



LAKE ONTARIO PARK MASTER PLAN STAKEHOLDER ADVISORY COMMITTEE

BAY TASK GROUP MEETING Wednesday, December 5, 2007

Meeting Notes

1) INTRODUCTION

Brenda Webster and James Roche welcomed participants on behalf of Waterfront Toronto. Brenda noted that James would be taking over as project manager for Lake Ontario Park (LOP).

Facilitator, Joanna Kidd introduced herself and reviewed her role. In addition to facilitation, she noted that she would be preparing meeting notes from the session to be circulated to all SAC members. She recalled the background to the meeting, which arose from the concerns raised at the November 6th Stakeholder Advisory Committee meeting about the difficulty of dealing with the scale and complexity of Lake Ontario Park. As a result, Waterfront Toronto had decided to hold three geographically based meetings to focus discussion on issues related to the Bar and Marina Peninsula, the Bay and the Base Lands.

Joanna then reviewed the purpose of the meeting and the agenda (attached as Appendix A) and asked participants to introduce themselves. (Attendees are noted in Appendix B).

2) PRESENTATION

Richard Kennedy gave a presentation that began with the overall organizing ideas and land uses for Lake Ontario Park, and then focused in on the proposals for the Bay area.

Focusing on the Bay, Richard described the proposal that centres on:

- the potential for recapturing the original Ashbridge's bay and marsh;
- the potential to relocate the boat clubs in clean, protected waters;
- a bridge connection from the Base Lands to Ashbridge's Bay Park; and
- water quality improvements as a design driver.

The Master Plan proposals highlight east-west connections, a 20-hectare green filter, a protected watercourse and beach bars. The Master Plan proposes that Ashbridge's Bay Park will simply be "refreshed" with updated amenities, including seating, lighting, path materials and rest facilities. Richard described the southern wetland as a vegetated green filter with habitat potential, and showed images of the proposed watercourse and bridge/breakwater structure. He outlined the proposal for the boat clubs as including relocations, renovations, expansions and new boating facilities. He showed the proposed general location and layout of ABYC, Balmy Beach Canoe Club and Navy League, and showed images of how the overall design for the Bay area had evolved during the development of the Master Plan.

He finished by describing Lake Ontario Park as:

- a regional greenway and green waterfront;

- a world-class, signature park for the whole city;
- wild landscapes;
- a vibrant lakefront; and
- “big nature”, sports, recreation and culture.

3) IDENTIFICATION AND DISCUSSION OF ISSUES

The participants then identified the issues that they wanted to address. The comments are presented below by issue.

Size of the Wetland Required

- The Design Team confirmed that Toronto Water needs approximately 20 hectares of wetland for water quality improvement in the Coatsworth Cut Sewershed Study Class Environmental Assessment (EA).
- The area to be used for the Class EA water quality improvement wetland is within Coatsworth Cut; the southern wetland will serve more of a habitat function.

Length of Proposed Watercourse

- The Balmy Beach member noted that there is an opportunity to create a longer and more useful watercourse for canoe and kayak training. Ideally this should be 1200 m in length, straight, and 90 m wide.
- It was suggested that the rowing clubs would likely support the creation of a longer course.
- The existing Master Plan proposal gives about 1300 m of course, but it is not suitable for racing because a) it is not straight and b) it is not 90 m wide.
- The Design Team explained that the Ashbridge’s Bay Treatment Plant has a lease on the water lots north of the proposed watercourse for future expansion. The current configuration of the watercourse skirts these water lots. It may be 20 years before the expansion is required.
- A number of design suggestions were made to allow a longer course to be developed. These included:
 - extending the watercourse southwest under the bridge/breakwater;
 - extending the transect to the southwest tip of Ashbridge’s Bay Park; and
 - moving the bar transect south.
- The Design team noted that they would not be designing the details of the watercourse (or indeed any other element) in the Master Plan. This would be done with stakeholders in the detail design stage.

Sides of Watercourse

- The Balmy Beach member noted that it was important for the sides of the watercourse to not be vertical walls (i.e., have a sloping edge). This is especially important on the western side of Ashbridge's Bay Park.

Detail Design

- In response to questions about timing, the Design Team indicated that Phase 1 would start after the Master Plan is approved. The target is early spring.
- The detail design for Phase 1 of the Master Plan includes the following steps:
 - Scoping;
 - Schematic design;
 - Design development; and
 - Construction documentation.
- Consultation with stakeholders and the public will continue throughout the detail design stage, which will run in parallel with environmental assessment processes.

