

Harbord Village Residents' Association Board Meeting

November 15, 2022, 7:00 pm

by Zoom call

APPROVED MINUTES

Attendees: Elizabeth Chen, Kerry Clare, Sue Dexter, Anne Fleming, Karen Laurence, Susan McDonald, Cathy Merkley, Lena Mortensen, Christian Mueller, Nick Provart, Jody Salomon, Robert Stambula

Regrets: Frank Davis, Jane Perdue, Gus Sinclair

1. **Chair's Welcome:** Anne called the meeting to order 7:05
2. **Approval of Agenda:** After an amendment, approval of the agenda was moved by Susan and seconded by Bob. **Agenda was approved.**
3. **Approval of minutes:** Bob moved that the September 20, 2022 board meeting minutes be approved; Elizabeth seconded. **Motion passed.** Susan moved that the board approve the October 18, 2022 AGM minutes; Bob seconded. **Motion passed.**

4. Business Arising from past minutes

- 4.1 **Pumpkinfest:** Lena said the event was fantastic and thanked all the volunteers who helped to make it so, and also extended thanks to Her Father's Cider Bar for providing the excellent and very popular cider.

Anne thanked Lena for doing such a great organizing the event and mentioned that we will need a new Pumpkinfest leader next year. Lena confirmed that she will not be able to do Pumpkinfest but intends to stay on treasurer.

- 4.2 **60 Borden St:** Anne updated the board on the situation, saying the information that came out at the tribunal painted an horrific picture. There will be a second tribunal this week, because there are still very serious problems, and the commissioner wants to keep the landlord on a tight leash. (HVRA is not taking a lead in this as neighbours very competent.) Bob pointed out that the chief problem is that the city has no tools, no capacity to regulate rooming houses, so despite the resources they are putting into monitoring, there is not all that much they can do.

- 4.3 **King Edward Community Access Agreement:** Bob said we have been assured that the TDSB is working to the official plans (which they are going to send us). The only shortfall is that there is no accessibility ramp at the front door.

5. New Business

- 5.1 Fort York Food Bank CNOY:** Karen said the FYFB is going participating in the CNOY fundraiser again this year, and that she and Kerry will be heading up two teams for the HVRA again.
- 5.2 Report on Street Planters:** Anne reported that there has been construction activity at five intersections around Harbord Village (Sussex & Brunswick, Sussex & Robert, Robert & Harbord, Ulster & Brunswick, and Ulster & Lippincott). The cut-out sections of road are the sites of new in-ground planters that are designed to mitigate stormwater run-off and add green space to our community. They are the second phase of a project that started in 2018, with earlier origins in HVRA-organized greening initiatives.
- 5.3 Changes in Bylaws for Property Standards and Maintenance:** Anne reported on a letter received from the Municipal Licensing and Standards Commission outlining recent amendments to three city bylaws (letter appended). These changes effect the Property Standards Bylaw, the Vacant and Hazardous Properties Bylaw and the Building Constructions and Demolition Bylaw. Area Reps felt the city letter did not provide adequate information about these amendments to answer any questions HV residents might ask them. Jody volunteered to find more information and report back to the board. **Action item.**
- 5.4 Emissions Cap:** Anne reported that an email vote supported HVRA sending a letter to the Honourable Chrystia Freeland in support of caps on oil and gas industry emissions, and that that letter had been sent October 31. (HVRA letter and Freeland response appended.)
- 5.5 Electoral Forum:** Anne reported that HVRA, along with other RA's, held a municipal candidates forum and that it was very successful with something between 150 – 180 attendees. The debate went very smoothly, for the most part, but discussions are being had about how to improve the question-and-answer process, and how to better manage panelist participation in future.
- 5.6 Change of Electoral Boundaries:** Anne reminded the board that there is a proposed change to the boundary of the University Rosedale riding. It is a federal initiative, but it will affect all levels of government. The change will incorporate the area east of Avenue Road and south of St. Clair over to the ravine (currently part of the St. Paul's riding). This will alter the demographic make-up of our municipal ward and may reduce the councillor's attention to specific areas. If this change is made,

residents' associations will need to step up to protect neighbourhoods in unwieldy wards.

