









THE MAYOR'S TASK FORCE

Final Report June 1998



June 29, 1998

His Worship Mayor Arthurs Town of Pickering One the Esplanade Pickering, Ontario

Your Worship:

I am pleased to present to you the final report of the Mayor's Waterfront 2001 Task Force on the Pickering Waterfront. This report presents the vision of Pickering residents for their waterfront, which follows on your May 1997 mandate to the Task Force.

I would like to thank Dr. Nick Eyles and Mr. Craig Bamford, who acted as vice-chairs of the Task Force, the members of the Steering Committee, and the many volunteers who sat on committees, and those who provided written comments. Many organizations made a significant contribution to the work of the Task Force, including the Waterfront Regeneration Trust, the Toronto Region Conservation Authority, Pickering Harbour Company and various Town of Pickering staff members.

The environmental complexity of the Pickering Waterfront and how fragile this resource is, quickly became apparent to the members of the Task Force. The Waterfront 2001 Vision can only be achieved if steps are taken immediately to ensure the environmental integrity of all of the watersheds flowing into Lake Ontario within Pickering's boundaries. The Task Force has concentrated its efforts on the Frenchman's Bay watershed since this area has suffered from the most deterioration, due largely to inadequate stormwater management in the last twenty years. It is clear that major public and private initiatives are required to restore Frenchman's Bay and preserve it for the enjoyment of future generations. This task requires urgent attention. The Task Force has recommended in this report, a structure for public participation with major landowners in this process which would include a group of individuals to oversee restoration efforts. It is imperative that the Town of Pickering and its Council have in place and enforce strict development policies and procedures to ensure that its watersheds and environment are only enhanced by future development.

So that work on restoration of Frenchman's Bay can start as soon as possible, public funding is urgently required for a study of waterflows into and out of Frenchman's Bay. The scope of this study should include coastal functions in Lake Ontario adjacent to the entrance to Frenchman's Bay in sufficient detail to assist in the design of a new harbour entrance. Pickering Harbour Company should be consulted on the terms of reference and asked to provide an appropriate portion of funding for this study.

PICKERING PUBLIC LIBRARY CENTRAL BRANCH



The Task Force has recognized the importance of economic development in the Pickering Waterfront, focussed at the south end of Liverpool Road. The Task Force has also recognized the difficulties which tourism development could create for local residents if infrastructure such as proper road design, parking, washrooms and signage are not properly planned. The Task Force recommends that the Pickering Planning Department co-ordinate a planning exercise involving landowners and the public for a commercial node at the south end of Liverpool Road. The scope of this design should be extended from Sandy Beach Road to West Shore Boulevard since these roads will play an important role in access to the waterfront. Tourism potential includes the Frenchman's Bay Interpretative Trail and waterfront lands largely consisting of dynamic beaches between these roads.

The Task Force believes that some of the first areas of focus must be on signage along the Waterfront Trail; communication to residents on the need for stormwater management; and public education on actions which residents can take to assist in the improvement of stormwater quality. Communication must also occur to residents about existing waterfront facilities and about the location of the waterfront trail within Pickering. The Task Force believes that signs with maps at the end of Liverpool Road and interpretative signage along the Hydro Marsh should be introduced as a first step in a signage program.

When members of the Task Force visited other waterfronts, they noticed that certain design themes have been used throughout the best waterfront areas such as Cobourg and Colonel Sam Smith park. These design themes include standardized use of lighting, banners, hanging planters, pavement materials and signage. It is recommended that a design system be developed by the town with input from the community, including the Waterfront Regeneration Trust and Pine Ridge Arts Council. This work should be completed in 1998.

A site for a public boat launch was identified in the Task Force's interim report on Ontario Hydro lands at the south end of Sandy Beach Road. Ontario Hydro has since responded that they are willing to discuss this with the community. A proper boat launch is urgently required, so that unofficial boat launches such as those on the western spit can be closed to vehicular traffic.

I am pleased to report that funding for this final report has been received from a number of community associations and service clubs and that Ontario Hydro has donated the report's printing costs.

It must be emphasized that while the work of the Mayor's Task Force is complete, the assignment at hand has only begun. The members of the Task Force Steering Committee have indicated their willingness to work with members of Council as you review our final report and establish a timetable for implementation of the people's waterfront vision. Task Force members firmly believe that development of the Pickering Waterfront must be a community based process. We are recommending that Council endorse a Pickering Waterfront Network, which the Task Force has recommended to oversee the ongoing development of the Pickering Waterfront.

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Development of "Waterfront 2001" will require a tremendous amount of public funding and the involvement of a large number of partners to both fund work and harness volunteer efforts. The Task Force is very pleased that a number of organizations have already responded to our interim report as follows:

- The Pickering Rotary Club has indicated a desire to participate with TRCA and the Town of Pickering in the development of a park on the waterfront east of West Shore Boulevard.
- The Pickering Lions Club has indicated that they are interested in assisting in the development of a park south of the bridge on Liverpool Road. (This assumes council concurs with the closing of Liverpool Road at the Bridge as recommended in this report).
- Ontario Hydro is currently implementing their biodiversity program to prepare a plan for their property. They have indicated their support for all interim report recommendations involving their property (except the "Fisherman's Walk") and are available for discussion with the Town on priorities. The Task Force would like to see the establishment of a Boat Launch at Sandy Beach Road and completion of the trail on their property as high priorities.
- Janet Ecker MPP has written to the Ministry of Transportation and conveyed the Task Force's concern about placement of fill adjacent to Pine Creek as part of the 401 widening. This fill should be removed. The Task Force has recommended that an EcoPark be established in this area and further discussions should occur between the Ministry as landowner and Town about the role each can play in its construction.
- The Ajax/Pickering Board of Trade has committed to work with the business community on environmental stormwater management.

I would like to thank you for starting this public process. The accompanying report clearly demonstrates the commitment of the residents of Pickering to their Waterfront. I would be pleased to discuss this report further with you at your convenience.

Yours very truly,

David Steele

Chairman, Waterfront 2001



Waterfront 2001, the Mayor's Task Force on Pickering's Waterfront, was announced by His Worship Mayor Wayne Arthurs on May 27,1997 and Mr. D. Steele was named Chair of the Task Force. Waterfront 2001's mandate is to develop an in-depth vision for the evolution of Pickering's waterfront.

To carry out this mandate, a steering committee was established and included representatives from community associations, service clubs, the Pickering Harbour Company, Frenchman's Bay Yacht Club, Ontario Hydro, the Toronto Region Conservation Authority and the Waterfront Regeneration Trust.

The task force consisted of Pickering residents, landowners, service clubs and agencies who volunteered as a first step toward rejuvenating our waterfront. Mayor Arthurs also invited community associations, service clubs and representatives of Pickering schools to get involved. Public response was excellent, and on July 3 the task force enjoyed a successful kickoff. At this event, the Waterfront Regeneration Trust, the Pickering Harbour Company and Ontario Hydro gave short presentations to orient participants who were then asked to join as many of the following committees as possible:

- · History, Heritage and the Arts
- Environment
- · Small Watercraft
- · Harbour Marina
- · Park Design
- Tourism
- · Waterfront Trail, East of Liverpool Road
- Waterfront Trail, Liverpool Road to West Shore
- · Waterfront Trail, West Shore to the Rouge
- · Public Education

Pickering Transit donated buses for two orientation tours. The first trip west of Pickering took committee members to Scarborough Bluffs, Ashbridges Bay, Humber East, Etobicoke's Colonel Sam Smith Park, Mississauga's Lakefront Promenade, Port Credit, Rattray Marsh Conservation Area and Bronte. The second trip visited Whitby, Oshawa's Lakeview Park, Port Hope, Cobourg and Trenton.

Over the summer each committee had several meetings and spent much time hiking Pickering's waterfront trails and parks. With so many committees, our meeting room facilities soon became overtaxed, and the task force would like to thank the Waterfront Bistro for providing meeting space for three months. There is no better place to experience the waterfront and we hope the Bistro is just the first of many successful waterfront developments.

While gathering public opinion, the task force opened a store-front operation for ten weeks where historical, environmental and educational displays were well received in space donated by Pickering Town Centre. We would like to thank the Centre as well as Pickering Nuclear Division for donating a computer and a fax machine.

All the initial activity led to October I 4, when the task force made a multimedia presentation to Council and filed an interim report, inviting the public to comment.

#### Since October 14:

\*The Environment Committee has had considerable discussion with the Toronto Region Conservation Authority and refined recommendations for stormwater management within the Frenchman's Bay Watershed.



\* Comments have been received from the public and a number of organizations including the Rotary Club, the Pickering/Ajax Board of Trade, the Waterfront Regeneration Trust and Ontario Hydro. The Interim Report has been updated and incorporated into this final report.

\*The Steering Committee has completed a Recommended Action Plan.

\*The Task Force has received considerable support, both vocal and financial from members of the community and organizations whose names are summarized under the acknowledgements.

The mandate of the Mayor's Task Force is now completed. Comments on this final report should be submitted to:

Waterfront 2001, c/o David Steele, Chairman, 966 Timmins Gardens, Pickering, Ontario LIW 2Y2

Although the original mandate has been carried out, implementing the resulting Action Plan will call for considerable public input, fund raising, co-ordination and monitoring. The Task Force asks Council to unanimously embrace the idea of a Pickering Waterfront Network as a vehicle for making sure that all the enthusiasm generated so far continues building and leads this community to realize its vision.

Photos on front cover from top left, clockwise are: Bruce Hanscombe Park Area, Ashbridges Bay, Cobourg Waterfront, and Frenchman's Bay West Spit.



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Section (1)

Discovering the Pickering Waterfront



Waterfront 2001: A Place for Everyone

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# The Vision

The Pickering Waterfront should create a distinct sense of Place.

This sense must be nurtured by not only our heritage and unique natural setting, but also by what the waterfront represents to Pickering residents and visitors of all ages and abilities.



# To develop as a successful destination the Pickering waterfront must become:

- \* A Place where public access is maximized and opportunities exist for visitors to choose safe waterfront activities, compatible with the natural environment and adjacent neighbourhoods.
- \* A Place that is effectively linked to commercial areas by special design themes along connector roads.
- \* A Place where the waterfront trail harmonizes with the environment and links the different land-scapes in a way that minimizes automobile use.
- \* A Place where residents can study nature and contribute to its enhancement, as well as learn about the early settlement of our community and Port Pickering's historic role.
- \* A Place where economic activities are encouraged to enhance the waterfront landscape and promote the waterfront experience.

- \* A Place where development maintains a pedestrian scale that reinforces the waterfront experience, protects waterfront vistas, supports the ecosystem and remains compatible with the adjacent neighbourhood.
- \* A Place that makes an important contribution to the development of a town-wide tourism strategy and helps attract future businesses and residents.
- \* A Place where landscaping, public art, and other enhancements work together to mitigate the impact of existing land use.
- \* A Place that recognizes and celebrates Pickering's multicultural mosaic.
- \* Above all, a place that fosters a healthy ecosystem, sustainable for the enjoyment of future generations.

The Task Force has based its final recommendations on direct observation, along with consultation and input from various local organizations and the community at large.

Our approach has been guided by three previous official bodies: the report from the Royal Commission on the Future of Toronto's Waterfront, the ongoing work of the Waterfront Regeneration Trust and the Integrated Shoreline Management Report prepared by the Toronto Region Conservation Authority.



The Framework

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# Waterfront Development Principles

The Royal Commission on the Future of Toronto's Waterfront established a framework for future studies by defining waterfront development principles, especially important in this part of the province:

CLEAN: All activities and future development should work with natural processes to contribute to environmental health; air, land, sediments and water should be free of contaminants that impair beneficial uses by all living things.

GREEN: Natural features and topography should form a "green infrastructure" for the bioregion including natural habitats, land-forms, aquifer recharge areas and other open spaces.

ACCESSIBLE: Waterfront communities should be served by roads and public transit. Improvements to access should be made for people to enjoy the waterfront on foot or bike. The waterfront should be accessible to everyone including the disabled, children, and older adults.

CONNECTED: Connections throughout the bioregion with the town's natural and cultural heritage (wildlife habitats, city and countryside, social communities, past and present, people and nature) should be restored and maintained.

Greenways should connect and incorporate existing public spaces and form a "linked-nodal" pattern.

OPEN: Existing views of Lake Ontario, its bays, bluffs, peninsulas, and islands should be maintained. Views created by the open expanses of water should be treated as important values.

Density and design of waterfront structures should not create a visual barrier to the lake.

USEABLE: The waterfront should support a mix of public and private uses. Uses should be primarily water related; permit public access and use; provide a balance of ecological, recreational, employment and residential opportunities, be environmentally friendly, and promote year-round use.

AFFORDABLE.: Waterfront development and management should be undertaken in ways that provide opportunities for economic renewal and for efficient use of limited government and private-sector resources. Waterfront recreational activities should be affordable to people with a range of income levels.

DIVERSE: The waterfront should include diverse landscapes, wildlife habitats, uses, programs, and experiences that offer varied opportunities. The mix of land uses and facilities should balance public and private; urban and rural; residential and recreational; industrial and commercial; built and natural; large and small scale; active and passive; busy and quiet; and free and user pay.

ATTRACTIVE: Design and landscaping should protect, enhance, and create distinctive and memorable places. Design on the waterfront should protect vistas and views of the lake; provide a sense of continuity with the past; consider relationships between buildings, open spaces, and the lake; use harmonious colours, textures and materials; and include a wide range of landscaping (e.g., wildlife habitats, parklands, gardens, promenades, courtyards, waterscapes, play areas).



# Implementing the Lake Ontario Greenway Strategy

In 1995, the Waterfront Regeneration Trust released a document titled The Lake Ontario Greenway Strategy. This document discusses in detail the impacts of recent rapid growth adjacent to the waterfront and its impact on the fragile ecosystem of forests and streams that bordered most of Lake Ontario 50 years ago.

The Lake Ontario Greenway Strategy asks a question: Fifty years from now, what kind of waterfront will our children share with other creatures? Throughout the summer, Task Force members developed a vision for the Pickering waterfront and an action plan to bring this vision to life. We must be able to imagine our waterfront in the long term, so that every action is a step toward achieving a meaningful goal.

The Lake Ontario Greenway Strategy provides a framework to regenerate a healthy and sustainable

waterfront/watershed ecosystem. We can all learn from the impacts of rapid urbanization that has occurred along the waterfront and within the watersheds. We have an opportunity to build on the healthy attributes and undertake regeneration actions to restore the long-term health of the Pickering Waterfront and Frenchman's Bay and their tributaries.

This future watershed/waterfront health will be greatly assisted through the formulation of an integrated stormwater management strategy and standards including the application of "best management practices."

The recommendations that follow will achieve Pickering's contribution to the Lake Ontario Greenway Strategy. Working in partnership, the "Vision" can be realized.



Recommendation Summary

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# PRINCIPLE I

Protect the physical, natural and cultural attributes of the Pickering Waterfront and its tributaries.

# Objective

# I-I The ecosystem approach should be adopted to all decision making involving the Lake Ontario waterfront, its tributaries and all future development decisions.

# I-2 All actions in the development of the waterfront plan must be governed by the need to respect, protect and enhance the physical, natural and cultural attributes of the Pickering Waterfront.

# I-3 The waterfront plan should capture the uniqueness of the Pickering Waterfront and provide an environment within which all ages can learn about our cultural and natural heritage.

# I-4 Wherever possible, the waterfront plan should mitigate the impact of existing uses.

- 1-1-1 Pickering Council should ensure that at all times the Environmental Policies, Goals and Procedures in its official plan are minimum standards when making all decisions.
- I-2-1 A fund raising program should be established targeting environment groups and government grants for major stormwater management and regeneration projects.
- I-2-2Grants should be sought from arts and cultural funding agencies to ensure that history, heritage and the arts are incorporated into trail and facility design wherever possible.
- I-2-3 Discussions should occur with community associations, the physically disabled, sports organizations, arts and multicultural organizations and environmental groups to determine if they require any facilities as part of a future waterfront design.
- 1-3-1 The community should be actively involved in all phases of decision making.
- I-4-I A plan should be prepared for the reintegration of Ontario Hydro Lands into the Pickering waterfront and the waterfront trail should return to Lake Ontario at Brock Road and continue easterly.



Identify restoration needs and methods and encourage landowners, communities and agencies to undertake regeneration activities.

# Objective

2-1 To re-establish the health of all watersheds, including the Frenchman's Bay watershed and the Pickering waterfront, both as a prerequisite for tourism and redevelopment of the surrounding area and for the enjoyment of future generations.

- 2-1-1 An environmental sub-committee of the Pickering Waterfront Network should be established immediately consisting of Town engineering staff, TRCA, The Waterfront Regeneration Trust, The Ministry of Transportation, U of T at Scarborough and other members of the public to co-ordinate all environmental aspects of the Frenchman's Bay watershed and Lake Ontario waterfront in Pickering.
- 2-1-2 Modelling of water flows is a prerequisite to both final design of stormwater management facilities in Frenchman's Bay and improvements to the channel entrance.
- 2-1-3 Design stormwater quality and quantity facilities near the mouth of each of Amberlea, Dunbarton and Pine Creeks.
- 2-1-4 Work with the Ministry of Transportation, TRCA and abutting landowners on the design of an EcoPark behind the Supercentre and require the removal of fill placed on this site by MTO during the reconstruction of Highway 401.
- 2-1-5 Continue to evaluate sources which impact the quality of air, water and land around Frenchman's Bay including the Pickering Nuclear Station, and Coolwater Farms. Develop an action plan which responds to the recent Ontario Hydro "Copper Report" which incorporates strict targets for reduction of discharges.
- 2-I-6 Develop a timetable for installation of oil/grit separators at all stormwater discharge points and investigate requiring their use in all new developments and commercial parking lots.



Identify restoration needs and methods and encourage landowners, communities and agencies to undertake regeneration activities.

Objective

- 2-1-7 Develop a comprehensive study to determine the cumulative impacts of all anticipated development the headwaters of Dunbarton and Pine Creeks and ensure that no negative impacts will occur from this development with respect to either quantity or quality of water originating from this area.
- 2-1-8 Support the efforts of Ontario Hydro to complete its biodiversity study of its property, which includes the hydro marsh, Alex Robertson and Kinsmen Park and substantial lands along Krosno Creek.
- 2-1-9 Develop a plan for monitoring and reporting of data and improvements to integration of databases maintained by various government ministries including MOEE, TRCA and Ontario Hydro. This is an excellent opportunity for providing employment to a university student with an environmental background.
- 2-1-10 Implement a program to eliminate culverts in Pine Creek at Douglas Park and near the mouth of Amberlea Creek.
- 2-1-11 Implement programs for the revegetation along creeks within Pickering, to reduce erosion.
  2-1-12 The installation of municipal servicing on Waterpoint Street should be discussed with residents and the Region of Durham.



Identify restoration needs and methods and encourage landowners, communities and agencies to undertake regeneration activities.

# Objective

# 2-2 To review other watersheds within the Town of Pickering and ensure that appropriate land-use plans and servicing policies are in place and fully implemented to ensure the health of these watersheds

# 2-3 To implement a program for the beautification or renaturalization of all lands along the Pickering Waterfront.

# Recommendation

2-2-1 The Town should retain outside expertise to review the existing land use plans and servicing policies, and ensure that these contain appropriate polices and procedures to protect the environment.

2-3-1 A program should be established by TRCA and the Town of Pickering to remove toppled trees, wood, cement, old docks, other rubble from the waterfront and do a general cleanup of all lands along the waterfront. An area of high priority is Frenchman's Bay West Park and the western spit. The involvement of Pickering youth in summer employment programs should be encouraged.

2-3-2 A program should be developed by TRCA and the Town of Pickering to reintroduce natural species of trees into shoreline areas to re-establish a natural corridor and assist in shoreline stabilization.

2-4 To implement limited programs for shoreline stabilization, with an emphasis on revegetation and re-establishing beaches and sand dunes.

2-4-1 TRCA should be asked to prepare a report on what forms of shoreline stabilization are required along the Pickering Lake Ontario waterfront, with the objectives of stabilizing bluffs, regenerating sand beaches and sand dunes.



Promote greater awareness, understanding, access and recreational uses on the waterfront and encourage community pride and participation in regeneration.

# Objective

3-1 To implement a continuous Waterfront Trail in close proximity to Lake Ontario, complemented by the Frenchman's Bay Interpretative Trail around Frenchman's Bay. This will provide a complete trail loop around Frenchman's Bay and connect the Liverpool Road commercial node to the western half of the Pickering waterfront

- 3-I-I A ferry link should be established between the east and west spits to encourage an east-west flow of trail users, provide a complete trail loop around Frenchman's Bay and connect the Liverpool Road Commercial Node to the west-ern half of Pickering's waterfront. In the longer term a lift bridge crossing, such as the one that currently exists with the Harbourfront Marina, Toronto should be considered.
- 3-I-2 Ongoing development of the Pickering Waterfront Trail should continue, in consultation with the community, environmental groups, the TRCA and the Waterfront Regeneration Trust with efforts focussed on:
- (a) completion of the trail between Liverpool Road and Alex Robertson Park using a raised boardwalk, providing it can be demonstrated that this is acceptable from an environmental perspective to the satisfaction of the Waterfront Regeneration Trust.
- (b) establishing a bridge from Park Crescent (ideally handicapped accessible) across Petticoat Creek, approximately 100 yards north of its mouth, so as to preserve the mouth of the creek in a natural state.
- (c) improvements to the trail from Bella Vista
  Drive to the Toronto border and implementation
  of revegetation plans prepared by the Rouge Park
  Alliance.



Promote greater awareness, understanding, access and recreational uses on the waterfront and encourage community pride and participation in regeneration.

# Objective

3-1 - continued

## Recommendation

Special attention should be paid to ensuring handicapped access from the Rouge River valley to the top of the hill in Pickering.

- (d) Completion of the Waterfront Trail through Frenchman's Bay West Park from Westshore Boulevard to the ferry dock. Design east of Buenavista must be sensitive to the location of the marsh and the dynamic beach. The Waterfront Regeneration Trust and the TRCA should be involved from the start in design of the trail and selection of materials to be used in this area.
- (e) Completion of a link of the Waterfront Trail to Sunrise Avenue as the first part of the Frenchman's Bay Interpretative Trail. The involvement of an environmental group in the sponsorship of a viewing platform in the marsh area should be encouraged.
- (f) Design of all trail improvements must be done with full public participation and take into consideration the needs of pedestrians of all ages, the physically disabled, cyclists, skateboarders, runners, and roller bladers.

Multipurpose trails should be developed where topography permits. All designs should be approved by the Waterfront Regeneration Trust.



Promote greater awareness, understanding, access and recreational uses on the waterfront and encourage community pride and participation in regeneration.

# Objective

3-2 To implement an interpretative signage program along the Waterfront and Frenchman's Bay Trails.

# Recommendation

3-2-1 A sub-committee of the Pickering
Watefront Network consisting of Pickering residents, the Pickering Naturalists, other environment groups, Ontario Hydro environmental staff,
Pine Ridge Arts Council, LACAC and the
Pickering Township Historical Society, TRCA and others should be formed to establish a list of locations where interpretative signs are desirable, a design style for these signs, a timetable for implementation, and possible sources of funding.
This program can be started, perhaps in the Hydro marsh area.

3-3 To educate the public and industry on the impact of stormwater runoff from their drive-ways on our watersheds.

3-3-1 Establish a sub-committee of the Pickering Waterfront Network with representatives from the TRCA, Ontario Hydro and the Ajax Pickering Board of Trade to develop an education program for all industries in Pickering on management of chemicals and stormwater on their properties. Initial focus should be on firms adjacent to Krosno Creek. This group should also review existing township bylaws and the regulatory framework, and recommend changes and fines, if necessary, in Pickering's enforcement bylaws.
3-3-2 Circulate a newsletter to all residents of Pickering explaining what each resident can do to minimize discharge to our stormwater flows and ultimately our creeks.



Promote greater awareness, understanding, access and recreational uses on the waterfront and encourage community pride and participation in regeneration.

Objective	Recommendation
3-3 - continued	3-3-3 Educate the public on the need to take hazardous waste to proper disposal facilities and
	ensure that these facilities are located nearby
	with convenient hours.
	3-3-4 Implement a program raising community
	awareness to the importance of watershed
	management.
3-4 To develop an education centre as a destina-	3-4-1 A working group of the Pickering
tion for school children, residents and tourists	Waterfront Network consisting of representa-
and encourage activities such as guided tours that	tives of the Boards of Education, the University of
educate the public and bring new visitors to our	Toronto at Scarborough, the TRCA, the
waterfront.	Waterfront Regeneration Trust and representa-
	tives of the public with an interest in natural and
	cultural history to develop a concept and budget
	for an education centre.
3-5 To improve access to our waterfront through	3-5-1 Direction signs should be erected on
improved direction signs to parking facilities,	Highway 401 directing tourists to Petticoat Creek
placement of change rooms and washroom facili-	Conservation Area, Kinsmen Park and
ties.	Frenchman's Bay marinas.
3-6 To construct a boat launch facility on lands	3-6-1 A sub committee should be established
owned by Ontario Hydro at the south end of	consisting of representatives of Ontario Hydro,
Sandy Beach Road, as part of the regeneration of	TRCA, The Town of Pickering, PARU, and the
these lands and improvements to public access to	Coast Guard (Department of Fisheries) to pre-
the waterfront at this location. This project	pare a design for a boat launch, estimate costs
should be a high priority to open up the access	and recommend funding sources to the Town of
point and move boat launching to one proper	Pickering. Opportunities to partner this project
facility.	with the Town of Ajax should be investigated, due



Promote greater awareness, understanding, access and recreational uses on the waterfront and encourage community pride and participation in regeneration.

# Objective

3.6 - continued

# Recommendation

to the high capital cost. The best location for a boat launch is on Ontario Hydro land at the southwest end of Sandy Beach Road, since a groin would only be required on the west side. Parking exists on Ontario Hydro lands and road access is excellent. If possible, use of existing parking lots on the Ontario Hydro site should be secured to reduce the cost of construction. A boat launch at this site is a high priority so that other unofficial boat launches can be closed.

3-7 To encourage a variety of recreation uses, in both public and private facilities at appropriate locations which are compatible with residential neighbourhoods and which create opportunities for all ages and the handicapped.

3-7-1 A public design exercise should proceed for the Petticoat Creek Conservation Area, with full involvement of local residents.

3-7-2 The Frenchman's Bay West park plan prepared in 1991 should be updated, with involvement of TRCA, the Town of Pickering, the Rotary Club, local community associations and the public.

3-7-3 The park planning process started in 1997 for Front Road should be completed.

3-7-4 A facility for small water craft users (but excluding a launching ramp) should be established as part of the Front Road park for organizations such as the sea scouts, dragon boats, Canoe Club (which in 1997 drew 49% of its members from Pickering) using a floating dock system which would not be capable of supporting a boat trailer.





Promote greater awareness, understanding, access and recreational uses on the waterfront and encourage community pride and participation in regeneration.

# Objective

# 3-7 - continued

### Recommendation

3-7-5 Town of Pickering staff should review and update their master parks plan to determine what activities should be located along the waterfront and what activities are more appropriately located elsewhere, with full public participation.

3-8 To encourage community involvement in projects which implement the principles of regeneration and /or preservation of our natural and/or our cultural heritage

3-8-1 A public fund raising campaign should be launched. Grants should be sought from environmental, arts and cultural groups to finance specific projects.



Promote economic activities and employment on the waterfront that is compatible with other greenway objectives.

# Objective

# 4-1 Implement a planning process for the Liverpool Road Commercial Node

# Recommendation

4-I-I The Pickering Planning Department should be encouraged to proceed with a Liverpool Road tourism design study and implementation timetable through a public planning process, as contemplated by Pickering's Official Plan.

Boundaries should be extended to include the area from Sandy Beach Road to West Shore Boulevard, since these roads will also play and important role in access to the waterfront.

4-2 Develop a tourism marketing plan for Pickering's Waterfront, rural Pickering and other aspects of Pickering tourism.

4-2-1 A Pickering Tourism marketing Task Force should be established by Council with a mandate to develop a marketing plan for Pickering Tourism including both the waterfront and rural areas.
4-2-2 As a first step in achieving a successful tourism marketing strategy, a name/graphic (logo) should be designed for Pickering's waterfront (public input could be used to help create this identity). The Waterfront Regeneration Trust indicated that the Waterfront Trail symbol must continue to be the main symbol on trail signs, so as to avoid confusion.



Promote economic activities and employment on the waterfront that is compatible with other greenway objectives.

# Objective

4-3 Encourage improvements to the Pickering Harbour Entrance, which improve safety for boaters and the appearance of the harbour, entrance.

### Recommendation

4-3-1 Discussions should occur with Pickering Harbour Company to review its plans, timing and proposed financing for channel improvements, which are its responsibility under the settlement agreement.

4-3-2 A sub-committee of the Pickering
Waterfront Network with representatives of the public boating community, Pickering Harbour
Company, TRCA, Frenchman's Bay Yacht Club, town and coast guard should be formed to coordinate the channel improvements and any other harbour issues of public concern. The first step in this process must be a computer model on the effects which widening the channel would have on the dynamic beaches on each side of the channel and on the flow of water between
Frenchman's Bay and Lake Ontario. This information will be required as part of the environmental assessment on any recommended infrastructure.

4-4 Establish facilities for transient boat docking within Frenchman's Bay and boat launching adjacent to the end of Sandy Beach Road into Lake Ontario.

4-4-1 Private marina owners should be encouraged to provide transient boat docking space for a modest fee. The feasibility of transient boating along the existing seawall as part of the Front Road park should be reviewed and if feasible, discussed with local residents.



Facilitate co-operation in cost-effective public and private initiatives by reducing jurisdictional gridlock, sharing resources and co-ordinating water-front activities.

# Objective

5-1 Establish the Pickering Waterfront Network to co-ordinate the activities of various organizations and provide a forum for monitoring progress in implementing an adopted Action Plan.

# Recommendation

5-1-1 Pickering council should invite the Waterfront Regeneration Trust and the Toronto Region Conservation Authority to play a key role in the establishment of a Pickering Waterfront Network. Membership on this group would include representatives from the public, the private sector, significant landowners, community associations, yacht clubs, and any organization active in the regeneration of the waterfront. A chairperson would be elected annually from within the group.

5-2 Establish clearly the role of the Town of Pickering in developing and maintaining community parks and the TRCA in maintaining natural areas and shoreline stabilization. The Town of Pickering clearly has the expertise to manage community parks, whereas the TRCA's mandate is to manage our waterfront and watersheds, wildlife, fisheries and shoreline management. If necessary, an exchange of land or long-term leases should be negotiated.

5-2-I The Town of Pickering, TRCA, Ontario Hydro, Durham Region and other government organizations active on the Pickering waterfront should determine how to best operate waterfront lands to achieve objectives including monitoring and managing environmentally sensitive lands.



Facilitate co-operation in cost-effective public and private initiatives by reducing jurisdictional gridlock, sharing resources and co-ordinating water-front activities.

# Objective

5-3 Determine cost estimates for the final Pickering Waterfront plan and identify sources of funds from both government and the private sector

## Recommendation

5-3-1 Town staff need to conduct a thorough review of the availability of funds from all levels of government and a fund raising program should be put in place and advertised, to solicit donations and sponsorships from corporations and individuals.

5-3-2 The Town should establish either a charitable foundation for public donations or a mechanism for making tax-deductible donations to the municipality, which are designated for Waterfront development.

5-3-3-Public, private partnerships should be explored, particularly for the Liverpool tourist node, and with the school boards and University of Toronto at Scarborough for the education centre.

5-3-4 Town staff should review the recommendations in this report and submit a comprehensive list of their priorities and timetable for implementation. This implementation timetable should be submitted to Council for approval before the end of 1998.

5-3-5 Town Council should approve staff's fiveyear implementation schedule and financing plan submitted under 5-3-4.



# **Next Steps**

Over the last ten years many improvements along Pickering's waterfront have come about thanks to the dedication of residents, landowners, agencies, town staff and our political leaders. The Waterfront Task Force has depended heavily on these people, all of whom are committed to protecting the waterfront's ecological health, enhancing the quality of life and improving the economic vitality of appropriate waterfront areas. This Action Plan and accompanying Committee Report have arisen from a successful cross-pollination of their ideas.

Implementing the Action Plan will be a much larger challenge where volunteer efforts and public fund raising are essential to complementing the limited financial resources available from taxpayers. Cost-effective change will be achieved only through continued dialogue.

Substantial portions of the waterfront's ongoing development and maintenance can be handled by volunteers, provided a forum exists for coordinating efforts. Success will require setting priorities so fund raising and volunteer efforts can be focused on a limited number of projects each year.

