

A PUBLICATION OF THE NORTH ROSEDALE RESIDENTS' ASSOCIATION



North Rosedale News



Spring is popping!

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Please see inside or visit our website to renew your 2022 membership.



Hello everyone!

The snowdrops are poking their heads up, so we know it's time again for the Spring/Summer edition of the NRRRA newsletter! How time does fly! This edition is jam packed with interesting reads! We start with a fond farewell to Jack Rhind, our 103-year young friend and neighbour. He always had a smile and a great story if you were lucky enough to join him on one of his "power walks" to the park! Jack will be greatly missed by all.

We are cautious, yet very happy to update you on Metrolinx sudden decision to move the proposed Don Valley layover for the GO Trains away from their proposed site. The one we've been asking you to oppose. Thank you

for your support and Thank you to all those who contributed hours, wrote letters, walked the area with Councillors & neighbours and protested loudly. Stay tuned for what is next from Metrolinx and the proposed light trains and the tree removal at other locations in the Don Valley. We're hoping for greater transparency and meaningful collaborations going forward.

In this edition, we do a quick reminder of what it means to live in our beautiful gem of a Heritage district. We pose the question: "Do you need a heritage permit to make changes or improvements to your heritage home or not?" We're seeing lots of renovations underway and it is always important to check to see if a Heritage Permit is required.

We continue with the next installment from our neighbour Terrell Wong and her family on their journey from installing solar panels on their heritage home (first installment can be found in the NRRRA Newsletter Spring/Summer 2022) to the introduction of a Miyawaki style forest in her backyard. A very interesting read. If you keep turning the pages, we jump from heritage to the future! Cailey Heaps of Heaps Estrin is sharing with us an article from her new publication "Beyond". Cailey has given us permission to re-publish futurist Andrew Raven's contemplations on what Toronto might look like in another 50 years in "On the Horizon".

Please pull out your calendars. We would like you to hold the dates for: Mayfair 2023 - Friday, May 12th and Saturday, May 13th! Keep that calendar out and mark the date Wednesday, June 14th for the NRRRA's Annual General Meeting. We are hoping to do this in person instead of zooming this year. For more details watch you email for an NRRRA eblast.

Finally, we would like to reach out to remind or encourage you to join the North Rosedale Residents' Association. If you have renewed your membership, we are so grateful and Thank you for your on-going support! If you have not, we hope you will consider joining us. And ... While we have your attention, we hope we might further interest some of you in joining the NRRRA board. We're looking for help on our Communications Committee and Membership Committee. If either of these areas are of interest to you, and you have skills you'd like to share, then we would be delighted to talk to you about joining the NRRRA Board today! We know we are only as effective as our volunteers and with our membership's support. Thank you!

Kathy Falconi & Alexandra Jenkins - Co-Presidents, North Rosedale Residents' Association

Thank you to all that participated in another successful Annual Community Clean Up Day!

We had over 200 volunteers this year!

We would like To Thank The Baldwin England Team - Bosley Real Estate for all their support and all the yummy goodies and music!



FRIDAY MAY 12 & SATURDAY MAY 13, 2023

Mayfair

Hello friends and neighbours, we are looking forward to another amazing Mayfair this year!

Join us after 4pm on Friday May 12th and from 9am onwards Saturday May 13th for the best neighbourhood get-together in the city.

On Saturday, you can start the day with the Mayfair Parade- this year with two starting points and a competition for Best Dressed and Best Decorated Bike/Scooter. Make sure to check out mooredale.com Mayfair's page for more details!



As the theme of Mayfair 2023 is "Community", we once again will have Second Harvest, Canada's largest food rescue organization, in attendance on Saturday. Their branded truck will participate in the Parade, collecting as they go and will spend the balance of the day on site. Please bring shelf-staple or canned goods to help support our greater community or consider donating directly to the organization.

As in previous years, you will be able to pre-purchase vouchers for unlimited ride wristbands at both Summerhill Market and Mooredale House starting April 17th to May 10th. Look for Mayfair's red and white posters around the neighbourhood for more information. You can also use the QR code from the posters to easily sign you (or your teenage children) to volunteer. Mayfair simply wouldn't be able to run without our volunteer army, so we thank you in advance for giving us your time.

We could not be more excited to see you all back at Mayfair this year. Until then, stay well and we'll see you at the cotton candy stand!


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QUEEN'S PARK ROUNDUP

As your elected provincial representative, I work with residents to advocate for safer streets, better public schools, high-quality transit and healthcare, good jobs, solutions to the housing crisis, and a green and thriving Ontario. Here's a snapshot of some key issues that affect your community.

ROAD SAFETY MATTERS

In Toronto, six people are hit by a vehicle every day, and 20 people are killed each year. Many of these victims are children and seniors. Improving road safety involves driver education, proper enforcement of road rules, tougher penalties for drivers who break the law, and changes to the rules and design of our roads and intersections, from bike lanes to lower speed limits. We have secured some provincial improvements, including permitting municipalities to use safety cameras on streetcars and streets designated as "community safety zones". The province also accepted our recommendation to strengthen penalties for drivers who open their car door without looking and hit a cyclist. As a parent, I'm concerned about road safety near Whitney School and Our Lady of Perpetual Help School. While this is a municipal issue, I have joined the call to enforce the speed limit in a wider area to keep families safe.

BILL 23 IMPACTS TORONTO

The government's sweeping and controversial Bill 23 is the most significant planning bill in a generation, and it's affecting us right now. To help cover Bill 23's drastic cut to developer fees, Toronto residents are facing a seven percent hike in property taxes and service cuts. As our city grows, I believe developers should pay their fair share to the infrastructure future residents need, including transit, schools, community centres and parks. Under Bill 23, Toronto must pre-zone areas for density near transit stations to spur development. More housing near transit is needed, and I support this move, however, where's the affordable housing? The Conservatives will not let Toronto enforce the city's new inclusionary zoning law which requires all big developments near transit to include some affordable housing. Inclusionary zoning is how Montreal built 20,000 affordable homes in 20 years. Toronto should be doing the same.

DON VALLEY VICTORY

Thanks to the advocacy of citizens on both sides of the Don, provincial transit agency, Metrolinx, has agreed to move its proposed GO train parking lot north, from the heart of the Don Valley to an industrial zone near York Mills Road. While residents are celebrating the victory, we are also carefully watching the Federal government's interest in building a high speed rail line from Toronto to Quebec City because initial proposals indicate the line will run through the Don Valley. We're investigating further.

