

Good evening Scarborough! Welcome to our SUN – Councillor Forum.

My name is Ron Parkinson, I'm co-Founder & Spokesperson for SUN (Scarborough United Neighbourhoods) which began 3 years ago and consists of Scarborough Volunteer residents who are passionate for their respective Scarborough neighbourhoods. We're non partisan & committed to sharing information...The volume of information has progressed significantly from sharing Community events to increasing #s of Civic events from Elections to continuous Development Consultations, Up zoning Bylaws etc.

Our city is made up of Electoral Wards to which each councilor is accountable for, however, Scarborough is a Bigger Picture with many, many diverse neighbourhoods & we ask our Councillors to be collectively supportive for all of Scarborough.

What makes our city Special is our Diversity and inclusiveness, however, many Scarborough Residents who are property home & small Business owners and taxpayers are generally feeling left out of the decision making process, frustrated by the lack of meaningful Consultations & Concerned with being ill informed on a timely basis. This is also reflected by Resident/Community Leaders across our city.

As of Right is Wrong, One Size Does not Fit ALL and Residents need to see significant improvements for a transparent, clear & timely communication. It's not just on our councillors, but with our city staff communication process to our councillors.

This is an opportunity for the 18 Scarborough Community Residents from across all 6 Scarborough wards. They represent thousands of residents & will share their concerns & suggestions on a range of topics. We also want to ensure a Respective & Informative environment for everyone and **it will Not Involve Discussion, Debate or Decisions at this Forum.**

The Priority is not about what we want BUT what we need!
And...We need ALL Scarborough Councillors to work together to echo what Scarborough needs.

At this time, I'd like to introduce the Scarborough Councillors and their Staff Observers who have made the time to participate.

COUNCILLORS NOTE: N/A is Not Available

SCARBOROUGH WARD	COUNCILLORS	STAFF OBSERVER(S)
WARD 20 SOUTHWEST	PARTHI KANDAVEL	Adrian Molder
WARD 21 CENTRE	MICHAEL THOMPSON: N/A	Waldane Hackett & Michaela Lewis
WARD 22 AGINCOURT	NICK MANTAS: N/A	Linda Zhu
WARD 23 NORTH	JAMAAL MYERS	Cameron Stewart
WARD 24 GUILDWOOD	PAUL AINSLIE: N/A	Antonette DiNovo
WARD 25 ROUGE PARK	NEETHAN SHAN	Abraham Almaouie

Agenda Format:

- 1st...Thanks to Jared & James from Doyle Media for volunteering to record this Forum which will be shared with both Residents and our Councillors later.
- Our 18 Speakers will have a maximum of 4 mins each & Tamara will be Timekeeper.
- Each Councillor will then have the opportunity to speak up to 4 minutes.
- All participants & Guests will be respectful. Statements that are racist, sexist, homophobic, transphobic, ablest, or discriminate against individuals will not be tolerated.
- We'll now begin with the speakers portion of the Forum

- We asked two of our speakers to come forward - One to speak from the podium and one to wait on the chair. As we move through the speaker list I will announce the next person for the chair position.
- **This will now complete the speaker portion and our councillors will have the option to speak for up to 4 minutes.**

CLOSING COMMENTS:

Thanks to everyone who've spoken...We know our councillors were listening & have confidence that our councillors will act on the issues presented. There were many various topics & common concerns expressed. The City Process & Communication at all levels (CITY, Committee & Council) needs improvement and needs to collaborate by educating councillors & residents on topics that which will change the character of our neighbourhoods. Our councillors have the tools to leverage their power to vote by sharing more information quickly to their constituents electronically with Weekly updates, Upcoming Motions, leveraging Surveys & Polls and more frequent Hybrid Town Halls so everyone has access. The Community meetings should also focus on listening to constituents and taking it back to the other Scarborough & City Councillors for a more meaningful discussion - from our perspective would be valuable.

Our City Staff make recommendations which Councillors need to vote on.

Our Ask is to see the supporting data well in advance. We're counting on our councillors to ask the tough questions or for the studies, insist on information so that informed decisions can be made and then please share this information with your constituents asap so they can support you in bringing the best possible outcome for Scarborough. Ask..How is this good for the City & Scarborough?

A quick mention of the Elephant in the Room, We need to prepare for the upcoming **Municipal Elections in October. This is a CRITICAL PART OF OUR DEMOCRATIC PROCESS.**

SUN will be working with the Resident/Community Groups to share Candidates Information such as their Bio, Flash Cards (Written Q & As) and promote recorded events such as Candidates Marketplace, Forums, and 1 on 1 Candidates Q & A so every Voter will have access to information before they VOTE...There will be No Excuses not to Vote!

On that Note: We will remain hopeful that the views expressed tonight will be considered by all Scarborough Councillors supporting our Scarborough's Voices & making our Scarborough Stronger in a Special Safe Place to Live, Work & Play!

On behalf of SUN, Thanks to ACSA & SCAN (Scarborough Civic Action Network) for providing access for our Public Forum and to our Councillors' & Residents for your continued support & especially your Scarborough Voices.

If WE Don't Speak Up Now, WE Won't Be Heard...

SCARBOROUGH CARES!

Ron Parkinson, Spokesperson

SUN (Scarborough United Neighbourhoods)

scarbunited@gmail.com

647-523-5496

NOTE: The SUN is non-partisan to the information provided which is for community awareness & discussion purposes only.

Good evening Councillors, community leaders, fellow Scarborough residents. Welcome to ACSA Community Services Dorset Park Hub.

Thank you for the opportunity to speak with you today.

My name is Lee Soda, and I serve as the Executive Director of ACSA Community Services. Every day, our staff and volunteers are on the front lines across Scarborough, working alongside residents who are doing everything right, working, caregiving, contributing, and yet are being left behind by systems that were never designed with equity at their core.

I want to speak plainly today about what we are seeing.

In North Scarborough, the lack of accessible and affordable child care has reached a breaking point. Parents, particularly mothers, are being forced to choose between employment and caring for their children. Many are on waitlists for months, even years. For working families already living paycheck to paycheck, unlicensed care or informal arrangements become the only option. This is not simply a family issue. It is an economic development issue. It is a gender equity issue. And it is a poverty issue.

When parents cannot access child care, they cannot access opportunity.

At the same time, we are witnessing the slow erosion of our social fabric. Cuts to social services and community-based supports have a cumulative impact. Mental health supports are stretched. Settlement services are overwhelmed. Youth programming is under-resourced. Preventative services, the very services that keep people stable, are often the first to be reduced and the hardest to restore.

The result is greater isolation, greater vulnerability, and greater strain on emergency systems.

At ACSA, we see the human consequences of these policy decisions every day.

Food insecurity among the working poor is no longer episodic. It is constant. We are serving families where both parents are employed and still cannot afford groceries at the end of the month. Seniors are rationing medication to pay for food. Newcomer families are skipping meals so their children can eat.

Our food security initiatives have expanded dramatically in recent years, including a food centre that serves over 5,000 households every month, culturally responsive food hampers, mobile distributions, and partnerships with local groups. But let me be clear. Food banks are not a solution to poverty. They are a symptom of it.

What we need are systemic responses to systemic problems.