It is important to note that when the Mayor's Task Force was formed in the spring of 1997, considerable time was spent determining the steering committee's composition. We wanted to ensure balanced representation from a wide

variety of organizations, landowners and individuals. At its first meeting, the steering committee determined what other committees were needed to fulfilling our mandate. Steering committee members, such as the TRCA and Waterfront Regeneration Trust, were then able to recruit additional specialized members for the individual committees.

### The Pickering Waterfront Network

We believe that the scope of the task at hand justifies the need for a Pickering Waterfront.

Network to co ordinate implementation of the Action Plan included in this final report. It must be emphasized that the Pickering Waterfront.

Network should be broadly based. New groups should apply to the Network executive for memberships based on merit. This network should have objectives similar to those of the Mayor's Task Force on the Waterfront, except for the focus on integrating our Waterfront Trail with Toronto's and Ajax's, on regenerating the Frenchman's Bay watershed, and on monitoring all watersheds within the township.

The composition of the Pickering Waterfront
Network will change over time as temporary
project groups are established to focus on specific tasks. We expect the Toronto Region
Conservation Authority and the Waterfront
Regeneration Trust to continue playing an integral
role in the ongoing work of the Pickering
Waterfront Network.





### Commitments

The following commitments have been submitted since the interim report was published:

- I.The Rotary Club is interested in working with the community on development of the Frenchman';s Bay West Park between the western spit and West Shore Boulevard.
- 2. Ontario Hydro will work with the Town of Pickering and Pickering community groups on a new boat launch, parking, and trail improvements through certain areas of Ontario Hydro property including the Hydro marsh. It is important that the Town Council work with the community to identify priority projects in which all groups can participate with Ontario Hydro.
- 3. Janet Ecker MPP has written to the Ministry of Transport regarding the ministry-owned land north of Hwy 401, behind the SuperCentre.

  Topsoil, which has accumulated from the extension of the 401, should be removed. This report recommends construction of an eco-park and

- stormwater retention pond on this land, in consultation with the local community, TRCA, Town staff and University of Toronto at Scarborough. Further discussions will take place with the Ministry of Transportation and the Ministry of Social Services.
- 4. The Pickering/Ajax Board of Trade has committed to work with the business community on environmental storm watershed management, with special attention given immediately to Krosno Creek.
- Lions Club of Pickering is interested in development of a park at the end of Liverpool Road, following closure of the road north of the bridge.



# Section (2)

A Tourism and Recreation Strategy



Promoting Pickering Tourism

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The Lake Ontario Greenway Strategy defines a vision for the waterfront greenway as a place to be cherished and visited often by local residents and tourists alike, within the context of a region with an increasingly urbanized and diverse population. The waterfront includes provincial natural areas, regenerated forests and wetlands, as well as vibrant "people places" where visitors can shop, dine, visit festivals and participate in a variety of recreational opportunities-from bird watching to walking, cycling, swimming and boating. The Greenway Strategy asks communities to create memorable waterfront environments with a distinctive feel and a unique sense of place, offering special experiences. It recognizes that the waterfront will also be a place to live and work. Business and industry must share an attitude of stewardship over their environment. In response to the Lake Ontario Greenway Strategy, the Waterfront Regeneration Trust released a document entitled Tourism, Recreation and Economic Opportunities for the Lake Ontario Greenway.



Cobourg Waterfront Promenade

It provides insights into how today's tourism market is evolving. This strategy is only one element in implementing the Lake Ontario Greenway Strategy. For Pickering, the following observations are worth noting:

- I. Opportunities exist to shift demand away from the summer season and allow more even use of facilities, many of which are at capacity in the summer and empty throughout the rest of the year. Activities such as walking, bicycling, boating and wildlife viewing all offer significant tourism opportunities.
- 2. There is a tendency for people, particularly baby boomers with children, to stay close to home and participate in activities of interest to the whole family: picnicking, local festivals and special events, outdoor games, walking and biking. The diversity of recreational assets offers an ideal opportunity to attract a larger share of this market to the waterfront.
- 3. There is a growing interest in experiences that provide for learning and personal enrichment. Pickering offers excellent opportunities for interpretation of natural, cultural, historical and industrial features along the waterfront.
- 4. Unique shopping can play an important role in attracting tourists. We all know about Niagara-on-the-Lake, Elora and St. Jacobs, where the dominant commerce



consists of quality retail shops offering such items as Christmas decorations, arts & crafts, specialty clothing and antiques.

The following have been suggested as features with particular tourist appeal (Jansen-Verbeke, 1991):

- clustering a wide variety of shops, catering, leisure and other activities and attractions;
- good accessibility and parking;
- · giving pedestrians priority over vehicles;
- · positive image;
- · attractive design (aesthetics);
- availability during leisure time (e.g., Sundays);
- hospitality (a customer focus, visitor orientation, adequate information, symbolism and identification); and
- · liveliness or animation with surprises.
- 5. Pickering has embraced this liveliness with the successful Frenchman's Bay festival in June, the Canada Day celebrations in July, the introduction of the Dragon boat races in 1997. A viable tourist node at the south end of Liverpool Road will depend on our ability to extend the festival season to fall and winter.
- 6. Small inns and bed & breakfast's are key tourist attractions. These type of facilities at the south end of Liverpool Road perhaps within existing residencesand along the trail at strategic locations such as Petticoat Creek Conservation

Area, would extend the stay of tourists, help to generate repeat business and attract new visitors to our community.

7. Attracting visitors must become a yearround effort, and Pickering has a great deal to offer in this regard.

Nodes or Clustering: The existence of tourism facilities, attractions, services, natural and cultural resources, along with infrastructure of sufficient mass and quality (critical mass) to attract visitors from beyond the surrounding region in a relatively concentrated area.



The mandate of the Waterfront 2001 tourism committee was to identify opportunities and issues facing the growth of tourism on Pickering's waterfront. The committee's mandate was achieved by drawing on the local community for support. Those contributing to the committee's findings included local residents, business owners, members of the Waterfront Regeneration Trust, ecologists, naturalists and other interested parties.



## STEP 1: Planning the Waterfront for Tourists

Build it and they will come...maybe. The next step in implementing a successful commercial node on Liverpool Road and a tourism strategy for Frenchman's Bay is to launch phase 2 of the planning process. In phase 2, detailed plans will be prepared for priority items and discussed with all stakeholders and the community. This step is especially important for the commercial node on Liverpool Road where there are many landowners whose full cooperation will be essential to creating the ideal plan. As a prerequisite, the major landowners must discuss conceptual ideas for their properties, including usage mix, public access, themes, development timing and key requirements for success.

Evaluating market feasibility and determining infrastructure cost-sharing between the public and private sectors will be an important step in developing the commercial node.

# STEP 2: Involving the Public in the Design Theme

The success of a commercial tourism node at the south end of Liverpool Road will depend largely on acceptance by local residents and their participation in any community efforts to expand chosen themes into the adjacent residential areas and along connecting streets.

The historic Village of Fairport lies to the north of the commercial node. The council-approved Official Plan states:

Policy 11.5 Town Council shall,

(a) explore opportunities to rejuvenate the historic Village of Fairport as a "lakefront vil-

lage", and to this end, may consider the introduction of small-scale uses related to marina and waterfront activities on suitable sites, providing the interests of area residents are respected.

With this policy in mind, individuals who wish to redevelop properties in the commercial node may wish to consider how they can reinforce the historic character of Fairport Village and contribute to its preservation.

Implementing Policy 11.5. In the future, the residents of Fairport Village should be invited to discuss what they wish to see in their neighbourhood and how the policy can be implemented. In addition, as part of this review, possible design themes should be explored to encourage architectural standards that ensure the neighbourhood's evolution and maintain consistent period themes. Zoning bylaws should be updated following public discussion.

# STEP 3: Developing a Tourism Promotion Strategy

At present, Pickering has a limited budget for tourism promotion and uses it in the most effective ways possible, including advertising both in local newspapers (e.g., Pickering Museum Village) and through joint tourism advertising with the Region of Durham. Tourism committee members concluded that there are many ways for Pickering to draw tourists, including promotion of the waterfront. The following methods should be incorporated into a cohesive framework:

- a tourism office in close proximity to highway 401 should be established;
- · signage;



- a distinctive identity;
- · brochures;
- expansion of the Pickering website which has a section on tourism, or an entirely new tourism-oriented site;
- use of tourism billboard signs on Highway
   401 as part of the Ontario government programs;
- information kits and literature for use by travel agents;
- advertising in publications designed to promote the waterfront trail; and
- a citizen/business advisory group to establish directions for tourism marketing and identify opportunities for new events.

A well-designed Pickering tourism strategy will promote the local waterfront experience together with our other retail areas, accommodation and cultural heritage including Pickering Museum Village.

#### A Pickering Tourism Office

Promoting Pickering's waterfront involves three main actions:

- We must increase residents' knowledge of waterfront opportunities, particularly among people living north of Highway 401.
- We must establish a comprehensive program to draw tourists into Pickering. This can be accomplished through participation in a new Ontario government tourism program to establish standardized signage near the 401 exits identifying tourism that attractions are at that exit. Pickering needs a tourism booth at a location close to 401 to direct people to appropriate tourist locations. The proposed location is adjacent to the West Shore Community Centre in conjunction with

establishing an education facility.

• Following improvements to the channel entrance, a new tourism promotion can be launched in media targeted to the Canadian and American boating tourist market. Prior to this, all waterfront property owners must focus on the appearance of their properties, since this will be Pickering's front door for the boating community.

#### Signage

The Pickering waterfront stretches for a considerable distance and traffic flow is largely north-south, preventing vehicle travel along the waterfront. Signage therefore becomes an integral part of a comprehensive plan to provide a sense of connection, both between attractions along the waterfront and to tourist attractions in other areas of Pickering.

Signage is essential to the success of a Waterfront 2001 vision. It must be used to:

- provide information about attractions, facilities and events;
- · identify them; and
- · provide direction and orientation.

Signage should consist of direction signs and use a consistent nautical landscape treatment along key streets, particularly Liverpool Road.

Waterfront villages such as Port Credit make effective use of distinctive streetlights designed to hang banners and planters to create a unique streetscape and a distinctive atmosphere. We must erect direction signs to attractions at key intersections on Bayly Street such as at Whites Road, West Shore, Liverpool Road, and at Sandy Beach Road, and along Brock Road.



#### A Distinctive Identity

A simple, clear and easy to read logo will be critical for identifying facilities and attractions and providing direction and orientation for visitors to Pickering. A design contest could be held to attract ideas from a variety of participants. It may be possible to incorporate both waterfront, historical and environmental themes on the logo to reflect the three dimensions of our multidimensional waterfront/rural tourism thrust.

#### **Brochures**

Most tourism communities highlight the local area through using of brochures produced by individual attractions, businesses and magazines. Pickering has done this in conjunction with Durham Region, Individual brochures are important to direct tourists to additional activities or accommodation. With activities in different locations throughout Pickering, we must make brochures available at each destination. The Waterfront Regeneration Trust recommends that displays be placed along the trail to tell users what is available. Important locations for these media include the entrances to Pickering and the intersection of the Lakefront and Frenchman's Bay trails, both in the West Shore area and at the foot of Liverpool Road.

#### Use of the Internet

The new Town of Pickering web site has been well received by Pickering residents. The Internet will continue playing an important role in tourism promotion.

#### Travel Agents

A promotional kit should be prepared and circulated to travel agents.

#### The Tourism Committee's Mandate

The Pickering waterfront is the last major urban waterfront between Bronte and Kingston to remain substantially undeveloped. It provides limited access to the shoreline and few amenities to attract tourists from beyond Pickering's boundaries. Indeed, the existence of a Pickering waterfront seems to be a well-kept secret from everybody, except those residents living south of Highway 401.

Today, the landscape can best be described as "au naturel", providing a rustic environment for naturalists, hikers, fishermen and local boaters.

Even to the casual observer, it is apparent that opportunities for drawing tourists to the Pickering waterfront are almost non-existent. However, the question must be asked: "Why tourism on Pickering's waterfront? What are the benefits?"

Tourism is an "engine" that helps drive the economy and create employment. In Durham Region, tourism is the single largest industry, bringing in more than \$300 million annually and employing some 30,000 persons. The sport fishing industry alone results in \$75 million in annual revenue. I According to the Canadian Tourism Research Institute of the Conference Board of Canada, it is expected that a record seven million Canadian families-people travelling with children under 15 years of age-will take a summer trip of one or



more nights in 1997. This is a 3.35 per cent increase over the previous year. The Institute also reports that in a recent Canadian survey, 67 per cent of respondents indicate that spending money on a vacation is their number-one priority over all other discretionary expenditures. In the light of this growing market, nationally and locally, we must question whether Pickering is getting an appropriate slice of the tourism pie.

Current observation of the limited number of tourist attractions in Pickering generally-and the almost non-existent accommodations for travellers who might come to Pickering-plus the fact that our large waterfront is almost devoid of tourist attractions, are strong indicators that tourism, here, has a long way to grow. Attracting tourists to our waterfront is a worthwhile economic objective.

Other viewpoints justify more intensive use of our waterfront as a people place; namely, its natural beauty and the health benefits of walking the trail system and participating in such other physical activities as boating.

With tourism as an objective, theme festivals and cultural historical education centres could be enjoyed on our waterfront by everyone.

Tourism should pay for itself many times over, financially, culturally and recreationally.

Furthermore, it will foster corporate and public partnerships, the benefits of which will reach deeply into our community beyond the waterfront. In short, tourism can enrich everyone from every walk of life and help to create memorable landmarks in all our daily lives.

#### What Do Pickering Residents Want to See?

The vision is both broad and specific and has been further awakened by organized bus trips to other waterfronts from Bronte Harbour to Belleville. Some task force members also took a special interest in waterfronts as they enjoyed their vacations. There has been a conscious effort by the tourism committee to embrace the best of what has been achieved in other waterfronts while rejecting the obvious mistakes. Pickering's waterfront is large and could encompass a wide variety of activities for both residents and tourists. Some of the ideas put forward include:

#### Entertainment

- concert hall, amphitheatre or bandstand, perhaps portable to serve a variety of locations and functions
- · educational facilities on both nature and history
- · recreational boat tours and dinner cruises
- · theme festivals throughout the waterfront
- identification of historic sites relating to Frenchman's Bay
- · upgrading of public beach facilities
- · water theme park for children
- · outdoor skating rinks
- winter Festival of Lights around Frenchman's Bay

#### Commercial

- additional restaurant facilities
- · bed and breakfast accommodations
- · seasonal trailer park



- · boutiques and an artisan village
- · commercial offices to attract people during the day and assist local food establishments
- · residential development on a scale compatible with the neighbourhood



Waterfront Festival - Cobourg

#### **Public Washrooms**

The committee concluded that each major facility area should include public washrooms.

#### Safety

No matter what facilities might be provided or where they might be located, our waterfront cannot prosper and attract tourists unless it is made safe and secure from vandals and other lawbreak-

Increased use of the trail will be a very large factor in improving safety. Vandalism occurs when there are no witnesses.

In addition, provision for proper lighting, police patrols and emergency telephones must be incorporated in any design of the waterfront. In Cobourg, a police station operates from a trailer right on the waterfront. In Mississauga, a bylaw enforcement officer regularly patrols the Rattray Marsh and its boardwalk and gives out tickets.

#### Festivals on our Waterfront

Festivals and special events provide an excellent incentive for attracting new and returning visitors to the waterfront-increasing pedestrian traffic in restaurants and boutiques and helping to extend the busy summer season over the rest of the year. The Frenchman's Bay festival has been highly successful in drawing people to the waterfront in mid-June. Festivals can be seasonal (a Christmas light festival) or sports- oriented (a beach volleyball tournament or regatta). They can be cultural (but not competing with Artfest, which was recently held at the municipal complex). They can be environmental-for example, a waterfront cleanup is held each spring and fall. Or they can be recreational (such as community picnics). The Frenchman's Bay festival has grown steadily each year, with considerable financial support

from local business and modest "seed" funding from the Town of Pickering.

Besides coping with lack of funding, the Frenchman's Bay festival has had to create its own critical mass by employing expensive midway rides and events because restaurant facilities were non-existent on the waterfront until recently.

One of the most successful events of the festival is the evening street dance that draws thousands of participants.

Unfortunately, this creates a new problem. The shortage of off-street parking forces people to park on neighbouring residential streets. Festival locations must be varied so that no one neighbourhood is forced to take the majority of offstreet parking. Petticoat Creek Conservation



Area has excellent facilities for a large jazz festival or similar event which would attract a large crowd. Other smaller festivals should be directed to the central waterfront area, so visitors will also be encouraged to visit the Liverpool Road tourism node.

The success of the Frenchman's Bay festival illustrates that even though the event lacked a central theme...and its size was restricted by the waterfront site...and it had considerable growing pains and inadequate funding... it has still grown to become an annual event enjoyed by residents and visitors alike.

People like festivals in their communities, and the people of Pickering have indicated that they want more festivals with different themes and at different venues spread throughout the waterfront.

Some festival themes that could work on our waterfront include:

- waterfront regatta (lakeside, not in the bay), including boat races, Seadoo races in the lake, windsurfing contests
- regattas in Frenchman's Bay, including Dragon boat races, sailing races, bathtub races
- · jazz and other music festivals
- sports events such as beach volleyball on the western spit and tournaments at Kinsman Park
- a winter carnival including ice fishing and skating like those around Frenchman's Bay in the 1970's
- · a cultural festival or a cultural food festival
- a sculpture symposium, with sculptures left behind following a contest. Themes could be

historical or nautical

- · bet shows
- · a kite festival
- Canada Day events, possibly launching the fireworks from the lake or spit area?

The various themes to celebrate a festival are limited only by imagination. Whatever the theme, Pickering's waterfront parks offer a wide variety of facilities to successfully accommodate virtually any event.

#### Winter on the Waterfront

The task force was especially concerned with ensuring that the waterfront is not forgotten in the wintertime. Reference should be made to the Royal Commission on the Toronto Waterfront report "Winter Waterfront: Year Round Use in Metropolitan Toronto" (1991) by Xenia Klinger.

Task force members noted how spectacular Christmas lights appear as they reflect around the bay We are inspired by the vigorous competition in a neighbouring West Shore community that dances with light each December. We are reminded that one of Pickering's growing businesses is Alderbrook Industries, which is the largest distributor of Christmas decorations in Canada. We are intrigued by the prospect of establishing a winter challenge for Pickering organizations to sponsor an illumination of the parkland surrounding Frenchman's Bay.

During our discussions with residents we were reminded of the ice fishing, ice sailing and skating on Frenchman's Bay. Many residents have fond memories of winter carnivals. Many of these



activities have been difficult because of warmer water temperatures in the bay in the last decades, but we are sure that a Pickering water-front winterfest would be successful. These types of events would encourage better use of our parks and trails and increase the awareness of the Pickering waterfront.

#### Tourist Accommodation

Tourist accommodation is virtually non-existent in Pickering. We need to rezone certain residential areas to allow the licensing of bed and breakfast facilities near the waterfront.

Pickering should also continue its efforts to attract a larger hotel along the Highway 401 where high visibility would help lure tourists into Pickering.

#### Attracting Boating Dollars



Pickering's East Shore Marina

Boating tourists are extremely welcome since they don't come in cars requiring parking and they add to the waterfront experience of others. They come with limited baggage and often seek accommodation. They eat at restaurants whenever possible and they seek entertainment ashore. Boating tourists on Lake Ontario number in the thousands. There are currently more than 400 yacht clubs on Lake Ontario and their contribution to tourism on other parts of the lake is considerable. But Pickering sees virtually none of this activity.

#### Barriers to Attracting Boaters

As discussed elsewhere, the channel entrance is extremely dangerous at present and must become the number-one priority. Currently it is:

- \* not as safe as it could be
- \* aesthetically forbidding
- \* too narrow
- \* prone to silting in

and yet this channel leading into one of Ontario's most pristine bays is a main gateway to tourism for Pickering.

The need for improvements to existing harbour facilities is discussed elsewhere.

#### Priorities for Development

The task force recognized three primary areas for tourism development in the next five years, with the objective of building the critical mass needed to establish a viable tourist sector in the central waterfront area.

AREA ONE: Commerce Street South Along Liverpool Road

This area is discussed in the chapter titled "A Liverpool Road Tourist Node".

AREATWO: Connecting the East and West Spits

This area is discussed in the chapter titled "Bridging the Waters".



AREA THREE: Frenchman's Bay West Park.
From West Shore Boulevard/Sunrise Avenue to
the lake including the western spit:
This area is discussed in the chapter titled
"Waterfront Recreation Opportunities".

#### **Public Transit and Parking**

There is a need for improved bus service to the waterfront, particularly to the south end of Liverpool Road. Public transit moves people effectively, cheaply and eliminates the need for elaborate parking lots where space is scarce. The GO train parking lot is empty on weekends and a shuttle has been effectively implemented in the past for the dragon boat races and Canada Day celebrations.

I.

Source: Durham Lakeshore Communities 1995/96 edition, Kira Communications and the Oshawa and District Chamber of Commerce.



A Liverpool Road Tourism Node



What follows is a suggestion on how to develop the area from Commerce Street-including the Port Pickering Marina Property, south to Lake Ontario-plus the Coolwater Farms Ltd. property and areas immediately to the north and south. This vision evolved from various Task Force committee discussions. Implementing a final plan will require extensive talks with the landowners, the public and the planning department. Implementation will also require private/public partnerships and the public acquisition of some land.



A successful tourism node

The final design for this land depends largely on what the owners want and whether they believe current uses are viable in the long term. From the public perspective, optimum design would see more public ownership, particularly of lands at the water's edge. Further, acquisition of the Coolwater Farms lands at fair market value-if they became available-would provide excellent new opportunities to improve land use.

This discussion should now shift to a detailed design review as contemplated by Pickering's new

Official Plan.

To accomplish our tourism objectives, we must create an atmosphere that encourages local residents to come to the south end of Liverpool Road. If we can get our own residents to use the waterfront, tourists will follow.

To design successfully, we must address:

- · Traffic flow
- Signage at Bayly Street and Liverpool Road
- · Streetscape, particularly Liverpool Road
- Extension of Liverpool Road south of the bridge
- · Parking
- · Transient boat docking
- · Winter boat storage
- · Public access to the water's edge
- Integration of the bicycle and walking trails
- · Above ground hydro wiring
- · Multiple ownership of land
- · Landscaping
- · Access to the west end of the east spit

#### Traffic Flow

Current pedestrian and car traffic at the south end of Liverpool Road create an uninviting atmosphere for local residents and tourists. Nor does it promote successful local business. The Task Force recommends that Liverpool Road end north of the bridge at a turning circle beside the existing Waterfront Bistro parking lot.

Liverpool Road would continue as the primary access to this area, but access to the beach area



could also be gained from Sandy Beach Road, with change rooms provided in that area. As a primary benefit, an entrance at Sandy Beach Road would shift substantial traffic to the large parking lots on the Ontario Hydro lands, now mostly empty on weekends. A consultant should do a proper assessment of traffic and parking needs early in the planning stages.

The width of the road, on the bridge at the foot of Liverpool Road, encourages car racing, and endangers pedestrians. We discussed the need for access south of this bridge with Mr. Harold Hough, president of the Pickering Harbour Company which owns the only private land holdings on the eastern spit.

Mr. Hough indicated that his firm only requires access for construction vehicles during the building of the channel entrance and subsequently for service vehicles. This could be accommodated by using a passkey for one lane of the existing bridge.

We also discussed the future need for access by vehicles to remove dredging materials. It was agreed that an alternate location would have to be found for these materials, since their storage at the end of the east spit would detract from the tourist experience we are trying to create.

#### Signage at Bayly Street and Liverpool Road

As part of tourism promotion, a large sign, with flowers and shrubs at its base, should be erected at Liverpool and Bayly, directing people to the Liverpool Road Tourist Area.

Direction signs on Kingston Road at Liverpool should also be erected.

#### Streetscapes

When travelling through many lakeside communities, we noticed extensive use of theme lighting standards with banners and hanging pots. Much could be accomplished through a new Liverpool Road streetscape. The addition of new light standards, as seen in Unionville or Markham, and hanging flowerpots or sidewalk planter boxes, would offer a warm and picturesque entrance for waterfront visitors.



Downtown lake walk -Duluth

As a first stage of the beautification of Liverpool Road, this treatment should be implemented from Krosno Boulevard to Lake Ontario. Later, the concept could be extended across the 401, since Liverpool Road is the main north-south street in the downtown area.

We also support the use of street name signs identifying historic Fairport Village, south of Krosno Boulevard.



#### Parking

Parking for private residential/commercial development and marinas would be accommodated as part of the design for these properties. Through the detailed planning exercise proposed by the Task Force, we recommend exploring alternate parking options, including a public/private partnership to provide shared parking at appropriate locations in this quadrant.

Consideration should be given to establishing a large public parking lot in the area north of Coolwater Farms to accommodate visitors. This parking lot could be bermed for landscaping.

On the east side of Liverpool Road south of Coolwater Farms, there is an opportunity to move the existing parking lot further north from the water's edge as part a landscape treatment.

Opportunities should also be explored to extend parking further back on this land, so the Liverpool Road streetscape can be improved.

That would leave a significant area immediately in front of Coolwater Farms for future residential/commercial development.

The above strategy, combined with expansion of

The above strategy, combined with expansion of public transit, will minimize the need for onstreet parking in the Fairport community to the north, except during peak periods such as Frenchman's Bay Festival weekend.

#### Transient Boat Docking

Improvements to the channel entrance will result in a substantial increase in the number of overnight boaters in Frenchman's Bay. Additional restaurants will attract boaters visiting Pickering from Whitby and Scarborough's Bluffers Park on a

day-use basis, which will require transient boat docking. It is recommended that day use boaters be accommodated along the existing seawall at the former Port Pickering Marina facility and on the north side of the east spit. It is also recommended that overnight visitors be accommodated by the existing marinas.

#### Winter Boat Storage

One advantage to establishing a parking lot on lands across from East Shore Marina, north of the fishery, is that a substantial portion will not be required in winter and can be made available for winter boat storage. This would allow the design of a more attractive commercial/residential block in the area west of Liverpool Road. Winter boat storage should occur only after an appropriate public/private partnership is established setting out funding and/or long-term lease arrangements

#### Public Access to the Water's Edge

People come to the water's edge to enjoy the breeze and the boats. Other municipalities along the waterfront have had tremendous success. Examples include Cobourg with its waterfront promenade, Colonel Sam Smith Park in Etobicoke with its interlocking brick promenade, and Lakefront Promenade Park in Mississauga. Closer to home, Whitby is just completing extensive waterfront improvements.

With proper design, the waterfront promenade can become the area's main street. Streetscape will be an extremely important attraction with such amenities as light-posts sporting hanging plants and theme banners, plus seating areas



immediately beside the promenade. Outdoor restaurant seating areas will encourage the public to stay longer. Boutiques, antiques, arts and crafts shops should also do well.

#### Integration of Bicycle and Walking Trails

Notwithstanding the long-term objective of establishing the waterfront promenade along Frenchman's Bay, it will be necessary to build a sidewalk along the west side of Liverpool Road. The bicycle trail on Liverpool Road will remain. One advantage to putting most of the parking north of the fish farm will be the possibility of narrowing Liverpool Road to the south where it leads into the turning circle. Additional width would be created in front of the Waterfront Bistro to accommodate both the sidewalk and bicycle trail, with landscaping to separate pedestrians and riders.

#### Existing Above Ground Hydro Wiring

The above-ground hydro wiring on the west side of Liverpool Road may create a barrier to a bicycle trail. Pickering Hydro has indicated its intention to place these services underground. The Task Force supports this initiative.

#### Specific Design Challenges

Seven areas were identified where public/private partnerships are required in order to create the atmosphere we all want for our waterfront:

- •The East Shore Marina property
- •The Liverpool Road bridge and the area immediately south
- •The east spit from Liverpool Road to the channel entrance
- •The area north west of the bridge where

Swan's Marina and the Waterfront Bistro are now located

- The lands occupied by Coolwater Farms (the fish farm")
- •The former Port Pickering Marina property
- The east spit from Liverpool Road to Alex Robertson Park

#### The East Shore Marina property

The Task Force saw examples of successfully integrating marinas and waterfront promenades at both Cobourg and Col. Sam Smith Park in Toronto. The Task Force was advised by the Pickering Harbour Company that it intends to bring forward plans that may involve a combination of residential and commercial development, including restaurants and boutiques. It indicated a willingness to have a walkway through the marina as a detour from the main waterfront trail on Liverpool Road.

The Task Force would like to see a pedestrian promenade close to Frenchman's Bay, adjacent to East Shore Marina. We recommend further discussion as part of the planning processing for this area.

# The Liverpool Road Bridge and Area Immediately South

The Task Force believes that it is important that we establish a focal point at the south end of Liverpool Road. Closing down traffic across the bridge would allow for a single-lane surface accommodating both bicycles and service vehicles. The other side of the bridge could serve as the pedestrian trail.



Waterfronts require landmarks. The closing of Liverpool Road south of the bridge would create the opportunity to construct a unique structure at the end of Liverpool Road. This structure would be visible to tourists travelling south on Liverpool Road or east/west on the waterfront trail. The Task Force considered an archway on the bridge, a flagpole with a large Canadian flag, or converting the bridge to a covered structure. A lighthouse was also suggested as something



The foot of Liverpool Road circa 1900's

practical, and more in keeping with the waterfront location. The land south of the bridge is a dynamic beach and we recommend building a lighthouse immediately north of the bridge, either on the west side or centre of the road.

To make the lighthouse functional, we recommend constructing a small building at the baseperhaps a replica of a lighthouse keeper's cabincontaining a tourist information booth where historical artifacts and the Pickering East Shore Community Association historical photo collection could be displayed. Consideration should be given to incorporating an observation deck in the lighthouse tower.

# View Looking South on Liverpool Road from Wharf

This view should include a tall structure or structural shape in the centre of the closed Liverpool Road bridge. This would catch the eye as people drive south on Liverpool Road.

## View Looking South from the Centre of the Bridge

The waterfront trails from the east and west converge at this point. A pedestrian square could be built, with seating facing the lake and a slightly raised area at the lakeside where musicians or other small entertainment groups could perform. Other than this, the view should be left open to the lake.



# The East Spit from Liverpool Road to the Channel Entrance

The east spit has a high priority for rehabilitation. Negotiations are now underway to realign ownership of lands between the TRCA and the

Pickering Harbour Company. This is a popular spot for people who like fishing from the abandoned docks. Purple loosestrife has gained a foothold in some areas of the shoreline. The seawall is also in poor condition, or non-existent, contributing to erosion.



The east spit, looking west from Liverpool Bridge



A similar spit at Ashbridges Bay



First, a successful tourism node at the south end of Liverpool Road will attract boats into the harbour and require transient docking. Second, the Task Force recommends that the waterfront pedestrian trail traverse this area. Third, an opportunity exists to maintain and enhance the existing tree canopy. Fourth, the beach facing Lake Ontario should be left as natural as possible, keeping in mind that this is a dynamic beach area. A wider dock with seating near the bridge would accommodate fishing.

The Waterfront Bistro restaurant has become one of the more positive developments.

Unfortunately, a restaurant of this size needs considerable parking. Following the current planning criteria, the property owner has been required to expand the pre-existing Swan's Marina parking lot and use the space remaining for parking. Cars and asphalt now separate the so-called waterfront restaurant from the water.

The result stands in contrast to what the owner intended. The gravel outer perimeter of this parking lot is strategically significant for a waterfront promenade and tourist node. This is the southern gateway to what is envisioned as the waterfront's main commercial block. Implementing this proposal would require discussion between landowners and the town with the objective of forging a cost-sharing agreement to providing

parking across the street. Any plan would require a small area for unloading and drop-off, opposite the entrance to Swan's Marina.

# Lands Occupied by Coolwater Farms and South

There is potential for additional commercial development or a small inn immediately in front of Coolwater Farms. A pedestrian streetscape at the front would link the parking, north of this area, to the lake.

# The Former Port Pickering Marina Property

There were several discussions with local landowners about locating a small water craft club on this property. This would involve participation from the West Rouge Canoe Club, which now uses Frenchman's Bay for its senior training program. Approximately 49 per cent of its members are from Pickering. The Club is aiming for 75 per cent. Floating docks would preclude launching from a trailer, and parking would accommodate approximately 20 vehicles.

The Town of Pickering has hired a consultant to prepare design alternatives for initial discussion with local residents

We hope the design puts the waterfront trail at the water's edge, consistent with what has been proposed for the area at the foot of Liverpool Road.



