



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 or 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
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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