CONTACT US

Reach out to our office via 416 535 7206 or Jbell-co@ndp.on.ca if you want more information on these laws, need help, want to get involved, wish to invite us to attend an event, or share what you're working on.

TRAFFIC AND SAFETY UPDATE

Did you know we have had some pedestrian/traffic issues at the corner of Summerhill and MacLennan?

of 2-3 hours each session. Well, there was a reason for this action. We have seen a dramatic uptick in pedestrian, family, school age children, and cyclist traffic in this area. As a result, we've seen several near misses. A few cars have in fact bumped both our School Crossing Guard and a stroller with a child inside. Out of concern, the NRRRA, several neighbours, and with Moorepark Residents Association support, we have escalated to both Jessica Bell and Dianne Saxe's office to obtain their support in stretching the existing school Community Safety Zone across the bridge into North Rosedale. Both Jessica Bell and Dianne Saxe have provided written support for our requests and have moved our request on to the City of Toronto - Transportation Services - Project Design and Management office. Unfortunately, the criteria for CSZ is currently under review and we do not qualify. BUT... we've made an official request to participate in the hearings to understand both the new criteria and how to include our issue area in the new criteria considerations. We will keep you advised on our progress. In the meantime, S-L-O-W D-O-W-N, watch for pedestrians/strollers/cyclists and come to a complete stop at all stop signs. Thank you!

Did you get a ticket recently at the corner of Summerhill and MacLennan? Several of us rolled through that stop sign and were greeted by a friendly Police Officer who provide several of us with a ticket for failure to stop. In fact, 111 of us rolled or failed to stop altogether over a 2 day period



est: 1954

SUMMERHILL MARKET

THANK YOU
FOR YOUR CONTINUOUS SUPPORT
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YOUR OTHER KITCHEN

446 Summerhill Avenue Toronto, ON M4W 2E4 416.921.2714	1054 Mt. Pleasant Road Toronto, ON M4P 2M4 416.485.4471	1014 Bathurst Street Toronto, ON M5R 3G7 416.350.1678	484 Eglinton Avenue W. Toronto, ON M5N 1A5 416.941.2574	32 Wellington St. W Aurora, ON L4G 2P7
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WWW.SUMMERHILLMARKET.COM



Dianne Saxe

for University-Rosedale

Dr. Saxe is one of the world's leading environmental lawyers and has been recognized provincially and globally for her work.



Dear neighbour,

February was an extraordinary month at City Council: the first ever “strong mayor” budget; the mayor’s first loss of a major vote at Council (on the Yonge Street Complete Street); and the abrupt announcement of the Mayor’s resignation!

Now, Deputy Mayor Jennifer McKelvie is acting head of the city government. On June 26th, Toronto will hold the biggest, most complex by-election Canada has ever seen. I could write at great length about each of these topics, but here are a

few of the most frequent questions you have asked:

Are we in good hands with Deputy Mayor Jennifer McKelvie for this transition?

Yes. She is intelligent, hard-working, level-headed, well-respected, and has a strong commitment to the environment. She represents a ward outside the downtown core and I think that will bring much needed balance to her stewardship of the role. That said, as interim mayor, while she will not have any of the new “strong mayor” powers that Premier Ford imposed upon council – the next elected mayor will.

My reaction to John Tory’s resignation?

He was a competent, hard-working and low-drama mayor until his secret deal with Ford last fall for strong mayor powers. The matters which lead to his resignation are certainly unfortunate, and with his departure, he leaves behind an enormous financial hole. I am grieved by his failure to take action on many critical issues, but grateful that he didn’t string out his resignation in a manner which would have continued to negatively affect the business of Council and the City. Now we will have to have some hard, honest, and perhaps even painful conversations about the path forward for Toronto and the future we need to build.

Given the city’s terrible financial position, why didn’t we increase property taxes enough to pay for our most urgent needs?

Until his resignation, Mayor Tory maintained full authority over the budget and did not allow any external input regarding the required increase in property taxes to balance the current competing needs of the city and ensure its long-term financial stability.

What about the parking levy?

At present, I believe our best chance for a significant source of new revenue is through the proposed commercial parking levy. I’m pushing it as hard as I can. This is the largest unused revenue tool that the City can implement without Doug Ford’s permission, and it would also help contribute towards reaching our climate goals. The earliest we could have it in place is 2024. I’m hoping to spend 90% of the revenue on public transit.

Why are we still spending so much money to rebuild the Gardiner Expressway, while letting the rest of the city roads fall apart?

City Transportation staff explained at length at Council that cancelling the Gardiner East extension at this very late date would not free up money to spend on other priorities. The City cannot let the aging concrete structure fall apart while letting people drive on and under it. We are already wasting money on massive temporary patchwork. Transportation Services will be providing further detail at the next meeting of the Infrastructure and Environment Committee on March 20. After that, I’ll be asking them to attend one of my future town halls to answer your questions on the matter.

How much money did we transfer to services for the homeless, such as warming centres?

In the most difficult budget since amalgamation, intensive last minute negotiations allowed Council to reallocate \$8 million to helping the vulnerable. This included \$800,000 for respite centres, \$1.7 million for front-line community organisations serving the most vulnerable, \$100,000 for the 519 and \$1 million for property tax relief for low income seniors and the disabled. City staff (Shelter, Support and Housing Administration, the service manager for the homelessness) had not agreed that they could effectively use more, given staff, time and other constraints.

Could we have done more to prevent the cuts to TTC service?

The 2023 Budget increased Council’s operating subsidy to the TTC by \$53 million to \$1.325 billion/year. Since 2014, Council’s subsidy to the TTC has increased by \$778 million or 142% (including COVID losses not covered by other governments). It would have cost \$46 million more to prevent this year’s service cuts (which are mostly to lightly used bus lines), or an additional 1.3% increase to property taxes on top of the 7% already approved. On the other hand, the money saved by reducing bus frequency will almost all be spent on increasing fare subsidies for low income residents, and on new transit services. This year, the TTC expects to shoulder \$42M in extra costs to operate the new Lines 5 (Eglinton) and 6 (Finch West) (assuming that Metrolinx finishes them) plus replacing the Scarborough LRT with buses.

Was there any good news in this budget?

