

**MEETING MINUTES**  
**The Bloor Street East Neighbourhood Association (BENA)**  
**Annual General Meeting**

Tuesday, October 30, 2018 – 7 pm - 9 pm  
333 Bloor Street East (Rogers Building – Main Floor)

**Introductions**

Speaker: Linda Brett, BENA President

- Welcome
- Acknowledgment of invited guests, Rogers’ staff and Rogers for providing the meeting space, EN Consulting Group facilitator and notetaker, elected officials and their staff, other residents’/neighbourhood associations, a new BENA member (The X Condo at 110 Charles Street East) and BENA Executive members and building representatives present and absent from the meeting.

**BUSINESS MEETING**

**Declaration of Service of Notice and Call to Order**

William “Bill” Rankin, BENA’s Secretary

**Minutes of Meetings of Previous Annual General Meeting (Thursday, October 26, 2017)**

**Motion to waive the reading and approval of the previous minutes**

Mover: Paul Wong

Secunder: Brent Arlett

Motion carried.

**Presentation of Financial Statements**

Presenter: Mara Epstein

Ms. Epstein’s presentation (figures available on paper and on screen at the meeting) was succinct.

She mentioned the X Condo’s new membership in BENA. Ms. Epstein said that BENA continued to collect their dues with low spending to date, with the aim of spending in future on betterments within the BENA footprint.

**Motion to Waive Appointment of Auditors**

Mover: John Burt

Secunder: Paul Smith

Motion carried.

### **Election of Directors**

Facilitator: Edward Nixon of EN Consulting Group (<http://www.enconsulting.ca>)

The floor was opened to the nomination of three directors. The call for nominations was made three times.

No nominations (other than the self-nominations of the incumbent Executive members: Linda Brett, President, Bill Rankin, Secretary and Mara Epstein, Treasurer) were forthcoming.

### **Appointment of Directors**

★ The BENA Directors (Linda Brett, Bill Rankin and Mara Epstein) were appointed by acclamation.

### **President's Report**

Presenter: Linda Brett, BENA President

Linda Brett tabled BENA's latest (October 2018) Activities and Monitoring Report. She noted that this document would form the core of her President's Report. Attendees were referred to the document for details.

She thanked Walker Young, Stephanie Cybruch, and Nicky Ward for their work on the Activities and Monitoring Report.

Ms. Brett said that BENA does a lot of advocacy work, passed the stage of development approval, that makes for balanced development in the neighbourhood.

She highlighted as significant the work that BENA members (with special acknowledgement to John Burt and Stephanie Cybruch) have been doing on 311 Reporting; highlighting walks of the neighbourhood looking for lights out, graffiti, posters on walls, etc.

Ms. Brett asked for volunteers in monitoring the neighbourhood and in making 311 reports.

She talked about how the changes to the municipal wards and their boundaries would impact BENA's footprint and work.

Ms. Brett noted that several of the projects on the Activities and Monitoring Report have seen slow movement, holds, and rescheduling.

She also mentioned the major change in scope of the Bloor Street East project from a resurfacing and streetscape focused project to a full reconstruction of the road that would remove previously buried,

disused streetcar rails and involve new assessments.

Ms. Brett outlined funding for major projects such as the Ted Rogers Way Redesign (money has been available since approximately 2010), Charles and Hayden, and monies for the Bloor Street East.

Ms. Brett said that BENA's footprint in the new ward structure is more in Ward 11, University - Rosedale ([http://www.toronto.ca/wp-content/uploads/2018/08/94e0-2018\\_Polling\\_Ward\\_11.pdf](http://www.toronto.ca/wp-content/uploads/2018/08/94e0-2018_Polling_Ward_11.pdf)) than in Ward 13, Toronto Centre ([http://www.toronto.ca/wp-content/uploads/2018/08/94ba-2018\\_Polling\\_Ward\\_13.pdf](http://www.toronto.ca/wp-content/uploads/2018/08/94ba-2018_Polling_Ward_13.pdf)) but that, however, the Association would now be working more with two councillors rather than principally with one, as before.

