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# The Kingsway Park Ratepayers Inc. (KPRI) Newsletter

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Photo by Old Millside Residents Association (O. Wawryshyn)  
Feb 2008

## KPRI trying to find out how much the land was sold for

**Community Upset – City Approves Old Mill 10 -  
Storey Condo on Green Space**

**By: Anna Traer – KPRI Director**

The Kingsway Park Ratepayers Inc. (KPRI), together with 25 ratepayer associations, 2 heritage and historical groups and some 200 residents, opposed the application for a 10-storey condominium building on land along the Humber River Valley and across from the historic Old Mill Inn ("the Land"). The Land is designated in the Toronto Official Plan as "Parks and Open Space Areas – Natural Areas" and it is part of Toronto's Green Space System as described in the Toronto Official Plan.

All efforts to save 322 trees and stop this development on Green Space was dismissed by City Council on March 4, 2008 when Councillors voted 26-12 in favour of the development by the applicant, Sanek Investments Inc., on behalf of the owners of the Old Mill Inn. As a result, firstly, the Toronto Official Plan will be amended to change the site from... Continued on page 4

## DUNPAR Developments/KRAPP/CITY of Toronto Ontario Municipal Board Case. The "untold" proposal the community never saw.

**By: Mary Campbell - KPRI Director**

The OMB has ruled in favour of the developer DUNPAR Developments Inc. on the Dundas and Prince Edward Drive application. (See details inside.) Very important information came to The Kingsway Park Ratepayer's Inc.'s attention in March 2008. The material to follow was received from Dunpar Developments, who advise that the information was not confidential.

At mediation under the OMB process, DUNPAR, put forward a new proposal as detailed below (see drawings inside...). More drawings are available at [www.kingswayratepayers.com](http://www.kingswayratepayers.com). Dunpar's new proposal made at OMB mediation was offered again in a private meeting amongst the parties at Metro Hall. Councillor Peter Milczyn attended this meeting. The settlement was offered on a "without prejudice basis" (a legal term that means the offer cannot later be used against them). It was never required that the offer be kept confidential amongst those in attendance at the meeting. Legally, the offer could (and should) have been communicated to the residents for comment. It was not.

The new proposal presented to KRAPP and Councilor Milczyn was, in the opinion of the KPRI Board of Directors, superior to Dunpar's previously submitted 7.5 storey design. The underlined sections in italic differentiate the new proposal.

The new proposal would have accomplished the following:

\* *Pulled the entire building footprint outside of the Neighbourhood Designation of the two single family lots.* This addressed the concern over "block busting".

\* *Located a semi detached unit within the 2 single family lots no higher than 9.5m and designed to look like a single family home.*

\* Proposed a seven storey building with a small rooftop amenity area next to the mechanical penthouse to allow access to a landscaped rooftop.

This building was to be *located entirely within the Avenue Designation* resolving the encroachment issue.

\* Offered the community Section 37 benefits.

KRAPP and Councilor Milczyn rejected this new proposal without apprising the community. The proposal might have been seen as a fair compromise by many residents. It might also have allowed all parties (including you the taxpayer) to avoid a costly and adversarial defeat at the OMB.

\* NOTE: Dunpar will be preparing and distributing a separate brochure on the events which took place throughout the district.

See drawing on page 3

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CONTINUED FROM FRONT PAGE... Details from Dunpar's proposal: more illustrations at [www.kingswayratepayers.com](http://www.kingswayratepayers.com)



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## Continued from front page... Community Upset – City Approves Old Mill 10-Storey Condo on Green Space

"Parks and Open Space Areas - Natural Areas" to "Apartment Neighbourhood". Many residents believe that the integrity of the Toronto Official Plan has been weakened by the fact that its policies setting out to protect, improve and add to the Green Space System have not been upheld. Secondly, the Land will be rezoned for the third time as detailed below.


4. 1963 - rezoned from Second Density Residential Classification (R2) to Limited Commercial Classification provided that the Land's use was limited to automobile parking only in conjunction with the Old Mill. Note that in 1981, the Old Mill Inn and restaurant was **exempted from zoning** with respect to standards for restaurants **because of the unique and distinct land use and significant historical, architectural and scenic interest of the Old Mill.**
5. 1985 - rezoned from Limited Commercial to Private Open Space **under a condition that no buildings are to be erected on the existing Old Mill parking area** (further details below).
6. [2008] - approved by Council for rezoning from Private Open Space to Sixth Density Residential Classification (R6).