Yes. Examples include:

- \$1 M for enhanced eviction prevention, keeping people in their homes. \$1.6 M to build out 211, the excellent new Toronto Community Crisis Service for people in crisis
- \$1.4 M for SafeTO
- \$2.7 M to expand automated speed enforcement, an important part of Vision Zero that saves lives on our roads
- \$3.4 M to keep water fountains and public bathrooms open longer. Reallocating \$500,000 so we can leverage private capital to scale up home energy retrofits when people are renovating anyway
- \$1 M for the Climate Action & Resiliency Research Fund
- \$3.5 M for the 2023 Housing Action Plan
- \$889,000 for libraries

In closing, I want to assure the residents of the University–Rosedale community that over the coming months, I will continue to work together with Council and acting Mayor McKelvie and remain dedicated to doing everything that I can to help ensure a smooth transition, with continued and uninterrupted service from city hall, and will stay focused on serving the residents of Ward 11.

Don Valley Layover Update

by Tom Connell

The NRRRA became concerned with the Don Valley Layover proposal as details were made public in 2020 and 2021, while strongly supporting transit system improvements. As a general matter, we felt push-back was warranted so that Toronto’s unique ravines systems wouldn’t be viewed as an easy solution to any future infrastructure development requirements. It was unclear to us whether the Layover project was a “done deal”, but we did see enough questionable aspects of the proposal to warrant representations to City Council and to Metrolinx itself.

Growing opposition to the Layover was based on the expected negative impact of the Metrolinx facility on the greenspace, natural habitats, and parkland of the Lower Don Valley. The layover would have gone against 50 years of progress in deindustrializing the Don and been at odds with the City’s strategies for protection of ravines and biodiversity.

The NRRRA brought our views to the attention of Ward 11 Councillor Mike Layton and to city council generally, and to our MPP Jessica Bell. We discussed the issue with other Residents’ Associations, and signed an open letter, under the Build the Park umbrella, signed by almost 50 community and environmental organizations in June 2022. We also highlighted the matter for our membership with the encouragement that they consider issues raised by the proposed layover. Just prior to Metrolinx’s announcement, we had an opportunity to discuss the subject with our new Councillor Dianne Saxe, who expressed similar concerns.



Photo: T. Grydzusko

The Lower Don Valley, looking north from Riverdale; this Environmentally Significant Area was originally proposed as the Layover facility location

Cancellation of the Don Valley Layover removes one immediate threat to our ravines. We understand that, on a temporary basis, the Richmond Hill GO line, which runs beside Bayview past Brickworks will play a role in meeting short-term train storage needs; we believe this will be much less intrusive on currently accessible green space. Meanwhile, transit development continues on many other fronts.

Metrolinx recently announced the commencement of extensive tree clearing at other locations in the Don Valley for the building of valley crossings for the new Ontario Line. The NRRRA supports every effort to mitigate the impact of these activities on the valley, including meaningful restoration measures, and continuing investment in environmental protection and accessible parkland in the Don Valley. We also encourage Metrolinx to recommit itself to transparency and to timely and meaningful collaboration with the City and diverse stakeholder groups.

The NRRRA will continue to support efforts to balance transit developments with other important priorities, such as responding to environmental and demographic pressures facing our City and each of its neighbourhoods.

No Layover Here!



Bloor Street Bridge, Don Valley May
Florence Vale, 1953
City of Toronto Art Collection

Get Caught in the Act of Keeping North Rosedale Litter-Free!

by Alexandra Jenkins



Let’s do it again this year! Let’s get caught in the act of picking up litter! Last year I was stopped by a neighbour who challenge our neighbourhood to tidy up after winter... litter is always an issue and folks seem to think it’s someone else’s problem to pick it up! Make litter your problem to deal with! Put on your rubber gloves (stay safe). Go to the end of your driveway and look both ways. Do you see litter? If you do go, go, go get it! Put it in the garbage if it’s garbage and if it’s recyclable put it in your recycling bin. Do you see litter in front of any of your neighbours’ houses? Pick it up and get caught performing this little act of civic responsibility and challenge all those around you to do the same! Go Crazy! Post on your Facebook page... post others (with their permission) “Getting Caught In The Act” of Picking Up Litter! Let’s make our neighbourhood litter free! Go for it! Help us start a trend! Should you be in the park and can safely pick up any litter... again, Go Wild! Pick up that litter and put it in the correct bin!

FEATURED PROPERTIES OF ELISE KALLES



11 DEWBOURNE AVENUE

Forest Hill classic centre hall residence. Oak hardwood floors, mahogany doors throughout, wainscotting, bay windows, 3 marble fireplaces, elaborate crown mouldings. 5 beds, 8 baths. Sunroom w/ heated floor, French doors to terrace & vaulted ceiling.

LISTED AT \$7,360,000



77 FOREST HILL ROAD

Majestic family home designed by Eden Smith. Sunlit with high ceilings & dramatic staircase open to 3rd level. Unique restored English glass conservatory. 5 bedrooms, 5 baths. Enclosed gardens. Walk to B.S.S. / U.C.C. / Brown school.

LISTED AT \$7,295,000



46 ELGIN AVENUE

Annex Victorian residence restored & transformed. 4 bedrooms, 6 baths. Expansive windows, sliding doors, skylights & open staircase to 3rd level. Walk to amenities of Bloor / Yorkville and public transit at your doorstep.

LISTED AT \$4,680,000



48 WIMPOLE STREET

Estate-sized lot (121 x 132.29') sited in prized St Andrew's neighbourhood. 5 + 2 bedrooms, 9 baths. Soaring ceilings, dramatic double staircase. Wine cellar, entertainment room with wet bar, gym & sauna. Pool, bbq area, 4-car garage.

LISTED AT \$35,000/ MONTH



4 BEAUMONT ROAD

Classic Rosedale home sited on exclusive tree-lined street. Grand principal rooms for entertaining. 6 fireplaces. 4 + 1 bedrooms, 6 baths. Walk-outs to wrap-around terrace, patio, rooftop decks & balcony. 3-car garage. Exquisite gardens, pool, hot tub.

LISTED AT \$35,000/ MONTH



1A BEAUMONT ROAD

Completely restored to highest degree of perfection. Perfect for small family, downsizing, or condo alternative. 3 bdrms, 3 baths, 3,100 sf. Expansive windows & open concept. Top-of-the line appliances. 2-car htd. Garage. Walk-out to private garden.

LISTED AT \$16,000/MONTH



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If you have any thoughts of selling your home now, or in the near future, I would appreciate the opportunity to meet with you in the strictest of confidence to provide you with a market evaluation of your home.

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HERITAGE HOMES

As promised here is the update to my earlier article on installing solar panels to my heritage home – you can find this in NRRA Newsletter – Spring/Summer 2022.

