



# SOUTH ROSEDALE RATEPAYERS' ASSOCIATION NEWSLETTER

FALL 2006

## **PRESIDENT'S MESSAGE**

Since the date of our last Newsletter, the South Rosedale Ratepayers' Association ("SRRA" or the "Association") has been active on many issues which have the potential of impacting our South Rosedale neighbourhood.

Areas of interest to which the SRRA pays particular attention and on which it takes positions include:

1. Development issues including both residential and commercial building projects as well as associated Committee of Adjustment applications.
2. Protection of South Rosedale's Heritage District Designation, liaising with the City's Preservation Services staff where appropriate.
3. Roads, traffic and transportation matters.
4. Neighbourhood security and policing.
5. Environmental aspects of the area, including the condition of parks, ravines and trees.
6. Work with our neighbouring ratepayer groups on areas of common interest.

Some of the recent key issues where the Association has played an important role include the following:

Immediately prior to Christmas 2005, Woodcliffe Development Corporation ("Woodcliffe") filed with the City a formal Application to rezone and amend the Official Plan as it relates to certain properties in the vicinity of Scrivener Square. This Application had been anticipated by the SRRA following a Public Meeting convened by Woodcliffe in early November, 2005. A major component of the Application included a proposed 38 story condominium building on the site.

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## **WHAT'S INSIDE THIS ISSUE...**

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**MEMBERSHIP SURVEY**

## **NOTICE OF ANNUAL MEETING**

The Annual General Meeting  
of the South Rosedale Ratepayers' Association  
will be held

on Monday, Nov. 27 at 8 p.m.

Rosedale Presbyterian Church,

Main Meeting Room

129 Mt. Pleasant Road

Ken Greenberg will speak on "What South Rosedale  
can contribute to a rapidly growing Toronto Region"

Coffee served from 7:30 p.m.

## PRESIDENT'S MESSAGE (CONT'D)

The SRRRA played a significant role in the original zoning of what is commonly known as the "Marathon Lands", as well as the ultimate development of Mathersfield Road, Pricefield Park and the Thornwood Condominiums.

At an extremely well attended Public Meeting held at Rosedale United Church in February, a majority of people expressed strong opposition to the Application, particularly as it related to the scale of the development relative to the site and the surrounding neighbourhood(s).

At a meeting of Community Council held in September, the City's Planning Division presented a Refusal Report as it related to a modified 26 story Application by Woodcliffe. The Planning Division's refusal was based on their assessment that the height and massing of the proposal did not respect the height of the adjacent Thornwood Condominiums, the Station clock tower or the in-place zoning. Full City Council adopted the recommendation in late September.

While the site represents an excellent development area which could contribute to the fabric of South Rosedale, we can only hope that Woodcliffe in their acceptance of the refusal will revisit their plans in a manner which is sensitive to the neighbourhood and do so in a consultative manner.

The process as it relates to the Don Valley Transportation Master Plan ("DVTMP") and associated Environmental Assessment ("EA") continues to move forward. A major accomplishment was achieved in September when Councillor Rae and immediately impacted local residents under the leadership of Rob Reuter were successful in persuading the Planning and Transportation Committee that a more comprehensive approach must be taken in reviewing transportation options in the Don Valley Corridor. Key to this approach was that a truly integrated EA must incorporate service beyond the Bloor-Danforth subway line to include both the downtown core and the waterfront.

The Association's Board is committed to providing the South Rosedale community with a strong voice relative to the area's unique position as one of Toronto's most desirable residential communities. In that regard, Board members on a volunteer basis, provide hundreds of hours of service to follow developing issues and to ensure that voice is heard. I personally welcome the contact of residents who may have any concern as it relates to our neighborhood and encourage all current members to renew their annual membership as well as South Rosedale residents who may not currently be members of the SRRRA to join the Association.

In closing, the Board of Directors look forward to seeing you at the SRRRA's Annual General Meeting to be held at 8:00 PM on November 27, 2006 at Rosedale Presbyterian Church.

