

# LOP STAKEHOLDER ADVISORY COMMITTEE MEETING

Thursday, February 21, 2008

## PURPOSE OF THIS DOCUMENT

The following table contains the comments and key issues relating to the Lake Ontario Park Master Plan as raised by the Stakeholder Advisory Committee in the Task Group Meetings held on December 4, 5 and 6 of 2007. At the upcoming Stakeholder Advisory Committee on February 21, 2008, the Lake Ontario Park Master Planning Team will make a presentation of these issues and the proposed responses to each issue. Some of the issues refer to numbered images that follow the table.

THE BAR AND THE MARINA PENINSULA (COMMENTS FROM DECEMBER 4, 2007)		
ISSUE	MEETING DISCUSSION	PROPOSED MP RESPONSE
<b>Street Design of Unwin</b>	<ul style="list-style-type: none"> <li>• The Design Team confirmed that the Master Plan envisages a park that is largely car free. This reinforces the importance of the proposed LRT that will rundown Cherry Street, along Unwin and up Leslie.</li> <li>• The Design Team explained that the LOP Master Plan proposal for Unwin includes: <ul style="list-style-type: none"> <li>• a more northerly alignment at the eastern end;</li> <li>• 22 metre width of the entire roadway;</li> <li>• 2 lanes of traffic and 1 lane of parallel parking (in nodes separated by stormwater gardens);</li> <li>• a lane for the LRT; and</li> <li>• a lane for the existing rail line.</li> </ul> </li> <li>• The Design Team stressed that the ultimate configuration and location of Unwin will be addressed in a separate Environmental Assessment.</li> <li>• Parks staff stressed the importance of making provisions for the proposed tree corridor along both sides of Unwin.</li> <li>• SAC members noted the need to be aware of the potential traffic from the sports fields along Unwin.</li> <li>• In order to protect against possible attempts to widen Unwin, SAC members proposed that the LOP Master Plan clearly state that: <ul style="list-style-type: none"> <li>• LOP should be largely car-free;</li> <li>• parking should be kept to a minimum;</li> <li>• Unwin should not become an arterial road;</li> <li>• use of the LRT and park shuttle should be encouraged;</li> <li>• parking areas should use permeable paving;</li> <li>• shared parking facilities should be encouraged; and</li> <li>• trees should be incorporated into parking lots.</li> </ul> </li> </ul>	<p>The Master Plan will include overall objectives for vehicle circulation which are:</p> <ol style="list-style-type: none"> <li>1. Lake Ontario Park should be largely car free;</li> <li>2. The demand for parking should be balanced with alternative transportation plans including the park shuttle and LRT;</li> <li>3. Unwin Avenue should be conceived as a park drive and not an arterial road;</li> <li>4. Pedestrian and cyclist circulation needs will take precedence over vehicular circulation system;</li> </ol> <p>Although the Master plan makes recommendations for vehicular circulation in Lake Ontario Park, the planning, location and configuration of Unwin Avenue will be addressed in a separate Environmental Assessment.</p>
<b>Don Greenway Connection with the Lake</b>	<ul style="list-style-type: none"> <li>• The Design Team noted that the connection between Lake Ontario Park and the Don Greenway is an important ecological link in terms of connecting the park northwards to the Don River system and east along the waterfront to the Base lands and Tommy Thompson Park.</li> <li>• A SAC member suggested that the LOP Master Plan should consider the potential impacts of a regional storm on the Don Greenway and therefore on Lake Ontario Park</li> <li>• Waterfront Toronto staff noted that the orientation and conceptual design of the new Mouth for the Don is being developed through the Lower Don West Class Environmental Assessment (EA), which will consider factors such as the regional storm. The EA is expected to be completed in the spring of 2008.</li> <li>• A SAC member suggested that TEDCO should be assembling land now north of LOP for the Don Greenway.</li> </ul>	<p>The Master Plan recognizes that Lake Ontario Park has a great opportunity to provide a link in a continuous green network that connects the Don River via the Don River Greenway to the Bar and the Base Lands and ultimately Tommy Thompson Park. This important function has been added as an 'organizing idea' for the park (Ref. image 1).</p> <p>Ongoing studies and consultation with Parks, Forestry and Recreation will examine the potential to achieve this green linkage – particularly through the planning of the Bar, while simultaneously creating a publicly accessible landscape with recreational amenities.</p>

<b>THE BAR AND THE MARINA PENINSULA (COMMENTS FROM DECEMBER 4, 2007)</b>		
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<b>First Nations Grove</b>	<ul style="list-style-type: none"> <li>• The First Nations SAC member raised concerns about lack of consultation and the potential impacts of nearby sports fields on the proposed First Nations site.</li> <li>• The First Nations proposal is for a 16-acre site, which will include a longhouse.</li> <li>• Historically, First Nations groups had ceremonial sites on Fisherman’s Island.</li> <li>• The First Nations would like to meet with the Design Team and Waterfront Toronto to discuss the grove.</li> </ul>	<p>Through the Waterfront Secretariat, Waterfront Toronto will continue a consultation process with the First Nations community and the Beacon to the Ancestors Foundation to ensure that an appropriate site is identified in Lake Ontario Park.</p>
<b>Access in Front of North Shore Clubs</b>	<ul style="list-style-type: none"> <li>• The OHSF member suggested that a number of technical issues have not been resolved, including safety, ability of the City to insure docks to which the public have access, fencing and dock design. Crash boats need to be ready for immediate launch in case of an emergency capsizes.</li> <li>• The OHSF would like to meet with Waterfront Toronto, Parks and the Design Team to discuss these issues.</li> <li>• It was suggested that the Design Team look at appropriate examples elsewhere in which clubs interact with the public. Examples cited include the Mississauga Boat Club, Hamilton and Auckland.</li> <li>• It was stressed that the OHSF boat clubs are a venue for the public to learn to sail or row, and therefore provide public access to the water.</li> <li>• It was noted that the City is not pushing for public access in front of large yacht clubs such as the RCYC, Boulevard Club and IYC.</li> <li>• The OHSF is concerned about having a hard surface multi-use trail in front of the clubs.</li> <li>• In response to a question about the origin of the idea of public access, Waterfront Toronto staff indicated that public access to the waterfront was one of the agency’s core principles.</li> <li>• The Design Team was asked to check the amount of space allocated to each club (especially the Outer Harbour Centreboard Club and the Multi-hull Club) to ensure that the Master Plan proposals accurately reflect the amount of land currently leased to each club.</li> <li>• The Design Team stressed that they were not designing the boat clubs or dock configurations in the Master Plan stage. This would be done in the detail design phase of the project. In the detail design, precedents elsewhere would be studied.</li> <li>• It was suggested that the Master Plan should clearly state that the OHSF, Design Team and Parks Department will work together in Phase 1 to design a facility to achieve the desired objectives for each club and the degree to which the public will be able to access the waterfront.</li> <li>• It was also suggested that the Master Plan should not show details of future configuration, docks, etc.</li> </ul>	<p>The Master Plan document will state that the general public’s access to the North Shore will be seasonal and/or limited during the boating season. This will avoid potential conflicts during periods of high activity and will allow the ownership, maintenance and insurance of the docks and ramps to be the responsibility of the North Shore Clubs.</p> <p>The Master Plan Document will state that the OHSF, Design Team, WT and PFR will work together in detail design to achieve the mutually desired boating and park objectives.</p> <p>The Master Plan Document will include an appendix with accurate tables identifying the existing space quantifications and proposed expansion needs/criteria for each club.</p> <p>The Master Plan Document will not include any detail plans for the North Shore clubs and public access. The following drawings will be reference to the clubs and the potential beach extension in the Master Plan document:</p> <ol style="list-style-type: none"> <li>1. The full Master Plan;</li> <li>2. The Detail Plan of the Bar (Ref. image 2);</li> <li>3. The aerial overlay of existing OHSF conditions;</li> <li>4. The aerial overlay of proposed OHSF conditions;</li> </ol>

