



Toronto and Region Conservation Authority

Board of Directors Meeting Revised Agenda

#2/19

February 22, 2019

9:30 A.M.

HEAD OFFICE, 101 EXCHANGE AVENUE, VAUGHAN

Pages

1. **ACKNOWLEDGEMENT OF INDIGENOUS TERRITORY**
2. **MINUTES OF MEETING #1/19, HELD ON FRIDAY, JANUARY 25, 2019**
Minutes [Link](#)
3. **BUSINESS ARISING FROM THE MINUTES**
4. **DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**
5. **DELEGATIONS**
 - 5.1 **TREVOR SWERDFAGER, SENIOR VP OPERATIONS, PARKS CANADA**
re. Item 9.1. TORONTO ZOO: provide an update on Rouge National Urban Park and the importance of TRCA in helping to complete the Park's establishment, including remaining land transfers, choosing the location of the Park's future visitor centre, and collaboration on service agreements to help Parks Canada implement the Park's recently released management plan.
 - 5.2 **LARRY NOONAN, CHAIR, ALTONA FOREST STEWARDSHIP COMMITTEE**
re. Item 9.1. TORONTO ZOO: update to the tripartite agreement; comments on the location of the new Visitor Centre for the Rouge National Urban Park.
 - 5.3 **PAULINE BROWES, CHAIR, FRIENDS OF THE ROUGE NATIONAL URBAN PARK**
re. Item 9.1. TORONTO ZOO: changes required to the tripartite agreement as a result of the proposed location of the Visitor Centre for the Rouge National Urban Park.

- 5.4 JIM ROBB, GENERAL MANAGER, FRIENDS OF THE ROUGE WATERSHED**
re. Item 9.1. TORONTO ZOO: discussion of tripartite agreement.
- 5.5 LARRY NOONAN, CHAIR, ALTONA FOREST STEWARDSHIP COMMITTEE**
re. Item 10.1.1. GREENLANDS ACQUISITION PROJECT FOR 2016-2020:
questions regarding TRCA plan for the donated lands.

6. PRESENTATIONS

7. CORRESPONDENCE

8. SECTION I - ITEMS FOR BOARD OF DIRECTORS ACTION

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| 8.1 | CONSTRUCTION FACILITIES VENDOR OF RECORD EXTENSIONS FOR 2019 RESTORATION AND INFRASTRUCTURE PROJECTS | 5 |
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| | Award of Request for Proposal (RFP) No. 10009146 for engineering consulting services to update the Don River floodplain mapping and to investigate G. Ross Lord Dam's gate operation rules in order to reduce the risk of flooding along the West Don River. | |
| 8.4 | TORONTO AND REGION CONSERVATION AUTHORITY ADMINISTRATIVE OFFICE BUILDING PROJECT UPDATE | 19 |
| | Construction and Term Financing Update: authorization of the finance documents with respect to award of contract #10008935 for up to \$54 million in construction and term financing to support the construction of the new administrative office building for Toronto and Region Conservation Authority. | |
| 8.5 | TRCA DRAFT COMMENTS TO ENVIRONMENTAL REGISTRY OF ONTARIO (ERO) | 25 |
| | Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017 (#ERO 013-4504); Proposed Modifications to O. Reg. 311/06 (Transitional Matters – Growth Plans) made under the Places to Grow Act, 2005 to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017 (ERO #013-4505); Proposed Framework for Provincially Significant Employment Zones (ERO #013-4506); Proposed Modifications to O. Reg. 525/97 (Exemption from Approval – Official Plan Amendments) made under the Planning Act to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017 (ERO #013-4507). | |

9. SECTION III - ITEMS FOR THE INFORMATION OF THE BOARD

- 9.1 TORONTO ZOO** 39
Update on discussions relating to the tripartite agreement on the Toronto Zoo property and the Parks Canada process for determining the ultimate location of an orientation and education facility for the Rouge National Urban Park.
- 9.2 HUMBER BAY PARK MASTER PLAN UPDATE** 51
City of Toronto Park, Forestry and Recreation Capital Planning Team have been supported by the TRCA in the recent development of an updated Humber Bay Park Master Plan. The Master Plan has been completed and is ready for Public Release.
- 9.3 TORONTO AND REGION CONSERVATION AUTHORITY RESPONSE TO ONTARIO'S CLIMATE CHANGE PLAN CONSULTATION** 446
To provide the TRCA Board of Directors with a copy of staff comments on the Made-in-Ontario Environment Plan, released by the Province of Ontario which were submitted on January 28th, 2019 to meet the province's deadline for comment.

10. MATERIAL FROM EXECUTIVE COMMITTEE MEETING

Executive Committee Meeting #1/19, held on February 8, 2019 - [Meeting Minutes Link](#)

10.1 SECTION I - ITEMS FOR BOARD OF DIRECTORS ACTION

- 10.1.1 GREENLANDS ACQUISITION PROJECT FOR 2016-2020**
Flood Plain and Conservation Component, Petticoat Creek Watershed 1815 Altona Road, Pickering. Rosemary Speirs Property Donation – Ecological Gift Program (CFN 55448). (Exec minutes p.2/56)
- 10.1.2 GREENLANDS ACQUISITION PROJECT FOR 2016-2020**
Flood Plain and Conservation Component, Humber River Watershed. Ravines of Islington Encore Inc. (CFN 60967). (Exec minutes p.6/56)
- 10.1.3 GREENLANDS ACQUISITION PROJECT FOR 2016-2020**
Flood Plain and Conservation Component, Humber River Watershed Country Wide Homes (Caledon) Inc. (formerly Villas Caledon orporation) (CFN 60531). (Exec minutes p.9/56)
- 10.1.4 GREENLANDS ACQUISITION PROJECT FOR 2016-2020**
Flood Plain and Conservation Component, Humber River Watershed. Natalie Petrella (CFN 60737). (Exec minutes p.12/56)
- 10.1.5 ENBRIDGE GAS DISTRIBUTION**
Request for Permanent Easement Required for Don River 30 Inch Natural Gas Pipeline Replacement Project. City of Toronto, Don River Watershed (CFN 60729). (Exec minutes p.15/56)

10.1.6 VOLUNTARY PROJECT REVIEW

Works Undertaken by Organizations Exempt from Ontario
Regulation 166/06, As Amended. (Exec minutes p.18/56)

10.2 SECTION IV - ONTARIO REGULATION 166/06, AS AMENDED

Receipt of Ontario Regulation 166/06, as amended, for applications 11.1 -
11.3, which were approved at Executive Committee Meeting #1/19, held
on February 8, 2019. (Exec minutes p.24/56)

11. CLOSED SESSION

The Board of Directors shall enter into closed session, pursuant to Section C.4. of the TRCA Board of Directors Administrative By-law, as the subject matter consists of (I) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of TRCA (being to receive confidential financial documents pertaining to agenda item 8.4.)

12. NEW BUSINESS

NEXT MEETING OF THE BOARD OF DIRECTORS #3/10, TO BE HELD ON MARCH
29, 2019 AT 9:30 A.M. AT HEAD OFFICE, 101 EXCHANGE AVENUE, VAUGHAN

John MacKenzie, Chief Executive Officer

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Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #2/19, Friday, February 22, 2019

FROM: Nick Saccone, Senior Director, Restoration and Infrastructure

RE: **Construction Facilities Vendor of Record Extensions for 2019 Restoration and Infrastructure Projects**
Contract Numbers: 10006471-10006477

KEY ISSUE

Extension of seven (7) construction facilities Vendor of Record (VOR) Agreements from 2018 to December 31, 2019 and associated increases to the contract values, with a recommended 2% increase to unit rates for service-related supplies.

RECOMMENDATION

THAT Vendor of Record Contract #10006471 for Rental of Six Foot High Construction Fence, executed in January 2018, is extended to December 31, 2019 as per Section 3 of the agreement; and further that the value is increased by \$95,000 for a total cost not to exceed \$190,000 plus HST;

THAT Vendor of Record Contract #10006472 for Dyed Diesel Fuel Supply and Delivery, executed in January 2018, is extended to December 31, 2019 as per Section 3 of the agreement; and further that the value is increased by \$100,000 for a total cost not to exceed \$250,000 plus HST;

THAT Vendor of Record Contract #10006473 for Rental of Office Trailers and Storage Containers, executed in January 2018, is extended to December 31, 2019 as per Section 3 of the agreement; and further that the value is increased by \$40,000 for a total cost not to exceed \$110,000 plus HST;

THAT Vendor of Record Contract #10006474 for Rental of Steel Road Plates, executed in January 2018, is extended to December 31, 2019 as per Section 3 of the agreement; and further that the value is increased by \$40,000 for a total cost not to exceed \$105,000 plus HST;

THAT Vendor of Record Contract #10006476 for Rental of Site Toilets, executed in January 2018, is extended to December 31, 2019 as per Section 3 of the agreement; and further that the value is increased by \$50,000 for a total cost not to exceed \$130,000 plus HST;

THAT Vendor of Record Contract #10006475 for Street Sweeping and Flusher Truck Services, executed in January 2018, is extended to December 31, 2019 as per Section 3 of the agreement; and further that the value is increased by \$110,000 for a total cost not to exceed \$200,000 plus HST;

THAT Vendor of Record Contract #10006477 for Woody Debris Disposal, executed in January 2018, is extended to December 31, 2019 as per Section 3 of the agreement; and further that the value is increased by \$50,000 for a total cost not to exceed \$140,000 plus HST;

Item 8.1

AND FURTHER THAT the extensions of Vendor of Record Contract #10006475 for Street Sweeping and Flusher Truck Services, and Vendor of Record Contract #10006477 for Woody Debris Disposal, include a 2% price increase to unit rates to address increased labour rates;

AND FURTHER THAT authorized TRCA officials be directed to take all necessary actions to implement the foregoing, including the signing and execution of any documents.

BACKGROUND

TRCA implements numerous habitat restoration, engineering, and trail building projects throughout TRCA's jurisdiction. The implementation of these projects regularly require the provision of several construction-related supplies and services as outlined above.

In previous years, construction services staff would undertake multiple procurement processes to source the supplies and deliveries required for its various projects. To work more efficiently, TRCA established a Vendor of Record list for the seven contracts outlined below in 2018. As per Section 3 of the agreements, TRCA has the right to extend the term for an additional year, which is being recommended in this report.

Contract	Vendor
Contract# 10006471 Construction Fence	Modu-Loc
	Sunbelt Rentals of Canada
Contract# 10006472 Supply and Delivery of Dyed Diesel	Alpha Oil
	Canada Clean Fuels
Contract# 10006473 Storage Containers and Office Trailers	Mobile mini
	ATCO Structures & Logistics
Contract# 10006474 Steel Road Plates	Cos Shore
	Sunbelt Rentals of Canada
	Superior Disposal
Contract# 10006475 Street Sweeping and Flusher Truck Services	A&G The Road Cleaners
	Durham Power Services
	Centennial Construction and Equipment
Contract# 10006476 Portable Toilets	K. Winter Sanitation
	Chantler's Env. Services Ltd.
	Ampot Portable Toilets
	Remediation Worx Env. Services Inc.
Contract# 10006477 Disposal of Woody Debris	Miller Waste Systems Inc.
	Draglam Waste
	Kirby Waste Transfer Solutions
	Public Disposal and Recycling Inc.
	Superior Disposal

RATIONALE

Staff recommend extending the existing VOR contracts by one year under the original terms and conditions of the agreements signed by each vendor. By doing so, TRCA holds the vendors to their original competitive rates, with exception of the proposed 2% increase to service-related supplies, which remain more competitively priced than procuring these services on a project basis. The extension of the agreements will also continue to assist with timely project delivery. Furthermore, extending the original contracts allows TRCA to maximize the benefit of the initial effort of creating the VOR, while maintaining competitive rates. A new VOR is intended to be in effect for January 1, 2020. This VOR refresh will be achieved through a competitive procurement process that will give new and previously unsuccessful suppliers a chance to be a part of the VOR. This approach to procurement will provide staff with stable pricing for these commonly purchased construction supplies and services for a full calendar year.

Each vendor was notified of TRCA's decision to extend their contracts with at least 30 days prior notice prior to the end of the original December 31, 2018 expiration date. All vendors agreed, with the exception of Cos Shore and ATCO Structures and Logistics who did not acknowledge the extension and will be removed from the 2019 VOR term. Vendors within each contract agreed to the extension, with unit rate increase requests being received from vendors within the two service-oriented contracts for street sweeping/flusher truck services and woody debris disposal services due to rising labour costs. Following detailed consideration of these requests, staff negotiated a 2% increase to the unit rates for these contracts, which staff feel is fair and reasonable.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 2 – Manage our regional water resources for current and future generations

The supplies and services outlined in this report are used to work in and near watercourses to mitigate flooding and erosion hazards, build waterfront parks as well as carry out a variety of habitat restoration projects.

Strategy 7 – Build partnerships and new business models

Many of the facilities procured under the VOR are used for assisting our municipal partners with a variety of environmentally sensitive projects.

FINANCIAL DETAILS

In order to continue to use these vendors which have agreed to the extended term, the contract values must increase to allow for an additional year of construction supplies and services.

The following table illustrates the expenditures for each supply/service per annum from 2015-2018 and projected expenses for 2019. The values for 2019 have been estimated based on previous year's expenditures with consideration of increases to rates for service contracts (street sweeping/flusher truck and woody debris disposal) as well as known project specific needs for 2019.

Item 8.1

Supplies/Services	Expenditures				
	2015	2016	2017	2018 (VOR)	2019 (Projected)
Rental of Six Foot High Construction Fence	\$54,745	\$52,565	\$94,880	\$70,863	\$95,000
Dyed Diesel Supply and Delivery	\$33,680	\$17,092	\$77,956	\$154,901	\$100,000
Rental of Steel Road Plates	\$20,000	\$19,977	\$44,449	\$7,323	\$40,000
Street Sweeping and Flusher Truck Services	\$15,216	\$2,442	\$31,342	\$47,247	\$110,000*
Rental of Site Toilets	\$47,779	\$39,988	\$67,626	\$27,408	\$50,000
Woody Debris Disposal Services	\$50,048	\$54,214	\$88,104	\$47,086	\$50,000

*Significant increase in expenditures for this contract expected in 2019 due to Lakeview Waterfront Connection Project, which will require street sweeping services at least 3 days a week for a minimum duration of 4 hours per day.

DETAILS OF WORK TO BE DONE

Implementation of numerous habitat restoration, engineering, and trail building projects throughout TRCA's jurisdiction throughout 2019, utilizing supplies and services contained within the seven VOR lists detailed herein.

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Date: January 22, 2019

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #2/19, Friday, February 22, 2019

FROM: Nick Saccone, Senior Director, Restoration and Infrastructure

RE: **DON RIVER WATERSHED HYDROLOGY STUDY**

KEY ISSUE

Approval to adopt the Don River Watershed Hydrology Study as prepared by Toronto Region Conservation Authority Engineering Services staff and AECOM Canada Limited.

RECOMMENDATION

THAT the Don River Watershed Hydrology Study (December 2018) prepared by Toronto and Region Conservation Authority (TRCA) staff and AECOM Canada Limited be approved;

THAT staff be directed to disseminate the final hydrology study results and documentation to municipal staff, and stakeholders including the development industry;

THAT staff be directed to apply the results from the Don River Watershed Hydrology Study to update floodline mapping for regulatory purposes;

AND FURTHER THAT staff be directed to use the results of the Don River Watershed Hydrology Study as a foundation for conducting technical hydrologic assessments of the watershed as part of future watershed/subwatershed plans and flood remediation studies.

BACKGROUND

The hydrologic model for the Don River watershed was previously updated in 2004 by Marshall Macklin Monaghan using the Visual OTTHYMO computer model. Results from the 2004 hydrology update have been used to conduct a number of high profile flood remediation assessments including the Don Mouth Naturalization and Port Lands Flood Protection Project, the Eastern and Broadview Flood Protection Environmental Assessment within the City of Toronto and the Municipal Class Environmental Assessment Flood Remediation Study Yonge and Elgin Mills Road – Flood Vulnerable Area within the Town of Richmond Hill. In order to ensure accurate and reliable flow data is used for the design component of these studies, TRCA staff undertook a thorough assessment of the hydrologic processes of the Don River and developed a new updated Hydrology model. The updated model leverages new data including meteorological and stream flow information, LiDAR topography and state of the art modeling techniques.

RATIONALE

As over 14 years have passed since the previous update to the Don River watershed hydrology model, an updated hydrology model is needed to reflect new meteorological and monitoring information and improved modelling approaches. The updated model will be used to inform the development of flood remediation plans as well as land use, emergency and municipal infrastructure planning within the watershed. Further, the results of the updated Don River watershed hydrology model will be used to update floodline mapping and flood remedial plans.

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In addition, the updated hydrology modeling represents the first step in assisting our municipal partners and stakeholders through their planning process in response to the updates to the 2017 Provincial Plans, including the Growth Plan, Greenbelt Plan, and Oak Ridges Moraine Conservation Plan. The Don River Watershed Hydrology Study and subsequent floodplain mapping updates will provide a foundation for future watershed plans and studies that support our partner municipalities with their ongoing watershed planning and Official Plan conformity process, including the Municipal Comprehensive Reviews (MCR).

MODEL DEVELOPMENT

Consulting services to undertake the Don River Watershed Hydrology Study Update was awarded to AECOM Canada Limited (AECOM). TRCA selected the PCSWMM computer model for use in this study based on the urban nature of the Don River Watershed. PCSWMM, or Personal Computer Stormwater Management Model, is a computer model used to calculate the hydrologic characteristics of a watershed or subwatersheds, including peak flow rates and runoff volume. The PCSWMM model represents a state-of-the-art computer modelling software for hydrologic assessments, capable of long-term continuous simulation for erosion assessments and flood forecasting and warning operations, or instantaneous design-storm assessments for specific event calculation. Further, the foundation of the computer model, EPA SWMM, is fully compatible with GIS software and is fully supported by the Province of Ontario for establishing peak flow rates for Floodline Mapping.

Over 890 individual catchment areas were delineated, each with unique subcatchment hydrology based on land use, imperviousness, soil conditions and physical catchment attributes, like slope and shape. Catchment boundaries were based on a combination of LiDAR and development drainage plans, which were reviewed in detail and confirmed by TRCA. Once the catchment areas were reviewed and confirmed, the existing condition parameters, including percent impervious and soils information were calculated, with impervious values based on 2015 high resolution aerial photographs. A total of 648 hydraulic elements have been incorporated into the PCSWMM model to represent open watercourses, 128 hydraulic elements have been incorporated into the model to represent water crossing structures, and 1 hydraulic element incorporating the G. Ross Lord Dam. Finally, a total of 109 stormwater management facilities were incorporated into the model to represent various stormwater management ponds located throughout the watershed.

As per standard hydrologic modelling approach, the existing conditions model was calibrated to match as closely as possible with flow monitoring information collected by TRCA and Water Survey Canada for monitored storm events. Model calibration is a key process in developing a hydrology model and assists in producing a reliable and representative model which accurately represents watershed characteristics. The calibration process includes adjusting specific parameters within acceptable tolerances in order for the model to match the existing instream responses as best as possible. Calibration was conducted in order to:

- Match the volume of runoff generated by the watershed;
- Match the timing of the peak runoff within the system; and
- Match the peak flows within the watercourses.

After model calibration was completed, the calibrated model was further validated by comparing the results against a different set of monitored storm events. The purpose of the model validation process is to further confirm that the final set of model parameters and results are within an acceptable range and meet standard engineering practice.

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With the model calibrated and validated, peak flow values were generated to represent existing development conditions for the 2-year through 350-year design storms, and the Regional Storm event, based on Hurricane Hazel. Future land use peak flows were also generated. Given the urban nature of the Don River watershed, the future land use scenario was based on the existing condition land use scenario, with modifications made to represent Block 27 within the City of Vaughan, which is the last remaining large scale proposed greenfield development area within the watershed. The land use information for Block 27 was derived from the Secondary Plan which was collected from the development group and further reviewed by TRCA's Planning and Development division.

The final model was peer reviewed by Computational Hydraulics International (CHI) who is the developer of the PCSWMM model and has extensive water resources engineering history in the fields of hydrology and hydraulics. The peer review process included consultation between the study team and CHI. All comments provided by the peer reviewer were addressed, and CHI signed off on the updated model.

RESULTS

The Don River Watershed Hydrology Study Update ultimately produces peak flow rates for the 2-year through 350-year design storms and the Regional Storm event for existing and future conditions as outlined in municipal Official Plans. **Table 1 and Table 2 in Attachment 1** summarizes the percent difference in peak flow rates associated with the 100-year design and Regional storm from the PCSWMM model at key locations in the watershed and compared the results to the 2004 Don River Watershed Hydrology Update. The majority of the flow node locations are showing consistently lower values for the 2018 study for Future Conditions scenario compared to the 2004 study. This is not unexpected and is consistent with past hydrology updates undertaken by TRCA staff where improved model parameterization based on physically derived parameter and improved model calibration lead to decreases in flows as watershed characteristics are fully understood. Past practice has been to use conservative estimates for model parameterization in lieu of insufficient watershed detail or physically based parameters for model development.

As displayed on Table 1, the results from the 2018 Don River Hydrology Update indicate a significant reduction in 100-year design storm estimates over the 2004 model. The reduction in peak flow estimates is attributed to a number of factors including: improved model calibration, a reduction in percent impervious values due to the improved model parameterization based on physically derived data, and the inclusion of stormwater management ponds as discrete elements within the updated model. In order to validate the modelling results, AECOM completed a flood frequency analysis based on monitored stream flow data and compared the modelled design storm peak flow estimates with the flood frequency analysis. The conclusion of the assessment was that the modelled peak flow values are well within the range of the values calculated through the flood frequency analysis.

As noted on Table 2, the reduction in flow values associated with the Regional storm peak flow estimates used for regulation are not as pronounced as the reduction in flows associated with the 100-year design storm. This is mainly attributed to the exclusion of stormwater management ponds and water crossings in the Regional storm model (237 hydraulic elements from the model), which is a hydrology modelling approach mandated by the Ministry of Natural Resources and Forestry (MNRF). MNRF requires storage elements like ponds and water crossings to be removed from the Regulatory model due to the fact that these structures were not designed to the Regional storm standard and may not withstand a Regional storm type event.

Item 8.2

A good example of a water crossing that could not withstand a major storm is the Finch Avenue West failure during the August 19, 2005 storm event. Further the removal of these storage elements ensures Regional storm flow estimates are conservative and allows for modifications and enhancements to transportation infrastructure.

A particular area of interest within the Don River Watershed is the Lower Don River through the City of Toronto where the detailed design process for the Don Mouth Naturalization and Port Lands Flood Protection Project (DMNPFP) is on-going. The Environmental Assessment and Due Diligence process completed as part of the DMNPFP project utilized results from the 2004 Don River Watershed Hydrology Update which are approximately 11% higher than the values developed as part of the 2018 update. TRCA staff has been in constant communication with the various stakeholders within the Lower Don area including the City of Toronto and Waterfront Toronto throughout the hydrology update process and have provided the detailed design team with the updated flows for use in the design process.

In order to accurately assess the impacts of updated flows on floodplain mapping, TRCA staff plan to update river hydraulic models and floodplain mapping within the Don River Watershed. The floodplain mapping updates will be completed by March 2020 utilizing secured funding from the Federal National Disaster Mitigation Program (NDMP).

FINANCIAL DETAILS

Financial contributions for the Don River Hydrology Study were provided through TRCA's Flood Line Mapping Program, account 127-90, TRCA's Flood Protection and Remedial Studies, account 107-02, York Region Stormwater Management Fund, account 107-15 and Don Mouth – TRCA DELFT Hydraulic Modelling Scenarios account, 191-22 at a cost of approximately \$195,237, which included staff time, consulting fees for the model development and the peer review process.

RESOLUTIONS

TRCA staff will adopt the Don River Watershed Hydrology Study, using this model for all future studies and hydrologic analysis, including updating floodline mapping, flood remedial plans, emergency management and watershed studies. In addition, TRCA staff will begin to disseminate the final modeling results and documentation to municipal staff and the development industry. Further, TRCA staff will use the peak flow rates calculated as part of the study to update floodline mapping for the entire Don River Watershed.

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Date: February 22, 2019

Item 8.2

Attachment 1

Table 1– Summary of Don River Peak Flow Rates at Specific Subwatersheds – 100-year Design Storm

Flow Node Location	2004 Future OP Peak Flows (cms)	2018 Current Peak Flows (cms)	2018 Future OP Peak Flows (cms)	% Change, 2001 to 2018 Future OPs
<i>West Don River</i>				
West Don @ Glen Shields Ave.	133.9	46.6	46.6	-65%
West Don @ Hoggs Hollow	119.9	101.3	101.3	-16%
West Don @ Confluence with East Don	489.9	388.9	388.9	-21%
<i>German Mills Creek</i>				
German Mills @ Confluence with East Don	287.8	134.8	134.8	-53%
<i>Taylor Massy Creek</i>				
Taylor Massy Creek @ Confluence with East Don	165.2	53.3	53.3	-68%
<i>East Don River</i>				
East Don River @ Duncan Mills	291.6	254.3	254.3	-13%
East Don River @ Confluence with West Don	343.6	269.9	269.9	-21%
<i>Lower Don River</i>				
Lower Don @ Brickworks	466.2	389.9	389.9	-16%
Lower Don @ Dundas St.	524.9	408.6	408.5	-22%
Don River @ Lake Ontario	494.9	402.8	402.6	-19%

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Table 2 – Summary of Don River Peak Flow Rates at Specific Subwatersheds – Regional Storm

Flow Node Location	2004 Future OP Peak Flows (cms)	2018 Current Peak Flows (cms)	2018 Future OP Peak Flows (cms)	% Change, 2001 to 2018 Future OPs
<i>West Don River</i>				
West Don @ Glen Shields Ave.	402.3	366.6	365.4	-9%
West Don @ Hoggs Hollow	561.1	579.2	581.6	+4%
West Don @ Confluence with East Don	1860.1	1028.9	1029.1	-15%
<i>German Mills Creek</i>				
German Mills @ Confluence with East Don	782.7	670.3	670.3	-14%
<i>Taylor Massy Creek</i>				
Taylor Massy Creek @ Confluence with East Don	293.3	235.6	235.6	-20%
<i>East Don River</i>				
East Don River @ Duncan Mills	878.6	749.1	749.1	-15%
East Don River @ Confluence with West Don	1146.0	1028.9	1029.1	-10%
<i>Lower Don River</i>				
Lower Don @ Brickworks	1681.5	1497.6	1498.7	-11%
Lower Don @ Dundas St.	1644.7	1513.5	1515.29	-8%
Don River @ Lake Ontario	1694.3	1504.5	1506.4	-11%

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #2/19, Friday, February 22, 2019

FROM: Nick Saccone, Senior Director, Restoration and Infrastructure

RE: **REQUEST FOR PROPOSAL FOR DON RIVER FLOODPLAIN MAPPING
UPDATE AND G. ROSS LORD DAM GATE OPERATION RULE
OPTIMIZATION AND RISK STUDY**
RFP No. 10009146

KEY ISSUE

Award of Request for Proposal (RFP) No. 10009146 for engineering consulting services to update the Don River floodplain mapping and to investigate G. Ross Lord Dam's gate operation rules in order to reduce the risk of flooding along the West Don River.

RECOMMENDATION

WHEREAS Toronto and Region Conservation Authority (TRCA) is engaged in a project that requires engineering consulting services;

AND WHEREAS TRCA solicited proposals through a publicly advertised process and evaluated the proposals based on the criteria;

THEREFORE LET IT BE RESOLVED THAT Request for Proposal (RFP) No. 10009146 for the Don River Floodplain Mapping Update and G. Ross Lord Dam Gate Operation Rule Optimization and Risk Study be awarded to KGS Group Inc. at a total cost not to exceed \$169,775, plus applicable taxes to be expended as authorized by Toronto and Region Conservation Authority (TRCA) staff;

THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$33,955 (20% of the project cost), plus applicable taxes, in excess of the contract cost as a contingency allowance if deemed necessary;

THAT should TRCA staff be unable to negotiate a contract with the above-mentioned proponent, staff be authorized to enter into and conclude contract negotiations with other Proponents that submitted proposals, beginning with the next highest ranked proposal meeting TRCA specifications;

AND FURTHER THAT authorized TRCA officials be directed to take whatever action may be required to implement the contract, including the obtaining of necessary approvals and the signing and execution of any documents.

BACKGROUND

TRCA, through the Conservation Authorities Act, has the mandate of reducing risk to life and property from flooding. Examples of undertakings that TRCA employs to achieve this mandate include regulating development, operating flood control infrastructure such as dams, channels and dykes and administering a flood forecasting and warning program.

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The objective of this project is to update floodplain modeling and mapping for the Don River Watershed in the City of Toronto and to enhance the operating procedures of the G. Ross Lord Dam utilizing new climate information, updated hydrology modeling and new state of the art modeling tools. This project is in line with TRCA's Strategic Plan, specifically Strategy 2; manage our regional water resources for current and future generations and is comprised of two phases of work. The first phase of work will focus on updating floodplain mapping for the Don River Watershed and the second phase of work involves investigating the operating rules for the G. Ross Lord Dam to see if there is a more effective way of reducing flood risk by controlling flows from thunderstorm events and maintaining dam safety for extreme flood events. By splitting this project into two phases, efficiencies in project management costs will be realized and the development of the hydrologic and hydraulic models can be designed simultaneously for both the floodplain mapping component and the optimization of the dam.

Phase I

TRCA has identified the need to update the hydraulic modelling and floodplain mapping for the Don River watershed in the City of Toronto. The update is required for two reasons. The first is that TRCA considers it best practice to update hydraulic models and floodplain mapping every 10-15 years. The existing mapping for the Don River was developed between 1977 and 2008. Secondly, new hydrology data and digital mapping tools are available. The Don River Hydrology Update, completed in 2018, established new Regulatory storm flow values using the most up to date land use, meteorological and stream flow monitoring information. Additionally, TRCA has recently acquired new LiDAR topographic mapping information that will allow for the development of precise floodplain contours to delineate areas at risk.

The study area includes all watercourses within the Don River watershed south of Steeles Avenue. Approximately 38 floodplain map sheets will be updated and stamped by a professional engineer licensed to practice in Ontario. The project will involve developing a sub-watershed scale hydraulic model utilizing the HEC-RAS (Hydrologic Engineering Center River Analysis System) hydraulic modelling platform to determine flood elevation estimates for the 2 through 350 year and Regional design storms throughout the Don River watershed in the City of Toronto. HEC-RAS is well suited for this assignment as it is the industry standard for hydraulic modeling of river systems and is used broadly across Ontario. Once completed, the model will be used to update TRCA's floodplain mapping, flood forecasting and warning systems and flood emergency response plans.

Phase II

G. Ross Lord Dam was constructed in 1973 on the West Don River to provide flood protection for downstream communities. The primary objective of G. Ross Lord Dam is to protect the community of Hoggs Hollow near Yonge Street and Wilson Avenue. The dam is located at 700 Finch Avenue West, east of Dufferin Street in the City of Toronto.

The dam is approximately 20m high and 350m long. It consists of a zoned earthen embankment with two concrete control structures. The first structure has two low level sluice gates (2mx2m) for small flows that are referred to as the low level gates. The second structure, referred to as the emergency gates, consists of two radial arm gates (10.3mx8.7m) for passing large flows. The dam was designed strictly for flood control and therefore the reservoir is maintained at a low level to create storage for flood events. The dam has a normal reservoir level of 172.3 MASL (metres above sea level) which corresponds to a storage capacity of approximately 400,000m³. The maximum level of the reservoir is 181.4 MASL which corresponds to approximately 5,500,000m³ of storage and has a crest elevation of 183.0 MASL.

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The G. Ross Lord Dam has a Hazard Potential Classification of 'Very High' as defined in the Classification and Inflow Design Flood Criteria Technical Bulletin under the Lakes and Rivers Improvement Act (LRIA) that is administered by the Ministry of Natural Resources and Forestry (MNRF). A Dam Safety Review in 2013 determined that a dam failure under extreme flood conditions would put approximately 3,000 persons at risk and cause approximately \$1.03 billion in property damage.

G. Ross Lord Dam has an Operations, Maintenance and Surveillance manual (OMS) that contains the operational rules for opening gates during storm events. The operational rules are based on the reservoir's rate of rise measured every 15 minutes. TRCA's current understanding of the operational rules is that they were developed primarily for large, long duration hurricane events with the objective of maximizing storage while preventing the dam from overtopping. The closer the reservoir is to the maximum operating reservoir level the smaller the rate of rise threshold for operating the gates.

The original 1975 OMS manual developed when the dam was constructed has a different operation regime than the current OMS. The 1975 OMS is vague regarding how gates are operated and it relied on an unspecified flood forecasting system. In 1982, TRCA initiated a study to develop specific criteria for operating the dam's gates which has been part of the OMS manual ever since. In 2008, TRCA undertook another review of G. Ross Lord Dam's OMS manual and operating rules. The results of the study recommended not changing gate operations; however, the study did not look specifically at optimization for thunderstorms.

TRCA's Engineering Services flood management staff are concerned that during high intensity, short duration thunderstorm events (such as the July 8, 2013 flood event), the rate of rise threshold could be reached and may cause flooding downstream without utilizing all the available storage in the reservoir under the current operating procedure. The primary objective of Phase II is to investigate the operating rules for the dam to see if there is a more effective way of reducing flood risk by controlling flows from thunderstorm events and maintaining dam safety for extreme flood events. Any new operations developed during this study will be incorporated into the OMS manual.

RATIONALE

RFP documentation was posted on the public procurement website www.biddingo.com on October 24, 2018 and closed on December 4, 2018. Five (5) addendums were issued to respond to questions received. A total of twenty-seven (27) firms downloaded the documents and six (6) proposals were received from the following Proponents:

- AECOM;
- AHYDTECH Geomorphic;
- Aquafor Beech Ltd.;
- Cole Engineering Group Ltd.;
- Golder Associates Inc.; and
- KGS Group Inc.

The proposal from AHYDTECH Geomorphic was disqualified because it was received after the deadline of 12:00pm on December 4th, 2018.

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An Evaluation Committee comprised of staff from Engineering Services reviewed the proposals. The criteria used to evaluate and select the recommended Proponent included the following:

Criteria	Weight
Experience and Qualifications	20
Understanding of the Work	20
Proposed methodology	30
Proposed schedule	10
Sub-Total	80
Pricing	20
Sub-Total	20
Total Points	100

KGS Group Inc. was the lowest bidder and achieved the highest overall score based on the evaluation criteria. Therefore, it is recommended that contract No. 10009146 be awarded to KGS Group Inc. at a total cost not to exceed \$169,775, plus 20% contingency, plus applicable taxes, it being the highest ranked Proponent meeting TRCA specifications. Proponent's scores and staff analysis of the evaluation results can be provided in an in-camera presentation, upon request.

Relationship to Building the Living City, TRCA's 2013-2022 Strategic Plan

This report supports the following strategic priorities set forth in TRCA's Strategic Plan:

Strategy 7 – Build partnerships and new business models

Strategy 2 – Manage our regional water resources for current and future generations

FINANCIAL DETAILS

TRCA is funding 50% of this project through 107-03 (Dam and Flood Control Facilities Capital Works) and 107-37 (Don River Floodplain Mapping Update). The remaining 50% is being funded through a grant from the Federal National Disaster Mitigation Program (NDMP).

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Date: January 15, 2019

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #2/19, Friday, February 22, 2019

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: **TORONTO AND REGION CONSERVATION AUTHORITY ADMINISTRATIVE
OFFICE BUILDING PROJECT UPDATE**
Construction and Term Financing Update

KEY ISSUE

Authorization of the finance documents with respect to award of contract #10008935 for up to \$54 million in construction and term financing to support the construction of the new administrative office building for Toronto and Region Conservation Authority.

RECOMMENDATION

THAT the entering into, execution and delivery by Toronto and Region Conservation Authority (“TRCA”) of (i) the credit agreement between TRCA and Canadian Imperial Bank of Commerce (“CIBC”) (the “Credit Agreement”), (ii) the promissory note to be issued by TRCA in favour of CIBC (the “Promissory Note”), and (iii) the ISDA 2002 master agreement (the “Master Agreement”), including the schedule thereto and forming part thereof (the “Schedule”) and the confirmation supplemental thereto (the “Subject Confirmation”), each to be entered into between TRCA and CIBC (the Master Agreement, including the Schedule, and the Subject Confirmation are collectively referred to herein as the “ISDA Agreement”, and together with the Credit Agreement and the Promissory Note, collectively, the “Primary Finance Documents”), all substantially in the forms presented to the directors of TRCA, with such changes therein as any Authorized Officer (as defined herein) executing the same on behalf of TRCA may approve (such approval to be evidenced conclusively by the signature of any such Authorized Officer thereon), together with each additional agreement, instrument, certificate and other document from time to time required or desirable to be entered into by TRCA in connection with, or in order to consummate the transactions contemplated by the Primary Finance Documents (collectively, the “Ancillary Documents”, and together with the Primary Finance Documents, collectively, the “Transaction Documents”), all actions taken in connection therewith and the performance of TRCA’s obligations under the Transaction Documents be and are hereby authorized, approved, confirmed and adopted in all respects.

THAT any one director or officer of TRCA, including, without limitation, John MacKenzie, the Chief Executive Officer of TRCA, Michael Tolensky, the Chief Financial and Operating Officer of TRCA, and Jennifer Innis, Chair of the Board of Directors of TRCA (each, an “Authorized Officer”) is hereby authorized and directed, for and on behalf of TRCA to execute and deliver the Transaction Documents, and any amendments, supplements and restatements from time to time thereto on behalf of TRCA, and all such further agreements, instruments, amendments and other documents and to do or cause to be done all such other acts and things as such Authorized Officer shall determine to be necessary or desirable in connection with or in order to effect the transactions that are contemplated in the Transaction Documents and/or in order to carry out the intent of the foregoing resolutions and the matters authorized thereby, such determination to be conclusively evidenced by the execution and delivery by such Authorized Officer of such agreement,

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instrument, amendment or other document or the doing of any such act or thing by such Authorized Officer. Such authorization and direction shall be in addition to any authority expressly granted by any other paragraph of these resolutions or by any other resolution or by-law of TRCA.

AND FURTHER THAT the execution and delivery of any agreements or documents and any and all actions heretofore taken by any officer or director of TRCA for, in the name and on behalf of TRCA in connection with the Transaction Documents be, and the same hereby are, ratified, approved, confirmed and adopted in all respects.

BACKGROUND

The purpose of the Long Term Office Accommodation Project and the Long Term Office Accommodation Working Group (LTOAWG), established on May 23, 2008 by Authority Resolution #A126/08, was to determine the office accommodation needs of TRCA over the next 30 years and recommend a comprehensive, cost effective solution. This process began prior to 2003 with the creation of a task group on office accommodation created by TRCA Management Committee. The task group's mandate was to research and report on options to serve TRCA office needs in the long term, the result of which led to Authority Meeting #2/15, held on February 27, 2015, in which Resolution #A23/15 was approved, selecting 5 Shoreham Drive as the preferred site for the new headquarters - 5 Shoreham Drive was the site of TRCA's previous head office, prior to moving to 101 Exchange Avenue. A more comprehensive background on the project as a whole can be provided upon request, however, the purpose of this report is to provide background primarily on the financing aspect of the project.

At Authority Meeting #5/15, held on June 24, 2016, Resolution #A85/16 was approved as follows:

THAT the Project for the Construction of an Administrative Office Building for Toronto and Region Conservation Authority (TRCA) (Project), at a cost of \$70,000,000, be approved;

THAT the regional municipalities of Peel, York, Durham, the City of Toronto, the Town of Mono and the Township of Adjala-Tosorontio be designated as the benefiting municipalities on the basis as set out in the Project and that TRCA's member municipalities be requested to consider this matter as part of the budget deliberations at the earliest opportunity;

THAT the Minister of Natural Resources and Forestry be requested to approve the Project in accordance with Section 24 of the Conservation Authorities Act (Act), and the application to the Project of the provincial share of land disposition proceeds on the basis as set out in the Project;

THAT pursuant to Section 3(5) of the Conservation Authorities Act (Act), the Minister be requested to approve an interest rate on funds borrowed to finance the Project not to exceed 3.75% for the life of the Project;

THAT pursuant to Section 24 of the Act, the Ontario Municipal Board be requested to approve the Project, if required;

THAT staff be authorized and directed to take the necessary action to complete the Project, including obtaining any additional approvals which may be deemed necessary and the execution of any necessary documents;

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THAT staff explore, in a rigorous nature, the pursuit of funding for the Project for the Construction of an Administrative Office Building for TRCA from the federal and provincial governments, and public-private partnerships;

THAT if TRCA staff is required to utilize funds from the existing City of Toronto erosion control funding, then TRCA staff work with local TRCA board members to identify priority restoration projects;

AND FURTHER THAT staff be directed to report to the Authority upon response from the Province of Ontario and the participating municipalities.

On February 25, 2017, at Authority Meeting #1/17, staff reported that all six of TRCA's participating municipalities, by way of their respective Councils, approved the project and the allocation of \$60,000,000 in new and existing capital funding toward the project. This included \$10,500,000 of existing capital funding - \$500,000/year over 21 years, commencing in 2015 and ending 2035, in addition to \$49,500,000 of new capital funding. For all municipalities excluding Toronto, this cumulative annual payment of \$540,000/year over 33 years commencing in 2017 and ending in 2049. Toronto chose to reduce their number of payments to 27 and defer their first payment until 2023, meaning that the City will be paying \$1,173,333/year until 2049. The total annual payments are as follows:

2015 – 2016:	\$500,000 Annually (2 Years)
2017 – 2022:	\$1,040,000 Annually (6 Years)
2023 – 2035:	\$2,213,333 Annually (13 Years)
2036 – 2049:	<u>\$1,713,333</u> Annually (14 Years)
TOTAL:	\$60,000,000

In making the decision to defer payments, the City of Toronto also agreed to pay TRCA an annual interest penalty payment, to account for the fact that TRCA will need to carry additional unanticipated debt for the project, which is excluded in the table above.

On March 27, 2017, subsequent to budgetary conversations with our partner municipalities, TRCA staff submitted a formal request to the Minister of Natural Resources and Forestry (MNRF) for approval of the rate of interest and the project. Minister's approval, pursuant to the requirements of Section 3(5) and 24 of the Conservation Authorities Act, was required in order to satisfy the lending conditions of a financial institution for funds borrowed for the project and to allocate approximately \$10,000,000 to the project from existing and future land sale disposition proceeds.

On September 22, 2017, TRCA staff reported at Authority Meeting #07/17, that an interest rate not to exceed 3.75% on the funds to be borrowed to finance the construction of the building was approved by the Chief Administrative Officer of MNRF on August 14, 2017. TRCA staff also reported that TRCA received correspondence from MNRF on August 28, 2017 advising that it was the Minister's decision to not grant an exemption to the Ministry's Generated Revenue Policy to enable the use of funds from land dispositions in support of TRCA's project. Please note that subsequent to this approval, Section 3(5) of the Conservation Authorities Act has been amended, removing the need to receive Minister's approval for the rate of interest on borrowings, in case a rate greater than 3.75% is required.

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TRCA submitted an urgent financial appeal to the Minister on December 12, 2017. A response from the Minister was received on February 15, 2018, indicating that Ministry staff had been asked to explore enabling the use of existing land sale generated revenue conditional upon the requirement that TRCA repay those funds from other revenue sources back into the reserve within a determined timeframe.

On May 8, 2018, the Minister granted approval to use \$3,538,000 in disposition proceeds from land sales associated with provincial grants (as identified in TRCA 2016 audited financial statement) with no required repayment and confirmed approval of the project under Section 24 of the Conservation Authorities Act – This was reported at Authority Meeting #4/18, held on May 25, 2018. These funds will be applied to the project to ensure that TRCA's future proofing, sustainability and office modernization objectives are met as the design evolves or to reduce the overall term of the required financing.

As a result of the funding reduction, TRCA staff challenged the integrated design team, to realize a highly efficient, cost effective building that could be achieved within the available \$60,000,000 budget. This included taking measures to reduce the scope of the project, such as the elimination of underground parking and an overall reduction in the size of the building based on a refined building program. TRCA staff presented an updated budget at Authority Meeting #6/18, held on July 20, 2018, which provided approval to modify the \$70,000,000 project to adhere to the available project funding.

As a result of this approval, Request for Proposal #10008935 to provide project financing from a qualified financial institution for TRCA's New Administrative Office Building Project was publicly advertised on the electronic procurement website Biddingo (www.biddingo.com) on August 8, 2018. The proposal from CIBC was the highest ranking proposal and best aligned with TRCA's objectives and evaluation criteria and was selected as the lender for the new administration office building project.

CIBC provided TRCA an analysis of the loan mechanics, loan options and a forecasting of interest rates and outlined the advantages to using an Interest Rate Swap process, in order to:

- Offer interest rate certainty
- Offer the lowest cost option for required funding
- Customize quarterly payments to meet TRCA's requirements over a long term

At Board of Directors Meeting #10/18, held on January 4, 2019, Resolution #A214/18 was approved as follows (This resolution amended Resolution #A171/18, which was approved at Board of Directors Meeting #8/18, held on October 26, 2018), in order to support the usage of an interest rate swap:

THAT Contract #10008935 be awarded to Canadian Imperial Bank of Commerce ("CIBC" or the "Lender") to provide construction and term financing for Toronto and Region Conservation Authority's (TRCA) New Administrative Office Building Project in the City of Toronto, it being the highest ranked proposal that best meets TRCA's requirements as stipulated in the Request for Proposal;

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THAT authorized officials be directed to take the necessary action to execute International Swaps and Derivatives Association (ISDA) documentation, for the purpose of entering into interest rate swap agreements, as necessary, for the construction and term financing. The term financing swap facilities shall be for a period not to exceed 30 years from the conversion date from construction financing to term financing with a mutual put at the ten-year mark and every 5 years thereafter, as per CIBC's standard credit practice. The stamping fee for these swap facilities shall be 74 basis points per annum;

AND FURTHER THAT authorized officials be directed to take the necessary action to implement credit agreements including the signing and execution of documents with the Lender.

RATIONALE

As TRCA negotiated the agreements with CIBC, with the help of our lawyers (Fasken) and financial advisors (KPMG), it was determined that a more robust resolution was required by the Board of Directors, in order to support the approval of the financing – The new resolution is included at the outset of this report.

In order to support such a resolution, TRCA staff have provided in-camera copies of the confidential documents that the Board of Directors are being asked to approve and parties from CIBC, Fasken and KPMG have been asked to attend the meeting to answer any questions that the Board may have, prior to signing the documents.

FINANCIAL DETAILS

Although total funding available for the project totals \$63,538,000, TRCA continues to work towards a budget of \$60,000,000. In order to determine how much money is required for the term loan commencing in January 2022, TRCA calculated the following:

Anticipated Project Cost:	\$60,000,000
Less:	
Ministry Funding	(\$3,538,000)
Municipal Funding (2015 – 2021)	(\$6,200,000)
Reserves	<u>(\$ 262,000)</u>
Anticipated Term Loan Amount:	\$50,000,000

TRCA staff anticipate that the organization will pay \$262,000 out of reserves between 2015 - 2021, which will be recovered over the life of the partner municipality repayments.

TRCA and CIBC staff worked together to develop a quarterly amortization schedule for the \$50,000,000 term loan that best reflects the payment schedule from TRCA's partner municipalities, commencing on January 4, 2022 and ending on January 2, 2047, a period of 25 years.

The quarterly principal payments are as follows:

Periods 1 – 4: \$258,750 (\$1,035,000 Annually for 1 Year)

Periods 5 – 60: \$553,750 (\$2,215,000 Annually for 14 Years)

Periods 61 – 100: \$428,500 (\$1,714,000 Annually for 10 Years)

After the 100th payment, the remaining debt will be \$1,243,500. with the expectation that TRCA will pay this balance out of cash on hand as of Jan 2, 2047, and will then receive the outstanding balance from its partner municipalities later in the year, in accordance with the payment schedule.

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Although it is possible that the term loan actually required will exceed \$50,000,000, TRCA is being conservative in its calculation by reducing the project costs by the ministry funding, in order to determine the anticipated term loan amount. If \$60,000,000 of funding is not required from TRCA's partner municipalities, then the amount/term of their obligations will be reduced accordingly. Further to this point, TRCA staff continue to review and apply for provincial, federal and other funding opportunities through various grants and programs.

DETAILS OF WORK TO BE DONE

Upon approval of this resolution, TRCA staff will finalize the required documents. Our lawyers will then issue legal opinions on both the credit and ISDA agreements to CIBC and TRCA staff will sign an officer certificate to support the legal opinions. Further to signing these documents, TRCA will complete supplementary CIBC forms to validate the financial relationship.

For the Board of Director's reference, the key remaining phases of the project are as follows:

Project Phases / Duration

Site Plan Approval	June, 2018 – July, 2019
Building Permit	February, 2018 – October, 2019
Tender Contract Documents	July, 2018 – March, 2019
Award Construction Contract	March, 2019 – July, 2019
Construction (assumes partial bldg. permits)	April, 2019 – June, 2021
Occupancy	March, 2021 – June, 2021

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Date: February 22, 2019

In Camera Attachments: 3

CONFIDENTIAL Attachment 1: Credit Agreement and Promissory Note (Schedule D)

CONFIDENTIAL Attachment 2: ISDA Master Agreement and Schedule

CONFIDENTIAL Attachment 3: Officer Certificate for agreements

Section I – Items for Board of Directors' Action

TO: Chair and Members of the Board of Directors
Meeting #2/19, Friday, February 22, 2019

FROM: Laurie Nelson, Interim Director, Policy Planning

RE: **TRCA DRAFT COMMENTS TO ENVIRONMENTAL REGISTRY OF ONTARIO (ERO)**
Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017 (#ERO 013-4504)
Proposed Modifications to O. Reg. 311/06 (Transitional Matters – Growth Plans) made under the Places to Grow Act, 2005 to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017 (ERO # 013-4505)
Proposed Framework for Provincially Significant Employment Zones (ERO #013-4506)
Proposed Modifications to O. Reg. 525/97 (Exemption from Approval – Official Plan Amendments) made under the Planning Act to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017 (ERO #013-4507)

KEY ISSUE

Toronto and Region Conservation Authority's draft comments on the Government of Ontario's proposed amendments to the Growth Plan for the Greater Golden Horseshoe, 2017 and associated proposed implementing framework and regulations.

RECOMMENDATION

WHEREAS the Province of Ontario has posted the proposed amendments to the Growth Plan for the Greater Golden Horseshoe, 2017, for public comment on the Environmental Registry of Ontario (ERO);

AND WHEREAS the ERO imposes a February 28, 2019 deadline for submission of comments to the Province;

THEREFORE LET IT BE RESOLVED THAT the Toronto and Region Conservation Authority (TRCA) staff report and draft comments on the Ontario government's proposed amendments to the Growth Plan for the Greater Golden Horseshoe, 2017, be received and that any comments from the Board of Directors be considered in informing TRCA's final ERO submission;

AND FURTHER THAT municipal partners and Conservation Ontario be so advised.

BACKGROUND

On January 15, 2019, the Ministry of Municipal Affairs and Housing released a proposed amendment to the Growth Plan for the Greater Golden Horseshoe for public comments on the Environmental Registry of Ontario (ERO), due February 28, 2019. Conservation Ontario is coordinating a response on behalf of all 36 conservation authorities in addition to the submissions made by individual conservation authorities. The Ministry states that the

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amendment is proposed to address, “policies seen as potential barriers to the development of housing, job creation and business attraction.” The Ministry states that the changes are intended to streamline growth management in order to achieve the following outcomes:

- More streamlined process (faster municipal implementation of the plan);
- More land for housing (more flexibility for additional greenfield development);
- More housing and jobs near transit (increase the supply of housing and jobs near transit infrastructure);
- Greater flexibility for municipal implementation (municipal implementation to better reflect local context).

The four items being circulated for comment concern [amendments to the Growth Plan for the Greater Golden Horseshoe \(Growth Plan\), modifications to transitional matters surrounding growth plans, designation of provincially significant employment zones, and potential exemptions from the need for the Minister’s approval of official plan amendments to aid the implementation of refinement policies for the Agricultural System and Natural Heritage System.](#)

The Growth Plan amendment contains new and revised policies within the framework of the existing Growth Plan across the following six general categories:

1. Employment Planning,
2. Settlement Area Boundary Expansions,
3. Rural Settlements,
4. Natural Heritage and Agricultural Systems,
5. Intensification and Density Targets, and
6. Major Transit Station Areas.

TRCA staff have reviewed the proposed amendments and drafted comments based on staff’s day-to-day work in support of our municipal partners to implement the Growth Plan. TRCA has an ongoing interest in the amendments proposed given our roles as a resource management agency, a regulator under Section 28 of the *Conservation Authorities Act*, and a public commenting body under the *Planning Act* and the *Environmental Assessment Act*.

Some of the key changes to the Growth Plan policies being proposed through the amendments and their associated potential implications for TRCA are as follows:

- **Lower density and intensification targets** – this may require additional land to accommodate forecasted growth, which has implications for stormwater management and puts pressure on allowing development and servicing into the natural heritage system.
- **Settlement area boundary expansions, of up to 40 hectares, outside of a Municipal Comprehensive Review (MCR)** – the amendments are silent on whether this is a one-time exemption. Repeated, large scale, stand-alone approvals without early and comprehensive planning risks impacts to natural hazards, natural heritage and water resources.
- **Employment land conversion outside of an MCR** – employment lands could be converted to other uses outside of an MCR, which risks over-conversion and a need for more urban boundary expansions along with updates to environmental studies for any lands that are converted.

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- **Major Transit Station Areas (MTSAs) delineation and expansion outside of an MCR** – a number of MTSAs in TRCA's jurisdiction are located within hazardous lands and should be subject to criteria for managing natural hazards, natural heritage and water resources.
- **Natural Heritage Systems mapping** – allowing municipalities to refine the Province's natural heritage system (NHS) mapping at the time of initial implementation in their official plans, rather than only during an MCR, better acknowledges municipal and conservation authority NHS mapping efforts.
- **Removal of the explicit need for watershed planning to inform infrastructure planning and settlement area boundary expansions** – development and infrastructure planning in the absence of watershed planning risks impacts to natural heritage, natural hazards and water resources and may lengthen subsequent approval processes.

RATIONALE

TRCA provides technical support to its municipal partners in growth planning and in implementing the natural heritage, natural hazard and water resource policies of the Growth Plan, the Provincial Policy Statement and other provincial plans. In working with approval authorities, private and public proponents, TRCA supports comprehensive planning to ensure that development and infrastructure are adequately set back and protected from natural hazards and environmentally sensitive areas. We also collaborate with our provincial and municipal partners to seek opportunities for remediation and restoration to reduce risk and increase resiliency where comprehensive redevelopment/community revitalization is proposed that includes areas of historical residential development within the flood hazard. In this way, increased growth is facilitated while risk is reduced and provincial and municipal policies for public safety and environmental protection are upheld.

TRCA is most successful at facilitating growth when the conservation authority, municipal partners and the development industry take a comprehensive, creative and collaborative approach early in the process. Amendments to the Growth Plan that add flexibility and streamlining can be positive in order to recognize local contexts, but a number of issues of interest to TRCA's mandate are better identified through a comprehensive planning exercise at the early stages of the planning process. Repeated, large scale, stand-alone approvals that the proposed Plan amendments contemplate could exacerbate natural hazards and create negative impacts to natural heritage and water resources in areas where comprehensive planning has not occurred. As such, TRCA has the following recommendations, as detailed in the attached draft comments (Attachment 1):

1. Given that the stated intent of the Growth Plan is to make use of existing urban land supply and to focus less on continuously expanding the urban area, TRCA recommends that:
 - a) the standard for upper and single-tier municipalities in the inner ring be maintained for minimum intensification targets and minimum density targets in designated greenfield areas, and
 - b) additional policies be established to help facilitate removal of barriers to the redevelopment of existing, underutilized properties within the urban boundary, to achieve density and intensification targets. Such redevelopments should be encouraged to undertake comprehensive planning up front for growth areas to help fast-track site plan applications that follow, and to co-locate public services such as stormwater management, low impact development facilities, recreation and open

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space. Policies should be included to ensure an equitable approach to working with landowners and other stakeholders, early in the development process, to achieve more sustainable communities and include infrastructure upgrades to facilitate more sustainable infill development.

2. Please confirm whether a revised land needs assessment methodology will be released which nets out natural system lands, the requirements and implications for in-process or completed land needs assessments and/or new or additional study requirements that will be required for hamlets and rural areas that have not been subject to previous studies.
3. Given that the amended Plan's maintained intent speaks to the issue of unmanaged growth and its adverse effects, TRCA recommends that the Province remove the permission to expand settlement boundaries outside of an MCR. Should the exemption remain, the Plan should specify a one-time exemption rule for a settlement area expansion in advance of the MCR process.
4. TRCA recommends that the Province clarify that the criteria for urban boundary expansions apply to expansions undertaken both inside and outside the MCR process, if the direction to allow an expansion outside of the process is maintained.
5. The Province should define "significant amount of jobs" and introduce restrictions on land use conversions outside an MCR, such as additional criteria on location and requirement for comprehensive environmental studies (e.g., Master Environmental Servicing Plans), "capping" the size of areas to be converted and placing a one-time exemption limit on these conversions.
6. The Growth Plan policies protecting provincially significant employment zones should have more defined mapping and criteria added for lands subject to natural hazards and/or within the natural heritage system that must be set aside from development. The employment policies should also encourage preparation of comprehensive stormwater management plans, earlier in the process, to ensure protection of these features and functions without creating new hazards or aggravating existing hazards and to facilitate more timely reviews and approvals when site plans are submitted.
7. TRCA recommends that if the determination of MTSAs and their density targets are excused from the MCR process, that the determination be subject to meeting criteria for addressing natural hazard management, natural heritage, and water resources protection.
8. While allowing upper-tier municipalities to undertake initial implementation separately for each lower-tier municipality provides flexibility and could result in a more thorough initial implementation (as lower-tiers would not be rushed to complete it on the upper-tiers' schedule), TRCA suggests the Plan direct upper-tier municipalities to coordinate among their lower-tier municipalities and conservation authority partners to ensure that areas crossing jurisdictional boundaries are considered in an integrated way during refinement and implementation of the NHS mapping.
9. As TRCA recommended to the Province in 2015, the Growth Plan should require consideration of the threshold capacity of the watershed, including targets established in watershed/subwatershed plans, when directing growth to ensure that additional servicing capacity can be accommodated without compromising ecosystem function and the water

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resources system. Therefore, the Province should maintain the requirement for watershed planning in 3.2.1.2 to inform infrastructure planning.

10. TRCA recommends that the Province retain the original wording of 4.2.1.2 to require municipalities to include the appropriate designations and policies for water resource systems in their official plans and zoning by-laws.
11. TRCA recommends that the province retain “watershed planning or equivalent” in the wording of 2.2.8.3 d) to ensure that municipalities understand the connections between the Settlement Area Boundary Expansion policies and the Water Resource System policies in section 4.2.1.
12. The Province should define any new terms or measures introduced through the amendments, so that the requirements and objectives of the Plan are clearly set out for approval authorities and proponents.
13. Overall, TRCA recommends as much clarity as possible in the Plan, at minimum, through additional criteria to safeguard against the environmental risks associated with proposed approvals outside of an MCR, if this approach is maintained.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 2 – Manage our regional water resources for current and future generations

Strategy 4 – Create complete communities that integrate nature and the built environment

Strategy 12 – Facilitate a region-wide approach to sustainability

FINANCIAL DETAILS

Staff are engaged in this policy analysis work per the normal course of duty. No additional funding is proposed to support the policy analysis work associated with the preparation of these comments.

DETAILS OF WORK TO BE DONE

Upon endorsement by the Board of Directors, and recognizing any input received of the staff comments, the attached draft comment letter will be updated and submitted as TRCA’s official comments to the ERO. Staff will continue to brief the Board on other legislative changes that result from this circulation.

Report prepared by: Mary-Ann Burns, extension 5763; Daniel Brent, extension 5774;

Frances Woo, extension 5364

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For Information contact: Mary-Ann Burns, extension 5763

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Date: February 19, 2019

Attachments: 1 “Draft TRCA Comments – Growth Plan 2019.pdf”

February 21, 2019

BY E-MAIL ONLY (charles.o'hara@ontario.ca)

Mr. Charles O'Hara
Ontario Growth Secretariat
Business Management Division
Ministry of Municipal Affairs and Housing
777 Bay St., 17th Floor
Toronto, ON M5G 2E5

Dear Mr. O'Hara:

Re: ERO #013-4504 - Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017

ERO #013-4505 - Proposed Modifications to O. Reg. 311/06 (Transitional Matters – Growth Plans) made under the Places to Grow Act, 2005 to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017

ERO #013-4506 - Proposed Framework for Provincially Significant Employment Zones

ERO #013-4507 - Proposed Modifications to O. Reg. 525/97 (Exemption from Approval – Official Plan Amendments) made under the Planning Act to implement the Proposed Amendment to the Growth Plan for the Greater Golden Horseshoe, 2017

Thank you for the opportunity to comment on the Ministry of Municipal Affairs and Housing proposed amendments to the Growth Plan for the Greater Golden Horseshoe, 2017 and associated regulations. Toronto and Region Conservation Authority (TRCA) has an ongoing interest in this process given our experience and roles as:

- A regulator under Section 28 of the *Conservation Authorities Act*;
- A public commenting body under the *Planning Act* and the *Environmental Assessment Act*;
- A body with delegated authority in plan review to represent the provincial interest for natural hazards;
- A resource management agency operating on a local watershed basis;
- One of the largest landowners in the Toronto region; and
- A source protection authority under the *Clean Water Act*.

TRCA provides technical support to its municipal partners in implementing the natural heritage, natural hazard and water resource policies of the Growth Plan, the Provincial Policy Statement and other provincial plans. In working with approval authorities, private and public proponents, TRCA helps to facilitate sustainable development and infrastructure and ensures that it is adequately set back and protected from natural hazards and environmentally sensitive areas. We also collaborate with our provincial and municipal partners to seek opportunities for remediation and restoration to reduce risk and increase resiliency where comprehensive redevelopment/community revitalization is proposed that includes areas of historical residential development within the flood hazard. In this way, increased growth

is facilitated while risk is reduced and provincial and municipal policies for public safety and environmental protection are upheld.

TRCA understands that the proposed changes to the Growth Plan for the Greater Golden Horseshoe (the Plan) are meant to address implementation challenges that were identified by the municipal and development sectors and other stakeholders. The changes are intended to provide greater flexibility and address barriers to building homes, creating jobs, attracting investments, and putting in place the right infrastructure while protecting the environment. The advisory and regulatory responsibilities of conservation authorities in the growth planning process are not about slowing or preventing development and all its attendant economic benefits. Conservation Authorities are most successful at facilitating growth when the conservation authority and the development industry take a comprehensive, creative and collaborative approach early in the process.

There are currently a number of examples where TRCA is working with municipal partners on various growth planning exercises. For example, we are involved in:

- Peel Region and York Region as they undertake their Municipal Comprehensive Reviews (MCR),
- Durham Region on the Carruthers Creek Watershed Plan and their MCR,
- "Dundas Connects" Master Planning process in Mississauga
- Vaughan Metropolitan Centre and Black Creek revitalization
- Downtown Brampton revitalization
- Lower Don lands redevelopment and Don River Mouth revitalization
- All major secondary plan/settlement area processes in our jurisdiction (e.g., Caledon, Markham, Vaughan)

Also, in the City of Toronto, significant new housing and employment is being provided in a number of redevelopment and infill scenarios with TRCA's direct participation. This work by TRCA and stakeholders has resulted in considerable improvements to water quality and quantity and the natural heritage system, while reducing risk due to natural hazards.

With TRCA's expertise and direct involvement in several growth planning processes, we offer the following comments as the amendments to the Plan and the regulations are finalized.

Revised Density and Intensification Targets

We recommend that some of the proposed amendments be reconsidered in light of the Plan objectives. For example, the current Plan states, "This Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification-first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area." Many stakeholders support this emphasis given that intensification helps to limit land consumption, supports transit, and curbs automobile use. Lower density communities result in less efficient use of land, infrastructure and public services, and entail higher commute times and automobile use, negatively affecting the health of people and likely increasing the need for settlement area boundary expansions.

However, the current Plan amendment proposes lower minimum designated greenfield area density targets – from 80 residents and jobs per hectare down to a minimum of 60, 50 and 40 residents and jobs per hectare depending on the degree of urbanization of each municipality – and lower intensification targets, from 60 percent down to 50 percent or lower for some municipalities. The amendments represent a significant reduction from the current targets, and in some cases are lower than the targets set out in the 2006 Growth Plan.

The current Plan already permits municipalities that are not able to meet the Plan's minimums to apply for alternative targets. Overall, the proposed Growth Plan amendments for lowered intensification and density

targets, if approved as proposed, could undermine the “intensification-first approach” of the Plan. Lesser density could encourage lower-density greenfield development and more frequent settlement boundary expansions which further alters drainage patterns, puts pressure on allowing development and servicing into natural features and buffers. Increasing the number of single family dwellings and reducing the number of townhomes, stacked townhomes and condominium units in low to mid-rise buildings, may limit more sustainable housing options (more energy and water efficient forms of housing), which would otherwise be pursued to meet the minimum density targets.

Alternatively, we suggest a greater policy focus and more amendments on removing barriers to intensifying underutilized, previously developed properties within the existing urban boundary. A focus on policies to enable greyfield and brownfield redevelopment would allow properties within urban growth centres and intensification corridors to be more efficiently used for additional housing or employment, maximize the use of existing services, and potentially improve water quality and quantity standards where infrastructure requires refurbishment and upgrades to meet current standards. The Plan could also speak to more efficient use of land by co-locating compatible public service facilities where feasible (e.g., stormwater management in and around parks), in striving for compact development and complete communities.

Recommendation 1: Given that the stated intent of the Growth Plan is to make use of existing urban land supply and to focus less on continuously expanding the urban area, TRCA recommends that:

- a) the standard for upper and single-tier municipalities in the inner ring be maintained for minimum intensification targets and minimum density targets in designated greenfield areas, and
- b) additional policies be established to help facilitate removal of barriers to the redevelopment of existing, underutilized properties within the urban boundary, to achieve density and intensification targets. Such redevelopments should be encouraged to undertake comprehensive planning up front for growth areas to help fast-track site plan applications that follow, and to co-locate public services such as stormwater management, low impact development facilities, recreation and open space. Policies should be included to ensure an equitable approach to working with landowners and other stakeholders, early in the development process, to achieve more sustainable communities and include infrastructure upgrades to facilitate more sustainable infill development.

Land Needs Assessment Methodology (Transition Regulation)

Further to the above relating to land needs, TRCA understands one of the changes proposed as part of the regulations to implement the amendments, is as follows:

- Delete the provisions that had been added to the regulation on May 4, 2018 to support implementation of a standard method to calculate the amount of land needed for development to the horizon of the Growth Plan, known as a land needs assessment.

Although the reasoning behind the amendment is not explained as part of the materials available on the ERO posting page, TRCA understands that the Province is proposing to amend the transition regulation so that designated greenfield areas' (DGAs) density requirements would apply to hamlets and rural settlements in the Greenbelt and minor urban centres in the inner ring, for the purposes of land needs assessment (instead of being treated as rural development, as is the case currently). This proposed change seems to suggest that these areas are to be considered developable lands like any other DGA, which could result in more development than has previously been considered or planned for in these areas. In addition, these areas may require additional up front studies to facilitate any new major development. Counting these areas as DGAs could also result in less additional land being determined to be required through the land needs assessment.

TRCA submitted comments through the previous consultation on the existing land needs assessment

guidance document due to our interests in ensuring “net outs” of natural system lands. TRCA is already undertaking work to support its municipal partners based on the current methodology. It is not clear whether in-process/finished land needs assessments would need to be re-done to accommodate this proposed change to the transition regulation.

Recommendation 2: Please confirm whether a revised land needs assessment methodology will be released which nets out natural system lands, the requirements and implications for in-process or completed land needs assessments and/or new or additional study requirements that will be required for hamlets and rural areas that have not been subject to previous studies.

Allowing Key Planning Processes Outside a Municipal Comprehensive Review

The current Plan mandates municipalities to implement some key planning processes through a Municipal Comprehensive Review (MCR). MCRs are defined in the Plan as, “a new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under section 26 of the Planning Act that comprehensively applies the policies and schedules of this Plan.” The definition of an MCR is not proposed to change under the amendments. As well, policy 2.2.1.3 e) remains unchanged, which requires upper and single-tier municipalities to, “undertake integrated planning to manage forecasted growth to the horizon of this Plan, implemented through a municipal comprehensive review.” However, a number of significant municipal planning processes for managing growth are proposed to be allowed to proceed in advance of an MCR, including:

- Settlement area boundary expansions;
- Employment land conversions;
- Major Transit Station Areas (MTSAs) boundary and density target determinations; and,
- Agricultural and Natural Heritage Systems Mapping refinement.

Settlement Area Boundary Expansions

Policy 2.2.8.2 of the current Plan states that a settlement area boundary expansion may only occur through an MCR. The proposed amendments to the Plan introduce policies 2.2.8.5 and 2.2.8.6, which state that notwithstanding policy 2.2.8.2, a settlement area boundary expansion may occur in advance of an MCR, provided the land to be added to the settlement area is no larger than 40 hectares. The Plan amendments are silent on whether this is a one-time exemption but in discussions with Provincial officials this seems to be the intent. TRCA is concerned, that if left unspecified, repeated expansions of up to 40 hectares each time could occur, thereby leading to greater land consumption on an ad-hoc basis. Also, we note a number of our partner municipalities have raised concerns with this approach and have recommended additional policy details confirming a one-time only use.

These potentially multiple exemptions contrast with the Plan's greater overall intent to move from low density development to a more compact built form. Moreover, the amended Plan lists “unmanaged growth” as a challenge due to its potential to “degrade the region's air quality; water resources; natural heritage resources, such as rivers, lakes, woodlands, and wetlands, and cultural heritage resources.” TRCA submits that approving single or multiple “one-off” settlement area expansions outside of an MCR could be perceived by stakeholders as “facilitating unmanaged growth”. TRCA recommends retaining the requirement for an assessment of the comprehensive range of social, environmental and economic interests that an MCR process is designed to address.

Recommendation 3: Given that the amended Plan's maintained intent speaks to the issue of unmanaged growth and its adverse effects, TRCA recommends that the Province remove the permission to expand settlement boundaries outside of an MCR. Should the exemption remain, the Plan should specify a one-time exemption rule for a settlement area expansion in advance of the MCR process.

It is important to note that there are criteria introduced through the amended Plan for settlement area boundary expansions outside the MCR. The proposed policy 2.2.8.5 states that expansions in advance of an MCR have to follow criteria set out in the current Plan policy 2.2.8.3 including that the expansion would be informed by:

- Water management plans
- Avoidance or mitigation for the water resources system
- Avoidance of the Natural Heritage and Agricultural Systems
- Sections 2 and 3 of the Provincial Policy Statement
- Other Provincial Plans.

However, the preamble in 2.2.8.3 states that the criteria apply to expansions done through an MCR as in 2.2.8.2. Therefore, as written, the policies are unclear and should be revised to clarify that a settlement area expansion needs to meet these criteria whether it is undertaken inside or outside of an MCR process.

Recommendation 4: TRCA recommends that the Province clarify that the criteria for urban boundary expansions apply to expansions undertaken both inside and outside the MCR process, if the direction to allow an expansion outside of the process is maintained.

Employment Land Conversions

The proposed amendments to the Plan would allow a municipality to convert lands designated in their official plan as employment to a designation that permits non-employment uses in advance of an MCR (2.2.5.10) (except for those employment lands that fall within a Provincially Significant Employment Zone). The amendments stipulate that conversion can only take place where the municipality demonstrates: a need, no adverse effects on the viability of an employment area or achievement of minimum intensification targets, there are existing or planned services in place, and a significant amount of jobs are maintained on the lands (2.2.5.10 b)). We also note examples in our jurisdiction where comprehensive environmental studies, if completed, were required to be updated to take into account the potential for impacts from a change in use from employment to residential (e.g., stormwater management imperviousness factors). Also, the term "significant" is not defined, and without a comprehensive understanding of employment land capacity, the policy risks an over-conversion of employment lands. For example, the municipality might discover in the next MCR that there are insufficient employment lands due to conversions occurring before the MCR, and will require a settlement area boundary expansion to accommodate forecasted employment. As noted in earlier sections, repeated settlement area expansions would subject sensitive habitats or natural hazard zones, which have not yet been assessed, to development pressures.

Recommendation 5: The Province should define "significant amount of jobs" and introduce restrictions on land use conversions outside an MCR, such as additional criteria on location and requirements for comprehensive environmental studies (e.g., Master Environmental Servicing Plans), "capping" the size of areas to be converted and placing a one-time exemption limit on these conversions.

Provincially Significant Employment Zones

As mentioned above, the proposed policy 2.2.5.10 to convert employment lands to other uses is not applicable to the 29 Provincially Significant Employment Zones identified through the proposed amendments. Of these 29 zones, 12 fall within TRCA's jurisdiction. TRCA recognizes the importance of maintaining employment lands and the Province's objective to protect them. A number of the 12 zones fall within the natural heritage system which includes hazardous lands for flooding and erosion. Moreover, employment lands are typically comprised of a high percentage of impervious surface of total site area (e.g., parking lots, truck circulation areas, etc.), posing potential impacts for water quantity, quality, erosion

and water balance (for natural features and groundwater). TRCA has found that additional up front work to achieve comprehensive stormwater management at a block plan level would help facilitate faster approvals when site plans are received. The policies around employment zones should ensure that natural features and areas are avoided and that stormwater management is addressed earlier in the development process to effectively mitigate for these impacts and facilitate more timely approvals. The policies could promote low impact development, among other best management practices, in accordance with section 1.6.6.7 of the Provincial Policy Statement.

Recommendation 6: The Growth Plan policies protecting provincially significant employment zones should have more defined mapping and criteria added for lands subject to natural hazards and/or within the natural heritage system that must be set aside from development. The employment policies should also encourage preparation of comprehensive stormwater management plans, earlier in the process, to ensure protection of these features and functions without creating new hazards or aggravating existing hazards and to facilitate more timely reviews and approvals when site plans are submitted.

Delineation of Major Transit Station Areas

Major Transit Stations Areas (MTSAs) are areas including and around any existing or planned higher order transit station or stop within a settlement area or a major bus depot in urban cores. The amendments to the Plan will result in municipalities being allowed to delineate MTSAs and determine their density targets in advance of an MCR. The amendment also revises the current maximum radius of an MTSA from 500 metres around a station to 800 metres. TRCA supports the intent of the radial increase in order to encourage higher order transit usage. It should be cautioned, however, that numerous higher order transit stops in TRCA's jurisdiction fall within areas subject to flooding, and similar to employment lands, typically consist of a high proportion of impervious surfaces. As such, achieving density targets within MTSAs must account for natural hazards, natural heritage, and stormwater management, whether identified outside or inside of an MCR process. Amendments to the Growth Plan should specify policy requirements for natural hazards, stormwater management and natural heritage more clearly, should delineation of MTSAs be permitted outside an MCR as is proposed.

TRCA supports transit-oriented development (TOD). However, we feel that TOD should not come at the expense of forgoing other provincial interests that are also in the public's interest, such as public safety from managing natural hazards and achieving more resilient communities by protecting natural heritage systems. This upfront policy requirement in the amended Growth Plan is especially important given that MTSAs are restricted from Local Planning Appeal Tribunal appeals.

Recommendation 7: TRCA recommends that if the determination of MTSAs and their density targets are excused from the MCR process, that the determination be subject to meeting criteria for addressing natural hazard management, natural heritage, and water resources protection.

Agricultural and Natural Heritage Systems Mapping Implementation

It is proposed that two other processes can now occur outside an MCR. They are initial refinement of provincial mapping of the Natural Heritage System for the Growth Plan, and initial refinement of provincial mapping of the Agricultural Land Base.

TRCA supports the ability for municipalities to refine provincial mapping of the Natural Heritage System (NHS) and Agricultural Land Base at the time of initial implementation of these systems in their official plans, rather than only through an MCR. This amendment appears to be a positive move to address stakeholder requests. Provincial mapping was done at a high level and, within TRCA's jurisdiction, and does not capture many areas that municipalities have included in their own NHSs and in TRCA's NHS. The amended policy would protect an existing NHS in an official plan under Growth Plan policies until the

municipality refines their mapping (based on local-level knowledge of the landscape) and implements the provincial mapping.

The removal of the words “for greater precision” in policy 4.2.2.5 also represents a positive change, as it eliminates some of the confusion regarding the extent of “refinements” TRCA had remarked on previously during the consultation for the NHS and Agricultural System mapping in 2017. Nonetheless, the NHS and the Agricultural System cross municipal boundaries warranting a coordinated approach across municipal and conservation authority jurisdictions.

Recommendation 8: While allowing upper-tier municipalities to undertake initial implementation separately for each lower-tier municipality provides flexibility and could result in a more thorough initial implementation (as lower-tiers would not be rushed to complete it on the upper-tiers’ schedule), TRCA suggests the Plan direct upper-tier municipalities to coordinate among their lower-tier municipalities and conservation authority partners to ensure that areas crossing jurisdictional boundaries are considered in an integrated way during refinement and implementation of the NHS mapping.

Removal of Watershed Planning for Infrastructure Planning

The amendments propose that the explicit requirement for watershed planning to support planning for new and expanded infrastructure be removed from policy 3.2.1.2. In TRCA’s previous comments on the Growth Plan during the Coordinated Plan Review, it was stated that TRCA strongly supports “policies for integrated planning for infrastructure that require: vulnerability risk assessments; developing stormwater master plans informed by watershed planning, including examining the cumulative environmental impacts; incorporating low impact development and green infrastructure; and considering the impacts of climate change.” TRCA is concerned that by reducing the list of plans and studies to “relevant studies”, these crucial components of infrastructure planning may be overlooked. Overlooking these studies early in the process (official plan stage) may result in delays in the review of applications at the subdivision and site plan stages.

Watershed planning can bring a solid foundation of science to inform many key community planning issues relevant to infrastructure planning, such as:

- Identifying and enhancing natural heritage systems;
- Providing guidance to manage stormwater using green infrastructure and low impact development techniques;
- Managing the risk to property and infrastructure from natural hazards; and
- Assessing the impact of potential future climate change, among others.

Recommendation 9: As TRCA recommended to the Province in 2015, the Growth Plan should require consideration of the threshold capacity of the watershed, including targets established in watershed/subwatershed plans, when directing growth to ensure that additional servicing capacity can be accommodated without compromising ecosystem function and the water resources system. Therefore, the Province should maintain the requirement for watershed planning in 3.2.1.2 to inform infrastructure planning.

Water Resource System Policies

The proposed Plan policy 4.2.1.2 removes the requirement for water resource system designations and policies to be applied in official plans. By requiring that water resource systems be identified without specifying that they be incorporated in official plans, this amendment creates confusion regarding the implementation of this policy. Municipal official plans and in some cases zoning by-laws should be the mechanism for inclusion of the appropriate designations and policies, otherwise “the long-term protection

of key hydrologic features, key hydrologic areas, and their functions” may be undermined. This proposed change of making inclusion of these water resource system designations optional, would also provide less certainty to proponents who would have benefited from advance knowledge of where these features are located. Furthermore, the original wording of 4.2.1.2 is identical to policy 3.2.3.3 in the Greenbelt Plan. Changing it works against efforts to create a coordinated and more harmonized provincial planning framework for the Greater Golden Horseshoe.

Recommendation 10: TRCA recommends that the Province retain the original wording of 4.2.1.2 to require municipalities to include the appropriate designations and policies for water resource systems in their official plans and zoning by-laws.

With regard to watershed planning, TRCA is pleased to see that policy 4.2.1 is being maintained as it concerns municipalities partnering with lower-tier municipalities and conservation authorities to ensure, “that watershed planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the quality and quantity of water within a watershed.” As mentioned earlier, municipalities rely on TRCA expertise in their watershed planning exercises to implement the Growth Plan policies through their MCRs. However, the amendment also proposes that the explicit link to “watershed planning or equivalent” in policy 2.2.8.3 be removed. While the policies under 4.2.1 make it clear that watershed planning should inform a variety of key exercises (e.g. allocating growth, large scale development in DGAs) it is important to also link watershed planning to Settlement Area Boundary Expansions, especially for those expansions taking place outside an MCR.

Recommendation 11: TRCA recommends that the province retain “watershed planning or equivalent” in the wording of 2.2.8.3 d) to ensure that municipalities understand the connections between the Settlement Area Boundary Expansion policies and the Water Resource System policies in section 4.2.1.

New and Undefined Terms

Some new terms introduced through the amendment are broad and are not defined, including: “relevant studies”, “environmental planning”, “significant number of jobs”, and “environmentally sustainable communities”. By not being specific about these requirements or how these terms should be interpreted – for example, the existing goals of “low carbon” and “net-zero” are specific and measurable, whereas “environmentally sustainable” is not – it may have the effect of delaying, rather than expediting, approvals for growth. If stakeholders and public agencies are unaware of what is relevant, or are inconsistent in their interpretation of what is required, review processes could become mired in even greater uncertainty and complexity. To achieve objectives of facilitating growth the objectives and policies should be as clear as possible using specific defined terms.

Recommendation 12: The Province should define any new terms or measures introduced through the amendments, so that the requirements and objectives of the Plan are clearly set out for approval authorities and proponents.

In Summary

TRCA is looking forward to working closely with the Province and stakeholders to facilitate timely approvals where upfront comprehensive studies have been conducted. We recommend additional changes to provide clarity in order to help streamline municipal review processes. Adding flexibility and streamlining can be positive in order to recognize local contexts, but a number of issues of interest to TRCA’s mandate are better identified through a comprehensive planning exercise at the early stages of the planning process. Repeated, large scale, stand-alone approvals that the proposed Plan amendments contemplate could exacerbate natural hazards and create negative impacts to natural heritage and water resources, in

areas where comprehensive planning has not occurred. Reduced targets have the potential of significantly increasing the amount of land needed to accommodate forecasted growth, placing pressures on lands and enhancing climate change risks.

Recommendation 13: Overall, TRCA recommends as much clarity as possible in the Plan, at minimum, through additional criteria to safeguard against the environmental risks associated with proposed approvals outside an MCR, if this approach is maintained.

Thank you once again for the opportunity to provide comments on this important initiative. Should you have any questions, require clarification, or wish to meet to discuss any of the above remarks, please contact the undersigned at 416-661-6290 or john.mackenzie@trca.on.ca.

Sincerely,

John MacKenzie, M.Sc.(Pl.), MCIP, RPP
Chief Executive Officer

BY E-MAIL

cc:

TRCA: Chandra Sharma, Director, Community Engagement and Outreach
Nick Saccone, Senior Director, Restoration and Infrastructure
Sameer Dhalla, Interim Director, Development and Engineering Services
Laurie Nelson, Interim Director, Policy Planning

Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Meeting #2/19, Friday, February 22, 2019

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: TORONTO ZOO
Update on discussions relating to the tripartite agreement on the Toronto Zoo property and the Parks Canada process for determining the ultimate location of an orientation and education facility for the Rouge National Urban Park

KEY ISSUE

Update on discussions with the Toronto Zoo, City of Toronto and Parks Canada relating to the tripartite agreement and the Parks Canada process for determining the ultimate location of an orientation and education facility for the Rouge National Urban Park in the City of Toronto.

RECOMMENDATION

THAT this staff report regarding an update on discussion with the Toronto Zoo, City of Toronto and Parks Canada relating to the tripartite agreement and other Zoo related matters be received.

THAT staff be directed to continue working with the Toronto Zoo, City of Toronto and Parks Canada to finalize the tripartite agreement taking into account the updated Parks Canada position on the Toronto 'Gateway' and Learning and Welcome Facility and to report back for any required direction to enter into a lease with the Toronto Zoo for another more suitable site for browse purposes.

BACKGROUND

At Authority Meeting #5/18, held on June 22, 2018, amended Resolution #A86/18 was approved as follows:

WHEREAS Toronto and Region Conservation Authority (TRCA) is the owner of certain lands containing 182 hectares (449 acres), more or less and being Part of Lots 4, 5, 6, 7, 8 and Part of Road Allowance between Lots 6 and 7, Concession 3, Part of Lots 5 and 6 Concession 4, City of Toronto (TRCA Lands);

AND WHEREAS the TRCA Lands have been turned over to the City of Toronto for management, in accordance with the terms of an agreement dated June 14, 1961;

AND WHEREAS City of Toronto and TRCA entered into a tripartite agreement with the Board of Management of the Toronto Zoo (Board) dated April 28, 1978 for use of TRCA Lands as part the Toronto Zoo;

AND WHEREAS TRCA is in receipt of a request from City of Toronto Council and the Toronto Zoo Board to update the tripartite agreement and the boundaries of the Toronto Zoo;

AND WHEREAS any TRCA land not included in the boundary to the Toronto Zoo will be transferred to Parks Canada (PC) for Rouge National Urban Park (RNUP) purposes;

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AND WHEREAS there is interest in ensuring that any transfer of lands for Toronto Zoo or RNUP purposes be subject to certain conditions to ensure best management practices of ecological integrity and restoration opportunities;

THEREFORE, LET IT BE RESOLVED THAT TRCA enter into an updated tripartite agreement with City of Toronto and the Toronto Zoo Board for the use of the TRCA Lands for Zoo purposes subject to the following amendments:

- 1. Removal of the Finch Meander from the lands to be added to the tripartite agreement subject to Parks Canada entering into a lease with the Toronto Zoo for the Finch Meander area south of Old Finch Avenue;*
- 2. Removal of the browse garden use from the lands being added to the tripartite agreement north of Finch Avenue with the understanding that the Zoo and PC shall work together in partnership toward an agreement for a new browse location;*
- 3. Any development proposed on the lands north of Finch Avenue be restricted to the areas highlighted in blue on Attachment 2 with the access to the conservation breeding facility highlighted in red on Attachment 2 and be subject to City of Toronto approval processes;*
- 4. That the tripartite agreement be amended so that the clause relating to TRCA and PC staff being allowed access to the lands north of Finch Avenue as required in order to undertake environmental monitoring and restoration activities also apply to lands on the east side of Meadowvale Road;*
- 5. That a clause be added to the tripartite agreement to ensure that Valley Halla is restored and maintained in a condition that protects the heritage value of the buildings subject to Toronto Zoo Board approval;*
- 6. That a clause be added to the tripartite agreement that the parties may agree to amend the boundary at a future date to accommodate the outcome of the PC lead process for determining the ultimate location of an orientation and education facility;*
- 7. That a clause be added to the tripartite agreement to ensure cooperation on requests to PC and other bodies to support the restoration and maintenance of built heritage assets in the RNUP including but not limited to Valley Halla and the Pearse House;*
- 8. That the Zoo work with PC and community groups to provide periodic access to Valley Halla allowing small groups the opportunity observe the rich historical architecture and craftsmanship subject to Toronto Zoo Board approval, and report back in two years on progress of implementation*

THAT TRCA urge Parks Canada, the City of Toronto and the Toronto Zoo to develop, as soon as possible, a long-term fencing and security agreement to protect the Zoo and implement improvements as required;

THAT Parks Canada be requested to remove informal trails in Area #1 and develop a trail system in that area on the table lands only;

THAT Parks Canada be requested to grant an easement over the mono – rail line to the Zoo at a minimal cost and that, if the Zoo decides to reinstitute the service, that TRCA's approval be required;

THAT Parks Canada be requested to remove informal trails in Area #2;

THAT staff ensure that there are no fences on the outer perimeter of Area #3;

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THAT TRCA staff, the Toronto Zoo and Parks Canada be requested to investigate security fencing and monitoring options for the immediate Valley Halla property and report back to the Authority as soon as possible;

THAT the City of Toronto be requested to transfer its lands along Meadowvale Road south of the Zoo to Parks Canada;

THAT the City of Toronto be encouraged to apply for an infrastructure grant for Valley Halla to restore the building in a reasonable timeframe;

THAT staff report back annually on the state of the tripartite agreement;

THAT staff report back to a future Executive Committee meeting within the next year on the status of the tripartite agreement and the PC lead process for determining the ultimate location of an orientation and education facility;

AND FURTHER THAT authorized TRCA officials be directed to take the necessary action to finalize the tripartite agreement, including obtaining any necessary approvals and the signing and execution of documents.

Tripartite Agreement – Update

The resolution from the Authority was circulated to the City of Toronto and the Zoo for review and comment. Attached is a copy of City of Toronto and the Zoo's joint response (Attachment 1). Both the City of Toronto and the Zoo supported the amendments proposed by TRCA, subject to a number of conditions identified in the letter. The following is an update on discussions related to these conditions:

- 1.1 Finch Meander (Area 2): The Zoo and PC are currently working on the terms and conditions of a lease. This is an outstanding matter that requires further negotiation.
- 1.2 Browse: A site has been located in another location that is satisfactory to both the Zoo and PC. The Toronto Zoo has agreed to the removal of the browse site from Zoo leased lands north of Finch Avenue effective immediately. TRCA staff are also working with the Zoo and Parks Canada on the alternative browse site to achieve lease wording that is acceptable to all parties.
- 1.3 Development north of Finch (Area 3): The tripartite agreement has been amended to restrict development north of Finch Avenue.
- 1.4 Written notice: The tripartite agreement has been amended to provide access to the lands north of Finch (Area 3) and east of Meadowvale (Area 4 & Area 8) subject to providing the Zoo with 48 hours written notice.
- 1.5 Protection of the Heritage Value of Valley Halla (Area 8): The tripartite agreement has been amended to include a condition that the Zoo manage historically significant buildings, structures and facilities in a manner that protects and promotes heritage value and to actively facilitate appropriate levels of community access.
- 1.6 Future amendment to the Tripartite Agreement: A clause has been added to the tripartite agreement allowing for future amendments to the boundary following final determination of the location of the proposed RNUP orientation and education facility. On February 5, 2019 TRCA received a letter from Trevor Swerdfager Senior Vice President of Operations of PC pertaining to the Toronto 'Gateway' Learning and Welcome Facility. The letter from PC (attachment 3) states that PC would like to move ahead with pursuing a location on the east side of Meadowvale Road in the vicinity of Toronto Zoo parking lot 3 on the lands north of the Beare Road Sanitary Landfill road.

Item 9.1

TRCA staff will be working with PC, City of Toronto and Toronto Zoo staff to define their land requirements for the Gateway Learning and Welcome Facility. This effort will take into account Toronto Zoo and City of Toronto operational needs and the potential negative financial and operational impacts to the existing Zoo operations and facilities arising from the location of the facility in this area currently leased to the Toronto Zoo. TRCA will also be reviewing the proposed design of the PC facility to determine opportunities for the implementation of restoration, accessibility improvements and sustainability measures. TRCA staff are also interested in working with PC to determine if TRCA programming including education, training and outreach could be incorporated into the design and operations of the future Gateway, Learning and Welcome Facility.

TRCA is working with stakeholders to ensure a timely update of the tripartite agreement to facilitate timely transfer of TRCA lands to PC for the RNUP at the earliest opportunity in 2019. TRCA, the City of Toronto, and Toronto Zoo are currently working through title issues including encumbrances requiring resolution to achieve the timely transfer of lands to PC.

Valley Halla Security

As a result of numerous discussions about security for Valley Halla and surrounding lands, the Zoo and their Security & Safety staff agreed to take the lead on completing an assessment of security measures that may be required in the vicinity of the Valley Halla buildings. The option of fencing the area was assessed and deemed to be ineffective and too costly. Additional security measures have been examined and accepted by the Zoo. These improvements include signage, lighting, as well as other additional confidential security measures.

NEXT STEPS

TRCA Staff will continue to work with all parties to facilitate the timely transfer of lands to PC for the RNUP currently subject to the tripartite agreement taking into account the issues outlined in this report.

Report prepared by: Brandon Hester, extension 5767, Mike Fenning, extension 5223

Emails: bhester@trca.on.ca, mfenning@trca.on.ca

For Information contact: Brandon Hester, extension 5767, Mike Fenning, extension 5223

Emails: bhester@trca.on.ca, mfenning@trca.on.ca

Date: January 4, 2019

Attachments: 3

Attachment 1: City of Toronto and Toronto Zoo response to the Board of Directors resolution #A86/18

Attachment 2: Toronto Zoo Land Transfer Study Map

Attachment 3: Letter to John MacKenzie, CEO, TRCA, from Trevor Swerdfager, Senior Vice President Operations, Parks Canada, dated February 5, 2019, re. Rouge National Urban Park and Tripartite Agreement.



Chris Murray, MCIP RPP
City Manager

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August 30, 2018

Mr. John MacKenzie
Chief Executive Officer
Toronto and Region Conservation Authority
101 Exchange Avenue
Vaughan, ON L4K 5R6
John.Mackenzie@trca.on.ca

Dear Mr. MacKenzie:

Re: July 25, 2018 letter regarding TRCA Resolution #A86/18 (Toronto Zoo – Updated Tripartite Agreement)

This letter is the City of Toronto and Toronto Zoo's joint response to your letter dated July 25, 2018 regarding Resolution #A86/18 adopted by the TRCA at its June 22, 2018 meeting (the "Resolution"). There are several key issues identified in the Resolution that extend beyond the Tripartite Agreement (the "Agreement") and are related to Zoo operations or the broader establishment of the Rouge National Urban Park (RNUP). As such, our response, which is summarized below and detailed in Attachment 1 is being provided in two sections:

- Section 1.0 - Issues related to the terms of the Agreement
- Section 2.0 - Operational and other matters

Issues related to the Agreement

As you know, negotiations have been underway for several years between the City, Zoo, and TRCA staff to update the terms of the Agreement to advance the strategic vision of the Toronto Zoo and facilitate establishment of the RNUP. City staff have been working closely with the Zoo, TRCA, and Parks Canada to implement City Council's direction adopted at its February 19, 2014 meeting: *2014.EX.38.4 Rouge National Urban Park: Transfer of Lands to Parks Canada*.¹ Per Council's direction, finalizing the Agreement is a key condition prior to the transfer of TRCA-owned lands in the vicinity of the Zoo to Parks Canada for establishment of the RNUP.

¹ <http://app.toronto.ca/trmmis/viewAgendaItemHistory.do?item=2014.EX38.4>

The City and the Zoo can support the amendments proposed by the TRCA, subject to the conditions identified in Attachment 1. We would be pleased to discuss these conditions with your representatives.

Operational and Other Matters

There are several other items that were identified in the Resolution that relate to the ongoing / daily operations of the Zoo and the RNUP, and as such are beyond the scope of the Agreement. However, the City and the Zoo would like to take this opportunity to stress the importance placed on ensuring the historical value of its assets are maintained to City standards. We work very closely on defining these requirements and will continue to welcome the perspectives of TRCA and other stakeholders in ensuring the protection of these assets.

As the process to establish the RNUP proceeds, including the transfer of lands to Parks Canada, there will be several areas where further discussion is required to more clearly define the relationship among the parties to this Agreement and with Parks Canada. This will include issues such as clarification of security and fencing agreements, as identified in the Resolution. We look forward to continuing to work closely on these various pieces to ensure timely resolution of emerging requirements and needs.

Our response to other items identified in the Resolution is summarized in Section 2.0 of the Attachment.

Implementation and Next Steps

Finalizing this Agreement is a key priority for the City and the Zoo and one of City Council's conditions to be fulfilled prior to the transfer of TRCA-owned lands in the vicinity of the Zoo to Parks Canada for the establishment of the RNUP. To expedite this process, the City's Legal Services Division will update the draft terms to the Agreement to reflect our joint response to the Resolution. This will be provided to TRCA for review and approval.

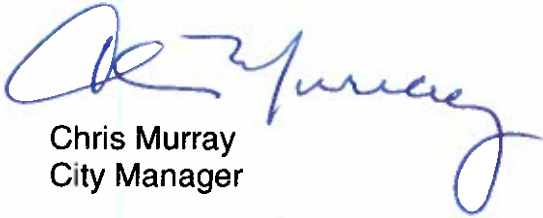
Beyond settling the terms of the Agreement there are several other issues raised in the Resolution that will require further discussion and negotiation between the Zoo and Parks Canada, including:

- Finalizing terms of lease agreements for the Finch Meander south of Old Finch Avenue and alternate Browse Garden location; and
- Defining the Parks Canada and Zoo relationship, including items such as ownership and easement requirements of zoo monorail line, and security and fencing requirements.

Lastly, we'd like to thank you and your staff for the extensive work to-date on advancing this important project. Completion of this agreement is a milestone step towards advancing the Zoo's Strategic Plan, and our mutual interests in establishment of the RNUP.

We look forward to continuing this collaborative relationship.

