



on Location

“Together we preserve the unique nature of our neighbourhoods”

INAUGURAL RA COMMUNITY EVENT!

On July 14th, 2024 the CSVSWRA Team had a chance to get together with community friends, neighbours, fellow members, and Councillor Kandavel joined us as well for our first community event. BBQ, food, drinks, ice cream truck, games for kids, raffle, 50/50 draw and lots of good conversations made for a successful event.

BIG Thank you to all for attending and making the event a BIG success! Thank you to Local Businesses, Councillor Paul Ainslie, and members of the community for generous donation of prizes for the Raffle draw. Thank you to our 50/50 winner Brian Philcox who on receiving his winnings immediately returned \$100 as a donation to our R.A! Thanks also to RA Director Tanya for organizing this fun day and all the volunteers who came early to set up and stayed to clean up including student volunteers!



NEW RA LOGO!!!

The RA's NEW logo was designed by a Local Artist.



The design depicts the many streams and ravines flowing down into Lake Ontario. Our majestic trees that are home to the diverse wildlife that travel and live in the area all the way down to our spectacular Scarborough Bluffs!

All that makes up what is special about where we live and inspiring stewardship to preserve the unique nature of our neighbourhoods.

Marina Tadenc, Editor on Location

LOOKING at the BIG PICTURE – UPDATES

UPDATE on 27 and 29 Parkcrest Drive –

Official Plan Amendment and Zoning Amendment – Decision Report - Approval was deferred at Community Council on June 12, 2024.

The RA letter on record to Council for this item asks, why the recent staff report indicates the Councillor attended the Community Consultation; we had no Councillor in Ward 20 at the time. The staff report mentions 3355 Kingston Road development with 309 units for but **NOT 3291 Kingston Road with 357 units and NOT 3310 Kingston Road with 248 units...** all within 2 blocks of the proposed site. How can these details slide through?

<https://www.toronto.ca/legdocs/mmis/2024/sc/comm/communicationfile-180566.pdf>

A second community consultation was held on July 3, 2024 following the deferral. The community appreciated the second in person consultation with Councillor Kandavel present. The evening brought important insights from the residents of these neighbourhoods. Among other things residents shared that, to avoid delays, they currently avoid the intersection of Kingston Road and Parkcrest Drive by going south to Hill Crescent and then either driving via Markham Rd or Bellehaven/Windy Ridge. New residents at 27-29 Parkcrest are likely to do the same, which will add traffic on these local roads. We are concerned and will remain diligent with the City.

What will the consequences be...

When our population grows by more than 2000+ new residents from

4 proposed developments within these city 2 blocks?

We need segment studies that capture the full impact of these combined developments. See the RA's follow up letter, which captures the concerns raised by the local residents at this event.

[27 and 29 Parkcrest Drive - Official Plan Amendment and Zoning Amendment - Decision Report - Approval \(toronto.ca\)](#)

Two small wins to be addressed at site plan stage.

- 1 - A new parkette on Annis across from the development
 - 2 - An additional visitors parking spots - from 7 to 15 spots
- All to be addressed at site plan stage.

UPDATE on 3291 Kingston Road and 2 and 4 Windy Ridge Drive -

Rental Housing Demolition Application was approved on July 12th.

The RA has raised concerns that approval of a demolition permit for the existing properties is premature and should be deferred until the Ontario Land Tribunal issues its final order, presently scheduled for the end of August. The staff report states that the OLT has approved the Official Plan Amendment and Zoning By-law Amendment application. However, the OLT has approved the application in principle, subject to conditions including acceptance of several revised reports (stormwater, hydrogeological and traffic reports) and the related bylaw and Official Plan amendments. The RA continues to ask questions about the reports currently being reviewed by City Teams and we are waiting for their response. The RA feels that the revised reports should be evaluated with a sustainability lens and with compassion and not purely from a technical perspective.

