

Our Scarborough Centre

Online Survey #2

Summary of Responses



January 2022



Background

City of Toronto staff are updating the Scarborough Centre Secondary Plan, which was approved by Council in 2005. A Secondary Plan is a tool that guides change in a particular area of the City through detailed policies promoting compatibility and coordination among buildings and development, parks and public spaces, transportation, community services and facilities, and land use.

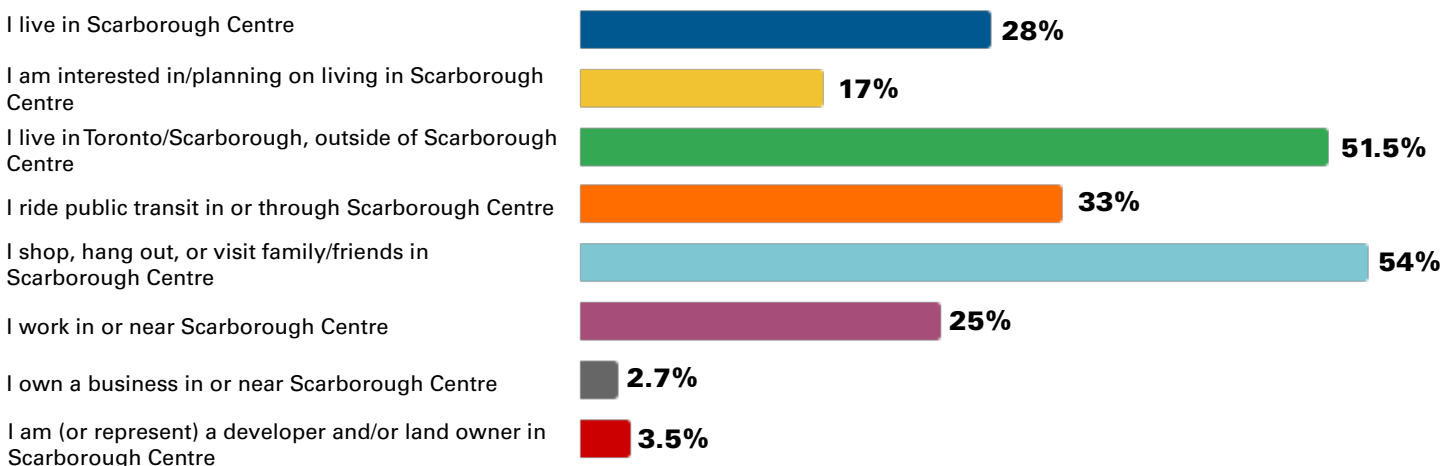
A lot has changed in Scarborough Centre since 2005, including a number of new residential towers, a new park and a new library. The approved Scarborough Subway Extension will bring increased growth along with a new station and bus terminal.

An online survey was launched for members of the public to share feedback on the preliminary Development Concepts prepared during Phase 3 of the Study. The voluntary survey was available from December 2, 2021 to January 7, 2022. All responses were anonymous and no personally identifiable information was collected.

Over 260 community members participated in the survey, representing a variety of people who live, work and play within the Centre (see Figure 1 below). The majority (71%) had participated in previous engagement activities as part of the Our Scarborough Centre Study, including virtual meetings, social media, the previous online survey and communications with the project team.