Affordable housing in Scarborough is increasingly out of reach. Market rents continue to rise while wages stagnate. Deeply affordable units are scarce. Supportive housing, which includes embedded mental health, addiction, and social supports, is insufficient to meet the need. Families

are doubling up. Individuals are living in precarious and overcrowded conditions. Some are one unexpected expense away from homelessness.

Housing is not just shelter. It is stability. It is health. It is dignity.

If we want equity across Scarborough, we must invest intentionally in the communities that have been historically under-resourced. North Scarborough deserves the same infrastructure, the same child care access, and the same community supports as any other part of our city.

Community agencies like ACSA are resilient. We are innovative. We stretch every dollar. But we cannot continue to backfill systemic gaps indefinitely. Front-line organizations should not be the shock absorbers for structural inequality.

I ask that we take a moment to consider the following points along with all the important issues that will be shared with everyone this evening by my fellow residents and colleagues.

Let us prioritize the expansion of affordable, licensed child care spaces in North Scarborough.

Let us protect, prioritize and strengthen funding for preventative social services, especially those serving low-income and newcomer communities.

Let us accelerate investments in affordable and supportive housing, ensuring that equity is not just a principle, but a measurable outcome.

Scarborough is vibrant, diverse, and full of possibility. But possibility must be matched with policy. Compassion must be matched with commitment.

The residents we serve are not asking for charity. They are asking for fairness. For opportunity. For a city that works for all.



Agincourt Village Community Association

avcatoronto@gmail.com

www.avcatoronto.ca

Twitter: @avcatoronto Instagram: /avcatoronto



March 2, 2026 Deputation for SUN & Scarborough Councillors Meeting
Rhoda Potter President AVCA

My name is Rhoda Potter and I am President of Agincourt Village Community Association. AVCA's boundaries are Kennedy to Midland and Finch to the CPR tracks. The original village of Agincourt from the 1800's is the heart of our association!

As a community within a MTSA and within a 30-48 story high rise Canyon of High-Rise Development on both sides of Sheppard Avenue between Midland to the DVP - we have the following concerns:

1. Lack of Infrastructure to service present and future planned population expansion:

Let me elaborate on three aspects –

- Higher Order Transit – The north/south Stouffville GO Train only runs hourly during the day and on weekends. Weekday 30-minute trips only happen early morning and afternoon. Scarborough residents travelling east/west are confronted with congested TTC buses and traffic. The Sheppard East Subway Extension is drastically needed. It has been discussed since 1986! In addition, residents in Malvern and UofT Scarborough students require the Eglinton East LRT. The Eglinton Crosstown only services Victoria Park to Kennedy in Scarborough! The Scarborough Subway Extension only adds three subway stations to our present three!
- Community Centres and Recreational Space – finding a meeting room for AVCA's AGM each year is a daunting task. We have - No outdoor City operated skating rink, No outdoor pool, An indoor City pool that is totally overpopulated. A small library that is oversubscribed. Few indoor areas for recreational activities or daycares.
- Diminishing Parks Per Capita – given the thousands of proposed residents our parkland drops 30% per capita. Check out the Parks & Recreation data for our area!

2. City Parking Requirement Zoning Change:

Let me elaborate -

- Lack of Parking Requirements - New developments of condominiums, garden suites, 4 plexes, and 6 plexes leave the parking planning to the developer. Yet Scarborough is an extensive geographical space with a desert of higher order transit. Parking for vehicles is needed!

3. Lack of Parking at Existing & Planned Transit Stations:

Let me elaborate –

- There is Lack of parking at Agincourt GO Station, No New Parking proposed at the McCowan Subway Station end of the Danforth/Bloor line and Reduction of Parking at Kennedy and Warden Subway Stations.
- Residents are car or e-bike or e-scooter dependent because public transit TTC bus waits are long and often intermittent.
- Residents might choose public transit over driving on congested streets if parking was available at the mentioned locations.

AVCA's asks:

1. Councillors collaborate with each other as well as with all Councillors to advocate for improvements to address the common needs of ALL of Scarborough
2. Councillors hold townhalls, communicate and listen to the community prior to voting on residents' behalf
3. Councillors together collaborate with municipal, provincial and federal leaders to address the needs of Scarborough communities



C.D. Farquharson Community Association
(CDFCA)
Email: cdfarquharsonca@gmail.com

**Deputation for SUN & Scarborough Councillors Meeting March 2, 2026.
Paula Smith-Nadin President CDFCA**

Good evening, I'm Paula Smith-Nadin, the President of the C.D. Farquharson Community Association. Our boundaries are Midland to the west, Sheppard Ave. to the north, McCowan to the east and the 401 to the south. The CDFCA was established in 1972 and has been active in the community ever since.

Our shared concerns include:

1. Infrastructure:

- High Level Transit –
 - Firstly, Congratulations on the opening of the Eglinton Crosstown LRT! By all accounts it has delivered on the promise of quick, reliable transit across midtown Toronto. The Crosstown project does however need a full enquiry to determine best practices moving forward so future projects will be built on time and on budget.
 - Let's build on this success by extending this rail line throughout Scarborough with the Eglinton East LRT, joining up to the McCowan/Sheppard subway. This project needs to be passed and funds committed by Council.
 - Another link in the subway chain is the Sheppard East Subway Extension. We clearly need the subway to connect from Don Mills to McCowan/Sheppard station.
 - Agincourt GO is well used and we look forward 2-way, all day service on the Stouffville line. Currently, trains run hourly, and only in one direction during the rush hours.
 - I recognize that this level of transit implementation is Provincial, sitting with Metrolinx, but TO Councillors have influence and we ask you to use your influence to get these projects underway without further delay.
- Parks & Rec Facilities – Added Recreation facilities need to be part of the urban plan along with a housing strategy of increased density. Agincourt Rec Centre is one of the busiest in the City. Too few spaces available and increased density will negatively impact the quality of life for residents. We'd also like to see more outdoor recreation facilities including City operated skating rinks, pools, tennis/pickle ball courts and parks/walking trails with washroom facilities.
- Green Spaces –with the proposed densification green spaces are disappearing. We need dedicated green spaces large enough to meet the needs of the population and to also maintain wildlife corridors throughout Scarborough.

2. Lack of Parking at Existing & Planned Transit Stations:

- There is Lack of parking at Agincourt GO Station, No Parking planned at the McCowan/Sheppard Subway Station and Reduced Parking at Kennedy, Warden & Victoria Park Subway Stations. Accessibility could be maintained with multi-level parking garages while still reducing the surface footprint for parking and freeing up land for more housing.
- Lack of parking is an accessibility issue. We are at risk of developing an ablest transit system. The elevator at Kennedy station between the GO platform and the TTC level has been out-of-service since at least 2019! The lack of escalators at Don Mills station is a



C.D. Farquharson Community Association
(CDFCA)
Email: cdfarquharsonca@gmail.com

barrier to use with long flights of stairs and one small elevator for access. Small changes can make a big impact. New stations need to be designed for all users not just the most fit and able.

3. Cycling/Walking infrastructure throughout Scarborough

- We ask that you support increased cycling infrastructure throughout Scarborough. I'm glad to see the separated bike lanes added to the boulevard area on Port Union Rd. Great decision, we need more thoughtful cycling infrastructure like this as well as connections between cycling lanes so users aren't forced onto roadways to make connections.

