



The Kingsway Park Ratepayers Inc. (KPRI) Newsletter

Representing the Sunnylea & Kingsway Areas

Spring 2000—Millennium Issue

NEIGHBORHOOD NEWS

THE KPRI REPRESENTS.....

Residents from Dundas St. W. to Berry Rd., and residents from Mimico Creek/Montgomery Rd. to the Humber River.

TREES VANDALIZED

The children of Sunnylea School have planted a collection of rare native trees on the school property and outside of the chain link fence. Unfortunately, someone is doing deliberate and ugly vandalism to the trees and stealing the plants. Dog owners are also failing to collect animal waste. Liquor bottles and trash is left everywhere.

We ask every neighbor and parent to keep their eyes open! Don't hesitate to call police if you see anyone defacing property. The schools are the heart and centre of our neighborhood. It's in everyone's best interest to protect them.

NOVEMBER 2000 ELECTION CANDIDATE LIST

Blake Kinahan and Peter Milczyn

PARKLAWN CONDOMINIUMS

At this time there are no immediate plans to commence building.

ON A NOTE OF SADNESS

In loving memory of Aboudi Mohameed, 1986 - 2000 and Bryan London, 1990 - 2000.

Both children, who attended Parklawn School's Healthcare Class, recently passed away. Sincerest sympathies to both families. The children will be missed a lot.

KPRI Annual General Meeting!

All Sunnylea & Kingsway Residents Welcome!

Tuesday June 6, 2000—7:30 p.m.

**The Montgomery Inn
4709 Dundas St. West
(Dundas & Islington)**

Local politicians and the KPRI Board of Directors will be available to address your concerns and answer your questions.

Renew your membership or become a new member! Membership forms will be available, or refer to the back page of this newsletter.

Log Onto the KPRI Web Site!

<http://www.kingswayratepayers.com>

Click on the "New Updates" feature to read the latest news about the Sunnylea-Kingsway area.

INSIDE THIS ISSUE

- 2/3 *President's Overview*
- 4 *Nations in Bloom*
- 4 *The Queensway Incremental Plan*
- 6 *Urban Design and Community Identity*
- 7 *A Transportation Plan For the Greater Toronto Area*
- 8 *Executive Contact List*
- 8 *Membership Form*

President's Overview

By: Mary L. Campbell

Traffic Lights at The Kingsmill Plaza

The KPRI is pleased to announce that the new traffic lights at The Kingsmill Plaza (Bruno's) are now installed and operational.

The Kingsway Park Ratepayers are pleased to see another of their concerns addressed so well by the city and local Councilors!

Mantella Project—Bloor at Montgomery

The Kingsway Park Ratepayers are pleased to announce that after filing to The Ontario Municipal Board, #20 Thompson Avenue will not be designated as Commercial Residential in the Official Plan. It will remain Residential only.

Prince Edward Drive South Reconstruction


The reconstruction will proceed this Spring with completion in Autumn 2000.

A three-way stop has been approved by Toronto Council at the intersection of Prince Edward Drive South and Berry Road. The KPRI have hired a local landscape architect, Leighan Neeson, to work with the City to design a proper irrigation system for the plants so that they thrive for years to come.

Tree planting, final asphalt, sidewalk extensions, and a concrete crosswalk will occur for Phase One in Spring 2000.

Urban Design Guidelines for Bloor Street

On September 7, 1997, The Kingsway Park Ratepayers requested that the area along Bloor Street between Mimico Creek and The Humber River be designated as an "Area of Special Identity". This request was approved by Etobicoke Community Council. Local Councilor Irene Jones supported and attended all of the meetings over the three-year period.



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The Guidelines were approved by Etobicoke Council. The issue has been a great success. Thank you to all City Representatives who were/are involved.

A meeting with regards to the section east of Prince Edward Drive to The Kingsway has taken place. Please forward your thoughts with regards to the development of this section of Bloor Street to the KPRI.

Tree Protocol Document—Works & Forestry

The KPRI await reports from both departments. The protocol must ensure a proper process for dealing with trees when reconstructing/repairing streets or sidewalks. Unnecessary root damage should not take place at the expense of healthy neighborhood trees.

Road Classification Report

This report has been approved by Toronto Council.

