhere similar to preferred alternative solution
- Photos of PIC meeting

Phase 5 – Preferred Transportation Network and Draft SCTMP

Facebook

- Image of functional concept plan
- Summary of LAC reaction
- Invitation to third PIC
- Photos of PIC meeting and summary of outcomes

Twitter

- Photos of PIC meeting
- Summary of LAC reaction
- Direction to users to visit Facebook and/or project webpage
- Invitation to third PIC
- Thanking public for attending and quotes from meetings

Instagram

- Image of functional concept plan
- Photos of PIC meeting

With respect to the above suggested social media posts, it must be noted that they are suggestions and the exact content may change over the course of the evolving project.

Where posts reference outcomes/materials from public events, this will consist of material that was prepared for and approved prior to the public events (i.e. draft concept plans) or comments/sketches that were produced during public events which can be attributed to members of the public (anonymous) and which do not speak for the project team or the City.

Website

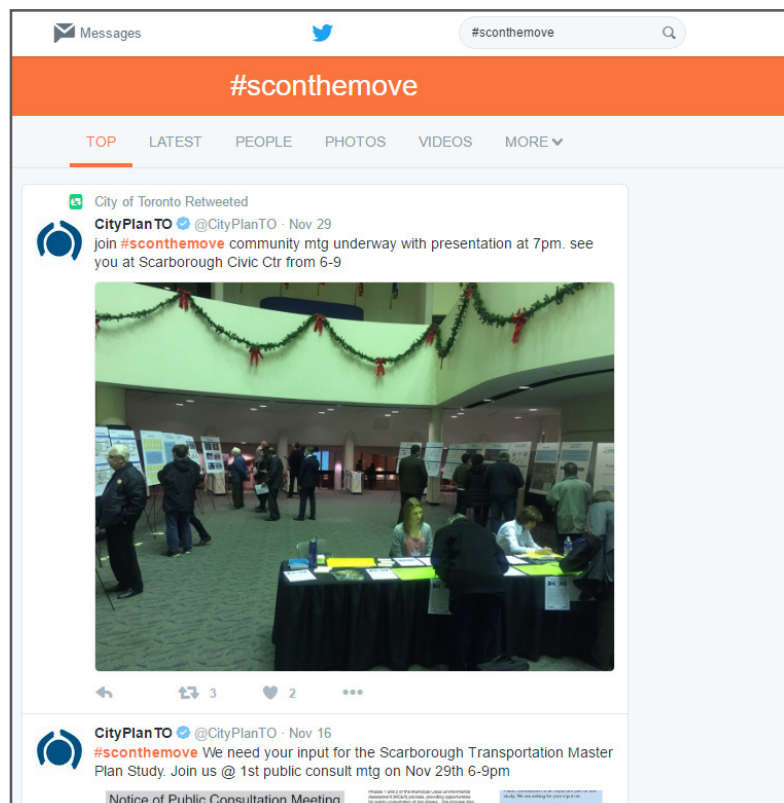
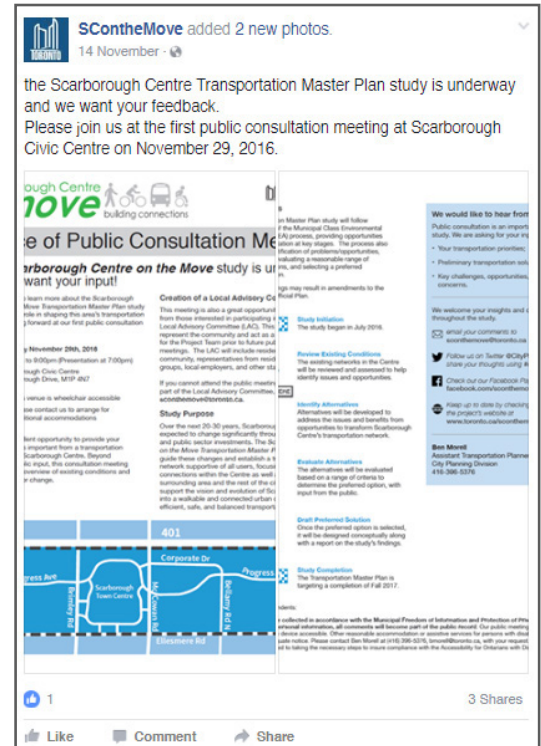
The Scarborough Centre on the Move website is used as a tool for the community to remain involved in the consultation process and is regularly updated as the study progresses. The website went live in August 2016 and has had approximately 2,000 hits to date.

The screenshot shows the homepage of the Scarborough Centre on the Move website. The header includes the City of Toronto logo and navigation links: Living In Toronto, Doing Business, Visiting Toronto, and Accessing City Hall. The main banner features the title "Scarborough Centre on the move" with icons for walking, cycling, and driving, and the tagline "building connections". Below the banner, there are two tabs: "Study Overview" and "Getting Involved". The "Study Overview" tab is active, displaying the section "Building Connections in Scarborough Centre". This section includes a map of the study area, a "Got Questions?" link, a "Join the Conversation!" link, and a "Stay Connected!" section with a subscription form. The "Getting Involved" tab is also visible, showing a "Want to Get Involved?" section with information about public consultation meetings and a "Connect with us on Facebook!" link.

The screenshot shows the "Getting Involved" page of the Scarborough Centre on the Move website. The header is identical to the homepage. The main banner is the same, but the "Getting Involved" tab is active. This page features a "Want to Get Involved?" section with information about public consultation meetings and a "Connect with us on Facebook!" link. Below this, there is a "Planners in Public Spaces (PIPS)" section, which includes a "What is PIPS?" subsection and a list of "Past PIPS Events". The "What is PIPS?" subsection explains that PIPS is a public engagement initiative started by City Planning in 2013. The "Past PIPS Events" list includes dates and locations such as November 1 at Scarborough Town Centre YMCA, October 29 at Scarborough Town Centre YMCA, and October 19 at Scarborough Town Centre Mall. The "Connect with us on Facebook!" link leads to a Facebook page for SConthelMove.

Social Media Conversation

The Scarborough Centre on the Move Facebook page is regularly updated with upcoming dates and events and functions as a forum for the community to share their thoughts with the project team. The social media conversation also extends to Twitter, where Toronto's City Planning account (@CityPlanTO) provides study updates using the hash tag #sconthefmove.



Planners in Public Spaces (PiPS) Summary

Planners in Public Spaces (PiPS) events were held throughout the summer and fall at key areas in Scarborough Centre to engage the public and to understand areas of concern/focus. A total of 12 events were held to engage the local community and spread the word about the study initiation. These events were tailored to understand the public perspective with respect to the problems/opportunities of the Centre and their travel patterns to/from/within the Centre.

PiPS Events

Taste of Lawrence Festival

July 10, 2016

11am - 6pm
Lawrence Avenue East / Warden Ave

194

Participants

Key Messages:

Scarborough community is strong and residents want to make it a better place / The support from area councillors is generally strong / Transit improvements are needed.

Scarborough Multi-Cultural Festival

August 5, 2016

4pm - 9pm
Albert Campbell Square

94

Participants

August 6, 2016

12pm - 6pm
Albert Campbell Square

47

Participants

Key Messages:

The many amenities in the area are an asset that can still be improved / Parks and green spaces are an asset to be protected, provide a good balance with development / Improvements to transit are needed / Non-existent cycling infrastructure needs to be addressed / Multi-cultural nature of the community is one of its best assets / Opportunities exist to beautify and improve the image of Scarborough Centre



PiPS community engagement at Taste of Lawrence Festival



PiPS community engagement at Scarborough Multi-Cultural Festival

PiPS Summary (cont'd)

Scarborough Civic Centre Library / Civic Green

August 18, 2016

1pm - 5pm
SCC Library

26

Participants

Key Messages:

Wayfinding improvements are required / Improvements to the area's transportation networks (pedestrian, cycling, transit) are needed / Area's parks and green spaces are assets to be protected and enhanced / The many amenities in the area are an asset that can still be improved

Consilium Place

August 24, 2016

9am - 5pm
100 Consilium Place

110

Participants

Key Messages:

Better transit connections required with surrounding areas, often cheaper and more convenient to drive / Need for better cycling infrastructure / Lack of continuous pedestrian infrastructure / Better wayfinding required / Area has numerous amenities nearby (i.e. mall) but accessing them safely and conveniently is an issue

Scarborough Centre TTC Station

September 13, 2016

3pm - 7pm
Scarborough Centre TTC Station

150

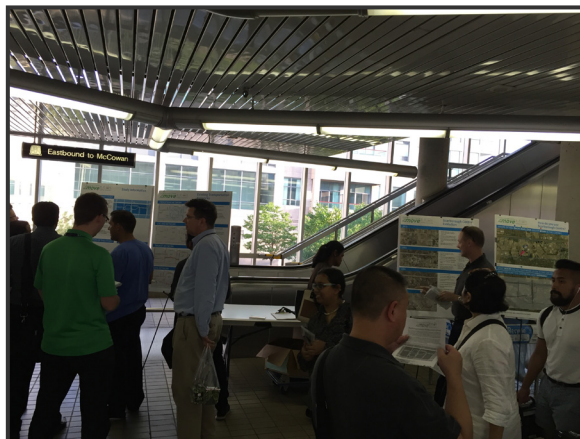
Participants

320

Flyers

Key Messages:

Better wayfinding required / Need for continuous and safe active transportation infrastructure / Hwy 401 is a barrier for those walking and cycling / Transit system improvements needed (fare integration, less transfers) / Future use of SRT corridor needs to be considered



PiPS community engagement at Scarborough Centre TTC Station

PiPS Summary (cont'd)

Consilium Place

September 15, 2016

9am - 5pm
100 Consilium Place

105

Participants

200

Flyers

Key Messages:

Strong demand for cycling but infrastructure needed / Improvements to road system (wayfinding, conditions) are necessary / Transit service is adequate but can be improved / Connecting to surrounding area locations is key

McCowan TTC Station

September 20, 2016

3pm - 7pm
McCowan TTC Station

42

Participants

350

Flyers

Key Messages:

Accessibility issues at McCowan station / non-continuous sidewalks and insufficient bicycle parking are an issue throughout the Centre

Scarborough Town Centre (STC) Shopping Mall

October 15, 2016

10am - 4pm
STC Shopping Mall

111

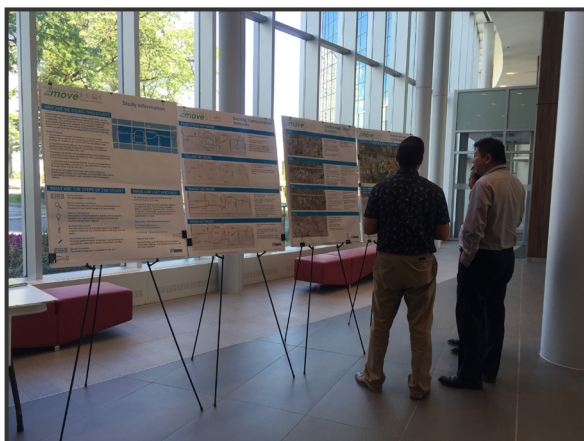
Participants

150

Flyers

Key Messages:

Public input key to study success / Area is extremely difficult to safely navigate for people with strollers and mobility devices / Intersection of Brimley Rd and Progress Ave currently very unsafe for all users / Transit and pedestrian (i.e. Brimley/ Hwy 401) systems need to improve as area continues to grow / Need to consider mitigating long-term impact of the area's industries



PiPS community engagement at Consilium Place



PiPS community engagement at McCowan TTC Station

PiPS Summary (cont'd)

Scarborough Town Centre (STC) Shopping Mall

October 19, 2016

10am - 6pm
STC Shopping Mall

88

Participants

100

Flyers

Key Messages:

Pedestrian and cycling environment is sorely lacking and in need of improvement (i.e. shorter crossings, safer infrastructure, continuous network) / Improve efficiency of transit system by minimizing transfers / Future growth cannot be accommodated without improved transit and active transportation systems / Many amenities nearby but accessibility is a key concern

Scarborough Centre YMCA

October 29, 2016

9am - 3pm
230 Town Centre Court

135

Participants

275

Flyers

Key Messages:

Improving pedestrian and cycling networks should be main priority / Connect future cycling network to existing cycling infrastructure in surrounding community / Need more reliable transit service and better bus connections to and from Scarborough Town Centre Mall / Need to create a more “main street”, fine-grained feel for the future street network / Better lighting and wayfinding required

Scarborough Centre YMCA

November 1, 2016

4pm - 7pm
230 Town Centre Court

65

Participants

150

Flyers

Key Messages:

Difficult to access area's many amenities when utilizing transportation options other than driving / Need more frequent and reliable bus service to and from Scarborough Town Centre / A more urban street network is needed

12

PiPS Events

1,167

Participants

1,545

Flyers Delivered

PiPS Boards

The study boards shown in this section were displayed at each of the Planners in Public Spaces (PiPS) events.



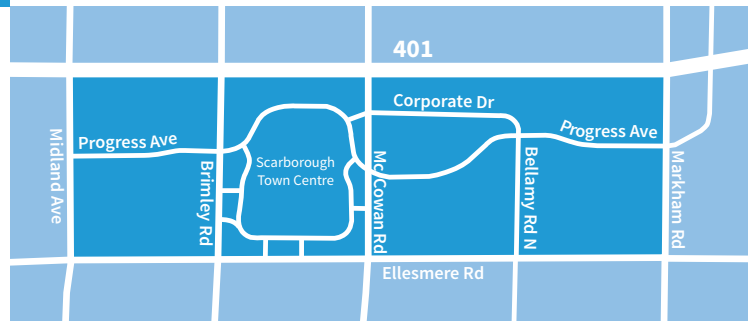
Study Information

WHY ARE WE DOING THIS STUDY?

Scarborough Centre is expected to change significantly over the next 20-30 years through development and public sector initiatives/ investments. The *Scarborough Centre on the Move* 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.

Study Purpose

- To provide a framework and direction for a multi-modal transportation network and infrastructure phasing/improvement strategy for Scarborough Centre and the surrounding area
- To support and complement other initiatives in the area (i.e. Scarborough Subway Extension, SmartTrack, Scarborough Centre Public Art Master Plan, etc.)
- The study will identify and evaluate linkages and infrastructure improvements to support development within the Scarborough Centre Secondary Plan Area
- To examine and re-evaluate the form, function and operations of the transportation network (i.e. McCowan Rd, Progress Ave, Borough Drive, Brimley Rd, etc.)
- The study will support the future vision and evolution of Scarborough Centre into a walkable and connected urban centre supported by an efficient, safe, and balanced transportation network



WHAT ARE THE STEPS OF THE STUDY?



Study Initiation

The study began in July 2016.



Review Existing Conditions

The existing networks in the Centre will be reviewed and assessed to help identify issues and opportunities.



Identify Alternatives

Alternatives will be developed to address the issues and benefits from opportunities to transform Scarborough Centre's transportation network.



Evaluate Alternatives

The alternatives will be evaluated based on a range of criteria to determine the preferred option, with input from the public.



Draft Preferred Solution

Once the preferred option is selected, it will be designed conceptually along with a report on the study's findings.



Study Completion

The study is targeting a completion of Fall 2017.

WHEN CAN I GET INVOLVED?

We welcome your insights and comments at this point, and throughout the study.

There will be a series of public consultation sessions throughout the study. The first public consultation session is planned for December 2016. The team will also be in Scarborough Centre over the next few months at public events to get people's ideas on opportunities for change.

How Can I Get More Information?

SConthemove@toronto.ca
www.toronto.ca/SConthemove

City Planning - Transportation Planning

Stay in the Loop

See staff to sign up for the mailing list to be notified of future public meetings, other engagement activities, and the study's progress.



PiPS Boards (cont'd)



Scarborough Centre Evolution

1970



- 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



- 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 early 1980s
 - 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

1991



- 1 SRT built and operating
- 2 Brimley Road crosses Hwy 401 and has a partial interchange
- 3 Progress Avenue does not cross Highway 401
- 4 Corporate Drive has been introduced
- 5 Consilium Place has been introduced
- 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 now characterize McCowan Road

2014



- 1 Omni Drive has been introduced
- 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

PiPS Boards (cont'd)



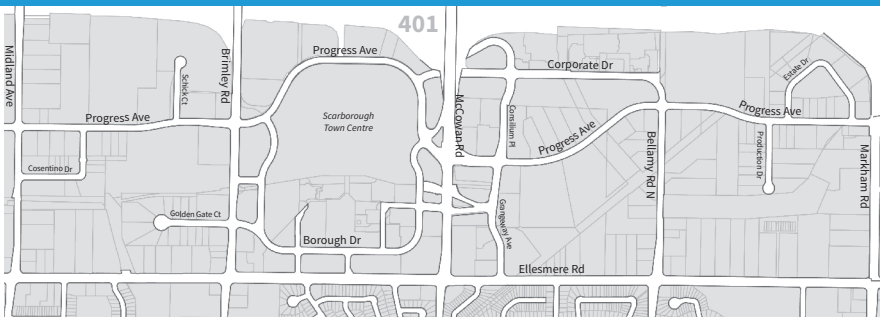
Existing Transportation Networks

PEDESTRIAN NETWORK



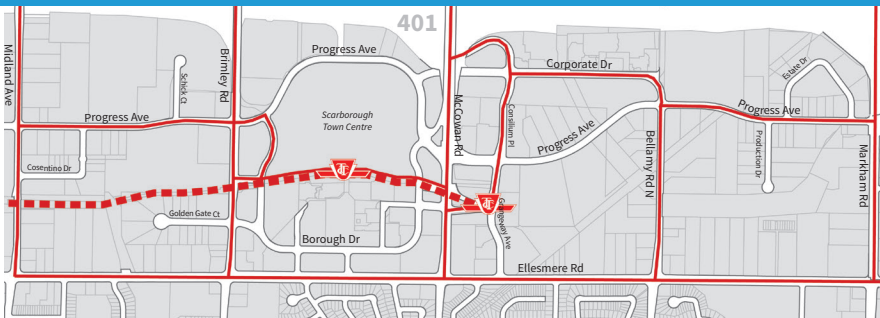
- The sidewalk network is limited and coarse
- Some segments lack sidewalks on both sides of the street
- Aside from the road network, the pedestrian network is limited to the Scarborough Town Centre Shopping Mall, and the Scarborough Civic Centre

CYCLING NETWORK



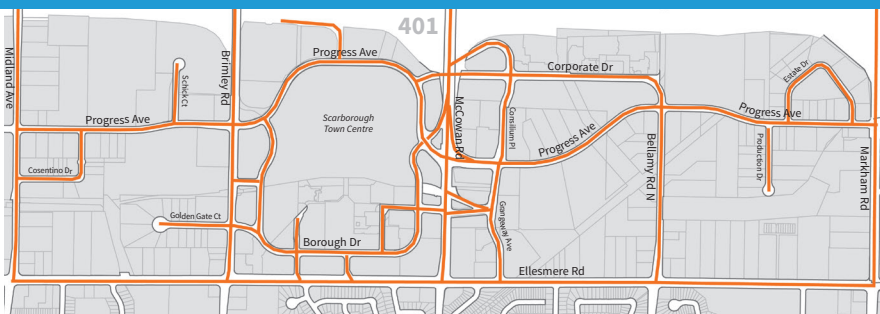
- No cycling infrastructure exists aside from the road network
- The suburban car-oriented arterial road network does not encourage or support cycling

TRANSIT NETWORK



- Scarborough Centre is serviced by the SRT with two 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 by the Scarborough Subway Extension www.scarboroughsubwayextension.ca which is examining options for an express subway extension of Line 2 to Scarborough Centre

ROAD NETWORK



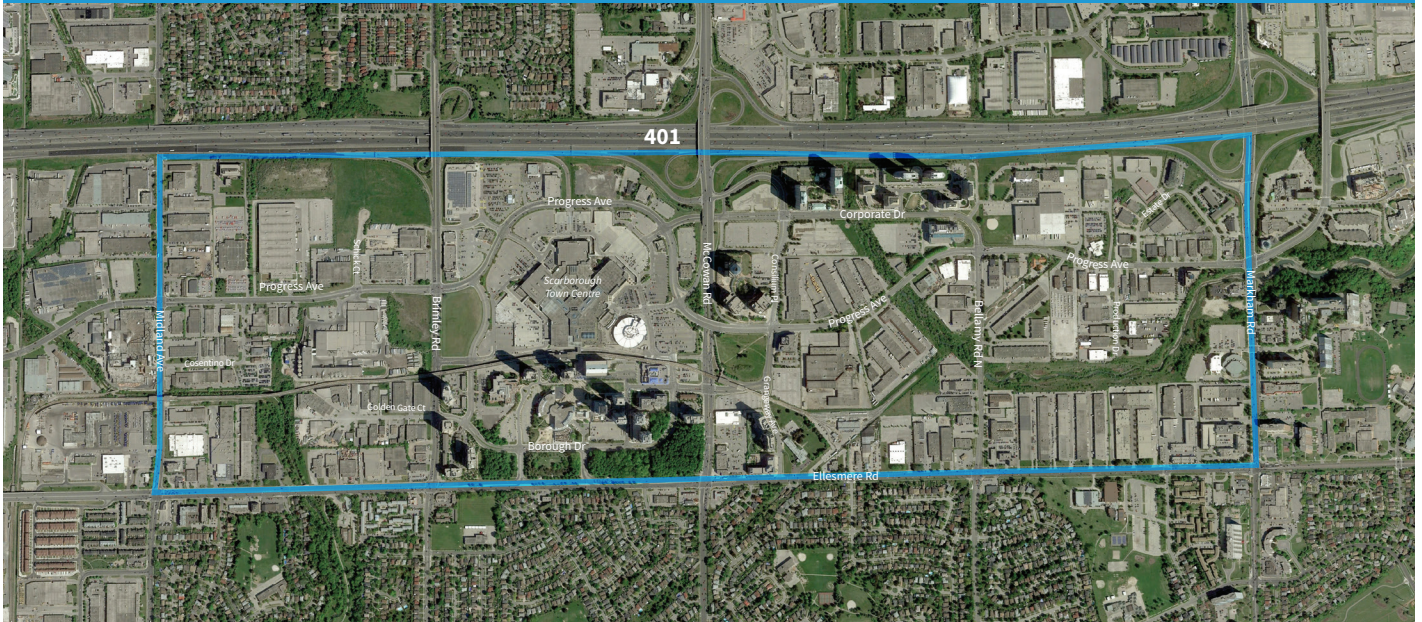
- Scarborough Centre is primarily car-oriented
- Progress Avenue and Borough Drive form a ring-road around Scarborough Town Centre
- McCowan Road is defined by a series of overpasses and on/off ramps

PiPS Boards (cont'd)



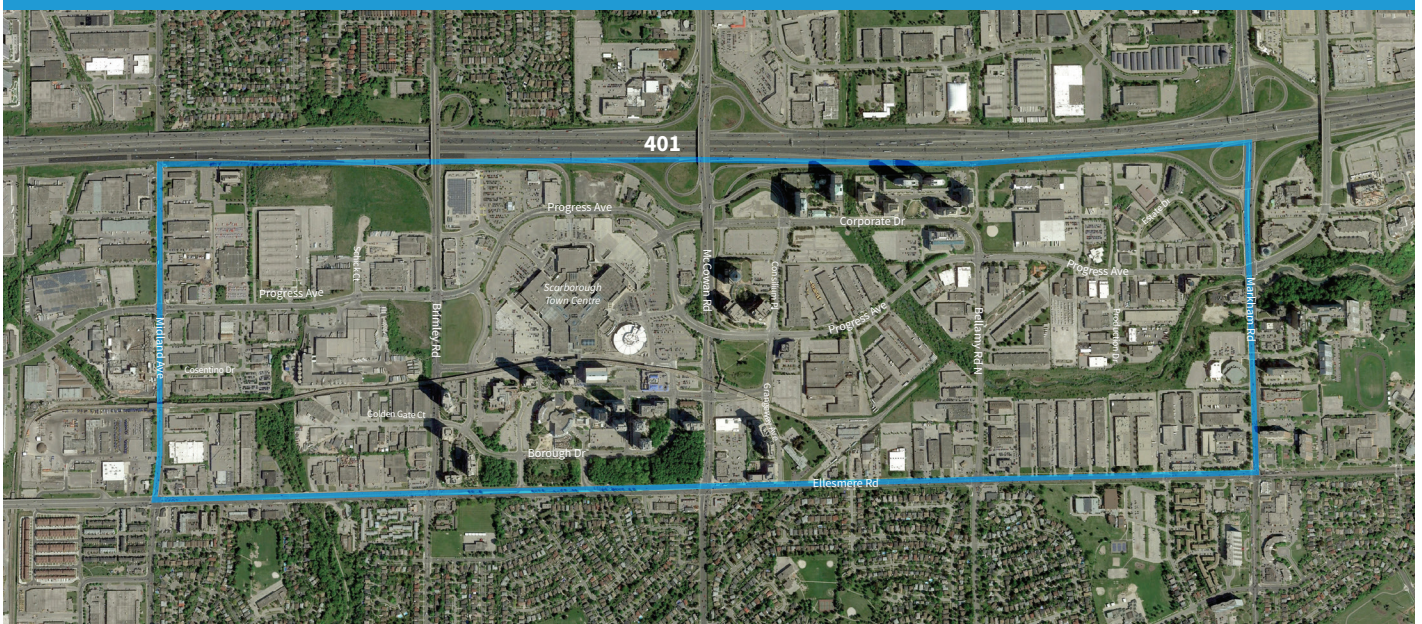
How do you use Scarborough Centre?

WHERE DO YOU **SHOP, PLAY, LIVE AND/OR WORK** IN THE CENTRE?



WHAT **ROUTE** DO YOU TAKE MOST OFTEN IN THE CENTRE?

WHAT AREAS OF THE CENTRE PRESENT **BARRIERS**?



Feel free to add comments, dots or post-it notes to the boards



Roving Information Summary

Summary of Roving Information Station Results

October 2016

On September 14th and 24th, 2016, members of the project team carried out the Roving Information Station (RIS) public consultation initiative within the Scarborough Centre Transportation Master Plan study area. The purpose of the RIS was to engage with members of the public who currently live and work within Scarborough Centre and to gain feedback about how they move around the area, what challenges they face and what they would like to see change. By going to the study area, on both a weekday and a weekend, the project team was able to offer another opportunity for people to be involved in the study.

Over the course of both Roving Information days, the project team visited a total of 11 locations within the study area and spoke with approximately 41 individuals, in addition to over 50 others who chose not to participate. The attached map illustrates the locations which were visited as part of the RIS as well as the approximate place of residence of participants, based on postal codes. It must be noted that the places of residence for 15 of the participants are not included for a variety of reasons, such as: beyond the extent of the map, declined to provide postal code or homeless. Of all the participants, just over half were young adults, with the remainder being mature adults and seniors. The RIS questions and mapping aids are also attached.

Over 40 percent of the participants primarily took transit around Scarborough Centre. This included the TTC buses, TTC Rapid Transit, GO buses and Greyhound buses.

Key comments included:

- Scarborough Centre is a key transit hub both for the area and in the GTA regional transit network. Many students rely on this hub
- While transit is generally faster than driving, Scarborough Centre lacks the sophisticated transit network that is necessary for a rapidly growing centre; should look to international cities to see how transit can be improved
- Should improve transit connections between the Toronto subway system and other GTA municipalities
- The RT is frequently delayed or shut down for maintenance
- RT station can get very crowded when trying to transfer buses
- Conflicting comments stating that buses are both direct and take a long time to get around
- Buses reasonably frequent
- Poor facilities for bus users at transit hub – need to add or enhance washrooms, cleanliness, accessibility due to grade changes (more visible elevators/escalators), better shelter and/or heat lamps, more benches
- Need better transit service coverage – more stops to east of study area and better late night/overnight connections to Danforth area (RT closes at 1:30am)
- TTC provides direct routes to schools
- Traffic frequently delays buses
- RT very crowded and stuffy in summer
- Bus stops should provide more shelter and be closer to corners

Roving Information Summary (cont'd)

Around 30 percent of participants primarily drove or were driven around Scarborough Centre.

Key comments included:

- Problems with congestion on 401, drivers often mentioned they would take an earlier exit to try to avoid problems
- Lots of construction and also need for repairs
- Would like to see more advanced green lights
- Need better enforcement for running red lights
- Too much traffic
- There should be traffic islands on McCowan at the on-ramp to clarify lanes and prevent accidents

Around 20 percent of participants primarily walked around Scarborough Centre.

Key comments included:

- Poorly signed route between library and mall
- Area is not walkable
- Easy to walk around, including from offices to mall
- Winter sidewalk maintenance needs to be improved (i.e. ploughing)
- Few people walk during the winter
- Long distances make walking infeasible
- Can walk to wide range of destinations (shopping, visiting friends, temple, bank)
- Crossing Ellesmere can be challenging and the trail through the woodlot doesn't connect to an easy crossing

Less than one percent of participants primarily cycled around Scarborough Centre.

However, a wider range of individuals provided comments with respect to cycling as follows:

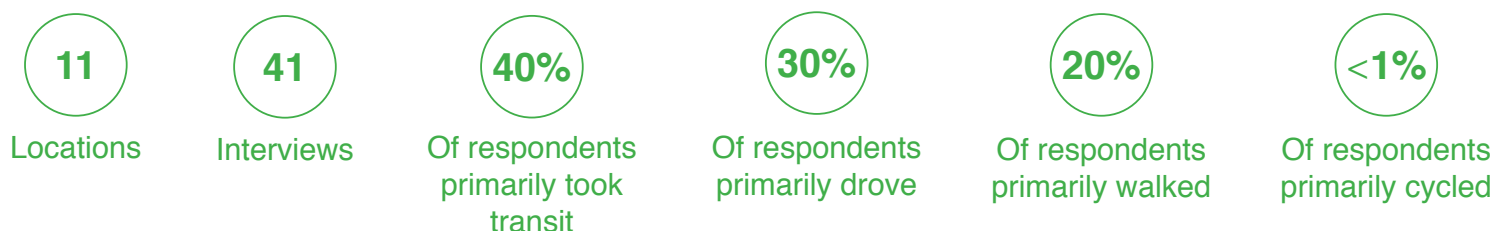
Only cycles during summer

Cycling not easy in the area, especially on McCowan; the only trail is in the hydro corridor

Need bike lanes to make cycling safe despite busy streets (like downtown)

The above feedback will be considered as this project moves forward towards Stage 3:

Identification of Alternative Solutions.



Roving Information Summary (cont'd)

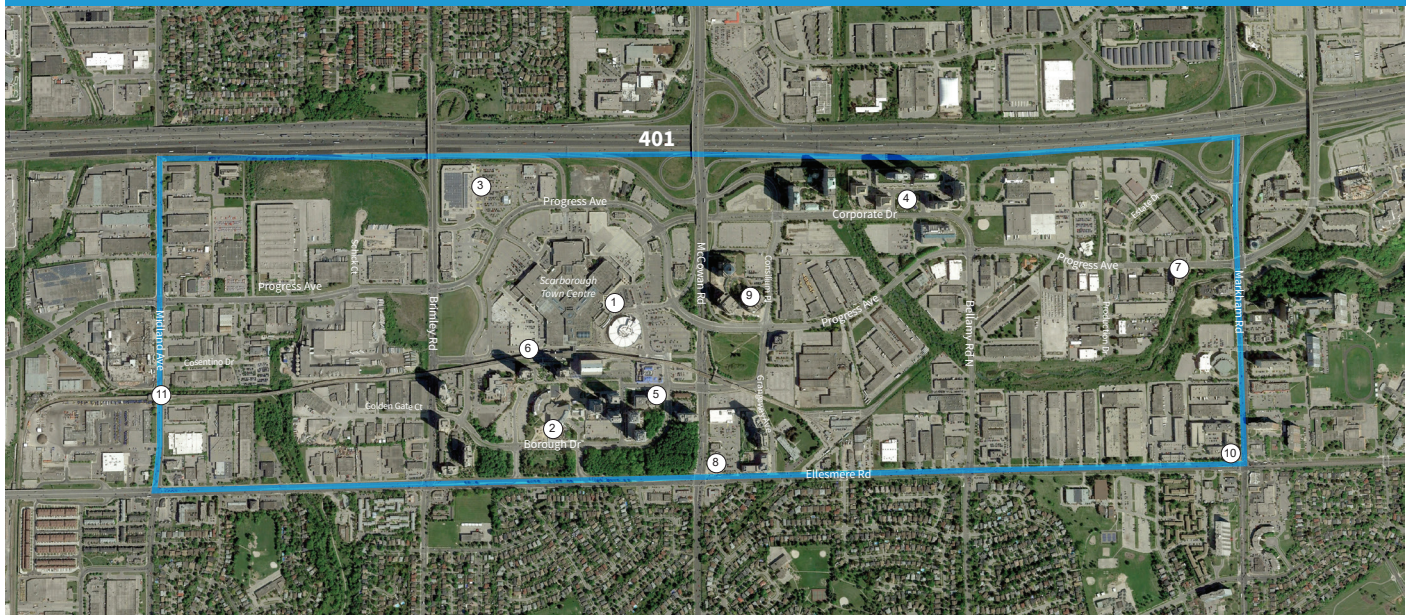
Survey respondents were asked a series of questions regarding how they move throughout Scarborough Centre:

1. **Postal Code**
2. **Demographic: kids, teenagers, young adults, mature adults, seniors**
3. **Where the respondent shops or plays in the Centre**
4. **Where the respondent lives or works in the Centre**
5. **What route is taken most often**

Subsequent probing questions such as:

1. Does the route vary by season?
2. Does the route vary by time of day?
3. How does the respondent travel?
4. Does the route vary depending on the mode of travel?
5. What areas of the Centre present challenges?
6. What are the specific challenges e.g. traffic volume, width of the road, signal timing?
7. Grade, discontinuity of the route, condition of the route?
8. Do the challenges vary by season or time of day?
9. Is the challenge specific to the respondent's mode of travel?

