

## **Western Waterfront Master Plan**

<b>Date:</b>	July 23, 2009
<b>To:</b>	City Council
<b>From:</b>	Waterfront Project Director
<b>Wards:</b>	13, 14
<b>Reference Number:</b>	

### **SUMMARY**

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This report responds to a directive from Executive Committee at its meeting on June 2, 2009 that staff report directly to City Council on submissions made by various speakers with respect to the Western Waterfront Master Plan.

### **RECOMMENDATIONS**

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It is recommended that City Council receive this report for information.

#### **Financial Impact**

There are no financial impacts resulting from Council's receipt of this report.

### **ISSUE BACKGROUND**

On June 2, 2009, Executive Committee considered a staff report on the Western Waterfront Master Plan, a plan that is to guide future decisions related to improvements to the public realm within the western waterfront.

<http://www.toronto.ca/legdocs/mmis/2009/ex/decisions/2009-06-02-ex33-dd.htm>  
<http://www.toronto.ca/waterfront/wwmp.htm>

Five written submissions were received by Executive Committee from the Parkdale-High Park Residents Waterfront Group, Argonaut Rowing Club, Boulevard Club, Humber Heritage Committee and Etobicoke York Preservation Panel. With the exception of The

Boulevard Club, these groups also made deputations to the Committee. In addition, three individuals made verbal submissions.

Overall, submissions were supportive of many of the recommendations contained within the Master Plan and of the public engagement process implemented during its preparation. The three verbal submissions specifically commented on the benefits of improved access for pedestrians and cyclists, new beaches, improvements to Martin Goodman Trail, celebrating the heritage of the Humber River, and better access to the lake for Parkdale residents.

Other comments addressed the future character of Lake Shore Boulevard, the impact of reconstruction of the break wall to the rowing community, the need for tree planting/naturalization throughout the area, protection of the mouth of the Humber River, the impacts of a public walkway at the water's edge on existing clubs, other changes that may be required to club operations and leases, the impacts of closing Colborne Lodge Drive, and the implications of creating a new recreation node at Dowling Docks.

## **COMMENTS**

Staff has reviewed the comments submitted to the Executive Committee. Many of the issues raised will be addressed in detail during the design and implementation phases of the Plan. As recommended in the previous staff report, community advisory committees for major projects will be created to expedite civic engagement and the provision of stakeholder advice during implementation. Attachment 1 summarizes staff responses to each written submission to Executive Committee.

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## **SIGNATURE**

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## **ATTACHMENTS**

Attachment 1- Staff Responses to Submissions to Executive Committee- June 2, 2009

## Attachment One

### Western Waterfront Master Plan Staff Responses to Submissions to Executive Committee- June 2, 2009

Name of Group	Page in Master Plan	Comment Submitted	City Staff Response
Parkdale-High Park Residents Waterfront Group	Page 71	Consider direct access to Marilyn Bell Park from foot of Dunn Ave as part of proposed Lake Shore Blvd. EA.	Preliminary analysis by transportation consultants indicated that this access was not technically feasible due to a lack of vertical clearance. It can be reconsidered in the Lake Shore Blvd. Environmental Assessment (EA).
	Page 71	Consider crossings of rail and road barriers in addition to those proposed in Master Plan.	The creation of new underpasses and bridges is more costly than improving existing crossings, but can be considered during the Lake Shore Blvd. EA.
	Page 94	Include noise impact study of Gardiner Expressway and potential mitigation measures in Western Waterfront during Phase 1 implementation.	A noise impact study can be included in the Lake Shore Blvd. EA and may identify opportunities for noise mitigation.
	Page 94	Make an early start on planting trees and implementing naturalization projects throughout the Western Waterfront, including at the edge of Lake Ontario, with the appropriate budget.	The consultants propose investing \$2 million to “plant trees and naturalize the area adjacent to the mouth of Don River, as well as related improvements” in the short term (2009-2013). The inter-divisional staff committee will review the use of this proposed funding for tree planting and naturalization across the Western Waterfront in support of Master Plan objectives.
	Page 85	Include a natural connection similar to that at the Humber River, between High Park and the water’s edge.	The following will be added at the end of paragraph 5, page 85, “In addition, opportunities to create a natural connection between High Park and the water’s edge, similar to that at

			the Humber River, will be pursued during implementation of this Plan.”
	Page 79	Study public access and greening of the break wall as part of its proposed EA.	Providing public access to the break wall and greening it was considered when the Western Beaches Watercourse was constructed. At that time, there were concerns that the larger structure required to provide safe conditions for the public and to support vegetation would be costly and would hamper views of the lake from the shore. Nevertheless, opportunities for public access and greening of the break wall can be considered in the EA to reconstruct the break wall to create an enclosed swimming area.
	Page 77	Do not lease additional water’s edge to any boat club.	The Plan indicates that the existing leased area of the Boulevard Club may need to be extended slightly east and west if the leased area becomes shallower to provide more room north of the club for the Martin Goodman Trail. Such alterations to leases would normally occur when the leases expires, at which time the Plan’s objective to achieve public access on the water’s edge will be considered.
Argonaut Rowing Club (ARG)	Pages 43 and 56	Questions “redundant” shoreline protection structures	This refers to structures at the shoreline, not at the break wall, that may no longer be needed for shoreline protection if gaps in the break wall are sealed and the break wall is reconstructed.
	Pages 43 and 56	Requests copies of background/support reports re: shoreline protection	A technical report on shoreline protection was not prepared by the consultants given the study budget. Staff relied on the advice of the consulting coastal engineers who are familiar with