CDFCA Asks That:

1. All six Scarborough councillors collaborate with each other, with other City Councillors and with all levels of government to advocate for improvements to address the common needs of ALL of Scarborough
2. All six Councillors hold townhalls to effectively communicate and listen to the community prior to voting on residents' behalf.

Good Day Members of Council,

My name is Kathy Rowe, and I am the President of the Centennial Community and Recreation Association.

Like many communities across Scarborough, our neighborhood faces challenges with aging infrastructure, unreliable transit, and increasing crime rate. But today, I am here to shine a light on a dangerous "grey area" in our housing system. Between multi-tenant housing and nursing homes are what we call unlicensed & inadequately licensed care homes.

A single-family home in our neighborhood was rented out to house residents with physical and developmental disabilities. The neighbours only became aware of the nature of this operation after witnessing two consecutive days of multi-agency emergency responses. We later learned that two residents, including a man in his 20s, had passed away within 24 hours of each other.

Subsequent inspections revealed the property did not comply with the fire safety standards required for congregate living. Despite housing residents with limited or no mobility, the home lacked basic wheelchair accessibility.

A year and a half after the discovery of the operation, a fire broke out at the back of the house in the early morning hours. Fortunately, the next-door neighbour was awake to notice the fire, call 9-1-1, wake up and evacuate the residents, including a non-ambulatory resident. We later learned that **no staff had been on-site during the night**. The fire began in an obsolete hot tub that Toronto Fire had instructed the owner of the property to disconnect. Had it not been for the neighbours' efforts, the outcome could have been catastrophic. Many lives could have been lost and neighbouring properties damaged.

Unlicensed & inadequately licensed care homes are not unique to Centennial. They are operating across Scarborough. We must close the regulatory loopholes that allow operators to house vulnerable people without proper licensing, oversight, or staffing. Furthermore, significant fines must be levied against property owners who profit from these unsafe environments.

More needs to be done to prevent tragedies and protect some of the City's most vulnerable residents.

I thank you for your time and consideration.



March 2, 2026

RE: Scarborough Councillors forum speaking notes

TANYA:

Marina, and I are here tonight on behalf of the Cliffcrest Scarborough Village SW Residents Association.

It has been our pleasure, through SUN, to unite with our Scarborough neighbours and community leaders and now tonight to be here with Scarborough Councillors.

We echo many of the concerns shared tonight by other community leaders.

The City has been moving at lightning pace to rezone large portions of our neighbourhoods **without properly consulting with residents** and without considering scale, transition, and infrastructure and with **NO data** to demonstrate impacts of the changes.

- No cumulative impact studies for neighbouring developments.
- Poor transit
- Illegal street parking, parking on yards, and illegal extensions of driveways driven by need for parking and elimination of minimum parking requirements.
- Blockbusting and continued rampant spread of illegal rooming houses with no impact from the new MTH bylaw that is not working....
- Lack of enforcement by parking enforcement, MLS, and Urban Forestry.
- Destruction of employment in Scarborough and strip malls for re-development, left vacant for years/decades.
- +++++

MARINA:

The purpose of the meeting tonight is to bring together the voices of Scarborough and to collaborate with **ALL Scarborough Councillors so together we can have a stronger voice for Scarborough.**

You have all heard, one size does not fit all, you may have said it yourselves.....

and **here is an example of one size does not fit all and the consequences....**

Effective 2022 the City in one motion has created a **PARKING CRISIS** on our Scarborough streets when it approved the elimination of minimum parking requirements for new developments. Parking on our streets has never been a concern in the past as existing homes and buildings were designed to address standard requirements.

Transit does not exist throughout the internal neighbourhood of our suburbs. It is not a viable option to get everywhere that is needed. Our transit simply is not an effective or efficient mode of transport in Scarborough

New residents, as did legacy residents, will realize that a car is a necessity to get around which makes the need for parking a necessity also. **Parking is a right for all Scarborough residents**, especially for families with small children, the growing demographic of elderly and for those who are differently abled.

Let's look forward... .

- The once single-family home that required 2 cars and provided parking for 2 cars, that became a rooming house that required let's say 6 cars, will have 4 times the people living in the now as of right 4plex and garden suite ... and they will yes, need a place to park cars.
- **Where will all these many new residents park if new developments are not required to provide parking?**

Councillors if we don't look to change things now, we will find ourselves in more than just a **PARKING CRISIS**. It will become an endless bylaw and parking enforcement crisis where frustrated and angry residents will turn to 311 for complaint resolution that will never happen.

We need ALL Scarborough Councillors to work together to echo Scarborough needs.

As you heard from all in attendance tonight, there is a long list of items that need attention.

We are going to make things easy for you tonight, we are not going to ask you to fix everything, we are going to leave you with **JUST ONE achievable quick win for Scarborough if, and only if, all Scarborough Councillors work together.**

The one size fits all motion that eliminated minimum parking requirement in Scarborough needs to be looked at again.

We ask that our Scarborough Councillors work together to:

1. Pause the elimination for minimum parking requirements for new developments in Scarborough until better transit is introduced.
2. There should be a bylaw that prevents new developments from petitioning for street parking permits for new . condo, townhomes and multiplex developments.

These changes will put the onus back on the developer to review how they can realistically market the sale of units if parking is not available and will help pause the **PARKING CRISIS** in Scarborough.

WE look forward to hearing back from you all on how we can support you in achieving this change for Scarborough and working with you all to bring good things to Scarborough.

Best Regards,
Marina Tadenc & Tanya Baksh
Directors, on behalf of the Board of
Cliffcrest Scarborough Village SW Residents Association
<https://cliffcrestscarboroughvillagesw.ca/about-us>

Hello councillors and honoured representatives. My name is Jeff Garrah, President of the Guildwood Village Community Association, representing more than 3,400 households surrounding the Guildwood GO Station.

I want to be clear from the outset: my intent today is not to lecture. I understand how challenging your roles are—balancing local needs with directives from multiple levels of government, all while safeguarding the well-being of the communities you serve. It's because your work is so important that collaboration—between wards, between Scarborough communities, and across all three orders of government—is essential.

That is why we're all here today: to unite our voices and advocate for fair, responsible, and sustainable planning—something Scarborough has been denied for far too long.

The Challenge Before Us

Our concerns span five interconnected areas: housing, development, infrastructure, transit, and parking. None of these can be evaluated in isolation.

The GVCA supports growth and supports transit-oriented communities. But we cannot support planning processes that ignore Scarborough's realities. The current Guildwood TOC proposal—six towers between 30 and 60 storeys, roughly 2,534 units—does not align with the surrounding community, with City planning policies, or with Scarborough's limited infrastructure.

And Guildwood is not alone. There are six to seven additional high-density projects already approved, under review, or proposed along the same short stretch of Kingston Road (Spanning Cliffcrest, Highland creek, West Rouge communities). Yet, there has been no meaningful assessment of their collective impact—on transit, on healthcare, on schools, on roads and parking, or even on heritage view protections that are legally regulated that will be felt by all of these communities.