BENA, she said, had requested that the two councillors, Kristyn Wong-Tam (Ward 13, Toronto Centre) and Mike Layton (Ward 11, University-Rosedale), coordinate their efforts on the projects that overlap and that there be scheduled meetings to ensure this collaboration.

One of BENA's objectives in its advocacy around the ward boundaries was to ensure that major streets were not divided between two Councillors. With the Provincial move to bring Toronto's ward boundaries in line with the Provincial and Federal riding boundaries there is now a lot of staggering of jurisdiction and overlap of major projects between the two wards (Ward 11 and 13).

BENA will also be working with two new MPPs in Jessica Bell (University-Rosedale) and Suze Morrison (Toronto Centre). The changes in the wards also mean increased coordination with other neighbourhood/residents' associations, such as the South Rosedale, Asquith Collier, and Upper Jarvis associations.

Ms. Brett noted that BENA is open to new members and meets monthly– the next Executive meeting being on November 14, 2018 at 7 PM at the Bellagio.

#### President's Report Questions and Answers

An attendee asked for clarification about Linda Brett's mention of streetcar tracks, asking where the ones she mentioned were located. Ms. Brett said that she had been referring to the paved-over tracks in the Sherbourne area – that BENA is working to have removed.

Another attendee had a question about the ward boundaries. He wanted to know to which ward the area on the south side of Bloor between Huntley and Sherbourne belongs. Ms. Brett said that it is in Ward 13 Toronto Centre, with the north side of the street in Ward 11 and the south side of the street in Ward 13.

A question came from the audience about the south side of Charles Street about whether it is part of BENA and how it would be handled. Linda Brett confirmed that the area was not part of BENA but that BENA would be in discussions with the Church Wellesley Neighbourhood Association, in whose footprint it sits, about overlapping projects in and around that area.

Hearing no further questions, Ms. Brett announced the close of the business meeting.

## GUEST SPEAKER PRESENTATIONS

### **Jessica Bell, MPP, University-Rosedale**

Jessica Bell thanked all present for attending and introduced herself as the Official Opposition's Transit Critic (which includes cycling, pedestrian safety, and traffic issues).

She listed objectives for Toronto that include more affordable housing, improving public transit, improving schools and a focus on stemming emissions and combating climate change.

Ms. Bell began to talk about the Government's changes to the ward boundaries but was then interrupted by an attendee who objected to the political nature of her comments.

She then spoke about the importance of workplace protections and a higher minimum wage.

Ms. Bell pledged to work with constituents on individual issues as well and gave the examples of her work with a resident who had been illegally evicted and with one with an autistic child who was having difficulty accessing necessary funding.

She said that she would work on local and city issues of provincial import such as improving public transit, AirBnB legislation (delayed until 2020), local tribunals and cycling issues. She urged residents to reach out to her.

Ms. Bell distributed a petition on transit for attendees to sign.

### **Questions and Answers**

Question: Ms. Bell was asked about the location of her constituency office.

Answer: She said that it was just south of Christie station but that she was also staffing "rolling" constituency offices in other parts of the ward and that she spends half of her time in Queen's Park which is nearer to the BENA footprint than the main constituency office in the southern part of the ward.

Question: Another resident asked whether it is mandatory for cyclists to use lights as without lights on their bikes he is often unable to see them when it is dark

Answer: Ms. Bell replied that she was under the impression that this is a mandatory safety measure.

Question: Ms. Bell was asked for her assessment of the difference between staffing her [University-Rosedale] offices and the staffing of the Council office in the same footprint.

Answer: Ms. Bell said that Mike Layton could speak to staffing the Councillor's office, but that she could say that she has three staff members: A Queen's Park staffer, one who does case work, and another who does political organizing work.

Question: An attendee expressed his exasperation with the lack of progress with the renovations at Union Station and asked what could be done provincially to ameliorate the situation.

Answer: Ms. Bell said that she had not looked at the issue but would be willing to. She agreed to talk to the constituent afterwards and to look into the matter.