Figure 1 **What is your interest in Scarborough Centre? Select all that apply.**

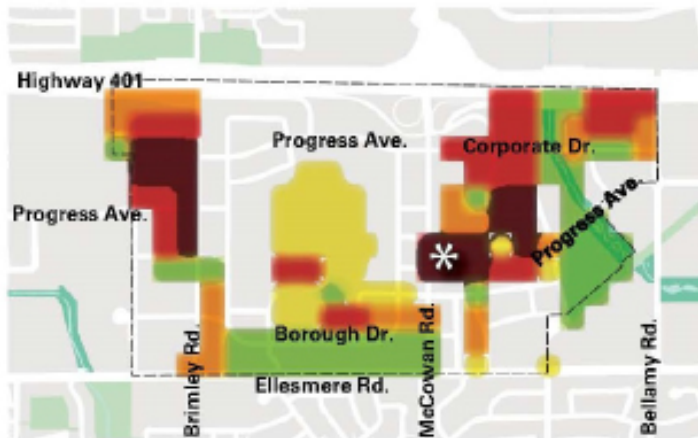
n = 262 responses



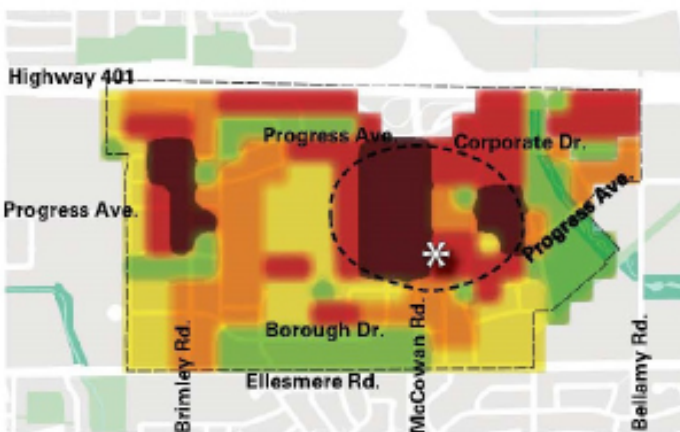
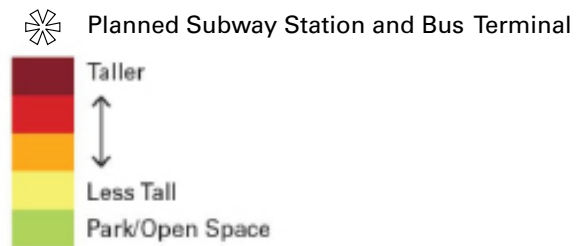
The survey had 12 questions. A high-level summary of responses is provided here, with a focus on four themes: **building heights, office space, retail and parkland.**



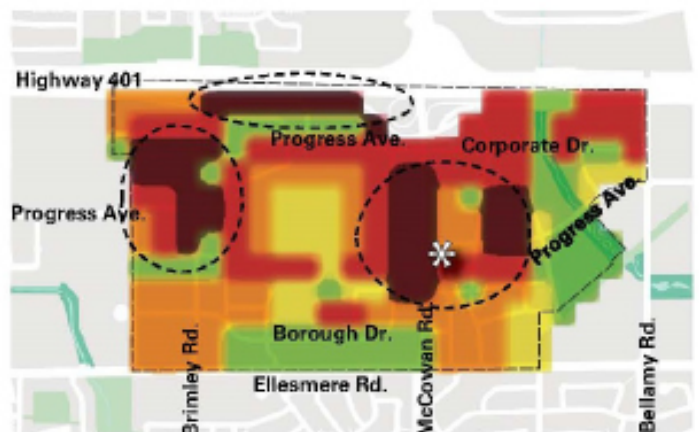
Building Heights



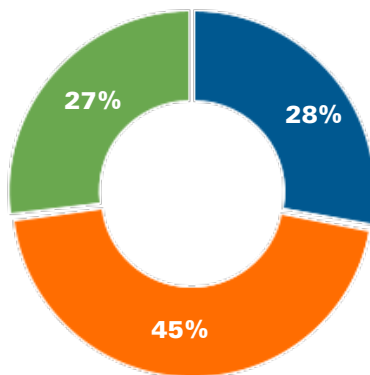
Status Quo (Existing + Approved Development)



Single Main Peak (Transit Node)



Multiple Peaks



Looking at the graphics above, which option do you prefer for the distribution of building heights in Scarborough Centre?

n = 222 responses

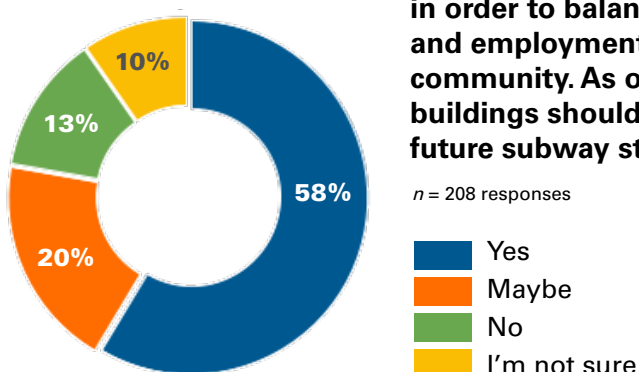
- Single Main Peak at Transit Node
- Multiple Peaks
- Status Quo

Office



Secondary Plan policies can encourage development of office spaces in order to balance out residential uses in the area, support growth and employment opportunities and create an all-day complete community. As outlined in blue in the map above, do you think office buildings should be concentrated in Scarborough Centre around the future subway station?