If the Guildwood proposal proceeds unchanged, it will

- further strain health and education systems already operating beyond capacity,
- undermine GO commuter access for years during construction,
- worsen Scarborough's already severe parking pressures, and
- create oversized height, shadow, and traffic impacts on long-standing low-rise neighbourhoods.

Scarborough cannot be planned as if it were downtown Toronto.

A Constructive Path Forward

We are not here to obstruct development—we are here to improve it. The GVCA has proposed a practical, achievable reset to the city and the provincial infrastructure Ontario partnership:

- Re-mass the site with mid-rise transitions and appropriate tower placement.
- Phase development based on real, funded improvements to healthcare, schools, transit, and utilities.
- Deliver community benefits early, including a primary-care clinic, childcare, a multi-use community centre, and at least 20% long-term affordable housing.
- Guarantee no net loss of GO commuter parking, with credible interim solutions.
- Publish all technical studies so residents and councillors can assess real impacts.
- Improve active transportation access, especially safe pedestrian and cycling connections.
- Embed a co-design process with residents before—not after—decisions are made.

Parking, in particular, must be addressed. In Scarborough, where transit gaps remain significant, parking is a necessity, not a luxury. We need a coordinated, Scarborough-specific policy revisions and approaches until transit is adequately funded and built.

Rooming Houses and Multiplexes

We also need urgent action on multiplexes and rooming houses. Policies intended to improve safety and accountability have failed in Scarborough—zero licensed rooming houses, and some properties with dozens of repeated investigations. Enforcement is inconsistent, resources are insufficient, and both tenants and neighbourhoods are suffering. We need a plan—and coordinated political action—to close these gaps in partnership with the province.

A Unified Call to Action

Scarborough has long been under-resourced and under-represented in infrastructure planning. We are asking you—our councillors, MPPs, and MPs—to come together as a unified Scarborough leadership table and chart a path that reflects the realities of our communities.

Scarborough is proud, diverse, and growing. We deserve planning, infrastructure, and enforcement that match the scale of our needs.

Let today mark the beginning of a new chapter: Scarborough speaking with one voice for fair treatment, smart growth, and a livable future.

Thank you.

My name is Joy Loewen, and I am the President of the Highland Creek Community Association.

The Highland Creek Community Secondary Plan is not aspirational — it is adopted policy intended to guide development decisions. It prioritizes preserving neighbourhood character, maintaining compatible infill, and protecting residential areas defined by detached homes on spacious, well-treed lots. It directs intensification to appropriate locations and establishes built form, massing, and transition as core evaluation criteria.

Yet approvals continue to advance that appear inconsistent with those provisions.

[pause]

When Secondary Plan direction is minimized or overlooked, public trust erodes and neighbourhood stability is incrementally lost. Residents should not have to monitor and challenge applications to ensure adopted policy is followed.

I am asking Council to reinforce accountability so Secondary Plans are treated as binding direction in zoning and permit evaluation — not selectively applied reference material.

[emphasize]

This concern is inseparable from tree canopy protection.

Toronto's urban forest is critical infrastructure. Mature trees reduce heat, filter pollution, support biodiversity, and strengthen climate resilience — benefits that cannot be replaced within planning cycles or budgets.

Council's 40 percent canopy commitment cannot be achieved if mature trees continue to be lost through redevelopment pressure. Bylaw review and stronger penalties are positive steps, but bylaws alone are insufficient.

Tree preservation must be embedded into everyday planning decisions.

[slow slightly]

As densification accelerates, redevelopment often produces disproportionate canopy loss — especially in low-rise neighbourhoods where mature trees are concentrated. Housing growth and environmental stewardship cannot be framed as competing priorities. Development flexibility must not translate into avoidable canopy loss.

Protecting existing mature trees must be treated as a non-negotiable component of responsible city-building.

I also want to address the impacts of revised parking requirements and permit parking exclusions tied to new development.

Reducing vehicle reliance is a reasonable policy objective. However, applying uniform assumptions about transit accessibility across all communities is not evidence-based planning.

In Highland Creek, access to major transit infrastructure is limited. Vehicle ownership is not optional — it is necessary for employment, caregiving, and daily mobility.

[pause]

At the same time, densification and multi-tenant housing are increasing without corresponding parking capacity. The result is chronic strain on street availability, safety conflicts, and declining neighbourhood function.

This effectively transfers infrastructure shortfalls onto existing communities.

[emphasize]

Parking policy should not offload planning gaps onto residents.

I urge Council to reassess standards through a geographic, context-sensitive lens — evaluating cumulative impact, reconsidering minimums where appropriate, and aligning requirements with transportation reality rather than policy assumption.

Finally, I want to address the resident experience with the 311 system.

This is not a criticism of frontline staff — it is a system design issue. Requests marked “closed” often indicate internal transfer rather than resolution, leaving residents without clarity or confidence in outcomes. Repeated follow-up calls waste time and resources while providing limited transparency.

Residents require lifecycle visibility — submission, transfer, investigation, resolution — supported by accurate status tracking and automated updates. Long-standing unresolved issues undermine confidence in municipal responsiveness. Communication transparency should be baseline in modern service delivery.

I am asking Council to ensure adopted planning policy is consistently applied, to embed meaningful tree preservation into development decisions, to implement parking standards grounded in geographic reality, and to modernize service transparency.

These are not abstract policy requests. They are practical actions that protect neighbourhood stability, environmental resilience, and public trust.

Thank you for your time and consideration.

Presentation to Scarborough City Councilors

SUN Meeting: March 2 ,2026

Good evening,

My name is (Anthony or Russel), Vice President, Heathwood Ratepayers Association.

I represent 1350 single family homes in the quadrant Steeles to Mc Nichol and Kennedy to Birchmount in Ward 22.

We are located at the head of Highland Creek where in year 1400, more than 1000 Wendat Hurons were living in eleven long houses next to beautiful L'Amoreaux forest which was preserved until today.

I would like to request your endorsement on 3 specific items:

1. **We need Police Enforcement to remove the E Bikes, E Scooters and Bikes from our sidewalks.** We are concerned that a pedestrian will get seriously injured or even be killed as these unauthorized vehicles are silent and are forcing pedestrians off sidewalks. The riders are equipped with protectors like motorcyclists and are able to ride at more than 30 km/hr. There are hundreds of them daily on the main streets around the Community. We would like Police to come and tag these illegal riders the same way as they tag the cars not respecting the no thru traffic from 7 to 9 AM at Kennedy and Passmore.

2. **We also need Police Enforcement to tag all those parents who park their car illegally in No Stopping Zones and No Parking Zones to deliver or pick-up their children from Kennedy School.** On February 27, 2018, an 11 year old local student was fatally run over by a car on Canongate while returning home. His view had been blocked by parked cars. City put signs to prevent cars from stopping or parking in the area and the parents are not respecting it. Most of these parents are from outside the Community and do not care about local residents.
3. **We need Scarborough City Councilors to support the Sheppard Subway Extension from Don Mills to McCowan to give Rapid Transit access to residents in North Scarborough.** On January 13, 2026, the Heathwood Community, together with Agincourt Village and Pleasantview communities made a request to the Ontario ministry of Finance to position 5 B\$ in the 2026 Ontario Budget to get this project doing. We have waited too long for it. Now is the time to proceed while the digging equipment is still at McCowan and Sheppard completing the extension of TTC Line 2 from Kennedy to Sheppard.