LOCATIONS FOR ROVING INFORMATION STATIONS



- | | |
|----------------------------------------------|-----------------------------------------|
| 1 Entrance #2 of the Scarborough Town Centre | 8 Shoppers Drug Mart |
| 2 Scarborough Civic Centre Library Branch | 9 200 Consilium Place (office building) |
| 3 Real Canadian Superstore | 10 Ellesmere Bus Stop |
| 4 Lee Centre Park (surrounded by condos) | 11 Midland TTC Station |
| 5 55 Town Centre (office building) | |
| 6 Scarborough Town Centre TTC Station | |
| 7 885 Progress Avenue (office building) | |

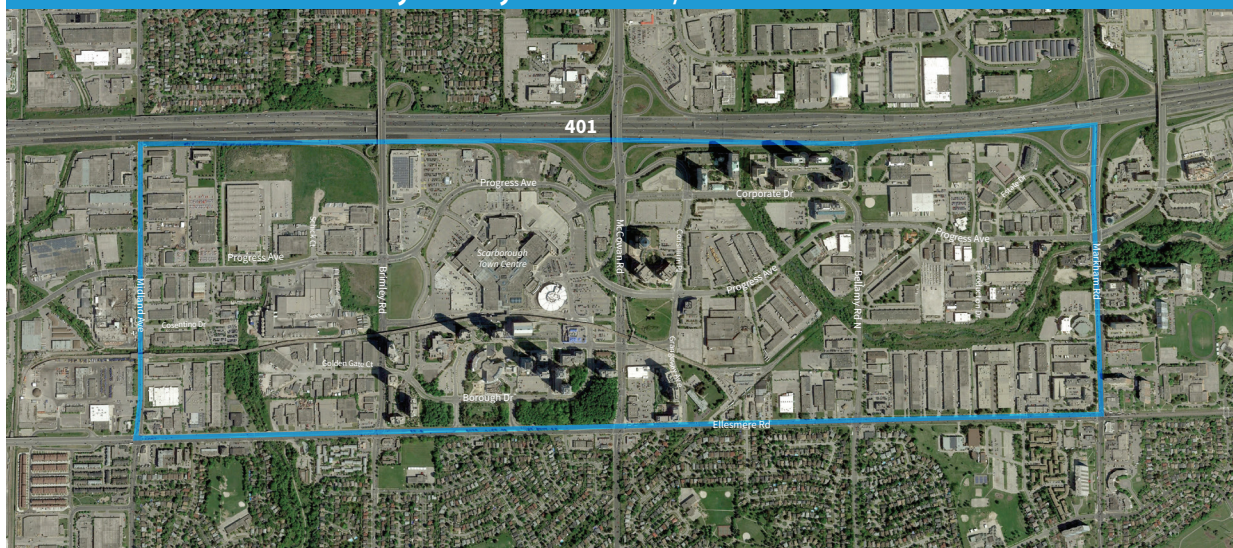
Roving Information Summary (cont'd)

Respondents were asked to mark on a site map locations they visit often and the routes they take most frequently.



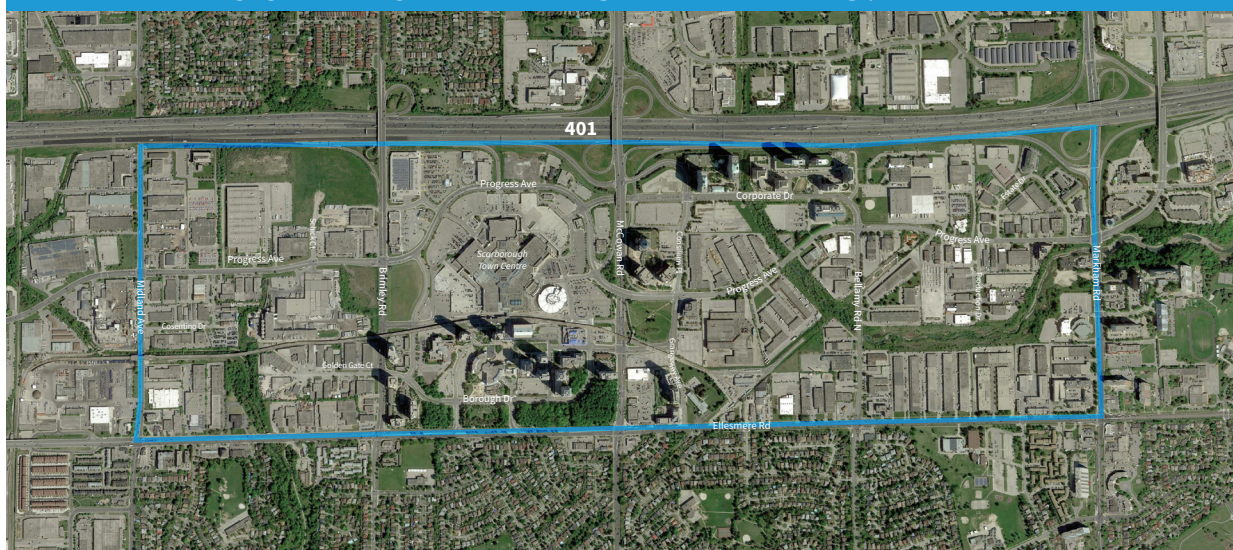
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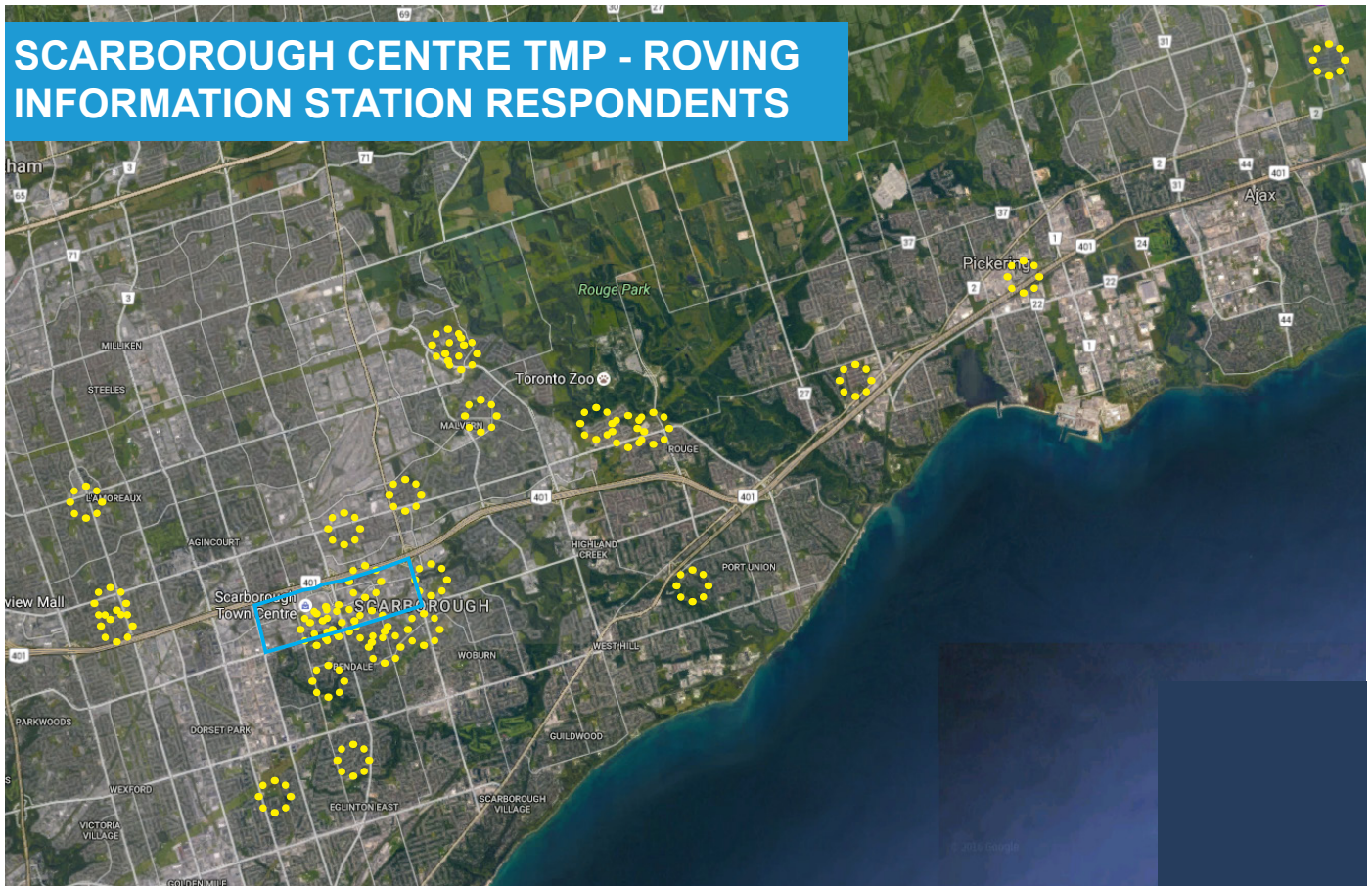


Feel free to add comments, dots or post-it notes to the boards



Roving Information Summary (cont'd)

SCARBOROUGH CENTRE TMP - ROVING INFORMATION STATION RESPONDENTS



This map indicates the postal code of survey respondents (in yellow) and the study area (in blue).

Scarborough Centre *Transportation Master Plan*

December 2016

Public Consultation Meeting #1

November 29, 2016

What We Heard



Table of Contents

1.	Foreword	1
2.	Public Notices	2
3.	Public Comment Sheets	5
4.	One-on-One Questions	9
5.	Display Board Comments	11
6.	Display Boards	13
7.	Presentation	32

Foreword

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.

65

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

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

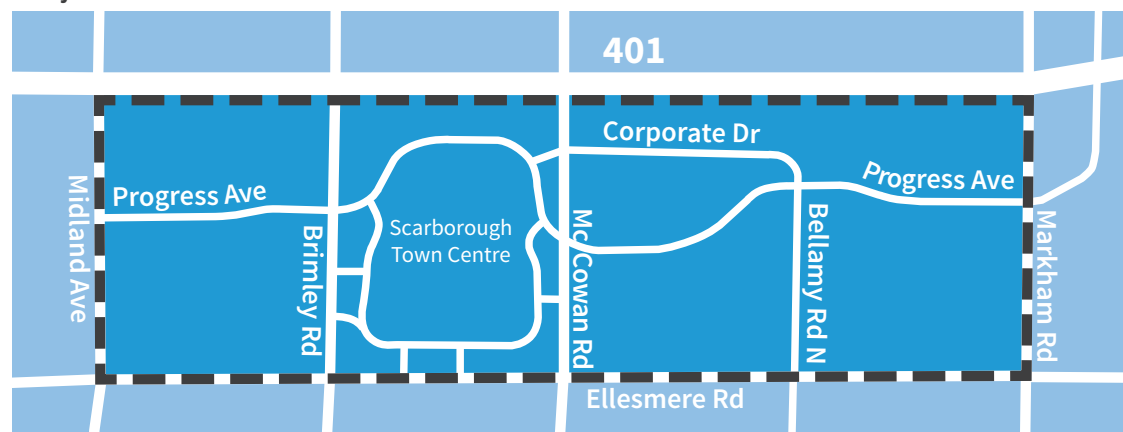
This meeting is also a great opportunity to hear from those interested in participating in the Study's Local Advisory Committee (LAC). This committee will represent the community and act as a sounding board for the Project Team prior to future public consultation meetings. The LAC will include residents from the community, representatives from resident and landowner groups, local employers, and other stakeholders.

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

Study Purpose

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Study Area

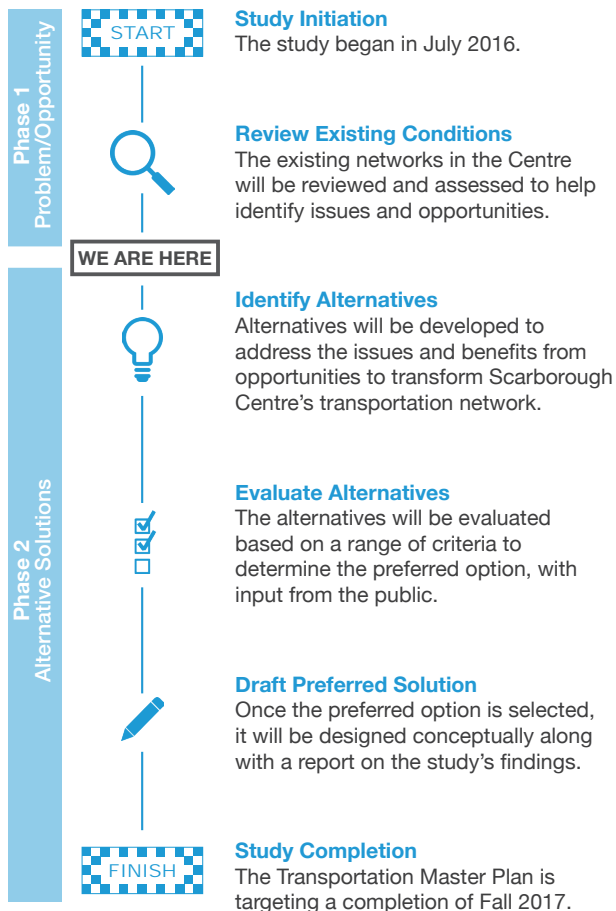


Public Notices (cont'd)

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.



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

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

f Check out our Facebook Page
facebook.com/sconthemove

🌐 Keep up to date by checking the project's website at
www.toronto.ca/sconthemove

Ben Morell

Assistant Transportation Planner
City Planning Division
416-396-5376

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, 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.

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.



Notice of Public Consultation Meeting

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

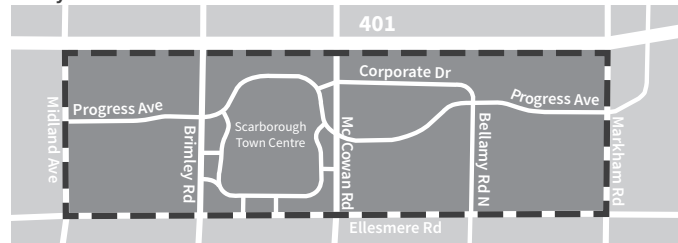
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- Your transportation priorities;
- Preliminary transportation solutions; and
- Key challenges, opportunities, and other concerns.

✉ email your comments to sconthemove@toronto.ca

Keep up to date by checking the project's website at www.toronto.ca/sconthemove

Ben Morell
Assistant Transportation Planner
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Public Comment Sheets

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)

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)

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)

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

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)

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

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**

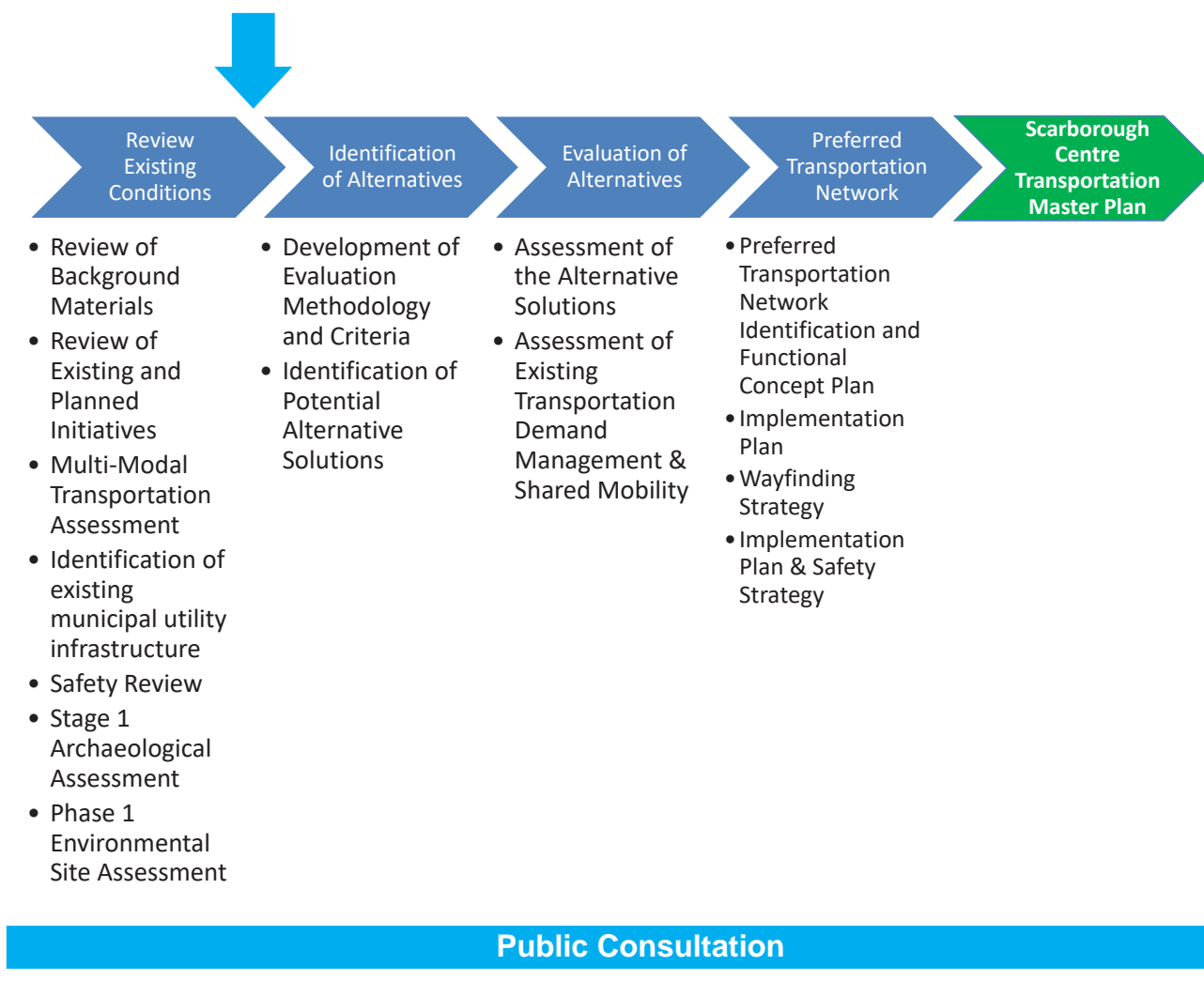
Transportation Master Plan

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.

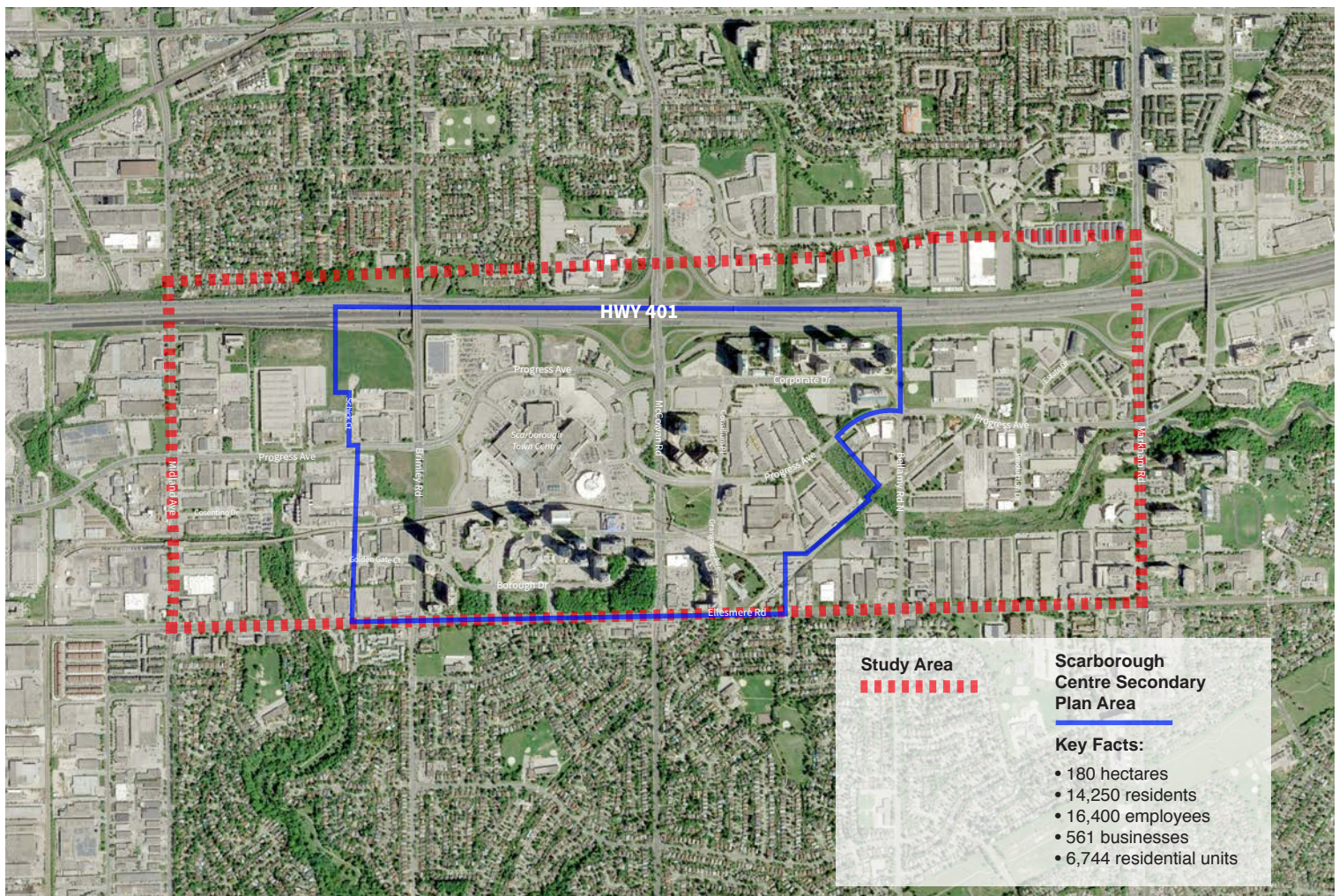
We are Here



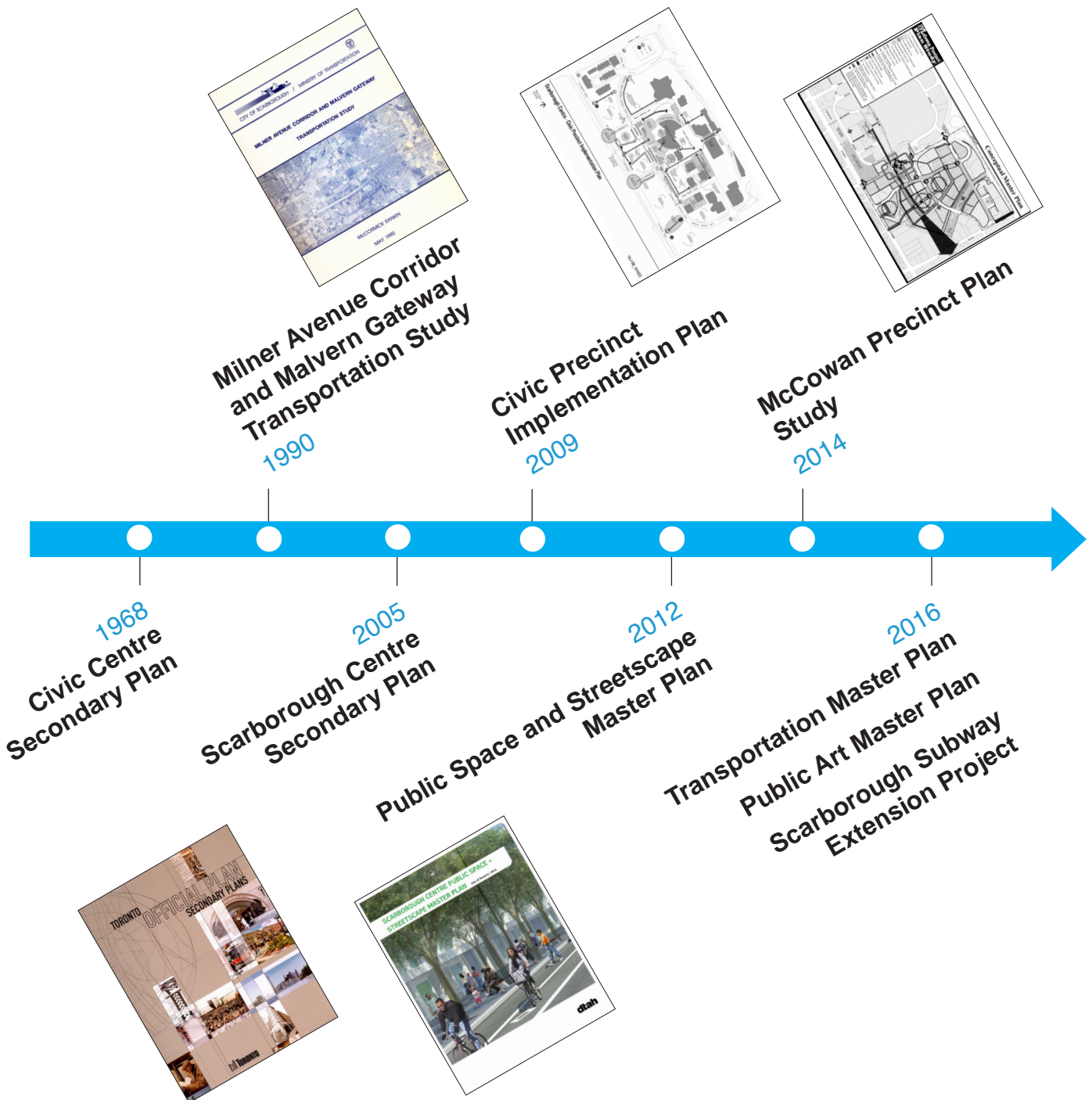
Study Area

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

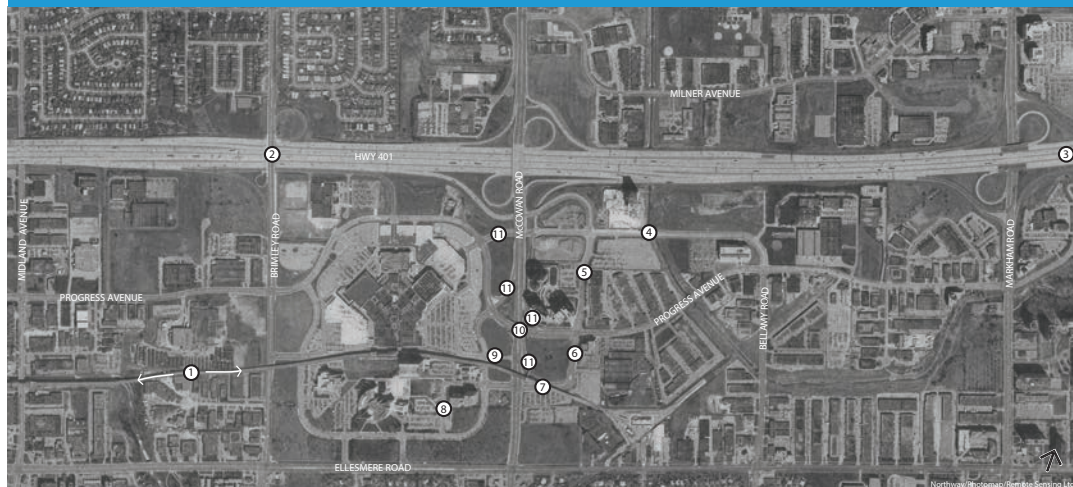
New Roads

- 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



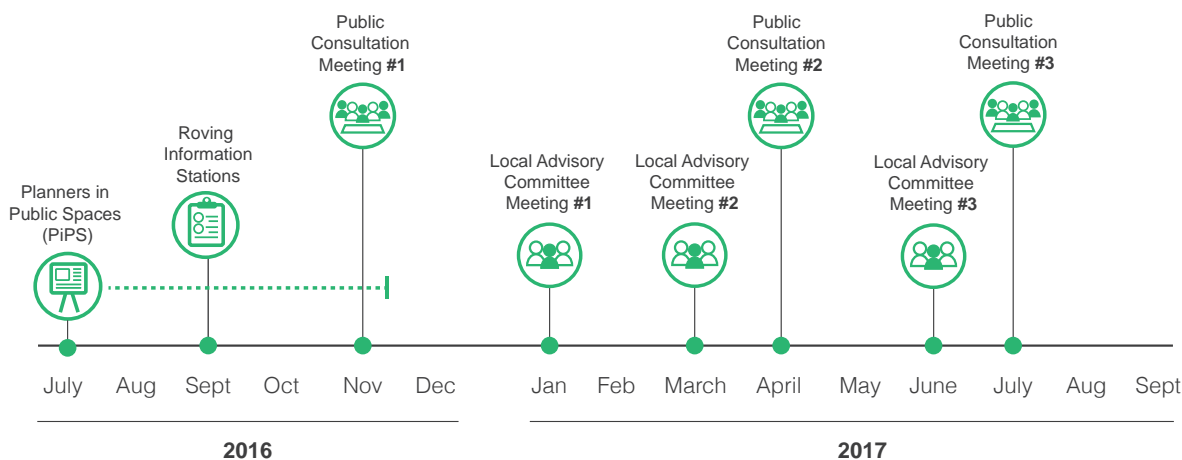
Check out our Facebook Page
facebook.com/sconthemove



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



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



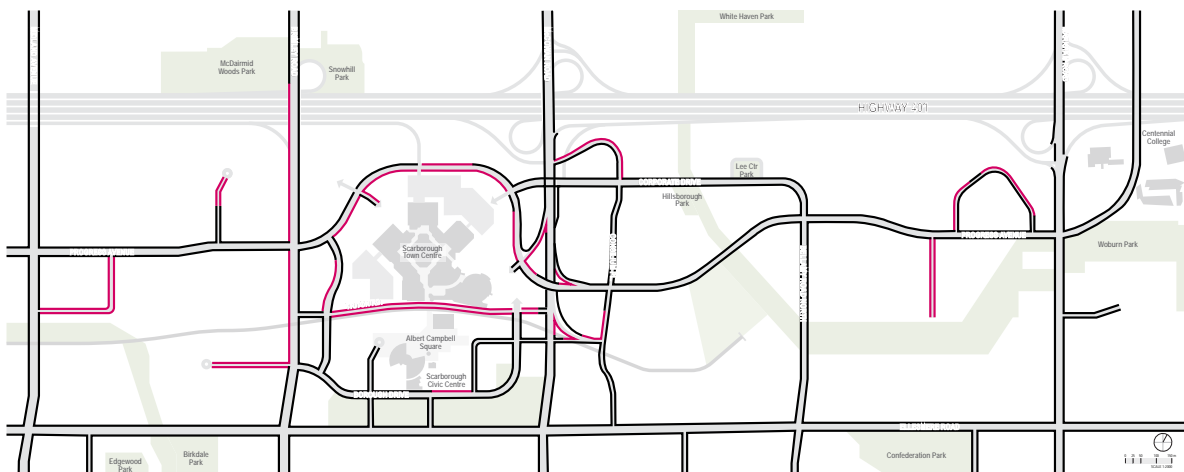
Further the development of **Transportation Demand Management (TDM) programs** such as bike share and auto share



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

Existing Conditions

PEDESTRIAN NETWORK

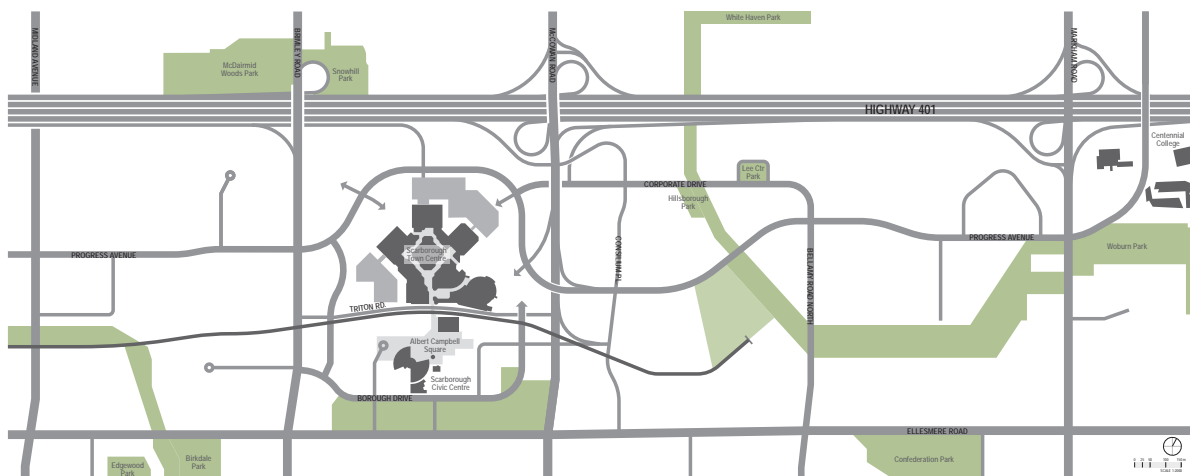


- The sidewalk network is limited
- Some streets lack sidewalks on both sides of the street
- Aside from the street network, the sidewalks are limited to the Scarborough Town Centre Shopping Mall, and the Scarborough Civic Centre

Legend

- Sidewalk
- No Sidewalk

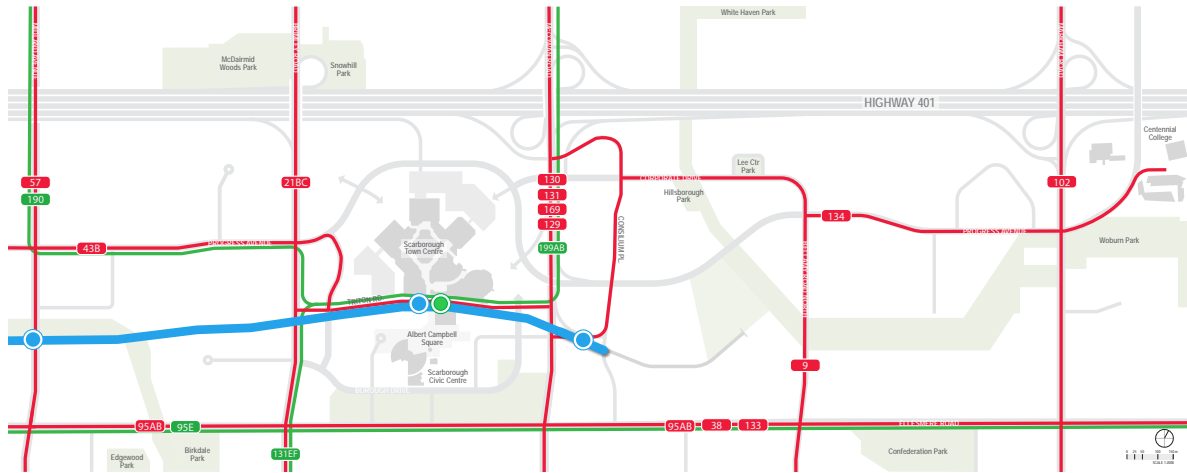
CYCLING NETWORK



- 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

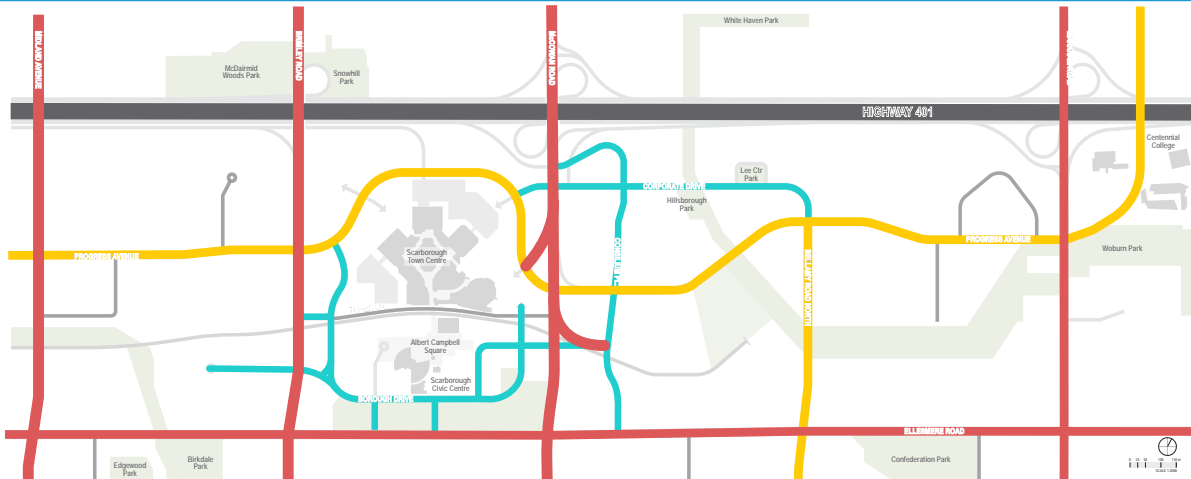


- Scarborough Centre is currently served by two TTC Line 3 (SRT) stops
- The bus network relies on the Triton Road connection to Scarborough Centre Station
- The future of transit in the Centre is also being studied in the context of the Scarborough Subway Extension which is examining options for an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



