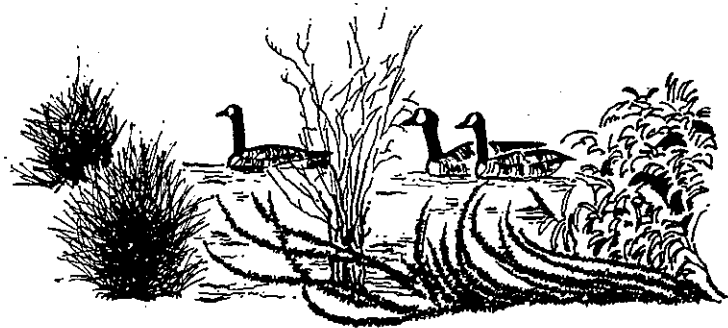


Tommy Thompson Park

Master Plan and Environmental Assessment Addendum



Appendix A - Public Participation

December 1992

APPENDIX A - PUBLIC PARTICIPATION

- 1 Provincial Direction
- Exhibit A.1 Letter from Derek Doyle, Director
Ministry of the Environment -
Environmental Assessment Branch
November 13, 1991
- Exhibit A.2 Water and Related Land Management Advisory Board
Meeting Minutes #9/91 January 17, 1992
Re: Tommy Thompson Park Master Plan/Environmental Assessment
- Exhibit A.3 Authority Board Meeting Minutes #1/92
February 21, 1992
Re: Tommy Thompson Park Master Plan/Environmental Assessment
- Exhibit A.4 Water and Related Land Management Advisory Board
Meeting Minutes #1/92 March 6, 1992
Re: Tommy Thompson Park Master Plan/Environmental Assessment
- Exhibit A.5 Authority Board Meeting Minutes #2/92
March 27, 1992
Re: Tommy Thompson Park Master Plan/Environmental Assessment
- Exhibit A.6 Water and Related Land Management Advisory Board
Meeting Minutes #1/92 March 6, 1992
Re: Tommy Thompson Park User/Entrance Fees
- Exhibit A.7 Correspondence Received for Water and Related Land
Management Advisory Board Meeting #1/92 March 6, 1992
Re: Tommy Thompson Park User/Entrance Fees
- John R. Carley, dated February 20, 1992
 - C. Visser Cinder, dated January 16, 1992
 - Hugh Currie, dated February 11, 1992
 - Simon Gawn, dated January 27, 1992
 - Sandra Hawkins, dated January 31, 1992
 - Verna J. Higgins, dated March 5, 1992
 - Boris Mather, dated January 22, 1992
 - Boris Mather, dated January 22, 1992
 - Roy Smith, dated January 18, 1992
- Exhibit A.8 Authority Board Meeting Minutes #2/92
March 27, 1992
Re: Tommy Thompson Park User/Entrance Fees

- Exhibit A.9 Notice for Public Meeting
May 27, 1992
- Exhibit A.10 Notice of Public Meeting
Tommy Thompson Park Revised Master Plan
The Toronto Star - May 20, 1992
- Exhibit A.11 Speaker's List for Public Meeting
May 27, 1992
- Exhibit A.12 Water and Related Land Management Advisory Board
Meeting Minutes #4/92 May 27, 1992
Re: Tommy Thompson Park Master Plan/Environmental Assessment
- Exhibit A.13 Letters Received for Public Meeting
May 27, 1992
- Ruth Arntz, dated May 25, 1992
 - Mary Bailie, dated May 16, 1992
 - Margaret Chambers, dated May 23, 1992
 - Thomas Cole, dated May 12, 1992
 - Curtis Fahey, dated May 24, 1992
 - Jane Graham, dated May 24, 1992
 - Anne Macdonald, dated May 21, 1992
 - David MacMillan, dated May 26, 1992
 - Betty Madge, dated May 25, 1992
 - Dr. R.E. Munn, dated May 26, 1992
 - Donald Payne, dated May 20, 1992
 - Simon Shields, received May 25, 1992
 - Caroline Underwood, dated May 26, 1992
 - William Wilson, dated May 22, 1992
 - Dorothy Winkler, dated May 25, 1992
- Exhibit A.14 Submissions Received at the May 27, 1992 Public Meeting
- Sierra Club of Eastern Canada
Ray Blower
- May 29, 1992
 - Aquatic Park Sailing Club
Ralph Brown
- May 27, 1992
 - W.K. Bryden
- May 27, 1992
 - Marion Bryden
- May 27, 1992
 - Aquatic Park Sailing Club
Darcy Chadwick
- May 27, 1992

- Friends of the Spit
Jacqueline Courval
- April 30, 1992
- Barry de Zwaan
- May 27, 1992
- Anne Hansen
- May 27, 1992
- Wilma Harniman
- May 27, 1992
- Botany Conservation Group
Verna Higgins
- May 27, 1992
- Ontario Sailing Association
Alf Jenkins
- May 27, 1992
- Aquatic Park Sailing Club
Gord Lehman
- May 27, 1992
- Peg Lush
- May 27, 1992
- Toronto Field Naturalists
Jean Macdonald
- May 27, 1992
- Jake Smythe
- May 27, 1992
- Outer Harbour Sailing Federation
Larry Whatmore
- May 27, 1992

Exhibit A.15

Water and Related Land Management Advisory Board
Meeting Minutes #5/92 June 19, 1992
Re: Tommy Thompson Park Master Plan/Environmental Assessment

Exhibit A.16

Authority Board Meeting Minutes #6/92
July 24, 1992
Re: Tommy Thompson Park Master Plan/Environmental Assessment

1. PROVINCIAL DIRECTION

In June of 1989, the Authority filed with the Minister of the Environment the Tommy Thompson Park Master Plan and Environmental Assessment document. In a letter dated November 13, 1991, the Ministry of the Environment - Environmental Assessment Board returned the Master Plan without completion of the government review.

The Ministry of the Environment indicated that rather than preparing an entirely new submission, the Authority could refile the 1989 Master Plan document, accompanied by an addendum outlining the public process, modified master plan, revised capital costs, and phasing. The Ministry indicated that there were very few problems with the original submission and that the review of a revised submission would be expedited.

At its Meeting #1/92, February 21, 1992, the Authority adopted the following resolution:

Res. #21

THAT the letter from Derek Doyle, Director - Environmental Assessment Branch - Ministry of the Environment dated November 13, 1991, be received;

AND FURTHER THAT staff be directed to prepare a report for consideration at the Water and Related Land Management Advisory Board meeting scheduled for March 6, 1992, on a planning process and recommendations to enable resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment to the Ministry of the Environment.

At its meeting #2/92 dated March 27, 1992, the Authority adopted the following resolution:

Res. #38

THAT the revised Tommy Thompson Park Concept (March 6, 1992) be endorsed as a basis to obtain public and agency comment in preparing a resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment in 1992 to the Minister of the Environment;

THAT staff be directed to prepare the necessary documentation for public and government review with a special public meeting of the Water and Related Land Management Advisory Board to be scheduled to enable consideration of a revised Master Plan by the Authority no later than its meeting of July 24, 1992;

THAT staff prepare documentation relating to the public transportation question as part of the revised Master Plan preparation.

AND FURTHER THAT the Ministry of the Environment, the Ministry of Natural Resources, the Municipality of Metropolitan Toronto, The City of Toronto, The Toronto Harbour Commissioners, the Royal Commission on the Future of the Toronto Waterfront and the Tommy Thompson Park Natural Areas Advisory Committee be so advised.

Exhibit A.1

**Letter from Derek Doyle, Director
Ministry of the Environment -
Environmental Assessment Branch**

November 13, 1991



440-3480

November 13, 1991

Mr. W.A. McLean
General Manager
Metropolitan Toronto and
Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

Dear Mr. McLean:

As you know, the MTRCA submitted the Tommy Thompson Environmental Assessment during the summer of 1989. Staff of this Branch circulated the document and commenced the preparation of the review.

Comments on the EA were received from three agencies. The notable exceptions being the City of Toronto and Metropolitan Toronto. Staff of these agencies informed staff of the EA Branch that comments would be forthcoming at such time as talks among themselves and the Toronto Harbour Commission affecting the Tommy Thompson Park were completed. Later, staff were informed that a planning study involving lands near the park had been commissioned and that as the outcome could impact the park, comments would again be delayed until such time as the report was completed and a decision reached as to its findings. During this period, Branch staff were requested by MTRCA staff to put the review on "hold".

At present, the Branch is moving towards firm delivery dates for EAs and reduced review periods (six to eight months). As such, I am not prepared to keep the Tommy Thompson EA "on hold", and am returning the EA to you. At such time as the ongoing planning on adjacent lands is completed and any necessary modifications to the EA are

RECEIVED

DEC 16 1991

MTRCA

made, we will be happy to accommodate a new submission in a timely fashion.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Derek Doyle', with a stylized flourish at the end.

Derek Doyle
Director
Environmental Assessment Branch

cc: See attached Distribution List

BB/fp
WP-33,1657C

Exhibit A.2

**Water and Related Land Management
Advisory Board**

Meeting Minutes #9/91

January 17, 1992

Re: Tommy Thompson Park

Master Plan/Environmental Assessment

D-204

WATER AND RELATED LAND MANAGEMENT ADVISORY BOARD
MEETING #9/91, HELD JANUARY 17, 1992

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION

3. TOMMY THOMPSON PARK MASTER PLAN/ENVIRONMENTAL ASSESSMENT

KEY ISSUE

To review the Ministry of the Environment - Environmental Assessment Branch decision to return to the Authority the Tommy Thompson Park Master Plan/Environmental Assessment filed July, 1989.

Res. #130

Moved by:
Seconded by:

Ron Moran
Kip Van Kempen

RESOLVED THAT the letter from Mr. Derek Doyle, Director, Environmental Assessment Branch, Ministry of the Environment, dated November 13, 1991, be received;

AND FURTHER THAT staff be directed to prepare a report for consideration at Water and Related Land Management Advisory Board Meeting #1/92, scheduled for March 6, 1992, on a planning process and recommendations to enable resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment to the Ministry of the Environment.

CARRIED

BACKGROUND

By way of letter dated June 27, 1989, the Authority filed with the Minister of the Environment the Tommy Thompson Park Master Plan and Environmental Assessment document.

The Authority at the same time forwarded the document to the Environmental Assessment Branch to facilitate the government review process under Section 7 of the Environmental Assessment Act.

On December 16, 1991, the Authority received a letter dated November 13, 1991 from Mr. Derek Doyle, Director, Environmental Assessment Branch, Ministry of the Environment, indicating that the Tommy Thompson Park Master Plan/Environmental Assessment was being returned to our agency without completion of the government review. The Ministry indicated, however, that they would deal with any new submission in a timely fashion.

WORK TO BE DONE

It is staff's proposal that a report be prepared for consideration at the March 6, 1992, meeting of the Water and Related Land Management Advisory Board outlining the implications of the Ministry's actions, the status of adjacent studies and proposals by other agencies and a planning process required to facilitate resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment.

Authority staff anticipate that the Royal Commission on the Future of the Toronto Waterfront's final report will be released by the end of January, 1992, and any specific recommendations on Tommy Thompson Park can be addressed in the report to the Board.

Staff will also consult with Metropolitan Toronto Planning Department, Parks and Property Department and City of Toronto Planning Department, Parks and Recreation Department and Toronto Harbour Commissioners staff in preparing the report.

Exhibit A.3

Authority Board

Meeting Minutes #1/92

February 21, 1992

Re: Tommy Thompson Park

Master Plan/Environmental Assessment

6. TOMMY THOMPSON PARK MASTER PLAN/ENVIRONMENTAL ASSESSMENT

This item was recommended for approval at Water and Related Land Management Advisory Board Meeting #9/91, January 17, 1992.

KEY ISSUE

To review the Ministry of the Environment - Environmental Assessment Branch decision to return to the Authority the Tommy Thompson Park Master Plan/Environmental Assessment filed July, 1989.

Res. #21

Moved by:

Brian Harrison

Seconded by:

Maja Prentice

RESOLVED THAT the letter from Mr. Derek Doyle, Director, Environmental Assessment Branch, Ministry of the Environment, dated November 13, 1991, be received;

AND FURTHER THAT staff be directed to prepare a report for consideration at Water and Related Land Management Advisory Board Meeting #1/92, scheduled for March 6, 1992, on a planning process and recommendations to enable resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment to the Ministry of the Environment.

CARRIED

Exhibit A.4

**Water and Related Land Management
Advisory Board
Meeting Minutes #1/92
March 6, 1992
Re: Tommy Thompson Park
Master Plan/Environmental Assessment**

2. TOMMY THOMPSON PARK MASTER PLAN/ENVIRONMENTAL ASSESSMENT

KEY ISSUE

To present a revised concept plan for Tommy Thompson Park to facilitate public and agency review in preparation of a revised master plan for resubmission in 1992 to the Minister of the Environment for approval under the Environmental Assessment Act.

Res. #3

Moved by:
Seconded by:

Kip Van Kempen
Frank Scarpitti

THE BOARD RECOMMENDS TO THE AUTHORITY THAT the revised Tommy Thompson Park Concept (March 6, 1992) be endorsed as a basis to obtain public and agency comment in preparing a resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment in 1992 to the Minister of the Environment;

SECTION 1 - ITEMS FOR AUTHORITY CONSIDERATION

2. TOMMY THOMPSON PARK MASTER PLAN/ENVIRONMENTAL ASSESSMENT (CONTD.)

THAT staff be directed to prepare the necessary documentation for public and government review with a special public meeting of the Water and Related Land Management Advisory Board to be scheduled to enable consideration of a revised Master Plan by the Authority no later than its meeting of July 24, 1992;

AND FURTHER THAT the Ministry of the Environment, the Ministry of Natural Resources, the Municipality of Metropolitan Toronto, the City of Toronto, the Toronto Harbour Commissioners, the Royal Commission on the Future of the Toronto Waterfront and the Tommy Thompson Park Natural Areas Advisory Committee be so advised.

AMENDMENT

Res. #4

Moved by:
Seconded by:

Lois Hancey
Kip Van Kempen

THAT staff prepare documentation relating to the public transportation question as part of the revised Master Plan preparation.

THE AMENDMENT WAS CARRIED

THE MAIN MOTION, AS AMENDED, WAS CARRIED

BACKGROUND

At its Meeting #1/92, the Authority adopted the following resolution:

"THAT the letter from Mr. Derek Doyle, Director - Environmental Assessment Branch - Ministry of the Environment dated November 13, 1991, be received;

"AND FURTHER THAT staff be directed to prepare a report for consideration at the Water and Related Land Management Advisory Board meeting scheduled for March 6, 1992, on a planning process and recommendations to enable resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment to the Ministry of the Environment."

Staff, in preparing this report, held discussions with the Environmental Assessment Branch, the Metropolitan Toronto Planning Department, the Metropolitan Toronto Parks and Property Department, the Metropolitan Toronto Works Department, the Toronto Harbour Commissioners, the City of Toronto Planning Department, the City of Toronto Parks and Recreation Department, the City of Toronto Environmental Protection Office and the Royal Commission on the Future of the Toronto Waterfront.

The following represents a listing of the key issues with the Tommy Thompson Park Master Plan/Environmental Assessment submitted July 1989:

- Private vehicle access to the endikement and public parking for 100 vehicles.
- Lakefilling to create land base for Outer Harbour Sailing Federation Clubs.
- Community sailing club location on Tommy Thompson Park versus other preferred locations in Outer Harbour.
- Location of Interpretive Centre.
- Land based facilities and vehicle access to Aquatic Park Sailing Club.
- Capital costs - \$4,850,000 (1987 dollars).

SECTION 1 - ITEMS FOR AUTHORITY CONSIDERATION2. TOMMY THOMPSON PARK MASTER PLAN/ENVIRONMENTAL ASSESSMENT (CONTD.)

The Ministry of the Environment indicated that rather than preparing an entirely new submission, the Authority could refile the Master Plan, accompanied by an addendum outlining the public process, modified master plan, revised capital costs, and phasing. The Ministry indicated that there were very few problems with the original submission and that the review of a revised submission would be expedited.

RATIONALE

Staff have prepared a revised concept which in general terms addresses all the issues outlined above.

The revised concept incorporates the following:

- Elimination of private vehicle access and the public parking (100 spaces) from the interpretive centre location (endikement).
- Removal of any proposed lakefilling to accommodate the Outer Harbour Sailing Federation and additional parkland at the base of the park.
- Recognition of the commitment by the City of Toronto in its assumption of the North Shore Park (Toronto Harbour Commissioners Park) of the Outer Harbour to accommodate all the community sailing clubs which presently are located on the North Shore.
- Relocation of the proposed visitors centre to the park entrance at the base of the spit.
- Addition of a small environmental education/shelter/washroom facility at the endikement which would be accessed by bus to facilitate the environmental programs of the school boards.
- The Aquatic Park Sailing Club would remain in Embayment C with 100 swing moorings and limited on-shore facilities (e.g. clubhouse and storage building). Parking and winter boat storage could be provided on the Outer Harbour Marina arm subject to the approval of the Toronto Harbour Commissioners, with club member's access to the Aquatic Park Sailing Club via their own water shuttle or possible van service.
- The revised concept incorporates capital cost reductions in the magnitude of \$2,500,000 in 1987 dollars. A further \$500,000 reduction to provide municipal services to the environmental education/shelter/washrooms at the endikement could be realized if alternative site servicing options are acceptable to the City of Toronto and The Municipality of Metropolitan Toronto.

The revised plan also maximizes the use of the existing paved road for maintenance vehicles and cyclists while avoiding duplication of park facilities. This existing paved road could form the Tommy Thompson Park component of the "Lakeside Trail" being coordinated by The Municipality of Metropolitan Toronto.

The revised Concept Plan could receive favourable comment from the City of Toronto since it has a higher degree of conformity with the policy directions in the Central Waterfront Plan currently before the Ontario Municipal Board as follows:

*5A.37

It is the policy of Council to support proposals for the Outer Harbour Headland which are in accordance with Section 5A.36 and which:

- (a) ensure that roads and intensive activities in the open space area do not adversely affect the character of the Environmental Resource Area;
- (b) provide recreation opportunities for a wide variety of users;

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION2. TOMMY THOMPSON PARK MASTER PLAN/ENVIRONMENTAL ASSESSMENT (CONTD.)

- (c) permit public access, notwithstanding construction and fill activities;
- (d) use parking in peak periods located in adjacent areas of the Port Industrial District;
- (e) provide bicycle and pedestrian paths from Unwin Avenue to the tip of the Outer Harbour Headland
- (f) prohibit private recreational automobile traffic within the Environmental Resource Area; and
- (g) promote the regulation of private automobile traffic from entering the Outer Harbour Headland, and encourage the use of non-motorized transportation and the use of acceptable public transit."

On December 3 and 5, 1990, City of Toronto Council endorsed an agreement with the Toronto Harbour Commissioners to lease approximately 200 acres along the north shore of the Outer Harbour for parks and open space purposes. The City of Toronto Parks and Recreation Department is currently initiating the preparation of a concept/master plan for this area as required by the lease.