Potential Smells from the Wetland

- The Lions Club member raised a concern about potential smells from the northerly wetland, especially given changing lake levels and projected lower lake levels.
- The Design Team confirmed that there were two possible ways in which the northern wetland could be constructed – terracing of the wetlands or use of floating wetlands. In the latter case, there would be no land showing and no smell. The first option requires decisions on what species of aquatic plants would be used. It was noted that constructed wetlands are often actively managed.
- It was confirmed that the northern wetland would receive primarily stormwater, with Combined Sewer Overflows on occasion.
- Waterfront Toronto staff confirmed that the original preferred option for the Coatsworth Cut Sewershed Study Class EA involved a southern wetland for water quality improvement. The EA study began well before the Lake Ontario Park Master Plan began. Toronto Water now prefers the northern wetland for water quality improvement because it is easier and cheaper to build, and does not affect the water lots south of the Ashbridge's Bay Treatment Plant, which allow for the future expansion of the plant.

Materials for Creating the Wetland

- The Design Team confirmed that any fill used for the wetland would have to be clean fill.
- Any fill used would have to meet the requirements for open water disposal and would have to be able to sustain the aquatic plants.

TH&SC Relocation

- The Toronto Hydroplane & Sailing Club (TH&SC) member raised a concern that nothing concrete from the Toronto Port Authority (TPA) had been presented with respect to the Marina Peninsula.
- Waterfront Toronto staff indicated that TPA sits on the Executive Steering Committee and have shown provisional support of the proposals for the Marina Peninsula. TPA will work with Waterfront Toronto, the Design Team, and the Boat clubs in the detail phases of design.
- It was suggested that detail design for Lake Ontario Park should not begin until there is assurances that the relocation of TH&SC to the Marina Peninsula will work.
- Waterfront Toronto staff indicated that a written confirmation of TPA support is forthcoming.

Safety of the Bridge and Breakwater

- In response to a question about who would be responsible for the safety of users on the bridge and breakwater, the Design Team indicated that it would be City Parks, Recreation and Forestry. The Master Plan document will contain a section on operation and maintenance of the Park.
- With respect to the question of liability for the City, Parks staff indicated that there is an option of seasonal use only for the bridge and breakwater. Safety stations have been planned.
- It was suggested that an image of lifesaving equipment be added to some of the renderings or cross-sections in the Master Plan to communicate that safety issues are being addressed.

Public Boat Launch

- The Design Team confirmed that the proposed public boat launch at Ashbridge's Bay Park was for non-motorized "car top" craft including canoes, kayaks and small sailboats. The launch for motorized craft has been moved to the Marina Peninsula.
- It was suggested that the public launch be designed in a way to eliminate use by motorized craft (e.g., replace the cement ramps with floating docks).
- It was noted that there was some concern raised at the Bar Task Group Meeting with respect to the traffic impacts from the motorized launch on the Marina Peninsula, and it had been suggested at that meeting to consider moving it to Cherry Beach.
- It was noted that jet skis are a problem in the embayments of the Spit.

Navigational Safety

- In response to a question about water depths under the bridge/breakwater, the Design Team confirmed that it was intended to be deep enough to allow dinghies to sail through. The actual depths and profile will be decided in the detail design stage.
- A member raised a concern about how to keep motorboats out of the proposed watercourse. The Design Team indicated that this would require a combination of signage, policing, enforcement and education. A member suggested the use of a “dog leg” entry”.
- The Balmy Beach SAC member suggested that sailboats from the public launch and beginning sailors could conflict with racing canoes and kayaks. It was noted that historically the canoe club and ABP boating clubs have been able to work out how to co-exist and share the water.
- It was suggested that it is unclear how the design for the watercourse speaks to the use of the area and that this should be clarified.
- The Design Team indicated that the text in the Master Plan will describe the uses allowed, signage and other related matters.

Loss of Shoreline for ABYC

- The ABYC member indicated that they needed to look at the details to see if the club retains enough shoreline.
- ABYC needs a specific amount of shoreline to launch both junior club dinghies and small keelboats that are dry sailed and launched with a crane.
- The ABYC member asked for a meeting with the Design Team to look at the issue.

Wave Action in the Balmy Beach/Navy League/ABYC Junior Club Embayment

- Concern was raised about the ability of the deflector arms or “hooks” as proposed to protect the embayment from wave action. Because of the nature of the uses here (launching canoes and dinghies), flat water is needed.
- A similar concern was raised about the new entrance to ABYC.
- The Design Team confirmed that the size, shape, location and orientation of the deflector arms would be tested in 3D modelling in the detail design stage. The design will need to demonstrate that the deflector arms accomplish what they are intended to do and are not a problem for navigation and sedimentation.
- The Design Team confirmed that the Balmy Beach/Navy League/ABYC Junior Club Embayment would allow small motorboats (e.g., crash boats and coach boats) but was intended as a place for craft that need protected waters.