# The east spit from Liverpool Road to Alex Robertson Park

This area is largely complete at the Liverpool end. A raised pedestrian/bicycle boardwalk has become a high priority, giving pedestrian access to Alex Robertson Park. The Waterfront Regeneration Trust had indicated it would require a full environmental impact analysis. The Task Force recommends that the Waterfront Regeneration Trust play an active role in designing any boardwalk or other trail modifications in the area. In the future, the east-end entrance will be upgraded, improving access to Sandy Beach Road. There is also an opportunity to extend the beach eastward past an existing fence as part of the reintegration of Ontario Hydro lands, which are currently fenced off.



Bridging the Waters



The harbour committee, the tourism committee and the waterfront trail committee each discussed opportunities to link the east and west spits of Frenchman's Bay.



Channel into Frenchman's Bay

The idea had first arisen at the July kickoff meeting for the Task Force, when Mr. Harold Hough, representing Pickering Harbour Company, indicated that a bridge or passenger ferry across the spit was possible. After considerable discussion about the height of sailboats using Frenchman's Bay, the difficulty in constructing a bridge on a dynamic beach, and the cost of construction, committee members turned their attention to the feasibility of a pedestrian/bicycle ferryboat. Task force members especially like the idea of connecting the two spits with a ferryboat. It would be a unique tourist attraction for the Pickering section of the waterfront trail and create the opportunity for a looping trail around the bay.

At the Waterfront Regeneration Trust's suggestion, members of the Waterfront 2001 Task Force visited Port Robinson on the Welland Canal,

where a small pedestrian ferry service "Bridge-it" operates from early spring to December each year.

Port Robinson has one pontoon boat with a licensed operator to make the crossing, which takes just over a minute. The distance across the Frenchman's Bay spit is shorter than the canal at Port Robinson. However, the Task Force recommends a route in a half circle between the inside of the west spit (a few hundred feet east of the channel) and the inside of the eastern barrier beach on one of the lots owned by TRCA. This would minimize interference with the narrow harbour entrance, the wetlands in the southeast corner of the bay and other users of the bay.

Port Robinson's boat is an 18-foot pontoon boat, powered by two 40 horsepower Mercury out-boards. This type of boat would be well suited to Frenchman's Bay, since it can operate in water less than one foot deep.

The interior of the pontoon boat was well used and had comfortable seating for 12 and space for four bicycles in a separate compartment at the rear.

# Proposed Infrastructure to establish a Pickering Connection

The Pontoon Boat recommended for Pickering is 24 feet in length and 8 feet wide with 24-inch pontoons, an operator's console and a passenger capacity of 12 to 15 including wheel chair capabil-



ities. A Bimimi (cloth roof) would also be required to protect the passengers from the sun and other weather. Cost is estimated at \$7,860.00 before taxes. In addition, the motor recommended would be a 50 DTL triple H.P. unit and the cost would be \$5,900.00 excluding taxes. The freight, delivery and installation would be \$700.00. Safety equipment including personal flotation devices (life jackets) and man overboard poles would be \$1,500.00. Miscellaneous items such as lines, anchors, and lighting are estimated at \$1,040.00. The total of the above is \$17,000.00 before taxes. The ferry would have to meet the appropriate safety standards before being placed in service.

With respect to docks, the level of the bay varies approximately 18 inches from spring to fall. As a result floating docks must be constructed with wheelchair access in mind. Due to the potential of 15 people on the floating dock waiting for the ferry, the floating docks would have to be constructed in such a way as to provide ample stability with a length at least equal to the ferry and 16 feet wide with safety railings. These docks would also have to be equipped with personal floatation devices, life rings, and man overboard poles. An estimate of the cost of the material for each dock, including anchoring the docks securely is \$5000.00 each plus labour. A wheel chair access ramp to get from shore to each floating dock would be required and would have to be designed to conform with the slope requirements. An estimate of the material for this would be \$1,000 each. Access to the Waterfront Trail would also be required, keeping in mind the

need for wheelchair access. The total cost of the docks, excluding labour would be \$12,000.00.



Princecraft's Voyageur 20

#### Operation of the Ferry Boat

The operation of the ferry is suggested to commence at the beginning of May and continue to the end of October. The hours of operation in May are suggested from noon to 8.00 PM on weekends and holidays, with the ferry running every 15 minutes. Starting in June, the suggested hours of operation are 8:00 AM to 9:00 PM seven days a week, until Labour Day in September. After Labour Day, the operation would revert to the May schedule.

Some residents have expressed concern with the seasonal nature of the ferry. One resident provided the attached picture of a structure which could be included as part of the harbourfront marina. This should be considered as an option.

The schedule for the ferry would need to be prominently placed at the intersections of the Waterfront Trail and The Frenchman's Bay Interpretive Trail, so that there is no misunderstanding with respect to the availability of the Ferry.



At least 3 drivers would be required for the ferry to meet the above schedule. Drivers should be experienced boat operators, trained in first aid, CPR, swimming and possibly spend time in the PARA training program. Drivers would be seasonal employees of the Town of Pickering. Costs of operation, excluding salaries would be in the range of \$5,000 to \$10,000 depending on scheduled maintenance, the amount of usage and care with which the equipment was handled. A voluntary user fee is proposed to help defray the cost of the ferry. Winter Storage would be at a local marina or the town works yard, with annual costs for lifting out and launching boat.

A contest could be held to create an exterior ferryboat design that adds a unique character to our waterfront. Similarly, school children can be challenged to create a unique name for the boat since the name "Bridge-it" has already been taken.





Our Gateway from the Water

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he Task Force's harbour committee was given the mandate to explore issues relating to Frenchman's Bay, to identify its problems and to recommend solutions. Numerous meetings were held to ensure that the needs of a wide range of users were identified and acted upon. In this chapter, we explore two primary issues identified by the Harbour Committee as affecting harbour users: the condition of the entrance to Frenchman's Bay from Lake Ontario and sedimentation and silting. It must be emphasized that the Task Force was only able to have one meeting with representatives of the Federal Government. This meeting occurred only after considerable effort on the part of our local MP, Dan McTeague. It seems that the federal government is extremely reluctant to get involved in the Pickering

Harbour, because of its private ownership, whereas the Federal Government has played a prominent role in the development of every other harbour visited by the Task Force. We recommend that the Town of Pickering form a working group to coordinate the reconstruction of Pickering's harbour. Participants on this committee should include Pickering Harbour Company, TRCA, Frenchman's Bay Yacht Club, Ontario Hydro and representatives of the boating community.

The environment committee also dealt with these two issues in its report in greater detail. In this chapter, we have analyzed the issues from the perspective of harbour users.

### The Entrance to Frenchman's Bay

Present Condition:



Frenchman's Bay



In brief, the entrance to Frenchman's Bay is unsuitable for its present day boat traffic.

Typically, a minimum width of 100 feet for harbour entrance structures and entrance channels is required. The entrance to Frenchman's Bay varies from 30 feet to 50 feet. If properly designed, an 80-foot wide channel might provide a satisfactory minimum. Other major deficiencies were identified by both the harbour committee and Public Works and Government Services

Canada, responsible for more than 400 small craft harbours in Ontario:

- The distance between the navigation lights at the harbour entrance is inadequate for safe boat passage.
- •The distance between the breakwaters in the entrance channel is inadequate for safe boat passage.
- The breakwaters are submerged and potentially dangerous to boaters, especially in rough lake conditions.
- The narrow entrance channel silts up and requires frequent dredging.
- A sand bar periodically develops offshore, and the available draft for vessels is reduced.

Recommended Actions, subject to confirmation of an outside consultant.

- Provide an entrance channel with a minimum clearance of 100 feet between the east and west breakwaters.
- Raise the level of the relocated breakwaters to an adequate distance above the

water level to prevent wave energy from entering the entrance channel. There would be land requirements for any additional entrance channel. It is understood that land on the east side of the entrance, presently owned by the Pickering Harbour Company, would be used.

- Relocate the navigation lights onto the breakwater.
- Provide means of restricting siltation at the entrance channel and the formation of the periodic sandbar adjacent to the harbour entrance.

These recommended actions are contingent on favourable results from model tests. The initial use of a numerical model with three-dimensional visualization video tools will allow the consideration of different layouts without the expense of a physical scale model. After the results of the numerical model have been analyzed, a scale model test in a laboratory could be performed, if necessary.

#### Model Testing Requirement:

The shoreline around Frenchman's Bay is a complex system, influenced by waves from storms, high and low water levels, currents running longitudinally along the shore that transport lake bed material, and sediments entering or leaving the shoreline area of Frenchman's Bay.

The primary result of alteration to shoreline structures is the deposition of lakebed materials



in some locations and erosion of lakebed materials in other locations. This relocation of lakebed materials may have serious effects on adjacent beaches. Of particular concern is the west spit, which is especially vulnerable and has reportedly been breached on occasion during storm conditions.

The existing submerged breakwater is an integral part of the present shoreline layout at Frenchman's Bay. The proposed upgrading of the entrance channels will, to a degree, affect the shoreline, which can only be estimated by using a numerical or physical test model.

#### Sediments in Frenchman's Bay

Present Condition Evaluation:

The deposition of sediment in Frenchman's Bay has interfered with the use of the bay. Access to the marinas and yacht club is provided only by frequent dredging of the sediments deposited in the bay. At present there are three sources of sediment:

- storm sediments pushed into the bay from Lake Ontario;
- storm water sediment from Pickering's urban area flowing into the north end of the bay via Amberlea, Dunbarton and Pine Creeks; and
- cooling water sediments from the nuclear generating station used by Coolwater Farms
   Ltd. in their fish aquaculture process (it is estimated that the cooling water accounts for 25 per cent of the total water flow into the bay).

#### Recommended Action:

The Task Force recommends that problems associated with the sediments from all three sources be addressed before a long-term dredging plan for the south part of the bay is put into action. These studies should focus on the control of sediments entering the Bay from Lake Ontario, from Amberlea, Dunbarton and Pine Creeks, and from Coolwater Farms.

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Waterfront Recreation Opportunities

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Pickering residents are fortunate that much of the town's eight-kilometre waterfront is publicly owned. This has allowed substantial investment in recreation facilities and parks, including Petticoat Creek Conservation Area, the future Frenchman's Bay West Park (at the south-east corner of Sunrise and West Shore and includes the west spit), Bruce Hanscombe Memorial and Centennial Park, Douglas Park/ former Sandbury lands, the recently acquired and unnamed park on Front Road, the waterfront at the foot of Liverpool Road, Alex Robertson Park, Kinsmen Park, and the lands between the Durham Region Water Treatment Plant, Pickering Beach and Duffin's Creek.

The Parks Committee discussed Pickering's waterfront areas in detail to determine the most appropriate activities for each. Members supported the continued role of existing major parks as follows:

- Petticoat Creek Conservation Area should continue to serve as a regional recreation and conservation node;
- The Frenchman's Bay West Park area should be developed in a way that encourages family use of the waterfront yet preserves the natural environment. Careful management of lands east of Buenavista Drive will ensure the regeneration of this area's historic fauna and function, including its marshland and dynamic beaches. Substantial opportunities exist for community use of lands west of Buenavista in ways that are compatible with the neighbouring community. The Pickering Rotary Club has

made a commitment to sponsor this community park and will be discussing details of its participation with TRCA and the Town of Pickering later in 1998.

- Public space at the bottom of Liverpool
  Road should be extensively landscaped to
  provide a waterfront gateway and tourist
  node. A community-based planning exercise,
  establishing themes for this area's development, will ensure that building design and
  pedestrian flow provide a memorable experience. A unique atmosphere must be created,
  if tourism is to be successful. A pedestrian
  promenade and public square adjacent to the
  water at the foot of Liverpool Road are desirable:
- \* Areas within Alex Robertson Park should be regenerated to complement the existing Hydro Marsh. On remaining lands, new recreational uses should develop to complement activities at the adjacent Kinsman Park. Improving waterfront access at the south end of Alex Robertson Park should also become a priority. And public boat launching facilities should be built at the west end of the Ontario Hydro plant.

The services of outside experts, including a landscape architect, must be retained, who should work with the town, TRCA staff and the public to develop a plan that sets out proposed development, funding requirements, and the method and timing of the various development phases.

A more comprehensive summary of facilities, either currently available or proposed, follows.



#### Petticoat Creek Conservation Area

Owned and Managed by: TRCA



#### Facilities:

Picnicking for large groups in numerous individual areas, most of which have their own picnic shelters;

Pool, snack bar, barbecue rentals; Excellent access to the waterfront trail;

## Parking Capacity:

Paved Parking Lots 700 cars

Grass Lots:

700 cars

#### User Fees:

Parking fee, swimming pool fee, annual pass available fee charged for picnic area reservations.

#### 1992 to 1996 Attendance Level:

73,000 to 94,000 per year

## Access

Petticoat Creek Conservation Area enjoys excellent access to Pickering via Whites Road and Bayly Street, and to other areas from Highway 401.

# Key management recommendations from the TRCA "Integrated Shoreline Management Plan" (phase 2, 1995):

- Naturalize portions of the conservation area to enhance corridors & habitat diversity.
- Support all measures designed to improve water quality within watershed (i.e., best management practices that improve surface runoff quality; municipal sewer separation programs; end of pipe actions; improved wastewater treatment efficiency & effectiveness, and RAP initiatives).
- · Sign Whites Road as a regional gateway.
- Develop Petticoat Creek Conservation Area as a regional recreation node.
- Provide a greater degree of pedestrian / bicycle access / connection to inland areas (along Petticoat Creek).
- Maintain the primary trail along the top of the bluff (brow trail).

# Most immediate challenges:

Petticoat Creek Conservation Area was created as a regional conservation area and draws its users from the following areas:

2000	1001
Toronto	40%
Durham Region	40%
York Region	5%
Others	15%

In the past, Petticoat Creek Conservation Area depended upon the City of Toronto and the Region of Durham for approximately 50 per cent of its annual operating budget. The balance of revenues has come from user fees. Under current Ontario government financial restructuring,



and the TRCA business plan, conservation authorities must be self-supporting by the year 2000.

A second design challenge is to balance protection of the natural environment with the addition of more intensive sports activities. Petticoat Creek Conservation Area has excellent access to Pickering, and room for parking, without requiring traffic to flow through neighbouring residential areas. One of the main barriers to day-use is the \$7.00 parking charge. Local residents make excellent use of the outdoor pool facility.

Some local residents would like the park to include sports facilities such as softball diamonds and an outdoor ice skating rink. Any addition of sports facilities will require the Town of Pickering to look after the capital and operating costs.

A third priority should be stabilization of the bluffs adjacent to both Petticoat Park and the residential community in the Fairport Beach area, east of the park. Groins should be designed to trap sand, so that additional beach can be created over times. Breaks in the Beach between Park Crescent and Westshore Boulevard should also be restored so a beach walk becomes possible in the longer term. Design must be sensitive to the implications of similar remedial action on beaches further east, including the western spit at the mouth of Frenchman's Bay.

### Recommendations

 The Committee supported this park's continued role as a regional conservation area, offering its existing level of family oriented activities. Some early thought was given to complementing these activities with a small inn or bed and breakfast facility providing a stopover along the Waterfront Trail. Comments from the Waterfront Regeneration Trust did not encourage such use.

- Representatives of TRCA indicated that they are budgeting to operate Petticoat Creek Conservation Area in 1998, as in 1997. However they intend to begin reviewing its role with residents, community associations and the Town of Pickering. It is hoped this process will identify activities that increase revenues and eliminate dayuse charges without detracting from the conservation area's compatibility with the neighbouring community. Members of the Parks Committee fully support this consultation and this item has been included as part of the Action Plan.
- All levels of government within the GTA
  must review their financial commitment to
  fund regional recreation facilities such as
  Petticoat Creek Conservation Area. In
  Toronto, the government has funded the
  cost of its large outlying waterfront parks.
  It is appropriate for the municipalities to
  continue to fund the park since Toronto,
  Markham and residents of other communities are significant users of Petticoat Creek.



#### Frenchman's Bay West Spit area

Owned and managed by:TRCA (except for a small number of lots, many of which must be acquired before major development can occur)



#### Facilities:

No formal facilities exist, although the sand spit area is used extensively as a beach and an unofficial boat launch. Sailboarders find the sand spit to fit ideally with current vehicle access patterns while allowing easy entry to both Frenchman's Bay and Lake Ontario. The West Rouge Canoe Club makes excellent use of its temporary site on the spit. The Club uses trailers since no permanent structures can be built on the sand.

#### Access

West Shore Boulevard, a designated collector road, provides access to the park itself. This limited access places significant restrictions on the intensity with which this park should be developed. The committee concluded that high-trafficgenerating activities should be directed to Petticoat Creek Conservation Area and other areas that have more direct access to Highway 401 and areas north of Highway 401.

Access to the sand spit area is extremely narrow, and the TRCA has indicated a desire to eliminate or restrict vehicle access to the spit area following the acquisition of the one remaining private home located at the tip of the western spit.

# Frenchman's Bay West Park Concept Plan - 1991

In May 1991, following considerable public discussion, the Toronto Region Conservation Authority completed a plan for the Frenchman's Bay West Park. The plan emphasized passive open space activities, water-oriented recreation and the preservation of environmentally sensitive lands. It also proposed an education centre and demonstration plots as part of the park. However funding has never been available for implementation.

#### Pickering's Official Plan Designation

Pickering's Official Plan designates the entire park area as a Detailed Review Area and policy 11.4 sets out some planning objectives.

# Existing Conditions in Frenchman's Bay West Park

Observation and discussions with park users confirmed a strong desire to keep the natural environment of the sand spit area and wetlands, while preserving and improving forest cover west of the wetland area beside the Frenchman's Bay Yacht Club and over to Buenavista Drive.



Another TRCA objective has been regeneration of the dunes in order to raise the level of the sand spit and provide additional protection for Frenchman's Bay and the dynamic beach. This regeneration should be encouraged on the western side of the sand spit area, including the area now occupied by the temporary road.

During visits we found very different uses, such as fishing, were popular on the bay side of the west spit.

#### Sailboarder Accommodation

Sailboarders, a significant and colourful group, rely heavily on the spit for access to the water. We found that residents of the Greater Toronto Area use this area extensively because the spit's unique location allows launching into either Frenchman's Bay or Lake Ontario. Because of the amount and weight of their equipment, these users also emphasized that the ability to drive right to their launching location contributed greatly to enjoying their sport. Users from the different parts of the GTA indicated that their other choice for sailboarding is Cherry Beach.

The first park plan, prepared for this area in 1991, discussed whether or not to provide sail-boarders with vehicle access to the western spit. Other groups such as the Pickering naturalists have also indicated that they would like some vehicle access to the spit for bird watching activities during the spring and fall.

The final position, offered by the TRCA, was that vehicles would be allowed access in the spring

and fall, but not in the summer when the beach was used extensively. This compromise recognized that the winds are strongest for sailboarders in the spring and fall. The Task Force is extremely concerned about the implications of a vehicular road—in addition to the trail-extending onto the spit, particularly where it narrows beside the wetlands area.

The Task Force wants to accommodate all types of users and water sports and the final park design might include a small parking lot (maximum 25 cars), or preferably a drop-off area at the junction of the marshland and the spit. Access would be open in the spring and fall, only. Consequently the trail's design, particularly in the wetlands area should allow adequate width for cars.

#### Shoreline Stabilization

The TRCA has successfully regenerated portions of the sand dunes on the spit and is encouraging the regeneration of grasses to minimize erosion. The TRCA has not yet been able to implement any shoreline stabilization strategy from Buenavista Drive to Petticoat Creek. During the past winter erosion has progressed considerably and several trees have toppled into Lake Ontario. Residents have suggested additional tree cutting at the end of Buenavista since they believe that the toppled trees, with their massive root structures, only hasten erosion.

#### **Beach Supervision**

The beach is currently unsupervised and numerous conflicts arise between swimmers and boats.



On a recent visit, we saw a boater operating a Seadoo close to the shore and swimmers. Larger boats also drop anchor near this area. Docking adjacent to the sand spit and beach area should be prohibited, but some arrangement should be made for these boats to use Frenchman's Bay Yacht Club.

# Maintenance of the Park Area between Westshore and Buenavista Drive

The Conservation Authority's policy minimizing grass cutting will accelerate achievement of naturalization objectives. Unfortunately, some undesirable species, such as ragweed, thrive in this environment. The Task Force did convey residents' concerns about this to the Conservation Authority.

# Recommendations for Frenchman's Bay West Spit Park

The Task Force largely agreed with the direction taken in the Frenchman's Bay West Park Concept Plan. The major difference in this document is that our Task Force has recommended putting an education centre next to the West Shore Community Centre with an interpretive trail around Frenchman's Bay. We have also recommended that a pontoon boat connect the east and west spits and that the main waterfront trail should cross the spit.

Committee members were enthusiastic about the park's natural setting and the diverse vegetation, much of which is unique to this sandy area. We encourage a final park design that will establish a unique facility in this area by balancing preservation and regeneration goals with the creation of numerous family-oriented activities. After considerable discussion, the final park plan should reflect the recommendation that all lands east of Buenavista Drive be managed to allow regeneration, only. All community activities, as well as parking and other human intrusions should be restricted to the corridor between Westshore and Buenavista Drive. Many activities, proposed in the 1991 plan, would complement those now planned for the education centre on Bayly Street.

Specifically, as part of the forest regeneration plans, an arboretum could be created between Buenavista Drive and the marsh. This arboretum could play a significant interpretive role and provide additional educational opportunities. Similarly, demonstration flower/ perennial gardens with various labeled species could be established in the area west of Buenavista.

The committee encourages protection of natural features such as the sand spit and excellent natural beach, along with the wetlands, sand dunes and tree canopy. In addition, certain areas of the beach, particularly those opposite the temporary canoe club, support a wide variety of unique plants.



Removing the education centre and accompanying parking-demands allows other uses to be introduced into this the area west of Buenavista Drive.

## Suggestions from the community included:

- Develop a formal garden on the tableland adjacent to the waterfront in the area. It could include seating areas offering waterfront views, a perennial or rose garden, and demonstration gardens sponsored by local community associations.
- Construct a unique children's play area where waterfront activities including a spraypad can be enjoyed. (An alternate location is Petticoat Park). Committee members saw excellent examples of this type of facility at Lakefront Promenade Park in Mississauga and in Barrie.



 Build a small pavilion (capacity up to 150) for daytime children's activities and small special events. There could be evening activities such as community dances, with a local community association responsible for bookings.

- Hold a design contest to establish the exterior appearance of both the pavilion and a building housing washrooms, change-rooms and a concession stand which might be operated by the park's sponsor, the Rotary Club.
- Identify a limited number of locations on the spit for use by temporary concession stands on wheels. The concessions would have to meet rigid design criteria and obtain municipal permits. Youth employment would be encouraged.

### Next Steps

During phase one, it was impossible to prepare a detailed plan for the future Frenchman's Bay West Park. The TRCA should establish a community working group to coordinate future park development. The Rotary Club should be a major participant in the group, along with representatives from the Fairport Beach Neighbourhood and Lookout Point Community Associations, the Town of Pickering and the Waterfront Regeneration Trust.

As a first priority, this group should update the 1991 Park Concept Plan, including setting priorities for final approval by the public and government bodies during 1998. Once established, this group will be responsible for coordinating fund raising and development.



# Issues remaining to be addressed as part of the final design process.

The plan suggested a parking area toward the centre of the park. This parking could be used for winter boat storage. The Task Force heard numerous objections to winter boat storage and recommends that if this is required in the future, the existing large parking lots in Petticoat Creek Conservation Area be considered. With respect to actual parking lot location, an area closer to the intersections of Tullo Road and West shore would be preferable, provided an appropriate landscape berm is created. The amount of required parking should also be properly quantified. The 1991 concept plan cited 150 spaces on the tableland and two parking areas with 25 spots each on the spit. The road plan for this area should facilitate passenger pickup or dropoff near the pavilion and current intersection of Buenavista and Beachpointe. Picnicking areas should also exist in close proximity to parking.

Opportunities to create a lookout point and larger vehicle-turning circle at the end of West Shore Boulevard should be considered. This would enable people to drive down to the water in the winter and easily enjoy the view in a different season.

The question of vehicle access to, and parking on, the western end of the spit needs to be reviewed in conjunction with the final design of the waterfront trail.

# Prerequisites to Frenchman's Bay West Park Development

It will be necessary to find an alternative location for the existing informal small boat-launching ramp and to find a location for the canoe club which the Task Force recommends be the new Front Road Park. Several property owners in the area would be seriously inconvenienced by any development and the TRCA will need to continue its land acquisition program.

## Involvement by the Town of Pickering

Many aspects of the plan proposed here are beyond the mandate of the TRCA. The Task Force recommends that, as part of the implementation process, the town and TRCA forge an appropriate agreement allowing the town to manage areas serving the local community, as well as those beyond the TRCA's mandate.

#### Bruce Hanscombe Memorial Park

This area serves local community needs and provides important vistas along Frenchman's Bay.

However, a large goose population, attracted by the well-manicured lawn, inhibits use of this park and its children's play area. In the fall of 1997, Frenchman's Baywatch, Frenchman's Bay Yacht Club, TRCA and others planted dogwood trees in an attempt to establish a buffer between the water and park area. Additional strategies must be developed to address this concern, including introducing different kinds of turf and keeping the grass longer. All these measures will discourage geese from using the park.



## West Shore Community Centre

The West Shore Community Centre and surrounding area provide important access to the waterfront. It has an opportunity to become the hub of the Frenchman's Bay Interpretive Trail. As outlined in the Environment Committee's report, a major wetland restoration project is proposed at the mouth of Dunbarton and Amberlea Creeks, which are both adjacent to this area. This project is distinguished by wetland regeneration and direction of the creeks into deeper areas of the bay. A series of boardwalks will be integrated into the project, with signs used to explain the process. A small historic building could be relocated to the area, to provide displays on such topics as wetland life and storm water management. A Town of Pickering tourism booth and display could also be located here.

#### Park on Begley Street

The park on Begley Street offers a panoramic view of the entire Frenchman's Bay. As the area is developed, every effort should be made to allow for continued public views of the waterfront

# Douglas Park and the Former Sandbury Lands

Committee members expressed serious concern about safety in Douglas Park. Suggested solutions included additional lighting at the access to Radom Street. Efforts should be made to remove shrubbery and open up views into the park from the street. The lack of offstreet parking discourages additional recreation facilities.

The Sandbury lands were acquired several years ago by the TRCA in financial partnership with the Town of Pickering. The future design of this park and the Frenchman's Bay Interpretive Trail incorporate a plan to connect the trail through the former Sandbury lands with the end of Begley Street. It may be possible to extend the trail south from this park to Browning Avenue. The trail design committee could not justify a trail through the tall cattails that have overtaken much of the former Sandbury lands, except as part of a future redesign for this park.

As part of phase 2, a master plan must be developed to address local recreational needs and implement a conservation strategy for the adjacent wetlands.

#### Front Road

Phase 2 should include a finalized development plan for this property, along with an implementation timetable. The Town of Pickering has already retained a consultant who met with local residents on September 30, 1997.

During 1997, the Task Force and neighbouring residents met on several occasions. The residents want neither on-street parking nor a significant amount of parking included in the site itself. One speaker stated that this is a neighbourhood park and "if you walk or bike here, it is yours to use", a sentiment which limits the property's potential for anything more than a passive park. Nevertheless the Task Force would like to accommodate small craft users-operating canoes,



for example, but not motorized boats-who want direct access to Frenchman's Bay. This park was recommended as the best location on the bay for such a facility. Nevertheless, the residents have considerable concern that this use would eventually dominate the park.

It must be emphasized that the site and docks must be designed to prevent cars reversing from Front Road or the park into the dock. Furthermore, the docks should not support trailer use. Design used by the Don Canoe and Rowing Clubs at the mouth of the Credit River in Mississauga would be ideal.

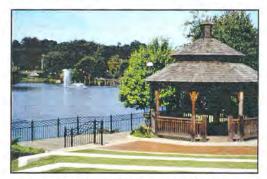
Traditional facilities for launching boats must be provided elsewhere (This report recommends the end of Sandy Beach Road into Lake Ontario). Off-street parking for the canoe club and this park should be limited to approximately 20 cars, and the canoe club should place a reasonable cap on its use for evening activities.

With respect to a canoe club building, the location of the remaining building (former clubhouse) is not ideal. A better design could be achieved if a new building was constructed beside the existing residence at the north end of the park. This design should blend into the existing community and direct vehicle access to the waterside should be prohibited.

The Task Force had a number of discussions with area residents, who submitted a position paper on their vision of the Front Road Park. This

report makes the following safety and design suggestions:

- Life saving devices should be placed along the perimeter of the site.
- The walkway width should allow police car access; a railing should be placed along the water's edge; and adequate lighting, consistent with other trail areas, should be installed, The same promenade-type design should be used here as further south on the east side of Frenchman's Bay.
- Residents would like to see the concrete pad, left behind from the recent blue buildingdemolition, used for roller blading in summer and ice skating in winter. Residents also proposed low-rise roof for the building (no walls) so it could be used as a picnic shelter.



Waterfront Picnic Shelter in Alegan, Ontario

- A small, fenced-in children's play area near the road (i.e., away from the water) with a basketball hoop and/or a volleyball net area for bigger children.
- Planting of low shrubs rather than coniferous trees.
- Acquisition of one 25-foot-wide water lot running across the centre of this park should be a priority to allow park development.



- Transient, but not overnight, boating should be discussed with neighbouring residents as part of the design process.
- Development of this site as the northern anchor for a waterfront promenade to be developed southward to Liverpool Road, as land becomes available.

#### Alex Robertson Park

This park area, serving a largely passive function, offers excellent views of the Hydro Marsh on its west. The flat area to the north is occupied by a cricket club, which plays on Sundays, leaving a large lawn area to the south.

The Ajax-Pickering Dolphin Football Club, which currently shares a field with the Hydro football league in Kinsmen Park across the street, approached the Parks Committee. The organization would like to extend its program to include older children but has been unable to gain access to another playing field in Pickering; Ajax does not make facilities available. The Parks Committee was sympathetic to the football league, which has inadequate facilities and a season similar to organized soccer. Accordingly, the Parks Committee supported the addition of a football field south of the existing cricket area. A visit to the site indicated that minimal work would be required because the site is flat. Pickering's Parks and Facilities Department recently advised the Task Force that the Town of Pickering has no plans for additional football fields.

## Access to Liverpool Road Beachfront Park

The Parks Committee identified the need for a change room and washroom at the south end of Alex Robertson Park, when this area is improved as an access point to the beach. These facilities and perhaps a fish cleaning station, similar to one in Port Hope, will also serve a future small boat launch facility, which the committee recommends be constructed into Lake Ontario. This location is advantageous because a groin already exists into Lake Ontario, so construction cost is halved.

#### Kinsmen Park

Kinsmen Park, which provides Pickering residents with an excellent and fairly extensive sports park, is well suited to this area since access is through an industrial area. The Task Force did not review this park in detail and has no recommendations.

# Northeast corner of Brock Road and Montgomery Road

Ontario Hydro owns this property and is currently studying its future as part of its biodiversity plan.

#### Fishermen's Walk Park

The waterfront trail committee explored the waterfront to the west of the end of Montgomery Road, and was surprised to see people fishing from land and boats near the warm water discharge from Ontario Hydro. During the hike the committee found significant bank erosion. Ontario Hydro has been approached about the concept of a fisherman's walk and a trail spur. Unfortunately, Ontario Hydro has considerable concern about public use of this area contributing to erosion and increasing security risks through close proximity to the generating station.



Ontario Hydro has recently erected signs and now actively discourages public use of this area. We hope this concept can be revisited with Hydro in the future.

# York Durham Sewage Treatment Facility

The Parks Committee has not yet had an opportunity to review potential park designs for this area. Generally, we noted that fill has been dumped in some areas adjacent to the treatment plant, creating a poor impression for the public.

Much additional land is held in this area for expansion of the sewage treatment plant. The committee believes that any future expansion must incorporate a substantial greenspace buffer between the plant, waterfront trail and lake.

