

**Lake Ontario Park Master Plan
Public Forum #3
July 10, 2008**

Draft Meeting Report



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Background

The Toronto Waterfront Revitalization Corporation (TWRC) was created by the Government of Canada, the Province of Ontario and the City of Toronto in 2001 to transform the waterfront of Toronto into beautiful and sustainable new communities, parks and public spaces. The notion of great public spaces is central to TWRC's vision of a revitalized waterfront, and Lake Ontario Park is a vital part of that vision.

Lake Ontario Park was identified in 2003 in TWRC's Parks and Public Spaces Framework as one of the Corporation's signature projects. The Park, which will stretch from Cherry Beach in the west to the R.C. Harris Filtration Plant in the east, is envisaged as a landmark park that will become a defining destination for the city, much as Stanley Park does for Vancouver.

The development of the Lake Ontario Park Master Plan began in April 2006, with the retention by TWRC of a design team led by Field Operations from New York City. In Phase 1 of its work, the design team developed an understanding of the complex nature of the site, the existing resources within it and current uses. This involved extensive review of existing documentation, meetings with partners and key stakeholders, and the holding of a Public Forum on June 8, 2006 at Cherry Beach to gather ideas and future visions for the Park.

In Phase 2 of its work, the design team developed a vision and Concept Plan for Lake Ontario Park. This was presented at a second Public Forum held on January 17, 2007 at the Radisson Admiral Hotel. Phase 3 of the design team's work involved extensive discussions and problem solving with agencies and stakeholders and culminated in the development of the Draft Lake Ontario Park Master Plan, which was presented to the public at a third Public Forum on July 10, 2008 at Polson Pier. In total, 162 people attended the Open House that preceded the Forum and/or the Forum itself.

This Meeting Report has been prepared by Joanna Kidd of Kidd Consulting. It provides highlights of the presentations made, the questions and comments made at the meeting and the feedback obtained through the comment forms and other submissions after the meeting. Appendix A includes the agenda for the meeting.

Opening Remarks

John Campbell, President and CEO of Waterfront Toronto welcomed participants and thanked them for attending. He noted that the completion of the Lake Ontario Park Master Plan was really the end of the beginning, as a significant amount of work would be required to implement it.

Councillor Paul Fletcher also welcomed participants and thanked those who have contributed to developing the Plan, and those who have helped the design team refine it. As one of the local councillors and as the Chair of the City's Parks and Environment Committee, she noted that she was looking forward to finalizing the Plan and moving it from concept to reality.

Facilitator, Joanna Kidd of Kidd Consulting introduced herself and described her role. She briefly reviewed the previous Lake Ontario Park Public Forums, their focus and

their outcomes. She noted that at the second Public Forum, in January 2007, participants expressed strong support for many aspects of the Lake Ontario Park Concept Plan. This included support for the notion of the transects, keeping the Park's diversity and distinctiveness, keeping large areas of the Park wild, restoring the wetlands at Ashbridge's Bay, making strong connections to the Don and along the waterfront, the inclusion of sports fields, increasing access to Lake Ontario and increasing the opportunities for people to take part in water-related recreation. She noted that a number of concerns had been raised at that meeting and the design team had been working hard since then to address these issues in meetings with agencies, the Stakeholder Advisory Committee and individual stakeholders. This effort has culminated in the Draft Master Plan for Lake Ontario Park.

Joanna then reviewed the agenda, introduced key members of the design team and the Lake Ontario Park Steering Committee, and introduced James Corner.

Presentation

James Corner, principal of Field Operations, the landscape architecture and urban planning firm which led the development of the Lake Ontario Park Master Plan gave the presentation on the Draft Plan. He began by reviewing the composition of the design team, the Steering Committee and the Stakeholder Advisory Committee and presented an overview of the master planning process.

