

Harbord Village Residents' Association Board Meeting

Tuesday, February 21, 2023, 7:00– 9:00 pm

by Zoom call

APPROVED MINUTES

Attendees: Elizabeth Chen, Kerry Clare, Sue Dexter, Anne Fleming, Michael Jara, Karen Laurence, Tania Lewis, Susan McDonald, Cathy Merkley, Christian Mueller, Jody Salomon

Regrets: Frank Davis, Lena Mortensen, Jane Perdue, Gus Sinclair, Robert Stambula

Special Guests: Councillor Dianne Saxe, Christian Cullis, Constituency Liason

1. Chair's welcome: 7:03

2. Approval of Agenda: Kerry moved that the agenda be accepted; Susan seconded.
Motion passed.

3. Approval of the January 17, 2023 Board Meeting Minutes: Moved by Tania; seconded by Christian. **Minutes were unanimously approved.**

4. Question and answer with Councillor Saxe:

4.1 Planning: Sue raised the issue of 196 Borden Street (see letter appended). She said the councillor had been contacted about the matter and was asked to defer the motion to allow for discussion on the patio and the planning application at Committee of Adjustment.

Sue also expressed her hope that the councillor would support the creation of a sub-committee to deal with Metrolinx issues going forward to protect the "green spine" of the city, something that is coming to a vote on Thursday.

Sue reported that there would be a public meeting about the Metro site development on April 5th, following which HVRA would prepare a report for the developers, reflecting residents' views.

Finally, Sue asked if the councillor's office could send HVRA the plan chosen by the developers of the Knox Church site as there were two, and we don't know which they are going ahead with. Christian Cullis said he would get back to Sue about this.

4.2 N.E. Area Report: Michael raised the issue of noise from the Spadina/Sussex Residence construction (see report appended) and asked if the councillor could confirm that this development does have special government status that allows them to start

early. (Sue pointed out that if this is true, it means that any U of T development would be exempt from the noise by-laws, and if that is, in fact, city policy, it is a serious matter, and we should know that.) Michael also reported that residents have concerns about the Esso station at Harbord and Major as it is open until midnight, in contravention of their agreement.

Christian Cullis said the councillor's office would look into both issues and get back to us about them.

4.3 Boulevard Project: Anne notified the councillor that they will soon be receiving documents concerning this proposal; Christian Cullis said it sounded exciting.

4.4 60 Borden Street: Anne gave a short history of the situation, saying it had improved over last year, but hoped that the councillor was aware and would be working to improve things further. Christian Cullis said they were expecting a staff briefing on the matter.

5. Business Arising from Past Minutes:

5.1 Changes in the Bylaws for Property Standards and Maintenance: Jody summarized her report (appended). Anne thanked Jody for her excellent. She said would talk to Margaret Proctor about the best place to post it to the website.

5.2 CNOY: Kerry gave an update on fundraising efforts of the two HVRA teams, and again asked all board members to donate, spread the word or join one of the teams.

5.3 Eblast editor search: Anne said she had put out two notices in the eblast, and one person had volunteered so far, but more help is still needed, so if anyone wants to help out or knows of anyone who might, please step up.

6. New Business:

6.1 Recording of E-Votes on: Anne note, for the record, the following e-votes that had been passed by the board since the last board meeting (motions appended):

- Letter to IEC re IE1.4 vote on January 30 re ActiveTO Yonge Street Cycling Network Expansion (January 27)
- Letter to IEC on Private Installation of Electric Vehicle Charging Infrastructure on Private Streets (January 28)
- Motion to join BOLD (February 5)

6.2 Website Update: Anne said she had been working with Karen and Nick to update and tidy up the board section of the website, so there will be more useful information there soon. Kerry mentioned that membership reminders needed updating as they contained outdated information about Area Reps. Anne asked Elizabeth to get in touch with Nick and Margaret to get that done. **Action Item**

6.3 Action Items: Anne asked if board members felt there was a need for action items to be summarized or highlighted during or immediately after the meeting to help people remember what they have been asked to do. It was agreed that linking names to the action item in the circulated draft minutes was sufficient.