The important issues raised by the KPRI were not adequately addressed.

- ◆ The vehicle count remains at an upper limit of 8,000 for Collector Roads. (Please note that Prince Edward Drive South safely carries 10,500 vehicles per day - the KPRI have received confirmation that this roadway is a Collector.)
- ◆ A process for redesignation of roads is being examined.

The KPRI have written to Mr. MacBeth articulating concerns over the Report. We have requested confirmation that the report is, as reiterated at Toronto Council, an administrative document.

Mr. MacBeth has kindly responded that he will provide a written response in the near future.

The KPRI was disappointed that local Councilors did not find issue with the concerns raised by the KPRI. Having witnessed the shortcomings of the Etobicoke Official Plan, we sincerely hope that hindsight and a lack of foresight will not bear fruit at the expense of established neighbourhoods.

On a side note, with regards to the Transportation Plan for the GTA, the KPRI anticipate local councilors articulating that the importance of the evolving automobile must be balanced against the needs of older established neighborhoods, and that Truck routes must be designated and enforced. Trucks continue to disobey the NO TRUCKS signs; the KPRI will investigate the possibility of passing a more stringent by-law with a much higher fine.

40km For Sunnylea (Requested May 1998)

The City Report recommended 40km as a safe and suitable speed limit for Sunnylea. Community Council did not adopt the City Report; however, it was forwarded downtown to Mr. Gutteridge. The KPRI has requested that this report be brought back to Community Council.

The KPRI has researched other cities in Canada. Calgary has a report recommending 40km for all local residential streets. Changing the Highway Traffic Acts of the various provinces would be a very expensive endeavor (costs involved in Calgary's Report indicate at least \$1.7 million).

Most of Toronto's neighborhoods already have a 40km limit. The KPRI feel that changes to the Highway Traffic Act, although a noble gesture, would be costly and unnecessary.

The Highway Traffic Act permits the passing of by-laws establishing 40km in neighborhoods (the costs indicated would be approximately \$15-20,000 for the area south of Bloor Street). The KPRI suggests that this would be a more prudent and cost-effective mode of dealing with the issue.

To suggest that a "flood" of requests may be forthcoming is irresponsible, after all, this option has been available for decades with no impending "flood of requests".

To suggest that "we all simply be good neighbors" has missed the point. 40km is safer than 50km (the limit on major arterials such as Kipling) on our older local roads and 40km cannot be enforced if the limit is 50km. Enforcement is required to promote and ensure the safety of residents as they enjoy our historic ambling country roads, a feature we insist on maintaining.

If deemed necessary to circumvent the cost issue, we suggest that the appropriate department(s) advise of cost, number of signs required, and locations, and offer the option to the community for each street to be able to purchase their own sign on a 50/50 cost share basis with the City. This organized endeavor will ensure that when all streets have "put in the kitty" the neighborhood will have helped pay for the signs themselves! The KPRI would be willing to purchase the first sign and organise the collection of monies.

King George's Road Reconstruction

King George's Road will be completed this year. There has been some concern over the newly aligned curbs at certain intersections.

The KPRI support the City's sensitive road design. On February 7, 2000, the KPRI invited its membership to share

their views with the Board of Directors. There was overwhelming support, vocally and in writing for the reconstruction design to remain as is.

In times of fiscal constraint with humanitarian issues throughout our city, it would be irresponsible to "rip up" part of a road design that meets all required criteria. Taxpayer dollars are scarce and must be treated with respect. There was no intent within the city's design to direct traffic east or west upon the approach from the north-south streets.

The concern over King George's has prompted the KPRI to request a traffic management study for The Kingsway.

Traffic Management Study for Sunnylea

The KPRI have requested a Traffic Management Plan for Sunnylea. The plan should endorse a 40km speed limit, and study possible one-way streets and traffic calming options.

Please realize that we all bear responsibility for speeding concerns. With only 20% through-traffic, most of the "speeders" are our neighbors.


Consider how relieved you will be when you can safely brake at 40km or less, avoiding a child or resident, or when a driver is able to stop in time for your little run-away tike.