- 5.7 FoSTRA Update:** Susan reported on the FoSTRA meetings she attended this fall, noting that topics of discussion tended to focus on the environment, intensification, and affordable housing. They are also very concerned about Bill 23, and feel in the next municipal election, the focus should be on getting more people out to vote, rather than informing people about candidates. FoSTRA is also planning to increase fees from \$25 to \$50 annum.
- 5.8 Traffic Issues Caused by College St. Upgrade:** Susan said The Safe Streets Committee letter (appended) summed up very well the issues that residents are facing as a result of the College St. closure. Lena said the letter was timely and well crafted and that the board should approve sending it. Karen so moved; Kerry seconded. **The motion was approved.** Anne said she would be in touch with Nicole about who all it should be sent to. **Action Item.**
- 5.9 Saving the Bur Oak, 61 Brunswick St:** Susan reported that Tim Grant and Todd Irvine suggested HVRA try again to get some protection for the burr oak in the rear yard of 61 Brunswick, as it is a heritage tree, likely predating the city. Susan will find out if the house has changed ownership in the last 10 years and will ask Tim and Todd to draft a letter, on this subject, to be sent to the city on behalf of HVRA.
Action item
- 5.10 Meeting with and Wish List for Diane Saxe:** Sue presented the initial list of issues which included the environment, Green Masterplan, and heritage conservation. Additional items added at the board meeting were traffic calming, multi-tenant housing, and tree replacement. Anne will draft a letter to the councillor noting HVRA priorities and requesting that she sit in on a board meeting soon. **Action item**
- 5.11 Bill 23:** Sue reviewed the potential negative impacts of Bill 23 including the threats to renters' rights, heritage preservation, the planning decision appeal process, city funding, climate change targets, and the green belt. (Find HVRA position statement here <https://harbordvillage.com/hvra-ara-joint-statement-on-bill-23/>) Sue agreed to prepare a letter to be sent to the Standing Committee on Heritage, Infrastructure and Cultural Policy expressing HVRA's views of this bill. It was agreed that there would be an email vote on this letter as the Committee hearings end on Thursday.
Action item.
- 6. Committee and Area Rep Reports:** Acknowledgements of receipt only unless action or discussion required.

7. Other Business

7.1 Board member vacancies: Anne reminded the board that we are missing a SC rep to replace Simon who has been on sabbatical since July, and we need a vice chair. If anyone has any suggestions for these positions, please send them to Gus.

7.2 Volunteer Appreciation: Gus (via) pointed out that there has, traditionally, been a volunteer appreciation get together in the fall, but that has been on hold for the last two years. Gus wondered if we are ready to do that this year. The majority of members were not ready to promote an in-person event yet, so the item was tabled for discussion at the December meeting.

7.3 The December Meeting: It was agreed that the December meeting would be held on the usual third Tuesday of the month, that is December 20.

8. Adjournment: Christian moved that the meeting be adjourned; Bob seconded. **Meeting was adjourned at 9:10.**

Minutes prepared by Karen Laurence, Secretary, 2022 - 2023.

APPENDICES

- 1) Changes in the Bylaws for Property Standards and Maintenance**
- 2) Emissions caps letter and Minister's response**
- 3) Safe Streets proposed letter**
- 4) Area Reps November Reports**
- 5) Safe Streets November Report**

Changes in the Bylaws for Property Standards and Maintenance

Dear Resident Association,

At its June 2022 meeting, [Toronto City Council adopted amendments](#) to three bylaws: Property Standards Bylaw, Vacant and Hazardous Properties Bylaw, and the Building Construction and Demolition Bylaw. We are emailing you today to provide an update on some of the key changes in the bylaws and will appreciate it if you share the information with members of your network.

1. Enforcement of the Property Standards Bylaw

The City is currently working to establish fines for violations of the Property Standards Bylaw, which will allow bylaw enforcement officers to issue tickets when required. Information about the fines will be made available on the City's [Property Standards](#) webpage.