The current tenants of 3291 Kinston Road remain concerned about outdated City Policy supports that will put them on an **uncertain journey** and worry that there are no guarantees when they can return to the replacement units, and they are not alone. Demovictions have been steadily rising in Toronto this decade, according to data from the city's own website. In 2020, nine properties were approved for demolition and replacement. In 2023, that number more than doubled to 24. **At a time when there is a crisis for affordable housing, why is the City considering demovictions of the little affordable housing we have left?** It seems quite clear that the "housing crisis" is more about type of housing than lack of supply.

We asked the Councillors,

"Why start this process that could leave tenants displaced when so many condo developments in the GTA are going into receivership and sitting empty?"

We said to our Councillors,

"YOU have the ability to offer some certainty to tenants by refusing to issue a demolition permit, or until at least the studies and conditions imposed by the OLT are met. This will remove some unknowns and give some assurances that the development will have a timely completion facilitating a speedy and successful return of the tenants to their homes."

All the Councillors voted yes to the Demolition Permit with the exception of Councillor Kandavel who voted No.

See RA deputation raising concerns with next steps,

<https://cliffcrestscarboroughvillagesw.ca/data/documents/Sample-Deputation-July-12-2024-re-3291-Kington-Rd.-Demolition-Application-Council-Meeting.pdf>

*See this month's *Letter of a Concerned Resident* related to this deputation.

UPDATE on 180-260 Brimley Road –

A Community Consultation was held on July 31, 2024.

[180 and 260 Brimley Road - Official Plan Amendment, Zoning Amendment and Draft Plan of Subdivision Applications – Appeal Report \(toronto.ca\)](#)

Here are OLT reports for 260 Brimley proposed development site. CMC Case Hearing 1 (May 26, 2024)

[Publications \(annual reports, brochures\) \(gov.on.ca\)](#)

CMC Case Hearing 2 (June 21, 2024)

[Publications \(annual reports, brochures\) \(gov.on.ca\)](#)

Merit Hearing scheduled on January 13, 2025

There were about 30 people in attendance at the Community Consultation coordinated by Councillor Kandavel with two representatives from City Planning to provide an update on the proposed development at 260 Brimley Road. Back in 2007 a group of neighbours had formed to provide feedback to this proposed development but until recently had not received any updates. The development partnership has filed an appeal with OLT as lack of decision by the City. The revised development is significant in size, plans includes 1,337 dwelling units comprised of 215 back-to-back townhouses, 950 stacked back-to-back townhouses and 172 on-street townhouses.

It is our position that appropriate development is building complete communities, planning for the infrastructure, and ensuring a proper transition to existing neighbourhoods. It also looks like a condo is in the works later on. Green space is essential to accommodate this growth. This is currently an industrial area so soil studies would need to be reviewed. Is the infrastructure there to support this development? Are the roads wide enough for service and emergency vehicles? Will the community be walkable?

Concerns were raised by residents at the consultation about private street (maintenance, sidewalks, parking, connection to public streets, etc.), stormwater capacity, public park space for the proposed development and most of all housing affordability. In the meeting other concerns were also brought up about school space availability.

The City noted that there is a lot of information that has been requested still missing on this proposed development, including additional information for engineering and stormwater.

The Merit Hearing is being held in January 2025, so in the Fall feedback should be going to City Council for recommendation approval. Our Councillor's office will share as much information as possible about this proposed development.

NEIGHBOURLY SUPPORT

In June COA approved a land severance on **Rockwood Drive** to create two excessively large homes on smaller lots.

COA also approved an egregiously large home on **Anson Drive**, the precedent for new builds keeps getting larger and not helping with the affordability of homes in our area.

On Horfield Avenue is a proposed multiplex and neighbours are very concerned about the proposal especially for damage to neighbouring trees and parking overflow onto streets and safety concerns. The neighbours really banded together to express their concerns. This proposed development was deferred for neighbours to work together to come to an acceptable solution.

Regarding **Harewood Avenue** lot severance. COA approved this severance despite community concerns, including damage to a bylaw protected mature tree. Neighbours also pointed out the proximity of the property to our fragile eroding bluffs and the negative impacts that excavation could pose.