Thank you

Good evening Councillors,

My name is Naomi Barbero and I am a representative of the Metrogate community. I am here today to speak on the importance and need for much needed access and infrastructure.

Metrogate is an enclosed community consisting of 9 high rise condominiums, 70 townhomes, and over 5000 residents. The community is landlocked with the CN rail to the North, Metrolinx rail to the East, 401 to the south and just one way in and out to the west.

Accidents on the street and intersection causes heavy congestion and extreme delays within the community. Most importantly, having only one access point is a big community safety concern.

Another community that was surrounded by a railway was the Lac-Magantic community in Quebec. The Lac-Magantic train derailment in 2013 is a stark reminder of what happens when the need for proper infrastructure is ignored. A 1970s proposal to reroute the line to bypass downtown Lac-Mégantic was never implemented because of cost. This costly decision led to one of the deadliest rail accidents in Canadian history.

Learn from history. The death toll in Lac-Magantic was 47, in a population of 5900. The Metrogate community is similar in population but much more densely concentrated. The last public consultation for the creation of a new street and multipurpose trail was in 2022. Another community update on design progress is

not expected until 2027. When will the actual construction take place?

Housing development projects continue to pop up around the community, yet access and infrastructure remain stagnate.

I am asking that you expedite the creation of the new street and multipurpose trail. Create another access point to allow Metrogate residents to get in and out of their community safely. Please, do not let history repeat itself.

Thank you for your time and joining us all today.

My name is Carol Baker and I reside in Midland Park, Ward 21.

Everyone in this room has been trying to inject the voices of Scarborough residents into the City's agenda to dismantle zoning and official plans that have protected the rights of homeowners for decades.

I can best speak to my personal effort to do so, which I'm sure is similar to the efforts of many others.

By the time I became aware of EHON in the Summer of 2024, garden suites and fourplexes had already been approved so all I could do was try to inject the voice to homeowners in Midland Parker who did not want sixplexes. I participated in letter writing campaigns and then, for the first time, deputated at a Planning & Housing Committee meeting on June 12, 2025. I was happy that many other deputants also spoke to the interests of homeowners, but it was a wake up call for me to witness the large number of deputations from developers and groups whose support of sixplexes was motivated by business and profit-making.

Given the developers vs. residents vibe, I felt my inclusion of "bigger picture" issues in my d deputation was especially important. The bigger picture being:

- While no one could question the transparency shown by the City in releasing endless staff reports, studies, and other documents about Expanding Permissions in Neighbourhoods for Low-Rise Sixplexes, community members lack the time and expertise required to analyze them
- I also suggested that even full-time councillors struggle to stay on top of all that - but it is their job to do so - not ours
- And with regard to the City consulting with community on things like sixplexes - putting aside whether there is sufficient consultation - what is more important is that it doesn't seem that input from residents actually impacts decisions in any way so why should we bother?

After making that deputation, I continued to add my written comments and support the coalition building spearheaded by SUN to oppose allowing NRS in interior neighbourhoods and some major streets in Scarborough.

And when the Scarborough Centre Secondary Plan - Final Report came before the Planning & Housing Committee last month, I made sure to continue focusing on systemic issues in my written submissions, saying:

- It is onerous for residents to read the large volume of reports and studies published by City Divisions such as the Planning and Development Review Division; nor do most people possess the expertise required to analyze and opine on matters such as amendments to Zoning By-Laws and Official Plans.
- Having done my best to read materials published by the City and engage in community consultations (such as "open houses"), the larger question remains as to the degree to which input from residents influences the direction taken by the City in regard to policy and process, and whether resident opinions meaningfully impact decisions ultimately made by Committees and City Council.

It's obvious that the system is not working and I for one am not convinced that it is not intentionally designed to discourage residents from engaging. Intentional or not, most residents don't engage quite simply because they are busy trying to maintain a decent standard of living and protect their families in a City that has become increasingly expensive and feels unsafe. And the minority who do engage are faced with exhausting processes that clearly take place after decisions have been made - most recently, by attending City Open Houses for OPA 804 where our questions are deemed OUT OF SCOPE - forcing us to urgently react to decisions already made and well on their way to being approved by Council.

It is clear that, when it comes to housing, the City is recklessly proceeding with extreme densification to serve the needs of non-residents without consideration for homeowners who have built established neighbourhoods over decades.

Resident leaders and groups are working together collaboratively to give voice to the interests of those homeowners and need to be able to count on our Councillors to represent and protect those interests at all levels and well before votes are taken at City Council. Last-minute amendments to motions on the floor at Council

Suggestions are being made tonight to find ways to make that happen. My own view is that, rather than trying to reinvent the wheel, we consider utilizing Scarborough Community Council, as an existing forum, as a vehicle for communication and meaningful dialogue on Scarborough-wide issues.

Thank you.



March 2, 2026

Good afternoon. My name is Susan Wakutz, and I'm President of the Pleasant View Community Association in North York.

I'm here today because something important is quietly happening at Victoria Park and Sheppard — and the people most affected by it are your constituents.

At that intersection sits a 100-acre employment district employing 18,000 people. The largest outside of the downtown core.

Here is the part I really want you to hear.

One-third of those workers — about **6,000 people** — are commuting in from Scarborough. They are your constituents.

Another one-third **don't even live in Toronto**. They commute in by car from outside the city. And the remaining third are scattered across the west end — such that no single councillor represents any meaningful block of them.

You are the only council group that represents a large, concentrated share of the workforce in this entire business park.

But the future of this employment land is being shaped through North York Community Council — not by the councillors whose residents rely on these jobs the most.

Your constituents depend on two very basic things:

being able to get to work...

and those jobs still being there now and in the future.

In 2018, Council approved the ConsumersNext Secondary Plan. It was forward-thinking. The goal was clear: attract more employers and grow good local jobs.

Seven years later... **we have not seen that employment vision advance at all.**

What we have seen instead is movement in the opposite direction.

Early last year, right inside the CORE employment area, City Council gave approval for the first land conversion into mixed residential — that opened the floodgates. By December, six more applications are now filed.

And this is where the concern deepens.

Provincial policy allows municipalities to protect strategic employment lands where there is a clear long-term economic role.

But in this case, the current approach appears to be leaning toward conversion — in part to help meet the City's very real affordable housing pressures.

But when employment lands are used to solve today's housing problem, you're creating tomorrow's jobs problem.

Once employment land is converted — **we do not get it back. Ever.**

Big employers like Consumers Gas, Porsche, and Intact Insurance are not theoretical. These are real, stable paycheques for your residents today.

If this employment base erodes over time, YOUR constituents will feel it first — fewer local opportunities, and increased pressure to leave the city for work.

At the same time, we're hoping for an investment in the Sheppard Subway Extension — an investment that only pays off if people still have accessible jobs to travel to.

For seven years, our association has shown up. Deputations, meetings, letters just to bring focus on the long-term perspective here that simply is eroding each year.

So today, I am asking you please:

Take ownership of this issue for your constituents.

Help ensure this employment district is both protected and properly activated, as Council originally intended.

If you engage, we can be a helpful resource. You need a mechanism to identify North York motions when your vote is impacting this business park and also you need a discussion with the Province; which I can explain later.

