

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Friday, January 29, 2021 Meeting

FROM: John MacKenzie, Chief Executive Officer

RE: **ROTARY FRENCHMANS BAY PARK WEST**
Master Plan Update

KEY ISSUE

City of Pickering have been supported by the TRCA in the recent development of an updated Master Plan for the Rotary Frenchman's Bay Park West.

RECOMMENDATION

WHEREAS the Master Plan update was approved by City of Pickering Council, Resolution #464/20 Item 9.2 on November 23, 2020;

AND WHEREAS City of Pickering Council directed City staff to provide a copy to Toronto and Region Conservation Authority (TRCA) to inform them of Councils' decision;

AND WHEREAS City of Pickering Council directed City staff to coordinate with TRCA to prepare the detailed design in preparation for construction;

AND WHEREAS the TRCA Board of Directors has historically approved both TRCA and municipality initiated Master Plans on TRCA lands;

THAT the Board of Directors receive this report for their endorsement of the updated Rotary Frenchman's Bay Master Plan prepared by the City of Pickering in collaboration with TRCA staff;

THAT staff continue to work with the City and Region to advance funding proposals to senior levels of government to support Master Plan implementation.

AND FURTHER THAT the City of Pickering be so advised.

BACKGROUND

Rotary Frenchman's Bay West Park (RFBWP) is located east of West Shore Boulevard and south of Sunrise Avenue and includes the west spit of the entrance to Frenchman's Bay as shown in Attachment # 1. The Rotary Frenchman's Bay West Park Master Plan being presented in this report is an update of the Frenchman's Bay Waterfront Master Plan that was endorsed by TRCA Board of Directors on February 22, 2013, through Report #CS 39-12 and approved by Board Resolution #A38/13 as follows:

THAT the Frenchman's Bay Waterfront Master Plan be approved;

THAT Toronto and Region Conservation Authority (TRCA) staff be directed to work with the City of Pickering to look for external project partners and funding sources to assist with the implementation of the Frenchman's Bay Waterfront Master Plan;

THAT staff work with the City of Pickering and park stakeholders to prepare detailed designs in preparation for construction;

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AND FURTHER THAT the City of Pickering be so advised.

The 2012 version of the Master Plan included RFBWP, the harbour entrance and the east spit over to Millennium Square. The current Master Plan update is specific to RFBWP. Over the years, the Master Plan for this park has gone through a number of revisions. In the early 1990's, TRCA, with the assistance from the local community, developed a park plan for this area. The plan was revisited in 2002 and again in 2012.

In December 2015, The MBTW Group was retained by the City of Pickering to prepare design drawings to implement the 2012 plan. After consultation with local residents and TRCA, a number of minor changes were made to the 2012 Master Plan, still keeping the general intent of the 2012 Master Plan in place. The plans were finalized in early 2017 (Attachment #2).

During the spring and summer of 2017, lake water levels reached an all-time high, exceeding all previous records. The Pickering shoreline saw areas of excessive erosion and physical damage caused by the high-water level and wave action. Public vehicular access to the boat launch and west spit area of the park has been restricted since 2017 due to the extremely high lake levels of 2017 and 2019 and construction during 2018. Similarly, access to the Pickering Rouge Canoe Club (PRCC) site and use of their facility on the west spit was limited during this time period with much of their site being flooded for an extended period in 2017 and 2019. The City of Pickering and Toronto and Region Conservation Authority (TRCA) have advised the Pickering Rouge Canoe Club (PRCC) that they will not be permitted to continue to use the west spit location for their club facilities and as such the PRCC is in the process of seeking another suitable site for their club facilities.

Completion of Phase I

Implementation of the first phase of the Master Plan was completed in 2018 which focused on work east of West Shore Boulevard to approximately the existing parking lot and was approved under TRCA permit C-180770. This included the reconstruction of Beachpoint Promenade complete with lay-by parking, upgrades to the existing parking lot, construction of a traffic turn-around area, new off-road waterfront trail connections, construction of a naturalized picnic area, interpretive area, shelter/kiosk and restoration of the disturbed site.

Master Plan Updates

This updated Master Plan (Attachment #3) reflects changes to the proposed use of the west spit, where the new high-water levels could pose a risk to active public uses and built structures. As a result, a more natural and passive approach is being taken along the west spit. Changes include the elimination of a washroom/change room and water sports facility associated with the PRCC, elimination of public vehicular access and parking, and simplification of the boat launch and dock area to non-motorized boats only.