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<b>Cherry Beach Woodland Restoration</b>	<ul style="list-style-type: none"> <li>• A concern was raised about the difficulty of meeting canopy targets at Cherry Beach because of the impacts of dogs.</li> <li>• Parks staff indicated that the City was currently reviewing the grandfathering process for existing "off leash" areas including Cherry Beach.</li> <li>• It was suggested that tree planting in the Cherry Beach area consider using indigenous plantings.</li> <li>• The Design Team indicated that any planting programs would include only native plant species, and could consider the use of indigenous species.</li> </ul>	<p><b>DOG WALKING AREAS</b> At the request of the City of Toronto, the Design Team is currently studying alternative locations in Lake Ontario Park for the dog walking area at Cherry Beach, in response to the recent (December 2007) City Off-Leash Policy that recommends against the location of off-leash dog walking areas adjacent to Blue Flag beaches. These studies are forthcoming.</p> <p><b>CHERRY BEACH WOODLAND RESTORATION</b> The Master Plan will identify opportunities to preserve existing stands and support them with infill specimens (for long-term preservation). The Cherry Beach Woodland is a primary opportunity for woodland restoration.</p> <p>With respect to new canopy plantings, the Master Plan will promote the utilization of native, drought-tolerant species to account for future impacts of climate change.</p>
<b>Marina Peninsula</b>	<ul style="list-style-type: none"> <li>• In response to a question about consultation with the Toronto Port Authority (TPA) and Toronto and Region Conservation Authority (TRCA), Waterfront Toronto staff indicated that both agencies sat on the Steering Committee for Lake Ontario Park. TPA is supportive of the LOP proposals for the Marina Peninsula.</li> <li>• The proposed move of Toronto Hydroplane &amp; Sailing Club (TH&amp;SC) to the Peninsula would add about 110 boats. These are mostly sailboats, with an average length of 28 feet.</li> <li>• The proposals for the Marina Peninsula aim to provide for publicly accessible park activities, such as docks for canoes and kayaks, boardwalks and fishing piers.</li> <li>• The TH&amp;SC member raised concerns about the amount of rent that might be charged by TPA and the lease terms. In case these are not acceptable, it was suggested that a "Plan B" be in place.</li> <li>• The Friends of the Spit member noted that the group had successfully appealed TPA's original proposal to expand the marina, and the proposal was subsequently withdrawn. Accordingly the land is still zoned "GR".</li> <li>• A SAC member raised concerns about automobile traffic related to a café or restaurant at the end of the Marina Peninsula. It was suggested that any traffic-generating activities, such as cafes or boat launches, be located on or near existing roads. The Master Plan should ensure that the Peninsula is accessible by park shuttle.</li> </ul>	<p>The Master Plan will promote limiting vehicular circulation on the Marina Peninsula to users, visitors and members of the Outer Harbour Marina, TH&amp;SC and the boat launch.</p> <p>The Master Plan will state that TH&amp;SC, the Hanlan Boat Club, the Design Team, WT and TPA will work together in detail design to achieve the mutually desired boating, park and TPA objectives.</p> <p>A joint LOP briefing with TPA and TEDCO will take place in March – to discuss land-use on the Marina Peninsula and water-use in the Outer Harbour.</p> <p>Bill Jackman represents the Toronto Port Authority in the Lake Ontario Park Executive Steering Committee. As of January 12, 2008, Bill has been meeting regularly with the Design Team, WT, PFR, TRCA and the City to discuss the Master Plan with respect to TPA land-use. The LOP Executive Steering Committee will work towards achieving a firm commitment from TPA on the proposed relocations to the Marina Peninsula.</p>
<b>Marine Traffic</b>	<ul style="list-style-type: none"> <li>• It was noted that the Outer Harbour is a heavily-used area.</li> <li>• It was suggested that there tend to be differences in on-the-water behaviour between long-term sailing club and marina members and day users.</li> <li>• It was suggested that speed limits in the harbour need to be strictly enforced.</li> <li>• It was suggested that Waterfront Toronto consult with TPA and users about on-the-water use of the Outer Harbour, and consider creating an Outer Harbour User Committee.</li> <li>• A SAC member noted that TPA is in the process of increasing the number of buoys in the Outer Harbour to improve safety and reduce conflicts.</li> </ul>	<p>In addition to discussing land-use proposals on TPA land (see above), the LOP Executive Steering Committee will be discussing potential means for monitoring and regulating on-the-water use of the Outer Harbour.</p>

