

**Kagan
Shastri** ^{LLP}
LAWYERS

IRA T. KAGAN
Tel. 416.368.2100 x 226
Direct Fax: 416.324.4224
ikagan@ksllp.ca

File #: 24237

November 26, 2024

BY EMAIL: clerk@toronto.ca / nycc@toronto.ca

North York Community Council
12th floor, West Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Attention: Matthew Green, Committee Administrator

Dear Mister Chair and Members of Council,

**Re: Item NY 19.11
North York Community Council Meeting Scheduled for December 3, 2024
Renew Sheppard East Secondary Plan (OPA 777)
Letter of Objection filed on behalf of Mr. and Mrs. Mihailidis**

We represent Mr. Dimitris Mihailidis and Mrs. Traiani Mihailidis, the registered owners of the property known municipally as 36 Whittaker Crescent in North York (the "**Property**"). Our clients, who are 89 and 87 years old, currently reside at a bungalow on the Property.

Official Plan Amendment 777 ("**OPA 777**"), being the Renew Sheppard East Secondary Plan (the "**Secondary Plan**") proposes a series of new planned but unbuilt roads, including "New Link I", which proposes to connect Elkhorn Drive to Lockton Court ("**Link I**") (see s. 8). Construction of Link I will require several homes to be demolished, including the bungalow our clients currently reside. Link I is delineated on "Map 51-6: Street Network" of OPA 777 Schedule 3. Due to this proposed new link, "Map 51-5: Public Realm Plan" and "Map 51-7: Cycling & Pedestrian Network" further delineate a new "Green Loop" and "Bikeway" through the Property, respectively.

Our clients are vehemently opposed to Link I, including the proposed "Green Loop" and "Bikeway" that are proposed to go through the Property. City Council first directed City Planning to review the existing policies contained within the Sheppard East Subway Corridor Secondary Plan in June of 2018. Despite the passage of more than six (6) years, the City has not produced for public consumption a single study that supports Link I.

Link I is entirely redundant to Whittaker Crescent, which is an alternative route to Burbank Drive. If the goal of Link I is efficiency, we ask you to take notice that to get to the intersection of Arrowstook Road and Burbank Drive from the intersection of Elkhorn Drive and Whittaker Crescent under current conditions it requires approximately 400m of travel. Under the condition proposed by the Secondary Plan, where our client's home is demolished to provide a direct link between these two intersections, the travel distance is reduced to just over 150m. The difference being about a 2-minute walk or 60 seconds of driving.¹ This new link is unnecessary on its face and, unsurprisingly, there has been absolutely no justification provided for this link by City Staff or the consultants retained by the City to inform the Secondary Plan.

The City commissioned a Transportation Planning Study, undertaken by R.J. Burnside dated September 2024 (the "**Transportation Study**"). The Transportation Study does not even refer to a new link between Elkhorn Drive and Arrowstook Road, let alone recommend or support this link. The Transportation Study does make recommendations with respect to "Separated or Designated Active Transportation Infrastructure" as well as "Local Active Transportation Corridors" (s. 10.2.1 and 10.2.3); however, in neither case are these active transportation routes recommended to go on Elkhorn Drive or Arrowstook Road in any capacity and there is certainly no suggestion that these local roads should be linked.

This is not a situation where the City is providing a new connection in an otherwise unlinked transportation system. Link I will simply reduce people's travel times by 1-2 minutes, at best. There has been no analysis provided to suggest that Link I will relieve congestion in the road network or encourage active transportation, it is simply an inexplicable line on a map.

The Renew Sheppard East Secondary Plan – Final Report dated November 18, 2024 (the "**Final Staff Report**") likewise makes no mention of Link I (or any of the other new links proposed by the Secondary Plan). The Final Staff Report indicates that new public streets are being proposed to "improve affordable modes of travel, universal accessibility, and multi-modal choices" (page 13). There is no commentary or planning analysis provided to evidence how these proposed new streets will achieve these stated goals. After a six (6) year planning process the City should be able to provide its constituents with more than lines on a map.