If we get this wrong now, it's your residents being the ones paying for it later.

Thank you for your time and hopefully we'll connect and discuss further.

Susan Wakutz

President, Pleasant View Community Association

647-457-8381. Pleasantviewcommunity@gmail.com

Public Notice

Notice of Application - Under the Planning Act - 229-241 Consumers Road and 14 William Sylvester Drive, 243-255 Consumers Road, and 260 Consumers Road

Planning Application Number

25 261353 NNY 17 OZ

Decision Body

North York Community Council

Description

NOTICE OF APPLICATION(S) (Under the Planning Act)

The City has received the following application(s) under the Planning Act:

NORTH YORK COMMUNITY COUNCIL AREA:

Application Number: 25 261353 NNY 17 OZ

Application to Amend the Official Plan to re-designate the current General Employment Areas to Mixed Use Areas.

229-241 Consumers Road and 14 William Sylvester Drive, 243-255 Consumers Road, and 260 Consumers Road
Ward 17 – Don Valley North

Derrick Wong, Planner at 416-392-0776 or Derrick.Wong@toronto.ca (<mailto:Derrick.Wong@toronto.ca>).

CONTACT INFORMATION

City Clerk, Attention: Registrar Secretariat

Toronto City Hall, 2nd Floor West, 100 Queen Street West, Toronto, ON, M5H 2N2,

Tel: 416-394-8101, Email: RegistrarCCO@toronto.ca (<mailto:RegistrarCCO@toronto.ca>).

BACKGROUND INFORMATION

Background information and materials regarding the above-listed proposals are available at www.toronto.ca/city-government/planning-development/application-information-centre/ (<http://www.toronto.ca/city-government/planning-development/application-information-centre/>).

FURTHER INFORMATION

If you wish to receive notice regarding the progression of any of the proposed applications above, which include Official Plan amendment, proposed Draft Plan of Subdivision, Draft Plan of Common Elements Condominium, Vacant Land Condominium Application and/or proposed Zoning By-law amendment, you may make a request to the City Clerk, to the attention of the Registrar Secretariat, at the address or email noted above.

For More Information Contact

Registrar Secretariat

RegistrarCCO@toronto.ca (<mailto:RegistrarCCO@toronto.ca>)

Toronto City Hall

100 Queen Street

Toronto, ON

M2H 2N2

Canada

Signed By

John D. Elvidge, City Clerk

Date

February 20, 2026

Additional Information**Background Information**

Notice of Application - Under the Planning Act - 229-241 Consumers Road and 14 William Sylvester Drive, 243-255 Consumers Road, and 260 Consumers Road - [View](#)

(<https://secure.toronto.ca/nm/api/individual/fileSpace.do?f=7078>)

Affected Location(s)

- 229 Consumers Road
Toronto, Ontario
M2J 0E9
Canada
- 241 Consumers Road
Toronto, Ontario
M2J 0E9
Canada
- 14 William Sylvester Drive
Toronto, Ontario
M2J 0E9
Canada
- 243 Consumers Road
Toronto, Ontario
M2J 4W8
Canada
- 255 Consumers Road
Toronto, Ontario
M2J 1R4
Canada
- 260 Consumers Road
Toronto, Ontario
Canada

Topic

- Planning > Complete application for an Official Plan Amendment

SCARBOROUGH GOLF CLUB ROAD AREA REPRESENTATIVE

March 2, 2026

Scarborough Councillors Forum Speaking notes

PETER THACHUK

As a topic for a future meeting I believe we should review Road Classification in Scarborough, as it relates to 'minor arterials' and 'collectors'.

We believe this is important because Toronto's Road Classification system, generally excludes 'collectors' from their 'Major Streets Definition' and the EHON initiative.

For the majority of 'minor arterials' in Scarborough, this classification is fine because they are typically mixed use in built form (commercial, industrial & residential) and fundamentally are about traffic flow.

However, in Scarborough, we also have a small number of totally residential 'minor arterial' classified streets, some of them as narrow as 9.6 metres, that we believe should be re-classified as 'collectors'.

Viewed from an equity lens, it is counter-intuitive that major parts of mixed-use Gerrard St. E. with its heavier traffic count would be classified as 'collectors' when 100% residential Scarborough streets like Huntingwood, like Scarborough Golf Club Rd. & parts of McCowan, to name just a few, are classified as higher order, fundamentally traffic flow 'minor arterials'.

Thank you,

Peter Thachuk

Please reach out with any questions to peter.thachuk@gmail.com

SUN Councillor Meeting – March 2, 2026

Scarborough Junction Community – West Scarborough Rail Trail

Imagine a 100km off-street biking and hiking trail network that connects local neighbourhoods, all Scarborough wards and the entire City of Toronto.

Imagine the connectivity, active transportation, recreational, health, tourism and economic benefits of a Connect Toronto Trail that links Scarborough and the entire city.

90% of this trail network already exists and requires only several kilometers of gaps to be filled to make a continuous route.

The biggest gap is in Scarborough Southwest.

The 3km West Scarborough Rail Trail is the missing link in what could be a 25km off-street active transportation trail from Lake Ontario to Rouge National Park via the Don Valley Trail and the Meadoway connecting all of Scarborough to the downtown core.

The Scarborough Junction Community is asking Scarborough Councillors to come together, support the West Scarborough Rail Trail and give tens of thousands of residents off-street access to the Meadoway, the Don Valley Trail and the Loop Trail.

The West Scarborough Rail Trail runs from south of Warden Subway Station to Kennedy Subway Station along the historic GECO rail bed and bridge and a Hydro and CN rail corridor.

The historic GECO bridge over St. Clair Ave. adjacent to Warden Station is the critical centrepiece to the WSRT.

The West Scarborough Rail Trail was first proposed over 50 years ago by U of T graduate students who envisioned a trail from Warden Subway Station to the Zoo. In 2005/2006 bylaws and recommendations were passed at Toronto City Council to use the GECO bridge to connect neighbourhoods north and south of St. Clair Ave. Use of the bridge and rail bed is enshrined in the Warden Woods Secondary Plan, has been supported by the last 3 ward councillors and our current mayor and requested by local residents.

This legacy trail is now threatened by TTC plans to build a two-train pocket track to park two empty trains overnight on the historic bridge and rail bed at Warden Station.

This is a minor operational issue for the TTC with multiple solutions that do not involve using the historic GECO bridge and rail bed.

There is no alternate off-street route for the WSRT and this has been affirmed by City Transportation in their recent feasibility report where they state:

“Without the bridge, a direct connection between the lands north and south of St. Clair Ave E, as recommended by the Warden Woods Community Secondary Plan, is not feasible.”

So, we have to weigh whether we want two empty trains parked overnight on the historic GECO bridge and rail bed or if we want an active transportation corridor and ribbon of recreational greenspace from Lake Ontario to Rouge National Urban Park used by thousands of local residents to enhance recreation, connectivity and health.

The answer is clear.

We need your help in reserving the GECO bridge and rail lands for the West Scarborough Rail Trail, helping TTC find alternatives for their train parking needs and advancing the WSRT project to its completion.