James then described the qualities of the 925-acre site and its relationship to Toronto's other green spaces. He noted the original sand spit (Fisherman's Island) that sheltered the rich and productive Ashbridge's Bay Marsh and Toronto Bay, and the extensive lakefilling that had been used to create most of the land in Lake Ontario Park. He reviewed the themes that were developed from public input (the rural cottage, heterogeneous mix, open and public, generous habitat, outdoor education, city orientation, lake orientation and active use).

James listed the primary goals of the Master Plan which are to:

- promote a bold, flexible and resilient landscape framework;
- create a vibrant lakefront of distinctive activities and unique water-oriented programming;
- build a connective circulation system to unify the large park;
- create a realistic, low-maintenance and sustainable landscape; and
- preserve and amplify the remarkably unique settings.

Key to the achievement of these goals is the use of transects (multi-use primary trails to unify the diverse park and link to adjacent neighbourhoods and the city) and outposts (existing and new outlooks, natural areas, promontories, water landings, seating areas and other features that are reached via the transects). Other major elements are the Bar, which re-imagines Fisherman's Island as a new defining edge of the city and the Bay, which re-imagines the Ashbridge's Bay Marsh as a publicly accessible wetland that helps to filter and clean the city's stormwater before it is released to the lake.

James noted that the vibrancy of Lake Ontario Park would flow from the active sports taking place in the Bar, the many sites for water-related activities, new areas for children's play and picnicking, eco-outposts for nature interpretation and education, new opportunities for fishing and waterside play, opportunities for culture, arts and performance, and the landscape itself, which provides opportunities to experience elemental nature. In terms of connectivity, James noted that Lake Ontario Park should largely be a car-free place in which pedestrians and cyclists have precedence. Parking is to be focused on the perimeter of the park, with a park shuttle and an LRT providing access. The Draft Master Plan promotes the use of temporary, shared and off-site parking where possible, and the use of permeable surfaces and shade canopy. The Plan describes a hierarchy of path types that create a diversity of trail experiences and increase access to the water's edge.

With respect to habitats, James noted that the Draft Master Plan focuses on creating ecological linkages, allowing for a strong connection to the Don, managing access to protect sensitive areas, recharging the site using natural processes, and improving water quality for habitat and recreation. Priority is put on preserving the existing canopy cover, preserving significant cultural stands (such as the Cottonwoods at Cherry Beach) and increasing canopy coverage through the use of species that are well situated to the site.

James then reviewed the six major areas of Lake Ontario Park. The Bar is envisaged as an area for active sports and linear recreation with expanded natural areas, extended beaches, the off-leash dog area and a First Nations Grove. Within the Bar, the North Shore is seen as a place for watersports and water recreation in a "cottage" setting. The Marina Peninsula will provide new boating facilities (from the re-located boating clubs and the re-located launch), a waterside promenade, fishing piers, kayak landings, a small cafe, and a Waterfront Adventure Centre as a locus for nature interpretation, eco-education and bike, canoe and kayak rentals. The Base Lands are envisaged as an accessible urban wilderness centred around wet woods and marshes. Tommy Thompson Park (the Leslie Street Spit) is envisaged as a place of wild successional landscapes, in keeping with the Tommy Thompson Park Master Plan. As such it is a place for wildlife interpretation, environmental research, and passive recreation. The Bay, the Bridge and the Wetland provide a connection between the east and west sections of the Park, include a 20 ha green filter (the wetlands), and provide a protected area for canoeing and kayaking. This part of the Plan includes the re-location of boat clubs from Coatsworth Cut, the refreshment of Ashbridge's Bay Park, and allows for the possibility of a 1200 m training course for canoeing and kayaking. The Lake Ontario Park Master Plan includes a "refreshment" of the Eastern Beaches, with new and renovated amenities, a renovated boardwalk, and three jetties to encourage sand deposition.

James went on to talk about implementation, and began by noting that it will take many years to complete implementation of the Plan. The objectives of the Master Plan are to ensure both early success and long-term sustainability with smart phasing and economic planning, and to create a park that will be explored and enjoyed in all seasons and be compelling over time. The conceptual phasing of the Park includes:

- Phase 1 Prioritize Connectivity and Refresh the Beaches;
- Phase 2 Build the New Rooms; and
- Phase 3 Define New and Existing Outposts.

