



BRIDGE REPORT

Governor's Bridge Ratepayers Association Newsletter

The 55th GBRA Community BBQ in Nesbitt Park, on Saturday, Sept 14

Please join us for our annual neighbourhood BBQ in Nesbitt Park on Saturday, September 14th.

As always, we'll have hotdogs, hamburgers, corn, ice cream, games, face painting and more! Come out and chat with your neighbours, enjoy some food or watch the kids run around and have fun!

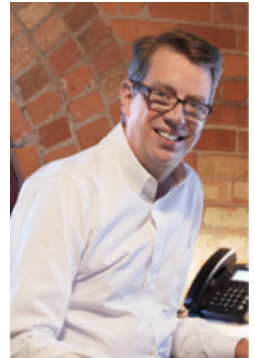
Call for help: Know someone with musical talent? This could be a garage band, a singer, an aspiring DJ, someone with a summer fun playlist and a speaker - we are open to anything, so please reach out! Music is always a welcome addition to this event.

Please email karriparadi@gmail.com, or text 416-526-3838 if you can help out with these items or if you'd like to volunteer.

Have a great summer, and see you soon!

A Goodbye from Chris

These days, necessity seems to be the mother of invention. In 2023, the GBRA Board was fortunate to work together to research and suggest a shared cost solution to members as a potential solution for the number one local issue – area security. A special thank you must go out to our GB neighbours who've financially supported Supreme Security's shared area cost security program that launched in 2024.



As someone who is retiring from the GBRA Board after over a decade of service, I wanted to personally thank Jeff Hanemaayer for managing the GBRA's Neighbourhood Watch – Protect and Connect program and area contact database, along with our great Board of Directors, who've contributed significantly over their years of service in making Governor's Bridge a special place to live, work, play in, and enjoy.

I'm excited to announce some very good news that Alan McFarland will be returning as President of the GBRA, along with Amy Rajan and Jorge Santos joining as new Directors, expanding our Board of Directors to a full 9 members, a first in a long time.

The next step for me is to work with the GBRA, 5RA's, FoNTRA, FoSTRA, City of Toronto and Metrolinx to make Governor's Bridge one of Toronto's most walkable neighbourhoods. My hope is that we can work together towards a day when walkers and bikers can start at Governor's Park (potential new park beside True Davidson), make their way down to the Brickworks via the East Toronto Railpath, enjoy a great view of Toronto from the revitalized Governor's Bridge Lookout, and connect with the Don Valley Path system down to the Waterfront and the West Toronto Rail path. The possibilities for all of us to work together to create a great legacy active transportation corridor system called the Downtown Desire Line is what I'm looking forward to working on next. Please reach out to chris@moveable.com to make this a reality.

From the Office of Dianne Saxe

We reached out to Dianne Saxe, Councillor for Ward 11, for an update regarding her first year in office and her team's priorities. She was kind enough to send us this letter:

May, 2024

Over the past year, safety and security in our communities have been of paramount concern for my office. In particular, auto theft is up across Toronto. We had a community town hall dedicated to the subject in February. The federal government has promised to improve security at the Port of Montreal, where most stolen cars are shipped. Meanwhile, 53 Division of Toronto Police Services is doing more proactive night patrols and community engagement.

At our town hall, TPS officers presented best safety practices and insight into their investigative techniques. They are ready to handle your questions; please reach out to our office if you would like to be put in touch with officers assigned to University-Rosedale.

City staff continue to work toward the Governor's Bridge Lookout Revitalization at the Toronto Brick Works. Working in close collaboration with the GBRA and in partnership with Toronto and Region Conservation Authority, a concept design has been completed. Funding for the project will require support from other levels of government, which the city continues to advocate for.

Area security includes safe streets. Concerns over turning safety at Bayview Ave. and Nesbitt continue through my office. We are working closely with the police and transportation services on the large number of complaints about heavy traffic in residential areas, and road traffic violations. Data is important for focusing scarce enforcement resources, so we encourage you to report traffic violations at: <https://www.tps.ca/services/online-reporting/>. Parking violations should be reported at: <https://www.tps.ca/services/online-reporting/parking-complaint-access/>.

