

Western Waterfront Master Plan - Update

Date: May 11, 2022
To: Infrastructure and Environment Committee
From: Chief Planner and Executive Director, City Planning
General Manager, Transportation Services
Wards: Ward 4 Parkdale-High Park and Ward 3 Etobicoke-Lakeshore

SUMMARY

The Western Waterfront Master Plan was approved by City Council in 2009 and was developed to provide a vision for the Western Waterfront, and to guide future decisions related to improvements to the public realm over the next few decades. This report provides an update on the progress made towards realizing the Western Waterfront Master Plan (WWMP) and next steps.

The Western Waterfront stretches between Ontario Place to the east and the Humber River to the west (please see Attachment 1 for map). It is a significant public asset that offers one of the city's longest unobstructed views of Lake Ontario, with over 40 hectares of parkland, two trails (Martin Goodman and Humber River) and three beaches (Sunnyside, Budapest and Gzowski) jointly known as the Western Beaches. The Western Waterfront is home to a number of recreational boating clubs, including the Toronto Sailing and Canoe Club, the Argonaut Rowing Club and the Boulevard Club. A break wall in Lake Ontario extends across the area and includes a new 600-metre multi-sport watercourse adjacent to Marilyn Bell Park.

Some of the initiatives that were proposed in the WWMP include: north-south pedestrian and cyclist crossings; enhancements to the Martin Goodman Trail; expanded beaches with improved water quality; and more opportunities for water-based recreation. There has been progress in moving forward improved connections to the Western Waterfront, park and trail improvements, urban forestry tree canopy initiatives, and city-wide stormwater infrastructure improvements that have, and will continue to improve water quality in the western beaches.

Some of the larger initiatives proposed in the Western Waterfront Master Plan were predicated on decisions being made about the alignment of light-rail transit, that were made in 2018, with the Waterfront Transit Network Plan that was adopted by Council. Since that time, the Waterfront West LRT has been acknowledged as a project under planning study, however, it is not currently in the 10-year capital plan.

Since 2009 there have been emerging issues and priorities. The city has experienced rising lake levels due to climate change, shoreline erosion and concerns regarding an aging break wall. There is also increased awareness of the historical and cultural significance of the mouth of the Humber River that was not fully considered with the 2009 Western Waterfront Master Plan.

Further to this update, staff will formally review the 2009 Western Waterfront Master Plan and produce an updated Western Waterfront Master Plan in 2023, led by the Waterfront Secretariat, working with a team of staff from City Planning, Transportation Services, Parks, Forestry and Recreation, Toronto Water, Corporate Real Estate Management (CREM) and the Toronto Region and Conservation Authority (TRCA). The team will formally review the 2009 Western Waterfront Master Plan in detail to take stock of which initiatives should be advanced. Staff will engage with stakeholders and the community, and, if required, hire a consultant. The team will produce an Environmental Assessment (EA) compliant updated Western Waterfront Master Plan that will include an updated list of implementation items, to be prioritized during the process. As part of the review, this staff team is committed to meeting monthly to further this review and to consulting with stakeholders and the community; staff will report back to the Infrastructure and Environment Committee in Q4 2023 with the findings and with proposed implementation recommendations.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning Division, and General Manager, Transportation Services, recommend that:

1. Infrastructure and Environment Committee receive this report for information.

FINANCIAL IMPACT

There is no financial impact resulting from this recommendation at this time, however, the work plan may require funding for consulting services and other project needs. Any of these potential costs will be included in the 2023 budget process.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

On December 2, 2021, the Infrastructure and Environment Committee requested that City staff prepare a status update report on progress of the Western Waterfront Master Plan (2009) and an indication of when and how the Plan will next be updated.

[Agenda Item History - 2021.IE26.20 \(toronto.ca\)](#)

On August 5, 2009, City Council adopted the Western Waterfront Master Plan.

[Agenda Item History - 2009.EX33.20 \(toronto.ca\)](#)

On February 23, 24 and 25, 2009, Council approved the action plan for the Toronto Beaches Plan and a three-year pilot project at Sunnyside Beach to enclose an in-lake swimming area starting in the 2009 swimming season.