In summing up, James suggested that Lake Ontario Park will provide:

- a regional greenway, a lake filter and a wildlife habitat;
- a world class, signature park for the whole city;
- wild landscapes;
- a vibrant lakefront; and
- a “big nature” park for water sports, recreation and culture.

He finished by briefly describing the next steps in the process which include the completion of the Master Plan, the identification of the Phase 1 Implementation Project, continuing agency, stakeholder and public consultation, technical studies, and permitting and approvals.

Feedback Received at the Meeting

Questions

- Q:** Can you give the Hanlan Boat Club some assurance that the distance between shoreline at low water of the new beach east of the Outer Harbour Sailing Federation (OHSF) clubs and the area leased by the multihulls will not be diminished? This area is very important for rowers because it is protected from wind.
- A:** The design team understands that this section of the north shore is important for rowing because it is sheltered from the wind. The Master Plan is showing a conceptual idea of new public access and trails to bring people to the water. Moving forward will require technical study to demonstrate that we are not affecting the wind or adversely affecting the conditions for rowers and dragon boaters.
- Q:** Given that the building of the transects are to be in Phase 1, the Hanlan Boat Club requests that the proposed relocation of Hanlan Boat Club to the Marina Peninsula be considered as part of Phase 1.
- A:** The phases outlined in the Draft Master Plan are very conceptual and are intended to guide discussions with the City of Toronto and other agencies. We don't have the details of what exactly will be included in each phase at this time. At some point in the future we will be discussing phasing with the stakeholders to get your thoughts on it.
- Q:** A representative from the Toronto Windsurfing Club would like to know whether the need for vehicular access to their club has been taken into consideration.
- A:** The Master Plan includes retention of all vehicle access to the boating clubs along the north shore. The existing parking area and vehicular access for the OHSF clubs are retained in the Master Plan. The parking lot for the Windsurfing

Club is reconfigured and would be accessed either from the Cherry Beach parking lot or the OHSF parking lot.

Q: Mosquitoes breed in marshes. How would mosquito control be handled? I have a concern about the use of pesticides.

A: The Master Plan does not have a policy on mosquito control. It is something that would be worked out in time. As habitats and landscapes are designed, we would try to minimize the conditions that lead to such pests by providing breezeways for air movement and controlling the flow of water and water depth of wetlands. Most people would be adverse to the use of pesticides and chemicals.

Q: Homeless people find shelter in parks. Will this park be open 24 hours a day, and how would this safety issue be handled?

A: It has not yet been determined what hours the park will be open. It is a long time off before the park at the scale we are talking about will be in place. For the next few years, the different parts of the park would continue to function as they have been. Farther down the line, the City will make policies about opening hours.

“We are presenting a vision for connectivity, for a larger ensemble, for a great new front door for how Toronto meets its lake.”

James Corner

Q: Once the park is established, how will maintenance be ensured?

A: As part of the design team, we have expertise in financial management. With them and the City we are looking carefully at organizational and budget issues. When you build a park we need to consider not only about the capital costs to build it, but also the long-term operational costs. It is important to build a park that we can maintain.

Q: How confident are you that the bridge and breakwater (with the piers as discontinuous islands) will be able to create flat water?

A: It is difficult at the Master Plan scale to show where every element will be. That takes time and a lot of design work and engineering studies. We are presenting a vision for connectivity, for a larger ensemble, for a great new front door for how Toronto meets its lake. The bridge and breakwater is one idea. It is feasible. We have engineers on the design team that have looked at it and told us how it can be built. The drawing is not a perfect rendition of what the engineering at the end of the day will be. To develop the bridge is likely a two-year civil engineering project to identify the plan and section and technical details. As a professional team, we are confident that we can build the structure and that the water inside will be protected from the wave energy of the lake.

Q: You alluded to renovation and re-location of the North Shore sailing clubs. Can you elaborate on what you intend? And what process would be involved in that?