No where in the Staff Reports dated January 25, 2008 and

February 11, 2008 were restrictive covenants prohibiting construction of any buildings on the Lands mentioned. No where else in the immediate area is property rated R6.

Councillors heard from the community, including deputations by KPRI on behalf of itself and the Confederation of Resident & Ratepayer Associations in Toronto (CORRA - representing some 24 ratepayer associations city-wide, of which KPRI and SARA are members), Old Millside Residents' Association, Swansea Area Ratepayers' Association (SARA), Warren Park Ratepayers' Association, Humber Heritage Committee and Swansea Historical Society. Almost every one was in opposition to the development. Below are approximate numbers of residents and associations that opposed the development during the City process.


- 70 residents at the Community Consultation Meeting held on April 17, 2007.
- 40 residents and 6 representatives of ratepayers' associations, heritage and historical organizations, many of whom braved a winter storm and made a deputation before a fully packed chamber hall at the Etobicoke York Community Council meeting ("EYCC") on February 12, 2008.
- 167 residents and 26 ratepayers associations sent a communication to the City Clerk, many of whom sought a deferral of the 'Old Mill item' before City Council on March 3 – 4, 2008 so that Staff Reports dated January 25, 2008 and February 11, 2008 could be reviewed for deficiencies.



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Was 18 days sufficient time for the community that strongly opposed the development to review the Staff Report dated January 25 before EYCC on February 12? Was 1 day sufficient time to review the Supplementary Staff Report dated February 11 before EYCC? **Was the development rushed through the City process?**

Councillor Holyday's motion to receive the Staff Report was narrowly defeated by City Council (15-21). If granted, it would have provided an opportunity for ratepayers and residents to bring information to Councillors so that their vote may be given with full knowledge of all issues in favour of and in opposition to the development. For example, 10 days after the vote, KRPI obtained a copy of the former City of York Council minutes of September 17, 1984. Item 831 dealt with the Land in which an amendment to the Official Plan and rezoning of the Land was conditional upon the execution of a three party agreement (City of York, Old Mill Investments Limited and Metropolitan Toronto and Region Conservation Authority) entitled "**Agreement to Prohibit Erection of Structures**", whereby the City of York required that the Old Mill and Conservation Authority covenant with the City of York that **no buildings are to be erected on the existing Old Mill parking area** within the Regional Flood Plan as presently defined by the Conservation Authority **and on the lands which are to be acquired from the City of York for the expansion of the Old Mill parking lot**. This agreement was not dealt with in the Staff Reports. Neither did the Staff Reports highlight impacts on Parks and Open Space Areas - Natural Areas. See KPRI website ([www.kingswayratepayers.com](http://www.kingswayratepayers.com)) for copies of old City of York Planning Board minutes, Council minutes and By-Laws.

Councillor Peter Milczyn's motion to approve the application cites support for the development by staff - Toronto & Region Conservation Authority (TRCA), Urban Forestry and City Planning. Staff made recommendations, which included an extensive ecological restoration and replacement of trees cut down. Toronto Tree Advocate Joe Pantalone, in consultation with Peter Milczyn, brought amendments to the motion to ensure the applicant will replace trees by a 3:1 ratio. Is this ratio sufficient given that tree canopy replacement may require a greater ratio? Is it acceptable that many of the replacement trees will be planted in the parklands nearby since there is insufficient space to plant them on site?

City Council will be required to approve the site plan subject to a community consultation process addressing concerns such as urban design, landscaping, sidewalk and traffic.

A sense of being in a unique enclave of the City with a view of the vast Humber Ravine is lost to urban development. A precedent has been set along the Humber River and on Green Space throughout the city.

Should this development be brought before the Ontario Municipal Board? Should not City Council protect, improve and add to green space as it said it would in its own Toronto Official Plan? Only you can make a difference by having your say by talking to or writing your ratepayers' association and local Councillor what you think, and voting at the next municipal election.