Sincerely,



Chris Murray
City Manager



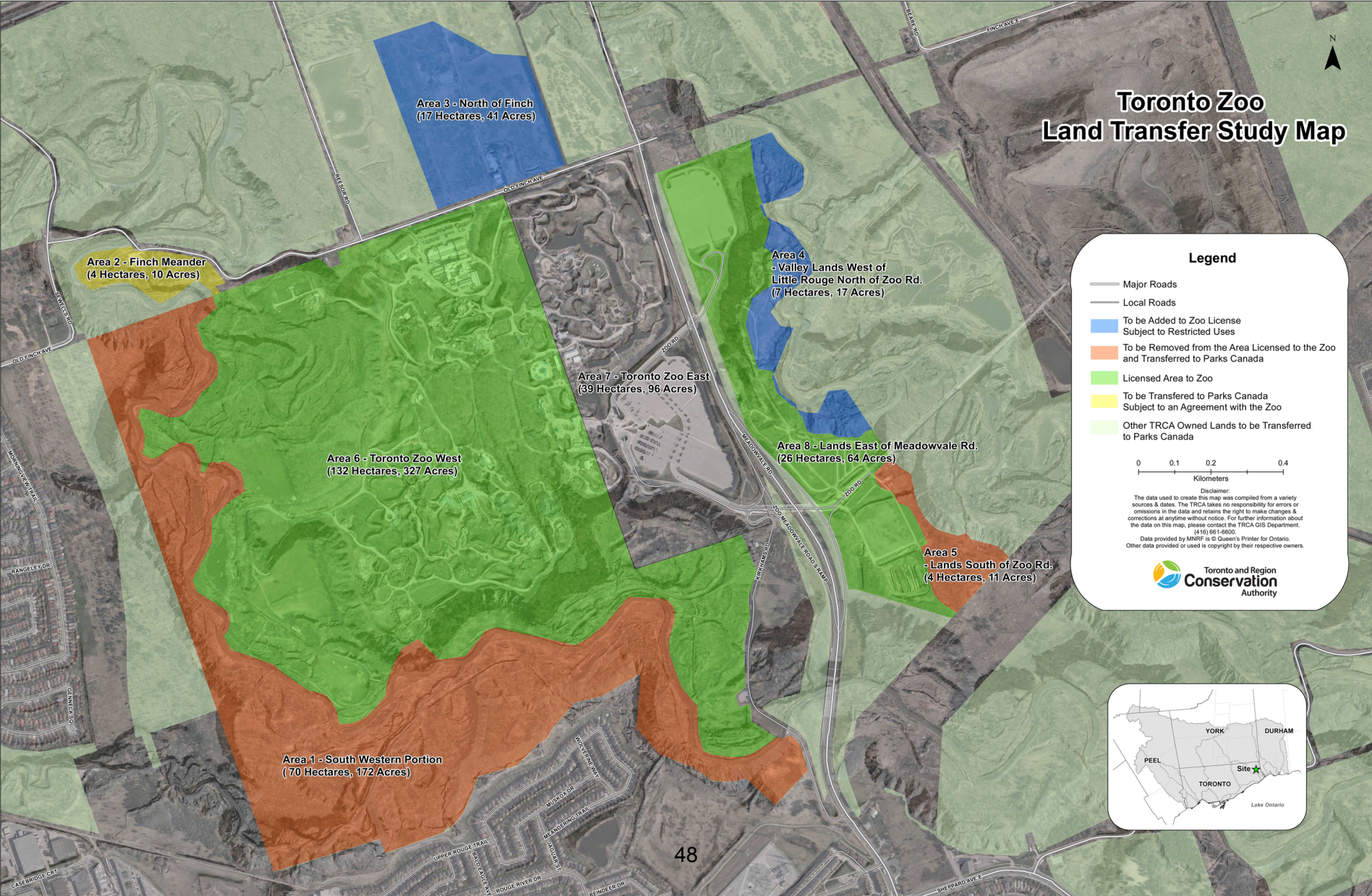
Robin Hale
Interim Chief Executive Officer
Toronto Zoo

- c. Kathy Stranks, Clerk and Senior Manager, Corporate Records, TRCA
Mike Fenning, Associate Director, Property and Risk Management, TRCA
Brandon Hester, Senior Property Manager, Property Services, TRCA
Michael Tolensky, Chief Financial and Operating Officer, TRCA

Attachment 1 – City/Zoo Response

Item	TRCA Request	Joint City and Zoo Response
Section 1.0 -Tripartite Agreement-Related Requests		
1.1	Removal of the Finch Meander from the lands to be added to the tripartite agreement subject to Parks Canada entering into a lease with the Toronto Zoo for the Finch Meander area south of Old Finch Avenue;	City and Zoo agree with this request, subject to agreement that the terms of a lease with Parks Canada and the Zoo for the Finch Meander be confirmed prior to signing the tripartite agreement.
1.2	Removal of the browse garden use from the lands being added to the tripartite agreement north of Finch Avenue with the understanding that the Zoo and PC shall work together in partnership toward an agreement for a new browse location;	City and Zoo agree with this request, subject to agreement that the terms of a lease with Parks Canada and the Zoo for the location of new browse garden be confirmed prior to signing the tripartite agreement.
1.3	Any development proposed on the lands north of Finch Avenue be restricted to the areas highlighted in blue on Attachment 2 with the access to the conservation breeding facility highlighted in red on Attachment 2 and be subject to City of Toronto approval processes;	City and Zoo agree with this request.
1.4	That the tripartite agreement be amended so that the clause relating to TRCA and PC staff being allowed access to the lands north of Finch Avenue as required in order to undertake environmental monitoring and restoration activities also apply to lands on the east side of Meadowvale Road;	City and Zoo agree with this request, subject to TRCA and PC staff providing the Zoo Board with 48 hours written notice of intent to access the lands.
1.5	That a clause be added to the tripartite agreement to ensure that Valley Halla is restored and maintained in a condition that protects the heritage value of the buildings subject to Toronto Zoo Board approval;	City and Zoo agree to add clause to tripartite agreement that reflects the importance of historical City assets on Zoo Lands included in the tripartite agreement and that the assets will be managed accordingly.
1.6	That a clause be added to the tripartite agreement that the parties may agree to amend the boundary at a future date to accommodate the outcome of the Parks Canada-led process for determining the ultimate location of an orientation and education facility	Tripartite agreement may be amended at any time subject to agreement of all three parties. A clause will be added to this effect.
Section 2.0- Operational and Other Matters		
2.1	That a clause be added to the tripartite agreement to ensure cooperation on requests to PC and other bodies to support the restoration and maintenance of built heritage assets in the RNUP including but not limited to Valley Halla and the Pearse House	Response reflected in 1.5 above.
2.2	That the Zoo work with PC and community groups to provide periodic access to Valley Halla allowing small groups the opportunity observe the rich historical architecture and craftsmanship subject to Toronto Zoo Board approval, and report back in two years on progress of implementation	City and Zoo agree to this, subject to approval of Zoo Board.

Item	TRCA Request	Joint City and Zoo Response
2.3	THAT TRCA urge Parks Canada, the City of Toronto and the Toronto Zoo to develop, as soon as possible, a long-term fencing and security agreement to protect the Zoo and implement improvements as required;	Security/fencing is an operational matter, delegated to Zoo Board. City suggests a meeting between the Zoo, TRCA and Parks Canada be held to discuss these needs.
2.4	THAT Parks Canada be requested to remove informal trails in Area #1 and develop a trail system in that area on the table lands only;	Defer to Parks Canada. These lands will not be within City or Zoo jurisdiction.
2.5	THAT Parks Canada be requested to grant an easement over the monorail line to the Zoo at a minimal cost and that, if the Zoo decides to reinstitute the service, that TRCA's approval be required;	Parts of Zoo monorail lie in lands that are proposed to be transferred to Parks Canada. Further discussion is needed to identify the Zoo's rights to changes or development of mono-rail lands. An easement over the subject lands, being Parts 11, 13-14 on 66R-29657 is one option.
2.6	THAT Parks Canada be requested to remove informal trails in Area #2;	Does not pertain to the City. The Zoo has agreed this is ok as lands will be leased to them.
2.7	THAT staff ensure that there are no fences on the outer perimeter of Area #3;	The Zoo has previously agreed to this.
2.8	THAT TRCA staff, the Toronto Zoo and Parks Canada be requested to investigate security fencing and monitoring options for the immediate Valley Halla property and report back to the Authority as soon as possible;	Security fencing and monitoring options are an operational matter and will be identified by the Zoo Board.
2.9	THAT the City of Toronto be requested to transfer its lands along Meadowvale Road south of the Zoo to Parks Canada;	City requires further information regarding this request.
2.10	THAT the City of Toronto be encouraged to apply for an infrastructure grant for Valley Halla to restore the building in a reasonable timeframe;	City may investigate opportunities to apply for appropriate federal heritage funds, providing the funding/grant program is suitable and Council has not already identified priority projects for the program.
2.11	THAT staff report back annually on the state of the tripartite agreement;	TRCA staff may report back to Authority when requested.
2.12	THAT staff report back to a future Executive Committee meeting within the next year on the status of the tripartite agreement and the PC lead process for determining the ultimate location of an orientation and education facility;	The City and Zoo may also report back to respective Board and Committees as required.
2.13	AND FURTHER THAT authorized TRCA officials be directed to take the necessary action to finalize the tripartite agreement, including obtaining any necessary approvals and the signing and execution of documents.	City and Zoo staff have the delegated authorities to finalize tripartite agreement. Once changes are made to reflect City and Zoo responses in 1.1 to 1.6 above, agreement can be finalized and executed.





February 5, 2019

John MacKenzie
Toronto and Region and Conservation Authority
101 Exchange Ave
Concord, ON L4K 5R6

Dear Mr. MacKenzie,

Further to our recent conversation, I am writing today to confirm our interests and priorities in working with the Toronto and Region Conservation Authority to advance the completion of the establishment of Rouge National Urban Park.

As a preliminary point however, I would like to express our deep and sincere appreciation for the work that you and your team have done to help to make the vision for the Rouge ever closer to reality. A clear commitment to getting the job done and a firm spirit of collaboration have been the hallmark of the work of your team over the last eight years and the Parks Canada Agency deeply appreciates it.

A key recent accomplishment has been the approval of the inaugural management plan for the park. As you know, the Rouge National Urban Park Management Plan has now been tabled in the House of Commons (<https://www.pc.gc.ca/en/pn-np/on/rouge/info/gestion-management>) and Parks Canada is keen to move forward with the TRCA in completing land assembly for the park and in protecting and celebrating its amazing natural, cultural, and agricultural heritage.

In this context, I would like to commend and thank the TRCA for the November 1, 2018 transfer of more than 190 hectares (470 acres) of land to Parks Canada in the Bob Hunter Memorial Park area for inclusion in Rouge National Urban Park. With the management plan now complete we are eager to build on the momentum this transfer creates. Our top priority in the coming weeks is to finalize the park's remaining land transfers, with the additional 2060 hectares (5090 acres) of TRCA land being the highest priority on the list for land transfer.

The TRCA lands remaining to transfer include approximately 166 individual parcels of property (see attachment); 118 in the City of Toronto, 30 in the City of Pickering and 18 in the City of Markham. Our teams continue to work with our respective legal counsels, and surveyors from the Legal Surveys Branch of Natural Resources Canada, to secure the requisite authorities, prepare legal descriptions and complete the documentation required to effect the transfer. Given that completing the transfer of these lands is of the greatest urgency to Parks Canada, my team is prepared to do whatever is necessary to assist the TRCA in order for us to successfully complete the transfer of lands as soon as possible. It is our strong hope that we can wrap these transactions up this spring and shift gears to fully implementing the management plan. I look forward to working with you in this regard and to identifying and resolving any issues that may be preventing our achievement of this collective goal.

On a related note, I would like to update you regarding Parks Canada's plans for a Toronto 'Gateway' Learning and Welcome Facility in the Scarborough area of Rouge National Urban Park, an initiative Parks Canada has publicly committed to in the recently released park management plan. Parks Canada's intention is to ensure the facility's location and design provide the greatest educational and interpretive value to the park, its partners, and the public.

As you know, Parks Canada recently completed a feasibility assessment of nine locations in the Toronto area of the park to determine the best location for a learning and orientation facility to act as a gateway to discovering RNUP and as a community hub in Scarborough. Parks Canada agreed to conduct this assessment based on feedback from partners and stakeholders in the summer of 2018.

After careful analysis, which factored in technical environmental and cultural heritage criteria along with Indigenous and stakeholder feedback, Parks Canada would like to move ahead with pursuing a location on the east side of Meadowvale Road, which is also the preferred location and recommendation of Mayor John Tory and the Friends of Rouge National Urban Park. As Parks Canada's preferred location is currently part of the Toronto Zoo's leasehold on land owned by the TRCA, a final location decision is subject to further discussions with the TRCA, Toronto Zoo and City of Toronto.

In order for the facility to be viable and best serve the needs of the public, the park's Indigenous partners, neighbouring Scarborough communities, and park visitors, the lands in question would need to be transferred to Parks Canada for inclusion in RNUP. This request is consistent with a TRCA Executive Board Tripartite resolution 2.2 ratified at the June 2018 meeting, which stated:

That a clause be added to the Tripartite Agreement that the parties may agree to amend the [Tripartite] boundary at a future date to accommodate the outcome of the Parks Canada-led process for determining the ultimate location of an orientation and education facility.

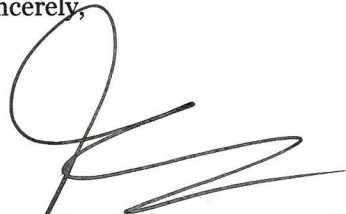
To this end, we appreciate that the Toronto Zoo has expressed an openness to negotiate a mutually beneficial outcome and preliminary discussions are now underway. It is my hope and expectation that, to avoid further delays in bringing Rouge National Urban Park to full operations, we can collectively confirm the facility's final location by spring of 2019, at the latest, with public engagement to follow and construction phases occurring from 2020 to 2022.

We look forward to working with the TRCA, Toronto Zoo, and City of Toronto to facilitate a mutually beneficial outcome for all parties involved at the earliest opportunity.

To this end, Parks Canada has already committed to working with the TRCA to make agricultural park lands available to the Zoo to sustainably grow browse foods for Zoo wildlife as well as the provision of 41 acres of former 'Rouge Park' land that Parks Canada and the TRCA agreed to provide the Zoo to manage as conservation lands and a future location for their species-at-risk breeding facilities.

In closing, I would like to reiterate our appreciation for TRCA's work as a central partner in Rouge National Urban Park. I look forward to working with you and your team as we move the land transfer process across the finish line this spring!

Sincerely,

A handwritten signature in black ink, appearing to read 'Trevor Swerdfager', with a large loop at the start and a long horizontal stroke at the end.

Trevor Swerdfager
Senior Vice President Operations

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #2/19, Friday, February 22, 2019

FROM: Chandra Sharma, Director, Community Engagement and Outreach

RE: **HUMBER BAY PARK MASTER PLAN UPDATE**

KEY ISSUE

City of Toronto Parks, Forestry and Recreation Capital Planning Team have been supported by the TRCA in the recent development of an updated Humber Bay Park Master Plan (2018).

RECOMMENDATION

WHEREAS as exemplified in the Waterfront Agreement of October 11, 1972 the City of Toronto and TRCA are to create and develop waterfront lands which will enable public access to water oriented recreational facilities.

AND WHEREAS TRCA staff worked with City of Toronto Parks, Forestry and Recreation staff to prepare the Humber Bay Park Master Plan.

THEREFORE, BE IT RESOLVED THAT the Humber Bay Master Plan 2019 be received by TRCA Board of Directors for information;

AND FURTHER THAT staff be directed to work with the City of Toronto to advance and initiate projects to implement Master Plan priorities.

BACKGROUND

A Changing Waterfront

Opened in 1984, the 43-hectare Humber Bay Park is owned by the Toronto and Region Conservation Authority (TRCA) and operated by the City of Toronto Parks, Forestry & Recreation Division. The park is located south west of the intersection of Parklawn Avenue, Lake Shore Boulevard West and Marine Parade Drive. Humber Bay Park was created through lakefilling during the 1970s and early 1980s. The landmass was gradually formed from construction fill in the mid-to late 80's. Part of the Mimico Creek watershed, the park exists as two large peninsulas that flank the mouth of Mimico Creek where it discharges into Lake Ontario. Although the landmass of Humber Bay Park is entirely man-made, it has become a naturalized green space that contains a diversity of vegetation communities that provide important habitat for seasonal resident wildlife species and migrating species (e.g. stopover habitat for birds).

The original master plan for this new land called for a highly programmed park space. However, over time, the park has evolved into a natural and quiet refuge for both people and wildlife. Located in close proximity to a well-established residential community and an evolving high rise neighbourhood, the park and its infrastructure are under new pressure to meet the demands of an increasing population, while maintaining their highly valued naturalized character.

Item 9.2

The park has been the subject of a series of master plans for site specific areas in the vicinity including Humber Bay Park East, Humber Bay Park West, Humber Bay Shores Park. This updated master plan would be the first that consolidates all of the site specific plans and addresses the park in its complete physical formation.

Ongoing Development

Currently, there is considerable development taking place adjacent to the park within the existing community. The number of residents in this area has significantly increased over the last 5 years with numerous towers being developed along Lake Shore Boulevard, Park Lawn Road and Marine Parade Drive. The Humber Bay & Humber Bay Shores area is one of the fastest growing new communities in Toronto, with approximately 12,000 current residents and an anticipated 10,000 more residents by 2020. New development has attracted a new demographic of residents to the area. As such, there has been keen interest in the redevelopment of the public realm of this new high density node adjacent to Humber Bay Park. The recent redevelopment of the public realm along Marine Parade Drive, directly adjacent to Humber Bay Park is an important influencing factor. Previous implemented projects include the redevelopment of Humber Bay Shores Park and the Butterfly Garden and Trail Improvements which will be completed in 2018.

The Revitalized Master Plan

Humber Bay Park, with its system of trails, rugged shoreline and dramatic views, offers a unique and rare waterfront experience within the larger metropolitan Toronto area. Defined by two separate peninsulas, the park is comprised of a collection of spaces, each with its own distinct character, function, form and sense of place. The park has been loved by the community for decades and is now showing signs of wear and tear, deterioration and decay.

The vision for Humber Bay Park is one of greater integration. The Revitalized Master Plan proposes a new comprehensive design approach that will enhance the valued naturalized landscape, habitat and recreational uses in the park, while identifying new opportunities for improvements that will respond to both the existing and future needs of the community. The proposed plan is based on the following guiding principles:

- The design will celebrate and enhance the existing natural beauty and sense of respite from the urban city, while accommodating the growing number of park users and addressing existing user conflicts.
- The existing flora and fauna of value be protected, while providing opportunities for interpretation and appreciation of the park's natural heritage attributes.
- The park continues to be a local park for nearby residents while embracing its place in the larger network of open spaces along Toronto's waterfront. The park should accommodate a diversity of park users and needs.
- The design capitalizes upon new opportunities for recreational activities and new programmable social spaces while maintaining and protecting the natural and ecological attributes of the park.
- The design is flexible, resilient, adaptive and able to evolve and respond to the current needs as well as the future needs of the community.

This Master Plan strives to provide a new perspective, one that will achieve a strong vision that will balance the preservation and enhancement of while identifying areas for improvement, establishing a larger framework that will unify and protect areas of the park. This vision is based on the following objectives:

Item 9.2

1. Improve overall connectivity, unifying the overall park, establishing a hierarchy of routes, trails and pathways that meet AODA criteria. The design involves adjusting the existing layout, eliminating areas of conflict between cyclists and pedestrians and creating new connections with the goal of improving pedestrian and cyclist movement.
2. Improve parking and vehicular circulation in order to address existing and future parking requirements, while reducing the extent of paved surfaces and the quantity of storm water run-off.
3. Protect and enhance existing natural environment by creating new aquatic and terrestrial habitat areas that enhance biodiversity and ecological functions.
4. Improve water quality and function of the ponds and water channel to support ecological and recreational functions while reducing the resources required for maintenance and operation.
5. Identify opportunities for improved park programming, including redefining existing spaces and the introduction of new seating and lookouts, while protecting sensitive habitats. Park programming is intended to be flexible, catering to the adjacent growing community.
6. Integrate architectural improvements within Humber Bay Park with adjacent landscape, to meet ecological, regulatory and overall site enhancement objectives.
7. Improve the lighting strategy, to ensure public safety, while achieving the highest standard of habitat protection, the reduction of light pollution and enhanced energy efficiency.

Public Consultation Process

Public Meetings:

As part of the master planning process, members of the public were invited to 3 public meetings. The input from these informal sessions was used to establish immediate and long-term objectives for the park.

Community Resource Group:

The Community Resource Group (CRG) was established to provide input, guidance and advice during the design phase of the Project. The CRG met 5 times over the course of the project.

Additional Consultation Comments and suggestions about the content of the Master Plan were welcomed throughout the process. Questionnaires were distributed at public meetings and surveys were available on the City's project website, affording additional opportunities for input.

Architectural Community Resource Group Meetings:

The Architectural Community Resource Group (ACRG) was convened on 3 occasions and 2 public meetings were held for the Humber Bay Park East Building Project. The public consultation for the new building in Humber Bay Park East was conducted in coordination with the Master Plan.

Each of the public meetings was well attended and resulted in important discussions regarding the park's assets, issues and opportunities. Various components of the Master Plan were presented at each meeting and were all generally supported by the public. For a more fulsome overview of the public consultation and the comments received from the public, see Attachment 1 to this report.

RATIONALE

The revitalization and update of the Humber Bay Park Master Plan exemplifies the partnership and process set out in the 1972 Waterfront Agreement where: *“In the course of implementing the Metropolitan Toronto and Region Waterfront Plan the Authority has been and will be acquiring, creating and developing waterfront lands which will enable public access to water oriented recreational facilities. Metro will contribute to such acquisition, creation and development. Metro is desirous of using the lands so acquired, created or developed within the Municipality of Metropolitan Toronto for park and recreational purposes.”*

FINANCIAL DETAILS

At its meeting on February 17, 2016, City Council approved the 2016 Parks, Forestry and Recreation Capital Budget which included a project budget of \$7.0 million for a new building located within Humber Bay Park East. TRCA staff participated throughout the Master Plan process through funding provided through City of Toronto municipal levy. Cost estimates for the build out of various components of the Master Plan will be undertaken in 2019 and will be reported back to the Board of Directors.

Implementation of individual projects is contingent on TRCA and City priorities, approvals, additional consultation process (if required), funding and budget approvals from the City and its partners. Potential funding or implementation partners have been identified for each project. These include TRCA, City departments, other public agencies and private or volunteer organizations.

The Master Plan process identified a preferred location for this building located centrally within the park, near the reconfigured ponds with direct access to parking and drop-off. Architectural services for design of this building were retained and design development is in progress. A Request for Proposals for detailed design of the associated pond reconfiguration has been initiated by the City of Toronto. Specific timelines for final design and construction are being discussed and will be coordinated with TRCA. It is proposed that the maintenance of any newly created naturalized areas will be managed by TRCA.

DETAILS OF WORK TO BE DONE

Master Plan Implementation

The projects identified for implementation in the Master Plan are divided into three categories: small-scale or incremental projects, medium-scale projects and large-scale projects.

Small-scale or incremental projects - These are improvements that are not site specific and that can be implemented strategically over time throughout the entire park. Some of these projects have previously been identified by the TRCA and /or the City and could be funded through Parks and Capital Projects annual Parks Plan and state of good repair budgets.

Medium-scale projects - These projects are those that will require project-specific funding as well as some coordination to ensure that they are staged to have minimal impact on the operation of the park. Cost sharing, partnership funding or resource sharing for implementation of these projects may be required.

Large-scale projects - These improvements include most of the Master Plan's most significant and substantial recommendations. These projects will go the furthest in defining the future character of Humber Bay Park and include the implementation of the redefined West Market

Item 9.2

Area, the Humber Bay Park East Building Project and the Ponds & Linear Wetland Reconfiguration and Improvements, among others. These projects would require significant funding and coordination.

TRCA will also continue to work with the City to identify the opportunities where implementation can be performed by TRCA staff. This implementation work could be accomplished through our existing Service Agreements with the City.

City of Toronto Parks Forestry and Recreation and TRCA will be working together to find where economies of scale can be achieved, such as ensuring related projects are implemented in close succession, reducing the duration of disturbance within the Park, and minimizing costs for mobilization, materials and labour. The Master Plan identifies projects that could benefit from concurrent implementation.

Report prepared by: Nancy Gaffney, extension 5313 and Jill Attwood, extension 5916

Emails: nancy.gaffney@trca.on.ca and jill.attwood@trca.on.ca

For Information contact: Jill Attwood, extension 5916

Emails: jill.attwood@trca.on.ca

Date: February 7, 2019

Attachments: 1

Attachment 1: Humber Bay Park Master Plan (attachment to be provided with added agenda)

CITY OF TORONTO AND THE TORONTO AND REGION CONSERVATION AUTHORITY / DECEMBER 2018

HUMBER BAY PARK MASTER PLAN



dtah

PROJECT TEAM

Prepared For: **City of Toronto**
Toronto and Region Conservation Authority

Prepared By: **DTAH** Project Lead, Landscape Architecture and Urban Design
Schollen & Company Landscape Restoration Specialists
North-South Environmental Inc. Terrestrial Ecologists
LURA Public Facilitation
A.W. Hooker Quantity Surveyors/Costing
Mott MacDonald Engineering Consultant

With special thanks to the staff of TRCA and the City of Toronto Capital Improvements and Parks, Forestry and Recreation Departments. Thanks is also extended to the dedicated individuals who participated in the Community Resource Groups and to those members of the public who attended the open house sessions or otherwise provided comments that assisted in shaping the Master Plan.

EXECUTIVE SUMMARY

Humber Bay Park is an important waterfront park in the west end of the city that plays a key social and ecological role for the residents of this growing Toronto neighbourhood.

Humber Bay Park, with its system of trails, rugged shoreline and dramatic views, offers a unique and rare waterfront experience within the larger metropolitan Toronto area. Defined by two separate peninsulas, the park is comprised of a collection of spaces, each with its own distinct character, function, form and sense of place. The park has been loved by the community for decades and is now showing signs of wear and tear, deterioration and disrepair.

The vision for Humber Bay Park is one of greater integration of the park as a whole, while reinforcing the unique character and setting of each area of the Park in the context of the overall site. The Master Plan proposes a new comprehensive design approach that will enhance the valued naturalized landscape, habitat and recreational uses in the park, while identifying new opportunities for improvements that will respond to both the existing and future needs of the community. The proposed plan is based on the following guiding principles:

- The design will celebrate and enhance the existing natural beauty and sense of respite from the urban city, while accommodating the growing number of park users and managing existing user conflicts.
- The existing flora and fauna to be protected, while providing opportunities for interpretation and appreciation of the park's natural heritage attributes.
- The park continues to be a local park for nearby residents while embracing its place in the larger network of open spaces along Toronto's waterfront. The park should accommodate a diversity of park users and needs.

- The design capitalizes upon new opportunities for recreational activities and new programmable social spaces while maintaining and protecting the natural and ecological attributes of the park
- The design is flexible, resilient, adaptive and able to evolve and respond to the current needs as well as the future needs of the community.

This Master Plan strives to establish a strong vision for the park and establish a framework to balance preservation and restoration of the natural environment while identifying areas for improvement and growth that support the overall character and function of the park. This vision is based on the following objectives:

- 1. Protect and enhance existing natural environment** by creating new aquatic and terrestrial habitat areas that enhance biodiversity and ecological functions.
- 2. Improve overall connectivity, unifying the overall park,** establishing a hierarchy of routes, trails and pathways that meet AODA criteria, where appropriate. The design involves adjusting the existing layout, reducing areas of conflict between cyclists and pedestrians and creating new connections with the goal of improving pedestrian and cyclist movement.
- 3. Improve parking and vehicular circulation** in order to address existing and future parking requirements, while reducing the extent of paved surfaces and the quantity of storm water run-off.

- 4. Improve water quality and function of the ponds and water channel** to support ecological and recreational functions while reducing the resources required for maintenance and operation.

- 5. Identify opportunities for improved park programming,** including redefining existing spaces and the introduction of new seating and lookouts, while protecting sensitive habitats. Park programming is intended to be flexible, catering to the adjacent growing community.

- 6. Integrate architectural improvements** within Humber Bay Park with adjacent landscape, to meet ecological, regulatory and overall site enhancement objectives.

- 7. Improve the lighting strategy, to enhance public safety,** while achieving the highest standard of habitat protection, the reduction of light pollution and enhanced energy efficiency.

The organization of the Master Plan document is based on five geographic areas of the park, identified by the unique defining characteristics and outlined in chapter 5. Each area is assessed based on the above stated objectives and considered both independently and as part of the park as a whole.

Through strategic site reorganization, topographic changes, planting, habitat and materials, a new vision and identity will be established for Humber Bay Park. This vision will build upon and enhance the park's existing character, while providing a strong organizing framework that will improve overall operation and allowing for the park to evolve with the needs of the adjacent community.

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APPENDICES

- Appendix 1: Public Consultation Meeting Summaries
- Appendix 2: Humber Bay Park Project Survey Online Summary of Findings Report, March 2017
- Appendix 3: Humber Bay Park Terrestrial Biological Inventory and Assessment, March, 2014
- Appendix 4: Preliminary Paid Parking Usage Results for Humber Bay Parks, October 2016



View of Humber Bay Park and Mimico Creek from residential towers north of Lake Shore Boulevard West

INTRODUCTION



1.1 HUMBER BAY PARK TODAY

Located at the mouth of Mimico Creek and extending out into Lake Ontario, Humber Bay Park is one of the largest parks along Toronto's waterfront.

Established in 1984, the 43-hectare park is owned by the Toronto and Region Conservation Authority (TRCA) and operated by the City of Toronto Parks, Forestry & Recreation Division.

The park is located south west of the intersection of Parklawn Avenue, Lake Shore Boulevard West and Marine Parade Drive. It is easily accessible by transit and is connected to local and regional cycling networks, along the Waterfront Trail.

Part of the Mimico Creek watershed, the park exists as two large peninsulas that flank the mouth of Mimico Creek where it discharges into Lake Ontario. Although the landmass of Humber Bay Park is entirely man-made, it has become a naturalized green space that contains a diversity of vegetation communities that provide important habitat for seasonal resident wildlife species and migrating species (e.g. stopover habitat for birds).

The shorelines of Humber Bay Park provide some of the most breathtaking views of the downtown Toronto skyline, presenting a rare opportunity to escape the intensity of the City and urban condition.

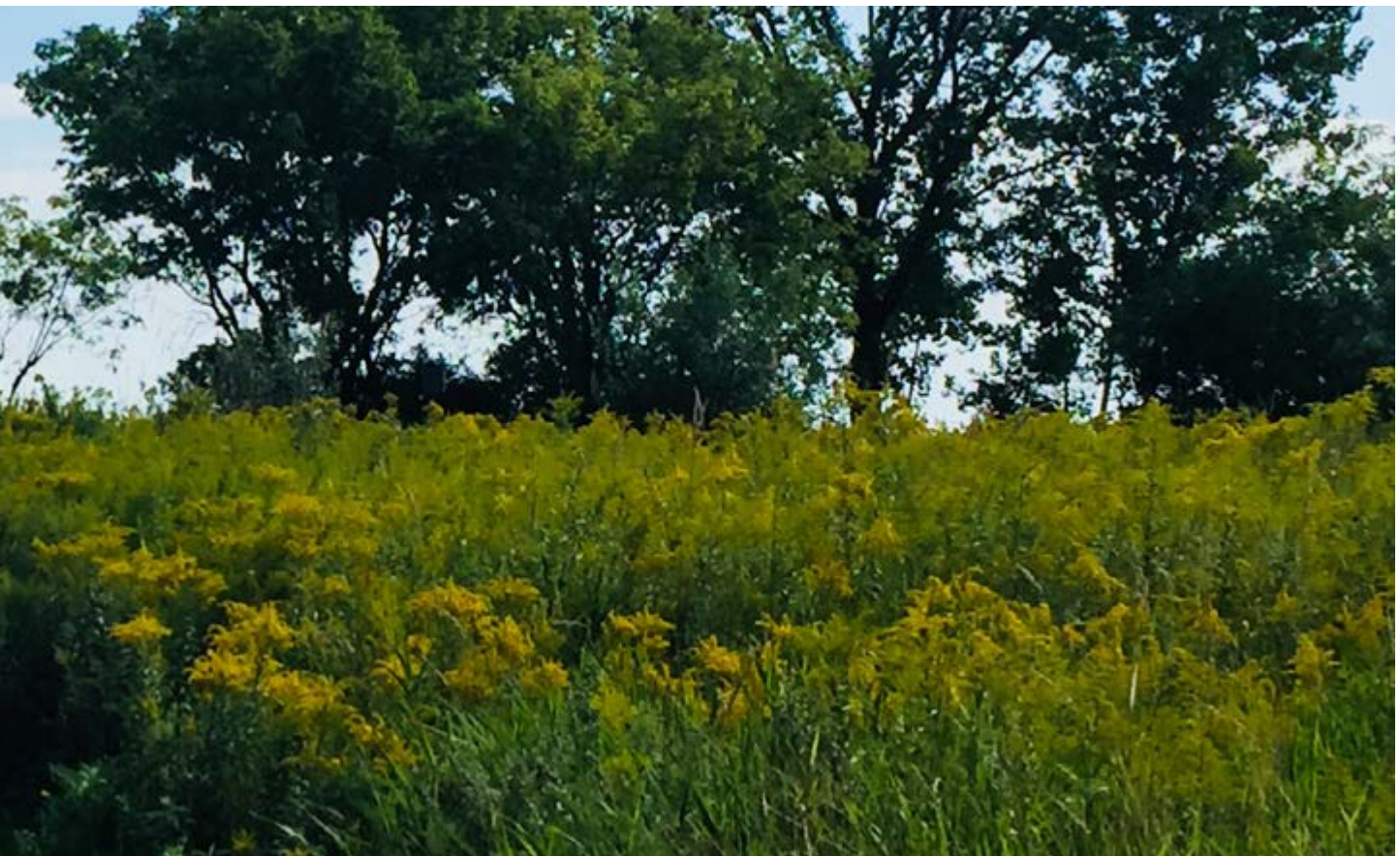


The City skyline framed by the naturalized landscape of Humber Bay Park

Despite being classified as a regional park, Humber Bay Park has evolved into a well-loved neighbourhood green space and remains a well-kept secret among city-dwelling nature lovers. During the past 5 - 10 years, as a result of the increasing density in the Mimico neighbourhood and other neighbourhoods in the immediate vicinity of the park, the park has been under increasing pressure to accommodate larger numbers of visitors.

In addition, the lack of any notable upgrades to the park's infrastructure combined with the increased use has resulted in significant levels of wear and tear, deterioration and disrepair.

Recognizing the significance of Humber Bay Park as an important amenity for current and future residents of the Greater Toronto Area, the TRCA and the City of Toronto commissioned this Master Plan to review the existing conditions, highlight issues and identify opportunities to guide future improvements to the park, in order to protect its unique character, enhance its function and ensure its continued sustainability.



1.2 CONTEXT OF HUMBER BAY PARK

Humber Bay Park is an important component of the network of waterfront parks and although it is a constructed land form it is one of the few naturalized places along Toronto's Waterfront.

Mimico Neighbourhood

Humber Bay Park is located within the Mimico neighbourhood. Established in 1856, Mimico is the oldest of Toronto's former Lakeshore municipalities.

Mimico is now primarily a residential neighbourhood that is currently undergoing rapid growth. This increase in population is translating into an increase in the number of park users and increasing pressure on existing park infrastructure.

The Humber Bay & Humber Bay Shores area is one of the fastest growing new communities in Toronto, with approximately 12,000 current residents and an anticipated 10,000 more residents by 2020. Community demographics are changing as more young families become part of this neighbourhood.

Regional Parks & Waterfront Open Spaces

Humber Bay Park is an important regional-scale park at the mouth of the Mimico Creek watershed. The park is an important stop along the Waterfront Trail.

- 1a. Humber Bay Park West
- 1b. Humber Bay Park East
2. Marie Curtis Park
3. Colonel Samuel Smith Park
4. Mimico Waterfront Park
5. Humber Bay Shores Park
6. Sunnyside Beach
7. High Park
8. Marilyn Bell Park
9. Ontario Place
10. Coronation Park
11. Toronto Island Parks



Humber Bay Park in the context of Toronto's waterfront parks



1.3 EVOLUTION OF THE SITE

Humber Bay Park began to evolve in the 1970's as part of a new shoreline strategy for Lake Ontario.

Overview: A Changing Waterfront

Humber Bay Park was conceived by the Metropolitan Toronto and Region Conservation Authority (MTRCA) in 1970. Most of the land mass of the park was created through lake-filling operations during the 1970s and 1980s, reaching its final and current built form in the early 1990s.

Previous Plans

The original Master Plan for the Metropolitan Toronto Waterfront, Phase I – Etobicoke Sector, was commissioned in 1970 for the Metropolitan Toronto Planning Board. It was an ambitious proposal to create new land through lake filling at the mouth of Mimico Creek. The landform was to be a highly programmed, development-led and funded new neighbourhood that would offer public amenities for the immediate and neighbouring communities.

The 1970 plan was primarily focused on the area that would become Humber Bay Park East, featuring options for a residential island with heavily programmed recreational spaces associated with new commercial development along Lake Shore Boulevard West.

In 1975, the TRCA undertook an environmental review of the Master Plans for the area, that resulted in recommendations for shoreline modifications that set the framework for Humber Bay Park as we know it today, including the private boat clubs in Humber Bay Park West

In the early 1990s, the economic climate changed and the intense development originally intended for the new landform was abandoned as its financial viability was in put into question. By this time, significant investment in shaping the landform had been made by all levels of government. The Ontario Municipal Board and cabinet determined that the public amenities in place would be of regional significance and attraction and should be publicly funded.

In 1993, the MTRCA undertook the 'Project for Etobicoke Motel Strip Waterfront Park', allowing them to establish and undertake programs designed to conserve, restore, develop and manage the natural resources in the area over which it has jurisdiction. The purpose of the project was to implement the Etobicoke Motel Strip Public Amenity Scheme, to ensure public access to the waterfront, to create a regional waterfront linkage between Humber Bay East and the Humber River and to implement a comprehensive fish habitat compensation plan.

Since its inception, the park has evolved into a natural and quiet refuge for both people and wildlife. Located in close proximity to a well established residential community and an evolving high rise neighbourhood, the park and its infrastructure are under new pressure to meet the demands of an increasing population, while maintaining their highly valued naturalized character. The 2018 Master Plan will be the first to address the park in its completed built form.

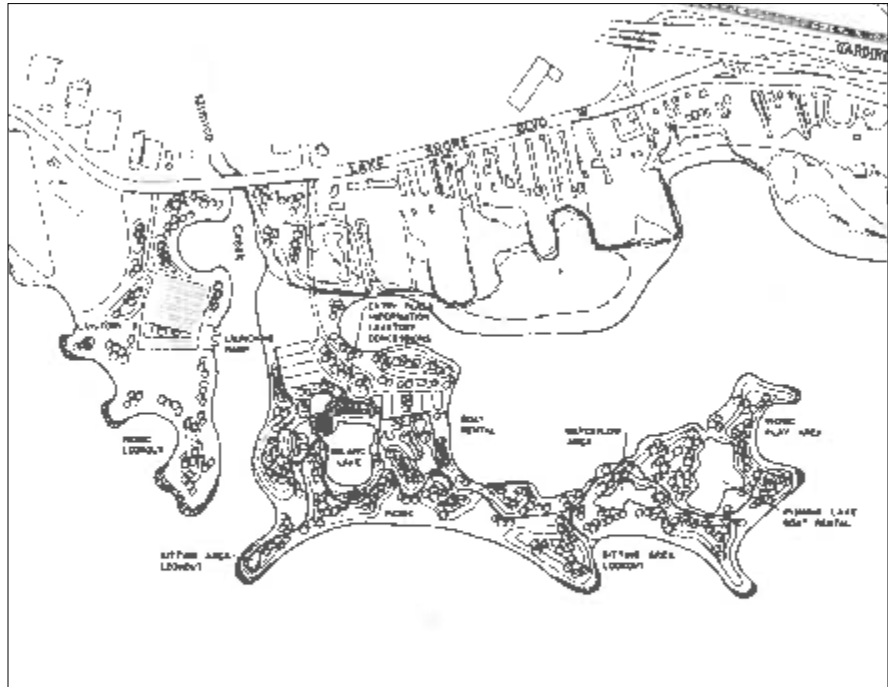


Evolution of the Humber Bay Park shoreline from 1950 to 2018

Ongoing Development

Currently, there is considerable development taking place within the adjacent Mimico and Humber Bay Shores communities. The number of residents in this area has significantly increased over the last 5 years with numerous condominium towers being developed along Lake Shore Boulevard West, Park Lawn Road and Marine Parade Drive. New development and increased population has attracted a new demographic of residents to the park. As a result, there has been keen interest in the redevelopment of the public realm - including parks and trail improvements for of this new high density node immediately adjacent to Humber Bay Park.

This is an important and influencing consideration in the evaluation and development of the Humber Bay Park Master Plan.



1970 Master Plan for the Metropolitan Toronto Waterfront, Etobicoke Sector, by Johnson Sustrunk Weinstein + Associates Limited

1975



1983



2018



1.4 THE MASTER PLAN PROCESS

In 2015, The City of Toronto commissioned a Master Plan with the goal of generating a new vision for Humber Bay Park.

Developing the Master Plan

The Master Plan represents a collaborative effort between the TRCA, the City, community groups, residents, advocates and design professionals. The work was divided into a number of key phases outlined below.

1. Inventory & Analysis

After an extensive review of background documentation, meetings with City staff, the TRCA, park operations and maintenance staff and a site inventory, a series of design principles and objectives were developed to support the vision for the Master Plan.

2. Concepts & Alternatives

The initial background analysis identified a number of opportunities and constraints which informed the some preliminary design concepts and alternatives. The protection and enhancement of natural habitat, improvements to the existing ponds in Humber Bay Park East, improvements to the park's infrastructure, pathways, lighting and seasonal programming were identified as key opportunities.

3. Preliminary Master Plan

The preliminary Master Plan synthesized initial concepts into a that was presented to staff, public consultation as well as stakeholder and committee input for feedback and further refinement.

4. Costing and Phasing:

A high-level cost estimate was prepared for the implementation of the Master Plan. The cost estimate was divided into phases for possible implementation based on park user needs, opportunities for coordination with other improvement initiatives and funding availability.

5. Final Master Plan

A preferred design concept for the Park was developed based on a synthesis of the draft explorations and in response to staff, public consultation as well as stakeholder and committee input. The document includes a summary of the site analysis, design principles and guidelines and sets out recommendations for proposed improvements that support the vision for the park that was established in the earlier stages of the project.

Public Consultation Process

To ensure the relevance of the Master Plan to the public and the local community, the design process was designed to include an interactive public consultation process. Public meetings were open to all members of the community and were advertised on the City's website as well as through flyers that were sent to residents in the neighbourhood.

Public Meetings

Three public meetings were hosted to share information and gather feedback through the Master Plan process. The input from these sessions was used to establish immediate and long-term objectives for the park.

In addition, two public open house meetings were held for the Humber Bay Park East Building Project. The public consultation for the new building in Humber Bay Park East was conducted in coordination with the Master Plan, to ensure that the new building would be consistent with the guiding principles set out in the Master Plan.

Community Resource Groups

The Community Resource Group (CRG) was established to provide input, guidance and advice during the design phase of the Project.

Members of the CRG were selected through an open process. The selection process was designed to include people who would represent the various interest groups and stakeholders in the Humber Bay Park area. The primary goal of the CRG was to represent the community, business groups and park/trail users and provide input to assist in the successful completion of the design phase of the Master Plan.



Farmers market pop-up consultation



Dogs off-leash area site walk

A series of 3 Architectural Community Resource Group Meetings (ACRG) were organized to provide feedback and input to the Humber Bay Park East Building Project. The ACRG was a separate group with members, selected through a similar open process, with many members having a cross-over role with the Master Plan CRG group to provide continuity and consistency between both projects.

The Community Resource group for the Humber Bay Park Master Plan was comprised of the following member groups:

- Animal Alliance of Canada
- Citizens Concerned about the Future of Etobicoke Waterfront (CCFEW)
- Cycle Toronto
- Dogs Off-Leash Users
- Franklin Horner Community Centre
- Friends of Humber Bay Park (FOHBP)
- Humber Bay Shores Condo Association (HBSCA)
- Local Residents and Park/Trail users
- Metro Marine modellers Association
- Mimico Resident's Association
- Toronto Field Naturalists
- Toronto Ornithological Club
- Urban Fishing Ambassadors
- Humber Bay Park Boat Clubs

Additional Consultation

Comments and suggestions about the content of the Master Plan were invited throughout the development of the Master Plan. Questionnaires were distributed at public meetings and surveys were available on the City's project website, affording additional opportunities for input.

- A pop-up consultation was held on June 11, 2016, during the weekly farmers market. Preliminary principles and objectives for the Master Plan were displayed and visitors were advised of upcoming public meetings.
- Although the land occupied by the private boat clubs is not included in the scope of this Master Plan, a series of meetings were held with the clubs to understand their functional and operational requirements within the context of Humber Bay Park.
- An online survey was conducted related to a concurrent project, that was aimed at upgrading the existing buildings in Humber Bay Park East. The preliminary results of the survey were presented in Public Meeting #3 and subsequently on the City's website.

Public Consultation Timeline

Master Plan Public Engagement Dates:

1. Public Meeting #1: February 16, 2016
2. CRG Meeting #1: April 6, 2016
3. CRG Meeting #2: May 16, 2016
4. HBP Farmers Market Pop-up Consultation: June 11, 2016
5. Public Meeting #2: June 15, 2016
6. Online Survey: May 6, 2016 to June 30, 2016
7. CRG Meeting #3: September 14, 2016
8. Public Meeting #3: September 9, 2016
9. CRG Meeting #4: February 6, 2017
10. CRG Meeting #5: December 5, 2017

Architectural Public Engagement Dates

1. HBP East Building ACRG #1: April 5, 2017
2. HBP East Building ACRG #2: July 5, 2017
3. HBP East Building ACRG #3: August 30, 2017
4. HBP Building Architecture Public Meeting #1: October 30, 2017
5. HBP Building, Architecture Public Meeting #2: July 12, 2018

1.5 PURPOSE OF THE MASTER PLAN

The Humber Bay Park Master Plan will establish a vision and design to protect and enhance the valued landscape, habitat and recreational uses for generations to come.

Purpose of the Master Plan

The role of the Master Plan is to ensure that ongoing state of good repair projects, future budget projections and capital projects continue to build upon the vision for Humber Bay Park. The Master Plan is intended to be a living document that is to be updated and revised as the needs and vision for the park change over time.

This Master Plan is a visioning tool, intended to define short and long-term goals for the park and to guide the implementation of projects and capital improvements for years to come.

The primary vision is aimed at greater integration of the park as a whole, while reinforcing the unique character and setting of each area of the Park in the context of the overall site. The Master Plan intends to:

- Establishes a vision and design to protect and enhance the valued naturalized landscape, habitat and recreational uses in the park;
- Improves safety and access to and within the park;
- Ensures that proposed improvements respond to existing and future needs of the community and City residents.

The document is structured to provide guidance to the city and TRCA to address any changes that would be required to the Master Plan to ensure it remains relevant as the needs of the city and neighbouring communities evolve.

Details on how this can be implemented are presented in **Chapter 8 - Implementation and Phasing.**



The dynamic shoreline at Humber Bay Park West

How to Use the Master Plan

This document will present an existing site inventory summarizing existing challenges and areas of concern. The vision, design objectives and proposed 'big moves' and key concepts of the Master Plan are described in a step-by-step format.

This inventory is followed by chapters addressing maintenance and operations and finally phasing and implementation. It should be noted that this document is intended to act as a guiding document and a framework for future design and capital investment initiatives as well as smaller park projects completed in a localized area.

Relevant background and reference information that served the basis for the development of the Master Plan will be included in **Chapter 9 - Appendices.**





View of the Humber Bay Park West shoreline

BACKGROUND ANALYSIS

2

2.1 GETTING TO THE PARK

Access to the park has not kept pace with the evolution of the Mimico neighbourhood and lacks a strong presence and identity where it meets the City.

An New Urban Frontage

Humber Bay Park is both an Urban park that acts at a City wide destination and a naturalized park where people come to escape, celebrate and interact with nature. The park flanks both the east and west sides of the Mimico Creek and begins where the Mimico Creek passes beneath Lake Shore Boulevard West. Ongoing residential development has created a densely populated neighbourhood with a new condition along the northern edge of Humber Bay Park, yet the entrance to the park can easily be overlooked.

The entrance to Humber Bay Park East is located on a sharp curve along Marine Parade Drive and the lack of a defining entrance feature or creates a non-descript frontage for the park. The sidewalk along the north edge of the park is in poor condition and affords very poor visibility as it crosses into Humber Bay Park West.

In addition to poor visibility and connectivity along city streets, there also lacks a strong connection between the east and west halves of the park, with very little wayfinding within the park to direct visitors to the Mimico crossing.

Transit

There are TTC streetcar stops on Lake Shore Boulevard West at the entrance to Humber Bay Park West and at the intersection of Marine Parade Drive (Park Lawn) , with additional bus stops located on Park Lawn Road and along Marine Parade Drive. The Mimico Go station is approximately 2km from the entrance to Humber Bay Park West and falls within a 30 minute walking radius from the park.

The Waterfront Trail

In Humber Bay Park West, the Waterfront Trail enters Humber Bay Park along the fenced edge of the Humber Bay Sailing School, merging into the park's path system behind a maintenance building and storage yard. In Humber Bay Park East, the trail enters into the park within the large expanse of the main entrance drive. In general, the Waterfront Trail merges into Humber Bay Park, poorly marked and with limited to no fanfare or minimal signage to direct trail users into the park.

The places where the trail meets the park are noted conflict zones between slow-moving park users and through traffic on the Waterfront Trail that is moving at higher speeds.



Existing vehicular access to and within Humber Bay Park

Legend

- * Main Park entrance
- GO Train
- Roadway
- Waterfront Trail
- TTC Streetcar Stop
- TTC Bus Stop

Speed humps mark pedestrian crossings in Humber Bay Park West, but aside from centre medians at the entrances to the park, there are no directional pavement markings, nor any markings to indicate a shared surface for cyclists.

Vehicular Access

The entrance to Humber Bay Park West is located on Lake Shore Boulevard West. The roadway extends to the western end of the peninsula and terminates in a small roundabout.

In addition to providing vehicular access for park visitors, the road serves as a primary access for the private boat clubs. The roadway must accommodate vehicles with boat trailers as well as the delivery of large cranes to serve the needs of the boat clubs and public boat launch.

The entrance to Humber Bay Park East is located directly off of Marine Parade Drive, leading to a long winding entrance drive that terminates in a large parking lot, with a small drop-off area and roundabout.

In both instances, the entrances to the park are unsignalized. Roadways ranging from 6.5m to 7m in width, are asphalt paved with removable curbs installed long the edge of pavement.

Pedestrian Crossings

Pedestrian and cyclist crossings at the entrance drives for Humber Bay Park East and West are marked with speed humps and paint markings. However, these intersections are a point of conflict for visitors as there is no clear definition of which user has the right-of-way.



Lake Shore Boulevard West park entrance



Marine Parade Drive park entrance

2.2 PARKING

Parking availability within Humber Bay Park is not consistent with patterns of use and does not complement the current needs of park users.

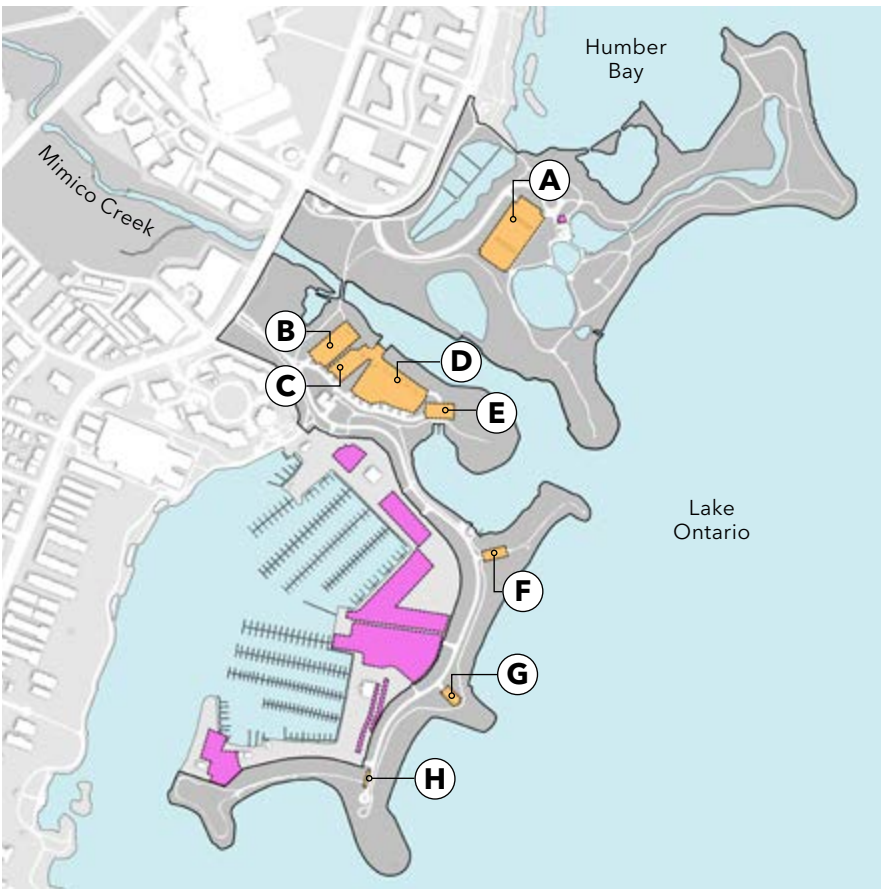
Parking Lots

The entrance to Humber Bay Park West is dominated by a large parking lot, originally intended for fishing derbies and event staging, where large numbers of visitors would flock to the park, requiring parking for boat trailers and spectators. Large events still take place in the park, but the type, frequency and nature of these events have changed, with the exception of annual Canada Day, air shows and other large-scale events that draw large crowds to the waterfront.

In comparison, the three small parking lots distributed west along the peninsula are often at or beyond capacity - demonstrating a need for better access to address the uses and the amenities at the far reaches of the park.

Parking in Humber Bay Park East is concentrated in one lot, depositing users into an enclosed, bermed space with little physical or visual connection to the park and park features beyond. The expansive paved surface is at odds with the naturalized character of the east peninsula.

Despite the large number of cyclists that travel into and through Humber Bay Park, bike parking is notably lacking. Only 2-3 bicycle parking spaces were noted in Humber Bay Park East and approximately 9 spaces in the main parking lot at Humber Bay Park West.



Existing parking in Humber Bay Park

Legend

- Existing Public Parking
 - A. Humber Bay Park East Lot 228 Spaces
 - B. Humber Bay Park West Lot (Site of Farmers Market) 80 Spaces
 - C. Humber Bay Park West Lot 144 Spaces
 - D. Humber Bay Park West Lot 28 Spaces
 - E. Humber Bay Park West Boat Launch - No parking
 - F. Humber Bay Park West Lot 22 Spaces
 - G. Humber Bay Park West Lot 22 Spaces
 - H. Humber Bay Park West Lot (dogs off-leash area) 10 Spaces
- Existing Private Lease Holder Parking

Summary of Current Parking Availability and Use

(Based on figures obtained from the Toronto Parking Authority (TPA) for July 2016, where peak occupancy over 85% is considered over-capacity)

- The single, large lot in Humber Bay Park East is generally under used on weekdays and approaches capacity on weekends with up to 86% peak occupancy recorded.
- The largest lot in Humber Bay Park West, nearest to the park entrance is under used at all times of the week. The highest peak occupancy recorded is 60%, during the weekly Sunday farmers market.
- The small lots along the peninsula of Humber Bay Park West are routinely over capacity on weekends, with peak occupancy of up to 180% recorded.
- The westernmost lot in Humber Bay Park West, nearest to the dogs off-leash area is consistently over capacity, with peak occupancy of up to 170% recorded.
- The primary users for the large parking lots in Humber Bay East and West during weekday business hours appear to be workers from nearby construction sites and transit users leaving cars for the day, rather than visitors to the park itself.
- Refer to **Chapter 9 - Appendices** for parking use statistics.

Comparison of Parking Availability in Other Waterfront Parks



Humber Bay Park
Public park area: 36 hectares
(Private marinas not included)
Total parking spaces: 512
14.2 spaces / hectare



Colonel Samuel Smith Park
Public park area: 41.3 hectares
(Private marina not included)
Total parking spaces: 240
5.8 spaces / hectare



Marie Curtis Park
Public park area: 34 hectares
Total parking spaces: 252
7.4 spaces / hectare



Ashbridges Bay Park
Public park area: 43 hectares
(Private marina not included)
Total parking spaces: 387
9 spaces / hectare

2.3 GETTING AROUND THE PARK

Humber Bay Park is comprised of a series formal and informal pathways that are in poor repair and result in user conflicts.

Pathways and Trails

Primary Pathways

The main pathways in Humber Bay Park West generally follow the main vehicular road, offering few opportunities to diverge from the main path. The primary asphalt pathway terminates at the roundabout in the most westerly reaches of the park.

In Humber Bay Park East, the main asphalt pathway connects the parking lot and Waterfront Trail and Humber Bay shores park to the east, providing a loop around the man-made ponds.

A parallel path also leads from the pond loop, toward the Air India Memorial. The path is not signed and the memorial has no visual link to the surrounding park spaces and the portion of the memorial at the shoreline. Physical access to the memorial is interrupted by steps along the pathway, forcing cyclists and visitors using mobility devices to detour onto a makeshift path worn into the adjacent sodded area.

Secondary Paths and trails

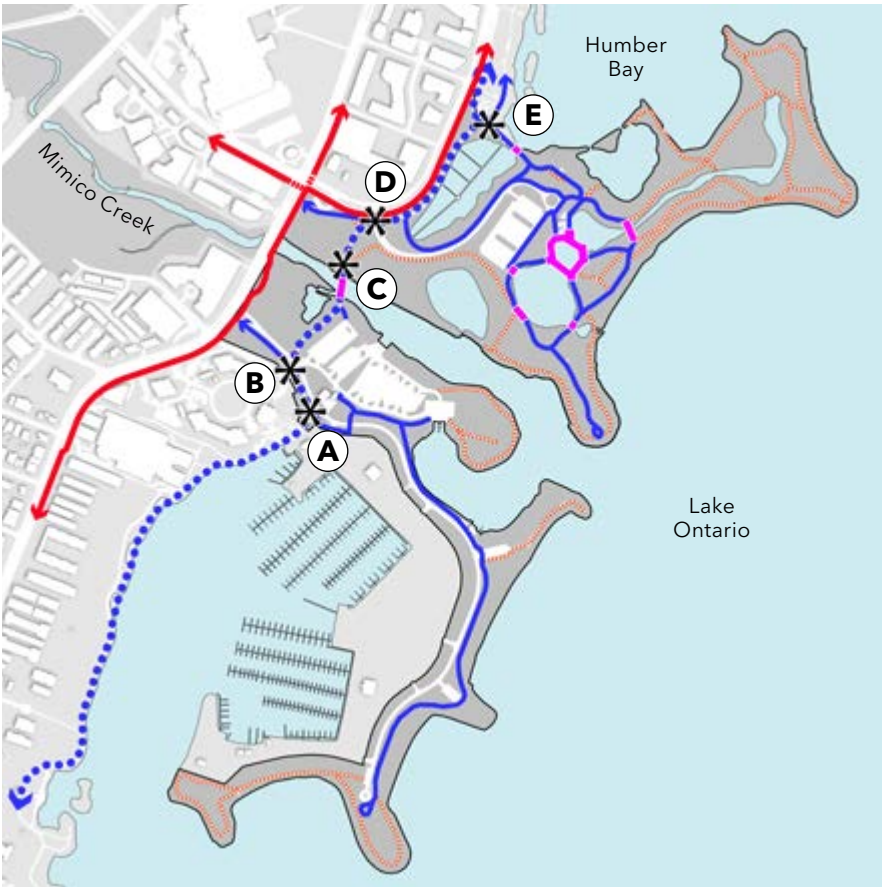
A series of limestone pathways throughout the park provide access to the naturalized portions of Humber

Bay Park East and to the dogs off-leash area in Humber Bay Park West. In some areas, heavy use by park visitors and maintenance vehicles has resulted in the deterioration of these pathways, resulting in ponding and rutted, uneven surfaces that make pedestrian access difficult.

Informal trails have been worn through the vegetation creating shortcuts through dense vegetation and providing access to the water's edge and affording an intimate experience for wildlife observation.

Lack of Pathway Hierarchy

Throughout Humber Bay Park, there is a general lack of hierarchy and order in the path system. There are no trail heads or markers, no directional or distance markers and no clear and direct connection between the two parks.



Existing network of pathways and trails in Humber Bay Park

Legend

- Waterfront Trail
- Existing Paved Pathways
- Existing Unpaved Trails
- Park Bridges and Boardwalks
- City Sidewalks (On Park Adjacent Roads)
- Crossing / Point of Conflict
 - A. Waterfront Trail entrance to Humber Bay Park West
 - B. Waterfront Trail Roadway Crossing in Humber Bay Park West
 - C. Mimico Creek Bridge
 - D. Waterfront Trail entrance to Humber Bay Park West
 - E. Entrance from Home Garden and Butterfly Habitat in Humber Bay Shores Park

Pathway Crossings

At the entrance drives to the park, pedestrian-cyclist-vehicular conflicts are an important safety consideration. The intersection of the Waterfront Trail at the main entrance drive to Humber Bay Park West coincides with the entrance to the main parking lot, causing conflicts and safety hazards when large numbers of pedestrians are using the space for the summer farmer's market or other events.

Throughout the park, pedestrian-cyclist conflicts occur due to poor signage and lack of clarity and hierarchy at visibility at pathway intersections.

Accessibility

There is minimal grade change within Humber Bay Park, however, access to the water's edge is difficult for visitors with limited mobility. Many of the unpaved pathway surfaces are not maintained consistently throughout the year, yet no signage is posted informing visitors that a path may not be fully accessible. In Humber Bay Park West, the linear pathway system does not offer the opportunity to walk a shorter circuit without retracing one's steps and there are limited opportunities for rest or shelter from the elements.

In addition, there is no wayfinding guidance within the park to direct visitors into and through the site. There is minimal seating available in the park and when available, benches are often not accessible from the trails. Benches and other site furnishings do not meet accessibility standards, are also in poor condition and provide limited experiences within the park.

Bridges and Boardwalks

Mimico Creek Bridge

The Mimico Creek Bridge is the primary connection between Humber Bay Park East and West. However, its location at the north end of the Park, just south of Lake Shore Boulevard West, does not provide a convenient or logical connection to important park features and amenities in the east and west halves of the park.

The Mimico Creek bridge deck is 2.5m wide and over the years, the bridge has become a bottleneck for cyclists and pedestrians travelling along the Waterfront Trail. The wooden bridge deck is decaying and cumulative temporary repairs have left the surface rutted and uneven.

Toronto Stormwater Management Facility Crossing

The existing bridge connecting Humber Bay Park to Humber Bay Shores Park, the Home Garden and butterfly Habitat is in good condition, however, heavy pedestrian and cyclist traffic often conflict with visitors using the bridge as a lookout and with anglers using the bridge as a fishing location.

Humber Bay Park East Pond Bridges

The bridge over the weir at the south edge of the westernmost pond and the bridge crossing the water channel east of the ponds are routinely used by maintenance vehicles. The wood decking on these structures is severely deteriorated and the width of the bridges is insufficient to allow larger vehicles to cross, forcing them to make a circuitous loop through the more sensitive eastern areas of the park.

Pond Boardwalks

The boardwalks that divide the ponds are constructed on piles to allow winter snow removal. These and other wooden structures surrounding the ponds and building in Humber Bay Park East exhibit significant rotting, splintering and warping.



Informal trail in Humber Bay Park East



Mimico Creek bridge

2.4 WAYFINDING & SIGNAGE

The existing Park signage does not delineate trailheads or key features and can be expanded to help guide park users to and throughout the park.

Park Identity Signs

The park is marked at its two entrances by large City of Toronto Parks, Forestry and Recreation park identification signs. The signs are consistent with older City of Toronto parks signs, with the name and address of the Park and are clearly visible from the road.

The signs offer very little information about the park itself, the size of the park, its location on the waterfront, or the amenities offered within.



Humber Bay Park West entrance sign

Wayfinding and Directional Signs

Trail Heads

The issues related to pathways and trails are closely linked to the lack of directional and wayfinding signage in the park.

There are no trail heads leading visitors from park entrances and parking lots toward the features and amenities of the park.

Within the park, there are no markers at the intersections of trails to mark routes and provide directional or distance information at path and trail intersections.

Despite the large area of the Humber Bay Park, no maps or orientation information are provided to locate visitors within the park, or to inform users regarding the choice of routes that are available to take to reach a particular destination.



Paths without adequate wayfinding in Humber Bay Park East

Interpretive Signs

Interpretive Signs

There are very few interpretive signs in the park that identify and describe potentially interesting elements within the park.

There is a commemorative plaque at the Air India Memorial, as well as an interpretive plaque located in the overgrown amphitheater in Humber Bay Park East.



Commemorative plaque at Air India memorial

Regulatory Signs

There are a limited number of regulatory signs indicating the dogs off-leash area and stipulating parking regulations, speed limits, applicable City by-laws and TRCA regulations.



Regulatory signs

Confusion and Conflicts

Conflicts occur at the intersections of paths and roadways, where no direction is provided to direct visitors into or through the park.

- There are no directional or regulatory signs situated where the Waterfront Trail enters Humber Bay Park. Cyclists travelling along the Waterfront Trail and moving at a high rate of speed often conflict with the slower-moving park users.
 - There is a point of conflict where the Waterfront Trail crosses the driveway entrance into Humber Bay Park West. At this location, pedestrians, cyclists and motorists all converge at an oversized and expansive intersection with poor indication of what user has priority.
 - There are unintended conflicts between pedestrians and cyclists within the park itself since there is no clarity on the intended users of pathways.
- Confusion arises from the lack of information about the park itself and what activities are encouraged. A number of dangerous or illegal activities routinely occur within the park, yet no information is provided to discourage these activities:
- There are no signs indicating the prohibition of camp fires, despite the prevalence of such destructive activities.
 - There are no signs warning of the dangers of swimming in Lake Ontario that arise from the deep and cold waters and currents off the shores of the park and the constantly eroding landmass that exposes potentially dangerous structures below the surface of the water.
 - There are no signs highlighting sensitive habitats and nesting areas.
 - There are no guidelines or signs associated with the shorelines of the park to inform visitors of the hazards below the surface of the water.



Shared-use pathway



Swimmers at Humber Bay Park West

2.5 WATER BODIES

Humber Bay Park is a Waterfront Park with a dynamic shoreline but with an ambiguous and sometimes difficult relationship to water.

Lake Ontario

Humber Bay Park is a man-made land mass that extends approximately 650m into Lake Ontario. The construction of the park created an additional 7.5 km of new shoreline, 6.2 km of which is publicly accessible today.

Humber Bay Park is in close proximity to the Humber Wastewater Treatment Plant but because the park shoreline does not have designated swimming beaches, water quality is not monitored.

Mimico Creek

Mimico Creek is a natural boundary between Humber Bay Park East and West.

Regulated by the TRCA, the Mimico Creek watershed covers 7,700 hectares, all of which is urbanized. Mimico Creek originates 33 km to the north of Lake Ontario, in the City of Brampton and is artificially channelized for over to 60% of its length. Stormwater runoff is the primary source of water pollution in the creek.

The TRCA has established two wetlands at the mouth of the creek. These wetlands feature shallow water and woody debris in sheltered embayments.

(Source: TRCA, Etobicoke and Mimico Creek, 2012)



1. Humber Bay Park and the Mimico Creek watershed

Shoreline Access & Hazards

Despite being a peninsula, surrounded by water on three sides and split in half by a watercourse, access to the water at Humber Bay Park is very limited.

The Lake Ontario shoreline at Humber Bay Park is comprised of armourstone revetments and engineered beaches to protect the park from coastal conditions. Although these structures provide some access to the interface of land and water, they are designed for erosion control purposes and not for public recreation.

The shoreline of Humber Bay park is not within the scope of the Master Plan, as it is a constantly changing environment due to water levels and wave action. TRCA, in partnership with the City of Toronto, regularly monitors this shoreline to identify maintenance and enhancement opportunities. These assessments inform prioritization and budgetary decisions regarding the Lake Ontario shoreline within the TRCA's jurisdiction.

Unlike the natural shoreline of Lake Ontario, the Humber Bay Park shoreline does not deepen gradually, but rapidly drops off into deep and frigid water.

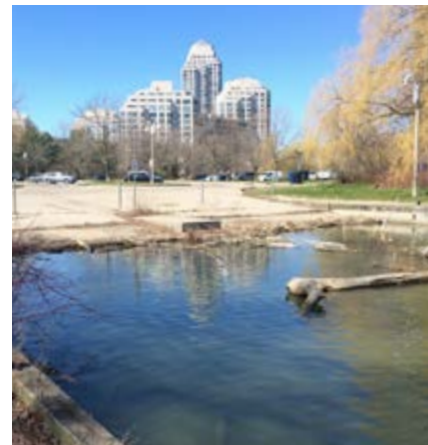
- A thin layer of soil covers the construction fill that makes up the landmass of Humber Bay Park. The erosion caused by the constant wave action is continually exposing new hazards including rebar and rubble that lie below the surface.
- Except during high flow or storm events, the mouth of Mimico Creek is very shallow and has very little current - approaching stagnation - to remove sedimentation and debris.
- The existing boat launch on Mimico Creek is in a poor state of repair and is unuseable. The mouth of the creek is currently navigable only by non-motorized small watercraft.
- Despite the city and TRCA efforts to clean up and remove debris, the waste accumulation is constant along the shorelines.



Construction fill exposed by wave action



Hazardous Lake Ontario waters



Debris at Mimico Creek boat launch

2.6 INLAND WATER FEATURES

Like the entire park, inland water features in Humber Bay Park East are man-made and are not naturally connected to Lake Ontario.

Humber Bay Park East Ponds and Channel

Located within the man-made landmass of Humber Bay Park East, the inland ponds and water channel are not naturally connected to the Lake and water levels are artificially maintained at approximately 1.25m above Lake Ontario water levels.

- Pond High Water Level: 76.30
- Lake Ontario Average: 75.05

In order to contain water, the ponds are lined with an impervious layer of bentonite clay. The bentonite lining has been found to be in overall good condition, with the exception of a small breach that is located on the south side of the linear water channel.

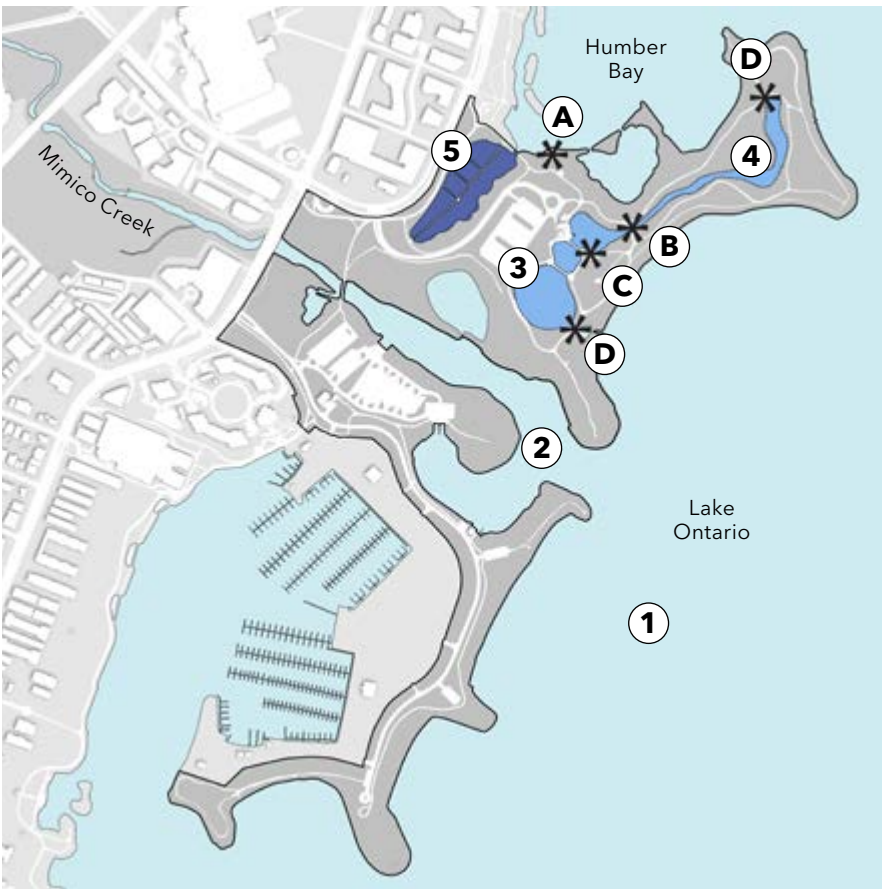
The three ponds were designed in early 1980s and were originally intended to be highly programmed public amenities:

- The westernmost pond was originally designed for model boat sailing & skating.

- The centre pond was designed as a fly casting pond.
- The easternmost pond and channel were designed as a naturalized fishing amenity.

Water Quality:

- Algae blooms and vegetation overgrowth are a common occurrence in the summer due to shallow water, warm water temperature, insufficient circulation and high nutrients due to aquatic birds.
- The ponds were originally intended to be chemically treated to prevent the proliferation of algae although this practice has long been abandoned.
- Water depth in the westernmost pond has been significantly reduced due to the build up of organic debris.



Inland water features in and around Humber Bay Park

Legend

- Natural Water Bodies
 - 1. Lake Ontario
 - 2. Mouth of Mimico Creek
- Humber Bay Park Water Bodies
 - 3. Humber Bay Ponds
 - 4. Humber Bay Water Channel
- City of Toronto Facilities
 - 5. Toronto Water Stormwater Management Facility
- Pond Pumps and Equipment
 - A. Pump Chamber and Water Intake Pipe
 - B. Main (Summer) Pump
 - C. Secondary (Winter) Pump
 - D. Outfall

Pumps and Equipment:

Water levels are maintained by pumping water from Lake Ontario, through the ponds and water channel and discharging it back into the lake. The pond depth is maintained at approximately 1m deep:

- The water intake for the ponds is located in the embayment east of the Air India Memorial. The shallow inlet draws warm water and debris into the system, contributing to the algae blooms in the ponds and making pumps more susceptible to clogging.
- A pump chamber is located in close proximity to the intake pipe. When Lake Ontario water levels are high, the pump chamber periodically floods. The chamber is approximately 3.5m deep making servicing difficult due to confined space training requirements.
- The main (summer) pump outlet is located in the rock fountain below the bridge that separates the ponds from the water channel. This pump moves water through the entire system.
- A secondary (winter) pump outlet allows water levels to drop slightly and maintains a small zone of open water in the easternmost pond.
- Two outfalls are located at either ends of the ponds and water channel. The first is at the southern end of the west pond where a weir structure is located below the small bridge, allowing the system to be drained entirely. The second is at the far east end of the linear water channel, discharging water into the East Embayment.



Algae in Humber Bay Park East ponds

City of Toronto Stormwater Management Facility

The large water body north of the parking lot in Humber Bay Park East is a City of Toronto stormwater management facility and is not within the scope of the Master Plan. Also known as a Dunkers Flow balancing system, the facility consists of 5 cells, which are separated by PVC curtains suspended from floating pontoons. The system intercepts contaminants flowing from the combined sewer outflows into Lake Ontario through progressive gravitational settling.

The largest basin is the final step in treatment process. This basin functions as a wetland and provides some habitat and viewing opportunities for nesting Red-necked Grebes and other aquatic species. As this is an active Toronto Water facility, the functional requirements for stormwater management do not allow for further naturalization, habitat creation or public access.

2.7 NATURAL ENVIRONMENT

The entire shoreline of the park is regulated by the TRCA, including wetland embayments in Humber Bay Park East and West.

TRCA Regulated Areas

Humber Bay Park is located within the TRCA Regulated Areas. (O. Reg. 166/06: Toronto and Region Conservation Authority: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses).

The main objectives of the TRCA regulations are to ensure public safety, protect property with respect to natural hazards and prevent pollution and destruction of environmentally sensitive areas such as watercourses, wetlands and the Lake Ontario shoreline.

Over 66% of the 43 ha. landmass of the park falls under TRCA regulation as follows:

- Humber Bay Park West: 17.5 ha.
- Humber Bay Parks East: 11 ha.

TRCA Wetland Embayments

There are 3 wetlands within Humber Bay Park that are monitored by the TRCA. These areas are protected within TRCA regulation limits. These include two embayments along the shoreline of Mimico Creek, and one embayment



TRCA regulated areas along the banks of the Mimico Creek

Construction Within TRCA Regulated Areas

Construction that is within TRCA regulated areas requires a permit. This requirement may include some projects and work associated with the implementation of the components of the Master Plan. Projects must incorporate sustainable development practices to achieve social and community benefits in conjunction with environmental benefits and should result in an ecological net gain in the long run.

Projects must demonstrate that they will not:

- Have negative impacts on the control and storage of floodwaters;
- Cause erosion;
- Negatively impact revetment and rocky shoreline;
- Cause pollution;
- Negatively affect the conservation of lands.



2.8 VEGETATION COMMUNITIES

The naturalized landscapes and flora found in Humber Bay Park are the result of human intervention , natural succession and a passive management approach.

Flora

The following descriptions are summarized from The Humber Bay Park Terrestrial Biological Inventory and Assessment (TRCA 2014).

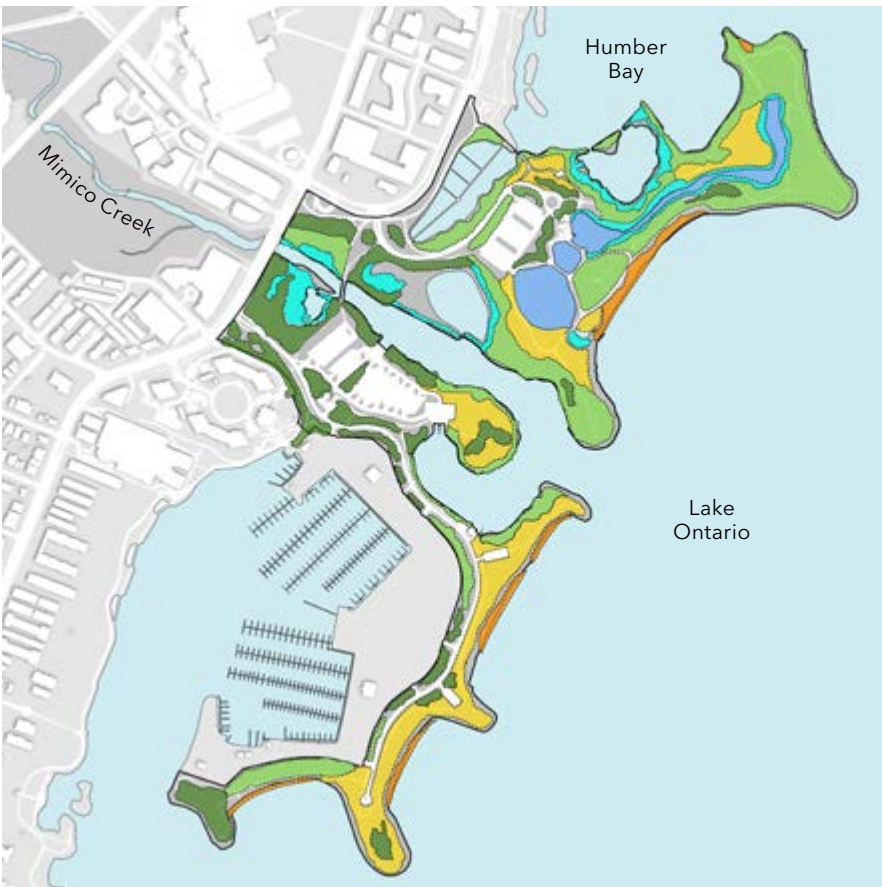
All vegetation communities in Humber Bay Park are anthropogenic in origin and disturbed in character; the oldest would date from no earlier than the late 1970s.

Invasive Species

Given the intensely urban character of the park, strict adherence to locally-native species is not as important as it would be in restoring a derelict natural habitat such as those located on Toronto Island Park.

Forest & Successional Vegetation Communities:

- These vegetation communities cover approximately 15 ha. of the park.
- A blend of woody plants with fragmentary to partial canopy closure is characteristic of these communities.
- Prominent vegetation types include Native Deciduous Savannah and Restoration Deciduous Plantation.
- The oldest, most closed-canopy communities are Ash-Conifer Mixed Plantation and Austrian Pine Coniferous Plantation.
- The planted material found in these communities is relatively young and vulnerable to competition from other more aggressive exotic species currently establishing at the site.
- The lower and ground layers are generally dominated by exotic species such as garlic mustard (*Alliaria petiolata*), hedge parsley (*Torilis japonica*) and shrub honeysuckles (*Lonicera* spp).



Existing vegetation communities in Humber Bay Park

Legend

- Forest / Treed Woodland
- Successional
- Wetland
- Aquatic
- Dynamic
- Meadow

Meadow Vegetation Communities

Small parts of the site still have few trees and shrubs so as to be classified as meadow.

- The community of the greatest conservation interest in the vicinity of Humber Bay Park is the prairie / meadow planting associated with the Humber Bay Butterfly Habitat project, which dates from 1998-2000. This area is not within the scope of the Master Plan and is currently managed by the City's Urban Forestry department in collaboration with a public stewardship group.

Dynamic Vegetation Communities

Dynamic communities at natural sites generally are the result of energetic processes (fire, wave and wind erosion) which maintain the community in an open or semi-open condition.

At Humber Bay Park however, the processes are artificial (grading and filling), resulting in largely stabilized shoreline communities on armour stone rock or cobble, along with a couple of prairie / meadow plantings and gravelly mud-flats sometimes visible along the estuary of Mimico Creek (these treated as Open Riparian Sand / Gravel Bar).

Wetlands:

Wetlands occupy 2.7 ha (9% of the site) and are evenly split between Willow Mineral Thicket Swamp (SWT2-2) forming a fringe around many of the lagoon areas; and marshes, largely Hybrid Cattail Mineral Shallow Marsh (MAS2-1b) and Common Reed Mineral Shallow Marsh (MAS2-a).

Aquatic Vegetation Communities

A small amount of the lagoon area has enough vegetation to be considered a Pondweed Submerged Shallow Aquatic Community (SAS1-1) (rank L4). There is also a land-locked and artificially-fed pond and channel system on the east peninsula of Humber Bay Park that is a Water Milfoil Submerged Shallow Aquatic Community (SAS1-4) (rank L4). The aquatic macrophyte growth here is dense; unfortunately most of it is the invasive Eurasian Watermilfoil (*Myriophyllum spicatum*). This community is more contained and isolated from lake influences than the lagoons.

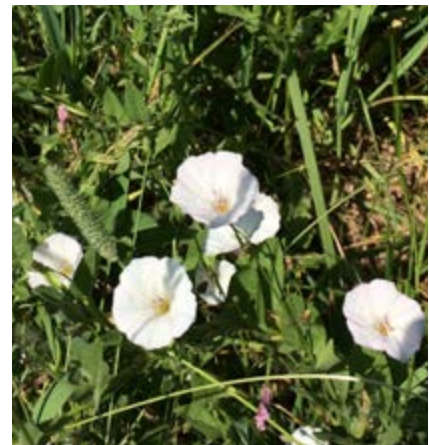
(Reference: Toronto and Region Conservation Authority (TRCA). 2014. Humber Bay Park Terrestrial Biological Inventory and Assessment)



Pasture Rose (*Rosa carolina*)



Everlasting Pea (*Lathyrus latifolius*)



Field Bindweed (*Convolvulus arvensis*)

2.9 WILDLIFE

All of Humber Bay Park is a constructed landscape so the species of fauna that survive and thrive there have adapted to the urban context and foundation of the park.

Fauna

Humber Bay Park currently provides habitat for a diversity of wildlife species including permanent and seasonal residents, as well as migrating species. The fauna in Humber Bay Park includes a diversity of birds, frogs, mammals and reptiles. The Humber Bay Park Terrestrial Biological Inventory and Assessment (TRCA 2014) notes that the park provides possible breeding habitat for 37 bird species, six mammals and one frog species.

Sensitive Habitat and Breeding Fauna Species

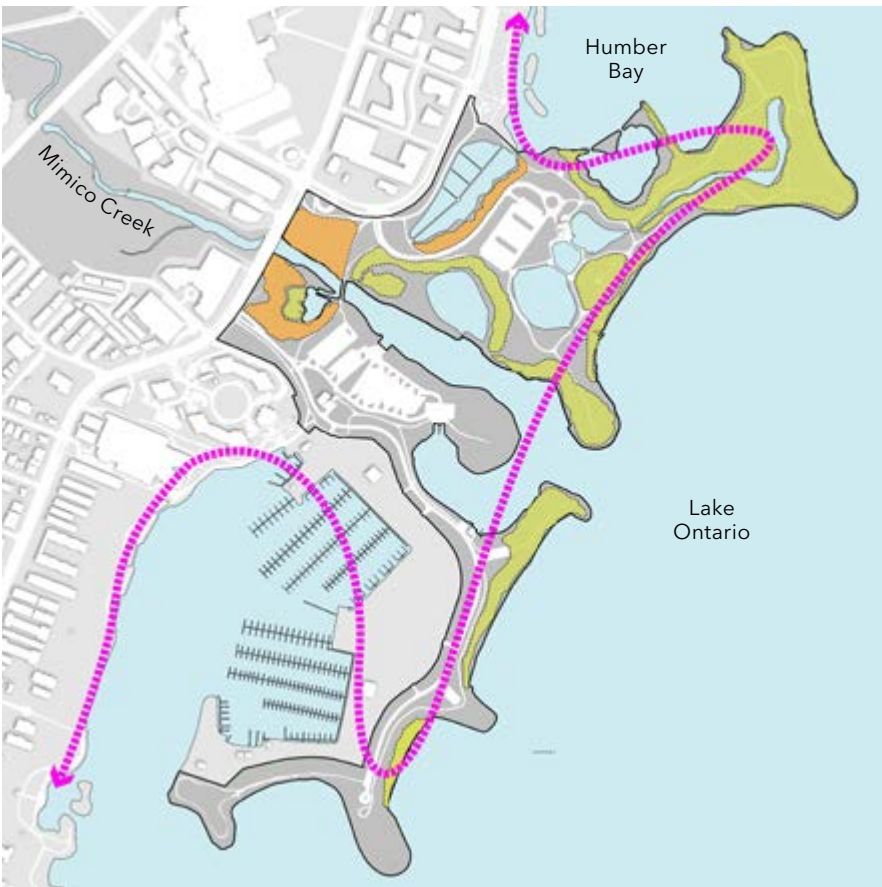
The majority of the possible breeding fauna species documented in Humber Bay Park are considered urban tolerant species.

The Humber Bay Park Terrestrial Biological Inventory and Assessment lists species that are considered sensitive to development and therefore 'area sensitive'.

Of those described in the report, these species inhabit offshore breeding areas or habitats outside of the park (e.g. Red-necked Grebe nests on floating platforms and Hooded Merganser nests in tree cavities) or may not have been breeding in the park (e.g. Savannah Sparrow).

The 'area sensitive' species documented in the report rely on habitat that is largely located outside of Humber Bay Park (e.g. White-tailed Deer and Mink).

However, it is important to recognize the habitat needs of these species as well as their vulnerability to recreational activities and changes in land use.



Existing habitat sensitivity in Humber Bay Park

Legend

- Migratory Bird Habitat
- High sensitivity to development and extensive public use (hiking, dog-walking, biking, etc).
- Medium sensitivity to developments and extensive public use (hiking, dog-walking, biking, etc).

Migrant/Overwintering Birds

The location of Humber Bay Park on the Lake Ontario shoreline attracts dozens of migrating birds, including wintering waterfowl and migrating passerines that move through the park in the spring and fall as they move between their summer breeding grounds and overwintering habitat.

Due to the location and high diversity of birds migrating through and inhabiting Humber Bay Park, the park has become a popular destination for many bird watchers.

The online checklist program, eBird (Cornell Lab of Ornithology and National Audubon Society) provides a rich data source for basic information on bird abundance and distribution, including time of year of the observation.

Approximately 220 bird species have been recorded in Humber Bay Park East and West, most of which are considered migrants or overwintering species.

Humber Bay Park is one of the best locations on the Toronto waterfront to observe overwintering waterfowl, from November through March. As many as 20,000 ducks, geese and swans congregate within viewing distance of the shoreline.

Opportunities for viewing these species currently exist along the shoreline overlooking Lake Ontario, within the embayment in Humber Bay Park East and the mouth of Mimico Creek.

Species of Regional Conservation Concern

There was a total of 8 species of regional and urban concern (L1 – L3) reports within the study area during past decade. Note that one of these species, the barn swallow, is listed as Threatened at both the Provincial and Federal levels, affording this species special protection.

At the Humber Bay Park study area, barn swallows were recorded nesting on buildings and bridges at three locations throughout the area; the species also nests regularly at the neighbouring Mimico Waterfront Park, resulting in fairly large congregations of foraging swallows once the young have fledged in mid to late summer.

(Reference: Toronto and Region Conservation Authority (TRCA). 2014. Humber Bay Park Terrestrial Biological Inventory and Assessment)



Nesting Red-necked Grebe in Toronto Water stormwater management facility



Snapping turtle in Humber Bay Park East



Great Blue Heron in Mimico Creek embayment

2.10 BUILDINGS

The buildings in Humber Bay Park are obsolete and do not fulfill the existing and future programmatic requirements of the park.

Public Buildings

There are currently City-owned buildings in each of the east and west halves of the park. These buildings are required by staff for the operation and maintenance of the park and will continue to be required as the park evolves over time.

The public buildings in Humber Bay Park share a common style, with split gabled roofs and clerestory windows. They are constructed of concrete and wood with a white stucco finish.

Due to the dynamic nature of the lakefill and park construction, which can settle unpredictably over time, the park buildings were constructed on heavy reinforced floating concrete slabs which allow buildings to settle as one unit.

Humber Bay Park West Buildings

There are two separate public buildings in Humber Bay Park West, located west of the main parking lot.

The public washroom building is approximately 80m² in area. The washrooms are seasonal and the buildings are closed at dusk in the summer months.

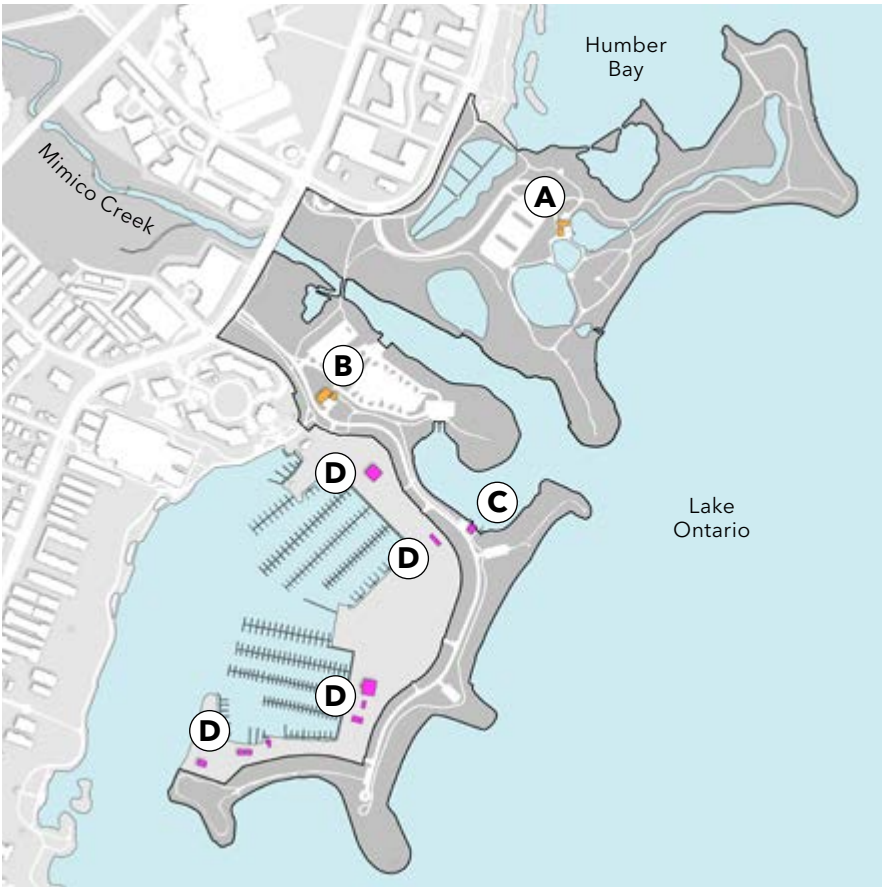
The parks maintenance building is approximately 280m² in area. It houses the electrical room, staff washrooms, showers, meeting space and storage for City use, as well as space allocated for use by the seasonal farmers market.

Humber Bay Park East Buildings

The public building in Humber Bay Park East was constructed in 1974. It is located south of the parking lot and roundabout and has a direct relationship to the ponds and boardwalks. This 245 m² building is divided into two sections that are connected by a breezeway beneath a shared roof structure.

The smaller section of this building is approximately 90m² and houses public washrooms. The washrooms are seasonal and are closed at dusk in the summer months.

The larger portion of the building is approximately 155m² and houses the electrical room and general storage space. The Metro Marine Modellers also occupy space in the east building storage rooms.



Existing buildings in Humber Bay Park

Legend

- Existing Public Buildings
 - A. Humber Bay Park East Washroom and Parks Storage Building
 - B. Humber Bay Park East Washroom and Parks Storage Building
- Existing Private Buildings
 - C. Police Marine Unit
 - D. Private Boat Club Buildings

Parks & Forestry Service Yards:

Maintenance yards associated with the buildings are located in each half of the park. Together, both yards service approximately one half of the parks within Ward 3.

- The Humber Bay Park West maintenance yard is located behind the washroom building, between parking lot and marina.
- The Humber Bay Park East maintenance yard is located east of the building, north of the ponds and includes the existing buildings for storage.

Privately Owned Buildings

The Toronto Police Marine Unit building is located in Humber Bay Park West, on the embayment south of the main parking lot and boat launch. It is accessible from the main park road and from the water by a fenced boat ramp and dock. The building is finished with wood siding and a tin roof and does not share the same architectural style as other park buildings.

Each boat club has its own clubhouse and outbuildings that are not publicly accessible.

There are no privately owned buildings in Humber Bay Park East.



Existing washroom building and storage shed in Humber Bay Park West



Existing washroom and service building in Humber Bay Park East

2.11 PROGRAMMING

Humber Bay Park offers a broad range of passive nature-based summer activities, but offers limited year-round seasonal activities.

Programmed Activities

Farmers Market:

- The Humber Bay Shores Farmers Market is held in the north parking lot of Humber Bay Park West every Sunday from May to October. It is organized by the Humber Bay Shores Condominium Association (HBSCA) and has been a popular fixture since 2013.

Model Boaters:

- The Metro Marine Modellers Association have been holding events in Humber Bay Park for the past 35 years. They are the primary users of the large pond in Humber Bay Park East.
- For the Marine boat modellers the lack of maintenance of the ponds is a concern due to reduced depths of water and excessive algae growth. The west side of the pond has been purposely kept free of shrubs and trees to avoid blocking the wind required to power boats.

The Air India Memorial:

- The memorial was built in 2007 to commemorate the victims of the crash of Air India Flight 182, on June 23, 1985.
- The monument features a granite wall that is inscribed with the names of the victims and a sculptural sundial.
- A ceremony is held at the monument, annually on the anniversary of the crash.
- Limited access, pathway is interrupted by steps & often used by cyclists creating conflicts with pedestrians.

Educational / School Visits:

- The park is often used for school group visits or summer camp day trips.
- Humber Bay Park has a diversity of naturalized habitats, nesting and aquatic birds and geomorphological characteristics that are rich in educational potential.

Passive Recreation

- A large number of visitors come to the park to enjoy a respite from the urban environment.
- The rocky shorelines offer spectacular views of the lake and of the City skyline and offer an excellent vantage point to observe boats coming to and from the nearby marinas.
 - Wildlife observation, bird-watching in particular, is a common activity in the park. There is a large community of bird-watchers that regularly convene and share information about birds or nesting sites to watch.
 - The grassy areas in Humber Bay Park West are often used as picnic spots for families during the summer months.
 - The grassed lawns and more secluded rocky shorelines are often used for sun bathing.



Weekly summer farmers market



Summer camp visitors



Passive enjoyment of the shoreline

Active Recreation

Walking / Running / Cycling:

- There are several kilometers of pathways for walking, running and cycling within both areas of the park.
- Humber Bay Park is directly connected to the Waterfront Trail, which allows visitors to travel hundreds of kilometers along the Lake Ontario shoreline, as well as serving as a place to stop and rest for those passing through.

Paddling / Kayaking:

- There are two boat ramps in Humber Bay Park West. A smaller ramp that is located just west of the Mimico creek, adjacent to the main parking lot, is unusable for larger watercraft due to siltation and debris in the shallow water. The larger ramp that is located south of the parking lot is primarily used for launching motor boats.
- Due to the lack of facilities for small non-motorized watercraft, the rocky shoreline is often used as a launch on calm days.



Kayaking on Mimico Creek

Fishing:

- The bridge at the mouth of the City of Toronto stormwater management facility and the east embayments are popular for fishing.
- The narrow bridge at the stormwater management facility is a point of conflict due to congestion and varied uses.
- The TRCA has recently completed the construction of two recreational nodes that support fishing at the east embayment in Humber Bay Park East in order to alleviate these conflicts.

Swimming:

- Swimming is prohibited at Humber Bay Park. Due to the steep gradient of the underwater shoreline and the nature of material used in the construction of the park, it is not possible to make the shoreline conditions safe for swimmers. In addition, due to the constant wave action, new hazards are constantly exposed.
- Despite these dangers, visitors and dogs often swim from the rocky shorelines of the park. Especially in Humber Bay Park West, along the south and west shoreline.



Informal active recreation in Humber Bay Park West

Organized Sports:

- There are no playgrounds or facilities for organized sports in the park however, a series of open lawns accommodates a variety of informal sports.

Dogs Off-Leash Area:

- The Humber Bay Park West dogs off-leash area is a 6,400m², fenced to the north and east and defined by the revetment shoreline edges.
- The off-leash area was introduced to deter illegal and illicit uses at the westernmost tip of the peninsula.
- It contributes to park safety by encouraging year-round use at all times of day and adding a community of users that have 'eyes-on-the-park' in one of the most secluded areas of Humber Bay Park West.
- The off-leash area has become an important space for the dog-owning community and is the only off-leash space in the Mimico neighbourhood.
- The vegetation in and around the off-leash area show signs of stress and damage from territorial marking and soil compaction.



Dogs off-leash area

2.12 SITE DRAINAGE

The site drainage within Humber Bay Park is defined by surface run-off and direct infiltration into Lake Ontario.

Soils and Geomorphology

Humber Bay Park is entirely constructed of lakefill, which acts as a porous substrate that allows water to percolate down into Lake Ontario, with very little attenuation within the soil itself.

Created from excavated materials and rubble surplus from construction projects, the creation of the Humber Bay Park landmass was constructed between 1974 and 1984.

The lakefill was placed in three distinct layers, with soil overburden.

Layer 1 - Core layer:

- This material makes up the bulk of the inland fill and contains clean earth, sand silt and shale. Minimal stone gravel brick and concrete were originally mixed into this layer, although concrete rubble is apparent throughout the site due to settling and consolidation.
- This material can be observed at the south shorelines of the park, where wave action has exposed the coarse substrates.

Layer 2 - Back-up filter layer:

- Small to medium-sized broken concrete, brick rubble and asphalt.

Layer 3 - Pre-armour layer:

- This is the portion of the fill that is found at the shorelines of the park, often reinforced with stone revetment where wave action can cause extreme erosion.
- This material is very coarse and porous, containing large pieces of concrete with reinforcing. Asphalt and brick rubble were interspersed into the coarser material and were intended to break down over time to create a pebble beach.



Exposed rocky and porous substrates in Humber Bay Park East

Although asphalt was used in the original construction of the landmass for Humber Bay Park, it is no longer permitted as lakefill material. Asphalt is still visibly present along the rocky shorelines of the park, as wave action from the lake exposes the substrates.

Other than along the immediate shoreline, sloping topography is very localized, primarily at the shorelines, around parking lots and at the edges of the ponds in Humber Bay Park East. As such, percolation is the primary means of drainage within the park.

Roads and Parking Lots

Overland flow primarily occurs on a majority of the existing paved surfaces and in most instances, water is drained directly into adjacent landscape swales.

- The large Humber Bay Park West parking lots drain to outlets that flow into drainage swales. These parking lots flood regularly due to undersized culverts that are obstructed with silt.
- The smaller parking lots in Humber Bay Park West drain to surface outlets and into swales

- The Humber Bay Park East parking is sloped to the north, towards one small culvert that extends beneath an existing berm at the north edge of the lot. The culvert drains into the City of Toronto stormwater management facility. Given the size of the parking lot, the culvert is undersized and is obstructed with silt. As a result, the area in front of the culvert ponds frequently and the parking lot area floods.



Roadside swale in Humber Bay Park West



Parking lot drainage in Humber Bay Park West



Humber Bay Park East parking lot culvert

2.13 SITE SERVICES

Much of the servicing in Humber Bay Park is beyond its life expectancy and requires upgrades to meet current demands.

Site Electrical

The site is supplied with 600 volt, 3 Phase, 3 Wire power directly from 600 volt overhead distribution lines on Lake Shore Boulevard West.

Current electrical servicing provides power for site lighting, building as well as pumping systems.

- For each half of the park, 600 volt supply lines are installed in concrete encased dual duct banks (1 duct used and 1 duct spare) from Lake Shore Boulevard West into the electrical room of the park buildings where the supply is metered.
- A large number of existing light fixtures are no longer functioning are in need of replacement or repair. As a result, the light levels in public spaces are below acceptable levels.
- Parking meters throughout the park are individually solar-powered.