Update for **Sunny Point Crescent**, on 10 May 2024, the TLAB hearing officer submitted his decision regarding the appeal on Sunnypoint Crescent. This follows 9 months after the final hearing on 10 August 2023. A slightly longer wait than the normal one month. Well, it was well worth the wait for the local residents as the appeal was rejected on all but one of the variances. Subsequently, the house has been sold.

See notice,

<https://mail.google.com/mail/u/0?ui=2&ik=37fc6980d4&attid=0.1&permmsgid=msg-f:1804470531240369641&th=190ac4633e3e1de9&view=att&disp=inline>

SCARBOROUGH BUILDER HISTORY OF NON-COMPLIANCE - Buyer beware

Toronto Albion home builder allegedly still constructing houses despite licence being revoked. A Toronto home building company is under investigation after being stripped of its licence. Despite its licence being revoked in February 2023, there are allegations that the company is continuing to construct homes. Global's Sean O'Shea has more on the investigation. For more info, please go to

<https://youtu.be/-fpwiOckeLs?si=nLokKWPmyJtJvB3s>

BASEMENT FLOODING STUDY AREA 59

Basement Flooding Study Area 59 is located in the south Scarborough area roughly bound by Sheppard Avenue to the north, Warden Avenue/Brimley Avenue/Bellamy Road to the west, Orton Park to the east and Kingston Road to the south.

Basement Flooding Study Area 52 is located in the south Scarborough area roughly bound by Highway 401 at the north, Warden Avenue/Kennedy Avenue on the west, Brimley Avenue/Bellamy Road on the east and Lake Ontario to the south.

Our neighbourhoods Area 52 and 59 studies are at last completed and reveal lots of upgrades are needed!

Study Area 59 (July 17)

- [Project Information Panels](#)
- [Map of Recommended Solutions](#)
- [.toronto.ca/bf59](https://toronto.ca/bf59)

Study Area 52 (June 27)

- [Project Information Panels](#)
- [Map of Recommended Solutions](#)
- toronto.ca/bf52

The city's current benchmark of 40mm in 10 min is almost enough to handle last week's downpour (40.33mm) the proposed and not yet adopted new benchmark of 50mm in 10 min would be a good decision.

See report on how some parts of Ontario saw more than 121 millimetres of rain in 3 hours, <https://thenarwhal.ca/opinion-ontario-toronto-july-flooding/> As of right now, there is **no funding** or prioritization for the recommended solution. It still needs to go to council. **Just how much funding is needed?** Completed Area 33 Study shows a probable cost of 330M to complete recommended infrastructure work. Area 52 & 59 do not show addendums or cost data at this time, the project team advised to check the project website for future updates.

<https://www.toronto.ca/wp-content/uploads/2021/05/9027-ExecA33EAAAddendum20210510.pdf>

The above recommended conveyance and end-of-pipe measures are sized to meet City flood mitigation targets and to eliminate combined sewer overflows from all sewer outfalls during an average year. Conceptual designs of the recommended conveyance and end-of-pipe measures were prepared and are presented herein. An opinion of probable costs was prepared and indicates a total net cost to the City of \$339M for the recommended works on public property. Guidance with respect to the implementation of the recommended solutions is also provided.

Read about some of the impact from the July 16th storm. What will be the consequence to us all if the City doesn't get the right changes implemented? <https://www.cp24.com/news/partially-treated-wastewater-enough-to-fill-500-olympic-sized-pools-dumped-into-lake-ontario-during-heavy-rainfall-city-1.6967604>

The matter of not considering the newbuilds is of course still problematic. We asked about several large condo developments moving forward in Cliffcrest & Scarborough Village as well as the Multiplex By-law and implications of this study on decisions by City Council and Municipal Planning regarding these development applications. **The BFPP study Team advised,** "This is a separate and distinct process from the development application review process, where new housing developments must meet City standards to provide for sufficient stormwater drainage management and sanitary sewer capacity prior to being approved."