Residents can contact 311 to submit a complaint about a bylaw violation. If there is a complaint or information about a possible violation, Bylaw Enforcement Officers will review the complaint and if validated, investigate, educate and/or take enforcement actions. The goal is to resolve issues and ensure that property owners/operators and occupants are following the bylaws. Each issue is addressed on a case-by-case basis to make sure reasonable, fair and appropriate actions are taken. For example, in some cases the issue may be resolved through education. In other cases, further enforcement action is required.

If a property owner/operator or occupant does not comply with the Property Standards Bylaw, they are guilty of an offence. Enforcement action may include an Order to Comply, a fine or a summons to appear before the Court. If property owners/operators do not comply, the City may carry out maintenance work to ensure compliance, with the cost of the work added to the property tax bill.

2. Changes in the Vacant-Derelict Properties Bylaw

The Vacant or Hazardous Property Bylaw, applies to all vacant buildings and hazardous properties in Toronto, including unsafe properties that pose an immediate danger to the health or safety of people. In addition to the requirements of the Property Standards Bylaw, the owner of a vacant property must protect the building against risk of fire or danger by preventing the entrance of all unauthorized persons, ensure that all materials used to secure a vacant building are compatible in colour to the exterior of the building, and disconnect utilities if the building is vacant for more than 90 days. More information is available on the City's [Property Standards](#) webpage.

3. Changes in the Right of Entry Requirements

Right of entry is required when property owners need to enter a neighbouring property to repair their own property, as the repairs cannot be done from within the boundaries of their own property. Effective March 1, 2023, new requirements in the Building Construction and Demolition Bylaw will be effect for right of entry. Right of entry permits will no longer be required; instead property owners will have to follow a set of rules if entering neighbouring property to conduct work.

If there is a need to access a neighbour's property to do work on own property, property owners should first speak to their neighbours and must provide reasonable written notice to the neighbour at least 24 hours before entering. The written notice must include the description of the work being done, the date of entry and duration of the work, and the resident's telephone number. When entering neighbour's property, property owners should ensure that they are not creating any hazards and should restore the property to its original condition after the work is finished. Compensation needs to be provided for any damages caused by entry.

4. Guidance for Using Security Cameras on Private Property

Property owners and residents may choose to use security cameras for a number of reasons, such as identifying visitors and ensuring the security of delivered packages. However, it is important that cameras are installed and used in a way that considers the privacy of residents and neighbours.

The City does not regulate the use of security cameras on private residential properties, but there are best practices that can be considered when installing cameras on private properties. These are available on the City's [Using a Security Camera on Your Property](#) webpage.

If you have questions, please email MLSFeedback@toronto.ca.

Sincerely,

Municipal Licensing & Standards Division

City of Toronto

HARBORD VILLAGE RESIDENTS' ASSOCIATION

Box 68522, 360A Bloor St. W.
Toronto, ON M5S 1X1



October 31, 2022

TO: The Honourable Chrystia Freeland, P.C.

Deputy Prime Minister

M.P. for University Rosedale

House of Commons, Ottawa

RE: Support for Emissions Caps

Dear Minister Freeland,

We understand that the federal government is considering caps on oil and gas industry emissions, among other measures to combat the climate crisis. We would like to express our firm support for greenhouse gas (GHG) mitigation and urge you to take aggressive measures in all sectors, including robust and meaningful caps on oil and gas industry emissions.

The Harbord Village Residents' Association represents the area bounded by Bloor, Bathurst, College and Spadina, which lies within your riding of University Rosedale. We made a commitment as an organization in November 2021 (see attached statement) to recognize and address the current climate crisis. Our Net Zero committee has worked over several years to educate residents about efforts that can be taken at the local and individual level to offset contributions to GHG and to mitigate the effects of climate change. The committee has also found ways to encourage and support actions such as switching to electric heat pumps, induction stoves, and e-bikes. Our Planning and Development committee advocates for adherence to Toronto's Green Plan with any new development in and around our community, while our Greening Committee works to improve our tree canopy and our Safe Streets committee pushes for safe and sustainable active transportation.

Fighting climate change takes significant effort at all levels, from individuals to corporations to government. We are committed to doing our part here in your riding - we ask that the government of Canada does its part to ensure that big polluters take responsibility for their contributions. There is no time to delay - we must act now and act forcefully.

