

# Our Scarborough Centre

## Local Advisory Committee (LAC) Meeting #1:

**Dec. 2, 2021 – 6:30-8:30 PM**

### Attendees

#### **Consultant Team**

John Gladki, Gladki Planning Associates (GPA)  
Danielle Lenarcic Biss, GPA  
Brent Raymond, DTAH  
René Biberstein, DTAH

#### **City of Toronto**

Kelly Dynes, Community Planning - Scarborough  
Tyler Hughes, Community Planning - Scarborough  
Francis Kwashie, Community Planning - Scarborough  
Sasha Terry, Urban Design  
Ben Morell, Transportation Planning  
Kirstein Stein, SIPA  
Lukasz Pawklowski, Transportation Services  
Gary Miedema, SIPA (Heritage)

#### **LAC Members**

1. Alejandro Perreira, Resident
2. Robert Dallas, Centennial College
3. Chris van de Water, Oxford Properties
4. Carl Pawlowski, Minto Communities
5. Christopher Deane, Resident
6. Edith Yu, Resident
7. Kalaiyaran Kengeswaran, Resident
8. Ramesh Babu Pakki, Resident
9. Sebastian Hylands, Kevric Real Estate Corp.
10. Stephen Beatty, Toyota Canada Inc.
11. Dominic Ste-Marie, Conseil de la Nation Huronne Wendat
12. Sunna Zubair, New Commons Development
13. Paul Ferraro, Owner of 390 Progress Ave

### Purpose

The Local Advisory Committee (LAC) is a non-political advisory body composed of residents, organizations representing a range of interests, property owners and managers, local employers, community groups and other interested stakeholders. The LAC provides advice, feedback, guidance and perspectives to the Study Team relating to the Our Scarborough Centre Study.

The purpose of this meeting was to refine the Vision and Guiding Principles and provide an opportunity for LAC members to provide feedback on Preliminary Development Concepts. The meeting format included a presentation by the consultant team and City of Toronto Heritage staff followed by a discussion session guided by thematic questions outlined below.

## Discussion

### **Vision and Guiding Principles**

*The Vision and Guiding Principles were refined as part of the Phase 2 work and Visioning Workshop with the community. Are they reflective of the unique character of Scarborough Centre to help guide development?*

- LAC members generally supported the Vision and Guiding Principles, which as someone noted will make Scarborough Centre inspiring, future-proof and a place to be proud of. A word of caution and advice was to secure community and stakeholder buy-in so we are not achieving a watered-down version of the goals.
- Creating a safe, pedestrian-friendly and appealing environment for walking was seen as a key goal, especially given the widths of roadways in Scarborough Centre. There was discussion regarding the Bellamy extension as a solution for safe highway crossing using active modes of transportation.

### **Heritage**

*A Cultural Heritage Resource Assessment (CHRA) has resulted in the completion of a Historic Context Statement and a list of properties with heritage potential in the Study Area. Do you have any comments on the results of the CHRA?*

- Several LAC members believe Frank Faubert Wood Lot should be preserved as a natural space. It also has Indigenous heritage value.
- The Harold R. Lawson School site at 1710-1712 Ellesmere Road should be protected since there is open park space associated with it and that area of Scarborough Centre is lacking in park space.
- City staff provided information as to how properties can be identified as having heritage value by being *listed* on the City's Heritage Register (where a property will be flagged for research and review by City staff prior to granting a demolition permit) or *designated* for protection of heritage elements.
- Multiple LAC members do not think the older office buildings located at 740 Progress Avenue or 100 Borough Drive are architecturally or culturally significant to Scarborough. Given the latter's proximity to the future subway station and bus terminal as well as Scarborough Town Centre Mall, it was suggested that no heritage designation be considered in order to maximize the property's redevelopment potential.
- City staff flagged that there could be opportunity to intensify/redevelop the surface parking lots that accompany these office buildings, particularly given their proximity to transit.
- It was noted that the built form configuration at 100 Borough Drive and 200 Town Centre Court play an important role in framing Albert Campbell Square.
- LAC members recommended considering adaptive reuse of the built form. There was also discussion about building sustainability and how adaptive reuse can contribute to that.