Well, it has been 8 months and we have yet to pay a utility bill. We are ecstatic with the performance of the panels and are enjoying the quiet clean energy. We are now thinking about future proofing and have been looking into electric backup systems as an alternative to a gas generator. Currently a lithium-based battery backup for about 3 days' worth of energy to run a home; including a fridge, sump pump and basic electricity for lights and computers is about \$15,000.00 plus installation by a licensed electrician. The main benefits are that it runs clean, can be installed inside, and makes no noise. As electrification of our transportation ramps up, we know the price of batteries will go down. Although recycling in North America of batteries runs at over 97%, as the demand for batteries rises, even 3% is an environmental hazard that needs serious consideration.

In the meantime, I have been obsessing over Miyawaki style forests named after Japanese botanist, Akira Miyawaki. This is a method of quickly growing a native forest in tight urban spaces. So last fall we planted 100 native low, medium, and high growing species of trees to recreate the natural layered canopies of a mature forest. The soil was prepared over the last 5 years with yearly layering of chipped up branches, mulched leaves, compost, and coffee grounds. Yes, I am that neighbour...the one that takes your bags of wonderful leaves. The trees are just babies right now and will in 3 years not need much weeding or maintenance. The forest will grow faster and more vertically due to the competition for light in the tight space. Until they mature, a bit of watering, weeding and additional mulch is all they require. This backyard forest will create privacy, some food (most likely for squirrels and birds) and a delightful cooling effect on the rear yard. As part of the project, we created a lovely low tree gazing deck to hang out and

get the most benefits from the forest. We are sharing our story in a short documentary on the subject and David Hartman is our film maker. Once it is done, I will put it on the Rosedale Facebook page. The last part of our project was redesigning the front garden. The last time it was done was in the 80's. Since then, 2 large renovations have happened on the driveway we share with our neighbours. Such that the concrete pavers had morphed into a three-dimensional wave pattern. The 100-year-old Norway Maple was the hardest hurdle to jump. We hired an arborist to do a

detailed analysis of the tree and despite it being in declining health the City of Toronto required us to keep it and put a hefty deposit to ensure its protection during construction. Our plans for the front were to rebuild the driveway and create 2 rain gardens where all the water from the roof and the sump pump would go to take care of all the watering needs of the front yard.

A rain garden is essentially creating a series of valleys in your landscape that take water from the highest point of your site, the roof, slowly down to the lowest. The landscape is graded so that water flows toward these gardens and then overflow into the next one. They are filled with coir, which is coconut fiber from the outer shell. This material is an environmental replacement for peatmoss, and it is part of the waste stream from coconut processing. This is mixed with sand and the soil from the site as a sink for all the water from the roof. We planted water loving plants at the bottom and more drought tolerant species as we rise up into the garden. The water is designed to sink below the surface or during torrential rains to overflow and drain off the site. So, there are no stagnant pools of water here. We were able to plant just over half of the garden before an early snow fall event stopped us in our tracks and will continue to add to the garden this year with low growing native plants like Wild Strawberry and Canadian Anemone. My favorite book on the subject of rain gardens is Rainwater Harvesting for Drylands and Beyond. The Author Brad Lancaster gets all his water for his urban desert home in Arizona from the rain.

For the driveway we had the landscapers save and clean all the existing pavers, including the 2 stone walls in front of the home. The new driveway includes a new lighter coloured border infilled with the original pavers. Most were skeptical of my idea and thought perhaps I was taking reuse too far. But all admitted afterward that the driveway looks amazing. When we ran out of existing pavers, there was a quick redesign and we added some random square pavers in the middle of the

driveway that create a lovely walkway from the house, over the driveway, to my neighbours existing walkway, which has this similar random square pattern. We could not have planned it better. All in all, the experience of doing our front and rear landscape has been great. The Norway Maple that we had to protect is still declining and not a week after the City released the deposit, a small branch crashed down. The City is now in agreement that it is a safety issue and may have to come down. We are hoping to plant a large native tree to replace it that will still be here in another 100 years. Thank you for your interest and questions.

STAGE ONE Solar Panels

STAGE TWO Miyawaki Style Forest

by Terrell Wong





A Message from the NRRRA Heritage Committee

As spring finally arrives, it is wonderful to see the neighbourhood come alive. The streets and sidewalks are becoming more and more active with people walking, jogging and enjoying the heritage streetscapes that make the North Rosedale Heritage Conservation District a unique destination in the city.



208 Roxborough Drive Photo Courtesy of Heaps Estrin

It is undeniable that the feeling evoked by walking our North Rosedale streets is unique, distinctive and part of what makes North Rosedale a world-class neighbourhood. Residents and visitors alike recognize immediately that they are in a special place. A place with green canopies, a rich architectural history of homes, many built by renowned architects using classic styles, and a charm that the North Rosedale Heritage Conservation District Plan deemed worthy of preserving for “many generations to come”.

It is sometimes hard to describe what grounds the charm of North Rosedale but in a word it is “heritage” and the streetscapes underpinned by decades of heritage architecture that contribute to that charm. As we collectively enjoy our neighbourhood, it is also our collective responsibility to protect that charm by ensuring that the best parts of our heritage and the “feel” of our streetscapes are preserved.

So, as residents consider home improvement projects this spring and beyond, a gentle reminder that a Heritage Permit is required before any alteration, replacement, addition and demolition is made to the street-facing portions of buildings in North Rosedale. A Heritage Permit is separate and apart from a Building Permit and may be required even when a Building Permit is not.

WHEN DO YOU NEED A HERITAGE PERMIT?

If the work proposed is likely to have a substantial impact on the street-facing heritage attributes of your property, then a Heritage Permit is required. For example, a Heritage Permit is required for the replacement, alteration, addition or removal of street facing:

Windows	Doors	Siding and Cladding
Decorative Trim	Stonework and Brickwork	Porches, Porticos and Balconies
Skylights	Air Vents	Exterior Air Conditioning Units and Garbage Containers

If you are contemplating changes to your building or property that may require a Heritage Permit, please contact Terrel Wong at sthrow@interlog.com for information on making an application to Heritage Preservation Services for a Heritage Permit. Remedies under the Ontario Heritage Act for failing to comply can cause you unnecessary costs and delay (including allowing the City to restore your building to its original appearance and recover the costs from the owner), so let’s work together to ensure that we preserve North Rosedale’s unique heritage character.