Your truly,

Anne Fleming, Chair HVRA

CC: Catherine Dewdney, Climate Action Alliance

HVRA Climate Statement

Adopted November 16, 2021

The climate crisis is the result of billions of individual and collective decisions. To end it, will require determination, vigilance, and sacrifice at all levels in all societies.

Neighbourhoods matter. We are the source of emissions; at the same time our trees are a carbon sink. We are also the lynchpin between the city government and residents and, as individuals and within associations, are in the unique position to influence both.

We respond directly to proposals from government. We actively seek positive change. Our challenge is to

- consider the ecological consequences in what we do;
- recommend changes to policies and initiatives that have negative impacts on the environment; and
- encourage and assist fellow residents to take steps to protect the planet's systems that sustain life.

Over the years, HVRA Board has undertaken many projects including expanding the tree canopy, facilitating household retrofits, encouraging active transportation, and effecting heat island reduction. Today we have a Net Zero Committee that is educating residents about heat pumps and e-bikes.

We can do more.

In future, we will apply an ecological impact consideration on our actions and on the policies that we advocate and those that we respond to from governments.

MOVED: That HVRA apply an ecological impact consideration on actions we take and policies we advocate, with the goal of reducing carbon emissions and restoring the health of the planet.

MINISTER'S RESPONSE

Dear Anne,

Thank you for reaching out to our office.

We want to begin by thanking you for your advocacy on this issue and applaud you for the work that the Harbord Village Residents Association has done. Your concerns here are very well taken and your work has not gone unnoticed.

We recognize that although the oil and gas sector is a major contributor to Canada's economy, that it is also our country's largest source of greenhouse gas emissions and as such, has a critical role to play in meeting the country's climate objectives. The Government of Canada's approach to the cap will hold the oil and gas sector accountable for its emissions and will be in line with the country's climate ambitions and commitments outlined in the 2030 Emissions Reduction Plan (ERP). As you may know, the ERP modelling presents an efficient, affordable pathway to meet Canada's 2030 target and projects a contribution from the oil and gas sector of reducing emissions by 31 percent below 2005 levels in 2030 (or by 42 percent below 2019 levels). This analysis will inform the Government of Canada's work with industry, provinces and territories, Indigenous Peoples, and other stakeholders to develop a cap on oil and gas sector emissions.

To be clear, the cap will focus on emissions and will not be a cap on oil and gas production. It will maximize opportunities to invest in decarbonizing the sector while accounting for evolving energy security considerations. And it will be designed to manage competitiveness challenges and minimize carbon leakage risks. The cap is part of a larger approach of policies and investments, including to support workers and will take into account other regulations, such as the commitment to reduce oil and gas methane emissions by at least 75 percent by 2030, as well as complementary climate policies by federal and provincial governments. Some of the Government of Canada emissions reduction measures already under way include:

- [Carbon pricing](#)
- [Methane Regulations](#)
- [Clean Fuel Regulations](#)
- [Carbon Capture, Utilisation and Storage \(CCUS\) Investment Tax Credit](#)
- [Emissions Reduction Fund](#)
- [The Clean Growth Program](#)
- [Best in Class Guidance for new oil and gas projects subject to a federal review](#)

Additionally, On July 18 of this year, the Government of Canada published a [discussion paper](#) to launch formal engagement on two potential regulatory options to cap and reduce oil and gas sector GHG emissions. The options proposed from consultation include:

- A cap-and-trade system (under the Canadian Environmental Protection Act) that sets a regulated limit on emissions from the sector.
- Modifying the pollution pricing benchmark requirements to create price-driven limits on emissions from the oil and gas sector. Both options could include some time-limited flexibilities to reflect the timelines of major emission reduction projects.

The design of the cap will be guided by the following five principles, informed by the independent Net-Zero Advisory Body.

1. **Accountable:** The approach will hold the oil and gas sector accountable for its emissions.
2. **Ambitious:** The obligations under the cap will align with Canada's climate ambition and commitments, with the aim to move swiftly and deliver significant emissions reductions in the near term.
3. **Effective and achievable:** The approach will be designed to achieve the desired environmental outcomes, while minimizing impacts on workers and communities and avoiding an unnecessary administrative burden.
4. **Enable investment in Canada:** The approach will manage competitiveness challenges and minimize carbon leakage risks; it will also maximize opportunities for ongoing investment in decarbonizing the sector to achieve net zero by 2050.
5. **Certainty:** The approach will provide long-term clarity for industry and Canadians and help achieve the sector's contribution to 2030 targets.