A: We think that the North Shore boating clubs are a fantastic resource. They create a culture that encourages sail training and water use. The Master Plan proposals for the OHSF clubs are limited to slightly shifting them east in order to make a generous connection with the Don Greenway. How the clubs would be physically organized will involve discussions with the clubs. It will reflect the way the clubs work, the equipment, the storage needs, etc. The important point is that we are increasing the public's ability to access the water's edge via the Don Greenway while preserving the clubs' character, function, uses and culture.

Q: What can you do about the smell from the birds on the Spit?

A: The management of wildlife on the Spit is subject to the Tommy Thompson Park Master Plan and is outside of the scope of the Master Plan.

Q: Can you give us acknowledgement that you received the concerns that the OHSF sent in late-May, and that they are still on the board for discussion?

A: We have collated all the comments from the Stakeholder Advisory Committee on the Draft Master Plan, have prepared responses and will be circulating them soon. The planning for the North Shore clubs will take many more discussions.

Q: Do you have any sense of timing for Phase 1 as it would affect the North Shore boating clubs?

A: In terms of timing, what we have shown today is what we have at the moment. The timing involves discussions with the City, Waterfront Toronto and other agencies. We will be making recommendations, looking at what is realistic in the near term.

Q: The Outer Harbour Dragon Boat Club currently operates out of the circulating channel at the eastern part of the Outer Harbour. Is our tenure safe there? Will the re-building of the bridge at Unwin Avenue continue to allow us access to the Outer Harbour?

A: Yes, your tenure is safe. Your club is on the plans. As with the other clubs, the Master Plan does not provide the specifics of your access and the size of the facility.

Q: Can you identify the major changes that have taken place since the Concept Plan in January 2007?

A: There has been a lot of effort since the last Public Forum and a lot of the changes are reflected in the text of the Master Plan. This includes the

descriptions of the elements and the objectives that will help direct decision-making as implementation takes place. The drawings and images are high level. We have been working with the Steering Committee and the Stakeholder Advisory Committee to refine the objectives for each area – what it achieves physically, what it achieves ecologically, what it achieves recreationally, and so on – and making slight changes to the Plan. The core ideas – the wetland, the bridge, the Bar, the character of the North Shore – are all preserved. There have been major changes in how recreation is dealt with in the bar, for example. In the Concept Plan, recreational fields were strung along Unwin Avenue; in the Draft Master Plan there is a gradient of activity with more activity occurring at the Cherry Street end of the Bar and activity getting more passive and natural as you go east towards the Base Lands. We previously had sports fields north of the Base Lands and those are not now there. The entire ensemble of Ashbridge's Bay Park has been reconceived including how the bridge and breakwater work. This has made it more financially sustainable and more achievable. The channel across the Base Lands has been re-imagined as a discontinuous wetland watercourse.

Q: One of the challenges of the project is contaminated soils. There are many ways to deal with contaminated soil. Why does the Master Plan promote the removal of it?

A: The Plan does not promote removal of contaminated soil. It promotes a flexible approach to dealing with contaminated soil that reflects the subsurface conditions and the future land uses.

Q: There are sometimes conflicts between the small boats in the Outer Harbour and the large powerboats from the Outer Harbour Marina. Has any thought been given to creating a channel through the Spit to allow them to access the Lake directly?

A: We have not considered the creation of a channel through the Spit. The concerns about potential on-the-water conflicts are shared by many members of the OHSF. The behaviour of boaters and enforcement of behaviour is a policing issue and not a part of the physical planning of the Master Plan. The Master Plan recommends the creation of an Outer Harbour User Committee, similar to the Harbour Liaison Committee for the Inner Harbour. This would include boaters, other users, the City, the Toronto Port Authority and the Marine Police. The Committee would become an advisory board to set rules about how the Outer Harbour is used.

Q: The creation of the Spit has altered sand deposition patterns. Before the Spit was built, the currents carried sand from the Scarborough Bluffs to the Islands, which are a dynamic landform. Did the study look at sand deposition at a large scale and was any thought given to altering the Spit to renew the natural sand deposition regime?