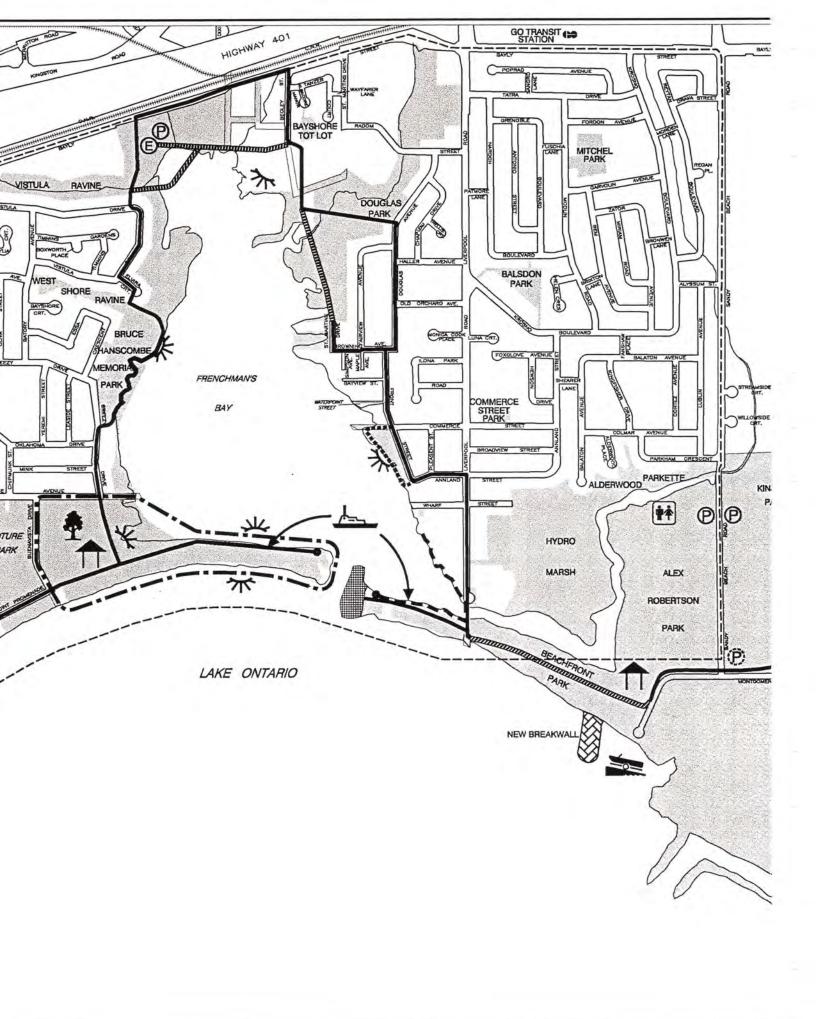
Pickering's director of parks has indicated that he would like to see development of a public beach in the area further east of the treatment plant. This area's proximity to Ajax will call for close coordination with that municipality.

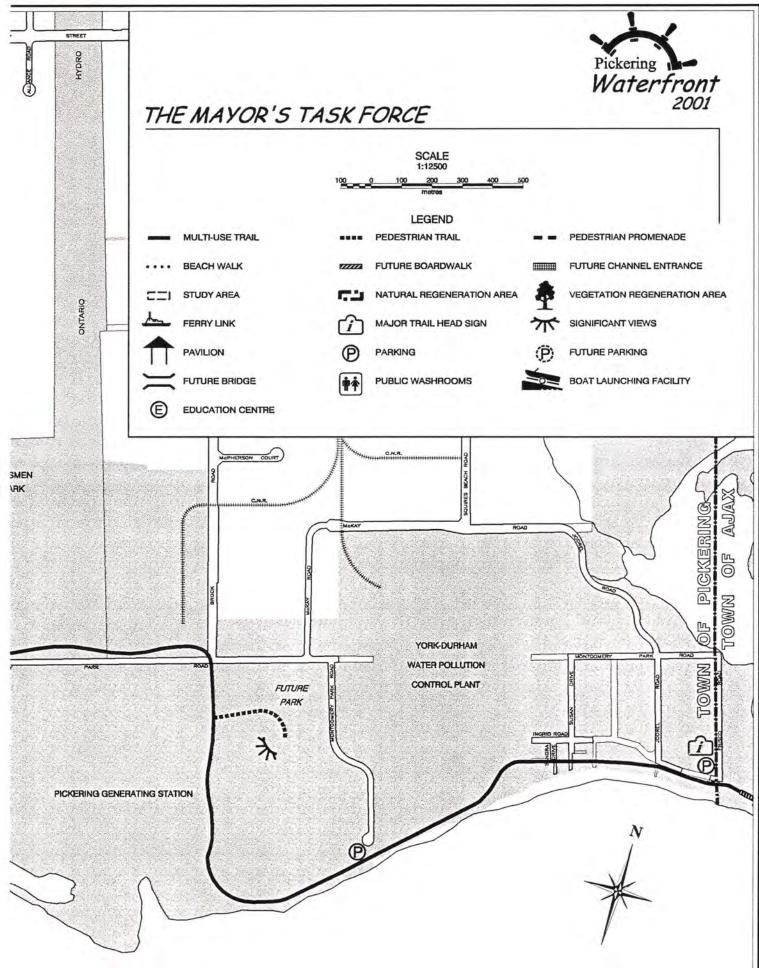


Pickering Waterfront Trail Map

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NOTE: NATURAL REGENERATION AREAS.
THE LONG—TERM OBJECTIVE OF T.R.C.A. IS TO AQUIRE ADDITIONAL
LANDS ADJACENT TO THE WATERFRONT AS THEY BECOME
AVAILABLE. LANDS IN PRIVATE OWNERSHIP ARE NOT SHADED.



The Waterfront Trail

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To determine the best route for the Waterfront
Trail in Pickering, three separate committees
were formed to look at the areas from:

- \* the Rouge River to West Shore Boulevard;
- \*West Shore Boulevard to Liverpool Road; and
- \* Liverpool Road to the Pickering/Ajax border.

During the summer, evenings were spent talking to trail users, walking the trail and trying to envisage opportunities to enhance its enjoyment.

## The Existing Trail Route

There are numerous challenges for users when walking the existing trail route. Signs are needed at various locations such as between Petticoat Creek and Surf Avenue.

Certain sections of the trail require immediate attention to improve pedestrian flow and safety. These include:

- design of trail entrances at the Rouge River and Ajax border;
- a bridge across the mouth of Petticoat Creek;
- stairs to allow better access to Park Crescent from Petticoat Creek;
- a connection from Breezy Drive to the waterfront through Frenchman's Bay West Park (and an observation deck out into the wetlands area);
- a new trail, principally on tableland at the edge of the Dunbarton wetlands, to move pedestrians (and possibly bicycles) off Bayly Street;

- a connection to Begley Street in conjunction with development at Begley and Bayly Streets and a new park concept for Douglas Park and the former Sandbury lands;
- an elevated boardwalk from Liverpool Road to Alex Robertson Park, subject to design approval from the Waterfront Regeneration Trust
- route finalization and construction of a trail from Brock Road to Montgomery, passing the Ontario Hydro information pavilion and returning to the waterfront at Brock Road

The waterfront trail, when first created by Pickering, followed numerous local roads for a variety of reasons including private ownership of land, streams, wetlands and the prohibitive costs of constructing a trail close to the waterfront.

In the next chapter entitled "The Frenchman's Bay Interpretive Trail", the committees have attempted to refine the route so that it will ultimately provide trail users with as much contact with the waterfront as possible.

#### The Great Divide

The western spit that separates Frenchman's Bay from Lake Ontario is a unique location along the Pickering waterfront. Unfortunately, because of the harbour entrance, the Waterfront Trail currently must go around Frenchman's Bay and does not enter this area.

When talking to and observing trail users, it was discovered that trail users fall into two distinct groups: those who use the trail for exercise and



want to cover a significant distance, and those who want to walk a small section of the trail and enjoy the waterfront.

Many trail users currently drive to Ajax, Whitby or Oshawa, rather than stay in Pickering. Trails in these communities are largely complete and offer few barriers to trail users.

Bicyclists who live on the west side of Frenchman's Bay take a number of Pickering's streets, enter the waterfront trail at Brock Road or Montgomery Road and proceed on the trail to Ajax and Whitby. Unfortunately this group does not travel through the commercial node at the foot of Liverpool Road.

We recommend a looping trail design, which allows users to return to their original destination. The area around Frenchman's Bay is rich with history and natural features and provides an excellent opportunity for a looping trail. Another shorter loop route could be marked around the Hydro Marsh, although this would require use of some neighbourhood streets on the north side.

The waterfront trail committee was strongly encouraged by the opportunities that would be provided by a pontoon boat link across Frenchman's Bay.

First, a pontoon boat could carry pedestrians and cyclists on a direct route across Frenchman's Bay to the Liverpool Road commercial node.

A waterfront trail across Frenchman's Bay should

then be possible within a short period of time.

A pontoon boat could complete the loop around Frenchman's Bay and allow the construction of an interpretive trail linking the various neighbourhoods, in the West Shore and East Shore communities, to the waterfront. The use of a small ferryboat is discussed in the chapter entitled "Bridging the Waters".

A pontoon boat would attract tourists from other parts of Durham Region and Toronto.

## Design of the Trail

To date the Task Force has concentrated on determination of a route for the trail. That information is set out in this document for public discussion. It is important to next determine an overall implementation plan for the trail, including the various materials to be used for the trail surface, lighting, disabled access and policies for accommodating all trail users, including bicycles and roller bladers. The Waterfront Regeneration Trust has developed manuals for trail design and access for the disabled. They advise that these manuals should be applied on a site-specific basis as various sections of the trail are constructed. The Task Force recommends that the Waterfront Regeneration Trust approve all designs for trail improvements.

The Waterfront Regeneration Trust has provided the report "Accessibility for Disabled Users - the Waterfront Trail - a Checklist". This should be followed in all aspects of trail and waterfront planning.



# Proposed Trail Route/Opportunities to enhance the waterfront trail

## View I Rouge River Valley

The entrance to the Pickering waterfront trail from Scarborough is at the foot of a steep hill and is surrounded by contrast. The Rouge River flows from the north into a wetland at its mouth and is sheltered from Lake Ontario by a dynamic sand barrier beach.

• The Rouge Park Alliance has prepared a plan to preserve and plant more than ten regionally significant plants growing in this area and on the bluffs. This plan includes removing intrusive species such as purple loosestrife. Efforts will also be made to mitigate soil compaction along the shoreline and discourage creation of trails down the bluffs, which should reduce erosion.

# View 2 Climbing the hill to Bella Vista Drive

The intersection of Rosebank Road and Bella Vista is on the new trail. There is an excellent view of the Toronto skyline across the lake.

- A trail head feature and sign should be constructed south of the train tracks, including landscape improvements.
- The main trail route should be aligned with Bella Vista Drive, not part of the railway right of way.
- Improvements should be made on the hill to make it wheelchair accessible.
- Local pedestrian/bicycle access should be allowed from only the Rosebank community via Dyson Road.

# View 3 Bella Vista Drive Rodd Avenue to Petticoat Creek Conservation Area

Continuing east along Rodd Avenue, one can bicycle or walk along Rodd Avenue into Petticoat
Conservation Area.

- Property acquisition requirements in the short term are minimal, with a long-term objective being to implement the TRCA acquisition strategy.
- In the long-term, the Task Force would prefer to see the trail follow the southern part of Bella Vista to Rodd Avenue, thereby bringing trail users closer to the water and along a street which is significantly less busy. This option should be discussed with local residents before construction commences.

# View 4 Trail Options inside Petticoat Creek Conservation Area

Bicycle riders should follow the bicycle route along the interior roads, through the entrance gate, across Petticoat Creek and along a new bicycle trail to the end of Park Crescent.

Pedestrians can walk along the top of the banks on an existing gravel path, or along the sand on the beach which will be left in a natural state.

- Petticoat Creek Conservation Area has an activity centre, washrooms and trail parking.
   Opportunities to enhance park activities are discussed in the chapter entitled "Enhancing Recreation Opportunities".
- Options for handicapped access to Petticoat Creek on the main pedestrian trail, at least from the west side, should be explored.





 Landscape techniques, mitigating the impact of a future trail between Whites Road and Park Crescent on Broadgreen residents, should be discussed.

# View 5 Walking through a Carolinian Forest

The upper bluff trail will take you through a variety of open spaces and a wooded area, which is an excellent example of a Carolinian forest. The use of bark chips on the trail surface is very effective in wooded areas to blend with the forest floor.

 There are opportunities to label various species of trees and other natural features throughout Petticoat Creek Conservation Area as part of an environmental interpretive element.

# View 6 Crossing Petticoat Creek-Pedestrians

At the western edge of Petticoat Creek the upper trail and beachwalk meet. The trail crossing should occur about 100 yards upstream from the mouth of the creek, where the interaction of the creek and lake constantly change the landscape. Human hands should never interrupt the interactions of nature in this fragile area.

- A raised boardwalk, connecting to Park Crescent, should be constructed upstream from the mouth of Petticoat Creek to preserve the mouth of the creek in its natural state.
- To implement the Pickering trails initiatives, a future trail should be constructed northward along Petticoat Creek

## View 7 Approaching Park Crescent

Having crossed the bridge, there is a choice of continuing east on the sand beachwalk or climbing the rather steep hill up to the end of Park Crescent.

- There are opportunities to construct additional steps up to Park Crescent.
- The Fairport Beach Neighbourhood

  Association has begun implementing a plan to construct a small park on the south side of Park Crescent, which will bring the walking trail off the road and provide a gateway to the central section of the Pickering Waterfront Trail.

# View 8 Park Crescent to West Shore Boulevard

Bicycles: Will follow Park Crescent then proceed right onto Surf Avenue. When the pontoon boat begins crossing the Frenchman's Bay spit, bicycles will go south to the end of West Shore Boulevard and follow the new bicycle route in Frenchman's Bay West Park. Until this link is achieved, bicycles will go north on West Shore, then east on Sunrise and follow the Frenchman's Bay Interpretive trail route.

Pedestrians: Will follow the same route as bicycles, until such time as the property acquisitions are achieved. The pedestrian trail would then be moved to the top of the bluffs, affording an excellent view of the lake and Frenchman's Bay.

 Acquisition of remaining private properties adjacent to Fairport Beach between Cliffside and West Shore is considered a priority, at which time the pedestrian portion of the trail will be moved to the top of the bluffs, off Surf



Avenue. The trail is blocked currently by two houses at Marksbury and erosion does not permit the trail to follow the edge of the water. Trail design should be discussed with local residents and their community association. The feasibility of combining trail use in this area for both bicycles and pedestrians should be considered.

### View 9 Frenchman's Bay West Park

The waterfront trail at Frenchman's Bay West Park would follow westerly into the central portion of Pickering's trail. At the edge of the dynamic beach, east of Buenavista on the tableland, users would be able to buy refreshments and obtain information on the trail. There would also be a choice between following the Frenchman's Bay Interpretive Trail (see separate chapter) or following the waterfront trail out to the end of the sand spit where a pontoon boat would carry passengers on a two minute ride across to the eastern spit. Extra care must be taken in designing the trail on the spit, (the tentative location is the north side of the spit), so sand dunes are allowed room for regeneration where the existing road is located. The Waterfront Regeneration Trust must be consulted on the design of this trail.

- \* The Pickering Rotary Club has indicated a commitment to sponsor this park. Corporate sponsors and public donations are required to implement the ambitious plans for this park.
- Provide unique natural setting for the regeneration and preservation of nature and interpretation of it to the public.
- · Establish a formal garden, perhaps spon-

sored by Pickering community associations.

· Provide family water sports facility.

# View 10 The Channel Entrance from the East Side

At the eastern side of the Frenchman's Bay Spit users would find a different atmosphere. They would have the option of walking out to the end of a short pier beside the channel entrance and sitting down to observe the lake and the boats entering the channel. On a clear day it's possible to study the Toronto horizon.

 At the departure and arrival area for the ferry it is recommended that a small square area be built using an interlocking brick style, with seating similar to what is being proposed for the south end of Liverpool. (Style similar to Colonel Sam Smith Park in Etobicoke.)

## View II The Eastern Spit

- Pedestrians would have the opportunity to walk east along the north side of the east spit on a boardwalk, which would double as a pier for transient (day use) boaters. The southern side of the spit would be left in its natural state, so trail users would be able to stroll along the natural beach.
- Bicycles would proceed along the gravel trail, in the centre of the spit, to the south end of Liverpool Road.

## View 12 South end of Liverpool Road

 The design of this area is discussed in the Chapter entitled "A Liverpool Road Tourist Node".



# View 13 From Liverpool Road to Alex Robertson Park

 A raised boardwalk or similar material, acceptable to the Waterfront Regeneration Trust, is required in this section. Design must give consideration to wave action since this area is a dynamic beach.

# View 14 From the Spit to Sandy Beach Road

- The trail route should go along the hydro security fence.
- The existing gravel trail should be upgraded to asphalt..
- As part of adding a boat launch in this area and making Sandy Beach Road an entrance to the beach area, it is hoped that washrooms will be provided in this area.
- A trail spur should be provided in Alex Robertson Park to connect the trail in the south end to parking facilities in the northern part of the park.
- Opportunities should be explored to place interpretive signing along the edge of the Hydro marsh, with a possible lookout.

## View 15 Sandy Beach Road to Brock Road

• This section was completed in 1997. The town should explore, with Ontario Hydro, the opportunities for interpretative signing, which explains the functions of the various buildings on the Ontario Hydro property. In addition, a sign should be erected directing trail users to the Ontario Hydro information centre.

# View 16 Brock Road To End of Montgomery Road.

• The town has delayed its trail construction

- in this area pending resolution of uncertainty surrounding a landfill site in this area.
- The Task Force has identified this area as a Study Area. Specifically:
- Opportunities should be explored (subject to Atomic Energy Control Board regulations, Ministry of Energy and Environment regulations, public safety concerns, and accommodation with existing industrial activities east of Brock Road on Hydro lands) to bring the trail back to the waterfront by routing the trail southerly from Brock Road.
- Subject to results of research, opportunities should be explored to reintegrate the landfill site into the waterfront parks system with a lookout at its peak.

# View 17 South end of Brock Road at water "Fisherman's Walk"

- On the assumption that the trail runs south from Brock Road to the water, an opportunity exists to construct a spur trail west at the water's edge (subject to approvals which, at this time, Ontario Hydro has been unable to give because of safety concerns). The spur trail would provide better access to an area on the east side of the plant where the water discharge point is located. This has the potential to become an extremely popular place for fishing, although access along a narrow trail extending to the end of Montgomery Road, is difficult.
- The best possible route would involve this spur route and then a connection northward passing the nuclear information centre and extending to Montgomery Road.



# View 18 End of Brock Road to Durhamdale Facility at end of Montgomery.

\* If the final design of the trail allows an extension south from Brock Road, then a new trail can be constructed on the Ontario Hydro property to Montgomery Road. There has been considerable bluff erosion since the original fence was installed by Ontario Hydro. This fence must be moved further back from the top of the bluffs before a trail can be constructed.

# View 19 Montgomery to the Ajax Border

- The recently constructed paved trail to the Ajax border is a welcome addition.
   Opportunities should be explored for landscape improvements along the edge of the water treatment plant. Further expansion plans for his facility should ensure that an appropriate green space corridor and landscape buffers are provided.
- The need for parking, washrooms and lighting should be considered as part of future parks planning along the route.
- A trailhead should be provided at the Ajax border.

#### Trail Features:

The East Trail Committee had the following recommendations for the trail section from Ajax to Sandy Beach Road.

The trail surface should be asphalt, of approved width, everywhere except on the beach, where it would be elevated wooden boardwalk, with a pavilion at the entrance(s).

## Signs and markers should:

- · remain vandal proof
- identify historical features and local industry/agriculture/prominent citizens
- · provide direction and mileage to features
- have 'you are here' maps showing relationship to nearby features
- provide directions for side trips by foot/bike/car
- ask questions and provide answers on a separate sign further along the trail
- · include "Do Not Feed the Geese" signs
- · integrate lighting

## Safety features should include:

- bike/pedestrian separation (lines on ground, or separate paths where traffic warrants)
- phones
- · lighting, especially on boardwalk area
- road crossing signs (crosswalks); barriers where trail is close to cliffs or other hazards
- trail etiquette signs (how to safely pass pedestrians when on bike, etc.)

#### Amenities should include:

- passive green space with shelters/picnic tables/BBQ's (Alex Robertson)
- tree plantings(regenerated woodlands where appropriate [NE corner of Brock Rd. and Montgomery Park Rd.]
- gardens (natural wildflowers, decorative, formal)
   [involve local garden society]
- statues, other works of art (murals, etc.)
- · lookout points and gazebos
- benches for resting/viewing [double-sided]

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The perimeter of Frenchman's Bay is rich in natural and cultural history and provides an excellent setting for educating visitors to the waterfront. In this chapter we take a fall walk around the bay, catch glimpses of the natural surroundings and attempt to relive the early history of Frenchman's Bay.

At the West Shore Community Centre, one is immediately drawn to the beauty of the Canada geese as they fly toward their daytime feeding grounds in north Pickering.

On the trail from the community centre toward Frenchman's Bay, the beauty of the wetland area is apparent. The water is low on fall days exposing substantial mudflat areas where different species of shorebirds find refuge. To the east, a Blue Heron might be seen perched atop an exposed stump. Osprey might perch atop a post at the north end of the bay; in September they can be seen in this area, often with a fish in its mouth. In the summer of 1996, naturalists sighted a great white egret in this area.

In spite of the overall poor physical condition of the bay, the number of bird species found using the bay area has remained high, possibly because of the ever-decreasing numbers of suitable habitats elsewhere along the Greater Toronto Area waterfront. In fact more than 30 types of bird breed in various areas around the bay and more than 60 types of birds use the bay area as a migratory stop-over before and after making their trip across Lake Ontario.

In the sumac bushes an interpretive sign describes the "warbler woods" which are excellent for observing these birds. Other visitors to this area have included red foxes and until a few years ago muskrats and white tailed deer. The disappearances of the deer can be attributed to urbanization to the north and of the muskrats to the amount of silt that has accumulated in the bay.

Elsewhere in this report, we have described the need for a storm-water management wetland at the north west corner of Frenchman's Bay. This facility can also take on a vital role in public education and its design can assist in both enhancing existing wetlands and creating pedestrian access to significant features by incorporating board-walks closer to the reengineered wetland area. The Frenchman's Bay interpretive trail is intended to evolve as an outdoor classroom for its users.

#### Entrance to Trail

The West Shore Community Centre site should be developed to serve as the northern entrance to the Frenchman's Bay interpretive trail. A historical building can be relocated to this site and renovated to include tourism and nature displays, a classroom and a laboratory where records could be maintained on all environmentally sensitive areas in Pickering. This centre can also incorporate displays on storm water management, including actions residents can take to reduce the problem.

Immediately in front of the proposed new education centre, efforts could be made to regenerate



the wetlands to manage the storm water discharge flowing into Frenchman's Bay via Amberlea and Dunbarton Creeks. The design of this facility could include the construction of boardwalks throughout the wetland area with lookout areas at appropriate locations such as within viewing distance of the tern platform, upon which more than twenty nests were observed in the spring of 1997.

It may be possible in the future to staff the education centre with youth in the summer months for an interpretive program. The Wye Marsh in Midland has a very active interpretive program using a high proportion of student labour.

From the West Shore Community Centre, the trail would proceed south along the existing sidewalk. Immediately before Amberlea Creek, the trail visitor would have the opportunity to proceed west on a short trail made of woodchips. Along this one-block trail at the top of the north bank of Amberlea Creek interpretive signs might describe a number of the significant trees found in the area.

Two hundred feet along Amberlea Creek is another place to observe the shorebirds on the mudflats.

The main trail would proceed south on the sidewalk and then south on Vistula Drive and east on Elvira Court and into Bruce Hanscombe Memorial Park and the waterfront. From this vantage point the visitor has one of the best views of the bay and the Bay Ridges community.

In some areas of Bruce Hanscombe Memorial Park armourstone has been added to provide shoreline protection against erosion. In other shallow areas of the park, the cattails are reestablishing themselves along the shoreline.

The trail would return to Breezy Drive at the south end of Bruce Hanscombe Park. At the end of Breezy Drive, the future Frenchman's Bay West Park would begin. A priority one expenditure will be to construct a boardwalk, part of which will be elevated from the south end of Breezy Drive straight south to connect up with the waterfront trail. The location of this boardwalk will be to the extreme western edge of the wetlands area, to minimize intrusion into this sensitive environment. Design of this boardwalk should incorporate a lookout into Frenchman's Bay and interpretive signage to identify various plant and bird species.

In the future we hope the trail user in this part of Frenchman's Bay West Park will also have an opportunity to walk through an arboretum in which the existing trees will be labeled with plantings to maximize the diversity of plant life. As a prime objective, this additional planting should maximize the forest cover to the west of the existing wetland area. Emphasis should be placed on preservation of native species.



## Connecting to the Waterfront Trail

At the south end of this boardwalk, the trail user will join the main waterfront trail. At this intersection of the Frenchman's Bay interpretive trail and the main waterfront trail, it is recommended that signs be erected that show:

- . the route of the two trails;
- provide interpretation of the distinct areas found here, specifically the
   Frenchman's Bay Yacht Club wetland area, plant life found in the naturalized areas of the tableland and the dynamic beach found on the Frenchman's Bay spit area; and
- an explanation of the operating hours of the ferry.

#### **Shoreline Processes**

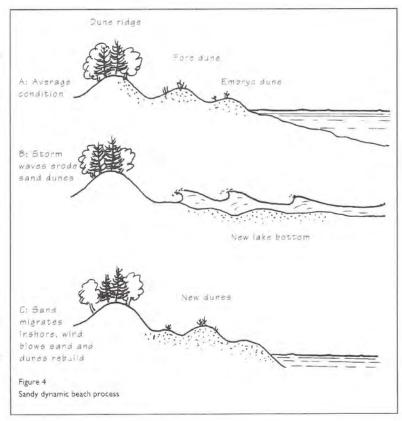
To better understand the changing pattern of the Lake Ontario landscape before us, it is important to understand how the lake itself functions: In its 1995 Lake Ontario Greenway Strategy, the Waterfront Regeneration Trust stated:

The primary driving force for long term shoreline change in this part of Lake Ontario is wave action cutting downwards into the lakebed, which in turn causes bluff erosion and slumping along the shore. The effects of wave action in altering shoreline feature are most apparent during storms in periods of high water levels.

The western spit is a world that changes daily with a dynamic beach where the sands shift daily and the prevailing wave action from the west moulds the seashore and constantly replenishes its sands with nourishment from the lake and sandbars further out in the lake.

Special attention must be paid to how barriers can be used to keep people on the edge of this unique area so that areas of sensitive vegetation and grasses are protected.

An interpretive sign could explain how important these grasses are to retention of sand on the beach.





The material underlying the shoreline ("substrate") will be the primary determinant of erosion speed, which can be from 0.1 to 0.75 metres per year. The Scarborough Bluffs area, with its fine-grained tills, shows the highest erosion rate. The only controlling substrate capable of reversible erosion is dynamic beach. Pickering is fortunate to have a dynamic beach separating Lake Ontario from Frenchman's Bay. A dynamic beach has a very deep sand deposit that can grow or shrink depending on the long-term supply of sediments provided by the adjacent shoreline.

These beaches and associated onshore dunes can erode quickly during high water events. During Hurricane Hazel in 1954, the Frenchman's Bay spit was dramatically reshaped. Over time, this sand will be returned to the beach and dune system. The spit receives some protection against breaking waves from sandbars located a few hundred yards offshore. It is important to maintain the onshore sand dunes, since these also function as a line of defense to prevent water from flowing over the spit area and speeding its destruction. In addition, restoration of beach grasses reduces the action of winds to carry the sand away from the beach area.

In the shallow areas of Lake Ontario, wave action moves material from the west to east across the Pickering waterfront. East Point Park in Scarborough provides a dividing line, with material in this area flowing to the west toward Toronto and to the east toward Pickering. The

effect of major shoreline stabilization projects such as piers, groynes and lakefill is to reduce the nourishment that the sand spit will receive in the future.

The Lake Ontario shoreline includes high-banked bluffs and low-banked marshes, such as those found in Frenchman's Bay and at the mouth of Duffin's Creek. Moving east on the spit, the redesigned Frenchman's Bay West Park has developed some areas on the north side of the spit that provide picnicking and seating at the water's edge where people can fish and watch the natural life in the bay. There is no sod in this area but rather, an abundance of natural plants acting as groundcovers. The new park plan has also resulted in the addition of some armourstone in this area to both protect the shoreline from erosion and enhance the fish habitat.

Interspersed between these seating areas are large areas that have been allowed to remain natural, particularly in the area past where the canoe club once had its trailers.

Interesting plants found on the spit area include:

Jewel Weed (touch me not) This plant has a small orange flower which develops into a half inch long seed pod. Children especially enjoy this plant, since touching the seed pod at the right time, produces an explosion of new seeds.

Adults also should be aware of this plant, since the stems are especially watery, and if people come in contact with poison ivy or a mosquito bites them, they should immediately break off a



branch of this plant and apply the clear juice to the afflicted area.

**Bone set** This plant grows about four feet tall, and the stem grows right into the leaf. The aboriginals used this plant to make an herbal tea that allegedly strengthens bones.

Horehound We see very little horehound candy today, which was sold in drug stores and said to soothe a sore throat. It certainly tasted good. This theory has its roots in a plant that grows on the western spit and was widely used for medicinal purposes by the Indians and early settlers.

**Milkweed** Another plant, which children enjoy and monarch butterflies depend, on is the milkweed plant, which can be identified by a three-inch-long seed pod, which bursts open in the fall sending out its seeds.

Purple Loosestrife Purple loosestrife is an invasive, non-native plant which has only recently been introduced into North America, with disastrous results. This plant thrives, particularly in marsh and wetland areas and quickly chokes out native species, resulting in reduction in the size of marshes. In Pickering, the TRCA recently introduced a type of insect that it is hoped will selectively attack this plant and slow its spread. At the mouth of the Rouge River, physical removal of this species is occurring with the help of a large number of volunteers. The public can help by making sure that this plant is not part of their perennial gardens.

Looking toward Lake Ontario, once past the beach area is a naturalized area which has a very

different form of plant life more adapted to the sand found on this side of the spit.

Here, plants use a variety of techniques to adapt to the sands. One of the most interesting plants is silver weed, which sends out tendrils that root to form new plants, much like a strawberry plant does in our gardens. This plant is a member of the rose family and has a beautiful small yellow flower. Children like it because the underside of the leaf is white.

Further east on the spit would be a sign leading to the proposed small ferryboat with a foghorn to summon the operator. At each crossing, the visitor would notice a large interpretive sign explaining the effect of siltation on the harbour entrance and how it is dredged every few years to maintain navigation in the channel. At the edge of Lake Ontario the beach consists of fine cobble, rather than the fine sand as on the other side of the bay. This side of the spit does not get the same nourishment from the Scarborough Bluffs, as the fine sand is stopped at the west side of the spit.

Along the northern edge of the east spit transient boats would add a vitality to the walk.

Bicycles would travel beside pedestrians on a trail designed for them in the centre of the spit.

Closer to the bridge past the south end of Liverpool Road, the waterfront promenade would become wider, and on the lower level, families could enjoy a day of fishing.



At the bottom of Liverpool Road, the trail would emerge into a large circular shaped seating area paved with interlocking brick. Activities would surround people as they sit to enjoy the view of the lake and waves rolling in.

## Historical Interpretive Centre

At the bottom of Liverpool Road the now-demolished lighthouse could be re-created on the north side of the bridge to serve as a tourist information booth and gateway to the commercial area from the waterfront. At the base of the lighthouse would be pictures of various historical sights from the Pickering East Shore Community Association photo collection. Copies of a walking tour guide to Fairport Beach, prepared by local residents, could also be made available.

Excerpt from Walking Tour Guide

#### 631 Liverpool Road: Circa 1895.

T-Plan to right with shed porch. Cambretop openings with replacement window and siding. Some original exterior millwork. Cottage flair and marine influence unique in Pickering Township.

NW Corner Wharf and Liverpool

Road: Circa 1885. Full stone foundation.
Original 8/12 massing with historic summer kitchen addition. Permanent configuration would indicate less of a cottage use and more of a full time occupancy.

## 699 Front Street Circa 1890:

Timberlane cottage with original 2/2 windows and shed porch. Later summer kitchen addition in rear. Original vegetation abundant.

560 Park Crescent: Circa 1865. Early classical revival structure with coursed rubble facade and decorative quoins. Original millwork and 8/8 windows completely intact. Bookend chimneys appear to be functional. Most site vegetation original. Later terrace addition to building perimeter. The property could be regionally significant because of its immaculate state and being a sole survivor in the vicinity.

Leaving the lighthouse area, the trail would proceed along the water at the edge of the East Shore Marina and then up Wharf Street to Liverpool Road and north one block on Liverpool and west on Annland. The trail would then be on the water's edge through a new park to the end of Commerce Street where it would rejoin Front Road and then Douglas Avenue until it reaches Douglas Park. Entering Douglas Park it would cross Pine Creek toward the northwest corner of the park. At this point it is proposed that a boardwalk be constructed and continue northwest along the north shore of Frenchman's Bay. A railing on each side of the boardwalk allows for enjoyment of the surroundings without intruding into the delicate wetland environment. (The bicycle route would follow Douglas Street, proceed west on Radom Street, north on Saint Martin's Drive and west on Bayly Street back to the West Shore community center.)