The design of the cap will also be informed by the Parliamentary Standing Committee on Natural Resources study of the Greenhouse Gas Emissions Cap for the Oil and Gas Sector. The Government expects to outline the design of the oil and gas emissions cap early next year.

As part of our next steps to develop proper guidance for the oil and gas industry, Environment and Climate Change Canada has opened a 60-day engagement period in order to inform the development of guidance for proponents of oil and gas projects subject to a federal impact assessment under the *Impact Assessment Act* (IAA). The government expects to finalize this guidance by early 2023, as the conclusion of the public comment period is on December 3rd 2022.

We will continue to work towards our plan to cap oil and gas sector emissions and ensure the sector makes an ambitious and achievable contribution to meeting the country's 2030 climate goals. We hope this provides you with some insight into how we are dealing with GHG mitigation and our plans to ensure Earth is healthy and liveable. We want to thank you again for your advocacy on this issue and the work that you have done.

With gratitude,

Ava Gallo-Miscevich She/Her

Constituency Assistant

Office of the Hon. Chrystia Freeland

Member of Parliament for University-Rosedale

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SAFE STREETS PROPOSED LETTER

Dear Mayor Tory and Councillor Saxe,

I am writing on behalf of the Harbord Village Residents' Association, in response to numerous complaints by residents about the rerouting of vehicular traffic due to construction. It is inevitable that roadwork will cause traffic issues. However, clearer signage and some traffic control officers are necessary to prevent confused (and often angry) drivers from behaving in illegal and dangerous ways.

On November 3rd we had an emergency repair along Harbord, at Sussex Mews, requiring the Westbound lane to be shut. All the traffic on Harbord (a major East/West thoroughfare) ended up rerouting into the one way residential streets, which form a traffic maze. Cars were required to make several turns to reach a major road, but as there was no signage and no oversight, there was a stream of traffic taking the straightest route. I personally saw several cars ignoring both the stop sign and the do not enter sign at Sussex and Robert in order to reach Spadina in a more direct fashion. Wrong way driving is always hazardous, that most was in front of a children's playground made it even worse. A traffic officer at that intersection, at least during times of heavy traffic, would have prevented this.

Meanwhile we have had the ongoing construction along College St, which has required considerable rerouting of traffic. Although the road closures there were planned, and residents were given forewarning of the closures, the results have been much more chaotic than they should have been. Only after repeated complaints by residents was appropriate signage erected, and even then it was often placed inappropriately. Perhaps the most egregious example was after the crossing at Spadina reopened to vehicles. Although Westbound traffic could only progress to Major, there were no signs at Spadina indicating that cars should reroute there. Consequently they had to reroute at Major St, and navigate the one way local streets. And predictably, many chose to disregard the directionality of Major in order to get to Harbord (and be able to progress Westward again) as directly as possible.

These are not isolated incidents. They are examples of a larger problem that affects more than just Harbord Village. It should not be a battle to get appropriate signage erected to guide traffic when there is construction. However, it is clear that the current mechanisms to communicate changes of route due to disruptions are broken. Given the amount of construction and related traffic disruption in Toronto, the city needs to come up with better, clearer, guidance for the placement of signage (as well as ensuring that wayfaring apps are apprised of closures). And when heavy traffic must be rerouted through residential neighbourhoods where there are many stops and one way streets, we need human oversight to ensure compliance to the law.

The Harbord Village Residents' Association asks you to address this failure to reroute traffic in a safe fashion by committing to improve the means by which rerouting is communicated and enforced. The current situation is dangerous and unacceptable. I look forward to your response,

Area Reps Reports -- November 2022

NW

- Two in-ground planters have been substantially completed at the intersection of Brunswick & Sussex.
- Seven above-ground planter boxes remain at the same intersection. For how long remains a mystery.
- Central Tech Community Swim was prevented from returning as planned on September 24th due to a safety issue that has since been resolved. Three Saturdays were missed as a result, as well as one Saturday due to the labour dispute. Now that it's open again, attendance has been good.
- We're the new location for Chica's Nashville Hot Chicken, which recently received a Bib Gourmand distinction in Toronto's first Michelin Guide. ([Learn more](#))
- The Green P Parking lot at Borden and Bloor is currently closed for refurbishment.