The revised concept plan reflects the following commitment by the City of Toronto Council at its meeting March 25/26, 1991, to accommodate all the community clubs in the Outer Harbour:

"Council adopted the Clause without amendment and, in so doing, took the following action:

- (1) Amended the body of the report (February 22, 1991) from the Commissioner of Parks and Recreation, as indicated in his further report of March 6, 1991.
- (2) Deemed that the specifications contained in Section 4.0 of the report (February 22, 1991) from the Commissioner of Parks and Recreation form the basis for legal arrangements for the Community boating Clubs to continue their right to use their existing facilities on the North Shore in the interim until such time as a Comprehensive Plan Agreement as set out in the City/Toronto Harbour Commission lease is developed (as approved by City Council on December 3rd and 5th, 1990).
- (3) Reaffirmed its intent to include provision for long term arrangements for windsurfing, rowing and community boating clubs, in the preparation of a Preliminary Concept Plan and a Comprehensive Plan Agreement as expressed in the draft lease between the City and the THC for the lands to be known as THC's Waterfront Park and in the future planning of additional Outer Harbour Parklands including those lands that may be acquired by the City pursuant to Recommendation No. 62 of the "Watershed" report by the Royal Commission on the Future of the Toronto Waterfront (adopted by City Council on November 12th and 13th, 1990).
- (4) Agreed to consider arrangements for short term public moorings in planning for these lands and adjacent lands in the Outer harbour area.
- (5) Invited the Community Boating Clubs to nominate representatives to participate with the City of Toronto, other agencies and interested parties towards the formation of the Preliminary Concept Plan for the THC's Waterfront Park, and to advise the Commissioner of Parks and Recreation of such representatives.

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION2. TOMMY THOMPSON PARK MASTER PLAN/ENVIRONMENTAL ASSESSMENT (CONTD.)

- (6) Requested the Toronto Harbour Commissioners to facilitate the necessary complementary agreements with the community clubs for effecting the water operations of the community boating clubs.
- (7) Granted authority to the appropriate City officials to take the necessary steps to give effect thereto."

From the Metropolitan Toronto perspective, the revised concept reflects the following Metropolitan initiatives as outlined in the December 1991 document - "Metropolitan Waterfront Plan - Planning Directions for the Metropolitan Waterfront: An Overview":

"5.2 Metropolitan Initiatives

Initiatives by the regional government will result in the implementation of a significant number of the Metropolitan Waterfront Plan's policies. For example, a strategy to enhance the access and the environmental integrity of Corporate Lands through new management practices will be initiated. Other strategies will increase public access, meet recreational needs and protect natural areas (including habitats) through land acquisition, improve waterfront areas through regeneration pilot projects, and provide continuous, connected access to the waterfront with the completion of the Lakeside Trail."

The Royal Commission on the Future of the Toronto Waterfront in its "Interim Report - Summer 1989" set out the following recommendations for Tommy Thompson Park:

"Therefore, the Royal Commission recommends that the Leslie Street Spit be recognized and protected as an urban wilderness park. In this context, "urban wilderness" is defined as an extensive area where natural processes dominate and where public access, without vehicles, provides low-key, low-cost, unorganized recreation and contacts with wildlife.

The development of recreational facilities in the Outer Harbour Area should be frozen, pending a comprehensive analysis of the distribution and intensity of land - and water-based recreational uses.

Sailors and windsurfers, for whom the Outer Harbour is an irreplaceable resource, should be given a permanent home on the north shore and/or the new marina.

Interpretive facilities and parking should be accommodated at the neck of the Spit. there should be no private vehicular access to the Leslie Street Spit, with the exception of access to the Aquatic Park Sailing Club, as under the existing arrangements.

Opportunities to improve public transit access, such as use of a trackless train, should be explored, so that the Spit can be enjoyed by older people, the disabled, families with young children and other members of the public."

The attached "revised concept" has been reviewed with the Royal Commission on the Future of the Toronto Waterfront staff. The concept appears to be consistent with the recommendations in the Interim Report - Summer 1989 and the principles and directions of the Commission. It's final report is expected by late March 1992.

It is therefore recommended that the Authority endorse the concept (March 6, 1992) as a basis to obtain public and agency comment in preparing for the resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment by September, 1992.

SECTION 1 - ITEMS FOR AUTHORITY CONSIDERATION

2. TOMMY THOMPSON PARK MASTER PLAN/ENVIRONMENTAL ASSESSMENT (CONTD.)

DETAILS OF WORK TO BE DONE

Staff will initiate the preparation of the appropriate documentation of a revised Master Plan based on the concept endorsed (March 6, 1992) for public and government review at a public meeting of the Water and Related Land Management Advisory Board to be scheduled to enable consideration of the revised Master Plan by the Authority no later than its meeting of July 24, 1992.

FINANCIAL DETAILS

The total estimated costs to prepare a revised master plan, circulate to all affected parties and print sufficient copies of the Addendum is estimated at \$15,000. This project is included within the 1992 - 1994 Lake Ontario Waterfront Regeneration Project and funds are available subject to approval of the Ministry of Natural Resources and budget approval of the Authority.

Exhibit A.5

Authority Board

Meeting Minutes #2/92

March 27, 1992

Re: Tommy Thompson Park

Master Plan/Environmental Assessment

2. TOMMY THOMPSON PARK MASTER PLAN/ENVIRONMENTAL ASSESSMENT

This item was recommended for approval at Water and Related Land Management Advisory Board Meeting #1/92, held March 6, 1992.

KEY ISSUE

To present a revised concept plan for Tommy Thompson Park to facilitate public and agency review in preparation of a revised master plan for resubmission in 1992 to the Minister of the Environment for approval under the Environmental Assessment Act.

Res. #38

Moved by:
Seconded by:

Kip Van Kempen
Paul Raina

THAT the revised Tommy Thompson Park Concept (March 6, 1992) be endorsed as a basis to obtain public and agency comment in preparing a resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment in 1992 to the Minister of the Environment;

THAT staff be directed to prepare the necessary documentation for public and government review with a special public meeting of the Water and Related Land Management Advisory Board to be scheduled to enable consideration of a revised Master Plan by the Authority no later than its meeting of July 24, 1992;

THAT the Ministry of the Environment, the Ministry of Natural Resources, The Municipality of Metropolitan Toronto, the City of Toronto, the Toronto Harbour Commissioners, the Royal Commission on the Future of the Toronto Waterfront and the Tommy Thompson Park Natural Areas Advisory Committee be so advised;

AND FURTHER THAT staff prepare documentation relating to the public transportation question as part of the revised Master Plan preparation.

ON A RECORDED VOTE**YEA**

Maria Augimeri
Lorna Bissell
Victoria Carley
Mike Colle
William Granger
Lois Griffin
Lois Hancey
Lorna Jackson
Joanna Kidd
Gerri Lynn O'Connor
Donna Patterson
Maja Prentice
Paul Raina
Kip Van Kempen
Richard Whitehead

NAY

Brian Harrison
Eldred King
Richard O'Brien
Deborah Sword

THE MOTION WAS CARRIED

Exhibit A.6

**Water and Related Land Management
Advisory Board
Meeting Minutes #1/92
March 6, 1992
Re: Tommy Thompson Park
User/Entrance Fees**

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION1. TOMMY THOMPSON PARK - USER/ENTRANCE FEES**KEY ISSUE**

Consideration of cost recovery for the transportation service and analysis of user/entrance fees at Tommy Thompson Park.

Res. #2

Moved by:
Seconded by:

Kip Van Kampen
Lois Hancey

THE BOARD RECOMMENDS TO THE AUTHORITY THAT staff be directed to implement a no charge van service consisting of a single van operating from April 25th to October 12th, 1992 at Tommy Thompson Park;

THAT the Authority accept the \$1,500 offered by the Aquatic Park Sailing Club to offset the operating cost of the transportation service;

THAT the Authority subsidize the remaining operating costs associated with the provision of this service;

THAT staff evaluate the ridership, park user levels and operating costs at the completion of 1992, in preparation of the 1993 Interim Users Program;

THAT there be no entrance fee implemented at Tommy Thompson Park;

AND FURTHER THAT the Municipality of Metropolitan Toronto, and the Interim Users of Tommy Thompson Park be so advised.

CARRIED

BACKGROUND

Tommy Thompson Park is a natural waterfront area that is uniquely different from any other park in the metro area. At the present time a large portion of the site is in the continuing phases of construction, and although the site is open for limited access on weekends, there are few public amenities or visitor services on site. The park is being managed on an interim basis by the Authority until the Master Plan has been approved. The future long-term management of the site may be turned over to Metro Parks and Property as per the 1972 Waterfront Agreement between the Authority and Metro Toronto.

Compared to other regional parks, Tommy Thompson Park lacks the services and facilities that are provided in all Conservation Areas that have an entrance fee, and the degree and ease of public access available at parks operated by local municipalities. In some respects, this site is similar to the Toronto Islands because of its remote location and access limitations. In order to facilitate use of the site by the public, the Toronto Harbour Commissioners, and subsequently the Authority have provided a transportation service on-site during the summer months.

The average annual park attendance is approximately 40,000 visitors per year, of which, 60% are cyclists. The remaining 40% of the visitors consist of pedestrians, boaters and joggers. In 1991, a total of 5,707 visitors used the transportation service. This represents approximately 15% of the 1991 attendance which was 37,952 visitors.

At their meeting #9/91, on January 10, 1992, the Authority, in consideration of the staff report on the need and costs associated with the provision of a transportation service at Tommy Thompson Park, adopted the following resolutions:

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION1. TOMMY THOMPSON PARK - USER/ENTRANCE FEES (CONTD.)Res. #280

"THAT the issue of transportation service at Tommy Thompson Park be referred back to staff for consideration of the proposed amendments made by Councillor Howard Moscoe and other issues raised by members of the Authority."

Res. #281

"THAT staff give further consideration to user/entrance fees."

The various issues raised at the meeting included the continuation of a transportation service, upgrades to the signage and entrance at Tommy Thompson Park, and consideration of the Aquatic Park Sailing Club's offer to contribute \$1,500 toward the provision of a transportation service.

Staff has recently met with the Toronto Transit Commission, Metro Parks and Property, and the Aquatic Park Sailing Club with respect to these issues, and have prepared the following report outlining the feasibility and cost implications of several user pay (cost recovery) options at the park.

Entrance Fees:

A park entrance fee could be implemented to attempt to recover a portion of the annual operating costs associated with this site. A user pay system similar to other conservation areas would create revenue, however, additional financial considerations would be involved.

At the present time, the Authority's Conservation Areas operate to a 30% cost recovery on average. The philosophy of this partial cost recovery has been that the public are contributing towards the services that are provided. Based on this formula, the Authority could implement an entrance fee to attempt to recover 30% of Tommy Thompson Parks operating costs which would equal approximately \$28,500 in 1992.

Due to the existing layout of the park and requirements under the Authority's Security of Funds Policy, a number of capital expenditures will be required before an entrance fee can be implemented. These would include the provision of a gatehouse and other equipment such as a cash register, floor safe and additional signage. The total cost for the initial set-up of this equipment is estimated at approximately \$10,000.00.

Annual operating costs for the site would increase by approximately \$22,000.00 per year to cover the additional staffing and administration that would be required to collect the entrance fee. These costs would include additional staff time, mileage, training and maintenance.

This option is the least desirable as far as the public is concerned and it is expected that usership of the site would decrease significantly if an entrance fee was implemented. At the present time, approximately 60% of the park users are cyclists, and since cycling is an activity that is not unique to Tommy Thompson Park, these visitors are likely to discontinue their use of the site.

It has been the experience of the Conservation Area staff that the public is more willing to pay for the use of a service than to pay admission to a park for walking or cycling. In this respect, staff anticipate that the implementation of an entrance fee may cause park visitors to demand the types of facilities that are available at other pay-per-visit areas; i.e., drinking water, washrooms, benches, picnic areas, etc. The financial implications of providing these types of services are largely prohibitive and implementation cannot be undertaken until the Master Plan receives Environmental Assessment approval.

At the present time, there are no parks within Metro Toronto that require an entrance fee for public use, and it has been the policy of Metro Parks and Property to provide free public access to their parks including parking and transportation services.

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION1. TOMMY THOMPSON PARK - USER/ENTRANCE FEES (CONTD.)

	ENTRANCE FEE
PRESENT PARK OPERATING COST (not including transportation)	\$70,000
TRANSPORTATION SERVICE (bus/van combination as in 1991)	\$25,000
ADDITIONAL ADMINISTRATION COSTS	\$20,000
CAPITAL EXPENDITURES (1992)	\$10,000
REVENUE	\$28,500
NET COST TO MTRCA (1992)	\$96,500

User Pay Bus Service

This option would involve the provision of a user pay bus service that would operate for 6 months from April 25th to Thanksgiving. The provision of a 6 month service would facilitate access to the site during the season of highest use and will provide access to the Aquatic Park Sailing Club members during the sailing season. This service would operate on an hourly basis from Queen and Jones Avenue to Tommy Thompson Park with passengers paying regular TTC fares.

The cost of this service would be approximately \$30,000 for the 1992 season. Cost recovery would be in the order of \$11,500 based on the present TTC fare and 1991 ridership figures. However, the TTC has identified an expected decrease in ridership of at least 30%, which would substantially reduce any cost recovery.

The primary advantage of this option is that all aspects of the user fee are administered by the Toronto Transit Commission, including fare collection, insurance, and security.

User Pay Van Service:

This option would involve the provision of a user pay van service that would operate from April 25 to Thanksgiving. This service could be provided with one or two vans operating on a half hour schedule within Tommy Thompson Park and connecting to the existing TTC Jones Line at Commissioners Street. The Toronto Transit Commission has indicated that this connection to their existing service would be permissible, however, under Section 110(2) of the Municipality of Metro Toronto Act, the Authority could not charge for a transportation service "outside" Tommy Thompson Park.

Two Van User Pay Option:

The cost of providing two passenger vehicles (one van and one suburban) for the 1992 season is approximately \$21,000 including vehicle rental, staff wages, fuel and insurance. Cost recovery through charging would be in the order of approximately \$4,000 at \$1.00 per ride based on 1991 figures and the anticipated 30% reduction in ridership. The fare of \$1.00 per ride was selected because it was a reasonable fee for this type of service, and the existing \$1.00 coins would be easy to collect and administer.

Additional operating expenses, in the order of approximately \$1,500, would be incurred to collect and administer a user fee for the van service. This expense would primarily cover the additional staff time involved with handling the revenue.

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION1. TOMMY THOMPSON PARK - USER/ENTRANCE FEES (CONTD.)One Van User Pay Option:

Total costs to the Authority would be reduced considerably if a single van was operated in 1992. The estimated cost of providing a single van would be approximately \$14,500 including vehicle rental, staff wages, fuel and insurance. Additional administration costs would remain at \$1,500, and the projected revenue would be approximately \$4,000 at \$1.00 per ride as outlined above. The use of one van would be sufficient to maintain the previous years level of service due to the expected decrease in ridership. In addition, the frequency of the service could be increased to 15 minutes depending on demand.

Costs could be reduced further if the vehicle is utilized for other Resource Management programs during weekdays and administered under the Authority's existing vehicle chargeback system.

One Van No Charge Option:

This option would involve the provision of a free van service consisting of a single van. The total operating cost to the Authority would be \$83,000, if the Authority accepts the \$1,500 offered by the Aquatic Park Sailing Club and subsidizes the balance of the operating costs for the single van option. Therefore there is only \$1,000 dollars difference between subsidizing the program and operating a user pay service.

	ONE VAN (user fee)	TWO VAN (user fee)	ONE VAN (no charge)
PRESENT PARK OPERATING COST (not including transportation)	\$70,000	\$70,000	\$70,000
VAN OPERATING COSTS	\$14,500	\$21,000	\$14,500
ADDITIONAL ADMINISTRATION COSTS	\$1,500	\$1,500	N/A
PROJECTED REVENUE (\$1.00/ride)	\$4,000	\$4,000	\$1,500*
TOTAL COST TO MTRCA	\$82,000**	\$88,500**	\$83,000**

- * \$1,500 from Aquatic Park Sailing Club to offset costs
- ** Cost may be further reduced by using vans for other programs

RATIONALE

Staff is recommending that a no charge van service be implemented at Tommy Thompson Park as part of the 1992 Interim User Program, consisting of a single van operating from April 25th through Thanksgiving. This service is the preferred option for the following reasons:

- (1) The use of a single van will allow the Authority to maintain a level of service at Tommy Thompson Park while reducing the total operating costs. Cost recovery of \$1,500 would be available from the Aquatic Park Sailing Club. Therefore the total park operating costs including the transportation service would be: $\$70,000 + \$14,500 - \$1,500 = \$83,000$.

**Exhibit A.7 Correspondence Received for
Water and Related Land Management
Advisory Board Meeting #1/92
Re: Tommy Thompson Park
User/Entrance Fees**

- John R. Carley, dated February 20, 1992
- C. Visser Cinder, dated January 16, 1992
- Hugh Currie, dated February 11, 1992
- Simon Gawn, dated January 27, 1992
- Sandra Hawkins, dated January 31, 1992
- Verna J. Higgins, dated March 5, 1992
- Boris Mather, dated January 22, 1992
- Boris Mather, dated January 22, 1992
- Roy Smith, dated January 18, 1992

Friends of the Spit

PQ Box 467, Station J

Toronto, Ontario M4J 4Z2



20 February 1992

Mr. William McLean, General Manager
Metropolitan Toronto and Region
Conservation Authority
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

Re: Tommy Thompson Park
Proposed Admission Fees and User Fees

Dear Mr. McLean:

Through various discussions with your staff members, I have indicated Friends' of the Spit opposition to admission charges to Tommy Thompson Park, and our opposition to user fees for the transportation at the park.

This letter is to formally register our objections with you. We would ask that we be kept informed of all meetings where these items will be discussed, so that we might make representation. We also note that should you wish any input in the formulation of your staff reports on these items, we would be pleased to be of assistance.

The admission charge issue is one which should be tossed out immediately. No park on Toronto's waterfront charges admission; the admission fees hurt those who would benefit most from having a large Public Urban Wilderness on the waterfront. The principle of "user pay" being bandied about by some of the MTRCA board members is insidious. Parks are public amenities that are available to all citizens, and are paid for through taxation. Perhaps your board members, if they drive along 401, should be asked if they intend to drop a loonie every hundred yards on the "user-pay" principle??

RECEIVED

4 1992

M.T.R.C.A.

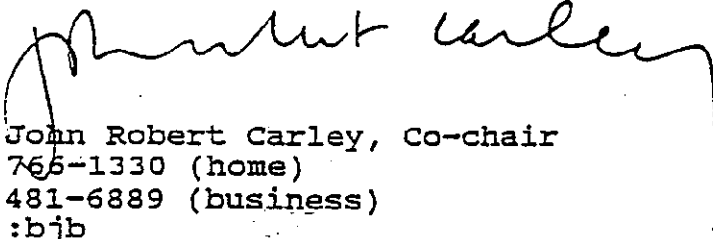
With regard to transportation fees, Friends of the Spit opposes any charges for the transit vehicles. However, the initiative shown by your staff in selecting a less costly mode of transportation is a good idea; surely, there must be other ways in which a service could be retained for the handicapped, the elderly, and the very young, which does not cost a fortune.

Like others, we realize that dollars are tight in this economy, but assessing a transit fee would effectively kill the service. We strongly feel that, given the expertise of your staff, a way will be found to keep the service running and efficient, although perhaps not in its present form. This is the initiative which we would expect from the MTRCA.

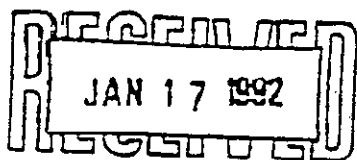
Again, I reiterate our willingness to meet and discuss these issues with you. I also ask, again, that you keep us fully informed as to the progress of these issues and to the times for their public debate.

