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Message-Id: <4.2.0.58.20030214155628.00d3e110@mail.glu.org>

X-Sender: jen@mail.glu.org

X-Mailer: QUALCOMM Windows Eudora Pro Version 4.2.0.58

Date: Fri, 14 Feb 2003 16:09:12 -0500

To: jen@glu.org

From: Jennifer Nalbone <jen@glu.org>

Subject: Oshawa in storm over port: LOK responds

Mime-Version: 1.0

Content-Type: multipart/alternative;

boundary="===== _20957162 == _ .ALT"

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Content-Type: text/plain; charset="iso-8859-1"; format=flowed

Content-Transfer-Encoding: quoted-printable

While this article does not mention the Navigation expansion study, it clearly raises the conflicts between the recreational and commercial use of Great Lakes ports and harbors.

Lake Ontario Keepers letter to the editor follows.
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Articles linked on the Lake Ontario keeper website:
<http://www.waterkeeper.ca/lok/index.cfm?DSP=3Dcontent>
<<http://www.waterkeeper.ca/lok/index.cfm?DSP=3Dcontent&ContentID=3D6262>> =
&ContentID=3D6262

Durham Region - Durham Waterfront

Toronto Star February 14/2003 = 20
Oshawa in storm over port by Royson James

Oshawa doesn't say much and asks for even less. The blue-collar town on the outskirts of Toronto goes about its business with such quiet efficiency it is easy to forget it's a viable city of 150,000 residents.

The auto industry is the mainstay of Ontario's manufacturing economy and the largest manufacturing industry in Greater Toronto. As a matter of

fact, Detroit is the only other region in North America that has more automotive jobs than the Golden Horseshoe. = 20

There is Ford in Oakville and St. Thomas, Chrysler in Brampton, Honda = in

Alliston and Toyota in Cambridge, GM in St. Catharines, but GM and Oshawa is the anchor that drives this vital economic engine. "We = produce

almost a million vehicles in Oshawa. We have the largest auto assembly plant in North America, and when the new GM plant is finished, it'll make the auto operation the largest in the world," says the city's robust mayor, Nancy Diamond. = 20

"Our workers, ranked number 1 in North America for productivity, and number 1 for quality, contribute enormous value to the Canadian economy." = 20

She doesn't say it, but one gets the idea the city doesn't get nearly enough respect and recognition. = 20

"These men and women work hard, through three shifts a day. We do our best as a blue-collar city, but damn it, we need quality of life, too. We need recreation," says Diamond in an interview this week. = 20

What has her riled - and it is not wise riling Diamond, who towers = above

many a GTA politician both mentally and physically - is a push by the Oshawa Harbour Commission to shut down the city's marina. In fact the commission did so last October, forcing some 200 to 300 boaters to scramble around Durham Region for alternatives. = 20

Taking action to maroon your boating community is suicidal for a city with dreams of turning its harbour area into a vibrant waterfront precinct for living, recreation and commerce. = 20

But the Oshawa Harbour Commission, which like the one in Toronto and elsewhere marches to its own off-beat drum and has little regard for civic priorities, pressed ahead and gave out eviction notices last spring. = 20

Diamond and city councillors and the town's marina users committee have been battling furiously since the harbour commission released its destructive intentions last May. = 20

But neither rallies nor petitions, letters, unanimous city council votes, protests, letters to the editor, righteous and unrighteous indignation - nothing - has managed to dissuade them. = 20

According to Diamond, Oshawa has developed wonderful facilities along the lakefront - including a premier baseball facility in the west; Lakeview Park with a museum complex, picnic and entertainment areas; a

beach, marsh, wildlife preserves and a waterfront trail. The city is looking to enhance and expand these at the west end of the harbour, leaving the eastern section to port operations. = 20

But the harbour commission, soon to become a port authority, says the marina is a money loser. Besides, a consultant's report says an old industrial dumpsite is so polluting the area the basin must be filled = in to remediate the contaminants. This limits use of the marina to daytime only and the yacht club and other uses must cease. = 20

But city councillors will get a second opinion at a briefing this morning. A peer review of the report done for the harbour commissioners concludes that while the entire harbour area is exposed to = contaminants, there is a better way to deal with the problem - a way that does not fill in the basin, that saves the marina and leaves the area accessible to full recreational uses. = 20

"What we need is a little flexibility and co-operation to see how far = we can go with this and save the marina," said Councillor = 20

Nester Pidwerbecki, chair of council's harbour negotiating committee, a group that has been spectacularly unsuccessful in changing the minds of the three harbour commissioners, two of whom are appointed by the federal government. = 20

Diamond says this review backs the city's view and bolsters her = requests to federal Transport Minister David Collenette and Prime Minister Jean Chretien to instruct their appointees on the board to save the marina. (She's given up on the local MP Ivan Grose, who sides with commissioners.) = 20

In a letter to Chretien last December, Diamond wrote: "It is intrinsically wrong that two federal government patronage appointees should outvote the duly elected council of the City of Oshawa. ... We expect you, as our elected head of government, to inform your = appointees and their staff that their actions are ill-advised, unacceptable and undemocratic." = 20

Another letter to Collenette evoked a "can't do anything" response. "Damn it, yes you can," is Diamond's position. "Our harbour can take = two ships in a year, yet they (harbour commissioners) want to dump the marina and put their admiral hat on and pretend they are a big fancy port. Give me back my marina." = 20

For once, Mr. Collenette, can you listen to Oshawa? = 20

Letter to the editor, Toronto Star February 14/2003 = 20
Federal policy blind to local vision by Krystyn Tully

The following letter to the editor was submitted Friday, February 14. = 20

I watch with interest as residents and city officials of my hometown challenge the notion that our waterfronts belong to the federal government ("Oshawa in storm over port," February 14). = 20

While the future of Oshawa's harbour may be uncertain, the =
controversial
debate will make waves in other federally-controlled areas like =
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and Toronto. = 20

More and more, waterfront development plans are shifting away from traditional commercial shipping projects. Regional governments are instead opting for community-oriented environmental, cultural, and diversified land-use plans. = 20

Unfortunately, federal marine policies do not seem to reflect this shift. = 20

One of the purposes of Canada's official marine policy is the elimination of "unnecessary regulation" and "outdated legislation." Surely does not include eliminating environmental safeguards and basic democratic accountability! = 20

Thank goodness for the residents and councillors in Oshawa who are fighting so hard to protect the people who live, work and play on the waterfront every day. The courage and commitment they show bode well =
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the future of our Great Lake. = 20

Krystyn Tully = 20
Executive Director = 20
Lake Ontario Waterkeeper = 20

Jennifer Nalbone
Habitat and Biodiversity Coordinator
Great Lakes United
1300 Elmwood Avenue
Cassety Hall- Buffalo State College
Buffalo, NY 14222

ph: (716) 886-0142 fax:-0303

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