Christian and Kerry

NE

- work continues to connect the geothermal array under the Robert St. field to the nascent Spadina-Sussex residence. Sussex Mews north of Sussex will remain closed off for the next 2 weeks or so.

- the POPS at 666 Spadina is open (no official word from the construction team though)! POPS stands for privately-owned, publicly-accessible space and all construction fencing is down from around the green space to the west of 666 Spadina. Here's a pic:



- in-ground planters at several locations (e.g. Sussex and Robert, Robert and Harbord) now have plants in them and soil, instead of being potential pits for twisting ankles. I saw crews adding soil to the one at Robert and Harbord this morning.

- Robert St. field has been locked on several occasions to prevent dog walkers from walking their dogs on the field while U of T teams are using it (!) I am trying to find out the contact from U of T Kinesiology & Physical Education to have it opened if it is locked (it should be open on weekend mornings as per the Settlement terms).

- a City of Toronto notice board for application to erect a 30 storey building on the Metro site has appeared in the Metro parking lot.

Nick on behalf of the NE co-reps

SE

*Timing is everything:

On Saturday Sept 17, a team rolled in at the back of 99 Harbord and took out the semi permeable gravel, replacing it with the attached blacktop (see photo).



Beyond disappointing, this move is in contravention of our Green Master Plan.

Mike Layton took the time to respond to my email on the weekend, but of course the work was also taking place on the eve of a change in Councillor for our Ward.

Emily and Mike responded with some recommendations, which will be continued once our new councillor has moved into her office.

* We do feel an increase in traffic flow from time to time, caused by the College construction.

Cathy & Jody of SE

SC

The TTC work being done on College Street has created traffic chaos and unsafe street conditions on Major and Brunswick between College and Harbord. Once access to Major and Brunswick from College Street was closed drivers (especially non-residents) were very confused about how traffic should flow on these streets. There was very little signage from the city and what they did post simply confused people. We have recently learned that the city was permitting two-way traffic on these streets but as there wasn't any signage most residents were unaware that this was allowed. Residents were extremely frustrated and worried by the huge number of cars driving (often very fast) the wrong way on Major and Brunswick.

Recently city traffic officials allowed cars going westbound on College St. to drive through the Spadina/College intersection and then routed all of them up Major St! The volume of traffic has been unacceptable for such a narrow residential street.

Residents were also very concerned by the increased number of cyclists riding on the sidewalk on the north side of College St. After several complaints to the city “Cyclists Dismount” signs were posted. Unfortunately, the bulk of cyclists are ignoring the signs and continue to ride around pedestrians on the sidewalk.

Susan McDonald

SafeStreets Report November 2022

Like everyone else, we are currently unable to contact the councillor's office because of the change in office and consequent change in contacts. Once Councillor Saxe gets email up and running we will reach out and determine whom we should contact in her office regarding pedestrian & traffic safety issues.

We are STILL waiting for the city to create the raised intersection at Borden and Ulster, which was promised as part of bike contraflow installation of 2020 and later rolled into the College St upgrades which are underway. Request permission from the board to contact the city and remind them of their promises.

Promises were also made, more recently, to push for the installation of zebra pedestrian crossings at the Brunswick Ulster intersection. We will have to follow up with the new councillor on this.

In response to a general outcry in the community over the traffic chaos from both emergency repairs on Harbord and the ongoing College construction, we have drafted a letter which we hope the board will approve. The heart of the problem lies in heavy traffic being rerouted into our traffic maze without adequate signage or enforcement -- and the consequent proliferation of vehicles running stop signs and ignoring do not enter signs in order to return to a major road as quickly as possible. Maybe our new councillor, who is on record as a pedestrian advocate, will seize the opportunity to champion the cause and develop some intelligent protocols around signing construction so that traffic does not become a hazardous free-for-all (as is now the case). The proposed letter is appended.