Yours sincerely,

FRIENDS OF THE SPIT
per:



John Robert Carley, Co-chair
766-1330 (home)
481-6889 (business)
:bjb



Toronto 16.1.92

Dear Sir,

To my dismay I have learned that at the meeting on Jan. 10. 1992. the board of the MTRCH voted to ask their staff to investigate user fees for the Spit.

Are you aware of the facts that:

- a) no other Park in Metro Toronto requires an admission fee.
- b) The cost to run the Spit is apparently very low compared to other conservation areas

We live at the moment in a time of frightening economic problems and the average taxpayer has sleepless nights worrying where the next meal is coming from. We will be very upset, to say the least, to be deprived of an outdoor enjoyment, to observe and learn about wildlife at the Spit.

As a birder and regular visitor of the Spit, I love it and I want to keep it as it is, as an outdoor outing for everyone, to promote love for and interest in the wildlife and environment, without admission fees, without transit charges, without development, without marinas, buildings and cars.

Please, leave well enough alone and we, Torontonians, will be very grateful and happy!

E. Kasser-Birder



RECEIVED

Toronto Ornithological Club M.T.O.C.A.

11 February 1992

Mr. H. Currie
President
29 Helena Ave.
Toronto, Ontario
M6G 2H3

Mr. William McLean
Metropolitan Toronto and Region
Conservation Authority
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

Re: Tommy Thompson Park
Proposed Admission Fees and User Fees

Dear Mr. McLean,

At our Club's February 10th, 1992, meeting, the members unanimously voted to inform you, the Metropolitan Toronto and Region Conservation Authority, that our members are opposed to any and all user fees and admission fees for visitors to the Spit (Tommy Thompson Park).

Members of our club are certainly some of the Spit's most frequent users; as such, a large body of ornithological information has been obtained through our members' observations at the Spit.

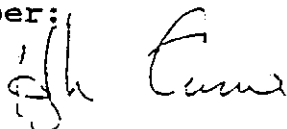
The imposition of user fees and admission fees would greatly affect our members. Moreover, the imposition of these fees would harm all those who use the Spit for passive recreation. The Spit is an amazing resource, easily accessible for those Torontonians who do not have access to cottages and other vacation retreats. To charge these people admission would be low indeed.

Please keep us informed as to the status of this proposal, so that we might appoint a representative to attend meetings, to protest, and to try to change the opinions of those on the Board who favour this kind of punitive backward measure.

Yours sincerely,

TORONTO ORNITHOLOGICAL CLUB

per:

A handwritten signature in cursive script, appearing to read "H Currie".

Hugh Currie

22 Wroxeter Ave.
Toronto, Ont.
M4K 1J6

January 27, 1992

Dear Mr. McLean,

As a frequent visitor to the Leslie Street Spit I have come to greatly appreciate it's importance as a haven for a wide variety of plants and animals. It would be a terrible shame if access to this unique area was restricted by imposing an unprecedented and unjustified user fee.

For many residents of Toronto the spit offers a welcome respite from the "concrete jungle". For birders, such as myself, the spit is by far and away the best place to observe interesting birds in Toronto. If there was an admission charge or some other form of user fee I would have to think twice about visiting the spit.

Yours sincerely,



Simon Gawn

C.C., Friends of the Spit.

RECEIVED

JAN 29 1992

M.T.F.C.A.

January 31, 1992

RECEIVED

31 Glenroy Avenue
Etobicoke, Ontario
M8Y 2L9

FEB 4 1992

RECEIVED

Mr. W. McLean
Chief Administrative Officer
Metropolitan Toronto & Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

Dear Mr. McLean:

It is with great regret and disappointment that I have recently learned of the proposal made by the Board of the M.T.R.C.A. to charge user fees for entry to the Leslie Street Spit. This area is now used by a wide spectrum of Metro's citizenry. User fees would only serve to make the Spit more a preserve of the rich who maintain moorage facilities there.

The Spit is a unique wildlife habitat in the middle of the concrete and glass of the city. It is home to countless species of birds and small mammals. It is a living classroom and should be accessible to all who believe in the preservation of nature. Compared with other parks in Metro, it receives a minimum of grooming. In fact, it needs none at all, except perhaps road maintenance. All of our parks do not have to be manicured copies of residential lawns. Leave some wilder spaces as a contrast to the ordered boredom of the city core.

It would be an absolute travesty to charge an admission fee to this area. If boaters want marinas, they should pay for them from private funds, rather than expecting tax payer subsidies.

Yours truly,

Sandra Hawkins
Sandra Hawkins

botany

UNIVERSITY OF TORONTO • DEPARTMENT OF BOTANY • 25 WILLCOCKS ST., TORONTO, CANADA M5S 3B2 • FAX (416) 5878

3102JA2RJE

March 5, 1992

March 14, 1992

TO: Chairman and members,
Water and Related Land Management Advisory Board
Metro Toronto and Region Conservation Authority

FROM: Verna J. Higgins
Botany Conservation Group

RE: Agenda Items March 6, 1992 meeting

1) Interim program Tommy Thompson Park: Transportation/user fees.
We commend the staff on their detailed analysis of the options and consider the final recommendation a good solution. We do urge that the van service include the connection with the existing Jones Bus and that this connection be well advertised.

2) Revised Concept Plan
Although we have not had time to study all of the details, we are delighted with the major changes to the master plan. We look forward to the opportunity for further comment at a public meeting in the near future. I regret that I can not attend the current meeting to congratulate the staff on this revision.



January 22, 1992

Mr. Bill Granger,
Chairman,
Metropolitan Toronto and Region
Conservation Authority,
5 Shoreham Drive,
DOWNSVIEW, Ontario
M3N 1S4

Dear Mr. Granger,

Congratulations on your re-appointment to the Board of the Authority, this time as a Provincial nominee and congratulations, too, on your election as Chairman. Our organization was pleased to hear of these developments.

However, we were displeased to hear of the action taken by the Board at its January 10 meeting regarding the study of admission charges and user fees at Tommy Thompson Park (the Leslie Street Spit). I bring to your attention the following resolution passed on January 21, 1992, by our Board of Directors:

WHEREAS at its January 10, 1992 meeting, the Board of the Metropolitan Toronto and Region Conservation Authority voted to instruct its staff to investigate user fees for admittance to Tommy Thompson Park (the Leslie Street Spit), and
WHEREAS for fifteen years the public has been admitted freely to this park on week-ends and holidays, and
WHEREAS this unique urban wilderness has proved popular with citizens who come there to walk, bicycle, fish and study nature, and
WHEREAS user fees would make this the only park in all of Metropolitan Toronto where admission fees are levied, therefore
BE IT RESOLVED THAT Citizens for a Lakeshore Greenway urge the Authority to drop all plans to charge admission to this public amenity.

It is our position that the waterfront should be freely accessible.

Sincerely,



Boris Mather,
President.

cc. W. McLean

RECEIVED

JAN 27 1992

1992 01 22

505/185 Kingston Rd
TORONTO M1L 1W6

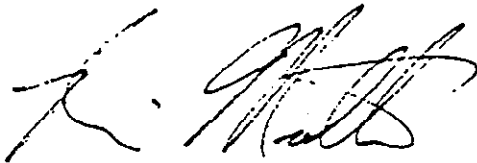
Mr. William McLean,
Chief Administrative Officer,
MTRCA,
5 Shoreham Drive,
DOWNSVIEW, Ontario
M3H 1S4

Dear Mr. McLean,

I am writing to you to protest against the proposed imposition of user fees and admission fees for citizens who wish to enjoy Tommy Thompson Park (the Leslie Street Spit). I understand that your Board on January 10 directed the staff to investigate user fees for this Park. I believe that this public amenity should be free to the public as it has been for fifteen years, and indeed the entire waterfront ought to be freely accessible.

I live near the Spit and visit every month of the year, on foot in the winter, and on foot and bicycle the rest of the year. I enjoy it as it is. It needs no development, no buildings and above all, no cars.

Sincerely,



Boris Mather.

RECEIVED

JAN 24 1992

M.T.R.C.A

506-15 Baif Blvd
Richmond Hill, Ont.
L4C 5N7

Mr. W. McLean
Chief Administrative Officer
MTRCA
5 Shoreham Drive,
Downsview, Ont.
M3N 1S4

18 January 1992

Dear Sir,

Leslie Street Spit

I recently heard via Friends of the Spit that at their meeting on 10 January 1992 the MTRCA Board called for investigation of user fees for the Spit.

Let me say right away that I find the whole idea appalling and absolutely unacceptable. Let me make the following points.

1. This is not a developed park like a Conservation Area or something. Therefore there is no justification for user fees.
2. The usage level is too low to make collecting fees a viable option. The costs of collection would probably exceed any revenue generated. This alone indicates how off-the-wall and ill-considered this idea is.
3. The principle involved. I feel that we, the taxpayers, are already paying through the nose. I hate being nickel and dimed on top of that. If the money is not there then government agencies must cut services. User fees are not the answer. They are an irritant, largely uneconomic to collect and indvidious because they have most impact on the poorest sectors of the population. I would like to see the staff report come out very strongly against user fees.
4. Charges for the present very limited transit system would be self-defeating. There is no way they could raise a worthwhile amount, and any revenues would be more than eaten up by the administrative costs involved. Usage would drop if fees were charged. If money has to be saved then cut the transit altogether, rather than charging for it. Alternatively, you could offer the transit concession to the highest bidder. That way MTRCA gets a one-time fee, and washes its hands of it. The contractor should have complete freedom to run the service any way they wish, with any type of vehicle, any frequency and charge what they like. That would be the only true test of economic viability. I would confidently predict that the only days they might make any money would be those when an extremely rare bird showed up!.

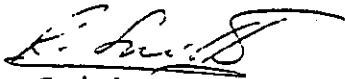
JAN 21 1992

M.T.F.

To give you some background, I am a keen birder and member of the Toronto Ornithological Club. I am not a frequent visitor to the Spit, and looking back through my notes I see that I went there only 3 times in 1991. If fees were charged I can tell you right now that I would not go there at all, unless a real rarity turned up or I was entertaining a foreign visitor and felt obliged to show them the area.

By the way, the Spit is attractive to birders and naturalists because of the way it is. Although there are a few things that could be done to improve habitat and conditions for birders, basically the Spit does not need 'management', 'development' or any other sort of intervention. It is best left alone, especially in the current economic conditions.

Yours faithfully,



Roy Smith

cc. John Carley, Friends of the Spit

Exhibit A.8

**Authority Board
Meeting Minutes #2/92
March 27, 1992
Re: Tommy Thompson Park
User/Entrance Fees**

1. TOMMY THOMPSON PARK - USER/ENTRANCE FEES

This item was recommended for approval at Water and Related Land Management Advisory Board Meeting #1/92, held March 6, 1992.

KEY ISSUE

Consideration of cost recovery for the transportation service and analysis of user/entrance fees at Tommy Thompson Park.

Res. #36

Moved by:
Seconded by:

Lois Griffin
Joanna Kidd

THAT staff be directed to implement a no charge van service consisting of a single van operating from April 25th to October 12th, 1992, at Tommy Thompson Park;

THAT the Authority accept the \$1,500 offered by the Aquatic Park Sailing Club to offset the operating cost of the transportation service;

THAT the Authority subsidize the remaining operating costs associated with the provision of this service;

THAT staff evaluate the ridership, park user levels and operating costs at the completion of 1992, in preparation of the 1993 Interim Users Program;

1. TOMMY THOMPSON PARK - USER/ENTRANCE FEES (CONTD.)

THAT there be no entrance fee implemented at Tommy Thompson Park;

AND FURTHER THAT The Municipality of Metropolitan Toronto, and the Interim Users of Tommy Thompson Park be so advised.

AMENDMENT
Res. #37

Moved by:
Seconded by:

Brian Harrison
Deborah Sword

THAT the amount of \$1,500 be deleted and staff negotiate the annual lease with the Aquatic Park Sailing Club, taking into consideration enhanced transportation services now being provided.

ON A RECORDED VOTEYEA

Mike Colle
Brian Harrison
Eldred King
Richard O'Brien
Deborah Sword

NAY

Maria Augimeri
Lorna Bissell
Victoria Carley
William Granger
Lois Griffin
Lois Hancey
Lorna Jackson
Joanna Kidd
Gerri Lynn O'Connor
Donna Patterson
Maja Prentice
Paul Raina
Kip Van Kempen
Richard Whitehead

THE AMENDMENT WAS NOT CARRIED

THE MAIN MOTION
ON A RECORDED VOTEYEA

Maria Augimeri
Lorna Bissell
Victoria Carley
William Granger
Lois Griffin
Lois Hancey
Lorna Jackson
Joanna Kidd
Gerri Lynn O'Connor
Donna Patterson
Maja Prentice
Paul Raina
Kip Van Kempen
Richard Whitehead

NAY

Mike Colle
Brian Harrison
Eldred King
Richard O'Brien
Deborah Sword

THE MAIN MOTION WAS CARRIED

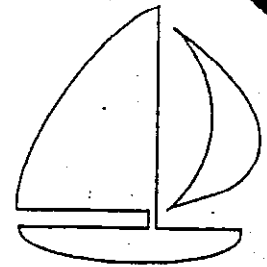
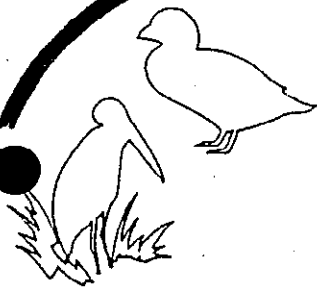
Exhibit A.9

**Notice for Public Meeting
May 27, 1992**

**(Over 600 distributed and sent to
interested public on Authority's mailing
list)**

PUBLIC MEETING

TOMMY THOMPSON PARK REVISED MASTER PLAN 1992



In July of 1989, The Metropolitan Toronto and Region Conservation Authority submitted the "Tommy Thompson Park Master Plan", to the Ministry of the Environment for approval under the Environmental Assessment Act. Due to time delay and some changing circumstances, the Master Plan was returned to the MTRCA in November 1991 for resubmission to the Minister of the Environment. At its meeting #2/92 on March 27, 1992, the Authority adopted a revised concept for public consultation. This resolution, in part, is as follows:

Res. # 38

THAT the revised Tommy Thompson Park Concept (March 6, 1992) be endorsed as a basis to obtain public and agency comment in preparing a resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment in 1992 to the Minister of the Environment;

THAT staff be directed to prepare the necessary documentation for public and government review with a special public meeting of the Water and Related Land Management Advisory Board to be scheduled to enable consideration of a revised Master Plan by the Authority no later than its meeting of July 24, 1992;

THE METROPOLITAN TORONTO AND REGION CONSERVATION AUTHORITY, as part of the public consultation process, has arranged a public meeting of the Water and Related Land Management Advisory Board for:

DATE: Wednesday, May 27, 1992

TIME: 7:30 p.m.

PLACE: HART HOUSE THEATRE
Hart House Circle
(between Queen's Park Crescent and
St. George St., just south of Hoskin Ave.)

THE BOARD REQUESTS YOUR PARTICIPATION AND COMMENTS

Copies of the Authority Minutes of March 27, 1992, and Board report on the Revised Concept Plan are available upon request. A Revised Master Plan Summary to be considered at the public meeting, will be available from the Authority Office, as of May 20, 1992. This information will also be distributed at the public meeting.

IF YOU HAVE ANY QUESTIONS, PLEASE CALL:

Larry Field, M.C.I.P.
Manager, Waterfront Planning
Telephone No: 661-6600, Ext. 243



the metropolitan toronto and region conservation authority

Working Together for Tomorrow's Greenspace



Exhibit A.10

**Notice of Public Meeting
Tommy Thompson Park
Revised Master Plan - May, 1992**

**The Toronto Star
May 20, 1992**



PUBLIC MEETING

TOMMY THOMPSON PARK REVISED MASTER PLAN 1992



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IF YOU HAVE ANY QUESTIONS, PLEASE CALL:

Larry Field, M.C.I.P.
Manager, Waterfront Planning
Telephone No: 661-6600, Ext. 243



the metropolitan toronto and region conservation authority

Working Together for Tomorrow's Greenspace



0970513

Public Meeting Notice as it appeared in
The Toronto Star May 20, 1992

Exhibit A.11

**Speaker's List for Public Meeting
May 27, 1992**

**Tommy Thompson Park Public Meeting
May 27, 1992**

Speakers List

1. John Carley, Friends of the Spit
2. Roy Merrens
3. Ken Bryden
4. Barry deZwaan
5. Jean Macdonald, Toronto Field Naturalists
6. Henry Graupner, Citizens for a Lakeshore Greenway
7. Brenda Hogg, Aquatic Park Sailing Club
8. Wilma Harniman
9. Steven Price
10. Boris Mather, Citizens for a Lakeshore Greenway
11. Peg Lush
12. Darcy Chadwick, Aquatic Park Sailing Club
13. Ralph Brown, Aquatic Park Sailing Club
14. Karen Clark, Friends of the Spit
15. Ray Blower, Sierra Club of Eastern Canada
16. Marion Bryden, Friends of the Spit
17. Verna Higgins, Botany Conservation Group
18. George Fairfield, Toronto Ornithological Club
19. Ann Hansen
20. Joe Oggy, Aquatic Park Sailing Club
21. Jake Smythe, Aquatic Park Sailing Club
22. Larry Whatmore, Outer Harbour Sailing Federation
23. Gord Lehman, Aquatic Park Sailing Club
24. Alf Jenkins, Ontario Sailing Association
25. Donna Stewart, Aquatic Park Sailing Club
26. Lee Gold, Friends of the Spit
27. Jacqueline Courval, Friends of the Spit
28. Janice Blackburn, Aquatic Park Sailing Club
29. Roger Jubinville, Aquatic Park Sailing Club
30. Olga Jensen, Friends of the Spit
31. Alexander Wilson
32. David Cormack, Aquatic Park Sailing Club
33. Allison Barlow, Aquatic Park Sailing Club
34. Glenne Coady, Toronto Ornithological Club
35. Mitchell Rothman, Aquatic Park Sailing Club

Exhibit A.12

**Water and Related Land Management
Advisory Board**

Meeting Minutes #4/92

May 27, 1992

Re: Tommy Thompson Park

Master Plan/Environmental Assessment



the metropolitan toronto and region conservation authority

minutes

D-65

MAY 27, 1992

WATER AND RELATED LAND MANAGEMENT ADVISORY BOARD

#4/92

The Water and Related Land Management Advisory Board met at Hart House Theatre, University of Toronto, on Wednesday May 27, 1992. The Chair called the meeting to order at 7:35 p.m.

PRESENT

Chair
Members

Lois Griffin
Lorna Bissell
Victoria Carley
Lois Hancey
Maja Prentice
Paul Raina
Bev Salmon
Frank Scarpitti
Joyce Trimmer
William Granger

Chair of the Authority

ABSENT

Member

Ila Bossons
Joanna Kidd
Kip Van Kempen

MINUTES

Res. #40

Moved by:
Seconded by:

Frank Scarpitti
Paul Raina

THAT the Minutes of Meeting #3/92 be approved.

CARRIED

The Board had before it a staff report recommending a revised May, 1992, Tommy Thompson Park Master Plan/Environmental Assessment.

Larry Field, Manager, Waterfront, gave a staff presentation.

DELEGATIONS

The following delegations spoke to the issue of Tommy Thompson Park Master Plan/Environmental Assessment, dated May, 1992.