Question: There was a follow-up question from the attendee who had asked Ms. Bell the earlier staffing question. She asked whether Ms. Bell perceived her job as MPP to be significantly different from that of a City Councillor. The questioner asked whether Ms. Bell thought that a Councillor could operate with the same number of (three) staffers.

Answer: Ms. Bell replied that having lived in the city for over a decade and having been involved in organizing work that she's found that municipal elected officials and staff are "utterly overworked" and that there is a responsibility for them to be present in the community at meetings.

She said that it was hard to do that kind of work with the resources that City Councillors have had but that it will be even harder with double the ward boundary. "It will mean," Ms. Bell said, "that the service we receive will suffer."

### **Mike Layton, City Councillor, Ward 11 University-Rosedale**

Councillor Mike Layton introduced himself and said that rather than focus on what has happened he wanted to talk to the attendees about what will happen over the next two and a half months (a crucial transition period from the old ward model to the new).

Mr. Layton said that he grew up in Midtown Toronto where his mother settled after his parents divorced with some of his time spent downtown in the Annex in his father's household. He said he experienced an interesting Toronto upbringing split between different worlds.

Mr. Layton became politically active in the aftermath of the Montreal Massacre and also had an environmental awakening around this time. He studied environmental policy at the University of Toronto and later worked for Environmental Defense.

Mr. Layton said that he has been a vocal progressive voice on Toronto's City Council and that he works hard to get results. He gave examples of stopping plans for a Toronto casino and of advocating for inclusionary zoning powers for the City.

Mr. Layton spoke of his involvement in developing a city-wide cycling strategy and pushing for greater education around cycling. He also said that he has much experience representing an area [his previous ward] that has a great deal of ongoing development (ex: Liberty Village, King West, Mirvish Village, and Fort York).

Moving forward, he said, three city councillors will represent areas with 40% of Toronto's

development projects.

He said that his new ward [Ward 11] would consist of double the population of the ward he represented previously and an intensive cluster of development projects.

Councillor Layton said that the new ward has something like twenty-three residents' associations and eighteen business improvement areas (all of which have monthly meetings at which a Councillor or their staff are expected). He said that he believes in organizing and working with residents' associations in order to make a difference.

Mr. Layton speculated that Doug Ford may have thought that larger wards and fewer councillors may be possible because his own [inner suburban Etobicoke] ward did not feature as much BIA and development activity as city core neighbourhoods, such as Ward 11 do.

Mike Layton said that a priority for City councillors now is figuring out how to manage the new ward structures and their increased complexities and responsibilities.

Councillor Layton sketched out a transition plan for the coming one hundred days.

He noted that at its core would be a focus on critical projects. He listed the Park Road, the revitalization of Bloor Street, and the Annex

So far, he said that he has met with City staff and with outgoing and incoming councillors

Mr. Layton said that he and his staff have a meeting set up with Ward 13 Councillor Kristyn Wong-Tam and her staff to go over all the important projects and existing commitments in their wards.

After this meeting he plans to reach out to community associations to get their input on goals for this term of Council.

Councillor Layton then would like to see collective meetings with groups of residents' associations, parks groups and BIAs to figure out how to manage the workload "until the long-term goal for democratic renewal is achieved."

Finally, he plans to meet with developers to start getting a better understanding from their perspective of goals and recommendations moving forward.

In sum, the plan would involve meeting with:

Staff → Individual community organizations → Community as a whole → Private sector partners

Councillor Layton said that the first week of December would feature a series of important meetings at City Hall, the first of which would involve the swearing in of the City Councillors.

Then the next day, he said, the City Council would meet to make proposed changes to the City's bylaws - key among these would be those pertaining to governing committees (such as Parks and Environment, Government Management, the Executive, the Striking, and Licensing and Standards committees).

Mr. Layton noted that these bylaws would need to be revised now as it just isn't possible to have the same coverage of councilors on these committees given the reduced size of Council.

He said that in the past few years downtown core councillors have been frozen out of the key

committees that make decisions for our areas. This term, he said it would be important that their voices be included on them.