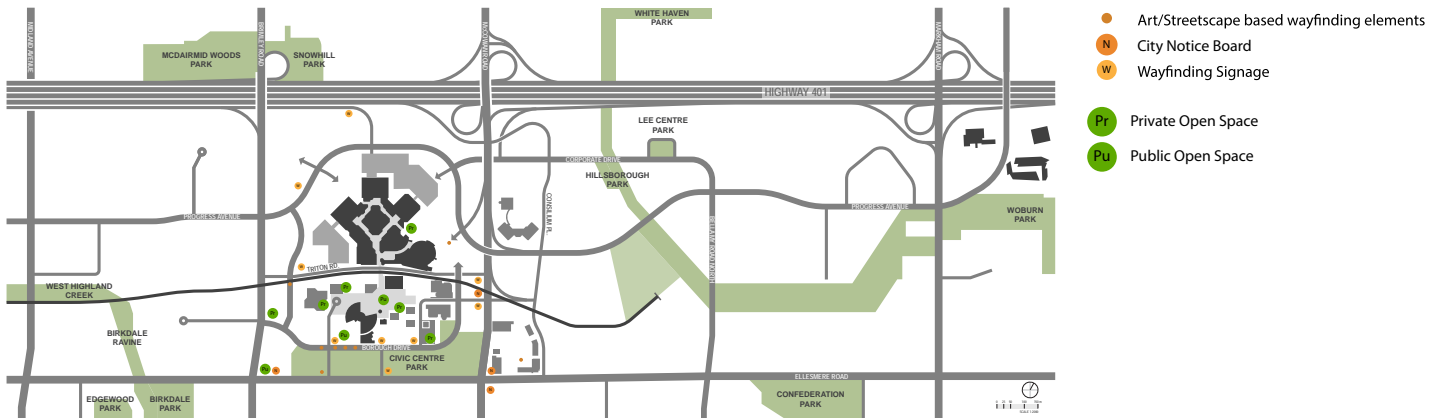
- Scarborough Centre is primarily car-oriented
- Progress Avenue and Borough Drive form a ring-road around Scarborough Town Centre
- McCowan Road is defined by overpasses and on/off ramps

Legend

- Provincial Highway
- Primary
- Secondary
- Tertiary

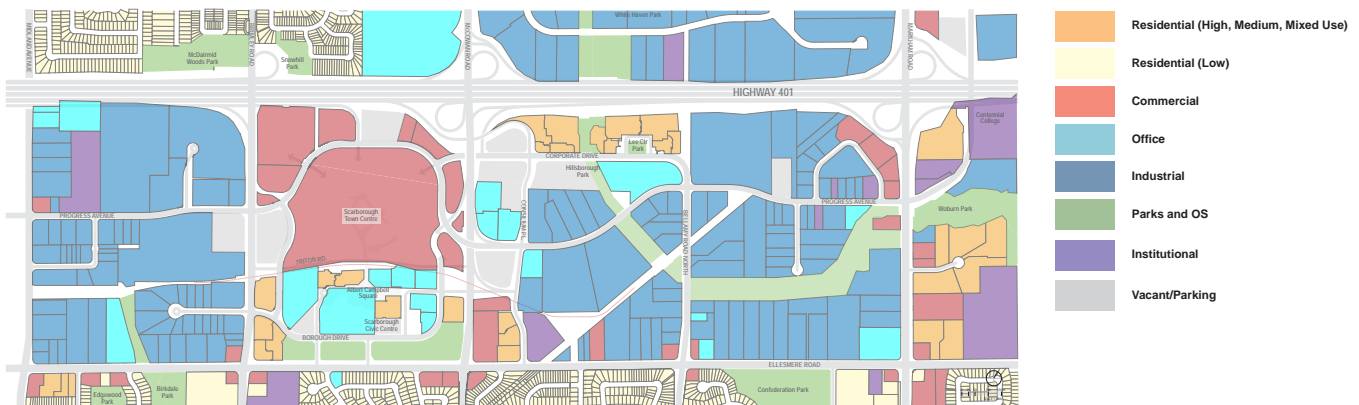
Study Area Existing Conditions

WAYFINDING & GREEN SPACE



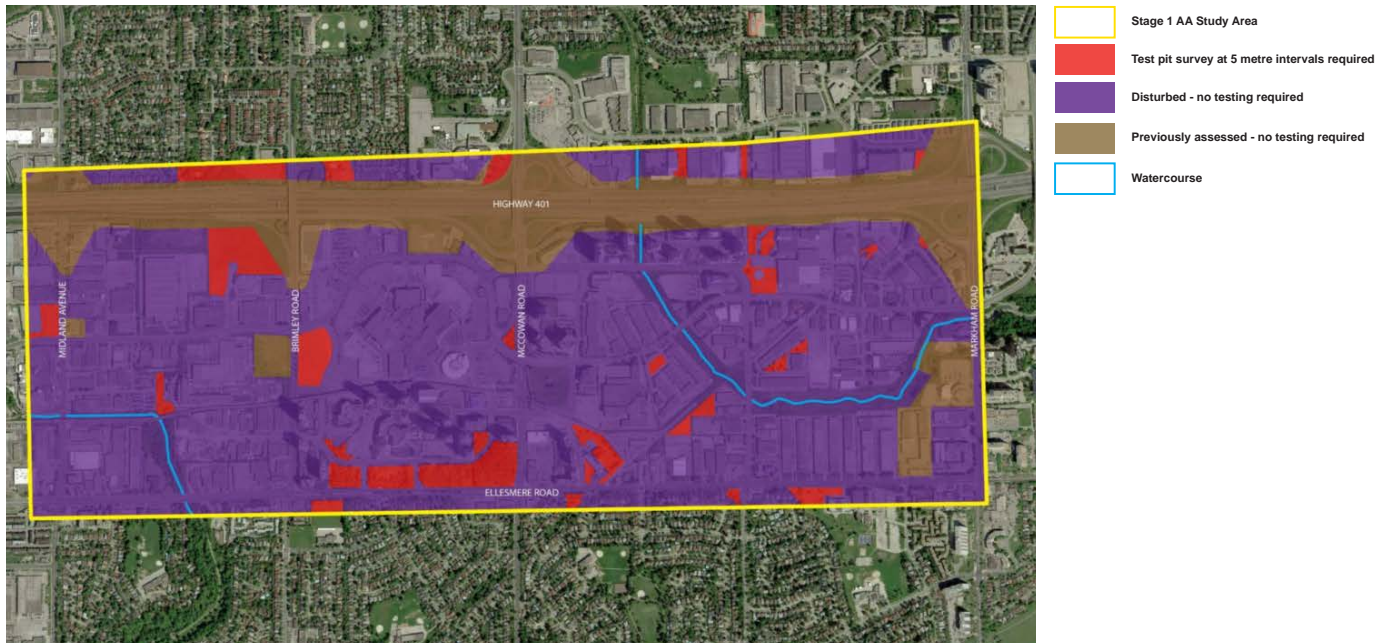
- Lack of consistent signage and wayfinding
- Confusing for transit users, pedestrians and cyclists

EXISTING LAND USE

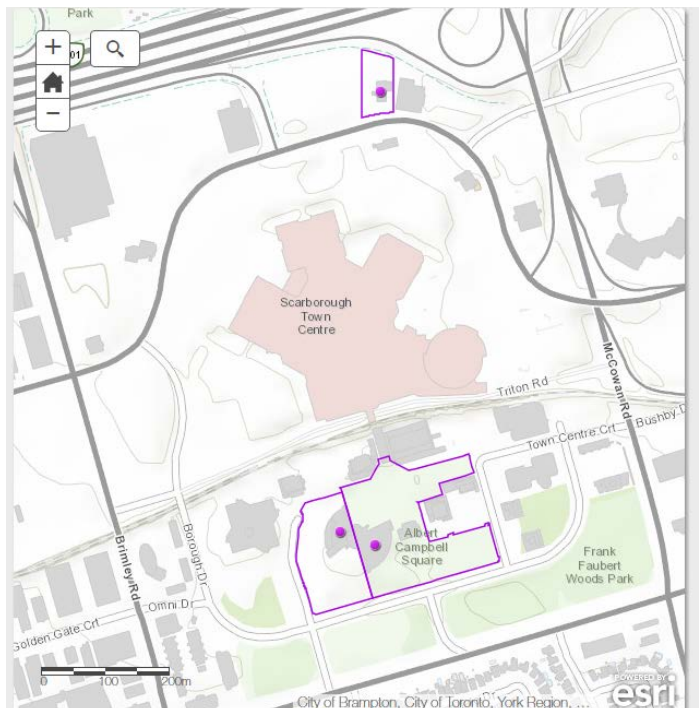


Study Area Existing Conditions

ARCHAEOLOGY & HERITAGE



Red marked areas have archaeological potential



Designated Features:

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

Heritage Property Search

Opportunities



Enhance the public realm



Create a safe pedestrian environment



Accommodate transit-oriented development



Provide for pedestrians, cyclists, transit riders and drivers



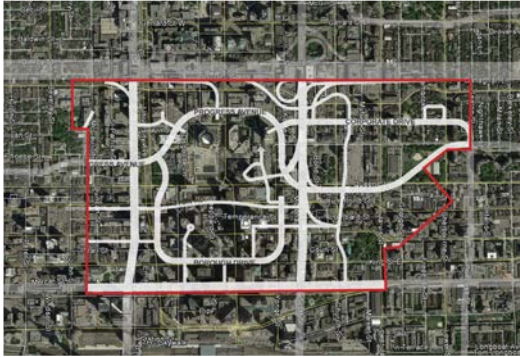
Leverage other public and private initiatives



Enhance wayfinding



Constraints



Coarse street network with large blocks & single-use buildings



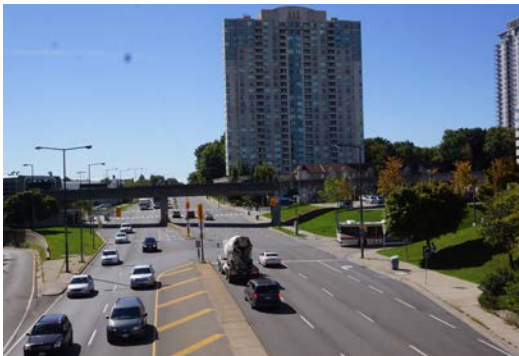
Lack of connections throughout the Centre



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



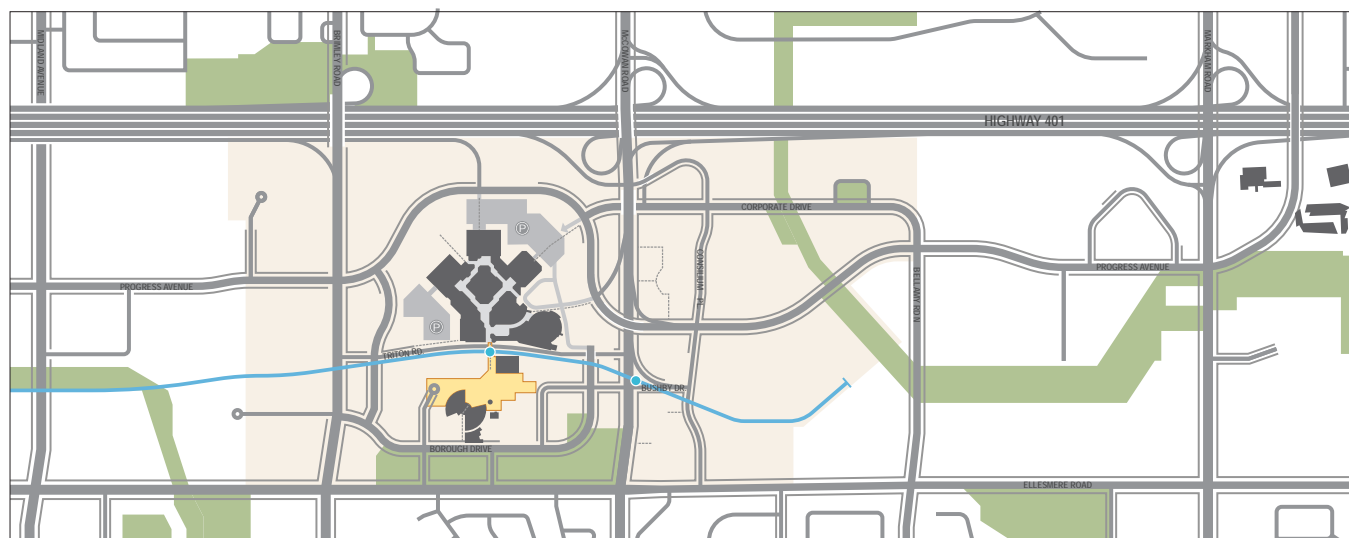
Draft Vision

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

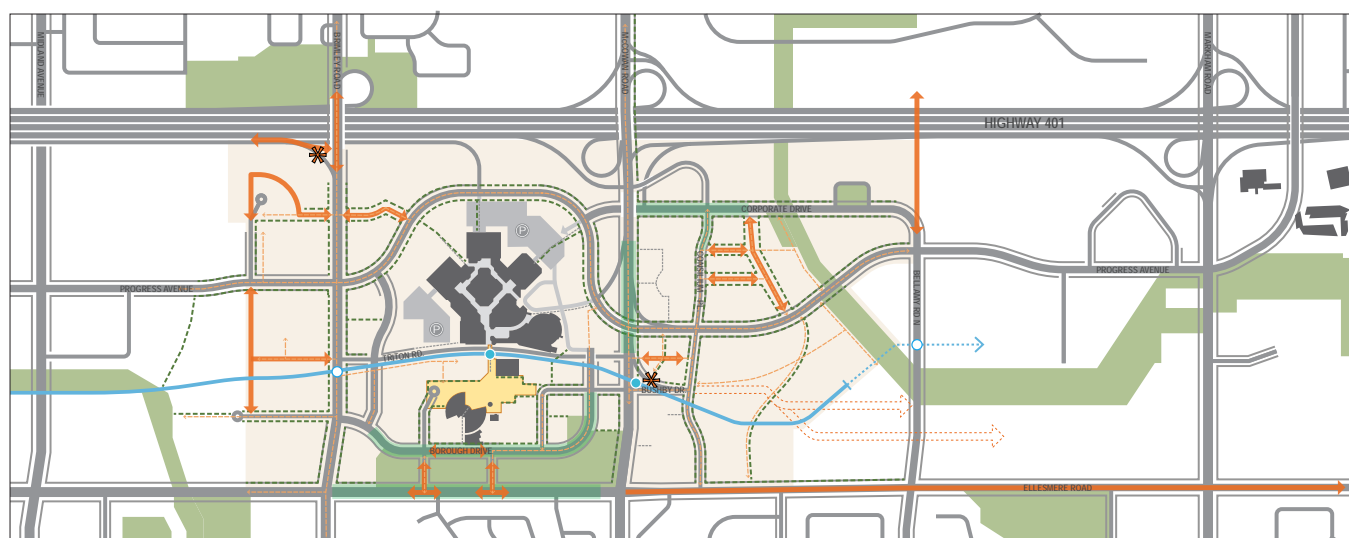


Scarborough Centre
on
the move
building connections

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
on
the move
building connections

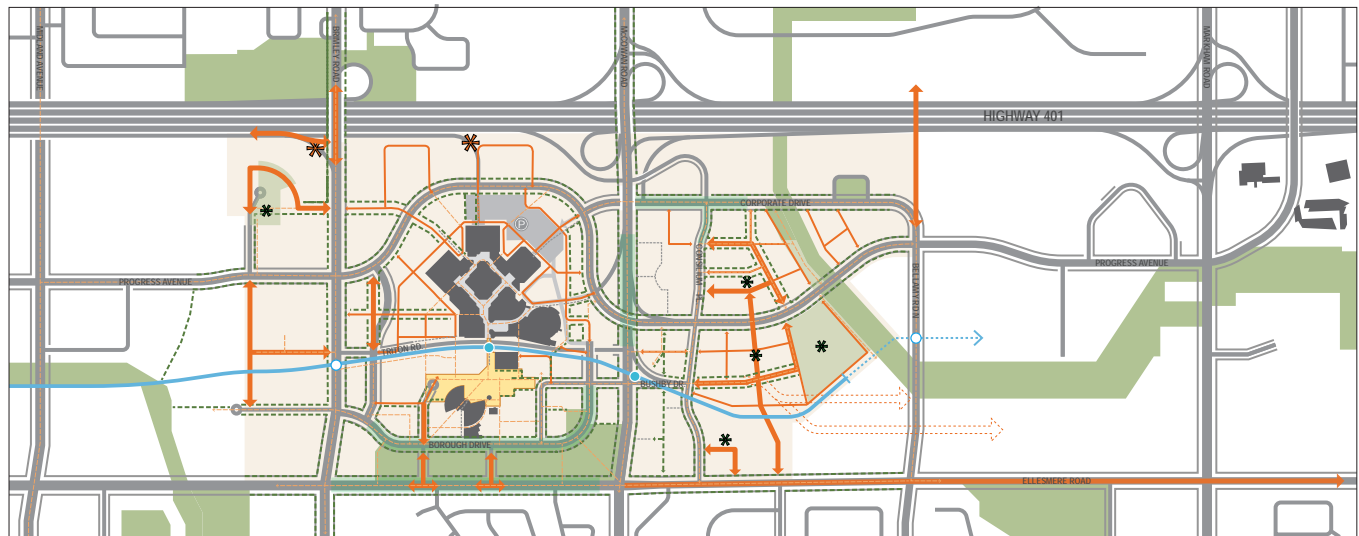
Scarborough Centre Secondary Plan Vision

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 Busby Drive Extension/Alignment	Potential Road Closing	Potential & Existing Boulevard Trees/Landscaping

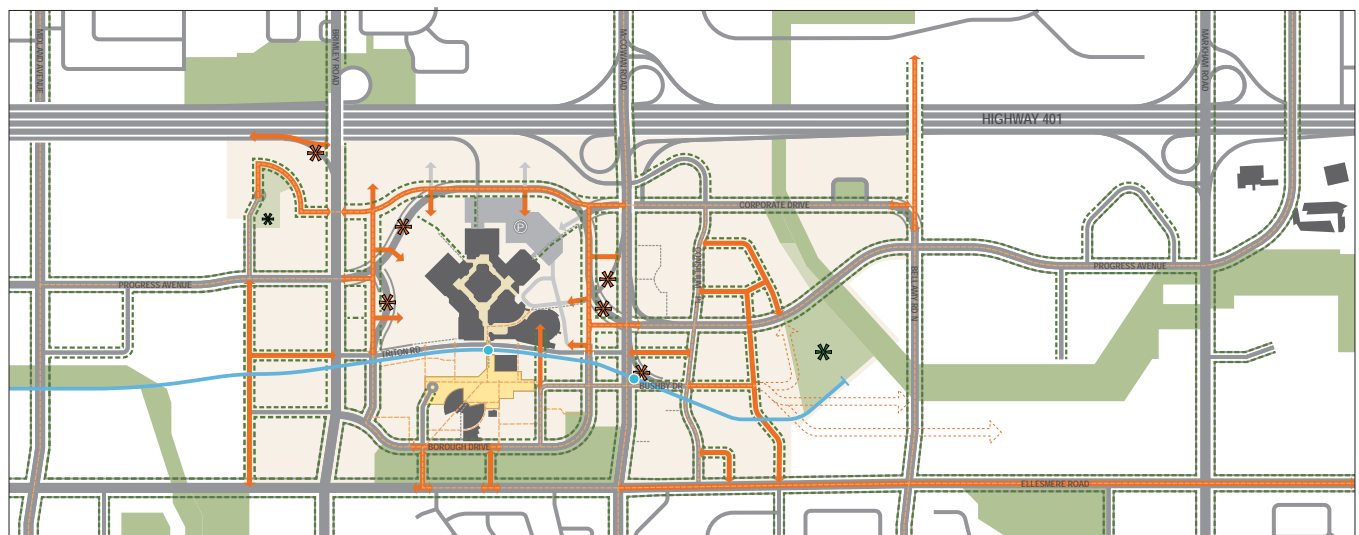
LEGEND		
Scarborough Centre Secondary Plan Area	Existing Line 3 (SRT)	Existing Sidewalk
Public Square	Proposed Line 3 (SRT)	Existing Road
Existing Public Open Space	Private Road	Private Linkage/Public Accessible
		Structured Parking

Alternative Scenarios

Scarborough Centre Secondary Plan & Subsequent Planning Studies



Scarborough Centre Transportation Master Plan's Emerging Vision



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

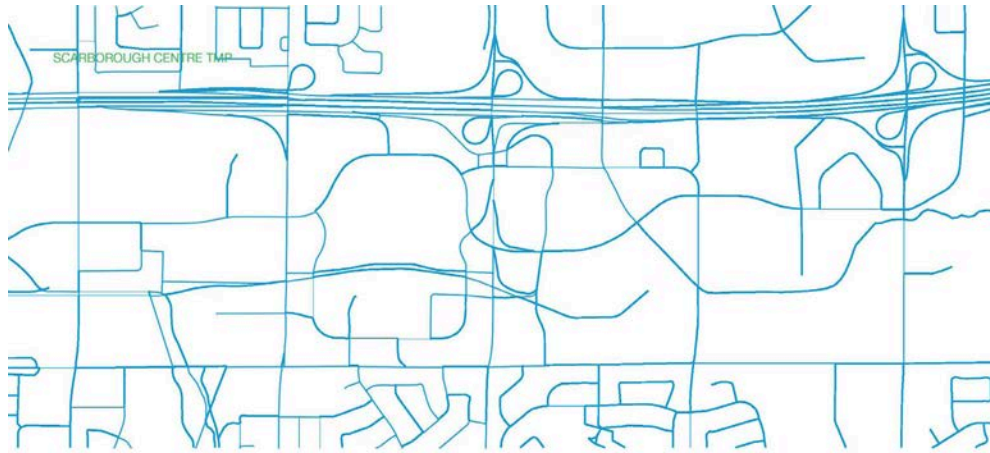
Improvements to the transportation system should be affordable to build, maintain and operate.



CHOICE

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

Presentation



SCARBOROUGH CENTRE TRANSPORTATION MASTER PLAN (SCTMP)

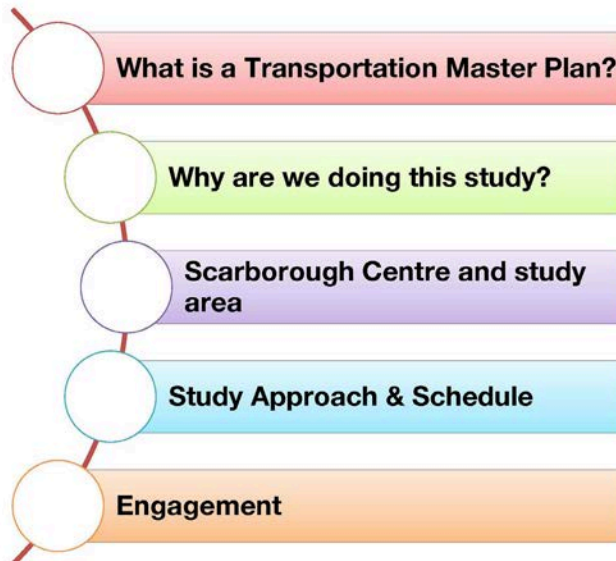
November 29th 2016
Public Information Centre (PIC) # 1



LEAP The Planning Partnership PERKINS+WILL

Presentation Outline

SCARBOROUGH CENTRE TMP

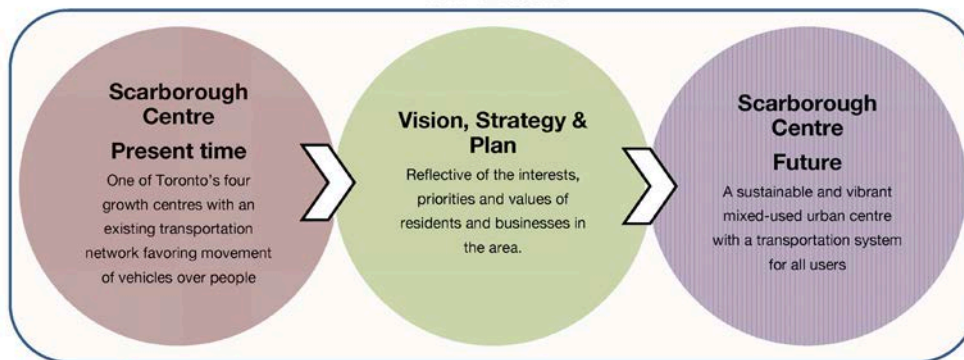


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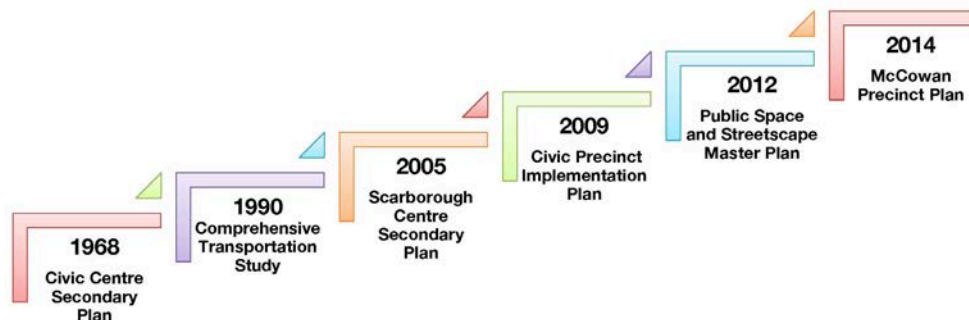
Transportation Master Plan

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



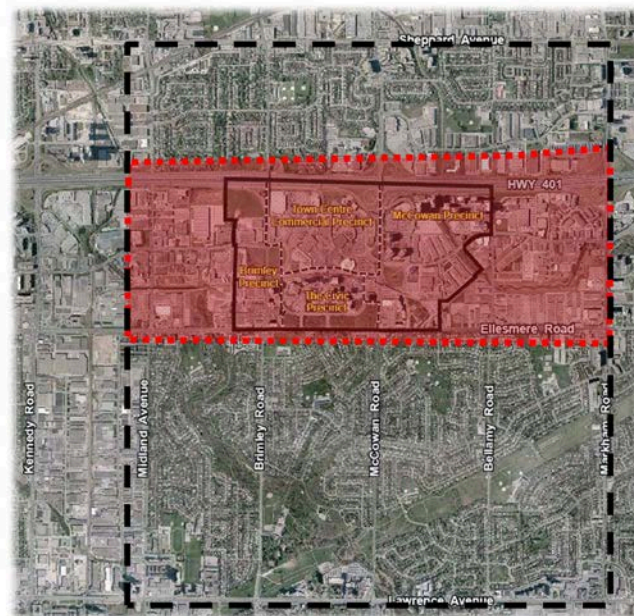
Opportune time for a comprehensive transportation review

Project Team



Study Area

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

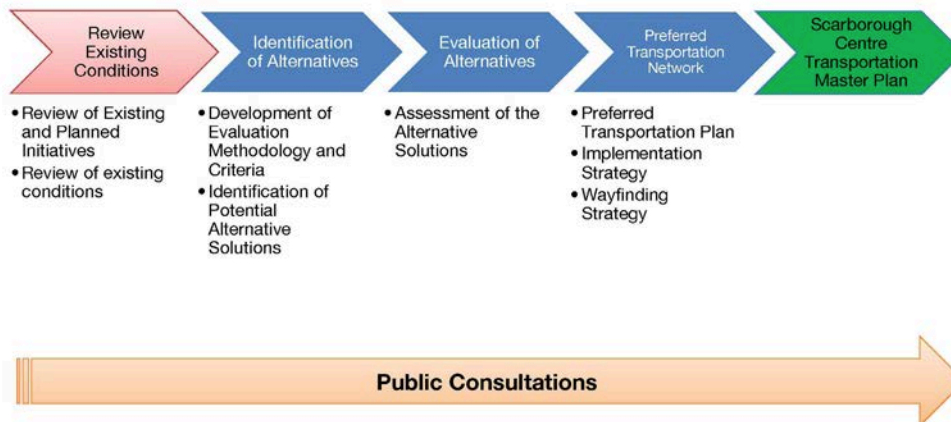


Scale of Scarborough Centre



Study Approach

We are Here



Project Schedule



Scarborough Subway Extension

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

How to get involved?



Email your comments to
sconthemove@toronto.ca



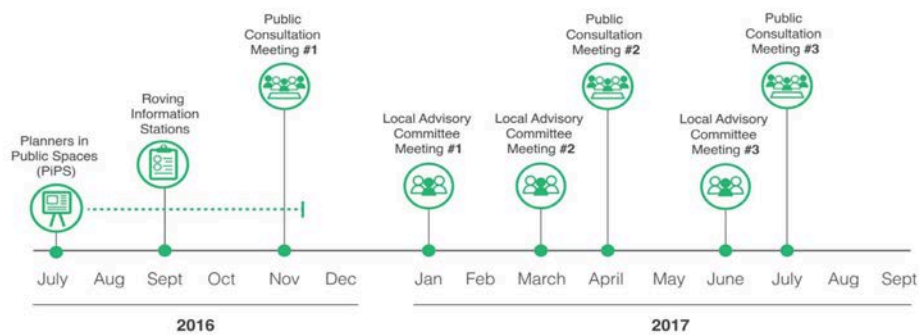
Check out our Facebook Page
facebook.com/sconthemove



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



Scarborough Centre
on the move
building connections

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

Scarborough Centre
on the move
building connections

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**

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
Ebun 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/sconthemove)

Scarborough Centre Transportation Master Plan
Local Advisory Committee (LAC) Meeting #2 – April 20, 2017
Meeting Notes

LAC Members in Attendance:

Iain McLeod – Glen Andrew Community Association
Ebun Lewis – Scarborough Centre Resident
Ted Chesney – Toyota Canada
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
Mimi Lau – Scarborough Community Renewal Organization
Mark Jacobs – Walk Toronto
Cindy Vienneau – North Bendale Community Association
Karthika Aathavan – Scarborough Resident
Raakeeb Khan – Director and treasurer of TSCC 2347, 50 Town Centre Court

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
Nasim Norouzi, Transportation Planner, Scarborough District

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, how the project has progressed since and how the project team has responded to feedback received. For example, for this meeting, the presentation included simplified maps to make it easier for members of the LAC to provide feedback. The Consultant Team then briefly welcomed everyone and the LAC members introduced themselves to the group.

Presentation on Project Schedule, Constraints, Opportunities, Guiding Values and What We've Heard so Far

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 City provided an overview of the efforts to spread the word about the second public meeting for the Scarborough Centre Transportation Master Plan, taking place on May 10th, 2017 at the Civic Centre, and encouraged the group to do the same

through their own networks. The City offered to provide copies of the public meeting notice if requested.

Presentation and Discussion on the Alternatives

The Consultant Team presented the alternatives, which consisted of Alternative 1 – Existing Conditions, Alternative 2 – Current Policy Framework and Alternative 3 – Emerging Vision. The Consultant Team asked the LAC if there were any questions. The Team clarified that the black dotted lines could represent either shared vehicle/active transportation linkages or pedestrian/cyclist connections. It was also explained the diagrams would be further clarified in subsequent maps. The City explained that the subway extension would be discussed during the public meeting on May 10th but indicated the general alignment and directed the LAC to the staff report for more information (<https://goo.gl/XGeiBj>). The bus terminal is anticipated to expand through this work. The following questions and issues were discussed:

- How is the McCowan trench being addressed? – The City answered that the Emerging Vision includes bringing McCowan to grade, and the Consultant Team further expanded that through the normalization of the intersections McCowan Road would be brought up a bit and Progress Avenue lowered a bit. This will improve the connectivity of the area.
- There are very few opportunities to safely cross Borough Drive (i.e. no crosswalks at the southwest T-intersection of Borough Drive and Town Centre Court) and therefore a lot of people try to jaywalk. The City explained that this level of detail isn't shown but that all public streets are intended to have sidewalks on both sides, and that it will be important to look at connectivity opportunities.
- Proposed Bushby connection? The City answered that this was identified in the OP and the McCowan Precinct Plan and that the team is evaluating where/how far this connection should go.
- Need better and more pleasant connections between Borough Drive and Ellesmere Road.
- Looks like the McCowan Precinct area is being cut up into very small parcels. What type of streets would these be and what uses are envisioned? Could be hazardous for truck traffic. The Consultant Team answered that it will be a range of street types. Part of the question was deferred to a bit later in the presentation which would go into more detail. The block sizes will be similar to downtown and other Centres in Toronto since that is the type of density expected for future development.
- Has there been any consideration of lighting types (for example reducing light pollution)? - This level of detail will not be addressed in this project but the City has established standards which will guide future investments.
- Discussion of cycling connection on Bellamy Road north of Milner Avenue – concern about potential new street cutting through neighbourhood south of Sheppard Avenue.
- Concern about volume of left turning traffic onto McCowan Road to get north. The City asserted that more detailed analysis will be completed as part of the next phase of work on this study.
- Some concern about the street network off of McCowan Road and how changes may impact traffic. The Consultant Team agreed that the current street layout currently addresses the needs of vehicle traffic, however it does not serve the needs of any other transportation mode. The potential traffic impacts of the changes will be part of the future detailed analysis.
- The City reaffirmed that thorough analysis will be done and that this is a plan for all modes of transportation, rather than only vehicles – which includes active transportation and goods movement

- What about exploring laneways in McCowan area? Might work for smaller commercial deliveries, although not major transport trucks. The Consultant Team explained that the street network will have a range of sizes, although not really to the detail of laneways – but if downtown Toronto-type of development is realized, laneways may be possible.

Presentation and Discussion on the Evaluation Principles and Evaluation Results

The Consultant Team went through the evaluation principles and results. The LAC was reminded that the Team recently presented to the Planning Review Panel on March 4th 2017 and that through this process, the evaluation principles were simplified. The principles are related to the City's Transportation Policy Official Plan Review/"Feeling Congested" initiative as well as other City priorities.