## 2800 Bloor Street West Seniors' residence: Bloor and The Kingsway Intersection

By: M. Campbell - KPRI Director

There was a public meeting held on Wednesday, March 5th, 2008, Etobicoke Civic Centre. Approximately 50 people attended. The meeting was hosted by the City's Planning Department, as per the Planning Act requirements. The developer Forum Development Ltd. attended with their architect to show the community their plans. The public parkette on the easterly corner of this site at The Kingsway and Bloor is not being sold by the city or developed. The parkette will remain with additional planned landscaping and improvements. The KPRI attended the meeting.

Design Charette for 2800 Bloor St West Seniors' Retirement Residence Proposal scheduled for Saturday, April 12, 2008 9:00 am to noon at the Etobicoke Civic Centre, Lower Level. Advance registration is required by April 4, 2008 as space is limited. Contact Councillor Milczyn's office at 416-392-4244 or [councillor\\_milczyn@toronto.ca](mailto:councillor_milczyn@toronto.ca).

The KPRI will be reviewing the details of this application. Our recommendations include that the building be stepped back at the second floor to reduce the impact on pedestrians, and that some form of the 45 degree angular plane requirement will be incorporated on the Kingsway side to reduce shadow concerns on adjacent properties.

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# OMB Decision DUNPAR:

## Community loses \$300,000 or more in benefits.

By: M. Campbell - KPRI Director

The decision rendered by the OMB is precisely what the KPRI feared would happen. Given the new information (see front page article) it seems we have all lost even more than we thought.

This is a very difficult article to write due to the complexities of the issue and sentiment towards this application. I feel it is prudent to draw directly from the OMB ruling, quoting rather than summarizing or opining. At some stage, the facts and conclusions by the Chair must be acknowledged as a source of knowledge on the realities of such undertakings.

The ruling by the Chair substantiates what the KPRI have reiterated many times. The KPRI at no point in the process "wanted" more than permitted but did conclude that the case as presented was a long shot if taken before the Ontario Municipal Board for review.

The KPRI supported and put forward the compromise between 6 and 10 storeys at 7.5 only on the condition of section 37 benefits. Losing section 37 benefits plus the cost of presenting the case (lawyers, city staff etc) may approach \$700,000 which does not include the money raised by KRAPP. The ratepayers advised everyone that they believed DUNPAR would file to the OMB and that section 37 benefits would be lost, which they were. We expected DUNPAR would get the 7.5 storeys, which they did. When put into proper context, the OMB would have understood perfectly why the KPRI chose not to oppose the application or file to the OMB. The KPRI's hope that a mediated solution could be reached was not and never was a planning argument. It was based on experience and knowledge. It should be noted that the KPRI organization not only made a \$500.00 contribution to KRAPP, an additional donation of \$500.00 was made to the legal fund of CORRA. This group of ratepayer organizations across the city launched an OMB appeal against the new Official Plan, the cause of the terrible inclination to approve over-developments across the city. The KPRI have been fighting overbuilding in this neighborhood for over 15 years with funds and volunteers at the Committee of Adjustment level and at the OMB. Please read the following excerpts and see [www.kingswayratepayers.com](http://www.kingswayratepayers.com) for the full report.

[OMB RULING HIGHLIGHTS and comments](#)

"In summary, the [Board finds, having regard to the](#)

[determinative policy documents, the PPS and the Etobicoke Official Plan, the proposal is an appropriate form of residential intensification at the subject site and constitutes good planning and is in the public interest.](#) The site is located on an arterial road, at an intersection with a collector road. It is in an area which is changing and evolving to reflect a need for residential intensification in appropriate urban areas, a need to locate development in proximity to public transit and a desire to improve the urban environment along Dundas St. W., while, at the same time, preserving the character of stable neighbourhoods. As the Board notes above, having regard to the Etobicoke OP and the Avenues Study, the height and density of the proposed building is to be considered in terms of impact on the low-rise residential neighbourhood to the south. Some neighbours believe that the proposal represents too much height, density and change. [The Board, having found that there would be no negative impact in terms of shadow, privacy, overlook, traffic or demand on public infrastructure, cannot find that the proposal will have a negative impact on the neighbourhood to the south.](#)"

NOTE: All residents opposed the 6 storey condo at Royal York and Bloor, but City Staff and Councilor Milczyn supported the application even though the bylaw permitted 4 to 5 storeys only. The KPRI did a huge fund raising campaign, appealed the application and lost at the OMB. Residents were vigorously opposed to the cemetery condo proposal across the street from 2800 Bloor St. West. All residents opposed the 1050 QUEENSWAY application that Councilor Milczyn and staff supported at 11 storeys (more than was permitted at that location based on an avenue study). It needs to be pointed out that residents opposing developments seems to carry little weight in the decision making process at the OMB. These decisions are based on PLANNING and POLICY issues.

