



**MINUTES OF MEETING #53
TUESDAY, September 9, 2014
Radisson Admiral Hotel, 249 Queens Quay West
Chaired by Bob Rasmussen**

Residents (who signed in) attending:

10 Yonge St. – Ed Hore, Jim McDonald, Pearl Thelfa
 8 York Street – Cyndy De Los Santos
 33 Harbour Square – Marlies Burkhard, May Chan, Maggie Kong, Chris Lemassif, Helen Skwarok
 55 Harbour Square – Leah Lambert, Ulla & Michael Colgrass, Laurie Brooks, Braz Menezes
 65 Harbour Square – Friedel Hatje, Klaus Hatje, Bob & Celia Rasmussen, Dale & Inna Whittington, Katie Daughtry
 99 Harbour Square – O. Knudsen, John & Penny Smith, John Zachariassen, Ellen Nichols
 208 Queens Quay West – Estelle Weynman,
 218 Queens Quay West – Marilyn Ramanathan
 228 Queens Quay West – Marie Blanchard, Adriana Gonzalez, Santiago Stacey
 230 Queens Quay West – Sarah Hsieh
 250 Queens Quay West – Claire Sparks, Oliver Santiago
 251 Queens Quay West – Allan Rivers, Fran Piletti-Costantino
 260 Queens Quay West – Carol McCanse, Marcia Boyd
 270 Queens Quay West – Heather Donney, Norman Di Pasquale
 34 Little Norway Crescent – Hal Beck

Guests

Samantha Gileno, Waterfront Toronto
 Marah Braye, Heather Waddell, Harbourfront Centre
 Tom Davidson, representing Councillor Pam McConnell
 Anshul Kapoor, Joe Cressy, Eti Greenberg, Ari Goldfind
 Jay Duluth, Cliff & Deborah Mewdell, Pippa Halzah, Stephen Scheinert, Frank Glosnek, Shirley Bush

[Total of 84 attended, not all signed up]

1. Adoption of Minutes from May 13, 2014 meeting

On a motion from Allan Rivers, seconded by Ed Hore, the minutes were adopted.

2. Adoption of the agenda

On a motion from Claire Sparks, seconded by Ellen Nichols, the agenda was adopted.

3. Bob Rasmussen, chair of the meeting, introduced Ken Greenberg and other special guests, among them Harbourfront Toronto's new CEO Marah Braye; candidates for Councillor in Ward 20 Anshul Kapoor, Joe Cressy and other candidates for the Oct. 27 municipal election.

4. Guest Speaker: Ken Greenberg, international urban planner had prepared a special illustrated presentation about waterfronts here and in other big cities. Among his comments:

Cities periodically reinvent themselves, often shaped by lakes and rivers. The environment determines how we live, work, move and socialize. As examples he showed us transformations of St. Paul, Brooklyn, Stockholm and the Lower Don Lands. These developments are enormous and take decades to complete. They require long-term reliable stewardship that includes planners, politicians and citizens. The Port Lands in Toronto has 1000 acres and is undergoing a 50-year transformation, which cannot change with different political regimes. NYC's Battery Park projects took 40 years, adding more generous parks and new communities. Learned from this was a radical mix of residential with commercial uses, built on layers of history with industry and water uses.

Toronto has a watershed of rivers going up to the Niagara Escarpment ridge. He compared it with Edmonton, which is growing simultaneously denser and greener. The Lower Don Lands will also give experiences in nature in an urban context. The city can become its own resort – like the Waterfront on Lake Ontario. It is important to lead with public spaces, and not with all other developments – such as Corktown Common being created before the Pan Am Games.

All Waterfronts must take climate change into account and make shorelines safe, which is very expensive. Waterfront Toronto's re-naturalization of the mouth of the Don River includes parkland, transit and other developments. We need to get people out of their professional silos. Lateral solutions mean solving more than one problem at a time. One goal is to put net energy into the grid.

In St. Paul, Mississippi, Ken helped turn junkyard and parking areas to a 16-km promenade with green spaces and new neighbourhoods – the Great River Park. The city formed a civic corporation, which every year invites all citizens to celebrate St. Paul's progress. They planted 35,000 trees in the river valley.

Harbourfront Centre added 3 things to our city – discovery of the Waterfront, discovery of ourselves, and filling in of the city. In 1972, Pierre Trudeau had the brilliant insight to develop Waterfronts across the country – Toronto, Montreal, Halifax, Quebec and Vancouver came into being and gave new perceptions of who we are. HfC became a centre for our great cultural diversity. Here all countries come to celebrate themselves, share food, performances, clothes, skating, yoga and the

author's festival. The Music Garden and Power Plans came to life. HfC is evolving and will be more active year-around, helped by the new marvellous Queens Quay.