<b>THE BAY (COMMENTS FROM DECEMBER 5, 2007)</b>		
<b>ISSUE</b>	<b>MEETING DISCUSSION</b>	<b>PROPOSED MP RESPONSE</b>
<b>Length of Proposed Watercourse</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• It was suggested that the rowing clubs would likely support the creation of a longer course.</li> <li>• 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.</li> <li>• 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.</li> <li>• A number of design suggestions were made to allow a longer course to be developed. These included: <ul style="list-style-type: none"> <li>• extending the watercourse southwest under the bridge/breakwater;</li> <li>• extending the transect to the southwest tip of Ashbridge's Bay Park;</li> <li>• moving the bar transect south.</li> </ul> </li> </ul>	<p>The Design Team has studied the spatial feasibility for locating a 1300m x 90m straight watercourse in Ashbridge's Bay (Ref. Image 3).</p> <p>Given the length of the course, it is not possible to fit it solely within the protected waters of the Bay. Approximately 50% of the course would extend beyond the bridge and breakwater into the Lake. The Design Team is researching applications of 'floating breakwaters' – moveable, floating units that absorb wave action and create still water on the landward sides. The physical and financial feasibility of such a solution needs to be studied further, however, it is important to note that the Master Plan does not preclude the ability to establish such a watercourse for canoe and kayak training.</p>
<b>Sides of Watercourse</b>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<p>The Master Plan is promoting a green, sloping edge to the watercourse (Ref. Image 3). Further details for this portion of the Bay and Ashbridge's Bay Park will be studied in detail design phases.</p>
<b>Potential Smells from the Wetland</b>	<ul style="list-style-type: none"> <li>• The Lions Club member raised a concern about potential smells from the northerly wetland, especially given changing lake levels and projected lower lake levels.</li> <li>• 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.</li> <li>• It was confirmed that the northern wetland would receive primarily stormwater, with Combined Sewer Overflows on occasion.</li> <li>• 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.</li> </ul>	<p>Two ways to reduce or eliminate smells from constructed wetlands include 1) consistent flow of water, and 2) consistent depth of water. Engineers involved with the Coatsworth Cut EA have assured the Design team that the proposed wetland in Coatsworth Cut will have a consistent flow of water (from urban stormwater sources). Achieving a consistent water depth will be ensured in detail design.</p>

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<b>TH&amp;SC Relocation</b>	<ul style="list-style-type: none"> <li>The Toronto Hydroplane &amp; Sailing Club (TH&amp;SC) member raised a concern that nothing concrete from the Toronto Port Authority (TPA) had been presented with respect to the Marina Peninsula.</li> <li>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.</li> <li>It was suggested that detail design for Lake Ontario Park should not begin until there is assurances that the relocation of TH&amp;SC to the Marina Peninsula will work.</li> </ul>	<p>A joint LOP briefing with TPA and TEDCO will take place in March – to discuss land-use on the Marina Peninsula.</p> <p>Bill Jackman represents the Toronto Port Authority in the Lake Ontario Park Executive Steering Committee. As of January 12, 2008, Bill has been meeting regularly with the Design Team, WT, PFR, TRCA and the City to discuss the Master Plan with respect to TPA land-use. The Executive Steering Committee will work towards achieving a firm commitment from TPA on the proposed relocations to the Marina Peninsula.</p>
<b>Safety of the Bridge and Breakwater</b>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	<p>Imagery of Buoys and Lifesaving equipment will be added to the Master Plan document, and referenced in the text description of the Bay proposals;</p> <p>In the objectives for the Bay, the Master Plan will promote the incorporation of signage and safety devices into the design of the bridge and breakwaters;</p>
<b>Public Boat Launch</b>	<ul style="list-style-type: none"> <li>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.</li> <li>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).</li> <li>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.</li> </ul>	<p>The Master Plan is proposing to replace the existing boat launch at Ashbridge's Bay with a public, non-motorized boat launch, thereby enabling the newly protected waters of Ashbridge's Bay to be used as a resource for canoes, kayaks and non-motorized 'car-top' sailing craft.</p> <p>The Master Plan is proposing to relocate the general public boat launch to the Marina Peninsula, just west of the existing Outer Harbour Marina. The Design Team, WT and the Executive Steering Committee are discussing this proposal with TPA, as well as the means for future monitoring and regulations for on-the-water use within the Outer Harbour.</p>

<b>THE BAY (COMMENTS FROM DECEMBER 5, 2007)</b>		
<b>ISSUE</b>	<b>MEETING DISCUSSION</b>	<b>PROPOSED MP RESPONSE</b>
<b>Navigational Safety</b>	<ul style="list-style-type: none"> <li>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.</li> <li>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".</li> <li>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.</li> <li>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.</li> <li>The Design Team indicated that the text in the Master Plan will describe the uses allowed, signage and other related matters.</li> </ul>	<p>Imagery of Buoys and Lifesaving equipment will be added to the Master Plan Public document, and referenced in text description of the Bay proposals.</p> <p>The usage of the protected watercourse is envisioned for canoes, kayaks and non-motorized 'car-top' sailing craft. The Master Plan is promoting the use of signage and floating markers to communicate allowed uses.</p>
<b>Loss of Shoreline for ABYC</b>	<ul style="list-style-type: none"> <li>The ABYC member indicated that they needed to look at the details to see if the club retains enough shoreline.</li> <li>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.</li> <li>The ABYC member asked for a meeting with the Design Team to look at the issue.</li> </ul>	<p>The Design Team has measured the existing shoreline edge of ABYC used for launching Junior Club dinghies and small dry sailed keelboats as approximately 470m.</p> <p>In the Master Plan Proposal, the Design Team has identified the potential for 550m of shoreline edge (Ref. Image 4). Achieving an appropriate length of shoreline edge will be ensured in detail design.</p>
<b>Wave Action in the Balmy Beach/Navy League/ABYC Junior Club Embayment</b>	<ul style="list-style-type: none"> <li>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.</li> <li>A similar concern was raised about the new entrance to ABYC.</li> <li>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.</li> </ul>	<p>The Master Plan will note that the size, shape, location and orientation of the deflector arms will 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.</p>

