



LAKE ONTARIO PARK MASTER PLAN STAKEHOLDER ADVISORY COMMITTEE

BAR/MARINA PENINSULA TASK GROUP MEETING Tuesday, December 4, 2007

Meeting Notes

1) INTRODUCTION

Brenda Webster and James Roche welcomed participants on behalf of Waterfront Toronto and 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 Bar and Marina Peninsula areas.

Focusing on the Bar, Richard described the elements, including the concept of the bar itself with its dune-inspired landscape and trails, the increased canopy, and the natural turf sports fields. He noted that the design of the Bar needs to address the changing land use in the Port Lands, which includes proposals for 240 hectares of new development, a new community of 40,000 residents, and retail, office and commercial development. He noted as well the major changes proposed for the Central Waterfront, Lower Don Valley, and other areas adjacent to Lake Ontario Park.

The major concepts for the Bar include the remediative landforms of the Bar itself, an extended beachfront east of the OHSF, new waterfront recreation facilities, a green landscape connection to the Don Greenway, and a proposed water taxi landing. Richard then showed three conceptual design responses to potential soil contamination in the Bar, responses that reflected different physical strategies for remediating various levels of soil contamination. He referenced Byxbee Park in Palo Alto and Crissy Field in San Francisco as examples of parks addressing similar soil contamination challenges. He noted that there was little change proposed for Cherry Beach, other than re-planting of cottonwoods to retain the vegetation community over time. East

of the north shore boat clubs, a new, shallow sloping beach-like edge is proposed by shaving down the existing stone edge.

He then focused in on the North Shore of the Outer Harbour, and noted that the main goal Master Plan in this area is to preserve the water sports and waterfront recreation in a “cottage setting”. He discussed the proposed relocation of the north shore boat clubs and the Great White North dragon boat club, including the proposal to provide public access in front of the clubs.

Richard then focused on the proposal for the Marina Peninsula, which involves providing water access and views along a new, publicly accessible recreation deck. He noted the potential for small-scale revenue generating uses on the Peninsula, such as a café or restaurant.

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.

Street Design of Unwin

- 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.
- The Design Team explained that the LOP Master Plan proposal for Unwin includes:
 - a more northerly alignment at the eastern end;
 - 22 metre width of the entire roadway;
 - two lanes of traffic and one lane of parallel parking (not continuous, but in nodes separated by stormwater gardens);
 - a lane for the LRT; and
 - a lane for the existing rail line.
- The Design Team stressed that the ultimate configuration and location of Unwin will be addressed in a separate Environmental Assessment.
- Parks staff stressed the importance of making provisions for the proposed tree corridor along both sides of Unwin.
- SAC members noted the need to be aware of the potential traffic from the sports fields along Unwin.
- In order to protect against possible attempts to widen Unwin, SAC members proposed that the LOP Master Plan clearly state that:

- LOP should be largely car-free;
- parking should be kept to a minimum;
- Unwin should not become an arterial road;
- use of the LRT and park shuttle should be encouraged;
- parking areas should use permeable paving;
- shared parking facilities should be encouraged; and
- trees should be incorporated into parking lots.

Don Greenway Connection with the Lake

- 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 Baselands and Tommy Thompson Park.
- 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
- 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.
- A SAC member suggested that TEDCO should be assembling land now north of LOP for the Don Greenway.

First Nations Grove

- 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.
- The First Nations proposal is for a 16-acre site, which will include a longhouse.
- Historically, First Nations groups had ceremonial sites on Fisherman's Island.
- The First Nations would like to meet with the Design Team and Waterfront Toronto to discuss the grove.

Access in Front of North Shore Clubs

- 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 capsize.
- The OHSF would like to meet with Waterfront Toronto, Parks and the Design Team to discuss these issues.
- 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.

- 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.
- 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.
- The OHSF is concerned about having a hard surface multi-use trail in front of the clubs.
- 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.
- 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.
- 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.
- 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.
- It was also suggested that the Master Plan should not show details of future configuration, docks, etc.

Cherry Beach Woodland Restoration

- A concern was raised about the difficulty of meeting canopy targets at Cherry Beach because of the impacts of dogs.
- Parks staff indicated that the City was currently reviewing the grandfathering process for existing "off leash" areas including Cherry Beach.
- It was suggested that tree planting in the Cherry Beach area consider using indigenous plantings.
- The Design Team indicated that any planting programs would include only native plant species, and could consider the use of indigenous species.

Marina Peninsula

- 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.

- The proposed move of Toronto Hydroplane & Sailing Club (TH&SC) to the Peninsula would add about 110 boats. These are mostly sailboats, with an average length of 28 feet.
- 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.
- The TH&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.
- 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”.
- 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.

Marine Traffic

- It was noted that the Outer Harbour is a heavily-used area.
- 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.
- It was suggested that speed limits in the harbour need to be strictly enforced.
- 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.
- 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.
- It was suggested that consideration be given to re-locating the public launch ramp at Ashbridge’s Bay Park.
- It was suggested that scuba diving is not compatible with sailing and other on-the-water uses in the Outer Harbour.

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 other upcoming Task Group meetings – December 5th for the Bay and December 6th for 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 9:10 pm.

APPENDIX A

LAKE ONTARIO PARK MASTER PLAN STAKEHOLDER ADVISORY COMMITTEE BAR/MARINA PENINSULA TASK GROUP MEETING Tuesday, December 4, 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 Bar and Marina Peninsula areas;
- To discuss and resolve, where possible, key Master Plan issues relating to the Bar and Marina Peninsula

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 Bar and Marina Peninsula	
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• Other Task Group Meetings• Next Stakeholder Advisory Committee Meeting	

Handouts:

- Presentation

APPENDIX B PARTICIPANTS

Members

Dennis Findlay	Portlands Action Committee
Lee Smolin	Outer Harbour Sailing Federation
Ralph Drake	Outer Harbour Sailing Federation
John Carley	Friends of the Spit
Bob Stuart	Balmy Beach Canoe Club
Julie Beddoes	West Don Lands Committee
Ian Whan	Toronto Hydroplane & Sailing Club
Dalton Shipway	Toronto Field Naturalists
William Woodworth	Mohawk – Six Nations of the Grand River
Tobin Young	Council of Commodores

Observers

Steven Hoke	Outer Harbour Sailing Federation (Water Rats)
Cathryn MacFarlane	Outer Harbour Sailing Federation (Aquatic Park Sailing Club)
Pasquale Leone	Outer Harbour Sailing Federation
John Miolla	Outer Harbour Sailing Federation

City of Toronto

Leslie Coates	Parks, Recreation and Forestry
Beth McEwen	Parks, Recreation and Forestry

Waterfront Toronto

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

Design Team

Richard Kennedy	Field Operations
Joanna Kidd	Kidd Consulting