



The Kingsway Park Ratepayers Inc. (KPRI) Newsletter

Representing the Sunnylea & Kingsway Areas

www.kingswayratepayers.com

NEW DEVELOPMENT PLANNED:

SOUTH-EAST CORNER OF DUNDAS ST. WEST AND PRINCE EDWARD DRIVE NORTH

By: Mary Campbell - KPRI Director of Development

Dundas Developments Inc. has advised The Kingsway Park Ratepayers Inc. of a new proposal: "The developer has had preliminary meetings with city staff and has agreed in principle to resubmit an application at a height less than 10 storeys. The developer is currently working with their architect on the redesign and has agreed to meet with The Kingsway Park Ratepayers Inc. Board of Director's to discuss revised plans once they make a resubmission of their application to the Building Dept. and Planning staff.

The old Etobicoke Official Plan allowed for 6 storeys. Under the new Official Plan (which is more or less in effect regardless of the current disputed status at the Ontario Municipal Board) the KPRI directors feel that 7 or 8 storeys at key intersections on major arterial roads may be seen as appropriate by the Ontario Municipal Board, should the application go before the OMB.

Your ratepayer organization has been monitoring development in this district and across the city. It is our experience that once the argument regarding increased traffic counts and congestion is cancelled out by competing expert reports, we are usually left with tall building shadowing concerns. However these do not occur on the south side of a street as much as they occur on the north side of a street. The new redevelopment will meet the criteria set by the city for a 45-degree angular plane, an architectural device used to soften adverse effects from the new development to adjacent properties. The 45-degree angular plane requirement was a direct result of The Kingsway Park Ratepayer's filing to the OMB against the application at Bloor and Royal York, S.E. corner.

The question then becomes "Which planning tools will be at the neighbourhood's and planning's disposal to ensure the protection of older and established neighbourhoods such as The Kingsway and Sunnylea?" This question can only be answered by Councilor Milczyn and his associates downtown. There is an Avenue Study currently underway for this segment of Dundas Street. Several meetings have taken place and a city report will be completed this Spring. Results will be posted on our website at www.kingswayratepayers.com and can be directly emailed to you. To make arrangements for the updating service contact kpri@sympatico.ca.

Please see the photo essay at www.kingswayratepayers.com.



Example of 6 storeys and 45° plane at Montgomery and Bloor

Kingsway Speed Hump Meeting

By: Paul Badics - KPRI Director of Traffic

On Jan. 18 2006 Kingsway Park area residents attended a meeting called by Councilor Milczyn to discuss 'Traffic Issues'. The meeting was dominated by debate over the controversial issue concerning the Councilors decision to push through installation of Speed Humps on 'The Kingsway'. In April 2005, at Mr. Milczyn's request, this plan was approved by Etobicoke Community Council, despite recommendations against it by The City of Toronto Transportation Department. 80% of households surveyed on 'The Kingsway' approved the humps; however, residents on surrounding streets were not even informed. 'The Kingsway' residents argued that Speed Humps are needed to control speeding on their street, which is designated and functions as a Collector Road for the area. But residents on adjacent roads, such as Strath, King George, Kingsway Crescent etc, voiced concerns that traffic would then be diverted from the 'Collector', onto their narrower 'Local' designated roads. Prior to this meeting (requested by the KPRI and area residents) a core group of residents sent out information flyers, and secured over 400 signatures on a petition opposing speed humps on 'The Kingsway'. Over 150 people also wrote formal letters to the Ministry of the Environment... continue page 5

Annual General Meeting

Wednesday, June 14, 2006. Registration: 6:30 pm Meeting: 7:00 pm – 9:00 pm

At All Saints' Anglican Church: 2850 Bloor Street West (Corner of Bloor and Prince Edward Drive N.)

Note: Entrance is the East Door Located off the Church Parking lot. The meeting will be held in the gymnasium, located on the lower level. Please join us for this important meeting. The agenda includes: election of next year's Board, Treasurer's Report, Update on Royal York Road and Guest Speaker (TBA)

Purchase your Membership at the door: \$20.00 annually or \$90 for 5 years. Please RSVP to kpri@sympatico.ca or call Karen at 416-236-4950
See www.kingswayratepayers.com for details.