A: Sand deposition was not studied at the scale you are describing and no consideration was given to altering the configuration of the Spit. We have been studying sand deposition issues as they affect water quality and the depth of Coatsworth Cut. Future studies will look at how to control and mitigate sand deposition in Ashbridge's Bay.

Q: The bridge looks spectacular, but it also looks expensive to build and high maintenance. What was the motivation to build that sort of a structure, and what were some of the other options?

A: The main objective is to connect the western and eastern portions of the site. If you are coming from Cherry Beach and along the North Shore you have to cross the water to get to Ashbridge's Bay Park. Otherwise, you have to go north a bit and try to work with the Ashbridge's Bay Sewage Treatment Plant, which is very concerned about property lines, security and the integrity of its operation. There is some advantage in taking a line out across the water. We then have the possibility of creating a protected water body inside of it, which is desirable for canoeists, kayakers and other small non-motorized craft. The bridge is high enough to allow boats to get out into the lake and to allow for water exchange. We think that the bridge and breakwater is a great piece of urban work that will showcase Toronto. People will come to walk across that bridge and enjoy the views that it offers.

Q: The Spit is an International Bird Area. I am wondering about the impacts of increased human use of the Spit on nesting birds.

A: The Lake Ontario Park Master Plan describes four types of paths. The transects are the major walking and biking paths. The Spit Transect runs along the alignment of the existing road on the Spit. Eventually that road will be replaced with a multi-use trail. Secondary trails are multi-use trails that wind through the Bar and other areas – the Martin Goodman Trail is a good example. Tertiary trails would be single-use trails such as biking trails through the Bar. The fourth kind of trail is seasonal trails that are managed so that public access is restricted during ecological sensitive times of year, such as nesting times.

Comments

C: Congratulation on the Master Plan – it is really beautiful.

C: There is continued concern about the Marina Peninsula, especially the inclusion of types of activities such as the motorized boat launch and a restaurant that would bring traffic into the centre of the park. I suggest that these kinds of activities should be kept to the perimeter of the park.

A: The Draft Master Plan proposes to control vehicular access to the Marina Peninsula to the re-located boating clubs, the Outer Harbour Marina, and the motorized boat launch. The boat launch is an operation issue as well as a policy

issue, and the potential impacts of the boat launch, the location of the boat launch and alternative locations for it will continue to be studied in the Master Plan process. Much discussion is needed and it needs to be conducted at a bigger scale.

- C:** There are many good ideas in the Master Plan – habitat creation, restoration and maintenance, the recognition of the ecological significance of the Base Lands, However the Friends of the Spit cannot understand why the Bar Transect is being run right through the middle of the Base Lands, thereby fragmenting the habitat and allowing people and dogs into it. We suggest bending the Transect north along the existing Unwin Avenue. This would reserve the maximum amount of the Base Lands for natural habitat.
- A:** The design team loves the Base Lands, and how it has grown so well so quickly. It is an amazing expression of the force of nature. The Master Plan proposes to move the eastern part of Unwin Avenue north to increase the size of the Base Lands. We are proposing a path to go through the Base Lands so that people can enjoy its beauty. The path is in no way an impediment to ecological function. If the argument is that because it is a big natural reserve we should not allow people into it, I don't understand that in the context of a metropolitan area.
- C:** We are heading into an economic decline now that is not cyclical, but structural, one in which there will be less money available in the future to do things. I have a concern about the cost of building the bridge and breakwater, and because I think it is an unnatural feature. I don't think that some of the alternative options have had enough consideration. For example, you have said that Toronto Water will not allow any paths on their property (at the Ashbridge's Bay Treatment Plant) but they have told the Treatment Plant Liaison Committee that they have not changed their position as laid out in the Treatment Plant Landscaping Plan of 2003 which does allow footpaths on the property. I suggest that building the Transect as a ground level path on the Treatment Plant property is still likely an option.
- C:** I hope you are contemplating dredging near the Spit so that boats with deeper keels can sail close to it.
- A:** Adjustments to lake bottoms and so on are outside of the scope of the Master Plan.
- C:** I am impressed with the design and the amount of effort it must have taken to get this far.
- C:** The paddling facility is tremendously exciting.