Solar panels on maintenance building in Humber Bay Park West

Humber Bay Park West:

- Sewage pumps and exterior lighting operate on 600 volt service.
- Building systems, lighting and equipment operate on 120/208 volt service via a transformer in the electrical room.
- Building power is supplemented by solar panels.
- Beyond the building, the ductbank carries five ducts to service the boat clubs. The ductbank is reduced back to two ducts (one duct for roadway lighting and one duct for the navigation light) west of the Etobicoke Yacht Club driveway.
- The boat clubs operate on a separate metered service, with transformers located on boat club properties.
- For the length of the park, the ducts are located on the west / north side of the road.
- The duct bank branches off at the roundabout at the end of the road. One duct leads to the navigational light and one duct leads to the dogs off-leash area.



Water pumping station for ponds in Humber Bay Park East

Humber Bay Park East:

- All electrical, telecom and decommissioned public address system ducts are installed in a common trench.
- Sewage pumps, pond water pumps and exterior lighting operate on 600 volt service.
- Building systems, lighting and equipment operate on 120/208 volt service via a transformer in the electrical room.
- Lights, heater and sump pump in the pond water pumping station operate on 120/208 volt service via a transformer in station.



Solar powered parking meters in Humber Bay Park East

Sanitary

Humber Bay Park is serviced by force mains. Since the site cannot be serviced with gravity sewers, all sewage must be pumped from the site.

The sanitary and storm systems provide service to parks buildings and washrooms throughout the park.

Humber Bay Park West:

- Parks staff showers and public washrooms are located in Humber Bay Park West buildings.
- Two sanitary pumping stations are located in Humber Bay Park West, one station is located within the new women's washroom building and the other, outside the men's washroom building. The pumping stations are provided with two (2) Flygt alternating pumps.
- The pumping station discharges through a 100mm diameter 'Sclair' polyethylene pipe forcemain to a municipal sewer on Lake Shore Boulevard West.
- West of the park buildings, the sanitary forcemain reduces down to 75mm HDPE pipe.
- The forcemain is installed in a common trench with the watermain.
- The sanitary sewers were installed in 1980 and have no history of breaks or other issues.

Humber Bay Park East:

- A sanitary pumping station is located north and adjacent to the building and is provided with two Flygt alternating pumps.
- A high water alarm bell is provided in the service area, as well as a red light at disconnect switches for sanitary pumps 1 and 2 in the electrical room.
- The pumping station discharges through a 75mm diameter 'Sclair' polyethylene pipe forcemain to a municipal sewer on Lake Shore Boulevard West.
- The forcemain is installed in a common trench with the watermain.
- The sanitary sewers were installed in 1978 and have no history of breaks or other issues.



Washroom facilities at Humber Bay Park East



Washroom facilities are seasonal



Sanitary forcemain pump chamber at Humber Bay Park East

2.13 SITE SERVICES

Site Servicing is concentrated along the main vehicular routes in each peninsula, with limited utilities reaching the remote areas of the park.

Water

Humber Bay Park West:

- Water service is supplied to the site through a meter chamber at Lake Shore Boulevard West, west of the entrance to the park.
- A 150mm diameter 'Sclair' polyethylene watermain services park buildings, fire hydrants at the boat clubs and private boat club buildings. The watermain terminates at the Etobicoke Yacht Club.
- From Lake Shore Boulevard West to the park buildings, the watermain is located on the west side of the road. Beyond the park buildings, the watermain is located beneath the east edge of the roadway in a common trench with the sanitary forcemain.
- The static watermain pressure in the system is approximately 105 psi.
- All service lines and watermains are rated at 160 psi, installed with 1500mm of cover in sand bedding with sand cover
- The Humber Bay Park West watermains requires replacement. The watermains were installed in 1980 and have a history of regular breakage and leaks.
- The portion of watermain that leads to the park buildings was replaced in January 2018. The coupler between old & new watermain, at the parking lot breaks at approximately 5 year intervals.

Humber Bay Park East:

- Water is supplied to the site through a meter chamber at Lake Shore Boulevard West and Marine Parade Drive (Park Lawn).
- A 150mm diameter 'Sclair' polyethylene watermain terminates at the fire hydrant adjacent to the buildings, servicing the buildings and the water outlet east of the buildings.
- A 50mm diameter water service off the 150mm main at the south west corner of the parking lot, has also been installed for future requirements.
- The static watermain pressure in the system is approximately 105 psi.
- All service lines and watermains are rated at 160 psi, installed with 1500mm cover in sand bedding with sand cover, in a common trench with the sanitary forcemain.
- The watermains in Humber Bay Park East were installed in 1978 and have no history of breaks or other issues to date.

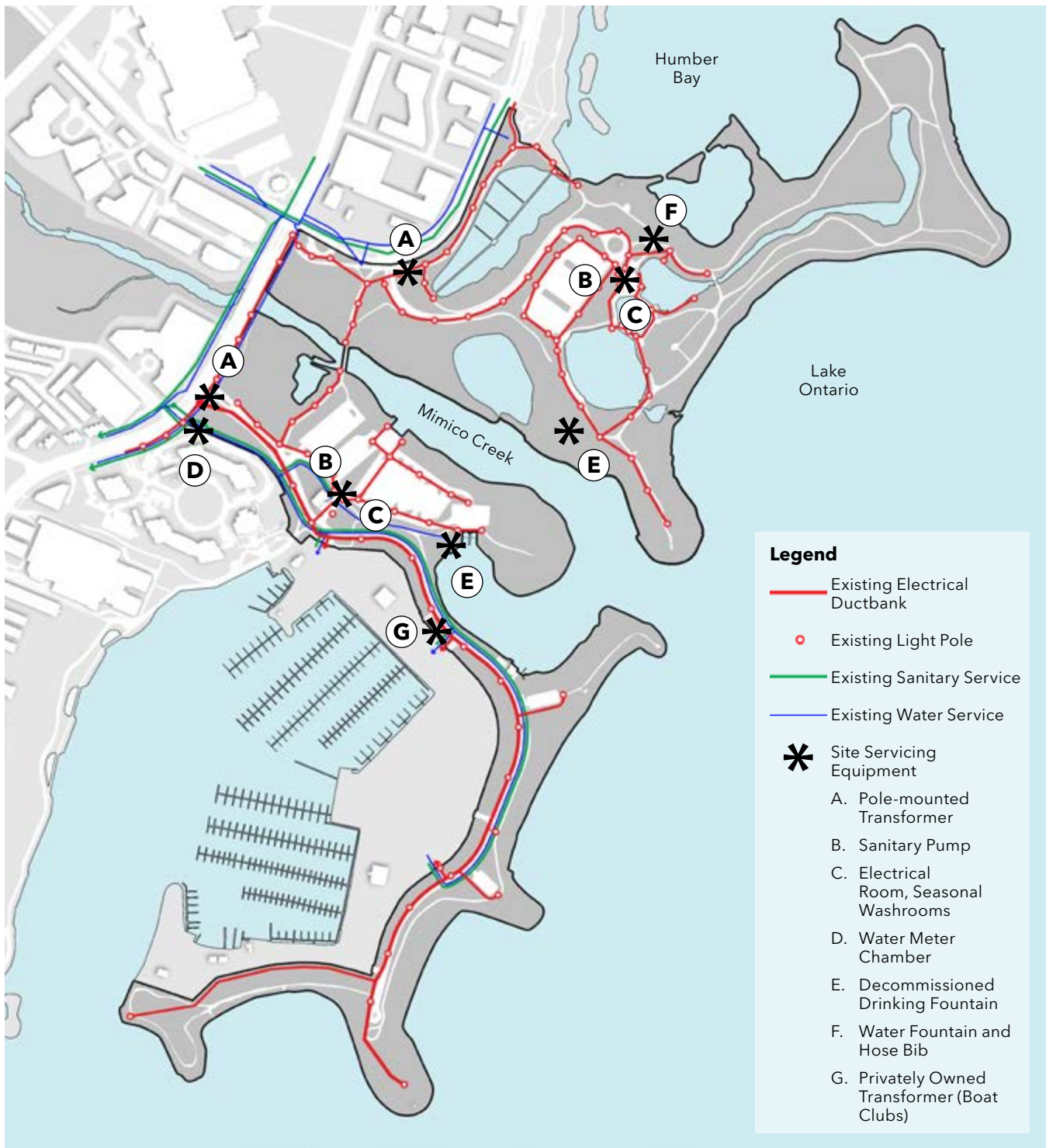
(Reference: Humber Bay East Waterfront Project Maintenance Manual and Humber Bay West Drawings, 1980)



Decommissioned water fountain in Humber Bay Park West



Operational water fountain and hose bib in Humber Bay Park East



Existing site services in Humber Bay Park

2.14 LIGHTING

Humber Bay Park has minimal pedestrian lighting and what light is provided does little to support any programming after dusk.

The Park at Night

All lighting in Humber Bay Park East and West requires upgrading to current standards and programming within the park that requires night-time lighting must be reviewed for revenue & safety reasons.

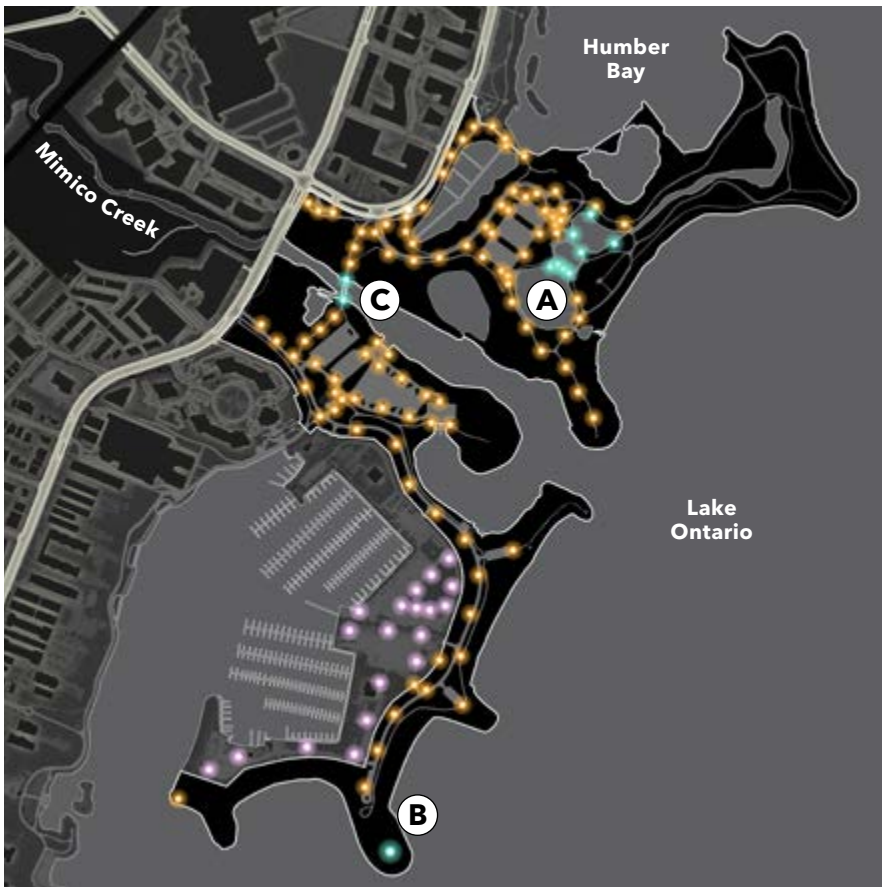
The existing lighting system is concentrated around vehicular circulation routes and parking areas. Pedestrian lighting is limited to the dogs off-leash area, boardwalks and areas immediately adjacent to the ponds in Humber Bay Park East. The shorelines and eastern half of the park do not have pedestrian lighting.

Aside from the dogs off-leash area, there are no areas within Humber Bay Park that are programmed for night-time activities. The park is largely uninhabited at night and as such, a number of illicit activities often occur, including illegal fires that cause damage to park infrastructure.

The lack of lighting within the park is a safety concern, but the park's darkness also provides a rare opportunity for wildlife habitat along a very urbanized shoreline.

Humber Bay Park is one of the few parks that are part of the migratory bird flyways in the City.

Maintaining dark areas is vital to many migratory bird species as well as a number of nocturnal animals. In addition to the benefits to wildlife habitat, the darkened shoreline of the park provides spectacular night-time views of the City skyline.



Existing lighting in Humber Bay Park

Roadway & Pathway Lighting

- The typical light fixtures in Humber Bay Park are pole-mounted (type of fixture) globe lights mounted on concrete poles.
- Roadway lights are spaced approx. 70m apart in Humber Bay Park West.
- Roadway lights are spaced approx. 45m apart in Humber Bay Park East.
- Additional lights are located around the parking lots and around the westernmost pond and along pathways in Humber Bay Park East.
- There is one light fixture in the dogs off-leash area that is not operational due to continued vandalism.



Roadway lighting in Humber Bay Park West

Park Feature Lighting

- There are 6 spherical lights surrounding the Humber Bay Park East ponds. Fixtures are 'Spherpak' mercury vapor 400W & 1000W, mounted on metal poles. The poles are also used to support the speakers for the now decommissioned public address system. These fixtures were installed in 1974 and are no longer operational.
- The Mimico Creek Bridge is illuminated by lights that are located in the abutment walls on both sides of the creek. Each side is powered from the electrical rooms in park buildings on each side of the park.
- A navigational light is located at the southernmost peninsula of Humber Bay Park West.



Non-functioning & outdated lighting at Humber Bay Park East Ponds

External Lights & Light Spill

- Security lighting within the privately owned boat clubs creates light spill into Humber Bay Park West. Twenty high mast light poles support 400W high-pressure sodium lamps that are controlled by a local photocell.
- The residential towers in the neighbouring community also contribute additional light in Humber Bay Park East and West. Lights from the surrounding streets and high-rises can be seen in the main east and west parking lots. These light sources are obscured at the south shoreline and eastern limits of the park.



Navigation light in Humber Bay Park West

2.15 CHALLENGES & OPPORTUNITIES

Getting to the Park

Issues & Challenges

- Existing conflicts between users and various modes of transportation at entry points;
- Poor visibility/ sense of identity of the park at key entrance ways and interfaces;
- Few amenities for users coming to the park by transit or other modes of transportation;
- Limited physical and visual connections between Humber Bay Park East and West.

Opportunities:

- Improve the frontage of the park along Lake Shore Boulevard West and Marine Parade Drive;
- Improve identity and visibility at park entrances;
- Clearly define vehicular cyclist and pedestrian circulation;
- Improve access to the park for users of public transit and alternative modes of transportation;
- Improve connectivity between Humber Bay Park East and West to reduce congestion at the Mimico Creek bridge and create a circuit within the park
- Improve signage and wayfinding in alignment with the Parks Wayfinding strategy.

Parking

Issues & Challenges

- Existing parking is either underutilized or inadequate given its location and levels of park use;
- Undesirable activities occur in remote parking lots;
- Potential oversupply of parking;
- Flooding and poor drainage issues in parking lots;
- Limited parking that meet AODA criteria for accessibility and limited connections to accessible amenities within the park;
- Limited or no bike parking.

Opportunities:

- Review the required quantity and strategic distribution of parking, including accessible parking within the park;
- Increase number of bike parking spaces;
- Decrease heat island effect by reducing the surface area of asphalt pavement where possible and eliminate large continuous expanses of paving;
- Improve parking layout for efficiency and safety;
- Improve accessibility in parking lots for emergency and Wheel-Trans vehicles;
- Consider the spatial needs of scheduled programs such as the farmers market, by providing safe and separate space for vendors from vehicular and cyclist traffic;
- Integrate parking lot layout with park character and access to facilities in consideration of better approaches to stormwater management and planting initiatives.

Getting around the Park

Issues & Challenges

- Existing pedestrian and cyclist conflicts due to poor layout and visibility;
- Poor surface conditions, localized ponding and narrow width of trails, boardwalks and Mimico Creek bridge;
- Limited accessible routes and wayfinding throughout the park;
- Existing boardwalks and decks are deteriorating, pose a health and safety risk and are in need of replacement.

Opportunities:

- Improve connections between the east and west halves of the park;
- Re-evaluate and improve existing physical access and circulation patterns while safeguarding existing sensitive habitat;
- Establish a hierarchy of pathways and connections that meet AODA criteria for accessible routes;
- Improve trail connectivity to wider transportation network;
- Improve routes, walking and cycling experiences through the park;
- Improve visual connectivity and approaches within the park;
- Optimize public safety by reducing conflicts between vehicles, cyclists and pedestrians;
- Upgrade deteriorated pathways and boardwalks;
- Regrade localized areas to reduce drainage and ponding issues.

Signage & Wayfinding

Issues & Challenges

- Lack of identity at park entrances;
- Lack of informational and educational signage;
- Lack of wayfinding signs;
- Lack of regulatory signage at points of conflict;
- Lack of signage that meet AODA criteria for accessibility.

Opportunities:

- Improve signage on cycling trails in coordination with layout and grading to improve visibility and minimize conflicts;
- Introduce educational and interpretive signage within the park;
- Introduce signs to identify other trails and features within the park including directional and distance markers within the park;
- Improve signage and identity at park entrances.

Water Bodies & Inland Water Features

Issues & Challenges

- Poor circulation and shallow depths of water promote algae growth, impacting establishment of unique habitat ;
- Poor water quality and algae growth impedes recreational activities such as model boats;
- Currently there is poor accessibility and/or visibility to the shoreline and water's edge.

Opportunities:

- Improve circulation and water quality within the ponds and channel;
- Establish and improve habitat within ponds;
- Enhanced overall habitat diversity
- Increase the area of terrestrial and riparian habitat;
- Improve the general appearance of the ponds;
- Provide enhanced multi-season programming opportunities in and around the ponds and channel;
- Address long-term sustainability objectives;
- Improve views and lookouts at the water's edge;
- Provide a range of experience along the water's edge in a sustainable manner, minimizing impacts to natural features & hazards;
- Improve safety signage and develop guidelines for access to the water's edge.

Natural Environment

Issues & Challenges

- Conflicts between watercraft and birds in Humber Bay Park East embayments;
- Conflicts between park users and birds;
- Conflicts between recreational fishing and other park users;
- Vegetation and habitat are being damaged by dogs in and around the dogs off-leash area;
- Invasive plants becoming more abundant within the park;
- Poor water circulation and overabundance of algae in ponds;
- Limited park maintenance and deterioration of park boardwalks and decks;
- Proliferation of illegal campfires.

Opportunities:

- Identify and protect sensitive habitat and enhance existing habitat quantity and diversity;
- Naturalize the ponds and create new aquatic and terrestrial habitat;
- Control access to embayments by motorized watercraft;
- Restrict pedestrian access to bird habitat during nesting season;
- Increase diversity and abundance of native species;
- Foster opportunities for education and stewardship;
- Create pollinator gardens;
- Reduce amount of open lawn;
- Introduce interpretive signage;
- Enhance the shoreline.

2.15 CHALLENGES & OPPORTUNITIES

Buildings

Issues & Challenges

- Public buildings do not provide adequate hours of operation and levels of service and are in general need of repair;
- Maintenance yards associated with existing park buildings are located in prominent spaces in the park. Facilities are needed but undersized;
- Lack of shelters from sun, wind and cold throughout park.

Opportunities:

- Program new building to meet the needs expressed through consultation process;
- The size of any new building should be sufficient to support the proposed program;
- The siting of any new building should give consideration to meeting ecological, regulatory, cost and infrastructure criteria as established by the TRCA and the City;
- Suggest built form should be integrated with the landscape character of the park;
- Parks Forestry and Recreation should review hours of operation and consider providing year-round washroom facilities;
- Upgrade washroom facilities to current accessibility standards;
- There is the potential to consolidate maintenance yards into one centralized location in Humber Bay Park West. The layout should be coordinated with recommended Master Plan improvements for the Humber Bay Park west peninsula;
- There is the potential to introduce small open-air structures and shelters for protections from the outdoor elements, outdoor education, or wildlife observation.

Programming

Issues & Challenges

- Site design and general layout does not support or respond to current programming needs and potential future needs;
- Undesirable and illicit activities (illegal camp fires) in naturalized areas and on shorelines, are a cause safety concern for local residents.

Opportunities:

- Promote a range of passive recreational activities and provide appropriate flexible spaces and surfaces;
- Consideration should be given to facilitate informal skating and winter programming activities in Humber Bay Park East with consideration for access to the activity from a supporting building;
- Provide support for outdoor nature programming and related infrastructure (e.g., outdoor classroom, amphitheatre);
- Consider improvements to dogs off-leash area (i.e., condition and connectivity of paths, signage, shelter structure, lighting, bulletin board);
- Consider improvements to the site of the farmer's market suggested (e.g., improved permeable paving with tree plantings, picnic benches, shelter, better connection to green spaces);
- Support for elements including sheltered picnic areas, lookout points, improved seating, accessible washrooms, play area in Humber Bay Park West, etc.;
- Improve access for kayakers & canoeists along park shorelines in safe accessible locations;
- Explore opportunity for accommodating rental or storage facilities.

Site Drainage

Issues & Challenges

- Localized ponding and flooding in parking lots and pathways due to undersized outfalls, siltation, minimal grade.

Opportunities:

- Consider reconfiguring parking areas to introduce bioswales/ permeable pavements & sub-surface drainage;
- Review and revise site grading to reduce and minimize ponding on pathways and paved surfaces.

Site Services

Issues & Challenges

- Existing civil infrastructure is failing due to age (i.e. water main along Western Peninsula driveway), resulting in requirements for ongoing maintenance and repair.

Opportunities:

- Consider potential to replace failing infrastructure in conjunction with proposed Master Plan road and architectural improvements.

Lighting

Issues & Challenges

- Several existing light fixtures within park are no longer functioning and will require replacement;
- Light levels are insufficient in several areas (dogs off-leash area, boardwalks at ponds), posing a health and safety concern and the potential for vandalism.

Opportunities:

- Develop lighting strategy to meet City of Toronto Green Development Standards and Bird-friendly guidelines;
- Provide lighting for primary pathways to improve safety and extend access and use;
- Improve the experience of the park at night by maintaining dark spaces in specific areas that would allow viewing of the City skyline and reduction in light pollution;
- Improve lighting at parking lots and consider improvements at the dogs off-leash area in Humber Bay Park West;
- Provide vandal-proof fixtures in remote locations;
- Improve lighting at all entrances to the park.



Waterfall weir at Humber Bay Park East Ponds

VISION & OBJECTIVES

3

3.1 MASTER PLAN VISION

Humber Bay Park is defined by two separate and distinct peninsula landforms - east and west. Each one is different in character, function and form.

Vision

The Master Plan for Humber Bay Park aims to reinforce the distinct characters of the east and west peninsulas while creating linked and integrated waterfront open spaces that complement and complete one another.

The Master Plan:

- Establishes a framework to protect and enhance the naturalized landscape, while identifying spaces for public amenities, programming and recreational uses;
- Builds on the strengths of the site and its unique character, with an understanding of what works and what does not work;
- Promotes the enhancement of the overall experience of the site, creating new relationships and establish views within and outward from the park;
- Recommends proposed improvements that respond to existing and future needs of the community and City residents;



View of Lake Ontario from Humber Bay Park East

-
- Promotes improvements to safety and accessibility to and within the park;
 - Provides a framework for operations, maintenance and stewardship of the park;
 - Establishes a plan that will evolve and respond to the needs of the community for generations.



3.2 GUIDING PRINCIPLES

The guiding principles define the key directives to implement the short and long term vision for Humber Bay Park.

Natural & Restful

Humber Bay Park is a place of natural beauty and respite from the busy city. The Master Plan should enhance this quality and experience while accommodating the growing number of park users in the area.

Ecology & Habitat

Humber Bay Park is a valuable habitat for plants and animals. The Master Plan will provide a framework that will enhance the ecological value of the park while improving opportunities for interpretation and appreciation of the park's natural heritage.

A City Park

Humber Bay Park is both a local park for nearby residents and part of a network of green spaces along Toronto's waterfront. The Master Plan should accommodate a diversity of park users and needs.



View of the evolving Mimico neighbourhood skyline across the east embayment

Innovate & Evolve

The potential of Humber Bay Park to meet the needs of its users is not fully realized. The Master Plan will identify new opportunities and propose innovative ways to provide recreational opportunities while enhancing and protecting the natural environment of the park.

Plan for the Future

The Master Plan must be flexible and able to evolve and respond to the changing needs of the growing local population and future generations.



3.3 MASTER PLAN OBJECTIVES

Parking and Vehicular Circulation

Establish a rationalized **parking and vehicular circulation** plan for the park that meets existing and planned parking requirements, boat launch queuing and circulation needs, while reducing the extent of paved surfaces to the extent possible.

- Promote circulation and parking efficiencies (remove excess if possible);
- Promote green parking area design options to protect & restore natural environment;
- Ensure adequate parking/queuing space for a various modes of transportation;
- Ensure improved safety at trail and vehicular intersections;
- Ensure improved safety and accessibility at parking areas and to/from park features and amenities.



Promote green parking design

Pathways and Trails

Establish a hierarchy of **pathways and trails** through the park that are accessible, safe and understandable to park users.

- Re-evaluate existing physical access and circulation patterns;
- Safeguard existing sensitive habitat;
- Establish a hierarchy of pathways and connections that meet AODA criteria for accessible routes;
- Provide direct connections from main circulation routes to/from the park to link with adjacent park and trail systems;
- Improve routes and walking and cycling experiences through Humber Bay Park.
- Improve physical and visual connectivity within the park and between the east and west halves of the park;
- Optimize public safety by minimizing potential conflicts between vehicles, cyclists and pedestrians at intersections; trail on trail and trail on roadway;
- Provide a range of experience along the water’s edge, including Mimico Creek and Lake Ontario shoreline.



Establish safe, accessible pathways and trails

Bridges and Boardwalks

Improve connections within the park and access to water features within the park through rehabilitated and new **bridges and boardwalks** that are both accessible and safe.

- Improve maintenance access over the bridges and weirs surrounding the ponds in Humber Bay Park East;
- Improve physical connections between the east and west halves of the park;
- Improve viewing opportunities at bridges through the integration of new lookouts and viewing areas into bridge approaches.
- Improve opportunities for wildlife observation and interpretation surrounding Mimico Creek and the naturalized channel in Humber Bay Park east;
- Improve durability and reduce maintenance requirements for bridges and boardwalks by using materials that are resistant to rot and decay.



Establish safe, accessible pathways and trails

Ponds and Waterway

Create a functional design for the artificial **ponds and waterway** in Humber Bay Park East that improves their ecological and recreational function while reducing the resources required for maintenance and operation.

- Improve water quality within the ponds and waterway;
- Improve habitat within ponds;
- Provide enhanced multi-season programming opportunities in and around the ponds and waterway;
- Develop educational opportunities along boardwalks and lookouts;
- Improve access to water's edge at ponds and water channel.
- Address long-term sustainability objectives.



Improve recreational function at ponds

Natural Environment

Explore opportunities to expand and enhance habitat for **native flora and fauna**.

- Enhance existing habitat size and diversity;
- Protect sensitive habitat;
- Create new aquatic and terrestrial habitat;
- Create opportunities for interpretation, passive learning and education programs;
- Control access to embayments by motorized watercraft.



Enhance existing habitat and diversity

Architectural Improvements

Recommend locations for **architectural improvements** within Humber Bay Park East and West, including consideration for integration of the buildings and structures within the landscape and consolidation of uses within existing buildings, where possible.

- Program architectural improvements to meet the needs expressed through the public consultation process;
- The size of architectural elements should be sufficient to support the proposed program;
- Site proposed buildings to meet ecological, regulatory, cost and infrastructure criteria as required by the TRCA and the City;
- Built form should be integrated and complimentary to the landscape character of Humber Bay Park.



Explore opportunities for architectural improvements

3.3 MASTER PLAN OBJECTIVES

Park Programs and Features

Provide a plan for the enhancement of **park programs and features** (e.g. benches, lookouts, waterfront access) that increases recreational opportunities within the park while protecting sensitive habitats.

- Upgrade and update existing amenities;
- Provide additional amenities to address park user needs;
- Rationalize and improve inter-relationships between programmed spaces;
- Emphasize and encourage passive recreation in Humber Bay Park East and active recreation in Humber Bay Park West.



Emphasize and encourage passive recreation in Humber Bay Park East

Wayfinding and Signage

Implement the City's unified **wayfinding and signage** system for parks and trails to provide consistent identification, orientation and navigation through the park.

- Implement the City's Parks and Trails Wayfinding Strategy;
- Provide trailhead signage and trail markers at key pathway intersections within the park;
- Provide clear signage to designate connections between Humber Bay Park East and West;
- Establish a wayfinding and signage strategy that meets AODA criteria.



Improve inter-relationships between programmed spaces

Site Drainage

Provide a sustainable approach to **site drainage** and promote options that will benefit the ecology of Humber Bay Park East and West.

- Eliminate areas of poor drainage and ponding on paved surfaces;
- Improve drainage in areas where surface runoff creates excessive erosion;
- Increase the extent of biofiltration swales and reduce the size of under-utilized lawn areas;
- Improve the quality of runoff discharged into Lake Ontario and Mimico Creek from the park.



Introduce stormwater management that will benefit the ecologies of the park

Site Servicing

Improve **site servicing** to support existing uses and new amenities within the Park.

- Identify requirements for upgrades and for new enhanced services;
- Improve electrical supply and infrastructure;
- Provide new water connections at amenity spaces.

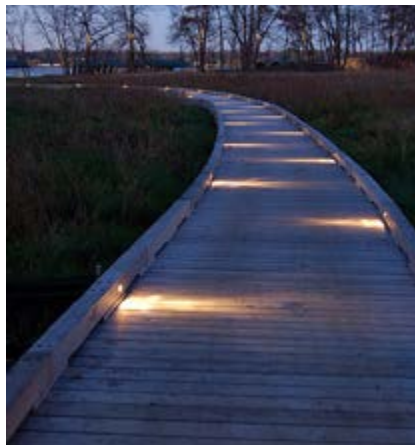


Provide new and enhanced services

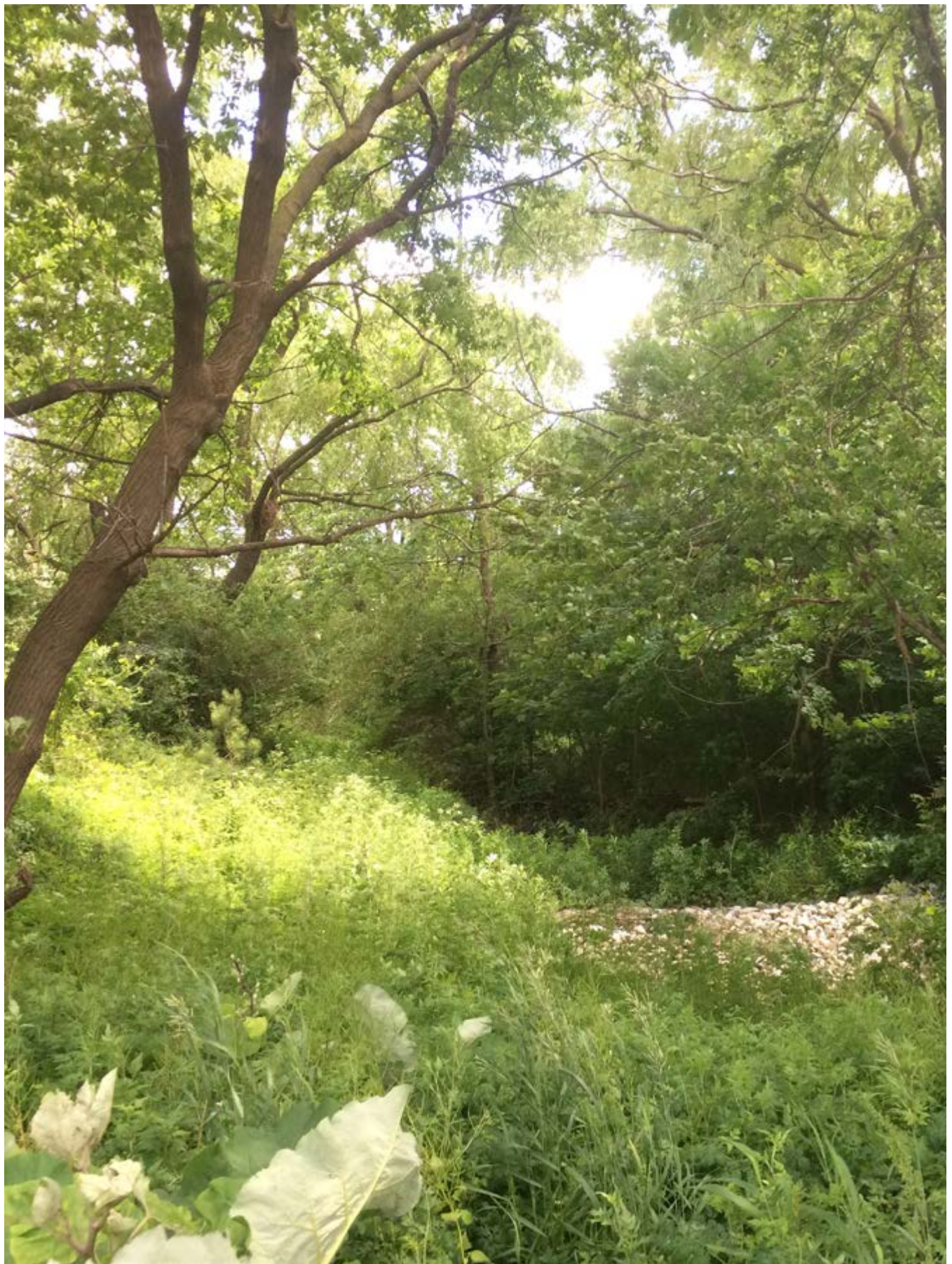
Lighting

Create a **lighting strategy** for the park that will address public safety objectives while achieving the highest standards of habitat protection, reduction of light pollution and energy efficiency.

- Meet the City of Toronto Green Development Standards and Bird-Friendly design guidelines;
- Create a lighting strategy that contributes to the experience of Humber Bay Park and the waterfront at night.



Provide safe energy efficient lighting



View to Mimico Creek at Humber Bay Park West

THE MASTER PLAN

4

4.1 THE ILLUSTRATIVE MASTER PLAN

The Illustrative Master Plan is a graphic representation of the vision for Humber Bay Park.

The Demonstration Plan

This plan illustrates a long term vision for Humber Bay Park and identifies specific projects that could be implemented incrementally and independently from each other, or sequentially, depending on future needs and funding.

The representation of projects on the demonstration plan is not prescriptive and implementation of the projects illustrated is subject to a detailed design process and review by the TRCA and the City and subject to identification of collective priorities, funding sources and regulatory and budget approvals.

The major organizing principles for the park improvement strategy are described in **Section 5.0 - The Integrated Park**. These include: connecting and enriching the shoreline experience, unifying the two halves of the park and establishing distinctive character areas within the park. Detailed recommendations for improvements to each park feature are described in **Section 6.0 - Park Components**.

The proposed improvements, amenities and programs depicted on the illustrative plan and described in the following chapters are not presented in any particular order of importance or priority.

Illustrated Improvements

1. Improved Entrance Landscapes

2. Improved Waterfront Trail Connections

3. Improved Mimico Creek Crossing at Lake Shore Blvd. West

4. Widened / Expanded Mimico Creek Bridge

5. New Pedestrian Bridge
6. Flexible Market Square / Overflow Parking

7. Market Green

8. Reconfigured Roadway

9. Reconfigured Parking Lots

10. Non-motorized Craft Boat Launch (Canoe / Kayak)

11. Small Watercraft Layby

12. Existing Boat Launch

13. Dogs Off-Leash Area

14. Protected Habitat Area

15. East Arrival Court

16. Pollinator Meadow

17. Recreational Pond

18. Linear Wetland

19. Open Water Habitat Pond

20. Rehabilitated Water Channel

21. Air India Memorial

22. Picnic Spaces

23. Rehabilitated Park Bridge

24. Wetland Boardwalk

25. Water's Edge Boardwalk

26. Mimico Creek Lookout

27. Lake Ontario Lookout

28. Inland Ponds Lookout

29. Rehabilitated Outdoor Amphitheater

30. Recreational Node

31. Open-Air Shelter

32. Children's Play Area

33. Public Art Location

34. Existing city of Toronto Stormwater Management Facility

35. Humber Bay Park East Building

36. Humber Bay Park West Building and Consolidated Parks Maintenance Yard







View of the existing naturalized water channel in Humber Bay Park East

THE INTEGRATED PARK

5

5.1 AN ENRICHED SHORELINE EXPERIENCE

The connection to and understanding of the park's dynamic shoreline will be guided by purposeful and well designed interventions at the water's edge.

Getting to the Water

One of the most compelling aspects of Humber Bay Park is its position and relationship to Lake Ontario and Mimico Creek. The very premise of the park was to construct a new space on Lake Ontario for recreational use.

Apart from the adjacent private boat clubs, the park does not take full advantage of the changing character of the shoreline, its relationship to the water, nor the potential for dramatic views to the City, to the mainland, Mimico Creek or Lake Ontario.

The Humber Bay Park shoreline is regulated, monitored and managed by TRCA in partnership with the City and approved budgets and priorities.

The Master Plan recognizes the shoreline as an untapped resource, a feature to be celebrated and integrated into the park.



Shorelines key plan



Shoreline of Humber Bay Park East

A Journey of 'Moments'

The Master Plan proposes the creation of a comprehensive series of lookouts and observation decks throughout the park that will encourage a variety of levels of visual and physical perspectives within the park.

These will be vary between inward views and outward views, toward the water and downtown skyline. The balance between framed and unframed views and vistas will create an array of 'moments' and viewing experiences.

The design for each lookout will be specific for the intended use and specific shoreline condition where it is proposed and will vary from passive observation decks, interactive platforms for habitat observation and outlooks for fishing. Through the management of vegetation, manipulation of topography and through the introduction of robust/durable materials, a series of unique moments and views will be established along the water's edge.

See **Section 6.7 - Shoreline Improvements**



5.2 HUMBER BAY PARK CHARACTER AREAS

The Master Plan strengthens the character of the park: enhances what’s good and provides recommendations for improvements.

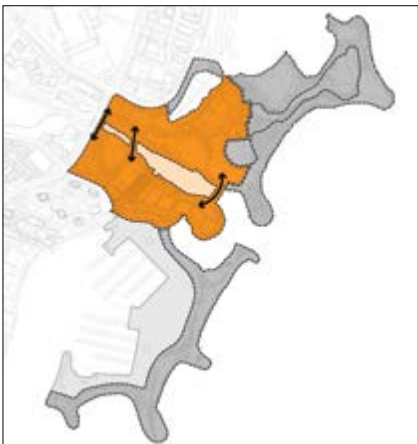
Distinctive Character Areas

Humber Bay Park is a quiet nature refuge, a local community destination and a regional waterfront public amenity. Portions of the site are organized by a series of utilitarian functions and infrastructure which is not integrated or considered in the overall framework of the park.

The Master Plan is organized around five character areas, each distinct but integrated by components that are common throughout the park. By identifying and strengthening the character and salient features of each character area, the identity of the park as a whole will be more clearly defined.

The Park Core

One of the central goals of the Master Plan, is to physically and visually reconnect and integrate the east and west halves of the park. Straddling Mimico Creek, the Park Core will provide improved arrival spaces, new and improved bridge connections, shared amenities and complimentary programming as described in **Section 5.3 - A Unified Park Core.**



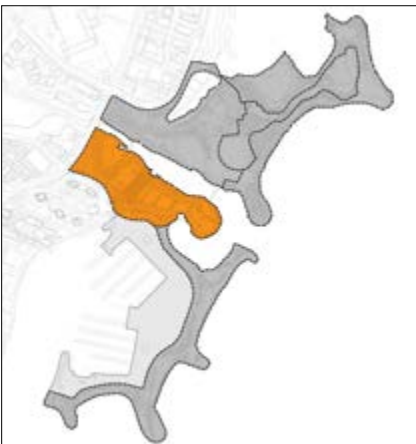
An unified Park Core

West Entrance Market

The main entrance into the west peninsula of the park has the potential to define and establish the park’s character and identity.

This area comprises half of the central core of the park and is made up of mostly parking (which is home to the re-occurring farmers market), a park pavilion, two boat launches and road that provides access to the private boat clubs. It is also contains the largest area of urban lawn within the park as well as a portion of the main east-west cycling route and Waterfront Trail.

This area is described in further detail in **Section 5.4 - West entrance Market.**



The West Entrance Market

Western Peninsula

The Western Peninsula is defined by the service road which currently organizes this area of the park, providing access to the boat clubs along the north side, the parking for the dogs off-leash dog area and informal lawns.

The Western Peninsula offers some of the most dramatic views, opportunities for enhanced picnic areas and passive recreation and areas of coastline and landforms that could be considered for establishing new habitat.

This area is described in further detail in **Section 5.5 - Western Peninsula.**



The Western Peninsula

East Entrance Meadow

The Eastern park entrance and landscape form the remaining part of the central core of the park. The proposed East Entrance Meadow is also the future site of a new park building being considered and designed to integrate and complement the guiding principles of the Master Plan.

The Master Plan proposes to reduce parking and paved surface, maximize the new meadow area to enhance the naturalized character of this area of the park and will provide a strong sense of place and celebrate the openness and existing natural character. This will also serve as an example of sustainable development and green design.

This area is described in further detail in **Section 5.6 - East Entrance Meadow**.

Ponds & Linear Wetland

The existing ponds and water channel are one of the key defining features of Humber Bay Park. Providing habitat as well as recreational uses, the ponds will continue to play an important role within the park.

The Master Plan proposes improving the layout and configuration of the ponds and maintaining the existing naturalized water channel, to ensure they function and are enjoyed for generations to come.

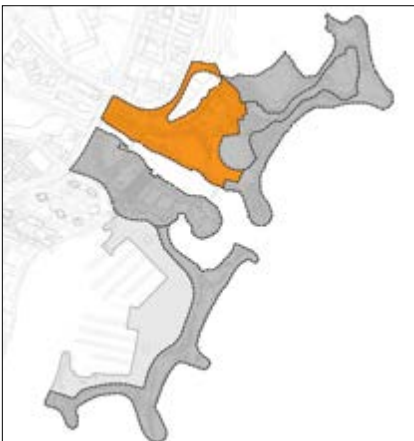
This area is described in further detail in **Section 5.7 - Ponds & Linear Wetland**.

Eastern Naturalized Peninsula

With stunning views of the downtown Toronto skyline, a wide naturalized shoreline and adjacent open meadow, the Eastern Naturalized area of Humber Bay Park is truly a remarkable space that needs to be protected, enhanced and enjoyed.

The Master Plan will include strategically placed lookouts and observation decks usable for fishing activities and maintaining existing trails and controlled pedestrian access through the area and to the shorelines to ensure the protection and establishment of important habitat areas.

This area is described in further detail in **Section 5.8 - Eastern Naturalized Peninsula**.



The East Entrance Meadow



The Ponds & Linear Wetland



The Eastern Naturalized Peninsula

5.3 A UNIFIED PARK CORE

The two halves of the park will be integrated through improved physical connections, shared amenities and complementary programming.

Core Connections

The core of Humber Bay Park will act as the main place of arrival into the park. It is defined by the West Entrance Market and East Entrance Meadow areas.

In order to create an integrated Park Core, it is vital to establish new physical and perceived relationships between the two halves. Rather than being a dividing element, Mimico Creek's role will change to become a central feature in the park.

Physical Connections

Through the creation of a hierarchy of pathways and new bridge connections between Humber Bay Park East and West, a new connection will allow improved access throughout the park, focusing the higher intensity activities within the core of the park and leaving the rest of the peninsulas available for more passive recreation and for habitat enhancement.

Enhancements to existing structures and the construction of a proposed new crossing are subject to review by the TRCA with regards to impacts to flooding and shoreline hazards.



A primary loop uniting the Park Core

Visual Connections

Views to and across Mimico Creek are currently limited. By providing increased porosity at the shoreline and creating spaces for viewing the Creek from the bridges, visitors will begin to experience the park as a whole, rather than two separate and disconnected spaces.

Implied Connections Through Complimentary Programming

By purposefully linking the two halves of the park, it will be possible to encourage the shared use of amenities and to strengthen the most successful characteristics of each side of the park. The west park is a more active park, accommodating a number of intensive activities such as the farmers market, family picnics, dogs off-leash area, boat clubs and other activities that are often reliant on vehicular access. The east park is a quiet, naturalized space that would benefit from reduced vehicular traffic. Enhanced connections in the Park Core will allow the generous parking facilities in the west park to support the naturalized spaces and future programmed activities in the east park.



Mimico Creek is the central feature of the Park Core.

Recommendations

1. Widen or twin the Mimico Creek Bridge to provide a generous primary connection across the creek, reducing cyclist and pedestrian conflicts;
2. Install a new pedestrian bridge at the mouth of Mimico Creek to alleviate congestion on the northern bridge and establish new access route to western parking area;
3. Improve the existing east-west pedestrian connections along Lake Shore Boulevard West;
4. Implement a wayfinding strategy to communicate key features and programming within the park. Due to the general and dispersed nature of the wayfinding strategy, this item is not graphically depicted on illustrated plan;
5. Create a continuous and accessible pathway loop between the east and west sides of the park;
6. Provide new viewpoints and lookouts to Mimico Creek that integrate the mouth of the creek and wetland embayments into the Park Core;
7. Consider opportunities for fish habitat associated with new bridge abutments;
8. Establish a new small craft boat launch (canoe and kayak) adjacent to new farmers market;
9. Implement a parking strategy that redistributes parking based on patterns of use and programming, while providing access to the entire park within a 5 to 10 minute walk;
10. Provide improvements to lighting and night-time access that are focused around the core pathway circuit.



Illustrated plan of the Park Core

5.4 WEST ENTRANCE MARKET

The flexible Market Square will provide a place for community gathering and serve as a new defining feature for Humber Bay Park.

A New Market Square

The West Entrance Market is defined by a new plaza, planted with a grid of trees, paved with a permeable unit paver system and furnished with ample seating and shade structures. The space is intended to be inviting at all times of the year and designed to accommodate small-scale community activities such as the seasonal farmers market.

The conversion of a portion of the parking into a sustainably designed market space will add to the functionality of the space, reduce heat island effect and provide a strong sense of arrival to the park.

A Versatile Space

The layout of the space and placement of permanent site elements will be organized to accommodate market stalls and aisles for pedestrian movement and flow, with the possibility of converting the space to temporary overflow parking during events that draw large crowds, such as Canada Day fireworks and the CNE air show.

The Market Green

The northernmost parking lot will be redesigned as a gently sloping lawn with additional shade trees. The space will serve as a new green gateway, framing the market plaza while also organizing circulation and decreasing the amount of asphalt surface in the park.

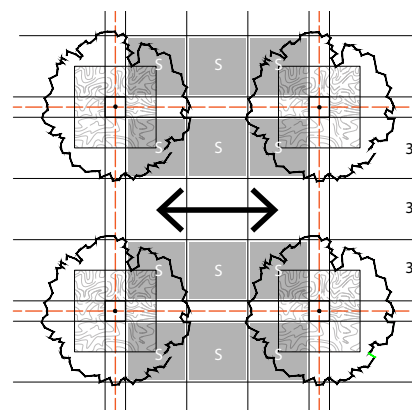
The Market Green will provide a large casual seating and picnic area in the summer and can serve as a small toboggan hill during the winter months.

Optimized Parking Facilities

The vast expanses of asphalt paving will be reduced and by resizing parking spaces to current standards, with the potential for overflow parking in the Market Square. The reconfigured parking facilities will accommodate the same number of vehicles, or more.

Conflicts between pedestrians, cyclists and vehicles will be resolved by relocating the vehicular entrance to the parking lots and separating pedestrian and cyclist crossings.

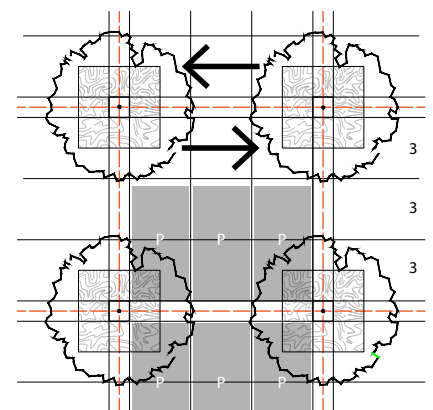
Additional measures to clarify circulation and wayfinding are described further detail in **Section 6.0 - Park Components**.



A 3m x 3m tree planting grid can accommodate market stalls

Recommendations

1. Improve park visibility, street presence, sense of entry and access at Lake Shore Boulevard West;
2. Reallocate parking to create Market Square & Market Green;
3. Resolve conflicts between pedestrian & cyclist routes at Waterfront Trail and Mimico Creek bridge;
4. Resolve conflicts between pedestrians, cyclists and vehicles at Humber Bay Park West;
5. Relocate the parking area entrance to eliminate conflicts with Waterfront Trail;
6. Improve views to Lake Ontario;
7. Improve views to Mimico Creek;
8. Provide accessible picnic areas;
9. Provide naturalized children's play area;
10. Improve accessibility for all users ;
11. Provide new canoe / kayak launch ramp with drop-off space;
12. Provide ample uncompacted soil volume to aid in the establishment of a healthy tree canopy in the Market Square.



The 3m x 3m grid allows for overflow parking spaces and drive aisles



Illustrated plan of the West Entrance Market

5.4 WEST ENTRANCE MARKET

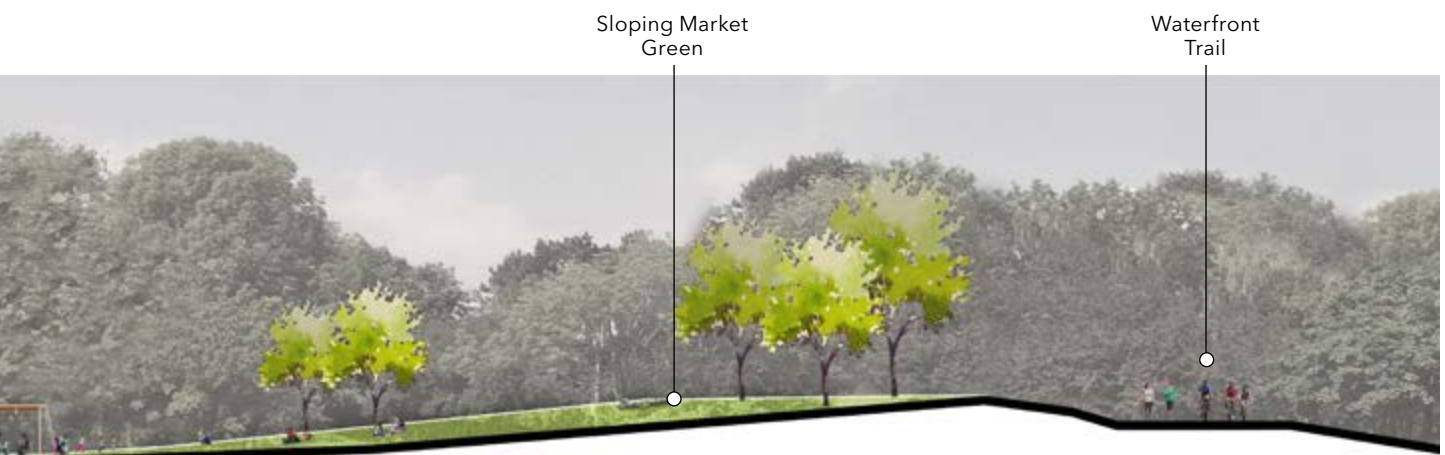
The West Entrance Market will be a show piece and precedent for an integrated sustainable design.



The West Entrance Market will provide a year-round community space that will serve as a new defining feature for Humber Bay Park



Section through the reconfigured western parking, highlighting new social and ecological spaces and the proposed adjustments in grade, planting and materials



Sloping Market
Green

Waterfront
Trail

5.5 WESTERN PENINSULA

The full potential of the Western Peninsula will be realized through a subtle reorganization of existing site elements.

A Linear Park

The Western Peninsula is a narrow, linear park space that borders Lake Ontario. It is a well used park space with mown lawns, shade trees, small areas of naturalized plantings and a long rocky shoreline the offers spectacular views of Lake Ontario.

Maximizing Park Space

The existing roadway is proposed to be relocated north toward the boat club fenceline, leaving a vegetated berm and existing tree lined buffer. This will increase the amount of useable park space south of the roadway, providing opportunities to realign the multi-use pathway and creating alternate routes through the landscape.

Parking lots will be relocated from each of the points, opening up new park space available for active and passive recreation, as well as for enhancement and protection of the natural habitat.

Improving Shoreline Access

The south facing shoreline is the most striking feature of the West Peninsula, drawing visitors in large numbers in the summer months.

Physical access to the water's edge could be improved with accessible pathways and platforms across the rugged shoreline. Views to the Lake and to the City skyline could be improved by framing views, strategic clearing of vegetation and providing raised landform to allow views over and beyond the revetment stones.

Improving the Quality of Park Space

Naturalized areas will be protected to allow for an establishment period. Pathways, materials, lighting and site furnishings will be upgraded in the more heavily used areas of the park, such as the landscaped points and the dogs-off-leash area, which is discussed in further detail in **Section 6.0 - Park Components**.

Optimized Parking

By reconfiguring the parking to be perpendicular along the new roadway, the parking can be distributed more evenly along the peninsula and capacity can be increased at the westernmost end, where there is additional demand.

Recommendations

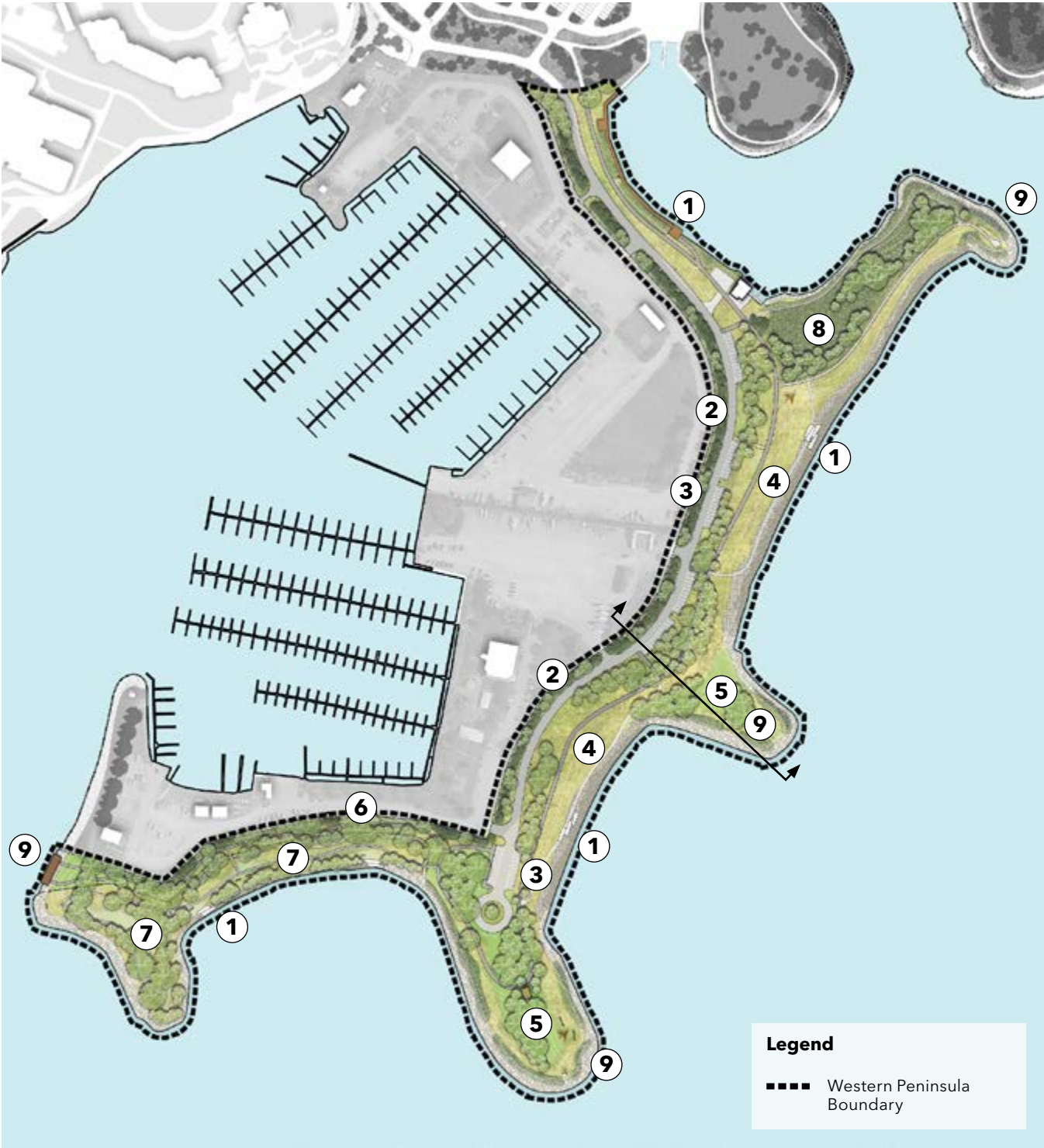
1. Improve shoreline access;
2. Relocate roadway to maximize useable park space;
3. Reconfigure parking lots to accommodate current patterns of use, maximizing park space and protecting habitat areas;
4. Realign multi-use pathway to provide a more varied landscape experience;
5. Improve recreational spaces at shorelines and points;
6. Improve pathways to westernmost point of peninsula and dogs off-leash area and enhance habitat;
7. Reconfigure dogs off-leash area to accommodate current patterns of use along shoreline;
8. Improve access to enhanced naturalized peninsula;
9. Provide lookouts and landforms for views to Lake Ontario over revetment stones.



Example of perpendicular parking in High Park



Perpendicular parking provides accessible access to park space



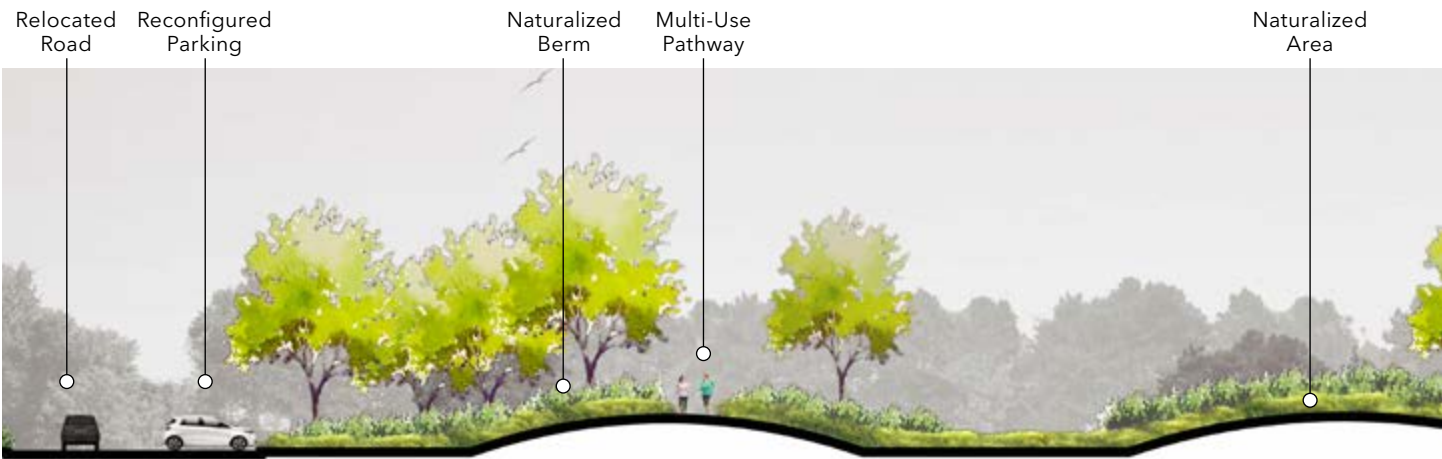
Illustrated plan of the West Peninsula

5.5 WESTERN PENINSULA

The reconfigured Western Peninsula provides an opportunity to balance vehicular and pedestrian access, while improving the park's amenity space and ecological footprint.



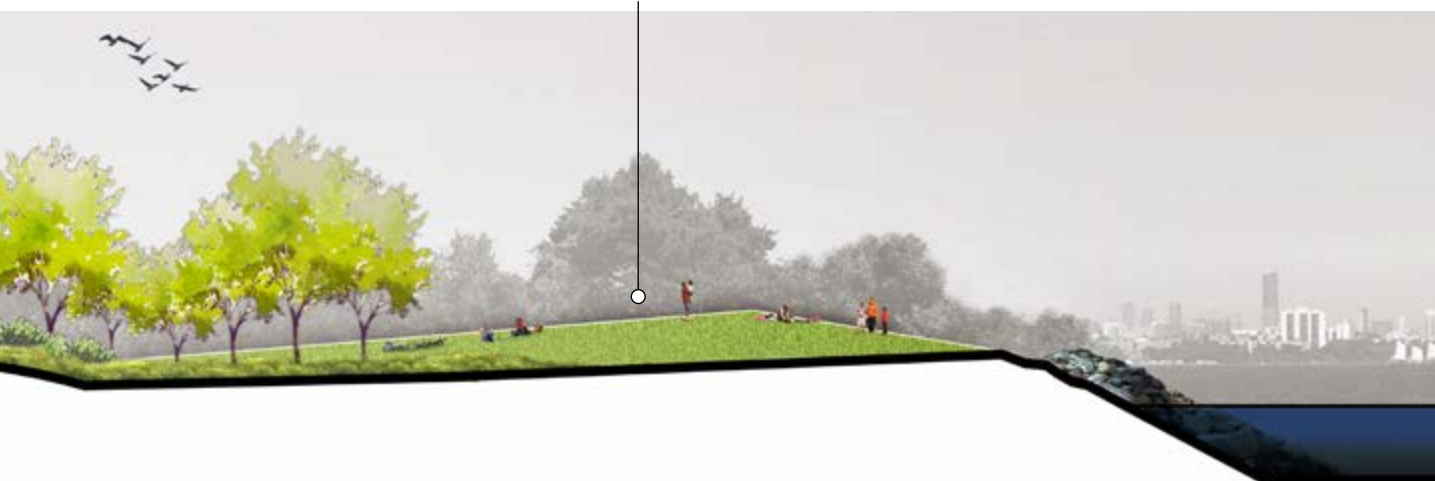
The new park space created by the removal of parking areas on the points of Humber Bay Park West will be regraded to provide recreational spaces, lookouts and habitat area.



Section through the central point along the West Peninsula showing the proposed manipulation of grade to provide access to the stunning views of downtown from the park



Enhanced peninsula
recreational spaces



5.6 EAST ENTRANCE MEADOW

The East Entrance Meadow is where the quiet, naturalized, remote and picturesque side of Humber Bay Park reaches out to meet the City.

A New Defining Landscape

Defined by rolling hills, groups of shade trees and a lush pollinator meadow, the east entrance to the park will introduce visitors to the more the naturalized landscape of Humber Bay Park East.

A key feature of the East Entrance Meadow will be an arrival court, adjacent to the new park building, described in **Section 6.9 - Architectural Improvements.**

Wayfinding signage and trail heads would be placed within arrival court with directions to key interpretive features within the park.

Putting Habitat at the Forefront

The new pollinator meadow will significantly increase habitat within the park, but will also serve as a complement to the existing butterfly garden in Humber Bay Shores.

The reduction of the amount of paved surface at the entrance to the park will reinforce the role of Humber Bay Park as a naturalized habitat park with rich interpretive and educational opportunities.

Waterfront Connections

The East Entrance Meadow will create a signature landscape that extends up to meet Marine Parade Drive and helps to define the park entry and invite park users into the park and improve wayfinding.

Pathways within the park will also be simplified, providing clear access to the Waterfront Trail and improved views to internal park features.

Rethinking Parking and Vehicular Circulation

As part of the increased connections between the east and west halves of the park defined by the Park Core, visitors will be encouraged to park in Humber Bay Park West and use the new pedestrian connections to reach the east side of the park.

This shared use of parking in the west half of the park will allow the amount of parking in the East Entrance Meadow to be reduced, allowing the creation of a striking entrance to the park.

The reconfigured parking area will improve the overall site integration, and reinforcing the unique character of the Humber Bay Park East.

The roadway into the site will be shortened, reducing the number of pedestrian crossings required.

Recommendations

1. Reconfigure parking lots to reduce overall surface area and visual impact of asphalt surfaces;
2. Introduce a new pollinator meadow and landform gateway landscape;
3. Create a new entrance court and wetland lookout at new park building;
4. Provide separate pedestrian & cyclist routes to Mimico Creek bridge;
5. Improve and make accessible boardwalk connections to the ponds and linear wetlands from parking lots and park entrance;
6. Reconfigure the west pond shoreline and integrate pond the accessible edge with park circulation;
7. Provide a new accessible pathway to new bridge across Mimico Creek;
8. Improve and reinforce accessible connections to the park from Humber Bay Shores;
9. Improve views to Mimico Creek and wetland embayments;
10. Improve visibility and access along Lake Shore Boulevard West and Marine Parade Drive;
11. Provide accessible picnic areas around recreational pond;
12. Provide a setting for the new park building in Humber Bay Park East.



The East Entrance Meadow



Illustrated plan of the East Entrance Meadow

5.6 EAST ENTRANCE MEADOW

By decentralizing and reducing the parking in the East Entrance Meadow, the landscape of Humber Bay Park East will be dramatically transformed.



The parking area for Humber Bay Park East will be reorganized and regraded, creating a large pollinator meadow



Building and topography are integrated to create a unique undulating ecology framing views and pathways



5.7 PONDS & LINEAR WETLAND

The ponds at the centre of the Humber Bay Park East will be reconfigured to improve overall function, water quality and establish new aquatic and riparian ecologies.

The Heart of the Park

The revitalized ponds and linear wetland will serve as a community resource for seasonal programming and education, as well as enhancing the park as a whole by improving habitat areas.

Reconfigured Inland Ponds

The central and easternmost ponds will be converted to an online habitat pond and a linear wetland.

The westernmost recreation pond will be rehabilitated by reshaping the pond edge to create an accessible promenade that is integrated into the circulation system of the park.

A reduction in water surface area will serve to improve circulation and reduce water temperatures, which in turn, should reduce the algae growth in the pond system as a whole. The technical aspects of the water system are described in further detail in **Chapter 6.3 - Ponds & Linear Wetland**.

New Aquatic and Riparian Habitat

Changes to the configuration of the ponds will contribute to enhanced overall habitat diversity by increasing the area of terrestrial and riparian habitat that has established itself along the existing water channel.

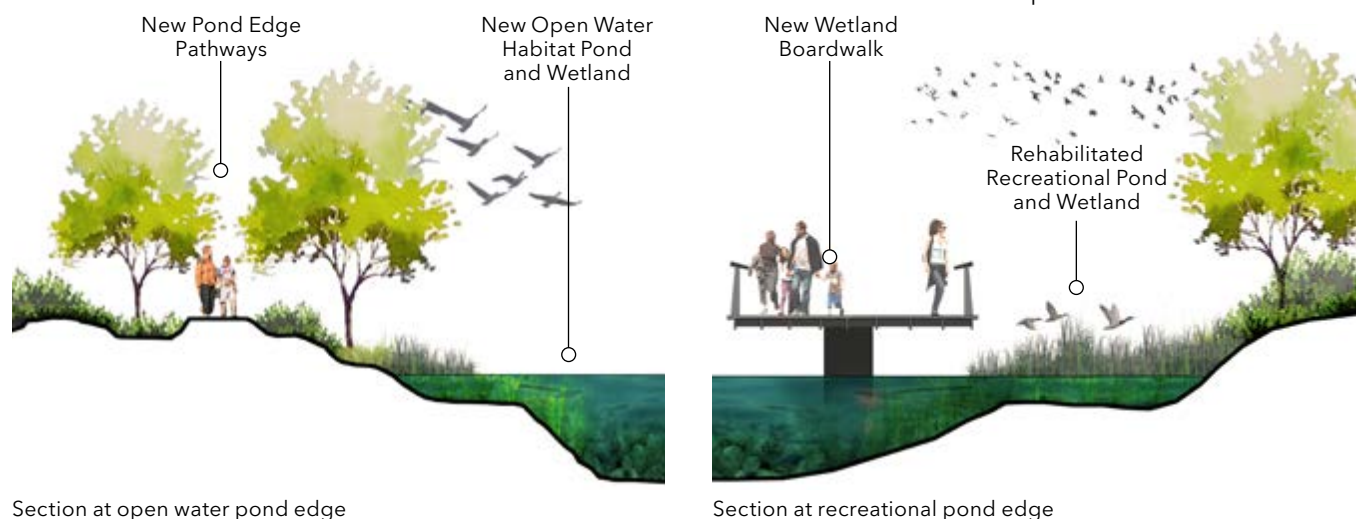
The creation of the open water habitat pond will introduce an enhanced aquatic habitat, with the potential to attract new species to the park including turtles and wading birds.

New Recreational, Interpretive and Educational Opportunities

By focusing the seasonal recreational opportunities in the west pond, wetland boardwalks and lookouts will provide opportunities for more intimate wildlife and wetland observation in the linear wetland and open water habitat pond.

Recommendations

1. Improve the recreational pond to allow seasonal programming (e.g. model boating, skating);
2. Rehabilitate the center pond to create a new linear wetland to improve flow and water quality;
3. Rehabilitate the east pond to create an open water habitat;
4. Rehabilitate the existing water channel to reduce algae blooms;
5. Improve access to pond edge and provide accessible wetland bridges, boardwalks and an accessible trail loop;
6. Improve the relationship between the new park building and rehabilitated ponds with lookouts and educational opportunities;
7. Reconstruct the existing water channel and weir bridges to afford safer vehicular maintenance access;
8. Restore the existing amphitheater for wetland observation and educational programming;
9. Improve overall water quality within the pond and channels by adjusting water depth, temperature and circulation.





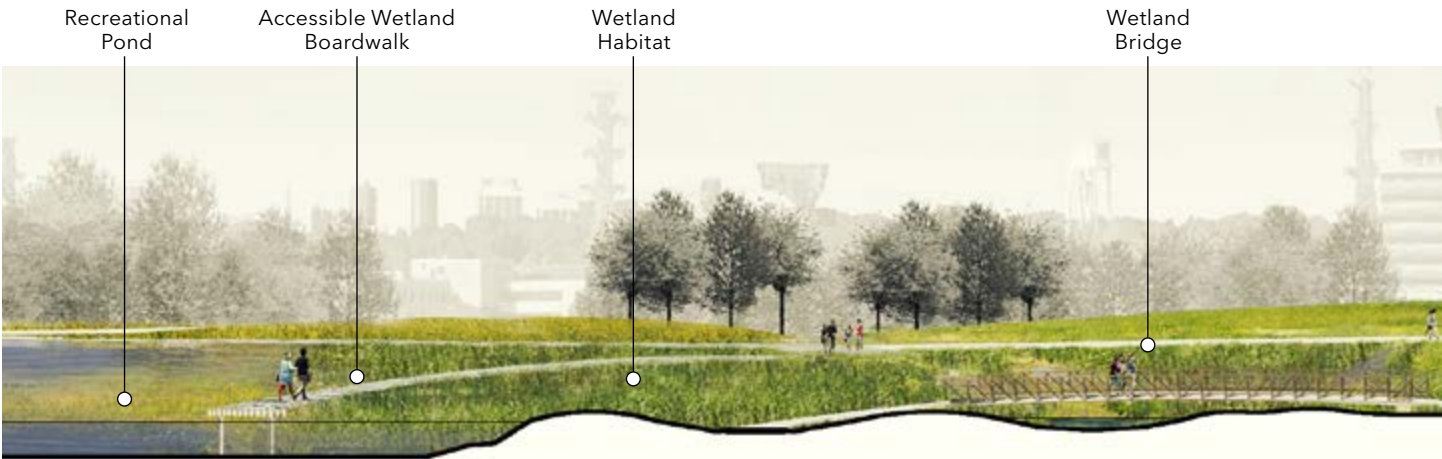
Illustrated plan of the Ponds & Linear Wetland

5.7 PONDS & LINEAR WETLAND

The ponds and linear wetland can become a centre for active recreation in the park, while providing unique interpretive and educational opportunities and new wetland habitats.



View across the linear wetland towards the recreational pond illustrating seasonal recreation



Section through the rehabilitated ponds and linear wetland showing increased water depths and vegetation cover



Linear Wetland
Channel

Accessible Wetland
Boardwalk

Open Water
Habitat Pond



5.8 EASTERN NATURALIZED PENINSULA

The setting of the Eastern Peninsula is so spectacular that it is possible for a moment, to forget that the park is only steps away from a densely populated metropolis.

A Hidden Gem

The eastern peninsula of Humber Bay Park is rugged and beautiful. The far reaches of the eastern peninsula offer moments for rest and contemplation where one can experience reprieve from urban life while taking advantage of some of the most dramatic views of the lake and City skyline.

Protection and enhancement of the existing character and naturalized habitat areas will be a priority.

The minimal changes proposed will include habitat enhancement, lookouts, improved pathways and signage as well as programming for more passive recreation, including wildlife observation and fishing.

Improving Shoreline Access

Improved access to the south rocky shoreline could be provided in the form of large slabs or revetment steps, to aid in negotiating the rough terrain.



Views towards the lake and City skyline

The secluded east shoreline near the point of the peninsula will remain intact, but the large stones will be reorganized to discourage activities such as fires and littering.

Views to the Lake and to the City skyline will be improved by framing views, strategic clearing of vegetation and providing raised landforms to allow views beyond the revetment stones.

Improving Accessibility to Naturalized Park Space

Subtle upgrades to pathways, materials and site furnishings will significantly increase the accessibility to the eastern peninsula.

Pathways will be resurfaced to create uniform surfaces and benches will be introduced that are accessible from the pathways.

The introduction of wayfinding signage and distance markers will also aid in planning a route through the park that meets all park users needs and abilities to make the park accessible for all.



Naturalized meadow landscape

Recommendations

1. Improve accessibility to the east peninsula by resurfacing pathways and providing alternative routes and improved wayfinding;
2. Improve access to the shoreline from the main path;
3. Enhance the quality and increase the size of successful habitat areas;
4. Rehabilitate and temporarily limit access to habitat areas in decline to provide an establishment period;
5. Introduce nesting structures for bird species of local concern (e.g. barn swallow and chimney swift);
6. Provide access to new recreational nodes at the east embayment;
7. Introduce wayfinding and interpretive signage at key points along pathways;
8. Realign the pathway to the Air India Memorial to resolve the grade change and create a ceremonial pathway and to provide a better accessible connection.
9. Improve connections and reduce conflicts at the bridge from Humber Bay Shores Park;
10. Maximize opportunities to view Mimico Creek and the inland water features;



Illustrated plan of the Eastern Naturalized Peninsula



View toward the City skyline from Humber Bay Park East

PARK COMPONENTS



6.1 VEHICULAR ACCESS

The Master Plan proposes an overarching rethink of the internal vehicular layout in order to achieve a more integrated site design.

Park Vehicular Access

Vehicular access within the park should be minimized where possible and re-positioned as to prioritize and maximize the potential of available park space for programming and habitat. Updated vehicular routes are to be coordinated with proposed parking, pedestrian pathways and cycling trails to minimize conflicts.

Maintenance Access

Routes for service vehicles are to be coordinated with parks maintenance and operations staff to ensure the dimensions of vehicles and turning radii can be accommodated on all multi-use paths and specified service/ bridge crossings and at sensitive habitat areas (e.g. Eastern Ecological zone), to ensure areas are protected. Staff training also recommended to support new infrastructure and habitat enhancements.

Emergency Access

Primary circulation routes and bridges are to be designed to accommodate emergency fire and ambulance vehicles loading and dimensional requirements.

Design & Materials

All vehicular access and service / emergency access routes must be designed to meet structural loading and snow removal requirements.

Permeable Paving

Where possible, the quantity of impervious pavement material should be reduced. Proposed pavements should be replaced with porous and self-draining materials wherever possible.

Curbs

As a go forward action, continuous lengths of raised curbing should be minimized. Proposed localized curbing to have openings at regular intervals in order to direct all surface run-off to bioswale and infiltration zone locations.

Speed & Crossing Controls

Traffic calming measures, including new crosswalks, signage and raised table tops (at pedestrian and cyclist crossings) to be located at key locations in order to reduce conflicts and to reduce vehicular speeds.

Recommendations

- Reduce vehicular circulation routes within the park;
- Reconfigure and consolidate vehicular circulation routes to maximize park space;
- Improve emergency access to heavily used or programmed spaces (dogs off-leash area, ponds, etc.);
- More clearly define maintenance and operations access points and practices within the park;
- Improve intersections and crossings within the park to reduce conflicts between vehicles, cyclists and pedestrians;
- Incorporate low-impact development (LID) and best management practices for stormwater management into the design of roadways and paved surfaces.



Provide maintenance access on primary park pathways



Curb with openings to allow drainage to bioswales, Durham College, UOIT



Distinctive pavement markings at trail crossings, Lower Don trail, Toronto



Potential vehicular access to and within Humber Bay Park

6.2 PARKING

Develop a rationalized parking strategy that meets required parking needs while reducing the extent of paved surfaces.

Parking Redistribution

The Master Plan does not recommend a significant reduction in the total number of available parking spaces, but rather it suggests the redistribution of parking within the park as a whole. Suggested changes to parking distribution within the park are based on the analysis of historical data, scale comparisons and patterns of use, as well as the functional requirements related to improvements to programming and amenities listed in the Master Plan.

In order to reduce the visual and physical impact of parking within the landscape, the Master Plan recommends that large parking lots be broken down into smaller, decentralized parking areas, that better integrate with the to the character of the park. Resizing of parking spaces and access lanes will ensure that the overall paved surface is reduced, while ensuring safe access and maneuverability. A reduction in the amount of pavement will allow for the creation of more useable park space, stormwater treatment and habitat.

Decentralized parking in the Humber Bay Park West Peninsula

The small parking lots on the points of the west peninsula will be redistributed along the south side of the driveway. This new arrangement, will allow the limited space on the points to be reclaimed as park and open space for additional recreational use and protected habitats.

The proposed perpendicular parking configuration is similar to other large parks in the City, including High Park, allowing direct access to the park increased accessibility to the length of the shoreline, with the added benefit of providing some traffic calming along the roadway.

Flexible surfaces in the Humber Bay Park West Entrance Market

As part of the Humber Bay Park West Entrance Market improvements, the northernmost parking lot should be reconfigured as a flexible market space, with enhanced paving materials, to serve as an accessible community space that will have the potential to accommodate the smaller-scale events and markets that occur throughout the summer and fall seasons.

The space should be configured to allow overflow parking if required, during significant events. The remainder of the parking lot should be reconfigured to provide smaller, passenger vehicle-sized spaces, while preserving sufficient truck and trailer spaces to accommodate the existing large boat launch including pick-up/drop-off at the smaller non-motorized boat launch.

An organic approach to parking in Humber Bay Park East

The large continuous parking lot in Humber Bay Park East should be reduced in size to accommodate the needs of park users, while reducing the number of off-site users.

To achieve this the Master Plan recommends that the parking spaces be arranged along a reconfigured entrance drive, with the inclusion of pick-up / drop off and bus laybys in proximity to the new building. The smaller scale of the parking areas will provide opportunities to increase the area of the pollinator meadow and create a more striking landscape entrance.

An integrated parking strategy

The Park Core will be reconfigured in order to create an increase in connections between Humber Bay Park East and West, allowing amenities on both sides of Mimico Creek to be shared.

The design of the West Entrance Market will be better suited to larger parking volumes, while the East Entrance Meadow lends itself better to a smaller scale vehicular access. Within the Park Core, the Master Plan recommendations result in a net reduction of 47 spaces, approximately 10% overall, which is still well above the average parking counts for large City parks.

Design & Materials

The design of parking areas should take into consideration both overall park aesthetic and sustainable best practices, including the use of porous, permeable surfaces and pavements and incorporation of bioswales and water treatment.

Recommendations

- Reduce paved impervious surfaces where possible;
- Incorporate bioswales, planting islands low-impact development (LID) and best management practices for stormwater management into the design of parking areas where possible;
- Provide parking spaces that meet the AODA criteria for accessible parking throughout the park;
- Ensure adequate parking space for a various modes of transportation, such as boat trailers, etc.



West Peninsula Parking: The total number of parking spaces on the West Peninsula is proposed to be increased from 60 spaces in the 3 existing lots, to 84 spaces along the length of the roadway.

- A1. Dogs Off-Leash Lot
22 Spaces
- A2. Humber Bay Park West Lot
24 Spaces
- A3. Humber Bay Park West Lot
24 Spaces
- A4. Humber Bay Park West Lot
14 Spaces



West Entrance Market Parking: The number of permanent parking spaces in the West Market Entrance is proposed to be decreased from 224 spaces, to 155 spaces, with flexibility for an additional 84 spaces within the market plaza.

- B1. Humber Bay Park West Lot
155 Spaces
- B2. Market Plaza Overflow Lot
85 Spaces

East entrance Meadow Parking: The number of parking spaces in the East entrance Meadow, is proposed to be decreased from 228 spaces in the existing lot, to 166 spaces, distributed along the reconfigured loop driveway.

- C1. Humber Bay East Loop
166 Spaces

6.3 ACTIVE TRANSPORTATION

Encourage a variety of modes of transport to and from the park to reduce vehicular travel and parking requirements within the park.

Active Transportation

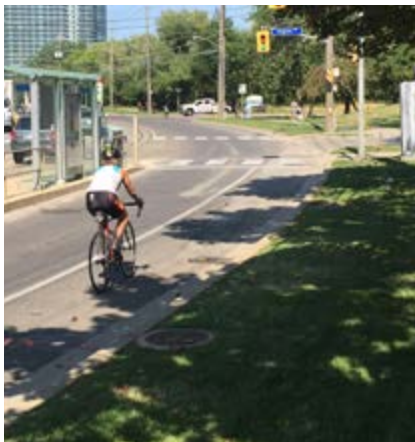
The Waterfront Trail

Bisecting the northern edge of the park, the Waterfront Trail is an important active transportation route and connection to the network of waterfront parks, naturalized shorelines and waterfront trails.

In order to reduce conflicts at key Waterfront Trail intersections within Humber Bay Park, improvements should include improved intersection treatments including in-pavement trail etiquette messaging and pavement markings, traffic calming design interventions and signage. All such improvements should be coordinated with and approved by Cycling Infrastructure and the City's Multi Use Trail Guidelines.

Walking

Pedestrian pathways through both parks will be upgraded to provide a trail hierarchy comprised of primary, secondary and tertiary trails, allowing safe access, while preserving the unique character of the site. In addition, a series of circulation loops throughout the site will allow for a range of experiences and activities accessible to all users.



Integration with the Waterfront Trail is an important objective of the plan.

Cycling

Through each park provide and delineate clearly marked cycling trails with safe transitions and clear sightlines. Bike parking and bike sharing stations are to be located at key points within the park and accessible at key park features and amenities for access by all park users.

Non-Motorized Watercraft

Provide a series of formal and informal safe access points for non-motorized watercraft at Mimico Creek and at sheltered points along Lake Ontario shoreline. It should be noted that minimal infrastructure and storage facilities can be introduced to support boating related operations.

Transit

TTC Bus & Streetcar

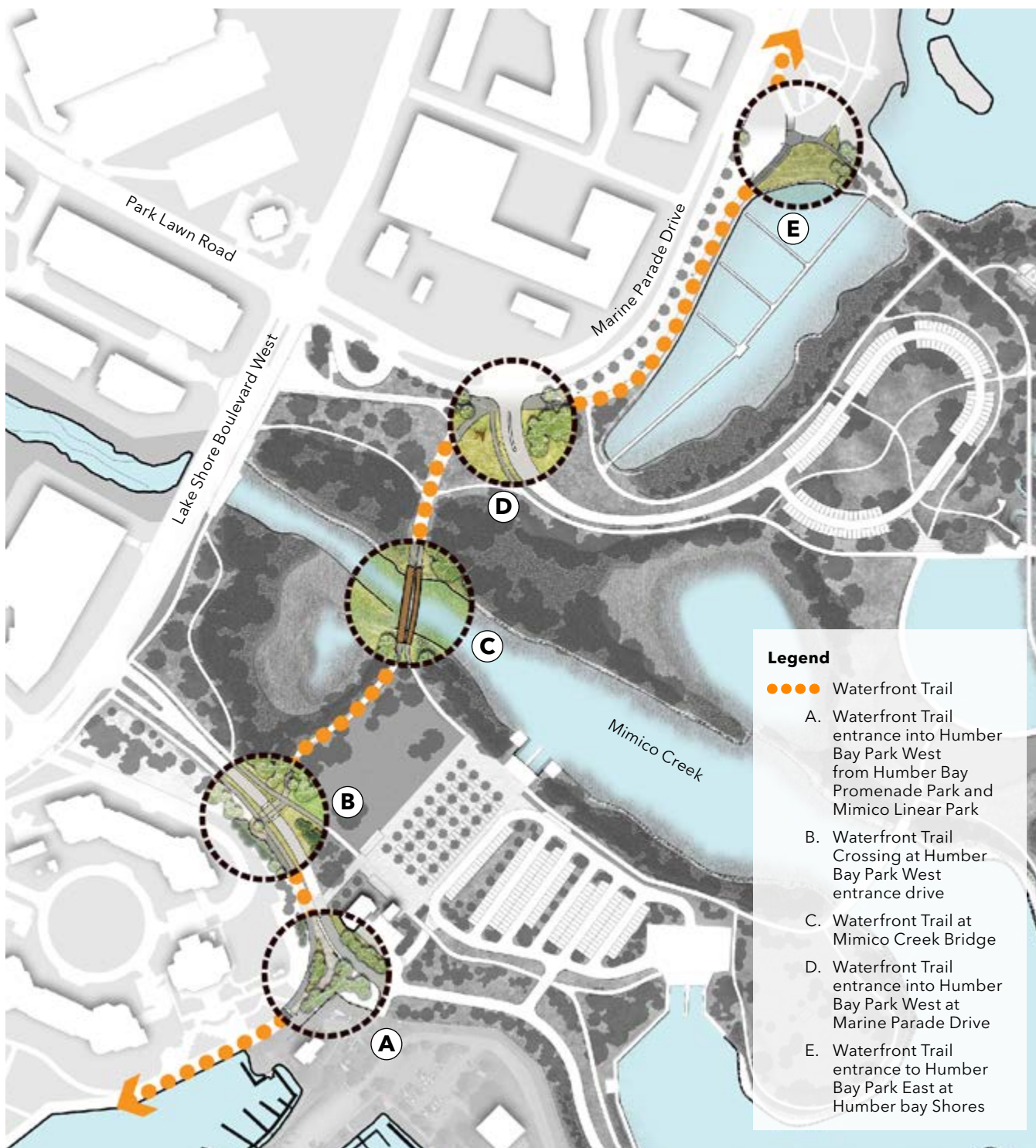
Bus stop access provides an alternative mode of transportation to and from the park. Bus stops are present near park entrances, however clear signage and access should be provided in coordination with the wayfinding and signage strategy.

Recommendations

- Clearly identify access points, stops and parking for alternative modes of getting to the park which include buses and bikes;
- Provide sufficient parking spaces for bikes in proximity to amenities within the park;
- Locate Bike Sharing Stations near the Waterfront Trail to promote connections to downtown by way of the trail.;
- Provide access and launch sites for non-motorized watercraft (canoes and kayaks);
- Ensure the process of getting to the park is accessible for all modes of transportation;
- Optimize public safety by minimizing potential conflicts between vehicles, cyclists and pedestrians.



TTC stops on the major adjacent streets provide access to the park



Waterfront Trail and key crossings through Humber Bay Park

6.4 PATHWAYS & TRAILS

Design a hierarchy of paths and trails that are safe, accessible, offer a range of experiences and are understandable to park users.

Pathway Hierarchy

Establishing a hierarchy of pathways and trails will allow users to experience Humber Bay Park’s unique character while controlling access and providing protection for sensitive naturalized areas. The Master Plan proposes three levels of trail hierarchy as follows:

Primary Pathways

The Master Plan identifies primary loops that integrate the core area of the park and a portion of the Western Peninsula. Primary paths within the park will be range from 2.5m to 3.0m wide and be accessible to all users. The paths will be well lit and able to support regular vehicular loading for maintenance purposes.

Secondary Pathways

Branching out from the primary pathways, the secondary routes will connect and transition into all areas of the park, linking shorelines, outlooks and open spaces. Secondary paths will designed to accommodate a range of users, while maintaining a more natural character. They will be a minimum of 2.1m in width and will include the wetland boardwalks, as well as the crushed limestone pathways.

Trails & Nature Paths

The trails and nature paths will take users through the more intimate and naturalized areas of the park. Trails may be compacted ground, or wood chip surfacing and are intended to have a minimal impact within the landscape. These trail may be seasonally inaccessible or blocked off to protect species during nesting periods. These trails will require periodic maintenance for levelling as well as pruning at the base of plant material to maintain sight-lines and sufficient clear overhead height.

Circuits & Loops

The Master Plan will establish a range of options and accessible pathways, providing different experiences throughout the park. They can also address seasonal needs, both and operational requirements, as well as protecting habitat during nesting and establishment.

Orientation & Information

Through strategically placed signage and the naming of paths and trails, users will be able to orient themselves and make more informed decisions regarding which paths to take to access different features and amenities within the park.

Distance & Route Planning

Proposed signage should include information regarding distances to connections and features within the park. This information will aid users in route planning to their destination.

Accessibility

Accessible paths and routes will be clearly identified at all pathway intersections and at key points of arrival. Wayfinding signage will to be designed with accessibility in mind and be aligned with the City’s Parks Parks and Trails Wayfinding Strategy.

Recommendations

- Re-evaluate existing physical access and circulation patterns;
- Safeguard existing sensitive habitats;
- Establish a hierarchy of pathways and connections that meet AODA criteria for accessible routes;
- Connect to existing routes on adjacent parkland and upgrade pathways as required to accommodate increased pedestrian and cyclist travel;
- Improve routes and walking and cycling experiences through Humber Bay Park;
- Improve visual connectivity within the park;
- Create a universally accessible sensory trail including wayfinding, habitat and nature interpretation;
- Optimize public safety by minimizing potential conflicts between vehicles, cyclists and pedestrians.



Asphalt surface for primary paths



Limestone surfaces for secondary paths



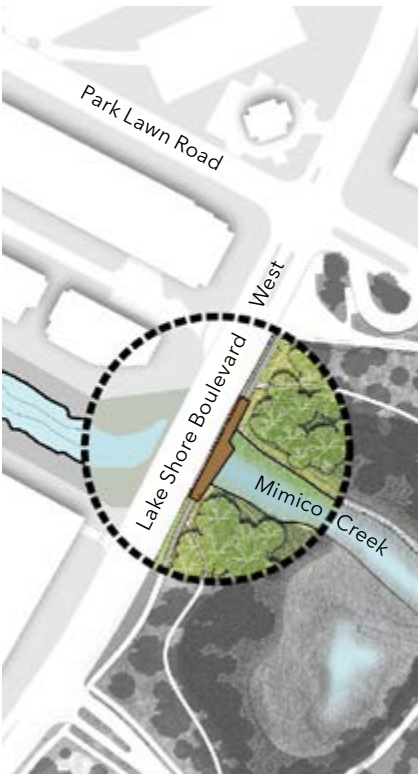
Potential network of pathways and trails within Humber Bay Park

6.5 BRIDGES & CROSSINGS

The experience of the water crossings are central to the concept of an integrated Park Core and will transform the two halves of the park into a greater whole.

Lake Shore Boulevard West Bridge

The existing Lake Shore Boulevard West crossing along the south sidewalk should be upgraded to provide a more generous pedestrian connection and a potential lookout over Mimico Creek. A reconfigured sidewalk and lookout would strengthen the identity of the park along Lake Shore Boulevard West and provide enhanced pedestrian connections to better integrate into the Park Core.

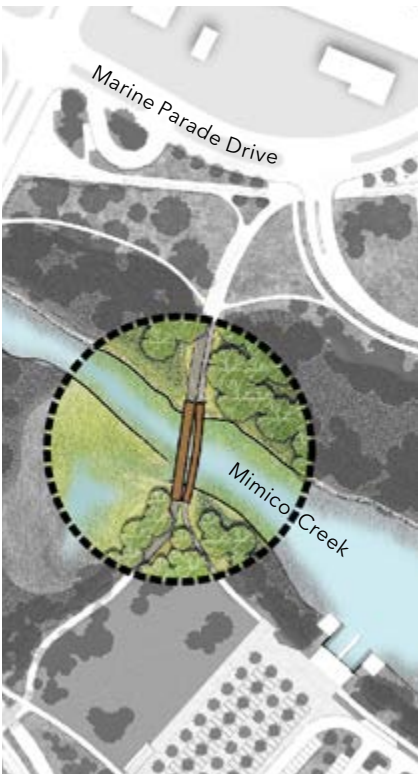


Lake Shore Boulevard West bridge lookout

Twinned Mimico Creek Bridge

The existing pedestrian bridge is a signature architectural feature that should be saved, restored and protected. Upgrades should include an audit of the existing bridge structure and replacement/ improvement of bridge decking and lighting. This bridge should be used as the primary pedestrian connection.

Construction of a new bridge should be considered immediately adjacent to the existing signature structure, provide a separate facility for cyclists and other users and to minimize conflicts along this segment of the Waterfront Trail. The proposed new bridge should have a simple and minimalist design to avoid visually competing with the existing signature structure.



Twinned Mimico Creek bridge

New Mimico Creek Bridge

At the mouth of Mimico Creek, a new pedestrian crossing is proposed to further integrate and reinforce the idea of the Park Core. The new connection would provide improved access between the main parking lots in Humber Bay Park West and the recreational amenities in Humber Bay Park East. It would also alleviate the conflicts caused by the large numbers of users crossing at the existing Mimico Creek Bridge and offer dramatic views to the Lake.

Shoreline edge treatments could also consider habitat enhancements and a recreational node near proposed bridge abutments.



New mouth of Mimico Creek bridge

Humber Bay Park East Crossings and Boardwalks

Toronto Water Stormwater Management Facility Crossing

The existing bridge at the City of Toronto stormwater management facility (A) is in good condition, however the bridge approaches should be redesigned to provide adequate visibility and lookout space to alleviate congestion in this area.

The limestone pathways leading to the bridge between Humber Bay Park and Humber Bay Shores Park should be upgraded with a wider asphalt surface to reflect the increasing pedestrian and cyclist traffic over the bridge.

Water Channel Crossing

The bridge over the water channel & waterfall (B) should be refurbished to provide a safe and even walking surface that is wide enough to accommodate maintenance and emergency vehicles.

Recreational Pond Weir Crossing

Similar to the water channel crossing, the bridge over the recreational pond weir (C) should be refurbished to meet accessibility requirements and provide adequate width and loading capacity to accommodate maintenance and emergency vehicles.

Wetland Boardwalks

Boardwalks (D) should meet all accessibility requirements and provide all-season access to the new recreational pond and an intimate experience of new wetland habitats.

Design & Materials

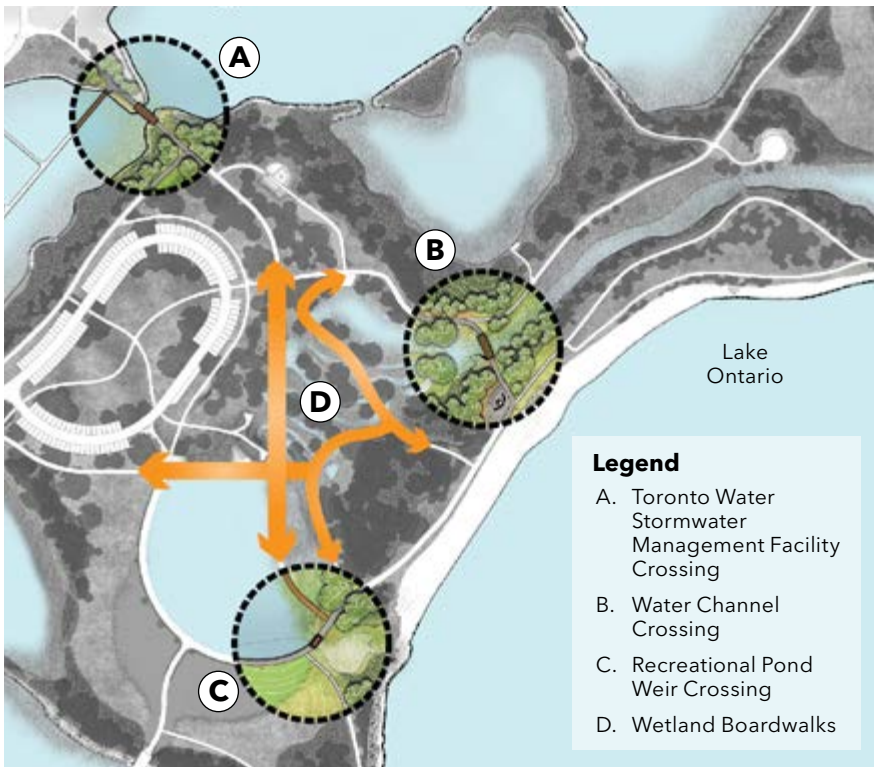
All bridges should be designed to meet TRCA permitting requirements, accessibility requirements and structurally capable of supporting maintenance and emergency vehicle loading.

Any new bridge design should have a clean, minimalist appearance and be compatible with existing structures within the park. New structures should not overwhelm their setting, or compete with the existing signature bridge over Mimico Creek.

Where possible, bridges and bridge approaches should offer views to the water by means of widened lookouts or viewing decks.

Recommendations

- Provide increased connectivity across Mimico Creek;
- Provide enhanced views to Mimico Creek, Lake Ontario and the ponds in Humber Bay Park East;
- New structures should accommodate future user needs and vehicular use;
- Upgrade existing structures to meet most current accessibility standards.



Bridges and boardwalks in Humber Bay Park East

6.6 PONDS & LINEAR WETLAND

Create a functional design for the artificial ponds and water channel that improves their ecological and recreational functions while reducing maintenance and operation requirements.

Inland Water Features

Recreational Pond

The main recreational pond (A) (most westerly pond) will be deepened to better accommodate programmed activities such as model boating in the summer months and informal ice-skating in the winter. The increased depth will also help to mitigate ongoing algae issues by reducing water temperature.

In order to raise the water level within this pond, the existing pond liner will be extended and the elevation of the existing outlet weir will be increased to maintain the required water levels.

Linear Wetland

The central pond will be reconfigured into a narrow serpentine linear wetland (B) to improve water flow and circulation and reduce stagnant water.

The linear wetland will be created by infilling the existing ponds to create a sinuous berm that will subdivide the ponds into a series of channels. The outlet of the linear wetland into the recreational pond, will be fitted with a weir to allow for water level control. Overall water quality within the system will be improved by increasing the length of the wetland system, reducing the surface area of the water and increasing water depths to reduce water temperatures and prevent the potential for algae blooms.

Open Water Online Habitat Pond

The easterly pond will be reconfigured into a broad, open water habitat pond (C) with a naturalized riparian edge.

Existing Water Channel

The easterly water channel (D) will remain in its existing configuration, with localized adjustments and modifications to improve water flow.

Pump System

The implementation of pond and water channel improvements will include alterations to the pump system aimed at enhancing the function of the system and improving water quality in the pond/wetland environment. These alterations will include:

- Retrofitting the pump inlet to draw water from a minimum of 2.0m below the surface of Lake Ontario;
- Providing a flow splitter at the 'summer' outlet from the pump system to enable the re-direction of flows from the pond system to the channel system as required.