6.3 Financials: Anne mentioned that financial statements and budget are usually discussed at the February meeting, but because Lena is away, they will be brought forward at the March meeting.

- 7. Committee and Area Rep Reports:** (appended) Acknowledgement of receipt only unless action or discussion is required.

8. Other Business

8.1 Committee of Adjustment report: Sue mentioned that KPMG has just completed report on the Committee of Adjustment which will be coming to the Planning and Housing Committee, and she will forward it to the board if people are interested. **Action item.**

8.2 Safe Streets Committee: Anne mentioned that after four months, a meeting had finally been held with herself, Nicole and William Hopkins, administrative assistant to Dianne Saxe, so the councillor's office now has a detailed picture of our concerns and will be able to give us a better idea of who to follow up on the various issues.

- 9. Adjournment:** Sue moved that the meeting be adjourned; Susan seconded. **Motion passed. Meeting adjourned at 8:06.**

APPENDICIES

1. 196 Borden Letter
2. Area Reps Reports
3. Report on Changes in the Bylaws for Property Standards and Maintenance
4. Letter in support of ActiveTO Yonge Street Cycling Network Expansion
5. Letter to IEC on Private Installation of Electric Vehicle Charging Infrastructure on Private Streets
6. Motion to join BOLD
7. Safe Streets Committee Report

HARBORD VILLAGE RESIDENTS' ASSOCIATION

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To: Toronto and East York Community Council

Feb. 21, 2023

Re: Item 23.2: 196 Borden St.

Dear Councillors:

Harbord Village Residents' Association represents members in the community surrounding this application.

So far as we can determine, no one in the community was aware of this proposal until we saw it on the agenda of TEYCC last week. It represents a major change in the treatment of city flanks along Harbord which have increasingly gone to storm water abatement and greening and public use. It goes contrary to three recent approvals on that section of Harbord, which did not require such access. It conflicts in spirit with the Harbord Village Green Master Plan adopted by this council in 2016 and its ongoing application by City Transportation, City Planning and the community, which has identified city flanks as greening opportunities and places for seating and patios. If this proposal is adopted, a major portion of the corner of Borden and Harbord could be permanently excluded from public use.

If approved, the staircase and its overly high railings would reduce a sitting and adjacent to a food takeout/café which has been part of approved HV patio licenses for a number of years. (We have had no time to consult with the City, the community, the café proprietor or the applicant to determine whether there is an existing patio license on the same ground.) Finally, after checking on the Application Information Centre, we were surprising to see this staircase is also part of an application to Committee of Adjustment for a development at this site which includes a long list of variances. The results of that process alone might influence what the proponent wishes to do.

Taken together, we consider this motion premature.

The community believes the way to create a fair process is to provide time for residents and the proponent to discuss the proposal in its entirety.

To sum: we do not support this treatment of the boulevard to gain access to storage space in the basement when there is adequate space to access the basement from the parking places at the rear of this property, or within the building itself, as is the present case.

Rather than refusal, we ask you to defer this motion to allow an opportunity for the community to be consulted.

With thanks

Sue Dexter and Carolee Orme
HVRA Planning Committee

Committee of Adjustment Plans 196 Harbord:

<file:///Users/susandexter/Downloads/PLN-CA%20Plans%20-%20FEB%203%20%202023.pdf>

Zoning examiner:

<file:///Users/susandexter/Downloads/PLN-CA%20Zoning%20Notice%20-%20JAN%206%20%202023.pdf>

AREA REPORTS –

NW

Yesterday an older couple living on Brunswick below Bloor reached out to me for assistance. The man is house-bound and the woman has infirmities of her own.