- C:** We have concerns about the statement that the 1200-metre canoe training course is a “long-term” part of the project. It is our understanding that Waterfront Toronto and the City would be looking at alternative plans for the placement of the bridge and the possibility of creating the training course initially.
- A:** The creation of the entire Bay ensemble is a long-term effort – it is quite an effort in planning, design and engineering. It will also require an Environmental Assessment. This will involve consideration of alternatives, modelling and detailed studies to ensure that it works – that navigation, water quality and other aspects are not affected – and how a canoe training facility might be built.
- C:** A representative from Ontario Sailing stressed the importance of keeping lines of communication open with the boating clubs in Lake Ontario Park as the planning process continues. “The communication plan is as important as any of the other plans you are working on”.
- A:** We agree.
- C:** A representative from Toronto Hydroplane and Sailing Club (TH&SC) is concerned about sequencing of events. It is important that the club can ensure continuity of its boating activities. Even a rough date for moving would be useful.
- A:** Your concern – operational continuity is shared by most of the boating clubs. The Draft Master Plan commits that operational continuity of all boating clubs will be preserved. We wouldn’t move you without having an alternate site available. The timing for TH&SC would be in parallel with any efforts in the Bay. We hope to have a better handle on general timing soon.
- C:** I commend Waterfront Toronto for coming up with a unique and visionary plan and commend the designers for the work they have done. I’d like to remind everyone that 4 million people want a truly great park down here. However, nothing great was ever built by committee. Now that the designers have a great plan, we should let them take these plans and build it.
- C:** I commend the design team for listening to stakeholders.
- C:** Even if the Transect is moved north, there will still be lots of access to the Base Lands.
- C:** I disagree with the statement that fragmentation of habitat has no impact on wildlife.
- C:** Thank you for preserving the integrity of the OHSF boating clubs.

- C:** As a member of Ashbridge's Bay Yacht Club, I applaud the process that has gone into the evolution of the Master Plan. Look forward to the response to our concerns and look forward to working with you in the detail design phase.

Feedback Received After the Meeting

The written feedback received after the meeting has been organized to reflect the focus questions contained in the Workbook handed out at the meeting. Written comments were received from 17 people. Where there were multiple references to an item, it is indicated.

Q1: What do you like about the key elements [of the Lake Ontario Park Master Plan] and why?

- Transects that connect the various areas of the park. (x4)
- The emphasis on connecting parkland and public open space. (x2)
- Trails with lots of waterfront access/increased access to the waterfront. (x3)
- The circular boardwalk in the Base Lands.
- Emphasis on the water's edge.
- The bridge at Ashbridge's Bay. (x3)
- The piers, promenades and fishing piers.
- The retention/preservation of urban wilderness and natural areas. (x4)
- The focus on pedestrian access and de-emphasis on parking lots and vehicle access.
- Recreating the "dunes" in the Bar. (x4)
- Open and publicly accessible land. (x2)
- Wetland restoration in the Bay.
- Retention of the different areas.
- Shared habitat for humans and wildlife.
- The incorporation of a lot of different activities such as boating, walking, education, etc. (x2)

"I really like the transects. They enable direct access to the hearts of the park. I like their unbroken curve and sweep."

- The new beaches, especially the one east of Cherry Beach, which should prove be popular with families.
- Views back towards the city.
- The retention of a launch for small motorized boats, (To not continue to provide this service would be unfair to the citizens of Toronto).
- The transect going through the Base Lands. I don't believe that it will adversely affect natural habitats.
- The Plan's retention of existing users (e.g., the small boat clubs). (x2)
- The provision of recreational facilities (such as playing fields) while maintaining natural areas (such as the Spit).
- Sensitivity to existing uses and stakeholders.
- Commitment to consult/work with existing user groups.
- It is taxpayer-friendly and can be accomplished with a minimum of disruption from construction.
- Support retention of the Spit as an Urban Wilderness.
- Abandonment of the idea of the channel through the Base Lands.