Given the INTENSE RAIN EVENT ON JULY 16TH, how useful are these studies if:

1. they are looking backwards and not ahead
 2. they are not accounting for the addition of many new condo builds along KR and potential EHON infills in our neighbourhoods, which are removing permeable surfaces, changing our watershed, and putting new pressures on the existing infrastructure
- If, as indicated there is no funding, when will we see the recommendations for sizing up pipes and underground storage tanks and alternative solutions happen and why do these studies not put forward cautionary recommendations to influence Planning decisions? or why are these costs not passed on to developers?

WHAT TO DO IF YOUR BASEMENT IS FLOODED

When a resident experiences basement flooding, they should report the incident to 311. Reporting a call to 311 is important for several reasons:

- Investigation: The City will dispatch staff to investigate and take steps to diagnose whether the reported basement flooding and/or blocked sewer service line was the result of an issue with the City's infrastructure requiring the City to take steps to address it.

- Sewer service line blockages: Multiple properties on the same street may have experienced basement flooding, which may be an indication that the sanitary sewer under the street has a blockage that needs to be cleared.
- Inspection record: The City creates a record documenting calls to 311 reporting a basement flood and/or a blocked sewer service line, along with the results of the investigation staff have completed. The results of the investigation and the inspection record plays an important role in the City's third-party claims investigation process.
- Infrastructure upgrades: The City refers to the information compiled from the number of calls received in an area that may help identify the performance of City infrastructure and/or if an area has a history of flooding. This information will help determine if any future infrastructure upgrades are required in the area.
- Improves customer service: Reporting basement flooding can assist the City in planning and deploying field staff efficiently, especially during heavy rainfall.

For more info see, [Basement Flooding – City of Toronto](#)

EHON MAJOR STREETS - APPROVED

Many RA's, including ours, have voiced concern over this initiative because one size does not fit all situations - wards and neighbourhoods vary in many ways and the relied on MAP 3 lacks accuracy and detail and is simply not good planning

See letter of concern submitted by RA:

<https://cliffcrestscarboroughvillagesw.ca/data/documents/CSVSWRA-Letter-May-21-2024-RE-PH12.3-Expanding-Housing-Options-in-Neighbourhoods-Major-Streets-Study-Final-Report.pdf>

Some streets considered "major" in the staff report don't qualify and aren't served by transit. A move to cut some streets from the plan was voted down by the committee.

See CBC article:

<https://www.cbc.ca/news/canada/toronto/townhouse-small-apartments-approved-1.7200695>

Imagine Scarborough Golf Club Rd. is, according to the 'Major Streets' initiative, considered an appropriate street to squeeze in a 6-storey building as of right; yet, not quite deserving of an LRT stop at its intersection with Kingston Rd.

<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/eqlinton-east-light-rail-transit/eqlinton-east-lrt-project-map/>

Unfortunately, without change, the EHON Major Streets proposal was passed, see notice:

<https://secure.toronto.ca/council/agenda-item.do?item=2024.PH12.3>

AVENUES POLICY REVIEW: SCARBOROUGH CONSULTATION



The City is looking to do as of right mid-rise design guidelines and as of right permissions in "areas of transition" to accommodate new residents and businesses. Also proposed is the removal of segment studies to be replaced by a local area review or a monitoring program - both options are an after the fact impact study.

Here is a link to access a recording of the [Scarborough presentation](#) - there were 7 attendees - and the draft [Urban Structure Map](#). This draft

map is available on the Housing Action Plan: Avenues, Mid-rise and Mixed Use Areas Study [project webpage](#), where you can also find a link to a short [survey](#), details of [upcoming meeting dates](#) for the first phase consultation should you wish to participate further. Project updates will also be [posted](#) to the project webpage as they become available.

CYCLING NETWORK 2025-2027

The Cycling Network 2025-2027 Implementation Program was adopted by Toronto City Council on June 26, 2024. Learn more about the analyses and recommended bikeway projects

<https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycling-pedestrian-projects/cycling-network-plan/#:~:text=2025%20E2%80%93%202027%20Near%2DTerm%20mplementation,Toronto%2DEast%20York>

CITY CONSULTATION ON BIKE LANES FOR DANFORTH AVENUE AND KINGSTON ROAD

The city held consultations on road safety improvements, bikeways, transit priority lanes, and streetscaping upgrades on Danforth Avenue and Kingston Road from Victoria Park Avenue to Scarborough Golf Club Road, as well as potential changes on Birchmount Road south of Danforth Avenue.