Within the Phase 1 area, a park washroom and staff maintenance facility are proposed adjacent to the parking lot and additional shoreline protection is proposed along the lakefront adjacent to the picnic area and interpretive kiosk.

The proposed Features as shown in the Master Plan update (Attachment #3) are intended to be implemented under the second phase of construction and are summarized as follows:

- A. **Enhanced Shoreline Protection (Feature 5)** – The shoreline adjacent to the existing picnic area and interpretive kiosk is littered with old cottage foundations and shore walls. Some of these structures are unsightly and could pose a risk to the public as wave action uncovers old steel reinforcing bars and other objects. This section of the shoreline, which has a larger vertical drop to the water's edge, is also experiencing a

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faster rate of erosion from the high-water levels experienced over the past few years. The old foundations and shore walls are to be removed and natural rock placed along the shoreline, to stop the recession of the lake bank and to protect the park infrastructure that was installed in this area during the first phase of construction. This item is indicated on the Master Plan drawing as Feature 5.

- B. **Park Washroom Facility and Staff Area (Feature 13)**– In the previous version of the Master Plan, this facility was to be located on the west spit in association with a storage facility for the PRCC. The facility has been relocated to be north of the existing parking lot, away from any shoreline and wave uprush hazards. This location is convenient for park patrons as they enter or exit the park, and for those using the picnic area, west section of the beach or passing by on the waterfront trail. The facility would include gender neutral and fully accessible washroom units, as well as a small park “office” for Public Works staff and a room to store maintenance equipment. This item is indicated on the Master Plan drawing as Feature 13.
- C. **Barrier Free Beach-Front Access (Feature 11)**– This will be provided in close proximity to the parking area and will allow persons using mobility devices to gain access to the beach area. The design would include the installation of Mobi-mats or similar devices that are rolled-out on to the beach sand during park hours and rolled up and stored during the evenings and off-seasons. This item is indicated on the Master Plan drawing as Feature 14.
- D. **Accessible Non-motorized Boat Launch Area (Feature 15)**– An accessible non-motorized boat launch is proposed in place of the previously proposed small watercraft launch area. This facility will be designed to provide an accessible launch area for canoes, kayaks and similar small boats that can be carried from the parking area. This change eliminates the need for vehicular access through this area of the park. It also significantly reduces the need to dredge Frenchman’s Bay to construct the launch and maintain a channel for larger motorized boats. Due to the fluctuation of water levels in Frenchman’s Bay, a floating dock is proposed to ensure that the dock will be at a desirable and consistent height above the water level for accessibility. This item is indicated on the Master Plan drawing as Feature 15.
- E. **Service Vehicle Turn-Around and Enhanced Shoreline Protection (Feature 16)**– Adjacent to the boat launch area is an existing parking area that is currently the lowest point on the west spit. During high water and storm events, the waves from Lake Ontario overtop the spit and flow into Frenchman’s Bay at this location. Shoreline protection is being proposed in this area, raising the elevation of the spit on the back side of the beach with an armoustone shore wall in order to minimize the wave overtopping and possible damage that could occur to the proposed boat launch area and pedestrian trail on the north side of the spit. A service vehicle turn-around area is also proposed at this location. For public safety reasons, Public Works staff prefer not to have to back their vehicles up. This turn-around will also act as a pedestrian path to gain access to the beach at this location. This item is indicated on the Master Plan drawing as Feature 16.
- F. **Elevated Viewing/Seating Area with Shade Structure (Feature 17)** – East of the boat launch area, which marks the halfway point between the parking area and harbour entrance, an elevated viewing/seating area is proposed. This area will act as a rest area that will provide views to both Frenchman’s Bay and Lake Ontario and the opportunity to sit and watch boat, water sport activities and wildlife within Frenchman’s Bay and Lake Ontario. A shade structure is proposed over a portion of the seating area, to give park users a break from the hot summer sun. The installation of interpretive signage will be

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considered for this location. This item is indicated on the Master Plan drawing as Feature 17.