Q2: What don't you like about the key elements and why?

- The plan is totally based on public access by public transportation, which will never happen because the City cannot afford to fund transit.
- Question the ability and practicality of offering winter use of the Bar (i.e., cross country skiing) given the climate and lack of City maintenance of parks in the winter.
- The Master Plan appears to have no parking for Woodbine Beach. Parking is critical for this area for beach volleyball, fireworks displays and other events.
- Concern about the area north of the bridge/breakwater being used by rowing shells and dragon boats rather than canoes and kayaks as in the images.
- Concern that the proposed changes to Ashbridge's Bay Yacht Club will result in the removal of more than 100 trees, reduction in usable space for boat storage and other uses, and reduction in land due to the roadway going through to the Balmy Beach and Navy League clubs. (x2)
- Concern about mosquitoes in the wetland, and the smell from filtering water from the sewage treatment plant.

- Concern about ensuring there is adequate water circulation and control of siltation at Ashbridge's Bay Yacht Club with proposed changes.
- The plan for the Bay is unworkable and unnecessary. Opposed to more lake filling.
- Don't like the lack of a water connection between Ashbridge's Bay and the Outer Harbour – there should be a canoeable creek across the Base Lands.
- Don't see the need for new transects, trails and promenades when the Martin Goodman trail already exists.
- The Transect across the Base Lands should swing north to run alongside Unwin Avenue in order to not affect wildlife. (x3)
- Transects should reflect the reality of use and do not need to be shown as direct straight pathways.
- Reconsider the bridge because of the cost and the existence of the Martin Goodman Trail that provides connection to the east. Also a path at the south side of the Sewage Treatment Plant may become possible.
- Possibility of ferry/water shuttle links needs to consider potential conflict with recreational on-water users.
- The changes to the "hook" that will provide a terminus for the Don Greenway can have a significant impact on the Water Rats Sailing Club, particularly on the ability to launch catamarans. *[Details on the needs of Water Rats' sailors have been passed on to the design team].*

Q3: What changes do you think could be made to improve the Lake Ontario Park Master Plan?

- The Master Plan should address the need to control the populations of birds on the Spit, particularly the cormorants in order to reduce the conflicts between human and wildlife uses. (x3)
- With respect to moving the North Shore Clubs east, consideration should be given to just moving Water Rats to the eastern end, rather than shifting them all.
- Consideration should be given to creating a designated off-leash dog area in Ashbridge's Bay Park.
- It is desirable to have two types of paths in Ashbridge's Bay Park – a bike path to accommodate cyclists, in-line skaters and even runners, and a separate path for walkers with children dogs, etc.

- I suggest that the Plan examine and try to address the negative impacts of the Leslie Street Spit on currents and sand deposition along the shore of Lake Ontario.
- The Plans should allow for water access between the Outer Harbour and Ashbridge's Bay so that canoes and dragon boats can get through.
- I suggest dipping the access road to the Marina Peninsula (Marina Drive) underneath the Bar – the transect could then bridge across it.
- Add a pedestrian/cycling link to the Islands.
- Need to ensure that users of the Windsurfing Club have access to transport equipment in and out.
- The bridge is the key element. Let's not do half the job, but build it to incorporate a 1200 m canoe training venue.
- Consider other options for the bridge, because of cost and winter.
- The amount of land for boating (5%) seems too low, given that it is a waterfront park and a significant access point to Lake Ontario. Consideration should be given to expanding this, particularly for recreational sailing, canoeing and kayaking, and for competitive sailing, canoeing, kayaking and rowing. This will support the provincial and city initiatives to improve overall health and engage youth in sport.
- Consideration should be given to including facilities for racing model radio-controlled sailboats in Lake Ontario Park. This would complement the City's Marine Use Policy of expanding waterfront sporting venues, enhance tourism and improve the quality of life in the city at minimal cost. *[Details on the requirements for model boat racing have been passed on to the design team].*
- Consideration should be given to improving access and providing basic amenities for sea kayaking in Lake Ontario Park. Sea kayaking is one of the fastest growing recreational sports in North America and Cherry Beach is one of the few places in the entire waterfront where sea kayakers can put in. *[Details on requirements for sea kayaking have been passed on to the design team].*

Q4: What elements do you think should happen first and why?