The Consultant Team asked the LAC if there were any questions or need for clarification. The City also introduced the more detailed evaluation handout which provides more information. The LAC was invited to email in questions following the meeting and a closer look at the evaluation material. The following discussion took place:

- Where are the truck movement routes in Alternative 3? The Consultant Team explained that the truck movement network is under development and a future, more detailed Alternative 3 map will include the results from a survey sent to area employers. Where mixing would occur on the same street, there would be no bike lane on the street but a dedicated (separated) cycling facility.
- Are there any upcoming developments that the City is aware of? Anything happening to City parking lot? The City answered that the parking lot is a declared surplus City-owned property and may eventually be sold for development. Development is approved in Scarborough Centre though no cranes yet – discussions have taken place with developers on various sites throughout the Centre.
- Are the new streets, dedicated cycling and pedestrian paths separate projects or linked to development? How will they be implemented? The City explained that it would be a combination. For example, the finer McCowan Precinct grid network would likely be realized through development while the normalization of McCowan would be a stand-alone City-initiated project. An implementation plan will represent a key part of this Transportation Master Plan.
- Will the subway station change the GO station? The City explained that the GO station would be integrated into the new larger bus terminal.

Presentation and Discussion on the Preliminary Preferred Alternative

The Consultant Team went through the preliminary preferred alternative and deconstructed the map by showing various layers/components which are included. The Team explained that this helps to simplify the plan to better communicate the various components.

1. Street Network

- Concern with reducing ability to turn north on McCowan Road from Bushby Drive (getting rid of free-flow ramp) since the intersection is already very busy. The Team responded that the finer grain network provides more options to access McCowan Road to disperse traffic volume, even if there is no free-flow ramp. It is important to consider other modes of transportation and the difficulty of crossing ramps for these other modes.

2. Transit Network (in development with TTC and other transit providers)

3. Walking and Cycling Network

- Importance of east-west connections and opportunities for bike share locations

4. Block Structure

The LAC was asked if they had any questions with respect to the four layers.

- Street network – need for additional east-west connections (consider Golden Gate Court). The Consultant Team explained that there were more challenges with this potential connection than the others.
- Highway 401 interchange at Markham Road is a mess. Movements from Highway 401 eastbound off ramp across to Centennial College are dangerous. Recommended solutions could include: closing this eastbound to southbound free flow ramp and bringing it through signals as double right turn lanes; extending southbound Markham Road curb lane down to Progress Avenue as a right turn only lane. There should be further talks with the Ministry of Transportation (MTO) to attempt to improve the area's interchanges.
- Need additional transit infrastructure to support the subway as it will only be going one stop, what about Bus Rapid Transit - BRT (i.e. with dedicated lanes)? Is Scarborough prepared to lead the establishment of a full BRT on Ellesmere Road? The City explained that some preliminary work/studies are starting with Metrolinx, TTC, the City and Durham Region. A BRT is on the radar of the City but a decision has yet to be made about who would operate the service – currently a Durham Region service.
- New Park adjacent to Albert Campbell Square – located above a parking garage and has good security (cameras) on Civic Centre side and Government of Canada side but nothing in the actual park, need cameras since in a major residential area. The City explained to the group that the development of the park is currently up for tender and construction will likely start in July. No cameras have been included in plans but the design is very safety and visibility oriented.
- The mall seems to change in preferred option (i.e. parking structures), why? – The Team responded that Oxford Developments is currently going through a master plan process and so there are opportunities to potentially redevelop the lands surrounding the mall, including the parking structures. The City is working with Oxford Developments and will fill in their part on the map when it is available.
- There were discussions a few years ago about wide sidewalks with trees around the mall. The City explained that the design of the streets will be based on a number of principles (in accordance with the City's Complete Streets Guidelines) so the street cross-sections will depend on land uses, but some will include wider sidewalks - still evaluating which elements will be needed where. The City mentioned that the cited discussions were part of the Scarborough Centre Streetscape Master Plan project and that this study builds on the past plans looking at the Centre more comprehensively. They are still considering extending Bushby Drive to Markham Road.
- This transportation master plan is a long term plan, and an environmental assessment will presumably be needed for specific projects, so will this project really be providing more of a menu of options, to be refined at the more detailed stage? The Consultant Team explained that the transportation master plan addresses phases 1 and 2 of the environmental assessment process, subsequent studies and work will be required to complete phases 3 & 4
- There seems to be a lot going on along McCowan Road, will there be any cross-sections provided at the public meeting to show how all the components will fit together? The team responded that typical or illustrative cross-sections will likely be provided for the final stage (the Fall 2017 public meeting). At the May 10th public meeting, the Team will be asking what design elements people would like to see i.e. street trees, benches, bike infrastructure etc. The Team briefly described how the May 10th public meeting will be set up.

The LAC was asked if there were any last comments.

- Concern about increased traffic and noise as a result of closing some ramps and how increased traffic could be a danger for walking to the transit station and the mall. The Consultant Team stated that this will be looked at through the detailed analysis, and they reminded the LAC that there will also be more route options to disperse traffic.
- Concern about more traffic on Ellesmere Road if a dedicated BRT lane is added, as well as turning impacts. The City responded that a dedicated BRT lane would be in addition to existing lanes (i.e. road would be widened).
- Interested in economic development, what would be the impacts on commercial development? The City explained that there are no guarantees but that they are trying to create an incentive for new development. The proposed plan will make the area far more attractive and hopefully create market demand.
- It would be beneficial to have the Toronto Walking and Cycling Map at the May 10th public meeting to compare with the Walking and Cycling Network layer.
- McCowan Road already very congested between Ellesmere Road and Bushby Drive which could be further impacted by all the future turning buses.
- Albert Campbell Square provides a great opportunity to create a cool place to hang out and the City should build on that (i.e. make the skating rink into a splash pad in the summer). There are also other empty spaces in the Square that could be enhanced. The City explained that there had previously been issues with insurance coverage for a wading pool, but which are now resolved. Most of the property is owned by the school board, not the City, though the City maintains it.
- In general, more pedestrian infrastructure is needed and the plan has to ensure that the new subway station/bus terminal is easy and safe to get to for all modes.
- A lot of the concern with new improvements for other modes is based on the assumption that the volume of car traffic will be the same. Need to consider that it will likely be reduced with the improved availability of other modes.
- Is there approved high rise development? The City stated that development is approved in Scarborough Centre though no cranes yet – discussions have taken place with developers on various sites throughout the Centre.
- Most existing zoning in Scarborough Centre is for relatively low density, although will likely see a higher density/Floor Space Index (FSI) when development comes. Most of the area is designated for mixed use in the Official Plan.

Wrap Up and Next Steps

The Consultant Team is working on recommendations for goods movement and the next Progress Memo.

The next public meeting is on May 10th 2017 at Scarborough Civic Centre, and the LAC is encouraged to spread the word.

The third LAC meeting will be in the fall, and the date will be circulated once it is confirmed.

Scarborough Centre *Transportation Master Plan*

June 2017

Public Consultation Meeting #2 May 10, 2017

What We Heard

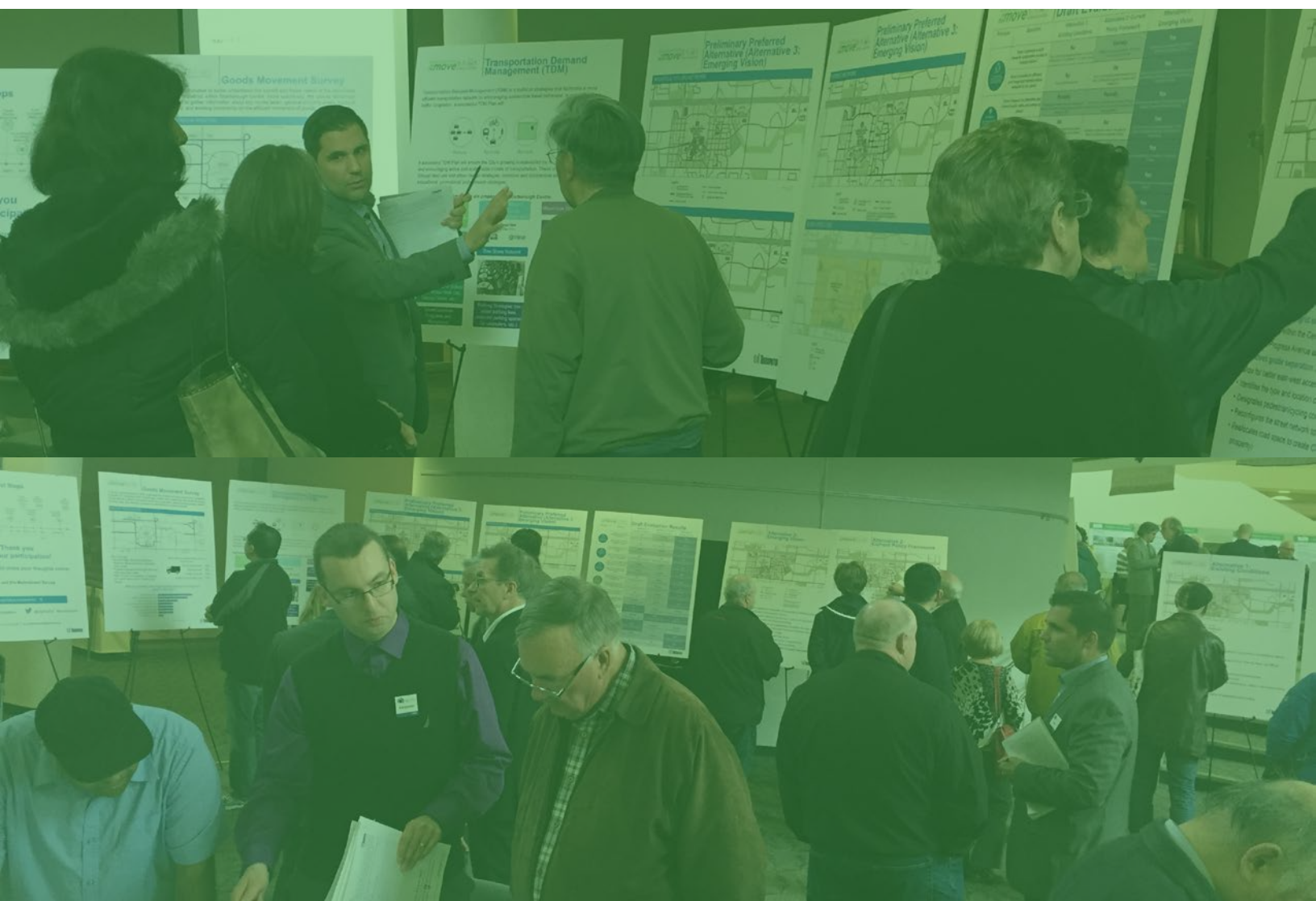


Table of Contents

1.	Introduction	4
2.	Meeting Notices	6
3.	Comments	9
4.	Discussion Station Comments	13
5.	MetroQuest Survey	17
6.	Display Boards	23
7.	Discussion Guide	40
8.	Presentation	46

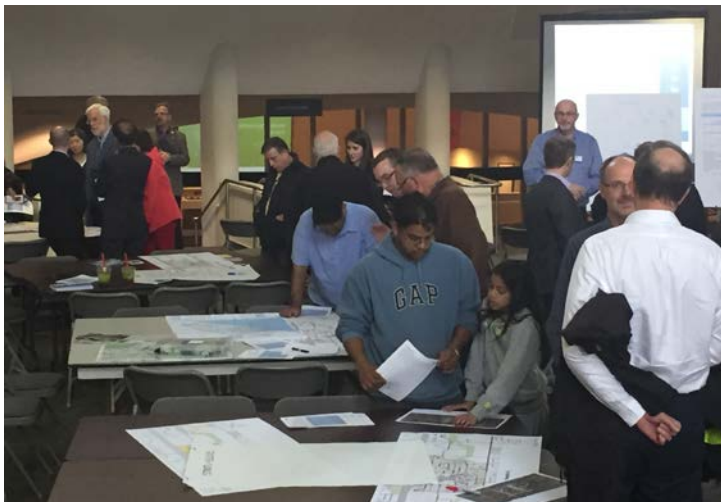
Introduction

This report outlines ‘What We Heard’ at the second Public Consultation Meeting (PCM) for the Scarborough Centre Transportation Master Plan on **Wednesday, May 10, 2017**, including a summary of the input received both at the meeting and by email, as well as the results of the MetroQuest online survey.

Also included are the notices sent out prior to the meeting, as well as the display board panels, discussion guide and presentation displayed at the meeting.

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.



Participants at the second Public Consultation Meeting on May 10, 2017

Introduction (cont'd)

Public Consultation Meeting #2

The May 10, 2017 Public Consultation Meeting (PCM) for the Scarborough Centre Transportation Master Plan took place at Scarborough Civic Centre from 1:30-9:00 p.m.

The interactive drop-in session encouraged participants to provide input and details on the transportation network alternatives, the evaluation undertaken to date, and the preliminary preferred transportation network. The presentation for this drop-in session was played on a loop for the duration of the event.

Participants shared their thoughts by speaking with team members one-on-one and by recording comments directly onto panels and maps at four different discussion stations:

Station 1 - Street Network and Block Structure

Discussions included clarification of the street network and block structure

Station 2 - Pedestrian and Cycling Network

Participants were asked to identify missing links in the pedestrian and cycling networks

Station 3 - Transit

Participants identified where they began and ended transit trips within Scarborough Centre

Station 4 - Complete Streets

Participants were asked to define the various street types in Scarborough Centre and how they would modify them

85 +
Participants

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 second Public Consultation Meeting. The notice was also posted on the Scarborough Centre on the Move website (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.



Notice of Second Public Consultation Meeting

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

We invite you to learn more about the *Scarborough Centre on the Move Transportation Master Plan* study and play a key role in determining future transportation network improvements at our second public consultation meeting.

Date: **Wednesday, May 10, 2017**

Time: 1:30pm to 9:00pm Drop-in Session

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. The session's focus will be on creating a dynamic forum where productive discussions can take place.

Meeting Overview

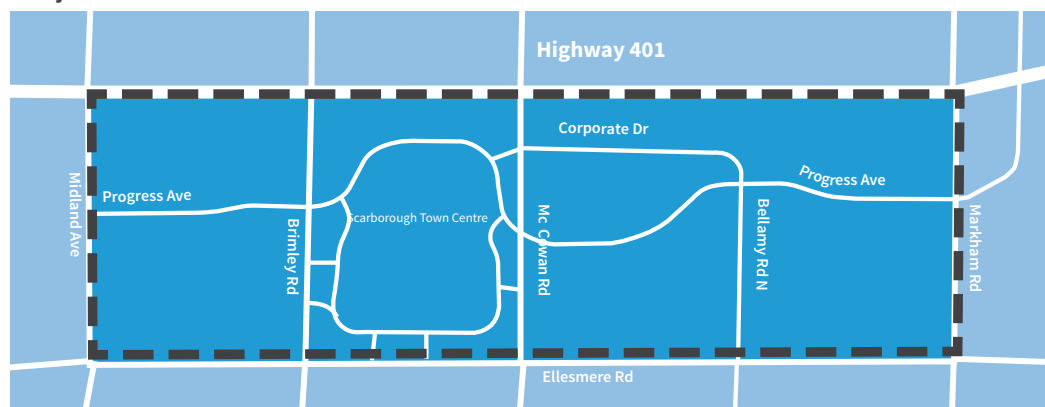
This interactive drop-in session will ask for your input and provide details on the transportation network alternatives being considered, the evaluation undertaken to date, and the preliminary preferred transportation network. Initial recommendations include:

- 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 throughout the Centre; 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

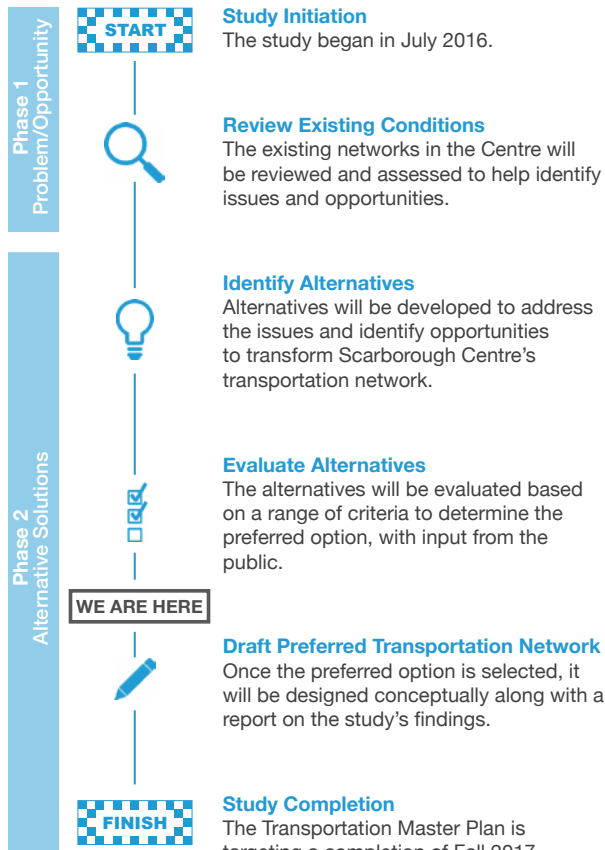


Meeting Notices (cont'd)

The Process

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

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:

- Transportation network alternatives and their evaluation;
- Your priorities for the evaluation; and,
- Preliminary preferred transportation network.

We welcome your insights and comments throughout the study.

✉ email your comments to
sconthemove@toronto.ca

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

f Check out our Facebook Page
facebook.com/sconthemove

🌐 Keep up to date by checking the project's website at
www.toronto.ca/sconthemove

An online survey associated to this public consultation meeting will be available on our project website before May 10th.

Visit the website regularly for updates!

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

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.

Meeting Notices (cont'd)

An ad providing information on the details of the Study's second Public Consultation Meeting was placed in the Scarborough Mirror newspaper on April 27 and May 4, 2017.



Notice of 2nd Public Consultation Meeting

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

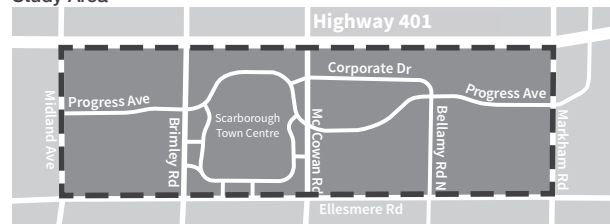
We invite you to learn more about the *Scarborough Centre on the Move Transportation Master Plan* study and play a key role in determining future transportation network improvements at our second public consultation meeting.

Date: Wednesday May 10th, 2017

Time: 1:30pm to 9:00pm Drop-in Session

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 transportation network alternatives being considered, the evaluation undertaken to date, and the preliminary preferred transportation network. Initial recommendations 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 throughout the Centre
- Supporting future transit improvements

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. 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:

- Transportation network alternatives and their evaluation
- Your priorities for the evaluation
- Preliminary preferred transportation network

✉ email your comments to
sconthemove@toronto.ca

Keep up to date by checking
the project's website at
www.toronto.ca/sconthemove

An online survey associated to this public consultation meeting will be available on our project website before May 10th.

Alan Filipuzzi

Senior Transportation Planner
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Comments

The following comments were received at the Public Consultation Meeting on **Wednesday, May 10, 2017** and by email following the event.

McCowan Interchange at Highway 401

- Needs to be improved and become more pedestrian friendly
- Important to consider access across Highway 401

North of Highway 401 at McCowan Road

- Redevelopment potential
- Improved access to McCowan Road is needed

McCowan Road Corridor

- Congested under existing conditions
- Removal of free-flow ramps to and from McCowan Road will slow vehicles

Highway 401/Ministry of Transportation

- Potential opportunity to coordinate improvements with other highway capital projects
- Consider quick-wins (i.e. small changes that can improve pedestrian/cycling environment)
- Consider impact on vehicle operations
- Ministry of Transportation will be undertaking Highway 401 rehabilitation and widening work (eastward from Warden Avenue) in 2019-2025 timeline
- Concerned with reconfigured Highway 401 off-ramp at Brimley Road and potential traffic impacts

Greening / Open Space / Lighting

- Key connections for improved landscaping (Bushby Drive, Progress Avenue, Borough Drive)
- Need for better lighting throughout Scarborough Centre - areas and parks (i.e. Lee Centre Park) feel unsafe
- Improve lighting in Albert Campbell Square and other areas with high pedestrian volumes

Street Network

- Where the Bushby Drive extension terminates needs to be determined
- The transportation network shown in Alternative 3 (Emerging Vision) looks promising but needs to assess the traffic impacts
- A traffic signal is needed at the intersection of Ellesmere Road/Grangeway Avenue
- Like that there is a proposed ring road that is fully connected (hopefully without weaving through the middle of the Scarborough Town Centre parking lot on the east side)

Comments (cont'd)

- Like that McCowan Road and Progress Avenue will be more logically connected
- Like that there will be designated truck routes. Some trucks currently come into the bus area to access the mall's loading docks and block the flow of buses
- When you drive west on Ellesmere Road, the left hand turn lane onto Saratoga Drive has time restrictions and there is no access to the neighbourhood to the south at Packard Boulevard, should this be re-considered?
- Traffic speeds on Ellesmere Road, between Brimley Road and McCowan Road, need to be reduced to make it more pedestrian-friendly

Subway / Transit

- Concerns include access (how can we get to it?) and timing (design, construction, opening)
- Future Scarborough Centre Station must be better maintained than the existing station and all waiting areas should be well-lit and weather-proof
- Need more shelters at bus stops
- What are the travel time goals for the study? (i.e. How long will it take to get from place to place in the Centre via transit?)
- Need better transit service to Northeast Scarborough (i.e. Malvern, Toronto Zoo)
- Transit hub (subway station) should be close to Highway 401
- Access to the Hospital is needed
- The one-stop subway extension will not help those that rely on the existing Scarborough Rapid Transit stations
- Need a Sheppard Subway completion program from Don Mills to Port Union, alleviating the congestion into the city from the east
- Build a network of intersecting rapid transit, not a one-stop subway
- We should keep Scarborough Rapid Transit and its many stations in addition to the one-stop subway extension
- Need to eliminate little used/inefficient bus routes and create new express bus routes that reduce travel times and eliminate transfers as much as possible
- Subway extension to Scarborough Centre needs to open as soon as possible
- We suggest Toyota/Lexus be part of the Master Plan providing transportation resources to link to the transit hub
- Need to determine how the Bus Rapid Transit from Durham will link to Scarborough Centre
- TTC should consider looking at options to improve bus flow along Sheppard Avenue as it is one of the busiest bus routes and there is currently no transit lane (like on Eglinton Avenue)

Comments (cont'd)

Redevelopment

- Traffic concerns as the area grows and redevelops provide reasoning as to why transportation network needs to change and accommodate more transportation options
- Need better housing diversity, more than just high rise condo towers

Pedestrian Network / Connectivity

- Need to improve pedestrian connections to key destinations (e.g. Superstore)
- Traffic signal at Town Centre Court and federal government building is confusing for pedestrians and vehicles alike
- Widespread approval of sidewalks on all streets
- Direct access should be provided between Scarborough Centre station and the mall
- Animal crossing between McCowan Road and Bellamy Road
- Like that there will be more sidewalks, as well as more access points across Triton Road between the civic and commercial precincts to encourage walking
- Should specify on the plan whether “proposed connections” are for vehicles or pedestrians
- We need a crosswalk for pedestrians at Ellesmere Road and Packard Boulevard
- There are currently great walking/cycling paths through Birkdale Ravine providing an interesting opportunity to connect to the proposed walking and cycling network
- Some of the proposed connections don't seem to follow natural walking flows. Pedestrians will have to weave through the proposed streets to get to places as some of the paths don't line up (e.g. in the Civic district between Borough Drive and Triton Road)
- Looking at the maps, I can see some potential ways to connect green space into unified walking/cycling routes. I hope this is something that is considered to encourage residents to walk and cycle
- With the increased number of proposed sidewalks, the snow removal strategy will need to be improved. If the road plow comes by after the sidewalk plow, there are often banks of snow at crosswalks that make it difficult for pedestrians. Also, the sidewalk divider on Ellesmere Road between Brimley Road and McCowan Road isn't plowed or salted

Comments (cont'd)

Parking

- Parking strategy is needed for the Centre and the Scarborough Subway Extension
- During and after the subway station construction, will the City maintain the same level of public parking and will the parking rates be “reasonable”, i.e. same or similar to current?
- We would expect people from the 905 area and further parts of Scarborough to park and use the subway at Scarborough Centre to go downtown. We hope that the parking lot situation will be well thought out and more accessible than Yorkdale. GO stations have dedicated parking for commuters. What model will the City follow to ensure there is sufficient and accessible parking for both visitors and commuters at Scarborough Centre?
- What are the considerations for Autosshare facilities?
- Parking garage structures need to be considered (versus having large amounts of land dedicated to parking cars)
- It would still make sense to keep parking close to grocery stores, but perhaps parking garages could be put near the 401 to encourage people to walk and to act as a noise barrier
- Minimal street parking could be available (like Shops at Don Mills or Byward Market in Ottawa)

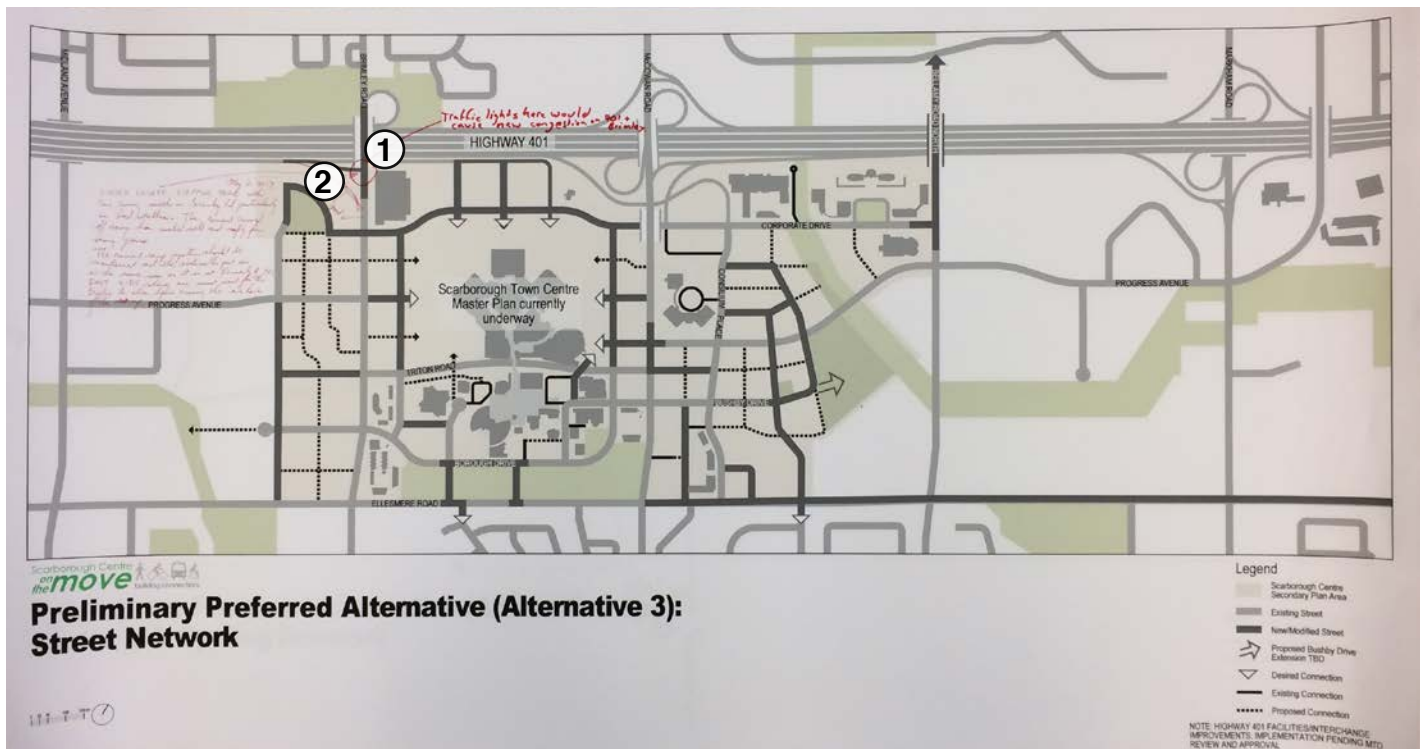
Cycling Network

- Cycling facilities on higher speed roads need a higher level of separation from traffic (e.g. a cycling lane on Brimley Road is not enough)
- People like and use the Hydro Corridor to bike
- General support of the proposed cycling network shown in Alternative 3 - Emerging Vision
- The future dedicated bicycle facilities are a big improvement over the current conditions. Also appreciate how it connects to existing trails outside study area (i.e. Birkdale ravine trail)
- The idea of bike share facilities and how they connect to important destinations (Centennial College) is a good one. Need to consider possibility of connecting to destinations outside of study area (University of Toronto Scarborough Campus)
- I think we should consider all modes of travel. If we expect to lose 3 stations for only one subway stop within the Centre, we need smarter ways to get to the station. It's a very vast distance to walk and the point of transit is to reduce car usage, not encourage it
- Alternative 3 - Emerging Vision shows a weak bicycle and pedestrian connection to/from the north. Suggest having a series of stairs and bicycle ramps at the bridge over Corporate Drive so people walking or cycling to and from the north are able to better access the new street grid (and get to the shopping centre and rapid transit station) more quickly and attractively

Other

- I look forward to seeing how the Scarborough Centre Public Art Master Plan aligns with the Transportation Master Plan
- I hope that the Master Plan leaves a large enough piece of land for an arts centre
- The Borough Drive West Approach turn lane (heading north as you go west on Ellesmere Road) often backs up when it rains or when snow melts. Would it be possible to add a storm drain?

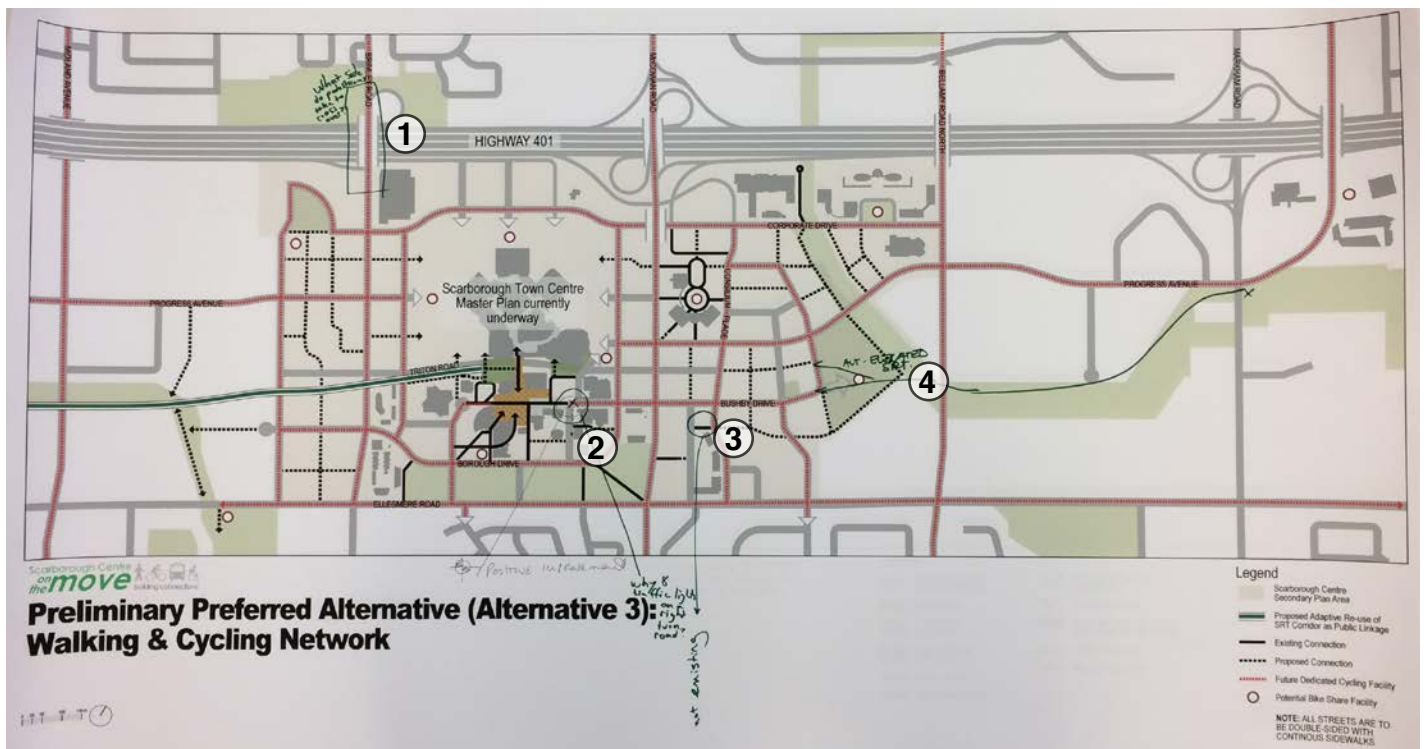
Discussion Station Comments



Discussion Station 1

- ① *Traffic lights here would cause new congestion at Highway 401 and Brimley Road*
- ② *Looks unsafe stopping here with cars coming south on Brimley Road particularly in bad weather. The current curved off ramp had worked well and safely for many years. The current ramp system should be maintained and the sidewalk layed out in the same way as it is at Kennedy and 401 East Side where one must wait for the traffic to clear before crossing the one lane*