Maintenance actions will include:

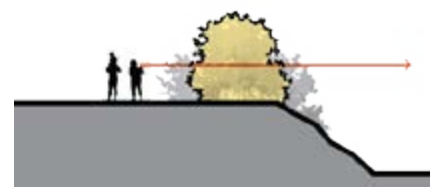
- Monitoring the pump inlet to identify obstructions;
- Removal of debris from the pump inlet and from the outlet weirs within the pond/channel system.
- Maintenance of the pumps and associated control and ventilation systems;
- Water level monitoring to identify water loss that could indicate the presence of a breach in the liner;
- Winterization and conversion of the system from summer to winter operation annually.

Access and Lookouts

A network of accessible boardwalks is proposed throughout the new wetland habitat and at the perimeter of the recreational pond, to provide year-round access.

New viewing opportunities will be provided through strategic vegetation management (D1) to create views into the established wetland habitats at the amphitheater space as well as at the more formal lookouts, boardwalks and platforms (D2).

In addition, the new building for Humber Bay Park East (D3) will be accessible from the waters edge boardwalks, offering access and viewing opportunities to activities on the recreational pond and for wildlife observation into the more naturalized wetland habitats.



Strategic Vegetation Management (D1): Adaptively manage vegetation in strategic areas to facilitate viewing opportunities to water bodies and create a natural visual observation point.



Accessible Wetland Lookout (D2): Create an accessible platform that allows physical interaction with the water edge, but not access into the water.

Recommendations

- Improve water quality and enhance existing habitats within the ponds and existing water channel;
- Improve habitat within ponds and consider habitat requirements when designing the edge conditions in the naturalized channels;
- Provide enhanced multi-season programming opportunities and access in and around the ponds and waterway;
- Address long-term sustainability objectives;
- Observation decks along the edges of these water bodies should consider long term effect on the water quality;
- Ensure the safety of users at all lookout locations;
- Consider sustainable materials for all look outs;
- Maximize opportunities for unique experiences at each of the lookouts;
- All platforms and lookouts to be integrated with a minimal impact to the site and habitat.



Potential improvements to the ponds and water channel within Humber Bay Park East

6.7 SHORELINE EXPERIENCES

Improve visitor interface at the shoreline through the creation of viewpoints, platforms and lookouts for passive recreation, observation and contemplation.

Shoreline Experiences

Humber Bay Park has an extensive shoreline edge that offers a variety of lookout points both into the park and onto the lake towards the downtown skyline. To this end, the Master Plan makes recommendations for enhancing the access, both physical and visual, of this striking and defining part of Humber Bay Park. The Master Plan does not recommend modifications or maintenance of the shoreline itself, as this is a TRCA regulated area.

Furthermore, all lookouts and shoreline interventions will be subject to TRCA review as well as feasibility studies, including geotechnical investigations.

Visual Access

There are a number of interventions that are proposed to provide new or enhanced views to the lake and Mimico Creek.

These interventions will take a number of different forms that will be designed to be site specific to the shoreline/edge condition, access requirements, safety and desired experience or views. See thumbnail images along the edge of the page for details.



Provide formal transition to water's edge

Physical Access

The Humber Bay Park shoreline is a dynamic and at times, a hazardous environment. Due to the nature of the materials used in the construction of the park, access into the water cannot be made safe. Where demand is greatest, stepped platforms (B1) that can withstand the wind and constant wave action of Lake Ontario are recommended to facilitate physical access across the rough shoreline terrain.

Each lookout or access point will be designed specifically for the shoreline condition that it relates to.

Recommendations

- Ensure the safety of users at all lookout locations;
- Consider sustainable materials for all look outs;
- Maximize opportunities for unique experiences at each of the lookouts;
- All platforms and lookouts are to be integrated with a minimal impact to the site and habitat.



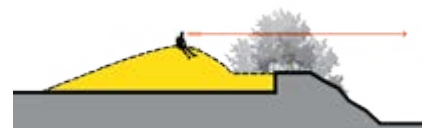
Create unique viewing platforms



Strategic Vegetation Management (A1): Adaptively manage vegetation in strategic areas to facilitate viewing opportunities to water bodies and create a natural visual observation point.



Revetment Lookout (A2): Raise ground level to create an even observation point at edges where the revetment is higher than the parks level.



Raised Landform Lookout (A3): Create berms above the visual edge along the shoreline to create unobstructed views across Lake Ontario.



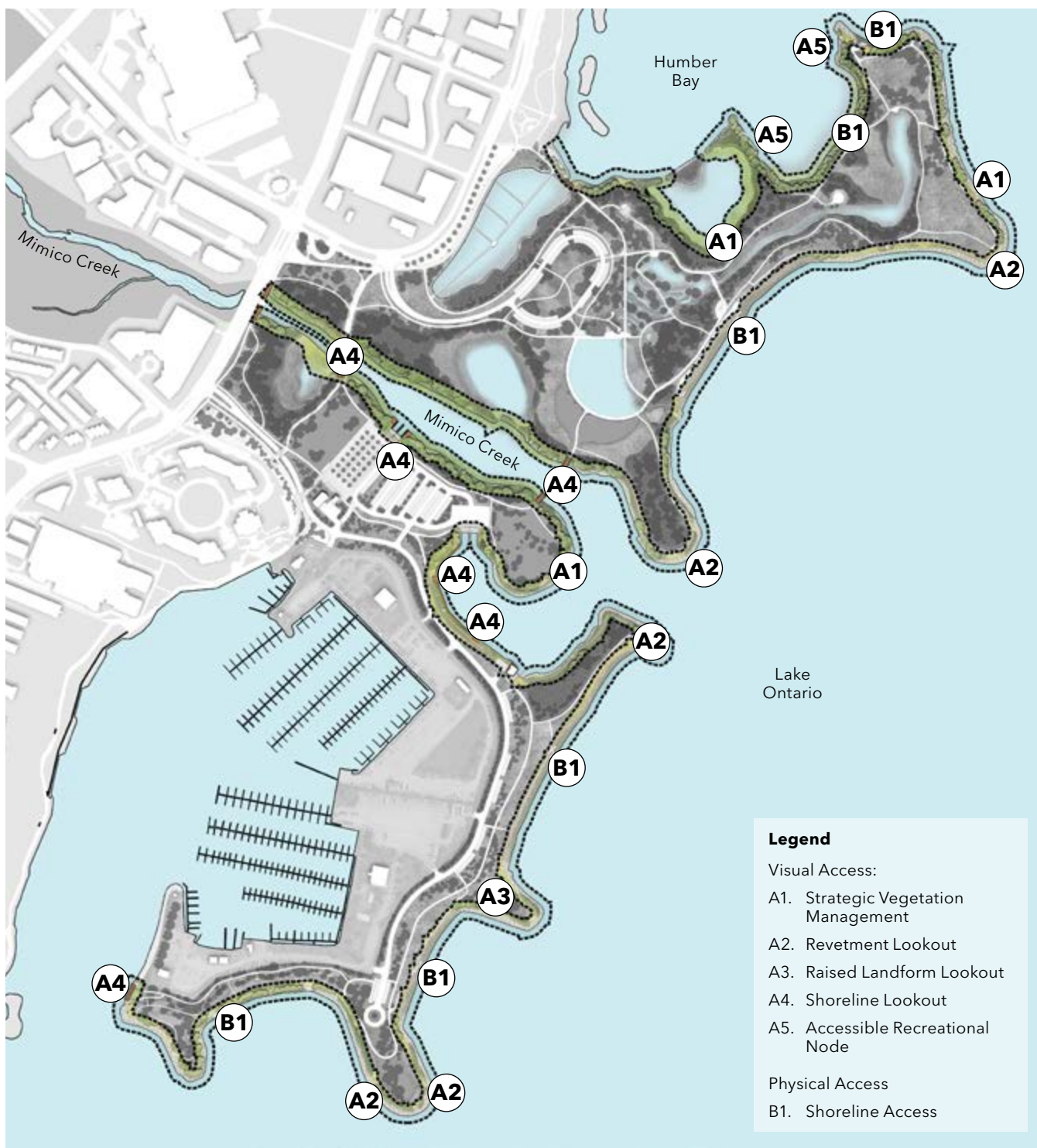
Shoreline Lookout (A4): Install a designed observation platform that allows a closer visual interaction with the water at strategic locations.



Accessible Recreational Node (A5): Design platforms suitable for observation & fishing requirements that do not allow access into the water.



Shoreline Access (B1): Design platforms that allow water access into the lake or pond where permissible.



Potential improvements to the shoreline of Humber Bay Park

6.8 NATURAL ENVIRONMENT

Explore opportunities to expand and enhance the natural ecologies within the park.

Pollinator Meadow Habitat

The pollinator meadow habitat enhancements will sustain a variety of native plant species that attract pollinators (e.g. bees, butterflies, moths and birds) and increase ecological function and overall biodiversity in the park.

Recommendations

- Create nodes of pollinator meadow/prairie restoration areas within the existing open meadow habitats;
- Seed new habitat with a high diversity of native wildflowers, grasses and shrubs to attract pollinators and increase the ecological function of this habitat type;
- Reduce, where possible, invasive non-native plants (e.g. Dog-strangling Vine) from the park;
- Create habitat features for wildlife including Barn Swallow structures and bat box/colony structures.



Pollinator Meadows



Wetland Habitat

The existing and proposed wetlands will be enhanced by improving water quality and creating habitat features that attract birds, turtles and frogs.

Recommendations

- Create a wetland feature in the centre and east pond that reduces open water area, includes a higher diversity of native emergent and floating vegetation that supports a higher diversity and abundance of wildlife;
- Introduce logs or boulders to provide basking and refuge for turtles and frogs;



Wetland Habitats



Open Aquatic Habitat

The new open water online habitat pond within Humber Bay Park East will provide a range of habitat at the heart of the park.

Recommendations

- Introduce logs for turtle basking and as a refuge for waterfowl;
- Explore opportunities to increase emergent vegetation and improve nesting opportunities for waterfowl;
- Increase riparian cover and structural diversity to provide opportunities for reproduction and foraging for birds and other wildlife;
- Create deep pockets for overwintering herpetiles;



Open Aquatic Habitats



Woodland Habitat

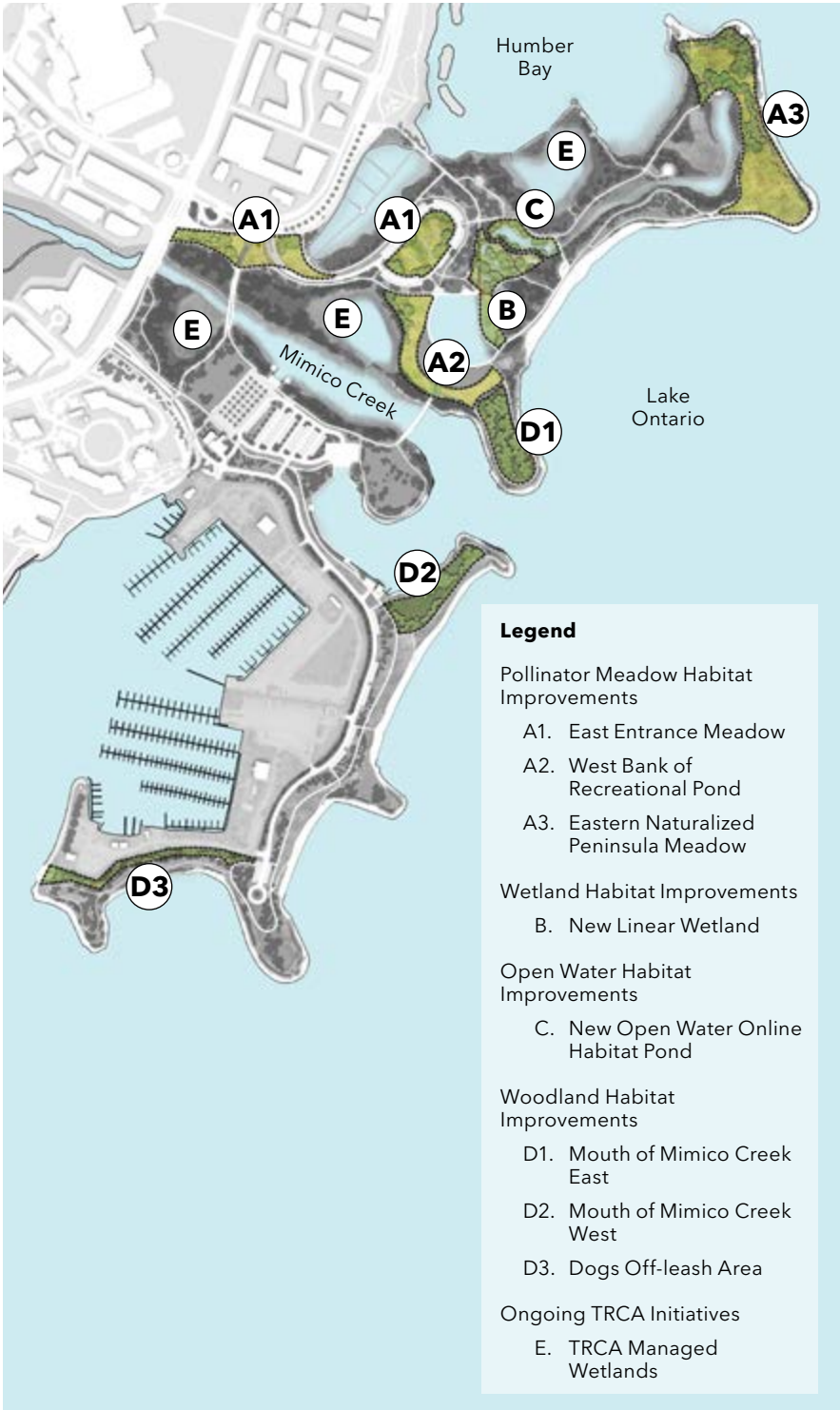
The wooded habitats in Humber Bay Park can be enhanced to improve habitat for migrant and breeding birds and increase the overall biodiversity in the park.

Recommendations

- Improve existing soil conditions in areas where tree planting is proposed;
- Plant a diversity of native tree and shrub species that are tolerant of exposed conditions;
- Remove/manage invasive tree and shrub species that may prevent the successful establishment of planted trees;
- Increase the area of woodland habitats;
- Reduce/prevent the damage to trees by park users by restricting access to restored/planted areas.



Woodland Habitats



Potential improvements to the vegetation communities of Humber Bay Park

6.8 NATURAL ENVIRONMENT

An important objective set forth in the Master Plan is the establishment and protection of habitat for a range of breeding fauna species.

Birds and Bats in the Park

Chimney Swift

A false chimney should be constructed as part of any new building construction and should be constructed to appear as part of that building. There are no sensitivities to this structure with respect to proximity to people/trails or timing sensitivities, other than interference with the entry point to the false chimney.

Barn Swallow

Barn swallow nesting opportunities should be explored as part of the design of new building and bridges (e.g. nesting cups under eaves).

Bat Box/Colony Structure

These structures should be placed at least 5 meters from any trail. Similar to the Barn Swallow structures, interpretive/educational signage can be used to explain the value of bats, the purpose of the structure and the sensitivity of the bat structure to disturbance.

Cliff Swallow

The design of bridges will provide opportunities to increase habitat for Cliff Swallow. Cliff Swallow are not sensitive to proximity to trails/ pedestrians as the nests, typically built beneath these structures, are typically not accessible to humans and direct contact.

Red-necked Grebe

The embayment containing Red-necked Grebe nesting platforms is considered sensitive to motorized watercraft (e.g. jet ski). However, viewing platforms or trails leading to viewing locations around the embayment can be considered. The viewing platform should be designed to blend into the shoreline with a minimal height (under 1 meter).

Remote Places in the Park

Throughout the park, there are several areas that exemplify the naturalized character of Humber Bay Park. These areas are visible from pathways, but have limited physical access due to the surrounding topography and vegetation. The lack of significant disturbance from foot traffic has allowed these areas to support an interesting mix of habitat and foraging opportunities for a number of aquatic bird species. Although these places are not completely free from the impacts of their urban setting, they provide a rare glimpse of wildlife activity that adds to the richness of Humber Bay Park.

The Master Plan recommends that these areas be protected by maintaining the current, limited level of physical access that has allowed these landscapes to thrive. These areas should also be celebrated by providing improved viewing opportunities from adjacent pathways, bridges and outlooks and should include interpretive and educational signage to further facilitate the appreciation of these special landscapes.



Chimney Swift tower, Ann Arbor, Michigan

Recommendations

- Enhance existing habitat size and diversity;
- Protect sensitive habitat;
- Enhance viewing opportunities for key naturalized character landscapes;
- Create new aquatic and terrestrial habitat;
- Restrict watercraft access to embayments;
- Enhance habitat opportunities for Chimney Swifts, Barn Swallows, Cliff Swallows and bats;
- Establish a management plan for habitat protection and monitoring;
- Coordinate initiatives with TRCA for Red-necked Grebe platforms and viewing locations;
- Provide informational and interpretive panels at key locations in the park;
- Coordinate formal and informal bird watching areas.



Educational and interpretive panels at key habitats within the park



Potential location for habitat structures within Humber Bay Park

6.9 ARCHITECTURAL IMPROVEMENTS

Recommend locations for architectural improvements within Humber Bay Park East and West, including integration within existing buildings and natural ecologies.

Buildings & Structures

There are two existing buildings in Humber Bay Park. One within the east and one within the west peninsula. Both facilities are necessary and there is a need for a building to service the needs for each park.

Buildings and structures within the park should aim to implement green building strategies where possible, including green roofs, rainwater harvesting and even possibly, the use of cisterns and grey water recycling, in the case of occupied buildings.

Humber Bay Park East Building

A separate process initiated by the City of Toronto Parks, Forestry and Recreation identified the need for a new park building in Humber Bay Park East. The selection of a site for this new building was included as a part of the Master Plan. With this in mind, the architectural design process for the building has been undertaken as a separate and complimentary consultation process.

The preferred location for the Humber Bay Park East building (A) is located centrally near the reconfigured ponds, with direct access to parking and drop-off. In addition, this location provides better opportunities for integrating the architecture within the site and innovative sustainable design and future program opportunities.

Humber Bay Park West Building

The Master Plan recommends that the existing building and service yard (B) in Humber Bay Park West will be maintained with future consideration for modernization and yard consolidation.

The Master Plan also recommends that a more complete audit and study of the existing services, uses, spatial requirements and impacts is completed as a separate project. The project will need to consider the operational needs of Humber Bay Park as a whole - as well as in the context of other Parks needs for the West District.

New Shade & Shelter Structures

At several locations, shade structures are proposed to be provided to function as wind covers or rain shelters. They should be designed in coordination with the way-finding strategy and located only in areas identified for passive recreational use.

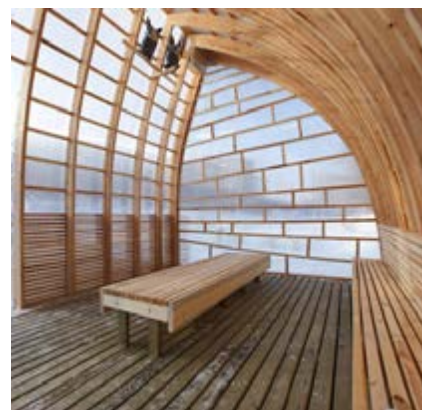
Seasonal or temporary installations should also be considered, including warming huts during winter months and bird blinds for bird-watching.

In all instances proposed designs are to be complementary and sensitive to the character of Humber Bay Park and will have minimal negative impacts.

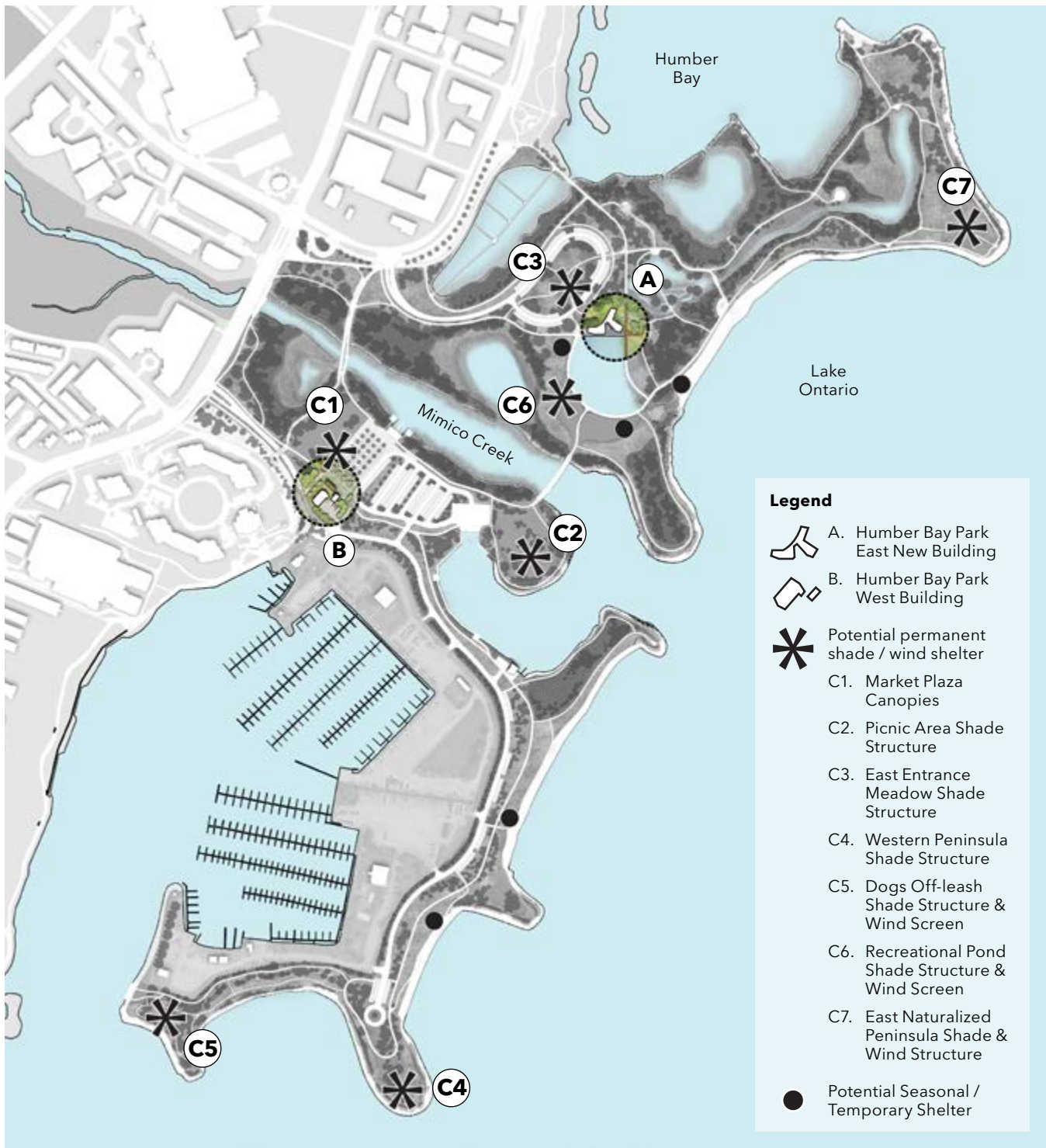
These include: Large canopies for rain and shade at the new East Market Plaza (C1), shade structures at the picnic area near the mouth of Mimico Creek (C2), in the East Entrance Meadow (C3) and at the western point of the West Peninsula (C4), wind and rain shelters in the dogs off-leash area (C5), adjacent to the recreational pond (C6) and in the Eastern Naturalized Peninsula (C7).

Recommendations

- Program for proposed new building to meet the needs expressed through the architectural consultation process;
- New building size is to be sufficient to support the proposed program;
- The new building site is to meet ecological, regulatory, cost and infrastructure criteria approved by the TRCA and the city;
- Built form for new building is to be integrated with the landscape character of Humber Bay Park;
- All proposed shade structures and other architectural improvements are to be constructed using robust, durable, vandal proof sustainable materials;
- All architectural improvements should integrate low-impact development (LID) strategies and best management practices for stormwater management as an integrated component of the design;
- Architectural improvements, including building and shade structures are to consider the overall site lighting strategy for Humber Bay Park.



Seasonal warming stations allow for experiencing site through all seasons



Potential architectural improvements within Humber Bay Park

6.10 WAYFINDING & SIGNAGE

Establish a clear and accessible wayfinding strategy that communicates key connections, landmarks, park features or amenities, trail hierarchy and rules and regulations to park users.

Signage and Wayfinding within the Park

Central to improving wayfinding in Humber Bay Park is the implementation of the City's Parks and Trails Wayfinding Strategy.

From the Toronto Parks and Trails Wayfinding Strategy's Report: "The City of Toronto's Parks, Forestry & Recreation team has initiated an ambitious project to improve wayfinding across the City parklands. The project aim is to implement a unified wayfinding system for parks and trails that provides consistent identification, orientation and navigation across parklands."

Park Identity and Gateway Signs

Located at the main entrances to the park, these large signs will establish a presence on adjacent roadways, include a map of the park as well as information on important park features, rules and regulations and emergency contact information. The gateway signs are recommended at the Lake Shore Boulevard West Entrance into Humber Bay Park West (A1), at the Marine Parade Drive Entrance into Humber Bay Park East (A2), at the Waterfront Trail entrance into Humber Bay Park West (A3) and the Waterfront Trail entrance into Humber Bay Park East at the Butterfly Habitat and Home Garden in Humber Bay Shores Park (A4).

Major Wayfinding & Park Hubs

Located at significant places such as ponds, path intersections & pedestrian access from parking areas, these signs will provide directional information as well as an added level of interpretive and interactive information about the park. Signs will also include distance & time to the next park feature (e.g. pond, bridge, beach) and information related to trail etiquette, accessibility and difficulty level for each route.

Educational Signs & Interpretive Panels

These signs will provide interpretive information at lookouts, view points and significant places of natural, historical or cultural interest within the park.

Minor Wayfinding Signs & Trail Markers

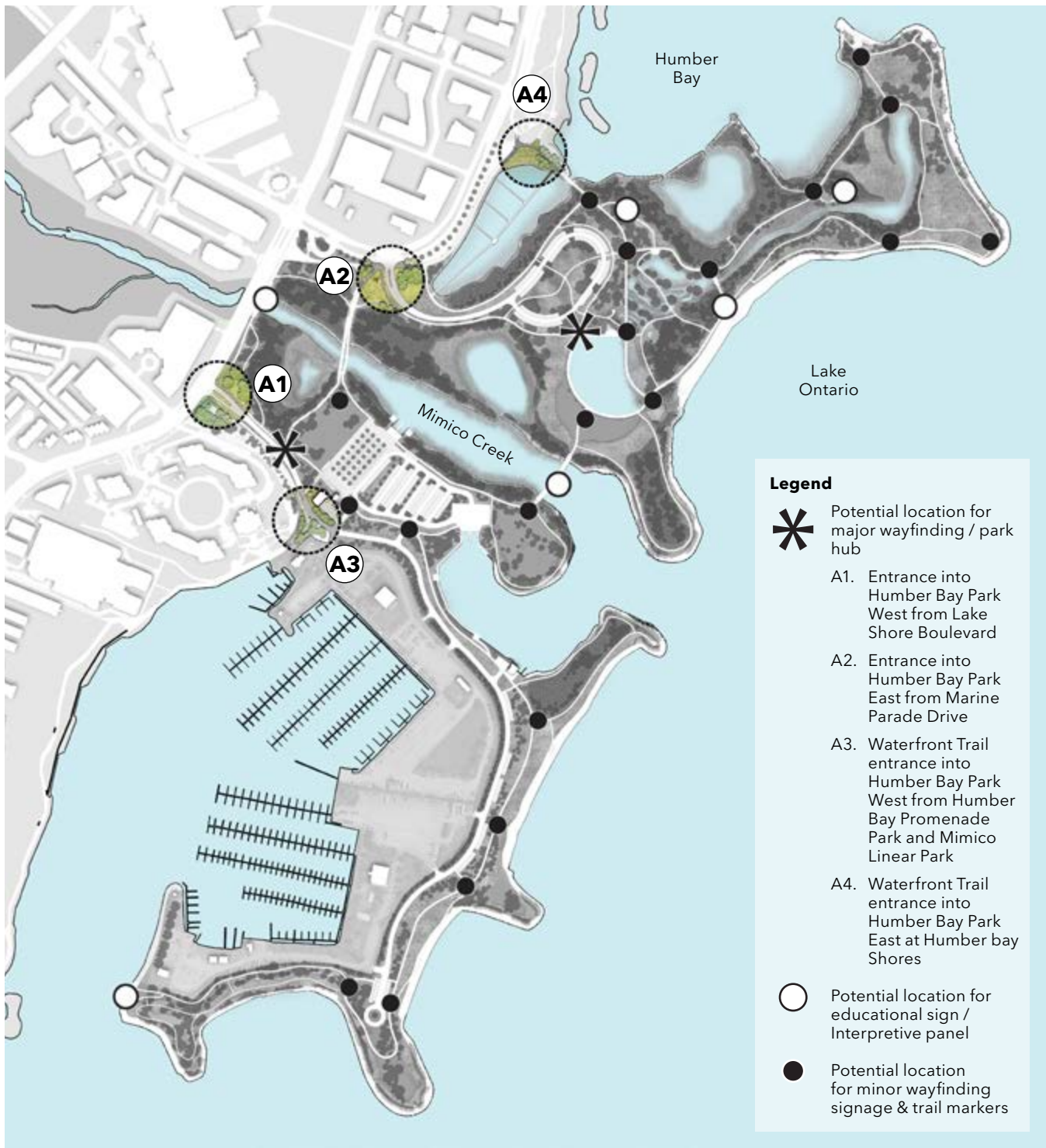
These signs will be located at trail entrance-exit points, along trails, at frequent intervals and/or related to memorable places such as bridges and tunnels and at on-street segments of trails. These markers will provide trail identification as well as directions, distance & time to the next park feature (e.g. pond, bridge, beach), trail etiquette, accessibility/route difficulty levels.

Regulatory Signage

Regulatory signage should be posted at all park entrances and throughout the park as required to inform visitors of a required code of conduct and to deter illegal activities (e.g. signage at dogs off-leash area, signs indicating the prohibition of fires, etc.). Any regulatory signs must be reviewed and approved by the City and TRCA for applicable regulations and by-laws and in the context of available resources for enforcement.

Recommendations

- Implement the City's Parks and Trails Wayfinding Strategy;
- Encourage visiting, exploring and appreciation of the park and its natural features;
- Through the wayfinding strategy, raise awareness of what the park has to offer;
- At main entrances, establish a stronger presence and a visual identity for the park;
- Improve visitors' confidence to walk/explore by providing information on distances, circuits and loops;
- Ensure a variety of signage types are available to address navigation throughout the park and programming elements, as well as safety and restricted access;
- Establish key messages to remind users of park objectives and principles;
- All restoration efforts should be combined with interpretive signage to inform the public about ongoing activities and, where possible, invite their participation;
- Educational signage near habitat areas should not be visually dominant and should allow adequate separation of users and habitat for observation;
- Ensure all signage relating to new facilities, park amenities and trails and pathways is accessible;
- Consider alternate means for information sharing in the park landscape that may be more universally acceptable to all users (e.g. self-guided audio tours, etc.)



Potential locations for signage and wayfinding within Humber Bay Park

6.11 PARK PROGRAMS & FEATURES

Provide amenities to accommodate, formal and informal, passive and active activities as well as opportunities to integrate public art.

Site Furniture

Upgraded site furnishings should be deployed in key areas of the park, including the spaces created by rearranged pathways and ponds. Furnishings should include park benches, picnic tables and an increased number of waste and recycling receptacles, to accommodate increasing numbers of visitors.

Benches should be distributed along all pathways and trails, at key gathering places and lookout locations, including the dogs off-leash area. Picnic areas should be focused in the newly created lawn areas, adjacent to farmers market, large recreational pond and along the Western Peninsula.

All new seating and picnic areas will be designed to meet AODA accessibility requirements.

Waste and recycling receptacles must be located along routes that are accessible by waste management or parks maintenance vehicles, but should be located frequently enough to discourage littering. All furniture should be accessible, functional and constructed of high quality, robust material, with consideration given to vandal-resistant materials and finishes.



Site furnishings should be made of robust site furnishing materials

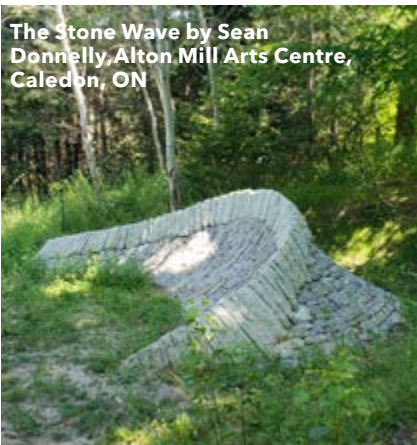
Public Art

Given the size of the park, the diversity of spaces and sequence of thresholds and dramatic views, there are great opportunities to integrate public art throughout the park.

Possible areas for consideration would be at gateways & entrances to the park, areas adjacent to the farmers market, the existing promontory south of the existing boat large launch and areas along the Western Peninsula.

Locations for public art should take into consideration the scale of the site, integration with topography and relationship to existing features and habitat, in addition to access for maintenance.

The preparation of a separate Public Art Master Plan for Humber Bay Park is recommended. Selection and use of public art for gateway features or educational purposes will be subject to TRCA and City of Toronto guidelines for public art.



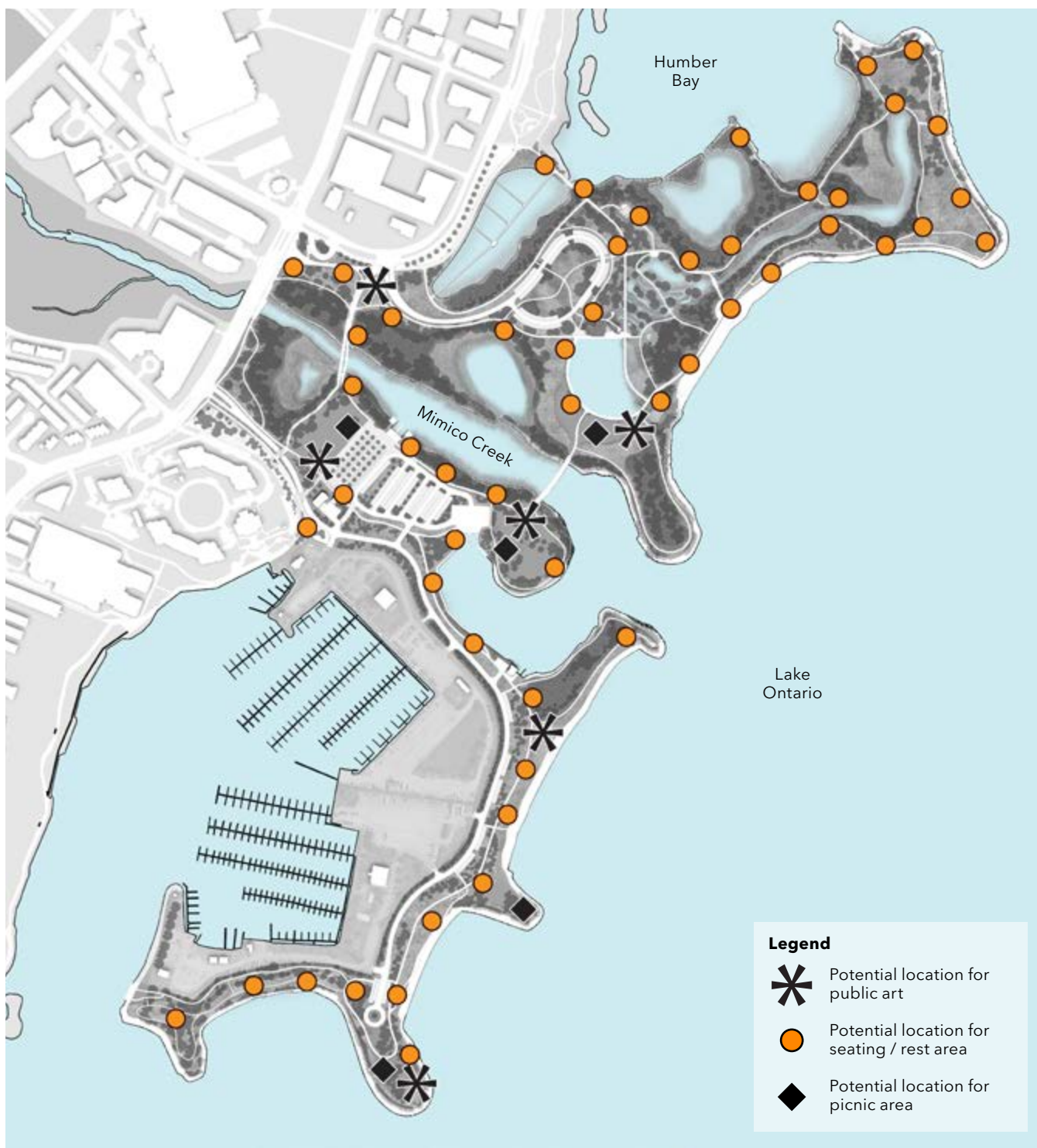
Create opportunities for integrated public art within the park

Recommendations

- Enhance existing program elements and improve functionality as required;
- Allow additional amenities to be added as required by park user needs;
- Rationalize and improve relationships between programmed spaces, transit, parking and pathways;
- Use durable, robust, vandal-resistant materials, to meet ongoing operational needs, while minimizing maintenance requirements;
- Select ecologically sustainable materials for site furnishings and public art;
- Locate site furnishings and public art with consideration to natural habitat.



Provide new lawn areas for picnics and passive recreation



Potential locations for site furnishings and public art within Humber Bay Park

6.11 PARK PROGRAMS & FEATURES

Provide an overall strategy to increase recreational opportunities within the park while protecting sensitive habitats and preserve the character of the park.

Humber Bay Park West

The following amenities and programming opportunities for Humber Bay Park West are not presented in any particular order of importance or priority.

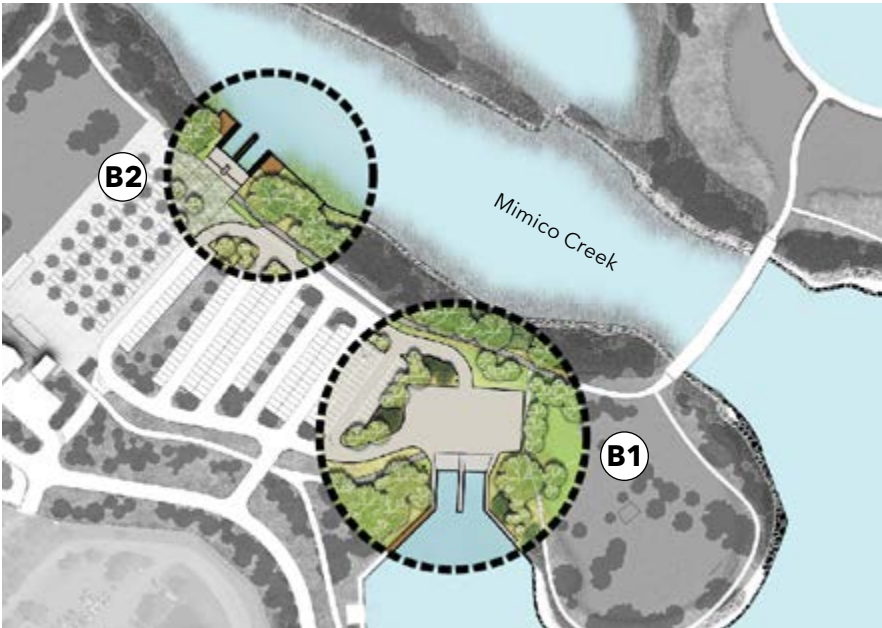


New flexible market space and open lawn

Re-Imagined Market Space

One of the fundamental recommendations in the Master Plan involves reconfiguring the large existing parking at the Western Peninsula. By reducing the overall paved surface, creating a flexible market space (A1) and sloping open lawn area (A2), a more hospitable area for visitors is created.

The market space will be in close proximity to the existing west park building /washrooms, transit and the main West Park entranceway. The reconfigured market space will become an important amenity space for the adjacent community, for the existing Farmer’s Market and other appropriately sized events.



Refresh the existing boat launch and introduce a new kayak launch on Mimico Creek

Enhanced Marine Amenities

The existing large boat launch (B1) on the west side of the park will be maintained, including existing boat parking, with minor improvements and enhancements as required.

Additionally, a formal kayak and canoe launch (B2) will be added along Mimico Creek near the market plaza, transforming an old boat launch into a new hub, part of a larger network of boat launches. Vehicular access, drop-off and staging areas will continue to be located immediately adjacent to both these marine activity access points.



Children's playground and picnic space



Reconfigured dogs off-leash area and surrounding pathways

Children's Playground

The design of a new children's playground should be developed and integrated within the open space adjacent to the existing large boat launch, and in proximity to the proposed new Mimico Creek crossing. The Master Plan suggests a nature-based play area that integrates themes of ecology, habitat and wildlife, to complement the character of the park.

Dogs Off-Leash Area

The Master Plan proposes improvements to the Dogs Off Leash Area in Humber Bay Park West. Any future improvements would need to be developed in coordination with local community groups and is subject to TRCA, City approvals and funding. The reconfigured dogs off-leash area may be designed to respond to current issues and changing patterns of uses that would be part of a separate detailed design process.

- The total off-leash area will be increased in size from 6,500m² to 9,900m² with the potential for sub division of off-leash area for smaller dogs and the provision of space for multiple fetch runs;
- A reconfigured fence line will provide enhanced habitat and improved separation between dogs and naturalized areas;
- The primary entrance to the off-leash area will be moved closer to the enlarged parking area, with additional access points provided along the north fence line;
- Upgrades to lighting, seating and provision of new shelter will promote year-round and off-peak use.

6.11 PARK PROGRAMS & FEATURES

Support and enhance existing programs within the park and provide opportunities for new recreational opportunities that are complimentary to the character of Humber Bay Park.

Humber Bay Park East

The following amenities and programming opportunities for Humber Bay Park East are not presented in any particular order of importance or priority.



A rehabilitated recreational pond should provide amenities for all seasons

Recreational Pond

During the summer months, the pond will accommodate the annual model-boating activities. The creation of a sloping lawn immediately adjacent to the pond will allow for passive viewing.

The recreational pond (A1) will have a dual programming for summer and winter months. During winter the pond will function as an informal ice-skating rink. Proposed new walkways, boardwalks and seating (A2) adjacent to the recreational pond will enhance this amenity. Special consideration will be given to the integration and placement of UV resistant recycled rubber matting over boardwalks during winter months.



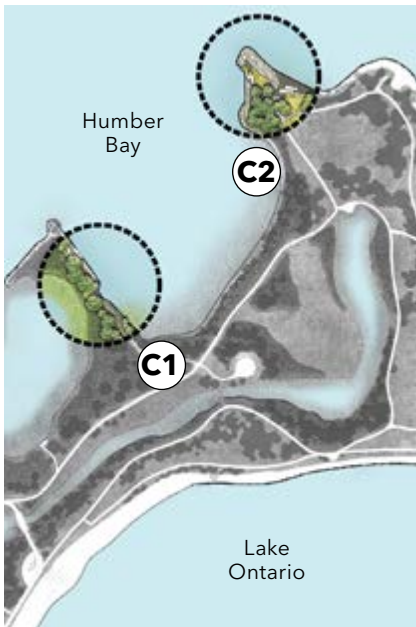
Memorial integration with pathway strategy

Air India Memorial

To commemorate the lives of the victims of the Air India Flight 182 of 1985, a memorial was built in 2007 on the East side of the park.

The Master Plan for Humber Bay Park recommends improvements to access and a better integration of the main memorial site (B1) and secondary memorial (B2) at the water's edge. The path connecting the two memorial areas will be reworked in order to provide a clear accessible route, with improved pavements, materials and signage. This processional path will be lined with perennial planting that will bloom in June, to coincide with the date of the tragic event.

A new main path will be located west of the main memorial to allow pedestrian movement during memorial services.

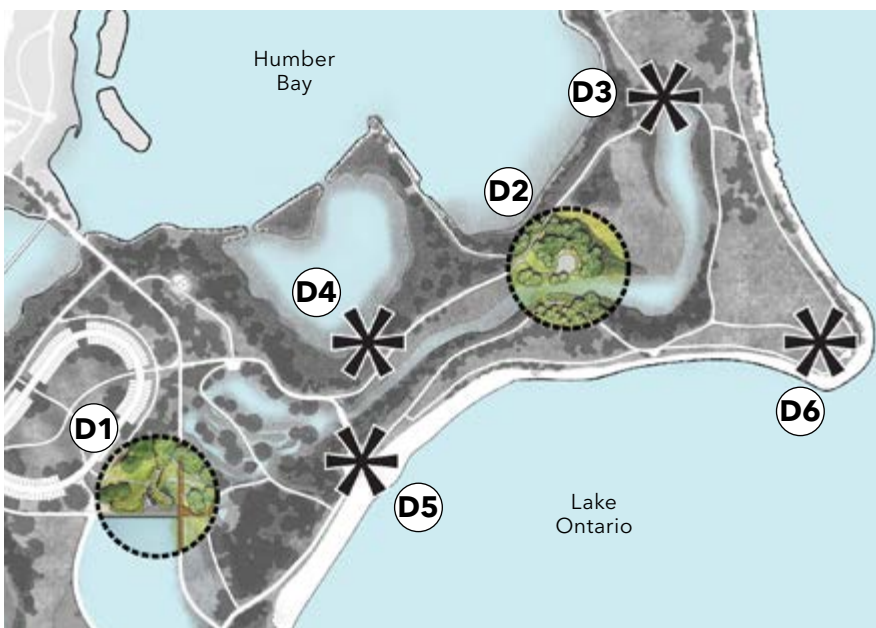


Recreational nodes can be located at key locations within the park

Recreational Nodes

Recreational nodes support a number of recreational opportunities such as fishing and nature viewing. Recreational nodes are located away from the primary paths of travel to help to reduce user conflicts by providing generous, safe and accessible space at the water's edge.

In coordination with the TRCA, two accessible recreational nodes have been constructed in Humber Bay Park East. The node on the west side of the east embayment (C1) takes advantage of a previous lookout location on a sheltered riparian edge, while the node at the north east tip of the east embayment (C2) offers a more exposed, rocky shoreline experience. A third recreational node is proposed at the refurbished kayak and canoe launch on the east bank of Mimico Creek (C3).



The creation of several open areas for outdoor education

Outdoor Education & Nature Observation

Although the whole park lends itself to nature observation, several spaces in Humber Bay Park East are proposed for outdoor education, including the new building (D1) that overlooks the recreational pond and linear wetland and the refurbished stone amphitheater (D2) that overlooks the water channel.

Additional opportunities also exist for smaller, more informal groups to gather and observe wetland habitats at the eastern end of the Water Channel (D3) and at the Eastern TRCA Wetlands (D4). Observation of the dynamic shoreline could occur at the south Air India Memorial space (D5), as well as on the tip of the Eastern Naturalized Peninsula (D6).

6.12 STORMWATER MANAGEMENT STRATEGY

Implement a sustainable approach to stormwater management, drainage and energy that will benefit the ecology of Humber Bay Park.

Site Drainage

A stormwater management strategy consisting of design approaches and details based on sustainable best practice, should be incorporated into the design of the stormwater management system.

Green Design and Innovation

Architectural improvements in the park should be tied into the overall stormwater management strategy for the park and consideration should be given to educational opportunities relating to the innovative approaches and green design initiatives.

Buildings and structures within the park can implement strategies to intercept stormwater and to reduce surface runoff, including green roofs, rainwater harvesting and even possibly, the use of cisterns and grey water recycling, in the case of occupied buildings.

Bioswales, Planting Islands and Low-impact Development

The park should minimize its reliance on traditional stormwater management infrastructure and pipes to handle stormwater flow.

Low-impact development solutions may include the use of planted bioswales and biofiltration, particularly adjacent to all vehicular access routes and incorporated into parking layout.

Where possible, the incorporation of spillways, forebays and smaller infiltration galleries will aid in the management and filtration of storm water.

Permeable Surfaces

The Master Plan encourages the use of permeable materials for new surfaces, such as parking areas and roads where possible, to promote the infiltration of stormwater into the ground and to reduce erosion associated with overland flow.

Durable precast concrete pavers can satisfy drainage requirements while providing usable surface for programming. The selection and placement of permeable surfaces will be require coordination with snow removal and other maintenance and operations requirements.

Recommendations

- The quantity of stormwater runoff discharged to the local system should be reduced or eliminated where possible;
- Areas of poor drainage within Humber Bay Park should be eliminated;
- The quality of runoff discharged into Lake Ontario should be improved;
- Incorporate bioswales, planting islands, low-impact development (LID) and best management practices for stormwater management into the design of roadways, parking lots and other and paved surfaces.
- All architectural improvements should integrate stormwater management as an integrated component of the site design;
- Provide educational opportunities relating to innovative approaches to stormwater management and green design initiatives.



Permeable swales at roadways



Incorporate naturalized bioswales



Provide permeable pavement surfaces



Potential improvements to the stormwater management system within Humber Bay Park

6.13 SITE SERVICING STRATEGY

Recommend program and locations for improvements to existing site services within Humber Bay Park.

Site Services

Electrical Systems

Electrical systems throughout the park require upgrading to provide adequate power for park lighting as well as to support proposed programmed spaces.

In particular, improved lighting will be required at the new building and reconfigured ponds in Humber Bay Park East, as well as along the roadway in Humber Bay Park East and around the dogs off-leash area.

All new lighting must be dark sky compliant and be designed with consideration of the park's importance as a migratory flyway for birds.

Alternative Power Sources

Park buildings are equipped with solar panels, which should be upgraded as needed to support the power requirements of park staff.

Where possible, the use of solar power should be used to support the broader electrical needs throughout the park, including park lighting and wayfinding components. Other forms of sustainable power should be explored and the use of sustainable energy sources should be highlighted in the educational signage within the park.

Sanitary

Upgrade park washrooms to provide year-round access. Washroom upgrades are currently planned as part of the new building project in Humber Bay Park East and should be considered in Humber Bay Park West as part of the East Market Entrance improvements.

Upgrades to below-grade sanitary infrastructure should be coordinated with Master Plan initiatives, including road realignments and parking reconfiguration.

Water Service

Provide upgraded water connections and service to new amenity spaces and within the park as a whole.

Replace decommissioned water fountains in Humber Bay Park East and West with water bottle filling stations, and introduce additional stations at the east and west extents of the park, including at the dogs off-leash area and in the Eastern Naturalized Peninsula.

Recommendations

- Provide improved electrical and service at the east and west extents of the park.
- Consider providing water fountains or bottle filling stations at key amenity spaces and at the east and west extents of the park.
- Provide year-round washrooms in the buildings in Humber Bay Park East and West.
- Utilize alternative sources of energy, where possible, for park infrastructure;
- Coordinate maintenance or upgrades to site servicing infrastructure with Master Plan phasing;
- Ensure that site servicing is adequate to support proposed Master Plan programming.



Solar Panels on the maintenance building in Humber Bay Park West



Water bottle filling station



Potential improvements to site servicing within Humber Bay Park

6.14 LIGHTING STRATEGY

The lighting strategy for the park will enhance public safety while achieving the highest standards for energy efficiency and habitat protection through reduction of light pollution.

Safety and Security

The lighting strategy is aimed at striking a balance between providing a safe experience of the park, while protecting its natural characteristics.

Areas of Increased Lighting

Light levels at the entrance from Lake Shore Boulevard West into Humber Bay Park West (A1) should be increased to provide safe light levels for visitors travelling into the park. Lighting should provide uninterrupted visibility from the road to the Waterfront Trail and into the Market Plaza, which could allow potential evening and night-time animation of the Market Plaza.

The dogs off-leash area (A2) attracts visitors at all times of the day, during all seasons. Its continued night-time use is important to minimizing unwanted activities taking place in the park. It is recommended that lighting within the dogs off-leash area be increased to provide safe light levels along the length of the enclosed area, as well as for the pathway that runs parallel to the boat club fence.

Dark Areas

The lack of illumination in the Eastern Naturalized Peninsula (B1) should be maintained. The lack of lighting is beneficial to migratory birds, but also provides a unique and rare opportunity to experience darkness along Toronto’s Waterfront. A clear indication of the lack of lighting in the eastern portions of the park should be provided at entrances to the park, to ensure that visitors do not venture into these areas unprepared.

Primary Pathways and Park Core Lighting

Light levels for the Park Core and along primary paths should prioritize visibility, accessibility, safety and security. It is anticipated that the core of the park will have higher levels of lighting that other areas, to ensure accessible safe usage.

Secondary Pathway Lighting

Areas of the park along secondary routes outside the core programmed areas will be kept at minimum to ensure safety. This includes wetland boardwalks and at wayfinding stations or trail markers.

Low-level Feature Lighting

Areas adjacent to the building and recreational pond in Humber Bay Park East, the Air India Memorial, as well as the bridges and crossings will be serviced using low-level lighting to highlight ground-level features while maintaining a dark-sky and reducing the prevalence of visible light sources.

Recommendations

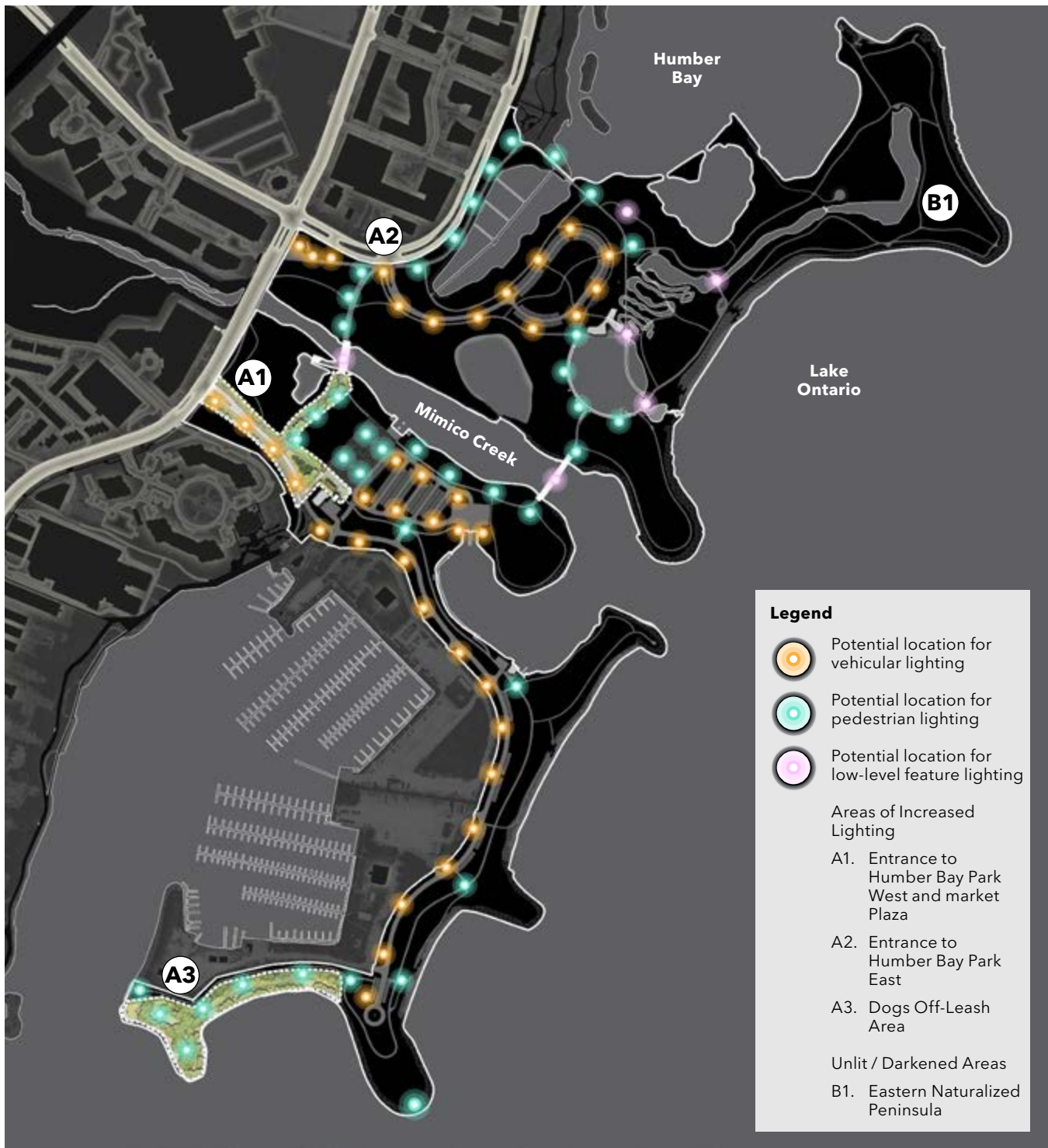
- Lighting strategy to meet City of Toronto Green Development Standards and Bird-friendly guidelines;
- Lighting strategy to contribute to the experience of Humber Bay Park at night by maintaining darkness in portions of the park;
- Where possible, alternative sources of energy should be used for park infrastructure.



Subtle feature lighting of site elements



Low-level lighting of a seating area



Potential lighting strategy for Humber Bay Park



View of Humber Bay Park East Shoreline

MANAGEMENT PLAN



7.1 MANAGEMENT PLAN

The management plan for Humber Bay Park must address ongoing, routine maintenance as well as periodic, event-based maintenance requirements.

Routine Maintenance

Maintenance of Park Infrastructure

The ongoing maintenance of Humber Bay Park will be critical in the success of the majority of Master Plan initiatives. The increasing number of visitors has already resulted in increased wear and tear on the park and with the increases expected to continue, an increase in the frequency and type of maintenance level of service will be required to maintain the existing park infrastructure in working condition as well as to service new and improved park programs and amenities.

Maintenance of Plant and Wildlife Habitat

Although Humber Bay Park has hosted a number of wildlife species with little to no intervention to date, the continued success of habitats in Humber Bay Park will depend on careful management of vegetation communities to protect and renew sensitive plant communities and control invasive species.

The seasonal assessment of plant material, and particularly trees, is important for habitat establishment and for the safety and enjoyability of the park users.

Maintenance of Inland Water Features Equipment

The proposed modifications to the inland ponds in Humber Bay Park East will reduce the requirement for water quality management due to algae blooms. However, due to the artificial nature of the water features, electrical and mechanical equipment, pond liners and weirs must still be carefully maintained and seasonally operated to ensure a functional system and provide the programming opportunities proposed in the Master Plan.



Aerial view of Humber Bay Park

Periodic Maintenance

Special Maintenance Requirements in Response to Weather Events

Due to its exposed location on Lake Ontario, Humber Bay Park is subject to severe storm events that impact both the shorelines and inland features of the park. The maintenance plan identifies features that will require additional attention in the aftermath of unusual weather conditions or a heavy storm event.

Special Maintenance Requirements in Response to Social Events

Throughout the year, a number of events attract large crowds of visitors to Humber Bay Park. These events cause a sharp increase in pedestrian, cycling and vehicular traffic resulting in increased strain on the park's facilities. Additional waste removal, repairs to pathways and lawn areas may be required after such events.

Seasonal Access Restrictions

A key recommendation for Humber Bay Park is to implement localized seasonal access restrictions in order to allow damaged or deteriorated vegetation to be restored in the more remote areas of the park. Locations for access restrictions should be coordinated with the TRCA and with the programming initiatives outlined in the Master Plan. Access restrictions should also be accompanied by educational signs and suggestions for alternate routes within the park for visitors to enjoy during the closures.



7.2 MAINTENANCE RECOMMENDATIONS

The maintenance of Humber Bay Park must keep pave with the increased levels of use and demand for access to waterfront open spaces in the city.

Maintenance guidelines and Standards

The maintenance items listed on the following pages represent best practices guidelines, specific to the improvements described in the Master Plan. Implementation of projects must be accompanied by a detailed management plan, which will be subject to review by the TRCA and the City and subject to identification of collective priorities, funding sources and regulatory and budget approvals.

Minimum maintenance operations should be consistent with the most current City Parks Operations delivery standards. These standards should be reviewed by the City and updated as required to ensure an ongoing adequate level of service within this important City park.



Visitors at the east pond in Humber Bay Park East

Maintenance Item	
A. Habitat	
A1.	Remove / manage invasive tree, shrub and herbaceous plant species that may impede the successful establishment of newly planted vegetation.
A2.	Periodically inspect Barn Swallow structure and bat box colony structures.
A3.	Water meadow areas during periods of extended drought to ensure survival of species and to ensure that diversity is maintained.
A4.	Establishment of meadow areas can be phased/implemented over several years. Limit access during period of establishment.
A5.	Remove/manage invasive tree, shrub and herbaceous plant species that may impede the successful establishment of newly planted trees.
A6.	Inspect / adjust beaver guards / rodent guards to protect newly planted trees from damage.
A7.	Water trees during periods of extended drought / high temperatures.
A8.	Establishment of wooded areas can be phased/implemented over several years. Limit access during period of establishment.
B. Planting	
Trees / Plantings (Non Woodland)	
B1.	Ongoing inspection and maintenance required.
B2.	Inspect / adjust beaver guards / rodent guards to protect newly planted trees from damage.
B3.	Check for winter damage in mid-March.
B4.	Water trees during periods of extended drought / high temperatures.
B5.	Add any soil amendments in early spring.
B6.	Inspect to identify presence of potential pests and diseases.
B7.	Prune to remove rubbing and or damaged trees.
B8.	Limb trees located in pavement or near paths. Remove all damaged and crossing limbs. Keep natural form.
Shrub Plantings	
B9.	Prune only to remove rubbing or damaged branches.
B10.	Never shear shrubs. Leave in a natural shape.
B11.	Grouped plants should be pruned together, never as individuals.
Lawn Areas	
B12.	Limit driving heavy vehicles on lawn areas in order to minimize compaction of soil.
B13.	Water lawn areas during periods of extended drought (21 days or more).
B14.	Remove excess leaves and debris, inspect for winter damage to lawns in mid-March. Adjust grades to minimize areas of excessive ponding/re-seed.
B15.	First spring cutting, set blade height to 5-6 cm.

7.2 MAINTENANCE RECOMMENDATIONS

Maintenance Item
C. Ponds & Pumping System
Water Intake Pipe
C1. Inspect and clean water intake of all debris/obstructions.
Electrical system
C2. Check and tighten terminals.
C3. Inspect and test control system operations.
C4. Test telemetry / alarm system.
C5. Record voltage and monitor power consumption.
C6. Inspect overtemperature and leakage sensors.
C7. Test amperage and record readings - compare with manufacturer's specifications.
Mechanical system
C8. Inspect oil / coolant for level and moisture contamination.
C9. Inspect motor for cracks / wear.
C10. Inspect impellers for damage / wear.
C11. Drain and change lubricants in accordance with manufacturer's recommendations.
C12. Check operation of valves and piping.
Ventilation System
C13. Inspect intake / exhaust and remove any blockages / debris.
C14. Inspect and test exhaust fans.
Winterization
C15. Remove pump conduct routine maintenance in accordance with manufacturer's recommendations.
C16. Switch pump system from summer outlet to winter outlet / operation (fall) and vice-versa (spring).
C17. Drain and blow-out transfer line from pump station to upstream outlet that is opposite to winter/summer operation mode.
C18. Cap upstream in operative outlet to mitigate rodent habitation.
<i>* Note: Confined space and lockout / tagout procedures must be followed for works that are performed inside of pumping station.</i>
Ponds & Linear Wetland
C19. Complete annual review / monitor plant material.
C20. Inspect ponds and wetlands for accumulated litter / garbage & remove as required.
C21. Monitor water level to ensure minimize design water level is maintained - if water levels recede, inspect pond liner for breaches.

Maintenance Item	
Control Structures & Weirs	
C22.	Complete bi-weekly visual review/ inspection to ensure weirs and waterways are free from obstructions and are clean and operating as per design parameters.
C23.	Inspect weir structures to identify potential breaches / cracks.
C24.	Inspect weir structures for accumulated litter / garbage & remove as required.
C25.	Monitor for beaver activity and remove obstructions / dams as they are constructed.
C26.	Monitor and adjust weir elevations as required to optimize pond function. Periodic drawdowns may be desirable to maintain desired plant communities.
D. Paved Surfaces	
Paved Pathways and Trails	
D1.	Complete periodic inspection to ensure pathways are safe, stable, accessible and have positive drainage.
Farmers Market Modular Surface	
D2.	Complete periodic inspection to ensure pavement is structurally stable and has positive drainage. Replace damaged modular unit pavement as required.
Roadways and Parking	
D3.	Complete periodic inspection to ensure roadways and parking surfaces are stable and have positive drainage.
Bridges	
D4.	Complete visual inspection of all footings, decking and guard rails to ensure structures are stable and sound. Ensure deck surfaces are level and waterways are clear of debris.
E. Infrastructure	
Stormwater / Site Drainage	
E1.	Inspect all CB's, inlets, and outlets to ensure that stormwater systems are fully operational with minimal obstruction. Ensure that swales are free from obstructions, and that biofiltration areas are functioning as per specifications.
Electrical / Site Lighting	
E2.	Conduct yearly inspections of all fixtures to ensure that they are operating as per specification. Clean and replace lenses and lamps as required.
F. Architectural Elements	
Park Buildings	
F1.	Complete ongoing inspections of mechanical and electrical systems and seasonal inspections of structures and direct maintenance / repair as required. (Refer to architectural design drawings/specifications for detailed information and maintenance requirements for park buildings)
Canopies & Shade Structures	
F2.	Check for seasonal damage as required. Undertake annual review and inspection of roof and structural supports.



Pathway from Lake Shore Boulevard West into Humber Bay Park West

IMPLEMENTATION & PHASING



8.1 MASTER PLAN IMPLEMENTATION

Phasing

The projects identified for implementation in the Master Plan are divided into three categories: small-scale or incremental projects, medium-scale projects and large-scale projects.

Projects are not presented in a priority sequence but rather as a palette of options that can be considered subject to a detailed design process and review by the TRCA and the City and subject to identification of collective priorities, funding sources and regulatory and budget approvals.

Small-scale or incremental projects

These are improvements that are not site specific and that can be

implemented strategically over time throughout the entire park. Some of these projects have previously been identified by the TRCA and /or the City and could be funded through Parks and Capital Projects annual Parks Plan and state of good repair budgets.

Medium-scale projects

These projects are those that will require project-specific funding as well as some coordination to ensure that they are staged to have minimal impact on the operation of the park.

Cost sharing, partnership funding or resource sharing for implementation of these projects may be required

Large-scale projects

These improvements include most of the Master Plan’s most significant and substantial recommendations. These projects will go the furthest in defining the future character of Humber Bay Park and include the implementation of the redefined West Market Area, the Humber Bay Park East Building Project and the Ponds & Linear Wetland Reconfiguration and Improvements, among others.

These projects would require significant funding and coordination to implement.



Tree planting and habitat creation in Humber Bay Park West

Staging

A number of the projects identified in the Master Plan are currently funded and are underway. This presents opportunities to stage related works to take advantage of constructor mobilization in a particular area of the Park.

As projects are implemented, it is important to consider the opportunities to stage the improvements to ensure that some areas of the park remain usable and accessible for visitors and that important or sensitive habitats are disturbed as little as possible.

Staging of projects should consider consideration of “in-water”

construction activities during bird nesting seasons, where regulations may require moratoriums on construction activity, which may impact timelines and construction schedules.

There are also economies of scale that can be achieved if several related projects are implemented in close succession, reducing the duration of disturbance within the Park, and minimizing costs for mobilization, materials and labour.

The Master Plan identifies projects that could benefit from concurrent implementation.

Partnerships

Implementation of individual projects is contingent on TRCA and City priorities, approvals, additional consultation process (if required), funding and budget approvals from the City and its partners.

Potential funding or implementation partners have been identified for each project. These include the TRCA, City departments, other public agencies and private or volunteer organizations.



8.2 SMALL-SCALE & INCREMENTAL PROJECTS

High priority interventions designed to make an impact quickly.

A1. Pathway Improvements

This item includes the resurfacing & realigning of pathways and trails to meet accessibility requirements. Improvements can be implemented incrementally as budgets allow and should be considered in conjunction with all medium and large-scale projects in the park.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

A2. Integrated Park Signage & Wayfinding

This item includes the Implementation of the City's Parks and Trails Wayfinding Strategy including new elements of interpretation and education throughout the Park.

The Park's wayfinding elements should be coordinated with adjacent amenities, including the Waterfront Trail and Butterfly Garden in Humber Bay Shores as well as the new Parks and Wayfinding strategy being led by Ravine and Natural Feature Protection and Urban Forestry.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

A3. Shoreline Experiences

This item includes improvements to the non-motorized boat launch near the Market Plaza as well as localized vegetation removal for viewpoints, and improvements to shoreline access.

All improvements to the shoreline itself, including debris removal and revetment repairs are the purview of the TRCA and are not included within the scope of this Master Plan.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

A4. Shoreline Lookouts

This item includes the construction of shoreline lookout structures, landforms and localized vegetation clearing.

Feature lookouts could be implemented in conjunction with Pathway Improvements (A1).

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

A5. Habitat Enhancements

This item includes incremental improvements to vegetation communities throughout the Park, in order to enhance habitat.

A number of habitat enhancement initiatives are currently ongoing and managed by the TRCA, including the removal of invasive Burdock in Humber Bay Park East, and the management of wetland embayments along the Mimico Creek and Humber Bay Park East shoreline.

Habitat Enhancements could be implemented in conjunction with Pathway Improvements (A1), Improvements to the Dogs Off-Leash Area (B2), with the Ponds & Linear Wetland Reconfiguration and Improvements (C6) and the reconfiguration of the Western Peninsula Parking and Circulation (C7).

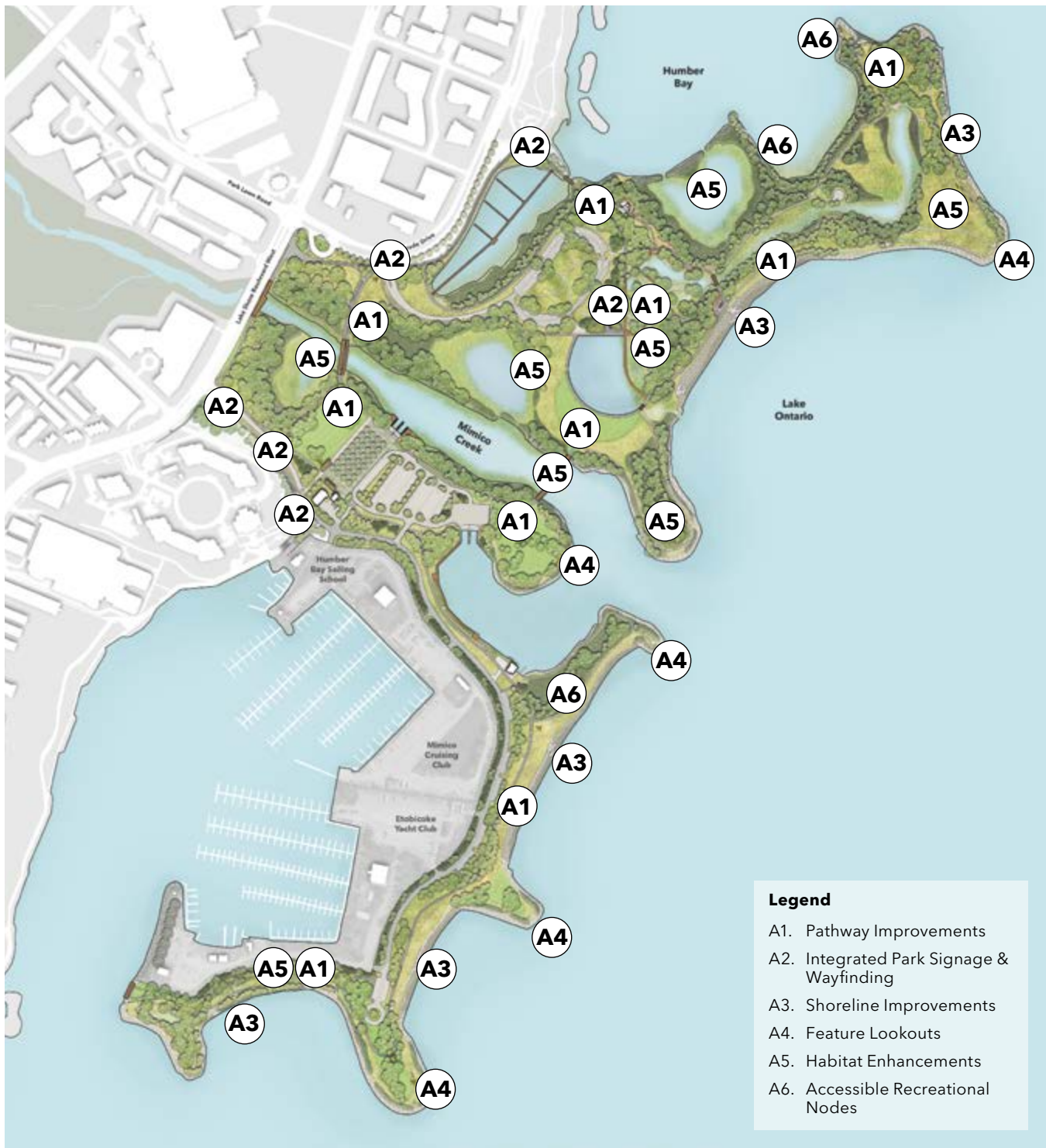
Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

A6. Accessible Recreational Nodes

This item includes the construction of recreational nodes and access pathways in Humber Bay Park East.

Two nodes were funded and constructed by the TRCA and completed in the summer of 2018.

Partners: TRCA.



Small-scale & incremental projects key plan

8.3 MEDIUM-SCALE PROJECTS

Improvements that require funding, coordination and phasing to be implemented in the short to mid term.

B1. Park Shelters and Structures

This item includes the construction of shade structures and windscreens throughout the Park, as well as any seasonal or temporary structures.

The installation of new park shelters can easily be implemented as stand-alone projects, however the construction of shelters in the Redefined West Market Area (C3) and in the Dogs Off-Leash Area (B2) are important to the success of these upgraded park spaces.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

B2. Dogs Off-Leash Area Improvements

This item includes the expansion of the off-leash area toward the parking lot, reconfiguration of fences, and pathways, improvements site furnishings, shelters, lighting and new plantings.

Habitat Enhancements (A5) to areas adjacent to the off-leash area should be undertaken concurrently to minimize impacts to existing plant and wildlife communities.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA, private clubs and volunteers.

B3. Children's Playground

This item includes the construction of a new children's playground in Humber Bay Park West.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B4. Feature Lookout at Humber Bay Park West

This item includes the construction of a new lookout structure at the end of the wester peninsula, as well as pathway improvements and naturalization of the area along the boat club property line.

Habitat Enhancements (A5) to areas adjacent to the off-leash area should be undertaken concurrently to minimize impacts to existing plant and wildlife communities.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B5. Humber Bay Park West Boardwalk

This item includes the construction of a new boardwalk at the shoreline between the existing boat launch and the Police Marine Unit building in Humber Bay Park West, as well as associated access paths and lookout platforms at each end.

The boardwalk could be implemented in conjunction with Pathway Improvements (A1).

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B6. Air India Memorial Improvements

This item includes the reconfiguration and resurfacing of pathways and seasonal plantings between the two portions of the memorial, as well as improved seating and lighting and interpretive signage.

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B7. Enhanced Marine Amenities

This item includes the rehabilitation of the small boat launch adjacent to the Market Plaza and will include localized removal of debris at the launch site and reconstruction of structures to facilitate the launch of non-motorized craft into Mimico Creek, as well as the construction of a small pick-up and drop-off area adjacent to the boat launch. This item also includes the provision of new accessible viewing platforms adjacent to each boat launch, resurfacing of accessible pathways and new site furnishings.

Enhanced marine amenities could be implemented in conjunction with the Redefined West Market Area and Parking Reconfiguration (C3).

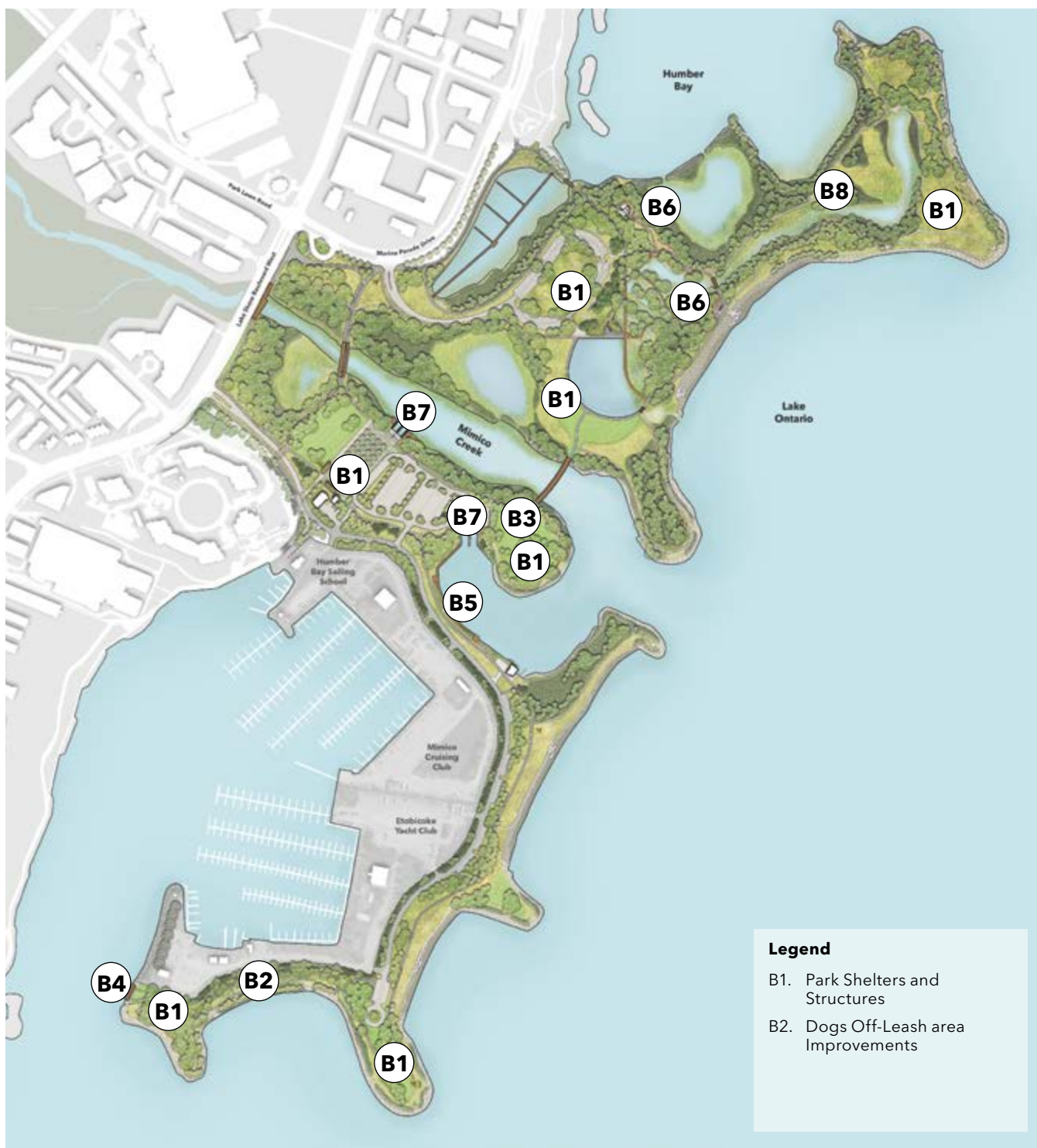
Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.

B8. Outdoor Education & Nature Observation Amphitheatre

This item includes the rehabilitation of the outdoor amphitheatre in Humber Bay Park East and associated seating and localized vegetation removals adjacent to the existing water channel.

The rehabilitation of the amphitheatre can be implemented in conjunction with Pathway Improvements (A1), Integrated Park Signage & Wayfinding (A2).

Partners: City of Toronto (Parks, Forestry and Recreation); TRCA.



Medium-scale projects key plan

8.4 LARGE-SCALE PROJECTS

Improvements that require significant funding & coordination of phasing to be implemented the short to long term.

C1. Mimico Creek Bridge, Pond Bridges & Lake Shore Boulevard Bridge Improvements

This item includes rehabilitation of the deck surface and the widening or twinning of the existing Mimico Creek, as well as the widening of the south sidewalk and creation of a lookout area on the Lake Shore Boulevard bridge. It also includes the rehabilitation and widening of the bridges over the pond weirs in Humber Bay Park East to accommodate maintenance and emergency vehicle requirements.

Partners: City of Toronto (Transportation Services, Parks, Forestry and Recreation), TRCA.

C2. New Mouth of Mimico Creek Bridge

This item includes the construction of a new bridge over the mouth of Mimico Creek, south of the existing bridge to complete a pedestrian loop within the Park Core.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

C3. Redefined West Market Area and Parking Reconfiguration

Includes the removal of the northernmost parking lot and creation of the Market Plaza and Market Green, as well as the reconfiguration of existing parking lots to maximize parking spaces.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

C4. Humber Bay Park East Entrance Meadow and Parking Reconfiguration

This initiative includes the removal of the existing parking lot and the creation of a new entrance drive and loop road with reconfigured parking, as well as the new pollinator meadow plantings, pathways, site furnishings and lighting.

Implementation of the East Entrance Meadow could be staged in conjunction with the new Humber Bay Park East Building Project (C5), as the two are intrinsically linked.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

C5. Humber Bay Park East Building Project

This item includes the demolition of existing building in Humber Bay Park East and the construction of a new building, integrated into the landscaped berm north of the new recreational pond.

It is recommended that the New Building be staged concurrently with the Ponds & Linear Wetland Reconfiguration and Improvements (C6), as construction of the building would be directly impacted by changes to the north pond edge and adjustments of pond water levels.

Design and construction of the new building is currently funded through the City's Capital Improvements budget, and implementation is ongoing.

Partners: City of Toronto (Capital Improvements, Parks, Forestry and Recreation), TRCA.

C6. Ponds & Linear Wetland Reconfiguration and Improvements

Updated interior ponds and channels are included along with habitat area enhancements around this area.

It is recommended that the implementation of the Ponds & Linear Wetland Reconfiguration and Improvements be staged concurrently with the new Humber Bay Park East Building Project (C5), as construction of the building would be directly impacted by changes to the north pond edge and adjustments of pond water levels.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

C7. Reconfigured Western Peninsula Parking and Circulation

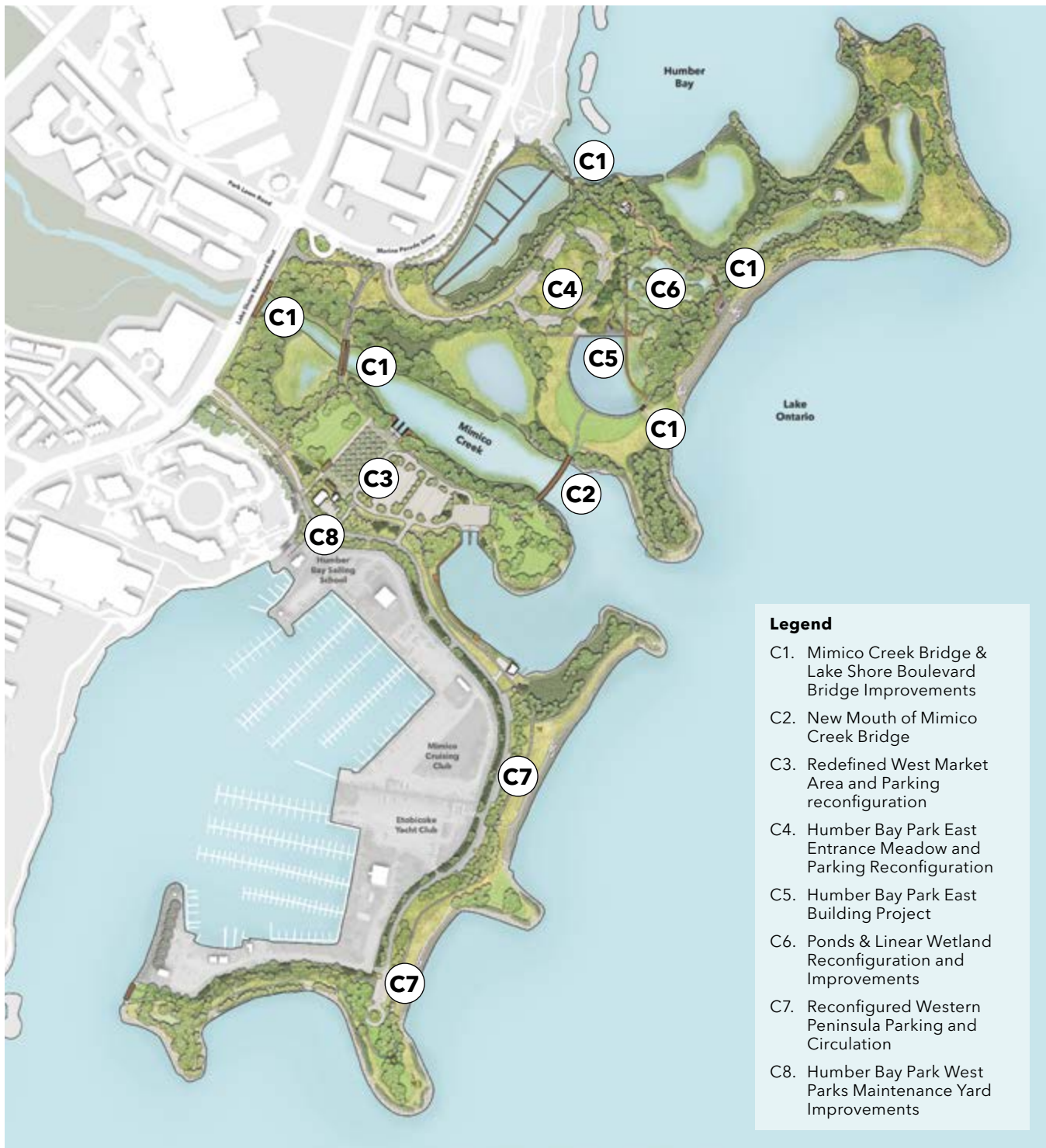
This item includes the removal of the parking lots on the points of the Western Peninsula, the realignment of the roadway reconfiguration of parking, as well as the reconstruction of the multi-use pathway, upgrades to site furnishings, and site lighting along the Western Peninsula.

Partners: City of Toronto (Parks, Forestry and Recreation), TRCA.

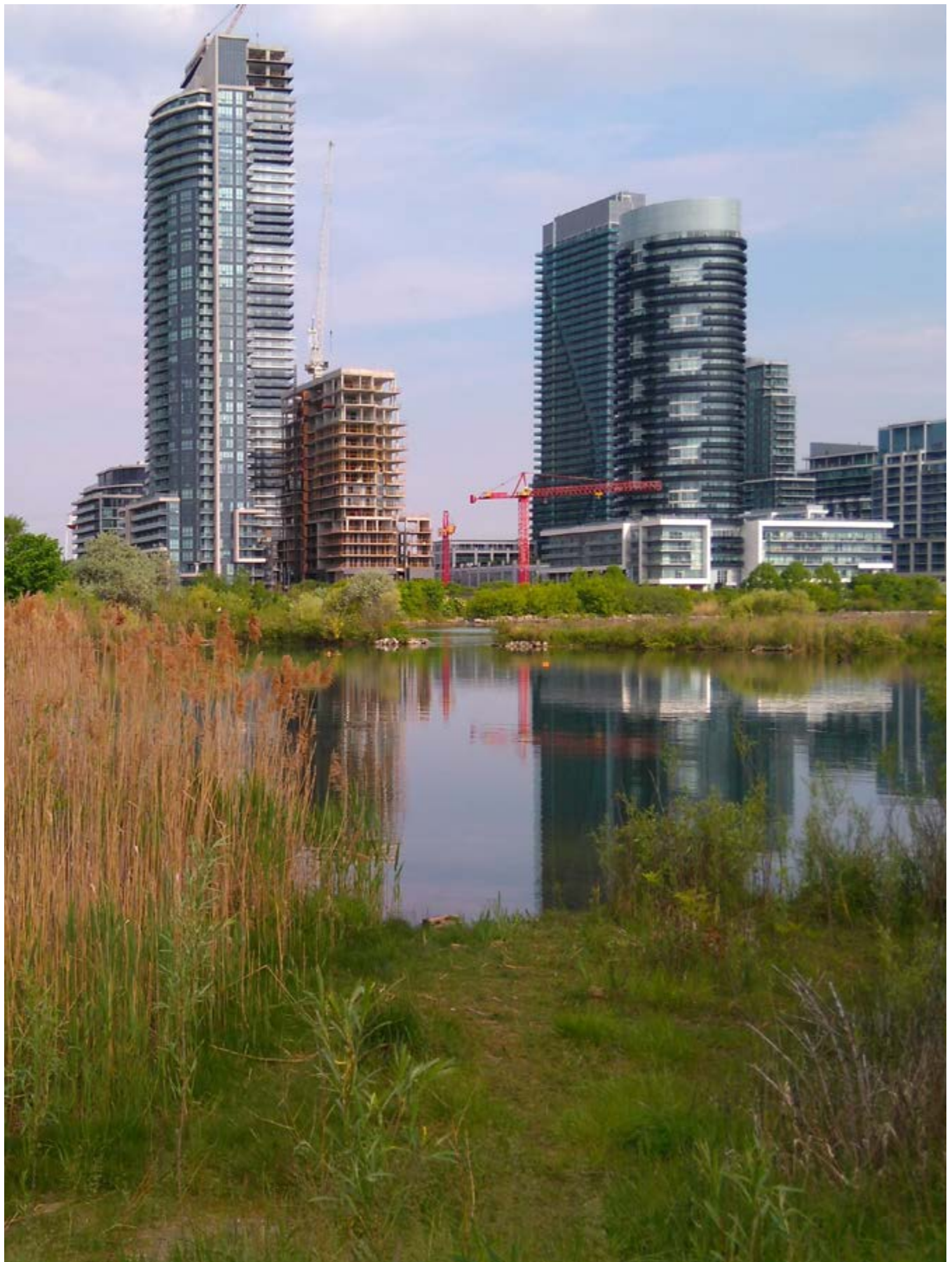
C8. Humber Bay Park West Parks Maintenance Yard Improvements

This item includes the possible expansion of the maintenance yard, with improvements to the existing building to better meet the requirements of Parks staff.

Partners: City of Toronto (Parks, Forestry and Recreation).



Large-scale projects key plan



View to emerging Humber Bay Shores neighbourhood from Humber Bay Park East

CITY OF TORONTO AND THE TORONTO AND REGION CONSERVATION AUTHORITY / DECEMBER 2018

HUMBER BAY PARK MASTER PLAN APPENDICES



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APPENDIX 1

Public Consultation Meeting Summaries

1. Public Meeting #1: February 16, 2016
2. CRG Meeting #1: April 6, 2016
3. CRG Meeting #2: May 16, 2016
4. Public Meeting #2: June 15, 2016
5. Public Meeting #3: September 9, 2016
6. CRG Meeting #3: September 14, 2016
7. CRG Meeting #4: February 6, 2017
8. HBP East Building ACRG #1: April 5, 2017
9. HBP East Building ACRG #2: July 5, 2017
10. HBP East Building ACRG #3: August 30, 2017
11. HBP Building, Architecture Public Meeting #1: October 30, 2017
12. CRG Meeting #5: December 5, 2017
13. HBP Building, Architecture Public Meeting #2: July 12, 2018

Humber Bay Parks Project Master Plan Development and Pavilion Design

Community Meeting #1 – Summary Report



Humber Bay Parks Project – Master Plan Development and Pavilion Design
Community Meeting #1 – Summary Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the City of Toronto Humber Bay Parks Master Plan. If you have any questions or comments regarding this report, please contact:

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Humber Bay Parks Project – Master Plan Development and Pavilion Design
Community Meeting #1 – Summary Report

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Appendix A – Community Meeting Notice

1. Project Background

The Humber Bay Parks offer a quiet, natural refuge for people and wildlife from traffic and high-density development on the waterfront. This man-made parkland covers 43-hectares in Ward 6 on the Toronto Waterfront located at the mouth of Mimico Creek, south of Park Lawn Avenue and Marine Parade Drive.

The City of Toronto and Toronto and Region Conservation (TRCA) have begun developing the Humber Bay Parks Master Plan. The Parks Master Plan will reflect sustainable and environmentally sound landscape design and management and will be created in consultation with local stakeholders, the community and the public. The new Master Plan will establish a shared vision and design for the park that celebrates existing features while accommodating increased park use. In addition, the Master Plan will aim to balance and achieve synergies between active and passive recreational use and ecological sensitivity.

In response to the increased residential density of the area and alongside the Master Plan, the City of Toronto has proposed a pavilion in Humber Bay Park East. The pavilion is envisioned as a multi-purpose community space that will complement the natural environment and waterfront setting of the park while supporting existing active and passive park uses and provide access to a wider range of park users including families and seniors.



Figure 1. Aerial Map of Humber Bay Park East and West

2. Community Meeting #1 Format

2.1. Overview

The City of Toronto held the first Community Meeting for the Humber Bay Parks Project Master Plan Development and Pavilion Design. The meeting took place on February 16, 2016 from 6:00 p.m. to 8:00 p.m. at the Mimico Centennial Library.

The purpose of the meeting was:

- To introduce the Humber Bay Parks Project, including the Master Plan and Pavilion
- To introduce the Humber Bay Parks Project team, expertise and experience
- To present project approach, consultation process and projected schedule;
- To highlight how the Master Plan and Pavilion design projects and processes will be related;
- To discuss and understand the community's vision for the park, design principles and potential future uses; and
- To discuss and understand the community's vision for the pavilion, design principles and potential future uses.

The format of the meeting consisted of two presentations by City Staff and Consultant teams followed by a short question and answer period and an interactive workshop. The workshop included 4 stations where meeting participants were invited to share their ideas and thoughts about current and future use of the park. Approximately 100 people attended the meeting.

Participants received a Discussion Guide and were also encouraged to submit feedback after the meeting until March 8, 2016. All meeting materials were made available on the project website: www.toronto.ca/humberbayparks.

2.2. Presentations

Liz Nield, Lura Consulting, opened the Community Meeting and described her role as the independent facilitator responsible for keeping the meeting on schedule and moderating discussions. She reviewed the meeting purpose and agenda and introduced Councillor Mark Grimes, Ward 6, who made opening remarks and expressed his excitement and support for the major capital investment in the parks.

Two presentations were made to give community members an overview of the Master Planning and Pavilion Design processes as well as the key features of the park site. The first presentation was provided by James Roche, DTAH. Mr. Roche introduced the consulting team for the Master Plan and described the approach, scope and project timeline. He also gave an overview of the park site including existing buildings, structures, parking, trails and circulation, open spaces and vegetation communities, habitat sensitivity, ponds and water bodies, and park programming.

The second presentation was provided by Jon Neuert, Baird Sampson Neuert Architects. Mr. Neuert described the approach and scope for the pavilion design process and provided

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examples of work completed as well as provided an overview of siting considerations for a pavilion in Humber Bay Park East.

Following the presentations, participants had the opportunity to ask questions of clarification.

2.3. Interactive Workshop

Following the presentations, participants were invited to visit four topic stations (see below) and provide their feedback. Project team members and City/TRCA staff were available at each station to facilitate the discussions and answer questions. Participants were encouraged to answer the questions in the Discussion Guide provided and write comments or draw on the aerial maps and share their ideas/comments on sticky notes at each station.

Topic	Discussion Questions
1. Vision and Outdoor Activities	1. What is your vision for Humber Bay Park? 2. What activities would you like to be included as part of the Master Plan?
2. Pavilion and Related Activities	1. What is your vision for a pavilion in Humber Bay East? 2. What are the activities that should be included in the pavilion design?
3. Natural Environment and Ponds	With respect to the natural environment and ponds... 1. What issues should be considered in the Master Plan? 2. What opportunities should be considered in the Master Plan?
4. Circulation, Parking and Accessibility	With respect to circulation, parking and accessibility... 1. What issues should be considered in the Master Plan? 2. What opportunities should be considered in the Master Plan?

After the workshop portion of the meeting, a facilitator at each station shared highlights of the discussions with the full group. This exercise was intended to identify likes and dislikes within the existing park and to identify key issues to help inform the direction and form the foundation for the Masterplan and the pavilion projects.

3. Summary of Feedback

Feedback was obtained through the following methods:

- a) Input during the Community Meeting workshop;
- b) Discussion Guides submitted in-person and following the meeting; and
- c) Direct e-mails to City of Toronto staff.

To extend the opportunity for feedback a comment period was open until March 8, 2016. People were invited to visit the project web-site, to submit comments and or discussion guides via e-

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mail or in person. In total, 31 Discussion Guides were submitted during the comment period and approximately 60 e-mails with feedback were submitted to City.

The summary of feedback has been divided into the four topic areas as listed above. Input has been further divided into common themes within each topic area.

3.1. Vision and Outdoor Activities

3.1.1. Vision

Participants frequently described the Humber Bay Parks as a natural treasure and sanctuary that provides an escape from the growing urban environment. The vision elements shared by community members related to protection and enhancement of the park's features, a safe and well-maintained park, accessible by all community members at all times of the year, and a space for passive recreation.

A summary of the ideas shared by meeting participants for the "Vision" for Humber Bay Park East and West is below:

Natural Environment

- Keep the park wild, natural, and undisturbed; maintain as much natural habitat as possible.
- Retain and enhance the park's natural values.
- Protect the park from overuse.
- Enhance water quality in the lake, wetlands, and ponds.

Park User Experience

- A walkable and quiet escape from the city; a respite.
- Safe at all hours.
- A park suited to all ages and abilities.
- HBP East as a quiet, natural environment and HBP West as a more active environment with clubs, sports, and markets.
- An area primarily for passive recreation.

Park Facilities

- Well-maintained and clean facilities and features.
- Gathering spaces for people that take advantage of the park's natural beauty and sightlines of the cityscape.
- Use of the park and ponds year round.

3.1.2. Outdoor Activities

Several outdoor activities, programs and park elements were shared by community members to be included in the Master Plan. Although a wide range of ideas were suggested, it was also

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emphasized by some participants that the Master Plan should focus on passive recreational activities only. A summary of the feedback on outdoor activities is provided below:

Activities & Programs

- A variety of activities for all age groups and abilities.
- Outdoor education and clubs; interactions with nature.
- Farmer's market.
- Cycling, running, walking.
- Sports activities, outdoor fitness programs (e.g., yoga).
- Skating.
- Recreational fishing.
- Swimming.
- Bird watching.
- Photography.
- Kite flying.
- Bike tours.
- Paddle sports, kayak/canoe rentals and storage opportunity.
- Model sailing.

Physical Park Elements

- Sheltered picnic areas.
- Improved seating areas, looking out towards the lake and around the skating pond.
- Outdoor amphitheatre for educational opportunities and small-scale arts performances (i.e., plays, concerts).
- Playground and splash pad (potentially located near HBP West parking lot).
- Repurposing of parking lots for community use (e.g., baseball diamond, sports field, open lawn, naturalized area).
- Washrooms that are accessible, well-maintained, safe, heated and open daily during all seasons.
- Gardens.
- Tennis courts.
- Ice rink.
- Water fountains.
- Composting receptacles.
- Coin-operated bird feeders.
- Consistent furnishings throughout the park.
- Discrete public art that complements the natural environment.