<https://www.toronto.ca/legdocs/mmis/2009/ex/bgrd/backgroundfile-18572.pdf>

On September 25, 26 and 27, 2006, Council adopted a framework for developing the Western Waterfront Master Plan and Toronto Beaches Plan. Council requested that the Master Plan be available prior to further permanent investments being made in the area, and that it include analysis of realigning Lake Shore Boulevard to create more green spaces and options for pedestrian, cycling and parking access in the Western Waterfront.

www.toronto.ca/legdocs/2006/agendas/council/cc060925/cofa.pdf

On September 10, 2008, the Planning and Growth Management Committee requested that the staff report on the Western Waterfront Master Plan address the feasibility of “decking/bridging” the Gardiner Expressway west of Exhibition Place (and explore the possibility of creating development opportunities on these deck/bridges for financing the project), merging and/or downsizing the east and westbound lanes of Lake Shore Boulevard west of Jameson to expand the open space along the Western Waterfront, and increase permanent pedestrian access between neighbourhoods and the waterfront.

<http://www.toronto.ca/legdocs/mmis/2008/pg/decisions/2008-09-10-pg18-dd.pdf>

COMMENTS

The Western Waterfront stretches over four kilometers along Toronto's waterfront. It contains significant recreational amenities and is an important transportation corridor; it is located between Ontario Place to the east and the Humber River to the west (please see Attachment 1 for map). This important public asset offers one of the city's longest unobstructed views of Lake Ontario. It has over 40 hectares of parkland, two trails (Martin Goodman and Humber River) and three beaches (Sunnyside, Budapest and Gzowski) jointly known as the Western Beaches, and it is home to a number of recreational boating clubs, including the Toronto Sailing and Canoe Club, the Argonaut Rowing Club and the Boulevard Club. A breakwater in Lake Ontario extends across the area and includes a new 600-metre multi-sport watercourse adjacent to Marilyn Bell Park. Several significant historic facilities from the early 20th century include Sunnyside Pavilion, Gus Ryder Pool, Boulevard Club, Royal Canadian Legion, Joy Oil Gas Station and Palais Royale. The Western Waterfront is used intensively by residents with sport and recreational boating and for its beaches, outdoor swimming, playgrounds, picnic facilities, a dogs off-leash area, concession stands, tennis courts, the Martin Goodman Trail and major events. The Western Waterfront has strong connections to adjacent parks and active transportation systems. To the east, the Martin Goodman Trail connects the Western Waterfront to Exhibition Place and Ontario Place. To the west, the Martin Goodman Trail connects the Western Waterfront to Humber Bay Shores Park and Mimico Waterfront Park, as well as the Lower Humber River Valley.

The Western Waterfront Master Plan (WWMP) was approved by Council on August 5, 2009. It applies to the four kilometre waterfront area to the east of the mouth of the Humber River to Exhibition/Ontario Place. The Master Plan provides an overall vision for the western waterfront and recognizes the importance of this waterfront park space and its role as a destination, with extensive public open spaces that provide physical and visual connections to Lake Ontario with beaches, parks and natural areas, alongside its role as a major transportation corridor with the CN Rail corridor, Gardiner Expressway, Lake Shore Boulevard, and The Queensway with dedicated TTC streetcar tracks.

The objectives of the WWMP are to: improve public access to the waterfront; expand recreational options along the waterfront; interpret and celebrate the area's heritage; and enhance the beauty and cohesiveness of the public realm. Major initiatives proposed in the WWMP include: north-south pedestrian and cyclist crossings; enhancements to the Martin Goodman Trail; expanded beaches with improved water quality; and more opportunities for water-based recreation.

This report is divided into three sections addressing: 1) progress made so far toward each of these objectives, including implementation activities recommended in the WWMP and those conceived of since 2009, 2) future potential WWMP initiatives, and 3) current and future governance of the WWMP and its implementation.

Section 1: Progress Towards WWMP Objectives

This section outlines the progress that has been made towards core objectives of the WWMP, including improving public access to the waterfront and enhancing the beauty and cohesiveness of the public realm.

Improving Public Access to the Western Waterfront

The WWMP identifies major connection points between the Western Waterfront and the city to the north. The chart in Attachment 2 lists the ten key connections and the progress that has been made to make those connections safe and inviting for all road users, especially those that are most vulnerable (e.g. pedestrians and cyclists).