Legislative changes to the committee make-up and structures would require a 2/3s Council approval, something Councillor Layton said may be difficult to achieve given the political divergence on Council.

Beyond committees, Mr. Layton noted that staff budgets, the City's budget process, and community councils and their boundaries would also need to be discussed and decided upon.

Councillor Layton highlighted the importance of community councils and in particular the role of the Toronto and East York Council. He credits this council, for example has having been the driver for the reduction of speed limits across the entire downtown.

Mr. Layton said that he views the role of City Councillor as quite different from that of MPP.

MPPs, he said have a highly legislative role, rising to vote in the Legislature and to speak on amendments while the role of a City Councillor is more about constituency work – which can include engagement on development applications and organizing on behalf of residents.

As such, he said that adequate staffing of Councillors' offices is crucial, especially for those whose work involves the three centre city wards that contain 40% of the development projects in Toronto.

As an example of the kind of work (and therefore the need for adequate staffing) needed for this kind of work around development projects, Councillor Layton cited the Mirvish development.

He said that it took years of research, meetings with residents' associations, and advocacy for that project to be implemented with affordable housing, large units, park land, childcare and community space. He noted that his office had also helped thwart plans for a big box store on the Honest Ed's site.

Mr. Layton said that it would be necessary to have the staff and resources to accomplish those same things viz a viz other projects over the next four years and beyond.

The City Hall meetings in early December, he said, will be decisive in what course our city will take and the relationship that city councilors will have with the city.

Councillor Layton ended his comments by mentioning that he values his close relationships with residents' associations.

### **Questions and Answers**

Question: An attendee commented that the way in which transportation is being handled in the city has meant taking away space for cars and car idling. He asked whether there have been studies of this as an issue.

Answer: Councillor Layton responded by saying that the desire *is* to build affordable and accessible public transit to get people out of their cars because we can't build any more roads in the city and so must instead make it more desirable for people to use transit, cycle and walk. He noted that what gets people on bikes is good infrastructure. Councillor Layton said that he did not know of any studies on idling specifically but that what we need to do is get people out of cars, build neighbourhoods around public transit, and encourage cycling and pedestrian safety.

Question: A resident asked what the new Councillor's staffing model would look like with doubled constituents and an increased number of meetings and how the new staffing would be funded (whether by the Province or municipally)?

Answer: Councillor Layton replied that City Council determines how much funding city councillors will get – that such decisions do not have to go to the Province.

He mentioned, however, that the same was not true for school board trustee funding and that the TDSB trustee-elect for the area, Chris Moise, was now responsible for 230,000 constituents due to the consolidation of wards with only a portion of a part-time staffer's time for help.

The current councillor staffing model includes four staff, Councillor Layton said, with a few wards above a certain number of constituents receiving an additional staff member but even those wards have struggled.

He said that moving forward Councillors will need more resources. Councillor Layton said that funding/staffing would be discussed and decided at the Dec 5th meeting of Council.

He said that some proposals ask for double the staff – but he has doubts as to whether those would pass. Councillor Layton said that he would push for the largest staff allotment that he can get, as without it constituency work (for which the need has not reduced) would be at risk.

He noted that if councillors get taken off committees some of their time will be freed up but that the power and accountability to an elected representative would then flow somewhere else– into the hands of those making the appointments to the committees or to City staff who will be expected to sit on the committees instead.

He said that he suspects that the minimum number of staffers needed for his office to function is six (an additional three up from the current number). He would then plan to have two additional constituency assistants distributed geographically and one additional employee in the role of legislative or planning assistant.

For the next month and a half Councillor Layton said his office would be in triage mode, with two existing constituency assistants and an executive assistant.

**Jacquelyn Hayward Gulati, Director, Transportation Project Design and Management, City of Toronto**

Linda Brett introduced Ms. Gulati asking her to speak to the structure of the Transportation Division, her specific role in it, and to address major projects (updates and additional information), putting those projects into the context of the City's overall infrastructure.

Ms. Gulati thanked BENA for having her. She mentioned having met with BENA's Linda Brett and Walker Young the day before to discuss her presentation and to go over concerns in the neighbourhood.