<b>THE BASE LANDS (COMMENTS FROM DECEMBER 6, 2007)</b>		
<b>ISSUE</b>	<b>MEETING DISCUSSION</b>	<b>PROPOSED MP RESPONSE</b>
<b>Statement of Intent for the Base Lands</b>	<ul style="list-style-type: none"> <li>• It was suggested that the Master Plan do the following: <ul style="list-style-type: none"> <li>• Re-draft the statement of intent;</li> <li>• Include statements on how habitat enhancement would take place (i.e., slowly, phased over time, delicately);</li> <li>• Include the term "urban wilderness";</li> <li>• Talk about the time frame; and</li> <li>• Define "public access".</li> </ul> </li> </ul>	<p>Although many of the recommendations are contingent on the results of future site investigations and stakeholder review, the Lake Ontario Park Master Plan has ten primary objectives for The Base Lands:</p> <ol style="list-style-type: none"> <li>1. Preserve significant species;</li> <li>2. Protect environmentally significant areas;</li> <li>3. Enhance aquatic and terrestrial habitat;</li> <li>4. Preserve and enhance the character of an 'urban wilderness';</li> <li>5. Develop a creative, time-based approach to remediation of contaminated areas that respects the natural values and function of the Base Lands;</li> <li>6. Establish a network of paths, boardwalks and transects that controls and organizes access to the Base Lands;</li> <li>7. Promote the slow, delicate introduction of public access trails and the enhancement of habitats by phasing all features over time and in coordination with ecological and stakeholder review;</li> <li>8. Expand the Base Lands interior footprint with the realignment of Unwin Avenue (feasibility tbd);</li> <li>9. Establish connectivity to the Don Greenway and Ravines via the successional landscapes of The Bar;</li> <li>10. Study a means for enabling canoe and kayak access between Ashbridge's Bay and the Outer Harbour through the creation of a discontinuous "wetland waterway" that might also be used for nature viewing from canoe and kayaks (feasibility tbd);</li> </ol>
<b>Compatibility with TTPMP</b>	<ul style="list-style-type: none"> <li>• SAC member stressed the need to ensure that the LOP Master Plan for the Base Lands was consistent with the Tommy Thompson Park Master Plan (TTPMP). The language used should be consistent.</li> <li>• It was noted that the Base Lands are zoned "GR", which allows only conservation uses, bathing stations and arboretums.</li> </ul>	<p>The four primary goals of the TTPMP are:</p> <ol style="list-style-type: none"> <li>1. Preserve significant species;</li> <li>2. Protect environmentally significant areas;</li> <li>3. Enhance aquatic and terrestrial habitat; and</li> <li>4. Enhance public recreational opportunities.</li> </ol> <p>The Master Plan objectives for The Spit (Tommy Thompson Park) and The Base Lands are consistent with these goals.</p>