Signalized crossings have been added along with geometric marking improvements at intersections to better define pedestrian and cyclist crossings for improved visibility and safety. Additional improvements that were not identified in the WWMP have also been made in order to improve safety and accessibility of cyclists and pedestrians destined for the western waterfront. Upgraded traffic controls include but are not necessarily limited to: a new signalized pedestrian crossing in front of the Palais Royale to facilitate safer access to the parking lot and secondary access to the Roncesvalles Pedestrian Bridge; new signals at the Dowling Avenue Bridge access and on Dowling Avenue at King Street West; addition of the east leg pedestrian crossing at Jameson Avenue and Lake Shore Boulevard; and the on-going intersection improvements at King Street West and Roncesvalles Avenue/Queen Street West/The Queensway.

In addition, there are studies underway, including the High Park Movement Study that was initiated to consider limiting or eliminating vehicle traffic on Colbourne Lodge Drive,

and the Parkside Drive visioning study. These studies further consider ways to improve pedestrian and cyclist movement and will result in better connections to the Western Waterfront.

Enhance the Beauty and Cohesiveness of the Public Realm

Park enhancements and trail improvements are ongoing in the Western Waterfront with the Western Beaches stewardship work, with some work done in partnership with TRCA. There has been a program of continuous projects with many of the initiatives that were identified in the WWMP including boardwalks, new and improved washroom facilities, accessible access points to the beach, a butterfly garden, new playgrounds, a BMX bike park, the Joy Station renovation for a concession and community space, trail and accessibility improvements.

The Martin Goodman Trail along Toronto's waterfront is the most popular trail in the city with 4,000-6,000 users daily for both recreation and commuting. The trail was signed as part of the Pan Am Path and was part of the continuous trail system from Brampton to Pickering for the Pan Am Games (2015). The trail is also part of the "Loop Trail" a continuous 65 km loop around the city that was identified in the 2019 Ravine Strategy. Improvements to the Martin Goodman Trail, from west to east, include trail upgrades west of Humber to Park Lawn (west of study area), with widened and separated multi-use walkways, new node details, signage and pavement markings (completed in 2019). The Martin Goodman Trail was realigned and raised at the Boulevard Club driveway to provide for a safer crossing for pedestrians and cyclists (2016). The trail was also realigned with improved crossing details and railings (2019) near the Legion. A new trail that runs parallel to the Martin Goodman Trail was installed from Ontario Boulevard to the HCMC driveway (2017). To the east of the study area, there have been trail improvements within Coronation Park (2019/2020). In addition, the City and TRCA have a number of shoreline stabilization efforts underway, given concerns with the aging breakwater and high lake levels. Attachment 3 lists park and trail improvements that have taken place since 2009.

Urban Forestry

There have been a number of focussed efforts to improve the tree canopy on the Western Waterfront. Urban Forestry have completed a number of planting projects on both the east and west sides of the mouth of the Humber with naturalization plantings, as well as planting large caliper trees in the manicured park areas in the Western Waterfront. The majority of plantings are native trees and shrubs, although they are including more Carolinian species in street and park tree planting to reflect the changing climate. Attachment 3 includes Urban Forestry initiatives.

Water Quality

Toronto's 2003 Wet Weather Flow Master Plan (WWFMP) is a long-term plan to improve water quality. The City has been advancing initiatives to improve water quality for the city as a whole, and as these initiatives have been implemented, water quality on the western waterfront is improving. Attachment 4 outlines studies and initiatives since 2009 that have or will potentially improve water quality in the Western Beaches.

Waterfront Landform Study

The potential to construct Humber Bay landforms was explored as an initiative to improve water quality at Sunnyside Beach and protect the shoreline from erosion. In 2013 a scoping study was undertaken to consider the feasibility and costs to carry out an Environmental Assessment.

The Study assessed the need and feasibility to construct a landform at the mouth of the Humber River, and its potential to improve bacteriological water quality and achieve Blue Flag beach certification at the Western Beaches. Concepts with various length, form and orientation to the shoreline were modelled and evaluated based on constructability and cost.