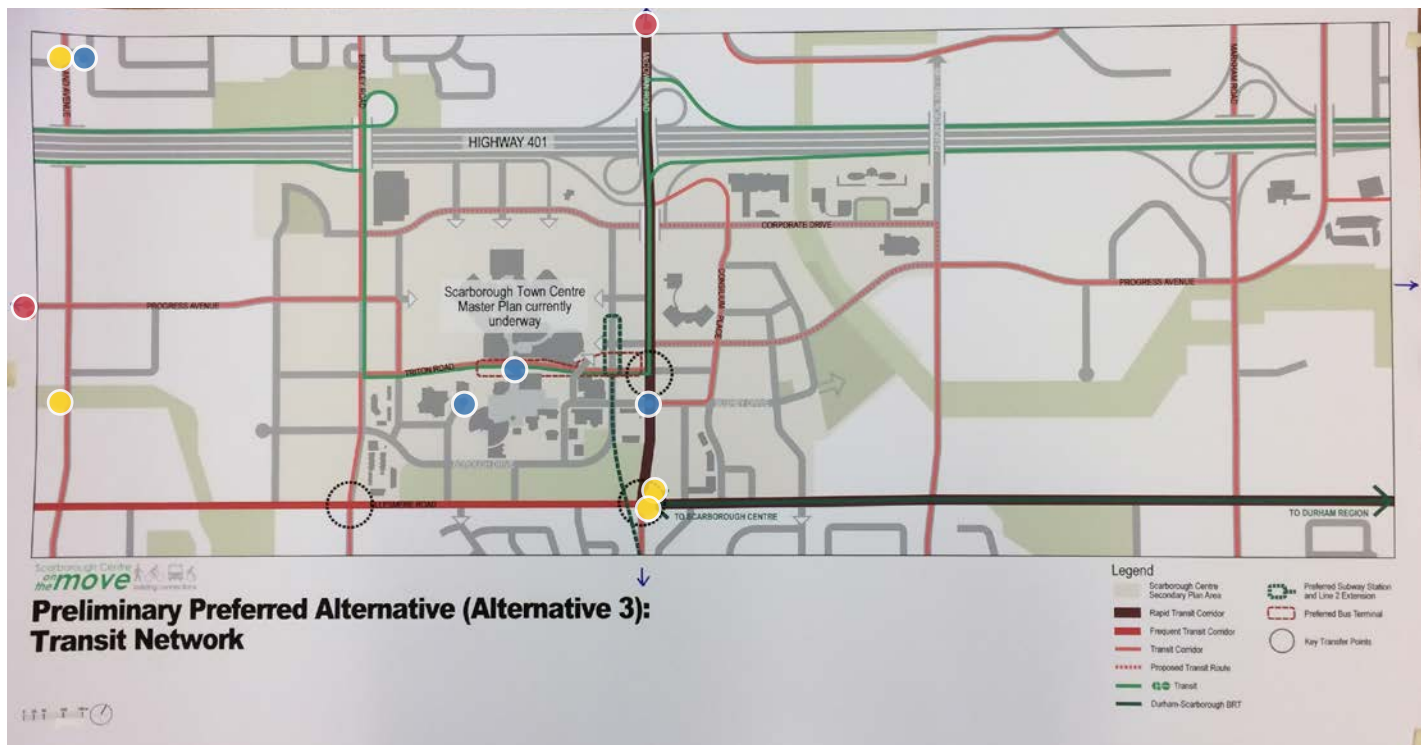
Discussion Station Comments (cont'd)



Discussion Station 2

- ① *What side do pedestrians take to cross over?*
- ②
 - *Why have 8 traffic lights on a right turn road?*
 - *New signal is a positive improvement for pedestrian activity*
- ③ *Not an existing connection*
- ④ *Alternative elevated Scarborough Rapid Transit (SRT)*

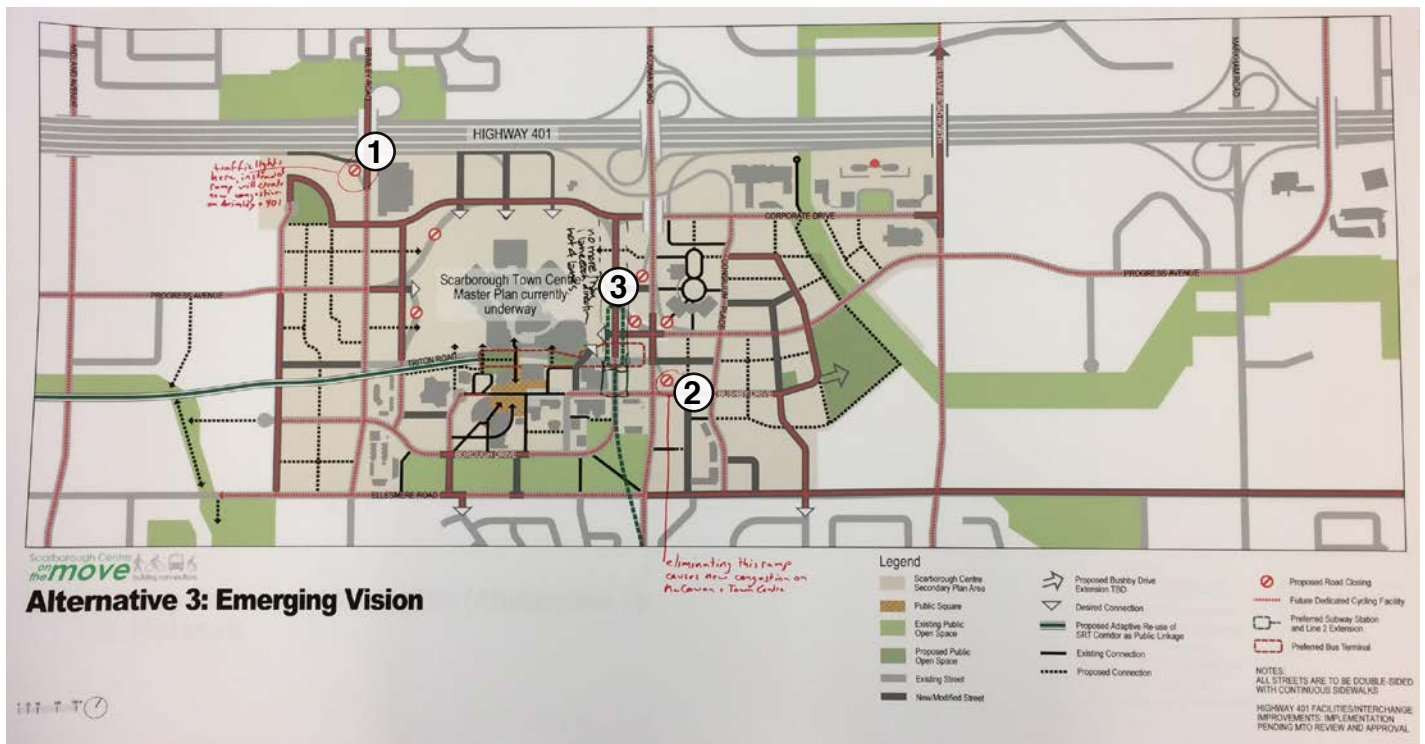
Discussion Station Comments (cont'd)



Discussion Station 3

- *Where do you take transit to?*
- *Where do you take transit from?*
- *Where do you transfer?*

Discussion Station Comments (cont'd)



Discussion Station 4

- ① *Traffic lights here instead of ramp will create new congestion on Brimley Road and Highway 401*
- ② *Eliminating this ramp causes new congestion on McCowan Road and Town Centre Court*
- ③ *No more than 1 lane each direction (not 4 lanes)*

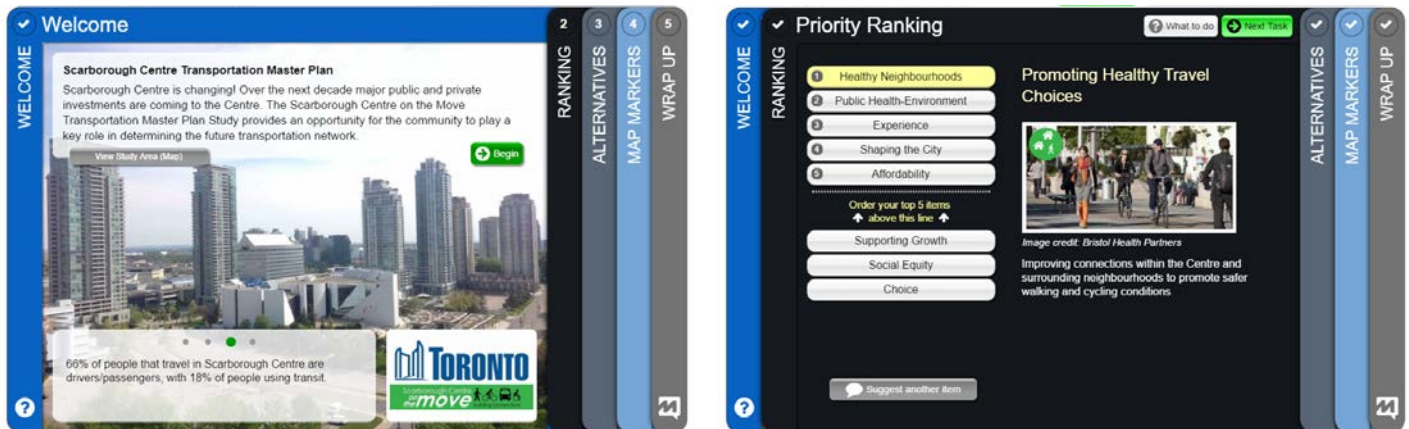
MetroQuest Survey

An online survey was released in conjunction with the second Public Consultation Meeting to provide an additional forum for the public to provide their input on the transportation network alternatives and their evaluation.

The survey, which was available to fill out from May 8, 2017 to June 23, 2017, could be accessed on the study website as well as through an online link which was promoted via email, social media and a series of Planners in Public Spaces (PiPS) events.

Approximately **200** members of the public participated and they identified Alternative 3 - Emerging Vision as the preferred future transportation network.

The following pages take a closer look at the survey and the responses received from the public.



The Welcome and Priority Ranking pages from the MetroQuest survey for the Scarborough Centre Transportation Master Plan

1. Priority Ranking - Rank your top 5 items in order of priority

1. Public Health & Environment

2. Choice

3. Affordability

4. Shaping the City

4. Supporting Growth

6. Healthy Neighbourhoods

7. Social Equity

7. Experience

On average, participants ranked Public Health & Environment as being the top priority in developing a future transportation network for Scarborough Centre.

Suggest another item for future consideration:

- Quick, reliable transit between Scarborough Town Centre and Don Mills (express bus lanes until the subway is built)
- Connection to other lines
- Convenience
- Efficiency
- Moving people easily and in a timely manner
- Ease of use to enhance connectivity
- Provide the most transit to the most transit riders, especially in our priority neighbourhoods
- Prioritize projects which provide a network to under-served neighbourhoods
- Public safety improvements

MetroQuest Survey (cont'd)



The Alternatives page from the MetroQuest survey for the Scarborough Centre Transportation Master Plan

2. Alternatives - Rate each scenario (from 1 to 5, with 5 being the highest rating)

(Existing Conditions, Current Policy Framework and Emerging Vision can be found on pages 30, 31 and 32 respectively.)

1. Emerging Vision

Times rated: **122**
Average rating: **3.73**

2. Current Policy Framework

Times rated: **123**
Average rating: **2.66**

3. Existing Conditions

Times rated: **156**
Average rating: **1.83**

Participants preferred the Emerging Vision and rated it the highest of the three transportation network alternatives.

Comments on the Existing Conditions:

- Existing location of transit station is walkable, but you have to cross 6 lanes of traffic with no light
- Current design of the Centre as a whole is not pedestrian or cyclist friendly
- Existing condition is not pedestrian or transit friendly
- Really difficult for pedestrians crossing from Walmart to Superstore/Best Buy
- An extended LRT and upgraded SRT would be good
- There's no question, improvements are needed
- As a non-auto user growing up in Scarborough, I find the current layout prohibitive for those trying to get around on foot/transit/bicycle. A good example of this is McCowan Road. Pedestrians are forced to use the few bridges. Evening out the grade and adding more stoplights would make it possible to cross McCowan Road as an urban street
- Please do not implement the Existing Conditions scenario. It will discourage significant transit and accessibility improvements. It will prevent the future Line 2 Subway Extension from being accessible to the public. As long as automobile infrastructure remains dominant, it will be very hard for pedestrians to travel through this area

Comments on the Current Policy Framework:

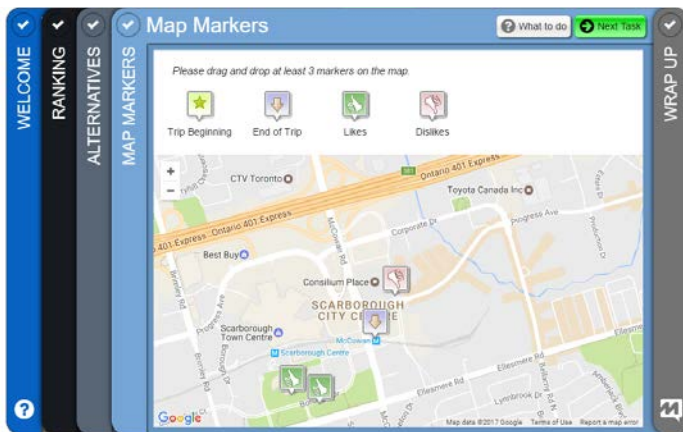
- New subway station location means a farther commute. Concerned with safety of reaching this in the dark and/or bad weather
- Adding the LRT would be better for the community as it adds future expansion
- On road cycling, even if separated, will be a detriment to truck movements. Asking business owners to provide access routes through their properties will also drive out businesses
- Reverting back to the LRT plan instead of the subway extension would improve this greatly
- This option is better than the Existing Conditions, however, with the proposed street network, it will still cause some barriers in terms of accessibility and walkability for the public
- Best option to accommodate growth
- Thinking too small
- East-west capacity improvements linking Scarborough Centre to Markham Road and to Midland Avenue are not shown

MetroQuest Survey (cont'd)

Comments on the Emerging Vision:

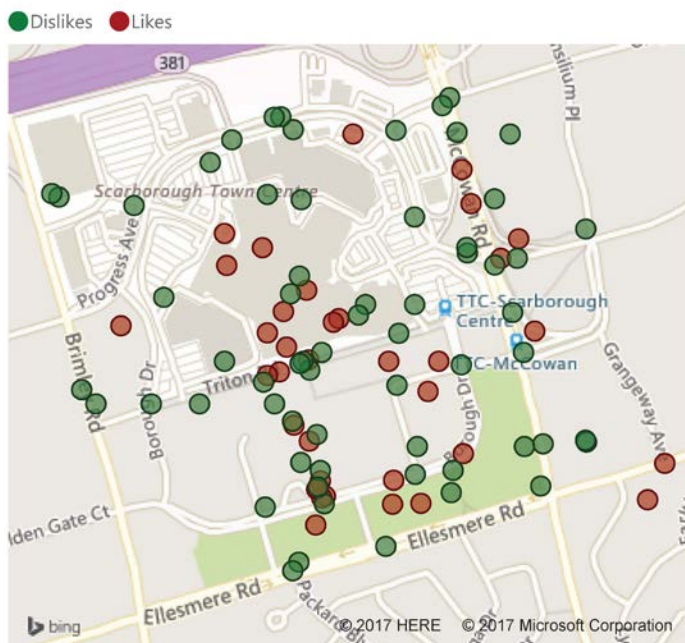
- Add bike storage, bike sharing programs, bike lanes, walking and multi-use trails, more trees and low speed streets
- Need more granular walking paths on shopping side, similar to how the rest of the area is gridded
- I would like to see better connections north along McCowan Road
- Must address the dangerous pedestrian conditions between the mall and the Best Buy
- The Progress Avenue intersection is an extremely dangerous intersection. Cars are traveling at highway speeds and pedestrians shouldn't have to compete against traffic that is coming off of the highway
- There is a lot of mention in the Secondary Plan about creating "a comfortable and safe environment," but don't see a lot of action on that front
- Require easier pedestrian access throughout the Scarborough Urban Centre
- There is an opportunity to get separated cycling lanes
- The "fine grained" block system needs modification in consultation with major businesses
- Having a subway with only one stop is ridiculous
- Excited about the narrower street grid to the East of McCowan Road. There are already residential developments there and allowing for smaller blocks means we might see more space for local businesses and some kind of street life. Also, the widening of Ellesmere Road for rapid transit is potentially a game-changer, given that the subway does not reach beyond the Centre to the rest of Scarborough. Having rapid transit for eastern Scarborough residents means that we can rely less on parking in the Centre itself and will also provide a catalyst for "complete streets" style development along Ellesmere Road to Markham Road and beyond the study area
- There is no talk of costs to redevelop this area, that should be included as part of public consultation
- I prefer the Emerging Vision option. The subway extension to Scarborough City Centre will be enhanced with the additional cycling and pedestrian infrastructure improvements
- It would be great if the entrance to the future Scarborough Centre subway station is improved. I do not feel welcomed while approaching the existing Scarborough Centre SRT station because people are constantly surrounding it and blocking the entrance
- I am opposed to the one-stop subway, as it does not reflect the needs of residents in terms of accessibility, affordability, and construction time-lines. However, since that has already been approved, in the meantime I urge you to replace the funds that were allocated to the Shepard East LRT plans as signed off by the province, with existing funds. This LRT is sorely needed, and construction was slated to take place already. The residents need this line, want this line, and are currently advocating for this line. This is a priority! Scarborough needs to be connected to the rest of the GTA!
- Regular development blocks are good only if the area around the Town Centre isn't just parking but high-quality mixed-use (not big box stores)
- Would be far too expensive to implement
- This is a huge expense, who will pay for it?
- Zero new or improved connections to regional road system
- There is only one improved connection to surrounding communities
- This is a plan for Scarborough Centre as if it were an island unto itself
- Will never attract the additional growth needed to make this a true urban Centre

MetroQuest Survey (cont'd)



The Map Markers page from the MetroQuest survey for the Scarborough Centre Transportation Master Plan

3. Map Markers - Drag and drop markers onto the map

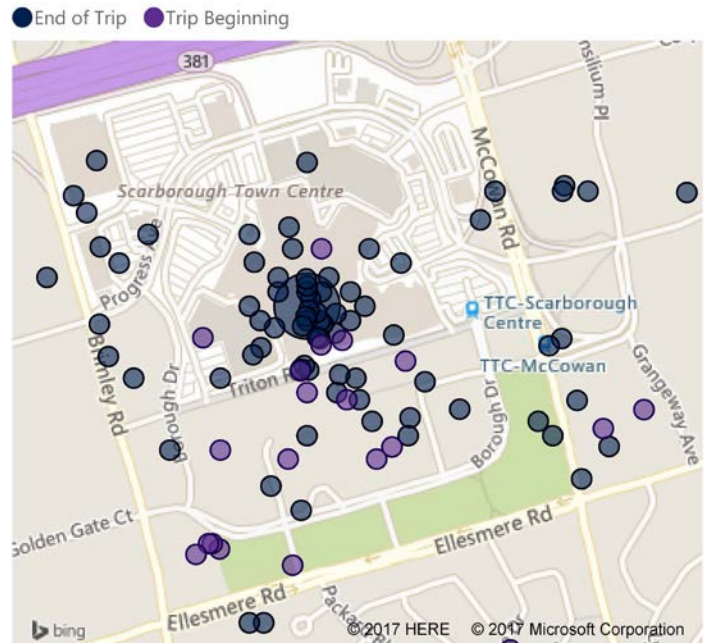


Likes

8 Safe
20 Attractive
24 Accessible

Dislikes

18 Unsafe
20 Inaccessible
26 Congestion



Trip Beginning

2 Work
2 Shopping
3 School
3 Leisure

3 Bicycle
4 Walk
15 Car with another
32 Car by myself
54 Transit

End of Trip

10 School
36 Leisure
47 Shopping
52 Work

2 Bicycle
2 Walk
2 Car with another
2 Car by myself
2 Transit

MetroQuest Survey (cont'd)

Comments on the Map Markers:

Inaccessible

- No left turn from Packard Boulevard onto Ellesmere Road
- No direct trail access from Ellesmere Road
- Library is hard to get to from transit and there is no free parking
- Lots of stairs to transit
- Too many parking lots
- No fast, accessible way to get to RT from Canmore (Highland Creek), takes three transfers
- Replacing the RT with a one stop subway makes it inaccessible to many of the residents. It makes no sense and is way too expensive
- Need Sheppard LRT or subway to connect to Don Mills subway station
- Current transit configuration means residents have the hardest time getting around within Scarborough, not from Scarborough to downtown Toronto
- I prefer to take public transit than drive but the service and connectivity is poor
- Would rather bike than drive but the lack of bike lanes makes this choice unappealing
- There is no fast way to get to McCowan RT. We need a 38 Conlins Bus servicing our area
- Navigation by car is confusing
- No direct transfer from Scarborough Centre to Ellesmere Road for Route 95

Unsafe

- Unsafe left turn onto Ellesmere Road. Should combine with lights for Borough Approach East
- Unsafe crossing the parking lot beside the theatre to the GO station, have to jay walk across the bus roundabout
- Unsafe walk to work from Packard Boulevard, must jay walk across Ellesmere Road, down Borough Drive, cut across the Civic Centre parking lot to Brian Harrison way, and into the transit station
- Outdoor tent and stage in Albert Campbell Square is falling apart
- Safer to drive than to walk or bike
- Bike lanes just abruptly end
- The intersection of Ellesmere Road and McCowan Road is incredibly unsafe for pedestrians as the streets are wide, with fast traffic and motorists, as a result, do not pay attention
- I do not feel safe in front of the Scarborough Centre RT Station, especially when it is very late at night. The transfer between TTC and GO buses needs major improvements. The area is often flooded with water when it is raining or snowing, making it very slippery for pedestrians

Congestion

- Lack of higher order transit along Sheppard Avenue
- SRT station is too congested and dirty. Escalators always out of service
- Congestion along Sheppard Avenue is ridiculous. It's always very busy and the buses are always packed
- Sometimes the SRT is over-packed and inconsistent
- So much traffic at rush hour
- Only one car can turn left onto Brimley Road at Huntingwood Drive, the light is too short
- Rush hour is a nightmare along Eglinton Avenue and Kingston Road corridor to Highland Creek

Safe

- Good to see dog park with fence
- Like the library. Architecture, open space and lighting makes the area feel very welcoming and safe

Attractive

- Nice new library
- Skating rink. Wish they brought back the nights with music and nearby cafe for hot chocolate
- Square is nice, but needs activity
- The forest and walkways are very beautiful especially during the summer and fall

Accessible

- Lots of buses (routes 199, 129, 39)
- The TTC system is strong in that it is built on the street grid, meaning most destinations in Scarborough can be reached with one transfer

Work

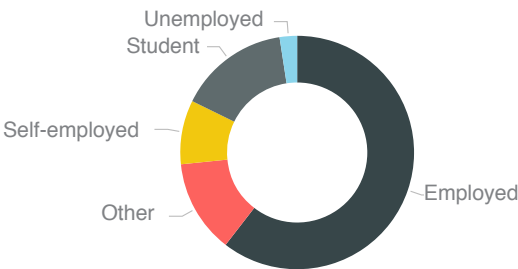
- Walk to Scarborough Town Centre, bus to Don Mills and then subway to Sheppard Avenue
- Subway from Royal York and then switch to SRT
- SRT from Kennedy Station is very unreliable especially in winter
- It takes me 1 hour to get from Highland Creek/ Malvern to Kennedy Station
- We need a bus from Highland Creek to SRT
- Take the 86 bus to Kennedy, subway to Yonge and Bloor, then the subway to King and Bay
- Need more express buses not subways

Shopping

- It's faster to walk to Scarborough Town Centre than to take transit
- Need better walking conditions
- Take northbound 116 bus and transfer to the 38 westbound bus to reach Scarborough Centre
- Take the 95 bus to McCowan Road and Ellesmere Road

MetroQuest Survey (cont'd)

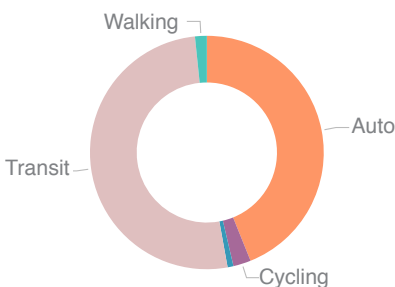
4. Wrap Up Questions



Are you currently...

- 75 - Employed
- 18 - Student
- 16 - Other
- 11 - Self-employed
- 03 - Unemployed

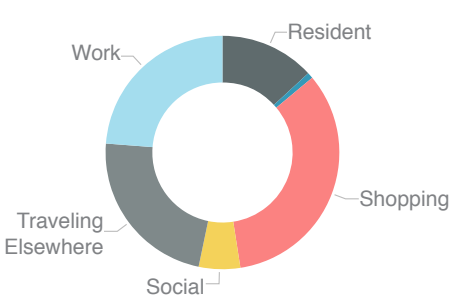
123 Total



How do you usually travel?

- 62 - Transit
- 54 - Auto
- 03 - Cycling
- 02 - Walking
- 01 - Other

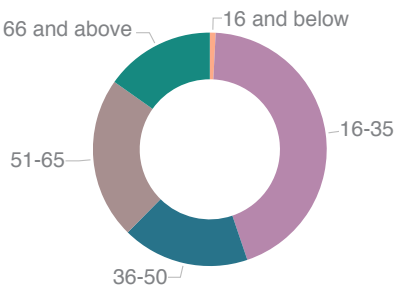
122 Total



Reason for traveling to Scarborough Centre?

- 40 - Shopping
- 29 - Work
- 28 - Traveling Elsewhere
- 16 - Resident
- 07 - Social
- 01- Other

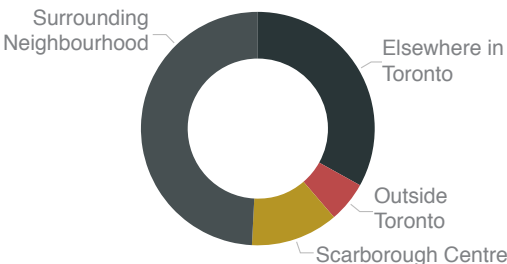
121 Total



What is your age?

- 54 - 16-35
- 28 - 51-65
- 22 - 36-50
- 19 - 66 and above
- 01 - 16 and below

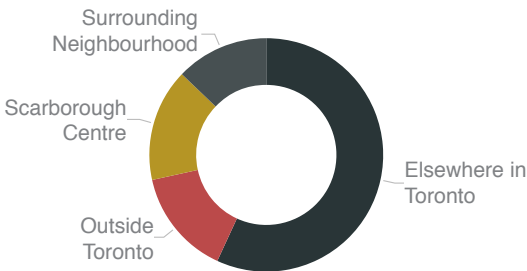
124 Total



Where do you live?

- 61 - Surrounding Neighbourhood
- 40 - Elsewhere in Toronto
- 15 - Scarborough Centre
- 07 - Outside Toronto

123 Total



Where do you work?

- 61 - Elsewhere in Toronto
- 17 - Scarborough Centre
- 16 - Outside Toronto
- 14 - Surrounding Neighbourhood

108 Total

Display Boards



Welcome to

Public Consultation Meeting #2

Scarborough Centre Transportation Master Plan

May 10, 2017

Today's Goal:

Getting your input on the Draft Evaluation
of Transportation Network Alternatives &
Identification of the Preliminary Preferred
Alternative

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

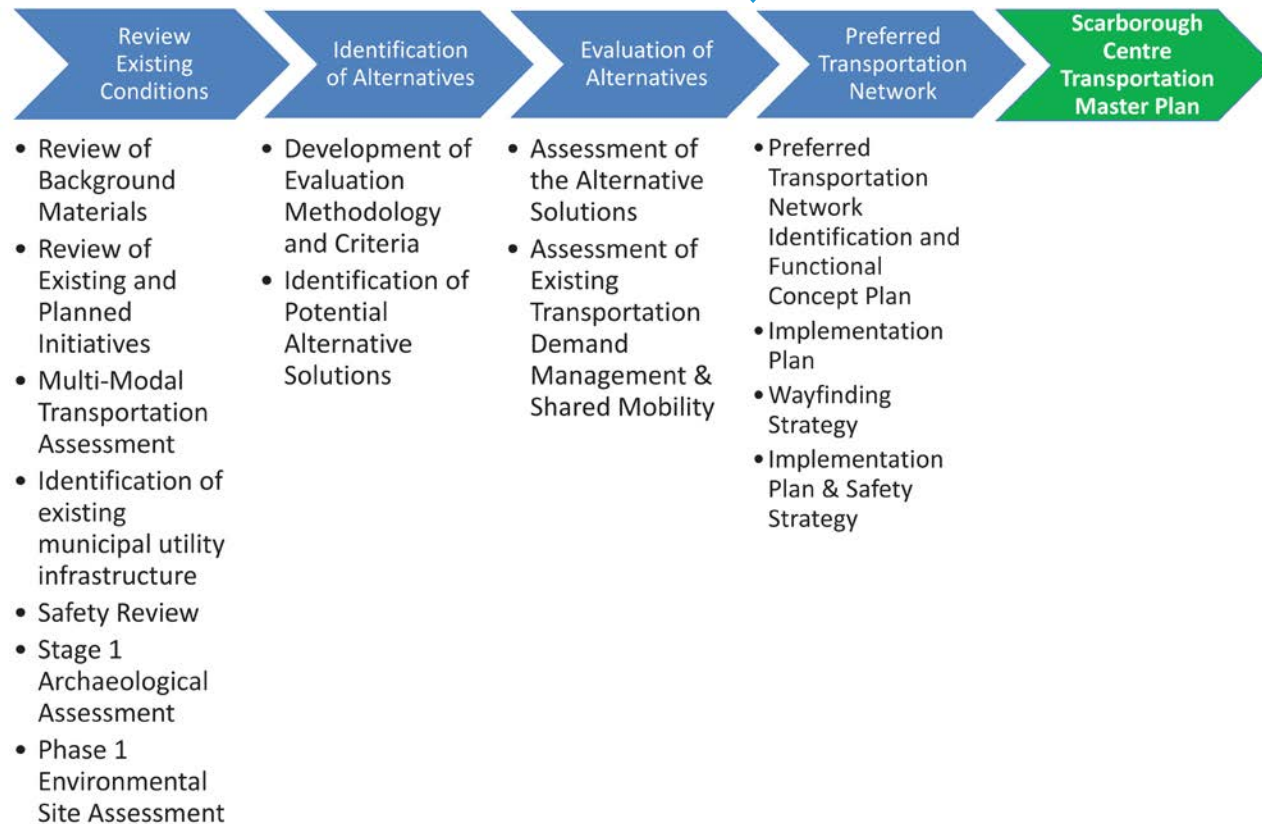
Transportation Master Plan

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

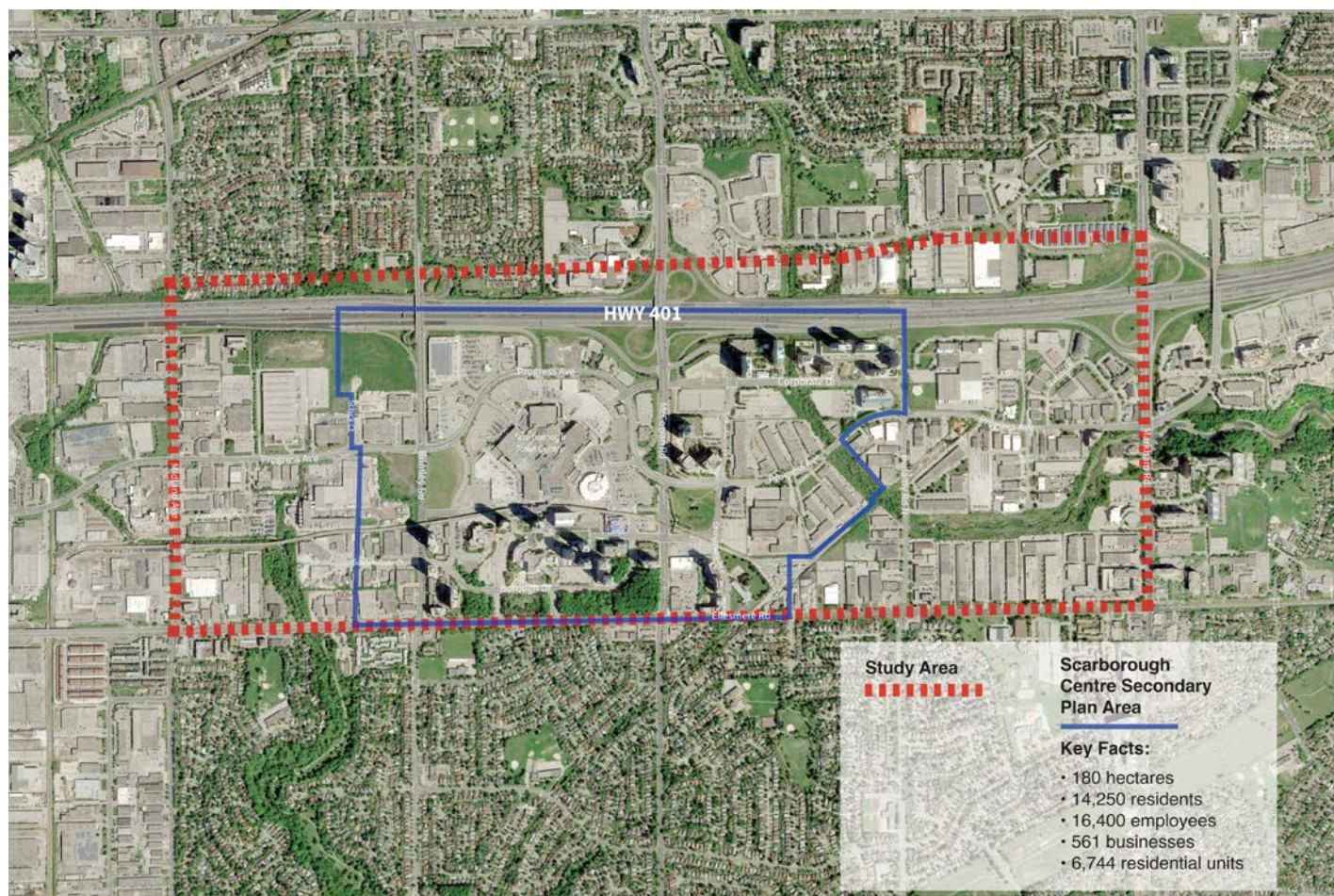


Public Consultation

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.



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

Launched **August 2016**

Approximately
4,000 hits as of **May 2017**



Planners in Public Spaces (PiPS)

12

Events
Summer & Fall 2016

1,167

Participants

1,545

Flyers Distributed



Roving Information Station

2

Days

11

Locations
Fall 2016

41

Interviews



Public Consultation Meeting #1

November 29, 2016

65 Participants

**Toronto Planning
Review Panel**

LAC
Local Advisory Committee



facebook.com/SContheMove



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



email your comments to sconthemove@toronto.ca

Public Consultation What We've Heard So Far

Key Themes:



Improve pedestrian experience



Improve safety and accessibility



Create a simplified grid street network and at-grade intersections



Enhance highway interchanges for all users



Green Scarborough Centre



Reduce/improve transfers between transit routes



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 options



Provide a higher quality public realm



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

The Scarborough Centre community is strong, diverse and ready to support transportation network improvements – time to transform the area's image!

"Needs sidewalks that actually go somewhere"



"Don't be afraid to reduce parking"

"Scarborough Centre's network is like a bowl of spaghetti - lacks direct routes"

"As a marketing strategy for employers trying to get younger employees, a high quality pedestrian environment is critical"



"Bike lanes please!"

