



Agenda

WATERFRONT COMMITTEE

**MACLEOD ROOM,
2ND FLOOR
100 WATER STREET EAST - CORNWALL**

**Meeting No. 2017 - 06
Thursday, November 16, 2017 @ 5:30 p.m.
Dinner will be served at 5:00 p.m.**

- 1) Welcome and Call Meeting to Order by Chairman
- 2) Roll Call
- 3) Review and Approval of Agenda
 - i) Additions and/or deletions and Adoption of the Agenda.....Pages 1 – 2
- 1) Adoption of the Minutes of Meeting No. 2017-05 held on
Wednesday, September 13th, 2017.....Pages 3 – 9
- 2) Declaration of Conflict of Interest
- 6) Presentation(s)
None

7) Business Arising from the Minutes:

i) Continued updates, as required, on various previously discussed topics such as:

- **Meeting with Federal Government** – Mark Boileau
 - Update from Administration on discussions with the Federal government with respect to the Waterfront property and their future plans.
- **Locomotive (Engine) #17** – Continued discussion on preferred Lamoureux Park site location for Locomotive (Engine) #17.
- **Accent Lighting / Solar Power Technologies** – Bernie Terrence
 - Update on accent lighting in Lamoureux Park.

8) New Business:

- **New items for discussion** – Bill Beattie
 - Possible stairway and wharf at City owned property south of Anthony Street.
 - Tree location for discussion between Anthony & Jarvis, west of boat house

9) Notices of Motion: N/A

10) Information:

- **Budget Submission Update** – Mary Joyce-Smith
 - Update from Planning Division Manager with respect to Waterfront budget.
- **Parc Pointe Maligne Park Sign & Legion Sign** – Jamie Fawthrop
 - Correction on new Parc Pointe Maligne Park sign.
 - Update on the Royal Canadian Legion's meeting with respect to the removal the Legion Park sign from the Clubhouse Building.

11) Next Meeting

The next meeting will be held on Thursday, December 21, 2017, or at an alternate date determined by the Chair/Committee.

12) Adjournment



Minutes

WATERFRONT COMMITTEE **Meeting ID: 2017-05**

MacLeod Room – 2ND Floor
100 Water Street East – Cornwall
Wednesday, September 13, 2017 @ 5:30 PM

Attendance Committee Members:

Todd Bennett, Chair
Stephen Alexander
Bill Beattie
Kyle Bergeron
Councillor Denis Carr
Gerry Flaherty
François Marineau
Étienne Saint-Aubin
Bernie Terrence

Attendance Staff:

Mark Boileau – Staff
Ely Daniels - Recording Secretary
Jamie Fawthrop – Staff

Regrets:

Mary Joyce-Smith – Staff
Eric Bergeron (Resigned from his position on the Waterfront Committee)
Ted Castle
Councillor André Rivette

Guests: **Bill de Witt, Division Manager, Municipal Works Department**

Attendance Public: **There were three members of the public present.**

1. Welcome and Call Meeting to Order by Chairman:

Chair Todd Bennett called the meeting to order at 5:30 p.m.

2. Roll Call:

Roll Call was conducted by Recording Secretary, Ely Daniels.

3. Review and Approval of the Agenda of September 13, 2017 - Meeting No. 2017-05:

Additions and/or deletions, and Adoption of the Agenda

It was: **MOVED BY:** Stephen Alexander
 SECONDED BY: Bill Beattie

That the Agenda of Meeting No. 2017-05 dated Wednesday, September 13, 2017 be approved as presented.

Motion Carried

4. Adoption of the Minutes of Meeting No. 2017-04 dated Thursday, June 15, 2017:

It was: **MOVED BY:** Bernie Terrence
 SECONDED BY: Bill Beattie

That the Minutes of Meeting ID: 2017-04 dated Thursday, June 15, 2017 be approved as presented.

Motion Carried

5. Declaration of Conflict of Interest:

There was no conflict of interest declared by the members present.