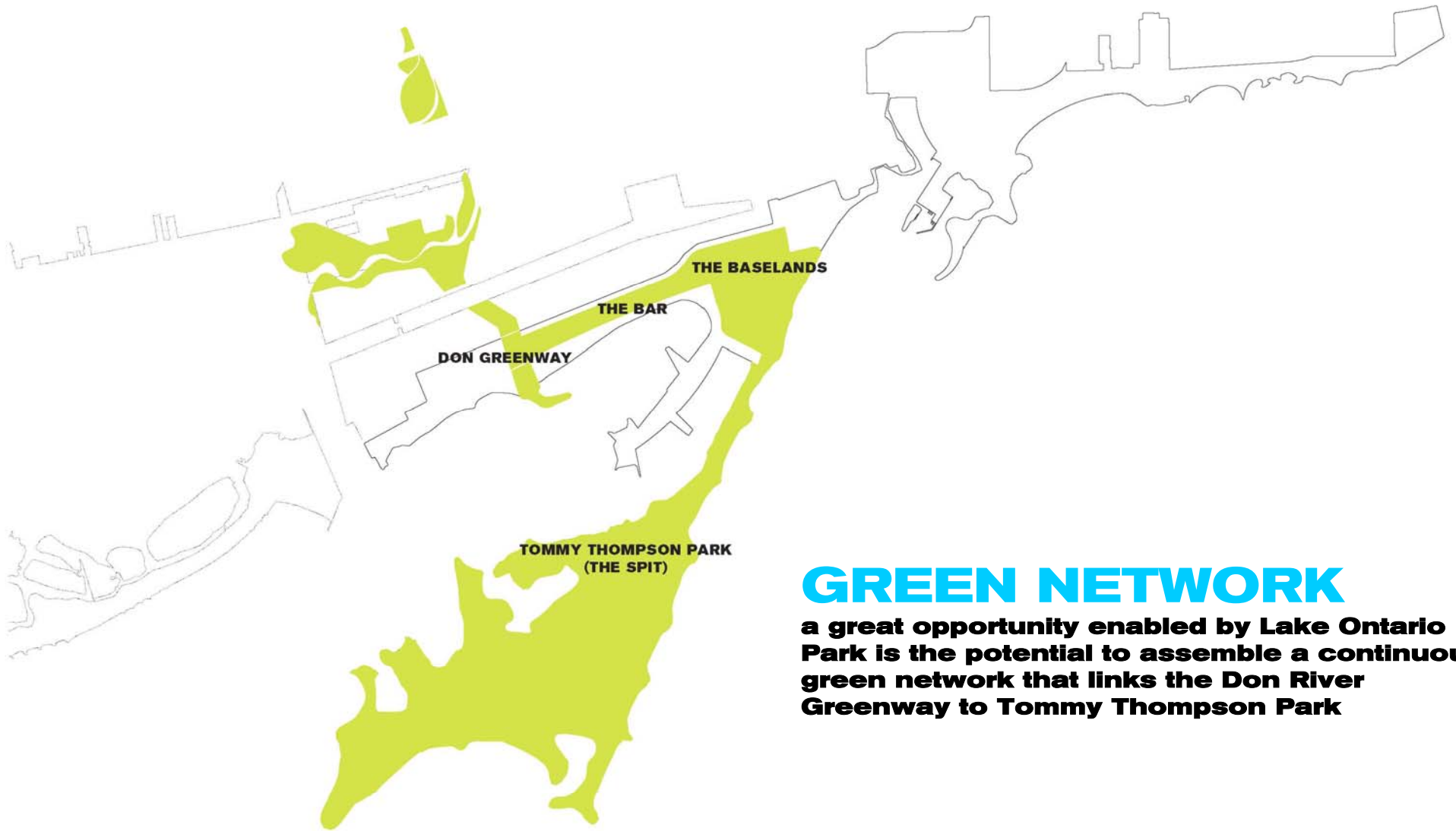


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<b>Adventure Centre</b>	<ul style="list-style-type: none"> <li>• It was suggested that the purpose and function of the Adventure Centre needs to be better defined, and that the number of functions seem somewhat contradictory to its scale.</li> <li>• In discussing the location, a number of rationales were put forward. These include: <ul style="list-style-type: none"> <li>• It is near the Bar transect;</li> <li>• It is near a point of vehicular access (Marina Drive);</li> <li>• It has frontage on the Outer Harbour;</li> <li>• It is a central location in the Park;</li> <li>• It is close to the outdoor educational opportunities of the Base Lands and Spit;</li> <li>• The eastern end of the Outer Harbour is sheltered, relatively unused, and is away from the sailing clubs, therefore good for canoeing and kayaking.</li> </ul> </li> <li>• Disadvantages of the proposed location include: <ul style="list-style-type: none"> <li>• Potential conflict with the multi-hulls on their moorings.</li> </ul> </li> <li>• The Design Team noted that the Adventure Centre was inspired by similar centres in New Brunswick, developed as part of the Tourist Strategy for the Provincial Parks in St. George and St. Andrew.</li> <li>• Parks staff indicated that they support the idea of the Adventure Centre but need to meet with TRCA and others to flesh out the proposal.</li> <li>• An interpretive centre in Lock Levin, Scotland was cited as a good example of how birdwatching opportunities can be provided at an interpretive centre.</li> <li>• It was noted that the Portlands Energy Centre will have an adverse visual impact on the area.</li> <li>• It was suggested that the LOP Master Plan should describe the process of what needs to happen to move the Adventure Centre proposal forward.</li> </ul>	<p>PFR staff held an internal workshop on the Adventure Centre (representatives of WT and the Design team were in attendance). PFR is in support of the location for the Adventure Centre as identified in the Master Plan. Several objectives for the Adventure Centre were identified:</p> <p>The 'Adventure Centre' is envisioned as a centrally located, 12-month facility that offers the following resources to park visitors:</p> <ol style="list-style-type: none"> <li>1. Multi-purpose community rooms and meeting spaces;</li> <li>2. Programming focus for PFR daycamps (especially eco-camps);</li> <li>3. Innovative recreational programming that incorporates education with active play;</li> <li>4. Orientation point for guided/self-guided exploration of the park;</li> <li>5. Referral to OHSF boat clubs for sailing, rowing, windsurfing instruction;</li> <li>6. Bike rentals;</li> <li>7. Canoe/kayak rentals and instruction, with a focus on boating safety and etiquette;</li> <li>8. Canoe/kayak public storage and launching; and</li> <li>9. Fishing piers and equipment rentals;</li> </ol>

<b>THE BASE LANDS (COMMENTS FROM DECEMBER 6, 2007)</b>		
<b>ISSUE</b>	<b>MEETING DISCUSSION</b>	<b>PROPOSED MP RESPONSE</b>
<b>Boardwalks</b>	<ul style="list-style-type: none"> <li>• It was suggested that the circular shape of the proposed boardwalk in the Base Lands was an arbitrary design, and not in keeping with the wild nature of the area. Trails at grade would be more naturalistic.</li> <li>• In response to a question about the ability to use mown trails, the Design Team indicated that this may be appropriate for some trails in the Base Lands.</li> <li>• The Design Team noted that the primary role of the boardwalk, whether elevated or not, is to function as a mechanism for controlling and organizing access to the Base Lands. Without direction as to how to access the site, people will create their own trails. A planned trail network can also help keep people away from sensitive areas. The Design Team noted that this is especially important in the context of increased future development.</li> <li>• The Design Team agreed that it is possible to build the trail network over time as usage increases. This would mirror the evolution of the landscape over time. Trails could be based on existing trails.</li> <li>• It was suggested that the Master Plan document include the principles of developing both habitat and the trail system over time in a gradual process.</li> </ul>	<p>The Design Team has revised the form and character of the trails within the Base Lands, by tracing existing foot paths and representing the widths of the trails more accurately (Ref. image 5 and image 9).</p> <p>As stated above an objective of the Base Lands makes clear reference to the need for sensitive, strategic implementation of new trails and pathways:</p> <p>“Promote the slow, delicate introduction of public access trails and the enhancement of habitats by phasing all features over time and in coordination with ecological and stakeholder review”;</p> <p>The Master Plan still maintains the central circular boardwalk (although greatly reduced in width) as a representation of a potential primary route through the Base Lands. The boardwalk is proposed as a means to direct the movement of the general public through a sensitive ecological area, while simultaneously enabling them to walk through and experience the expansive landscape. The Design Team believes strongly that the thin width and large radius of the boardwalk will not compromise the ‘urban wilderness’ experience of the Base Lands.</p> <p>The Master Plan will state that the feasibility, shaping and location of the boardwalk and trails will be determined through further environmental and stakeholder review.</p>