3.2. Pavilion and Related Activities

3.2.1. Vision for a Pavilion

Among the community members that were supportive of a pavilion in the park, the following ideas were raised related to the vision for a new facility:

- A facility that brings the community together.
- A facility that is not at the scale/size of a banquet hall or large facility, but is a smaller site within the park, could also split into two facilities, or improve existing facilities within the park (e.g. washrooms).
- Integrated into the natural environment; integrated as a “zen” space (i.e., water, gardens, and trees both inside and outside).
- Designed to showcase eco-friendly innovations (e.g., solar panels, green roof, etc.).
- Naturalized with wood, rock and stone materials.
- A place for quiet, passive activities.
- A point of pride.
- Wide hours of use for open programming.
- Versatile indoor/outdoor space.
- Incorporation of views of downtown skyline, sunrise, and sunset.
- Ensure that it is accessible.

3.2.2. Concerns with Proposed Pavilion

Many community members had questions about the Pavilion and raised concern about the proposed pavilion within Humber Bay Park East. Comments regarding the proposed pavilion were primarily related to the proposed size of the facility and anticipated impacts to the natural environment and setting of the park, increased visitors to the park and need for additional parking and ongoing maintenance and operations of the facility. Concern was also expressed over the rationale used for determining the community need for a pavilion. A summary of the comments is provided below:

- Keep the focus of HBP East as predominantly natural and deliberately undeveloped. Consider moving the pavilion to HBP West or outside of the park site (alternative sites could include: the Christie site, Eau de Soleil presentation centre site, Humber College Marina, locations on Marine Parade Drive, and Humber Bay Park West).
- There is concern that ecologically sensitive habitat and wildlife will be negatively impacted by increased stresses on the park in the form of increased pedestrian and vehicular traffic, noise and light pollution, littering, and the pavilion construction process.
- The scale of the pavilion should be compatible with the park and greatly reduced in size (Note: An online petition was launched opposing the proposal of a 12,000 Sq. Ft Pavilion for large gatherings capable of hosting parties, weddings, and business functions for hundreds of people in Humber Bay Park East.). There is concern that the pavilion will

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become an event/banquet facility. Additional questions/concerns were raised regarding event revenue and annual maintenance and operations of the facility

- There were suggestions to renovate and consolidate the existing service buildings within the park, rather than create a new large-scale-facility. The renovated building should only include washrooms, winter change room for skaters, and storage for the model boat club.
- An impact study should be conducted to assess the proposed uses and location for a pavilion, taking into consideration the natural environment and the Toronto and Region Conservation Authority's (TRCA) Humber Bay Park Terrestrial and Biological Inventory & Assessment.
- There was concern raised regarding the use of glass materials in the pavilion design as it can be hazardous to birds.
- Parking during events is a concern; there is a desire for no additional parking or roadways within the park.
- If the pavilion is to be in a secluded location in the park, there are concerns with safety and accessibility.
- Questions were raised about when the decision to plan for a pavilion was made and whether the community had any input.
- It was suggested that the City could consider the renovation of the Eau De Soleil Sales Centre in its location, rather than the introduction of a new building near the ponds.
- It was expressed that there is a need for an accessible and local community facility in the neighbourhood.

3.2.3. Activities Related to a Pavilion

There was a preference for the activities related to a pavilion to be passive and nature-focused. The various programs, activities, and features suggested by participants are summarized below:

Programs

- Environmental education, nature interpretation, kids camps (e.g., High Park Nature Centre).
- Self-guided nature discovery for all ages.
- Library (e.g., City of Toronto Biodiversity Booklet Series to be made available).
- Painting.
- Birdwatching.
- Music.

Pavilion Features

- Outdoor social space (e.g., amphitheatre).
- Raised viewing platform for observation, photography, teaching sessions, etc.
- Small auditorium for music, plays, seminars, etc.

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- Room(s) to host community activities, clubs, meetings and instruction that support passive activities in the park.
- Accessible washrooms.
- Sport-related facility, exercise space (e.g. yoga).
- Gallery space.
- Green roof.
- Community notice board.
- Small restaurant/café.
- Skating shop and change room.

3.3.Natural Environment and Ponds

3.3.1. Issues/Concerns Related to the Natural Environment and Ponds

A number of issues/concerns were raised related to the protection and maintenance of the natural environment, ponds, Mimico Creek and outer shoreline. A summary of issues/concerns is provided below:

Natural Environment

- Keep Humber Bay Park East natural; a pavilion would be better suited in Humber Bay Park West.
- Jet-skis/boats should not be allowed in wetlands and bird nesting areas (Dunker's flow); there is a need for more enforcement/signage to educate boaters to keep out of the wetlands. Add a fish gate or rock barrier to keep boats out of wetlands.
- Remove invasive species.
- There are conflicts between park users and nesting birds (e.g., park users feeding the birds, dogs swimming near nesting sites, birds becoming hooked on fishing lure). Consider better nesting site locations that provide more protection and seclusion for birds.

Ponds

- There are concerns with algae levels in the ponds.
- Ensure good circulation of water within the ponds.
- Consider a wind-powered pump system for the ponds. This could provide an opportunity to learn about sustainable technology while providing a low cost pumping solution.
- Make the ponds a closed system.
- Pond decking is in poor condition.
- The shallow ponds are not suitable for sustaining fish populations. Fishing should not be allowed in the ponds; signage should be installed to this effect.

Maintenance

- There is a lack of park maintenance.

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- Increased park use may cause a negative impact on the natural environment (e.g., litter, dog waste, etc.).
- Improve the sandy shoreline; remove rebar and other hazards.
- There is an accumulation of plastic at the shoreline. Need more garbage cans/garbage collection.
- Remove and replace dead trees near major pathways. Do not remove dead trees in naturalized areas as they provide habitat for birds such as woodpeckers.

Mimico Creek

- Support expressed for both retention and removal of the boat launch at HBP West – further investigation required.
- Make the boat launch smaller and better suited for kayakers/canoeists.
- Dredge the creek to improve habitat and help keep the waterway clean.
- Don't change the creek area; it is good habitat for birds.

Fishing

- Recreational fishing access could be improved. The old fishing pier on the east side of the park has not been rebuilt after it was destroyed.

3.3.2. Opportunities Related to the Natural Environment and Ponds

The opportunities raised by community members related to the natural environment and ponds were focused on improving habitat and naturalized areas as well as increasing educational and stewardship opportunities. A summary of opportunities for consideration in the Master Plan is provided below:

Habitat

- Naturalize the ponds; create micro-environments in and around the ponds.
- The pine trees around the ponds provide good wildlife habitat.
- The stormwater pond attracts many species of fish because it provides shelter. Improve the aquatic habitat of the bottom of the stormwater pond and the eastern bays to improve the fisheries of the park. This will result in improved recreational fishing opportunities.
- Reintroduce native species wherever possible.
- Create pollinator gardens.
- Reduce the amount of open lawn.
- Make the park bigger (more lakefilling). Various sites around the park are ideal for wetland expansion.

Programming

- Include educational programs for children (e.g. pond ecology education).
- Encourage stewardship group events.
- Include interpretive signage and tree identification plaques.

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- Continue to have skating on the pond.
- Enhance sandy shoreline areas as safe swimming zones.

3.4.Circulation, Parking, and Accessibility

3.4.1. Issues/Concerns Related to Circulation, Parking and Accessibility

The issues/concerns related to circulation, parking and accessibility were focused on pedestrian and cyclist safety, and the condition and accessibility of trails, boardwalks, and bridges throughout the park. In addition there was concern expressed about the addition of new parking and interest in exploring reduction of parking and paved areas in the park. A summary of issues/concerns for consideration in the Master Plan is provided below:

Cycling

- Enforce slower speed for cyclists (i.e., police to ticket fast cyclists, speed bumps, etc.).
- Encourage fast cyclists to use Lake Shore Boulevard and slower cyclists to travel through the park.
- Improve signage on cycling trails (e.g., stop signs, distance markers).
- Include a stop sign at the bike crossing at Humber Bay Park West Rd.
- Improve cycling trail connectivity.
- Add more bike parking and introduce bike share facilities.

Trails & Bridges

- Improve the condition of natural trails (i.e., there are rocks, roots, and potholes that need to be smoothed out). There are several informal trails that should be upgraded to formal trails to reduce damage to the surrounding vegetation.
- The boardwalks around the ponds are in poor condition and need to be replaced.
- Drainage improvements are required on some trails.
- Realign the trails in HBP West and implement more signage to encourage more people to explore the outer portion of the park.
- Widen pedestrian pathways.
- The surface of Mimico Creek Bridge is in poor condition and should be replaced.
- Widen Mimico Creek Bridge to accommodate separation of pedestrians and cyclists. Also, create a lookout platform at one end of the bridge so people can stop and look at the creek and lake without blocking the bridge.
- Consider a new bridge connecting HBP East and West at the outer shoreline.
- Replace wooden viewing platforms with metal viewing platforms (e.g., Colonel Sam Smith Park as precedent).

Traffic & Parking

- The proposed pavilion presents concerns with respect to the need for increased parking. There is a preference for no new parking facilities.

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- A study should be undertaken in HBP West to determine if there is an oversupply of parking.
- Remove parking and replace it with natural areas.
- Policing and ticketing is needed in parking lots.
- Discourage undesirable activities occurring at night in the West parking lot.
- New painted lines in the parking lot would assist drivers in only taking up one parking spot.
- Consider the spatial needs of the farmer's market in terms of the safety of participants from vehicular and cycling traffic.
- Pedestrian crossings around the parking lots and vehicular routes should be clearly defined.

Accessibility

- There is limited accessibility at the Air India Memorial.
- Improve accessible parking facilities.
- The condition of paved and unpaved trails do not provide adequate access to park features for all park users.

3.4.2. Opportunities Related to Traffic, Parking, and Accessibility

The opportunities related to traffic, parking and accessibility for consideration in the Master Plan were focused on achieving a balance of uses, and improving trails and access to the park:

Trails & Pathways

- It is important to achieve a balance of uses; provide separated trails for pedestrians and cyclists.
- Consider a path along the east bank of Mimico Creek.
- Lighting the pathways may improve pedestrian safety and encourage use during wider hours of the day.
- Stone pathways are preferred over asphalt.
- Consider raised platforms/walkways through the wetlands and near the naturalized pond and channel.

Access

- Consider future boat transport to the downtown core.
- Improve access to the park by public transit (i.e., better promotion and signage of transfer points, schedules, and route options).
- Improve access to the park from the Mimico community. Connect the western arm of the park to Mimico with a bridge. However, the West gap is important for boat access; a bridge may impact boating.
- Improve access for kayakers who use the park as a rest stop on daylong paddles.
- Add a kayak launch separated from larger boats.

3.5. Additional Feedback

Additional feedback was provided related to the dog park in Humber Bay Park West and as well as signage opportunities throughout the park:

Dog Park

- The lighting near the dog park of HBP West needs to be fixed.
- Adding wood chips around muddy entrances would help to increase safety by reducing slippery surfaces.
- A community notice board at the entrance of the dog park was suggested.
- Increasing the size of the dog park was suggested.

Signage

- Add more wayfinding and educational signage throughout the park.
- Include signage in the park to: discourage users from feeding the wildlife; discourage littering; encourage users to keep dogs on leash and clean up after them; prohibit fishing in the ponds; and prohibit boating near the wetlands.

4. Next Steps

The project team will consider the input received in the development of a vision and mission for the Master Plan and preliminary design concepts. As part of the community engagement process, a Community Resource Group (CRG) will be formed with interested stakeholders to provide ongoing advice to the Project Team during the design phase of the Project. The Community Resource Group will be comprised of members that represent the community, park/trail users, local community organizations and businesses and institutions. In addition, there will be on-going opportunities for public updates and input as the project moves forward through the project web-site and future public meetings/consultations.

The next opportunity for community members to participate in the Master Plan's development will be in June 2016. Updates on the project will be posted on the website:

www.toronto.ca/humberbayparks.

Appendix A – Community Meeting Notice

Humber Bay Parks Project - Master Plan Development

Community Resource Group Meeting #1

Wednesday, April 6, 2016

6:30 pm – 9:00 pm

Storefront Humber, 2445 Lake Shore Boulevard West
Etobicoke, Ontario M8V 1C5

Meeting Summary

1. Agenda Review, Opening Remarks and Introductions

Liz Nield, Lura Consulting, welcomed participants to the first Community Resource Group (CRG) meeting for the Humber Bay Parks Project. Ms. Nield led a round of introductions and reviewed the meeting agenda. She explained that the purpose of the meeting was to:

- Introduce the project, proposed approach, timing, activities and next steps;
- Confirm membership for Community Resource Group;
- Discuss next steps for the Master Plan Development and to provide an overview of what we have heard to date; and
- Present, discuss, and get feedback on the draft principles and objectives.

The meeting agenda is attached as Appendix A, while a list of attending CRG members can be found in Appendix B.

2. Project Update

Netami Stuart, City of Toronto, provided a Project Update presentation which included an overview of how the Master Plan Project began and next steps in the planning process. She also provided a summary of the feedback received at the public meeting held on February 16, 2016. Ms. Stuart emphasized that based on community feedback further consultation on a building within the park is required. She confirmed that the architects are not going to be doing any design work in the park and the project team is going to take the time required to understand what kind of indoor activities belong in HBP East or West.

A summary of the discussion on the project update is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

Q. What was the pavilion that was being proposed? Was it at the Eau de Soleil site?

A. The possibility of a building in the park remains, but we need to know what kind of building. There were a lot of misconceptions about what was being proposed. To be clear, the intention is not to provide a facility for large events or banquets in the park.

This project is focusing on Humber Bay Parks. The Eau de Soleil site is outside the park and the feasibility of its re-purposing as a city-owned community centre is currently being evaluated by the City (Etobicoke York Community Council Decision EY12.33, February 23, 2016).

C. I appreciate that you are taking a step back and re-evaluating the pavilion. I keep hearing that a building is a necessary and mandatory part of this project. I hope that you ask the community whether the park needs a building.

A. The question we are asking is what indoor activities should happen in the park, if any. In the community survey, a list of activities will be provided and there will also be the option of selecting no indoor activities. We are not asking 'should there be a building'.

C. As a teacher, I would like to see a building in the park. It is a great opportunity for school groups to use the park in the winter or when it is raining. A small presentation space could also bring the community together.

Q. What has City Council approved from a funding perspective?

A. We have funding to do a Master Plan for this park and a little bit of detailed design. The Master Plan includes cost estimates and phasing that will inform how funding is assigned for construction. There is funding for the first phase of trail improvements in Humber Bay Shores. Council has also approved funding for a pavilion as part of the Parks, Forestry, and Recreation Capital Plan.

C. You stated there was a broad consensus that the pavilion, as proposed, wasn't what people wanted. We were told by Councillor Grimes that if that is the case, he would cancel the pavilion. Why were we not brought in for the final decision on the pavilion?

A. What we heard was that there was no desire for a 12,000 square foot event facility. We believe that architectural improvements are needed and desirable in the park and we would like to explore what that looks like. We are taking a step back based on what we have heard and we are going to continue to consult the community.

C. Are there guidelines from the Toronto and Region Conservation Authority (TRCA) that impact any planning and development in the parks?

A. Yes, this will be discussed in the presentation coming up.

Q. What is the vision for the park? Every park is unique. It is an exciting opportunity.

A. We have draft guiding principles and objectives that we would like your input on today. We will also discuss the park vision.

3. Overview of Terms of Reference for the Community Resource Group

Ms. Nield provided an overview of the CRG Terms of Reference document which provides guidelines for how the CRG will operate. A summary of the discussion on the Terms of Reference is provided below.

- There is inconsistency regarding references to decision making within the document (Section 4 and Section 7). This will be clarified and reworded to include "recommendations" rather than "decisions" in Section 7.
- Local resident representatives also have the opportunity to send an alternate to meetings. One person should be assigned as an alternate rather than a new person at each meeting. This will help ensure the process moves forward as the schedule dictates.
- The word "pavilion" is used within the document. It was suggested that this be changed as it has a negative connotation within the community.

- There was discussion about whether CRG members are comfortable with meetings being open to the public. It was decided that as long as observers are not able to participate in discussions and have a separate seating area, the group is comfortable with allowing observers.
- During the meetings, any form of recording (video, audio, photographic) is not permitted without consent from participants. The meeting minutes will be the formal record of the meeting and will be posted on the project website.
- Social media used during and after meetings is permitted as long as it does not disrupt the meeting.

4. Presentation – Process and Master Plan Approach, James Roche, DTAH

James Roche, DTAH, provided a presentation on the Master Plan approach, scope, and timeline. The presentation included an overview of the existing conditions related to existing buildings, structures, parking, trails and circulation, open spaces and vegetation communities, habitat sensitivity, ponds and water bodies, and park programming. The presentation will be available for download on the project website at www.toronto.ca/humberbayparks. A set of draft guiding principles and objectives for the Master Plan were presented for feedback.

The following discussion questions were used to guide the conversation facilitated by Ms. Nield:

- What do you like about the principles and objectives for the Humber Bay Parks Project? What concerns do you have?
- What changes would you make to either the draft principles or objectives?
- What advice do you have for the project team on the public engagement strategy?

A summary of feedback on the Master Plan guiding principles, objectives, and engagement strategy is provided below:

Vision

- It was suggested that two different visions be developed for HBP East and West as they have different identities. This may help to understand the need for a building.
- There was discussion on an overarching vision statement for the parks as a starting point for the Master Plan. A draft vision statement will be presented for comment at the next CRG meeting.

Guiding Principles and Objectives

- One of the great aspects of the parks is that they provide public access to the water (both physical and visual access). It was suggested that the protection of access to the water be included in the objectives.
- Language about balancing a range of interests in the parks should be included in the guiding principles.
- It was suggested that a guiding principle be included that addresses the need to encourage people to use HBP West as it is underused compared to HBP East. This could be achieved through signage and trail connections. This concept could be incorporated into the “Innovate and Evolve” guiding principle.
- The guiding principles need to address community stewardship and the notion that we all need to take ownership of the parks.

- The guiding principles could have more emphasis on accessibility. There is often a need for accessibility information on trail signage.
- An objective related to operations and maintenance of the park will be added.

Other Feedback

- Signs advertising the Master Plan project should be posted in the park to increase awareness. Potential locations for signs include the park entrances, the farmer's market parking lot, the flagpole, the ponds, and the off-leash dog park entrance. The goal is to have the signs posted before the launch of the public survey.
- Recreational paddling could be added to the inventory of circulation routes. It was suggested that a data layer be added to the aerial map denoting circulation of light watercraft.
- It was suggested that the park be identified as part of a wider transportation corridor, including trails for cycling and walking/jogging. The Master Plan should clearly designate trail classifications including denoting which trails are accessible.
- The City and TRCA are working on a trail that goes up Mimico Creek. HBP will be connecting to it and cognizant of that fact that it is happening. There is no timeline for the trail implementation yet.
- There is an interest in understanding how people are accessing the parks and what parking facilities are required.
- There is active scuba diving in HBP West; however users don't have good access to the water. (City staff noted that this is not permitted.)
- There are issues related to campfires in the parks (e.g., inadequately extinguished fires, trees used for burning, litter left behind, burnt park benches and tables). Campfires are currently not permitted within HBP East or West. It was suggested that more enforcement is needed to prevent unsafe and unpermitted fires. The campfire program at Dufferin Grove Park was mentioned as an example of a successful campfire program.
- There are issues with trail erosion along the waterfront of HBP East.
- With respect to signage in the parks, it was expressed that there is a fine balance between being informative and creating visual pollution and surfaces for graffiti.
- Explore the opportunity to improve the site of the weekly farmer's market (e.g. more seating and picnic tables, a shelter for vendors, more attractive and better connection to greenspace).
- There is interest in supporting nature programming for children in the parks, similar to programming at the High Park Children's Garden. A natural amphitheatre could provide opportunities for outdoor programming.

Comments Regarding the Dogs Off Leash Area (submitted after the meeting by a CRG member)

- A number of improvements to the dogs off leash area (DOLA) were suggested following the meeting:
 - Improvements to the condition and connectivity of the path leading to the DOLA are required.
 - There are concerns with soil erosion and drainage in the DOLA as it is often very muddy during and after rainfall.
 - It was suggested that a circular path of wood chips be added around the perimeter of the DOLA, addition to the entrance where it is very muddy.
 - Consider a different structure to create shelter from the elements during the winter.

- Improved signage leading to and at the entrance of the DOLA is required as users are often unsure which areas are on-leash versus off-leash.
- Additional lighting at the DOLA would be welcomed.
- A bulletin board at the DOLA was suggested to share community information.

5. Draft Survey Review and Comment

Ms. Stuart reviewed the draft community survey with CRG members and asked for their input on the questions. The following suggestions for modification to the draft survey were provided:

- How do you travel to Humber Bay Parks?
 - Add: non-motorized watercraft, motorized watercraft, public transit
- When do you normally visit Humber Bay Parks...?
 - Add: holidays
- How often do you visit Humber Bay Parks?
 - Change option to 0 visits, as opposed to no visits
- Why do you visit Humber Bay Parks?
 - Add: sailing club, view the skyline, photography, to paddle, kite flying (this was noted as possibly illegal at the meeting; kite flying is permitted under certain parameters in City of Toronto parks), use washroom
- How could your visits to Humber Bay Parks be improved?
 - Add: improved washrooms, better access to the water, better shorelines
 - Change wording to “more bike parking” rather than “more bike racks”
 - Ornamental planting and wayfinding may not be understood. Suggestion to use different terminology (e.g., flower beds)
 - Differentiate dog related categories (off-leash vs. on-leash area)
- What kinds of new outdoor recreational activities, services and features do you think should be available in the Humber Bay Parks?
 - Change “nature-based play” to “playground”
 - Add: bike share facilities, rental for canoe/kayak, outdoor performance and presentation, park stewardship activities
 - There was discussion on whether swimming could be incorporated as an option. It was noted that swimming is ecologically and financially challenging for the City to provide. There are no natural beaches in HPB East and West and there are significant drop-offs close to the shoreline that can make swimming dangerous.
- What kinds of indoor recreational services and activities do you think should be available in the Humber Bay Parks?
 - Add: school trips as an additional example of “classes”
 - There was a discussion on the possibility of watercraft storage in the park. Ms. Stuart will inquire if Parks, Forestry, and Recreation division is willing to consider this. It was noted that any private organization can propose the use of a storage container in a park through a separate process.
- Additional question to add: Who do you go to the parks with?
- The survey will be available in alternative formats. Ms. Stuart will follow up on whether it can be made available in other languages.

- A question was raised regarding the connection between the parks and the city and the possibility for expansion of the parks. It was explained that expansion of the land based of the parks is not part of the scope of the Master Plan. It was also noted that the City would like to create a network of waterfront parks and a connection to adjacent transportation networks.

6. Summary and Next Steps

Ms. Nield thanked CRG members for contributing their feedback. Participants were encouraged to provide additional comments on the material presented until April 13, 2016.

**Humber Bay Parks Project - Master Plan Development
Community Resource Group Meeting #1**

Wednesday, April 6, 2016

6:30 pm – 9:00 pm

Storefront Humber, 2445 Lake Shore Boulevard West
Etobicoke, Ontario M8V 1C5

AGENDA

Meeting Purpose:

- To introduce the project, proposed approach, timing, activities and next steps
- To confirm membership for Community Resource Group
- To discuss next steps for the Master Plan Development and to provide an overview of what we have heard to date
- To present the draft principles and objectives
- To discuss and get feedback on the draft principles and objectives

6:30 pm Agenda Review, Opening Remarks and Introductions

- Liz Nield, Lura Consulting, Facilitator

6:40 pm Project Update

- Netami Stuart, City of Toronto
- Discussion

7:20 pm Overview of Terms of Reference for the Community Resource Group

- Purpose, Mandate and Schedule
- Discussion

7:40pm Presentation – Process and Master Plan Approach, James Roche, DTAH

- Project Approach and Scope, Timeline and Schedule
- Site Overview and Conditions
- Public Engagement Strategy
- Draft Principles and Objectives

8:00 pm Discussion

- What do you like about the principles and objectives for the Humber Bay Parks Project? What concerns do you have?
- What changes would you make to either the draft principles or objectives?
- What advice do you have for the project team on the public engagement strategy?

8:40pm Draft Survey Review and Comment

- Reviewing the draft survey, what advice or feedback do you have for the project team?

8:55 pm Summary and Next Steps

9:00 pm Adjourn

Appendix B – List of Attendees

CRG Members:

Angela Brooks – Toronto Ornithological Club
Anne Powell – Toronto Field Naturalists
Brian Bailey – Citizens Concerned for the Future of the Etobicoke Waterfront (CCFEW)
Chris Moore – Mimico Residents Association
David Clark – Toronto Urban Fishing Ambassador
Eric Code – Dog Park Users Representative
Garth Riley – Local Resident
Jane Darragh – Local Resident
Klaus Dunker – Local Resident
Lucy Harris – Local Resident
Mary Bella – Local Resident
Randy Barba – Friends of Humber Bay Park
Richard Jackson – Local Resident
Rick Levick – Metro Marine Modellers
Ted Mann – South Etobicoke Cycling Committee
Thomas Hasan – Local Resident

Councillor's Office:

Kim Edgar

Project Team Staff and Consultants:

Jorge Ture – City of Toronto, Parks, Forestry, and Recreation (PFR)
Lori Ellis – City of Toronto, PFR
Netami Stuart – City of Toronto, PFR
Peter Klambauer – City of Toronto, PFR
Susan Korrick – City of Toronto, PFR
Karen McDonald – Toronto and Region Conservation Authority (TRCA)
Nancy Gaffney – TRCA
James Roche – DTAH
Tanya Brown – DTAH
Leah Winter – Lura Consulting
Liz Nield – Lura Consulting

Humber Bay Parks Project - Master Plan Development

Community Resource Group Meeting #2

Monday May 16, 2016

6:30 pm – 9:00 pm

Colborne Lodge, 11 Colborne Lodge Drive

Meeting Summary

1. Agenda Review, Opening Remarks and Introductions

Liz Nield, Lura Consulting, welcomed participants to the second Community Resource Group (CRG) meeting for the Humber Bay Parks Project. Ms. Nield led a round of introductions and reviewed the meeting agenda. She explained that the purpose of the meeting was to:

- To discuss next steps for the Master Plan Development and to provide an overview of what we have heard to date;
- To present the conceptual work that has been completed to date, including potential improvements;
- To discuss and get feedback on the conceptual work that has been completed to date, including potential improvements; and
- To discuss and get feedback on the approach for the upcoming public meeting.

The meeting agenda is attached as Appendix A, while a list of attending CRG members can be found in Appendix B.

2. Project Update

Netami Stuart, City of Toronto, provided a brief update on the project. She informed attendees that the next Public Meeting will be held on June 15, 2016 at John English School and notices will be mailed to approximately 12,000 residents. CRG members were encouraged to post the notice on bulletin boards and other public spaces to help spread the word. Ms. Stuart also provided an update on the community survey that will be live until June 10, 2016. Over 500 responses were received to date. A few details about the composition of respondents were shared: there have been 12% more female respondents than male respondents; and a high percentage of respondents do not have children living in their household.

Ms. Stuart also highlighted the importance of garnering support for the Master Plan from a broad range of community members in order to ensure the plan succeeds and can be implemented.

3. Presentation – Master Plan Approach and Potential Improvements, James Roche, DTAH

James Roche, DTAH, provided a presentation on the initial proposed improvements to Humber Bay Parks. He reviewed the feedback heard at the first CRG meeting as well as the Master Plan purpose, draft Guiding Principles, and Objectives. He presented detailed improvements to four areas: parking, circulation and stormwater management; the ponds and waterway; park programming and features;

and architectural improvements. Detailed improvements to pathways and trails, habitat for native flora and fauna, and a lighting strategy will be presented at the next CRG meeting. The meeting presentation will be available for download on the project website at www.toronto.ca/humberbayparks.

A summary of the questions of clarification following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

Q. With the proposed change to the parking, how much green space would be added?

A. I don't know the exact number off hand but I can discuss this after the presentation.

Q. Would there still be two-way traffic on the roadway with a reduced road width?

A. Yes, the width would be reduced to 6 metres.

Q. Would there be walkways through the linear wetland in the proposed configuration 1?

A. Yes.

Q. What would happen to the turtle population in the ponds with the reconfigured plans?

A. The turtles would be rescued and relocated to purpose-built habitat.

C. I suggest you add the word "dogs" to the objective related to pathways and trails: "Optimize public safety by minimizing potential conflicts between vehicles, cyclists and pedestrians".

Q. With respect to architectural improvements, what would happen to the Police Marine Unit building?

A. It would remain as is.

Q. Is there any consideration of swimming areas in the potential improvements? People use the beaches informally. Is there any opportunity to make those beaches safer, particularly in HBP West? Do you know anything about the lake water quality?

A. The parks are a created landform built in the 1970s out of bricks and rubble. This presents a lot of hazards that routinely turn up. TRCA undertakes collection of rebar on a regular basis. Because of the natural hazards that are under water and the steep drop off just off of the parks, it is not suitable for swimming or scuba diving. Regarding the water quality, I don't have that information with me tonight but I can follow up with you.

C. Regarding the parking changes in HBP East, it is important to accommodate accessibility for Wheel-Trans vehicles. I don't see a central drop-off location in the proposed improvements.

A. There would still be a drop-off location; it would be internalized within the parking lot.

Q. Regarding the architectural improvements, is there an option to enlarge the current building at HBP East and/or add a new building to the west side of the ponds?

A. In terms of buildings, there four potential areas identified for architectural improvements. Two areas have existing buildings and two areas could be considered for a new building. Of the existing buildings, one houses the seasonal washrooms and Parks staff currently. We are trying to show a few options, and they are interrelated. We will also have a discussion about the criteria to be used in choosing a location.

C. With respect to shelters, I suggest locations closer to the roadway to facilitate occasional monitoring by law enforcement.

Q. I know that there are two projects running parallel. Are the proposed architectural improvements part of the contract that was awarded to build the pavilion?

A. The City issued two requests for proposals at the same time and hired two sets of consultants. One set of consultants (architects) is not doing any work at this time. City staff heard from the community that a building in the parks requires a lot more careful exploration. DTAH is looking at potential sites for a building and at the same time the City is consulting the community to define what kind of building, if any, should be in the park. The City has not made any decisions on what kind of building should go in the park and where it should go. Regarding the open-air structures, DTAH is not designing them at this time. They are only proposing locations. They would be designed through a separate process.

C. The contract was awarded based on very specific criteria. What you are proposing does not look like those criteria.

A. No one is doing work on the architecture contract at this time. If the City has to modify the terms of reference for the contract, they will do so and we will let the community know.

Q. Is the pavilion still on the table?

A. The City is consulting with the community on architectural improvements to the park. We have heard that people would like all-season washrooms in the park, as an example of an indoor amenity. We will be sharing the results of the community survey which asks about indoor activities in the park. We do have a budget and a contract currently for constructing something in the parks. The contract is not cancelled at this time. Before we make any decisions, we would like to make sure that we hear from the community about any indoor activities that are wanted in the park. The RFP for a building is modifiable. If the architecture contract needs to be changed, the City will do so. If we cancel the contract, that resource will go away.

The City will be in a better position to say what indoor programming is needed and an ideal site for it to be located at the end of the summer, following the upcoming engagement events (public meeting, online survey, on-site engagement events).

Q. For example, if the community wants a 12,000 square foot facility in the park, wouldn't that need to be known in order to inform the road width, lighting, parking needs, etc.?

A. The scope of the Master Plan includes consideration of programming and siting for architectural improvements, which includes the potential for a building.

Q. I am interested in the possibility of adding public trails to the north side of HBP West through the yacht clubs. Is that something we can discuss tonight?

A. That would result in a big change for the yacht clubs. Something like this won't happen until 2025 when the yacht club leases are up. The City would be open to discussing this with them if it is something that the community feels is very important.

Q. I am concerned by the statement that the native flora and fauna are dependent on the other aspects of the Master Plan. Why isn't protection of biodiversity happening at the same time as the other aspects are planned?

A. It is happening at the same time. The given is that we are going to protect existing habitat and sensitive areas. We are still working on the design details for the enhancement of habitat. The decisions

regarding native flora and fauna will happen alongside the other areas. The Master Plan will be a cohesive document.

4. Discussion

CRG members participated in small group discussions focused on four topic areas: parking, circulation and stormwater management; the ponds and waterway; park programming and features; and architectural improvements. With respect to each topic, the questions below were discussed:

- What do you like?
- What concerns do you have?
- What changes would you make?

A summary of feedback on each of the topic areas is provided below:

Parking, Circulation, and Stormwater Management

Likes:

- Shortened driveway in HBP East.
- Reduced road width of 6 metres.
- Removal of parking lots in HBP West peninsulas.
- Bioswales to improve runoff water quality and improve drainage.
- Porous paving.

Concerns:

- Conflicts between cyclists and vehicles with a reduced road width.
- Accommodating access for Wheel-Trans and emergency vehicles.
- Concern with perpendicular parking on the road in HBP West; parallel parking would be safer for cyclists and rollerbladers.
- Maintenance of bioswales (i.e. they may be taken over by invasive species).

Changes:

- Move the road in HBP West closer to the yacht club fence line.
- Show bicycle parking on the plans.
- Improve farmers' market parking lot (e.g., seating, shade, inviting appearance).
- Add speed bumps with cyclist cuts.
- Consider moving the dogs off-leash area (DOLA) closer to the park entrance to reduce driving through HBP West. Enhance bird habitat at the west end of the park near existing DOLA.
- Encourage cyclists to use the road.
- Separate paths from the roadway.
- Further reduce boat/trailer parking.
- Remove boat launch that is not used and modify it to a kayak/canoe launch.
- Ensure flooding of parking lots is adequately addressed.
- Suggestion to further reduce the parking spaces in HBP West by removing parking spaces along the roadway and replacing them with roadside parking adjacent to the existing DOLA. This would reduce the total number of parking spaces in HBP East and West from 409 (as proposed by DTAH) to 343 which is still greater than comparator waterfront parks on a per hectare basis. Advantages of this revised option include:

- reduced car traffic on the HBP West road which would increase safety for cyclists and pedestrians;
- provide a more naturalized experience in HBP West without cars parked along the entire roadway;
- individuals driving to the DOLA would still have access to the same number of spaces that they have presently and would not need to walk the length of HBP West to access the DOLA; and
- parking would generally be contained to the perimeter areas of HBP East and West and park users would walk/cycle into both parks.
- Study parking demand in more detail to inform the proposed plans. Explore the opportunity to obtain parking lot usage data from the Toronto Parking Authority.

Ponds and Waterway

Likes:

- Pond configuration with linear wetland and open pond preferred.
- There is consensus that the wetlands provide a nature experience and views. Some people are supportive of boardwalks/trails through the new wetland; others felt that trails should be limited to keep wetland habitat free of human disturbance.
- Preference for boardwalk feature instead of pathways to limit walking into wetland area.
- Stepping stone crossings, bird basking logs.
- Increased water depth in the west pond. This allows deep keel fin boats to be sailed in the pond.

Concerns:

- Concern that wetlands will be taken over by invasive species (e.g. phragmites). Control of invasives should be noted as a specific objective to address through pond re-configuration.
- Configuration 3 might encourage mosquito breeding.
- Loss of turtle habitat.
- Need to optimize habitat potential for birds.
- No clear rationale presented for proposed water level increases in pond network.

Changes:

- Suggestion to look at HBP West for more habitat and wetlands.
- Design ponds to deter Canada geese.
- Direct runoff to ponds where possible.
- Consider a grebe platform in the wetlands.
- Paths should be wide enough for wheelchairs. Use clear glass edges in viewing areas.

Park Programming and Features

Likes:

- Skating on the west pond in the winter.
- Support for natural children's play area. Consider location at P12.
- Support for a small nature centre (photography, birding meetings, school groups, lectures).
- There was some support for café with water and city views; however other people expressed concern for commercial food operators in the park.
- All season washrooms.

- The wild and remote character of the most easterly area of HBP East is favoured. There was a preference to leave this area as is and improve drainage.
- Establishing a hierarchy of pathways and connections that meet AODA criteria for accessible routes is an important objective to achieve.

Concerns:

- Need to manage campfires.
- Beaches don't feel safe or walkable. Improve access so people can stroll and touch the water.
- Move the bird nesting areas into the more natural areas of the park.
- Recreational facilities are better suited to HBP West.

Changes:

- Consider relocating the DOLA to a less remote area of the park. The most remote areas should be the most natural.
- Relocating the DOLA might also facilitate access to the interior shoreline of HBP West.
- Include a viewing area in HBP West near the existing DOLA to watch boats coming in and out of the bay.
- Separate cyclists and pedestrians on the bridge over Mimico Creek. Improve the slippery bridge surface.
- Consider viewing platforms at different elevations.
- Consider the opportunity for kayak rentals.
- Designate some areas of the park as no dogs permitted (e.g. HBP East).
- Include fishing in the stormwater pond.

Architectural Improvements

Likes:

- Open-air shelters and lookouts (suggestion for additional shelters located at the DOLA and eastern peninsula of HBP East).
- Open-air shelters for school and outdoor educational programming.
- Support for improvements to existing bridge and possible smaller bridge to separate cyclists.
- Additional bridge to cross over the creek and promote access to underutilized areas of the park.
- Building location N1 is suitable for supporting skating in the winter, however there are concerns with disruption to model boat sailing (blocking prevailing winds to the west pond).
- Building location N2 is centrally located with good pathway access and exposure.

Concerns:

- N1 should be located closer to the parking lot.
- There is a need for dredging to allow for kayaks.
- Design of bridges and open-air shelters is an important consideration. There is concern that shelters may attract vandalism and graffiti and will be an increased maintenance cost for the park.
- Integration of Police Marine Unit building into the Master Plan.
- Concern for a bridge located at B3 (outer promontories). It could attract mountain bikers who might do a big circuit of the parks. The bridge location near the boat launch (B2) is preferred.

Changes:

- Consider a building location at S2.
- Consider a washroom located at the west end of HBP West.

- If there is a need to replace the washrooms in HBP East, consolidate with skating/boat storage needs, etc. A new building near the ponds might be useful, however the location is not suitable for a snack bar or meeting rooms.
- Deck winding on the bridge over Mimico Creek could help address pedestrian and cyclist safety.
- Consolidating the two works yards in one location would be an improvement and reduce the space in the park allocated to administrative purposes.

5. Feedback on Approach for Upcoming Public Meeting

Ms. Nield noted that the approach and presentation for the upcoming public meeting will be similar to what was presented to CRG members. She asked for feedback and advice for the project team in preparing for the public meeting. The input shared by CRG members is provided below:

- It would be helpful to have someone speak on behalf of the City regarding what the Official Plan says about public access to Toronto's waterfront.
- It was suggested that the meeting agenda and format be shared in advance of the meeting so people know what to expect and how the meeting will be run. *[It was noted that the flyer being distributed does not include an agenda however it could be posted on the project website one week in advance of the meeting.]*
- The meeting agenda should include the objectives and clearly highlight that the public meeting is where we help to decide if and what building the park should have.
- It was recommended that the presentation be as clear as possible about the status of the pavilion up front so that the discussion does not get side-tracked.
- It was suggested that the public be informed about what topics will be discussed at each of the public meetings.

6. Summary and Next Steps

Before closing the meeting, Ms. Nield asked CRG members for any feedback on their experience with having non-participating observers attend the meeting. It was noted that having observers attend takes away from the continuity of the meeting since issues that were raised at the first meeting had to be addressed again. At future meetings, it will be important to keep the meeting moving forward and avoid repetition.

Ms. Nield thanked CRG members for contributing their feedback. Participants were encouraged to provide additional comments on the material presented until May 24, 2016. The next CRG meeting will be scheduled for early September (date TBC).

Humber Bay Parks Project - Master Plan Development**Community Resource Group Meeting #2**

Monday May 16, 2016

6:30 pm – 9:00 pm

Colborne Lodge, 11 Colborne Lodge Drive

AGENDA**Meeting Purpose:**

- To discuss next steps for the Master Plan Development and to provide an overview of what we have heard to date
- To present the conceptual work that has been completed to date, including potential improvements
- To discuss and get feedback on the conceptual work that has been completed to date, including potential improvements
- To discuss and get feedback on the approach for the upcoming public meeting

6:30 pm Agenda Review, Opening Remarks and Introductions

- Liz Nield, Lura Consulting, Facilitator

6:40 pm Project Update

- Netami Stuart, City of Toronto

6:50pm Presentation – Process and Master Plan Approach, James Roche, DTAH

- Project Approach and Scope, Timeline and Schedule
- Draft Principles and Objectives and Potential Improvements

Questions of Clarification

7:40 pm Discussion

Participants will be asked to break out into a workshop and will be invited to focus on a number of topics.

Thinking about the topic of focus:

- What do you like? What concerns do you have?
- What changes would you make?

8:35 pm Report Back

- What advice do you have for the project team on the approach for the upcoming public meeting?

8:55 pm Summary and Next Steps**9:00 pm Adjourn**

Appendix B – List of Attendees

CRG Members:

Brian Bailey – Citizens Concerned for the Future of the Etobicoke Waterfront (CCFEW)
Chris Moore – Mimico Residents Association
David Clark – Toronto Urban Fishing Ambassador
David Creelman – Friends of Humber Bay Park
David Juliusson – Cycle Toronto
David White – Animal Alliance of Canada
Don Henderson – Humber Bay Shores Condominium Association
Jane Darragh – Local Resident
Klaus Dunker – Local Resident
Lucy Harris – Local Resident
Mark Peck – Toronto Ornithological Club (alternate for Angela Brooks)
Mary Bella – Local Resident
Nancy Dengler – Toronto Field Naturalists (alternate for Anne Powell)
Richard Jackson – Local Resident
Rick Levick – Metro Marine Modellers
Walter Maceluch – Local Resident

Councillor Grimes' Office:

Melissa Haughton

Project Team Staff and Consultants:

Jorge Ture – City of Toronto, Parks, Forestry, and Recreation (PFR)
Lori Ellis – City of Toronto, PFR
Netami Stuart – City of Toronto, PFR
Peter Klambauer – City of Toronto, PFR
Karen McDonald – Toronto and Region Conservation Authority (TRCA)
James Roche – DTAH
Tanya Brown – DTAH
Mark Schollen – Schollen and Company
Leah Winter – Lura Consulting
Liz Nield – Lura Consulting

Humber Bay Parks Project Master Plan Development

Community Meeting #2 – Summary Report



Humber Bay Parks Project – Master Plan Development
Community Meeting #2 – Summary Report

This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the City of Toronto Humber Bay Parks Master Plan. If you have any questions or comments regarding this report, please contact:

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Community Meeting #2 – Summary Report

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Humber Bay Parks Project – Master Plan Development
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1. Project Background

The Humber Bay Parks offer a quiet, natural refuge for people and wildlife from traffic and high-density development on the waterfront. This man-made parkland covers 43-hectares in Ward 6 on the Toronto Waterfront located at the mouth of Mimico Creek, south of Park Lawn Avenue and Marine Parade Drive.

The City of Toronto and Toronto and Region Conservation (TRCA) have begun developing the Humber Bay Parks Master Plan. The Parks Master Plan will reflect sustainable and environmentally sound landscape design and management and will be created in consultation with local stakeholders, the community and the public. The new Master Plan will establish a shared vision and design for the park that celebrates existing features while accommodating increased park use. In addition, the Master Plan will aim to balance and achieve synergies between active and passive recreational use and ecological sensitivity.



Figure 1. Aerial Map of Humber Bay Park East and West

The Master Planning process began in December 2015. This report provides a summary of the feedback received at the second Community Meeting which focused on the preliminary vision and park concepts.

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Figure 2. Master Plan Process Timeline

2. Community Meeting #2 Format

2.1. Overview

The City of Toronto held the second Community Meeting for the Humber Bay Parks (HBP) Project Master Plan Development. The meeting took place on June 15, 2016 from 6:30 p.m. to 9:00 p.m. at John English School.

The purpose of the meeting was to:

- Provide an update on the process to develop the Master Plan and a summary of what we have heard to date; and
- Present preliminary concepts for potential park improvements and obtain community feedback.

The format of the meeting consisted of an open house from 6:30 p.m. to 7:00 p.m., followed by a presentation from 7:00 p.m. to 8:10 p.m. The presentation focused on the Master Plan guiding principles and objectives and preliminary park concepts. Questions of clarification were taken after the presentation. From 8:10 p.m. to 9:00 p.m. community members participated in an interactive workshop where they visited four topic stations and were invited to share their ideas and thoughts about the preliminary concepts. Approximately 120 people attended the meeting.

Participants received a Discussion Guide and were also encouraged to submit feedback after the meeting until June 30, 2016. All meeting materials were made available on the project website: www.toronto.ca/humberbayparks.

2.2. Open House

During the open house, participants had the opportunity to view display boards presenting preliminary concepts related to: parking and vehicle circulation; stormwater management and drainage; the ponds, waterway and natural environment; pathways and trails; park programs and features; architectural improvements; and lighting.

City staff and members of the Project Team were available to answer questions informally and respond to feedback.

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2.3.Presentation

Liz Nield, Lura Consulting, opened the Community Meeting and described her role as the independent facilitator responsible for keeping the meeting on schedule and moderating discussions. She reviewed the meeting purpose and agenda and introduced Councillor Mark Grimes, Ward 6, who made opening remarks. Councillor Grimes expressed his commitment to investing the parks and stated that, based on community feedback; there are no plans to build a pavilion or banquet hall in the Humber Bay Parks.

Netami Stuart, City of Toronto, provided a brief project update. She explained the Master Plan project scope and the initial alignment of the pavilion project. In her presentation she stated that the pavilion project has been on hold since February 2016 based on public feedback and any consideration of a building will be explored through the Master Plan process. She also provided an overview of the feedback received through the public consultations to date including the online survey. James Roche, DTAH, presented the guiding principles and objectives for the Master Plan as well as the preliminary park concepts .

Following the presentation, participants had the opportunity to ask questions of clarification which are summarized in Appendix A.

2.4.Interactive Workshop

Following the presentation, participants were invited to visit four topic stations (listed below) and provide their feedback. Project team members and City/TRCA staff were available at each station to facilitate the discussions and answer questions. Participants were encouraged to answer the questions in the Discussion Guide provided and write comments or draw on the aerial maps and share their ideas/comments on sticky notes at each station.

Topic Stations
1. Parking, Vehicle Circulation and Stormwater Management
2. Ponds, Waterway and Natural Environment
3. Park Programming, Pathways and Trails
4. Architectural Improvements and Lighting

The following questions were discussed at each topic station:

1. What do you like, why?
2. What concerns you, why?
3. What changes would you make, why?

After the workshop portion of the meeting, a facilitator at each station shared highlights of the discussions with the full group. This exercise was intended to identify likes and dislikes of the preliminary concepts to help inform the refinement of each of the concepts in the next planning phase.

3. Summary of Feedback

Feedback was obtained through the following methods:

- a) Input during the Community Meeting;
- b) Discussion Guides submitted in-person and following the meeting; and
- c) Direct e-mails to City of Toronto staff.

To extend the opportunity for feedback a comment period was open until June 30, 2016. People were invited to visit the project web-site, to submit comments and/or discussion guides via e-mail or in person. In total, 27 Discussion Guides were submitted during the comment period and 3 e-mails with feedback were submitted to the City.

The summary of feedback that follows has been organized into the four topic areas as listed above.

3.1. Parking, Vehicle Circulation and Stormwater Management

Overall, there were mixed views on the proposal to reduce the number of parking spaces in the parks. Some community members expressed support for reducing parking and adding green space while others felt that the number of parking spaces and location of parking on the shoreline points should remain to fulfill the needs of park users.

3.1.1. Likes

Participants expressed support for the following aspects:

- New entrance to the HBP East parking lot which allows for more green space with minimal impact to traffic circulation.
- Desire to increase green space and naturalized areas.
- Easy access to the park maintained for seniors and people with disabilities.
- Desire to improve stormwater runoff quality.

3.1.2. Concerns

Participants expressed the following concerns:

- Narrowing the road to 6m in HBP West.
- It is important to meet the demand for parking on busy summer weekends. Proposed changes should be based on an evaluation of demand and considerations of increasing population.
- HBP East parking lot is heavily used by construction workers.
- The parking lots should not be open at all hours of the day as there are safety concerns.
- Question raised regarding loss of revenue if paid parking is reduced.

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3.1.3. Suggested Refinements

Participants expressed the following refinements to the proposed concepts:

- Consider speed bumps on roadways through the parks to reduce vehicle speed.
- Include clearly marked bike lanes and do not reduce the roadway width.
- Include centralized bike parking.
- Ensure there is sufficient parking near the dogs off leash area (DOLA).
- Close road access to HBP East from 11pm to 6am to reduce the number of people using the park at night for illegal activities.
- Consolidate the park roadway with the boating clubs roadway.
- On busy weekends, overflow cars often park on the grass. Bioswales and stormwater management features should include barriers to prevent people from parking on them.
- Consider road and parking surfaces other than asphalt to improve stormwater management.

3.2. Ponds, Waterway and Natural Environment

Overall, there was support for the proposed pond configuration type 3 (hybrid) including a habitat pond and linear wetland. There was also support for increased naturalization of the ponds. Many community members raised the importance of reducing human/wildlife conflicts by protecting and restricting bird nesting areas.

3.2.1. Likes

Participants expressed support for the following aspects:

- Pond configuration type 3 (hybrid) with open pond and linear wetland.
- Improved habitat for aquatic wildlife by enhancing and revitalizing the ponds.
- Reduced potential for algae growth in the ponds.
- Boardwalk and viewing platforms near the ponds to deter users from making their own paths and increase opportunities for viewing nature.
- Improved bird habitat and basking logs for turtles in wetlands.
- Restricting watercraft access to bird nesting sites.

3.2.2. Concerns

Participants expressed the following concerns:

- Fishing in the stormwater management pond should not be permitted. It is a hazard to both pedestrians and birdlife.
- Fishing and dogs should not be permitted near bird nesting sites. This needs to be better enforced.
- All motorized watercraft should be restricted near the shoreline. Jet skis and other watercraft disrupting aquatic bird habitat and disregarding signage to this effect.
- The stormwater management pond requires regular cleaning of debris and sludge.

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Community Meeting #2 – Summary Report

3.2.3. Suggested Refinements

Participants expressed the following refinements to the proposed concepts:

- Move the DOLA closer to Lake Shore Blvd. and naturalize the western peninsula as bird habitat.
- Include native Ontario species in the ponds revitalization (e.g. water lilies).
- Include an osprey platform on one or more of the outer points of HBP West.
- Design new bridge as substitute habitat for barn/cliff swallows.
- Include more bird nesting boxes.
- Plant more large shade trees.

3.3. Park Programming, Pathways and Trails

There were several safety concerns raised related to park programming, pathways and trails. Priority areas for improvement include the separation of pedestrians and cyclists on pathways, safety improvements to the sandy shoreline, and prevention of unsafe campfires in the parks.

3.3.1. Likes

Participants expressed support for the following aspects:

- The hierarchy of pathways and trails.
- Widening the Mimico Creek bridge and separating pedestrians and cyclists.
- Traffic calming zones to slow the speed of cyclists entering the park.
- Straightening the cycling path through HBP West.
- Directional signage to accompany trails (e.g., distance, accessibility level).
- New bridge over Mimico Creek to increase opportunities to move between the two peninsulas (option north of navigation channel preferred). However, there is concern that another bridge will enable cycling through the park by creating a large loop.
- Children's play area to address the changing demographics in the area.
- Solitude of the Air India Memorial and add a ramp to increase accessibility.
- Winter ice skating on the pond.
- Kayak/canoe launching area.

3.3.2. Concerns

Participants expressed the following concerns:

- Pedestrian and cyclist conflicts are a major safety concerns and should be addressed immediately. Separation on pathways is needed.
- Ensure new proposed trails through the parks do not provide a loop that attracts cyclists. Cyclists should be prohibited from using the natural trails.
- Keep the trails natural, minimize the use of asphalt.
- Pathways need to be improved and maintained to reduce mud and erosion.

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- The proposed secondary paths on the points of HBP West may negatively impact the natural state of the points. The points are heavily used by picnickers and a formal pathway will reduce privacy as well as space for relaxing.
- The protected area in HBP East adjacent to Mimico Creek should not have a trail.
- There is no need for two amphitheatres in the park. If one is needed, HBP West is a more suitable location.
- Too much seating along the shoreline may detract from the natural landscape.
- There are concerns for safety on the HBP East peninsula close to Mimico Creek. It was suggested the area be made more open to reduce suspicious activities.
- There are hazards and sharp objects in the DOLA that need to be removed.
- There is a lot of litter in the far eastern portions of HBP East. Consider strategies to reduce this given that there is limited access for garbage collection trucks.
- There is a lack of enforcement of dogs on leash.
- Do not “over program” the parks. They should be kept as natural as possible.

3.3.3. *Suggested Refinements*

Participants expressed the following refinements to the proposed concepts:

- In HBP West, move the pedestrian pathway away from the road and closer to the water's edge.
- Improve connections/crossings into the park from Marine Parade Drive.
- Enhance the sandy shoreline and make it safer. Avoid the use of concrete paving on the shoreline as it will impact habitat and be expensive to maintain.
- Ensure there is access to the shoreline for people with disabilities.
- Explore the opportunity for public pedestrian access to the waterfront of the boat club areas. However, there was also some concern raised for creating public access.
- Add more picnic tables, shaded seating, drinking fountains and garbage bins. Consider the addition of cigarette waste receptacles.
- Consider designing the children's play area as a multi-generational playground to foster more health and fitness in the city population across different age ranges.
- Add a viewing platform at one end of the Mimico Creek bridge so pedestrians can stop and safely view nature.
- Reduce the overall number of viewpoints/lookout points. There is concern that there will be too many man-made structures introduced into the parks.
- Avoid the use of steel grate floors on lookouts or walking pathways. Photography tripods can fall through the grates and they are uncomfortable for dogs to walk on.
- Create a safe campfire program to address existing issues such as unsafe burning, destruction of trees, and excessive littering.
- Avoid the use of easily vandalized materials for seating, benches, and lookout structures.
- Avoid the use of wood decking on the bridge surfaces.

3.4. Architectural Improvements and Lighting

Overall, there was consensus that all season accessible washrooms are needed in the parks. There was also a strong preference for existing buildings to be renovated/upgraded rather than a new building added to the parks. It was noted that demand for a gathering facility (educational/meeting) may be better considered in HBP West as it is more developed and would have less impact than in HBP East which should remain naturalized. There was strong support for leaving HBP East more natural and undeveloped.

There was support for lighting improvements in the parks to increase safety. It was also noted that lighting should not be added to every trail so that impacts are reduced on the wildlife in the park.

3.4.1. Likes

Participants expressed support for the following aspects:

- All season accessible washrooms.
- Open air picnic/rain shelters which can also fulfill the role of a small outdoor classroom.
- Seasonal warming station/changing area for winter skating.
- Energy efficient LED lighting with reduced impact on wildlife.
- Improved lighting on Marine Parade Drive.

3.4.2. Concerns

Participants expressed the following concerns:

- There is no need for any commercial structures within the park. There is currently opportunity to purchase drinks/snacks on Marine Parade Drive or Lake Shore Boulevard. There is concern that snack concessions will create an increase in the amount of litter in the parks.
- There is a preference for HBP East to remain more natural. Other than existing washrooms and storage buildings, no new building is desired.
- There was concern that site C for a potential new building location would negatively impact winds for model sailing and disturb existing wildlife habitat.

3.4.3. Suggested Refinements

Participants expressed the following refinements to the proposed concepts:

- The scale of existing buildings should not be substantially enlarged if renovations must be made.
- Consider the addition of panic buttons throughout the parks to increase safety.
- Lighting at the DOLA and the entrance of HBP West needs to be improved.
- Boardwalk lighting is not cost-effective as it breaks easily.

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Community Meeting #2 – Summary Report

3.5. Additional Comments

Participants raised the following additional comments regarding the Humber Bay Parks Master Plan:

- Signage throughout the park needs to be upgraded and better-situated (i.e., no littering, cyclists reduce speed, no fishing, no bonfires, pick up dog waste, dogs on leash, vandalism, fishing etiquette, violations to migratory birds, etc.)
- There is a need to ensure that there will be ongoing operating funding for maintenance of the parks.
- There is a need for better by-law enforcement to prevent illegal activities from occurring.
- There is concern that the construction process will negatively impact wildlife and habitat, and reduce park access temporarily.
- Ensure there are temporary washrooms provided during the construction process.
- Signage targeting cyclists should be physically separated from other signs so they can be easily read by fast moving cyclists.
- Existing hazards on the shoreline such as pipes and rebar should be clearly marked or removed in the interim.
- Commuter traffic on Marine Parade Drive during rush hour is a concern.

4. Next Steps

The project team will consider the input received in the refinement of the preliminary design concepts. In addition, there will be on-going opportunities for public updates and input as the project moves forward through the project web-site and future public meetings/consultations.

The next opportunity for community members to participate in the Master Plan's development will be in September 2016. Updates on the project will be posted on the website:

www.toronto.ca/humberbayparks.

Appendix A – Questions of Clarification

The following summarizes participants' questions or comments, and responses from the project team or City of Toronto during the Q&A session following the presentation at the Community Meeting. Questions are noted by Q, responses are noted by A, and comments are noted by C. Please note this is not a verbatim summary.

Q. Can you describe who filled out the survey and what was the reach? How do the demographics of park users compare with the demographics of survey respondents?

A. We understand that an online survey is not necessarily definitive and has limitations. The reason we ask for demographic information is so we can understand who is answering it and how the demographics compare with the local area and across the city. We received the results on Monday June 13. A full report of the whole survey will be released once we have done a full analysis of the data.

C. The survey is flawed. You should have asked what people don't want in the park. That question was not asked.

Q. What do "warm up" and "cool down" mean in the survey?

A. It refers to a place where you can go inside and cool down on a hot day or warm up on a cold day and have a drink from a water fountain. It is essentially a safety and comfort station.

C. Why don't people simply go under a tree if they need to cool down? Why do we need another structure? The more structures we have in the park, the less natural the park will be.

Q. The plans show 30-40% more parking per hectare than in other parks. Why?

A. What we have presented is a first pass. We would like to reduce the parking as much as possible and we are still trying to understand the patterns of use on the site. Over the next few months we will be further developing the plan and considering that information. The parking counts that were presented do not include private parking for the leased uses in the park.

Q. Why are the ponds in Jean Augustine Park not considered? They have the same problems.

A. The ponds in Jean Augustine Park are a separate system and outside of the scope of this project. They are on the north side of Marine Parade Dr. We understand there are issues and are working with TRCA and Parks Operations staff to manage them.

Q. Would there be ice monitoring in the winter for a skating rink?

A. We are assuming that ice skating is part of a future program that would have to be implemented as part of the Master Plan. It would be like what has been proposed for Grenadier Pond in High Park.

Q. Were the lights from the condo buildings taken into account when designing the lighting in the park?

A. We have not yet reached that level of detail in the design. We will consider that in the lighting strategy.

Q. How and where will construction phasing occur and how long would it take?

A. Once we decide what is included in the Master Plan we will be able to share that information. This is a 25-year plan and it is not happening all at once. We will provide phasing and will be building it over a long period of time. When we do construction in parks, we work to keep the facilities open for people to continue to use them. We isolate the construction area to ensure safety of park users and provide alternate routes to access the facilities. We will share information with the community about construction duration and impacts when the time comes.

Q. How do yacht club leases factor it to the plan?

A. We have reached out to the Commodore and General Manager of the Mimico Cruising Club and Etobicoke Yacht Club. They have not yet responded. We are considering allowing pedestrian access to the water's edge in HBP West. They have a lease for those lands until 2025. We wouldn't be doing anything while they still hold their lease but it is something we consider to be important. It would require a negotiation with those leaseholders.

Q. What is happening to the Humber College school property?

A. The Humber College Sailing School relinquished their lease. Parks, Forestry and Recreation put out a Request for Proposal for another sailing school operator. The project website will be updated shortly to provide an update on who has been awarded the contract.

Q. Could you potentially add a clause in future leases stating that access to the waterfront be granted to the public?

A. Yes. If public pedestrian access to the waterfront in HBP West is desirable we would hope to achieve that. It depends on cost and timing. If it is a priority we will include it in the lease negotiation.

Q. How will wildlife and predators be managed?

A. Coyotes are already using the parks. We wouldn't expect a large increase in the population. The lakeshore area is close to its limit for coyotes. What we do want to look at are potential predators if we increase turtle nesting habitat. We don't want to create an ecological trap for turtles and we will look at this closely.

Q. How can you have a winter camp without winter washrooms?

A. Accessible all season washrooms would support winter programming.

Q. The population in the area is increasing. Do you intend to model this? A change in demographics would mean more families and children.

A. The Master Plan will be informed by demographic information from the new census.

Q. Are seasonal open air shelters currently being used in the Col. Sam Smith Park skating area? If not, why? Why do we need them here?

A. The seasonal open air shelters in Col. Sam Smith Park are not just for the skating area. One of the photos in the presentation was from the Eastern Beaches. Open air structures are meant to be year round. It is meant to fill a need for a shelter. The images of the warming station are an example of a structure that is meant to be seasonal.

Q. If there are facilities being proposed in this park, why aren't these proposed for Col. Sam Smith Park which has more land?

A. Col. Sam Smith Park is smaller. The shelters are shown as a suggestion right now. The idea is that they would be strategically placed.

C. The community was pleased when we heard improvements were going to be made in the parks. The improvements are turning it into a recreation destination. What is going to happen to the wildlife when the contractors and bulldozers come in? This is far beyond what we had in mind.

Q. How closely are you working the Toronto Parking Authority? There should be a charge to park in the parking lots during the day.

A. We are in contact with the Toronto Parking Authority and we will be receiving their parking lot usage statistics. We can decide what we want to do with the parking lots based on the information provided to us.

C. I have a few comments.

- I caution against making the road more narrow. It already feels narrow, especially when there are two cars passing in addition to cyclists.
- I also caution against eliminating parking on the points. People use those parking lots so they can use the points as places to have barbecues and celebrations. You can't expect people to walk a far distance with their equipment.
- I also think there are some projects that have more importance than a pavilion. One is improving the beaches. I see children playing in the water. There is rebar and pipes; it is a safety and liability issue. The Col. Sam Smith Park beaches are safe. Making the beaches safe should be a priority as well as adding more picnic areas.
- Regarding the survey, it was not advertised in the park and is not reflective of park users. I ask that you update the survey and make it more widely advertised.

A. That is a good point. We ordered signs and they went up just before the survey was closing. I think we should extend the survey to June 30 to give people more time to respond and to reach more park users.

C. I suggest you update the survey with a new question about what people don't want in the park. If responses don't exceed the 50% threshold regarding things we want in the park, we should not have them in the park.

A. We don't want you to overestimate the survey as the only means to provide input. There were also a number of opportunities in the survey to expand on the responses and we will analyze that as well. Tonight is an opportunity to collect feedback as well as emails to the City throughout the project. The survey is not the only way we are receiving input.

Q. There is \$7M allocated to the pavilion approved in the council budget. If you have an ability to influence that, is that \$7M available for investment in park infrastructure?

A. There are lots of ideas about what to do with \$7M. There are limitations, but we want to hear your thoughts on what the City should plan in the park. We have made some initial proposals and we would like to hear your feedback and ideas. We would like to make a park that is natural, resilient, beautiful, and that everyone can enjoy.

Appendix B – Community Meeting Notice

Call **3 1 1**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

Humber Bay Parks Project

toronto.ca/humberbayparks

Public Information Meeting

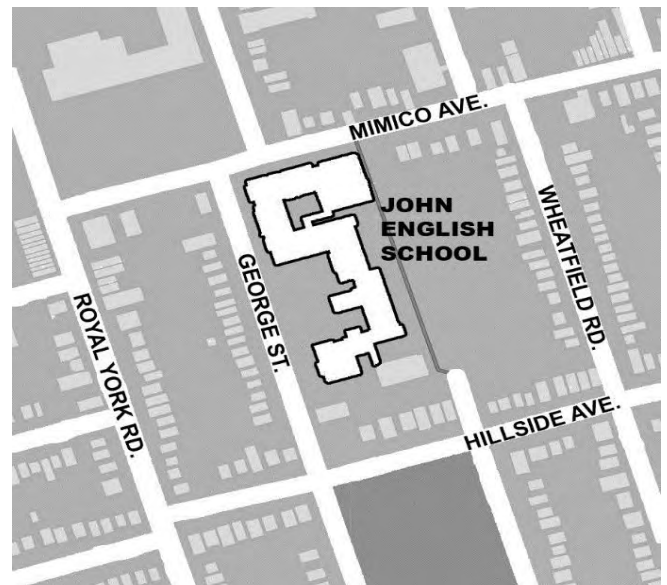
The City of Toronto is developing a Master Plan for the revitalization of Humber Bay Park East and West. The Master Plan will outline projects and priorities for the Parks.

City Staff and Councillor Mark Grimes are hosting a public information meeting to:

- Review conceptual proposals for the Master Plan
- Receive comments/input from the public, and
- Discuss next steps.

City staff, together with the landscape architect for the project will be in attendance to answer questions. Councillor Mark Grimes, Ward 6 (Etobicoke-Lakeshore) will also be in attendance.

Everyone is welcome to attend.



Date: Wednesday, June 15, 2016
Time: 6:30 p.m. to 7:00 p.m. (open house)
7:00 p.m. to 9:00 p.m. (meeting)
Location: Cafeteria, John English School
95 Mimico Avenue



For more information about this project, please contact:

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The City Councillor for this area is:

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Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Humber Bay Parks Project Master Plan Development

Community Meeting #3 – Summary Report



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This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the City of Toronto Humber Bay Parks Master Plan. If you have any questions or comments regarding this report, please contact:

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Appendix A – Community Meeting Notice

Humber Bay Parks Project – Master Plan Development
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1. Project Background

The Humber Bay Parks offer a quiet, natural refuge for people and wildlife from traffic and high-density development on the waterfront. This man-made parkland covers 43-hectares in Ward 6 on the Toronto Waterfront located at the mouth of Mimico Creek, south of Park Lawn Avenue and Marine Parade Drive.

The City of Toronto and Toronto and Region Conservation (TRCA) have begun developing the Humber Bay Parks Master Plan. The Parks Master Plan will reflect sustainable and environmentally sound landscape design and management and will be created in consultation with local stakeholders, the community and the public. The new Master Plan will establish a shared vision and design for the park that celebrates existing features while accommodating increased park use. In addition, the Master Plan will aim to balance and achieve synergies between active and passive recreational use and ecological sensitivity.



Figure 1. Aerial Map of Humber Bay Park East and West

The Master Planning process began in December 2015. This report provides a summary of the feedback received at the third Community Meeting which focused on the preliminary Master Plan.

Humber Bay Parks Project – Master Plan Development Community Meeting #3 – Summary Report



Figure 2. Master Plan Process Timeline

2. Community Meeting #3 Format

The City of Toronto held the third Community Meeting for the Humber Bay Parks (HBP) Project Master Plan Development on September 29, 2016 at Mimico Centennial Library.

The purpose of the meeting was to:

- Provide an overview of what we have heard to date;
- Present an update to the Preliminary Master Plan for Humber Bay Parks;
- Discuss and get feedback on each of the focus areas of the Preliminary Master Plan; and
- Discuss next steps for the Master Plan Development.

The format of the meeting consisted of an open house where participants could attend during one of two time slots (Session 1 from 3:30 p.m. to 5:30 p.m.; Session 2 from 6:30 p.m. to 8:30 p.m.). During the open house participants had the opportunity to view display panels at a series of topic stations. Project team staff were available at each station to present the preliminary Master Plan concepts, listen to feedback, and answer questions. A combined total of approximately 125 people attended the meeting across the two sessions.

The nine topic stations presented at the open house are listed in the table below. All meeting materials were made available on the project website following the meeting:

www.toronto.ca/humberbayparks.

#	Station Topic
1	About the Project + Public Engagement Process
2	A Unique Waterfront Experience / Integrated Park Core
3	West Entrance Market (Focus Area 1)
4	West Peninsula (Focus Area 2)
5	East Entrance Meadow (Focus Area 3)
6	East Ponds and Water Channel (Focus Area 4)
7	East Park Shoreline (Focus Area 5)
8	Habitat Protection and Enhancement
9	10 Key Design Ideas (Share Your Feedback)

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Participants received a Discussion Guide upon arrival to the open house. The discussion questions focused on each of the five distinct areas of the preliminary Master Plan (see map below). Participants were asked to indicate how well the proposed concepts meet the overall objectives of the Master Plan. They were also asked to share any other feedback on each of the five focus areas and about the Master Plan in general.

The comment period was extended until October 19, 2016.



3. Summary of Feedback

Feedback was obtained through the following methods:

- a) Input during the Community Meeting;
- b) Discussion Guides submitted in-person and following the meeting; and
- c) Direct e-mails to City of Toronto staff.

To extend the opportunity for feedback a comment period was open until October 19, 2016. People were invited to visit the project web-site and to submit comments and/or discussion guides via e-mail or in person. In total, 17 Discussion Guides were submitted during the comment period and 6 e-mails with feedback were submitted to the City.

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The summary of feedback that follows has been organized into the five focus areas of the preliminary Master Plan:

1. West Entrance Market
2. West Peninsula
3. East Entrance Meadow
4. East Ponds and Water Channel
5. East Park Shoreline

With respect to each area, participants were asked to rate how well the proposed concepts met the main objectives of the Master Plan and why. They were also asked to share any additional feedback they have on each area.

3.1. West Entrance Market

Overall, participants indicated that the proposed concepts for the West Entrance Market area met the main objectives of the Master Plan, with the “excellent” rating receiving the most support for all objectives, with the exception of the objective related to stormwater management and drainage.

Objective	Number of Responses		
	Excellent	Adequate	Poor
Establish a rationalized parking and vehicular circulation plan for the park that meets existing and planned parking requirements, boat launch cueing and circulation needs while reducing the extent of paved surfaces where possible.	6	2	1
Provide a sustainable approach to stormwater management and drainage that will benefit the ecology of Humber Bay Park West.	4	4	0
Explore opportunities to expand and enhance the natural environment.	6	3	0
Improve overall connectivity, unifying the overall park, establishing a hierarchy of routes, trails and pathways that meet AODA criteria. The design will involve adjusting existing layout, eliminate areas of conflict between cyclists and pedestrians, and create new connections with the goal of improving pedestrian and cyclist movement and flow while protecting existing habitat.	6	3	0
Identify opportunities for park programming, including redefining existing spaces, introduction of new seating, creation of new lookouts, while protecting sensitive habitats.	6	3	0

In particular, there was support for:

- reconfigured parking access to eliminate conflicts at the Waterfront Trail crossing.
- separation of pedestrians and cyclists on the Mimico Creek bridge.

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- canoe/kayak layby (however it was noted that dredging in the channel nearby will be required).
- addition of permeable surface in market/overflow parking area (however the impact and practicality from an operations and maintenance perspective were questioned as well as the accessibility considerations).
- market green sloped lawn.

Mixed views were expressed regarding the amount of parking provided in this area. Some participants felt that the number of parking spaces should not be reduced while others felt that proposed reduced parking combined with overflow parking would be a positive change.

Additional elements that were suggested for the West Entrance Market include:

- A playground on the west side of Mimico Creek at the south end of the market/parking area.
- An established area for family barbecues.
- More weeping willow trees.

3.2. West Peninsula

In the West Peninsula area there was some concern raised regarding how well the objectives related to parking and vehicular circulation and overall connectivity/accessibility would be met through the proposed concepts.

Objective	Number of Responses		
	Excellent	Adequate	Poor
Establish a rationalized parking and vehicular circulation plan for the park that meets existing and planned parking requirements, while reducing the extent of paved surfaces where possible.	3	4	4
Provide a sustainable approach to stormwater management and drainage that will benefit the ecology of Humber Bay Park West.	4	4	1
Explore opportunities to expand and enhance the natural environment.	6	4	1
Improve overall connectivity, unifying the overall park, establishing a hierarchy of routes, trails and pathways that meet AODA criteria. The design will involve adjusting existing layout, eliminate areas of conflict between cyclists and pedestrians, and create new connections with the goal of improving pedestrian and cyclist movement and flow while protecting existing habitat.	2	3	3
Identify opportunities for park programming, including redefining existing spaces, introduction of new seating, creation of new lookouts, while protecting sensitive habitats.	3	3	1

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The specific concerns raised regarding the West Peninsula are summarized below:

- There were mixed views on the proposal to relocate the parking lots from the peninsulas to the north side of the roadway. Some participants felt that this would be a positive change to provide more space for recreational use and habitat on the peninsulas while others felt that layby parking can be hazardous for cyclists and drivers as well as pedestrians that would need to cross the roadway to access the park.
- It was expressed that the dogs off-leash area (DOLA) should not be reconfigured as proposed. Some participants felt that the proposed area that provides water access appears to be too narrow and could cause conflicts between dogs. It was also noted that not all dogs go near the water and their space to play would be greatly reduced. Other participants also felt that the re-naturalized point would not be well used by non-dog walkers.
- There is concern that the re-naturalized point may lead to more illegal activity and unpermitted bonfires due to the isolation of the area.
- The shoreline in the proposed DOLA must be improved for ease of access and safety of dogs and owners.
- Clear strategies to maintain the separation of pedestrians and cyclists are required given that cyclists may be more inclined to use the pedestrian pathway rather than the permeable surface roadway.

There was support for the following aspects:

- The proposed lookouts and improved access to the "beach" areas are excellent enhancements to the West Peninsula.
- Replacing the existing paved roadway with a permeable surface should have a positive impact on stormwater management.

Additional elements that were suggested for the West Peninsula include:

- A separate area within the DOLA for small dogs.
- Improved lighting and police enforcement throughout the West Peninsula to limit unpermitted bonfires.
- Explore the opportunity to provide more waterfront access in the yacht club areas.
- Repurpose the building and land used for the Humber Bay Sailing Centre as the space appears to be underutilized outside of the summer months.

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3.3. East Entrance Meadow

Overall, participants indicated that the proposed concepts for the East Entrance Meadow area met the main objectives of the Master Plan.

Objective	Number of Responses		
	Excellent	Adequate	Poor
Establish a rationalized parking and vehicular circulation plan for the park that meets existing and planned parking requirements, while reducing the extent of paved surfaces where possible.	5	2	0
Provide a sustainable approach to stormwater management and drainage that will benefit the ecology of Humber Bay Park East.	4	3	0
Explore opportunities to expand and enhance the natural environment.	6	1	0
Improve overall connectivity, unifying the overall park, establishing a hierarchy of routes, trails and pathways that meet AODA criteria. The design will involve adjusting existing layout, eliminate areas of conflict between cyclists and pedestrians, and create new connections with the goal of improving pedestrian and cyclist movement and flow while protecting existing habitat.	5	2	0
Identify opportunities for park programming, including redefining existing spaces, introduction of new seating, creation of new lookouts, while protecting sensitive habitats.	4	3	0
Integrate architectural improvements, within Humber Bay Park East and West, with adjacent landscape, to meet ecological, regulatory and overall site criteria.	3	3	1

In particular, there was support for:

- Reconfigured parking lots integrated into the meadow landscape.
- The new proposed bridge across Mimico Creek to improve connectivity between the East and West peninsulas.
- Separated pedestrian and cyclist routes to Mimico Creek bridge.

Additional suggestions for the East Entrance Meadow include:

- Additional seating/lookouts at either or both ends of the Mimico Creek bridge.
- A formalized trail on the east bank of Mimico Creek and the east side of the existing wetland.
- Enhancement of the view to the lake from the Air India Memorial.

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3.4. East Ponds and Water Channel

Overall, participants indicated that the proposed concepts for the East Ponds and Water Channel area met the main objectives of the Master Plan with all objectives receiving a majority rating of “excellent”.

Objective	Number of Responses		
	Excellent	Adequate	Poor
Identify opportunities for park programming, including redefining existing spaces, introduction of new seating, creation of new lookouts, while protecting sensitive habitats.	4	3	0
Provide a sustainable approach to stormwater management and drainage that will benefit the ecology of Humber Bay Park East and West.	6	2	0
Create a functional design for the artificial ponds and waterway in Humber Bay Park East that improves their ecological and recreational function while reducing the resources required for maintenance and operation.	7	0	0
Explore opportunities to expand and enhance the natural environment.	7	0	0
Improve overall connectivity, unifying the overall park, establishing a hierarchy of routes, trails and pathways that meet AODA criteria. The design will involve adjusting existing layout, eliminate areas of conflict between cyclists and pedestrians, and create new connections with the goal of improving pedestrian and cyclist movement and flow while protecting existing habitat.	4	2	1
Integrate architectural improvements, within Humber Bay Park East and West, with adjacent landscape, to meet ecological, regulatory and overall site criteria.	5	2	0

In particular, there was support for:

- The reconfigured hybrid pond and wetland which enhance the natural environment and would improve the quality of water being discharged back into the lake.
- Winter skating on the pond.
- New wetland boardwalks, rehabilitated water channel and linear wetlands will provide new and interesting view of the wetlands in this area of the park.

It was noted that the proposal to re-construct the amphitheater should not be a high priority as this area of the park presently provides an excellent habitat for many birds and an improved amphitheater may attract vandalism in its isolated location.

Additional suggestions for the East Ponds and Water Channel include:

- More trees should be planted around the west side of the recreational pond.

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3.5. East Park Shoreline

Overall, participants indicated that the proposed concepts for the East Park Shoreline area met the main objectives of the Master Plan with all objectives receiving a majority rating of “excellent”.

Objective	Number of Responses		
	Excellent	Adequate	Poor
Identify opportunities for park programming, including redefining existing spaces, introduction of new seating, creation of new lookouts, while protecting sensitive habitats.	4	1	1
Explore opportunities to expand and enhance the natural environment.	5	1	0
Improve overall connectivity, unifying the overall park, establishing a hierarchy of routes, trails and pathways that meet AODA criteria. The design will involve adjusting existing layout, eliminate areas of conflict between cyclists and pedestrians, and create new connections with the goal of improving pedestrian and cyclist movement and flow while protecting existing habitat.	3	2	1

In particular, there was support for:

- Improved access to the shoreline.
- Enhancement of habitat throughout the park to maintain its natural character.

A few concerns were raised regarding the East Park Shoreline:

- It was noted that there are considerable drainage issues with portions of trails/pathways in this area during the spring melt and summer rain storms. Solutions should be proposed for this issue.
- A question was raised regarding whether any research was undertaken to determine that the proposed fishing nodes would be appropriate in terms of fishing quality.
- There was a concern raised that there still may be conflicts between fishing and birdlife near the proposed fishing locations.
- The proposed paving of the trail near the south shoreline may have a detrimental effect on the natural beauty and character of the beach.

Additional suggestions for the East Park Shoreline include:

- A lookout on the south side of the “grebe pond” looking north.

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3.6.Ten Key Design Ideas



Of the ten key design ideas of preliminary Master Plan, the ideas below were most frequently cited as a top priority:

- E. Reconfigured Pond and Wetland Improvements (4)
- F. Shoreline Improvements (4)
- J. Habitat Enhancements (3)
- C. Redefined West Market Area (3)
- B. Bridge Improvements (2)
- G. Feature Lookouts and Paths (2)
- I. Reconfigured West Peninsula Parking and Circulation (2)

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3.7. Additional Comments

Participants raised the following additional comments regarding the Humber Bay Parks Master Plan:

- There was concern regarding whether additional lighting would have a negative impact on wildlife.
- It was suggested that in developing implementation priorities, initiatives that either reduce maintenance costs or have negligible maintenance costs should be ranked higher to address the financial sustainability of the park.

4. Next Steps

The project team will consider the input received in the refinement of the preliminary Master Plan. Updates on the project will be posted on the website: www.toronto.ca/humberbayparks.

Discussion on the architectural improvements in the park will take place at a separate public meeting. More information on the consultation process will be posted at: www.toronto.ca/parks.

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Appendix A – Community Meeting Notice

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

Humber Bay Parks Project

Public Information Meeting

The City of Toronto is developing a Master Plan for Humber Bay Park East and West which will outline projects and priorities that will revitalize the area in the years to come.

City Staff and Councillor Mark Grimes are hosting a Public Open House to:

- Review the Preliminary Master Plan
- Receive comments/input from the public
- Discuss next steps.

City staff, together with the landscape architect on the project will be in attendance to answer questions. Councillor Mark Grimes, Ward 6 (Etobicoke-Lakeshore) will also be in attendance.

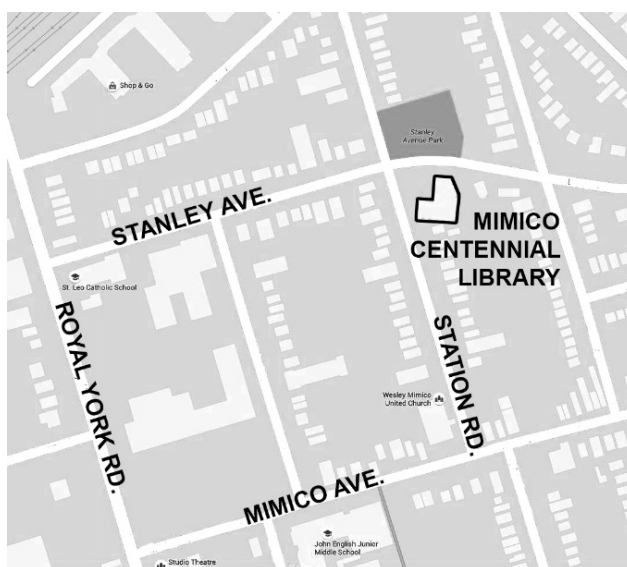
Everyone is welcome to attend.

Date: Thursday, September 29, 2016

Time: 3:30 to 5:30p.m. (open house)
and

6:30 to 8:30 p.m. (open house)

Location: Mimico Centennial - Public Library
47 Station Road, Lower Floor Auditorium



For more information about this project, please contact:

Lori Ellis, Landscape Architect
Parks, Forestry and Recreation
416-394-2483 | lellis@toronto.ca
@TorontoPFR | [Facebook.com/TorontoPFR](https://www.facebook.com/TorontoPFR)

The local City Councillor for this area is:

Councillor Mark Grimes
Ward 6, Etobicoke-Lakeshore
416-397-9273 | Councillor_Grimes@toronto.ca
@Mark_Grimes | [Facebook.com/TheMark.Grimes](https://www.facebook.com/TheMark.Grimes)

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Humber Bay Parks Project - Master Plan Development

Community Resource Group Meeting #3

Wednesday September 14, 2016

6:30 pm – 9:00 pm

Polish Association of Toronto, 2282 Lake Shore Blvd W
Etobicoke, Ontario

Meeting Summary

1. Agenda Review, Opening Remarks and Introductions

Liz Nield, Lura Consulting, welcomed participants to the third Community Resource Group (CRG) meeting for the Humber Bay Parks Project. Ms. Nield led a round of introductions and reviewed the meeting agenda. She explained that the purpose of the meeting was to:

- Discuss next steps for the Master Plan Development;
- Provide an overview of what we have heard;
- Present an update to the Preliminary Master Plan for Humber Bay Park;
- Discuss and get feedback on each of the focus areas for the Preliminary Master Plan; and
- Discuss and get feedback on the material for the upcoming public meeting.

The meeting agenda is attached as Appendix A, while a list of attending CRG members can be found in Appendix B.

2. Project Update

Lori Ellis, Senior Project Coordinator, City of Toronto, provided an update on the project. She noted that there have been several engagement opportunities since the project initiation in February. This includes CRG meetings, public meetings, a Jane's walk, pop-up engagement in the park, and an online survey. She noted that the feedback received through the many points of contact have played an important role in drafting the Preliminary Master Plan for Humber Bay Parks.

Ms. Ellis provided a brief summary of the feedback received at Public Meeting #2. She also presented some of the highlights of the online survey responses, noting that a full summary of the results will be available at the public meeting on September 29. A total of 1,111 residents responded to the online survey. She concluded by noting that the Project Team is pleased with how the preliminary plan has come together.

3. Presentation – Process and Master Plan Approach

James Roche, DTAH, provided a presentation on the Preliminary Master Plan for Humber Bay Parks. He reviewed the project timeline and schedule as well as the Master Plan Guiding Principles and Objectives.

He presented detailed improvements to the parks organized into 5 focus areas: (1) West Entrance Market; (2) West Peninsula, (3) East Entrance Meadow; (4) East Ponds and Water Channel; and (5) East Park Shoreline. He also presented the approach for habitat protection and enhancement throughout the parks.

4. Questions of Clarification and Discussion

A summary of the questions of clarification following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

Q. Are you proposing for the roadway in Humber Bay Park (HBP) West to be narrowed? How will the parking be oriented?

A. We are proposing to use a granular material for the roadway and the width would not be reduced. There would be pull-in parking. We would keep the same footprint that is there now. There should be no issues for the fire department. There is a lot of space for the parking between the road and the existing vegetation. We are not proposing to remove any vegetation.

Q. Regarding future access to the waterfront through the yacht clubs, would that be after the lease is over?

A. Potentially. There may be opportunities to reduce duplication since there is an existing road in addition to the yacht club road. There have been no discussions so far with the yacht clubs in regard to future access to the waterfront through yacht clubs. We will make suggestions through the Master Plan.

Q. I am happy to see the kayak and canoe launch. Will people have to park and then walk with their equipment to the launch?

A. There would be a layby near the launch, this hasn't been put into the rendered plan yet.

Q. Can you clarify use of the circular loop path? Is it for pedestrians only or would cyclists be allowed on the path as well?

A. It would be an integrated multi-use path.

Q. Have you considered food trucks instead of concessions in the park?

A. With respect to concessions, there has been support and concern expressed for it. Food trucks were mentioned as part of the open-ended survey responses. It is worth consideration but doesn't necessarily go in a Master Plan. It is a matter of permitting and could be explored in any paved area. Garbage control is an important issue, related to anything having to do with food sales.)

C. It is fantastic to have separation of pedestrians and cyclists on the Mimico Creek bridge. It may make sense to continue that pedestrian separation along the path towards HBP East, rather than splitting the paths off. As a pedestrian, I look for the most direct route. I suggest that you add a dotted line to the plans indicating that the route is also for pedestrians.

A. That is included as part of the Humber Bay Shores Trail Improvements. The idea is that the multi-use trail would be expanded to accommodate pedestrians and cyclists.

Q. What is currently in the area where the sloped lawn is proposed in HBP West?

A. It is paved right now.

Q. What does 'overflow' parking mean?

A. It would be scheduled parking for specific events. Otherwise the space would be used as a pedestrian space.

Q. In the dogs off-leash area (DOLA), are there any plans to have an area for small dogs?

A. That would be something to consider in the detailed design stage.

Q. Is there a concern about dog waste being near the water?

A. We have another formal DOLA in the east end of the city. We can look into whether there are any environmental concerns.

C. Regarding the DOLA, I expect that you will receive strong opposition to this proposal. Removing part of the existing area will not be seen as a good thing. Keeping the fence that is already there would be good. It would create two areas with separation. In addition, while dogs do swim along the shore, there is a lot of rebar and concrete which is hazardous.

Q. Are there plans to remove the rebar and concrete along the other beaches in the parks and is there funding for it?

A. The Toronto and Region Conservation Authority (TRCA) is undertaking a survey during the fall/winter of the underwater conditions along the shoreline in the western area of Toronto. We will have a better understanding of what the conditions are in the new year. We can then look at ways of dealing with those conditions.

C. In the meantime, signage or spray paint would help people understand where the hazards are.

Q. Are there views to the city from the western shoreline? Will they be enhanced?

A. Yes. There are views at the tips of the peninsula that will be improved.

C. Groundhog families currently inhabit the points of the outer peninsulas in HBP West. If you are filling in the land to enhance the views, the groundhogs would be displaced.

A. We will take that into consideration.

Q. Will the model boating club be accommodated with the proposed designs?

A. Yes. The improvements to the pond would minimize algae and improve edge conditions.

Q. What is the existing building in HBP East used for now?

A. Both buildings in HBP serve an operations function. The East building is less used. It has seasonal washrooms and storage space for parks use and the model boaters. There is also a service yard for vehicles and materials storage, as well as plaza space and access to bridges and docks at the ponds. The buildings in the West park have the same functions. It is a larger facility with change rooms, showers, and office space. We met with Parks Operations to understand our operational needs and see if there are any redundancies. With respect to the proposed plan, the intention is to replace what is already there on the West side, and to relocate the service yard function from the East to the West.

Q. Is there any possibility of creating a swimmable beach?

A. It is challenging to provide swimming opportunities in parks that are made of concrete. There is rebar buried in the concrete and as the concrete gets broken down by Lake Ontario the rebar gets exposed. We need to periodically clean out the rebar and make it safe again but that safe window is very short. We don't have the resources to monitor it on an ongoing basis to make sure it is a safe place for swimming. It is probably not going to be a swimming beach. In addition, because it is a man-made park there is no gradual transition into the water. The water temperatures are also much cooler than what people expect.

Q. The condition of Mimico Creek has been a longstanding concern. Mimico Creek itself is rather ugly. With the proposed kayak launch and additional bridge, people will be interacting with it more often. I think we need to focus on doing something about that. It is a major feature of the parks.

A. We haven't looked at the creek in terms of this Master Planning project. At the TRCA we are looking at opportunities to improve the channel. We would be looking at natural channel design which could potentially involve narrowing the creek. This would improve the velocity of the water and make it deeper. This work is outside the scope of the Master Plan project.

Q. Are you considering a safe campfire program?

A. We have had discussions with Parks Operations. They are not advocates of that idea. We have not gone into great depth in the conversation. That was in response to the volume and nature of the ad hoc fires in the parks. It is still to be discussed in greater detail.

C. As an observation, there are not enough picnic tables in the parks. Those that are unchained often end up in the water or vandalized. Some tables are on uneven ground. I would love if adding more picnic tables became a priority of the Master Plan. The lawn near the boat launch would be a great place for picnic tables on concrete pads.

C. Regarding swimming and water quality, people are not aware of the hazards. Signage at a minimum would be a big help. The river also needs to be cleaned up.

Q. What are you trying to achieve with the reconstructed bridge near the water channel in HBP East?

A. In the past maintenance trucks would drive across that bridge. Because the bridge is in poor condition the operational vehicles don't use the bridge and instead do a large loop through the park so they don't have to turn around. By improving the bridge, the trucks can avoid doing the wider loop through the outer park when necessary. The waste management trucks will still have access to the further reaches of the park, but the intention is to reduce the frequency of traffic.

C. Waste management is a significant issue throughout the park. There are bins in the core area, but the rest of the park is often like a garbage dump. I don't see anything that addresses that.

A. That is an ongoing challenge. If the bins are too remote staff sometimes decide not to collect the waste. We will raise this with Parks Operations.

Q. Regarding the number and location of fishing nodes, my concern is with the relation to the naturalized wetlands and nesting of waterfowl. Discarded line and hooks are hazardous to waterfowl. What steps will be taken to prevent fishing and wildlife conflicts?

A. There are concerns about lures and lines. It requires an ongoing educational strategy with anglers to ensure they are following best practices for fishing responsibly. By locating the nodes in the far east embayment we are outside of the area most favoured by waterfowl. This year TRCA took steps to put buoys across the middle embayment where the grebe platforms have gone in. That is the area we would like to focus the enhanced grebe nesting. We are looking for a balance. We do want to provide nature-based recreation opportunities while trying to minimize conflict with wildlife.

C. The park needs a lot of maintenance. That should be the priority.

Q. Regarding the pavilion, why is it still on the table? Councillor Grimes told us he would cancel the project if the community doesn't want it. The survey results also didn't show strong interest in the pavilion. Less than 50% of respondents were interested in indoor activities.

A. There appears to be some confusion in perceiving the survey that was conducted as a vote. The survey was not intended as a vote, rather it was an outreach tool to get a sense of current building use and how people are using /responding the buildings in the park and to identify potential for indoor programs. Since February there has been a lot of speculation about what the program or uses of a building in the park could be? There are buildings in the park currently. Through the Masterplan process, we are establishing a Vision and Guiding Principles to frame the possibility of a building in the park. This will eventually segue into another consultation process around the potential of building. We heard people want a space with washrooms, a place to meet, a place to change for winter skating, nature appreciation, enjoyment of the ponds, and other passive cultural uses and park-related activities. This will be framed in the context of the Masterplan and all of the feedback we have heard to date.

Q. Are you proposing a trail along the shore in HBP East in the area where you are restricting jet ski access?

A. We are not proposing a trail there to protect habitat.

Q. City Council deals with capital projects by setting out a multi-year budget. In the current year capital budget there is money for the building project which Council has approved. City Council also invites the public to comment on the new budget each year. Where are we in the budget process at City Hall? When will the public be invited to comment on the next budget? Could Council decide not to proceed with the building funding? Please ensure you have this information available at the public meeting on September 29.

A. The budget for this project was previously identified. I can get back to you regarding when the public will be invited to comment on the budget. As you know, we are taking a different direction than what was originally presented. When we are firm in our direction, we can start to look at reframing the budget.

Q. We had \$7M on the table for the original building plan. Now we are scaling it back. Could some of that money be re-allocated for the Master Plan?

A. Yes. We are trying to be transparent. We don't know the exact scope of a building right now. There will be ways for us to shape the way the funding is allocated. Funding sources have categorical conditions, some are required to be used only for the creation of new facility, some only for exterior works, some only for rehabilitation of existing construction. Our task at this time is to determine what we want to have in the park, then we can look at how the funding can be allocated and applied.

The \$7M in the budget plan is cash flowed over 3 years right now. The budget is approved year by year. Once we get further down the road, staff and Council can work to see if that can be adjusted. The budget is typically launched in December and public input is invited during January/February.

C. I have a suggestion to adjust the path between the new proposed bridge connection and the recreational pond in HBP East. I suggest the path form a Y or triangle rather than a T based on where people will want to walk.

A. We will consider that suggestion. One benefit of the T shape is that it controls cyclists speed.

C. In HBP West someone has made a fort out of concrete rubble that needs to be dealt with. There is also some scrap metal nearby in the wooded area.

Q. Could school buses and fire trucks turn around in the proposed HBP East parking lots?

A. We would plan for that in the detailed design stage.

Q. In HBP West, you mentioned the roadway would be granular. The existing trail beside the roadway is not very inviting and is very narrow. What are you proposing to do with it?

A. We would be maintaining the pathway but it would be adjusted slightly. It would be a wider integrated trail.

C. I suggest that the plan include raised platforms to encourage ospreys to nest in the park.

A. We currently have no osprey platforms on the waterfront in Toronto. An osprey strategy is what is needed for the entire waterfront. We need to holistically look at where the best place to attract an osprey would be, rather than on a park-by-park level. This Master Plan is advocating for functional habitat improvements. Barn swallows are a logical species to target because they have an affinity to be near people. Habitat creation can be expanded upon as a principle, and opportunities can be explored in the development of future improvement works in the park.

C. The platforms for red necked grebes have been very successful in Col. Sam Smith Park. There are 5-6 pairs nesting there. I suggest you look at how they have been handled there.

A. We do currently have platforms in HBP East in the middle embayment.

Q. The overwhelming impression that I have is that people are not in favour of commercialization of our parks. A small percentage of people might have indicated support for concessions on a survey. How much weight is being given to that?

A. You raise an important point. The survey was meant to be an outreach tool for people to weigh in and who couldn't attend the public meeting. There were open-ended and structured questions. It gave us a spectrum of responses. There is an overwhelming interest in habitat and naturalization, and maintaining the unique characters of the two parks. We are not proposing any commercialization in the parks.

C. When you introduce food services, it leads to more littering. We also want to attract people to the main street in the community where there are coffee shops and restaurants. We want our community to be a destination.

C. Regarding space for education, someone needs to ask the local school if they need a space like that in the park. What has also been a concern is that if you make a large enough space, it could be repurposed later.

C. This process has generated a lot of public engagement and interest in the future of the park. I suggest you add an 11th key feature: stewardship of the parks. We (the community) are part of the plan and we need to foster ongoing stewardship.

C. You have done a good job of balancing all the competing needs. The Master Plan is going down the right path.

Summary of Feedback on Preliminary Master Plan

Likes

- Canoe/kayak launch.
- Circular loop path and additional bridge connecting HBP East and West.
- Separation of pedestrians and cyclists on Mimico Creek bridge.
- Enhancing views to the city.

Concerns

- Reconfiguration of the DOLA / shoreline hazards near proposed reconfigured DOLA.
- Overall park maintenance and safety of shorelines should be a priority.
- Disruption to groundhog habitat through view enhancements on HBP West peninsulas.
- Condition of Mimico Creek.
- Waste management throughout the parks.

Suggested Refinements

- Increase the number of picnic tables in the park.
- Signage regarding shoreline hazards and water quality.
- Reconfigure the path between the new proposed bridge connection and the recreational pond in HBP East to split in a 'Y' rather than a 'T' to create a more direct path to where people will want to go.
- Include stewardship of the parks as a key feature of the Master Plan.

5. Feedback on Approach for Upcoming Public Meeting

Ms. Nield explained that the approach for the public open house is to have various stations for people to visit, ask questions, and learn about the Preliminary Master Plan features from members of the Project Team. There would be one station for each of the five geographic areas of the park as well as a few additional stations for providing feedback and learning about the community engagement process and online survey results.

Ms. Nield asked for input and advice in preparing for the open house. The following suggestions were provided by CRG members:

- Show an overlay of existing conditions and proposed changes in the mapping so that people can see the differences more clearly.
- Clarify that the list of key features is not listed in order of priority.

- Share some overview information online with the public prior to the public meeting so they can come with an idea of what is going to be presented.

Ms. Ellis concluded by asking CRG members if they would be interested in speaking to the public at the open house in a volunteer capacity.

6. Summary and Next Steps

Ms. Nield thanked CRG members for contributing their feedback on the Preliminary Master Plan. Participants were encouraged to attend the Public Open House on September 29, 2016 and held spread the word throughout the community. The next CRG meeting will be scheduled for mid October (date TBC).

Appendix A – Agenda

Humber Bay Parks Project - Master Plan Development

Community Resource Group Meeting #3

Wednesday September 14, 2016

6:30 pm – 9:00 pm

Polish Association of Toronto - 2282 Lake Shore Blvd W
Etobicoke, Ontario

AGENDA

Meeting Purpose:

- To discuss next steps for the Master Plan Development
- To provide an overview of what we have heard
- To present an update to the Preliminary Master Plan for Humber Bay Park
- To discuss and get feedback on each of the focus areas for the Preliminary Master Plan
- To discuss and get feedback on the material for the upcoming public meeting

6:30 pm Agenda Review, Opening Remarks and Introductions

- Liz Nield, Lura Consulting, Facilitator

6:40 pm Project Update

- Lori Ellis, City of Toronto

6:50pm Presentation – Process and Master Plan Approach, James Roche, DTAH

- Overview of the Project Approach and Scope, Timeline and Schedule
- Overview of Preliminary Master Plan including core focus areas for discussion:
 1. West Entrance Market
 2. West Park Shoreline
 3. East Entrance Meadow
 4. East Park Shoreline
 5. Ponds and Water Channel

Questions of Clarification

7:40 pm Discussion

Thinking about the Preliminary Master Plan and the five core focus areas:

- What do you like? What concerns do you have?
- What changes would you make?
- What advice do you have for the project team on the approach for the upcoming public meeting?