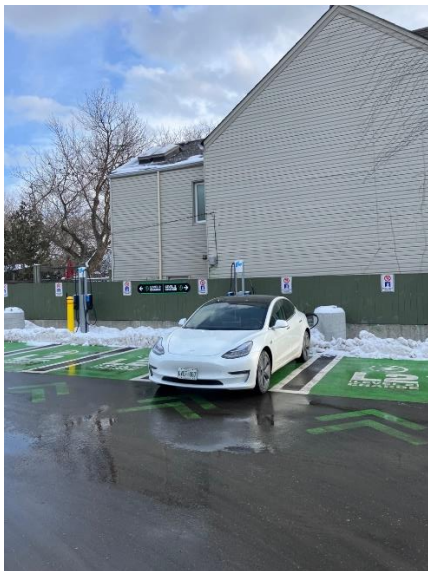
To make a long story short, she explained that they had been approached on Thursday by a contractor who convinced them that the foundations of their house required parging. As I understand it, parging is an above-grade process. Yet this contractor also convinced them that they needed to start work immediately, and thus had his workmen begin digging down to the base of their brick foundations (so far, only along one side of their house).

This work began on Friday when at the same time he asked the woman for immediate payment of \$30,000 in the form of a certified cheque. It appears that now he is asking her for more money and she is becoming worried ... understandably, I feel.

Can any of you recommend a contractor or course of action that will set things right for this distraught couple? I would have already contacted Gus Sinclair or Jan at Harbord Village Handy if not for the fact that both gentlemen are currently out of the country.

I intend to forward any recommendations or referrals to this couple, but otherwise I am unsure what to do for them.

To add to Christian's report, I am excited to report that Electric Vehicles are now being charged in our neighbourhood at the Green P Lot on Lippincott. And also that for whatever reason the lights in the lot weren't working in January (perhaps had not been actually installed after construction this fall), they are now fully functional!



Christian Mueller, Kerry Clare

NE

Spadina Sussex Residence Construction

The Spadina Sussex Construction Management Committee (currently consisting of Colin Bernard, Carolee Orme, Susan Dexter and Nick Provart – currently away) reports that Daniels (construction company) is adhering to an agreed upon 6:30 AM start time. They typically start with a loud banging, required to open concrete forms, in order to prepare for the concrete trucks arriving at 7:00 AM. Needless to say, neighboring residents are unhappy with the noise. Daniels claims to have special status, allowing them to begin as early as 5:00 AM. Followups are TBD.

Esso Station on Harbord and Major St

Frank Davis has requested a compliance review with the City of Toronto. The response is pending.

Garbage Cans on the North Side of Harbord between Major and Robert St

There has been a long-standing problem (according to me) of garbage cans blocking the sidewalk on the North side of Harbord between Major and Robert St. on garbage and recycle day. The sidewalk is already narrow in this area due to the front-yard areas of the businesses, and other obstacles such as signs and power poles. The problem is made worse when we have plowed snowbanks. I take my daughter to school every morning (with the dog) via this route, and we frequently need to walk in the bike lane to get around pedestrians coming the opposite way. In the past, when I would push a stroller, I routinely had to stop and move garbage cans out of the way. It is not a major issue, and I am not aware of complaints from other residents. I'm open to suggestions from the board.

Michael Jara, Frank Davis

HVRA Board report on Property Bylaw Changes

There have been two recent updates and amendments to the Bylaws for Property Standards and Multi-Unit Housing. One from June 2022 and then another more recent one in December 2022.

The one from June contained some minor changes like new definitions , (eg definition of motorized and non motorized vehicles with the difference being muscular power and non muscular power goal of distinguishing between e-bikes and e-scooters vs pedal and push), new conditions for vacant properties and how they are to be maintained, etc. It also addressed new processes around one neighbour needing access to another neighbour's property in order to do work on their own property. Before a permit was required if the two neighbours could not reach their own arrangement. Now it will go to an arbitration committee called the Neighbourhood Group Community Services to resolve any issues. This is designed to streamline the process and not bog down City Services. But the most significant change to the code was Taking Action where Issuing Orders, Power to Enter, Remedial Action Process, and Fines are defined.