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

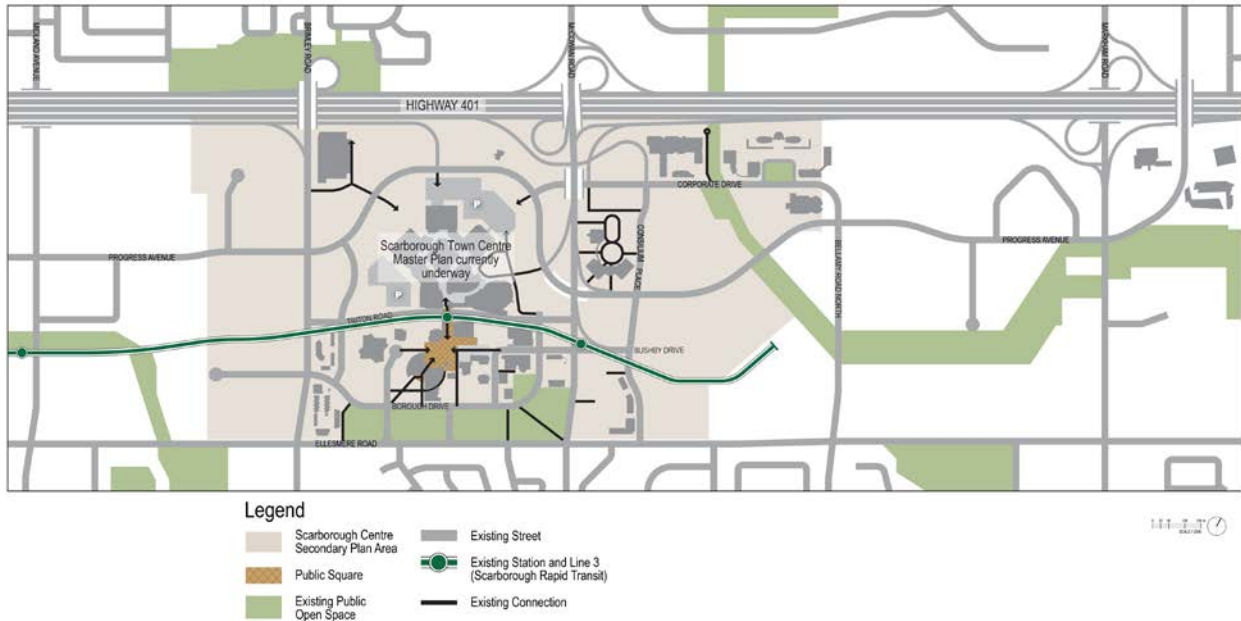


Further the development of **Transportation Demand Management (TDM)** programs such as bike share and auto share



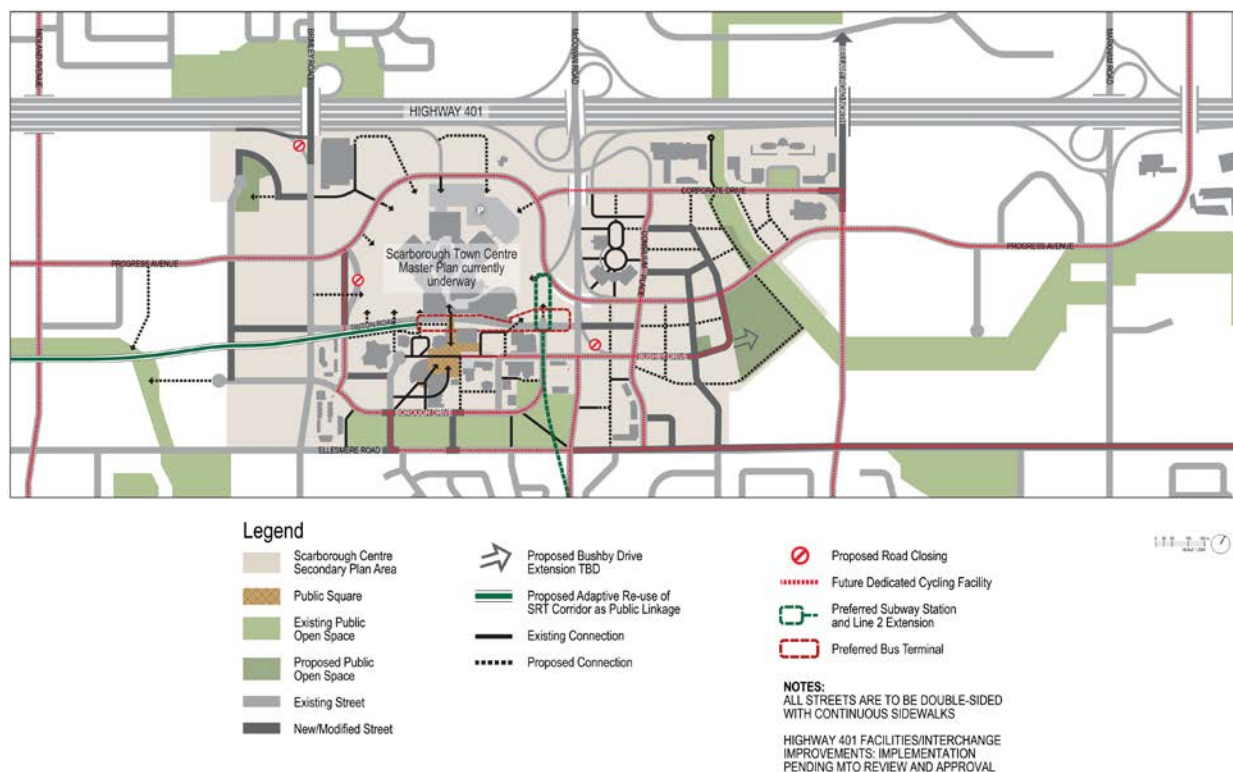
Enhance **safety, comfort and accessibility** for pedestrians and cyclists

Alternative 1: Existing Conditions



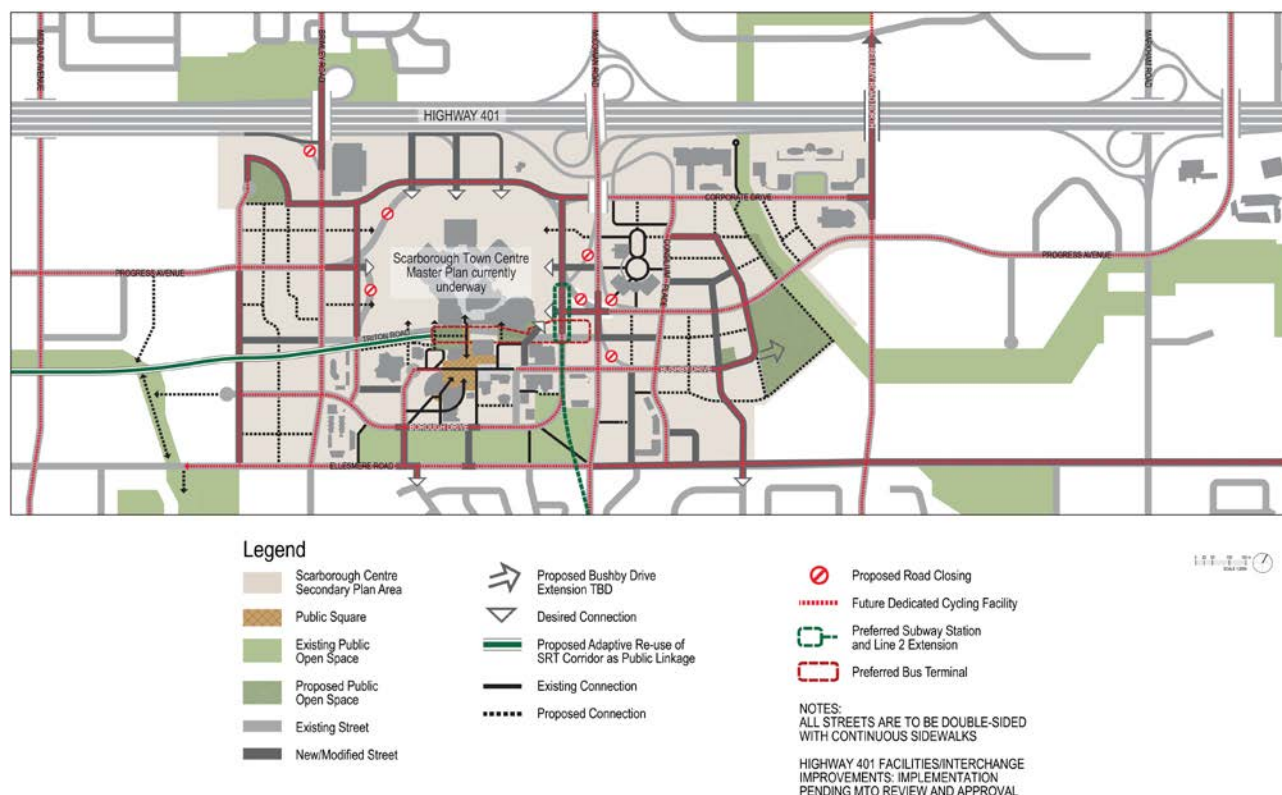
- The **“Do Nothing”** alternative, which provides a **baseline comparison** of conditions without any significant improvements
- Does not fulfill the policy objectives outlined in Places to Grow, The Big Move, the Official Plan, and the Scarborough Centre Secondary Plan
- Coarse street network with **large blocks**
- **Lack of connections** throughout the Centre and to surrounding communities
- Harsh, unpleasant and **fragmented pedestrian environment**
- Complex **auto-oriented street network** with irregular intersections, ramps, channelized turning lanes and bridges
- No sense of place in the Centre
- Highway 401 and its interchanges are a barrier to pedestrians and cyclists

Alternative 2: Current Policy Framework











- Based on future transportation conditions outlined in [previous planning work](#) including the Scarborough Centre Secondary Plan, the McCowan Precinct Plan, and the Scarborough Centre Public Space & Streetscape Master Plan
- Includes the [new proposed Scarborough Subway Extension and Bus Terminal](#)
- Creates places and destinations (i.e. Albert Campbell Square, Civic Green, McCowan Gateway, Bushby Promenade, future parks)
- Enhances the street network through:
 - [Extension](#) of Bushby Drive
 - [Redesign](#) of Brimley Road/Highway 401 interchange
 - Division of large parcels of land into [smaller blocks](#)
 - [Reconfiguration of vehicular ramp](#) from Bushby Drive to McCowan Road
 - Creation of [dedicated bicycle lanes](#)
 - [Enhancements](#) to Corporate Drive Underpass and Progress Avenue Bridge
 - [Widening](#) of Ellesmere Road

Alternative 3: Emerging Vision

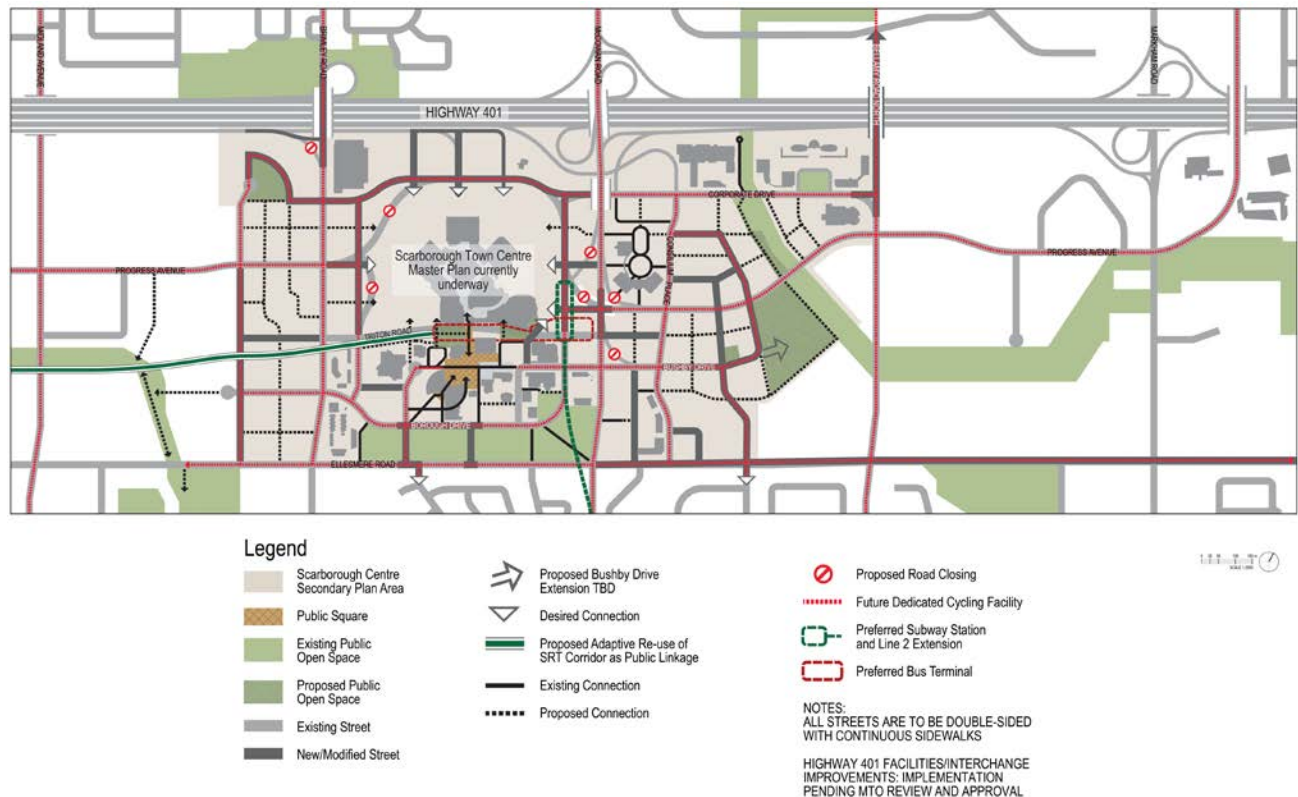


- Includes planned improvements identified in Alternative 2 plus a series of additional proposed solutions that encourage **sustainable transportation options**
- Establishes a **finer-grid street network** that allows for **stronger north-south and east-west connections** within the Centre and to the 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
- Identify the type and location of parking required within the Centre
- Designates pedestrian/cycling connections to encourage **active modes of travel**
- Reconfigure the street network to support **proposed transit investments**
- Reallocates road space to create **Complete Streets** (i.e. streets for people, placemaking and prosperity)

Draft Evaluation Results

Principle	Question	Alternative 1: Existing Conditions	Alternative 2: Current Policy Framework	Alternative 3: Emerging Vision
	Does it promote a shift towards sustainable modes of transportation?	No Does not provide adequate amount of sidewalks (6.7 km) and dedicated cycling lanes (0 km)	Partially Provides for increased sidewalks (10 km) and dedicated cycling lanes (5 km)	Yes Identifies the most sidewalks (15 km) and dedicated cycling lanes (15 km)
	Does it provide an efficient and integrated transportation network for all users?	No Favours automobile travel	No Does not comprehensively address the study area, or efficiently incorporate proposed transit investments	Yes Identifies connections between the study area and surrounding communities to transit investments via walking and cycling
	Does it support an attractive and vibrant public realm and sense of place?	Partially Provides some sense of place on segments of Borough Drive, Albert Campbell Square and main entrance to mall	Partially Provides for an improved sense of place through mixed land use, with a focus on the pedestrian and cycling experience	Yes Builds upon Alternative 2 and defines street types based on Complete Streets Guidelines
	Does it allow for the convenient and safe movement of users of all modes of transportation?	No Favours automobile travel through existing street design. Lacks wayfinding and active transportation connections	No Identifies a pedestrian network, but does not define a wayfinding and signage strategy	Yes Provides a defined and unique strategy for the Centre, specifying wayfinding improvements to street design
	Does it provide for opportunities to improve connectivity to work, school and other destinations?	Partially Key routes and transit stations are not well-connected to key origins/ destinations	Partially Some improved connections to key origins/ destinations	Yes Adds new pedestrian connections for the entire Centre
	Does it accommodate all users, including vulnerable street users?	Partially Does not fully comply with AODA, but does provide accessibility ramps in Albert Campbell Square and provides elevators in Scarborough Centre TTC Station	Partially Does not improve all accessibility deficiencies in the network	Yes Complies with AODA with regards to transportation network
	Does it support the mixed-use and transit-oriented vision of the Secondary Plan?	No Does not achieve the objectives set out by the provincial and municipal policies	Partially Complies with planning policies, but identifies further work is required for planning complete transportation network and facilities	Yes Builds upon Alternative 2 and related planning policies, recommending a master plan for new transportation facilities throughout the study area
	Does it create a transportation network and block plan that supports a vibrant urban centre?	No Encourages automobile travel through large blocks and street design	Partially Provides guidelines for intersection spacing to encourage pedestrian activity for the McCowan Precinct	Yes Proposes a fine-grained transportation network for the entire Centre
	Does it improve connectivity and access within the Centre and to/from surrounding communities?	No Does not provide adequate connections within Scarborough Centre and to/from surrounding communities	Partially Creates policy framework for improving connectivity	Yes Reconfigures transportation network for better connections between Precincts and surrounding communities
	Does it encourage and support active and sustainable modes of transportation?	Partially Provides few transportation demand management (TDM) measures	Partially Provides general TDM recommendations only	Yes Identifies TDM strategies for car share, bike share, demand-responsive transit, and outreach programs that encourage the use of active modes of transportation
	Does it minimize the impact on the natural environment and cultural heritage?	Yes Does not impact existing natural environmental and cultural heritage	Partially May impact ecology, built/cultural heritage or areas with archaeological impact	Partially Potential greater impact on ecology, built/cultural heritage or areas with archaeological impact
	Does it support and enhance the open space network?	Partially Maintains existing open spaces, but does not propose new open space connections	Yes Promotes the enhancements of the natural environment to improve the livability and sense of place in the Centre	Yes Offers new connections to parks and open spaces throughout the Centre
	Is it economically feasible to implement (considering full life cycle costs, impact to utilities, durability and future expansion opportunities)?	Yes Does not require investment for transportation network changes, but requires operating and maintenance costs	Partially Requires some investments from public and private sector	Partially Requires greater investment from public and private sector
	Does it encourage public and private investments?	Partially Provides some potential for development on large parcels of land	Partially Improves development potential in the Centre	Yes Improves development potential in the Centre and maximizes connections and accessibility to the proposed public investments in transit
	Does it allow for the safe and efficient movement of goods?	No Does not address the movement of goods and designated truck routes	No Does not address the movement of goods and designated truck routes	Yes Provides designated truck routes that are more efficient and separated from non-motorized traffic

Preliminary Preferred Alternative (Alternative 3: Emerging Vision)



- Encourages **sustainable transportation options**
- Establishes a **finer-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)

Preliminary Preferred Alternative (Alternative 3: Emerging Vision)

STREET NETWORK



Legend

- Scarborough Centre Secondary Plan Area
- Existing Street
- New/Modified Street

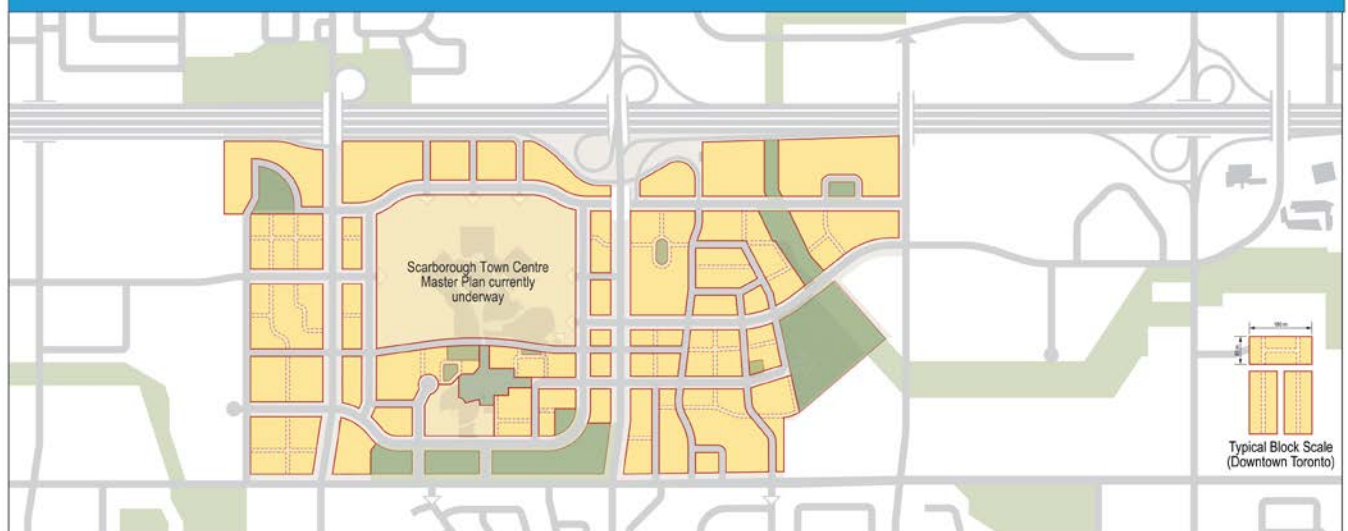
- Proposed Bushby Drive Extension TBD
- Desired Connection

- Existing Connection
- Proposed Connection

NOTE: HIGHWAY 401 FACILITIES/INTERCHANGE IMPROVEMENTS: IMPLEMENTATION PENDING MTO REVIEW AND APPROVAL



BLOCK STRUCTURE



Legend

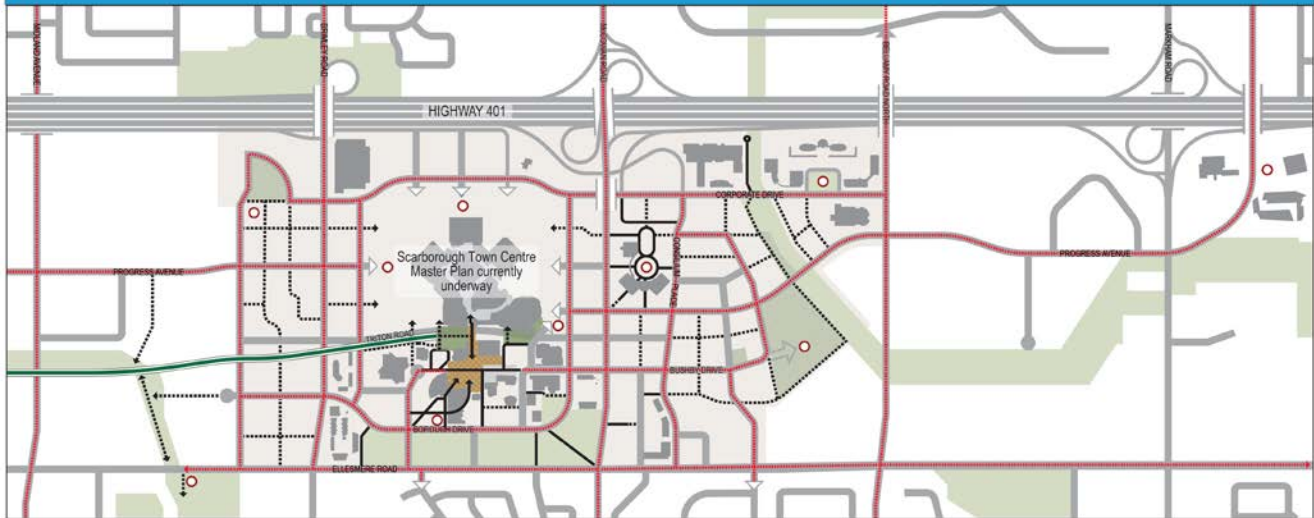
- Scarborough Centre Secondary Plan Area
- Open Space
- Block
- Parcel



Typical Block Scale (Downtown Toronto)

Preliminary Preferred Alternative (Alternative 3: Emerging Vision)

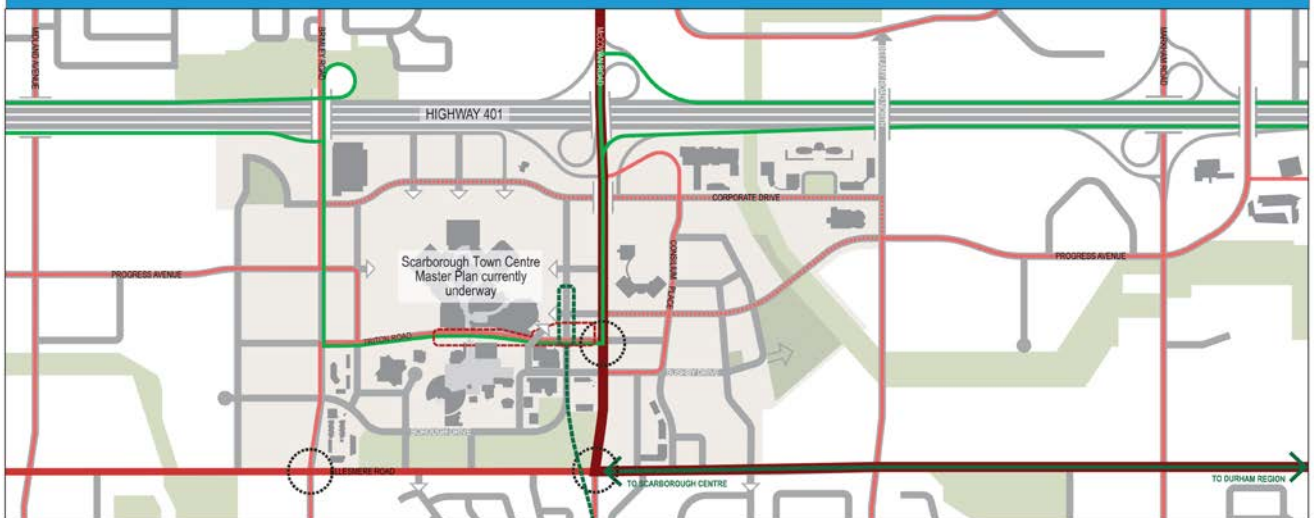
WALKING & CYCLING NETWORK



Legend

- Scarborough Centre Secondary Plan Area
- Proposed Adaptive Re-use of SRT Corridor as Public Linkage
- Existing Connection
- Proposed Connection
- Future Dedicated Cycling Facility
- Potential Bike Share Facility

TRANSIT NETWORK

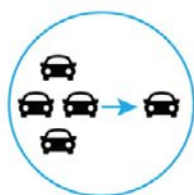


Legend

- Scarborough Centre Secondary Plan Area
- Rapid Transit Corridor
- Frequent Transit Corridor
- Transit Corridor
- Proposed Transit Route
- Transit
- Durham-Scarborough BRT
- Preferred Subway Station and Line 2 Extension
- Preferred Bus Terminal
- Key Transfer Points

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is a toolkit of strategies that facilitates a more efficient transportation network by encouraging sustainable travel behavior. In order to reduce traffic congestion, a successful TDM Plan will:



Reduce



Re-mode



Re-route



Re-time

A successful TDM Plan will ensure the City's growing sustainability by reducing auto-dependency and encouraging active and sustainable modes of transportation. These changes can be achieved through land use and urban design strategies, incentive and disincentive strategies, and through educational, promotional and outreach strategies.

The following TDM strategies are proposed for Scarborough Centre:

Active Transportation Amenities (benches, bike racks, bike repair stations, etc.)

Wayfinding and Signage Strategy



Community Outreach Programs (Bike to School Week, Winter Walk Day, Carpool Week, etc.)

SmartCommute Programs and Workplaces

Car Share Network (Car2Go, Zipcar, Enterprise CarShare, etc.)



Bike Share Network



Parking Strategies (on-street parking fees, reserved parking spaces for carpoolers, etc.)

Mixed-Use Developments

Subway station that facilitates connections for all modes

Streets that accommodate all modes of transportation (walking, cycling, transit, and automobiles)



Goods Movement Survey

A survey was conducted to better understand the current and future needs of the movement of goods for industries within Scarborough Centre. More specifically, the Goods Movement Survey aimed to gather information about key routes taken, general shipping areas, types of vehicles used, and existing constraints on the efficient movement of goods.

EXISTING TRUCK ROUTES



Key Findings:

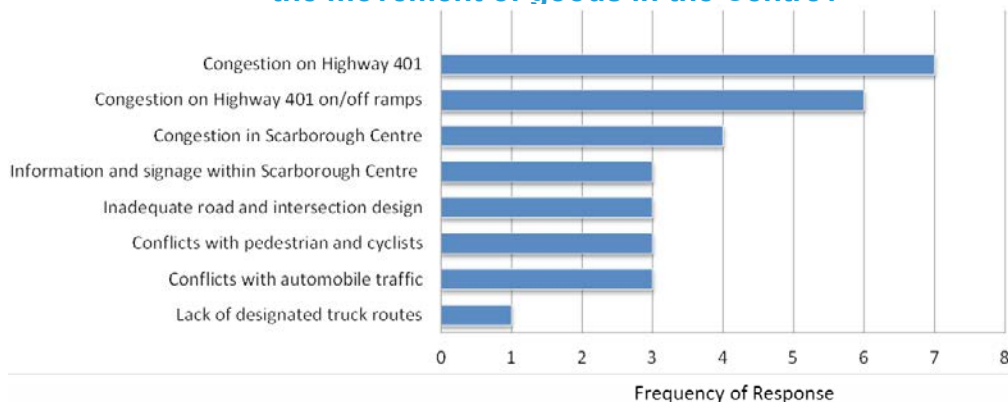
- Brimley Road, McCowan Road and Markham Road act as key north-south truck routes
- Progress Avenue and Borough Drive are main east-west routes
- Main concern is congestion on Highway 401 on/off ramps and in Scarborough Centre

What type of vehicle does your firm mostly use?



Van or pick-up truck	35%
Transport truck	27%
Single unit truck	19%
Dump truck/concrete mixer	11%

What do you think is the most important issue for the movement of goods in the Centre?



Next Steps



**Thank you
for your participation!**

Please continue to share your thoughts online:

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email your comments to sconthemove@toronto.ca



Discussion Guide

Scarborough Centre
Transportation Master Plan


May 10th, 2017

Public Consultation Meeting #2 DISCUSSION GUIDE

This Transportation Master Plan (TMP) sets the vision and strategic plan for the Centre's transportation network. It will inform and direct policies, programs and infrastructure initiatives to meet the needs of the anticipated population and employment growth. More specifically, the Scarborough Centre Transportation Master Plan (SCTMP) provides the framework, direction, and implementation plan for a transportation network for pedestrians, cyclists, transit and automobile users in Scarborough Centre and the surrounding community.

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 the 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 **simplified grid 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.

What We've Heard 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 Scarborough Centre
Enhance wayfinding & create a sense of place	Provide greater transportation choices	Develop a transportation network that accommodates all users	Provide a higher quality public realm



Scarborough Centre on the Move Website

Launched **August 2016**

Approximately
4,000 hits as of May 2017



Planners in Public Spaces (PiPS)

12
Events
Summer & Fall 2016

1,167
Participants

1,545
Flyers Distributed



Roving Information Station

2
Days

11
Locations
Fall 2016

41
Interviews

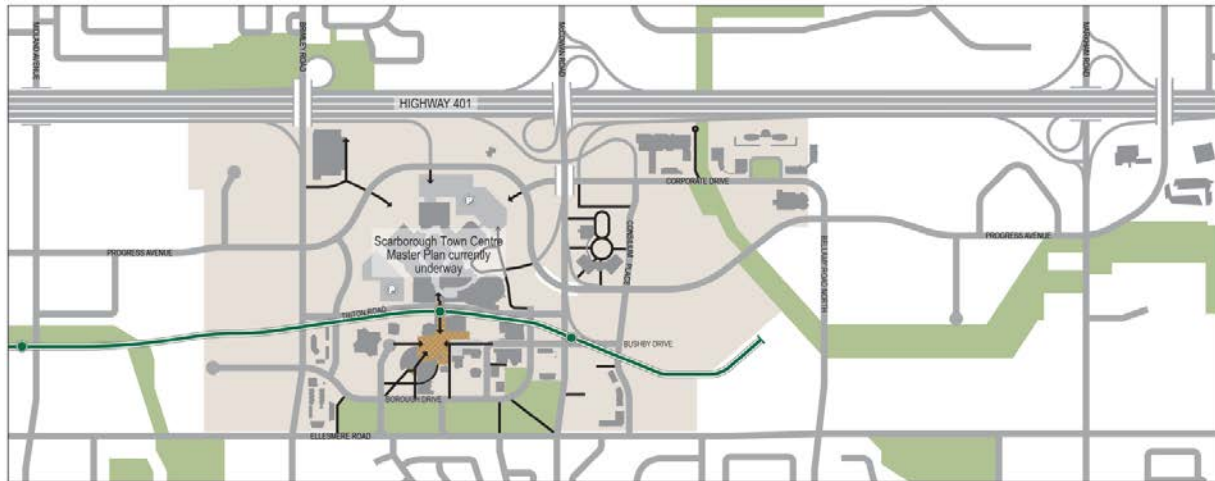


Public Consultation Meeting #1
November 29, 2016

65 Participants

Alternative 1: Existing Conditions

Existing Conditions the “Do Nothing” alternative, provides a baseline comparison of conditions without any significant improvements. In essence, Alternative 1 is the transportation network found today in the study area.

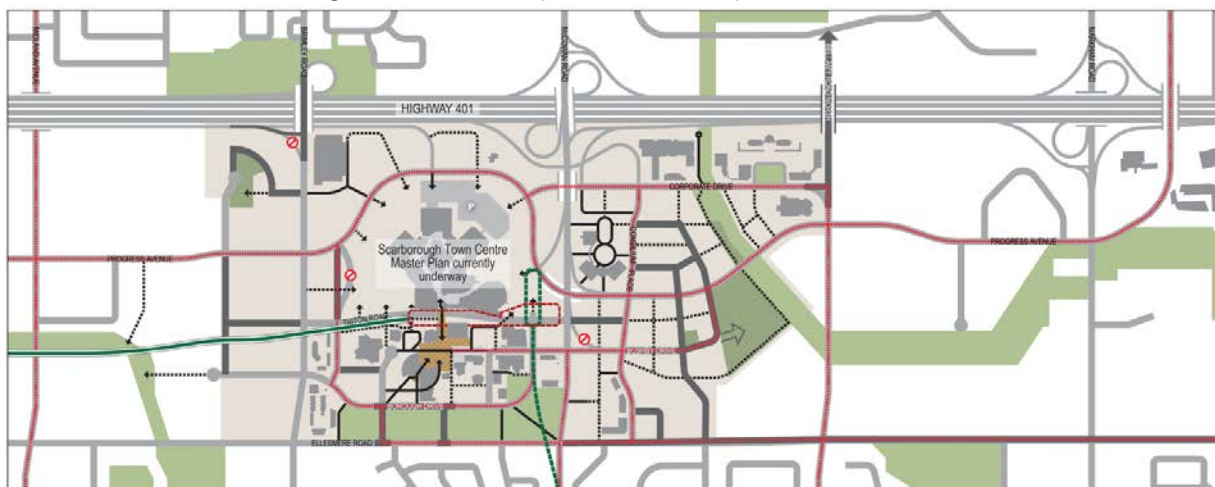


Legend

- Scarborough Centre Secondary Plan Area
- Public Square
- Existing Public Open Space
- Existing Street
- Existing Station and Line 3 (Scarborough Rapid Transit)
- Existing Connection

Alternative 2: Current Policy Framework

The **Current Policy Framework** alternative identifies future transportation conditions outlined in previous planning work including all planned improvements from the Scarborough Centre Secondary Plan, McCowan Precinct Plan and Scarborough Centre Public Space & Streetscape Master Plan.