We ask for your support in promoting the WSRT, advancing the project, connecting with city staff, passing a resolution at Scarborough Community Council to support its creation and ultimately voting for the West Scarborough Rail Trail at Toronto City Council.

Scarberian are great vintners. They produce great wine. “We lack transit services!”, “Downtown has more recreation centres and rinks!”, “Our taxes go up and services go down!”, “Other parts of the city have rail trails and Scarborough does not!”.

It is time for Scarborough to stop the Scarborough Whine and adopt the Scarborough Roar.

Let’s ROAR Scarborough and demand the creation of the West Scarbrough Rail Trail with the GECO Bridge and Rail Bed as envisioned over 50 years ago!

Thank you.

SCARBOROUGH COMMUNITY RENEWAL ORGANIZATION DEPUTATION

Greetings, everyone. Thank you all for being here tonight, for some "one-stop-shopping" about community concerns in Scarborough at a neighbourhood level.

My name is Larry Whatmore. I am here to speak on behalf of the Scarborough Community Renewal Organization. SCRO isn't a residents' association. Our focus is on Scarborough as a whole. SCRO's mission is to connect, promote and renew Scarborough, so Scarborough can be strong and prosperous.

Here are the big projects that SCRO is working on at the moment.

Eglinton East LRT. We are all pleased that the Eglinton Crosstown is finally open. But our work is not yet done. Eastern Scarborough is starved for higher order public transit, including U of T Scarborough and Malvern. The proposed Eglinton East LRT, which should really be called the Scarborough LRT, since only a small portion is along Eglinton, is a bold initiative to address this. And the City is doing its part. We are grateful that Council has allocated \$1.2 billion for design work, which is now in progress. But the total project cost will likely be closer to \$5 billion. So we need the federal and provincial governments to get on board. SCRO is working on this, quietly at the moment; louder later. We'll want to coordinate our advocacy work on this with you.

Scarborough LRT linear park. Our beloved Scarborough RT is no more. We are grateful that Council found the budget room to turn the right-of-way into an express bus route and that construction is ahead of schedule. We desperately need the additional capacity that this route will provide while we wait for the completion of the Scarborough subway extension. Once that happens, we'll have an opportunity to reimagine this right-of-way for a public realm benefit for all of Scarborough. SCRO is working with U of T Scarborough and other stakeholders on an inspiring vision for this public asset. In the coming months, members of the planning team, including me, will want to reach out to each of you for a deeper conversation about this, about the work being done so far, and to address any concerns you may have.

A Scarborough-focused mayoral election debate. You will recall that SCRO organized a debate for the mayoral by-election. We'll be doing it again this fall. U of T Scarborough is on board once again. We are in discussions with CityTV about moderating and broadcasting the debate once again. We'll also be working with our Scarborough community partners on this, including Scarborough United Neighbourhoods, just like last time.

Preservation of employment lands. Last week, the City's economic development and planning teams hosted an employment lands forum at Centennial College. Councillor Carroll and Deputy Mayor Ainslie were there, which was great to see. SCRO worked with City staff to help make this happen. And we were pleased it was held in Scarborough, because our employment lands are at risk here. We need to find ways to keep them, even as housing pressures exert an outsized influence on planning policies.

And finally, the Scarborough Walk of Fame. SCRO's highest profile program. Our next induction ceremony takes place on April 15 at Scarborough Town Centre. I believe our chair, Glenn De Baeremaeker, has been in touch with each of you about this. I hope that many of you will be able to attend. Our inductees have been selected and we'll be issuing a press release in the next week or two.

And that's all for now. Thank you.

Scarborough Rosewood Community Association (SRCA)

士嘉堡玫瑰園社區協會

SUN & Scarborough Councillors Deputation – March 2, 2026

SRCA Representative: Alura Moores, President

The Scarborough Rosewood Community Association represents the residents living between Midland, Finch, Brimley and McNicoll. Our neighbourhood is comprised of over 1500 single, duplex and townhouse homes. Our association has been active for 36 years.

We are looking for increased, improved, and safer access to resources, for overall quality of life in our neighbourhood. A thriving Scarborough is a connected Scarborough.

Increase Access to Community Resources/Centres:

There is significant development on the horizon in Scarborough and existing community centres are already being used to capacity. These are integral to a healthy population and to provide a safe space for youth to go. Planning needs to be done on providing new recreation centres, expanding the capacity of the existing centres, and/or incorporating public/private options into proposed development.

Increase Connectivity:

Connectivity in Scarborough is a barrier to better work, better resources, and better overall happiness and health of people living here. The residents from our neighbourhood often have to rely on a complicated web of travel involving many modes. You will see people of all ages out in snow storms and extremely cold temperatures on a bike or walking. I can only imagine this is of necessity. We need to make getting around Scarborough and even locally in our own neighbourhoods, easier and safer.

We would like to see Councillors:

- connect the patchwork of bike lanes and networks;
- improve and encourage safe travel and parking restrictions, in particular around schools;
- support the building of higher transit options, like the Sheppard Subway extension;
- continue to prioritize improving regularity and efficiency of bus routes, including finding ways to get people to and from higher transit hubs during rush hours.

Local Opportunities to Engage:

We would like to thank our Councillor Myers for planning local pop-ups and local budget consultations where people can meet and speak with their Councillor. We feel this is a very important aspect of representing your ward. The barriers of travel and transit through Scarborough are real, and having a local opportunity to engage is something we hope all Councillors adopt, to allow for more equitable access.

West Hill Community Association

Deputation to Scarborough Councillors – March 2

Submitted by: John Emore, President – West Hill Community Association

Council Members,

West Hill is designated as a priority neighbourhood. However, the level of municipal investment does not reflect the level of need.

West Hill continues to experience elevated levels of theft, break and enter, robbery, and shooting incidents. These patterns are directly connected to deeper structural issues including unemployment, youth disengagement, and food insecurity.

Recently, \$1.6 million was announced for Scarborough safety initiatives. Yet West Hill has not seen clearly traceable or proportional implementation of those funds within our neighbourhood.

If funding is announced but cannot be geographically tracked, accountability becomes unclear.

Development and Community Reinvestment

High-rise and intensified development is increasing in and around West Hill. Provincial housing legislation accelerating density was intended to expand housing supply while ensuring communities adapt to growth.

When density increases, infrastructure must increase alongside it — including youth programming, food security capacity, employment pathways, and community safety supports.

West Hill is not currently experiencing reinvestment proportional to this intensification.

Food Insecurity and School Hunger

West Hill has some of the highest food bank utilization rates in Scarborough. School nutrition demand continues to rise. Local organizations are serving thousands monthly, yet municipal support remains limited and inconsistent.

Hunger affects academic performance, youth stability, long-term economic mobility, and ultimately community safety. It must be addressed as a structural issue, not a charitable afterthought.

Funding Structure and Impact

A significant portion of Scarborough community funding flows through intermediary agencies. In some cases, almost half of allocated funding does not directly reach grassroots organizations serving residents.

This reduces measurable impact and weakens neighbourhood delivery capacity.

Requests to Council

1. Publish neighbourhood-level reporting of Scarborough safety and community investments.
2. Establish direct-access funding streams for resident-led organizations in West Hill.
3. Tie development approvals to measurable community reinvestment mechanisms.
4. Increase targeted municipal support for school nutrition and local food infrastructure.
5. Form a collaborative working table between Councillors and West Hill leadership.