n = 208 responses



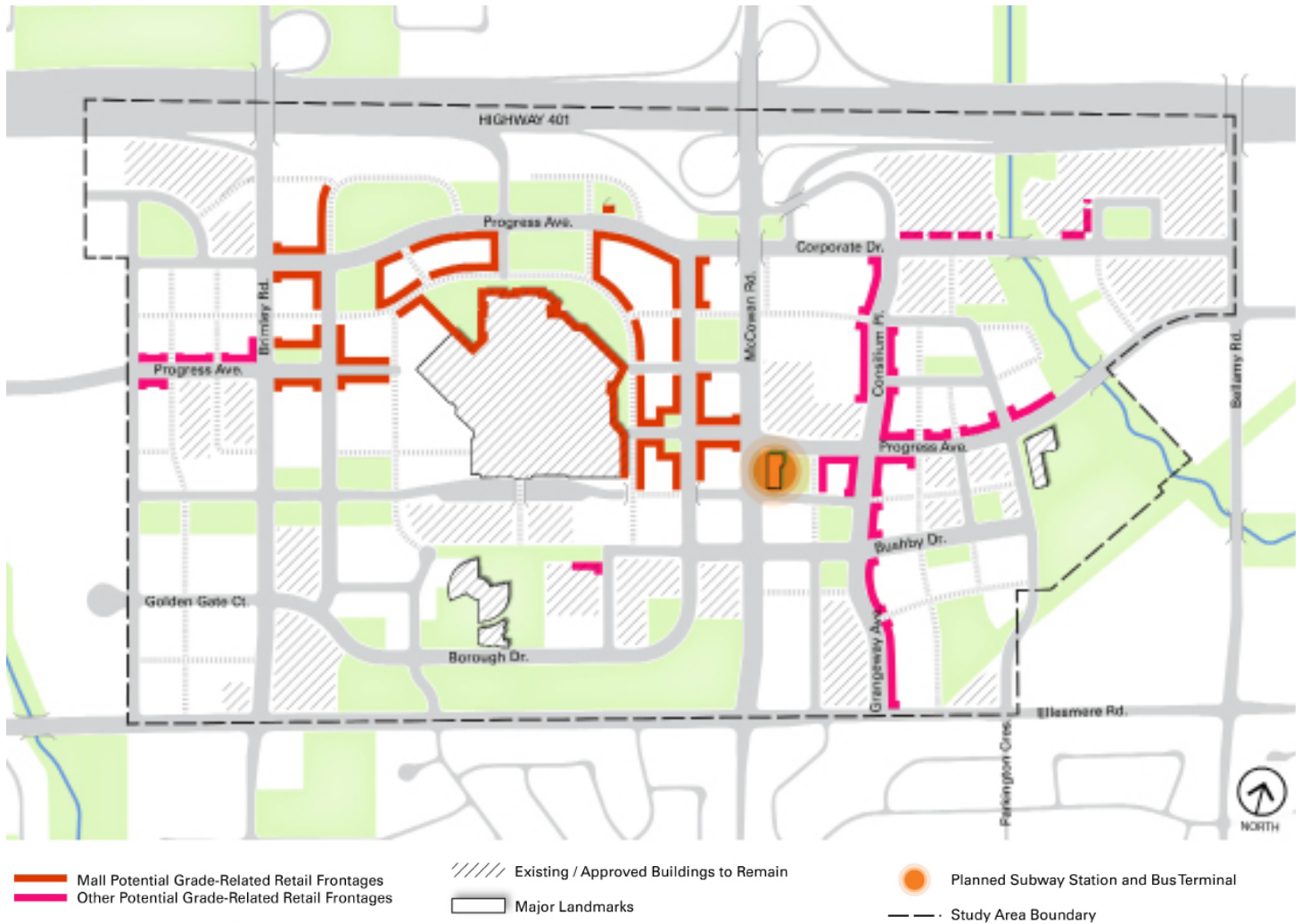


Office

Survey respondents told us:

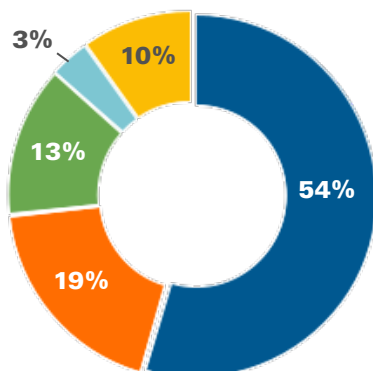
- **Low-cost smaller spaces** should be available for small businesses, entrepreneurs, artists and startups
- More offices will support a balanced, **complete community** in Scarborough Centre
- Office buildings should be **mixed-use** with important amenities like grocery stores, day cares and cafes at the ground level
- Consider how recent **work-from-home practices** may change demand for office space or interest in live-work/hybrid developments
- There is concern about a dedicated Office Priority Area lacking **life and activity outside of typical working hours**
- Office buildings should be **within short walking distances of higher-order transit**
- Concentrating office density may correspond to **greater traffic congestion**, especially at rush hour
- A secondary concentration of office buildings could be located **along Brimley Road** with retail and other public uses at ground level
- A new **subway station and bus terminal is important** to encourage employment and transit use in the area
- Some prefer adding **more housing units** over office units

Retail



Secondary Plan policies can identify streets on which retail and non-residential uses are located on the ground floors of developments. Do you think ground-level retail should be concentrated in Scarborough Centre on the streets in the map above?