David M. Townley, C.A.  
President

## WHERE IS IT?



17 Dunbar Road



165 Roxborough Street

## KEN GREENBERG -AGM SPEAKER

Architect and Urban Designer Ken Greenberg has played a leading role on a broad range of assignments in highly diverse urban settings in North America and Europe. Much of his work focuses on the rejuvenation of downtowns, waterfronts, neighborhoods. His projects include the award-winning Saint Paul on the Mississippi Development Framework, the Brooklyn Bridge Park on the East River in New York, the East River waterfront in Lower Manhattan, the Fan Pier in Boston, the Southwest and Southeast Waterfronts in Washington, D.C, the Downtown Hartford Economic and Urban Design Action Strategy, the implementation of the Harbourfront Master Plan and plans for the new FilmPort (Toronto Film Studios complex) on the Toronto Waterfront. In each city, with each project, his strategic, consensus-building approach has led to coordinated planning and a renewed focus on urban design.

Current efforts include implementing the Master Plan for the renewal of Regent Park, a major public housing project in Toronto, plans for the new Don River Park in Toronto, a Master Plan for the Grand Parade in Halifax, integrated strategies for transit-oriented redevelopment along the proposed new north/south LRT line in Ottawa, the preparation of the San Juan Waterfront Master Plan in San Juan, P.R., the preparation of a Master Plan for the former Rockcliffe Military Base in Ottawa, the preparation of the 2010 Vision and Strategic Framework for Hartford, and a Strategic Master Plan for Boston University.



## SRRA MEMBERSHIP SURVEY

The South Rosedale Ratepayers' Association is committed to serving the needs and interests of our community. Please take a minute to complete the following survey and mail to: 15 Dunbar Road, Toronto, Ontario M4W 2X5. You will be helping the SRRA board to achieve our shared goals for South Rosedale.

- There are many issues affecting South Rosedale. To me, the most important ones are (check one or more of the following):
  - Protection of heritage buildings
  - Safeguarding of parks and green spaces
  - The Don Valley Transportation Master Plan (with a proposed bus terminus at Castle Frank)
  - The proposed Scrivener Square development
  - Zoning issues for residential development/renovations
  - Front pad parking
  - Other (specify) \_\_\_\_\_
- In your opinion, does the SRRA do a good job of representing the interests of South Rosedale?
  - Yes  no  don't know
  - Comments \_\_\_\_\_
- The SRRA periodically issues a newsletter on the community issues and Association activities. Check one or more of the following:
  - The newsletter is a good source of information about the community and SRRA activities
  - The newsletter does not provide the information I want
  - I always read the newsletter
  - I sometimes read the newsletter
  - I never read the newsletter
  - Comments \_\_\_\_\_
  - Specify topics and information you want to see \_\_\_\_\_
- The SRRA maintains a website at [www.southrosedale.org](http://www.southrosedale.org). Check one or more of the following:
  - The website is a good source of information about the SRRA, the community and board activities
  - The website does not provide the information I want
  - Information on the website is always up-to-date
  - Information on the website is sometimes up-to-date
  - Information on the website often out of date
  - I frequently visit the website
  - I occasionally visit the website
  - I never visit the website
  - Comments \_\_\_\_\_
  - Specify topics and information you want to see on the website \_\_\_\_\_



## UPDATE ON SCRIVENER SQUARE: CITY TURNS DOWN DEVELOPMENT PROPOSAL

In February 2006 City of Toronto Planning Board held a public meeting to consider Woodcliffe Corporation's application for Official Plan and Zoning By-law amendments for properties located on Price Street and Yonge Street, adjacent to Scrivener Square.

Woodcliffe's proposal contemplated a 38 storey residential tower and a four storey podium building containing residential, retail, and office uses.

The meeting was attended by the local Councillor, Kyle Rae, and over 300 residents. Strong opposition was voiced at the meeting and this was supported by Councillor Rae.

Subsequently, Woodcliffe submitted an amended development proposal. In it, the height of the residential tower was 26 storeys, and the podium was 5 storeys. The net effect was to reduce the total gross floor area by a modest amount, from 34,042 square meters to 32,820 square meters.

On August 25, 2006, City Planning Staff submitted a Refusal Report to the Toronto and East York Community Council. The Refusal Report traced the history of Woodcliffe's proposal, as well as the overall history of the Scrivener Square site. The report also reviewed the existing Official Plan provisions applicable to the site and various other zoning and planning documents and policies relevant to Woodcliffe's applications.