## Building Heights

*Which option do you prefer for building heights in Scarborough Centre? Why?*

- *Status Quo (Existing/Approved)*
  - *Single Main Peak (Transit Node)*
  - *Multiple Peaks*
- LAC members support the Multiple Peaks height option, citing it as a way of broadening the Scarborough Centre area, spreading out green spaces on multiple blocks and ensuring better air quality rather than concentration of built form in one area.
  - It was observed that the Single Main Peak option, which centres building heights on transit, doesn't hold flexibility for changing transportation patterns in the future (e.g., driverless cars).
  - What has been approved so far is considered appropriate, but there is concern that taller building heights will contribute to traffic congestion from new residents who do not use transit. The area around the future subway station and bus terminal should be pedestrian-friendly.
  - Some suggestions were made for building design, including green roofs and building materials (e.g., multiple tall glass buildings could be blinding to drivers on Highway 401).
  - It was also suggested that viewsheds from the highway corridor be considered. Positioning a series of tall buildings along the Highway 401 corridor could be a barrier to Scarborough Centre's visibility as a community hub.

## Office Priority

*Is an Office Priority Area needed in Scarborough Centre located around the future subway station?*

- Although it makes sense to locate office buildings close to the future subway station and bus terminal to support workers who are travelling to and from the Centre, LAC members believe it may be difficult to achieve this objective and cited concerns about creating a concentrated office environment with little activity outside of 9-5 working hours.
- There is support for a mix of uses that encourage flexibility and a blend of office and residential spaces. One LAC member shared an example of buildings in Tokyo that contain office, retail and residential uses, including restaurants on upper levels.
- Given the uncertainty of future working conditions (e.g., working from home, shorter work weeks, etc.), LAC members encouraged the Secondary Plan to not be too prescriptive in terms of specific land parcels designated for office uses.
- A representative from a local property owner and LAC member shared that research on future occupancies and tenancies of properties in the area has indicated that Scarborough Centre is not a highly desirable node for attracting more office buildings. It is more likely that smaller, complementary employment uses will be integrated into mixed-use buildings surrounding the mall or serving residents.

## Retail Priority

*Should some streets in Scarborough Centre be identified as Retail Priority streets? Should they be in our proposed location?*

- LAC members encouraged activated streetscapes with at-grade retail on McCowan Road (especially close to the future subway station and bus terminal), Consilium Place and Grangeway Avenue. The Shops at Don Mills was cited as an example of a pedestrian-friendly environment with flexible open spaces.
- Oxford Properties indicated that the Scarborough Town Centre Mall will continue to be a focal retail hub in the area and the existing perimeter of the mall is inward-focused. However, new development will prioritize retail at grade.

## Density and Parkland

*Which solution do you prefer for addressing parkland in Scarborough Centre?*

- *Reduce development intensity/overall density so there is a smaller residential population in Scarborough Centre*
- *Accept a lower standard for parks provision*
- *Re-designate some lands within Scarborough Centre as parks, understanding that the City will have to eventually acquire these sites*
- *Acquire adjacent land outside of Scarborough Centre*
- *Allow some Privately-Owned Public Spaces (POPS) to count as parks*
- LAC members advised against compensating for parkland by acquiring areas outside of the Centre, noting that farther, inconvenient distances may lead to less frequent use of greenspace.
- LAC members encouraged that Privately-Owned Public Spaces (POPS) be included as part of the parkland provision. Although POPS can't replace parks, key features and criteria can help them qualify, such as a percentage of green space or requirement for native plantings. This should be an important component of community engagement for new developments.
- Connectivity is important as some existing areas of the Centre are not accessible. New developments should include quality open spaces that are well-connected to the existing network of POPS, parks and the natural heritage system.
- One LAC member supported the option of re-designating some lands as parks in order to support efficient use of land in the area.

*Which approach do you prefer for density in Scarborough Centre?*

- *Apply an overall density cap to limit residential units*
- *Use only height and built form controls to shape development (no density cap)*
- Given the future subway station and bus terminal, one LAC member indicated support of development intensity and efficient use of land parcels in Scarborough Centre.

## Next Steps

The OurSC Background Report was circulated to LAC members along with the presentation slides. The next LAC meeting will take place in Phase 4 of the Study.