8:55 pm Summary and Next Steps

9:00 pm Adjourn

Appendix B – List of Attendees

CRG Members:

Brian Bailey – Citizens Concerned for the Future of the Etobicoke Waterfront (CCFEW)
Chris Moore – Mimico Residents Association
David Creelman – Friends of Humber Bay Park
David Juliusson – Cycle Toronto
David White – Animal Alliance of Canada
Don Henderson – Humber Bay Shores Condominium Association
Eric Code – Dogs Off Leash Users
Garth Riley – Local Resident
Jane Darragh – Local Resident
Klaus Dunker – Local Resident
Lucy Harris – Local Resident
Mary Bella – Local Resident
Nancy Dengler – Toronto Field Naturalists (alternate for Anne Powell)
Richard Jackson – Local Resident
Rick Levick – Metro Marine Modellers
Walter Maceluch – Local Resident

Councillor Grimes' Office:

Melissa Haughton

Project Team Staff and Consultants:

Doug Bennet – City of Toronto, Parks, Forestry, and Recreation (PFR)
Lori Ellis – City of Toronto, PFR
Peter Klambauer – City of Toronto, PFR
Susan Korrick – City of Toronto, PFR
Karen McDonald – Toronto and Region Conservation Authority (TRCA)
James Roche – DTAH
Tanya Brown – DTAH
Leah Winter – Lura Consulting
Liz Nield – Lura Consulting



Humber Bay Parks Project - Master Plan Development

Community Resource Group Meeting #4

Monday February 6, 2017
6:30 pm – 9:00 pm
New Toronto Library, 110 11th Street
Etobicoke, Ontario

Meeting Summary

1. Agenda Review, Opening Remarks and Introductions

Liz Nield, Lura Consulting, welcomed participants to the fourth Community Resource Group (CRG) meeting for the Humber Bay Parks Project. Ms. Nield led a round of introductions and reviewed the meeting agenda. She explained that the purpose of the meeting was to:

- Present an update on the Master Plan for Humber Bay Park;
- Provide an overview of what we have heard to date;
- Discuss and get feedback on the revisions to the Preliminary Master Plan;
- Discuss and get feedback on priorities for implementation; and
- Discuss next steps for the Master Plan Development.

The meeting agenda is attached as Appendix A, while a list of attending CRG members can be found in Appendix B.

2. Project Update

Lori Ellis, Senior Project Coordinator, City of Toronto, provided an update on the project. She noted that the feedback received following the September 2016 Open House on the Preliminary Master Plan was generally very positive. Specific areas of interest were habitat restoration, connecting the two sides of the park by the new bridge, improving the existing bridge and shoreline, trail safety, and the addition of new seating and picnic areas. Ms. Ellis indicated that the Project Team has spent the last several months reviewing and consolidating the feedback and also conducting additional engagement with dog park users and the yacht clubs. She also explained that this meeting will focus on the west park refinements. The next meeting will focus on the East park so that the Master Plan is able to be coordinated with the architectural work which has only recently been initiated.

Peter Klambauer, Senior Project Coordinator, City of Toronto, provided an update on the architectural project. He noted that an Architectural Community Resource Group



(ACRG) has been formed with approximately 18 participants, representing 9 local community groups. Since the last Public Open House, the architects have been doing an inventory and site analysis, taking into consideration the context and design ideas outlined in the Preliminary Master Plan. The process will include public and stakeholder consultations, with the first ACRG meeting anticipated to take place in March 2017.

3. Presentation – Updates to the Preliminary Master Plan

James Roche, DTAH, provided a presentation on the updates to the Preliminary Master Plan for Humber Bay Park West. He reviewed the project scope and timeline as well as the Master Plan Guiding Principles and Objectives. He presented detailed refinements to the dogs off-leash area (DOLA), west park road configuration, and Humber Bay Park West connection to Humber Bay Promenade.

4. Questions of Clarification and Discussion

A summary of the questions of clarification following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

Q. Is it possible to have a proper study of parking lot usage undertaken to better understand what should be planned for? It would be beneficial to reduce the parking amount while also meeting the concerns of those who do not want it reduced. It should be evaluated as scientifically as possible.

A. Parking counts were provided to the project team so that they could understand where the critical issues are. That information has informed the preliminary design. The most critical parking areas include the western peninsula near the dogs off-leash area (DOLA). DTAH also did scale comparisons with other destination parks along the waterfront.

Q. Have you considered the vehicular traffic volume through the park? There are high volumes of traffic on days when there are special events (e.g., fireworks, air shows), and there are also cars coming to the yacht clubs regularly. This has implications for road usage.

A. We don't have that specific count. The roads within the park are owned and operated by Parks, Forestry and Recreation and are not right-of-way infrastructure that is operated by Transportation Services. The regulations and design details are different from what Transportation Services requires.

The Master Plan project team will also be well informed about the Transportation Master Plan happening in the area as well as the Humber Bay Shores Trail Improvements and the trail safety pilot.

Q. Is the proposed DOLA segregated from the shoreline?

A. The proposed design assumes maintaining the existing condition along the shoreline.

Q. Is the vegetation reduced for the west peninsula road relocation?

A. No. Currently there is a lawn area on the north side of the road that is mowed and not used for anything. The 5 m vegetated buffer along the fence line would still remain and green space would be added to the south side of the road.

C. I suggest you consider some kind of barrier along the vegetated areas to prevent people from trampling and creating additional trails.

A. The MP will look at how we can use plantings and topography to protect habitat and restrict movement in certain areas. There are unobtrusive ways to try to manage and direct people without impacting the habitat.

Q. At the new pedestrian and cyclist road crossing at the west park entrance, has there been any consideration for adding a stop sign or staggered gates for cyclists? It is the cyclists that are crossing at high speeds.

A. As part of the trail safety pilot that we are hoping to implement in the Summer 2017, there are a number of different treatments we will be using along the trail and at key intersections. We are looking at the placement of in pavement messaging such as “slow”, “shared path” and consideration will be given to trail alignment and stop signs. These treatments will be consistent with other details used by cycling infrastructure around the city.

Q. How do you envision enabling access for kayaks/canoes during the farmers’ market?

A. A drop off or layby parking is located off to the side. We could use things like bollards to keep the separation. This aspect will be considered in the detailed design stage.

C. Cyclists are using the multi-use trail as a commuting corridor rather than a recreational cycling trail. If it becomes a dedicated cyclist trail it will become a cyclist right-of-way.

C. The entrance to the University of Toronto at College St. has a rough, stone-like material that works well to slow cyclists down.

A. We are proposing to use a different surface treatment to indicate there is a crossing ahead.

Q. Can you describe what the proposed raised intersection would look like? It is important to consider people bringing in boats on trailers and how that might impact them.

A. The raised intersection is similar to a speed bump but more of a table top shape with a ramp followed by a level plane and another ramp. It is visually a larger intervention. It can be designed to accommodate trailers and trucks.

Q. What is the Management Plan?

A. The Management Plan is included with the Master Plan itself and it will include the entire park, with specific focus areas within it (e.g., strategies for maintaining the integrity of key habitat areas, pond maintenance, etc.). It will also include a schedule of management activities.

C. At the curved path near the connection to the Humber Bay Promenade, I suggest you ensure the path is not too narrow as there will be two lanes of fast moving cyclists travelling through. With the proposed bushes separating the pedestrian zone from the cyclist zone there may be poor visibility creating safety issues.

A. A detailed design process would be undertaken for this section of the path, including the input of transportation and design consultants to ensure safety.

C. Regarding the consultation process, certain things have been included in the plans and I have no idea where the input has come from. For example, the extension of the DOLA to the outer point was not formally discussed at a CRG meeting.

A. The original plan had identified getting public access to the point in coordination with the yacht clubs. This was proposed at the September Open House, prior to consultation with the yacht clubs. The proposed refinements presented tonight are not final and we will continue to receive comments following the meeting.

C. The outer point is used by the Junior Sail Program in the summer and for storage of masts in the winter. This was shared with the project team already.

A. The project team feels there is an opportunity to use the breakwater to provide access, on the outside of a proposed fence line. There is no intention to impact the yacht club operations. It is an iterative process and we have opened up the dialogue with yacht clubs through the CRG process.

C. I suggest you do a site walk of the yacht club area in the winter time because there is a different feel than in the summer.

C. With the reconfigured roadway and perpendicular parking, it feels like there will be a lot of cars. I don't want the park to feel like a paved parking lot. I suggest you incorporate plantings to create a visual buffer.

C. In Montreal they often use angled reverse-in parking which has benefits in terms of safety. I suggest you consider this.

A. We will take a look at different options in the detailed design phase.

C. As a suggestion, having deeper parking spaces makes it easier for people to unload their vehicles without spilling onto the road.

Q. Regarding the pollinator meadow in the East park, when overlaying the plans with a Google Earth map, the meadow goes right to the edge of the road and pond. Currently there are trees and vegetation around the edge of the parking lot. Would the trees and vegetation be removed to accommodate the meadow?

A. The project team will be looking at this in more detail and will be in a position to provide more information at the next CRG meeting.

Q. What do you consider to be formal picnic areas? People like to be near the water when they have picnics but the proposed picnic areas appear to be set back from the water.

A. A formal picnic area consists of a picnic table on a concrete pad whereas an informal area would be something like an open lawn or rocky shoreline. We will identify additional locations for picnic tables on the west peninsula diagram.

C. I suggest you consult with the police about the design of the peninsula near the DOLA. There may be safety concerns about creating a tight space or trap zone. Police access to this area should be accommodated in the event of an emergency.

A. The fence around the dog park will not be very high and will have a few different entry points so it should not create a tight channel. The pathways in the dog park are also intended to be accessible. Along the fence line we are also trying to maintain good visibility so that it does not feel like such a tight space. Your concerns for safety further down along the breakwater have been noted.

C. I suggest you extend the DOLA right to the yacht club fence. I would rather have a larger useful area for dogs if that means there will be less dogs off-leash elsewhere in the park. People could still access the point through the DOLA.



A. That suggestion was considered. We believe that not everyone would feel comfortable walking through the DOLA to access the point. We are trying to find a balance that accommodates all park users.

C. Farmers usually bring large vehicles to the market on Saturdays. I suggest you speak with the director of the farmers' market to understand the functionality of it and the space requirements.

A. The market area would still accommodate vendors parking around the perimeter of the area.

C. It is desirable to keep the informal trail that runs along the yacht club fence. It would also be desirable to include plantings on the yacht club side of the fence to improve the trail experience and naturalize the area.

A. We are proposing to keep that informal path. We can add it to the diagram.

C. At the entrance to the west park, I suggest you consider moving where the multi-use trail crosses the road. Now that the road and parking lot are being reconfigured, you could shift the trail crossing further south so that there are better sight lines. The multi-use trail could then run parallel to the road on the north side of the road.

A. We will consider that suggestion.

C. As a cyclist I prefer speed humps over the table top. The waterfront promenade in Mississauga is a good example which can still accommodate trucks and trailers. They also use control gates so that everyone slows down.

A. We will look at a combination of several tactics to slow cyclists.

C. There is very little secondary parking in the broader neighbourhood for use on busy days.

C. There are two beavers in the park that people love to see. It would be nice to plant trees specifically for beaver habitat.

C. With respect to tree planting, ash trees are prevalent in the park and they are under great stress. The trees are dying, how will this Master Plan interact with Emerald Ash Borer strategies? It is the most significant deciduous tree species in the park.

A. Urban Forestry is doing monitoring. They are not doing monoculture plantings in parks. This would inform the park management plan.

Summary of Feedback on the Revisions to the West Park Preliminary Master Plan

Concerns

- Ensure vehicles and boat trailers will not be damaged by the type of raised intersection proposed.
- Ensure the curved path near the connection to the Humber Bay Promenade is not too narrow to safely accommodate pedestrians and cyclists.

Suggested Refinements

- Include measures to concentrate park users on designated pathways, rather than trampling new areas.
- Consider staggered gates, stop signs, and textured paving to slow cyclist traffic in Humber Bay Park West.
- Incorporate plantings near the parking areas to provide a visual buffer from the pavement.
- Consider angled reverse-in parking and deeper parking spaces in the HBP West peninsula.
- Include formal picnic areas near the shoreline.
- Consider shifting the multi-use trail road crossing at the HBP West entrance further south so there are better sight lines at the intersection.

5. Feedback on Priorities for Implementation

Ms. Nield asked participants to share their top five priorities for implementation. Ms. Ellis noted that there are several layers to factor in when determining the priorities (e.g., cost, logistics, opportunities for cost-sharing and coordination with other divisions, etc.). The input shared by participants will be used as a starting point in the discussion, and the project team will also take into consideration that the refinements to the East park have not yet been presented.

The following key features were shared as priorities for implementation:

- Twinning of the existing Mimico Creek bridge
 - The existing bridge is rotting and dangerous for both cyclists and pedestrians.
- Reconfigured west peninsula parking and circulation
 - If water service is reaching the end of its lifespan, road reconfiguration should be a priority as it is the critical spine in that area.
- The reconfigured wetland and East road/parking area which form the heart of HBP East.
- Shoreline improvements
 - Including formal picnic areas adjacent to beaches.
- Accessible fishing nodes

- To reduce conflicts near bird nesting areas and discourage ad hoc fishing sites in sensitive areas of the park.
 - Marie Curtis Park has a good fishing node that is very natural looking.
- Habitat enhancements
 - Could be done in parallel with other improvements, with funding from other sources (TRCA, Urban Forestry).
 - Especially between the DOLA and yacht clubs, building on investment that has already been made.
- Several aspects have to be implemented in a coordinated way (e.g., parking, road configuration and west market area)

Additional comments on the implementation of the Master Plan are summarized below:

- Improvements should be sequenced based on the impact of construction (i.e., improvements that require the use of heavy equipment should be done first).
- The implementation needs to be geographically separated in order to allow people to continue using other areas of the park during construction.
- There should be a parallel maintenance plan for all of the improvements.
- Security should be considered as part of the maintenance plan.
- It is important to stay informed about other projects happening in the local area as they will have an impact on park use (i.e. Mimico Creek Trail, Transportation Master Plan).
- The park is labelled East and West, but should actually be identified as North and South.

6. Summary and Next Steps

Ms. Nield thanked CRG members for contributing their feedback on the refinements to the Preliminary Master Plan. Participants were encouraged to email additional feedback and comments to Lori Ellis by March 10, 2017. The next CRG meeting will be scheduled for Spring 2017 (date TBC).

Appendix A – Agenda

Humber Bay Parks Project - Master Plan Development Community Resource Group Meeting #4

Monday February 6, 2017
6:30 pm – 9:00 pm
New Toronto Library, 110 11th Street
Etobicoke, Ontario

Meeting Purpose:

- To present an update on the Master Plan for Humber Bay Park;
- To provide an overview of what we have heard to date;
- To discuss and get feedback on the revisions to the Preliminary Master Plan;
- To discuss and get feedback on priorities for implementation; and
- To discuss next steps for the Master Plan Development.

TIME	AGENDA ITEM	PRESENTER
6:30 p.m.	Agenda Review, Opening Remarks and Introductions	Liz Nield, Lura Consulting, Facilitator
6:40 p.m.	Project Update	Lori Ellis, City of Toronto
6:50 p.m.	Presentation – Updates to the Preliminary Master Plan <ul style="list-style-type: none"> • Review of Project Approach and Scope, Timeline and Schedule • Overview of Updates to the Preliminary Master Plan for Humber Bay Park West <ul style="list-style-type: none"> ○ Dogs off-leash area ○ West park road and parking configuration ○ Humber Bay Park West connection to Humber Bay Promenade 	James Roche, DTAH
7:30 p.m.	Discussion: Thinking about the revisions to the Preliminary Master Plan: <ul style="list-style-type: none"> • What do you like? What concerns do you have? • What changes would you make? 	

TIME	AGENDA ITEM	PRESENTER
8:15 p.m.	Activity – Implementation Priorities	
	Rating of key design ideas based on level of priority in East and West park.	
	<i>Worksheet to be provided.</i>	
8:55 p.m.	Summary and Next Steps	
9:00 p.m.	Adjourn	

Appendix B – List of Attendees

CRG Members:

- Anne Powell – Toronto Field Naturalists
- Brian Bailey – Citizens Concerned for the Future of the Etobicoke Waterfront (CCFEW)
- Bruce Silzer – Metro Marine Modellers (alternate for Rick Levick)
- Bryant Adlam – Humber Bay Sailing Centre
- Colette Boyle – Etobicoke Yacht Club
- David Creelman – Friends of Humber Bay Park
- David Juliusson – Etobicoke South Cycling Committee
- David White – Animal Alliance of Canada
- Don Henderson – Humber Bay Shores Condominium Association
- Eric Code – Humber Bay West Dog Park Association
- Garth Riley – Local Resident
- Gary Signarowski – Mimico Cruising Club
- Jane Darragh – Local Resident
- Klaus Dunker – Local Resident
- Lucy Harris – Local Resident
- Mary Bella – Local Resident
- Richard Jackson – Local Resident

Councillor Grimes' Office:

Michelle Telfeyan



Project Team Staff and Consultants:

- Helen Sousa – City of Toronto, Parks, Forestry, and Recreation (PFR)
- Lori Ellis – City of Toronto, PFR
- Peter Klambauer – City of Toronto, PFR
- Karen McDonald – Toronto and Region Conservation Authority (TRCA)
- James Roche – DTAH
- Tanya Brown – DTAH
- Leah Winter – Lura Consulting
- Liz Nield – Lura Consulting

Humber Bay Park – Building and Related Site Improvements

Architectural Community Resource Group Meeting #1

Wednesday April 5, 2017

6:30 pm – 9:00 pm

Polish Association of Toronto, 2282 Lake Shore Blvd W
Etobicoke, Ontario

Meeting Summary

1. Agenda Review, Opening Remarks and Introductions

Participants to the first Architectural Community Resource Group (ACRG) meeting for the Humber Bay Parks building improvement were welcomed by Liz Nield, Lura Consulting. Ms. Nield led a round of introductions and reviewed the meeting agenda. She explained that the purpose of the meeting was:

- To introduce the project, proposed approach, and timing;
- To confirm membership and Terms of Reference for Architectural CRG;
- To review the ACRG consultation process for the design of building and related site improvements.
- To provide an overview Park Master Plan recommendations and site context;
- To review Guiding / Design Principles of the Park Master Plan and their applicability to the building project.
- To discuss and seek feedback on vision elements, design principles, and community program needs related to building and related site improvements;

The meeting agenda is attached as Appendix A, while a list of attending ACRG members can be found in Appendix B.

2. Overview of Terms of Reference for the Architectural CRG

Ms. Nield provided an overview of the ACRG Terms of Reference document which defines how the ACRG will operate. Participants were asked to sign and submit the last page of the Terms of Reference to demonstrate their approval of the document.

Following the overview, one participant asked whether the attendance at the meeting was representative of the full ACRG membership. Peter Klambauer, City of Toronto, responded that about two thirds of the group was in attendance. The group consists of some representatives from the Park Master Plan CRG and some new representatives from the community. Overall, there is a good balance of interests and the group includes representatives from nine local organizations that can act as a point of contact for two-way information sharing with the broader community.

A question/comments was raised from a ACRG member regarding inclusion of representatives in the community who are critical of the building and if any had applied to participate on the ACRG. It was expressed that ACRG members want to avoid a situation where the broader community is unaware of the process and general views not represented. It was noted that observers should be encouraged to attend the meetings so that they can be informed as the process moves ahead. An ACRG member suggested that meeting dates be shared as far in advance as possible so that more members and observers can attend.

Peter Klambauer responded by indicating all members who applied to participate on the ACRG were accepted, with the exception of those having multiple representatives from a single community group. He indicated the process is intended to be inclusive and representative and that observers are invited to attend ACRG sessions. Information shared at ACRG meetings will also be posted on the project website for public viewing and reference.

3. Project Update

Lori Ellis, City of Toronto, provided an update on the Humber Bay Parks Master Plan. She noted that the Master Plan sets the foundation for the discussion about a building in the park, and its general location. She provided an overview of the consultation activities that formed part of the Master Plan process and emphasized that the City is trying to maximize outreach and build trust so that the project reflects the desires of the park users, and City needs.

Peter Klambauer, City of Toronto, provided an update on the building project. He noted that the original pavilion project which was launched in February 2016 was not supported for a variety of reasons and has been "cancelled", meaning that we were not pursuing it as it was presented at the time. The survey conducted as part of the Master Plan process revealed a clear message for maintaining and enhancing the natural character and habitat of the park, which includes support for a building, the need to maintain washrooms, park maintenance facilities, enhance security. The task ahead is to look at what can be done to maintain / enhance the park's character, expand habitat opportunities and enhance visitor experience and amenity, and to use expressed public concerns to inform limiting criteria that would control and prevent inappropriate impacts to the park setting and environment. The project team is interested in hosting an inclusive process where the best ideas can come forward.

A summary of the questions of clarification following the update presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

Q. Regarding the Parks works space, my understanding was that the works function would be moved to the west park. Has that been confirmed?

A. In the Master Plan process, the project team engaged with Parks Operations to confirm that they would entertain that proposal. We have not yet fully explored how that would play out. We were waiting for the Master Plan to evolve further to be the foundation for the building project. It is a critical next step for this process. The Parks Operation model will also inform how the building operates and interacts as a destination in the park.

Q. In the Master Plan survey, was there discussion of the building and what was the consensus?

A. There was not an explicit Yes/No question in the survey regarding a building. The City felt it would have been a loaded question in light of the public perception that we were proposing to build a banquet hall or community centre. The survey asked about indoor and outdoor programming in the parks. The top themes revealed by the survey were: maintain/enhance habitat and natural character of the park; improve outdoor amenities and programs; improve access to park and waterfront; improve indoor amenities and programs; improve police presence and by-law through the park; and improve maintenance and safety in the park.

Q. What is the status of the Master Plan?

A. The Master Plan with respect to Humber Bay Park East has been put on hold so that the architectural project can get started. After this meeting we will be looking at how the two projects can work together. Refinements to Humber Bay Park West have been identified.

C. We already have a sales pavilion in the community that was donated by a developer that is 6,000 sq ft. It may cost \$4M to renovate, which is a number we don't agree with, but that is a separate discussion. There is already \$7M set aside for a building in the community. If you want to build a community centre, instead of putting it in the park, why not put it outside the park and closer to the residents where it will not affect the park

A. We would like to work through the meeting agenda tonight, and to focus on the project that we are proposing. This is a separate discussion and we are not in a position to address in this meeting. We recommend that you put this in correspondence to the City and Councillor.

Q. Has the decision been made to build a building?

A. We are committed to a process to determine whether the existing building is refurbished or a new building is built, based on the Master Plan guiding principles and objectives, and to work with the community to determine the best way to do so.

4. Presentation – Process and Approach, Baird Sampson Neuert Architects

Jon Neuert, Baird Sampson Neuert Architects, provided an overview of the design consultation process with ACRG and community consultation framework, which includes three ACRG working sessions and two community meetings, including the public engagement timeline (refer to handout). He reviewed the existing Park Master Plan Guiding Principles (five) and Objectives (nine) and noted the importance that these aspects inform the building project. He summarized Master Plan findings/ recommendations relevant to the building/site including:

- the recommendation of 'Site A' for the building (i.e. north side of the pond)
- the proposal to reduce existing parking to enable development of a pollinator meadow
- the integration of building and site to reinforce the site unique character / experience

He noted that at this point in the process, the ACRG needs to focus on establishing a clear vision for the building project, developing design principles for the building that complement and enhance the Park Master Plan, and identify complementary programming opportunities for a building in the park.

Five proposed design principles were shared to facilitate group discussion:

1. Enhance and reinforce the parks' unique sense of place.
2. Leverage new development to advance habitat intensification, enhance site resiliency & sustainability, provide visitor / educational opportunities.
3. Site interconnectivity to enhance user experience.
4. Encourage stewardship and investment in the parks programmatic and natural resources.
5. Address the needs of the park's diverse user group.

5. Discussion on Vision, Design Principles and Programming

Participants divided into small groups to discuss and share ideas regarding the vision, design principles, and programming for a building in Humber Bay Park East. A comment form with discussion questions was provided to guide the conversation and provide an opportunity to submit individual written comments. Each group then shared highlights of their discussion with the full group.

Participants were also encouraged to share additional feedback and photos of design inspirations following the meeting by email before a deadline of April 14, 2017. A summary of feedback is provided below including all comments received during and following the meeting.

VISION:

What is your vision for a building in Humber Bay Park?

- Integrated with nature, a building that recedes or integrates with the landscape; does not encroach on existing habitat but advances experience of being close to nature.
- Scale should not appear larger than existing buildings; aligned with scale and natural character of the park.
- A functional reflection and support of park use/ activities (e.g., designed to support stewardship, skating, model boating, environmental education, etc.).
- A building that serves to enhance the park experience and not impose on or detract from it.
- Accessible, year-round access and wide hours of use.
- Incorporates lookouts and views; large windows overlooking wetland, rooftop views in all directions.
- A place to encourage park stewardship and education,
- Exterior covered program space.
- Large meeting space not supported in the park, not a beacon.
- A building designed and sized to reflect uses identified by consensus feedback from park users and local residents.

DESIGN PRINCIPLES:

What do you like about the ideas presented for the possible design principles? Is there anything you would like to add/change?

There was support for the five proposed design principles. Feedback on additional design principles includes:

- Demonstrates best practices for green building design and technologies (solar powered, living wall, green roof, grey water recycling, composting toilets, off grid, etc.).
- Low maintenance with a long lifespan, robust/durable.
 - Suggestion to consider partnership opportunities for ongoing maintenance/operations.
 - Explore possible ongoing source of operating revenue via the existing memorandum of agreement between the City and the Toronto Parking Authority (TPA), where a significant portion of TPA revenue is annually transferred to the City.
- A timeless design that blends into and compliments the landscape.
- Enhances and celebrates the experience of being in nature and on the lake (e.g., design inspiration from waves).
- Provides opportunities for education, conservation and nature appreciation (brings natural habitat elements indoors).

- Bird-friendly design (windows and lighting).
- Consideration for vandalism/graffiti and safety/security in the design approach.
- Build in consideration for growth in the local area use (more people coming) and tourism (buses are already here - make it better).

PROGRAMMING:

What program elements should be addressed by the building and site improvements? What uses/activities could the building accommodate? What exterior activities should the building support?

- Small-scale meeting space to facilitate nature interpretation and educational opportunities; not a recreation centre in the park.
- Accessible, year-round use. Potential for no staffing requirement.
- Indoor/outdoor multipurpose facility; covered outdoor learning space with tiered seating.
- Small social gathering.
- Washrooms, drinking fountains, seating, classroom, lunchroom.
- Potential opportunity for temporary art installations, exhibition space, small performances.
- Lockers/cubbies for use during winter skating season.
- Storage maintained for model boaters and stewardship groups.
- Potential for small food concession.
- A building integrated with adjacent boardwalks and pathways.
- Base for security or police accommodation.
- Indoor activities need an accompanying stream of operational funding.

ADDITIONAL COMMENTS:

- Concern was expressed with respect to a building located in the park rather than outside the park where it would be more accessible to the broader community.
- Community Centre uses do not belong in the park.
- It is important to prioritize “needs” versus “wants” in the design process to ensure the scale does not expand to include all ideas. Programming discussions should not be used to justify creating a large and intrusive building.
- A question was raised regarding who would be responsible for planning and organizing programming related to the building.
- A question was raised regarding what should be established first: the design of the building, based on all of its potential uses and functions, or the selection of the site for the building so that the design and functions can be scaled to the location.
- Minimize the capital expenditure and re-allocate any of the unused approved capital funding to other Master Plan investments and park maintenance.

6. Next Steps

Ms. Nield thanked participants for contributing their feedback. ACRG members were given until April 14, 2017 to submit additional comments on the meeting materials. The project team will conduct a review and analysis of options for a building that reflect the input provided by the ACRG.

Appendix A – Meeting Agenda

Humber Bay Park – Building and Related Site Improvements

Architectural Community Resource Group Meeting #1

Wednesday April 5, 2017

6:30 pm – 9:00 pm

Polish Association of Toronto, 2282 Lake Shore Blvd W (entrance through back door)

Etobicoke, Ontario

AGENDA

Meeting Purpose:

- To introduce the project, proposed approach, and timing;
- To confirm membership and Terms of Reference for Architectural CRG;
- To provide an overview of the site context and related Master Plan recommendations;
- To discuss and seek feedback on vision elements, design principles, and community program needs related to building and site improvements;
- To discuss next steps for the building and site improvements.

6:30 pm Agenda Review, Opening Remarks and Introductions

- Liz Nield, Lura Consulting, Facilitator

6:40 pm Overview of Terms of Reference for the Architectural CRG

- Purpose, Mandate, Schedule
- Discussion

7:00 pm Project Update

- Lori Ellis, City of Toronto
- Peter Klambauer, City of Toronto

7:20 pm Presentation – Process and Approach, Baird Sampson Neuert Architects

- Consultation Scope, Timeline and Schedule

Vision

- What is your vision for a building in Humber Bay Park?

Principles

- What do you like about the ideas presented for the possible design principles? Is there anything you would like to add?

Programming

- What program elements should be addressed by the building and site improvements?
 - What uses/ activities could the building accommodate?
 - What exterior activities could the building support?

8:55 pm Summary and Next Steps

9:00 pm Adjourn

Appendix B – List of Attendees

ACRG Members:

Angela Brooks – Toronto Ornithological Club
David Creelman – Friends of Humber Bay Park
Don Henderson – Humber Bay Shores Condominium Association
Irene Jardine – Friends of Humber Bay Park
Jim Reekie – Humber Bay Shores Condominium Association
Liz Alexander – Local Resident
Lucy Harris – Local Resident
Mary Hutcheon – Local Resident
Rick Levick – Metro Marine Modellers
Ruth Grier – Citizens Concerned for the Future of the Etobicoke Waterfront, CCFEW (alternate for Barbara Keaveney)
Walter Maceluch – Local Resident

Councillor Grimes' Office:

Melissa Haughton

Project Team Staff and Consultants:

Ann Myslicki – City of Toronto
Karen Harris – City of Toronto
Lori Ellis – City of Toronto
Peter Klambauer – City of Toronto
Nancy Gaffney – Toronto and Region Conservation Authority (TRCA)
Liz Nield – Lura Consulting
Leah Winter – Lura Consulting
Guy McIntock – BSN Architects
Jon Neuert – BSN Architects

Humber Bay Park – Building and Related Site Improvements

Architectural Community Resource Group Meeting #2

Wednesday July 5, 2017

6:30 pm – 9:00 pm

Polish Association of Toronto, 2282 Lake Shore Blvd W
Etobicoke, Ontario

Meeting Summary

1. Agenda Review, Opening Remarks and Introductions

Participants to the second Architectural Community Resource Group (ACRG) meeting for the Humber Bay Parks building improvement were welcomed by Liz Nield, Lura Consulting. Ms. Nield led a round of introductions and reviewed the meeting agenda. She explained that the purpose of the meeting was:

- Update on project, approach, and timing;
- To provide an overview of the draft precedents, program/uses, technical overview and potential site concepts;
- To discuss and seek feedback on program/uses, technical overview and potential site concepts;
- To discuss next steps for the building and site improvements.

The meeting agenda is attached as Appendix A, while a list of attending ACRG members can be found in Appendix B.

Ms. Nield welcomed the observers to the meeting and reminded the group that the materials presented are draft.

2. Project Update

Peter Klambauer, City of Toronto, provided an update on the Humber Bay Parks Master Plan.

Mr. Klambauer advised the group that in today's meeting the hope is to look at building ideas, program and spaces, and see how they go together. The presentation will also look at sites and how they work. BSN will lead the discussion of vision, principles and objectives and asking for input, feedback and support for the proposed approach.

Mr. Klambauer advised that group that Recreation had expressed interest in staffing the building meaning that the building can be open to parks users longer than if it were unstaffed. In addition, limiting criteria will be employed to discourage hosting of large groups and the undesirable effects that can be associated with them, or conversion to commercialized usage.

3. Consultation Framework and What We Have Heard

Jon Neuert, Baird Sampson Neuert Architects, provided an overview of the consultation framework and presented the feedback received to date from the group.

The feedback helped inform the next phase of the project including considerations for siting options and programming pieces. The goal of today is to get a feel for the functions of the building as the scale issue

is malleable in terms of positioning the building on the site. We hope to receive feedback on programming and siting considerations so we can take an informed presentation to the Public Meeting.

4. Presentation

Mr. Neuert reviewed items developed in consultation with the ACRG members during the previous ACRG meeting (i.e. WHAT WE HEARD). This included:

- General Comments / Concerns
- Project Vision
- 5 Guiding Principles and Objectives
- Program Ideas - List of ACRG Programming / Use / Activities
- ACRG Image Quilt (precedent images provided by ACRG members)

The ACRG image quilt was expanded to include notable precedents illustrating buildings effectively integrated into the landscape using earth berms, green roofs, indoor/outdoor terraces and 'green design' concepts.

A distilled list of potential spaces was presented to the group, along with a list of possible programs/uses proposed by the ACRG including public washrooms, lobby, 2 adjoining multipurpose rooms, and staff and operations areas. Possible total building area was identified at under 750 square meters (8,000 s.f.) to allow for working with shapes, daylighting, etc. Comparative review of existing built elements was presented to help understand the scale of what was proposed.

A technical overview of the existing building site and adjoining master plan context was provided. This overview examined both the current site conditions and the future Master Plan landscape conditions. Key considerations are summarized following:

- Pond Levels - to improve habitat opportunity and overall water quality, the Master Plan proposes to raise the water level of the eastern pond by about 1.2 meters. As the pond is located immediately adjacent to the existing washroom and service buildings, a dike / retaining wall system will be required to prevent flooding of the existing buildings and enable the existing building to remain as is.
- Habitat Adjacency - The existing building site is located immediately adjacent to the proposed enhanced habitat area of the reconfigured eastern pond, and at a distance to the proposed active west pond.
- Trails – New Trail systems proposed in the Master Plan presents new opportunities and needs regarding access and connectivity between trails and buildings.
- Parking – the Master Plan proposes to reduce parking from 231 to 144 spaces in order to create a new pollinator meadow, immediately north of the building site. An integrated approach between buildings and landscape development will enable further realization of the pollinator meadow, by placing parking at the edge of the meadow.

A review of three building sites / options was presented which included:

- Option 1 - Reuse existing buildings and site (Noting issues related to raised adjacent water level).

- Option 2 - Develop new building on existing site that responds to the Master Plan context (Noting that the site has now changed, will be thick with growth, and is set apart from remaining recreational pond).
- Option 3 – Develop new buildings adjacent to active pond area and away from intensive habitat area of eastern pond (thus bringing building proximate to recreational pond use and visible at water's edge).

A pro and con evaluation of these options was briefly presented for discussion and elaboration by ACRG members, which included both the 'existing condition' and future 'master plan' context.

Discussion -Summary

Questions were encouraged throughout the presentation, some of which were asked ahead of explanatory information provided in the consultant's presentation. A summary of the questions of clarification are provided below. Questions are noted with **Q**, responses by the project team are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

C: The ideas presented are all very interesting but it is important to note that many may have come from only a few voices.

A: True, the "What We Heard" presentation is a non-edited list of *all* ideas provided by ACRG members; it does not mean everything will be incorporated into the design. The consultant presentation (later in the agenda) shortlists ideas to include only those that advance the project vision, guiding principles and objectives determined in consultation with ACRG members.

Q: Understanding that the Master Plan is on hold now, when will it restart?

A: The Master Plan was advanced ahead of the building to establish an overall framework for the Park. From the outset, the planning process for the building and park was intended to be fully integrated. Both processes will come together in the fall. You will see when viewing tonight's site options presentation, that we have been working directly with the Master Plan team to improve the Master Plan framework through a back and forth process.

Q: Can you provide an example about how this project will facilitate the goals of the Master Plan?

A: The building project and related site improvements are conceived a means to advance the Master Plan's Guiding Principles and Objectives. It will contribute to the park's identity as a natural and restful place, provide and enhance resiliency for park flora and fauna by providing spaces that enable viewing but not disturbing of nature, and enable four-season recreational opportunities suited to the unique features of the park/ponds. It will enable adjoining landscape features including improved/redesigned ponds, new trails/ improved pedestrian & vehicle circulation and new pollinator meadow.

Q: After the second public meeting, how much room is there for redesign?

A: Current building options include renovating the existing building; building a new facility on the same site in response to the new pond configuration and landscape features proposed by the Master Plan; and a new building in an optimized location that responds to the new master plan and allows phasing of future master plan work. These options will be shared with the public, as with the ACRG, for feedback. The process was structured to be inclusive and collaborative with the public.

C: I am concerned heading into the public meeting that previous survey results be made available for review, and that the public has an opportunity to comment.

A: Survey results will be posted and available, there was a delay on the City's end in making this

material available. The public meeting presentations are intended to ensure ample opportunity for input and feedback from the public.

Q: What is the square feet of the existing buildings?

A: The existing buildings are approximately 260 square metres (2,800 square feet) in area. The associated paved areas immediately adjacent to the buildings and works yard have a footprint of about 1,100 square meters (13,000 square feet) combined with buildings, not including bridges, docks and boardwalk extensions.

Q: Are pond volumes natural or controlled?

A: The ponds are artificially maintained approximately 2m above lake level using a pumping system that draws water from the lake. The ponds have an engineered liner that keeps the water from seeping back into the lake.

Q: If we decide that education programs are going to be there, will there be a charge? And limited to Toronto residents?

A: Programming access would be consistent with Parks and Recreation policies regarding charging for services. We wish to build versatile space that is adaptable to the changing interests and needs of the community, and activities that complement the park context.

Q: Is the intention to have parks vacate the service facility?

A: Parks intends to consolidate service operations on the west side, however some service functions are required on both sides of the park in any event. The Master Plan is advancing details on this aspect of park planning.

Q: Is the space required for park service functions just the opinion of the park supervisor protecting their turf?

A: No. Parks has an operation to run and services to provide for all of Ward 6. There are space constraints that need to be addressed. We need to maintain approximately the same areas that exist, however may reconfigure according to the layout of a new facility.

C: The suggestions for the multipurpose room and what looks like functions that occur in community centres (like yoga) and not to do with educational space.

A: We have heard requests for both outdoor and indoor programming capabilities (i.e. skate changing, yoga, club space, etc). The suggestions of what to do with the space are based on what we heard, but it does not mean specific programs will be offered, which will be subject to Parks booking policy. As noted previously, the intention is to provide appropriately scaled flexible space that enables appropriate programming suited to the qualities of the park as a restful and natural place. Yoga might be keeping with this, not basketball. Usage will be determined by Recreation through their program modelling process, and consideration of appropriate uses.

Q: Can we get past the Parks needs? Why can't we define their needed space and get some traction on the community aspects?

A: we are working with Parks management's needs and will determine a solution that functions. When the West side service facility is expanded, some space on the east side maybe freed up for other uses.

C: I feel like all the space set aside for public gathering and events is much too large for a small park like this. We don't have the space. People want to be in nature and not be overrun with people.

R: The proposed programming areas are not designed for events and gathering. For reference, proposed public space of two multipurpose rooms is significantly smaller than the room this meeting is occurring in, which has 32 participants.

Q: Why two multipurpose rooms? You have a lobby, maybe you don't need two rooms?

A: Two rooms were proposed based on functional needs feedback from City Programming Staff who indicated that two small rooms side by side, means you can have one room and one switching over. The size is proposed to be about 25 x 35 feet each.

C: I'm worried that programming will drive the design of this building.

R: The 'site options' are intended to assess what an appropriate "fit to the site" looks and ensure an appropriate balance is achieved. There are many other drivers of the building design process including responding and advancing landscape improvements proposed in the Master Plan, sustainability and accessibility considerations, creating a design that responds to the unique qualities of place, etc .

C: I don't feel comfortable expressing my views in this meeting given the tone of some members of the ARGC.

R: It is our responsibility to host a safe place for discussion, and everyone's responsibility to contribute to that. We may have to do a better job of keeping our process comfortable for everyone.

C: I am really happy that you are trying to keep the proposed building in the existing development footprint. I like the idea of putting some of this underground. Maybe the rooms can be stacked.

R: It is possible to reduce the environmental footprint below that what is there now, and expand opportunities for programming and areas for wildlife/ habitat.

Q: Have we done our homework to see that the nature conservancy is a good idea for this park?

Worth going for a visit and seeing how it is managed and understand its challenges. We have talked about it but not who will run the program.

A: We have had those conversations internally but a visit is a good idea.

C: Can go back to what is distinctive about this park? One of the guiding principles is to plan for the future and educate people about this park, educate the kids, help them to understand this unique place is both a constructed environment and a place of nature. This is a fundamental to what makes the park unique and important, and can help determine what we want in this park so that more people and wildlife can enjoy, learn, and use it.

C: There is a lot of beautiful stuff here, and I do like the idea of improving things but the focus should be on the natural space. We have finite resources and a lot of development. Soon this will be a nature park for thousands of people. We need to keep non-park uses out. I am not sure I like the staffing and definitely don't like having a multipurpose space.

C: The community is growing and there are so many children that they will eventually build a school. So why not use a room in that school.

C: Being a science teacher and enjoying introducing kids to the outdoors, this project is a dream come true. Having indoor space on site is completely different than a classroom in a school in terms of managing day trips for school groups. The indoor space will allow for slideshows before a nature walk, protection from the rain (and warm place to eat lunch in winter). It would be great and I would be

happy with the proposal for a lobby, two multipurpose rooms and public washrooms. Is there any talk about a green roof or possible viewing areas?

R: The idea of a vegetated building was a common theme brought forward by ACRG members (refer to the ACRG image quilt). Yes, the building will definitely have a green roof and is expected to become an exemplar for green design. Nature viewing areas will allow people in close proximity to wildlife - but at a distance needed for habitat protection. The existing earth berms on site can also be redeveloped to integrate built form into the landscape - replacing existing areas of mowed lawns with areas of enriched habitat for wildlife.

C: We have to keep in mind the use and needs of park users the future not just right now.

C: One thing that would be nice would be to pair usage numbers with the program area summary slide including what times of year, peak period, parking and bussing kids in etc. so we can have an overall picture of usage patterns and the impact to the park. If we define the needs and requirements then we can work through design. We can never get through design if we don't decide on the criteria.

A: Parks Staff have proposed a flexible pairing of multipurpose rooms that is intended to allow for long-term flexibility for small scale programming, rather than a highly determined design approach that precisely profiles what is happening now.

C: Maybe we shouldn't be looking at design solutions. Let's talk about requirements and what we are trying to accomplish.

A: Agreed – Design is the next step. The focus and agenda for today is to identify a suitable balance of activities/ uses suited to the Park using the 'guiding principles' developed with ACRG members, and assess where these uses are best located to develop a design.

C (staff): Generally speaking, we hear from the community a lot and they ask for space to hold an activity and a transition space. Users need a gathering space like a lobby, and would have small adjoining activity rooms. Two spaces are proposed so that people don't have to wait in transition. Two spaces are needed if a school group arrives on a standard school bus.

C (staff): Perhaps people would have less difficulty with the topic if the word 'programming' was replaced with the idea of 'usage'.

C: Talk of shelter with washrooms is a great idea and beneficial to park use such as picnicking. The reduction of parking bothers me because I know people will be affected by it. The piece around nature education has not been nailed down in terms of programming and we shouldn't build a building around this when the concept isn't developed.

A: The reduction in parking to develop a pollinator meadow is an idea developed and strongly supported through the Park Master Plan process. We are not proposing to build a nature centre, but provide flexible multi-use space rather than highly determined program ideas. This space would be sensitively sited and integrated with its environment, ensuring natural appreciation as part of the experience of visiting the building.

C: I am concerned about multi use spaces and lobby that will sit empty 10 months of the year. I would rather see the investment in picnic shelters beside lake.

A: The building and washrooms are intended to be open year round to promote 4 season use of the Park and ponds. Interior spaces will provide viewing opportunities of the site and adapt to provide space for skate changing and other indoor uses during the winter.

C: When residents were asked what they wanted, all-season washrooms were the one item in the majority. People go to a park to be outside not inside – that’s why I would want the smallest possible development footprint. The existing park is not maintained as it is. The larger you build it the more run down it will become. Focus on the outside, not the inside. Maintenance costs would be lower and it won’t attract as much vandalism.

R: All-season washrooms would require some staff presence to remain open; staff presence would also result in a better likelihood of improved facility management, compared to otherwise.

C: I like the idea of a well-built building. Build get something of quality that is small.

C: It seems like we are trying to build something here no matter what - even if potentially there is no need. Are you solving a problem that doesn't exist? The community needs didn't change – we still want green space.

A: The Guiding Principles of the Park Master Plan clearly identify the need to ‘Innovate and evolve’ and Plan for the Future’ in order to ‘accommodate growing numbers of users’, and ‘accommodate an increasing diversity of park users and needs’. The community is changing and the Park needs to realize its Guiding Principles to effectively manage these changes. If Recreation is able to run activities in the space then an important condition of usage is met, as the demand for Recreation activity is constant. We also want improved green space, and propose to do so with an integrated approach that takes its lead from the Master Plan.

Q: Glad we are looking at parking. Early concept of pollinator meadow – looks like a lot of trees will be lost to make the meadow – which if true would be a shame. Same for the removal of berms

A: Agreed – trees should be maintained where possible. The berms contribute to the site’s sense of place and also serve to shelter the ponds from westerly winter winds. Concepts presented are very preliminary and these concerns will be addressed in future work.

C: There was a survey completed and I don’t believe the whole results were shared; those would be helpful.

A: Those will be posted on the project website. The survey was part of the master Plan process that has been on hold while we worked to develop the ACRG, and was overlooked. We apologize for the delay.

C: I think we need to remember the changing demographics and users of the park. The ACRG members does not include any new comers who picnic, young families, older adults, people with disabilities disabled and we don’t represent that demographic. I think we need an indoor space to accommodate people of different abilities so that everyone can enjoy the park.

C: Maybe we can look at the building as an opportunity to enhance the park and its uniqueness and preserve park. The park can bring diverse groups together too and come together for a common purpose.

5. Next Steps

Many questions were raised tonight, it may be best for us to meet again in advance of a public presentation. Thank you,

Meeting adjourned.

Appendix A – Meeting Agenda**Humber Bay Park – Building and Related Site Improvements****Architectural Community Resource Group Meeting #2**

Wednesday July 5, 2017

6:30 pm – 9:00 pm

Polish Association of Toronto, 2282 Lake Shore Blvd W (entrance through back door)

Etobicoke, Ontario

AGENDA***Meeting Purpose:***

- Update on project, approach, and timing;
- To provide an overview of the draft precedents, program/uses, technical overview and potential site concepts;
- To discuss and seek feedback on program/uses, technical overview and potential site concepts;
- To discuss next steps for the building and site improvements.

- | | |
|----------------|--|
| 6:30 pm | Agenda Review, Opening Remarks and Introductions - Liz Nield, Lura Consulting, Facilitator |
| 6:40 pm | Project Update - Peter Klambauer, City of Toronto |
| 6:50 pm | Consultation Framework and What We Have Heard - John Neuert, Baird Sampson Neuert Architects, Liz Nield, Lura Consulting |
| 7:20 pm | Presentation – Jon Neuert, Baird Sampson Neuert Architects <ul style="list-style-type: none">• Precedents• Program and Uses<ul style="list-style-type: none">○ Discussion: What do you like, what concerns you, what suggestions would you make?• Technical Overview<ul style="list-style-type: none">○ Questions of Clarification• Site Concepts<ul style="list-style-type: none">○ Discussion: What do you like, what concerns you, what suggestions would you make? |
| 8:55 pm | Summary and Next Steps |
| 9:00 pm | Adjourn |

Appendix B – List of Attendees

ACRG Members:

Barbara Keaveney – Citizens Concerned for the Future of the Etobicoke Waterfront
David Creelman – Friends of Humber Bay Park
Don Henderson – Humber Bay Shores Condominium Association
Eric Code – Local Resident
Irene Jardine – Friends of Humber Bay Park
Jim Reekie – Humber Bay Shores Condominium Association
Liz Alexander – Local Resident
Lucy Harris – Local Resident
Mary Hutcheon – Local Resident
Richard Jackson - Resident
Rick Levick – Metro Marine Modellers
Thomans Arkay – Local Resident
Walter Maceluch – Local Resident

Councillor Grimes' Office:

Melissa Haughton

Project Team Staff and Consultants:

Ann Myslicki – City of Toronto
Karen Harris – City of Toronto
Lori Ellis – City of Toronto
Peter Klambauer – City of Toronto
Liz Nield – Lura Consulting
Niki Angelis – Lura Consulting
Jon Neuert – BSN Architects

Humber Bay Park – Building and Related Site Improvements

Architectural Community Resource Group Meeting #3

Wednesday August 30, 2017

6:30 pm – 9:00 pm

Polish Association of Toronto, 2282 Lake Shore Blvd W
Etobicoke, Ontario

Meeting Summary

1. Agenda Review, Opening Remarks and Introductions

Participants to the third Architectural Community Resource Group (ACRG) meeting for the Humber Bay Parks building improvement were welcomed by Jim Faught, Lura Consulting. Mr. Faught led a round of introductions and reviewed the meeting agenda. He explained that the purpose of the meeting was to:

- Update on project, approach, and timing;
- Overview of Consultation Framework;
- Summary of "What we Heard" at ACRG #2
- Overview of site and building concept;
- To answer key questions and concerns raised at the previous meeting;
- To discuss next steps for the building and site improvements.

The meeting agenda is attached as Appendix A, while a list of attending ACRG members can be found in Appendix B.

2. Project Update/ Consultation Framework

Peter Klambauer, City of Toronto, provided an update on the project and the process to date. Mr. Klambauer thanked the attendees for their feedback and perspectives and understood that while a total consensus may not be possible, it is important to have as many people's voices heard as possible.

The scale of the proposed building has changed based on the feedback heard as well as the purpose of the building. At this time, the team is committed to providing a nature-themed space that will not encourage inappropriate "urban use" impacts inside the park.

The consultation framework was reviewed and the group was advised that the next steps would include a public meeting in October to present preliminary concepts and preferred alternatives. Tonight would be the last ACRG meeting, slightly re-arranging the original framework, but there were upcoming public presentations and many further opportunities for public commentary and input.

Mr. Klambauer described what the benefit of our public consultation has yielded to date: reducing the size of the building (from its original combined built density result of 14,800 sf to proposed 8,000 sf); developing a new context and strategy for the east park; controlling urban intrusion; examining beneficial and preferred uses; designing nature-themed and integrated space: and working to prevent future commercialization of the space. We are working to remain focussed on bringing \$7 mil worth of capital improvements to the park, building out the core moves of the master plan on the east side that were tied to the building, integrated and adjacent landscape elements.

Tonight's presentation will include images of a concept strategy for a remote building that has effectively no footprint, meaning that its roof spaces will be accessible and part of the open park space!

3. What We Heard

Lori Eliis, City of Toronto, provided an overview of the public feedback received to date including the results of the online survey that was recently published online. Ms. Ellis addressed concerns about how the survey data was presented in the past. The preliminary data set presented at the public meeting graphically showed results from 182 respondents whereas the current data is presented as per the City's standard and reflects the input from 1021 responses. The data was not altered, but there were more responses and was presented in a different way.

The Extracted key points from the recent summary posted on line and include:

Concerns

- Architectural project needs to support goals of the Master Plan.
- Appropriate size of building for size and character of park is small not large.
- Park users want to be outside not inside so smaller building is better.
- Need to preserve the character and nature in the park
- Year-round function, staffing and maintenance are important.
- Educational program – does this serve needs of the community?

Positive Feedback

- Improvements are needed and should focus on the natural spaces in the park.
- Support educational uses as part of program – promotes year-round use!
- Community supports keeping and enhancing green space
- Park needs to address changing demographics of the area and be an amenity available to all including future needs.
- New building is an opportunity to enhance the park and preserve its uniqueness and character. High quality building that has small footprint.

Ms. Ellis emphasized that the team had listened to the feedback received from the public and from the discussion at the previous ACRG meetings and incorporated into the refined design which included:

- Smaller building – reduced to 8,000 square feet
- Complement adjacent Master Plan initiatives – implement adjoining features including the meadow, pond and parking.

Questions of Clarification

C: Survey may have been presented differently between public meeting and when it was released, however the current information does align completely with what was released at the second public meeting.

Q: When I went through the survey results, the percentage of people worried about a building in the park was very low. So why are we spending so much time on it? This is a community of 23,000 people; if the design fits in, we will live with it. I think we are spending too much time on the building.

A: The building is an important component of the park and separate from the Master Plan components and that is why we need a separate meeting and process. The design of the building has been refined and will show the potential for the building to do more for the community.

Q: Was the community as a whole asked if they want a building? And after you explain the preferences of the smaller building, will you again ask the community if they want it?

A: The building is not an optional feature of the park, we need a building and the reality is that there are operational functions that need to be satisfied. Within the masterplan, we assumed there would be buildings and for a number of different reasons, Humber Bay Park East emerged as the preferred location. The building was not specifically asked about in the survey because there were a lot of questions, controversy and misinformation about the building. The project team was concerned that people's responses would have been based on this misinformation and instead asked for feedback on how people might use the building instead.

C: When the building was originally proposed the community wasn't informed, but at the beginning of this process, Peter explained that we could have a wide range of choices, including just fixing up washrooms. However at the last meeting a larger building was presented to us. The focus should be what is best for the community and what they desire. There is still a bit of mistrust and caution but let's move forward.

4. Presentation – Preliminary Architectural Concept Review

Jon Neuert, Baird Sampson Neuert Architects, presented the preliminary architectural concepts for the building. The takeaways from the previous meeting, along with Master Plan considerations, were used to refine the design including:

- Smaller footprint: the footprint presented is the minimal functional size to meet operational needs.
- Move the building: the water level rise of $\frac{3}{4}$ of a meter proposed in the Master Plan will cause the existing building to be impacted with raised water level flood risk.
- Accessible roof spaces: opportunities include a roof that runs into the land, terraced seating, creating viewing relationships
- Integrated Design; building covered by greenery and built into the landscape, roof becomes part of the ecosystem, intense biodiverse green room that is accessible part of a larger landscape integration.
- Interior/Exterior relationships: opportunity within the site to create something that is in keeping with the place. I.e. promote a diverse ecosystem, a place of enjoyment for people and move towards an integrated design approach that is in keeping with the characteristics of the park.

Additional features include:

- Maintenance of trees: trees create a green layer that keeps the city away and creates a retreat. The design tries to integrate the landforms and create meeting points.
- Create a berm and fill out the berm with building to make a type of porch and covered walkway

- Enhance park user experience as part of an integrated design approach. Weather protected spaces, seating, viewing opportunities and habitat areas in close proximity to people.
- Sustainable Technology: geothermal opportunity to create a low energy and bird friendly building.

5. Presentation – Community Space

Mr. Klambauer presented information and ideas around the community space component. In addition to the parks management function and washrooms, there is an opportunity to improve community space and activities offered in the park including pond skating, walking and space for activities.

Although the survey data has been presented in several formats, it does indicate support for improved indoor amenities versus a prohibition on them and them, a preference for various listed new indoor amenities versus none at all.

Mr. Klambauer also spoke to successful precedents for this, notably the nearby Power House, and the Humber Valley Arboretum. Both of these are popular, innovative and beautiful buildings that do not diminish their natural environments. Furthermore, the existing pond infrastructure, boardwalks and bridges are failing and action has to be taken soon, in any event, so discussion and decisions are imminent.

Mr. Klambauer concluded by focussing on how we can build for the future and, through the Master Plan process, provide naturalization opportunities and wetlands development at the ponds that restores the original park's intentions it provides as healthier oxygenated water balance. Community space opens up opportunities for expanded building access, including year-round washroom access, warm-up / cool-down lobby space and expanded accessibility features to support access and enjoyment of the park by providing supports for seniors and families that don't currently exist. Community space creates amenity that services growth, which can therefore be funded by development charge-based funding. It's an opportunity for the park and the communities that it serves.

6. Discussion – Summary

Questions were encouraged throughout the presentation. A summary of the questions of clarification are provided below. Questions are noted with **Q**, responses by the project team are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

Q: Will the old building stay or go?

A: The buildings would be removed. However, during construction it could remain open for access to washrooms etc.

Q: Do we have funding to do this?

A: Originally had budget for a larger building. Now we will be using the funds in a different way. It is our intention to create this but would require formal design development to understand all costs.

Q: Once the money is used up, will there be money to complete the design and maintain it?

A: We understand that the cost conversation is highly relevant. The proposed design is done to make maintenance less costly. Whenever there is a capital project like this, there is an impact of budget and management of assets moving forwards; we have an opportunity to set a high bar.

Q: We have had this park for 25 years and it is neglected because the city has maintained it well enough. Putting money into this kind of project is great, but will it be maintained?

A: To clarify, the building is one component of the Master Plan but it is the element of the master plan that we have opportunity to access funds for, if they are based in a building development and its integrated aspects. The pathways, berms etc. are master plan elements but they are adjacent to the building and we can justify doing those surrounding elements. A new contemporary design gives us the opportunity to develop durable low maintenance solutions. Energy efficiency design will help develop economical approaches. We don't intend to use natural gas to service the building, as part of our low energy consumption design approach, in addition to reducing likelihood of future commercial conversion that we understand the public is very concerned about.

Q: I like what you presented here. I appreciate at this point that you do not have the design costed out but what is the timeframe for costing out, because presenting this publically, it may not be genuine to the community. Are you able to do costing in advance of the public meeting?

A: What we are presenting is our intention. Ultimately we have to look at conditions, public support. This is what the city wants to do. We can get schematic costing and then more and more ideas in an order of magnitude way, but we need to commit to a concept that we can develop in enough detail to be able to measure costs. With the budget currently available, we hope and expect to deliver on the integration of building, berm and pond edge conditions; we hope to address the parking and meadow, but need to advance the design development to determine if that can be afforded in the budget.

Q: Does the new proposed building accommodate park staff space requirements?

A: Yes

C: Comments, park is very low, flat and not good viewing platforms. I like the integrated design; it is beautiful with lots of potential. I think there should be rooftop viewing (into wetland in the park). Also, should have enough covered open space for people to shelter in. There was a lot of glass in the renderings – need to be bird-friendly. In terms of community space and building; don't over build and don't put staffing and programming here. I don't think it is appropriate or sustainable. Beautiful concept and space but the park should be for park use and not for classrooms and meetings.

Q: I am flabbergasted by the concept – you've done a great job of hearing the concerns of the last meeting. Where are they going to put park maintenance equipment in this concept?

A: There would be space used here initially and then move most of it to the other side when built (to accommodate the phasing of the Master Plan).

C: See the park and waterfront space as an amazing opportunity and the design is brilliant. I am trying to see it as a user and citizen of Toronto, tourists etc. and it seems nicely put together. I think of it as a resource for more people and attract more funding to it. The park doesn't just belong to the people who live here but is a feature of Lake Ontario.

Q: You have proposed rooms that are 25' by 35'? What is the rest of the space used for?

A: The lobby, washrooms and circulation space probably adds up to 7000 square feet. The extra 1000 square feet is extra space to work with other program spaces, daylighting design, circulation, building shape and the like.

C: I like what is developing here, but don't think anyone should suggest that this isn't a major risk. The budget is very uncertain, the funding may or may not be approved, changing players might impact funding etc. I think it's a risk worth taking but city staff should not pretend this is not a risk.

Q: Really pleased to see the concept and brought in a lot of elements we talked about. A lot of us are concerned about funding. Would like to see the building be as sustainable as possible and like that the building will be moved. According to timeline, would there be more detailed drawings for a general budget and timeline?

A: We want to be accountable for the imagery being shown and can get an order of magnitude budget together for that timeline.

C: Really like the design, it is obvious you listened and it is very exciting. I would be more excited if I knew how the rooms would be used. With flexible design and use decided later, but makes sense to do it in the other order. I would also like to ensure covered space and maybe an extended the roof for more coverage.

C: Like the direction, however I am concerned about limiting the amount of parking as it may discourage people coming in from further away.

A: This is an important issue and we will think about solutions.

C: Congratulations. The plan is really innovative and exciting and hope it comes to reality. Community space needs a lot more work. If you're talking about recreation for people living in the motel strip, and use here at the park, then be clear that there will be city support for recreation and programs. Need commitment that there will be funding for the park.

Q: We have \$7 million to build this project. How much has been spent from that 7 million?

A: We did not review that information in advance of the meeting. Funds have been spent on public consultation, design and investigations.

C: This is much better than what was first proposed. Let's please build something that is functional and can be useful to the Community!

Summary Next Steps

This meeting concludes the Architecture Community Resource Group meetings for the building. However feedback from this group I still welcomed and will be considered in the design and how information is presented at future steps in our process.

The survey data set and guidelines to help interpret the data will be uploaded to the project website.

Meeting adjourned.

Appendix A – Meeting Agenda

Humber Bay Park – Building and Related Site Improvements

Architectural Community Resource Group Meeting #3

Wednesday August 30, 2017

6:30 pm – 9:00 pm

Polish Association of Toronto, 2282 Lake Shore Blvd W (entrance through back door)

Etobicoke, Ontario

AGENDA

Meeting Purpose:

- Update on project, approach, and timing;
- Overview of Consultation Framework;
- Summary of "What we Heard" at ACRG #2
- Overview of site and building concept;
- To answer key questions and concerns raised at the previous meeting;
- To discuss next steps for the building and site improvements.

6:30 pm Agenda Review, Opening Remarks, review of TOR

- Jim Faight, Lura Consulting, Facilitator

6:40 pm Project Update / Consultation Framework Update

- Peter Klambauer, City of Toronto

6:50 pm What We Heard

- Lori Ellis, City of Toronto

7:00 pm Questions of Clarification

7:10 pm Preliminary Architectural Concept Review

- Jon Neuert, BSN Architects,

7:40 pm Community Space

- Peter Klambauer, City of Toronto

7:50 pm Facilitated Discussion

8:20 pm Summary and Next Steps

- Lori Ellis, Peter Klambauer, City of Toronto

8:30 pm Adjourn

Humber Bay Park Project Building Concept

Community Meeting #1 – Summary Report



This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the City of Toronto Humber Bay Park Project Building Concept. If you have any questions or comments regarding this report, please contact:

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1. Project Background



Figure 1: Aerial Map of Humber Bay Park East and West

The Humber Bay Parks offer a quiet, natural refuge for people and wildlife from traffic and high-density development on the waterfront. The parkland covers 43-hectares in Ward 6 on the Toronto Waterfront located at the mouth of Mimico Creek, south of Park Lawn Avenue and Marine Parade Drive.

Humber Bay Park, with its system of trails, rugged shoreline, and dramatic views, is a unique and rare waterfront experience within the larger metropolitan Toronto area offering a place for quiet, natural refuge on Toronto's Waterfront. A Master Plan for Humber Bay Park was launched in January 2016 to guide future park revitalization, establish priorities and inform decision making relating to this important Waterfront Park. An Architectural improvement project is also being considered within the context of the park. These two projects were intended to run concurrently and to inform one another as each developed in more detail.

This summary report describes the consultation activities that took place at Community Meeting #1 for the Building Concept. A complete Consultation Timeline with anticipated dates is depicted below.

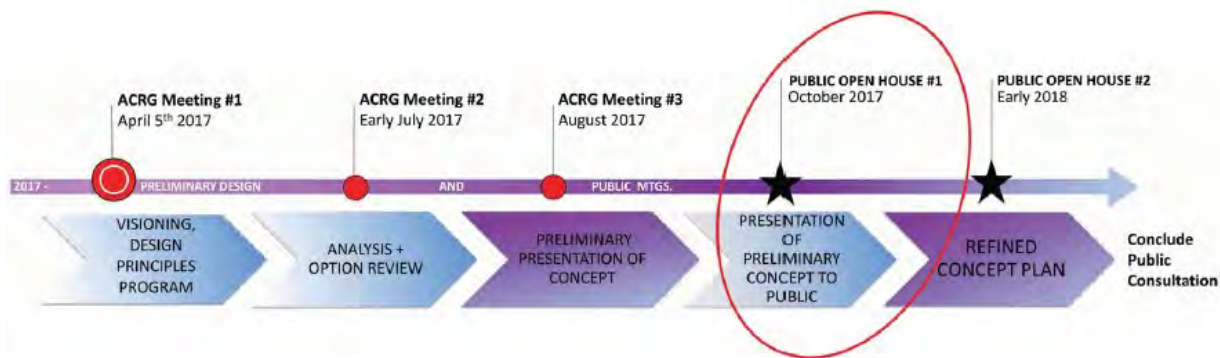


Figure 2: Consultation Timeline

An Architectural Community Resource Group was established by the City of Toronto, comprised of volunteers from the community that represent a wide range of park interests, users, groups and residents. The Architect team conducted three consultations meetings with the ACRG. During these meetings design information was shared/presented and input sought from the ACRG for use in developing the concept work presented today.

This meeting was the first of two Public Open Houses proposed for the Building and related landscape improvements. After the conclusion of the second Public Open House, the Architect team will proceed into the project Implementation Process.

2. Community Meeting #1 Format

The City of Toronto held the first Community Meeting for the Humber Bay Parks Project Building Concept on October 30, 2017 at Mimico Centennial Library.

The purpose of the meeting was to:

- Review the proposed building concept;
- Receive comments and input from the public on the building concept; and
- Discuss next steps

The format of the meeting consisted of an open house, which participants could attend one of two sessions (Session 1 from 3:30 p.m. to 5:30 p.m.; Session 2 from 6:30 p.m. to 8:00 p.m.). During the open house, participants had the opportunity to view display panels at a series of “topic stations”. Project team staff were available at each station to present the building concepts, listen to feedback, and answer questions. A combined total of approximately 80 people attended the meeting across the two sessions.

The topic stations presented at the open house are listed in the table below. All meeting materials were made available on the project website following the meeting: www.toronto.ca/humberbayparks.

#	Station Topic
1	Welcome
2	Master Plan Context
3A-3C	What We Heard
4A	Design Process – Site Evaluation
4B	Integrating Building and Landscape
4C	Expanding Park User & Habitat Opportunities
4D	Views
4E	Artist Rendering of Pond & Meadow
5	Next Steps

Table 1: Topic Stations from Open House

Participants received an agenda and comment form upon arrival to the open house (Appendix A). The questions on the comment form were aimed at determining what participants liked about the proposal, what concerns they had and what refinements they suggest.

3. Summary of Feedback

Feedback was obtained through the following methods:

- Input during the Community Meeting;
- Comment forms submitted in-person and following the meeting; and
- Direct e-mails to City of Toronto staff.

To extend the opportunity for feedback to additional residents, the comment period remained open until November 6, 2017. People were invited to submit comments via e-mail or in person. In total, 41 comment forms were submitted during the comment period and 12 e-mails with feedback were sent following the Open House.

Participants were asked three questions. The questions and responses are summarized below. A complete record of all responses is provided in Appendix B.

Thinking about the building concept presented for the Humber Bay Park Project:

- 1) *What do you like?*
- 2) *What, if anything, concerns you and why?*
- 3) *What refinements, if any, would you suggest?*

Question 1: What do you like?

In general, there was strong support both for the building and for the overall design concept, a building as a landform integrated within a revived natural environment. The main building faces south onto the recreational pond, while the operations yard faces north-west, both tucked into a wooded berm and unobtrusive. Many cited the current proposal as a clear improvement from that which was presented previously. The elements that participants liked about the building concept can be summarized into

three main themes: integration with the natural landscape; respect for the environment and animal habitat; and, opportunities for human use.

First, participants were pleased that the building was well-integrated with the natural landscape. Many were supportive of the building's minimal footprint and low-profile, with the building being hidden under the existing berm. A number of participants were happy to see a smaller building and a reduction in the size of the parking lot, as compared to the last iteration. Furthermore, participants liked the natural elements of the building, especially the green roof and ample greenspace provided, and the separation of the operations yard from areas primarily used by the public.

Second, participants were supportive of the concept's respect for the existing environment and animal habitat. Many were pleased by the extended animal and bird habitats depicted, while others further reiterated the importance of continuing to protect existing habitats. A number of participants were supportive of the changes to water elements, indicating that these changes would improve the health of the pond.

Finally, participants commented on the opportunities for human use provided by the space. Overall, participants liked that the area could be used year-round. Many participants mentioned the lookouts, viewing areas, and accessible paths as positive elements.

Though the general response to the building and concept was positive, there was also a vocal minority who took issue with the idea of having *any* building at all on the site, stating that the park doesn't need a new building. Some also questioned the purpose of the building space, stating that additional meeting space is not needed.

Question 2: What, if anything, concerns you and why?

Despite general approval for the design of the building and surrounding lands, participants voiced a number of concerns about the building concept related to: maintenance and security; the building's purpose; respect for the environment and animal habitat; parking and accessibility; and the project's timeline and cost.

Many participants cited concern that the building would require ongoing maintenance and security, however, these costs were not accounted for in the proposed budget. There was also concern surrounding how the building would be monitored and staffed.

The use and programming of the building itself was also a major concern. A number of participants stated that they do not support the building at all, and would prefer only washrooms and storage facilities. Others were more supportive, but wanted clarity regarding the types of programming that would be permitted in the space. Some participants worried that the building might be repurposed for commercial use in the future.

Participants also addressed a number of environmental concerns. Primary concerns surrounded wildlife habitat. Participants called for the protection of existing habitats and asked that construction be mindful

of bird nesting season. It was also suggested that impact monitoring be established after construction. Participants also called for the prevention of invasive species, environmental baseline studies and/or an environmental assessment, and the inclusion of Aboriginal Peoples in the consultation process. One group of residents has called for the area to be designated a Migratory Bird Sanctuary.

Several participants commented on the lack of parking, particularly given the ongoing intensification and population growth in the area. Participants also discussed the accessibility of the park, with a focus on ensuring the pathways were safe and accessible for all uses, including wheelchairs, walking, biking, rollerblading, and ice skating. Surrounding roads (i.e. Marine Parade Drive and Humber Park Road) should provide safe access to the park for all road users, including cyclists and pedestrians.

Finally, participants addressed concerns relating to the project's cost and timeline. Participants would like to see more details of the project's budget. With respect to the timeline, participants felt the project was moving slowly and that the proposed timeline was overly optimistic. Participants also noted that the building plans should be integrated with the larger Master Plan.

Question 3: What refinements, if any, would you suggest?

In response to the final question, many participants reiterated their previous comments and concerns. Recurring themes included:

- The ongoing need for maintenance and security;
- Ensuring accessibility and safety for all park users;
- A focus on the natural environment, specifically the use of native plants and the protection of existing habitat and greenspace;
- A call for further exploration on the number of parking spaces required;
- Clarification of the purpose of the building, with an emphasis on community use; and,
- Costing and timelines, ensuring the project is aligned with the City Budget cycle and the larger park Master Plan.

In this section, participants also commented that the washroom facilities should be open and maintained for year-round access. Furthermore, participants called for storage space, that could be used for local volunteer groups. The storage space should be accessible at all times, to allow volunteers to carry out their tasks effectively. Finally, some participants expressed a desire for a concession kiosk or food truck to provide light refreshments. This could be accompanied by seating and a "warm-up area" in the winter.

4. Next Steps

The project team will consider the input received in the refinement of the concept plan and schedule a second public open house in early 2018, before concluding consultation. It is anticipated design and tender work will continue through 2018, with construction to start late in the year. Updates on the project will be posted on the website: www.toronto.ca/humberbayparks.

More information on the consultation process will be posted at: www.toronto.ca/humberbayparks.

Appendix A – Community Meeting Agenda and Comment Form

Humber Bay Park Project - Building Concept

Public Open House

- Monday October 30, 2017
- Mimico Centennial Public Library, Lower Floor Auditorium
- 47 Station Road, Toronto, Ontario

Open House

Afternoon Session:	3:30 pm – 5:30 pm
Evening Session:	6:30 pm – 8:00 pm

Agenda

The City of Toronto is hosting a public meeting to review proposed architectural improvements in Humber Bay Park East. The improvements are intended to complement the Humber Bay Park Master Plan, improve park access and revitalize the park and surrounding area for years to come.

Meeting Purpose:

- To review the proposed building concept
- To receive comments/input from the public on the building concept
- Discuss next steps

Open House & Facilitated Discussion

City staff, together with the project architect, will be in attendance to answer questions around the following five themes:

1. Introduction and Project Consultation Process
2. The Design within the context of the Master Plan
3. What We Heard
4. Building Design Concept
5. Next Steps

Comment Form

Please provide your feedback in the space provided below and return it at the end of the meeting. Alternatively, you can email your comments to info@lura.ca by November 6, 2017.

Thinking about the building concept presented for the Humber Bay Park Project:

- 1. What do you like?**
- 2. What, if anything, concerns you and why?**
- 3. What refinements, if any, would you suggest?**

Humber Bay Parks Project - Master Plan Development

Community Resource Group Meeting #5

Tuesday, December 5, 2017

6:30 pm – 9:00 pm

Nimman Thai Cuisine, 2451 Lakeshore Blvd W, Toronto
Etobicoke, Ontario

Meeting Summary

1. Agenda Review, Opening Remarks and Introductions

Liz Nield, Lura Consulting, welcomed participants to the fifth Community Resource Group (CRG) meeting for the Humber Bay Parks Project. Ms. Nield explained her role as a neutral, third party facilitator hired by the City to facilitate constructive engagement and accurate reporting. Ms. Nield also led a round of introductions and reviewed the meeting agenda. She explained that the purpose of the meeting was to:

- Present an update on the Master Plan for Humber Bay Park;
- Provide an overview of what we have heard to date;
- Discuss and get feedback on the revisions to the Preliminary Master Plan;
- Discuss and get feedback on priorities for implementation; and
- Discuss next steps for the Master Plan Development.

The meeting agenda is attached as Appendix A, while a list of attending CRG members can be found in Appendix B.

2. Project Update

Lori Ellis, Senior Project Coordinator, City of Toronto, provided an update on the project. She explained that the Master Plan portion of the project had taken a break to allow for the Architectural Community Resource Group (ACRG) to progress related to the design of the park's new facility. Ms. Ellis stated that the Master Plan project is working alongside the architectural process to ensure that both projects were aligned. Ms. Ellis confirmed that Community Resource Group Meeting 5 would focus on Humber Bay Park East but work in compliment to the previous CRG meeting in February 2017, which focussed on Humber Bay Park West. In addition, she confirmed that the evening's meeting would provide a few updates on the Humber Bay Park West as an evolution of feedback received from the previous CRG meetings. Ms. Ellis concluded by stating that this was the final Master Plan meeting and that the purpose of the next round of meetings will be to demonstrate how the Master Plan and architectural project fit together and to highlight their complementary principles and features.

Peter Klambauer, Senior Project Coordinator, City of Toronto, provided an update on the architectural project. Mr. Klambauer provided an overview of the ACRG meetings that had been held. He noted that the ACRG had spent a lot of time examining local issues and concerns as well as opportunities. The architectural team worked to develop a building design that demonstrated that the team had listened to

the ACRG's advice. The result was a facility that was more about the landscape of the park and was centered around its naturalization into the space.

3. Presentation – Updates to the Draft Master Plan

James Roche, DTAH, provided a brief presentation on the updates to the Draft Master Plan for Humber Bay Park including a review of the project scope and timeline as well as the Master Plan Guiding Principles and Objectives. Mr. Roche also reviewed what the project team had heard from the CRG, ACRG, and the public regarding the Master Plan's objectives.

Mr. Roche then presented plan refinements to the dogs off-leash area (DOLA), and other updates made to the Master Plan for Humber Bay Park West based on the CRG, public and ACRG's feedback.

Mr. Roche then turned his attention back to Humber Bay Park East and provided an overview of the landscape setting for the new building nested within the Master Plan context. He went on to review the redesigned parking lot and associated circulation emphasizing that it is designed was intended to be hidden by berms and centred around a new meadow to enhance the arrival for visitors to the park. He also pointed to opportunities for a layby or passenger drop-off zone and accessible parking. Mr. Roche concluded his presentation with updates to the re-envisioned pond features and also provided updates relating to internal park circulation and trails, bridges, TCRA projects, and park programming.

Lori Ellis emphasized the naturalization of the building and how its design is intended to address community concerns related to the structure's imposition in the park. She went on to speak to concerns about park and facility maintenance by reassuring CRG members that the master-planning process was intended to consider maintenance costs associated with facilities and amenities (natural and man-made) in order to ensure that they align with and establish realistic park maintenance budgets. She emphasized that the Master Plan was already influencing the park in that decisions were beginning to be made by the City and TRCA shaped by Master Plan outcomes. In addition, the Master Plan is informing decision making to ensure that existing budgets are spent strategically and match with the vision that is coming together for Humber Bay Park and that future cost sharing opportunities are explored.

4. Questions of Clarification and Discussion

A summary of the questions of clarification following the presentation is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**. Please note this is not a verbatim summary.

Q. I've heard that the new building is to be a recreation centres for Humber Bay Shores. Is that true?

A. No. The building is to be a public facility for the park to serve the general public.

C. I'm interested in the dog park component. There seems to be interest in a lookout point near the shore. The bigger the park gets the muddier it gets as well. Is the little lookout worth the impacts on the environment? A bigger Dog of Leash Area (DOLA) is better. The DOLA is 1.5 acres, which is only 1.4 percent of the park.

A. We saw that space as an option for a good lookout. It's a good space. We have the option to create a walk to the water's edge without going through the DOLA.

C. The dog park is valuable to dog owners. Don't make it smaller.

A. the DOLA has not been made smaller. It is actually bigger in size. One option is to subdivide the park to preserve its size. The DOLA has been increased significantly and is now closer to parking. Its informal use has been formalized.

C. The area by the Yacht Club is perfect for the DOLA. The one thing is that the small trail you've placed is potentially unsafe for users.

A. The pathway can always be looped to create eyes on the park via DOLA users.

C. Going back to the lookout near the Yacht Club fence. We've asked for changes to the dog area, but it's sad to lose something to get that change. It's not meaningful to add a lookout there.

A. If this is to come up, public safety would be analyzed. If the funding becomes available for the DOLA we would also do additional consultation at that point.

C. The shelter you showed during the winter months would be awesome.

A. It could be a family of structures, not all the same, maybe some structures would also have modules.

C. One thought about the park structures is that the theme from the main building should be carried through the park.

Q. I noticed a fishing node placed in the wetland. I thought we weren't going to have one there.

A. The placement on the map is incorrect. It was placed there as not to block the topographical features. It is not assigned to the wetland.

C. I'm concerned about the destruction of flora. It is something we've observed. Something to think about when you're thinking about viewing platforms would be to either spread out their installation (maybe one per five years). Maybe just fewer structures altogether. When you create additional amenities, it means more waste gets littered in the park. The city doesn't go out and clean all these remote areas of the park. If you create spots for garbage there needs to be a plan to deal with maintenance. We already have a problem with liter. Another example of a common space for garbage build up is along naturalized paths.

A. The problem is vehicle access to reach the trash cans. We would need to pave the trails.

C. Paved trails are not desirable.

A. We would need to implement an improved trails hierarchy for pathways. We would establish a route for parks or waste vehicles for park maintenance.

Q. Is there funding for something different than parks just driving their trucks all over the park? Humber Bay Park West is fine, there is nothing too far from the road. Humber Bay Park East is problematic. Have less of these features or have none. If you are going to do it, consider garbage. Garbage is a big problem.

A. Right now the area is overgrown, but it doesn't mean that the habitat isn't valuable. Trails aren't currently in the best repair. If some improvements are made and the trail conditions are better more people may visit the park. More traffic from park users might mean that less people are willing to litter.

C. There is currently an issue with people setting fires in the park.

A. The management plan is complimentary to the graphics you see. We will make recommendations for things like waste collection. We haven't gotten there yet, but the hope is to include considerations for things implemented in the master plan.

C. The neighbourhood's population will continue to grow. There is another huge sixty-four storey building coming in. We need to think of these things in order to preserve the park's natural heritage. We have lots of concerns.

A. It may be possible to see that building as a gateway. There may be an opportunity to educate on the value of the park in the context of the city and in the neighbourhood to foster ownership and discourage littering and fires.

C. I was in the construction area and I think they're widening the road and I think garbage trucks will have access. They plowed some of the fields, but there is a wider road. I think these issues will be resolved.

A. There is a hierarchy of trails in that area. There are two pathways considered secondary that lead out to those trail features. They are narrow limestone paths, which was there as a loop trail out on that point. That's all there will be and all they will construct. There is one section that has a park bench. It's not even two metres wide with limestone screening. That's all there is going to be. It looks large-scale because they needed to bring the trucks in and the stone size was also an issue. Fish habitat will be incorporated into that work, which will be constructed. The Great Lakes program identified Toronto as an Area of Concern. They are doing everything through a remedial action program to improve water quality. They also identified six fishing nodes, two of which are in Humber bay Park. All this work will compliment the Master Plan. The TRCA has been working with the city on this. That's how we went forward with this. Multiple government bodies came together to make it happen. It looks excessive and vegetation destruction has happened, but there are plans to replant both land and aquatic life. There is a nice mixture of vegetation to replace. The erosion work is a separate project because of the significant rainfall we experienced this year.

C. Prioritize native tree species when planting, please. The city seems to love planting trees that do nothing for bird populations.

A. We are working with Urban Forestry. They were going to do a bunch of planting prior to this Master Plan process. We told them to hold off and come back next year so that informed decisions can be made about planning. Urban Forestry does do a good job of advocating for native species.

C. In reference to the areas by the 'k' on the map, I like the idea of that being a protected habitat. My preference is to leave the trails as they are. The reason is that the garbage truck can come in. If eliminated, that will not be possible. It's a good place for a picnic. Maybe the trails could stay, but be fenced off in necessary. There is a pond in Scarborough with a sign that explains what the area is for and it works. That would be great here. It would clarify the purpose of the area.

C. Right now you can park and then walk into the centre beach, with the new trails that access is lost to that space. Make sure you keep that.

A. It is not lost.

C. For the parking lot, think about school bus and trailer parking. Also think about handicap parking and ice cream trucks. The ice cream truck is very popular in the summer.

Summary of Feedback on the Revisions to the West Park Preliminary Master Plan

Concerns

- Lookout adjacent to the Yacht Club is not worth the loss of space allocated to the DOLA.
- Pathways through the park should be visible for safety purposes.
- The creation of new trails and lookout features will result in more opportunities for people to litter and will result in the destruction of natural habitats.

Suggested Refinements

- Consider large angled parking spaces for cars with trailers, boats, and busses.
- Create less trails and features that are inaccessible to garbage collection trucks.
- Develop signage to inform people of the use of an area as well as to discourage littering.
- Plant native trees.
- Preserve trail to the centre beach.
- Reduce trail conflicts particularly related to trails through Mimico.

5. Priorities Activity and feedback

Ms. Nield invited Lori Ellis to introduce an activity for meeting participants. The activity required meeting participants to discuss, in small groups, how they would prioritize the implementation of short, medium, and long term projects within the Master Plan. The task required to participants to think about cost, logistics, and coordination with other city divisions. The following represents a summary of the feedback received during a report back period conducted after the activity;

- One group believe that updates to the park should begin with the construction of the building and improvements to the pond. These projects would require heavy machinery. It was suggested that the old parking lot be used for the dirt and machinery storage. The summarized their idea by saying that the dirty work needed to be done first, followed by the parking lot and then the twinning of the Mimico bridge. Paths and habitat work seemed to be something to focus on once the park was done being dug up.
- Another group suggested that signage should be an ongoing project to be updated at certain milestones as the park develops and as sections of the park are completed.
- One group focused their priorities based on project term lengths:
 - Short term: 1) wayfinding, 2) DOLA, 3) habitat
 - Medium term: 1) bridge, 2) parking reconfiguration, 3) outlooks and paths
 - Long term: 1) market, 2) wetland improvements, 3) shelter structures
- A participant referenced his experience on the ACRG as providing rationale to his group's prioritization. He said he learned from the ACRG process that the building, if funded, would be the first project. The pond deepening would also go forward early if the funding becomes available. He suggested that other high priorities would be the DOLA, which is currently inadequate. He also indicated his group's agreement for the comments made by Eric Code

related to the lookout adjacent to the Yacht Club. He said this agreement came from a sense of danger people might feel by being close to the dogs.

- It was suggested that some activities be subdivided into further prioritization columns. For example, under bridge improvements, the twinning of the Mimico Bridge was considered to be significantly more important than the new secondary bridge.

Lori Ellis concluded the report back session by describing the process for implementing changes to the park. She stated that improvements under \$50,000 can be handled by the city's parks department directly. However, projects over the \$50,000 mark would need to go to capital projects who would then hire someone to complete the project. As the budget for projects increase, she indicated, so does the level of coordination with other city departments and consultation elements also increase. Ms. Ellis also stated that some projects may get pushed forward via audits by the ward councillor and by work done with other bodies such as the TRCA. She emphasized her commitment to interdivisional communication.

6. Summary and Next Steps

Ms. Nield thanked CRG members for contributing their feedback on the refinements to the Preliminary Master Plan. Participants were encouraged to email additional feedback and comments to Lori Ellis. The next CRG meeting will be scheduled for early 2018 (date TBC).

Appendix A – Agenda

Humber Bay Parks Project - Master Plan Development Community Resource Group Meeting #5

Tuesday, December 5, 2017

6:30 pm – 9:00 pm

Nimman Thai Cuisine, 2451 Lakeshore Blvd W, Toronto
Etobicoke, Ontario

AGENDA

Meeting Purpose:

- To present the draft Master Plan for Humber Bay Park;
- To provide an overview of what we have heard to date;
- To discuss and get feedback on the revisions to the Preliminary Master Plan;
- To provide an overview on ACRG outcomes and building concept;
- To discuss and get feedback on priorities for implementation; and
- To discuss next steps for the Master Plan and building.

6:30 pm Agenda Review, Opening Remarks and Introductions

- Liz Nield, Lura Consulting, Facilitator

6:40 pm Project Update

- Lori Ellis, City of Toronto
- Peter Klambauer, City of Toronto

6:50pm Presentation – Updates to the Draft Master Plan, James Roche, DTAH

- Review of Project Approach and Scope, Timeline and Schedule
- Overview of Updates to the Preliminary Master Plan for Humber Bay Park West
 - Dog off-leash area
 - East Meadow and Parking configuration

Questions of Clarification

7:30 pm Discussion

Having seen the Draft Master Plan:

- What do you like? What concerns do you have?
- What changes would you make?

8:15 pm Activity – Implementation Priorities

Given the 25-year scope of the plan, what are the key priorities; short term, medium term and long term for the implementation of the Humber Bay Park Master Plan?

8:55 pm Summary and Next Steps

9:00 pm Adjourn

Appendix B – List of Attendees

CRG Members:

Brian Bailey – Citizens Concerned for the Future of the Etobicoke Waterfront (CCFEW)
Michael Claydon – Etobicoke Yacht Club
Eric Code – Humber Bay West Dog Park Association
David Creelman – Friends of Humber Bay Park
Jane Darragh – Local Resident
Gregory Didycz – Humber Bay Dog Park Association
Lucy Harris – Local Resident
Irene Jardine (for Richard Jackson) – Local Resident
Bob Lee – Etobicoke Yacht Club
Rick Levick – Metro Marine Modellers
Chris Moore – Mimico Residents Association
Anne Powell – Toronto Field Naturalists

Councillor Grimes' Office:

Melissa Haughton

Project Team Staff and Consultants:

Lori Ellis – City of Toronto, PFR
Peter Klambauer – City of Toronto, PFR
Jorge Ture – Parks Supervisor, PFR
Jill Atwood – Toronto and Region Conservation Authority (TRCA)
James Roche – DTAH
Tanya Brown – DTAH
Liz Nield – Lura Consulting
Ryan Adamson – Lura Consulting

Humber Bay Park Project Building Concept

Community Meeting #2 – Summary Report



This report was prepared by Lura Consulting, the independent facilitator and consultation specialist for the City of Toronto Humber Bay Park Project Building Concept. If you have any questions or comments regarding this report, please contact:

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1. Project Background



Figure 1: Aerial Map of Humber Bay Park East and West

The Humber Bay Parks offer a quiet, natural refuge for people and wildlife from traffic and high-density development on the waterfront. The parkland covers 43-hectares in Ward 6 on the Toronto Waterfront located at the mouth of Mimico Creek, south of Park Lawn Avenue and Marine Parade Drive.

Humber Bay Park, with its system of trails, rugged shoreline, and dramatic views, is a unique and rare waterfront experience within the larger metropolitan Toronto area. A Master Plan for Humber Bay Park was launched in January 2016 to guide future park revitalization, establish priorities and inform decision making relating to this important waterfront park. An architectural improvement project is also being considered within the context of the park. These two projects were intended to run concurrently and to inform one another as each developed in more detail.

This summary report describes the consultation activities that took place at Community Meeting #2 for the Building and Landscape Concept. A complete Consultation Timeline with anticipated dates is depicted below.

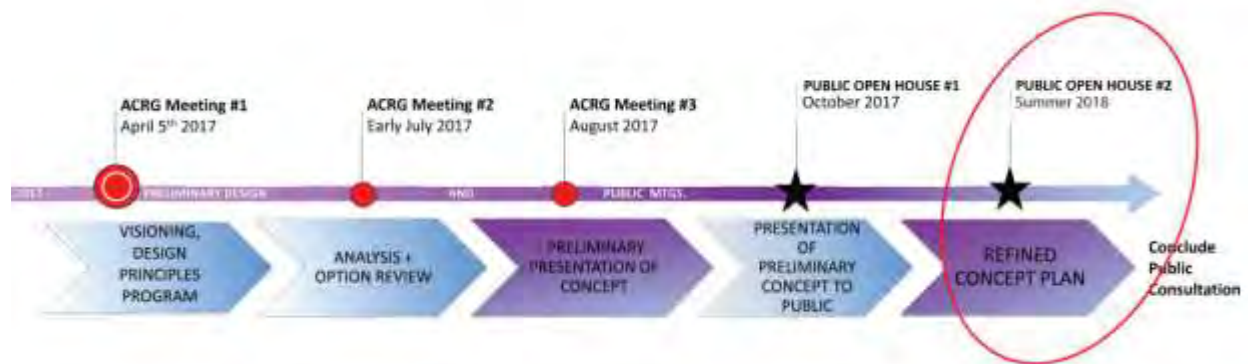


Figure 2: Consultation Timeline

An Architectural Community Resource Group (ACRG) was established by the City of Toronto, comprised of volunteers from the community that represent a wide range of park interests, users, groups and residents. The architect team conducted three consultations meetings with the ACRG. During these meetings design information was shared/presented and input was sought from the ACRG for use in developing the concept work presented today.

This meeting was the second of two Public Open Houses proposed for the Building and related landscape improvements. The architect team will now proceed into the project Implementation Process.

2. Community Meeting #2 Format

The City of Toronto held the second Community Meeting for the Humber Bay Parks Project Building Concept on July 12, 2018 at Mimico Centennial Library.

The purpose of the meeting was to:

- Review the draft building and landscape concept and implementation of construction;
- Receive comments and input from the public on the building and landscape concept;
- Provide an update on the Mater Plan coordination and Master Plan priorities and phasing strategies; and,
- Discuss next steps.

The format of the meeting consisted of an open house, which participants could attend one of two sessions (Session 1 from 3:30 p.m. to 5:30 p.m.; Session 2 from 6:30 p.m. to 8:00 p.m.). During the open house, participants had the opportunity to view display panels at a series of “topic stations”. Project team staff were available at each station to present the building concepts, listen to feedback, and answer questions. A combined total of approximately 70 people attended the meeting across the two sessions.

The topic stations presented at the open house are listed in the table below. All meeting materials were made available on the project website following the meeting: www.toronto.ca/humberbayparks.

#	Station Topic
1	Welcome
2	Master Plan Context
3A-3C	What We Heard
4A	Design Process – Site Evaluation
4B	Integrating Building and Landscape
4C	Expanding Park User & Habitat Opportunities
4D	Views
5	Next Steps
6A	Phase 1 Site Plan
6B	Phase 1 Views
7	Implementation Strategy

Table 1: Topic Stations from Open House

Participants received an agenda and comment form upon arrival to the open house (Appendix A). The questions on the comment form were aimed at determining what participants liked about the proposal, what concerns they had and what refinements they suggest.

3. Summary of Feedback

Feedback was obtained through the following methods:

- Input during the Community Meeting;
- Comment forms submitted in-person and following the meeting; and
- Direct e-mails to City of Toronto staff.

To extend the opportunity for feedback to additional resident, the comment period remained open until July 26, 2018. People were invited to submit comments via e-mail or in person. In total, 27 comment forms were submitted during the comment period.

Participants were asked a series of questions;

Thinking about the building and landscape concept presented for the Humber Bay Park Project:

- 1) Does the building and landscape concept resemble your vision for Humber Bay Park? Why or why not?*
- 2) What, if anything, could be improved?*
- 3) Do you have any additional comments regarding the building and landscape concept?*

Thinking about the Master Plan presented for the Humber Bay Park Project:

- 4) What do you like?*
- 5) What, if anything, could be improved?*
- 6) Do you have anything else to add?*

The key themes that emerged from the feedback are detailed below. A complete record of all responses is provided in Appendix B.

Building Concept

In general, there was support both for the building and for the overall landscape design concept, with the building designed as a landform integrated within a revived natural environment. The majority of feedback commentary was positive. Most participants were in favour of the building and praised the design work. The buildings naturalized feel, green roof, and eco-friendly features were all viewed positively.

Conversely, a few participants were not pleased by the building. A few participants said that the building seemed to be a waste of resources that could be better allocated to enhancing the natural elements of the parks or could be spent towards upgrading the existing buildings and trail networks. Some residents were pleased with the building, but felt that the structure should be moved down in order of priority.

Several participants suggested design elements and features that the building should contain. Year-round bathrooms and storage space for park organizations, such as the Friends of Humber Bay Park, were stressed as a priority. Additional building design features were suggested, such as change rooms and lockers for skaters and a small-scale kitchen for coffee and refreshments.

Some participants raised other concerns. Such as ongoing funding for building maintenance and operation will be found. For others, building security and sightlines were important. One participant expressed concern for the possible disturbance to wildlife during construction.

Walkways

Several residents were pleased with the proposed network of trails and walkways. Some participants said that the pathways should discourage cyclists from traveling too fast. One resident requested that delineation be marked between a walking side and a cycling side of the paths. Strong support was demonstrated for the proposed second bridge.

Transportation and Parking

Participants demonstrated their desire for the preservation of the existing stock of parking spaces. Any redesign of the parking lots should maintain or increase the amount of parking spots. Several participants suggested that new public transit routes be created to better connect the park to the City. One resident expressed concern related to the possibility of additional traffic in the neighbourhood.

Additional Features

A range of additional comments were received. The following is a descriptive list of the additional features that were suggested;

- Additional ice rinks with fire pits;
- Water features to avoid stagnation and mosquito outbreaks;
- More seating and picnic areas;

- More viewing platforms and vistas;
- Osprey platforms;
- Enhanced shoreline clean-up;
- An affordable tennis club;
- Additional garbage disposal bins;
- Sensory garden; and,
- Designated smoking zones for cannabis and cigarettes.

4. Next Steps

The project team will consider the input received in the refinement of the concept plan. It is anticipated design and tender work will continue through 2018, with construction to start late in the year. Updates on the project will be posted on the website: www.toronto.ca/humberbayparks.

More information on the consultation process will be posted at: www.toronto.ca/humberbayparks



Appendix A – Community Meeting Agenda and Comment Form

HUMBER BAY PARK PROJECT – BUILDING AND LANDSCAPE CONCEPT

Public Open House

Thursday July 12, 2018

Mimico Centennial Public Library, Lower Floor Auditorium
47 Station Road, Toronto, ON

Open House

Afternoon Session:	3:30 pm – 5:30 pm
Evening Session:	6:30 pm – 8:00 pm

AGENDA

The City of Toronto is hosting a public meeting to review proposed architectural improvements in Humber Bay Park East. The improvements are intended to complement the Humber Bay Park Master Plan, improve park access and revitalize the park and surrounding area for years to come.

Meeting Purpose:

- To review the proposed building and landscape concept and implementation of construction;
- To receive comments/input from the public on the building;
- Provide an update on the Master Plan coordination and Master Plan priorities and phasing strategies; and
- Discuss next steps

Open House

City staff, together with the project architect, will be in attendance to answer questions around the following themes:

- Integrated Building and Ponds
- Implementation Strategy
- Budget and Timeline
- Master Plan
- Next Steps



Comment Form

Please provide your feedback in the space provided below and return it at the end of the meeting. Alternatively, you can email your comments to radamson@lura.ca by July 26, 2018.

Thinking about the building and landscape concept presented for the Humber Bay Park Project:

1. Does the building and landscape concept resemble your vision for Humber Bay Park? Why or why not?
2. What, if anything, could be improved?
3. Do you have any additional comments regarding the building and landscape concept?



Thinking about the Master Plan presented for the Humber Bay Park Project:

4. What do you like?

5. What, if anything, could be improved?

6. Do you have anything else to add?

Appendix B – Comment Form Responses

Appendix B lists all the comments received during the Community Meeting, through comment forms and through direct emails. Comments are provided verbatim.

Thinking about the building and landscape concept presented for the Humber Bay Park Project:

1. Does the building and landscape concept resemble your vision for Humber Bay Park? Why or why not?

FORM 1

- Yes.

FORM 2

- I like the overall concepts, but very confused to try and understand what is actually going to happen. I am very disappointed to see the reduction in parking.

FORM 3

- I like the embedded increased green areas and accessible options to support everyone.

FORM 4

- Small scale.

FORM 5

- Somewhat but most important request would be to have adequate transport, particularly to downtown Toronto.
- For example, the GO train station at Parklawn and Lakeshore express GO buses to downtown, shuttle buses to downtown, picking up residents from each condo building.

FORM 6

- Yes, it does.

FORM 7

- Indifferent – good use of space and shade for hot summer days. Hard vision space with renditions.

FORM 8

- If it is absolutely needed, the building looks okay, but is a waste of money and will be an invitation to vandalism.

FORM 9

- Please ensure the new building will be in a quiet zone. I.e. no amplified music or other noise ever.
- The question arises: is the new building needed?
- FOHBP's original request was simply for year-round washrooms and adequate storage for park related tools and paraphernalia.

FORM 10

- It seems like a good improvement on what is there, updated and attractive. The stream is nice.

FORM 12

- Anything that help promote our landscapes. Get people out of their homes and visit these spaces.

FORM 13

- Yes.

FORM 14

- Yes, as I envisioned green roof, low ecological footprint, building into and related to the park space.
- No, as there is no indication if the washroom will have shelves, lockers or benches for people to use in winter to change from boots to skates. Further, there is no indication whether or not local groups can use the rooms for their meetings and leave some storage space.
- FOHBP, for example, are currently caretakers of the park and require a place to store their supplies. Other groups may need to in the future.

FORM 15

- Gorgeous building design.

FORM 17

- It is better than what was initially proposed. By concern expressed previously was inaccessible washrooms are there now going to be available all year long?

FORM 18

- Not everyone has a care to go deep into the park, there access to be no public parking into the park on one meeting areas. I have a mobility device.

FORM 19

- The proposed wetlands are good.
- The new pathways need to deter speeding cyclists. Parameters for 20km/h better on existing shared paths.

FORM 21

- Yes, great job building into the park and parkland.

FORM 22

- Ambitious approach. Will the anticipated end costs be within budget? Funds are tax dollars from city taxpayers. Not unlimited!

FORM 23

- No. It is wasteful spending and not a priority. The work is fine, but this project went in the wrong direction from the start. Sorry.

FORM 24

- When plans for a pavilion were original presented, the community shot it down. A pavilion was not wanted. Many thought the matter was settled: No Building.

FORM 25

- Green concept is excellent and blends into the natural landscape.

FORM 26

- Yes. Looks very well planned out.

2. What, if anything, could be improved?

FORM 1

- None.

FORM 2

- The plans are very confusing because there is so many options.

FORM 3

- Any walking areas designated for bikes and walkers be clearly separated (exclusive of trails which will not be inclusive to speedy cyclists).

FORM 4

- Add a small kitchen where volunteers or community groups can serve coffee or hot chocolate on a cold winter day. Similar things happen at other parks in the city.

FORM 5

- Install speed bumps on Marine Parade Drive (to slow down automobiles). Install speed bumps on bike paths to slow down cyclists.
- Bring in white sand and create a small bed – similar to Carmel, California. Add Muskoka chairs.

FORM 8

- There is an urgent requirement for storage space for volunteer group who do much hands-on work in the park.

FORM 11

- Include storage space for groups like FOHBP.