City staff have compiled a list of the major construction projects and provided a helpful map for residents. Write to our office for details at councillor_saxe@toronto.ca.



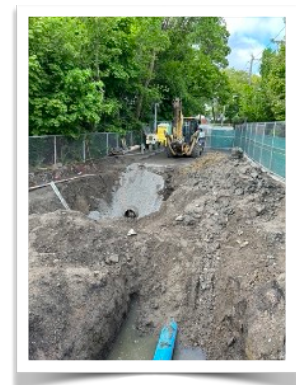
Another City Issue: Do you hate Noisy Mufflers?

Vehicle noise disturbs people across the city night and day. The City of Toronto's Municipal Licensing and Standards team is partnering up with [No More Noise Toronto](#), a grassroots organization, to find out where city residents think they should test motor vehicles this summer against the new, stronger bylaws. You can register on their website where you feel stronger enforcement is needed.

The Recent Increase in Traffic...

Further to Dianne Saxe’s comment regarding traffic in Ward 11, it’s been brought to our attention from many residents that the last month has seen a dramatic increase in traffic on Nesbitt Drive and Governors Road in the mid-afternoon, right before and right after the no left turn to Bayview goes into effect between 4-6pm. At these times, especially on Nesbitt, it gets quite difficult to exit/enter driveways, and it can become dangerous for residents to try crossing the road.

The catalyst for this recent spike is likely the May 4 collapse of the sewer infrastructure on Moore Avenue, just east of the Moore Park, that has led to the complete closure of Moore Avenue. Traffic that used to flow up Mount Pleasant and then across Moore to points East is now flowing through Rosedale, and then across the top of our neighborhood to Bayview Avenue.



And while most of the traffic turning left is before or after the hours of 4-6pm, there are still a significant number of illegal left turns taking place during that 4-6pm window. Incidentally, this problem was worse when at least one of the popular navigation apps’ algorithm ignored the no left turn time, and was still directing traffic though the neighbourhood between 4pm and 6pm. We contacted the service, and made sure they updated their data. More recently, on behalf of residents on Nesbitt Drive, we made a request to our police contact to increase the enforcement of the “no left turn” onto Bayview Avenue. On May 10, we received notice that the police “have initiated a Patrol Detail to have the Enforcement Units go by that area & do some enforcement.”

Hopefully, a few tickets can help deter at least some of that traffic from diverting through our neighbourhood between 4-6pm.

Unfortunately, a recent update on the City of Toronto website (right) showed that this problem on Moore Avenue will take longer to fix than originally estimated. According to the notice, contractors will be investigating the issue until early June, and then began repairs. If you have questions for the city about the status of the work, you can contact the Toronto Water Project Manager responsible:

Yunona Merekina (416-392-7734 / yunona.merekina@toronto.ca) and quote the contract number to the right for details.

TORONTO

Project Update

May 17, 2024

Emergency Repair of Sewer Infrastructure Located in front of 205 Moore Ave

Contract Number: 22TW-DC-322OCS
City Contractor: Utility Force Construction Inc.
Work Order Number: 3009507

On May 4, 2024, the City of Toronto distributed a Repair/Installation Notice respecting emergency repair work for failed storm sewer main infrastructure that led to a road depression on Moore Ave. Please see a map of the work area below. Following open excavation at the site, it was made evident the repairs are more complex than previously anticipated and will require further investigation to identify options for the repairs before active construction can begin.

Further investigation will take approximately 2 to 3 weeks, and will inform construction activities to complete the repair. This means the work will be completed later than the May 31 end date last reported to you in the previous Repair/Installation Notice. An updated notice will be shared in advance of construction beginning, with updated timelines on the expected completion date.

Moore Avenue will remain fully closed to through traffic between Welland Avenue and Brendan Road for the duration of the investigation. Electronic message boards have been installed at either end of the closure to notify the public.