			the design and condition of the existing break wall and have experience with similar projects. More technical information related to shoreline protection will become available when the EA for the enclosed break wall is undertaken.
	Page 79	Does not support attaching any type of barrier that links the shore with the break wall especially if similar to new “beach curtain” since ARG needs space for safe training inside the break wall to Humber River.	It is the intent of the Master Plan that the enclosed swimming area be designed to continue to allow passage of rowers inside the break wall to the Humber River. The type of sills used will be addressed during the EA and design phases.
	Page 79	Lake based swimming pool will need to be designed so rowing shells can pass through.	See comment above.
	Pages 79 and 84.	Requests removal of limited amount of fill within break wall to increase water depth to improve use of the watercourse and water quality.	The Master Plan states that “construction of the breakwater pool will include dredging of existing lake sediments ... This dredging will provide an opportunity to address some of the boating community’s concerns with water depths...” Page 84 also indicates that flat water boating may be enhanced by dredging behind the break wall.
	Page 74	Has concern about establishing a public walkway at water’s edge between club building and the lake.	Creation of a continuous public access on the water’s edge is a policy of the Central Waterfront Secondary Plan. The Master Plan (p. 74) states that introduction of the boardwalk “in a manner that doesn’t interfere unduly with the operations and economic viability of these facilities and addresses their safety and security concerns will require careful design”. The staff report recommends consulting with impacted stakeholders to address

			operational and other issues when designing enhancements to water's edge access.
	Page 77	Access for boat trailers to boat bays is needed if parking is relocated closer to Lake Shore Blvd. at Dowling Docks.	Access for boat trailers for non-motorized boats will be considered during design of the Dowling Docks recreation node.
	Page 77	Prefers to maintain exit to Lake Shore Blvd. at Oarsman Drive.	The Master Plan (p. 77) states that Oarsman Drive will be eliminated. A new signalized intersection on Lake Shore Blvd. at Dowling Ave would be shared by Toronto Sailing and Canoe Club and ARC to provide access to their facilities.
	Page 44	Wishes to explore the opportunity to establish a City-operated rowing program at the ARC facility.	The ARC should contact Parks, Forestry and Recreation to discuss the potential for a City-operated rowing program.
	Page 90	Questions how public docks at Dowling would operate due to existing grade and vegetation.	The public docks are intended for use by canoes and kayaks so the relatively steep grade and vegetation should not prevent access. The details of access would be considered during the design phase.
	Page 77	Concern that there will be a significant increase in the use of Dowling Docks but there is not increased parking.	The new Waterfront West LRT, improved north-south pedestrian and cycling connections, and improvements to Martin Goodman Trail and other trails will improve non-auto access to Dowling. More parking would detract from the amenity of Dowling Docks.
	Page 84	Suggests that no new leases be considered at Marilyn Bell Park that would substantially increase water traffic.	This comment is noted for consideration by Parks, Forestry and Recreation in managing the operations of the Western Beaches Watercourse.
	Page 41	Requests documentation regarding the statement in the Plan that "poor water quality is pollution from Humber River".	The Plan (p. 41) states that the Humber River is the <u>primary</u> source of poor water quality and identifies several secondary sources (p.42). This topic has been addressed by Toronto

			Water with the Toronto Beaches Plan which identified river discharges as the most significant source of pollution at beaches such as Sunnyside. More technical information on water quality will be available when the EA for reconstruction of the break wall is done.
	Page 80	Questions the statement in the Plan that there is little public support currently for deflector islands at mouth of Don River.	Input received during the public consultation process supports this assertion in the Plan. Potential construction of deflector islands is shown in the long term (20+ years). There would be opportunities for public input during the required EA process.
The Boulevard Club	Page 77	Has concern that interchanging the location of the club's parking and tennis facilities will result in significant operational disruption and cost, fewer tennis courts and possibly elimination of the Club's lawn bowling greens.	Interchanging the club's tennis and parking facilities improves the overall layout, access and usability of the area. The staff report recommends consulting with impacted stakeholders to address operational and other issues when designing road realignments and other improvements. The club should be guided by the Master Plan in future facility and site planning.
	Page 77	Concerned that re-alignment of Lake Shore Blvd., with new traffic signals and crossings will require land currently leased to the club and would impact Club operations.	See comment above.
	Page 77	Seeks assurances and recognition that additional land will be made available to accommodate the club's current facilities.	The Plan notes that the existing leased area of the club may be extended east and west to provide room north of the club for Martin Goodman Trail, etc. The total size of the leased area could be addressed at that time. The current lease of the Boulevard goes to 2029 and can be extended to 2039.