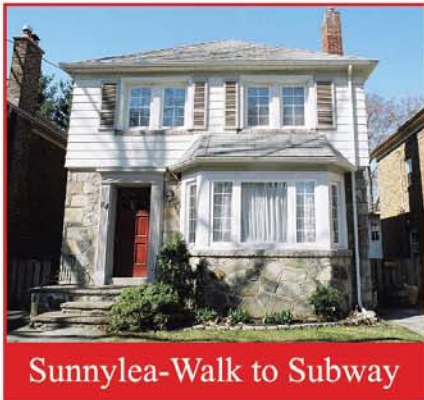
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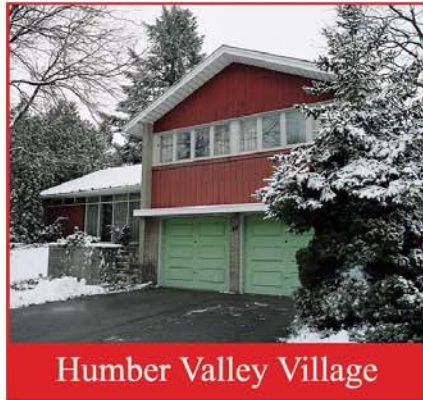
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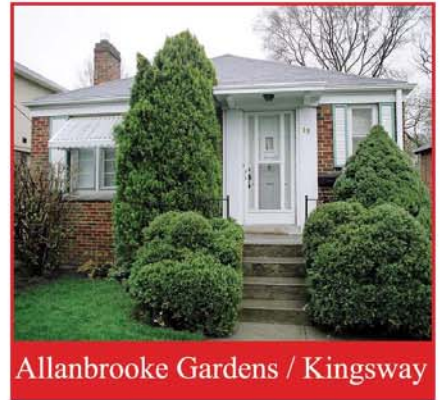
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Good News For Etobicoke:

By: Elizabeth Flavelle - KPRI Director

KPRI Active in a Busy 22 Division, Community Police Liaison Committee (CPLC)

The KPRI is active in a busy 22 Division with the Community Police Liaison Committee (CPLC).

Since writing my first article last fall as the new KPRI representative at the CPLC, I have attended the monthly CPLC meetings as well as the 9th Annual CPLC Conference. I have participated in the Planning Committee revamping of the mandate, structure and goals. Frank Sword (our excellent and hard working chairperson) and I are attending an evening course sponsored by the CPLC Adult and Youth Core Civilian Police College. Topics addressed include the organization and responsibilities of the Toronto Police Service, the Toronto Police Services Act, community policing, homicide and crime prevention. I have also written the first information/orientation package for our CPLC. Joe Perino, Staff Sergeant, Community Response Unit joined our CPLC in January. When our CPLC identifies a concern and possible solutions, his job is to work with these ideas and 22 Division to help make our community safer. As a conduit between our CPLC and Division 22, he is building on the excellent work of his predecessor, retired Staff Sergeant Jim Winter. Joe is experienced, enthusiastic and a valuable addition to our CPLC.

Impressive Statistics for Division 22

Superintendent Ed Hoey, Unit Commander for 22 Division, in the January 2006 Community Bulletin announced that despite the bad news across Toronto during 2005, Etobicoke showed an 11% drop in serious crime (almost twice the average of 6% in Toronto). In our Division, police answered 38,000 calls for assistance, conducted 58 Ride checks, investigated 5,218 collisions, arrested 4,659 people and wrote over 22,000 tickets for various Highway Traffic acts, by-law and other offences.

What is Community Policing? It's you. Me. And the Toronto Police. Working together, we have a safer city...

An underlying philosophy and a driving force within the Toronto Police Service (TPS), is the importance of community, and volunteers working with TPS to make a safer Toronto. Known as Community Policing, this partnership encourages the police and the community, and volunteers to work together to achieve what we all want: a safer place to live and work. Given the importance of this underlying philosophy, here are the key elements:

What is Community Policing?

Community Policing is the delivery of police services which are: community service oriented; creates partnerships between the police and community; shares responsibilities between the police and community; focuses on problem solving; provides short term (reactive) and long term (proactive) solutions and/or strategies for

problem resolution.