Ms. Gulati talked about the recent reorganization of the City's Transportation Services Division – a division that had not changed its structures since Amalgamation.

She mentioned that many of the processes of the Division are neither centralized nor standardized across the city, but that its leadership is now making those updates.

The Division has focused staff in an integrated way on Policy, Maintenance and Operations, and Project design in an effort to modernize functions, Ms. Gulati said.

She explained that Transportation Services is an operational division “the people who fill your potholes” but that they also engage in capital planning for major projects in transportation infrastructure, streetscape and the public realm projects and are focused on building a resilient transportation network in the city.

In addition to restructuring, Gulati said, the Division is taking part in “revisiting who we are” as a city and how we can “keep people moving safely in our diverse city.”

The Division thinks beyond potholes, she said.

Priorities for the Division now, Ms. Gulati said are:

- A Vision Zero strategy to improve road use for all users. [See <http://www.toronto.ca/services-payments/streets-parking-transportation/road-safety/vision-zero/vision-zero-plan-overview/>]
- Providing quality customer service
- Access for everyone through planning to proactively address equity and diversity.
- Planning for and creating resilient solutions:
  - Aging infrastructure needs to be replaced so that it meets new objectives for road safety, responds to climate change, and the way things are changing in Toronto.
  - It will be important to implement a congestion management plan and cycle networks and infrastructure along with curbside management strategies.

### Updates and Information

Ms. Gulati provided information and updates for major projects and area traffic concerns in her presentation. She touched on

- The Glen Road pedestrian bridge and tunnel
- The Bloor Street and Ted Rogers Way Reconstruction Project
- Activities at Hayden and Charles Streets
- Traffic and safety concerns in various parts of the neighbourhood

## **The Glen Road Pedestrian Bridge and Tunnel**

Ms. Gulati said that the Glen Road Pedestrian Bridge and Tunnel through the Rosedale Valley are now in the detailed design phase. As the bridge was in a dire state, its reassessment has taken some time.

The City has planned two open houses for the neighborhood to garner input, Ms. Gulati said. One will take place this coming Spring when design will be at 60% complete, with the goal of another session before the design is finalized in Sept 2019, she said.

The bridge project will go out to tender by the end of the year, with work starting in early 2020 and expected to run for two years.

At this point, Ms. Gulati said, coordination with the utilities is already underway and accounts for the activity residents may be seeing happening around the bridge. A manual inspection of the bridge is also taking place at this time.

Ms. Gulati said that as part of the project there is an expansion for the tunnel which runs under Bloor Street. The plans include widening it to 4.8 metres to match the width of the bridge and take into account its use by both cyclists and pedestrians.

Other improvements will include lighting in both the bridge and tunnel, (re)painting, and public art.

The City wants to improve safety and the quality of experience residents have using the bridge and tunnel, she said, as well as accomplish the necessary rehabilitation of the infrastructure.

The Glen Road Bridge and Tunnel project is one of the biggest projects in the area in terms of its costs coming in at \$15 million (\$8.5 million for the bridge, \$4 million for the tunnel, and the remainder for design costs), Ms. Gulati said.

## **The Bloor Street and Ted Rogers Way Reconstruction Project**

Ms. Gulati said that initially the City had planned road resurfacing and through the residents' associations' advocacy streetscape improvements for Bloor Street East. This improvement work had been scheduled to start in 2017 and then further shifted to 2018.

However, she said, further City assessments and BENA advocacy have determined that the road needs full reconstruction, in large part to remove streetcar tracks under its surface. This new scope of work means a longer delay regarding the start of the work phase of the project.

Ms. Gulati urged residents to see the reassessment as an opportunity rather than as a deferral, that lets us "do this road right."

The reassessed scope of the project may now include:

- Full road reconstruction
- Streetscape improvements

- New, wider sidewalks
- Cycling infrastructure and functionality to get cyclists off the sidewalk
- Revisiting the locations of curbs and catch basins

Ms. Gulati says that overall this is a chance to rethink how the community wants to use the space and an opportunity to improve safety for all road users.