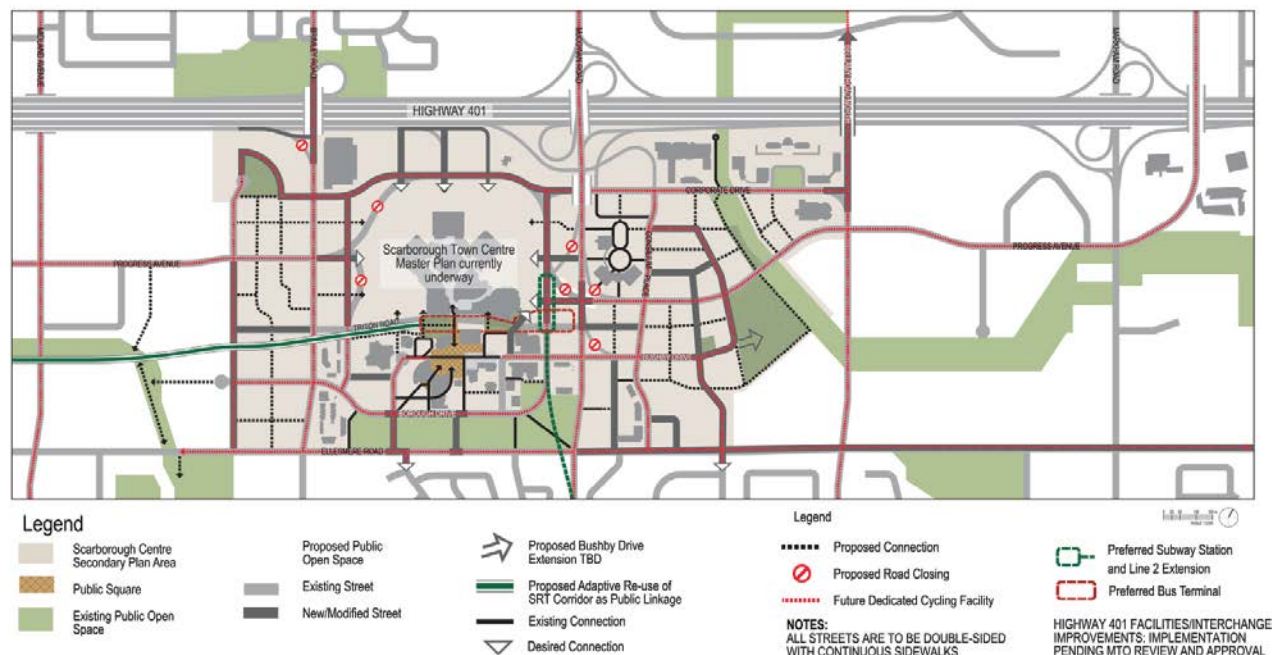


Legend

- 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
 - 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

The **Emerging Vision** alternative includes the planned improvements identified in Alternative 2 plus a series of proposed improvements and solutions that encourage multi-modal transportation within and surrounding the Centre. Alternative 3 has been identified as the **preliminary preferred alternative** based on the evaluation below.



- Establishes a **finer-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 a **parking strategy** 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 Evaluation Results

Principle	Question	Alternative 1: Existing Conditions	Alternative 2: Current Policy Framework	Alternative 3: Emerging Vision
 CHOICE	Does it promote a shift towards sustainable modes of transportation?	No Does not provide adequate amount of sidewalks (6.7 km) and dedicated cycling lanes (0 km)	Partially Provides for increased sidewalks (10 km) and dedicated cycling lanes (5 km)	Yes Identifies the most sidewalks (15 km) and dedicated cycling lanes (15 km)
	Does it provide an efficient and integrated transportation network for all users?	No Favours automobile travel	No Does not comprehensively address the study area, or efficiently incorporate proposed transit investments	Yes Identifies connections between the study area and surrounding communities to transit investments via walking and cycling
 EXPERIENCE	Does it support an attractive and vibrant public realm and sense of place?	Partially Provides some sense of place on segments of Borough Drive, Albert Campbell Square and main entrance to mall	Partially Provides for an improved sense of place through mixed land use, with a focus on the pedestrian and cycling experience	Yes Builds upon Alternative 2 and defines street types based on Complete Streets Guidelines
	Does it allow for the convenient and safe movement of users of all modes of transportation?	No Favours automobile travel through existing street design. Lacks wayfinding and active transportation connections	No Identifies a pedestrian network, but does not define a wayfinding and signage strategy	Yes Provides a defined and unique strategy for the Centre, specifying wayfinding improvements to street design
 SOCIAL EQUITY	Does it provide for opportunities to improve connectivity to work, school and other destinations?	Partially Key routes and transit stations are not well-connected to key origins/ destinations	Partially Some improved connections to key origins/ destinations	Yes Adds new pedestrian connections for the entire Centre
	Does it accommodate all users, including vulnerable street users?	Partially Does not fully comply with AODA, but does provide accessibility ramps in Albert Campbell Square and provides elevators in Scarborough Centre TTC Station	Partially Does not improve all accessibility deficiencies in the network	Yes Complies with AODA with regards to transportation network
 SHAPING THE CITY	Does it support the mixed-use and transit-oriented vision of the Secondary Plan?	No Does not achieve the objectives set out by the provincial and municipal policies	Partially Complies with planning policies, but identifies further work is required for planning complete transportation network and facilities	Yes Builds upon Alternative 2 and related planning policies, recommending a master plan for new transportation facilities throughout the study area
	Does it create a transportation network and block plan that supports a vibrant urban centre?	No Encourages automobile travel through large blocks and street design	Partially Provides guidelines for intersection spacing to encourage pedestrian activity for the McCowan Precinct	Yes Proposes a fine-grained transportation network for the entire Centre
 HEALTHY NEIGHBOURHOODS	Does it improve connectivity and access within the Centre and to/from surrounding communities?	No Does not provide adequate connections within Scarborough Centre and to/from surrounding communities	Partially Creates policy framework for improving connectivity	Yes Reconfigures transportation network for better connections between Precincts and surrounding communities
	Does it encourage and support active and sustainable modes of transportation?	Partially Provides few transportation demand management (TDM) measures	Partially Provides general TDM recommendations only	Yes Identifies TDM strategies for car share, bike share, demand-responsive transit, and outreach programs that encourage the use of active modes of transportation
 PUBLIC HEALTH & ENVIRONMENT	Does it minimize the impact on the natural environment and cultural heritage?	Yes Does not impact existing natural environmental and cultural heritage	Partially May impact ecology, built/cultural heritage or areas with archaeological impact	Partially Potential greater impact on ecology, built/cultural heritage or areas with archaeological impact
	Does it support and enhance the open space network?	Partially Maintains existing open spaces, but does not propose new open space connections	Yes Promotes the enhancements of the natural environment to improve the livability and sense of place in the Centre	Yes Offers new connections to parks and open spaces throughout the Centre
 AFFORDABILITY	Is it economically feasible to implement (considering full life cycle costs, impact to utilities, durability and future expansion opportunities)?	Yes Does not require investment for transportation network changes, but requires operating and maintenance costs	Partially Requires some investments from public and private sector	Partially Requires greater investment from public and private sector
 SUPPORTING GROWTH	Does it encourage public and private investments?	Partially Provides some potential for development on large parcels of land	Partially Improves development potential in the Centre	Yes Improves development potential in the Centre and maximizes connections and accessibility to the proposed public investments in transit
	Does it allow for the safe and efficient movement of goods?	No Does not address the movement of goods and designated truck routes	No Does not address the movement of goods and designated truck routes	Yes Provides designated truck routes that are more efficient and separated from non-motorized traffic

The SCTMP has identified Alternative 3: Emerging Vision as the preliminary preferred alternative for the future transportation network. This alternative encourages multi-modal transportation, improves connectivity both within Scarborough Centre and with surrounding communities, supports future transit investments, and builds upon the vision of the Scarborough Centre Secondary Plan.

Do you agree with the preliminary preferred alternative (Alternative 3: Emerging Vision) and the Draft Evaluation as it was presented today?

☐

YES

☐

NO

Please provide comments explaining why or why not:

Additional Comments:

Thank you for your input!

Please continue to share your thoughts online:



Fill out the MetroQuest Survey



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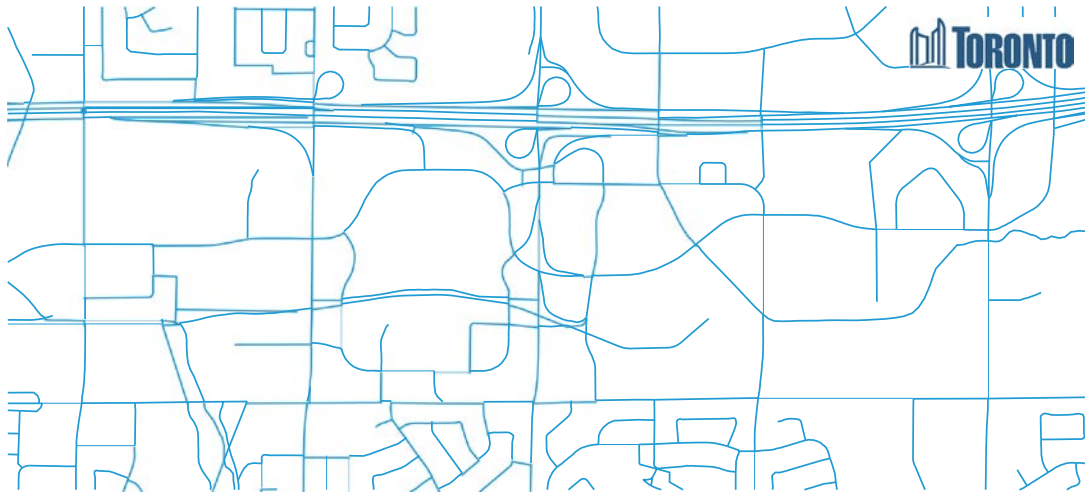


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Presentation



SCARBOROUGH CENTRE TRANSPORTATION MASTER PLAN (SCTMP)

Public Consultation Meeting #2
May 10th, 2017

LEA The Planning Partnership PERKINS + WILL

Presentation Outline



1

Project Schedule
and Background



2

Draft Evaluation of
Alternatives

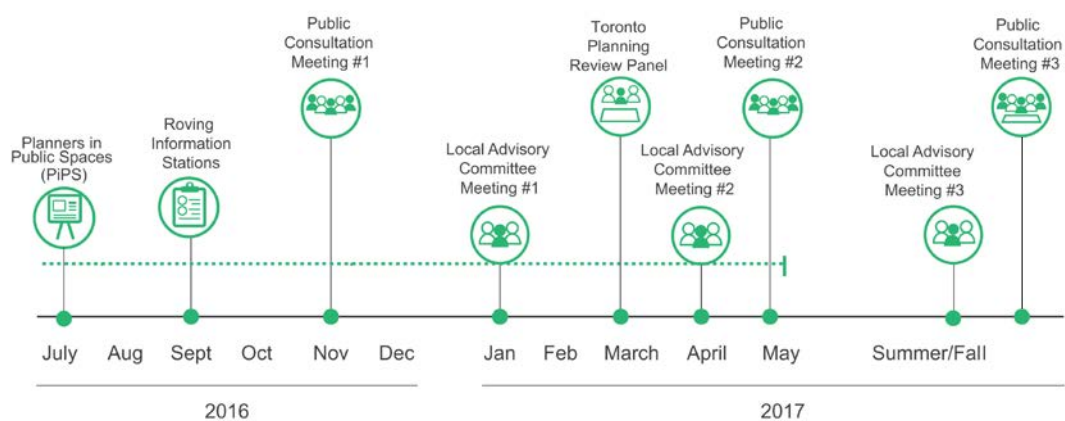
3

Preliminary Preferred
Alternative



Project Schedule

Project Schedule



Project Background

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

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



Guiding 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

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



Transportation Network Alternatives

Transportation Network Alternatives



The Scarborough Centre TMP has identified three transportation network alternatives that were evaluated to determine the preliminary preferred transportation network. The three alternatives outline the possible future scenarios for the study area and are presented in the slides to follow.

The three alternatives are:

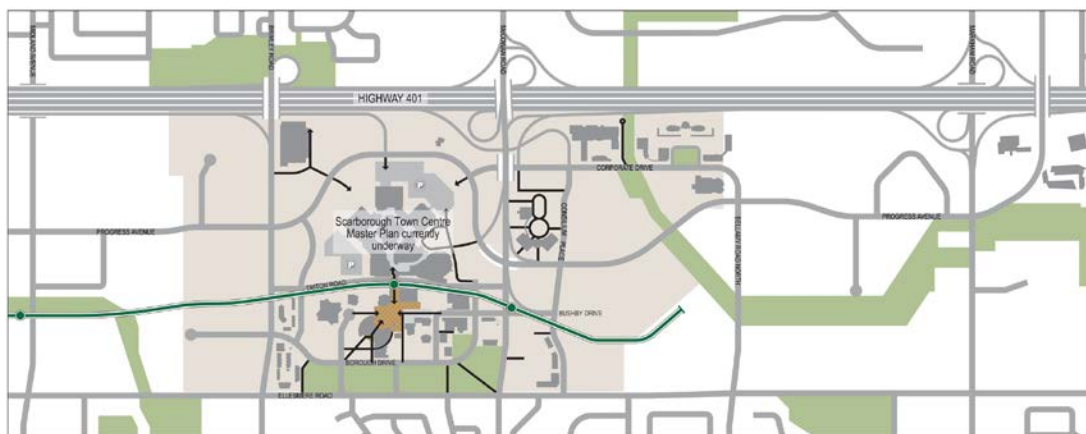
- **Alternative 1: Existing Conditions**
- **Alternative 2: Current Policy Framework**
- **Alternative 3: Emerging Vision**

Note: Larger print versions of the alternatives are provided on display panels.

Alternative 1: Existing Conditions



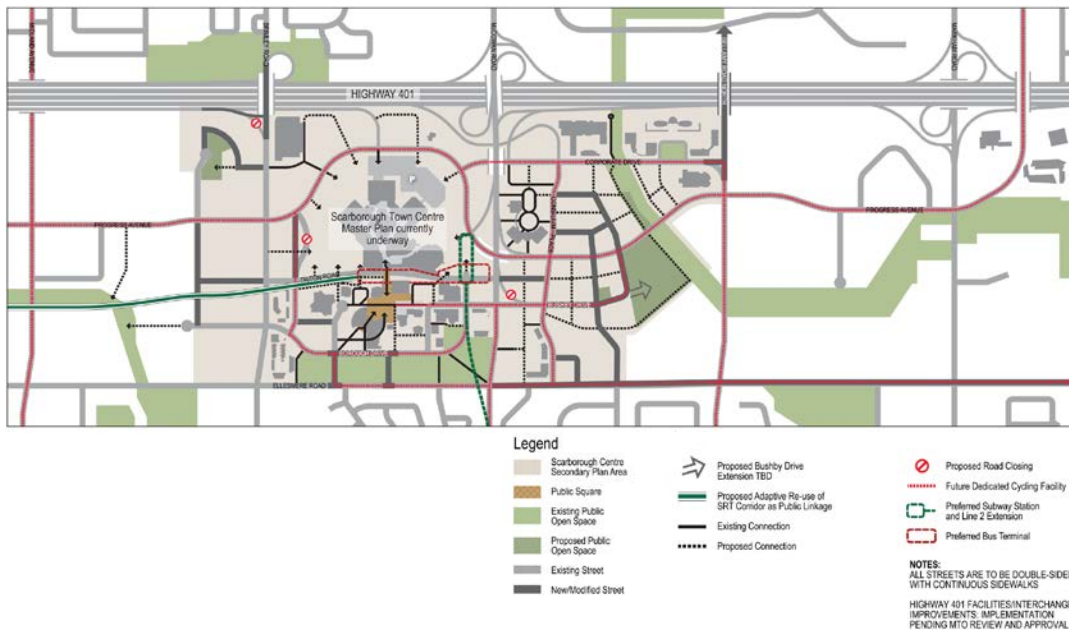
- The “Do Nothing” alternative, which provides a baseline comparison of conditions without any significant improvements



- Legend
- Scarborough Centre Secondary Plan Area
 - Public Square
 - Existing Public Open Space
 - Existing Street
 - Existing Station and Line 3 (Scarborough Rapid Transit)
 - Existing Connection

Alternative 2: Current Policy Framework

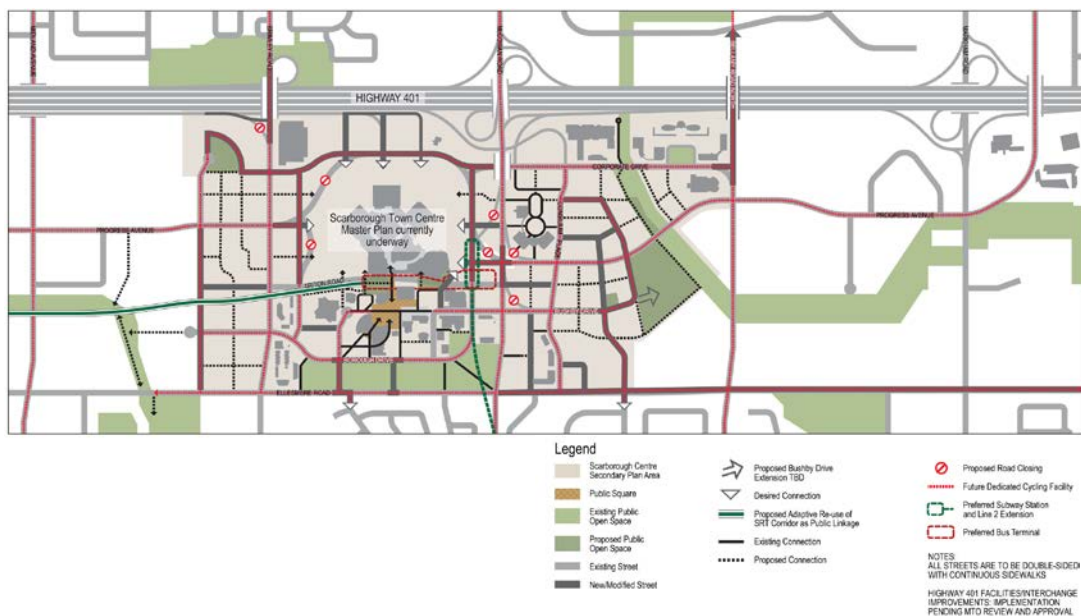
- Based on future transportation conditions outlined in previous planning work including the [Scarborough Centre Secondary Plan](#), the [McCowan Precinct Plan](#), and the [Scarborough Centre Public Space & Streetscape Master Plan](#)



Alternative 3: Emerging Vision



- Includes planned improvements identified in Alternative 2 plus a series of additional proposed solutions that encourage **multi-modal transportation** within and surrounding Scarborough Centre



Draft Evaluation of Alternatives

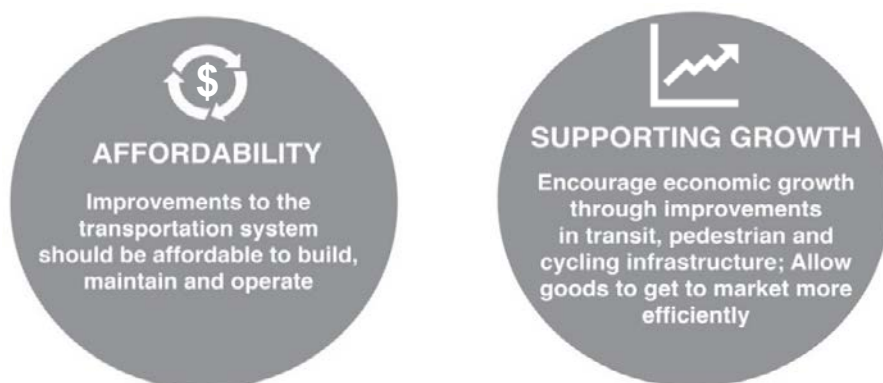
Evaluation Principles: Serving People



Evaluation Principles: Strengthening Places



Evaluation Principles: Supporting Prosperity



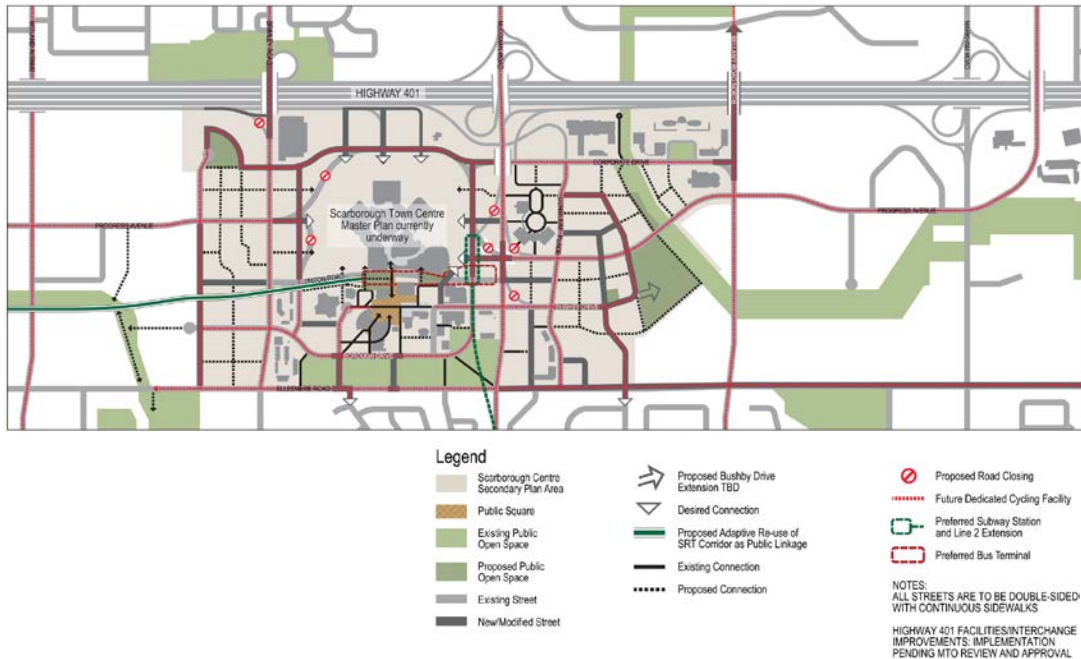
Draft Evaluation Summary

Principle	Alternative 1: Existing Conditions	Alternative 2: Current Policy Framework	Alternative 3: Emerging Vision
Choice	No	Partially	Yes
Experience	No	No	Yes
Social Equity	Partially	Partially	Yes
Shaping the City	No	Partially	Yes
Healthy Neighbourhoods	No	Partially	Yes
Public Health & Environment	Partially	Partially	Partially
Affordability	Yes	Partially	Partially
Supporting Growth	No	Partially	Yes



Preliminary Preferred Alternative

Preliminary Preferred Alternative (Alternative 3: Emerging Vision)



Preliminary Preferred Alternative (Alternative 3: Emerging Vision)



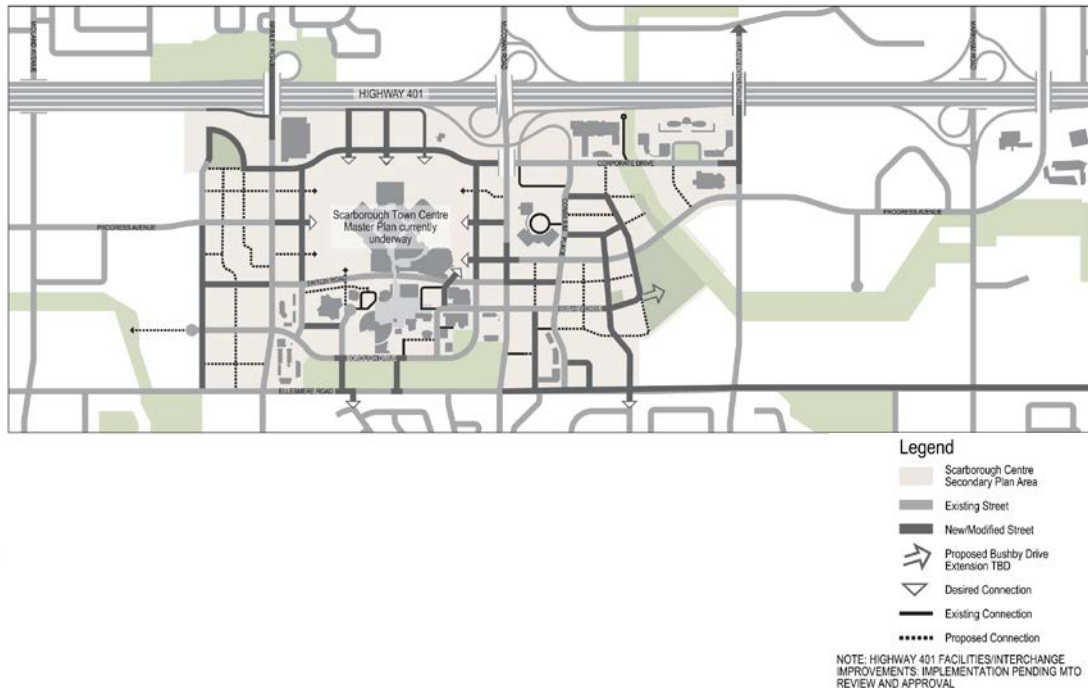
Alternative 3 (Emerging Vision) was selected as the preliminary preferred alternative because it proposes:

- A new **finer-grid street network** for the entire Centre (within the Centre and to/from surrounding communities);
- Strong **pedestrian and cycling connections** to transit investments; and
- **TDM measures**, designated **truck routes**, a **signage and wayfinding** strategy, and **transit-oriented** policies

The following slides present the transportation network layers for each mode of transportation.

Note: Larger print versions of the transportation network layers are provided on display panels.

Preliminary Preferred Alternative: Street Network



Preliminary Preferred Alternative: Block Structure



Preliminary Preferred Alternative: Walking and Cycling Network



- Legend**
- Scarborough Centre Secondary Plan Area
 - Proposed Adaptive Re-use of SRT Corridor as Public Linkage
 - Existing Connection
 - Proposed Connection
 - Future Dedicated Cycling Facility
 - Potential Bike Share Facility
- NOTE: ALL STREETS ARE TO BE DOUBLE-SIDED WITH CONTINUOUS SIDEWALKS**

Preliminary Preferred Alternative: Transit Network



- Legend**
- Scarborough Centre Secondary Plan Area
 - Rapid Transit Corridor
 - Frequent Transit Corridor
 - Transit Corridor
 - Proposed Transit Route
 - Transit
 - Durham-Scarborough BRT
 - Preferred Subway Station and Line 2 Extension
 - Preferred Bus Terminal
 - Key Transfer Points

Thank You!



Please pick-up a discussion guide and continue to share your thoughts online:



Fill out the MetroQuest Survey

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email your comments to sconthemove@toronto.ca

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.

Scarborough Centre on the Move

Transportation Master Plan

January 2018

Public Consultation Meeting #3

November 22, 2017

What We Heard

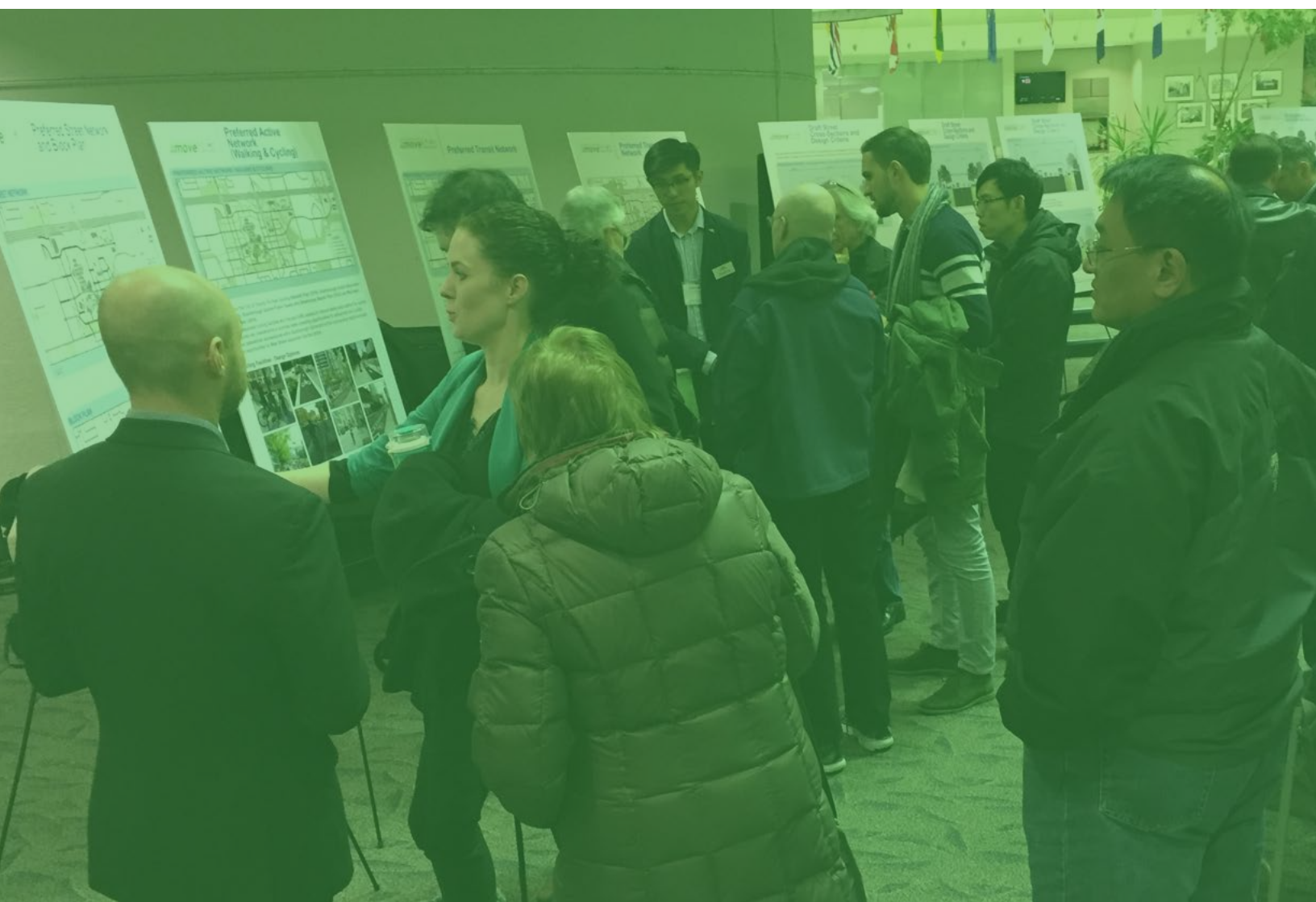


Table of Contents

1.	Introduction	01
2.	Meeting Notices	02
3.	Public Comments	05
4.	Public Comment Sheet Input	09
5.	Display Boards	11
6.	Presentation	32
7.	Completed Comment Sheets	45

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) 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

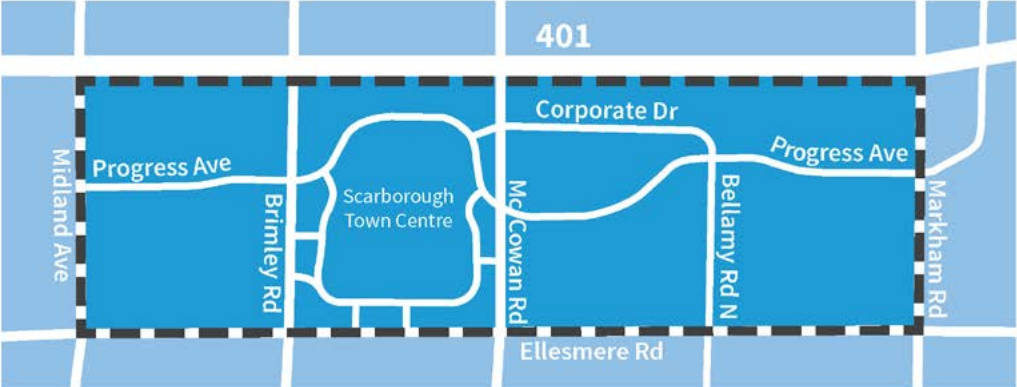
This interactive drop-in session will ask for your input and provide details on the preferred transportation network, key improvements/projects identified, draft implementation plan and the next steps in producing the draft Transportation Master Plan document. General recommendations for the Centre include:

- 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

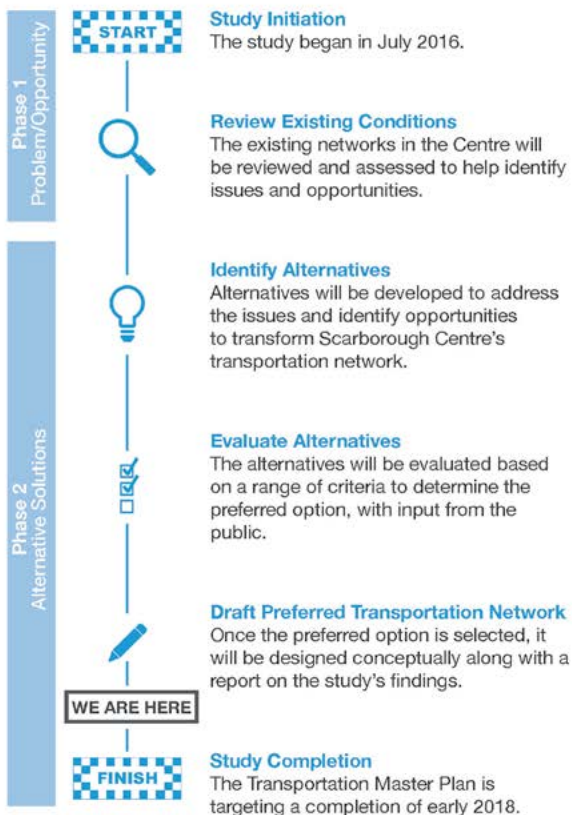


Meeting Notices (cont'd)

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

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

f Check out our Facebook Page
facebook.com/sconthemove

🌐 Keep up to date by checking the project's website at
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



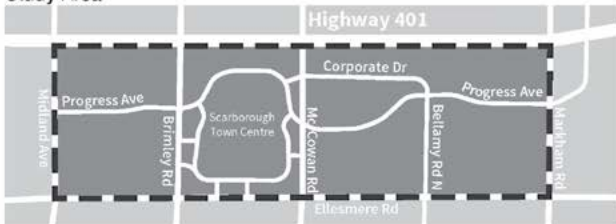
Notice of 3rd Public Consultation Meeting

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 22nd, 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

Keep up to date by checking
the project's website at
www.toronto.ca/sconthemove



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

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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.