<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/danforth-kingston-complete-street-extension/>

The people of SSW need complete streets with regular transit, safe cycling and pedestrian passage as well as access by car into the core of the City via this important arterial...those who work in the core can no

longer afford to live in the core...and goods delivery must flow...so it's key to Toronto's economy to keep this arterial working well for all modes of transportation.

Is the inclusion of bike lanes the BEST use of our roads in Scarborough?

Let me take you through one example of the challenges in Scarborough SW. The image to the left is what google maps provides for directions on how to get to the closest grocery store when **transit** is selected as the mode of transportation. The search shows **no transit option** and shows a 25 minute walk.

The **reality** is that not everyone in Scarborough can walk out their door and find close accessible transit and not everyone can do the walk or bike ride (e.g., elderly, child, person with grocery bags).

Until we have more services

within walking distance and reliable accessible transit, **cars, unlike bikes, will remain a necessity in Scarborough.**

IMAGINE: A mom needing to get one child to school, another to daycare and herself to work. What would that look like without a car? What if her child does not qualify to go to the nearby school because there is no

capacity? What challenges would adding a stop for groceries do to her commute home? Let's say that out of necessity she keeps her car... what will traffic look like with the reduction of one lane on each side of the road? How much longer will her commute be? What if she works downtown and needs to park so she can take the subway to get to work downtown? What will she do if there is no parking available near the subway? (Read next story, *GREEN P PARKING SPOTS AT VICTORIA STATION*, related to this concern.)

Consideration needs to be given also to older adult/seniors whose demographics are ballooning in Scarborough. There is no consideration of their needs for safe travel without a car. All seasons, in particular winter, to access services as a pedestrian and public transit user will be challenging.

Studies should evaluate these types of scenarios. They need to consider how removing one car lane on each side of the road will impact this mom's commute. Similarly, there needs to be an evaluation of the impact on emergency first response teams with narrower roads and expanded inclusion of vehicle and bicycle use.

In addition to the lane reduction, the **cumulative impact** of all the **new condo developments along these arteries needs to be included in the review.** What impact will more cars parked on the residential side streets and roads have because there is no place else to park. Will parked cars lining streets have an impact on the safety of bikes traveling on the connecting side streets? (Currently there are no parking requirements for the many new condo residents.)

When planning for our neighbourhoods why is consideration never given to reducing the size of development being proposed. Building as of right or increasing setbacks could free up space for these much-wanted bike lanes, trees for shade would be welcome also.

When the project team says that its not in their scope to look at a concern raised, then there is reason to be concerned. How can we move forward when **not all the impacting factors** are considered. Concerted collaborative action of all parties is required to prevent challenges once implemented. **We all want a vibrant Scarborough that we can live, work and play but it needs all the moving parts to make it happen.**

GREEN P PARKING SPOTS AT VICTORIA STATION

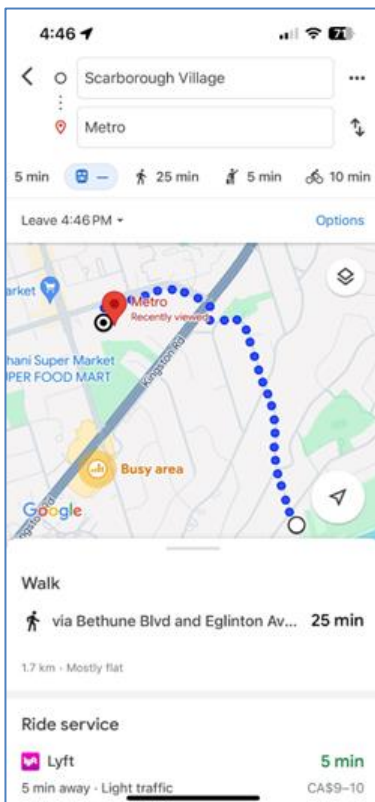
Councillor Kandavel asks for our help....