	Page 83	Has concern that a proposed public boardwalk between the club's buildings and facilities and the water's edge will affect safety and security of club members, use of the club's patio and lawn areas for dining and social activities, dock and boat launching access, and continued viability of the club.	Creation of a continuous public access on the water's edge is a policy of the Central Waterfront Secondary Plan. The Master Plan (p. 74) states that introduction of the boardwalk "in a manner that doesn't interfere unduly with the operations and economic viability of these facilities and addresses their safety and security concerns will require careful design". The staff report recommends consulting with impacted stakeholders to address operational and other issues when designing improvements to enhance public access to the water's edge.
Humber Heritage Committee	Page 80	Opposes any alteration to the mouth of the Humber River and Lake Ontario shoreline in order to preserve the flow of the River. Piers or docks are intrusive and inappropriate and detract from the vista. Deflector arm, spit or islands will increase turbidity and siltation.	The concept plan (p.3) shows a lake pier on the east side of the mouth of the Humber River. It is intended that the area under the pier be open except for the columns, to permit water flow. The Master Plan (p. 78) includes a concept for potential deflector islands which are identified (p.96) for the long term (20+ years). Page 80 indicates that if the enclosed breakwater pool functions as intended, the deflector islands are not required.
Etobicoke York Preservation Panel	Page 29	Change "Queen Street" to "Lakeshore Road"	"Queen Street" will be changed to "Lakeshore Road" on p. 29.
	Page 29	Change "1917 to 1922" to "starting in 1914?"	"1917 to 1922" will be changed to "1914 to 1922" on p. 29.
	Page 32	Change "half" to "quarter"	"half" will be changed to "quarter" on p.32.
	Page 71	Concern that closing Colborne Lodge Dr. to vehicular traffic between Lake Shore Blvd. and The Queensway puts more	Closure of Colborne Lodge Dr. between The Queensway and Lake Shore Blvd. to vehicular traffic will greatly enhance the



		<p>traffic on the Ellis and Windermere portals. Colborne Lodge Dr. is the most convenient access to St. Joseph Health Centre. It is more readily accessible to go on Colborne Lodge Dr. to Lake Shore Blvd. to access the Gardiner. Closure of Colborne Lodge Dr. will impact access to and use of historic Colborne Lodge.</p>	<p>connection between High Park and the lake for pedestrians and cyclists and may have potential as a natural corridor. The transportation consultants indicate that Colborne Lodge Dr. is not heavily used by vehicles, but acknowledge that the road closure will have some effect on traffic circulation. Provision for emergency vehicular access can be considered in the design. The historic Colborne Lodge in High Park will retain its access from The Queensway.</p>
	Page 67 and 68	<p>Reduction of the number of lanes on Lake Shore Blvd. will exacerbate traffic congestion and create air pollution and a less healthy park atmosphere. The idea of a boulevard along Lake Shore Blvd. could be lost.</p>	<p>The Master Plan proposes the re-alignment of Lake Shore Blvd. EA but recognizes that the character of the new road must be addressed if it is reconstructed. Reduction in the number of lanes is an option, but less major changes such as intersection improvements will also be considered. Impacts on traffic, air quality, etc will be addressed in the EA.</p>
	Page 71	<p>Proposed improvements to underpasses at South Kingsway, Windermere, Ellis and Parkside for pedestrians and cyclists will worsen traffic. New dedicated portals for pedestrian and cyclist routes could be constructed.</p>	<p>A priority of the Master Plan is to improve north/south connections for pedestrians and cyclists from local communities to waterfront parkland. The impact on traffic is expected to be limited. The underpasses are to be rehabilitated as part of the City's ongoing Gardiner Rehabilitation program. Improvement of existing underpasses is less costly than creating new portals at rail and road corridors.</p>
	Page 77	<p>Relocation of parking to north of Lake Shore Blvd. will affect safety, access and convenience, especially for seniors, families with small children, etc who</p>	<p>The Master Plan proposes the relocation of parking to north of Lake Shore Blvd. to free up lands near the lake for park use. Intersection improvements are</p>

		have to traverse traffic. Tourists entering city will not have a convenient stop.	proposed to provide safe crossings to waterfront parks. As well, park service roads are proposed on the south side of Lake Shore Blvd. to enable drop-offs and pick-ups.
	Page 77	Questions the amount of parking provided in the relocated parking lots.	The Master Plan (p.77) states that overall, the total number of public and private parking spaces will be maintained in the Western Waterfront.
	Page 77	Drop off lanes would create security and safety issues. Most persons will continue to arrive at the park by car.	The Master Plan (p. 77) states that “narrow, slow-moving, one-way park service roads will be established to... allow for drop-offs and pick-ups, meet loading/unloading requirements, and provide a limited number of parallel parking spaces.”