Neighbourhood Watch – Protect & Connect and Shared Private Security

Our Neighbourhood Watch (NW) program now connects 327 residents from 198 households out of 212 in Governors Bridge. While NW started in 2021, it became very active after a string of 10 break-ins starting in August 2023. In response to these break-ins and suggestions from residents, the GBRA's NW introduced a shared private security program provided by Supreme Security Services. 93 households (44% of the neighbourhood) signed up to participate. While the security program is between Supreme Security Services and individual homeowners (the GBRA is not managing the program), we thought it would be useful to provide a brief update.

There are now scheduled patrols in the neighborhood, and you may have seen their their black car with the white “Supreme Security” logo. The officer patrolling can be recognized by their black vest with “Security” emblazoned on the front and back. While the guards rotate, please feel free to say “hi” to them if you get the chance.



Since the service started on April 8, there have been no further break-ins, and Supreme has intervened in various suspicious incidents. A couple of positive examples:

- On April 13 at 00:38, a red Honda Civic (BXXR 009) entered Governors Bridge. Security noticed the brake lights were out so decided to follow. The Civic driver turned off all of its lights and continued to drive around. Once the driver noticed the security vehicle following, he sped away.
- On April 26 at 03:41, a resident’s security camera caught a hooded individual in all black with a backpack walking across their backyard. The resident had signed up for the the service, so they contacted Supreme and the patrol officer immediately searched the area. Although he couldn’t find the person, no break-in occurred.

If you’d like more information about the service, you can reach out to Supreme Security Services and speak to Gibby Tahir (647-677-0024 or info@supremesecurityservices.ca).

Beyond the introduction of Supreme Security, we’ve summarized various security tips from police that we can all take to make our homes and neighborhood more secure. Please feel free to review that summary here: <https://tinyurl.com/yc4x58w5>

And to help emphasize the fact that our neighborhood residents are alert and watching out for any potential bad actors, we will also be distributing free “Our Neighbourhood Watch: We Call Police” lawn/garden signs to any member that wants one. If you’re a member and haven’t completed the NW sign survey, please [click here](#), or email GBRAemail@gmail.com.



Key files the GBRA is working on for you:

- 1) **Major Streets Zoning for True Davidson Dr and Hampton Park Cres:** Expanding Housing Options in Neighbourhoods (EHON) in Toronto is a priority for City Council. <https://tinyurl.com/4un6er9y>. In May, City Council approved townhouses and 6 storey apartment buildings, as a right, in residential neighbourhoods on all “major streets” in Toronto. The parcels affected city-wide are shown on these maps, ward by ward: [Click here](#). We were concerned to see that portions of True Davidson and Hampton Park were included in the initial version of the city plan. We are happy to report that Councillor Saxe arranged to remove “the steep ravine lots that stretch from True Davidson Drive down to Bayview” from the plan. We’ll wait for the final update from city planners.
- 2) **High Speed / High Frequency Rail between Quebec City to Toronto (with trains potentially routing through Governor’s Bridge?):** This has been in development for sometime, and we are waiting to review the summer proposals from the various bidding consortiums for this huge federal project. A recent G&M article is useful update while we wait: <https://tinyurl.com/bdhnevfyf>.
- 3) **Governor's Bridge Lookout Revitalization:** The GBRA is now working with Councillor Saxe and City staff to see if the \$3 million of funding required for construction of this fully permitted project can be found.
- 4) **Break-ins and Auto-Theft.** The GBRA is working with Councillor Saxe, 53 Division, FoNTRA and the Rosedale Centre to keep looking for solutions to improve area security and discourage area car theft.
- 5) **And lots of fun stuff too...!** We’ve started planning for the coming Fall BBQ, and have some new thoughts on street parties and doing something fun for Halloween for the neighbourhood kids.

What we really need though is your help. So if you’d like to get involved in any of the activities above, please reach out to any board member (our contact info is on the last page).



GBRA Profile: Ed Abdou

Ed Abdou joined the board in 2023. The son of Medhat and Nancy Abdou, Ed (Eddy) grew up in the neighbourhood from 1980, and has fond memories of fireworks in Nesbitt Park, neighbourhood Christmas parties, and playing road hockey (yes there weren’t as many cars parked on the streets back then) with the Paradi’s, Smyth’s, White’s, Bailey’s and the May’s. Eddy attended Crescent School, and then the University of Western Ontario.