6. Presentation(s):

Bill de Witt, Division Manager of the City's Municipal Works provided a presentation with respect to the Locomotive No.17 (train engine) situated at the corner of Ninth and Brookdale. He advised that in 2006, a motion was passed by Council to designate the locomotive as an artifact of cultural heritage and interest, and since then, the engine has received very little maintenance and fallen into disrepair. He added that a petition was brought to Council this past February calling on the City to do some cosmetic work on the engine. During this year's budget deliberations, Council set aside \$100,000 for repairs to the locomotive. According to the report submitted to Council, if the City was to restore the train to a museum-quality level, it would cost much more than the amount set aside. The City's Municipal Works Department inspected the engine and found it was in "critical need" of new protective paint. To restore the train would require completely stripping the old lead paint off, repainting with the same colours and details, and replacing the exterior components with originals from other trains or paying artisans to reproduce them.

Instead, Staff members are recommending the City “refurbish” the train, where the authenticity will be secondary to the long-time durability of the engine. If the City agrees to the refurbishment, the engine will be stripped and repainted, but the emphasis will be on keeping it from deteriorating in the elements rather than looking as it did when it was operational. The outside components could be replaced with new parts made of modern materials as well. By forgoing authenticity, the locomotive then becomes a symbol which depicts the history that it represents. Refurbishing it would also keep the price of the project to the \$100,000 Council set aside for it. It was suggested at some point that because this project is expected to cost up to \$100,000, the locomotive should be relocated from its’ current location to a higher profile location where it would have more exposure, however, the funding that has been set aside does not include the cost of relocating the engine nor the public consultations. They are now looking at two options; (Option 1) the engine remains at its existing location (Ninth and Brookdale); and (Option 2) the engine gets relocated to the south west corner of Water Street and Newsy Lalonde Way. The historical significance of the second option location is that it would be adjacent to where the train was once housed in the former train yards, long before the mall existed. At this time, Option 2 would provide a much higher level of public exposure resulting from more intensive pedestrian activity due to proximity to the park, Civic Complex, Mall, Downtown BIA, etc. Mr. de Witt concluded that he is now looking for Waterfront Committee members’ feedback on the options presented along with a rationale for the decision, and/or suggestions for other suitable locations with rationale for the potential relocation of the locomotive.

Étienne Saint-Aubin stated that in terms of the engine being the focal point, Option 2 would be a more preferable one. He then asked for additional information with respect to the second option’s soil bearing capacity. He added that he hoped a special event surrounding the locomotive could be incorporated, once it is refurbished. He added that one person’s junk is another person’s treasure and understood why Council felt it was wise to maintain and refurbish the engine as it reflects a portion of the community.

Bill de Witt replied that with respect to the soil bearing capacity, he would request that a geological examination be completed. He added that when he began researching into the refurbishment of the engine, he was able to communicate with the Canadian Historical Train Society from Saint-Constant, Québec, who in turn agreed to send a representative who has since examined the engine and indicated that it is in excellent condition.

Bill Beattie stated he was under the impression that because of the contaminated lead paint, the engine could not be sand-blasted, and would have to be taken off site to be repainted.

Bill de Witt replied that although it is an option, he’s communicated with other reliable companies who have had experience in a tarping process involving covering the locomotive with a huge tent to trap the contaminated paint. One of these companies worked on the locomotive at the Science Technical Centre.

Bill Beattie stated that although Option 2 (in front of the barns where the engine would have run) would be the best location, he couldn’t see the project moving forward due to the City’s budget status.

Gerry Flaherty stated that Option 2 is too much of a prominent central Lamoureux Park location, and that instead the locomotive should be relocated further east of the Civic Complex, west of the parking lot.

Stephen Alexander suggested a public area at the Cotton Mills could be an alternate location. He added that it may seem isolated in the short term, but as the Cotton Mills' evolve, the location may not be so isolated in the long term.

Bill Beattie suggested that the Domtar or Courtaulds lands can also be other suitable locations, mainly because the locomotive would have been mostly used there.

After some further discussion,

It was:	MOVED BY:	Étienne Saint-Aubin
	SECONDED BY:	Gerry Flaherty

That the Committee endorse the placement of the engine, at a location further east of the Civic Complex, west of the parking lot.