THE BASE LANDS (COMMENTS FROM DECEMBER 6, 2007)		
ISSUE	MEETING DISCUSSION	PROPOSED MP RESPONSE
Channel	<ul style="list-style-type: none"> <li>A number of concerns were raised about the proposed channel. These included: <ul style="list-style-type: none"> <li>It will destroy the Base Lands;</li> <li>It will fragment habitat;</li> <li>It will destroy the green link to the Don;</li> <li>It will release soil contaminants that are currently capped;</li> <li>There will either be no flow or poor water quality from Coatsworth Cut;</li> <li>Jet skis will inevitably get in;</li> <li>It does not consider Lake Ontario lake levels;</li> <li>If racing canoes and kayaks use it, coach boats will come as well;</li> <li>It will become the north boundary of the Base Lands, therefore reduce the amount of natural area;</li> <li>It raises the spectre of admission fees;</li> <li>It is not a good way of dealing with soil contamination;</li> <li>It may lead to a loss of International Birding Area status;</li> <li>It will compromise the Environmentally Significant Area; and</li> <li>It conflicts with the existing zoning for the area.</li> </ul> </li> <li>It was suggested that the design of the channel should include feedback from all stakeholders.</li> <li>Other SAC members noted the benefits of having canoe and kayak access across the Base Lands, rather than having to go "around the horn". It is very difficult for canoeists and sometimes tough for kayakers to get around the Spit in poor weather.</li> <li>The concept was raised of having an incomplete channel, with portages at the ends. As well as keeping out jet skis, the land bridges/portages would also allow wildlife movement.</li> <li>The Design Team addressed a number of the concerns that had been raised. It was noted that: <ul style="list-style-type: none"> <li>The existing contamination on the site (mostly fly ash and arsenic) is not capped. It lies on the surface and below and must be addressed, to protect both humans and prevent bioaccumulation in wildlife.</li> <li>The channel provides options for addressing soil contamination.</li> <li>There is great potential for improving the habitat values in the area.</li> <li>ESA policies allow for the improvement of habitat;</li> <li>The marshlands at Silent Lake Provincial Park contain an example of a meandering channel through a rich habitat;</li> <li>While the fragmentation concern is correct, a 4-hectare area can support interior habitat; and</li> <li>Water quality from Coatsworth Cut should not be an issue, as the channel wouldn't be built until the Coatsworth Cut wetland is in place.</li> </ul> </li> <li>It was suggested that hydrologic studies would need to be done to address the fluctuations in Lake Ontario water levels. The levels may be fluctuating more these days than previously.</li> <li>It was suggested that some of the language and concepts suggested for the Base Lands as a whole be applied to the channel. This includes concepts such as slow development, phasing over time, and delicate intervention, and the notion of the sensitivity of the Base Lands.</li> </ul>	<p>The Design Team has revised the form and character of the channel. (Ref. image 5).</p> <p>The Design Team suggests that the channel is best described as a discontinuous wetland waterway, envisioned as 1) a creative means for handling soil contamination, 2) a means for enhancing aquatic and terrestrial habitat (wet woods), and 3) a means for canoe and kayak access between Ashbridge's Bay and the Outer Harbour. The character of the waterway is represented in the images of Theissen's Channel in Point Pelee Park – a man-made and actively managed waterway that is a primary means for navigating the park (Ref. images 6-8).</p> <p>The Master Plan will state that the feasibility of the waterway will be determined through further environmental and stakeholder review.</p> <p>The Master Plan will describe the primary characteristics of the wetland waterway as follows:</p> <ul style="list-style-type: none"> <li>It will be a shallow, non-linear waterway achieved through a series of wetland water bodies;</li> <li>It is envisioned as plant-lined and open-water wetland and marsh;</li> <li>The location and scale of water bodies will be dependent on existing conditions of ecological significance or environmental contamination;</li> <li>Land bridges (portages) will define the east and west ends of the waterway, will limit craft access;</li> <li>The waterway will provide a canoe/kayak interpretive route for guided tours; and</li> <li>Planning and implementation of the waterway will respect the objective of enhancement of habitats by careful phasing over time and in coordination with ecological and stakeholder review.</li> </ul>





## **GREEN NETWORK**

**a great opportunity enabled by Lake Ontario Park is the potential to assemble a continuous green network that links the Don River Greenway to Tommy Thompson Park**

# WESTERN END OF LAKE ONTARIO PARK

The Bar, new beach and waterfront recreation facilities, Don connection and water taxi landing **2**



- 1 EASTERN GAP LANDING AND PROMONTORY
- 2 CHERRY ST. GATEWAY
- 3 WATERFRONT EVENT SITE
- 4 DON GREENWAY
- 5 LONG-TERM RELOCATED SPORTS FIELDS
- 6 JUNIOR SPORTS FIELD
- 7 CRICKET PITCH
- 8 PASSIVE PARK AND NATURAL AREAS
- 9 DON GREENWAY PROMONTORY
- 10 KITEBOARDING BEACH
- 11 WINDSURF CLUBS
- 12 OUTER HARBOUR SAILING CLUBS
- 13 PUBLIC BEACH FRONT
- 14 FISHING PIER AND PICNIC AREAS
- 15 HEARN
- 16 PORTLANDS ENERGY CENTRE
- 17 ADVENTURE CENTRE
- 18 POTENTIAL SHARED PARKING WITH TPA
- 19 POTENTIAL CHERRY BEACH CAFÉ

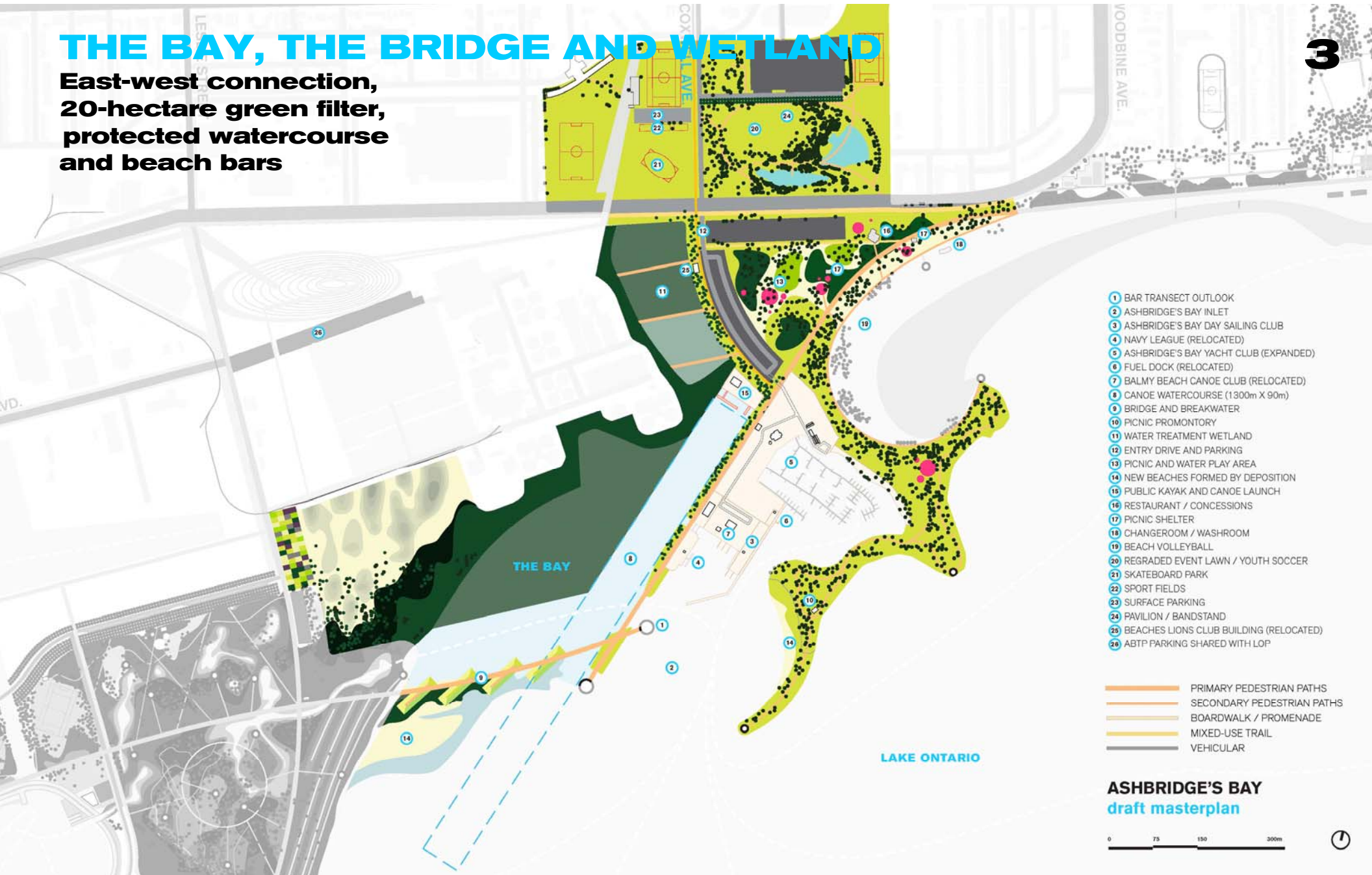
- PRIMARY PEDESTRIAN PATHS
- SECONDARY PEDESTRIAN PATHS
- BOARDWALK / PROMENADE
- MIXED-USE TRAIL
- VEHICULAR