May we draw your attention to the following quotes from the OMB's decision:

"Mr. Oikawa proffered the interesting opinion that the implementing by-laws arising from Avenues studies "were meant to establish maximums and not a new base from which



**Laurel Broten, M.P.P.**

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applicants can then apply for additional heights and densities". Therefore landowners and neighbours know "with certainty" what size or height or density of development will be permitted. The Board, having regard to the provisions of section 34 of the planning Act, cannot accept Mr. Oikawa's proposition. A party has the right to make an application to City Council for an amendment to a by-law. If City Council refused the application, or refuses to make a decision on the application, the applicant has a right to appeal to this Board. The Board has the authority to order an amendment to the by-law. For example, this was done in the 1050 The Queensway case, (discussed below). An applicant with a right to build a six-storey building made an application for a zoning by-law amendment to permit the construction of a twelve-storey building. In that case, City staff and the local councilor apparently did not take the position that the zoning by-law enshrines maximum building standards which may not be varied. Before the Board they supported a proposal for a ten-storey building. One would assume that the residents living in the single-storey, low-rise neighbourhood immediately to the north of 1050 The Queensway would have had a similar "certainty" about what height building could be built adjacent to them as the residents in the Kingsway now have. Briefly, if a zoning by-law amendment, properly tested against relevant policy documents constitutes good planning, it may be amended by the Board."

The above confirms that you cannot review one application under a different lens than others.

The OMB stated:

Therefore, the board finds that only one official plan may be determinative of an application. It is the official plan, which was in effect at the date of the application. In this case the application for a zoning by-law amendment and the site plan referral will be considered in light of the policies found in the Etobicoke OP.

Of importance and note is both staff and councilor supported excess height on The Queensway:

"The Queensway and Wilson Avenue, allowing heights of up to eight storeys on corner sites within the six storey height regime". Mr. Smith also opined that a building height of up to 27m could be supported at this location based on the width of Dundas St. W. The proposed building would be within the 1:1 height to right-of-way width ratio, which has generally been accepted in the City to establish a height for mid-rise buildings."

Of importance:

"Messrs. Smith and Glover were cross-examined at length by Counsel for the City and Counsel for the Kingsway Group. Much of the cross-examination focused on two areas: whether the proposal conforms with the Toronto OP and what the Board will term "process", or why Dunpar did not appeal the OPA and ZBL that arose out of the Avenues Study. As the Board noted above, the Etobicoke OP, not the Toronto OP is determinative of this application. While the City and the Kingsway Group may wish to test the application against the Toronto OP, evidence in this area is of limited relevance. With respect to evidence about "process", it is important that the Board, in reaching a decision in this matter, focus on substance, not process. The Board accepts the evidence adduced that Dunpar did not appeal the Avenues By-law, although it could have. However, nothing in any statute or policy document requires that as a precondition to this application and appeal, Dunpar had to appeal either the avenues by-law or the relevant OPA. A failure to appeal either of those instruments does not cause the Board to conclude that Dunpar was "waiting in the weeds" as was implied by Counsel

for the Kingsway Group. Further, even if Dunpar were "waiting in the weeds", whatever that may mean, the Board does not find that relevant in this hearing. If a party chooses to exercise some statutory rights and not others, the party cannot be penalized by this Board."

### Evidence of the City

Wendy Johncox was qualified by the Board to provide expert land use planning evidence on behalf of the City. She has extensive experience with the neighbourhood of the subject property as she co-ordinated the final staff report on the Avenues Study. In her Witness Statement, Exhibit # 26 and her Reply Witness Statements, Exhibits #27 and #28, she considered the proposal only against the policies of the Toronto OP. She did this despite acknowledging in her Witness Statement "the former City of Etobicoke Official Plan was in force at the time of the subject application".