As such, she said, the Division will need to work with the community to confirm the details of the design and then work could start in 2022 or 2023.

She noted that the Glen Road Bridge and Tunnel Project (a priority project as without the rebuild the bridge is in such poor condition that it would have to come down), impacts the possible start date for the Bloor Street East Reconstruction, as from a construction coordination point of view, the two projects are overlapping and interdependent.

As construction for both cannot happen at the same time, the Glen Road Bridge and Tunnel work is scheduled to go ahead first.

Ms. Gulati said that Ted Rogers Way is currently in the pipeline for resurfacing in 2021 but that it will, following on similar studies for Jarvis, need to undergo an environmental assessment and that this may be in the cards for Bloor Street East as well (given that it is slated to undergo full reconstruction).

The assessments would allow the Division to look at the way in which the transportation network functions in this area, she said, and make sure that the connections are right and the way that the traffic flows in the Bloor East neighbourhood works for the potential changes on Bloor Street.

### **Charles Street and Hayden Streets**

Ms Gulati said that the City had planned to make streetscape improvements at Charles and Hayden. Several of these upgrades are currently underway as part of private developers' construction work.

There is approximately \$7 million in Section 37\* funding available for City use to improve the area, but no fixed dates attached yet to implementation she said.

Ms. Gulati estimated that given the other projects being undertaken that the City will probably look to start to use these funds for improvements in 2022.

\*Section 37 governs the community benefit (in facilities, services, or other means) that developers whose structures exceed height or density limits must provide to municipalities. See:

<http://www.ontario.ca/laws/statute/90p13#BK57>

### **Area Traffic Concerns**

Ms. Gulati said that City Council had approved a new signal at Rosedale Valley and Park Roads in April 2017. This new signal was installed in September 2018. She said that the community has raised concerns about how it is functioning. Traffic Operations is studying its function, Ms. Gulati said and will make recommendations for improvements soon.

Ms. Gulati noted community concerns about speeding on Mt. Pleasant, north of Bloor. She said that through the Vision Zero programme, the City has installed “Watch Your Speed” signs and will be monitoring the issue to see what else can be done.

The request for an advanced northbound left turn signal at Bloor East and Church has been studied but the determination has been not to recommend one, due to the movement patterns there.

Ms. Gulati said that the City is still studying the request for a signaled crossing at Church and Hayden. One of the issues with locating such a crossing there has been the short distance (less than 80 metres) from an existing signal. She noted that the City would be revising its signal spacing policy which would likely impact the decision about the requested crossing.

### **Questions and Answers**

Question: An attendee raised the concern of street lights being off intermittently at Bloor and Ted Rogers Way. He also asked whether rather than having the street excavated constantly for access to pipes and utility lines whether the city would consider as part of the its reconstruction of Bloor and Ted Rogers Way putting in what he called an “under the street service corridor.”

Answer: Ms. Gulati said that street lights are a Toronto Hydro responsibility but that she will flag the concern with City Traffic Management who can bring it up with Hydro. She said that consolidated utility trenches would be a good idea for the street, that the reconstruction was the time in which to put them in, and that she would bring this up to relevant people in her Division.

Question: Another resident voiced concerns about pedestrian safety at the intersection of Charles Street East., Jarvis/Ted Rogers Way and Mt. Pleasant. He said that this has to be one of the lowest safety intersections in the city and noted that Rogers had given money for street improvements there.

Answer: Ms. Gulati said that when the City looks at Ted Rogers way for the reconstruction that it will consider the intersection and that the money Rogers gave is tagged for just such work.

Question: Ms. Gulati was asked what budget will be allocated and measures taken to ensure safety in the Glen Road Tunnel. Will lights, safety and personnel be allotted for the tunnel? With the respite center nearby, the questioner said, it makes the tunnel a prime target for crime and dereliction.

Answer: Ms. Gulati responded that the budget for the tunnel improves lighting and creates electrical connections that could later be used for cameras, although it doesn’t presuppose them. She said that the police ultimately need to be involved in ensuring safety in the area, but that the City is trying to achieve safety through design which will mean an improvement in the situation but will not be a complete solution.