1. John Carley, Friends of the Spit
2. Roy Merrens
3. W. Ken Bryden (presentation read by M. Bryden)
4. Barry de Zwaan
5. Jean Macdonald, Toronto Field Naturalists

DELEGATIONS (contd.)

6. Henry Graupner, Citizens for a Lakeshore Greenway
7. Brenda Hogg, Aquatic Park Sailing Club
8. Wilma Harniman
9. Steven Price
10. Boris Mather, Citizens for a Lakeshore Greenway
11. Peg Lush
12. Darcy Chadwick, Aquatic Park Sailing Club
13. Ralph Brown, Aquatic Park Sailing Club
14. Karen Clark, Friends of the Spit
15. Ray Blower, Sierra Club, Eastern Canada Chapter
16. Marion Bryden, Friends of the Spit
17. Verna Higgins, Botany Conservation Group
18. George Fairfield, Toronto Ornithological Club
19. Ann Hansen
20. Joe Oggy, Aquatic Park Sailing Club
21. Jake Smythe, Aquatic Park Sailing Club
22. Larry Whatmore, Outer Harbour Sailing Federation
23. Gord Lehman, Aquatic Park Sailing Club
24. Alf Jenkins, Ontario Sailing Federation
25. Donna Stewart, Aquatic Park Sailing Club
26. Lee Gold, Friends of the Spit
27. Jacqueline Courval, Friends of the Spit
28. Janice Blackburn, Aquatic Park Sailing Club
29. Roger Jublinville, Aquatic Park Sailing Club
30. Olga Jensen, Friends of the Spit
31. Alexander Wilson
32. David Cormack, Aquatic Park Sailing Club
33. Allison Barlow, Aquatic Park Sailing Club
34. Glenne Coady, Toronto Ornithological Club
35. Mitchell Rothman, Aquatic Park Sailing Club

CORRESPONDENCE

Some of the delegations provided copies of their comments and, as well, correspondence was received by the Authority.

1. Caroline Underwood, dated May 26, 1992
2. Ruth Arntz, Friends of the Spit, dated May 25, 1992
3. Curtis Fahey, dated May 24, 1992
4. Thomas F.C. Cole, dated May 12, 1992
5. Donald E. Payne, M.D., dated May 20, 1992
6. Mary Baillie, dated May 16, 1992
7. Betty Madge, dated May 25, 1992
8. Margaret Chambers, dated May 23, 1992
9. Jane E. Graham, dated May 24, 1992
10. Dr. R.E. Munn, Institute for Environmental Studies, dated May 26, 1992
11. Simon Shields, received May 25, 1992
12. David MacMillian, Fieldstone Private Capital Group Ltd., dated May 26, 1992
13. Anne Macdonald, dated May 21, 1992
14. William Wilson, dated May 22, 1992
15. Dorothy Winkler, May 25, 1992
16. J.G. de Zwaan, submission
17. Verna J. Higgins, Botany Conservation Group, submission

CORRESPONDENCE (contd.)

18. Ralph Brown, Aquatic Park Sailing Club, submission
19. Alf Jenkins, Ontario Sailing Association, submission
20. Marion Bryden, former MPP for Beaches-Woodbine, submission
21. W.K. Bryden, submission
22. Jean Macdonald, Toronto Field Naturalists, submission
23. Wilma Harniman, submission
24. Gord Lehman, submission
25. Larry Whatmore, Commodore, Outer Harbour Sailing Federation, submission
26. Anne Hansen, submission
27. Jake Smythe, submission
28. Ray Blower, Sierra Club of Eastern Canada, submission

Res. #41

Moved by:
Seconded by:

Bev Salmon
Lois Hancay

THAT the correspondence and written submissions, as well as the letter received from Steve Ellis, City Councillor, dated May 21, 1992, re: Sweat Lodges on the Leslie Street Spit, be received and referred to staff for a report back to Water and Related Land Management Advisory Board Meeting #5/92, June 19, 1992.

CARRIED

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION

1. TOMMY THOMPSON PARK REVISED MASTER PLAN/ENVIRONMENTAL ASSESSMENT
- May, 1992

KEY ISSUE

To recommend a revised Tommy Thompson Park Master Plan for approval to Authority Meeting #6/92, to be held July 24, 1992, and obtain direction to resubmit the Revised Master Plan to the Minister of the Environment for approval under the Environmental Assessment Act.

Res. #42

Moved by:
Seconded by:

Frank Scarpitti
Paul Raina

THE BOARD RECOMMENDS TO THE AUTHORITY THAT the Tommy Thompson Park Revised Master Plan dated May, 1992, be approved;

THAT staff be directed to prepare an addendum including documentation of the public comments on the Revised Master Plan (May, 1992) and submit it along with the Tommy Thompson Park Master Plan/Environmental Assessment document (July, 1989) to the Minister of the Environment for approval under the Environmental Assessment Act;

THAT the Revised Master Plan (May, 1992) be forwarded to The Municipality of Metropolitan Toronto for approval in accordance with the provisions of the 1972 Waterfront Agreement.

THAT the Revised Master Plan (May, 1992) be forwarded to the Ministry of Natural Resources;

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION1. TOMMY THOMPSON PARK REVISED MASTER PLAN/ENVIRONMENTAL ASSESSMENT (CONTD.)
- May, 1992

THAT the Authority continue to utilize committees such as the Natural Areas Advisory Committee, a physical planning committee with the Aquatic Park Sailing Club and Metropolitan Toronto Parks and Property Department, and a working committee with cycling experts to address the specific cyclists needs, in advisory capacities during the detailed design and implementation stages of the Revised Master Plan;

AND FURTHER THAT the Ministry of the Environment, the Ministry of Natural Resources, The Municipality of Metropolitan Toronto, the City of Toronto, the Toronto Harbour Commissioners, the Royal Commission on the Future of the Toronto Waterfront, the Tommy Thompson Park Natural Areas Advisory Committee, the Aquatic Park Sailing Club and the Outer Harbour Sailing Federation be so advised.

CARRIED

BACKGROUND

At Meeting #2/92, the Authority adopted the following resolution:

"Res.#38

THAT the revised Tommy Thompson Park Concept (March 6, 1992) be endorsed as a basis to obtain public and agency comment in preparing a resubmission of the Tommy Thompson Park Master Plan/Environmental Assessment in 1992 to the Minister of the Environment;

THAT staff be directed to prepare the necessary documentation for public and government review with a special public meeting of the Water and Related Land Management Advisory Board to be scheduled to enable consideration of a revised Master Plan by the Authority no later than its meeting of July 24, 1992;

THAT the Ministry of the Environment, the Ministry of Natural Resources, the Municipality of Metropolitan Toronto, the City of Toronto, the Toronto Harbour Commissioners, the Royal Commission on the Future of the Toronto Waterfront and the Tommy Thompson Park Natural Areas Advisory Committee be so advised;

AND FURTHER THAT staff prepare documentation relating to the public transportation question as part of the revised Master Plan preparation."

The revised Tommy Thompson Park Concept, as endorsed by the Authority, incorporated the following changes:

- Elimination of private vehicle access and the public parking (100 spaces) from the interpretive centre location (endikement).
- Removal of any proposed lakefilling to accommodate the Outer Harbour Sailing Federation and additional parkland at the base of the park.
- Recognition of the commitment by the City of Toronto in its assumption of the North Shore Park (Toronto Harbour Commissioners Park) of the Outer Harbour to accommodate all the community sailing clubs which presently are located on the North Shore of the Outer Harbour.
- Relocation of the proposed visitors centre to the park entrance at the base of the spit.
- Addition of a small environmental education/shelter/washroom facility at the endikement which would be accessed by bus to facilitate the environmental programs of the school boards.

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION**1. TOMMY THOMPSON PARK REVISED MASTER PLAN/ENVIRONMENTAL ASSESSMENT (CONTD.)
- May, 1992**

- The Aquatic Park Sailing Club would remain in Embayment C with 100 swing moorings and limited on-shore facilities (e.g. clubhouse and storage building). Parking and winter boat storage could be provided on the Outer Harbour Marina arm subject to the approval of the Toronto Harbour Commissioners, with club member's access to the Aquatic Park Sailing Club via their own water shuttle or possible van service.
- The revised concept incorporates capital cost reductions in the magnitude of \$2,500,000 in 1987 dollars. A further \$500,000 reduction to provide municipal services to the environmental education/shelter/washrooms at the endikement could be realized if alternative site servicing options are acceptable to the City of Toronto and Metropolitan Toronto.
- The revised concept also maximizes the use of the existing paved road for maintenance vehicles and cyclists while avoiding duplication of park facilities. This existing paved road could form the Tommy Thompson Park component of the "Waterfront Trail" being coordinated by Metropolitan Toronto.

RATIONALE

The Authority staff presents for public comment and the Board's approval a Revised Tommy Thompson Park Master Plan - May, 1992 (see attached Tommy Thompson Park Plan - Revised May, 1992 summary document).

The Revised Master Plan provides the following components, phasing and costing.

Components

- The Revised Master Plan maintains the direction as originally approved, January, 1988, which utilizes a natural succession or ecological approach augmented by minimal intervention and management to achieve a unique urban wilderness park;
 - preservation of such significant species as the Caspian Tern, Common Tern and Black-crowned Night Heron;
 - protection of environmentally significant areas amenities;
 - creation of significant marsh/wetlands habitat; and
 - some surface/site preparation on the outer headland to allow natural succession (willow/aspens/cottonwood) to occur.
- A park visitors centre at the base will be the focus of the public and environmental education program for the site's ecology, natural succession, history and coastal processes. This centre is supported by a small environmental education/shelter/washroom at the endikement.
- In excess of 12 km of a separate major/minor pedestrian path system and a 7 km separate bicycle pathway as an extension to the Metropolitan Waterfront Trail with future linkage to the existing Martin Goodman Trail is proposed. The separate bicycle pathway will utilize the existing park service road.
- The Revised Plan incorporates private vehicular access to the Park Visitors Centre at the base with the provision of 200 public parking spaces in this location.

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION1. TOMMY THOMPSON PARK REVISED MASTER PLAN/ENVIRONMENTAL ASSESSMENT (CONTD.)
- May, 1992

- As a general principle, no private vehicles will be permitted to access the site beyond the Park Visitors Centre at the base.

The Plan does provide for school bus access to the environmental education/shelter/washrooms structure at the endikement to facilitate the environmental programs of the school boards.

The Plan also provides for the Aquatic Park Sailing Club utilizing their own van service for primary access to their site during the sailing season - late April to mid October. The club would maintain their existing arrangements for restricted private vehicle access until implementation of the Master Plan and assumption by Metropolitan Toronto Parks and Property Department.

- The retention of the Aquatic Park Sailing Club in their existing location with 100 swing moorings, an approximate 1 ha land base area and restricted access provision which is outlined above.
- The Plan includes extension of municipal services: sanitary, water, electricity, telephone to the Park Visitors Centre and environmental education/shelter/washrooms.
- Public access to the site would be enhanced by the provision of a park transportation service similar to that provided by the Authority as part of the 1992 Interim Users Program and operating in future on the existing park service road between the public parking area and the lighthouse. Provision of such a service is subject to a detailed review (considering such matters as the user demand, operating criteria and financial feasibility) and approval of the operating agency - Metropolitan Toronto Parks and Property Department.

PhasingPhase I - 1992-1996

- Environmental Assessment Approval of Master Plan
- pedestrian trail and bicycle path (Part of Metropolitan Waterfront Trail)
- public parking lot (Park Visitors Centre)
- marsh creation - Cell 1
- site services - sewer, water, electrical, telephone to Park Visitor Centre area
- minimum service washrooms (2)

Phase II - 1997-2001

- Park Visitors Centre
- major/minor pedestrian system in natural area
- initiation of soil/site preparation for dry meadow, wet meadow and cottonwood/aspen, willow communities
- site services: sewer, water, electrical, telephone to environmental education/shelter/washroom facility
- environmental education/shelter washroom facility

Phase III - 2002-2006

- marsh creation - Cell 2, Embayment A, B, C, and lacustrine marsh area
- soil/site preparation for remainder of outer headland lakefill area
- buffer area/site restoration - Unwin Avenue to endikement

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION1. TOMMY THOMPSON PARK REVISED MASTER PLAN/ENVIRONMENTAL ASSESSMENT (CONTD.)
- May, 1992

- service maintenance building
- completion of pedestrian systems and lookouts
- island development in Cells 3
- potential park transportation subject to approval of the operating agent

Capital Costs

• Natural Area Restoration	\$1,000,000
• Site Services (sanitary, water, electricity, telephone)	800,000
• Site Facilities (Visitors Centre, environmental education/shelter/washrooms, parking, service building)	950,000
• Pedestrian System	325,000
• Landscaping and Site Restoration	260,000
• Park Transportation (operational costs subject to approval of Metropolitan Toronto)	_____
Total Revised Master Plan Costs (1992 Dollars)	<u>\$3,335,000</u>

DETAILS OF WORK TO BE DONE

Staff will prepare an Addendum to include the Authority approved Revised Master Plan, documentation of the public process and comments, the revised capital costs, phasing, minutes of the Water and Related Land Management Advisory Board and Authority. Subject to direction of the Authority, staff would refile the Tommy Thompson Park Master Plan/Environmental Assessment document and the Addendum to the Minister of the Environment for approval under the Environmental Assessment Act.

Upon refile, Authority staff would activate the Natural Areas Advisory Committee, establish a working group to review the needs of cyclists and establish a working group with the Aquatic Park Sailing Club to address the detailed design and implementation considerations of the Master Plan.

TERMINATION

The meeting terminated at 10:45 p.m., May 27, 1992.

Lois Griffin
Chair

J.C. Mather
Director, Water Resource Division

/bb

**Exhibit A.13 Letters Received for Public Meeting
May 27, 1992.**

- Ruth Arntz, dated May 25, 1992
- Mary Bailie, dated May 16, 1992
- Margaret Chambers, dated May 23, 1992
- Thomas Cole, dated May 12, 1992
- Curtis Fahey, dated May 24, 1992
- Jane Graham, dated May 24, 1992
- Anne Macdonald, dated May 21, 1992
- David MacMillan, dated May 26, 1992
- Betty Madge, dated May 25, 1992
- Dr. R.E. Munn, dated May 26, 1992
- Donald Payne, dated May 20, 1992
- Simon Shields, received May 25, 1992
- Caroline Underwood, dated May 26, 1992
- William Wilson, dated May 22, 1992
- Dorothy Winkler, dated May 25, 1992

May 25/92.

The Metropolitan Toronto
Conservation Authority,
5 Shoreham Dr.
Downsview, Ontario.
M3N 1S4

RECEIVED

MAY 27 1992

Dear Sirs:

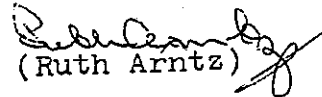
As a member of the Friends of the Spit since its beginning I am very pleased to see the new Plan 1991/92.

However, as much as I like sailing boats I understand that the Aquatic Park Sailing Club will remain on the Spit which will mean that the members will want car access to and from the Spit at any time.

This will greatly disturb the tranquility of the Spit and its wildlife and inconvenience hikers and cyclists.

A concerned citizen.

Yours sincerely,


(Ruth Arntz)

R.Arntz
92 Swanwick Ave.,
Toronto, Ontario.
M4E 1Z7

89 Burnham Thorpe Road

Dorington M9A 1H3.

May 16 1992.

Dear Mr. Field

I must congratulate MTRCA.
on its forward thinking & the
revised Plan for the Spit.
I am sure we will all

Benefit from a public.
urban wilderness in the future

so I earnestly hope you
will see fit to curtail the
Toronto Harbour Commission
re-zoning plans & keep

all the Sailing Clubs on
the North Shore where they
already have all the

~~facilities~~ we don't
need more power vessels
here either
I hope you will say
Goodbye to the 1988
Development plan.

Yours sincerely,
Mary Baillie



MARY BAILLIE
89 BURNHAMTHORPE ROAD
ISLINGTON ONTARIO CANADA
M9A 1H3

RECEIVED

MAY 26 1992

M.T.R.C.A.

8 Silverherbs Ave

Toronto M4E 3K9

May 23. 1992

Metropolitan Toronto

and Region Conservation Authority

5 Shoreham Dr Toronto M3N 1S4

Dear Sir:

Thank you for the more favorable plan for the preservation of birds, vegetation etc on the Spit, for our enjoyment.

Unfortunately I cannot be at the meeting May 27/92 but I sincerely hope other accommodation can be obtained for the sailing club so the "gold mine" of the Spit may be preserved.

I know a lot of time, work thought has gone into this new plan. Again thank you.

RECEIVED

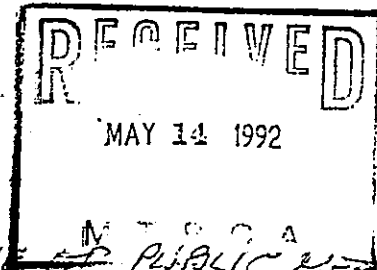
Margaret Chambers

MAY 26 1992

M.T.R.C.A.

12592

THE METRO. TORONTO REGION CONSERVATION AUTHORITY
5 SHEPPARD AVE
DOWNSVIEW, ONT. M3N 1S4



DEAR SIRs,

IN RESPONSE TO YOUR NOTICE ^{M T O C A} ~~OF~~ PUBLIC MEETING ON
27 MAY 1992, WHICH REQUESTS PARTICIPATION AND COMMENTS,
I WOULD BE PLEASED TO FURNISH MY COMMENTS UPON
THE REVISED CONCEPT PLAN IF YOU WILL SEND ME
PROMPTLY A COPY OF THE REVISED MASTER PLAN
SUMMARY.

MY COMMENTS WILL BE IN WRITING, ~~AND I~~ ^{AND I}
HAVE NO PRESENT INTENTION OF BEING AT THAT HOUSE, AS
1. I EXPECT TO RETURN TO TORONTO FROM A SHORT TRIP ONLY
THAT AFTERNOON;
2. MY VOICE IS INADEQUATE FOR A PUBLIC HEARING;
3. USUALLY SOME LONG-WINDED KNOW-IT-ALL PRE-
EMPTS THE FLOOR AND THERE IS LITTLE OPPORTUNITY
FOR INDEPENDENT ORAL INPUT.

KEEP UP THE GOOD WORK!

YOURS TRULY

Thomas F.C. Cole

THOMAS F.C. COLE

162 Pape Avenue
Toronto, Ontario
M4M 2V8
24 May 1992

MTRCA
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

Dear Members,

The Revised Concept Plan for the Leslie Street Spit has several good features. The interpretive centre is well placed, and the stopping of all automobile traffic is positive. I would urge you, however, to remove the Aquatic Park Sailing Club from the spit. Its presence is the thin edge of a wedge that will lead to future demands for private automobile traffic. Let's settle the matter now. There should be no private club facilities on the spit.

Thank you.

Yours truly,


Curtis Fahey

RECEIVED

MAY 27 1992

M.T.R.C.A.

162 Pape Avenue
Toronto, Ontario
M4M 2V8
24 May 1992

RECEIVED

MTRCA
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

MAY 26 1992

M.T.R.C.A.

Dear Members,

I was pleased to read of the positive aspects of the Revised Concept Plan for the Leslie Street Spit. I like the idea of the interpretive centre being at the base of the spit and all automobile traffic being stopped at the base. I would urge you, however, to remove the Aquatic Park Sailing Club from the spit. Their presence is the thin edge of a wedge that may eventually lead to automobile traffic. Let's get the matter settled now. No private club facilities on the spit.