At the Planning Housing Committee, he advocated to oppose the removal of all 173 Green P parking spots at Victoria Park Station as part of a City led effort to build affordable housing development on the site. He is supportive of advancing the delivery of affordable housing - at the same time, we must recognize that the site serves as a community asset by providing 173 Green P commuter parking spots. The current housing proposal brings this down to only 56 privately-operated parking spots to be shared with building residents on a first-come-first-serve basis. His motion at committee to request Create TO to explore options to secure a minimum of 50 offsite Green P parking spots was passed.

But the work is not done - Councillor Kandavel

Councillor_Kandavel@toronto.ca **urges us to make our voice on this issue heard and to please let the Mayor's Office that this is an important asset to the community by sending a message to** mayor_chow@toronto.ca & Chair of the Planning and Housing Committee, Councillor Gord Perks councillor_perks@toronto.ca

It is no secret that Scarborough is under served by transit and that many people commute by both car and public transit. Until better transit infrastructure reaches Scarborough, access to parking should be preserved. Commuter parking spots support the use of public transit by allowing people who are underserved by buses and subways to easily access the TTC network. The current commuter spots allow residents to take a brief 5-minute drive to the subway station, ultimately promoting the use of more sustainable public transport. **This is happening all across our Scarborough.**



Why is the City & TTC removing Parking from their Scarborough Subway Stations Neighbourhoods are concerned about the increase in Street Parking, both availability & frequent ticketing.

As of August 2023, there were 760 parking spots in the TTC KENNEDY STATION North Parking Lot. Now there is NO PARKING available to connect to this MAJOR TRANSIT HUB. There's also NO PARKING Condo Development Plans anticipated for ALL Scarborough TTC Stations, (173 @ Victoria Park and 920 @ Warden for a Total of 1,822 will be gone.) Zero Parking is planned for Lawrence/McCowan, STC & Sheppard, yet along the Danforth line 2, there is Green P Parking near each station? **Why is Scarborough being mistreated again?**

TOWN HALL ON PARKING

This community meeting was held on May 8th to explain the process for establishing permit parking. It was a full house, with over 50 attendees in person and over 20 joining online.

[Please find more information on the process here.](#)

Some notes from the Consultation:

Definitely parking is and will become more of a hot topic as the changes implemented by the City start to reveal full impact. When the condos and multiplexes start to be built with "no minimum parking requirements" and folks realize the full impact they will have to streets and safety.

Re the process for getting permit parking.

- They are not considering the many rooming houses and absent landlords in the criteria for petition. Landlords don't live on the streets, should they have a say.
- They say that you need 51% of 25% to get a formal poll. Does that mean 13% decide what happens on the street.
- The 3-hour parking limit will not change the fact that people need to park somewhere and if it's not provided, then through no fault of their own but just because there is no other alternative, then they will park illegally.
- The City has created a problem by removing min parking standards. Condos and multiplex will inundate local streets.
- One gentleman shared his challenges living near Bluffers Park, these streets are always overwhelmed by visitors looking to get down to Bluffers Park. The same will happen at Doris McCarthy Trail. Visitors are not coming for 3 hours; they are coming for the day.
- Another resident living near the subway commented how folks park on her street now because there is no parking at the subway. These cars will need to be parked for the whole day not 3 hours, will ticketing solve this problem. As well, what happens when the condos get built near these subways and the street parking currently being used is taken up by the many new residents.

We need to start changing the dialogue so we are talking about whole communities. Parking is important for a community that has poor transit and where amenities are not within walking distance. Until this is improved a car will remain an integral necessity and parking needs to be given consideration when making decisions.

My hot topic for 4 years has been, cumulative impact of development...why will the City not look at this? With so much focus on building housing, where are the initiatives for businesses, schools, social services, transit, etc. Where is the push for green spaces and parks. Where are the studies that show stormwater infrastructure can handle this growth. Where are the real affordable housing solutions?