The Board notes that while Ms Johncox made the link between height or scale of the building and impact on the neighbourhood, the City did not adduce specific evidence about the alleged negative impact of the proposed building. The only shadow impact study introduced was that of Dunpar, which shows that there will be no negative impact on the neighbourhood to the south. As the Board noted above, the Study, in discussing impact, mandates the transition in scale of new buildings to the adjoining low-rise residential neighbourhood, and focuses on impact in two areas: traffic and schools. Neither the City nor the Kingsway Group adduced any evidence to demonstrate any negative impact on the neighbourhood in terms of traffic or schools. In fact, the Board understands that Dunpar prepared a traffic study with which the City has no concerns.

On the issue of section 37 benefits, Ms Johncox confirmed, under cross-examination, that a figure of \$300,000 or \$15,000 per unit above the fifth floor is requested by the City. She confirmed that she does not know how those figures were determined.

"Mr. Oikawa took the interesting position that the underutilization of the bus was a reason not to approve the proposal. He did acknowledge, in response to a question from the Board, that more residential development along Dundas St. W. in fact could result in the 30 Lambton bus being more efficiently utilized. The Board notes that the efficient use of public infrastructure is a goal of the PPS and supposedly a goal of the City."

"Counsel for Dunpar cross-examined Mr. Oikawa at length about other developments which have been approved in the former City of Etobicoke. Of particular note, from the Board's perspective, in considering the consistent application by the City of its policies, is 1050 The Queensway and 1061/1193 The Queensway."

staff's previous positions were noted by the Board. These were also the positions of Councilor Milczyn regardless of huge resident opposition.

"Mr. Oikawa was also asked about a development at 1061 and 1193 The Queensway. In that case the Committee of Adjustment approved ten variances allowing for the construction of a 12-storey building (six storeys permitted) with a mechanical penthouse of 250 m<sup>2</sup> (23 m<sup>2</sup> permitted) and an FSI of 8.4 (3.0 permitted). Again, the Queensway was subject to an avenues study and an area specific policy in the Toronto OP but City Staff opined in its staff report "the variances requested...enable the proposed residential/commercial building to achieve an appropriate and... Continued on page 8

desirable built form that expresses continuity along The Queensway (Exhibit # 45). The Board must note that City staff did not take the position in that case, which Mr. Oikawa now takes, that the ZBL sets standards in terms of height and density and therefore should not be altered."

"A number of the neighbours raised concerns about shadowing, overlook, traffic and impact on schools, submitting that the proposed development would have an adverse impact on them and their neighbourhood. In this regard the Board must once again note that, the only shadow study in evidence demonstrates that there would be no shadow impact on the neighbourhood at any time of the day, at any time of the year; no urban designer testified on behalf of the City or the Kingsway Group about negative impact in terms of overlook or privacy; Dunpar prepared a traffic study which apparently satisfies the City; and neither the City nor the Kingsway Group adduced any evidence to demonstrate that the proposed development would have an adverse impact on community facilities like schools."

"The Board heard considerable testimony from witnesses for the City, the Kingsway Group and the neighbours, that the proposed building is too tall and would therefore have a negative impact on the neighbourhood. The Board finds that "too tall" does not exist in a vacuum for the purposes of the determinative official plan, the Etobicoke OP, or the much-discussed Dundas Street West Avenues Study. The Etobicoke OP provides, in the context of a boundary adjustment, that height and form of development are relevant considerations. However they are relevant in that height and form of new development should not "create undue adverse impacts in terms of overshadowing or loss of amenity."

".....As noted above, the City is apparently satisfied that the proposed development would have no adverse traffic impact and no evidence was adduced to demonstrate that there would be any adverse impact on any other public facility like schools."

"As section 4.4.4 of the Etobicoke OP is no longer in effect it does not exist and cannot and will not be amended. Simply put, as the section does not exist for the purposes of amendment in this case, an amendment is not possible or necessary. The six-storey height limitation is not found in the Toronto OP, which was in effect at the date of the appeal, so no official plan amendment is necessary to facilitate the proposed development of the subject property. The height restriction is now found only in the zoning by-law, which can be amended by this Board."