The Refusal Report recommended that Woodcliffe's applications be turned down. The report detailed the planning considerations which led to this recommendation, and concluded as follows:

*"The proposed development of a 26-storey tower with a 5 storey podium building in this location is inappropriate and out of context. It considerably exceeds any height limits contemplated in the Official Plan, Zoning By-law, or Urban Design Guidelines for the Yonge-Summerhill area. The proposed increase in density results in a built form that does not fit with the character of the local area or the overall city structure. Planning Staff recommend refusal of the application and request authority to appear at the Ontario Municipal Board should the applicant file an appeal of the Council's decision in the matter."*

This recommendation was adopted unanimously by the Toronto and East York Community Council at its meeting in September.

Residents should not assume that this means the end of the potential development of this site. Woodcliffe could appeal the above decision to the Ontario Municipal Board. Or, Woodcliffe could submit a new development proposal and start the process all over again. As has been the case throughout, the SRRA will work to make certain that the South Rosedale community's views are heard and that appropriate planning principles are taken into account in any appeals or future development proposals.

To date, the SRRA has spent over \$49,000 to retain legal counsel and other experts to assist in this process. The SRRA will likely be announcing a special fund raising initiative to replenish these funds in the near future.

## HELP US STAY IN TOUCH!

SRRA is beginning to compile a list of members' email addresses. This will help us to notify you quickly of important issues affecting our neighbourhood, especially for issues requiring immediate action. SRRA will respect the confidentiality of your email address and will not provide it to any other parties.

Please forward your email address to [southrosedale@rogers.com](mailto:southrosedale@rogers.com)

## THE SRRA BOARD

David Townley - President

Alex Murray - 1st Vice-President

Sheldon Hellin - 2nd Vice-President

David Kerr - Treasurer

Don Hogarth - Secretary

Gina Brannan

Yvonne Catty

Geoffrey Dyer

Ellen Hand

Anne Kennedy

Ann Mathers

David Moore

Donald O'Born

John Stewart

Jennifer Wardrop

## THE DON VALLEY MASTER TRANSPORTATION PLAN

The Don Valley Master Transportation Plan (“DVTMP”) is at the Environmental Assessment (“EA”) stage..

Many residents of South Rosedale attended one of the City’s three scheduled “Open Houses” held at Rosedale Heights Secondary School on April 3, 2006. That event included displays about the project and opportunities to learn about the proposed EA process and associated Terms of Reference from City staff.

The SRRA was extremely disappointed in the shortness of notice for the Open House provided by the Transportation Department given the potential negative impact on South Rosedale and in that regard, requested in conjunction with Councillor Kyle Rae that a Town Hall Meeting be held on June 8, 2006. Key participants attending that Meeting were City Transportation Planning staff, TTC representatives and officials from the Ontario Ministry of the Environment. SRRA President David Townley co-chaired the meeting with Kyle Rae.

The SRRA believes the DVTMP ignores many of the fundamentals of good transportation planning and represents an environmentally destructive concept which will load our neighbourhood and particularly the Castle Frank, Drumsnab, Dale and MacKenzie Avenue area with traffic, excessive noise and pollution. In addition, we have been skeptical as to the Castle Frank Subway Station and Bloor-Danforth line’s capacity to absorb the magnitude of ridership usage which has been suggested in the DVTMP.

Following intense neighbourhood pressure, in September Council adopted the following recommendation concerning the DVTMP:

*“The study of transit improvements for a continuous service between Don Mills Station (Sheppard Subway) and the Downtown Core is to be carried out as an integrated and coordinated environmental assessment study of this continuous transit service along with the environmental assessments for the Waterfront and on Kingston Road. In particular, the combined environmental assessments will examine and evaluate transit needs and connections. Staff are directed to modify the Terms of Reference for the Don Mills EA to reflect the description of the aforementioned undertaking and the integration and coordination between the EAs, which will include the exchange of public/stakeholder input, updates and links in public consultation process and consistency of evaluation criteria.”*

Prior to this recommendation being adopted, Transportation Planning staff had no intention of moving forward with an integrated EA aimed at examining service beyond the Bloor-Danforth line to the downtown core and the waterfront. The above recommendation reflects acceptance that looking beyond the Bloor-Danforth subway line is critical and constitutes clear transportation planning logic.