Thank you for your attention.

Yours truly,

Jane E. Graham
Jane E. Graham

1335 Bayview Ave., Apt. 12 Upper
Toronto M4G 3A4
May 21, 1992

MTRCA
5 Shoreham Drive
Downsview, M3N 1S4

Dear Sirs:

I understand that you are having a meeting next week concerning the Master Plan for the Leslie Street Spit.

I have not received a copy of the Plan, but have discussed some of its contents. I am pleased that the Interpretive Centre has been moved to the base of the park. I also feel that a path is required for pedestrians as well as one for cyclists - it is dangerous to have them both on one road, unless it is separated somehow.

I also feel that the boating club should be moved to the north shore of the 'mainland' and not allowed to have their own private club on the headland. All the other shoreline parks in the city are crowded with boats and cars, and I feel now is the only time to have one spot that is unique. I object to some privileged individuals having private access to 'public' lands, when I am not allowed there. I do not want the Spit to end up like Bluffer's Park, Ashbridge's Bay, Humber Bay with 8-foot link fences and guard dogs patrolling their own private spots to keep me away. I notice now that there is another yacht club on the old Psychiatric Hospital property in West Toronto (Etobicoke) whose members have private access with their cars to the area where I am not supposed to be. Will that headland soon be filled with cars and private clubs?

Many, many people use the spit for quiet enjoyment when they are allowed out there. They all enjoy unobtrusive pastimes such as walking, sitting, looking at the flowers, and just enjoying the solitude and quiet that is not available at any other park in the metro area. It is almost the only area where one can sit quietly and view the lake.

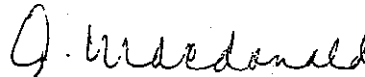
Please keep the Spit free from cars and private areas that are accessible to only a few. The thousands of people that now use the Spit (who do not have private access) appreciate it for what it is - a quiet clean cool area where they can easily escape from the noise and pollution of the city and do not contribute to pollution and noise themselves. It is haven for those of us who do not have summer cottages, nor boats, and who spend our summers in the city. We all deserve such a spot and Toronto would be a better city because of it.

RECEIVED

MAY 25 1992

M.T.R.C.A.

Yours truly,



Anne Macdonald

20 05 92 13:08

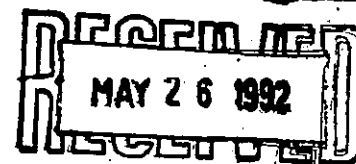
FIELDSTONE

PRIVATE CAPITAL GROUP LTD.

42 Queen Anne's Gate, London SW1H 9AP. Tel: 071-233-3190
Fax: 071-233-3191

May 26, 1992

Larry Field
MTRCA



Dear Larry

I was co-chairman of the Friends of the Spit for 2 years in mid 1980s. During that period I worked with the Friends of the Spit to seek an urban wilderness for the Spit. As you might remember I appeared several times before the MRTCA and yourself!

Although I am now temporarily living in London England, I have been able to visit the Spit while on trips back to Toronto. In addition, I am able to recommend to my English friends while travelling in Canada to visit the lovely natural environment and unique urban wilderness offered by the Spit. Surprisingly most Europeans are often a little bit disappointed with their visits to Canada as they expect to see wilderness at the door step of Canada's major cities. They love the cities and with the exception of Vancouver, would like to experience more of Canada's vast spaces and unblemished countryside without having to travel several hundred kilometers. The Spit provides such an experience, and I have first hand confirmation of this.

I have briefly reviewed the Revised Concept Plan for the Spit and I am delighted that the MTRCA has decided to seek a low cost solution for the Spit undertaking only those works required to maximise user convenience while preserving its world class uniqueness. In particular, I commend the planned installation of a park visitors centre at the foot of the Spit and the provision of segregated bicycle and footpaths. I do however have a few comments which I would like to make which I strongly believe will enhance and maintain the integrity MTRCA's well thought out plan.

My comments are as follows:

- The A.P.S.A. should be moved from its "temporary home", to the north shore now that this option is available and is being encouraged by the City of Toronto or to the THC marina. The cost, and the exclusivity of the club on the Spit when alternative sites are available in a secure marina environment are all unacceptable in a park being developed at the public's expense.

- There should be no private vehicle access which is as you have suggested in your plan. Again, this issue is related to the A.P.S.A. being accommodated on the site. I understand that this exclusive club is still demanding vehicle access. Private vehicle

28-03 '92 13:07

003

I am very excited by your plans and commend the hard work that you and your staff have done.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'David MacMillan', with a stylized, flowing script.

David MacMillan

* * BETTY JUNE MADGE
* * 1981 DUNDAS E # 202
* * TORONTO ONTARIO
* * M4L 1M7

May 25. 1982

To M.I.R.C.A.

This note acknowledges my
support of the Friends of the
Spit, and the support I have
for posters to have all the
manures possible on the
Mainland that they need

Betty Madge



Institute for Environmental Studies
Institut pour l'Etude de l'Environnement

26 May 1992

FAX to The Metropolitan Toronto and Region Conservation Authority
Attention: Mr. L. Field

Re: Revised Concept Plan for the Leslie Street Spit

As a long-term conservationist and teacher at the University of Toronto, I wish to voice my disapproval of that part your Revised Concept Plan for the Leslie Street Spit that would continue to permit vehicular access to members of the Aquatic Park Sailing Club. I very much approve of sailing as a form of recreation, but why not provide docking facilities elsewhere along the Toronto waterfront?

The Leslie Street spit is a unique ecological zone, and in my view it should be offered as a candidate for the UNESCO Biosphere Reserve network. This would really put Toronto on the world map. I cannot think of any other city that has such an opportunity.

Yours sincerely,

R E Munn

(Dr. R. E. Munn)

DONALD E. PAYNE, M.D., F.R.C.P.(C)
PSYCHIATRY

600 SHERBOURNE STREET, SUITE 511
TORONTO, ONTARIO M4X 1W4
TEL. AND FAX 361-4678

SENT BY FAX - 661-6898

20 May 1992

Mr. Larry Field
Metropolitan Toronto and
Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario M3N 1S4

Dear Mr. Field,

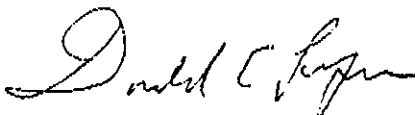
Re: MTRCA's Plan for the Leslie Streets Spit

I am writing to you to express my appreciation for having been able to utilize the urban wilderness environment of the Leslie Streets Spit since it was open to the public many years ago. I have been able to observe other people's enjoyment of this wilderness area. I have been impressed by the positive attitude of people using the area, and in all my trips to the Spit have never witnessed anything which would approach violent behavior. I feel that it is very important to preserve as much as possible this unique wilderness area of our city.

I am concerned that the new MTRCA plan for the Spit allows a private sailing club to remain on this Spit, thus providing them with access to the Spit which is denied to other members of the public and providing space for a club which is out of keeping with the concept of the Spit as a public urban wilderness area.

I appreciate the changes which have been made in your plans for the use of the Spit and would urge that your work towards the entire Spit remaining on public urban wilderness area and that a sailing club not be allowed a site on it.

Yours truly,



Donald E. Payne, M.D.

Box 2045
Peterboro Ont
K9J 7Y4
705-743-9466

Metro Toronto Conservation Authority
Attn: Victoria Calley

Dear Ms. Calley,

An acquaintance recently told me of
the possibility of significant building
development occurring on the Leslie St Spit.


As a part-time Toronto resident and
birdwatcher I would like to express
my opposition to such development, even
for boating. I favor only non-vehicular
park development of the Spit.

RECEIVED

MAY 15 1992

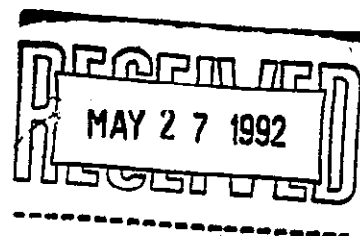
M.T.R.C.A.

Thank you for your
time,


Simon Shields

May 26, 1992

MR. W.G. MCLEAN
EXECUTIVE DIRECTOR
METRO TORONTO REGIONAL CONSERVATION
AUTHORITY
FAX: 661-6898



Dear Mr. McLean,

I am very much in favour of the new conservation plan that the MTRCA has developed for the Leslie St. Spit. I have been very concerned that this unique 'natural' area would fall prey to the many development schemes that have been proposed for it. Metropolitan Toronto does not need more development of our wild spaces. Leslie St Spit is a unique gift that nature has given us, I don't want to see it destroyed by marinas and other recreational development projects.

I strongly urge you to keep it as the quiet oasis that it is.

Yours sincerely

Caroline Underwood

CAROLINE UNDERWOOD
15 SIXTH ST.
TORONTO

14 Collingsbrook Blvd.,
Scarborough, Ont., M1W 1L6,
May 22, 1992.

MTRCA,
5 Shoreham Dr.,
Downsview, Ont., M3N 1F4.

Dear Sirs,

As a long term resident of Toronto, I can remember when it was a short walk or bicycle ride to a "natural" area. It was at that time, not too long ago, that Lawrence Avenue was a gravel road east from the present site of Edwards Gardens. Just past Don Mills were some open fields and a beautiful woodlot. In Spring, the woodlot was full of wild flowers and migrating birds. We used to walk along the banks of the Don River and watch swallows swooping over the water to catch insects. The serenity and fresh air were intoxicating.

Needless to say this idyllic scene disappeared and there is a housing subdivision where the woodlot used to be and the valley contains a six lane highway, with attendant exhaust fumes, and an open sewer.

When I saw your plans for the Leslie Street Spit, I was somewhat dismayed at all the "improvements" you are proposing. Not only does your proposal appear to be expensive, it is completely unnecessary. I believe that you have a unique opportunity to provide a world famous natural area for the enjoyment and education of Toronto residents and visitors. The only requirement is that you do nothing and let nature take its course. An outstanding advantage of the "do nothing case" is the cost.

Yours truly,



William Wilson.

RECEIVED

MAY 25 1992

M.T.R.C.A.

5 Union Crk. Tillamook, Ore, M2H175
May 21/92.

Metropolitan Toronto Conservation Authority
3 Spadina Dr.
North York
M3N 1S5

RECEIVED

MAY 25 1992

Members of the Board

It is most encouraging **M.T.C.A.**
Revised Concept Plan on the Little Stud Spit.

However I wish to register my firm negative reaction to the continuation of the presence of the Mariners on the Spit and the possible expansion of their facilities.

Since year round access for cars, fenced clubhouse and compound of the Marina are all on the agenda of the Aquatic Park Sailing Club, it must be obvious that such expansion and use, can destroy the naturally developing urban wilderness of the Spit - an unacceptable possibility.

The requirements of the Sailing Club can much more satisfactorily be accommodated on the North Shore or T.H.C. site, and the integrity of the Spit retained and preserved.

Thank You

Sincerely

Dorothy Wether

Exhibit A.14

**Submissions Received at the May 27,
1992 Public Meeting**

- **Sierra Club of Eastern Canada
Ray Blower
- May 27, 1992**
- **Aquatic Park Sailing Club
Ralph Brown
- May 27, 1992**
- **W.K. Bryden
- May 27, 1992**
- **Marion Bryden
- May 27, 1992**
- **Aquatic Park Sailing Club
Darcy Chadwick
- May 27, 1992**
- **Friends of the Spit
Jacqueline Courval
- April 30, 1992**
- **Barry deZwaan
- May 27, 1992**
- **Anne Hansen
- May 27, 1992**
- **Wilma Harniman
- May 27, 1992**
- **Botany Conservation Group
Verna Higgins
- May 27, 1992**

- **Ontario Sailing Association**
Alf Jenkins
- May 27, 1992
- **Aquatic Park Sailing Club**
Gord Lehman
- May 27, 1992
- **Peg Lush**
- May 27, 1992
- **Toronto Field Naturalists**
Jean MacDonald
- May 27, 1992
- **Jake Smythe**
- May 27, 1992
- **Outer Harbour Sailing Federation**
Larry Whatmore
- May 27, 1992



Sierra Club of Eastern Canada
517 College Street, Suite 303, Toronto, Ontario M6G 4A2 (416) 960-9606

DEPUTATION

TO: Water and Related Land Management Advisory Board of the Metropolitan
Toronto and Region Conservation Authority

RE: Tommy Thompson Park Master Plan, May 1992

DATE: May 27, 1992

PRESENTED BY: Ray Blower

The Sierra Club of Eastern Canada appreciates the opportunity to present our comments to the Water and Related Land Management Advisory Board concerning the Tommy Thompson Park Master Plan dated May 1992.

Having reviewed the Master Plan, the Sierra Club would like to extend our congratulations for a plan that has made significant progress towards making Tommy Thompson Park an excellent example of a public, urban wilderness park.

The following features of this plan we gladly support: the placing of the Interpretive Centre and all public parking at the base of the Spit; the use of natural succession and minimal intervention and management; and the elimination of lakefilling to accommodate sailing clubs.

Though we are here to applaud the positive aspects of the Master Plan, we must also voice a small number of concerns.

Our first concern is public access by boat to environmentally sensitive areas. As the natural areas of the Park evolve the number of environmentally sensitive areas will increase. With the proximity of marinas to the Park, the potential of access by water in anything from a canoe to sail or motor boats exists. In the interest of protecting the existing and future environmentally sensitive areas we would like to see the intent to restrict public access by water detailed and stated in the plan. The use of closed seasons for vulnerable locations could reduce the intrusions of humans into environmentally sensitive areas.

The Sierra Club is not opposed to sailing clubs or sailing. However, we must oppose the inclusion of the sailing facilities in the park plan. Tommy Thompson Park has significant size and the remarkable combination of isolation from the city and accessibility to the people of the region. This makes it incomparable as an opportunity to restore some desperately needed wilderness to Lake Ontario's north shore. On the other hand, there are other opportunities for locating of sailing facilities that would perform as well without compromising this unique opportunity for a public, urban wilderness.

continued on page 2.....

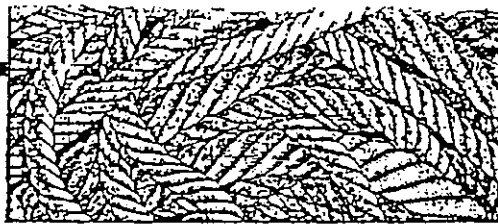
As far as the location of the educational facility is concerned we have these thoughts. The relocation of this facility with the Interpretive Centre at the base of the Spit would result in savings of public funds and increased effectiveness of the neck of the Spit as a buffer zone. A school bus idling as a ready refuge in combination with a minimum service washroom could replace the Education Centre at its location on the Plan. This would provide the same necessities and would certainly be more cost effective.

The Eastern Canada chapter is a relatively young addition to the Sierra Club organization. Our Club has a long history of fighting to protect wilderness - 1992 is the Sierra Club's centennial year.

Hopefully we are all becoming more aware of the reasons for and importance of setting aside wilderness areas.

Tommy Thompson Park has displayed that it can be a wilderness area. Firstly, people will fight long and hard to protect it. It has significant wildlife habitat and will continue to improve in this capacity. It will provide natural processes that will help to clean the air, water, and soil around and within it. And, perhaps most importantly, it will serve as an area of spiritual/educational retreat to many of the millions of urbanites who live next to it.

The population of Canada and the rest of the world is becoming increasingly isolated in towns and cities. As more of us live in urban settings our grasp of the natural realities of life become dangerously weak. We must always be aware of our dependence on healthy natural systems and processes. To best serve this critical function Tommy Thompson Park should be the best possible example of public wilderness that we can allow.



P R E A M B L E

The members of Aquatic Park Sailing Club have observed that the Club is unique on the Toronto waterfront, perhaps in all of Lake Ontario, and the members wish to preserve the special character of the Club which make it so.

After reflection, the members have concluded that this uniqueness is dependent upon, and the special character has resulted, from the physical location of the Club. Typically, other boating facilities are urban in nature and artificial in structure. Aquatic Park is situated in an isolated, almost rural setting and a decidedly natural environment. The Club and its members have been deeply effected by this.

Therefore, the members promulgate the following Principles, which are based on our past behaviour, which will be used to guide the future activities of the Club and thereby preserve the unique and special character of the Club.

PRINCIPLES OF AQUATIC PARK SAILING CLUB

Keep it Clean and Quiet

- ensure that the water, land and air of Tommy Thompson Park are used in an environmentally benign manner and prohibit any use which would impair their beneficial use by other citizens of the region.

Keep it Green and Natural

- retain the wild, nature state of the grounds and discourage development of a structured, artificial landscape; and
- encourage the regeneration of locally occurring vegetation and habitats temporarily effected by our activities.

Keep it Accessible and Open

- retain the open, unfenced grounds and prohibit any facilities which would inhibit access to the waterfront by other users; and
- work to ensure reasonable access to the Club, to make the Club and waterfront accessible to all segments of society and to ensure the safety of members.

Keep it Attractive

- ensure the facilities of the Club are appropriate for the location and setting, harmonize with the environment, remain low-key scope and natural in form.

Keep it Affordable and Public

- continue the self-sufficient, self-help approach of the Club as a means to retain its affordability; and
- retain the open membership criteria of the club and prohibit any recommendation requirements.

Keep it Small and Low-Key

- reaffirm that the Club will remain a sailboat Club which prohibits powerboats. As well, reaffirm that the Club will remain small and limit its facilities to swinging moorings for 100 senior members and their sailboats.

SUBMISSION

To: The Metropolitan Toronto and Region Conservation Authority, and the Water and Related Land Management Advisory Board

From: W. K. Bryden, 50 Waverley Rd., Toronto M4L 3T1

Re: Tommy Thompson Park Master Plan (Revised 1992)

The revised plan is a substantial improvement over the 1988 Master Plan. This demonstrates the benefit of extensive consultation and review. It takes longer but the product is better.

With regard to the revised plan, I have one objection and three reservations.

Objection

The Aquatic Park Sailing Club, though a worthy organization, has no legitimate place in what is described in Regeneration (final report of the Crombie Commission) as an "urban wilderness."

The attempt in the revised plan to strike a compromise simply will not work. It is inevitable that Club members will agitate persistently to rid themselves of the annoyance of a complex access procedure, off-site storage and limitation of their site to 1 ha. There will be never-ending battles between Club members trying to rid themselves of these restrictions and the many users who want to retain the whole of the Spit as an urban wilderness.

It is significant that the Crombie Commission, in Regeneration, abandoned the oblique suggestion in its Interim Report that it might be acceptable for the Aquatic Park Sailing Club to remain in its present location, and opted instead for "passive recreation" exclusively. (See Regeneration, p. 408; quoted in part at the bottom of p. 17 of the revised plan)

Now is the time to bite the bullet and find a new site for the Club, probably on the Outer Harbour Marina arm, where it is in any case proposed that boat storage should be provided.

Reservation #1

I am concerned about the amount of human intervention envisaged in the revised plan for the future development of the Spit.

Obviously, paths and lookouts that will keep users off sensitive areas are needed. There may also be a case in some instances for soil improvement, but such intervention should be severely limited.

As is stated in Regeneration, the remarkable natural development of the Spit to date has been the result of "benign neglect." Let's continue to let nature take its course. "Benign

cont.

neglect" should continue to be the watchword.