Scale and Design of Bridge and Breakwater

- A member raised a concern about the height of the bridge and the “unnatural” design.
- Other members supported the design of the bridge and breakwater.
- The Design Team reminded members that the bridge and breakwater would not be a uniform height – it will slope down at either end to meet up with the transects at ground level.

Paths

- In response to a question about the materials to be used for paths in the Park, the Design Team indicated that there would be a range of materials considered, including gravel and permeable paving, and that different materials could be used in different places and for paths of different scale.

Use of Word “Ashbridge’s” and Interpretation

- A member suggested that use of the word “Ashbridge’s” with respect to the new wetland was not entirely accurate, as the marsh had been north of Fisherman’s Island.
- It was suggested that signage should be used, especially in Woodbine Park, to remind people of the historic landform and vegetation.
- The possibility was raised of creating a small “bar” at the north end of Coatsworth Cut as a way of bringing back a piece of Fisherman’s Island.

Key Bay Issues to be Addressed

- In response to a question about which issues needed to be addressed in order to finalize the Master Plan, the following were offered:
 - increase the length of the canoe watercourse; and
 - gain assurance from TPA with respect to the TH&SC relocation.

Process Issues

- It was suggested that the issues list be updated and dates included.
- It was suggested that it would be useful to have materials in advance for future SAC meetings.
- It was suggested that Waterfront Toronto hold a meeting in the Eastern Beaches on Lake Ontario Park.

4) NEXT STEPS AND WRAP UP

Joanna Kidd noted that she would be preparing the Meeting Notes from the Task Group meeting and would be circulating them to the SAC along with a PDF of the presentation. She

also reminded members of the last Task Group meetings –December 6th on the Base Lands. She finished by noting that the next full SAC meeting was tentatively scheduled for the first week of February 2008.

The meeting was adjourned at 8:30 pm.

APPENDIX A

LAKE ONTARIO PARK MASTER PLAN STAKEHOLDER ADVISORY COMMITTEE BAR/MARINA PENINSULA TASK GROUP MEETING Wednesday, December 5, 2007 6:00 to 9:00 pm

AGENDA

Purpose of the Meeting:

- To increase understanding of the Lake Ontario Park Master Plan proposals for the Bay area;
- To discuss and resolve, where possible, key Master Plan issues relating to the Bay.

6:00	Welcome	Chris Glaisek, Waterfront Toronto
	Introduction	Joanna Kidd, Kidd Consulting
	<ul style="list-style-type: none">• Facilitator's Role• Purpose of the Meeting• Agenda Review• Introductions	
6:10	Presentation	Richard Kennedy, Field Operations
	<ul style="list-style-type: none">• LOP Master Plan -- Focus on the Bay	
6:45	Discussion	Joanna Kidd
	<ul style="list-style-type: none">• Identifying issues• Deciding on time allocation and order	
7:00	Discussion of Issues	Joanna Kidd
8:55	Next Steps and Wrap Up	Joanna Kidd
	<ul style="list-style-type: none">• Meeting Notes• Next Task Group Meeting• Next Stakeholder Advisory Committee Meeting	

Handouts:

- Presentation

APPENDIX B PARTICIPANTS

Members

Dennis Findlay	Portlands Action Committee
Garth Riley	Friends of the Spit
Sue Stuart	Balmy Beach Canoe Club
Lee Rixon	Toronto Hydroplane & Sailing Club
Keith Begley	Beaches Lions Club
Tobin Young	Council of Commodores
Barbara Jones	Ashbridge's Bay Yacht Club
Michael Rosenberg	ABTP Neighbourhood Liaison Committee
Bob Kortright	Toronto Field Naturalists

Observers

Doug Ferguson	Beaches Lions Club
Cathryn MacFarlane	Outer Harbour Sailing Federation (Aquatic Park Sailing Club)

City of Toronto

Wayne Reeves	Parks, Recreation and Forestry
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TRCA

Laura Stephenson	Waterfront – Special Projects
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Waterfront Toronto

Brenda Webster	Planning Project Manager
James Roche	Planning Project Manager
Amanda Flude	Communications

Design Team

Richard Kennedy	Field Operations
Michael Flynn	Field Operations
Joanna Kidd	Kidd Consulting