"Issue 6—Would the proposed development set an inappropriate

precedent? It is submitted by some party to almost every hearing before this Board, that its decision will create an inappropriate precedent. On this issue the Board must note that one panel of this Board is not bound by the decision of another panel; each case which comes before the Board has a unique set of facts; each case must be decided on its merits, taking into account the policy regime in effect at the time of the application."

"Neither the City's witness in evidence, nor City's Counsel in submissions, satisfactorily set out any policies, either under the Etobicoke OP or the Toronto OP which, would permit the City to request \$300,000 or \$15,000 per unit without some rationalization of the request. No connection was made between the amount requested and any improvement to the neighbourhood of the proposed development. If the City simply arrives at an amount, without anything justifying the amount, the Board has no choice but to conclude that the amount requested is arbitrary and therefore the application of any section 37 policies is arbitrary."

"In summary, the Board finds, having regard to the determinative policy documents, the PPS and the Etobicoke Official Plan, the proposal is an appropriate form of residential intensification at the subject site and constitutes good planning and is in the public interest. The site is located on an arterial road, at an intersection with a collector road. It is in an area which is changing and evolving to reflect a need for residential intensification in appropriate urban areas, a need to locate development in proximity to public transit and a desire to improve the urban environment along Dundas St. W., while, at the same time, preserving the character of stable neighbourhoods. As the Board notes above, having regard to the Etobicoke OP and the Avenues Study, the height and density of the proposed building is to be considered in terms of impact on the low-rise residential neighbourhood to the south. Some neighbours believe that the proposal represents too much height, density and change. The Board, having found that there would be no negative impact in terms of shadow, privacy, overlook, traffic or demand on public infrastructure, cannot find that the proposal will have a negative impact on the neighbourhood to the south."

It is clear that the KPRI's position in not officially opposing the development application by Dunpar Developments had no bearing or influence on the OMB chairperson's decision, despite allegations to the contrary in Councilor Milczyn's widely circulated email update to the community.

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## Sidewalks – Where do we need them?

By: F. T. Campbell - KPRI Director

Every now and then the issue of sidewalks and safety gets trotted out again to be rehashed in this neighborhood. It's been going on for 50 years or more. We need to revisit the origins of the design of the district and why it works so well without sidewalks. The area was designed to have a heavily treed canopy and lawns sweeping to the edge of the much narrower slightly humped roads. Snow and rain removal was brilliantly low tech and effective, accomplished by deep ditches that absorbed run off water. Sidewalks and ditches were perceived accurately as somewhat incompatible. There were fewer cars per family and more people walked: cars shared the paved surface of the side-streets with pedestrians and thus proceeded with caution. Only the major roads had sidewalks.

Nowadays and at vast taxpayer expense, the low cost ditches have been filled in. Huge sewers run beneath our roads carrying the water away that used to sustain nearby trees and restore the aquifer after being cleansed through layers of sand and soil. Now all that water with its pollution load is shot straight into the lake instead. Installing sidewalks exacerbates the problem twofold: it is a process that does irreparable damage to nearby large trees and hedges (who have the bulk of their roots within 18 inches of the surface) and it adds to the burden of paved surfaces which expresses ever more

contaminated water into our drinking water source. It also adds to the heat sink generated by paved surfaces. Lastly it enshrines a delusion of safety because motorists on roads with sidewalks have been shown to feel safer traveling faster because they expect no pedestrians on the roads. Walking facing the light traffic on the side roads reclaims the road surface for ALL USERS. Only on heavily trafficked roads should sidewalks be installed. SAFETY means driving slower and with greater consideration, walking more, and preserving our trees, lawns and gardens, lovingly tended in this district for nearly 100 years. Safety really is up to you.

**Ten Thousand Villages** is a nonprofit program of the Mennonite Central Committee; most of their employees are volunteers. They buy products from artisans in Third World countries and pay a fair price for their products. The stores offer many attractive items such as tea, coffee, chocolate, dried fruit, nuts, soaps, placemats, jewelry, trinket boxes, toys, cookbooks, leather goods etc.