An interpretative sign should be placed on the archway under the railway tracks, where farmers used to bring their grain down Dixie Road to



Frenchman's Bay to load it on ships. South are some pilings and another sign would tell the public that this is where the dock was once located. Ahead lies the West Shore Community Centre.

The final location for the Frenchman's Bay interpretive trail route on the east side of the Bay will depend on future discussions with landowners and receipt of actual development proposals.

- In the area bounded by Commerce Street and the bottom of Liverpool Road, a 50-year plan would have the ultimate objective being a waterfront promenade along the entire waterfront. This can only be achieved through cooperation with local landowners or the acquisition of key parcels of land as they become available on the open market.
- In the area between Browning Drive and Pine Creek, the trail could be relocated to this area as part of a comprehensive redevelopment of Douglas Park and the Sandbury Lands. The committee did not recommend location of the trail in this area immediately, since visitors would see very little walking through cattails six feet tall in this area.
- A development application is currently being processed for the area at Begley Street and Bayly Street. The Task Force recommends that the trail go to the south of this development rather than around it to the north.

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Opportunities for Long-Term Development



"Future development of the Rouge Duffin's Landscape Unit should maintain development set-backs from the shoreline to minimize the need for shore armouring, to maintain the sand supply to barrier beaches and to encourage restoration of barrier beach natural qualities. In some parts of the Rouge Duffins Landscape Unit, the extent of appropriate setbacks still needs to be determined."

(Lake Ontario Greenway Strategy: Next Steps, p. 48)

Thus far, the focus of this document has been entirely on the development of the Pickering waterfront as it exists today. Mr. Harold Hough, representing the Pickering Harbour Company, has presented some options for future development of the bay. One of his proposals involved lakefill adjacent to the eastern spit to create land for additional parking and recreation uses and substantial new marina capacity.

As part of the task force's western bus tour, we visited both Colonel Sam Smith Park in Etobicoke and Lakefront Promenade Park in Mississauga. Both of these parks have been constructed on lakefill and provide excellent examples of the integration of marina and yacht club facilities into public parks. Both parks also demonstrate how fish habitat can be improved and, in the case of Lakefront Promenade Park, a very well designed public fishing dock was instructive for future integration into the Pickering waterfront.

Enthusiasm for immediate implementation of a lakefill concept on the Pickering waterfront was

dampened considerably once we were made aware of the cost. Lakefront Promenade Park cost more than \$20 million to build. The disappearance of government programs that funded key aspects of construction and government reluctance to approve lakefill proposals made it more difficult.

There is now capacity to return marina utilization from approximately 350 boats to the 600 boats that were accommodated in Frenchman's Bay at one time. Given this excess capacity, we did not consider public expenditure on additional boat facilities to be an immediate priority.

Concerns related to waterfront development on lakefill include its proposed location in front of the eastern half of the dynamic beach that guards the entrance to Frenchman's Bay. It is the only lakefront area in Pickering that offers easy access to the waterfront without barriers such as cliffs.

If the vision expressed in this document is successfully implemented and as the population of the GTA grows, there may be a more pressing demand for parkland and boat docking facilities on lakefill. At that time, we may have the option to return the rather hostile coastline adjacent to the Pickering nuclear generating station to parkland. This area would have the added bonus of access from both Sandy Beach Road and Brock Road, thus reducing further pressure on Liverpool Road.

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Section (3)

Bringing the Vision to Life



Waterfront 2001 Action Plan



### Challenges and Opportunities

Throughout this project, Task Force members developed a vision for the Pickering waterfront, based on the Lake Ontario Greenway Strategy. This chapter sets out an action plan to implement this vision.

As a guiding principle in developing our plan. Committees adopted the Slogan "Capturing the uniqueness of the Pickering Waterfront" We challenge our residents to discover the Pickering waterfront and help us create a place which you and future generations are proud of.

#### Reversing Environmental Damage

Implementing the Lake Ontario Greenway
Strategy involves regenerating a healthy and sustainable waterfront ecosystem. A number of lessons must be learned from the rapid urbanization that has occurred along our streams. Corrective actions are urgently required to restore the long-term health of Frenchman's Bay and its tributaries. We must ensure that future development standards require the best possible storm water management practices.

The Environment Committee had an exciting summer, exploring many of Pickering's watersheds and the north end of Frenchman's Bay. This committee was headed by Dr. Nick Eyles, a Pickering resident and Professor of Environmental Sciences at the University of Toronto, Scarborough. Much of the actual field work for the Environment Committee's report was done by two enthusiastic students under Dr. Eyles's supervision. When

Dr. Eyles work took him out of Canada, one of these students Laura Clinton joined the steering committee.

The Environment Committee's report sets out the stresses on Frenchman's Bay and its streams with the objective of arresting the existing problems and over time regenerating Frenchman's Bay. This is discussed in a later chapter.

Educating the Public about Storm Water Runoff An important part of regenerating Frenchman's Bay is educating the public: whatever we do in our driveway, or on our lawn, will eventually affect Frenchman's Bay or Lake Ontario through our storm sewer network. This is discussed in more detail in the report from the Environment Committee.

#### Waterfront Access

Access must be addressed early in the process. This is particularly important, since the existing road and neighbourhood pattern places considerable constraints on what can and what cannot be done in each neighbourhood.

Improving Access to the Waterfront
In discussions with residents we found various concerns about access, including:

- improving pedestrian and bicycle access to, and enjoyment of, the water's edge;
- providing signs to clearly mark north-south vehicle routes to the waterfront;
- improving east-west vehicle connections along the waterfront;



- establishing bus connections to the waterfront; and
- ensuring the disabled safe access to the water.

# Improving Pedestrian and Bicycle Access to the Shore

The residents of Pickering are fortunate that large portions of Pickering's waterfront are publicly owned. In interviews with waterfront users, we found that our waterfront plays an important regional function; it is used by residents of Scarborough, Markham and beyond.

Residents indicated that a prime activity is walking, preferably at water's edge. Opportunities were identified to improve the trail route by bringing it closer to the water's edge as more strategic waterfront properties are acquired or easements received through co-operating with landowners.

Route Signs for North-South Vehicles
Pickering is a rapidly expanding community, and
the automobile is the major way for people to
get to the waterfront. The primary access route
connecting areas north of Highway 401 to the
waterfront is Liverpool Road. Liverpool Road
runs through a residential community, passes
businesses, a school, a seniors' centre and a
church. While it is the main access route to the
commercial node near the water, it cannot, and
should not, carry most of the traffic on the east
side of Frenchman's Bay. As part of design for

waterfront access, we identified Brock Road and Sandy Beach Road as primary access routes. We recommend that beach access be improved to the east end of the spit at Alex Robertson Park. These improvements would include additional parking, or shared parking with Ontario Hydro on weekends, to spread the parking load over a larger, non-residential area.

# Improving East West Vehicle Connections Along the Waterfront

No direct link exists between Liverpool Road and Sandy Beach Road, and the committee does not recommend additional road construction. It is, however, desirable to post signs to direct cars along the route from Liverpool Road along Krosno Boulevard to Alyssum Street and then to Sandy Beach Road to make the public aware of the most direct route between these streets.

A Markham senior citizen recently contacted the Task Force and explained his difficulty in finding Pickering's waterfront. He had first gone south on Rougemount Drive, where he found access difficult at the south end of Dyson Road. He then went to Rodd Avenue, only to find a deadend street. He next found his way to the Petticoat Creek Conservation Area and was discouraged by the \$7 parking charge for a brief visit to the waterfront. He then gave up. This situation indicates a need for signs at appropriate locations to direct visitors to waterfront areas.



# Establishing Bus Connections to the Waterfront

We encourage the extension of bus routes to the waterfront, especially to the south end of Liverpool Road and to Frenchman's Bay West Park, which is proposed for the south end of West Shore Boulevard, as demand warrants. Schedules can be geared to peak weekend periods and during festival events, with additional parking at the Pickering GO station. This approach has been used for the town's Canada Day celebrations.

Safe Access to the Water for the Disabled Most of us take access to the waterfront for granted. A successful waterfront must also provide opportunities for access by the elderly and the handicapped. A successful waterfront must be a playground that accommodates the needs of all residents regardless of their age or income level. Simple things such as seating areas facing major vistas, but also in close proximity to parking, will accommodate the elderly. In Mississauga we visited a park where cement access ramps lead into the lake to accommodate a wheel chair.

# Improving the Channel Entrance to Frenchman's Bay

The Task Force has identified improving the entrance to Frenchman's Bay as a priority.

Access from the waterfront must also be considered. At the present time, a prospective user of the Pickering waterfront is greeted by a rather ominous warning when entering the channel.

Owners of large boats docked at marinas in Kingston and Mississauga mentioned that the channel entrance was dangerous, with underwater rocks between the lighthouse markers and shore on each side of the channel. If Pickering harbour wants to attract the boating community, we must overcome the obstacles that send tourism elsewhere.

## Developing an Economic and Tourism Strategy

Task Force participants, in particular the Tourism Committee, spent considerable time looking at the economics of tourism opportunities on our waterfront. In this process, the Task Force agrees with the focus of both the Pickering Official Plan and the Integrated Shoreline Management Strategy to establish a well-designed commercial node at the bottom of Liverpool Road.

During its deliberations, the tourism committee wrestled with how to create the necessary number and quality of festivals and other attractions required to support a commercial node. Other considerations were mitigating the impact of a commercial node on residents and optimizing land use through an effort by the town and land owners to establish a joint venture with shared parking.

The Task Force recommends a process as part of phase 2 where all stakeholders, the Ajax-Pickering Board of Trade and the town's economic development office establish a blueprint for future development. Above all, this blueprint must set out a framework for a distinctive development, to give



people a reason to make the waterfront a destination. The Task Force believes that a distinctive promenade along the waterfront should be a prominent feature to maximize pedestrian flow close to business and reinforce waterfront accessibility. We saw numerous examples of waterfront promenades close to marina facilities, the best examples of which are in Cobourg and at Colonel Sam Smith Park in Etobicoke.

# Mitigating the Impact of Certain Existing Waterfront Uses

The York-Durham Sewage Treatment Facility and the Pickering nuclear generating station occupy substantial portions of Pickering's waterfront. Pickering has been successful in constructing a waterfront trail between Lake Ontario and the sewage treatment facility. Continuation of this trail on Hydro lands at the water's edge to the end of Brock Road should be pursued as shown on the map.

Ontario Hydro's West End at Sandy Beach Road Similarly, the Parks Committee identified a large area at the western end of the nuclear plant where solids from the Ontario Hydro water filtration plant are currently dumped. This licensed dump occupies a substantial lake frontage and presents a barrier to both a Sandy Beach Road entrance to the eastern end of the Frenchman's Bay spit and beach and the establishment of a boat launch facility directly into Lake Ontario at this, the Task Force's preferred, location. The Task Force has arranged with Ontario Hydro to remove this barrier to help achieve our proposed uses in this area.

## Developing Guidelines for the Development of our Waterfront

Pickering's Official Plan sets out a process for a detailed study of lands at the south end of Liverpool Road and for Frenchman's Bay West Park at the south end of West Shore Boulevard. The Task Force recommends that Pickering's planning department should carry out a detailed study of the Liverpool Road Area and the TRCA should update its plan for Frenchman's Bay West Park in order to fulfill this role.

As part of this report, the Task Force has commented on design in other areas, including parks and the waterfront trail. During the first phase of our work, we visited other waterfronts and saw how different design techniques and materials were combined to achieve an atmosphere that promoted tourist activities. In the successful areas such as Cobourg, Scarborough Bluffs, Colonel Sam Smith Park in Etobicoke and Lakefront Promenade Park, specific themes were consistently used throughout the park, including lighting, interlocking brick and shoreline treatments.

# Establishing an Equilibrium between Competing Uses

In preparing this document, committees had to reign in their enthusiasm for providing too many alternate uses at each site due to the potential impact of over-development on both the sensitive natural habitat and the potential negative impact of success on the immediate neighbourhoods.



Our top priorities must be to design with nature and to ensure compatibility with the surrounding natural habitat and neighbourhoods. We must also remember that we are planning a waterfront. The design of all buildings must consider the unique attributes of the waterfront and serve to enhance it.

We must be selective in the types of activities that we place on the waterfront, ensuring that those activities that do not require scarce waterfront land are directed to other places. For example, concern arose with respect to a proposal put forward to place an arena in Petticoat Creek Conservation Area. After considerable discussion at a Parks Committee meeting, a clear consensus emerged that the scale of this facility was inconsistent with people's objectives of having a conservation facility in our community and that it was not the type of activity for which people would come to the waterfront.

There was, however, full committee endorsement for an outdoor ice rink at Petticoat Creek
Conservation Area to encourage use and facilitate public enjoyment of Petticoat Creek
Conservation Area in the winter. An excellent example of a similar outdoor ice skating facility, in the shape of an oval, is in a wooded area of Gage Park in downtown Brampton.

The arena example described above illustrates another pressure we face due to the financial reality of today's government spending cutbacks. This proposal has its roots in an attempt by the conservation authority to find new revenue

sources to replace government grants slated to disappear by the year 2001 and on which Petticoat Creek Conservation Area depends for approximately 60 per cent of its revenues.

Balancing the Needs of Persons of All Ages
The success of the final plan will be judged as to
how well it meets the requirements for all ages.
This is discussed in detail in the chapter entitled
"Creating Waterfront Recreation Opportunities".

## Public Participation in the Regeneration Process

The Task Force was extremely pleased by the tremendous public support for its efforts. More than 100 people participated on committees, and an estimated 1,300 people viewed displays at the Task Force's store front and a substantial number made both oral and written comments. Space for this storefront was generously donated by Pickering Town Centre. This support was important to us as our ideas evolved during the summer. Maintaining this public support will be important as we move forward with the implementation of our ideas. Public support and resulting donations, volunteer labour and corporate sponsorships will be extremely important to the implementation process.

# Eliminating Jurisdictional Conflicts and The Impact of Funding Cuts on Government Bodies

During our discussions it became apparent that government funding cuts are having an effect on the continued operation and development of



recreation facilities in Pickering. Historically, Pickering has received tremendous support from the TRCA which has funded the acquisition of waterfront lands. This enabled the TRCA to construct a "regional conservation area", which we know today as Petticoat Creek Conservation Area, and to acquire additional lands in the West shore area, which had been intended for use in the expansion of Petticoat Creek Conservation Area.

In 1991 a park plan for the West shore area was developed by the TRCA and the community. The community especially liked the idea of an educational facility at this proposed park and the use of natural landscape techniques to enhance the existing natural heritage of the park.

Unfortunately, this development never occurred because of funding cutbacks by the schools and at the TRCA.

The most recent challenge to the TRCA is to find alternate revenue sources for Petticoat Creek Conservation Area, which currently depends on Toronto and the Region of Durham for approximately half of its \$350,000 operating cost.

The first and easiest suggestion was to turn the operation of these facilities over to the Town of Pickering. The Parks Committee discussed this proposal in detail and concluded that each of the Town of Pickering and the TRCA should do what they do best. Specifically, the Town of Pickering should operate recreation facilities such as baseball diamonds, which cater to local residents, and

the TRCA should continue to operate facilities that cater to regional interests and maintain areas of natural heritage. During discussions with users of the West shore spit area it became apparent that this is a unique area catering to residents of Toronto, Scarborough and Markham. Most people interviewed were especially impressed by the unspoiled beauty of the western spit. It was the Task Force's conclusion that mechanisms must be found to continue funding of the TRCA so that it can continue its role in monitoring and regeneration of natural areas and to support regional conservation facilities such as Petticoat Conservation Area.

# Capturing the Uniqueness of Pickering's Waterfront

As members of the various Task Force committees discovered the Pickering waterfront and visited other waterfronts, we saw the features that make ours different. With different natural features, we have the opportunity to do something special.

The Task Force concluded that Pickering's first goal must be to build on this uniqueness to create attractions that will provide the critical mass necessary to both serve the needs of Pickering residents and to make Pickering a tourist destination.



Section (4)

Toward Sustainable Growth



The Ecosystem Approach

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The ecosystem concept recognizes that you are new, yet not new. The molecules in your body have been parts of other organisms and will travel to other destinations in the future. Right now, in your lungs, there is likely to be at least one molecule from the breath of every human being that has lived during the past 3,000 years; the air around you will be used tomorrow by deer, lake trout, mosquitoes and maple leaves. The same is true for water, sunshine and minerals. Everything in the biosphere is shared: W.J. Christie et al., "Special contribution on managing the Great Lakes Basin as a home" (1986) Journal of Great Lakes Research 12(1).

## The Ecosystem Approach to Decision Making

Task force members quickly became aware of the many interrelationships in the environment as we set out to determine the most appropriate vision for our waterfront.

We found many references to the ecosystem approach in literature published by the Royal Commission on the Toronto Waterfront and the Waterfront Regeneration Trust. These documents set out in considerable detail a definition of an ecosystem and a framework for decision making. Each of our decisions within our watershed-an important example being planning decisions and how development is implemented-have an impact on the Pickering Waterfront. Under the Ecosystem Approach, considerable study occurs at the macro level, within the watershed,

before any individual decisions are made, with the focus on the cumulative impact of development. The Waterfront Trust recommended that Pickering commit to the Ecosystem Approach in its official plan. The Task Force spent considerable time reviewing various documents on waterfront planning, and we agree that the ecosystem of planning provides essential direction for Pickering.

The following information is summarized from the text Regeneration, published by the Royal Commission on the Toronto Waterfront.

The ecosystem model evolved from many other concepts and movements concerned about environmental and human well-being. It incorporates other concepts such as sustainable development, conserving society, and healthy communities. The underlying concepts of the ecosystem approach include:

- · the ecosystem as "home"
- · everything connected to everything else
- sustainability
- · understanding places
- · integrating processes.

## The ecosystem as "home"

Each of us takes great pride in looking after our home; the ecosystem is our home on a much larger scale. Humans and all other living organisms are part of the ecosystem. It provides for all of our needs, and we must maintain and protect its health. During our lifetime, we are the stewards of the land and water which make up the biosphere.



In interpreting how to apply all of the different documents on the ecosystem approach to the waterfront planning, the Royal Commission on the Toronto Waterfront concluded that:

It is difficult, if not impossible for most of us to see how, as individuals, we can even begin to respond to global issues. However, there is a great deal of value in the environmental imperative to "think globally, act locally".

#### Everything is connected to everything else

During the summer as Task Force members worked on various committees, it became increasingly apparent to us that everything is connected to everything else. For example:

- When we put fertilizer on our lawns, or wash our cars on the driveway, or our cars leak oil, excess will eventually find its way into the storm sewers and then into creeks that flow into Frenchman's Bay or Lake Ontario.
- \* As we build new homes and pave roads, we speed up the flow of rain water into our creeks and overtax their ability to carry these flows, which contributes to rapid erosion of stream banks. All of this eventually finds its way into Frenchman's Bay or Lake Ontario.
- We must be careful when constructing shoreline piers or groins north-south along the beach to stop erosion, since we

may inadvertently cut off the flow of sand which feeds the dynamic beaches on both sides of the entrance to Frenchman's Bay.

- Trail construction, particularly on the dynamic beaches should never interfere with the natural processes. Any manmade structures must be designed with their surroundings and be capable of withstanding future storm conditions — or we should leave the land natural.
- Expenditures for storm water management facilities adjacent to Frenchman's
  Bay and Highway 401 will create manmade solutions to problems that have arisen from the lack of proper storm water management facilities, both when new subdivisions were built and when the 401 has been introduced. Very little land now remains to accommodate storm water detention facilities and a dual purpose facility at this location will be extremely beneficial in the long-run, both in improving water quality and quantity in Pine Creek and in improving the quality of runoff from Highway 401.

Relationships between ecosystems can be described as three interlocking concepts:

- Environment
- Community
- Economy



In Pickering, council recently implemented the healthy community initiative, a step in linking the three concepts. The key is to ensure that the environment is considered in all decisions. It is expensive to fix an error after the environment is ignored in initial planning decisions.

#### Implementing the Ecosystem Approach

The ecosystem approach to planning recognizes that humans are one part of an ecosystem and that everything - economic, social and environmental - is connected to everything else. To effectively use the ecosystem approach to achieve a healthy and sustainable ecosystem, a comprehensive blueprint is required. This blueprint can only be created when people of all backgrounds work together to find the best solutions to the

challenges they face. We must avoid piecemeal actions; instead we must focus on all the variables and find the best solution. Our solutions for regeneration must incorporate protection, enhancement and restoration.

With this in mind, the tremendous volunteer efforts of the residents of Pickering in contributing to the work of the Task Force has been an inspiration and an excellent learning experience.

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Designing Parks with Geese in Mind

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This chapter incorporates selected excerpts on the life cycle and management of populations from the Canadian Wildlife Service bulletin entitled "Resident Canada Geese in Agricultural Southern Ontario".

According to accounts from 17th century explorers, the Canada goose was a native species. By the end of the 19th century, however, unrestricted hunting to support families virtually eliminated the species.

The Ontario Ministry of Natural Resources and local conservationists reintroduced Canada geese to Southern Ontario in the late 1960's and early 1970's.

Dramatic landscape changes, the loss of predators and the goose's own remarkable adaptability have helped numbers rise. This population growth has been encouraged by manicured parks, lawns, golf courses and agricultural crops in close proximity to ponds, lakes and watercourses.

Since 1960, the Canada geese population has increased dramatically, growing from 0 to approximately 250,000. The life expectancy of a Canada Goose is between 10 and 25 years, and breeding begins in its third year.

#### The Life Cycle of the Canada Goose

Most Canada geese mate for life, and both parents raise the young. Parents begin looking for nesting sites in late February and establish a nest in March. Preferred sites are surrounded by

water on grassy shorelines and other wetlands. The first eggs are laid in late March-two to eight eggs in a clutch. If the nest is disturbed, a new nest will be built and additional eggs laid.

Once the goslings hatch, they are often moved to an ideal location with easy access to food. This is especially important since the adults molt their wing feathers, leaving them unable to fly for about 40 days.

By late July, geese can fly again and feast on local parks and golf courses, doing significant damage. Pickering has some especially choice feeding grounds, since short grass clippings provide a banquet fit for a king in the minds of Canada geese.

During the autumn, our Canada geese are joined by their northern friends. Some continue south a far as Tennessee until the end of February. Unfortunately, many Canada geese remain in the Pickering area, because food is readily available on agricultural lands and so is open water throughout most of the winter. There have been some rather unfortunate occasions when the TRCA and local residents have had to rescue geese whose feet became frozen into Frenchman's Bay.

## Preferred Canada Geese Habitat

Geese prefer areas offering good visibility with few or no predators, which means that park lawns extending to the water's edge create an ideal habitat. The addition of low shrub borders obstructs the view for the geese and provides a habitat for predators, including foxes. Care must



be taken when selecting shrubs to ensure that, when fully grown, the leaves will not obstruct views for adults and police patrolling parks.

Canada geese feed principally by grazing and find the nutritious tips of grass plants especially attractive. Mowed grass clippings provide excellent feeding opportunities thanks to the constant supply of fresh, succulent growth. The older or coarser the plant, the less desirable it becomes. Similarly, geese spend a great deal of time north of the third concession, eating farm crops such as corn and fall wheat.

## Management Strategies for Canada Geese

- Discourage feeding of geese
- Pickering has posted several signs with the wording Do Not Feed the Geese. In contrast, other municipalities such as Uxbridge have been much more aggressive in posting signs that warn about substantial fines.
- · Public education
- One of the most important tools in managing the Canada Goose problem is to educate the public about how they can help.
- · Modification of habitat
- Natural barriers created between wetlands, or between water and parkland, discourage initial breeding. The denser the vegetation the better; however, dense vegetation will

encourage songbirds.

- · Choose alternative landscaping
- -Task force members visited a number of parks where alternative grasses and wild-flower treatments are used to discourage nesting and grazing. Perhaps the best example is Col. Sam Smith Park in Etobicoke, which has virtually no grass. No geese were observed in this park.
- Reduce frequency of grass cutting and increase minimum height of cutting
- Reducing in the frequency of mowing in areas not used for playing fields, especially beside water, will discourage geese, because they do not enjoy coarse, mature grass.
- · Plant grass buffer strips
- Research by Ducks Unlimited Canada has shown that grass buffer strips at the edge of water courses can reduce the flow of geese onto crops. Placing buffers at the edge of watercourses should have the same effect.
- Sterilize eggs
- -The Metro Toronto Region Conservation
  Authority currently participates in the oiling of
  eggs in nests on the Pickering waterfront. The
  geese often respond by laying new eggs. This
  repeat nesting has been observed up to five
  times in one season and unfortunately, oiling
  eggs is an extremely time consuming process.



#### · Scare techniques

In some settings, the random use of strobe lights and noisemakers has been effective, but timing is extremely important. It is a good idea to continuously monitor sites and scare techniques are particularly effective in mid to late June when the geese are beginning to molt.

### Erect Temporary Barriers

"Both temporary barrier fences and Bird scare-Flash-Tape placed between the water and the crops [lawns] are effective. A couple strands of fluttering, shiny red and silver mylar tape or highly visible material at goose and gosling height can significantly deter geese from crossing to the crop. Although adult geese can fly over the barrier, goslings won't follow. Since adults will not leave their goslings, crop damage is avoided".

Some people and organizations advocate hunting as a form of population control. This is not practical in Pickering since substantial portions of our rural area are close to the urban border where hunting is not allowed.

### Developing an Action Plan for Pickering

The Canada goose is an important part of our ecosystem when its population is controlled. Some consider it a beautiful part of the landscape. When developing designs for future waterfront facilities and parks, we must ensure that design will not encourage more Canada geese to make Pickering their home. Moreover, corrective action is required now to return various parks to the people. These include Bruce Hanscombe Park, Douglas Park, Front Street Park, Parkham and Bay Ridges Kinsmen Park.

The Task Force would like to acknowledge the efforts of Frenchman's Baywatch and TRCA in organizing the planting of dogwood along the edge of the bay at Bruce Hanscombe Park and at Parkham. Thank you to the many volunteers who made these planting days a success.

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Environmental Committee Report

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### Background and Rationale

The Lake Ontario shoreline creates a unique identity for the Town of Pickering. Managing this resource and balancing the interests and needs of residents, visitors, wildlife and industry is a major challenge. In July 1997, Mr. D. Steele, Chair of the Mayor's Waterfront 2001 Task Force on the Pickering Waterfront asked for an environmental assessment of the waterfront from the mouth of the Rouge River to Duffin's Creek. To this end, a committee was established under the chairmanship of Dr. N. Eyles (University of Toronto at Scarborough) and co-chaired by Mr. J. Dike (Frenchman's Bay Yacht Club). The committee was composed of local citizens and representatives of various agencies. The committee was given 3 months to report. Comments received on the Interim Report presented in October 1997 are incorporated in this final report.

### **Objectives**

The overall objective of the Mayor's Task Force is to provide a vision of the waterfront well into next century and to propose means of implementation. A central theme of the Task Force's efforts was to ensure a sustainable viable future for the waterfront and its natural resources. Clearly, proposals had to be based on a good understanding of the current environmental conditions along the waterfront and their likely evolution over the next several decades.

The Environmental Committee had to work under severe time and resource constraints.

Urban growth and industrial development have impacted much of the Pickering waterfront. In

particular, rapid urban development of inland watersheds has resulted in the runoff of enhanced volumes of poor quality storm water and sediment. These problems are being faced throughout Pickering but the problem is especially acute in the case of Frenchman's Bay. There, urban runoff and sediment is focussed into wetlands at the head of a shallow enclosed lagoon that has only limited exchange with open lake waters.

### Focus of Study

As Crombie (1994) stressed in the work of the Waterfront Regeneration Trust, the key to a healthy and sustainable waterfront is protection and management of the watersheds that drain to that waterfront. The Pickering waterfront extends from the mouth of the Rouge River, across Petticoat Creek, along the shore of Frenchman's Bay and ends at the mouth of the Duffin's Creek. A comprehensive study of these various watersheds could not be completed given the limited time and resources available to the committee. Very early in the course of committee's deliberations, local citizens groups indicated that Frenchman's Bay should be the prime focus of our study. The bay has been referred to as the 'jewel of Pickering' and indeed, was the focus of the Township's historic core. The bay is recognized by the Town of Pickering as "a highly valued ecological community" (Town of Pickering, 1994, p. 1-26) and by the Toronto Region Conservation Authority (TRCA), as a focal point of regional significance' (TRCA 1996b, p. 26). Wetlands that partially fringe the bay are classified as Environmentally Significant by TRCA and in the Pickering Official Plan.



#### Summary of Findings

This report describes the results of a watershed study aimed at identifying the condition of creeks draining to Frenchman's Bay. Most of the watershed is heavily urbanized, which prevents infiltration of rainfall into the ground and results in creek erosion and the transport of large volumes of surface runoff and sediment to the bay. Despite its designation as "environmentally significant", the wetland area has drastically declined in the last 25 years, a trend reflected by the disappearance of several fish and bird species. Remedial action focussing on storm water management and wetlands restoration is needed urgently, if Frenchman's Bay is to retain its value as a wildlife habitat and recreation/tourism resource.

The conclusion of this report offers recommendations for rehabilitation and watershed management along with early action that can be taken to realize the vision of an ecologically sustainable area for future generations of Pickering residents.

## Frenchman's Bay Watershed: An Overview



Figure 1 North looking view of Frenchman's Bay in late Sept. '97.

Note discolouration of bay waters compared to Lake Ontario due to fine suspended sediment derived from the heavily urbanized watershed to the north (see also Fig. 16). The northern bay was fringed by continuous wetland in 1972 (Fig. 14) but large areas have been destroyed by urban storm water runoff.

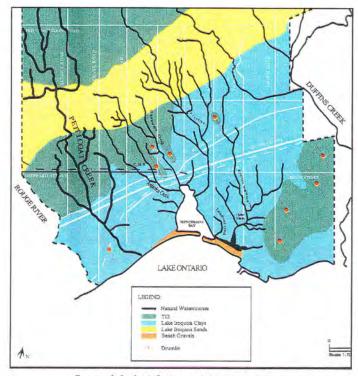


Figure 2 Surficial Geology and the Historical Drainage of the Frenchman's Bay Watershed

Frenchman's Bay is an enclosed shallow lagoon separated from Lake Ontario by a barrier beach rising to about 2 m above average lake levels (Figs. 1, 2). The beach is about 50 m wide and some 900 m long.

The lagoon consists of two linked water bodies Frenchman's Bay and Hydro Marsh, east and west of Liverpool Road respectively (Fig. 2). The bay has a surface area of about 55 ha with a mean depth of 75 cm and a maximum depth of 3 m. Historically, the bay was fringed around its perimeter by extensive wetlands. Frenchman's Bay and other coastal lagoons such as Grenadier Pond to the west of Toronto, formed some 3000 years ago during a phase of cooler, wetter climate when the level of Lake Ontario rose by about 2m



and flooded low lying valley mouths (McCarthy, 1986). At the present day, water levels in the bay fluctuate seasonally with those of Lake Ontario with a well-defined summer high level following spring snowmelt in the Great Lake Basins. Short-lived (hourly) fluctuations in level also result from wind pushing water into and out of the bay (seiches).

A 2200 ha watershed supplies water to Frenchman's Bay and extends northward to the foot of a major break in slope north of Finch Avenue (Fig. 2). This slope is the former cliffed shoreline of Glacial Lake Iroquois formed by ice damming of Lake Ontario some 12000 years ago. The Iroquois shoreline stood approximately 50 m above the modern level of Lake Ontario. Beach sands form an extensive belt along the base of the former cliff line. Groundwater discharging both from the base of the cliff line and from the associated west-east belt of Iroquois beach sands, is the source of the principal streams (Amberlea, Dunbarton and Pine) draining to Frenchman's (Ostry, 1979; Eyles et al., 1997). Muds deposited in offshore areas of ancient Lake Iroquois blanket large portions of the watershed and result in impermeable soils across the densely urbanized watershed. Low hills (drumlins) left by the last glacier to cover southern Ontario about 13000 years ago rise above the surrounding Iroquois muds.

The Bay is an important breeding, feeding and shelter area for many fish and other fauna such as birds. The area's biological resources have been

extensively documented by Nelson (1991) and TRCA (1995).

## Human impacts on the Frenchman's Bay Watershed

The first major human impact on the bay occurred around 1830 with large-scale European migration into southern Ontario. This resulted in widespread loss of forest covers, soil erosion from the watershed and the re-deposition of soil in the bay. This event is marked by the first appearance of weed pollen, such as Ambrosia (Ragweed), in sediment cores taken from the bay (McCarthy and McAndrews, 1988). A navigational channel was constructed through the barrier beach in the mid-nineteenth century to facilitate the construction of jetties at the northern end of the bay.