Reservation #2

As a corollary of the foregoing, I see no need for an elaborate interpretation centre. Washrooms at the entrance and educational boards at both the entrance and along the way are all that is needed. An elaborate centre with staff would involve both initial and ongoing expenses that would not be justified by the return.

And a structure at the endikement would simply be an intrusion.

Reservation #3

The Harbour Commission's marina at the base of the Spit is a foreign element which militates against the development of the Spit as an "urban wilderness" (and also interferes with the activities of the sailing clubs on the north shore).

Admittedly, this is not under MTRCA jurisdiction, but the Authority should join with others in resisting the compulsive drive of the Harbour Commission to expand the marina bit by bit until its objective of a mind-boggling 1,200 berths is achieved.



May 27, 1992

Marion Bryden

416-690-9592

50 Waverley Road
Toronto, Ontario
M4L 3T1

PUBLIC MEETING 27 May, 1992

To: THE METROPOLITAN TORONTO AND REGION CONSERVATION AUTHORITY
THE WATER AND RELATED LAND MANAGEMENT ADVISORY BOARD

From: MARION BRYDEN, former MPP for Beaches-Woodbine

Re: REVISED MASTER PLAN FOR TOMMY THOMPSON PARK 1992

I have been involved in the planning process for the Tommy Thompson Park and the Leslie Street Spit during my fifteen years as the MPP for Beaches-Woodbine. Many of my former constituents and I strongly support the preservation of the Spit as a unique public urban wilderness for the Toronto region.

I agree with the conclusion of the Honourable David Crombie, Chair of the Royal Commission on the Future of the Toronto Waterfront. On p. 408 of his final report "Regeneration" released May 14, 1992 he states:

The Leslie Street Spit is the only accessible area on the Toronto waterfront large and wild enough to be described as an urban wilderness. It supports an astonishing variety of plants and animals, including a number of rarities: it has been colonized by nearly 300 species of vascular plants, and attracts 266 species of migrating, wintering, and breeding birds. In order to protect the integrity of the spit as a habitat for wildlife, it should be kept car-free and reserved only for uses such as passive recreation that are compatible with its urban wilderness character.

The MTRCA's revised Master Plan for Tommy Thompson Park, May 1992 is a considerable improvement on the January 27, 1988 Master Plan. For example, it relocates the proposed visitors centre to the park entrance at the base of the Spit and reduces parking to 200 cars in small lots. Private auto traffic is stopped at the base. Secondly it proposes more marshlands and widely diversified natural development. Thirdly it cuts the estimated cost by \$3 million (in 1987 dollars) - an important feature in a time of recession.

SHORTCOMINGS

However there are a number of serious shortcomings in the revised plan.

- (1) It has not ruled out Continuation of the Aquatic Park Sailing Club on Embayment C with 100 swing moorings and limited on shore facilities. This opens the door to requests by other boat clubs for space on the Spit. The needs of all the community boat clubs on the north shore and the one on the Spit, as well as the needs of other potential users of the Outer Harbour are currently being studied by a working group of all interested parties, including the MTRCA. A Preliminary Concept Plan for the THC's Waterfront Park is being prepared.
- (2) It should be made clear in the revised Master Plan that boating clubs and their facilities are an intrusion in an urban wilderness and they adversely affect the natural developments occurring on the whole spit, as well as the enjoyment of the users.

Marion Bryden

416-690-9592

50 Waverley Road
Toronto, Ontario
M4L 3T1

- (3) The revised plan fails to deal with a number of unresolved problems which could affect future planning, e.g., the kind of public transportation system to be provided to service hikers, bikers, the disabled and seniors.
- (4) The connections with the Martin Goodman Trail and the Lakeside Trail planned by Metropolitan Toronto have not yet been determined, nor have plans been made for the future separation of pedestrian and bicycle traffic.
- (5) Another key decision to be made includes possible funding from the Metropolitan Separate School Board and the Toronto Board of Education for the special facilities proposed for visiting school pupils in the endikement area.
- (6) The landfilling schedule of the Toronto Harbour Commission is an unknown which is not under the control of the MTRCA at present. This may change if the recommendations in the Crombie Commission's first Interim Report - Summer 1989 are carried out. They call for the mandate of the THC to be limited solely to port operation and the island airport. They have been endorsed by Toronto City Council

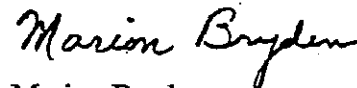
PUBLIC INPUT

In the light of the above shortcomings in the Revised Master Plan 1992, I submit that the public consultation process is much too short. How can we approve the revised Plan before all the unresolved issues are dealt with.

We need a further public meeting to receive progress reports on these issues and to discuss them before the MTRCA's proposal is re-submitted to the Environmental Assessment process.

What we don't need is "midsummer planning" and meetings when many people are not available. The July 24, 1992 deadline is completely unacceptable.

I urge that the next public meeting on the proposal be held sometime in September or October, 1992, after progress reports are available for study. Further, it must be an evening meeting at a convenient central location.



Marion Bryden
Former MPP for Beaches-Woodbine



AQUATIC PARK SAILING CLUB
BOX 86 STATION "G", TORONTO, ONTARIO M4M 3E8

March 20, 1992

Name
Address
Address
Address
Address

RE: The Metropolitan Toronto and Region Conservation Authority /
Tommy Thompson Park

Dear blank blank:

Aquatic Park Sailing Club ("APSC") was recently provided with a copy of the Revised Concept Plan for Tommy Thompson Park (the "Park") prepared by Staff of the Water Resource Division, MTRCA.

The purpose of this letter is to express our serious concerns with respect to certain elements of the Revised Concept Plan and the process by which it was formulated.

1. Aquatic Park Sailing Club

A.P.S.C. was established in 1976 and was the first organized group to make use of the Park. We actively encourage the use of the Park by everyone and continue to be the only organization that helps the Authority subsidize the Park's operating costs through rental payments. We have also proposed that we pay a direct subsidy to the Authority to support the Van/Shuttle service which is available to all Park users.

We are a small, low-cost, self-help community club with minimal facilities (no hydro, water, or telephone) and our members are committed to maintaining the Park's unique nature.

A copy of the principles by which our club operates is enclosed.

2. Previous Approval of Plan "D"

As a member of the Metropolitan Toronto and Region Conservation Authority (the "Authority"), you will recall that two years ago, the Authority

approved and endorsed a comprehensive plan for the future use and development of the Park. That plan, called Plan "D", was the result of several years of public hearings, deputations by all interest groups, and considerable effort and research by Staff of the Authority.

Plan "D" provided for an interpretive/visitors centre sited at the only location which would be accessible to all potential Park users - at the end of the 2-kilometer spine road and near the beginning of the Park proper. The centre would have been accessible by foot, public transportation, or automobile during those periods when public transportation was not available (it is currently available only from 9 am to 6 pm on weekends, May to October). The environmentally sensitive area beyond the centre would have remained car free.

It is our view that Plan "D" represented a reasonable compromise for all potential users of the Park. Although it was not perfect for any one user group, Plan "D" by its nature, encouraged the use of the Park by the broadest cross section of residents of Metropolitan Toronto.

On March 27, 1992 you will be asked to consider a Revised Concept Plan, a plan which we believe will turn the Park into the select domain of a few vocal special interest groups.

3. Revised Concept Plan.

Our members have two concerns with the Revised Concept Plan.

a) Denial of vehicle access to A.P.S.C.:

The Plan recommends that A.P.S.C. no longer have vehicle access to our sailing club. This is despite the recommendation of the Interim Report of the Royal Commission on the Future of the Toronto Waterfront which, although endorsing the prohibition of public vehicle access, specifically stated that A.P.S.C.'s access should be maintained as under its current arrangements.

We believe that such access is vital to the maintenance of a regular presence in this isolated Park. The members of the Authority may not be aware of the role of our club and its members in this matter. There have been numerous occasions when A.P.S.C. members have provided transportation to fatigued hikers and injured Park users - ranging from an individual suffering from diabetic shock to stranded windsurfers suffering from hypothermia.

Members of A.P.S.C. maintain a presence in the Park during "off" hours as they travel to and from our club. We believe this presence has helped to keep the Park relatively crime free. We are concerned that restricted access will encourage criminal activity, vandalism, and assault.

As an option to automobile access for A.P.S.C., the Revised Concept Plan suggests we reach our club via water taxi from the Outer Harbour. A review of the costs for such a vessel (including insurance, docking at a public marina, and providing a qualified skipper) would be prohibitive. You should be aware that these costs spread over a small community sailing club would mean the certain demise of our club.

b) Interpretive centre:

The Revised Concept Plan recommends placement of an Interpretive/Visitors centre at the base of the Park near the Park entrance. The view from this area reveals a less-than-scenic panorama of chimneys, chain link fencing, and gravel heaps. A second environmental/education facility would be situated 2 kilometers into the Park at the endikement where the spine road ends and the Park actually begins. This facility would be accessible only by foot or by public transportation (when available) - no automobiles would be allowed beyond the Park entrance area.

You will hear arguments that an expanded public transportation schedule will solve this problem of restricted access. That solution, however, raises some questions:

- i) Who will finance this expanded transportation schedule?
- ii) Will it operate 24 hours a day, seven days a week?
- iii) If it does not, who will transport injured or fatigued Park users during times when there is no public transportation?

4. The Creation of the Revised Concept Plan.

The members of A.P.S.C. are deeply concerned about the process which has led to the Revised Concept Plan. During the formation of Plan "D", public input was encouraged, so that everyone concerned had their say. This time around, A.P.S.C. was given no opportunity to provide input to Staff of the Authority. We are concerned that the fair and equitable process used previously has fallen prey to a political expediency which is determined to "fast track" the Revised Concept Plan.

We believe that Plan "D" represented an equitable solution to the future development of the Park. If special interest groups, such as the Friends of the Spit, wish now to make changes to Plan "D", the onus should be on them to demonstrate that their vision of the Park is the right one for all Park users. Such a demonstration should take place in a public forum where other Park users can respond.

If this process is to be at all meaningful, we ask that you examine the credentials of all groups (including A.P.S.C.) who have a vision of how the Park should be utilized. A.P.S.C. is represented by a democratically elected executive committee whose views can be understood to faithfully represent the membership. We ask if this is equally true of other groups?

Lastly, we encourage you to visit this unique Park and ask a randomly chosen cross section of Park users where they would like an interpretive centre. Ask them how they feel about having car access to it? We think you may be surprised by the answers you receive.

Yours very truly

Darcy Chadwick
Vice Commodore
Aquatic Park Sailing Club

Friends of the Spit

P.O. Box 467, Station J
Toronto, Ontario M4J 4Z2



VIA FACSIMILE

April 30, 1992

Mr. W.G. MacLean
General Manager
MTRCA
5 Shoreham Drive
Downsview, Ontario

Re: MTRCA Board Meeting May 1, 1992 – Item 6: Caravan Stage
Company, Tommy Thompson Park

Dear Mr. MacLean:

The request by the above-named group raises three major concerns:

1. Planning process

The MTRCA's new concept plan for TTP has not yet been through the public process; which includes discussion of permitted uses. Neither the previous nor the present concepts include the staging of plays among these permitted uses.

It would be setting an untimely precedent, from a planning point of view, to allow a use that has not been discussed through the public process.

2. Admission charges

The audience is charged admission to this event — while money may not actually be collected at TTP and even if Caravan Stage Company is "not for profit", the play, is nevertheless restricted to people who have purchased tickets. Friends of the Spit has always vigorously opposed admission charges of any kind and for any purpose.

Last month, the MTRCA Board voted against a motion to charge admission to TTP. It would be a severe breach of this reconfirmed MTRCA policy to allow an event for which admission is being charged.

3. Public hours

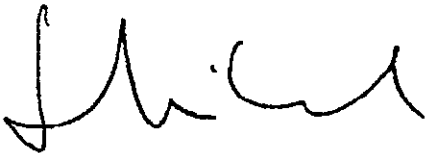
Access to TTP in the week during the early evening (daylight hours) in summer is one of the requests we hear most often, both from our membership and from the general public. Many people have mentioned that they would enjoy the possibility of going to TTP after work on hot summers days. In fact, we have been told The Bruce Trail Association (Toronto Chapter) that TTP would be a preferred site for their (free of charge) evening "City Walks" they hold regularly through the summer.

Allowing one particular (paying) segment of the population to go to TTP on weekday summer evenings would be discriminatory. Friends of the Spit has always vigourously advocated and defended an "open to all" policy.

We feel that this event creates a number of precedents and opens the way to discriminatory practices that are contrary to MTRCA and Friends of the Spit policies regarding free access and enjoyment of TTP.

Accordingly, we are respectfully asking the MTRCA Board not to allow the request from the Caravan Stage Company.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jacqueline Courval', with a stylized, cursive script.

Jacqueline Courval
Co-chairperson

TOMMY THOMPSON PARK MASTER PLAN.

Submission to the M.C.R.C.A. by Barry J.G.de Zwaan.

Thank you Mr. Chairman, and Good Evening.

I want to say at the outset that I am much encouraged by the revised master plan for the Spit. I think that it much enhances the chances that the Spit can be preserved as an Urban Wilderness, and I would like particularly to commend the invaluable contributions made to the revised plan by the Royal Commission on the Future of the Toronto Waterfront.

I want to address three issues tonight:

Firstly, vehicle access to the Spit

Secondly, the position of the Aquatic Park Sailing Club, and

Thirdly, the location of the proposed Environmental education shelter/washroom .What a mouthful, by the way. In the interests of brevity, may I refer to it as the Education shelter?

First, the issue of vehicle access on the spit.

There seems to be a strange contradiction in the revised plan.

Section 4.6 opens with "Private vehicle access to the park will be prohibited" But one can't take that at face value. In the same section mention is made of an APSC shuttle van, school bus access to the Education shelter, and private vehicle access for special interest groups! And in the meantime, says the same section, the APSC retains its private access arrangements, which, I find, are very extensive! In effect, the APSC has access at all times except on weekends and holidays when the Spit is open to the rest of us! I urge the authority to do away with any exceptions to the

prohibition of private vehicles beyond the car park area.

My second issue is the presence of the APSC on the Spit. Along with many others, I believe that the Club should re-locate on the North Shore, because if it stays on the Spit it will exert constant pressure for vehicle access, and the battle and hassle will be never-ending. If, despite the wishes of most of the Spit "fans", the Club is allowed to stay, then I urge that it be allowed to do so only if it agrees to make a solemn pledge, binding in law, not to lobby for vehicle access, and not to use any vehicles on the Spit, except in an emergency. I know this sounds melodramatic, Mr. Chairman, but I can think of no other way to enforce the "no vehicle" rule without constant and continuous contention.

I come now to my last point, which is the location of the Education shelter, and the effect of its position on the buffer zone which is so necessary if there is to be a true wilderness. At present the buffer zone is seen as being between Unwin Avenue and the Visitors' centre. But with 200+ cars using this space, not to mention school buses and other vehicles, this is no buffer zone!. The real buffer zone should be seen as being between the park gates and the endikement, but this will not be effective either if the Education Shelter is located at the endikement, where it will attract school buses and hoards of noisy schoolkids. I've nothing against noisy kids - I was one once myself, - but they sure can affect the calm and tranquility, especially when transported in large numbers in school buses, which are themselves not the best friends the environment has.

I ask, therefore, that serious consideration be given to locating the Education Shelter adjacent to the Visitors' Centre. This will create an excellent buffer zone between the Park gates and the endikement, and will also save money; it will be cheaper to incorporate the shelter with the Centre, than to build it separately. And, best of all, it will reduce further the vehicles which need to go beyond the Park gates.

To sum up:

Strictly enforce the prohibition of vehicles on the Spit, except for emergencies and, of course, a regular bus or van service for those who would rather ride than walk or cycle.

Re-locate the APSC, if possible. But if they stay, make it on condition that they accept in perpetuity that they must do without vehicle access.

Re-locate the Environmental Education Shelter adjacent to the Visitors' Centre, to maintain an effective buffer zone and further reduce the need for vehicles on the Spit.

Thank you.

May 27th 1992

Lois Griffin, Chair
Metropolitan Toronto & Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario
M3N 1S4
FAX: (416) 661-6898

Dear Lois Griffin:

RE: CAR-FREE LESLIE STREET SPIT

Thank you, MTRCA, for shelving the 1988 plan for the Leslie Street Spit!

The new plan, which would stop all automobile traffic at the base of the Spit, has my hearty support.

Parks are supposed to be a refuge from noisy, polluted city life. Ironically, there are few places in the Greater Toronto Area where one can get away from the car-dominated parks. The presence of cars in parks violates everybody's right to clean air, peace and quiet. Everything about the car is antithetical to a nature park -- from its noise, to its air and water pollution.

Urban designers have over-accommodated the car, giving it maximum right of way and maximum space. One-third of the average city's space is devoted to the car.

It is time to liberate ourselves from cars. They consume our time, our public places, and our health.

American wilderness defender, Edward Abbey, once wrote (referring to U.S. national parks), that, "We have agreed not to drive our automobiles into cathedrals, concert halls, art museums, legislative assemblies, private bedrooms and the other sanctuaries of our culture; we should treat our national parks with the same deference."

The Spit isn't a national park, but it is a "holy place". Car access, with its accompanying space requirements and danger, would put all other park users at a mobility disadvantage. The Spit must be accessible to all people ~~(including community sailing clubs)~~ -- not their cars.

ah I did this!

Yours truly

Anne Hansen

Anne Hansen

①

May 27, 1992

Ladies and Gentlemen

Let it be policy is a money saver. Natural paths or present roads are better than putting down gravel and scaring birds off.

Johnny on the Spit. OK with present users, but boaters want their showers etc. Laying sewers and water pipes on Spit outrageously expensive and difficult.

As far as money to cut out weeds, cat nip grows beside nettles. You cat lovers can find cat nip on the Spit.

We can do without the expense of Falcon control on the Spit. Of course, it is the boaters who wanted Falcon control to scare away gulls or other birds.

The Spit is a public Urban Wilderness and it got that way naturally, without expense of planted flowers, trees and management.

Boaters have been well-treated across Metro with accommodations like Samuel Smythe Park.

The Spit is really very small when you take away all the restricted areas. I can walk the Spit and all the little paths. The most scenic walk is where the Aquatic Boat Club is located.

② Leslie Street Spit

● Rich and poor and in-between

On the Spit, they can be seen.

Once they've been, they have a yen

To go back to the Spit again

Up the road, go the bikers

To the wood, so the hikers.

As they travel on each mile

They pass each other with a smile.

A healthy glow, they really feel

With no exhaust of an automobile.

Lungs are full of the greatest air

As they go on without a care

Walking over a fallen log

You see a little tiny frog

● While gazing out upon the lake

You almost step upon a snake.

Looking up you see a swallow,

Then an interesting path to follow.

In the pond some youths appear

Wading with their fishing gear.

Nearby the fisherman with his rod

A man with binoculars on a tripod

He urges you to take a turn

Watching the babies of a tern.

Standing beside a big pine tree,

Your spirits are renewed and free.