Each neighbourhood in our Wards will have specific criteria and needs. We need to look forward to see what's coming instead of reacting to a problem when it arrives. These consultations are important, it brings to life how decisions impact the people that live in our neighbourhoods. The concerns raised with parking are percolating. **The next challenge is getting someone to listen and act.**

MULTI-TENANT HOUSING RENO FUND

The City of Toronto has opened up the applications for the Multi-Tenant Housing Renovation & Repair program, which aims to assist multi-tenant (rooming house) operators in bringing their properties into compliance with the new [multi-tenant housing framework](#).

Is this an attempt to entice r/h owners to become licensed since they cannot force the unlicensed into the program.

Our position is... It shouldn't be a choice if running a MTH, this comes down to our initial concerns - Enforcement!!

See our unanswered letter sent previously raising these concerns

https://cliffcrestscarboroughvillagesw.ca/data/documents/Re_-_Upcoming-October-1-2021-Council-Review-of-CITY-WIDE-FRAMEWORK-FOR-MULTI-TENANT-HOUSES.pdf

Like many concerns raised the City points to the province not allowing them through either legislation or regulation to carry out enforcement if the R/H is not licensed - **But they never explain why? Why not?**

BLUFFERS PARK ACCESS

Access to Bluffer's Park and Beach - Traffic and Parking Community Town Hall

Councillor Kandavel brought together Police, TRCA, City bylaw officers and a few other representative groups. The session was well attended by residents. All see the issues and solutions are not simple.

Some info to share:

1. A new sidewalk down Brimley is going to be started in the fall; to open next spring, this will help with pedestrians on the road.
2. There were not enough resources for May long wknd so they will be doubling the police count from 6 bodies to 12 for next long weekend 3. If noise is an issue, call 311 and note it as a 'public park disturbance' NOT a 'noise complaint' apparently noise complaints get lumped in with city stats so not actioned as well.
4. Overflow parking at the school at the top was discontinued because people left garbage all over. The school staff had to spend a day cleaning it up after each weekend.
5. Stopping traffic violators to give a ticket creates traffic backups. Police are exploring automated cameras to monitor the hill.
- 6) There are lots of exceptions to the no right turn off Kingston Road onto Brimley which is why people stop to talk to the police officers. i.e. Club members, uber food delivery people, people with reservations at the restaurant etc.
7. There are no easy answers. The various groups will continue to address the traffic issues, the impact on park use and challenges faced by area residents.
8. Continue to write to the Councillors office, he wants to hear what your concerns are.

SCARBOROUGH BLUFFS WEST REVITALIZATION STUDY

The draft Terms of Reference for the Scarborough Bluffs West Revitalization Study is now available for public review and comment until August 7, 2024.



<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/scarborough-bluffs-west-revitalization/>

LETTER FROM A CONCERNED RESIDENT 1

(Sent to By-Law Team and now shared with the community)



Hello,

My Wife and myself live on Glen Muir Drive. Since purchasing our home 5 yrs ago we have seen many changes to our neighbourhood, and in general have been reasonably/cautiously receptive to the demographic changes to the

properties. We moved to this neighbourhood in 1986 and have moved 3 times, within 3-4 streets of each other, raising our four children into grown, respective, working adults. We now have 4 beautiful grandkids that frequent our home, thankfully, to share time with us.

We unfortunately have asked that they will need to stay away due to the Rat infestation that has occurred from the people living at 23 Glen Muir dr. - there are a minimum of 5 families living in the home generating bags and bags of garbage, that until 6 days ago they were storing on the west property fence line.

- I witnessed fox, racoons, skunks, squirrels, rats and possums breaking open bags daily, leaving food scraps all over the backyard.

- since the "cleanup" the rats have lost a food source and now have migrated to the surrounding properties, mine included.

Note: this has been reported several times, ref #, s available, along with other infractions such as, 6-11 vans parked overnight, parking on front lawn, high activity from 1am to 5 am every day, vehicles that are not fit for road, high speeds up and down our road (note that there are no sidewalks), licence plates that are from out of country. Something has to be done; if you check the government web site rats are disease carriers, this poses a health risk to humans and domestic pets. Rats also will find there way into homes, garages and sheds, and ,potentially eating wire sheathing causing a fire threatening human life.