**THE BAR, CHERRY BEACH AND NORTH SHORE**  
 draft masterplan



# THE BAY, THE BRIDGE AND WETLAND

East-west connection,  
20-hectare green filter,  
protected watercourse  
and beach bars



- 1 BAR TRANSECT OUTLOOK
- 2 ASHBRIDGE'S BAY INLET
- 3 ASHBRIDGE'S BAY DAY SAILING CLUB
- 4 NAVY LEAGUE (RELOCATED)
- 5 ASHBRIDGE'S BAY YACHT CLUB (EXPANDED)
- 6 FUEL DOCK (RELOCATED)
- 7 BALMY BEACH CANOE CLUB (RELOCATED)
- 8 CANOE WATERCOURSE (1300m X 90m)
- 9 BRIDGE AND BREAKWATER
- 10 PICNIC PROMONTORY
- 11 WATER TREATMENT WETLAND
- 12 ENTRY DRIVE AND PARKING
- 13 PICNIC AND WATER PLAY AREA
- 14 NEW BEACHES FORMED BY DEPOSITION
- 15 PUBLIC KAYAK AND CANOE LAUNCH
- 16 RESTAURANT / CONCESSIONS
- 17 PICNIC SHELTER
- 18 CHANGEROOM / WASHROOM
- 19 BEACH VOLLEYBALL
- 20 REGRADED EVENT LAWN / YOUTH SOCCER
- 21 SKATEBOARD PARK
- 22 SPORT FIELDS
- 23 SURFACE PARKING
- 24 PAVILION / BANDSTAND
- 25 BEACHES LIONS CLUB BUILDING (RELOCATED)
- 26 ABTP PARKING SHARED WITH LOP

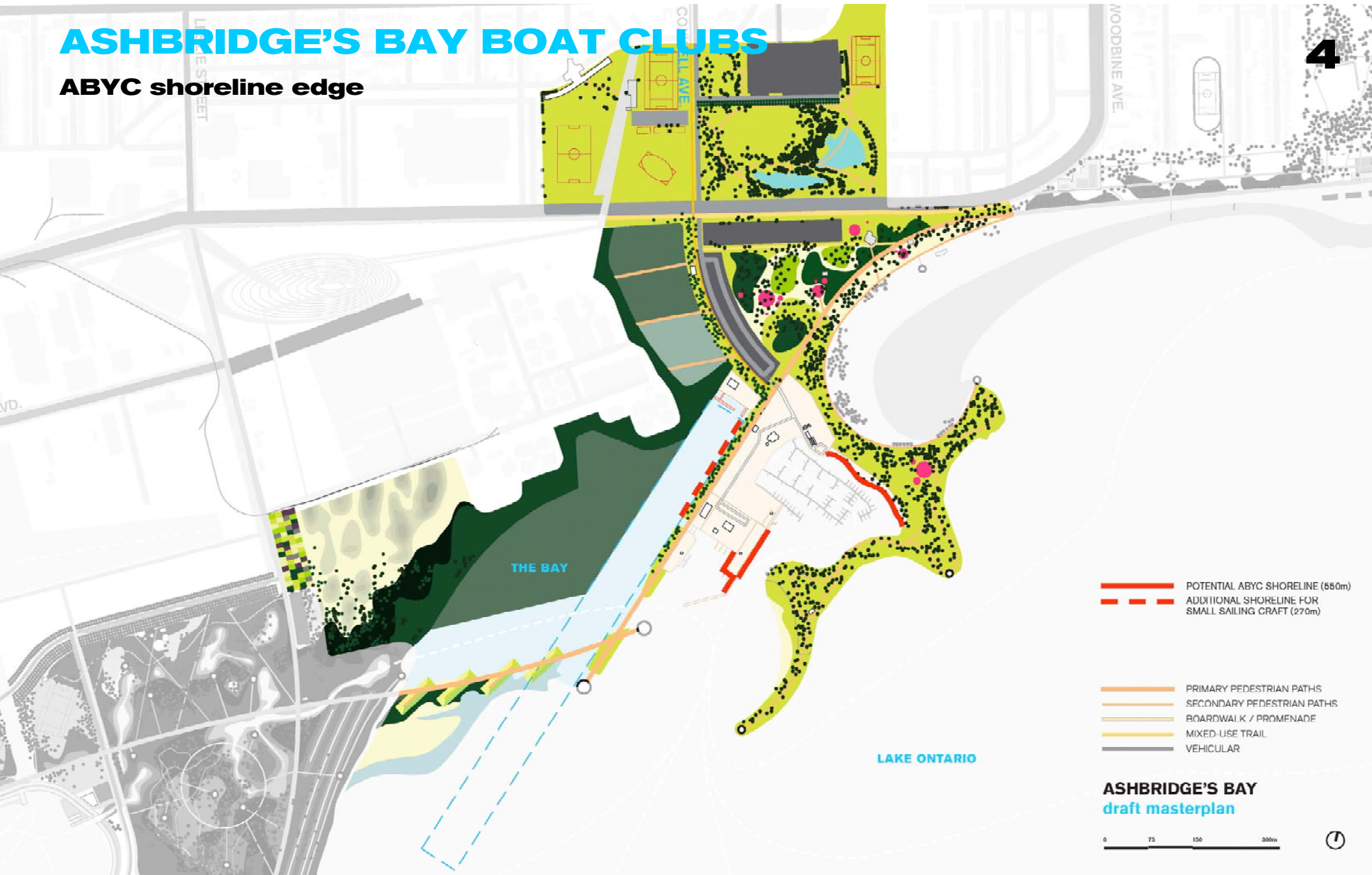
- PRIMARY PEDESTRIAN PATHS
- SECONDARY PEDESTRIAN PATHS
- BOARDWALK / PROMENADE
- MIXED-USE TRAIL
- VEHICULAR