Cautionary tales: Engagement of the community is essential. The Lower Don Lands plan has won many awards. The Waterfront came through the 2011 election and the boondoggle with "stop the gravy train" etc. Rob Ford hatched his own plan, which could have derailed everything. In the end, City Council voted 45 to 0 against Ford's plan – the Ford brothers even voted against themselves!

New challenge: the Island Airport. The TPA worked with engineers and experts on plans that secretly could compromise the Waterfront. It's incredibly damaging. The public must take ownership of the Waterfront and prevent it from becoming "a change in kind", dominated by an airport the size of Ottawa's International Airport. The slogan from years ago still applies: A Clean, Green, Accessible Waterfront. Why give it away?

Q & A

Ed Hore: How do you see the role of the TPA as custodian of the Airport?

Ken: It is highly problematic. TPA was supposed to run the port, but there is no port – they are the wrong tool in this toolbox. TPA are insulated and not part of the conversation about the Waterfront.

Dale Whittington: What will happen to all sailing and boating through the Eastern Gap if the Airport expands?

Ken: Look at the requirements of aviation regulations. No proponents, the TPA or Porter Airlines, have acknowledged the plan, including runway approach lights to be built out into the Bay.

Anshul Kapoor: How much (protest) activity from citizens would it take to change the tide with politicians?

Ken: A bullet-proof agency is needed to transcend the opposition (pro-jet crowd).

Joe Cressy: How do you view the Gardiner Expressway in relation to the Waterfront?

Ken: Over 100 cities in the world have taken down mid-century highways going through cities (Seattle etc.) Waterfront Toronto has recommended demolition of the Gardiner as the least expensive solution. Continuing to rely on cars to get around is a losing proposition. It would be criminal to rebuild the Gardiner.

Innes Whittington: Why do politicians have their own plans, when we have Waterfront Toronto with no power?

Ken: We must anchor our planning structure and allow WT to borrow or issue bonds. It would be a different picture. Now it's difficult to move ahead with 5 players on the field of planning.

Claire Sparks: Is it true that the extended runways into the lake would require unsightly blast walls to prevent boats from being blown over by jets taking off?

Ken: I don't know (no airport Masterplan is submitted). The TPA's game is to get approval before giving away serious information.

Shirley Bush: I see no hope in hell to stop jets. TPA has proceeded relentlessly. The Tripartite agreement might as well be written on toilet paper. We need to get people excited about saving the Waterfront.

Braz Menezes: The public's attention span is short. Where are the agencies and individuals who can ignite broader participation?

Ken: It takes time. The recent media upset around Sugar Beach got no traction. People see the Waterfront coming into being and will see its role. It is crucial that people mobilize – that is powerful.

Ulla Colgrass: The citizens are very active. So far Harbourfront Centre, the Waterfront BIA, tour boat association and condo boards are silent. They need to speak up.

Ken: I agree, that is important.

[Ken Greenberg's Waterfront presentation can be found on yqna.ca: *enjoy our foremost urban planner*]

5. Treasurer's Report

Allan Rivers reported for Angie Rivers: We have a balance of \$1,054.35. A \$50 donation was received on line, which added \$42.25 to our coffers. Because of such steep fees, Allan suggested that people pay by cheque. Ulla suggested that we place a Donation Box by the door to encourage members to donate what they can.

6. Tom Davidson from Councillor Pam McConnell's office reported that the York/Bay off ramp has entered the design phase to remove it. It will go out for tender in 2015 and taken down 2016-17. The seed money came from Menkes' Section 37 contribution.

Claire Sparks: We want to save the mature trees in this Off-ramp park.

Bob Rasmussen: That's where we will need more community participation.

Tom: The Ferry Dock redesign and Harbour Square Park plans will be done in 2015 and implemented in 2017. A playground may be installed in the 2016 phase. The Docks will be a wholesale renovation.

The PATH connection from Oxford's new RBC building on Queens Quay has already one leg installed. The rest is soon to follow and the PATH will open in October this year.

Captain Johns? Not gone yet!

7. Adjournment

On a motion from Marie Blanchard and seconded by Braz Menezes, the meeting was adjourned.

8. Next Meeting Date: A proposed change for the next meeting to Wednesday, Nov. 12, 2014 (Tuesday Nov. 11 is a holiday). Bob will check availability for a room at the Radisson Admiral Hotel before the meeting notice goes out.