Eddy has enjoyed a 25-year career in real estate and works at Harvey Kalles. He and his family moved back into the neighborhood in 2017, and now enjoys the area with his wife and two daughters.

With a social and outgoing personality, Eddy is hoping to start some more fun, community initiatives in Governors Bridge. He has plans percolating for a Governors Bridge street party, and a community safe zone for Halloween trick or treaters.

Talk to Eddy to know more!

Reflections on Governor's Bridge

With Chris' retirement looming and a new President onboarding, we've been in a reflective mood. So we asked several of the more "experienced" residents of Governor's Bridge to give us their reflections on how our neighborhood has grown and changed over the years.



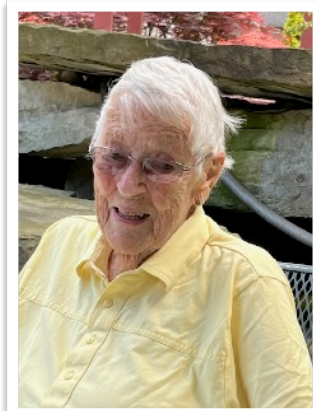
Mary Hainsworth was a resident of Governor's Bridge for the last 60 years. You probably saw her out for her regular walks around the neighborhood, or taking a break and enjoying the fresh air in Nesbitt Park. She recently moved away from the neighborhood, and sold her house on the corner of Douglas Crescent (you may have seen a flier through your door touting the particular speed of the sale). Here are some of her thoughts about living on Douglas Crescent for 60 years:

"In the 60's, it was a very quiet street. No one parked overnight on the street. Most people cut their own grass, shoveled their own snow, and the first swimming pool in the neighbourhood went in at No. 16 Douglas sometime in the 70's.

Now, all day long there is a constant parade of service trucks: lawn and garden services, pool services, snow removal service, construction deliveries. One day last fall the school bus (also a relatively new service) was delayed by the garbage truck, then a load of lumber being delivered, then a truck laden with new trees for a garden. All these trucks and vans feel free to park all day long while working on the street, even though there is a three-hour limit. However the neighbourhood has managed to keep its charm, and is still a great place to live despite the almost constant demolition of older houses and the building of new bigger ones. I was sorry to leave!"

Brenda Reid moved to the neighbourhood in 1947, and saw a lot of change over the almost 80 years she lived in the neighborhood. Now a resident of the Sunnybrook Veterans Centre (she served as a WREN in the Navy during WW2), Brenda sent us a note from her iPad reflecting on her years in Governor's Bridge:

"We moved into Douglas Crescent in October 1947. There were no houses on the North side from the road, right from the Langstones, probably #6, to the end of the street by the apartments. We were mostly all the same, young, starting families. Any children went to Whitney school. In the summer, all the kids played together on the street, and in the evenings, hide and seek or kick the can til they were called in. In the winter it was hockey, and very little traffic. We all knew each other and there were lots of dogs. We lived in #29 Douglas for 50 years then #31 for another 28 years. We didn't want to move anywhere else, the area is special. Two of the important things that happened were: saving the Brick Works and stopping a large apartment development on the Hampton Court land."



Thank you Mary and Brenda for sharing your thoughts!



By Jeffrey Smyth

Jeffrey Smyth is a long time resident of Governor's Bridge. A previous board member of the GRBA, he worked with our neighbours for almost 15 years to protect, and then responsibly develop the Brick Works site as a public space for the city of Toronto. In our last issue we talked about the history behind The White Elephant ; in this issue we asked Jeffrey to recount his memories of the fight for the Brick Works.



How Governor's Bridge Acquired the Brick Works

In last Fall's issue of the Bridge Report, an article on the history of the White Elephant noted: "The beauty and challenge of living in Governor's Bridge is that we are surrounded by nature. While we're very 'downtown' in terms of geography, we're blessed to be surrounded by nature and ravines. Unfortunately, though, those ravines are always going to be development targets."