Where did this idea of Community policing come from?

The concept of Community Policing was first described by Sir Robert Peel in 1829. The Toronto Police formally re-committed itself to this model of policing in 1988. The Canadian Association of Chiefs of Police has endorsed Community Policing as appropriate across Canada.

Community Policing, Volunteers, and Community Police Liaison Committees

An excellent example of volunteers working with police are the CPLCs. These committees are made up of community volunteers and police service representatives from the local division's geographic area. Each committee is inclusive to reflect the local community. All of the seventeen police divisions throughout the City of Toronto have a CPLC to provide advice and assistance to the local unit commander. (Division 42 has 2 CPLCs. The second one is designed to serve the Chinese community.)

To quote Alok Muknerjee, Chair, Toronto Police Services Board, November 12, 2005): *"The importance of community police partnerships cannot be understated, by involving ourselves in these initiatives; you (CPLC volunteers) are playing a crucial role in these partnerships. It is through your tremendous efforts that together we are able to make Toronto the safest place to live".*

500 Police Being Hired this Year

Chief Blair announced in late February that the Toronto Police Services Board will recruit, hire and train nearly 500 new officers this year. The increased staffing will address gun and gang violence concerns, child exploitation, traffic safety and drug and organized crime investigations. For the TPS recruiting office: 416-808-7134 or email www.torontopolice.on.ca.

Ongoing Development Debate

It is becoming increasingly apparent that the district bordered by Dundas West, Islington to The Humber River and south to The Queensway will be subjected to an accelerating demand for multiple storey developments. The push for intensification meets the objectives of the New Toronto Official Plan, which has as its foundation the purpose of maximizing the yield on public investment in services such as public transportation. Councilor Peter Milczyn and many councilors support the New Official Plan. However ratepayer groups and individuals have taken serious issues to the Ontario Municipal Board. Concerns have included the protection and "appropriate" re-development in established neighborhoods. The fundamental differences between the old and the new plan is that the new version does not contain actual measurements, numbers or precise details as the Etobicoke plan did. Now zoning bylaws and Avenue Studies must "merge" with the intent of the new official plan for Toronto, which makes pinning down issues endlessly difficult. Continue top of page 4

Ongoing Development Debate

(Continued from bottom of page 3)

As citizens we are finding ourselves neatly neutralized, one small protesting group at a time. The tens of thousands of dollars required to fight at the OMB one project at a time is a poor investment unless our Councillor and his associates support the objection. Despite legal challenges to the new plan, city staff operate as though the plan is fully endorsed and established. It has become the new instrument guiding all new development.

The Kingsway Park Ratepayers Inc. directors have been watching the situation unfold city wide. In most instances it has seemed prudent to negotiate civilly with the developers to moderate their demands and save everyone costly trips to an unsympathetic OMB hearing. We are hoping that provincial promises to reform the way the OMB operates will see profound changes. Local planning department decisions need to be upheld providing they reflect sound planning principals and not NIMBY preferences. The city needs to grow sensibly and attractively without ruining the bedrock of agreeable neighborhoods - the source of endless rivers of revenue for all levels of government.

Kingsway Speed Hump Meeting

(Continued from front page)

(per the EA process guidelines announced in local newspapers) asking the ministry to intervene. The issues raised were:

1. City Staff did not properly follow the guidelines of the city of Toronto 'Traffic Calming Policy' in this matter. The policy clearly recommends that when Speed Humps are being considered, especially on a Collector Road, that potential diversion impacts on other streets be considered and studied, and that residents on the potentially impacted streets also be surveyed. The Manager of Traffic Operations, Policies and Procedures for the City of Toronto, confirmed in a recent correspondence that "diversion can be a problem" and that "Staff consider impacts of such diversion onto other streets".
 2. That regardless of policy, the Councillor as area representative had a duty to properly inform residents on potentially impacted streets, and that this did not take place. Most residents said they only heard about these plans by reading the KPRI Newsletters, or receiving flyers from the petition group.
 3. That it is poor traffic planning to place numerous Stop Signs and now Speed Humps on a neighborhood Collector Road without providing protection for the adjacent 'Local Roads'. Residents on Strath and King George already indicate some diversion of traffic off The Kingsway as a result of the new Stop Signs, and they ask that this issue also be revisited.
- At the request of the Ministry, The Councillor has asked residents both 'for and against' to participate in a 'working group' to try and resolve their divergent issues. With so many residents opposed and appealing to the Ministry, and evidence that the City's own policies were not followed, it is unlikely this plan will move forward until the issues of all residents are addressed.