Basically, an Inspector can enter to inspect a property at "any reasonable time" with proper ID to see if the property meets standards. They cannot however enter a "dwelling room or unit" without the permission of the tenant unless there is a clear safety issue. If an order is issued as a result of non-compliance by the Inspector with items needing to be rectified, the LL can object which starts a process of appeal to a Tribunal. If the LL loses the appeal the city can take it upon themselves to do the repairs and charge the LL via the tax bills. Fines are now much higher with a cap of \$50k for a person and \$500k for a corporation (for first offenses, after which increases to a cap of \$100k and \$1.5m respectively).

The most recent one adopted in December 2022 is the one which I think impacts our neighbourhood the most. It more clearly defines what a Multi-Unit house is, places limits on the maximum number of rooms permitted (although I couldn't find that information except it is determined by #sq metres per person), enhances health and safety requirements, property maintenance requirements and sets new standards for Personal-Care Rooming Houses.

It also enhances the compliance program with the creation of a dedicated Multi-tenant Housing Enforcement Team, added annual inspections, increased fines (part of the June 2022 amendments) and modernized the Multi-tenant Housing Tribunal. And, all areas of the city now require a license. Not sure if our area already required one.

Some specific changes to note:

Two types of Multi-Tenant Properties:

- 1) A Multi-Tenant House is :a) where there are 4 or more rooms to be used as bedrooms with either a shared kitchen, bathroom or both (ratio of 1:4 dwelling rooms) or b) where there are dwelling units where a single housekeeping unit has exclusive use of both a kitchen and bathroom (minimum of 65 sq metres). Both of these need a license. The license is to be renewed annually and may be subject to inspection upon renewal and can be revoked if the LL does not comply with the rental standards and the repair and maintenance standards.

- 2) A Personal Care Multi-Tenant House has: furnished rooms, 24 hour urgent care, a person – in - charge on site 24hours /day, safe storage and access to medication, provides meals, laundry and social activities, they must keep very detailed records on all tenants,(eg medications, or if they are absent for more than 24hours), if they needed extra care they must assist in transferring them to a LT care facility or other appropriate living arrangement etc.. The staff require certain minimum qualifications, eg 3 years experience, CPR training. Several of these are enhanced standards.

Requesting the Provincial Government to establish a regulatory oversight framework for Personal Care Multi-Tenants including participation of registered health professionals and provincial inspectors inspect and enforce. Or have Province provide funding so City can.

Licensing New and Renewal: required for both types of properties, annually.

Exec MLS (Municipal Licensing & Standards) has the right to inspect to insure full compliance with standards and that the property will be used as intended in the application. Inspections can be done by any City employee, during daylight or evening hours with reasonable notice to owner. The owner must consent and the inspection can be in any portion of the house, except a dwelling room or unit where the inspector must receive consent from the tenant. It describes that the owner must maintain the property in a safe, quiet, clean, sanitary state including pest management, not permitting drug/narcotic, prostitution or any other criminal activities.

Renewals must submit another application, and they can be refused for non-compliance with standards. Interesting to note that the Exec MLS is to work with local Councillors to ensure that if occupants of a multi-tenant house cause repeated and material disruption to other community members MLS will consider this in their renewal.

Licenses are not transferable.

Exemptions include: fraternities, sororities, co-op housing, government housing

Increasing enforcement staff, inspections, creating a new Tribunal for hearings on disputes with Operators.

Tenant Protections:

Any LL, multi and Personal Care, if ending their “business” rental, etc. must submit a transition plan to the Exec. MLS at least 210 days in advance of closure such as potential alternate accommodations, and if the tenant asks, then the Operator must take reasonable steps to find appropriate alternate accommodation and meet all Residential Tenancy Act requirements.

Establishing a group of agencies such as Housing Secretariate, Fire Services, Shelter Support and City Planning to present a report in March of 2023 with a set of recommendations to support tenants with emergency relocations and or if a unit closes.