FORM 13

- Concerned about reduction in number of parking spaces. Park enhancements will draw more visitors and park users.
- Would like to see some storage space for park and stewardship groups included.

FORM 14

- Bicycle parking space in the parking lots – disabled parking spots.

FORM 15

- Remove purple loosestrife (invasive species) from drawings planting plan for wetland!

FORM 16

- I like the idea of the second bridge, but there needs to be a way to stop cyclists from going across the new one. Despite the sign, some race across the existing one.

FORM 18

- Put in public spots to sit in the park. Also provide picnic tables.
- Is there any planning in place for wheelchair and stroller access to all locations?

FORM 20

- Policing of grounds, i.e. party spots, illegal fire pits, provide designated areas with picnic tables, metal fire put and grate over it.
- Provide designated fishing spots away from rest stop.

FORM 21

- Ensure assembly space is adequate for future use.
- Pathways should discourage bikes and pedestrians using same.

FORM 22

- Entrance roadway to HBP West. Entrance roadway to HBP East seems okay at this time.

FORM 23

- Cancel everything. Sorry. “upcycle” the existing buildings, walkways. But, focus on the park, not new buildings or parking.

FORM 24

- Seven phasing principles. Reverse the sequence. Put the building last, if it is included at all.
- Planting and habitat renewal – this is what people care about.
- Pond modification. If the anticipated construction is summer 2020 and funding in major landscape works still has to be requested, when will the work on natural features be completed? That is what people most enjoy.

FORM 25

- Concerned about having a building with the front entrance hidden from view (especially during the night hours). The proposed building orientation hides the front from condos view and from the walkways.
- This is a security concern and would encourage unwanted behaviour/people at night hang around the buildings – hide from people and are hidden from the walkways on the walkway trails. If someone is loitering the walkers should be able to keep an eye on the loiterers.

FORM 26

- Open washrooms at the new building.

3. Do you have any additional comments regarding the building and landscape concept?

FORM 1

- None.

FORM 2

- Find a way to include more parking.

FORM 3

- Like the idea of the indoor space, but how will access be facilitated? If not monitored, this should be eliminated.

FORM 4

- Add an outdoor fire pit area where people can warm up after skating or a walk in the park. At Kew Gardens in the east end there is a fire pit adjacent to the skating rink and the city supplies firewood.

FORM 5

- Turn one of the ponds into an ice rink in the winter and have a water fountain/water feature in the summer.

FORM 6

- For landscape concept an ice-skating rink would be a great idea.

FORM 7

- It is nice, but what is the purpose?

FORM 8

- There has to be strict policing or fires will be set on this easily accessible roof.
- People will camp on and around the building.
- Increased garbage will be there and if the City does not allocate a maintenance budget the place will be a dump very quickly.

FORM 9

- Who is going to keep the building and surrounding area clean constantly? Who is going to patrol the grounds to prevent vandalism? The Park (east) could be closed to all vehicles from 8:00pm to 6:00am.

FORM 10

- Would like to see the washrooms open year-long, at least during the day.

FORM 12

- Redesign of pond system is very good and replacement of pumping system is essential especially if water can be drawn from the lake.

FORM 14

- Plan for twenty-four-seven access to the washrooms as many people enjoy the parking at night and during the winter.

FORM 15

- Is locker space planned for the building? It will be needed to facilitate community group's use.
- Please plan for long hours in the washrooms so visitors do not need to leave the park after a few hours.

FORM 16

- No comments. I like it!

FORM 17

- I like the naturalization of the existing ponds and the planned link on the second. I also like the idea of allowing skating.

FORM 18

- Not very clearly shown at this point. Sketches are fairly rough.
- How will you cope with the traffic problems? The area has presently a bottleneck on Parklawn and Lakeshore due to the condos and traffic.
- How do you plan to handle more people in the park/area in the future?

FORM 19

- Looks good. Keep it up!

FORM 21

- Love it.

FORM 22

- Maintenance costs of wetland and wet areas (ponds) is an unknown. Weed growth and intrusion by undesirable plant species, etc. could compromise pump maintaining water movement of circulation (to prevent stagnant conditions and mosquito breeding areas).

FORM 23

- The building and walkways are nice, I just do not think they are a priority, given the budget.

FORM 24

- What we heard. A small building 5000 square feet – 750 square meters.
- The question: Do you want a building in the park? Was not asked!
- I have not heard members of the community asking for a building. Reception, two multi-purpose rooms. Office area? For whom? Park operation? Is this the same as operations and yard (exterior)? Why cannot park operations be located with operations and yard?

FORM 25

- Community residents would like to have building activities twenty-four-seven to discourage loitering and ensure safety. Currently walkers use the trail until midnight, so there is almost always a community presence. (i.e. twenty-four-seven skating area would keep the area safe and free from loitering).

FORM 26

- A few more benches and natural shade.

Thinking about the Master Plan presented for the Humber Bay Park Project:

4. What do you like?

FORM 1

- I like the plan of second crossing across Mimico Creek.

FORM 2

- I like the new bridges and enlarging the bridges.

FORM 3

- I like the changes in parking without reducing the number of spaces. Lots moved to the road with existing lots being green spaces for people to enjoy. The extra bridge is a great idea – so are increased walkways.

FORM 5

- The building concept is amazing!

FORM 6

- Transportation, speed bumps on Marine Parade Drive and bike path, affordable tennis club, water fountain, Muskoka chairs, finishing the road on Marine Parade Drive.

FORM 7

- Add value to surrounding properties.

FORM 10

- Overall, it is a nice plan. It is not as detailed as the architectural boards for HB Park East, but the changes to parking seem good.

FORM 12

- Improving some of the underused areas.

FORM 13

- Overall plan is good thanks to public consultation.

FORM 14

- Landscaping is restoring to natural sustainable concepts that are an addition to the current wildlife conservation.

FORM 17

- Not really with plans.

FORM 18

- I like the elevated roof idea, but it needs areas to sit. I like the skating pond idea provided it is safe.

FORM 20

- Maintain hospitable environment for flora and fauna. Viewing platform over larger pond.

FORM 21

- Indoor space available to cool down, get out of rain. Vista spots.

FORM 22

- Energy conservation approaches. The application of geothermal heating and cooling for the new east park buildings and occupied areas. The gas source could be a ground source approach or a lake pond source.
- Removal/drilling of park landfill for a ground source system could be more expensive than anticipated.

FORM 23

- Change order. Do building last.
- Make pond a stream with a meadow. Fix the boardwalks. Keep the existing buildings.

FORM 24

- Bathrooms. This, after all, is what people were asking for. Preferably, ones open all year round properly maintained.
- Space for equipment and park maintenance. Obviously, this is crucial.
- I have not heard anyone asking for a lobby or multi-purpose rooms. There is little information about exactly how these facilities would be used, or where the funding would come from for continued operations.

FORM 25

- Architectural concept and green concept are excellent. Blends with the landscape.
- Please ensure building remains operational throughout the day and night – not just Monday – Friday from 9:00am to 2:00pm. Even with security presence in the evening, loitering and unwanted activity would not be deterred. Only ongoing use of the space (twenty-four hours a day, seven days a week) would deter unwanted activity.

FORM 26

- The change in parking lots. Makes the area more accessible.

5. What, if anything, could be improved?

FORM 1

- Have shaded meadow/parking. Please consider using solar panels to provide the shade.
- Electricity generated by the panels can be used for pumping water from Ontario lakes to wetlands/ponds.

FORM 2

- The plans of the drawing are very confusing.

FORM 3

- Include areas for litter disposal and recycling.

FORM 5

- Add affordable tennis club for the residents in the area.
- Add speed bumps, speed signs.
- Add ice rink/ water feature, man made beach -> bring in white sand from elsewhere to create a small beach. Clean ponds.

FORM 7

- Additional parking is needed with beautification, it will attract more visitors and there needs to be enough parking.

FORM 12

- Costs. Include a sensory garden.

FORM 13

- See concerns about reducing amount of parking spaces.

FORM 14

- More money added to retrofitting the pond and wetlands.

FORM 17

- See comment about planned new bridge.

FORM 18

- I hate going for walks in the park and being stuck smelling pot being smoked everywhere. Please allow special places for pot and cigarette smokers and other areas "smoke free".

FORM 20

- Deter speeding cyclists, official policing of park to deter vandalism, fire building, provide garbage bins along all eastward trail in HBP East.

FORM 22

- Security for park areas at night time?

FORM 24

- Much more emphasis (money and time) on the natural features of the park.
- With so many condos springing up, the last thing we need is another building, especially in the Humber Bay Shores area which is already full of pools and other recreational spaces in the new towers.

FORM 26

- Shorelines need to be cleaned up. Broken glass more secure garbage cans. Walkway/path up the Humber River.

6. Do you have anything else to add?

FORM 1

- None.

FORM 3

- I would hope the market space will still be available. Great market for our community.

FORM 4

- Need to add a nesting platform for Ospreys. Ospreys are seen in the park quite often.

FORM 5

- A water feature will help circulate some of the stagnant waters and reduce mosquitos.

FORM 6

- Please convert one of the ponds to an ice-skating rink.
- Please fix the Humber Bay Park sign on the path.

FORM 12

- Public meeting held at actual site.

FORM 13

- I hope council approves additional funding for phase one work before proceeding with building construction.

FORM 14

- As more details arise for the park architectural and landscaping, it would be good to continue onwards with public consultation at each of the steps.
- Also send out updates via email to residents who requested more information on the park construction work.

FORM 17

- I assume the need to group to be widened otherwise I do not know how the parking can be accommodated.

FORM 20

- Concerned that construction of the building will disrupt wildlife.

FORM 22

- Parking of vehicles of recreational visitors to the parks: parking meter charges should be limited in cost and during weekends and public holidays, be free/no charge. Also, parking charges, if any, be limited to start 9:00am and ending at 5:00pm.

FORM 23

- Keeping buildings and parking lots is greener than bulldozing them.

FORM 24

- Who is the driving force behind this proposed building? It is not a grassroots initiative although the efforts to persuade have been truly impressive.
- Why spend so much money in this area when there are more pressing needs in the community – an excellent community centre for everyone, further west on Lakeshore Road.

FORM 26

- I like the Master Plan.

EMAIL 1

- I hope in the future we can get rid of those Grebe platforms. There are many of us that want our area back and not to be attacked. They love the drama of the Grebes being in danger on the platform, the eggs are being eaten by minks etc. Good grief, take the platforms out so we can have peace.

EMAIL 2

- I thought the proposed plan for the new building and related pond/wetland enhancements looked very good.
- It is my understanding that included with the Council approval of a Capital Project for a program area is a corresponding approval of future-year operating funds required for the capital project. Is my understanding correct?
- And if yes, are you able to tell me that additional operating funding included with the previous approval of the new building funding?
- What, if any, amount of contingency funding is included in \$7M budget for the new building?
- What, if any, amount of contingency funding is included in the budget estimates for the pond/wetland enhancement (\$4.5M) and the new pumping system (\$1M).
- An attendee at the Open House told me that they understood that part of the new pumping system plan was to move the current intake pipe do a different location in order to have “cleaner” water pumped into channel/wetland/ponds. It sounded like a good idea. Is that the plan for the intake pipe?
- What are the current plans to consult with the community about future City programming in the new building?

APPENDIX 2

Humber Bay Park Project Survey Online Summary of Findings Report, March 2017

Humber Bay Park Project Survey

Online Summary of Findings Report



View of the ponds in Humber Bay Park East

Planning Context of the Survey

This online survey is one part of the public consultation process for the Humber Bay Parks Project. The purpose of the survey was to get a sense of how people in the community, and across the city, use Humber Bay Park East and West and what needs to be considered in creating a Master Plan for the parks. Feedback from the survey will inform decision-making about the future design and features of the parks. Public consultation on the Master Plan will continue with a series of meetings and workshops where people can actively participate in the design discussion. The survey was open for responses from May 6 to June 30 2016. In total there were 1,021 respondents for the Humber Bay Parks Project Survey.

Here is a summary of what we found:

- 99% of survey respondents reported that they currently visit, or plan to visit, Humber Bay Parks
- 59% of survey respondents report living less than 1 kilometer from Humber Bay Parks (i.e. a ten minute walk to the park)
- The top three ways that respondents reported travelling to Humber Bay Parks were:
 1. Walking (comprised 41% of the reported ways respondents travel to the park)
 2. Cycling (comprised 26% of the reported ways respondents travel to the park)
 3. Car (comprised 21% of the reported ways respondents travel to the park)
- The top three most cited time-of-day use of the park were:
 1. Weekend afternoons
 2. Weekend mornings
 3. Weekday evenings

- 52% of all respondents reported that their residential postal code (i.e. the first three digits of the postal code) was in the M8V postal code area; the same postal code for the Humber Bay Parks
- 31% of respondents reported being in the age group 25 to 44 years of age, 41% reported being in the age group 45 to 64, and 21% reported being age 65 or older.
- 64% of respondents reported that they did not 'live with children' (i.e. couples with no children and adults living alone)
- 25% of respondents reported they 'live with children' (i.e. couples with children or single parents)
- Quantitative data was generated through 20 questions with pre-set response options
- Qualitative data was generated through 7 questions with open-ended comment fields

Here are some background details on the survey:

- The 2016 Humber Bay Parks Survey questionnaire was created as an online survey using the Fluid Surveys online survey application
- The sampling method was self-selection in the online survey
- Public awareness of the survey was promoted through the City of Toronto's website page for the Humber Bay Parks development project, social media and email notices
- The target population for the 2016 Humber Bay Parks Survey was open to all residents living in the City of Toronto
- The resulting sample was not intended to be statistically significant, nor accurately representative, of the local population living in proximity to the Humber Bay Parks. The survey data will be used to provide an information base on which to shape the next phase of park design community engagement.

Note on the Presentation of the Survey Data

Note that for many of the questions below, individuals were able to submit multiple responses (i.e. for checklist questions). The total number of responses cited for these questions equals the sum of all items selected in the checklist questions (Sum of Checklist). If the question was a ranking question or multiple choice question, then only one selection can be recorded and the total for these questions is recorded by the 'Total Respondents' who answered the question.

Question	Percentage Frequency Response of Total Count
<p>How far do you live from Humber Bay Parks?</p> <p>This is a multiple choice question. Respondents were allowed to provide only one response.</p>	<p>59% A 10 minute walk away (Less than 1 km) 13% Less than 30 minutes walking distance (Less than 3 km) 10% Between 30 minutes and 60 minutes walking distance (3km to 5 km) 9% Over 1 hour walking distance (6 km to 15 km) 9% Distance too far to walk (16+ km)</p> <p>Total respondents = 1,002</p>
<p>How do you travel to Humber Bay Parks?</p> <p>This is a multiple choice question. Respondents were allowed to provide only one response.</p>	<p>21% Car 26% Bicycle 41% Walk 6% Public Transit 2% Canoe / Kayak 2% Other Boat 1% Mobility aid/ Scooter 1% Other non-motorized vehicle 2% Other, please specify...</p> <p>Total Respondents = 1,986</p>
<p>When do you normally visit Humber Bay Parks and at what time of day?</p> <p>This is a checklist question. Respondents were allowed to provide multiple responses.</p>	<p>Weekdays/ Mornings 9.9% Weekdays/ Afternoon 10.7% Weekdays/ Evenings 11.9% Weekends / Mornings 14.0% Weekends / Afternoons 14.3% Weekends / Evening 10.1% Holiday/ Mornings 10.4% Holiday/ Afternoons 10.8% Holiday/ Evenings 8.0%</p> <p>Sum of the Checklist = 5,277</p>
<p>How often do you visit Humber Bay Parks? Please let us know by the season of your visit.</p> <p>This is a checklist question. Respondents were allowed to provide multiple responses.</p>	<p>Spring - March, April, May 1.7% Zero visits in season 13.7% 1 to 2 visits 15.1% 3 to 4 visits 19.4% 5 to 10 visits 50.0% 10 or more visits Total Spring Sum of the Checklist = 1,057</p> <p>Summer - June, July, August 0.7% Zero visits in season 6.3% 1 to 2 visits 9.2% 3 to 4 visits 14.8% 5 to 10 visits 69.0% 10 or more visits</p>

Question	Percentage Frequency Response of Total Count
	<p>Total Summer Sum of the Checklist = 1,064</p> <p>Fall - September, October, November</p> <p>1.5% Zero visits in season</p> <p>11.9% 1 to 2 visits</p> <p>13.9% 3 to 4 visits</p> <p>20.1% 5 to 10 visits</p> <p>52.7% 10 or more visits</p> <p>Total Fall Sum of the Checklist = 1,054</p> <p>Winter - December, January, February</p> <p>15.7% Zero visits in season</p> <p>22.7% 1 to 2 visits</p> <p>15.9% 3 to 4 visits</p> <p>15.7% 5 to 10 visits</p> <p>30.0% 10 or more visits</p> <p>Total Winter Sum of the Checklist = 1,006</p>
<p>Why do you visit Humber Bay Parks?</p> <p>This is a checklist question. Respondents were allowed to provide multiple responses.</p> <p><i>*Ranked - From largest to smallest number of times item selected in the checklist question</i></p>	<p>13.1% To go for a walk or hike</p> <p>12.7% To enjoy nature</p> <p>9.2% To view the skyline</p> <p>7.9% To visit the Farmers' Market</p> <p>7.4% To go cycling</p> <p>7.2% To take photographs</p> <p>5.3% To meet friends</p> <p>5.3% For bird watching</p> <p>5.0% To engage in unstructured activity</p> <p>4.4% For a picnic</p> <p>4.1% Just passing through</p> <p>3.7% To walk the dog</p> <p>2.1% To attend a special event</p> <p>2.0% To use the dog off-leash area</p> <p>1.6% To participate in an organized activity</p> <p>1.2% To visit the Air India Memorial</p> <p>1.2% As a member of a sailing club</p> <p>0.9% To paddle</p> <p>0.9% To fly a kite</p> <p>0.8% To sail model boats</p> <p>0.7% To launch a boat</p> <p>0.4% As a park volunteer</p> <p>0.4% To fish</p> <p>2.5% Other, please specify...</p> <p>Total Sum of the Checklist = 6,794</p>

Question	Percentage Frequency Response of Total Count
<p>When you visit the Humber Bay Parks do you travel alone, with your family or with a group of friends? This is a checklist question. Respondents were allowed to provide multiple responses.</p> <p><i>*Ranked - From largest to smallest number of times item selected in the checklist question</i></p>	<p>22.9% I am usually with my partner 22.6% I am mostly on my own 13.2% I enjoy visiting the park with a few friends 9.6% Usually I visit with a friend 8.8% Most often, I am with my family 8.3% Just me and my dog 2.9% I like to visit the park for a special date 2.5% I accompany my elderly parent or friend 2.2% As a caregiver of young children 2.0% My visits are usually with a large group of friends 1.5% Usually I visit the park with my community group 0.6% My work colleagues and I visit the park as a group 2.9% Other, please specify...</p> <p>Total Sum of the Checklist = 2,137</p>
<p>How could your visits to Humber Bay Parks be improved? This is a checklist question. Respondents were allowed to provide multiple responses.</p> <p><i>*Ranked - From largest to smallest number of times item selected in the checklist question</i></p>	<p>10% Better washrooms 9% Natural habitat enhancement 8% More benches 7% Improved pathways 6% Better maintenance 5% More litter bins 5% More flower beds 5% Better lighting 5% Better access to water 4% Better control of off-leash dogs in parks 4% More recycling bins 4% Better nature interpretation 4% Better design and planning 4% More shade 3% Better park safety, please specify... 3% More bike parking 3% Better wayfinding signage 2% Less parking 2% Improved dog off-leash area 2% Improved physical accessibility 1% More parking 4% Other, please specify...</p> <p>Total Sum of the Checklist =5,559</p>
<p>What kinds of new outdoor recreational activities, services and features do you think should be available in</p>	<p>Outdoor Activities 15.3% Water bottle filling 13.1% Bird and nature observation 12.1% Skating (natural ice)</p>

Question	Percentage Frequency Response of Total Count
<p>the Humber Bay Parks?</p> <p>This is a checklist question. Respondents were allowed to provide multiple responses.</p> <p><i>*Ranked - From largest to smallest number of times item selected in the checklist question</i></p>	<p>8.8% Kayak and canoe launching 8.8% Nature interpretation signage 7.3% Play for young children 7.1% Bike Share Toronto station 6.8% Outdoor fitness/exercise on equipment 6.4% Outdoor performance and presentation 6.1% Park stewardship 3.6% Recreational fishing 4.5% Other, please specify...</p> <p>Total Sum of the Checklist = 4,096</p>
<p>What kinds of new indoor recreational activities, services and features do you think should be available in the Humber Bay Parks?</p> <p>This is a checklist question. Respondents were allowed to provide multiple responses.</p> <p><i>*Ranked - From largest to smallest number of times item selected in the checklist question</i></p>	<p>Indoor Activities</p> <p>15.2% Accessible / all season washrooms 9.7% Buy a coffee and a snack 9.6% Classes (e.g. yoga, bird or plant ID classes, camps) 8.5% Quiet reflection / retreat 7.7% Change into and out of equipment (e.g. skates, skis, inline skates, etc.) 7.6% Nature interpretation 7.0% Warm up /cool down indoors 6.0% Art and educational exhibitions 5.9% Small performances 4.9% Informal seating and meeting 4.5% Small group meetings 4.0% School trips 2.9% Other, please specify...</p> <p>6.5% I don't think any of these indoor activities should take place in Humber Bay Parks</p> <p>Total Sum of the Checklist = 3,674</p>

Question	Percentage Frequency Response of Total Count												
<p>Five Guiding Principles of the Master Plan</p> <p>1) Natural & Restful Humber Bay Parks is a place of natural beauty and respite from the busy city. The Master Plan should enhance this quality and the experience of the site while designing to accommodate the growing number of park users in the area.</p> <p>This is a multiple choice question. Respondents were allowed to provide only one response.</p>	<p>I support Guiding Principle #1 [Natural & Restful]</p> <table> <tr><td>76.1%</td><td>#5 Strongly Agree</td></tr> <tr><td>17.5%</td><td>#4 Somewhat Agree</td></tr> <tr><td>2.9%</td><td>#3 Neither Agree nor Disagree</td></tr> <tr><td>1.1%</td><td>#2 Somewhat Disagree</td></tr> <tr><td>1.3%</td><td>#1 Strongly Disagree</td></tr> <tr><td>1.1%</td><td>No Opinion</td></tr> </table> <p>Total Respondents = 1,010</p>	76.1%	#5 Strongly Agree	17.5%	#4 Somewhat Agree	2.9%	#3 Neither Agree nor Disagree	1.1%	#2 Somewhat Disagree	1.3%	#1 Strongly Disagree	1.1%	No Opinion
76.1%	#5 Strongly Agree												
17.5%	#4 Somewhat Agree												
2.9%	#3 Neither Agree nor Disagree												
1.1%	#2 Somewhat Disagree												
1.3%	#1 Strongly Disagree												
1.1%	No Opinion												
<p>2) Ecology & Habitat Humber Bay Parks is a valuable habitat for plants and wildlife. The Master Plan will provide a framework that will enhance the ecological value of the park while improving opportunities for interpretation and appreciation of the park's natural heritage.</p> <p>This is a multiple choice question. Respondents were allowed to provide only one response.</p>	<p>I support Guiding Principle #2 [Ecology & Habitat]</p> <table> <tr><td>74.9%</td><td>#5 Strongly Agree</td></tr> <tr><td>16.3%</td><td>#4 Somewhat Agree</td></tr> <tr><td>4.7%</td><td>#3 Neither Agree nor Disagree</td></tr> <tr><td>1.8%</td><td>#2 Somewhat Disagree</td></tr> <tr><td>1.5%</td><td>#1 Strongly Disagree</td></tr> <tr><td>0.8%</td><td>No Opinion</td></tr> </table> <p>Total Respondents = 1,013</p>	74.9%	#5 Strongly Agree	16.3%	#4 Somewhat Agree	4.7%	#3 Neither Agree nor Disagree	1.8%	#2 Somewhat Disagree	1.5%	#1 Strongly Disagree	0.8%	No Opinion
74.9%	#5 Strongly Agree												
16.3%	#4 Somewhat Agree												
4.7%	#3 Neither Agree nor Disagree												
1.8%	#2 Somewhat Disagree												
1.5%	#1 Strongly Disagree												
0.8%	No Opinion												

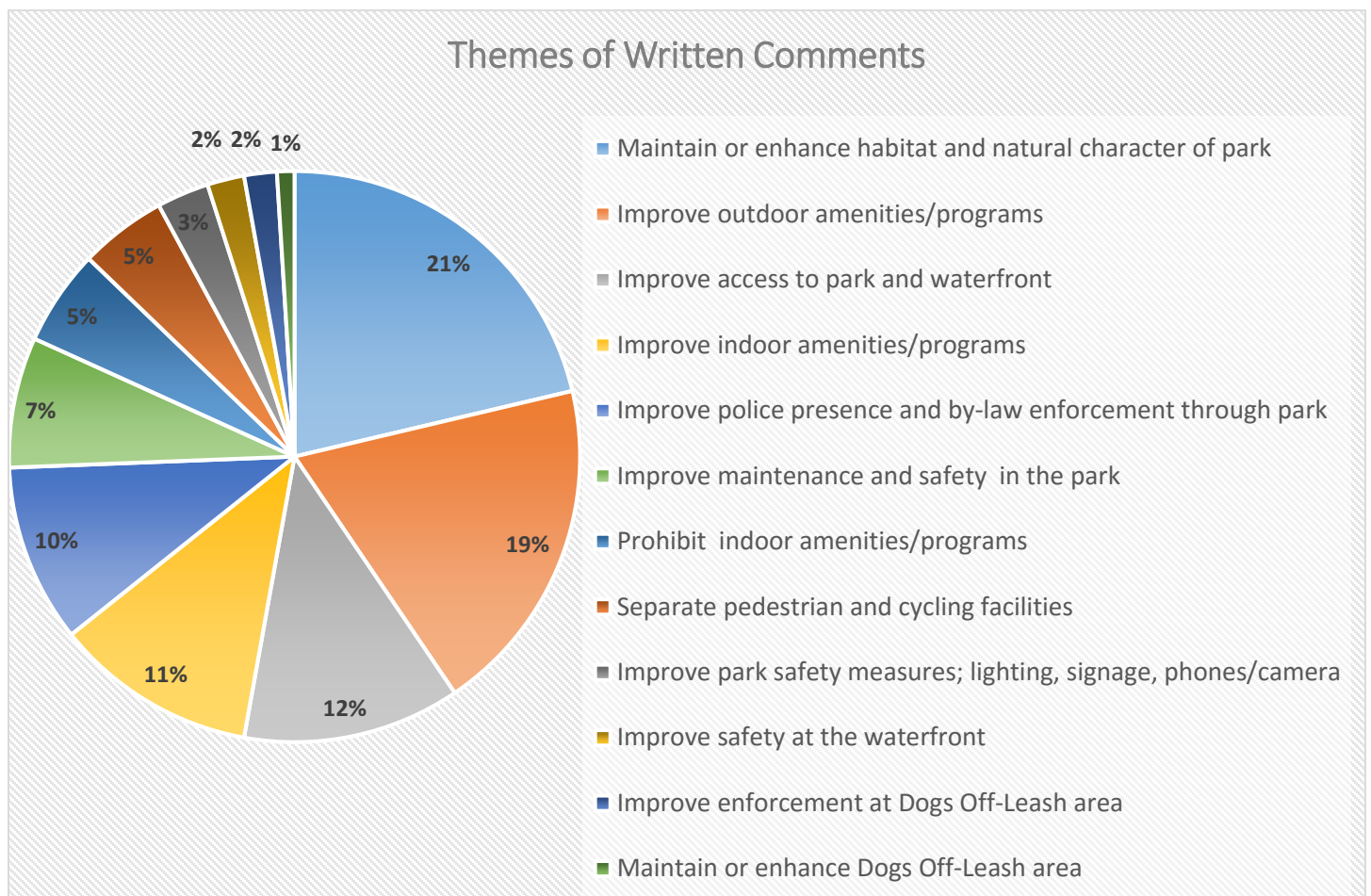
Question	Percentage Frequency Response of Total Count												
<p>3) A City Park Humber Bay Parks is both a local park for nearby residents and part of a network of greenspace along Toronto's waterfront. The Master Plan should design for a diversity of park users and needs.</p> <p>This is a multiple choice question. Respondents were allowed to provide only one response.</p>	<p>I support Guiding Principle #3 [A City Park]</p> <table> <tr><td>42.0%</td><td>#5 Strongly Agree</td></tr> <tr><td>28.7%</td><td>#4 Somewhat Agree</td></tr> <tr><td>10.8%</td><td>#3 Neither Agree nor Disagree</td></tr> <tr><td>11.3%</td><td>#2 Somewhat Disagree</td></tr> <tr><td>6.2%</td><td>#1 Strongly Disagree</td></tr> <tr><td>1.0%</td><td>No Opinion</td></tr> </table> <p>Total Respondents = 1,008</p>	42.0%	#5 Strongly Agree	28.7%	#4 Somewhat Agree	10.8%	#3 Neither Agree nor Disagree	11.3%	#2 Somewhat Disagree	6.2%	#1 Strongly Disagree	1.0%	No Opinion
42.0%	#5 Strongly Agree												
28.7%	#4 Somewhat Agree												
10.8%	#3 Neither Agree nor Disagree												
11.3%	#2 Somewhat Disagree												
6.2%	#1 Strongly Disagree												
1.0%	No Opinion												
<p>4) Innovate & Evolve The potential of Humber Bay Parks to meet the needs of its users is not fully realized. The Master Plan will identify new opportunities, and propose innovative ways to provide more recreational opportunities while maintaining and protecting the natural and ecological qualities of the park.</p> <p>This is a multiple choice question. Respondents were allowed to provide only one response.</p>	<p>I support Guiding Principle #4 [Innovate & Evolve]</p> <table> <tr><td>37.9%</td><td>#5 Strongly Agree</td></tr> <tr><td>25.8%</td><td>#4 Somewhat Agree</td></tr> <tr><td>11.5%</td><td>#3 Neither Agree nor Disagree</td></tr> <tr><td>12.4%</td><td>#2 Somewhat Disagree</td></tr> <tr><td>11.4%</td><td>#1 Strongly Disagree</td></tr> <tr><td>0.9%</td><td>No Opinion</td></tr> </table> <p>Total Respondents = 1,007</p>	37.9%	#5 Strongly Agree	25.8%	#4 Somewhat Agree	11.5%	#3 Neither Agree nor Disagree	12.4%	#2 Somewhat Disagree	11.4%	#1 Strongly Disagree	0.9%	No Opinion
37.9%	#5 Strongly Agree												
25.8%	#4 Somewhat Agree												
11.5%	#3 Neither Agree nor Disagree												
12.4%	#2 Somewhat Disagree												
11.4%	#1 Strongly Disagree												
0.9%	No Opinion												

Question	Percentage Frequency Response of Total Count																		
<p>5) Plan for the Future</p> <p>Establish a plan that is flexible and can evolve and respond to the needs of the community for future generations.</p> <p>This is a multiple choice question. Respondents were allowed to provide only one response.</p>	<p>I support Guiding Principle #5 [Plan for the Future]</p> <table> <tr> <td>50.8%</td> <td>#5 Strongly Agree</td> </tr> <tr> <td>24.2%</td> <td>#4 Somewhat Agree</td> </tr> <tr> <td>12.7%</td> <td>#3 Neither Agree nor Disagree</td> </tr> <tr> <td>5.6%</td> <td>#2 Somewhat Disagree</td> </tr> <tr> <td>5.2%</td> <td>#1 Strongly Disagree</td> </tr> <tr> <td>1.5%</td> <td>No Opinion</td> </tr> </table> <p>Total Respondents = 1,009</p>	50.8%	#5 Strongly Agree	24.2%	#4 Somewhat Agree	12.7%	#3 Neither Agree nor Disagree	5.6%	#2 Somewhat Disagree	5.2%	#1 Strongly Disagree	1.5%	No Opinion						
50.8%	#5 Strongly Agree																		
24.2%	#4 Somewhat Agree																		
12.7%	#3 Neither Agree nor Disagree																		
5.6%	#2 Somewhat Disagree																		
5.2%	#1 Strongly Disagree																		
1.5%	No Opinion																		
<p>How did you hear about this survey?</p> <p>This is a checklist question. Respondents were allowed to provide multiple responses.</p> <p><i>*Ranked - From largest to smallest number of times item selected in the checklist question</i></p>	<table> <tr> <td>29.2%</td> <td>Residential Neighborhood Group</td> </tr> <tr> <td>16.8%</td> <td>Personal Social Network</td> </tr> <tr> <td>11.8%</td> <td>Community Organization</td> </tr> <tr> <td>7.9%</td> <td>City Councillor Notice/Website</td> </tr> <tr> <td>5.0%</td> <td>City of Toronto Website</td> </tr> <tr> <td>4.7%</td> <td>Recreation/Sports Group</td> </tr> <tr> <td>4.1%</td> <td>City of Toronto Facebook Page</td> </tr> <tr> <td>3.1%</td> <td>City of Toronto Twitter Message</td> </tr> <tr> <td>17.3%</td> <td>Other, please specify...</td> </tr> </table> <p>Total Sum of the Checklist = 1,082</p>	29.2%	Residential Neighborhood Group	16.8%	Personal Social Network	11.8%	Community Organization	7.9%	City Councillor Notice/Website	5.0%	City of Toronto Website	4.7%	Recreation/Sports Group	4.1%	City of Toronto Facebook Page	3.1%	City of Toronto Twitter Message	17.3%	Other, please specify...
29.2%	Residential Neighborhood Group																		
16.8%	Personal Social Network																		
11.8%	Community Organization																		
7.9%	City Councillor Notice/Website																		
5.0%	City of Toronto Website																		
4.7%	Recreation/Sports Group																		
4.1%	City of Toronto Facebook Page																		
3.1%	City of Toronto Twitter Message																		
17.3%	Other, please specify...																		

Question	Percentage Frequency Response of Total Count
<p>Reasons for Not Visiting Humber Bay Parks</p> <p>Listed below are some possible reasons that may prevent you from visiting Humber Bay Parks.</p> <p>Please select as many as apply to you.</p> <p>This is a checklist question. Respondents were allowed to provide multiple responses.</p>	<p>Count</p> <p>3 This park is not conveniently located for me</p> <p>1 I don't have time</p> <p>1 I only visit parks close to home</p> <p>0 I 'm not interested</p> <p>0 I don't feel safe in City parks</p> <p>3 Other, please specify...</p> <p>Total Sum of the Checklist = 8</p>
<p>What would make you more likely to visit Humber Bay Parks?</p> <p>Listed below are some possible options that may apply to you.</p> <p>This is a checklist question. Respondents were allowed to provide multiple responses.</p>	<p>Count</p> <p>3 More information</p> <p>1 Different park features like sportsfields, swimming pools etc.</p> <p>1 More accessible parks for people with physical disabilities</p> <p>0 Finding a park closer to home</p> <p>0 Nothing would make me more likely to visit Humber Bay Parks</p> <p>2 Other reason, please specify</p> <p>Total Sum of the Checklist = 6</p>
<p>Are you a member of a group or league that regularly permits or relies on City of Toronto parks and recreation facilities?</p>	<p>18% Yes</p> <p>82% No</p> <p>Total Respondents = 939</p>

Question	Percentage Frequency Response of Total Count
Please provide the first 3 digits of your postal code.	88% Provided Postal Code (First 3 Digits, FSA, Only) 12% Prefer Not to Answer Total Respondents = 647
Which choice best describes your household?	36.7% Couple with no children 27.1% Adult living alone 20.7% Couple with children 2.3% Extended family 2.2% Single parent with children 5.3% Prefer not to answer 5.6% Other, please specify... Total Respondents = 943
What is your age?	1.9% 15-24 14.0% 25-34 17.4% 35-44 18.0% 45-54 23.4% 55-64 16.2% 65-74 4.1% 75-84 0.5% 85+ 4.3% Prefer Not to Answer Total Respondents = 948
What is your gender?	52% Female 42% Male 6% Prefer not to answer Total Respondents = 943
Tell us about your vision for Humber Bay Parks Please provide any suggestions or comments about the Humber Bay Parks Master Plan and the Guiding Principles that you think are important.	In total there were 812 open-ended written comments provided by respondents in the survey. These comments were sorted into the following 12 key themes: 21% Maintain or enhance habitat and natural character of park 19% Improve outdoor amenities/programs 12% Improve access to park and waterfront 11% Improve indoor amenities/programs 10% Improve police presence and by-law enforcement through park 7% Improve maintenance and safety in the park

Question	Percentage	Frequency	Response of Total Count
	5%		Prohibit indoor amenities/programs
	5%		Separate pedestrian and cycling facilities
	3%		Improve park safety measures; lighting, signage, phones/camera
	2%		Improve safety at the waterfront
	2%		Improve enforcement at Dogs Off-Leash area
	1%		Maintain or enhance Dogs Off-Leash area



APPENDIX 3

Humber Bay Park Terrestrial Biological Inventory and Assessment, March, 2014



Humber Bay Park

Terrestrial Biological Inventory and Assessment

March, 2014



Report prepared by: Paul Prior, Fauna Biologist
Gavin Miller, Flora Biologist
Alberta D'Souza, GIS Technologist

Reviewed by: Sue Hayes, Project Manager, Terrestrial Field
Inventories
Scott Jarvie, Manager, Watershed Monitoring and
Reporting Section

This report may be referenced as:

Toronto and Region Conservation Authority (TRCA). 2014.
Humber Bay Park Terrestrial Biological Inventory and Assessment.

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1.0 Introduction

In 2013 the Toronto Region Conservation Authority (TRCA) conducted a flora and fauna inventory of the Humber Bay Park, including both Humber Bay East and West, and the adjacent mainland lakeshore: Humber Bay Shores. In this report these three areas are considered as a single larger study area: Humber Bay Park, an area that has undergone extensive management in the past few years. As shown in Maps 1 and 2, the study area is located on the Lake Ontario shoreline at the mouth of Mimico Creek (please refer to section 2.0 for details).

The TRCA conducted field work within the study area to *assess the results of the management activities* regarding vegetation communities, flora and fauna species and to *estimate the success of plantings and installed habitat features*. The inventory provides background data for the City of Toronto's park revitalization plans for the three sections of Humber Bay Park.

The site features are to be understood within the larger regional context provided by the Terrestrial Natural Heritage Program of the TRCA (see Section 1.1), keeping in mind the question "*How does Humber Bay Park fit within the regional and watershed natural system, and how should its contribution to this system be protected and maximized?*" The important underlying message presented by this question is that the health of the natural system is measured at the regional scale and specific sites must be considered together for their benefits at all scales, from the site to the larger system.

1.1 TRCA's Terrestrial Natural Heritage Program

Rapid urban expansion in the TRCA jurisdiction has led to continuous and incremental loss of natural cover and species. In a landscape that probably supported 95% forest cover prior to European settlement, current mapping shows that only 17% forest and wetland cover remains. Agricultural and natural lands are increasingly being urbanized while species continue to disappear from a landscape that is less able to support them. This represents a substantial loss of ecological integrity and ecosystem function that will be exacerbated in the future according to current urbanization trends. With the loss of natural cover, diminishing proportions of various natural vegetation communities and reduced populations of native species remain. Unforeseen stresses are then exerted on the remaining flora and fauna in the natural heritage system. They become even rarer and may eventually be lost.

This trend lowers the ability of the land to support biodiversity and to maintain or enhance human society (e.g. through increased pollution and decreased space for recreation). **The important issue is the cumulative loss of natural cover in the TRCA region that has resulted from innumerable site-specific decisions.**

In the late 1990s the TRCA initiated the Terrestrial Natural Heritage Program to address the loss of terrestrial biodiversity within the jurisdiction's nine watersheds. This work is based on

two landscape-level indicators: the quality distribution of natural cover and the quantity of natural cover. These indicators summarize changes that occurred within the historical natural system. The aim of the program is to create a conservation strategy that both protects elements of the natural system (vegetation communities, flora and fauna species) *before* they become rare and promotes greater ecological function of the natural system as a whole. This preventive approach is needed because by the time a community or species has become rare, irreversible damage has often already occurred. A healthy natural system capable of supporting regional biodiversity in the long term is the goal of the Terrestrial Natural Heritage Systems Strategy (TNHSS) by setting targets – both short and long-term (100 years) – for the two landscape indicators in order to provide direction in planning at all scales (TRCA 2007a, TRCA 2007b).

A target system that identifies a land base where natural cover should be restored is a key component of the Strategy. Although the objectives of the Strategy are based on making positive changes at all scales, the evaluation models were developed at the landscape scale using a combination of digital land cover mapping and field-collected data. Field-collected data also provides ground-level information in the application of the landscape models at the site scale. The two indicators and the targets that have been set for them are explained in Section 3.1. It is important to understand that habitat quality and distribution are interdependent. For example, neither well-distributed poor-quality natural cover nor poorly-distributed good-quality natural cover achieves the desired condition of sustainable biodiversity and social benefits across the watershed.

2.0 Study Area Description

Humber Bay Park lies on the shore of Lake Ontario at the mouth of Mimico Creek (Map 1). The site is within the Carolinian floristic region, which is composed of mainly deciduous forest. Mid-twentieth century soil mapping shows the soils to be Chinguacousy clay loam next to the immediate lakeshore and Berrien sandy loam to the north (Hoffman and Richards 1955). However, the surficial geology and soils at this location have been almost entirely replaced by anthropogenic fill deposited from the mid-twentieth century up to 2007 (in fact the site itself was underwater before fill emplacement). The area used to be known as the Etobicoke Motel Strip because for much of the 20th century, the waterfront was occupied by low-end motels. Since 2000, these lands (now immediately to the north of the fill which comprises the park) have been covered by new condominium development.

The peninsulas that comprise the East and West Parks along with the adjacent main shoreline (Humber Bay Shores) are a result of the depositing of lakefill by the TRCA at the mouth of the Mimico Creek (Map 2). The park was opened to the public in 1984 and since then there have been several initiatives aimed at improving the habitat available on this artificially created landform. The park provides additional recreational space and opportunities for the creation of “natural” habitats. The Park is part of a semi-continuous corridor of natural cover and public

parkland along the Toronto waterfront, including the multi-use Waterfront Trail. The area has high recreational use by hikers and dog-walkers. Yacht clubs cover much of the western peninsula of Humber Bay Park.

3.0 Inventory Methodology

In 2013 the first full biological inventory of the Humber Bay Park study area was conducted. The inventory covered vegetation communities and species (flora and fauna) according to the TRCA methodology for field data collection (TRCA 2007d).

3.1 Landscape Analysis

The quality, distribution and quantity of natural cover in a region are important determinants of the species distribution, vegetation community health and the provision of “ecosystem services” (e.g. air and water quality, recreation, aesthetics) in that region.

Base Mapping

The first step in evaluating a natural system or an individual *habitat patch* is to interpret and map land cover using aerial photographs. The basic unit for the evaluation at all scales is the habitat patch in the region, which are then combined and evaluated as a system at any scale. A *habitat patch* is a continuous piece of habitat, as determined from aerial photo interpretation. The TRCA maps habitat according to four broad categories: *forest*, *wetland*, *meadow*, and *coastal* (beach, dune, or bluff). At the regional level, the TRCA jurisdiction is made up of thousands of habitat patches. This mapping of habitat patches in broad categories is conducted through remote-sensing and is used in the evaluation of quality, distribution and quantity of natural cover. It should not be confused with the more detailed mapping of vegetation communities obtained through field surveys and that is used to ground-truth the evaluation (see Section 3.3).

Quality Distribution of Natural Cover

The quality of each habitat patch is evaluated according to three criteria: *size* (the number of ha occupied by the patch), *shape* (edge-to-area ratio), and *matrix influence* (measure of the positive and negative impacts from surrounding land use) (TRCA 2007c). A total score for each patch is obtained through a weighted average of the scores for the three criteria. This total score is used as a measure of the ‘quality’ of a habitat patch and is translated into a local rank (L-rank) ranging from L1 to L5 based on the range of possible total scores from three to 15 points. Of these L-ranks, L1 represents the highest quality habitat and L5 the poorest. Species presence or absence correlates to habitat patch quality (size, shape and matrix influence) (Kilgour, 2003). The quality target is based on attaining a quality of habitat patch throughout the natural system that would support in the very long term a broad range of

biodiversity, more specifically a quality that would support the region's fauna Species of Conservation Concern (Table 1).

Table 1: Habitat patch quality, rank and species response

Size, Shape and Matrix Influence	Patch Rank	Fauna Species of Conservation Concern
Excellent	L1	Generally found
Good	L2	Generally found
Fair	L3	Generally found
Poor	L4	Generally not found
Very Poor	L5	Generally not found

In addition to the three criteria that make up the total habitat patch score, another important measure to consider in assessing habitat patch quality is forest interior, i.e. the amount of forest habitat that is greater than 100 meters from the edge of the forest patch, using 100 meter increments. A recognized distance for deep interior conditions occurs at 400 meters from the patch edge. Such conditions are a habitat requirement for several sensitive fauna species.

Quantity

The *quantity target* is the amount of natural cover which needs to exist in the landscape in order to accommodate and achieve the quality distribution targets described above. The two targets are therefore linked to each other: it will be impossible to achieve the required distribution of natural heritage quality without the appropriate quantity of natural cover. The proportion of the region that needs to be maintained as natural cover in order to achieve the desired quality has been identified as 30%.

3.2 Ranking and Scoring Communities and Species

While the targets for the natural heritage system are derived from regional-scale information, the ground-truthing surveys at the site level provide important information that can be used in conjunction with the targets to plan decisions at the site level. A key component of the ground-truthing surveys is the scoring and ranking of vegetation communities and flora and fauna species to generate local "L" ranks (L1 to L5), which were first assigned in 1996-2000. These are reviewed and updated regularly (TRCA 2010). They roughly correspond to the habitat patch ranks. For example, a species ranked L4 may be expected in habitat patches with a quality of L4 or better.

Vegetation community scores and ranks are based on two criteria: *local occurrence* and the number of *geophysical requirements* or factors on which they depend. Flora species are scored using four criteria: *local occurrence*, *population trend*, *habitat dependence*, and

sensitivity to impacts associated with development. Fauna species are scored based on seven criteria: *local occurrence*, *local population trend*, *continent-wide population trend*, *habitat dependence*, *sensitivity to development*, *area-sensitivity*, and *patch isolation sensitivity*. With the use of this ranking system, communities or species of *regional concern*, ranked L1 to L3, now replace the idea of *rare* communities or species. Rarity (*local occurrence*) is still considered but is now one of many criteria that make up the L-ranks, making it possible to recognize communities or species of regional concern before they have become rare.

In addition to the L1 to L3 ranked species, a large number of currently common or secure species at the regional level are considered of concern in the urban context. These are the species identified with an “L” rank of L4. Although L4 species are widespread and frequently occur in relatively intact urban sites, they are vulnerable to long-term declines.

3.3 Vegetation Community and Species

Vegetation communities and flora and fauna species were surveyed concurrently. Botanical field-work for the site was conducted in the summer of 2013 (Table 2). Vegetation community designations were based on the Ecological Land Classification (ELC) and determined to the level of vegetation type (Lee *et al.* 1998). Community boundaries were outlined onto printouts of 2007 digital ortho-rectified photographs (ortho-photos) to a scale of 1:2000 and then digitized in ArcView. Flora regional and urban species of concern (species ranked L1 to L4) were mapped as point data with approximate number of individuals seen.

Fauna data were collected by the TRCA in May and June of 2013 (Table 2). These surveys were concerned primarily with the mapping of breeding bird species of regional concern. Songbirds are surveyed in late May to July in order to obtain breeding bird data and to exclude migrants. The methodology for identifying confirmed and possible breeding birds follows Cadman *et al.* (2007). Fauna species of regional and urban concern (species ranked L1 to L4) were mapped as point data with each point representing a possible breeding pair.

Table 2: Schedule of the TRCA biological surveys at Humber Bay Park study area

Survey Item	Survey Dates	Survey Effort (hours)
Vegetation Communities and Flora Species	7 th , 12 th , 20 th and 25 th June; 31 st Jul; 17 th and 24 th Sep 2013	40 hours
Breeding Songbirds	24 th and 29 th May and 20 th June, 2013.	10 hours

4.0 Results and Discussion

Information pertaining to the Humber Bay Park study area was collected through both remote-sensing and ground-truthing surveys. This information contains three levels of detail: habitat patch, vegetation community, and species (flora and fauna). This section provides the information collected and its analysis in the context of the TNHS Strategy.

4.1 Regional Context

Based on 2007/08 orthophotography, 25% of the land area in the TRCA jurisdiction consists of natural cover but this figure includes meadow and old field. Although historically, the region would have consisted of up to 95% forest cover, today (i.e. 2007/08) only about 17% is covered by forest and wetland. Of the non-natural cover (i.e. the remaining 75%), 48% is urban and 27% is rural / agricultural.

The regional level analysis of habitat patches shows that the present average patch quality across the TRCA jurisdiction is “fair” (L3); forest and wetland cover is contained largely in the northern half of the TRCA jurisdiction, especially on the Oak Ridges Moraine; and the quantity is 16% of the surface area of the jurisdiction (Map 3). Thus the existing natural system stands below the quantity target that has been set for the region (30%) and also has an unbalanced distribution. The distribution of fauna species of concern is also largely restricted to the northern part of the jurisdiction; fauna species of regional concern are generally absent from the urban matrix (Map 4). The regional picture, being the result of a long history of land use changes, confirms that **all** site-based decisions contribute to the condition of a region.

According to the ground-truthed vegetation surveys, the study area includes a total of 31.8 ha of natural cover (Appendix 1). Of this natural cover, 2.3 ha are identified as meadow, 10.8 ha as successional habitat, 4.4 ha as plantation, 2.7 ha as wetland, 3.5 as vegetated aquatic, and 8.1 ha as “dynamic” (artificial beach or prairie) habitat. The proximity of Lake Ontario complicates attempts to provide accurate patch quality assessment, especially with such small patches. This complication arises because Lake Ontario is assigned a positive matrix influence score (since it is a natural feature) and this incidentally raises the overall patch quality score of any neighbouring habitat patches. Map 5 shows that the habitat patches at the Humber Bay Complex score “very poor” (L5) for patch size, but this score is tempered by the artificially high “good” (L2) score that many of the habitat patches attain (Maps 6 and 7) due to the proximity of Lake Ontario resulting in an over all “poor” patch quality score (Map 8) when in fact a more appropriate score would be “very poor” (L5). However, it is anticipated that part of the sheltered embayment will become wetland over time, and more vegetation may arise spontaneously amid the armour stone and through planting. Any increase in natural cover would improve the site and also increase positive matrix influence on nearby areas such as Mimico Waterfront Linear Park (TRCA 2014).

4.2 Vegetation Community Findings for Humber Bay Park

4.2.1 Vegetation Community Representation

In 2013, 34 vegetation community types were described for Humber Bay Park (Appendix 1). There are 7 “forest” communities (actually all young plantation); 10 successional communities;

7 dynamic communities, 2 meadow communities, 5 wetland communities, and 3 aquatic communities. These communities are all anthropogenic in origin and disturbed in character; the oldest would date from no earlier than the late 1970s.

Plantation communities provide 4.4 ha of natural cover, though because of their young age (maximum about 30 years) and small fragmentary character, should be included functionally with the successional communities, which account for another 10.8 ha. These communities together thus make up about half the site. A blend of woody plants with fragmentary to partial canopy closure is characteristic of these communities, and it is not always apparent how much of the woody material is planted or naturally-regenerating. Prominent vegetation types include Native Deciduous Savannah (CUS1-A1) and Restoration Deciduous Plantation (CUP1-A). The oldest, most closed-canopy communities are Ash-Conifer Mixed Plantation (CUP2-G) and Austrian Pine Coniferous Plantation (CUP3-b). The planted material found in these communities is relatively young and vulnerable to competition from other more aggressive exotic species currently establishing at the site. The lower and ground layers are generally dominated by exotic species such as garlic mustard (*Alliaria petiolata*), hedge parsley (*Torilis japonica*), and shrub honeysuckles (*Lonicera* spp). Small parts of the site still have few enough trees to be classed as meadow (2.3 ha).

Dynamic communities at natural sites generally are the result of energetic processes (fire, wave and wind erosion) which maintain the community in an open or semi-open condition. At Humber Bay Park however, the processes are artificial (grading and filling), resulting in largely-stabilized shoreline communities on armour stone rock or cobble, along with a couple of prairie plantings and gravelly mud-flats sometimes visible along the estuary of Mimico Creek (these treated as Open Riparian Sand / Gravel Bar).

Wetlands occupy 2.7 ha (9% of the site) and are evenly split between Willow Mineral Thicket Swamp (SWT2-2) forming a fringe around many of the lagoon areas; and marshes, largely Hybrid Cattail Mineral Shallow Marsh (MAS2-1b) and Common Reed Mineral Shallow Marsh (MAS2-a).

4.2.2 Vegetation Communities of Concern

The vegetation communities that occur in the TRCA jurisdiction are scored and given a local rank from L1 to L5 based on the two criteria mentioned in Section 3.2. Community boundaries and ranks are shown on Map 9.

Humber Bay Park has 12 communities of conservation concern (rank L1-L4). They occupy 8.7 ha (28%) of the site. Because of the relatively new character of the site, the ranks may not always perfectly reflect community sensitivity. For example, the Mineral Open Beach (BBO1) (rank L3) and Mineral Treed Beach (BBT1-A) (rank L2) are considered “natural” because they formed on cobble and are subject to wave action. However, they are protected by armour stone areas and do not have much native vegetation at present. The high rank reflects their potential to support coastal vegetation.

On the other hand, there are a couple of patches of Fresh-Moist Cottonwood Tall Treed Woodland (CUW1-A4) (rank L3) which at this time do have a complex structure and support a suite of native coastal plants.

In addition, three of the wetlands have developed into natural communities of conservation concern: Willow Mineral Thicket Swamp (SWT2-2) (rank L4) forming densely along lagoon shorelines; Bur-reed Mineral Shallow Marsh (MAS2-7) (rank L3), and Forb Mineral Shallow Marsh (MAS2-9). The latter is a fairly sparse community on exposed mud, almost better classed as a mudflat but still of conservation interest for its periodic growth of annual plants and provision of bird habitat.

A small amount of the lagoon area has enough vegetation to be considered a Pondweed Submerged Shallow Aquatic Community (SAS1-1) (rank L4). There is also a land-locked but artificially-fed pond and channel system on the east peninsula of Humber Bay Park that is a Water Milfoil Submerged Shallow Aquatic Community (SAS1-4) (rank L4). The aquatic macrophyte growth here is dense; unfortunately most of it is the invasive Eurasian Water-milfoil (*Myriophyllum spicatum*). This community is more contained and isolated from lake influences than the lagoons.

The community of the greatest conservation interest at Humber Bay Park is actually the prairie planting associated with the Humber Bay Butterfly Habitat project, which dates from 1998-2000 (Figure 1). This vegetation type is classified as Fresh-Moist Tallgrass Prairie Planting (TPO2-A) and is ranked L5 because it is planted. However, the project was carefully prepared and planned, using mostly locally-sourced and documented material, and includes many species of conservation concern (see Section 4.3.3). Invasive species are moving into the prairie but many of the natives are abundant.



Figure 1. Humber Bay Butterfly Habitat: Tallgrass prairie planting dating from 1998-2000 (photo by Nettie Lambert, June 2013)

4.3 Flora Findings for Humber Bay Park

4.3.1 Flora Species Representation

Humber Bay Park had a total of 353 species of vascular plants recorded in 2013 (Appendix 2). There are 244 naturally-occurring species and 109 planted species at the site. Of the non-planted species, only 79 are native (32%). These results reflect on the one hand the disturbed landfill origins of the site (low species richness and dominance by exotics among the naturally-colonizing species) and on the other hand, the extensive amount of habitat work and planting over the past 30 years (the large component of species, predominantly native, originating from plantings). For this reason, plantings will be considered separately. It is not always easy at this kind of site to differentiate species that came on their own and which originated from plantings, although it can usually be discerned from placement or pattern, and their known availability from nurseries or popularity for use in planting plans.

4.3.2 Flora Species of Concern

Twenty species of regional (L1-L3) or urban concern (L4) were recorded at Humber Bay Park in 2013. Appendix 2 lists plant species by ranks and locations are shown on Map 10. The ranks are based on sensitivity to human disturbance associated with development; and habitat dependence, as well as on rarity (TRCA 2010). Rarity is defined as being found in six or fewer of the forty-four 10x10 km UTM grid squares that cover the TRCA jurisdiction. In most cases, the species are not currently rare but are at risk of long-term decline due to the other criteria.

There are 5 vascular plant species of regional conservation concern: water star-grass (*Heteranthera dubia*), foxtail wood sedge and troublesome sedge (*Carex alopecoidea* and *C. molesta*), hard-stemmed bulrush (*Schoenoplectus acutus*), and wood sage (*Teucrium canadense*) (with a rank of L3). Three of these are sedges and all are readily dispersed, often by water. An additional 15 species have a rank of L4. Only one species of concern recorded at Humber Bay Park is actually rare (water star-grass); the other two have a low number of records because they have only recently been tracked: heal-all (*Prunella vulgaris* ssp. *lanceolata*) and pink hedge bindweed (*Calystegia sepium* ssp. *americana*).

Eighteen of the 20 species of regional or urban concern are habitat specialists to some extent (Map 11). Half of these, such as peach-leaved willow (*Salix amygdaloides*), boneset (*Eupatorium perfoliatum*), and hard-stemmed bulrush are wetland species associated with the shoreline and inlets. The variegated bulrush (*Equisetum variegatum*) actually tends to be even more restricted, to calcareous wetlands (including coastal thicket swamps) and so reflects the site's proximity to Lake Ontario. There are also 3 aquatic species of concern: the water star-grass, which tends to be specific to Lake Ontario sites; greater duckweed (*Spirodela polyrhiza*), and a water-weed which was likely Canada waterweed (*Elodea canadensis*) but was not accessible for absolute verification. Nuttall's waterweed (*E. nuttallii*) also can occur along the lakeshore. There were 5 species of concern typical of successional (or terrestrial shoreline) habitats, such as Emerson's hawthorn (*Crataegus submollis*), pink hedge bindweed and paper birch (*Betula papyrifera*) which had natural as well as planted occurrences. One open-land species was typical of prairie habitats though slightly generalist: sky-blue aster (*Symphyotrichum oolentangiense*).

Vulnerability to impacts caused by nearby development or human land use generally is another factor affecting species of concern. In the case of Humber Bay Park, there are 17 L1 to L4 flora species that have a somewhat elevated score (Map 5). The main risk is from being overrun by invasive exotics, since the flora are fairly disturbance-tolerant in other ways. This is particularly true of the wetland species that are outcompeted by common reed (*Phragmites australis* ssp. *australis*) and hybrid cattail (*Typha* x *glauca*). Foxtail wood sedge and troublesome sedge grow well in disturbed landscapes but do not compete well in the long term with woody invasive species such as buckthorn (*Rhamnus cathartica*) or herbaceous invasives such as dog-strangling vine (*Cynanchum rossicum*) or reed canary grass (*Phalaris arundinacea*). To some extent, the wetland species require fluctuating lake levels to maintain

suitable habitat. Wood sage grows well in areas that are occasionally below the high-water mark, while hard-stemmed bulrush grows in more regularly-inundated areas.

Nutrient loading and sedimentation from storm water runoff, the outflow of Mimico Creek, and Canada geese all contribute to increased growth of invasive species and reduced light penetration in the water; both of which inhibit native wetland plants. Trampling at this highly-used public park is intense, but most of the species present are not particularly sensitive.

4.3.3 Plantings

Numerous habitat creation and planting projects have taken place at Humber Bay Park since the park was established. These range from clusters of trees and shrubs in landscape plantings in the 1980s to expansions of the tree and shrub cover continuing to this day. The most extensive work involved wetland habitat creation in the 1990s and the Humber Bay Butterfly Habitat installation done around 1998-2000. Sixty-eight of the 109 (62%) planted species seen in 2013 were native; this reflects the commitment of the recent landscape design to using native species. Planted species ranked L1 to L4 are shown on Map 10.

Early landscape plantings were mostly of trees and shrubs, with less attention given to native species. For example, the exotic (but not invasive) Austrian pine (*Pinus nigra*) is one of the dominant species in the older plantings, chosen because of its adaptability to disturbed fill soils and urban conditions. Some common native species such as red ash (*Fraxinus pennsylvanica*) and staghorn sumac (*Rhus typhina*) are included; the ash were being treated to prevent emerald ash borer in 2013. The more recent woody plantings, some as recent as 2013, had a slightly wider range of native species, but were still mostly the kind of common, readily-available stock that is adaptable to the fill soils. The recent plantings include a number of trees and shrubs that are not native to Toronto but are found in other parts of southern Ontario, such as swamp white oak (*Quercus bicolor*) and Kentucky coffee-tree (*Gymnocladus dioica*). Tree and shrub plantings at Humber Bay have generally survived well, but with some invasive species moving into the lower and ground layers.

Wetland plantings, largely in the 1990s, focused on the lagoons and shorelines of both Humber Bay East and West. These plantings have had to contend with disruption by carp (*Cyprinus carpio*) and Canada geese (*Branta canadensis*), as well as the omnipresent and extremely aggressive common reed and hybrid cattail. To some extent, hybrid cattail was actually planted since it provides habitat and was likely to have high success. Certain wetland plants have established successfully and extensively, including greater bur-reed (*Sparganium eurycarpum*), river bulrush (*Bolboschoenus fluviatilis*), soft-stemmed bulrush (*Schoenoplectus tabernaemontani*), and water smartweed (*Persicaria amphibia* var. *stipulacea*). Common arrowhead (*Sagittaria latifolia*) is locally abundant. These have generally either been able to hold their own against the carp, geese, common reed and hybrid cattail, or adapt to slightly deeper water levels. Other wetland plants are established, but only sporadically and in small populations, such as blue flag (*Iris versicolor* and *I. virginica*), Baltic rush (*Juncus arcticus* ssp. *balticus*), and swamp milkweed (*Asclepias incarnata*). And some, such as the bullhead lily

(*Nuphar variegatum*) transplanted from Heart Lake in 1993 (MTRCA 1994), could not be found in 2013.

The most diverse and experimental planting at Humber Bay Park is the Humber Bay Butterfly Habitat, which focused on prairie species with just a few shrubs and trees. This project extends from the western part of Humber Bay Shores to the base of Humber Bay East. The planting areas were first overlaid with a light, sandy topsoil to counteract the heavy underlying fill, and species were chosen for their value to butterflies. In 2013, a large number of species were still on site and thriving, including New Jersey tea (*Ceanothus americanus*), oxeye (*Heliopsis helianthoides*), foxglove beard-tongue (*Penstemon digitalis*), balsam ragwort (*Packera paupercula*) (Figure 2), smooth aster (*Symphyotrichum laeve*), Indian grass (*Sorghastrum nutans*), big bluestem (*Andropogon gerardii*), and short-fruited sedge (*Carex brevior*). Moist prairie species included Canada bluejoint (*Calamagrostis canadensis*) prairie cord-grass (*Spartina pectinata*), and spike blazing-star (*Liatris spicata*). As with the woody species, some native to southern Ontario but not specifically Toronto were included, for example Great Lakes St. John's-wort (*Hypericum kalmianum*) and grey-headed coneflower (*Ratibida pinnata*). Although many native plants are well-established, there is still a considerable matrix of exotic herbs and cool-season grasses so the site is due to receive some maintenance.

Given the intensely urban character of the park, strict adherence to locally-native species is not as important as it would be in restoring a relict natural habitat such as Toronto Island.



Figure 2. Balsam ragwort (rank L2), successfully established at Humber Bay Butterfly Habitat (photo by Gavin Miller, June 2013)

4.3.4 Invasive Species

Many of the exotic plants at Humber Bay Park are non-aggressive species associated with recently-disturbed ground. There are however, some significant invasive exotic plants present. These include several species which are widespread and sometimes dominant in wetland or terrestrial habitats, and also a few which are localized but have the potential to become severe problems if allowed to expand.

The marshes around the lagoon areas are mostly dominated by common reed and hybrid cattail. These wetland invasive species are not likely going anywhere soon, given their rapid growth and the nutrient-rich urban character of the site. However, fluctuations in water level may provide gaps in their growth and promote more diversity. Purple loosestrife (*Lythrum salicaria*) is common but has been kept in check through biological control for the past ten years.

The landlocked pond system in on the east peninsula is dominated by the invasive aquatic plant Eurasian water-milfoil, although this is a more controllable environment than the lagoons directly open to the lake.

Dog-strangling vine (*Cynanchum rossicum*) is of moderate abundance in the terrestrial areas. It is likely to become dominant as a matter of course, and poses a serious medium- and long-term threat to the integrity of the Humber Bay Butterfly Habitat as it will certainly continue to seed in.

Woody exotics such as Siberian elm (*Ulmus pumila*), European alder (*Alnus glutinosa*), Russian-olive (*Elaeagnus angustifolia*), buckthorn (*Rhamnus cathartica*), Norway and Manitoba maples (*Acer platanoides* and *A. negundo*) are likely to seed in and take over any terrestrial plantings and successional areas. Where tree growth has resulted in some shade, for example in the older plantings from the 1980s and 1990s, the understory is largely shrub honeysuckle and the ground layer occupied by hedge parsley and garlic mustard. All of these are prolific seed-producers and the garlic mustard is known to have a long-lived seed bank.

One invasive plant that is still currently localized is oriental bittersweet (*Celastrus orbiculatus*), growing along a fenceline on the western peninsula where it was planted.

Emerald ash borer (*Agrilus planipennis*) is now spreading through the Toronto area. Most likely it will eventually kill almost all native ash trees (*Fraxinus* spp.) in the jurisdiction unless they are treated with TreeAzin®, a formulation derived from the neem tree (*Azadiracta indica*) that kills larvae that attempt to consume the cambium. Humber Bay Park has many ash, especially red ash (*F. pennsylvanica*) in plantings. However, in 2013, many of the trees were being treated.

4.4 Fauna Findings for Humber Bay Park

4.4.1 Fauna Species Representation

The TRCA fauna surveys at the site in 2013 documented a total of 37 bird species, 6 mammals, and 1 frog species for a total of 44 possible breeding fauna species. Note that in 2013 a small colony (20 nests) of cliff swallows (*Petrochelidon pyrrhonota*) was reported from the bridge just beyond the northern limit of the study area; this species has been included in the overall total. A handful of incidental records from the past decade add just two extra species to the list: savannah sparrow (*Passerculus sandwichensis*) and white-tailed deer (*Odocoileus virginianus*), were both observed in 2006. Therefore, given the 10 year limit on inclusion of sightings into a current species list for any site, the Humber Bay Park species list totals 46 species. Refer to Appendix 3 for a list of the breeding fauna species at the Humber Bay Park study area and their corresponding L-ranks.

4.4.2 Fauna Species of Concern

Fauna species, like vegetation communities and flora species, are considered of regional concern if they rank L1 to L3 based on their scores for the seven criteria mentioned in Section 3.2. It is important to also document the status of L4 species, i.e. those species that are of concern within the urban portions of the region. As with flora, this is a proactive, preventive approach, identifying where conservation efforts need to be made before a species becomes rare. Map 11 shows locations of fauna from both categories.

Fauna surveys at the Humber Bay Park study area reported two L3 fauna species: hooded merganser (*Lophodytes cucullatus*) and red-necked grebe (*Podiceps grisegena*). Both of these sensitive nesting species were located in the enclosed lagoon on the east side of the entrance to the East Park. The merganser was observed with two fledged young and may have moved into the lagoon from potential nesting locations further up Mimico Creek (or the nearby Humber River); the grebes on the other hand were observed attending a nest in the lagoon.

There was a total of 14 L4 bird species reported in the past decade; in addition there were 5 mammal species and one frog species. Therefore (with the two L3 bird species) the overall total for species of regional and urban concern (L1 – L4) at the study area is 22 species (Table 5). Note that one of these species, the barn swallow, is listed as Threatened at both the Provincial and Federal levels, affording this species special protection. At the Humber Bay Park study area, barn swallows were recorded nesting on buildings and bridges at three locations throughout the area; the species also nests regularly at the neighbouring Mimico Waterfront Linear Park, resulting in fairly large congregations of foraging swallows once the young have fledged in mid to late summer (TRCA 2014).

Table 3: Breakdown of Species of Concern at Humber Bay Park study area

Fauna	# species	# L1–L3: Species of Regional Concern	# L4: Species of Urban Concern	Total # L1-L4: Species of Regional or Urban Concern
birds	38	2	14	16
herps	1	0	1	1
mammals	7	0	5	5
TOTALS	46	2	20	22

Local occurrence is one of seven scoring criteria for fauna species and is based on TRCA data and information from the Natural Heritage Information Centre (NHIC) of the OMNR (NHIC 2008). Using local occurrence as a measure of regional rarity, any species that is reported as a probable or confirmed breeder in fewer than 10 of the forty-four 10x10 km grid squares in the TRCA jurisdiction is considered regionally rare (i.e. scores 3 to 5 points for this criterion) (TRCA 2010). There were 3 regionally rare fauna species reported for the site: red-necked grebe is a fairly recent arrival as a nesting species along this western section of the Toronto

waterfront, readily taking to artificial nest platforms when provided; gadwall (*Anas strepera*) nests sporadically along the entire length of the lakeshore; and purple martin (*Progne subis*) is reported as nesting in just 3 of the 44 regional grid squares, again associated with the lakeshore. As is the case with flora, most regionally rare fauna species have other associated factors that explain their vulnerability and need to be taken into account in conservation strategies.

Sensitivity to development is another criterion used to determine the L-rank of fauna species. A large number of impacts that result from local land use, both urban and agricultural, can affect the local fauna. These impacts – considered separately from the issue of actual habitat loss – can be divided into two distinct categories. The first category involves changes that arise from local urbanization that directly affect the breeding habitat of the species in question. These changes alter the composition and structure of the vegetation communities; for example, the clearing and manicuring of the habitat (e.g. by removal of dead wood and clearance of shrub understorey). The second category of impacts involves changes that directly affect individuals of the species in question. Examples include increased predation from an increase in the local population of predator species that thrive alongside human developments (e.g. blue jays, *Cyanocitta cristata*; American crows, *Corvus brachyrhynchos*; squirrels, *Sciuridae*; raccoons, *Procyon lotor*; and house cats, *Felis catus*); parasitism (from facilitating the access of brown-headed cowbirds, *Molothrus ater*, a species which prefers more open, edge-type habitat); competition (for nest-cavities with bird species such as house sparrows, *Passer domesticus*; and European starlings, *Sturnus vulgaris*); flushing (causing disturbance and abandonment of nest) and, sensitivity to pesticides.

Fauna species are considered to have a high sensitivity to development if they score three or more points (out of a possible five) for this criterion. Twelve fauna species of regional or urban concern, scoring as sensitive to development, were reported from the study area (Map 6). Only one of these species, savannah sparrow, habitually nests on the ground and as such is highly susceptible to ground-borne disturbance, e.g. off-leash dog-walking. The sole savannah sparrow breeding record at the study area is from 2006, in the vicinity of the tip of the West peninsula; an individual was observed in the same area in 2013, but too early in the season to rule out the possibility of the individual being an actively migrating bird. Interestingly, neither of these records is from one of the patches of natural cover identified as meadow – savannah sparrows' typical nesting habitat. It is highly likely that hiker and dog disturbance in the highly fragmented meadow habitat throughout the study area is too intense to allow such ground-nesting species to attempt nesting on a regular basis.

Of the remaining sensitive bird species at the study area, 2 are particularly well-represented with 9 pairs of grey catbirds (*Dumetella carolinensis*) (Figure 3) and 11 pairs of willow flycatchers (*Empidonax traillii*). These numbers are especially impressive when one considers the actual amount of available habitat for these species at Humber Bay Park, and even more so when compared to other lakeshore situations. Both species nest at medium heights in sparse shrub cover (although grey catbird is more generalist, also nesting in forest edge situations) where ground-borne disturbance is somewhat less of an issue.

It is important to understand that negative matrix influences are not solely associated with the proximity of urban and suburban developments. Extensive public use of a natural habitat can have substantial negative impact through the cumulative effects of hiking, dog-walking and biking on the site. Such impacts are especially important for breeding fauna since repeated disturbances have severe implications for nest attendance and the feeding of vulnerable young; nest productivity in heavily used areas is reduced for all but the most resilient of species (the latter including non-natives such as house sparrow and European starling). The negative impacts are not quite as significant for migrant species particularly in situations where individuals have the opportunity to move on to less disturbed areas. However, in the urban landscape such opportunities are considerably restricted and in recent years the importance of stop-over habitats in the life-cycles of migrant birds has become recognised as a significant issue. It is as stop-over habitat that the vegetation communities at Humber Bay Park become even more important for fauna, providing both foraging and shelter opportunities for migrants passing through the urban landscape.



Figure 3. Grey catbird, (rank L4), was particularly well-represented at Humber Bay (Photo by Paul Prior).

Area sensitivity is a scoring criterion that can be closely related to the issue of a species' need for isolation. Fauna species are scored for area sensitivity based on their requirement for

a certain minimum size of preferred habitat. Species that require large tracts of habitat (>100 ha in total) score the maximum five points, while species that show no minimum habitat requirement, or require <1 ha in total, score one point. Species scoring three points or more (require 5+ ha in total) are deemed area sensitive species. There were a total of five area sensitive species documented at the site, although the two L3 area sensitive species (hooded merganser and red-necked grebe) should perhaps not really be considered since their local foraging range would include the lower reaches of Mimico Creek or the Humber River, and the near-shore waters of Lake Ontario, i.e. the terrestrial habitat patch size really has little impact on these two species at this site.

The same could be said of two of the remaining three area-sensitive species. Mink (*Mustella vison*) forages in a variety of riparian habitats and such habitats need to be relatively extensive (at least 10 km in length) to provide enough opportunities for denning. The shoreline habitat available at Humber Bay Park falls below the scoring threshold for this species but individuals observed at the study area also have unrestricted access to considerably more shoreline habitat both to the east and west of the site, and also inland along the lower Mimico Creek. Similarly, although white-tailed deer require larger areas than are available at the study area, the species readily moves across the urban landscape in search of appropriate foraging and birthing situations.

The remaining species is great-crested flycatcher (*Myiarchus crinitus*), typically a forest-associated cavity-nesting bird. Although this individual was reported well past the migrant-threshold date used by the TRCA to indicate likelihood of breeding activity, it is probable that this bird was actually a very late migrant. Such belated migrants sometimes summer at coastal stop-over locations and the same is likely true of the red-eyed vireo (*Vireo olivaceus*) – another forest-associated species - from the same area of the park on the same date.

Patch isolation sensitivity in fauna measures the overall response of fauna species to fragmentation and isolation of habitat patches. One of the two main aspects of this scoring criterion is the physical ability or the predisposition of a species to move about within the landscape and is related to the connectivity of habitat within a landscape. The second main aspect is the potential impact that roads have on fauna species that are known to be mobile. Thus most bird species score fairly low for this criterion (although they prefer to forage and move along connecting corridors) whereas many herpetofauna score very high (since their life cycle requires them to move between different habitat types which may increase likelihood of road-kill). One example of how this criterion affects species populations is the need for adult birds to forage for food during the nestling and fledgling stage of the breeding season. By maintaining and improving the connectivity of natural cover within the landscape (e.g. by reforestation of intervening lands) we are able to positively influence the populations of such species, improving their foraging and dispersal potential.

The issue of patch isolation sensitivity at the current site has little real impact on the breeding fauna at Humber Bay Park; all four species which score high for this criterion are largely aquatic and therefore have easy access to the near-shore waters of Lake Ontario and to the

lower reaches of both Mimico Creek and the Humber River. Certainly, for the three semi-aquatic mammals, beaver (*Castor canadensis*), muskrat (*Ondatra zibethicus*) and mink, such shoreline habitats allow for sufficient movement along the Lake Ontario shoreline, although all three species are somewhat susceptible to road-kill. The fourth species is green frog (*Lithobates clamitans*) which was reported from the ponds on Humber Bay Park East. There is likely relatively easy interchange between populations at the Humber Bay site, Mimico Creek and the lower Humber River, and therefore the urban landscape to the north of the park probably has little impact on the lakeshore populations. There might perhaps be an issue within the park where frogs have to cross heavily used paved surfaces, resulting in a level of road-kill and mortality that restricts the growth of a healthy frog population. It is likely that other non-avian species (specifically snakes) are also impacted by the extent and use of paved surfaces within the park, but there were no snakes reported during the current fauna surveys, and no incidental records in the past ten years.

Patch isolation at Humber Bay Park is potentially more significant regarding migrant songbirds. If foraging and sheltering migrants are repeatedly disturbed then they will need to re-locate to less-disturbed habitats – maintenance and replenishing of energy levels is absolutely crucial for migrating individuals. If there is no viable connection between habitat patches then considerable stress is placed on birds as they struggle to find opportunities to move to other areas on their migration path. In this way, the establishment of a series of natural refuges along the lakeshore and throughout the city's ravine system becomes of considerable importance.

Fauna species that score greater than three points under the **habitat dependence** criterion are considered habitat specialists. These species exhibit a combination of very specific habitat requirements that range from their microhabitat (e.g. decaying logs, aquatic vegetation) and requirements for particular moisture conditions, vegetation structure or spatial landscape structures, to preferences for certain community series and macro-habitat types. Red-necked grebe and northern rough-winged swallow are the only fauna species breeding at Humber Bay Park which are considered habitat specialists, both species requiring very specific nesting opportunities. For the red-necked grebe, in the absence of any extensive floating aquatic vegetation, artificial nest-rafts need to be provided. For the swallow, there is a prerequisite of cavities, often over water, for nesting, either natural or man-made.

Migrating birds tend to be somewhat generalist in their habitat selection, even those species that are otherwise extreme habitat specialists in their breeding locations. The most important habitat considerations for migrant songbirds are the availability of food and shelter.

Richness is essentially the presence or absence of species at a site. Beyond mere presence of single species is the idea that a natural system can be considered as a healthy functioning system if there is an association of several species thriving within that system. Each habitat type supports particular species associations. As the quality of the habitat patch improves so will the representation of flora and fauna species within that habitat. In this way representation biodiversity is an excellent measure of the health of a natural system. The presence of a very

low number of habitat dependent species indicates that the habitat in the study area is functioning at a rather low level. To some extent, this is to be expected given the urban landscape in which the site is embedded, and the artificial nature of the entire peninsula and shoreline. However, for two of the L4 species, grey catbird and willow flycatcher, their numbers indicate that there is at least potential for the area to support a thriving population of these somewhat sensitive open-habitat and shrub-habitat dependent species.

5.0 Recommendations

The recommendations for the Humber Bay Park study area are given in relation to the regional targets for natural heritage in the TRCA jurisdiction. Every site, no matter how small, makes its own contribution to the natural system and will require its own individualized plan of action. Following is a short summary of the site highlights, followed by specific recommendations.

5.1 Site Highlights

1. The site is part of the Lake Ontario shoreline corridor, enhancing the natural connection between the mouths of the Mimico Creek and the Humber River.
2. A total of 244 naturally-occurring and 109 planted flora species were observed, showing relatively low species richness augmented by intensive habitat restoration.
3. Five flora species of regional concern (L1-L3), including water star-grass and troublesome sedge, and 15 species of urban zone concern (L4) were found as naturally-colonized populations.
4. Numerous plantings date from the 1980s to the present, including tree groves, wetlands, and prairie; with fair to good success rates. Tree plantings have largely had good survival, but are being compromised by invasive species, especially in the shrub and ground layers.
5. The Humber Bay Butterfly Habitat planting, which includes a diversity of sensitive tallgrass prairie species, has had successful establishment, although it is due for maintenance to remove invasive species. It is one of the more successful prairie plantings in the Toronto area, having lasted over 10 years.
6. Wetland plantings have been constrained by heavy competition from common reed and hybrid cattail; as well as herbivory by carp and Canada geese; however, patches of robust species such as river bulrush and giant bur-reed have grown well. Two emergent forbs, common arrow-head and water smartweed, have established abundantly.

7. Plantings and restoration work have resulted in several communities of conservation concern on site.
8. There is a landlocked pond and channel feature, fed by a pumping station, on the east peninsula (Humber Bay East). This feature has the potential to provide a different kind of wetland environment, more sheltered from disturbing influences, although it is currently dominated by Eurasian water-milfoil.
9. Invasive species infestations include common reed, Eurasian water-milfoil, dog-strangling vine, hedge parsley, garlic mustard, Norway and Manitoba maples, and oriental bittersweet.
10. A total of 46 fauna species were documented as potentially breeding at Humber Bay Park: overall this is low species richness typical of an urban site.
11. The site provides foraging opportunities for several aerial-foraging bird species such as purple martin and cliff swallow. This suite of species is subject to a well-documented but poorly-understood decline across North America.
12. At least three pairs of barn swallow, a Threatened Species at Risk, nest on man-made structures within the study area.
13. The sheltered lagoon at the base of the peninsula provides opportunities for nesting waterfowl, specifically hooded merganser and the regionally rare red-necked grebe. Overwinter the peninsula affords excellent shelter to many duck species, and therefore has become a regular viewing location for local birdwatchers.
14. The site's location on the lakeshore automatically confers a degree of importance as migratory bird stopover habitat – any vegetation cover on site, native or otherwise – will be utilised by migrant songbirds particularly on mornings when unfavourable weather conditions have forced them to make landfall.

5.2 Site Recommendations

In order to establish and maintain a healthy level of biodiversity at the Humber Bay Park study area, the overall integrity of the natural heritage system that includes the site must be enhanced and protected. Therefore, habitat patch size and shape needs to be optimized so as to provide large enough habitat patches to support sensitive flora and fauna sustainably. In addition, connectivity between natural habitats within and beyond the study area must be improved.

Furthermore, at this urban site, habitat quality and integrity must be protected from the negative matrix influences described in the body of the report. This includes managing public use, allowing healthy dynamic natural processes to proceed, and controlling invasive species.

The following recommendations address the above natural heritage concerns, with perhaps an emphasis upon matrix issues and habitat quality given that opportunities for increasing patch size are limited within the study area. Thus, we recommend overall that 1) existing habitats and features be enhanced and protected; 2) that public use be managed; 3) that invasive species be controlled; and 4) that habitat connectivity be re-established and enhanced along the lake shore.

1) Enhance and Protect Existing Features

The more that natural cover is retained at the study area and vicinity, the better it can support a healthy level of biodiversity. Even though there is no potential for large continuous habitat patches at Humber Bay Park, **any increase in natural cover through strategic plantings and restoration will improve the patch size and shape and facilitate in reducing negative matrix influences.** The landscaping and restoration planting is so far mostly successful but is facing pressure from invasive species and heavy use. To ensure its continued success, further plantings and maintenance will be needed. These should be tailored to the site conditions, which are urban and mostly sheltered from direct coastal influences by the lake-fill peninsulas and shoreline armoring.

- a) A general increase in natural cover (especially wetland and thicket) should be a continuing goal for this site.
- b) The Humber Bay Butterfly Habitat planting should be the highest priority. In this case, the focus should be less on further planting and more on maintenance. The planting zone should be thoroughly assessed for invasive species and these removed. These would include reed canary grass (*Phalaris arundinacea*) which in this context threatens tallgrass prairie species, as well as dog-strangling vine and any woody invasive plants. Prescribed burns as are done at High Park would also help to maintain the prairie ecosystem, and the site is well-separated by wide paths and roads, which would reduce potential hazards from this treatment. With maintenance, it is hoped that the existing flora will regenerate to maintain the prairie's integrity with minimal need for further planting. Although there is some separation from large patches of invasive species elsewhere on the site, the prairie will require indefinite monitoring and maintenance, though not necessarily at an intensive level.
- c) The sheltered pond and channel system on the eastern peninsula should also be considered as a wetland restoration site. Given its contained character, it may be possible to control invasive plants as well as carp and geese to enable a more successful pond and wetland system. Emergent and floating-leaved plants such as the bullhead lily planted in the 1990s that failed in the lake-connected lagoon systems may succeed here.

- d) Other plantings should focus on generalist, urban-tolerant species, with maintenance to prevent exotic invasion.
- e) Continue monitoring the success of plantings and other restoration work every two years, and provide ongoing recommendations based on findings (adaptive management).
- f) Nesting by red-necked grebes in the sheltered bays and lagoons around the peninsula should be encouraged by providing further artificial nesting structures. Hooded merganser and other duck species will benefit from the provision of well-placed and well-maintained nest-boxes. The local presence of two particularly aggressive introduced swan species may have some impact on potential nesting success of native waterfowl, and their impact should be closely monitored.
- g) Opportunities to provide artificial nest structures for barn swallow, purple martin and chimney swift should be explored. These three species, plus red-necked grebe, present ideal opportunities for local stewardship.
- h) Turtle-basking opportunities both off-shore and within the lagoons should be provided, encouraging common map turtles (*Graptemys geographica*) – a species listed as Special Concern both provincially and nationally. Common map turtle is native to the region and known to occur in the mouth of the Humber.
- i) Consider turtle-nesting opportunities within the site. Attention should be paid to the viability given the high degree of foot traffic within the park, and also to the possible exposure to a high population of urban-subsidized nest-predators (raccoons *Procyon lotor*, striped skunks *Mephitis mephitis*, and Virginia possums *Didelphis virginiana*). The potential for creating a nesting-beach on one of the small near-shore islands off the mainland shoreline should be investigated.

2) Manage Public Use

Although Maps 5 and 6 indicate an L4 score for matrix influence it should be noted that in calculating such patch scores any lakeshore habitat patch assumes a positive influence from the adjacent Lake Ontario, when in fact the influence might be better judged as neutral. Human traffic (hikers, bikers, dog-walkers) increases considerably throughout the summer and early fall. **Controlling disturbance associated with urbanization and public land use is a high priority.**

- a) A stewardship program should engage local residents and park visitors in natural heritage restoration activities including removal of invasive species, planting, and maintenance.

- b) Trails should be directed to prevent trampling of sensitive restoration features. Interpretive signage describing such features as the recent red-necked grebe nesting, or seasonal features such as the population of overwintering ducks, could foster stewardship among the many local users of the area.
- c) Dog-walking should be more carefully managed in this waterfront park. The western peninsula already has a leash-free zone for dogs. The leash laws should be enforced elsewhere in the park, especially near waterfowl breeding and wintering sites, and at the Humber Bay Butterfly Habitat. In addition, some of these sensitive sites should be considered for total exclusion of dogs as occurs at Tommy Thompson Park. On the other hand, there may be an opportunity for installing another leash-free area if it is well-separated from any sensitive habitat feature.
- d) Adjacent properties that come up for redevelopment or upgrades should include retrofits of at-source hydrological improvements (permeable pavement, bio-retention swales, and infiltration measures). Local property owners should also be approached with regards to installing nesting structures for the aerial foraging bird species associated with the area.
- e) Include further plantings that provide both foraging and shelter opportunities for migrant songbirds, e.g. berry-bearing shrubs and trees, dense thickets.

3) Control Invasive Species

The intense urbanization of the area has resulted in the domination of vegetation communities by exotic plants; the vegetation communities bear almost no resemblance to pre-development conditions with the possible exception of tallgrass prairie remnants. However, efforts need to be directed to those species for which effective control is likely attainable, as well as to particular locations that host existing sensitive features in need of protection. ***It is essential that well-planned and realistic measures be undertaken to control invasive species.***

- a) As noted in Recommendation 1 (b) the Humber Bay Butterfly Habitat should be targeted for invasive control because of the sensitive tallgrass prairie established there.
- b) The population of oriental bittersweet along the fenceline of the west peninsula is still small enough that it could be eradicated. This should also be a high priority.
- c) Woody invasives that produce prolific seed (e.g. Manitoba and Norway maple; shrub honeysuckle, Siberian elm, buckthorn, and European alder) should be removed from the vicinity of restoration areas. It may be possible to clear the understory of older plantings and replace it with native species.

- d) Generalized populations of garlic mustard, hedge parsley, and dog-strangling vine are probably not suitable targets for removal unless associated with particular restoration projects such as the Butterfly Habitat.
- e) Biological control may be possible for Eurasian water-milfoil in the pond system (Newman and Biesboer 2000), which may make a restoration project there more feasible; and in the near future, dog-strangling vine (Hazlehurst *et al.* 2012).
- f) Adjacent properties that come up for redevelopment or upgrades should include removal of exotic species and planting of native species in their landscaping plans.
- g) Non-native red-eared sliders (*Trachemys scripta*) are known to occur at the neighbouring Mimico Waterfront Linear Park and it is extremely likely that the same species is therefore present within the Humber Bay Park study area. Attempts should be made to remove the red-eared sliders from the area. Consideration should also be given to the idea of implementing a swan-egg oiling program although the latter may encounter considerable opposition from members of the public.
- h) Treatment of ash trees with TreeAzin® to protect them from emerald ash borer should continue.

4) Enhance Habitat Connectivity Along the Lake Shore

The east and west components of the Humber Bay Parks are mainly associated with the mouth of the Mimico Creek; the narrow strip of the current study area, extending to the east toward the mouth of the Humber River, is largely unvegetated, or heavily manicured, and as such provides little real connection between the two rivers. Connectivity along this shoreline is potentially very important for migrating and dispersing fauna, allowing fauna to move between the two watersheds without having to attempt crossing the densely urbanised landscape that dominates the land just 50 metres away from the shoreline. ***The re-establishment of connectivity along this section of lake shore is vital to the enhancement of the jurisdiction's lake shore natural system.***

- a) Improve natural habitat plantings along the mainland shoreline section of the study area. Manicured areas should be extensively planted with shrubs and trees to enhance the corridor potential of this area.
- b) Encourage native plantings and provision of habitat cover among waterfront landowners through the stewardship program. Such actions will enhance the foraging and shelter opportunities for migrant songbirds.

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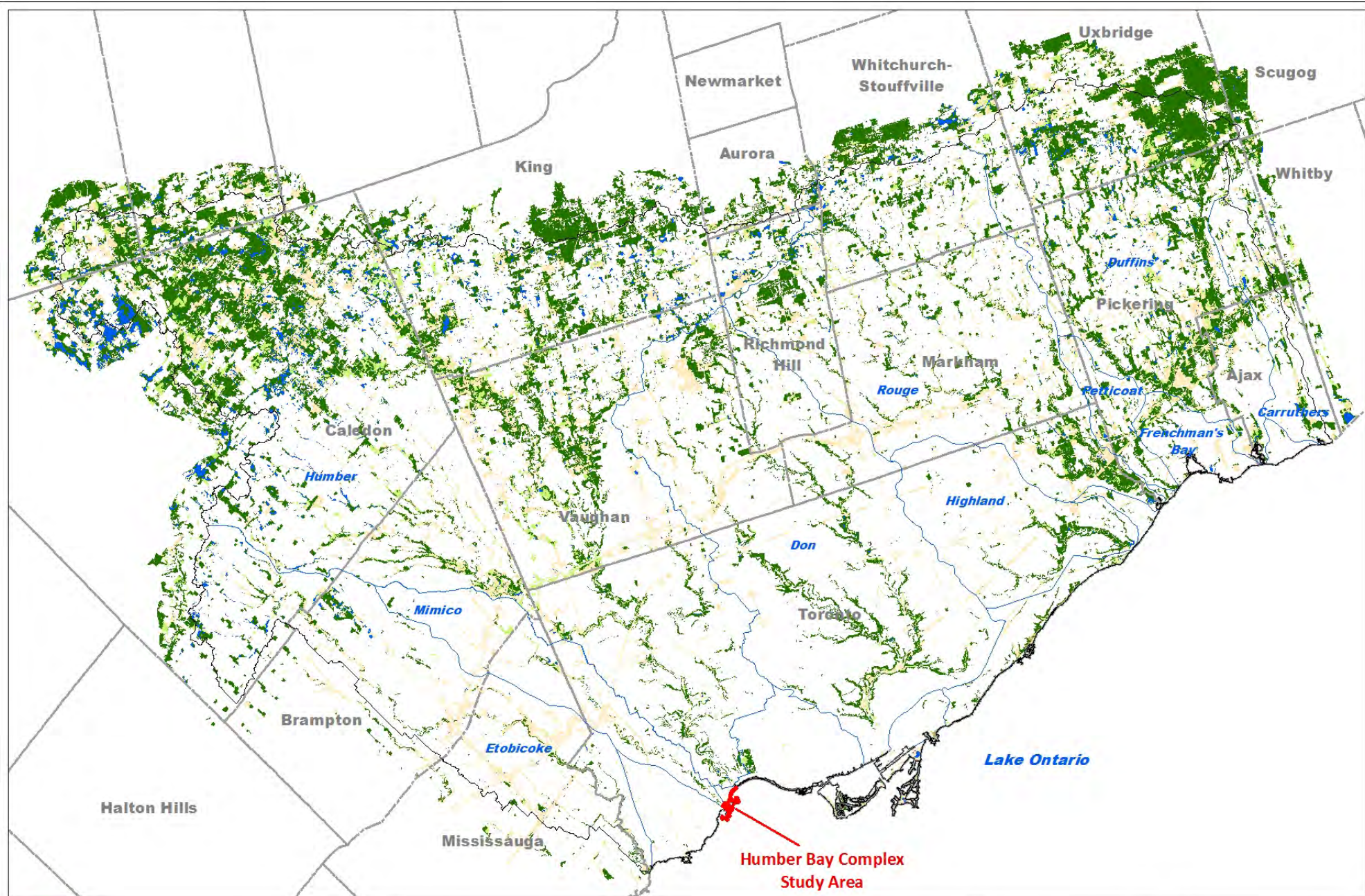
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Map 1:
Humber Bay Complex in the
Context of Regional Natural Cover

Natural Cover *

-  Forest
-  Successional
-  Meadow
-  Wetland
-  Beach/Bluff

Legend

-  Humber Bay Complex Study Area Boundary
-  TRCA Jurisdiction
-  Watershed
-  Municipal Boundary



0 50 100 200 300 400 500
Meters

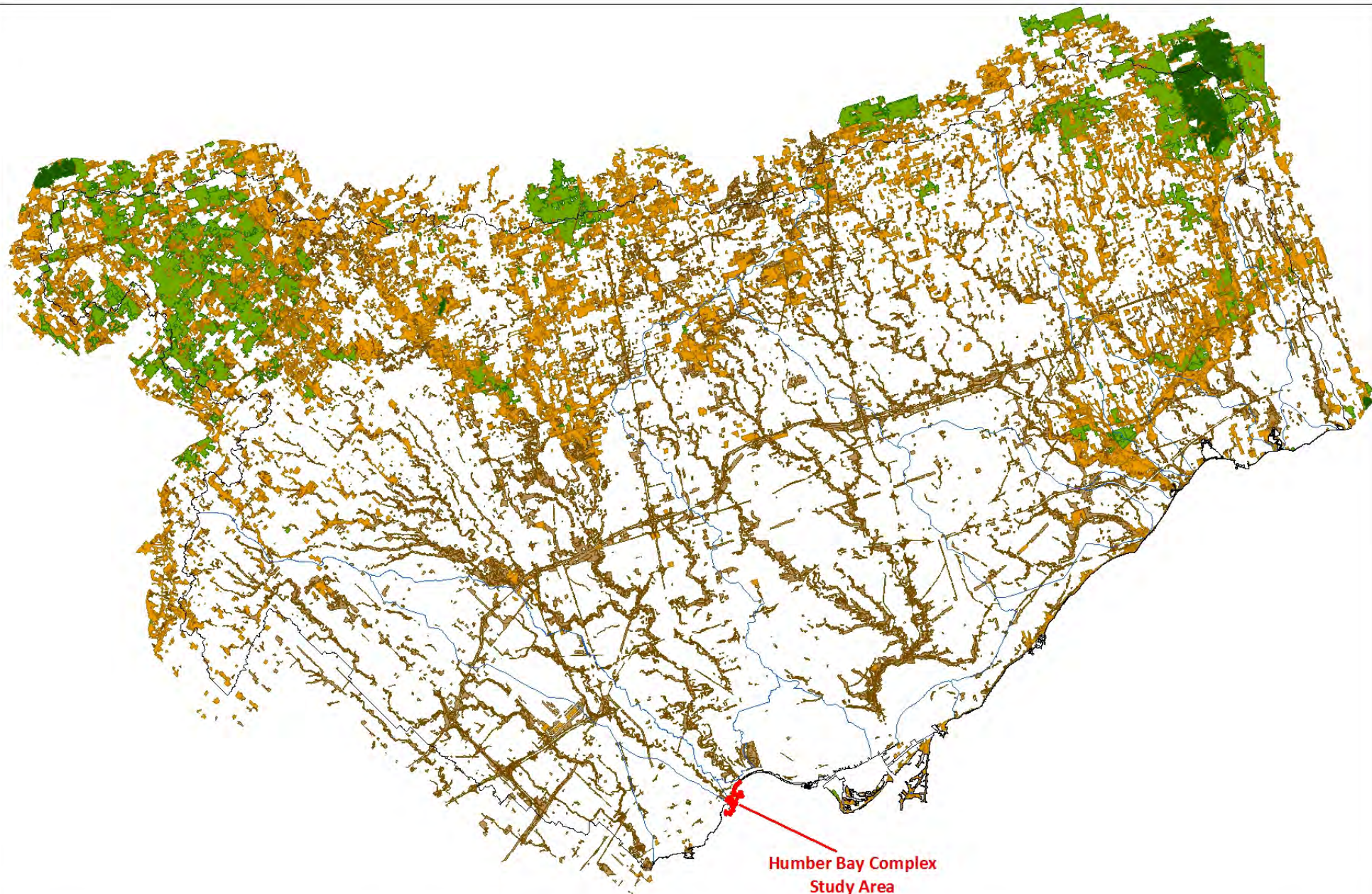
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Solutions Inc.