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Be The First To Know!

Making Our Municipal Government More Accountable

By: A. Traer - KPRI Director

KPRI is making efforts to have the Ontario Legislative House resurrect Bill 123, **Transparency in Public Matters Act, 2005**, an Act to require that meetings of provincial and municipal boards, commissions and public bodies be open to the public. The bill was ordered for Third Reading and was expected to pass into law as early as March 2006. However the Order for Third Reading was discharged and the Bill withdrawn by Order of the House dated April 18, 2006 because Ms. Caroline Di Cocco (MPP Sarnia-Lambton) could no longer sponsor this Private Member's bill after her appointment to Minister of Culture, April 8, 2006. Now another MPP must resurrect the bill and begin again the process of passing a bill into law. Mr. Kim Craitor (MPP Niagara Falls) strongly supports the bill: the KPRI has contacted his office and waits to

hear if he will resurrect the Bill. Bill 123 came to KPRI's attention from a review of the report "*Making Municipal Government More Accountable: A Need for an Open Meetings Law in Ontario*" dated October 2003. The report urged the Ontario government to introduce a comprehensive open meetings law applicable to municipal governments beyond the requirements in Section 239 of the *Municipal Act, 2001*, S.O. 2001, c.25, which simply provides for all meetings to be open to the public with certain exceptions. The *Municipal Act* does not go far enough in protecting the public interest. Municipalities are not obligated to provide the public with advance notice that sets out the date, time, location and specific subject matter of all meetings. **IT ALLOWS SOMETHING TO BE SLIPPED ONTO THE AGENDA AT THE LAST MINUTE WITHOUT TELLING THE PUBLIC.** Continue page 7



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A Land-Use Planning System for the 21st Century

By: Laurel Broten, M.P.P. Etobicoke-Lakeshore

I would like to take this opportunity to update you about some of the ways the government wants to change the way communities are planned and grow in Ontario. I am pleased to follow-up on these important issues further to your AGM last June.

An integral part of the Ontario Government's vision for strong, sustainable communities is to develop better ways to manage growth and the challenges that come with it. This demands an effective land-use planning system and that's why government recently proposed major reforms to Ontario's planning system and the Ontario Municipal Board (OMB). The proposed legislation would address concerns about planning and development that I have heard from residents in Etobicoke-Lakeshore.

I know you will be particularly interested in how the proposed legislation would clarify the role of the OMB in the land-use planning process. For example, appeals to the OMB would generally be limited to information and materials that were provided to municipal councils (and made available to the public), and the OMB would be required to give greater weight to municipal decisions.

Municipalities would also be able to establish local appeals bodies for more local planning decisions such as minor variances or consents, which deal with such matters as how you build additions to your home, or lot severances.

Over the past two years, the government has consulted extensively with thousands of people and organizations about how to promote more sustainable development and make positive changes to the planning system. I know that the government is committed to continuing to work with our municipal partners, the public and various stakeholders to ensure that we plan for the kinds of communities that



Laurel Broten, M.P.P.

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For more information on planning and OMB reform, as well as how the government is building more sustainable communities, I would encourage you to visit the Ministry of Municipal Affairs website at www.mah.gov.on.ca or please contact my office.