For further information, check out [www.tenthousandvillages.ca](http://www.tenthousandvillages.ca)

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**We've got too many potholes, Mr. Milczyn... and it's not winter that creates them - its shoddy workmanship.**

**By: Fiona Campbell – KPRI Director**

The article at the bottom of this page is an excerpt from the Councilor's emailed newsletter sent out April 4. In it there's a suggestion that potholes are as perennial as the spring bulbs we are all anxiously looking for. We'd like to suggest that's NOT NECESSARILY SO.

A brief and informal survey of Prince Edward Drive April 3 of this year in the north section above Bloor (which is an older section of road having been rebuilt in 1998) clearly demonstrates that the potholes in that section amount to exactly 2 grapefruit sized depressions, to be found on sections of the road dug up for utility repairs and filled in improperly, and 1 manhole cover with its tatty collar of asphalt starting to show signs of serious wear. Deep cuts down the center of the roadway had standing water in them however, waiting for the freeze and thaw cycle that destroys roads in just a few seasons. Huge deep puddles from badly designed slopes threatened every pedestrian with a solid soaking in front of the Lambton Park. In this day and age, is this the best we can do?

Meanwhile, SOUTH OF BLOOR where the road is 2 years younger, a total of 16 distorted and dangerously sinking manhole covers and water run-off grates at the edge of the road can be seen- some so seriously eroded that the depth of them could not be measured. Large orange safety cones have been lurking curbside in warning mode for months. It's clear that the supports beneath these metal grates and lids were so shoddily installed that a road trumpeted to be designed to last 25 years or more is falling apart- less than 10 years after completion. There were potholes of major size, and a veritable festival of lumpy asphalt patch jobs briskly cracking, separating and heaving, some filled with standing water. We have a serious substandard engineering-contracting problem here, clearly.

Mr. Milczyn's newsletter goes on to detail all manner of financial shortcomings he notes regarding the city, its budget and its numerous failures at cost savings. The Kingsway Ratepayers Inc. would draw his attention to the fact that the most meaningful savings he could make for this city would be to spearhead a review of road building specifications in the Works Dept to ensure these massive expenditures of tax dollars go to properly tended contracts that result in a road constructed with quality materials, built to last. He could further improve the savings by insisting that NO UTILITY CUTS INTO ROAD SURFACES OR CONCRETE CURBS WITHOUT DOING A PROPER QUALITY REPAIR JOB to protect our investment. Improper tamping of the substrate and the dumping of uneven amounts of asphalt poorly leveled guarantees water seeping into the cracks, washing away the loose material beneath. Freeze and thaw cycles simply accelerate the destruction process. These roads cost us MILLIONS of dollars to construct, and apparently \$3,5000.00 a year to fix with shovel fulls of badly applied hot tarmac. Take a look at the budgetary percentage Works Dept. receives. It's a scandal we should have such an appalling waste of money collapsing in front of our homes this way. Take a walk and take some pictures. Send them to Mayor Miller and Mr. Milczyn. THERES SOME BELT TIGHTENING HERE THEY WOULD DO WELL TO CONSIDER IF THEY WANT OUR VOTES.

Councilor Milczyn: newsletter April 5 "They're potholes. And



after the winter season in Toronto, there are a lot of them.. Potholes are created when water penetrates the top layer of asphalt through cracks in the road. After the moisture freezes and expands, sections of the pavement are forced up. The weight of vehicles going over this section of road breaks the pavement and the asphalt is forced out. Potholes are more frequent in the spring, after the freeze/thaw action following winter. To combat the problem, the City of Toronto's Transportation Division has a number of work crews that are assigned the job of fixing potholes and similar road defects. The crews pour hot asphalt and rake it into the pothole. Then they tamp down the asphalt and smooth it out until the road surface is improved... It's a job that keeps City crews busy. Last year, more than 40,000 potholes of all shapes and sizes were fixed by city staff. It's also an expensive job. ...It costs the City about \$3.5 million each year to fix the problem."

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# The Community Police Liaison Committee (CPLC) Report

By: Elizabeth Flavelle – KPRI Director

The 22 Division, Community Police Liaison Committee (CPLC) consists of representatives from the community, business and police who live or work in 22 Division. Currently, our CPLC holds our regular monthly meetings at 22 Division Station, 3699 Bloor Street West. Visitors are welcome. CALL Marie Dobrzynski at 416-808-2210 to reserve. Elizabeth Flavelle, who has retired from the KPRI Board, remains the KPRI representative on the CPLC.