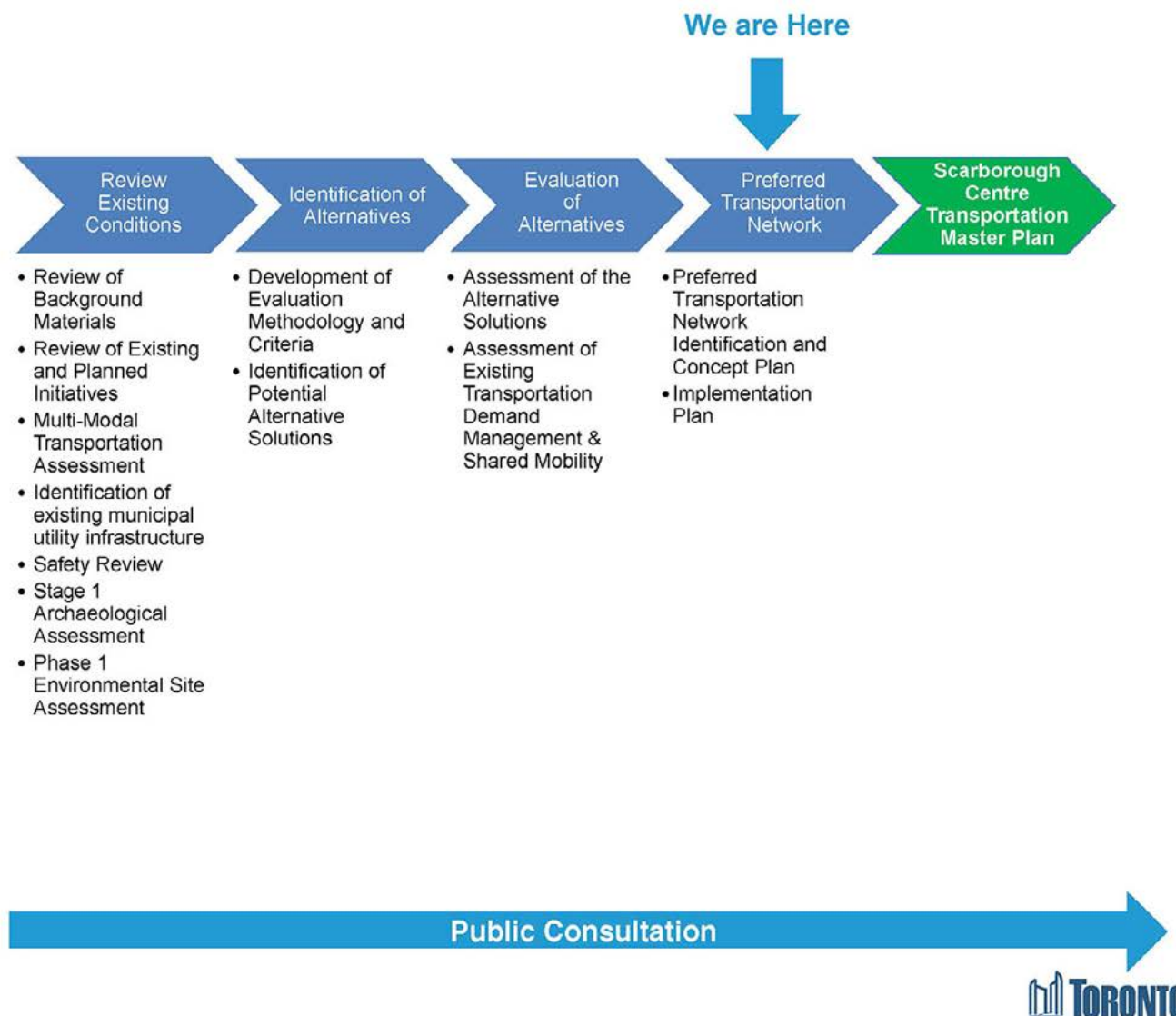


Transportation Master Plan Purpose & Process

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.



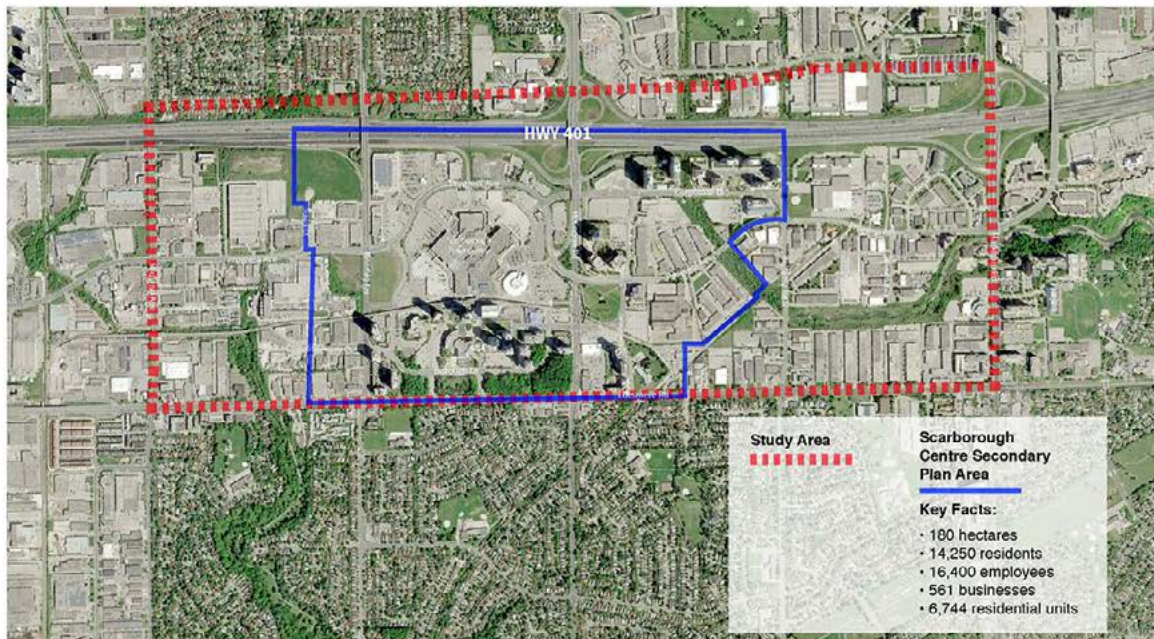
Problem & Opportunity Statement

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

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



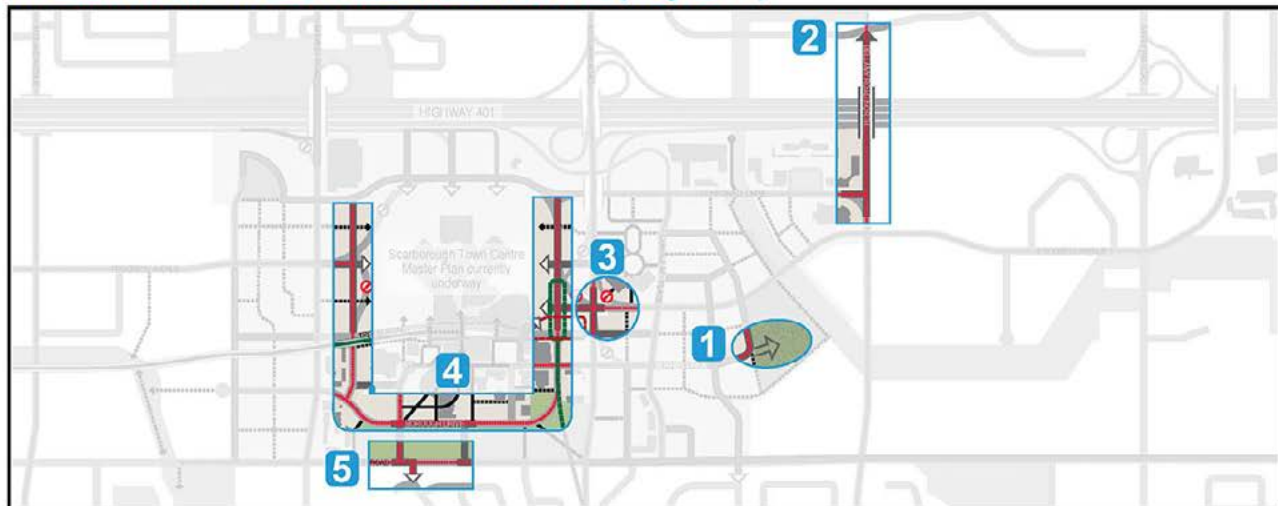
Provide improved transportation options



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

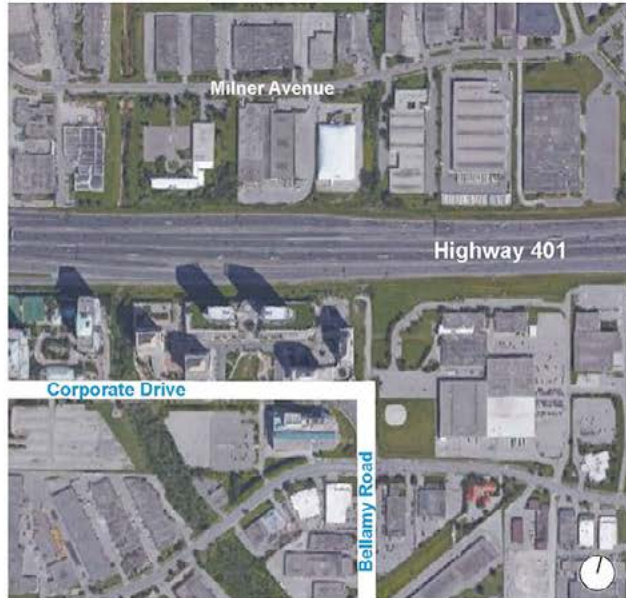


*for illustration purposes only, does not identify a specific alignment

Bellamy Road Extension

Option 1: Bellamy Road Ends at Corporate Drive

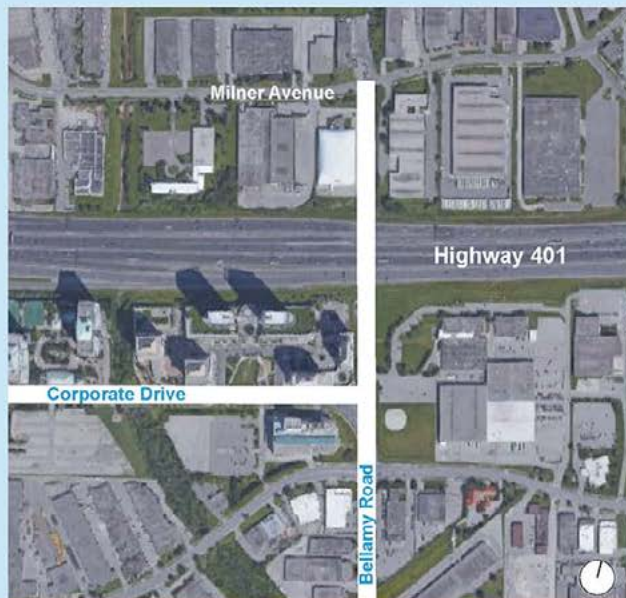
- closely resembles existing conditions
- provides sidewalk and cycling facility to support active modes
- least costly
- no property impacts



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

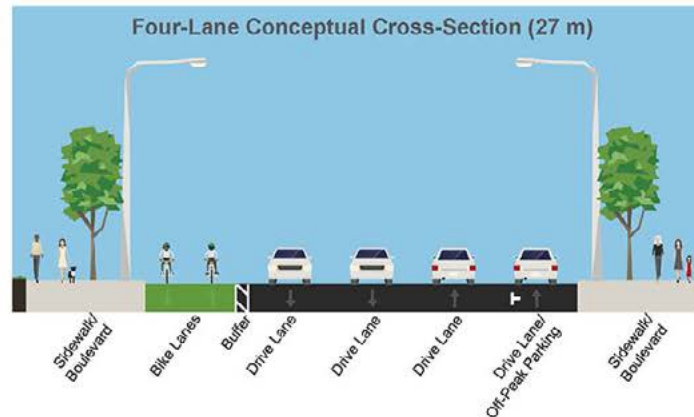
Timing

Short-Term
(0-10 years)

Borough Drive Lane Reduction

Option 1: Borough Drive with Four Lanes

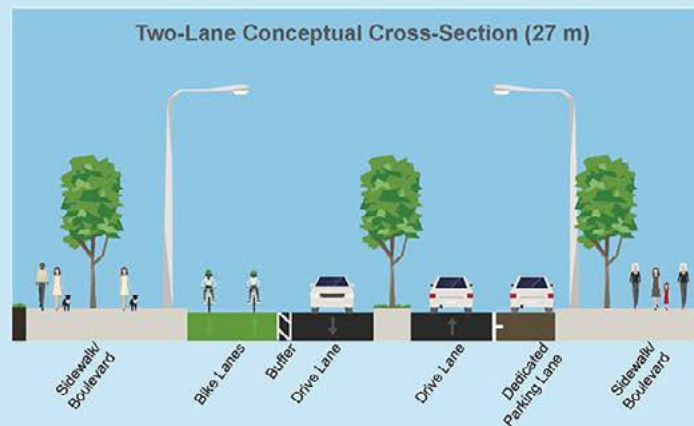
- prioritizes vehicle movement and results in higher traffic speeds
- provides narrower boulevard
- on-street parking provided during off-peak periods only



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

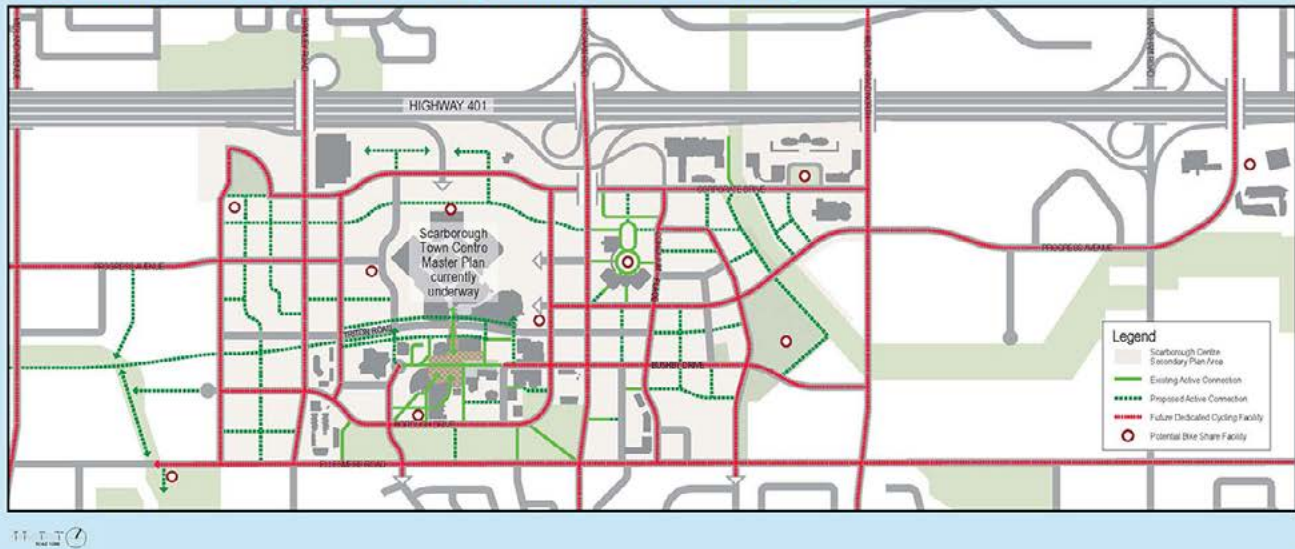


BLOCK PLAN



Preferred Active Network (Walking & Cycling)

PREFERRED ACTIVE NETWORK (WALKING & CYCLING)



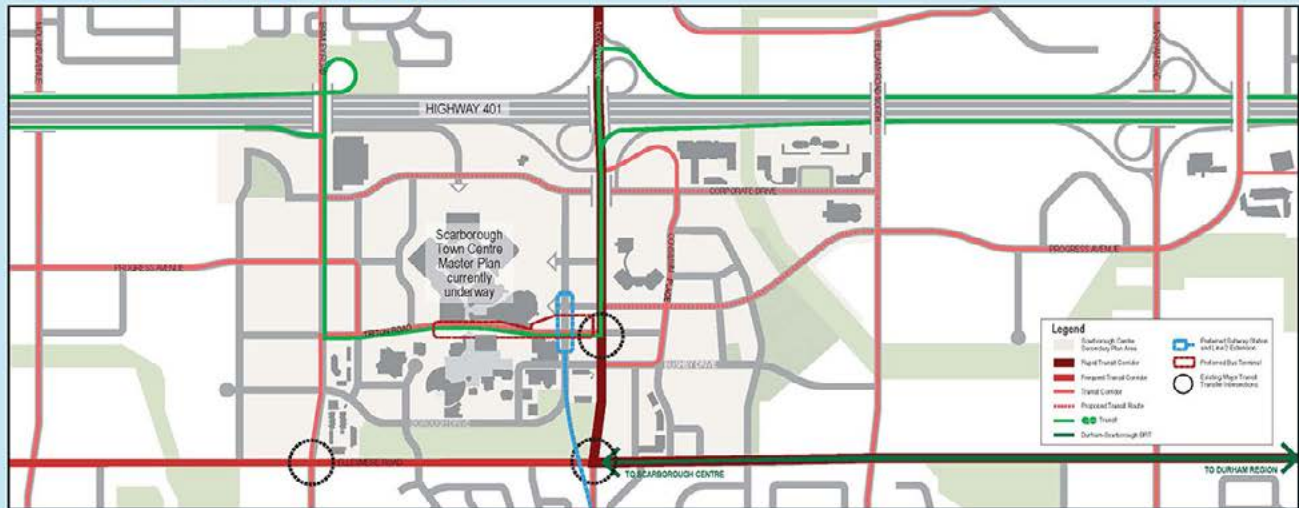
- Builds upon the City of Toronto **10-Year Cycling Network Plan (2016)**, **Scarborough Centre Secondary Plan (2005)**, **Scarborough Centre Public Space and Streetscape Master Plan (2012)** and **McCowan Precinct Plan (2014)**
- Provides separated cycling facilities and reduced traffic speeds to improve **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:

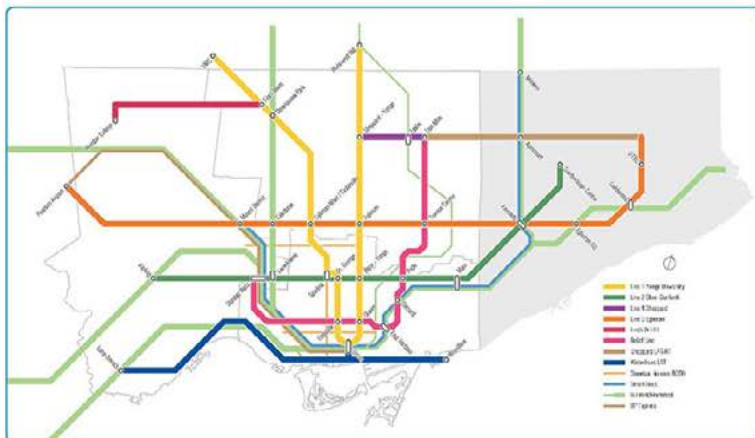


Preferred Transit Network

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

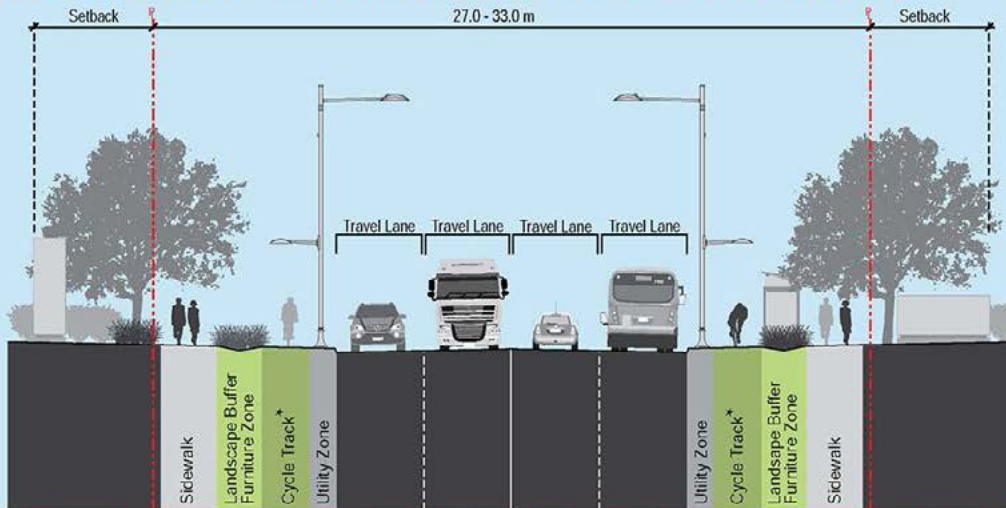


- Encourages **sustainable transportation options**
- Establishes a simplified **grid street network** that allows for **stronger north-south and east-west connections** within the Centre and to the surrounding communities
- Realigns Progress Avenue and Borough Drive and re-establishes the eastern Borough 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.

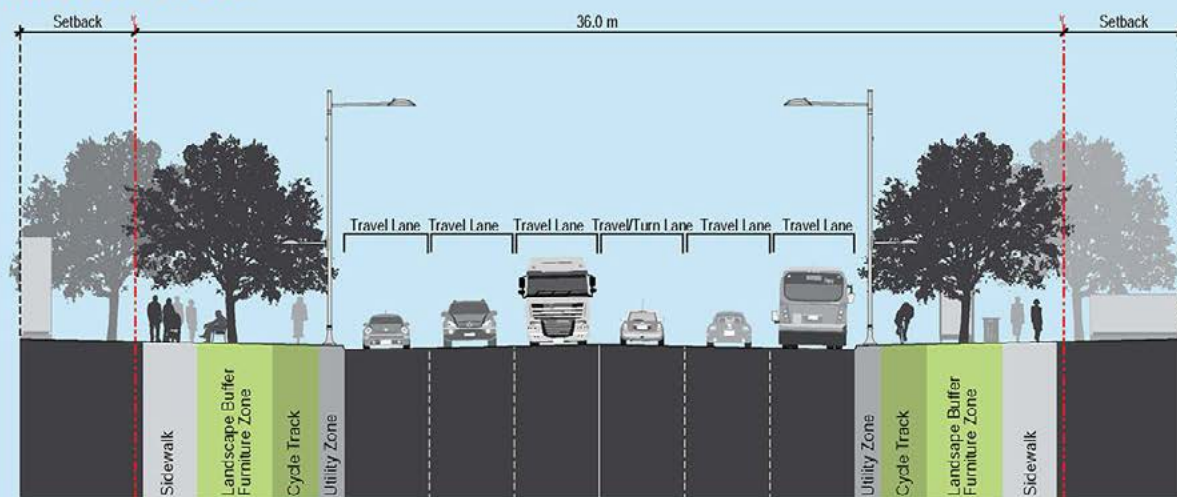
PROGRESS AVENUE / GRANGEWAY AVENUE / BELLAMY ROAD / CORPORATE DRIVE



*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

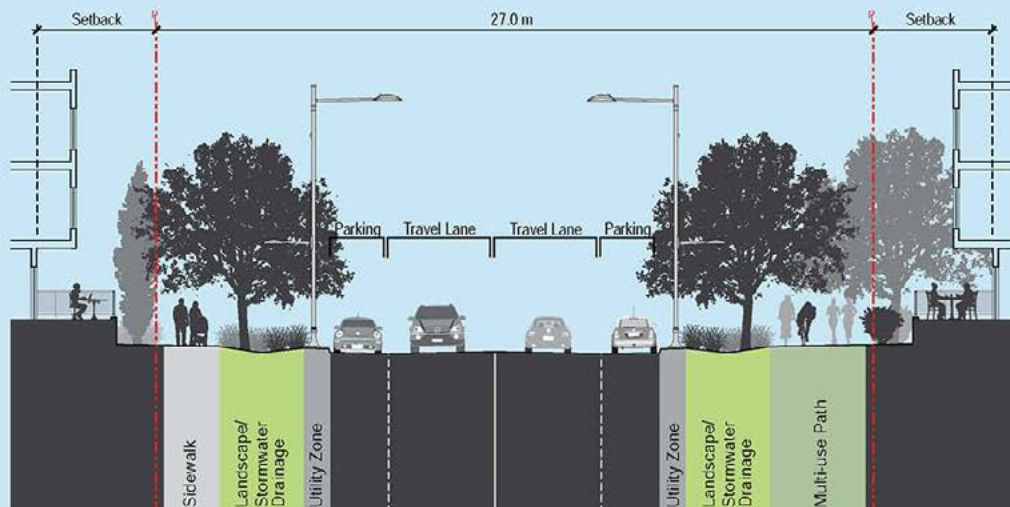
McCOWAN ROAD



- 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

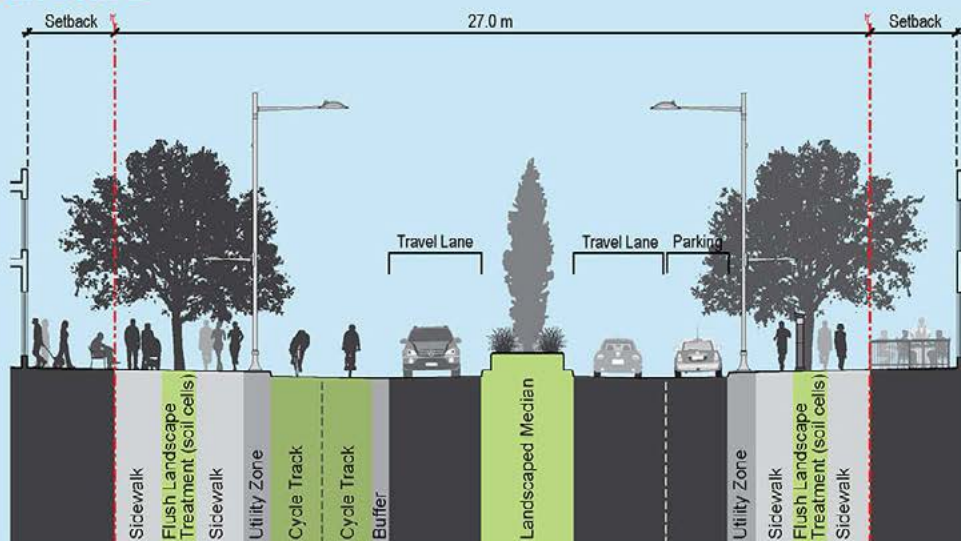
Draft Street Cross-Sections and Design Criteria

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

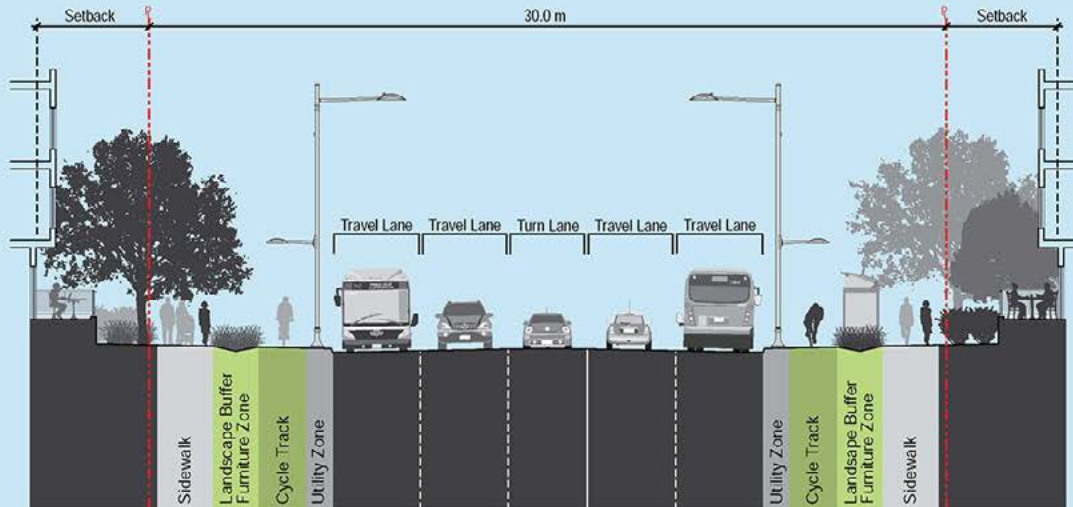
BOROUGH DRIVE



- 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

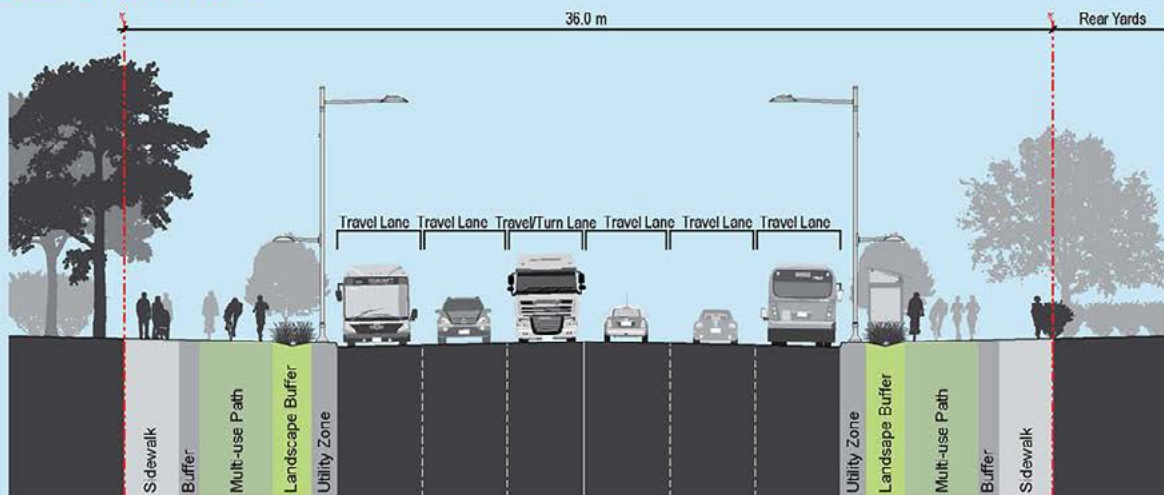
Draft Street Cross-Sections and Design Criteria

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

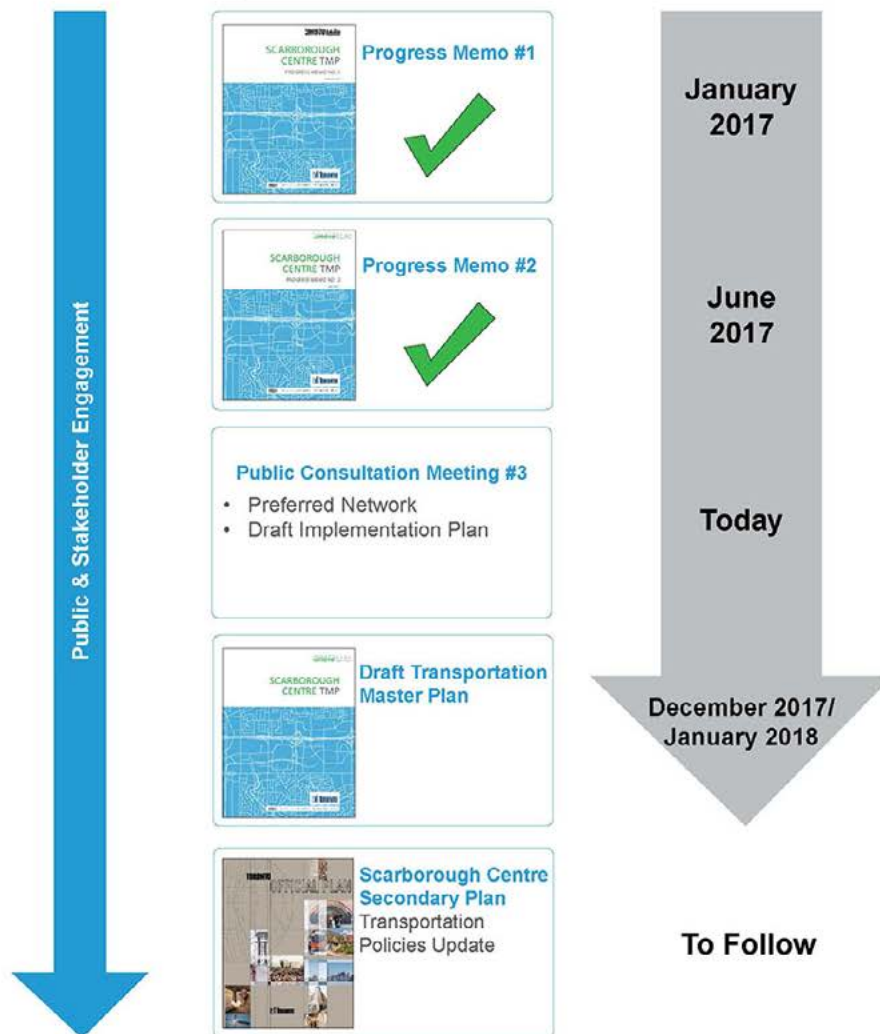
MEDIUM-TERM PROJECTS (10-20 Years)

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:

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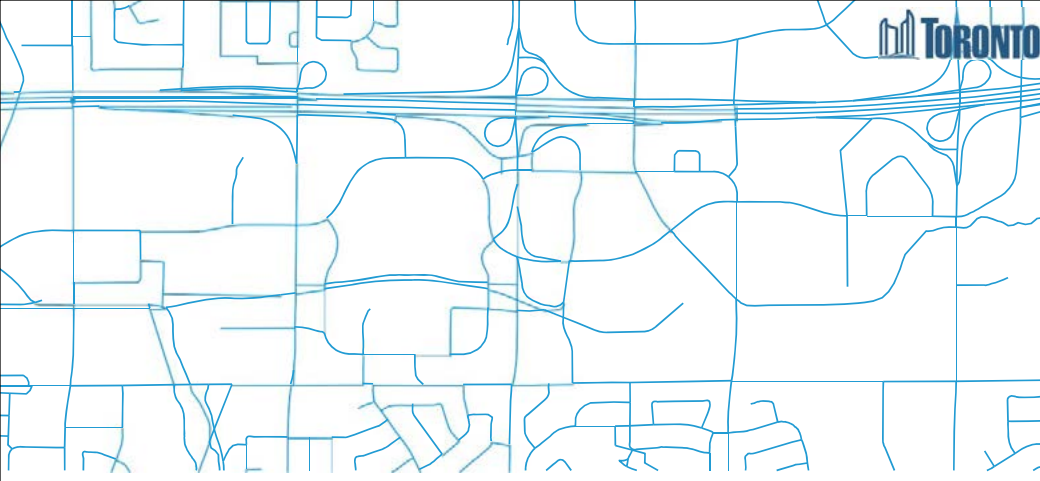
#sconthemove



email your comments to 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



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Toronto

Growth of Scarborough Centre



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Growth of Scarborough Centre



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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

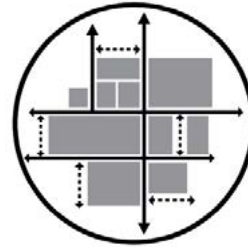


Key Objectives

- 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



Scarborough Centre
on the move
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?

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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Scarborough Centre
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 bwn 401 & Ellesmere is a bottleneck because of the close spacing of ~~to~~ ^{high} signalized intersections. The plan does not appear to reduce the ~~to~~ ^{proximity} 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~~ ^{at} ~~way~~ ^{way} signal intersection. There are schools & lots of children in the area.

Thank you for your input!

Please continue to share your thoughts online:



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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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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:



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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:

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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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



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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:

*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