## ASHBRIDGE'S BAY draft masterplan



# ASHBRIDGE'S BAY BOAT CLUBS

ABYC shoreline edge



- POTENTIAL ABYC SHORELINE (550m)
- ADDITIONAL SHORELINE FOR SMALL SAILING CRAFT (270m)
- PRIMARY PEDESTRIAN PATHS
- SECONDARY PEDESTRIAN PATHS
- BOARDWALK / PROMENADE
- MIXED-USE TRAIL
- VEHICULAR

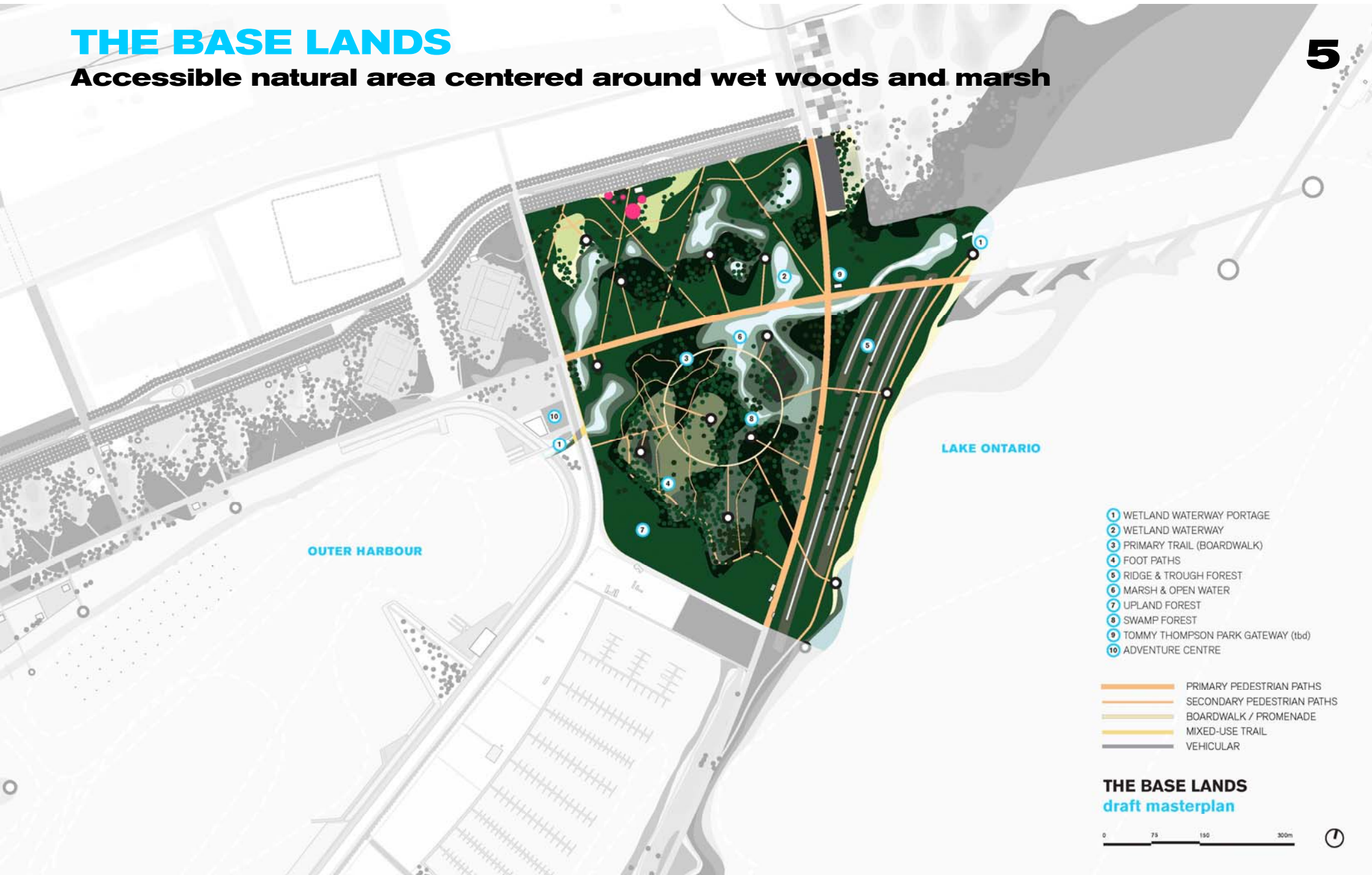
**ASHBRIDGE'S BAY**  
draft masterplan





# THE BASE LANDS

Accessible natural area centered around wet woods and marsh



OUTER HARBOUR

LAKE ONTARIO

- 1 WETLAND WATERWAY PORTAGE
- 2 WETLAND WATERWAY
- 3 PRIMARY TRAIL (BOARDWALK)
- 4 FOOT PATHS
- 5 RIDGE & TROUGH FOREST
- 6 MARSH & OPEN WATER
- 7 UPLAND FOREST
- 8 SWAMP FOREST
- 9 TOMMY THOMPSON PARK GATEWAY (tbd)
- 10 ADVENTURE CENTRE

- PRIMARY PEDESTRIAN PATHS
- SECONDARY PEDESTRIAN PATHS
- BOARDWALK / PROMENADE
- MIXED-USE TRAIL
- VEHICULAR

## THE BASE LANDS draft masterplan



# point pelee national park

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## Thiessen's Channel





**WETLAND WATERWAY AND INTERPRETIVE ROUTE**



**WETLAND INTERPRETIVE ROUTE**



**AN URBAN WILDERNESS**