**As Your KPRI Representative:** Over the last several months, I and a fellow CPLC member, Bruce Erskine, have produced a power point presentation on the Toronto Police Service. Our intent is to reach out to the numerous communities share information about the Division and our CPLC and seek suggestions regarding police and community cooperation. Bruce and I take back these suggestions to Superintendent Tom McIlhorne. To date, we have made 3 presentations to: the parents and teachers group at John English Junior Middle School, the Central Etobicoke Rotary and the Toronto East Rotary

If you are interested in learning more about these presentations, please email Bruce Erskine, at [bruce.erskine@sympatico.ca](mailto:bruce.erskine@sympatico.ca)

**Keep Informed. Keep Safe.** The easiest way to be informed about safety issues is to read two excellent publications provided, free of charge, by 22 Division. Both the *Community Bulletin* and *Crime Prevention* provide valuable information for individuals, home owners and businesses. The Kingsway/Sunnylea area is served by 22 Division which produces a newsletter called *Community Bulletin* ([22division@torontopolice.on.ca](mailto:22division@torontopolice.on.ca)) providing a summary of crime in the neighbourhood. If you are also interested in receiving timely information on safety tips send an e-mail with your name, address, home phone number and email address to [crimeprevention22div@sympatico.ca](mailto:crimeprevention22div@sympatico.ca). The frequency in theft of luxury automobiles and sport utility vehicles via residential break and enters has been increasing. Last year, 2 vehicles a day were stolen in 22 Division. This year, the number has

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The Red Door group assists families dislocated from their homes through domestic violence, and refugees who are trying to get on their feet. This agency will take your gently used furniture, dishes, non perishable foodstuffs, carpets, and appliances (they will come and pick them up even), books and modern CDs, clothes, boots and shoes and gift items in any season to help these families get back on their feet. If you don't have time for a garage sale, this is the number to 416-423-0310 NATASHA (to drop off goods) 416-915-5671 for furniture pickup: ask for IRENE. Some very nice people will be most grateful for your assistance.

dropped somewhat to 7 to 12 a week. Last year in Toronto, 8,427 vehicles, or 24 a day, were stolen.

[Crimeprevention22Div@sympatico.ca](mailto:Crimeprevention22Div@sympatico.ca) urges that you "be vigilant, exercise caution and be aware that organized vehicle theft rings are targeting these vehicles."

(1) Always lock your vehicle (2) Park the vehicle in a locked garage whenever possible. (3) Never leave your vehicle running while unattended. (4) Never leave your keys in the vehicle. (5) Maintain control of your vehicle keys at all times.

(6) Always secure your doors and windows (7). If your home is equipped with a security system, activate it when away or retiring for the night. (8) Evaluate and upgrade your ...exterior lighting if necessary. (9) Report suspicious individuals including license plate information.

**22 Division Open House** will be held on Saturday, May 10<sup>th</sup>, 2008 from 11:00 a.m. to 3:00 p.m. at 22 Division, located at 3699 Bloor Street West (west of Islington Avenue). There is free parking. Special guests include Chief William Blair. Toronto Ambulance and Fire Services will have displays, as will many other presenters with displays and activities, including: "Officer Pat Troll", the official police mascot, "Elmer" the Safety Council mascot, child fingerprinting, the Go Transit Safety Train Village display, police station tours, police exhibits, including horses, motorcycles, police ATV's, bicycles, and the Canine Unit, a face painter, and clown. There will also be a fundraising CPLC barbecue. All proceeds go to the Division 22 Scholarship Fund. If you have any questions, contact PC Mitch LeBlanc @ 416-808-2215. See you there!

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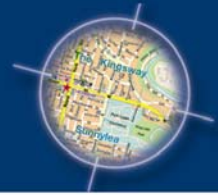
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## Interested in the KPRI's E-mail Updates?

If you are not currently receiving our e-mail alerts and wish to be kept up-to-date by e-mail with the issues and developments of your neighbourhood, simply send an e-mail to [kpri@kpri.ca](mailto:kpri@kpri.ca) with your name, address, telephone and the subject line.

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### KPRI Membership Form (to June 2009)

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