

From: myhighlandcreekcommunity@gmail.com
To: [Scarborough Community Council](#); [Councillor Shan](#)
Subject: [External Sender] My comments for 2026.SC33.38 on July 9, 2026 Scarborough Community Council
Date: July 6, 2026 12:07:52 PM
Attachments: [1650 Military Trail - Council Approval - backgroundfile-248368.pdf](#)

To the City Clerk:

Please add my comments to the agenda for the July 9, 2026 Scarborough Community Council meeting on item 2026.SC33.38, Morrish Road Operational Closure at Highway 2A/Military Trail - Road Alteration

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Comments:

Good afternoon,

This matter is for the closure, creation of the cul-de-sac at the south end of Morrish Road. We do not support the approval of this item before SCC today. We are of the opinion that any possible enhancements for pedestrians are overshadowed by the negative impacts on traffic congestion and parking in and around the Highland Creek Village area and abutting road network. Our comments in that regard are as follows:

1. Within the background file for the development at 1650 Military Trail (attached – page 15, Streetscape) the closure/cul-de-sac is noted as a requirement due to the installation of a signalized intersection at Kingston/Hwy 2A and Military Trail. In April 2026, we were advised by City staff advised that there are no plans for the signalized intersection to happen due to the “substantial civil works needed to modify the intersection”. We interpret that to mean that the change is not happening in the foreseeable future.
2. The cul-de-sac change is noted as temporary until the required land needed to make the change with Kingston Road as envisioned in the Transportation Master Plan can be acquired. To connect Kingston with Morrish land is needed from the auto sales property at the convergence of the two roads. As the City only acquires land through a conveyance related to a redevelopment (our understanding), we don’t see that happening anytime soon.
3. Limited City financial resources should be utilized against higher priority and permanent items, not temporary measures with limited benefits.
4. The development at 1650 Military Trail has only 8 resident parking spots for the 101 units. Creating a cul-de-sac will facilitate the further increase in illegal day and overnight parking occurring happening. Particularly given there would no longer be through traffic on that section of the roadway. The existing businesses may also “abuse” the effectively closed roadway more than they already do today.
5. The Morrish closure will force more traffic through the Village and along Old Kingston Road (OKR). More cars awaiting signal changes particularly at Military Trail making entering OKR

from Watson Street even more difficult than it already can be.

Should the item be recommended for approval, we would request on the following conditions be added:

1. The entire Morrish roadway, south of OKR, be re-built – curbs, resurfacing, sidewalks, etc. – at the cost of the applicant or the applicable City department, e.g. Transportation Services, as appropriate. And not funded in any way from S37 monies (from either of the 1625 or 1650 developments) which is intended for streetscape improvements in the Village proper.
2. Appropriate No Parking or restricted parking signage be installed – particularly, No Overnight Parking.
3. Any changes/closures be coincident with the completion of both the 1625 and 1650 Military Trail developments, given the construction staging area approvals in place – now and in the future – that restrict road vehicle lanes on both Morrish Road and Military Trail. (Another matter on your agenda for today.)

We appreciate your consideration of our comments on this matter before you today.

Kind regards,

David Atlas

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Treasurer

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