The study concluded that the marginal improvements in bacteriological water quality at the Western Beaches provided by the deflector arm concepts did not appear at this time to justify the capital costs and risks inherent with the construction of a landform structure at the mouth of the Humber River. Therefore, based on these results, it was determined that the Study would not proceed to an EA phase at that time. The scoping study only considered deflector arm concepts and did not include broader public use considerations or the potential to address the adjacent aging breakwaters.

Events and Recreational Programming

Lake Shore Boulevard West provides access to several major event venues and recreation centres, and is itself an event venue for some of the city's largest and longest-running street events such as: several running races and charity rides; the Honda Indy; and the Toronto Caribbean Carnival.

In the summers of 2020 and 2021, street events could not take place and regional travel was restricted as a result of Covid-19. These conditions enabled the City to repurpose three major roadways as recreational spaces on summer weekends as part of the ActiveTO program. Vehicle traffic was temporarily diverted from six kilometers of Lake Shore Boulevard West's eastbound carriageway, from Windermere Avenue to Stadium Road, on most weekends between May and October 2020, and for select weekends between May and October 2021, to provide space for people to walk and cycle. In 2020, an average of 18,000 cyclists and 4,000 pedestrians were found to use the space on weekends throughout June, July and August. All pedestrian and cyclist counts were conducted over a 15-hour period between 7 a.m. and 10 p.m. and include people on the street, cycling trails, boardwalks and sidewalks. Extensive monitoring was conducted again every weekend in May 2021; 16,700 - 34,000 cyclists and 2,800-5,000 pedestrians were observed to use the space over a 15 hour period. Pedestrian usage was found to be comparable to weekends without ActiveTO programming; cyclist usage was found to be between two to five times higher on weekends with ActiveTO programming. The usage of ActiveTO closures is heavily influenced by the weather. This temporary initiative provided a much needed opportunity for socially-distanced outdoor exercise within city limits. It also served as a joyful and motivational experience at a time when it was deeply needed and alternatives were severely limited.

In the summer of 2022, it is expected that Lake Shore Boulevard West will return to hosting the well-loved events that have traditionally taken place there, including but not necessarily limited to: the Toronto Marathon; the Honda Indy; and the Toronto Caribbean Carnival. Some ActiveTO Major Road Closures for recreational access will also be programmed in the summer schedule of events. More information about specific dates and locations will be posted to the City website once confirmed.

Public Art

The Roncesvalles Avenue Pedestrian Bridge became a signature piece of public art in 2017, when its support structure was painted by muralist Justus Roe as part of an international exchange with the City of Chicago. The mural can be seen from the park, trail, road, highway and rail corridor alike, making it a memorable and eye-catching landmark.

Section 2: Potential WWMP Initiatives

Emerging Context and Conditions along the Western Waterfront

Light Rail Transit

When the Western Waterfront WWMP was adopted, it was anticipated that the area would be comprehensively redesigned in order to accommodate the addition of a light rail transit (LRT) line to the corridor. The possibility was addressed in the Waterfront Transit Network Plan that was adopted by City Council in January 31, 2018. The full Waterfront Transit Network plan, including this corridor, is shown on Official Plan Map 5, outlining the City's rapid transit priorities. The line is also included in the Metrolinx Regional Transportation Plan. While the line remains a priority for the City, the timing for the next stage of planning and design has yet to be confirmed.

Realignment of Lake Shore Boulevard West

The WWMP proposed reconfiguration of Lake Shore Boulevard West, including realignment of a portion of the road approximately 100 metres to the north to enable consolidation of parkland adjacent to the lake. It was expected that such major reconstruction would be studied, designed, and delivered in coordination with the Waterfront West LRT. With the timeline of the Waterfront West LRT extending beyond the next decade, it would be beneficial to revisit the WWMP and determine if further actions should be considered that can be advanced within the near to medium term. Any proposed actions would be coordinated with adjacent initiatives such as the planning of public realm designs and implementation at Exhibition Place and Ontario Place.