Map 2: Humber Bay Complex Study Area

Legend



Humber Bay
Complex Study
Area Boundary



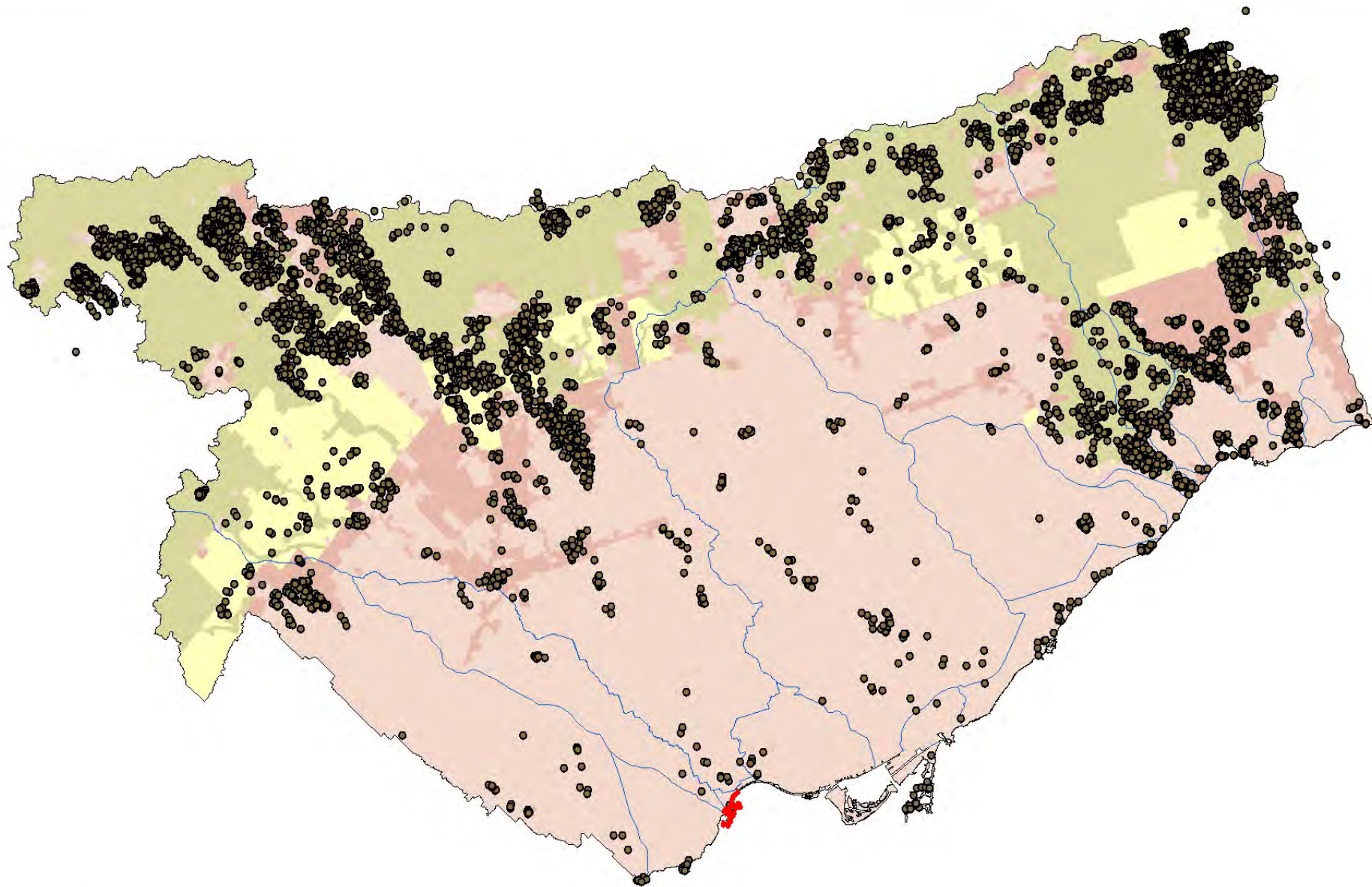
Humber Bay Complex
Study Area



Map 3: Regional Natural System Habitat Patch Quality






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Habitat Patch Quality *		Legend	
	L1 - Excellent		Humber Bay Complex Study Area Boundary
	L2 - Good		TRCA Jurisdiction
	L3 - Fair		Watershed
	L4 - Poor		
	L5 - Very Poor		



Map 4:
Distribution of Fauna
Regional Species of Concern

Legend

- | | |
|--|--|
|  Fauna Species of Concern (L1 - L3) |  Agricultural & Rural Area |
|  Humber Bay Complex Study Area Boundary |  Built-up Area |
|  TRCA Jurisdiction |  Designated Greenfield Area |
|  Watershed |  Greenbelt Area |



Fauna Area Sensitivity Scores

- ▲ 5 - >100ha
- ▲ 4 - >20ha
- ▲ 3 - > 5ha
- ▲ 2 - > 1ha
- ▲ 1 - < 1ha

- △ Fauna Species
- Frog Species

Habitat Patch Size Scores *

- 5 - Excellent
- 4 - Good
- 3 - Fair
- 2 - Poor
- 1 - Very Poor



0 50 100 200 300 400 500 Meters

Date: March, 2014

Orthophoto: Spring 2011, First Base Solutions Inc.

* Landscape analysis based on 2007/2008 Orthophotography

Map 5: Habitat Patch Size Scores with Fauna Area Sensitivity Scores

Legend

- Humber Bay Complex Study Area Boundary

NOTE: All fauna species with their associated scores for area sensitivity can be found in Appendix #3.

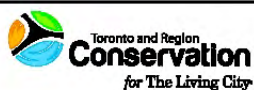


Flora Sensitivity to Development Scores

- 5 - Species receives severe negative impact from development-related disturbances
- 4 - Species receives moderately severe negative impact from development-related disturbances
- 3 - Species receives significant negative impact from development-related disturbances
- 2 - Species receives slight negative impact from development-related disturbances
- 1 - Species experiences no overall benefit or detriment from development-related disturbances (neutral)
- 0 - Species benefits significantly from development-related disturbances

NOTE: All flora species with their associated scores for sensitivity to development can be found in Appendix #2.

- Flora Species
- ⊕ Planted Flora Species



0 50 100 200 300 400 Meters

Date: March, 2014

Orthophoto: Spring 2011, First Base Solutions Inc.

* Landscape analysis based on 2007/2008 Orthophotography

Map 6: Scores for Matrix Influence and Flora Sensitivity to Development

Legend

Habitat Matrix
Influence Scores *

- 5 - Excellent
- 4 - Good
- 3 - Fair
- 2 - Poor
- 1 - Very Poor

Humber Bay Complex
Study Area Boundary



Fauna Sensitivity to Development Scores

- ▲ 5 - Species receives severe negative impact from development-related disturbances
- ▲ 4 - Species receives moderately severe negative impact from development-related disturbances
- ▲ 3 - Species receives significant negative impact from development-related disturbances
- ▲ 2 - Species receives slight negative impact from development-related disturbances
- ▲ 1 - Species experiences no overall benefit or detriment from development-related disturbances (neutral)
- ▲ 0 - Species benefits significantly from development-related disturbances

NOTE: All fauna species with their associated scores for sensitivity to development can be found in Appendix #3.

- △ Fauna Species
- Frog Species



0 50 100 200 300 400 500
Meters

Date: March, 2014

Orthophoto: Spring 2011, First Base Solutions Inc.

* Landscape analysis based on 2007-2008
Orthophotography

Map 7: Scores for Matrix Influence and Fauna Sensitivity to Development

Legend

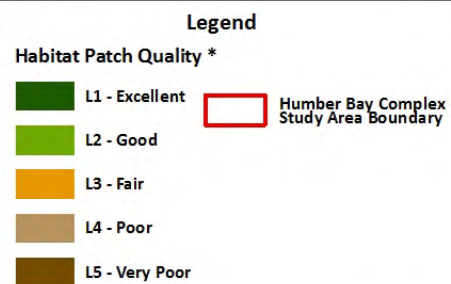
Habitat Matrix Influence Scores *

- 5 - Excellent
- 4 - Good
- 3 - Fair
- 2 - Poor
- 1 - Very Poor

□ Humber Bay Complex
Study Area Boundary



Map 8: Habitat Patch Quality





0 50 100 200 300 400 Meters

Date: March, 2014
Orthophoto: Spring 2011, First Base Solutions Inc.

Map 9: Vegetation Communities with their Associated Local Ranks

Legend

Vegetation Community Ranks

L1	L4
L2	L5
L3	L+

Humber Bay Complex Study Area Boundary

NOTE: All vegetation communities with their associated scores and ranks can be found in Appendix #1.



Map 10: Location of Flora Species of Concern


Legend

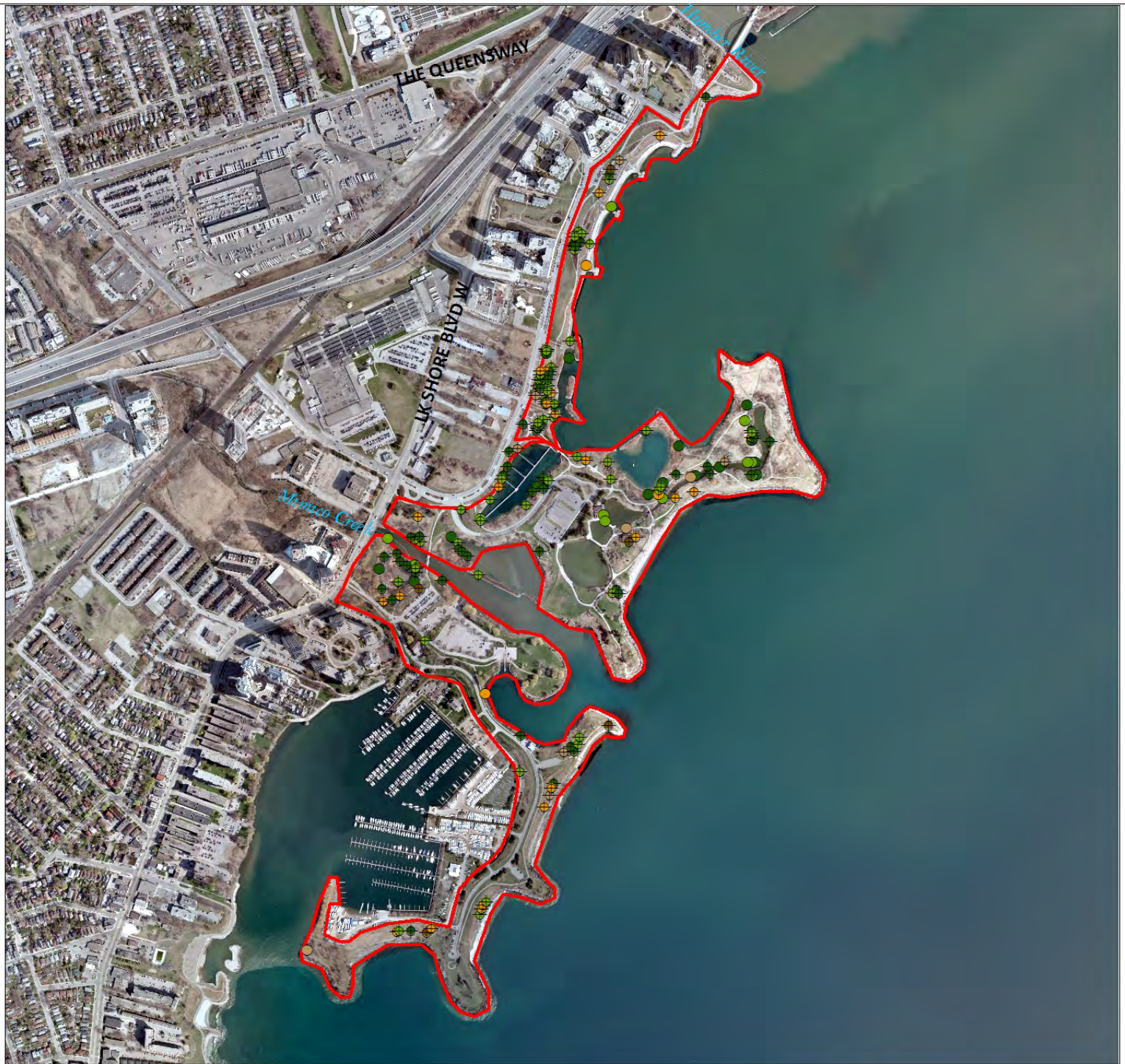
Flora Species of Concern (L1-L4)

- L1 ● L3
- L2 ● L4

Planted Flora Species of Concern (L1-L4)

- L1 ● L3
- L2 ● L4

 Humber Bay Complex
 Study Area Boundary



Flora Habitat Dependence Scores

- 5 - Extreme habitat specialist
- 4 - Strong habitat specialist
- 3 - Moderate habitat specialist
- 2 - Moderate habitat generalist
- 1 - Strong habitat generalist
- 0 - Extreme habitat generalist

- Flora Species
- ⊕ Planted Flora Species

NOTE: All flora species with their associated scores for habitat dependence can be found in Appendix #2.



0 50 100 200 300 400
Meters

Date: March, 2014

Orthophoto: Spring 2011, First Base Solutions Inc.

Map 11: Flora Species Habitat Dependence Scores

Legend

- Humber Bay Complex Study Area Boundary





Toronto and Region
Conservation
for 'The Living City'




0 50 100 200 300 400 Meters

Date: March, 2014
Orthophoto: Spring 2011, First Base Solutions Inc.

Map 12: Locations of Fauna Species of Concern

Legend

Fauna Species of Concern		Frog Species of Concern	
▲ L1	▲ L3	■ L1	■ L3
▲ L2	▲ L4	■ L2	■ L4

 Humber Bay Complex Study Area Boundary

Appendix 1: Humber Bay Vegetation Communities (2013)									
ELC Code	Vegetation Type (* indicates present as inclusion and/or complex only)	Tot. area # ha	Scores			Local Rank (2012-08)	Occurs at Humber Bay Sections		
			Local Occur.	Geophy. Requir.	Total Score		Shores	East	West
Forest									
CUP1-4	Poplar Deciduous Plantation	0.1	3.0	0.0	3.0	L5	√		
CUP1-A	Restoration Deciduous Plantation	2.8	2.0	0.0	2.0	L5	√	√	√
*CUP1-c	*Black Locust Deciduous Plantation		2.0	0.0	2.0	L+		√	
CUP1-f	Exotic Elm Deciduous Plantation	0.1	4.0	0.0	4.0	L+		√	
CUP2-G	Ash - Conifer Mixed Plantation	0.6	3.5	0.0	3.5	L5		√	√
CUP3-b	Austrian Pine Coniferous Plantation	0.8	3.5	0.0	3.5	L+		√	√
*CUP3-H	*Mixed Conifer Coniferous Plantation		1.5	0.0	1.5	L5		√	
Successional									
CUT1-1	Sumac Deciduous Thicket	0.5	2.0	0.0	2.0	L5		√	√
CUT1-4	Grey Dogwood Deciduous Thicket	0.2	4.0	0.0	4.0	L4	√	√	
CUT1-A1	Native Deciduous Sapling Regeneration Thicket	0.6	2.0	0.0	2.0	L5	√	√	
CUT1-c	Exotic Deciduous Thicket	1.2	2.0	0.0	2.0	L+		√	√
CUT1-E	Red Osier Dogwood Deciduous Thicket	0.8	3.0	0.0	3.0	L4	√		√
CUT1-G	Willow Deciduous Thicket	0.6	4.0	0.0	4.0	L4	√	√	√
CUS1-A1	Native Deciduous Successional Savannah	4.1	1.5	0.0	1.5	L5		√	
CUW1-A3	Native Deciduous Successional Woodland	0.8	1.0	0.0	1.0	L5		√	
CUW1-A4	Fresh-Moist Cottonwood Tall Treed Woodland	0.9	4.0	2.0	6.0	L3		√	√
CUW1-b	Exotic Successional Woodland	1.1	1.5	0.0	1.5	L+		√	√
Wetland									
SWT2-2	Willow Mineral Thicket Swamp	1.4	2.0	2.0	4.0	L4		√	√
MAS2-1b	Hybrid Cattail Mineral Shallow Marsh	0.6	2.0	0.0	2.0	L+		√	√
MAS2-7	Bur-reed Mineral Shallow Marsh	0.2	3.5	2.0	5.5	L3		√	
MAS2-9	Forb Mineral Shallow Marsh	0.1	2.5	1.0	3.5	L4			√
MAS2-a	Common Reed Mineral Shallow Marsh	0.4	3.0	0.0	3.0	L+		√	
Aquatic									
SAS1-1	Pondweed Submerged Shallow Aquatic	1.4	2.0	2.0	4.0	L4		√	
SAS1-4	Water Milfoil Submerged Shallow Aquatic	2.1	3.0	1.0	4.0	L4		√	
*OAO1-T	*Turbid Open Aquatic (disturbed unvegetated)		2.0	0.0	2.0	L+		√	

Appendix 1: Humber Bay Vegetation Communities (2013)									
ELC Code	Vegetation Type (* indicates present as inclusion and/or complex only)	Tot. area # ha	Scores			Local Rank (2012-08)	Occurs at		
			Local Occur.	Geophy. Requir.	Total Score		Humber Bay Sections	Shores	East
Dynamic (Beach, Bluff, Barren, Prairie, Savannah)									
BBO1	Mineral Open Beach	0.5	3.5	2.0	5.5	L3	√		√
BBO1-A	Open Riparian Sand / Gravel Bar	0.1	4.0	2.0	6.0	L5			√
BBO2-A	Rubble Open Shoreline	3.1	3.5	0.0	3.5	L5	√	√	√
BBT1-A	Mineral Treed Beach	0.5	4.5	2.0	6.5	L2		√	
BBT2-A	Rubble Treed Shoreline	3.0	5.0	0.0	5.0	L5		√	√
TPO2-A	Fresh-Moist Tallgrass Prairie Planting	1.0	4.0	1.0	5.0	L5	√	√	
Meadow									
CUM1-A	Native Forb Meadow	2.2	1.5	0.0	1.5	L5	√	√	
CUM1-c	Exotic Forb Meadow	0.1	1.5	0.0	1.5	L+		√	

Appendix 2: Humber Bay Flora Species (2013)		Local	Popn.	Hab.	Sens.	Total	Rank	Occurs at		
Scientific Name	Common Name	Occur.	Trend	Dep.	Dev.	Score	TRCA	Humber Bay Sections		
		1-5	1-5	0-5	0-5	2-20	(08/2012)	Shores	East	West
<i>Heteranthera dubia</i>	water star-grass	5	3	5	5	18	L2	x		
<i>Carex alopecoidea</i>	foxtail wood sedge	2	3	5	4	14	L3		x	
<i>Carex molesta</i>	troublesome sedge	3	3	4	4	14	L3		x	
<i>Schoenoplectus acutus</i> var. <i>acutus</i>	hard-stemmed bulrush	3	3	5	4	15	L3			x
<i>Teucrium canadense</i> ssp. <i>canadense</i>	wood-sage	3	3	4	4	14	L3	x	x	
<i>Betula papyrifera</i>	paper birch	1	4	2	4	11	L4		xpr	x
<i>Calystegia sepium</i> ssp. <i>americana</i>	pink hedge bindweed	5	2	3	2	12	L4	x	x	x
<i>Carex hystericina</i>	porcupine sedge	2	3	2	5	12	L4		x	
<i>Cicuta bulbifera</i>	bulblet-bearing water-hemlock	2	3	4	3	12	L4		x	
<i>Crataegus submollis</i>	Emerson's hawthorn	2	3	4	3	12	L4		x	
<i>Elodea</i> cf. <i>canadensis</i>	common water-weed	2	3	5	3	13	L4		x cf.	
<i>Equisetum variegatum</i> ssp. <i>variegatum</i>	variegated scouring-rush	2	2	5	4	13	L4		x	
<i>Eupatorium perfoliatum</i>	boneset	1	3	4	3	11	L4	x	x	x
<i>Prunella vulgaris</i> ssp. <i>lanceolata</i>	heal-all (native)	4	2	3	2	11	L4		x	
<i>Rorippa palustris</i> ssp. <i>palustris</i>	Fernald's marsh cress	3	2	4	2	11	L4			x
<i>Sagittaria latifolia</i>	common arrowhead	2	2	5	4	13	L4		x	
<i>Salix amygdaloides</i>	peach-leaved willow	1	2	5	3	11	L4	x	x	x
<i>Schoenoplectus pungens</i> var. <i>pungens</i>	three-square	3	2	5	3	13	L4		x	xpr
<i>Spirodela polyrhiza</i>	greater duckweed	1	4	5	3	13	L4		x	
<i>Symphyotrichum oolentangiense</i>	sky-blue aster	3	1	4	3	11	L4		x	
<i>Achillea millefolium</i> ssp. <i>lanulosa</i>	woolly yarrow	3	2	0	1	6	L5	x		
<i>Ambrosia artemisiifolia</i>	common ragweed	2	1	3	0	6	L5		x	x
<i>Anemone canadensis</i>	Canada anemone	2	2	2	2	8	L5	x	x	xpr
<i>Apocynum cannabinum</i> var. <i>cannabinum</i>	hemp dogbane	3	2	2	2	9	L5	x		
<i>Asclepias syriaca</i>	common milkweed	2	2	0	2	6	L5	x	x	x
<i>Bidens frondosa</i>	common beggar's-ticks	2	1	4	0	7	L5	x	x	
<i>Carex bebbii</i>	Bebb's sedge	2	2	3	3	10	L5		x	
<i>Carex cristatella</i>	crested sedge	2	2	4	1	9	L5		x	
<i>Carex granularis</i>	meadow sedge	3	2	1	3	9	L5	x	x	
<i>Carex vulpinoidea</i>	fox sedge	2	2	4	1	9	L5	x	x	
<i>Cornus foemina</i> ssp. <i>racemosa</i>	grey dogwood	3	2	3	2	10	L5	xpr	x	xpr
<i>Cornus stolonifera</i>	red osier dogwood	2	2	0	3	7	L5	x	x	x
<i>Eleocharis erythropoda</i>	creeping spike-rush	2	2	4	1	9	L5		x	x
<i>Equisetum arvense</i>	field horsetail	2	2	1	1	6	L5	x	x	x
<i>Equisetum hyemale</i> ssp. <i>affine</i>	scouring-rush	2	2	2	2	8	L5		x	
<i>Erigeron annuus</i>	daisy fleabane	2	2	0	1	5	L5	x		
<i>Erigeron canadensis</i>	horse-weed	3	1	2	0	6	L5	x		
<i>Euthamia graminifolia</i>	grass-leaved goldenrod	2	1	4	1	8	L5		x	

Appendix 2: Humber Bay Flora Species (2013)		Local	Popn.	Hab.	Sens.	Total	Rank	Occurs at		
Scientific Name	Common Name	Occur.	Trend	Dep.	Dev.	Score	TRCA	Humber Bay Sections		
		1-5	1-5	0-5	0-5	2-20	(08/2012)	Shores	East	West
<i>Fraxinus americana</i>	white ash	2	2	0	3	7	L5		x	x
<i>Fraxinus pennsylvanica</i>	red ash	1	2	0	3	6	L5	x	x	x
<i>Galium palustre</i>	marsh bedstraw	2	2	3	3	10	L5		x	x
<i>Helianthus tuberosus</i>	Jerusalem artichoke	3	1	2	0	6	L5		x	
<i>Impatiens capensis</i>	orange touch-me-not	2	2	0	2	6	L5	x	x	x
<i>Juglans nigra</i>	black walnut	2	1	2	1	6	L5		x	x
<i>Juncus dudleyi</i>	Dudley's rush	2	2	3	1	8	L5		x	
<i>Juniperus virginiana</i>	red cedar	2	2	4	2	10	L5	xp	x	xp
<i>Lemna cf. minor</i>	common duckweed	2	2	4	2	10	L5		x cf.	x cf.
<i>Oenothera biennis</i>	common evening-primrose	2	1	1	1	5	L5	x	x	
<i>Oxalis stricta</i>	common yellow wood-sorrel	5	1	1	1	8	L5			x
<i>Parthenocissus inserta</i>	thicket creeper	2	2	0	1	5	L5		x	x
<i>Persicaria lapathifolia</i>	pale smartweed	3	1	4	0	8	L5			x
<i>Plantago rugelii</i>	red-stemmed plantain	3	2	0	1	6	L5		x	
<i>Poa palustris</i>	fowl meadow-grass	2	2	3	2	9	L5		x	x
<i>Populus balsamifera</i>	balsam poplar	2	2	3	2	9	L5		x	x
<i>Populus deltoides</i>	cottonwood	2	1	4	1	8	L5	x	x	x
<i>Potentilla anserina ssp. anserina</i>	silverweed	3	2	3	2	10	L5	x	x	x
<i>Prunus serotina</i>	black cherry	2	2	0	2	6	L5		x	x
<i>Prunus virginiana var. virginiana</i>	choke cherry	2	2	0	1	5	L5	x	x	x
<i>Rhus typhina</i>	staghorn sumach	2	1	2	2	7	L5	xpr	x	x
<i>Rubus odoratus</i>	purple-flowering raspberry	2	2	2	2	8	L5	x		xp
<i>Salix eriocephala</i>	narrow heart-leaved willow	2	1	3	1	7	L5	x	x	
<i>Salix interior</i>	sandbar willow	2	1	5	2	10	L5	x	x	x
<i>Sambucus canadensis</i>	common elderberry	2	3	2	2	9	L5	x	x	
<i>Scirpus atrovirens</i>	black-fruited bulrush	2	2	4	2	10	L5		x	
<i>Scutellaria galericulata</i>	common skullcap	3	2	3	2	10	L5	x		
<i>Solidago altissima</i>	tall goldenrod	2	2	0	0	4	L5	x	x	x
<i>Solidago canadensis var. canadensis</i>	Canada goldenrod	2	2	0	1	5	L5		x	
<i>Solidago gigantea</i>	late goldenrod	3	1	1	1	6	L5		x	
<i>Symphyotrichum cordifolium</i>	heart-leaved aster	2	1	0	2	5	L5	x		
<i>Symphyotrichum ericoides var. ericoides</i>	heath aster	2	1	2	1	6	L5	x	x	x
<i>Symphyotrichum lanceolatum var. lanceolatum</i>	panicled aster	2	2	3	1	8	L5	x	x	x
<i>Symphyotrichum lateriflorum var. lateriflorum</i>	calico aster	2	2	3	2	9	L5		x	
<i>Symphyotrichum novae-angliae</i>	New England aster	2	2	2	1	7	L5	x	x	x
<i>Ulmus americana</i>	white elm	2	4	0	2	8	L5		x	x
<i>Urtica dioica ssp. gracilis</i>	American stinging nettle	2	3	2	2	9	L5	x		
<i>Verbena hastata</i>	blue vervain	2	2	4	2	10	L5	x		

Appendix 2: Humber Bay Flora Species (2013)										
Scientific Name	Common Name	Local	Popn.	Hab.	Sens.	Total	Rank	Occurs at		
		Occur.	Trend	Dep.	Dev.	Score	TRCA	Humber Bay Sections		
		1-5	1-5	0-5	0-5	2-20	(08/2012)	Shores	East	West
<i>Vitis riparia</i>	riverbank grape	2	1	0	0	3	L5	x	x	x
<i>Xanthium strumarium</i>	clotbur	3	1	4	0	8	L5			x
<i>Fragaria virginiana</i> ssp. <i>virginiana</i>	common wild strawberry	4		5	0	9	L5?	x		
<i>Acer platanoides</i>	Norway maple	4				4	L+	x	x	x
<i>Achillea millefolium</i> ssp. <i>millefolium</i>	European yarrow	4				4	L+	x		
<i>Ailanthus altissima</i>	tree-of-heaven	5				5	L+	x	x	
<i>Alcea rosea</i>	hollyhock	5				5	L+	x		
<i>Alliaria petiolata</i>	garlic mustard	4				4	L+	x	x	x
<i>Alnus glutinosa</i>	European alder	5				5	L+	x	x	
<i>Alnus glutinosa</i> x <i>incana</i> ssp. <i>rugosa</i>	hybrid European - speckled alder	5				5	L+		x	
<i>Alopecurus pratensis</i>	meadow foxtail	4				4	L+		x	x
<i>Arctium lappa</i>	great burdock	4				4	L+	x	x	
<i>Arctium minus</i>	common burdock	5				5	L+	x	x	x
<i>Arenaria serpyllifolia</i>	thyme-leaved sandwort	4				4	L+	x		x
<i>Artemisia vulgaris</i>	common mugwort	5				5	L+			x
<i>Barbarea vulgaris</i>	winter cress	4				4	L+		x	x
<i>Bromus inermis</i>	smooth brome grass	4				4	L+	x	x	x
<i>Bromus japonicus</i>	Japanese chess	5				5	L+	x		
<i>Bromus tectorum</i>	downy chess	5				5	L+	x	x	x
<i>Campanula rapunculoides</i>	creeping bellflower	4				4	L+	x	x	x
<i>Capsella bursa-pastoris</i>	shepherd's purse	3				3	L+	x		x
<i>Carduus acanthoides</i>	plumeless thistle	5				5	L+	x		
<i>Carduus nutans</i> ssp. <i>nutans</i>	nodding thistle	4				4	L+	x	x	
<i>Carex spicata</i>	spiked sedge	5				5	L+		x	
<i>Celastrus orbiculatus</i>	oriental bittersweet	3				3	L+	x	x	x
<i>Centaurea jacea</i>	brown knapweed	5				5	L+	x	x	x
<i>Centaurea stoebe</i> ssp. <i>micranthos</i>	spotted knapweed	5				5	L+	x		
<i>Centaureum pulchellum</i>	branching centaury	5				5	L+		x	
<i>Cerastium fontanum</i>	mouse-ear chickweed	3				3	L+	x	x	
<i>Cerastium tomentosum</i>	snow-on-the-mountain	5				5	L+			x
<i>Chenopodium album</i>	lamb's quarters	5				5	L+		x	x
<i>Chenopodium glaucum</i>	oak-leaved goosefoot	4				4	L+			x
<i>Cichorium intybus</i>	chicory	5				5	L+	x	x	x
<i>Cirsium arvense</i>	creeping thistle	4				4	L+	x	x	x
<i>Cirsium vulgare</i>	bull thistle	4				4	L+	x	x	
<i>Convolvulus arvensis</i>	field bindweed	3				3	L+	x	x	x
<i>Cucumis melo</i>	melon	5				5	L+	x		
<i>Cynanchum rossicum</i>	dog-strangling vine	4				4	L+		x	x

Appendix 2: Humber Bay Flora Species (2013)										
		Local	Popn.	Hab.	Sens.	Total	Rank	Occurs at		
		Occur.	Trend	Dep.	Dev.	Score	TRCA	Humber Bay Sections		
Scientific Name	Common Name	1-5	1-5	0-5	0-5	2-20	(08/2012)	Shores	East	West
<i>Cynoglossum officinale</i>	hound's tongue	5				5	L+			x
<i>Cyperus fuscus</i>	brown umbrella-sedge	5				5	L+			x
<i>Dactylis glomerata</i>	orchard grass	4				4	L+	x	x	x
<i>Daucus carota</i>	Queen Anne's lace	4				4	L+	x	x	x
<i>Digitaria ischaemum</i>	smooth crab grass	5				5	L+	x		
<i>Dipsacus fullonum</i>	teasel	5				5	L+	x		
<i>Echinochloa crus-galli</i>	barnyard grass	5				5	L+		x	x
<i>Echium vulgare</i>	viper's bugloss	3				3	L+	x	x	x
<i>Elaeagnus angustifolia</i>	Russian olive	4				4	L+	x	x	x
<i>Elaeagnus umbellata</i>	autumn olive	5				5	L+		x	x
<i>Elymus repens</i>	quack grass	5				5	L+	x	x	x
<i>Epilobium hirsutum</i>	European willow-herb	5				5	L+		x	x
<i>Epipactis helleborine</i>	helleborine	5				5	L+		x	
<i>Euonymus europaeus</i>	European spindle-tree	4				4	L+	xp	x	x
<i>Fallopia japonica</i> var. <i>japonica</i>	Japanese knotweed	4				4	L+	x	x	
<i>Festuca rubra</i> ssp. <i>rubra</i>	red fescue	5				5	L+	x	x	x
<i>Fraxinus excelsior</i>	European ash	4				4	L+			x
<i>Geum urbanum</i>	urban avens	4				4	L+	x	x	x
<i>Glechoma hederacea</i>	creeping Charlie	4				4	L+		x	
<i>Helianthus annuus</i>	common sunflower	5				5	L+	x		
<i>Hemerocallis fulva</i>	orange day-lily	5				5	L+		x	x
<i>Hesperis matronalis</i>	dame's rocket	4				4	L+		x	x
<i>Hordeum jubatum</i> ssp. <i>jubatum</i>	squirrel-tail barley	4				4	L+	x	x	
<i>Hypericum perforatum</i>	common St. John's-wort	4				4	L+	x	x	x
<i>Iris pseudacorus</i>	yellow flag	5				5	L+	x	x	x
<i>Juncus compressus</i>	round-fruited rush	4				4	L+		x	x
<i>Lactuca serriola</i>	prickly lettuce	3				3	L+	x		x
<i>Lathyrus latifolius</i>	everlasting pea	5				5	L+		x	
<i>Leonurus cardiaca</i> ssp. <i>cardiaca</i>	motherwort	4				4	L+		x	x
<i>Lepidium campestre</i>	field pepper-grass	5				5	L+	x	x	x
<i>Leucanthemum vulgare</i>	ox-eye daisy	2				2	L+	x		x
<i>Linaria vulgaris</i>	butter-and-eggs	5				5	L+	x		x
<i>Lolium perenne</i>	perennial rye	4				4	L+	x	x	
<i>Lonicera morrowii</i>	Morrow's honeysuckle	5				5	L+	x	x	x
<i>Lonicera x bella</i>	shrub honeysuckle	4				4	L+	x	x	x
<i>Lonicera xylosteum</i>	European fly honeysuckle	4				4	L+	x	x	x
<i>Lotus corniculatus</i>	bird's foot trefoil	4				4	L+	x	x	x
<i>Lycopus europaeus</i>	European water-horehound	5				5	L+	x	x	x

Appendix 2: Humber Bay Flora Species (2013)										
Scientific Name	Common Name	Local	Popn.	Hab.	Sens.	Total	Rank	Occurs at		
		Occur.	Trend	Dep.	Dev.	Score	TRCA	Humber Bay Sections		
		1-5	1-5	0-5	0-5	2-20	(08/2012)	Shores	East	West
<i>Lythrum salicaria</i>	purple loosestrife	4				4	L+	x	x	x
<i>Malus pumila</i>	apple	4				4	L+	x	x	x
<i>Malus</i> sp.	ornamental crabapple						L+			x
<i>Matricaria discoidea</i>	pineappleweed	4				4	L+		x	x
<i>Medicago lupulina</i>	black medick	5				5	L+	x	x	x
<i>Medicago sativa</i> ssp. <i>sativa</i>	alfalfa	5				5	L+	x		
<i>Melilotus albus</i>	white sweet clover	4				4	L+	x	x	x
<i>Melilotus officinalis</i>	yellow sweet clover	5				5	L+	x	x	
<i>Mentha spicata</i>	spear mint	4				4	L+			x
<i>Mentha x gentilis</i>	red mint	5				5	L+		x	x
<i>Morus alba</i>	white mulberry	5				5	L+		x	x
<i>Myosotis scorpioides</i>	true forget-me-not	4				4	L+		x	x
<i>Myosotis sylvatica</i>	woodland forget-me-not	3				3	L+	x	x	x
<i>Myriophyllum spicatum</i>	Eurasian water-milfoil	5				5	L+	x	x	x
<i>Nepeta cataria</i>	catnip	5				5	L+	x		x
<i>Panicum dichotomiflorum</i>	fall panic grass	5				5	L+		x	
<i>Pastinaca sativa</i>	wild parsnip	5				5	L+	x		
<i>Persicaria maculosa</i>	lady's thumb	5				5	L+			x
<i>Phleum pratense</i>	Timothy grass	4				4	L+	x	x	x
<i>Phragmites australis</i> ssp. <i>australis</i>	common reed	4				4	L+	x	x	x
<i>Pilosella caespitosa</i>	yellow hawkweed	5				5	L+		x	
<i>Plantago lanceolata</i>	English plantain	5				5	L+	x	x	x
<i>Plantago major</i>	common plantain	2				2	L+	x	x	x
<i>Poa compressa</i>	flat-stemmed blue grass	4				4	L+	x	x	
<i>Poa pratensis</i> ssp. <i>pratensis</i>	Kentucky blue grass	4				4	L+	x	x	x
<i>Polygonum achoreum</i>	striate knotweed	5				5	L+		x	
<i>Polygonum aviculare</i>	prostrate knotweed	5				5	L+	x	x	x
<i>Populus alba</i>	white poplar	5				5	L+	x		
<i>Potamogeton crispus</i>	curly pondweed	5				5	L+		x	
<i>Potentilla argentea</i>	silvery cinquefoil	5				5	L+	x	x	
<i>Potentilla inclinata</i>	intermediate cinquefoil	5				5	L+		x	x
<i>Potentilla recta</i>	sulphur cinquefoil	5				5	L+	x	x	x
<i>Prunella vulgaris</i> ssp. <i>vulgaris</i>	heal-all (European)	5				5	L+			x
<i>Prunus avium</i>	mazzard cherry	4				4	L+	x		x
<i>Prunus tomentosa</i>	Manchu cherry	5				5	L+			x
<i>Puccinellia distans</i>	alkali grass	4				4	L+		x	
<i>Pyrus communis</i>	pear	3				3	L+			x
<i>Ranunculus acris</i>	tall buttercup	4				4	L+		x	

Appendix 2: Humber Bay Flora Species (2013)										
Scientific Name	Common Name	Local	Popn.	Hab.	Sens.	Total	Rank	Occurs at		
		Occur.	Trend	Dep.	Dev.	Score	TRCA	Humber Bay Sections		
		1-5	1-5	0-5	0-5	2-20	(08/2012)	Shores	East	West
<i>Rhamnus cathartica</i>	common buckthorn	4				4	L+	x	x	x
<i>Robinia pseudoacacia</i>	black locust	3				3	L+	x	x	
<i>Rosa canina</i>	dog rose	4				4	L+	x	x	x
<i>Rosa multiflora</i>	multiflora rose	4				4	L+			x
<i>Rumex crispus</i>	curly dock	5				5	L+	x	x	x
<i>Rumex maritimus</i>	golden dock	5				5	L+		x	
<i>Salix alba</i>	white willow	5				5	L+	x	x	x
<i>Salix matsudana</i>	corkscrew willow	5				5	L+	x		x
<i>Salix purpurea</i>	purple-osier willow	4				4	L+	x		x
<i>Salix viminalis</i>	basket willow	5				5	L+	x		
<i>Salix x fragilis</i>	crack willow	3				3	L+	x	x	x
<i>Salix x sepulcralis</i>	weeping willow	5				5	L+		x	xpr
<i>Schedonorus pratensis</i>	meadow fescue	4				4	L+	x	x	x
<i>Scrophularia nodosa</i>	European figwort	5				5	L+	x		
<i>Securigera varia</i>	crown vetch	5				5	L+	x	x	
<i>Sedum acre</i>	mossy stonecrop	4				4	L+			x
<i>Silene latifolia</i>	evening lychnis	4				4	L+			x
<i>Silene vulgaris</i>	bladder campion	3				3	L+	x		
<i>Sisymbrium altissimum</i>	tumble mustard	5				5	L+	x		
<i>Solanum dulcamara</i>	bittersweet nightshade	4				4	L+	x	x	x
<i>Sonchus arvensis</i> ssp. <i>arvensis</i>	glandular perennial sow-thistle	5				5	L+		x	x
<i>Sorbaria sorbifolia</i>	false spiraea	4				4	L+		x	
<i>Sorbus aucuparia</i>	European mountain-ash	5				5	L+		x	x
<i>Stachys</i> cf. <i>palustris</i>	marsh hedge-nettle	3	3	4	3	13	L+		x cf.	x cf.
<i>Stellaria graminea</i>	grass-leaved chickweed	5				5	L+		x	
<i>Syringa vulgaris</i>	common lilac	4				4	L+		x	xpr
<i>Tanacetum vulgare</i>	tansy	5				5	L+	x	x	
<i>Taraxacum officinale</i>	dandelion	4				4	L+	x	x	x
<i>Thlaspi arvense</i>	penny-cress	5				5	L+			x
<i>Tilia cordata</i>	little-leaf linden	5				5	L+	xp		x
<i>Torilis japonica</i>	hedge-parsley	5				5	L+	x	x	x
<i>Tragopogon dubius</i>	lemon-yellow goat's beard	3				3	L+	x		x
<i>Tragopogon pratensis</i>	meadow goat's beard	3				3	L+	x	x	x
<i>Trifolium hybridum</i>	alsike clover	3				3	L+	x	x	
<i>Trifolium pratense</i>	red clover	5				5	L+	x	x	x
<i>Trifolium repens</i>	white clover	5				5	L+	x	x	x
<i>Tripleurospermum inodorum</i>	scentless chamomile	5				5	L+	x		x
<i>Tussilago farfara</i>	coltsfoot	4				4	L+			x

Appendix 2: Humber Bay Flora Species (2013)		Local	Popn.	Hab.	Sens.	Total	Rank	Occurs at		
Scientific Name	Common Name	Occur.	Trend	Dep.	Dev.	Score	TRCA	Humber Bay Sections		
		1-5	1-5	0-5	0-5	2-20	(08/2012)	Shores	East	West
<i>Typha angustifolia</i>	narrow-leaved cattail	3				3	L+		x	x
<i>Typha x glauca</i>	hybrid cattail	3				3	L+		x	x
<i>Ulmus glabra</i>	Scotch elm	5				5	L+	x	x	x
<i>Ulmus pumila</i>	Siberian elm	4				4	L+	x	x	x
<i>Verbascum thapsus</i>	common mullein	4				4	L+			x
<i>Veronica arvensis</i>	corn speedwell	4				4	L+		x	x
<i>Veronica chamaedrys</i>	germander speedwell	5				5	L+		x	
<i>Veronica serpyllifolia</i> ssp. <i>serpyllifolia</i>	thyme-leaved speedwell	5				5	L+			x
<i>Viburnum lantana</i>	wayfaring tree	3				3	L+	x	x	
<i>Viburnum opulus</i> ssp. <i>opulus</i>	European highbush cranberry	4				4	L+	x	x	x
<i>Vicia cracca</i>	cow vetch	4				4	L+	x	x	x
<i>Acer negundo</i>	Manitoba maple	4	0	0	2	6	L+?	x	x	x
<i>Agrostis stolonifera</i>	creeping bent grass	5				5	L+?		x	x
<i>Atriplex prostrata</i>	spreading orache	5				5	L+?		x	
<i>Lepidium densiflorum</i>	common pepper-grass	4				4	L+?	x		
<i>Phalaris arundinacea</i>	reed canary grass	3				3	L+?	x	x	x
<i>Aronia melanocarpa</i>	black choke-berry	3	5	5	4	17	pL2			xp
<i>Pinus resinosa</i>	red pine	2	5	5	5	17	pL2			xp
<i>Schizachyrium scoparium</i>	little bluestem	4	4	5	5	18	pL2	xp		
<i>Anaphalis margaritacea</i>	pearly everlasting	3	4	4	3	14	pL3	xp		
<i>Hamamelis virginiana</i>	witch-hazel	2	4	4	4	14	pL3			xp
<i>Physocarpus opulifolius</i>	ninebark	3	2	5	4	14	pL3	xp		xp
<i>Picea glauca</i>	white spruce	1	5	4	4	14	pL3		xp	xp
<i>Salix lucida</i>	shining willow	2	4	5	3	14	pL3		xp	
<i>Acer rubrum</i>	red maple	2	4	1	5	12	pL4	xp		
<i>Acer saccharum</i> ssp. <i>nigrum</i>	black maple	2	3	4	2	11	pL4			xp
<i>Amelanchier arborea</i>	downy serviceberry	3	2	4	3	12	pL4	xp		xp
<i>Pinus strobus</i>	white pine	1	4	3	4	12	pL4	xp	xp	xp
<i>Quercus macrocarpa</i>	bur oak	2	4	3	3	12	pL4	xp	xp	xp
<i>Quercus rubra</i>	red oak	1	4	2	4	11	pL4	xp		
<i>Salix bebbiana</i>	Bebb's willow	2	3	3	4	12	pL4		xp	
<i>Salix discolor</i>	pussy willow	2	3	4	3	12	pL4		xp	
<i>Thuja occidentalis</i>	white cedar	1	4	1	5	11	pL4		xp	xp
<i>Typha latifolia</i>	broad-leaved cattail	1	4	4	4	13	pL4		xp	
<i>Acer saccharum</i> ssp. <i>saccharum</i>	sugar maple	2	3	0	2	7	pL5			xp
<i>Ostrya virginiana</i>	ironwood	2	3	2	2	9	pL5	xp		
<i>Asclepias tuberosa</i>	butterfly milkweed	5	2	5	5	17	pLX	xp		
<i>Acer tataricum</i> ssp. <i>ginnala</i>	Amur maple	4	0	0	2	6	pL+			xp

Appendix 2: Humber Bay Flora Species (2013)		Local	Popn.	Hab.	Sens.	Total	Rank	Occurs at		
Scientific Name	Common Name	Occur.	Trend	Dep.	Dev.	Score	TRCA	Humber Bay Sections		
		1-5	1-5	0-5	0-5	2-20	(08/2012)	Shores	East	West
<i>Celtis occidentalis</i>	hackberry	5				5	pL+	xp		
<i>Coreopsis lanceolata</i>	lance-leaved coreopsis	5				5	pL+	xp		
<i>Gleditsia triacanthos</i>	honey locust	5				5	pL+	xp		xp
<i>Gymnocladus dioicus</i>	Kentucky coffee-tree	5				5	pL+		xp	
<i>Hibiscus moscheutos</i>	swamp rose-mallow	5	4	5	4	18	pL+?	xp		
<i>Hypericum kalmianum</i>	Great Lakes St. John's-wort						pL+		xp	
<i>Morella pensylvanica</i>	bayberry	5				5	pL+	xp	xp	
<i>Picea abies</i>	Norway spruce	5				5	pL+		xp	xp
<i>Picea pungens</i>	Colorado spruce	5				5	pL+			xp
<i>Pinus nigra</i>	Austrian pine	5				5	pL+		xp	xp
<i>Potentilla fruticosa</i>	shrubby cinquefoil						pL+		xp	
<i>Quercus bicolor</i>	swamp white oak						pL+	xp		
<i>Quercus palustris</i>	pin oak						pL+	xp	xp	
<i>Salix caprea</i>	goat willow	5				5	pL+	xp		xp
<i>Salix cinerea</i>	grey willow	5				5	pL+		xp	
<i>Salix pentandra</i>	laurel willow	5				5	pL+		xp	xp
<i>Syringa</i> cf. <i>x prestoniae</i>	Preston lilac	5				5	pL+			xp cf.
<i>Taxus x media</i>	hybrid yew						pL+		xp	
<i>Tulipa x hybrida</i>	garden tulip	5				5	pL+	xp		
<i>Ulmus minor</i> ssp. <i>minor</i>	smooth-leaved elm						pL+		xp	
<i>Viburnum recognitum</i>	southern arrow-wood	5				5	pL+		xp	
<i>Ceanothus americanus</i>	New Jersey tea	5	5	4	5	19	prL1	xpr		
<i>Heliopsis helianthoides</i>	ox-eye	5	5	4	4	18	prL2	xpr		
<i>Liatris spicata</i>	spike blazing-star	5	3	5	5	18	prL2	xpr		
<i>Packera paupercula</i>	balsam ragwort	5	3	4	5	17	prL2	xpr		
<i>Rosa carolina</i>	pasture rose	5	5	4	3	17	prL2	xpr	xpr	
<i>Sorghastrum nutans</i>	Indian grass	4	4	5	4	17	prL2	xpr	xpr	
<i>Acorus americanus</i>	sweet flag	3	3	5	4	15	prL3		xpr	
<i>Andropogon gerardii</i>	big bluestem	3	3	4	4	14	prL3	xpr	xpr	
<i>Bolboschoenus fluviatilis</i>	river bulrush	3	2	5	4	14	prL3		xpr	
<i>Carex brevior</i>	short-fruited sedge	3	3	4	4	14	prL3	xpr		
<i>Cornus amomum</i> ssp. <i>obliqua</i>	silky dogwood	3	3	5	3	14	prL3	xpr		xpr
<i>Helianthus divaricatus</i>	woodland sunflower	4	3	4	4	15	prL3	xpr		xp
<i>Hypericum ascyron</i>	great St. John's-wort	3	4	5	2	14	prL3	xpr		
<i>Iris versicolor</i>	blue flag	2	5	4	5	16	prL3		xpr	
<i>Iris virginica</i> var. <i>shrevei</i>	southern blue flag	5	2	4	3	14	prL3	xpr		xp
<i>Panicum virgatum</i>	switch grass	3	2	5	5	15	prL3	xpr	xpr	
<i>Penstemon digitalis</i>	foxglove beard-tongue	3	3	4	4	14	prL3	xpr		

Appendix 2: Humber Bay Flora Species (2013)		Local	Popn.	Hab.	Sens.	Total	Rank	Occurs at		
		Occur.	Trend	Dep.	Dev.	Score	TRCA	Humber Bay Sections		
Scientific Name	Common Name	1-5	1-5	0-5	0-5	2-20	(08/2012)	Shores	East	West
<i>Persicaria amphibia</i> var. <i>stipulacea</i>	water smartweed	5	2	4	4	15	prL3		xpr	xpr
<i>Pycnanthemum virginianum</i>	Virginia mountain-mint	5	2	5	3	15	prL3	xpr		
<i>Scirpus pendulus</i>	drooping bulrush	3	4	5	4	16	prL3	xpr		
<i>Sparganium eurycarpum</i>	great bur-reed	2	4	5	4	15	prL3		xpr	xpr
<i>Spartina pectinata</i>	prairie cord grass	4	3	5	3	15	prL3		xpr	
<i>Symphyotrichum laeve</i> var. <i>laeve</i>	smooth aster	4	4	4	2	14	prL3	xpr		
<i>Verbena stricta</i>	hoary vervain	3	5	4	4	16	prL3	xpr		
<i>Acer saccharinum</i>	silver maple	1	2	5	3	11	prL4	xp	xpr	xpr
<i>Apocynum androsaemifolium</i>	spreading dogbane	2	3	2	4	11	prL4	xpr	xpr	
<i>Asclepias incarnata</i> ssp. <i>incarnata</i>	swamp milkweed	2	3	4	4	13	prL4		xpr	
<i>Calamagrostis canadensis</i>	Canada blue joint	2	3	4	4	13	prL4	xpr		
<i>Carex lacustris</i>	lake-bank sedge	2	3	3	4	12	prL4	xpr		
<i>Desmodium canadense</i>	showy tick-trefoil	3	2	3	3	11	prL4	xpr		
<i>Diervilla lonicera</i>	bush honeysuckle	2	3	2	4	11	prL4	xpr		xp
<i>Elymus canadensis</i>	Canada wild rye	3	2	5	3	13	prL4	xpr		
<i>Juncus arcticus</i> ssp. <i>balticus</i>	Baltic rush	3	2	5	2	12	prL4	xpr		
<i>Juncus effusus</i>	soft rush	1	4	4	3	12	prL4		xpr	
<i>Prunus pensylvanica</i>	pin cherry	2	4	3	3	12	prL4			xpr
<i>Rosa blanda</i>	smooth wild rose	2	3	3	4	12	prL4	xpr		
<i>Rudbeckia hirta</i>	black-eyed Susan	1	4	4	3	12	prL4	xpr	xpr	
<i>Salix petiolaris</i>	slender willow	2	3	5	3	13	prL4		xpr	
<i>Schoenoplectus tabernaemontani</i>	soft-stemmed bulrush	1	2	5	3	11	prL4		xpr	
<i>Spiraea alba</i>	wild spiraea	2	4	4	3	13	prL4	xp	xpr	
<i>Monarda fistulosa</i>	wild bergamot	2	3	2	3	10	prL5	xpr	xpr	
<i>Populus tremuloides</i>	trembling aspen	2	3	1	3	9	prL5	xpr	xpr	xpr
<i>Silphium perfoliatum</i>	cup-plant	4	1	3	2	10	prL5	xpr	xpr	
<i>Tilia americana</i>	basswood	2	3	2	3	10	prL5		xpr	xp
<i>Viburnum lentago</i>	nannyberry	2	3	1	2	8	prL5	xpr	xpr	xp
<i>Helianthus giganteus</i>	tall sunflower	5	2	4	3	14	prLX	xpr		
<i>Solidago rigida</i> ssp. <i>rigida</i>	stiff goldenrod	5	5	5	4	19	prLX	xpr		
<i>Bouteloua curtipendula</i>	side-oats grama						prL+		xpr	
<i>Caragana arborescens</i>	Siberian pea-shrub	5				5	prL+			xpr
<i>Coreopsis tripteris</i>	tall tickseed						prL+	xpr		
<i>Cotoneaster acutifolius</i>	Peking cotoneaster	5				5	prL+			xpr
<i>Cotoneaster dammeri</i>	bearberry cotoneaster						prL+			xpr
<i>Elaeagnus commutata</i>	silver-berry	5				5	prL+			xpr
<i>Geum triflorum</i>	prairie smoke						prL+	xpr		
<i>Hippophae rhamnoides</i>	sea-buckthorn	5				5	prL+		xpr	

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		Local	Popn.	Hab.	Sens.	Total	Rank	Occurs at		
		Occur.	Trend	Dep.	Dev.	Score	TRCA	Humber Bay Sections		
Scientific Name	Common Name	1-5	1-5	0-5	0-5	2-20	(08/2012)	Shores	East	West
<i>Persicaria orientalis</i>	prince's feather	5				5	prL+		xpr	
<i>Populus x canadensis</i>	Carolina poplar	4				4	prL+		xpr	
<i>Ratibida columnifera</i>	prairie coneflower	5				5	prL+	xpr		
<i>Ratibida pinnata</i>	grey-headed coneflower	5				5	prL+	xpr	xpr	
<i>Rhus aromatica</i>	fragrant sumach	5				5	prL+	xpr	xpr	xp
<i>Rhus glabra</i>	smooth sumach	5				5	prL+			xpr
<i>Rosa rugosa</i>	wrinkled rose	5				5	prL+	xpr		
<i>Silphium integrifolium</i>	rosinweed						prL+	xpr		
<i>Vernonia gigantea</i>	tall ironweed						prL+	xpr		
<i>Physalis longifolia</i> var. <i>subglabrata</i>	smooth ground-cherry	5	5	3	4	17	prL+?		xpr	
<i>Rosa virginiana</i>	Virginia rose	5				5	prL+?	xpr	xpr	xpr

Common Name	Code	Scientific Name	East	West	Shore	LO	PTn	PTt	AS	PIS	HD	StD	+	TS	Rank
Survey Species: species for which the TRCA protocol effectively surveys.															
Birds															
hooded merganser	HOME	<i>Lophodytes cucullatus</i>	1			2	2	2	4	2	2	2	0	16	L3
red-necked grebe	RNGR	<i>Podiceps grisegena</i>	1			5	2	1	3	1	3	4	0	19	L3
barn swallow	BARS	<i>Hirundo rustica</i>	1	2		0	2	3	1	1	2	1	0	10	L4
belted kingfisher	BEKI	<i>Ceryle alcyon</i>		1		0	3	2	2	1	2	2	0	12	L4
cliff swallow	CLSW	<i>Petrochelidon pyrrhonota</i>			off-site	1	2	2	1	1	2	1	0	10	L4
eastern kingbird	EAKI	<i>Tyrannus tyrannus</i>	2	2		0	4	2	2	1	1	3	0	13	L4
gadwall	GADW	<i>Anas strepera</i>	1		1	4	1	2	1	2	1	3	0	14	L4
great-crested flycatcher	GCFL	<i>Myiarchus crinitus</i>	1			0	2	2	3	1	2	2	0	12	L4
grey catbird	GRCA	<i>Dumetella carolinensis</i>	8		1	0	2	2	1	1	1	3	0	10	L4
northern flicker	NOFL	<i>Colaptes auratus</i>	1	1		0	3	2	1	1	2	3	0	12	L4
northern rough-winged swallow	NRWS	<i>Stelgidopteryx serripennis</i>	1	1	1	0	1	2	1	1	3	2	0	10	L4
purple martin	PUMA	<i>Progne subis</i>		1		4	2	3	1	1	2	1	0	14	L4
red-eyed vireo	REVI	<i>Vireo olivaceus</i>	1			0	2	2	2	1	1	3	0	11	L4
savannah sparrow	SAVS	<i>Passerculus sandwichensis</i>		1 (2006)		0	3	2	1	1	1	4	0	12	L4
tree swallow	TRES	<i>Tachycineta bicolor</i>	1	1		0	2	2	1	1	2	2	0	10	L4
willow flycatcher	WIFL	<i>Empidonax traillii</i>	9	1	1	0	4	2	1	1	1	3	0	12	L4
American goldfinch	AMGO	<i>Carduelis tristis</i>	x	x	x	0	2	2	1	1	0	1	0	7	L5
American robin	AMRO	<i>Turdus migratorius</i>	x	x	x	0	1	2	1	1	0	1	0	6	L5
Baltimore oriole	BAOR	<i>Icterus galbula</i>	x	x		0	2	2	1	1	0	1	0	7	L5
black-capped chickadee	BCCH	<i>Parus atricapillus</i>	x			0	1	2	1	1	0	1	0	6	L5
brown-headed cowbird	BHCO	<i>Molothrus ater</i>	x	x	x	0	2	2	1	1	0	1	0	7	L5
Canada goose	CANG	<i>Branta canadensis</i>	x	x	x	0	1	1	1	2	1	0	0	6	L5
cedar waxwing	CEDW	<i>Bombycilla cedrorum</i>	x	x		0	1	2	1	1	0	1	0	6	L5
common grackle	COGR	<i>Quiscalus quiscula</i>	x	x	x	0	3	2	1	1	0	1	0	8	L5
downy woodpecker	DOWO	<i>Picoides pubescens</i>	x			0	3	2	1	1	1	1	0	9	L5
killdeer	KILL	<i>Charadrius vociferus</i>		x		0	2	2	1	2	0	2	0	9	L5
mallard	MALL	<i>Anas platyrhynchos</i>	x	x	x	0	2	2	1	2	0	1	0	8	L5
mourning dove	MODO	<i>Zenaidura macroura</i>	x	x	x	0	2	2	1	1	0	0	0	6	L5
northern cardinal	NOCA	<i>Cardinalis cardinalis</i>	x	x	x	0	2	2	1	1	1	2	0	9	L5
northern mockingbird	NOMO	<i>Mimus polyglottos</i>		x		0	2	0	1	1	1	1	0	6	L5
red-winged blackbird	RWBL	<i>Agelaius phoeniceus</i>	x	x	x	0	2	2	1	1	0	2	0	8	L5
song sparrow	SOSP	<i>Melospiza melodia</i>	x	x	x	0	2	2	1	2	0	2	0	9	L5
warbling vireo	WAVI	<i>Vireo gilvus</i>	x	x		0	1	2	1	1	1	2	0	8	L5

Appendix 3: Fauna List for Humber Bay Complex, 2004 - 2013.

Common Name	Code	Scientific Name	East	West	Shore	LO	PTn	PTt	AS	PIS	HD	StD	+	TS	Rank
yellow warbler	YWAR	<i>Setophaga petechia</i>	x	x	x	0	1	2	1	1	1	3	0	9	L5
European starling	EUST	<i>Sturnus vulgaris</i>	x	x											L+
house finch	HOFI	<i>Carpodacus mexicanus</i>	x	x											L+
house sparrow	HOSP	<i>Passer domesticus</i>	x	x	x										L+
mute swan	MUSW	<i>Cygnus olor</i>	x	x	x										L+
Herpetofauna															
green frog	GRFR	<i>Lithobates clamitans</i>	1			0	2	2	1	3	1	4	0	13	L4
Incidental Species: species that are reported on as incidental to the TRCA protocol.															
Mammals															
beaver	BEAV	<i>Castor canadensis</i>			1	1	2	1	2	3	1	3	0	13	L4
meadow vole	MEVO	<i>Microtus pennsylvanicus</i>			1	2	2	2	1	2	1	2	0	12	L4
mink	MINK	<i>Mustela vison</i>		1 (2007)	1	1	2	2	3	3	0	3	0	14	L4
muskrat	MUSK	<i>Ondatra zibethicus</i>	1			0	2	2	1	3	1	3	0	12	L4
white-tailed deer	WTDE	<i>Odocoileus virginianus</i>	1 (2006)			0	2	1	3	2	2	1	0	11	L4
grey squirrel	GRSQ	<i>Sciurus carolinensis</i>	x	x		0	2	2	1	3	0	0	0	8	L5
raccoon	RACC	<i>Procyon lotor</i>	x			0	2	2	1	3	1	0	0	9	L5
LEGEND															
LO = local occurrence		PIS = Patch Isolation Sensitivity				LX = extirpated									
PTn = population trend, continent-wide		STD = sensitivity to development				L+ = non-native/introduced									
PTt = population trend, TRCA		+ = additional points													
HD = habitat dependence		TS = total score													
AS = area sensitivity		L-rank = TRCA Rank, October, 2008													

APPENDIX 4

Preliminary Paid Parking Usage Results for Humber Bay Parks, October 2016

Preliminary Paid Parking Usage Results for Humber Bay Parks

Issued: 10/08/2016



The following report examines the off-street parking supply and usage in Humber Bay Parks, at the request of Parks, Forestry, & Recreation (PF&R) staff in order to inform the Humber Bay Parks Master Plan.

Transaction data was examined for July 2016 for the off-street facilities operated by the Toronto Parking Authority. Specifically, peak occupancy was observed whereby it is the greatest number of vehicles parked at any given hour in a day, expressed as a percentage of the number of parking spaces available, for busy weekdays (Tues-Thurs), Fridays, and Saturdays, where applicable.

Please note, the data below does *not* include non-transaction parkers, such as illegal parkers, any parks-issued permits, and other users etc.

Off-Street Parking

In total, 6 parking facilities are found in the study area and transaction data were observed for each.

The following table indicates the peak occupancy for each carpark (CP) facility. It is a critical measure to assess the capacity of a parking facility. For any parking location, on-street or off-street, the level-of-service used for usage is 85%, where anything greater than 85% is considered over capacity.

	CP No.	Municipal Address* ³	Space Count	Peak Occupancy				Notes
				Wday	F	St	Sn	
Humber Bay Park East	522	2 Park Lawn Rd.	228	28%	25%	79%	86%	
Humber Bay Park West	523	95 Humber Bay Park Rd. W.	80	14%	11%	16%	38%	1,2
	524	95 Humber Bay Park Rd. W.	144	21%	14%	58%	60%	1
	525	235 Humber Bay Park Rd. W.	28	41%	50%	77%	98%	
	526	295 Humber Bay Park Rd. W.	22	85%	64%	197%	180%	
	527	345 Humber Bay Park Rd. W.	10	130%	107%	83%	153%	

Notes:

1. Farmer`s Market every Saturday until 1pm.
2. Permits were issued by Parks for workers of the former-SNC Lavalin Office.
3. The Entrance Addresses are signed 2195 Lakeshore Blvd. West at CP 522 and 2225 Lakeshore Blvd. West at CP 523-527.

Rates and Hours of Operation:

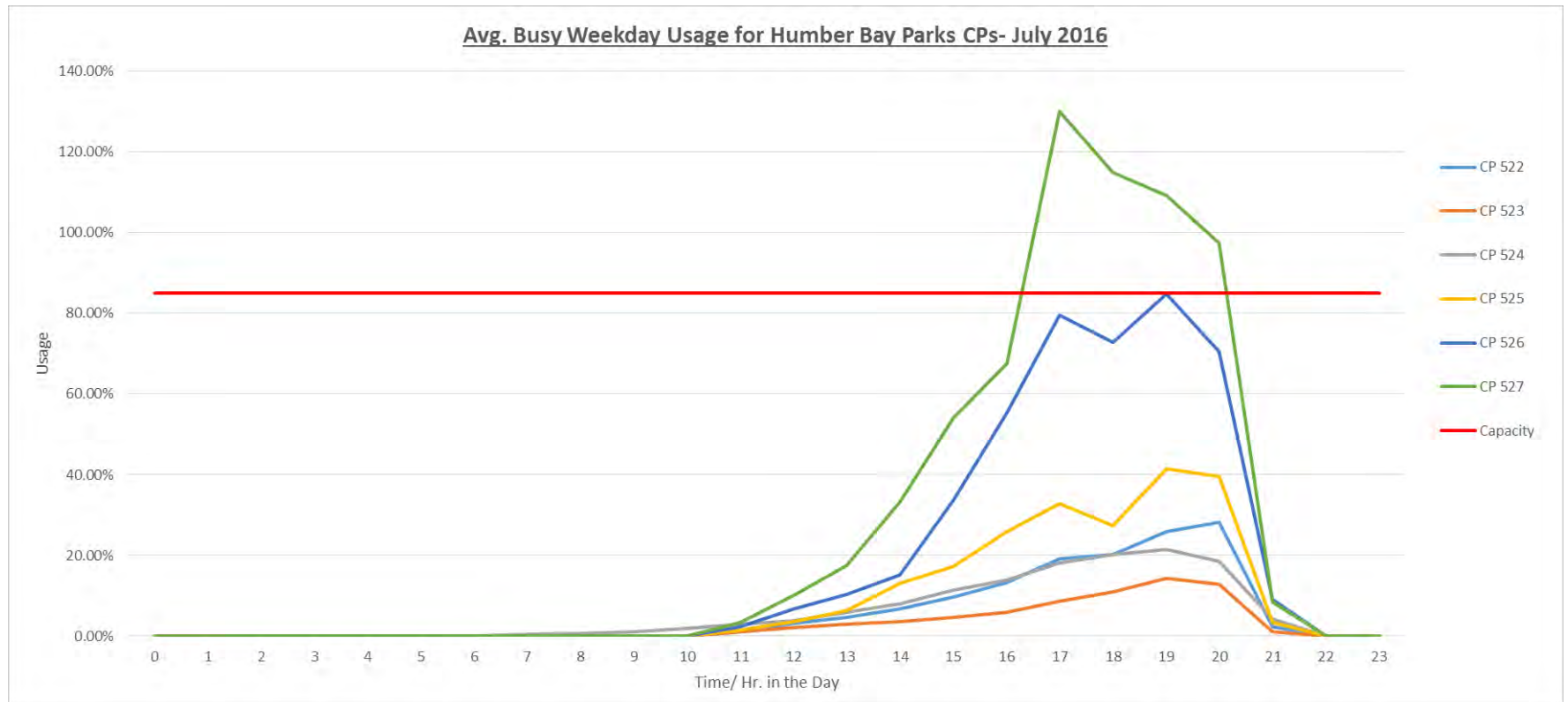
All of the carparks operate from the Friday of Victoria Day Long weekend to Labour Day annually. For 2016, payment is in effect from Friday 20th May, 2016 to Monday 5th September, 2016. When payment is implemented, the rates are as follows:

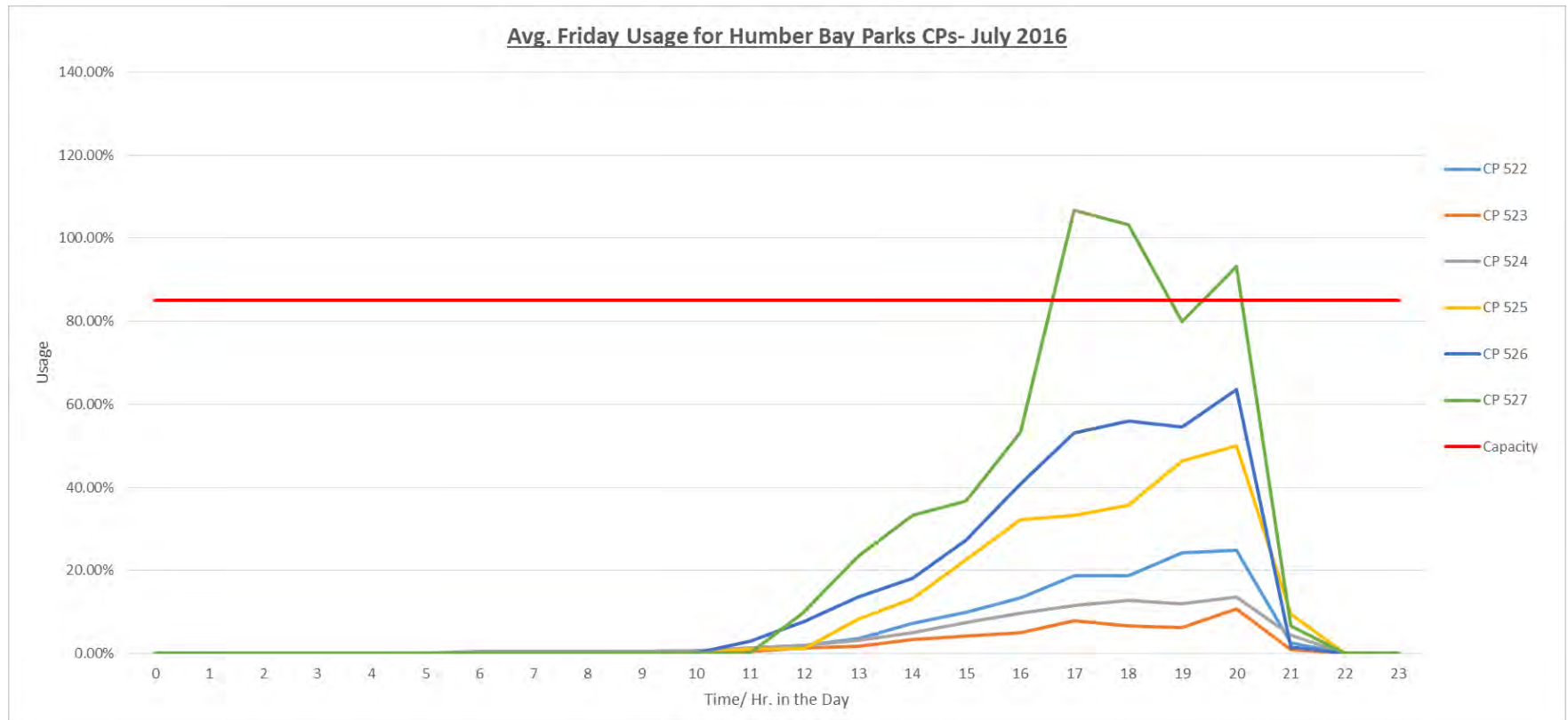
- Half-Hour: \$0.75
- Monday-Friday:
 - Before 5pm: FREE
 - Night Maximum (5pm-9pm): \$3.00
- Saturday/Sunday/Holidays:
 - Maximum (9am- 8pm): \$7.00

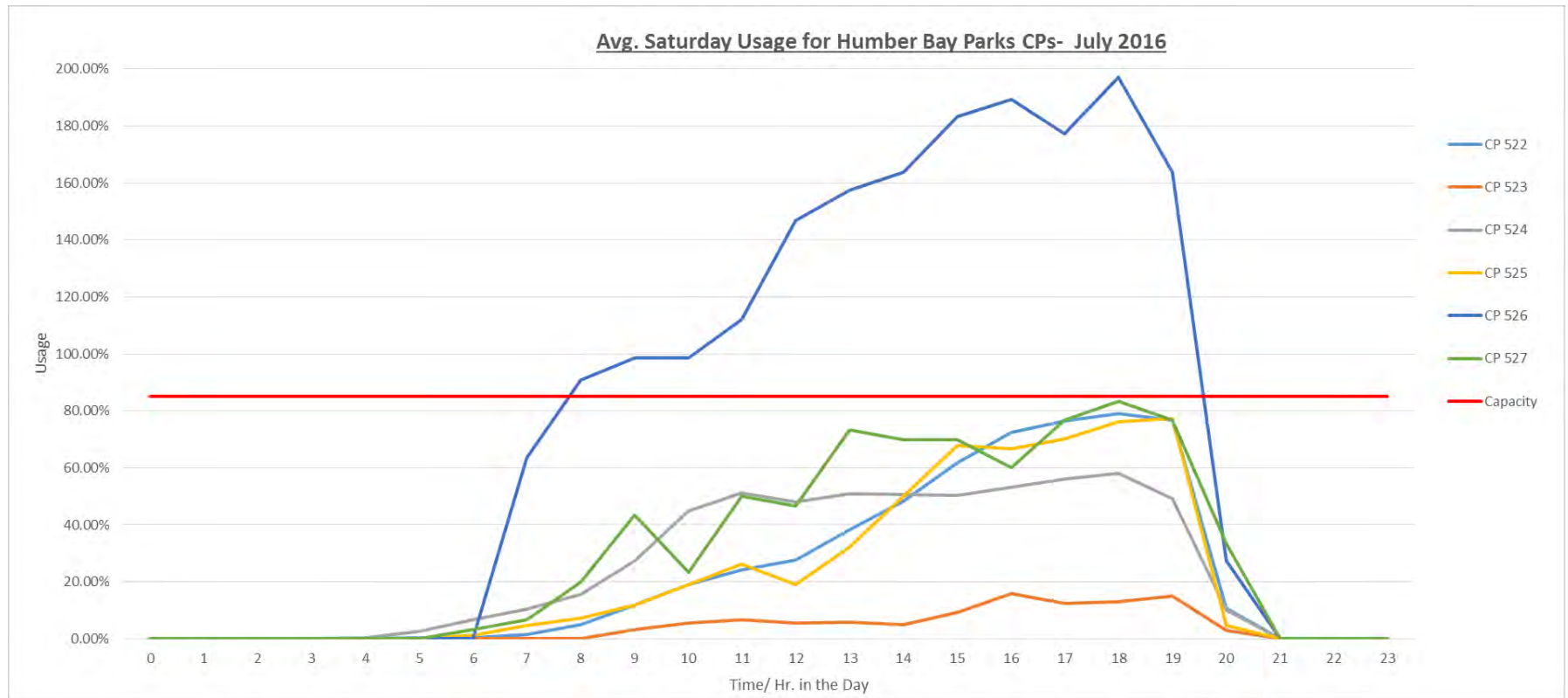
Please note, the data represented in the report reflect pre-purchased time a parker buys. This is limiting as these numbers are based on people who paid for parking, and does not reflect exit times. In this instance, usage can exceed 100%.

For more information, contact: Ann Marie Chung at achung2@toronto.ca.

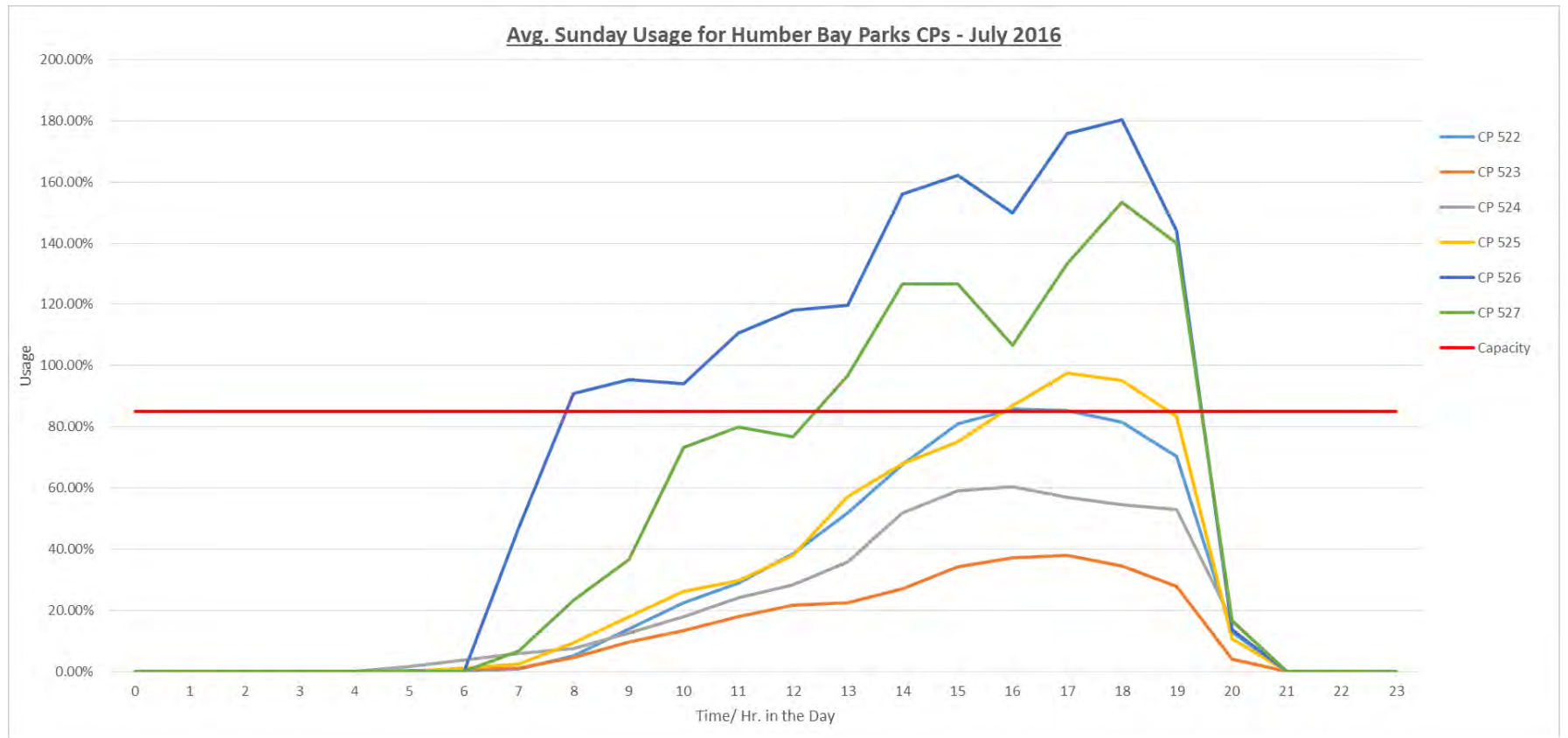
Results:







Farmer`s Market, every Saturday until 1pm at CP 523 and 524.



Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Meeting #2/19, Friday, February 22, 2019

FROM: Chandra Sharma, Director, Community Engagement and Outreach

RE: **TORONTO AND REGION CONSERVATION AUTHORITY RESPONSE TO
ONTARIO'S CLIMATE CHANGE PLAN CONSULTATION**

KEY ISSUE

To provide the TRCA Board of Directors with a copy of staff comments on the *Made-in-Ontario Environment Plan*, released by the Province of Ontario which were submitted on January 28th, 2019 to meet the province's deadline for comment.

RECOMMENDATION

IT IS RECOMMENDED THAT the staff report, highlighting TRCA staff comments on Ontario's Made-in-Ontario Environment Plan, be received.

BACKGROUND

On November 29, 2019 the Province of Ontario released a proposed *Made-in-Ontario Environment Plan* with four areas of focus:

1. Protecting our Air, Lakes and Rivers
2. Addressing Climate Change
3. Reducing Litter and Waste in Our Communities & Keeping Our Land and Soil Clean
4. Conserving Land and Greenspace

This proposed plan was released following an initial online consultation process which was active between October 24, 2018 and November 16, 2018. TRCA staff submitted comments in response to this initial consultation, which were included in the [Board of Directors Meeting #9/18 agenda, held on November 30, 2018](#). At that meeting, Board of Directors requested that staff provide an update once the proposed *Environment Plan* had been released.

This report provides a copy of comments submitted by TRCA staff via the Ontario Environmental Registry on January 28th, 2019.

RATIONALE

SUMMARY OF TRCA COMMENTS AND RECOMMENDATIONS TO THE PROVINCE

1. General Comments

The proposed Environment Plan sets out areas of potential action related to many of the programs and services delivered by TRCA. In turn, TRCA and other CAs can play essential roles in supporting the Province in implementing many objectives and actions of the Plan. Through long-term partnerships with municipalities, numerous local community leaders and groups, TRCA and other CAs are uniquely positioned to enable local networks to engage in collaborative action.

Recommendation 1.1: TRCA recommends that the MECP work with Conservation Ontario and other CAs to:

- Take advantage of the success of Ontario's CA program and close to 70 years of unique experience, technical expertise, and collaborative approach to engaging diverse stakeholders and communities in dealing with the most pressing issue of our times - climate change.
- Leverage the importance of watershed-based governance model that has enabled innovation to develop practical solutions to current and emerging issues (e.g., flood management, drinking water and Great Lakes water quality, climate change, rapid urbanization/growth); and
- Leverage CA programs to achieve multiple provincial priorities.

In its current form, the Environment Plan is focused on the MECP. However, many other Ministries have responsibilities to ensure a healthy and sustainable environment. Many of the actions identified in the Environment Plan will require support from other Ministries for implementation success. While the Province has committed to make climate change a cross-government priority, we recommend that this approach be extended to all other areas identified in the Environment Plan. A whole-of-government approach is necessary to effectively address our pressing environmental challenges and move communities towards sustainability and long-term prosperity.

Recommendation 1.2: TRCA recommends that a cross-government approach be extended to all areas of the Environment Plan to bring environmental protection and climate change to the forefront of all government decisions and contribute to the effective implementation of the Plan.

2. Protecting our Air, Lakes, and Rivers

Great Lakes Health

The Great Lakes are the primary source of drinking water to millions of Ontarians. As indicated in the most recent Minister's Annual Drinking Water Report, Ontario has a comprehensive Drinking Water Source Protection (DWSP) Program to protect municipal sources of drinking water, including the Great Lakes. Continued improvement to the initial technical work that was completed to prepare source protection plans will be necessary as more information becomes known about the impact of emerging influences such as blue-green algae and Cladophora, road salt, increased development, and flooding caused by severe weather events.

Through the DWSP, the Credit Valley – Toronto and Region – Central Lake Ontario (CTC) Source Protection Committee (SPC) investigated the impact of spills on municipal drinking water systems drawing water from Lake Ontario. A number of policies are set out in the Approved CTC Source Protection Plan (SPP), addressing spill prevention, contingency planning, and emergency response. The proposed online platform for reporting incidents, commitment to improve the complaint response system, and a goal to improve transparency between stakeholders will all lead to collaborative and consistent emergency response.

Recommendation 2.1: TRCA recommends that the MECP continue to support the Drinking Water Source Protection Program and continue to build on the technical studies and analyses completed for source protection planning to protect water quality and the Great Lakes ecosystem.

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As the lead for the Toronto and Region Remedial Action Plan (RAP), TRCA plays a key role in leading collaborations for Lake Ontario initiatives. The Toronto and Region RAP recognizes the influence of watersheds on nearshore lake health. Any updates to the Great Lakes Strategy will need to continue to recognize the significant influence local watersheds have on nearshore lake health. Integrated watershed management is critical to managing pollutant loads and protecting spawning habitats. A more explicit link between watershed planning and management and nearshore lake health should be established in the proposed Environment Plan.

Recommendation 2.2: TRCA recommends that the Environment Plan be strengthened to establish a stronger, more explicit connection between watershed planning and management and nearshore lake health.

TRCA is pleased to see the Province's continued commitment to restoring the Great Lakes. Executing on-the-ground restoration projects will be critical to mitigate and adapt to the impacts of climate change. In order to deliver on resiliency objectives and achieve measurable impact in a cost-effective manner, it is important to deliver restoration at a large scale and in strategic areas where multiple objectives can be realized (e.g., water quality, water quantity, erosion and sedimentation remediation, natural cover, and connectivity, etc.) to maximize the value on investment. For example, TRCA has completed a jurisdiction-wide Integrated Restoration Prioritization (IRP) process, which directs site selection to provide the maximum benefit to natural system function on a watershed basis.

Recommendation 2.3: TRCA strongly encourages that the MECP adopt a strategic approach to restoration and focus available resources on areas where multiple objectives can be achieved, based on the latest science and real monitoring data pertaining to ecosystem health and integration of climate resilience measures to address vulnerability and risk to ecosystems and communities.

Vulnerable Waterways and Inland Waters

TRCA agrees with the importance of protecting Ontario's water resources, which are essential to long-term sustainability of our environment, economy and communities. Monitoring the quality of our lakes, rivers, and aquifers is necessary to understand the impact of our everyday activities on these dynamic systems. Although we agree that increasing sodium and chloride from the application of road salt is a stressor to our source water, monitoring efforts should not be restricted to this activity. The Province must work with its stakeholders and partners to promote best management practices to reduce the impact of all land use activities on all sources of drinking water. Effective watershed management and continued water quality monitoring of lakes, rivers, and aquifers will allow us to evaluate the implementation success of initiatives such as source protection planning which employ best management practices. Conservation Authorities and municipalities can be essential partners in protecting additional vulnerable waterways and inland waters through effective implementation of the provincial planning and water policy framework (e.g., the Growth Plan for the Greater Golden Horseshoe, and *Clean Water Act*, etc.).

Recommendation 2.4: TRCA welcomes the MECP's commitment to supporting effective watershed management and recommends continued support for water quality and quantity monitoring of lakes, rivers, and aquifers conducted by Conservation Authorities and municipalities.

TRCA can also provide support in understanding vulnerabilities of waterways and inland waters based on a watershed perspective. TRCA has been piloting a "next generation" approach to watershed planning in the development of an updated watershed plan for Carruthers Creek in

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partnership with the Region of Durham. This “next generation” approach will help to better consider climate change vulnerabilities and ecological connectivity, and green infrastructure planning for improved community resilience, among other benefits. Watershed planning can bring a solid foundation of science to inform many key community planning issues such as: identifying and enhancing natural heritage systems; providing guidance to manage stormwater using green infrastructure and low-impact development (LID) techniques; managing the risk to property and infrastructure from natural hazards, and assessing the impact of potential future climate change, among others.

Recommendation 2.5: TRCA recommends that the MECP provide clear direction on how the goals of watershed and subwatershed planning should relate to existing provincial or other legislation, policies and guidelines for watershed and environmental protection.

Water Use, Conservation and Security

The understanding of how water cycles through watersheds in southern Ontario, obtained through the DWSP Program, was a strategic investment by the Province. This knowledge can inform water management decisions being made by the Province in the issuance of Permits-To-Take-Water and Environment Compliance Approvals. TRCA strongly supports the Province’s goal of ensuring that the knowledge gained through the DWSP Program is applied to other provincial program areas.

The proposed Environment Plan identifies the need to manage water takings to ensure we have sustainable water resources in the face of a changing climate and continued population growth. The premise of evaluating cumulative water takings in the context of overall water management is vital to ensuring that water resources are adequately protected and used sustainably. Therefore, TRCA supports the review of current water taking policies, programs and science tools. The extensive technical work which has been completed, peer-reviewed, and approved by the Minister of the Environment, Conservation and Parks through the DWSP Program will be invaluable in completing this review.

The tiered water budget studies completed under the *Clean Water Act* have identified current and projected future water takings in each watershed or subwatershed in Ontario in an effort to evaluate the vulnerability to municipal drinking water supplies. Where the potential for stress to a particular drinking water system was identified during these assessments, more elaborate drought and climate change scenarios were considered in an effort to ensure the sustainability of the water resource over the long-term. This technical work provides a solid foundation for identifying sustainable approaches to managing our water for the future, including the adoption of water conservation practices and technologies.

Effective water management requires strong coordination and collaboration across multiple stakeholders. Watershed Plans are prime examples of a collaborative process that brings together a comprehensive understanding of water (quantity, quality, uses, etc.) under present and future timeframes, as the basis for developing management strategies that may include allocation guidelines. It is important that the Province continues to support and enable these and other forms of collaborative water management.

Recommendation 2.6: TRCA recommends that the MECP establish a stronger, more explicit commitment to enabling collaboration across various agencies responsible for aspects of water management.

Municipal Wastewater and Stormwater Management and Reporting

TRCA supports efforts to improve municipal wastewater and stormwater management and reporting, which if properly managed can significantly benefit the health of our watersheds. TRCA leads watershed hydrology studies and integrated watershed plans which provide the basis for effective stormwater management criteria and inform municipal decision-making regarding new development and priorities for urban retrofits. TRCA also plays a role in the implementation of these projects. With additional resources, we could assist in strategic planning and implementation of green infrastructure designed to reduce flood risk, improve stormwater management and achieve numerous social and economic co-benefits for communities. Policies established at the Provincial level are important to guide science-based wastewater and stormwater management at the municipal level, with priority given to LID and green infrastructure. Provincial support for incentive programs related to Stormwater innovation and infrastructure grants for green infrastructure could also be used to leverage municipal wastewater and stormwater management initiatives.

Recommendation 2.7: TRCA recommends that the MECP support incentive programs related to stormwater, implementation of LID and green infrastructure.

3. Addressing Climate Change

Understanding Climate Change Impacts

TRCA recognizes that adapting to climate change impacts is a critical natural resource management issue. Through the Ontario Climate Consortium (OCC), TRCA has developed expertise to respond to issues of climate adaptation and mitigation across both technical and policy fronts. OCC also commonly partners with municipalities in TRCA's jurisdiction on climate change initiatives such as vulnerability assessments, workshops on climate risks, and various research projects. TRCA offers a range of expertise in climate change mitigation and adaptation that could be used to help the Province develop and deliver policies and actions to achieve its goals in addressing climate change.

While TRCA supports the commitment to undertake a provincial climate change impact assessment, we suggest that any such impact assessment must inform local and regional decision-making. For example, balance between a high-level, broad-scale approach and a regional-scale assessment that considers spatial detail (e.g., the Great Lakes), local land use and sector interdependencies will be key to addressing local risks.

Further, while provincial and municipal scale sector-based vulnerability assessments are important, certain aspects of their implementation ultimately happens at the ground level by residents, businesses and other groups. TRCA's Sustainable Neighbourhood Action Program (SNAP) is piloting a neighbourhood-based vulnerability assessment and adaptation planning process in the City of Brampton, which is bringing different levels of information together with local knowledge to develop a shared action plan. The process is building capacity in local stakeholders to lead implementation actions that will address multiple urban renewal objectives and deliver greater impact. This model is expected to be transferable to other communities and could harness additional local resources for action.

Recommendation 3.1: TRCA recommends that the provincial-level climate change impact assessment must inform local or regional decision-making in the Greater Toronto Area, to inform Great Lakes concerns or sector-based risks. This can be achieved by scaling some systems or sectors down to a more local or regional level where more detailed research and engagement work is conducted;

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As the largest conservation authority in Ontario serving the most urbanized region, TRCA has played a critical role in addressing climate change risks and the impacts of rapid growth and urbanization within our area of jurisdiction, which supports the Province's and municipalities' efforts to address pressing environmental issues such as Lake Ontario water quality, flood and erosion hazard management, stormwater, natural heritage systems planning, and source water protection. An important component of this work has been collecting climate and other environmental data while undertaking various types of vulnerability and risk assessments, including:

- Hydrologic modeling (2D, LiDar) for enhanced riverine flood risk assessment and floodplain mapping delineation;
- Dual drainage modeling in case study areas to estimate and consider the interactions and extent of urban and riverine flooding;
- Stream erosion assessments and prioritization for erosion control works, monitoring and reporting through key performance indicators;
- Vulnerability and risk assessment of TRCA flood control infrastructure;
- Natural system vulnerability assessment to climate change in Peel Region.

Recommendation 3.2: TRCA recommends that the proposed provincial impact assessment incorporate existing information from CAs and other organizations at the local and regional scales; and include case studies of small, medium, and large municipalities where growth pressures are expected, under both greenfield and redevelopment / intensification scenarios, and may exacerbate climate change impacts.

Recommendation 3.3: TRCA recommends that where climate change vulnerabilities and risks are already well known, funding for adaptation actions should be applied in high priority areas regardless of province-wide impact assessment processes occurring in the coming years.

Government Policies Update

TRCA strongly agrees with the Province that a cross-government approach to addressing climate change is essential for Ontario to successfully respond to the all-encompassing nature of climate change. Coordination and partnership building are extremely important to managing climate change risks and developing policies, programs, and services. Municipalities, utilities and other broader public sector organizations need to be included in cross-governmental coordination efforts, particularly at the local and regional scale where expertise and resources can be shared to help build joint-capacity for effective decision-making. Conservation Authorities, as regional environmental agencies, can play a critical role in regional coordination and providing guidance to local government and other public agencies operating on-the-ground. CAs can also play a critical role in encouraging local environmental leadership through partnerships with community groups and business associations. As the Province moves forward with updating government policies to update policy direction on climate resilience, TRCA would welcome the opportunity to support the government with technical expertise and insights gathered through decades of climate change work at the local level.

Recommendation 3.4: TRCA recommends that the Province work with CAs to enhance regional coordination and provide guidance to municipalities on climate action, while also encouraging local leadership through partnerships with community groups and local businesses.

Local Climate Resilience

TRCA is pleased to see the commitment to empower effective local leadership on climate change and improve local climate resilience. We know that left unaddressed, climate risks pose significant threats to population health and economic prosperity in the future. Community-led initiatives and programs, which use innovative means of engaging citizens in personalizing their connection with the future climate, are more effective in raising awareness and helping individuals determine the actions they need to take. TRCA has been very active in this area with sector specific on-the-ground mobilization through initiatives around climate change mitigation and adaptation such as our Sustainable Neighbourhood Action Program (SNAP), Ontario Climate Consortium (OCC), and Partners in Project Green (PPG): a Pearson Eco-Business Zone. TRCA will continue to support efforts by member municipalities and senior levels of government to respond to climate risks by helping to build infrastructure that is more resilient to flood and erosion hazards, providing expertise in predicting the effects of climate on watersheds and communities, and connecting stakeholders with the knowledge and technologies that they require.

Recommendation 3.5: TRCA recommends that the MECP identify the essential role of community-led actions, and role of regional organizations such as TRCA in providing the necessary support and guidance to local communities, business, and municipalities in building local climate resilience.

Green Infrastructure

Watershed planning assists municipalities and their partners and stakeholders in integrating greenspace and green infrastructure into new and existing communities. TRCA has supported initiatives such as retrofitting existing stormwater management ponds, terrestrial natural heritage system design, urban forest management and facilitating LID. TRCA has expertise in LID and urban forest strategies, and experience in engaging private and public landowners and municipalities in the planning, design and implementation of green infrastructure plans on public and private property. There are significant environmental benefits that accrue from this work, as well as numerous social and economic co-benefits. TRCA's integrated planning processes bring a multi-objective lens to the design of green infrastructure systems, which is necessary to optimize designs for greatest impact. These multi-objective projects are low-regret actions that offer the opportunity to leverage planned infrastructure renewal to achieve cost-sharing opportunities and the basis for innovative funding sources. This work should be a priority implementation program due to its multiple benefits. TRCA is well positioned with completed plans and established partnerships available to advance implementation quickly.

Recommendation 3.6: TRCA recommends that the MECP make multi-objective green infrastructure projects a priority implementation program of the Environment Plan.

4. Reduce Litter and Waste and Keep our Land and Soil Clean

Waste Reduction

TRCA supports the focus on food and organic waste, which represents 6% of Ontario's greenhouse gas emissions. TRCA also supports efforts to reduce plastic waste that ends up in our lakes and rivers, which support clean watersheds and conservation areas. Efforts to prevent waste from entering these areas is consistent with the mandate of CAs.

Since its inception, TRCA's Partners in Project Green has supported thousands of businesses and facilitated the completion of hundreds of green projects in Canada's two largest employment areas, the Pearson Eco-Business Zone and the City of Toronto. As an example, business in these employment areas diverted more than 4,000 tonnes of materials away from landfill using circular

economy principles. TRCA commonly engages community members to participate in a variety of education, training and outreach initiatives such as cleanups, including shoreline cleanup events along Lake Ontario to raise awareness of the waste we generate, get people outside to appreciate nature, and save our wildlife.

Excess Soil Management and Brownfield Redevelopment

TRCA is a commenting agency under both the *Planning Act* and the *Environmental Assessment Act*, and a regulatory agency under the *CA Act*. We work to ensure that new development or redevelopment is not at risk from flooding or erosion, as well as encourage the conservation and restoration of natural resources. While we welcome the clean-up of contaminated lands in Ontario, we would like to be further engaged as the Province sets out to revise the brownfields regulation and record of site condition guide to ensure that proper protections are in place to facilitate brownfield redevelopment while protecting the public and the environment.

Recommendation 4.1: TRCA would like to recommend that MECP engage CA's to support the revision of brownfield regulations and the record of site condition to ensure that the environment and the public is protected while reducing barriers to the redevelopment of brownfield sites.

TRCA supports the Province's intention to set clear rules to support the beneficial reuse of safe soils and work with stakeholders to increase enforcement on illegal dumping of excess soil. TRCA has developed a number of guidelines to protect soils, including "Preserving and Restoring Healthy Soil: Best Practices for Urban Construction" (2012). TRCA could provide support to the Province in setting clear rules to allow industry to reuse excess soils.

Recommendation 4.2: TRCA would like to engage with the MECP to support the establishment of clear rules to support the beneficial reuse of safe soils and enable strong enforcement on illegal dumping.

Management of Hauled Sewage

TRCA supports the consideration of approaches for the management and spreading of hauled sewage. It is our understanding that the Source Protection Programs Branch is reviewing current circumstances under which this activity could be a significant drinking water threat to municipal sources of drinking water. We agree that there is still much to understand with respect to how these materials could impact the environment. Therefore, a more comprehensive understanding of their behaviour and management is warranted.

5. Conserving Land and Greenspace

Natural Ecosystems

Conservation Authorities play a central role in improving the resilience of natural ecosystems, which in turn help to increase the resilience of communities within the province to flooding, erosion, and climate change. For example, TRCA and partners developed the targeted terrestrial natural heritage system, which is necessary to support regional biodiversity and contributes significantly to water management as well as other social and economic co-benefits within the region. We also play a key role in restoring natural ecosystems (e.g. wetlands, woodlands, and streams) and supporting habitat quantity as well as quality. We welcome provincial support on the accelerated securement, protection and restoration of the natural heritage system. TRCA and

Item 9.3

other CAs can be essential partners in land and water conservation to preserve areas of significant environmental and ecological importance. Further, CAs are provincially mandated to be able to enter into agreements for land conservation.

Recommendation #5.1: TRCA recommends provincial investment to accelerate and scale-up the securement, protection and restoration of the natural heritage system.

Recommendation #5.1: TRCA recommends that the Province identify specific targets or thresholds for protecting and restoring natural ecosystems based on the latest science provided through watershed and subwatershed planning, to enhance the ability for municipalities and CAs to implement actions to meet ecological targets.

Conservation and Environmental Planning

TRCA appreciates the Province's support for conservation and environmental planning and the Province's intention to work with municipalities and stakeholders to improve the delivery of the mandate of CAs. As indicated above, TRCA delivers a broad range of programs and services in fulfilling our mandate under the *CA Act*, which contribute to many of the objectives and actions identified in the Plan. We would highly welcome the opportunity to remain engaged and work collaboratively with the Province and other stakeholders to continuously improve our programs and services, and ensure that an appropriate level of funding and resources is in place to sustain them moving forward.

TRCA would also like to be engaged as the Province looks to modernize Ontario's environmental assessment process as the review of environmental assessments is an integral part of our work at the TRCA.

Recommendation 5.3: TRCA would like to engage further to support the Province in delivering the mandate and objectives of CAs as set out in the *Conservation Authorities Act* and in modernizing Ontario's Environmental Assessment processes.

Parks and Forests

TRCA is improving and expanding trail systems across our area of jurisdiction. We have improved public access to greenspace by acquiring nearly 700 acres of new public greenspace and partnered with government agencies, municipalities and NGOs to formalize over 800 km of the regional trail system throughout our jurisdiction. In addition, TRCA has developed a Regional Trail Strategy to guide our work with partners to develop a 1,100-km network of regional trails that will create opportunities for people throughout the Greater Toronto region to explore and enjoy natural greenspace. In 2017, TRCA Parks and Culture facilities attracted over 1 million visitors to experience nature and cultural heritage. Conservation Authority operated recreation infrastructure adds immense economic (tourism) and public health value to the residents of Ontario. Currently with population growth in the Greater Golden Horseshoe, these important assets are facing pressures and challenges. Provincial investment in these assets is critical.

Recommendation 5.4: TRCA would like to work with the Province and other partners to explore innovative investment opportunities to support the continued growth of and enhanced access to the parks and trails infrastructure network in the Greater Golden Horseshoe Region;

Species Protection

TRCA will soon complete our invasive species strategy to strategically address the growing threat of invasive species in urban and near-urban areas. A regionally coordinated approach to invasive species detection and management will be the most efficient and cost-effective way to achieve meaningful gains. Similarly, a coordinated approach to species-at-risk that includes a holistic view of the natural system will achieve greater benefits to ecological communities and wildlife, including species-at-risk. We would welcome the strengthening of this action area to include commitment to the timely completion of Species Recovery Plans.

Recommendation 5.5: TRCA recommends that this area of the Environment Plan be strengthened to include a commitment to the timely completion of Species Recovery Plans.

6. Next Steps Implementation

TRCA would like to be further engaged with the Province as the proposed Environment Plan is finalized and implemented. CAs already work in many areas of the Plan and are uniquely positioned to enable local networks to enrich the engagement and coordination of environmental protection and stewardship. Additionally, TRCA offers a range of climate change expertise which can be leveraged through the proposed advisory panel on climate change to support implementation and further development of climate change actions.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 2 – Manage our regional water resources for current and future generations

Strategy 8 – Gather and share the best sustainability knowledge

Strategy 12 – Facilitate a region-wide approach to sustainability

FINANCIAL DETAILS

Staff is engaged in this policy analysis work as per the normal course of their duties. No additional funding is proposed.

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