Mayfair

4 PM FRIDAY MAY 12 &
9 AM SATURDAY MAY 13, 2023
ROSEDALE PARK



Joy and Sorrow are next door neighbours.
German Proverb

Grumpy or Nice Neighbour?

We get calls, letters, and emails... Some we’re able to handle, but recently we decided it would be more effective, informative, or educational if we shared with all of you in our semi-annual newsletter. This is our first edition. We received an email from a neighbour titled “Grumpy Neighbour needing help”. After discussion, we asked this neighbour if they would help us out with an article and here is what our neighbour asked us to share with all of you...

Our house is on the ravine and was designed to take advantage of the site with large windows looking into the ravine that should be dark at night. Neighbours (anxious about prowlers?) have installed blinding “spotlights”? The wildlife certainly suffers, as do we! The barred owl, a frequent visitor in the past, is seldom heard.

If property owners are worried about prowlers (Why give them light to prowl by???), perhaps they would install motion detectors in addition to their (illegal) lights (which should be replaced to conform to the requirements of the By-law). The City inspectors tend to not work at night and have expressed difficulty accessing properties to assess the issue.

Recommended Reading: *The Darkness Manifesto* by Johan Eklöf, available through Amazon.

Message: There is an interesting article in today’s (February 21) New York Times: “It’s Too Bright for Our Planet’s Own Good”, citing the damage to wildlife (e.g. the owls and bats that rely on night vision to hunt) and, surprisingly, vegetation. “Urban trees stay green longer than their rural counterparts” (Johan Eklöf quoted in the NYTs). We live on the ravine and are very conscious of extreme lights left on all night. Many residents seem to be unaware that they are illegal. I attach the City By-law:

§629-17 Buffering

Property that, because of its use, occupancy, or other reasons, creates a nuisance to other properties in the neighbourhood shall be buffered from these properties so as to minimize the effect of the nuisance by the provision and maintenance of: a barrier or deflectors to prevent lighting and vehicle headlights from shining directly into a dwelling unit.

Call 311 and reference the by law and the address.

PARKS & RAVINES BACKYARD REMINDER

Spotlight on Garlic Mustard (look out for it and pull it out!) by Tom Connell



Garlic mustard (*Alliaria petiolata*) has earned its dubious place on the list of the top invasive plant species making a home in North Rosedale. By Victoria Day, there should be substantial infestations visible in areas such as the borders of the Chorley Park Switchback path, or the north side of Summerhill Avenue alongside the tracks to the west of MacLennan Avenue.

Although an invasive species, garlic mustard is not exactly new on the scene. It was first recorded in Toronto in 1879. Generally, efforts are focused on controlling infestations of garlic mustard, allowing biodiversity to flourish; completely eradicating garlic mustard is not a practical goal. Managing it in our neighbourhoods and wild spaces is.

The main problem with garlic mustard is that it takes over huge areas, grows almost anywhere, and can easily crowd-out a diverse selection of indigenous plants. This contributes directly to declining plant biodiversity, and negatively affects pollinator populations. According to Ontario’s Invasive Species Centre, garlic mustard can have an effect on soil chemistry that limits the ability of other plants to compete, leading to growing monocultures of the invasive. Garlic mustard blossoms in late May and June, and seeds are dropped through the summer. Apparently, most seeds germinate within one to two years, but some can remain dormant in the soil for as long as five years. A single plant produces 600 seeds on average.

The NRRRA has highlighted our concern with garlic mustard on the Chorley Park Switchback to the City’s Parks, Forestry & Recreation Department, and have asked them to make its control a priority for this year. We would like to see the Switchback plantings represent a showcase of biodiversity, and a “welcome mat” for pollinators thinking about visiting North Rosedale. NRRRA encourages neighbourhood residents to be aware of garlic mustard and take steps to control it if it appears on their own properties, of particular importance to ravine lot owners. Toronto Nature Stewards (TNS) is a valuable source for anyone looking for information about how to identify and control garlic mustard. The TNS site for stewardship on private land can be found at this link: <https://privateproperty.torontonaturestewards.org/>

Additional information sources for Garlic Mustard and other invasives:

Toronto Nature Stewards
torontonaturestewards.org

Toronto Nature Stewards
invasivespeciescentre.ca

Once again, Toronto Nature Stewards will be conducting its park stewardship program at Roxborough Parkette, one night per week starting in May. Neighbours interested in learning more about controlling invasives and promoting biodiversity are welcome to join the team at Roxborough, or at one of 32 other sites supported by TNS across the City. To inquire about volunteer opportunities, please refer to the TNS website.



We were honoured when the NRRA approached us to write an article for their upcoming publication.

While it would have been easy for us to talk about ourselves and our achievements, what felt more important was to use this as an opportunity to create meaningful dialogue about our city and neighbourhoods. Moving the conversation beyond the conventions of typical real estate discourse and creating a forum to engage with our community propelled us to open our second location, The Lobby, and launch our first-ever magazine publication, "BEYOND". We wanted to take this opportunity to share a link to our new publication here: <https://heapsestrin.com/BeyondIssue1/?page=22> Below you will find an article written by futurist Andrew Raven about the future of our city. We hope you enjoy this article, and as always, want to thank our community for your ongoing support and for continuing to inspire us to raise the bar in our industry.



HEAPS ESTRIN
REAL ESTATE TEAM

Imagining What Toronto May Be Like in the Future



356-hectare industrial zone east of downtown. One of the most valuable underused pieces of real estate in North America, officials have launched a \$1.25 billion construction blitz here that could pave the way for a mixed-use neighbourhood with thousands of homes. Crews are building bridges, decontaminating land and creating a new outlet for the flood-prone Don River, with work scheduled to finish in 2024. The area is also slated to become home to a combined streetcar-subway-GO station, though city planners reportedly don't expect any housing to be built before 2030.

GROWTH AND PRESERVATION WILL NEED TO BE BALANCED

Increasing the density of secondary centres is considered good news for a city that's trying to find solutions for more affordable housing. Toronto's master plan says most neigh-

bourhoods—including those dominated by single-family homes—will "mature and evolve", without seeing any radical changes. Those areas, along with parks and waterways, cover 75 per cent of the city. The downside to that status quo is that it may not leave Toronto with enough land to diversify its housing options with new apartment blocks and multi-family residences—which will be needed if the population growth proceeds as predicted.

When it comes to residential planning, "We have to act now to ensure affordability," says Nikolas Badminton, a Toronto-based futurist who has worked with leadership at NASA and the United Nations on emerging issues. As for retail planning, Badminton notes that we need to take measures to ensure that gentrification and the growing reach of corporate retailers don't drain the city of the character that makes it special.