- G. **Beach Access Links (Feature 18)** – Beach access links will be located at various points along the main pedestrian trail. Providing formal access points to and from the beach will prevent park users from disturbing the dune grasses that help to reinforce the sand dunes located on the back side of the beach. Consideration will be made to have several of the beach access points along the spit be accessible. The beach access links are indicated on the Master Plan drawing as Feature 18.
- H. **Passive Waterfront Recreation Node (Feature 20)** – This feature will be developed in the area that was previously inhabited by the PRCC and will be constructed as part of their site restoration works. It will include opportunity along the water's edge for passive recreation activities such as fishing, seating for viewing and gathering for natural interpretation. The installation of interpretive signage will be considered for this location. This item is indicated on the Master Plan drawing as Feature 20.
- I. **Secondary Pedestrian Paths (Feature 21)** – Pedestrian paths will be provided as off-shoots from the primary pedestrian trail, taking park users to the waterfront recreation node and to the north end of the west harbour entrance breakwater. These paths will be accessible as they will be constructed of hard-packed granular material, similar to the primary pedestrian trails, but narrower. These paths are indicated on the Master Plan drawing as Feature 21.
- J. **Maintenance Vehicle Area (Feature 22)** – This area will be used for maintenance vehicle turn-around and more specifically for the Region of Durham maintenance contractor to gain access to the sanitary sewer infrastructure located under the harbour entrance. This item is indicated on the Master Plan drawing as Feature 22.
- K. **Waterfront Interpretive Node (Feature 23)** – Adjacent to the harbour entrance exists a replica of the original harbour entrance breakwater structure and interpretive signage. This area would be more formalized and additional interpretive signage placed, speaking to the ecosystems in the area. This item is indicated on the Master Plan drawing as Feature 23.
- L. **Roadside Multi-Use Pathway (Feature 24)** – An asphalt surface multi-use path is proposed along the east side of West Shore Boulevard, from Sunrise Avenue to Beachpoint Promenade, connecting the West Shore neighborhood to the waterfront trail system. This pathway may be installed as part of the widening and reconstruction of West Shore Boulevard. This item is indicated on the Master Plan drawing as Feature 24.

RATIONALE

The update to the Rotary Frenchman's Bay Park West Master Plan exemplifies the partnership and collaborative process that TRCA has with partner municipalities. This partnership also aligns with the current discussions regarding the development of a Memorandum of Understanding and Service Level Agreement with the City of Pickering to continue TRCA's important work on projects and programs that are of mutual benefit to both parties. It should be noted that all proposed works are within TRCA regulated areas and on TRCA owned lands, currently under management agreement with the City of Pickering.

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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 7 – Build partnerships and new business models

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

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

FINANCIAL DETAILS

The cost for the park upgrades as indicated on the updated Master Plan, has been estimated by The MBTW Group, Landscape Architects, at approximately \$2.84 million. This includes the construction costs for the completion of shoreline protection works, servicing and construction of the park washroom and staff maintenance facility within the Phase 1 area, the balance of work along the west spit (Phase 2 area) and consulting costs for detailed design and contract administration. The estimated cost does not include the construction of the multi-use path along West Shore Boulevard. The project will be considered for approval in the City's 2021 Capital Budget process.

Where possible, TRCA will offer services to undertake implementation of features listed above, that are within TRCA's area of expertise through Letter Agreements with the City of Pickering. Additionally, permitting through TRCA will be required as all Master Plan components are in TRCA regulated lands and permit fees will be applied. Discussions with Property and Risk Management Team will also be included, as the proposed works are on TRCA lands under management agreement with the City of Pickering.

DETAILS OF WORK TO BE DONE

It is intended that the implementation of the above list of park features (with exception of the West Shore Boulevard multi-use path), could be completed as the final phase of the Master Plan works, though there may be desire by the City of Pickering to tender the park washroom facility separately. Implementation could proceed in 2021, pending budget approval.

TRCA will continue to work with the City of Pickering through the design and permit stages of the listed features to provide necessary insight and guidance. The TRCA Infrastructure, Planning and Permits team will work with the City of Pickering through the permitting process for all proposed works. TRCA teams within the Restoration and Infrastructure Division will offer support and implementation services on a fee for service basis through a Letter Agreement, as well as complete necessary archaeological investigations as required. TRCA staff will also continue to work with the Region and City to advance funding proposals to senior levels of government to fund Waterfront Trail and shoreline restoration objectives.

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Attachments: 3

Attachment 1: Location Map

Attachment 2: Rotary Frenchman's Bay West Park Master Plan drawing, prepared by The MBTW Group, dated February 2017

Attachment 3: Rotary Frenchman's Bay West Park Proposed Master Plan Update, Figure 1 & 2, prepared by the MBTW Group, dated September 2020