How true! Forty years ago, our main challenge was to protect the Don Valley Brick Works from aggressive developers who thought they had found a loophole in conservation zoning. We had to work hard to prove them wrong.

In Toronto's early days, the Don Valley was home to various industrial businesses and mills, some of which used power from the flow of the river. The Don Valley Brick Works began in 1889 when William Taylor, one of the Taylor brothers who owned Todmorden Mills, was digging post holes to put up a fence on their property on the west side of the Don. The clay turned out to be excellent for brick-making. As a result, their brick-making business continued making bricks for almost a century. An interesting history of Toronto could be written about the buildings that contain bricks from their Don Valley quarry.

As the quarry dug deeper into the north slope of the property, Prof. Arthur Coleman, FRSC, a prominent geologist at the University of Toronto, became interested in the geology of the slope that was being revealed. Coleman discovered that the site recorded a complete record of 450,000 years of interglacial activity, the best example in Canada, and a practical teaching resource for geologists, for students of evolving climate, and for engineers. For instance, the engineers who designed the Toronto subway studied the north slope as they prepared to dig tunnels for the extension of the Yonge Street subway. In 2009 the Ontario Ministry of Natural Resources designated the north slope as an earth science Area of Natural and Scientific Interest (ANSI), effectively blocking any development on it. Geologists around the world know about the north slope.

In 1954, Hurricane Hazel blew into town. It did extensive damage in the Don and Humber Valleys, and many people living there were washed out, and 81 people died. Following this disaster, the province introduced new zoning regulations that designated ravine property below the table land for conservation.

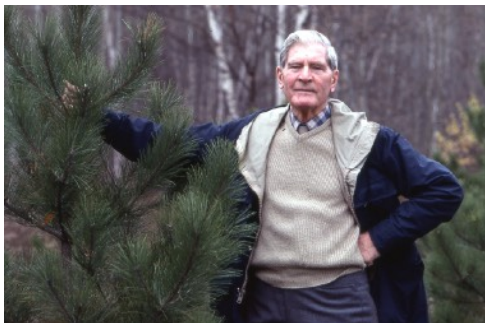
Residential properties were removed, but industrial sites in the Don Valley like the Brick Works, the Bates Chemical site, the Domtar site, and the North Toronto sewage treatment site, were grandfathered. They were allowed to continue operations, but when the business closed, they were required to revert to conservation land. Therein lay the loophole for developers!



Members of the Toronto harbour patrol haul Alex Nicholson from the swollen Don River
Credit: Associated Press October 5, 1954

By the 1980s, the Brick Works was owned by United Ceramics, a Swiss-German company that had other sites around the world. As the clay became more expensive to mine, the company gave an option to the Conservation Authority to buy the site for \$4 million. Under the funding formula in place at the time, Toronto quickly agreed to its share, but the Ontario government dithered. On the day after the option ended, a new development group, known as Torvalley, funded by a chartered bank, offered United Ceramics \$4 million, one thousand dollars, and their offer was accepted. The fight was on!

GBRA, and other nearby residential groups, were invited to see Torvalley's plans for the site. It involved massive high-rise development in the filled-in quarry, town houses along the top of the north slope, and a roadway from the site into Governors Bridge through a road allowance on Douglas Crescent, where #19A now stands. Panic! The Board realized that Nimbyism was not going to win the day and we set out to turn the project into a Toronto-wide issue, which it was.



The naturalist Charles Sauriol, one of the many important backers of the Friends of the Valley

As a GBRA board member, I worked with a colleague to create an activist group named Friends of the Valley, which the GBRA funded. It was composed of many different groups or people who had an interest in the site, including, of course, geologists from the UofT, horticulturalists, potters, local historians, garden clubs and architectural students, and I represented the GBRA. The Borough of East York, anxious to increase tax revenue, was on the side of the developers, but some other politicians across Metro were sympathetic and understood the broader issue.