Question: A resident asked about parking and traffic congestion around Church and Sherbourne and what was being done to address traffic patterns and concerns.

Answer: Ms. Gulati said she could not answer specifics but that her division’s planning is around optimizing signals, curbside management, and creating clear enforceable situations. She spoke about

how designated turn lanes and changing the ways in which lanes were allocated had helped on Bloor Street East.

Question: Ms. Gulati was asked the follow-up question: “Would you consider getting rid of parking in that section?”

Answer: She responded by saying that the Division would look into that but that doing so would require working directly with adjacent property owners to determine parking needs and times.

Linda Brett, BENA President had a follow up comment on the matter, noting that a review of the parking is part of the plans for the Bloor Street Reconstruction Project and that this was confirmed at the meeting she and Walker Young had with Ms. Gulati the day before.

Question: Ms. Gulati was asked how the City would prioritize work and pedestrian safety particularly?

Answer: Ms. Gulati said that the Division modernizing is exciting in terms of the kinds of efficiencies and optimal ways of working that they are now discovering. Low hanging fruit, she said are around standardization and consolidation of processes. Ms. Gulati said, for example, that Traffic Operations staff in each district have different standards for studies and different tolerances for warrants and that tenders are issued district by district.

The Division’s modernization now means that they can take advantage of economies of scale by tendering materials such as guard rails centrally.

Ms. Gulati also says that everyone in her Division now sees their job as related to road safety and particularly to the safety for all users including pedestrians and cyclists.

Question: Ms. Gulati asked Ms. Gulati about turn issues experienced at Bloor and Church.

Answer: She said that she was unfamiliar with those issues and so could not speak to them specifically.

Question: Ms. Gulati also questioned Ms. Gulati about parking on Ted Rogers way and curbside regulation there, noting that from Church to Ted Rogers Way there are signs indicating no parking until 6:30 pm and on Ted Rogers Way to Sherbourne east bound other signs that indicate no parking until 6:00 pm but unfortunately cars park outside McDonalds at 5:45 pm reducing a two-lane road to a one lane road and causing major frustration and congestion for cyclists and traffic.

Answer: Ms. Gulati said that she had seen good results come from expanding curbside regulation to 7:00 pm and through one- and two- week enforcement blitzes.

Question: Ms. Gulati asked about implementing a motion that Kristyn Wong-Tam and Mary Fragedakis had passed in Council to allow for an advanced green left turn from Bloor Street down to the Valley such that cars would have access to the DVP and Bayview North and South from there.

Answer: Ms. Gulati, promised to mention this to her team.

As his final comment John Burt, acknowledged BENA President Linda Brett for her work.

## **Closing**

Linda Brett thanked attendees, speakers, and EN Consulting for attending.

## ADDENDUM

### Ward Maps

Ward 11 University-Rosedale

[http://www.toronto.ca/wp-content/uploads/2018/08/94e0-2018\\_Polling\\_Ward\\_11.pdf](http://www.toronto.ca/wp-content/uploads/2018/08/94e0-2018_Polling_Ward_11.pdf)

Ward 13 Toronto Centre

[https://www.toronto.ca/wp-content/uploads/2018/08/94ba-2018\\_Polling\\_Ward\\_13.pdf](https://www.toronto.ca/wp-content/uploads/2018/08/94ba-2018_Polling_Ward_13.pdf)

### Select Upcoming Toronto City Council and Committee Session Dates

(referenced by Councillor Mike Layton in his AGM presentation)

#### *City Council Dates*

Please note that all sessions of City Council are streamed live and archived at

<https://www.youtube.com/TorontoCityCouncilLive>

#### **December 4, 2018 - 2:00 PM - Meeting 1 (Special)**

The agenda of this session includes ceremonial business and the election of a Speaker and Deputy Speaker

As a special session, seating in the public gallery will be reserved for invited guests only, with additional unreserved seating available in Committee Room 1.