Subsequent building of Bayly Road, Highway 2, the CN railroad and Highway 401 created a wide transportation corridor and effectively cut off the Bay from the upper watershed. Streams draining to the bay are culverted and piped under the corridor. As a result, Frenchman's Bay is physically separated from its upper watershed.

Broad-scale environmental impacts arising from human activity intensified after 1970, when large areas of the upper watershed underwent rapid urban development. This phase is generally coincident with the building of Pickering Nuclear Generating Station which abuts the southeast corner of the bay. Much of the former wetland area along the lower reaches of Krosno



Watercourse was destroyed during construction of the station leaving only a remnant wetland (Hydro Marsh; Figs. 1, 2).

Frenchman's Bay lies immediately adjacent to Pickering NGS. Ontario Hydro is the biggest landowner and stakeholder along the Pickering waterfront. In this regard, we have been unable to address the important question of the environmental impact of Pickering NGS on the bay and its surroundings. Insufficient data exist regarding the storage or disposal (landfilling) of various waste materials present on the site and contaminants released into the ground, water and air during day-to-day operations of the plant.

Additional environmental impacts on the bay may arise from a fish farm (Coolwater Farms Ltd.) which is the largest commercial trout producer in Canada. The farm has been in operation since 1985 and uses infrastructure from a previous sewage treatment facility. Hot coolant water is piped from Pickering 'A' reactors and is mixed with cold water from Lake Ontario before being circulated through the fish farm. Forty million litres/day of warm (150 C) nutrient-rich effluent is released into Liverpool Creek which empties into Hydro Marsh. Circulation patterns and the movement of water within the bay are poorly understood.

Hydro Marsh also receives drainage from Krosno Watercourse and the industrial/commercial properties along Sandy Beach Road. Chemicals are routinely stored in outside building lots; waste dumping is also noted.

## Environmental Effects of Urbanization: General Considerations

### The Problem of Water Quantity

All urban communities face the problem of stormwater draining from watersheds covered by impervious structures such as roads and buildings. Precipitation is unable to drain into underlying soils, which formerly stored such water as groundwater and slowly released it year round as 'baseflow' to creeks (Fig. 3).

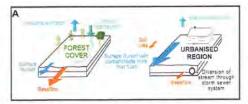
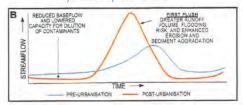


Figure 3. Effects of Ubanization on the
A) Function of A Natural Watershed and;
B) Pattern of Stream Flow



Upstream headwaters, where streams originate from groundwater discharges, usually marked by swamps and wetlands, have been hard hit by development. Rainwater now runs off immediately to creeks resulting in downstream flooding during major rainfalls and reduced baseflows during summer dry periods (Fig. 3). Stream valleys and associated ecological habitats, which evolved for thousands of years under a natural hydrological system, undergo dramatic changes in response to dramatically increased volumes of runoff. Channels are widened by erosion and channel sides are steepened and undercut. The eroded sediment is transported downstream where it



clogs channels, creates permanent barriers to fish migration and in turn, promotes flooding.

# The Problem of Water Quality

In urban watersheds, the quantity problem is compounded by associated impacts on water quality. Storm water draining from urban streets, parking lots, commercial/industrial lots, parks and residential lawns carries a very wide array of organic and inorganic chemical contaminants. Contaminant loads are particularly high in the early stages of a rainfall after extended dry spells (the 'first flush'). The chemistry of first flush water is remarkably consistent from one urban community to another across North America (Fig. 4). A major source of urban contaminants is derived from automobiles (e.g. roads, parking lots, direct deposition of combustion products etc). An additional source of surface water contamination in Canada is road salt applied in winter.

#### Loss of Wetlands

Of special concern in urban communities is the loss of wetlands to urban development. Across the GTA there has been a dramatic reduction in wetland areas since 1945 such that only 50% of former wetlands survive. Wetlands are now recognized as a critical multifunctional part of the urban watershed because they (a) provide life support for all types of microbial, invertebrate and vertebrate animals and microscopic and macroscopic plants; (b) act as natural filters for improving water quality by storing or processing nutrients, metals, contaminants and sediment; (c)

create open space and add aesthetic value for recreation, environmental and heritage education.

Watershed urbanization thus results in large volumes of poor quality stormwater. Urban stormwater has been found to be a major source of contaminants in Lake Ontario and ultimately, in municipal drinking water.

## Dealing with the Problems of Urban Stormwaters

Across the Great Lakes region, municipalities are beginning to deal with urban storm water management by including long-term Master Drainage Plans in their Official Plans. The Ontario Ministry of Environment and Energy have recently (MOEE, 1994) released guidelines for stormwater management as part of municipal watershed planning. Changes in development servicing regulations by the Ministry of Natural Resources now require post-construction storm water quality controls. Municipalities are facing tough challenges in the protection of water supplies, the provision of water-based recreational opportunities, maintenance of natural habitat, flooding and erosion control, and general maintenance of the quality and integrity of rivers, lakes, groundwater and wetlands. It is important to consider the sustainability of these resources and to manage them as effectively as possible such that future generations will not need to bear the cost of remediation. Land use decisions have to be made within the context of comprehensive watershed studies (MOEE, 1993a, b).



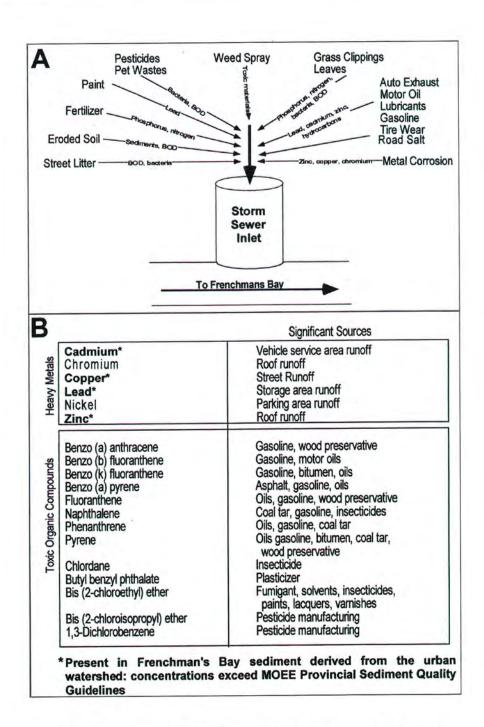


Figure 4. Impact of Urbanization of Water and Sediment Quality in the Frenchman's Bay Watershed



### Storm Water Control Measures

New urban developments are now closely scrutinized in terms of their ability to incorporate measures to control the volume and chemistry of stormwater runoff. A commonly used control measure is a 'water quality/quantity pond' where the 'first flush' of stormwater can be stored for a period of time and slowly released to streams. This detention process mimics the natural storage function of soils and sediments. These incorporate a permanent pool of water which allows for extended settling of suspended sediment and contaminants. Such wet ponds are constructed offline from the creek and flow is directed into the pond at high flows. Those that incorporate wetland vegetation ('constructed wetlands') result in enhanced removal of pollutants by natural filtering. Constructed wetlands have been described as 'one of the most promising stormwater management facilities' (MOEE, 1994, p. 104).

'Dry' ponds are retention facilities that have no permanent pool of water and later erosion and resuspension of sediment and contaminants by subsequent water flows is a major concern.

Other measures aim to accelerate the infiltration of water into the ground by the use of grassed swales, infiltration trenches and by directing roof leaders to rain barrels or rear yard soakaways. The latter is only feasible in areas of permeable soils. Increasing use is being made of oil/grit separators which are placed within existing storm water pipes and trap particulate debris and some contaminants. These require regular maintenance and are used in small, densely urbanized or industrialized catchments where space is not available

for pond facilities. The range of stormwater management measures, together with the advantages and disadvantages of each, are reported at length by MOEE (1994), Gore and Storrie (1995) and Schueler et al. (1997).

In recent years there has been a move to enhance infiltration of runoff in impervious urban catchments by the use of roadside ditches and grassed swales (Sabourin, 1997). These efforts are part of a growing trend at controlling urban runoff at their source.

A particular problem lies with 'retrofitting' existing urban areas where undeveloped space is at a premium and natural stream channels have already been severely impacted. Such is the case with much of the Frenchman's Bay Watershed where problems have been inherited from the rapid phase of urban development that began in the 1970's. This is compounded in the case of Frenchman's Bay because stormwater runoff is focussed into a shallow enclosed lagoon having limited exchange with open lake waters.

# Assessing the Environmental Status of Frenchman's Bay

#### Methods

The Frenchman's Bay watershed was systematically mapped in the summer of 1997 to objectively characterize the degree of urban impact and to prioritize those areas needing immediate remediation. The location of culverts and artificially channeled stream segments were documented, as were sites of stream bank undercutting, sediment



erosion and deposition. The presence/absence of aquatic vegetation along creeks was also documented. Electrofishing allowed systematic collection and documentation of fish species present along creeks. Together, these data were combined to produce a simple, qualitative measure of the relative degree of impact along streams.

The extent of wetland around the bay was mapped using air photographs taken in 1939, 1972 and 1993. A photographic overflight of the bay was also made in August 1997. Data on water and sediment quality in Frenchman's Bay, together with species lists of fauna and flora, were provided by the Toronto Region Conservation Authority. The Ontario Ministry of Environment and Energy provided data from their In-Place Pollutants Program. Pickering Harbour Company provided unpublished environmental impact studies regarding sedimentation in the bay. The

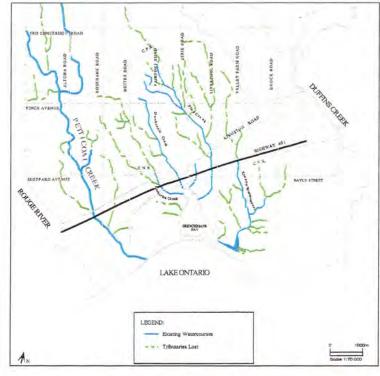
Ministry of Transportation allowed access to stormwater management plans for the newly widened Highway 401. Current MOEE stormwater management practices were reviewed.

#### Results

The results of this study clearly demonstrate that Frenchman's Bay has been severely impacted as a consequence of rapid urbanization of the upper reaches of the watershed. Since 1972, more than 50% of the tributary streams in the Frenchman's Bay Watershed (FBW) have been piped or culverted into remaining trunk streams (Amberlea, Dunbarton, Pine and Krosno creeks; Fig. 5). This system receives all storm waters in the watershed and essentially comprises a storm sewer system (Fig. 6). Separate sub-sewersheds within this system and their outfalls along creeks and bayfront areas were systematically identified and mapped as part of this project (Fig. 7).

Currently, there is no regulatory control on what

is flushed (and improperly discharged) into the storm sewer system. In 1984, a comprehensive master drainage plan was prepared for the Town of Pickering by Simcoe Engineering which identified stormwater management features designed to alleviate potential flooding and erosion problems. Dry ponds were constructed to prevent downstream flooding (Fig. 8) but have proved insufficient in preventing storm waters impacting the bay and fail to enhance water quality.



**Figure 5.** Tributaries Lost as a Result of Urbanization



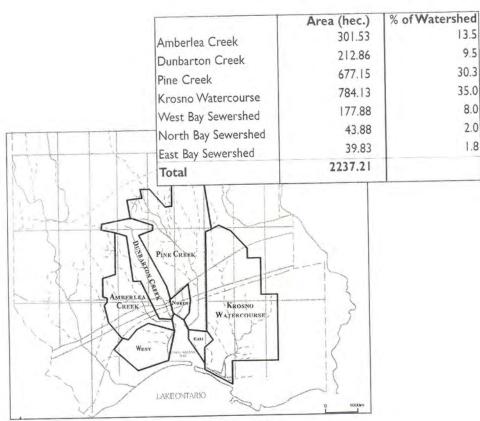


Figure 6. Drainage Areas for Storm Sewersheds

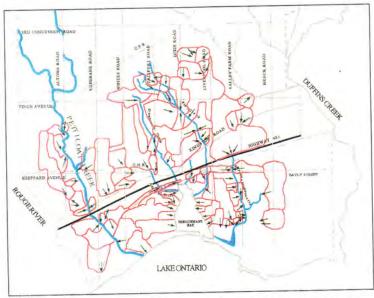


Figure 7. Existing Stream Drainage, Storm Sub-Sewersheds and Outfalls



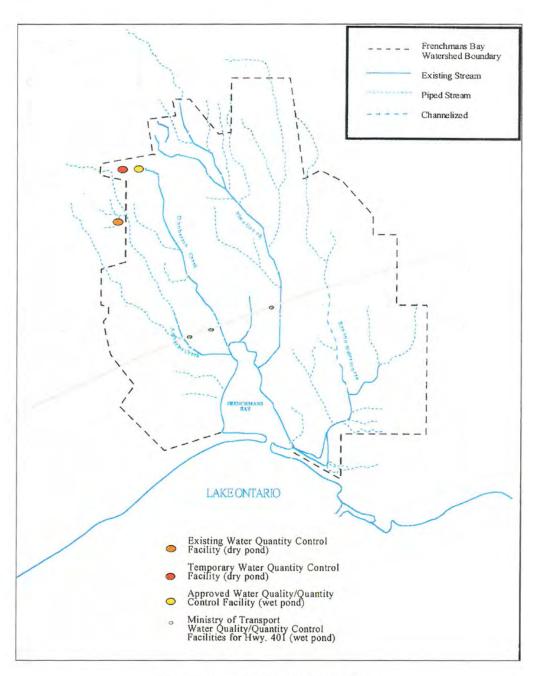


Figure 8. Existing Storm Water Management Facilities

Existing storm water management facilities within the Frenchman's Bay Watershed are limited.

Retention ponds, management by the Ontario Ministry of Transport, accommodate and treat only a portion of the runoff generated by the newly constructed collector lanes of Highway 401.



Newly widened lanes of Highway 401 drain into small wet ponds (Fig. 8) that allow some retention of stormwater and accumulation of contaminants (e.g., road salt, metals, oils and grease etc; Thiel, 1994).

All trunk streams draining the upper catchment area of the FBW are culverted under the Highway 401/2 transportation corridor (Fig. 9). Culverts have also been used for footpaths crossing the lower reach of Amberlea Creeks near the West shore Community Centre and Pine Creek at Douglas Park (Fig. 10). Whereas culverts are inexpensive to install, the environmental impact of these culverts is considerable. During the summer low flow period, water depths along the floor of the culvert are often insufficient for fish and create migration barriers. This is compounded by reduced baseflows to rivers during summer dry spells (Fig. 3). In addition, by focussing stream



Figure 9. Culvert on Pine Creek where it passes under Highway 401. Note erosion of embankment and that water and sediment from the highway is free to drain to creek (see Fig. 16).

flow during storms, culverts cause accelerated erosion at their downstream ends (Fig. 10). Fine suspended sediment is being released by erosion of Iroquois muds (see above) and is transported to the bay creating turbid, discoloured water compared to the open waters of Lake Ontario (Fig. 1).

Figure 11 shows the relative degree of impairment along the creeks draining to Frenchman's Bay. In general, the most severely impacted catchments in the entire FBW are Amberlea Creek and the upper part of Krosno Watercourse both of which have lost most of their original natural hydrological function and are piped or culverted throughout much their length (Fig. 10). No fish were recovered from that portion of Amberlea Creek above Highway 2 during an electrofishing survey in August 1997 (Fig. 12).

### Loss of wetland

Increased discharge of urban runoff to Frenchman's Bay after 1970 can be correlated with a dramatic decline in the area of wetland fringing the northern bay (Figs. 13, 14, 15). The formerly continuous wetland area of 1939 (Fig. 13) has been severely reduced and fragmented into small remnant patches.

This is the result of higher stream discharges from creek mouths, erosion of stream channel and lake floor substrates, increased sedimentation and water turbidity which limits aquatic vegetation growth. Increased carp populations, which disturb the substrate when searching for food, have played a role in loss of wetland.

With hindsight, the dredging of a large docking basin for a potential marina in the northeastern





Figure 10. Above.Culverts on Amberlea Creek close to West Shore Community Centre (left) and on Pine Creek at Douglas Park (right). These are responsible for enhanced erosion and lowering of the creek bed and the production of sediment that is transported to Frenchman's Bay (Fig. 16).



**Below**.Krosno Watercourse below Bayly Street (left).

The watercourse drains a commerciallindustrial sector where chemicals are routinely stored on outside lots adjacent to creek (bottom right).







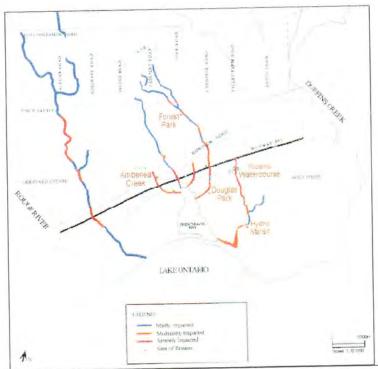


Figure 11. The Degree of Impact Exhibited by Remaining Creeks

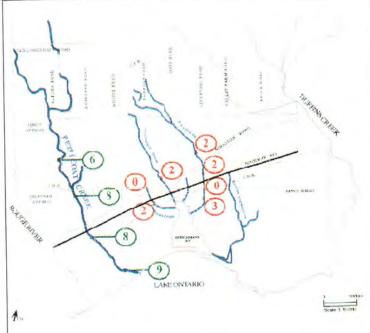


Figure 12. Number of Fish Species present in Frenchman's Bay Watershed Compared to that found in Petticoat Creek (Study completed August 1997)



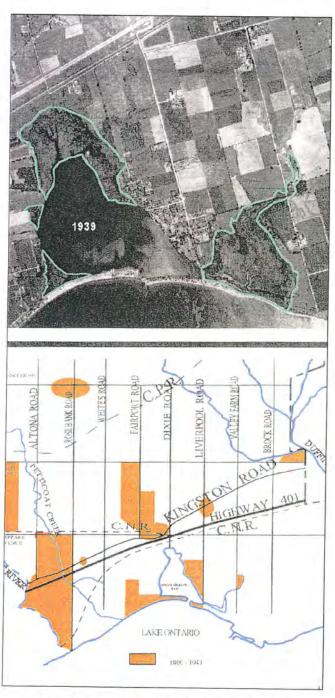


Figure 13. Area of Wetland, 1939 - Wetlands are highlighted

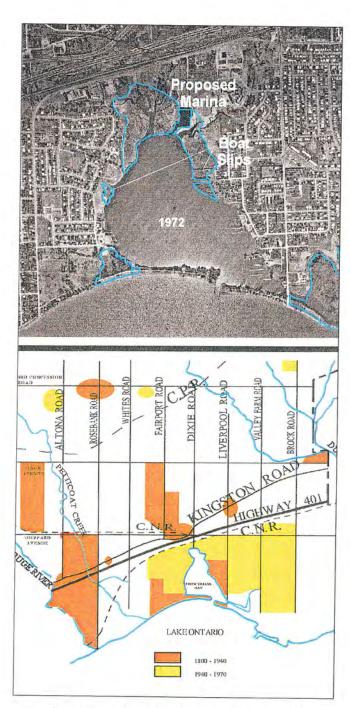


Figure 14. Area of Wetland, 1972 - Note infilling of part of Hydro Marsh by Ontario Hydro, removal of wetland for proposed marina in the north east corner and boats slips



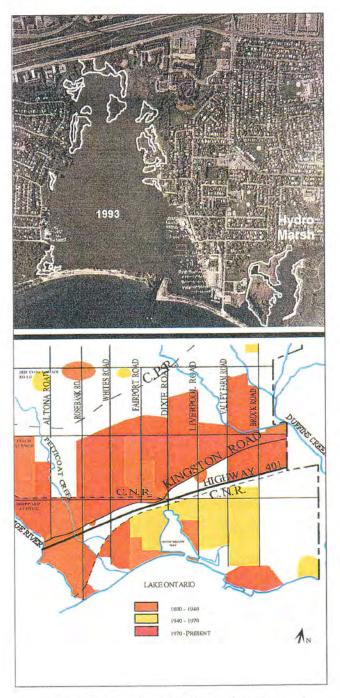


Figure 15. Area of Wetland, 1993 - Note fragmentation and severe loss of wetland area from Bay and Hydro Marsh



bay (Fig. 14) has been instrumental in the subsequent destruction of a large area of surrounding wetland (Fig. 15). Wetland has also been lost on the eastern margins of the bay as a result of homeowners cutting slips through the wetland to provide boat access to open water (Figs. 14, 15). These slips have initiated further erosion of the wetland.

### Sediment and water quality

Poor construction practices in the 1970's, whereby large-scale soil losses occurred during site clearance, resulted in the flushing of soil to the bay. Despite recent improvements in practice, sediment continues to enter the bay from roads and as a result of stream bank erosion downstream of culverts. This sediment accumulates as broad mud flats at the mouths of creeks (Fig. 16).

Chemical analysis of bay sediments derived from the urban catchment reveals that they are contaminated. MOEE Provincial Sediment Quality Guidelines are exceeded for many parameters such as Total Keldahl Nitrogen (TKN), phospho-



Figure 16. View over northern part of Frenchman's Bay showing large mudflat area derived from sediment-laden urban runoff from Amberlea and Dunbarton creek catchments (Fig. 6). As recently as 1972, the northern part of the bay was continuous wetland (Fig. 14).

See Figure 20 for proposed constructed wetland (Dunbarton Marsh) to restore former wetland area.

rus, cadmium, lead, copper, mercury, zinc, cyanide, oil and grease and total organic carbon (Fig. 4). Sediments show the same pattern of contamination as reported elsewhere for coastal lagoons impacted by urban runoff (e.g., Brassard et al., 1997). Analysis of water quality shows relatively high levels of chloride (from road salt), suspended solids and nitrates compared to other coastal wetlands in the Toronto area.

There are no data currently available to assess the impact on water quality of warm nutrient-rich effluent from the fish farm on the southeast-ern margin of the bay. However, the release of a large volume of warm water year-round prevents freeze-up in winter and attracts many hundreds of over wintering waterfowl such as Canada Geese.

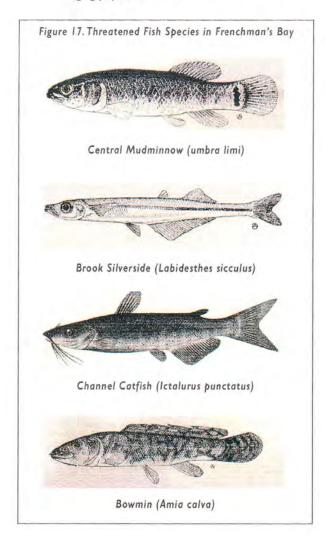
In general, grazing geese have heavily impacted parks around the bay. Data from other sites across Toronto show that goose droppings are a significant source of nutrients, such as phosphorus, in surface waters and lakes.

#### Loss of biota

The dramatic reduction in wetland habitat since 1972 is reflected by fish and bird populations. Fish surveys have been carried out in Frenchman's Bay by TRCA since 1974 to identify the overall health of the fish community. Loss of wetland habitat and increased turbidity has caused the disappearance of fish species such as central mud minnow, brook silverside and channel catfish (Fig. 17), and wetland birds such as



the least bittern. The bay continues to support northern pike which is used as an indicator species of the health of aquatic ecosystems; of particular concern is a lack of juvenile pike indicating decreased reproduction in the bay and an aging population at risk.



Wetland in the northern part of Frenchman's Bay is classified by the TRCA as an Environmentally Significant Area (and so designated in the

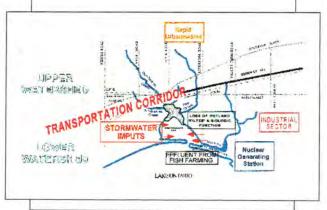
Pickering Official Plan) and is classified by the Ministry of Natural Resources as a Provincially Significant Wetland. Despite such designation no efforts have been made to protect it from the effects of urban development in the watershed. If continued unchecked, erosion will result in complete loss of the wetlands, marshland habitat and associated biota from the northern part of Frenchman's Bay. Zoning this area as 'environmentally significant' is no guarantee of continued survival unless mitigative measures are urgently undertaken.

### CONCLUSIONS

- I) Frenchman's Bay has been, and continues to be, severely impacted by urban and industrial development (Fig. 18). The contributing watershed has been converted to a storm water sewer system which empties, largely unregulated (Fig. 7), into the enclosed bay. Complete loss of the northern wetlands and associated habitat and biota can be predicted on the basis of current trends. Given the critical role of wetlands in creating habitat and filtering nutrients it is clear that the bay's ecology is not sustainable.
- 2) Unfortunately for the next generation of residents, the future promises progressive impairment and loss of function for the bay as an ecological and recreational resource. Existing stewardship of Frenchman's Bay is unsatisfactory because of a lack of recognition that the overall health of the waterfront is dictated by events that have occurred in the watershed leading into it.
- 3) Despite official designation as Environmentally



Figure 18. Summary of the Environmental Problems Associated with the Frenchman's Bay Watershed Urbanization Impervious Watershed Loss of Tributary System Reduced Infiltration Loss of Baseflow to Streams (Low Lows) Increased Surface Runoff (High Highs) Channel Erosion/Street Runoff to Storm Sewers Contaminated Sediment & Water to Frenchman's Bay Ecological Damage Progressive Impairment of Bay for Recreation, Tourism. Etc.



Significant by agencies such as TRCA and MOEE, and appearing as such in the Town of Pickering Official Plan, the bay remains unprotected from the impact of urban and industrial development in the surrounding watershed.

# General Recommendations for Rehabilitation and Protection of the Frenchman's Bay Watershed

## 1) Headwater protection

The key to a healthy, viable waterfront lies in headwater protection (Crombie, 1994). Much of the watershed draining to Frenchman's Bay is already heavily urbanized with the exception of the area lying north of Finch Avenue. This area lies below the Glacial Lake Iroquois cliff line and is underlain by Iroquois beach sands.

Groundwater discharge from this zone is the primary source of baseflow to streams draining to the bay. As such, this belt is especially environmental significance. Caution is required to ensure that a change in land use enhances or does not impair existing hydrogeological conditions in particular, the quality and quantity of water discharging to local headwaters.

At present, there is insufficient knowledge of existing groundwater and surface water conditions across the upper headwater zone of the Frenchman's Bay watershed. Baseline hydrogeological data are available from regional groundwater resource reports of the Ontario Ministry of the Environment (e.g., Sibul et al., 1977; Ostry, 1979) but they do not adequately reflect current understanding of the regional groundwater system (Gerber and Howard, 1997; Eyles et al.,



1997). This knowledge base needs to be rapidly developed and married to the planning process. This will ensure that future urban development is environmentally-appropriate and prevent further impacts on streams and, ultimately, Frenchman's Bay.

Such a study needs to address the following:

I) the hydrogeologic function of the Iroquois shoreline and associated beach deposits in the context of regional groundwater flows to Lake Ontario,

- the significance of identified aquifers and aquitards in terms of detailed linkages to surface waters, wetlands and other biota,
- quantify groundwater discharge to streams (baseflow),
- identify the sensitivity of aquifer systems to contaminant inputs associated with urbanization,
- 5) integrate the results of the hydrogeological assessment of the Iroquois shoreline and associated deposits with the urban planning process to arrive at environmentally-appropriate designs.

### 2) Fish farm

The appropriateness and desirability of having the effluent from one of Canada's largest fish farms enter the confined southeastern waters of Frenchman's Bay needs to be determined. There is as yet, insufficient knowledge of the environmental impact of metals such as copper and lead released with coolant water (Ferguson et al., 1997), nor suspended particulate matter, nutrients and any other additives resulting from the fish farming process, on Frenchman's Bay. A study

commissioned by Ontario Hydro (Copper and Zinc Condenser Emissions Study) is underway to identify the fate of coolant metals released from Pickering Nuclear Generating Station (Grieve, 1997). This study will also determine the bioavailability/toxicity of copper and zinc in the water and sediment in the vicinity of PNGS. Detailed work should be conducted in Frenchman's Bay as part of this study because coolant water and associated metals is released directly into the enclosed waters of the Bay via the fish farm.

- 3) Pickering Nuclear Generating Station
  Sources of industrial contamination to the air,
  water and ground surrounding Frenchman's Bay
  from Pickering Nuclear Generating Station must
  be evaluated and dealt with in order to fully
  assess and ensure the long-term environmental
  sustainability of the Frenchman's Bay ecosystem.
- 4) Ontario Hydro Lands Naturalization Ontario Hydro's Corporate Biodiversity Conservation Program encourages natural environment management of the Pickering Nuclear Generating Station site and adjacent lands. The Pickering Site Biodiversity Natural Environment Management Plan is in preparation for this year. It will be consistent with regional and community goals for the Pickering Waterfront. The goal is to plan and manage business activities to ensure the continued existence of native species and the ecosystems upon with they depend, within a regional context. The method is through actionoriented habitat conservation projects involving the local community and conservation stakeholders to improve decision-making, monitoring and



environmental education. Ontario Hydro has for several years supported work of this type on the Waterfront Trail east of the site at Duffin's Creek. Planning for naturalization of portions of Ontario Hydro property at Pickering was initiated during a March 3, 1998 tour of Alex Robertson and Kinsmen Parks by staff of Ontario Hydro, the Town of Pickering and the Toronto and Region Conservation Authority. Ontario Hydro staff participated in the Toronto and Region Conservation Authority's April 8, 1998 Frenchman's Bay Conservation Seminar and have partnered with the Conservation Authority and others to coordinate a community clean-up and planting day (April 25, 1998) in the buffer zone on the north shore of Hydro Marsh. The immediate focus of Ontario Hydro's biodiversity efforts will be on the Hydro Marsh. But other areas planned for future habitat improvement at Pickering include the woodland north of Montgomery Park Road between Brock Road and MacKay Road, the east site Waterfront Trail, Krosno Creek and the property south of Alex Robertson Park.

The Pickering Waterfront has the Rouge River as its western boundary and Frisco Road, which is just west of Duffin's Creek, as its western boundary. Frenchman's Bay is included in this area, and it is reviewed in extensive detail separately. Comments in this section will relate to the waterfront other than Frenchman's Bay. The Pickering Waterfront consists mainly to two types of shoreline. One type has a narrow cobble beach and a cohesive bank or bluff, depending on its height. The second type is a relatively wide

sandy beach that is dynamic in nature. (i.e. a zone of accumulated unconsolidated sediment that is subject to change from wind, waves and lake level.) The water movement along the shoreline is from west to east. There is little shoreline protection with the exception of the Pickering Nuclear Generating Station section of shoreline.

Specifically, the beach at Rosebank Road, Fairport Beach Headlands, Petticoat Creek, Marksbury Road and part of West Shore Boulevard are of the narrow beach, depending on lake levels, and cohesive bank/bluff type. The highest bluff is approximately 15 meters in height along the Petticoat Creek Conservation Area, with the transition to sandy beach occurring at the east end of the West Shore Boulevard area. The small sandy beach at the mouth of Petticoat Creek is typical of a small creek entering through an area of banks or bluffs. While the shoreline at the Pickering Nuclear Generating Station is protected with armour stone, the remaining shoreline east to Frisco Road is again a narrow cobble beach with a 3- to 4-meter cohesive bank.

Frenchman's Bay West and East Barrier Beaches consist mainly of gently sloping sand beach with signs of some dune formation particularly on the West Barrier Beach. The width varies from 50 meters and the crest of the beach is approximately 2 meters above average water levels.

Erosion is normal along any shoreline and is considered important to the ongoing natural process



of the lake. Most of the property along the shoreline is in either public or quasi-public ownership, and at this time, the natural process is not being altered.

From a watershed point of view, Petticoat Creek is the only watershed that is not commented on in detail. The source of Petticoat Creek is the old Lake Iroquois shoreline, which traverses agricultural land or major significant natural areas (i.e. Altona Forest) with most of the Creek running through wooded ravines. Stormwater from the urban area flows into the Creek and has impacted water quality and its hydraulic characteristics. These concerns should be addressed as part of the Town's overall Storm Management Program. Don Wismer, Senior Scientist, Ontario Hydro Nuclear - Environment

## Environmental monitoring and reporting of Data

In general, existing monitoring and reporting of environmental conditions in the bay and water-front area is conducted by several agencies (MOEE, TRCA, Ontario Hydro) with little integration of knowledge and data by a central authority.

A comprehensive monitoring network is required along the Pickering waterfront to identify the success or otherwise of remedial actions and the need for further action.