The Secondary Plan (policy 6.3.1) as well as the Final Staff Report advise that the new public street links are planned to be delivered through development and their exact locations, alignment, and design will be refined through the development application process. This policy suggests that the City is simply pushing detailed design to a future date, but the record suggests otherwise. The City has not even proffered for public consumption any transportation or planning rationale for the general location of these

¹ Screen shots from "Toronto Maps" identifying these travel distances are appended to this correspondence.

new streets. There is no transparency from City Staff concerning how or why they chose these locations. Respectfully, identifying new streets in an official plan, particularly streets that run through someone's home, require more than this.

In our clients' opinion, Link I neither constitutes good planning nor does it further the interests of the citizens of Toronto. The proposed new road, "Green Loop", and "Bikeway" will require the eventual demolition of our clients' home. Such a severe interference ought to be supported by sound justification and that is not the case here. Our elderly clients are devastated by the potential ramifications of Link I. They are in their twilight years and unable to withstand the turmoil of moving. They worked hard all of their lives building a home in Canada and raising a family. They should not be subjected to even the possibility of being displaced during their golden years. Rather, they should be enjoying those years.

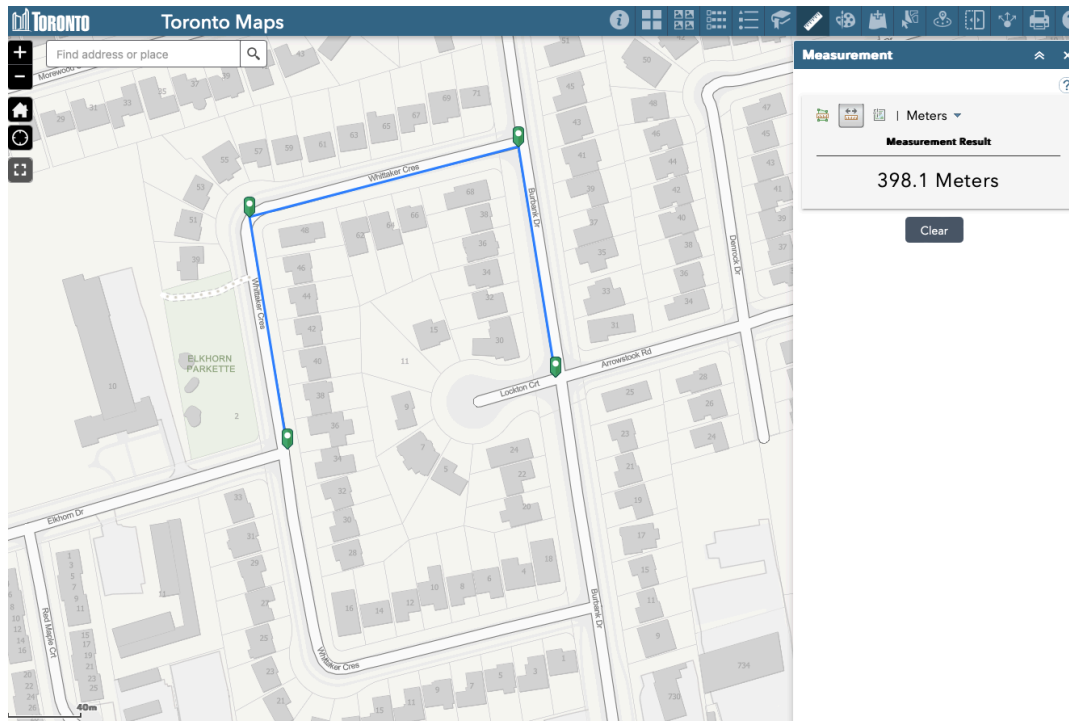
For the reasons outlined above we would respectfully urge that North York Community Council reject the Secondary Plan in its current form and direct staff to remove Link I from Maps 51-5, 51-6 and 51-7. If the Secondary Plan is ultimately adopted by City Council, our clients reserve the right to appeal the Secondary Plan to the Ontario Land Tribunal.

Yours very truly,

A handwritten signature in cursive script, reading "Ira Kagan". The ink is dark and the signature is fluid, with a large initial "I" and a stylized "K".

Ira T. Kagan

Current Condition



Proposed Condition