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Nations in Bloom

By: **Fiona Campbell**

Frank Kershaw of Economic Planning and Development, Fiona Campbell, past Chair of the Etobicoke Parks and Forestry Advisory Board and KPRI Director, and Barbara Clarke, current Chair of the West Region Parks and Forestry Division returned from Osaka Japan in February with the First Place award in the highly-regarded **Nations in Bloom Competition**.

The award represents an overview of best practices in the challenge of keeping cities livable for future generations. It is popularly known as the "Green Oscars" in Europe where cities compete vigorously for the prize. Second place was won by Salvador City in Brazil. Richmond BC won in their category, and Goderich Ontario came in second in their competition.

Mr. Kershaw and Ms. Campbell made a formal presentation to the panel of judges with the assistance of Ms. Clarke. Mr. Kershaw then answered questions from a panel of six judges covering everything from pedestrian safety, to methane gas dumpsite retrieval, to the waterfront redevelopment plans. School yard naturalizations, restoration of Montgomery Meadow with plants indigenous to the area prior to the arrival of European immigrants, and the city's support of community gardens, tree plantings etc. were covered in detail. The financial support from private foundations such as "Canada Trust's Friends of the Environment Foundation" was noted and emphasized. A comment overheard was how surprised other convention attendees were that Toronto had such exceptional programs of which so few people are aware.

The win by Toronto was prominently noted on the front page of two of Japan's largest daily newspapers, and received coverage in the Globe and Mail, The National Post, the Toronto Star, and by west-end community newspapers.

The large crystal vase award joins the Communities in Bloom crystal trophy won by the former municipalities of Etobicoke and York (now the West Region) in 1999. The awards are handsome acknowledgement of what can be accomplished by dedicated municipal employees with the cooperation of an army of volunteers and the support of enlightened corporations. Despite the worries of untrammelled development to the north of the city and the heavy industrial pollution in Lake Ontario, it is still worth celebrating the small individual efforts of citizens to find the balance between urban development and the natural environment.

We encourage children and volunteers to plant trees and flowers at schools, on the freeway allowances, as well as on neighborhood roadsides, and in parks.

Please call Fiona at 232-2243 if you would like to volunteer for Fall plantings this year.

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The Queensway Incremental Plan

By: **Councilor Irene Jones**

The Queensway, between Kipling Avenue and Mimico Creek, has been chosen as one of four pilot study areas in this first Toronto Official Plan project. The study is being carried out by the Kirkland Partnership, a consulting company that includes urban designers, transportation analysts, real estate consultants, and land use planners. The concept is to encourage renewal and reinvestment opportunities along arterial roads in Toronto. A committee, made up of interested residents and businesses, will provide input to the plan's direction, and share invaluable local information.

Topics discussed at the first Community Information Meeting on March 9 included stop lights, burying hydro wires, the lack of a BIA in the area, the impact that the Cineplex project is expected to have, parks, traffic speeds and volume, restrictions on the heights of new buildings, and traffic calming measures.

Further steering committee meetings will be scheduled over the next few months. It will be an intensive process.

Anyone wishing to join the committee should call Bill Kiru at the City of Etobicoke at (416) 394-8230.

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Urban Design and Community Identity



**By: Peter Milczyn—Former Etobicoke
Councilor ('94 – '97), Councilor Candidate for
November 2000**

In the last issue of the KPRI Newsletter I wrote of the need to treat the entire City as one large architectural design project. A project where the entirety of the public spaces within the City is conceived as part of the realm of our daily lives and where all buildings and structures are loyal to a vision of urban civility which should be the hallmark of our City. However, what does this mean specifically? How can such an approach manifest itself in our neighborhood?

The Kingsway Business Area recognized many years ago the need to define the shopping area along Bloor Street as both distinctive and inviting. A concept of utilizing the limited public space, the sidewalk and median of Bloor Street, to create a sense of place was adopted. This has demonstrated how both the street itself and the community can be enlivened by the addition of elements which celebrate the activity in a neighborhood, reclaiming some of the public space from the utilitarian needs of the automobile.