"We need to preserve the established culture and bring people in from all walks of life. (If not) we face a probability of homogeneous, unfriendly neighbours and stores that lack the independent energy of the city."

Asking what Toronto will be like in the future helps us understand what decisions may need to be made today. Will the Big Smoke continue its breakneck growth and rival megacities like New York and London, or will it stall under the weight of creaking infrastructure? Will Toronto's streets be filled with flying cars zipping around on clean energy or will the city still be tackling gridlock in another 50 years?

It's impossible to answer those questions with any kind of certainty. (Well, flying cars probably won't happen.) But like many urban centres around the world, experts say Toronto's future will be shaped by a confluence of trends, from climate change to surging urbanization. Here are some educated guesses about how those developments could play out...

POPULATION GROWTH WILL CONTINUE

According to estimates from the provincial government, by 2046 the population of the Greater Toronto Area could hit 10 million, a more than 40 per cent jump from today. About 1 million more people will likely pack into Toronto proper, a surge that would be unprecedented in its history. Many of those new arrivals will be from outside of Canada. Up to 255,000 immigrants could be settling in Ontario annually by 2046, according to data from Statistics Canada and the Ministry of Finance, with many putting down roots in the Greater Toronto Area. Onlookers say the population surge will present provincial and municipal officials with two options: allow the Greater Toronto Area to continue to sprawl or invest heavily in infrastructure, like public transit, that supports denser development.

DENSITY WILL INCREASE

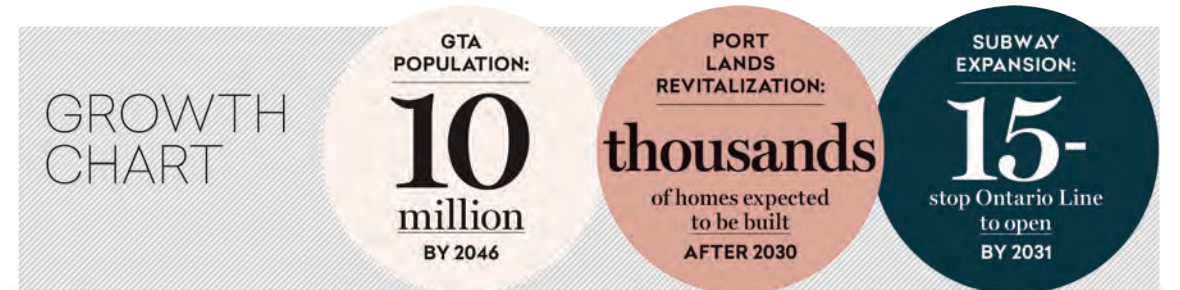
Most of Toronto's growth will come in a few already bustling areas, according to the city's master plan. Downtown will continue to be the main area for new construction. But planners will also nudge developers towards areas like Yonge and Eglinton, North York Centre, Scarborough City Centre and Islington- City Centre West. Officials envision these becoming business as well as residential hubs, taking pressure off an increasingly dense downtown. They will likely be joined by the Port Lands, a

PUBLIC TRANSIT WILL EXPAND

Toronto has only opened two subway lines since 1978: the six-stop Scarborough LRT and the five-stop Sheppard line. (It has expanded existing lines, including Line 1 into Vaughan.)

But in the coming decades, the city could see a bevy of new rail lines. The oft-delayed Eglinton Crosstown LRT, which was expected to open in 2022, will eventually span 25 kilometres of Midtown Toronto. The Finch West LRT, slated to open this year, will feature 18 stops between Keele St. and Humber College.

"ABOUT 1 MILLION MORE PEOPLE WILL LIKELY PACK INTO TORONTO PROPER, A SURGE THAT WOULD BE UNPRECEDENTED IN ITS HISTORY"



Then there's a \$28.5 billion subway expansion that has been called the most ambitious in Toronto's history. Spear-headed by the provincial government, it would see the Bloor-Danforth line push deeper into Scarborough with long-term plans to connect it to the Sheppard subway. The Yonge-University line would be extended north into Richmond Hill. And a new, winding, 15-station line would connect the Ontario Science Centre to Exhibition Place, running partially along Queen Street. That has been dubbed the Ontario Line.

Backers say once those projects are completed they will give the city the far-reaching, interconnected subway and light rail system it has long needed. But critics have wondered whether the province can deliver in time to accommodate the influx of new Torontonians expected in the coming years. Since Premier Doug Ford announced the Ontario Line in 2019, its opening has been pushed back four years to 2031 and its price tag has nearly doubled, according to reports.

CARS WILL STAY PARKED AT HOME

To keep streets moving and to combat gridlock, the city's master plan will discourage driving, especially in the downtown core. Major thoroughfares will be redesigned to give priority to streetcars, cyclists and pedestrians. Officials expect more streets to begin to look like the Danforth and the stretch of Yonge between Bloor and Davisville, where half the roadway has been replaced with a bike lane and restaurant patios.

That could ultimately make Toronto a much nicer place to live for the millions who call the city home, according to Badminton. "We should focus on street-level services and places for people to congregate," he adds.

THE WEATHER WILL GET A BIT WILDER

In the years to come, Toronto will likely become hotter and wetter, with one study predicting it will feel like Washington, D.C. by 2050. The changes could unfortunately leave the city more prone to flash floods, heatwaves, ice storms and tornadoes. Which in turn could have a negative effect on worker productivity and impact critical infrastructure.

"Whatever Toronto is in 2050, it's going to be a much harsher environment," says Sanjay Khanna, a Torontobased futurist and corporate consultant. "[We'll require] an attitudinal shift as we face tougher conditions and we'll need to find a way to be more altruistic."

THE LANDSCAPE WILL LOOK SIMILAR

Many experts think that, ultimately, the Toronto of the near future won't look all that different. The downtown core will have more skyscrapers. The expanding public transit network will create more secondary hubs. And warming temperatures may change the nature of the city's natural spaces. But the Jetsonian future of flying cars and police robots probably isn't in the cards, laughs Badminton.

"Toronto itself will not look and function so differently. We're not going to tear down sections of the city." He hopes Toronto can continue to build on the culture, street life and sense of community that makes it so unique.

"For me, the potential is the people. As we grow we need to connect more and ignite collaborative programs to keep lifting the city up."