Rising Lake Levels and Aging Breakwater

The aging western breakwater is over 110 years old, and has benefitted the city by facilitating paddling sports, swimming, and prevents shoreline/beach erosion. Since 2009, issues of rising lake levels and subsequent flooding, aging breakwater and shoreline erosion have become more urgent. In the spring of 2017, water levels in Lake Ontario reached levels higher than had been measured since record keeping began in 1918, and these levels were surpassed in 2019. The impact of this flooding was

significant to the Toronto Waterfront, including beaches and recreational infrastructure, as well as marina and port-related infrastructure. With much of the downtown Toronto waterfront being lake-fill, high lake levels result in poor drainage and sewer back-up onto roads and underpasses during times of wet weather. In 2019, portions of Lake Shore were frequently closed as the storm sewer system could not properly drain during heavy rains. Some offshore erosion protection structures collapsed due to high-lake levels along the entire waterfront during times of high waves, including the Western Beaches. Waterfront areas were impacted including significant trail erosion and damage to recreational infrastructure. The City will continue to work with TRCA to determine how WWMP projects can work to address these issues as they have become more urgent.

Interpreting and Celebrating the Heritage of the Western Waterfront

The mouth of the Humber River is an important historical location for Indigenous history. It was part of the Toronto Carrying-Place Trail, a major portage route that linked Lake Ontario with Lake Simcoe and the Northern Great Lakes. The mouth of the Humber River was the site of early settlements. Future initiatives in the WWMP should include interpretation and celebration of Indigenous heritage in collaboration with First Nations, Métis and Inuit communities.

Humber Bay for All

Furthering the environmental and recreational goals of the Western Waterfront, the Humber Bay for All, a sub-committee of the West End Beaches Stakeholders Association, has also identified projects that could be considered for inclusion in future work. These ideas include: beach improvements with greater accessibility and picnic facilities; expanded recreation areas on newly created habitat islands connected to a new breakwater; new nature trails and improved multi-use recreational trails; new docks, mooring, launching areas and rentals; and reforestation. This proposed focus on the recreational and environmental needs supports the evolving vision for the Western Waterfront. Previous initiatives have improved trails and reforestation, and the City will continue to look for opportunities to further improve the recreational and environmental conditions on the Western Waterfront. Larger initiatives that work towards improving water quality, shoreline erosion, and improved recreational opportunities, like the proposed habitat islands, are aligned ideas that the City can work with TRCA to explore.

Development within the Area

Since 2009, approximately 1,700 new condominium units have been constructed in the area on the south side of the Queensway and on the north side of Lake Shore Boulevard West. There is also a proposed development at 2002 Lake Shore Boulevard West that is currently under review.

Section 3: WWMP Next Steps

The Western Waterfront Master Plan has provided direction on a number of issues and elements of the plan to connect the surrounding community to the waterfront have been successfully implemented. During the last 10 years, additional issues and priorities have emerged. Communities along the waterfront and nearby have continued to grow, and adjacent significant sites, such as Ontario Place, are currently being designed and will

be redeveloped. There are opportunities for a cohesive green connection along this western stretch of Lake Shore and the Martin Goodman Trail. We have seen an interest in paddling activity along the waterfront and a demand for additional facilities and access to the water. We have a better understanding of the importance of the Carrying Place/Mouth of the Humber and we need to work with First Nations, Inuit and Métis communities to better signify and commemorate this landmark.

With these emerging needs and priorities, it is necessary to revisit the Western Waterfront Master Plan with a focus on how to utilize this significant public asset to improve the user's experience and better meet environmental and social imperatives. In addition, ambitions to realign Lake Shore in order to increase parkland and the related Western Waterfront LRT need to be addressed. A staff team, with representatives from City Planning, Transportation Services, Parks, Forestry and Recreation, Toronto Water, CREM and TRCA have formed and will meet on a regular basis. This team will formally review the 2009 Western Waterfront Master Plan, in detail, to take stock of which initiatives should be advanced. Staff will engage with stakeholders and the community, and, if necessary, hire a consultant. The team will produce an EA compliant updated Western Waterfront Master Plan that will providing an updated list of implementation priorities. As part of the review, this staff team is committed to meeting monthly to further this review, consult with stakeholders and the community. Staff will report back to the Infrastructure and Environment Committee in Q4 2023 with its findings and with proposed implementation recommendations

The last 13 years have shown that progress is being made toward the objectives of the WWMP, and the ideas and efforts of the City and its allies on the waterfront have worked towards a vision of a beautiful, active and connected waterfront, where additional projects have moved beyond the implementation items identified in the WWMP, but retain the plan's vision. City staff are eager to continue working with Council and community members to make the most of our unique urban waterfront.