Three years ago the KPRI requested that the Bloor Street commercial strip be designated as an "area of special identity", an area with it's own urban design guidelines. I also requested such a review, supported this endeavour, and also contributed to the evolving guidelines which have now been approved. This creates a framework to guide any future development along the street. In addition to simply stating height and setback requirements, part of the process is also to identify opportunities to enhance the rest of the Public Realm. Carving out additional public spaces, and

encouraging the integration of the buildings themselves into becoming cohesive elements of the urban design of the area will add to the public's enjoyment of the street. Further ideas must be implemented as well such as creating architectural landmarks through the thoughtful design of corner buildings, including art on both the buildings and public spaces, improving lighting, and improving road design. All of these must be included in the mix of tools that can be utilized by the City and the community in order to achieve improvements to our built environment.

In our community, the opportunity presents itself to address these issues in a number of locations. In addition to Bloor Street (between Montgomery Road and Prince Edward Drive) we must look at the rest of Bloor Street, Dundas Street, Berry Road, Park Lawn Road, and the Stonegate apartments, to name but a few areas in our neighborhood.

The recent, and ongoing, re-construction of Prince Edward Drive is an example of how some of these ideas can be brought to reality. The planting of additional trees, and the use of coloured concrete all add to the overall improvement of the aesthetic, environmental, and physical realm of the City. The further efforts to landscape the corner three-way stop at the Berry Road Plaza are a slightly more ambitious and important example of how improvements such as landscaping and plantings can make a significant visual and environmental improvement.

Home Smith in his original concept for the Kingsway brought forward many of these principles. They do however need to be restated, refined, and updated as time goes by and as the City evolves. Little thought was given to these principles throughout the 1950's through to the early 1990's. However at the start of the new century, with a new interest and understanding of the need to revitalize, we must insist that the required effort be applied to implement the revitalization of all parts of the City, including our neighborhood.

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A Transportation Plan For the Greater Toronto Area



By: Councilor Blake Kinahan

I appreciate the opportunity that the KPRI has given me to contribute to their Spring newsletter. I would like to take this opportunity to congratulate them for their hard work over the last few years in the Kingsway/Sunnylea neighborhood. The KPRI fought for the appropriate re-construction of Prince Edward Drive, for new Kingsway/Bloor Street West Urban Design Guidelines, and have taken on other issues to make sure that the Kingsway/Sunnylea neighborhood maintains its distinctive character. I look forward to working with the KPRI in the future as I have done in the past.

The Greater Toronto Services Board (GTSB) recently released its transportation plan for the Greater Toronto Area (GTA). The GTSB is responsible for the co-ordination of decision-making throughout the GTA and has made transportation a key focus.

As Toronto residents are aware, the roads and highways in this City and the entire GTA region have become increasingly congested. This City's current and future economic growth depends on a transportation system that keeps pace with demand, to move people and goods around the GTA and to "keep the economy moving".

The GTSB has devised a transportation plan that calls for:

- ◆ an integrated public transportation system across the GTA
- ◆ better use of our current system and resources
- ◆ enhanced GO Transit services
- ◆ new rapid transit lines to be built on existing rail corridors
- ◆ expansion of Union Station, and
- ◆ new connections to Pearson Airport.

The plan calls for a reduction of automobile use, building

urban areas that are fully integrated into the public transportation system, and it calls on municipalities to establish better land-use policies for higher density developments. As our region sprawls with low-density development, our roads and highways will become more congested as residents in these areas depend on automobiles for their commute. Well-planned higher density urban areas use up less valuable land and provide opportunities for effective public transportation.

Plan details are not ready, as the amount of funding and its source will determine what will be done. No transportation plan will succeed without appropriate funding. The City's Budget Advisory Committee, of which I am a member, has had to struggle with the province's withdrawal from spending on transportation infrastructure. The City does not have the resources (without increasing property taxes significantly) to implement such a plan. We need help from the provincial and federal governments to keep Toronto moving.

The GTSB has an open public invitation for submissions regarding its transportation plan.

Contact the GTSB at 338-2989 for your copy of the plan or if you would like to make a comment on it.

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KPRI Membership Form

Renewal New Member

Name: _____ Address: _____

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Membership Fee: \$20.00/year—Make cheques payable to: The Kingsway Park Ratepayers Inc.

Mail to: KPRI c/o Mary L. Campbell, 39 Meadowvale Drive, Etobicoke, ON M8Y 2P1.

Interested in Volunteering?

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For further information, please call Michael Kachala at 231-0380.