The Friends kicked off their campaign with a packed Valley Rally at Edwards Gardens. A supporter contributed his advertising space in the Globe and Mail, so the turnout was exceptional. One of the developers who attended, stated that he was being made to feel like a valley buster, so we knew we were on the right track.

The Metro Parks Department had wanted to buy the site when it first became available, and they now quietly joined the Friends' team in the background. The site is 43 acres, faces due south, is protected by higher land on three sides, and has a local climate, ideal for horticulture. Parks was interested to creating gardens to grow plants, as is the case in the old quarry in Buchart Gardens in Victoria, BC, for use in planters across the city.

Then, politics intervened. The Conservative government that had dithered on the purchase was defeated in a provincial election, and a new Liberal/NDP government declared that they would now try to acquire the site. An NDP government followed, and then started the expropriation process. That led to a long, expensive battle. During the battle, Toronto and Ontario created a fund of \$50 million to acquire all the grandfathered, privately owned sites in Toronto's ravine and valley system. Eventually, after the expropriation was approved, the first payment from that fund was used to acquire the Brick Works.



Friends of the Valley President Frank Pascal and Former Ontario Premier Bob Rae celebrate the opening of the Brick Works

What was at stake? Toronto is famous for the extent of nature in the city, with ravines and valleys being preserved for conservation. Over the years, some encroachment had been made by developers, but everyone broadly understood the basic rules. The brazen attempt to take over the Brick Works was the call to action to end the threat permanently. That's why such a large sum was appropriated. The authorities realized that the passion of 1,000 Friends of the Valley across the city, not just in Governors Bridge, offered an opportunity to complete the conservation plan as originally laid out in the post-Hurricane Hazel zoning. It worked.

The acquisition of the Brick Works set the precedent, and the rest of those old industrial sites are all now in public hands. The Brick Works site is now owned by the Conservation Authority, the quarry is known as the Weston Quarry Garden, and Evergreen operates a much-visited community centre on site.



The author visiting the new Evergreen Brick Works site during a Conservation Authority event.

The battle took more than 14 years to fight and win. In an article in the Toronto Star on Saturday, February 23, 1987, David Lewis Stein, under the headline: "How hard work and luck saved the valley," wrote about the long and difficult campaign to save the Brick Works. He compared the fight to the Battle of Waterloo, and wrote "As the Duke of Wellington said, 'it was the nearest run thing that you ever saw in your life.'"

What David didn't know when he wrote that was that my grandfather's grandfather was actually a bugle boy in the army of the Duke of Wellington at Waterloo when they put down Napoleon for the last time. So I had a little family experience of fighting hard right to the end.



By Juan Suárez

Juan Suárez is a Manager of Development at Evergreen. Since Jeffrey covered the history of the Brick Works, we reached out to Juan to enlighten us on the state of the Brick Works today.

The Evergreen Brick Works Today : A Showcase of Innovation and Community

The Evergreen Brick Works has evolved into an award-winning environmental centre and beloved public space that receives more than 500,000 visitors annually. Nestled in the ravines of Canada's biggest city, the Brick Works has been described as a green oasis, adaptive reuse of a post-industrial site that is now home to hundreds of species of plants and animals, thriving alongside community. This is a place where the city comes to disconnect from the daily noise and connect with nature and each other.

The Brick Works is a showcase of innovation and community, as many exciting events and family-friendly activities constantly take place on-site. When you visit the Brick Works, you can expect to participate in a wide range of experiences that showcase the multi-solving capacity of placemaking. From public markets to educational programming, all visitors can come together and experience meaningful change.

Evergreen Brick Works Summer Activities for Kids...

Evergreen offers summer programming for kids that takes a playful, experience-based approach to learning about the intersections between urban, natural, and built environments. Children and youth gain skills to address climate change, connection to place, and indigenous reconciliation.

- Sprouts: Early years. Where toddlers and children can embrace nature with care and compassion.
- Nature Nut. Where kids can form a deep connection to nature in the heart of the city.
- Nature School: Learning Outdoors. Where kids learn outside the classroom in Toronto's Urban Wild.
- Adventure Camp. Campers (ages 6-12) explore Toronto's wild side in the heart of the Don Valley.
- Outdoor Leadership Course. Empowering youth to become outdoor leaders at the Brick Works.