# Recommendations for Rehabilitation of the Frenchman's Bay Watershed

Recommendation # I: Amberlea Creek and

Dunbarton Creek quality/quantity offline ponds
and wetland (Dunbarton Marsh)

Amberlea Creek is the most heavily-impacted catchment in the Frenchman's Bay Watershed. Dense urban development across this catchment above the 401 transportation corridor, together with a narrow steep-sided stream valley below the 401, presents limited opportunities for upstream water quality/quantity control measures such as offline retention ponds.

One locality is that portion of the creek valley between Highway 2 and Highway 401 (Fig. 19). This area is undergoing major erosion of the stream banks and is in urgent need of naturalization and restoration. Pond construction should be undertaken in conjunction with restoration and planting.

A second offline water quality/quantity pond should be constructed at the mouth of Dunbarton Creek adjacent to the West Shore Community Centre. In combination with the pond on Amberlea Creek this would provide critical protection of existing remnant wetland areas in the northwestern part of Frenchman's Bay. In addition, these facilities would enable an aggressive program of replanting to be carried out in



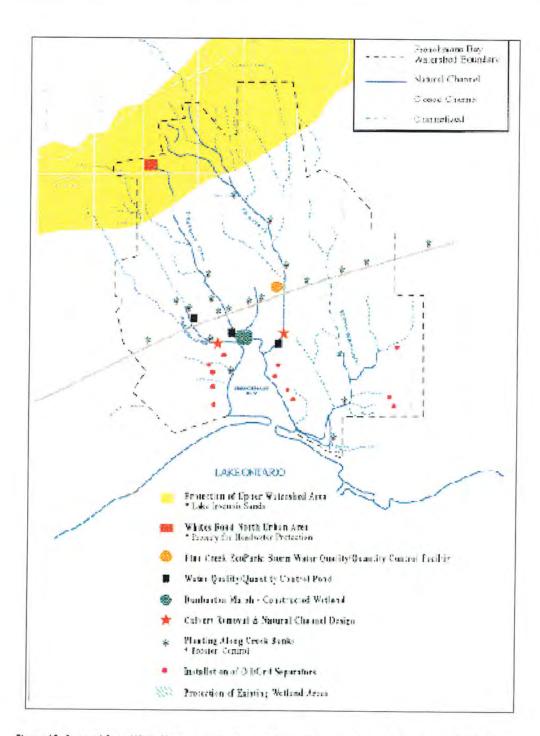


Figure 19. Proposed Storm Water Management Facilities and Habitat Restoration Projects in Frenchman's Bay Watershed



Protection of Upper Watershed

\* Deposits of Lake Iroquois

Zone of headwater/groundwater discharge. All Creeks of the Frenchmans Bay Watershed have their source area in beach sands along the foot of the Iroquois Bluff.

## Whites Road North Urban Area - Priority for Protection

\* Hydrogeologically & Terrestrially Significant

Further development must be environmentally sensitive. Detailed hydrogeological studies should be conducted to ensure minimal impact on baseflow to creeks and existing cedar swamps.

Pine Creek EcoPark

\* Potential Storm Water Quality/Quantity Control Facility

The identified location on Pine Creek presents a good opportunity to implement an off-line wet pond/wetland to manage the quality/quantity of storm water flowing to Frenchmans Bay

■ Water Quality/Quantity Control Pond

\* Potential to improve water quality and reduce erosion

Dunbarton Marsh - Constructed Wetland

Restoration of lost wetland at the mouths of Amberlea and Dunbarton Creeks. Improving the extent of emergent vegetation in Frenchmans Bay will restore both physical and biological functions, and create educational opportunities.

★ Culvert Removal and Natural Channel Design

Culverts at Douglas Park and Amberlea Creek cause major changes to the creek's natural function. The culverts are barriers to fish migration upstream and create high creek bank erosion

\* Planting Along Creek Banks

Planting vegetation such as trees and shrubs along creeks, parks, Frenchmans Bay and Highway 401 will help:

\* Control erosion

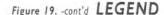
\* Intercept rainfall

\* Create habitat

Potential Location for Oil/Grit Separator

Oil/grit separators will control storm water quality before it enters Frenchmans Bay. Ideally, oil/grit separators can be placed at all outfalls. However, priority for implementation can be based on the schedule for road implementation projects, when pipes are accessible

Protection of Existing Wetland Continued planting





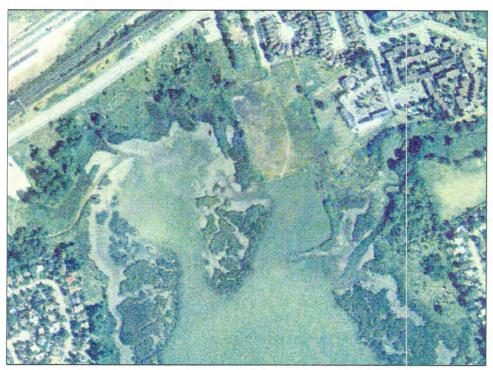


Figure 20. Above, existing conditions; and Below, air view showing simplified sketch of proposed Dunbarton Marsh; a large constructed wetland at the mouths of Dunbarton and Amberlea creeks. Rivers would be constrained by artificial levees allowing wetland planting in backwater areas and restoration of wetland area to that of 1972.





the Bay to restore the former area of wetland and to enable the wetland to function properly as habitat and life support for the Bay. Artificial levees (banks) could be constructed to guide creek flow through the wetlands during times of high flow (Fig. 20). The wetland could be constructed in protected 'backwater' areas. Such a system occurs naturally at the mouth of the Rouge River and Duffin's Creek. These areas provide a model for Dunbarton Marsh'.

The naming of the marsh honours one of the pioneering families to settle this area in the early nineteenth century. The existing creek mouths would be confined within artificial levees built out into the bay allowing storm waters to be directed into deeper water. This would restore much of the wetland area lost by erosion since 1972 and would also ensure the long-term survival of the wetland ecosystem in the northern part of the bay. This would be one of the largest regeneration projects being undertaken anywhere in southern Ontario. Construction of a wetland is facilitated by good road access to the northwest corner of the bay from Bayly Street.

Some enhancement of water quality and turbidity will be achieved as a result of the natural filtration processes provided by the extended wetlands. The scheme could be supplemented by installation of a limited number of oil/grit separators in the Amberlea catchment to provide additional quality control. During major storms sediment-laden water will be focussed directly into deeper water of the bay and may require periodic dredging; sediment traps could be incorporated

into the wetland design as well as some provision for restricting the entry of carp.

We recommend that public access to the wetland should be carefully managed given the importance of Dunbarton Marsh to the ecological sustainability of the entire bay. The marsh would create significant educational opportunities and enhance community awareness of watershed management issues. Consideration should be given to location of an environmental education centre on the margins of the marsh.

# Recommendation #2: Pine Creek EcoPark and Douglas Park pond

We recommend construction of two offline wetland quality/quantity pond, one adjacent to Pine Creek immediately upstream of the 401 on the undeveloped Town Centre West property and the second in Douglas Park (Figs. 19, 21). These would control storm water runoff to the northeastern bay and allow some remediation of water quality through wetland filtration mechanisms.

During recent widening of Highway 401, the Ministry of Transportation placed a large mass of fill within this valley of Pine Creek just south of the Supercentre (Fig. 21). Sediment is being eroded from this fill and from the steep embankments of the Highway and is then flushed directly into the creek and bay. Water depths in the culverts that pass under the Highway 401 are becoming shallower as sedimentation occurs and fish migra-





Figure 21. Location of Pine Creek EcoPark and wetland pond. This facility would control storm waters flowing along Pine Creek, trap sediment and allow recovery of wetland in the northeastern portion of Frenchman's Bay. The large bare area to the left of the park is fill emplaced during recent construction activity on Highway 401.

tion is prohibited. The Ministry of Transportation should be requested to remove or stabilize the fill and ensure that sediment and contaminated water cannot freely drain into the creek (Fig. 9). The culvert system under Highway 401 should be regularly cleaned of sediment. A wetland within the valley adjacent to the Supercentre would provide a highly-visible 'EcoPark' at a central location within the Town. This would enhance the value of present and future surrounding developments and promote community awareness by interpretive signs. The park should be fully accessible to the public.

Controlling storm water flows at these two sites would facilitate downstream riparian planting where Pine Creek enters Frenchman's Bay below Douglas Park. This in turn would allow restoration of the wetland in the northeastern part of Frenchman's Bay and support Recommendation

#1 above.

Recommendation #3: Hydrogeological impact study of the Whites Road North Urban Area A significant opportunity exists with regard to the Swan Whites Road North Urban Area (WRNUA or Swan Property; Figs. 19). This is part of the last remaining pristine upper headwater zone for Dunbarton and Pine creeks. A recent environmental assessment of this area (Walker et al., 1997) recognized the importance of this land parcel and stressed that 'development-related environmental impact studies will be required' (p. 37). An additional study (Dunbarton Creek Master Stormwater Management Plan, 1996) also stressed the importance of the area but fails to precisely delineate existing groundwater conditions. Development in the WRNUA should proceed strictly according to the principles of 'environmentally appropriate actions' stated as Guiding Principles of Town Policy in the Pickering Official Plan, adopted by Council March 1997 (p. 13, para 1.3).

Given the environmental significance of the upper watershed area to the future ecological health and economic well-being of Frenchman's Bay, we feel it would be inappropriate to proceed with development in the absence of a sufficiently detailed understanding of the surface water and groundwater conditions in the area. The scope of hydrogeological work has been identified above under General Recommendations.



# Recommendation #4: Culvert removal on Pine and Amberlea creeks

Culverts under the footpaths crossing Pine Creek at Douglas Park and on Amberlea Creek adjacent to the West Shore Community Centre should be removed and be replaced with open span footbridges built on piles. This would eliminate the problem of scouring and erosion of sediment at the downstream end of the culverts (Figs. 8, 9), reduce the supply of fine suspended sediment to the bay and permit fish migration upstream.

# Recommendation #5: Stream channel naturalization

Stream channel naturalization and planting is recommended along for a number of erosion sites along creek channels throughout the watershed (Figs. 11, 19). This would reduce the downstream transport of fine suspended sediment to Frenchman's Bay.

# Recommendation #6: Installation of oil/grit separators

Oil/grit separators should be installed at the outfalls of small sewersheds that drain the immediate margins of the west and east bay (Fig. 19). This would reduce impacts from existing commercial and industrial sites (e.g., warehouses, marinas, stores, car parks) which are likely to increase given the anticipated completion of the waterfront trail and enhanced use of the bay for tourism and recreation.

# Recommendation #7: Clean Business Operations A program is needed to inform the

commercial/industrial sector of the need to practice good management practices with regard to

storage and disposal of chemicals. Existing TRCA outreach programs (e.g., Westminster Creek and Keffer Marsh in the west Don River catchment) and literature (TRCA, 1996c) provide a good model. A campaign to clean up illegally-dumped waste materials adjacent to Krosno Watercourse and an environmental risk assessment of area business and industrial operations are first steps.

# Recommendation #8: Community Outreach Program

- 1. Rain barrels and down spout disconnection
- 2. Watershed marking to identify storm sewers
- 3. Adopt- a-Stream a Pond
- 4, Garbage clean-ups along creeks
- 5. Reduction in Use of Lawn/Garden Chemicals
- 6. Reduction in road salt application
- 7. Pet/goose litter control
- 8. Planting and naturalization of parks
- 9. Vehicle maintenance
- 10. Chemical storage & improved yard maintenance by area businesses

These 10 initiatives will raise awareness among the community of the importance of watershed management to the future viability of Frenchman's Bay. Presently, the bay is largely out-of-sight and out-of-mind' from residents in the upper watershed. We recommend reduction in the use of pesticides and road salt by the Town on parks and roads and consideration of alternate means of treatment. A storm drain marking program should be completed throughout the watershed and be





supplemented by appropriate road signage and publicity. This would remind residents, visitors and businesses of their role in protecting the watershed and bay from improper disposal of household and industrial chemicals and the many other chemical substances routinely used in gardens and parking lots etc.

The Town must be encouraged to routinely collect household hazardous waste in order to reduce improper disposal and dumping. The Region should re-establish a facility in Pickering as soon as possible.

Naturalization and planting of school yards and parks would reduce run off and discourage geese. Schools and other community groups could lead the way in being good custodians of the watershed by adopting stream segments for study and habitat protection and planting. The Town of Pickering has a good record of community involvement in environmental initiatives and the opportunity exists for a co-ordinated watershedwide approach.

### FINAL COMMENT

This report has identified some of the environmental impacts arising from rapid urbanization of the Frenchman's Bay watershed. Specific actions have been recommended to rehabilitate the watershed to ensure the environmental integrity of Frenchman's Bay for future generations. These actions focus on the urgent need to manage storm water runoff and restore wetlands at the northern end of the bay.

A detailed watershed strategy and management plan is required for the upper watershed area lying on the Iroquois Sands given the hydrogeolgical importance of this belt for baseflow to tributaries of bay creeks; the future viability of the bay and waterfront area is dictated by developments in the urban hinterland.

The recommendations made in this report offer an opportunity to rehabilitate a heavily-impacted urbanized watershed for future generations. The coastal habitat of Frenchman's Bay has been in existence for about 3000 years. The bay and its rich wetlands was a focal point for early Indian settlement and provides a unique identity for the citizens of Pickering. Unfortunately, the impacts of rapid urbanization after 1970 have been severe and; if left unchecked, will result in destruction of the bay ecosystem in less than 15 years.



### **Executive Summary**

Rapid urbanization after 1970 along Pine, Dunbarton and Amberlea creeks has resulted in the loss of more than 50% of the headwater streams draining to Frenchman's Bay. Streams are now part of a storm sewer system discharging directly to Frenchman's Bay. As a result of the greater imperviousness of the now urbanized watershed, storm runoff volumes are enhanced, resulting in stream bank erosion and the transport of sediment to the Bay. In addition, reduced infiltration through asphalt surfaces results in lower replenishment of groundwater with the consequence of reduced flows along the creeks in summer. This is combined with a reduction in water quality as a consequence of flushing of contaminants (road salt, oils, greases, metals etc) from road surfaces, commercial properties, parking lots and backyards. Water and sediment quality in the Bay has been impaired, the extent and biological function of wetlands and streams fringing the Bay has been drastically reduced such that fish are absent along the lower portion of Amberlea Creek and several species are no longer present in the Bay. Remedial work designed to restore habitat is dependent on the implementation of a storm water management plan designed to reduce peak storm flows and improve water quality.

Of particular concern is the are to the east of Whites Road and north of Finch Avenue. This area is part of a groundwater discharge zone along the foot of the former Iroquois Bluff (the steep slope further north on Whites Road). This discharge feeds several tributary streams draining to Frenchman's Bay. Proposals for urban development along the Iroquois shoreline should be closely scrutinized with respect to the understanding of existing hydrogeological conditions and the nature of potential impacts on streamflow to Frenchman's Bay.

The future viability of Frenchman's Bay hinges on ecologically-based planning and watershed management in the surrounding watershed.

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Section (5)

At Home with Our Culture



Celebrating History, Heritage and the Arts

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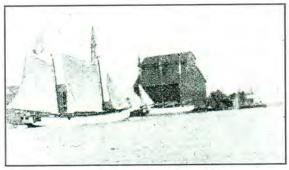


#### The Mandate

- To identify opportunities and methods that encourage public participation in the arts as an integral part of the waterfront.
- To document the history of Pickering's waterfront.
- To identify methods to preserve and communicate the history of the waterfront.

### Definitions

**History** - The story of the waterfront, told in terms of its history, referring to the sum knowledge of our past.



Frenchman's Bay - Circa 1890

**Heritage** - If history is the what, when and where, heritage is the cultural manifestation of the past into the present.

The Arts - Challenges us to incorporate visual and performing arts into the waterfront planning process in an accessible manner.

These elements converge naturally to create a discussion of cultural affairs.

## The Potter's Clay

As the world grows smaller, many communities have chosen to stop and reflect upon the importance of their own roots and identity.

Edward Relph summarizes this experience in stating that "Home is the foundation of our identity as individuals and as members of a community, the dwelling place of being." He goes on, observing that "To have roots in a place is to have a secure point from which to look out on the world, a firm grasp of one's position in the order of things, and a significant spiritual and psychological attachment to somewhere in particular."

These feelings cannot be manufactured from thin air; they must be given a medium in which to grow, and they must be nurtured. This process requires an imaginative approach, one that will instill harmony and civic pride. Today we have an opportunity to create a new vision for Pickering. A celebration of the waterfront offers a way to inspire our residents by defining the beauty and accessibility of our natural and cultural heritage as an essential part of our collective town character.



Discussing policy in its document "Creative Nation", the Commonwealth of Australia offers the following insights:

Culture rises from the community, even when the community may not be fully aware of it. It encompasses our entire mode of life, our ethics, our institutions, our manners and our routines, not only interpreting our world but shaping it.

Culture, then, concerns identity - the identity of a nation, communities and individuals. We seek to preserve our culture because it is fundamental to who we are. It is the name we go by, the house in which we live. Culture is that which gives us a sense of ourselves.

Pickering has a complex culture. Some know Pickering for its recreational aspects - fishing, boating, and windsurfing. For many, though, the name summons visions of an airport and expropriation, a dump, a nuclear generating plant and a water treatment facility - all in uneasy proximity to each other and the neighbouring city. Pickering can present an uneven identity, bland yet possibly somewhat dark in nature.

Pickering boasts an active cultural community that is committed to enrichment for its citizens. The town is also complemented by a municipal process-both staff and political-that has proven receptive to public input. Here, we are partners, not adversaries.



Pine Ridge Arts Council event

Consider a recent day when the civic complex was turned into a celebration of visual and performing arts, a creation of both the town staff and the Pine Ridge Arts Council. That same evening, staff and a group of volunteers and performance artists presented a panorama of our heritage on the site of Pickering Museum Village. These events spanned both urban and rural areas of the town and were well attended. More importantly, though, they served to fix a common experience in the minds of the attendees. Between the two events, Pickering took on the aspect of a village in celebration. Significantly, the day also signaled a growing recognition that cultural affairs are attractive to the public, worthy of municipal funding and that a vibrant artistic community exists within our borders.

Commitment to the community is generally based on the common problems and similar circumstances of the closest neighbours, rather than to the greater whole of the town. This need not be the case.



Even long-time residents find themselves choosing to define their place by village or hamlet rather than Pickering. The town is trisected: south of the 401, north to the Third Concession, and from the Third Concession to the Town Line. These borders are firmly embedded in the town psyche.

In response, it must be recognized that people require social anchors. The challenge presented is to forge a way of life that all residents can instinctively adopt as our own. Everyone needs a place to call home, with all the attendant feelings and concerns accompanying that rather large concept.

People have always come to Pickering in search of opportunity and a better way of life. The Town has recognized the diversity of its residents with a policy of celebrating all the many forms of our culture. The time is right to employ this sensitivity in the development of the waterfront. We possess as close to a clean slate as is possible in a modern urban setting. It is a resource boasting unparalleled opportunity, and we are only granted one chance to get it right.

Enhanced appreciation of our collective cultural

heritage, including a flourishing arts community, presents a set of social benefits that may be reflected in the general quality of our life. Feelings of shared ownership are acknowledged to have a positive affect upon the crime rate. Indeed, a public stake in visual and performance art, both in the creation and display, has proven to be a potent factor in the reduction of social stress.

A living accessible waterfront enhances our citizens' lifestyle and presents us with a marketable commodity in the tourist trade. Heritage tourism is defined by the World Tourism Organization as "An immersion in the natural history, human heritage, arts, philosophy and institutions of another region or country." It is one of the fastest growing global markets, and given our proximity to Toronto, we are in an enviable position to promote ourselves as a "must-see" portion of the waterfront trail. We have the tools, we have the will, we need only assemble the pieces and get to work.

An active investment in cultural affairs brings a healthy return. The creation of a unique water-front that incorporates spiritual aspects in addition to a physical construct will ultimately benefit the town.

We consider the cultural activities connected

with the Pickering
Waterfront trail as
separate and not to be
confused with that of
an indoor cultural/arts
facility concept, which
the town has discussed in past years.



Signage - Etobicoke



The Pickering Official Plan looks on the idea of such a facility being better placed in more heavily populated areas and commercial nodes such as the urban core. We agree. The waterfront trail concept offers the community a myriad of additional opportunities to explore and celebrate Pickering's culture.

To embark upon this vision, we must draw upon past, present and future. We need to illuminate Pickering's cultural attributes and put them to work for us. Each place is unique; we must seek it out. Pickering's shoreline encompasses historic places and scenic vistas, meadows, beaches and wetlands. Over time, it has witnessed Aboriginal lifeways, the age of European exploration, settlement, commerce, urbanization and the nuclear era. It is very much a product of our times. Still, there is magic to be found here.



Portraits in Cultural History

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Our common heritage is a perfect tool to define our identity from within our borders. A celebration of what we share, rather than an emphasis upon our differences, may do more than just provide identity and an active sense of place; it can also prove to be a great binding factor.

To assess the cultural influences upon Pickering we examined its history in four distinct themes: Native, French, English and the Modern Era. The rich resources of our town libraries, Local Architectural Conservation Advisory Committee (LACAC), Pickering Museum Village and the Township of Pickering Historical Society have been actively preserving our legacy.

By examining these resources, we have gained deeper insight into this legacy, via those stories told, what we have done and who we are. It is through such a legacy that we gain greater control over where we will go, what we will do and who we shall be.

Before the Ice Age, this continent is believed to have been devoid of human life. Pre-history began upon the receding of the glaciers, some 11,000 years ago, and the migration of humans from the Asian continent.

#### Native Culture

Modern humans, Paleo Indians, inhabited the area in small numbers, but the water's edge that they knew was not the one we enjoy today. Plentiful fish and game attracted them to the coast of Lake Iroquois, whose shore can be identified by the

rise of land a couple of miles to the north of the present one.

These first inhabitants were nomadic hunter-gatherers, living lightly upon the land. The evidence of their presence is subtle: the accidental discovery of a stone tool of a particular shape and source and perhaps by the proximity of their weapons to the fossilized remains of some long-extinct animals.

They were succeeded around 6000 BC by larger numbers of archaic Indians who came north as the climate warmed and the Great Lakes took on their present form. Still nomadic hunters, their tools were more advanced, and there is evidence that they set up trade patterns. They, too, established their campsites near the lake's edge, now recognizable to us as Lake Ontario.

About 500 BC, a new culture emerged. These groups, referred to as Woodland Indian, were initially pre-Iroquoian tribes, who then evolved into more recognizable affiliations including the Hurons and Five Nations. Their remains, again in the domain of archaeological interpretation, indicate significant developments in technology. After adopting agriculture, the people settled into villages and grew corn, beans and squash. Woodland sites are also characterized by the remains of fired ceramic pottery, which not only indicates a relative age for any such discoveries, but the various shapes and decorative patterns of their vessels indicate the culture that produced them. Pickering's fields and ravines have revealed espe-





cially rich evidence of a long occupation by Hurons.

Pickering provided an important link in early Ontario trade patterns. Toronto, long inhabited due to the shelter of the islands, was bounded on both sides by trails that led from Lake Ontario to the upper lakes. The carrying places at the Humber and the Rouge Rivers led to Holland Landing and thereby to Lake Simcoe and into Georgian Bay.

At that time, the Rouge River was still navigable to about where it now intersects Highway 7. From there the portage would begin, although it has been suggested that the "Old Indian Trail", Brock Road, would also have afforded easy access through the pine-covered hills. In fact, mention has been made of the Indian trail that led from Frenchman's Bay to Rice Lake. Archaeological sites near the Bay have revealed fish bones as well as those of the waterfowl that, then as now, were attracted to the sheltered waters.

The Hurons and Five Nations eventually developed an enmity based upon territory. Warfare was sporadic and generally limited and usually retaliatory in nature. Sites excavated in Pickering often show signs of extensive wooden palisades that were erected to protect Huron communities.

However, after European contact, full-scale conflict finally came about as a result of rivalries between their new trading partners. The Huron were affiliated with the French, who had a policy of not supplying them with firearms. In turn, the Five Nations Iroquois allied themselves with the English and Dutch to the south, partners who had no compunction against arming them. The Huron were virtually decimated and vanquished far afield. The primordial forests of Lake Ontario's north shore lay empty for decades until the return of the traders who attracted the New York Iroquois.

In the period around 1650, a major trading village, Ganatsekwyagon, was established here by the Seneca. The exact location is uncertain. While Frenchman's Bay has traditionally been identified as the site, there is evidence of an extensive village at the highlands of the Rouge. Some favour a bay location and there is speculation that the site may have been moved more than once during this era.

In 1700, the area was settled by the Mississaugas, who continued the agricultural tradition of the Hurons. Although they had ceded these lands to the English Crown by 1788, anecdotal evidence suggests the presence of a native camp on the north end of the Bay well into the 1860's.

### French Culture

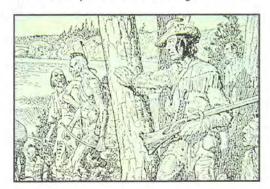
The origin of the name "Frenchman's Bay" has puzzled many over the years but, unfortunately, there are no sure answers. Some believe that the name harkens back to the French missionaries. Others believe the name recalls a forgotten French trading post in the area. It has been said that it came from a battle fought between the



French and the Indians. One old-timer, the late Charlie Mansfield, believed the name resulted from the drowning of a number of French-Canadian lumberjacks some two centuries ago. Whoever the Frenchman was whose memory graces the bay, chances are we'll never know his identity.

The key to unlocking the earliest European history of Pickering may lie waiting for discovery in the archival vaults of Paris, France.

The coming of the French to the Great Lakes had ushered in a new era. While Champlain himself explored the Trent system, it was probably the great coureurs de bois, Étienne Brûlé, who was the first European to walk Pickering's shoreline.



Unlicensed French traders in canoes and bateaux were followed by explorers and mapmakers whose job it was to inventory the wealth of New World for the French Crown, and then by Roman Catholic missionaries of varying orders. The woods were criss-crossed with a network of Indian trails but the lake supplied the major transportation corridor of the day.

In 1669, Father Fenelon of the order of Saint Sulspice was invited by the headsman of Ganatsekwyagon to visit the village and baptize its residents. Fenelon is said to have suffered a fierce winter and returned to the mission at Quinte in broken health, but recent interpretations of primary source documents indicate his venture was much more successful.

That the village existed is evidenced by many maps and commentaries of the era, but none seems to have been specific in the location of either it or the trail. Intriguingly, a map by a Swedish botanist published in 1771 seems to indicate the site as having been a French fort, and further, an object reportedly found in the Bay of late, might turn out to be a French cannon ball.

The French era lasted about a century, but little remains except a few place names - Petticoat Creek, the Rouge River and, of course, Frenchman's Bay.

### English Culture

Complex times and the rivalries of the great colonial powers were being played out in the great forests of the area by Natives and Europeans alike. After the fall of Quebec in 1759, the entire territory of New France, including Southern Ontario, was ceded to the English. A mild example of culture clash might have resulted when English surveyors translated "Petit Cote", - a place name with all the verve of a map reference - to "Petticoat". The reference to female undergarments may well have been greeted with a degree of discomfort by some of the more con-





servative religious settlers who first broke ground in this new land.

Trails were broken along the north shore of the lake, but the roads proved to be poor at best.

The lake continued to be the best means of transport between the scattered enclaves of settlement.

It is said that during a stormy winter's night, a ship carrying a military payroll to York was forced to send a party ashore for fear that the ship would flounder with its valuable cargo. It landed somewhere between Duffin's Creek and Highland Creek. The money was buried for protection and the troops returned by road to the garrison at Whitby.

The story continues that, despite a search, the treasure was never recovered. The troops involved were prosecuted and jailed for a time but all died poor. If there is a treasure, it remains hidden somewhere along our waterfront.

Significantly, it is reputed that a gold coin was once recovered in a dredging operation west of Duffin's Creek.

Pickering's waterfront, now part of Canada West, was initially surveyed and laid out in 1791. The earliest settlers were United Empire Loyalists who fled the United States after supporting the English Crown during the American Revolution. Most had been well established as merchants and even gentry in the 13 Colonies, but now were relegated to the back concessions. The highly

prized lakefront property ended up in the hands of Loyalist officers and friends of the government through the rampant favoritism that usually accompanied the granting of land. Most of our shoreline was ceded to the Commander of Fort Niagara, Major John Smith, and his sons. It is doubtful that they ever set foot upon their holdings.

Pioneer farmers, already facing the hardships of clearing and planting the new land, were forced to struggle through forest trails to bring their product to market. Such pressures factored into the general civic unrest that culminated in the Upper Canada Rebellion of 1837.

Pickering residents now had a greater stake in their lands, having protected them from the aggression of their former countrymen in the War of 1812. The population had been steadily rising and society became more complex, but the government remained deaf to calls for reform. During the rebellion, township loyalties were split as many felt compelled to join Mackenzie's forces. A Pickering resident, Peter Matthews, was hanged for treason. Other rebels escaped to via Frenchman's Bay after the Rebellion was put down.

Although the rebels suffered defeat, government was reformed and the healing process began. By the 1840's, Frenchman's Bay became a bustling port.



Smith's Canadian Gazetteer for 1846 provides the following (somewhat erroneous) description of Pickering:

A township in the Home District; is bounded on the north by the Township of Uxbridge; on the west by Markham and Scarborough; on the east by Whitby and on the south by Lake Ontario. In Pickering, 63,061 acres are taken up, 24,551 of which are under cultivation. The land in the interior of the township is rather hilly, and the timber of a large proportion of it is pine. At the entrance of Duffin's Creek, which runs through the township, is a bay called Big Bay (also called Frenchman's Bay, from a battle said to have been fought on its banks between the old French settlers and the Indians), about three miles in circumference, with a depth from two to three fathoms: it is separated from the lake by a narrow sand bar through which a channel is sometimes formed having a depth of six feet of water. In Pickering are four grist mills and 21 saw mills, from which the latter were exported last year about 3,000,000 feet of lumber. Population in 1842, 3752.

Commercial shipping, coupled with improved roads, brought prosperous times. Ours was a maritime economy; there was a history of shipbuilding at the Rouge, and the Village of Fairport boasted three hotels for passengers, sailors and fishermen who frequented the area. The coming of the railroad in the 1850's brought about serious changes, and the Grand Trunk Railway began to replace sail and steam ships as the primary means of transport.

n response, some of our local businessmen, including William Dunbar (Dunbarton) and Trueman White (Whitevale) established the Pickering Harbour Company and received a municipal loan to build a road, a grain elevator, piers and a lighthouse - all the necessities of a modern harbour.

What is not mentioned is that felling the forests created serious watershed problems that led to washing out streams and subsequent silting of Frenchman's Bay's north end. The first two port sites were soon abandoned. Nothing remains of the first locale on the west spit, but we can still see pilings from the wharves jutting out from the waters at the north end.

Shipping and trade to the United States flour-ished during the America Civil War but fell off during the reconstruction. The harbour once again fell into disuse and Fairport reverted to a sleepy bayside village serving the needs of the local farmers and fisherman.

Around the turn of the century, a new maritime industry developed on the north shore as "stone hookers" plied their trade.





These vessels, primarily flat-bottomed sailing ships, hauled large slabs of rock from the shallows of the lake. This stone was used for building materials and contributed greatly to the construction of Victorian Toronto. For a while, Frenchman's Bay was one end of a busy working zone that stretched to Bronte on the west. The ships were a common site in our waters. However, lakefront municipalities noticed that as stone was being gathered offshore there was a drastic increase in the amount of erosion from the waves. The beaches were disappearing along with the rock as the breakwater effect disappeared. This, along with advances in quarrying, signaled the end of a lively period along our waterfront.

Still, the villages of Liverpool and Dunbarton rose and flourished during these formative years in the township. Though Liverpool is remembered only by the name of the road that connected it with Fairport, Dunbarton remains a quiet neighbourhood in the town. Its link to the waterfront has been severed by Highway 401, but the passage under the railway lines still stands at the north end of the Bay.

## The Twentieth Century

Pickering gained a reputation as a vacation spot in the early part of this century; there were resorts at Rosebank and Duffin's Creek.



Day-trippers would come out on the railroad to enjoy the beach at Avis Park, at Wharf Street and Liverpool Road, or on the spits. Others would disembark and go by boat to the foot of Liverpool where they camped out on the sands. Recreational boating and fishing were attractions even then. Many of the shoreline areas were crowded with summer cottages, generally owned by working class families.

The Roaring Twenties and prohibition played a role in our marine history as prohibition offered unique opportunities for a fast buck. While the bay had always had a reputation as a smuggler's cove, the era of the rum-runners brought midnight visits by fast motor launches. Here, they would hold over and re-fuel; some were also said to be stocking up on some of the local moonshine.