- Implementation should begin at the Cherry Beach end.
- Implementation should begin in the Bar south of Unwin with the dunes. Straighten Unwin Avenue. Do the parts closest to the city first, so people will see changes.
- Get funding so that the major physical changes happen within 10 years. Naturalization and the details can happen over time.
- Begin with the transects and the recreation of the Bay.
- Ashbridge's Bay is the signature piece. Currently the water is filthy, the smell is terrible on some days, and the boating clubs are in a holding pattern.
- Implementation needs to begin as soon as possible before governments and funding change and we lose the window of opportunity.
- Begin with the pathways that will allow people to see/visit the area and become supporters of the project.
- Begin with Cherry Beach and Ashbridge's Bay. Also, the sports fields are very important for youth and the community.
- Accumulate land from private interests.

"It's time to get moving. Delay means increased costs in an inflationary environment".

Additional Comments

- The Master Plan should better reflect the social and cultural landscape of Toronto including the historic and pre-historic settlement of the area.
- Lake Ontario Park has wonderful potential to create a better waterfront space if designed and implemented with a real understanding of all the users and uses of the space.
- Concern about the ability of the City to maintain the park, given its inability to maintain the parks it already has.
- The design and its elements are first class. Build it the way we've seen it today. Do not compromise the design by committee.
- I like the way the Plan addresses the needs of families and the disabled.
- An off-leash dog area is necessary.

- Should not be any new electricity, lighting or infrastructure. If any toilets are added, they can be minimal-impact outhouse-style.
- The costs of the various elements should be made available.
- Let's not let this plan die, as so many others have.

Wrap Up/Next Steps

Joanna Kidd wrapped up the meeting by encouraging participants to send in their comments to Waterfront Toronto by August 1st. She noted that the Draft Master Plan would be available for downloading on the Waterfront Toronto website very soon. She also noted that she would be preparing the Meeting Report and it would be posted on the website as well. Following that, the design team will be taking the comments received at the Public Forum and comments from the Steering Committee and Stakeholder Advisory Committee and will be finalizing the Master Plan. She reminded members of the Stakeholder Advisory Committee that the next meeting would be held in early fall to discuss how best to move forward with stakeholder involvement as implementation takes place. She reminded participants of the Walking Tours of Lake Ontario Park to be held on Sunday July 13th, starting at Cherry Beach at 1:00 pm. She then thanked participants for attending.

Chris Glaisek, Vice President of Planning and Design for Waterfront Toronto thanked people for attending and for all their feedback. He noted that the design team and Waterfront Toronto had been working hard over the last 18 months to address the input that had been received, and that the outcome is reflected in the drawings and text of the Draft Master Plan. He noted that there was still a lot of work to be done and a long way to go, as the Master Plan is really a concept and a vision for a new park and there are many details that need to be worked out with agencies, stakeholders and the public. He finished by saying that Waterfront Toronto looks forward to this being, not the end of the end, but the end of the beginning, with the middle piece to start soon.

**PUBLIC FORUM #3
LAKE ONTARIO PARK MASTER PLAN
THURSDAY, JULY 10 6-9 PM**

AGENDA

MEETING PURPOSE:

- to present and gather feedback on the Lake Ontario Park Master Plan

6:00 pm open house

7:00 pm welcome John Campbell, President &CEO, Waterfront Toronto
introduction Joanna Kidd, Kidd Consulting
presentation James Corner, Field Operations

7:45 pm questions of clarification

8:45 pm next steps & closing remarks

9:00 pm adjourn