n = 222 responses



- Yes
- Maybe
- No
- Not where they are proposed
- I'm not sure

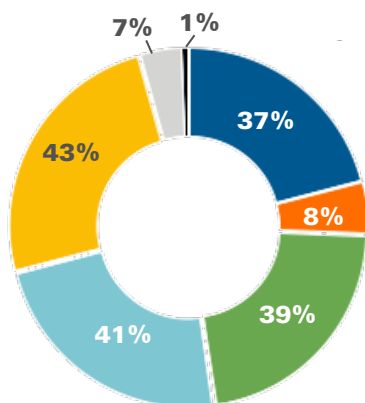


Retail

Survey respondents told us:

- **Smaller retail units** should be encouraged so they are affordable to small businesses
- Retail spaces should accommodate a **variety of retail** types including art galleries, family-owned stores, bars and restaurants for more **vibrancy** and a true live-work-play neighbourhood
- **Ground-floor retail** should be permitted throughout the Centre and not restricted to certain streets
- **Cafes and spaces for live music** could work well in car-free areas like around Albert Campbell Square
- Businesses that are **open late** (e.g., restaurants) will help make the area safer and animated when walking, cycling or taking transit in the evening
- Transit, bike lanes and pedestrian infrastructure must be planned in tandem with retail spaces for **easy, safe and convenient access**
- **Walkability** and an **interesting public realm** is key in attracting people to retail streets
- More retail options should be in the **Brimley Precinct** and **near Ellesmere Road**
- Consider changes in the retail landscape due to **online shopping** and e-commerce
- The future Bushby Drive extension could be a “**main street**” **strip** of small boutiques and cafes
- Retail supporting office employees (e.g., gyms, dry cleaners, restaurants) should be **concentrated near the subway**
- Sufficient and easily accessible **parking** must be located near retail
- **Larger-scale retail** like grocery shopping and health care should be located on the ground floor of residential buildings for convenient access to everyday amenities
- Developments should be designed with **human-scaled retail** and an **urban feel**

Parkland



Do you agree with the plan above for the distribution of future parks and open spaces in Scarborough Centre?

n = 197 responses

- Yes
- No
- Need more parkland west of Brimley
- Need more parkland east of McCowan
- Need more parkland around the Scarborough Town Centre Mall
- Do not need more parkland
- Need less parkland



Parkland

Survey respondents told us:

- Parks should function for a **variety of ages, activities and programming** (e.g., meeting friends, having a picnic, sports and recreation, dog walking)
- **More green space** is necessary to accommodate increased adjacent density
- Better **linkages** are needed between parks, open spaces and the Creeks (e.g., trails) for continuous walking and cycling **connectivity**
- The SRT would make a great **linear park**
- There are concerns with proposed parks in close **proximity to Highway 401**
- Mixed opinions on whether development proposals should include more or fewer **Privately-Owned Publicly Accessible Spaces (POPS)**
- Additional green space **near the subway line** would be scenic for transit riders
- More **benches and seating** are needed in the Centre
- Parkland provides **mental health benefits**
- Park names should be **inclusive and reflective of the diverse community**
- Open spaces and green roofs play a key role in **flood prevention**
- **Cultural park space** similar to Albert Campbell Square is needed for farmers' markets and festivals



Other Feedback

We asked survey respondents for any other feedback they had on the Development Concepts or ideas to make Scarborough Centre a complete community to live, work and play. Their suggestions included:

- Create a community with **24/7 activity**, including unique year-round public **gathering and entertainment spaces** (e.g., skating rink, concert stage, community centre)
- Prioritize **walkability** and active recreation through the Centre via human-scale road network, pedestrian furniture, wayfinding and **lighting**
- Retain existing **green spaces** and add new **green infrastructure** (e.g., green roofs, community gardens, linear park/trail on the SRT corridor, vegetation along Highway 401)
- Foster an **arts & culture** identity in Scarborough Centre through cultural retail, galleries, music venues, studio space and incubators for entrepreneurs and creatives
- Maximize **housing affordability** and **family-sized units**
- Plan ahead for anticipated **traffic congestion** due to increased density
- Focus on **connectivity** (e.g., path from the new subway station and bus terminal to the mall; pedestrian and cycling connections to Centennial College and the Meadoway via Highland Creek and to communities north of Highway 401)
- Encourage **quality architecture** with a **variety of design** and materials
- Plan for **additional school sites** to accommodate increased population
- Design **protected/separated bike lanes and paths** through the Study Area, particularly leading to and from the future subway station and bus terminal
- More **underground parking** is needed in the Centre

Next Steps

You can continue to contact City staff to provide your comments on the Our Scarborough Centre or ask questions directly. Please direct your feedback to ourSC@toronto.ca and visit the [Study website](#) for more information, materials, reports and meeting notices.