A story is still told of how a young hand on one of the boats was given a bouquet of flowers from a neighbourhood garden. Upon reaching Toronto, he was killed in a gun battle with police and was buried with the self-same bouquet decorating his casket.



The war years saw many jobs appear at Defense Industries Limited in what is now Ajax, and many of the plant workers moved out to the area. The old cottages were winterized and places like Squire's Beach, Rosebank, Fairport and Fairport Beach became busy little communities. Avis Park boasted a dance pavilion that was a regular part of the local jazz circuit.



Frenchman's Bay - circa 1950

War's end had left a sizable community in Ajax. It was well serviced by transportation, services and lots of local spirit. In the mid-fifties it finally broke away from Pickering to become its own municipality. It remains a friendly neighbour, with common roots and shared experiences, to this day.

After the war, a new brand of criminal became known around these parts when the Boyd Gang, notorious bank robbers of the 1950's, began to visit Fairport Beach between "jobs." It is said that more than one revolver was likely disposed of from the Liverpool bridge.

The waterfront remained a quiet collection of villages separated by orchards and dairy farms until the early 1960's, when the suburbs began to extend beyond Toronto's borders. The popularity

of the automobile and the coming of Highway 401 made the daily commute from Pickering to Toronto a realistic option.

Farmland was bought by developers who established the streets and houses we are familiar with now. Being so far from the entertainment centres of the city, at one time Pickering had two drive-in theatres: the Tepee at what is now the Super Centre, and the Bay Ridges, where the Town Centre now stands.

The construction of the Pickering Nuclear Generating Station in the late 1960's had such an impact on our identity that the atomic symbol was incorporated into our town crest. The facility remains the town's largest employer.

The coming of regional government in the 1970's brought the loss of both Port Union and Pickering Village to our neighbouring municipalities, but we were still left with plenty of room within which to grow.

The population of Pickering has risen dramatically in the thirty-odd years since, and we are still a commuter society: a glance at the GO train or the highways during rush hour will confirm that observation. The town is now home to different cultures that celebrate the diversity of its peoples. Pickering is still changing as this century draws to a close, but it remains the product of many generations of residents.

We are a unique culture. We are defined by our waterfront. It too, is ours to celebrate.



Section 6

Appendices



Town of Pickering Planning Principles



In the Town of Pickering, the most important planning documents that govern waterfront land-use are the Official Plan and zoning bylaws. In March 1997 Town Council approved a new official plan for Pickering. The ecological goals for this official plan are set out below:

### **Ecological Goals**

Pickering Town Council adopts the following as its goals for its ecological system,

- (a) to conserve natural resources, especially non renewable resources;
- (b) to respect ecological carrying capacity, and sustain renewable resources;
- (c) to protect the health and integrity of Pickering's ecological processes, functions, cycles and systems;
- (d) to promote ecosystem diversity, stability, equilibrium and exchanges; and
- (e) to involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in making decisions concerning the ecological system.

Throughout the Official Plan document numerous policies set out additional policies, which we must consider in preparing the Waterfront 2001 vision:

#### Neighbourhood 1: Rosebank

Town Council shall:

prohibit vehicular access from the neighbourhood to the Petticoat Creek Conservation Area, and discourage vehicular parking within the neighbourhood for users of the Petticoat Creek Conservation Area.

- (f) encourage the use and operation of the Lake Ontario Waterfront Trail in a manner sensitive to the interests of the neighbouring residents, and provide local trail connections with the Waterfront Trail in appropriate locations; and
- (g) encourage the conservation authority and other interest groups to enhance the vegetative linkages between Petticoat Creek Conservation Area and the Rouge Park.

#### Neighbourhood 2: West Shore

Policy 11.4 Town Council shall:

- (a) encourage the Metropolitan Toronto and Region Conservation Authority to ensure that the design and operation of the proposed Frenchman's Bay West Park respects the interests of neighbourhood residents;
- (b) in co-operation with the Metropolitan
  Toronto and Region Conservation Authority, promote the location and design of vehicular access routes to the Frenchman's Bay West Park to have as minimal impact as possible on residents, and to appropriately sign the access routes
- (c) on the western half of Frenchman's Bay, permit boat anchorage but prohibit boat docking except in association with the Frenchman's Bay Yacht Club; and
- (d) encourage the use and operation of the Lake Ontario Waterfront Trail in a manner sensitive to the interests of the neighbouring residents, and provide local trail connections with the Waterfront Trail in appropriate locations.



### Neighbourhood 3: Bay Ridges

Policy 11.5 Town Council shall:

- (a) explore opportunities to rejuvenate the historic Village of Fairport as a "lakefront village", and to this end, may consider the introduction of small-scale uses related to marina and waterfront activities on suitable sites, provided the historic character of the area and the interests of area residents are respected;
- (b) consider providing a municipal boat launch along Front Road south of Commerce Street, at the foot of Liverpool Road or along the east spit of Frenchman's Bay; and
- (c) encourage the use and operation of the Lake Ontario Waterfront Trail in a manner sensitive to the interests of the neighbouring residents, and provide local trail connections with the Waterfront Trail in appropriate locations.

The Official Plan goes into more detail on pages 117 and 118 with respect to Frenchman's Bay. It recognized that the Bay is in jeopardy because of diminished quality of fresh water streams feeding into the bay. Policy 10.14, which is summarized below, sets out a series of events which can occur to address the concerns surrounding Frenchman's Bay. In fact, this Task Force, which was established in May 1997 by His Worship Mayor Wayne Arthurs is looking at issues affecting the entire Pickering waterfront.

Policy 10.14 Town Council recognizes the ecological, cultural, recreational and economic significance of Frenchman's Bay and the Lake Ontario Waterfront; accordingly, Council shall,

- (a) designate the shoreline of Frenchman's Bay and the Lake Ontario Waterfront as part of Shorelines and Stream corridors to increase awareness of this area;
- (b) permit uses and activities along and adjacent to Frenchman's Bay and the Lake Ontario Waterfront that promote the area as attractive, healthy and accessible, while protecting, and/or enhancing ecological systems and the character of abutting neighbourhoods;
- (c) prepare in association with the Region of Durham, Waterfront Regeneration Trust,

  Metropolitan Toronto and Region Conservation
  Authority and interested others, a Waterfront
  Management Strategy for Frenchman's Bay, the
  Lake Ontario waterfront, and their related lands,
  which shall take into consideration the conclusions and recommendations of,
  - (i) the Durham Region Lake Ontario Waterfront Report;
  - (ii) the Lake Ontario Greenway Strategy;
  - (iii) integrated shoreline management plans;and
  - (iv) other relevant reports.
  - (d) require that the Waterfront Management Strategy explore opportunities for the waterfront to serve a local and regional role in recreation, tourism and economic development, and address, where necessary,
  - (i) refined land use and scale of development;
  - (ii) design guidelines for built form;
  - (iii) scale, location and type of recreational opportunities;
  - (iv) increased public access:



- (v) natural habitat restoration and expansion;
- (vi) expanded trail links and connections; and
- (vii) any other matters Town Council deems necessary;
- (e) prepare and Environmental Management Strategy for Frenchman's Bay undertaken with the Waterfront Regeneration Trust, Metropolitan Toronto and Region Conservation Authority and interested others; and
- (f) require, where appropriate, the recommendations of an Environmental Report to be implemented.

The Task Force has considered many of these issues and the results are set out in this report. The Task Force also recommends that there be more detailed discussion with abutting landowners, particularly with respect to a commercial node at the south end of Liverpool Road. The Official Plan has designated lands from Commerce Street south to the Lake, along both sides of Liverpool, as a Detailed Review Area in which Town Council may set up a comprehensive design exercise to determine what such factors as appropriate parking, traffic flow and scale of development.



A Day at the Waterfront



Editor's Note: Waterfront 2001 is about more than planning a physical layout. It is also about people. Pickering continues to thrive amidst the most socially and culturally diverse area in Canada. Our town has been enriched by such diversity and we want everyone to feel welcome here. The following scenario depicts just one of countless possible walk-through's to be enjoyed by those who visit our waterfront in the year 2001...

Mom, Dad, Buddy and Sis have packed up their bikes with all the provisions necessary for a day on the trail. They live in the city and have made the waterfront an enjoyable part of their lives. Today is to be something of an adventure. They have heard the buzz about the new Pickering trail, how the people who use it now have created it for kids and parents and everyone who will use it tomorrow.

They had been told that of all the communities along the trail, Pickering is the best. People speak with admiration about the quality of life, and the luck of the residents to have such a marvelous cultural and recreational asset at their doorstep. Dad called the 1-800 number set up by the town and got an information package with a trail map showing access points, approximate walking/riding times, rest rooms - everything needed to plan the day. Mom liked the colourful brochures about the Liverpool Commercial Centre; the antique market there was known throughout in the area. Dad, a history buff, appreciated the heritage walking tour guide. He had no idea that the town had such a colourful past. Buddy and Sis were ready for the sports and music. Weekends in Pickering

sounded like so much fun. They had taken the virtual tour on the town's web site and could hardly wait.

They decided to enter by the western gateway, having parked on the Toronto side before crossing the Rouge River bridge and eagerly approached the archway which marked the municipal border. The archway, a creation of leaves and vines, crafted in bronze by a local artist, had already weathered to pale verdigris. Beyond, lay the first of many vistas, a clever extension of sight-lines leading the eye through a sweep of trees to a broad view of Lake Ontario.

They passed through the arch with a sense of awe, and where the trail veered west, their attention was caught by a stone cairn bearing an engraved plaque:



### Day Dreams

We travel through life on daydreams

To destinations faraway . . .

Experiences unknown . . .

Imaginations untapped . . .

Follow where your mind takes you

For once there, anything is possible

And every journey is

an inspiration to the soul

to make the dream real.



Our family passed in contemplation. Then Buddy hopped on his bike.

"Let's go, Guys!"

And with that, they embarked on their day.

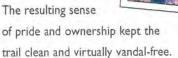
Meandering like an old stream, the trail had been built to accommodate both bikers and walkers on different surfaces designed to control speed and keep the groups safely apart. Despite the early hour, they were not alone. Roller-bladers glided by, couples strolled with their children. A pair of seniors jogged past. Everybody was smiling.

Something at the road's edge caught their attention. It stood like a totem and bore a carved numeral over a bas-relief of an arrowhead. It had been fashioned from a recycled telephone pole. Dad pulled out his heritage tour guide and read aloud:

"Gandatesekwyagon. This area has a long history of native occupation. Early French documents show the 17th century Iroquois village of Gandatesekwyagon at the southern terminus of an ancient portage leading to Lake Huron and the upper lakes. Tradition, though, places it on the shores of Frenchman's Bay. While we are unsure of its exact location, archaeological evidence points to a site on the banks of the Rouge River. What is certain is that for millennia, paths have run through the forests along the lakeshore. As you progress along the Pickering Trail, it is somehow humbling to consider that many have trod this way before."

According to the guide, the signpost had been fashioned by high school students under the tute-

lage of a talented local wood-carver. All aspects of the community had been consulted and asked to contribute to the water-front reclamation.



"No graffiti on the trees, then?" quipped Mom as she peddled off with Buddy. "Look at that forest ahead. What do they call it?"

Dad checked his map. "It says here 'Petticoat Creek Conservation Area"."

"Petticoat? You're kidding, right?"
"Geez, Buddy. Grow up."
"Thanks for the input, Sis."

But it was all in fun. They rode for a while, entered the park and took in the fresh breeze from the lake, further scented by the greenery all around. At a turn steering them away from the lake, a widening in the trail invited them to dismount and follow a worn path to the edge of the bluffs.

Dad read from the guidebook about the mansion that had once stood on this site. Buddy and Sis searched the undergrowth for signs of the old Moore house. They could find nothing but part of an old retaining wall.

After a quick drink from their water bottles, they proceeded up the valley toward a bridge over the creek. Between the bushes beside the path they could see large grassy areas where families had laid out baskets and blankets for their own day in the park. Kids in their brightly hued team jerseys





wove intricate patterns around the distant playing fields. The sounds of happy voices carried far. Puzzled because they were still some distance from the creek, Mom, Dad, Buddy and Sis took a moment to investigate the sounds of running water close behind the trees. They found something, but weren't sure what. It wasn't a wading pool - the shallows were scattered with stone spheres from which sprang sprays of water. It wasn't a sculpture. And it wasn't a fountain. Not

stream and kids playing in the spray. In the end they decided it was exactly what it appeared to be: just another fun place. It was, like the whole waterfront area, a people place. A place to hang out on a hot summer's day.

with live ducks, in an artificial

They returned to the trail and coasted down over the bridge. Huffing and puffing, they then made their way up the hill to the other side of Petticoat Creek. To their right, they could see a pedestrian bridge with ramps for strollers and wheelchairs. Light and airy in appearance, the bridge was a piece of sculpture in itself, repeating the entrance arch's leaf and vine theme.

"They aren't kidding. This trail really was built for everybody." said Mom.

They peddled along the route as it ran behind houses and back to the bank above the shoreline. Numerous trail widenings spread here and there, and every time they stopped, a panorama lay before them. Certain views bore an air of some-

thing special, yet hard to define. But once our family stopped and took advantage of the bottom-friendly seating that seemed randomly placed, little secrets would reveal themselves. They would find their vision focussed on a picture postcard view, or on a mobile in the trees, too high up to be tampered with but close enough to be enjoyed from below.

"This is really coo!!" remarked Buddy, "If we hadn't stopped and taken the time to look around, we

never would have spotted it."

Sis responded, "I've got a hunch that each one of these rest spots has a little surprise."
"What about that field we rode through?" asked Dad. "Remember the scent of sweetgrass and wild flowers? Sowing a meadow like that is so simple. And it's delightful. This trail sure wasn't laid out by accident. It seems perfectly planned,

but not contrived, you know."

The route continued, gradually descending as the bluffs gave way to beach. At times they rode at streetside, but always with a view of the water's edge and at a comfortable distance from the light neighbourhood traffic. They were pleased to see that all the utility poles bore planters overflowing with blossoms. Each was unique, and according to the guide, all had been designed and built in local high school shop classes. Even the discreetly placed refuse containers were skillfully forged. They slipped back onto a narrow easement that ran between the houses and the shore before crossing West Shore Boulevard and moving down Beachfront Promenade. Through the trees to the north, they could spot a water park the likes of







which they had never seen before. This was no plain old wading pool. Instead, they could see a series of colourful coils and hoops snaking through the water like a giant

slinky toy. The tubes emitted

erratic sprays as the children negotiated a way through them. A simple sensor was activated when anyone got close enough, and the ensuing blast delighted the kids. Buddy made a mental note to stop by again on the way back.

Farther along, the lands remained a pleasing combination of woods and fields interrupted by a single, small baseball diamond. Our family detoured to inspect the set-up. It wouldn't compete with most community fields in terms of sophisticationa simple backstop and mown outfield without lights or manicured grounds-but it was absolutely perfect for a game of pick-up ball. In fact, a game was going on right at the moment.

"This takes me back," said Dad as they paused to watch an inning play out. "No uniforms or umpires or screaming parents. Just the kids and the game. There's a kind of wisdom to this."



The trail led on, and the scenery began to change again as they approached the west spit. On the north side of the road, the family noticed a small complex with washrooms and change facilities. They were fascinated to see a

playground made up to look like a sailing ship. Built from timbers and yards of sturdy rope, it sat in the middle of a sandlot and was complete with ship's wheel. Boys and girls alike were playing pirate, swinging from the lines, leaping overboard into the sand and generally having a great time. Buddy leapt from his bike.

"See ya!" he yelled as he joined the crew of pintsized buccaneers.

Leaving Buddy to terrorize the Seven Seas, the rest of the family locked up their bikes at the artfully constructed racks and set out to investigate this place. They found a number of small exquisite gardens scattered about the grounds. Interpretive signage told them a group of local artists had collaborated with the Horticultural Society to create these singular works. Some even incorporated textures and fragrances appealing to the sightless. Others were multilevel creations easily viewed from a wheelchair. Chimes and gongs were discretely placed in the trees to provide a sound-track, driven by breezes.

A formal rose garden dominated the south side of the trail, with comfortable seating around the periphery to encourage a contemplative

mood. Beyond it

lay a stone embankment, breached by a set of stairs leading to the beach. Benches cut from logs faced the waters, and still others circled a couple of fire-pits. It was apparent that driftwood provided an ample supply of fuel.





Mom, Dad and Sis were plainly entranced by the natural beauty that permeated the whole spot and they wondered how so much creative energy had been brought together. It could only have arisen from a truly harmonious community.

After a time, they pried Buddy off the ship and returned to the trail. There was a car park in behind the trees, a feature which made sense when they discovered that the road before them was blocked to motorized traffic. A direction sign bore a simple leaf-shaped motif, a carving common among other heritage signs. This artistic application would be used throughout the Bay segment of the trail.

"That's Frenchman's Bay!" piped up Buddy. "That's where the trail splits and we get to choose which way we go. Up and around, or on the boat."

"Tell you what", said Dad. "We'll take the long way around while we're still fresh. Then, on the way back, we'll relax and go by boat."

That made sense, even coming from Dad, so they headed north along the edge of the marsh. By then, it was late morning and the air was ringing with bird songs. Red-winged blackbirds clung to the bulrushes and the family delighted in spotting a swan, then a great blue heron. They emerged near the yacht club and got their first real view of the bay. A short ride up the street brought them to the entrance of Bruce Hanscombe Park.

They halted by a great red granite boulder, a "glacial erratic" according to the guide. Carved into its surface was the story of the man after whom the park was named.

"This looks like a good place to stop and snack," offered Mom. "Why don't you tell us what the

guidebook says about Frenchman's Bay?"

She pulled some goodies from a cooler bag, and as they munched, Dad told them about the history, where the name might have come from, what sort of plants and animals were here, all kinds of things. He pointed to the far shore and showed them where the ice houses and grain elevator used to be, then held the guidebook up and let them compare the view with the old photographs reproduced on its pages.

"You know what's odd about this place?" Sis mused. "I can see geese in the sky and the water, but hardly any on the grounds. A site like this usually turns into goose pasture when it becomes a park."

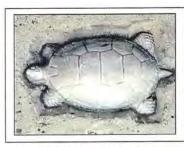
Dad looked at the guidebook. "It says here, they use a series of natural buffers to keep geese out of the area. Given the right kind of plantings, they'll find a more comfortable spot where their-ahem-personal hygiene doesn't interfere with public use."

The family left the park borders, skirted the marshlands on the Bay's northeast corner, rode through a wooded ravine and emerged on a nicely manicured lawn. The trail continued past several log buildings. They rode by and discovered that the first was the West Shore Community Centre. Looking through the windows, they saw the interior being decorated for a wedding reception.

Close by sat a similar building, known as the Frenchman's Bay Environmental Interpretive Station. They all dismounted and entered to find the building was as good as its name. The walls were dominated by maps and photos describing the wealth of wildlife to be found in the habitats



making up the bay's ecosystem. They spent a while studying the large terrariums that



held live reptiles and amphibians in a natural setting. Aquaria showed them some of the smaller fish that also called the bay home.

The exhibits ended at a rear exit, where a sign pointed them outside toward the observation nodes. These turned out to be platforms located at the ends of the three elevated walkways extending into the marsh. Sis mentioned she had heard that her class was going to be visiting this centre as part of its environmental science studies. The Interpretive Station had a great reputation among educators, and the money raised through school programs made it virtually self-funding. A nicely crafted clock indicated the time for the next scheduled tour, but rather

than waiting,
Mom, Dad, Sis and
Buddy decided to
rely on the guidebook to help them
explore the natural
and cultural heritage
on display.

Refreshed by the stop, they rode past the north end of the bay. They were now far enough from the roadway, yet not so far as to interfere with the wetlands bordering the trail's passage. Many people passed by from both directions, and everybody continued to observe trail etiquette posted at various points. Numerous rest spots

along the way offered seating and scenic vistas. A corridor next took our family between the houses and the environmentally sensitive areas, skirting the storm water management ponds that had revitalized the creeks. Since the ponds had been built, the water quality had vastly improved and long-gone species of fish and waterfowl were returning to the area. Dad noted from the guide that even a family of coyotes had taken up residence on the headlands, but were too skittish to go near humans. Coyotes stuck to their turf, frequenting ravines and rarely showing themselves during the day.

A short ride down picturesque Front Road brought them to a park which Dad and Mom recognized as the former Port Pickering Marina. Friends had kept a boat there and they recalled it as a happy, busy, family-oriented establishment. They were pleased to see that people were still coming here, although there had been significant changes. Gone were the docks, to be replaced with transient docking along the extensive seawall.

The big blue building was also gone. And a building resembling a new home had been added recently at the northern end of the park, in a way that blended with the existing residential neighbourhood. On closer inspection Buddy

realized that this was the home of a new organization, the Pickering Canoe Club. At the water's edge, a tiny floating dock had been





built to accommodate the small boats used by this club. No access existed from this site to the road. Unknown to Buddy, the building also hosted other groups including the arts community, which had set up studios and gallery space inside. Entering the park area, Buddy noticed a building whose outside walls were painted with murals depicting scenes from the Bay's past. They showed heavily wooded shores, sailing ships, birch bark canoes, native longhouses - all images of a world that had been left behind in the march of progress.

Mom, Dad, Buddy and Sis noticed a crowd clustered about tables at the south end of the park. Riding on, they found a small market where some of Pickering's rural community members regularly brought produce and homemade goods for sales. It was one of the worst kept secrets in town. People were coming from all over to sample the wares. Mom bought a few preserves, and Dad happily tucked some sausages and small bottle of cider into his saddlebags.

A brief detour to the west, and they were headed down Liverpool Road to where a grouping of small heritage-styled buildings created a 19th century atmosphere. Boutiques and shops lined the short boulevard. Victorian-style street lamps decorated with wrought iron flower baskets completed the effect. Traffic had been discouraged south of Wharf Street and cut off entirely just north of bridge leading to the lake.

The span was marked by an oddly symmetrical arch, which led Dad to consult the guide once more.

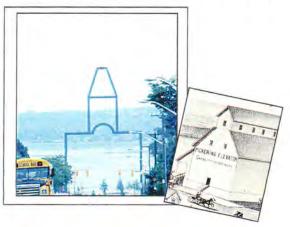
"Do you know what this arch represents?" Dad asked. "Look at this picture of the grain elevator that used to stand near this spot. The archway incorporates its profile."

A little to the right, they could see an octagonal lighthouse rising above the trees on the east spit. They pledged to check it out on the ride back. Mom proceeded to hit the antique shops, while Dad wandered up to the upper deck of the Bistro for what he felt was a well-earned drink. He took in the activity below as he sampled the best from a local microbrewery.

"This has certainly turned into a special day," he mused, "And it's nowhere near over."

Smiling, he waved to the kids who were examining the boats at the tidy marina.

Refreshed, he joined Mom and they browsed the shops together, promising themselves they'd return another time when they had enough cargo space. After window shopping, they rounded up the kids and peddled over the bridge. On the other side they were greeted side by a large circular plaza made of interlocking stone and surrounded by poles from which flew coloured banners, reminiscent of nautical flags. In the centre stood something resembling a totem pole, though





made of metal in a modern design. Low, natural seats had been placed between the flagpoles and in the plaza, buskers played musical instruments and entertained the crowd with juggling routines. Our family stood beside their bikes, watching the entertainers and other folks who had gathered. Some were buying lunch from food vendors who had staked out territory nearby.

Clearly puzzled, Buddy studied the poles and intricate centrepiece, Suddenly he grinned.

"Hey guys, look at the shadow from that sculpture! See how it's sort of pointing at this flagpole? I'll bet the whole thing is a big sundial! If you could read those flags, they'd represent the numbers on a clock!"

The family gave full marks to Buddy for figuring out the subtle landscaping. "That's just what I like about this place," he said. "It's full of surprises, you just have to pay attention."

After lunch and an enjoyable hour spent watching the goings-on, the family decided to walk east along the beachfront trail. Buddy stopped occasionally to try out the playground equipment along their route. Mom noted that Ontario was an Indian word meaning "Shining Water" and the family agreed it was an apt description of the lake.

They had come a long way already, but they were in no hurry and there was so much opportunity to sit and rest that the day was no effort at all. Where the beach ended, there was a lot of construction activity. They stopped to read a sign indicating that Ontario Hydro was rehabilitating the lands, and the Town of Pickering would be building a boat launch and extending the beach.

Rounding the bend, they were again given a choice of routes. To the left was the "Participark", a long winding trail that took them through a number of stations designed to test and enhance fitness through various activities.

"I'd say were getting enough exercise right now," said Dad. "Lets head over to the amphitheatre, instead." They took the other path, which encircled the massive hill dominating Alex Robertson Park. On the far side, they were once more taken by surprise. Beside the amphitheatre lay a bandshell that appeared to have been carved directly from the eastern slope of the hillside. The wooden stage was flanked by tall Doric columns that must have been rescued from one of Toronto's older buildings before demolition. Large, carved stone panels formed a backdrop to the stage, obviously from a similar source.

A performance of old Ontario music was just finishing as our visitors lay down their bikes and sat on the grassy incline that served as seating. Sis, the budding thespian, pointed out the power sources for light and sound, and discreet doors that would have led into a backstage dressing area. A poster in the wings welcomed them to the annual Heritage Arts Festival.

They stayed to enjoy a troupe of dancers who appeared next and all agreed to return in a couple of weeks for the performance of "A Midsummer Night's Dream." The whole family was charmed by the elegance of the open-air venue. They looked about them, intrigued to see that the park also held a number of sculptures,







intricately welded metals. A check with the guidebook informed them that this had been the site of a juried international sculpture exhibition the year

the installations had remained behind. They had been paid for with grants from government and corporate sources.

In the north corner of the park, was a vision not easily forgotten. There sat what looked like an ultralight aircraft, surrounded by waterfowl.

"That's just like a scene from that movie about the little girl and the geese." said Sis.



Most of the large birds scattered in a mild panic as the family rode over for a better look, but Buddy was the first to notice that the ones who stayed were actually made of fibreglass.

"It's a sculpture," he giggled. Across the way was Kinsman Park. This busy expanse was home to all manner of athletic activities, from playgrounds to tennis courts. People of all ages either played or sat cheering their teams on. It was plain to see that it was also a popular access point to the trail since many cars in the parking lot bore bicycle carriers. A steady stream of two wheelers moved about the area, heading off in all directions.

Standing aloof on a hill behind the park was a large abstract form that resembled a human figure, but in a Native motif. "Spirit Catcher," the ever-useful guidebook called it. Positioned against the brilliant azure sky, it was nothing short of

dramatic, and our family absorbed the effect in silence before reluctantly turning away. They made their way down Sandy Beach Road. The nuclear power station was nearby. They had seen



it from afar and caught glimpses of the buildings through the trees planted down either side of the rolling street. The greenery gave the road the aspect of a country lane and as they turned east, they were unprepared for the sheer size of the installation before them. Pedaling past the plant on the opposite side of the road, Dad noted the information centre and suggested they come out for a visit as a rainy-day activity. Everyone agreed, deciding to take the trail spur that ran through the plant grounds.

First, though, they examined a sculpture that sloped down a nearby hill. Referring to the guide, they were informed that the hill was actually



another glacial feature called a drumlin. The lines and contours of the sculpture whimsically reproduced the town's physical terrain, as it rolled down from the Oak Ridges Moraine to the shores of Lake Ontario.

They then crossed over, riding through the shadows of the great reactor buildings. Ontario Hydro had opened up this link in the trail to provide access to a fishing pier. The facilities were crowded with boaters and anglers. Some were lined up at the fish cleaning tables, others were just setting out from the man-made jetty that protected the little harbour. And all were having a great time.

Once past the plant, the trail took them along the final stretch. It wound past meadows, above the beach and around the water treatment plant, well hidden by bushes. The path had been constructed to present a new view around virtually every corner. Carved faces and wooden figures marked their progress from occasional vantage points in the forest. In some spots, only a light scattering of trees separated them from the beach, and they continued to stop here and there to read the markers interpreting the local history and ecology.

Another archway defined Pickering's border.

Only this one was like a long, metal trellis, cut with silhouetted figures from the town's past.

They saw natives and farmers, men carrying long rifles and women in hoop skirts. The shadowy people were interspersed with animals as well. Inspecting the metalwork, Dad noted that it would have been a long while since any bears were sighted in these parts. Buddy responded that it was kind of nice that those days weren't

being forgotten.

Just on the other side of the arch, they spotted another stone cairn, identical to the one which had greeted them at the Rouge Gate. Only this time, they saw the reverse side, which bore a different poem. Again, they spent a moment in thought while absorbing the simple beauty of the words before them. Then Mom, Dad, Buddy and Sis turned about for the ride back.

They moved at a faster pace, but not so fast as to disturb the others on the trail, nor too hurriedly to miss the vistas offered by this perspective. They chatted happily about all they had seen. Before long, they were back at the Liverpool bridge and they pulled up before the white wooden lighthouse. This classic building had been reconstructed a little ways off from its original location and now served as a historical interpretive centre and tourist information bureau. They took some time to look at the exhibits, tools from the ice-cutting era, artifacts from all stages of the waterfront, touchstones to the past. They were especially enthralled by the collection of images illustrating community growth from the birth of photography on into the modern era. Oils and watercolours of local scenery also offered glimpses of the community. Buddy led the way up the spiral stairs to the observation platform at the top of the building, and they all spent a while leaning on the rails and admiring the view.

"Look over there!" said Sis. "It's the pontoon boat. Can we ride it now?"

"Sure we can. It's getting on and we should think about getting back," agreed Dad, taking a last look



around. They descended the stairs and returned to their bikes. Heading off to the small ferry, they saw how the spit was being allowed to return to a natural state. Even this part of the trail seemed unobtrusive, complementing the grasses and shrubs that flourished in the sandy soil.

They pulled up to the small landing and rang a bell signaling the ferryman. A couple of minutes later, he approached and made fast to the dock. Our family walked their bikes aboard and as they cast off, Buddy engaged the youthful captain in conversation. He was a university student and this was his "summer gig." He had no trouble in allowing that it was a great job, the waters were generally calm and the people were all in good humour. This boat ride, though short in duration, was one of the high points of everybody's day. Too soon, they had docked at the other side, and finally rode off with a wave for the Skipper. Mom, Dad, Buddy and Sis rode back along the path they had come in by. They had seen and experienced so much, was it really only this morning? As they went through Petticoat Creek Conservation Area, they stopped for a short rest in a nook they had passed by earlier. The woods around them were filled with deepening shadows as the sun sank lower in the sky.

"Look there," said Mom, all of a sudden. "Up in the trees." The family followed her gaze and to their delight they discovered that the last rays of the sun were illuminating a host of gnomish faces.

The carved images, white against the bark

of the branches looked down upon them with friendly, wrinkled, smiles. "It's an enchanted forest." "It certainly is." responded Dad. "The whole place is special, isn't it." They walked their bikes to the arch that had greeted them that morning. "Let's do it again." asked Sis. "I'd like to bring some friends along next time."

"Me too," said Buddy.

They stopped to read once more the words that had been set upon the cairn, the same that they had seen at the eastern limits of the trail:

They then made their way back to the van and

Night Dreams
Beneath a starry landscape
we journey into dreams
on silvery night wings
to distant places
Cross the threshold
and enter worlds beyond
Where hidden secrets
wait to unfold
their enchanting magic.

headed for home. Each sat quietly and reflected upon the day. They knew they'd come back again, soon.

In the words of Henry David Thoreau:
"This World is But Canvas
To Our Imaginations."

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Let Us Be Unique

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Few Ontario waterfronts pay tribute to their Past. LET US BE UNIQUE!

Let us pay tribute to our Past. Let us create a Place.

We cannot reproduce what has been lost, but we can represent many elements of the history of Pickering's earlier Waterfront. LET US BE UNIQUE!

Let us pay tribute to our Present. Let us create a Place.

To the diverse cultures which form Pickering's Cultural Mosaic, to the industries, the commerce, the recreation and the environment, let us pay tribute to our Present by creating a higher quality of life.

By using good design, sculptural and artistic elements such as large representational sculpture, murals, and/or series of carvings, we can create a better sense of Place, and a higher quality of life.

These same elements can be used for signage, washrooms, areas for the physically challenged, seating, entrances, passageways, gateways, gardens and performing areas. LET US BE UNIQUE!

We in Pickering have a rich and largely untapped resource, OUR ARTISTS. They can create images that will capture our past, enrich our present and enlighten future generations. WE ARE UNIQUE!

Let us pay tribute to the future. Let us create a place!

We can have a unique legacy. Future generations will know that at the new millennium, Pickering did value its past and did pay tribute to its present. The people of Pickering did create a place. The people of Pickering did create their Vision. THEY WERE UNIQUE!



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