## THE HERITAGE GRANT PROGRAM

The Toronto Heritage Grant Program encourages the conservation of heritage resources in the City of Toronto and provides grant funds of up to 50% of the estimated cost of eligible heritage conservation work to designated heritage properties.

We cannot confirm the 2007 program until Council approves the operating budget. At that time the heritage preservation website will be updated and postcards will be sent out to all owners of designated properties. Eligibility criteria etc will not change from that posted on the webpage [www.toronto.ca/heritage-preservation/grants](http://www.toronto.ca/heritage-preservation/grants)

South Rosedale Ratepayers’ Association  
15 Dunbar Road,  
Toronto, Ontario, M4W 2X5  
[southrosedale@rogers.com](mailto:southrosedale@rogers.com)

## NOTICE OF ANNUAL MEETING

For the purpose of:

- Receiving the report of the President, David Townley;
- Receiving and approving the audited financial statements and Auditor's Report for the year ending August 31, 2006, copies of which will be available at the meeting;
- Electing directors;
- Approving all acts done and taken by the directors and officers of the Corporation on its behalf since the date of the last annual general meeting;
- Transacting such other business of the Association as may properly come before the meeting.

Note: The Board of Directors consists of 15 directors of whom five are to be elected in each year for a term of three years. At the meeting, five candidates will be elected for three-year terms. Any member wishing to nominate a person as a director is required by the SRRA constitution to deliver a nomination in writing, accompanied by a written consent by the nominee to be nominated and act as a director if elected, to the Secretary, Don Hogarth, 15 Dunbar Road, Toronto, Ont. M4W 2X5, at least 10 days before the date of the annual general meeting.

## FRONT PAD PARKING

**N**ews flash: The proposed rules discussed in the following article were approved by Council at its September meeting

Tighter, more consistent rules are needed to control front yard parking, Toronto councillors have agreed. A joint session of the city's works and planning committees voted to support new rules that will continue to block front yard parking in the city core and most parts of the former suburban areas.

They also supported imposing limits on the width of ever-expanding "driveways" that in some cases occupy the entire front yard. And they said more residents should have to respond to the city's neighbourhood polls on front yard parking if they're to be considered valid. "It's an attempt to harmonize while still recognizing we have vastly different areas of development," said Councillor Shelley Carroll, chair of the works committee. A staff report on the proposed new rules sets out the city's attitude bluntly:

"In some areas of the city there is a legitimate need to consider a front yard parking pad — but we are treating it only as a last resort." Residents in the north, east and west ends of the old City of Toronto have been allowed to apply for front yard parking, and that would continue if the proposed new rules are adopted.

But proposed new rules, which would apply across the city, would restrict the size of front yard parking spots:

- Lots less than 15 metres wide would have to keep at least 50 per cent of the front yard as landscaped open space.
- Lots wider than 15 metres would have to have to keep at least 60 per cent of the yard as landscaped space. The proposals also limit the width of driveways:
- Lots less than 6 metres wide could have a driveway no more than 2.6 metres wide ;
- Lots 6 to 23 metres wide would have a driveway no more than 6 metres wide (19.7 feet);
- Lots more than 23 metres wide could have a driveway no more than 9 metres wide.

In neighbourhoods where some residents have requested front yard parking, the city has polled residents along the street before granting permission. Under current rules, at least 25 per cent of the residents must petition for a poll, and 50 per cent of those responding to the poll must approve, if front yard parking is allowed on a street or block. That standard should be toughened, councillors decided: From now on, at least 50 per cent of the residents should have to petition for a poll to be held; and at least 60 per cent of those responding to the poll must vote Yes for it to be approved. Front yard parking areas that were legally permitted under old rules should be allowed to remain, councillors agreed. But they said new enforcement officers should be hired to force the removal or reduction of front yard spaces that were illegal at the time they were built. Councillor Kyle Rae (Ward 27, Toronto Centre-Rosedale) said the city's record of cracking down on illegal front yard parking spaces in his area has been "appalling".

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## MOVING? LET US KNOW.

Please let us know if you are moving. We try to keep our addresses up to date, but the only way we know you are moving is if you tell us. Also, please forward the names of new homeowners so the SRRA can welcome them to the neighbourhood.