François Marineau stated that it was imperative that the locomotive be strategically placed as the City needs to tell its' story so that the public can appreciate and take pride in it. He added that the City has already lost many heritage and historical assets, and now that the City has one, it must ensure for its' care and relocate it where it can be showcased. He suggested that an interpretive plaque also be created and integrated in this project.

General Manager, Planning, Development and Recreation Mark Boileau stated that he sensed there was consensus from members that the engine be relocated; however, additional information is needed on the alternative sites. He advised that it wasn't wise for the Committee to conclude with a definite location this evening and suggested that the locomotive be kept on the agenda for further updates.

Following a further brief discussion, Étienne Saint-Aubin withdrew his motion.

Chair Todd Bennett suggested that a site visit could be arranged in the next few weeks so that proper discussions can resume at the October Waterfront meeting.

7. Business Arising from the Minutes:

i.) Continued updates on:

- **Waterfront Marina Condo Proposal** – Mark Boileau (Lead) – Update from Administration and questions from the Waterfront Committee

Mark Boileau advised that at the last Waterfront Meeting, he provided an update to members with respect to a request the City made to the Federal government which read ... "Further to our recent conversation, can you elaborate as to whether you anticipate the subject lands in Cornwall will be deemed surplus, and when will the government proceed with a disposable strategy.

Should any of the Federal Waterfront lands become surplus, is there a time frame for such a disposable strategy process. I wish to confirm that the City would certainly have interest in that process and those discussions in potentially acquiring certain lands". He added that he had received a reply from Mr. Peter Magdalena, Regional Manager of Real Estate Services for Public Services Canada indicating that they would be reviewing the Federal land inventory in Cornwall and that he could not definitively tell at this time, what the outcome will be or the timing. The reply stated that the City's interest was noted as per their policies and any surplus properties would be circulated to the City on a priority basis. It also stated that as they progress with a review, he wished to have a meeting with the City so that they can get a better understanding of the City's local issues, its' long term urban planning issues and any other matters that would assist them in their review. Mark Boileau confirmed that Mr. Magdalena has proposed a meeting take place with him either in September or October, and that he was just waiting on a date confirmation. He also advised that communications took place between Mr. Clément and the Federal government, and their reply letter stated "Thank you for your update; we are internally reviewing this property. As noted previously, this property is not surplus at this time, and should it be declared surplus by the Federal government, it would follow its' disposal process which would involve circulating to the property's three levels of government on a priority basis. Should no level of government express interest, it would be placed in an open market and request offers in an open, fair and transparent process". Mark Boileau added that a meeting will take place with Mr. Magdalena and his team to discuss the City's goals for this area and to gain a better understanding on where they stand with respect to determining whether this land is surplus or not. In terms of land use, Mark stated that the land's current status in the City's Official Plan is Open Space, and the proposed designation in the "new" OP to be formally adopted is again Open Space. He added that he has not seen any indications from the Federal government that would cause the City to be concerned that they are not following process. The Federal government is not going to release this property to a private developer without going through the proper channels and of course, part of the process and in addition to declaring the land surplus, is an Official Plan and Zoning By-law Amendment, Public Consultation, etc., which would allow for any development to occur.

Etienne Saint-Aubin stated it is time to clearly renew the consensus about where the Waterfront Committee is going with the Waterfront, and questioned what happened during the Clément proposal. He added that his focus was not to cast blame, but to prevent some things from happening again. "The Waterfront Committee is rapidly becoming known to the community as being largely irrelevant as far as the Waterfront's future is concerned, and that people's perception is that it doesn't matter that the Committee designated Parc Pointe Maligne Park". He also asked what has been done and what is being planned to help the former Domtar lands rise up from its' damage. He said that these lands are a matter of political will, and that our Mayor and/or Council need to go forward with a vision to the Federal government for things to properly happen there. Since the return of chemical tanks, he is not reassured by the comments that no lands are being sold. He stated there is a need to have condos, and the intent is not to ban them from the community. But instead, if there is a consensus, the former Domtar lands are where the City wants to encourage/promote private development. He concluded that "If we don't get answers to these fundamental questions, then our many discussions will only be marginal, and we will not have done our job."