Same group to report annually during transition period (Jan 2022 to March 2024) impact of all these changes eg number of unlicensed now licensed , licensed not meeting standards, stats on complaints and what was done to rectify, and if any changes have impacted the residential property values.

By 3rd quarter of 2023, same group are to prepare a Renoviction Policy “Create a Framework to Protect Affordable & midrange rental homes & deter Renovictions

HARBORD VILLAGE RESIDENTS' ASSOCIATION

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City Hall January 26, 2023

100 Queen Street West Toronto, ON M5H 2N2

Dear Mayor Tory and members of the Infrastructure and Environment Committee

Re: IE1.4 ActiveTO Yonge Street Cycling Network Expansion

I am writing on behalf of the Harbord Village Residents' Association to urge you to vote in favour of making the Midtown Yonge St pilot permanent. We support Complete Streets for climate, safety, and livability reasons.

Climate: The Harbord Village Residents' Association (HVRA) is a volunteer organization of residents representing and engaging homeowners and renters living in Toronto between Bloor, College, Spadina, and Bathurst Streets. We are committed to strengthening and preserving the stability, distinctive character, and quality of life of our neighbourhood. As an organization, we committed last fall to act on climate change and to educate and encourage others to do so as well. We all bear a responsibility to counteract climate change however possible, in personal, institutional, governmental and commercial ways. The city itself has committed to serious climate action, based partly on active transportation - TransformTO has a stated goal of having 75% of all trips under 5 km taken by foot, bike, or transit by 2030 - and encouraging safe active transportation is a critical piece of this plan. Without safe and encouraging infrastructure such as the Midtown Yonge Complete Street, there is little hope to achieve any of the city's stated goals.

Safety: Toronto has also committed to Vision Zero - meaning zero traffic fatalities. Unfortunately, the streets of Toronto are getting meaner and more dangerous - careless driving and a lack of police enforcement mean that well-designed safety infrastructure is the only thing standing between vulnerable road users and tragedy. A complete street design encourages traffic calming, making the entire area safe for all users. Moreover, many of our residents cycle, walk and use transit as their main mode of transportation - many do not own cars. Though we are not adjacent to Yonge St, many of our residents' trips pass through midtown, and cycle routes that pass through our neighbourhood connect to Yonge. A complete grid of safe cycling infrastructure is key for people of all communities to travel safely through the city.

Livability: Finally, the numbers reported from the pilot speak for themselves, with cycle and foot traffic way up - more people are using Yonge to get to places along the midtown stretch, as transit on the way to work or school, for couriers and other professionals on the job, and recreationally. The impact on car traffic has been minimal, despite the perceptions of many motorists. Like the business owners along Bloor St West in HVRA's neighbourhood discovered a few years ago, Yonge St merchants will find improved patronage. Opponents of the Yonge Midtown pilot will say traffic, transit and EMS delays are

too much to tolerate. However, traffic delays only average less than 90 seconds and TTC and EMS say any delays are negligible.

Toronto has a chance to be a city that leads in livability and climate responsibility. Please use this opportunity to have a lasting positive impact. Transportation Services has already recommended that City Council approve the ActiveTO Yonge Street Cycling Network Expansion project as permanent. I hope that HVRA can count on your support for making this pilot permanent with your vote at IEC on Monday January 30 and at Council next month.

Thank you for your consideration. Anne Fleming

Chair, HVRA

Cc:

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January 27, 2023

Infrastructure and Environment Committee City of Toronto

100 Queen Street West

Toronto, ON M5H 2N2

Re: IE1.12 – Options for Permitting Private Installation of Electric Vehicle Charging

Infrastructure on Public Streets

Dear Infrastructure and Environment Committee,

On behalf of the HVRA NetZero Committee, I am writing in support of Councillor Saxe's recommendation that the Director, Environment and Energy, in collaboration with Transportation Services, Toronto Hydro, and the Toronto Parking Authority, report back to the March meeting of the Infrastructure and Environment Committee on options, if any, for permitting private installation of electric vehicle charging infrastructure on public streets, including any necessary conditions to protect the public interest.