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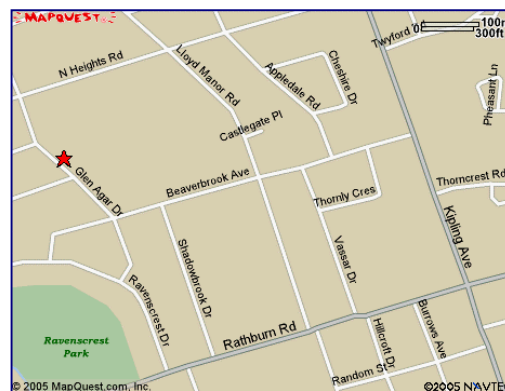
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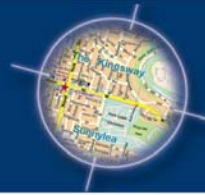
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Royal York Road: Government to Usher Reconstruction

By: Paul Badics and Mary L. Campbell

KPRI Director of Traffic and Director of Development

Background

The result of a long cancelled 4 to 6 lane north-south express route to the QEW and the 401, (with its cloverleaf) this portion of Royal York Road has split the attractive Kingsway community in two for the last 50 years. It has been a blight and a major source of speeding through otherwise beautiful neighborhoods. When the ratepayers and local residents heard that this stretch was to be redesigned and reconstructed, they pressured Staff and the local Councilor to 'fix' the mistakes of the past. The objective was to narrow the road and create green boulevards, medians and tree plantings as a way to slow down traffic and to beautify the roadway. Although it might be argued that further lane reductions would do even more to slow traffic and increase greenery, City Staff and the Councilor felt that it was important not to trigger a full EA review. A review would have delayed reconstruction. With constant pressure from residents and the KPRI, we feel that we all have achieved the narrowest road possible under the circumstances. The KPRI have requested that the City conduct 'before' and 'after' speed counts to gauge the impact of the redesign, and to see if further improvements might be achieved in the next phase when the segment north of Dundas is redesigned.

Final Plans

On February 22nd. at E.C.C. , City Transportation Staff held an 'Open House' to display new plans for Royal York Road reconstruction from Government Road to Usher Avenue. The KPRI support the plans for keeping the left turn lane at Usher and improving the configuration and lines. The KPRI also support changing the off ramp from Dundas to Royal York and the intersection at Government Rd. to Royal York into a new 2 way on to Government Road and a 1 way on to Royal York Road. The KPRI had requested this 2 way three years ago in order to allow residents to be able to turn right on to Government Road west of The Kingsway and proceed south. Ramp intersections will also be changed to T-intersections from the present "merge" style. The median, which ends south of Government road, will now be planted. Many thanks must be extended to Mr. Paul Badics, who

Making Our Municipal...

(Continued from page 4)

If Bill 123 was passed into law, the Act would require municipalities to give the public reasonable notice of each council and board meeting that sets out the date, time, location and a comprehensive agenda of the items to be discussed at the meeting so that counsels or boards are prohibited from considering business not included on a published notice. The Act would have given the public a legal right to complain to the Information and Privacy Commissioner if it feels that open meetings rules have not been followed and there would be remedies or penalties if municipal officials refuse to comply with open meetings requirements. The report concluded, "Ontario needs a tough new municipal open meetings law to ensure government actions are open and transparent ... [and] ... to ensure that citizens understand how decisions are made and have an opportunity to participate in the decision-making process. To be truly effective, we need a new law that will encourage integrity in our municipal governments and help ensure that elected and appointed municipal officials are operating in the public interest." KPRI will continue efforts to have Bill 123 resurrected. Links to Bill 123 and the report "*Making Municipal Government More Accountable: A Need for an Open Meetings Law in Ontario*" are http://www.ontla.on.ca/documents/Bills/38_Parliament/session2/b123re_p_e.htm and http://www.ipc.on.ca/userfiles/page_attachments/open-mtg.pdf.

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fought successfully for a wider median at this location. VOLUNTEERS to plant the island at USHER are welcome. just contact kpri@sympatico.ca Staff have implemented a pedestrian cross walk just south of the median at the request of residents. An example of this can be seen in front of Swiss Chalet on Bloor St. We are pleased to see this style of crossing: full traffic lights were not warranted and a regular PXO was not deemed to be safe. This style of pedestrian activated stop light crossing will also be implemented at Glen Roy. The KPRI never supported full traffic lights at either intersection, as recent reports concluded lights were not warranted and that traffic volumes were actually down. Pedestrian activated stoplights will serve school children and the morning and evening rush hours with the greatest flexibility. The community has spent a great deal of time and effort working with the city to re-design the roads attractively for the next 50 years. Our thanks to all of you who took such an interest in the neighborhood, including the West District staff who took the time to listen.

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