For your records; I have trapped and killed 11 rats, I have live traps (unsuccessful) and I have rat poison.

Please advise for action required.

Rick

Scarboro resident of 67yrs.

*LETTER FROM A CONCERNED RESIDENT 2

(Sent July 12, 2024 to Mayor Chow & now shared with the community)



Dear Mayor Chow:

I have been told by a person that was in the viewing gallery at this morning's council meeting, where the attached deputation was made, that during the deputation most councillors were on their cell phones. Is this

usual, that when a vote is upcoming, for the councillors to, purposely or not, chose to not avail themselves of heartfelt and true information? How can they deem to vote without having listened? How can they hope to represent their citizens? Do they care?

They take away cell phones in school classrooms for this very behaviour.

I am one of the residents represented by this speech given by Ms. Tadenc and I am highly offended by this lack of due diligence on the part of the councillors in question. Is there TV footage of how attentive they were to this deputation? Is this a city council or just developers' pocket people? They voted overwhelmingly to allow the removal of 2 residential houses on my street and an affordable rental 6 plex on Kingston Road. Only our councillor voted "no".

This particular application has not yet completed critical reports which they have had ample time to finish and these developers have a "go fund me page" for this project. Should the funding not be secured prior to razing these homes and removing over 80 mature trees? Am I to be looking at a pile of dirt for years to come?

The courtesy of a reply to ALL my question is requested.

Sincerely,

Bette

A disgruntled taxpayer in Scarborough,

[Agenda Item History - 2024.SC15.1 \(toronto.ca\)](https://www.toronto.ca/agenda-item-history-2024-sc15-1)

See RA deputation,

<https://cliffcrestscarboroughvillagesw.ca/data/documents/Sample-Deputation-July-12-2024-re-3291-Kington-Rd.-Demolition-Application-Council-Meeting.pdf>



If you would like to share your letter of concern in our newsletter, please email info@csvsw.ca

Have you seen the Bomb Girl Mural?



It can be found at 3367 St Clair Ave E, Scarborough, ON

SPECIAL EVENT BOMB GIRLS

On June 6, 2024, in conjunction with the 80th anniversary of the D-Day invasion at Normandy the Bomb Girls Legacy Foundation (<https://www.bombgirlslegacyfoundation.ca/about-us>) unveiled more than 40 individual banners depicting scenes and personnel who worked at the GEICO war-time factory in Scarborough, Ontario. These banners can be seen from Warden to Pharmacy Avenues from June until November.

The banners will then hang annually during the Remembrance season.

<https://www.barbaradickson.ca/bomb-girls-legacy/>

Have a look at this Bomb Girls – Video

[1941 1945 WW2 Canada Scarboro Toronto, MUNITION BOMB GIRLS, General Engineering Company Ontario GEICO \(youtube.com\)](https://www.youtube.com/watch?v=1941-1945-WW2-Canada-Scarboro-Toronto-MUNITION-BOMB-GIRLS-General-Engineering-Company-Ontario-GEICO)

SAVE THE SCIENCE CENTRE

Join tens of thousands of Ontarians, to Tell Doug Ford: Reopen Ontario Science Centre!

<https://act.newmode.net/action/evidence-democracy/save-ontarios-science-centre>

See details revealed on the true cost of repairing the Science Centre, <https://www.canadianarchitect.com/the-true-cost-of-repairing-the-ontario-science-centre-is-much-much-less-than-what-infrastructure-ontario-has-been-saying-and-the-proof-is-in-its-own-documents/>

WE WANT TO HEAR FROM YOU!

To learn more about the RA visit:

www.cliffcrestscarboroughvillagesw.ca/about-us/

Call: 647-245-3277 Email: info@csvsw.ca

www.facebook.com/groups/csvsw

NEXT ISSUE:

Watch for updates on **LOOKING at the BIG PICTURE**, our follow up to the request for Area Planning Study, & more conversation on how "Together we preserve the unique nature of our Neighbourhoods"

To catch up on PAST NEWSLETTERS visit:

<https://cliffcrestscarboroughvillagesw.ca/news/>