Transportation is responsible for 36% of the City's greenhouse gas emissions, along with a significant amount of air pollution, which has been shown to have a significant impact on public health. The adoption of electric vehicles by owners of private light duty vehicles, among other strategies, is essential to meet our climate targets.

The HVRA, supported by The Atmospheric Fund, surveyed the community on attitudes towards electric vehicles in 2021. Of our over 400 respondents, 25% stated that the lack of charging options at home was a deterrent to purchasing an EV. 20% stated that a lack of charging options locally was also a deterrent to purchasing an EV. Clearly addressing the challenge of access to EV charging will be essential if we are to achieve the market penetration of electrical vehicles we need.

Particularly in the downtown core, there are many City of Toronto residents who only have access to street parking. The City has responded to this by installing a number of EV chargers on downtown streets, however, the City can only be expected to do so much. Finding solutions to the challenge of allowing private installation of EV chargers has the potential to be a game changer.

We acknowledge that private chargers in the public realm will be a challenge, but addressing this and the many other challenges presented by the climate emergency is essential. We are confident that

where there is a will, there is a way, and the Director, Environment and Energy and their team will come back with the creative solutions we need.

Thank you for considering our letter. If you need more information on the above, please do not hesitate to contact us.

Best regards,

Tim Grant, chair NetZero Committee Harbord Village Residents' Association

David Booz, member NetZero Committee Harbord Village Residents' Association

cc. Dianne Saxe, councillor, Ward 11

Motion to Join BOLD – passed by Board e-vote February 5th

Preamble:

"The move by Metrolinx to disrupt the grounds enclosed by the Osgoode Hall fence by a transit development has irreparable heritage and ecological consequences, and unnecessarily damages the public interest. We are not against transit; we are for transit developed responsibly with the public interest at its centre. There are other sites, identified by an analysis requested by the City, which should be explored. That analysis was delivered Friday evening; nevertheless the saws began cutting Saturday morning even though Metrolinx knew an injunction hearing was to be held Saturday afternoon."

Motion:

"We vote to join the BOLD (Build Ontario Line Differently) coalition in promoting transit expansion in a responsible, sustainable and transparent way that includes public consultation, respects heritage of the Osgoode precinct, minimizes destruction of the tree canopy and other natural elements, and robustly mitigates any damage."

SafeStreets February 2023 report

We finally were able to connect with William at Councilor Saxe's office and review what is being done. Two bits of good news:

- Requested Zebra x-ing at Brunswick and Ulster is in the pipeline with Transportation. Who knows when it will actually get installed, but it has not gotten lost in the shuffle.
- Transportation is also aware of, and will fix, the parking signage at Robert and Sussex (which currently allows cars to park too close to the end of the block and creates a bottleneck for large vehicles between them and the new in ground planter)

He did not really confirm anything about the various upgrades that were attached to the College St. track work and have now been pushed back to the Spring (including the ones previously tied to the installation of the contraflow — the raised crossing at Borden and Ulster, and the bike crossing at College), which is troubling. It does not appear that the councillor's office is taking an active role on that file as he referred us to Transportation. Given the currently stained state of the city budget we fear there is the risk that those improvements will simply not occur if they do not have a champion — that would be a real loss for our neighbourhood.

In addition, SafeStreets followed up with a letter to the councillor about the proposal to use some of the discarded planters (currently moved to Brunswick and Sussex) to act as more permanent discouragement to wrong way driving at Brunswick and Ulster. These would go where the orange traffic cones currently are — the cones that were placed there months ago by an enterprising resident during the College Street track work and corresponding traffic chaos, and which remain as a nice deterrent to wrong way driving. Councillor Saxe responded right away with "Thank you, Nicole. I really appreciate this detailed and practical recommendation. I'll raise it today with Vision Zero and see what we can do. Thanks!" so that is promising!