#### **December 5, 2018 - 9:30 AM**

This is a continuation of the meeting started on December 4<sup>th</sup>.

Agenda items include: To consider a report from the City Manager and City Clerk on impacts of the reduction of the size of Council on governance structures and processes including the committee structure, community council boundaries, members appointments and amendments to the Council Procedures; and as per usual to introduce and enact legislation

#### **December 13, 2018 - 9:30 AM**

This session constitutes part three of the first meeting of Council for the 2018-2022 term.

This meeting's agenda includes considering the report of the Striking Committee on Member appointments and the 2019 meeting schedule; the consideration of urgent business from City Officials; and as per usual consideration of Member motions and the introduction and enactment of legislation.

*Committee Dates*

**Tuesday, December 11, 2018 - 9:30 AM**

Community Councils meet (Meeting rooms to be announced)

The community councils, to be formally established by City Council at its December 5 session, will meet to elect their chairs and vice chairs. No other business will be considered.

**Wednesday, December 12, 2018 - 9:30 AM**

Striking Committee meets (Committee Room 1)

The Striking Committee will meet to consider Member preferences for appointments to committees, local boards and other bodies; and to consider the 2019 schedule of meetings.

Sources:

<http://www.toronto.ca/council>

<http://app.toronto.ca/tmmis/decisionBodyProfile.do?function=doViewMeetingNotice&meetingId=15089>

<http://app.toronto.ca/tmmis/meetingCalendarView.do>

## **Guest Speaker Contact Information**

**Jessica Bell, MPP University-Rosedale** (Riding Map: <https://bit.ly/2Ds9dg6>)

Official Opposition Critic - Transit

Member, Standing Committee on General Government

Party Affiliation: Ontario NDP

Queen's Park Office

Room 372

Main Legislative Building,

Queen's Park

Toronto, ON M7A 1A5

Phone: 416-325-1620

Fax: 416-325-1424

Constituency Office

719 Bloor St. West (Bloor and Christie)  
Unit 103  
Toronto, ON M5G 1K5

Phone: 416-535-7206

E-mail: [JBell-QP@ndp.on.ca](mailto:JBell-QP@ndp.on.ca); [jessica.bell@ontariondp.ca](mailto:jessica.bell@ontariondp.ca)

Facebook: <http://www.facebook.com/UniRoseJessicaBell/> (Facebook Page)  
[m.me/UniRoseJessicaBell](https://m.me/UniRoseJessicaBell) (Facebook Messenger link)

Twitter: <http://twitter.com/JessicaBellTO>

**Mike Layton, City Councillor, Ward 13 – University-Rosedale**

Toronto City Hall  
100 Queen Street West, Suite C47  
Toronto, ON M5H 2N2

E-mail: [councillor\\_layton@toronto.ca](mailto:councillor_layton@toronto.ca)

Phone: 416-392-4009

Fax: 416-392-4100

Website: <http://mikelayton.to/>

(website has been updated in terms of content, but has not yet integrated new Ward title, maps, etc.)

Twitter: [http://twitter.com/m\\_layton](http://twitter.com/m_layton)

**Kristyn Wong-Tam, City Councillor, Ward 11 – Toronto Centre**

(Not present at this 2018 BENA AGM; represented on the night by staffer Edward Larusic, who did not speak)

Toronto City Hall  
100 Queen Street West, Suite A5  
Toronto, ON M5H 2N2

Email: [councillor\\_wongtam@toronto.ca](mailto:councillor_wongtam@toronto.ca)

Phone: 416-392-7903

Fax: 416-696-4300

Twitter: <http://twitter.com/kristynwongtam>

**Jacquelyn Hayward Gulati, Director, Transportation Project Design and Management, City of Toronto**

Toronto City Hall  
24th Floor East,  
100 Queen Street West  
Toronto ON M5H 2N2

Phone: 416-392-5348

Fax: 416-696-3743

Twitter: [http://twitter.com/jacquelyn\\_hg](http://twitter.com/jacquelyn_hg)

LinkedIn: <http://www.linkedin.com/in/jacquelyn-hayward-gulati-4458685/>