On around the coast you roam

Light of heart, you head for home

259-6935

Wilma Harniman

87 Hernan St. Etobicoke M8V 1X4

botany

UNIVERSITY OF TORONTO • DEPARTMENT OF BOTANY • 25 WILLCOCKS ST., TORONTO, CANADA M5S 3B2 • FAX (416) 978-5878

May 27, 1992

TO: MTRCA BOARD

FROM: VERNA J. HIGGINS, BOTANY CONSERVATION GROUP

RE: TOMMY THOMPSON PARK MASTER PLAN

Let me first congratulate the staff of MTRCA for the courage and initiative to revise their 1988 Master Plan to resemble very closely the model that many of us requested at that time. We thought in 1988 that we were very progressive in our expectations of the future for the Toronto waterfront; however, in the intervening years, the Royal Commission on the Future of the Toronto Waterfront headed by David Crombie has changed everyone's perspective of the waterfront. Things we never dreamed of now seem possible. Meanwhile, the Toronto environment has changed for the worse- there are more people, more cars and more pollution- the Spit is more and more a haven for many of us who live in the Greater Toronto Area.

It is apparent that the main issue facing us tonight is not whether the Revised Plan is superior to the original plan, there is no doubt about that. The real question is, should it still include the Aquatic Sailing Club - a question which we have spent a lot of time considering. As it presently exists, the club has little effect- granted their stewardship leaves something to be desired- monitoring of visiting boats to the club is suspect when two such boats remain all winter; perhaps the vehicle which drove through the adjacent wet meadow containing the bog twayblade did not belong to the club; even the ever expanding parking lot/garbage area can be tolerated. No, these are all small petty things.

It was when I thought about the Spit user of the future that I realised the importance of what seems such a trite issue now. Fifteen years from now as the Spit finally nears completion, will the new users of the site understand or forgive us for leaving a piece of the park in private use? Will they understand why at a time when there was space at the North Shore Park or the THC marina for that club that we agreed to continue this compromise in our only urban wilderness park? (Would our forefathers, who established Banff National Park still opt to retain a townsite that could still continue to expand 100 years later?) Thus, I can not in good conscience agree to this part of the plan. I really wish I could.

Verna J. Higgins

MEMBERS OF THE WATER RELATED LAND MANAGEMENT BOARD OF THE MTRCA

On March 6th of this year it was my privilege to appear before this Board of MTRCA and present on behalf of the Ontario Sailing Association, their views on the proposed revised master plan relating to the future direction of Tommy Thompson Park.

Those views and suggestions given at that time have not changed but it is hoped that the views and direction of this Board will be modified to make Tommy Thompson Park the vibrant and active park its name sake would have wanted. A people place.

The OSA has 3 directions to this Board at this time. First, the OSA has been supportive of the Interpretative Centre being an integral part of the natural environment of the park. It makes only good sense to immerse our young people and adults in the centre which has a ambience fitting the natural environment surrounding its location. To move the centre to a future commercial light industrial area near Unwin Avenue would be a great mistake which would be continually regretted by this and future Boards of the MTRCA throughout the years. By all means revert to the previous intent of having the Interpretative Centre as part of the natural environment of Tommy Thompson Park.

Secondly the new plan addresses the restrictive and indeed prohibitive nature of car access to the general public at large who are expected to use Tommy Thompson Park. The City Council stated under Section 5A 37(B) that its central waterfront plan was to "provide recreational opportunities for a wide variety of users". These prohibitive measures serve absolutely no purpose for the general public but rather restrict access to a very small elite group of users. Car access or vehicular access, as it relates to Aquatic Park Sailing Club, is essential to its ongoing operations. This issue has been outlined in the document where it was made very clear that Aquatic Park Sailing Club should continue to have the same access as under the existing arrangements. For the proper functioning of Aquatic Park Sailing Club

their members must indeed have full access to their facilities during the hours the club is in operation. The notion of having a full operation van service operating between the Outer Harbour Marina Headland and the Aquatic Park Sailing Club embayment is as ludicrous as the notion that vehicular access should be limited to Tommy Thompson Park for the people of this municipality. The great expense to the members of Aquatic Park Sailing Club of such a van operation and its practicalities are completely out of the question. This is a club with very modest fees appealing to the ordinary sailor. Furthermore, there is no understanding between the club and the Toronto Harbour Commission or any other agency as to any facilities or services being operated in this area. Visualize if you can, that if this were the only access short of walking 3 km to the site, that this operation would have to continue up to 12 to 18 hours per day, 5 to 6 months of the year, with an operator and all the expenses of maintenance and costs involved, notwithstanding any liability aspect to the Toronto Harbour Commission, the Aquatic Park Sailing Club, and the MTRCA.

The notion that regulated vehicular traffic to the Aquatic Park Sailing club or indeed to the Interpretative Centre would destroy the ambience of the environment is a red herring. Literally scores of trucks each day travel through this passage to dump their loads of lakefills to form the park with no damage to the environment. How can 10 to 20 cars moving once a day, 2 or 3 kms to the site, have any measurable impact on our environment?

On the other hand, without proper access there would be many ramifications. The safe passage to and from the club is essential. People may well have to walk back and forth to Unwin Avenue in the face of imminent weather dangers which would raise many safety concerns. The exclusion of the disabled, the elderly, the very young and families from being conveyed safely to the site, is not only unfair but highly discriminatory and unacceptable to this association and to the Aquatic Park Sailing Club. Reasonably it is incomprehensible that a normal club operation or any emergency

situation which may happen on the headland would take place without any vehicular accessibility. Another point to be noted is that any club or recreational operation must have accessibility to its facility. Aquatic Park Sailing Club is no less an exception and it is inconceivable that this Board would expect members and guests of members to carry equipment 2 or 3 kms along the road to the site. Could you visualize being a member of say a lawn bowling or tennis club and having to leave your car at the corner of Eglinton and Yonge and walk down to St Clair, carrying with you all your equipment just to get to your club, even though a transportation corridor is there but by fiat you cannot use it? This is what you would be expecting of the members of the Aquatic Park Sailing Club.

Ladies and gentlemen of the Board, the access to this site and indeed any operations taking place at Tommy Thompson Park must include reasonable car access, not of a restrictive nature but rather of an enhanced nature from what is described in this new plan. This, despite any recommendations which may have ensued from the Royal Commission on the waterfront or any other body.

Thirdly, on another subject, the presumption that the recreational needs of the Outer Harbour Sailing Federation will no longer be required on Tommy Thompson Park is premature and not inkeeping with the multi purpose use of the park and to the global approach which all agencies are taking at this time to the Outer Harbour waters and shore usage. There is no absolute guarantee at this time that these clubs can be accommodated on the Outer Harbour Marina Headland or indeed on the North Shore Park. This is presently in the study phase of planning and there is no guaranteed position established at this time. Therefore any elimination of lakefilling to accommodate the Outer Harbour Sailing Federation clubs and the boardsailing programs is premature and does not provide any option to these clubs for the future.

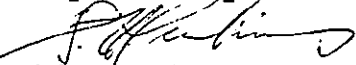
Madam Chairman and Board Members, I must now appeal to your sense of reason and understanding. This entire issue of land use of Tommy

Thompson Park for these many years have been one of hostility of groups and their opinions one against another. It is now time to set these differences to one side and proceed ahead in a harmonious attitude. God knows we have had enough of greed and hostility in our society over the past few weeks and it is time to put it aside and this Board can go a long way in achieving that end by taking a reasonable and charitable approach on this whole issue and introducing a commodity that is so little used today, namely charity to everyone. I am sure that our friends in the Naturalist Community of the discussion could only agree wholeheartedly to that approach. Remember, sailing can only be done at the waters edge.

Finally, this is a public meeting tonight called by the MTRCA to gather comments, assessment of the plans and input from the users of the park. It is hoped and expected that the comments and recommended suggestions will be taken in the spirit by which they have been requested by the MTRCA Board.

In conclusion I would suggest to this Board that they not compromise their earlier position which was approved unanimously by the MTRCA Board. This association suggests that this report must be returned by this Board for reappraisal and that consultation be put in place with the users affected by the proposals in the new plans. Indeed, Ladies and Gentlemen, let me assure you that the Aquatic Park Sailing Club will have the full support of all metro area sailing clubs, the Canadian Yachting Association, the Outer Harbour Sailing Federation, and Ontario Sailing association in their endeavour to create the kind of club which their members visualize for the coming years. Thank you for your attention and interest in this delegation.

Respectfully submitted



Alf Jenkins

Executive Director

Ontario Sailing Association

May 27, 1992

Madams Chair + Members of The Board

● My Name is Gord Rehman I am the Past Commodore and long standing member of Aquatic Park Sailing Club

- ~~We have shared & co-existed under a multi-use scenario for many yrs~~

- I have, at your request shortened my presentation.

- I would like to tell you from my heart how I feel about APSC and Tommy Thompson Park

- I see the club as a family sailing Club which is open to anyone who wishes to join

- We do not have fences around our perimeter nor do we want them

● - We do not want to destroy what the park is today where nature and people have co-existed for many years

- We love this area deeply and we recognize that we are not the only user group of the park

- We unlike some groups do not wish to exclude or limit the use of the park to any others

- We have a long co-operative history and we serve as an extension to the community clubs.

● I can only hope that you the MTRCA as the guardians of the park do not see us as the enemies of the opit but rather as a user group which strives to put something back into the community

Copy of Presentation made to:
MTRCA Water and Related Land
Management Committee

Hart House May 27, 1992
Toronto

re: Revised Master Plan for Tommy Thompson Park

Thank you for the opportunity to speak this evening.

I do have a vested interest in the preservation of the Leslie St. Spit as an unique urban wilderness set aside for future generations.

There are other locations for fences, paved areas, special roads leading to private facilities, from which the general public is excluded.

One such location is on the north Shore, now available, with access to the waterfront.

Nature has made an amazing transformation from a monstrous pile of rubble to a regenerated habitat for many species, which are able to survive under almost impossible circumstances.

Tommy Thompson certainly knew that a miracle could take place, when he said:

"Let it be."

I will close with a few words which I have used before, from the book: "The long-shadowed Forest" by Helen Hoover — "From the boiling rocks has come all of earth's past. From their dust will come all of its future. I hold eternity in my hand — how man (he) has learned to control his environment, and this is leading him to lose sight of activity, that is not man-induced or man-controlled."

He thinks of himself as a creator instead of a user, and this delusion is robbing him not only of his natural heritage, but perhaps of his future - - - - - When we poison, and bulldoze, and pollute, let us remember that we are not the owners of the earth, but its dependents - - - -

Let us look to the earth, to its wealth and beauty, and be proud that we are part of it. Let us respect it, and time and space, the forces of creation and life itself. As we hold the future in our hands, let us not destroy it."

And, let us not destroy the natural environment of Tommy Thompson Park.

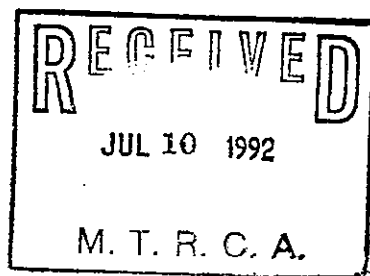
Thank you.

Submitted by: Peg Lush

May 27, 1992

10 Beaufort Rd
Toronto, Ont
M4E 1M7

416-694-7038



TORONTO FIELD NATURALISTS

20 COLLEGE ST., UNIT 4, TORONTO, ONTARIO M5G 1K2
TELEPHONE: (416) 968-6255

Please reply to: 88 Parklea Drive
East York, Ontario
M4G 2J8

May 27, 1992

Chair and Members
Water and Related Land Management Advisory Board
The Metropolitan Toronto and Region Conservation Authority

We are very pleased with the revised Tommy Thompson Park Master Plan - in particular the separation of bicycles and pedestrians, the accommodation of the Community Sailing Clubs on the North Shore, the plan of secondary trails for passive enjoyment and especially the location of the Visitors' Centre and parking at the base of the Park. A modest transportation system as defined on Pages 27 and 28 is necessary. Some changes are still needed to preserve the Park as an urban wilderness for peaceful relaxation.

The Visitors' Centre will include a classroom. An environmental education centre is also planned on the endikement. We have the following thoughts on this:

- Consideration should be given to using the classroom at the Visitors' Centre for the environmental programs.
- If this is not feasible the costs of adding a room to the Visitors' Centre for the environmental education centre should be explored. It would probably cost less than a complete building. This room should have a sound barrier between it and the visitors' section. Classes visiting Black Creek Visitors' Centre manage to drown out the meetings of the various MTRCA boards attempting to conduct business on the other side of the wall.
- Cost of the education centre is estimated at \$150,000 (P.55)^x plus municipal services - perhaps \$500,000 (P.19). If the education centre were attached to the Visitors' Centre the service costs, at least, would be greatly reduced.

A simple shelter in case of bad weather, and minimum service washrooms would be required at the endikement.

We note that school boards may fund the education centre. It should be remembered that for most taxpayers, over 50% of municipal taxes goes to education. It is not, therefore, a gift from the school boards, it is public tax money that will pay for this.

Buses should not be parked at the endikement. Not only will several buses

^x Page reference, Revised Master Plan

be visually undesirable, parked buses negate the car-free commitment of the revised concept. It also requires construction and maintenance of a parking lot. The public transportation system could be used to transport classes to the endikement, especially if a train (P.17) is used.

Private vehicle access for special interest groups (P.28) should be limited or discouraged. If one group is permitted access it becomes difficult to refuse permission to others, and it is possible that cars and activities of numbers of groups might become intrusive.

The Aquatic Park Sailing Club should be accommodated off the Park.

- Policy regarding Parking and Private vehicles is stated by the MTRCA (Minutes March 6, P.D-8), and the Royal Commission (quoted P.17) and yet the APSC is allowed car access and privileges that no other citizen has (P.29). Alf Jenkins, in a submission at the March 6 WRLM Board Meeting, stated that the APSC must have full vehicular access. They will have a parking lot. A road will be maintained into their property (P.28). Inasmuch as there are so many opportunities for sailing, non-sailors are only looking for an equal opportunity to enjoy the Park in their way, to have it as an undeveloped urban wilderness. Many sailors resent this appeal to fairness and equality and suggest non-sailors wish to deprive them of their rights, without acknowledging that non-sailing citizens have rights too.

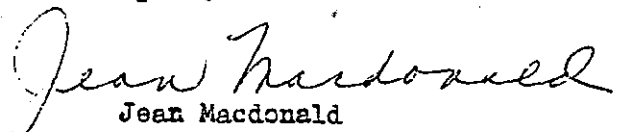
- With permanent tenure there will be pressure for more elaborate on-shore facilities. Already the club site has been privatized with buildings and a boat storage area enclosed with a chain link fence and barbed wire.

Municipal services would be extended to the endikement to accommodate the Proposed education facility. This would cost the taxpayer \$770,000 (P.54). It will be relatively inexpensive for the APSC to acquire these tax-paid services simply by paying to have them extended into their site.

We have some concern about the landscaping plans for the endikement areas (P.37-49). Although on page 20 the phrases "natural processes" and "minimal intervention" have been used, the plans result in a man-made area with man-chosen forms and plantings - more like a botanical garden than an urban wilderness. Nature needs some encouragement but care should be taken that the area is not over-designed and that adequate and acceptable space is left for natural regeneration, as has happened and is happening in the Park.

Nothing has been said about protecting or creating more habitat for the specific birds already using the waters and islands in the Park and on the endikement - the wintering ducks, the terns, the herons, the migrating birds, and the wintering land birds such as the Snowy Owls or the summer residents such as Savannah Sparrows or Song Sparrows.

We do commend the MTRCA for its change of direction and will look forward to future involvement in the implementation of the plan.


Jean Macdonald
Representative

Tommy Thompson Park Meeting-May 27, 1992

Good evening.

My name is Jake Smythe. For many years I have had a particular attachment to this section of the waterfront.

As a kid from Broadview and Queen, many a summer day was spent walking down the back alleys past the Turning Basin and past the old side wheelers, the Toronto and the Chippewa, to swim at the beaches that now form the Outer Harbour.

In the early 70's with my interest in birds, I discovered the Leslie Street Spit. I have continued to walk and bicycle there and in the past, have even led bird groups for the Toronto Field Naturalists.

It was during these walks that my interest in sailing was sparked and for the past 15 years I have been an active dingy sailor with Mooredale Sailing Club.

Four years ago, perhaps because I noticed I was getting older or perhaps because I took a little longer to get back into dingy, after being blown over, I decided to get a slightly bigger boat. Naturally the only sailing club for me was APSC where I could continue my fond association with the Spit and its many opportunities for enjoyment.

and whether on Interpretive Centre is really needed
I attended those public meetings in the 80's where we argued the future use of the Spit. My own beliefs at that time (and I was not then a member of APSC) was that we should be able to accommodate a variety of interest while still providing for nature and the wildlife that had also discovered the Spit.

I am please^d with the recommendation to include APSC in the future plan of the Spit/Park.

But there is a concern.

It's great to have a sailing club in the Park, but realistically we have to have a practical access to the club.

I continue to enjoy walking on the spit. As a matter of fact, I walked back from the Sailing Club on Saturday. However, the walk to and from the current parking lot is a very long walk when carrying lunches and boat supplies, and impossible if you add the need to transport toddlers and young children. I am concerned that ^{WITHOUT PROPER ACCESS} we will lose many older members and younger members with children, and this may make it impractical to carry on as a small self help community club.

I would also like to add three brief points for your consideration.

First

Jane Jacobs in her writings about the city and the safety of neighborhoods, stressed the importance of the eye on the street...people who were around the neighborhood a good part of the day and knew what was normal and what was not. I suggest that having Aquatic Park Sailing Club on the Spit provides that same kind of presence and safety to users of the park.

Second

Toronto prides itself on being able to accommodate a variety of people with different backgrounds and different interests. Our parks are a wonderful example of this—many people doing many things. Surely there is room for sailors as well as others on this wonderful Spit, but they must have reasonable access.

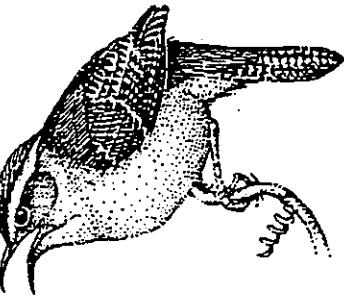
Finally, I suggest that, the Leslie Street Spit has changed greatly since the early 70's. With the addition of the Outer Harbour Marina projecting from the base and with the plans for light industry/building on this base, the natural area really begins much further out at the proposed site for the new ^{ENVIRONMENTAL/EDUCATION} interpretative Centre. It make much more sense to place the parking very close to this site for use by the public.

I visited Ontario's internationally known Point Pelee two weeks ago and this is exactly what they have done. The parking is near the visitors' centre and then you walk to the tip of the Point. I recommend that model as a feasible solution to the access problem for APSC as well as for the many older people, the families and the disabled who will not be able to handle the design now being contemplated.

(445-0655)

J. SMYTHE
14 BRIDGEMAN
NORTH YORK ONT M9B 1S3

WELCOME!



Each spring, the colourful songbirds that migrate through Point Pelee National Park are met by nearly 100,000 birders, photographers and other visitors from around the world. It is a time of great festivity, but also a time for care and concern. Of utmost concern is the well being of the birds and this fragile island of Carolinian forest and wetland that they and many other living things depend on. How can you help to ensure the protection of these resources? Please read on.

USE DESIGNATED TRAILS

The map inside details permanent trails and seasonal Birding Trails in Point Pelee National Park. Birding Trails are marked with ROUND, GREEN TRAILHEAD SIGNS and ORANGE FLAGGING every 10 metres throughout to clarify the trail route. If a trail is not surfaced or clearly flagged, you should not use it.

RESPECT TRAIL CLOSURES & REGENERATING SITES

In some areas where unofficial trails persist, signage indicating "NO ENTRY PROTECT PELEE'S PLANTS" has been installed. These signs reinforce closure of areas.