...And Upcoming / Ongoing Activities for People of All Ages

Ongoing Activities:

Saturday Farmers Market. Every Saturday, 9 am – 1 pm.

Evergreen Garden Market. A classic general store, a contemporary gift shop, and a sustainable garden center combined into one market.

Ontario Artisan Market & Ontario Vintage Market: Find both Markets outdoors under the Pavilions on Sundays from May to October.

Free Site Tours. Public tours happen every Saturday. Private tours are also available.

Free Audio Tours. Download the Driftscape app for free and check out our audio tours.



Special exhibitions & Events:

2024 Craft Beer Fest: Join us on July 14 for our first-ever event celebrating a love of craft beer.

Free Outdoor Movie Nights: Enjoy open-air movie nights at the Brick Works on July 18, August 8 and August 22 from 5:30 - 9:30 pm.

Sasha Chapman: Shadowland Contact Photography Exhibit: Open daily from May 1st, Shadowland is part of Toronto’s 2024 CONTACT Photography Festival.

The Evergreen Conference 2024: On October 9 – 10, join us for two days to learn and connect with people across sectors committed to building better public spaces for people and the planet.

Finally, if you’re interested in receiving information about Evergreen Brick Works, you can sign up to the What’s On newsletter to stay up to date.

The best public places are those that reflect the community they serve. And to do that, they need the community to help steward them. Would you consider donating monthly to Evergreen to help us create vibrant public places, like Evergreen Brick Works, just down the hill from Governor’s Bridge?



Donate Here



New By-Laws!

We're happy to report that the GBRA has updated our By-Laws, and received membership approval for the changes during our Annual General Meeting. Our By-Laws now meet new ONCA (Ontario's Not-for-Profit Corporations Act) requirements. This was a requirement from the Province, and after considerable work, we're now up-to-date for the foreseeable future.

New Booze-Laws!

Last summer's "alcohol in parks" pilot was a great success, and City Council has decided to make it permanent. Currently two parks in Ward 11 are available for legal, personal alcohol consumption - Queen's Park and Christie Pits. The city has asked for candidates for other parks... Anyone want to add (responsible) beer and cocktails to future Fall GBRA BBQ's?

... and Higher Parking Fines

Mary Hainsworth wrote earlier about how much busier our neighborhood streets have become as many tradesman park all day on the streets. If you're having work done, you may want to remind them that the limit on street parking is three hours, and that city council has voted to increase parking fines as of August 1.

Some Final Bits and Bobs...

Keeping Governor's Bridge green and the area's tree canopy healthy is an ongoing passion of the GBRA. And a particular passion of Chris' has been to pursue the conversion of "rails to trails" in our neighbourhood. Chris and the GBRA are now working with Councillor Saxe and the Evergreen Brick Works to explore the potential to develop the abandoned rail track beside Bayview and bridge across Bayview for a rails-to-trails conversion to create the East Toronto Railpath - which could connect across the City with the West Toronto Railpath via the Don Valley path system and Waterfront Trail system - providing a way to walk and bike across the City to create the "Downtown Desire Line" (working name). Neighbouring city Councillors are also interested in similar ideas in their own Wards. You can read here about Councillor Matlow's request to study a rail path option for Scarborough: <https://tinyurl.com/2fw3ahsn>.

Meanwhile, the Midtown Ravine Group, FoNTRA, and the 5 RA's are working with Councillor Saxe and Councillor Matlow to fast-track ravine access and stabilization improvements in "the near term" versus the next decade in the Vale of Avoca area.

If you have an area question and want some feedback, please reach out by e-mail to any of the GBRA Board:

Chris Fraser – Outgoing President – chris@moveable.com

Alan McFarland - Incoming President - alanmcfarland@gmail.com

Jeff Hanemaayer – Secretary Treasurer – jeffhanemaayer@gmail.com

Ed Abdou – Director – edabdou@rogers.com

Kathryn E. Langley Hope – Director - kelangleyhope@bell.net

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