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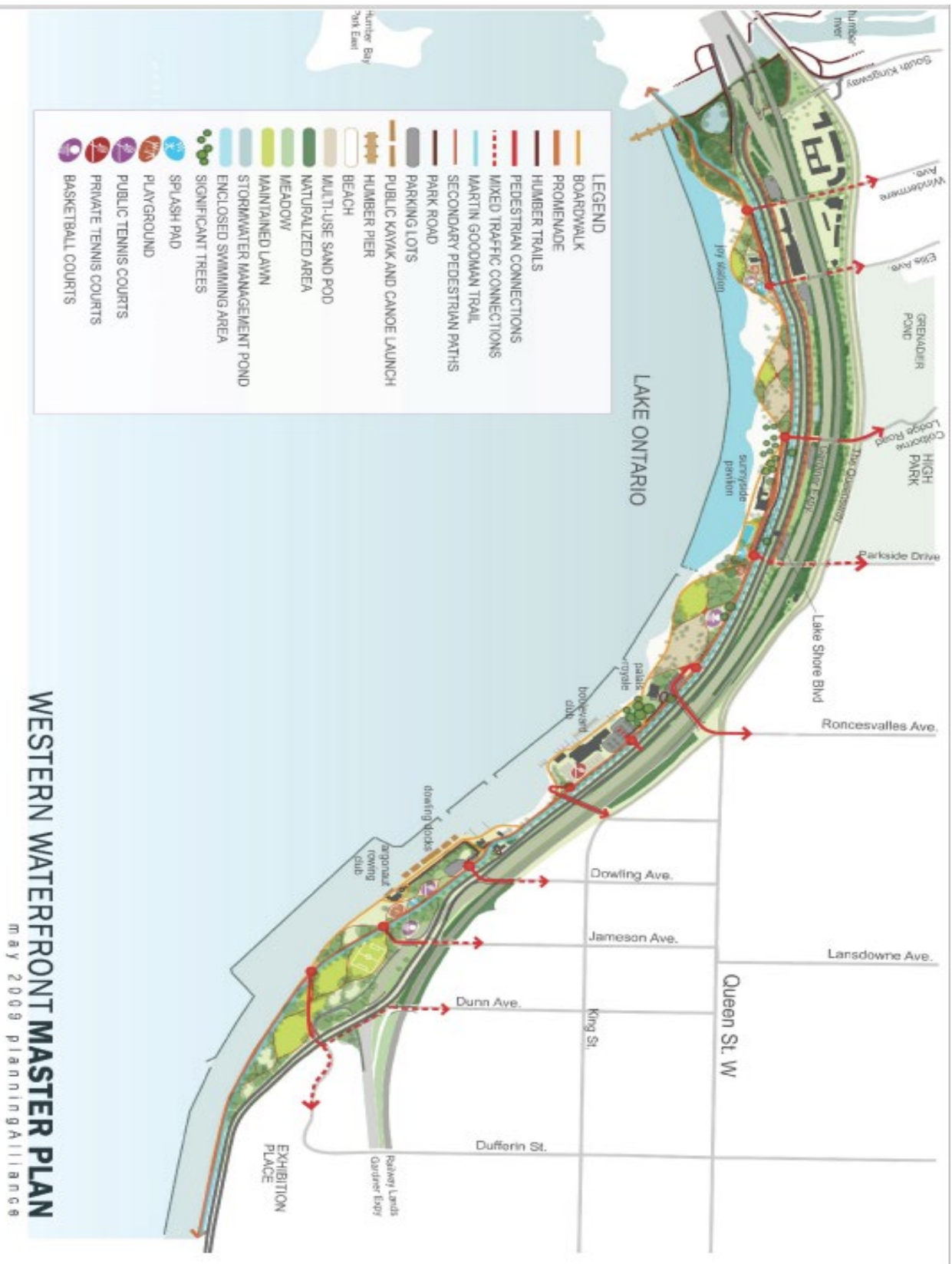
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ATTACHMENTS