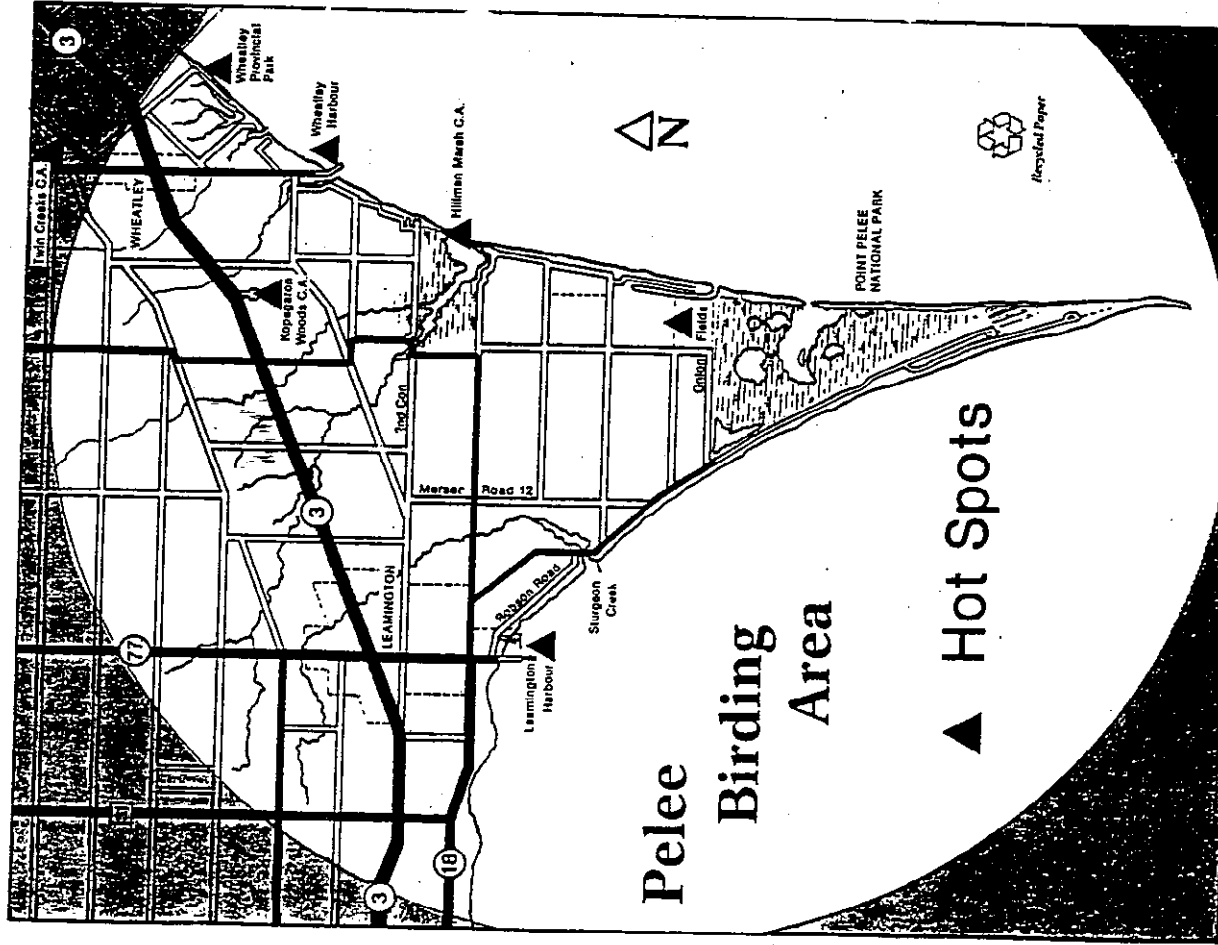
PARTICIPATE IN "OPERATION SPREADOUT"

The Visitor Centre has information about sightings and facilities at many other excellent birding sites that are close by (see map on back cover). "Spreading out" will help reduce impacts on birds and other Park resources.

FLUSHING OR CORNERING BIRDS CAUSES STRESS

Many of the birds we see in May undertake mammoth migrations of several thousand kilometres. They are often tired and desperately need to feed and "refuel". Please give them the space they require.

Birding and photography are hobbies shared by thousands of visitors. When you flush, or chase a bird off-trail you may damage resources or reduce the chance of others enjoying that same bird. Please be patient and courteous. If you would like more information or have comments please drop by the Visitor Centre.





Environnement Canada
Parks Service

Environnement Canada
Service des parcs

Point Pelee National Park Birding Trails

Park Entrance

Administration

Group Tenting

Nature Trail

Lookout

Toilet

Tower

Handicapped Accessible

Picnic Area

Hearing Impaired Accessible

Telephone

Transit Stop

Supervised Beach

Food Concession,
Canoe & Bicycle Rental

Exhibit

Sanctuary

Northwest Beach

Marsh Boardwalk

Blue Heron Picnic Area

Hiking/
Biking Trail

Lake Pond

Camp Henry

The Dunes

Sleepy Hollow

DeLaurier House & Trail

Pioneer

Black Willow Beach

White Pine

Group Tenting
by reservation

West Beach

Visitor Centre

Tilden's Wood Trail
Woodland Nature Trail

Lake Erie

Tip Area

Tip Trail

Dangerous
currents NO
swimming or
wading

P
(Nov. - Mar.)

Group Tenting

Nature Trail

Lookout

Toilet

Tower

Handicapped Accessible

Picnic Area

Hearing Impaired Accessible

Telephone

Transit Stop

Supervised Beach

Food Concession,
Canoe & Bicycle Rental

Exhibit

Tip Area



Canada

0 km

1 km

2 km

3 km

4 km

5 km

6 km

7 km

8 km

9 km



OUTER HARBOUR SAILING FEDERATION

~~BOX 313 ADELAIDE POSTAL STATION T M5G 2J1~~

9 Crescent Pl. Apt. 615
Toronto, Ontario
M4C 5L8

May 27, 1992

Lois Griffin, Chair and Members
Water and Related Land Management Advisory Board
Metropolitan Toronto and Region Conservation Authority
5 Shoreham Drive
Downsview, Ontario
M3N 1S4

Dear Ms. Griffin:

Re: Tommy Thompson Park Master Plan

Thank you for the opportunity to comment this evening on the revised proposals for the Tommy Thompson Park Master Plan.

The Outer Harbour Sailing Federation represents all 9 sailing and boardsailing clubs in the Outer Harbour, including Aquatic Park Sailing Club. The other 8 clubs are located on the north shore. All of our clubs are non-profit and self-help in nature with minimal facilities and well-suited to environmentally sensitive park environments.

Our community wishes to comment on two aspects of the revised plan: the future of Aquatic Park Sailing Club and the impact on the north shore clubs.

The Future of Aquatic Park Sailing Club

We are pleased to see that the contemplated revisions to the Master Plan provide for long term tenure for Aquatic Park Sailing Club (APSC) in Embayment C. This club has been one of the Park's most active user groups for many years and looks forward to continuing to be a vibrant part of the Park for many years to come.

What is needed ~~now~~ is the means to ensure that the Board's good intentions to preserve APSC in its current setting can be put into practice. Specifically, we are talking about the issue of access.

Reasonable access to the club is critical to its survival. In our view, the present policy of car access only when the Park is closed and the club's financial contribution toward public transit service during Park hours (which is free of charge to all other users) is a reasonable compromise of interests -- ensuring that one of the Park's most active user groups may continue to use the Park responsibly, while respecting its environmental integrity and the need to share the Park with other users.

Financial constraints and low utilization have put the continued operation of the transit service in jeopardy. At the same time, the Authority has been reluctant to introduce user fees for fear of even lower ridership. Making it as difficult as possible for members of Aquatic Park Sailing Club to use the facilities for which they pay rent and taxes can only exacerbate this problem by encouraging even lower Park usage and the possible loss of revenue from the only user group presently making a financial contribution toward the operation of the Park.

Therefore, we would encourage the Board to retain its present policy of vehicle access in off-hours only with public transit during Park hours.

Tenure for the North Shore Sailing Clubs

The revisions to Plan D recommend that lakefilling to accommodate the north shore clubs of the Outer Harbour Sailing Federation be eliminated from the Master Plan and that there be a "recognition of the commitment by the City of Toronto ... to accommodate all the community sailing clubs presently located on the north shore".

The City of Toronto has just embarked on a public planning process to determine the long term future of the north shore park. Long term tenure for the north shore clubs is contemplated as part of this exercise and we are appreciative of the goodwill shown by City Council and by the staff of the Parks and Recreation and Planning Departments in this regard. However, at this early stage in the process, the only concrete result toward this end is a license agreement from City Parks of an interim nature. Longer term arrangements must await the conclusion of a public process. Even our license agreement spells out quite clearly that longer term arrangements will not necessarily be provided on the north shore. Understandably, many members of the north shore clubs are reluctant to endorse a removal of our previously authorized accommodation on Tommy Thompson Park without a firm endorsement from the City for long term tenure on the north shore.

Therefore, we would urge the Board to state that any recommendation to remove accommodation for the north shore clubs be made conditional upon a firm commitment by the City to provide long term tenure on the north shore. We would ask the Authority to review this matter directly with City Parks prior to consideration of the revised Plan by the full Authority in September.

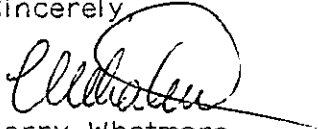
The Need for a Comprehensive Planning Process

Finally, we wish to emphasize the importance of a comprehensive or integrated approach for the long term planning of the Outer Harbour. The OHSF has long advocated that long term planning for this area is best served by a comprehensive, rather than piecemeal, planning process involving the Authority, the Toronto Harbour Commission, the City of Toronto, and all interested parties.

We would urge your staff to continue to work closely with their counterparts at the City and THC as well as all interested parties, so as to ensure an integrated approach.

Thank you for the opportunity to present our views on this important issue for the long term viability of our community.

Sincerely,



Larry Whatmore
Commodore

cc: Herb Pirk
Commissioner of Parks and Recreation
City of Toronto

Robert Millward
Commissioner of Planning and Development
City of Toronto

Guy Jones
President
Toronto Harbour Commission

Ralph Brown
Commodore, Aquatic Park Sailing Club

Alf Jenkins
Executive Director, Ontario Sailing Association

Exhibit A.15

**Water and Related Land Management
Advisory Board**

Meeting Minutes #5/92

June 19, 1992

Re: Tommy Thompson Park

Master Plan/Environmental Assessment

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION**3. TOMMY THOMPSON PARK REVISED MASTER PLAN/ENVIRONMENTAL ASSESSMENT
- May, 1992**

Vern Harper and Cliff Somers, Executive Director, Aboriginal Legal Services of Toronto, appeared before the Board to address this issue.

KEY ISSUE

To report on the correspondence and written submissions received on the Tommy Thompson Park Revised Master Plan/Environmental Assessment, May, 1992.

Res. #48

Moved by:
Seconded by:

Paul Raina
Kip Van Kempen

THE BOARD RECOMMENDS TO THE AUTHORITY THAT the report on the correspondence and written submissions for the Tommy Thompson Park Master Plan/Environmental Assessment May, 1992, be received;

THAT a Working Committee be established composed of representatives of the Aboriginal community, Metropolitan Toronto, the City of Toronto, the Royal Commission on the Future of the Toronto Waterfront and The Metropolitan Toronto and Region Conservation Authority to explore opportunities for providing "Sweat Lodges" within Metropolitan Toronto;

AND FURTHER THAT this Report be considered in conjunction with the May 27, 1992, Board recommendations on the Tommy Thompson Park Revised Master Plan/Environmental Assessment - May, 1992 at Authority Meeting #6/92, on July 24, 1992.

CARRIED

BACKGROUND

At its Meeting #4/92 held on May 27, 1992, the Water and Related Land Management Advisory Board adopted the following resolution:

Res. #41

"THAT the correspondence and written submissions, as well as the letter received from Steve Ellis, City Councillor dated May 21, 1992, re: Sweat Lodges on the Leslie Street Spit, be received and referred to staff for a report back to the Water and Related Land Management Advisory Board Meeting #5/92, June 19, 1992."

The Authority has received 32 letters as of June 10, 1992, including 12 written submissions presented at the public meeting. The comments reflect, as the Board heard at the Public Meeting, general support for the Revised Master Plan. The letters also reflect the comments presented to the Board by some of the deputants namely the assurance of no private vehicle access into the park, that Aquatic Park Sailing Club should be relocated to the northshore or Outer Harbour Marina and the location of the Visitor Centre will be at the base of the park.

In a letter from Councillor Steve Ellis, a new idea to consider allowing "the aboriginal peoples of Metropolitan Toronto to maintain several Sweat Lodges as part of Tommy Thompson Park" was presented.

Authority staff have met with Councillor Steve Ellis; Cliff Somers, Executive Director, Aboriginal Legal Services of Toronto; Jonathon Riordan, Coordinator of Community Council Project, Aboriginal Legal Services of Toronto; Mike Smith, Native Coalition of Civic Employees; and Janice Dembo, Coordinator, Mayor's Committee on Community and Race Relations.

"Sweat Lodges" are part of the aboriginal peoples religious and spiritual customs in which a purification

SECTION I - ITEMS FOR AUTHORITY CONSIDERATION**3. TOMMY THOMPSON PARK REVISED MASTER PLAN/ENVIRONMENTAL ASSESSMENT (CONTD.)
- May, 1992**

ceremony for the mind, body, soul, and emotions is held. The "Sweat Lodge" functions as the centre of the culture and of the aboriginal people. A delegation of the aboriginal people will be available to provide additional information on the importance of "Sweat Lodges" to the native community within Metropolitan Toronto.

RATIONALE

The concept of "Sweat Lodges" merits consideration for Tommy Thompson Park and perhaps other parklands within Metropolitan Toronto. It is considered that this matter does not require specific provisions in the Master Plan. A specific proposal could be dealt with through the Interim Use Program, in consultation with the aboriginal community and other user groups. In the longer term, after the master plan is approved, a specific proposal could be dealt with as a park use permit application.

As part of the consideration of the needs of the Native community in the Metropolitan Area, other locations under the jurisdiction of the Authority or Metropolitan Toronto should also be explored with the aboriginal community.

Since the letters reiterated comments put before the Board at the public meeting and provided no additional information or suggestions, staff recommend that they be received and considered in conjunction with the May 27, 1992, Board recommendation to the Authority.

No further modifications to the Revised Master Plan are recommended.

DETAILS OF WORK TO BE DONE

This report should be considered in conjunction with the Board's recommendation on the Tommy Thompson Park Revised Master Plan/Environmental Assessment, May, 1992, at Authority Meeting #6/92, of July 24, 1992.

It is also proposed that a working committee of representatives of the Aboriginal Community, the City of Toronto, Metropolitan Toronto, the Royal Commission on the Future of the Toronto Waterfront and The Metropolitan Toronto and Region Conservation Authority be established to explore opportunities for providing "Sweat Lodges" within Metropolitan Toronto.

Exhibit A.16

**Authority Board
Meeting Minutes #6/92
July 24, 1992
Re: Tommy Thompson Park
Master Plan/Environmental Assessment**

2. **TOMMY THOMPSON PARK REVISED MASTER PLAN/ENVIRONMENTAL ASSESSMENT**
- May, 1992

This item was recommended for approval at Water and Related Land Management Advisory Board Meeting #4/92, held May 27, 1992.

Larry Field, Manager, Waterfront Planning, gave the staff presentation to the Authority on the Revised Tommy Thompson Park Master Plan/Environmental Assessment.

Five delegations had requested to address the Authority on this item. Henry Graupner withdrew his request prior to the meeting and Wilma Harniman was delayed, however, her presentation will be circulated to Authority Members for information.

The following delegations were heard by the Authority:

Darcy Chadwick, Vice Commodore of the Aquatic Park Sailing Club
John Carley, Co-chair of Friends of the Spit
Alf Jenkins, Executive Director of the Ontario Sailing Federation

KEY ISSUE

To recommend a revised Tommy Thompson Park Master Plan for approval to Authority Meeting #6/92, to be held July 24, 1992, and obtain direction to resubmit the Revised Master Plan to the Minister of the Environment for approval under the Environmental Assessment Act.

Res. #106

Moved by:
Seconded by:

Paul Raina
Howard Moscoe

THAT the Tommy Thompson Park Revised Master Plan dated May, 1992, be approved;

THAT staff be directed to prepare an addendum including documentation of the public comments on the Revised Master Plan (May, 1992) and submit it along with the Tommy Thompson Park Master Plan/Environmental Assessment document (July, 1989) to the Minister of the Environment for approval under the Environmental Assessment Act;

THAT the Revised Master Plan (May, 1992) be forwarded to The Municipality of Metropolitan Toronto for approval in accordance with the provisions of the 1972 Waterfront Agreement.

THAT the Revised Master Plan (May, 1992) be forwarded to the Ministry of Natural Resources;

THAT the Authority continue to utilize committees such as the Natural Areas Advisory Committee, a physical planning committee with the Aquatic Park Sailing Club and Metropolitan Toronto Parks and Property Department, and a working committee with cycling experts to address the specific cyclists needs, in advisory capacities during the detailed design and implementation stages of the Revised Master Plan;

AND FURTHER THAT the Ministry of the Environment, the Ministry of Natural Resources, The Municipality of Metropolitan Toronto, the City of Toronto, the Toronto Harbour Commissioners, the Royal Commission on the Future of the Toronto Waterfront, the Tommy Thompson Park Natural Areas Advisory Committee, the Aquatic Park Sailing Club and the Outer Harbour Sailing Federation be so advised.

AMENDMENT #1

Res. #107

Moved by:
Seconded by:

Howard Moscoe
Lorna Bissell

THAT the Master Plan for Tommy Thompson Park include a public transit component to ensure access to the spit.

2. TOMMY THOMPSON PARK REVISED MASTER PLAN/ENVIRONMENTAL ASSESSMENT
- May, 1992

AMENDMENT #2
Res. #108

Moved by:
Seconded by:

Peter Oyler
Ila Bossons

THAT the words public transit component in amendment #1 be deleted, and replaced by park transportation service.

AMENDMENT #2, WAS CARRIED

AMENDMENT #1, AS AMENDED, WAS CARRIED

THE MAIN MOTION, AS AMENDED, WAS CARRIED

3. TOMMY THOMPSON PARK REVISED MASTER PLAN/ENVIRONMENTAL ASSESSMENT
- May, 1992

This item was recommended for approval at Water and Related Land Management Advisory Board Meeting #5/92, held June 19, 1992.

KEY ISSUE

To report on the correspondence and written submissions received on the Tommy Thompson Park Revised Master Plan/Environmental Assessment, May, 1992.

Res. #109

Moved by:
Seconded by:

Paul Raina
Deborah Sword

THAT the report on the correspondence and written submissions for the Tommy Thompson Park Master Plan/Environmental Assessment May, 1992, be received;

THAT a Working Committee be established composed of representatives of the Aboriginal community, Metropolitan Toronto, the City of Toronto, the Royal Commission on the Future of the Toronto Waterfront and The Metropolitan Toronto and Region Conservation Authority to explore opportunities for providing "Sweat Lodges" within Metropolitan Toronto;

AND FURTHER THAT this Report be considered in conjunction with the May 27, 1992, Board recommendations on the Tommy Thompson Park Revised Master Plan/Environmental Assessment - May, 1992 at Authority Meeting #6/92, on July 24, 1992.

CARRIED