Although a major transformation isn't expected, climate change will have some influence over the design of Toronto's homes. City officials are aiming to slash planet-warming greenhouse gas emissions from existing buildings by 80 per cent and make all new construction "near-zero" in terms of emissions. To that end, we are already seeing some government grants available for those looking to make energy efficiency upgrades to their homes. In the years ahead, we could see a scenario when Toronto's homes will be adapted for the hotter, wetter weather that's in our future, says Khanna. This could mean rooftops are dotted with solar panels, smart thermostats are commonplace and towering trees line many blocks, shielding homes from the sun and reducing the need for air-conditioning. A greener, more sustainable city requires innovation, creative solutions and planning. All positive changes that we can't wait to see in the coming years.



With so much being said about the current market, we asked Focus Asset Management to give us their perspective. Why them? The leadership, and many of their clients, live in Rosedale and the surrounding area.

Good fortune or skill?

Reimagining your portfolio in today's market.

Japan was set to be taken. Sailing from the mainland were some nine hundred ships and one hundred thousand men under the command of Kublai Khan, grandson of legendary conqueror, Genghis Khan. The seasoned military commander had marshalled a force powerful enough to overwhelm the island's defenses. The only problem? Wind.

As the Mongol fleet lay waiting to come onshore, a giant and early season typhoon struck, sinking nearly half the ships. Even more wild, a few years earlier, Khan had tried to invade Japan, and his ships were also destroyed in a terrible storm. The 1274 and 1281 tempests were so fortuitous the Japanese called them 'divine winds' (and named them kamikaze). Japan was saved, twice, not from their own skill, but from fortunate ocean conditions.

Over the course of history there have been notable events like this, when a few lucky souls were saved by good conditions. Investors know these stories well: in investing, both skill and luck can deliver desirable outcomes. Markets also feature long-term trends that play out like protracted tidal waves (one always hopes to be astute, or lucky, enough to ride one). But good luck can breed its own problems when it is misattributed; when the sailor attributes smooth sailing to his own skill, and not the giant wave he rides, and learns the wrong lesson.

If you follow the financial media, you know that 2022 was an unprecedented year, as investors following a traditional 60-40 philosophy watched their portfolios post double-digit declines. But a new year has arrived, which has caused pundits to ask whether it is time to "double down" on this beleaguered approach. Moreover, the conditions ahead are likely to be very different from those in the 60-40's golden era. Far too many Canadian investors and advisors cling to this approach despite its obvious limitations.

It's time we upgrade this vessel.

The Old 60-40

Let's start with a quick review of the traditional 60-40 portfolio. The structure is named for its mix of assets: 60% in public equities and 40% in bonds (typically a mix of government bonds and investment-grade corporate debt). The foundational premise of the 60-40 portfolio is simple: direct a little more than half of the portfolio to growth (offense) and a little less than half to stability (defense). Have enough equities to deliver attractive absolute returns and beat inflation. Have enough bonds to temper the volatility of equities and provide downside cushion in falling equity markets. When equities go down, bonds will rally. And vice versa.

How have balanced portfolios like this fared over the last forty years? Very well. For four decades, the 60-40 portfolio appeared to be a fool-proof solution - delivering reliable high-single-digit returns with lower volatility.

These glowing results, though, have had a long wave that has carried them. Since the early 1980s, interest rates declined spectacularly, from 15%+ to near zero during the height of COVID stimulus. Meanwhile, global growth has been fueled by the dramatic expansion of credit across all levels of society everywhere. These conditions set the stage for great absolute performance in almost every publicly traded asset class: equities returned more than 10% annually and bonds also did exceptionally well, delivering much higher coupon yields. Against this backdrop, the 60-40 portfolio seemed

almost genius. Investing was great! But, not so fast. The foundational principle of the 60-40 is diversification (offense and defense), and much of the theorized diversification was illusory.

Over the last forty years, investors in 60-40 vehicles happened to land on an excellent outcome, the way the Japanese happened to benefit from a typhoon (twice). Divine intervention in both cases, perhaps, but very doubtfully wisdom or skill.

Market Conditions

Investors today face a much different environment than the one that launched the golden era for the 60-40 balanced portfolio. Interest rates today are around 4% and not 15%. Inflation is running in the mid-to-high single digits and central banks continue to signal their intention to tame it. In equities, earnings multiples are already expanded, and corporate earnings face an uphill battle. These are not numbers that necessarily herald exciting returns.

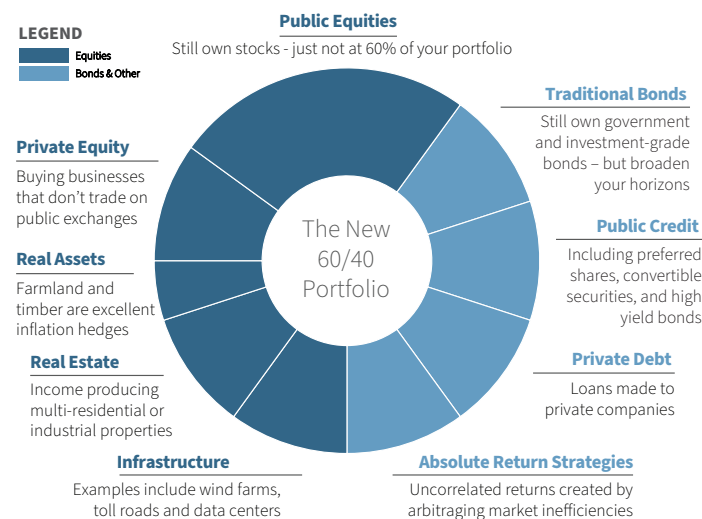
At the same time, bonds and equities remain highly correlated. What can today's investor expect? Valuations in public equities are still elevated, so we believe investors should reconcile themselves to a long-term return that tracks earnings growth. With margins at all-time highs and cost pressures looming, the numbers imply something like a 4-6% expected pre-tax, pre-fee (and pre-inflation!) return expectation for a 60-40 portfolio. Meanwhile, elevated correlations between stocks and bonds suggest a less diversified and more volatile ride is in store.

Obviously, many possible scenarios may unfold, and these are just some figures to ground a discussion. But the math looks very different than it did decades ago - and so should your portfolio.

The New 60-40

Returning to the original premise of the 60-40 portfolio, we find there is still a sound idea there. A balanced portfolio with equity-like return drivers, bond-like capital preservation and real diversification remains a reasonable ambition. But how do we achieve it?

The "New 60-40" portfolio embraces the objectives of the old way while incorporating a wider variety of asset classes - including those that provide attractive rates of return with less correlation to the direction of the stock market or interest rates.