Attachment 1 - 2009 Master Plan Map



Attachment 2 - Improvements to Waterfront Access Routes

Location	Progress since 2009
Windermere Avenue	No changes have been made. Windermere Avenue currently functions as a mixed traffic connection as intended in the WWMP, with separated cyclist and pedestrian crossing and dedicate bike signals.
Ellis Avenue	A signalized bicycle crossing has been installed along with interim geometric safety improvements at the intersection of Ellis Avenue and Lake Shore Boulevard West, along with the installation of bike lanes on Ellis Avenue from Queensway to Lake Shore.
Colborne Lodge Road	Interim geometric safety improvements have been made to the intersection of at Colborne Lodge Drive and Lake Shore Boulevard West, including enhanced cyclist/pedestrian pavement markings and signal timing adjustments to allow for a longer cross time. The High Park Movement Strategy has been initiated and will explore possibilities for limiting or eliminating vehicle traffic on Colborne Lodge Drive.
Parkside Drive	A visioning study of Parkside Drive is taking place in tandem with the High Park Movement Strategy to determine options for improving safety and accessibility for all road users.
Roncesvalles Avenue	StreetARToronto Mural on the Roncesvalles Avenue pedestrian bridge. On-going intersection improvements at Roncesvalles Avenue and King Street West will also provide for safer pedestrian/cyclist crossing and transit access. The Roncesvalles Avenue Bridge continues to provide a pedestrian/cyclist connection as intended in the WWMP.
Wilson Park Road	No changes have been made. The WWMP envisioned a new pedestrian/cyclist bridge. At this time, users are expected to cross at the Dowling Avenue Bridge approximately 400m east.
Dowling Avenue	Bridge replaced with temporary pedestrian/cyclist bridge in 2015. Work is currently underway to design and install a new bridge with a gateway landing and public space at the northern end of the bridge. The intersection of Lake Shore Boulevard West and Net Drive, at the south end of the Dowling Bridge, has been reconstructed including a signalized pedestrian crossing. Cycling routes have also been upgraded.
Jameson Avenue	A signalized pedestrian crossing has been installed at the intersection of Jameson Avenue and Lake Shore Boulevard West.

Location	Progress since 2009
Dunn Avenue	Bridge replaced with temporary pedestrian/cyclist bridge in 2015. Work is currently underway to design and install a new bridge.
Dufferin Street	No changes have been made. Dufferin Avenue currently functions as a mixed traffic connection as intended in the WWMP.

Attachment 3 - Park and Trail Improvements

Location	Progress since 2009
Joy Station	Sale and lease agreement pending. Renovation, park improvements and plantings. Improvements (concession stand and community space) are scheduled for Spring 2022.
Sir Casimir Gzowski Park	New Off Leash Area was completed in 2012.
Sir Casimir Gzowski Park	West Parking Lot Rehabilitation was completed in 2012.
Sir Casimir Gzowski Park	Trail, Pathway and Boardwalk was completed in 2019/2020.
Sir Casimir Gzowski Park	Trail - Repairs completed in 2021.
Sunnyside Park	Pavilion repairs, washrooms, change rooms, perimeter fencing completed in 2013.
Sunnyside Park	Sunnyside Bike Park opened in 2014. Amenity area, drop-off and wayfinding signage were added in 2015.
Sunnyside Park	Shoreline erosion control underway since 2019.
Sunnyside Park	Beach Trail, Pathway and Boardwalk repairs underway since 2020.
Budapest Park	Washroom, parking lot rehabilitation, playground completed in 2013.
Budapest Park	Beach - Trail, Pathway and Boardwalk Improvements was planned for 2020.
Budapest Park	Parking lot 1 rehabilitation underway in 2022.
Budapest Park	New Service access to beach installed and paved. Playground Enhancement and Service Upgrades completed in 2019.
Budapest Park	New playground and accessible swings completed in 2016.
Budapest Park	Butterfly Garden on the beach completed.
Budapest Park	Accessibility paths on beach (2) completed.
Budapest Park	Bank stabilization behind pool (TRCA) completed.
Budapest Park	Picnic tables and benches on cement pads completed.