**West Hill does not lack capacity. West Hill lacks equitable allocation.
If equity is the goal, the numbers must reflect it.**

Respectfully submitted,

John Emore
President, West Hill Community Association

SUN Scarborough Councilors Forum

Wed March 2nd, 7-9pm Dorset Hub, 1911 Kennedy rd

DEPUTATION: (NITA GOSWAMI)

“Hello, my name is Nita Goswami. I am a long time resident of Woburn, and I am here representing Woburn Local Residents Table. Woburn Local Residents Table was initially formed in 2019 with funding and support from TSNS. We are made up of a diverse group of resident leaders living, studying, or working in and connected to other residents and resident leaders in market rent apartments, condominiums, Toronto Community housing, and single dwelling homes in Woburn and surrounding communities.

Through the pandemic and since the first shooting death of one of our students at Woburn CI in 2020, and again in 2022 when another youth was shot in front of the school, we have been focusing on creating and advocating for safe and welcoming spaces, especially for our youth, seniors, women and families.

We are grateful for the city grants that we were able to access as a grassroots group. We are also grateful for the support and partnerships with schools, city staff, local agencies, local businesses, police services, TCH, and church groups, They made it possible for us to provide opportunities to hold events in parks, school grounds, community centres and public spaces. Unfortunately, It is now becoming more challenging to have access to free spaces and these grants because of the competition for them.

Despite resident efforts and the efforts of all our community partners, gun violence, intimate partner violence, homelessness, traffic safety, and by-law infractions (such as illegal use of fireworks in parks, littering, and excessive noise) continues to threaten the wellbeing of our community.

Added to this, is the constant struggle for families and youth to find all year round, accessible, welcoming and safe programs within walking distance of our homes. There are several 30-40 story condos, and multi-dwelling units slated for Markham Rd and Ellesmere between 401 to Eglinton in the next few years. Because of the high cost of housing and our location near Centennial College and UofT, we know that these units will inevitably increase the number of renters in our community.

We are concerned that these Development pressures will strain our community infrastructure, push out small essential businesses like groceries, drugstores and medical offices, and strain our schools and green spaces that are already lacking the resources to support the current population.

For Woburn, we urge you to:

- 1) Prioritize upgrading and funding programs in Community centres like Centennial, Curran Hall, Cedarbrook, and Scarborough Village so they can be equipped with gymnasiums, youth hubs, and community meeting spaces that will conduct programs year round.

- 2) Some of our much needed after school and summer programs located in our schools such as, Layup and Lifted literacy and leadership programs, that have served kindergarten to highschoolers may soon disappear from our local schools because the cost of permitting the school space is too prohibitive. We need more affordable commercial spaces under the new condos that will nurture local independent businesses and green grocers to provide local employment opportunities.

- 3) We need new condos to be set back with wider sidewalks that invite the community to walk and enjoy strolling through the shops and eateries. This will serve to enhance the multiuse trails and the Meadow Way already in existence.

- 4) Lastly, we need accountability for property management and landlords to make their tenants aware of the city, park, and school bylaws. We need more outreach in our schools, community and parks regarding these by-laws and we need the city to enforce fines when excessive and repetitive offences such as fireworks in parks are known to occur.

In closing, we ask that you continue to proactively engage in meaningful dialogue and consultation with resident networks like SUN. So we may create a collective vision for all of Scarborough, that builds walkable, welcoming, green, and thriving neighborhoods that we call home”

Good evening Councillors, and thank you to Scarborough United Neighbourhoods for convening this forum.

My name is Kirk O'Brien, and I'm speaking on behalf of the West Rouge Community Association, over 3,000 homes within its boundaries.

West Rouge is often described as a low-crime, stable neighbourhood and that is largely true. But stability does not mean immunity. Even in relatively stable communities, the way change is **introduced, coordinated, and communicated** has a real impact on **trust, safety perception, and community cohesion**.

What West Rouge is experiencing today is not unique. It reflects a broader Scarborough **pattern**.

Over the past six months, residents have been absorbing multiple, overlapping changes: **transit-area zoning**, expansion of **multi-tenant housing frameworks, cycling implementation**, new **retail permissions** in neighbourhoods, and discussions around intensified use of **public lands**. Each initiative may have merit **individually**. But communities are **experiencing them together**, often without **clear sequencing, neighbourhood-level explanation, or visible enforcement readiness**.

The result is **confusion, resistance**, and a growing sense that **change is happening** to communities **rather than with them**.

I want to briefly reference **Transit-Oriented Communities**. While Guildwood is often discussed as a local matter, from a West Rouge perspective it represents something larger. How Scarborough approaches the Guildwood GO TOC will set expectations for other **GO station communities**, including Rouge Hill. We support housing near transit. The question is whether TOCs in Scarborough are approached with adequate attention to **infrastructure capacity, growth sequencing, and neighbourhood context**. If system impacts **healthcare access, school capacity, road access, emergency response** are treated as out of scope now, those assumptions will follow future communities.

From our perspective, **three connected issues** rise to the surface.

First: cumulative impact without coordination. **Development and land-use changes** are stacking faster than **infrastructure, parking management, and enforcement capacity** can realistically keep up. Residents are not opposing growth; they are reacting to growth that feels **unmanaged**.

Second: the **enforcement and safety gap**. Policies exist, but residents experience **uneven follow-through**. A clear example in West Rouge is repeated **car thefts** at our **GO Train parking lot**. In just a short period this year, multiple vehicles were stolen from what should be secure commuter infrastructure. When residents see transit **intensification discussions** on one hand, but basic **security gaps** at existing stations on the other, it reinforces the perception that **growth planning** is moving faster than **operational readiness**.

Third: communication. When residents do not understand **what** is changing, **why** it is happening, or **what** safeguards are in place, **uncertainty** fills the gap. And **uncertainty** amplifies fear, **rumours**, and **resistance**, even in stable neighbourhoods.

At WRCA, we have tried to address this differently. Over the past year, we have focused on structured, plain-language communication encouraging responsible reporting, improving use of **311**, and working constructively with **police partners**. The **outcome** has been **better resident behaviour** and more productive engagement.

That experience tells us something important: **communities can be force multipliers**, but only **when City systems** are **aligned and responsive**.

So **our ask tonight** is not for more studies.

We are **asking Scarborough Councillors** to work together and with community leaders through this forum, to:

- Treat Scarborough as a **shared system, not six separate ward silos**
- Align approvals with **enforcement and infrastructure readiness**
- Assess cumulative impacts, not just **individual policies**
- **Improve neighbourhood-level communication**
- And recognize community associations as **implementation partners**

If Scarborough can **get this right together**, it **becomes a model**, not just for Toronto, but for how cities **manage change with** their communities **rather than around them**.

If we **treat Scarborough as a system** rather than six silos, we can **turn friction** into **alignment** and **change into confidence**.

Scarborough's community associations are **organized, engaged, and paying attention**. They **represent tens of thousands** of households across these six wards. This forum **is an opportunity to build** an ongoing working relationship, one that **strengthens civic trust** and strengthens **Scarborough's voice together**.

Thank you.