Kyle Bergeron stated that over the past 10 years, there have been three proposals to build on the Lamoureux Park land. He added he believes the reason there aren't presently any condos in and around here is because the residents of Cornwall have expressed outrage and challenged every proposal that has come their way. He added that "Developers seem to hope there will be a time when people get sick of having to go through this again and again, so they keep testing to see if the public's will is waning and to push the envelope on this issue. He stated there needs to be something more concrete, so we don't have to go through this every four years.

Bill Beattie stated he was frustrated the issue progressed as far as it had without the Waterfront Committee's input. He added that the community was aware that the developer had contacted the Federal government, and was upset by what was going on.

Both Councillor Denis Carr and the City's General Manager of the Planning, Development and Recreation Department, Mark Boileau, defended Council and City Administration with respect to how the Marina proposal by Clement was handled. Both advised that they cannot control what proposals individuals bring forth to City Council for discussion.

Councillor Denis Carr reiterated that the City isn't giving anyone permission to build in Lamoureux Park, never has and never will, Pointe Maligne included. He added that he can have discussions with anyone; however, he can only provide information to those people who can act on those inquiries.

After further discussions, a motion was passed to formally oppose "Les Condos De La Marina" development concept which was proposed by C.H. Clément Construction.

It was: **MOVED BY:** **François Marineau**
 SECONDED BY: **Étienne Saint-Aubin**

"That the Waterfront Committee fully and strongly supports the principles and direction of the Waterfront Plan and the Official Plan, and therefore any private development in Lamoureux Park, including the Marina, Legion Park, and Parc Pointe Maligne Park, is not deemed appropriate".

Motion Carried

- **Branding Project** - Deferred until next meeting
- **Accent Lighting / Solar Power Technologies** – Bernie Terrence - **Deferred until next meeting**
- **Parc Pointe Maligne Park** – Jamie Fawthrop

Jamie Fawthrop, Division Manager of Parks and Recreation Department advised that the Parc Pointe Maligne Park sign is ready to be installed and the intention is to install it either at the end of Bergeron Drive, or at the west end where the bike path comes in from around the Marina. The reason for considering those locations is that they are main entrance points to the area. However, he added they would prefer installing the sign at the end of Bergeron Drive (up on the hill), where it would be most visible. If members are all in agreement, he advised that the sign will be installed at the preferred location.

After a brief discussion,

It was:	MOVED BY:	Stephen Alexander
	SECONDED BY:	Kyle Bergeron

That the Parc Pointe Maligne Park sign be installed at the end of Bergeron Drive location.

Motion Carried

Bill Beattie added that he had spoken to the Legion people regarding their sign and they stated they had no objections in its' removal from the building.

Jamie Fawthrop advised that he would speak to the Legion people to get their approval prior to removing the sign from the building.

8) New Business: N/A

9) Notices of Motion: N/A

10) Information:

- Locomotive (Engine) #17 to a location in Lamoureux Park by Newsy Lalonde Drive. – Item was discussed at the start of the meeting.
- Great Lakes Waterfront Trail named Ontario Trail of Distinction - **Deferred until next meeting.**

11) Next Meeting

The next meeting will be held on Thursday, October 19th, 2017, or at an alternate date determined by the Chair/Committee.

François Marineau provided a reminder with respect to the 2017 World Canals Conference event to be held from September 24 – 28, 2017 at the Erie Canal in Syracuse, New York. It was suggested back in January 2017 that interested members visit the conference's website to see if there was an item of interest they wished to attend.

After a brief discussion, Mark Boileau requested that an email be re-circulated to see if there was enough interest in attending, and if so, a vehicle would be made available for a day trip.

12) Adjournment:

It was:	MOVED BY:	Bill Beattie
	SECONDED BY:	Bernie Terrence

That the meeting be adjourned at 7:55 p.m.

Motion Carried

Todd Bennett, Chair