Location	Progress since 2009
Boulevard Club	Martin Goodman Trail Safety and Blvd Club Entrance Intersection Upgrades (Boulevard Club) completed in 2016.
Royal Canadian Legion	Driveway consolidation and parking lot re-paving w/ new accessible spaces. Adult fitness completed in 2012.
Martin Goodman Trail	Trail safety improvements- design completed in 2018.
Martin Goodman Trail	Trail safety improvements- construction completed in 2020.
Marilyn Bell Park	Seawall upgrades completed in 2014 for the Pan Am Games wakeboard course.
Marilyn Bell Park	Water's edge trail improvements completed in 2017.
Marilyn Bell Park	9 hole disc golf course - upgrade.
Marilyn Bell Park	New self-cleaning WC at tennis courts.
Humber Bay Bridge	Foundation improvements completed in 2014.

Urban Forestry Initiatives

Location	Progress since 2009
Humber River	Planted 50 large caliper trees and 340 shrubs in the natural area surrounding the mouth of the Humber. Completed 2012.
Sir Casimir Gzowski Park	Planted 61 large caliper trees. Completed 2013.
Budapest Park	Planted 36 large caliper trees. Completed 2014.
Sir Casimir Gzowski Park	54 large caliper trees. Completed 2017.

Attachment 4 - Toronto Water

Location	Progress since 2009
Western Beaches	Western Beaches Tunnel Storage Facility Upgrades –replacing the pumps & flap gates. The project started about 5 years ago. The Phase I of the project just completed which constructed weirs to replace flap gates at 9 outfall locations. The Phase II is to construct a new pumping system and has just commenced.
High Park	Toronto Water periodically needs to rehabilitate SWM Facilities by removing accumulated sediments to return them to a State of Good Repair, and improve their stormwater quality performance. These Storm Water Management Facilities, located in High Park, were rehabilitated in ca the 2014 – 2018 period. (see Stormwater Ponds Assessment and Rehabilitation Program, at https://www.toronto.ca/legdocs/mmis/2017/pw/bgrd/backgroundfile-103216.pdf).
Spring Creek Ponds	Study of Spring Creek Ponds Odour Problems – nearing completion. Extensive odours together with loss of oxygen within the ponds prompted the initiation of a study to define the cause of the problems. Such problems are not normally found in SWM facilities. Different factors have been evaluated over the three year study period (2019 to 2021) but no definitive cause has been found. In parallel, two years of mixing and aeration have been implemented at full scale. The projects conclusions and recommendations are currently being prepared, from which next steps will be evaluated by Toronto Water.
Mouth of the Humber River/Lake Ontario	Study of Potential Use of a Landform to improve beach water quality at Sunnyside Beach (2012 to 2018). A Feasibility Study was initiated to evaluate the potential for building a landform off of the east side of Humber Bay to cause E Coli contaminated Humber River discharges to enter Lake Ontario further away from the Sunnyside Beach, to see whether the Beach can achieve Blue Flag status. (see https://www.toronto.ca/legdocs/mmis/2017/pw/bgrd/backgroundfile-103216.pdf). Several factors lead to a conclusion to stop the feasibility study and not proceed to an Environmental Assessment of the landform concept. One significant factor was that the model used to evaluated the water quality response within Humber Bay and Lake Ontario suffered from a poor agreement with observations.

Location	Progress since 2009
Mid-Toronto Interceptor	Real Time Control of Mid-Toronto Interceptor System. This Project is a sub or related project of Don River and Central Waterfront Project. The Real Time Control project utilizes existing system storage and treatment capacity to treat more wet weather flow
Don River and Central Waterfront Project	WBT will become an integral part of the DR&CW WWF System. The Don River and Central Waterfront Project Construction of Phase I of the Don River and Central Waterfront Project, i.e., Coxwell Bypass Tunnel, started in 2018. Phase II of the project, including Inner Harbor West Tunnel is currently at detailed design stage. Western Beaches Tunnel will be connected to Inner Harbor West Tunnel.
Sewer Capacity Assessment Guidelines	WIM Sewer Capacity Assessment Guideline (e.g., 1:2 ratio offset). Sewer Capacity Assessment Guidelines published in July 2021 requires 2 times Wet Weather Flow offset https://www.toronto.ca/wp-content/uploads/2021/07/96e4-ecs-specs-dcm-sewer-capacity-assessment-guidelines-July2021.pdf