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VIA COURIER AND EMAIL

Chair and Members of Scarborough Community Council
City of Toronto
Scarborough Civic Centre
150 Borough Dr.
Toronto, ON
M1P 4N7

Attention: Ms. Helen Smith, Manager

Dear Chair and Members of Scarborough Community Council:

Re: **Item SC30.3 – Scarborough Centre Transportation Plan
Scarborough Community Council Meeting – May 2, 2018
Global Kingdom Ministries – 1250 Markham Road**

We are the solicitors for Global Kingdom Ministries ("GKM"), which owns 1250 Markham Road (the "Site"), at which its church congregation of approximately 3000-3500 members worships and serves its surrounding community. On behalf of GKM we wish to provide comments and appear as a deputation before Scarborough Community Council at its May 2, 2018 meeting on this Item

Would you please put the undersigned on the deputations list and provide Community Council with this letter?

Item SC30.3 – Scarborough Centre Transportation Plan - Final Report

The Scarborough Centre Transportation Plan is the culmination of your transportation planning staff's and a multi-disciplinary consultant team's efforts, as required by a 2014 Council resolution. The Plan and the Final Report contain many recommendations to the transportation network in Scarborough Centre. Our client wishes to comment on only one matter: how far Bushby Drive should be extended.

Table E.3 in the Executive Summary (page xviii in Attachment 1 to the Final Report) sets out five (5) proposed modifications to the transportation network and three options for each of those modifications¹ (attached). The options were assessed and rated.

The extension of Bushby Drive eastward from McCowan Avenue is one of those options. Table E.3 makes it clear that the "**preferred option**" is for Bushby Drive to be extended only

¹ Page 45 of 91 of the entire Final Report

as far as Bellamy Road. The worst or "**least desirable option**" is for Bushby Drive to be extended to Markham Road.

The existing Official Plan provisions protect for the potential of Bushby Drive being extended as far as Markham Road. This is no longer needed, as the City has now studied and determined the best configuration of that extension. This study has finally determined that Bushby Drive should only be extended as far east as Bellamy Road.

This is not surprising because there are a number of problems with Bushby Drive extending all the way to Markham Drive. For example, it would require a new road and bridge to cut through the Highland Creek watershed, which is designated in the Official Plan as a Natural Area². There are also negative financial implications. Such an extensive extension would come at a high cost. The study has obviously determined the additional cost is not justified.

The Final Report recommends that the Official Plan be amended as set out in Attachment 3 to the Report. Sections 4 and 5 of the proposed Official Plan Amendment 409 would provide that Bushby Drive be extended only to Bellamy Road instead of Markham Road (see highlighted sections attached).

While our client's proposed development complies with the existing Official Plan provisions by protecting for the potential for the extension of Bushby Drive, it is now clear that it is undesirable to extend the road as far east as Markham Road.

Once it is clearly established in the Official Plan that Bushby Drive need not be extended to Markham Road, it also becomes clear that there is no need to prohibit construction under the internal driveway on the Site. Finalized site plan drawings could permit GKM to provide an underground link and parking between the existing church building and the proposed life lease buildings. Residents of the life lease buildings will not be forced to park in a separate parking garage located on the south portion of the Site, separated by a driveway which will never become a road. They will be able to get to their homes free from both inclement weather and potential pedestrian/vehicular traffic conflicts. An underground link also allows for safe and easy access by the new residents to programming and services at the church.

The proposed Official Plan Amendment puts to rest the many years of uncertainty over whether Bushby Road should extend as far as Markham Road. It allows the Site to be better configured for its future residents and other users.

As a result, we would ask that City Council adopt your staff's recommendation to amend the Official Plan and in particular sections 4 and 5 of OPA 409 found on page 2 of Attachment 3 (page 70 of the entire Final Report).

² See Official Plan Land Use Plan Map 22.



Thank you for your consideration.

Yours very truly,

MILLER THOMSON LLP

Per:



David Tang
Partner
DT/II

Encl.



Further evaluation was conducted during this stage of the study, where options for each of the five network modifications were evaluated based on the study's eight guiding principles and were presented to the public for feedback. A summary of the evaluation results is shown in Table E.3.

Table E.3: Summary of Network Modification Evaluation Results

| Network Modification | Option 1 | Option 2 | Option 3 |
|--|---|---|--------------------------------|
| 1. Bushby Drive Extension | To Progress Avenue | To Bellamy Road | To Markham Road |
| 2. Bellamy Road Extension | Ends at Corporate Drive | North over Highway 401 to Milner Avenue | |
| 3. McCowan Road and Progress Avenue Intersection | McCowan Road and Progress Avenue Overpass | McCowan Road and Progress Avenue At-Grade | |
| 4. Borough Drive Lane Reduction | Borough Drive with Four Lanes | Borough Drive with Two Lanes | |
| 5. Borough Approaches | Maintain Both Approaches | Maintain Borough Approach West | Maintain Borough Approach East |

Legend:

Least Preferred
 More Preferred
 Most Preferred

The preferred network modification options were presented to the public for feedback. The resulting preferred network consists of the following network modifications:

1. Bushby Drive Extension to Bellamy Road
2. Bellamy Road Extension to Milner Avenue
3. McCowan Road and Progress Avenue At-Grade
4. Borough Drive with Two Lanes (Omni Drive to Town Centre Court)
5. Maintain Borough Approach West

**AMENDMENT NO. 409 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

The following text and maps constitute Amendment No. 409 to the Official Plan of the City of Toronto:

1. Schedule 1, EXISTING MINOR STREETS WITH RIGHT-OF-WAY WIDTHS GREATER THAN 20 METRES, is amended by deleting the following:

| STREET NAME | FROM | TO | PLANNED RIGHT-OF-WAY WIDTH |
|-------------|------------|---------------|----------------------------|
| Bushby Dr | McCowan Rd | Grangeway Ave | 27 |

2. Schedule 1, EXISTING MINOR STREETS WITH RIGHT-OF-WAY WIDTHS GREATER THAN 20 METRES, is amended by adding the following:

| STREET NAME | FROM | TO | PLANNED RIGHT-OF-WAY WIDTH |
|-------------|------------|--------------|----------------------------|
| Bushby Dr | McCowan Rd | Bellamy Rd N | 30 |

3. Schedule 1, EXISTING MINOR STREETS WITH RIGHT-OF-WAY WIDTHS GREATER THAN 20 METRES, is amended by adding the following:

| STREET NAME | FROM | TO | PLANNED RIGHT-OF-WAY WIDTH |
|---------------|--------------|--------------|----------------------------|
| Consilium Pl | Corporate Dr | Progress Ave | 30 |
| Grangeway Ave | Progress Ave | Ellesmere Rd | 30 |

4. Schedule 2, THE DESIGNATION OF PLANNED BUT UNBUILT ROADS, is amended by deleting the following:

| STREET NAME | FROM | TO |
|---------------|----------------|--------------|
| Bushby Dr | Grangeway Ave | Markham Rd |
| Grangeway Ave | Bushby Dr | Ellesmere Rd |
| Bellamy Rd N | (over) Hwy 401 | Milner Ave |

5. Schedule 2, THE DESIGNATION OF PLANNED BUT UNBUILT ROADS, is amended by adding the following:

| STREET NAME | FROM | TO |
|--------------|---------------|--------------|
| Bushby Dr | Grangeway Ave | Bellamy Rd N |
| Bellamy Rd N | Progress Ave | Milner Ave |