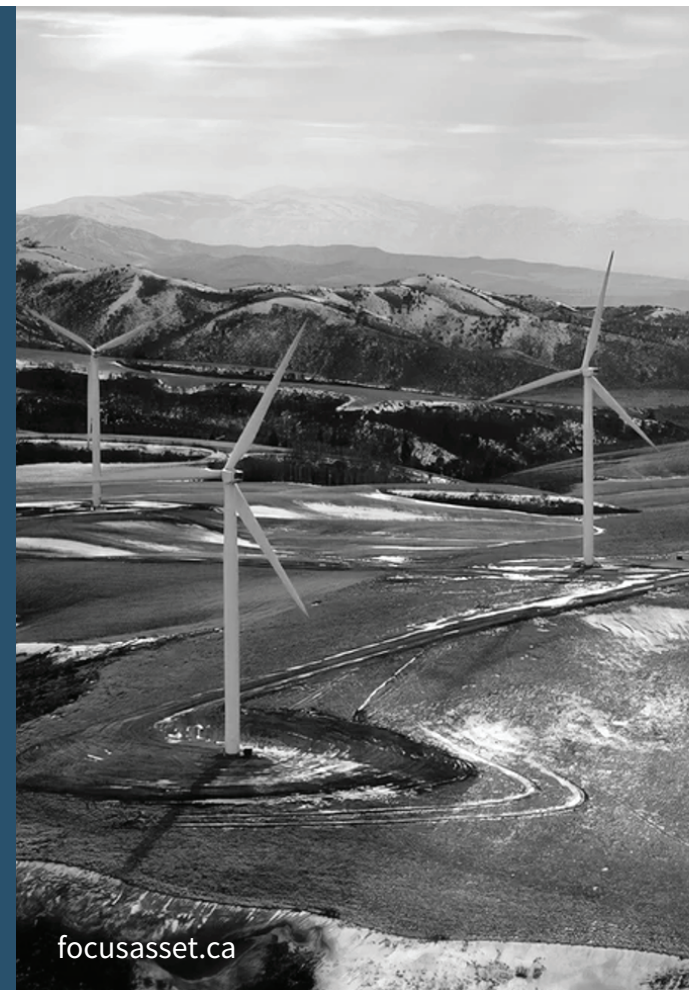
Always Ready to Shift

When the Japanese finally surrendered to Allied forces in 1945, it was a huge deal. No one had ever successfully invaded Japan in two thousand years. The closest anyone had come were the two Mongol forces led by Kublai Khan which were repelled in 1274 and 1281 by fervent shore defense and two fortuitous typhoons. That Japan was divinely protected had become etched into the collective consciousness. They could not fathom defeat until it was undeniable.

Though the collective fathoming of an entire nation is clearly a deeper matter than the question at hand here, some of the psychological similarities are worth noting. It's human to stick with what has worked for you in the past. That does not always make it wise. Especially when you won from luck.

Investors should continue to question the traditional deployment of the 60-40 strategy and look for new ways to upgrade it. If you enjoyed this perspective, subscribe to our newsletter to get our latest insights sent directly to your inbox.

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SAVE THE DATE

WEDNESDAY JUNE 14, 2023, 7PM SHARP

North Rosedale Residents' Association Member's Annual General Meeting

Details To Follow...



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You are welcome to contact any member of the NRRA by emailing us at info1@northrosedale.ca. Your email will be directed to the appropriate person to respond.

Stay Connected.



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@North Rosedale Community

REMEMBERING

John Arthur Rhind May 1, 1920 – March 23, 2023



Jack Rhind was a fixture in our community at 103 he will be greatly missed by all of North Rosedale.

Jack was always a wonderful companion and conversationalist as several of us often found ourselves strolling with Jack, our children, and pets to the park for Jack's daily exercise or with Jack to "pick up a little dinner" at Summerhill or Rosedale's Finest. Jack's story of his wartime adventures were my personal favorites. Jack led a wonderful life, and we thought you should have a read. So below is a reprint of a portion of Jack's obituary published in the Globe and Mail March 25 to March 29, 2023.

After graduating from Commerce & Finance at University of Toronto, Jack served in WWII throughout the Italian campaign and liberated Holland with the Royal Canadian Artillery as a Gun Position Officer. He went on to pursue a career in business in the life insurance industry after completing a Masters degree, rising to the position of Chief Executive at two prominent insurance companies. Jack's charitable and business contributions were broad and deep as former chairman/president of: the Canadian Life and Health Insurance Association, the Toronto Western Hospital, Midland Walwyn Inc., UTS Alumni, United Way Committee for Local Organizations, Toronto Golf Club, ROM Finance Committee and the Ticker Club. He served on the boards of over 25 public and private corporations and charitable institutions. He was granted the Arbor Award by U of T (the highest honour granted by the University to volunteers) and was named a Distinguished Business Alumni by the Rotman School of Business. He was a member of the National Committee on Northern Pipeline Financing and the Business Council's committee on Canada's Defense Policy and, as a board member, championed the Trans Canada Trail. Until just before he turned 100, Jack played tennis at the Badminton and Racquet Club, competed in the club championships at the Osler Bluff Ski Club and could shoot his age at the Toronto Golf Club. During his university years he was riding instructor at Kilcoo Camp and post-war was an active member, along with his mount, Lady Mist, of the North York Hunt. This Jack of many trades was also an astute investment analyst and lifelong investor. A writer, storyteller, prankster, car buff, bridge player, dancer, tree farmer, fisherman and a sought-after Veteran with the Memory Project speaking to students across Toronto about the reality, horror and wastefulness of war. Jack was devoted to his family, friends, community and country all of whom will remember him with love, respect and admiration. Please consider a donation in Jack's name to: Michael Garron Hospital Foundation, West Neighbourhood House, or United Way.

2023 Membership Renewal

Hey! Are you a member or have you renewed your North Rosedale Residents' Association membership? Please join us or renew your membership! We need you!

It's easy to do...

Our annual membership fee is \$50 per year or \$140 for 3 years.

It's as easy as an interac e-transfer to:
payments@northrosedale.ca
or

You can mail a cheque made out to:
THE NORTH ROSEDALE RESIDENTS' ASSOCIATION

Just pop your cheque into the mail attention:

Kathy Falconi, NRRA Secretary/Treasurer, 60 Douglas Drive, Toronto, Ontario M4W 2B3.

For more details go to our website at www.northrosedale.ca

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